

South Walter Reed Drive from 5th Street South to Columbia Pike

Revised Concept Engagement – March 2022

Project Background

This project will connect the recently completed improvements at 5th Street intersection to Columbia Pike. The project will improve multimodal travel along South Walter Reed Drive from Columbia Pike to 6th Street South. The project team is also coordinating with Arlington Public Schools Career Center Project to minimize construction impacts to the community.

*For more information on the project's background, history, goals and planning basis, please visit the **project website** <https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/South-Walter-Reed-Drive-Complete-Street>.*

Goals and Basis

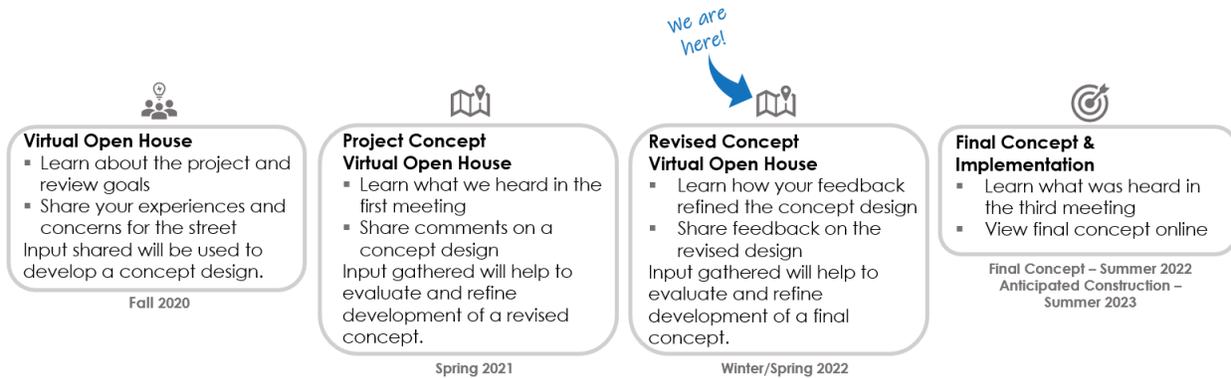
This project will deliver multimodal improvements along a key multimodal corridor. It directly supports the broader goals and imperatives of the Master Transportation Plan and improves connectivity for people walking, biking, accessing transit and driving.

Public Engagement

In March 2022, the County project team held a virtual community meeting presenting the revised concept design for complete street improvements on South Walter Reed Drive from 5th Street South to Columbia Pike. The presentation was accompanied with an online feedback form on the County's website to solicit feedback on the revised concept design. The project team received 36 responses and 36 open-ended comments from those responses.

This revised concept design was informed by past engagement conducted in September 2020 and April 2021 which gathered feedback on existing conditions and initial concept design, respectively. This initial and critical phase of public engagement gave the County valuable insights into respondents' specific impressions, concerns, and views on opportunities and constraints. This process helped to refine the April 2021 concept and the March 2022 revised concept.

Engagement Process



What We Heard

Overall, the project has received support from respondents throughout the engagement process. In the most recent engagement, respondents were asked to rate how safe the proposed changes will make them feel and provide any additional open-ended feedback about the project. In general, respondents rated they will feel safer or much safer walking, taking public transit, biking, using a scooter, or driving with the proposed changes. The revised concept is rated to be safer for all modes of transportation when compared to existing conditions, according to respondent feedback.

The following table depicts responses to the survey question: “Overall, how safe will the proposed changes make you feel while traveling S Walter Reed Drive using the following types of transportation?”

Answered: 35 Skipped: 1

	MUCH SAFER	SAFER	NEUTRAL	LESS SAFE	MUCH LESS SAFE	NOT APPLICABLE	TOTAL	WEIGHTED AVERAGE
Walking	40.00% 14	40.00% 14	14.29% 5	2.86% 1	0.00% 0	2.86% 1	35	1.91
Taking public transit	25.00% 8	25.00% 8	18.75% 6	3.13% 1	0.00% 0	28.13% 9	32	3.13
Biking	32.35% 11	38.24% 13	8.82% 3	0.00% 0	0.00% 0	20.59% 7	34	2.59
Using a scooter	31.25% 10	18.75% 6	9.38% 3	0.00% 0	0.00% 0	40.63% 13	32	3.41
Driving a personal vehicle	21.88% 7	31.25% 10	25.00% 8	3.13% 1	3.13% 1	15.63% 5	32	2.81

Engagement Summary

Desire for Additional Landscape Design

- The project team is working with interdisciplinary staff to find potential opportunities for bioretention, landscaping or tree planting opportunities.

Rectangular Rapid Flashing Beacon or HAWK Crossings on Walter Reed Drive

- Per County's marked crosswalk guidelines, as a two-lane, 25 MPH, road with 9700 Annual Average Daily Traffic (AADT) in 2020 or 13,000 AADT in 2019, the recommended treatment is a high visibility style crosswalk marking with pedestrian crossing signage. An RRFB or HAWK is recommended for higher speed roadways with more than two lanes.

Two-Way Cycle Track at 6th Street South

- The primary concern of a two-way cycle track over a short distance and crossing intersections is that a cyclists crossing traffic direction is unexpected to vehicular drivers turning to or from Walter Reed Drive. On an arterial road like Walter Reed Drive, DES' goal is to keep the bike facility treatment consistent throughout the corridor to reduce confusion or unexpected oncoming traffic from a different direction.
- 6th Street south is a neighborhood minor street and is more appropriate to propose a two-way cycle track over a short distance. The proposed two-way also does not cross over any intersection.

Utilization of Right-of-Way Spaces on Walter Reed Drive

- The revised concept minimizes removal of existing parking. The proposed concept balances the need for on-street parking and protecting bicycle crossing at intersections, while providing a net gain of approximately 25 spaces. ADA parking spaces will be included in subsequent design plans.
- Walter Reed Drive is an arterial street and serves multiple modes of transportation. These characteristics make it unsuitable for bus queuing and use as dedicated loading zones.

Out of Scope Comments

There were several comments requesting wider sidewalks throughout the corridor and protected bike lanes on 9th Street South. While staff understands these concerns, they are outside the scope of this capital project.

Next Steps

The project team is looking for opportunities to incorporate what we heard during public engagement into the final concept design. We will be continuing design development throughout 2022 with a final design anticipated in Summer 2022. Construction is tentatively slated to commence in Summer 2023 and will last approximately 12 months.

The next public engagement checkpoint for this project is expected to occur in Fall 2022.

More Information

Project Page: <https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/South-Walter-Reed-Drive-Complete-Street>

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