

# NATIONAL LANDING: MOBILITY NEXT

NEXT-GENERATION  
MOBILITY IN  
AMERICA'S MOST  
CONNECTED  
DOWNTOWN

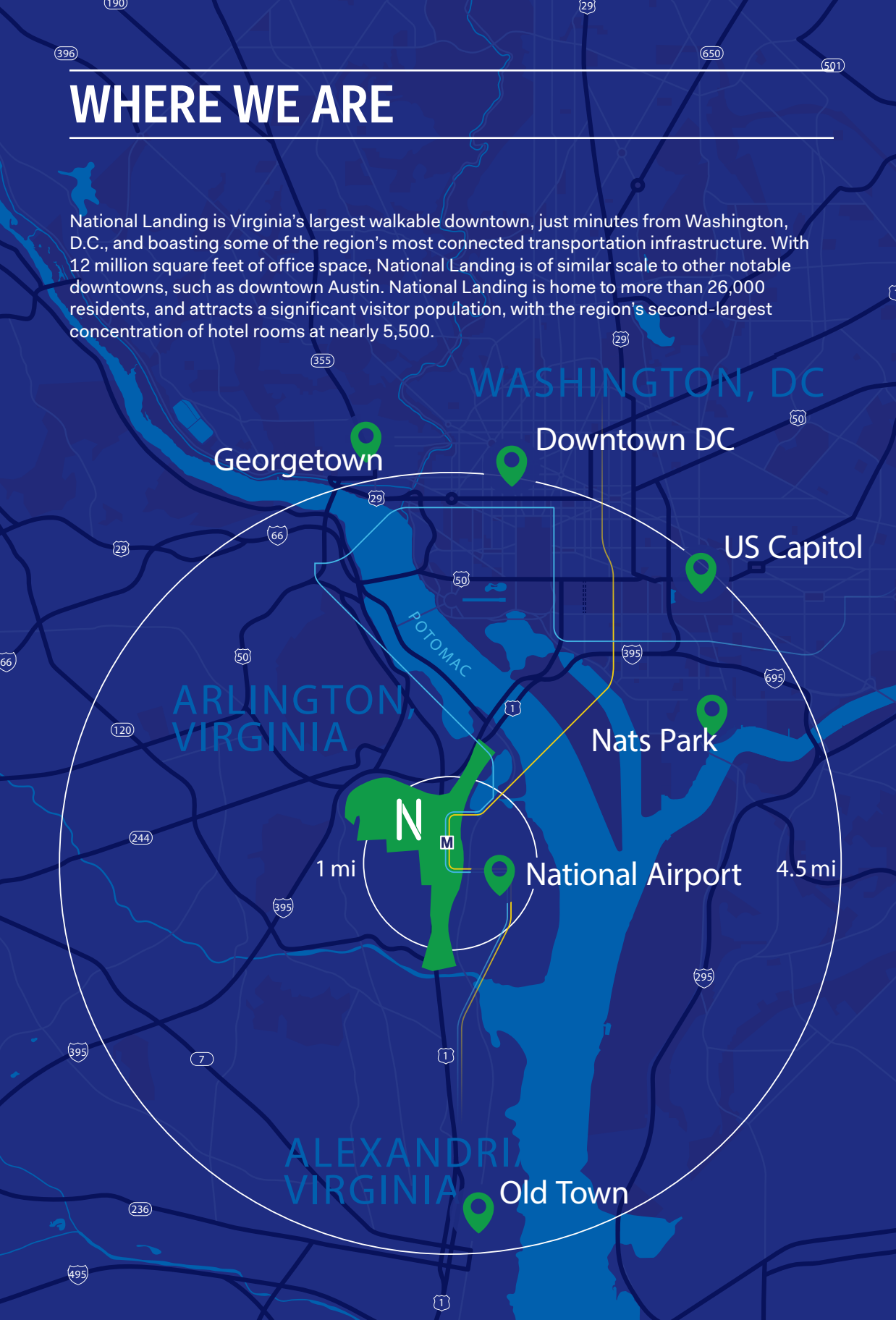


**NATIONAL  
LANDING**

PENTAGON CITY  
CRYSTAL CITY  
POTOMAC YARD

# WHERE WE ARE

National Landing is Virginia's largest walkable downtown, just minutes from Washington, D.C., and boasting some of the region's most connected transportation infrastructure. With 12 million square feet of office space, National Landing is of similar scale to other notable downtowns, such as downtown Austin. National Landing is home to more than 26,000 residents, and attracts a significant visitor population, with the region's second-largest concentration of hotel rooms at nearly 5,500.



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## Notes:

1 This document does not reflect the views of Arlington County or other transportation agencies. Specific project information is gathered from available public information from designated lead entities at the time of publication and is subject to change.

2 All graphics derived from the 2018 CC2DCA Feasibility Study are conceptual, illustrative, and subject to change. No design or engineering has been completed.

3 The information contained within the July 2020 Reimagine Route 1 Report is not a work product by Arlington County or the Virginia Department of Transportation (VDOT); the report was funded solely by the National Landing BID.



From freight rail to Metrorail, interstate highways to international airports, National Landing's evolution has always been tied to transportation. This rich legacy has made this urban center one of the most connected in the region, with three Metrorail stations, two major highways, miles of on-street bike lanes and off-street trails, commuter rail and bus rapid transit.



# A TRANSFORMATION UNDERWAY

Now, with the addition of Amazon, Virginia Tech and others, a new era is underway in National Landing and its three Arlington County neighborhoods of Crystal City, Pentagon City, and Potomac Yard. A next-generation mobility system is evolving, built upon the strong existing transportation foundation. Guided by a shared vision of economic competitiveness linked to multi-modal mobility, the public and private sectors are together investing more than \$4 billion in a transportation network to meet the needs of National Landing's future generations.

Simultaneously, Arlington County is moving forward on \$270 million worth of infrastructure projects to put people first in the public realm and improve transit connections; and Ronald Reagan Washington National Airport is well underway on Project Journey, a \$1 billion project to modernize and improve access and connections at DCA. Overall, the approach is rooted in four core principles:

Strengthening  
transit  
capacity

Expanding  
regional  
access

Prioritizing  
human-scaled  
mobility

Removing  
barriers to  
connectivity

The result will be a downtown district with unparalleled access — where you can catch the Metro across town for lunch, a train to New York or Richmond for the night, or a flight to a vacation in the Caribbean, all within walking distance. **In short, National Landing is poised to become the most connected downtown in America.**





# ABOUT THE NATIONAL LANDING BID

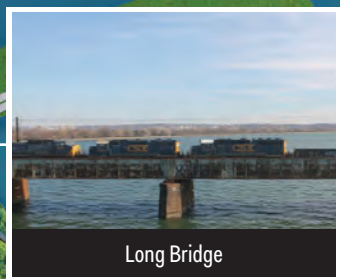
The National Landing Business Improvement District (BID) is a nonprofit organization that thrives on its strong private-public partnership with Arlington County and local property owners. The BID supports and complements National Landing's exciting transformation of Crystal City, Pentagon City, and Potomac Yard into the region's premier urban, centralized downtown through core services such as community events, economic development, transportation, marketing, and public realm beautification.

The BID envisions National Landing as a downtown linked seamlessly to the region and acts as a champion of projects that enhance connectivity both within the area and to other economic activity centers. The Crystal City to DCA Intermodal Connector (CC2DCA), which will create a safe and efficient walkway from the heart of National Landing to neighboring National Airport, and the Route 1 Multimodal Improvements, which will reimagine the highway into a more pedestrian-friendly experience, are examples of two transformative projects highlighted in the BID's 2019 Strategic Plan.

All graphics derived from the 2018 CC2DCA Feasibility Study are conceptual, illustrative, and subject to change as Arlington County progresses through the National Environmental Policy Act (NEPA) study process.



# OVERVIEW



Long Bridge



Project Journey at National Airport



Transitway Expansion



VRE Station



Crystal City Metro East Entrance



CC2DCA Intermodal Connector



Potomac Yard Metro Station



Route 1



Illustrative graphics derived from the CC2DCA Feasibility Study, the Reimagine Route 1 report, and the National Landing BID are conceptual, illustrative, and subject to change, and are not a work product by either Arlington County or the Virginia Department of Transportation (VDOT).



# STRENGTHENING TRANSIT CAPACITY

Mass transit is the backbone of National Landing’s transportation network. The downtown’s robust transit choices allow thousands of residents, employees and visitors to travel throughout the region quickly and conveniently, without worrying about traffic or parking. Building on those assets by adding capacity and increasing connectivity is the foundation of National Landing’s long-term transportation strategy.

- 3 Metrorail stations served by Blue and Yellow lines
- 5 Arlington Transit bus routes
- 9 WMATA bus routes
- 3 commuter bus routes
- Two trailheads accessing hundreds of miles of regional trails
- Bus rapid transit with dedicated lanes
- Only 34% of National Landing employees drive alone to work, compared with a national average of 76% <sup>1</sup>



<sup>1</sup> Arlington County Study on the 22202 Zip Code, 2020



## Access to Crystal City: A Second Metro Entrance

A second entrance at the Crystal City Metrorail station was initially envisioned in the 2010 Crystal City Sector Plan — and the project was one of five included in Virginia’s Memorandum of Agreement with Amazon. The project — expected to cost \$90 million — will be funded by a combination of local, state and federal funding. JBG SMITH is designing the station under a public-private partnership agreement with Arlington County. The new station entrance is anticipated to open by end of 2023, alleviating platform congestion and delivering riders directly to Crystal City’s retail main street, Crystal Drive.

Estimated Completion
2023
Funding
Arlington County Commonwealth of Virginia Northern Virginia Transportation Authority
Institution/Organization
Arlington County

## Transitway North to South

An extension of the existing Crystal City Potomac Yard Transitway to Pentagon City was included in the Amazon HQ2 Memorandum of Agreement with Virginia. The project will extend dedicated lanes, further improving frequent, high-capacity bus service to Pentagon City and the Columbia Pike corridor.

Estimated Completion
2022
Funding
Arlington County Commonwealth of Virginia Northern Virginia Transportation Authority
Institution/Organization
Arlington County

## Potomac Yard Alexandria Infill Metro Station

Now under construction, the Potomac Yard Metro Station will provide a direct connection into the Alexandria portion of Potomac Yard. Over the next decade, this area will transform into an urban neighborhood with 7.5 million SF of new offices, homes, and retail destinations, anchored by Virginia Tech’s 1 million-SF innovation campus. This new station anchors a seamless, easily accessible urban corridor stretching from Old Town Alexandria to Pentagon City.

Estimated Completion
2022
Funding
City of Alexandria Commonwealth of Virginia Developer contributions
Institution/Organization
City of Alexandria



# PRIORITIZING HUMAN-SCALED MOBILITY

Within National Landing, improving human-scaled mobility — walking, biking, scooting, and other forms of next-generation mobility options — is a critical priority to connect the long blocks and far reaches of the downtown district.

Redevelopment in the pipeline now will upgrade and beautify **thousands of linear feet** of sidewalk frontage in the next few years.

For pedestrians, this includes widening sidewalks, increasing pedestrian priority, and **improving safety**.

**Three new trailheads** built as part of other major projects will create new connections to the popular Mt. Vernon Trail and Four Mile Run Trail.

National Landing has 8.5 miles of bike and scooter lanes now, with another **5.5 miles planned**, 4 miles of which will be protected.



## Army Navy Drive as a Complete Street

The project will rebuild Army Navy Drive as a multimodal “complete street,” featuring enhanced bicycle, transit, environmental and pedestrian facilities. The reconstruction will provide a physically separated two-way protected bicycle lane along the south side of Army Navy Drive, in addition to shorter and safer pedestrian crossings, and will accommodate future dedicated transit lanes.

**Estimated Completion**  
2024

**Funding**  
Arlington County

**Institution/Organization**  
Arlington County  
Northern Virginia  
Transportation Authority  
U.S. Department of  
Transportation

## Potomac Avenue as a Cycling Connection

In 2020, Arlington County upgraded Potomac Avenue between Crystal Drive and Four Mile Run to include buffered and protected bike lanes along the entire length, connecting Alexandria’s popular Potomac Avenue Trail to National Landing. The work was done as part of a routine resurfacing project.

**Completion**  
2020

**Funding**  
Arlington County

**Institution/Organization**  
Arlington County



# REMOVING BARRIERS TO CONNECTIVITY

## CC2DCA

Washington National Airport is less than a third of a mile from the heart of National Landing's retail main street along Crystal Drive, but getting there from the downtown's transit network can be a challenge. The CC2DCA Intermodal Connector will create a delightful and short pedestrian walk between National Landing and DCA, stitching together disconnected transportation infrastructure. The new connection also brings the Airport Metrorail Station within walking distance of Crystal Drive and offers the opportunity to provide an additional bicycle connection to the Mount Vernon Trail. Conceptualized and studied by the National Landing BID to achieve goals in the 2010 Crystal City Sector Plan, the project has garnered significant public and private support. In 2018, the connector was included in the Memorandum of Agreement in the Amazon HQ2 deal.

- In 2018, the BID issued the CC2DCA Intermodal Connector Feasibility Study outlining how a new, 900-foot bridge could deliver enhanced connectivity and celebrate the George Washington Memorial Parkway through an iconic, attractive connection.
- Arlington County is aiming to complete the National Environmental Policy Act (NEPA) review process and have a conceptual design in hand by 2023, at which point the project could proceed to final design and construction.
- The NEPA process requires considering various alternatives, so the County will consider several options beyond just a bridge.

**Estimated Completion**  
2028

**Funding**  
Arlington County  
Commonwealth of Virginia  
Northern Virginia  
Transportation Authority

**Institution/Organization**  
Arlington County

Once completed,  
National Landing  
will be the **only**  
downtown in the  
country within  
easy walking  
distance of a  
major airport.



Illustrative concept provided by the National Landing BID and subject to change.

## Route 1

Route 1 through National Landing is a physical and psychological barrier dividing the downtown district north to south. Removing this highway and replacing it with a unifying, urban boulevard that can serve all modes is a key part of the long-term vision for the downtown and was identified as a “Big Move” in the BID’s 2018 Strategic Plan.

- The BID’s *Reimagine Route 1* report\* released in 2020 outlines how “complete streets” principles and best practices can be incorporated into a transformed, green corridor that serves as an inspirational gateway for National Landing and a real place for people, not just cars.
- Improving Route 1 has garnered significant public and private support, and was highlighted as a key project in the Amazon HQ2 memorandum.
- VDOT is currently studying the feasibility of the boulevard conversion as well as an elevated option, and will make recommendations in 2021.
- Land unlocked converting Route 1 to a boulevard could help fund the project while providing much-needed space for new housing.
- The project builds on the 2010 Crystal City Sector Plan vision for an improved Route 1, while taking into account new best practices in urban design, pedestrian improvements, and urban highway removal.

**Estimated Completion**  
2028

**Funding**  
To be determined

**Institution/Organization**  
Virginia Department of  
Transportation



Illustrative concept provided by the National Landing BID and subject to change.  
\*The Reimagine Route 1 Report is not a work product by Arlington County or the Virginia Department of Transportation (VDOT) and was funded solely by the National Landing BID.



# EXPANDING REGIONAL ACCESS

In addition to strengthening transit service within the downtown, expanded regional rail will provide more people from across the region with direct, convenient access to National Landing. Regional commuter rail already brings employees from Maryland and Virginia to the area, but investments underway now will augment service from Amtrak, Maryland Area Regional Commuter (MARC), and Virginia Railway Express (VRE).

The landmark “Transforming Rail in Virginia” plan will greatly expand cross-Potomac capacity and allow for a significant increase in VRE service.

A new “Long Bridge” will make direct access to Maryland on the VRE regional rail system possible for the first time, including future opportunities for a high-speed rail connection from DC to Richmond.

In addition to service within the National Capital area, Amtrak is exploring the addition of regional service to the new VRE station, thereby serving hundreds of destinations in Virginia and throughout the Northeast corridor.



## Long Bridge

At the center of Virginia’s ambitious program to expand passenger rail service is the new Long Bridge project, which will add a new, two-track rail bridge across the Potomac between Virginia and DC. The existing bridge, constructed in 1904, is a major bottleneck in the region’s rail network.

When completed, the additional capacity provided by the new Long Bridge will allow for a significant expansion of passenger rail service, including doubling the existing Amtrak service in the state and the introduction of weekend and late-night VRE service on the Fredericksburg Line. The new bridge will also include a dedicated bicycle and pedestrian bridge, creating a new, direct link between National Landing and Southwest DC.

**Estimated Completion**  
2030

**Funding**  
Amtrak  
Commonwealth of Virginia  
Northern Virginia  
Transportation Commission  
Virginia Railway Express

**Institution/Organization**  
Virginia Department of Rail &  
Public Transportation  
Virginia Passenger Rail  
Authority

## New VRE Station

Virginia Railway Express is designing a new passenger rail station in National Landing on Crystal Drive. The VRE station will be built on land owned by JBG SMITH, and the company is working with VRE to design and fund a truly world-class station that will serve as an elegant entryway into National Landing.

In addition to VRE service, the station is intended to host Amtrak and MARC service and will be designed not to preclude a potential connection to the airport. The ultimate alignment of the CC2DCA Intermodal Connector will be dependent on the on-going federal environmental process (details on page 12).

**Estimated Completion**  
2024

**Funding**  
Commonwealth of Virginia  
JBG SMITH  
Northern Virginia  
Transportation Authority  
Virginia Railway Express

**Institution/Organization**  
Virginia Railway Express



Illustrative concept provided by JBG SMITH and subject to change.



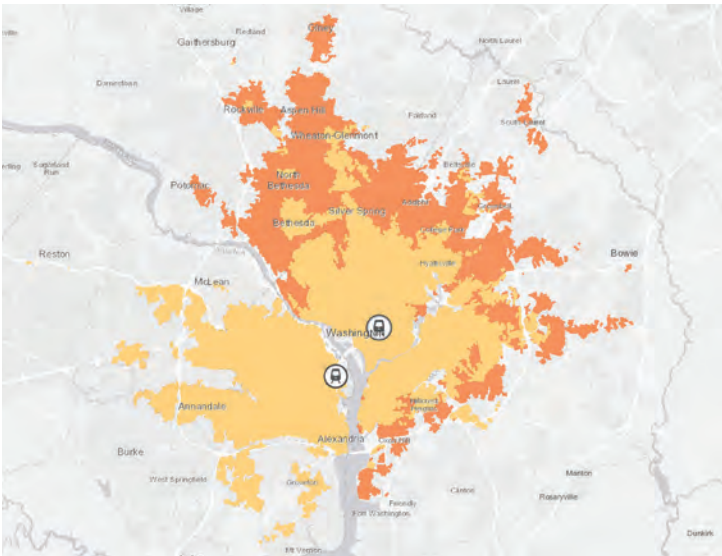
# The Promise of Through-Running

Today, Maryland and Virginia each run separate commuter rail services that terminate in downtown DC. Connecting, or "through-running," MARC and VRE service would enable a one-seat commuter rail ride between Virginia and Maryland for the first time. This connection would increase economic opportunity throughout the region by expanding access to a diverse, educated workforce, well-paid jobs, and a wider range of housing types and price points.

Through-running  
as a reality  
=  
Access to quality  
talent + housing

765,000 additional people  
within  
commuting distance  
  
38% are college educated  
  
59% are people of color

97,000 additional homes  
within  
commuting distance



## NEW MARKETS OPENED WITH THROUGH-RUNNING\*

### KEY

- Within 60 minutes by transit to National Landing in AM peak, **without** through-running
- Within 60 minutes by transit to National Landing in AM peak, **with** through-running

\*Using GTFS data, commuting time is determined by current and modeled transit schedules. One hour refers to the transit plus walking time to reach a destination.

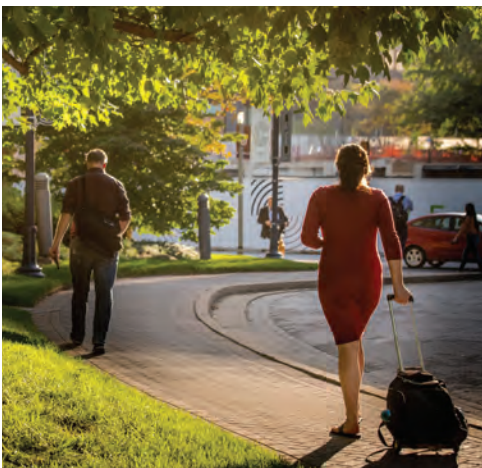
Estimates based on GIS analysis using US Census Bureau data. Results assume all three MARC lines serve L'Enfant, Crystal City, and Alexandria stations.



Illustrative concept provided by JBG SMITH and subject to change.

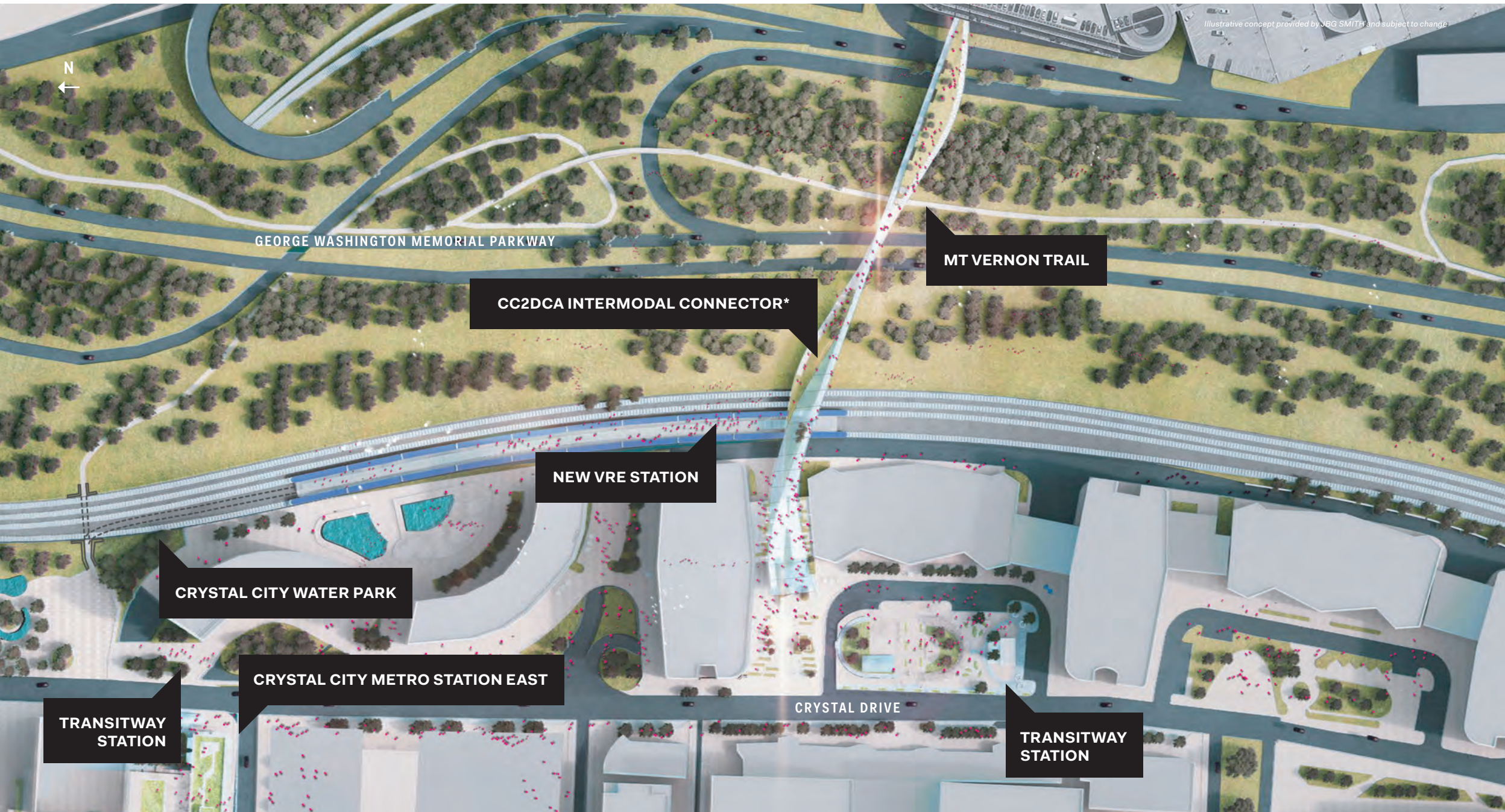


# REGIONAL RAIL MAP





# VRE CONNECTIONS TO THE AIRPORT



\* The CC2DCA alignment will be dependent on the outcome of the NEPA process.



# MAKING THE NATIONAL CONNECTION

National Airport has long been recognized as a key economic activity generator for the National Landing area. In the future, regional commuter and intercity rail service will arrive at the doorstep of National Airport via the CC2DCA Intermodal Connector,\* delivering unparalleled connections and making National Landing the closest business district to a major airport in the country.



## Project Journey

The Metropolitan Washington Airports Authority (MWAA) is in the midst of constructing a new, 14-gate terminal and two new security checkpoints at Washington National Airport (DCA).

Known as Project Journey, the \$650 million modernization program is expected to be completed in 2021. While the project does not add any flight capacity to the airport, it is expected to ease crowding and create a better overall experience for the more than 23 million fliers who pass through DCA annually.

**Estimated Completion**  
2021

**Funding**  
Metropolitan Washington  
Airports Authority

**Institution/Organization**  
Metropolitan Washington  
Airports Authority

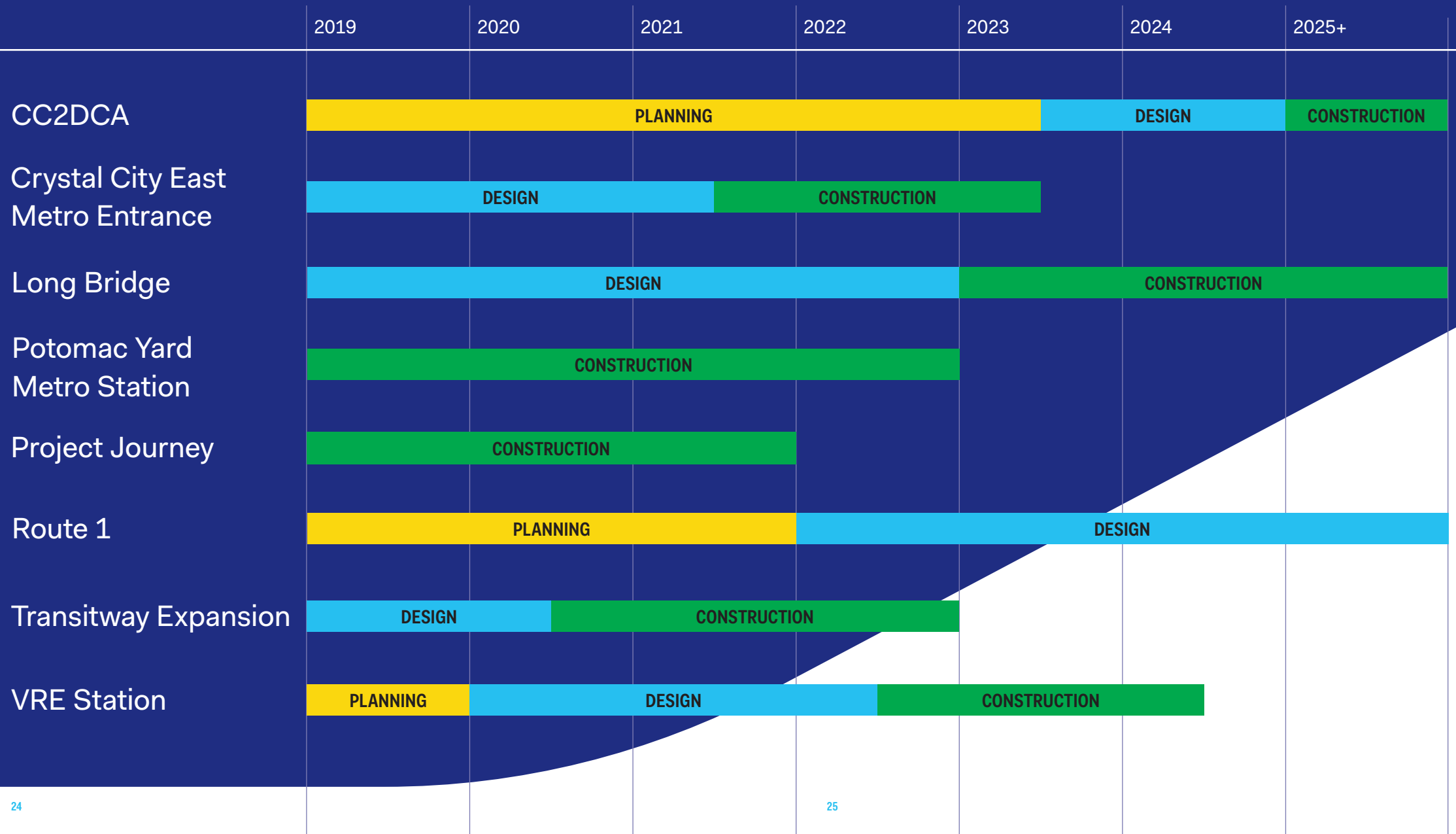




# SUMMARY TIMELINE

## Infrastructure Improvements

Note: The timelines provided here are estimates developed by the BID and are intended for informational purposes only. Sidewalk improvements and bike lane projects constitute dozens of separate projects and are not included on this timeline.







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