



Making North Van Dorn Street Complete

**Public Meeting
March 15, 2015**



Project Overview

- North Van Dorn resurfacing this summer
- Complete Streets policy
- Tonight: Present staff recommendation 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



Public Outreach Process

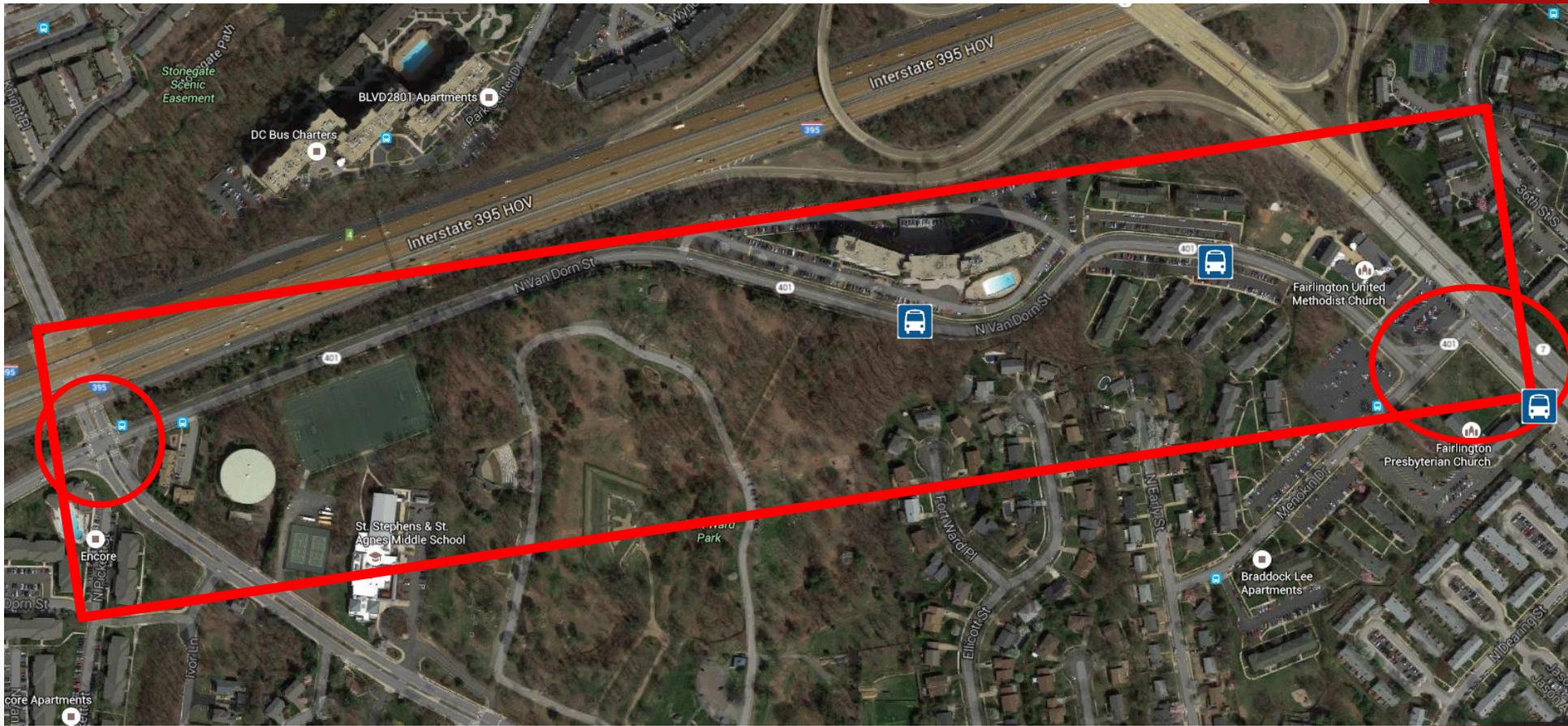
- Meeting with Park Place Condo HOA – November 22, 2015
 - Solicit input on issues with roadway
- Meeting with Park Place Condo HOA – January 28, 2015
 - Present options for roadway and get feedback
- Meeting with Church and preschool
 - Get feedback on concerns with roadway and present concept plan
- Public Meeting to present plan – March 15, 2016
- Traffic and Parking Board – April 25, 2016

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."



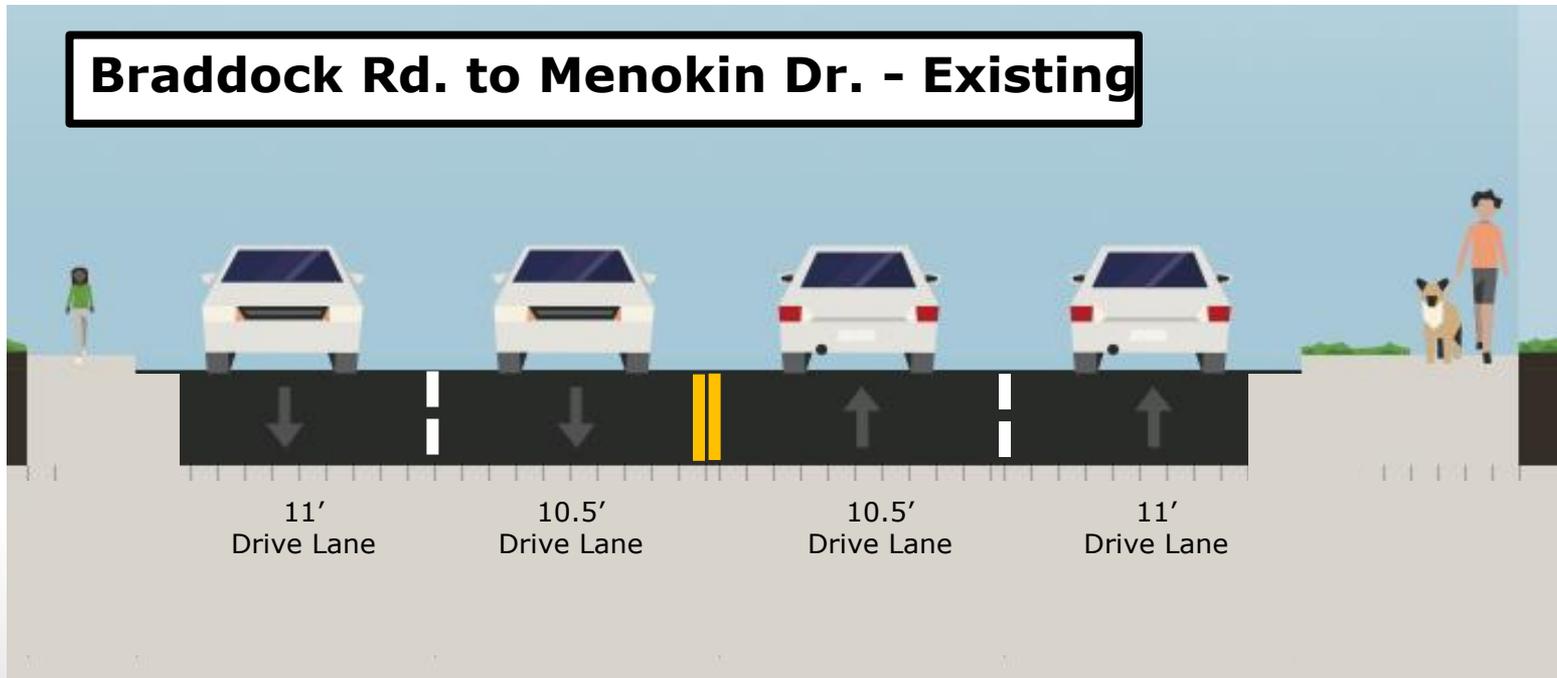
North Van Dorn Project Area



Existing Conditions



Braddock Rd. to Menokin Dr. - Existing





What We Heard at Previous Meetings

- 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

Proposed Plan: 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.



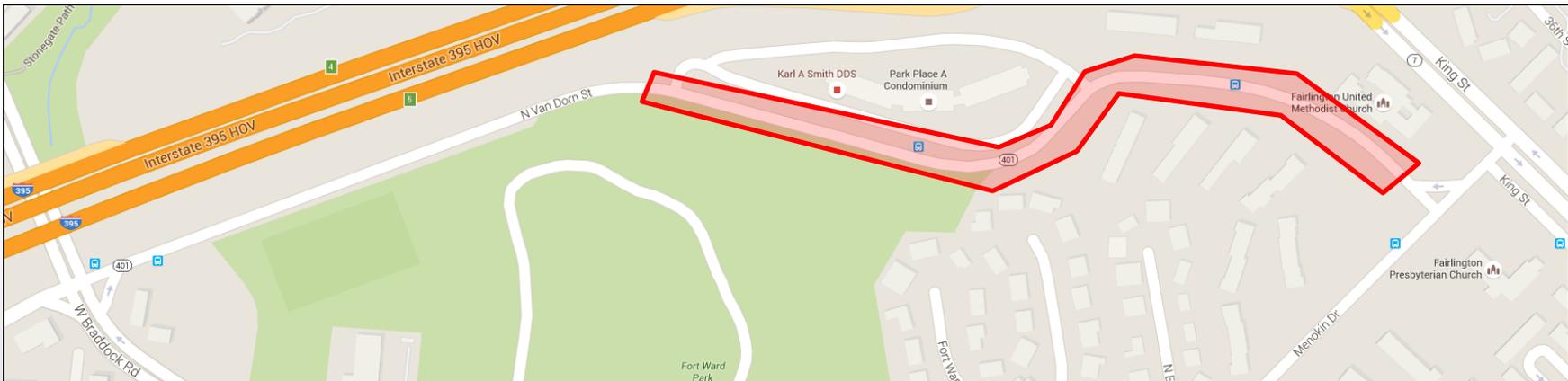
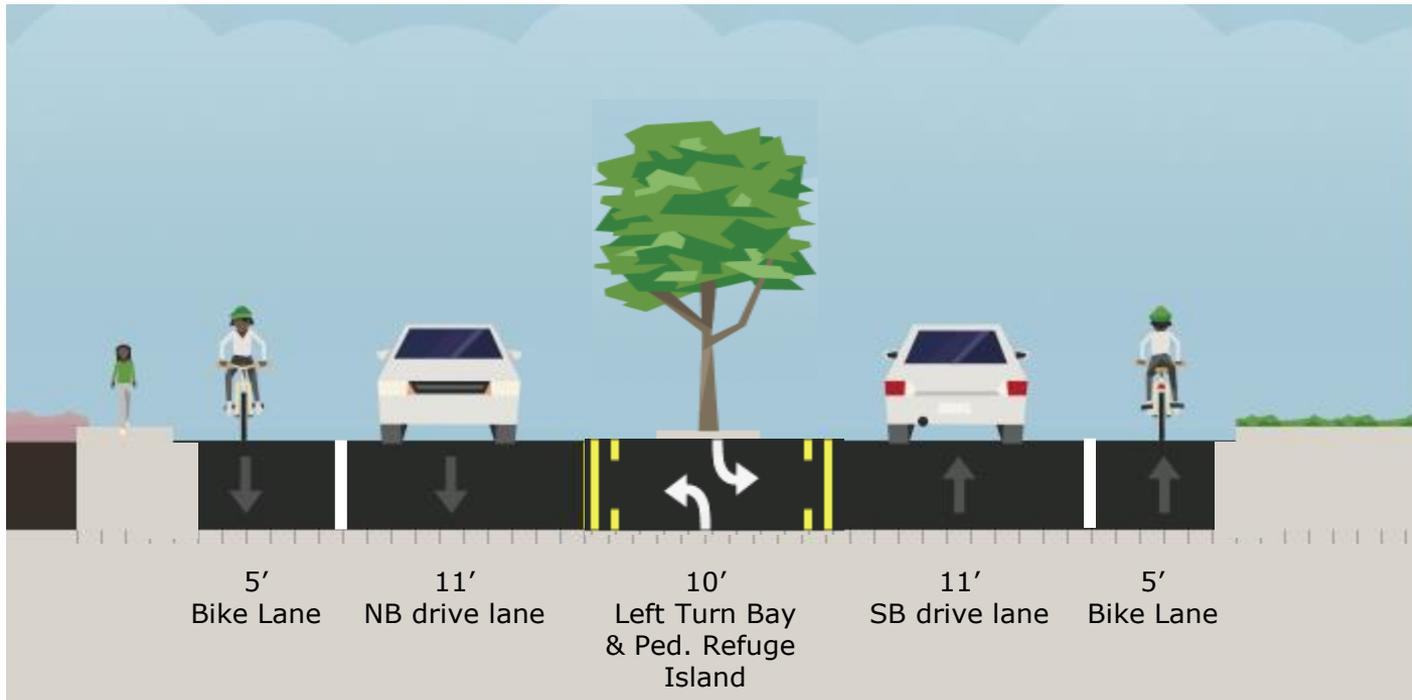
Complete Streets Corridor Improvements



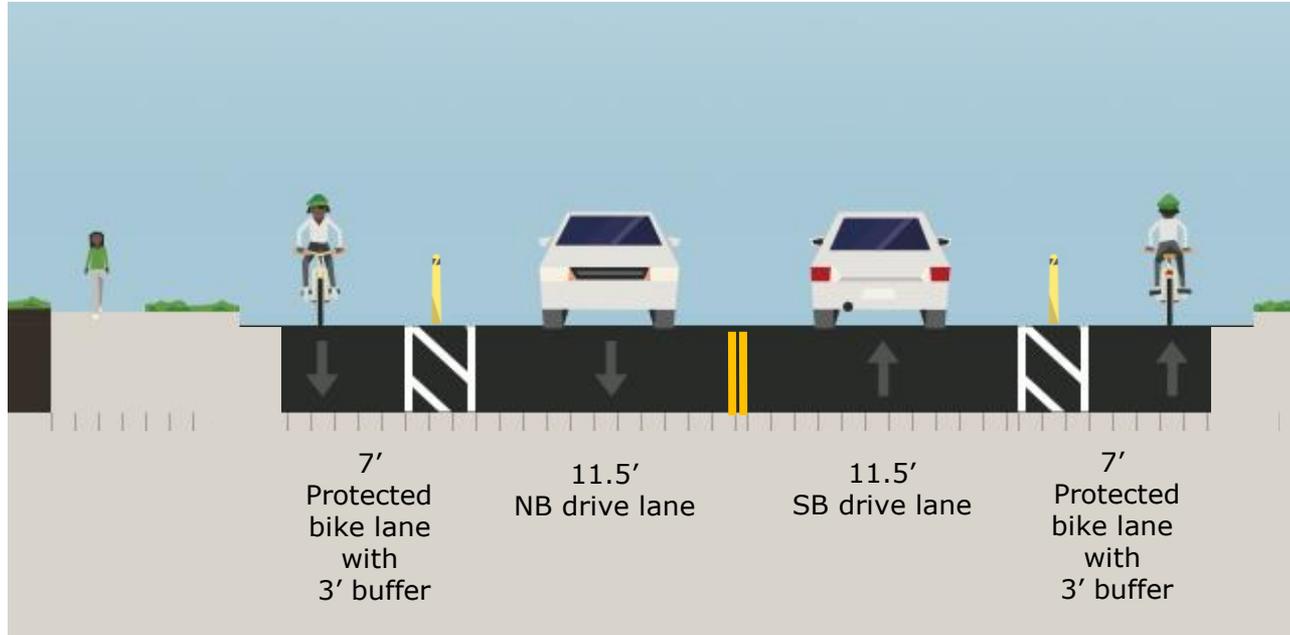
- Pedestrian refuge islands and new crosswalks at intersections with bus stops
- Major pedestrian improvements at:
 - Braddock Road
 - Menokin Drive
 - Menokin Drive at King Street
- Left turn bays/ center turn lane
- Bike lanes
- Reduction of speed limit from 35 to 25mph



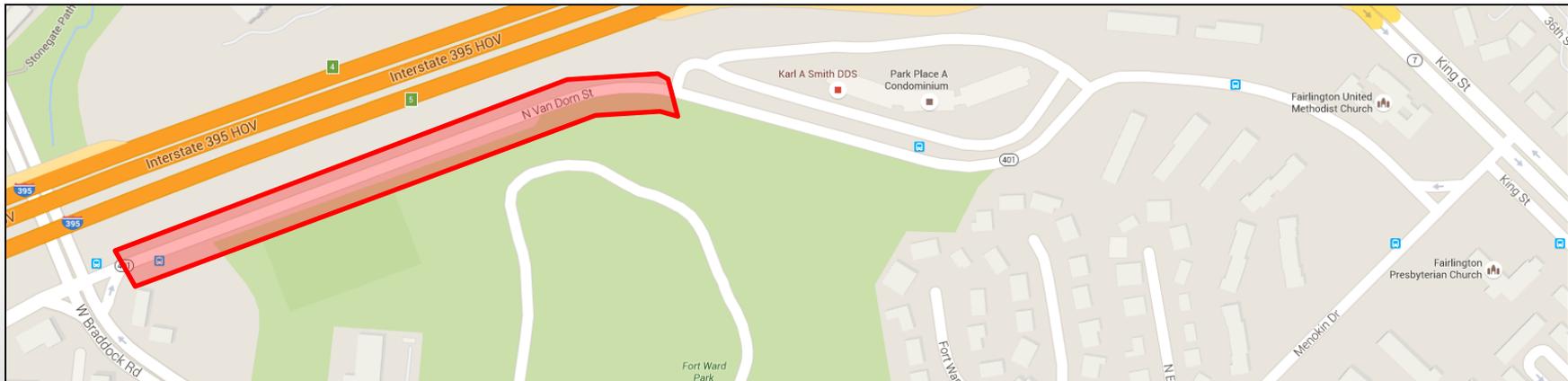
Proposed Plan - North Section



Proposed Plan - South Section



North Van Dorn Complete Streets





BEFORE – South Section



North Van Dorn Complete Streets

AFTER – South Section



Menokin Dr. Intersection – Existing



Proposal - Menokin Dr. Intersection

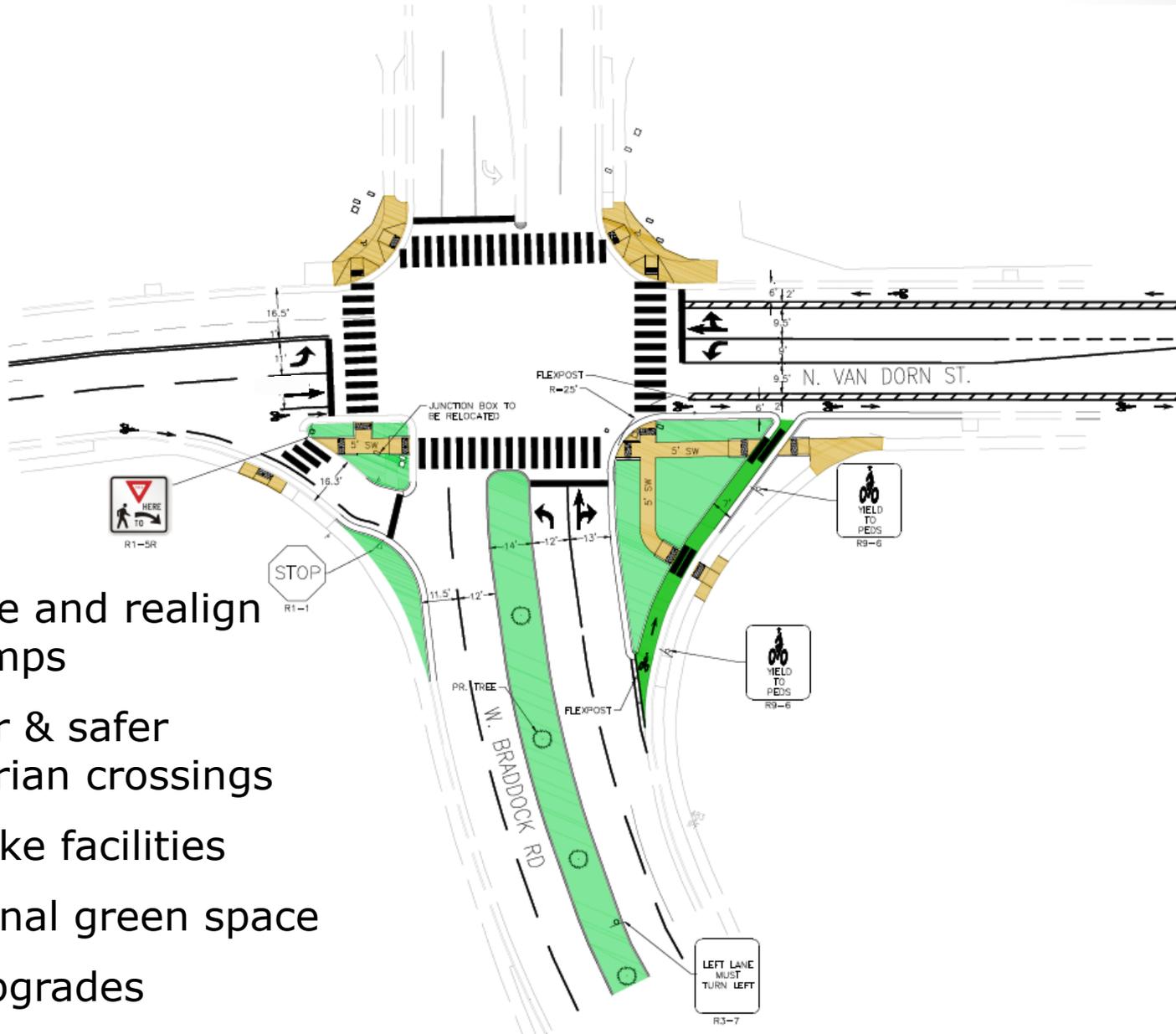
- Install traffic and pedestrian signals
- Install new sidewalk and green space
- Remove slip ramp
- Provide new & safer crosswalks
- Improve midblock crossing with pedestrian island
- ADA improvements
- Upgrade bus stop on King Street access road



Braddock Rd. Intersection - Existing



Proposal - Braddock Rd. Intersection



- Remove and realign slip ramps
- Shorter & safer pedestrian crossings
- Safe bike facilities
- Additional green space
- ADA upgrades

Mid-Block Crossing Improvements

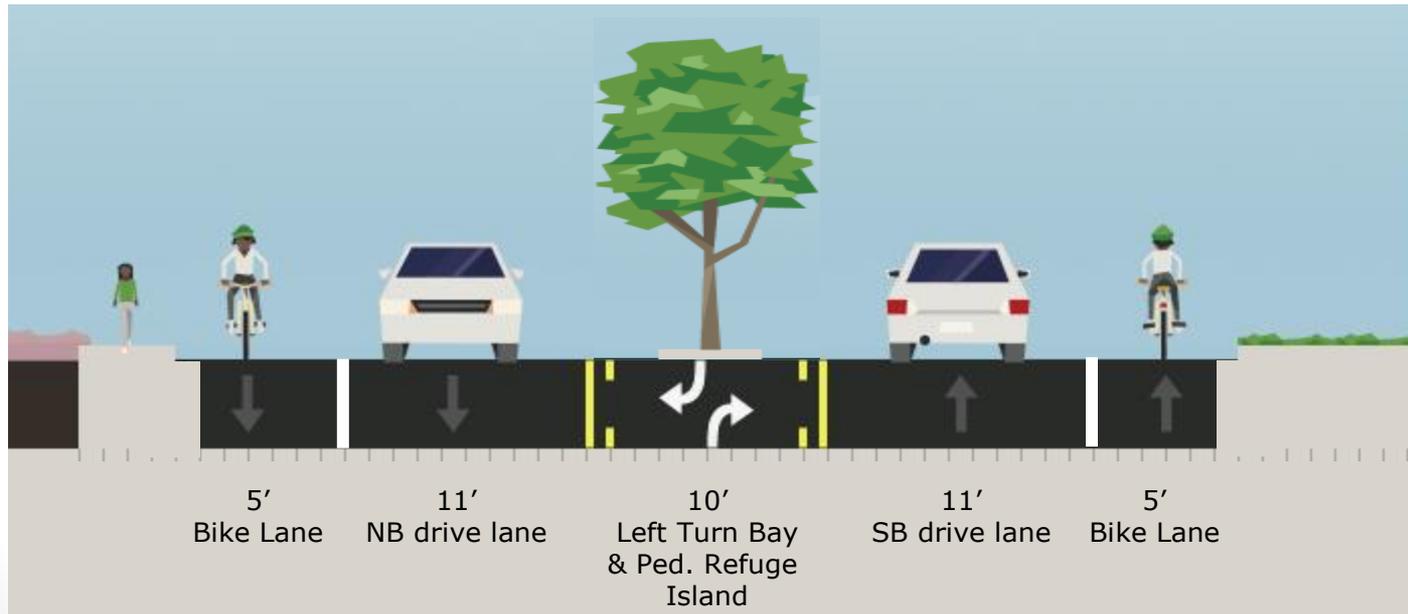


Mid-Block Crossing Improvements



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





Benefits

- **Safety**
 - Speeds shown to be reduced from 3-7mph
 - Pedestrian islands can reduce crashes by 46% and increase number of drivers yielding to pedestrians
 - Overall crash reduction of 19-47%, and severity of crashes is less
- **Operational**
 - **Separating Left Turns:** Separating left-turning traffic has been shown to reduce delays at signalized intersections.
 - **Side-street Traffic Crossing:** Side-street traffic can more comfortably enter the mainline roadway because there are fewer lanes to cross. This can reduce side-street delay.
 - **Speed Differential Reductions:** The reduction of speed differential due to a Road Diet provides more consistent traffic flow and less "accordion-style" slow-and-go operations along the corridor
- **Livability**
 - Improved comfort levels for pedestrians, drivers and bicyclists



Next Steps

- Additional community input on proposed plans
- Traffic and Parking Board Public Hearing – April 25, 2016
- If approved, construction would begin on pedestrian improvements Spring 2016



Questions?



More Information

- North Van Dorn Complete Streets Project Page
 - <http://www.alexandriava.gov/88173>
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