



LANE MERGE CONFLICT AREA REMOVED BY DROPPING A WESTBOUND LANE AT GEORGE MASON DR INSTEAD OF AT N FREDERICK ST

PROPOSED BUFFERED BIKE LANES (030) EACH DIRECTION

PROPOSED TWO-WAY LEFT TURN LANE

PROPOSED STANDARD BIKE LANES IN EACH DIRECTION

ROADWAY RECONFIGURED TO HAVE DEDICATED SPACE FOR ALL MODES

OFFSET LEFT TURN LANE TO PROVIDE BETTER SIGHT DISTANCE

TWO EASTBOUND TRAVEL LANES MAINTAINED IN THIS SECTION FOR SAFETY AND OPERATIONS OF ALL USERS

ENHANCED BIKE MARKINGS ACROSS DRIVEWAY

ENHANCED BIKE CONNECTION BETWEEN EASTBOUND (003) AND NORTHBOUND DIRECTION

LANE CHANGED TO RIGHT-TURN ONLY

NO TURN ON RED

CONTINUATION OF CONFIGURATION TO THE WEST: ONE VEHICLE LANE (027) AND A BIKE LANE IN EACH DIRECTION

#001

Posted by **Noah Hansen** on **06/28/2021** at **1:07pm** [Comment ID: 4163] - [Link](#)

Agree: 2, Disagree: -1

Would be nice to have bike lanes continue on Wilson. Real opportunity for a stellar urban bikeway from the river to Falls Church. I work out at a gym in the area and the disconnected bike trails and requirement for a bus transfer mean reliably accessing the area by means other than car are burdensome, complicated, and time-consuming.

Reply by **William Barratt** on **06/30/2021** at **12:30am** [Comment ID: 4180] - [Link](#)

Agree: 1, Disagree: 0

I have lived in Bluemont for five years and have only ever seen a handful of cyclists willing to go up the big hill on the west side of Four Mile Run, even after the bike lanes were added.

Reply by **David Van Wagner** on **07/03/2021** at **9:12pm** [Comment ID: 4205] - [Link](#)

Agree: 0, Disagree: 0

The proposal would be consistent with the Bluemont Civic Association's Neighborhood Conservation Plan (2013) and its envisioned road diet for the segment of Wilson Boulevard running through Bluemont (i.e., Wilson Boulevard between Glebe Road and Bluemont and Bon Air parks).

Reply by **Charlie Thomas** on **07/05/2021** at **4:13pm** [Comment ID: 4224] - [Link](#)

Agree: 0, Disagree: 0

I agree. Bike lanes should continue on Wilson Blvd to Glebe Road.

Reply by **Allen Norton** on **07/06/2021** at **7:41pm** [Comment ID: 4235] - [Link](#)

Agree: 0, Disagree: 0

Running bike lanes from George Mason to Glebe real thoroughly mess up traffic flow. In the morning cars turn East onto Wilson from George Mason, more from Abington and more still from the Townhouses near the funeral home. There are also the school buses. Taking away two car lanes to get bike lanes is not a road diet, it will be a road stoppage. And, what would the bike lanes gain? They would stop at Glebe and there are no bike lanes there either East-West or North-South.

#002

Posted by **Jenny Hodge** on **06/24/2021** at **10:59am** [Comment ID: 4151] - [Link](#)

Agree: 2, Disagree: 0

You will need lots of "advance warning" signs that the right lane ahead at George Mason is a right turn only lane. Currently, vehicles use the right lane to race forward past the Safeway and then merge left to continue westbound on Wilson.

Reply by **William Barratt** on **06/30/2021** at **12:35am** [Comment ID: 4181] - [Link](#)

Agree: 1, Disagree: 0

I agree. Because of the uphill approach to the intersection with George Mason, a right-turn-only lane would surprise some drivers, especially people who don't come through the intersection regularly. Similar to the way it's hard to figure out which lane you need to be in on southbound Carlin Springs Rd approaching Columbia Pike, until you reach the hill and discover you are in a turn-only lane.

Reply by **Charlie Thomas** on **07/05/2021** at **4:16pm** [Comment ID: 4225] - [Link](#)

Agree: 0, Disagree: 0

Bike lanes should be added for westbound cyclists between George Mason and Glebe Road.

Reply by **Allen Norton** on **07/06/2021** at **6:18pm** [Comment ID: 4234] - [Link](#)

Agree: 0, Disagree: 0

You need to give Westbound drivers earlier warning that the right lane is turn-only at George Mason. Your design has the right-turn-only arrows starting at the Fire Station. That is much to late. There is a high volume of Westbound traffic in the late-afternoon and evening. Cars in the right lane are not going to be able to move left when they get that close to George Mason. There needs to be a " Right Lane Ends " sign at least 750' East of the intersection so that drivers know to move left while they still can. Repair crews commonly put " Lane Closed " signs at least 700-1,000' before the lane closure point. Why can't you?

#003

Posted by **Jonn** on **06/23/2021** at **10:04am** [Comment ID: 4141] - [Link](#)

Agree: 0, Disagree: 0

Entrance bike lanes on West and North sides of the intersection of Wilson Blvd and N. George Mason Dr.

#004

Posted by **Sean Arlington** on **06/22/2021** at **3:27pm** [Comment ID: 4129] - [Link](#)

Agree: 3, Disagree: 0

The most dangerous stretch is by far walking down Wilson blvd between N George Mason and N Abingdon st. I am on the Carlin Ridge HOA and actively hear about how neighbors avoid this stretch whenever they have dogs or children. It is a shame, as it is the only way for residents along N Abingdon south of Wilson to connect to the Bluemont trail or walk to the Safeway, and as a result many residents avoid it altogether. Hopefully addressing this area is next on the list.

Reply by **Charlie Thomas** on **07/05/2021** at **4:10pm** [Comment ID: 4223] - [Link](#)

Agree: 0, Disagree: 0

I agree. The sidewalks on Wilson are far too narrow between George Mason and Glebe and hopefully this will be addressed in future. Also bike lanes should continue all Wilson all the way to Glebe Rd.

#005

Posted by **William Barratt** on **06/23/2021** at **9:13am** [Comment ID: 4136] - [Link](#)

Agree: 1, Disagree: -2

Changing to a single through-lane would create terrible backups on westbound Wilson Blvd at George Mason Dr during busy times, especially afternoon rush hour. The cars will be backed up on an uphill slope, meaning they will have to gun their engines to get started and create more noise and emissions. They will also be more likely to inadvertently block the

fire station entrance.

#006

Posted by **Steve Wardell** on **06/22/2021** at **3:19pm** [Comment ID: 4127] - [Link](#)

Agree: 4, Disagree: 0

The SE corner is really tiny / obstructed by pole. Any way to improve in this effort?

#007

Posted by **Laura-Kate Bernstein** on **06/25/2021** at **12:28pm** [Comment ID: 4158] - [Link](#)

Agree: 0, Disagree: 0

Please consider a left turn signal for vehicles on Wilson at the intersection with George Mason. Especially if it goes down to one lane for through traffic, the turn lane is likely to back up into the through lane. Also, a left turn signal would be helpful to make sure the crosswalks remain safe.

#008

Posted by **Richard Viola** on **06/22/2021** at **10:37am** [Comment ID: 4124] - [Link](#)

Agree: 7, Disagree: -1

North and west sides of intersection also get lots of bike traffic and could use green markings as well.

Reply by **William Barratt** on **06/23/2021** at **9:19am** [Comment ID: 4138] - [Link](#)

Agree: 1, Disagree: -5

I frequently cycle through this intersection and I don't see many other cyclists, except those who are using the crosswalks to get between the two sections of the Bluemont Junction Trail. I think the existing crosswalk markings are sufficient.

Reply by **Chris Slatt** on **06/24/2021** at **11:36am** [Comment ID: 4153] - [Link](#)

Agree: 5, Disagree: -1

Like Richard said - bikes traveling through here are just as likely to use the west and north crosswalks as they are to use the south and east crosswalks. It all depends on the state of the signal when a family on bikes arrives at the crossing.

Reply by **William Barratt** on **06/30/2021** at **12:17am** [Comment ID: 4178] - [Link](#)

Agree: 1, Disagree: 0

I don't disagree at all about which crosswalks cyclists are using. I cycle through there frequently and I use them all. I just don't see the point of giving bicycles a separate crosswalk since the existing crosswalks are wide enough for bicycles and pedestrians to use simultaneously, even at busy times.

Reply by **Grant T Mandsager** on **07/05/2021** at **11:18am** [Comment ID: 4213] - [Link](#)

Agree: 0, Disagree: 0

I cycle here frequently and see many, many cyclists, as well as pedestrians. The curb space at the corners is a severe limiting factor for those waiting on signals. The bike box on the SE corner of the intersection is good, please consider where there can be more of this.

#009

Posted by **epotter@arlingtonva.us** on **06/25/2021** at **2:04pm** [Comment ID: 4161] - [Link](#)

Agree: 1, Disagree: -1

"Suggest traffic lights timed so that there are times that all vehicles are stopped, including turning vehicles, when a pedestrian crosses the street."

-Karen (comment received via email)

Reply by **William Barratt** on **06/30/2021** at **12:14am** [Comment ID: 4177] - [Link](#)

Agree: 1, Disagree: 0

That would allow diagonal crossings, which would be cool for those of us using the Bluemont Junction Trail.

Reply by **Sundburg** on **06/30/2021** at **12:43pm** [Comment ID: 4185] - [Link](#)

Agree: 1, Disagree: 0

All lights should turn red when the fire station is being called for service. Having all lights red at other times could lead to confusion as people try to cross when emergency vehicles need to pass, delay emergency response and could easily get a pedestrian or cyclist killed.

#010

Posted by **Clayton Dean** on **06/22/2021** at **5:30pm** [Comment ID: 4133] - [Link](#)

Agree: 4, Disagree: -6

There is a wonderful and quiet bike path ALREADY here!!! There is no need for this on Wilson -- an issue that was 100% created by Arlington County when they (short-sightedly) made Wilson one lane headed West

Reply by **William Barratt** on **06/23/2021** at **9:27am** [Comment ID: 4140] - [Link](#)

Agree: 2, Disagree: -7

I completely agree. There are very few cyclists on Wilson Blvd, and adding bike lanes is not going to result in many more cyclists using Wilson. I regularly commute on my bicycle through this area and I almost always choose to use the Bluemont Junction Trail, which is safe and pleasant. This proposed restriping project will make life worse for thousands of drivers every day, while only benefiting a few dozen cyclists.

Reply by **Elizabeth Gallagher** on **06/25/2021** at **6:50am** [Comment ID: 4156] - [Link](#)

Agree: 4, Disagree: -3

The issues being addressed in mind with these changes is not in providing an alternative to the Bluemont Junction trail but instead expanding access to its entrances by making approaching the entrance more protected. Additionally, the Bluemont Junction trail is wonderful but a bit out-of-the-way if making a longer trip to Falls Church. i.e. If I could

ride all the way down Wilson and pickup the Custis Trail where they intersect further down the hill -- that would cut a mile off the trip vs. taking the Bluemont Junction trail which travels away from Wilson.

Reply by **William Barratt** on **06/30/2021** at **12:11am** [Comment ID: 4176] - [Link](#)

Agree: 2, Disagree: 0

Ms. Gallagher, you can already connect to the Custis Trail quite easily, by going up the bike lane on George Mason Drive. If you wish to connect to the W&OD Trail using Wilson Blvd, you only have to ride in a traffic lane from George Mason Drive to N. Frederick St. where the existing bike lane begins. Or you can use the sidewalk which is wide enough for bikes through N. Frederick St., and lightly traveled.

#011

Posted by **Rick Tiene** on **06/25/2021** at **1:32pm** [Comment ID: 4159] - [Link](#)

Agree: 3, Disagree: -1

I think going to one lane westbound here will create serious issues. Cars turning into the McDonalds Parking lot often cause a backup onto westbound Wilson Blvd. Having only one lane here will prevent traffic from being able to safely navigate around this congestion and likely lead to driver frustration and accidents. And this will create particular dangers for cyclists in the bike lane.

Reply by **Scott Burka** on **07/06/2021** at **2:22pm** [Comment ID: 4228] - [Link](#)

Agree: 0, Disagree: 0

Agree completely. Having lived behind the Safeway for 30 years, this further lane narrowing is ridiculous. There are wonderful bike paths on both sides of Wilson not in the middle of traffic. The lane narrowing prior to Frederick St regularly results in near accidents with cars merging. George Mason to Frederick is a major commercial area and giving up a lane here will cause driver frustration and accidents and danger for cyclists - again, this area has 2 bike paths running through it already.

#012

Posted by **Cathie** on **06/21/2021** at **8:49pm** [Comment ID: 4120] - [Link](#)

Agree: 4, Disagree: -1

I appreciate the opportunity to fix a difficult intersection for multiple modalities but I have concern that 1 lane westbound on Wilson between Geo. Mason and the traffic light before the Safeway will cause dangerous backups and gridlock problems unless there is a restriction on making left hand turns into the gas station.

#013

Posted by **Kristen Wheeler** on **06/22/2021** at **4:26pm** [Comment ID: 4130] - [Link](#)

Agree: 0, Disagree: 0

Can we also get a dedicated left turn light/signal? Making that left during morning/evening heavy traffic is almost impossible. Even when the traffic isn't heavy, it's not easy making a left turn.

#014

Posted by **MMT** on **06/22/2021** at **1:11pm** [Comment ID: 4126] - [Link](#)

Agree: 3, Disagree: 0

I think you need a left turn arrow onto George Mason. One lane between George Mason and Edison should be interesting with 10 buses turning onto Edison every morning and evening going to the school. It may generate considerable backup every time the light is red. It is also green for a long time for the cars/buses turning off of Edison. Good luck!

Reply by **William Barratt** on **06/23/2021** at **9:16am** [Comment ID: 4137] - [Link](#)

Agree: 2, Disagree: 0

Also, due to the planned reduction to a single through lane on Wilson Dr., it will take longer for oncoming cars to clear the intersection to allow people to turn left onto George Mason Dr.

#015

Posted by **Robert Keller** on **07/02/2021** at **6:22pm** [Comment ID: 4201] - [Link](#)

Agree: 0, Disagree: 0

I support the realignment especially keeping the two eastbound lanes at George Mason. Merging traffic from the McDonalds and the gas station onto Wilson need two lanes at this point as the stop light can back up traffic. I live a mile west on Wilson and travel to this intersection often. People are generally courteous in allowing traffic entering from the businesses, but if there was only one lane there would be no place to merge. So this is an excellent choice.

#016

Posted by **Jenny Hodge** on **06/24/2021** at **11:02am** [Comment ID: 4152] - [Link](#)

Agree: 3, Disagree: 0

I travel through through the Frederick to George Mason portion of Wilson Blvd both morning and evening, Mondays-Fridays. Another issue for eastbound travel during the morning commute is the number of left turns into the McDonalds. The proposed two-lane start in its current suggested location is going to result in even more backed-up traffic trying to get around the folks turning into McDonalds.

#017

Posted by **Grant T Mandsager** on **07/05/2021** at **11:15am** [Comment ID: 4212] - [Link](#)

Agree: 0, Disagree: 0

Where possible, please provide barriers or buffers for the bike lanes, such as modular curbs, as outlined in the county's adopted Bicycle Element of the Master Transportation Plan

#018

Posted by **Bruce Leighton** on **07/05/2021** at **2:50pm** [Comment ID: 4222] - [Link](#)

Agree: 0, Disagree: 0

bike lanes not necessary or appropriate - we all use the bike path!

#019

Posted by **epotter@arlingtonva.us** on **06/25/2021** at **1:46pm** [Comment ID: 4160] - [Link](#)

Agree: 1, Disagree: -2

"I am a resident of Bluemont and a regular cyclist on Wilson Blvd. I fully support the proposed lane striping/changes between George Mason and Frederick. Make it so."
-FS (comment received via email)

#020

Posted by **Phu Ngo** on **06/23/2021** at **12:01pm** [Comment ID: 4145] - [Link](#)

Agree: 4, Disagree: 0

How about removing or moving the power/phone pole from the middle of the sidewalk? That would help a lot.

Reply by **Nate Dreyfuss** on **06/23/2021** at **1:16pm** [Comment ID: 4147] - [Link](#)

Agree: 0, Disagree: 0

Agreed. Burying utilities and removing poles and sidewalk obstructions to free sidewalk space would be a massive improvement to walkability in this area. Has the added benefit of decreasing local power and telecommunication outages in storms, too.

Reply by **Sundburg** on **06/30/2021** at **1:04pm** [Comment ID: 4189] - [Link](#)

Agree: 0, Disagree: 0

We asked for utility undergrounding years ago (2004). It is very expensive—more than \$1 million per block the last time we asked. There is little or no open right of way (ROW) along this stretch of Wilson, and no good place to move the poles.

#021

Posted by **Sundburg** on **06/30/2021** at **12:26pm** [Comment ID: 4183] - [Link](#)

Agree: 1, Disagree: 0

The lane reduction is inconsistent with the 2019 annual average daily traffic counts (~13,000) on this stretch of road, which includes a significant number of school buses during the school year. The current traffic counts aren't representative of normal conditions during peak travel hours, and there are too many driveways and too many turns (without a central turn lane) that will ensure traffic comes to a HALT when someone needs to take a left but must wait for a long line of traffic confined to a single lane. There will be conflicts over the central turn lanes that could easily lead to head-on collisions, as people compete for the limit amount of turning space for driveways on both sides of Wilson. You are engineering TRAFFIC CONGESTION ARMAGEDDON with this design. It will NOT BE SAFER FOR ANYONE--NOT PEDESTRIANS, NOT CYCLISTS NOT DRIVERS. It doesn't take much to gum up traffic on Wilson—see <http://www.arlnow.com/2015/06/04/wilson-blvd-lane-changes-provoke-love-hate-among-residents/>. ALMOST NO ONE USES THE EXISTING BIKE LANES west of N. Frederick Street. I live just off Wilson, and I can count on one hand the number of times I have seen ANYONE using the bike lanes west of Frederick IN EITHER DIRECTION. There is a perfectly good, safe, off street bike trail less 1 block away (Bluemont Junction Trail) along this stretch of Wilson Blvd. And the Custis Trail isn't very far away on the north side of Wilson. Adding bikes to this already congested and already complex traffic mix between Frederick and George Mason is inviting disaster, and someone is sure to get KILLED. If that is not the county's goal, then I strongly urge you to go back to the drawing board.

Reply by **Frank** on **07/05/2021** at **7:43am** [Comment ID: 4210] - [Link](#)

Agree: 0, Disagree: 0

I agree with this comment. The county's traffic studies are all wrong. Your engineers come up with these terrible traffic ideas that may look good on paper, but don't work in reality. Go stand out at Wilson and Patrick Henry and watch how many drivers use the new left turn lane as a thru land and almost cause accidents with drivers who are actually following the traffic pattern. I also want to add that in the morning, it is almost impossible to make a left hand turn from N. Emerson St. to Wilson Blvd with the current "traffic mitigation" in place. All this will do is make more traffic cut down Emerson and 6th st. to get to George Mason or Carlin Springs. It's bad as it is now. There is an elementary bus stop on 6th and Edison and there are more instances of drivers ignoring the bus stop arm and speeded to get through the neighborhood than bikes on Wilson Blvd. please leave Wilson the way it or better yet, return Wilson to a 4 lane road like it was.

Reply by **Allen Norton** on **07/06/2021** at **7:53pm** [Comment ID: 4236] - [Link](#)

Agree: 0, Disagree: 0

One of the few good things about this re-striping plan is that cut-through traffic on Emerson and 6th st. to get to George Mason or Carlin Springs will dramatically decrease. With a single lane instead of two lanes the East-bound traffic will now back up to Greenbrier instead of to Emerson.

Reply by **Allen Norton** on **07/06/2021** at **7:59pm** [Comment ID: 4237] - [Link](#)

Agree: 0, Disagree: 0

It is unlikely that anyone will get killed in the complex traffic mix between Frederick and George Mason after the re-striping takes place. It will slow traffic to a crawl and people are generally not severely injured in those sorts of collisions.

#022

Posted by **Allen Norton** on **07/06/2021** at **9:00pm** [Comment ID: 4240] - [Link](#)

Agree: 0, Disagree: 0

There were 30-40 initial comments when you were gathering information on what people thought re-striping should fix. Two of those comments advocated running bike lanes to George Mason (and they weren't written seriously). Every other one of those 30-40 initial comments was about safety at various particular points. That means that at least 94% of the respondents to your original request for comments did not ask for the number of car lanes to be cut and bike lanes added. So WHAT IS YOUR JUSTIFICATION for doing it? Was the original request for comments simply a make-it-look-good exercise to cover what you had already decided to do?

#023

Posted by **Nate Dreyfuss** on **06/23/2021** at **1:21pm** [Comment ID: 4148] - [Link](#)

Agree: 3, Disagree: -1

I would appreciate if this were also extended to the East to connect to the Rosslyn-Ballston corridor at Glebe about a half mile away. Such a connection would really help create a "network" of walkable, bikable spaces.

Reply by **Elizabeth Gallagher** on **06/25/2021** at **6:52am** [Comment ID: 4157] - [Link](#)

Agree: 1, Disagree: 0

+1. This new section of bike lanes are great and improve connections for many to the Bluemont Junction trail, but it is still hard for residents of Ballston (especially less confident riders) to make it to the trail due to the conditions on Wilson, both on the road and the narrow, narrow side walks (where bikes end up when the road is unsafe for them).

#024

Posted by **Scott McBride** on **06/22/2021** at **10:14pm** [Comment ID: 4134] - [Link](#)

Agree: 2, Disagree: 0

I do not like the proposed westbound changes. It will slow down busy traffic and lead to serious snarls in traffic. Already the George Mason to Wilson intersection can get snarled - this will make it much worse. No problems with Eastbound changes.

Reply by **William Barratt** on **06/23/2021** at **9:22am** [Comment ID: 4139] - [Link](#)

Agree: 1, Disagree: 0

I think it will make traffic much worse in both directions but I agree that it will really be a shock for people going westbound.

#025

Posted by **Andy Eschbacher** on **06/21/2021** at **10:33pm** [Comment ID: 4122] - [Link](#)

Agree: 3, Disagree: 0

Will these have physical barriers? I've observed cars routinely driving on the bike lanes on the recently restriped portions of Wilson west of here near Upton Hill Park, especially in areas where the lanes move from two to one.

Reply by **Nate Dreyfuss** on **06/23/2021** at **1:14pm** [Comment ID: 4146] - [Link](#)

Agree: 1, Disagree: 0

Could not agree with this comment more. Bike lanes without physical barriers, for many drivers, are no bike lanes at all. Especially if we are going to allocate the space of a "buffer" between bike lanes and automobiles, please add physical barriers as well to keep cyclists safe.

Reply by **Elizabeth Gallagher** on **06/25/2021** at **6:38am** [Comment ID: 4155] - [Link](#)

Agree: 0, Disagree: 0

+1 to this. Non-protected bike lanes are consistently blocked in commercial areas by loading vehicles and rideshare pick-up / drop-off. This stretch of Wilson would be prone to both, especially given the popularity + full parking lots of the businesses on the East side of the road (e.g. Puppattella).

Even a few low-cost bollards and green paint in the stretches without a cutout would make a world of difference in discouraging obstrcuton. Also, if we are already adding a buffer -- we have room to add bollards. :)

Reply by **William Barratt** on **06/30/2021** at **12:27am** [Comment ID: 4179] - [Link](#)

Agree: 0, Disagree: 0

I enjoy riding in protected bike lanes too, but in this case they would mean traffic could get backed up in the intersection of Wilson & George Mason if more than a couple of cars on Wilson are waiting to turn left at a single point.

Reply by **Sundburg** on **06/30/2021** at **12:58pm** [Comment ID: 4187] - [Link](#)

Agree: 0, Disagree: 0

Let's face facts. Very few cyclists choose to use the bike lanes west of N. Frederick Street, which were meant to be temporary until sidewalk expansion could take place. With all the cars, truck, tractor trailers and buses that flood Bluemont's main-street commercial area, anyone attempting to ride a bike along this stretch must have a death wish. And if this plan is implemented, we will see someone die. There are already two, accessible, off-street bike trails nearby (Bluemont Junction and the Custis)—one of which is less than a block away, just south of Wilson. That's the best and safest option for cyclists. This plan engineers traffic Armageddon and is just plain dangerous.

#026

Posted by **Jenny Hodge** on **06/24/2021** at **10:57am** [Comment ID: 4150] - [Link](#)

Agree: 2, Disagree: 0

Westbound traffic frequently backs up as vehicles attempt left turns into the Pupatella's strip mall and the 7-11. The proposed shared turn lane with the median strip in front of the shops is going to create even more confusion and back-ups. Turns into these businesses - even right turns when travelling east - always create issues. I sure hope you've contacted the business owners who will be impacted!

Reply by **Sundburg** on **06/30/2021** at **1:01pm** [Comment ID: 4188] - [Link](#)

Agree: 1, Disagree: -1

100% agree. As if the pandemic hasn't hit Bluemont's local businesses hard enough already. Here comes a second body blow that will make conditions less safe for pedestrians and drivers, will turn Wilson Blvd. into a congested mess, and will likely cause some businesses to go (and we will lose all of that tax revenue and employment along with them). What a disaster in the making.

#027

Posted by **Bruce Leighton** on **07/05/2021** at **2:48pm** [Comment ID: 4221] - [Link](#)

Agree: 0, Disagree: 0

no need for a bike lane - the bike path is a block away. This is a busy street!

#028

Posted by **Bruce Leighton** on **07/05/2021** at **2:45pm** [Comment ID: 4220] - [Link](#)

Agree: 0, Disagree: 0

I have to turn left from Wilson onto Emerson to get home. If the # of lanes is reduced, this will create major bottlenecks as traffic piles up behind me. Also, coming out from Emerson onto Wilson and trying to merge into one lane will create major delays, especially in the morning. Reducing the # of lanes in this busy area is a very bad idea.

#029

Posted by **Mark A Potts** on **06/21/2021** at **8:53pm** [Comment ID: 4121] - [Link](#)

Agree: 4, Disagree: -1

I am not sure this fits this project, but reducing the number of curb cuts in the 7-11 parking lot from 3 to 1 would make it much safer for pedestrians as they walk near this intersection. The cut nearest George Mason could remain and allow traffic from both directions to access the 7-11 while reducing unexpected (from a pedestrian point of view) traffic in and out of the lot.

Reply by **Aila** on **06/22/2021** at **11:36am** [Comment ID: 4125] - [Link](#)

Agree: 1, Disagree: -1

100% agree with this feedback. The turn from 711 onto N Emerson St is particularly unnecessary and poses more risk to pedestrians/bikers and cars traveling on N Emerson St. than it does benefit to drivers or the business. When traveling on N Emerson toward Wilson Blvd, I have had to slam my brakes or stop abruptly on multiple occasions because someone turning into or out of 711 parking lot is not aware of oncoming cars or pedestrian traffic. Most cars turning into or out of 711 from the N Emerson entry/exit are then turning onto Wilson Blvd anyway. Why do we need 3 entrances/exits to one small shopping center?

#030

Posted by **Bruce Leighton** on **07/05/2021** at **2:40pm** [Comment ID: 4219] - [Link](#)

Agree: 0, Disagree: 0

Additional bike markings are not necessary. Almost no bikes use Wilson, there is a bike path beside it. Bikes can and should use the crosswalk as at present. (FYI, I ride my bike here a lot).

The intersection is already very busy and traffic increases every year. In this context, reducing the # of lanes would be a big mistake.

#031

Posted by **Vick Fisher** on **06/28/2021** at **9:07am** [Comment ID: 4162] - [Link](#)

Agree: 3, Disagree: -2

The bike lanes have been a horrible idea from the start. Morning commuters were backing up from light at Kensington on Wilson all the way down the hill to the rose gardens and back up the other side of the hill. These changes will make driving on Wilson through the intersection of George Mason and Wilson even more painful. There are always many cars turning left in both directions at this spot due to the McDonald's, Pupatella, Super Pollo, the gas station, and the Safeway. Every time I drive along Wilson going West, there is someone trying to turn right into the McDonalds while someone from the other side of the street wants to turn left into the McDonalds, and others are stopping to turn left into the convenience store parking. Both the right turners into McDonalds and those turning into the convenience store across from Safeway will now stop traffic. That will now cause all of the West bound traffic to stop, because you're taking away the only way around that stopped car. That will cause traffic to back up to the intersection, possibly all the way to Wilson. This is a disaster that your planners are creating but won't have to live with themselves.

Reply by **Sundburg** on **06/30/2021** at **1:25pm** [Comment ID: 4190] - [Link](#)

Agree: 0, Disagree: 0

Agreed. This stretch of Wilson has too much traffic and too many driveway cuts to support a lane reduction. And then there is Fire Station 2, which has one of the busiest EMS units (Medic 102) in the county (over 3,000 calls annually, and that was BEFORE the pandemic). Fire Station 2, according to the 2012 TriData "POPULATION GROWTH, RISK ASSESSMENT AND FIRE STATION LOCATION STUDY," can only meet its response time goals when it already has at least one unit sitting in the bay. See pp. 33 & 36 for Medic 102 and response time concerns on p. 38: <https://commissions.arlingtonva.us/wp-content/uploads/sites/5/2015/04/Fire-Station-Locations-Risk-Assessment-FINAL-REPORT-12-14-12.pdf>. And these stats were compiled BEFORE we added over 1,000 new housing units in Fire Station 2's first-due coverage area (its primary coverage area). Additional traffic delays at the intersection of Wilson and George Mason would lead to slower response times and potentially an increase in serious health consequences or deaths for those needed emergency services. If DES staff hasn't yet discussed this plan with the captain of Fire Station 2 and the Fire Chief, I would urge them to do so ASAP.

#032

Posted by **Geoff Beier** on **06/22/2021** at **10:26pm** [Comment ID: 4135] - [Link](#)

Agree: 3, Disagree: -1

The proposed modifications as they stand look like they will make turning either direction from Emerson street onto Wilson Blvd more time consuming and dangers for drivers, pedestrians and for cyclists. The second travel lanes provide a margin of safety that is not preserved with these changes.

#033

Posted by **Johnn** on **06/23/2021** at **10:09am** [Comment ID: 4142] - [Link](#)

Agree: 1, Disagree: 0

Keep West-bound cars from entering bike lanes by creating dedicated turn lane from Wilson Blvd onto N. Emerson St.

#034

Posted by **Richard Viola** on **06/22/2021** at **10:36am** [Comment ID: 4123] - [Link](#)

Agree: 3, Disagree: 0

Use paint and bollards to create curb extensions to shorten crossing distance for pedestrians and manage vehicle turns.

#035

Posted by **Kate Mattos** on **06/23/2021** at **5:34pm** [Comment ID: 4149] - [Link](#)

Agree: 2, Disagree: -3

Extending bike lanes past Emerson Street will present serious dangers, especially during rush hours and school bus hours. School busses come in and out of Emerson, as does cut-through traffic. Having 1 lane for cars on Wilson will result in backing up traffic when busses and cars attempt to enter or exit Emerson. Note that school busses stop right at the bike trail on Emerson. This plan will impair car drivers' sightlines coming out of/going into Emerson since Wilson is on a slight hill at that intersection. There is a Metro bus stop on Wilson at Emerson, and Metro busses will block traffic going East if you remove a lane. Finally, PLEASE note that very few bikes use Wilson since there's a whole bike trail just one block away. I oppose this plan.

Reply by **Dexter Clifton** on **06/24/2021** at **11:43am** [Comment ID: 4154] - [Link](#)

Agree: 1, Disagree: 0

Continuing to allow car traffic past Emerson Street will present serious dangers, especially while kids are traveling to and from school. School busses come in and out of Emerson carrying precious cargo: children and many families walk and bike to school on these streets. Continuing to allow car access, especially when drivers insist on breaking the law by driving in bike lanes, whipping around school buses & failing to yield to pedestrians will surely result in a crash with a school bus or you pedestrian sometime in the future. Finally, PLEASE note that very few cars use Wilson since there's a whole interstate highway just two blocks away. I oppose this plan - continuing to allow car access on this road is unsupportable.

Reply by **Sundburg** on **06/30/2021** at **12:51pm** [Comment ID: 4186] - [Link](#)

Agree: 1, Disagree: -1

The 2019 VDOT traffic counts say otherwise. The annual average daily traffic count along this stretch is ~13,000 vehicles daily (up from counts taken in 2013). That's not surprising, given that I-66 has instituted HOT lanes inside the beltway (shifting more traffic to arterials like Wilson Blvd.) Then there are the many school buses serving the ATS/Key building just a block away—more buses than average because this school is a "choice" program with NO WALK ZONE PREFERENCE for neighborhood children to attend. Then there are the many commercial vehicles, including many tractor trailers that support Safeway, that serve local businesses. Our local Bluemont businesses have taken a beating during the pandemic. They need easy, uncontested road access to/from their businesses to make a go of it. This plan makes their ability to stay in business even harder. These businesses provide employment and much-needed tax revenue (which offsets the amount that the rest of us must pay). I urge staff to rethink this very UNWISE lane reduction.

#036

Posted by **Peter Gimbel** on **06/22/2021** at **4:45pm** [Comment ID: 4132] - [Link](#)

Agree: 3, Disagree: -1

The raised median and landscaping (small trees) on that raised median makes the safeway entrance intersection quite dangerous and limits sight distance. Vehicles turning left out of safeway onto EB Wilson often pull out into the median and wait for a gap in the EB lane where they can see oncoming traffic better. This is obviously unsafe now however by "removing" the outer lanes this queuing space between the medians will be more dangerous, eastbound traffic will all be hugging the median rather than shared by 2 lanes. I realize median removal is likely outside of the scope of this repaving project however it is my recommendation to make none of the changes at the safeway entrance be made unless proper sight distance for turning vehicular movements and bicycle movements can be provided.

Reply by **Sundburg** on **06/30/2021** at **12:37pm** [Comment ID: 4184] - [Link](#)

Agree: 0, Disagree: 0

I frequently use the sheltered median midpoint between eastbound/westbound lanes to safely cross Wilson Blvd. It is a necessity for pedestrians along this section of Wilson, as there are simply too many cars, buses and trucks all competing to use a very small amount of road space. The installation of these landscaped medians cost taxpayers roughly \$1 million as part of the Arterial Transportation Management Plan back in 2004. All of these arguments were thoroughly discussed at that time, and this arrangement was the safest for all users that could be found. While not ideal, it does keep traffic flowing and is FAR SAFER than the proposed travel lane reductions and the addition of bike lanes, which will be little used—just like the on-street bike lanes west of N. Frederick Street.

Reply by **Allen Norton** on **07/06/2021** at **8:16pm** [Comment ID: 4238] - [Link](#)

Agree: 0, Disagree: 0

The raised median is great for pedestrian safety and doesn't cause any problems with drivers. What does cause problems are the obstructed sight lines caused by the TREES on the median strip. They should be removed and be replaced by low bushes. That would greatly improve sight lines. Planting trees on open space is great - where they don't cause safety problems.

#037

Posted by **Allen Norton** on **07/06/2021** at **8:44pm** [Comment ID: 4239] - [Link](#)

Agree: 0, Disagree: 0

Continuing the single lane past Frederick will make pedestrian crossing at the West end of the median strip much safer. Continuing the single lane to Emerson St is OK also as there are no car driveways on that block. But, it is foolish to make it single lane from Emerson St to Geore Mason.. There are numerous places where cars either turn onto Wilson or off of Wilson between Emerson and George Mason. Given the volume of traffic at peak (and near-peak) time, with a single lane any car having to wait to make a left turn will back traffic up a lot.