



ARLINGTON COUNTY TRANSPORTATION COMMISSION  
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July 12, 2020

Ms. Libby Garvey, Chair  
Arlington County Board  
2100 Clarendon Boulevard  
Arlington, VA 22201

RE: Shirlington GLUP Study Plus & Concept Plan

Dear Chair Garvey,

I am writing to express the view of the Transportation Commission regarding the proposed Shirlington GLUP Study Plus.

**The Transportation Commission, by a vote of 10-0, recommends that the County Board defer adoption of the Shirlington GLUP Study Plus pending further refinement of the recommendations on non-motorized modes of transportation and the potential to support additional density in Shirlington.**

The commission considered this item at its July 2nd, 2020 meeting. The Commission heard a presentation from County Staff. There were no public speakers.

While the commission feels confident and satisfied that the automotive trips generated by the additional homes, businesses and offices proposed in the GLUP Study Plus can be readily handled by the existing street network, the commission is concerned that the recommendations and planning for transit, walking and biking are insufficient and will leave Shirlington ill-equipped to support non-automotive modes as it grows under this study.

#### **Overall Feedback**

The recommended street sections lack specificity and legibility. It is unclear what features (other than trees and cars) they include and there are no stated minimum sidewalk widths, no clear provision of bike facilities, etc.

### **The Pedestrian Network**

“Café Zone Creep” is an increasing problem in Shirlington, impacting ADA accessibility. Minimum Sidewalk Clear zones need to be set out in the study.

The largest barrier to pedestrian access to Shirlington is the Trades Center itself. Residents in the vicinity of Abingdon Elementary School trying to travel to the Shirlington Harris Teeter have a 20 minute, 1.1 mile circuitous walk to accomplish a trip that is only about 1/3 of a mile as the crow flies. While the Shirlington GLUP Study properly calls for improving the pedestrian experience accessing the Trades Center gate via the service drive behind the Randolph Square Parking Garage, it needs to go farther and state a clear goal of an eventual pedestrian route through or along the edge of the Trades Center connecting Shirlington to the residential neighborhoods to the Southwest.

### **The Bike Network**

While the Four Mile Run Trail provides a great, generally low-stress route to get near Shirlington, the study should make it clear how the future bike network will get people from the trail into the heart of Shirlington. Bike lanes on Quincy and Randolph will need to become Protected Bike Lanes – will that happen by acquiring additional Right of Way during redevelopment or will we once again need to re-allocate existing street space?

Access to the Quincy Street Bike Lanes is difficult from Four Mile Run Trail due to the lack of a safe cross of Arlington Mill Drive, significantly impairing access to Shirlington from the Northeast.

### **Transit Service & Access**

Without access to a Metrorail station, Shirlington is the urban village where we must work the hardest to make transit a compelling travel option. This GLUP fails to make any appropriate recommendations or even provide enough analysis to understand what gaps may exist in transit access for Shirlington.

The transit “analysis” is largely a map of existing bus stops and the lines that serve them. This unfortunately doesn’t help answer questions like “What percentage of jobs in the region can Shirlington residents access by transit in less than 45 minutes?” which are useful when deciding if additional density is appropriate in a neighborhood.

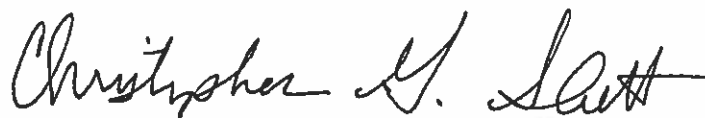
While the pedestrian analysis calls out deficient infrastructure (missing sidewalks, places where sidewalks are too narrow) the transit analysis does not. Where do we still have

non-ADA bus stops? Where are we missing bus shelters? This analysis and inclusion in the GLUP study would help guide applicants, citizens and staff when it comes time for Site Plan Review as to what individual developments can do to ensure quality transit access at the building.

Overall, we are concerned that the lack of specificity around transportation in the Shirlington Special GLUP study will make it difficult to ensure that Shirlington's non-automotive transportation network can evolve and grow to properly support new homes, businesses and offices in Shirlington. Without appropriate support for biking, walking and transit for these new residents, customers and employees, they will likely resort to driving alone, impacting the quality of life for all in Shirlington.

Present and voting were commissioners Clement, Yarie, Buck, Rajtik, Lantelme, Brose, Wadsworth, Slatt, Reich and Price.

I am happy to answer any questions at 571-482-8454 or [chris@dodgersden.com](mailto:chris@dodgersden.com).

A handwritten signature in black ink that reads "Christopher M. Slatt". The signature is written in a cursive, flowing style.

Christopher Slatt, Chairman