

Appendix 2: Potential Plan for a bike/ped underpass below Route 1 at 18th Street

Preliminary studies for a pedestrian and bicycle underpass below Route 1 at 18th Street show good potential feasibility, with the following attributes:

- Separate walking and cycling paths in a combined tunnel generally located on the south side of 18th Street
- Sloped ramp down from Eads Street heading east, and pedestrian connection to the underpass at Clark-Bell Street through stairs and elevators
- Direct pedestrian connections to the Underground at Clark-Bell, and from there a connection to the Metro mid-level mezzanine
- Through bicycle circulation from Eads Street to Crystal Drive without interruption at either Route 1 or Clark Bell
- Two-way cycle track of minimum 12' width with 6' lane in each direction, adjacent to minimum 12' wide pedestrian sidewalk
- Cycle-track passes below the Underground
- Potential cycle track connections to large below-grade centralized bicycle storage
- Opportunity to implement portions of the overall concept in conjunction with private redevelopment (note that much of the 18th Street R.O.W. east of Route 1 is on private land)

The combined pedestrian and bicycle connection would require a relatively linear and direct route, with minimal bends, blind spots, or sharp corners. The facility should be developed with durable and easily cleaned finishes such as tile or glass block, be well-lit, and take opportunity for as much overhead natural lighting as possible. The tunnel can be located south of the existing Metro station "box" and should not pose conflicts with existing or planned conditions at Metro (although all Metro-adjacent construction requires detailed planning and care so as not to disturb this critical infrastructure). And importantly, the existing street grades and locations of the Underground tunnel lend themselves to design of a facility that has gentle slopes for ease of use by mobility impaired individuals, as well as cyclists and pedestrians. All of these design details need further study, as well as identification of any conflicts with utilities, but initial analysis of the facility in both plan and section show a high degree of potential feasibility.

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