

#001

Posted by **Jim Arnold** on **03/09/2022** at **5:45pm**

[Comment ID: 4654] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

This should have a full stop sign, not a yield. Pedestrians are crossing from right (north) while drivers are looking left (south) at oncoming traffic. Set up now is very dangerous. The west-bound off-ramp is long enough (by far) to support a full-stop rather than a yield.

#002

Posted by **DG** on **03/03/2022** at **9:34pm** [Comment ID: 4636] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: -2

There is no reason why this right turn lane needs to keep its huge, sweeping radius designed for high speed merges. Especially since you can't drive fast on Sycamore Street anyway! It would be MUCH safer for pedestrians (and northbound cyclists trying to do the right thing by riding with traffic) to eliminate the slip lane and island configuration and align this lane with the existing signaled left/through lanes.

Reply by **Garrett Hennigan (WABA)** on **03/08/2022** at **5:23pm** [Comment ID: 4648] - [Link](#)

Type: Suggestion

Agree: 4, Disagree: 0

100% agree. This slip lane should be completely removed and the intersection should be at a right angle. Safe walking near a transit station should be the top priority and this design is at odds with that goal.

Reply by **John Wilson** on **03/13/2022** at **12:45pm** [Comment ID: 4657] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

<https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffarlingtonva.konveio.com%2Fnorth-sycamore-street-complete-streets-project&data=04%7C01%7C%7C0664895f387e424cade408d9aea64fca%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C637732851584322195%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C3000&sdata=6p%2F%2BDAB9JQoNqCrozz1vDqmZW7h3hnbGYFIgSjMXyyl%3D&reserved=0>

Reply by **John Wilson** on **03/13/2022** at **12:47pm** [Comment ID: 4658] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

see Complete Streets Sycamore St. Project in planning, hey should be looking at this intersection, too.

Reply by **ngraham** on

03/17/2022 at 2:42pm [Comment ID: 4663] - [Link](#)

Agree: 1, Disagree: 0

All - John is correct; the adjacent N Sycamore Street Complete Streets proejct is looking into potential changes to the off-ramp. This project is delivering the signal, so that is why some of this graphic addresses the intersection. There is some overlap, but not every element is addressed in one or the other.

However, we are sharing public comments between these projects so we will make sure the project team for the complete streets project is aware.

Thanks!

#003

Posted by **Jeff Parker** on **03/17/2022** at **1:11pm**

[Comment ID: 4659] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Please coordinate with VDOT to permanently close the channelized Yield-controlled right turn from the off-ramp from westbound I-66 to northbound Sycamore St. This is not a safe location for pedestrians to cross due to limited sight distance for drivers descending the ramp (drivers on the ramp cannot see pedestrians in the crosswalk). Right turns should be made from the right-most lane at the traffic signal instead, which would have secondary benefit of eliminating the weave between this off-ramp and the subsequent left turn onto westbound Washington Blvd, which is often difficult due to the long queue on northbound Sycamore and the short distance between the ramp intersection and the Washington Blvd intersection.

#004

Posted by **Tony Costa** on **03/07/2022** at **12:03pm**

[Comment ID: 4644] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

The 66 off-ramp needs to be reconfigured and my

understanding is there is a plan in place. Until then, remove the ramp and add a right turn lane at a right angle to head north on Sycamore The crosswalk across Sycamore is underused because of safety concerns. This change would mean some queuing on the off-ramp but it would also help w/ folks who cross three lanes of Sycamore to make a left onto Washington.

#005

Posted by **Tony Costa** on **03/07/2022** at **12:05pm**

[Comment ID: 4645] - [Link](#)

Type: Question

Agree: 2, Disagree: 0

In general, how does this plan relate to purported plans to improve the intersections of the Sycamore and the 66 off-ramp, Sycamore and Washington and Sycamore and Langston.

#006

Posted by **John** on **03/04/2022** at **2:00pm** [Comment ID: 4639] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: -1

As this is a pedestrian-heavy stretch of Sycamore, it is time to reduce the speed limit to 25 mph, from Washington Blvd to County line, where Falls Church

has already done the same.

#007

Posted by **Sue Mosher** on **03/09/2022** at **10:03am**

[Comment ID: 4653] - [Link](#)

Type: Question

Agree: 1, Disagree: 0

What ideas were floated for discouraging cars from stopping in the traffic lane to discharge passengers? This happens all the time, posing a safety hazard to vehicles and bicyclists.

#008

Posted by **Mark** on **03/09/2022** at **8:30pm** [Comment

ID: 4655] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

What is happening to the bike lane that is on Sycamore St. here? Is it being improved? Left the same?

#009

Posted by **DG** on **03/03/2022** at **9:17pm** [Comment ID:

4631] - [Link](#)

Type: Suggestion

Agree: 3, Disagree: 0

This uncontrolled right turn into the Park & Ride creates a dangerous right-hook conflict. Sidewalk priority needs to be established through design, NOT JUST SIGNAGE. Easiest way to do this is to make this a level sidewalk with a driveway apron instead of two ped ramps and crosswalk treatment.

#010

Posted by **Tony Costa** on **03/07/2022** at **11:59am**

[Comment ID: 4643] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Ingress has always been dangerous, especially when walking toward the Metro station. The main entrance is on Washington. Why not just get rid of this? Is it needed?

Reply by **Sue Mosher** on **03/09/2022** at **9:58am** [Comment ID: 4651] - [Link](#)

Agree: 0, Disagree: 0

Can't speak to "need" directly, not knowing number of vehicles using this entrance, but for traffic traveling southbound on Sycamore, the main parking entrance is accessible only by making a left turn across multiple lanes of traffic - not easy at high-volume periods.

#011

Posted by **DG** on **03/03/2022** at **9:21pm** [Comment ID: 4633] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: -1

16 ft. here should be enough to provide a 6ft. wide sidewalk and two 5 ft. directional bike lanes. People WILL ride their bikes on this sidewalk, and they will ride in BOTH directions. So it might as well be designed intentionally to accommodate these behaviors.

#012

Posted by **DG** on **03/03/2022** at **9:21pm** [Comment ID: 4632] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

16 ft. here should be enough to provide a 6ft. wide sidewalk and two 5 ft. directional bike lanes. People WILL ride their bikes on this sidewalk, and they will ride in BOTH directions. So it might as well be designed intentionally to accommodate these behaviors.

#013

Posted by **Drew Stephens** on **03/04/2022** at **11:04am** [Comment ID: 4637] - [Link](#)

Type: Question

Agree: 6, Disagree: 0

I'm concerned that a bus waiting to exit the bus bay will prevent buses from being able to turn into the bus bay, given the wide turning requirements of buses coming from Sycamore street.

#014

Posted by **Garrett Hennigan (WABA)** on **03/08/2022** at **5:22pm** [Comment ID: 4647] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Regardless of the bike lane design being developed separately (should be a protected bike lane), people will bike on the sidewalk here to access the secure bike parking on the south side of the station. Therefore, these curb ramps should be plenty wide (~10ft) to allow lots of room for maneuvering a bike around pedestrians and other sidewalk users.

#015

Posted by **DG** on **03/03/2022** at **9:25pm** [Comment ID: 4634] - [Link](#)

Type: Question

Agree: 3, Disagree: 0

How will this project prevent queued up cars from blocking the sidewalk/side-path and extending out into the street where they will likely block the

on-street bike lane as cars get stuck across it trying to merge over to the right turn lane?

#016

Posted by **Kristin** on **03/08/2022** at **4:36pm** [Comment ID: 4646] - [Link](#)

Type: Question

Agree: 1, Disagree: 0

Will this lot eventually be under a building to accommodate a mixed-use development proposed in the 2011 report? There's vertical space being wasted when we could have some living space.

#017

Posted by **JT** on **03/05/2022** at **8:05am** [Comment ID: 4640] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

Bike lockers seem unnecessary given the large finally completed bike locker in the kiss and ride parking lot

#018

Posted by **John** on **03/03/2022** at **11:48am** [Comment ID: 4630] - [Link](#)

Type: Suggestion

Agree: 6, Disagree: 0

If a goal of the project is to improve pedestrian ACCESS, then it is essential that the stairway to the Metro site be restored. While it is next to the Kiss and Ride and hence not in the County's current plan, it IS a vital access point to the very facility you are trying to improve. It is important as it significantly shortens the walking distance to the facility for users coming from the adjoining neighborhoods to the West.

#019

Posted by **William** on **03/04/2022** at **11:46am**

[Comment ID: 4638] - [Link](#)

Type: Question

Agree: 1, Disagree: 0

How many parking spaces are proposed to be eliminated from the Park & Ride lots under this plan?

Reply by **Sue Mosher** on **03/09/2022** at

9:59am [Comment ID: 4652] - [Link](#)

Agree: 1, Disagree: 0

If I read the overall plan docs correctly, it would be a net gain of 6 spaces.

Reply by **ngraham** on **03/17/2022** at

2:38pm [Comment ID: 4662] - [Link](#)

Agree: 0, Disagree: 0

Hi William - Sue is correct. there is a net gain of 6 spaces as a result of this project.

#020

Posted by **JT** on **03/05/2022** at **8:11am** [Comment ID: 4642] - [Link](#)

Type: Suggestion

Agree: 0, Disagree: 0

Recommend having a designated idle zone for buses outside the loop that may be waiting starting their route. I've seen them get in the way and cause confusion amongst customers.

#021

Posted by **DG** on **03/03/2022** at **9:28pm** [Comment ID: 4635] - [Link](#)

Type: Question

Agree: 0, Disagree: 0

Why is there a chain link fence through the center SWM area? To keep pedestrians from crossing through there? If it's designed like many BMPs it should be deep enough and the sides steep enough to discourage that behavior.

#022

Posted by **Garrett Hennigan (WABA)** on **03/08/2022**
at **5:32pm** [Comment ID: 4650] - [Link](#)

Type: Question

Agree: 3, Disagree: 0

Is parking really the best use of this transit-adjacent space?

Reply by **Mark** on **03/09/2022** at **8:37pm**
[Comment ID: 4656] - [Link](#)

Type: Suggestion

Agree: 1, Disagree: 0

I would argue that it is not.

#023

Posted by **JT** on **03/05/2022** at **8:09am** [Comment ID:
4641] - [Link](#)

Type: Question

Agree: 3, Disagree: 0

I was somewhat hoping there would be a new bus entrance for buses coming east on Washington Blvd through the park/ride entrance. This would cut a good percent of buses from having to turn onto Sycamore and possibly reduce congestion or buses turning into the bus loop. Curious if this option was given any thought?

#024

Posted by **Garrett Hennigan (WABA)** on **03/08/2022**
at **5:29pm** [Comment ID: 4649] - [Link](#)

Type: Suggestion

Agree: 2, Disagree: 0

The geometry of this lot entrance is pedestrian hostile as it allows extremally fast turns from Wash Blvd. A tighter corner radius would make for much better walking access from the west.