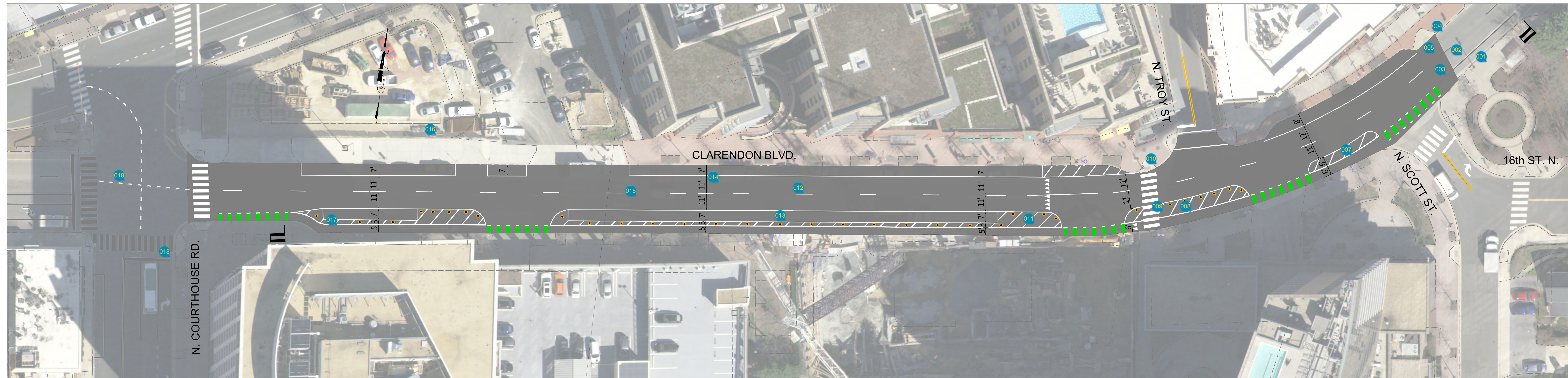


## CLARENDON BLVD. FROM N. COURTHOUSE RD. TO N. SCOTT ST.



SCALE: 1"=25'

PARKING SPOTS			
SECTION	EXISTING	PROPOSED	NET PARKING(S)
N. COURTHOUSE RD to N. TROY ST	37	35	-2
N. TROY ST. to N. SCOTT ST.	6	4	-2

NO CHANGES IN PARKING ON THE NORTH SIDE

TOTAL PARKING SPACES REMOVED: 4

#001

Posted by **N. Peter Whitehead** on **06/24/2022** at **8:25pm** [Comment ID: 5140] - [Link](#)

Type: Question  
Agree: 2, Disagree: 0  
1) What about the bicycle lane transition between N. Scott and N. Rhodes? Why not also re-do this short stretch to be consistent and avoid merging cycles in traffic?  
2) PLEASE put direction markings on the bicycle lanes. Cyclists and scooters use these against the direction of traffic and cause issues daily.

#002

Posted by **Sonia S.** on **06/24/2022** at **10:47pm** [Comment ID: 5146] - [Link](#)

Type: Suggestion  
Agree: 5, Disagree: 0  
There should be a crosswalk here. Many people jump into the street from the large apartment building entrance / yoga studio to the rock garden / sushi rock side and vice versa. It is an almost blind downhill where car trucks and buses are speeding. With the kids and teenagers getting out of school and walking around it is treacherous. There also needs to be a speed sign that lights up and shows your speed. The speeding is egregious.

#003

Posted by **Andrew Spell** on **06/28/2022** at **10:24pm** [Comment ID: 5217] - [Link](#)

Type: Suggestion  
Agree: 0, Disagree: 0  
This is a natural spot for a crosswalk. The curb cuts are already in place and it may be safer than the one above, which is just over a hill. Please consider.

#004

Posted by **Michael Brown** on **06/29/2022** at **10:49am** [Comment ID: 5236] - [Link](#)

Type: Suggestion  
Agree: 1, Disagree: 0  
This is a dangerous bump out that is located on a vertical and horizontal curve. Vehicles frequently stop at the bump out to load/unload/park. It is a safety issue. Please consider removing this bump out.

#005

Posted by **Resident** on **06/29/2022** at **9:34am** [Comment ID: 5223] - [Link](#)

Type: Suggestion  
Agree: 5, Disagree: 0  
Personally I don't think this is a good spot for a crosswalk because the curve nature of the road will create blind spot for driving coming down the hill.

#006

Posted by **D. Alberstadt** on **07/04/2022** at **9:50am** [Comment ID: 5293] - [Link](#)

Type: Answer  
Agree: 0, Disagree: 0  
Totally unnecessary and a complete waste of taxpayer money---cease and desist!

Honestly, this approach to obtaining taxpayer feedback is so complex and convoluted do you really think you'll get feedback from the 267,000 Arlington residents. What a waste and false reading of taxpayer sentiment.

#007

Posted by **Zack D** on **06/30/2022** at **11:58pm** [Comment ID: 5270] - [Link](#)

Agree: 0, Disagree: 0  
There appears to be some missing flexposts here.

#008

Posted by **Zack D** on **06/30/2022** at **11:58pm** [Comment ID: 5269] - [Link](#)

Agree: 0, Disagree: 0  
Please add some bike racks to this space to prevent illegal parking

#009

Posted by **Sonia S.** on **06/24/2022** at **10:55pm** [Comment ID: 5147] - [Link](#)

Type: Suggestion  
Agree: 5, Disagree: 0  
Similar issue with the cars trucks and buses speeding down this blind downhill, no speed accountability. With the curve of the road and people trying to parallel park it is a truly dangerous intersection. Walking to Ace hardware from the other side of Clarendon with a toddler and or a stroller is treacherous. When someone stops for a pedestrian, the car behind usually honks and swerves around them, while speeding up, not knowing that car was yielding to a person in the crosswalk. Enhanced markings will not help. The pavement needs to be lit and flash at a minimum, and a speed sign that shows "your speed". Otherwise, a sign to "stop when pedestrians are present" would be the best option. That and pull over the vehicles that are speeding. The dangerous speeding is Arlington buses and constructions vehicles just as much as cars.

Reply by **Alex** on **06/28/2022** at **10:42am** [Comment ID: 5200] - [Link](#)

Type: Suggestion  
Agree: 1, Disagree: 0  
Agreed, this is an awful place to cross. You either have to walk up the hill to cross at the Courthouse Rd light, or brave being hit. I would love to see traffic calming measures like a speed bump or something to prevent people from racing down. Speed limit is 25 and people are always trying to go 35+, adding lights will do nothing.

Reply by **Sarah Hoyle** on **06/28/2022** at **6:08pm** [Comment ID: 5212] - [Link](#)

Type: Suggestion  
Agree: 2, Disagree: 0  
Agree with another comment that this requires a physical traffic calming measure - weather a speed hump or island - to actually force reduction of downhill momentum. Paint doesn't protect.

#010

Posted by **Peter Owen** on **06/28/2022** at **5:59pm** [Comment ID: 5210] - [Link](#)

Type: Suggestion  
Agree: 1, Disagree: 0  
I agree with the other comments that this location feels incredibly dangerous as a pedestrian, due to poor uphill sight lines and cars gaining momentum downhill. The fact that this is a two-lane one-way street makes it worse. Something unusual/radical should be done here that might not be considered elsewhere.

Obviously we cannot put speed humps on an arterial street, and there may not be a warrant for a signalized intersection. A pedestrian-activated crossing make make it even less safe if cars can't see it in time to stop. It would need to have an overhead component to be properly effective.

My suggestion for consideration is to create a mid-street island like was just added on Barton at Fairfax. Both as traffic calming and to provide a refuge.

Reply by **Resident** on **06/29/2022** at **9:23am** [Comment ID: 5221] - [Link](#)

Type: Suggestion  
Agree: 0, Disagree: 0  
Very few drivers actually stop to let pedestrians cross. I always feel like I will get hit trying to cross this intersection. I think a pedestrian activated lights to alert drivers would help but that will need to be put further up on the road. Maybe not speed bumps like you mentioned but rumble strips (alert strips) might work as long as it doesn't create loud noises for residents nearby.

Reply by **Resident** on **06/30/2022** at **10:15am** [Comment ID: 5244] - [Link](#)

Type: Suggestion  
Agree: 1, Disagree: 0  
This crosswalk definitely feels dangerous and cars rarely stop for pedestrians. Perhaps a raised crosswalk could help with the vehicle speed.

#011

Posted by **Resident** on **06/29/2022** at **9:15am** [Comment ID: 5219] - [Link](#)

Type: Suggestion  
Agree: 7, Disagree: 0  
Need to ensure no parking is strictly enforce here. People tend to park illegally to go to ACE hardware or 7-11 and it always obstruct the view for residents leaving the garage to safely merge into Clarendon Blvd.

#012

Posted by **Tabitha Nichols** on **06/24/2022** at **1:24pm** [Comment ID: 5093] - [Link](#)

Type: Suggestion  
Agree: 8, Disagree: 0  
Where possible these bollards should be hard bollards, not flexiposts. As we regularly see on Veitch, flexiposts are very easily knocked down and hard to maintain and the lack on consequences to drivers who hit them encourages a culture of reckless driving

Reply by **Sarah Hoyle** on **06/28/2022** at **6:04pm** [Comment ID: 5211] - [Link](#)

Type: Suggestion  
Agree: 2, Disagree: 0  
Fully agree that these bollards should not be flexible. The only person a flexible bollard helps is a driver breaking the law. Cyclists and sidewalk users deserve real protection.

#013

Posted by **Resident** on **06/29/2022** at **9:17am** [Comment ID: 5220] - [Link](#)

Type: Suggestion  
Agree: 5, Disagree: 0  
County should enforce parking within lanes. Traveling through Clarendon Blvd and Wilson Blvd on certain segments are difficult because a lot of drivers park their car outside the lanes into the road, causing cars who are traveling on the road have to constantly change lanes to avoid hitting parked cars.

Reply by **John** on **06/29/2022** at **9:50am** [Comment ID: 5226] - [Link](#)

Type: Suggestion  
Agree: 6, Disagree: 0  
Agreed. Also, Arlington County should mark parking for each individual space instead of just one giant box across the entire road. Parking is already difficult around the area and lots of people don't know how to park properly. People like taking up way too much space because they are inconsiderate of others who are also trying to find a parking spot

#014

Posted by **Sean K.** on **07/01/2022** at **7:21pm** [Comment ID: 5283] - [Link](#)

Type: Suggestion  
Agree: 0, Disagree: 0  
Perhaps putting a (highly visible) crosswalk further uphill would mitigate some of the safety issues mentioned by others around the Troy St intersection. Also, with the new Wendy's development coming in, the volume of pedestrian traffic is likely to increase in coming years.

#015

Posted by **Resident2** on **06/30/2022** at **1:34pm** [Comment ID: 5246] - [Link](#)

Type: Suggestion  
Agree: 2, Disagree: -1  
This might be a little far/unpopular, but I honestly feel like all of Clarendon Blvd. should just be one lane in the Clarendon to Courthouse areas. There's not really a ton of traffic all the time but there are a ton of pedestrians. It's pretty stressful to drive here with people walking out in to the street all the time. This would also give people more of a buffer to park their cars without fear of being sideswiped by passing cars as others have mentioned. Not to mention the bike lanes, etc.

#016

Posted by **Hannah** on **06/26/2022** at **2:33pm** [Comment ID: 5159] - [Link](#)

Type: Suggestion  
Agree: 3, Disagree: 0  
Paint is not protection. There should be protected bike lanes everywhere and in all projects in Arlington. We shouldn't have to fight for this.

#017

Posted by **John Parker** on **06/29/2022** at **10:43am** [Comment ID: 5234] - [Link](#)

Type: Suggestion  
Agree: 1, Disagree: -1  
The parking lanes are too narrow. Vehicles frequently encroach on the travel lanes causing safety issues such as side swipes and rear ends. The bike lane should be narrowed to 5 ft (NACTO recommended minimum is 4 ft) so that the parking lanes could be made wider.

Reply by **John Parker** on **06/29/2022** at **10:46am** [Comment ID: 5235] - [Link](#)

Type: Suggestion  
Agree: 1, Disagree: -1  
\*bike lane should be narrowed to 4 ft

Reply by **John** on **06/29/2022** at **10:55am** [Comment ID: 5237] - [Link](#)

Type: Suggestion  
Agree: 1, Disagree: 0  
Agreed that Vehicles frequently encroach on the travel lanes. This is a big issue throughout Clarendon and Wilson Blvd. I constantly have to change lanes just to avoid hitting parked cars.

#018

Posted by **Resident** on **06/29/2022** at **9:32am** [Comment ID: 5222] - [Link](#)

Type: Suggestion  
Agree: 5, Disagree: 0  
Lots of people don't read the "no turn on red" sign. It definitely needs a larger sign than the current one. I personally see people turning on red on a daily basis. In addition, pedestrians always seem to cross when the right turn green arrow is on for cars.

Reply by **Resident2** on **06/30/2022** at **1:27pm** [Comment ID: 5245] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0  
Agree with this person. I walk through this intersection every day and it seems like only a quarter of drivers actually listen to the "no turn on red" sign. I don't think the sign is working. I think pushing back the intersection line a few feet so that cars don't pull right up to the corner of the intersection would do a lot for pedestrian safety

#019

Posted by **Sally** on **07/06/2022 at 10:22am** [Comment ID: 5319] - [Link](#)  
Type: Suggestion  
Agree: 1, Disagree: 0  
The traffic lights throughout Arlington should be updated to smarter, vehicle detection traffic lights. Driving at nights or even in the mornings where there are no cars, no pedestrians but you have to wait for traffic lights to turn is not only wasting gas and polluting air by idling but also very unnecessary.