

Making North Van Dorn Street Complete

**Park Place Condominium Board
Association**

January 28, 2015



Project Overview

- North Van Dorn resurfacing this summer
- Complete Streets policy
- Community Meeting #1 in October 2015
- Tonight: Present options and get feedback



Project Goals

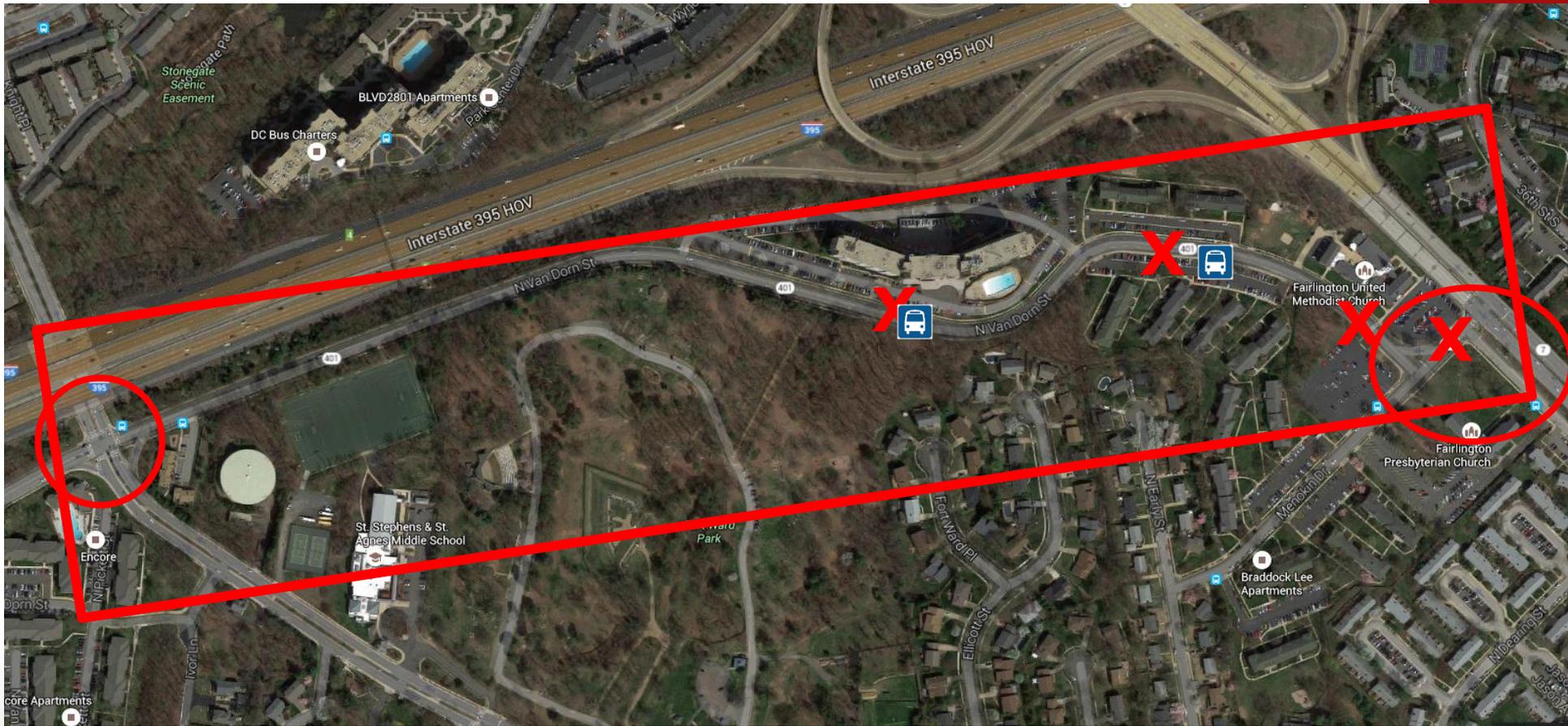
- Provide facilities for people who walk, bike, ride transit or drive cars
- Improve the safety and convenience for all street users
- Implement City Council adopted plans and policies

Complete Streets

"Streets that are designed to consider the safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers and ensure that the needs of all users shall be accommodated and balanced so that even the most vulnerable – children, elderly, and persons with disabilities – can travel safely within the public right-of way."



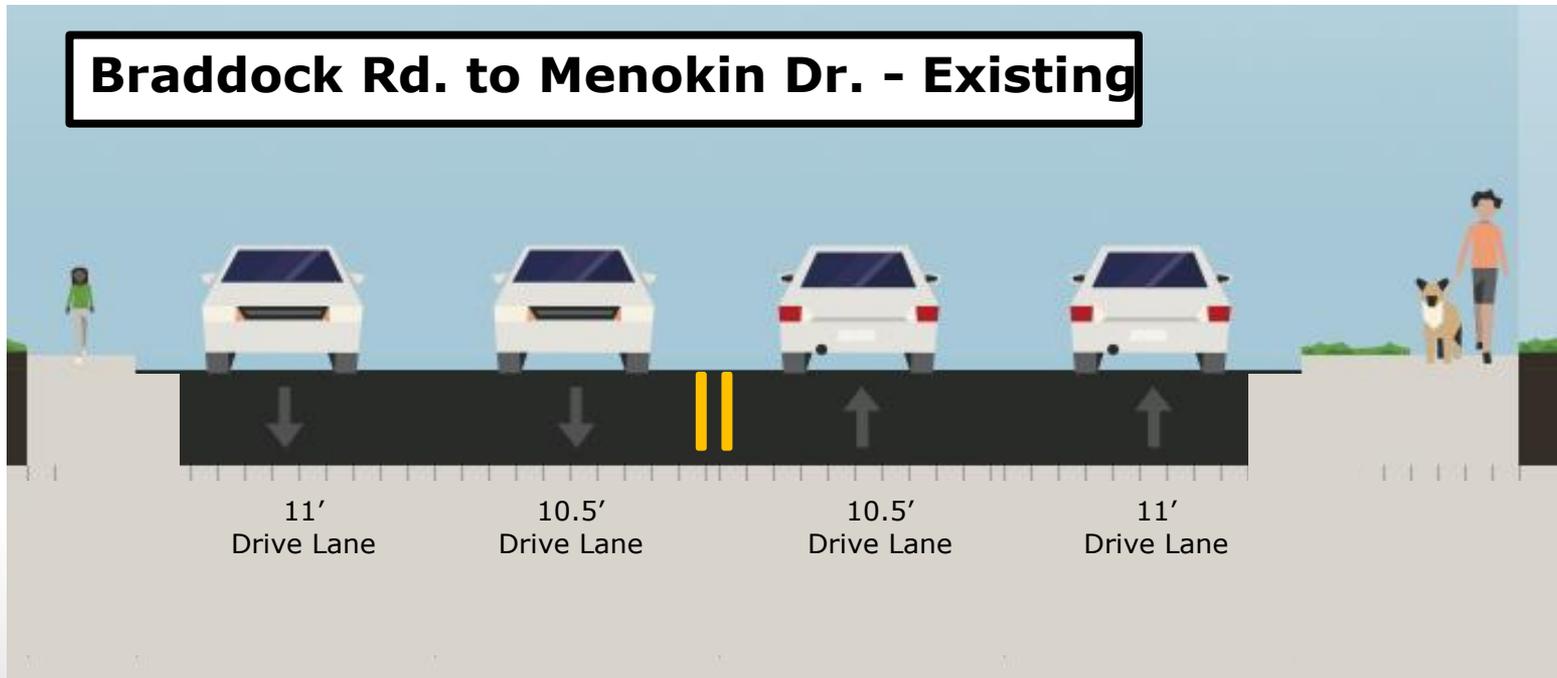
North Van Dorn Project Area



Existing Conditions



Braddock Rd. to Menokin Dr. - Existing





What We Heard at First Meeting

- Concerns with pedestrian safety at intersections and mid-block crossings
- Speeds are too high
- Need for dedicated left turn lane
- Difficult to access bus stops
- Unsafe for cyclists
- Improve access to Fort Ward park
- If any changes are made to road, don't make traffic worse for drivers



Data on Existing Conditions

- **Crashes:**
 - 126 between Braddock Rd. and King St. intersections (2 involving pedestrians) in past 10 years
- **Speed:**
 - 85% Percentile Speed: 37 mph
 - 12 mph over 25 mph speed limit
- **Volume:**
 - AM Peak: 605 vph - northbound
 - PM Peak: 507 vph – southbound
 - Avg. Weekday Volume: 6,900 cars per day
 - 3,700 southbound and 3,200 northbound

Types of Potential Improvements

- Street crossing improvements
- Crosswalks
- Curb ramps
- Sidewalks
- Bus stops
- Turn lanes
- Lane width
- Bike facilities



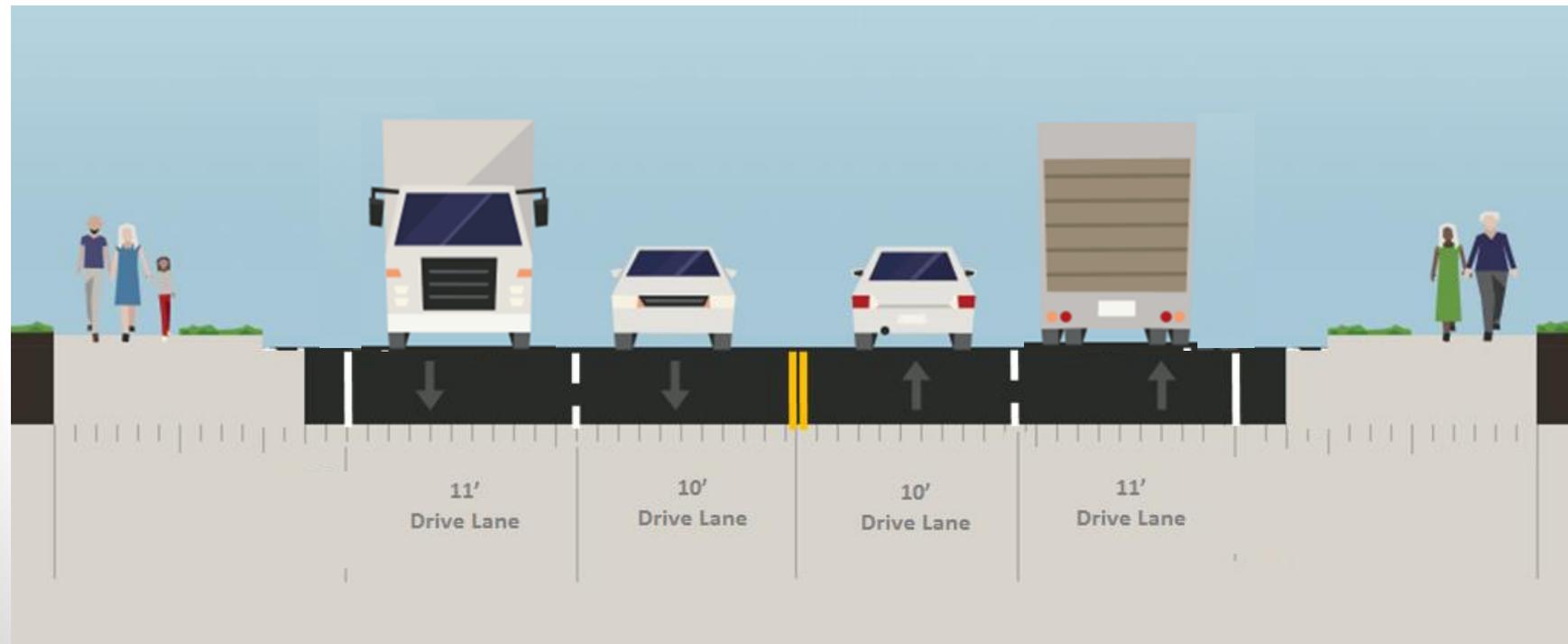
Types of Potential Improvements

- Curb extensions
- Pedestrian islands
- Speed indicator signs
- Speed limits
- Signage
- Signal timing



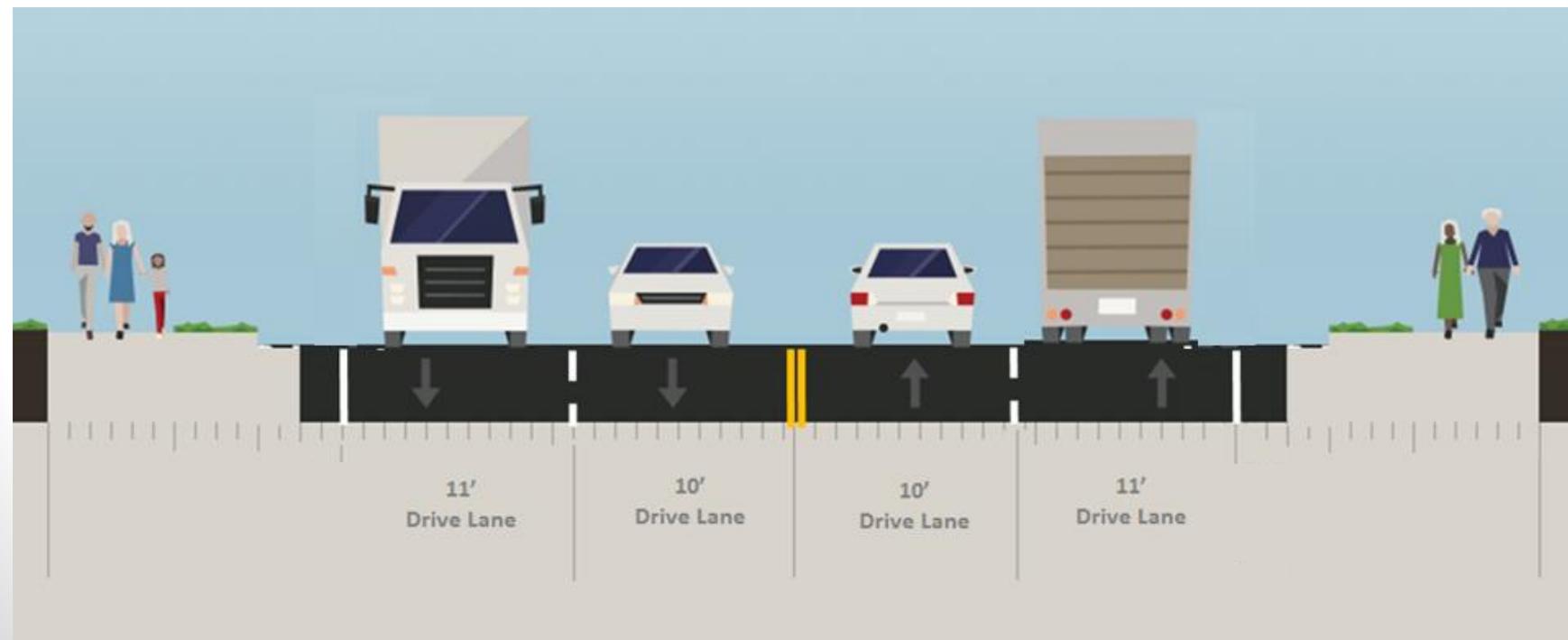
Option 1: Complete Streets Maintenance

- Narrow travel lanes and provide outside edge line
- Improve curb ramps
- Install crosswalks across side streets
- Provide ADA compliant bus stops



Considerations

- Some pedestrian improvements
 - Curb ramps, crosswalks on side streets, ADA-compliant bus stops
- No bicycle or vehicular improvements
- Minimal change to streetscape



Option 2: Complete Streets Corridor Improvements

- Conversion of a 4 lane to a 3 lane roadway. Reclaimed space can be used for left turn bays, pedestrian islands and bicycle lanes.



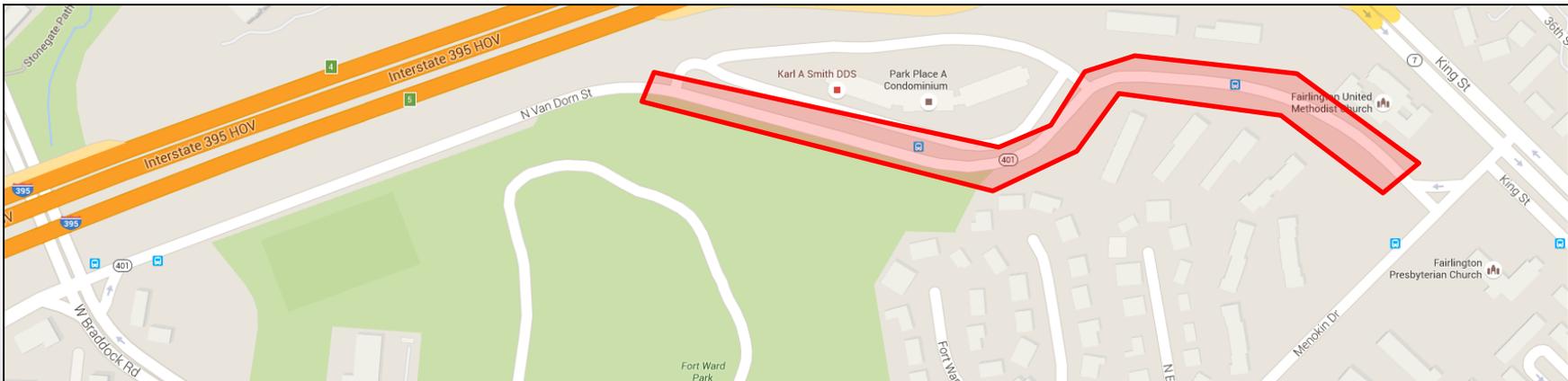
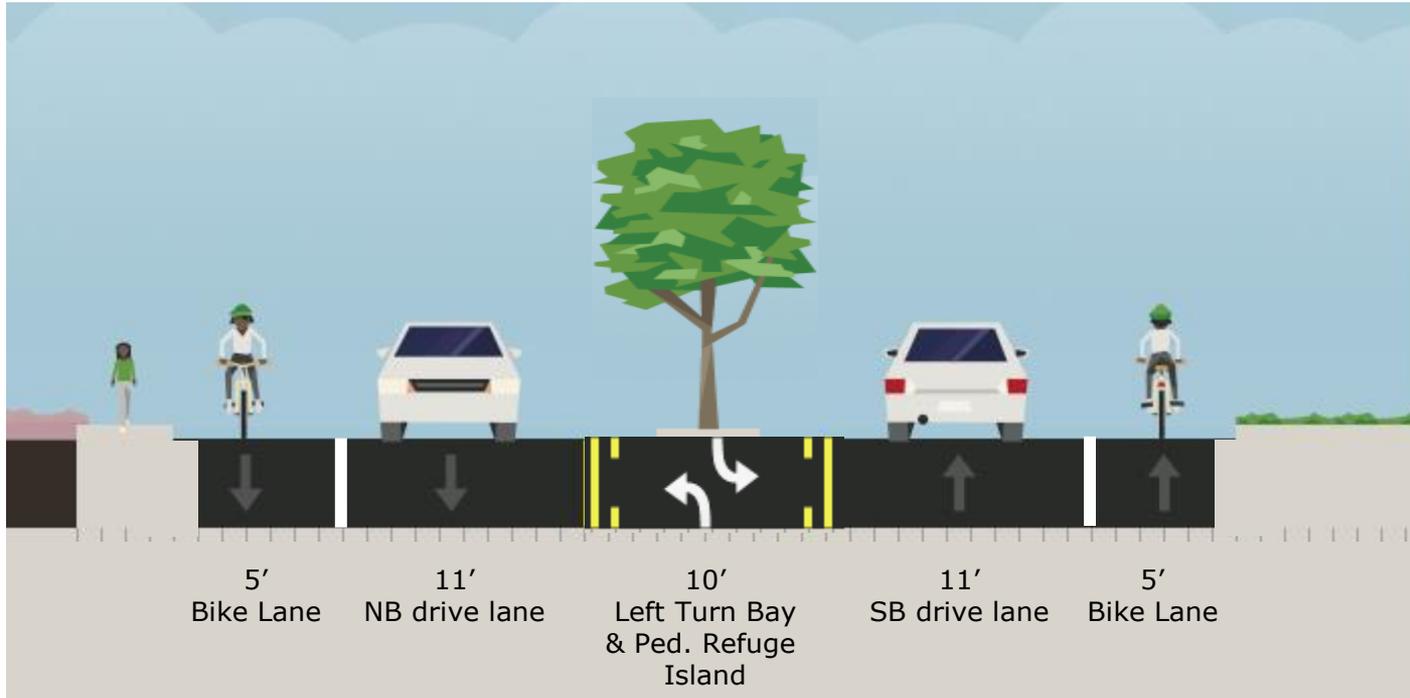
Option 2: Complete Streets Corridor Improvements



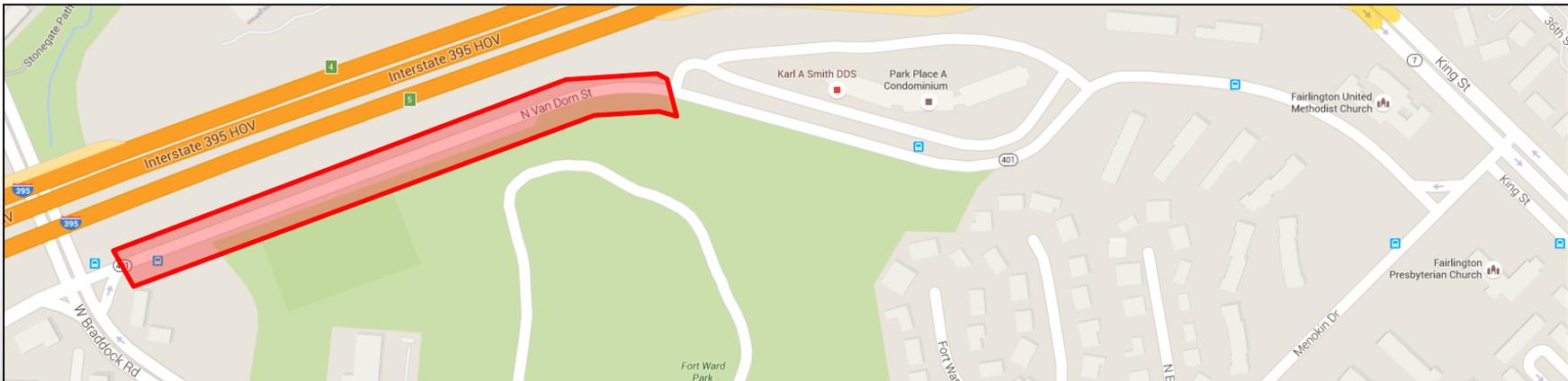
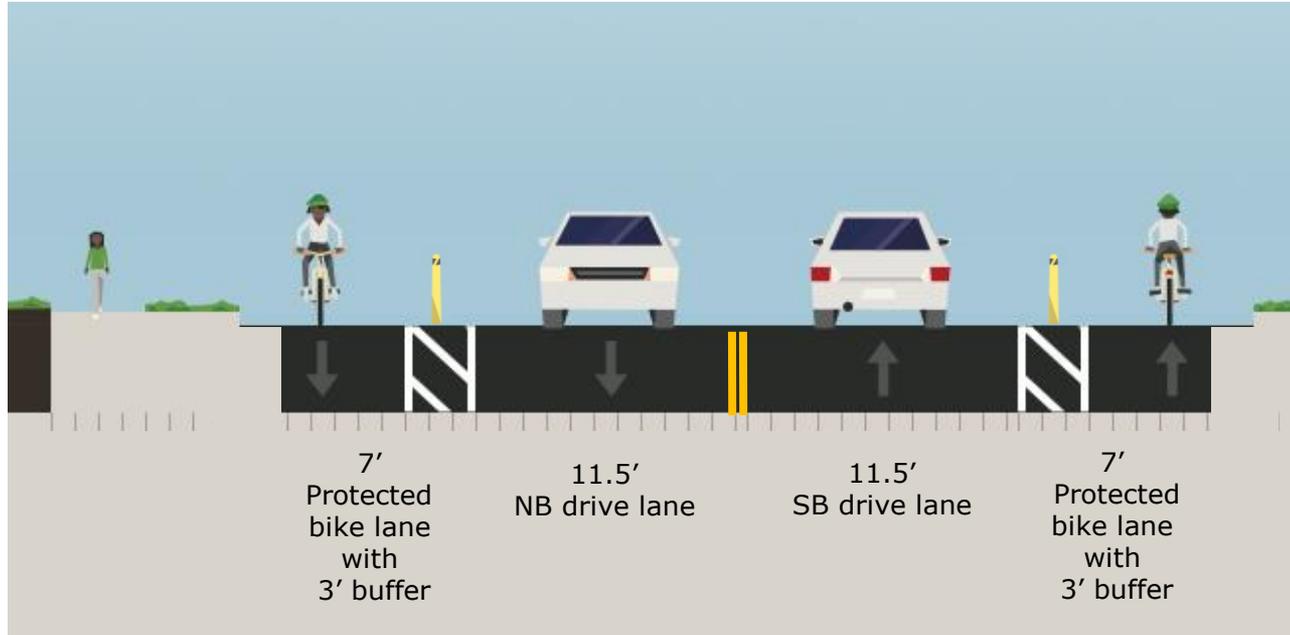
- Pedestrian refuge islands and new crosswalks at intersections with bus stops
- Major pedestrian improvements at:
 - Braddock Road
 - Menokin Drive
 - Menokin Drive at King Street
- Left turn bays/ center turn lane
- Reduction of speed limit from 35 to 25mph with speed indicator signs



Option 2 - North Section



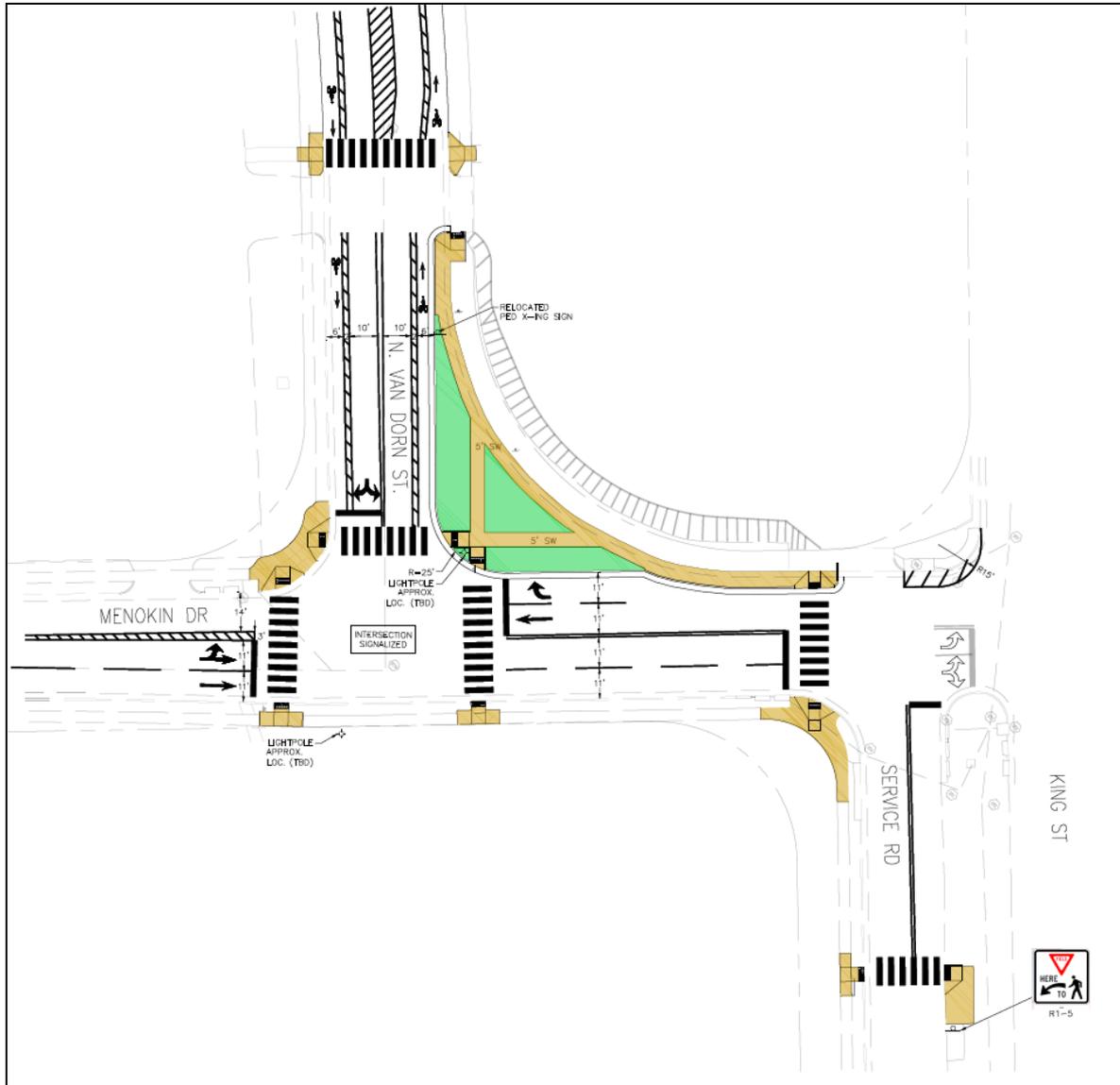
Option 2 - South Section



Menokin Dr. Intersection – Existing



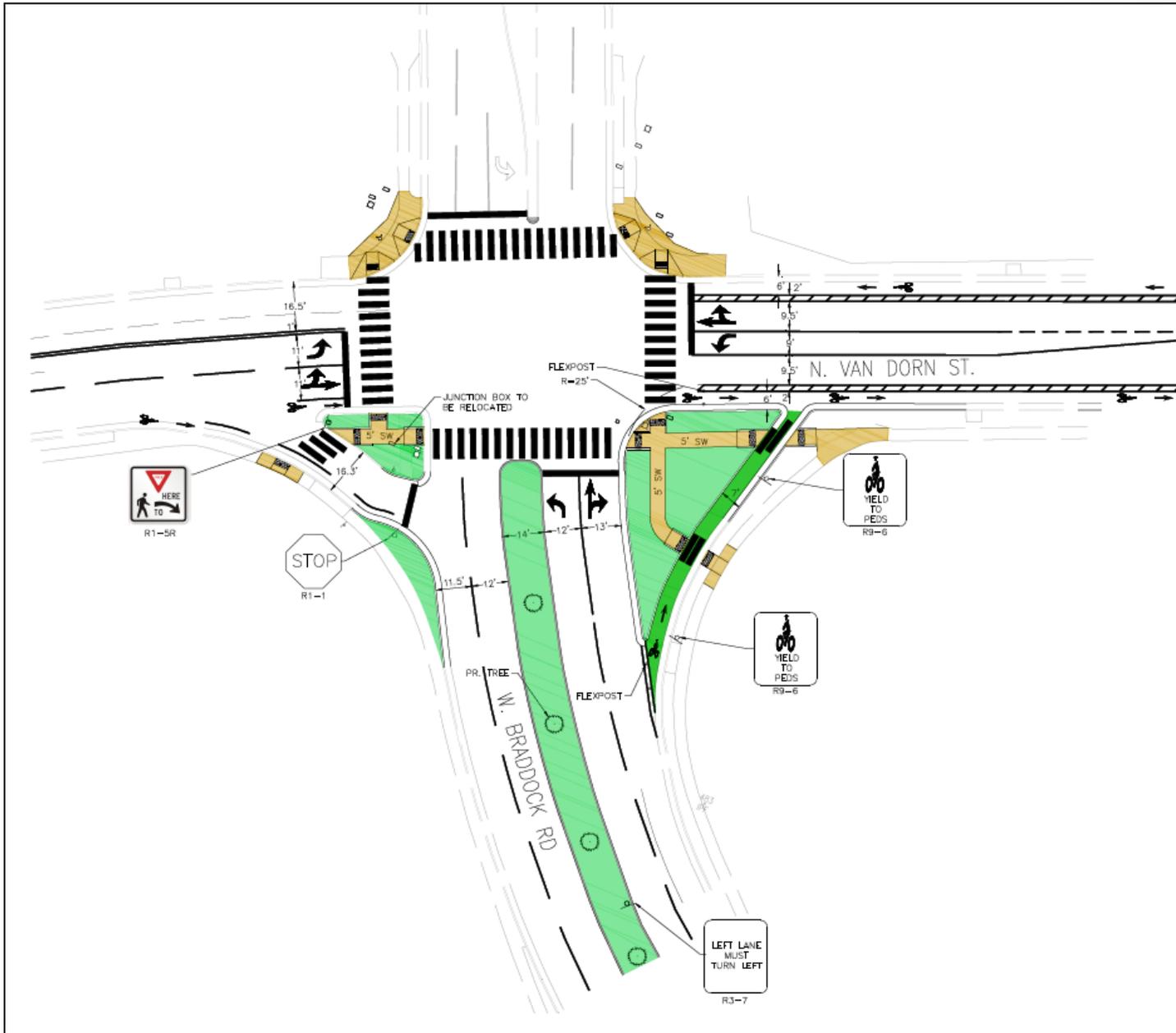
Option 2 - Menokin Dr. Intersection



Braddock Rd. Intersection - Existing



Option 2 - Braddock Rd. Intersection



Mid-Block Crossing Improvements

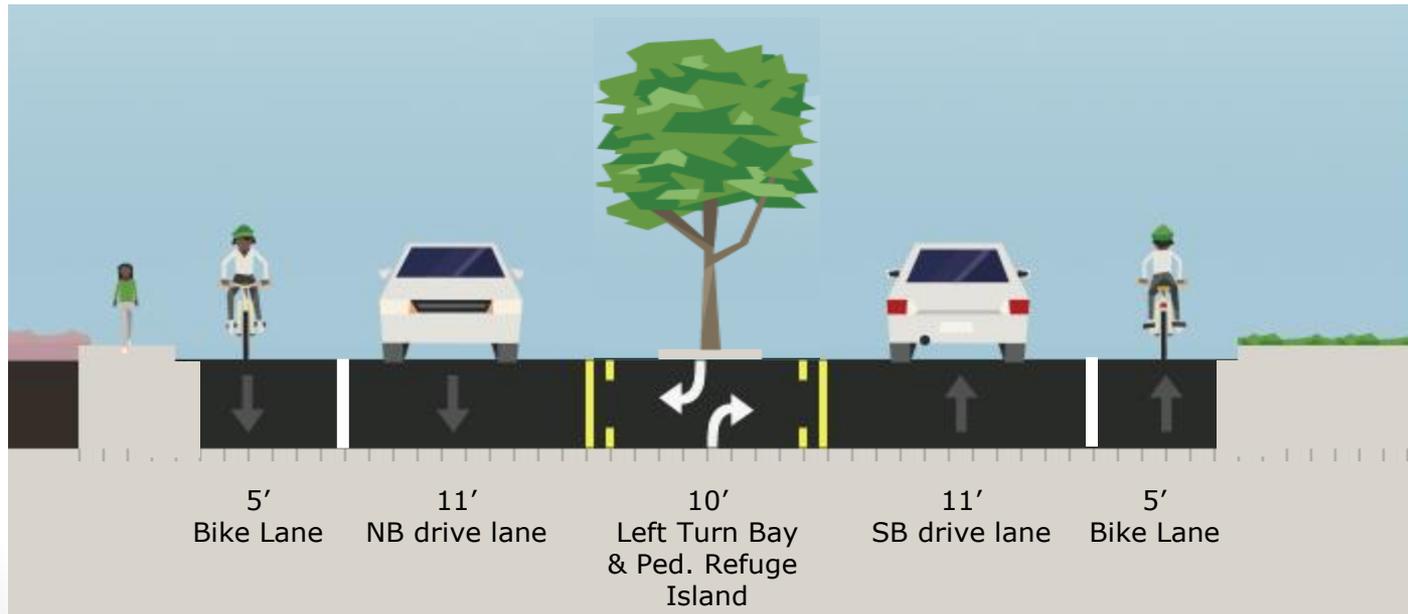


Mid-Block Crossing Improvements



Option 2 - Considerations

- Provides pedestrian refuge island to reduce crossing distances
- Provides left turn bays and improves traffic flow
- Provides separation between vehicles and pedestrians on sidewalk
- Provides designated space on street for all users
- Enhances streetscape
- Provides safety benefits to all users





How Proposed Options Address What We Heard

What We Heard	Option 1	Option 2
Improve pedestrian safety at intersections	✓	✓ ✓
Lower vehicular speeds		✓ ✓
Improve left turns on corridor		✓
Improve crossings at bus stops		✓
Improve ADA-accessibility at bus stops and existing crossings	✓	✓ ✓
Improve bicyclist safety and comfort		✓ ✓

*Missing sidewalk on south section would be constructed at later date



Next Steps

- City staff will refine options based on tonight's feedback – no decisions to be made
- Present a refined option to community at later date
- Depending on option, may require approval of Traffic & Parking Board



More Information

- North Van Dorn Complete Streets Project Page
 - <http://www.alexandriava.gov/88173>
- Complete Streets Program
 - Alexandriava.gov/CompleteStreets
- Ray Hayhurst
 - Complete Streets Coordinator
 - raymond.hayhurst@alexandriava.gov
- Hillary Orr
 - Complete Streets Program Manager
 - hillary.orr@alexandriava.gov



Questions?