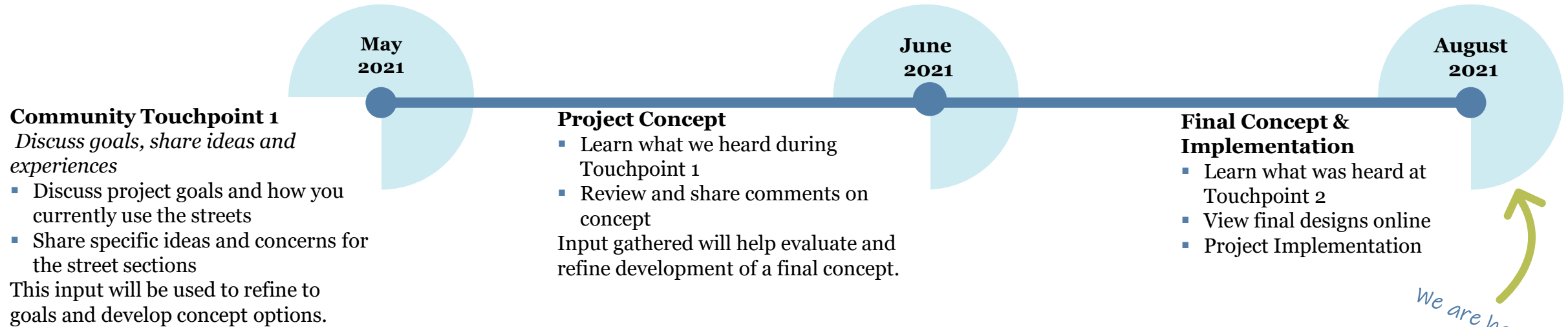


Wilson Boulevard (N Frederick St. to N George Mason Dr.)

Community Feedback Summary



Community Touchpoint - May

In May, 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
- Desire for safer trail crossing at the George Mason Drive intersection
- Desire to increase understanding of motorist decisions throughout the corridor

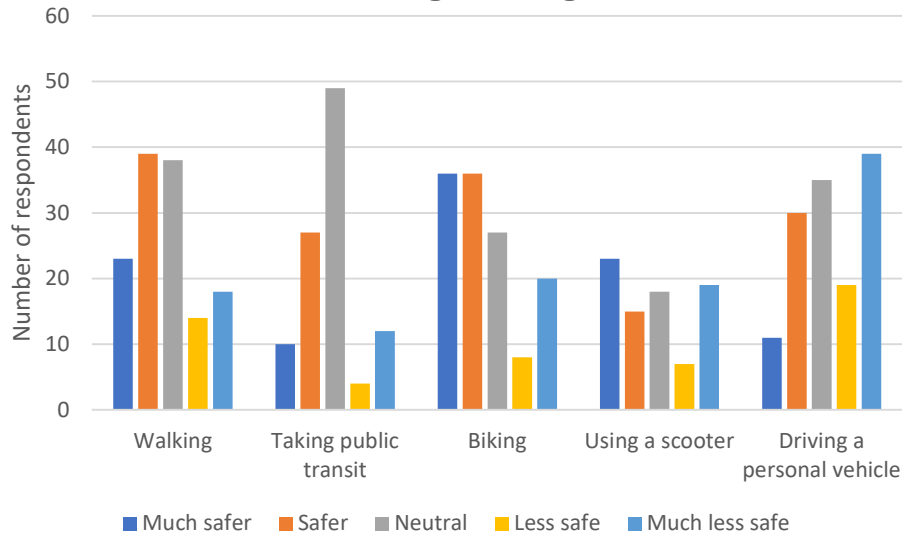
Wilson Boulevard (N Frederick St. to N George Mason Dr.)

Community Feedback Summary

Community Touchpoint - June

In June, we shared concept designs informed by May’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.

- Respondents were split about whether the proposed concept would improve how they travel along Wilson Boulevard, with 49% agreeing or strongly agreeing that it would improve how they travel.
- Most respondents did indicate that the proposed concept would make them feel safer or much safer while traveling along Wilson Boulevard whether walking or biking.



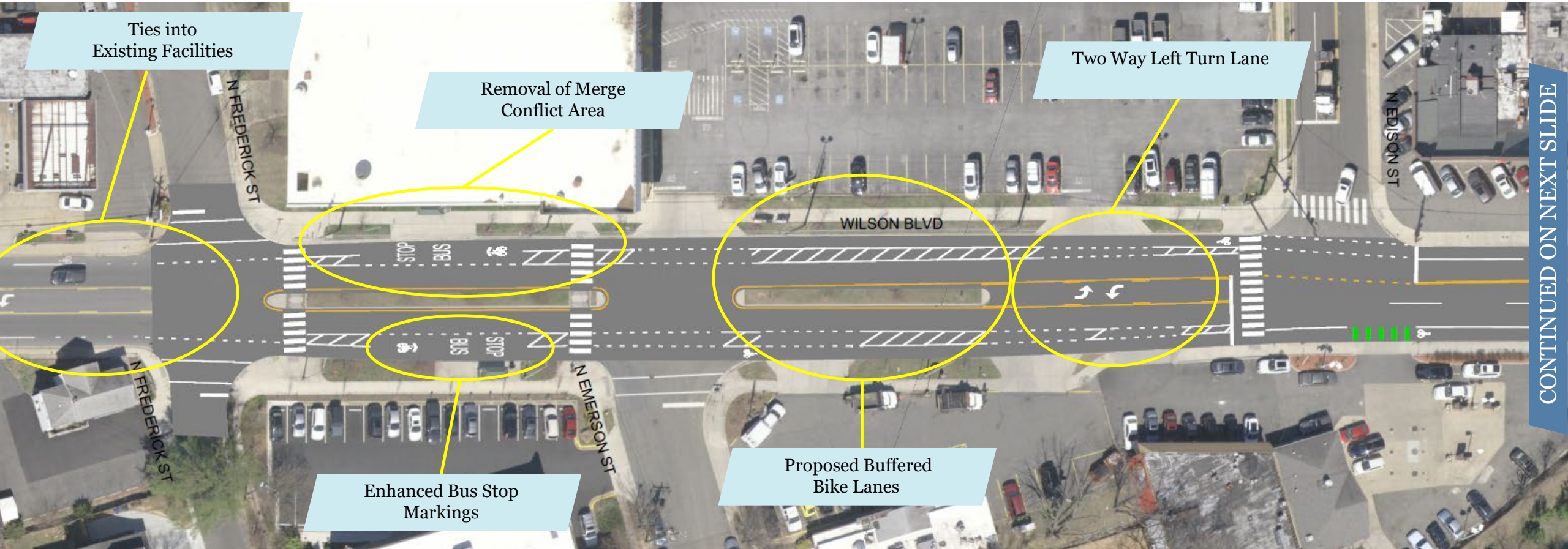
Location-Specific Feedback

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 improved biked connections at Wilson & George Mason Dr	Adds a bike box at the northwest corner of the intersection.
Desire for the bike lane to be protected with bollards	Most sections of the buffered bike lanes have frequent driveways and bus stops that prevent adding physical barriers; 20’ clear travelways are also required for fire department access. Therefore, the bike lane cannot be protected.
Requests for a protected left-turn cycle for vehicles on Wilson	A left turn warrant analysis was conducted, and it was recommended that the left-turn phase continue to operate as a permitted phase. However, as part of the repaving project the eastbound left turn lane alignment is shifting north, improving sight lines for turning vehicles in both directions.
Advance signage for the right-turn only lane may be needed	Advanced signage and markings for the right-turn-only lane will be included in this project.
Remarks that the Bluemont Junction and Custis trails are already nearby	Bike lanes here serve many purposes besides providing an alternate path to the trail; they also improve connectivity to other destinations, such as the nearby homes, businesses, and school.

Resurfacing Projects for Complete Streets

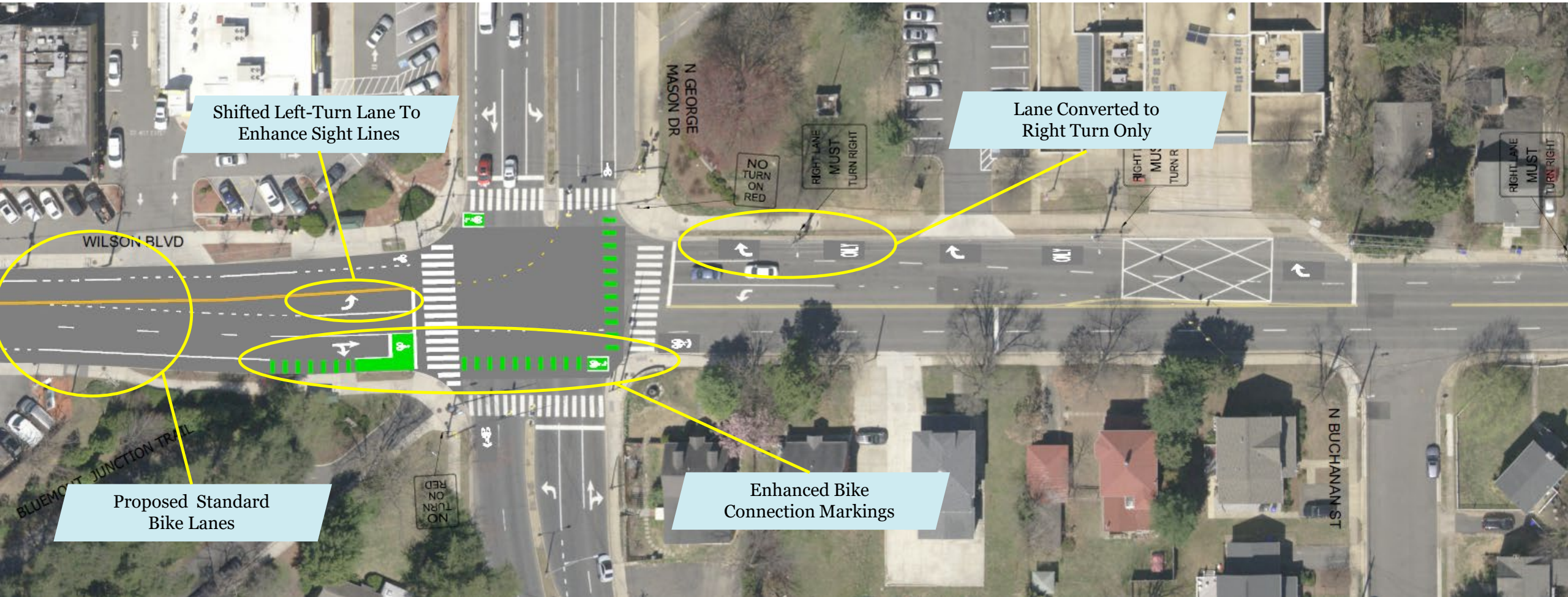
Final Plan Wilson Boulevard (N Frederick St to N Emerson St)



CONTINUED ON NEXT SLIDE

Resurfacing Projects for Complete Streets

Final Plan Wilson Boulevard (N Emerson St to George Mason Dr)



Shifted Left-Turn Lane To Enhance Sight Lines

Lane Converted to Right Turn Only

Enhanced Bike Connection Markings

Proposed Standard Bike Lanes

Resurfacing Projects for Complete Streets

Final Plan Wilson Boulevard



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 and painted bike lanes**
- Enhances the **trail connection** with improved bike crossings
- **Increases transit efficiency** and pedestrian safety by adding enhanced bus markings
- **Reduces merging conflicts** by providing a consistent westbound lane configuration
- **Improves visibility** for left turning vehicles