

Crystal City Vision Plan, Draft 1.1- Update
Bicycle Advisory Committee, Meeting Summary -
Feb. 1, 2010

Committee Discussion/Remarks

- **Taking position** that bicycle lane widths should be shown as 6'; 5' is okay as a retrofit but when planning for 40 years should aim for the ideal of 6'.
- **Taking position** that they want to be consulted again before a cycle track is implemented, and encourages the County to carefully plan for and study this element. Also, consider making this a two-way cycle track in view of the dangers posed by transit rails.
- 6' lanes are especially needed along on-street parking and when including the gutter pan.
- Consider reducing width of inner travel lanes to increase width for bicycle lanes.
- Does one of the bridges at Potomac Yard/4 Mile Run have to be removed in order to make the 4 Mile Run trail connection possible (and meet ADA compliance)?
- Plan should look into realigning 27th Street intersection with pedestrian/bicycle through connection between JDH and Eads St.
- Existing airport viaduct ramp to Crystal Dr. offers potential for bicycle connections.
- What are the plans for improved bike parking at Metro and VRE?
- Bikesharing consists of 2 separate programs, one between the County, BID, and D.C., and the other being managed by Revolution Cycles.
- Plan view graphic with directional arrows would be helpful to comprehension.
- On Crystal Dr., if you want to ride northbound you can just get out and ride w/ vehicles.