

Public Comments Collected @ Pop-Ups & Workshops

(Comments have been sorted by staff, but thoughts are the expressions of the attendees)

Corridors for New Bikeways:

Columbia Pike

- Columbia Pike needs bike facilities; intimidating to bike on. Sidewalks are too narrow to ride on and parallel routes are incomplete, especially crossing Four Mile Run and on the east end of the Pike. Want complete facilities on Columbia Pike. {Many people said this}
- No good way to bike from Columbia Pike area to Capitol Hill. Columbia Pike is a lousy route and access to Potomac bridges is hard/inconvenient
- Would like to use Columbia Pike to reach the route 27 Trail but road is not bike friendly. Want a complete bike route on or parallel to Columbia Pike all the way to the Pentagon and a direct connection from the Pentagon south parking lot to I-395. {two people said this}

Lee Highway

- Lee Highway has high traffic volumes and speeds with many gaps in the bicycle infrastructure, it needs continuous bikeways. Currently, no good options to ride.
- Want facilities on Lee Highway or direct, parallel routes
- Consider adding PBLs to Lee Highway

Glebe Road

- N. Glebe Road is bad for bicycling, need PBLs or parallel routes. {Several people said this}
- Problem of no bike lanes on N. Glebe Road between Lee Hwy. and Custis Trail. No other nearby north-south alternative
- Want sharrows and signage on N. Glebe Road between Williamsburg Blvd and Old Glebe Road
- Glebe Road between Ballston and Walter Reed Drive is bad for bicycling, needs bike lanes.
- S. Glebe Road is difficult/dangerous for bicycling. Need bike lanes or wider sidewalks

George Mason Drive

- Problem of no bike lanes on N. George Mason Drive near hospital
- Provide bicycle lanes or PBLs on George Mason Drive where they are absent. This is a better alternative to Glebe Road but it needs improvement.
- Want bike lanes on George Mason Drive between Wakefield HS and Yorktown HS.

- Want a dedicated bike trail along the east side of S. George Mason Drive between Four Mile Run & S. Columbus Street

Walter Reed Dr/S. Fillmore St

- Fillmore Street is too narrow for bicycling between Arlington Blvd Trail and 5th Street where the bike lanes begin. Also, sidewalks are very narrow and hard to bike upon. {Several people said this}
- Walter Reed Drive south of Columbia Pike need to add bike lanes and speed cameras.

Rosslyn- Ballston Corridor

- Really likes the Wilson Blvd PBL, wants an extension to Court House.
- Consider adding PBLs to Wilson Blvd.
- Put PBLs on Fairfax Drive, want more protection from autos {three people said this}
- Want bike lanes on N. Highland Street into Clarendon {two people said this}
- Provide protected bike lanes on Henderson Road/N. Quincy Street. Route to W-L HS and Custis Trail from Arlington Blvd. {two people said this}
- Reduce speed limit on 10th Street west of Barton and add bike lanes to road
- 10th Street would be great with protected bike lane and connection to Fairfax Drive
- Looking for a better connection (bike lanes or PBLs) between the Custis Trail and the Rosslyn Metrorail station
- Want two-way cycle tracks on Fairfax Drive, between Glebe and Clarendon circle

Chain Bridge area

- Build a sidewalk or protected bike lane on Chain Bridge Road into McLean. {Three people said this}
- Chain Bridge needs better bike and pedestrian connections. Existing bridge sidewalk is too narrow.
- Need a better connection on the DC side for Chain Bridge to link to Arizona Ave area.
- Difficult to access Chain Bridge from Arlington; N. Glebe Road is too dangerous.

Other corridors

- Want bike lanes on N. Woodstock street
- Old Dominion Drive from Marymount University north is bad.
- Pershing Drive, Glebe to Arlington Blvd, needs bike lanes. {two people said this} or PBLs.
- Glen Carlin neighborhood has few connections and Carlin Springs Road is not safe to bike upon.
- Want a safe route to Wakefield HS from northeast
- Pave the footpaths through Barcroft Park near Claremont ES

New Connections:

Bridges

- Need a way to connect from Rosslyn to the south side sidewalk on the Roosevelt Bridge {several people said this}
- There is a desire for new bike connections to DC, such as at Long Bridge, and for better access to existing bridges.

Long Bridge Park/Pentagon/Pentagon City areas

- Want a connection between the Mt. Vernon Trail and Long Bridge Park. Include connection to new Long Bridge railroad structure. {several people said this}
- Want a direct connection from Hoffman Boston ES/Arlington View neighborhood to Pentagon City & Gunston MS.
- Army Navy Country club access is critical. Should build now rather than later.
- Complete the connection in the Boundary Drive/Pentagon area to the Mt. Vernon Trail.
- Want Columbia Pike to Pentagon City connection
- Want a direct trail connection between Columbia Pike and Pentagon
- Want to be able to go down Army Navy Drive from Long Bridge connection

North-South connections

- Need a north-south connection through Clarendon
- Good north-south connections across Arlington Boulevard are hard to find. Could use better wayfinding signage
- Very hard to get from Crystal City/Pentagon City to Clarendon/ Rosslyn areas due to lack of connections
- Want more north-south connections around Washington Boulevard area.

Other connections

- Loss of FSI/Arlington Hall Trail is a problem. No suitable alternatives for getting around the property.
- Hard to get around Fort Myer and Henderson Hall
- Want a better connection between Four Mile Run Trail at West Glebe Road to south Arlington via Glebe Road.
- Want a connection to Hoffman Boston School from neighborhood to the west. Construct trail for missing street sections. {two people said this}
- Punch a connection through fence along S. Manchester Street to 1st and 2nd streets to improve access to Kenmore and Carlin Springs schools
- Need connection to W&OD Trail from N. Carlin Springs Road in Bluemont area
- Want a better connection between Lorcom Lane and the Custis Trail.
- Shirlington area is challenging to reach.

Upgrades to Existing Bikeways:

Bridges

- Roosevelt Bridge sidewalk is too narrow and barrier next to traffic is too low- hazardous to use {Five people said this}
- Key Bridge should try designating north-side sidewalk only for bikes and south-side only for pedestrians. Also consider converting one travel lane per direction for bicycle use
- Widen sidewalks on Key Bridge – remove a travel lane

Arlington Blvd. Trail

- Arlington Blvd Trail near N. Quinn Street needs better signage and marking. Have motor vehicles on ramps yield to crossing trail traffic
- Arlington Blvd Trail alongside State Department is too narrow and needs repaving. {three people said this}
- Arlington Boulevard Trail (sidewalk) between Edison Street and Granada is too narrow with no traffic separation. Also need new curb cut near corner of N. Edison Street
- Want east-side Arlington Blvd Trail extended south of Pershing Drive to 2nd Street South
- Arlington Boulevard needs a continuous trail, or at least enhanced service roads, to Fairfax County line {two people said this}.
- Improve Arlington Blvd Trail west of Rosslyn – make pavement wider.
- Improve the Arlington Boulevard Trail – narrow sidewalk sections and use of access roads are not good enough.
- Need a better connection (bike lanes) for Arlington Blvd south side trail between Rolf and Rhodes streets.
- Improve wayfinding signage from Arlington Boulevard Trail to cross streets.

Other Trails

- Mt. Vernon and Four Mile Run trails connection needs better directional signage; confusing as to which way to go
- Want a tunnel for Custis Trail under Rosslyn Circle
- Access onto Custis Trail at N. Harrison street is obscure
- Need a better way to get on/off Custis Trail near Lyon Village shopping center
- Add wayfinding signage on W&OD Trail at Park Drive, Bluemont Junction, 9th Street S., and Westover underpass
- Plant trees along the W&OD Trail to provide more shade for trail users.
- Potomac Yard switchback trail is hard to use
- Want more water fountains along the W&OD and Four Mile Run trails
- Access onto Lucky Run Trail near Walter Reed Drive needs to be made smoother
- Four Mile Run Trail south of Columbia Pike is a narrow sidewalk next to a parking lot.

- Four Mile Run Trail intersection with trail connection to Route 1 – confusing as to which directions have right-of-way
- Rock Spring Trail (N. George Mason Dr) needs new curb cuts and remove bollards
- Pentagon Trail near Columbia Pike interchange is missing a curb ramp, requires bikes to ride past and U-turn back
- Bluemont Trail @ Holiday Inn is bad.
- Signage between trails and streets needs to be improved. On trails, identify the names of connecting streets.
- Access onto Lucky Run Trail near Walter Reed Drive needs to be made smoother

South-side streets

- Does not feel safe on S. 8th Street at Alcova Heights Park. Wants wider sidewalk or other improvements.
- Columbia Pike to Pentagon City connection is difficult; doesn't like section between Orme Street and Courthouse Road. Eastbound bikes on north sidewalk are not seen by drivers. Sidewalk between Rolfe and Quinn is too narrow for bikes {two people said this}
- 9th Street Bike Boulevard has too many STOP signs
- S. Joyce St at Army Navy Drive rebuild the curb ramp as current one is not accessible.
- Bike lane disappears on S. Joyce Street near Pentagon Row
- Want wider sidewalk along Shirlington Road bridge over Four Mile Run
- Parking lot by Boundary Drive/LBJ grove needs better curb ramp
- Calm traffic on 16th Street S and Barton.
- Traffic on Walter Reed Drive near schools (Henry ES & Career Center) is too fast – needs calming.

North-side streets

- Lorcom Lane should restripe to make more complete bike lane; at least have bike lane for uphill direction.
- Clarendon Circle needs a better connection between Fairfax Drive and Wilson/Clarendon bike lanes
- Fairfax Drive at Ballston Metro, the buses stop on Fairfax and obstruct the bike lane.
- Rebuild sidewalk along N. Glebe Road immediately north of Arlington Blvd to enhance usefulness of sidewalk.
- Sidewalk/path by Iwo Jima needs a curb ramp next to CaBi station
- Access onto Lucky Run Trail near Walter Reed Drive needs to be made smoother N. 8th Road (Bluemont) access to W&OD Trail needs to be improved
- Fairfax Drive bike lanes are too narrow
- N. Quincy Street bike lane becomes sharrow where traffic speeds are highest.
- Need a curb cut at the east end of Columbia Pike at the Pentagon/Washington Blvd Trail

Crossing & Intersection Improvements:

Columbia Pike/Washington Blvd:

- Dislike the Columbia Pike/Washington Blvd interchange due to right turns at ramp to Washington Blvd and off -ramp near Sheraton. Fast traffic and lack of driver attention for bikes coming in opposite direction {Many people said this}
- Add RFBs at crossings of ramps between Rt. 27 and Columbia Pike. Traffic does not look for bikes on sidewalk.

S. Glebe Road

- All the S. Glebe Road crossings are difficult for bicyclists and pedestrians {Several people said this}
- S. Glebe Road @ 9th Street flashing beacons are hard to see. Cars do not stop.
- Concern about crossing S. Glebe Rd to access to TJ Middle School from south Arlington.

Trails

- Improve the Shirlington Rd connection to reduce conflicts with motor vehicles. Upgrade RRFB to HAWK signal and improve signage of trail crossing for motorists leaving I-395 {Several people want improvements there}
- Route 27 Trail near Pentagon and Memorial bridge needs better signage and signals/beacons at roadway crossings
- Improve the crossings of the Mt. Vernon Trail/GWMP near Memorial Bridge {two people said this}
- Rosslyn Circle – Lee & Lynn has too many turning car conflicts (two people said this)
- Intersection of Lee Highway and W&OD Trail is difficult
- Walter Reed/Washington Blvd near Sequoia is dangerous intersection to cross through
- Difficult to cross S. Glebe/W. Glebe Road intersection to access FMR Trail.

South-side streets

- Want flashing beacons and better street lighting for 16th Street crossing of Walter Reed Drive near the community center.
- On 15th and Hayes, the northbound left turn from Hayes to 15th is difficult to make
- At the south end of National Airport, the Rt. 233 bridge ramp onto Crystal Drive is hard to navigate on a bike.
- Crossing Walter Reed Drive is difficult. Want a traffic signal at S. Monroe street
- Want safer crossings of S. Carlin Springs Road

North-side streets

- Lee Highway is hard to cross

- Fort Myer Drive approaching Fairfax Drive is difficult for southbound bicyclists due to free flow right turn.
- Don't like to have STOP signs on N. Harrison Street at Little Falls road.
- Make Pershing and N. Barton intersection better for bicyclists.
- Want a better crossing of Washington Blvd at 9th Street N.
- Crossing N. Glebe Road at 16th Street is difficult
- Crossing of N. George Mason Drive at 22nd street is difficult
- Want a signalized crossing between Washington Blvd and Barton Street.
- Kirkwood Road is difficult to cross, especially for access to Science Focus school
- Want better transition through Clarendon Circle connecting Fairfax Drive bike lanes to Wilson/Clarendon Blvd bike lanes. {two people said this}
- Difficulty crossing N. Carlin Springs Road at Edison Street. Wants a traffic signal there.

Operations & Maintenance:

Trail Paving

- Repave the Custis Trail
- Beaver Pond Trail needs repaving
- Key Blvd Trail needs repaving
- N. Quincy Street pavement is in poor condition
- Four Mile Run Trail flooding after heavy rains -likely to be worse in future
- W&OD trail is bumpy in spots – particularly in Bluemont Park, south of Wilson Blvd.

Traffic Signals

- Signal timing for Ohio street at Washington Blvd provides too little time for crossing Washington Blvd.
- Traffic signals at Lee Highway at Highland and Kirkwood streets need to provide more time for crossings.
- At signalized T- Intersections with bike lanes allow the bikes to pass through top of T without stopping for red lights. (Potomac Ave & 33rd, Wilson Blvd & CH Road, Military & Marcy Road are examples)
- Crossing signal buttons are often not reachable from bike lanes.

Traffic Operations/Sign/Markings

- N. George Mason Dr & Lee Highway – southbound cars block bike lanes
- Crystal Drive, between 20 and 23rd street, the bike lane is often blocked by vehicles
- Long Branch Trail – new pavement is being used by cars. Crossing is not maintained.
- Need more frequent signs and markings on shared-lane streets
- Turning vehicles at 23rd and Jefferson Davis block bike lane {two people said this}

- On Memorial Drive, by Cemetery Metro station, cars don't STOP when turning right across sidewalk
- Restripe Custis Trail at turn for bridge over Glebe Road to better space for turns. Also improve markings in Bonair Park at the south end of underpass.

Mt. Vernon Trail

- Mt Vernon Trail near 14th Street has tree root intrusion problem – repave
- Resurface and widen the Mt. Vernon Trail in the airport to 14th Street bridge area
- Widen the Mount Vernon Trail
- Mt. Vernon Trail is not cleared of snow
- Lack of snow clearing from Mt. Vernon Trail makes winter access to 14th Street Bridge difficult in winter.
- Mount Vernon Trail is too crowded
- Maintenance needed on the Mt. Vernon Trail – asphalt heaved by tree roots and rotten boards on boardwalk section

Bikeshare & Bike Parking:

Bikeshare

- Need a new CaBi station in Buckingham area (around N. Glebe and Arlington Blvd). Need a new bike share station off 23rd Street South.
- Interest in having more CaBi stations along Mt. Vernon and FMR trails
- Want expansion of CaBi system in northern Arlington
- Add a CaBi station on Walter Reed Drive bike trail near S. Dinwiddie Street
- Screens on CaBi stations are not visible enough in daylight
- Permit dockless bikeshare in Arlington.

Bike Parking

- Sequoia Plaza needs better bike parking
- Lee Harrison shopping center needs bicycle racks
- Many apartment buildings, especially older ones, lack bike parking for visitors.

Miscellaneous:

- Conflicts between bicyclists and pedestrians on Custis Trail, especially near Rosslyn, due to high number of users.
- Could the right lane on Lee Highway be permanently closed like during the MOT for the recent trail improvements project? Separate bike traffic out from pedestrian traffic.

- Want roundabouts on neighborhood streets for traffic calming
- Arlington Bikemap should indicate which access roads are one-way only.
- Many people are not clear about rules on where a bicyclist may ride (re: sidewalk bike riding, one-way streets, bike lane directions)
- Physical separation from cars would be safest and most comfortable
- There are no good places in North Arlington for young bicyclists to practice riding
- Need more breweries on Arlington trails
- Route 110 Trail (south of Memorial Drive) is blocked by homeless camp