



# Pentagon City Multimodal Connections and Transitway Extension



## Project Description

The Pentagon City Multimodal Connections and Transitway Extension project adds capacity and makes operational improvements to an inefficiently performing area of Pentagon City, where there is high demand for transit, pedestrian, and bicycle trips, but where the existing layout of streets makes those trips slow, difficult and dangerous. The project provides dedicated bus lanes for Metroway service, a premium bus service that operates much like bus rapid transit. It also expands safe travel options for bicycles and pedestrians, and adds turn lanes for vehicles. The project has two components: The Army Navy Drive Complete Street and the Transitway Extension to Pentagon City. The Army Navy Drive improvements will rebuild Army Navy Drive between S Joyce Street and 12<sup>th</sup> Street S to expand capacity for transit, bicycles, and pedestrians. This component connects this section of Pentagon City to Arlington’s overall high-quality pedestrian, bike, and transit network, and specifically improves the connection between the Pentagon itself and the mixed-use services of Pentagon City and Crystal City and Columbia Pike. The reconstruction provides a physically separated two-way protected bicycle lane along one side of Army Navy Drive, in addition to shorter, more practical, and safer pedestrian crossings. New turn lanes along Army Navy Drive will improve vehicular traffic flow at five locations: 2<sup>nd</sup> WB left turn lane at the Pentagon City Mall garage entrance, EB right turn lane at S Hayes St, WB left turn lane at S Fern Street, and EB and WB right turn lanes at S Eads Street. The component will accommodate high capacity transit via the addition of dedicated transit lanes between S Joyce St and S Hayes St, connecting to the other component of this project, the Transitway extension. The second component will design and construct an extension of the Crystal City Potomac Yard Transitway north through Pentagon City. The Transitway carries Metroway premium buses in dedicated bus lanes, connecting activity centers in Arlington and Alexandria. Currently the Transitway ends at 15<sup>th</sup> Street S in Crystal City. This extension brings it northwest to Pentagon City Metro station and Army Navy Drive, providing a dedicated, high-quality connection to Columbia Pike. The component provides a bus rapid transit-like experience, implementing dedicated transit lanes, passenger stations, utility relocations, signing and pavement marking, and traffic signal upgrades. Transitway stations are anticipated to be at Crystal Drive at 15<sup>th</sup> St NB, 12th & Clark Streets, 12th & Eads Streets, 12th & Hayes Streets, and Joyce Street & Army Navy Drive. The Transitway improves transit performance by speeding Metroway buses both along their route and by at stops, and by extending high-quality BRT-style service to connect with VRE, the US Drug Enforcement Agency, the US Transportation Security Administration, and with Pentagon users at the new Army Navy Drive station.

**Reference Number:** 2018-004-0  
**TransAction ID:** 117  
**Submitting Jurisdiction/Agency:** Arlington County  
**Location:** 15<sup>th</sup> Street South to Army Navy Drive  
**Requested NVTA Funds:** \$28,850,000  
**Total Cost to Complete Project:** \$46,665,000

## Project Location



**Project Milestones**

	Before FY2018	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	After FY2023
Design, Engineering, Environmental Work	X	X	X	X				
Right of Way Acquisition		X	X					
Construction				X	X	X		

**Project Funding**

	Requested NVTA Funds	Other Funding Sources	Total Cost by Phase
Design, Engineering, Environmental Work		\$2,212,000 (Federal) \$992,000 (DRPT) \$1,451,000 (Local)	\$4,655,000
Right of Way Acquisition		\$135,000 (Federal) \$197,000 (Local)	\$1,390,000
Construction	\$28,850,000	\$559,000 (Federal) \$8,062,000 (Local)	\$40,620,000
<b>TOTAL:</b>	\$28,850,000	\$13,608,000	\$46,665,000

Note: There is a funding gap of \$4,207,000.

**Project Analysis Highlights**

<b>Congestion Reduction Relative to Cost Ratio (Total Cost in \$1000's):</b>	<b>10.34</b>
<b>Congestion Reduction Relative to Cost Ratio Rank (Total Cost in \$1000's):</b>	<b>40</b>
<b>TransAction Project Rating:</b>	<b>66.01</b>
<b>TransAction Project Rating Rank:</b>	<b>45</b>

Note: The project analysis above was completed by NVTA staff using data and information from the project application and analyses of the region's transportation network.

**Regional Impacts**

- Expand multimodal access within the Pentagon City activity center
- Extend the dedicated bus lanes of the Transitway providing for faster, more reliable service
- Add capacity for additional bus service
- Improve bicycle and pedestrian connectivity and safety between the Pentagon City Metro station and surrounding destinations
- Fill in missing links in the dedicated bus network in Arlington and Alexandria, bicycle, and pedestrian networks
- Relieve some of the ridership burden on the Yellow and Blue Metrorail lines, as well as reduce the burden on regional highways including Route 1
- Improve access to jobs\

Note: The regional impacts listed above are a summary of what was submitted in the project application NVTA staff received from the jurisdiction or agency that has applied for funding.