

ANCSE DAR Design Public Hearing
Public Comments (at Public Hearing and via email after Public Hearing)

Comments/questions by email following the Public Hearing and *FHWA responses*

No.	Email Date and Time	Name	Neighborhood/ Organization	Email Address(es)	Comment	FHWA Responses
1	2/12/2020 3:58 pm	Pamela Van Hine	Aurora Highlands Pedestrian Advisory Committee	pvanhine@gmail.com , with copy to Chris Slatt chris@dodgersden.com and Gillian Burgess bike.gillian@gmail.com	<p>Hi Mr. Shifflett: Can I ask you a couple questions about the ANC SE DAR project before I send in my comments?</p> <p>- Will the new Nash street have a traffic light at CP when it is finished? Will it have a traffic light at the north end (or it won't be necessary because South Gate will be gone)?</p> <p>- Do you have a current streetscape for Nash street? The last one I saw with the ANCSE EA documents was not detailed - no dimensions - and I did not see any streetscapes at the presentation panels last night. Will Nash have dedicated bike lanes or a cycle track? What are the dimensions for the sidewalk, and is there sidewalk on both sides? Will the street have street lights and landscaping?</p> <p>- South Gate during construction - will all (or most) parking be removed by the start of Phase One or Two of the project? I am glad to see the temporary sidewalks, especially along the north side of South Gate - but currently parking prevents having sidewalks (or bikes) here. Currently eastbound drivers have two lanes for most of the road, but westbound drivers only have one most of the time because of all of the parking. If parking is removed, can traffic have 2 lanes both ways and can you create a separated bike lane?</p> <p>- Where are the traffic data that were mentioned in the presentation last night? I did not see any link from your main page.</p> <p>Thanks! Overall I am pleased with the new plans for pedestrians and cyclists, including giving us access through the construction process, though we will miss South Gate and Nash may be challenging for cyclists competing with the huge amount of traffic that will use it. And I still have concerns about how pedestrians will cross Columbia Pike safely from the new parking area - and I'll be recommending more street lights for pedestrians on the north side of CP (Dennis thought they could be added in the landscaping strip between the sidewalk and the cycletrack).</p> <p>Sincerely, Pamela Van Hine, Aurora Highlands Member County Pedestrian Advisory Committee (PAC)</p>	<p><i>Yes, the DAR project design intends for there to be a traffic signal with the final configuration of the new S. Nash Street intersection with Columbia Pike. There is not a permanent signal being designed for the future S. Nash Street/Southgate Road intersection.</i></p> <p><i>In the interim (during early construction phases), Nash Street will have four lanes and "free flow" intersections with Columbia Pike and Southgate Road during the phases when Columbia Pike traffic is detoured to Southgate Road and the new segment of S. Nash Street.</i></p> <p><i>The design for the proposed S. Nash Street includes a 10-foot-wide shared use path on the west side of Nash Street, two 11-foot travel lanes, standard Arlington County curb and gutter, landscaping, and pedestrian level street lights. There are not bicycle lanes planned for this new segment of S. Nash Street. There are no bike lanes and no parallel parking spaces being designed for S. Nash Street.</i></p> <p><i>Yes, the parking spaces along the existing segment of Southgate Road will be removed prior to the start of the construction of the DAR project. The design for this segment (for the earlier construction phases) includes four travel lanes—two travel lanes in each direction to carry Columbia Pike traffic (including as many as 500 buses per day), along with wide sidewalks to maintain safe pedestrian and bicycle access.</i></p> <p><i>Traffic data supporting the design is in the recent update to the Columbia Pike/Washington Boulevard Interchange Modification Report (IMR), which was approved on March 19, 2020. A PDF copy of this report and the approval has been posted to the FHWA project web page.</i></p> <p><i>Thank you for your comments. The DAR design team is continuing to collaborate with Arlington County on design of pedestrian and bicycle safety improvements.</i></p> <p><i>The DAR project intends to install lighting on both the north and south sides of Columbia Pike</i></p>
2	2/13/2020 12:44 pm	Dana Bres		dana.b.bres@gmail.com	<p>Signal Timing at Columbia Pike and Joyce</p> <p>Because the cycle path and sidewalk will be on the north side of Columbia Pike, the intersection of Columbia Pike and Joyce will present safety risks for cyclists and pedestrians. Because of the decision to favor traffic from Joyce to westbound CP, the design shows the sole crosswalk across CP on the east side of the intersection. Using that crosswalk will require stopping traffic heading eastbound from Joyce as</p>	<p><i>The traffic signal at the future Columbia Pike/S. Joyce Street intersection is being designed for pedestrian and bicycle safety while balancing transit throughput.</i></p> <p><i>The single pedestrian crosswalk location across Columbia Pike (on the east leg of the intersection) will accommodate pedestrians and bikes. For northbound traffic turning right from S. Joyce Street, the design calls for a flashing yellow</i></p>

					<p>traffic on CP. A green left turning phase for Joyce simultaneously with a right turning prohibition will be necessary. This will prevent right turns at speed from Joyce which will jeopardize individuals in the crosswalk.</p> <p>While the plan suggests the newly constructed Nash Street will support traffic in and out of JBMHH, what provisions will be implemented to prevent vehicles to and from the base from using Orme (or another residential street)? Consideration is necessary as it is likely motorists will use any street they see as convenient.</p> <p>Will there be a staging area just outside the gate to JBMHH on Southgate for taxis, TNC vehicles, and dockless bikes and scooters? Given the limits on base access, designing and constructing such a staging area will reduce the impact on both base access and the surrounding community.</p> <p>Please confirm the requirement for a continuous run of sidewalk up the Columbia Pike grade. The sidewalk will have about 1200 feet of uninterrupted 6% grade. That seems to be inconsistent with the intent of the ADA and with FHWA goals. Please see https://www.fhwa.dot.gov/civilrights/programs/ada/ada_sect504qa.cfm#q3 for pedestrians not using the parking lot at the Air Force Memorial, this will be an access barrier.</p>	<p><i>right arrow during the "green phase" for this movement to provide an additional measure of safety.</i></p> <p><i>There should be adequate sight distance from vehicles to see pedestrians in the crosswalk. Arlington County may consider adding a "lead pedestrian interval" to the signal timing once the signal is operational to allow pedestrians to start crossing Columbia Pike while all vehicle movements are in a red phase.</i></p> <p><i>There is not a pedestrian crosswalk on the west leg of this intersection because of the significant numbers of transit buses making the left turn from northbound S. Joyce Street to westbound Columbia Pike. Adding the walk time to that phase (i.e., when buses have a red light preventing them from turning left) would create transit delays for the entire Columbia Pike corridor. In addition, pedestrian crosswalks are not recommended for these situations of dual left turns at T-intersections. Left-most-turning vehicles can block the view of left-turning vehicles from the lane to the right, creating pedestrian safety concerns.</i></p> <p><i>For S. Joyce Street, a 10-foot shared use path is planned for the east side to accommodate bicycles and pedestrians. Pedestrian crosswalks exist at the Army Navy Drive intersection to accommodate people who would like to cross from the east side to the west side of S. Joyce Street.</i></p> <p><i>To mitigate cut through traffic on S. Orme, S. Ode, and S. Oak Streets, the future S. Nash Street will be signed as the street to be used for access to/from JBMHH. Other mitigations, such as signage on S. Orme Street, would need to be implemented by Arlington County.</i></p> <p><i>We understand the concerns about the need for a staging area outside of the JBMHH gate on Southgate Road; however, adding a staging area for Uber, Lyft, cabs, etc. or adding an area for bikeshare and scooters is outside of the scope of the DAR project. We have passed on your concerns to Arlington National Cemetery and Arlington County for their consideration.</i></p> <p><i>The overall DAR design is intended to be ADA compliant to the maximum extent feasible. The sidewalk is within public right-of-way and must match the 6% grade of Columbia Pike along this segment. Site constraints will preclude "stepping" the sidewalk to provide landings of 2%. However, access to and through the parking garage will be another option for visitors wishing to access the Air Force Memorial from the S. Joyce Street intersection area.</i></p>
3	2/21/2020 10:52 am	Pamela Van Hine	Aurora Highlands Pedestrian Advisory Committee	pvanhine@gmail.com	<p>Mr. Shifflett I'm just checking to see if you received my message from February 12 and if you will have a chance to send me a response before the deadline for comments.</p>	<p><i>Received. Responses to your comments are included herein.</i></p>
4	2/21/2020 11:44 am	Paul Levett	719 N Nelson St	prlevett@hotmail.com	<p>I greatly appreciate and strongly support the fantastic street cross section for the realigned Columbia Pike. The dedicated space for bicycles and pedestrians combined with the numerous street trees and landscaping is fantastic. However, I strongly urge you to better support bicyclist and pedestrian safety at the intersections and improve transit access to the site. The west side crosswalk at the intersection of Joyce and Columbia Pike is critical for bike and pedestrian access to Pentagon City. Pedestrians heading to River House apartments, Aurora Highlands Park and other nearby destinations are likely to cross on that side whether the</p>	<p><i>Thank you for your comments.</i></p> <p><i>The traffic signal at the future Columbia Pike/S. Joyce Street intersection is being designed for pedestrian and bicycle safety as well as transit throughput.</i></p> <p><i>Please see responses above to Comment No. 2.</i></p>

				<p>crosswalk exists or not. Accept human nature, add the crosswalk back and make it safe, preferably by separating the automotive turning movement and the pedestrian crossing movement through different traffic signal phases.</p> <p>Second, please signalize the crosswalk from the parking garage to the Air Force Memorial. This area of Columbia Pike has a major speeding issue and the overly-wide lanes proposed will only exacerbate the situation. High speed, four lane arterials with unsignalized pedestrian crossings are a recipe for disaster. Finally, the Air Force Memorial is a major destination worthy of its own bus stop. Those who do not own a car should not be forced to walk 1/3 of a mile from Orme Street to access this national treasure. Please add a Columbia Pike Transit Station at the Air Force Memorial and provide sufficient space in the Streetscape that it does not impede the cycletrack or the sidewalk.</p>	<p><i>The DAR design team is collaborating with Arlington County to design solutions for the pedestrian crossing at the Air Force Memorial. Arlington County has considered bus stops at the Air Force Memorial and will continue to do so. The grade of Columbia Pike in this location does present challenges for the physical bus stop and for bus operations.</i></p>
5	2/21/2020 12:08 PM	William Portillo	78tomtom@gmail.com	<p>First of all, I want to thank you for taking into consideration a safe environment for pedestrians and cyclists on the new Columbia Pike realignment project. It is always refreshing when the most vulnerable users are taken into account and I really appreciate that. It has come to my attention, however, that a crosswalk at Joyce St and Columbia Pike might be removed.</p> <p>I occasionally bike through this intersection on my way to Rosslyn and believe that the crosswalk to be removed is really needed to make this a safer place. When I use the east crosswalk to get into the bike path, I have to be very vigilant that a turning car will not hit me - sometimes they ignore me even if the signal shows that I have the right of way. Most people are very courteous, but it only takes one to create an accident, so please take into consideration human error and keep both crosswalks.</p> <p>Other issues that others have raised are:</p> <p>Please signalize the crosswalk from the parking garage to the Air Force Memorial. This area of Columbia Pike has a major speeding issue and the overly-wide lanes proposed will only exacerbate the situation. High speed, four lane arterials with unsignalized pedestrian crossings are a recipe for disaster.</p> <p>The Air Force Memorial is a major destination worthy of its own bus stop. Those who do not own a car should not be forced to walk 1/3 of a mile from Orme Street to access this national treasure. Please add a Columbia Pike Transit Station at the Air Force Memorial and provide sufficient space in the Streetscape that it does not impede the cycletrack or the sidewalk.</p> <p>Thank you for all the work that is being done in this project!</p> <p>William Portillo</p>	<p><i>Thank you for this feedback.</i></p> <p><i>Please see responses above to Comment Nos. 2 and 4.</i></p>
6	2/21/2020 12:41 PM	Bayley Vanderpoel	bayley.vanderpoel@velocitycoop.org	<p>I greatly appreciate and strongly support the fantastic street cross section for the realigned Columbia Pike. The dedicated space for bicycles and pedestrians combined with the numerous street trees and landscaping is fantastic. However, I strongly urge you to better support bicyclist and pedestrian safety at the intersections and improve transit access to the site. The west side crosswalk at the intersection of Joyce and Columbia Pike is critical for bike and pedestrian access to Pentagon City. Pedestrians heading to River House apartments, Aurora Highlands Park and other nearby destinations are likely to cross on that side whether the crosswalk exists or not. Accept human nature, add the crosswalk back and make it safe, preferably by separating the automotive turning movement and the</p>	<p><i>Thank you for this feedback.</i></p> <p><i>Please see responses above to Comment Nos. 2 and 4.</i></p>

					pedestrian crossing movement through different traffic signal phases. Second, please signalize the crosswalk from the parking garage to the Air Force Memorial. This area of Columbia Pike has a major speeding issue and the overly-wide lanes proposed will only exacerbate the situation. High speed, four lane arterials with unsignalized pedestrian crossings are a recipe for disaster. Finally, the Air Force Memorial is a major destination worthy of its own bus stop. Those who do not own a car should not be forced to walk 1/3 of a mile from Orme Street to access this national treasure. Please add a Columbia Pike Transit Station at the Air Force Memorial and provide sufficient space in the Streetscape that it does not impede the cycletrack or the sidewalk.	
7	2/21/2020 2:26 PM	Elisa Ortiz		ElisaMOrtiz@gmail.com	<p>I greatly appreciate and strongly support the street cross section for the realigned Columbia Pike. The dedicated space for bicycles and pedestrians combined with the numerous street trees and landscaping is excellent. However, I strongly urge you to better support bicyclist and pedestrian safety at the intersections and improve transit access to the site.</p> <p>The west side crosswalk at the intersection of Joyce and Columbia Pike is critical for bike and pedestrian access to Pentagon City. Pedestrians heading to River House apartments, Aurora Highlands Park and other nearby destinations are likely to cross on that side whether the crosswalk exists or not. Please add the crosswalk back and make it safe, preferably by separating the automotive turning movement and the pedestrian crossing movement through different traffic signal phases.</p> <p>Second, please signalize the crosswalk from the parking garage to the Air Force Memorial. This area of Columbia Pike has a major speeding issue and the overly-wide lanes proposed will only exacerbate the situation. High speed, four lane arterials with unsignalized pedestrian crossings are a recipe for disaster.</p> <p>Finally, the Air Force Memorial is a major destination worthy of its own bus stop. Those who do not own a car should not be forced to walk 1/3 of a mile from Orme Street to access this memorial. Please add a Columbia Pike Transit Station at the Air Force Memorial and provide sufficient space in the Streetscape that it does not impede the cycletrack or the sidewalk.</p> <p>Thank you. -- Elisa M. Ortiz 315.725.6559 +F12 www+F13.linkedin.com/in/ElisaMOrtiz/</p>	<p><i>Thank you for this feedback.</i></p> <p><i>Please see responses above to Comment Nos. 2 and 4.</i></p>
8	2/22/2020 12:46 AM	David Roth		DrPepper1952@yahoo.com	<p>I greatly appreciate and strongly support the fantastic street cross section for the realigned Columbia Pike. The dedicated space for bicycles and pedestrians combined with the numerous street trees and landscaping is fantastic. However, I strongly urge you to better support bicyclist and pedestrian safety at the intersections and improve transit access to the site. The west side crosswalk at the intersection of Joyce and Columbia Pike is critical for bike and pedestrian access to Pentagon City. Pedestrians heading to River House apartments, Aurora Highlands Park and other nearby destinations are likely to cross on that side whether the crosswalk exists or not. Accept human nature, add the crosswalk back and make it safe, preferably by separating the automotive turning movement and the pedestrian crossing movement through different traffic signal phases. Second,</p>	<p><i>Thank you for this feedback.</i></p> <p><i>Please see responses above to Comment Nos. 2 and 4.</i></p>

					please signalize the crosswalk from the parking garage to the Air Force Memorial. This area of Columbia Pike has a major speeding issue and the overly-wide lanes proposed will only exacerbate the situation. High speed, four lane arterials with unsignalized pedestrian crossings are a recipe for disaster. Finally, the Air Force Memorial is a major destination worthy of its own bus stop. Those who do not own a car should not be forced to walk 1/3 of a mile from Orme Street to access this national treasure. Please add a Columbia Pike Transit Station at the Air Force Memorial and provide sufficient space in the Streetscape that it does not impede the cycletrack or the sidewalk.	
9	2/22/2020 10:14 AM	Pete Durgan	Penrose Neighborhood Association	arlpete22204@gmail.com	<p>Enjoyed the presentation last week. Things are looking great. A few comments:</p> <ol style="list-style-type: none"> 1. Bus stop is necessary at the Air Force Memorial. It's a major tourist attraction and not having one is kinda dumb. A crosswalk there is also necessary and a hawk light would be best. 2. Consider where tour buses will park. There will be a LOT of them. 3. Have crosswalks at all corners at Joyce St. The right turn lane should not be protected from a crosswalk. People are going to cross there anyway, make it safe for them. <p>Yours, Pete Maria Pete Durgan President, Penrose Neighborhood Association, penrosepres@yahoo.com arlpete22204@gmail.com;</p>	<p><i>The DAR design team is collaborating with Arlington County to design solutions for the pedestrian crossing at the Air Force Memorial. A hawk signal indeed may be appropriate.</i></p> <p><i>Arlington County has considered bus stops at the Air Force Memorial and will continue to evaluate this area. The grade of Columbia Pike in this location does present challenges for the physical bus stop and for bus operations.</i></p> <p><i>Solutions for tour busy parking in the project area are to be determined.</i></p> <p><i>There is not a pedestrian crosswalk being designed for the west leg of this S. Joyce Street/Columbia Pike intersection because of the significant numbers of transit buses making the left turn from northbound S. Joyce Street to westbound Columbia Pike. Adding a walk-only phase or adding walk time to the left-turning phase (i.e., when buses have a red light preventing them from turning left) would create transit delays for the entire Columbia Pike corridor. In addition, pedestrian crosswalks are not recommended for these situations of dual left turns at T-intersections. Left-most-turning vehicles can block the view of left-turning vehicles from the lane to the right, creating pedestrian safety concerns.</i></p>
10	2/22/2020 7:11 PM	Shea Sullivan		sheasullivanfamily@gmail.com	<p>I greatly appreciate and strongly support the fantastic street cross section for the realigned Columbia Pike. The dedicated space for bicycles and pedestrians combined with the numerous street trees and landscaping is fantastic. However, I strongly urge you to better support bicyclist and pedestrian safety at the intersections and improve transit access to the site. The west side crosswalk at the intersection of Joyce and Columbia Pike is critical for bike and pedestrian access to Pentagon City. Pedestrians heading to River House apartments, Aurora Highlands Park and other nearby destinations are likely to cross on that side whether the crosswalk exists or not. Accept human nature, add the crosswalk back and make it safe, preferably by separating the automotive turning movement and the pedestrian crossing movement through different traffic signal phases. Second, please signalize the crosswalk from the parking garage to the Air Force Memorial. This area of Columbia Pike has a major speeding issue and the overly-wide lanes proposed will only exacerbate the situation. High speed, four lane arterials with unsignalized pedestrian crossings are a recipe for disaster. Finally, the Air Force Memorial is a major destination worthy of its own bus stop. Those who do not own a car should not be forced to walk 1/3 of a mile from Orme Street to access this national treasure. Please add a Columbia Pike Transit Station at the Air Force Memorial and provide sufficient space in the Streetscape that it does not impede the cycletrack or the sidewalk.</p>	<p><i>Thank you for this feedback.</i></p> <p><i>Please see responses above to Comment Nos. 2 and 4.</i></p>
11	2/23/2020 8:03 AM	Terri Armao		terri.armao@gmail.com	<p>5 feet for trees is not enough. The trees need enough room to grow and absorb water. No one will want to walk this way if there is no shade in the extreme heat of</p>	<p><i>The DAR design team appreciates the feedback on widths of the streetscape elements.</i></p>

					summer we now endure. 12 feet of bike lane is way too much. 10 foot drive lane is too small. 8 foot bike lane is plenty and should be adequate.	<i>The DAR project is following Arlington County landscape standards for buffer streetscape planting, which includes a minimum of 60 square feet (SF) of planting space per tree. This SF amount per tree has proven to be successful in urban conditions, given the appropriate soil types and appropriate watering and maintenance of the trees.</i> <i>A 10-foot bike lane is being provided along Columbia Pike in the form of a cycle track.</i>
12	2/23/2020 11:51 AM	Timothy Underwood		tunderwo@gmail.com with copies to Christoff.Gaub@us.af.mil ale.underwood@gmail.com	Attached Comment Sheet. Thank you	<i>See document of FHWA responses to comment sheets.</i>
13	2/23/2020 3:36 PM	Judd Isbell		lumberjackcycles@gmail.com	Mr. Shifflett, I just reviewed the latest plans for the Southern Expansion of Arlington National Cemetery and I am thrilled by the inclusion of cycletrack and ample sidewalk space to meet the needs of visitors to the Air Force Memorial. I travel on Columbia Pike and Southgate frequently by bike and ask that you please make a few minor changes to the current design plans that will make the Columbia Pike road realignment much safer: 1. Include a crosswalk on the west side of the intersection of Joyce and Columbia Pike. There's currently one there now. This crosswalk is crucial for folks who want to continue into Pentagon City to visit a destination on the north side of Joyce St. 2. Please include Leading Pedestrian Intervals at the crosswalks. There are lots of turning motions at this intersection and LPIs are proven to reduce the incidence of pedestrian crashes. 3. Please eliminate the slip lanes from the Joyce and Columbia Pike intersections. The traffic volume does not warrant these slip lanes and they create uncontrolled, unsignalized intersections for pedestrians and cyclists. Conflicts will be much more prevalent with the construction of the 9/11 Visitors Center. Thank you for your consideration. Judd Isbell Arlington, VA	<i>The traffic signal at the future Columbia Pike/S. Joyce Street intersection is being designed for pedestrian and bicycle safety while balancing transit throughput.</i> <i>The single pedestrian crosswalk location across Columbia Pike (on the east leg of the intersection) will accommodate pedestrians and bikes. For northbound traffic turning right from S. Joyce Street, the design calls for a flashing yellow right arrow during the "green phase" for this movement to provide an additional measure of safety.</i> <i>There should be adequate sight distance from vehicles to see pedestrians in the crosswalk. Arlington County may consider adding a "lead pedestrian interval" to the signal timing once the signal is operational to allow pedestrians to start crossing Columbia Pike while all vehicle movements are in a red phase. There is not a pedestrian crosswalk on the west leg of this intersection because of the significant numbers of transit buses making the left turn from northbound S. Joyce St to westbound Columbia Pike. Adding the walk time to that phase (i.e., when buses have a red light preventing them from turning left) would create transit delays for the entire Columbia Pike corridor. In addition, pedestrian crosswalks are not recommended for these situations of dual left turns at T-intersections. Left-most-turning vehicles can block the view of left-turning vehicles from the lane to the right, creating pedestrian safety concerns.</i> <i>The channelized right turn lane (or slip lane) has been modified to be a yield condition. This lane is necessary to accommodate buses and trucks making that sharp right turn.</i>
14	2/23/2020 6:38 PM	Dana Bres		dana.b.bres@gmail.com	Additional Comments Arlington National Cemetery Southern Expansion (ANCSE) Defense Access Road (DAR) Project Please accept these comments in addition to those I submitted earlier. Why is there a different speed limit for the two directions on South Joyce? The drawings show the stretch of Joyce heading towards Columbia Pike as having a speed limit of 35 mph and the opposite direction having a speed limit of 25 mph. Please reconsider the suggested speed limits, given Columbia Pike is shown as 25 mph. Having a portion of Joyce at 35 mph will encourage speeding on Columbia Pike. The side paths on the north side of Columbia Pike have a 8 foot sidewalk and a 10 foot cycletrack. At the intersection of Columbia Pike and Joyce, the 18 feet of side	<i>Thank you for this comment. While the current speed limit on S. Joyce Street in the DAR project area is 35 mph in both directions, the DAR design will result in 25 mph in both directions.</i> <i>Thank you for this comment. The DAR design has been updated to have both the cycle track and sidewalk along Columbia Pike extend east of S. Joyce Street, all the way to the off-ramp from Route 27.</i> <i>The design for S. Joyce Street currently includes an 8-foot-wide sidewalk on the west side and a 10-foot-wide shared use path on the east side.</i>

				<p>paths (8 and 10 feet) become a single 10 foot path on the east side of Joyce. Because this east side path is likely to pick up the bulk of the bicycle and pedestrian traffic from the north side of Columbia Pike, there is a strong chance the "necking down" of the paths will induce conflicts between cyclists and pedestrians. Please take a look at the accommodations for pedestrians and cyclists along Joyce.</p> <p>Dana Bres dana.b.bres@gmail.com Arlington, VA</p>	
15	2/24/2020 3:48 PM	Jerry Cowden	jerrycowden@gmail.com	<p>I appreciate and support the street cross section for the realigned Columbia Pike. The dedicated space for bicycles and pedestrians combined with the numerous street trees and landscaping is good. However, I strongly urge you to better support bicyclist and pedestrian safety at the intersections and improve transit access to the site. The west side crosswalk at the intersection of Joyce and Columbia Pike is critical for bike and pedestrian access to Pentagon City. Pedestrians heading to River House apartments, Aurora Highlands Park and other nearby destinations are likely to cross on that side whether the crosswalk exists or not. Accept human nature, add the crosswalk back and make it safe, preferably by separating the automotive turning movement and the pedestrian crossing movement through different traffic signal phases. Second, please signalize the crosswalk from the parking garage to the Air Force Memorial. This area of Columbia Pike has a major speeding issue and the overly-wide lanes proposed will only exacerbate the situation. High speed, four lane arterials with unsignalized pedestrian crossings are a recipe for disaster. Finally, the Air Force Memorial is a major destination worthy of its own bus stop. Those who do not own a car should not be forced to walk 1/3 of a mile from Orme Street to access this national treasure. Please add a Columbia Pike Transit Station at the Air Force Memorial and provide sufficient space in the Streetscape that it does not impede the cycletrack or the sidewalk.</p>	<p><i>Thank you for this feedback.</i></p> <p><i>Please see responses above to Comment Nos. 2 and 4.</i></p>
16	2/24/2020 7:23 PM	Dana Bres	dana.b.bres@gmail.com	<p>Additional comments following up on my concerns about the appropriateness of using the extended run of the sidewalk at 6% grade.</p> <p>It would seem that this project would fall under the purview of the Architectural Barriers Act. Section 403 limits walking surfaces to a 1:20 slope. The slope proposed for the sidewalks is 6% (about 1:16), steeper than the ABA. If the designers have concluded the sidewalks not to be part of an accessible route, please address that. Sec 403 is provided below and is at https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/aba-standards/chapter-4-accessible-routes:</p> <p>"403 Walking Surfaces 403.1 General. Walking surfaces that are a part of an accessible route shall comply with 403. 403.2 Floor or Ground Surface. Floor or ground surfaces shall comply with 302. 403.3 Slope. The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48."</p>	<p><i>While the DAR team is familiar with ABA Accessibility Standards, the team is following Americans with Disabilities Act (ADA) guidelines, given that the proposed multimodal improvements will be in public right-of-way.</i></p> <p><i>The overall DAR design is intended to be ADA compliant to the maximum extent feasible. The sidewalk is within public right-of-way and must match the 6% grade of Columbia Pike along this segment. Site constraints will preclude "stepping" the sidewalk to provide landings of 2%. Access to and through the parking garage will be another option for visitors wishing to access the Air Force Memorial from the S. Joyce Street intersection area.</i></p>
17	2/25/2020 3:21 PM	Pamela Van Hine	pvanhine@gmail.com	<p>Thank you for providing members of the general public the opportunity to participate in the ANC SE DAR Design Public Hearing on Tuesday, February 10, 2020 and to send you additional comments about the project plan by Wednesday, February 26, 2020. I am sending you my personal comments as someone who lives in Aurora Highlands, just a few blocks from the proposed project, and who travels to and from my neighborhood up and down Columbia Pike/Southgate on foot, by bus, and in a car.</p>	<p><i>The DAR design team is collaborating with the ANCSE design team on the design of the operations complex parking garage, which has evolved since the publication of the EA and its Appendix H.</i></p> <p><i>Your comments on the data and on projection have been passed to the ANCSE design team for their consideration. The DAR understands that the garage has</i></p>

				<p>1. What comments or concerns to you have related to the proposed ANCSE DAR Project?</p> <p>No new details were presented on the Operations Complex garage parking/pedestrian crossing at Design Public Hearing, so I assume that the data used for decision making was what was in Appendix H in the ANC SE EA, and my comments are based upon Appendix H information:</p> <p>Projected needs for transportation infrastructure and parking: Appendix H appears to use data from current use, including parking, and makes projections from these numbers. However, I feel that the projections do not include numbers for visitors going to other sites in the ANC area: Pentagon 9/11 Memorial, Pentagon 9/11 Memorial Museum, and the ANC, through the proposed new entrance. These visitors will want to use the new parking facilities, cross in the new pedestrian crosswalk, and travel up and down Columbia Pike to these sites - on foot, by bike, by micromobile, by transit, and by car.</p> <p>New Operations Complex parking garage: The Visitor Parking projections seem inadequate (see Appendix H in ANC EA), as visitors may want to visit multiple sites in the immediate area after they park. What facilities are planned for bike and micromobile parking? What routes will drivers take to and from the complex; what turns will be allowed to/from Joyce and to/from Columbia Pike?</p> <p>Bus parking/PUDO: Table 1 notes that bus parking was excluded. The Appendix H summary notes that the Operations Complex parking structure will accommodate passenger cars, but not buses and states: "At this time, it is expected that bus traffic will use ANC circulation roads for passenger drop-off and pick-up." Where will buses wait between drop-off and pick-up? Where will drive share vehicles (e.g. Uber, Lyft) be allowed to drop-off and pick-up passengers?</p> <p>Intersection 4 Proposed pedestrian signal at Columbia Pike/ARM (Appendix H): Because it's on a hill, this crossing has poor sight lines for both drivers and pedestrians. Many visiting pedestrians may be unfamiliar with HAWK lights, and many will also be especially vulnerable pedestrians - the aged, frail, children, and those with disabilities. I am concerned that the proposed 7' walk interval and 14' flash signal will not provide sufficient time for visiting pedestrians to realize that they need to start walking and to cross 4 lanes of heavy traffic safely. I am also concerned about how vehicles entering Columbia Pike from either side will interact with crossing pedestrians.</p> <p>Sidewalks along Columbia Pike: Thank you for promising to provide 8' clear width sidewalks on both sides of Columbia Pike. I have two concerns about them: 1) After the redistribution of massive amounts of soil along Columbia Pike, will the grade for the final sidewalks still be 6%? I think a 6% grade may be insurmountable for many wheel chair users and other pedestrians with disabilities unless the grade is mitigated somehow. 2) The sidewalk on the north side is quite far from the landscaping/utility zone that includes the street lights. Please include additional street lighting in the landscaping strip between this sidewalk and the cycle track.</p> <p>South Joyce and Columbia Pike Intersection: Pedestrians and cyclists will want to avoid conflict with vehicles going in and out of the Operations Center on Joyce will travel on the east side of Joyce. Because the westside crosswalk is being eliminated to accommodate left-turning drivers, pedestrians will need to cross Columbia Pike</p>	<p><i>been sized to include spaces to meet a number of needs. We understand that the design is also considering parking/storage areas for bicycles and scooters.</i></p> <p><i>The garage will be only accessible by turning right from southbound Joyce Street, proceeding through a screening area, and then entering from the east. Vehicle exiting the garage will do so by turning right onto Columbia Pike.</i></p> <p><i>Arlington County and Arlington National Cemetery are working through the operations plan for where buses will wait between drop-off and pick-up as well as where transportation network company (TNC) vehicles (from Uber, Lyft, etc.) will be able to stage.</i></p> <p><i>The design for the pedestrian crossing is being coordinated with FHWA, Arlington National Cemetery, the Air Force, and Arlington County. Appropriate crossing times will be worked out. There will not be vehicles entering Columbia Pike in the vicinity of the crosswalk that will interact with crossing pedestrians.</i></p> <p><i>The DAR design team is collaborating with Arlington County to design solutions for the pedestrian crossing at the Air Force Memorial, which may include a hawk signal.</i></p> <p><i>The garage will be only accessible by turning right from southbound Joyce Street, proceeding through a screening area, and then entering from the east. Vehicles exiting the garage will do so by turning right onto Columbia Pike. There will not be vehicles entering Columbia Pike in the vicinity of the crosswalk that will interact with crossing pedestrians.</i></p> <p><i>The overall DAR design is intended to be ADA compliant to the maximum extent feasible. The sidewalk is within public right-of-way and will match the 6% grade of Columbia Pike along this segment. Site constraints will preclude "stepping" the sidewalk to provide landings of 2%. However, access to and through the parking garage will be another option for visitors wishing to access the Air Force Memorial from the S. Joyce Street intersection area.</i></p> <p><i>The location of the street lights with respect to the cycle track and the parallel sidewalk is being worked out in the 75% design phase, in collaboration with the ANCSE design team and Arlington County.</i></p>
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				<p>on the east side of Joyce to reach the northside sidewalk. Cyclists exiting/entering the cycle track to travel on Joyce will also want to cross Columbia Pike on the east side to avoid conflict with drivers. Therefore, pedestrians and cyclists will want to travel primarily on the east side of Joyce between Army-Navy Drive and the cycle track/sidewalk on the north side of Columbia Pike, and the eastside sidewalk and bike infrastructure will need to be wider. The intersection needs to be well-lit and carefully designed for bike-ped safety, including a wide crosswalk, safety signage, and an easy-to-use bike-ped light sufficiently long for safe crossing.</p> <p>Nash Street: Staff did not provide a street cross-section for Nash Street for the DAR meeting, and the illustration for Nash Street in the ANC SE EA (Figure 2-2, "subject to change") does not show cyclists on the street, does not indicate where cyclists can safely ride on Nash, and does not include dimensions for the travel lanes, bike lanes, or the sidewalk. Yet when Columbia Pike has been reconfigured, cyclists will need to use Nash because neither Columbia Pike nor its narrow sidewalk can accommodate cyclists safely now, between Nash and Orme. Please show how cyclists can travel safely on Nash. Please also confirm that the landscaping and street lights in Figure 2-2 will be part of the final streetscape.</p> <p>2. What comments and/or suggestions, if any, do you have regarding the information you received tonight on the Limited Access Control Change (LACC) along Route 27 and I-395? NONE</p> <p>3. What comments or concerns do you have related to the changes at the Route 27 (Washington Boulevard) and Route 244 (Columbia Pike) interchange near the Pentagon? Thank you for grading the soil for a future bike-ped trail. Paving some of the trail - at least to connect to the existing trail along the Pentagon - would be appreciated as well.</p> <p>4. Please provide feedback on the construction phasing and transportation management plan presented tonight.</p> <p>Providing access for all travel modes throughout construction phases: Project staff, through written and spoken words, have promised that all users of All modes of transportation will be able to move through the area safely throughout all phases of project construction. You must do this - travel on Columbia Pike and Southgate is an essential link between Columbia Pike neighborhoods and further west and the Pentagon/Pentagon City/Crystal City and points further east for all travel modes.</p> <p>Concerns about safe and efficient passage for all travel modes on both Southgate and on Nash: I cannot provide detailed comments on construction plans when no detailed plans were presented. As I did not see any detailed street plans or street views in the presentation or online, I can only ask questions and raise concerns.</p> <p>Nash Street: Traffic lights: According to Tables 6, 7, and 8 in Appendix H a traffic light at the intersection of Nash and Columbia Pike is warranted. When would it be installed? Will you also install a (temporary) traffic light at the intersection of Nash and Southgate, operational during construction phases when Southgate is open? Streetview, lane dimensions, number of lanes: Will cyclists have either bike lanes or a cycle track on Nash, both during and after construction? Will sidewalks be provided on both sides, what are their dimensions, when will street lights and landscaping be provided? How many travel lanes will be on Nash during</p>	<p><i>The sidewalk on the east side of S. Joyce Street is proposed to be 10 feet wide, which will act as a shared use path and will accommodate bicycles. Adequate lighting is proposed for the Columbia Pike/S. Joyce Street intersection.</i></p> <p><i>The design for the proposed S. Nash Street includes a 10-foot-wide shared use path on the west side of Nash, two 11-foot travel lanes, standard Arlington County curb and gutter, landscaping, and pedestrian level street lights. There are not bicycle lanes planned for this new segment of Nash Street.</i></p> <p><i>Thanks.</i></p> <p><i>Thank you.</i></p> <p><i>Thank you for these statements.</i></p> <p><i>Understand. Additional detail is being developed as design moves forward by FHWA Eastern Federal Lands Highway Division.</i></p> <p><i>A traffic signal for the Columbia Pike/S. Nash Street intersection will be installed during the construction of the final intersection configuration.</i></p> <p><i>The design for the proposed S. Nash Street includes a 10-foot wide shared use path on the west side of Nash, two 11-foot travel lanes, standard Arlington County curb and gutter, landscaping, and pedestrian level street lights. There are not bicycle lanes planned for this new segment of Nash Street.</i></p>
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					<p>construction and what are their dimensions? I am concerned about how successfully the many Columbia Pike buses will travel on Nash during construction.</p> <p>Southgate: Parking: Will all current parking be removed before Columbia Pike sections are closed? Appendix H notes that all parking will be relocated to operations parking, but does not say when this will happen. Will the Operations Center parking accommodate all the vehicles that currently park along Southgate? If not, where will they go? Where will you put temporary parking for visitors to the AFM?</p> <p>Travel lanes/bike lanes/bus lanes/sidewalks: How many travel lanes will go in each direction during construction? Will you provide a dedicated bus lane (each way)? Will you provide a dedicated, protected bike lane in each direction? What are dimensions of all lanes, including sidewalks, bus lanes, and bike lanes? Will you provide any temporary bus stops along the temporary Southgate/Nash route?</p> <p>Street Lights: Will you be providing temporary street lights along Southgate during construction phases when Southgate is used? Currently Southgate is a very dark street.</p> <p>5. How did you hear about the meeting? First, through a posting on our community listserv. Then through your website and Arlington County online promotions.</p>	<p><i>Yes, the parking spaces along the existing segment of Southgate Road will be removed prior to the start of the construction of the DAR project. The design for this segment (for the earlier construction phases) includes four travel lanes—two travel lanes in each direction to carry Columbia Pike traffic and transit buses, along with wide sidewalks to maintain safe pedestrian and bicycle access.</i></p> <p><i>The proposed parking garage for the ANCSE project is being designed to serve parking needs for the future Operations Complex as well as to serve parking needs for Air Force Memorial visitors.</i></p> <p><i>There will be two vehicle travel lanes in each direction through each phase of construction. The intent is for those lanes to be 11 feet wide. There will not be separate bus-only lanes. The design intent is for wide sidewalks (8+ feet wide) to be available for pedestrians and bicycles in each construction phase. Temporary bus stops are being considered by Arlington County and still to be determined. Temporary street lighting is intended and its designed is being determined.</i></p>
18	2/26/2020 9:22 AM	Mary Curtius		Mcurtius@arlingtonva.us	<p>Dear Mr. Shifflett:</p> <p>Attached, please find a comment from an Arlington resident about the planned Arlington National Cemetery Southern Expansion Project, voicing her concerns about the potential loss of access to the cemetery for bicyclists and pedestrians. Thank you for including this comment in the public record of comments on the planned expansion.</p> <p>Sincerely, Mary Curtius</p> <p>Mary F. Curtius Communications Manager Arlington County Board 703-228-7943 mcurtius@arlingtonva.us</p>	<p><i>Thank you.</i></p>
19	2/25/2020 7:23 PM	Elizabeth Walter From email to Arlington Board	703.807.2339	elizabethw@smdi.com	<p>I don't know if you're the people I should be addressing, but here goes.</p> <p>I attended the February 11 meeting on the Arlington National Cemetery Southern Expansion road realignment project. One of the people making comments after the formal presentation suggested (I think) that the reason the cemetery needs all those barriers is because the fencing between Ft. Myer and the cemetery is so poor. (I know there are some very low fences from those distant days when I could walk through Ft. Myer.) Could her statement possibly be true? If so, couldn't they please, please, please redirect some of the funding to fencing off Ft. Myer and let us traverse the cemetery?</p> <p>I know there are people offended by the idea of commuters or anyone just walking or biking through the cemetery, but I offer the comment that the only period in my</p>	<p><i>The DAR project team has passed these questions to Arlington National Cemetery for their consideration.</i></p>

					life when I actually thought about the military and their sacrifices was while I was walking by that low cemetery wall and saw the graves and occasionally the start of a funeral procession.	
20	2/26/2020 2:26 PM	Pamela Van Hine		pvanhine@gmail.com	Hi Mr. Shifflett: I would like to request that you delete the message I sent you on February 12 because the comments that I sent you yesterday supersede it. I was able to find many of the answers to my questions (I hope) in the ANCSE EA, mainly in Appendix H. Questions that I could not answer I kept in my comments sent yesterday. Thank you. good thoughts Pam Pamela Van Hine 2020-02-26	<i>Thank you.</i>
21	2/26/2020 11:02 PM	Gillian Burgess Gillian Burgess 646 284 8894 gillian.burgess@gmail.com		gillian.burgess@gmail.com	Mr. Thomas Shifflett Thank you for providing members of the general public the opportunity to participate in the ANC SE DAR Design Public Hearing on Tuesday, February 10, 2020 and to send you additional comments about the project plan by Wednesday, February 26, 2020. I am sending you my personal comments as someone who lives and is raising children in Arlington. My family and I travel through this area often, primarily by bike and sometimes in a car or on a transit bus. 1. What comments or concerns to you have related to the proposed ANCSE DAR Project? Thank you. It is clear that the staffs of Arlington County, FHWA, the Department of Defense, and the Arlington National Cemetery, as well as the consultants working with them, put a lot of thought and effort into these plans. In particular, the inclusion of a cycletrack separated from both the roadway and the sidewalk will make moving through this area safer and more comfortable for everyone, regardless of mode of transportation. Overall, the project is excellent and staff should be commended. Below are issues which would improve this project. Prioritizing transit: Given the traffic counts, it does not seem necessary to have two lanes in each direction for general travel. It would be an improvement if this project could prioritize transit use - which is both sustainable and very safe - for example by including dedicated transit lanes. Access for biking through Arlington National Cemetery and Fort Myer: ANC and Fort Myer create significant barriers to biking for transportation through this area of the County, because biking around them adds both distance and danger to any trip. ANC and Fort Myer should work with its neighbors in Arlington County to provide access for people biking in a way that respects the security needs of the Cemetery and the base. Need for bicycle parking and transit plans to visitors to the Air Force Memorial to use sustainable modes of transportation: At the new entrance to the Air Force Memorial, no bicycle or micromobility (scooters) parking was identified on the plans, and it was not clear where the transit access points would be. The project should make sustainable forms of transportation - walking, biking, micromobility and transit - the easiest and most convenient ways to get to the Air Force Memorial	<i>Thank you.</i> <i>Given both traffic and transit demand in the Columbia Pike corridor, analyses completed by the DAR project and by Arlington County for related Columbia Pike multimodal projects show that four travel lanes are needed for vehicles—but that the high-frequency bus transit can and should mix with this vehicle traffic, primarily using the outside lanes of Columbia Pike.</i> <i>The DAR project team has passed these questions on access to JBMHH to Arlington National Cemetery for their consideration.</i> <i>Arlington County is planning the "Cemetery Wall Trail" around the east side of the cemetery, connecting Memorial Drive with Columbia Pike, running parallel to Route 110 and then Route 27.</i> <i>The DAR project team has passed these questions on bicycle storage and scooter parking to Arlington National Cemetery for their consideration. In addition, the DAR team will continue to collaborate with Arlington County on possible locations for bike share stations, micromobility (e.g., scooters) access/storage, and bus stops in the vicinity of the Air Force Memorial.</i>

				<p>and Arlington National Cemetery. As such, both bike/micromobility parking and transit access should be safe and convenient.</p> <p>Access to and from Joyce for bicycles and micromobility: The operations of the intersection of Columbia Pike and Joyce Street should make it easy for people biking and using micromobility to get from the cycletrack to Joyce Street. Push buttons should not be required to activate signals for people on wheels. The sidepath along Joyce should be upgraded to ensure a safe and comfortable connection between the cycletrack and Pentagon City, with separation from pedestrians. Pedestrians and cyclists will want to travel primarily on the east side of Joyce between Army-Navy Drive and the cycle track/sidewalk on the north side of Columbia Pike, and the eastside sidewalk and bike infrastructure will need to be wider. The intersection needs to be well-lit and carefully designed for bike-ped safety, including a wide crosswalk, safety signage, and an easy-to-use bike-ped light sufficiently long for safe crossing.</p> <p>Bus parking/PUDO: Table 1 notes that bus parking was excluded. The Appendix H summary notes that the Operations Complex parking structure will accommodate passenger cars, but not buses and states: "At this time, it is expected that bus traffic will use ANC circulation roads for passenger drop-off and pick-up." Where will buses wait between drop-off and pick-up? Where will drive share vehicles (e.g. Uber, Lyft) be allowed to drop-off and pick-up passengers?</p> <p>Intersection 4 Proposed pedestrian signal at Columbia Pike/ARM (Appendix H): Because it's on a hill, this crossing has poor sight lines for both drivers and pedestrians. Many visiting pedestrians may be unfamiliar with HAWK lights, and many will also be especially vulnerable pedestrians - the aged, frail, children, and those with disabilities. I am concerned that the proposed 7' walk interval and 14' flash signal will not provide sufficient time for visiting pedestrians to realize that they need to start walking and to cross 4 lanes of heavy traffic safely. I am also concerned about how vehicles entering Columbia Pike from either side will interact with crossing pedestrians.</p> <p>Grade of sidewalks along Columbia Pike: Thank you for promising to provide 8' clear width sidewalks on both sides of Columbia Pike. I have two concerns about them: 1) After the redistribution of massive amounts of soil along Columbia Pike, will the grade for the final sidewalks still be 6%? I think a 6% grade may be insurmountable for many wheel chair users and other pedestrians with disabilities unless the grade is mitigated somehow. 2) The sidewalk on the north side is quite far from the landscaping/utility zone that includes the street lights. Please include additional street lighting in the landscaping strip between this sidewalk and the cycle track.</p> <p>Nash Street: Staff did not provide a street cross-section for Nash Street for the DAR meeting, and the illustration for Nash Street in the ANC SE EA (Figure 2-2, "subject to change") does not show cyclists on the street, does not indicate where cyclists can safely ride on Nash, and does not include dimensions for the travel lanes, bike lanes, or the sidewalk. Yet when Columbia Pike has been reconfigured, cyclists will need to use Nash because neither Columbia Pike nor its narrow sidewalk can accommodate cyclists safely now, between Nash and Orme. The sidepath should be wide enough to accommodate people walking and biking, taking into account that people do not bike or walk directly next to a wall.</p>	<p><i>The DAR design team will consider these comments. The intent is for the intersection to be safe for all modes, fully accessible, and well-lit.</i></p> <p><i>Thank you for this comment. Any operations plan for where buses will wait between drop-off and pick-up as well as where transportation network company (TNC) vehicles (from Uber, Lyft, etc.) will be able to stage, is to be determined by Arlington National Cemetery and Arlington County.</i></p> <p><i>The design for the pedestrian crossing is being coordinated with FHWA, Arlington National Cemetery, the Air Force, and Arlington County. Appropriate crossing times will be worked out. There will not be vehicles entering Columbia Pike in the vicinity of the crosswalk that will interact with crossing pedestrians.</i></p> <p><i>The overall DAR design is intended to be ADA compliant to the maximum extent feasible. The sidewalk is within public right-of-way and will match the 6% grade of Columbia Pike along this segment. Site constraints will preclude "stepping" the sidewalk to provide landings of 2%. However, access to and through the parking garage will be another option for visitors wishing to access the Air Force Memorial from the S. Joyce Street intersection area. The location of the street lights with respect to the cycle track and the parallel sidewalk is being worked out in the 75% design phase, in collaboration with the ANCSE design team and Arlington County.</i></p> <p><i>The design for the proposed S. Nash Street includes a 10-foot-wide shared use path on the west side of Nash to be used by pedestrians and cyclists both during and after construction of the overall DAR project. In addition, Nash Street will ultimately have two 11-foot travel lanes, standard Arlington County curb and gutter, landscaping, and pedestrian level street lights. There are not bicycle lanes planned for this new segment of Nash Street.</i></p>
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				<p>2. What comments and/or suggestions, if any, do you have regarding the information you received tonight on the Limited Access Control Change (LACC) along Route 27 and I-395? None</p> <p>3. What comments or concerns do you have related to the changes at the Route 27 (Washington Boulevard) and Route 244 (Columbia Pike) interchange near the Pentagon? Again, thank you. As the intersections are designed and implemented, thought needs to be given to making sure people walking and biking can cross the intersections safely. Also, grading the soil for a future bike-ped trail is an important improvement - thank you. Paving some of the trail - at least to connect to the existing trail along the Pentagon - would be appreciated as well. The project should also improve the connection to the existing 27 Trail near the Pentagon Memorial, particularly for people heading north/east bound.</p> <p>4. Please provide feedback on the construction phasing and transportation management plan presented tonight.</p> <p>Providing access for all travel modes throughout construction phases: Project staff have promised that all users of All modes of transportation will be able to move through the area safely throughout all phases of project construction. You must do this - travel on Columbia Pike and Southgate Road create an essential link between Columbia Pike neighborhoods and further west and the Pentagon/Pentagon City/Crystal City and points further east for all travel modes. Please work with people who actually walk and bike through the area, as the details of plans often make the difference between access or none for people walking and biking. Plenty of advocates in Arlington would be willing to help.</p> <p>Concerns about safe and efficient passage for all travel modes on both Southgate and on Nash: Without detailed plans, I can only ask questions and raise concerns.</p> <p>Nash Street: Traffic lights: According to Tables 6, 7, and 8 in Appendix H a traffic light at the intersection of Nash and Columbia Pike is warranted. When would it be installed? Will you also install a (temporary) traffic light at the intersection of Nash and Southgate, operational during construction phases when Southgate is open? Streetview, lane dimensions, number of lanes: Will cyclists have either bike lanes or a cycle track on Nash, both during and after construction? Will sidewalks be provided on both sides, what are their dimensions, when will street lights and landscaping be provided? How many travel lanes will be on Nash during construction and what are their dimensions? I am concerned about how successfully the many Columbia Pike buses will travel on Nash during construction.</p> <p>Southgate: Parking: Will all current parking be removed before Columbia Pike sections are closed? Appendix H notes that all parking will be relocated to operations parking, but does not say when this will happen. Will the Operations Center parking accommodate all the vehicles that currently park along Southgate? If not, where will they go? Where will you put temporary parking for visitors to the AFM?</p> <p>Travel lanes/bike lanes/bus lanes/sidewalks: How many travel lanes will go in each direction during construction? Will you provide a dedicated bus lane (each way)? Will you provide a dedicated, protected bike lane in each direction? What are dimensions of all lanes, including sidewalks, bus lanes, and bike lanes? Will you provide any temporary bus stops along the temporary Southgate/Nash route?</p>	<p><i>Thank you.</i></p> <p><i>Thank you. The DAR design team will consider your comments and suggestions.</i></p> <p><i>Thank you. Will do!</i></p> <p><i>The traffic signal for the Columbia Pike/S. Nash Street intersection will be installed with the construction of the final intersection configuration. In the interim (during early construction phases), Nash Street will have four lanes and "free flow" intersections with Columbia Pike and Southgate Road during the phases when Columbia Pike traffic is detoured to Southgate Road and the new segment of S. Nash Street.</i></p> <p><i>The design for the proposed S. Nash Street includes a 10-foot-wide shared use path on the west side of Nash to be used by pedestrians and cyclists both during and after construction of the overall DAR project. Nash Street will have four 11-foot travel lanes (two in each direction) during DAR construction for the Columbia Pike detour route. Nash Street will have two 11-foot travel lanes (one in each direction) after construction in its final configuration.</i></p> <p><i>Temporary parking for AFM visitors is still being worked out with ANC and the Air Force.</i></p> <p><i>Yes, the parking spaces along the existing segment of Southgate Road will be removed prior to the start of the construction of the DAR project. The design for this segment (for earlier construction phases) includes four travel lane—two travel lanes in each direction to carry Columbia Pike traffic and transit buses, along with wide sidewalks to maintain safe pedestrian and bicycle access.</i></p>
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					<p>Street Lights: Will you be providing temporary street lights along Southgate during construction phases when Southgate is used? Currently Southgate is a very dark street.</p> <p>5. How did you hear about the meeting? Through ArlNow.com, your website, and Arlington County online promotions.</p> <p>Thank you for your time and for considering my comments</p>	<p><i>The proposed parking garage for the ANCSE project is being designed to serve parking needs for the future Operations Complex as well as to serve parking needs for Air Force Memorial visitors.</i></p> <p><i>For Southgate Road, there will be two vehicle travel lanes in each direction through each phase of construction. The intent is for those lanes to be 11 feet wide. There will not be separate bus-only lanes. The design intent is for wide sidewalks (8+ feet wide) to be available for pedestrians and bicycles in each construction phase. Temporary bus stops are being considered by Arlington County and still to be determined. Temporary street lighting is intended and its designed is being determined.</i></p>
22	2/27/2020 10:26 PM	Chris Slatt	Founder, Sustainable Mobility for Arlington County	chris@dodgersden.com	<p>On behalf of our 200+ members, please consider the attached comments on the Arlington National Cemetery Southern Expansion Defense Access Road Project from Sustainable Mobility for Arlington County. I did not see a deadline for online comments, but I believe these should arrive before many written comments that were postmarked by the deadline.</p> <p>Thank you, Chris Slatt Founder, Sustainable Mobility for Arlington County https://susmo.org/</p> <p>Mr. Shifflett, First off, we applaud the final cross-section adopted for the Defense Access Roads project. The dedicated space for bicycles, dedicated space for pedestrians, and space for ample landscaping and street trees will help Columbia Pike fulfill its role as a critical link for Arlington residents between Pentagon City and Central Arlington. Columbia Pike is the only nearby roads that crosses I-395 linking these neighborhoods, so safe and comfortable bicycle and pedestrian facility are critical. With that in mind, we do have some major outstanding concerns with the street as designed.</p> <p>Our greatest concern is the lack of a crosswalk on the Western side of the new Joyce / Columbia Pike intersection. This would force pedestrians headed for River House Apartments, Aurora Highlands Park and the Horizon House Condos to go out of their way and make otherwise unnecessary street crossings to get to their destination. The same would be true of eastbound cyclists trying to enter into the Joyce Street bike lanes at Army Navy Drive. We strongly urge you to add the crosswalk and do what is necessary to make it a safe crossing – either removing the suburban-style double left-turn turn lane from Joyce onto Columbia Pike or using dedicated signal phases to remove the conflict.</p> <p>With the high quality bicycle infrastructure that Arlington is planning to build on Army Navy Drive, more and more cyclists will be making the connection from Columbia Pike to Joyce to Army Navy and many folks may choose to walk from the Pentagon City to the Air Force Memorial. It needs to be a safe and comfortable connection.</p> <p>Second, please signalize the crosswalk from the parking garage to the Air Force Memorial. This area of Columbia Pike has a major speeding issue and the overly-wide lanes proposed will only exacerbate the situation. High speed, four lane arterials with unsignalized pedestrian crossings are a recipe for disaster.</p>	<p><i>Thank you.</i></p> <p><i>The traffic signal at the future Columbia Pike/S. Joyce Street intersection is being designed for pedestrian and bicycle safety as well as transit throughput. The single pedestrian crosswalk location across Columbia Pike (on the east leg of the intersection) will accommodate pedestrians and bikes. For northbound traffic turning right from S. Joyce Street, the design calls for a flashing yellow right arrow during the green phase for this movement to provide an additional measure of safety.</i></p> <p><i>There should be adequate sight distance from vehicles to see pedestrians in the crosswalk. Arlington County may consider adding a "lead pedestrian interval" to the signal timing once the signal is operational to allow pedestrians to start crossing Columbia Pike while all vehicle movements are in a red phase.</i></p> <p><i>There is not a pedestrian crosswalk on the west leg of this intersection because of the significant numbers of transit buses making the left turn from northbound S. Joyce Street to westbound Columbia Pike. Adding the walk time to that phase (i.e., when buses have a red light preventing them from turning left) would create transit delays for the entire Columbia Pike corridor. In addition, pedestrian crosswalks are not recommended for these situations of dual left turns at T-intersections. Left most turning vehicles can block the view of left-turning vehicles from the lane to the right, creating pedestrian safety concerns.</i></p> <p><i>For S. Joyce Street, a 10-foot shared use path is planned for the east side to accommodate bicycles and pedestrians. Pedestrian crosswalks exist at the Army Navy Drive intersection to accommodate people who would like to cross from the east side to the west side of S. Joyce Street.</i></p> <p><i>The channelized right-turn lane (or slip lane) has been modified to be a yield condition. This lane is necessary to accommodate buses and trucks making that sharp right turn.</i></p>

Missing Crosswalk means pedestrians bound for River House, Aurora Highlands Park, Horizon House, etc. must cross back across Joyce Street to get to their destination - either here or later in their journey. The same for eastbound cyclists who want to enter the Joyce St bike lanes at Army Navy Drive.



Pentagon City

				<p>Third, we are concerned about the design of the slip lane from Columbia Pike to Joyce Street. As depicted, it does not appear to follow FHWA Guidance (https://safety.fhwa.dot.gov/saferjourney1/Library/countermeasures/15.htm) to have the "tail" pointing toward approaching traffic, optimizing the drivers view of pedestrians and slowing turning traffic. We would prefer that no slip lane exist, but understand the intersection geometry may make this impossible. Please revisit the design of this slip lane to maximize safety and consider an enhanced pedestrian treatment such as a raised crosswalk or lighted warning signs.</p> <p>Fourth, please consider the amount of soil being provided for street trees. The 4' referenced between the sidewalk and Cycle Track is below Arlington's standard width for tree pits. Also please consider a continuous soil panel to ensure sufficient soil volume to support the street trees.</p> <p>Finally, the Air Force Memorial is a major destination worthy of its own bus stop. Those who do not own a car should not be forced to walk 1/3 of a mile from Orme Street to access this national treasure. Please add a Columbia Pike Transit Station at the Air Force Memorial and provide sufficient space in the Streetscape that it does not impede the cycletrack or the sidewalk.</p> <p>On behalf of our 200+ members, I thank you for your time and consideration of our comments on this important project.</p> <p>Chris Slatt Founder, Sustainable Mobility for Arlington County</p>	<p><i>The landscape design will include a continuous panel of structural soil to promote healthy growth of street trees. Species will be selected to be able to thrive in the 5-foot- and 4-foot-wide areas of the street cross section.</i></p> <p><i>The DAR design team is collaborating with Arlington County to design solutions for the pedestrian crossing at the Air Force Memorial, such as a Hawk signal.</i></p> <p><i>Arlington County is considering bus stops at the Air Force Memorial; the grade of Columbia Pike in this location presents challenges for physical bus stops in either direction and for the bus operators being able to safely stop and start when making stops.</i></p>
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