

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

History of Route 1

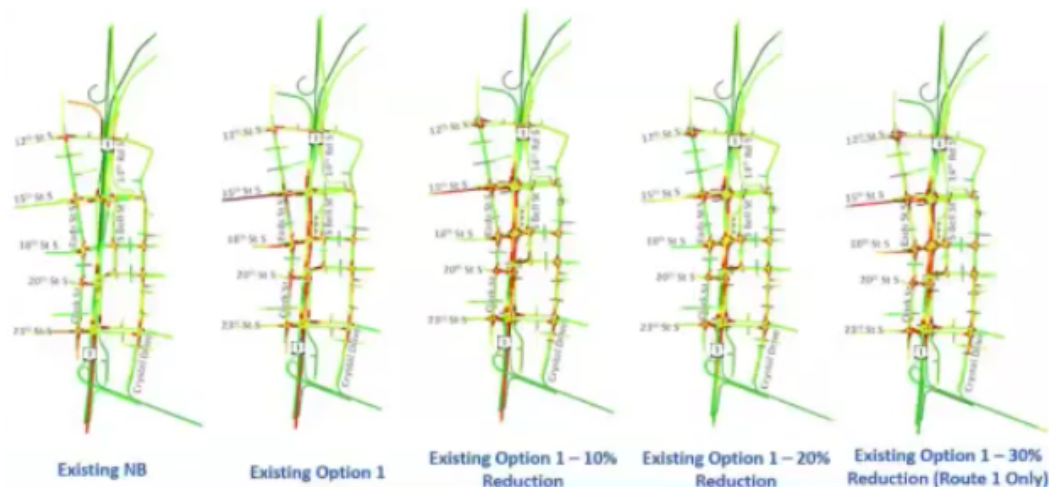
- In early 70s, Route 1 was proposed to be an interstate between I-395 and the airport. That was defeated with a lawsuit from the neighborhood. The result was a hybrid road.
- The road has been unchanged since then, even though transportation is changing.
- The Crystal City Sector Plan proposed a "urban 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 22202 Working Group has spent a ton of time meeting and prepping on this topic.

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.



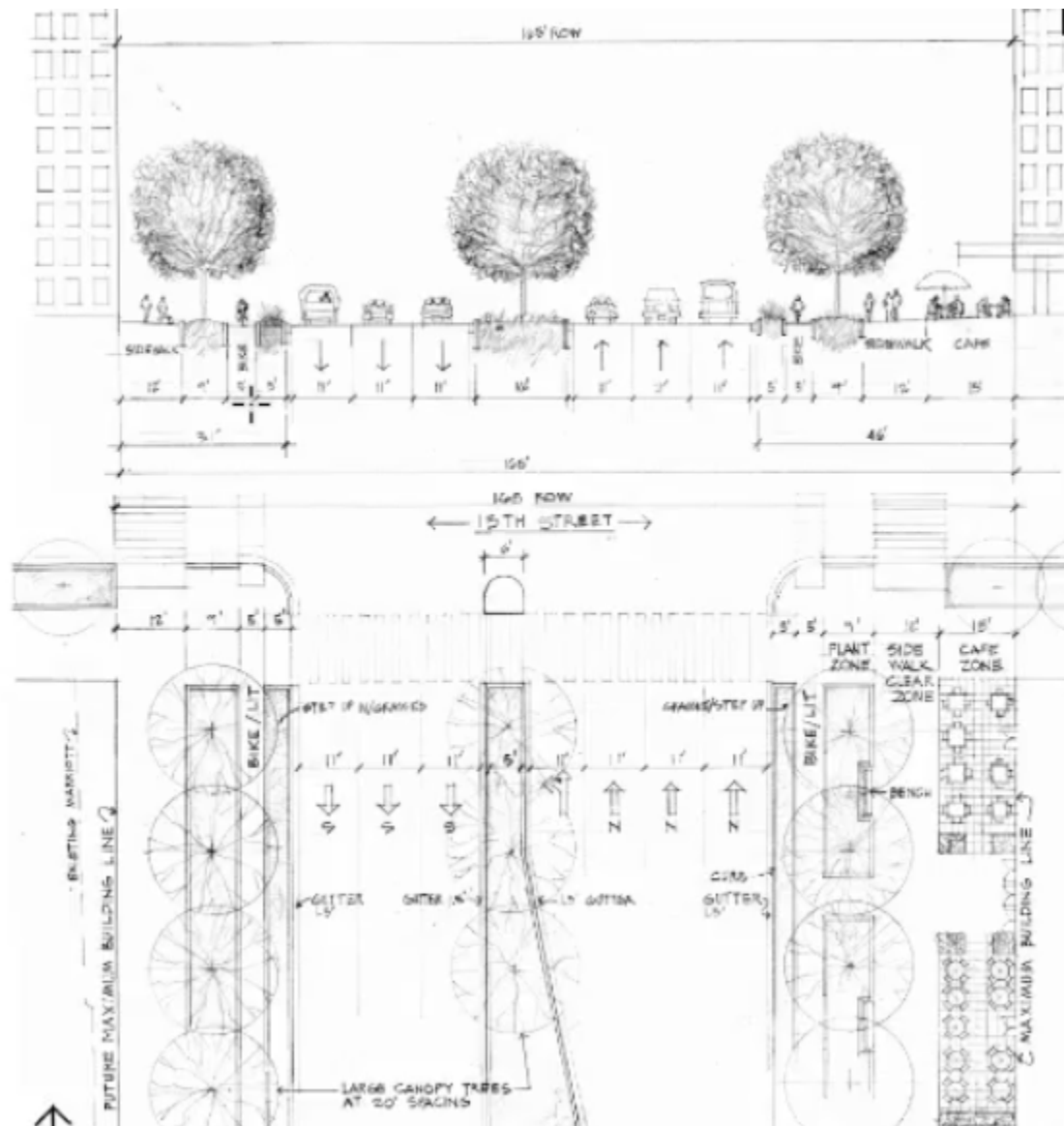
Problem #3: Higher risk of crossing Route 1

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

Some facts and explanation about Transportation Demand Management (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!

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.



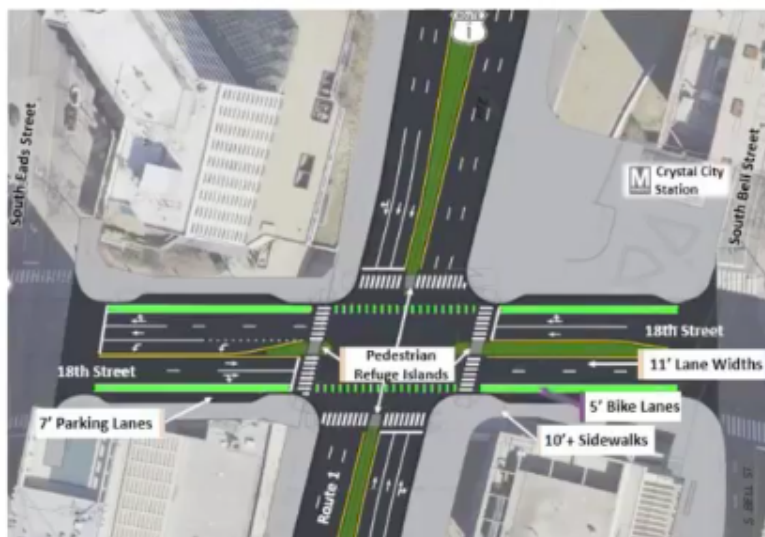
Gus brought up how sunlight is guaranteed to shine every part of the roadway and sidewalk at least part of the day if the building's heights are a 1 to 1 ratio to the roadway and sidewalk width (the image furthest to the right). What is being proposed through the sector is the building heights at the 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 Brian 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).

Boulevard Baseline Concept



- Lead pedestrian interval and other safety features
- Pedestrian lighting
- Wide pedestrian refuge islands with flexible post delineators
- High visibility pavement markings
- Bike lanes/bike boxes

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.

A BETTER ROUTE 1: MOBILITY

The future Route 1 boulevard will enhance mobility in National Landing for all users, not only drivers:

- **Enhanced underground connection:** An upgrade to the existing underground connection will provide an alternative for bikes/peds to cross Route 1 and access the metro.
- **Bike lanes:** new protected bike lanes along Route 1 and intersecting streets
- **Improved pedestrian realm:** new, wide sidewalks and protective barriers will make walking comfortable and convenient
- **Narrower 18th street:** Narrowing the roadway creates more space for pedestrians, safer bike lanes and more greenery



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.

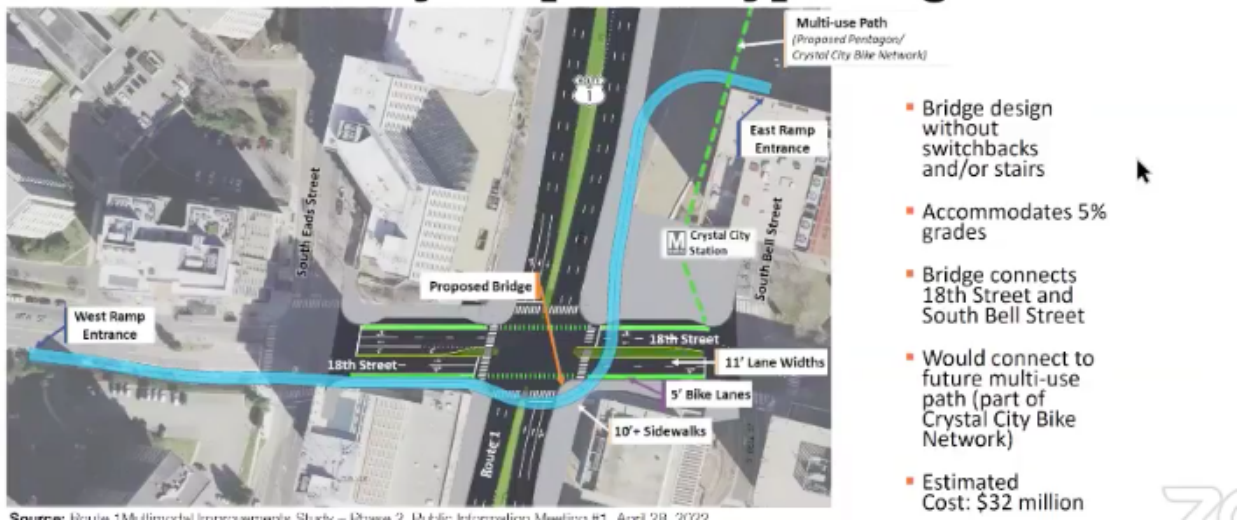
The first is a concept to connect Virginia Highlands Park with the metro using a bridge.

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



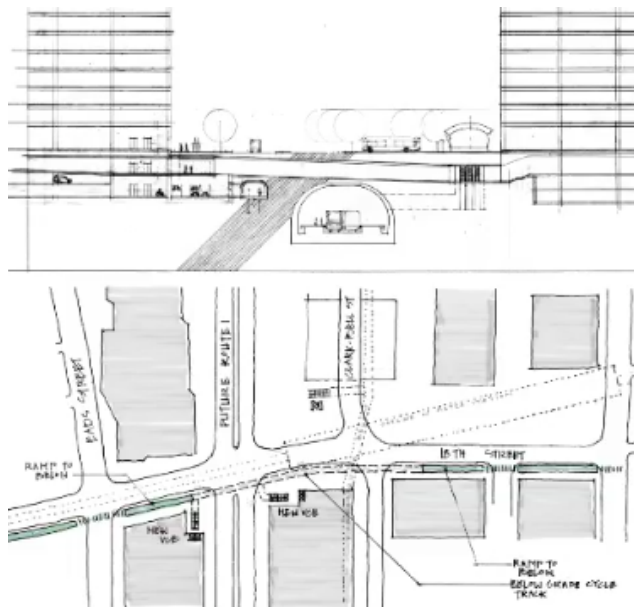
Below is a more detailed area view of this bridge with data and cost on the right of the image.

Pedestrian-Bicycle [Friendly] Bridge VDOT



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.

18th Street Pedestrian and Bicycle Tunnel [VDOT]



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

[D]



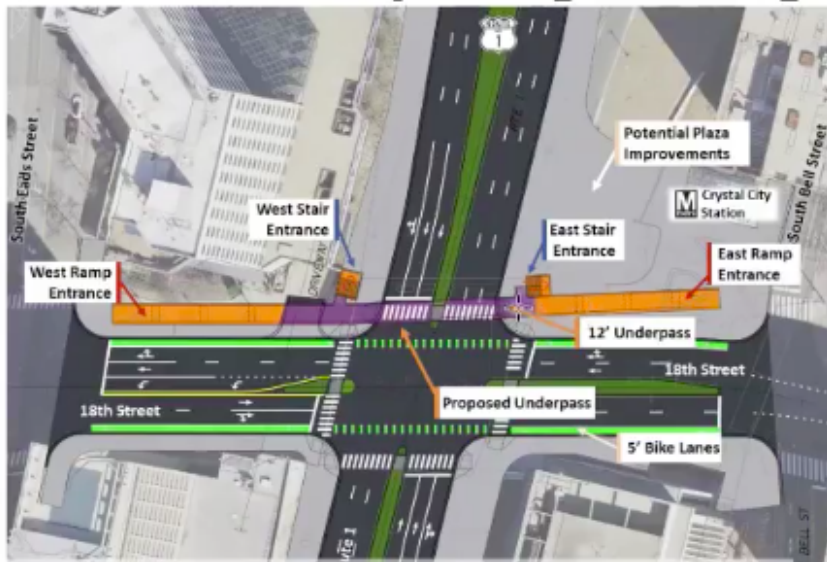
Dutch Underpass

- A larger underpass is possible with a short length and visible daylight at both ends
- Increased light, air, and safety



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

Dutch Underpass [VDOT]



- Ramps/underpass between Metro station entrance and Eads Street intersection, north side of 18th Street
- Stairs proposed at intersection
- Sidewalk and plaza improvements along each leg of intersection
- Improved Metro plaza opportunity
- Estimated cost: \$9M to \$14M

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.

[E]

Creating a pedestrian plaza at 18th Street would allow further opportunities for landscape and park linkages including pedestrian bridges with landscape elements

**Woonerf -
Pedestrian Plaza**
Bicycle/Pedestrian bridge



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

