

You are a: (Select all that apply)				On a typical day, how do you travel around Arlington? (Select all that apply)						Overall, how safe will the proposed changes make					To what extent do you agree?	
Resident	Worker in Arlington	Visitor in Arlington	Business	Commuter	Walk	Take transit	Ride a bicycle	Ride a scooter	Drive a personal vehicle	Other (please specify)	Walking	Taking public transit	Biking	Using a scooter	Driving a personal vehicle	Response

Resident in Arlington Worker in Arlington  
 Commuter Walk Take transit Ride a bicycle Safer Neutral Safer Safer Safer Agree

Resident in Arlington Walk Ride a bicycle Drive a personal vehicle Much safer Much safer Much safer Much safer Much safer Strongly agree

Resident in Arlington

Drive a personal vehic Much safe| Much safe| Much safe| Much safe| Much safe| Strongly ag

Resident in Arlington

Walk

Take transi  
Ride a bicycle

Much safe| Much safe| Much safe| Much safe| Not applic| Strongly ag

Resident in Arlington

Walk

Much safe| Much safe| Much safe| Much safe| Not applic| Strongly ag

Resident in Arlington Worker in Arlington Business or commercial Walk Ride a bicycle Drive a personal vehicle Much safer| Much safer| Much safer| Much safer| Much safer| Strongly agree

Resident in Arlington Walk Drive a personal vehicle Safer Not applicable| Not applicable| Not applicable| Safer Agree

Resident in Arlington Walk Ride a bicycle Drive a personal vehicle Much safer| Safer Much safer| Much safer| Safer Agree

Resident in Arlington Visitor in Arlington Commuter Walk

Ride a bicycle

Much safer| Much safer| Safer Safer Much safer| Strongly ag

Resident in Arlington	Commuter Walk	Take transi	Ride a bicycle		Safer	Safer	Safer	Not applic	Not applic	Agree
Resident in Arlington	Walk			Drive a personal vehic	Not applic	Not applic	Not applic	Not applic	Neutral	Disagree
Worker in Arlington	Walk		Ride a bicycle	Drive a personal vehic	Safer	Not applic	Safer	Not applic	Safer	Strongly ag
Resident ir Worker in Arlington	Walk	Take transi	Ride a bicycle	Drive a personal vehic	Safer	Neutral	Safer	Safer	Much safe	Strongly ag
Resident ir Worker in Arlington	Walk	Take transi	Ride a bicycle		Much safe	Strongly ag				
Resident in Arlington	Walk			Drive a personal vehic	Neutral	Not applic	Not applic	Not applic	Neutral	No opinion
Resident in Arlington	Walk			Drive a personal vehic	Neutral	Safer	Not applic	Not applic	Safer	
Resident in Arlington	Walk	Take transi	Ride a bicycle		Much safe	Neutral	Safer	Not applic	Not applic	
Resident in Arlington	Walk		Ride a bicycle	Drive a personal vehic	Neutral	Neutral	Neutral	Neutral	Much less	Strongly di
Resident ir Worker in Arlington	Walk	Take transi	Ride a bicycle	Drive a personal vehic	Much safer		Much safer			Strongly ag

Resident in Arlington

Walk

Take transi

Ride a bicycle

Drive a personal vehic

Safer

Safer

Safer

Safer

Safer

Agree

Resident in Arlington	Commuter Walk	Take transi	Ride a bicy	Ride a scoo	Drive a personal vehic	Much safe	Safer	Much safe	Much safe	Safer	Strongly ag
Resident in Arlington	Walk				Drive a personal vehic	Safer	Not applic	Not applic	Not applic	Neutral	Agree

Resident in Arlington	Walk	Take transit (bus, Metro)			Drive a personal vehic	Safer	Neutral	Safer	Neutral	Neutral	Agree
Resident in Arlington	Walk				Drive a personal vehic	Neutral	Not applic	Safer	Not applic	Neutral	Agree

Resident in Arlington	Walk		Ride a bicycle		Drive a personal vehic	Safer					Agree
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Worker in Arlington  
Resident in Arlington

Ride a bicycle  
Take transit (bus, Metro)

Drive a personal vehicle

Safer

Safer

Safer

Agree

Resident in Arlington  
Resident in Arlington

Walk

Take transit (bus, Metro)  
Ride a bicycle

Drive a personal vehicle

Safer

Safer

Safer

Neutral

Drive a personal vehicle

Much safer

Safer

Not applicable

Not applicable

Much safer

Strongly agree

Resident in Arlington  
Visitor in Arlington

Walk

Ride a bicycle  
Ride a bicycle

Drive a personal vehicle

Safer

Safer

Not applicable

Safer

Neutral

Safer

Not applicable

Safer

Safer

Neutral

Agree

Strongly agree

Resident in Arlington

Walk

Drive a personal vehicle

Safer

Not applicable

Not applicable

Not applicable

Less safe

Disagree

Resident in Arlington  
Resident in Arlington

Walk  
Walk

Ride a bicycle  
Take transit (bus, Metro)

Drive a personal vehicle

Much safer

Not applicable

Safer

Not applicable

Safer

Strongly agree

Much safer

Much safer

Much safer

Much safer

Not applicable

Strongly agree

Resident in Arlington

Drive a personal vehic Neutral Neutral Neutral Neutral Safer Agree

Resident ir Worker in Arlington

Walk

Ride a bicycle

Drive a personal vehic Less safe Less safe Much safe| Much safe| Neutral Strongly di

Please share any additional comments in the box below regarding the cc

Open-Ended Response

It'd be nice if the bike lanes were a little wider. I see most of the sidewalk space is 5ft which is pretty small.

Given APS' plans for expansion at the Career Center including a large parking garage on 9th St, the block of 9th between Walter Reed and Highland will become too busy to function as a bike boulevard and will require actual bike infrastructure. This plan should anticipate and accommodate future protected bike lanes on that block of 9th. 12' travel lanes will only encourage speeding. Any extra space should instead be allocated to make the bike lanes wide enough to support side-by-side riding. To prevent vehicle intrusion, the entrances to the bike lanes could be "choked down" to 6' to prevent a car trying to enter & drive in the bike lane (by briefly expanding the buffer space). The buffer space should feature something more substantial than flex posts to protect cyclists, such as modular curbs or parking stops. Buffer areas that are not immediately adjacent to parking should feature crash-rated planters such as those currently installed on Pershing Drive to bring additional green biophilic elements to the project. The project team should continue to work to expand the project's financial scope to permit sidewalk expansion & reduction in extraneous impervious surface. The new crossing at 6th is a big improvement, but still unlikely to be sufficiently low-stress for most parents to be comfortable allowing their kids to cross unescorted. Connecting bikes on 6th to the light at 7th in a bidirectional way (for instance, via a two-way PBL on the east side) would support this safer crossing for our most vulnerable road users & allow more direct and intuitive routing for those on bikes coming from the Washington Blvd Trail stub at 6th St and heading west via the 7th Street traffic signal to cross Glebe Road.

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The sharrows on 9th st should not be permanent. Plan should have protected bike lane on 9th between Career center and AT&T given its usage.

Overall, the plans are great and I really appreciate staff's work on this. I appreciate that staff tried to make a low stress bike connection to travel east-west across Walter Reed near 6th, but while the crosswalk is great for people walking, it does NOT create a low stress bike connection, appropriate for kids getting to school by themselves. Instead of the current 2 way cycletrack on 6th, DES should build a two-way cycletrack on the east side of WR, which would allow people on bikes to utilize the light at 7th to cross Walter Reed in a truly low stress way. This would also require less bike handling skill and be less convoluted than the proposed path. Given APS' plans for expansion at the Career Center including a large parking garage on 9th St, the block of 9th between Walter Reed and Highland will become too busy to function as a bike boulevard and will require actual bike infrastructure. This plan should anticipate and accommodate future protected bike lanes on that block of 9th. 12' travel lanes will only encourage speeding. Any extra space should instead be allocated to make the bike lanes wide enough to support side-by-side riding. To prevent vehicle intrusion, the entrances to the bike lanes could be "choked down" to 6' to prevent a car trying to enter & drive in the bike lane (by briefly expanding the buffer space). The buffer space should feature something more substantial than flex posts to protect cyclists, such as modular curbs or parking stops. Buffer areas that are not immediately adjacent to parking should feature crash-rated planters such as those currently installed on Pershing Drive to bring additional green biophilic elements to the project. The project team should continue to work to expand the project's financial scope to permit sidewalk expansion & reduction in extraneous impervious surface. As noted, the new crossing at 6th is a big improvement for people walking, but still unlikely to be sufficiently low-stress for most parents to be comfortable allowing their kids to cross un-escorted. Connecting bikes on 6th to the light at 7th in a bidirectional way (for instance, via a two-way PBL on the east side) would

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I think buses for the career center should be able to queue and load on Walter Reed. The scant land in that site is too precious to use for bus transit infrastructure. Walter Reed is WIDE. Highland street isn't. Don't pave the career center site, use the road for bus transit - school and County and metro bus. Put bikes in Highland. Cyclists would prefer it as well. Stupid to not allow bus loading on Walter Reed. New career site plans require new street plans. Go back to the drawing board.

sagree

Please consider making bike lanes wider and reducing travel lanes to discourage speeding

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Currently the traffic signal at S 7th St is the only really safe place to cross Walter Reed or S Fillmore by foot between Columbia Pike and S 2nd St. As someone lives and frequently walks in the area, and who has kids who attend MPSA and use the Columbia Pike Library, I'd genuinely love to see more signals for safe crossing and also for keeping traffic \*not\* going 45mph as it barrels northward on Walter Reed to Fillmore and the street narrows..

I am concerned that the light on 9th Street will bring more traffic to 8th Street. I have already requested a 4 way stop at S Barton and S 8th because visibility is difficult due to parked vehicles and vehicles coming off of Walter Reed often exceed the speed limit.

Please get right of the southbound through/right turn lane at Columbia Pike, it adds very little capacity for motor vehicles because people will park in the bike lane, blocking traffic and eliminating the marginal capacity benefit and decreasing safety for all. Please protect the bike lane through the entire intersection at Columbia Pike. I appreciate efforts to connect to 6th St but the concept is complicated and not intuitive to use. Instead, please add another refuge island, crosswalk and dash bike lane. It is already a legal crosswalk anyways and replacing two underused street parking spaces with a crosswalk is a good trade off (especially since the impacted homes have driveways).

Protected bike lanes should be a major priority- lots of neighborhood kids travel along and across this stretch daily and paint alone will not protect them. Walter Reed is too wide and dangerous in this stretch.

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(1) The added crosswalk at 6th Street and the (improved) existing crosswalk at 8th Street may not be safe enough for pedestrians with the improvements shown, and signalized for pedestrians (with HAWK beacons). While narrowing travel lanes should marginally help with traffic speeds, simply restriping and implementing small pedestrian islands doesn't go far enough. To that point, (2) leftover pavement areas should be converted to landscape strips and/or islands and planted with trees. That is the best way to slow down traffic while also providing a streetscape design with a neighborhood character that is appropriate for a major street adjacent to elementary school and playground space.

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How many more people travel by car than by bike? 5x as many? 10x as many? Thank you for your creative thinking on the 6th St crossing. That's probably the trickiest part of this stretch to work out. What's in the latest proposal is very nice -- especially with a crosswalk being added at 6th St -- and will be much safer than the current situation. However, is there room to make this safer for younger cyclists? With two schools and a library across the street, there's often young kids biking west-bound on 6th who have to cross Walter Reed to get to the schools/library. Cars often speed through this area and don't stop for pedestrians or cyclists. Crossing at the 7th Street traffic light would be the safest crossing for young bikers. It would be ideal to have a short two-way bike lane on the east side of Walter Reed, from 6th St down to the 7th Street traffic light, allowing for easy crossing at the light (or widen to the sidewalk in that portion to add space for bikes?) Even with the latest design, I expect most kids and slower bike riders going west-bound on 6th will continue to bike down the sidewalk to the 7th Street light, so they can safely cross at a red light when cars have stopped. Thank again for your problem solving and work on this project. It will be much appreciated when it's construction.

;ree

1) Please PROTECT those bike lanes so that impatient tailgaters CANNOT use those bike lanes as a second lane to travel in and to pass other cars ahead of them -- there is TOO MUCH SPEEDING down Walter Reed from Glebe Road through the Columbia Pike Intersection. 2) I NOLONGER try to cross Walter Reed near the Col Pike Library because when one car stops for me the other car BEHIND it WILL pass that car and almost run me over. 3) If that chubette is still riding her bike at breakneck speed on those sidewalks near the Col Pike Library please arrest her and take her bike away from her. She is DANGEROUS.

Unfortunately, I had a conflict last night and was not able to attend the meeting. I live and work on Fillmore and 5th. I walk, bike, and drive here every day. I cannot express my disappointment in this design enough. After years of waiting for a road narrowing with pedestrian bump-outs at corners for safety, we get a re-striping project that only satisfies the bike lobby. The protected bike lane eliminates the possibility of curb extensions at corners. It also prevents moving the curblines farther into the street to narrow an absurdly wide corridor. There are wide painted areas in the middle of this street that could be green islands with trees; yet none of that is included here. I have read through community feedback about this since 2012. The consistent thread in that was 1. narrowing the road, 2. improving pedestrian crossings through curb extensions at corners, and 3. Turning gray to green (more trees). None of that is addressed in this plan. Now the fourth project manager to take over this project is a bike person, and the whole design shifts to prioritize bikers over pedestrians. I am a biker. The real residents who need improvements are the immigrant mothers who live in apartments and have to push strollers across dangerous intersections where through traffic refuses to stop. I wish you would try to navigate a stroller or wheelchair from 5th Street to Columbia Pike. You will see the problem is not inadequate bike facilities; it is inadequate and unsafe pedestrian infrastructure. Something this plan does nothing to address. You have misdiagnosed the problem. And inserted the County's bike agenda over the working people of this neighborhood.