

## Meade Street Bridge Design Study

### Stakeholder Meeting #1 Summary: Jan. 10, 2011

The purpose of the public meeting was to introduce the public on the Meade Street Bridge Design Alternative Study. The meeting was held as a planning and design open forum to openly receive feedback from the stakeholders and the public.

The meeting started with an open forum followed by a presentation by Dan Biggs, introducing the projects goals and existing conditions. Upon completion of the presentation, stakeholder comments and questions were addressed, followed by an open forum session. The following were topics/comments discussed during the meeting:

#### Character:

- Residents of the RAFOM (Radnor/ Fort Myer Heights Civic Association) noted their perception of the urban character of Rosslyn (north of Meade Street Bridge) being separate from the park like character of the residential/park section (south of Meade Street Bridge). All agreed that throughout the project corridor, proposed designs should be context sensitive.
- Citizens noted that they prefer that the Corridor of Light end prior to the Meade Street Bridge and any lighting within the project area be context sensitive.
- In general, wider sidewalks throughout the corridor are preferred.
- Several stakeholders noted the approaches to the Meade Street Bridge are an eyesore and should be cleaned up.
- The existing fencing along the Meade Street Bridge is not aesthetically pleasing, and several questioned the need to have high fences along the Westside of the bridge. Several noted that a context sensitive approach to the fencing if required should be applied.
- The height of the curb on the Meade Street Bridge was of concern for cyclists.
- Residents are not in favor of changes to the Meade Street Park since it is a neighborhood amenity.
- It was noted that several would prefer improvements to the “dead zones” (i.e. floating islands, on/off ramps) within the project corridor with additional landscaping.
- Overall most were in favor of improving lighting, sidewalks, streetscape, and overall character of the project corridor.

#### Circulation:

- Citizens noted that better wayfinding signage for all modes is important and could reduce confusion and alleviate congestion within the project corridor. The following destinations were suggested: Iwo Jima, Netherlands Carillon, and entrances to the Arlington Cemetery and Fort Myer base.
- Some citizens noted that motor vehicle speeds and bus volumes/hours of operation within project corridor should be reduced.
- Most noted that the following pedestrian circulation patterns exist within the project area:
  - Tourists walk on the east side of the Meade Street Bridge to/from the US Marine Corp Memorial and Rosslyn.
  - Residents/Commuters walk on the west side of the Meade Street Bridge to/from the RAFOM neighborhood and Rosslyn.

- Residents also frequently cross through Dark Star Park, as illustrated in worn pathways in park.
- Several citizens noted that the crossings of the on and off ramps of Route 50 are the greatest safety concerns for pedestrians, in addition these areas pose the greatest motor vehicle problem areas as well.
- The sidewalk entrance to the US Marine Corp Memorial was noted as being out of the way and unsafe for tourists approaching from Rosslyn.
- It was noted that the slip lane between N. Lynn Street and N. Fort Myer Drive, and westbound US 50 off ramp left turning movement should be considered a major travel route in the existing conditions map.
- The sightlines are poor for both the US 50 westbound off-ramp and the Arlington Boulevard Service Road views toward the Meade Street Bridge.
- Southbound of Meade Street is of most concern for pedestrian and cyclist because of the lack of controlled intersections.
- Westbound cyclists riding along N. Meade Street from DC often will avoid passing through the US Marine Corp Memorial, and ride up N. Marshall Drive due to safety concerns while entering roadway from trail leading to N. Meade Street from park area. Some cyclists that it is often difficult to weave through traffic to make left turn onto Arlington Boulevard Service Road from N. Meade Street.
- Staff at the National Park Service noted that bus and motor vehicle traffic count data for the park would be helpful.