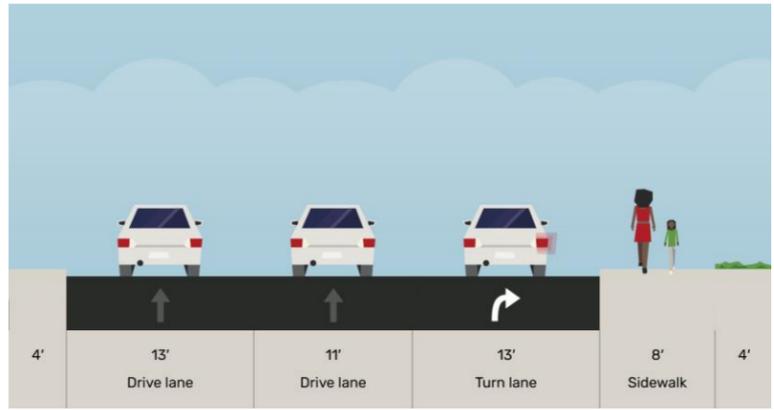
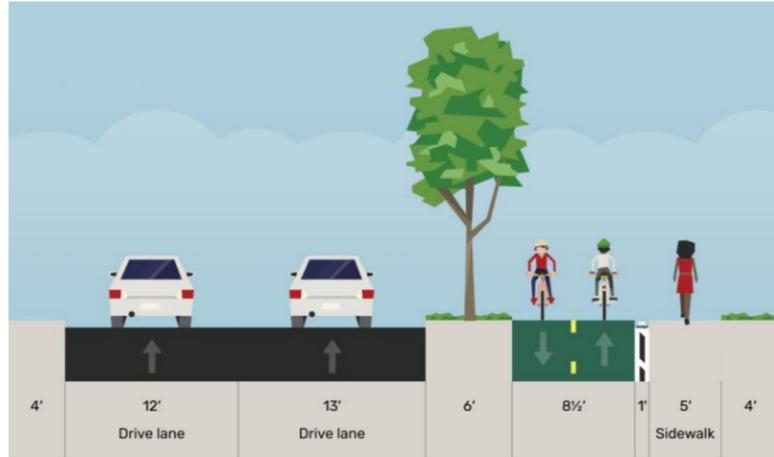


Van Dorn Street and Bridges Design Segment 1

Existing Conditions



Concept 1



Benefits

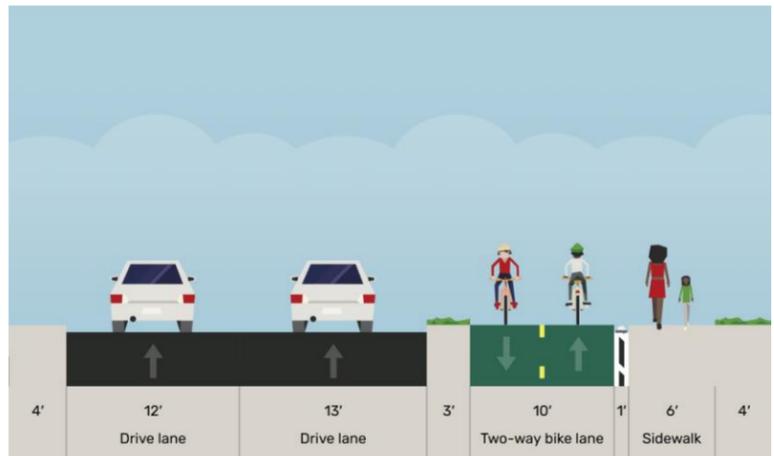
- Landscape buffer with planted trees
- Separated bicycle and pedestrian facilities
- Removal of right-turn lane conflict at Metro Road

Challenges

- Removal of access to Metro Road



Concept 2

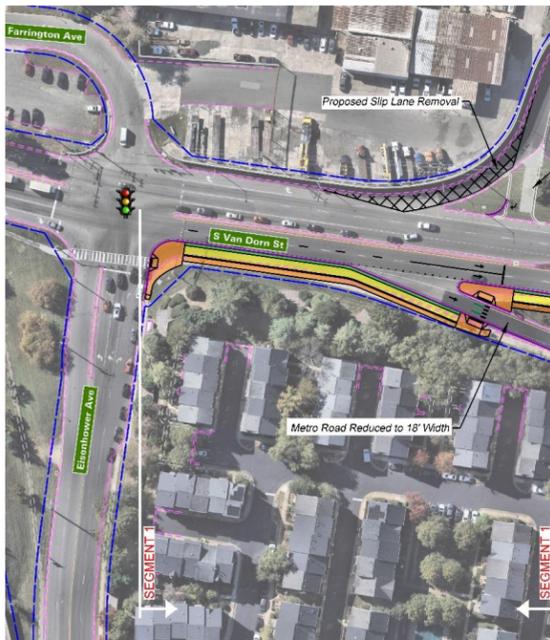


Benefits

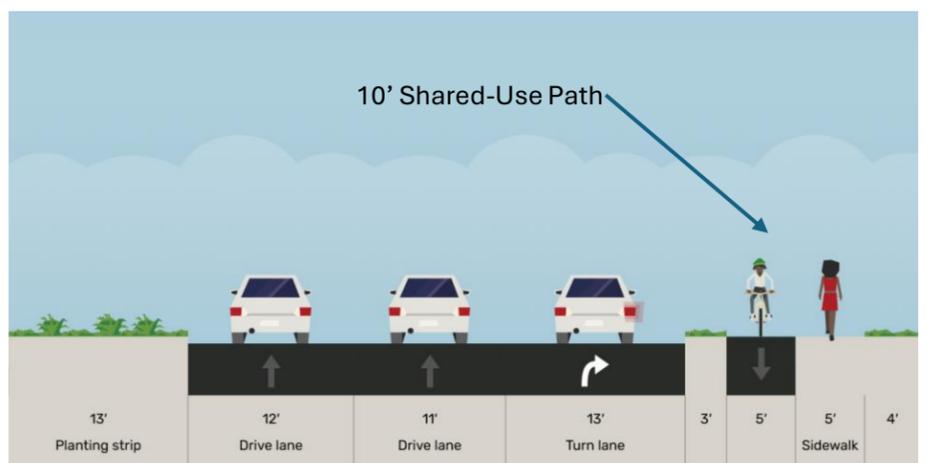
- Separated bicycle and pedestrian facilities
- Access to Metro Road maintained

Challenges

- Less separation from adjacent traffic
- Right-turn conflict remains at Metro Road



Concept 3

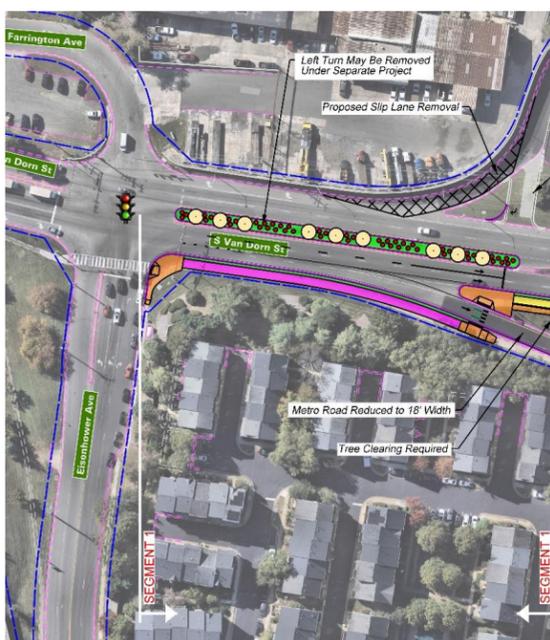


Benefits

- Existing access to Metro Road maintained
- Option for removal of southbound left-turn lane onto Eisenhower Avenue (NOTE: this could be feasible with all concepts)

Challenges

- Less separation from adjacent traffic
- Combined bicycle and pedestrian facilities
- Right-turn conflict remains at Metro Road



LEGEND:

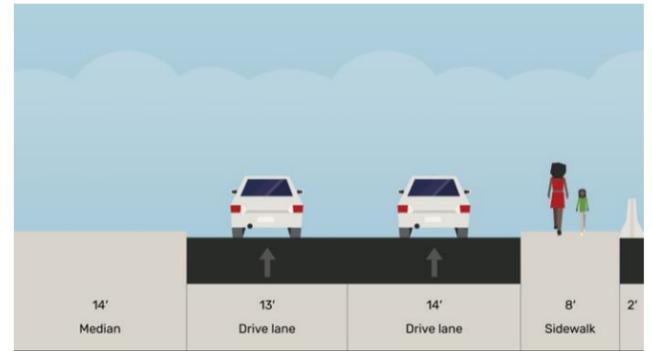
- PROPOSED CURB
- PROPOSED CURB AND GUTTER
- EXISTING FACE OF CURB
- EXISTING RIGHT-OF-WAY
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK, CURB RAMP & PEDESTRIAN REFUGE
- PROPOSED CYCLE TRACK
- PROPOSED CONCRETE MEDIAN
- DEMO
- PROPOSED CROSSWALK
- PROPOSED BICYCLE CROSSING
- EXISTING / MODIFIED TRAFFIC SIGNAL

LANDSCAPING LEGEND:

- PROPOSED TREE PLANTING
- PROPOSED TREE PLANTING (UNDER SEPARATE PROJECT)
- EXISTING TREE TO REMAIN
- PROPOSED SHRUB OR BUSH PLANTING
- LANDSCAPING STRIP

Van Dorn Street and Bridges Design Segment 2

Existing Conditions



Concept 1

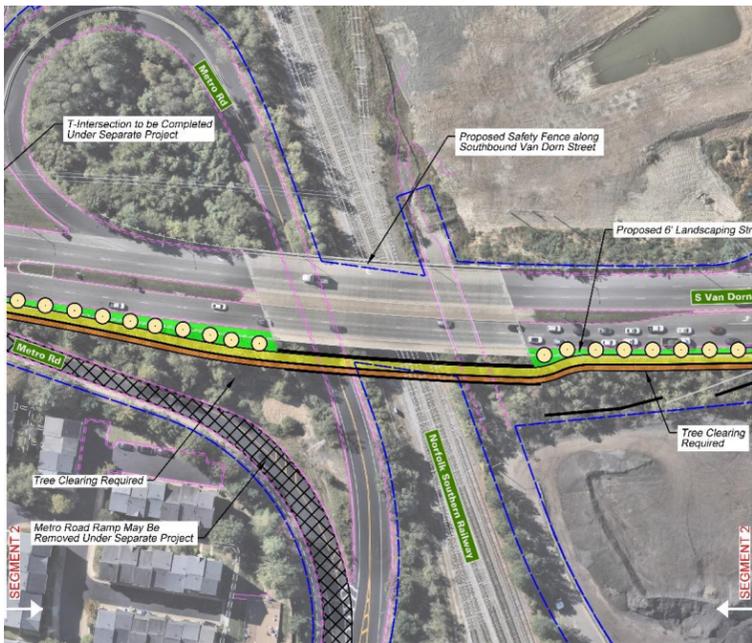


Benefits

- Separate bridge structure for bicyclists and pedestrians only
- No modifications required to S Van Dorn bridge

Challenges

- Coordination with Norfolk Southern Railroad for bike/ped bridge

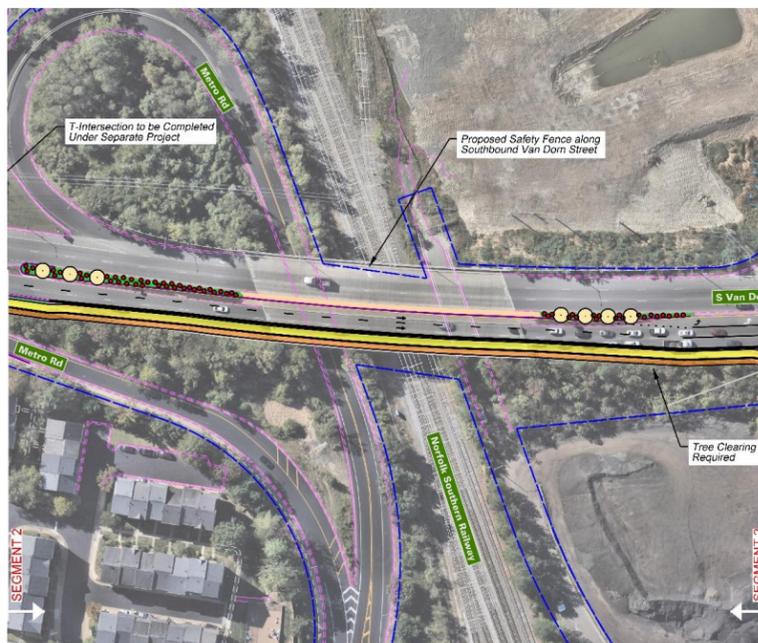


LEGEND:

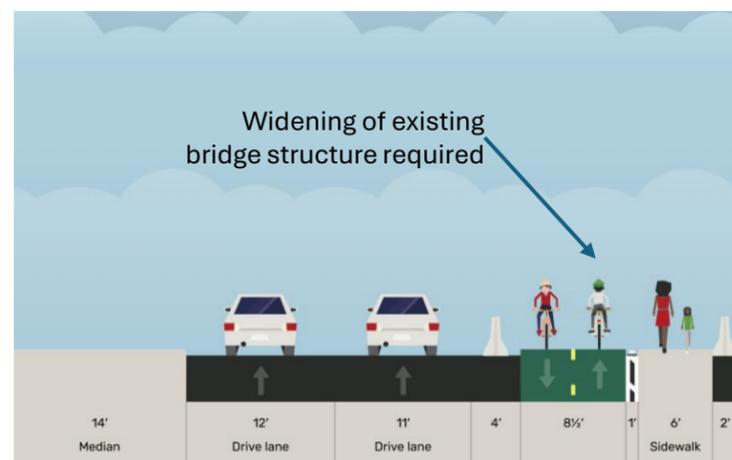
- PROPOSED CURB
- PROPOSED CURB AND GUTTER
- EXISTING FACE OF CURB
- EXISTING RIGHT-OF-WAY
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK, CURB RAMP & PEDESTRIAN REFUGE
- PROPOSED CYCLE TRACK
- PROPOSED CONCRETE MEDIAN
- DEMO
- PROPOSED CROSSWALK
- PROPOSED BICYCLE CROSSING
- EXISTING / MODIFIED TRAFFIC SIGNAL

LANDSCAPING LEGEND:

- PROPOSED TREE PLANTING
- PROPOSED TREE PLANTING (UNDER SEPARATE PROJECT)
- EXISTING TREE TO REMAIN
- PROPOSED SHRUB OR BUSH PLANTING
- LANDSCAPING STRIP



Concept 2



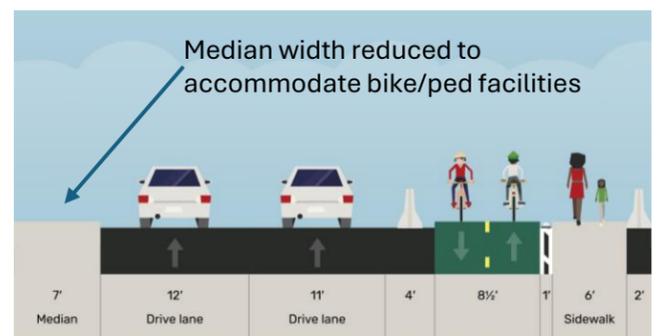
Benefits

- Separated bicycle and pedestrian facilities
- Reduced travel lane widths on S Van Dorn

Challenges

- Narrower cycle track
- Existing bridge structure must be widened to support bike/ped facilities
- Coordination with Norfolk Southern Railroad required

Concept 3

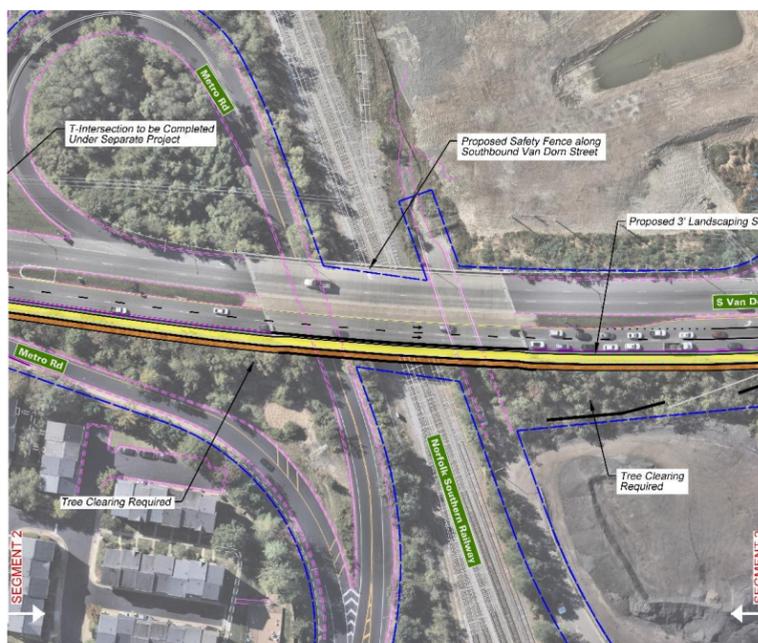


Benefits

- Separated bicycle and pedestrian facilities
- Reduced travel lane widths on S Van Dorn
- No widening of the existing bridge; therefore, no coordination with Norfolk Southern

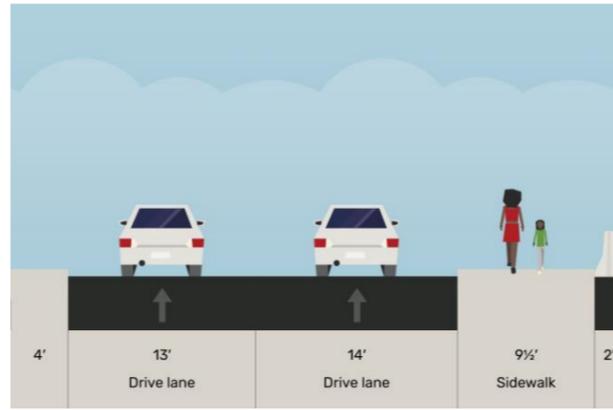
Challenges

- Narrower cycle track

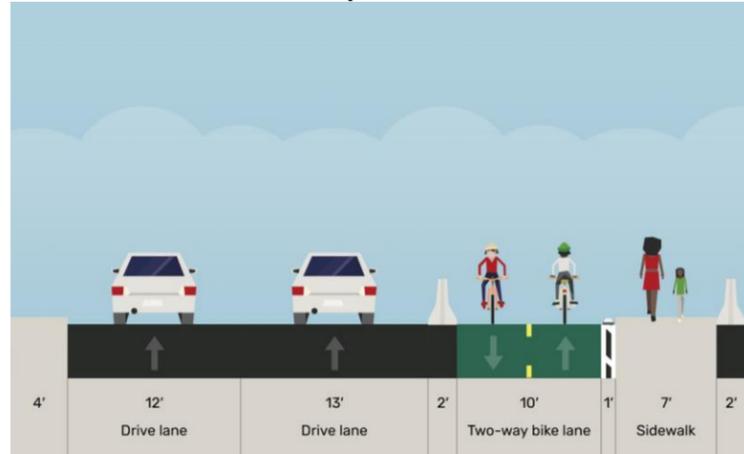


Van Dorn Street and Bridges Design Segment 3

Existing Conditions



Concept 1



Benefits

- Separated bicycle and pedestrian facilities
- Barrier between cycle track and roadway
- Reduced travel lane widths on S Van Dorn traveling north

Challenges

- Requires significant earthwork to provide the separated bicycle and pedestrian facilities



REFER TO CONCEPT 1 AND CONCEPT 3 FOR POTENTIAL SEGMENT 3 IMPROVEMENTS

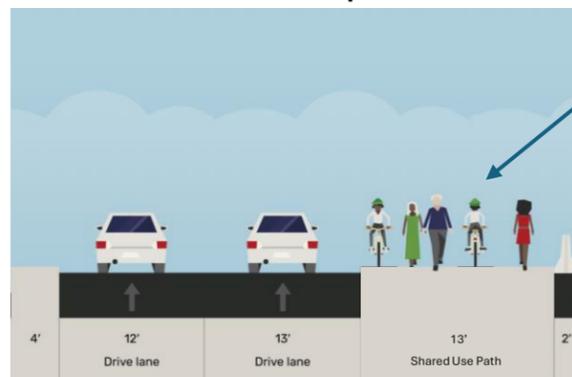
LEGEND:

- PROPOSED CURB
- PROPOSED CURB AND GUTTER
- EXISTING FACE OF CURB
- EXISTING RIGHT-OF-WAY
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK, CURB RAMP & PEDESTRIAN REFUGE
- PROPOSED CYCLE TRACK
- PROPOSED CONCRETE MEDIAN
- ▨ DEMO
- ▬ PROPOSED CROSSWALK
- ▬ PROPOSED BICYCLE CROSSING
- 🚦 EXISTING / MODIFIED TRAFFIC SIGNAL

LANDSCAPING LEGEND:

- PROPOSED TREE PLANTING
- PROPOSED TREE PLANTING (UNDER SEPARATE PROJECT)
- EXISTING TREE TO REMAIN
- PROPOSED SHRUB OR BUSH PLANTING
- LANDSCAPING STRIP

Concept 3



13' Shared-Use Path Possible by reclaiming 1' from each travel lane on S Van Dorn

Benefits

- Wide shared use path to accommodate bicyclists and pedestrians
- Reduced travel lane widths on S Van Dorn northbound and southbound

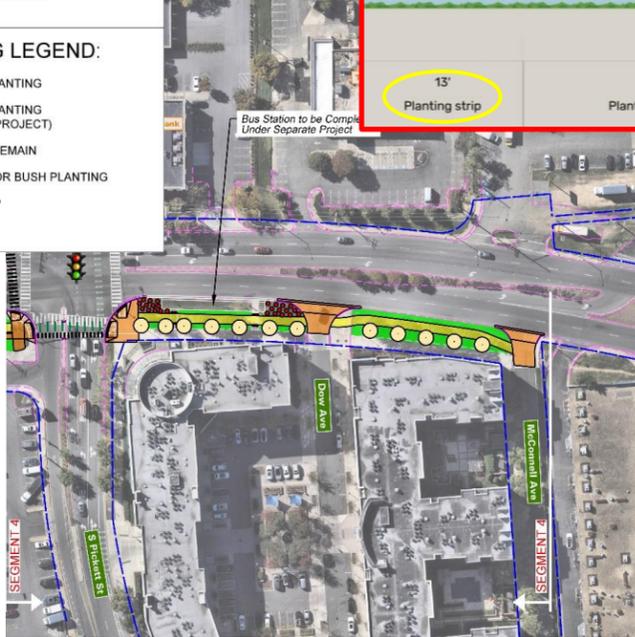
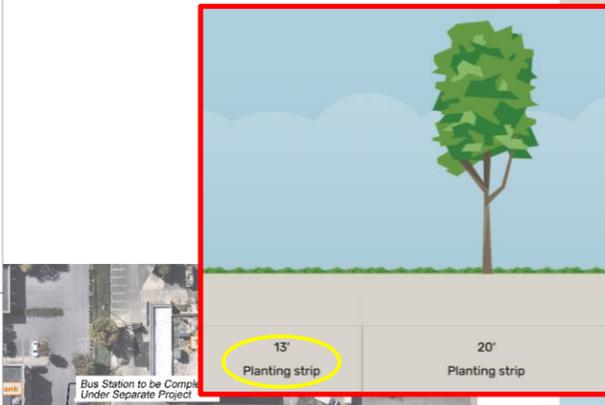
Challenges

- No separation between the shared use path and roadway

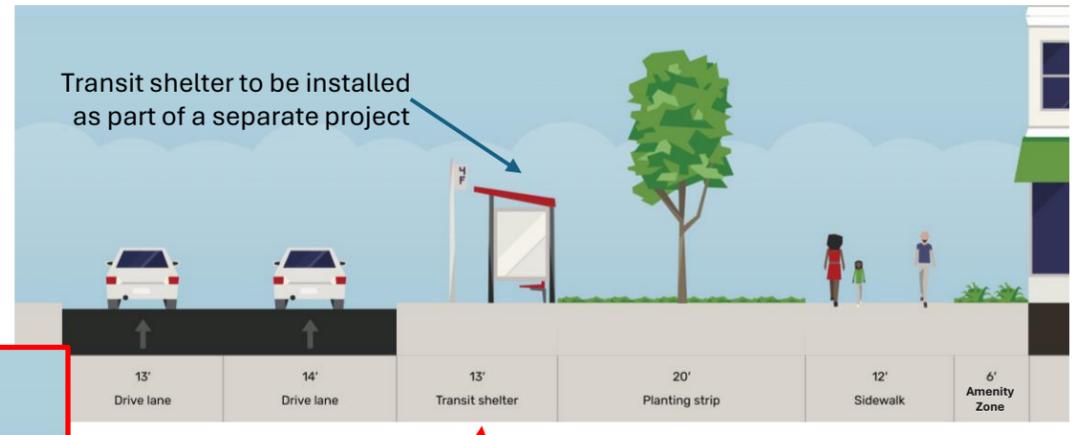


Van Dorn Street and Bridges Design Segment 4

- LEGEND:**
- PROPOSED CURB
 - PROPOSED CURB AND GUTTER
 - EXISTING FACE OF CURB
 - EXISTING RIGHT-OF-WAY
 - PROPOSED SHARED USE PATH
 - PROPOSED SIDEWALK, CURB RAMP & PEDESTRIAN REFUGE
 - PROPOSED CYCLE TRACK
 - PROPOSED CONCRETE MEDIAN
 - ▨ DEMO
 - ▬ PROPOSED CROSSWALK
 - ▬ PROPOSED BICYCLE CROSSING
 - 🚦 EXISTING / MODIFIED TRAFFIC SIGNAL
- LANDSCAPING LEGEND:**
- PROPOSED TREE PLANTING
 - PROPOSED TREE PLANTING (UNDER SEPARATE PROJECT)
 - EXISTING TREE TO REMAIN
 - PROPOSED SHRUB OR BUSH PLANTING
 - ▬ LANDSCAPING STRIP

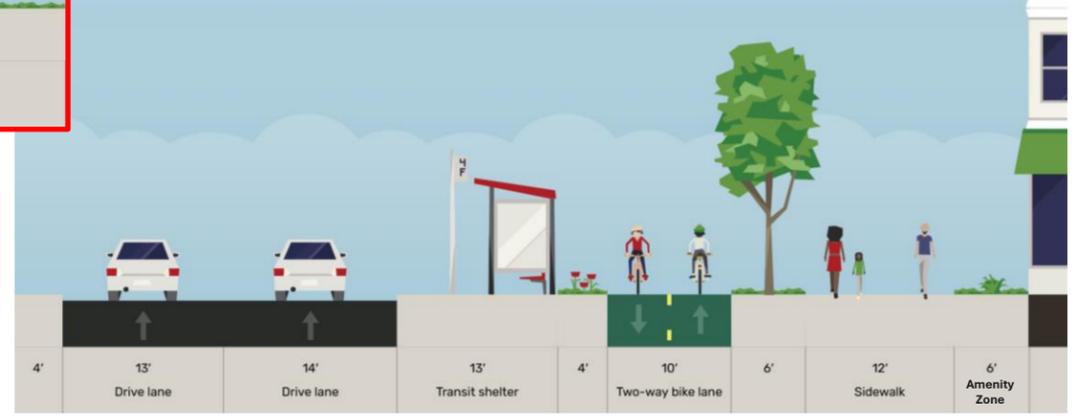


Existing Conditions



Transit shelter only present from S Pickett St to Dow Ave. North of Dow Ave, this area is green space/planting strip (existing and all concepts)

Concept 1



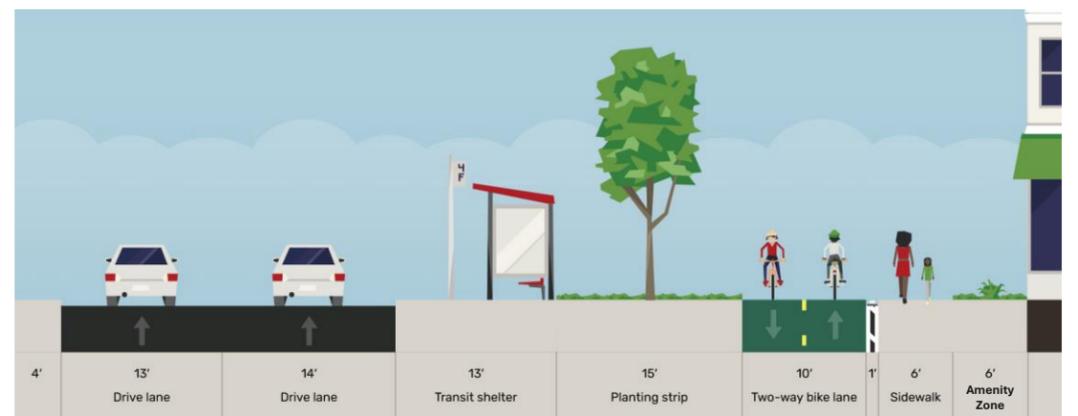
Benefits

- Landscape buffer with planted trees separates the cycle track from the sidewalk

Challenges

- Requires removal of all existing trees between S Pickett St and McConnell Ave (new trees to be planted)

Concept 2



Benefits

- The majority of existing trees can remain
- Separated bicycle and pedestrian facilities

Challenges

- Sidewalk width is reduced from 12' to 6'



Concept 3



Benefits

- Wider planting strip further separates the cycle track from the roadway
- Separated bicycle and pedestrian facilities

Challenges

- Narrower cycle track
- Sidewalk width is reduced from 12' to 6'

