

ARMY NAVY DRIVE COMPLETE  
STREETS PROJECT (BY OTHERS)  
CURRENT STATUS: 100% DESIGN

S EADS STREET PARK  
CONCEPT PLAN (BY OTHERS)

12TH STREET S COMPLETE  
STREETS PROJECT (BY OTHERS)  
CURRENT STATUS: 100% DESIGN

S EADS STREET  
IMPROVEMENT PROJECT

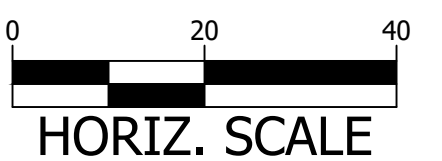
TRANSITWAY EXTENSION TO PENTAGON  
CITY PROJECT (BY OTHERS)  
CURRENT STATUS: 60% DESIGN

FUTURE PENPLACE DEVELOPMENT

**ARLINGTON**  
VIRGINIA

**CONCEPT DESIGN**  
**S EADS STREET IMPROVEMENT PROJECT**

SCALE: 1"=20'  
DATE: 9/17/2021





## #001

Posted by **Ben D'Avanzo** on **11/04/2021** at **9:22am** [Comment ID: 4399] - [Link](#)

Type: *Suggestion*  
Agree: 5, Disagree: 0

Account for potential bike lane on 12th street, given PenPlace SPRC is far from final and this has been a major community ask

## #002

Posted by **Darren Buck** on **11/03/2021** at **3:55pm** [Comment ID: 4383] - [Link](#)

Agree: 8, Disagree: 0

This shared diagonal ramp seems likely to get corner-clipped by drivers headed for the highway. Given the huge radius of the floating island, why can't we tighten this radius and provide two proper separate ramps?

Reply by **Pamela Van Hine** on **11/05/2021** at **7:59pm** [Comment ID: 4434] - [Link](#)

Type: *Question*  
Agree: 1, Disagree: 0

Agreed - and why are the crosswalks so out of alignment?

Reply by **Darren Buck** on **11/08/2021** at **12:58pm** [Comment ID: 4448] - [Link](#)

Agree: 0, Disagree: 0

Largely because of the superfluous right turn lane on the other side of Eads, that their separate project for that block hopefully gets rid of, both to shorten/align the ped crossing, and to reduce conflicts for bicyclists.  
<https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/South-Eads-Street-Complete-Street-12th-Street-to-15th-Street?BestBetMatch=eads%2015th|d2f86bd7-6525-489c-b1eb-fbe9efd2bbfb|6244aa32-b2d4-441b-b20e-1096256a4671|en-US>

## #003

Posted by **Grant Mandsager** on **11/04/2021** at **9:47am** [Comment ID: 4410] - [Link](#)

Type: *Suggestion*

Agree: 3, Disagree: 0

This turning radius is huge, allowing high speed turns that cut across the bike lane. This puts cyclists continuing south across 12th street at high risk. Seems ideal for a protected intersection.

Reply by **Pamela Van Hine** on **11/05/2021** at **8:19pm** [Comment ID: 4445] - [Link](#)

Type: *Suggestion*

Agree: 1, Disagree: 0

It's not safe for peds either.

## #004

Posted by **Arlington Resident** on **11/16/2021** at **3:46pm** [Comment ID: 4467] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: -1

I'm sure I'm in the minority - but disappointed yet again in the constant loss of driving lanes with every new redesign of existing lanes. (e.g. angled / head-on parking spots along new Jennie Dean Park on 4MR).

## #005

Posted by **Darren Buck** on **11/03/2021** at **2:51pm** [Comment ID: 4370] - [Link](#)

Agree: 4, Disagree: 0

Plan doesn't show the highway guide sign that VDOT installed in this concrete island

## #006

Posted by **Darren Buck** on **11/03/2021** at **3:52pm** [Comment ID: 4382] - [Link](#)

Agree: 3, Disagree: 0

You are not showing any drainage structures along the curb. Where will they be? Is it too late to locate them to the inside of the lane to allow an intermediate or sidewalk grade lane?

## #007

Posted by **Darren Buck** on **11/03/2021** at **3:15pm** [Comment ID: 4377] - [Link](#)

Agree: 2, Disagree: 0

Are these light posts? Why are they placed so close to the bike lane, where they could catch a handlebar, or cause additional injury if a rider falls?

## #008

Posted by **Darren Buck** on **11/03/2021** at **2:54pm** [Comment ID: 4372] - [Link](#)

Type: *Question*

Agree: 8, Disagree: 0

Why are no vertical elements of any kind shown between parked cars and the bike lane? How wide is this buffer? With DPR reconstructing the entire adjacent curbline, and this project, we should expect at least cast-in-place curbs to protect bicyclists. At least.

## #009

Posted by **Robert Mandle** on **11/17/2021** at **11:10am** [Comment ID: 4472] - [Link](#)

Type: *Question*

Agree: 0, Disagree: 0

Curious what is causing the curb to move at this location? Are there utility covers that make the PBL dangerous? Do they need to be relocated?

## #010

Posted by **Darren Buck** on **11/04/2021** at **8:33am** [Comment ID: 4396] - [Link](#)

Agree: 0, Disagree: 0

How wide will this sidewalk be?

Reply by **Pamela Van Hine** on **11/05/2021** at **8:00pm** [Comment ID: 4435] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

good question - it should be at least 10' clear zone!

## #011

Posted by **Herbert Wamsley** on **11/12/2021** at **6:23pm** [Comment ID: 4458] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: -3

Not enough lanes for vehicles on Eads Street. The street is experiencing backups already, near Whole Foods, with many projects still to be completed. Despite the ideological commitment by city planners, with respect, the voters want to travel primarily by car. I am 79 years old and cannot use other forms of transportation. I would guess that right now cars transport at least 20 times as many people on Eads as all other forms of transportation combined. The county board is ruining the Crystal City/Aurora Hills neighborhood. We will see more cut-through traffic on residential streets such as Fort Scott Drive, where many families have children.

Reply by **Darren Buck** on **11/15/2021** at **9:56pm** [Comment ID: 4464] - [Link](#)

Agree: 0, Disagree: 0

I have a family with children, I live in Aurora Highlands, and I would like my daughter to be able to ride around our neighborhood without being killed by a driver. 'More lanes' is not how that happens. I am a voter who drives, but desperately wished I lived in the place with planners devoted to creating what you fear.

## #012

Posted by **Darren Buck** on **11/03/2021** at **3:30pm** [Comment ID: 4378] - [Link](#)

Agree: 3, Disagree: 0

If you stick with a street-level facility, please consider a curb with a 45-degree chamfer to reduce the risk of pedal-strikes

## #013

Posted by **Robert Mandle** on **11/17/2021** at **11:04am** [Comment ID: 4470] - [Link](#)

Type: *Suggestion*

Agree: 0, Disagree: 0

Echoing comments about adding hardened, physical separation to the facility along this entire corridor. Similar treatments to what is being built by Amazon along Met Park and likely Pen Place across the street would be logical.

## #014

Posted by **Guus Bosman** on **11/03/2021** at **8:06pm** [Comment ID: 4388] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

Reduce parking. Add protected bike lanes.

Reply by **Pamela Van Hine** on **11/05/2021** at **8:18pm** [Comment ID: 4444] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Any "parking" around the PenPlace megablock should be used for part of PBL and for PUDO only (including very short term stops by private vehicles for child care and other people drop off/pick up).

## #015

Posted by **Darren Buck** on **11/03/2021** at **2:58pm** [Comment ID: 4374] - [Link](#)

Agree: 5, Disagree: 0

Why is the bikelane only given 6' (which is effectively 4.5' after subtracting the gutterpan), while the parking lane is a foot wider than the Arlington standard, and the travel lane is 12' wide? A 7.5' total clear bikelane would allow bicyclists and scooters to pass each other, as well as allow users of cargo and adaptive bikes to use the facility more comfortably.

Reply by **Sustainable Mobility for Arlington County** on **11/04/2021** at **9:46am** [Comment ID: 4409] - [Link](#)

Agree: 1, Disagree: 0

100% agree.

## #016

Posted by **Jenny Gerbi** on **11/15/2021** at **9:38pm** [Comment ID: 4461] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Please do not have parking to the right of the bike lane. Getting car doored is no fun, and there needs to be \*complete physical protection against the travel lane\* (or this will become another 'uber/doorside lane'). Parking is not, and should not, be the priority here. I would recommend to eliminate it on this side of the street entirely and put in a proper protected bike lane. This could enable the proper spacing of the bike lane on the other side of the street to avoid being doored from the other direction.

## #017

Posted by **Sustainable Mobility for Arlington County** on **11/04/2021** at **9:52am** [Comment ID: 4412] - [Link](#)

Type: Suggestion

Agree: 7, Disagree: 0

This is a major capital project, there is no reason we should be settling for anything less than curb protection from end to end for this entire block.

## #018

Posted by **Arlington Citizen** on **11/03/2021** at **6:30pm** [Comment ID: 4386] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

Buffered lanes aren't enough, and I'm sick of DES pretending like it's in compliance with the County's Bike Element of the Master Transportation Plan. If I were a planner/engineer, I'd be embarrassed to be associated with DES at this point.

## #019

Posted by **Dana Bres** on **11/05/2021** at **7:17am** [Comment ID: 4425] - [Link](#)

Agree: 6, Disagree: 0

How will you prevent vehicles from using this area as parking? While enforcement might be considered, Arlington's enforcement effort in this regard is consistently ineffective. An engineering solution is needed.

## #020

Posted by **Darren Buck** on **11/03/2021** at **2:56pm** [Comment ID: 4373] - [Link](#)

Agree: 3, Disagree: 0

Why is this corner only defined by markings, and not at least concrete?

## #021

Posted by **Thomas Dunbar** on **11/08/2021** at **10:23am** [Comment ID: 4447] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Please put in a protected bike lane on the southbound side of the street. There is a protected bike lane on the northbound side.

## #022

Posted by **Daniel Weir** on **11/03/2021** at **11:00pm** [Comment ID: 4393] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

This looks more like a highway off-ramp that cuts through a bike lane than it looks like an urban intersection. These turning radii are gonna get people killed.

Reply by **Grant Mandsager** on **11/04/2021** at **9:48am** [Comment ID: 4411] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Agreed. Protect northbound bike lane users by making right turning cars slow for a tighter turn.

Reply by **Sustainable Mobility for Arlington County** on **11/04/2021** at **10:10am** [Comment ID: 4413] - [Link](#)

Agree: 4, Disagree: 0

Agreed. Make it a "mountable" curb if you need to in order to accomodate the like...2 trucks a day that have to go through here, but raise up these corners and tighten up the radii or a car's gonna zip around this corner at 40 mph and hurt a kid.

## #023

Posted by **Dana Bres** on **11/05/2021** at **7:13am** [Comment ID: 4424] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: 0

Reduce the radius of this turn to slow vehicles entering and exiting

Reply by **Pamela Van Hine** on **11/05/2021** at **8:02pm** [Comment ID: 4436] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Need to protect both cyclists and peds from turning vehicles

## #024

Posted by **Darren Buck** on **11/03/2021** at **3:31pm** [Comment ID: 4379] - [Link](#)

Agree: 1, Disagree: 0

This curb ramp requires a flare due to adjacent concrete for accessibility

## #025

Posted by **Ben D'Avanzo** on **11/04/2021** at **9:23am** [Comment ID: 4400] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

Add clear pavement and coloring differentiation at 11th St crossing of bike lane

Reply by **Sustainable Mobility for Arlington County** on **11/04/2021** at **9:44am** [Comment ID: 4405] - [Link](#)

Agree: 1, Disagree: 0

Agree, colored pavement needed in bike lane across this conflict.

Reply by **Susan English** on **11/05/2021** at **1:27pm** [Comment ID: 4428] - [Link](#)

Agree: 0, Disagree: 0

Agree. Alert users with color.

Reply by **Carol Fuller** on **11/09/2021** at **8:20pm** [Comment ID: 4452] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

The vagueness of what 11th Street will look like after all the construction is unsettling. Will this become a major thoroughfare, even though going right through the middle of the hotel? Plus this will be a major pedestrian crossing from 11th Street to PenPlace and crosswalks will be essential. Colored pavement at that intersection is a minimum. Please consider speed humps.

## #026

Posted by **Elizabeth Gallagher** on **11/03/2021** at **8:34pm** [Comment ID: 4390] - [Link](#)

Type: Question

Agree: 0, Disagree: -1

Why not continue the Army Navy Drive cycletrack on Eads instead of having buffered bike lanes on each side of the road? That feels harder for wayfinding to have to switch between the two concepts.

## #027

Posted by **A Rosa** on **11/04/2021** at **4:58pm** [Comment ID: 4420] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

Make this a complete 4 way red stop of vehicular traffic so all directions of pedestrians and bikes can clear the intersection without worry for right turning or left turning vehicles. It allows safe crossing for peds and bikes, while also allowing safe turns of vehicular traffic instead of waiting for peds/bikes to clear, thus making turning nearly impossible in many cases

## #028

Posted by **Zack D** on **11/04/2021** at **10:38am** [Comment ID: 4416] - [Link](#)

Type: Question

Agree: 6, Disagree: 0

Why is this not a protected intersection? It is silly to put all the time and effort into building protected bike lanes only to give up at the intersection.

## #029

Posted by **Nicholas Sarafolean** on **11/17/2021** at **3:20pm** [Comment ID: 4474] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

A great addition here would be a short left turn lane for westbound riders on the cycle track to turn left and go south on S. Eads Street, giving them room to stop for oncoming bike traffic without impeding the flow of westbound riders. See the 15th Street cycleway in DC for an example of left turn Lanes for bike riders.

## #030

Posted by **Erol Morey** on **11/07/2021** at **1:54pm** [Comment ID: 4446] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

The pedestrian walk light is automatic for those crossing Eads. You have to push a button to get a walk signal to cross Army Navy - a much more dangerous street. Put an automatic walk light here as you did during the pandemic.

## #031

Posted by **Steve Wahoski** on **11/05/2021** at **5:13pm** [Comment ID: 4433] - [Link](#)

Type: Question

Agree: 2, Disagree: 0

I'm traveling on bicycle northbound on Eads and need to make a left-hand turn onto Army-Navy. Will there be a bicycle turn signal like the ones at the intersection of Pennsylvania Avenue and 15th Street in DC? If no, where do I make the turn? From the traffic lane or the bike lane? And when do I make the turn? With the pedestrian cross walk signal, or with the green traffic signal for Eads Street going northbound? (P.S. reCAPTCHA just asked me to identify pictures with a crosswalk. Most drivers in Arlington would fail this test, since they don't know what a crosswalk is or how to approach it.)

Reply by **Pamela Van Hine** on **11/05/2021** at **8:13pm** [Comment ID: 4442] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This is NOT a fun/safe crossing for peds either.

## #032

Posted by **Carol Fuller** on **11/09/2021** at **8:24pm** [Comment ID: 4453] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

We understand from Amazon that they are proposing a traffic light here at the intersection with 11th Street. Though I understand this can't be included in your street design because the process is ongoing, it should be mandatory during the SPRC process for PenPlace. Otherwise, you will need speed humps and painted crosswalks.

## #033

Posted by **Christina Andeweg** on **11/10/2021** at **1:24pm** [Comment ID: 4456] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

I feel like this is a good opportunity for a speed table or elevated crosswalks. Cars will likely be driving fast in order to get up to speed to get on the highway across Army Navy Drive. This will create an unsafe environment for pedestrians and cyclists.

With the new park, future Pen Place development and other projects in the neighborhood, it seems like this could be a very active pedestrian location. The County should do everything they can to ensure pedestrian safety, even if it means slowing cars down.

Reply by **Darren Buck** on **11/10/2021** at **8:04pm** [Comment ID: 4457] - [Link](#)

Agree: 0, Disagree: 0

Well said. I suggested a roundabout for this intersection during Pen Place discussions, which would slow vehicles. Failing that, a raised intersection would be a great treatment here.

Reply by **Nicholas Sarafolean** on **11/17/2021** at **3:15pm** [Comment ID: 4473] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Excellent idea. Physical infrastructure to slow cars will do much more to help the area than paint or signs.

## #034

Posted by **Darren Buck** on **11/03/2021** at **2:50pm** [Comment ID: 4368] - [Link](#)

Type: Question

Agree: 8, Disagree: 0

Why does the park design include a raised midblock crosswalk for park users, but both the bike lane and streetside sidewalk get to conflict with turning cars at street-grade? Why not a driveway apron inside the bikelane and sidewalk to protect everyone?

Reply by **Sustainable Mobility for Arlington County** on **11/04/2021** at **9:45am** [Comment ID: 4407] - [Link](#)

Agree: 2, Disagree: 0

100% agree.

## #035

Posted by **Casey Kane** on **11/04/2021** at **12:33pm** [Comment ID: 4419] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: 0

Make this a raised crosswalk, makes it easier for pedestrians to cross and it will slow drivers down, as they drive across the bike lane.

## #036

Posted by **Darren Buck** on **11/03/2021** at **3:34pm** [Comment ID: 4380] - [Link](#)

Agree: 0, Disagree: 0

Why no crosswalks/curb ramps for the 11th St intersection? Assuming that they won't be built until HQ2, where will they intersect with this bike lane and park features shown?

## #037

Posted by **Daniel Weir** on **11/03/2021** at **10:59pm** [Comment ID: 4392] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

This turning radius is way too large and will invite high-speed turns that are dangerous to pedestrians, cyclists, and drivers.

Reply by **Sustainable Mobility for Arlington County** on **11/04/2021** at **9:45am** [Comment ID: 4408] - [Link](#)

Agree: 0, Disagree: 0

100% agree.

## #038



Posted by **Ben D'Avanzo** on **11/04/2021** at **9:25am** [Comment ID: 4401] - [Link](#)

Type: Question

Agree: 5, Disagree: 0

Shouldn't there be a crosswalk here, representing both the Penplace garage entrance and extension of the green ribbon?

Reply by **Pamela Van Hine** on **11/05/2021** at **8:03pm** [Comment ID: 4437] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

I think the PenPlace plans shows one - and a traffic light here. Do these plans need updating?

## #039

Posted by **Robert Mandle** on **11/17/2021** at **11:06am** [Comment ID: 4471] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This project MUST add crosswalks across Eads along 11th Street.

## #040

Posted by **Darren Buck** on **11/03/2021** at **4:08pm** [Comment ID: 4384] - [Link](#)

Agree: 6, Disagree: 0

Add a turn-queue box here to allow northbound riders to stage to make a left into the future HQ2 "multimodal green ribbon"

Reply by **Pamela Van Hine** on **11/05/2021** at **8:04pm** [Comment ID: 4438] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

I think DES is evaluating/will evaluate need with

PenPlace project (but it's necessary for turns into buildings east of Eads as well.

## #041

Posted by **Daniel Weir** on **11/03/2021** at **10:55pm** [Comment ID: 4391] - [Link](#)

Type: Suggestion

Agree: 10, Disagree: 0

These bike lanes cannot reasonably called protected given the evolution of best practices over the last few years. There's no justification for placing the parking across the bicycle lane from the motor vehicle lane. The parking lane needs to be the buffer. Or, there needs to be a concrete buffer—but that would make it pretty hard to park, so see above. I'm looking forward to seeing the redraft.

## #042

Posted by **Teresa Jakubowski** on **11/09/2021** at **7:39pm** [Comment ID: 4450] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

There needs to be a left turn lane here so that southbound traffic can keep moving.

Reply by **Jenny Gerbi** on **11/15/2021** at **9:40pm** [Comment ID: 4462] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Eliminating parking on the southbound lane would enable this, as well as a proper protected bike lane. PenPlace should provide any needed parking within itself. It's not that many spaces that are causing a huge bottleneck/safety issue here..

## #043

Posted by **Darren Buck** on **11/04/2021** at **8:43am** [Comment ID: 4397] - [Link](#)

Agree: 3, Disagree: 0

Overall comment: During engagement for the park, i repeatedly suggested that their design should encompass the adjacent bikelane. This was ignored.

That means that we'll probably end up with an OK bikelane that does its job, next to a beautifully-designed park. Had the designs been integrated, we would have end up with a bike lane whose beauty and function complemented the park, rather than been pasted alongside afterward.

Reply by **Pamela Van Hine** on **11/05/2021** at **8:06pm** [Comment ID: 4439] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

And park plans did not address how ped can cross 11th street here safely.....

## #044

Posted by **Darren Buck** on **11/03/2021** at **2:51pm** [Comment ID: 4369] - [Link](#)

Agree: 5, Disagree: 0

Plan doesn't show the gigantic Express Lanes pricing sign that VDOT located somewhere near here.

## #045

Posted by **Darren Buck** on **11/03/2021** at **3:38pm** [Comment ID: 4381] - [Link](#)

Agree: 2, Disagree: 0

Are there going to be street trees along this block?

## #046

Posted by **Dana Bres** on **11/05/2021** at **7:18am** [Comment ID: 4426] - [Link](#)

Agree: 1, Disagree: 0

For the interim approach, swap the parking and bike lanes. Will help to get the motorists trained and could be done at little cost

## #047

Posted by **Bernard Berne** on **11/12/2021** at **7:53pm** [Comment ID: 4460] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -2

Pentagon City has many wide streets. Some have separated bike lanes or will soon have these. The proposed bike lanes on S. Eads Street will be redundant. They are not needed because the park contains wide paved alternative routes, as do nearby streets. To create biophilia, replace the bike lanes with green space containing trees and meadow/pollinator habitats.

Reply by **Darren Buck** on **11/15/2021** at **9:49pm** [Comment ID: 4463] - [Link](#)

Agree: 0, Disagree: 0

Let's do away with all of Eads St, it is redundant. It is not needed because there are plenty of other wide paved alternative routes, such as nearby Fern St and Hayes St. To create biophilia, please plant moar milkweed on any number of the acres and acres and acres of space in our growing downtown such as this one that we are setting aside for passive parks, instead of things like schools, housing for living breathing people, a modern community center, or again because it's such a gaping hole in our neighborhood, schools.

## #048

Posted by **Bernard Berne** on **11/12/2021** at **7:38pm** [Comment ID: 4459] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

The street is too wide and serves too many purposes. There is a much greater need for green space than for bike lanes, especially because the park contains much pavement that cyclists will use. Replace the bike lanes with green space to improve the natural environment. Add trees and meadow/pollinator areas to replace the bike lanes. Make the street biophilic by replacing pavement with trees and pollinator habitat. The park has too little of these habitats.

## #049

Posted by **Elizabeth Gallagher** on **11/03/2021** at **8:33pm** [Comment ID: 4389] - [Link](#)

Type: Suggestion

Agree: 7, Disagree: 0

Swapping the position of the bikelane with the parking lane and creating a protected bikelane similar to Rossyln / D.C. would make this a much less stressful street as it reduces contention with those parking (or to be honest, idling with their "park anywhere" lights on) at Pen Place.

Reply by **Pamela Van Hine** on **11/05/2021** at **8:15pm** [Comment ID: 4443] - [Link](#)

Agree: 0, Disagree: 0

I thought the PenPlace plan is for a real PBL - with "parking" (PUDO?) on the outside.

## #050

Posted by **Dana Bres** on **11/05/2021** at **7:06am** [Comment ID: 4422] - [Link](#)

Type: Question

Agree: 1, Disagree: 0

Please describe the plan for maintaining this grass median strip. Will it be mowed by DES or DPR? What provisions will exist to keep vehicles off the grass?

## #051

Posted by **Darren Buck** on **11/03/2021** at **3:02pm** [Comment ID: 4376] - [Link](#)

Agree: 2, Disagree: 0

Any possibility of plantings, perhaps using this space to take up some of the roadway runoff?

## #052

Posted by **Scudder Wagg** on **11/18/2021** at **11:46am** [Comment ID: 4478] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

The design of parking on the curb and bike lane between parking and travel lane is not particularly safe and very uncomfortable for most people who want to ride bikes through here. Better to put the bike lane against the curb and parking between the bike lane and the travel lane.

## #053

Posted by **Teresa Jakubowski** on **11/09/2021** at **7:47pm** [Comment ID: 4451] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: -2

I don't understand the purpose of this. There currently is street parking all along this area. As the area becomes even more congested even the current parking provided will not be sufficient, so it is important to preserve the limited street parking that presently is provided.

## #054

Posted by **Hannah Follweiler** on **11/04/2021** at **1:12am** [Comment ID: 4394] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

As a cyclist in the area the current plan doesn't feel safe enough. I don't like that there is still the possibility of a driver hitting me.

## #055

Posted by **William Buschur** on **11/16/2021** at **10:43am** [Comment ID: 4465] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

You must use bollards to block cars from blocking the bike lane. Ideally, the bike lane should be grade separated entirely, but in a compromise configuration like this, only hard physical barriers are adequate to prevent encroachment by cars.

## #056

Posted by **Nicholas Sarafolean** on **11/17/2021** at **3:39pm** [Comment ID: 4476] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This area is a death trap by design. The parking must be on the outer edge of the bike lane and there should be physical protection between the two. Flexible posts don't cut it and are regularly ignored. Perhaps boltable plastic curbs could suffice as a temporary solution until PenPlace is finished and concrete can be used as a protection for the bike lane?

## #057

Posted by **Dana Bres** on **11/05/2021** at **7:08am** [Comment ID: 4423] - [Link](#)

Type: Suggestion

Agree: 9, Disagree: 0

Please use a raised barrier rather than flex posts. Vehicles regularly damage flex posts and they provide little actual safety to those being protected.

## #058

Posted by **A Rosa** on **11/04/2021** at **5:01pm** [Comment ID: 4421] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -1

In general I find all the lane changes for bikes, parking and cars confusing if you're driving. It looks like there is a lot going on with all the lanes (bike/parking/turning) and every mode of transport would need to be ultra alert during travel.

Reply by **Nicholas Sarafolean** on **11/17/2021** at **3:36pm** [Comment ID: 4475] - [Link](#)

Agree: 0, Disagree: 0

Drivers should be ultra alert at this location. Each of us assumes great responsibility when we opt to travel by car, as it's the most dangerous mode of transportation for other road users, especially pedestrians and cyclists. I think it's great that we're finally working on infrastructure that slows cars down and makes drivers more alert in areas where there is an increased chance of conflict among road users. Speed of car travel can't be the priority in neighborhoods where people live, work, and play.

## #059

Posted by **Scudder Wagg** on **11/18/2021** at **11:45am** [Comment ID: 4477] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

There's no indications here for the existing bus stop that serves WMATA Routes 7A (non-peak times), 22A and Loudoun Commuter Route 200. Need to adequately account for this mixing zone for the buses, or include a bus stop island somewhere in this area.

## #060

Posted by **Darren Buck** on **11/03/2021** at **3:00pm** [Comment ID: 4375] - [Link](#)

Agree: 10, Disagree: 0

This marked-out space will absolutely need to be cast in concrete, to prevent drivers from overparking into the bike box and intersection clear space

Reply by **Sustainable Mobility for Arlington County** on **11/04/2021** at **9:41am** [Comment ID: 4403] - [Link](#)

Agree: 3, Disagree: 0

100% agree with Darren. This will just become illegal parking / idling unless you make it physically impossible with concrete.

Reply by **Susan English** on **11/05/2021** at **1:13pm** [Comment ID: 4427] - [Link](#)

Agree: 1, Disagree: 0

Agree. Lyft/Uber drivers will sit here, and pu/do here if not made impossible.

## #061

Posted by **Grant Mandsager** on **11/04/2021** at **9:44am** [Comment ID: 4406] - [Link](#)

Type: Suggestion

Agree: 5, Disagree: -1

No right on red at this intersection.

Reply by **Zack D** on **11/04/2021** at **10:35am** [Comment ID: 4414] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Please add no right on red c=across the cycletrack per NACTO and FHWA guidance

Reply by **Darren Buck** on **11/04/2021** at **11:17am** [Comment ID: 4417] - [Link](#)

Agree: 0, Disagree: 0

a quick check of Army-Navy Complete Streets 100% plans shows that they haven't restricted turns across the cycletrack at any intersections, including this one. Yikes. [https://www.pedbikeinfo.org/resources/resources\\_details.cfm?id=5344](https://www.pedbikeinfo.org/resources/resources_details.cfm?id=5344)

Reply by **Darren Buck** on **11/04/2021** at **11:18am** [Comment ID: 4418] - [Link](#)

Agree: 0, Disagree: 0

OOps, wrong link. Here's the planset [https://www.arlingtonva.us/files/sharedassets/public/projects/documents/DES-Army-Navy-Drive-2021-02-26\\_100\\_pct\\_Design\\_Plans.pdf](https://www.arlingtonva.us/files/sharedassets/public/projects/documents/DES-Army-Navy-Drive-2021-02-26_100_pct_Design_Plans.pdf)

Reply by **Pamela Van Hine** on **11/05/2021** at **8:11pm** [Comment ID: 4441] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -1

We need no right on red EVERYTHWERE - and enforcement (automated)!

Reply by **ngraham** on **11/09/2021** at **12:03pm** [Comment ID: 4449] - [Link](#)

Agree: 1, Disagree: 0

Hi Darren! This is incorrect. On page T300.6 of the 100% design documents for Army Navy Drive Complete Streets, you can see the signal plan for this intersection has NRTOR signage for both Eastbound Army Navy drive and for Northbound S. Eads Street.

This condition is consistent for all intersections along the Army Navy Drive Corridor from Joyce to 12th Street S. There are no right turns on red permitted along the planned cycle track anywhere along the corridor.

- NSG

## #062

Posted by **Zack D** on **11/04/2021** at **10:37am** [Comment ID: 4415] - [Link](#)

Type: Question

Agree: 1, Disagree: 0

Why have a left turn lane here at all? If it is this small, the volumes must be very small so why bother trying to accommodate every turn a person driving can make? Without it, the crossing distance can be significantly reduced.

Reply by **Pamela Van Hine** on **11/05/2021** at **8:10pm** [Comment ID: 4440] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

What are the turning numbers? I suspect that the left turn is needed - as it is needed at 12th. Can peds have a protective median to keep us safe from turning vehicles?

Reply by **Carol Fuller** on **11/09/2021** at **8:30pm** [Comment ID: 4454] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

This is a popular left turn for cars. If you aren't taking the Express lanes, you have to turn left to get to the 395 entrance. I turn left here frequently. Just make it safe for bikers--and pedestrians. I walk here a lot too, and with the park, foot traffic will increase.

## #063

Posted by **Darren Buck** on **11/03/2021** at **2:53pm** [Comment ID: 4371] - [Link](#)

Agree: 6, Disagree: 0

Why doesn't this bike box extend past the thru-right lane? There should be a no-turn-on-red restriction for northbound Eads to prevent conflicts across the Army-Navy cycletrack.

Reply by **Sustainable Mobility for Arlington County** on **11/04/2021** at **9:42am** [Comment ID: 4404] - [Link](#)

Agree: 0, Disagree: 0

100% agree with Darren. No-right-on-red here is critical. Drivers will NOT be looking to the right for an approaching cyclist before turning.

Reply by **Robert Mandle** on **11/17/2021** at **11:03am** [Comment ID: 4469] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Agree - was going to make the same comment