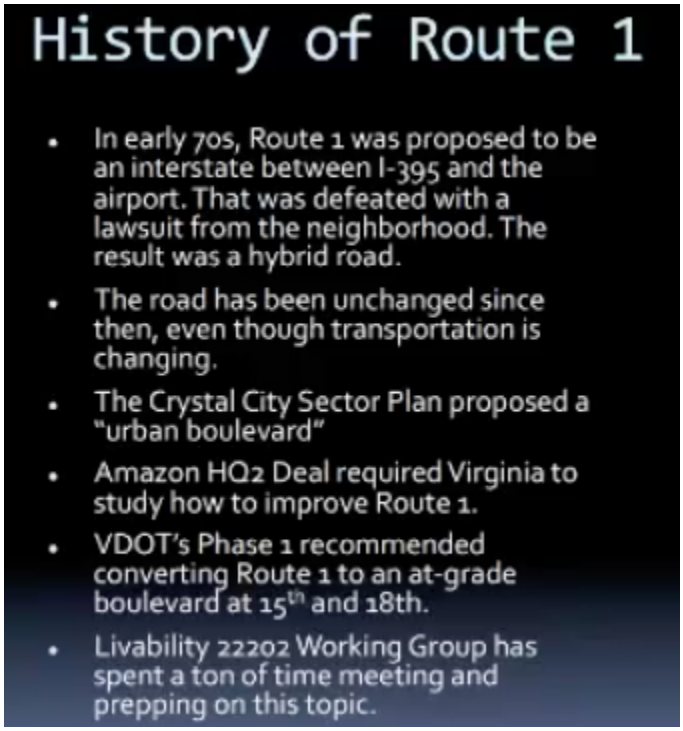
June 15th There was a special meeting about Route 1. Below is some history:

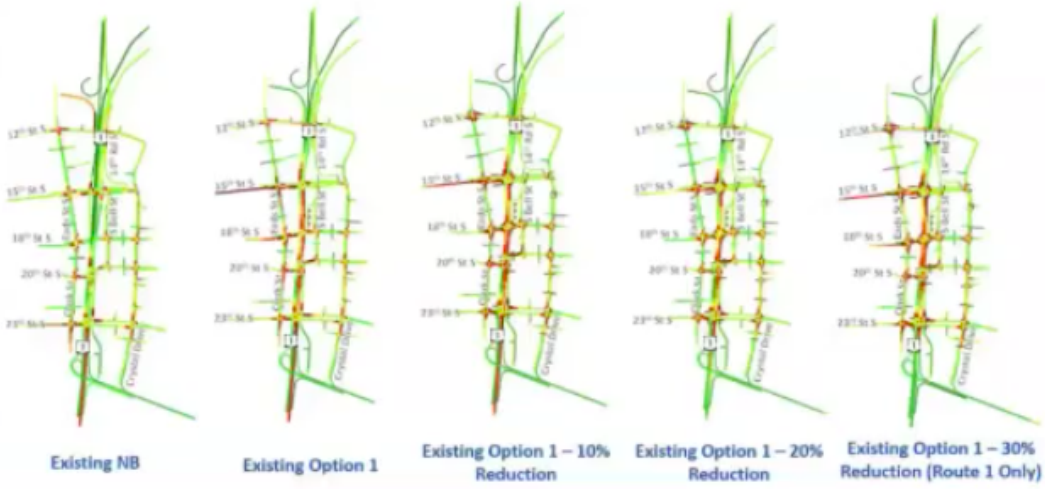


The **2 issues that are** of greatest importance to Crystal City regarding VDOT's phase 1 proposal are the **18th street issues** and **Right of Way issues**. This formed the framework for the following discussion.

Pam Van Hine from Aurora Highlands discussed 3 problems with making Route 1 at grade.

Problem #1: More Traffic Congestion on Route 1

Green means traffic is moving well, red means traffic is congested.



Problem #2: More traffic on our local streets

VDOT expects a 50% increase in traffic if this proposal is successful. However, the traffic will start diverting from Route 1 onto local roads.

The roads highlighted in red below means a lot of congestion, the green means least congestion.

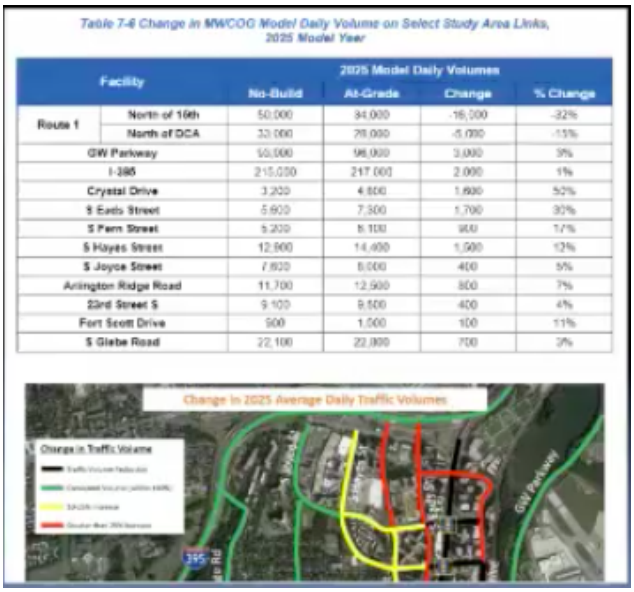


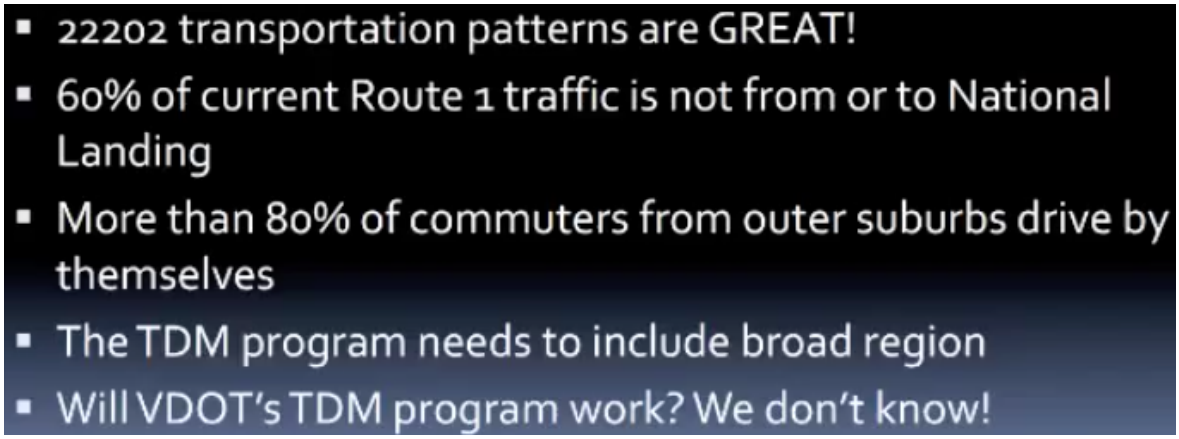
Table 7-6 Change in MWCOG Model Daily Volume on Select Study Area Links, 2025 Model Year

Facility		2025 Model Daily Volumes			
		No-Build	At-Grade	Change	% Change
Route 1	North of 16th	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	5,100	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%

Problem #3: Higher risk of crossing Route 1

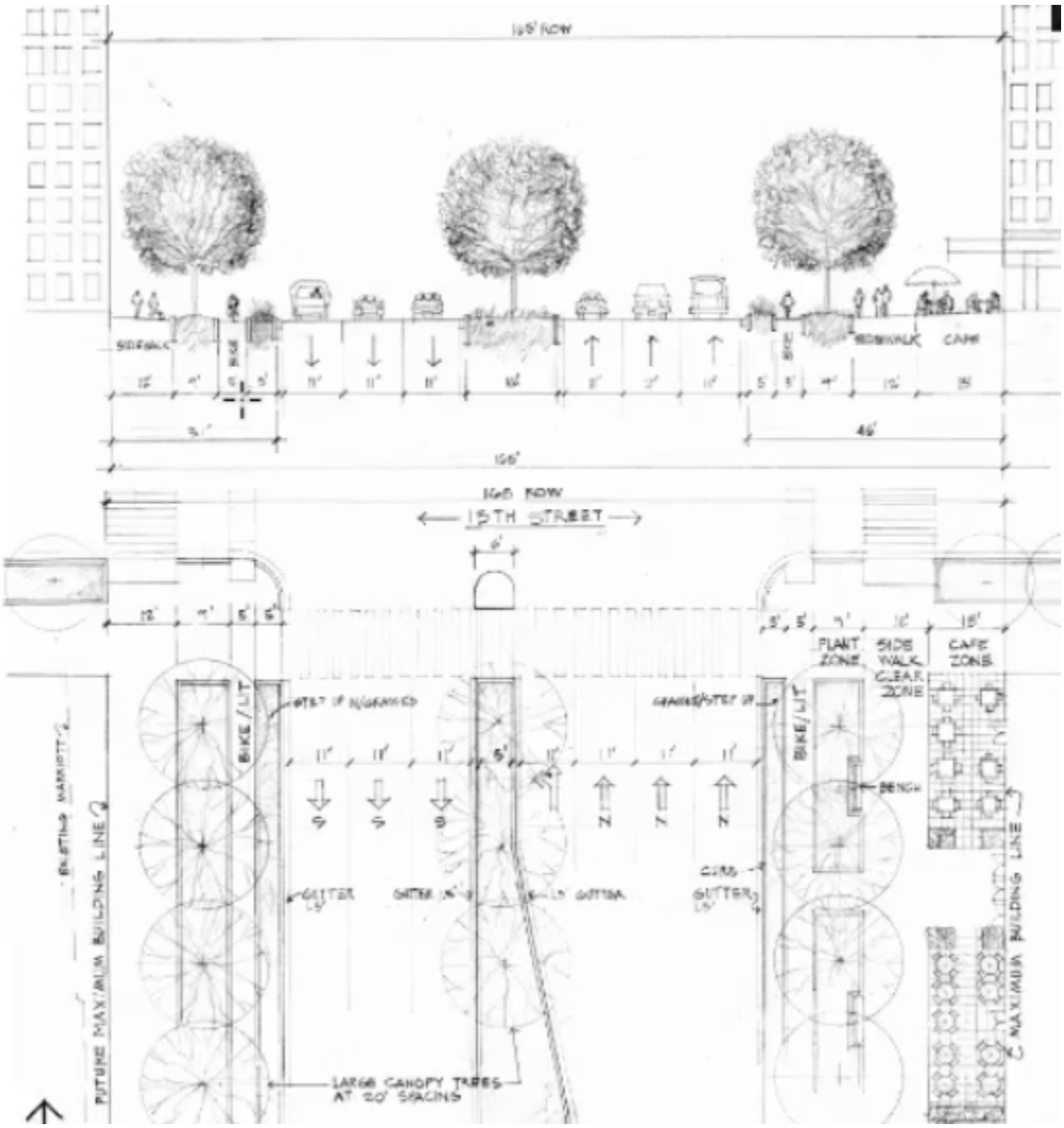
Relatively 18th street is currently much safer to cross than most streets. If VDOTs proposal goes through it can negatively impact this safety.

Some facts and explanation about Transportation Demand Management (TDM)

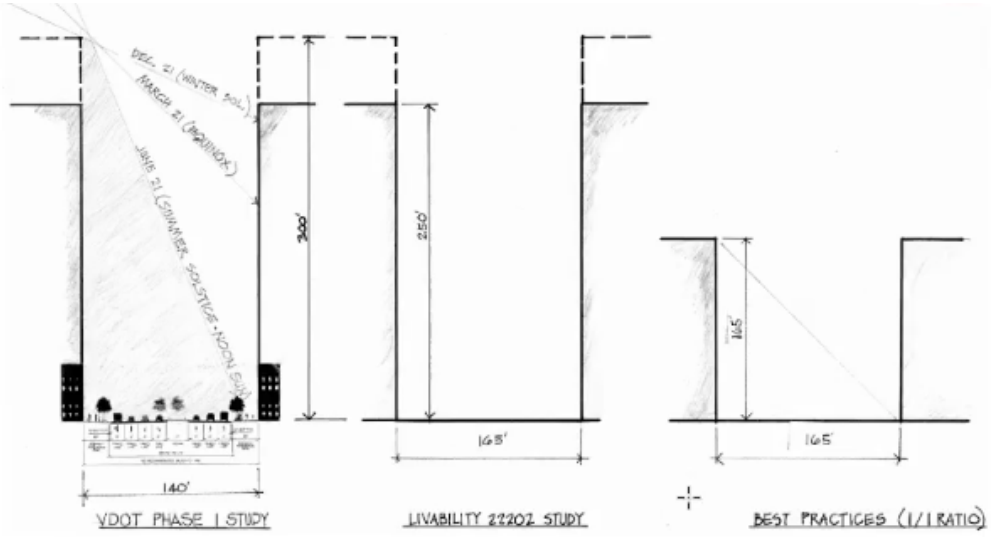


Next we heard a presentation from Gus Ardura. Gus was an architect from the same firm VDOT is using as a consulting firm for this project. He made sketches for proposed alternative improvements.

Below is the dimension. The width of the roadway and sidewalk is 188 feet. As you can see there are 12 foot sidewalks, 5 foot dedicated bike lanes, and a 15 foot dedicated cafe area, to name a few. The 12 feet dedicated sidewalk prevents tables from going into pedestrian traffic like what happens in Shirlington.

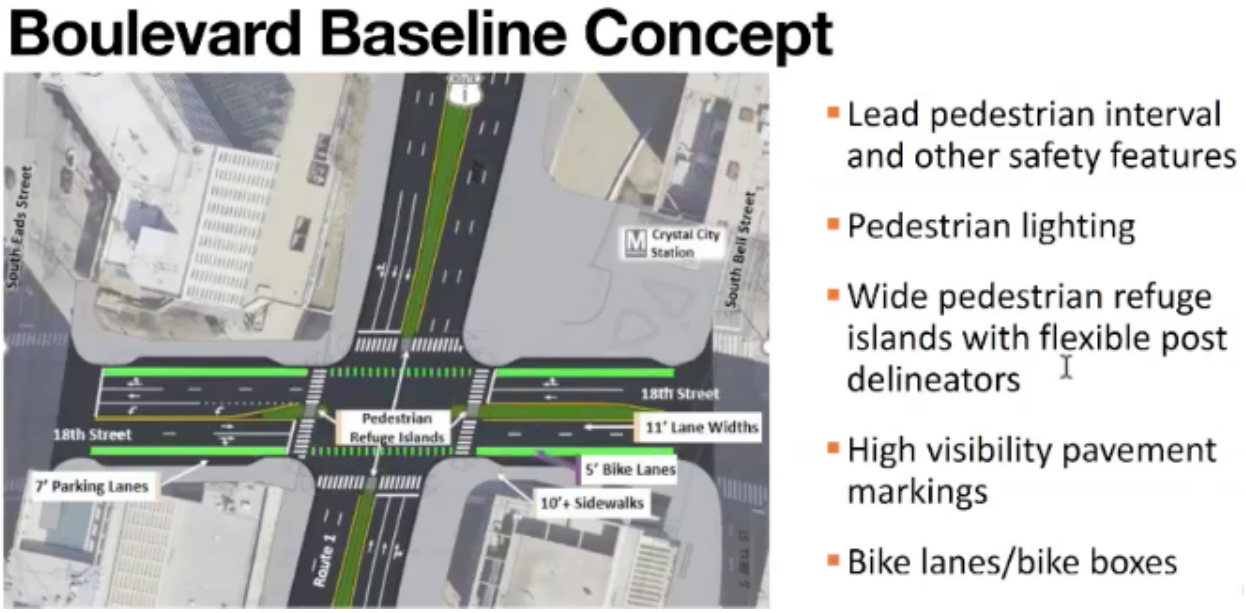


Gus brought up how sunlight is guaranteed to shine every part of the roadway and sidewalk at least part of the day if the building's heights are a 1 to 1 ratio to the roadway and sidewalk width (the image furthest to the right). What is being proposed through the sector is the building heights at the furthest left of the image. **These building heights are not finalized, and so there is still time for changes.** As you can see, even at noon on June 21st sun won't reach the entire roadway and sidewalk.

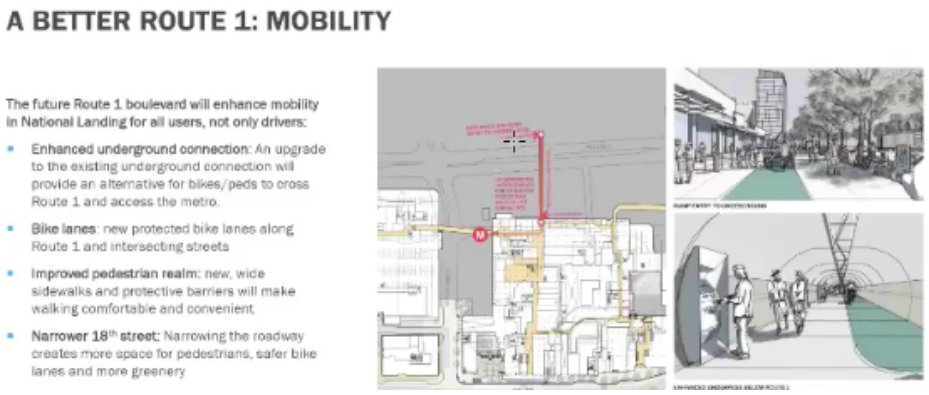


Next we heard from Brain Harner who went over several concepts for 18th street, they range from basic to ambitious. Brian Harner is a former planning commissioner and current architect. This is to provide a range of the possibilities for 18th street and Route 1.

This is the basic concept (18th street runs horizontal, and Route 1 runs vertical).



This next concept includes a proposal for an underground tunnel near the Marriot. This is still in the works with differing opinions between 2 groups.



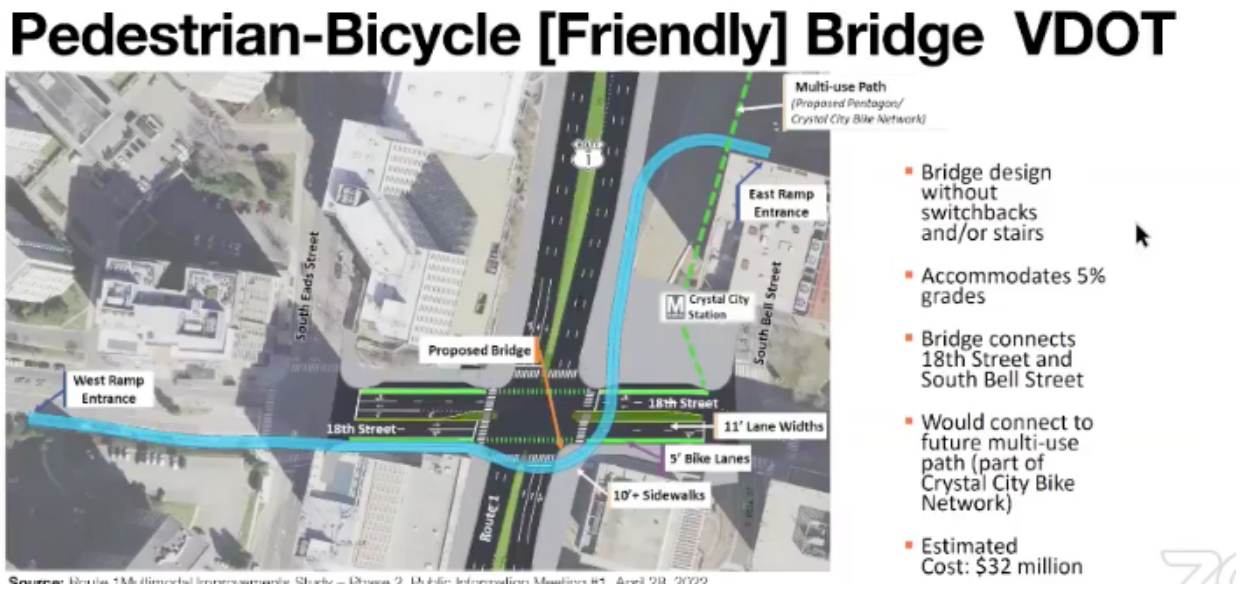
This image below shows the bike path in green before the entrance to the tunnel.

The next concepts will elaborate on crossing Route 1 using a bridge, underground, and at grade. These urban features have been successfully made in other cities such as New York.

The first is a concept to connect Virginia Highlands Park with the metro using a bridge.

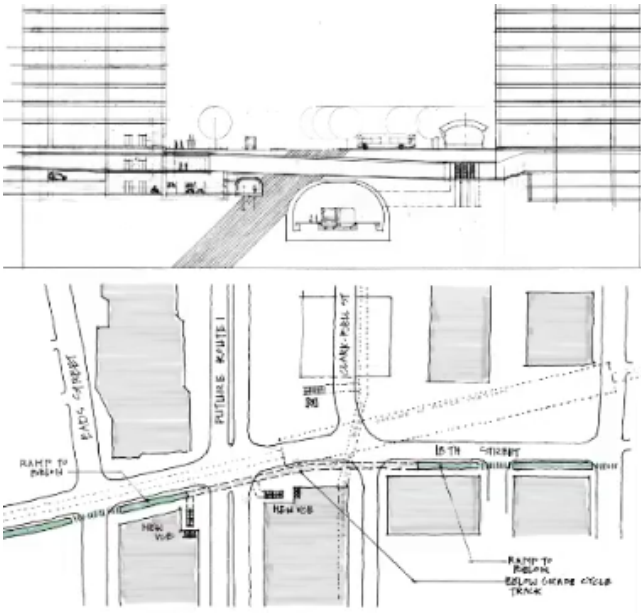
Virginia Highlands park is to the left and the Metro was to the right. The orange is the route of the concept:

Below is a more detailed area view of this bridge with data and cost on the right of the image.

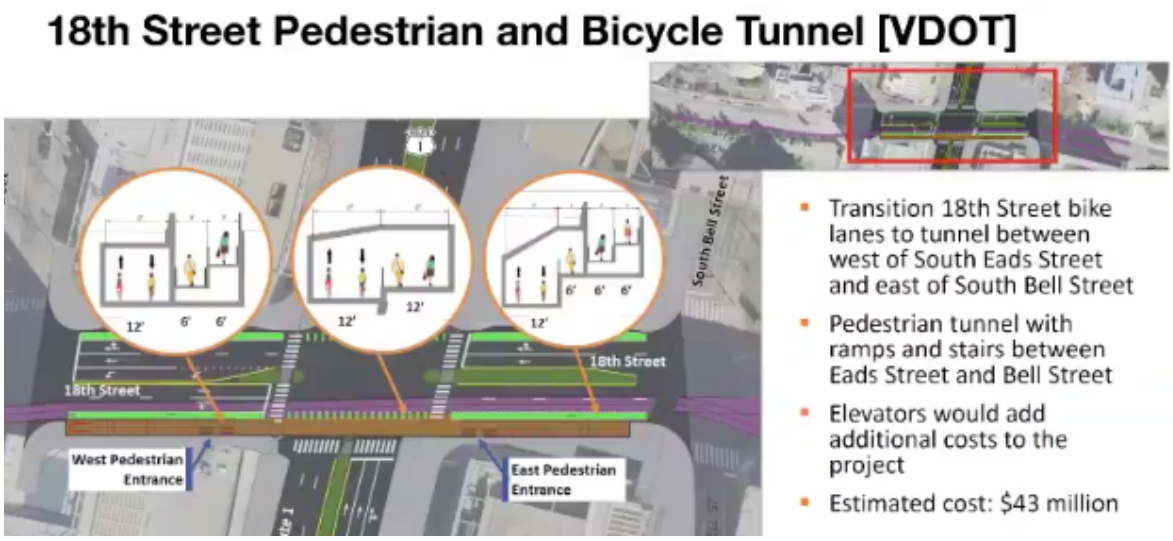


Next is the underground concept. It's similar in idea to the Marriott bike tunnel discussed earlier. This tunnel could connect to the greater underground network under Crystal City.

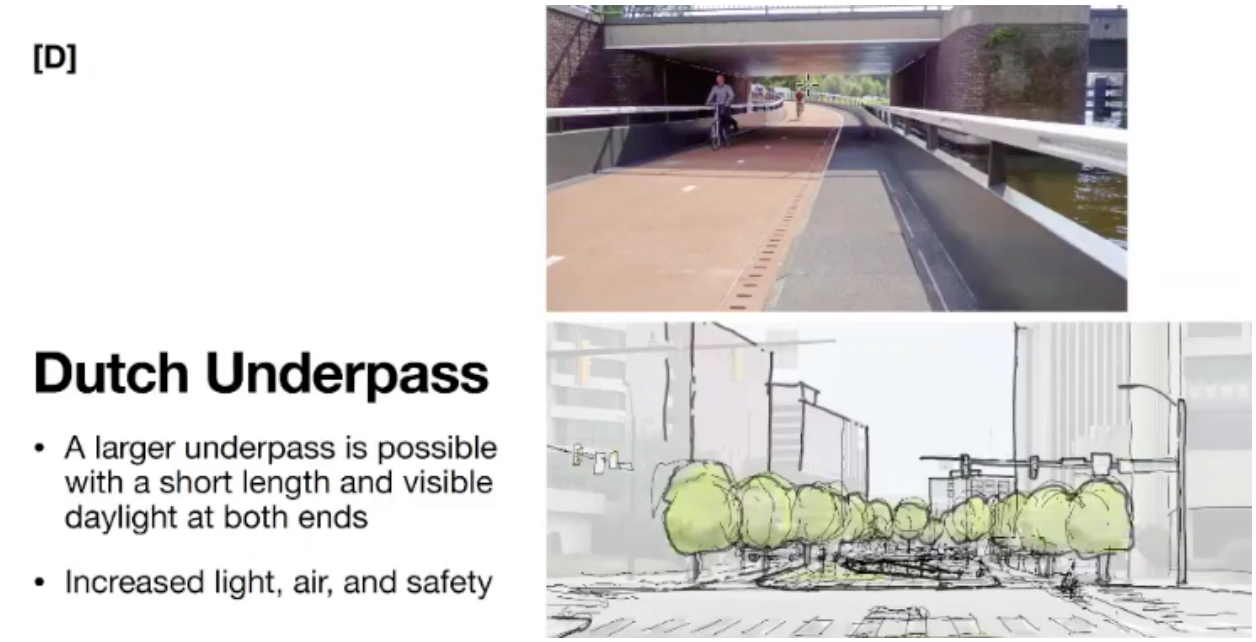
This sketch shows the entrance points of the tunnel



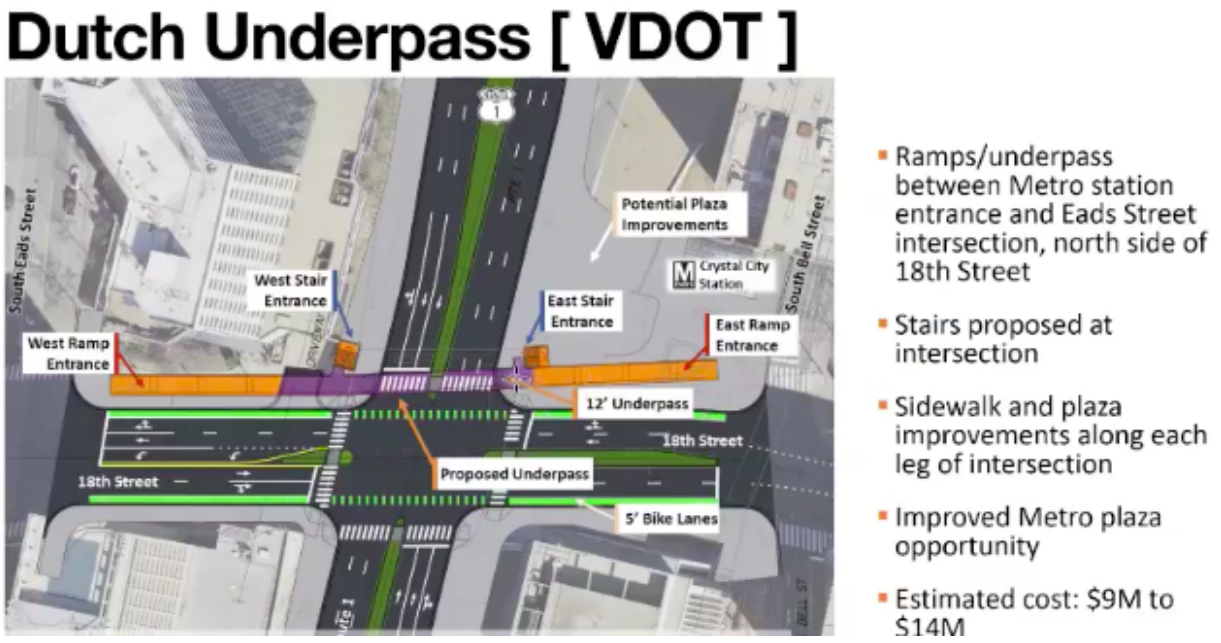
This shows the concept in greater detail. You can see the cost in the bottom right.



The next concept is a Dutch Underpass. This is like the underpass near Shirlington along 4 mile run.



This includes an aerial view with the cost to the right.



The next concept proposes closing 18th street to all cars and pedestrianizing the roadway. This is based off the concept that decreasing our reliance on cars comes from regulating non emergency vehicles and buses out of roadways so they can be explicitly used by pedestrians and cyclist and other multi mobility users instead.

This is the same proposal but with a dutch underpass like expressed earlier.