



THE PEOPLE BEFORE
CARS COALITION UNITES
LOCAL STAKEHOLDERS
AROUND SHARED
PRIORITIES TO CREATE A
SAFER AND MORE
ACCESSIBLE
TRANSPORTATION
NETWORK ACROSS
NATIONAL LANDING.

June 28, 2024

Mr. Dan Reinhard, P.E.
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, VA 22030

Dear Mr. Reinhard,

The People Before Cars Coalition is pleased to offer the following feedback on the Route 1 Multimodal Improvements Study Draft Phase 2 Report. We are excited to see continued progress on this important project and look forward to championing full funding and implementation for this critically important infrastructure project here in National Landing. While the report recommends several design changes, we believe the report reflects the best approach to transform Route 1 into a best-in-class urban boulevard.

20th Street Intersection

At 20th Street, the dedicated space for bicycles and pedestrians merges into a single shared crosswalk. While it is understandable why 20th and Route 1 do not include a full protected intersection (given the lack of bike facilities on 20th Street) we recommend adding a dedicated space for pedestrians and bicycles that intend to cross 20th Street at Route 1. There is no need to force these users to conflict with vehicular traffic while crossing 20th Street.

Buffer Between Walk Zone and Roll Zone

We applaud the inclusion of the protected bike lane/roll zone in the project but have concerns about whether the design will be effective in separating people walking and rolling. Similar facilities, such as the one on Maine Avenue near the Wharf in DC, see frequent user conflict with pedestrians utilizing the bike facility. We urge the project team to be intentional and clear about this demarcation - perhaps by using different colors or materials to distinguish the sidewalk from the roll zone. Perhaps consider adding a physical barrier such as a planting strip between the sidewalk and roll zone could also help with distinguishing user paths. A simple paint stripe would certainly be insufficient.

Double Turn Lane from 15th Street onto Route 1

The proposed double left-turn lane from eastbound 15th Street onto Northbound Route 1 is incompatible with a pedestrian-friendly street. It introduces “multiple threat” crash risks to an area we are trying to make safer and more comfortable for people-centered users. We recommend removing the double turn lane from this intersection design.





Lane Width

We are concerned by VDOT's continued inclusion of 11' wide travel lanes. Ample evidence has shown that 10' lanes improve safety by slowing vehicle speeds and are not impediments to commercial traffic. Indeed, the DC region has numerous examples of major roadways operating safely with 10' lanes, including Connecticut Avenue (MD-185) in Chevy Chase, MD. Additionally, the National Association of City Transportation Officials (NACTO) supports 10' lane widths in their Urban Street Design Guide, stating "Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations. For designated truck or transit routes, one travel lane of 11 feet may be used in each direction." We encourage VDOT to reconsider its position on this important issue. At a minimum, VDOT should narrow the outermost lane to account for the additional 2' provided by the "gutter pan". Without this change, the outermost lane will have an effective width of 13', which encourages speeding.

Thank you for your consideration of our input. We appreciate VDOT's willingness to accept and incorporate feedback from groups like ours during this process and look forward to advancing this important project.

Sincerely,

Stewart Schwartz
Executive Director, Coalition for Smarter Growth

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Vice President, Public Affairs JBG SMITH

Chris Slatt
President, Sustainable Mobility for Arlington County

Gillian Burgess
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