

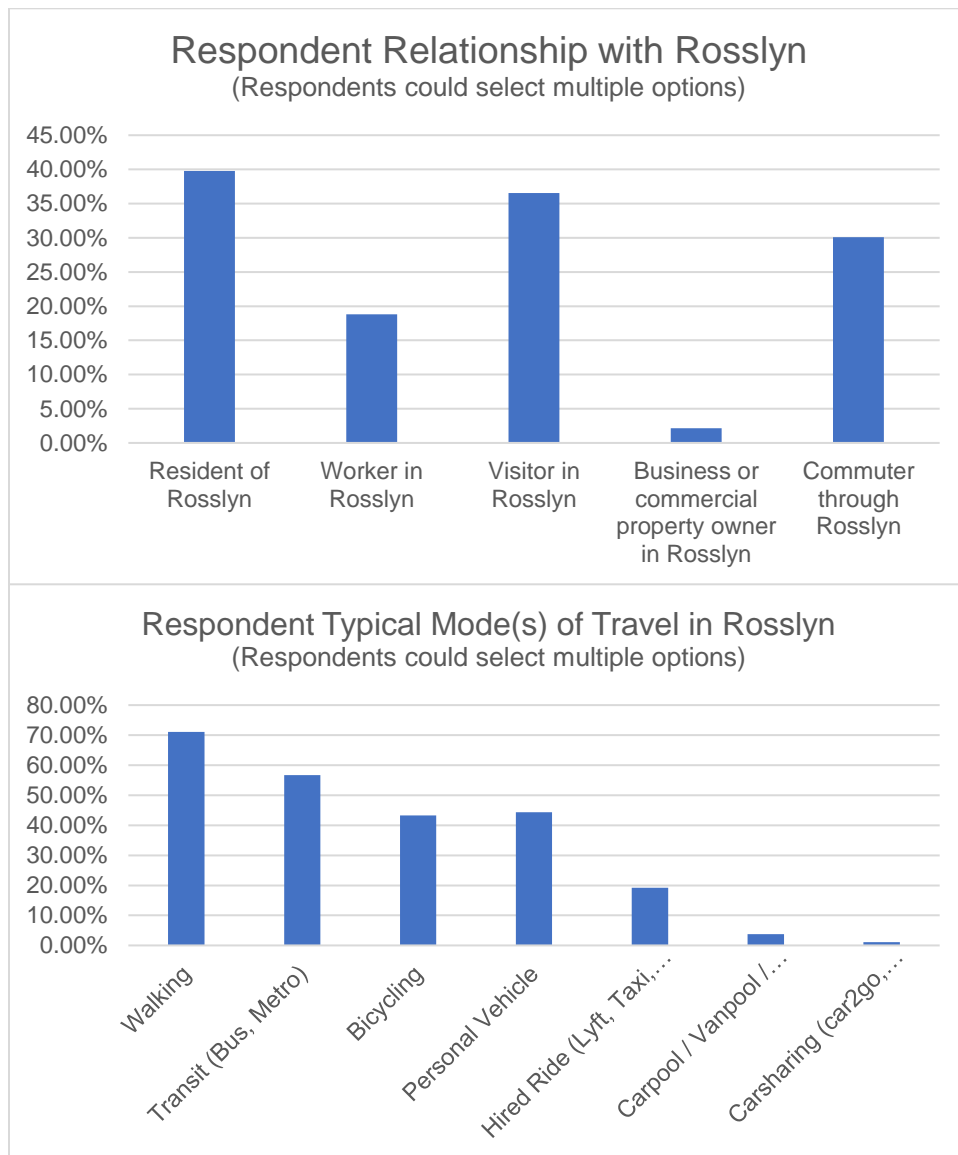
March 2019 Public Engagement Checkpoint Core of Rosslyn Transportation Study (Meeting 3 of 4)

Feedback Form Open from March 13 through April 5
Online Feedback Form Responses from Public = 187

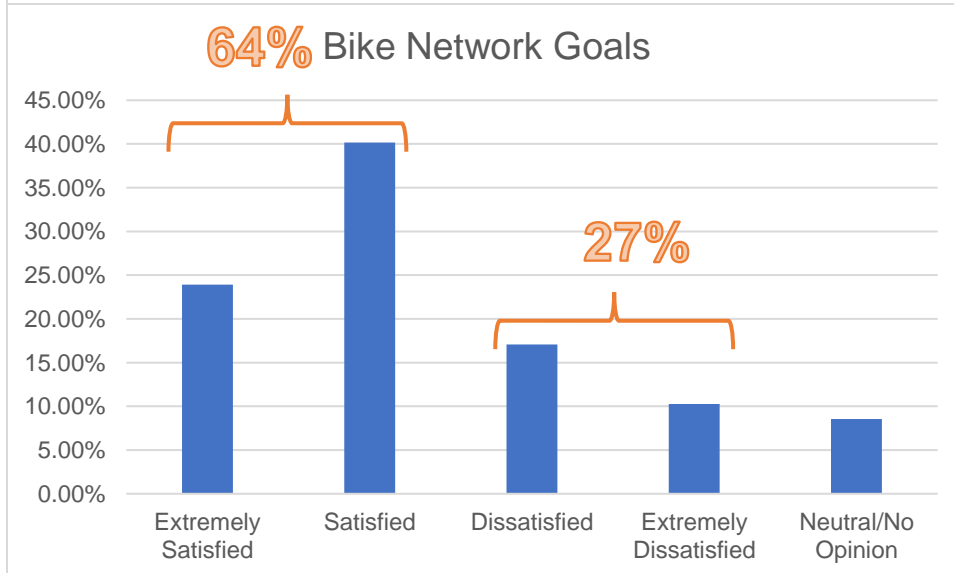
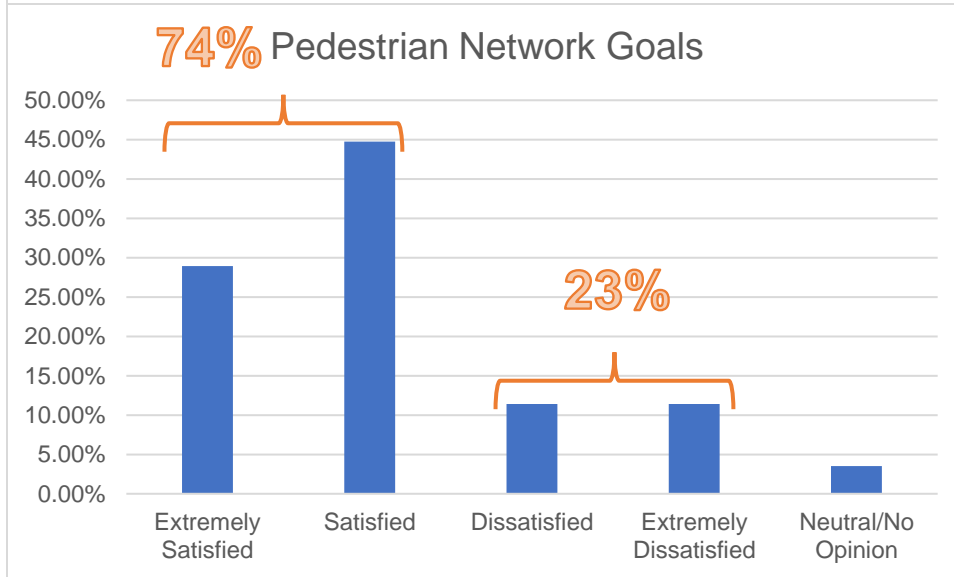
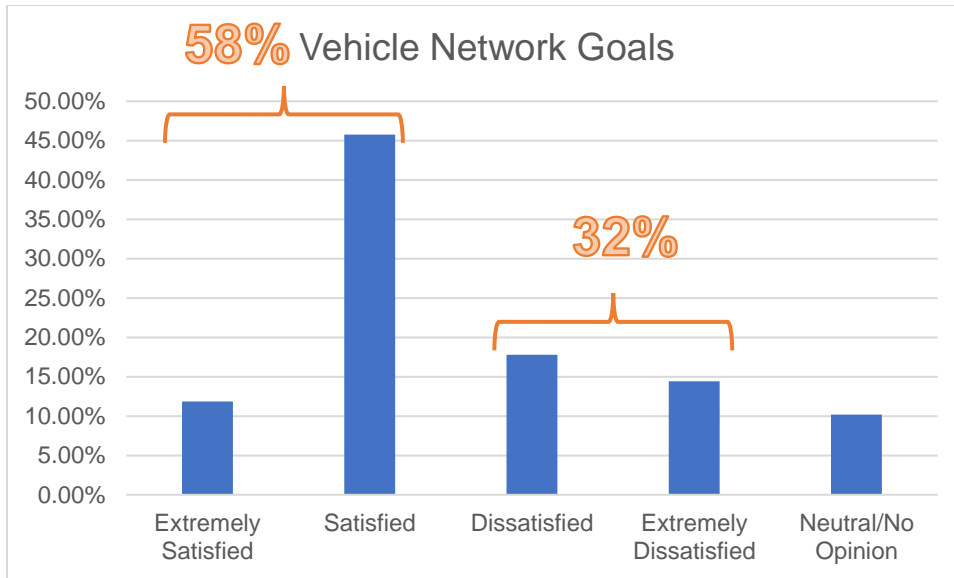
Meeting held March 13 at the CEB Observation Deck from 4:30PM – 7:00PM
Attendees at Meeting from Public = 80

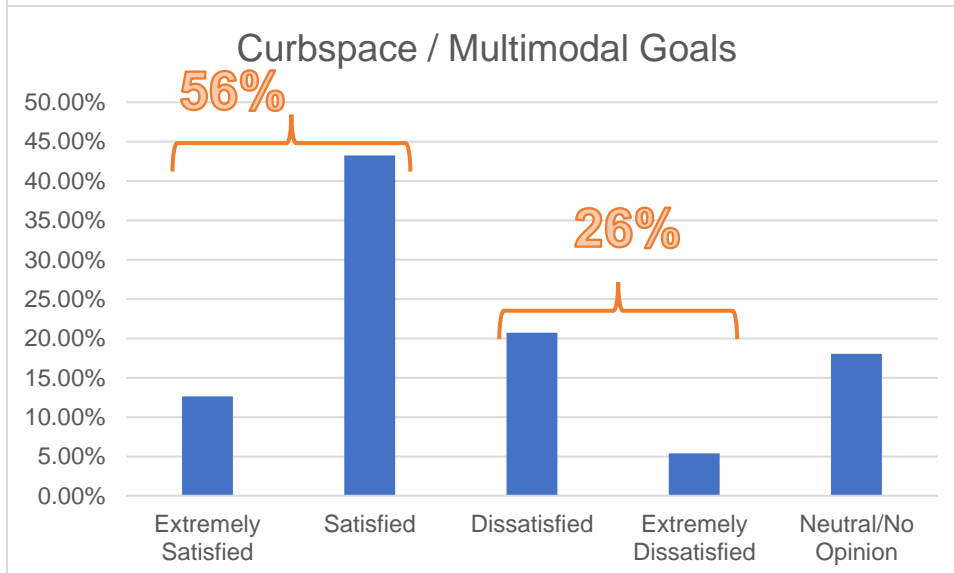
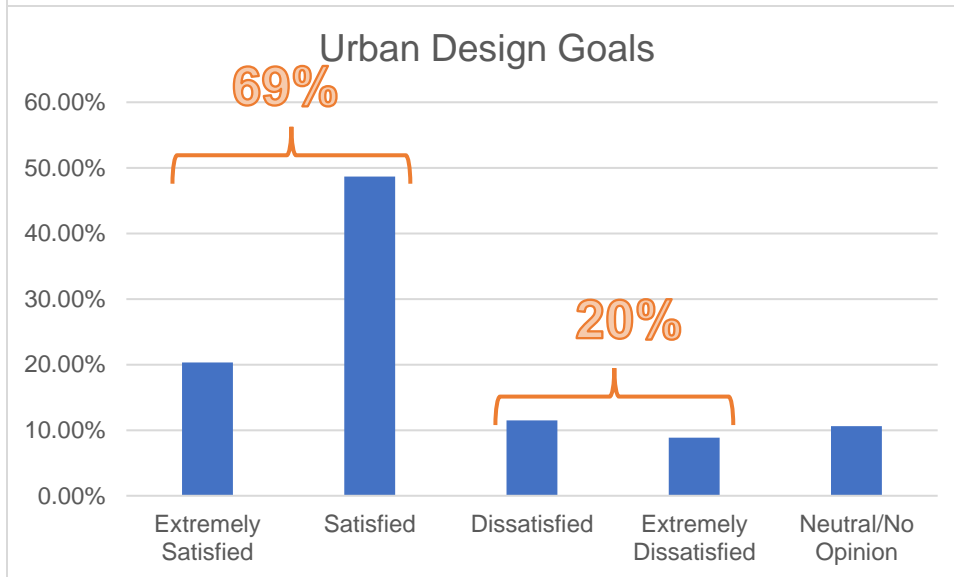
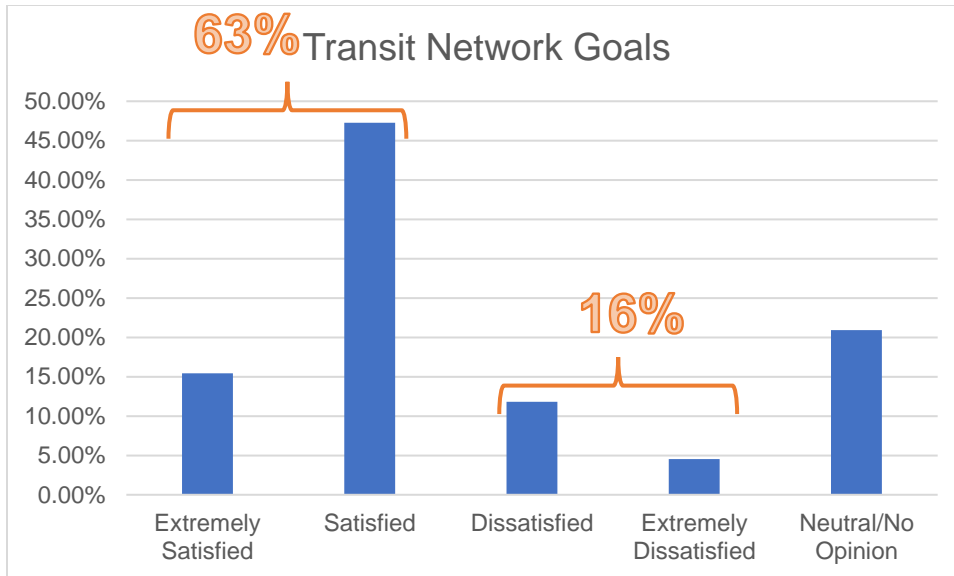
Feedback form was administered on iPads at public meeting

Summary charts of feedback:



For the following six charts, respondents were asked to rate how well the proposed infrastructure changes in the Core of Rosslyn Concept 2 Plan address community goals.





General Feedback:

- General positive feedback for the multimodal transportation improvements.
- Concern for congestion resulting from new or planned development.
- For each mode/design category, at least 56% of the respondents were satisfied with the proposed changes. (Most categories showed satisfaction in the 60% range.)
- For each mode/design category, no more than 32% of the population was dissatisfied with the proposed changes. (Most categories showed dissatisfaction in the 20% range.)
- Overall, respondents seemed most satisfied with the Pedestrian Network and Urban Design elements of the Core of Rosslyn Concept 2 Plan.
- Overall, respondents voiced the most concern regarding the Vehicle Network, Bike Network, and Curbspace/Multimodal Network.

Vehicle Network Feedback:

- Concern for increased congestion levels resulting from proposed changes
- Some desire for encouragement of alternative forms of transportation and carpooling
- Some desire for additional vehicle capacity in the urban core
- Suggested removal of slip lanes where feasible
- Concern for pedestrian safety and crossing conflicts with the proposed traffic patterns

Pedestrian Network Feedback:

- Concern for pedestrians with slip lanes and/or long crossing distances
- Desire for longer pedestrian signal timing
- Desire for wider sidewalks
- Interest in better access to public spaces like Gateway park
- Desire for more greenspace on sidewalks

Bicycle Network Feedback:

- Concern for bike-vehicle conflict points at intersections
- Concern for bicycle/pedestrian conflict points (e.g., where pedestrians cross bike lane)
- Concern that the plan dedicates too much space to the bike network
- Desire for more protection for bicycles than in the proposed concept
- Desire for more regional bicycle network connections
- Concern for e-scooters and how they will use the bike network

Transit Network Feedback:

- Desire for dedicated transit lanes in Rosslyn and options for transit priority
- Concerns for buses being caught in congestion
- Desire for Moore St to continue to function as a centralized transit hub and to include additional stops at the center of the urban core
- Desire for improved bus stop amenities

Urban Design Feedback:

- Desire for more greenspace in the streetscape
- Fear that for increased congestion and that it will deter people from Rosslyn's streets
- Suggestions for streetscape amenities (benches, tables, trash receptacles, etc.)

Curbspace/Multimodal Feedback:

- Desire for designated pick-up/drop-off/loading areas throughout the urban core
- Some desire for increased focus on transportation demand management strategies
- Some desire for additional on-street parking
- Interest in additional details regarding accessibility for those with disabilities