



January 27, 2022

Re: ARCA Transportation Concerns relating to the Pentagon City Sector Plan

Dear Arlington County Transportation Committee and Staff,

The Arlington Ridge Civic Association (ARCA) has participated actively in the Pentagon City Planning process since it began and is an active member in all Livability22202 efforts. The ARCA Board understands the value of development to the County and its citizens and have provided our priorities and concerns officially during the process. While we are looking forward to many of the benefits of the plan, ARCA still has concerns about the plan's limitations and have been encouraged by Arlington County Staff to detail our transportation, mobility, and pedestrian safety concerns more specifically to your committee.

Our community's vitality depends on robust mobility options. We must ensure that our cars, buses, and public transportation keeps moving while providing safe, flexible options for pedestrians and cyclists. While we are excited about the potential of the green ribbon, new community accessible green space, and some of the other benefits that accrue from added density, we still have several transportation specific related concerns:

Traffic Management

We understand that mobility of our community depends on maintaining and improving the modal split between personal vehicles and other modes of transportation. While your study maintains that traffic in 22202 has not increased dramatically, there are several pain points in our traffic network that should be monitored.

1. The monitoring of site-based trip generation Performance Metric identified in the Implementation Matrix should be expanded to include the monitoring of existing intersections of concern and traffic volumes on major corridors. The 22202 zip code has a few major arteries (23rd Street, Arlington Ridge, Army Navy Drive, Route 1 in addition to the plan

areas) that traverse or are adjacent to the PDSP area. These areas should be monitored to ensure the increased development density doesn't amplify existing problems or induce new congestion bottlenecks. The measures should include more than frequent measurement tools than annual traffic surveys and utilize the many existing and developing sources of real time traffic data to manage mobility. The performance measures should include a metric for traffic diverted through residential streets (such as 20th Street and other major streets subject to the diversion of traffic).

2. The Implementation Matrix should include the evaluation of traffic mitigation measures that could be developed and implemented to maintain the viability and safety of these major corridors and intersections (23rd Street, Arlington Ridge, Army Navy Drive, Route 1 in addition to the plan areas). Traffic demand management tools such as speed control devices (including the call for or support of any necessary legislation), coordinated traffic signalization, restricted travel times for certain streets, ramped up enforcement and other mitigation measures need to be evaluated for use to ensure the mobility performance metrics are achieved.

Further Transportation Analysis and Study

ARCA remains concerned that one of if not the most congested intersections in the 22202 zip code - Route 1 and 23rd Street - is largely omitted from the both the PCSC and the VDOT planning efforts for improvements to the Route 1 corridor. That intersection needs a plan that will improve the current mobility and safety conditions while accommodating the PCSP and pending Route 1 changes.

1. Develop a comprehensive plan for the Route 1 and 23rd Street Intersection and include it in the implementation matrix.
2. Coordination between Arlington County and VDOT on roadway improvements spanning the entire region should be included as a short-term action in the Implementation Matrix.
3. Include the Route 1 and 23rd Street corridor in the traffic management Performance Metrics developed for management of the PCSP.

Hayes St./Pentagon City Metro Corridor

The plan highlights the significance of the Hayes Street Corridor/Pentagon City Metro Entrance to the mobility of the community and to successful implementation of the PDSP. While the area looks at the traffic demand for the entire area, it doesn't adequately address the escalation of the concentration of activity around this corridor. The area lacks a sufficient traffic/pedestrian management plan to accommodate private bus, public bus, retail pedestrian traffic, and transit drop off/pickup activity. The PCSP itself identifies issues with current conditions in this area:

- the corridor is an existing High Injury Network Corridor.
- the bus stops in this area already serve as many bus passengers as some Metro stations serve rail passengers.
- private shuttles need close access to this metro station and the current area is inadequate to accommodate both boarding, alighting and staging.

The plan proposes several additions that have the potential to exacerbate the problems if not properly designed and managed:

- the addition of between 10,400 - 13,500 residential units that will increase transit ridership and the associated traffic impacts
- the induced demand from employee travel to and from the Amazon, Brookefield, Fashion Centre and other new developments.
- the designation of 12th Street as an arterial and the extension of Transitway.
- the addition of the Pentagon City Busbay project increasing transit connections to the Metro.
- the proposed routing of green ribbon through the 12th Street and Hayes Corridor.
- new protected bikeway designs in this corridor. (While these protections are welcomed, if not properly designed they could complicate curb

access and the heavy demand on private shuttles and pickup/dropoff activity)

ARCA recommends the following be added to adequately address the congestion of the existing corridor and the traffic, transit, and pedestrian demands of the proposed development.

1. Analyze multiple designs to improve the mobility options of the Hayes Street/Pentagon City Metro corridor. Include proposed designs to improve bus connectivity, drop-off/pickup activity, and the increased bike and pedestrian traffic. Include alternatives to improve the dropoff/pickup design of the Crystal City metro to alleviate demand on Pentagon City.
2. Conduct a more detailed analysis of the transit demand using available SmartCard and other active management data that can more accurately predict the induced transit ridership from the increased density and Traffic Demand Management strategies outlined in the plan.
3. Conduct a comparison of metro stations that have similar transit ridership and the same number of entrances as the Pentagon City metro station.

We look forward to continued engagement on these issues.

Sincerely,

Robert D. Jamison
VP, Arlington Ridge Civic Association (ARCA)