

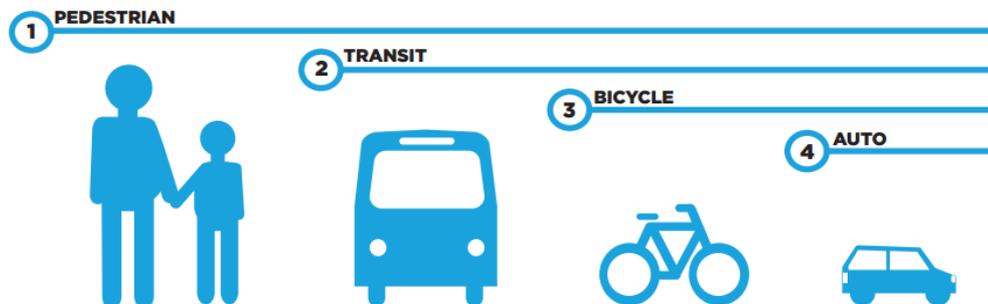


Cameron Station Complete Streets

**Cameron Station Community
Association – Board of Directors
June 28, 2016**

Complete Streets Policy

- Complete Streets Policy adopted by City Council in 2011
- The City shall incorporate to the extent possible Complete Streets infrastructure sufficient to **enable reasonably safe travel along and across the right-of-way for each category of users**
- The City shall incorporate Complete Streets infrastructure into existing public streets to **improve the safety and convenience of users and construct and enhance the transportation network for all users**





Complete Streets Program

- Program established to implement City policy
- Work plan driven by:
 - Resurfacing program
 - Pedestrian-Bicycle Master Plan
 - High crash locations
 - Safe Routes to School
 - Grant projects
 - Community requests
 - Traffic Calming/Speed Cushions
 - Access to transit
 - Access to parks
 - Bike parking
 - Sidewalks / curb ramps

What We've Heard from Residents

- Speeding on Cameron Station Blvd
- Cut-through traffic during certain parts of the day
- Dangerous conditions for pedestrians at Circle and near daycare



Speed Data Collected



Duke to Circle

Northbound: 24.6 mph
Southbound: 23.2 mph

Ferdinand Day to Circle

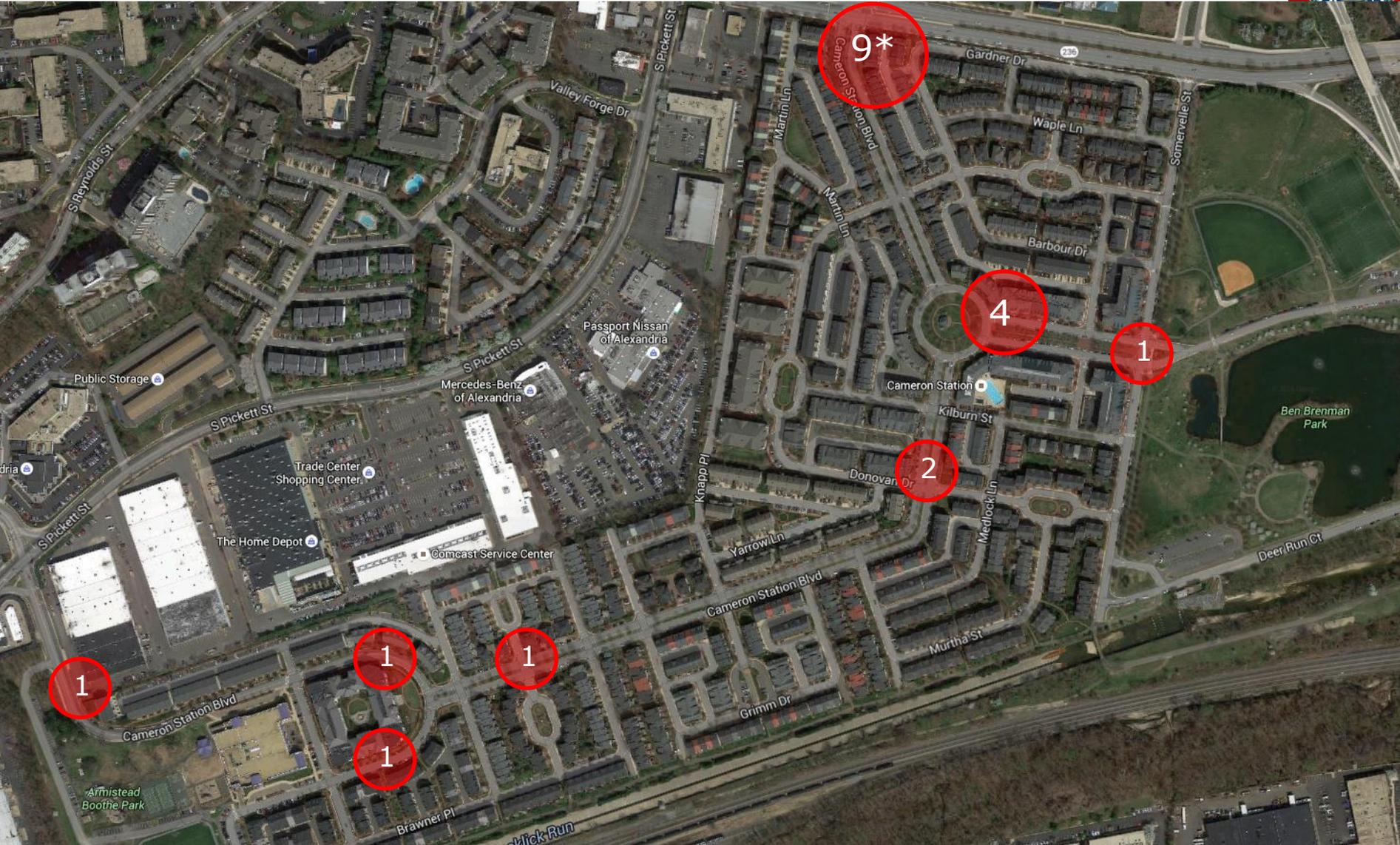
Northbound: 31.8 mph
Southbound: 30.1 mph

Note: Speed references the 85th percentile speed

Note 2: Traffic calming measures are prioritized for streets where 85th percentile speed exceeds posted speed limit by 5mph. For streets that do not meet this threshold, additional consideration is needed.



Crash Data – 5 Year History



* Crash involved pedestrian



Staff Proposal - Goals

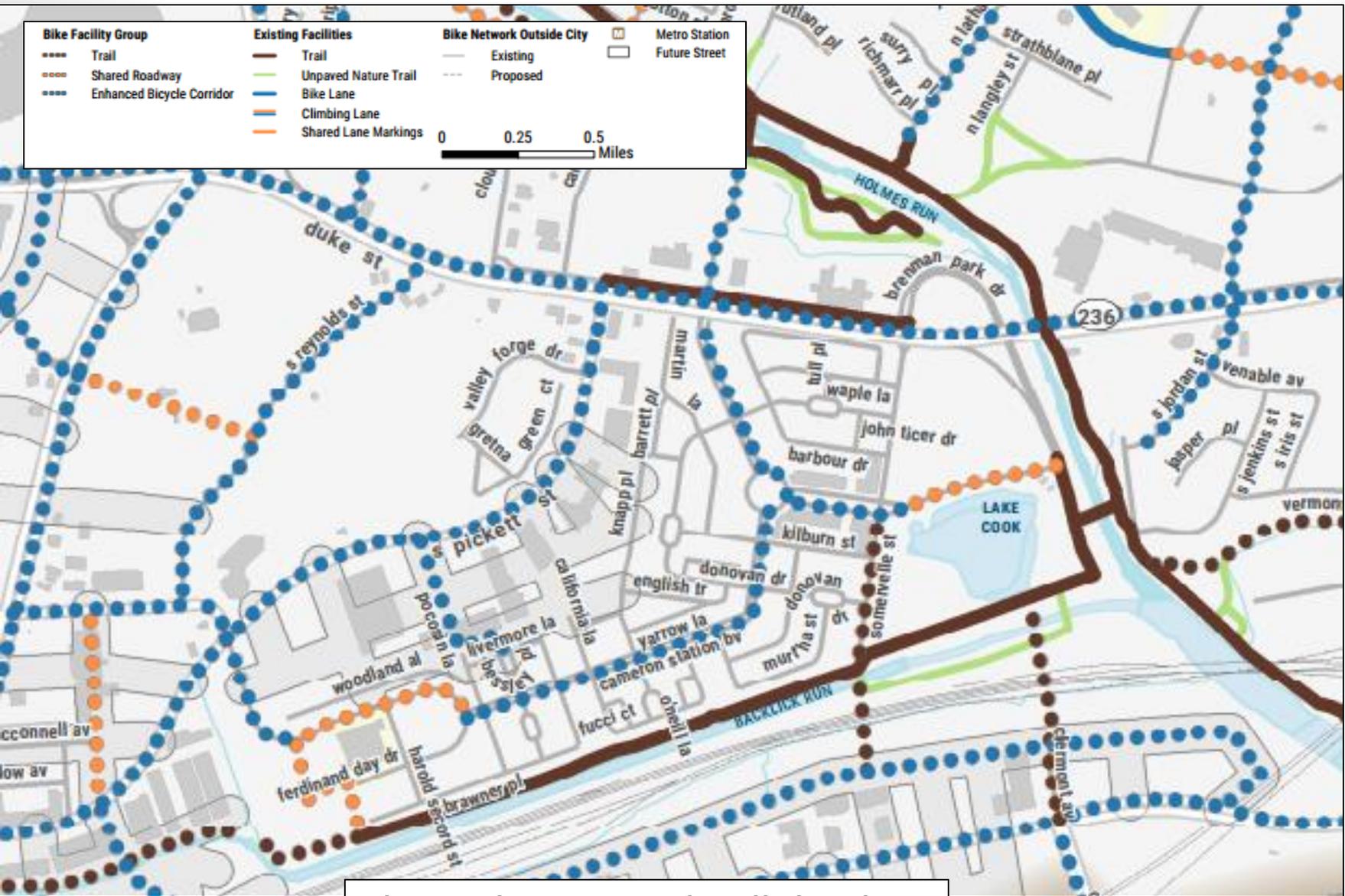
Any proposal to change the roadway should have the following goals:

- Reduce vehicle speeds
- Improve pedestrian safety
- Improve bicycle safety and access
- Preserve existing parking and expand where opportunities arise
- Minimize any impacts on existing and future traffic patterns
- Restripe select crosswalks as high visibility
- Achieve goals with recognition that Cameron Station Blvd. is not on 3-year resurfacing schedule
- Implement City-wide plans and policies
 - Complete Streets Policy
 - Transportation Master Plan

Proposed Bicycle Network

Bike Facility Group	Existing Facilities	Bike Network Outside City	Metro Station
Trail	Trail	Existing	Future Street
Shared Roadway	Unpaved Nature Trail	Proposed	
Enhanced Bicycle Corridor	Bike Lane		
	Climbing Lane		
	Shared Lane Markings		

0 0.25 0.5 Miles



alexandriava.gov/pedbikeplan

Traffic Calming Toolkit

- **Roadway narrowing**
 - Restriping narrower travel lanes
 - Add bike lanes
 - Removal of travel lanes where volumes are low and capacity not needed
 - Add “friction” – parking, streetscaping, and trees to visually narrow roadway
- **Vertical elements**
 - Speed cushions or speed tables

Tools for Consideration

Lane Removal

- Roadway is underutilized
 - Low existing and future volumes – 3,100 cars per day and 425 vehicles during peak hour
- Calms traffic by visually narrowing roadway
- Reduces pedestrian crossing distance due to less travel lanes
- Would require additional traffic analysis

Back-in Angle Parking

- Would add spaces
- Need to look at sightlines at intersections
- Safer for bicyclists when compared to pull-in angle or perpendicular parking
- Safer for drivers backing out when compared to pull-in angle or perpendicular parking
- Requires some outreach and education

Tools for Consideration

Buffered Bicycle Lanes

- Provides dedicated space for bicyclists and separation from travel lane
- Designed as a bicycle facility for people of all abilities and ages
- Visually narrows roadway
- Provides additional distance between pedestrians on sidewalk from travel lane
- Encourages bicyclists to use the bike lanes rather than ride on the sidewalk
- Allows for the following activity without impeding traffic flow:
 - Delivery trucks, buses, emergency vehicles

Cameron Station Blvd. - Existing



Existing



- Two lanes in either direction of travel
- Low traffic volumes
- Limited traffic control measures
 - Intersections do not meet warrants for traffic controls
- Well-utilized on-street parking



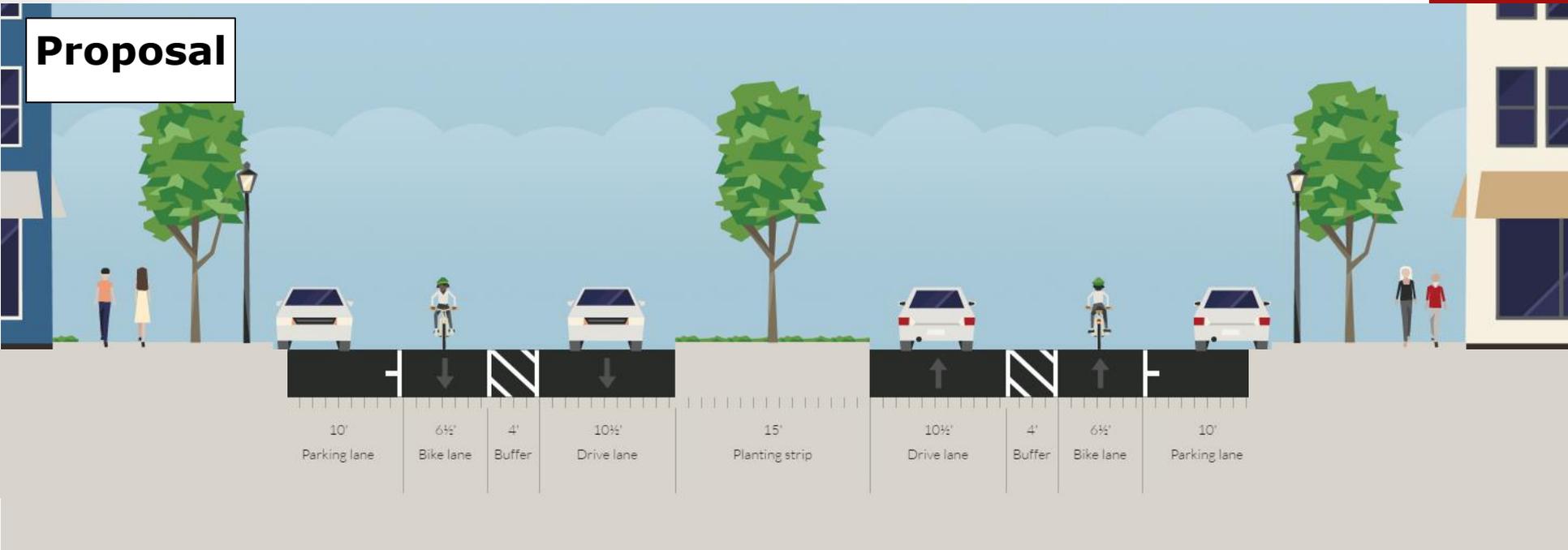
Cameron Station Blvd. - Existing



Cameron Station Blvd - Proposal



Proposal



- Remove outside travel lane in either direction
 - Includes the Circle where there is no parking
- Replace with buffered bicycle lane
- Maintain existing parking edgeline
 - Eradicate parking space delineation with future resurfacing to gain ~10% more spaces



Cameron Station Blvd - Proposal

Pros

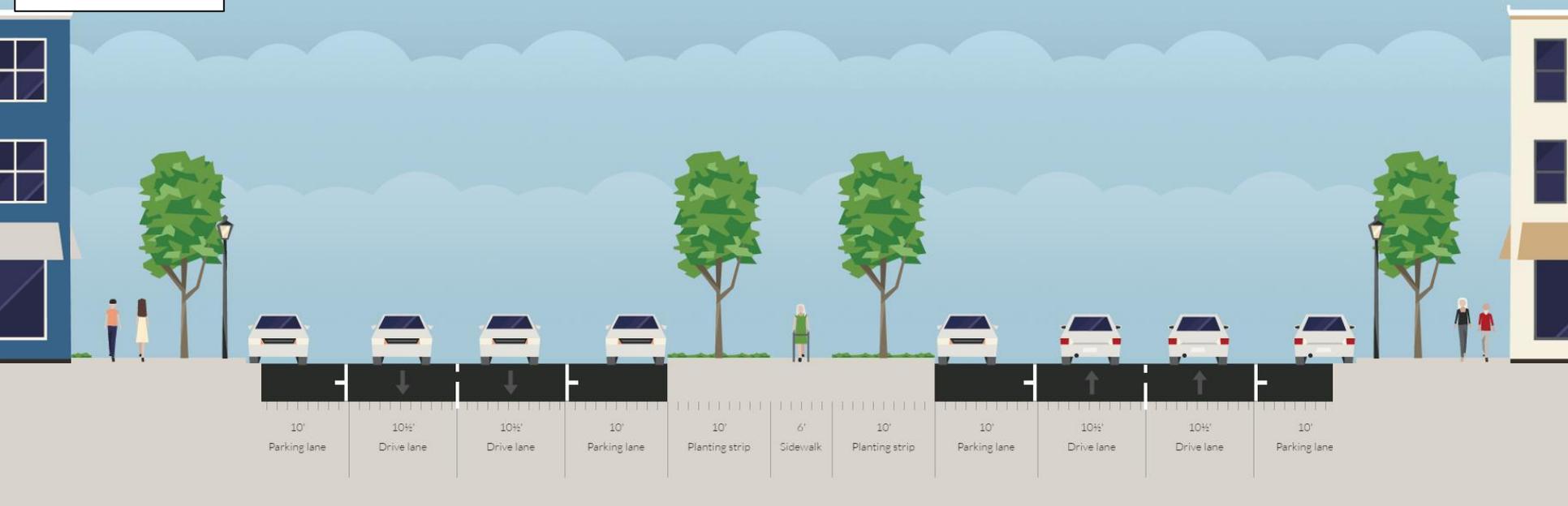
- Visually narrows roadway
 - Expected speed reduction 3-5 mph
- Reduces pedestrian crossing distance
- Provides safe, dedicated bicycle facility
- Option to increase parking in future
 - Not on Circle
- Discourages cut-through traffic

Cons

- No short-term increase in parking

Brenman Park Drive - Existing

Existing



- Two lanes in either direction of travel
- Low traffic volumes
- Well-utilized on-street parking near retail
- Parallel parking on both sides of street

Brenman Park Drive - Existing



Brenman Park Drive – Proposal #1



- Remove outside travel lane in either direction
- Replace parallel parking with back-in angle parking next to outside
- Install shared lane markings in remaining travel lane
- Maintain existing parking edgeline on left side of street
 - Eradicate parking space delineation with future resurfacing to gain ~10% more spaces

Brenman Park Dr - Proposal #1

Pros

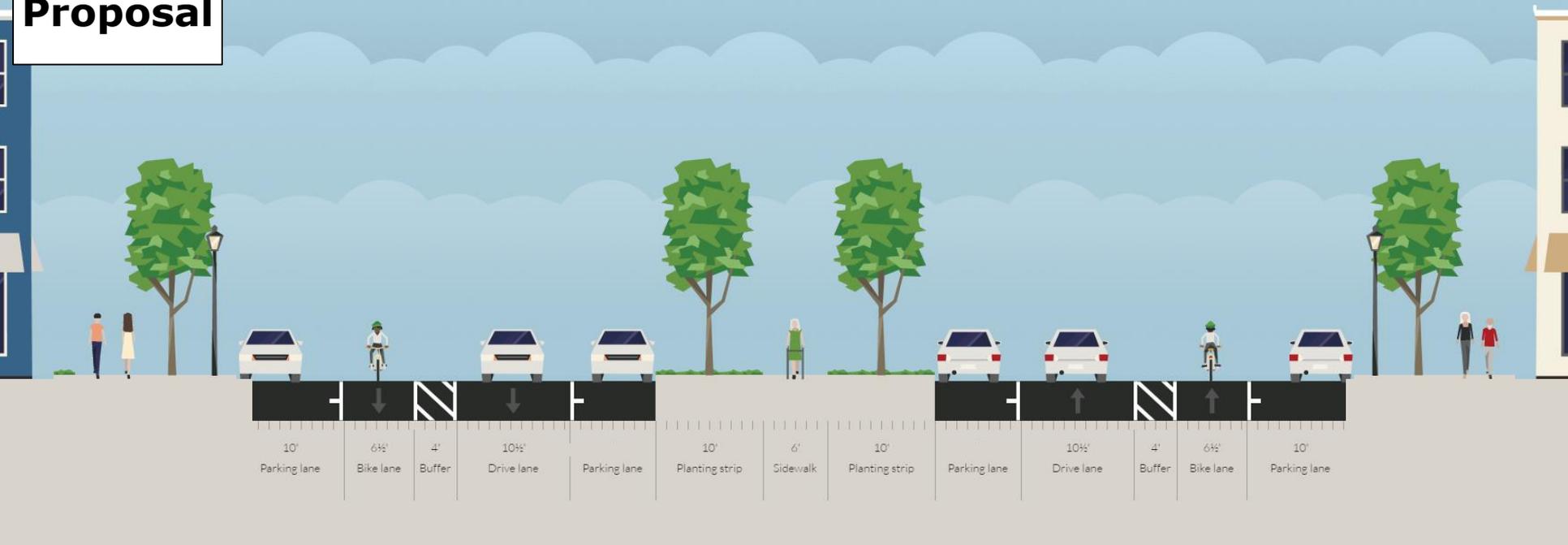
- Visually narrows roadway
 - Expected speed reduction 3-5 mph
- Reduces pedestrian crossing distance
- Increase in parking spaces near retail
 - 21 spaces / 32% increase
- Provides shared roadway for bicyclists
- Option to increase parking in future
- Discourages cut-through traffic

Cons

- Does not provide dedicated bike facility

Brenman Park Drive – Proposal #2

Proposal



- Remove outside travel lane in either direction
- Replace with buffered bicycle lane
- Maintain existing parking edgeline
 - Eradicate parking space delineation with future resurfacing to gain ~10% more spaces

Brenman Park Dr - Proposal #2

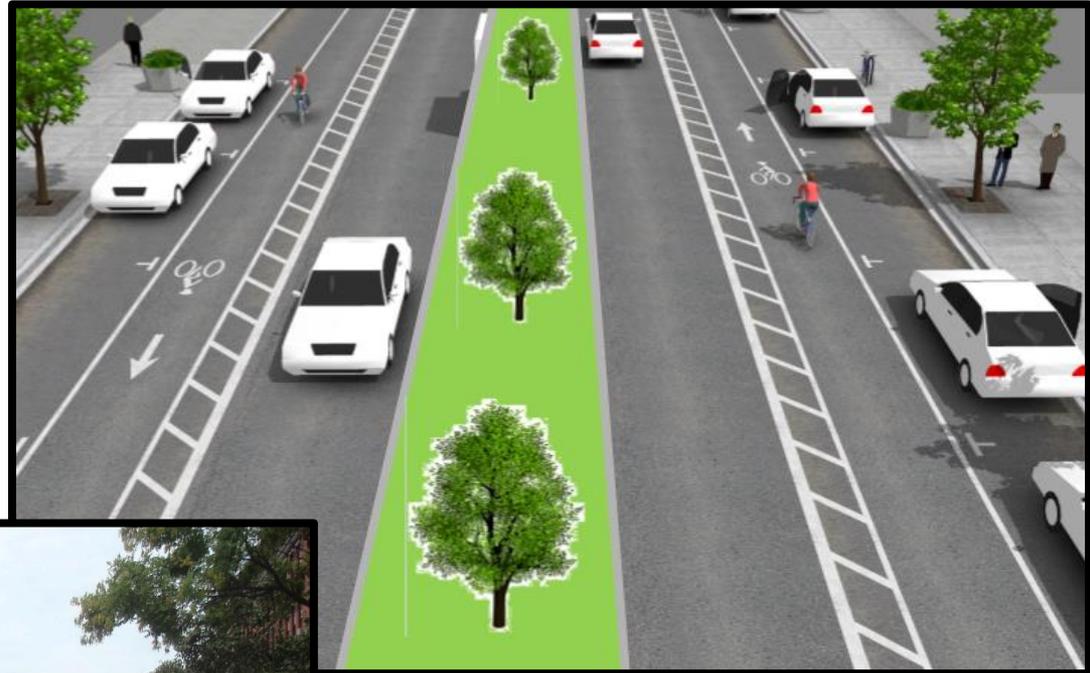
Pros

- Visually narrows roadway
 - Expected speed reduction 3-5 mph
- Reduces pedestrian crossing distance
- Provides safe, dedicated bicycle facility
- Option to increase parking in future
- Discourages cut-through traffic

Cons

- No short-term increase in parking

What Does This Look Like?



Next Steps

- Research/address Board's questions
- Conduct traffic analysis
- Present refined proposals at Town Hall meeting (9/8)



More Info

Complete Streets Program

- <https://www.alexandriava.gov/CompleteStreets>

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