

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

MEETING SUMMARY

SUBJECT: Public Information Meeting No. 2
DATE/TIME: Tuesday, June 21, 2022, 6:30 – 8:30 PM
LOCATION: Virtual, via GoToWebinar
PRESENTERS: **VDOT:** Dan Reinhard and Nick Roper
Kimley-Horn: John Martin, Geoff Giffin, Colin Frosch
Q&A FACILITATOR: **VDOT:** Andy Beacher

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:

1. 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
2. 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). Based on the findings and conclusions of the first phase and the comparisons of the concepts using numerous measures of effectiveness, VDOT recommends 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. On June 21, 2021, VDOT hosted a

PROJECT DESIGN COMMENTS: RIGHT-OF-WAY

22. Question: Since Route 1 is a state highway, does that mean the state already owns the right-of-way? Why does the plan only allow 24 feet of right-of-way outside the curb line if the state already owns it? VDOT should keep a larger right-of-way to accommodate wide bike lanes, wide sidewalks, and parkland, or other public space. (x3)

Response: There are areas where the existing right-of-way is wider than 140 feet, but the 140 feet of width between the recommended build-to lines (RBLs) that the Route 1 Study Team is using for these street cross sections is what is called for in the Crystal City Sector Plan. The sector plan envisioned an urban boulevard configured a little differently than what is being proposed now, but the development would come up to the streetscape area, and those building faces were recommended to be at the edge of that 140 feet width and face Route 1. The study team is trying to capture here what can be consistent for future redevelopment conditions. For example, it would not work to have a cycle track along a single block that then stops because there is an existing building in the way, or to have one building further back and end up with design features that only work for that one building. The Route 1 Study Team is trying to adhere to the 140 feet outlined in the sector plan and use it as wisely as possible. If there are opportunities later to adjust the recommended RBLs to add additional features, such as space for cafés, that is certainly a possibility but is ultimately up to Arlington County.

23. Question: Sidewalks can feel unwelcoming when they are out of scale, like at L'Enfant Plaza. Have you considered closing in the build-to lines in some places to allow for parks elsewhere, as a tradeoff? What about having a 15-foot sidewalk on one side and a 35-foot sidewalk on the other, with landscaping?

Response: Varied widths on each side of the street is certainly possible, but the facilities selected for inclusion in a future project will have a significant influence over how space will need to be allocated.

24. Comment: VDOT should use standards appropriate for an urban boulevard, not a rural highway, such as the National Association of City Transportation Officials (NACTO) design guidelines, and ensure the design is consistent with Arlington County's Vision Zero policy. This should include aiming to meet Vision Zero goals, and ensuring ROW is appropriate for modern urban boulevards, not federal highways. (x2)

Response: The Route 1 Study Team is taking into account Arlington County's Vision Zero policy. In addition, VDOT's Road Design Manual (RDM) which will serve as the primary design guide for this project already references the NACTO Urban Bikeway Design Guide to build upon flexibility already provided RDM. Any future project will also use the Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities and the AASHTO A Policy on Geometric Design of Highways and Streets (Green Book)

BIKE AND PEDESTRIAN FACILITY COMMENTS

25. Comment: I support bike facilities on Route 1 (x5), preferably a one-way protected bike lane instead of a cycle track. (x2)

