

13th Street North

Proposed Neighborhood Complete Street Capital Project

June 2026

Project Background

The segment of 13th Street North from North Quincy Street to North Lincoln Street in the Ballston – Virginia Square neighborhood was nominated for Neighborhood Complete Streets (NCS) funding consideration. It tied for fourth on the scored and ranked list of nominated streets. The Neighborhood Complete Streets Commission (NCSC) affirmed pursuance of a concept design and public engagement at their February 23, 2026 meeting.

This section of roadway has intermittent sidewalks that have obstructions that make the route not accessible for people with mobility challenges, traveling in wheelchairs, or while pushing strollers. The street is located near the Rosslyn-Ballston corridor, Washington Boulevard, two Metrorail stations, Quincy Park, and within a short walk to Washington Liberty High School. The YMCA is also located on the same street.

Public Engagement

In spring 2026, the County project team opened an online feedback form and interactive comment map to solicit feedback on the proposed project concept design. The project team received responses from 66 participants. Results included 41 open-ended comments as well as 17 location-specific comments “pinned” to the online map.

Public feedback, as well as other data collected by the project team, will inform the concept design which will be shared with the public in late spring 2026.

Who Participated

Sixty-six respondents provided feedback. 98% of the respondents are residents of Arlington County with a majority (68%) living in the Ballston-Virginia Square neighborhood. Top modes of travel on the street by participants were 1. Walking/Rolling (76%), Driving (62%), and Biking (35%).

Which neighborhood do you live in?

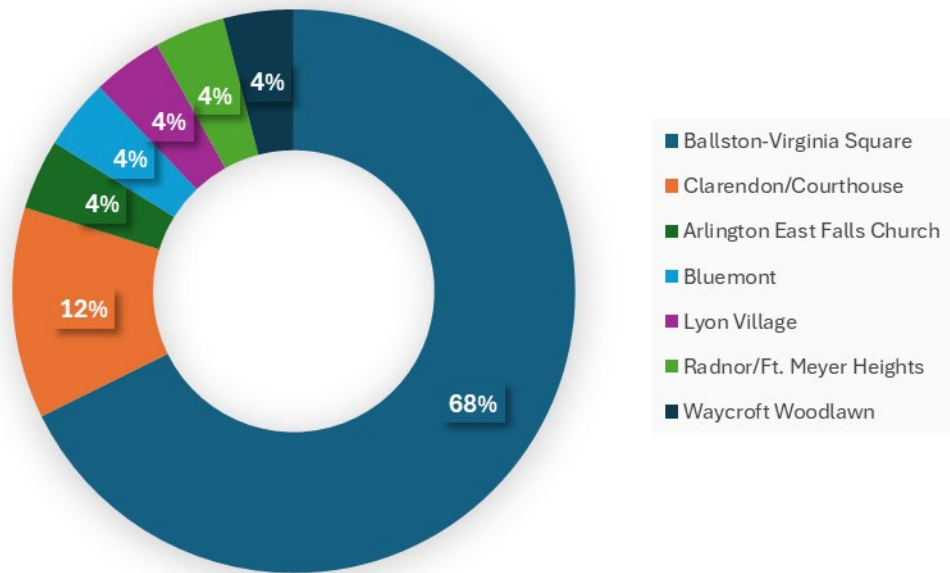


Figure 1: Respondent neighborhoods

What We Heard

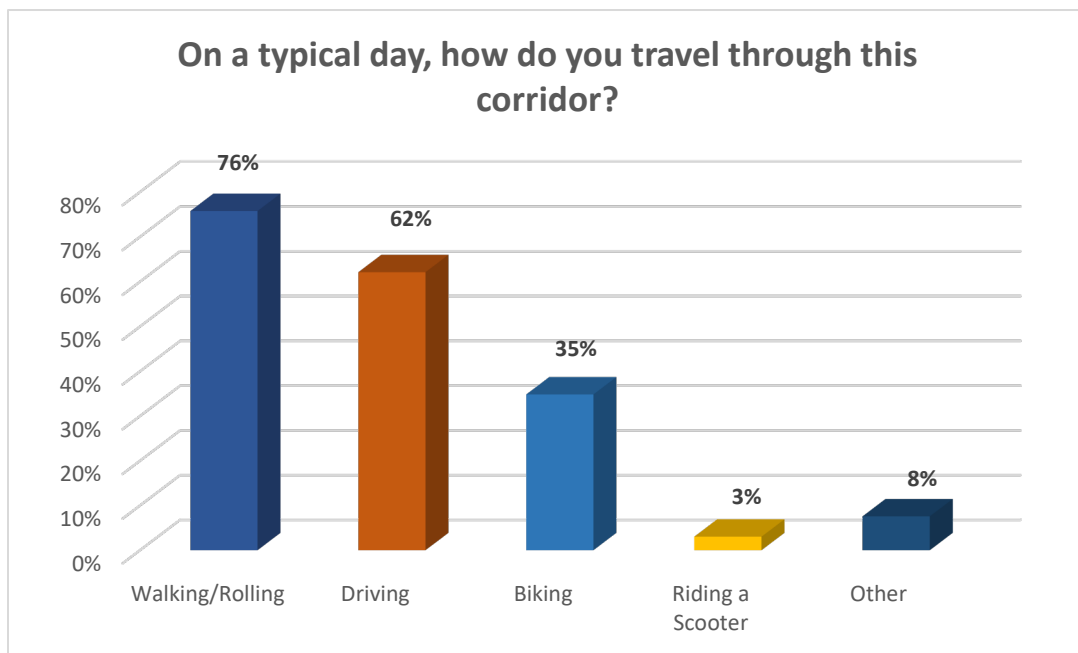


Figure 2: How respondents travel the corridor

Overall, how safe or unsafe would this concept design make you feel while traveling along 13th Street North while using the following modes of transportation?

	Very Safe	Safe	Neutral	Unsafe	Very Unsafe	Not Applicable
Riding a bike	12% Very Safe	20% Safe	20% Neutral	18% Unsafe	12% Very Unsafe	18% Not Applicable
Using a scooter	8% Very Safe	12% Safe	19% Neutral	8% Unsafe	12% Very Unsafe	40% Not Applicable
Walking/Rolling	38% Very Safe	22% Safe	20% Neutral	6% Unsafe	6% Very Unsafe	8% Not Applicable
Driving a personal vehicle	39% Very Safe	14% Safe	20% Neutral	8% Unsafe	10% Very Unsafe	10% Not Applicable

Figure 3: How safe respondents feel by type of transportation

Open Ended Feedback

Respondents were also given the opportunity to provide open-ended feedback on their experience using 13th Street North, where we received 41 comments. An experience mapping tool was also provided for participants to communicate any specific areas of concern, travel patterns, or additional information about the roadway and its use. We received 17 comments “pinned” to the map.

Major Themes from the open-ended feedback and experience mapping tool:

Many respondents shared their thoughts and concerns about 13th Street North. People shared that walking on the street was uncomfortable compared to streets with adequate sidewalks, making them feel vulnerable to vehicular traffic, with extra concern for students walking to and from Washington Liberty High School and the YMCA. Concern for parking was expressed by 17 of the 66 respondents. Major themes of the comments and questions include the following:

Support for Sidewalks

The majority of comments mentioning sidewalks specifically were supportive of the proposed improvements. A small number of comments were not in support of sidewalk.

“Our family drives and walks down this stretch of 13th Street multiple times a day, including to and from Washington-Liberty High School. A complete sidewalk would be a substantial safety improvement, especially for the high schoolers who walk up and down the street.”

“Incomplete sidewalks in an area with this many schools, parks and proximity to the metro is inaccessible.”

“I understand that many children walk on N. 13th St. and that the intersection of N. 13th St. and N. Lincoln St. needs improvement. I support making 13th St. safer for pedestrians, cyclists and drivers.”

“If we focus on practical improvements like safer intersections, protected bike and pedestrian routes, and better sidewalks, we can strengthen needed parts of our transportation system. These changes will improve daily life, support equity, and help people get where they need to go safely and reliably.”

Parking & Right of Way

Several respondents questioned the design element that “bumps out” the sidewalk adjacent to approximately four homes on the street. The resulting impact to off street parking is estimated to be a reduction in approximately 6 spaces adjacent to the bump out. Of the 66 people who participated in the feedback form, 17 named parking reduction as a concern.

“I am opposed to the curb bump-out from [...] to [...] which narrows the street considerably and eliminates parking spaces. We get large vehicles such ambulances, fire trucks, trash trucks, buses, large mail trucks, delivery vehicles, lawn services, plumbers, heating/cooling services, and construction worker trucks, to name a few. Bikes and scooters also travel on the street. We need street width for maneuverability, and we need parking spaces. The County can widen the sidewalks without narrowing the street so much and without eliminating street parking.”

“I live on 13th St and parking would be impacted in front of my house. I don’t feel strongly about the sidewalk widening (other than its potential to impact on my property through construction) but I don’t understand the purpose of the curb bump out and why it is proposed where it is.”

“I don't like the sidewalk bump out - it is a busy street and we get large trucks, a lot of bikes and scooters and narrowing the road is a bad idea. We also need the parking spaces particularly since the county has approved "missing middle" and there are multiple missing middle plots under construction in the neighborhood which will also reduce parking availability...”

“For practical purposes, some parking spaces on the north side of 13th St are undesirable parking spaces because birds congregate on the wires above and any cars parked there will quickly accumulate a large amount of bird poop. So the loss of parking spaces will have a greater effect than the proposed 8 spaces...Driveway parking is not always an option in 2-car households where one person arrives home late and the other person leaves early the next morning. This schedule necessitates one car parking on the street.”

The curb bump out design is due to lack of available right of way or permanent easements at two of the adjacent properties. Similarly, the narrowing of the roadway requiring further reduction of approximately 2 on-street parking spaces near N Lincoln Street is to keep the proposed works within the publicly available right of way or permanent easement. If a project is approved in this location, County staff will pursue acquisition of additional easement, though successful acquisition is not certain. In other words, the proposed design represents what can be built without any changes to the property boundaries, or a “worst case scenario.”

Next Steps

The project team is looking for opportunities to incorporate what we heard during public engagement into the preliminary design, where we can work within County standards and engineering best practices. We will develop a concept design in the coming weeks and present the proposed design to the public for

feedback in late spring 2026. Public feedback, along with County review, will help determine final outcomes for project advancement. Any potential project needs to be recommended by the Neighborhood Complete Streets Commission at a public Funding Hearing (scheduled for June 15th), and subsequently approval by the Arlington County Board before advancing to detailed design and implementation.

Project Page:

<https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/NCS-13th-Street-North>

Project Contact:

Michelle Stafford
Neighborhood Complete Streets Program Manager
Email: mstafford@arlingtonva.us
Phone: (703)228-4797