

18th Street S. (Crystal Dr. to S. Bell Street)

Complete Street Improvements

Concept Design Public Engagement– Fall 2024

Engagement Summary – Summer 2025

Project Background

This project will implement a new cross-section for 18th Street South between Route 1/Richmond Highway and Crystal Drive to improve multimodal connectivity to and from the Crystal City Metrorail Station, MetroWay stop and the planned future location of the Crystal City VRE Station.

This project will be delivered in close coordination with the new Metro Market Square Park and the Crystal City Metrorail Station East Entrance project.

Project Goals and Planning Basis

The 18th Street South Complete Streets project supports specific goals from the following County Board-adopted plans:

- Master Transportation Plan
- Vision Zero Action Plan
- Public Spaces Master Plan
- Crystal City Sector Plan

It is also supported by the [Crystal City Multimodal Transportation Study](#), and is a key east-west segment of the [Crystal City Bike Network](#) (CCBN).

For more information on the project's background, history, goals and planning basis, please visit the [project website](#).

Public Engagement

In 2022, County transportation staff finalized the Crystal City Bike Network (CCBN) for implementation. Developed at the request of the County Board, this plan calls for a connected network of all-ages, all-abilities bikeways to serve the Crystal City neighborhood.

18th Street S. between S. Bell Street and Crystal Drive is a key east-west connection for the network, to move people bicycling between the southbound lane on crystal drive and the two-way cycle track on S. Bell Street. Public involvement occurred in two phases during the CCBN planning process, and more information about what we heard can be found on the CCBN project page [here](#).

Following the completion of the CCBN plan, the project team develop the preliminary cross-section from the CCBN plan into a more detailed concept design for the project segment. We shared this concept design with the public in Fall 2024 for input and feedback.

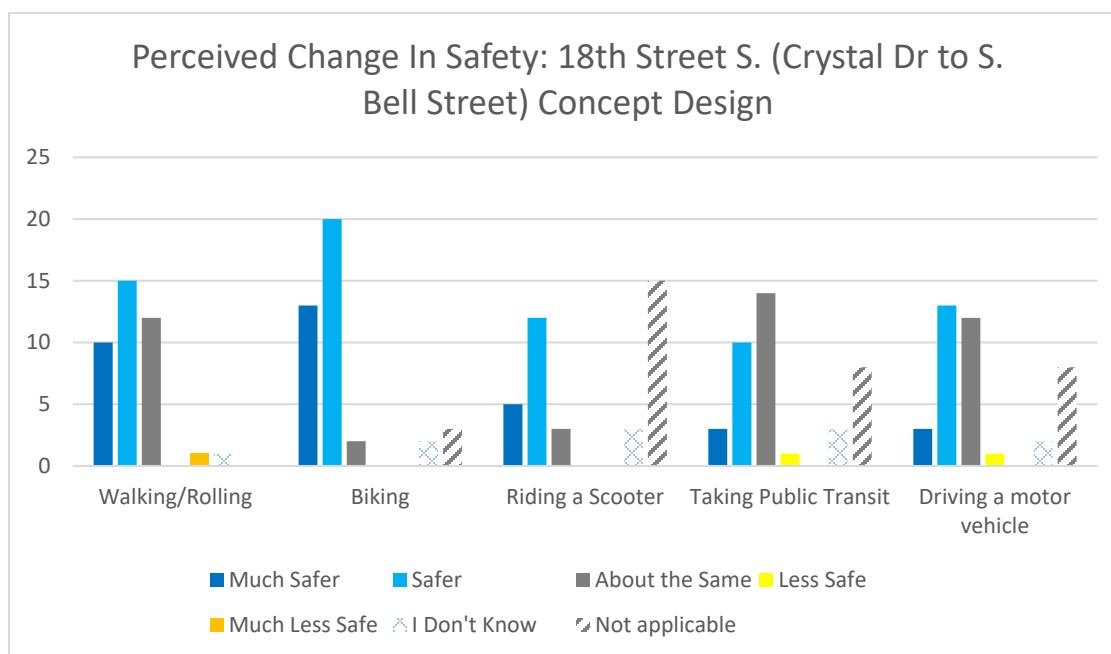
This feedback was collected in two ways: as part of the public meeting hosted by Arlington’s Department of Parks & Recreation (DPR) for the [Metro Market Square Park Master Plan](#), and in a dedicated online feedback form hosted on the [project webpage](#).

The concept design engagement opportunity opened on October 16, 2024 and ran through November 4, 2025. We received input from 44 participants in the online feedback form, and 12 during our time at the DPR’s Metro Market Square meeting.

What We Heard

Overall, the feedback we received indicated a high level of comfort with the proposed concept design. Respondents generally indicated that the proposed concept would improve their perceived safety while using all modes of transportation when compared to the existing conditions on the corridor.

The following graph depicts responses to the survey question: *“How would you feel using this corridor if the concept design was implemented as shown? Provide your answer for each of the forms of transportation shown below:”*



- **63%** of respondents would feel “Much Safer” or “Safer” **walking/rolling** in the project area if the concept design were implemented. **4%** would feel “less safe” or “much less safe.” **30%** of respondents felt about the same about their safety while walking/rolling with the concept design and **2%** didn’t know or answered, “not applicable”.

- **34%** of respondents would feel “Much Safer” or “Safer” **riding transit** within the project area if the concept design were implemented. **3%** would feel “less safe” or “much less safe.” **36%** of respondents felt about the same about their safety while riding transit with the concept design, and **29%** didn’t know or answered, “not applicable”.
- **82%** of respondents would feel “Much Safer” or “Safer” **biking** within the project area if the concept design were implemented. **0%** would feel “less safe” or “much less safe.” **5%** of respondents felt about the same about their safety while biking with the concept design, and **13%** didn’t know or answered, “not applicable”.
- **45%** of respondents would feel “Much Safer” or “Safer” **riding a scooter** within the project area if the concept design were implemented. **0%** would feel “less safe” or “much less safe.” **8%** of respondents felt about the same about their safety while riding a scooter with the concept design, while **45%** didn’t know or answered, “not applicable”.
- **41%** of respondents would feel “Much Safer” or “Safer” **riding in a vehicle** within the project area if the concept design were implemented. **3%** would feel “less safe” or “much less safe.” **31%** of respondents felt about the same about their safety while riding in a vehicle with the concept design, while **26%** didn’t know or answered, “not applicable”.

Engagement Summary

In response to the prompt, “Use the space below to share any other input you have about the concept design,” feedback from respondents provided 38 written comments. They are summarized in the following four themes:

Separation of Modes

- Respondents provided strong support for physical separation between modes and called for that separation to be robust. This is especially true of the separation between general travel and bike lanes, which many respondents requested that they be made from concrete to be more robust for separation and for maintenance purposes.
- Several comments also highlighted the need for designing in further separation of modes at the intersections, to reduce the number and intensity of conflicts between people walking, biking and driving.

More Space for Active Transportation

- Several respondents requested additional width be allocated to the sidewalk and bike lanes, to provide space beyond the minimums to people using those modes.

Parking and Curbside Use

- Many respondents suggested incorporating additional bicycle and scooter parking stands as part of the streetscape design
- Several respondents commented on the presence of curbside pick-up and drop-off zones and street parking, with several questioning their need adjacent to a Metrorail station and others highlighting the importance of allowing for curbside access by transportation networking companies and delivery drivers.

Connected Networks

- Many comments also requested more clarity on how the design will integrate with other segments of the Crystal City Bike Network, particularly the section at 18th Street and S. Bell Street at the west Metrorail entrance plaza, which will connect with the forthcoming multi-use trail being delivered by another county capital project.

Next Steps

The project team is refining the concept design using what we heard during this public engagement opportunity. We will be advancing design throughout 2025 with a final concept design anticipated in Fall 2025. Construction is tentatively slated to commence in 2026 and will last approximately 12-15 months.

The next public engagement checkpoint for this project is expected to occur in Fall 2025.

More Information

Project Page: <https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/18th-Street-South-Complete-Street-Improvements>

Project Contact:

Ariel Yang

Capital Projects Management Coordinator

Email: ayang@arlingtonva.us

Tel: 703-228-4019