



**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, 2022

Mr. Leach and Mr. Schwartz:

On behalf of the People Before Cars Coalition, please accept this letter outlining our feedback on the proposed FY2023-FY2032 Capital Improvement Plan (CIP).

The Coalition is committed to an interconnected network of safe, low-stress facilities for biking and walking, backed up by fast, frequent, convenient transit throughout National Landing. To that end, the coalition is strongly supportive of the inclusion of the following facilities that current appear in the draft CIP:

- ➔ The Crystal City to DCA Connector
- ➔ The Army Navy Drive Complete Streets Project and Missing Link project
- ➔ The extension of the Crystal City-Potomac Yards Transitway to Pentagon City
- ➔ The extension of the Crystal City-Potomac Yards Transway to Alexandria
- ➔ The continued commitment to the Crystal City/Pentagon City Complete Streets program and its collection of in-process and planned projects to remake National Landing's Streets including the Crystal City Bike Network
- ➔ Timely initiation of 16M direct bus service between Columbia Pike and Crystal City

However, the Coalition is concerned about the apparent lack of County commitment to fulfilling the transportation vision outlined in the adopted Pentagon City Sector Plan. That plan envisions shifting the design of streets in Pentagon City to better accommodate walking and biking and only a portion of that transformation can be expected to be achieved through redevelopment. We urge the County to do its part as well.

Specifically, the Pentagon City plan calls for a near-term study of Hayes Street in the vicinity of the Pentagon City Metro to see how it could be transformed to be more people-focused, and the plan calls for improved bike and pedestrian facilities on portions of Joyce, Fern, and 15th Street that are unlikely to see redevelopment in the near or mid-term timelines. Without County investment in these areas, the vision of the adopted Pentagon City Sector Plan is unlikely to come to fruition.

The Coalition is also concerned that the County appears to be moving forward with the "stairs and runnel" alternative for the Army Navy Country Club Trail Connector project before the community engagement on the project has even gotten going. We urge the County to ensure that it is able to fund either of the presented alternatives and choose the alternative that is likely to work best for transportation in the project's build year.

Finally, the Coalition is strongly supportive of the newly proposed project to build a low-stress bike facility along Long Bridge Drive but urges the County to take another look at the timing. The completion of the Army Navy Drive Complete Streets project, Boundary Channel Drive project, and the new Clark Street trail are all likely to generate bike and scooter trips along Long Bridge Drive, several years before the Long Bridge bike/ped span is scheduled to be delivered.

If the Long Bridge Drive project does not coincide with the latter of these other projects, users are likely to take the only low-stress facility in the vicinity, the Esplanade, and build habits that are difficult to break later. If it can be delivered sooner without negatively impacting other priorities, it would provide a very useful link.





Collectively from the People Before Cars Coalition Stakeholders,

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