# Old Lee Highway Multimodal Improvements

## Stakeholder Advisory Committee Meeting #2

## October 28, 2020

# Tonight's Agenda

- Welcome and Introductions (10 minutes)
- Multimodal Project Elements (30 min)
- Discussion / Questions (30 min)
- What's your ONE THING?
- Walking Tour Reminder: Saturday, October 31, 9-11 AM
- Adjourn

# Staff and Consultant Team

Wendy Sanford
Transportation Director

Christina Alexander
Capital Projects Manager

Mark Gunn, P.E.
Director of Engineering

Jeremy Karls, P.E.
Project Manager

Curt McCullough, P.E.
Traffic Engineer

Chloe Ritter
Multimodal Planner

Rob Pinckney, P.E.
Director of Civil Engineering

Megan McCarty Graham, P.E.
Project Engineer II

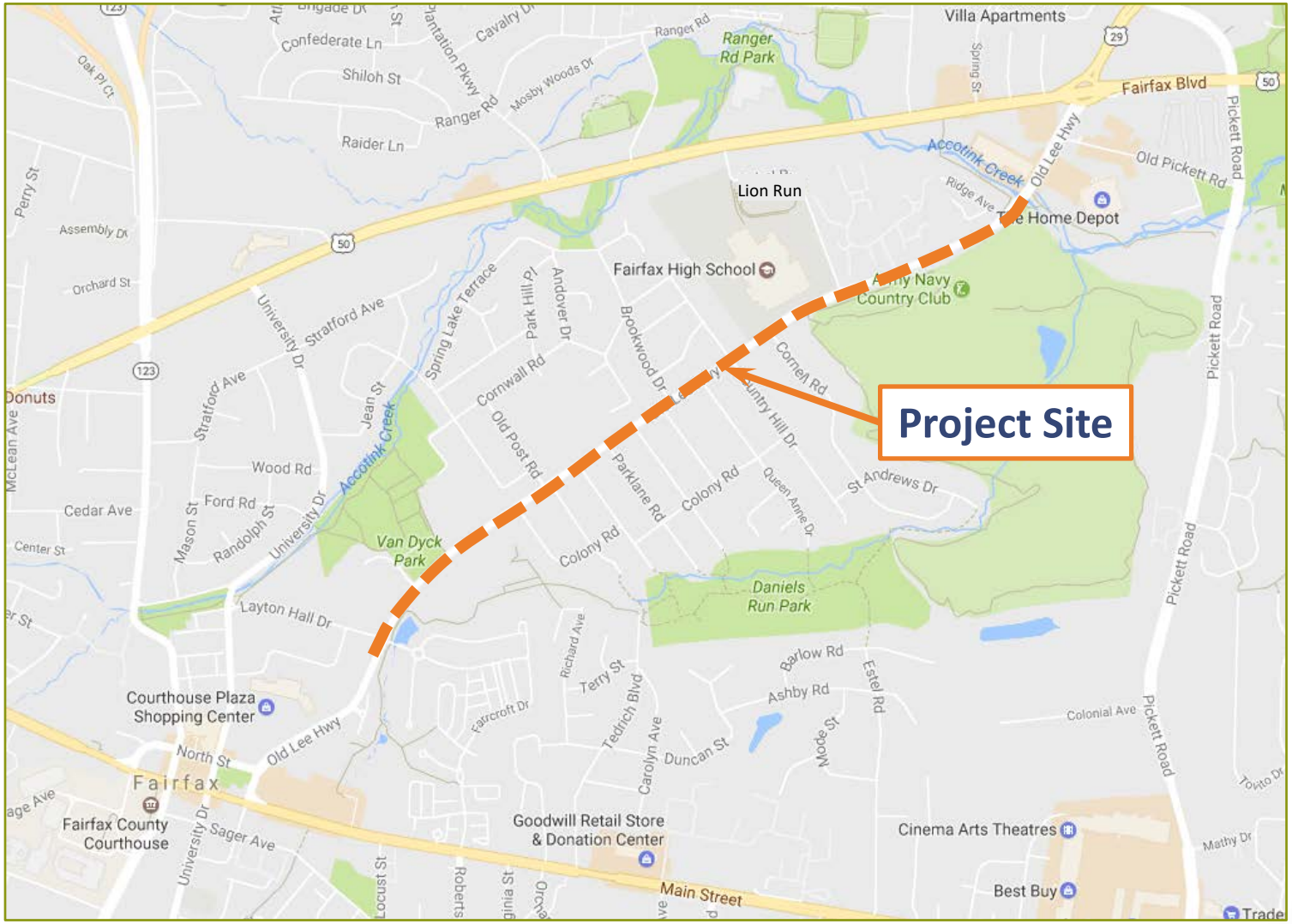
# Stakeholder Advisory Group

- Amanda Allexon (Preserve at Great Oaks)
- Andrea Loewenwarter (Blenheim)
- Bridget Johnson (Great Oaks)
- Casey Duffy (Old Lee Hills)
- Deacon Marques Silva (St. Leos)
- Faith Presson (Student at Fairfax High School)
- Hildie Carney (Country Club Hills)
- Jillian Bell (Daniel's Run Elementary)
- Kevin Greata (Fairfax High School)

# Stakeholder Advisory Group

- Kim Williams (Christian Science Church)
- Matt Hoffert (Fairfax Oaks)
- Michael Palamara (Army Navy Country Club)
- So Lim (City Council)
- Toby Sorensen (School Board)
- Todd Hardiman (Farrcroft)
- Tom Ross (City Council)
- Zinta Rodgers-Rickert (PRAB)

# Project Location



# Project Goals

- Provide continuous and consistent multimodal connections along Old Lee Highway from Old Town to Fairfax Circle
- Improve safety for all roadway users
- Promote alternative modes of transportation for accessing the library, the community center, the schools and commercial properties along the corridor

"Multimodal" refers to the multiple ways people use to get around – car, bus, train, bike, walking, scooter, etc.

# Project Design Considerations

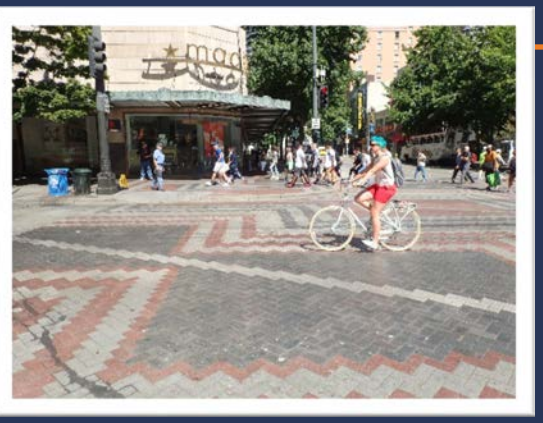
- Minimize private property impacts
- Minimize tree and other environmental impacts
- Minimize utility relocation and consolidate overhead lines where possible
- Ensure pedestrian and bicycle connectivity beyond project limits
- Provide consistent design aesthetic
- Optimize project budget

TOOLE
DESIGN

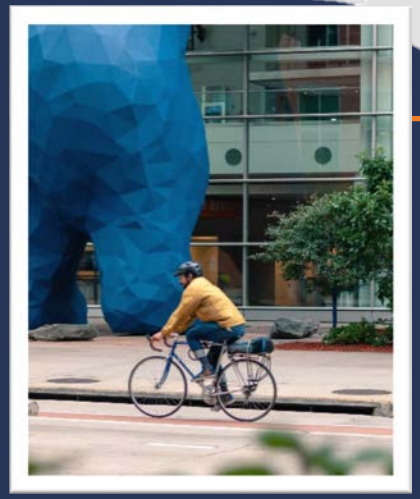


Imagining what could be…
SIGNAL
…and then building it

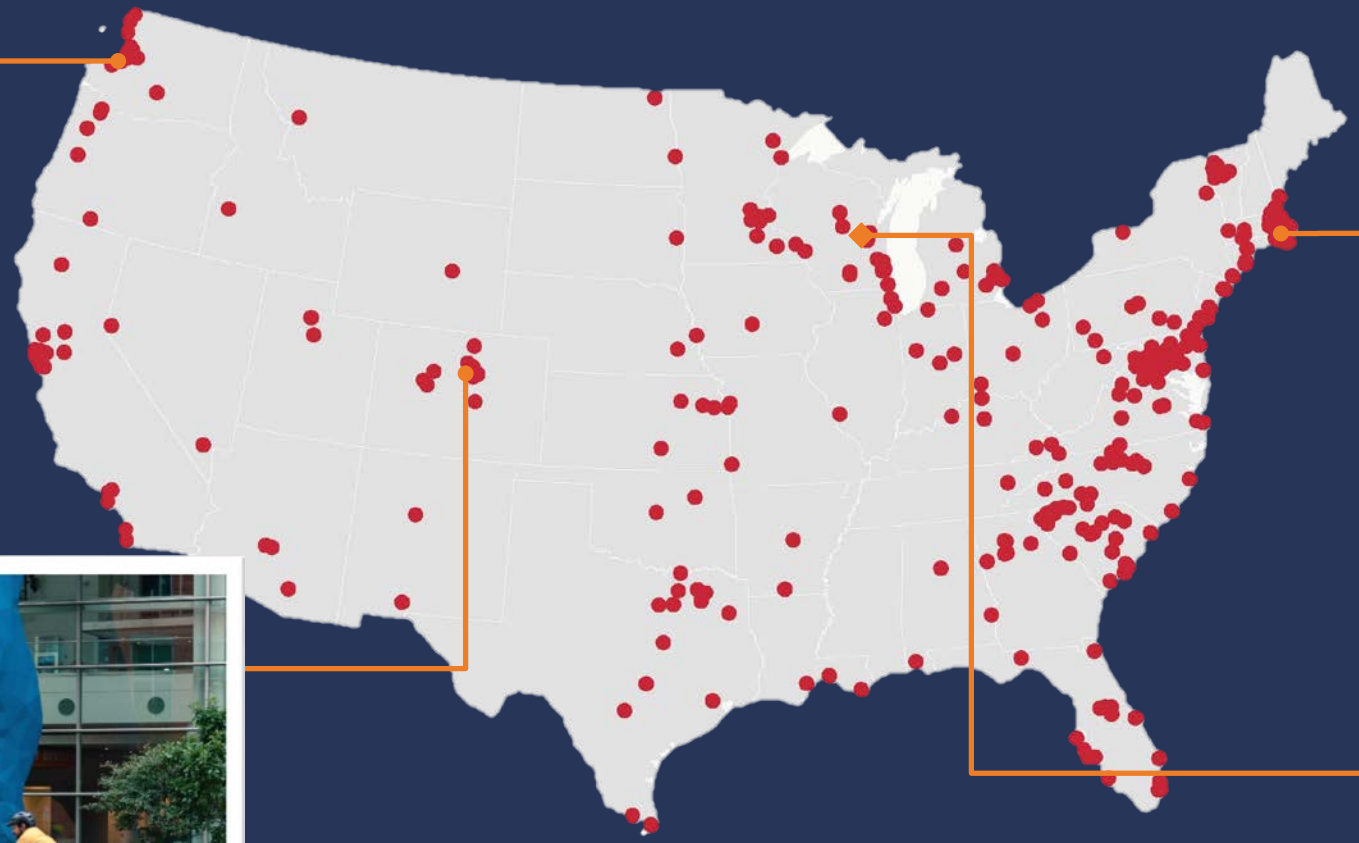
Toole Design has developed designs for over **500 miles** of multimodal corridors in the last **5 years**



**Pike and Pine Streetscape**
Seattle, WA



**14th Street Protected Bikeway**
Denver, CO



**City Walk Bicycle and Pedestrian Design**
Providence, RI

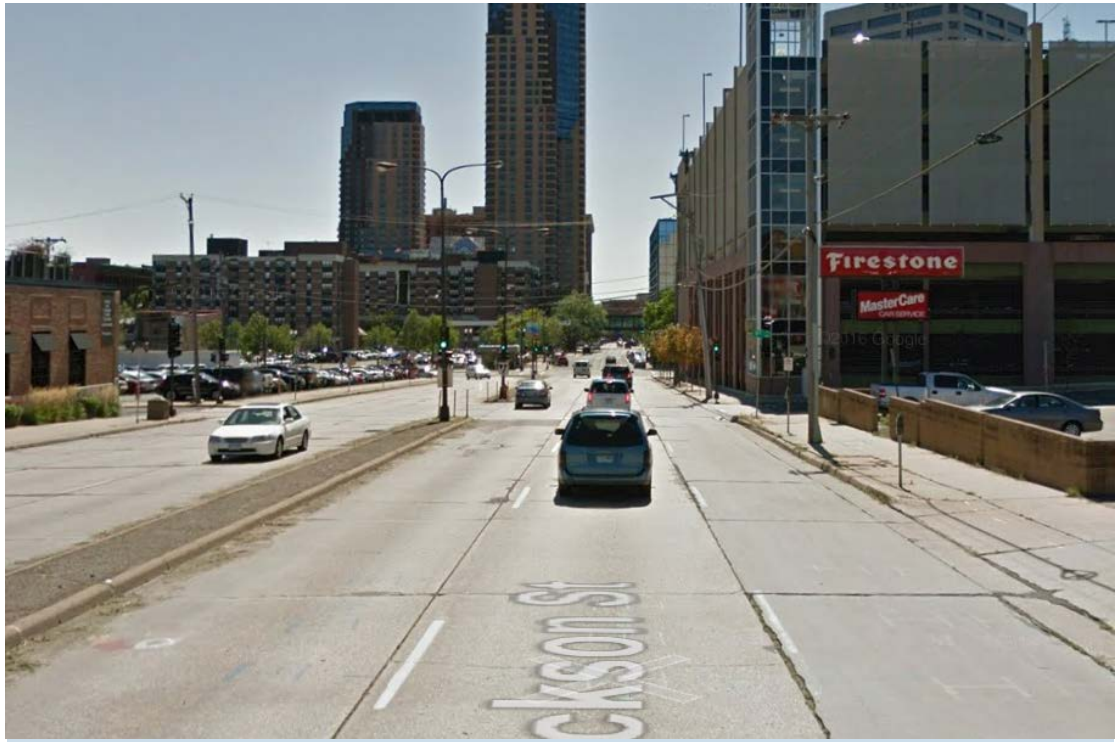
**Jackson Street Reconstruction**
Saint Paul, MN

# Project Highlight: Lynn St, Arlington, VA


BEFORE

AFTER

# Project Highlight: Jackson St, St Paul, MN




BEFORE


AFTER

# Bike/Ped/Transit Safety Goals/Overview

- Reduce motor vehicle speeds throughout the corridor
- Provide safe crossing opportunities for pedestrians
- Prioritize bicyclists and pedestrians at conflict points
- Reduce motor vehicle speeds at conflict points
- Separate mode types

# Bicycle Planning and Design Principles

Safety

Comfort

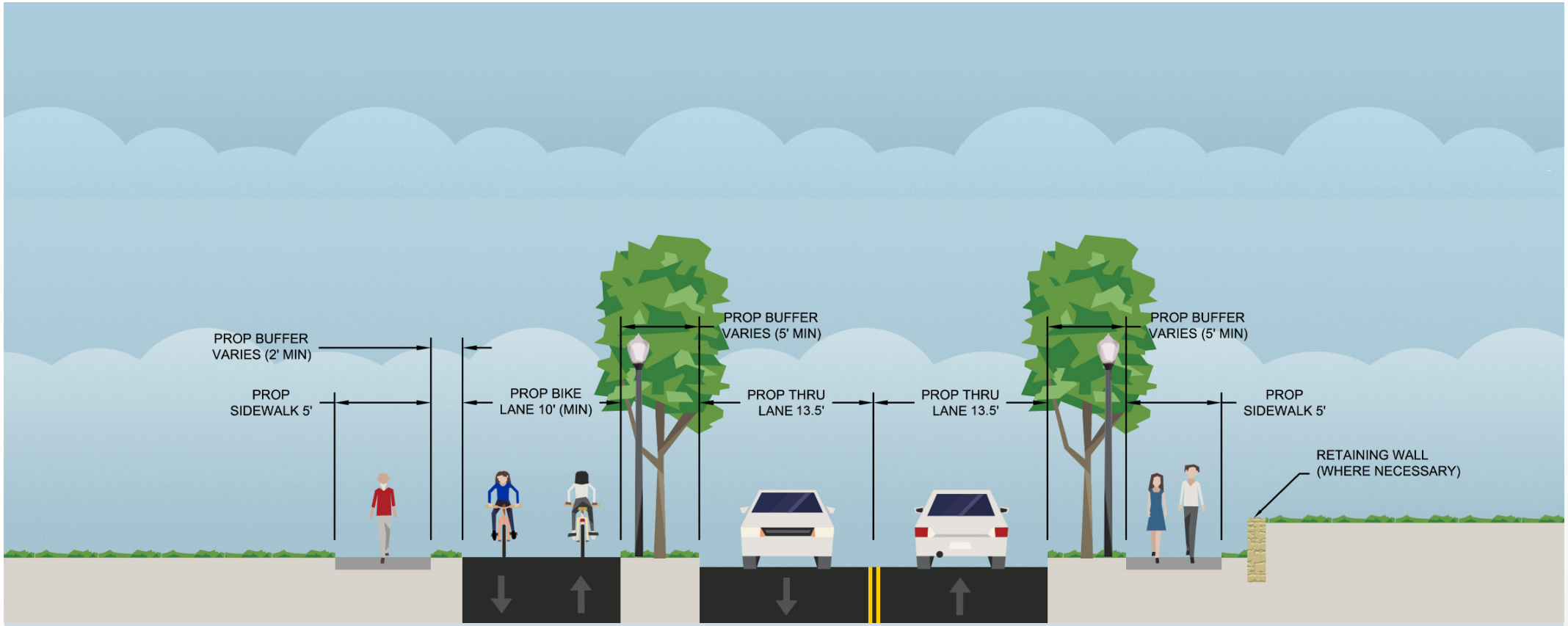
Connectivity

Legibility

# Standard Typical Section

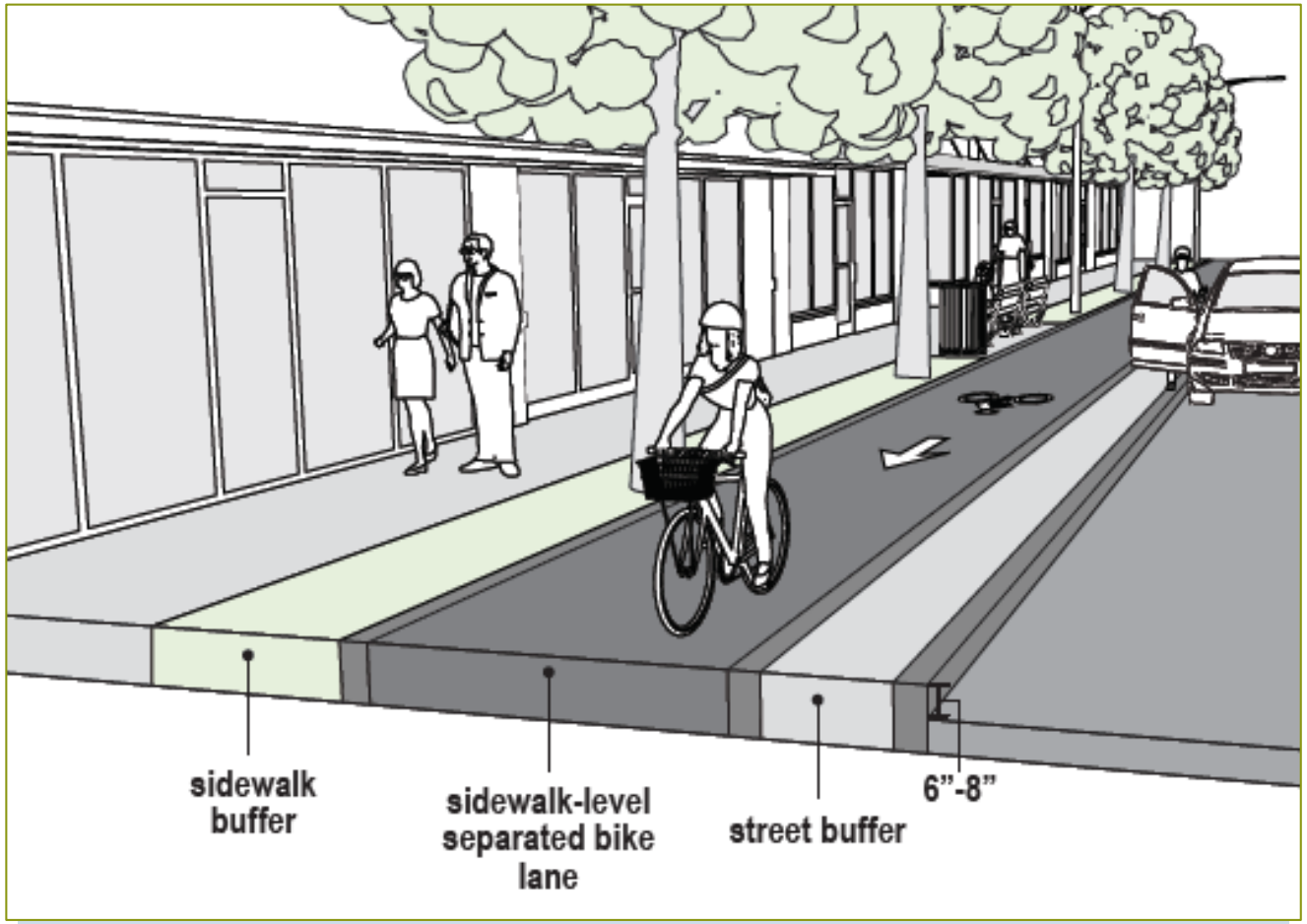

Conceptual Rendering

# Standard Typical Section



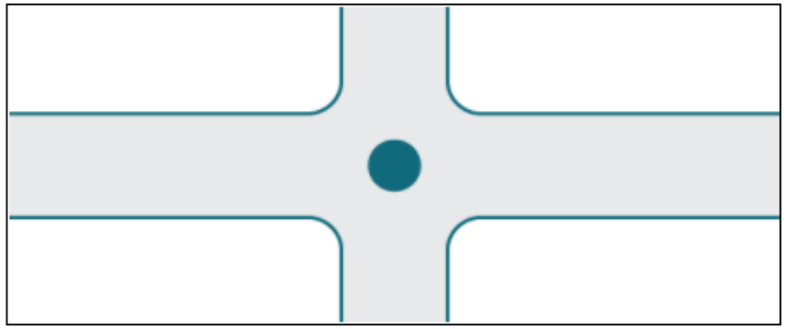

Conceptual Rendering

# Sidewalk-Level Bicycle Lane

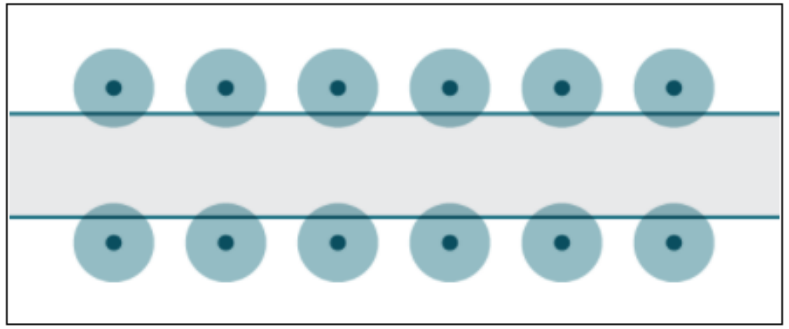



Typical Section

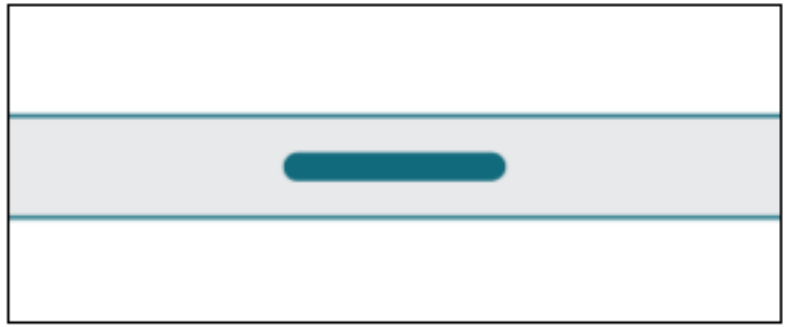
# Speed Reduction Measures



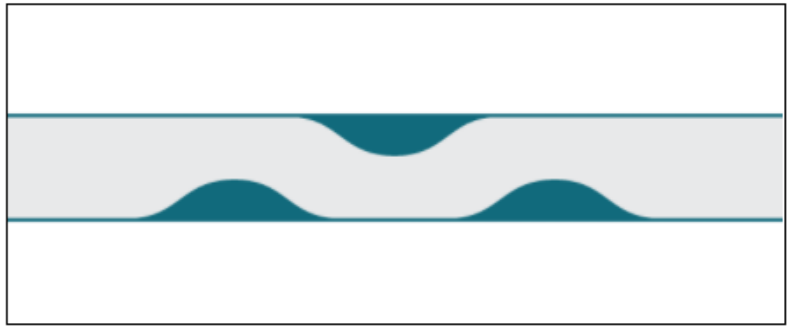
Roundabout



Street Trees



Pedestrian Refuge Median



Chicanes

# Roundabout


Roundabout

- Lower speeds at minor intersection crossings
- More cost effective than signalized intersection
- Increase safety at intersections

# Street Trees

Street trees along a roadway

- Trees narrow a driver's visual field and create rhythm along the street
- Low cost
- Increase aesthetic value of street
- Reduce speeds by 3 to 15 mph

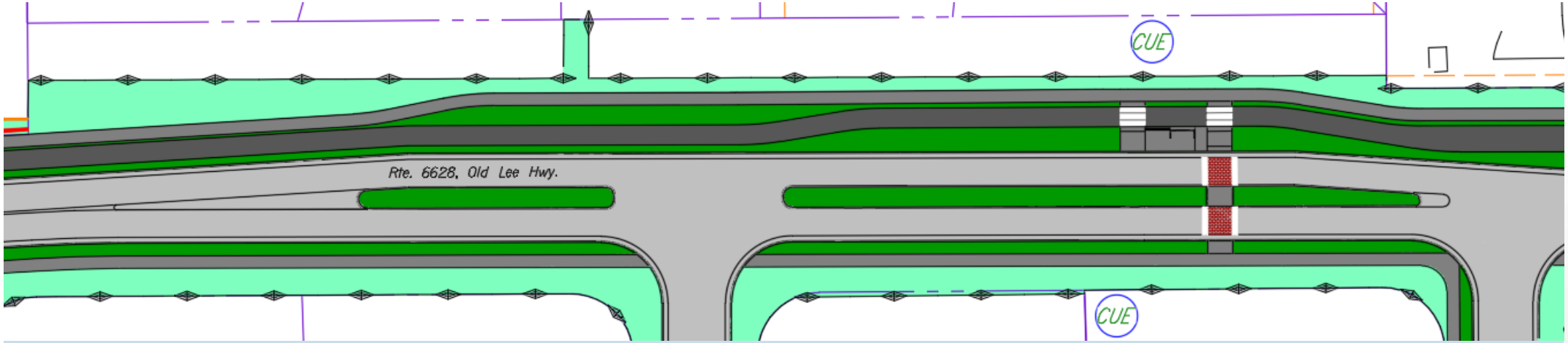
# Pedestrian Refuge Median Island


Create a pinch point to slow drivers

Shorten pedestrian crossing distance

# Chicanes/Medians

- Slight bend in the roadway
- Slow drivers by requiring more attention and caution




**Subtle roadway chicane in the design**

# Reducing Overall Roadway Width

Existing Typical Section


Future Typical Section

- Creates feeling of neighborhood street
- Visually narrow roadway to reduce speeding

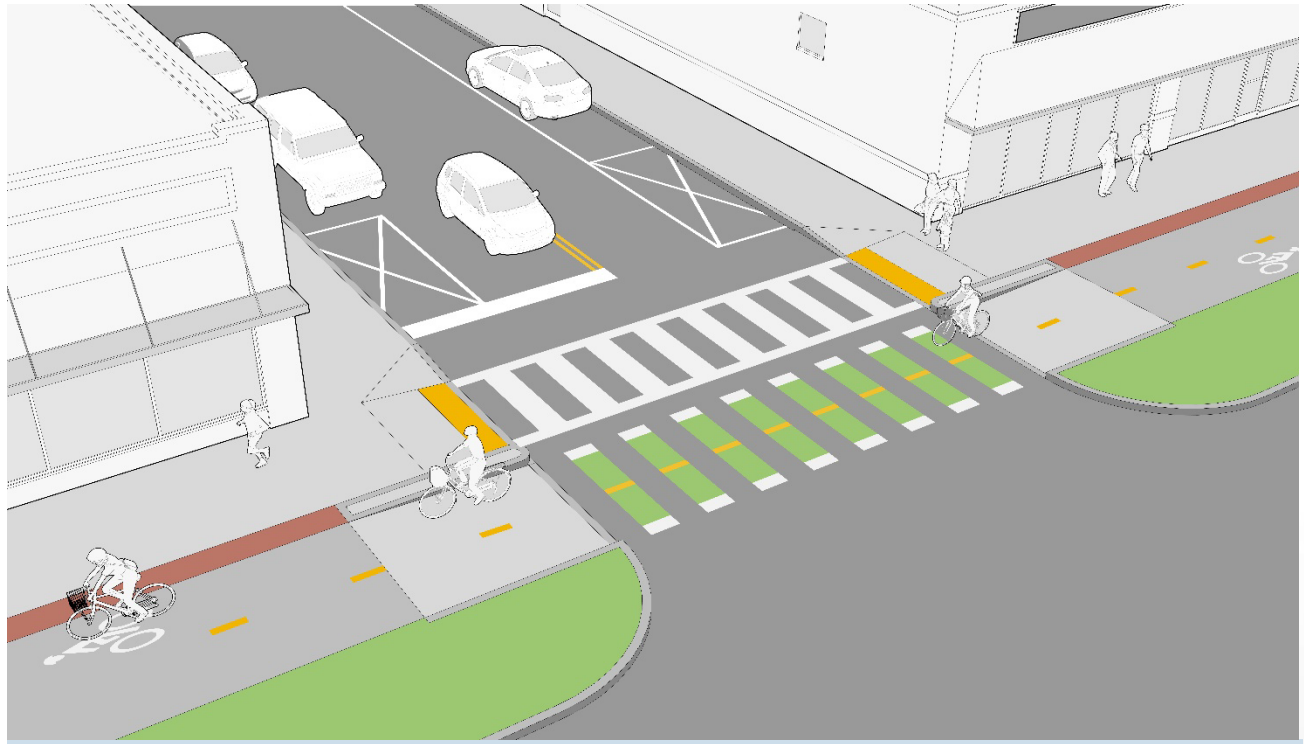
# Separating Bicycles and Pedestrians

- Reduces conflicts between users
- Safer for both bicyclists and pedestrians

Sidewalk-level bike lane adjacent to sidewalk

# Crossing Markings on Side Streets

- High-visibility crossings
- Draw driver attention to crossing at side streets



Example of Crosswalk and Crossbike Markings

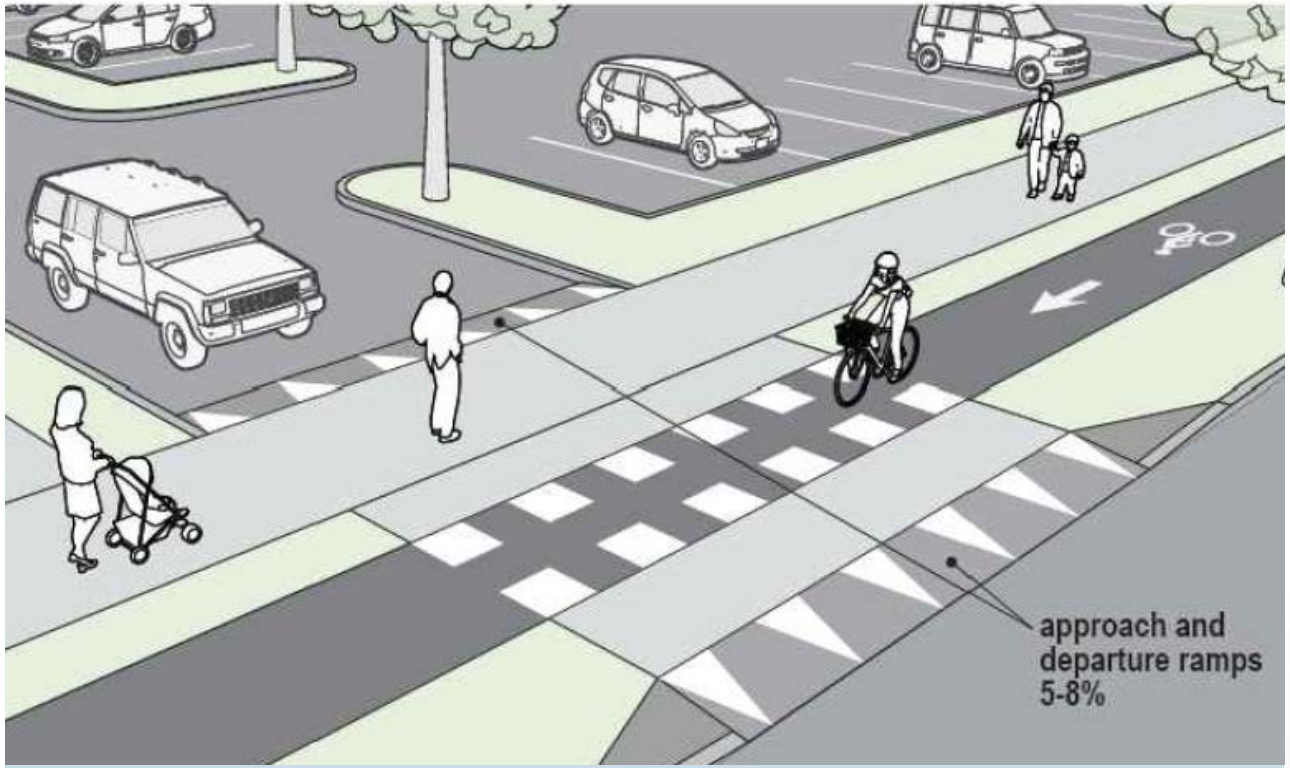
# Crossing Markings on Side Streets

- Vehicles will stop at stop bar / stop line
- Drivers yield to bicycles and pedestrians
- Wait to make a turn

Vehicle on side street waiting to turn onto main street

# Raised Driveway Crossings

- Maintains elevation of sidewalk-level bike lane through driveway
- Improves visibility of bicyclists and pedestrians




Raised Driveway Example

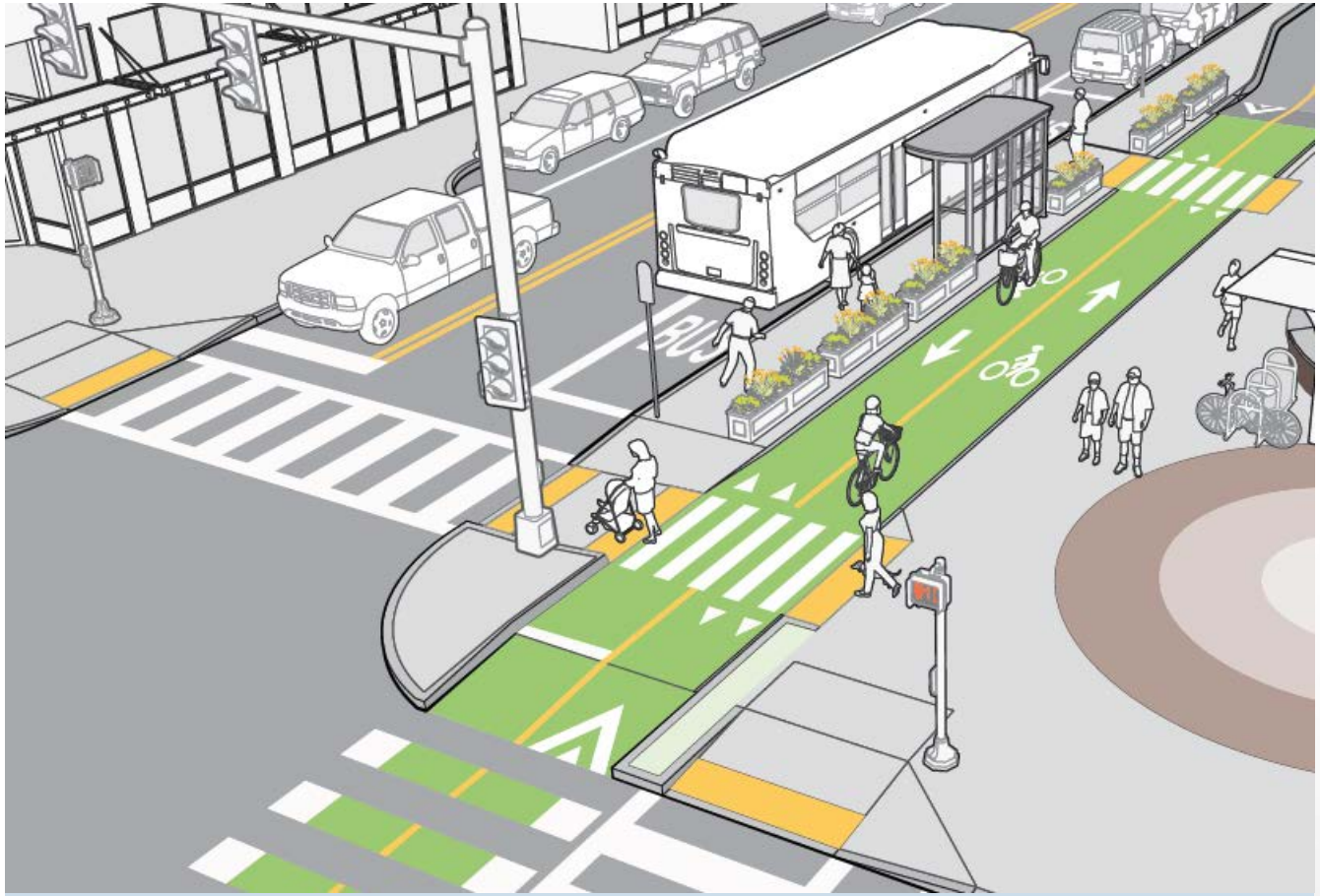
# Raised Driveway Crossings

- Reduces speed of turning/exiting vehicles
- Communicates bicyclist and pedestrian right-of-way at crossing


**Raised Driveway Example**

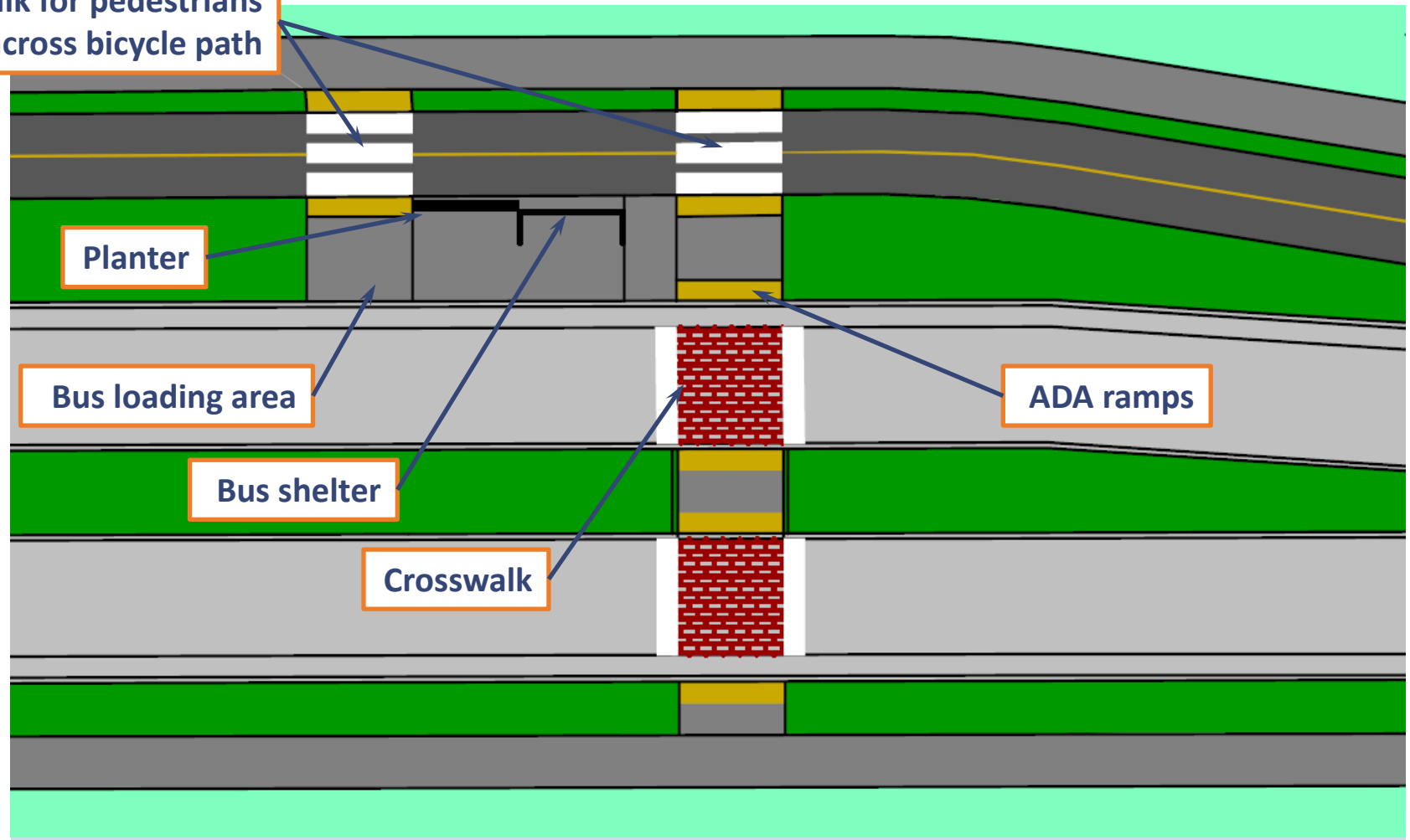
# Bike and Ped Interaction at Bus Stops

- Floating bus stop between roadway and two-way bikeway



Floating Bus Island

# Bus Stop Details




Example of bus stop implemented in the design

# Example Bus Stop


Example Bus Stop in Montgomery County, MD

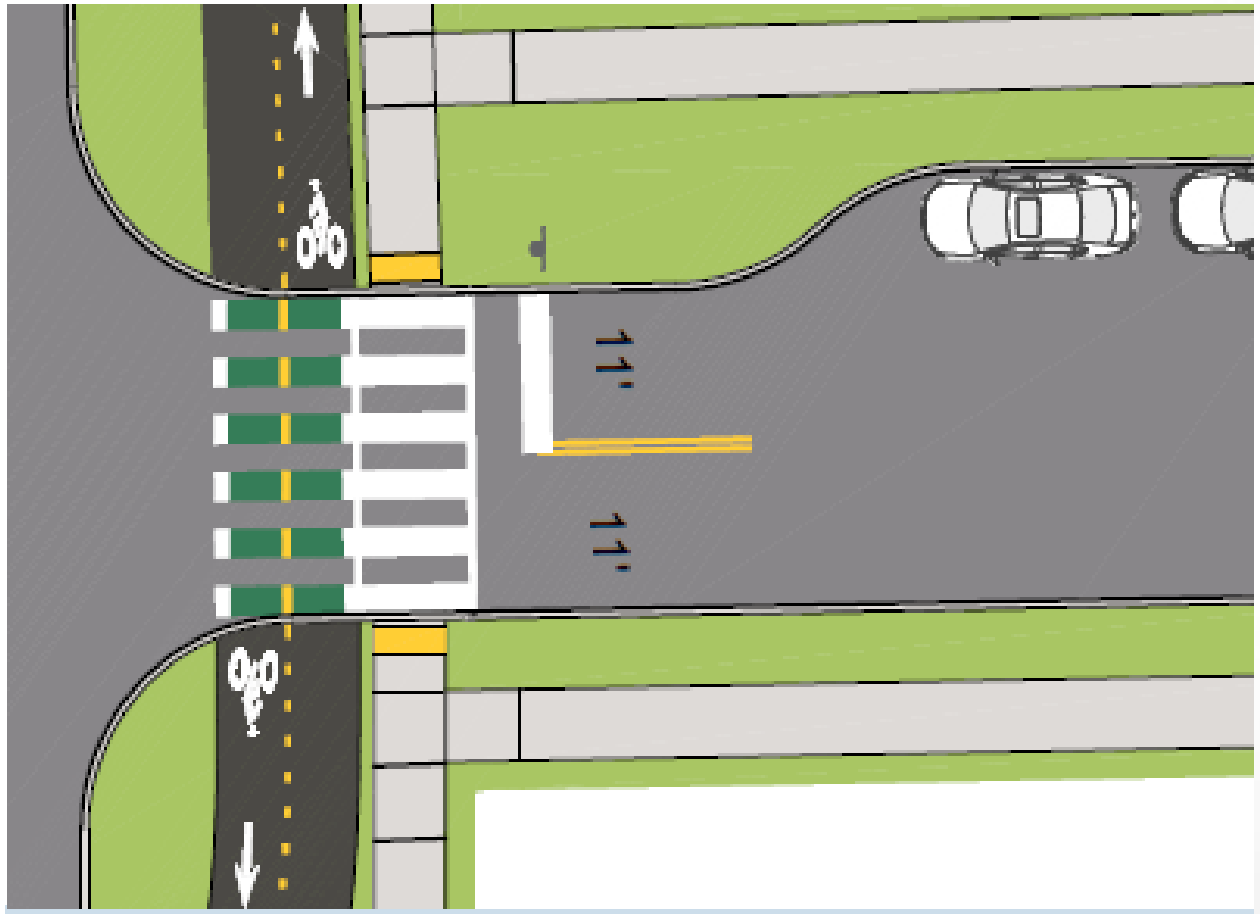
# Bike and Ped Interaction at Bus Stops

- Pedestrian crosswalks across two-way bikeway
- Detectable Warning Surfaces

Pedestrian crossing bikeway to access bus stop

# Curb Extensions

- Shortens crossing distances for pedestrians and bicyclists on side streets
- Increases visibility of pedestrians
- Reduces speed of turning vehicles




Example curb extension


SCHOOL
25

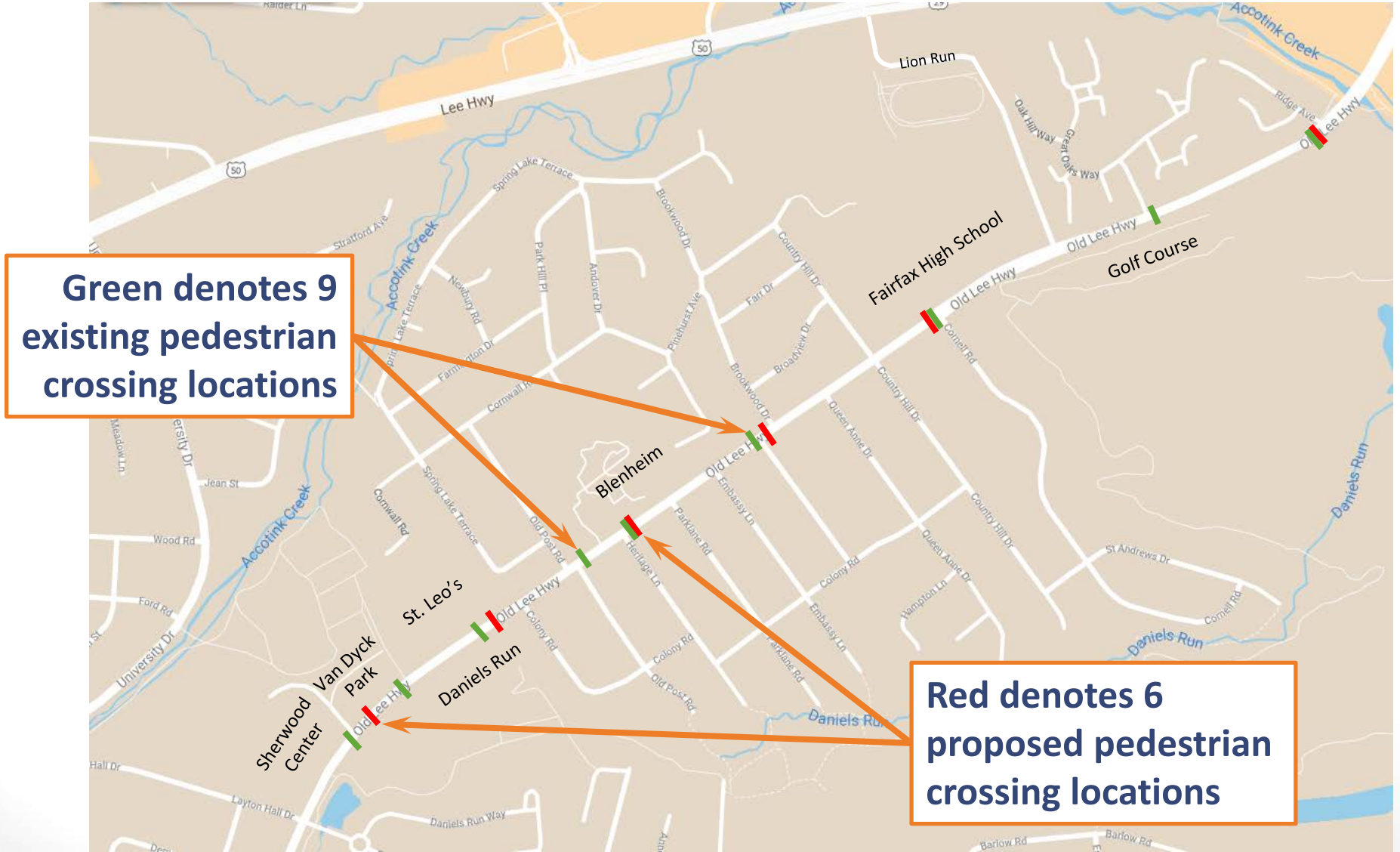

25

# Mid-Block Pedestrian Crosswalks

- Increase pedestrian safety
- Decrease random and unexpected pedestrian crossings
- Located where pedestrians are likely to cross (school, bus stops, etc.)
- Combine with pedestrian refuge islands to shorten crossing distance

Example mid-block pedestrian crossing

# Mid-Block Crosswalk Locations



# Old Lee Highway Crosswalk Information

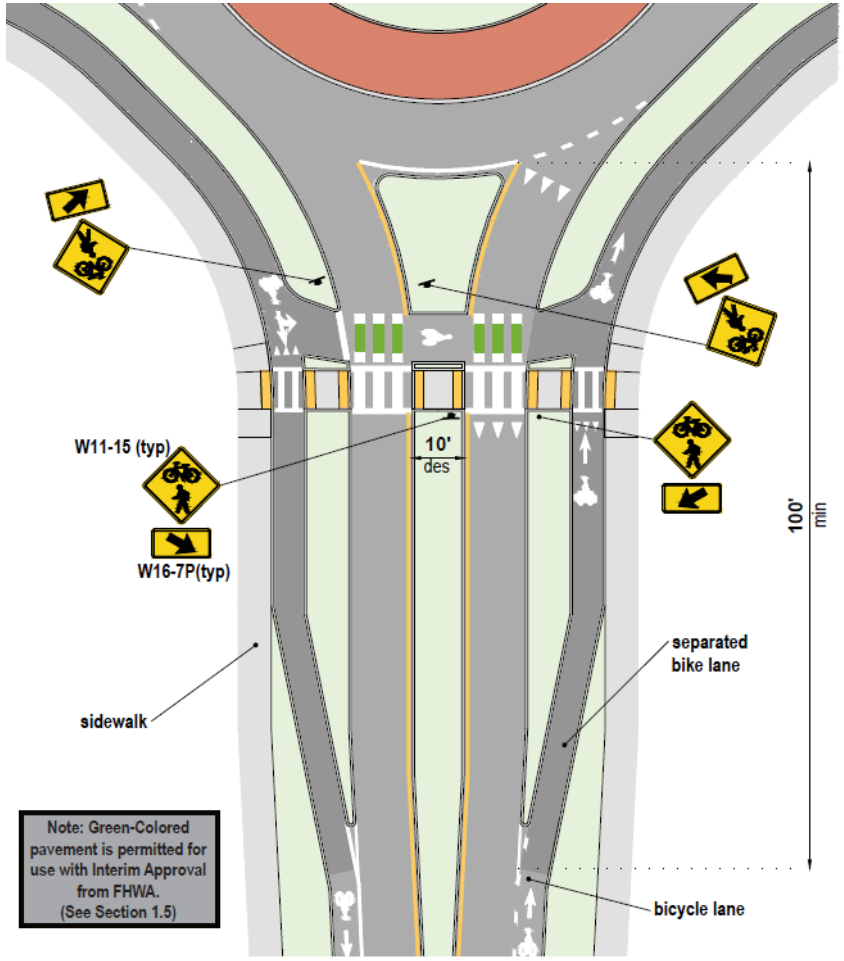
- 9 existing pedestrian crossings
- 6 proposed pedestrian crossings
  - Van Dyck Park
  - St. Leo's/Daniels Run
  - Blenheim
  - Brookwood
  - Fairfax High School
  - Ridge Avenue
- Proposed crosswalk spacing
  - 900' - Van Dyck to St. Leo's
  - 1000' – St. Leo's to Blenheim
  - 1000' – Blenheim to FHS
  - 1000' – Brookwood to FHS
  - 2500' – FHS to Ridge Avenue
- Enhanced crosswalk treatments to be provided

# Rectangular Rapid-Flashing Beacons

- Located at all proposed mid-block road crossings
- Flashing lights alert drivers when pedestrians are present
- Solar-powered and hard-wired options

Example of RRFB

# Bicyclists and Pedestrians at Roundabout




Roundabout

- Maintain bicycle and pedestrian separation through roundabout

# Project Schedule Milestones

- 30% Plan Development - Complete
- Stakeholder Engagement – Fall/Winter 2020
- Community Meeting – Winter 2021
- Public Hearing - Spring 2021
- Acquire Right of Way - Summer 2021 to Spring 2022
- Relocation Utilities – Spring 2022 to Winter 2022
- Project Construction – Spring 2023 to Fall 2024

# Before next meeting

- Review information from tonight
- Talk to your neighbors
- Think of additional topics for discussion/question
- Feel free to contact me any time!

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(703) 385-7889

# Future Meetings

- Optional Walking Tour: Saturday at 9 AM
- Stakeholder Meeting #3: Wednesday, December 2
  *Cultural Resources, Environmental Resources*
- Community Meeting: Date TBD (January/February)
- Stakeholder Meeting #4: Wednesday, February 17
  *Landscaping, Lighting, Aesthetics*

# Questions / Comments?

- General thoughts, questions, concerns
- What's your ONE THING?

**Please type your comments in the chat box**