An aerial view of a city model with various colored buildings and a yellow circle highlighting a specific area. The model shows a mix of residential and commercial structures, with a prominent road network and a body of water on the right side. The buildings are rendered in a variety of colors including blue, green, yellow, orange, and purple, suggesting different types of development or zoning. A yellow circle is drawn around a cluster of buildings in the center-right of the model.

# Route 1 “At-Grade” Boulevard Project

---

What is it, and what do we need to  
decide as a community?



# What is it?

- \$250M in State funding, part of it pledged as part of HQ2
- Streetscape from 23<sup>rd</sup> to 12<sup>th</sup> Street S
- **Removing Route 1 overpasses**, signal intersections at **15<sup>th</sup>** and **18<sup>th</sup>**
- Construction possible in FY27
- RFP for planning and design issued by VDOT in Feb, award and outreach beginning soon (perhaps September)



# What is in the Crystal City Sector Plan?

- Turn Route 1 into an “urban boulevard”
- Bring the airport access road down to grade
- New streetscape
- Realign 20<sup>th</sup> Street S intersection
- **Keep 18<sup>th</sup> Street S grade-separated**
- **Convert 15<sup>th</sup> Street S intersection to single signal, keep Route 1 thru-traffic grade-separated**
- No functional changes to 12<sup>th</sup> Street S grade-separated

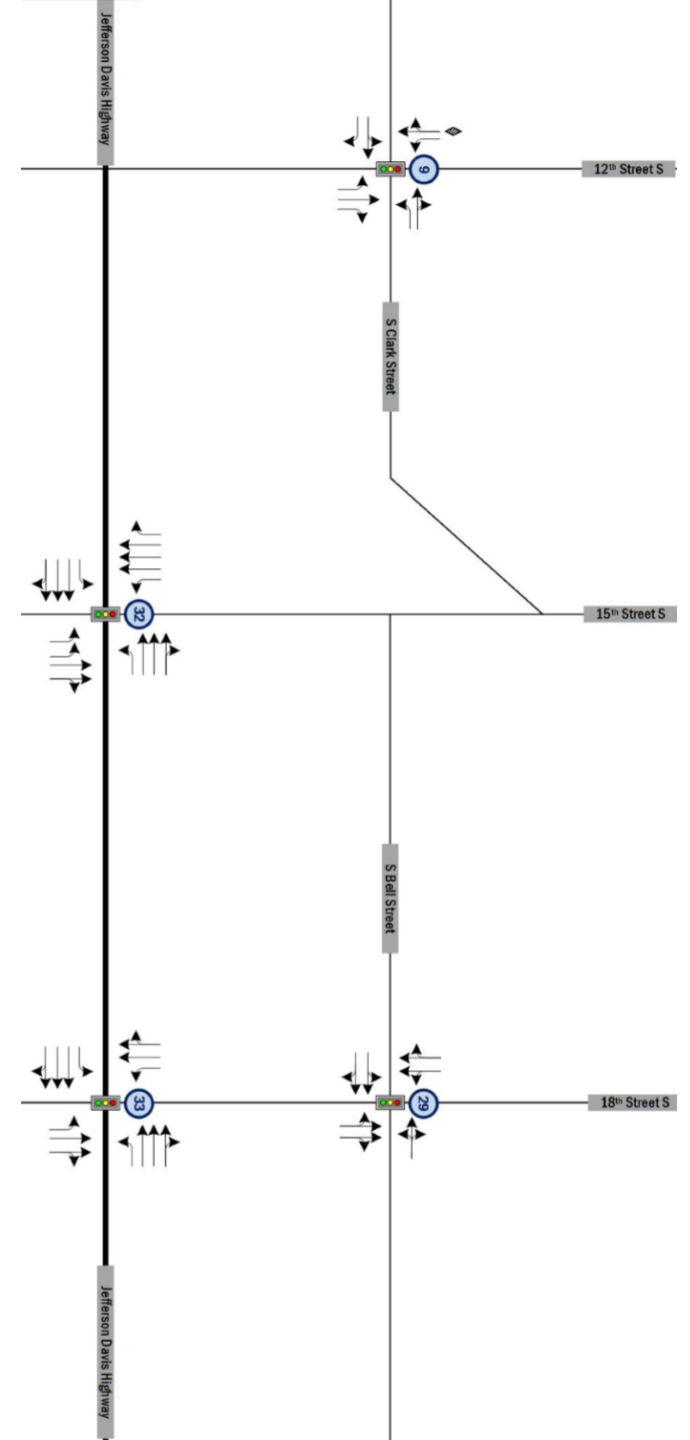
---

## *JEFFERSON DAVIS HIGHWAY*

Jefferson Davis Highway will become an attractive urban boulevard and unifying element of Crystal City. The laneage and capacity of this regional connector (Type F) roadway will be maintained, but not expanded. Its environment will be improved with new buildings and streetscapes that address the street. In Crystal City, Jefferson Davis Boulevard will generally have 140' to 160' between building faces. Grade separations at 12th, 15th, and 18th Streets will remain, although the plan includes a reconfigured, more urban interchange at 15th Street. Between 20th and 26th Streets the street would remain at grade, and south of 26th Street traffic would be trenched under a newly created National Circle, with service roadways that provide access to the airport with ramps connecting to the roadway's through travel lanes. The design and operations of the circle must continue to accommodate commercial vehicle access to and from the airport, as this is its only permitted access point.

# What do we know so far?

- HQ2 MMTA documents provided some details, showing some differences from Sector Plan
  - **Intersections 7 lanes across**
  - **New full at-grade intersections at 15<sup>th</sup> and 18<sup>th</sup> Streets**
  - No changes to 12<sup>th</sup> Street S
  - Realigning 20<sup>th</sup> Street S consistent with the Sector Plan
- County transportation staff is ‘sharing ideas,’ ‘collaborating with’ VDOT
- JBGSmith and National Landing BID advocated for project, will be involved in design and promotion





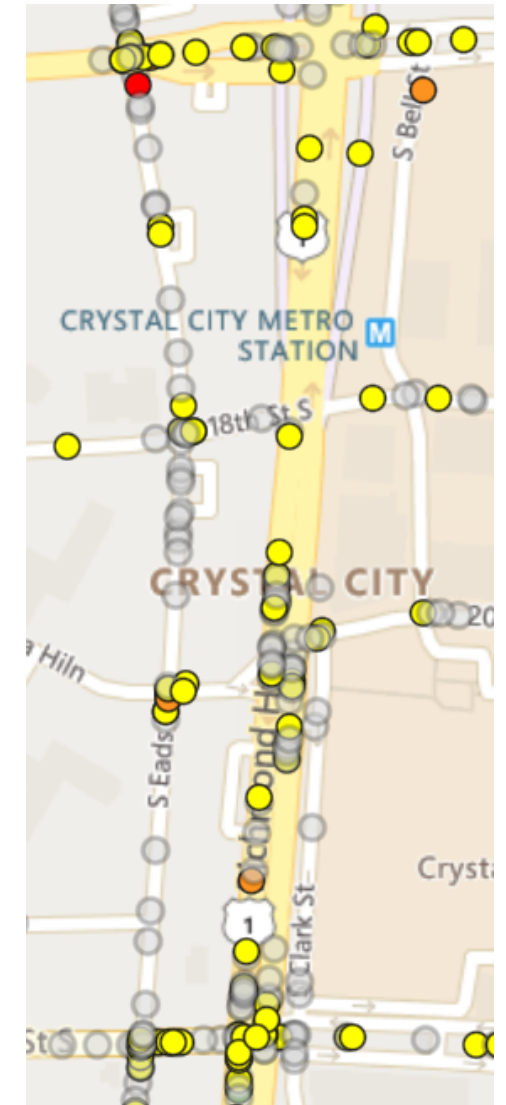
# How would east-west connectivity change?

Intersection	Driving	Bicycling	Walking/Jogging
15 <sup>th</sup> Street S	Less delay	Less delay, access to Route 1 facilities	Less delay, access to Route 1 facilities
18 <sup>th</sup> Street S	More delay, new access to Route 1	More delay, access to Route 1 facilities	More delay, access to Route 1 facilities
20 <sup>th</sup> Street S	No change	No change	No change
23 <sup>rd</sup> Street S	No change	No change	No change



# How would intersection safety change?

Intersection	Driving	Bicycling	Walking/Jogging
15 <sup>th</sup> Street S	*Safer than current *Less safe than CCSP	*Safer than current *Less safe than CCSP	*Safer than current *Less safe than CCSP
<b>18<sup>th</sup> Street S</b>	<b>*Far less safe than current/CCSP</b>	<b>*Far less safe than current/CCSP</b>	<b>*Far less safe than current/CCSP</b>
20 <sup>th</sup> Street S	*Safer than current *Same as CCSP	*Safer than current *Same as CCSP	*Safer than current *Same as CCSP
23 <sup>rd</sup> Street S	*Safer than current *Same as CCSP	*Safer than current *Same as CCSP	*Safer than current *Same as CCSP





# Focus Area – 15<sup>th</sup> Street S At Grade (vs others)

	Positives	Negatives
Delay (all modes)	<b>Reduces 15<sup>th</sup> Street S delay vs current, but not as much as CCSP</b>	<b>Delays Route 1 through-traffic vs current and CCSP</b>
Safety (all modes)	Smaller intersection complex than current	Puts all modes in conflict with Route 1 thru motor vehicles vs CCSP
Aesthetics/personal comfort	<b>No bridge to block light</b>	More motor vehicles adjacent to people
Transit impacts	Same as 'delay'	Same as 'delay'
Development potential	<b>Daylights building fronts vs CCSP, especially at vacant NW corner</b>	No new motor vehicle access



# Focus Area – 18<sup>th</sup> Street S At Grade (vs others)

	Positives	Negatives
Delay (all modes)	n/a	<b>Delays everyone vs current/CCSP</b>
Safety (all modes)	n/a	<b>All new conflict for everyone with Rt 1 motor vehicles vs current/CCSP</b>
Aesthetics/personal comfort	<b>No bridge to block light on a high ped/bike segment</b>	More motor vehicles adjacent to people
Transit impacts	Allows direct motor-vehicle access to CC Metro from Rt 1	*Allows direct motor-vehicle access to CC Metro from Rt 1 *Removes bus bays/PUDO
Development potential	* <b>Daylights building fronts vs CCSP</b> *Gives drivers new turns onto 18 <sup>th</sup> from Rt 1	n/a





# Issues to think about

- Are 15<sup>th</sup> and 18<sup>th</sup> Streets our biggest issues?
- What are our priorities for things we want to preserve & enhance?
- What are some design alternatives?
- Have we missed any critical issues and/or locations?



# Next steps

- Workshop on August 26<sup>th</sup>
- Technical questions – [gregario@gmail.com](mailto:gregario@gmail.com)
- Further reading:
  - Crystal City Sector Plan [https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/5/2014/03/sprc\\_Jul3012\\_SectorPlan\\_CrystalCityPO.pdf](https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/5/2014/03/sprc_Jul3012_SectorPlan_CrystalCityPO.pdf)
  - HQ2 Multimodal Transportation Assessment <https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/31/2019/11/MP-678-MMTA-Oct25-2019.pdf>