



**NATIONAL  
LANDING**

PENTAGON CITY

CRYSTAL CITY

POTOMAC YARD

March 15, 2021

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

Dear Mr. Reinhard,

On behalf of the National Landing Business Improvement District (BID) and the collective business communities of Crystal City, Pentagon City, and Potomac Yard, I am writing to provide feedback following the **Second Route 1 Multimodal Improvements Study Virtual Public Meeting** held on Wednesday, March 3rd hosted by the Virginia Department of Transportation (VDOT).

The National Landing BID supports the evolution of Route 1 into a street-level, pedestrian-oriented, multimodal, urban boulevard that extends just north of 15<sup>th</sup> Street to the border of Alexandria. The BID elevated the importance of this transformation in its 2018 Strategic Plan and outlined several potential concepts for Route 1 in its 2020 report, [Reimagine Route 1](#).

After reviewing the meeting presentation, it is clear that a significant design gap remains between the concepts presented and a design that meets this vision. A street-level roadway with a highway design that prioritizes vehicular movements over the safety and comfort of pedestrians and bicyclists is not compatible with the vision to connect our growing district.

Additionally, to fully realize a cohesive, connected downtown, improvements to Route 1 should take a holistic view of the corridor and extend south to the border with Alexandria. With the redevelopment of Potomac Yard in Alexandria, creating a seamless Route 1 facility would further enhance connectivity and pedestrian-connectivity for the whole of National Landing.

We encourage VDOT to continue to evolve these concepts to fit the context of National Landing's downtown, urban character. Though we understand that Route 1 will remain an important transportation corridor, preservation of throughput, capacity, and travel times must not come at the cost of safety and walkability. Only a truly pedestrian-focused, at-grade facility that is narrow and low-speed, with comfortable crossing distances and multimodal accommodations can deliver the environment that best serves the future mobility needs of National Landing.

As the study continues, we look forward to continuing to discuss and evaluate the concepts explored and encourage VDOT to take account of highway conversion precedents and best-practice models for urban boulevards around the country as well as the concepts shared in the BID's Reimagine Route 1 report.

Sincerely,

Tracy Sayegh Gabriel  
President & Executive Director

**NATIONAL LANDING  
BUSINESS  
IMPROVEMENT  
DISTRICT**

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