

From Matt Mattauszek : <https://projects.arlingtonva.us/plans-studies/pentagon-city-planning-study/p>

From eric cassel : <https://projects.arlingtonva.us/plans-studies/pentagon-city-planning-study/>

From eric cassel : http://www.virginiadot.org/projects/northernvirginia/route_1_multimodal_improve

From eric cassel : You can sign up for more info on the link above.

From Brian Harner : on the previous slide it was pretty interesting that about a third of the respondent

From Jane Green : 20th is actually the worst in terms of configuration.

From Brian Harner : Did we ask if the respondents consider driving dangerous or walking?

From Brian Harner : I wonder which?

From Jane Green : Have we heard anything from VDOT about the anticipated speed limit for Rt. 1 in Ar

From John Marshall : are there statistics on accidents to support dangerous intersections

From eric cassel : No. That would be something that you could suggest to VDOT

From Jane Green : Is VDOT taking suggestions at this stage?

From Darren Buck : VDOT has indicated they will also be doing a survey on Route 1 preferences. Every

From Brooke Oberwetter : Did we look at WHY people are crossing Route 1? The location of the Metr

From eric cassel : John; we have some stats, but Darren presented in the last presentation.

From Chris Forinash : Tonight and tomorrow Arlington is conducting Vision Zero engagement, and som

From Darren Buck : Re crash data: Anyone can view VDOT crash data here <https://www.virginiaroads.c>

From Ben D'Avanzo : This survey was taken while 15th and Crystal Drive was under construction, right

From Tina Gee : What's harder to capture is near-accidents. I've never been struck when crossing 18th

From Darren Buck : Re crash data 2: Our first presentation is online here, and includes a screen captur

From Andrew VanHorn : Would the Rte 1 working group consider looking at other at-grade roadways a

From Tina Gee : Again: crash data won't be as indicative as to how dangerous the intersections are. Ni

From Rob Mandle | National Landing BID : Vision Zero Map effort just mentioned aims to glean the "n

From Susan English : I expressed my disappointment with the fact that the survey didn't allow me to e

From Tina Gee : Thank you, Rob!

From John Marshall : I cross at 23rd, 18th and 15th every day by foot. It appears to me that the pedes

From Susan English : I use 23rd fairly often. However, as Crystal City changes, use patterns will change.

From Natasha Atkins : It would be telling to know if people from the southern end go out of their way

From Joann Gottlieb : When Rte 1 gets priority at traffic lights at 12th 15th 18th, unification of the neig

From Ben D'Avanzo : At 12th, I've noticed that people go pretty fast down Army Navy, and I find that c

From Darren Buck : Ben, I'm not positive, perhaps someone from the County can chime in, but I believ

From Ben D'Avanzo : Interesting, thanks Darren, though I think the curve contributes a lot. The interse

From Rob Mandle | National Landing BID : Army Navy and 12th will be signalized as part of the project

From Tina Gee : Just discreetly stand on 18th St. at Fern, and 18th at Crystal Drive, between 4 - 6 p.m.

From Michael Dowell : I can't find the thumbs down button

From Jane Green : I have to log off, but when it is appropriate, can someone ask about the BID's recor

From Dana Bres : The misc utility level connections between buildings and US 1 add to the confusion a

From Michael Dowell : yep

From Dana Bres : If we are going to improve US 1, we need to have some design standards that don't g

From Carol Fuller : Finally found the thumbs down. It's on the bottom of the participants list in the Mc

From Brian Harner : a large portion of Market Street in SF was recently closed to private vehicles

From Dana Bres : Wouldn't the broad sidewalks along Michigan Ave in Chicago consume much of the c

From Brian Harner : West Street in New York, formerly West Side Highway is another success story in r

From Michael Dowell : What are some examples of "smart and flexible"?

From Natasha Atkins : Given the flexible interpretation of the CCSP, why is the building face-to-buildin

From Brian Harner : I think that's worth discussing Natasha

From Natasha Atkins : What does a continuous roadway, without a median, do to traffic flow in order to

From Andrew VanHorn : I think the key driver on the section width is actual building locations at their

From Darren Buck : Do VDOT design standards allow for 10' lanes on this class of roadway?

From Dana Bres : Curb space management will only work with some effective enforcement. Who will

From Chris Forinash : Darren - I believe VDOT does allow 10' though I'm sure it's at the low end of any

From Brian Harner : lane width reductions would be great and would pair up well with speed reduction

From James Corbalis : 10' lanes would be great

From Brian Harner : Speaking of Connecticut Avenue, how do people feel about the underpass below I

From Patricia Heath : Would left turns be permitted off Route 1?

From Natasha Atkins : I was thinking of that too. Dupont Circle is a more complicated intersection, but

From Brian Harner : One crude example of Smart and Flexible is the blocking of a lane on M Street in G

From James Corbalis : Silver Spring has a protected intersection like this!

From Ben D'Avanzo : Has there been an estimate of how much new density will be added by bringing r

From Brian Harner : I wonder if there would be a way to automatically block off lanes during non-peak

From James Corbalis : Brian we looked at this.... it's very challenging..

From Sheldon Johnson : From Sheldon Johnson We avoid Rt 1 as much as possible it is like running a g

From James Corbalis : but love the idea

From Brian Harner : aha! thanks for looking at it!

From Natasha Atkins : We couldn't even get the County Board do that on Crystal Drive during the Covi

From Darren Buck : What if we did exclusive signals for people, protected intersections, "LIT" lanes, pe

From Carol Fuller : The median in Concept A has no real function than a pedestrian safe zone. It's too

From Dana Bres : How will motorists respond to a US 1 that has only a bit of "urban" with 110 to the n

From Natasha Atkins : Like Hayes Street :-)

From Brian Harner : I think Pennsylvania Avenue is 160'

From Darren Buck : I was hit by a right-turning car while crossing Penn Ave

From Chris Forinash : The 2020 update to the Virginia multimodal system design guidelines acknowle

From Brian Harner : It's a little too wide in my opinion. The Champs Elysee in Paris is even wider

From Brian Harner : Thanks Chris - 10' lanes make a big difference in changing driver behavior/speedin

From Natasha Atkins : How does Route 1 commuter traffic to DC compare with Columbia Pike's? Shou

From Rob Mandle | National Landing BID : RE minimums Chris/Brian - Yes we stuck with the VDOT 11',

From Rob Mandle | National Landing BID : Carol - The median was sized specifically to accommodate t

From Carol Fuller : Rob, the trees are pretty but it's useless casual open space.

From Ben D'Avanzo : Is there a way of measuring streets by average crossing time? For example, now i

From Brian Harner : DC is moving to reduce the use of cars and commuting to the city. Is it the right m

From Dana Bres : US 1 traffic currently spills over to Eads, and then Fern, on the way north.

From Chris Forinash : Don't overinvest in what the traffic models predict. They're guaranteed to be wr

From Darren Buck : Ben, I'm not sure what the time that 'we want' will be, but VDOT's traffic modeling

From Joann Gottlieb : BID did not address my issue of lack of alternative routes into DC. you acknowle

From Ben D'Avanzo : I think it'd be good for those who want to lower it to Rt 1 to grade to share thoug

From Brian Harner : I think Ben's suggestion is a good metric to try to look at

From Ben D'Avanzo : Are you talking about 15th and Hayes, Natasha?

From Carol Fuller : When I had a broken femur, I couldn't cross Hayes Street without stopping in the m

From Dana Bres : We could test 23rd fairly easily by dropping some jersey barriers across Clark or mak

From Carol Fuller : Ben, I think the worst is across from the Fashion Center at 12th, not 15th Street.

From Susan English : I remember

From Andrew VanHorn : I also think as you increase "friction" on N-S vehicle movement you encouragi

From Susan English : So are 10' travel lanes unlikely?

From Susan English : Chris Forinash suggests to not over invest in what the traffic models predict
From eric cassel : <https://livability22202.org/>

one be on the lookout for that, and hopefully they read these results, and learn where to drill down further. A station would seem to favor pedestrian use of 18th. Locations of grocery stores and other commerce a
ie of their recent data highlights crash-prone locations along and near Route 1. See <https://transportatic>

1 Street, but I always feel like I'm about to be hit by multiple turning cars as I cross 18th at Eads, then Rt.
e of reported crashes in the corridor <https://drive.google.com/file/d/1opRMEEMHdyRbCuqyfQFtkpNI3N>
around the region and country for precedents? Connecticut Avenue, Wisconsin Avenue, Massachusetts
ear-misses need to be counted, too, but that needs to be done by observation, since reports aren't mad

xplain that I use different routes depending on where I'm going, what time of day, for how long, etc. Ho
trian traffic on 23rd is much higher than the other routes. The shaky parts of 15th are the ramp crossing
to cross at the intersections that aren't at grade. If I am riding my bike from 22nd to go to a FedEx, say, I
:rossing a lot less safe than at Long Bridge Drive on the other side. Cars coming off the highway, like all a

get traded away when development actually occurs. Look at the impacts of some businesses along Cryst

g face distance so concrete? If that were more flexible, they could have a Green blvd with wider sidewal

closest (around the CC Marriott). There is more room elsewhere in the corridor, but around 20th, I think

t 1 to grade? How would the process for determining new development abutting the a boulevard happen

giantlet. If the grocery store ever gets completed in Crystal City and a drug store is built we will never have

people centricity, biophilia, etc... But under iconic bridge structures that keep the 45K Route 1 cars in their lanes
narrow for anything else. Guatemala City has a great concept with a park-like median that allows pedestrians

designs main urban corridors with 10' travel lanes as a best practice that NACTO and others recommend, but

Would we even be talking about buses, given that we will want to move away from fossil fuels? Why is nobody
talking about it, but I think the NACTO update could help move the needle! That would be a lot of additional space. Not

it simply is quicker to be a pedestrian on the underpass streets. What is the average time we want for a

designer should also be able to give us average delay for pedestrians at each of these new intersections. The delay
for edge traffic won't drop. this will impact travel across Rte 1 with long red lights. that commuter trying to cross
the street, and it'd be great if it was modeled, the increase in timing for different scenarios, given it was the most

we need to help people find alternative modes of getting into DC or through the corridor. It would be the opposite of

Avenue (all in DC or MD) are high volume roads that have vibrant uses, sidewalks and street trees along

I will still go to 18th and double back, because it's faster and safer than walking or biking and crossing at

ave to cross Rt 1 it again. We need to focus on our own area rather leaning on other communities as ex

trians and bikers to safely navigate in the midst of a huge boulevard which is worth your life to cross. TI

it also noted VDOT is still stuck on 11' minimum. See <http://www.drpt.virginia.gov/transit/planning/mul>

dy discussing streetcars on this route, except for the red flag it raises for some people? Seems like that v

lay at 23rd for pedestrians is substantial, and knowing how long the signal cycles and phases are in this a

st important factor in the survey. It's a matter of cost/benefit, and why an increased time is worth what

amples we want to be like.. We are a special breed of people who live along Crystal Drive and have eno

was considered the type of transit that was conducive to attracting new transit riders and supporting ne

ugh traffic as it is. No need to bring more cars and noise pollution. Narrower sidewalks will [probably re

result in more pedestrian accidents not so many auto accidents. Right now dodging scooters and bikes

on our sidewalks is an everyday hazard.