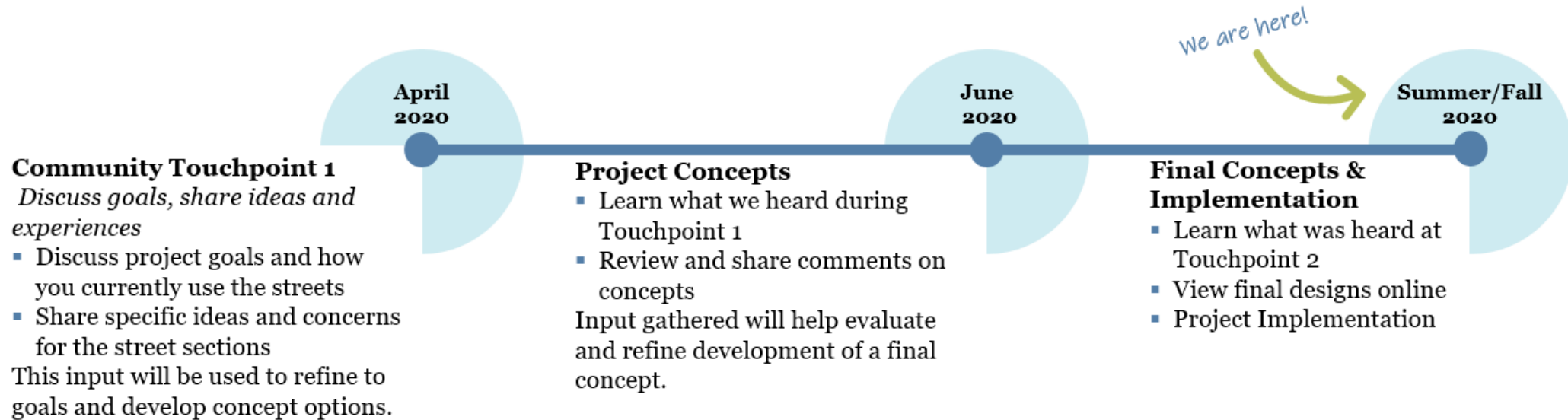


Wilson Boulevard (N Arlington Mill to McKinley Road)

Community Feedback Summary



Community Touchpoint - April

In April, we asked you to share your location-specific issues and concerns about the street segment today.

High level concerns included:

- Desire for continuous bike facility in order to minimize vehicle and cyclist conflicts
- Concerns regarding speeding along the corridor
- Desire for safer pedestrian crossings along the corridor
- Desire to increase understanding of motorist decisions at wide intersections (N Larrimore St and N Livingston St)

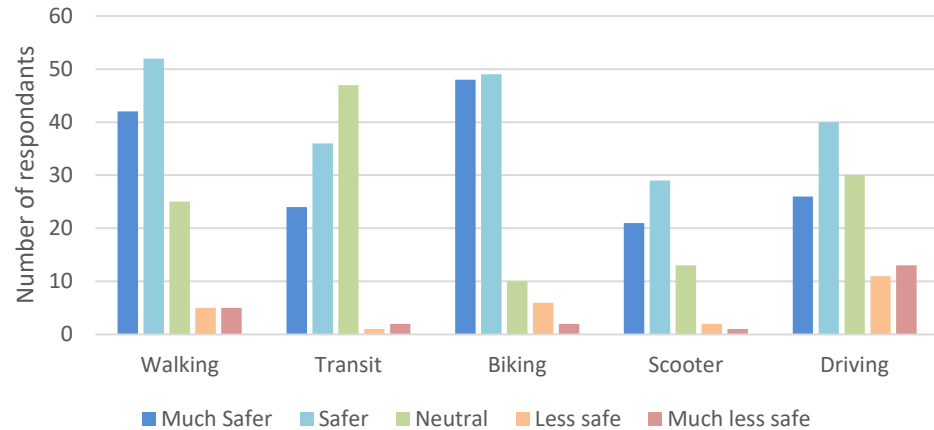
Wilson Boulevard (N Arlington Mill to McKinley Road)

Community Feedback Summary

Community Touchpoint - June

In June, we shared concept designs informed by April’s community input. We asked you to help us evaluate the concept designs based on the project goals of increasing safety and access for all road users.

- 67% of respondents agreed or strongly agreed that the design concept would have a positive impact on how they travel along Wilson Boulevard.
- Most respondents also indicated that the proposed concept would make them feel safer or much safer while traveling along Wilson Boulevard whether walking, biking or driving



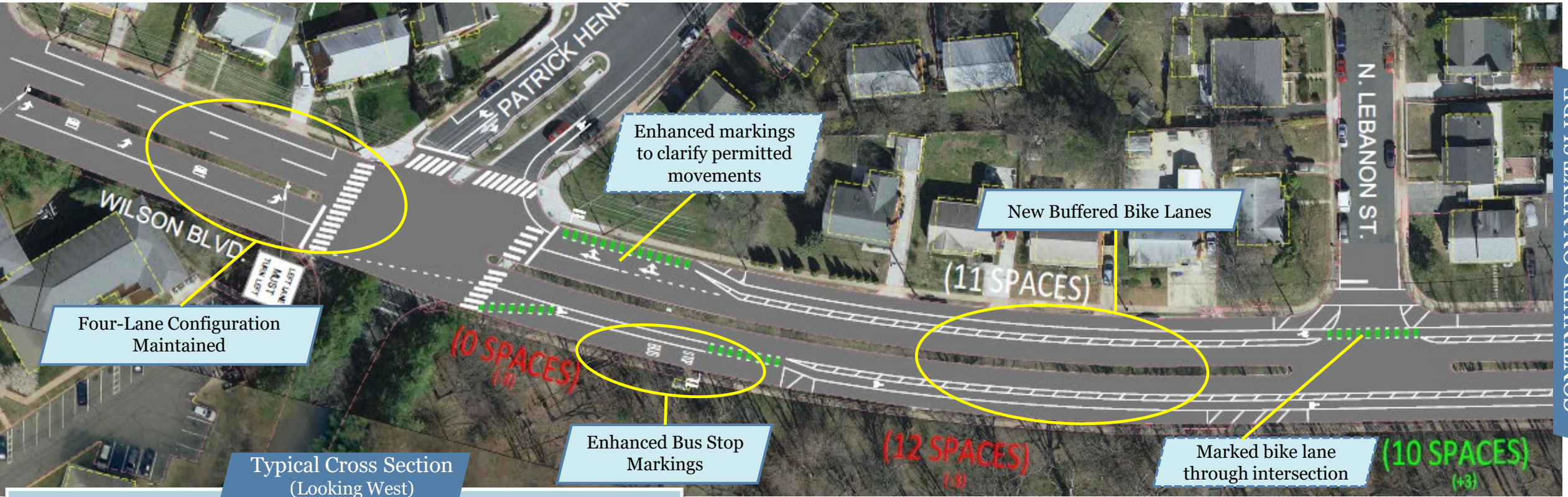
Location-Specific Feedback

We also asked for your location specific feedback on the concept designs to help us create final concepts plans.

Feedback shared:	How final concept was adjusted:
Desire for increased visibility of pedestrian crossings	Adds marked crosswalks and stop bars along the side streets on the north and south Adds bollards to buffered space near crosswalks where possible
Desire for increased visibility of bicycle lanes	Adds green skips to the bike lane across intersections
EB Patrick Henry – Desire for additional clarity around what movements are permitted in what travel lanes	Adds lane markings to clarify permitted movements
Desire for signals along the corridor to be reconsidered/relocated	Changing or altering locations of signals is out of scope for the repaving program, but signals in this corridor have been marked for further evaluation.
Desire for the bike lane to be protected with bollards or parking	The Fire Code requires 20' clear travelways and with a median being present PBL's would not be feasible since parked vehicles would be an obstruction.
Concern for whether transit will be impacted by curbside lanes	Transit stops are currently curbside and plan was coordinated with transit to increase service efficiency by consolidating bus stops and providing enhanced bus markings

Wilson Boulevard (N Arlington Mill to McKinley Road)

Final Concept - Patrick Henry Dr to N Lebanon St



Four-Lane Configuration Maintained

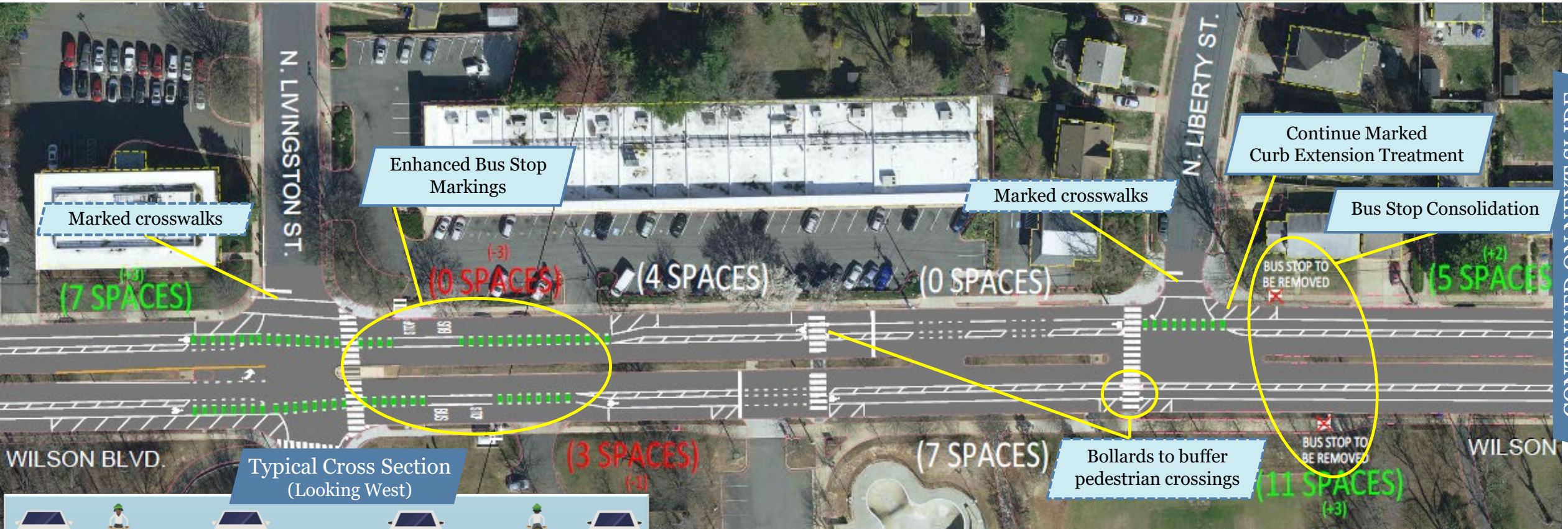
Typical Cross Section (Looking West)



CONTINUED ON NEXT SLIDE

Wilson Boulevard (N Arlington Mill to McKinley Road)

Final Concept - N Livingston St to N Liberty St



Enhanced Bus Stop Markings

Marked crosswalks

Continue Marked Curb Extension Treatment

Bus Stop Consolidation

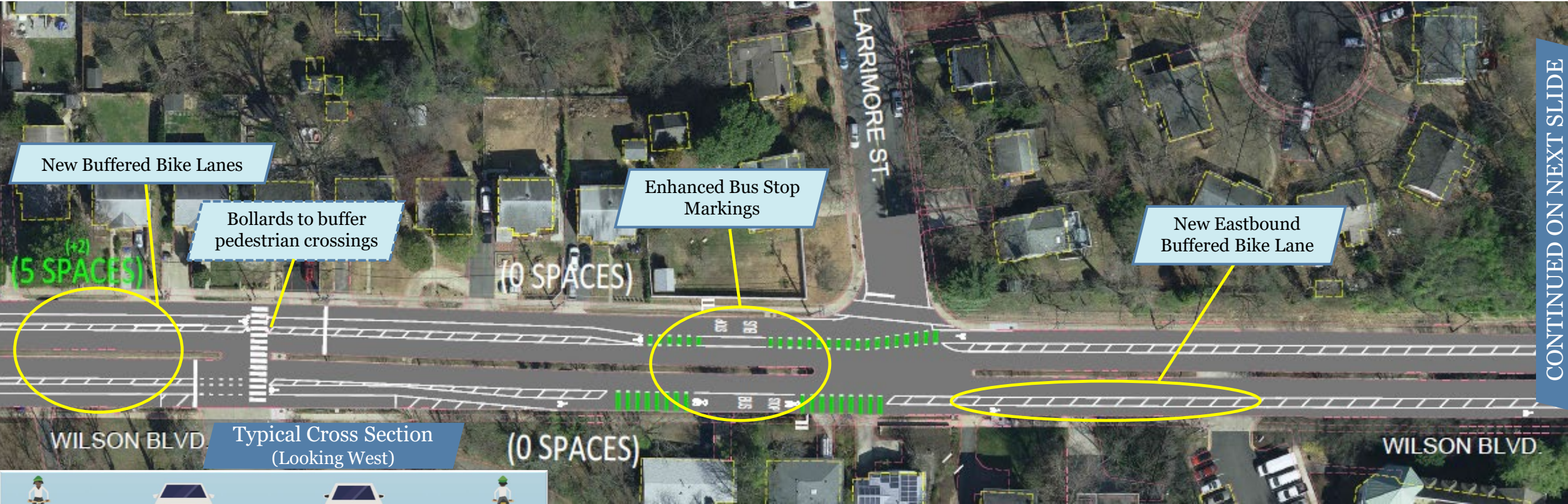
Typical Cross Section (Looking West)



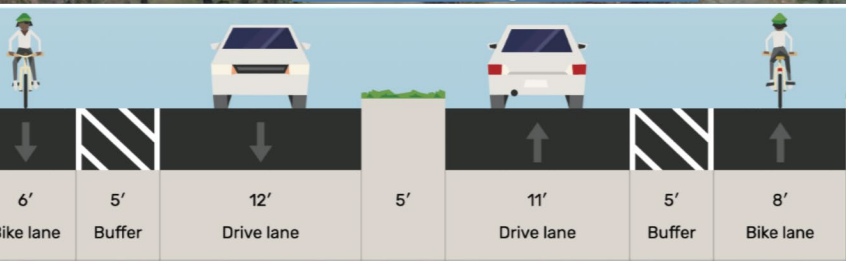
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Wilson Boulevard (N Arlington Mill to McKinley Road)

Final Concept - N Liberty to N Larrimore



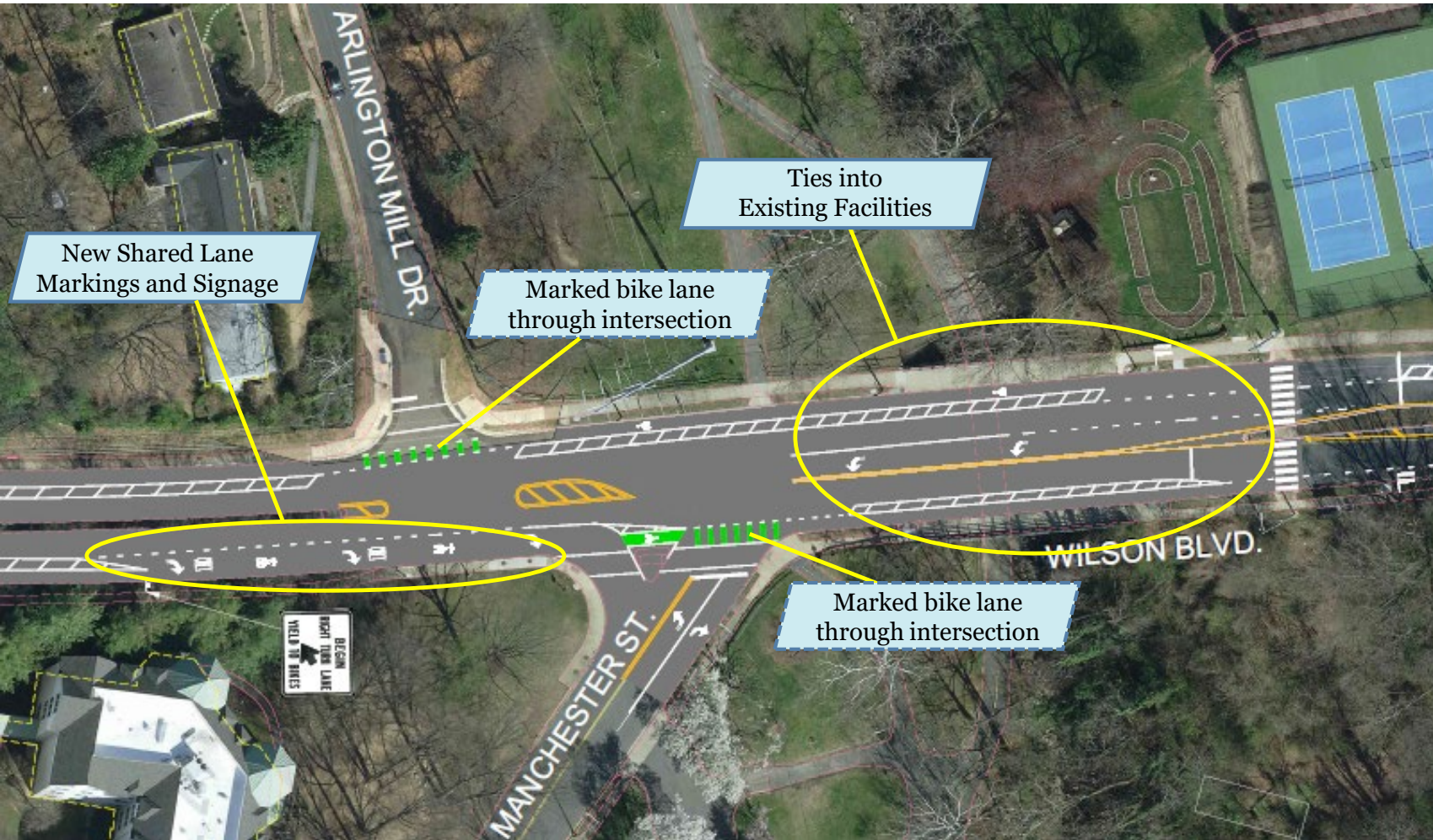
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More information: arlingtonva.us and search "Resurfacing for Complete Streets"

Wilson Boulevard (N Arlington Mill to McKinley Road)

Final Concept - Into Existing



Concept Design Summary

- **Accommodates existing traffic** with minimal delays while providing a **safer facility for all users** with more space for other travel modes through a roadway reconfiguration of a four-lane road to a two-lane road
- Adds additional separation between people driving and biking with **buffered bike lanes**
- **Increases transit efficiency** and pedestrian safety by consolidating bus stops and adding enhanced bus markings
- Improves conditions for people walking by **shortening crossing distances** with marked curb extensions at intersections
- Standardizes travel lane sizes to accommodate transit and school buses
- Provides 70 on-street parking spots (69 existing)

Construction Schedule

- Implementation scheduled for the 2020 paving season; late summer or early fall