

# **Crystal City Vision Plan, Draft 1.1**

## **Long Range Planning Committee, Meeting Summary**

**07-08-2009**

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### **Opening Remarks**

Terry Savelle, Planning Commission member and chair of the meeting, made a few opening remarks on the background of these discussions and general objectives of this round of LRPC meetings to discuss the draft Crystal City Vision Plan. Staff presented the LRPC Comment/Response Matrix in response to issues raised at the last LRPC Meeting (June 9). One Planning Commissioner stated he believes the issue pertaining to the bridging of the east and west sides of Jefferson Davis Highway is still unresolved. Also, there was clarifying discussion around the civic, cultural, and community infrastructure piece and how that may get addressed in the Plan.

### **Staff Presentation**

Richard Best and Dennis Leach, Transportation Planning Division, made a brief presentation on the Multimodal Transportation Study and supporting analyses conducted to inform the planning effort. LRPC comments on the substance of these studies included:

- ✓ Report should present absolute number of trips (existing, projected) by mode in addition to percent change, and they need to be compared with actual capacity.
- ✓ Crystal Drive figures should be included in the presentation.
- ✓ Potential for another LRPC meeting in the fall to focus on revised, final, Multimodal Transportation Study.
- ✓ There is some skepticism around the stated projections in the study for future mode share related to transit trips and whether these will actually be achieved in practice.
- ✓ Additional, more current local survey data could be added into an appendix, although the modeling would not be updated.

### **Discussion/Remarks on Draft 1.1**

#### **CHAPTER 3**

#### **Transportation**

- P.46 – This could be a good location to emphasize in the text that no additional streets are being added between Jefferson Davis Highway and Eads Street south of 23<sup>rd</sup> St in order to preclude cut-through traffic through the neighborhood.
- P.46 – Consider refinements/edits to stated definition of “Complete Streets”.
- P.48 – Figure 3.6.5 and 6; There appear to be some inconsistencies in the street networks shown in these two figures.
- P.48 – Figure 3.6.4 and 5; To avoid unnecessary confusion these figures could use the same extent as Figure 3.6.6.
- P.49 - Text should also clarify that the graphic’s reference to typology is in reference to the MTP categories, but that the vision for the future character of streets in Crystal City should follow the recommended cross-sections if there is any conflict between them.
- P.50 – In some instances there are inconsistencies with the existing and proposed pedestrian and bike routes shown in Figure 3.6.8 and the street cross sections, for instance the section shown for Crystal Drive south of 26<sup>th</sup> Street.
- P.51 – Pinch points shown in diagram relate to past concerns we’ve shared with County about ability to accommodate transit in dedicated lanes on Crystal Drive.

- P.50 –There is no proposed transit shown in the Plan for getting people up to Long Bridge Park; this should be addressed.
- P.50 – There’s an apparent need for a Shirlington to Crystal City bus route, perhaps along Glebe Rd and Four Mile Run to Potomac Yard and up to Crystal City.
- P.50 – Opportunities to expand bicycle capacity are needed, recognizing National Park Service can pose obstacles to increased trail width.
- P.50 – What can staff do to open this dialogue with the NPS? It appears that improved width of Mount Vernon trail is a good candidate to advance from bicycle capacity issues. Would like to see this push forward with the CMO to start making progress on this item.
- P.50 – Fig 3.6.8, this map should be modified to zoom out and include area extending to Pentagon Row in the extent – need to illustrate connections to the greater neighborhood to the west.
- P.56 – Regarding retail oriented mixed use streets, there is too much retail on too many streets; and how does this relate to the Retail Frontages recommendations?
- P.59, - In street cross sections, 5 foot bike lane next to parking lane seems insufficient.
- P.61, - In street cross sections, some of the pedestrian crossing distances appear to approach 77’ – isn’t this greater than our maximum width without center refuge?

**LRPC Participant Attendees**

<b>Terry Savela</b>	<b>Planning Commission</b>
<b>Inta Malis</b>	<b>Planning Commission</b>
<b>Steve Cole</b>	<b>Planning Commission</b>
<b>Nancy Hunt</b>	<b>Planning Commission</b>
<b>Steve Sockwell</b>	<b>Planning Commission</b>
<b>Rosemary Ciotti</b>	<b>Planning Commission</b>
Larry Whithers	Housing Commission
Aaron Lien	E2C2
Bruce Cameron	Aurora Highlands CA
Christopher Mailander	Arlington Ridge CA
Harmar Thompson	Property/Land Owner
Jerry Norris	Economic Development Commission
Mitch Bonanno	Property/Land Owner
Neal Sigmon	Park and Recreation Commission
Christer Ahl	Crystal City Resident
Ted Saks	Aurora Highlands CA

(**Bold** = Planning Commissioner)