National Capital Planning Commission

Crystal City to Ronald Reagan Washington National Airport Multimodal Connection

Arlington, VA

Approval of Preliminary Site Development Plans

United States Department of the Interior, National Park Service

December 3, 2026 | File: 8302

Project Summary



Commission Meeting Date: December 3, 2026

NCPC Review Authority: Review of Federal Projects in the District 40 U.S.C. § 8722(b)(1) / Memorandum of Understanding between NCPC and MWAA, § 1 and 2(c), dated November 2, 1988

Applicant Request: Approval of Preliminary Development Plans

Session: Consent Calendar

NCPC Review Officer: Michael Weil

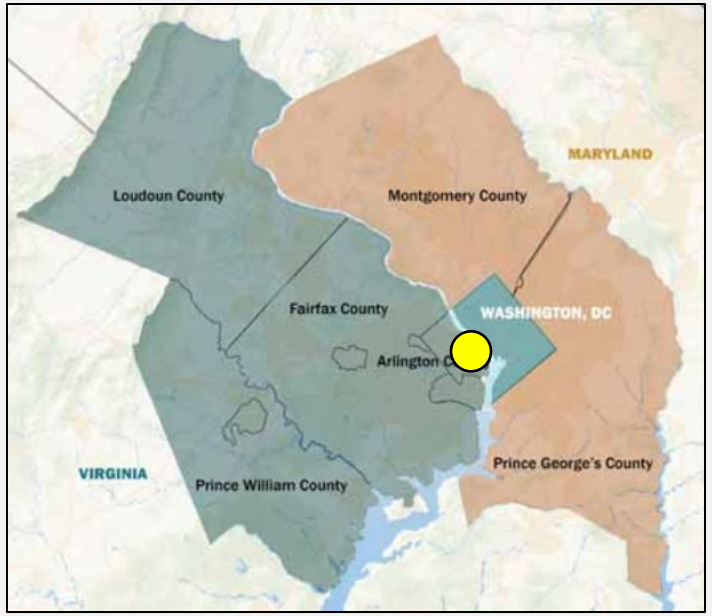
NCPC File Number: 8302

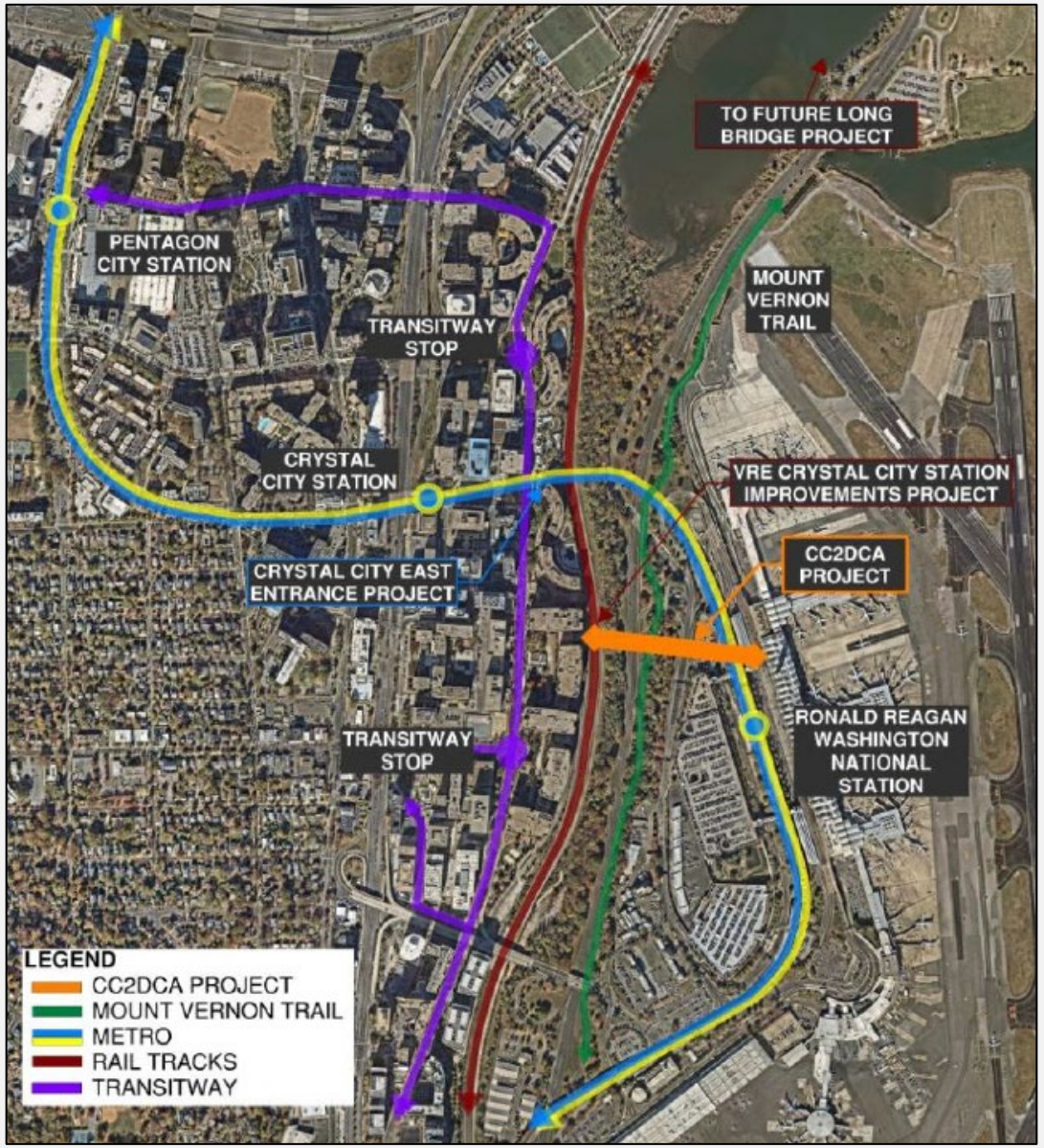
Project Summary:

The United States Department of the Interior has submitted preliminary plans to construct a multi-modal bridge connection between Crystal City and Ronald Reagan Washington National Airport (DCA) for use by people walking, biking, and using micromobility devices. Starting on the west (Crystal City), the bridge crosses over railroad tracks (owned by CSX Transportation and used by VRE); federal parkland (George Washington Memorial Parkway) under the jurisdiction of the National Park Service; and Ronald Regan National Airport property, which is managed by the Metropolitan Washington Airports Authority. The new bridge is designed with a cover (to protect users from the weather), with a length of approximately 950-linear feet; and with a ramp connection down to the Mount Vernon Trail. The design is intended to be context-sensitive to the Parkway as a new feature within the park landscape.

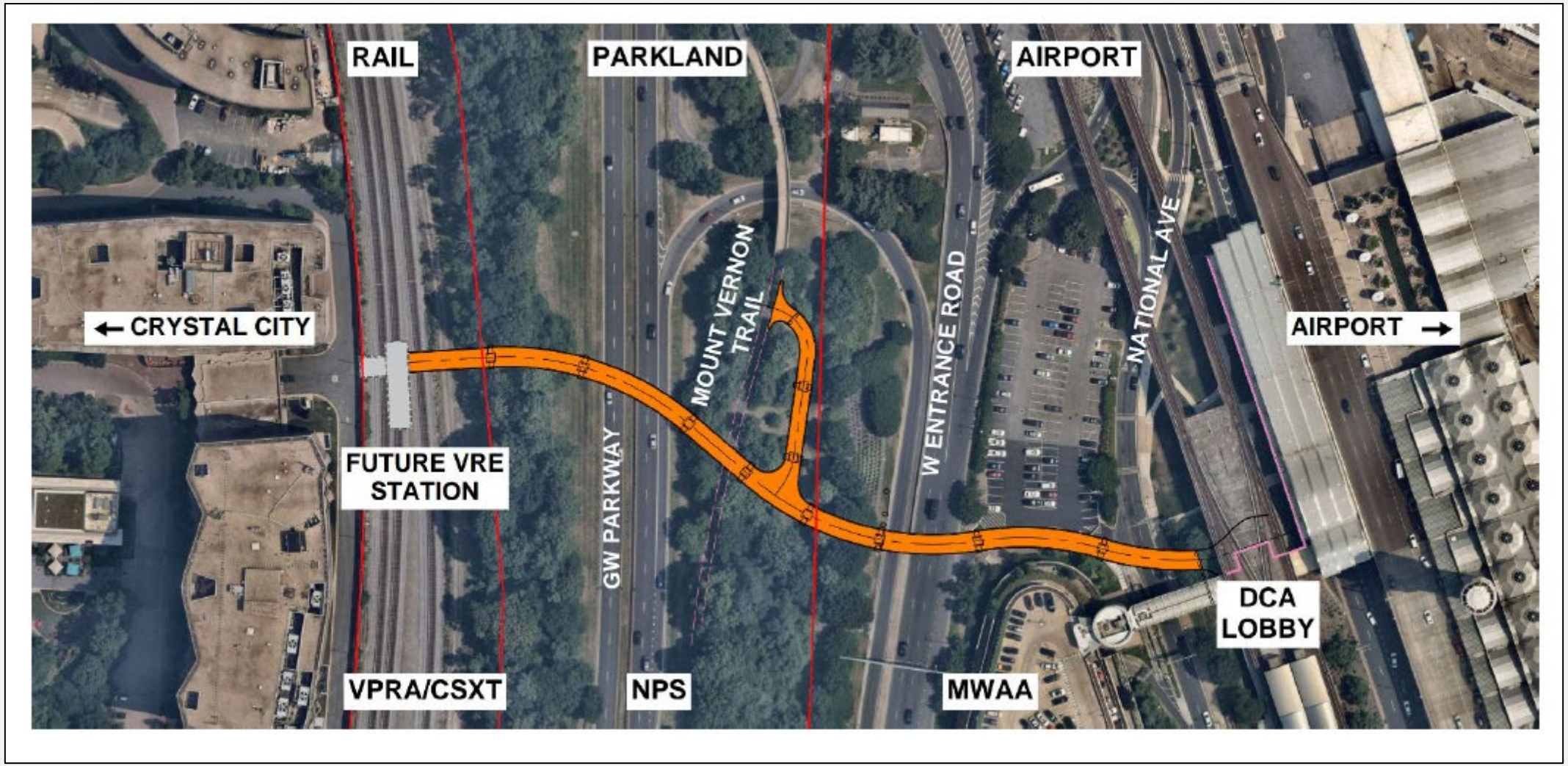
As background, the Crystal City Business Improvement District (now known as the National Landing BID) initiated a feasibility assessment in 2017 to explore how to connect Crystal City to Regan National Airport, evaluating various alignment and facility types to serve existing development and planned growth in Crystal City. In late 2018, with the announcement of an agreement to bring Amazon's HQ2 to Crystal City, the Commonwealth of Virginia identified a CC2DCA connection as one of five transportation projects to be fully or partially funded by the Commonwealth. As a result, VDOT added the project to its Six-Year Improvement Program in 2019, which included a $9.5 million federal funding allocation for NEPA documentation and preliminary engineering. NPS, MWAA, and NCPC have all been involved in the planning and design process for the project over the years. The current submission includes the 30% design plans, and construction is projected to begin in Fiscal Year 2031 with an anticipated duration of two years.

Project Location

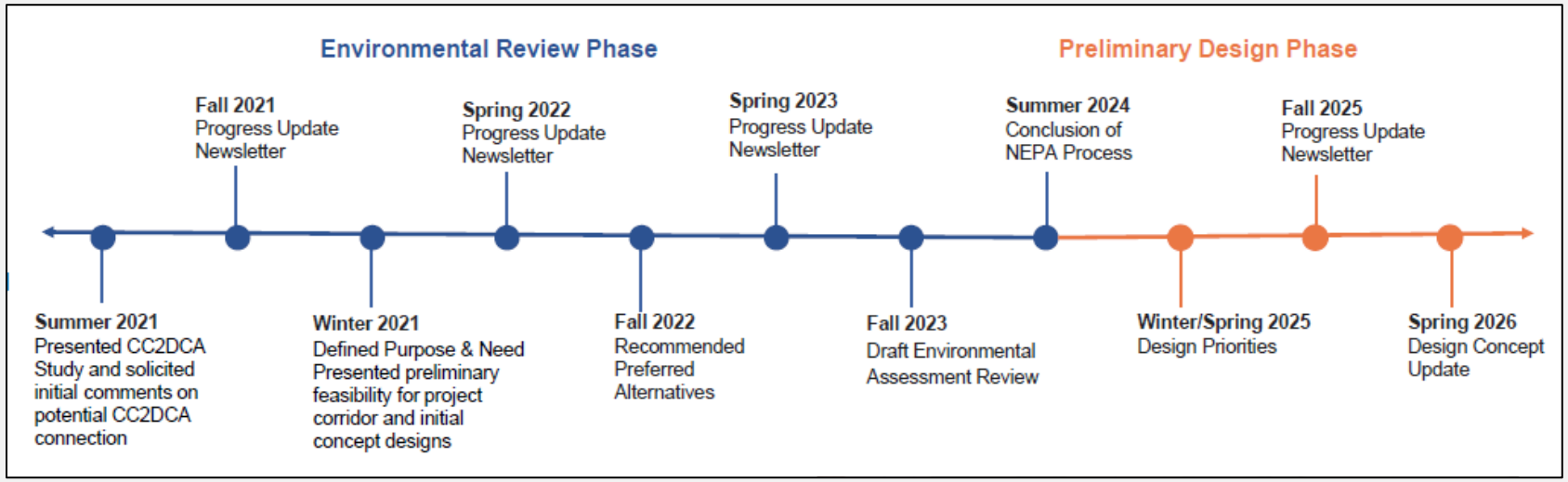


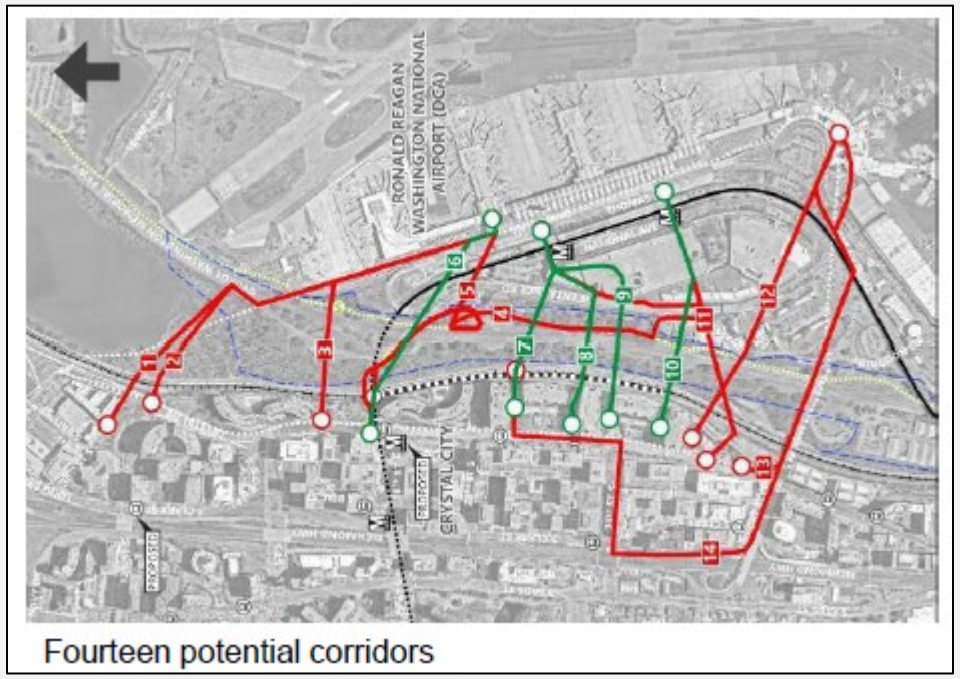


Project Context

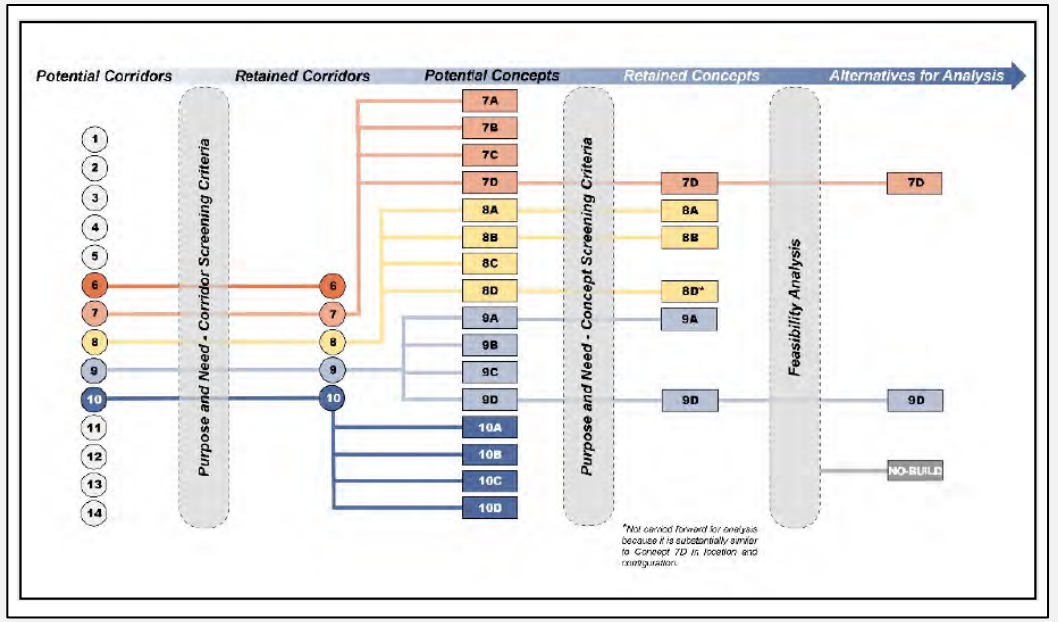


Project History





Fourteen potential corridors



Design Principles



DISTINCT DESTINATION

Welcoming
Memorable



USER EXPERIENCE

Comfortable
Functional
Safe



CONTEXTUAL SENSITIVITY

Light Touch
Integrated into Landscape



DESIGN CLARITY

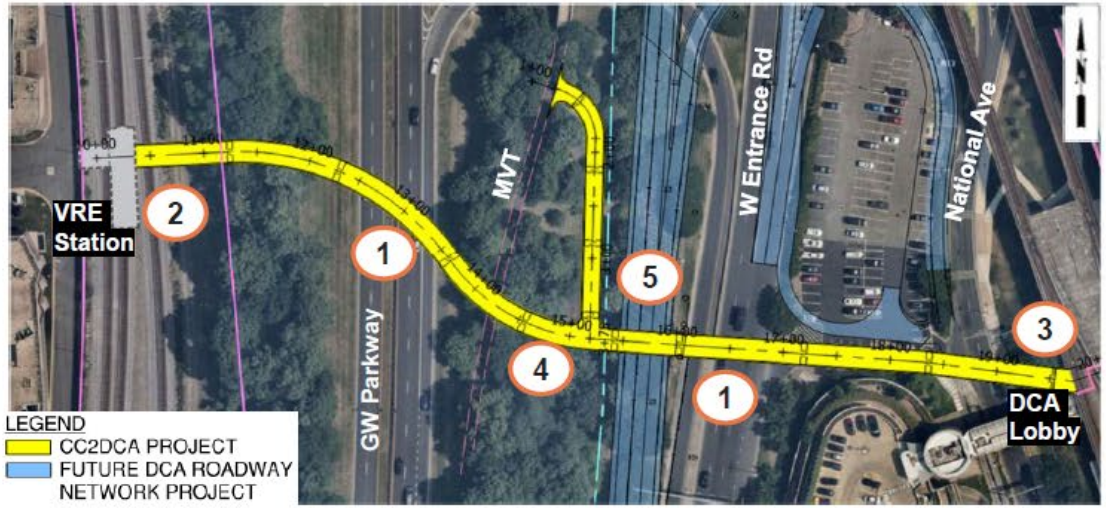
Unified Experience
Integrated System Resolving
Structure, Architecture, & Program
Compatibility Across Ownership



BUDGET & CONSTRUCTABILITY

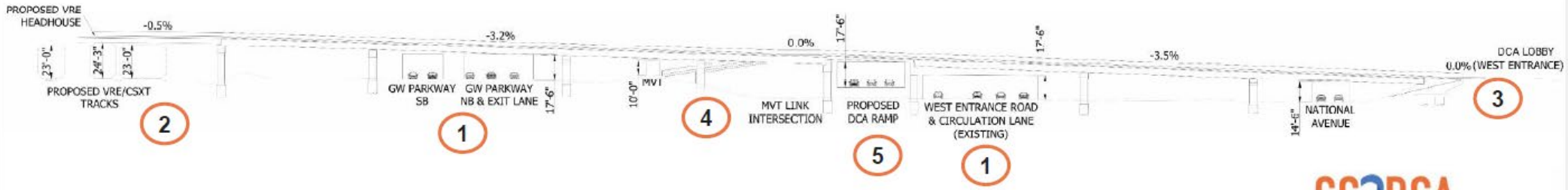
Intelligent Budget Allocation
Efficient Construction Approach

Bridge Profile / Constraints

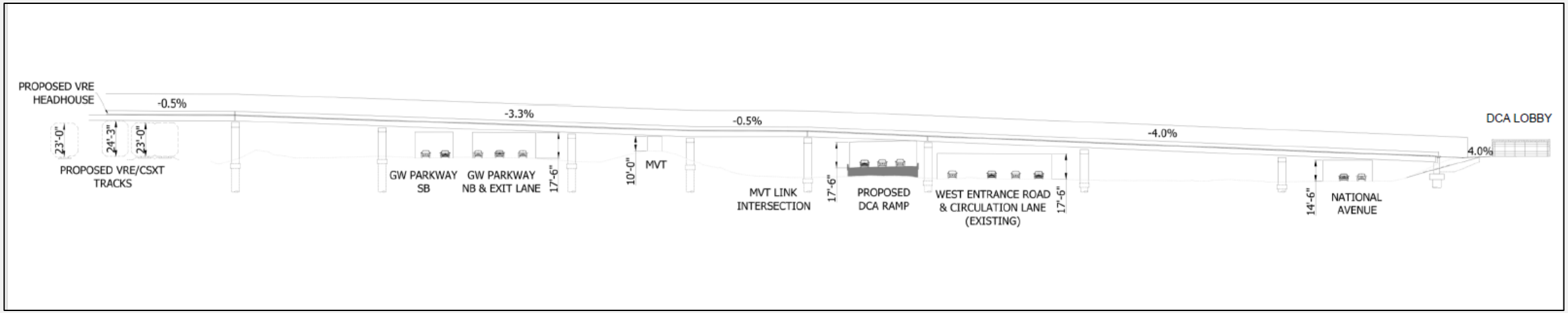


Profile Constraints

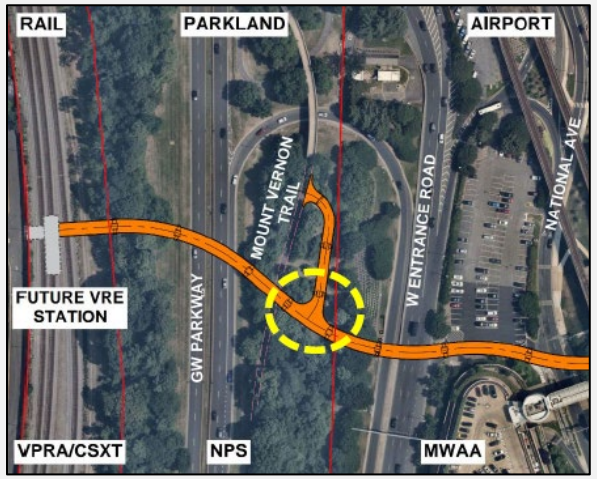
1. Minimum vertical clearance of 17'-6" for pedestrian structures, per VDOT
2. Tie-in elevation at VRE Station
3. Tie-in elevation at DCA Lobby
4. Tie-in elevation at MVT Connection
5. Clearance of Future MWAA DCA Ramp

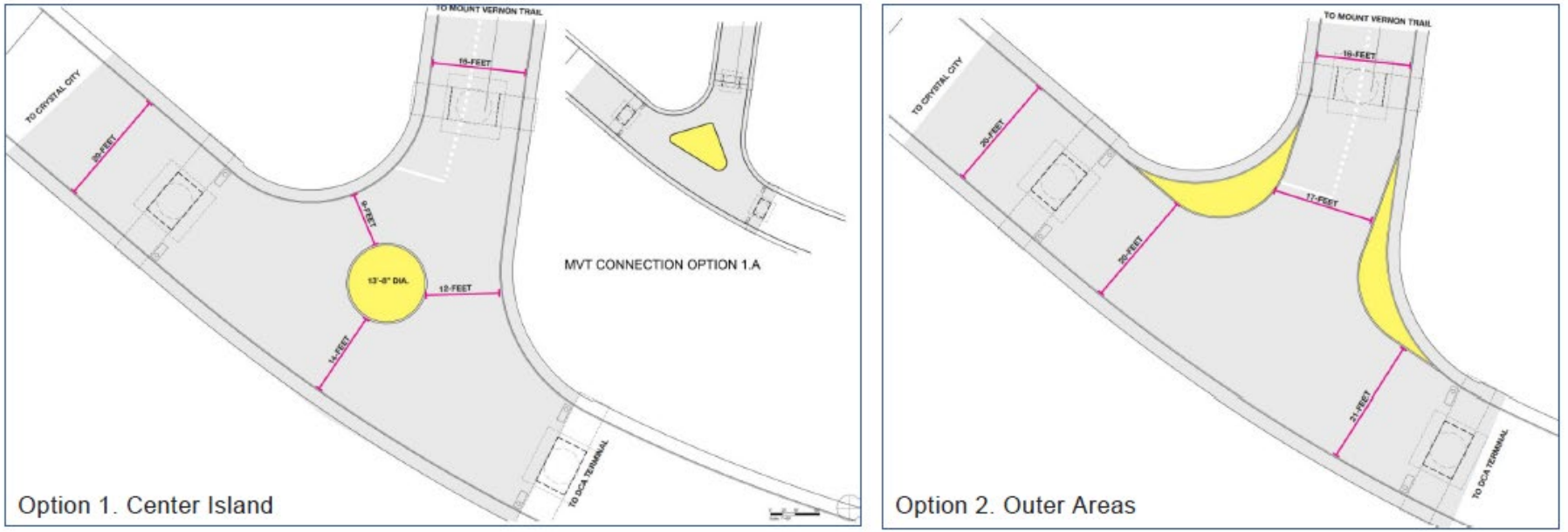


Bridge Profile



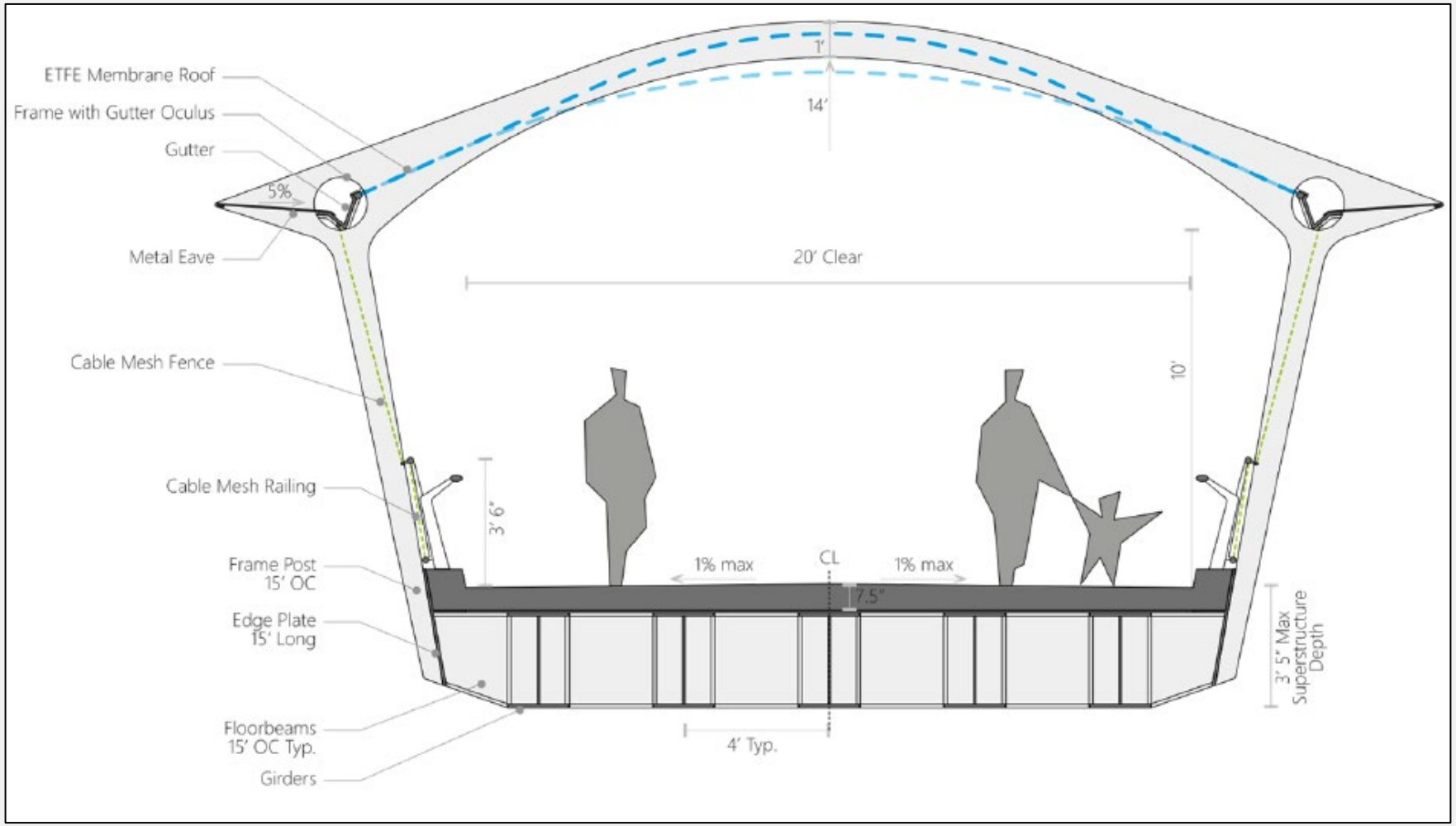
Bridge-Ramp Connection



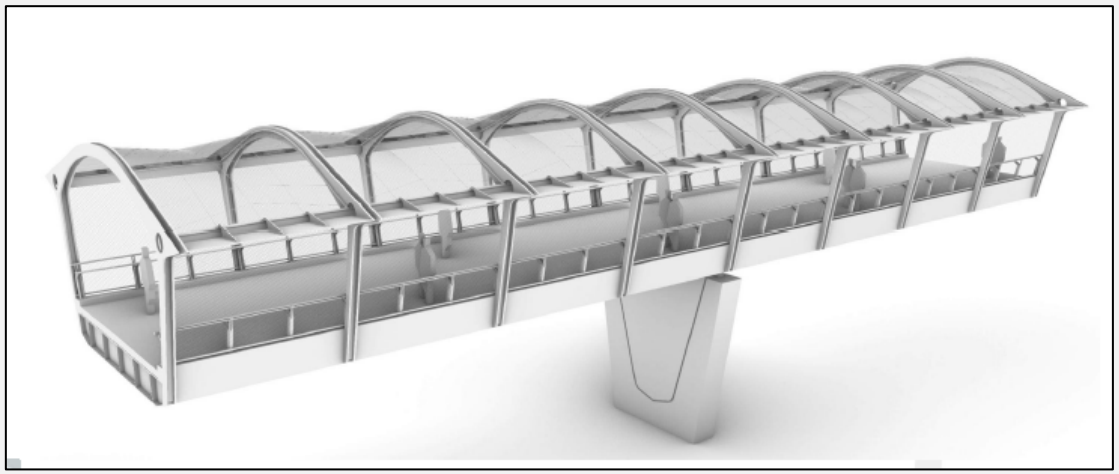


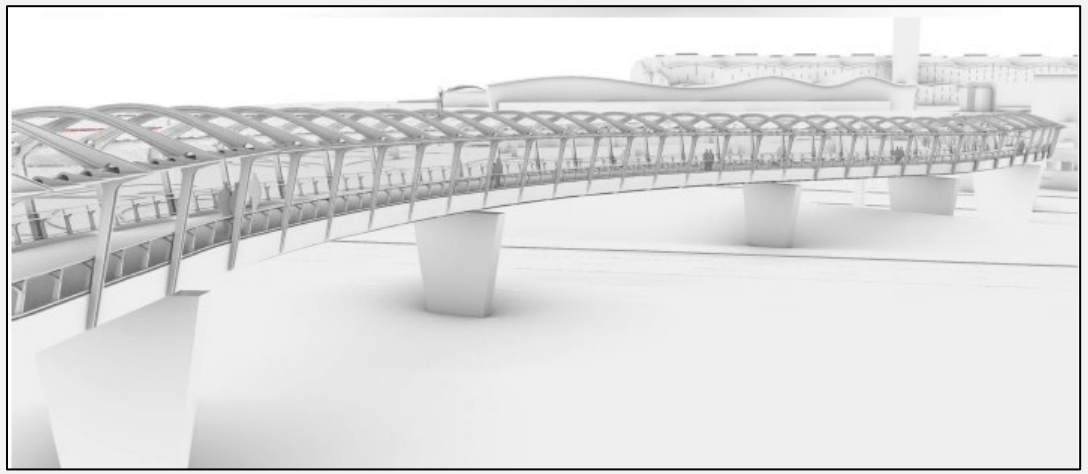
Proposed Areas at Top of the MVT Ramp

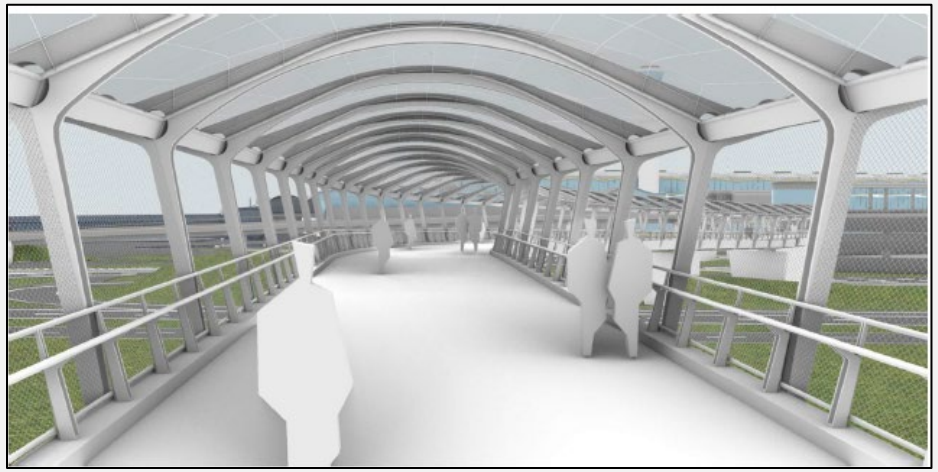
Bridge Profile



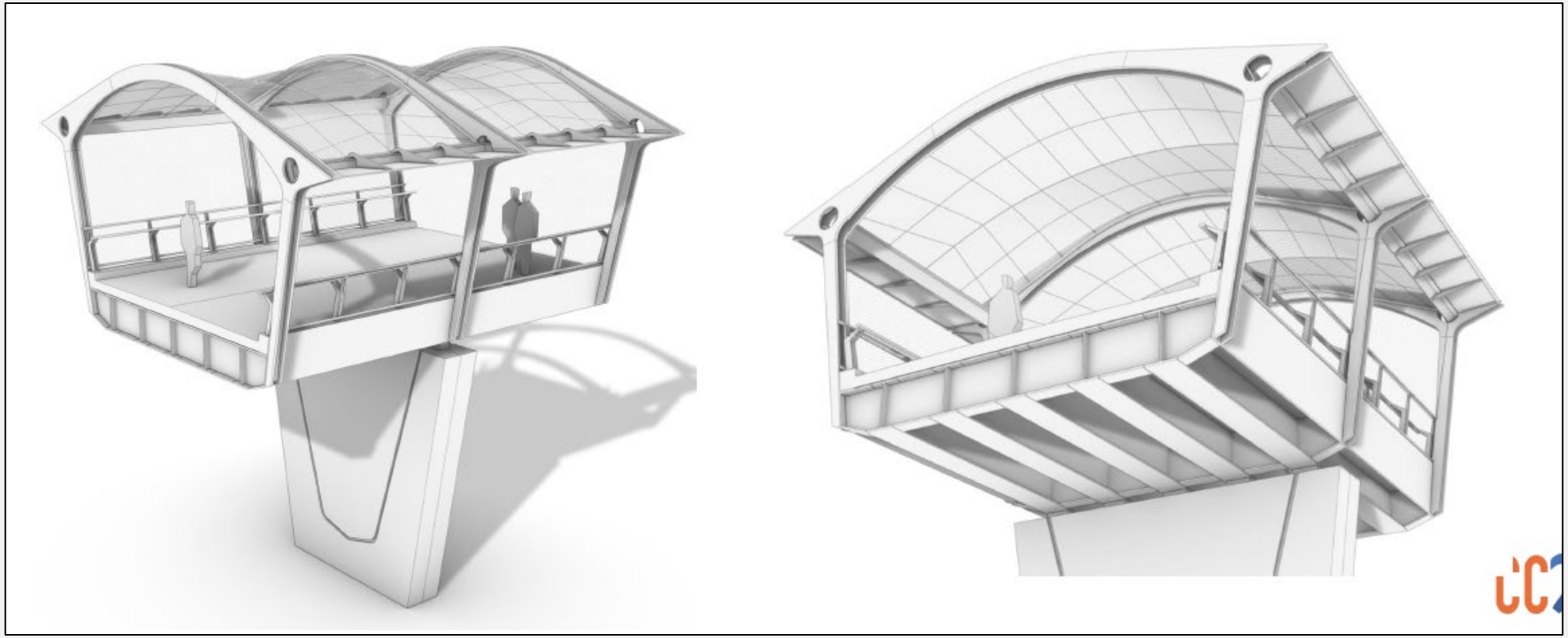
Architectural Characteristics





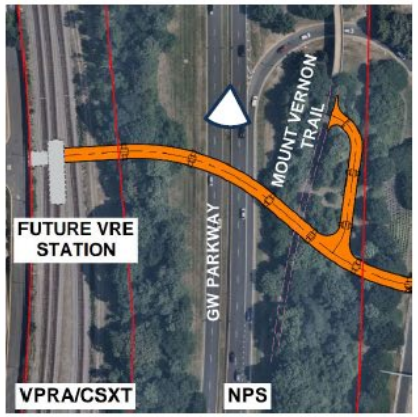


Architectural Characteristics



Renderings

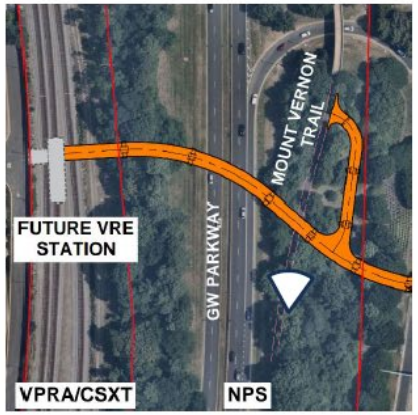




Bridge viewed from the GW Parkway looking southbound



Color and material to be determined in the next phase of design.



Bridge viewed from the MVT looking South

Renderings

The rendering below shows the proposed bridge viewed from a user's perspective, facing East towards the Reagan National Airport.



Color and material to be determined in the next phase of design.

Canopy Material

