

Washington Blvd. Restriping
Themes from Community Meeting & Email Comments
March 2017

Overall

- General support for safety goals
 - Traffic calming
 - Speed reduction
 - Pedestrian safety, added crosswalks, bollards
 - Left turn signal at N. Ohio Street
- General support for improved pedestrian and bicycle infrastructure
- Concerns:
 - Police don't enforce speed
 - Opposite of traffic calming - this project could potentially increase traffic/cause all day rush hour
 - Bicycle lane will be used as parking lane
 - Bicycle lane not as good a buffer for pedestrians as the parking lane is
 - Bicycle lanes that are not protected or separated from traffic are not safe enough, especially if this increases cyclists
 - Bicycle lanes will encourage more bicycles to use a dangerous roadway meant for vehicles when a sufficient trail is nearby
 - Pulling out of driveways on Washington Blvd. will become more hazardous – another layer of things to look out for
- Parking concerns
 - Spillover parking onto side streets, especially those without RPP restrictions
 - Parking near Resurrection Lutheran Church
 - Provide additional angled parking spaces in front of church
 - Preserve spaces on south side of Wash. Blvd. across from church
 - Concerns for increased church parking spillover on side streets; requests for RPP
 - Concerns regarding back-in parking
 - Preservation of parking on street for two houses without driveways
 - Preservation of any impacted parking near Westover

Specific Elements

- Bicycle lanes
 - Many comments in support of bicycle lanes
 - Many comments opposed to bicycle lanes
 - Support is generally based on dedicated lane, direct connections to Westover, EFC Metro and schools – emphasis on safety for kids riding bicycles and walking to/from school (Swanson)
 - Suggestions for parking/bicycle lane on one side of street or down the middle of the street
 - Sycamore merge green lane support; suggestions for more green bicycle lanes throughout
 - Requests to better separate bicycle lane from vehicles – reflectors, raised pavement/stamped concrete, plants

- Sharrows – concerns that mixing sharrows will make bicycle/vehicle interactions more unpredictable for all
- Requests for extension of bicycle lanes west to Roosevelt St., east to George Mason Dr. and Glebe Road
- Intersection signals – consider evaluating signal timing throughout to coincide with striping changes, including pedestrian/walk signals
- Pedestrian crossings
 - General support for crossings and narrowed crossings
 - Additional crosswalk location suggestions (18th Street in particular, also Potomac, Powhatan, Quantico and Quintana)
- Signage – requests for additional signage throughout (speed limit, crosswalks, bicycle lanes)

Location specific comments - examples

- RELC church parking – requests for additional spaces in front of and across Washington Blvd.
- Sycamore Street and McKinley intersections – formalize either two way staging for left turns, or left turn bicycle boxes; add left turn lane at McKinley
- 19th Road North intersection – revisit, may now be unsafe for all modes due to Ohio changes, consider no left turn or other restrictions, concerns that 19th Road is used as cut through to Lee Hwy.

Examples of “outside of scope” comments:

- Lower the speed limit
- Add street lights
- Connect trail to Sycamore on north side of I-66; connect trail at Quantico/18th
- Install flashing beacons (signals) at crosswalks