

Route 1 Multimodal Improvements – Northern Virginia District

Livability22202 Meeting

February 22, 7:00 pm to 9:00 pm

VDOT Virginia Department
of Transportation



Tonight's Livability 22202 Meeting Agenda



- Introductions
- Study Status
- Study Scope
- Coordination with Arlington County
- Design details
- Route 1 below grade
- Other alternatives
- At-grade vs. elevated
- March 3rd public information meeting
- Discussion

Study Overview



Study Tasks and Schedule



Legend:

- Task Force Meeting
- Public Survey, Meeting, Workshop, or Presentation



Study Scope



Comment

- “VDOT's language for the Study Scope has evolved: The slide from the first Task Force meeting states: “At-grade urban boulevard focus because it is unusual and extremely complex.” However, the slides from the second Task Force meeting and the Public Meeting state: "Seeking to understand potential costs and issues/solutions for constructability and multimodal access." (p. 20, p. 9).

Response

- Language does not change the scope. It provides additional detail with respect to the complexities of a conversion from grade separated to at-grade, or from existing to the Sector Plan option.

Study Scope



Comment

- The Crystal City Sector Plan Section and the Business Improvement District (BID) sections are being considered.

Response

- The focus of this study is Route 1 as at-grade urban boulevard.
- A Route 1 concept with 6 lanes, appropriately sized turn lanes, and wide sidewalk areas on both sides, will be compared with the Crystal City Sector Plan and the existing conditions.
- Additional considerations for Route 1 are not critical to a decision on an elevated or at-grade Route 1.

Study Scope



Comment

- Expand the scope to include more of Crystal City and Pentagon City to identify if additional traffic will cut through the neighborhoods and ensure the corridor is coordinated.

Response

- The current study area is large enough that a comparison between the future no-build conditions and build conditions will identify traffic leaving Route 1.
- Any future project will review the corridor signals for optimization in coordination with Arlington County who operates the signals.
- Feedback on the neighborhood's view on the reasons for increased cut-through traffic in the current condition would be helpful.

Coordination w/ Arlington County



Comment

- How does the VDOT traffic data overlap with the County traffic data for the Pentagon City Phased Site Development Plan (PDSP) study?

Response

- The Route 1 Multimodal Study and the PDSP study are using the same traffic data and traffic forecasts.

Design Details



Comment

- Many functional and technological suggestions were made including off-peak parking and leading pedestrian intervals.

Response

- Many of the suggestions for specific technologies or functional modifications are design details to be considered in a future project and are not critical to a decision on an at-grade or elevated Route 1.

Below-Grade Options



Comment

- An Underpass/tunnel for Route 1/18th Street should be considered.

Response

- Clearance above the Metro tunnel is insufficient to lower Route 1 below grade. Route 1 below the Metro tunnel would be more expensive and put the tunnel below sea level. Tunneling Route 1 above or below the Metro tunnel would be extremely costly.

Below-Grade Options



Comment

- Provide an underpass for pedestrians

Response

- Bicycle and pedestrian tunnels are not critical to a decision on an elevated or at-grade Route 1. These facilities can be considered in a future study or project. Any future tunnel would need to be coordinated with Arlington County and the Sector Plan.

Other Alternatives



Comments

- Provide retail space below the bridges
- Elevate more of the roadway to provide open-space or retail below the structures

Response

- The Virginia Code states that no commercial establishment or business enterprise shall be constructed or located upon any right-of-way of any limited access highway.
- Elevated structures are costly and do not provide a welcoming environment for use as open space. In addition, the structures will require maintenance and inspection. Bridges are considered critical structures and there would also be security concerns. The cost of building and maintaining an elevated roadway would be significant. For these reasons an elevated roadway will not be considered.

Other Alternatives



Comment

- 15th Street S could be lowered 18th Street S could remain elevated. Grades could be adjusted at 18th Street S and with a new bridge improvements could be made below it.

Response

- Lowering 15th Street S only is a possible hybrid option that we may examine later in the study process.
- The feasibility study can address this potential hybrid option.

Other Alternatives



Comments

- Consider a linear park in the median. Could increase crossing times, but may be worth the extra wait if access is provided parallel to Route 1.

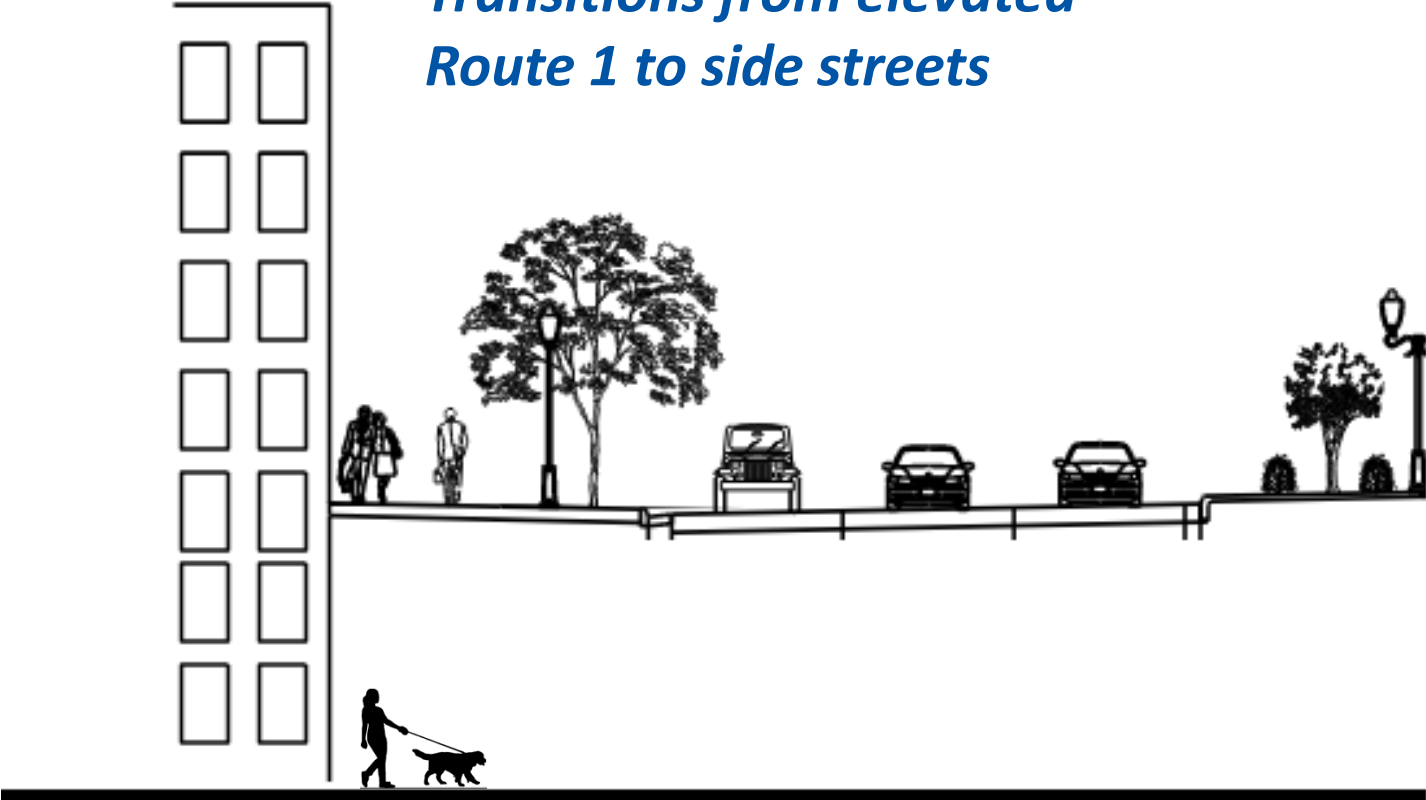
Response

- A linear park on Route 1 in the middle of a 45,000 vpd roadway would not be a welcoming space.
- Adding a median park runs counter to current trends in 22202.
- A linear park would only be feasible in the at-grade option.

At-Grade vs. Elevated



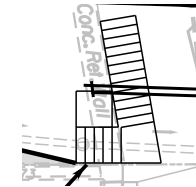
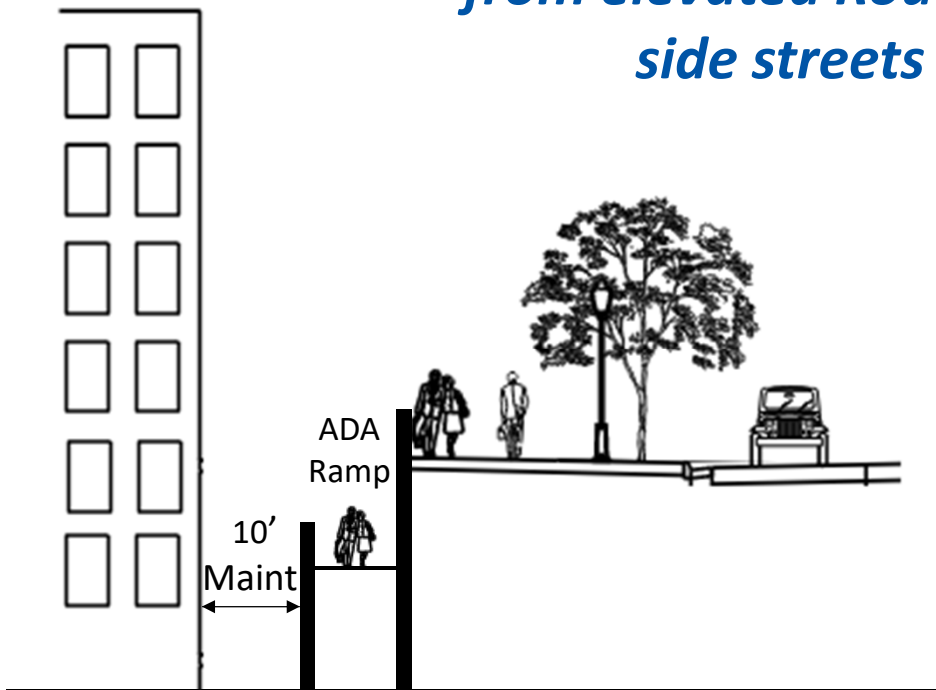
*Transitions from elevated
Route 1 to side streets*



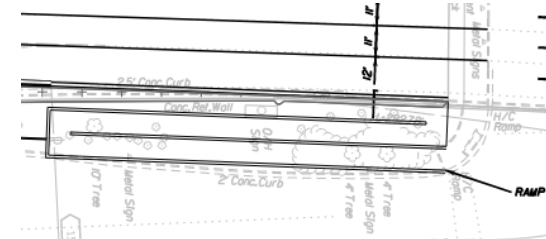
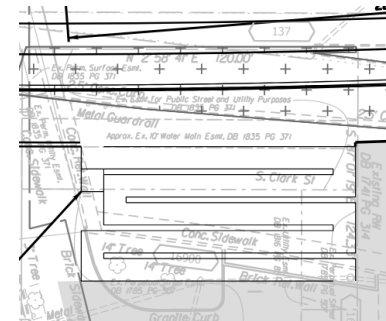
At-Grade vs. Elevated Urban Boulevard



Pedestian/Bicycle Transitions from elevated Route 1 to side streets



Stairs and Elevators



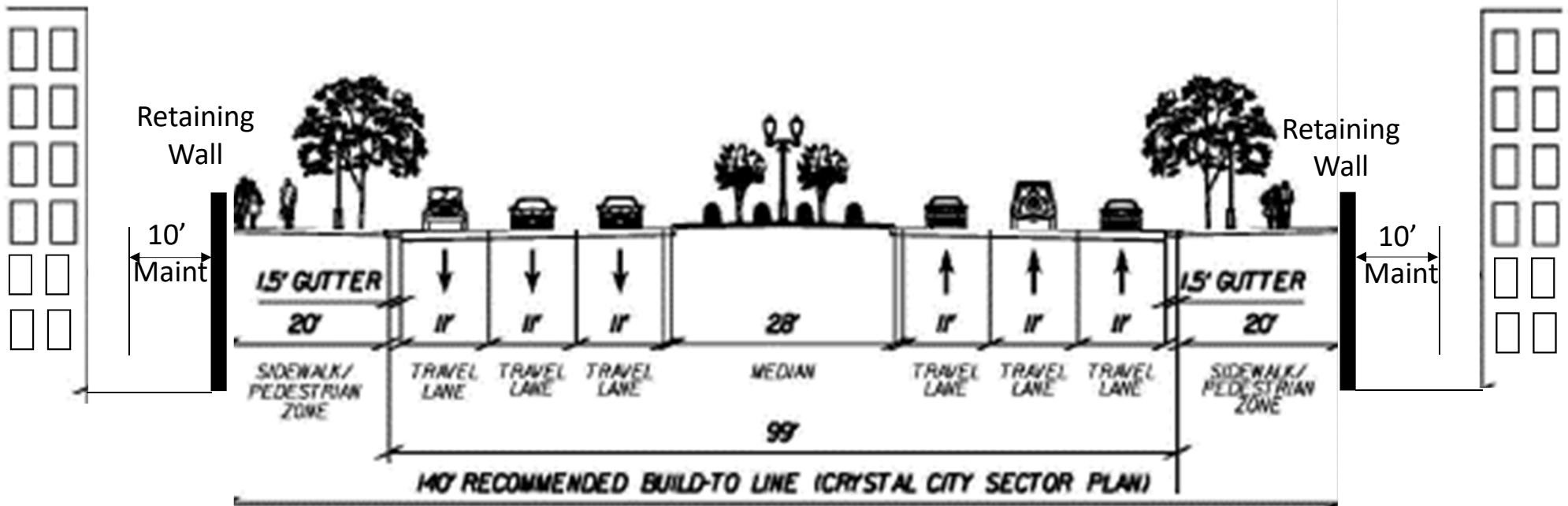
ADA Ramps



At-Grade vs. Elevated



Elevated Urban Boulevard
Initial Condition



At-Grade vs. Elevated Evaluation



Potential Screening Criteria

- Traffic Operations
- Pedestrian Operations and Safety
- Cost
- Constructability
- ADA Accessibility
- Urban Fabric
- Redevelopment
- Adaptability
- Maintenance

March 3rd Public Meeting



Agenda

- Study Overview
- Summary of input received to date
- No-Build Conditions Analysis – Summary of Findings
- Concept Development/Screening
 - Initial ideas – at grade configuration
 - Initial ideas – grade-separated (Sector Plan) configuration
 - Measures of Effectiveness





DISCUSSION



Route 1 Multimodal Improvements – Northern Virginia District

Livability22202 Meeting

February 22, 2021, 7:00 pm to 9:00 pm

VDOT Virginia Department
of Transportation

THANK YOU!

