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)

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

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>60</td>
</tr>
<tr>
<td>Transit</td>
<td>50</td>
</tr>
<tr>
<td>Biking</td>
<td>40</td>
</tr>
<tr>
<td>Scooter</td>
<td>30</td>
</tr>
<tr>
<td>Driving</td>
<td>20</td>
</tr>
</tbody>
</table>

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.
- 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.

More information: arlingtonva.us and search “Resurfacing for Complete Streets”
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)

Enhanced Bus Stop Markings

Enhanced markings to clarify permitted movements

New Buffered Bike Lanes

Marked bike lane through intersection

10 SPACES

11 SPACES

12 SPACES

More information: arlingtonva.us and search “Resurfacing for Complete Streets”
Wilson Boulevard (N Arlington Mill to McKinley Road)

Final Concept - N Livingston St to N Liberty St

- Marked crosswalks
- Enhanced Bus Stop Markings
- Marked crosswalks
- Typical Cross Section (Looking West)
- Bus Stop Consolidation
- Continue Marked Curb Extension Treatment
- Bollards to buffer pedestrian crossings
- Enhanced Bus Stop Markings
- Marked crosswalks

More information: arlingtonva.us and search “Resurfacing for Complete Streets”
Wilson Boulevard (N Arlington Mill to McKinley Road)

Final Concept - N Liberty to N Larrimore

- New Buffered Bike Lanes
- Enhanced Bus Stop Markings
- Bollards to buffer pedestrian crossings
- New Eastbound Buffered Bike Lane
- Typical Cross Section (Looking West)

More information: arlingtonva.us and search “Resurfacing for Complete Streets”
**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.

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