



reimagine ROUTE 1

September 2020

National Landing
Business
Improvement District

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Agenda



1. Report Purpose
2. Study Area Context
3. Best Practices
4. Guiding Principles
5. Concepts
6. Discussion



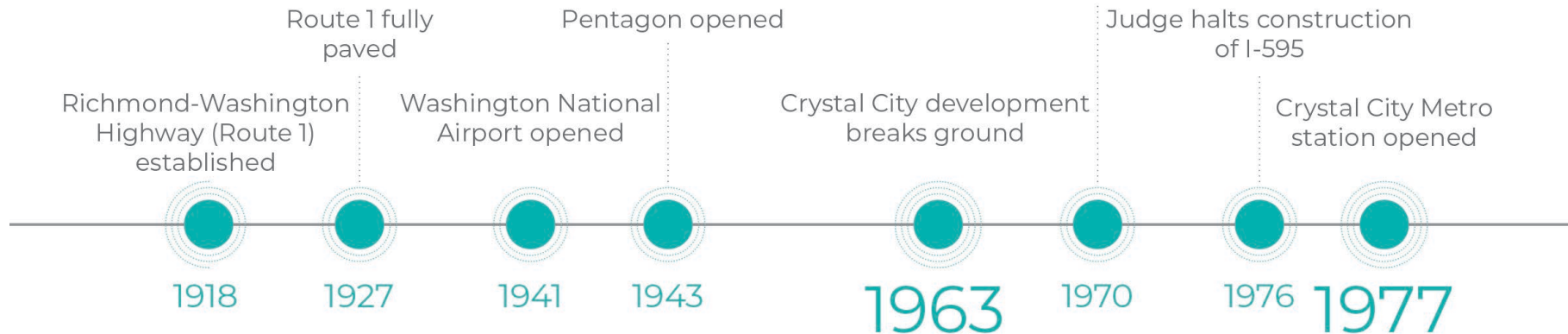
Report Purpose

- » Start a conversation about what is possible for Route 1 and inspire with a **Bold Vision**
 - » Transforming Route 1 into a multi-modal, pedestrian-friendly, and urban-oriented boulevard that unifies the area into a truly walkable, connected, urban downtown.
- » Build on the work of the Crystal City Sector Plan and the conceptualization of a new approach to Route 1 identified by the BID's Area-Wide Strategic Plan
- » Based on emerging best practices from around the country
- » Reimagine Route 1 is an attempt by Route 1 stakeholders to envision what was possible, inform the National Landing BID's perspective in any upcoming planning efforts, and inspire the community with a bold vision for an urban, walkable, people-focused Route 1.
- » Decisions around facility design will be made by VDOT and based on engineering-based analysis as well as forthcoming community engagement in collaboration with Arlington County

Study Area Context - History



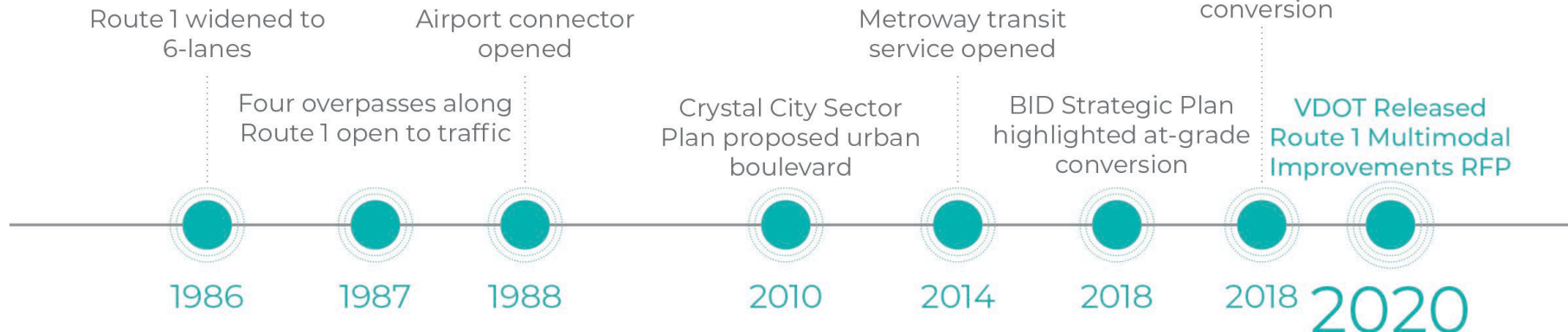
Elevated Highway
Conversion Proposed
(I-595)



Study Area Context - History

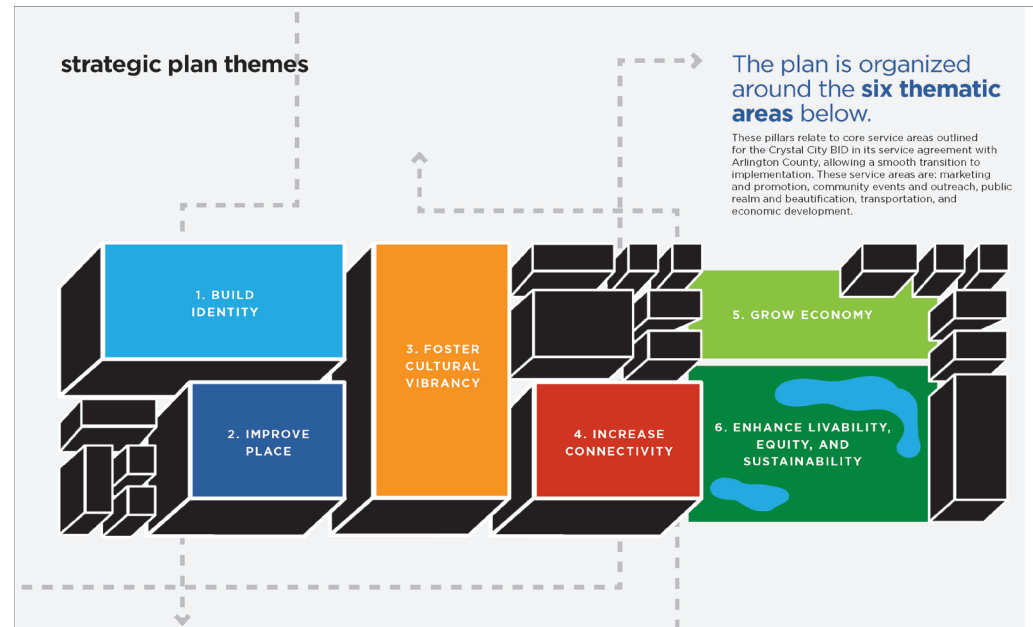
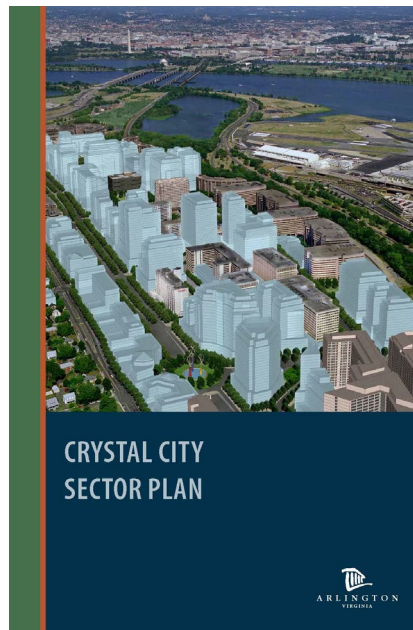


State Amazon
Infrastructure Package
included at-grade
conversion



Study Area Context - Plans

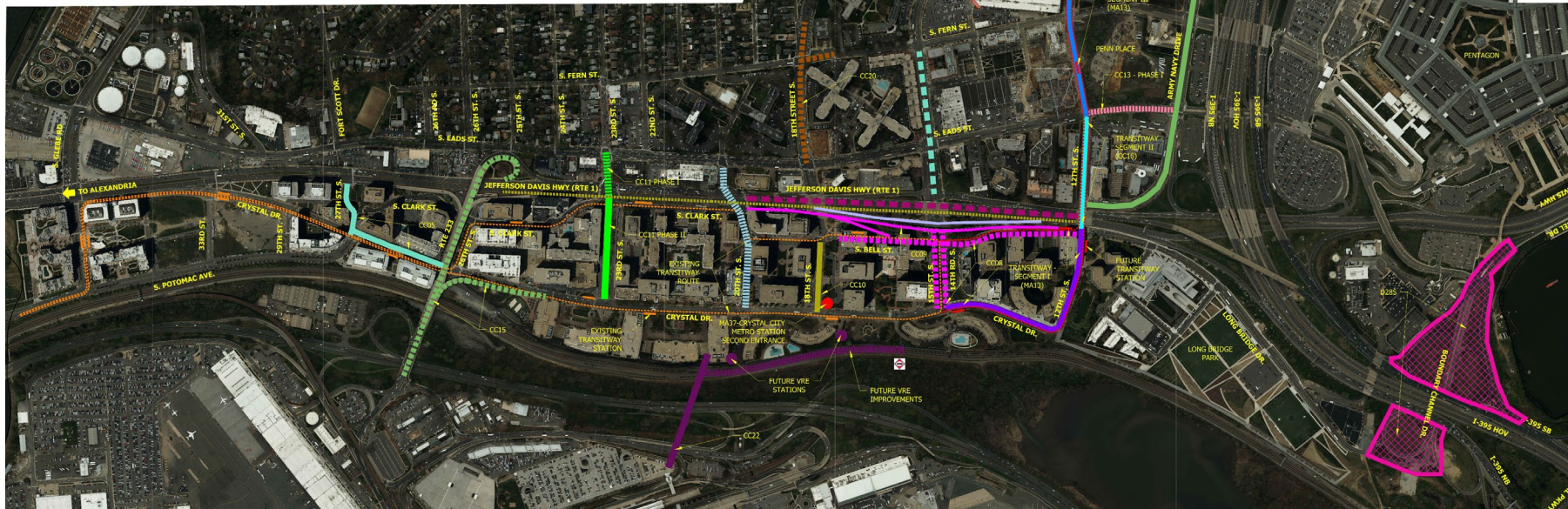
- » Crystal City Sector Plan
- » Area-Wide Strategic Plan
- » VDOT Route 1 Multimodal Improvements Feasibility Study



Study Area Context - Arlington County Capital Improvement Plan (2019-2028)

Project Legend

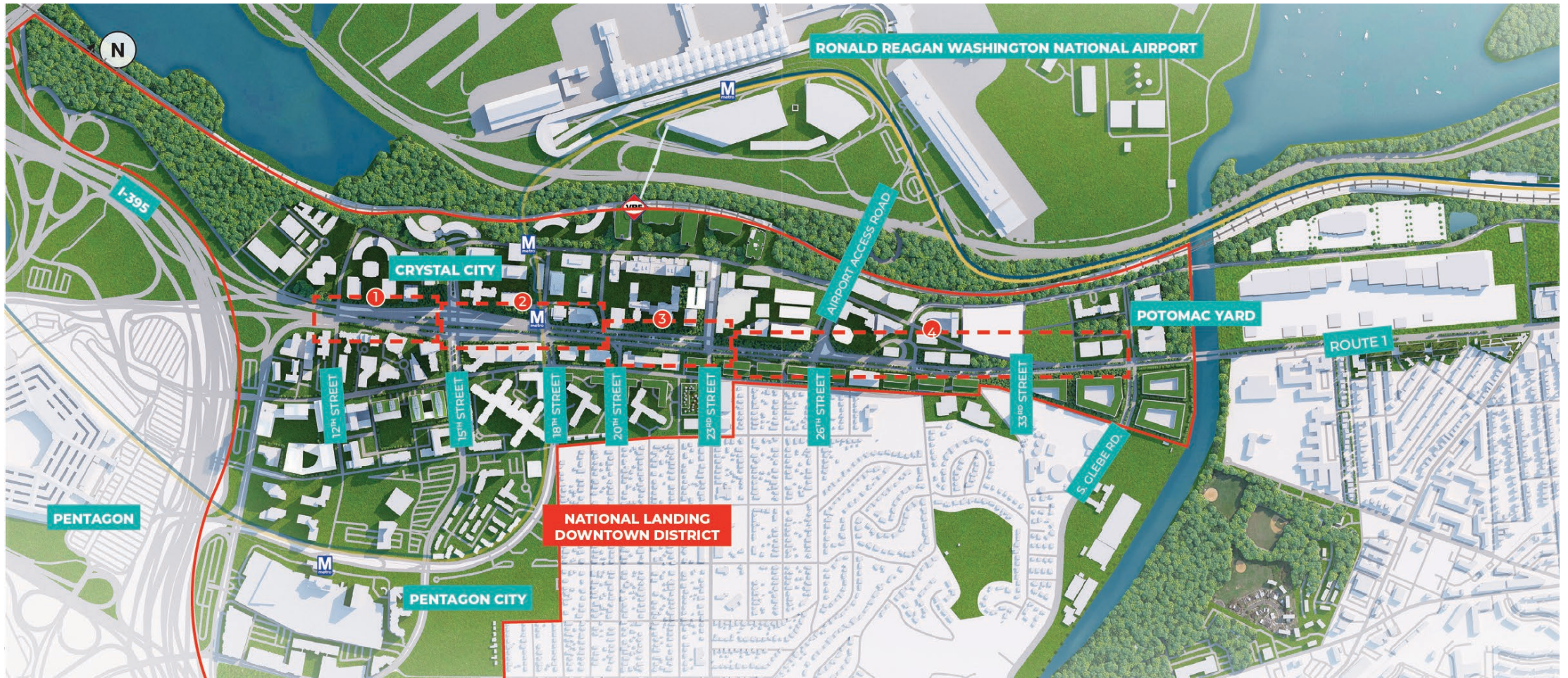
CC09 - Clark Street Demolition	20th Street S - Crystal Drive to S Eads St
CC05 - 27th Street S and Crystal Drive 2-Way Conversion	15th Street S Complete Streets Project
D06S - Pentagon City Multimodal Phase II	Route 1 Pedestrian Improvements
MA13 - Transitway Segment I - 12th Street S	Route 1 Ramps at 15th Street S
CC13 - S Eads St Improvements - Phase I	CC22 - CC2DCA Pedestrian Bridge
CC11 - 23rd Street S - Phase I	Route 1 At-Grade (VDOT)
CC20 - 18th Street S Improvements	MA13 - Transitway Segment IV (Operations Only)
D28S - Boundary Channel Drive (VDOT Design Build)	Existing Transitway Route
CC08 - 15th Street S - Clark-Bell Extension	Future Transitway Route
CC11 - 23rd Street South - Phase II	Existing Transitway Station
CP01 - Army Navy Drive	Future Transitway Station
CC16 - Transitway Segment II - 12th Street S	
MA13 - Transitway Segment III - 12th Street S	
CC15 - National Airport Off-Ramp	
CC10 - 18th Street S - Bell to Crystal Drive	



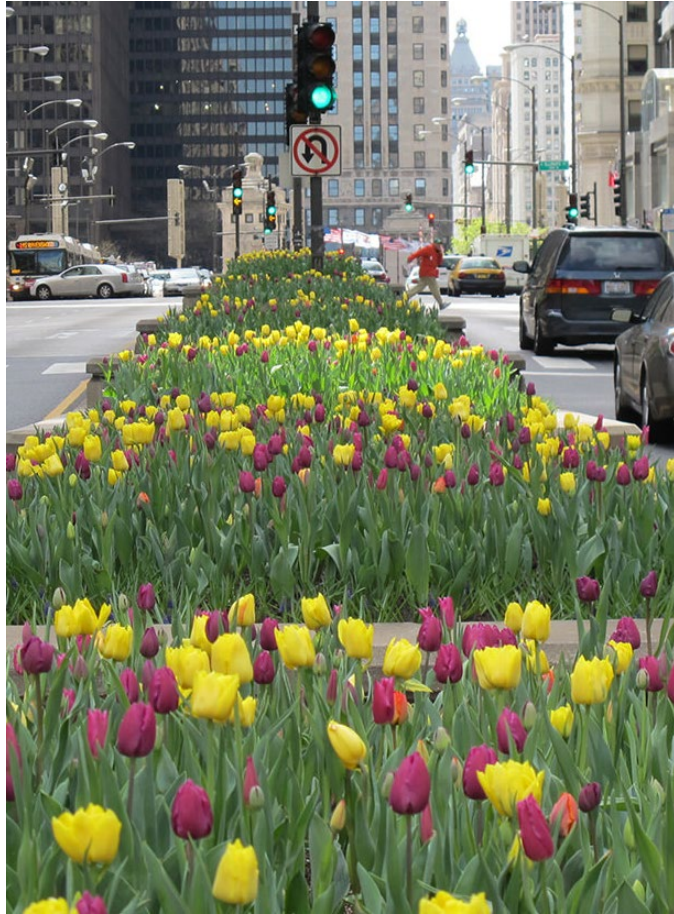
Project List

- New Crystal City Metro Entrance
- Transitway Extension
- New Pentagon City Elevator
- Bicycle Network Enhancements
- Multimodal Street Network Improvements

Study Area Context



Best Practices – Great Streets



Logan Circle, Washington DC
REIMAGINE ROUTE 1



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Best Practices – Safe, functional, & comfortable

- » Safe – wide sidewalks, narrow travel lanes, small corner radii
- » Connected
- » Multi-modal options
- » Green – lush plantings, canopy trees
- » Accessible to users of all abilities



7th Avenue, Seattle, WA



14th Street NW, Washington DC

Human-centric

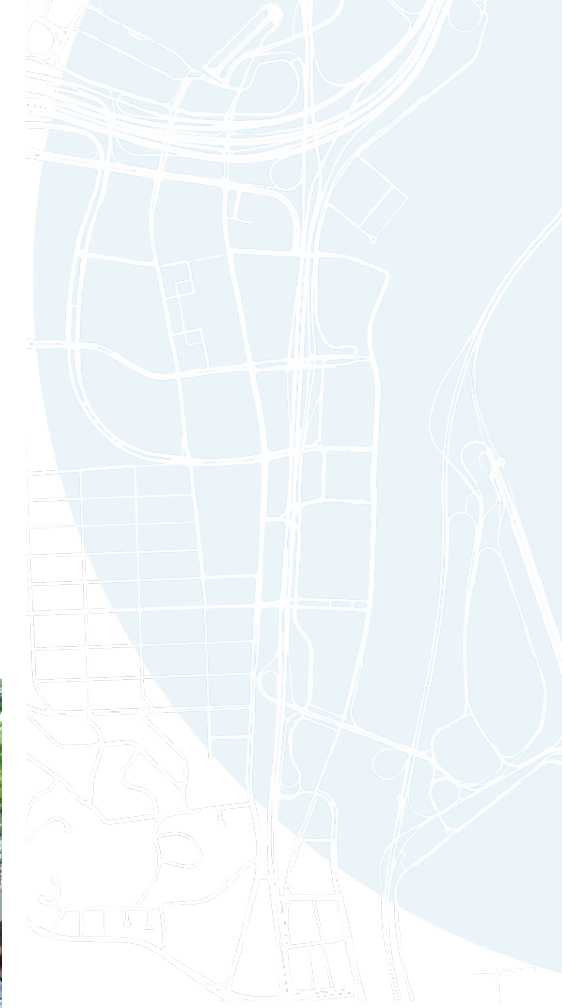
- » Encourage and promote human interaction and retail activity
- » Appropriate scale of furniture, lighting, signs
- » Transparency through ground floor windows, doors
- » Street-facing businesses and building lobbies



Logan Circle, Washington DC



Philadelphia, PA

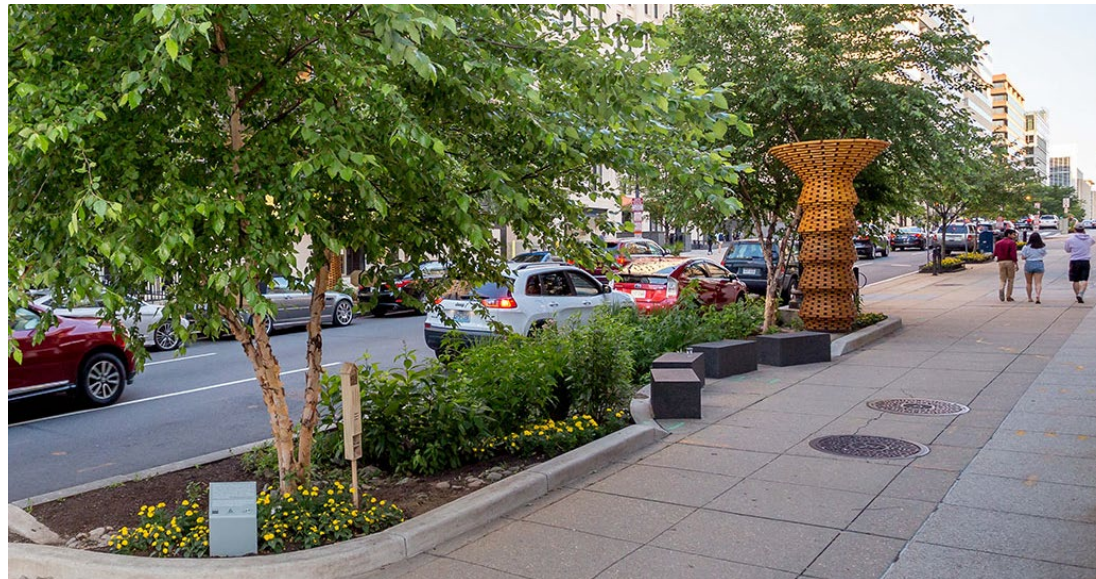


Socially, economically, & environmentally sustainable

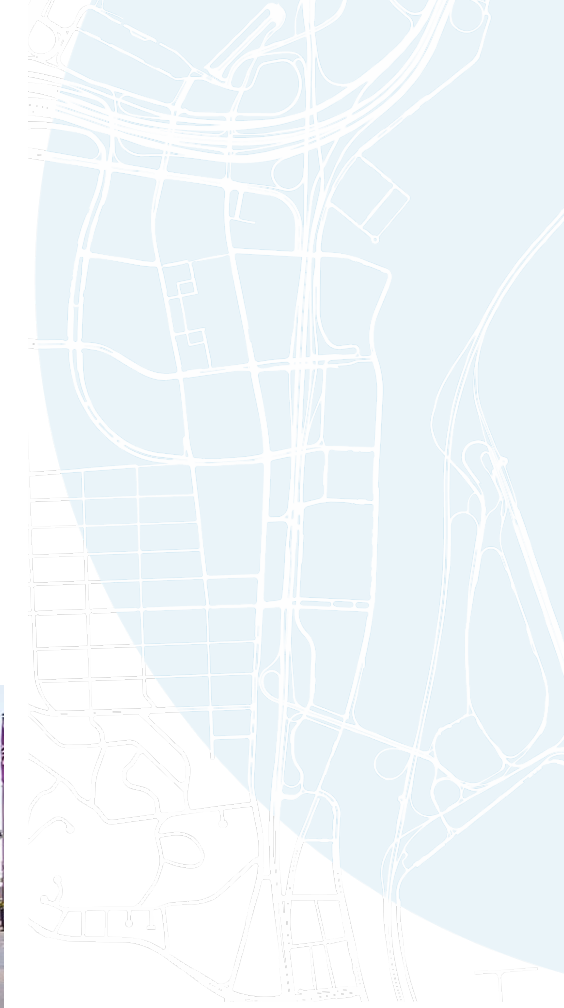
- » Maintenance
- » Stormwater management - biophilic
- » Emerging technology
- » Economic development – diverse retail & entertainment options
- » Social and physical health



NOMA, Washington DC



Dupont Circle, Washington DC



Strong character & sense of place

- » Architectural and natural beauty
- » Quality of design and materials
- » Views
- » Identity – Public art & signage



Market Street, San Francisco, CA



Santana Row, San Jose, CA

Great Streets Case Study

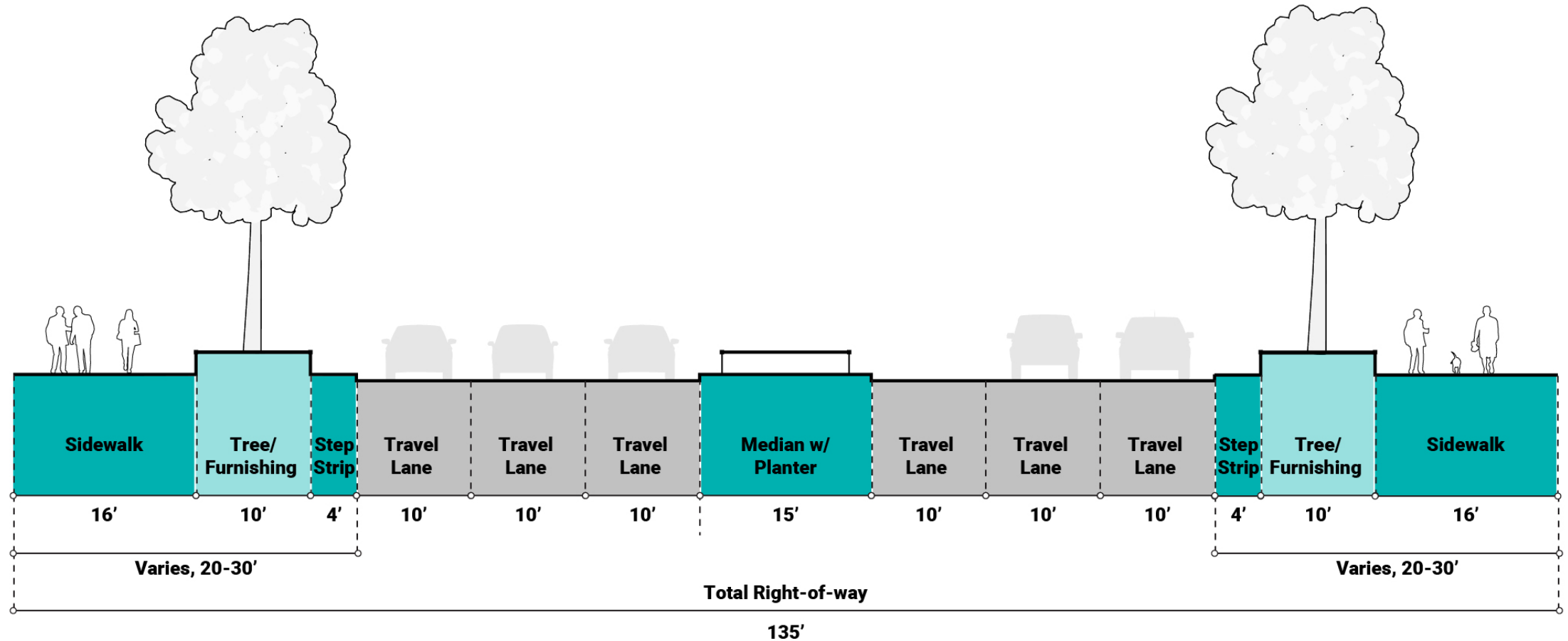
» Michigan Avenue | Chicago, Illinois

- » TRAFFIC VOLUME (AADT): 42,200
- » PEDESTRIAN VOLUME: 30,000-50,000 per day
- » NUMBER OF LANES: 6



Great Streets Case Study

Michigan Avenue Typical Section



Great Streets Case Study



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Highway to Boulevard Conversion Case Studies

- » Octavia Boulevard – San Francisco, CA
- » Park East Freeway – Milwaukee, WI
- » West Shoreway – Cleveland, OH



Guiding Principles



Logan Circle, Washington DC

REIMAGINE ROUTE 1

1. Accessibility
2. Safe
3. Human-scaled
4. Intuitive & Attractive
5. Smart & Flexible
6. Vibrant

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Objectives



Denver, CO

REIMAGINE ROUTE 1

1. Mend the urban fabric
2. Create a walkable, vibrant, and safe public realm
3. Define a dedicated space for all users
4. Encourage resiliency and sustainability



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Concepts

- » Concept A- Green Boulevard
- » Concept B- Maximum Sidewalk Boulevard
- » Concept C- Flexible Boulevard



Concept A

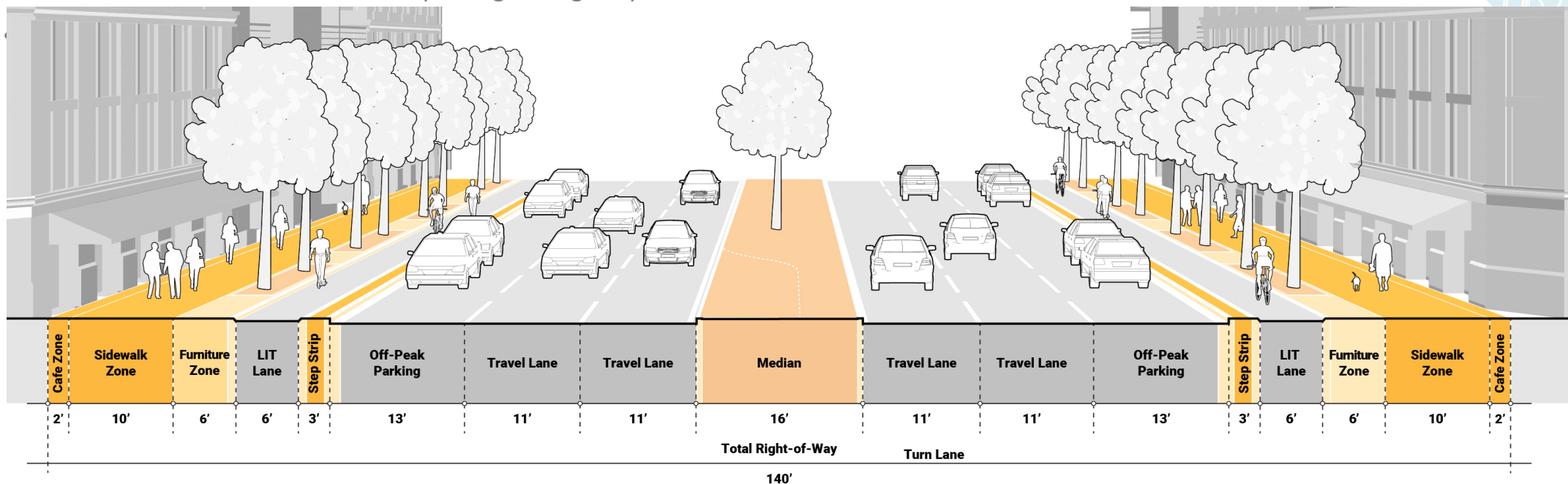
Green Boulevard

Advantages

- Maintains 3 lanes of travel in each direction
- Landscaped median calms traffic, serves as attractive gateway and provides pedestrian refuge
- Flexibility in providing left-turn lanes where needed while maintaining pedestrian refuge
- Outer lanes can serve as on-street parking during off-peak hours

Drawbacks

- Widest road profile of the three concepts (86' curb to curb)
- Results in the narrowest sidewalks and planters relative to the other concepts
- Buffer for LIT lane is narrower than all other concepts at 3' wide



Concept A Green Boulevard



Concept B

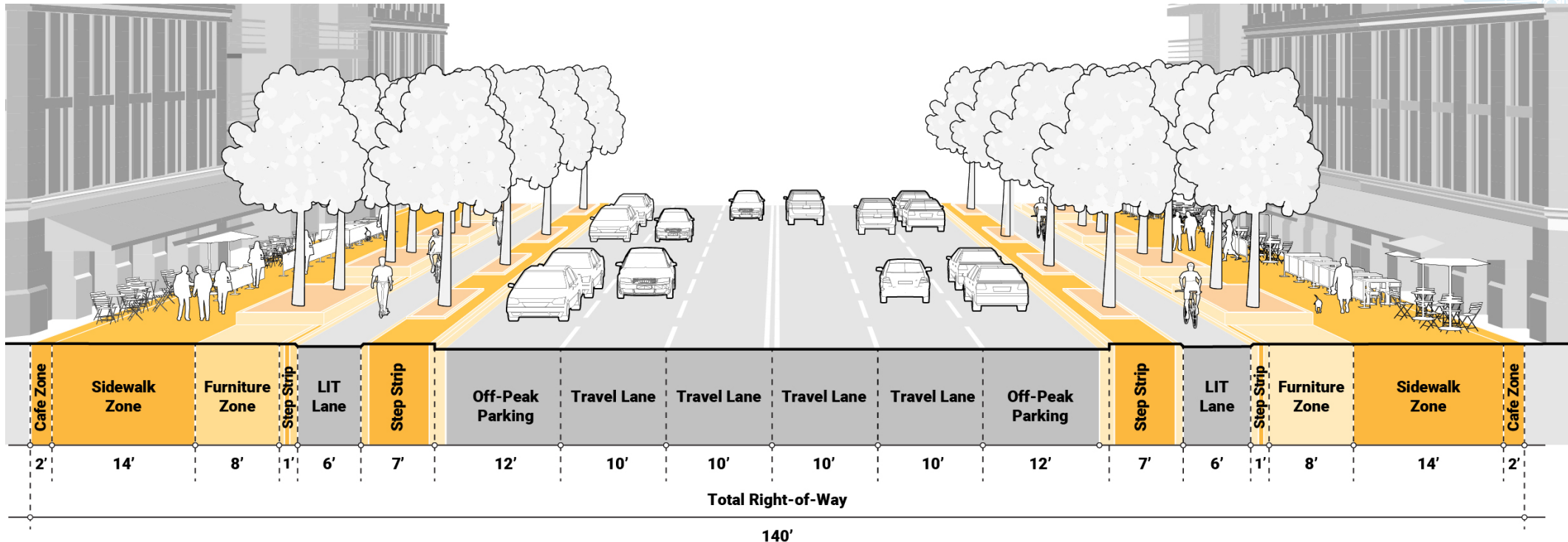
Maximum Sidewalk Boulevard

Advantages

- Provides the widest sidewalk zones while maintaining 3 lanes of travel in either direction
- Provides significant space for plantings and landscaping, double row of street trees

Drawbacks

- Widest continuous roadway section (64')
- No landscaped median to calm traffic or serve as pedestrian refuge
- Difficult to add left turn lanes if needed



Concept B

Maximum Sidewalk Boulevard



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Concept C

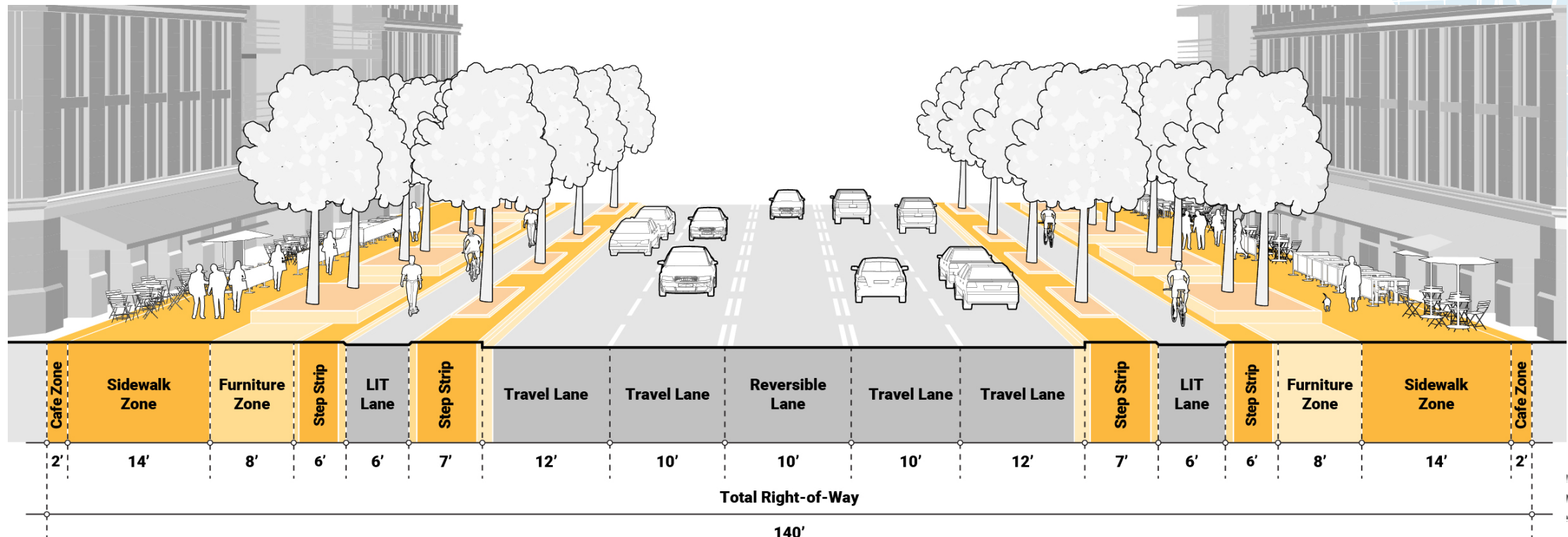
Flexible Boulevard

Advantages

- 5 total lanes; most narrow concept
- Flexible center lane can be open to either direction of travel
- Widest planting buffers for proposed LIT lanes

Drawbacks

- No center median
- Requires more hands-on management of traffic operations
- No dedicated left turn lanes



Concept C

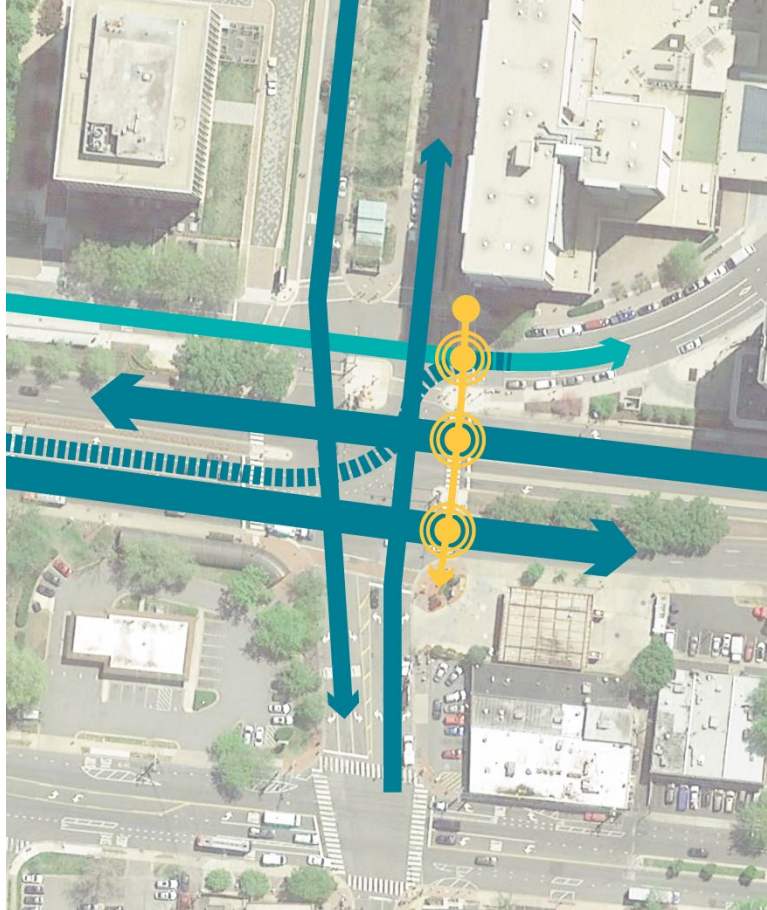
Flexible Boulevard



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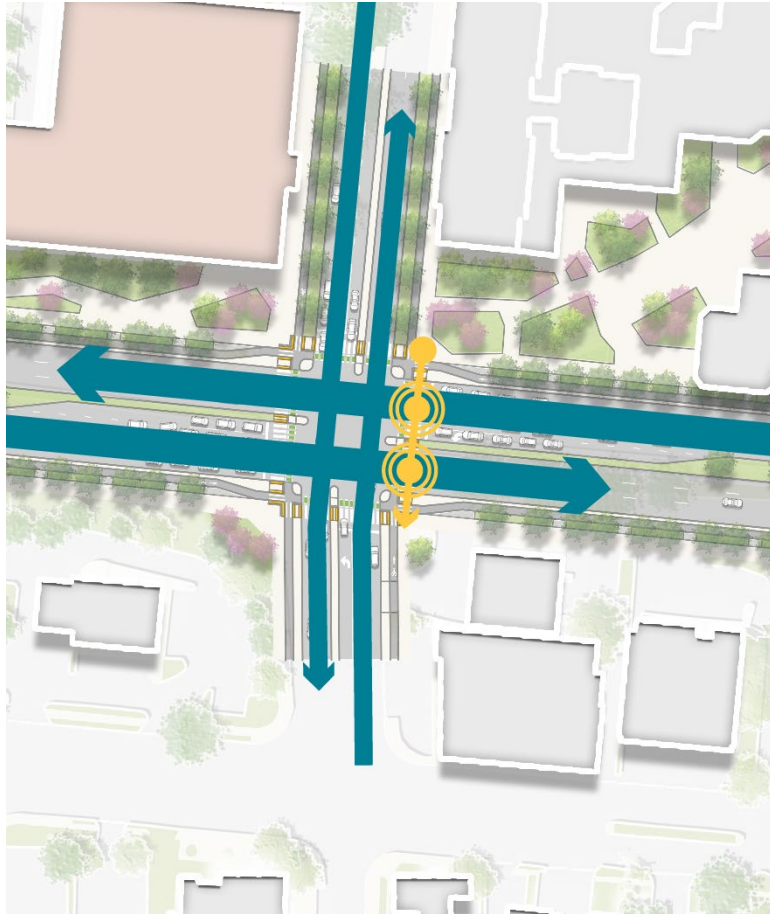
23rd Street Intersection - Current



- » Current intersection creates **multiple conflict points** between vehicles and pedestrians.
- » The signal is programmed as a 6-way intersection, resulting in **long wait times** for pedestrians and drivers.
- » North-south crossings are long and require pedestrians to cross **3 separate crosswalks and 2 signal phases**.



23rd Street Intersection - Proposed



- » Proposed intersection configuration provides a **more predictable** traffic pattern and **reduces conflict points** between vehicles and pedestrians.
- » Realignment of S Clark Street allows for 4-way intersection signal phasing and **reduces wait times** for pedestrians and drivers.
- » Distance of north-south pedestrian crossing **reduced by nearly 120'** with the relocation of S. Clark Street and narrowing of Route 1.
- » Protected intersection **reduces vehicle turning speed and improves the visibility** of bicyclists and pedestrian to drivers.

East-West Connectivity



East-West Connectivity

CROSS-STREET TYPICAL SECTIONS



East-West Connectivity



Discussion



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