

**Crystal City Planning Process
Task Force Meeting Summary
10-11-07**

Presentation of Transportation Analysis Findings to Date – Richard Best, Arlington County, DES; Dennis Leach, Arlington County, DES; supported by Transportation Consultant Team (Kimley-Horn, DMJM-Harris, Nelson-Nygaard); presented the first draft of Crystal City Multimodal Transportation Study to the members of the Task Force.

Discussion

These are some of the comments or questions from the members of the Task Force:

- Is the information presented tonight different from the one presented at the “Surgery Session”?
R: The draft report has the latest information.
- Can you provide us with a list of issues, similar at the one presented at the “surgery Session”?
R: Yes
- Regarding the transitway, there is a concern about its functionality. The transitway is going to provide service not only to Crystal City but to other areas such as Potomac Yards, Pentagon City, etc. If you add too many stations in Crystal City its function changes and it becomes a local circulator; therefore the service would be less effective.
R: We have a great opportunity for an excellent transit system; its functionality is very important. Nevertheless, keep in mind the fact that transit is also an economic growth generator that vitalizes great places. We should try to balance function and the potential that the transit line can bring to the area.
- We need to make sure that the transitway will have dedicated lanes even when Crystal City is been redeveloped. Would they be mixed-use lanes?
R: Yes, our policy is to have dedicated lanes at all stages of redevelopment. We still need to study all the transit options before making a recommendation.
- Is the proposed transit station in front of EPA going to be built? The stations should have architectural character to become active places. They should connect to the surface as well as to the underground. The stations at Crystal City should be located too, and build as soon as possible.
R: We agree.
- When are we going to hear about the type of transit to be used at Crystal City and its implementation?
R: For now, we are embracing the interim solution (rubber tire, bus rapid transit). We need to conduct studies to arrive to a final recommendation that addresses the alignment and type of transit. We are thinking of a type of car that will be compatible with the one proposed for Columbia Pike.

- The phasing shown tonight is different from the one that has been discussed at the Task Force Meetings and shown by AED.

R: We need to take a second look and coordinate with AED.

- The Crystal Drive section that was shown does not address right turn lanes. With one travel lane shown, how can you accommodate traffic and right turns?

R: We need to study the right turns, but the on-street parking can be eliminated selectively in places to accommodate those turns without interrupting traffic or changing the street configuration.

- The street sections for 18th Street and 15th Street are wider than the ones proposed in the Torti Gallas plan. Are you thinking of moving the buildings back?

R: The sections fit on the proposed R-O-W envelope, but we will coordinate with Torti Gallas.

- In the presentation you said that the traffic circle proposed at the airport entrance is not pedestrian accessible; what should the Task Force do to compensate for that open space loss? Hopes that street trees will not be lost as sections get revisited.

- North Tract is going to need transit accommodation.

R: We can add a station at 12th Street. Also, it would be useful to have a line that goes to North Tract.

- What is going to happen to the parking supply during the build-out? How are the cars going to be accommodated, and will this create extra pressure on the other transportation modes?

R: We are envisioning adding high quality / frequent transit service that will fill any gap in the parking supply. We want Crystal City to always be accessible, but we need to re-work the underground parking with the developers and owners and study each block.

- Have you studied a strategy on tax revenue? There should be a way of measuring how the businesses are doing during construction. Transit should be facilitated.

- The final plan for Crystal City should be very flexible. We have to look at every block at a greater level of detail to accommodate parking, service areas, etc.

- How does the proposed multimodal station work? Are there any precedents? Is it underground?

R: It could be underground with some retail, or it could include on grade areas along 18th Street between existing metro station and VRE.. This station will simplify connectivity and will link transit, Metro and VRE. We see this station as a very important part of the plan. Bethesda and Union Station are some examples.

- Can 10th Street have traffic calming devices?

R: yes

- Do we need a circle at 15th Street?

R: From the traffic point of view, this circle works as a "T" intersection.

- Is the “Airport Circle” functional? If through traffic is not depressed, will it still work? Can the Circle work at grade.

R: The circle would not work at grade. This land is under federal control and it is leased for 50 years. It will take a long time for the circle to become a reality, and is anticipated in the later phases.

- Interconnectivity is very important. Easy access to the bike lanes and trails should be provided. Wide street sections are not pedestrian friendly.
- Mixed traffic lanes (cars and transit) work in many cities; can we provide mixed traffic in the near term?

R: Once mixed traffic is proposed, it is really hard to shift to designated traffic lanes. This is a regional transportation plan and the level of service provided should be fast and efficient. We need to make sure that we are making a good investment.