

Shirlington Road Bridge Maintenance and Parallel Bicycle and Pedestrian Bridge

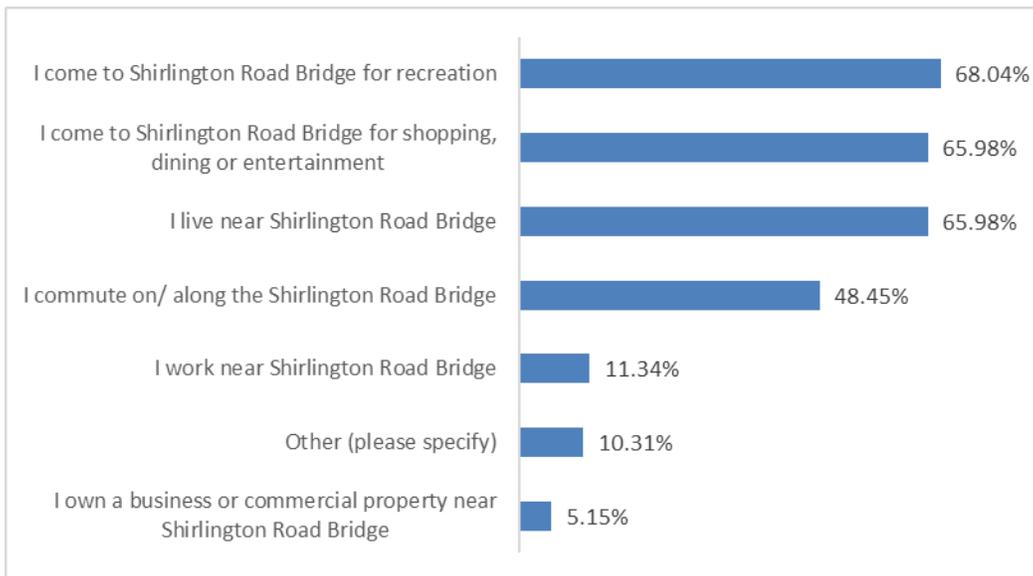
Summary of public feedback

Online Feedback Form Open from January 28 through February 18, 2021

Number of Online Feedback Form Responses from Public = 125

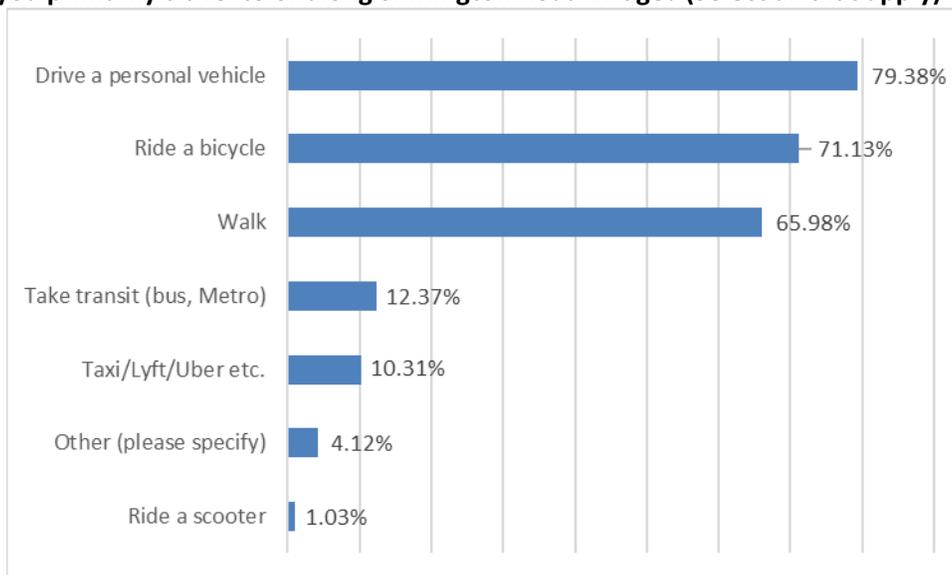
Summary charts of online feedback

Question: Which of the following best describes your interest in the project? (Select all that apply)



Other responses: exercise (4), get to school (2), travel (1), former resident (1), visit the doctor (1), volunteer (1)

Question: How do you primarily travel to or along Shirlington Road Bridge? (Select all that apply)



Other responses: running/jogging (3)

Concept Feedback

Respondents were given a choice about how to give feedback:

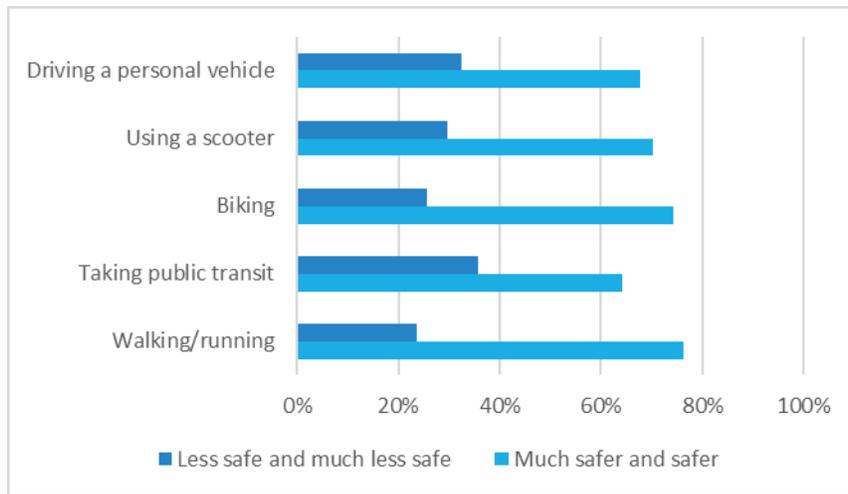
- View the improvements for each of the three areas in detail and provide more specific feedback (89)
- View an overall concept summary and provide feedback on the project as a whole (33)
 - These respondents elected not to answer questions under headings 1-3, and are reflected as “skipped” in response totals

Detailed Feedback on Three Areas

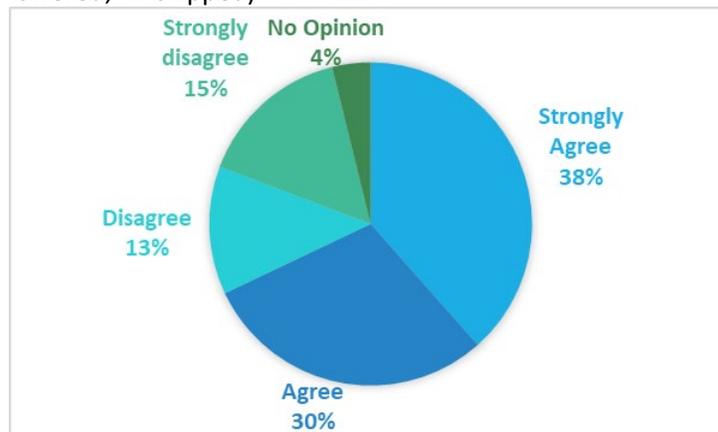
1. Shirlington Road Bridge Maintenance and Parallel Pedestrian Bridge Improvements

68% of respondents agreed or strongly agreed that bridge maintenance, wider sidewalk and new parallel bridge will have a positive impact on how they travel. As well, 76% of people walking and 74% of people biking indicated that the concept improvements would make them feel safer or much safer.

Question: Overall, how safe will the advanced concept improvements to the existing bridge and the new bike/ped bridge make you feel while traveling along Shirlington Road while using the following types of transportation? (79 answered; 46 skipped)



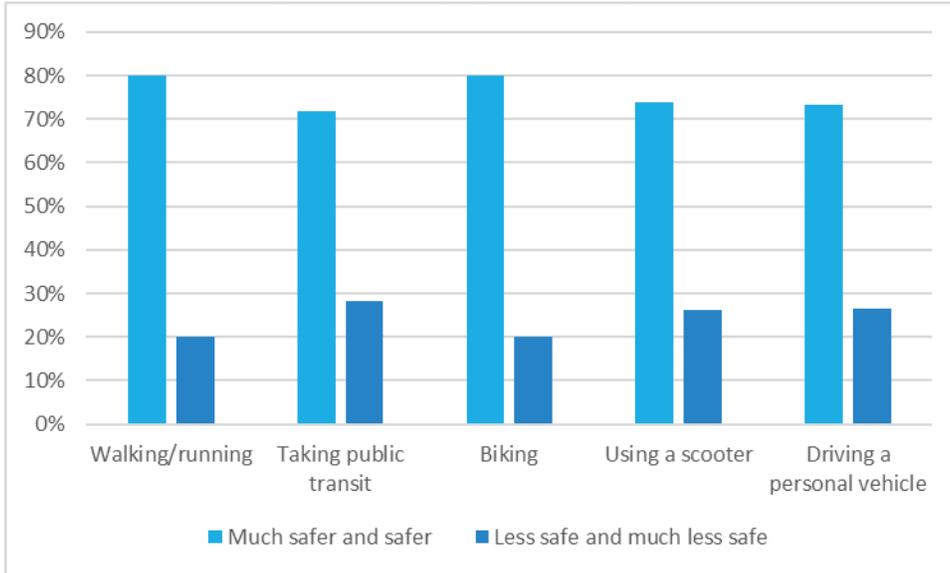
Question: To what extent do you agree or disagree with the following statement: The bridge maintenance, wider sidewalk on the existing bridge and the new bicycle and pedestrian bridge will have a positive impact on how I travel along Shirlington Road. (78 answered; 47 skipped)



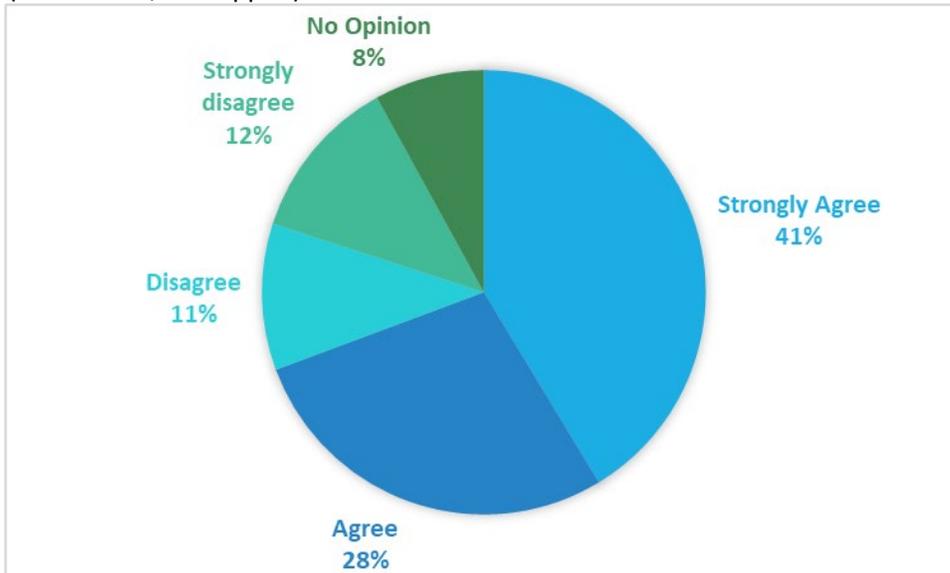
2. Arlington Mill Drive Crosswalk Improvements

69% of respondents agreed or strongly agreed that improvements to the crosswalk and northwest corner of Arlington Mill Drive and Shirlington Road will have a positive impact on how they travel. As well, 80% of people walking and 80% of people biking indicated that the concept improvements would make them feel safer or much safer.

Question: Overall, how safe will the advanced concept improvements to the Arlington Mill Drive crosswalk make you feel while traveling in this area while using the following types of transportation? (74 answered; 51 skipped)



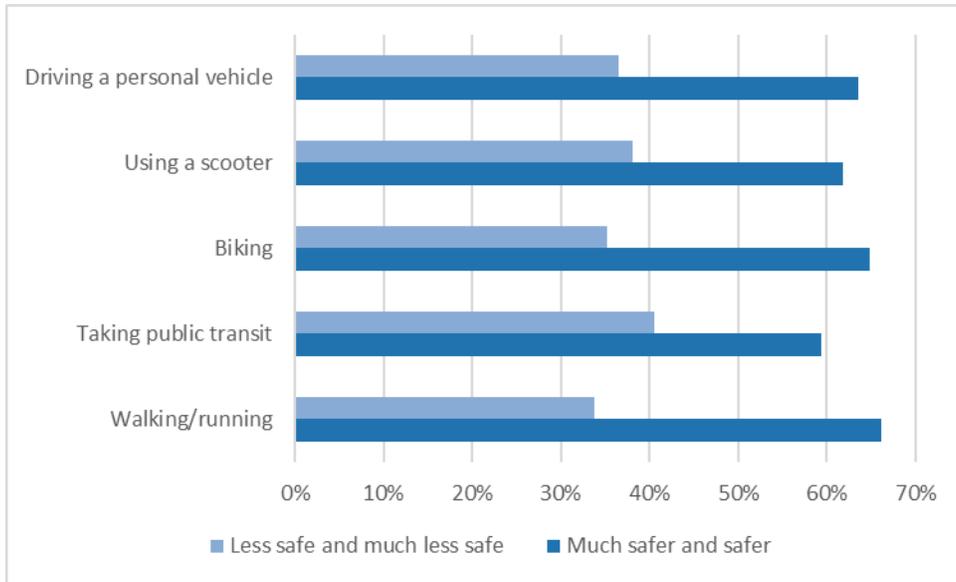
Question: To what extent do you agree or disagree with the following statement: The improvements to the crosswalk and northwest corner of the Arlington Mill Drive and Shirlington Road intersection will have a positive impact on how I travel in this area. (75 answers; 50 skipped)



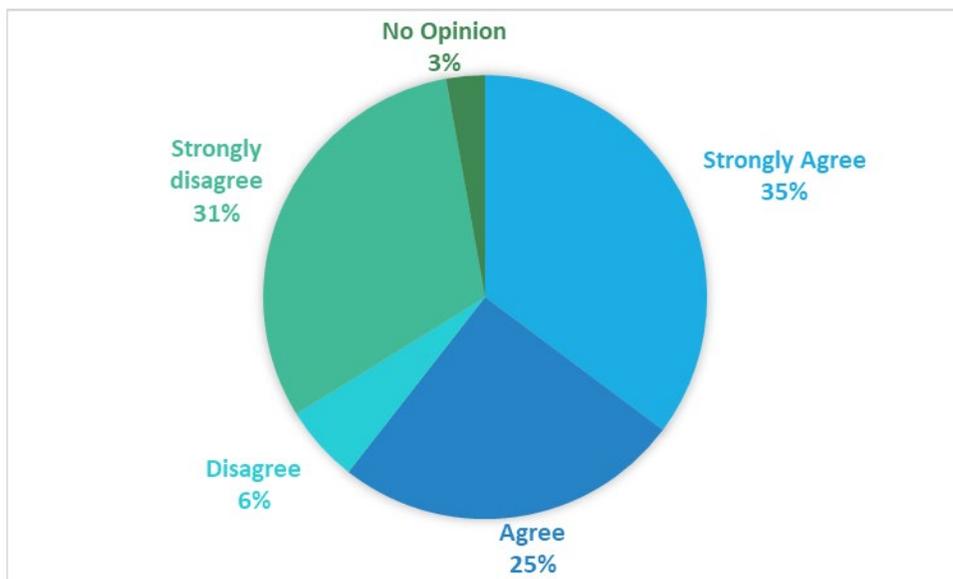
3. Improvements to Pedestrian Crossing near Four Mile Run Trail

61% of respondents agreed or strongly agreed that improvements to the pedestrian crossing near the Four Mil Run Trail will have a positive impact on how they travel. As well, 66% of people walking and 65% of people biking indicated that the concept improvements would make them feel safer or much safer.

Question: Overall, how safe will the advanced concept improvements to the pedestrian crossing near the Four Mile Run Trail make you feel while traveling in this area while using the following types of transportation? (72 answered; 53 skipped)



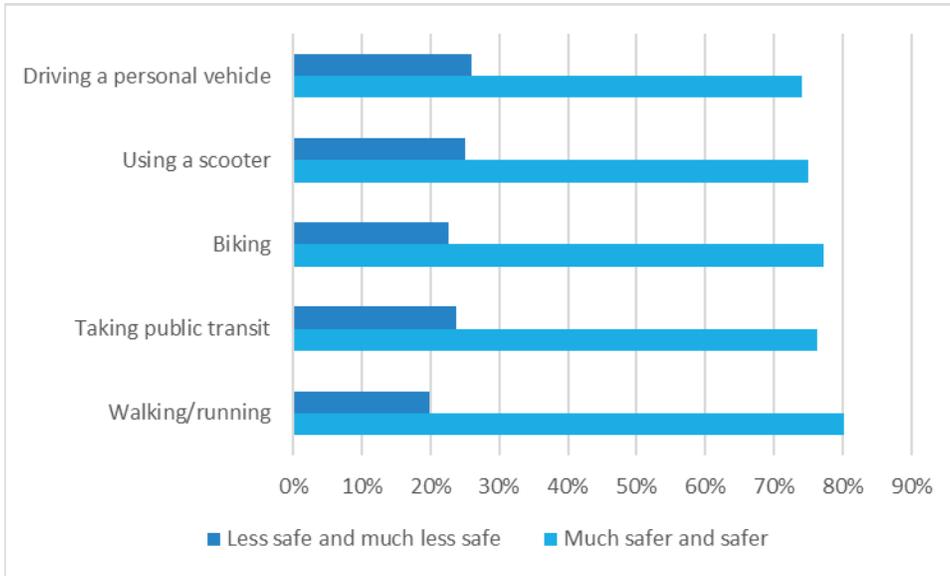
Question: To what extent do you agree or disagree with the following statement: The improvements to the pedestrian crossing near the Four Mile Run Trail will have a positive impact on how I travel in this area. (71 answered; 54 skipped)



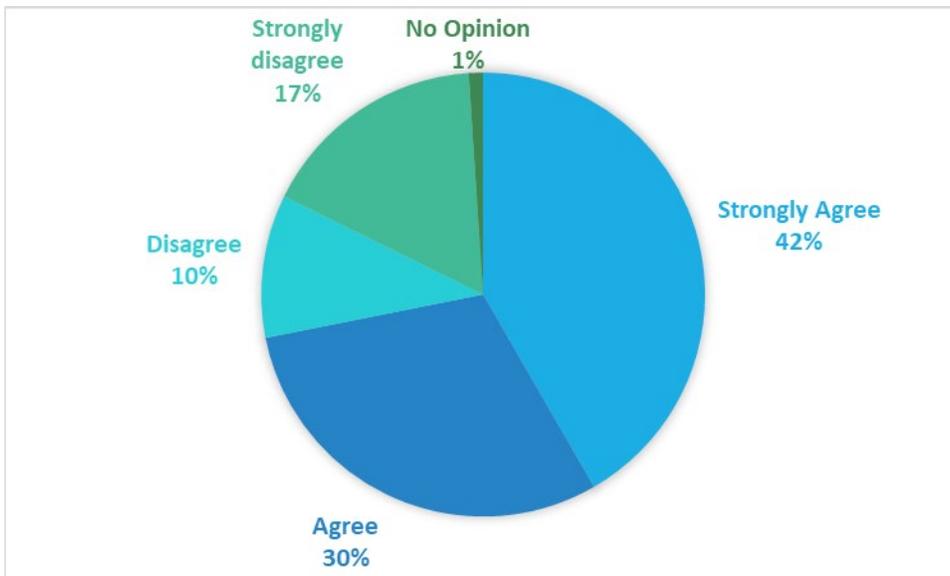
Overall Project Feedback

72% of respondents agreed or strongly agreed that improvements proposed in the concept plan will have a positive impact on how they travel. As well, 80% of people walking and 77% of people biking indicated that the concept improvements would make them feel safer or much safer.

Question: Overall, how safe will the improvements in advanced concept design make you feel while traveling along Shirlington Road while using the following types of transportation? (96 answered; 29 skipped)



Question: To what extent do you agree or disagree with the following statement: The improvements in the advanced concept design will have a positive impact on how I travel along Shirlington Road. (96 answered; 29 skipped)



Open-ended feedback

Common themes from 62 responses about additional comments on the Shirlington Road Bridge Maintenance and Parallel Pedestrian Bridge project (62 answered; 63 skipped):

Support for concept plan items

- The wider sidewalk on the existing bridge, bridge maintenance and parallel pedestrian and bike bridge received general support, even when feedback was mixed on other elements.

Concerns with east-west crosswalk near Four Mile Run Trail and S 27th Street

- The most common piece of feedback received through the open-ended feedback was a continued concern for the east-west crosswalk.
- Most of this feedback was from people who generally supported the project, but would like to see more done in the long term to address the crossing.
- There was also feedback about removing the crosswalk entirely, with respondents indicating concern for pedestrian and bicyclist safety as well as issues with the present crossing impacting traffic flow.

Interest in an over/underpass option for the east-west crosswalk

- These comments often mentioned either a desire to see a future overpass/underpass trail crossing option or suggested the county conduct a study to determine feasibility. This was an area of common ground between those supporting the project concepts and those preferring the removal of the crosswalk.
- A few respondents were curious if the cost of the parallel bicycle and pedestrian bridge could be applied to a future over/underpass for the east west crosswalk.

Desire for additional improvements to the east-west crosswalk

- These included a variety of suggestions for additional improvements, such as trimming vegetation and considering lighting to improve visibility.
- Respondents also shared suggestions on potential enhancements to the rapid flash beacons (RRFBs):
 - Have a means to activate the RRFB from the median
 - Have the pedestrian buttons located on the right-hand side of the crossing to reduce conflicts with oncoming trail users
 - Have RRFBs that were motion or loop activated, rather than by push button

Concern with user behavior

- Several respondents indicated challenges with the behavior of other road users, including:
 - People driving failing to stop at the pedestrian crossing for people walking and rolling, as required by law
 - People on bikes traveling quickly or making unexpected movements
 - Trail users not activating the rapid flash beacons (RRFBs)

Concerns with potential impacts to traffic flow

- Concerns around traffic flow varied, but generally expressed concern that this area of Shirlington Road bridge can be congested
 - Some respondents indicated they thought a more visible pedestrian crossing would improve traffic flow

Additional Feedback

- Some respondents asked if vehicle travel lanes could be narrowed to accommodate more sidewalk space
- Some respondents indicated a desire to create a t-intersection at Arlington Mill Drive by removing the I-395 slip lane

- Survey design received a few comments, including respondents indicating that they would like to have a “neutral” as a ranking option and a respondent was concerned about why demographic data was being collected

Prompt: Please share any additional feedback and comments regarding the advanced concept.

This is a great project. The new bridge and the improvements to the crossing are both needed and welcomed. The crossing needs the center median RRFB along with touch-free signal activation. Also please reconsider the lane widths to be all 10-foot to reduce speeding. Finally please begin a study exploring options of a grade separated crossing Shirlington Road for the trail.

•
This pedestrian sidewalk and mixed/bike trails diverge cross and merge in at least two places here, and provide ambiguity the right-of-way. There should be consideration given to three modes: Low speed pedestrians, mid-speed bikes and scooters, and vehicular traffic. This partially separates the three, but should do so along the entirety of the routes.

•
The changes proposed will make it less safe as it will introduce additional safety issues for pedestrians, bikers, and drivers alike. A better option would be to completely remove the sidewalks next to traffic, create the separate bike/pedestrian path away from the traffic, maybe even create an over/underpass, and move the crosswalk altogether. The entire area is extremely dangerous and I see these changes just enticing more pedestrians and bikers to travel along a road that is already too congested with drivers and is extremely dangerous. In addition, this survey is null and void as written, with no "neutral" (do not agree nor disagree) option for any of the questions. You can and must do better for the people of this community.

•
Hurry up and doing something anything already I walk there every day and feel it's super unsafe

•
This survey misses the point and shows that the County has a deaf ear toward the community. The crosswalk in the middle of Shirlington road should be eliminated! There are safer options available. This plan ignores the increased vehicle and industrial traffic. The plan ignores how very long it takes to drive this section of Shirlington road. This is our main access to our own community and this proposed plan will increase our times and make it less safe for ALL travelers. You don't even address the issues that help to make an area safe! Except for the widening of the existing sidewalk and the repaving of the road, this proposal needs a deep rethink.

•
Not enough is being done to address the terrifying pedestrian/bike crosswalk on the north side of the bridge. Visibility of the crossing is not the issue; drivers refusing to stop is. I bike this intersection 2-3x per week, frequently with children.

•
This has needed attention for years, so I am happy to see some traction toward improving not only the pedestrian traffic but also the vehicle traffic flow.

•
RRFB is a great feature, but consider adding a button in the median for those who dont have time to finish crossing. Also suggest narrower vehicle lanes (10') to encourage slower driving by design. If that extra 2' could be used for a wider sidewalk on the existing bridge, great. Otherwise, even a wider median would be an improvement to keep speeds down. Please make progress NOW on studying a long-term solution for crossing Shirlington Road, so that when finances improve post-covid, the study part is done and we can move toward finding funding for design & construction. For example, consider grant funding for a feasibility study for an underpass beneath Shirlington Road via either MWCOG's Transportation Landuse Connections Grant Program or a Transportation Alternatives Program grant. Thank you for your consideration and for prioritizing pedestrian and cyclist safety!

•
The crosswalk for Shirlington Rd. an area, that more emphasis should be placed on. Cyclists, go along the sidewalk to cross to the WO&D, others head to Shirlington. Has there been discussion of elevating the walkway like what has been done for the pedestrian bridge across 50 to TJ? Washington Blvd. Crossing in Falls Church is being newly constructed as well and believe it will help considerably.

•
Will the entrance to four mile run trail on NE corner be wider for pedestrian and bike traffic. It's an unsafe left turn mid you are heading south.

•
I bike extensively through this area. These improvements would benefit everyone and greatly improve the safety of all.

•
Please make progress NOW on studying a long-term solution for crossing Shirlington Road, so that when finances improve post-covid, the study part is done and we can move toward finding funding for design & construction. For example, consider grant funding for a feasibility study for an underpass beneath Shirlington Road via either MWCOC's Transportation Landuse Connections Grant Program or a Transportation Alternatives Program grant.

•
Allowing separation for users of these overcrowded trail segments will improve safety for people walking and on bikes. It will also reduce conflicts with cars where cars tend to speed given the wide travel lanes.

Lanes are still too wide and will encourage drivers to speed, even if traffic is separated this still creates potential for a dangerous conflicts particularly when attempting to cross 4 lanes.

But all in all these are much needed improvements and I would only hope the trail work can be accelerated.

•
I remain concerned that crossing Shirlington Road at the 4MRT is still not safe - because cars DO NOT YIELD to us. Yes, the ped refuge is wider and the RRFB might help. Please move the beg buttons to the right sides on both sides of the trail (both are on the left - causing conflict with oncoming cyclists). And eventually we need a sidewalk on the east side of Shirlington Rd so we can cross safely at AMD. THANKS for these great public engagements!

•
The new ped/bike bridge is a great upgrade, and alternative to redecking the street bridge. I really hope that you will also look at feasibility of continuing the 4MR trail underpass under both of these new bridges, in accordance with the 4MR plan, and trust that this new bridge will at least not preclude this in the future. Also, please take the signal just to the north off of ped/bike actuation permanently, please!

•
The additional Rectangular Rapid Flash Beacon (RRFB) in the median is a great improvement and will help drivers see that people walking and rolling are trying to cross.

The new bike & ped bridge is a huge improvement over the existing narrow sidewalk and is much-needed.

The automotive travel lanes are overly-wide and it will encourage speeding. No reason for the median-side lanes to be 11'; 10' would be fine, would reduce speeds, and allow you to widen the sidewalk even more.

Please add a button to activate the RRFB in the median. Sometimes you get stuck in the middle, either because you followed another person into the crosswalk who hit the button many seconds

earlier, or because the crosswalk ends up blocked by drivers who didn't stop and ended up stopping IN the crosswalk.

Please move the RRFB buttons to the "right" side of the pedestrian way or, better yet, replace the buttons with sensors so that actuation is automatic. Currently if a pedestrian positions themselves to push the RRFB button, they must stand directly in the path of any oncoming pedestrians or bikes who are already crossing.

Please make progress NOW on studying a long-term solution for crossing Shirlington Road, so that when finances improve post-covid, the study part is done and we can move toward finding funding for design & construction. For example, consider grant funding for a feasibility study for an underpass beneath Shirlington Road via either MWCOC's Transportation Landuse Connections Grant Program or a Transportation Alternatives Program grant.

•
The bike/crosswalk across Shirlington Road near 27th St. S. is unnerving for vehicle drivers at all hours due to poor visibility. Combination of RRFB and ped/bike discipline will help a lot.

•
The Green Valley Civic association has asked that the 4MR Trail crossing of Shirlington Road be diverted under Shirlington Road (similar to how the trail passes under 395, George Mason Drive, W Glebe RD, and Columbia Pike. Please demonstrate to the association how this might be feasible or unfeasible with scale drawings of each bridge.

To be honest, I don't think this is feasible, but please demonstrate this with a scale representation.

If we really want a grade-separated crossing for the trail at Shirlington Road, I think we should send a trail segment from the current terminus of the W&OD trail over Shirlington Road under the power lines, north of the Exxon station. It *appears* that the land between the Exxon station and the caterers is a public corridor, and that space *could* be used for a bridge. This trail segment would meet the existing trail closer to 395. I know this grade-separated crossing would be of great expense, but it would be much more desirable vis-a-vis the at-grade, uncontrolled crossing at the 4MR trail and Shirlington RD which we already have.

•
New dedicated bridge is excellent. Unclear how the redesigned crosswalk is an improvement, especially since it eliminates a crosswalk median

•
I travel frequently east-west in this area connecting from the 4 Mile Run Trail on the east side to either the W&OD or 4 MRT on west side. I believe east-west movement in this area is more dangerous than north-south as there is already a pedestrian bridge connecting with Nelson St. The widened sidewalk going around the corner with Arlington Mill Drive is huge as that is a narrow bottleneck dangerous on a bike when pedestrians are present. Please explore future opportunities to improve the connection to the W&OD trailhead one block north. Also please consider an underpass / overpass similar to the one just to the east going under 395, this would eliminate much of the pedestrian / bike conflict with automobile traffic. The current crossing will never be ideal since it is so close to the 395 off ramp and a major thoroughfare in its own right.

•
pedestrian crossing on north side of the bridge has been a safety hazard for a long time. With the volume of traffic and number of cars turning to/from 27th street bicycles and pedestrians often have to dodge traffic as they cross in the crosswalk. Proximity of the W&OD bike trail and Four Mile Run trail significantly increases the number of cyclists and pedestrians in the area. These improvements will help everyone travel safer.

This project is putting lipstick on a pig. The issue in this area is the trail crossing of Shirlington Road, and the proposed improvements don't upgrade that crossing to be safe and comfortable. The separate bike/ped bridge is a nice to have, and we shouldn't be spending money on it until we get the need to have in this area: a route that continues FMR Trail underneath Shirlington Road. In fact, the new bike/ped bridge may make it harder to build that FRM Trail extension. Arlington should absolutely not move forward with this project until they can solve the biggest safety issue in this area: the need for a FRM Trail extension under Shirlington Road.

•

For the median, in London they have fencing at medians that prevents pedestrians/bikers from jetting straight across. That might help. I also think there is a bigger problem of bikers at the Shirlington Rd/4 Mile Run intersection crossing outside of crosswalks that could be addressed with fencing. I'm not sure if the jurisdictions - Alexandria/Arlington complicates that, but it's only a matter of time before someone gets hit again. Overall great job on this. I look forward to the improvements!

•

While this project would improve safety, constructing an underpass that connects the Four Mile Run trail east of Shirlington Rd to the west side of Shirlington Rd would significantly improve safety and flow for all. In particular, it would prevent the build up of cycling traffic trying to cross Shirlington Rd, where cyclists pull all sorts of stunts to cross the street cutting across the intersection at Four Mile Run Dr.

•

This concept does nothing to mitigate the traffic flow issues. It makes traffic flow worse. It creates new points where walkers and bikers and scooters collide - a safety concern. Widen the existing bridge sidewalk and repair the bridge deck and be done with it. Save taxpayer dollars for a better, long term solution.

I had to circle back here for additional comments on your last page. From our perspective, the County has been deaf to the concerns from the community, so to say you're tracking our gender, race and ethnicity to make sure you are hearing us is ridiculous. You have ignored us. Why are you interested in tracking my race or home if not to discriminate further?

•

While I believe this is an improvement for pedestrian traffic in the area, I don't see positive indications on the traffic flow and/or back-ups that this intersection currently causes and will continue to cause, specifically at rush hours times when this entire space becomes precarious.

•

Pedestrians (soft bodies) and highway ramps (60 mph metal boxes) don't mix.

•

1) When the separate ped/bike bridge is completed after the existing bridge rehab, please consider closing the sidewalk on the bridge or repurposing it as landscaping. Having two parallel paths for peds and bikes creates two four-way ped/bike "intersections" at both ends of the bridge, which have many more potential conflict points than if there are just two 3-way ped/bike "intersections" at the ends of the bridge. It will be safer to just have all peds and cyclists use the new bridge dedicated to that purpose.

2) Please do the analysis to show VDOT that removing the channelized right turn from the I-395 off-ramp should not significantly increase queue lengths along the ramp. Since the channelized movement is currently effectively from a shared thru/right-turn lane, only the first few vehicles arriving at the signal are typically able turn right on red. Any right turning vehicles arriving later are usually stuck in the queue behind thru vehicles. During green, ramp throughput will be lower without the channelized right turn; however, analysis should be performed to determine where the back of queue would be under this configuration using protected future year peak hour volumes. Although not ideal for maintaining coordination with the adjacent signals, a queue detector could be installed to preempt the signal at the end of the ramp, preventing the queue

from reaching the upstream ramp curve where sight distance for drivers exiting the 395 C-D lane is limited. Reasoning: The new separate ped/bike bridge will likely increase the volume of people crossing at the RRFB along Shirlington Rd compared to existing conditions. Therefore, it is very important to reduce the speeds of vehicles turning right from the off-ramp, since these drivers have a poorer view of the ped crossing than the other approaching movements, and may likely be traveling faster than the other approaching movements because they are exiting from the I-395 C-D lanes.

The mid-street crosswalk (near Weenie Beenie) on Shirlington Road is of utmost concern for safety and traffic flow reasons. As an alternative, it was suggested that the mid-street crosswalk be closed and pedestrian and bike crossing be directed to the existing intersection at Shirlington Road and Four Mile Run Drive. Signage, already in place, could be extended to encourage these crossings at the light.

The County's proposal to enlarge the mid-street crosswalk would allow for bike/pedestrian crossing on-demand. It would not be coordinated with the near-by traffic lights.

There is also concern that bicyclists coming from the Four Mile Run Trail in Alexandria will whip across Shirlington Road and across the pedestrian sidewalk to access a new parallel bridge (and vice versa).

There is no mention of traffic congestion or gridlock that often occurs on this stretch of road, especially due to the mid-road crosswalk. The proposal will heighten this problem.

An enlarged mid-street crosswalk will back-up traffic on the 395 exit ramps.

At a minimum, the County should conduct a real-time feasibility test of both its plan to enlarge the crosswalk and the community's suggestion to close the crosswalk.

Initially, the County's transportation staff was not coordinating its plans with the already-approved plans for the Four Mile Run area and Jennie Dean Park. We think this has been corrected, but to be certain, it would be helpful to urge: (1) The parallel bridge be constructed with galvanized (not rusty-looking) steel; and (2) crosswalks at Shirlington Road and Four Mile Run Drive be re-striped (lines are currently faded).

I live in this community and frequently run, bike, and drive through this intersection. This is one of the worst traffic spots in the area. It can take more than 5 minutes to drive the two blocks from the Weenie Beenie to the 395 access road. Nothing should be done here without a detailed traffic study. The traffic backs up at the Shirlington Road/4 mile drive light, again at the on-demand mid-street pedestrian crossing with the flashing lights, again at the Arlington Mill light, and again where the ramp merges towards Quaker Road and 395 access. The traffic creates safety issues for pedestrians and drivers. The flashing light pedestrian crossing that comes from the trail by the Exxon is the most dangerous part and is problematic for traffic. There should not be a crossing here; pedestrian traffic should be redirected to the Four Mile Run Drive intersection so people can cross with the light. Making this mid-street crossing larger would exacerbate the issue; this crossing should be eliminated. Building another bridge over the creek is not necessary and is very expensive and environmentally invasive. There is a bridge further up the creek and the sidewalk is fine. Signage could urge bikers to walk for the section that crosses the creek. Also, I don't see mention of how these changes considered the Jenny Dean park plans. This proposal gives no consideration of traffic in this increasingly congested area (which creates stress and aggressive maneuvers by pedestrians and drivers), and does not consider the problems that the mid-street crosswalk currently poses. These things should be studied before any proposals are made.

●
Having two separate crossing areas creates a less safe area, making cars stop twice and getting frustrated. The area is already more dangerous for cars than for pedestrians, and I say this as someone who walks it daily

●
The mid-block crossing area is bad enough as is, bikers routinely fail to use the signal light, drivers have trouble seeing walkers/bikers at dusk, and the widening of this crossing with on-demand functionality will further snarl traffic in an already difficult intersection to travel through.

●
This plan fails to take into account the majority of pedestrian traffic, which is coming from the four mile run trail to/from DC. The majority of pedestrian commuter traffic goes along the W&O. In addition, this plan should place a below street level underpass rather the elaborate street-level plan that would endanger drivers AND pedestrians. Street level is a bandaid on a problem. In Europe below street level pedestrian under passes are safe and common.

●
The crossing on Shirlington Road at 27th St should be removed. Too many drivers ignore the flashing lights and how no one had been killed crossing there is a miracle. Make everyone cross at Four Mile Run Drive with a dedicated walk time when traffic cannot turn from SFMRD onto Shirlington Road.

●
As it appears there's more focus on Arlington Mill Drive, I hope there is as much focus by the WO&D trail at the beginning of the trail and crossing Four Mile Run where many cars turn onto from Shirlington Road in both directions with multiple incidents of speeding around and almost hitting pedestrians.

●
This is spending taxpayer money's to improve an existing sidewalk area by adding a bridge and safety features. The best solution for maximum safety of pedestrians and bikers and motorists is to resolve the issue with the W&OD trail crossing the roads. The crosswalks are not safe due to the amount of activity and motorists. There are extreme traffic jams and the congestion makes it difficult to see pedestrians and bikers. There needs to be a bridge for pedestrians and bikers on the trail that goes over the road, or even a new route that would avoid the road crossing. Why not under the bridge? Maybe cross over farther up Four Mile Run Dr?

●
I don't feel safe walking/running when bicyclists are speeding by like they are in a race.

●
The mid-street crosswalk is dangerous for both bikers/walkers and cars/buses. Stopping on demand between two lights at the mid-street crosswalk is not safe and causes terrible traffic back ups. Should have all cross at the lights with traffic.

●
This survey is biased. It asks the wrong questions and lumps topics together inappropriately. This deceptive and wrong. Also, the mailed link to this survey did not work. Unprofessional and wasteful for Arlington.

●
The parallel bridge is a waste of money and time. It is a better use of money and time to create a pass under Shirlington Road bridge. The crosswalk in the middle of Shirlington Road is treacherous, impedes traffic flow considerably, creates havoc for people who live in area. Where is the study for vehicle flow? It takes too long to traverse this area now - Widening this crosswalk only makes the situation worse! It not only creates a hazard in the crosswalk, but now fast moving bikes will be competing against pedestrians on the sidewalk. Get rid of the crosswalk!!!

●
Moving the crosswalk at Arlington Mill Drive helps no one. It makes it worse for cars who are attempting to make a right turn on to Arlington Mill, and eliminates a safe buffer for pedestrians.

This whole concept is poorly planned and should be eliminated. Plus, this plan does not address concerns with nighttime travel. Crossing the proposed parallel bridge at night into the park is not safe. The ONLY good part of this plan is that the bridge will be resurfaced, intersection markings will be repainted, and the bridge sidewalk is widened.

●

Providing an enhanced mid-block crossing at this congested short bridge on Shirlington Road is inviting more vehicles to disregard peds and bikes. Route all traffic to the nearby intersections and enhance those intersections since they are the logical places where peds/bikes are expected to be.

●

The location of the pedestrian/bike/etc crossing in the middle of a highly traveled vehicular traffic chokepoint is not only incredibly dangerous for crossers, its "on-demand" function will impede vehicle traffic, causing congestion and unsafe conditions all the way back to the 395 exits. It's unbelievable that this unsafe crossing location and its negative impact on traffic for several surrounding communities would be expanded rather than closed and diverted to the safe, synchronized major crossing half a block away.

●

I think the solution fails to address the critical safety issue of the crossing over the bridge. Cars repeatedly fail to slow through the light to look for pedestrians crossing, many crossers don't click the crossing button and the crossing is often blocked by cars so you can't see or people can't cross.

●

The addition of a pedestrian/bike bridge is desperately needed and welcomed! Thank you for this. However, the proposal for an enlarged mid-street crosswalk is a significant concern both in terms of safety and traffic flow for bikers, pedestrians, and vehicular traffic. This heavily traveled intersection includes traffic directly exiting a major artery (395) as well as traffic feeding in from three other roads. An on-demand mid-street crosswalk should not be permitted in this location. The current one should be removed and certainly not widened to encourage increased use. This will present a greater level of danger for those using the crosswalk as well as for vehicular traffic that currently gridlocks at this intersection on the best of days during key travel hours. Increased use of an on-demand pedestrian/bike crossing will cause traffic to back up onto 395 exit ramps presenting further safety concerns. Bike and pedestrian crossing should be coordinated with traffic light timing and should be directed to the crosswalk already existing at the Shirlington Road light at Four Mile Run Drive. The focus should be on re-striping those crosswalks which are fading and increased signage encouraging crossing at the light. I travel this area on a regular basis by foot and by car, and the mid-street on-demand crosswalk already presents a risk -- one that is unnecessary given the close proximity to the traffic light crosswalk and use of this should not be expanded. I'm pleased to read in the survey that the design of the parallel bridge will incorporate the approved design elements of the Jennie Dean Park. This should include the use of galvanized steel. Thank you for the opportunity to provide input. If the county has doubts about the risk posed by an enlarged mid-street crosswalk, I encourage the county to at a minimum conduct a feasibility study. Based on my regular use and exposure to this intersection, I strongly encourage the county to consider closing this mid-street crosswalk.

●

The new pedestrian bridge and crosswalk at Arlington Mill will make everyone safer and are long overdue. HOWEVER, the pedestrian crossing in the middle of Shirlington Road should be completely eliminated. It's dangerous, backs up traffic, and is unnecessary. Please instead improve the crossing at Four Mile Run and Shirlington Road. This crossing is dangerous for several reasons. Cars fly through the intersection making left turns without stopping for pedestrians. There is a lot of shrubbery that prevents bikes and peds from seeing one another until it's too late.

●

The additional Rectangular Rapid Flash Beacon (RRFB) in the median is a great improvement and will help drivers see that people walking and rolling are trying to cross.

The new bike & ped bridge is a huge improvement over the existing narrow sidewalk and is much-needed.

The automotive travel lanes are overly-wide and it will encourage speeding. No reason for the median-side lanes to be 11'; 10' would be fine, would reduce speeds, and allow you to widen the sidewalk even more.

Please add a button to activate the RRFB in the median. Sometimes you get stuck in the middle, either because you followed another person into the crosswalk who hit the button many seconds earlier, or because the crosswalk ends up blocked by drivers who didn't stop and ended up stopping IN the crosswalk.

Please move the RRFB buttons to the "right" side of the pedestrian way or, better yet, replace the buttons with sensors so that actuation is automatic. Currently if a pedestrian positions themselves to push the RRFB button, they must stand directly in the path of any oncoming pedestrians or bikes who are already crossing.

Please make progress NOW on studying a long-term solution for crossing Shirlington Road, so that when finances improve post-covid, the study part is done and we can move toward finding funding for design & construction. For example, consider grant funding for a feasibility study for an underpass beneath Shirlington Road via either MWCOG's Transportation Landuse Connections Grant Program or a Transportation Alternatives Program grant.

•
Like the parallel bridge to get from Green Valley to Shirlington.

Changes for bike and pedestrian traffic to cross Shirlington Road are not beneficial to bikers/pedestrians or to vehicular traffic. There is no improvement here and pretending otherwise makes me feel less safe about traveling through this area.

BTW there is a slip lane and pedestrian crosswalk at the very next exit off of 395 southbound at Glebe road so if its good there, it should be fine here as well...

•
I don't know if this has been addressed already. But please confirm there is adequate pedestrian lighting at the RRFB crosswalk. If not, please incorporate that into the project scope.

•
If the stop line for traffic at the signal at Shirlington and Arlington Mill were changed to behind the crosswalk, you could possibly address the crosswalk safety. An RRFB will not work. If you don't want to move the stop line, install a HAWK

•
The crossing remains dangerous, due to the parallel lanes. When one driver goes while the other stops it creates a very hazardous conflict with people crossing.

Also, there is nothing to prevent drivers from sitting on the crosswalk, which happens all the time

•
If I'm heading to Shirlington, I'm coming down the hill (from Glebe Rd or Kenmore) on Shirlington Rd. Not using the trail. How am I going to get onto the new bridge? Does the approach to the bridge extend through the park? Not highlighted on the map. I also need that exit from the bridge to get to the crossing of Shirlington Rd so I can head back north.

•

The mid block crossing should be removed not widened. It is unsafe for pedestrians, bikers and those driving. Any crossing should be timed with the lights to avoid hitting people trying to cross the road or backing up traffic.

I don't understand the third one.

Also, the biggest problem I have is turning left onto 27th from Shirlington Road in my car. I will confirm that all is clear, start my turn and then a biker will whoosh out of nowhere. They don't look!

As a pedestrian, I think this is better.

I could not answer some of these Qs bc there was no option for "no change." I don't think these changes will make me any less or more safe on the bus.

Thanks for thinking this through so well and sharing the info! You rock! #SafeStreets

Get rid of the ridiculous slip ramp from 395 ramp to EB Shirlington Rd. Tighten up the curb radius from WB Shirlington Rd to NB Arlington Mill Dr.

The survey incorrectly states that some of the proposed changes are "improvements," but I would disagree. The County continues to present the existing, relatively new crosswalk at 27th St. as an improved safety measure, and it has not been. The County inserted this crosswalk two years ago in the middle of the street, further impeding an extremely heavily-trafficked small/tight area with constant flow of trucks, interstate access, bikes, scooters, runners and pedestrians. There should be no crosswalk there. County efforts should focus on temporary, safe solutions that route bike/pedestrian traffic through existing intersection at Four Mile Run Dr. & Shirlington Rd. until a permanent under- or over-pass can be installed.

The additional Rectangular Rapid Flash Beacon (RRFB) in the median is a great improvement and will help drivers see that people walking and rolling are trying to cross.

The new bike & ped bridge is a huge improvement over the existing narrow sidewalk and is much-needed.

The automotive travel lanes are overly-wide and it will encourage speeding. No reason for the median-side lanes to be 11'; 10' would be fine, would reduce speeds, and allow you to widen the sidewalk even more.

Please add a button to activate the RRFB in the median. Sometimes you get stuck in the middle, either because you followed another person into the crosswalk who hit the button many seconds earlier, or because the crosswalk ends up blocked by drivers who didn't stop and ended up stopping IN the crosswalk.

Please move the RRFB buttons to the "right" side of the pedestrian way or, better yet, replace the buttons with sensors so that actuation is automatic. Currently if a pedestrian positions themselves to push the RRFB button, they must stand directly in the path of any oncoming pedestrians or bikes who are already crossing.

Please make progress NOW on studying a long-term solution for crossing Shirlington Road, so that when finances improve post-covid, the study part is done and we can move toward finding funding for construction. Consider grant funding for a feasibility study for an underpass beneath

Shirlington Road via either MWCOG's Transportation Landuse Connections Grant Program or a Transportation Alternatives Program grant.

I love the wider ped ramps for the mid-block crossing. I love the additional RRFB in the median. I love the new bike & ped bridge.

The automotive travel lanes are overly-wide and it will encourage speeding. No reason for the median-side lanes to be 11'; 10' would be fine, would reduce speeds, and allow you to widen the sidewalk even more.

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Please make progress NOW on studying a long-term solution for crossing Shirlington Road, so that when finances improve post-covid, the study part is done and we can move toward finding funding for construction. Would a feasibility study for an underpass beneath Shirlington Road be a good fit for either MWCOG's Transportation Landuse Connections Grant Program (applications due March 8th) or a Transportation Alternatives Program grant (pre-applications due July 1st)?

North bound traffic from 95 ramp will still approach the crosswalk at speed. That's where most of my high-danger situations come from. Cars and esp. Busses will still block the crosswalk even if it's wider.

This is extremely needed. This intersection is HORRIBLE and dangerous for bikers and joggers!

As a cyclist, I feel this would hugely, massively improve safety at the corner of Shirlington Rd and Arlington Mill, as well as on the bridge itself. I frequently have to choose between endangering myself or endangering a pedestrian by taking the road or the sidewalk when crossing from W&OD Trail over to Shirlington Village.

A bike / pedestrian bridge would be a fantastic improvement!

Currently dangerous for biking. Reality support this plan

This connection is very important because this is a key intersection between Green Valley, Shirlington, and even over to Crystal City. These improvements make biking between these places easier.