

Army Navy Drive Complete Streets Project - Public Feedback

Answered 83 + 1 provided via email

Skipped 173

Respondent	Comment	Intersection	Tags
1a	No Car lanes should be lost.		Traffic
1b	And cost should be looked at and the budget should not be broken.		Budget
2	Thank you!		General
3	What happened to the project to provide Commuter Bus, Tourist Bus, and additional transit bus transfers as an expansion of the Pentagon Bus Terminal in the Pentagon South parking lot on Army-Navy Drive?		Transit
4a	First of all, I'm happy to see this project moving forward and am thankful of all of the hard work that went into this project. Here are some feedback items specific to the Recommended Concept Exhibit Plan I viewed.		General
4b	1) I think the median pedestrian crossing on the N side of S Hayes St should match that of the S side. I am concerned that not providing curb coverage in the median will endanger pedestrians trying to cross. This is a very dangerous spot to be a pedestrian and deserves curb protection at a minimum.	Hayes St	Pedestrian
4c	2) I'm concerned that the trees on the separation strip between the vehicle and bike lanes, especially near the mall parking garage entrance & Hayes St could blind drivers to bicycles using the bike path. Putting trees in the strip prior to a turn, appears to be a potential danger to bicyclists. I love trees, so hopefully this wouldn't be the case, but feel it is worthy to discuss. 3) It can be hard enough to see oncoming cars when exiting the DoubleTree nearest 12th St S. Would the trees N of this exit be a visual barrier as they appear to be?		Sight Distance
4d	4)Why no cut through in the median strip so that cars exiting the DoubleTree can head N or W on Army Navy Dr, or enter the Double tree from the WB lanes?	DoubleTree	Access Mgmt
5a	I have not seen much, if any, vehicular traffic congestion on this street that would make a transit-only lane needed. Perhaps it could be done only during rush hour, but it seems like there would be better streets to focus on in the neighborhood.		Traffic
5b	Also, the turn signal for driving from Hayes onto Army Navy/395 is red far too long.	Hayes St	Traffic
6	Bike lane should be wider. Concerned about cars making right turns across two way bike traffic! How do we make this safe?!		Cycle Track
7a	Please extend the PBL to 12' wide. This is the NACTO-recommended minimum, and this is Arlington's two-way PBL -- as such, how this project is designed will have a big impact on how people perceive future two-way PBLs and similar projects in the future. Raised crossings at driveway/garage entrances are awesome, and make moving through those crossings so much safer. Please make sure there's enough space for cyclists to safely queue up along Army Navy Drive. More details on the floating bus stop, especially around accessibility. Thank you for this project!		Cycle Track
7b	No right turns on red into the PBL. That's a dangerous movement, and should be prohibited.		Traffic
7c	Block all left turns out of the intersecting driveways with medians.		Access Mgmt
7d	Absolutely no eastbound lefts from 12th should be allowed onto Army Navy Drive.	12th St	Traffic
7e	Build protect intersection elements at the last block of the Eads St. PBL.	Eads St	Cycle Track

Respondent	Comment	Intersection	Tags
8a	Great that the County is planning protected turns. But broader consideration might be given to u-turns in intersections. The plan does not discuss limiting u-turns and moreover notes that u-turns should occur at the Joyce intersection. Factors to consider: the complexity and sight lines of the planned Joyce intersection, even before the Pentagon Transit Center is built; the increase in urban-suburban intersection crashes; the potential unfamiliarity of drivers, pedestrians and bikers from DC and other urban areas where intersection u-turns are not allowed; and the fact that the Harris-Teeter median left turn often is used to make u-turns, the reasons for which it might be useful to understand.		Access Mgmt
8b	Comments bikers made at the design workshop are shared by others: drivers and pedestrians will be surprised by bike traffic going in both directions on one side of the road; and when turns are prohibited/protected, some bikers will turn anyway. Pedestrians also are concerned about bikers riding on sidewalks even when tracks/paths/lanes are provided.		Cycle Track
8c	Information on the final Pentagon Mall intersection is confusing. The traffic study memorandum final configuration chart for WB A-ND shows 5 separate arrows, with 2 separate left turn arrows. And the text refers to "dual"left turn lanes, which is what VDOT calls two turn lanes going in the same direction. However, 5 seems to be too many lanes to fit in the space, and the Layout shows 4 lanes, with 1 left turn.	Mall	Traffic
9	I live at 1300 Army Navy. Please don't do to the rest of Army Navy what you have done to our block and south of us- it is horrible and traffic on that section of Army Navy needs two lanes.		General
10	As a pedestrian, I feel more threatened by bicyclists than cars. Yes, cars are bigger, but they are not generally going as fast, going the wrong way, or failing to yield (or even notice) pedestrians that have the right-of-way.		General
11	Please detail within the drawings in the next stage of design development the ways to enter and exit the protected bike lanes from the cross streets. For instance how does one from the bike lane go north on South Joyce Street (and vice versa). Should there be dedicated facilities for these maneuvers?		Cycle Track
12	The designs do nothing to address the right turn lanes that break up sidewalks and make crossing streets dangerous for pedestrians and bikes. If that isn't fixed, the rest of this is just a big waste of money.		General
13	Speeding along Army-Navy could be vastly reduced if traffic engineers were to time the lights to reward drivers who adhere to the speed limit. If I start driving at the corner of Eads & Army-Navy, adhere to a 20 m.p.h. speed, I should be able to make all the lights through Joyce Street without stopping. Drivers race along that street, but really speed up to make a light that is about to change. Also, the traffic light north of the mall parking lot should change to flashing when the mall is closed on the weekends. It's a long light, and people constantly try to beat that light early in the morning when the mall is closed rather than have to wait.		Traffic
14	Please ensure that there is a safe and clear method for cyclists travelling westbound on Army-Navy Drive to cross S. Joyce Street. The current plan is a great step forward, but I am seriously concerned about cyclists having to cross 4+ lanes of traffic at a busy and often high-speed intersection in order to get to bike facilities.	Joyce St	Cycle Track
15	Cyclists should have to follow road rules/traffic laws; need enforcement & education. Sidewalks with utility poles and no buffer to traffic are challenging--huge gap in Arlington's safe walking program (the image we want to project often conflicts with the reality of conditions on the ground). Do better, please.		General
16	I feel much safer in dedicated, physically protected bike lanes! I feel unsafe using the bike lanes on Lee Highway in Cherrydale -- there is no buffer between the lanes and traffic, and I've been almost hit by passing cars on my left side, and worry about being doored on my right. Having no bike lane is safer than what is there now! Thank you for everything you do!		Cycle Track
17	Thanks!		General
18	People still need to live and work here during construction. This is already a busy area and getting busier all the time. When the now-abandoned median on Hayes street was under construction traffic there were impossible traffic backups. Especially during the holiday season. Construction should be planned around current use and needs not ahead of them.		MOT

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19	I work in Pentagon City and bike to work. Army - Navy Dr is horrible and unsafe for cyclists and pedestrians. Drivers go much faster than they should and are very aggressive. I always feel like they do not want me there, no matter how I travel on the road, including in a car. Please make this safe.		General
20	The changes made for driving and bikes have made Arlington a difficult place to be able to shop or enjoy traveling in. It is congested, with few places to park or to be able to do business - the ability to use the Post Office is one example. Making turns from feeder streets onto larger streets has become difficult and unsafe with the medians and parked busses.		General
21	Thank you for working on this!! Please consider onsite drainage / stormwater capture if you have to tear up any concrete and/or vegetation...		Environmental
22	The scariest part of biking in Pentagon City is the bike lanes are next to parking lanes. People open car doors and knock the bikers into traffic.		Cycle Track
23	There needs to be more police presence during rush hour to cite drivers who fail to yield to pedestrians or who willingly cause gridlock coming off the 395 exit onto Army Navy.	Hayes St	Traffic
24	Thank you for consulting with Arlington residents!		General
25	Removing a lane under the complete streets project on S. Eads has had a significant negative consequences on traffic flow. Narrowing S. Fern took away a safe travel space for bikes. I'm not convinced that the proposed changes to Army-Navy are going to make things better.		Traffic
26	This project should not take away any lanes for cars.		Traffic
27	If you make it more difficult for cars to go through by eliminating two lanes, my concern is cars will make their way through my neighborhood in more residential areas, that is will further congest other areas, rather leave it to the area right next to the highway which is unsightly already		Traffic
28	I am sensitive to reducing road space when it is at capacity because I primarily get around by car. However, I never feel like the through lanes of Army Navy Drive are at capacity. Sometimes the turn lanes back up but not the through lanes. For sure, thru lanes can be converted to transit or bike without significantly impacting car traffic, especially if turn lanes are improved.		Traffic
29	I love the idea of making this area safer! This is my neighborhood so I have an interest in the safety of myself, my neighbors, and people visiting.		General
30	You should send this to the Guild of Professional Tour Guides http://www.washingtondctourguides.com		Unrelated
31	The street markings and bike lanes in front of the mall are really confusing. Please don't make it worse.	Mall	Cycle Track
32	Love living in Arlington County. Thank you for continuing improvements for bicyclist & pedestrian safety.		General
33	Thank you for working towards safer bike lanes.		General
34	I am wary of two-way bike lanes next to each other. I would prefer one on each side of the street. I was seriously injured in a collision with another bicyclist going the other way several years ago on 15th St. in D.C.		Cycle Track
35	The lane to turn west (left) onto Columbia Pike from Joyce street NEEDS a dotted line to direct cars into the correct lane. I have witnessed multiple cars turn into the east bound lane that comes before a large concrete divider — into oncoming traffic!		Unrelated
36	This is about a mile from my house, so I could easily use it. I support separated more bike lanes in Arlington, especially separated by curbs and not just poles. Have you seen how many poles have obviously been hit by cars? Also, separate lanes need to connect to other bike routes to be useful.		General
37	One reason I don't live in Arlington is the lack of accessible bike routes. I stay in Alexandria because of bike lanes and the MVT access.		General
38	Recommend pedestrian bridges in addition to dedicated bike lanes. Too much comingling of vehicle, bike, and pedestrian traffic.		General
39	Entrance to and exit from the Harris Teeter parking garage is also a concern, but mostly aggressive drivers darting across multiple lanes has been a problem with that stretch of road (especially traffic trying to turn left onto the 395/Washington Blvd entrance).	Pentagon Row	Access Mgmt
40	S Eads remains dangerous given the speeding. This needs to stop.	Eads St	Traffic

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41	Any bike lane would require some sort of method of keeping cars out of the bike lane (bollards, preferably). I often bikeshare through Crystal City and the bike lane there is FULL of double-parked cars at rush hour (even when they are right next to a parallel parking spot). It is very, very frustrating - I am on a bike lane there for 1/2 mile and have to move into traffic 4-5 times because of cars		Cycle Track
42	I think these bike lanes will help more people get on bikes and most importantly will keep us all safe.		General
43	Please update the bike lines near Pentagon City Mall. These should be protected. Too much parking and charter buses there.	Hayes St	Cycle Track
44	where are bike lanes if bus-only lanes are added? not clear from these simple and few illustrations how ped access is improved on Army-Navy.		General
45a	Double left turn lanes are dangerous and should be eliminated.	Mall	Traffic
45b	Vehicle travel lanes should be 10' wide and not 11'.		Traffic
46	I have many suggestions on design details of the bikelane, many of which are captured in this discussion thread http://bikearlingtonforum.com/showthread.php?13109-Army-Navy-Drive-Protected-Bike-Lane&p=173334#post173334 Thanks!!		Cycle Track
47	Thanks for all the work in making arlington more friendly to casual bicycling.		General
48	What's going to happen with the new 395 HOV lane additions? Army Navy is poor choice for transit bike lanes.		General
49	Please improve the bike lane/parking near Pentagon City Mall. Very dangerous when cars just stop in right lane. Change parking to provide protected bike lane there.	Hayes St	Traffic
50	Restricting lanes does not benefit traffic flow.		Traffic
51a	Please consider how best to make right turning movements across the bicycle facility as safe as possible.		Cycle Track
51b	Also important to ensure that pedestrian signal timing is sufficient enough to encourage walkability.		Traffic
52	Crossing between the Mall and Pentagon is dangerous	Mall	Pedestrian
53	Pedestrians need to be able to exit parking structure safely to use crosswalks indicated in the diagram.	Mall	Pedestrian
54	Thanks for working on this! Bike lanes and dedicated transit lanes are holes in the gridlock through which people can travel. People are important.		General
55	Crossing the Harris Teeter/Pentagon Center driveway/entry and exit lands is particularly challenging, ugly, and unappealing. Bike path bumps should favor of signaling drivers of the crossing, not allowing them to pull out into the bikepath to look left and right, and not to put any unnecessary "bumps/jolts" for the rider.	Pentagon Row	Access Mgmt
56	Ensure that bike lanes have adequate width, and limit or remove right turns across two-way bike lanes. Provide dedicated queuing spaces for cyclists waiting at signals.		Cycle Track
57	One major concern is the AM rush exiting NB 395 to Army Navy. The traffic can back up significantly in the left turn lane. This leads to cars cutting into that lane at the last minute. The protected left turn signal is not long enough to allow traffic to clear the ramp. I would recommend converting the far two left lanes into left turn lanes only - particularly at Rush periods.	Hayes St	Traffic
58	Please let this (and all other) streets be a complete street. It's the only way forward.		General

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59	With the bus lanes, do make sure to show how drivers should interact with them. If they are bright red, drivers should stay out but it is unclear how right turns work in the photo. Also, add LPI at each intersection!		Traffic
60	Would really appreciate bikeshare closer to Pentagon or even the Pentagon/Hayes street parking lot assuming the Pentagon is not on board with bikeshare which is absurd but out of your control.		General
61	Need to implement bike lanes separated from car traffic, not just a painted lane on the road!		Cycle Track
62	Arlington needs to be more car friendly.		Traffic
63	I support improvements but the \$18m cost is too much for a street with no major walking routes. The 15th, 12th, and Hayes streets would be a better use of funds and have more use.		Budget
64	A right turn only lane was made coming down the Army-Navy drive Hill that intersects with Joyce Street, so now there is only ONE lane going straight that feeds into THREE lanes. This is ridiculous! That light now gets backed up in the morning when people are traveling into the city for work, and the right turn lane is barely used! Put it back the way it was, with TWO lanes going straight! This was very poor planning!	Joyce St	Traffic
65	The bike lanes need a curb or bollard barriers to keep drivers from parking in lanes or using the bike lanes to pass other cars.		Cycle Track
66	I strongly support the dedicated transit lanes being added to Army-Navy drive. That road is built far beyond needed capacity, and a "road diet" is just what the doctor ordered.		Traffic
67	My work zip code is 22202, so I although I live in the 22207 zone, my work is at 22202. I drive through or take public transit five days a week through the area talked about and although I don't bike I have colleagues who do who probably won't get this survey. Their biggest problems with biking through that area is traffic driving too quickly and the biggest problem we all have that wasn't addressed here is the actual lanes that swerve over to the left when going from Pentagon City to Crystal City. Right by the mall is horribly treacherous for everyone.		Traffic
68	Traffic is already difficult through there because of traffic light timing. Taking away two lanes will only make it more congested		Traffic
69	It shouldn't be all about bikes and the Transitway - there are lots of pedestrians from the high-rise and mixed-use apartments that walk to Pentagon Row, Pentagon City Mall, Pentagon Centre, and Whole Foods. Please also implement the flashing yellow lights at pedestrian crosswalks. Thank you!		Pedestrian
70a	I would prefer cycling if there were a physical barrier to protect cyclists from cars.		Cycle Track
70b	The study should be broadened geographically to look at army navy drive further south of study area. One of the most dangerous for cyclists is the steep hill descending to pentagon row. Cyclists are afraid of vehicles traveling at high speed down the hill and the sidewalk is very narrow for cyclists coming down the hill fast.	Joyce St	General
70c	Also, the county should work with the pentagon to improve cyclist access to the pentagon. The current tunnel has poor connections for cyclists and pedestrians to get from army navy drive to the tunnel. Also, the pentagon has a silly rule requiring bikes to be walked through the tunnel. This rule exists for no clear reason and discourages cycling.	Mall	General
71	In principle I favor the idea of changes to road use that encourage transit over personal vehicles, however #10 above does not say whether bicycles would be allowed in the lane proposed to be transit dedicated. That is the lane I travel in currently by bike (and I bike in the area regularly). Would we be permitted to use this lane still? Or pushed into the regular car traffic?		Transit
72a	General guidance as engineering proceeds: 1. 5ft. sidewalks are not sufficient anywhere along this corridor. Please find the room to make all sidewalks at least 6ft. clear. 2. Wherever possible, convert driveway and alley access from curb cuts to driveway aprons instead. (Safer for pedestrians and cyclists.)		Pedestrian
72b	3. 2-way cycletrack should have a small shoulder area (1'-2'?) outside of the two 5ft. lanes to allow people to move over if necessary without blocking the path.		Cycle Track

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72c	4. Make sure all intersections are well lit.		Lighting
73	Very worried that there will be additional traffic at the Eads and AN Drive intersection because of the new HOT entrances. This can back up traffic on AN Drive from Eads to 12th Street when it goes to one lane.	Eads St	Traffic
74	Duplicate comment. See comments 75a & b.		
75a	Automotive turn lanes do not need to be 11' wide.		Traffic
75b	Arlington's first 2-way PBL should not be overly narrow. Please expand to 12' wherever possible. Allowing right turns across a two-way facility is potentially very dangerous. Please do allow this. invest in a dedicated bicycle signal to give cyclists a chance to get out where they are visible to turning cars. Please provide dedicated queuing spaces for cyclists waiting for the appropriate signal to enter or exit the protected bike lane. - remember vision zero when planning this! protect the human at all cost		Cycle Track
76	For a two-way protected bike lane (PBL), extra width will improve safety. 12 feet would be optimal. Right turns across two-way PBS can be problematic, so please restrict turns where possible or make other accommodations to reduce conflicts.		Cycle Track
77	Protected Bike Lane should be 12' not 10'! Need bike signals and leading bike interval at intersections where free right turns will be allowed.		Cycle Track
78	The preferred design shows a bi-directional bike route on the S side of Army and Navy. However, this does not connect with the cycle lanes outside the project area to the west of South Joyce (which are uni-directional, on each side of the road). In addition, having the cycle lane only on one side does not help access the cycle network further north- it is already very difficult to navigate around the pentagon and it would be great if this project could help the north south (in the south Joyce/south Haynes/south Fern vicinity) bike movement as well as the east west.	Joyce St	Cycle Track
79	The county should aim for the residences/citizens of Arlington making their travel better and not the non residences/workers who are there in the day causing all of these issues.		General
80	thanks for providing this information		General
81	thanks for providing this information		General
82	thank you for the interesting initial meeting for the project.		General
83	Thank you!		General
84	I like the concept a lot. I can already see some of my neighbors using it to bike to Earth Trek as the cycle track will be very appealing. It doesn't look like the junction issues are addressed and it isn't clear how the cycle track will connect to the bike lanes on the adjacent roads. I am sure you are already on this and hopefully the cycle lanes on the busy roads in Pentagon City will become cycle tracks. Somehow this needs to connect to Columbia Pike as that is where there is the 27/Route 50 path and where loads of residents are who would take advantage of infrastructure.		General

**ARLINGTON COUNTY - DEPARTMENT OF ENVIRONMENTAL SERVICES (AC DES)
PROJECT REVIEW COMMENT RESOLUTION FORM**

15% Review Phase	Project No.: CP01		Review Phase: 15% Review I		Project Manager: Jon Lawler			Reviewer: Garrett Hennigan			
	Project Name: Army Navy Drive Complete Streets		Design Team Supervisor: Trevor Lantzy			Agency: WABA					
			Response Date: 04/09/2018			Review Date: 02/16/2018					
	Item	15% Sheet No.	30% Sheet No.	60% Sheet No.	90% Sheet No.	100% Sheet No.	Review Comment 1. Requirement 2. Recommendation 3. Clarification	Standard Referenced	Comment	Response Code A. Agree with Comment B. Designer will Evaluate C. Disagree with Comment D. Department will Evaluate	Response
1	Cncpt						Chapter 4 of the MassDOT Separated Bikeway Planning & Design Guide	Implement a protected intersection - Crashes and conflicts between people biking and driving occur most frequently at intersections. This design offers excellent protection for bicyclists mid-block, but the protection disappears at intersections. Since 2-way bike lanes create additional potential conflicts, we recommend that the design incorporate elements of protected intersections as laid out in Chapter 4 of the MassDOT Separated Bikeway Planning & Design Guide. Specifically, add corner refuge islands. Placing a concrete island further into the intersection would sharpen the turn radius for right turning drivers and improve sight lines between turning drivers and through-running bicyclists. A refuge island would also reduce the crossing distance for pedestrians, who could first cross the bike lanes to a pedestrian refuge. Most cross streets have multiple receiving lanes, meaning a sharper turn radius should still accommodate larger vehicles.	B. Designer will Evaluate		
2	Cncpt							Protect bicyclists from turning drivers - Each intersection has a dedicated right turn lane positioned as to require drivers to turn across the protected bike lane. Vehicle right turns and bicycle through phases should be kept separate with dedicated turn and bicycle signals at every intersection.	B. Designer will Evaluate		
3	Cncpt							Sight lines at intersections - The conceptual drawings show trees planted between the protected bike lane and vehicle lane at every intersection, which blocks sight lines between turning drivers and bicyclists. Please remove trees and other vertical elements at least 15 feet back from the intersection.	A. Agree with Comment		

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									A. Agree with Comment B. Designer will Evaluate C. Disagree with Comment D. Department will Evaluate		
4	Cncpt							Limit auto access to the protected bike lane - Due to the ample bike lane width, drivers will be tempted to drive and park in the protected lane to make deliveries, drop off or pick up passengers, or as a shortcut to or from mid-block garage entrances. Each entrance to the protected bike lane should prevent driver access with, at a minimum, flex posts. Note that these will require regular maintenance.	B. Designer will Evaluate		
5	Cncpt							Add intersection crossing markings - Becasue they are set back from auto traffic and have bicycles moving in both directions, 2-way protected bike lanes need additional visual cues through intersections to remind drivers to expect bicyclists in both directions.	A. Agree with Comment		
6	Cncpt						MassDOT Separated Bikeway Planning & Design Guide	Provide for safe and intuitive transitions in and out of the bikeway at intersections: -At Joyce St, westbound bicyclists may wish to continue westbound on Army Navy Drive or turn right onto Joyce which require waiting for a light cycle. At a minimum, the design should include a safe and intuitive queuing area. Consider adapting the 2-way to 1-way transition design in the MassDOT guide. -At Hayes and Eads, northbound bicyclists turning westbound should not be expected to cross multiple lanes of traffic to get into the left turn lane. Instead add a 2-stage turn box.	A. Agree with Comment		

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PROJECT REVIEW COMMENT RESOLUTION FORM**

Project No.:		CP01		Review Phase:		15% Review I		Project Manager:		Jon Lawler		Reviewer:		Chris Slatt, Gillian Burgess, Darren Buck, et al	
Project Name:		Army Navy Drive Complete Streets						Design Team Supervisor:		Trevor Lantzy		Agency:		BikeArlington	
								Response Date:		04/09/2018		Review Date:		02/16/2018	
Item	15% Sheet No.	30% Sheet No.	60% Sheet No.	90% Sheet No.	100% Sheet No.	Review Comment 1. Requirement 2. Recommendation 3. Clarification	Standard Referenced	Comment	Response Code A. Agree with Comment B. Designer will Evaluate C. Disagree with Comment D. Department will Evaluate	Response	Status / Notes				
1	Cncpt							Whatever is built should not preclude protected bike lanes on Hayes. That's a dangerous street with lots of traffic of all stripes, and a great candidate for a PBL. But if we build that bulb out.	A. Agree with Comment						
2	Cncpt							On the East end, why have a median? Won't that make the street feel wider and encourage speeding? And, if we didn't have the median and shifted the lanes over, wouldn't we get more usable space on the edges of the right of way?	C. Disagree with Comment						
3	Cncpt							All of those driveway crossings need to be raised, and there needs to be excellent signage so that drivers know to look for bikes coming from both directions.	B. Designer will Evaluate						
4	Cncpt							How does the transition at the west end work for people biking westbound? I.e. how do they cross over to the existing PBL?	A. Agree with Comment						
5	Cncpt							Is there enough space at the various intersections for cyclists who have to transition in to and out of the PBL to wait?	B. Designer will Evaluate						
6	Cncpt							<u>Overall</u> a. Where driveways, parking garage entrances, etc cross the PBL should have signage and green paint, speed humps. b. PBL should be extended to 12' wide rather than 10' wherever possible. Per NACTO, this is the desired width for two-way cycle tracks. This is a better use of space than unnecessarily wide 11' turn lanes for automobiles. As Arlington's first 2-way PBL, residents will judge all future PBLs on this one. It should not be overly narrow. c. Bike Signals at all intersections? Placement? d. Right turns on red prohibited across the PBL? e. Leading Bicycle Intervals? f. What are the median Plantings where it is just shown as green? Grass? Shrubs? Other?	B. Designer will Evaluate						

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									A. Agree with Comment B. Designer will Evaluate C. Disagree with Comment D. Department will Evaluate		
7	Cncpt							<p><u>Joyce Street</u></p> <p>a. This design fails to fill the ½ block gap on Joyce Street to connect the Northbound Joyce Street Bike Lane to Army Navy Drive.</p> <p>b. Does not appear to fully solve the problem of transitioning bikes from the Joyce Street “Shared Use Paths” under 395 to the Joyce Street Bike Lanes and the new PBL. Perhaps better to have a fully depressed curb on NE and NW corner of Army Navy / Joyce?</p> <p>c. Yay Floating Bus Stop. Will it have a shelter? How wide is median?</p> <p>d. How are westbound cyclists expected to transition from the two-way PBL to the more conventional one-way pair of bike lanes west of Joyce? How can we make it clear and comfortable?</p>	B. Designer will Evaluate		
8	Cncpt							<p><u>Mall Entrance</u></p> <p>a. Does Traffic Analysis truly warrant double left turn lanes here?</p> <p>b. Will permissive lefts from those left turn lanes be allowed? Or only on green arrow?</p> <p>c. Curb Cut for Mall parking garage entrance and exit is extremely wide. Can existing median between entrance lanes and exit lanes be extended to provide a true pedestrian refuge? Can entrance lanes be only 2 lanes wide when crossing the sidewalk & the PBL and the widen out to 4 immediately after?</p> <p>d. Entrance/Exit consolidation east of the main mall entrance is a big improvement.</p> <p>e. Need median to prevent left turns</p>	B. Designer will Evaluate		

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									A. Agree with Comment B. Designer will Evaluate C. Disagree with Comment D. Department will Evaluate		
15% Review Phase	9	Cncpt						<p><u>Hayes Street</u></p> <p>a. Create “right turn lane” for eastbound PBL riders so they can turn right on Red at Hayes without getting stuck behind cyclists waiting at the light to proceed straight. There appears to be sufficient space in the median buffer of the PBL to make this happen.</p> <p>b. How do cyclists coming up the Hayes St bike lanes turn left into the PBL? Is there additional design work we can do to facilitate this movement?</p> <p>c. Concerned that trees planted in median buffer so close to intersection will obscure right-turning drivers’ view of cyclists. Hope that’s just "concept design art" and not actual proposed tree placement.</p> <p>d. With the Hayes bus stop being removed, where is the next closest bus stop?</p>	B. Designer will Evaluate		
	10	Cncpt						<p><u>Fern Street</u></p> <p>a. Fern is supposed to be the main bicycle entrance to the Pentagon, according to their Master Plan. How can we better accommodate the bicycle turning movements from the PBL onto Fern heading toward the Pentagon?</p> <p>i. Can a “right turn lane” be created for Westbound PBL riders to wait in so that they aren’t blocking Westbound riders who are proceeding straight while waiting for the signal to change?</p> <p>ii. Can a “2 stage left turn box” be created for Eastbound PBL riders to wait when they are attempting to turn left toward the Pentagon?</p>	B. Designer will Evaluate		

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PROJECT REVIEW COMMENT RESOLUTION FORM**

Item	15% Sheet No.	30% Sheet No.	60% Sheet No.	90% Sheet No.	100% Sheet No.	Review Comment 1. Requirement 2. Recommendation 3. Clarification	Standard Referenced	Comment	Response Code	Response	Status / Notes
									A. Agree with Comment B. Designer will Evaluate C. Disagree with Comment D. Department will Evaluate		
11	Cncpt							<u>Eads Street</u> a. How much curb-to-curb space on Eads are these new curb lines leaving? Can it accommodate an extension of the Eads Street PBLs to Army Navy or would we need to move the curbs again later to accommodate that? What is the current plan for Eads between 12th and Army Navy Drive after PenPlace redevelopment? b. Will the north end of Eads at least be re-stripped to at least get the northbound bike lane all the way to Army Navy? It currently disappears 1/3 of a block back. c. Create "right turn lane" for eastbound PBL riders so they can turn right on Red at Eads without getting stuck behind cyclists waiting at the light to proceed straight. There appears to be sufficient space in the median buffer of the PBL to make this happen. d. Is parking being moved from the South Side to the North Side east of Eads due to sight lines? e. Can median be continued between PBL and Parking to prevent encroachment into the bike lanes? How wide is the buffer currently shown between the parking lane and the PBL? f. Do the south-side parking spaces between in front of the DoubleTree block sight lines for drivers trying to see oncoming bike and car traffic? g. Need to put median back in across from doubletree alley to prevent left turns. This movement is prevented by a median currently.	B. Designer will Evaluate		
12	Cncpt							<u>12th St S</u> a. Ban left onto Army Navy from Eastbound 12th b. Army Navy Drive Crosswalk at 12th Street should be a raised crossing.	B. Designer will Evaluate		
13	Cncpt							Getting more space for cyclists to queue and safely & comfortably make the transitions to/from four different intersecting facilities at Joyce/Army-Navy. The street space is there to do it.	B. Designer will Evaluate		
14	Cncpt							Blocking all free left turns into/out of intersecting driveways with medians, and slowing cars turning right into/out of those driveways.	B. Designer will Evaluate		

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									A. Agree with Comment B. Designer will Evaluate C. Disagree with Comment D. Department will Evaluate		
15	Cncpt							Protected intersection elements at the intersection of a (not-shown) last block of the Eads St PBL	B. Designer will Evaluate		
16	Cncpt							Banning that EB 12th left onto Army Navy (or hearing how they plan to operate that intersection). What they show in the concept doesn't look safe/workable/efficient for any mode, while any left turn demand could be met via Eads instead.	B. Designer will Evaluate		
17	Cncpt							As Arlington's first 2-way PBL of any significant size, residents will judge all future PBLs on this one. It should not be overly narrow. Please expand to 12' wherever possible. Automotive turn lanes do not need to be 11' wide.	B. Designer will Evaluate		
18	Cncpt							Allowing right turns across a two-way facility is potentially very dangerous. Please do not do this, or at least provide a leading bicycle interval with a dedicated bicycle signal to give cyclists a chance to get out where they are visible to turning cars.	B. Designer will Evaluate		
19	Cncpt							Please provide dedicated queuing spaces for cyclists waiting for the appropriate signal to enter or exit the protected bike lane.	B. Designer will Evaluate		