

## Community Workshop: Emerging Plan Concepts and Preliminary Proposals

October 5, 2013

### Participant input summary

#### Record of individual polling card comments from workshop

*The statements below reflect the entire record of comments provided by participants at the October 5, 2013 Realize Rosslyn workshop, as documented on the individual polling cards completed in conjunction with the breakout focus group sessions.*

### PUBLIC PARKS AND OPEN SPACE

#### **18<sup>th</sup> Street Corridor**

- Need to consider scale change and impact on proposed uses
- Sounds good but can it be done?
- Needs to go further and consider topography/natural features
- Great emphasis on walking, true retail. Consider making Moore Street (a dead end to Wilson) pedestrian at least partial days, weekends
- As much pedestrian space as possible, cafes, viewscape east
- Nice idea but the implementation will be costly given the topography
- Topography is challenging; need mid block landings or shops
- A must!
- Great connection
- Not enough detail
- Like canopy, makes it more walkable; conquer the hill. Need to include west Rosslyn
- Tie Rosslyn to Roosevelt Island
- Most important in Rosslyn
- Need more specific tailoring to Rosslyn Plaza PDSP
- Concerns about incline/slope - terrace it!
- What is going to happen to commuter traffic which does not want to "share" road?
- Lots of residents around to benefit from shops, restaurants
- Pedestrian corridor w/ some vehicular use (in some areas)
- Clarendon and Courthouse retail concepts are proven on Wilson. Don't take risk on 18th Street
- How does pedestrian/vehicular corridor transition at topography?
- Pedestrian only
- As long as pedestrian - not cars
- Need to address alignment with all relevant bordering property owners. Good pedestrian corridor central to Rosslyn
- Make this pedestrian only - like it as a concept
- Variety of open spaces
- Great - let's make it diverse and walkable

- Need to break up superblocks
- Walkable open space to water
- Great to have a gathering area that can turn into a tourist attraction
- But require careful activating retail to make safe and active
- Rosslyn needs to have something in the middle to be a walkable more retail/restaurant friendly area
- Pedestrian priority, less focus on vehicles
- Needs to work with future redevelopment
- Add traverses to residential

### ***Esplanade***

- Needs to be in front of Waterview, Rosslyn Plaza and River Place
- Expand, think bigger, include all river front
- More realistic, real access
- Needs realistic representation, scale is not correct
- Needs much more realistic rendering.
- Extend along entire waterfront arc
- Needs work, too narrow now
- Respect NPS sensitivities;
- Include Rosslyn Circle in planning
- Difference maker
- Make building bridge to Roosevelt Island priority
- What are ROW issues? Where to get increase in public space?
- More access to the water; need to link into other green spaces
- Need to be more bold - really bridge Rosslyn to river with green space
- Love it!
- Alternative to walking over to Roosevelt Island
- Illustration is misleading - views to river cannot be achieved
- Unknown - no views. Out of traffic pattern
- Needs more study - make a destination other than next to I-66
- Build esplanade over I-66
- Need connection over I-66 to river
- Absolutely must have river connection to work
- Love it - but don't know if feasible
- Very important - One of Rosslyn's greatest assets is location on river
- I'm very excited about a vision to connect Rosslyn to the river and utilize the Potomac
- Definitely more access to the Potomac would be welcome
- Excited, need to show realistic views
- A little skeptical of execution of this
- Best feature!
- Basic fundamental concept
- Beware of sound!
- View of water
- I love river connections to make those areas more accessible
- Great to be connected to the water which would lead to emphasis on cleaner river
- Level, walkable connected! Fantastic idea.
- Needs a 2nd pedestrian bridge to Mt Vernon Trail
- Riverwalk and access to river are two very big things missing from Rosslyn

- Multi-level approach
- Provide varied spaces; instead of one huge space
- Elevator on Key to Ferry
- Need to consider scale change and impact on proposed uses

### ***Green Circle / Freedom Park***

- Need more access points
- What is it?
- Consider natural features, more details
- Esplanade is stronger pedestrian/green circuit
- Why would people use it? Needs cafes, bars, restaurants. Even locals don't know about this park!
- Need more ideas for the level north/south areas
- Concept not clear - could work if it includes small scale active recreation uses
- Need to totally rethink Freedom Park
- Great concept for connection
- Make an ugly space green and active
- Make it engaging and worth visiting beyond just "transportation"
- Challenge of integrating with building height, with transportation proposals
- Needed for integration with Rosslyn
- Activate
- "Freedom Circle" connects the neighborhood even better
- Has a lot of potential
- Freedom Park is a gem; extending would be a great enhancement
- Green Circle - resources could be better used elsewhere
- What is the purpose of the green circle?
- Don't think this is important
- Not sold on the success of this
- Love this! Freedom Park/entire green circle has a lot of potential
- Suggest 1 way traffic only w/ lots of traffic calming
- Excellent idea
- Like way transition to Freedom Park
- I like making Freedom Park more accessible
- Only negative is boat house
- Recreational space is key - could have exercise stations scattered in park
- Green Circle/Freedom Park should be viewed as linear park; wide sidewalks, café dining, and green, lushly planted. Like Chicago's magnificent mile
- More plants and keeping the nice views from Freedom Park are good ideas
- Very Important
- Prove that the NW/N portions of the park can be achieved
- Like Freedom Park - Green Circle not as exciting
- Green Circle doesn't make sense
- Minimize hills if possible by stairs and elevators
- Beer garden Freedom Park; circle as organizer; district character

### ***Gateway Park: Keep Superstructure Alternative***

- Looks like prison, not accessible
- Access is too difficult
- Too much concrete
- Must deal with traffic to improve pedestrian and bike access
- Superstructure leads people away from Key Bridge
- Walls cut down traffic noise and view and odor
- Really depends on how you want to use the space. Superstructure also sets off from roadway.
- Only what is necessary for accessibility - crossing street to park
- Keep some for view
- Remember this is a highway median - dangerous for children. Not appropriate for games. Lee Highway getting smaller - that's barrier
- Hybrid approach should be studied
- I would like to see existing bridges repurposed or redesigned
- Needs more study
- Replace with tunnel and signage
- No
- Cover up as much of the highway as possible
- Not sure - maybe a better connection; art-like, less brutal
- I will miss the mall views but recreational space is more important
- The superstructure needs to go; it blocks view of park and makes it hidden
- Elevator to river great idea
- High Point Restaurant; even higher for views (glass box); remove concrete rails and make glass - lighten up the concrete everywhere
- Need more access points
- What is it?
- Consider natural features, more details
- Esplanade is stronger pedestrian/green circuit

***Gateway Park: Remove Superstructure Alternative***

- Yes
- Make appealing; add picnic tables, even BBQs like the very popular Four Mile Run Trail parks. Encourage retail, restaurants as perimeter
- Should be more visible
- Renderings as planned is exciting
- Depends on how the development at Rosslyn Plaza is developed
- Access instead of toward Key Bridge, need to keep safe access from and to Gateway across Lee Hwy and Bike lanes
- Removal opens up the space; but give more thought to programming of park space before changing structures; resources might be needed, etc.
- Those sections not aiding access across busy streets
- Remove some for access
- Ugly, poor visibility in - lack of security
- Hybrid approach should be studied
- Needs more study
- Get rid of super structures!
- Yes
- I'm not sure what the superstructure refers to, but please cover up the highway

- Having this area be open and accessible is welcome - keep/add to programming activities
- Simple park green
- Get a landscape architect to incorporate original aesthetic of Gateway Park
- Remove
- I am less conscious of this as a problem
- Clean slate look
- Economically feasible? How to keep safe at twilight?
- Might consider using subterranean connections whose art can be showcased and could use mirrors to bring in natural light; no superstructure would facilitate air/wind flow into Rosslyn for cool/fresh air feel
- Keep elevated view opportunities as public views
- Like the idea of this park as the entrance to Rosslyn
- Looks like prison, not accessible
- Access is too difficult
- Too much concrete

***Other Comments on Public Parks and Open Space:***

- Unclear about the objectives - Beautification? Recreation? Destination?
- Open green space with trees, playgrounds good idea;
- Problems with proposed "green ring" integration with transportation concerns
- Concerns about changes to Lynn St and Fort Myer Dr transportation
- Need to get additional information in uses to be made of green space
- I wish we connected Iwo Jima Park to central Rosslyn better
- Community is more than residents - it's all who use Rosslyn, business, arts, etc

## **URBAN DESIGN and BUILDING FORM**

***Proposed Street Character***

- It seems like an excellent idea to create these retail corridors
- Too much concentration on Lynn and Ft Myer. Should spread out across downtown area
- I think the plan is well designed and I appreciate the restraint demonstrated among the uses
- Not discussed
- Key aspect - make streetscape inviting and easy for pedestrians
- Focus on well placed retail is smart, but don't be too prescriptive
- I like the urban neighborhood concept
- More restaurants to keep visitors in Rosslyn, not walking to Georgetown. Or attracts locals.
- Need to have destinations in Rosslyn that will bring people in
- The topography should be studied further and should be shown in presentation for clarity
- Concern about increased noise and walkability
- Walkability. White table restaurants. Open GREEN Space
- Think this relates to use - not character - Retail.

- Retail mix-destination retails - restaurant. High end shops
- For the most part same reviews of 18th Street extending
- Avoid dead retail (empty) space. Slate and Sedona street level town house entrances work well
- Proponent of programming street for the right use mix, i.e. flat street = retail
- Balance auto/pedestrian bike
- Need to promote more diverse retail shopping as well as eating
- Prescriptive but try not to be too prescriptive. It's important to be flexible so ground floor uses succeed. Map should be a guidelines but not a requirement
- Needs flexibility
- Focusing retail to the core will increase the odds of success for retail to survive and thrive
- Space and light
- Wider sidewalks and more retail and restaurants are what Rosslyn needs. There are plenty of office buildings.
- Not cheap retailers. Access to Potomac the way it is in Georgetown
- Diverse, livable, walkable, lower wind; better sun
- Need to delete "residential front doors" on Nash Street. Not practical to say there would be townhouses there
- Not clear
- Changing employment patterns will mean less office space needed
- More use of trees/green space; diverse retail (small business feel vs. major retail); cultural diversity in restaurant; less concrete on ground (cold atmosphere)
- Overly prescriptive; need expanded retail definition; retail areas need to be feasible
- Too prescriptive; residential target is too low - current 18% should be 28%
- Needs more tree canopy planned and shown
- I like the transition from primary commercial/retail to secondary residential
- We are allowing too many tall buildings and concentration of traffic in a small area
- Very positive - need to have positive walkable streets, prioritize circulation for pedestrians and focus on those streets
- Put the pedestrian first! Park once and walk. Complete streets = great!
- Activating requires supporting land uses (residential!) retail is key. Plan needs to address the activating definition of retail. Only non activating uses permitted for example up to 25%

### ***Peaks and Valleys, Mass Transition***

- Too much concrete and too many very tall buildings
- Peaks and valleys seem to offer more variety and more residential
- Not very clear on the thinking. View of models are too similar, maybe a diagram would be clearer
- Peaks are okay as long as the valleys are plentiful and protected
- So long as open space is also included
- Probably best option
- Allowing more height in some places will allow for better open/public spaces
- Like the idea of rethinking the height restrictions and tapering concept; buildings in a city should be tall
- Like the attempt to move from boxy architecture
- If I understood it. But consider increases in workforce mobility, telecommuting. We may need more residential and less office

- Need to have a combination of Mass Transition and Open Space Transition
- I'm wondering about the wind tunnels created by the high buildings
- Taller, slender buildings with more open space are better than walls of buildings
- Assuming 10 FAR is wrong everywhere. If buildings are taller than 300 feet then they should be less than 200 feet at RCRD transitions. 1 block of transition. Combine peaks and valleys with dome and open spaces.
- Aware of alternatives; like mix Peaks and Valleys
- Good to provide more sustainable buildings, vistas, and open space
- Allow sunlight to penetrate
- Better tops to buildings
- Great idea
- Need more slender residential buildings, with exciting architectural design
- Should match economic realities, which vary more rapidly than plan
- Mass transit is critical to get both workers and residents to/from Rosslyn
- Depends on future County proposals
- Good to encourage more residential; should not assume 10 FAR or height greater than 300 feet
- Peaks and Valley - open up ground floor!
- Clunky style-less buildings should be avoided
- Tall, slender buildings allow for a dynamic skyline and better ground plane
- Peaks and Valleys, taller thinner buildings
- This appears to provide the best mix of views and building redevelopment opportunities in allowing 10 FAR and open spaces
- Space and light
- Peaks and valleys is the best way to go about this skyline transformation
- Design the roof with gardens, sculpture
- Hate that the perspective of the plan is only from an observation deck perspective
- Combination of Peaks and Valleys and Open Space transition
- Try to encourage a larger ratio of residential development
- Diverse rooftops; Green roofs; e.g. gardens
- Allows for most architectural flexibility
- Observation deck views should be prioritized as Central Place community benefit
- No alternative - still open to comment; Very dark in valleys
- I like the idea of tall and slender buildings w space for parks, sun, and sky
- Question - with all the very tall buildings already approved, can we create more?
- Critical to vary heights and still max on economic value of 10 FAR for investors and community benefits
- Maximum and Minimum FAR - think Paris
- But need criteria for taller buildings to be slender, such as above 5-6 stories step backs w/ smaller floor plates
- Too much concentration on Lynn and Ft Myer. Should spread out across downtown area
- I think the plan is well designed and I appreciate the restraint demonstrated among the uses

### ***Open Space Transition***

- Need more open space and a lot more green space
- Need is obvious for different kinds of open space
- Disincentives for developers

- Need to consider how adjacent housing to sector connects to sector
- Need to have a combination of Mass Transition and Open Space Transition
- How do you access the new park areas - recreation is important goal but it is unclear how the pedestrian uses it
- Very good, not emphasized enough
- Love concept - more trees!
- Children friendly spaces
- Great - create as much connection as possible to the water (don't screw up Rosslyn Plaza!)
- Who to pay for it? Conflict with zoning?
- All options need to be considered in the context of financial feasibility of the redevelopment
- Incorporate green space throughout Rosslyn to space density
- "Devils in the details"
- May not create usable public spaces
- Open space will occur with tall slender buildings
- Good but potentially less desirable by adding broken up open space throughout Rosslyn
- Space and light
- Pedestrian friendly, too much cars and roads
- Not preferred, but could be combined with Peaks and Valleys
- Keep some components - Esplanade and connection to river
- Tall slender buildings allow for more open space, light and air
- Not clear
- We need people to use the planned parks and retail
- Not sure there is transition. Important to protect open space when buildings close off or make appear private
- I don't like this as much if it's going to mean wider, clunkier buildings
- Need a lot more open and green spaces
- Need quality open space, not just quantity open space
- "Open Space" too general; "pocket parks", "squares", "plazas", "parkways"
- Would support a garden base but not a large park. Peaks and valleys seem to offer more variety and more residential
- Not very clear on the thinking. View of models are too similar, maybe a diagram would be clearer

### ***Significant View Corridor***

- Don't think emphasis should be on view corridors. How much will observation deck be used?
- Needs to be 3D. Views vary. Giant towers cast a shadow. Not shown on pink.
- Going to be tough to enforce
- Way too much focus on observation deck views. This "amenity" won't be used by those who live and work in Rosslyn. Every building should have views which can serve its users
- Agree that Central Place observation deck should not be the priority
- Have top floor dining...
- Don't fixate on the observation deck - a tail that wags the dog. Take advantage of existing great views by drawing people to Freedom Park, etc.
- I want a through street to Fort Myer!
- Buildings adjacent to the river should taper for view corridors



- Important but the protected cones are too restricted. The view from the observation deck not being considered important enough.
- Again, awareness is present on periphery
- Street Level
- Only Lincoln and Washington Memorial and River at Points
- Creating "entitlements" to views leads to harder transition/change over time
- Preserve view from Rosslyn to the Monumental Core
- Not critically important; balanced retail/commercial to fill the day/night with commerce is more important
- "Devils in the details"
- Needs further analysis
- Catholic University Basilica is not priority
- Observation deck views: views from other buildings too. Monument view corridor important
- Only sensible way to plan development
- I think the view cone to Georgetown looks to wide
- Views as characterized by the plan seem to be the key views needed. Heights can be planned elsewhere
- Space and light
- Potomac Gorge view and Ballston view can be sacrificed for nicely built, architecturally beautiful buildings
- Priority: west to east view corridors. Also encourage 18th Street view corridor
- Boathouse - lock
- Important to have ground level views. Protect Monument view corridor and build taller elsewhere
- Observation deck too far removed; Views should be rooted from open space and Freedom Park and Esplanade and parks
- Will there be retail with views? Bars and restaurants w/ views are major draws in DC (particularly rooftop bars)
- Too much limit on east side of Rosslyn
- 18th Street walk good - based on view from 1812 N Moore. How helpful is that since office workers and residents aren't there?
- Saving open space with views better than the observation deck
- This should definitely be determined on a case by case basis, but I appreciate the priority of preserving the monumental core views
- Don't think view corridors itself is that significant. Need more restaurants and green spaces
- Difficult task and perhaps not necessary to try to keep all views but view corridors are necessary to help legibility and orientation and place value.
- Crucial; love the Roosevelt Island Connection. Celebrate topography
- Light air and views very important. This location is what makes Rosslyn unique and marketable!

***Other Comments on Urban Design and Building Form:***

- Plan 20 years in future market and residential needs; Parking, health, education, retail, quality of life
- This form is very deficient; it does not tell one enough to make any rational response
- Good idea to specify important view corridors to allow varied development heights in other areas

- Needs better grocery
- I welcome the opportunity to have a hand in effecting some change in a section of the County I love living in
- Not sure a small area can support all the new mass. Not sure people will want to Live and Play in such a noisy, busy area
- Didn't really go through boards/graphics as a group
- With all the proposed construction, I have a suggestion/request: I receive notification from the County Re: Modification to building plans. But often, they are so technical, it's impossible to know what the change actually is. Is it possible to also get a short summary in plain English, explaining the proposed modifications
- I agree that we need affordable housing - but not in my area of the Atrium!
- Huge concern about wind tunnels and buildings too close to one another, reducing openness, views, light, etc.
- I like the idea of a DIVERSE population - not restricted to high income residents. More residential is also a good idea.
- Do NOT make Rosslyn a speed bump for auto traffic intersecting federal highways and parklands
- Dream big
- Budget TDRs to provide incentives for achieving the peaks and valleys concept
- Need to consider parking now and in the future. The more upscale the residential buildings, the more autos per unit
- Use trees as framing for views.
- Pretty important to try to keep key views from top of Central Place because it is public - no other buildings with views will be accessible to general public!
- You are overall on a great track
- Plan needs architectural form criteria that requires town house transitional scale at the edges with tower behind to create a low-rise residential character as a transition.
- This should definitely be determined on a case by case basis, but I appreciate the priority of preserving the monumental core views
- Don't think view corridors itself is that significant. Need more restaurants and green spaces
- Recreational (active) open space must follow and successful effort to achieve a real diversity of income and numbers of children
- Increase thoughts to impacts of mix between "Downtown + Live-Work"
- Integrate/fix Rosslyn parking a la Shirlington or Rosslyn will continue to be the backwater you are seeking to avoid
- Wind studies should be required by Arlington County
- Really like the energy exchange desk concept - very sustainable
- Workforce housing!
- Two way streets do reduce speed but where are commuters, who currently use Rosslyn as a route, going to go? There are no other corridors, so I foresee Manhattan cross street traffic

## TRANSPORTATION

### *Proposed Street/Block System*

- Implementation of an 18th Street corridor seems like a great idea
- Like Green Circle concept
- I think this pedestrian friendly street is a positive suggestion
- Need to provide alternate view of traffic after changes - model where traffic will go. New congestion traffic timing between Rosslyn - Georgetown
- 18th Street, Wilson Breaks, Green Circle loop all good. Must be seen as transit as well as park space.
- Concept is nice but I question feasibility in operation
- All necessary
- Let's be more specific about primary and secondary streets. North-south connections across Wilson should be secondary
- Study topography for 18th Street connection. Visual connection cuts through blocks
- Large sidewalks - 20 feet
- Don't want all of central Rosslyn to look like a transit/transportation area
- Should be focused on phasing as properties are redeveloped
- Green Circle key to logical understandable Rosslyn
- Large sidewalks 22 feet and at least 10 feet clear
- Very concerned about Fort Myer - congestion from Georgetown and 2-way streets
- Connectivity; Better modal balance; Better "street-level" scale with fewer car lanes, wider sidewalks
- Incorporate traffic needs for the 3,000 residents that live on Key Blvd. and Colonial Terrace
- Take into account grade of 100 feet
- Please consider grade
- 17th Street at Rosslyn Plaza doesn't make sense; conflicts with Wilson Blvd.
- Not clear how would handle rush hour and regional buses; Green Circle = fuzzy concept
- Needs prioritized by street - 18th OK
- 18th Street good, between 18 and Clarendon Good. New road by Holiday Inn NOT necessary
- Topographical challenge
- 17th and 18th should not connect to Arlington Ridge Road
- Take into account grade. If not feasible, do not force it
- Esplanade at Rosslyn Plaza - have service/garage access at Ridge Road level
- Strongly support 18th Street connection to improve access throughout Rosslyn
- Breaking up the superblocks good interconnections
- 18th Street should prioritize pedestrians and bikes, and vehicles would be secondary
- Good concept - would like to see more North-South public ways - like bike connections as planned
- I think this will be good for accessibility and more retail
- Why can't we simply add some traffic lights to slow traffic without all these changes
- New bike lane on Lee Highway - horrid (Ode to Nash is not possible - VDOT 40 mph - really bad); Connection to Gateway Park needs look at

### ***Lynn Street Transformation***

- 2 way streets will make it much safer for pedestrians
- No strong opinion
- Wider sidewalks will be huge benefit to community
- 2-way not necessary on Lynn but wider sidewalks are essential
- Includes cycle track - good
- Collateral consequences are undeveloped
- Traffic backup
- Need to run models
- Keep at least 4 lanes on Lynn
- All necessary
- Great for walkable streets
- OK with two-way and cycle tracks
- Corridor of Light looks very out of place, unattractive. Important to have public hearing before implementation.
- Should be at least two lanes each way during rush hour
- Very concerned about Lynn - congestion from Georgetown and 2-way streets
- Connectivity; Better modal balance; Better "street-level" scale with fewer car lanes, wider sidewalks
- Decide that streets are to be optimized for balanced car/pedestrian/bike.
- Wider sidewalks, more pedestrian friendly
- Make it 2-way
- Leave it one way
- Put as many thru-bus stops underground as possible
- Not without highway bypass
- Bad for local residents; back-up in adjacent neighborhoods
- This seems very poorly thought out. Seems to create much more noise and traffic jam. Need to look more at realities of transportation
- Before two-way traffic, must have bypass for traffic. Recommend parking only on west side of Lynn or no parking
- Wider sidewalks - no bike lane/cycle track
- A must to create a place
- Fantastic
- Strongly support transformation of both Lynn and Fort Myer to two-way traffic
- Two-way - slower traffic but only if the pedestrian environment gets significantly improved with wider sidewalks
- In general, agree with the idea of reducing the amount of space for cars, and reallocating for pedestrians, bike, retail spill-out etc
- Like concept of making Lynn and Fort Myer 2-way streets
- 2-way idea is great, as well as pedestrian access and retail
- Leave buses where they are. Buses should be centered where commercial areas are
- Buses, bike lanes, street parking and traffic make dangerous streets for everyone. If you want Rosslyn to attract large business, their staff and bosses need to be able to get to Rosslyn by car.

### ***Fort Myer Drive Transformation***

- 2 way streets will make it much safer for pedestrians
- No strong opinion

- Tunnel is awful. Transforming will be huge improvement
- 2-way on Fort Myer makes sense as does makeover of Fort Myer tunnel
- Should include cycle track
- Collateral consequences are undeveloped
- Street too narrow with new construction planned
- All necessary
- Consider a subterranean bypass of Fort Myer from Key Bridge to Route 50
- Getting rid of tunnel would be great
- Needs tighter definition about what will replace current streetscape
- Concern for too much bus traffic near residential blocks: noise, safety
- OK with two-way and cycle tracks
- Important to have public hearings on impact before implementation; Metro and bus hub opportunity - very important if possible 2 lanes south during evening rush hour
- Very concerned about Fort Myer - congestion from Georgetown and 2-way streets
- Connectivity; Better modal balance; Better "street-level" scale with fewer car lanes, wider sidewalks
- Decide that streets are to be optimized for balanced car/pedestrian/bike.
- Wider sidewalks, more pedestrian friendly
- Make it 2-way
- Leave it one way; consider noise and bus fumes effect on residential and quality of life
- Put as many thru-bus stops underground as possible
- Not without highway bypass
- Bad for local residents; back-up in adjacent neighborhoods
- This seems very poorly thought out. Seems to create much more noise and traffic jam. Need to look more at realities of transportation
- Wider sidewalks - no bike lane/cycle track
- A must to create a place
- Both roads at two-way benefit Rosslyn's retail, pedestrians, and character
- Two-way - slower traffic but only if the pedestrian environment gets significantly improved with wider sidewalks
- In general, agree with the idea of reducing the amount of space for cars, and reallocating for pedestrians, bike, retail spill-out etc
- Like making it 2-way and more pedestrian friendly
- Leave buses where they are on Lynn. Adding buses and making 2-way makes congestion and confusion; more noise and fumes, etc

### ***Upgrade Bike Lanes to Cycle Tracks***

- Please put in designated bike lanes with barriers where feasible to prevent cars from invading bike lanes
- Will improve safety greatly
- Congestion is too great to think of Rosslyn as a great bike place
- Bikes are good
- Excellent
- No need. Too much.
- All necessary
- At reduced speeds (25mph) bicycles can easily manage driving in traffic
- Not a priority over pedestrians
- Cycle tracks needed; consistent paths

- Great, but focus on walkability first and foremost (note: I am a bike commuter!)
- Not at expense of outdoor and nice retail: fewer cyclists, more retail customers, after all
- Use cycle track of Helsinki and Scandinavia
- Consider impacts to parking and pedestrian access
- Absolutely - makes part time parking work as well as attractive to casual bike riders
- Very much needed
- Essential for cyclists' safety
- Vehicular traffic will still be there and balance must be achieved
- I frequently bike to/through Rosslyn and it is confusing, disjointed, and dangerous now. Thanks!
- Not without highway bypass
- Test separation and delineation (but still keep street trees!)
- This is a tradeoff between sidewalks and biking. To be considered street by street
- Find a way that doesn't diminish 23'-25' sidewalks
- Bikes are the future!
- Great idea!
- Good to have separate for safety reasons
- I don't know about cycle tracks

### ***Study Highway Bypass***

- Traffic should be diverted around Rosslyn to provide better/safer streets for those living in the area
- Too much lobbying by non-residents
- Not clear
- Something we ought to discourage - no bypass
- Looks like this would be useful
- Yes? This one?
- 110 and GW Parkway north to Key Bridge north?
- All necessary
- Seems critical to overall function of Rosslyn
- Like to see it
- Good Idea - National Park Service is key to compatibility
- Obvious solution - route possible through traffic to Georgetown around Rosslyn
- Yes, it redirects cars for which Rosslyn is not a destination, but doesn't that weaken Rosslyn by sending people elsewhere?
- Route through traffic with a loop back from Route 50 to 110
- Sounds expensive. Would it really reduce pass-through traffic much?
- Avoid additional highway impacts on riverscape
- Integral to achieving 2-way Fort Myer/Lynn
- The moves may impact driving habits enough to not need this costly improvement
- Anything to reduce through traffic through Rosslyn
- Need more detail on pros and cons
- Making this feasible will be important to some of the above ideas
- Is there money for this type of study?
- This has real potential
- Please put in designated bike lanes with barriers where feasible to prevent cars from invading bike lanes
- Will improve safety greatly

***Other Comments on Transportation:***

- Bus circulator needs more attention as a feasible alternative to 18th Street and skywalks
- 18th Street is good idea
- Certainly, I need more information to vote on these matters. I have some concern about polls based on inadequate information, and I am uncertain whether the participants in this session have adequate knowledge
- The Loop Road was first recognized by Rosslyn Renaissance as an organizing feature before the green was added to emphasize its need to have a special character to differentiate it from the grid. If a person has an image of Rosslyn as concentric circle around a Metro bull's eye and building as a place is seen as inside or outside the Loop in a generally understood position- then locating things - especially as a pedestrian is much easier - including shortcuts
- We need to increase Metrorail throughput in Rosslyn, sooner than later
- Add traverses on hillside to residential
- Need to consider limiting future high density development as it creates additional traffic/transportation issues
- Ignore the "I hate buses noise!"
- Feel like I live in a big train station, people will come here just to change Metro with a bus
- Clarify Green Circle, what exactly makes it different, beyond trees?
- Hard to reconcile residents and commuter needs, but with 2040 plan for 80: 20 office vs. residential mix, then commuter needs must win out
- Put bus stops next to commercial not residential buildings
- Street trees to be added!
- Rosslyn's pedestrian realm is a real problem. More density = more pedestrians
- To what extent does biking use make sense if there is no bridge to Roosevelt Island? That is, how important is bridge as a linchpin to entire biking option?
- Residents use cars also - don't make it impossible to get out of Rosslyn for necessary car trips
- Stroller friendly
- Consider topography, hills are big issue