

Funding Hearing

June 10, 2024 at 7:00 PM

**Bozman Government Center - 2100 Clarendon Blvd.
Cherry Room (216)**

The [Neighborhood Complete Streets Commission \(NCSC\)](#) would like to welcome you to its Funding Hearing.

The NCSC will be considering the following street improvement projects, in the following order:

Capital Projects

- North Oakland Street (Phase 1) from North Pershing Drive to 5th Street North (Ashton Heights)
- North Oakland Street (Phase 2) from 5th Street North to 6th Road North (Ashton Heights)
- 8th Road North from North Kensington Street to North Jefferson Street (Bluemont)

Shared Streets Pilot Projects

- South Lynn Street from 16th Street South to 20th Street South (Arlington Ridge)
- 12th Street South from South Highland Street to South Glebe Road (Douglas Park)
- North Wakefield Street from Carlin Springs Road to Wilson Boulevard (Bluemont)

Time will be allotted for speakers. If you wish to speak regarding a project, please sign-up online to speak by 3:00pm on June 10th. The [link to sign-up](#) to speak can be found on the Neighborhood Complete Streets Commission webpage. Due to time constraints, speakers will be limited to three minutes to comment on a project.

If the Neighborhood Complete Streets Commission recommends any capital projects for funding, those projects will be forwarded to the Arlington County Board for approval. The Board will consider these projects at their July 2024 meeting.



Members of the Neighborhood Complete Streets Commission

Elisa Ortiz, Chair

David Ansell
Margarita Scott Brose
Giles Crimi
Robert Gerber
Richard Gibson
Eric Goodman
Catherine Lewis
Kathleen Reeder
Aaron Schuetz
Steve Wardell

Neighborhood Complete Streets Staff Participants

Michelle Stafford, Program Coordinator

Sarina Asher
Allison Bullock
Kevin Casadei
Jiong Lin
Anahita Mazidi
Erin Potter
Brian Shelton

right of way, minimizing impacts to the existing green space and preserving existing, mature trees, to the extent possible, while complying with County standards and the Americans with Disabilities Act (ADA). Due to the larger scope and anticipated costs of this missing section of sidewalk, the project is split into two phases for funding and implementation.

Phase 1 - The preliminary design includes a 5' sidewalk with a 2.5' utility strip, on the east side of the street, removal of on-street parking on the east side of the street between North Pershing Drive and 4th Street North, and the west side of the street between 4th Street North and 5th Street North, for a total reduction in parking of approximately 21 spaces with 22 spaces retained. The design would retain the existing curb on the west side of the street, and align the new curb with the new stormwater retention facility, result in a 28' wide roadway from curb to curb, with a 21' clear travel way, in accordance with Fire Code.

Impacts to trees are anticipated, and will be defined in the detailed design phase, if the project is approved. At that time, county staff can consider reduction to the sidewalk and utility strip in the case that significant trees are preserved, and ensuring the pedestrian clear width is no smaller than 4', and free of all obstructions. This can be achieved with a 4' sidewalk with 2.5' utility strip, or with a 6' sidewalk without a utility strip, and only in support of preventing removal of significant trees or avoiding utility conflicts. Staff will further analyze sidewalk and utility strip options in the detailed design phase. The preliminary designs presented should be considered as the default standard. Additionally, the sidewalk width may need to be reduced somewhat in the area adjacent to the existing bioretention facility, due to available space in the County-owned right of way.

Phase 2 – The preliminary design continues the 5' sidewalk and 2.5' utility strip on the east side of North Oakland Street, from 5th Street North to 6th Road North. The street would be 27' wide from curb to curb, maintaining on-street parking on side of the street and a clear width/travel way of 20', the minimum required by the Fire Code. The design includes removal of 10 on-street parking spots on the west side of the street, on the north half of the block, and 13 spots on the east side of the street on the south half of the block, with the mid-point defined by the existing fire hydrant. A total of 23 on-street parking spaces will be removed, with 23 spaces retained. Tree impacts are also anticipated on Phase 2. As with Phase 1, once a detailed tree inventory has been completed in the detailed design process of the project, consideration can be given to narrowing the sidewalk if significant trees can be retained, and as long as a minimum pedestrian clear zone of 4' can be provided to meet the minimum standards of ADA.

Public Engagement

With the support of the NCSC, County Staff undertook the following engagement actions:

- Hosted a project webpage with project plans and opportunities to provide feedback by email (continuous)
- Hosted an online survey about existing conditions and travel experiences, including an interactive map, linked to the project webpage and promoted through county communication channels (March/April 2024)
- Hosted an online feedback form sharing the preliminary Concept Design, including an interactive drawing, linked to the project webpage and promoted through county communication channels (May 2024)
- Hosted two NCS project “Open House” meetings (May 7, 2024 at Central Library and May 13, 2024 at Walter Reed Community Center)
- Posted a video recording and the presentation materials on the project webpage (continuous)

Results

Staff considered the feedback received from stakeholders, existing constraints and conflicts, and the applicable policies and standards guiding street design. The resulting final concept meets the project goals of providing a safe, accessible sidewalk connection within the existing site constraints, anticipates the need to address tree impacts with potential narrowing of the sidewalk area, while balancing the goals of County policies. The project received considerable support and positive feedback on sidewalks throughout the public engagement period. Concerns shared primarily pertained to parking removal and tree preservation. (Detailed summaries of the public engagement efforts are posted to the project website).

Resulting revisions to the design, including providing a contiguous sidewalk on one side of the street, have been incorporated while achieving a minimum clear width of 20' throughout Phase 1 and 2 to meet the Arlington County Fire Prevention Code. Any further refinements to the design must comply with ADA.



Figure 1: North Oakland St looking South at Pershing Dr. (Phase 1)



Figure 2: North Oakland St between 4th and 5th St N (Phase 1)



Figure 3: N Oakland St looking north toward 6th Rd N (Phase 2)

Project Ranking Criteria - N Oakland St

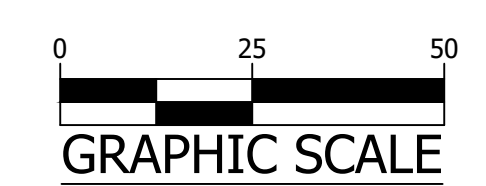
Group I	
A. Sidewalk Conditions	
No complete sidewalks (12)	12
OR Narrow or obstructed (6)	
Missing curb ramps (2)	
B. Traffic Hazards/Safety	
Reported crash past 48 months (4 points per crash, max 8)	8
Crash with Physical Injury (additional 4-6 points per crash, max 12)	4
Minimum total Group I A + B (minimum 8 points)	
C. Speed & Volume	
Speeding Problem (8)	
Traffic Volumes above 1,000 per day (4)	
Traffic Volumes between 500 and 1,000 (2)	2
Total Group I A+B+C: (minimum 12 points)	26

Group II	
A. Pedestrian attractors	
3/4 mile to Metrorail (4)	4
1/2 mile to ES; 3/4 mile to MS/HS (4 points per school, max 12)	4
School bus stop (2)	2
1/4 mile to bus stop (1-3)	2
1/2 mile to shopping/office (1-3)	3
1/2 mile to civic building (3)	3
within 500' of a park (3)	3
B. Mapped Bike Routes	
Designated on bike map (3)	3
Connects with trail (3)	
Connects to bike route (1)	1
CaBi station w/in 1/4 mile (2)	2
C. Land Use/GLUP	
Commercial/mixed use (5)	
37+ dwelling units (5)	
16-36 dwelling units (4)	
11-15 dwelling units (3)	
D. Equity Emphasis Areas (5)	
Total Group II A+B+C	27
OVERALL TOTAL	53



PROPOSED PLAN
 N OAKLAND ST (PHASE I)
 FROM N PERSHING DR TO 5TH ST N

LEGEND	
	PROPOSED PARKING: 24
	EXISTING PARKING TO BE REMOVED: 19



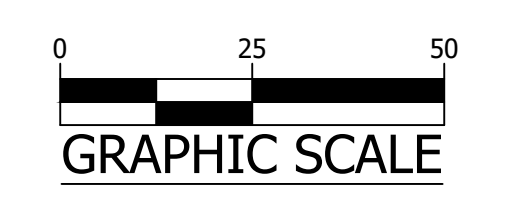


PROPOSED PLAN

N OAKLAND ST (PHASE II)

FROM N 5TH ST N TO 6TH RD N

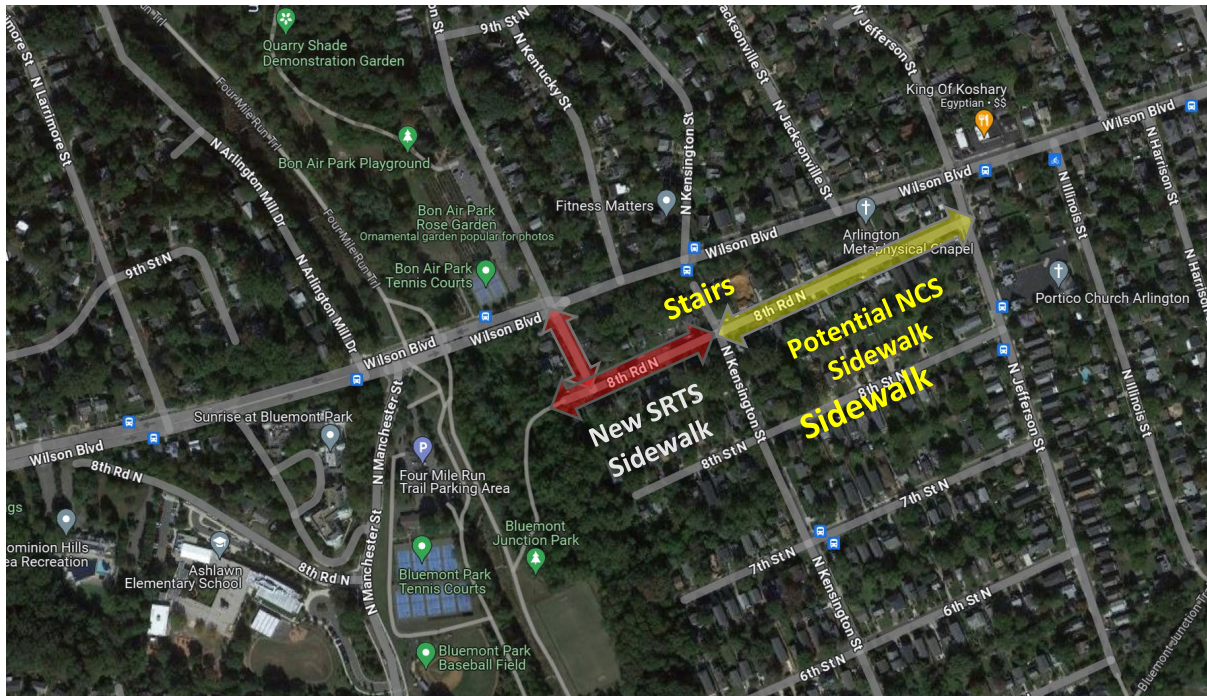
LEGEND	
	PROPOSED PARKING: 23
	EXISTING PARKING TO BE REMOVED: 23



NCS Proposed Project: 8th Road North Sidewalk

Location

8th Road North from North Kensington to North Jefferson Street. The proposed NCS scope of work includes sidewalk on the south side of the street.



Civic Association Bluemont

Project Webpage

<https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/NCS-2024-8th-Road-North>

Estimated Project Cost (approximate)

\$990,000 - subject to adjustment as project enters detailed design phase

Project Goals

The goal of this project is to provide a continuous accessible sidewalk on one side of 8th Road North from North Kensington Street to North Jefferson Street, adjacent to the recently completed sidewalk project from North Kensington Street to the Bluemont Junction Park trail entrance at the cul-de-sac. The project would provide new sidewalk, curb and gutter, accessible curb ramps and improved pedestrian crossings to increase safety and access for all people using this neighborhood street connection. All works will be performed within the existing, County-owned, right of way, and taking measures to preserve

existing, mature trees, to the extent possible, while still complying with County standards and the Americans with Disabilities Act (ADA).

Public Engagement

With the support of the NCSC, County Staff undertook the following engagement actions:

- Hosted a project webpage with project materials and opportunities to provide feedback by email (continuous)
- Hosted an online feedback form about existing conditions and travel experiences, including an interactive map, linked to the project webpage and promoted through county communication channels (March/April 2024)
- Hosted an online feedback form sharing the preliminary Concept Design, including an interactive drawing, linked to the project webpage and promoted through county communication channels (May 2024)
- Hosted two NCS project “Open House” meetings (May 7, 2024 at Central Library and May 13, 2024 at Walter Reed Community Center)
- Posted a video recording and the presentation on the project webpage (continuous)

Results

Staff reviewed the feedback response, which was limited and positive with respect to sidewalk. Minor revisions were incorporated into the preliminary design, consistent with County policy and engineering best practices. The resulting design will incorporate enhancements to the existing streetlights, include a curb “bump out” and utilize pervious surfacing at driveway aprons located near significant trees, resulting in reduction in on-street parking of up to 8 spaces.

Once completed, the sidewalk network for 8th Road North will enable safe and accessible pedestrian travel from Wilson Boulevard and North Jefferson Street to Bluemont Park, Ashlawn Elementary School, and other points in this part of Bluemont neighborhood.



Figure 1: 8th Rd N looking east



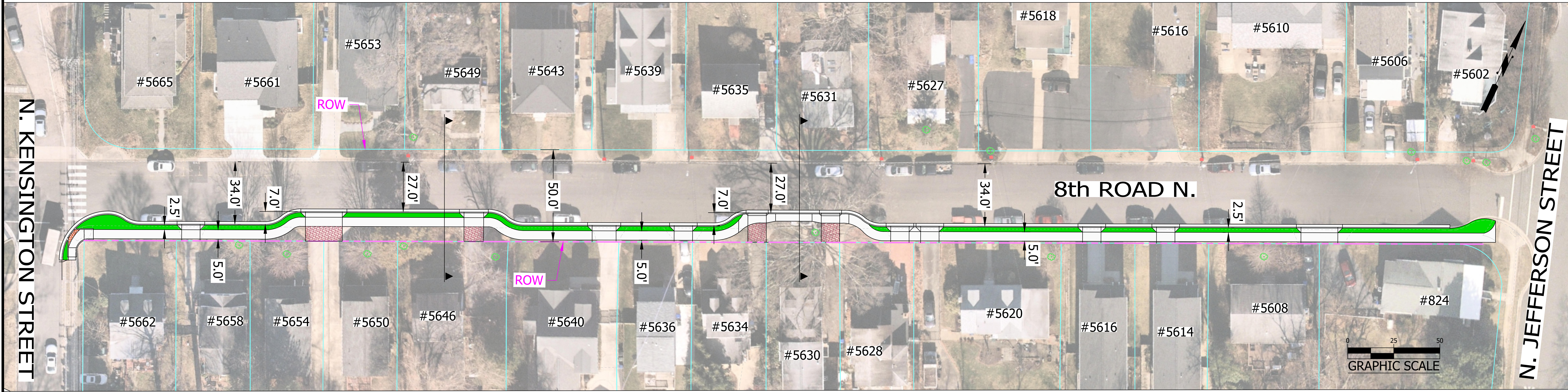
Figure 2: 8th Rd N looking west to N Kensington St and Bluemont park beyond

Project Ranking Criteria - 8th Road North

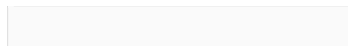

Group I	
A. Sidewalk Conditions	
No complete sidewalks (12)	12
OR Narrow or obstructed (6)	
Missing curb ramps (2)	
B. Traffic Hazards/Safety	
Reported crash past 48 months (4 points per crash, max 8)	
Crash with Physical Injury (additional 4-6 points per crash, max 12)	4
Minimum total Group I A + B (minimum 8 points)	
C. Speed & Volume*	
Speeding Problem (8)	8
Traffic Volumes above 1,000 per day (4)	
Traffic Volumes between 500 and 1,000 (2)	2
Total Group I A+B+C: (minimum 12 points)	26

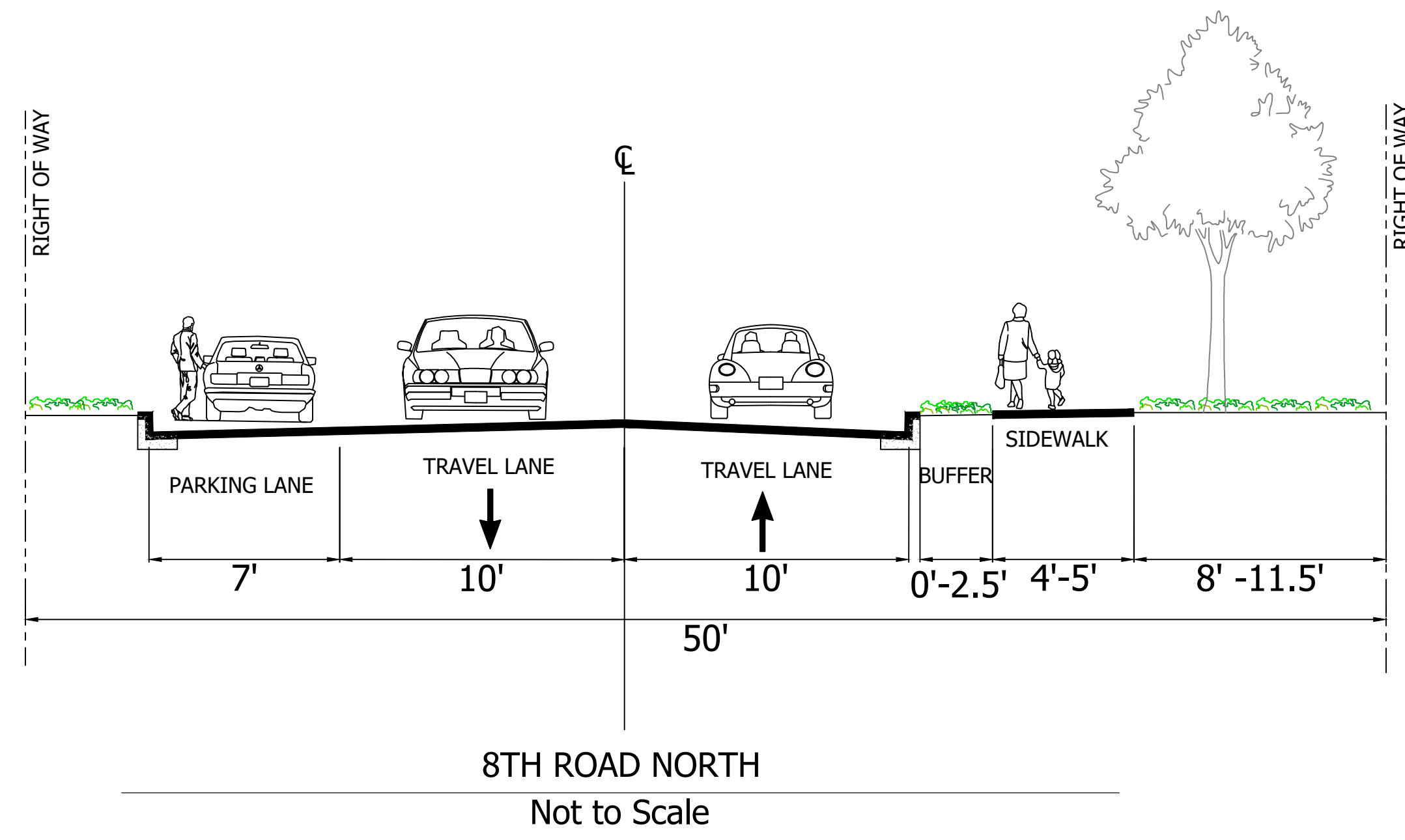
*speed problem not confirmed in field

Group II	
A. Pedestrian attractors	
3/4 mile to Metrorail (4)	
1/2 mile to ES; 3/4 mile to MS/HS (4 points per school, max 12)	4
School bus stop (2)	
1/4 mile to bus stop (1-3)	1
1/2 mile to shopping/office (1-3)	2
1/2 mile to civic building (3)	
within 500' of a park (3)	3
B. Mapped Bike Routes	
Designated on bike map (3)	3
Connects with trail (3)	3
Connects to bike route (1)	1
CaBi station w/in 1/4 mile (2)	2
C. Land Use/GLUP	
Commercial/mixed use (5)	
37+ dwelling units (5)	
16-36 dwelling units (4)	
11-15 dwelling units (3)	
D. Equity Emphasis Areas (5)	
Total Group II A+B+C	19
OVERALL TOTAL	45



LEGEND

- PROPOSED CONCRETE SIDEWALK AND RAMPS 
- DRIVEWAY TRANSITION PERVIOUS SURFACE 
- UP TO 8 PARKING SPACE TO BE REMOVED



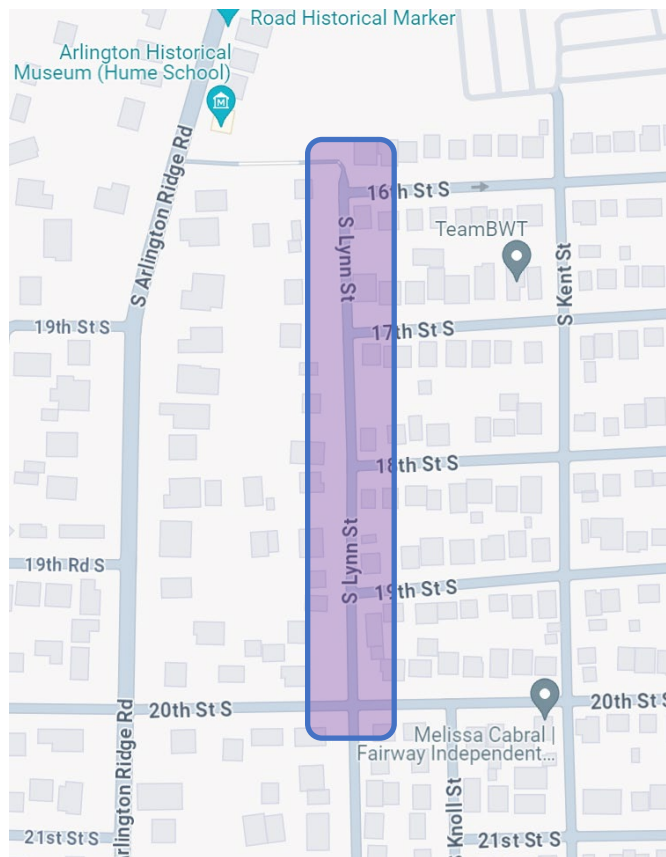
PROPOSED PLAN
8TH ROAD N

FROM N. KENSINGTON STREET TO N. JEFFERSON STREET

NCS Proposed Project: South Lynn Street Shared Street Pilot

Location

South Lynn Street from 16th Street South to 20th Street South



Civic Association Arlington Ridge

Project Webpage

<https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/NCS-Shared-Street-Pilot/NCS-S.-Lynn-Street>

Estimated Project Cost (approximate)

\$15,000

Project Goals

Arlington County has neighborhood streets with no sidewalks. Some of these streets have challenges that make building a sidewalk difficult, including insufficient right-of-way, topography, and tree preservation.

The goal of the shared street pilot project is to study the effectiveness of two

new treatments, a shared street stamp in the roadway and a shared street vertical sign assembly with an advisory speed limit of 15mph. The two treatments will inform drivers of the shared use condition present on the street, and seek to slow vehicle speeds, increasing pedestrian comfort, and create a space where drivers yield to pedestrians traveling in the street. All works will be performed within the existing, County-owned, right of way.

South Lynn Street does not have any existing sidewalk. The existing street width, parking utilization, presence of street trees and utilities, limited space in the right of way, and traffic volumes below makes South Lynn Street a good candidate for this pilot project.

The primary design includes the shared street stamp which will be placed at two locations on South Lynn Street; the first located at the entrance to the street near the intersection with 20th Street South, and the second location near the 16th Street intersection. The shared street sign assemblies will be placed near the two shared street stamps, with two additional sign assemblies placed at the intersection of South Lynn Street and 18th Street South. No parking removal is proposed at this time.

Public Engagement

With the support of the NCSC, County Staff undertook the following engagement actions:

- Hosted a project webpage with project plans and opportunities to provide feedback by email (continuous from November 2023)
- Hosted an online feedback form and a mapping tool linked to the project webpage and promoted through county communication channels (November 2023)
- Placed yard signs along the pilot project corridor (November 2023)
- Shared the feedback form and mapping tool with Arlington Public Schools (APS) and PTA members from Oakridge Elementary School and Gunston Middle School, the nearby Aurora Hills Library, several houses of worship along the 20th Street South Corridor, and the Arlington Historical Museum (November 2023)
- Hosted a video recording and the presentation slides on the project page to introduce the shared street concept on the project webpage (continuous from November 2023)
- Presented the Shared Street Pilot project to the Bicycle Advisory Committee (November 6, 2023)
- Presented the Shared Street Pilot project to the Pedestrian Advisory Committee (November 8, 2023)
- Presented the Shared Street Pilot project to the Disability Advisory Commission (November 21, 2023)

- Hand delivered fliers to effected properties (November 29, 2023)
- Hosted a video recording and the presentation of the concept drawings linked to the project webpage (continuous from May)
- Hosted an online feedback form and a mapping tool sharing concept designs and interactive comment drawing linked to the project webpage and promoted through county communication channels (May 2024)
- Shared the feedback form and mapping tool for concept designs with APS and PTA members from Oakridge Elementary School and Gunston Middle School, the nearby Aurora Hills Library, several houses of worship along the 20th Street South Corridor, and the Arlington Historical Museum (April and May 2024)
- Hosted an open house meetings at Arlington Central Library (May 7, 2024) and Walter Reed Community Center (May 13, 2024)
- Presented the concept drawings to the Disability Advisory Commission (May 20, 2024)

Results

Staff considered the feedback received from stakeholders, existing constraints and conflicts, and the applicable policies and standards guiding street design. The resulting final concept meets the project goals of delivering two new treatments to trial, a shared street stamp, and a shared street sign with an advisory speed limit of 15 mph. The project received mixed feedback throughout the engagement process. Those who attended our in-person events or provided feedback online understood the existing constraints and the need of the county to try something different. Most comments sought out additional improvements to reduce automobile speed and volume along the road.

Because the pilots involve new tools staff will actively monitor these projects for one year. During that time staff will collect speed and volume data, monitor driver behavior and crash reports, check material durability, and respond to feedback on the improvements. At the end of the monitoring and evaluation period staff will engage with the community to collect feedback on the pilot design. At any time, staff will adjust or remove the treatments if there are immediate safety concerns.



Figure 1: Looking South at the intersection of 19th Street S.



Figure 2: Looking South at the intersection of 17th Street S.



Figure 3: Cars parked along N. Lynn Street during January 2024 snowstorm at 17th Street S.



Figure 4: Looking North at the intersection of 20th Street S.

Project Ranking Criteria - South Lynn Street

Group I	
A. Sidewalk Conditions	
No complete sidewalks (12)	12
OR Narrow or obstructed (6)	
Missing curb ramps (2)	
B. Traffic Hazards/Safety	
Reported crash past 48 months (4 points per crash, max 8)	4
Crash with Physical Injury (additional 4-6 points per crash, max 12)	
Minimum total Group I A + B (minimum 8 points)	
C. Speed & Volume	
Speeding Problem (8)	
Traffic Volumes above 1,000 per day (4)	
Traffic Volumes between 500 and 1,000 (2)	
Total Group I A+B+C: (minimum 12 points)	16

Group II	
A. Pedestrian attractors	
3/4 mile to Metrorail (4)	4
1/2 mile to ES; 3/4 mile to MS/HS (4 points per school, max 12)	4
School bus stop (2)	
1/4 mile to bus stop (1-3)	
1/2 mile to shopping/office (1-3)	3
1/2 mile to civic building (3)	3
within 500' of a park (3)	
B. Mapped Bike Routes	
Designated on bike map (3)	
Connects with trail (3)	
Connects to bike route (1)	1
CaBi station w/in 1/4 mile (2)	2
C. Land Use/GLUP	
Commercial/mixed use (5)	
37+ dwelling units (5)	
16-36 dwelling units (4)	
11-15 dwelling units (3)	
D. Equity Emphasis Areas (5)	
Total Group II A+B+C	17
OVERALL TOTAL	33



DEPARTMENT OF ENVIRONMENTAL SERVICES
Transportation Engineering and Operations Bureau
2100 Clarendon Boulevard, Suite 900
Arlington, VA 22201
Phone: 703.228.3344
Fax: 703.228.3719

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SEAL

APPROVALS DATE

DESIGN TEAM SUPERVISOR

CHIEF T.E. & O. BUREAU

TRAFFIC SIGNAL ENGINEER

DEPARTMENT OF TRANSPORTATION

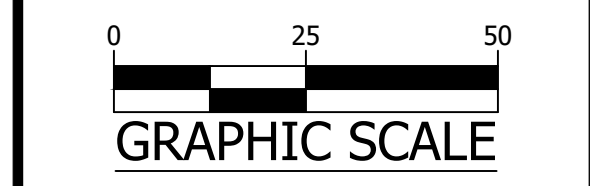
REVISIONS DATE

South Lynn Street
FROM: 16th Street South
TO: 20th Street South

SIGNING AND MARKING PLAN

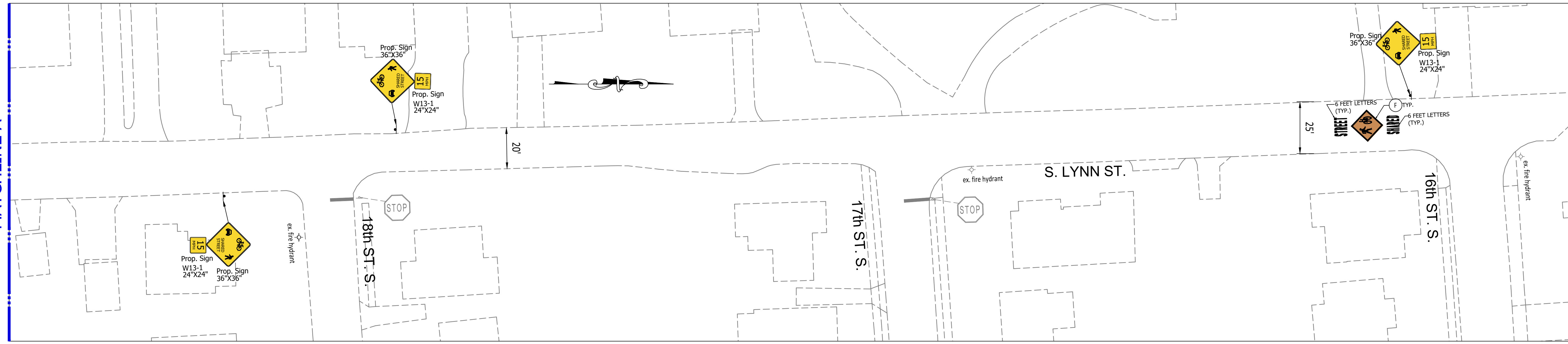
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DRAWN: NA
CHECKED: KC

SCALE:

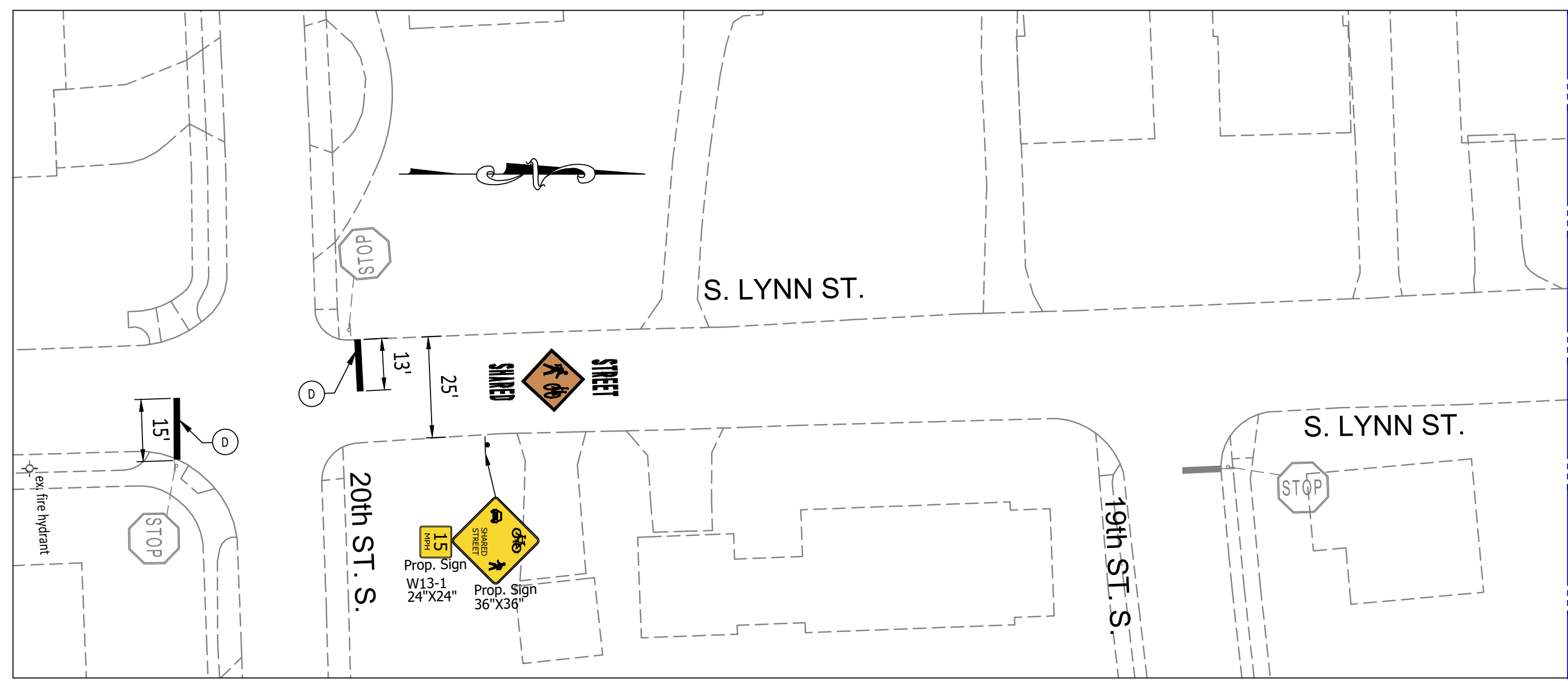


SHEET 1 OF 1

MATCHLINE A



MATCHLINE A



STANDARD PAVEMENT MARKING LEGEND			
(A)	TYPE B CLASS 1	WHITE 4" WIDTH	PARKING LANES, EDGE LINES, LANE LINES
(B)	TYPE B CLASS 1	WHITE 4" WIDTH 10' LONG 30' SPACING	DASHED LANE LINES
(C)	TYPE B CLASS 1	WHITE 4" WIDTH, 2' LONG, 10' SPACING	LANE TRANSITIONS, TURN LANE SKIPS
(D)	TYPE B CLASS 1	WHITE 18" WIDTH	STOP BARS
(E)	TYPE B CLASS 1	WHITE 24" WIDTH	CONTINENTAL CROSSWALKS, VDOT STOP BARS
(F)	TYPE B CLASS 1	WHITE 6" WIDTH	TURN LANES, TRANSVERSE CROSSWALKS, BIKE LANES
(G)	TYPE B CLASS 1	YELLOW 4" WIDTH, 10' LONG, 30' SPACING	DIVIDED TRAFFIC, TWO WAY TURN LANES
(H)	TYPE B CLASS 1	YELLOW 4" WIDTH	EDGE LINES
(I)	TYPE B CLASS 1	YELLOW 4" WIDTH, DOUBLE LINE, 4" SPACING	CENTER LINES
(J)	TYPE B CLASS 1	WHITE 6" WIDTH, 10' SPACING @ 45°	HATCH LINES, SAFETY ZONES
(K)	TYPE B CLASS 1	WHITE SINGLE ARROW	TURN LANES ARROWS
(L)	TYPE B CLASS 1	WHITE COMBINATION ARROW	TURN LANES ARROWS
(M)	TYPE B CLASS 1	WHITE 8" LETTERS	PAVEMENT MARKING LETTERS (STOP, YIELD, BUS, ONLY etc)
(N)	TYPE B CLASS 1	WHITE 6" WIDTH, 2' LONG, 10' SPACING	LANE TRANSITIONS
(O)	TYPE B CLASS 1	WHITE 12" WIDTH, 20' SPACING @ 45°	GORE MARKINGS
(P)	TYPE B CLASS 1	YELLOW 8" WIDTH @ 45°	GORE MARKINGS
(Q)	TYPE B CLASS 1	WHITE 6" WIDTH, 2' LONG, 4' SPACING	LANE TRANSITIONS
(R)	TYPE B CLASS 1	WHITE 4" WIDTH, DOUBLE LINE, 4' SPACING	CURB EXTENSIONS
(S)	TYPE B CLASS 1	YELLOW 4" WIDTH, 2' LONG, 4' SPACING	LANE TRANSITIONS
(T)	TYPE B CLASS 1	YELLOW 6" WIDTH, 2' LONG 4' SPACING	LANE TRANSITIONS
(U)	TYPE B CLASS 1	YELLOW 6" WIDTH, 10' SPACING @ 45°	HATCH LINES, SAFETY ZONES
(V)	TYPE B CLASS 1	YELLOW 6" WIDTH, DOUBLE LINE 2' LONG 4' SPACING	LANE TRANSITIONS, DASHED CENTER LINES

PAVEMENT MARKING NOTES:

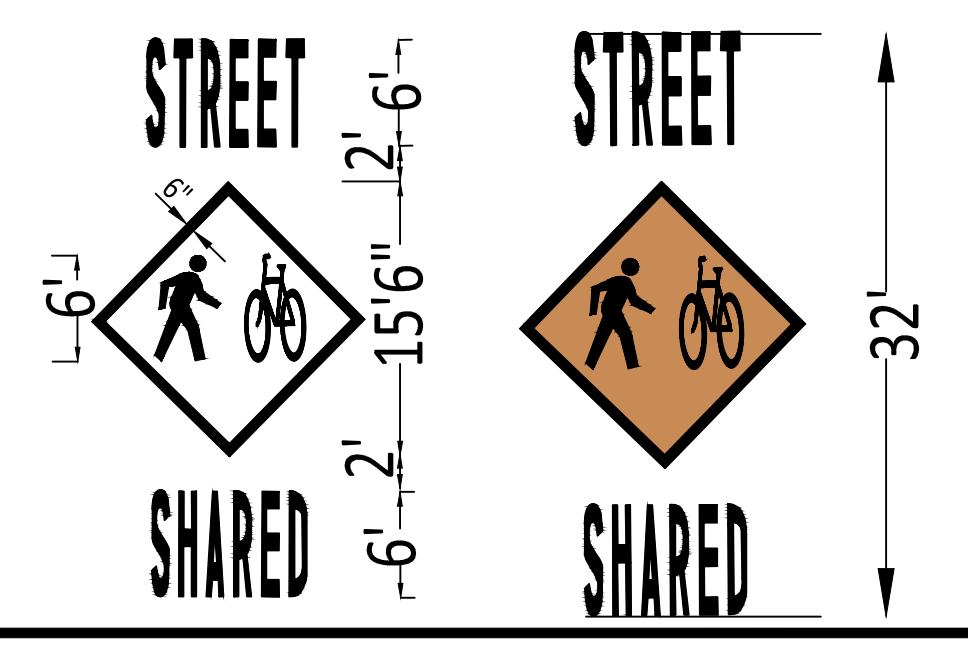
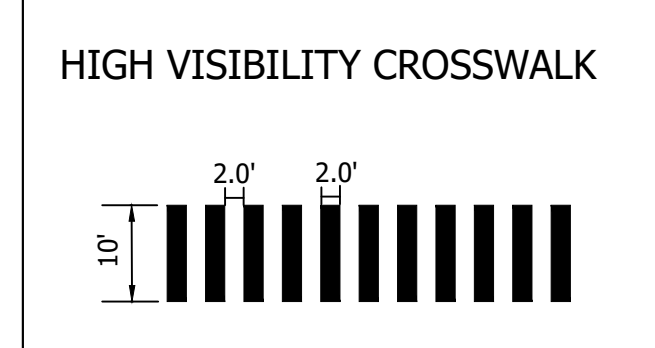
- STREET WIDTH MEASUREMENTS ARE FROM FACE OF CURB TO FACE OF CURB. LANES ARE MEASURED FROM CENTER OF MARKING TO CENTER OF MARKING .
- CONTACT TE&O CONSTRUCTION MANAGER OR HIS DESIGNEE AT 703-228-6598 OR (571) 437-1077 TO APPROVE MARKING LAYOUT 48 HRS. PRIOR TO INSTALLATION OF MARKING.
- PAVEMENT MARKINGS TO BE IN ACCORDANCE WITH THE FOLLOWING:
A.) THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
B.) ARLINGTON COUNTY PAVEMENT MARKING SPECIFICATIONS.
- ALL MARKINGS SHALL BE THERMOPLASTIC PER ARLINGTON COUNTY MARKING STANDARDS UNLESS OTHERWISE NOTED.
- SHARED LANE MARKINGS SHALL BE PLACED IN CENTER OF TRAVEL LANE.
- FOR DETAILS SEE ARLINGTON COUNTY PAVEMENT MARKING SPECIFICATIONS.

SIGN NOTES:

- FOR ALL SIGN POSTS PLACED IN CONCRETE USE 7 GAUGE HEAVY DUTY ANCHOR (30"x2.50") WITH HARDWARE FOR 2" POST. USE 1/8" CORNER BOLT WITH FLANGED NUT AND 3/8" DRIVER RIVET WITH WASHER.
- CONTACT TE&O CONSTRUCTION MANAGER OR HIS DESIGNEE AT 703-228-6598 OR 571-437-1077 48 HRS PRIOR TO POURING CONCRETE. ALTERNATIVE CONTACT AT 703-228-3788 OR 571-414-7497.

LEGEND

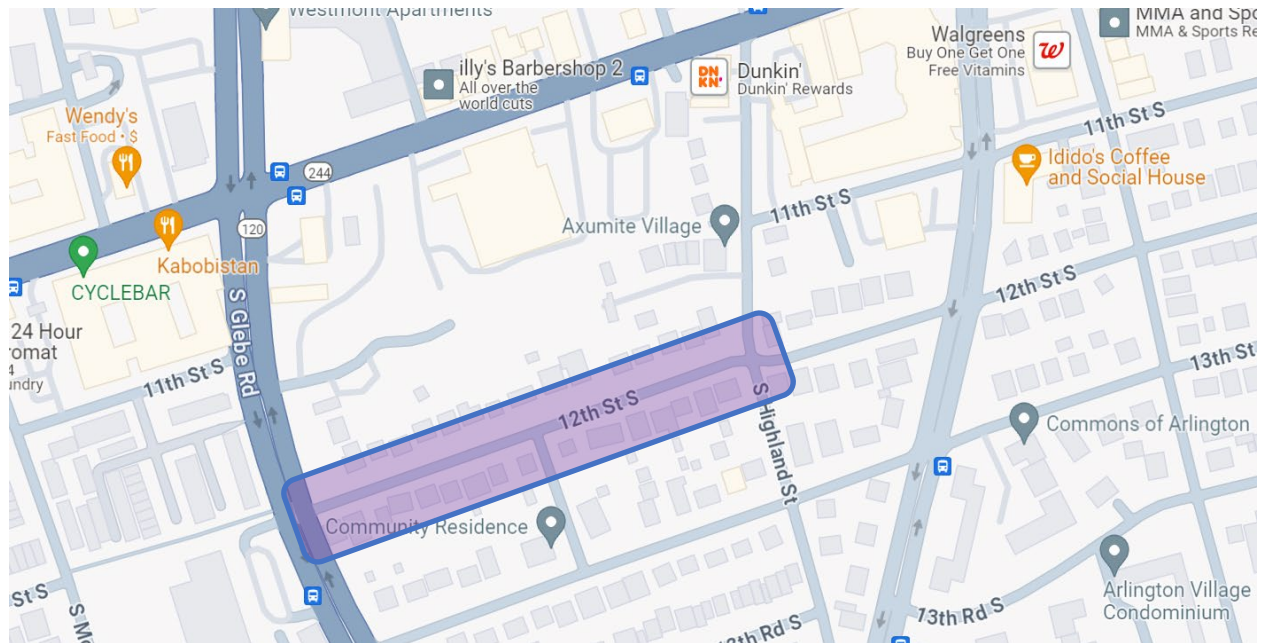
EXISTING	PROPOSED



NCS Proposed Project: 12th Street South Shared Street Pilot

Location

12th Street South from S. Glebe Road to S. Highland Street



Civic Association Arlington Ridge

Project Webpage

<https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/NCS-Shared-Street-Pilot/NCS-12th-Street-S>

Estimated Project Cost (approximate)

\$31,000

Project Goals

Arlington County has neighborhood streets with no sidewalks. Some of these streets have challenges that make building a sidewalk difficult, including insufficient right-of-way, topography, and tree preservation.

The goal of the shared street pilot project is to study the effectiveness of two new treatments, a shared street stamp in the roadway and a shared street vertical sign assembly with an advisory speed limit of 15mph. The two treatments will inform drivers of the shared use condition present on the street, and seek to slow vehicle speeds, increasing pedestrian comfort, and create a space where drivers yield to pedestrians traveling in the street. All works will be

performed within the existing, County-owned, right of way.

12th Street South is part of the Columbia Pike Bike Boulevard Network. The existing street profile includes two small sections of incomplete sidewalk. The existing street width, high parking utilization, presence of street trees and utilities, limited space in the right of way, and traffic volumes makes 12th Street South a good candidate for this pilot project.

Shared street stamps will be placed at four locations on 12th Street South: one at the entrance to the street at South Glebe Road, two at the intersection of 12th Street South and South Irving Street, and one at the entrance to the street segment at the intersection with South Highland Street. Four shared street sign assemblies will be placed adjacent to the shared street stamps. One 25mph Speed Limit sign will be removed approaching the intersection of South Irving Street. Existing sharrows in conflict with the shared street stamp (5) will be removed. Additionally, tactical bulbouts will be installed at all four (4) corners at the intersection of South Highland Street and 12th Street South to address community-raised concerns regarding driver behavior and visibility. One parking spot will be removed at the east segment of the intersection with South Highland Street.

Public Engagement

With the support of the NCSC, County Staff undertook the following engagement actions:

- Hosted a project webpage with project plans and opportunities to provide feedback by email (continuous from November 2023)
- Hosted an online feedback form and a mapping tool linked to the project webpage and promoted through county communication channels (November 2023)
- Placed yard signs along the pilot project corridor (November 2023)
- Shared the feedback form and mapping tool with school and PTA members from Drew Elementary and Jefferson Middle Schools, the Columbia Pike Library, and several houses of worship (November 2023)
- Hosted a video recording and the presentation slides on the project webpage to introduce the shared street concept (continuous)
- Presented the Shared Street Pilot project to the Bicycle Advisory Committee (November 6, 2023)
- Presented the Shared Street Pilot project to the Pedestrian Advisory Committee (November 8, 2023)
- Presented the Shared Street Pilot project to the Disability Advisory

Commission (November 21, 2023)

- Hand-delivered fliers to effected properties (November 29, 2023)
- Presented the project to the Douglas Park Civic Association (February 26, 2024)
- Hosted a video recording and the presentation of the concept drawings linked to the project webpage (continuous from May 2024)
- Hosted an online feedback form and a mapping tool for concept designs linked to the project webpage and promoted through county communication channels (May 2024)
- Shared the feedback form and mapping tool sharing concept designs with APS and PTA members from Drew Elementary and Thomas Jefferson Middle Schools, the Columbia Pike Library, and several houses of worship (April and May 2024)
- Hosted open house meetings at Arlington Central Library (May 7, 2024) and Walter Reed Community Center (May 13, 2024)
- Presented the concept drawings to the Disability Advisory Commission (May 20, 2024)

Results

Staff considered the feedback received from stakeholders, existing constraints and conflicts, and the applicable policies and standards guiding street design. The resulting final concept meets the project goals of delivering two new treatments to trial - a shared street stamp, and a shared street vertical sign with an advisory speed limit of 15 mph. Additional improvements will increase pedestrian visibility to drivers. The project received mixed feedback throughout the engagement process. Those who attended our in-person events or provided feedback online understood the existing conditions and the need for the county to try something different. Most comments sought out additional improvements to reduce automobile speed and vehicle volumes along the road.

Because the pilot projects involve new tools, staff will actively monitor these projects for one year. During that time staff will collect speed and volume data, monitor driver behavior and crash reports, check material durability, and respond to feedback on the improvements. At the end of the monitoring and evaluation period, staff will engage with the community to collect feedback on the pilot project design. At any time, staff may adjust or remove

the treatments if there are immediate safety concerns.



Figure 1: Looking west towards N. Highland Street intersection



Figure 2: At the intersection of S. Irving St and 12th Street S

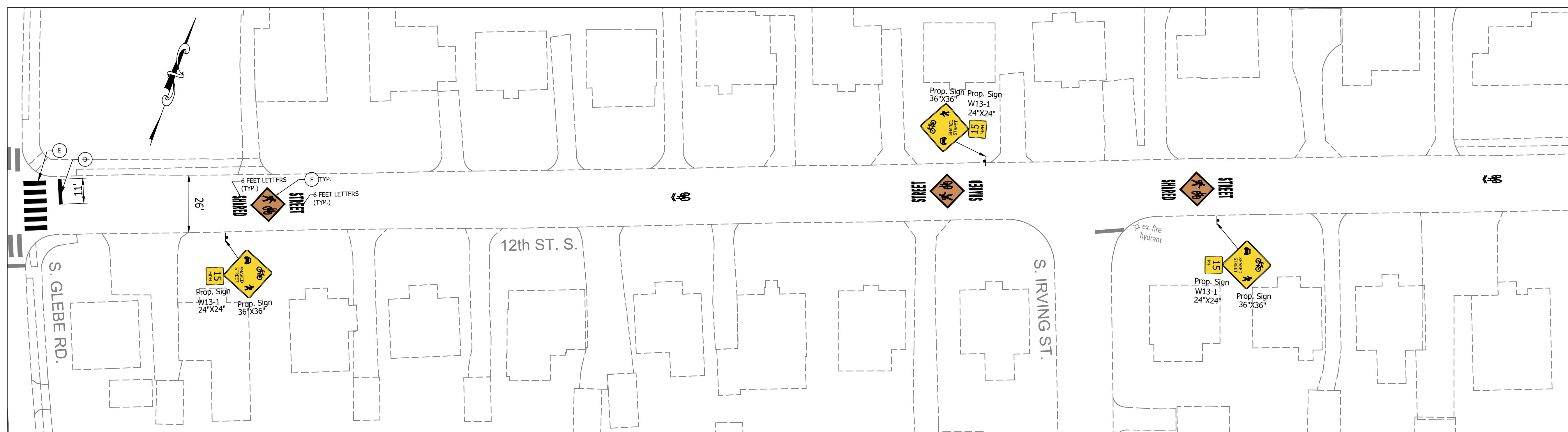


Figure 3: Looking towards the intersection of S. Highland Street and 12th Street S

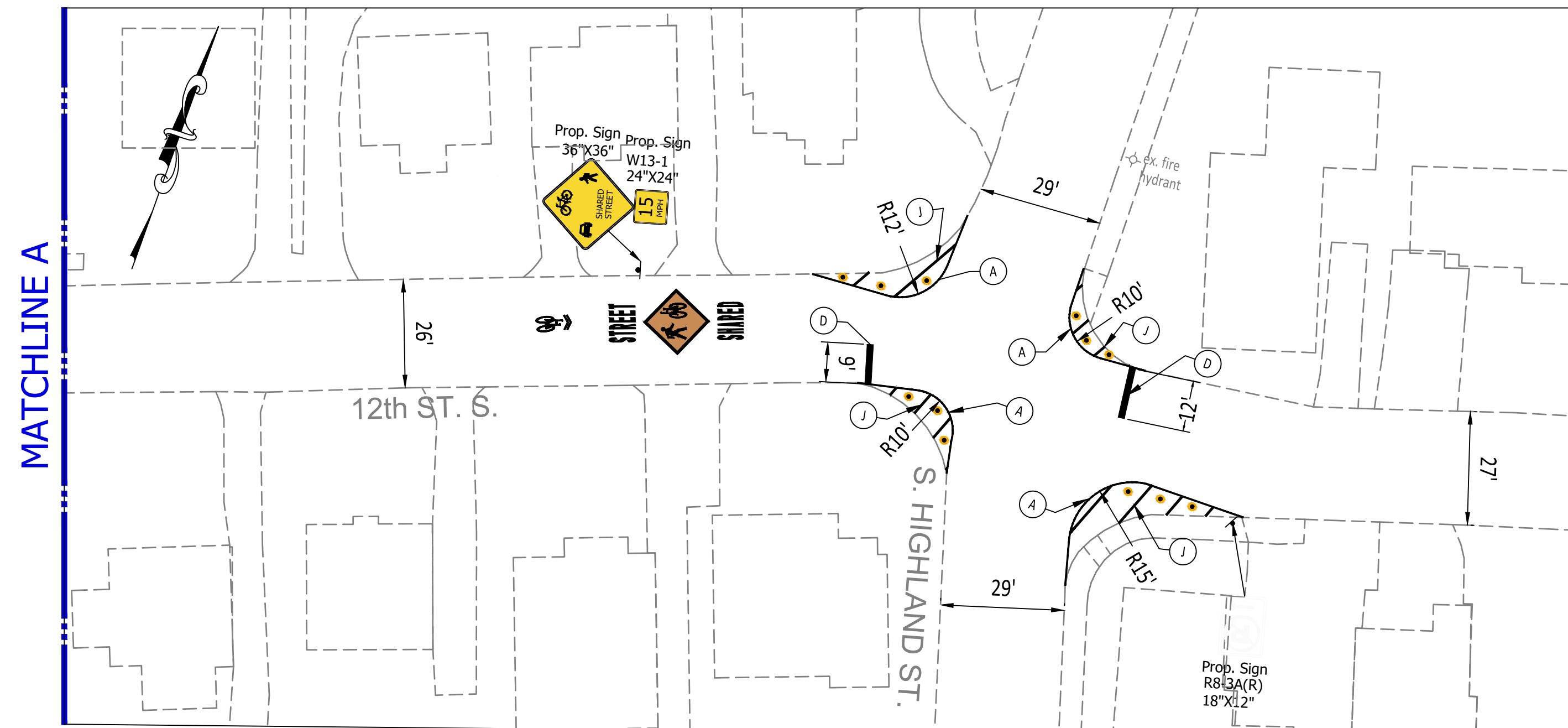
Project Ranking Criteria - 12th Street South

Group I	
A. Sidewalk Conditions	
No complete sidewalks (12)	12
OR Narrow or obstructed (6)	
Missing curb ramps (2)	
B. Traffic Hazards/Safety	
Reported crash past 48 months (4 points per crash, max 8)	8
Crash with Physical Injury (additional 4-6 points per crash, max 12)	
Minimum total Group I A + B (minimum 8 points)	
C. Speed & Volume	
Speeding Problem (8)	
Traffic Volumes above 1,000 per day (4)	
Traffic Volumes between 500 and 1,000 (2)	
Total Group I A+B+C: (minimum 12 points)	20

Group II	
A. Pedestrian attractors	
3/4 mile to Metrorail (4)	
1/2 mile to ES; 3/4 mile to MS/HS (4 points per school, max 12)	12
School bus stop (2)	2
1/4 mile to bus stop (1-3)	2
1/2 mile to shopping/office (1-3)	3
1/2 mile to civic building (3)	3
within 500' of a park (3)	
B. Mapped Bike Routes	
Designated on bike map (3)	
Connects with trail (3)	
Connects to bike route (1)	1
CaBi station w/in 1/4 mile (2)	2
C. Land Use/GLUP	
Commercial/mixed use (5)	
37+ dwelling units (5)	
16-36 dwelling units (4)	
11-15 dwelling units (3)	
D. Equity Emphasis Areas (5)	
Total Group II A+B+C	25
OVERALL TOTAL	45



MATCHLINE A



MATCHLINE A

PAVEMENT MARKING NOTES:

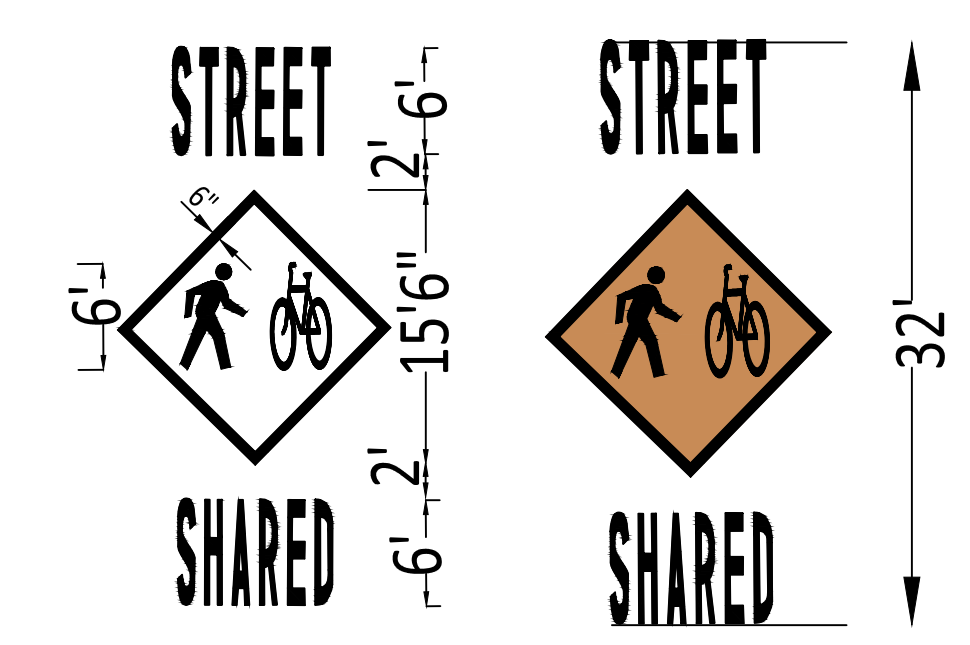
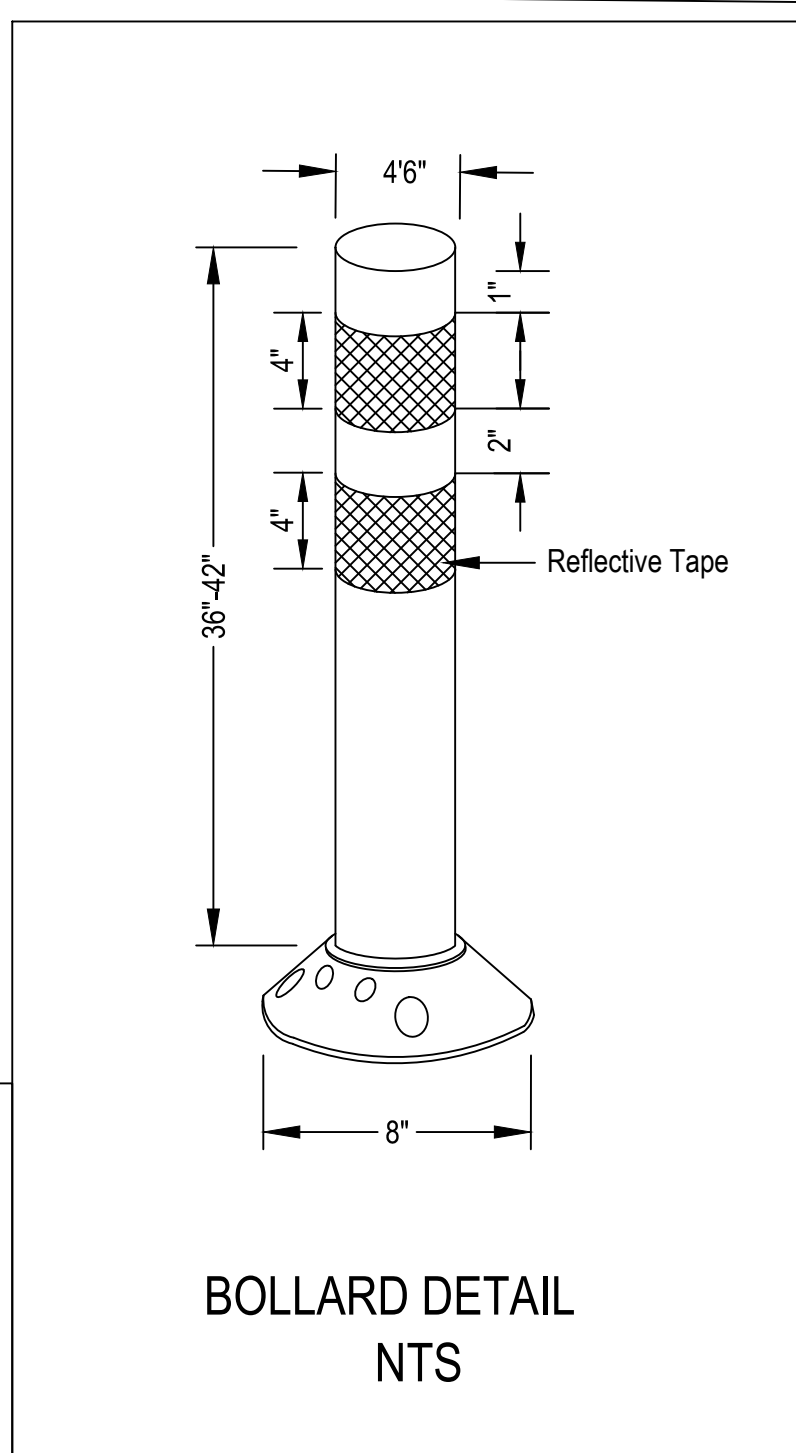
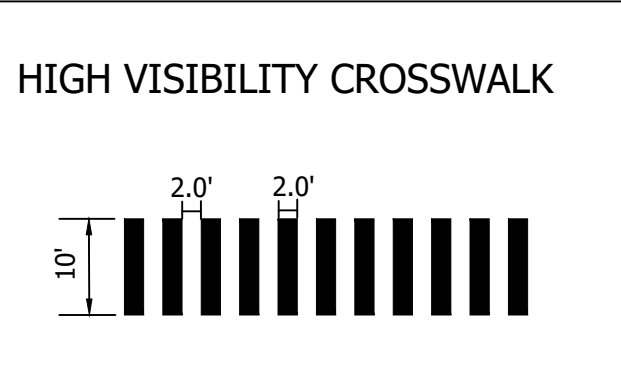
- STREET WIDTH MEASUREMENTS ARE FROM FACE OF CURB TO FACE OF CURB. LANES ARE MEASURED FROM CENTER OF MARKING TO CENTER OF MARKING .
- CONTACT TE&O CONSTRUCTION MANAGER OR HIS DESIGNEE AT 703-228-6598 OR (571) 437-1077 TO APPROVE MARKING LAYOUT 48 HRS. PRIOR TO INSTALLATION OF MARKING.
- PAVEMENT MARKINGS TO BE IN ACCORDANCE WITH THE FOLLOWING:
 - THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
 - ARLINGTON COUNTY PAVEMENT MARKING SPECIFICATIONS.
- ALL MARKINGS SHALL BE THERMOPLASTIC PER ARLINGTON COUNTY MARKING STANDARDS UNLESS OTHERWISE NOTED.
- SHARED LANE MARKINGS SHALL BE PLACED IN CENTER OF TRAVEL LANE.
- FOR DETAILS SEE ARLINGTON COUNTY PAVEMENT MARKING SPECIFICATIONS.

SIGN NOTES:

- FOR ALL SIGN POSTS PLACED IN CONCRETE USE 7 GAUGE HEAVY DUTY ANCHOR (30"x2.50") WITH HARDWARE FOR 2" POST. USE 3/8" CORNER BOLT WITH FLANGED NUT AND 3/8" DRIVER RIVET WITH WASHER.
- CONTACT TE&O CONSTRUCTION MANAGER OR HIS DESIGNEE AT 703-228-6598 OR 571-437-1077 48 HRS PRIOR TO POURING CONCRETE. ALTERNATIVE CONTACT AT 703-228-3788 OR 571-414-7497.

STANDARD PAVEMENT MARKING LEGEND			
(A)	TYPE B CLASS 1	WHITE 4" WIDTH	PARKING LANES, EDGE LINES, LANE LINES
(B)	TYPE B CLASS 1	WHITE 4" WIDTH 10' LONG 30' SPACING	DASHED LANE LINES
(C)	TYPE B CLASS 1	WHITE 4" WIDTH, 2' LONG, 10' SPACING	LANE TRANSITIONS, TURN LANE SKIPS
(D)	TYPE B CLASS 1	WHITE 18" WIDTH	STOP BARS
(E)	TYPE B CLASS 1	WHITE 24" WIDTH	CONTINENTAL CROSSWALKS, VDOT STOP BARS
(F)	TYPE B CLASS 1	WHITE 6" WIDTH	TURN LANES, TRANSVERSE CROSSWALKS, BIKE LANES
(G)	TYPE B CLASS 1	YELLOW 4" WIDTH, 10' LONG, 30' SPACING	DIVIDED TRAFFIC, TWO WAY TURN LANES
(H)	TYPE B CLASS 1	YELLOW 4" WIDTH	EDGE LINES
(I)	TYPE B CLASS 1	YELLOW 4" WIDTH, DOUBLE LINE, 4" SPACING	CENTER LINES
(J)	TYPE B CLASS 1	WHITE 6" WIDTH, 10' SPACING @ 45°	HATCH LINES, SAFETY ZONES
(K)	TYPE B CLASS 1	WHITE SINGLE ARROW	TURN LANES ARROWS
(L)	TYPE B CLASS 1	WHITE COMBINATION ARROW	TURN LANES ARROWS
(M)	TYPE B CLASS 1	WHITE 8' LETTERS	PAVEMENT MARKING LETTERS (STOP, YIELD, BUS, ONLY etc)
(N)	TYPE B CLASS 1	WHITE 6" WIDTH, 2' LONG, 10' SPACING	LANE TRANSITIONS
(O)	TYPE B CLASS 1	WHITE 12" WIDTH, 20' SPACING @ 45°	GORE MARKINGS
(P)	TYPE B CLASS 1	YELLOW 8" WIDTH @ 45°	GORE MARKINGS
(Q)	TYPE B CLASS 1	WHITE 6" WIDTH, 2' LONG, 4' SPACING	LANE TRANSITIONS
(R)	TYPE B CLASS 1	WHITE 4" WIDTH, DOUBLE LINE, 4' SPACING	CURB EXTENSIONS
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(T)	TYPE B CLASS 1	YELLOW 6" WIDTH, 2' LONG 4' SPACING	LANE TRANSITIONS
(U)	TYPE B CLASS 1	YELLOW 6" WIDTH, 10' SPACING @ 45°	HATCH LINES, SAFETY ZONES
(V)	TYPE B CLASS 1	YELLOW 6" WIDTH, DOUBLE LINE 2' LONG 4' SPACING	LANE TRANSITIONS, DASHED CENTER LINES

LEGEND	
EXISTING	PROPOSED



DEPARTMENT OF ENVIRONMENTAL SERVICES
 Transportation Engineering and Operations Bureau
 2100 Clarendon Boulevard, Suite 900
 Arlington, VA 22201
 Phone: 703.228.3344
 Fax: 703.228.3719

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SEAL

APPROVALS DATE

DESIGN TEAM SUPERVISOR

CHIEF T.E. & O. BUREAU

TRAFFIC SIGNAL ENGINEER

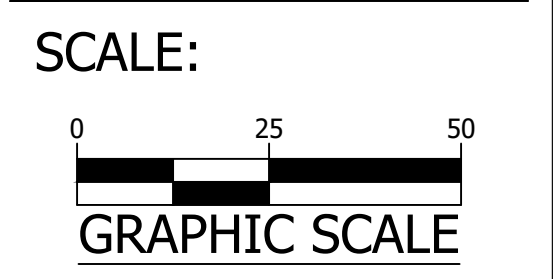
DEPARTMENT OF TRANSPORTATION

REVISIONS DATE

12th Street South
 FROM: South Glebe Road
 TO: South Highland Street

SIGNING AND MARKING PLAN

DESIGNED: NA
 DRAWN: NA
 CHECKED: KC

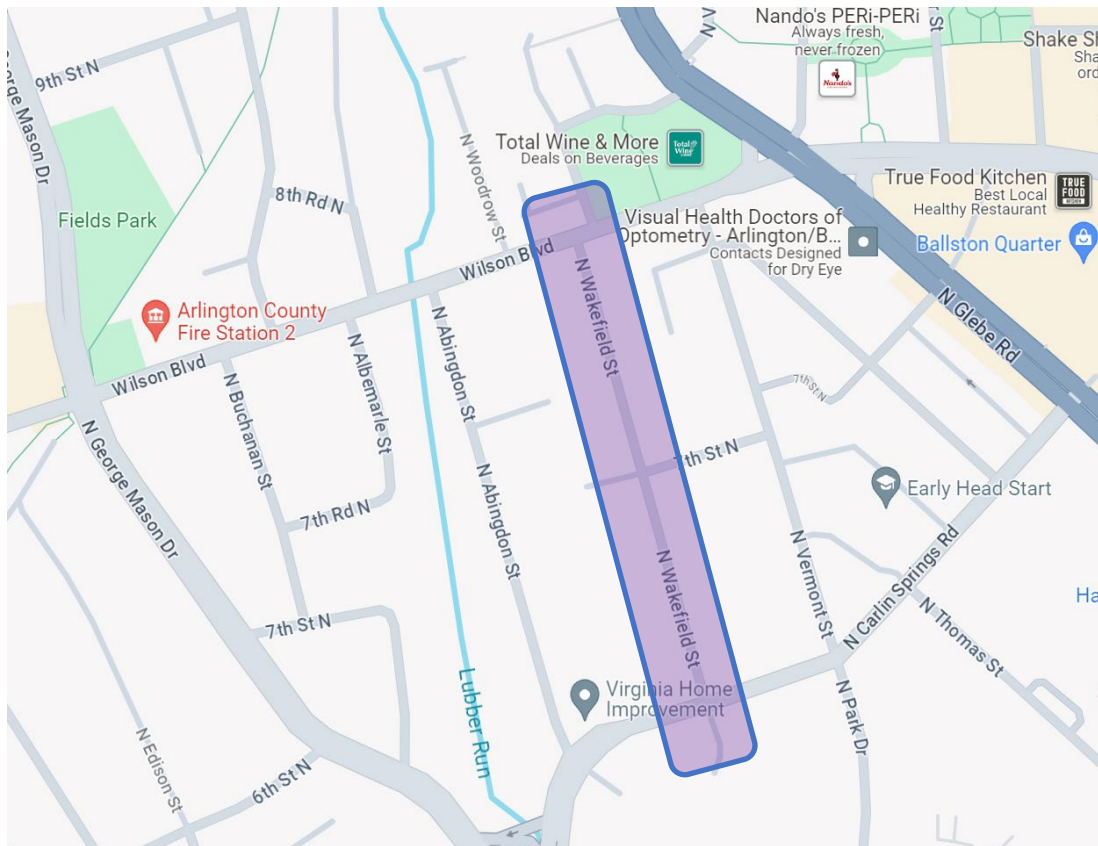


SHEET 1 OF 1

NCS Proposed Project: North Wakefield Shared Street Pilot

Location

North Wakefield Street from 7th Street North to Wilson Boulevard



Civic Association Bluemont

Project Webpage

[N. Wakefield Street - Shared Streets Pilot Project – Official Website of Arlington County Virginia Government \(arlingtonva.us\)](#)

Estimated Project Cost (approximate)

\$20,000

Project Goals

Arlington County has neighborhood streets with no sidewalks. Some of these streets have challenges that make building a sidewalk difficult, including

insufficient right-of-way, topography, and tree preservation.

The goal of the shared street pilot project is to study the effectiveness of two new treatments - a shared street stamp in the roadway and a shared street vertical sign assembly with an advisory speed limit of 15mph. The two treatments will inform drivers of the shared use condition present on the street, and seek to slow vehicle speeds, increasing pedestrian comfort, and create a space where drivers yield to pedestrians traveling in the street. All works will be performed within the existing, County-owned, right of way.

The existing street profile includes a small section of sidewalk at the intersection of Wilson Boulevard and North Wakefield Street which ends, on the East side at 723 North Wakefield Street, and on the West side, at 738 North Wakefield Street. The existing street width, parking utilization, presence of street trees and utilities, limited space in the right of way, and traffic volumes makes North Wakefield a good candidate for this pilot project.

The primary design includes tactical improvements at the intersections of Wilson Boulevard and North Wakefield Street, and 7th Street North and North Wakefield Street, and curb extensions near the driveway entrance to Murphy Funeral Homes. The shared street stamp will be placed at two locations on North Wakefield Street: at the entrance to the street at 7th Street North, and the near the apartment complex at 738 North Wakefield Street. The shared street sign assemblies will be placed near the two shared street stamps, and one additional sign assembly will be placed at the intersection of North Wakefield and 7th Street North in the direction of Carlin Springs Road. One sign assembly will replace an existing 25mph Speed Limit sign near the apartment complex at 738 North Wakefield Street. No parking removal is proposed at this time.

Public Engagement

With the support of the NCSC, County Staff undertook the following engagement actions:

- Hosted a project webpage with project plans and opportunities to provide feedback by email (continuous from November 2023)
- Hosted an online feedback form and a mapping tool linked to the project webpage and promoted through county communication channels (November 2023)
- Placed yard signs along the pilot project corridor (November 2023)
- Shared the feedback form and mapping tool with school and PTA members from Ashlawn Elementary School, Barrett Elementary School, Escuela Key, and Swanson Middle School Cardinal Elementary School, and Swanson Middle school via email, which was shared on respective school newsletters (November 2023)
- Hosted a video recording and the presentation slides on the project

page to introduce the shared street concept on the project webpage (continuous from November 2023)

- Presented the Shared Street Pilot project to the Bicycle Advisory Committee (November 6, 2023)
- Presented the Shared Street Pilot project to the Pedestrian Advisory Committee (November 8, 2023)
- Presented the Shared Street Pilot project to the Disability Advisory Commission (November 21, 2023)
- Hand delivered fliers to effected properties (November 29, 2023)
- Presented the project to the Bluemont Civic Association (January 31, 2024)
- Hosted a video recording and the presentation of the concept drawings linked to the project webpage (continuous from May 2024)
- Hosted an online feedback form and a mapping tool for concept designs linked to the project webpage and promoted through county communication channels (May 2024)
- Shared the feedback form and mapping tool for concept designs with APS and PTA members from Ashlawn Elementary School, Barrett Elementary School, Escuela Key, and Swanson Middle School, which was shared on respective school newsletters (May 2024)
- Hosted two open house meetings at Arlington Central Library (May 7, 2024) and at the Walter Reed Community Center (May 13, 2024)
- Presented the concept drawings to the Disability Advisory Commission (May 20, 2024)

Results

Staff considered the feedback received from stakeholders, existing constraints and conflicts, and the applicable policies and standards guiding street design. The resulting final concept meets the project goals of delivering two new treatments to trial - a shared street stamp, and a shared street vertical sign with an advisory speed limit of 15 mph. Additional tactical improvements will improve the visibility of pedestrian to drivers. The project received mixed feedback throughout the engagement process. Those who attended our in-person events or provided feedback online understood the existing conditions and the need of the county to try something different. Most comments sought out additional improvements to reduce automobile speed and volume along the road.

Because the pilots involve new tools, staff will actively monitor these projects for one year. During that time staff will collect vehicle speed and volume data, monitor driver behavior and crash reports, check material durability, and respond to feedback on the improvements. At the end of the monitoring and evaluation period staff will engage with the community to collect feedback on the pilot design. At any time, staff may adjust or remove the pilot if there are immediate safety concerns.



Figure 1: Looking South towards 7th Street South



Figure 2: At the intersection of 7th Street North, Looking North towards Wilson Boulevard



Figure 3: Nighttime site visit, midblock along N. Wakefield Street looking South



Figure 4: Where the sidewalk ends, midblock along N. Wakefield Street

Project Ranking Criteria - North Wakefield Street

Group I	
A. Sidewalk Conditions	
No complete sidewalks (12)	12
OR Narrow or obstructed (6)	
Missing curb ramps (2)	
B. Traffic Hazards/Safety	
Reported crash past 48 months (4 points per crash, max 8)	
Crash with Physical Injury (additional 4-6 points per crash, max 12)	
Minimum total Group I A + B (minimum 8 points)	
C. Speed & Volume	
Speeding Problem (8)	
Traffic Volumes above 1,000 per day (4)	
Traffic Volumes between 500 and 1,000 (2)	2
Total Group I A+B+C: (minimum 12 points)	14

Group II	
A. Pedestrian attractors	
3/4 mile to Metrorail (4)	4
1/2 mile to ES; 3/4 mile to MS/HS (4 points per school, max 12)	8
School bus stop (2)	2
1/4 mile to bus stop (1-3)	2
1/2 mile to shopping/office (1-3)	3
1/2 mile to civic building (3)	3
within 500' of a park (3)	
B. Mapped Bike Routes	
Designated on bike map (3)	2
Connects with trail (3)	
Connects to bike route (1)	1
CaBi station w/in 1/4 mile (2)	2
C. Land Use/GLUP	
Commercial/mixed use (5)	
37+ dwelling units (5)	
16-36 dwelling units (4)	4
11-15 dwelling units (3)	
D. Equity Emphasis Areas (5)	
Total Group II A+B+C	31
OVERALL TOTAL	45

SEAL

APPROVALS _____ DATE _____

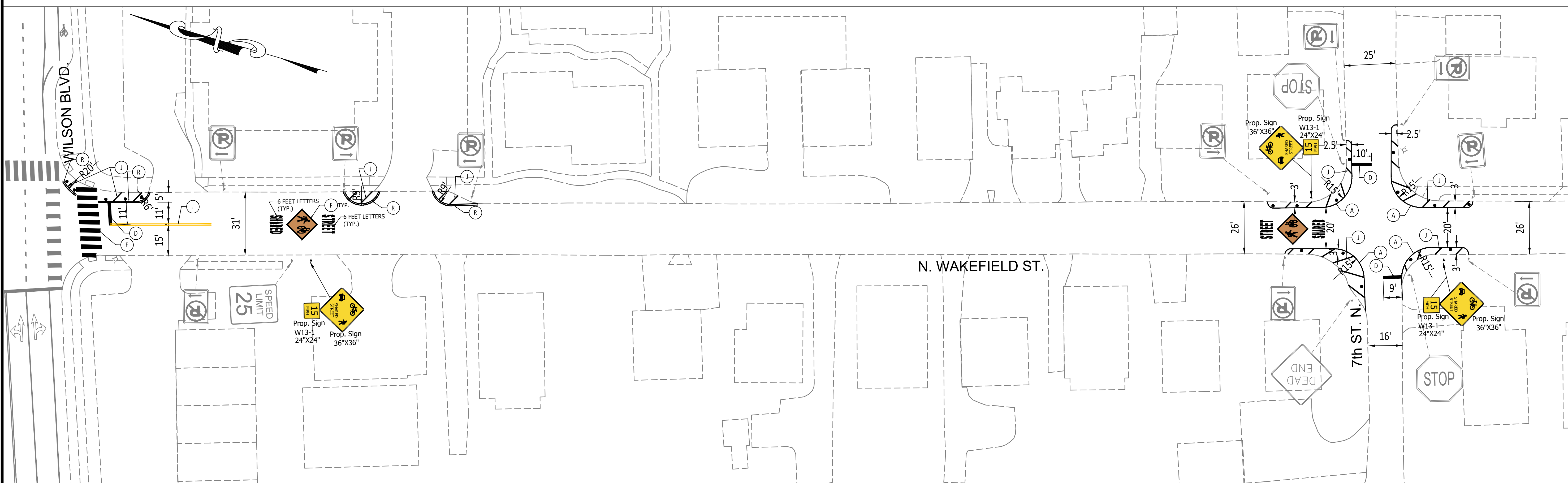
DESIGN TEAM SUPERVISOR _____

CHIEF T.E. & O. BUREAU _____

TRAFFIC SIGNAL ENGINEER _____

DEPARTMENT OF TRANSPORTATION _____

REVISIONS _____ DATE _____



STANDARD PAVEMENT MARKING LEGEND			
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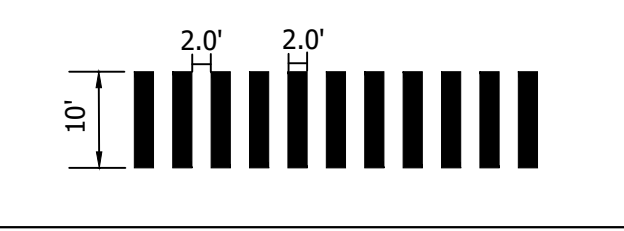
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SIGN NOTES:

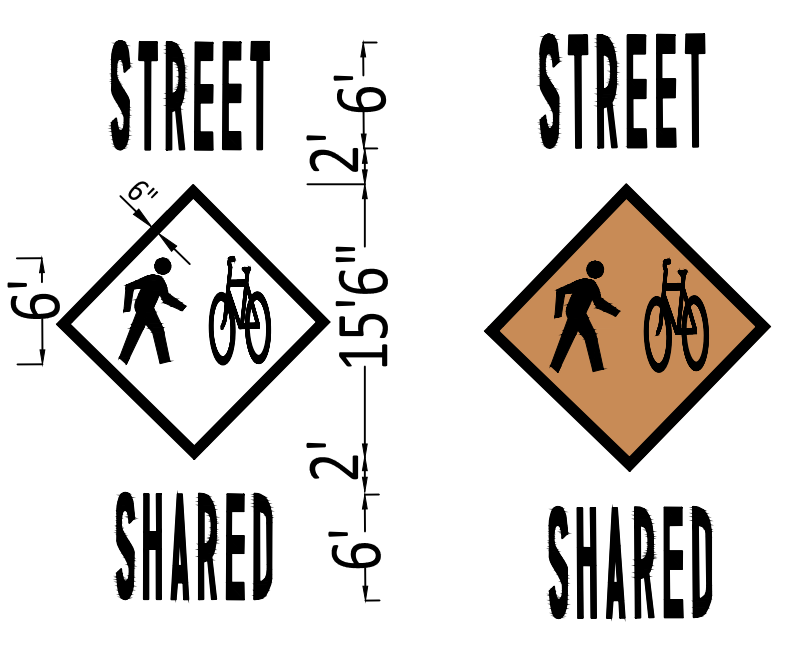
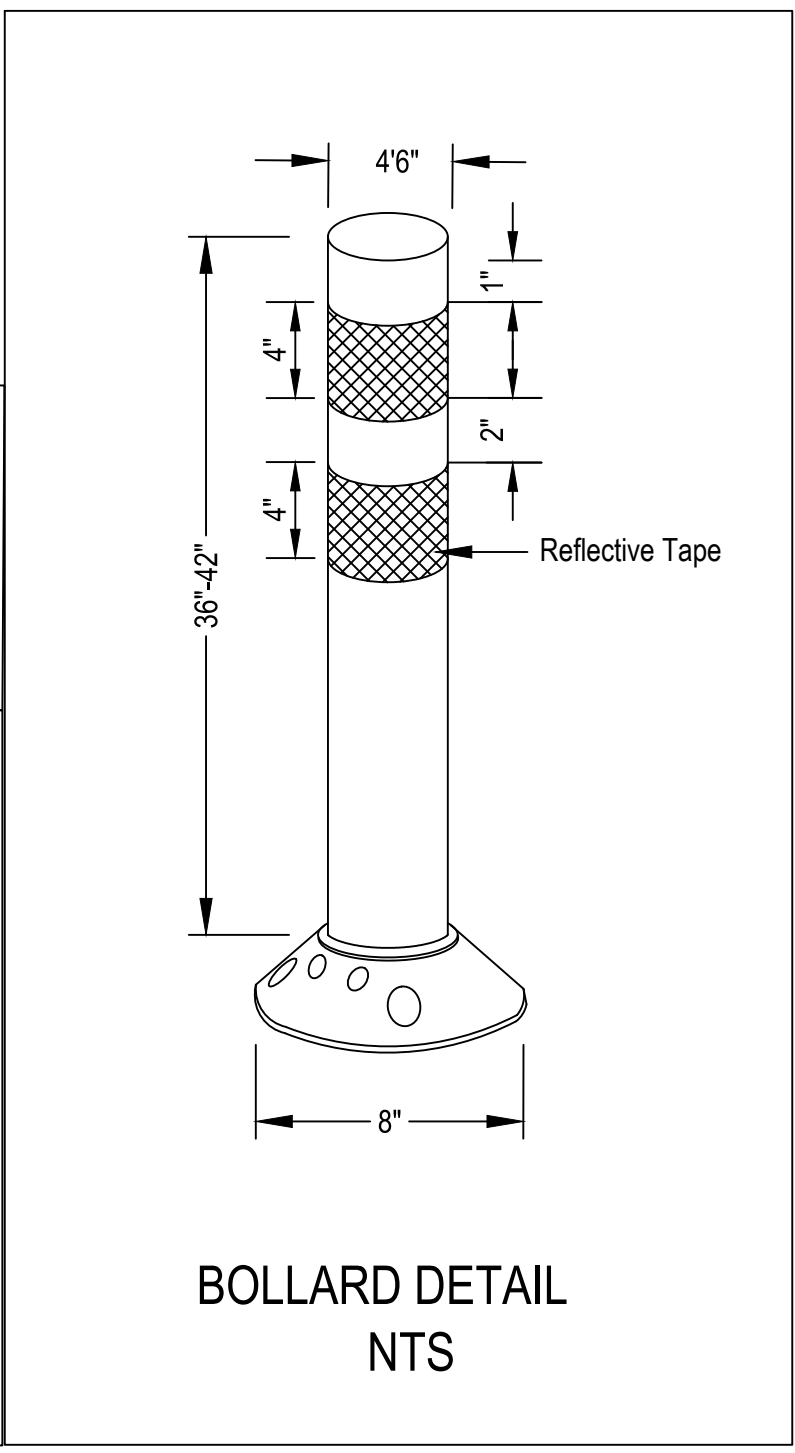
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HIGH VISIBILITY CROSSWALK



LEGEND

EXISTING		PROPOSED
	BUS STOP	
	FIRE HYDRANT	
	PARKING METER	
	SIGN	
	LIGHT POLE	
	STRIPING	



North Wakefield Street
FROM: Wilson Boulevard
TO: 7th Street North

SIGNING AND MARKING PLAN

DESIGNED: NA
DRAWN: NA
CHECKED: KC

SCALE:

