



OPPOSE THE NCDOT 15TH STREET WIDENING PROJECT

SIGN THE PETITION TO SUPPORT A MORE COMMUNITY-MINDED SOLUTION

- We support making 15th Street safer, more accessible, and better for future growth. The current NCDOT design does not reflect the identity, values, or long-term needs of Washington.
- NCDOT's proposed design along the 1.8 mile stretch of 15th Street would widen the road by nearly 35 feet and add a 17.5' raised concrete median that limits left-turn access.

The current design prioritizes road width and vehicle speed over neighborhood integrity, business viability, and community access.

- This plan restricts direct access to homes and businesses, creates safety concerns related to U-turns, and results in loss of property.

Property impacts include the taking of front yards, parking lots, and buildings; some homes and businesses could face full or partial loss.

- The character of Washington's northern gateway is at risk. The proposal threatens the small-town charm that residents and city leaders have worked hard to preserve.
- Community safety remains a top priority. The Stantec plan—a previously adopted alternative—prioritized accident reduction, pedestrian and bicycle safety, and access equity without over expansion.

The Stantec proposal featured a three-lane design, with safe crossings, sidewalks, and a multi-use path, while maintaining traffic efficiency and business access.

- Although the City Council endorsed the Stantec plan, it was rejected by NCDOT. Community members are now urging a return to that or a similar design.
- The deadline for action is urgent. NCDOT is scheduled to begin property acquisition in August 2025, limiting future opportunities to influence design.
- The 15th Street Coalition is organizing to give residents a voice in the process and encourage communication with local and state decision-makers.

Progress shouldn't come at the cost of community identity or displacing residents and small businesses. We can have safe, smart infrastructure without sacrificing what makes Washington unique.



**SAFE • EQUITABLE • SUSTAINABLE
STREET DESIGN**

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WASHINGTON, NORTH CAROLINA

FREQUENTLY ASKED QUESTIONS

Q ISN'T THIS PROJECT ALREADY A DONE DEAL?

A While NCDOT has completed its current design phase, right-of-way acquisition has not begun. With strong public input, communities across North Carolina have successfully influenced road designs—even late in the process. The time to act is now. NCDOT, the City of Washington, and the Mid-East RPO all have the power to formally request a rescoping.

Q BUT WON'T THE RAISED MEDIAN HELP TRAFFIC FLOW BETTER?

A Medians eliminate mid-block turns and force frequent U-turns, creating frustration, unsafe traffic patterns, and backup at signals. The Stantec plan maintained, where safe, left-turn access with a center lane and made improvements to slow traffic only where necessary for safety.

Q WON'T REDUCING FROM 4 LANES TO 3 CREATE CONGESTION?

A Today, 15th Street's undivided four-lane configuration functions inefficiently. Left-turning vehicles block through lanes and cause erratic lane changes. A three-lane design would introduce a dedicated center turn lane, where safe, organizing traffic and reducing collisions. In Asheville, a similar road diet resulted in a 23% crash reduction with only 2–14 seconds of added peak-hour travel time.

Q ISN'T A WIDER ROAD NECESSARY FOR GROWTH AND TRAFFIC?

A 15th Street currently carries a maximum of 19,500 daily trips. Projections for 2048 estimate 23,000 daily trips, which falls well below the 25,000 threshold used by the Federal Highway Administration to support 3-lane road diets. Even at full build-out, this corridor does not require four travel lanes.

The Stantec plan demonstrates that a safer road is possible without over-expansion. It reduces crashes, adds pedestrian and bike infrastructure, and preserves access. It was accepted by the City Council and supported by public feedback.