

Boundary Channel Drive/I-395 Interchange Improvements - Written Comments

Answered 38 + 6 provided at Open House
 Skipped 27

Question: **Please provide any additional comments about project.**

Comment #	Public Comment
1	Improve approaches to crosswalks with appropriate signals to drivers and design elements that will slow drivers. Avoid horizontal approaches at intersection with roundabout to reduce speeds
2	12' lanes seem overly wide. Won't this encourage speeding? I'm concerned these ramping crossings re too dangerous for kids to cross on their own on foot or by bike. Will there be rapid flashing beacons or, even better, a RAISED CROSSING? [emphasis theirs]. This would greatly improve the bike & ped experience and it would make the cars slow down at the conflict point.
3	Beautiful concept!! There should be more horizontal and vertical deflection at the roundabout/trail conflicts. Trail crossings across the 395 ramps should be raised (and feature ample advance warning and lighting). Roundabout / corner radii should be as tight as possible (and use aprons to accommodate larger vehicles). Build it ASAP!! Connect to the Humpback Bridge / MVT!!
4	Please soften and round out the turns at the roundabout crossings. And lose the hard curbs in the same if you can.
5	Please design the details for all types of bikes. And when designing facilities, make them appropriate for tykes. Happy holidays! Thanks for all you do!
6	THANKS for having the public update in Crystal City this week. The plans look pretty good to me - and I can't wait to try out the new paths (especially the missing link over to Humpback Bridge). I think my main concern is how to avoid conflict with the cyclists since it appears that we'll be sharing the 10' paths/sidewalks (and there's no room for them on the street). People also commented on the sharp angles as the paths approached the crosswalks - and if they could be smoother. Thanks for your hard work - and great to see you.
7	Given the speeds of motor vehicles coming on and off 395, and the high volumes, the potential for serious injuries and fatalities to people walking is high. Given no grade separation is proposed, the additional enhancements are key to ensuring safety in the corridor. High visibility crosswalks should be standard everywhere, but raised crosswalks and rumble strips are most likely to physically slow down motor vehicles. Additionally, given the speed and the non-urban nature of the crossings, right of way should NOT be given to people walking and biking, as it creates a false sense of security. This is the case in the Netherlands, where in non-urban areas cars get priority, because cars are going too fast to properly see and slow down for people walking and biking. Even if state law requires right of way for people in a crosswalk, measures should be taken to physically slow and alert vehicles to the crossing, but nevertheless not to encourage VRU to cross when fast moving motor vehicles are approaching.
8	The described crosswalk enhancements are all recommended in NCHRP Report 834, "Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities: A Guidebook." Roundabout & corner radii must also be minimized, in order to reduce driver speed near conflict points with drivers, and communicate that they are exiting a highway context.
9	Make sure turns onto shared use paths from Boundary Drive have geometry that makes possible use by cargo bikes, etc.
10	Because the project enhances walkability, remove the little tunnel to avoid problems
11	Most needed: a safe a fast way to commute via bicycle to go from Long Bridge Park area to the 14th Street Bridge.
12	The pentagon police do a pretty good job but up by the 395 bridge it is dangerous without a pedestrian path or bike lane markings or signage. Drivers are aggressive near 395
13	I have limited support for this plan. Using the shared trail traveling westbound, bicyclists are required to stop four times to cross intersections. Traveling East bicyclists stop two times. Meanwhile motor vehicles are never required to stop, only yield. Drivers don't know the law and never yield. I would like to see 1. Bikes on the road safely with low speed limits and narrow lanes. 2. RRFBs in red that require drivers to STOP for pedestrians.

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14	Bicyclists will be a major use group for this multi-use trail, so it should be designed for bicyclists. Trail should be at least 10 feet wide and allow speeds up to 20mph . At crosswalks, the trail takes very sharp turns towards the crossing. Please reduce the angle of those turns. Also, add more space for bicyclists and pedestrians to queue at crossings to allow trail users to pass behind them. Trail users will be at greatest risk at the crossings of the road. While this is a strong improvement from existing conditions, consider modifying the roundabout geometry to require a lower exit speed in addition to raised crosswalks, improved lighting and signage. Finally, at the intersection of Pentagon Access Road and Boundary Channel Drive, tighten the curb radius to prevent high-speed turns, which put trail users at risk.
15	Motorists going through this area are doing exactly that - going from some place to another place - and there presence in the area is fleeting and not intentional. Motorists thus are not always looking for other traffic in various forms. Anything to remedy that is helpful.
16	This project is great and will provide a new trail connection to the Mount Vernon Trail and LBJ Memorial Grove. The turn radii of the interchanges should be tighter to slow vehicle traffic. This will help prevent vehicle crashes as well as pedestrian and cyclist crashes. The exit ramps from 395 currently present a long runway that encourages fast motor vehicle travel. Engineering should done to ensure vehicles slow as they exit including curved lanes, rumble strips and lane narrowing. The project should include trail signage to help direct trail users to and from the Mount Vernon Trail as well nearby facilities such as bathrooms, recreation areas and businesses. Ensure the design has gentle angles approaching crossings for bikes. This is important for users who are children and parents using cargo bikes that have longer wheel bases.
17	This is one of the better designs to come out of the Arlington transportation department & VDOT. The biggest thing of connecting the MVT to boundary channel drive (without having to go the long way around thru the grove, or bushwacking thru the dirt) has been accomplished, it seems to me. Connection to Long Bridge park is good, but what I'm really looking for over there is a direction connection between long bridge park and the MVT via a direct path that parallels the railroad right of way.
18	1. This project is great and will provide a new trail connection to the Mount Vernon Trail and LBJ Memorial Grove. 2. The turn radii of the interchanges should be tighter to slow vehicle traffic. This will help prevent vehicle crashes as well as pedestrian and cyclist crashes. 3. The trail and interchanges should include lighting. 4. The crosswalks should be raised to slow vehicle traffic to reduce the risk of crashes. 5. The crosswalks should have Rectangular Rapid Flashing Beacons (RRFBs) activated automatically when pedestrians and cyclists approach to reduce the risk of crashes with motor vehicles. 6. The exit ramps from 395 currently present a long runway that encourages fast motor vehicle travel. Engineering should done to ensure vehicles slow as they exit including curved lanes, rumble strips and lane narrowing. 7. The project should include trail signage to help direct trail users to and from the Mount Vernon Trail as well nearby facilities such as bathrooms, recreation areas and businesses. 8. Ensure the design has gentle angles approaching crossings for bikes. This is important for users who are children and parents using cargo bikes that have longer wheel bases. 9. Ensure that there is a sufficient buffer between the shared use path and off-ramp from I-395 SB, including landscaping to protect shared use path users from headlight blindness.
19	The traffic off of 395 south towards the traffic circle will have to be managed to prevent speeding into the traffic circle. The design will have to be flexible enough to accommodate the aquatic center traffic as that facility comes on line. The traffic in the area will change dramatically when the center opens and the design of the corridor must consider the traffic load the aquatic center will generate.
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21	The trail connector from the MVT can and should be moved away from the highway and ramp and more into the woods, buffered with forest, which will make it far more pleasant for trail users, reducing the pollution and noise they have to deal with. Be sure to include comprehensive signage for trail users. All bike facilities should be separated from vehicles by physical barriers, not just paint. Crosswalks should be raised to improve safety and reduce speeds. All corners on trails and bike facilities need to be able to comfortably accommodate bicycles with long wheelbases, like cargo bikes, tandems, etc. Why is there a 10' sidewalk rather than a 12' shared-use path on the south side of the Drive? There seems to be plenty of room freed up with the ramps removal. The trail could be nicely curved away from the roadway and then back to go under 395. Newly freed up open space should be reforested with indigenous trees, a small climate mitigation effort. This might be a good opportunity to rehabilitate and highlight the Fort Runyon historical marker. The radii of the intersection of Boundary Channel and Connector Road need to be significantly tightened to discourage vehicles from rolling the stop sign to turn right from Connector onto Boundary Channel and to slow cars that are turning right from Boundary Channel onto Connector Road.
22	The shared use path, in the north west of the picture, along Pentagon lagoon, is drawn RIGHT NEXT to the road. Why? That is all gray field land, and there is plenty of it. Currently the dirt path moves away from the road, goes over the hill, and connects with the paved MVT path. Please MOVE THE PATH AWAY FROM THE ROAD. There is no need to have conflict between cars and cyclists / pedestrians. Car headlights blind pedestrians. Car pollution isnt good for pedestrians. Car noise is unpleasant. The trail is safer moved away from the road.
23	I prefer separate bike lanes to shared use lanes, but any extra connections to the trail are better than none. Both sides is key for safety and function.
24	1) Bicycle and pedestrian safety still needs significant improvement. In particular, off-ramps need to enforce the transition from interstate speed to local roads via successful design. Tight curves (or better, right-angle turns), significantly narrower roadways, raised crossings, and signalized intersections are all needed to help drivers adjust their speed and increase their attentiveness to non-motorized users. 2) Integration with the overall non-motorized transportation network is scarcely addressed. Way-finding, consistent design for through-travelers, and connections to other trails / bathrooms / transit stops / businesses / recreation should be an explicit part of the plan from the very beginning, not an afterthought to the highway design.
25	Based on experiences at the Columbia Pike/S Washington Boulevard interchange, significant measures need to be taken to ensure that cars are slowed enough to ensure bike/ped safety. I generally dislike crossing highway on-off ramps by foot or bike and would like to avoid such crossings here if possible. Please consider green paint for the Long Bridge Dr intersection to make it clear how bikes would transfer from the shared use paths to bike facilities on Long Bridge
26	Due to the fact that there are multiple crosswalks on exit ramps, numerous physical pedestrian crossing safety elements will need to be implemented to physically force drivers to slow down and look out for pedestrians.
27	For future, please consider adding a direct connection from the Long Bridge Drive roundabout to the existing ramp to southbound GW Parkway. Coordinate with NPS EFLD to permanently close Exit 10A loop ramp from SB I-395 and direct that traffic through the new BCD interchange to reach SB GW Parkway. This should significantly reduce delays and improve safety on SB I-395 and on SB GW Parkway, especially during the PM peak period and on weekends.
28	I'm concerned uncontrolled roundabouts will be more dangerous for pedestrians and bicyclists compared to a controlled intersection. Drivers approaching roundabouts often focus only on traffic coming from the left, failing to yield to pedestrians/bicyclists approaching from the right.
29	The design calls for the demolition of the existing SB exit ramp from I-395 to Boundary Channel Dr. For bike/ped traffic traveling between the bridge/MVT and Boundary Channel Dr NB, this hypotenuse path is more direct than following the proposed path to the roundabout and turning left -- ie, if the asphalt is replaced with turf there's a good chance it will just turn into a social trail anyway. Instead of demolishing the ramp completely, turn it into part of the trail network. On a separate note: some of the roundabout exit deflection angles seem to be too wide leading into crosswalks (specifically from I-395 SB to BCD NB and from BCD EB to Long Bridge Drive SB). Angles should be tighter to slow vehicles in preparation for crossing ped/bike movements.
30	(Your map is difficult to understand. Suggest you label it better within the survey.) I like roundabouts; dislike cloverleaves - they shew up a lot of land to maintain driver speed. Please also consider ENFORCEMENT in the budget. Please note, I do not currently live in Arlington but I own a house near the site and only moved out within the past year. A MAJOR factor in my move was that I was hit on my bicycle twice going to work (in DC) on Columbia Pike in Arlington so even though from my data, I might not look like a stakeholder, I still ride through here all the time and safety is very important to me. Would even consider moving back if it were safer.

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33	All of these items will be important, but most attention should be paid to designing the roadway to its speed. This can be best achieved through narrowing the curb to curb distance at each of the approaches to the crosswalks and by adjusting the geometry to create a more perpendicular approach to the rotary.
34	Not all crossing should be the same. The I395 southbound exit to Boundary Channel should have the most extreme safety treatment and one around the other circles should be less. The other problem might be the entrance to 395 Northbound. As you come from the circle, you are going to be speeding up.
35	Need to improve I-395N/GWP interchange
36	On east side of 395 the proposed northbound ramp traffic from Boundary Channel Drive will have to compete with the southbound traffic exiting 395 towards Crystal City (Boundary Channel Drive. May need another circle.
37	Raised crosswalks would really help make the many crossings required for pedestrians and cyclists using the new paths much safer.
38	No new roads or infrastructure should be getting built today without accompanying Shared use paths. I don't care if you have to road diet to make it happen. Design for people not cars!
39	Roundabouts are a terrible idea. They never work well. Why on earth would you put two in that area? You are guaranteeing a traffic nightmare all day.
40	Separated or protected bike lanes are needed and need to continue along the length of Boundary Channel Dr.
41	Lighting at all crosswalks/trail crossings.
42	I support all options to make it safer for pedestrians. Is there anyway to add buildings w/ retail?
43	survey not working properly
44	(Survey not working right - only allowing selection of support/agreement on one of the multiple issues on this and previous page)