

MAR_Clarendon Blvd-N Garfield St-N Adams St_existing aerial.pdf

Posted by Sustainable Mobility for Arlington County on 04/05/2022 at 2:46pm [Comment ID: 4722] - Link

Agree: 6, Disagree: 0
Would really appreciate a 2-stage left turn box here for making the left onto Barton on a bike.

Posted by Elizabeth Gallagher on 04/13/2022 at 9:29pm [Comment ID: 4816] - Link

Type: Suggestion Agree: 2, Disagree: 0

Posted by Sustainable Mobility for Arlington County on 04/17/2022 at 9:33pm [Comment ID: 4873] - Link

Is it just me or is one of the widest pedestrian crossings of a road with only two car lanes across all of Clarendon Blvd.? Narrowing this crossing way to make this crossing safer and more comfortable for pedestrians.

Posted by **TM** on **04/17/2022** at **9:14pm** [Comment ID: 4870] - Link

Not sure what the best suggestion is, but I find this crossing is scary as a pedestrian. It seems like I might get hit by either cars turning right from Barton to Clarendon. It's especially scary when cars are trying to make the right on red from Barton to Clarendon

It is truly remarkable how fast drivers manage to make the right turn from Clarendon Blvd onto Barton Street given that it's a > 90 degree turn.

Posted by **pparry** on **04/07/2022** at **4:39pm** [Comment ID: 4766] - Link

Type: Suggestion

Agree: 2, Disagree: 0

As this crosswalk gets more and more usage, there's a growing need to deconflict it from traffic turning right from Clarendon onto Barton, especially with the bus stop there causing a blindspot when a bus is loading.

Posted by Elizabeth Gallagher on 04/13/2022 at 9:27pm [Comment ID: 4815] - Link

This side could also use a small pedestrian bumpout to decrease the crossing distance for pedestrians.

Posted by Jane Green on 04/11/2022 at 8:04pm [Comment ID: 4786] - Link

Type: Suggestion

Agree: 2, Disagree: 0

The intersection with Cleveland really needs to be narrow. I has a very wide turn radius on the south side, where cars don't need to slow down when making a right from Clarendon onto Cleveland.

Reply by **Elizabeth Gallagher** on **04/13/2022** at **9:26pm** [Comment ID: 4814] - <u>Link</u>

Type: Suggestion

Agree: 1, Disagree: 0

Posted by **pparry** on **04/07/2022** at **4:47pm** [Comment ID: 4768] - Link

The uninterrupted stretch from Edgewood to Barton reads as an expressway to many drivers (especially once they feel free of the Market Common/Whole Foods slalom), and the lack of marked crossings causes many pedestrians to cross where most convenient. That's a very unsafe combination.

I believe there are paint-only bumpouts at this crossing, but I agree that it feels too wide as cars often cut through these bumpouts. I think it's time for the next level of tactical urbanism, e.g. bollards, to further constrain the turn radius for cars and increase the comfort of this pedestrian crossing.

Posted by **pparry** on **04/07/2022** at **5:07pm** [Comment ID: 4771] - Link

Make this crosswalk more unmistakable for drivers, possibly with an on-demand light (Like at the Pent City metro). That would also help slow down traffic to make cars' and bikes' left turn from Danville safer.

Posted by **Joe Citizen** on **04/17/2022** at **11:11pm** [Comment ID: 4891] - Link

Posted by Elizabeth Gallagher on 04/13/2022 at 9:38pm [Comment ID: 4818] - Link

It's on my wishlist that Arlington would reduce the number of 45 degree-angled crosswalks. They really extend the length of pedestrian crossings and end up making too gentle curves for turning cars which encourage speed / decrease visibility.

I know it's not always possible due to the curbcuts, but when repainting these crosswalks here, it'd be awesome to make them a bit shorter and straighter. Short crosswalks are comfortable crosswalks!

Posted by Sustainable Mobility for Arlington County on 04/05/2022 at 2:47pm [Comment ID: 4724] - Link

Hard to make a left turn here on a bike, a 2-stage left turn box would be appreciated.

Posted by Sustainable Mobility for Arlington County on 04/05/2022 at 2:43pm [Comment ID: 4721] - Link

Starbucks delivery truck blocks this bike lane and destroys visibility for pedestrians trying to use this crosswalk on a near-daily basis. (usually looks like this: https://twitter.com/dylanbarlett/status/580859323800252416/photo/1)

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Posted by **Michael L.** on **04/06/2022** at **6:01pm** [Comment ID: 4760] - Link

I'm not surprised people don't really use the bike lanes here. Drivers often fly down this road to your left (despite the speed limit), and to your right you have to watch out for parked cars opening their door right into the bike lanes should be behind cement planters like they are for a few hundred feet on Wilson Blvd. and N. Pierce St. by the new CVS/fire station. There needs to be some kind of real barrier here given the amount of pedestrian traffic it gets. Posted by **Tim Rosato** on **04/04/2022** at **8:52pm** [Comment ID: 4708] - <u>Link</u> *Type: Suggestion Agree: 16, Disagree: -1*Suggest swapping the cars with bike lane to make bike lane protected. Posted by **Neal** on **04/06/2022** at **8:57am** [Comment ID: 4736] - Link Type: Suggestion Agree: 10, Disagree: -1 If the bike lane is not protected then it is not a bike lane at all, merely paint. Posted by Lucas Henneman on 04/04/2022 at 2:46pm [Comment ID: 4701] - Link Agree: 19, Disagree: 0 Cars often park in the bike lane throughout this corridor. A physical barrier to divide the bike lane from the road would improve safety for bikers and drivers alike. Reply by **Sustainable Mobility for Arlington County** on **04/05/2022** at **2:39pm** [Comment ID: 4720] - Link Agree: 13, Disagree: 0
This x100 Reply by **Elizabeth Gallagher** on **04/13/2022** at **9:34pm** [Comment ID: 4817] - Link Type: Suggestion
Agree: 2, Disagree: 0 The double-parking along Clarendon Blvd. makes this whole stretch unsafe for both bicyclists and cars due to all the swerving they need to do to keep moving. It also makes things worse for pedestrians since double-parking also happens near crossing which causes confusion and swerving / changing lanes inside of a crosswalks (i.e. to avoid a car double-parked just on the other side of the crosswalk). Posted by **pparry** on **04/07/2022** at **5:03pm** [Comment ID: 4770] - Link Agree: 6, Disagree: 0
The stretch from Highland to Edgewood is a slalom course for cars and bikes...due to Ubers stopping without notice, double-parked food delivery drivers, and confused exurban Cheesecake Factory guests figuring out where to park without a big lot out front. Protect the cycletrack, eliminate most right-side parking, set aside most left-side parking spots for 5-minute errand-makers, and make the signs pointing to the Filmore garages unmissable. Posted by Sustainable Mobility for Arlington County on 04/05/2022 at 2:47pm [Comment ID: 4723] - Link Agree: 10, Disagree: 0
Hard to make a left turn here on a bike, a 2-stage left turn box would be appreciated. Posted by Elizabeth Gallagher on 04/13/2022 at 9:39pm [Comment ID: 4819] - Link There's a big ol' parking garage just off this street that few shoppers use because of the perceived availability of street parking (because there are so many cars parked on the street, not necessarily actual availability). Would be great to add wayfinding signage to encourage more cars to use this lot rather than circling / parking in neighborhoods. Posted by Peter Stokely on 04/02/2022 at 9:01am [Comment ID: 4691] - Link Agree: 9, Disagree: 0
Increase visibility of the bike lanes with green crossing zones Posted by **Zack D** on **04/16/2022** at **9:24am** [Comment ID: 4827] - Link

Type: Suggestion

Agree: 5, Disagree: 0

Please convert the buffered bike lane into a protected bike lane. Also consider removing parking to increase visibility at crosswalks, using paid occupancy data rather than observed occupancy data to avoid counting scofflaws towards parking utilization

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