



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

11/4/2024

Olivia Daniszewski
Project Manager
Arlington County – Department of Environmental Services
2100 Clarendon Blvd.
Arlington, VA 22201

Dear Ms. Daniszewski,

We are writing on behalf of the People Before Cars Coalition, comprised of business, advocacy, and community groups working together to promote safe, sustainable transportation in National Landing, to provide our input on the concept design for 18th Street S. Complete Street Improvements project.

We strongly support the project. It will improve an important east-west bike route, enhance pedestrian safety and add useful curbside space. Above all, the project will reallocate scarce road space in a way that better reflects the new reality of mobility in National Landing, where more than 70% of trips are taken outside of single occupant vehicles.

In that spirit, we offer several suggestions aimed at enhancing those project benefits:

Hardened Protection

The proposed, protected bike lanes are a major improvement over the status quo. However, experience with recent bike lane improvements in National Landing provides lessons we should incorporate here. Foremost is that flex posts and rubber curb stops, both of which are designed to allow cars to easily drive over them, are insufficient to protect bikers and pedestrians from cars. Instead, we need hardened treatments – e.g. heavy concrete planters or raised concrete curbs – that will physically prevent vehicles from entering the bike lane. Other American jurisdictions, including Washington, DC and New York City, use these treatments and we recommend Arlington following this best practice.

Improved Mid-Block Crossing

Adding a mid-block crossing will likewise be a major improvement over the status quo and will facilitate travel between the Crystal City Metro Station and the new retail directly south of the project site. Here too, recent experience offers lessons for improvement. The current midblock crossing at Water Park and the Mount Vernon Trail, which includes flashing beacons, is heavily used but driver compliance is not universal. To increase driver compliance here, we recommend





Arlington implement a more robust design, ideally a raised crosswalk. Other options include a HAWK signal on each approaching travel lane.

Pick-Up/Drop-Off Spaces

The concept plan proposes adding a small number of parallel parking spaces on each side of 18th street. To maximize their usefulness, we recommend these be dedicated “pick-up and drop-off” spaces rather than traditional parking, at least on the north side of the block. There is a large parking garage in the middle of the block that can serve users who need to park for longer. These pick-up and drop-off spaces can serve metro users and deliveries.

We appreciate your consideration of our input, and your work to improve safety and accessibility for travelers in National Landing.

Sincerely,

Stewart Schwartz
Executive Director, Coalition for Smarter Growth

Jay Corbalis
Vice President, Public Affairs JBG SMITH

Chris Slatt
President, Sustainable Mobility for Arlington County

Gillian Burgess
President, Safe Streets Are For Everyone

Tracy Sayegh Gabriel
President & Executive Director, National Landing BID

Elizabeth Kiker
Executive Director, Washington Area Bicyclist Association

