



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

December 20, 2021

Matt Mattauszek

Master Planner, Crystal City/Pentagon City Planning Coordinator
Arlington County Department of Community Planning, Housing & Development
(CPHD)
2100 Clarendon Boulevard
Arlington, VA 22201

Dear Mr. Mattauszek:

On behalf of the People Before Cars Coalition, please accept this letter outlining our feedback on the 3rd public draft of the Pentagon City Plan released on November 24th, 2021.

The Coalition continues to be supportive of the document's vision for Pentagon City as part of a "dynamic downtown for Arlington and the region," as well as the stated planning principles such as "Places for People" and "Provide safe, inviting transportation choices that make driving unnecessary". Furthermore, we appreciate the expanded Transit and Vision Zero sections of the document and especially the explicit inclusion of the 16M bus service connecting Crystal City, Pentagon City and Columbia Pike with a one-seat ride, and the commitment to including protected bike lanes in both directions on South Hayes Street.

The transportation network outlined in the plan, however, remains insufficient to achieve the plan's mobility goals or the principles of the County's recently adopted Vision Zero policy. Specifically, the potential bike network illustrated on page 87 of the plan continues to lack any low-stress east-west route between Pentagon City and Crystal City. Only three streets offer opportunities to deliver improved connectivity between the two neighborhoods of National Landing - 12th, 15th and 18th Streets. On 12th Street, the prioritization of the expansion of the Transitway leaves no available right-of-way to deliver a low-stress facility. The presence of the Multimodal Center and saw-tooth bus bays prevents 18th Street from delivering a comfortable connection. This leaves only 15th Street where a two block gap between South Elm and Grant Streets could be closed with a potential protected bicycle facility as unanimously recommended by the Planning Commission. Included with this letter, please find potential concept cross-sections for this facility which could be delivered through the prioritization of multimodalism and safety over on-street parking.

A complete, low-stress, east-west bike connection between Pentagon City and Crystal City is critical to providing all members of the community with seamless access to retail services, parks, regional trails, school bus hub stops, and a potential new school located within National Landing. The future Long Bridge trail connection to DC, Columbia Pike Trail, and the Army Navy Country Club Trail will all rely on continuous, protected facilities throughout National Landing to attract riders and maximize usage. Additionally, a complete facility helps avoid conflicts with sidewalk riding ensuring a safe, low-stress walking environment for pedestrians.

As the only feasible route available, inclusion of separated, protected bicycle facilities along this stretch of 15th Street South on the map on page 87 and within the Chart titled "Recommended Multimodal Improvements by Street on page 71 will illustrate the County's commitment to safety and mobility while also providing the guidance that future development proposals need to deliver it.

National Landing is undergoing a dramatic transformation. The People Before Cars Coalition is committed to transforming the area into a downtown where we can live, work and play without needing a car. The Pentagon City Plan embraces that same vision, but needs the additional transportation priorities outlined above to be successful. The Coalition commends Arlington County for pursuing a vision





of Pentagon City as part of a dynamic downtown that prioritizes safe, inviting transportation choices that make driving unnecessary and looks forward to working with the County on the follow-up transportations studies and analysis outlined in the draft plan, particularly the Hayes Street Corridor study.

Collectively from the People Before Cars Coalition Stakeholders,

Gillian Burgess

President of the Board, Arlington Families for Safe Streets

Jay Corbalis

Vice President, Public Affairs JBG SMITH

Tracy Sayegh Gabriel

President & Executive Director, National Landing BID

Jeremiah Lowery

Advocacy Director, Washington Area Bicyclist Association

Chris Slatt

President of Sustainable Mobility for Arlington County