Monroe Avenue Complete Streets
Community Meeting #2
September 4, 2014
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.”
City Plans and Policies

• **City Council Goal #3:** A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians.

• **Complete Streets Policy:** Alexandria 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.

• **Transportation Master Plan:** Implement a citywide bikeway network to serve all users and trip types, provide end-of-trip facilities, improve bicycle/transit integration, implement encouragement programs and improve safety.

• **Pedestrian and Bicycle Mobility Plan**
Monroe Avenue Project Background and Civic Engagement

- Spring 2013 – Community requests for traffic calming on Monroe Ave.
- September 2013 - Data collection
- October 2013 - Community meeting
- February 2014 – Monroe Ave. listed on resurfacing schedule
- March 2014 - Expanded project scope to include Complete Streets design
- May 2014 – Public meeting #1
- Sept 2014 – Public meeting #2
Public Meeting #2

- Information gathered at meeting #1
- Present proposals based on comments
- Break into tables for more detailed discussion
- Report back on general themes/concerns
- Additional Comments
  - Comment forms
  - Email comments
- Next Steps
  - Meetings
  - Email group for follow up
Project Limits

- **Section 1**: Leslie Ave. to Mt. Vernon Ave.
- **Section 2**: Mt. Vernon Ave. to Commonwealth Ave.
- **Section 3**: Commonwealth Ave. to Stonewall Rd.
Comments from last meeting

<table>
<thead>
<tr>
<th>Comments</th>
<th>Issue</th>
<th>Category</th>
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<tbody>
<tr>
<td>More speed limit signs on W Monroe</td>
<td>Speeding</td>
<td>signage</td>
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<tr>
<td>Install crosswalks for side streets</td>
<td>Pedestrian safety</td>
<td>markings</td>
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<tr>
<td>Install crosswalk across Monroe near Wayne and Newton</td>
<td>Pedestrian safety</td>
<td>markings</td>
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<tr>
<td>Install pedestrian countdown signals at Commonwealth &amp; Russell</td>
<td>Pedestrian safety</td>
<td>signals</td>
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<tr>
<td>Install edge lines to narrow W/M travel lane where parking is not permitted</td>
<td>Speeding</td>
<td>markings</td>
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<tr>
<td>Add sharrow between Mt Vernon and Russell</td>
<td>Bicycle Access</td>
<td>markings</td>
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<tr>
<td>Add bike lanes between Mt Vernon and Leslie</td>
<td>Bicycle Access</td>
<td>markings</td>
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<tr>
<td>Width of Monroe approaching Mainline is too narrow</td>
<td>Safety</td>
<td>parking</td>
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<tr>
<td>Provide speed cushions to reduce speeds</td>
<td>Speeding</td>
<td>construction</td>
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<tr>
<td>Need more parking along Monroe Avenue</td>
<td>Parking</td>
<td>parking</td>
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<tr>
<td>Concern that new bike lanes would end at Leslie and not connect to Potomac Yard path</td>
<td>Bicycle safety</td>
<td>markings</td>
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<tr>
<td>Sight distance from Leslie onto Monroe is poor</td>
<td>Parking</td>
<td>signage</td>
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<tr>
<td>Improve crossing at Russell</td>
<td>Pedestrian safety</td>
<td>markings</td>
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<tr>
<td>Enhance crosswalks on Monroe between Leslie and Mt Vernon</td>
<td>Pedestrian safety</td>
<td>markings</td>
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<tr>
<td>Reconstruct and widen sidewalks</td>
<td>Pedestrian safety</td>
<td>construction</td>
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<tr>
<td>Fix potholes</td>
<td>Maintenance</td>
<td>maintenance</td>
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<tr>
<td>Install stop sign at Hancock</td>
<td>Speeding</td>
<td>signage</td>
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<tr>
<td>Install stop sign at Wayne/Newton</td>
<td>Speeding</td>
<td>signage</td>
</tr>
<tr>
<td>Install SLOW Watch for Children signs</td>
<td>Pedestrian safety</td>
<td>signage</td>
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<tr>
<td>Install crosswalk across Monroe at Hancock</td>
<td>Pedestrian safety</td>
<td>markings</td>
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<tr>
<td>Add No Right on Red sign at Mt. Vernon</td>
<td>Pedestrian safety</td>
<td>signage</td>
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<tr>
<td>Install bike boxes at Mt Vernon and Russell</td>
<td>Bicycle safety</td>
<td>markings</td>
</tr>
<tr>
<td>Mark parking spaces 15’ from crosswalks so vehicles do not park to crosswalk</td>
<td>Pedestrian safety</td>
<td>markings/signage</td>
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<tr>
<td>Study parking capacity on weekends</td>
<td>Parking</td>
<td>planning</td>
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<tr>
<td>Install STOP HERE markings on W/Monroe at Mt.Vernon</td>
<td>Pedestrian safety</td>
<td>markings</td>
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<tr>
<td>Pedestrian crosswalk for cars existing RT 1 needs more markings/rumble strips</td>
<td>Pedestrian safety</td>
<td>markings</td>
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<td>Vehicle speeds turning from Commonwealth onto Monroe too high</td>
<td>Speeding</td>
<td>construction</td>
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<tr>
<td>Provide a protected bike path</td>
<td>Bicycle Safety</td>
<td>construction</td>
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<td>Remove parking to create a boulevard effect with bike lanes and side walkways</td>
<td>Pedestrian safety</td>
<td>construction</td>
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<tr>
<td>Provide separate facilities for pedestrians, bicyclist and motor vehicles</td>
<td>Multimodal needs</td>
<td>markings</td>
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<tr>
<td>Provide gateway features at entrance to Monroe</td>
<td>Streetscape</td>
<td>signage</td>
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<tr>
<td>Move power lines underground</td>
<td>Streetscape</td>
<td>construction</td>
</tr>
<tr>
<td>Create tree lined median strip</td>
<td>Streetscape</td>
<td>construction</td>
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<td>Ensure safe to yield to pedestrians in crosswalks</td>
<td>Pedestrian safety</td>
<td>markings/signage</td>
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<tr>
<td>Parking should not be installed where it currently does not exist</td>
<td>Parking</td>
<td>signage</td>
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<tr>
<td>Provide a parking spot so people can park in NO PARKING areas (Leslie)</td>
<td>Parking</td>
<td>signage</td>
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<tr>
<td>Provide more curb extensions in sidewalk</td>
<td>Pedestrian safety</td>
<td>construction</td>
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<tr>
<td>Speed cushions on slip road from RT 1</td>
<td>Speeding</td>
<td>construction</td>
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<tr>
<td>Do not add new sidewalks where they are missing</td>
<td>Resident concern</td>
<td>construction</td>
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<tr>
<td>Raise signals at Russell</td>
<td>Safety</td>
<td>signals</td>
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<tr>
<td>Utility poles block the sidewalk</td>
<td>Pedestrian safety</td>
<td>construction</td>
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<td>Provide better lane designation signage approaching Mt. Vernon</td>
<td>Safety</td>
<td>signage</td>
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<tr>
<td>Blind spot from EB Monroe to SB Dewitt</td>
<td>Pedestrian safety</td>
<td>signage</td>
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<tr>
<td>Provide sidewalk on Leslie to connect to Monroe</td>
<td>Pedestrian safety</td>
<td>construction</td>
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<tr>
<td>Increase parking for Park</td>
<td>Parking</td>
<td>parking</td>
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<tr>
<td>Install speed boards between Mt Vernon and Commonwealth</td>
<td>Speeding</td>
<td>signage</td>
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<tr>
<td>Install Leading Pedestrian interval at intersections of Mt Vernon and Commonwealth</td>
<td>Pedestrian safety</td>
<td>signals</td>
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<tr>
<td>Fix the pitch of the road near Newton with resurfacing to reduce ponding</td>
<td>Maintenance</td>
<td>construction</td>
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<tr>
<td>Upgrade bus stops to ADA compliance between Mt Vernon and Commonwealth</td>
<td>Pedestrian safety</td>
<td>construction</td>
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Response to Concerns

- **Most comments** were incorporated into proposal
  - Intersection improvements
  - Pedestrian crossing improvements
  - Speed reduction

- **A few comments** will be addressed through other projects
  - Safe Routes to School

- **Some comments** will be addressed with redevelopment
  - Bury power lines
  - Modify curb lines
Important Considerations

• City Council adopted plans
  • Transportation Master Plan
  • Pedestrian and Bicycle Mobility Plan

• Complete Streets Policy
  • Consider all street users

• Accessibility requirements
  • Provide facilities for people with disabilities

• Emergency vehicle requirements and access

• Right of way constraints

• Existing and future development

• Cost
Speed Cushion Criteria

Eligibility

ELIGIBLE

Local Streets
- 85th percentile speeds exceeding the speed limit by 5mph AND
- Minimum of 500 vehicles per day AND
- Minimum segment length of 900 feet

Residential Collectors
- 85th percentile speeds exceeding the speed limit by 5mph AND
- Minimum of 1500 vehicles per day AND
- Minimum segment length of 1,200 feet

INELIGIBLE

- Any street other than a Local or Residential Collector (street map classification map)
- Denial of a similar request within past 5 years of data collection
- Street is currently in design as part of another Complete Streets project
- Streets that have a Fire Department house or hospital emergency entrance located adjacent to the project area
- Streets that are major transit route
- One way streets must have a travel lanes of at least 9 feet and two way streets must have travel lanes that total at least 18 feet
- Street is less than 900 feet long or is a dead end
- Street has stop signs 300' apart or less
- Private Streets (the City only maintains public streets)
Section 3: Commonwealth Ave. to Stonewall Rd.
Section 3: Proposal

- Pedestrian countdown signals at intersection of Monroe Ave. and Russell Rd.
- Upgrade crosswalks at Monroe Ave. and Russell Rd. to high visibility
- Install north leg crosswalk at Russell Rd. and Monroe Ave.
- Install parking stripe along south side of Monroe Ave.
- Install 10 parking spaces on south side of Monroe Ave. between Hancock Ave. and Commonwealth Ave. with 30’ of clearance for visibility at Commonwealth Ave.
  - maintains consistent travel lane width
  - adds parking
  - narrows travel lanes to slow vehicles approaching the intersection
Monroe Ave. at Russell Rd.

Install pedestrian countdown signals

Install new crosswalk across Russell Rd.

Upgrade crosswalks
Monroe Ave. between Hancock Ave. & Russell Rd.

Add cross walks across Hancock

Add 10 parking spaces- narrow travel lanes

Add parking stripe along Monroe
Section 2: Mt. Vernon Ave. to Commonwealth Ave.
Section 2: Proposal

- Crosswalks at streets that intersect Monroe Ave.
- Stripe along eastbound Monroe Ave. parking lane
- Sharrows on eastbound and westbound Monroe Ave.
- Crosswalk and curb ramps at Monroe Ave. and Wayne St. with pedestrian signage
- Bus loading pads for westbound Monroe Ave.
- Bus bulb-out at Wayne St. and Monroe Ave. for eastbound AT 10
- Pedestrian countdown signals at Commonwealth Ave. and Monroe Ave.
- Bike racks at Commonwealth Ave. and Monroe Ave.
- Curb extension for southeast corner of Commonwealth Ave. and Monroe Ave.
Monroe Ave. at Commonwealth Ave. - Proposed

- Add 10 parking spaces - narrow travel lanes
- Install pedestrian signals
- Add curb extension – Relocate 1 parking space, shorten crossing distance & align crosswalks
Monroe Ave. at Wayne St. and Newton St.

- Install crosswalks on side streets
- Install concrete bus pad for ADA bus stop
- Install new crosswalk
- Provide parking stripe and edge line
- Install shared bike lane symbols
- Add curb extension – relocate 1 parking space, shorten crossing distance & create ADA bus stop
Section 1: Leslie Ave. to Mt. Vernon Ave. - Pedestrian
Section 1: Proposal

- Provide Leading Pedestrian Interval (LPI) for crossing Mt. Vernon Ave. and No Right on Red signage at Mt. Vernon Ave.
- Upgrade crosswalks at Mt. Vernon Ave. to high visibility
- Upgrade crosswalk from Route 1 slip ramp to high visibility and look at pedestrian signage and markings
- Provide bicycle parking at Simpson Park
- Install crosswalks for side streets
- Upgrade speed cushions to new standard
- Consolidate crosswalks
- Install sidewalk extension at Dewitt Ave.
- Install bicycle facilities
Mt. Vernon Ave. at Monroe Ave. - Proposed

- Install "No Right Turn on Red" restrictions
- Install LPI for crossing north and south legs of Monroe
- Upgrade crosswalks
Monroe Ave. at Dewitt Ave.

- Install crosswalks for side streets
- Install sidewalk extension and crosswalk
- Install parking lane stripes
- Remove crosswalk
Proposed Crosswalks
Section 1: Leslie Ave. to Mt. Vernon Ave. - Bicycle

E Monroe Avenue (Mt Vernon to Leslie)
Option 1: Shared Lanes

- Parking remains as is
- Bicyclist and motorist share the lane
Existing Conditions

North side: 18 total spaces

South side: 21 total spaces
Option 2: Bike Lanes to Leslie

- Move parking to south side (no net loss)
- Narrow travel lanes
- Install bike lanes in both directions
Monroe Avenue Complete Streets

Proposed Parking 1

North side: 0 total spaces

South side: 40 total spaces

Legend:
- Red: No Parking
- Blue: Existing Parking
- Yellow: New Parking

Simpson Stadium Park
Option 3: Bike Lanes to Park

- Move parking to south side (no net loss)
- Narrow travel lanes
- Install bike lanes in both directions
Proposed Parking 2

North side: 9 total spaces

South side: 40 total spaces

Legend:
- **Red**: No Parking
- **Blue**: Existing Parking
- **Yellow**: New Parking
## Considerations

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<tr>
<th>Project Goals</th>
<th>Bike Lanes</th>
<th>Shared Lanes</th>
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<tbody>
<tr>
<td>Provides direct bicycle route along corridor</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Provides designated space for all street users</td>
<td>X</td>
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<tr>
<td>Consistent with Pedestrian and Bicycle Mobility Plan recommendations</td>
<td>X</td>
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<td>Reduces travel speeds</td>
<td>X</td>
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Next Steps

• Del Ray Citizen’s Association Meeting
• Traffic and Parking Board
• Curb and gutter work Fall/Spring 2015
• Spring/Summer 2015 Implementation
Thank You.

Questions, Comments and Discussion

• Hillary.Poole@AlexandriaVA.gov