



Welcome everyone to the CC2DCA Project Update. This recording was published on January 15<sup>th</sup>, 2025 by Arlington County's Department of Environmental Services. This presentation is a total of 13 minutes and provides information on what we've been working on as we request input on your design priorities for the final concept design.

Your feedback will help inform how the project team approaches the design of the project. This public engagement period runs through February 9<sup>th</sup>, 2025 and includes an in person public open house on January 29, 2025. Additional details about the public engagement opportunity will be shared at the end of this presentation.

# CC2DCA Project Overview

Multimodal connection between Crystal City and Ronald Reagan Washington National Airport (DCA)

## Project Leads & Key Partners



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First, a brief overview. CC2DCA is a context sensitive multimodal connection between Crystal City and Ronald Reagan Washington National Airport, also known as DCA. Arlington County is leading this effort with support from key funding partners and stakeholders shown here. We are grateful for their continued support of this project.

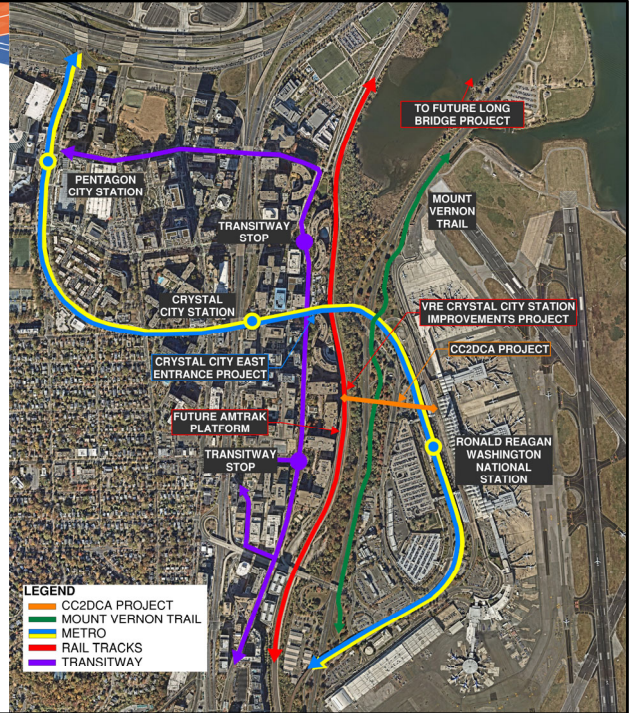
# Connecting People to Places

## Adjacent Projects

- VRE Crystal City Station & Headhouse Project
- Amtrak Crystal City Station
- Mount Vernon Trail (MVT) Widening
- Alexandria Fourth Track Project
- Crystal City Metro Station East Entrance
- DCA Roadway Network Improvements
- Long Bridge Project

## Transportation Connections

- Ronald Reagan Washington National Airport (DCA)
- Crystal City
- WMATA Metro Yellow & Blue Lines
- Mount Vernon Trail
- VRE Manassas and Fredericksburg Lines
- Amtrak Regional Service



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Why CC2DCA? Crystal City is one of the most connected, multimodal neighborhoods in the country, and a desirable location for businesses and residents to make their home. The 2010 Crystal City Sector Plan called for the development of a walking and bicycling connection to the airport, and in 2018 this project became one of 6 infrastructure commitments the Commonwealth of Virginia made as part of the economic development package that attracted Amazon's HQ2 to Arlington.

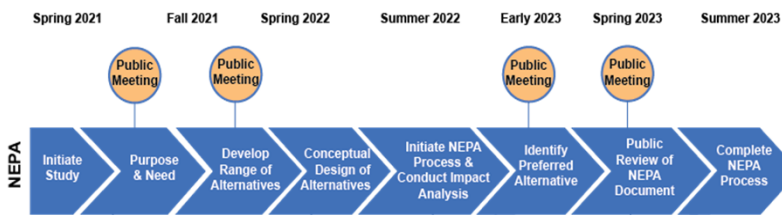
The CC2DCA project will connect people and places by making Reagan National Airport one of the only walkable airports in the United States. The new facility will also be a key regional connector, with the airport, trails, transitway, rail and metro all easily accessed from the proposed location, shown here in orange.

# Project History – NEPA Phase

## Purpose and Need

- Support Active Transportation Travel Choice
- Facilitate Intermodal Connectivity
- Advance Goals of Local and Regional Plans

## NEPA Phase Timeline (National Environmental Policy Act)



Boundary of Study Area



To get to this phase of the project, the project team undertook a NEPA process. Beginning in Spring of 2021, the County led an environmental review process that brought key stakeholders and community input together to move this project forward. One key outcome was a defined Purpose and Need for the project, which has guided many design decisions including location and connection points.

The NEPA process also assessed many concept design alternatives and included several public engagement opportunities. A Preferred Alternative was selected and presented to the public in early 2023. The NEPA document, an Environmental Assessment, was issued in 2023 for public review.

## NEPA Phase

### Resources Analyzed

- George Washington Memorial Parkway
- Mount Vernon Memorial Highway
- Long Bridge Park
- Mount Vernon Trail/ Mount Vernon Trail Historic Property
- Richmond, Fredericksburg, and Potomac Railroad Historic District
- Abingdon Research Station/ Department of Transportation
- Abingdon Ruins
- Washington National Airport Terminal and South Hangar Line

### NEPA Phase Agreements

- Vegetation Protection Plan
  - Protect trees and vegetation within Project area
- Vegetation Restoration Plan
  - Replace any trees/vegetation that will be removed for construction
- Construction Management Control Plan
  - Identify approaches and methods to avoid or minimize construction impacts
- Contribution to future Gravelly Point rehabilitation
- Contribution to Mount Vernon Trail maintenance

For additional information related to the NEPA Phase, visit [www.CC2DCA.us](http://www.CC2DCA.us)

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As part of the NEPA process, the project team analyzed historic and environmental resources within the project study area to determine how they might be impacted by the project. Based on these discussions with key federal agencies, including the National Park Service (NPS) and the Federal Highway Administration (FHWA), we finalized a Programmatic Agreement between these partners.

As part of that agreement, the County made commitments to reducing impacts to vegetation and trees where practicable, minimizing construction impacts, and contributing to local parks. You can find additional background information of the NEPA phase of the project at [www.CC2DCA.us](http://www.CC2DCA.us).



## From NEPA to Today

**Purpose and Need:** Provide a **direct** and **safe** connection while balancing grade and restrictions

### Alignment Alternatives

- Developed five different alignments east of the MVT connection on Metropolitan Washington Airports Authority (MWAA) property



### Selected Alignment Criteria

- Best overall user experience
- Shortest total length with reduced curves
- Smallest average grade
- Connects to west side of DCA Lobby
- MVT connection tie-in location
- Fewer bridge piers to reduce impacts to trees and vegetation, NPS and MWAA land, and utilities

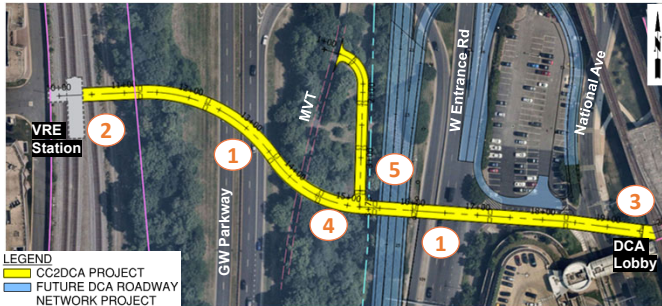


Another key outcome of the NEPA process was a partial final alignment for the corridor, shown in blue here. As you can see, this alignment does not include the area east of the Mount Vernon Trail.

To complete the final alignment and connect with the DCA Terminal 2 Metro Lobby, the project team has focused our efforts over the last year on defining the alignment east of the Mount Vernon Trail. In coordination with the Metropolitan Washington Airports Authority (known as MWAA), we developed five different alignment alternatives.

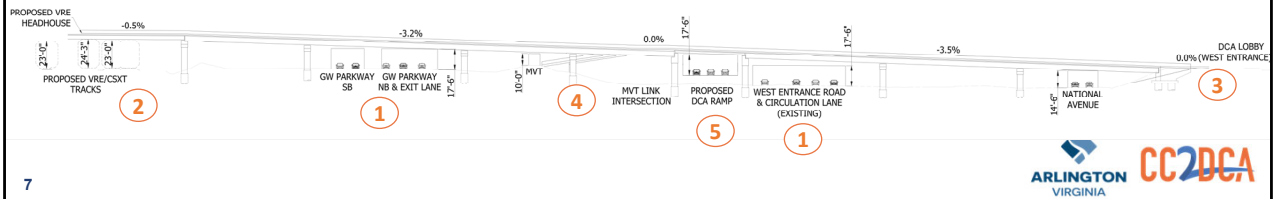
We screened these options using the design criteria listed on the right, site constraints, and key stakeholder input and selected an alignment that provides the best facility for a positive user experience while meeting the Project's Purpose and Need to provide a direct and safe connection between destinations.

## Preferred Alignment



### Alignment Constraints

1. Minimum vertical clearance of 17'-6" for pedestrian structures, per VDOT
2. Tie-in elevation at VRE Station
3. Tie-in elevation at DCA Lobby
4. Tie-in elevation at MVT Connection
5. Clearance of Future MWAA DCA Ramp



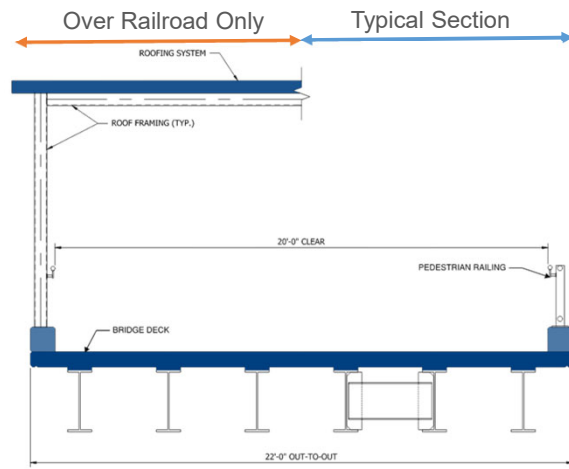
Here you can see the preferred alignment shown in yellow. The CC2DCA project site has several constraints that limit the location of the proposed structure. These included MWAA's proposed future DCA Roadway Network Project, shown in light blue for reference, along with existing and planned railroad tracks, the George Washington Memorial Parkway, the Mount Vernon Trail and DCA's West Entrance Road and National Avenue.

The proposed CC2DCA bridge alignment also needs to meet the required vertical clearances over these facilities, and tie into the proposed VRE Station stair tower on the western end of the project, the MVT in the middle of the structure, and the DCA Terminal 2 Metro Lobby on the eastern end of the project.

In the profile view along the bottom of the slide, we identified these locations to show how the preferred alignment meets these different requirements. In this final alignment, the running slope of the bridge is proposed to be a maximum of 3.57%, below the 5% required maximum by the Americans with Disabilities Act, or ADA.

## Bridge Section Basics

- ADA requirement is a maximum of a 5.00% slope
  - Current max. proposed slope: 3.57%
  - MVT connection slope: 2.30%
- Proposed Bridge Length is 962 feet
- Proposed Bridge Width is 20 feet between railings
- Proposed Pedestrian Railing is a minimum of 42 inches tall



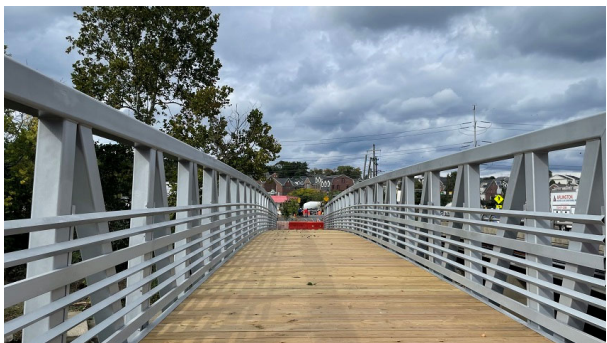
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With the final alignment and slope determined, the project now begins looking at how we will use the space along the structure for multimodal transportation. Here, we have provided a typical section diagram of some basic elements of the future bridge. Some segments of the bridge require specific protections, and all roofing, fencing, railing, and barriers will meet relevant local and federal regulations.

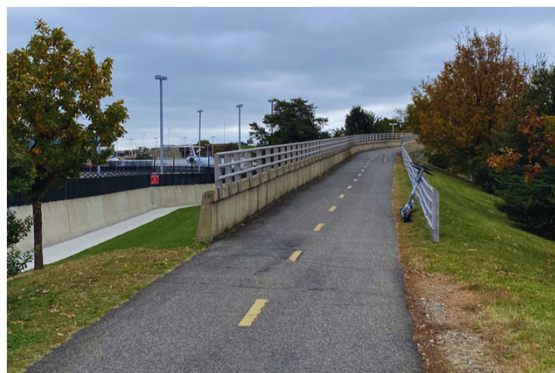
The bridge will be approximately 960 feet long with the useable width between the railings of 20 feet. Our job now is to determine the additional details that will make CC2DCA a desirable transportation option for people walking, biking and using micromobility devices. We're asking for your feedback to inform our process and coordination with key stakeholders including NPS and MWAA during the design phase of the project.



## Nearby Pedestrian Access



Shirlington Rd. Pedestrian Bridge between Arlington Mill Dr. and Four Mile Run Dr. – Approx. slope: 2.5-3.5%



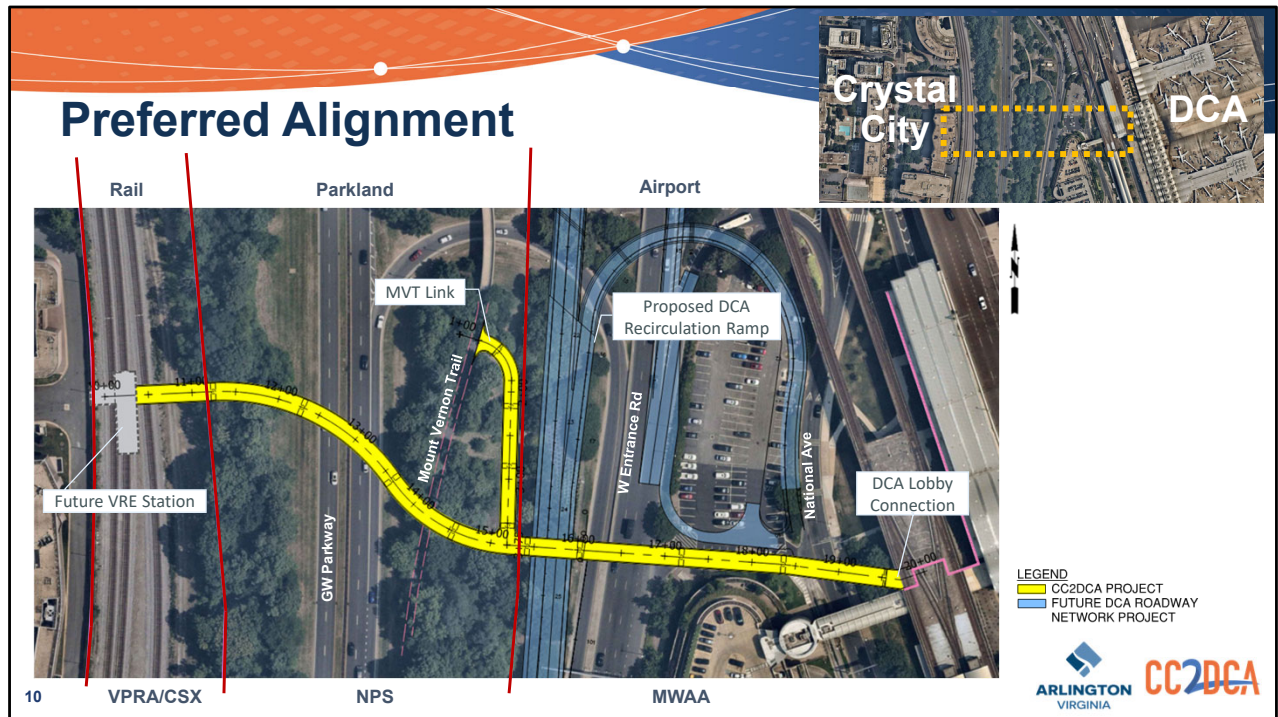
MVT towards DCA airport bridge over ramp connecting GW Parkway and W. Entrance Rd. – Approx. slope: 2.5-4.0%

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To better demonstrate what it could be like to use CC2DCA, we identified some local examples of pedestrian and trail bridges for reference. This includes the Shirlington Road Pedestrian Bridge, and a location on the MVT near the airport.

The slope will vary across the length of the CC2DCA bridge, but the maximum slope is proposed to be 3.57%, and any connection points to the bridge such as at the DCA Lobby will be more level. These examples have similar slopes and could demonstrate what CC2DCA may feel like at times.

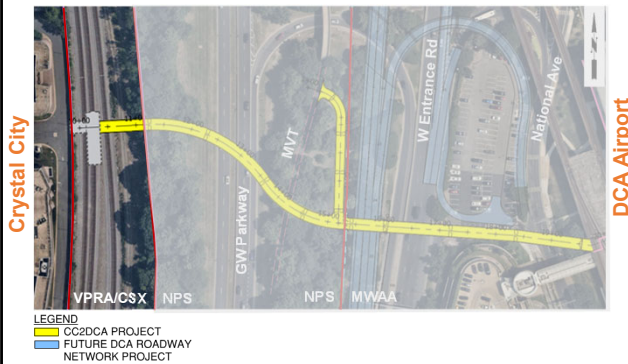


The preferred CC2DCA alignment will impact three distinct sectors: the railroad, parkland, and the airport. Each of the segments of the CC2DCA facility that cross these sectors has a different set of required design elements that must meet local and federal regulations, as well as the commitments we made to our partners in the Programmatic Agreement.

In the next few slides, we will go through each section to discuss the requirements for each portion of the bridge spanning these properties.

# VPRA/CSX Property Section

## Connection to Future VRE Station



Metropolitan Branch Trail at Rhode Island Ave Metro Station



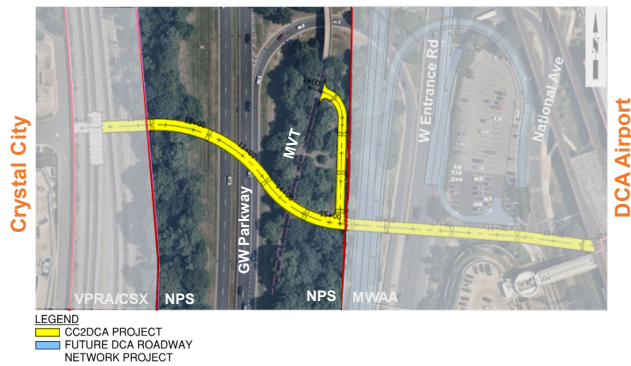
Pedestrian bridge to MARC Train at Silver Spring Station

For the western-most portion of the project, CC2DCA spans the rail corridor owned by VPRA/CSX and will connect to the future Virginia Railway Express (VRE) Crystal City Station and headhouse, shown in grey. Requirements for this portion of the bridge include following guidelines from the property owners, required roofing and fenced sides above all rail crossings, and continued coordination with the VRE Crystal City Station Project to ensure alignment with CC2DCA.

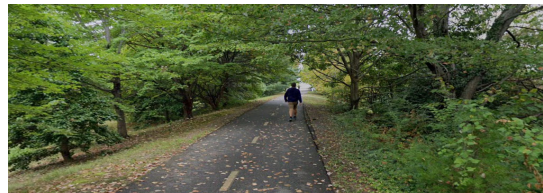
We've included a couple of local examples here to show how other area jurisdictions have delivered pedestrian structures over a rail corridor. Additional examples will be provided later in the slides as well.

# NPS Property Section

## Span over GW Parkway



I-395 George Washington Memorial Parkway Overpass



Approximate location of CC2DCA

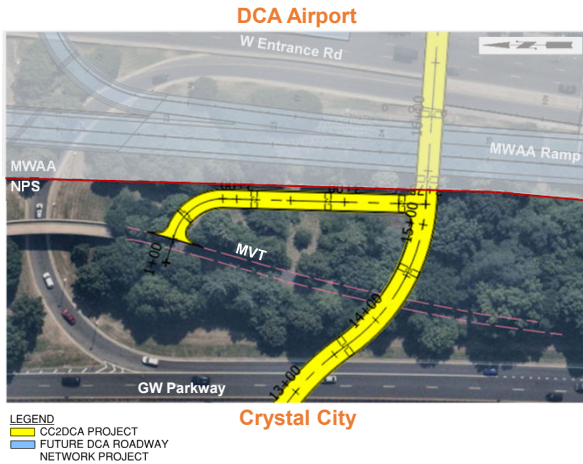
For the portion of the bridge over NPS parkland, the design must follow NPS requirements to minimize impacts to vegetation and trees. Other design commitments include the development and implementation of a Construction Management Control Plan and a Vegetation Restoration Plan.

As a reminder, during the NEPA phase Arlington County committed to designing and implementing the structure in a context sensitive way, especially with consideration for the historic nature of the George Washington Memorial Parkway.



# NPS Property Section

## Connection to Mount Vernon Trail



Example ramp connection at MVT



Existing MVT bridge crossing



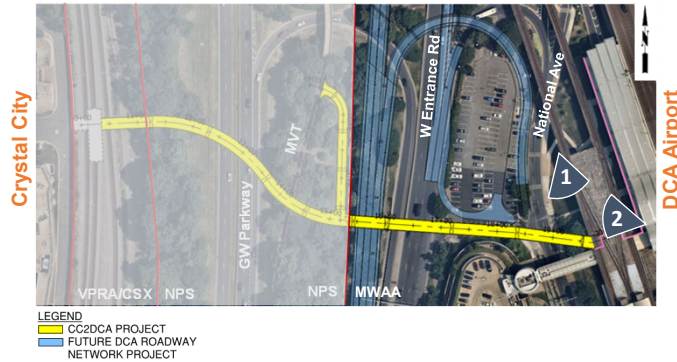
The portion of the bridge over NPS parkland, also includes a connection to the Mount Vernon Trail. This will not only link CC2DCA users to the Trail, it will also allow travelers to access to the broader regional trail network. NPS is currently working on the Mount Vernon Trail Widening Project, and the CC2DCA project will coordinate with these efforts.

The photos shown provide examples of what existing elevated MVT elements look like today.

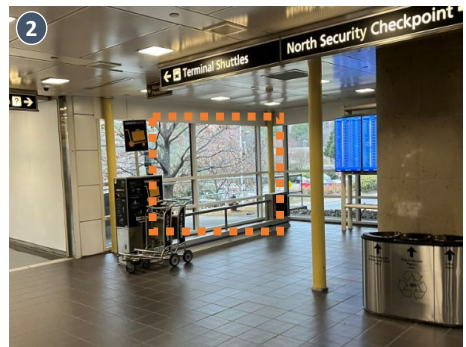


# DCA Property Section

## Connection to Airport - West side of DCA Lobby



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The eastern portion of the CC2DCA bridge spans airport property and roads and connects to the western side of the DCA Terminal 2 Lobby at the northern side of the Metrorail station plaza shown in viewpoint 2. On the outside, the bridge will be connecting to the existing landing area shown in viewpoint 1.

The section through the airport must follow MWAA requirements and may require covering or fencing. Ongoing coordination with MWAA to accommodate the DCA Roadway Network Project, shown in light blue, will also factor into the design of the project.

## Local Examples of Existing Structures



Potomac Yard-Virginia Tech Station Connector



Kennedy Center Bridge



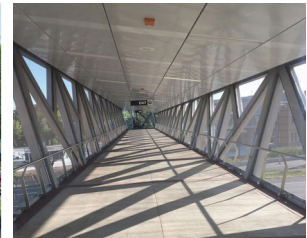
MVT - ClearVu Fencing



Bethesda Trolley Trail Bridge, MD



Anacostia Riverwalk Trail



Silver Line Crossing over Dulles Toll Road

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So how will we use your feedback to inform the design of the project? During this phase of public engagement, we want to learn more about your priorities for using the future CC2DCA facility, and your opinions on the aesthetics and design style of the bridge.

While there will be requirements that must be met for each of the 3 sections of the bridge, we intend to work closely with stakeholders to develop a design that satisfies the purpose and need of the project, is visually appealing, and reflects public input.

Here, we're sharing some additional images of local structures and trails that could provide inspiration for the operational and visual characteristics of the future CC2DCA bridge. As a reminder, roofing and fencing system over the railroads are required. However, the design of those features will be informed by your input.

## Other Examples of Existing Structures



Emeryville Bike Bridge - Emeryville, CA



Streicker Bridge  
- Princeton, NJ



Wendy Park Bridge - Cleveland, OH



Mike Gotch  
Memorial Bridge  
- San Diego, CA

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The next two slides show some additional inspiration images of other bridges across the Country that demonstrate design options for these contexts. We would like to note that we do anticipate some height restrictions based on the proximity to the airport and that this will be part of our coordination with MWAA.





There are also bridge examples that use a more modern design language, shown here from various viewpoints, to provide context on the different design elements that will be considered. Things like non-traditional fencing and roofing, vegetation and plantings, separate spaces for pedestrians and cyclists, public art, respite areas and lighting are all ideas to consider while evaluating your design priorities for the project.

## Requesting Your Input

**We're asking for your input to inform how we approach the concept design phase for this project. We want to know:**

1. Describe the trip you want to take.
2. How will you use the CC2DCA bridge?
3. What mode of transportation will you use?
4. What is most important to you when using the bridge?
5. What design style appeals to you?

**Your answers will help us understand your priorities for this project and will help us make important decisions about the layout, design, aesthetics, and features of the future connection.**

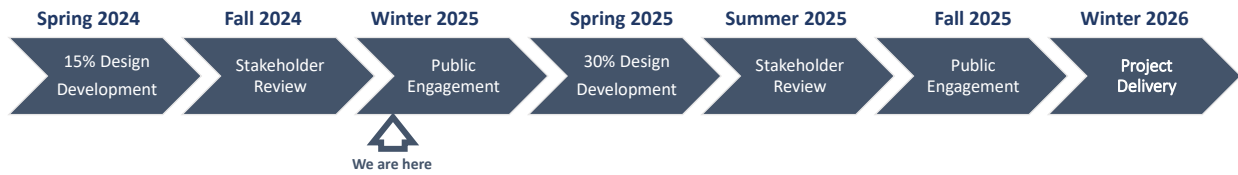


Inspired? Great! Here's where we need your help.

We need your input to define the design priorities for CC2DCA. This will help inform what the structure may look like and develop a cross-section and amenities along the bridge that deliver the best user experience for all of our CC2DCA travelers. You'll find a link to the online feedback form at the end of this video, in the video description below, and on the project web page at [www.cc2dca.us](http://www.cc2dca.us)



## Next Steps



- Wednesday, January 29, 2025 – In-Person Open House
  - Aurora Hills Community Center: 4:00pm – 7:00pm
- Sunday, February 9, 2025 – End date of Public Engagement period
  - Collect public feedback and publish answers to FAQs
- Spring/Summer 2025 – Continue Design Development
  - Coordination with NPS/MWAA and other stakeholders
- Fall 2025 – Next Public Engagement period

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In addition to the online feedback form, the project team is also hosting an in-person Open House on Wednesday, January 29, 2025, at the Aurora Hills Community Center. This event will be held without a formal presentation, so join us any time between 4 and 7pm. Members of the project team will be on hand to walk you through the elements of the project and answer any questions you may have. Handouts of the online feedback form will also be available to fill out on site as well.

We are accepting input from now through Sunday, February 9, 2025. Following this public engagement period, we will advance design development in coordination with key partners and stakeholders to prepare a full concept design for public review and engagement in the Fall of 2025. Final engineering design is expected to begin in 2026 with construction to get underway thereafter.

## Share Your Input

- Open-House on January 29, 2025
- Review the project history and factsheets, and complete the Feedback Form at [www.cc2dca.us](http://www.cc2dca.us)
- Send comments/questions by email to [info@cc2dca.us](mailto:info@cc2dca.us)

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Thank you for your continued interest in the CC2DCA project, and for your input during this public engagement period. You can find several resources on [WWW.CC2DCA.US](http://WWW.CC2DCA.US)

A reminder that the Open House will be held on the evening of Wednesday, January 29<sup>th</sup> from 4-7pm at the Aurora Hills Community Center. If you need language translation or special accommodations for people with disabilities, please email [info@cc2dca.us](mailto:info@cc2dca.us) at least 5 business days prior to the open house.

If you have any questions or additional comments about the project, please fill out the online form or email us at [info@cc2dca.us](mailto:info@cc2dca.us). Thank you for your time today. This is the end of the presentation.