

Draft Model Networks:

Transit

- Williamsburg/Discovery are not served by transit - could be fixed by transit priority 2/3 on Williamsburg Blvd
- Bishop O'Connel is not well served by transit - could be fixed by transit priority 2/3 on Williamsburg Blvd
- ATS is not served by transit - could be fixed by transit priority 2/3 on McKinley
- Barcroft Elementary is not well served by transit - could be fixed by transit priority 2/3 on S Wakefield - 6th St S ?
- Claremont Elementary is not well served by transit - could be fixed by transit priority 2/3 on S Chesterfield St & S Columbus St
- Abingdon Elementary is not well served by transit - could be fixed by transit priority 2/3 on S Abingdon St instead of Buchanon
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Bike

Big gaps:

- S Glebe between Walter Reed & the S Glebe / W Glebe intersection needs to be 3 priority bike. Otherwise, the route from Gunston MS to the Penrose part of the Pike is a big detour.
- N/S Glebe between Quincy & 2nd St S should be bike priority 3 -- for people coming down Quincy and continuing south, the detour to use Oakland is dumb.
- Wilson Blvd between George Mason & Washington Blvd - priority 3 bike
- 9th St N from Glebe to Kenmore should be bikes priority 2 or trail
- Boundary Channel Drive should be Priority 2 bike (new trail also needs fixing on map)
- Connector Road (at the Pentagon) should be Priority 2 bike
- N Highland from Hartford to Langston should be priority 2 bike (no one is going to detour to Kirkwood to get to the Custis)
- Langston Blvd between N Lexington & N Sycamore - should be priority 3 bike
- 28th St S between Army Navy & Oakcrest Park - should be priority 3 bike - important for kids to get to school

Policy choices:

- Every street at the front of a school should be bike priority 2 or 3 for traffic calming. Most already are, but missing: 24th St S in front of Oakridge; 29th St S at Abingdon; 1st St S & 2nd St S behind Kenmore; N Stuart St at Taylor; 36th St N at Discovery (I'm not sure if the north side of Cardinal needs it); N Randolph St in front of St Agnes (which isn't marked as a school on your map for some reason - neither is St Thomas Moore)
- There are lots of neighborhood streets that are strictly necessary from a network standpoint, but should be treated as bike priority 2 as not to prioritize cars.

- Certain trail underpasses regularly flood. Arlington should identify the detour for each one, and ensure those streets are priority 2 bike.

Small gaps:

- The trail in Oakcrest Park should be included - its a connection from Gunston MS to National Landing -- also roads connecting the park to Gunston to the south/west and Fort Scott Dr to the north/east should be bike priority
- Other trails in Virginia Highlands Park should be included (not clear why one is a trail, but others aren't)
- Green ribbon through Riverhouse should be included
- Arlington Blvd Service Road south side - connect bike priority to trail on south side of 50
- N Monroe from 5th St N to 9th St N should be priority 2 bike (if heading SE, no one will use Oakland); also N Monroe between Washington & Fairfax until a light can be built at Nelson
- 5th St N (no 6th St) should be the priority 2 bike from Irving to Monroe -- the intersection of 6th & Monroe has bad sightlines and a difficult little hill, and using 6th instead of 5th for that section means more turns
- At the Glebe Road end of 5th St, need to connect 5th St to Quincy (trail?)
- 2nd St S should be bike priority 2, not 1st St S, which is one way
- 4th St N between Irving & Fillmore should be priority 2 bike to connect from Grover to the secret trail)
- N Jackson between Fairfax Dr and 5th St should be priority 2 bike
- Glebe & Old Dominion - connect priority 2 bike on Old Dominion to priority 3 bike on Glebe
- N Greenbrier - connect to Bluemon Trail
- N Kensington - connect to W&OD Trail
- 2nd St S - priority 2 bike from S Manchester (and tiny trail to connect the two) to Kenmore MS
- 3rd St S (I think) from S Lexington to connection to FMR Trail at S Harrison - priority 2 bike