

# Wilson Boulevard (N. George Mason Dr. to N. Vermont St.)

Resurfacing Projects for Complete Streets 2022

Final Concept Feedback Summary – July/August 2022

## Project Background

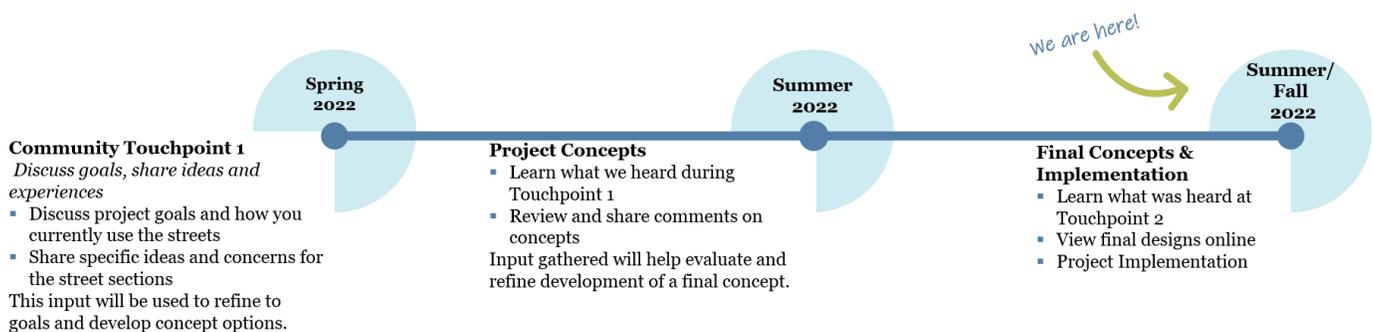
Complete Streets “enable safe access by all user groups including pedestrians, bicyclists, transit vehicles and users, and motorists of all ages and abilities.”

One of the ways Arlington County delivers on the Master Transportation Plan's Complete Streets policy is to review the annual list of streets up for routine maintenance and identify opportunities to implement proven safety interventions that provide safe access for all people using the street.

## Public Engagement

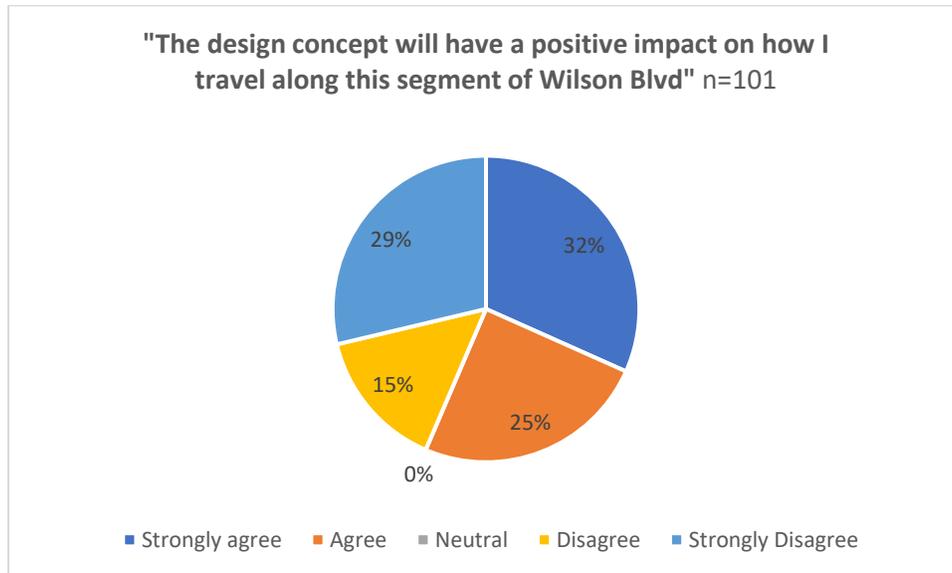
In April 2022, the county project team hosted a virtual open house and collected online feedback from community members about existing conditions for six street segments. This initial and critical phase of public engagement gave the County valuable insights into respondents’ challenges and concerns for the roadway. 205 open-ended comments and suggestions were shared via the online tool or with staff directly. This feedback helped inform the concept design. The existing conditions feedback summary is available on the project page.

In June 2022, the county project team hosted an in-person open house at Central Library and an online form to hear feedback from community members on the five proposed concept designs. 188 respondents took the online feedback form and left 183 open-ended comments or suggestions. For this section of Wilson Boulevard, there were 103 comments which received 306 interactions (246 likes; 60 dislikes). This feedback helped staff refine and finalize the concept plan.



## Community Feedback on the Concept Design

### Overall Feedback



**Overall, how safe would the concept design make you feel while traveling along the roadway while using the following types of transportation (n=106):**

- 46% would feel safe or very safe while walking (34% neutral and 20% unsafe or very unsafe)
- 51% would feel safe or very safe while biking (22% neutral and 28% unsafe or very unsafe)

### Major themes from open-ended feedback:

- The top three categories of concern were about: pedestrian and bike safety, poor driver behavior, and traffic congestion
- Favorable and unfavorable comments prioritize pedestrian safety
- Concern for vehicle speeds and conflicting behaviors (parking, buses, turning, walking)
- Improved sidewalks continue to be a priority

### Location-specific feedback:

Location	Feedback Theme	How final plan reflects feedback/ How feedback was considered
General	How does this concept plan balance safety and access for people walking and biking with minimizing delays for people driving? [This is a nice framing question on the "what about traffic congestion?" comments.]	We anticipate that traffic delay will increase at signalized intersections compared to the current condition in order to improve safety for all users.

General	Will the concept plan increase delays for people driving?	We anticipate that traffic delay will slightly increase at signalized intersections compared to the current condition in order to improve safety for all users.
General	How does the concept plan impact transit riders? Will buses stop in the general travel lane?	People walking to transit stops will have the bike lane to act as a buffer between moving vehicles. The buses will have to pull to the curb to pick up and drop off passengers, thereby blocking the bicycle and vehicle travel lanes temporarily.
General	How does this concept plan impact fire safety and access to the Fire Station? Has the Fire Department been consulted? What were their thoughts?	DES always consults with the fire department (ACFD) on any proposed lane changes. ACFD preferred this plan over the existing condition largely because it creates a two-way-left-turn lane that can be used in case of an emergency.
General	Can flex posts be added to the bike lane, even without a buffer?	The number of driveways and the presence of bus stops prevent the installation of bollards in the current configuration. We do not anticipate drivers to stop in the bike lane due to the surrounding nature of the roadway.
George Mason Drive	Can a dedicated left turn be added from EB Wilson to NB George Mason Drive?	Based on analysis, providing left turn phases along Wilson would severely affect traffic conditions along the corridor and would impact all modes. Staff will monitor how traffic responds to changes and reevaluate as needed.
George Mason Drive	Can a dedicated left turn be added from WB Wilson to SB George Mason Drive?	Based on the analysis, providing left turn phases along Wilson would severely affect traffic conditions along the corridor and would impact all modes.
George Mason Drive	Can signals be adjusted to accommodate school arrival/dismissal times?	We will review the feasibility for signal timing adjustments for school arrival and dismissal to effectively balance the needs of all people using the intersection. This will include a review of timing at the intersection of Edison.
George Mason Drive	Why does the roadway go from one lane on the west side of the intersection to two in the east side?	To avoid having eastbound buses merge with traffic through the intersection, two receiving lanes are needed. The additional lane drops partway through the block to provide a two-way left turn lane from N Buchanan St to N Wakefield St.
George Mason Drive	Can green conflict paint be added to the WB bike lane?	Green markings will be added to the bike lanes through the intersections along the corridor.

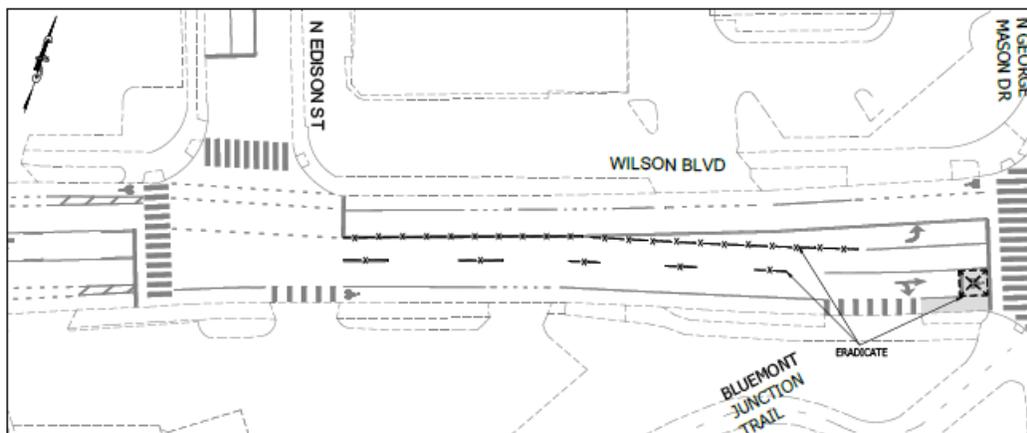
George Mason Drive	Do we have crash data about this intersection? What does that tell us about what is working or not working?	In the six months after implementation of last year's reconfiguration, there were seven reported crashes in the section that was changed. Only one of which could be attributed to the roadway reconfiguration. This was a property damage only crash (no injuries were reported for this crash). There were six crashes on this section of road in the six months prior to the roadway reconfiguration.
General	Has staff considered how driveways will be impacted by the lane reduction?	Yes. Traffic is expected to be slower and the lefts out of driveways should be easier with fewer lanes to cross and the two-way left turn lane.
N Buchanan	Can a crosswalk be added at this location?	The scope of this project is limited to paving and marking Wilson Blvd as part of street maintenance. Marking new crosswalks requires ADA-compliant ramps that are properly aligned. ADA compliant ramps crossing Wilson currently do not exist but can be considered as part of a future project.
Abingdon	This is the valley of the hills, so cars often move quickly. How does the concept plan address vehicle speed? Can anything else be done to slow vehicles?	In the past, narrowing of the roadways has led to slower vehicle speeds. We will review the effectiveness of the changes over time.
Abingdon	Can a dedicated left signal phase be added for WB traffic turning onto Abingdon?	Based on the analysis, providing left turn phases along Wilson would severely affect traffic conditions along the corridor and would impact all modes.
Abingdon/Wakefield/Vermont	Is there a way this plan can manage cut through traffic trying to access Carlin Springs Road?	Further changes to the traffic pattern would require additional study and engagement outside the scope of a repaving project.
Abingdon/Wakefield/Vermont	Will cars stack up here waiting to turn and block traffic?	We expect there to be little change from existing conditions along this section.
Total Wine	Can the plan remove the parking from in front of Total Wine and/or address double parking?	The parking stalls are inset to the curb, so removing them would leave unused curb space. We will review parking use and evaluate changing the usage of the stalls to pick-up drop-off.
Vermont	Can anything be done with the plan to address the volume of unsafe lefts to/from Vermont Street? Suggestions included adding a signal, prohibiting turns, hardening the turn, etc.	The plan provides a left turn lane in the westbound direction to accommodate left turns to/from Vermont St. Turn hardening can be looked at as a future implementation.
Glebe Road	Can the slip lane from SB Glebe to WB Wilson be removed?	Glebe is a Virginia Department of Transportation roadway. The paving project is limited to the County-owned right of way on Wilson Blvd.

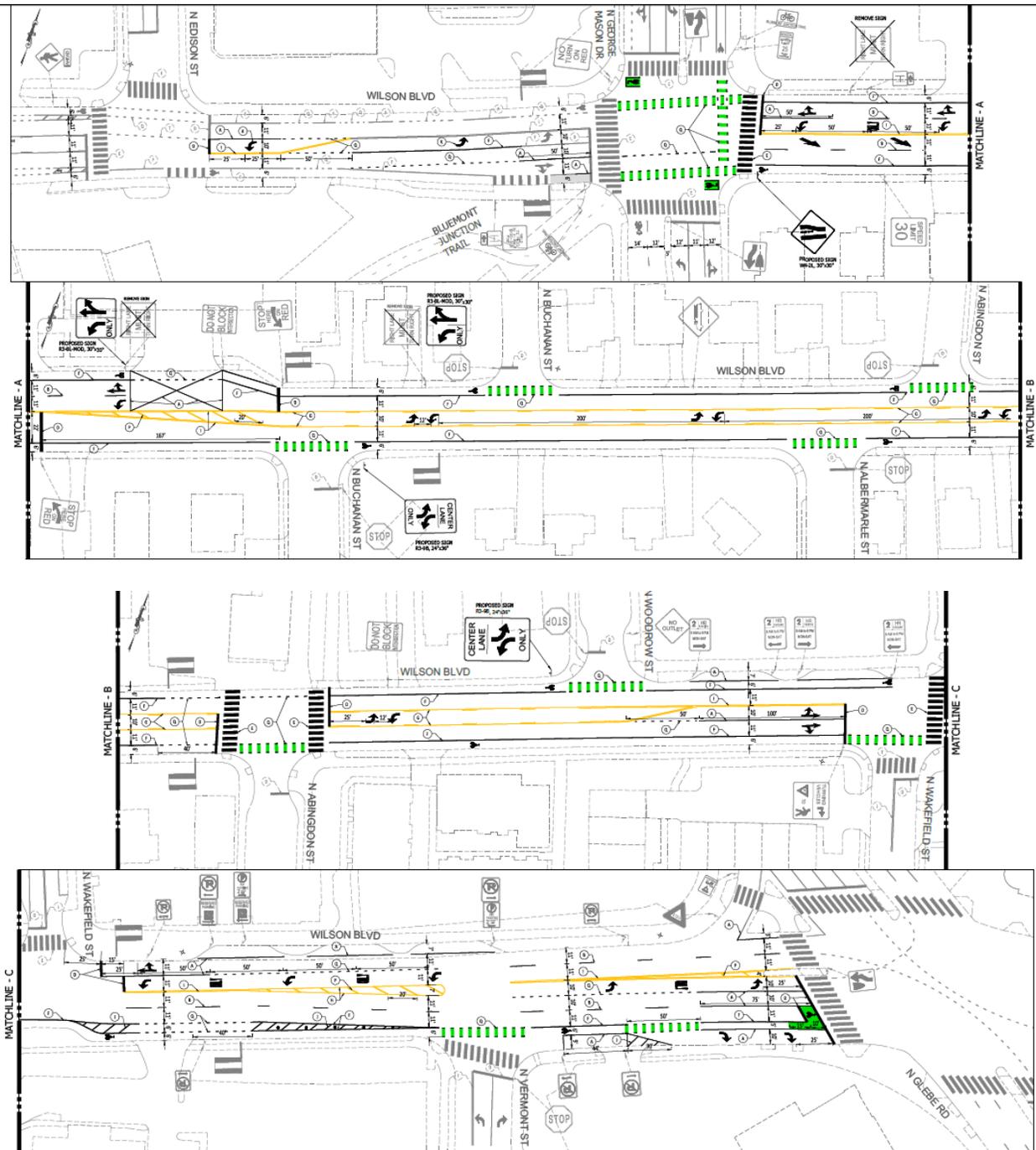
Glebe Road - EB	Can a better bike connection across Glebe be considered as part of the final plan?	Glebe is a Virginia Department of Transportation roadway. The paving project is limited to the County-owned right of way on Wilson Blvd.
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## Final Plan Highlights

- A roadway reconfiguration to provide one vehicle travel lane in each direction with a center turn lane to facilitate turn movements for people driving and help manage vehicle speeds
- An extended turn lane for people driving east on Wilson Boulevard and turning north onto N. George Mason Drive
- Dedicated turn lanes are provided for WB drivers turning south onto Wakefield Street and Edison Street, and the EB left turn lane at George Mason was lengthened
- Bike lane added in both directions between N. George Mason Drive and N. Wakefield Street to improve access for people biking and provide buffer space between people driving and people walking on the narrow sidewalks
- Buffered and painted bike lane provided for EB people biking between N. Wakefield Street and N. Glebe Road
- Green markings added to high-conflict intersections
- Bike box added to S Glebe Road intersection to make it easier for people biking and driving to see each other at intersections and make it easier to turn or travel through the intersection
- All existing parking maintained

## Final Plan





[View a larger version of the concept design online.](#)

## Next Steps

We anticipate milling and repaving work for will begin the week of August 15 and run through late September. Each location should take 1-2 weeks once started, weather permitting. Crews are still coordinating final schedules and as dates solidify, we will share updates with stakeholders and to the [project page](#).