



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

October 1, 2024

Arlington County Transportation Commission
2100 Clarendon Boulevard
Arlington, VA 22201

Re: 2451 Crystal Drive (Crystal City Block W) Site Plan

Dear Commissioners,

We are writing on behalf of the People Before Cars Coalition (PBC), a consortium of local business, advocacy, and community groups working together to promote safe, sustainable transportation in the National Landing area. We are writing today to express our support for the inclusion of two design elements in the 2451 Crystal Drive (Block W) development.

First, the Coalition strongly supports the removal of the airport viaduct ramp down to Crystal Drive. Crystal Drive is a neighborhood and retail-serving arterial and does not need to be used as a cut-through or shortcut for regional traffic leaving the airport. The viaduct ramp does not fit with the urban context of Crystal Drive and has a negative impact on the pedestrian experience along Crystal Drive. With the recent progress on CC2DCA (full funding and a Finding of No Significant Impact in the environmental study phase), the viaduct ramp is becoming increasingly irrelevant and unnecessary as a connection to the airport. Relatively low traffic volumes on the ramp also support this perspective. Additionally, the ramp removal is consistent with the Crystal City Sector Plan.

Second, the Coalition supports the inclusion of protected bike lanes in both directions along Crystal Drive along this development's street frontage. The current proposal only has a southbound protected bike lane. While the Crystal City Bike Network (CCBN) plan only calls for a southbound facility, that is because CCBN was only looking at what was achievable in the near term. CCBN looked at other designs for Crystal Drive (including a 2-way facility on the east side as well as one-way facilities on each side) and discarded the other options not as inferior or unwanted, but as unachievable within the plan's time horizon.

Crystal Drive is Crystal City's main retail street and hosts its connection to the Mount Vernon Trail. It has the highest demand for bicycle traffic and any long-term planning must recognize the need and desire to eventually support two-way bicycle travel. This northbound facility would have utility, even without any other redevelopment along Crystal Drive, as the facility would connect to the service lane that runs behind many of the existing





buildings. While this service lane is private, it is already well-used by people biking along Crystal Drive to avoid the existing car traffic.

Overall, the Coalition is supportive of the development which will bring much-needed housing to a transit-rich area, and preserve important open space in National Landing. We hope this development can move forward along with the protected bike lanes and the ramp removal.

Respectfully,

Chris Slatt
President, Sustainable Mobility for Arlington County

Tracy Sayegh Gabriel
President & Executive Director, National Landing BID

Gillian Burgess
President, Safe Streets Are For Everyone Thank You

Stewart Schwartz
Executive Director, Coalition for Smarter Growth

Elizabeth Kiker
Executive Director, Washington Area Bicyclist Association

Note: While JBG Smith is a member of the People Before Cars Coalition, they have abstained for this letter due to their financial interest in the development being discussed.

