Lincoln Avenue is slated for reconstruction in FY23. In advance of this, several neighbors (including CACT members Arthur and Andrew) have been petitioning Council to develop a "safer and greener" comprehensive plan in advance of repaving. Council has asked the CACT what near-term actions could be done on Lincoln, in the spirit of "tactical urbanism" to trial solutions in a low-cost way and perhaps funded by Neighborhood Traffic Calming.

Below is a list of possible near-term actions, developed based on the suggestions raised by neighbors in the 8 February 2021 "Comprehensive Lincoln Avenue Plan: Safer and Greener" letter to Council and the "Green-ing Lincoln Avenue" concept presented by City staff in December 2020. These are intended to be low-cost measures to simulate a possible design, with low-cost or re-usable materials that can be quickly applied and easily removed if adverse consequences are discovered.

- **Crosswalks:** Add at least one painted crosswalk at Walden Court and one each on N Oak Street and S Spring Street where they cross Lincoln Ave (south side of Lincoln for both, at the sidewalk).

- **Curb planters:** Simulate the proposed installation of trees at property lines in the parking lane by asking residents if they would be willing to have a temporary simulated "tree box" installed. The "tree box" could consist of a painted line, 2-4 plastic bollards at the outside corners, and possibly a 3-4' planter in the middle with low-maintenance, native plants. The "tree box" would remain only until repaving, and then be replaced with an actual tree or returned to parking based on public feedback. Recommend installing at least 10 of these to give a real sense (ideally with the majority east of Great Falls Street). Temporary planters could be re-used in the city elsewhere in future years.

- **Planted median:** Simulate the proposed planted median east of Great Falls with a temporary curb (e.g., concrete or rubber parking stops) and planters or, at even lower cost, low flexible plastic bollards. This could be done for only one section to reduce cost and compare traffic behavior in areas with and without the median and curb "plantings". Temporary curb materials could be re-used elsewhere in the city in future years.

- **Intersection shrinking:** At several intersections between N West Street and the Arlington County line, paint out the area where the intersection could be reduced during repaving and mark the area off with plastic bollards. The goal is to reduce speeds with tighter turn radii, reduce pedestrian crossing distances, reduce through-traffic speeds by narrowing the road, and ultimately reduce impervious area (after re-paving). Prioritize the intersections at Great Falls Street (high traffic, long pedestrian distance, adjacent to W&OD and Lincoln Park) and Meridien Street (school bus stop) with one main goal to be reduce "unprotected" crossing distance to just the travel lanes (recognizing that the plastic bollards provide no real protection but as a simulation for an possible curb). Next priority would be Yucatan St (already painted), Greenwich St, N Oak St, and N West St due cross traffic or impact on Lincoln Ave speeds.

- **Crosswalk protection:** At the mid-block crossing for Lincoln Park, add paint and bollards for a simulated "tree box" on both sides of the road. Due to driveways this could only be on the side of oncoming traffic but this would be sufficient to visually narrow the roadway.

- **Wires:** City could call Verizon, Comcast, Dominion, and other utilities to ask them to "tidy" the wires along Lincoln Avenue – in several spots these run across the sidewalk (a tripping hazard)

- **Sidewalk obstructions:** Lincoln Avenue also has one of the highest concentrations of sidewalk obstructions in the City. In many places a relatively small easement and addition of concrete could be used to maintain a minimum sidewalk width around the power poles. Often the "to be paved" areas are today bare ground due to people walking around the poles. Recommend this be deferred until the City sidewalk improvement program is developed.