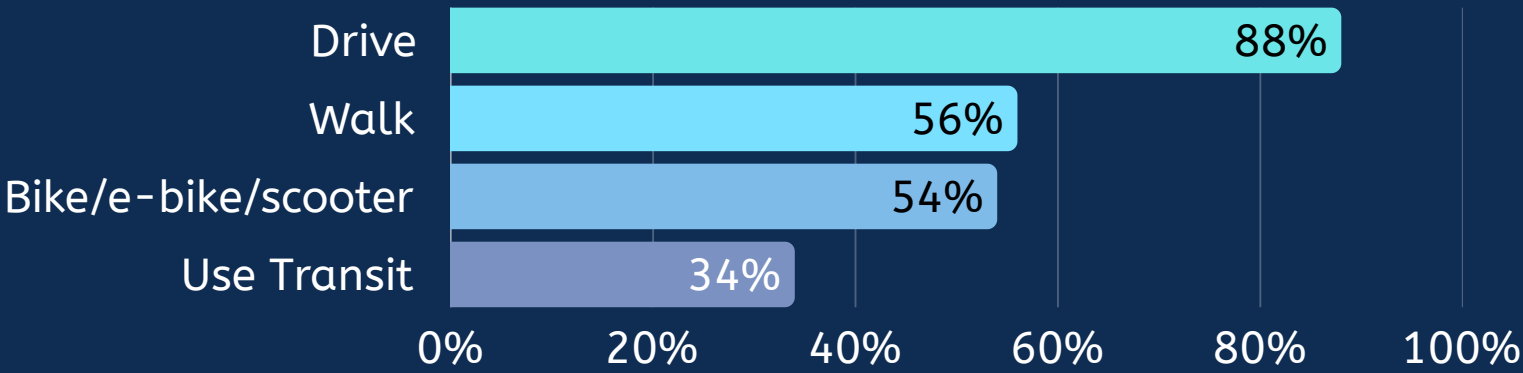


West Braddock Road Corridor

ONLINE FEEDBACK FORM KEY FINDINGS

An online feedback form for the W. Braddock Road Corridor and N. Howard Street Access and Safety Improvements Study was live from June 4 to July 3 and received 267 responses. The following are high-level takeaways from the feedback form for West Braddock Road options. Please use the feedback form dashboard to see the full results.

Respondents use multimodal forms of transportation, although drivers were the largest group.



*Totals exceed 100% as respondents could select more than one mode of transportation

West Braddock and North Howard have safety challenges – particularly speeding and conditions for people walking and biking.

- 65% People drive too fast
- 59% Limited/No safe places for biking or scooting
- 51% Difficulty crossing the roadway
- 44% Sidewalks are too close to moving traffic
- 43% Missing/Inconvenient crosswalks

Respondents prefer changes to West Braddock Road to improve safety over maintaining the status quo.

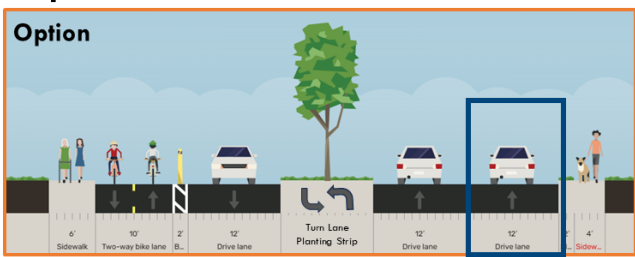
Option 1: Protected Bike Lanes



Protected bike lanes on eastbound and westbound W Braddock Road.

3.72
Weighted
Average

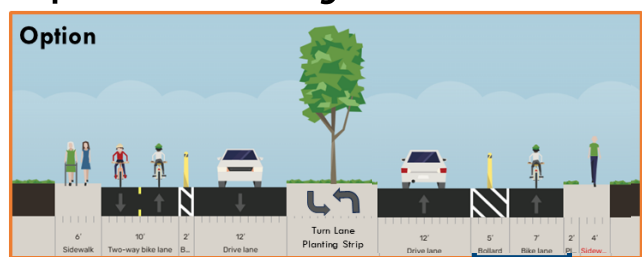
Option 2: Protected Two-Way Cycle Track



Protected two-way cycle track on eastbound W Braddock Road.
**Design options for westbound West Braddock (in blue box) are under consideration.*

3.16
Weighted
Average

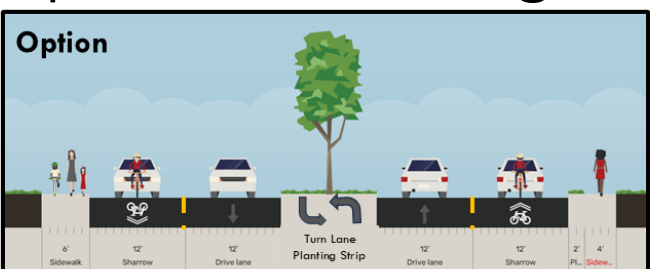
Option 3: Hybrid



Combination of protected two-way cycle track on eastbound W Braddock Road and a protected bike lane on westbound W Braddock Road.

2.22
Weighted
Average

Option 4: No Change



No proposed changes to roadway configuration.

2.26
Weighted
Average

West Braddock Road Corridor

ONLINE FEEDBACK FORM KEY FINDINGS

There is substantial support for safety improvements, coupled with concern about maintaining vehicle movement.

Highest ranked safety improvements



62%

Separate spaces for biking and scooting



51%

Slowing vehicle speeds



44%

Buffers between sidewalks and moving traffic

Notable Concerns



32%

Maintain turn lanes



19%

Maintain space for people driving

Pedestrian-oriented safety improvements scored highly with respondents.

Design Feature

Weighted Average



High-visibility crosswalks

4.45



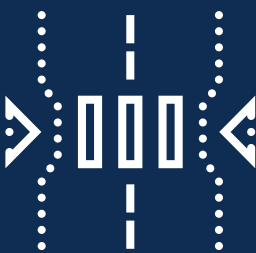
Leading pedestrian intervals

4.21



Pedestrian refuge islands

3.97



Curb extensions

3.70



No Turn on Red signs

3.69

VISIT THE PROJECT WEBSITE FOR MORE INFO:
WWW.ALEXANDRIAVA.GOV/GO/7748

