

# S. Eads Street (12th Street S. to 15th Street S.) Complete Street Project

Concept Design Public Engagement – January 2022

## Project Background

The Bicycle Element of the Master Transportation Plan (2019) and the Crystal City Sector Plan (2010) call for S Eads Street Corridor to be reconstructed into a complete street—a safe environment for all travel modes including pedestrians, bicyclists, transit users and vehicles.

The segment of **S. Eads Street between 12<sup>th</sup> and 15<sup>th</sup> Streets** connects the bicycle/pedestrian facilities south of 15<sup>th</sup> Street S. and ties into the segment of S. Eads between 12th Street S. and Army Navy Drive, located to the north. This project includes only the northbound side of S. Eads Street and was added to the County's Capital Improvement Plan in 2020 to complete the corridor. The southbound portion of this segment was designed and has been included as part of the MetPark Site Plan, a private development.

Public engagement began in 2021 and will continue throughout the design process for the County's portion of the corridor segment.

## Goals and Basis

This project will deliver multimodal improvements to a key corridor connection to and from Pentagon City and Crystal City. It directly supports the broader goals and imperatives of the Master Transportation Plan and relevant sector plans, and improves broader multimodal transportation connectivity for people walking, biking, accessing transit and driving.

## Public Engagement

In January 2022, the County project team held a virtual community meeting presenting the preliminary design for complete street improvements on the east (northbound) side of the S. Eads Street corridor segment between 12<sup>th</sup> and 15<sup>th</sup> Streets. The presentation was accompanied with an online feedback form on the County's website to solicit feedback on the proposed concept design. The project team received 127 responses and 26 location-specific comments on an interactive map. The comment map is available here:

This concept design was informed by past engagement conducted in April 2021 which gathered feedback on existing site conditions. This initial and critical phase of public engagement gave the County valuable insights into respondents' demographics, potential users, specific impressions, concerns, and views on opportunities and constraints.

## What We Heard

Overall, public response indicated support for the proposed concept design. Respondents generally found the presented plans to be safer for all modes of transportation when compared to existing conditions.

The following graphs depict responses to the survey question: *After reviewing the concept design, how would you feel if the changes shown in the concept were implemented while traveling on this segment of S. Eads Street using the following types of transportation?*



- 71% of respondents would feel “Much Safer” or “Safer” **walking/rolling** in the project area if the concept design were implemented. 10% would feel “less safe” or “much less safe.” 17% of respondents felt neutral about their safety while walking/rolling with the concept design.
- 32% of respondents would feel “Much Safer” or “Safer” **riding transit** within the project area if the concept design were implemented. 6% would feel “less safe” or “much less safe.” 42% of respondents felt neutral about their safety while riding transit with the concept design.
- 57% of respondents would feel “Much Safer” or “Safer” **biking** within the project area if the concept design were implemented. 12% would feel “less safe” or “much less safe.” 16% of respondents felt neutral about their safety while biking with the concept design.
- 37% of respondents would feel “Much Safer” or “Safer” **riding a scooter** within the project area if the concept design were implemented. 9% would feel “less safe” or “much less safe.” 17% of respondents felt neutral about their safety while riding a scooter with the concept design.
- 30% of respondents would feel “Much Safer” or “Safer” **riding in a vehicle** within the project area if the concept design were implemented. 15% would feel “less safe” or “much less safe.” 43% of respondents felt neutral about their safety while riding in a vehicle with the concept design.

## Engagement Summary

Below is a summary of the feedback we received from the engagement form and interactive map.

### Safety

- There is a high level of concern with the proposed 'mixing zone' at 12<sup>th</sup> Street S. and S. Eads St intersection where cyclists are steered away from the curb line and switch positions with right-turning vehicles (also called a through bike lane or 'bicycle pocket'). Respondents describe being "sandwiched" between vehicles on either side of them as a great source of stress.
- Respondents requested flex posts be placed ahead of the mixing zone to deter vehicles from prematurely changing lanes in front of cyclists.
- Respondents requested the consideration of reducing or narrowing the vehicle curb-cuts to existing buildings to reduce vehicle-bike conflicts.
- Respondents asked for clarity on the associated infrastructure (e.g. lighting, push buttons) with the crosswalks at 13<sup>th</sup> Street S. and 14<sup>th</sup> Street S.

### Streetscape Design

- Respondents asked for the County to consider widening the proposed sidewalk width of 7'-6".
- Respondents requested an evaluation of streetlight coverage, particularly at crosswalks.
- Multiple respondents asked for more trees planted on Eads St for both shade and streetscape beautification.

### Traffic and Parking

- A couple of respondents expressed concern with vehicle traffic that may result from the existing I-395 entrance further north on S. Eads Street as well as potential increases in vehicle traffic resulting from the proposed VDOT project bringing Route 1 to grade.
- There were several respondents who suggested the County consider expanding island footprints and/or installing flex posts to deter idling vehicles from parking along curb line in no-parking zones.

### Graphical Clarifications

There were several comments that are addressed in the concept design that will be clarified graphically in the next iteration. These comments include requests for clarity on traffic control infrastructure at crosswalks and questions associated with work outside the defined project limits.

### Next Steps

The project team is looking for opportunities to incorporate what we heard during public engagement into the design. We will be continuing design development throughout 2022 with a final design anticipated in Winter 2022/2023 or Spring 2023. Construction is tentatively slated to commence in 2024 and will last approximately 12-15 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-Eads-Street-Complete-Street-12th-Street-to-15th-Street>

**Project Contact:**

Yasmine Doumi

Capital Projects Management Coordinator

Email: [ydoumi@arlingtonva.us](mailto:ydoumi@arlingtonva.us)

Tel: 703-228-3935