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

11’ Drive Lane
10.5’ Drive Lane
10.5’ Drive Lane
11’ Drive Lane
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

- 5’ Bike Lane
- 11’ NB drive lane
- 10’ Left Turn Bay & Ped. Refuge Island
- 11’ SB drive lane
- 5’ Bike Lane
Option 2 - South Section

- 7’ Protected bike lane with 3’ buffer
- 11.5’ NB drive lane
- 11.5’ SB drive lane
- 7’ Protected bike lane with 3’ buffer
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

BEFORE

AFTER
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

<table>
<thead>
<tr>
<th>What We Heard</th>
<th>Option 1</th>
<th>Option 2</th>
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<tbody>
<tr>
<td>Improve pedestrian safety at intersections</td>
<td>✓</td>
<td>✓ ✓ ✓</td>
</tr>
<tr>
<td>Lower vehicular speeds</td>
<td></td>
<td>✓ ✓ ✓</td>
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<tr>
<td>Improve left turns on corridor</td>
<td></td>
<td>✓</td>
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<tr>
<td>Improve crossings at bus stops</td>
<td></td>
<td>✓</td>
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<tr>
<td>Improve ADA-accessibility at bus stops and existing crossings</td>
<td>✓</td>
<td>✓ ✓ ✓</td>
</tr>
<tr>
<td>Improve bicyclist safety and comfort</td>
<td></td>
<td>✓ ✓ ✓</td>
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*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
  • Alexandriva.gov/CompleteStreets

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Questions?