



Army Navy Drive “Missing Link” Protected Bike Lane

Existing Conditions Engagement – Summer 2021

Project Background

The Bicycle Element of the Master Transportation Plan (MTP) adopted in 2019 called for this segment of Army Navy Drive to be reconstructed with enhanced bike facilities as part of a safer, multi-modal environment that functions as a natural extension of the adjacent Army Navy Drive Complete Streets project. Public engagement is underway and will continue in phases through 2022.

Project Goals

This project will provide enhanced multimodal facilities along one or both sides of Army Navy Drive between South Joyce Street and South Lynn Street. These changes will look to improve the street environment and deliver better travel conditions for all users. This “missing link” project will extend the reach of the existing bike network by providing a connection to the adjacent [Army Navy Drive Complete Streets project](#), creating a continuous bicycle link to the [Crystal City Bike Network](#) extending east of Route 1.

Improvements under consideration include physical separation of the existing bike lanes, reconstructing and realigning sidewalks, adding street trees, upgrading crosswalks, and adding road striping. Together these improvements will create a safer, more accessible, and more comfortable environment for all users along Army Navy Drive. This project directly supports the broader goals of the MTP Bicycle Element.

At this early stage, the County is pursuing community input to help inform its internal design development process. The outcome of this process will be a set of design concepts intended for further public comment. Ultimately, a preferred alternative will be selected and refined into final documentation for construction, which is currently estimated to be complete in 2024.

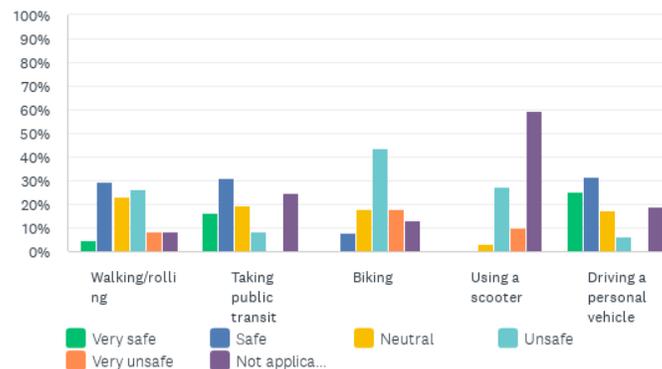
Public Engagement on Existing Conditions

In the summer of 2021, the County posted an online feedback form to gather and assess the community’s thoughts, ideas, and concerns about the project location and how it works for people travelling today. This feedback form linked to an interactive map, which allowed respondents to provide insight into location-specific concerns, issues, and suggestions for improving current conditions. This feedback informed the conceptual design process and the development of design alternatives.

What We Heard about Existing Conditions

Overall, respondents who walked, biked, or took a scooter were much more likely to report that they felt unsafe on this segment of Army Navy Drive as it exists today.

Q9 Overall, how safe do you feel while traveling along this segment of Army Navy Drive using the following types of transportation?



On the interactive map of the existing conditions, respondents identified the following challenges and potential design treatments:

Protected/Dedicated Bike Lanes

- Strong desire for protected bike lanes along S. Joyce Street, and NB S. Joyce St. does not provide a dedicated bicycle turn lane onto WB Army Navy Drive.
- A green bike box is needed on NB S. Joyce St. at Army Navy Drive for safe storage during signal phasing.
- There is interest in more “hardened” protection for cyclists such as bollards, or other purpose-built devices that offer added physical protection in lieu of flex posts.

Crossings/Ramps/Signals

- Center medians should be extended to create pedestrian/bicycle refuge and visually shorten the crosswalk into manageable segments.
- Ramps at S. Joyce St. can be easy to miss and can be difficult to navigate for longer wheelbase or trailer-equipped bikes.
- The intersection of S. Joyce St. and Army Navy Drive should be equipped with dedicated bicycle signals and striping. No-right-on-red and protected left-turn signals are perceived to be the safest combination.



Transit/Car Traffic Interactions

- Suggestions for extending the PBL along Army Navy Drive across S. Joyce to S. Lynn St., in combination with the single bike lane.
- Desire for the bus stop at north side of Lynn to have a crosswalk, and potentially a bus island.
- Speeding/lack of yielding is common with car drivers along WB Army Navy Drive and S. Lynn St. PBL should help; desire to explore additional measures to help reduce vehicle speeds
- Concern that right-hand vehicular turns and left-hand bicycle turns onto SB Lynn are dangerous for cyclists, and whether SB vehicular right-turn onto Lynn is even justified by traffic volumes.
- Concern that WB segment of Army Navy Drive west of Joyce does not need three traffic lanes, or the merging lane with no protection of the bike lane.

Environmental Design

- Interest in potential for bioretention or other advanced stormwater design approaches to reduce runoff from the steep slope of Army Navy Drive.

Next Steps

The project team anticipates a concept design public engagement checkpoint in January 2022, followed by design development through the Summer of 2022. The final design and engineering is expected to conclude in the Spring of 2023. Construction is tentatively slated to begin in 2024 and conclude with 12-15 months

More Information

Project Page: <https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/Army-Navy-Drive-PBL-Missing-Link>

Project Contact:

Mark Dennis, PLA, AICP
Capital Projects Management Coordinator
Tel:703-228-3916
Email: medennis@arlingtonva.us