

**PERSHING DRIVE COMPLETE STREET IMPROVEMENTS  
EXECUTIVE SUMMARY**

**Design and Public Engagement**

An open house was held on May 22, 2018, at the Lyon Park Community Center regarding two design concepts for North Pershing Drive between Washington Boulevard and North Barton Street. The first concept included a central median, on-street bike lanes, and curb extensions at intersections. The second concept included protected bike lanes with curb extensions and islands at intersections. Graphics at the meeting illustrated both concepts as they would look if piloted in the near term (summer/fall 2018) and if they were built out.

The open house was scheduled to solicit public feedback on the two options in order to help staff determine which concept to implement as a pilot installation in the 2018 paving and marking season. The meeting's draft plans and associated materials were also made available on the County's website with the opportunity for online public comment from May 23 through June 6.

Public comment generally showed heightened concern in three categories:

1. Safety:
  - Strong support to keep and improve the four-way stop at N. Barton Street
  - Some support for the central median concept; however, much more support for protecting bicycle lanes
  - Concerns about safety - visibility at intersections and traffic speeds
  - Concerns about crossing the Washington Blvd./N. Pershing Drive intersection
2. Commercial parking:
  - Concerns about retaining parking for customers and deliveries at commercial properties at Washington Blvd./ N. Pershing Drive
3. Aesthetics and environmental concerns:
  - Strong support for street trees and plantings, but concerns about maintenance
  - Concerns about aesthetics of the protected bike lane pilot, especially the plastic bollards
  - Concerns about losing small crape myrtle trees with relocation of bikeshare station necessary with the protected bike lane concept.

The following adjustments were made to most effectively incorporate community input:

1. Safety:
  - Markings to be improved and the four-way stop at N. Barton will be retained with the pilot
  - Protected bike lane concept is the more effective method for calming automobile traffic in this area because it narrows the look and feel of the road and brings the automobile travel lanes closer together (no central median) to increase visual "friction" and encourage slower traffic.
  - Curb extensions will be installed at the Washington Blvd./Pershing intersection with the pilot installation to reduce crossing distance and improve safety at the intersection.
  - Curb extensions and islands will be painted beige to further support visual narrowing of the street and intersections and to emphasize pedestrian areas.
  - Proposed planting containers at intersections will be selected to maintain clear sight lines at intersections.

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2. Additional parking adjustments were made to the plans to further increase capacity near businesses:
  - Capital Bikeshare at 7<sup>th</sup> Street/Washington Blvd. to be relocated behind curb at intersection of Washington Blvd/Pershing Drive instead of in parking lane. This will also increase visibility of the bikeshare station.
  - Fire hydrant on the east leg of the Pershing/Washington Blvd. intersection will be relocated closer to the corner, and the WMATA bus stop will be moved to the far side of the intersection. Not only will this allow two more parking spaces on the east leg of the intersection, but it will also shift the bus stop to a better location. When coupled with the additional curb extensions on Washington Blvd., this will enable better, unobstructed access to front and rear bus doors.
  
3. Aesthetics/Environmental concerns
  - Planters will be included at intersections.
  - One large shade tree will be added to replace the existing small crape myrtles to be removed with the Capital Bikeshare relocation to the intersection. (Note that the three existing crape myrtles are in poor condition).
  - The white and yellow temporary bollards are currently available and appropriate for use in the pilot installation. Staff is investigating alternatives to bollards for protection of the bicycle lanes and at intersections. The pilot will be installed this season with temporary bollards; however, staff will investigate alternative devices and may test them during the piloting process if deemed appropriate and can be procured.
  - There are currently no opportunities for planting trees in the pilot project area. Residents have frequently cited the poor condition of median trees on N. Pershing Drive between N. Barton Street and Arlington Boulevard. Staff is working with Zoning to have them inspect and enforce compliance with the site plan (#406) which states that the developer is responsible for installation, care, and replacement of the median trees.