



January 25
General CCCA Meeting

Agenda

- 1) Officer Reports
 - 2) Underground and other topics- Takis Karantonis
 - 3) Community HS- Amazon- Postponed to March.
 - 4) CC2DCA- a CCCA point of view.
 - 5) Route 1 Multi-modal report
- ▶ Next Annual Meeting: March 19th

President's Report



- ▶ Welcome the new Chair of the Arlington County Board.
- ▶ 2025 dues due, if you have not paid them.
- ▶ Small Store Whole Foods grocery

Riverhouse Changes

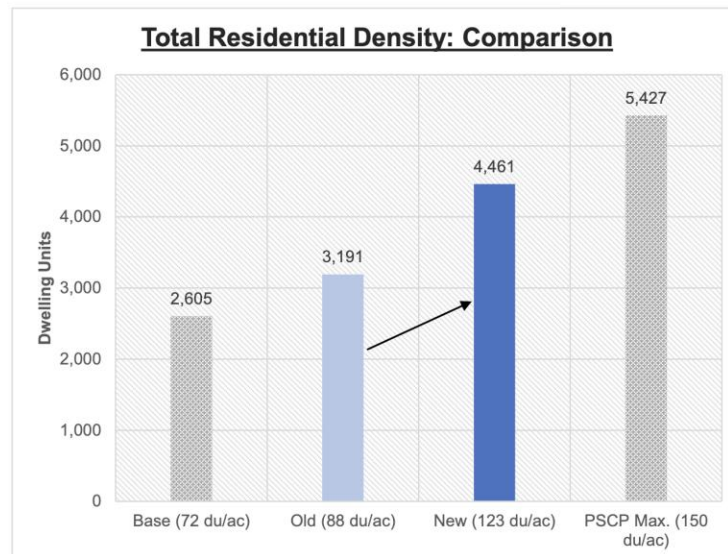
Residential Density

- The proposed changes would **increase density by 1,270 units** over the previous design
- The total residential density would **increase from 88 to 123 dwelling units per acre**
- No anticipated changes to proposed retail GFA
- Overall, the proposed density changes are a substantial improvement in terms of achieving Sector Plan goals for increasing housing production, multimodal ridership, and community benefits

Total Proposed Residential Density Change

	Old	New	Change
Units	3,191	4,461	+1,270
Units per acre	88	123	+35

Total Residential Density: Comparison



VP- Report: Engagement Opportunities

- ▶ Please remind folks that they are also welcome to attend the BAC-PAC virtual meeting on Monday, February 3 for more engagement with VDOT on Route 1 if they wish. Login info/draft agenda will be on the [BAC page](#).

- ▶ **CC2DCA Event details**

Wednesday, January 29, 2025

4:00 P.M. – 7:00 P.M.

Aurora Hills Community Center, Community Room

- ▶ Share your thoughts for news coverage in the 2025 ARLNow Reader Survey ([LINK](#))



- 
- ▶ Treasurer Report
 - ▶ Secretary Report
 - ▶ Membership Liaison

Agenda

- 1) Officer Reports
 - 2) Underground and other topics- Takis Karantonis
 - 3) Community HS- Amazon- Postponed to March.
 - 4) CC2DCA- a CCCA point of view.
 - 5) Route 1 Multi-modal report
- ▶ Next Annual Meeting: March 19th

Chair of the County Board: Takis **Karantonis**

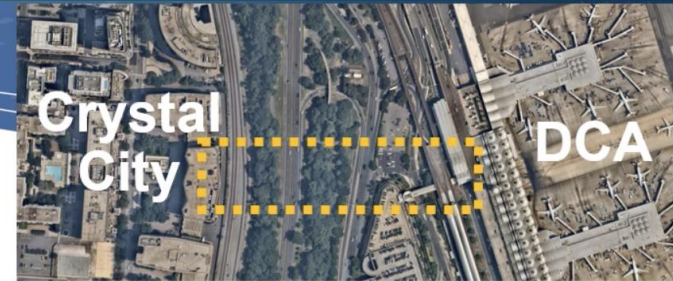


Agenda

- 1) Officer Reports
 - 2) Underground and other topics- Takis Karantonis
 - 3) Community HS- Amazon- Postponed to March.
 - 4) CC2DCA- a CCCA point of view.
 - 5) Route 1 Multi-modal CCCA View
- ▶ Next Annual Meeting: March 12th

CC2DCA

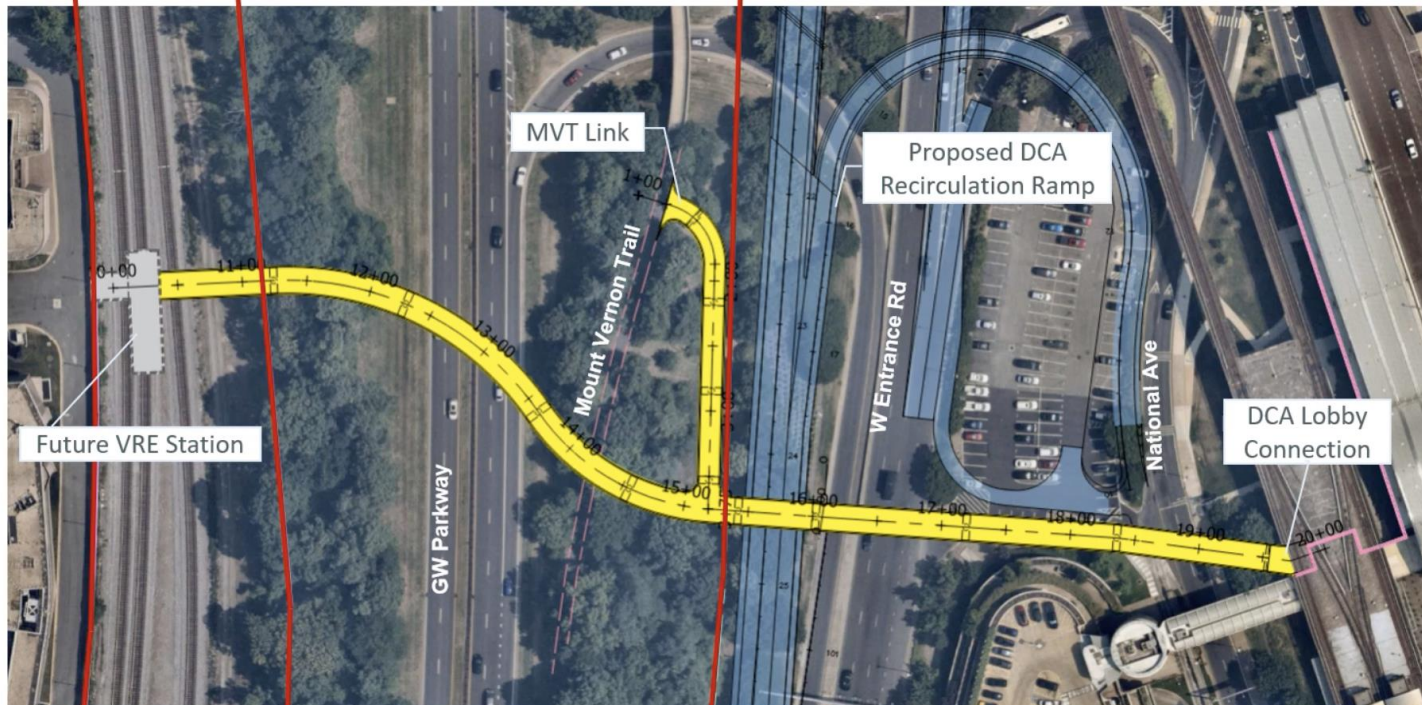
Preferred Alignment



Rail

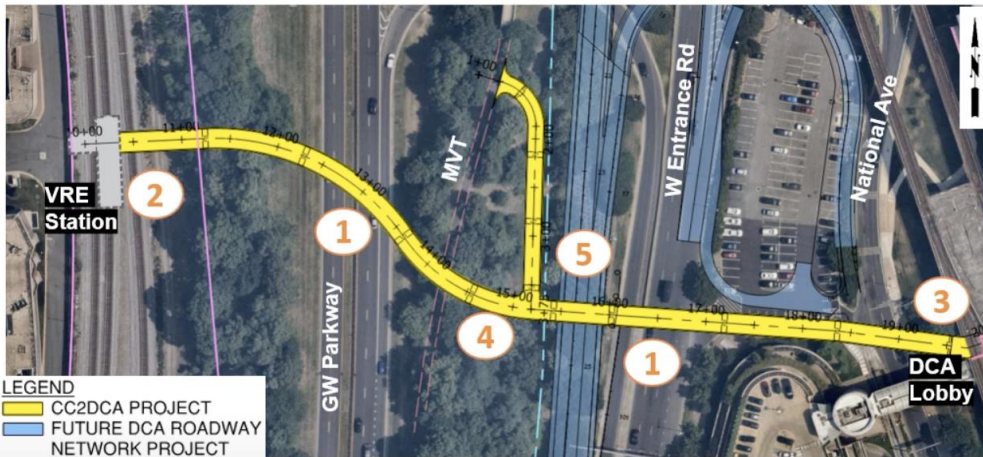
Parkland

Airport



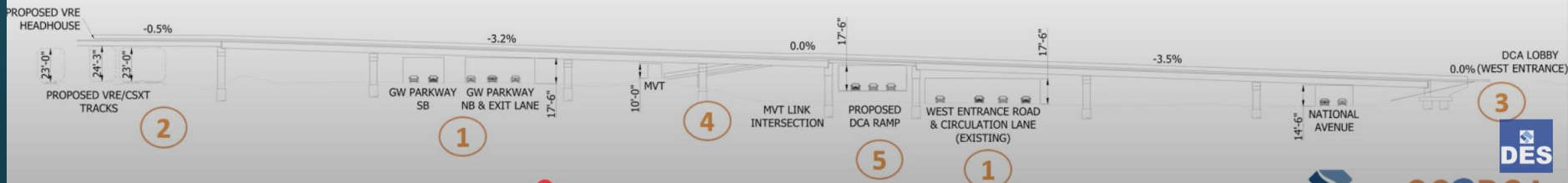
- LEGEND
- CC2DCA PROJECT
 - FUTURE DCA ROADWAY NETWORK PROJECT

Preferred Alignment



Alignment Constraints

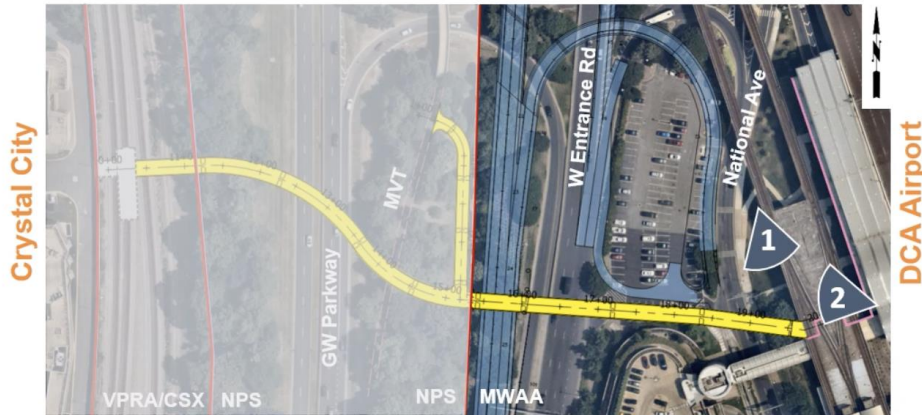
1. Minimum vertical clearance of 17'-6" for pedestrian structures, per VDOT
2. Tie-in elevation at VRE Station
3. Tie-in elevation at DCA Lobby
4. Tie-in elevation at MVT Connection
5. Clearance of Future MWAA DCA Ramp



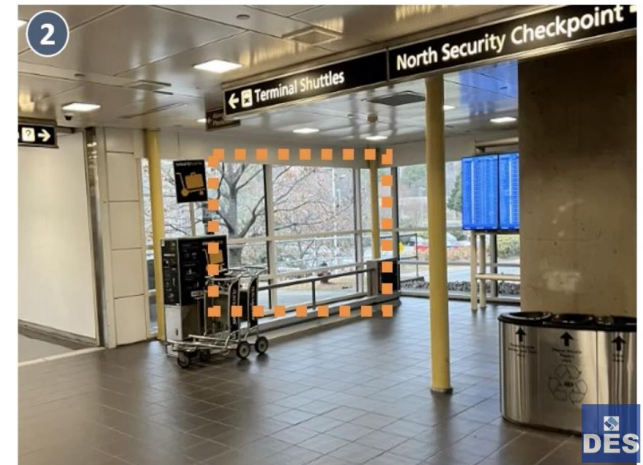
DCA CONNECTION

DCA Property Section

Connection to Airport - West side of DCA Lobby



LEGEND
CC2DCA PROJECT
FUTURE DCA ROADWAY NETWORK PROJECT

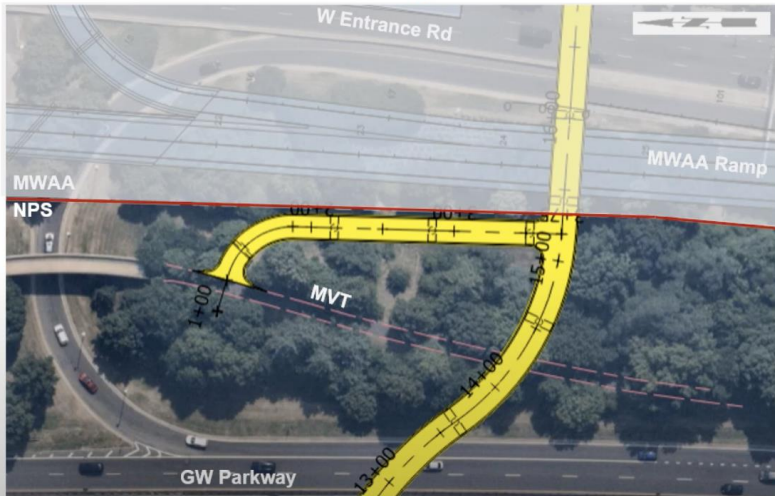


MT. VERNON TRAIL

NPS Property Section

Connection to Mount Vernon Trail

DCA Airport



Crystal City

LEGEND
CC2DCA PROJECT
FUTURE DCA ROADWAY
NETWORK PROJECT



Example ramp connection at MVT



Existing MVT bridge crossing

WHAT MIGHT IT LOOK LIKE?



Park Union Bridge
Colorado Springs, CO

**Redmond Technology
Station Bridge**

Eastrail NE 8th Street Bridge
Bellevue, WA



DES

CC2DCA

To have input:

- ▶ **Event details**
- ▶ Wednesday, January 29, 2025
- ▶ 4:00 P.M. – 7:00 P.M.
- ▶ Aurora Hills Community Center,
Community Room
- ▶

Requesting Your Input

We're asking for your input to inform how we approach the concept design phase for this project.
We want to know:

1. Describe the trip you want to take.
2. How will you use the CC2DCA bridge?
3. What mode of transportation will you use?
4. What is most important to you when using the bridge?
5. What design style appeals to you?

Your answers will help us understand your priorities for this project and will help us make important decisions about the layout, design, aesthetics, and features of the future connection.

Route 1 Multi-modal Study



- ▶ Quick Overview
- ▶ Why?
- ▶ How we changed the project.
- ▶ Details on each intersection
- ▶ I-395 and TDM
- ▶ Timeline and further opportunities for change.
- ▶ Conclusion

Quick Overview

- ▶ VDOT recommended converting the segment of elevated urban freeway on Route 1 between 20th Street S and 12th Street S to an at-grade urban boulevard with space for sidewalks, street trees, lighting, and other infrastructure desired by Arlington County residents and property owners, with crossings of Route 1 for pedestrians, bicyclists, and other users



Figure 5-6: 23rd Street S to 12th Street S Recommended Corridor Concept Design

Why?

1. In late 2018, with the announcement of an agreement to bring Amazon's new corporate headquarters to Crystal City, the Commonwealth of Virginia identified improvements to Route 1 as one of five transportation projects to be fully or partially funded by the Commonwealth. The Commonwealth's commitment to Amazon is to improve safety, accessibility, and the pedestrian experience crossing Route 1.
2. Money. Because ramps are no longer needed, about 5 acres of buildable space is freed up. JBGS, Dwek and the County will share in the feast.
3. Community. ARCA and AHCA sued to stop the construction of the bridges in the original plan because of the disrupting influence.
4. Multi-modal roads are in and auto-centric roads are out.
5. Alexandria has stopped all through interstate roads on Route 1 and GW Parkway. What's good for the goose is good for the gander. Rivalry?

What have we changed?



The three civic associations (Livability 22202) have achieved three major changes in the project.

- 1) Increased space between the buildings-> bigger sidewalks and Landscape space.
- 2) Barnes Dance at 18th Street.
- 3) Speed limit reduced to 25 mph.

in
al
y
ot

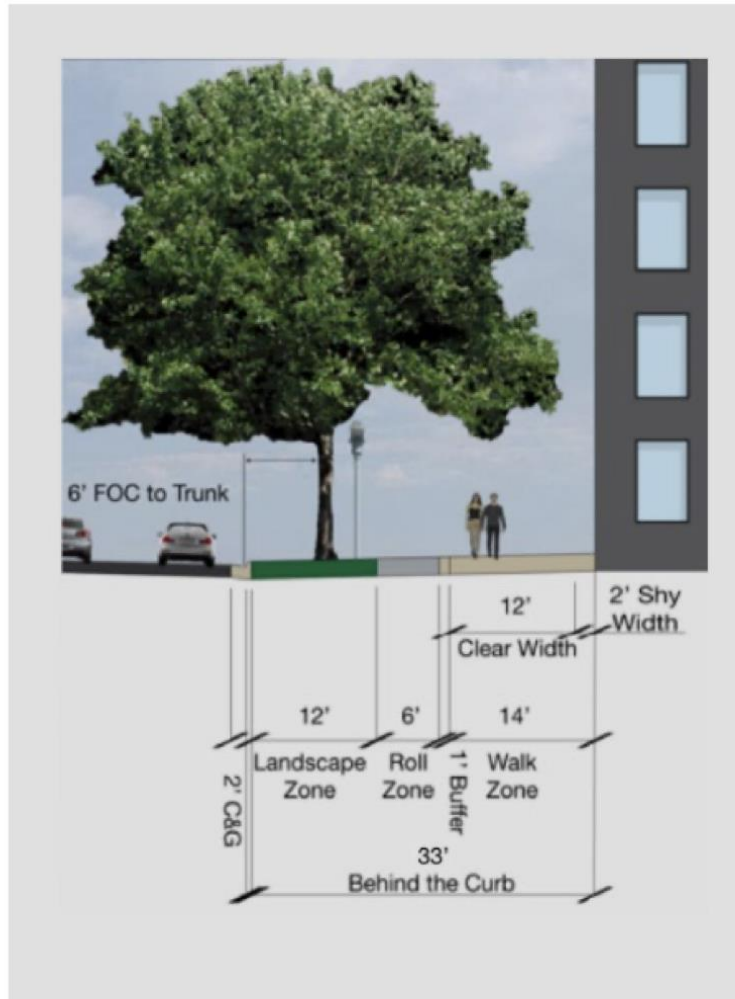


Figure 5-1: Typical Element Widths Behind the Curb

This is the typical curb cross-section.

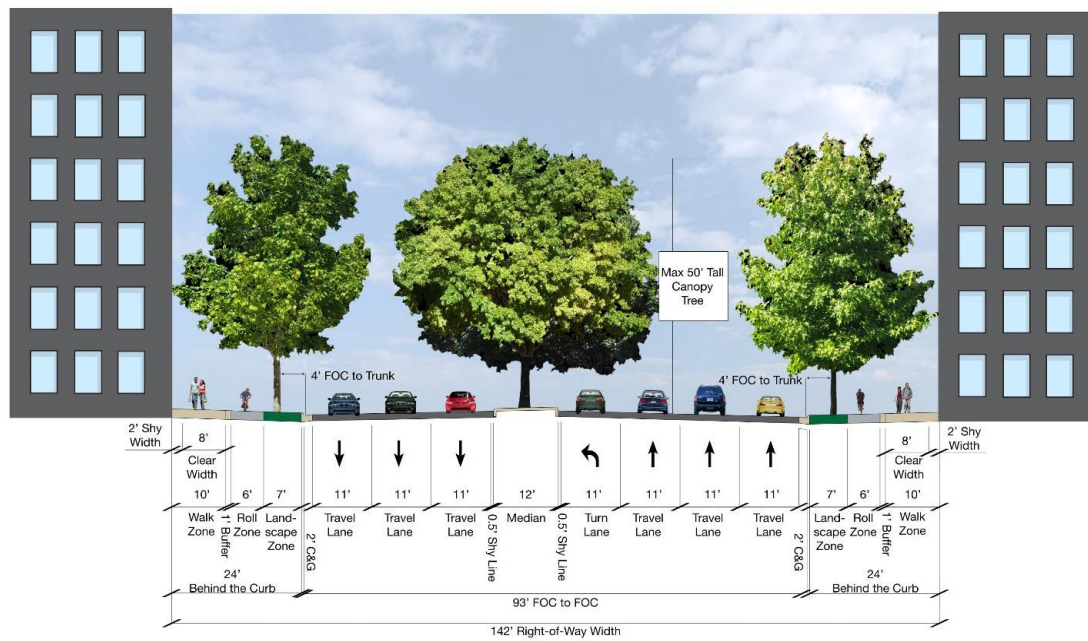


Figure 5-2: Cross Section of Route 1 from 23rd Street S to 18th Street S

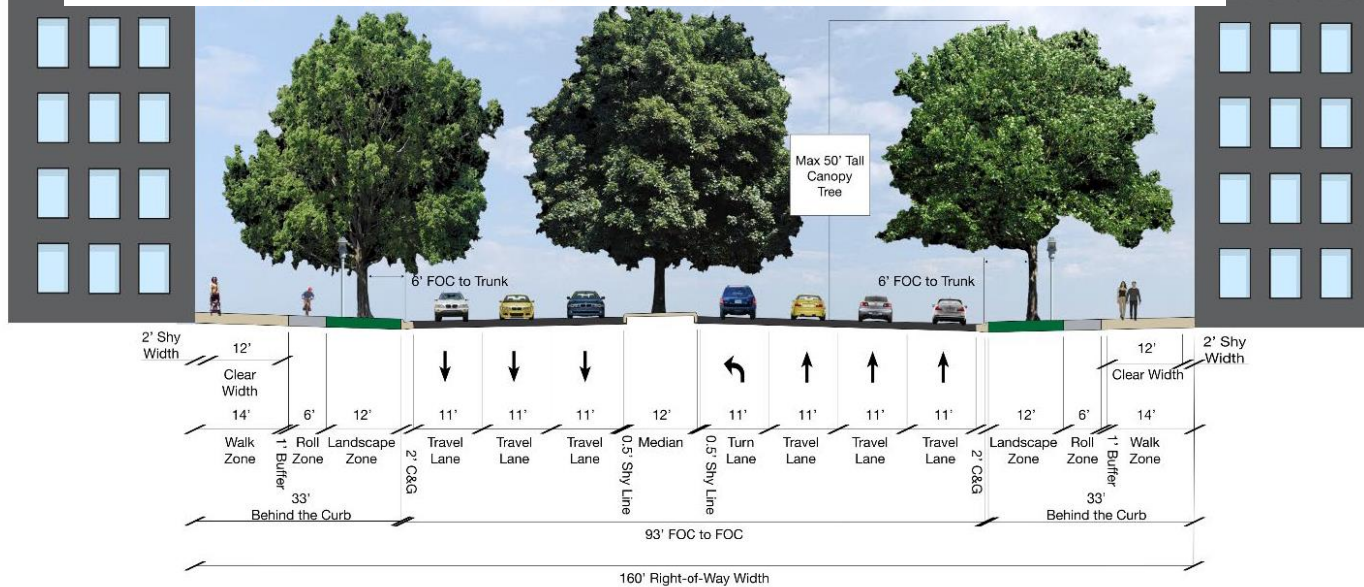


Figure 5-5: Cross Section of Route 1 from 18th Street S to 12th Street S

Barnes Dance

- ▶ To maximize safety for vulnerable users, the study team evaluated multiple design and operation concepts such as protected intersection design, LPIs, a Woonerf, and a pedestrian/bicycle scramble, commonly known as a “Barnes Dance”, to minimize the number of vehicular movements and potential for conflict at the recommended at-grade intersection.

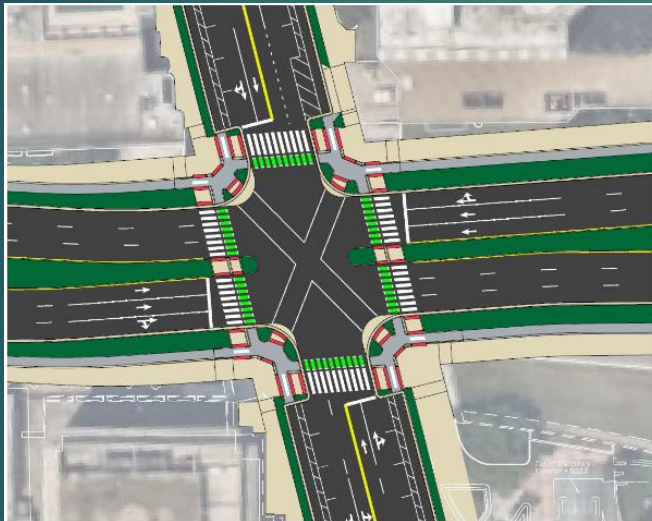


Figure 6-3: Pedestrian/Bicycle Scramble Concept

From the Report:

- ▶ The study team identified examples of successful implementations across the county and around the world. Washington, D.C. has two such intersections, and pedestrian heavy locations like the campus of University of Texas, Austin have implemented the concept safely for many years. They've also become popular internationally in places such as Tokyo, London, and Quebec City, but there are few examples of pedestrian scrambles that incorporate bike lanes, and even fewer that incorporate protected intersection concepts. The concept would be the first of its kind in Virginia.

25 MPH

- ▶ This study aims to enhance the overall experience for pedestrians, bicyclists, transit users, and vehicle drivers while maintaining the functionality of Route 1 as an arterial street. Achieving a reduced speed on Route 1 is a critical component of the urban boulevard transformation. Based on the results of the Design Speed Study, VDOT will reduce the speed limit of Route 1 to 25 mph from a point near the Route 233 interchange to a point near 12th Street S and 35 mph from that point through the I-395 interchange upon the completion of the project.

Route 1 Multi-modal Study



- ▶ Quick Overview
- ▶ Why?
- ▶ How we changed the project.
- ▶ Details on each intersection
- ▶ I-395 and TDM
- ▶ Timeline and further opportunities for change.
- ▶ Conclusion

Route 1 and 23rd Street S

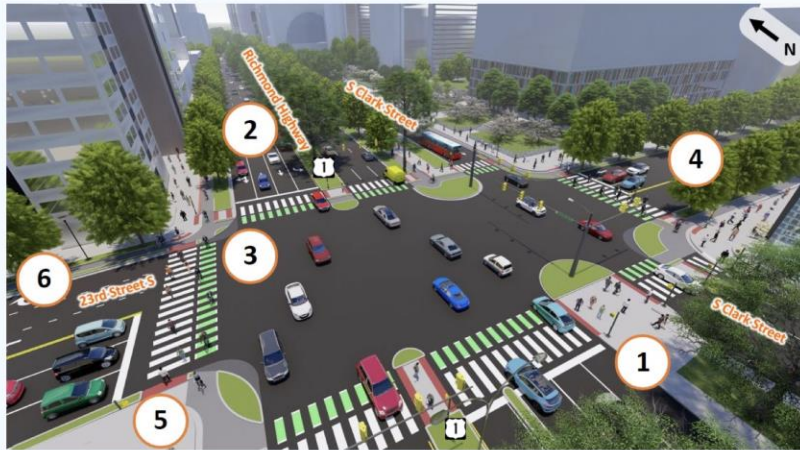
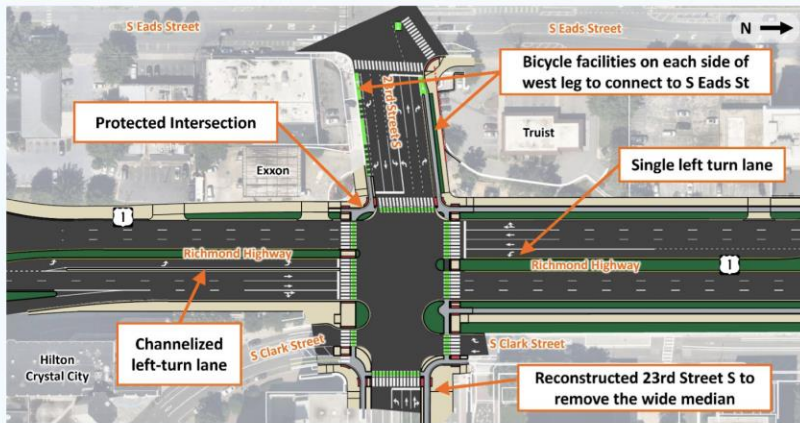


Table 6-1: Route 1 and 23rd Street S Recommended Concept Summary

Element to be Analyzed	Description	Supported/ Requested by the Public	Bicycle/ Pedestrian Features	Vehicular Traffic Impacts	Design Actions	Included in Concept
1 2 Alternative Lane Configurations for North and South legs	Evaluate reduction of through lanes, removal of one existing southbound left turn lane, and the existing northbound right turn lane	✓	Reduce crossing distance across Route 1	Does not adversely impact vehicular operations	Remove one southbound left turn lane. Remove the dedicated northbound right turn lane. Northbound curb lane is a shared through and right. Reduction to two northbound through lanes south of Route 233.	✓
4 Alternative lane configurations for the East leg and West leg	Evaluate the reduction of east or westbound lanes	✓	Reduce crossing distance across 23rd Street S	Adversely impacts vehicular operations	Maintain future condition to be implemented by public-private partnership on east leg and existing conditions on west leg.	X
6 23rd Street S Multimodal Improvements	Evaluate the addition of bicycle lanes between Route 1 and S Eads Street	✓	Reduce vehicle-bicycle conflicts	-	Bicycle lanes for both westbound and eastbound 23rd Street S between S Eads St and Route 1.	✓
Corridor-Wide Intersection Elements						
3 No Right Turn on Red (NRTOR) Restrictions	Existing NRTOR signage will be maintained and new NRTOR signage implemented on all other approaches except for the eastbound approach. Prohibiting right turn on red for the eastbound right turn, onto southbound Route 1, adversely impacts vehicular traffic operations due to high eastbound right turning volumes and a short distance between Route 1 and Eads causing spillback to nearby intersections. Thus, it does not have a restriction.					
5 Protected Intersection Concepts	Separate queuing and maneuvering space for pedestrian and bicycle movements is provided within all eight "corners" of the combined Route 1/23rd Street S/S Clark Street intersection, with modifications in several locations to accommodate different bicycle facilities.					

*Note: Feature, impact, and action statements are in comparison to a conventional intersection design.

New 23rd Street and Route 1

Route 1 and 20th Street S

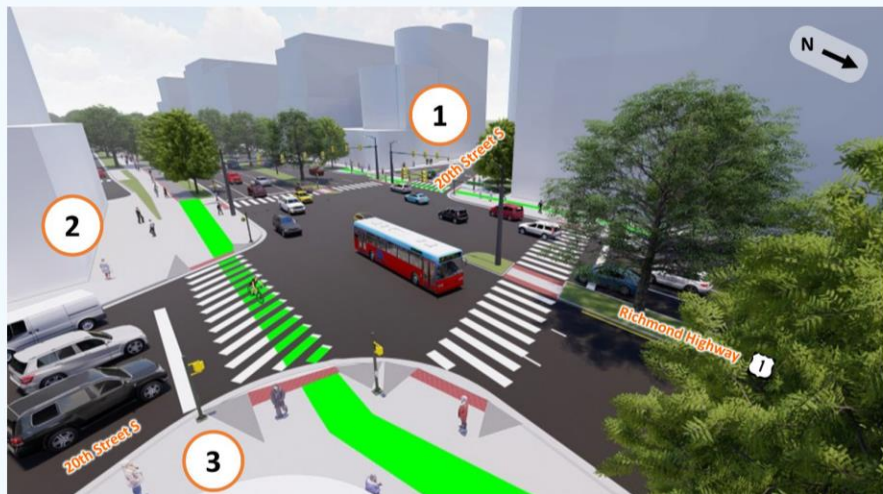
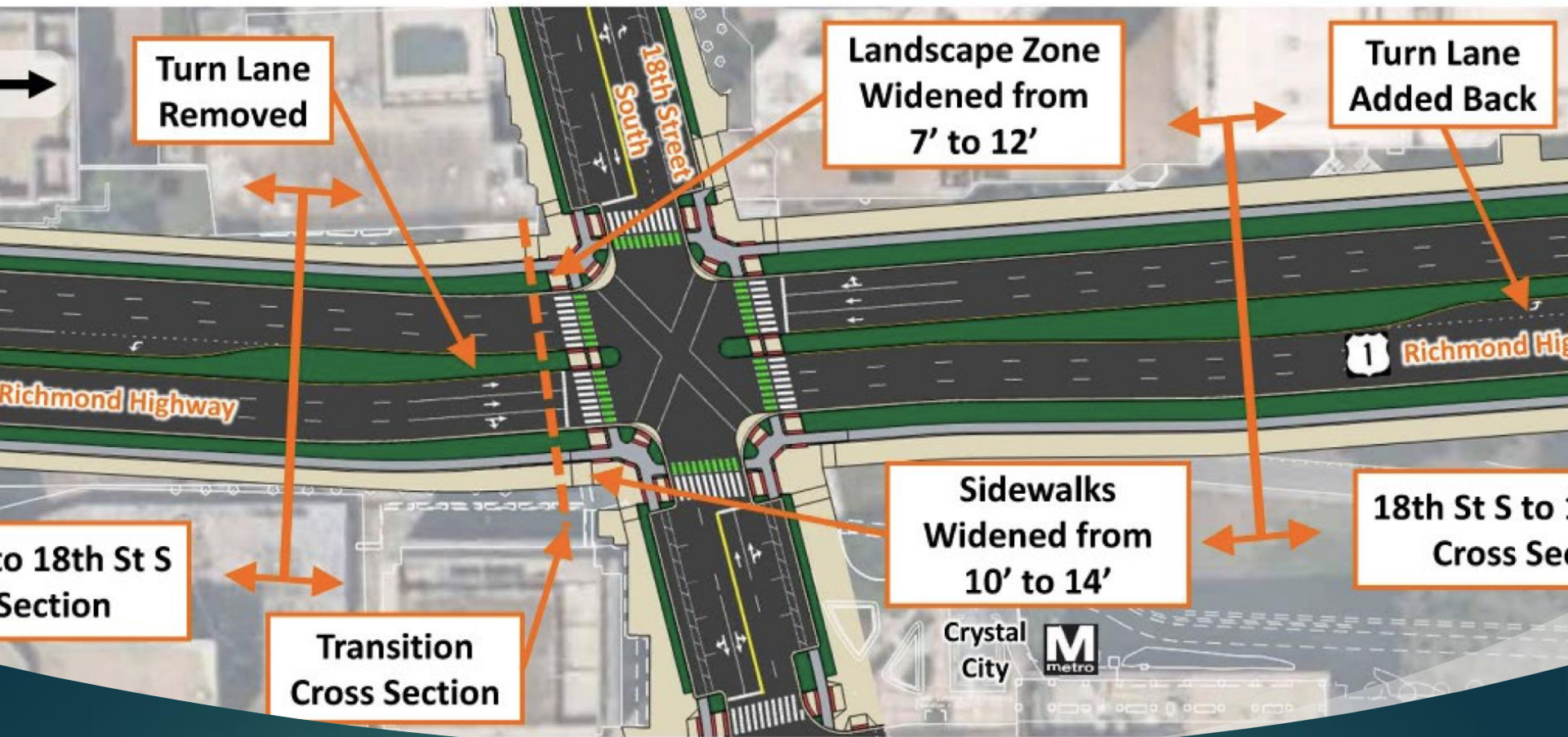


Table 6-2: Route 1 and 20th Street S Recommended Concept Summary

Element to be Analyzed	Description	Supported/Requested by the Public	Bicycle/Pedestrian Features	Vehicular Traffic Impacts	Design Actions	Included in Concept
1 Dedicated eastbound right turn lane	Evaluate the need for physical separation of eastbound right turn lane and the rest of eastbound traffic		Inclusion would shorten crossing distance across 20 th Street S and larger pedestrian island. Removal would lengthen crossing distance	Stop-controlled eastbound right turn does not adversely impact vehicular traffic operations	Separated right turn lane and pedestrian island will remain. Minimal changes on west side from improvement already approved as a part of development on the southeast corner of Route 1 and 18th Street S.	✓
2 Coordination with development of adjacent parcels	Evaluate the impacts of adjacent development in the southeast corner of the intersection		-	-	Conventional curb ramps Alignment shifted to provide full width pedestrian zone in front of new developments	✓
Corridor-Wide Intersection Elements						
3 No Right Turn on Red (NRTOR) Restrictions	Existing NRTOR signage will be maintained. The eastbound right turn movement will be controlled by a stop sign and vehicles will be able to proceed after making a complete stop.					

*Note: Feature, impact, and action statements are in comparison to a conventional intersection design.

The New 20th Street and US 1



New 18th Street and Route 1

Route 1 and 15th Street S

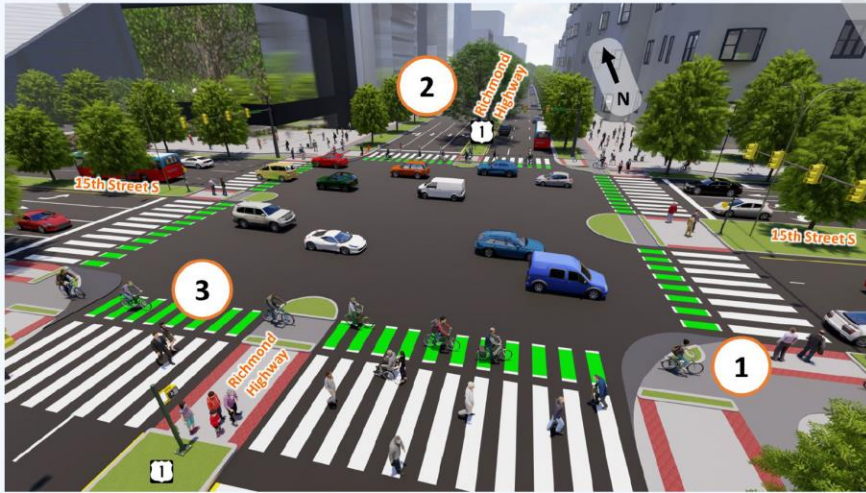
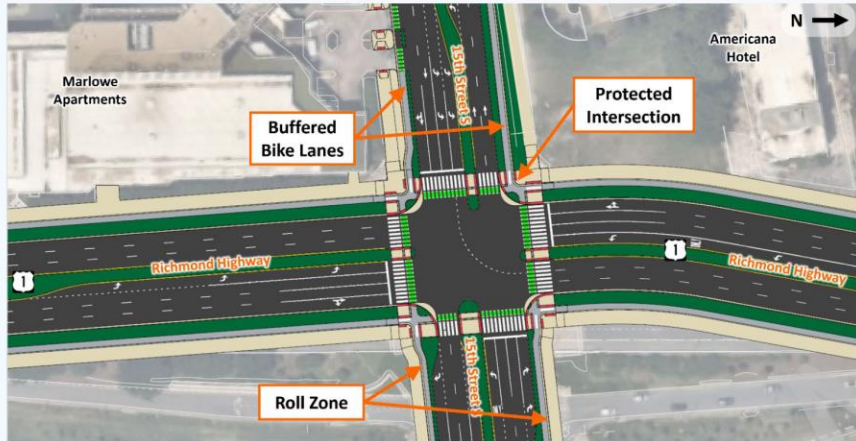


Table 6-4: Route 1 and 15th Street S Recommended Concept Summary

Element to be Analyzed	Description	Supported/ Requested by the Public	Bicycle/ Pedestrian Features	Vehicular Traffic Impacts	Design Actions	Included in Concept
Southbound Approach	Dedicated southbound right turn lane, and two southbound through lanes		Reduces crossing distance	Adversely impacts vehicular operations. PM Peak period volumes lead to significant queuing		X
Southbound Approach	Dedicated southbound right turn lane, and three southbound through lanes		Does not reduce crossing distance	Does not adversely impact vehicular operations	Southbound Approach	X
2 Southbound Approach	Southbound shared through and right turn lane	✓	Reduces crossing distance	Does not adversely impact vehicular operations	Outer most southbound lane is a shared through and right lane	✓
Corridor-Wide Intersection Elements						
1 Protected Intersection	Separate queuing and maneuvering space for pedestrian and bicycle movements is provided within all four corners of the intersection					
3 No Right Turn on Red	NRTOR on all approaches does not adversely impact vehicular operations.					

*Note: Feature, impact, and action statements are in comparison to a conventional intersection design.

Phase 2

1 MULTIMODAL IMPROVEMENTS



Phase 2

- Shift vehicular traffic on Route 1 into the Phase 2 traffic pattern.
- Relocate bus stops along 18th Street S to S Bell Street.
- Pave 18th Street S to its final elevations while maintaining traffic through the work zone.
- Detour sidewalks to the opposite side of the street where they need to be reconstructed.
- Construct temporary northbound Route 1 lanes along the old S Clark Street alignment between 20th Street S and 15th Street S.
- A visual representation of Phase 2 sequence of construction is shown below in **Figure 5-14**.

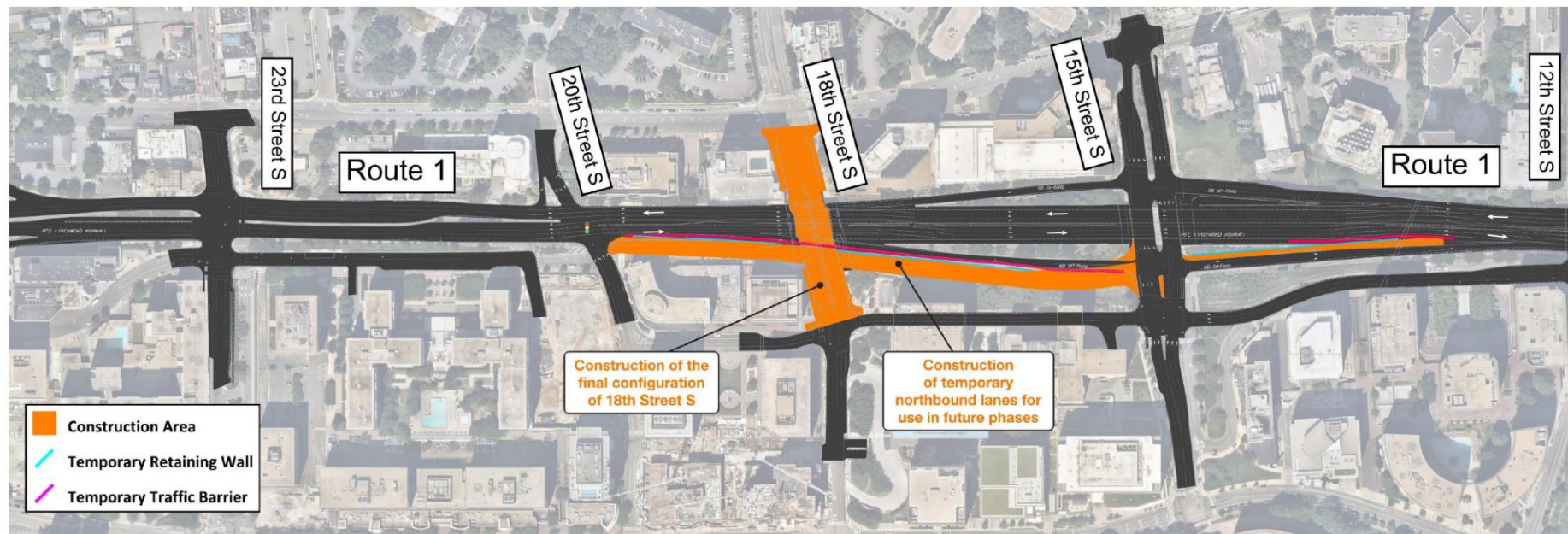


Figure 5-14: Phase 2 sequence of Construction Representative Diagram

Phase 3

1 MULTIMODAL IMPROVEMENTS



Phase 3

- Shift vehicular traffic on Route 1 onto the temporary pavement (northbound traffic) and the existing pavement to remain during this phase (southbound traffic).
- Reconfigure signing and striping to align with the new traffic patterns.
- Prohibit left turns at the intersection of Route 1 and 18th Street S or from southbound Route 1 onto 20th Street S.
- Demolish the southbound side of the Route 1 bridges over 18th Street S and 15th Street S.
- Construct the western portion of Route 1 between 20th Street S and 12th Street S.
- Construct excavation and temporary walls to lower the southbound Route 1 pavement to final grade.
- Relocate utilities.
- Construct retaining walls and/or façade work next to the Consumer Technology Association, Westin Hotel, Marriott Crystal Gateway Hotel, and Pentagon City Apartments.
- Reconstruct the emergency exit stairwells for the Marriott Crystal Gateway Hotel to match the sidewalk elevations.
- A visual representation of Phase 3 sequence of construction is shown below in **Figure 5-15**.

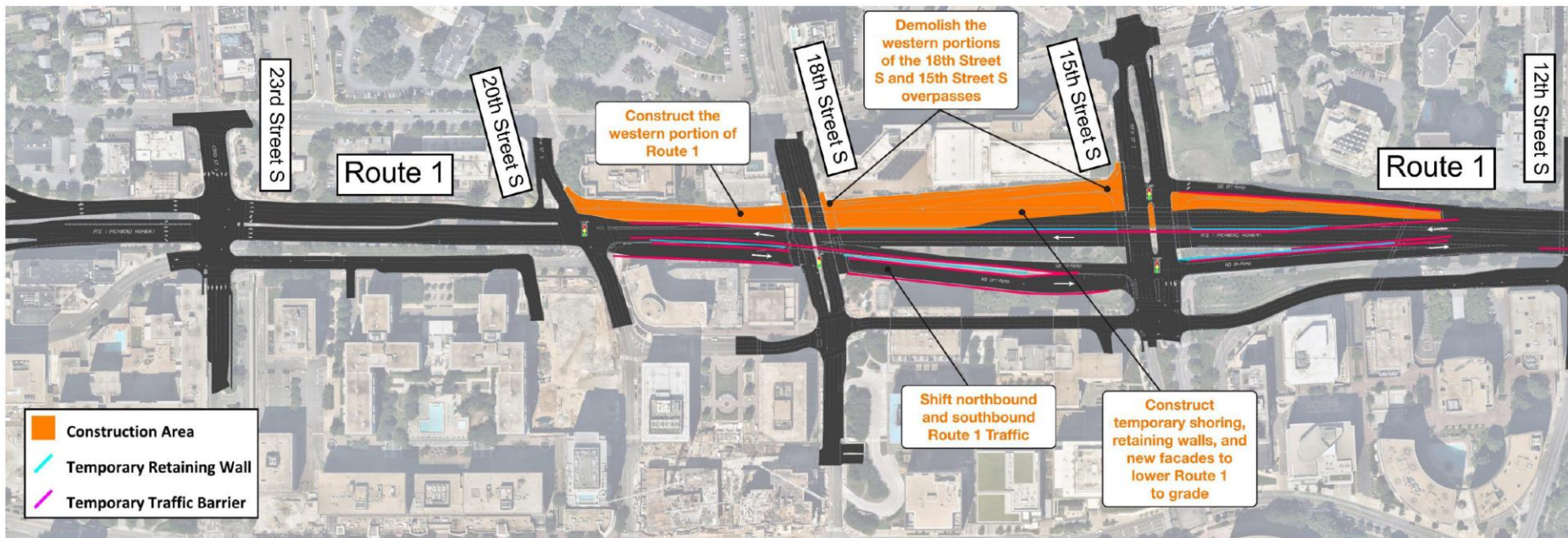


Figure 5-15: Phase 3 Sequence of Construction Representative Diagram

Phase 4

1 MULTIMODAL IMPROVEMENTS



Phase 4

- Maintain left turn prohibitions at Route 1 and 18th Street S and southbound Route 1 and 20th Street S.
- Continue Phase 3 construction work between 20th Street S and 15th Street S.
- Reconstruct the existing off-ramp and retaining wall adjacent to the Americana Hotel to final configurations.
- Reconfigure the median of 15th Street S between Route 1 and S Eads Street.
- A visual representation of Phase 4 sequence of construction is shown below in **Figure 5-16**.

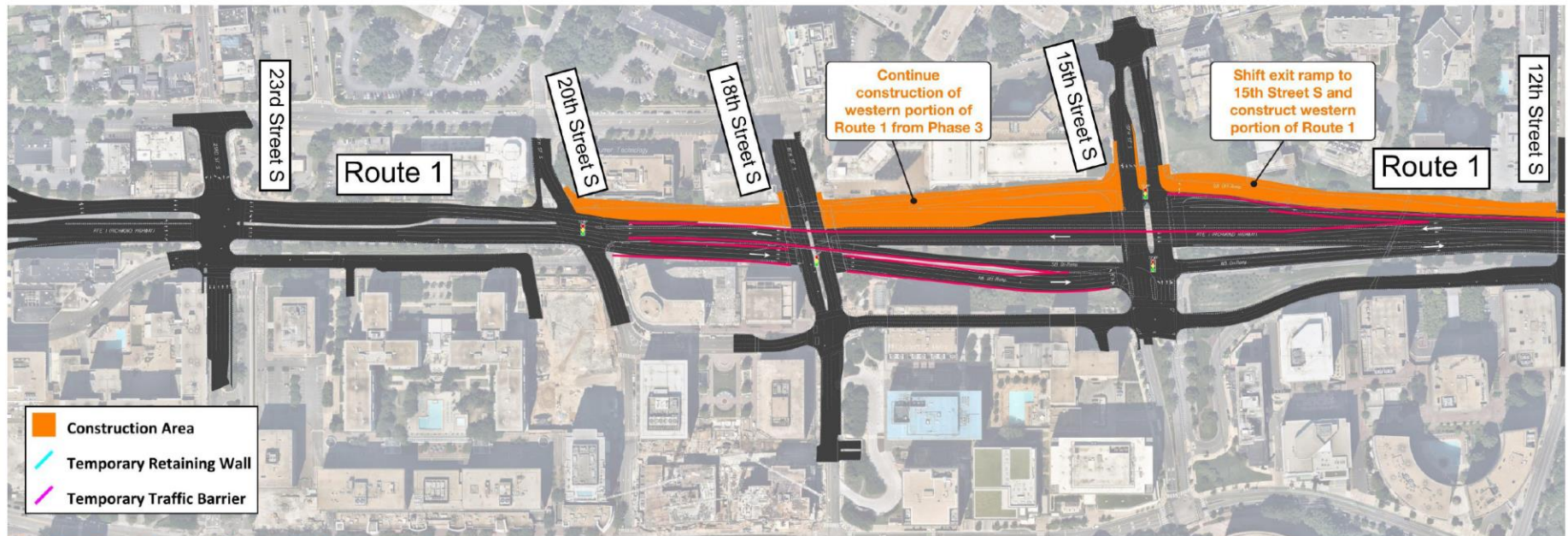


Figure 5-16: Phase 4 Sequence of Construction Representative Diagram

Phase 5

1 MULTIMODAL IMPROVEMENTS



Phase 5

- Shift southbound Route 1 vehicular traffic onto the at-grade Route 1 pavement.
- Maintain left turn prohibitions at Route 1 and 18th Street S and southbound Route 1 and 20th Street S.
- Open the sidewalk along southbound Route 1 from 18th Street S to 12th Street S for pedestrian traffic.
- Demolish and remove the remainder of the bridges over 18th Street S and 15th Street S.
- Remove and excavate the remainder of the raised Route 1 fill and pavement down to final grade.
- Construct the medians and northbound pavement.
- Relocate utilities.
- A visual representation of Phase 5 sequence of construction is shown below in **Figure 5-17**.

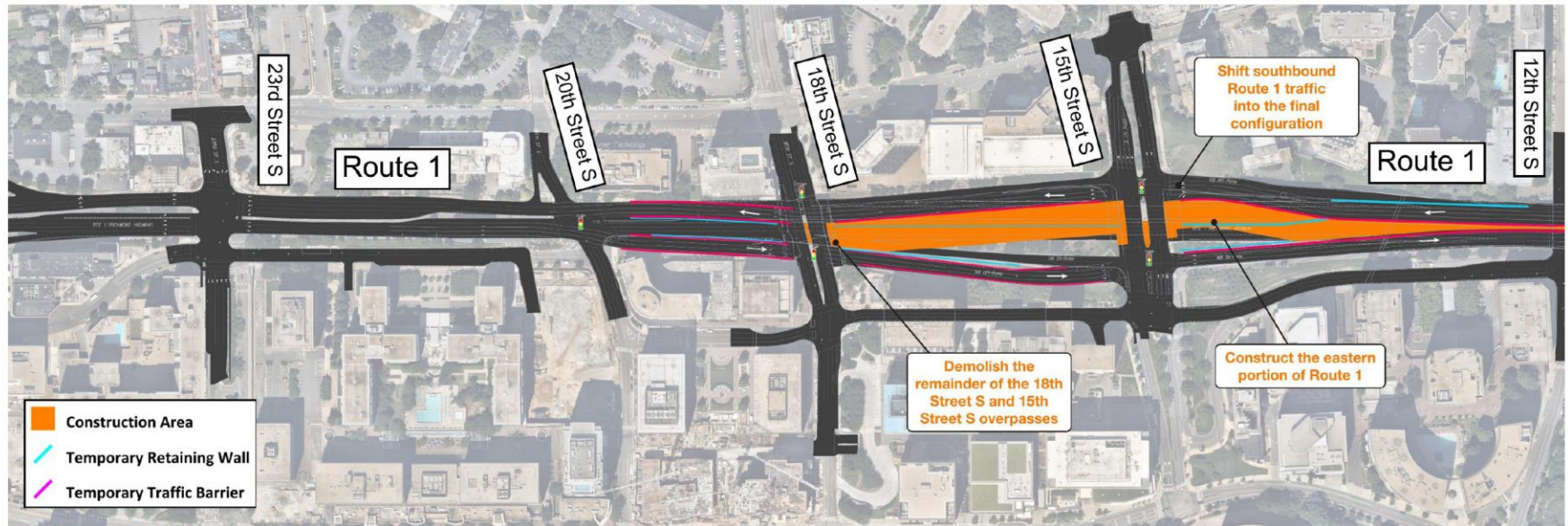


Figure 5-17: Phase 5 Sequence of Construction Representative Diagram

Phase 6



1 MULTIMODAL IMPROVEMENTS



Phase 6

- Shift vehicular traffic onto the final traffic configuration.
- Construct sidewalk and median along Route 1 south of 18th Street S, along 15th Street S, and along Route 1 between 15th Street S and 12th Street S.
- Finish relocating utilities and constructing the final pavement surface.
- Remove temporary pavement along the S Clark Street corridor and vegetate the area.
- Install final signal equipment at 15th Street S and Route 1.
- A visual representation of Phase 6 sequence of construction is shown below in **Figure 5-18**.

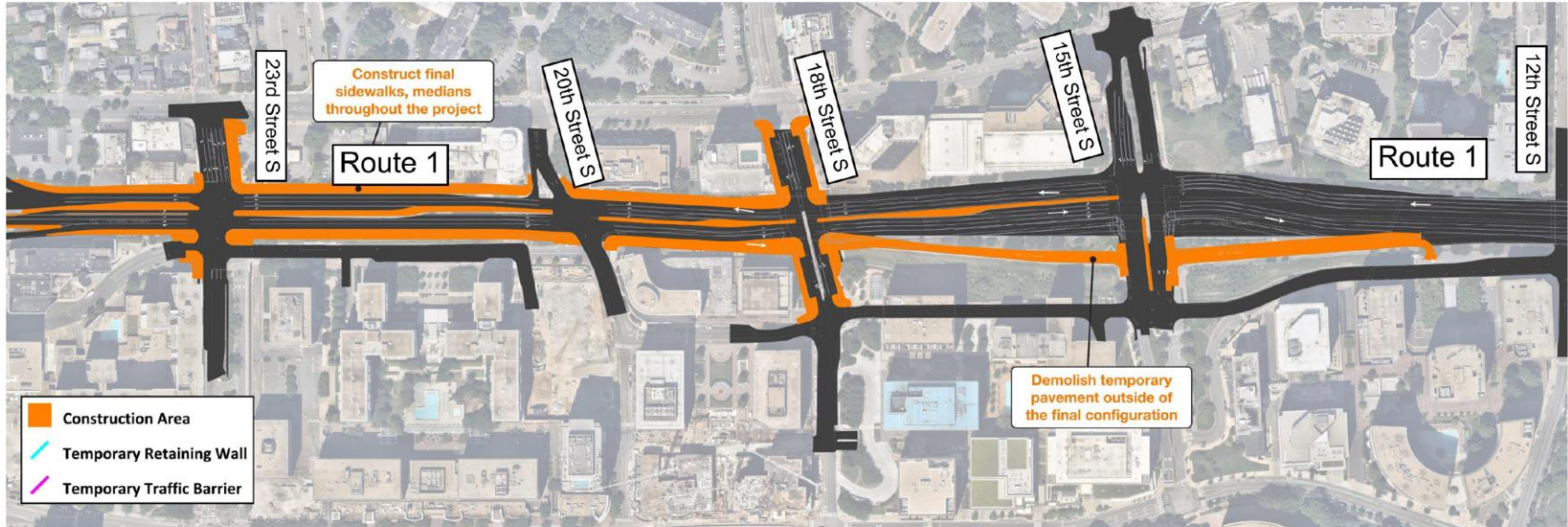


Figure 5-18: Phase 6 Sequence of Construction Representative Diagram

A separate but related project is I-395 and Route 1-210

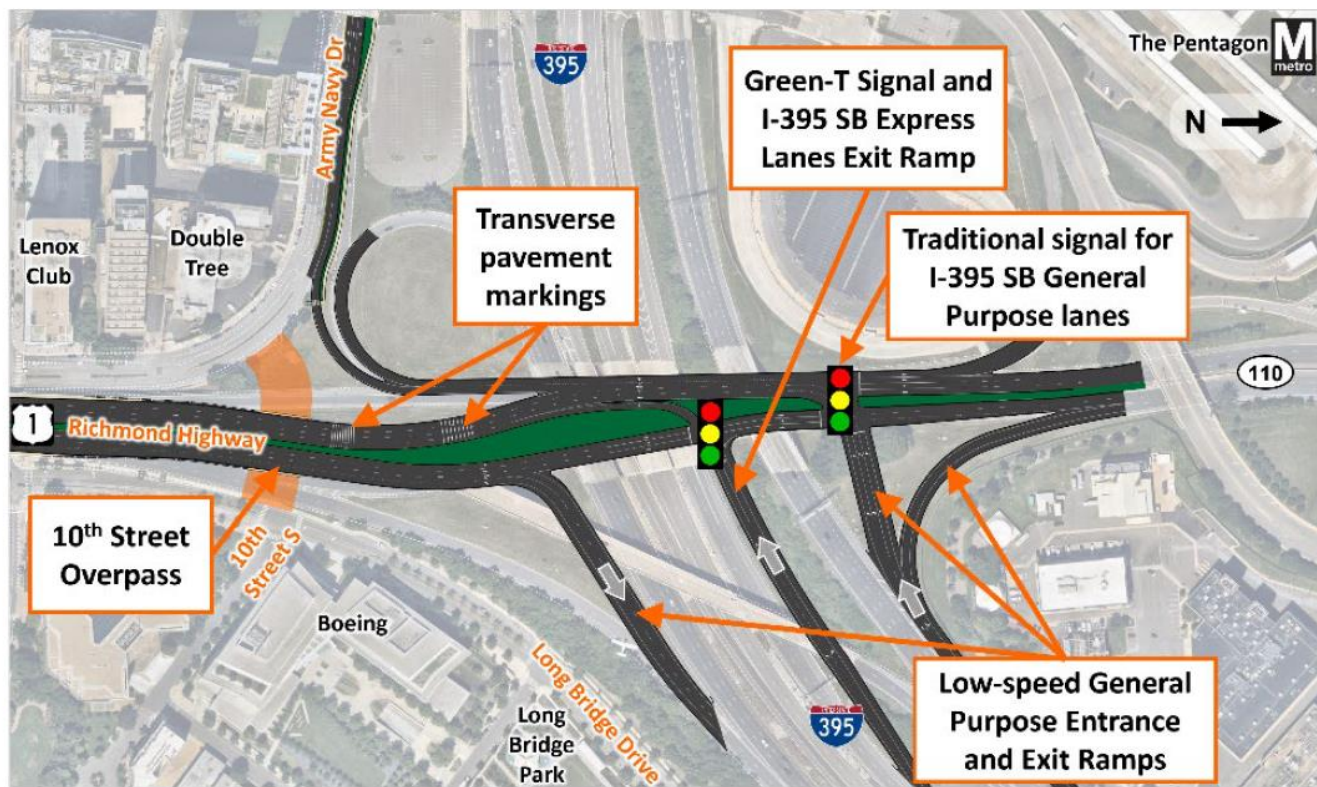


Figure 6-4: Proposed I-395 Interchange Modifications

10th Street underpass

6.6.3. Potential 10th Street S Overpass

The I-395 interchange design shown in this study also includes an elevated overpass between 12th Street S and I-395 for the potential extension of 10th Street S to Army Navy Drive, shown in **Figure 6-6**.

The extension of 10th Street S would be a separate Arlington County project that has not been considered by the comprehensive plan for the area; however, reconstruction of the interchange area would provide a cost-effective opportunity for additional pedestrian and vehicle connections on the northern end of Crystal City, which could reduce heavy turning movements at the 15th Street S intersection. The Route 1 project could provide an

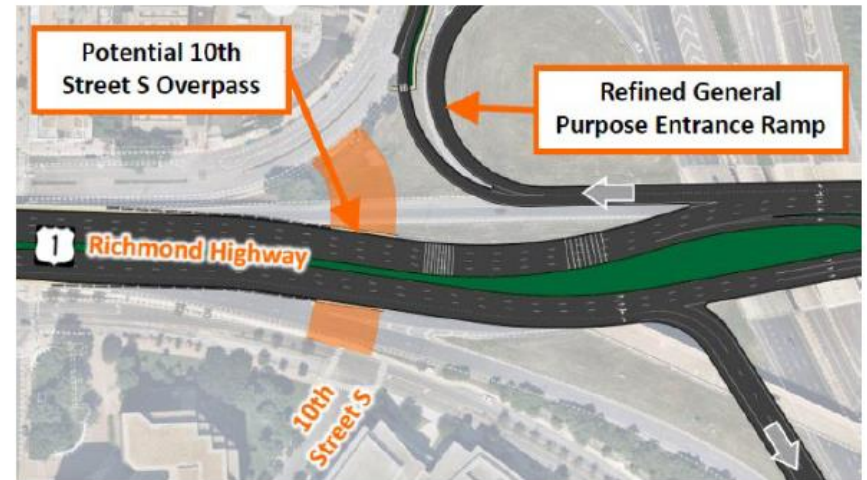





Figure 6-6: Potential 10th Street S Improvements and Overpass

TDM Proposal

Table 7-6: Summary of Proposed Strategies Supporting a Shift to Rail, Bike, and Other Modes

Proposed Strategies	Strategy Overview	Rail 	Bus 	Walk/Bicycle/ Other 
Targeted Marketing and Promotional Transit Awareness Campaigns	Leverage existing and planned transit services (e.g., Metroway, VRE service enhancements) and promote all the other Route 1 TDM strategies	✓	✓	✓
Employer Programs and Incentives	Enhanced coordination with employers in the key origins and destinations to provide incentives for employers and employees to switch to non-SOV modes	✓	✓	✓
Ongoing Multimodal Incentives	Fund and administer a financial incentive for corridor users to try and switch to a non-SOV mode	✓	✓	✓
Project Opening Incentives	Fund and administer an enhanced financial incentive for corridor users to try and switch to a non-SOV mode during project opening year	✓	✓	✓
New Employees/Residents Multimodal Incentives	Fund and administer an enhanced financial incentive for new corridor users to try and switch to a non-SOV mode	✓	✓	✓
Implement Multimodal Infrastructure	Coordinate with regional partners and agencies to support the implementation of multimodal bicycle and pedestrian infrastructure that would support corridor users	✓	✓	✓

Result: Estimated Travel Times

Figure 7-16: Southbound Route 1 Average Travel Time

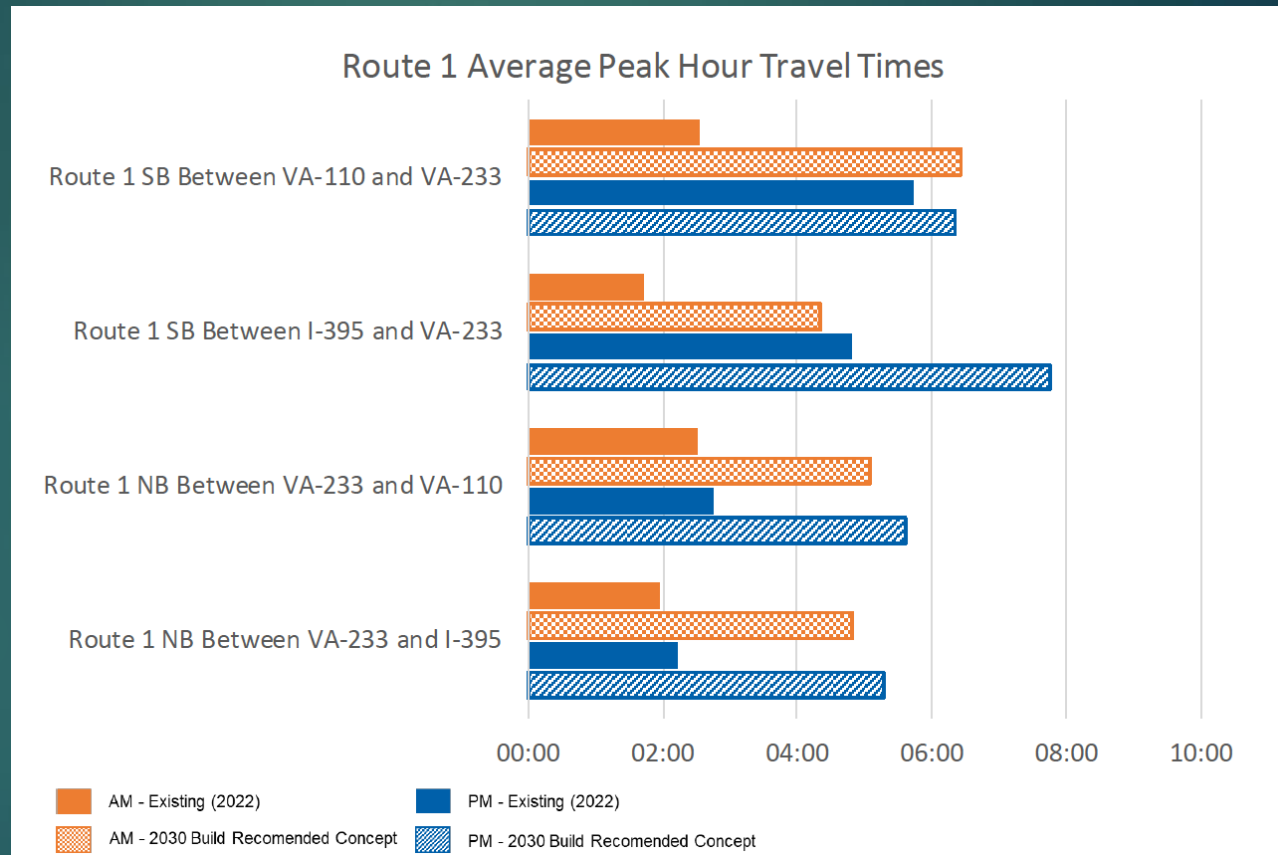


Figure 7-17: Simplified 2022 Average Southbound Vehicle Speeds (Existing Conditions)



Figure 7-18: Simplified Average Southbound Travel Speeds with Project in Place and 2022 Traffic Volumes

Result: Estimated Travel Times



Future

8.2. NEXT STEPS

This report has been written to document VDOT's processes, findings, and recommendations resulting from the second study phase of the Route 1 Multimodal Improvements project in Crystal City. Given the conclusions within this study and the incorporation of feedback from various stakeholders, including the residents of the surrounding neighborhoods. This report concludes the Phase 2 feasibility study. VDOT recommends the project move into the additional project development phases when adequate project funding becomes available.

Following the conclusion of the study, the VDOT study team will continue the Interchange Access Report (IAR) process and 10% design plans in anticipation of the future project.

Conclusion

- ▶ We had significant impact on the project.
- ▶ The weakness is the funding. To stop this project, the best way is to attack the funding.
- ▶ If members want to further oppose the project, we can form a committee.

Agenda

- 1) Officer Reports
 - 2) Underground and other topics- Takis Karantonis
 - 3) Community HS- Amazon- Postponed to March.
 - 4) CC2DCA- a CCCA point of view.
 - 5) Route 1 Multi-modal report
- ▶ Next Annual Meeting: March 19th