

April 2, 2019

Dennis Leach
Director of Transportation
Department of Environmental Services

Dear Mr. Leach,

After the recent (18 March) public meeting on the TNC lot, we are forced to conclude that Arlington County is not being aggressive enough in dealing with MWAA. Given the observations by the County zoning staff member about the zoned uses of the two lots (and the fact they couldn't be connected and operated as one), the County may be creating internal conflict on resolution of the problem.

The efforts by DES to open the US 1 exit from the TNC lot were a great success, in terms of staff engagement, speed of implementation and the effect in reducing traffic on Eads. You and your staff are to be commended for those efforts. However, because of the ongoing problems in our neighborhood, we need to take the next step, which requires that the County speak with a single voice to the MWAA.

To that end, we are not advocating for specific actions. We present two options we feel would ameliorate those impacts; however, we are open to ideas your team may identify.

Option 1. Arlington County makes the lot entrances on Eads as enter only.

Given that the TNC drivers aren't particularly willing to merely respond to a sign—or to a string of cones—the County should force MWAA to install one-way traffic spikes at the Eads Street gates to prevent TNC drivers from exiting onto Eads. This work should be performed by the MWAA.

While limiting the use of the Eads Street gates for entrance only likely won't completely address the traffic issues caused by MWAA operating the TNC lot, it will eliminate the bulk of the northbound traffic on Eads.

The County strategy must allow the two lots to be connected and operate as one. Whatever differences exist between Zoning and DES need to be resolved internally. A review of past images from Google Earth show no consistent closure of the gap between the lots. One could therefore argue that Arlington County has allowed the lots to be used as one. That would make it difficult to force the lots to operate separately if the single-lot decision is challenged.

Option 2. Request that MWAA move the TNC lot back onto airport grounds and use the Eads Street lot for airport employee parking.

The intense traffic generated by the lot, estimated by Arlington County as 7,800 additional vehicles per day, is a result of the rapid turnover in the lot. Converting the lot to airport employee parking, serviced by shuttles to/from the airport, would immediately reduce traffic on Eads and US 1. We estimate that traffic from the lot would drop to under 400 vehicles per day (two trips per space plus

the shuttle traffic). Because the existing US 1 exit would have far less traffic, the timing could be adjusted to provide greater preference for vehicles on US 1, improving flow there as well.

The time to demand engagement from the MWAA is long past. Given the revenue the MWAA is realizing from the lots (we estimate in excess of \$15,000 per day), they should embrace either approach as a modest expense that can be implemented quickly. MWAA would also demonstrate that it is taking action to be a good neighbor, which it has often stated it wants to be.

After you have considered these ideas, please let us know if you will be able to move forward with them.

Thank you,

/s/ Scott Miles
Acting President
Aurora Highlands Civic Association

/s/ Carol Fuller
President
Crystal City Civic Association