



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

October 9, 2024

Kyle Kling
Capital Projects Management Coordinator
Arlington County – Department of Environmental Services
2100 Clarendon Blvd.
Arlington, VA 22201

Dear Mr. Kling,

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 Long Bridge Drive Multimodal Connection project.

We strongly support the project. It will provide an important connection between the future bike and pedestrian span of the Long Bridge project, the trail connection to the Mount Vernon Trail built by the Boundary Channel Drive project, the east end of the two-way protected bike lane being constructed by the Army Navy Drive Complete Streets Project, and the trail along Clark Street connecting to the Crystal City Metro Station being constructed by the 15th Street Realignment project. This is an important project, both from a regional connectivity standpoint and as an important local connection to the Long Bridge Park Aquatics Facility.

The County requested feedback on two specific design questions related to the project:

Boundary Channel/Aquatic Center Intersection

Of the two options presented to the public, we support option 2. This option would improve safety for pedestrians by creating a new crosswalk with a median refuge and eliminate a conflict point between drivers and trail users. It would also improve conditions for drivers by eliminating a confusing, uncontrolled intersection while maintaining access to the I-395 north ramp.

Single or Split Trail Segment

Between the single or split trail options for the project segment adjacent to the Long Bridge Park parking lot, we support the single trail design. This option results in less impervious surface coverage, reduces the risk of crashes and makes it easier for users to pass. This option could be improved by adding additional safety features such as a Rapid Flashing Beacon, raised crosswalk, or pedestrian refuge to the existing mid-block crosswalk in this location, which will be the main access point to the fields from the new trail.





Finally, we encourage DES to work with NPS and VDOT to explore additional signage opportunities to alert trail users to the new pathways created by this project in conjunction with the recently completed Boundary Channel Drive project. Specifically, a new sign where the Mount Vernon Trail connects with the new trail should inform users that National Landing is less than a mile away using the new connection.

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 Thank You

Tracy Sayegh Gabriel
President & Executive Director, National Landing BID

Elizabeth Kiker
Executive Director, Washington Area Bicyclist Association

