

15th Street S. / S. Clark/Bell Street Realignment

90% Design Community Meeting

June 22 2021, 7:00pm-8:15pm

Attendee Questions and Comments

Project webpage: <https://projects.arlingtonva.us/projects/15th-street-clark-bell-street-realignment/>

Community questions and comments are listed below in order of submission, and attributed to the user name entered at login to the meeting. *Staff responses provided via the text window are present in italics.*

All other staff responses were provided in the live Q&A session. To view a recording of the meeting, please click [here](#).

| Identity | Content |
|--|---|
| Rob Mandle National Landing BID (Unverified) | What tradeoffs would there be to deliver a protected bicycle facility on both the north and south sides of the street.? |
| Rob Mandle National Landing BID (Unverified) | Nate - Actually I'm speaking more about the north side... It's only painted. Or am I mistaken?(Rob Mandle National Landing BID (Unverified) asked "What tradeoffs would there be to deliver a protected bicycle facility on both the north and south sides of the street.?" |
| Rob Mandle National Landing BID (Unverified) | Can you clarify how the Bell Street Trail will intersect with the on-street facilities? |
| Rob Mandle National Landing BID (Unverified) | Specifically at the southern terminus?(Rob Mandle National Landing BID (Unverified) asked "Can you clarify how the Bell Street Trail will intersect with the on-street facilities?" |
| Eric (Unverified) | How wide are the sidewalks north of 15th to 12th street? |
| pvh (Unverified) | 1. clear zone along 15th is 11 or 12' - with no retail planned? 2. You have updated the website with the new plans? THANKS pam |
| Anonymous (Unverified) | Why is the existing eastbound buffered bike lane between the Route 1 ramp and Bell Street being downgraded to an unbuffered bike lane? |
| Rob Mandle National Landing BID (Unverified) | What tradeoffs would there be to deliver a protected bicycle facility on both the north and south sides of the street.? |
| Anonymous (Unverified) | Will there be some sort of protection in the painted bike lane buffers that are shown, such as modular curbs or planters? |
| Carol Fuller (Unverified) | The proposed park on the north side is a rectangle. At one point in discussions, there was a T section with a park extending from 15th to the hotel driveway along Crystal Drive. So that is changed to keep 14th Street access to Crystal Drive? |
| Anonymous (Unverified) | 90% design is quite close to the end of the process, what prior public engagement has their been on this project? |
| Rob Mandle National Landing BID (Unverified) | I'm actually speaking about the north side of 15th Street. Maybe the drawing is too small... Is there a protected facility up there? |
| Anonymous (Unverified) | I'm concerned about the potential conflicts between northbound Clark riders, and left-turning drivers from Clark heading for westbound 15th and Route 1. Have you considered split phasing to run the two approaches of Clark separately? |
| Rob Mandle National Landing BID (Unverified) | What about between Crystal Drive and Bell Street? lol |

| | |
|--|--|
| Rob Mandle National Landing BID (Unverified) | Excellent. Thank you! |
| Eric (Unverified) | How wide are the sidewalks north of 15th to 12th street? |
| Anonymous (Unverified) | Why does the curb protection for the westbound 15th St Bike Lane appear to stop well short of the intersection with Crystal Dr? |
| Anonymous (Unverified) | Did you consider, buffering / protecting the stretch of Crystal Dr southbound bike lane that is being modified by this project? If so, what factors contributed to not doing so in this plan? |
| Anonymous (Unverified) | Can we insert more crosswalks along Clark between 15th and 12th? There are at least three different separate destinations where riders will want to depart the facility and cross |
| Rob Mandle National Landing BID (Unverified) | A followup comment/suggestion - encourage the county to make sure that protected east/west connection along 15th extends all the way through towards the west to Eads. I recognize that the County has a separate engagement exploring that segment of 15th Street. |
| Rob Mandle National Landing BID (Unverified) | Can you clarify how the Bell Street Trail will intersect with the on-street facilities? |
| Eric (Unverified) | How wide is the multi- use path? |
| pvh (Unverified) | Are you planning to replace the sidewalk on the East side of Clark as it approaches 12th? The existing sidewalk has some nasty grates that peds trip and fall upon. THANKS |
| Anonymous (Unverified) | Sorry if I missed this, as my audio cut out, why the new right-only lane on 15th eastbound at Clark? It seems like this comes in place of an existing wide buffer, and sets up a right hook hazard |
| pvh (Unverified) | 1. clear zone along 15th is 11 or 12' - with no retail planned? 2. You have updated the website with the new plans? THANKS pam |
| Anonymous (Unverified) | Why is the existing eastbound buffered bike lane between the Route 1 ramp and Bell Street being downgraded to an unbuffered bike lane? |
| Anonymous (Unverified) | Will there be some sort of protection in the painted bike lane buffers that are shown, such as modular curbs or planters? |
| Anonymous (Unverified) | Why is the curb radius from WB 15th to turn right onto Route 1 still so big? The bike lane already widens the effective radius already, and it doesn't seem like you want right turning drivers to merge through the bike lane |
| Carol Fuller (Unverified) | The proposed park on the north side is a rectangle. At one point in discussions, there was a T section with a park extending from 15th to the hotel driveway along Crystal Drive. So that is changed to keep 14th Street access to Crystal Drive? |
| Carol Fuller (Unverified) | That T was a year ago. This is actually fine. |
| Anonymous (Unverified) | Are the amount of trees we see here the exact amount of trees in real life? Alistair Watson Secretary AHCA |
| Rob Mandle National Landing BID (Unverified) | There is a concrete island in the middle of 15th Street between the Route 1 ramp and Clark/Bell. Could some additional space be taken from that island to deliver a protected or buffered facility along the southern curb? |
| Rob Mandle National Landing BID (Unverified) | Also - is a dedicated right turn lane onto bell street from 15th even justified?(Rob Mandle National Landing BID (Unverified) asked "There is a concrete island in the middle of 15th Street between the Route 1 ramp and Clark/Bell. Could some additional space be taken from that island to deliver a protected or buffered facility along the southern curb?") |

| | |
|--|--|
| Anonymous (Unverified) | 90% design is quite close to the end of the process, what prior public engagement has their been on this project? |
| Rob Mandle National Landing BID (Unverified) | How wide is the 14th Road alley along the northern face of the interim park? |
| Carol Fuller (Unverified) | Going eastbound, are you dropping one of the left turn lanes from 15th to Route 1 northbound? It's not visible on the map. |
| Anonymous (Unverified) | Have you considered realigning the southbound Long Bridge Dr approach to change the lane distribution to a thru-right and left only? This would better line the bike lane up with the new trail, would match lanes up with the northbound approach, and get rid of the mix zone |
| Anonymous (Unverified) | What indicates that we will need both a dedicated left turn lane from eastbound 15th onto Clark/Bell and a dedicated right turn lane from eastbound 15th onto Clark/Bell? Creating these brand new car lanes apears to be the reason that eastbound cyclists are being left unprotected between the Route 1 ramps and Bell Street. |
| Anonymous (Unverified) | I'm concerned about the potential conflicts between northbound Clark riders, and left-turning drivers from Clark heading for westbound 15th and Route 1. Have you considered split phasing to run the two approaches of Clark separately? |
| Anonymous (Unverified) | Why does the curb protection for the westbound 15th St Bike Lane appear to stop well short of the intersection with Crystal Dr? |
| Anonymous (Unverified) | Did you consider, buffering / protecting the stretch of Crystal Dr southbound bike lane that is being modified by this project? If so, what factors contributed to not doing so in this plan? |
| Anonymous (Unverified) | Would you consider a bike box (and right on red restriction) to help northbound riders transition from the trail to the long bridge dr bike lane at 12th? |
| Rob Mandle National Landing BID (Unverified) | Can you speak to the ownership of the interim park parcel? |
| Anonymous (Unverified) | Can we insert more crosswalks along Clark between 15th and 12th? There are at least three different separate destinations where riders will want to depart the facility and cross |
| Chris Slatt (Unverified) | Did I correctly hear that the curb protection for westbound cyclists on 15th ends well short of Crystal Drive so that large trucks can drive through that part of the bike lane? Or am I misinterpreting that? |
| Rob Mandle National Landing BID (Unverified) | A followup comment/suggestion - encouratge the county to make sure that protected east/west connection along 15th extends all the way through towards the west to Eads. I recognize that the County has a separate engagement exploring that segment of 15th Street. |
| Eric (Unverified) | How wide is the multi- use path? |
| Anonymous (Unverified) | Break up the flow of Clark St with more crossings, please. I'd like riders to be able to directly get to driveways without having to ride on the sidewalk. |
| pvh (Unverified) | Are you planning to replace the sidewalk on the East side of Clark as it approaches 12th? The existing sidewalk has some nasty grates that peds trip and fall upon. THANKS |
| Anonymous (Unverified) | Are the amount of trees we see here the exact amount of trees in real life? Alistair Watson Secretary |
| A (Unverified) | Are the amount of trees we see here the exact amount of trees in real life? Alistair Watson Secretar |

| | |
|--|---|
| A (Unverified) | Are the amount of trees we see here the exact amount of trees in real life? Alistair Watson Secretary |
| A (Unverified) | Are the amount of trees we see here the exact amount of trees in real life? Alistair Watson Secretary |
| Anonymous (Unverified) | Sorry if I missed this, as my audio cut out, why the new right-only lane on 15th eastbound at Clark? It seems like this comes in place of an existing wide buffer, and sets up a right hook hazard |
| Anonymous (Unverified) | Why is the curb radius from WB 15th to turn right onto Route 1 still so big? The bike lane already widens the effective radius already, and it doesn't seem like you want right turning drivers to merge through the bike lane |
| Carol Fuller (Unverified) | That T was a year ago. This is actually fine. |
| Anonymous (Unverified) | Are the amount of trees we see here the exact amount of trees in real life? Alistair Watson Secretary AHCA |
| Rob Mandle National Landing BID (Unverified) | How wide is the 14th Road alley along the northern face of the interim park? |
| Anonymous (Unverified) | Once construction starts, how long do you anticipate it will take to complete the project? |
| Carol Fuller (Unverified) | Going eastbound, are you dropping one of the left turn lanes from 15th to Route 1 northbound? It's not visible on the map. |
| pvh (Unverified) | Are you replacing the sidewalk on the south side of 15th between Clark/Bell and Crystal Drive. Will you be adding trees? I don't see additional trees on the plan. THANKS |
| Anonymous (Unverified) | The southbound Clark approach shows thru-only at 15th. Are left turns prohibited, or is this an error? |
| Anonymous (Unverified) | Have you considered realigning the southbound Long Bridge Dr approach to change the lane distribution to a thru-right and left only? This would better line the bike lane up with the new trail, would match lanes up with the northbound approach, and get rid of the mix zone |
| Anonymous (Unverified) | Please confirm any park space and planning cannot proceed until the existing hotel redevelops. If so, the existing conditions will remain, e.g. service. |
| Anonymous (Unverified) | What indicates that we will need both a dedicated left turn lane from eastbound 15th onto Clark/Bell and a dedicated right turn lane from eastbound 15th onto Clark/Bell? Creating these brand new car lanes appears to be the reason that eastbound cyclists are being left unprotected between the Route 1 ramps and Bell Street. |
| Rob Mandle National Landing BID (Unverified) | There is a concrete island in the middle of 15th Street between the Route 1 ramp and Clark/Bell. Could some additional space be taken from that island to deliver a protected or buffered facility along the southern curb? |
| Anonymous (Unverified) | What's with the weird alignment of the trail just south of 15th Street? Are there utilities or structures in the way? |
| Anonymous (Unverified) | Would you consider a bike box (and right on red restriction) to help northbound riders transition from the trail to the long bridge dr bike lane at 12th? |
| Rob Mandle National Landing BID (Unverified) | Can you speak to the ownership of the interim park parcel? |
| Chris Slatt (Unverified) | Did I correctly hear that the curb protection for westbound cyclists on 15th ends well short of Crystal Drive so that large trucks can drive through that part of the bike lane? Or am I misinterpreting that? |

| | |
|--|--|
| Anonymous (Unverified) | Break up the flow of Clark St with more crossings, please. I'd like riders to be able to directly get to driveways without having to ride on the sidewalk. |
| Rob Mandle National Landing BID (Unverified) | RE ownership question - I do think it is important to point out what you mean by "interim," i.e., possibility that a portion could be developed. I recognize this is a separate effort and discussion, but important to clarify. |
| Anonymous (Unverified) | Once construction starts, how long do you anticipate it will take to complete the project? |
| Anonymous (Unverified) | How does a northbound cyclist on Crystal Drive transition to the westbound 15th bike lane? Do they need to cross 3 lanes of traffic to get into the left turn lane with cars or will there be a safe space somewhere for them to wait to make a 2-stage left? |
| Anonymous (Unverified) | A mountable curb barrier at the Route 1 ramp would allow truck rear tires to track over, while preserving some separation |
| Anonymous (Unverified) | How are these plans consistent with the Bicycle Element of the Master Transportation Plan? It seems like this segment should have bicycle facilities that are low stress, consistent with the NACTO Guidelines, cited in the Bike Element. And yet what's in these designs doesn't seem low stress. |
| pvh (Unverified) | Are you replacing the sidewalk on the south side of 15th between Clark/Bell and Crystal Drive. Will you be adding trees? I don't see additional trees on the plan. THANKS |
| Anonymous (Unverified) | Could the interim park host a pump track? |
| Anonymous (Unverified) | The southbound Clark approach shows thru-only at 15th. Are left turns prohibited, or is this an error? |
| Anonymous (Unverified) | Please confirm any park space and planning cannot proceed until the existing hotel redevelops. If so, the existing conditions will remain, e.g. service. |
| Anonymous (Unverified) | Why does Bell need two through lanes + 2 turn lanes eastbound at Clark? Why does it need three total lanes westbound? It seems like we're allocating most of this space to people driving, at the expensive of the providing separated, safe & comfortable spaces for people walking and driving. Why are we preferencing driving? |
| Anonymous (Unverified) | Whoops, 15th, not Bell(Why does Bell need two through lanes + 2 turn lanes eastbound at Clark? Why does it need three total lanes westbound? It seems like we're allocating most of this space to people driving, at the expensive of the providing separated, safe & comfortable spaces for people walking and driving. Why are we preferencing driving?) |
| Carol Fuller (Unverified) | My understanding is that the interim park remains until Saul decides to expand development of the Crown Plaza Hotel. |
| Carol Fuller (Unverified) | Rob Mandle would know.(Carol Fuller (Unverified) asked "My understanding is that the interim park remains until Saul decides to expand development of the Crown Plaza Hotel.") |
| Anonymous (Unverified) | If/when Route 1 comes down to grade, will this trail be maintained if/when land between Clark and Route 1 develops? |
| Anonymous (Unverified) | What's with the weird alignment of the trail just south of 15th Street? Are there utilities or structures in the way? |
| Anonymous (Unverified) | For that odd bend in the trail, how will someone on a bike on Clark get onto the trail? What is the design vehicle for the trail & curb cuts? |

| | |
|--|--|
| Anonymous (Unverified) | (I.e. is the design vehicle a cargo bike or bike w trailer)(For that odd bend in the trail, how will someone on a bike on Clark get onto the trail? What is the design vehicle for the trail & curb cuts?) |
| Anonymous (Unverified) | I meant 15th, not Clark, again. Sorry(For that odd bend in the trail, how will someone on a bike on Clark get onto the trail? What is the design vehicle for the trail & curb cuts?) |
| Rob Mandle National Landing BID (Unverified) | RE ownership question - I do think it is important to point out what you mean by "interim," i.e., possibility that a portion could be developed. I recognize this is a separate effort and discussion, but important to clarify. |
| Anonymous (Unverified) | How does a northbound cyclist on Crystal Drive transition to the westbound 15th bike lane? Do they need to cross 3 lanes of traffic to get into the left turn lane with cars or will there be a safe space somewhere for them to wait to make a 2-stage left? |
| Anonymous (Unverified) | A mountable curb barrier at the Route 1 ramp would allow truck rear tires to track over, while preserving some separation |
| Anonymous (Unverified) | Have you all seen the recommendations for the Crystal City Bike Network from Sustainable Mobility for Arlington? Is this consistent with what they recommend? If not, why not? |
| Anonymous (Unverified) | How are these plans consistent with the Bicycle Element of the Master Transportation Plan? It seems like this segment should have bicycle facilities that are low stress, consistent with the NACTO Guidelines, cited in the Bike Element. And yet what's in these designs doesn't seem low stress. |
| Anonymous (Unverified) | Could the interim park host a pump track? |
| Rob Mandle National Landing BID (Unverified) | Is it reasonable to assume that portions east of Bell Street would remain as planned even with an at-grade Route 1? |
| Anonymous (Unverified) | Why does Bell need two through lanes + 2 turn lanes eastbound at Clark? Why does it need three total lanes westbound? It seems like we're allocating most of this space to people driving, at the expensive of the providing separated, safe & comfortable spaces for people walking and driving. Why are we preferencing driving? |
| Anonymous (Unverified) | If/when Route 1 comes down to grade, will this trail be maintained if/when land between Clark and Route 1 develops? |
| Carol Fuller (Unverified) | My understanding is that the interim park remains until Saul decides to expand development of the Crown Plaza Hotel. |
| Anonymous (Unverified) | I'm concerned about the number of right-turning drivers heading to Route 1 from westbound 15th. VDOT's Route 1 study forecasts 498 peak hour turns for this movement (that's very high). Can you look at the feasibility of phase separating thru-bicyclists from those right turns? |
| Anonymous (Unverified) | For that odd bend in the trail, how will someone on a bike on Clark get onto the trail? What is the design vehicle for the trail & curb cuts? |
| Anonymous (Unverified) | Have you all seen the recommendations for the Crystal City Bike Network from Sustainable Mobility for Arlington? Is this consistent with what they recommend? If not, why not? |
| Rob Mandle National Landing BID (Unverified) | Is it reasonable to assume that portions east of Bell Street would remain as planned even with an at-grade Route 1? |
| Chris Slatt (Unverified) | What is the white line that is sometimes shown on the rendering west of the new trail? Is that a retaining wall? |

| | |
|--------------------------|--|
| Anonymous (Unverified) | I'm concerned about the number of right-turning drivers heading to Route 1 from westbound 15th. VDOT's Route 1 study forecasts 498 peak hour turns for this movement (that's very high). Can you look at the feasibility of phase separating thru-bicyclists from those right turns? |
| Anonymous (Unverified) | For that odd bend in the trail, how will someone on a bike on Clark get onto the trail? What is the design vehicle for the trail & curb cuts? |
| Chris Slatt (Unverified) | What is the white line that is sometimes shown on the rendering west of the new trail? Is that a retaining wall? |