

## Route 1 Multimodal Improvements Study – Phase 2 Public Information Meeting No. 1

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### MEETING SUMMARY

SUBJECT:	Public Information Meeting No. 1
DATE/TIME:	Wednesday, April 28, 2022, 6:30 – 8:30 PM
LOCATION:	Virtual, via GoToWebinar
PRESENTERS:	VDOT: Dan Reinhard and Nick Roper Kimley-Horn: John Martin
Q&A FACILITATOR:	VDOT: Andy Beacher

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### INTRODUCTION

The Route 1 Multimodal Improvements Study is identifying enhanced multimodal connectivity and accommodations along and across Route 1 in Crystal City to meet the changing transportation needs of this growing urban activity center. The need for this study is two-fold:

- Multimodal transportation demand is increasing from the creation of an additional Amazon U.S. Headquarters (HQ2) and other ongoing development in the Crystal City and Pentagon City area.
- These areas are already heavily developed with limited space for expanding the footprint of the transportation network.

Phase 1 of this study ended in October 2021 with the release of the Phase 1 Executive Summary and Full Report, available on the project website ([virginiadot.org/route1multimodalstudy](https://virginiadot.org/route1multimodalstudy)). Based on the findings and conclusions of the first phase and the comparisons of the concepts using numerous measures of effectiveness, VDOT recommended converting the segment of elevated urban freeway between 12th Street South and 20th Street South to an at-grade urban boulevard with wide spaces along Route 1 for sidewalks, street trees, lighting and other amenities desired by Arlington County residents and property owners, with safe crossings of Route 1 for pedestrians, bicyclists, and other users. The recommended configuration will provide the greatest benefit to the corridor in the context of an evolving walkable, connected, and urban Crystal City.

The second phase of this study began in December 2021 and is further exploring the feasibility of the at-grade roadway recommended in Phase 1 by completing the following tasks:

- Develop Travel Demand Management (TDM) strategies to reduce vehicular trips through the area to below 2019 volumes
- Conduct additional feasibility analyses and multimodal street design, including reviewing a potential grade-separated pedestrian crossing at 18th Street South
- Update the Phase 1 multimodal transportation analyses

VDOT held the first public information meeting (PIM) for Phase 2 of the Route 1 Multimodal Improvements Study virtually via GoToWebinar on April 28, 2022, from 6:30 pm to 8:30 pm. This meeting provided an opportunity for the public to learn about and provide feedback on the tasks currently underway as part of the Phase 2 of the study, including:

- Feasibility study of grade-separated options at 18th Street South for pedestrian and bicyclists
- Evaluation of Route 1 improvements at 23rd Street

The meeting was accessible to the public online or via the desktop application of GoToWebinar, or by phone using a call-in number provided in the advertisement and on the website. A copy of the meeting presentation and recording of the PIM are available on the project website. There were 78 attendees at this virtual PIM. The public provided approximately 60 comments and questions during the Q&A portion of the meeting. The project team also encouraged the public to submit comments through email, an online form, or standard mail by May 20, 2022. The project team received 28 comments via the online form.

Comments from the public are summarized below by topic with responses from the VDOT Route 1 Multimodal Improvements Study Team in *italics*. Comments presenting a preference or statement do not include responses but have been noted by VDOT and will be considered during the course of this study. Questions or comments received multiple times in the public involvement process are noted in parentheses, e.g., "(x2)."

### Polling Summary

One poll question was offered for participants to answer during the PIM and was also included in the online comment form. This question was asked to assist the VDOT team in planning for the next PIM schedule for June 2022.

Question: Which of the following would you like VDOT to consider for the approximately 25 feet of space available between the road and buildings? (Multiple selections allowed)  
 Responses are shown in Figure 1 below.

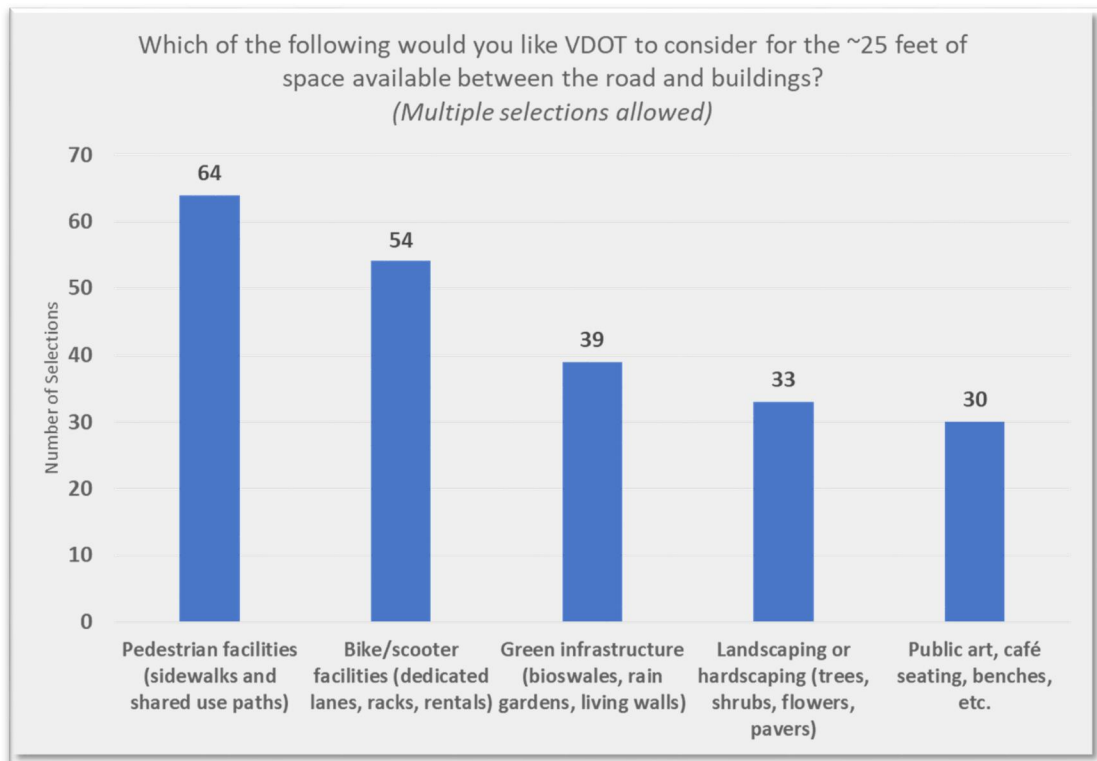


Figure 1: Summary of frequency of poll responses

## SUMMARY OF PUBLIC COMMENTS AND VDOT RESPONSES

### Traffic

- Question: Will VDOT be conducting multimodal count updates in another two or three years?  
*Response: It is anticipated that additional multimodal counts will be obtained during the study period to confirm how volumes and travel patterns for vehicles, pedestrians, and bicycles may have changed since the April 2022 counts.*
- Question: If the traffic management study shows that vehicular traffic cannot be reduced below 2019 levels, will you go back to improving the existing elevated roadway? Route 1 may remain a major thoroughfare since there aren't many other viable alternatives for commuting by car. (x2)  
*Response: The Route 1 Study Team believes that reduction in traffic is achievable, and the team will be analyzing different methods to reduce traffic volumes in their Phase 2 study. The Route 1 Study Team will look at how to do this by leveraging other opportunities and investments in the National Landing area, including Virginia Rail Express (VRE), the second Metro entrance in Crystal City, the Metroway expansion, and the many other investments in bus transit, sidewalks, and bicycle facilities.*
- Question: When will the traffic analysis be done? Will it be available before the draft final report?  
*Response: The Route 1 Study Team is currently collecting traffic data, and the team anticipate releasing this data after running it through their models and completing some of the analyses. The Route 1 Study Team anticipates presenting the data and results of the analyses in the third and fourth public information meetings.*
- Question: Is additional traffic expected on Route 1 if the speed limit is decreased to 25 miles per hour? Has that speed been finalized as the goal? (x2)  
*Response: For the Phase 1 study, the Route 1 Study Team assumed a reduced speed limit from 35 mph to 30 mph. The Phase 2 analysis will include a design speed study to determine whether the speed limit could and should be further lowered to 25 mph. While it's hard to say if traffic will increase if the speed limit decreases to 25 mph, the study team does anticipate that more people will change their transportation mode to walking, cycling, and transit with additional travel demand management strategies and enhanced transit service and more inviting sidewalks and bicycle facilities. The Route 1 Study Team thinks travel will be impacted by these TDM strategies more than a change in the speed limit.*
- Question: Route 1 is not only important to those who live and/or work in D.C., but also to those who may use it for longer commutes, such as to get to I-66. Are projected increases in traffic being studied as more and more housing is being built?  
*Response: The Route 1 Study Team has and continues to use the Metropolitan Washington Council of Governments (MWCOC) travel demand model, which includes planned land use demands throughout the entire region. The project team also uses "big data," which leverages non-attributable cell phone information and other resources to look at travel patterns in the area. This study includes people who are traveling along the Route 1 corridor as well as points outside the study area.*
- Question: Is the impact of projected population growth due to new housing on current and future traffic included in this study? (x2)

*Response: Yes. Current and future traffic data were incorporated into the Phase 1 traffic analysis and will be updated in the Phase 2 study based on the latest projected population and employment growth in the region. Trip-making trends and the Pentagon City planned development data also will be included.*

7. Question: Given that people are still transitioning back into the workplace after COVID, and post-COVID traffic and transit usage are still in flux, why is the traffic and multimodal data being updated right now? Will the data be useful?

*Response: While there has been traffic disruption over the last couple years because of the pandemic, what the Route 1 Study Team has seen more recently is that traffic is returning in the outer suburbs, and outside the beltway traffic is approaching pre-pandemic levels. Since the previous data was collected in 2019, there have been a lot of changes, such as redevelopment, Amazon's new employment environment, and more people working from home, all causing changes in travel patterns. The Route 1 Study Team wanted to get an updated baseline of where things are, and the team thinks new information will be helpful. Additional data collection is planned to understand how travel patterns have evolved.*

8. Comment: It is important to find a solution to allow a rapid decrease in speed from the interstate to the at-grade roadway.

*Response: VDOT looks forward to having more analysis completed soon and to providing ideas on potential solutions to the public.*

#### Clark Street

9. Question: Is it possible to prevent southbound vehicles on South Clark Street from turning right on to Route 1? They can go further south about a quarter mile and get on Route 1 there instead.

*Response: This is something VDOT will examine with the multimodal analyses.*

#### Financing

10. Question: Is funding available for all overpass and underpass options for the pedestrian/bicycle facility crossing Route 1 at 18th Street S?

*Response: Although not all of the necessary funding for the entire project has been acquired, VDOT has received a significant amount of funding for the project as a whole. Whatever option is selected to go forward will need to be accommodated in future funding requests.*

11. Question: Since people can walk or bike under the highway now, why add another bridge? Why spend \$180 million to remove a functional highway that serves as a major artery to D.C. for both Virginia and Maryland residents, instead of leaving the existing structure in place and offering more public transportation? What is Amazon's influence on this project?

*Response: This study did originate from the agreement with Amazon. The Phase 1 study, an extensive traffic and development analysis and thorough study of the significant multimodal and transit investments going into the National Landing area, included input from the public and has informed the Route 1 Study Team's movement forward. As the Route 1 Study Team continues to Phase 2, which will look at travel demand management strategies, VDOT is preparing options that*

*include an overpass or underpass for a grade-separated solution to further the goal of a vibrant, urban street that can be used by pedestrians and cyclists and provide a safe crossing over Route 1.*

12. Question: If a new multimodal transit facility/space needs to be added by the Crystal City Metro, who will design, pay, and manage it?

*Response: The Route 1 Study Team will have discussions with the various transit agencies to determine how this option could move forward.*

### *Bicyclists and Pedestrians*

13. Question: Are bike and pedestrian data being collected, and for what areas? How are bike numbers extrapolated to a future point where biking is safer?

*Response: Bike and pedestrian data are currently being collected for all intersections in the study area. Once data collection is complete, the Route 1 Study Team will be able to compare those intersections and include the new information in an updated multimodal transportation analysis.*

14. Question: How will the bike and pedestrian design concept address the potential conflicts between bicyclists and pedestrians?

*Response: The bike tunnel does have separated facilities for bicyclists and pedestrians, but the underpass does not because the sidewalk area is limited in the underpass option. A 24-foot-wide entrance with separated bike and pedestrian facilities from the 18th Street sidewalk is not feasible, so while there is a shared use facility, it is much shorter than the tunnel; it's only about 200 feet long rather than 1,200 feet long. There are opportunities for the Route 1 Study Team to stripe the underpass to help with the potential interplay between bicyclists and pedestrians.*

15. Question: After completing a traffic analysis, is it possible that bike volume will be reduced? Many cyclists currently view biking as too dangerous.

*Response: Since the new transportation analysis has just begun, the Route 1 Study Team does not have bike forecasts available at this time. But the Route 1 Study Team does anticipate that bicycle volumes will increase because of redevelopment, Arlington County policies that encourage bicycling, and the County's investment in infrastructure in the side streets and the Crystal City-Pentagon City network. The Route 1 Study Team believes that cyclists will be safe on 18th Street with restricted left turns that significantly reduce conflict points as they cross at grade. If an underpass or overpass option is selected, then cyclists will be able to avoid conflicts with vehicles altogether.*

16. Question: Right-on-red is a major issue for many pedestrians and cyclists. Will right-on-red be eliminated or managed in some way? (x15)

*Response: The Route 1 Study Team will be looking at restricting right-on-red as part of their traffic analysis to help make crossings at Route 1 safer for everyone.*

### *Transit*

17. Question: Are there options to allocate lane space for a Bus Rapid Transit (BRT) and the supporting infrastructure?

*Response: Arlington County is currently reviewing a Metroway extension, which is a BRT operating on a parallel roadway. A BRT is not currently being considered for Route 1. Additionally, the*



*Metroway utilizes 12th Street to cross Route 1, which is a major reason that the Route 1 Study Team is not considering lowering 12th Street down to grade level.*

18. Question: Where is the planned transit center at the Crystal City Metro Station going to end up?  
*Response: The sector plan calls for an area for buses to drop people off so they can switch to a different mode of transit at the Crystal City Metrorail Station entrance. While locations haven't been determined for the Route 1 Study Team to make a proposal yet, there is an ongoing discussion with the various transit agencies that use those the bus bays about where the bus bays under 18th Street are going to be relocated. Because there is redevelopment potential around the Crystal City Metro station entrance, the Route 1 Study Team is looking for other opportunities as an interim to that redevelopment. There will be more information provided as the Phase 2 study continues.*
19. Question: Is it possible that the new intermodal bus center planned for Pentagon City eliminates the need for another new intermodal center if commuter buses are allowed to utilize the transit way stations?  
*Response: There will be a discussion with Arlington County about what the planned uses are for the intermodal center at Pentagon City and how those uses may affect relocating the sawtooth bus bays along 18th Street.*

### 23rd Street

20. Question: Improvements to the 23rd Street intersection are very welcome. Is it possible to add bike lanes to connect to the Eads Street network? Bike lanes reaching Eads Street would also benefit from protection and improved markings. (x15)  
*Response: The Route 1 Study Team is evaluating the feasibility of adding bike lanes to the west leg of the Route 1/23rd Street intersection.*
21. Question: As far as a walkable Route 1, many pedestrians or cyclists just want to get safely east/west between Aurora Highlands and Crystal City. Not everyone will want to shop or stroll on Route 1.  
*Response: VDOT is considering as part of Phase 2 how to maintain different means of crossing Route 1 including grade separated options at 18th Street South and improvements to the existing 23rd Street crossing. As redevelopment continues to occur, there will likely be new destinations that pedestrians will want to access by walking along Route 1.*
22. Question: Did the project team consider constructing a pedestrian bridge at 23rd Street?  
*Response: Constructing a pedestrian bridge at 23rd Street was not in this project's scope and is not being considered at this time.*
23. Question: Will the 23rd Street improvements that have been discussed be included in the cost estimates? Why not blend the two options and do both?  
*Response: During Phase 2, the Route 1 Study Team will report out the cost estimates for the baseline project from Phase 1 and add in the costs for the 18th Street and 23rd Street options. If a decision is made to incorporate the 23rd Street elements into the overall project, then that could mean including south of 23rd Street up to north of 15th Street, and that combined cost would be included in the overall cost estimate.*

24. Question: The current traffic signal timing at 23rd Street is very short. Can the timing be adjusted to help vehicles and pedestrians cross safely? For example, could leading pedestrian intervals be implemented here? (x2)

*Response: Arlington County consistently looks at signal patterns, periodically reviewing traffic timing to adjust based on existing conditions. Regarding the 23rd Street signal timing specifically, the Route 1 Study Team recognizes that this intersection signal is not as efficient as the team would like. It's a very complex intersection with left turn lanes, many different approaches to the intersection, and close proximity to South Clark Street. In the long term, the County Sector Plan includes plans to move South Clark Street to the east. The relocation of South Clark Street will result in a much more efficient at-grade intersection of Route 1 with 23rd Street. In the interim, recognizing that pedestrian safety is paramount, the Route 1 Study Team is proposing as many safety improvements as possible and coordinating with Arlington County on solutions for the signal.*

25. Question: Could bike lanes on 23rd Street be considered as part of this project?

*Response: The Route 1 Study Team is evaluating the feasibility of adding bike lanes to the west leg of the Route 1/23rd Street intersection.*

26. Question: Double turn lanes, like the ones present at 23rd Street, feel less comfortable to some crossing pedestrians. There should be easy, convenient, and safe crossings in all directions for pedestrians and bicyclists. (x15)

*Response: The Route 1 Study Team recognizes that pedestrian and bicycle safety is important, and the team is proposing as many safety improvements as possible and alerting Arlington County to the challenges of the intersection signal. Arlington County consistently looks at signal patterns, periodically reviewing traffic timing to adjust based on existing conditions.*

27. General Comments Regarding 23rd Street

1. I support the pedestrian refuges proposed in Options 1 and 2 and want to see robust protections for users. Curb protection, static safety bollards, and generally crash rated facilities are more protective than flexible delineators. (x14)
2. Fewer lanes on these roads might be preferable for pedestrians and micro mobility users, and the double turn lanes are especially concerning to many users. (x15)
3. Recommendation for continuous sidewalks to be considered.
4. Support for Option 2 for enhancing bike network in Arlington (x6)
5. Concern that corners radii are too large (x2)
6. Suggestion to narrow lanes and sharpen corners
7. Suggestion to include curb cuts
8. Appreciation that VDOT included the two proposals for improving bicyclist and pedestrian safety at the intersection of Route 1 and 23rd Street.

*18th Street*

28. Question: It's very important for vehicles to be able to turn left onto 18th Street. Is the proposal to not allow left turns at that intersection for the purpose of making it safer for pedestrians to cross at grade?

*Response: Currently 18th Street and Route 1 are grade-separated and there is no interchange, and therefore there is no way currently for a vehicle to make any turns at 18th Street at its intersection with Route 1. The Route 1 Study Team would not be restricting turns to or from 18th Street at Eads Street or at Bell Street. Restricting left turns at 18th Street and Route 1 for all directions limits the number of conflict points between vehicles and pedestrians as they move through the intersection. The proposed signal at Route 1 and 18th Street will also involve a reduced number of phases because it will not accommodate left turns, thereby making it more efficient.*

29. Question: Will bicyclists traveling eastbound on 18th Street have trouble entering the proposed underpass? Is the at-grade option going to be less safe than leaving 18th Street and Route 1 grade-separated?

*Response: The recommendation was made in the Phase 1 study to lower Route 1 down to grade at 15th and 18th Streets. The Phase 2 study is a follow-up to the Phase 1 study to address several carryover elements. The study team agreed to review grade separated crossings of the Route 1/18th Street intersection at the request of some citizens. The underpasses would simply ramp down below Route 1 at an acceptable slope for bicycles. There should not be any difficulty for bicycle riders.*

30. Question: Has the “livability” plan/concept of creating a pedestrian walkway between Eads Street and Crystal Drive, with potentially one lane on each side to allow emergency vehicles and essential traffic to go through, gained any traction? This idea would focus on cyclists and pedestrians using a green mostly-vehicle-free area on both sides of Route 1 and employing strategies such “Barnes Dance” traffic signaling, where all signals at the intersection turn red at the same time to allow for safe pedestrian crossing at Route 1 with no vehicle conflicts. (x5) Also, with the proposed pedestrian plaza, a wide underpass could be located in the middle of 18th Street.

*Response: The Route 1 Study Team is evaluating several of the ideas put forward by Livability 22202 to understand the pros and cons of those alternatives. The Study Team will need to evaluate traffic impacts throughout the rest of the surrounding network of streets in the Crystal City/Pentagon City area, including any traffic increases in neighboring residential area.*

31. Question: Can the 18th Street bike and pedestrian underpass be wider than 24 feet to allow separation between walkers and riders?

*Response: Existing conditions constrain how wide the underpass can be. The underpass proposed right now is twelve feet wide, and the ramp to the underpass will need to be brought up onto the sidewalk. On the west side of Route 1, the sidewalk is constrained by the 18th Street travel way, as well as the Marriott building that is currently in place. The Route 1 Study Team is a little less constrained on the Metro station side because there is a wide plaza, but on the west side, the buildings and 18th Street are quite constraining.*

32. Question: The bus stops on 18th Street were just installed a few years ago—what will happen to that financial investment?

*Response: The Route 1 Study Team is looking for a new location for the 18th Street bus stops as part of the study.*



33. Question: The tunnel that used to be at 23rd Street was unclear and unsafe and eventually closed. Could the proposed 18th Street tunnel have the same problems? Have you considered reopening the 23rd Street tunnel instead of constructing a new one? (x13)  
*Response: The Route 1 Study Team is aware of the problems associated with the 23rd Street tunnel, and have provided a series of options, including a bridge visible to people on the street and to vehicles passing by. The Route 1 Study Team has looked at a tunnel which provides cyclists and pedestrians a way to cross Route 1 with no vehicle conflicts with separated bicycle and pedestrian facilities. And the team has considered an underpass, to provide a way to be under Route 1 but still see light at each end. These all provide alternative access to crossing at grade level, which will remain an option regardless of any potential grade separated option. The Route 1 Study Team doesn't feel users of these potential facilities will experience the pitfalls of the previous 23rd Street tunnel. Other than the types of facilities proposed, one significant difference between potential facilities at 18th Street and the previous facility at 23rd Street is the level of foot traffic anticipated. Access to the Metro at 18th Street will generate significantly more foot traffic than what was generated at 23rd Street.*
34. Question: What is being considered for a safe at-grade crossing that works for everyone? (x4)  
*Response: The study team is proposing an at-grade crossing at 18th Street where no left turn movements will be allowed in any direction. This configuration will significantly reduce the number of conflict points at the intersection. The lack of left turn lanes reduces pedestrian crossing distances. A pedestrian refuge will be provided for those who cannot cross Route 1 in a single cycle. Use of leading pedestrian intervals, a pedestrian scramble, and limiting right turn on red will be evaluated with the traffic analysis. As the Route 1 Study Team moves forward with the design and traffic analysis in Phase 2, the team is evaluating multiple options for how to accommodate pedestrians and bicyclists, as was shown in the PIM #1 presentation.*
35. Question: If a pedestrian bridge/tunnel for 18th Street is eventually deemed infeasible, how will it impact the recommendations for the broader at-grade project?  
*Response: The study team feels that an at-grade only option is viable and appropriate for the intersection of Route 1 and 18th Street. The team has agreed to review underpass or overpass options at the community's request.*
36. Question: Even with a tunnel or overpass pedestrian option for 18th Street, people may choose to walk at above-grade level, and the addition of a tunnel or bridge could impede efforts to build a walkable 18th Street. To maintain a connection under Route 1, would it be possible to use the existing Marriott tunnel and expand its accessibility on both sides of the Marriott building? There could be an entrance on the west side of Route 1 and on the east side of the Marriott. This option would deliver access to Metro and activate activity in the shops below ground. (x3)  
*Response: The study team does not consider an underpass or overpass at 18th Street to be critical to the viability of this project; however, at the community's request, a grade separated crossing evaluation has been performed. Leveraging the existing tunnel from the Marriott to the Crystal City Shops could provide a valuable connection under Route 1, but such a tunnel does not address the community desire for a grade separated crossing at 18th Street, nor would it be part of a future Route 1 project.*

37. Question: Would a tunnel be on the north side or the south side of the intersection?  
*Response: A tunnel option has been proposed on the south side of the intersection, while an wider/shorter underpass option has been proposed for the north side of the intersection.*
38. Comment: Recommendation to reduce or remove the existing travel lanes on 18th Street to replace them with wider sidewalks, landscaping and protected bike lanes, and to reduce crossing widths. (x3)  
*Response: The appropriate number of travel lanes on 18th Street will be evaluated as part of the traffic analysis coming later in the Phase 2 study.*
39. Comments Regarding 18th Street
1. I support the pedestrian refuges proposed on 18th Street and want to see robust protections for users. Curb protection, static safety bollards, and generally, crash rated facilities are more protective than flexible delineators. (x13)
  2. Unspecific support for bike/ped-supporting bridges (x4)
  3. Support for leading pedestrian intervals (x13)
  4. Support for at-grade option. (x17)
  5. Support below grade tunnel (x5)
  6. Prefer connectivity between Pentagon City and Crystal City
  7. Convenient for cyclists and pedestrians
  8. Belief it is worth the expense if it connects directly to Metro (x13)
  9. Support underpass (x4)
  10. Appreciation that the option was presented by VDOT
  11. Suggestion to study the option of a second underpass on the south side of 18th Street (x2)
  12. Retains connectivity between Pentagon City and Crystal City
  13. General support
  14. Concern over compatibility of open-air transit center with pedestrian comfort
  15. Oppose any below grade
  16. Oppose Bicycle & pedestrian bridge x6
  17. Concern it is inconvenient for some users, such as pedestrians with impairments and cyclists (x2)
  18. Concern it is too costly (x3)
  19. General opposition to above grade
  20. Oppose Bike-friendly bridge
  21. Suggestion transit users would not use it
  22. General opposition to above grade
  23. Opposition to at-grade crossing without significant improvements (x8)
  24. Oppose Tunnel crossing
  25. Would not be used, would be unsafe (x5)
  26. Too costly
  27. Concern over pedestrians being able to see both ends of the tunnel if it is approved
  28. General opposition for underpass option

*12th Street*

43. Question: Is there any thought about redesigning the at-grade overpass at 12th Street that leads to Long Bridge Park from the Amazon campus and Whole Foods?

*Response: The 12th Street corridor is a key travel way for bicycle and pedestrian travel, as well as for transit. It is part of the Crystal City Transitway, or the Metroway, which is the BRT system that runs through Crystal City. For those reasons, and at the request of Arlington County, an at-grade intersection of Route 1 and 12th Street is not something the Route 1 Study Team is looking at as part of this project. However, nothing the team is doing in this project would preclude 12th Street being at grade in the future.*

44. Question: Can you compare bicycle and pedestrian traffic along 12th Street and 18th Street?  
*Response: The Route 1 Study Team is currently collecting that data for the intersections and street segments in the study area. Once the Route 1 Study Team has that data, the team will be able to compare these two intersections and can bring that to the public as part of a future update on the multimodal analyses.*

#### Route 1

45. Question: What is the timeframe for taking Route 1 down to grade, and what is the traffic diversion plan during this construction?  
*Response: Depending upon the delivery method—design bid build, design build, or progressive design build—the construction could be completed in roughly four to eight years from now. Taking the Route 1 urban boulevard freeway conversion project into consideration, a traffic diversion plan would include building a temporary bridge, shifting traffic, and working with the existing right-of-way to build lanes that would accommodate traffic, pedestrians, cyclists, and transit during construction. Approximately six different construction phases, their costs, and implementation timeframes have been developed so far, as discussed in the Phase 1 report.*
46. Question: Phase 1 findings concluded that the existing bus stops and shelters currently on 18th Street under Route 1 will need to be relocated with an at-grade Route 1. Where will the transit stops, PUDO stops, tour bus stops, and shared car spots that are currently located along 18th Street be moved to? What is the time frame for planning and relocation? (x3)  
*Response: VDOT is evaluating potential locations for these uses in coordination with transit providers, including the relocation of the existing 18th Street bus bays as part of the Phase 2 study. Relocation will be coordinated with existing providers to ensure continuation of service. A full transit transfer facility in this general area has been identified as part of the Crystal City Sector Plan as a future, currently unfunded improvement.*
47. Question: How will you make walking across an at-grade Route 1 at 18th Street safer and more convenient than our existing condition, while keeping Route 1 traffic from diverging onto our local streets?  
*Response: The Route 1 Study Team believes that the at-grade Route 1 is in keeping with the vision for the National Landing community, removing elevated Route 1 as an east-west barrier. The team has limited the left turns from all approaches of the 18th Street/Route 1 intersection to minimize those conflict points with pedestrians and bicyclists. At the community's request, an underpass, an overpass, and a tunnel are options that have all be explored.*
48. Question: Will bike lanes be included on Route 1? Have protected bike facilities within the roadway ROW been ruled out? If so, why? (x3)

*Response: Although placing protected bike facilities within the roadway has not been ruled out, this option was not considered in Phase 1. Bike facilities along Route 1 are not part of the Arlington County Bicycle Element of the Master Transportation Plan, and they weren't part of the sector plan. Additionally, there are bike facilities parallel to Route 1 already being provided by Arlington County. The study team does anticipate taking public comments in their next public information meeting on what bicycle facilities and other elements people would like to see along the corridor.*

49. Question: Would continuous sidewalks and dedicated bus lanes be considered? They make crossings part of the pedestrians' space that cars briefly enter, instead of primarily cars' space that pedestrians must cross.

*Response: The Route 1 Study Team is examining how best to maximize sidewalk space in the Route 1 corridor. Dedicated bus lanes on Route 1 have been considered, but in coordination with Arlington County, the VDOT study team is not moving forward with these bus lanes as an option for Route 1 due the existing Metroway service several blocks to the east.*

50. Comment: Curbside parking along Route 1 can help improve safety by reducing speeds and providing an additional buffer between the roadway and sidewalk.

*Response: In coordination with Arlington County, the VDOT Study Team has considered off-peak on-street parking for each side of Route 1 as an option. This option may indeed be viable, but VDOT does not manage on-street parking. Arlington County would need to agree to implement, manage, and maintain the parking.*

#### TDM Strategy

51. Question: We need an **effective**, comprehensive regional TDM program to prevent traffic diversion to our local streets and to keep us safe. How will you work with potential regional partners to build an **effective** region wide TDM strategy? When will this be shared with the public? (x4)

*Response: VDOT is actively working with regional transit agencies and other transportation demand management service providers in the Washington area as part of the Phase 2 Study. The stated goal is to develop a comprehensive TDM strategy. The draft TDM strategy will be presented to the public at PIM #3, anticipated to be held in the fall of 2022. The Route 1 Study Team is conducting regional travel pattern analysis and conducting recurring meetings with TDM stakeholders.*

52. Question: Not everyone lives within Metro, bus, or biking distance to work, or even lives in this area. Will this project help to increase multimodal and/or farther regional access to the area?

*Response: As part of the TDM study within Phase 2 of the overall study, VDOT is analyzing regional travel patterns and working with regional transportation partners, including VRE, WMATA, and commuter bus providers to serve users who travel through or to the study area in their automobile via Route 1 and to provide those users with other options for transportation other than a single occupant vehicle.*

#### General Project Questions and Comments

53. Question: How soon will the meeting recording, slide deck, and all questions posed to the team be available on the project website? (x2)

*Response: Typically, the presentation will be on the website within two days, and the summary of questions will follow once the comment period closes and VDOT has the opportunity to summarize and respond to all comments.*

54. Question: Will public opinion be solicited at this information session?

*Response: Yes. The Route 1 Study Team wants to receive and will consider public feedback on the study. In addition to the public information meetings, the Route 1 Study Team accepts public comments via the electronic comment form on their website, or via postal mail and email.*

55. Question: I am concerned about how much my opinion matters. Do our public comments have an impact on the current stage of the process, or have designs already been finalized? I would like to see current and future public comments reflected in the plans.

*Response: VDOT takes all comments in to consideration as part of the project development process, however not all comments may be incorporated into the design for different reasons such as being in conflict with other public preferences, being inconsistent with local and regional plans, or not in compliance with VDOT guidelines.*

56. Comment: It is a priority to me that the bridges on Glenn be repaired and reopened.

*Response: While the Route 1 Study Team doesn't know the specifics of the Glenn bridges and can't comment on that, the Phase 1 study did make a recommendation to bring Route 1 down to grade so everything that happens in the Phase 2 study is looking from the lens of having made that recommendation already. Phase 2 is geared towards figuring out the details of how to make an at grade urban boulevard be safe and work well for all users.*

57. Question: What methods are being considered to create protection for bicycle users, such as physical barriers, or shorter crossings? (x4)

*Response: VDOT is currently considering multiple options to protect bicyclists, which will be presented at PIM #2. These options may include off-street bike and pedestrian facilities or on-road facilities with separation from vehicles.*

58. General Comments

- a. I am disappointed that there has been no acknowledgement of the increase in vehicle emissions that will result from the added delays that the two at-grade intersections will bring.
- b. I am in favor of lowering the speed limit to 25 miles per hour.
- c. I prefer that the 25 feet of space between the curb and the building be preserved for pedestrian-level use, not moving bicycles/scooters.
- d. I am concerned that the volume of this road is inherently incompatible with safe pedestrian access. It is critical that an at-grade option be at least as safe as the current design. (x2)
- e. I would like to see the safety of pedestrian and bicycle users prioritized in ranking design criteria, even over cars where necessary.
- f. I encourage having red light cameras as a tool for promoting safety on Route 1.
- g. I appreciate and support VDOT's ideas!
- h. Great presentation visuals and speakers.