

Shared Street Pilot Projects – North Wakefield Street

Pilot Project Presentation and Experience Mapping – November-December 2023

Project Background

The segment of N. Wakefield Street from Wilson Blvd. to North Carling Springs Rd., in the Bluemont Neighborhood, was nominated for Neighborhood Complete Streets (NCS) funding consideration. It ranked highly on a scored list of nominated streets. The Neighborhood Complete Streets Commission (NCSC) affirmed pursuance of a concept design and public engagement at their Feb. 27, 2023, meeting.

This section of roadway is located near commercial corridors, schools, transit, and Metro while lacking complete sidewalks. Existing conditions include parking on both sides of the street, utilities in the right of way and moderately high traffic volume of 1271.

Completing the existing sidewalk network is not feasible currently given the limited space within the right of way.

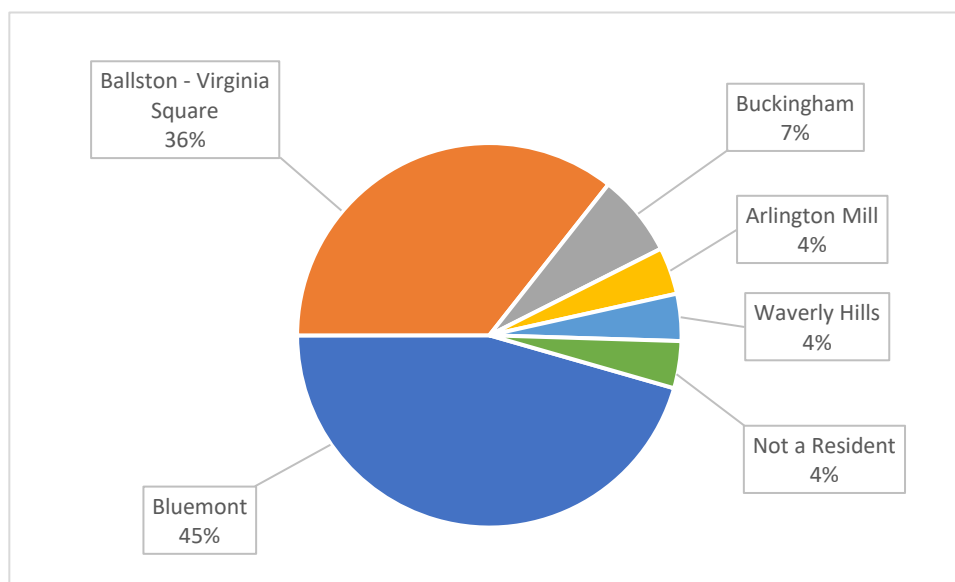
Public Engagement

In Winter 2023, the County project team opened an online feedback form and interactive comment map to solicit feedback on existing conditions within the project area. The project team received 624 responses to the online form, with 40 open-ended comments and 20 location-specific comments on the online map.

Existing conditions feedback, as well as other data collected by the project team, will inform the concept design which will be shared with the public in Spring 2024. Additionally results from the feedback forms will be used to gauge the effectiveness of the treatment after its implementation.

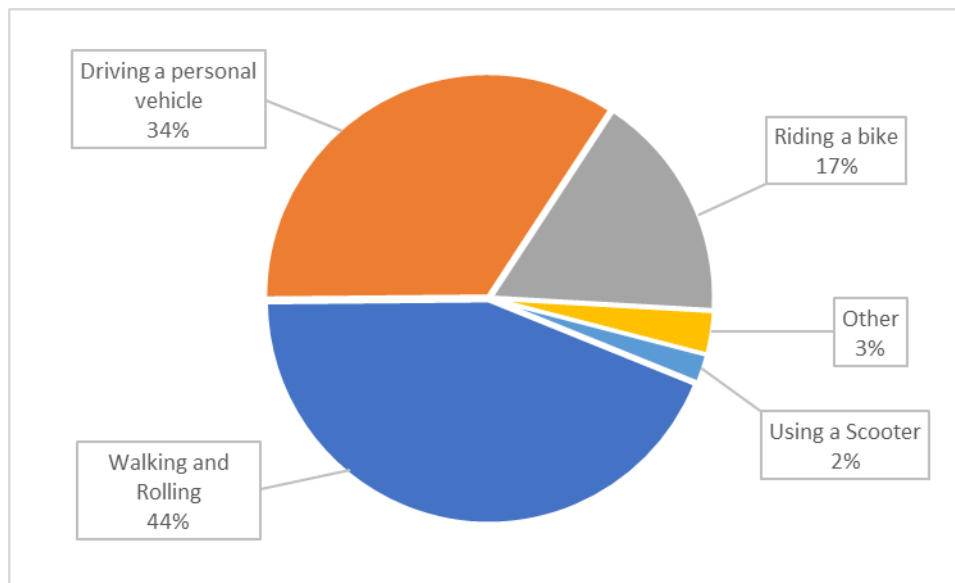
Who Participated

52 Respondents provided feedback. 92% of the respondents are residents of Arlington County with a majority (45%) living in the Bluemont and neighboring Ballston- Virginia Square neighborhoods (36%).



What We Heard

Question: On a typical day, how do you travel N. Wakefield Street (Wilson Blvd. to N. Carlin Springs Rd.)?



Question: Overall how safe do you feel while traveling N. Wakefield Street (Wilson Blvd. to N. Carlin Springs Rd.) using the following types of transportation?

	Very Safe	Safe	Neutral	Unsafe	Very Unsafe	Not Applicable	Not Sure
Walking / Rolling	2% Very Safe	6% Safe	12% Neutral	43% Unsafe	29% Very Unsafe	4% Not Applicable	4% Not Sure
Riding a bike	- Very Safe	12% Safe	7% Neutral	33% Unsafe	12% Very Unsafe	33% Not Applicable	5% Not Sure
Using a scooter	2% Very Safe	2% Safe	5% Neutral	14% Unsafe	7% Very Unsafe	62% Not Applicable	7% Not Sure
Driving a personal vehicle	4% Very Safe	21% Safe	26% Neutral	34% Unsafe	9% Very Unsafe	4% Not Applicable	2% Not Sure

Question: From your experience, how often do drivers yield to people walking in the street?

	Always	Often	Sometimes	Rarely	Never
Select one	4% Always	22% Often	47% Sometimes	22% Rarely	4% Never

Question: From your experience, how often do drivers drive at or below the 25mph speed limit?

	Always	Often	Sometimes	Rarely	Never
Select one	4% Always	30% Often	37% Sometimes	22% Rarely	7% Never

Open Ended Feedback

Respondents were also given the opportunity to provide additional feedback on their experience using Lynn Street of which we received 40 comments. An experience mapping tool was also provided for participants to communicate any specific areas of concern, travel patterns, or additional information about the roadway and its use of which we received 20 comments.

Major Themes from the open-ended feedback and experience mapping tool:

- **Desire for a sidewalk**

- Many respondents indicate they would feel safer with a sidewalk due to unsafe driving behavior.
- Some respondents have suggested limiting parking on one side of the street to allow for the construction of a sidewalk.
- Other respondents have indicated that parking is in high demand.
- The intersection of N. Wakefield is perceived to be unsafe because the sidewalk ends, poor visibility, and high speeds.

Supporting Comments

- “Please add sidewalks. I cannot safely walk my dog or push my baby in stroller.”
- “Please please please prohibit parking on one side of the road or put in complete sidewalk. I take my child to one of the many in home daycares on this street daily. I feel unsafe. Visibility is low. Both walking and driving. People turn onto the street above 25 MPH coming off Wilson and Carlin springs.”

- **Perceived cut through traffic making conditions unsafe**

- Some of the respondents notice that high traffic volume is associated with cut through traffic.
- Those driving through the street are doing so at higher speeds and to avoid the declining level of service at the intersections of major roads adjacent to the project area.

Supporting Comments

- “Cut through traffic during the morning and evening rush hours is a big issue. If the street could be made one way from Wilson to Carlin Springs in the morning and the reverse in the evening. That might have an impact. It might also help to adjust the timing of the traffic lights at Glebe and Carlin Springs to reduce the backups during the morning commute.”

- “Many people use this as a cut through and speed — we need sidewalks or speed bumps.”
- “Additionally, because our street is slightly shorter in length than North Abingdon (a wider street with sidewalks on both sides the entire length), drivers following Google Maps or Waze are directed down Wakefield Street. This contributes to the high volume of cut through traffic.”

Next Steps

The project team is looking for opportunities to incorporate what we heard during public engagement into the preliminary design. We will develop a design concept through Winter 2024 and present these concepts to the public for feedback in Spring 2024. Public feedback, along with County review, will help determine which concept to further refine for construction.

The next public engagement checkpoint for this project is expected to occur in Spring 2024.

Project Page: <https://www.arlingtonva.us/Government/Projects/Project-Types/Transportation-Projects/NCS-Shared-Street-Pilot/NCS-N.-Wakefield-Street>

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