

Clarendon Circle Improvements Project
Summary of Public Outreach
May 8th, 2012

During the winter and spring of 2012 Arlington, DES staff made a series of public outreach efforts for the Clarendon Circle (Wilson, Clarendon and Washington Boulevards) intersection Improvements Project. The purpose of the outreach was to share the information that had been collected in a multi-modal study of the intersection and to gain community feedback on the design alternatives that were developed. The multi- approach was developed to gauge public support and receive comments:

Civic Associations: Presentations were made at regular meeting of each of the five affected civic associations (Clarendon-Courthouse, Lyon Park, Lyon Village, Ashton Heights and Ballston – Virginia Square.) Several of the civic associations subsequently submitted formal written comments back to the County supporting the project.

Commissions and Clarendon Alliance: Full presentations were also made at meetings of the Clarendon Alliance, Transportation Commission and the Historic Affairs and Landmarks Review Board (HALRB). A meeting was also held with the executive committee of the Veterans of Foreign Wars (VFW) chapter to review the plans and confirm that the preferred design did not impact the war memorial.

Business and Property Owners: Staff met with representatives of adjacent businesses including the Wells Fargo bank, Silver Diner, Sam’s Deli, O’Sullivan’s Pub, Northside Social and Liberty Tavern restaurants. Strong support was received and we are continuing to work with the business and property owners as the project moves forward. Concern over the closing of one-way N. Irving Street adjacent to the Silver Diner did not raise concerns by the Dinner or Wells Fargo representatives as staff had anticipated.

Local Media: The local media also picked up on the story and it was covered in Arlnow, Huffington Post DC, Beyond DC Blog and Greater Greater Washington blog.

Web Page and On-line Survey: The project web page (link below) includes details about the project and a link to the PowerPoint presentation, The full Multi-modal Transportation Study and the On-line Survey.

Summary of the on-line Survey: 225 on-line surveys were completed and the results showed overall strong support for the goals of the project and the proposed changes:

- Support for the meeting the Sector plan goals 4.02 / 5
- Support for improving pedestrian and bicycle Safety 4.67 / 5
- Support for normalizing the intersection geometry 4.42 / 5
- Support for maintaining or improving traffic flow 4.33 / 5
- Support for reducing pavement area / intersection size 4.13 / 5
- Support of improving traffic controls, signals etc. 7.72 / 5

- Support for the preferred alternative 2B 3.95 / 5
- Support for 10th and Wilson Intersection improvements 4.25 / 5

Summary of on-line comments: The web-based survey received individual 224 responses. An analysis of the zip codes of the respondents found that most were from the neighborhoods near the project area (Zip Codes 22201 & 22203) although several respondents were from other districts north and south in Arlington and a few from the City of Alexandria. The survey questions asked respondents to express their level of support for the project design and its stated goals. Other questions allowed respondents to identify specifically what aspects of the project they might like to see changed and alternative measures to employ. The most significant findings are summarized below and outlined in Attachment A:

- There is strong support for the project, particularly for the goals of improving signalization and roadway marking and for enhancing the safety of pedestrian and bicyclists using the intersection.
- The most frequently noted concern of the proposed design is the loss of the left-turn lane on westbound Washington Boulevard. While some respondents spoke in favor of retaining the lane and for providing an exclusive left-turn signal phase, several others stated that they prefer that the left-turn movement be eliminated.
- Another common concern is that the Clarendon Circle intersection improvements should be designed and implemented in concurrence with other pedestrian safety and left-turn enhancements at nearby intersections, particularly along 10th Street and Washington Boulevard.
- While a few respondents asked that intersection be reconstructed as a traffic signal or roundabout, most responses expressed support for moving ahead with the proposed design.

Summary of Public Comments at Civic Association Meetings: Comments varied by Civic Association but overall positive support was received. Highlights below represent the most prevalent concerns received and not all issues discussed.

In response to early comments received from a meeting of the surrounding Civic Associations presidents, staff expanded the scope of the project to include modifications to two adjacent intersections, Washington Boulevard at 10th Street and 10th Street at Wilson Boulevard.

Ashton Heights and Lyon Park:

- The primary concern is that changes to Clarendon Circle would impact their neighborhoods. Specifically that the removal of the dedicated left-turn lane from WB Washington Boulevard to Wilson Boulevard and replacing it with a signal phased left-through lane, as proposed by the preferred design Alternative 2B would lead to more cut through traffic in the neighborhood via 9th Street North.

Staff responded to this concern by referencing traffic patterns and traffic counts. A very low percent of vehicles travel to Clarendon Circle, in order to turn left onto Wilson to avoid the left turn at NB Washington and 10th Street. Most traffic heading west chooses to take 10th and this will continue after the project is built.

Additionally the Garfield Park Site Plan Development will be increasing the length of the left turn pocket at Washington and 10th. DES TE&O also has a traffic signal improvement project planned for this intersection. These combined projects will better manage Washington Blvd Traffic turning west on 10th and will additionally reduce the potential for traffic to choose to enter Clarendon Circle as an alternative route.

- A similar concern was also raised that the additional traffic on 10th Street could make crossing 10th Street, in particular at N. Irving Street, more difficult for pedestrians.

Staff will be including N. Irving St with the 10th and Wilson Blvd Improvements Project currently in Engineering Design. The improvements to 10th and Wilson to extend the left turn pocket received positive support and only modest comments from all groups.

- Ashton Heights sent a letter of support. Lyon Park sent a letter saying the study's reasoning and approach was clear.

Clarendon Courthouse:

- Residents expressed a strong interest in making the Washington Blvd and 10th Intersection more pedestrian friendly and requested that Washington and Fillmore be studied to determine how to better accommodate pedestrians traffic.
- Letter received stating those in attendee support project.

Ballston Virginia Square and the Ballston Partnership:

- Concerns over drop off and taxi management in the vicinity of the Clarendon Ballroom was a shared.

Lyon Village:

- Concerned with the current elongated intersection and the "no man's land" in the center. Staff anticipates the new design will greatly help this condition but not solve it completely.

- Some questions were posed about how turning movements within the Clarendon Circle intersection could be regulated to reduce conflicts for vehicles wishing to turn into N. Irving Street at Wilson Boulevard.
- Letter received from Civic Association supporting project.

Conclusion: County staff believes that extensive community outreach was undertaken and that consensus of community support for the preferred design alternative (Alternative 2B) was received.

- Staff proposes to move ahead with the project to the next level of design. During that design effort, comments raised by the community will be considered, and as appropriate integrated into the plan. Staff will simultaneously be working on Clarendon Circle and the intersections of Washington and 10th Street and 10th Street and Wilson Boulevard.
- Staff will be reporting back to the community at the 50% engineering design phase to confirm the design and review streetscape elements and other site details as the plans progress.
- Staff received comments stating that the presentations were helpful in raising awareness about progress on implementation of the Clarendon Sector Plan's recommendations for the circle.
- Staff received comments confirming the County had conducted a reasonable analysis of the issues regarding the intersection and had selected a preferred design alternative that best meets the desires of the community for addressing their concerns.

Web Links:

[Link to Clarendon Circle Transportation Study Webpage](#)
[Link to the Clarendon Circle Transportation Study Presentation](#)
[Link to the Clarendon Transportation Study](#)
[Link to Clarendon Circle Community Feedback Survey](#)

Attachment A: Results of On-Line Survey (224 responses)

Question 1: Support for and comments regarding project goals:

<i>Improve traffic control (signals, signing, markings) and lighting:</i>	<i>rating = 4.72</i>
<i>Improve pedestrian & bicyclist safety and access:</i>	<i>rating = 4.67</i>
<i>Normalize the Intersection Geometry:</i>	<i>rating = 4.42</i>
<i>Maintain or improve traffic flow:</i>	<i>rating = 4.33</i>
<i>Reduce Pavement area/intersection size:</i>	<i>rating = 4.13</i>
<i>Implement the Clarendon Sector Plan:</i>	<i>rating = 4.02</i>

Intersection Geometry & Traffic Signal Timing:

- (4) Construct as a traffic circle or roundabout
- (3) Provide an all-way pedestrian crossing phase
- (2) Provide adequate crossing time for all pedestrians
 - Include a bicycle connection through the closed leg of Irving Street
 - Close the connection of Wilson Blvd to Fairfax Drive
 - Improve access to the parking on Fairfax Drive
 - Extend the right-turn lane in front of Liberty Tavern (reduce parking spaces)

Left Turns:

- (3) Provide left-turn signal phases for all directions
- (3) Retain left-turn lane for Washington Blvd to Wilson Blvd westbound
- (3) Add a left-turn lane for Washington Blvd to Clarendon Blvd
 - Ban left turns in the intersection

Bike & Pedestrian Safety:

- (8) Enhanced pedestrian and bicyclist safety should be a priority
 - Pedestrian and bicyclist safety should not reduce traffic flow
 - Project does not do enough to improve pedestrian safety

Other Streets:

- Eliminate the reversible lane on Washington Blvd
- Improve Washington/13th Street intersection
- Improve safety of pedestrian crossing of 10th Street at Irving
- 10th & Washington intersection causes neighborhood cut-through

Miscellaneous:

- Reduce speed limits to 25 mph
- Add speed tables at all gateways
- Provide additional street trees
- Add lane markers thru intersection
- Post signs (don't block the box, no jaywalking) and target enforcement

Question 2. Rate your level of support for the proposed alternative 2B.

Support 77.4% (fully support = 36.4%, somewhat support = 41.0%)

Neutral 9.7%

Oppose 12.9% (fully oppose = 5.5%, somewhat oppose = 7.4%)

Question 3. Are there other elements to include in the design?

No 58.6%

Yes 41.9% (see below)

Intersection Geometry & Traffic Signal Timing:

- (9) Build a traffic signal or roundabout instead
- (6) Do not remove the right-turn slip-lane
- (3) Shift the roadway towards Silver Diner for better alignment
- (3) Add signs/markings to point direction of alignment shift for eastbound traffic
- (3) Close off the Irving Street connection to Wilson Blvd (near Liberty Tavern)
- (2) Restrict entry into Irving Street (near Liberty Tavern) during peak hours
- (2) Do not close off Irving Street (near Silver Diner) instead make access out easier
- (2) Block off the connection from Wilson to Fairfax Drive but allow bike connection
- (2) Do not block off the connection from Wilson to Fairfax Drive
 - Close Silver Diner alley from Wilson Blvd
 - Include a bike path across the closed section of Irving Street
 - Allow an all-walk phase
 - Build a tunnel for Wilson Blvd instead

Left Turn Lanes:

- (6) Provide left-turn lanes with arrows for each direction
- (2) Provide left-turn arrows for Washington Blvd
- (2) Ban any left-turns without dedicated signal phases
 - Provide one left-turn lane and one through lane for Washington Blvd

Bicyclist & Pedestrian Safety:

- (3) Make bicycle lanes continuous across the intersection
 - Do not add a new crosswalk of Wilson Blvd at Sam's Corner

Other Streets:

- (7) Remove the reversible lane; create a fourth lane for Washington Blvd
- (2) Rebuild the Washington Blvd/13th Street intersection
- (2) Widen the Wilson Blvd sidewalk west of the intersection
 - Add a turn signal and extend the left-turn lane for Washington Blvd/10th Street

Miscellaneous:

- (2) Add more trees and landscaping
- (2) Eliminate parking on Washington Blvd near O'Sullivan's
 - Add on-street parking on Wilson & Washington boulevards
 - Prohibit right-turns-on-red

Question 4. Rate your level of support for the proposed change at “Clarendon Circle” to create a left through lane and eliminate the dedicated left lane.

48.6 % Support (fully support = 27.1%, somewhat support = 21.5%)

14.4% Neutral

37.1% Oppose (fully oppose = 13.3%, somewhat oppose = 23.8%)

Question 5. What is your level of support for 10th and Wilson Blvd changes?

79.8% Support (fully support = 58.0%, somewhat support = 21.8%)

10.4% Neutral

9.9% Oppose (fully oppose = 2.6%, somewhat oppose = 7.3%)

Intersection Geometry & Traffic Signal Timing:

- (4) Remove the right-turn slip ramp for Wilson Blvd to 10th Street
- (3) Lengthen time for the left-turn arrow from 10th to Wilson
- (2) Make the Wilson/10th intersection a roundabout
 - Provide a right-turn lane for westbound 10th to eastbound Wilson Blvd
 - Eliminate the 10th Street median
 - Provide a pedestrian refuel island/median for crossing 10th
 - Close the Irving Street entrance

Left Turn Lanes:

- (5) Prohibit Left turns from Washington to Wilson Blvds.
- (2) Support lengthening the westbound left-turn lane from 10th to Wilson
- (2) Will have more congestion due to changes at Clarendon Circle

Bicyclist & Pedestrian Safety:

Improve pedestrian crossings

Other Streets:

- (4) Add traffic signals to improve pedestrian crossings of 10th Street at Irving Street
 - Implement speed limit reductions on 10th street
 - Enhance sidewalks along Wilson Blvd.

Miscellaneous:

Improve both intersections concurrently
Consider the effects of increased 10th Street traffic on Irving & Ivy streets

Question 6. Additional comments:

Intersection Geometry & Traffic Signal Timing:

- (5) Prefer a traffic circle or roundabout
- (4) Make bike lanes continuous across the intersection; consider Cycletracks
 - Dislikes curb extensions
 - Provide an all-way pedestrian phase

Left-turn lanes:

Prohibit left turns from Washington Boulevard to Wilson Boulevard

Bicyclist and Pedestrian Safety:

Improve the curb ramps at Clarendon/Washington Blvd intersection

Miscellaneous:

Consider impacts of intersection changes on festivals and events
Remove the taxi stand from Wilson Blvd in front of Clarendon Ballroom
Provide a traffic signal for crossing 10th Street at Irving Street

Question 7. Zip Codes for Respondents (when provided):

22201 = 29

22203 = 10

22207 = 4

22204 = 4

22209 = 2

22305 = 2