



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

June 21, 2023

**Nicolas Roper**

District Project Development Engineer

Virginia Department of Transportation, Northern Virginia District

4975 Alliance Drive, Fairfax, Virginia 22030

**Re: Feedback on Route 1 Boulevard PIM #4**

Dear Mr. Roper,

The People Before Cars Coalition is pleased to offer the following feedback on VDOT's recent Public Information Meeting (PIM) #4 regarding the Route 1 Boulevard project. We hope our feedback is useful as you finalize your phase 2 study and move forward with the project.

PIM #4 provided updates on several design changes that our groups had previously supported. Specifically, we were pleased to see the inclusion of street trees between the curb and the bike lane, which will help protect vulnerable users from vehicles leaving the roadway. We were also pleased to see the inclusion of best-in-class design for physically protected intersections. This is a major improvement that will help keep all users safe. Finally, we appreciate the improvements to the design of the right turn lane on eastbound 20th Street at Route 1, which will help reduce conflicts with pedestrians and bikes.

We were disappointed 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.





There were two issues discussed at PIM #4 that we believe require further consideration. The first is the proposed “barnes dance” or exclusive pedestrian interval at the 18th Street intersection. VDOT staff highlighted several challenges with implementing this design tactic, including the potential for conflict between bikers and pedestrians. In spite of these challenges, we believe a barnes dance will have significant benefits to overall safety at the intersection and encourage VDOT staff to study other successful examples, including those in DC and MD, to find solutions that will work for Route 1.

Lastly, the information shared regarding plans for Transportation Demand Management (TDM) lacked detail on how VDOT plans to implement their proposals. We encourage VDOT staff to provide more information and to work with existing TDM providers such as Arlington County Commuter Services to ensure efforts are coordinated.

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,

[People Before Cars Coalition](#) – Arlington Families for Safe Streets, Washington Area Bicyclists Association, Sustainable Mobility for Arlington County, JBG SMITH, National Landing Business Improvement District, Coalition for Smarter Growth

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