

Livability 22202 Route 1 Working Group



Concept Planning Study Area



Why are we here?

Commonwealth of Virginia Commitment


Memorandum of Understand (MOU) between Commonwealth and Amazon.com Services, Inc.

- **Section 5 – Transportation Projects:**

... Commonwealth commits its best efforts, in collaboration with local officials in the Eligible County, to expeditiously evaluate and implement opportunities to improve safety, accessibility, and the pedestrian experience crossing Rt. 1 ...

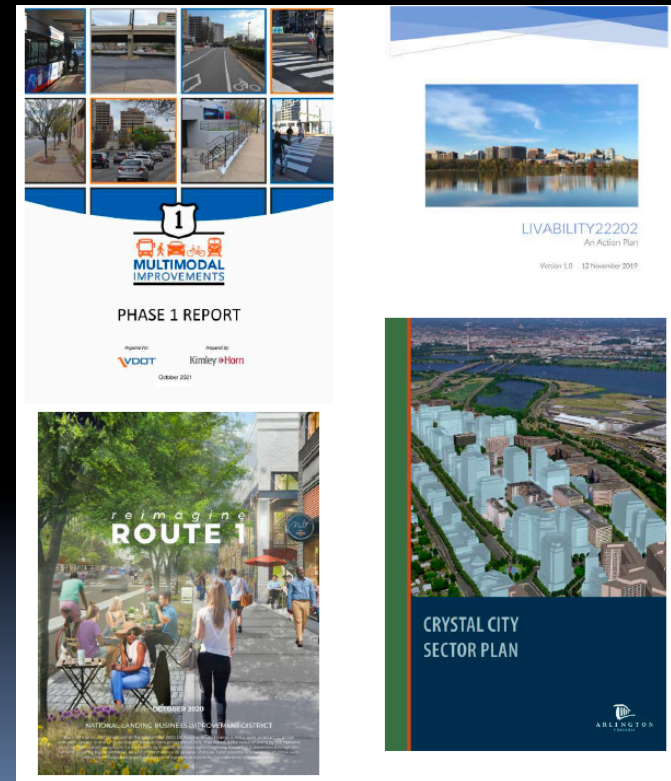


Agenda

- 1) Introduction to Route 1 Process
 - 2) Problems with At-Grade Proposal (POLL)
 - 3) ROW- Upcoming VDOT Meeting
 - 4) Options for Mitigating Problems of the 18th Street Intersection
 - A. Boulevard Baseline (with People before Cars Coalition Modifications)
 - B. Pedestrian-Bicycle Bridge/Greenway
 - C. Extended Underground
 - D. Dutch Underpass
 - E. Woonerf (Pedestrian Plaza)
 - F. Woonerf with Dutch Underpass
 - 5) Questions and Poll
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History of Route 1

- In early 70s, Route 1 was proposed to be an interstate between I-395 and the airport. That was defeated with a lawsuit from the neighborhood. The result was a hybrid road.
- The road has been unchanged since then, even though transportation is changing.
- The Crystal City Sector Plan proposed a "urban boulevard"
- Amazon HQ2 Deal required Virginia to study how to improve Route 1.
- VDOT's Phase 1 recommended converting Route 1 to an at-grade boulevard at 15th and 18th.
- Livability 2202 Working Group has spent a ton of time meeting and prepping on this topic.

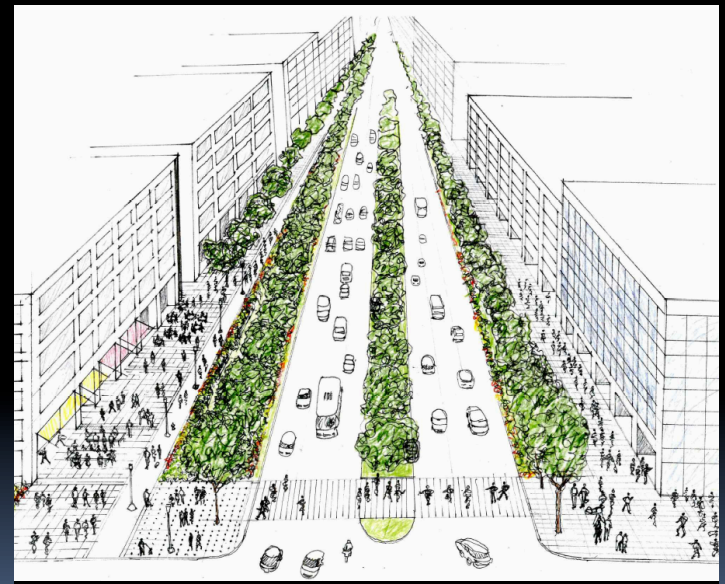


What is our conclusion about VDOT's Phase 1?

Two Issues of extreme importance:

18th Street Issues

■ ROW Issues

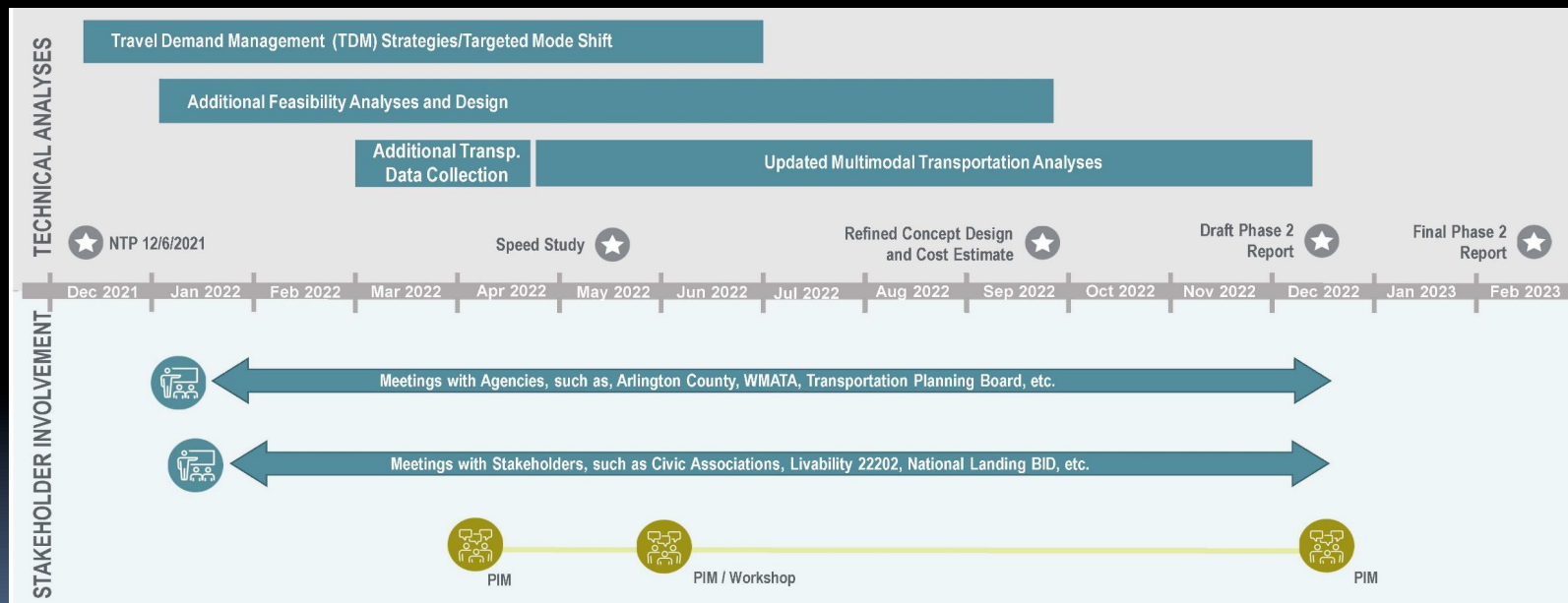




FROM PAVEMENT TO PLACE

Removing the existing on/off ramps and narrowing the roadway will “create” more than 5 acres that can be used for housing, open space and other public amenities. This development will enhance the neighborhood and generate significant new tax revenue that Arlington can use to fund public priorities.

VDOT's Phase 2 Schedule



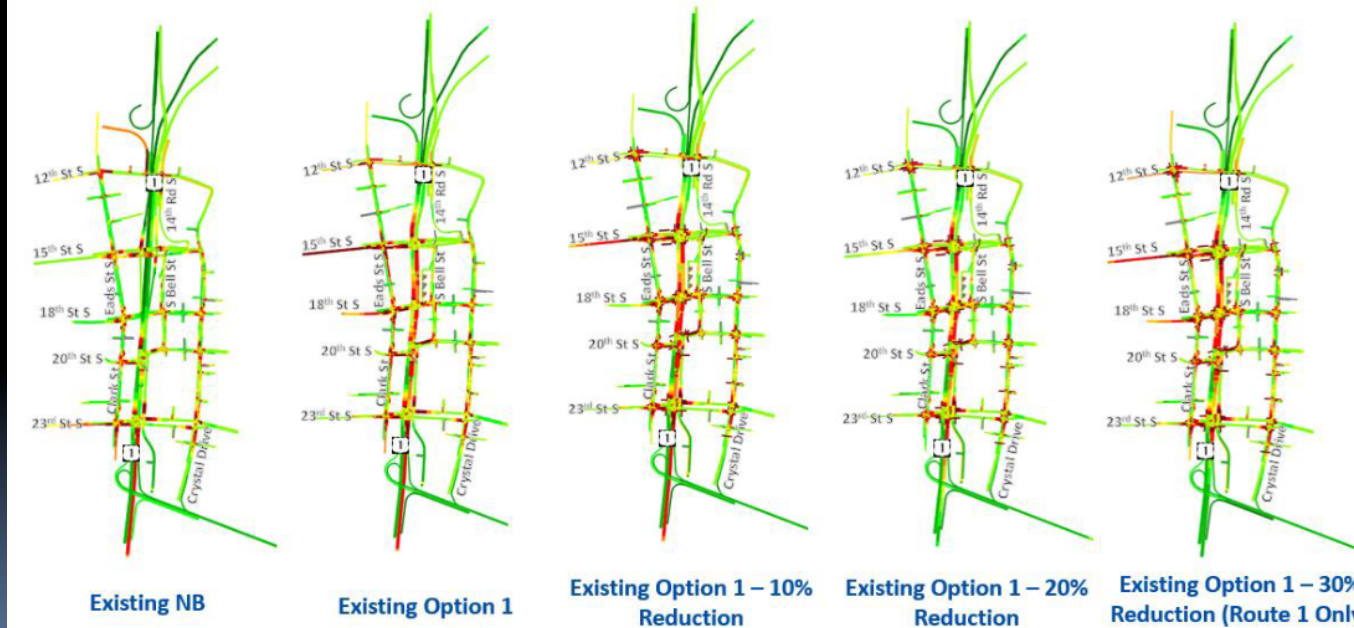
3 Problems with at-grade Route 1 at 18th



Route 1 in Crystal City, Arlington County, VA

#1-More Traffic Congestion on Route 1

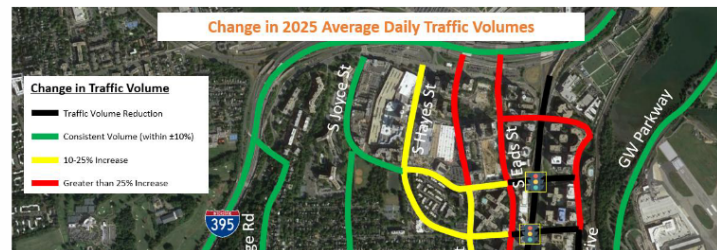
Option 1 AM Speed Comparison – Sensitivity Analysis



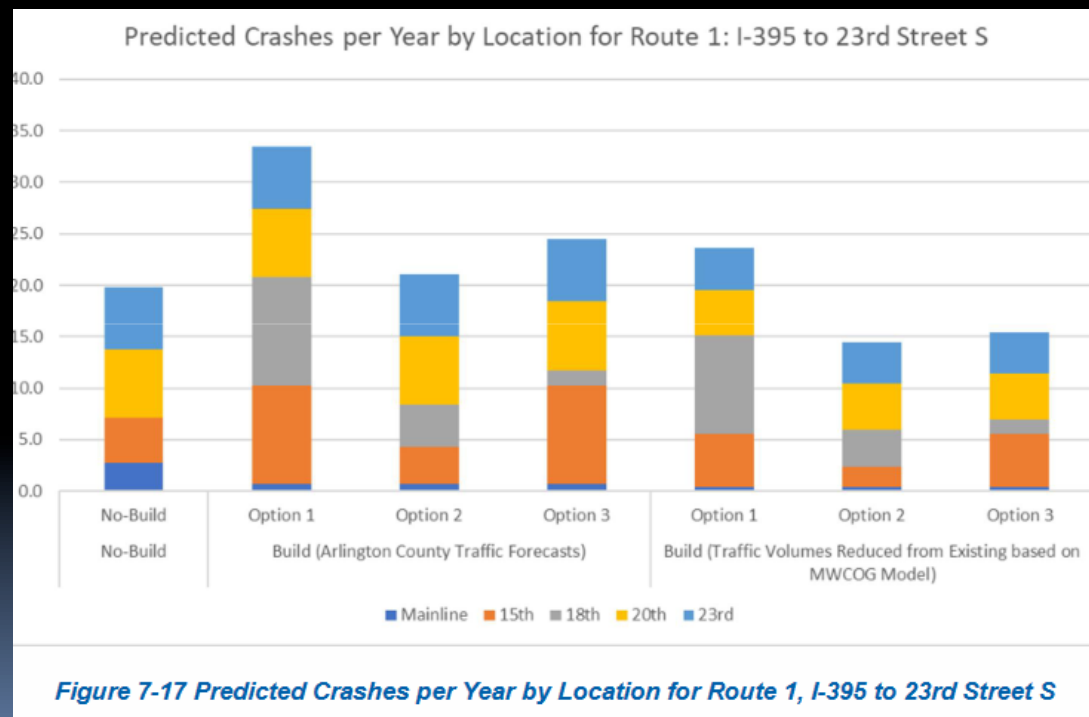
#2 More Traffic on our local streets

Table 7-6 Change in MWCOG Model Daily Volume on Select Study Area Links, 2025 Model Year

Facility		2025 Model Daily Volumes			
		No-Build	At-Grade	Change	% Change
Route 1	North of 15th	50,000	34,000	-16,000	-32%
	North of DCA	33,000	28,000	-5,000	-15%
GW Parkway		93,000	96,000	3,000	3%
I-395		215,000	217,000	2,000	1%
Crystal Drive		3,200	4,800	1,600	50%
S Eads Street		5,600	7,300	1,700	30%
S Fern Street		5,200	6,100	900	17%
S Hayes Street		12,900	14,400	1,500	12%
S Joyce Street		7,600	8,000	400	5%
Arlington Ridge Road		11,700	12,500	800	7%
23rd Street S		9,100	9,500	400	4%
Fort Scott Drive		900	1,000	100	11%
S Glebe Road		22,100	22,800	700	3%




#3 Higher risk of crossing Route 1






Transportation Demand Management: TDM

- What is TDM?
 - 22202 transportation patterns are GREAT!
 - 60% of current Route 1 traffic is not from or to National Landing
 - More than 80% of commuters from outer suburbs drive by themselves
 - The TDM program needs to include broad region
 - Will VDOT's TDM program work? We don't know!
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Now to our Experts

- Gus Ardura- Retired architect from the same firm VDOT is using as a consulting firm.
 - Brian Harner- Former Planning Commissioner and architect.
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Questions

- We have both VDOT and JBGS representatives to answer any questions about the different alternatives.
- At the end of questions we will have a poll on the different alternatives.