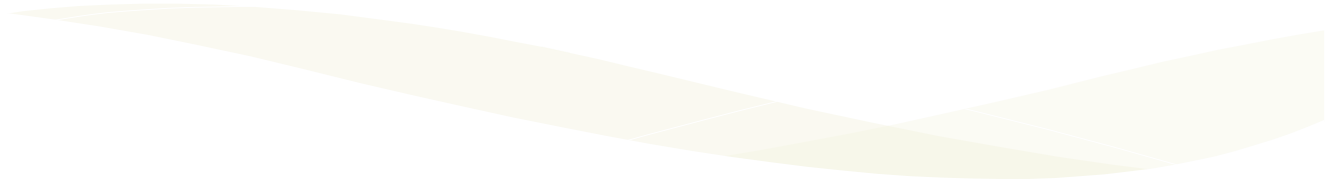


# Mount Vernon Avenue North Complete Streets Project

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Preferred Concept Design Alternatives | November 2023



# Outline

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Recommended Preferred Alternatives

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Project Background

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Original Concept Options

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Community Feedback on Design Options

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Next Steps

# RECOMMENDED PREFERRED ALTERNATIVES

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# Preferred Alternatives

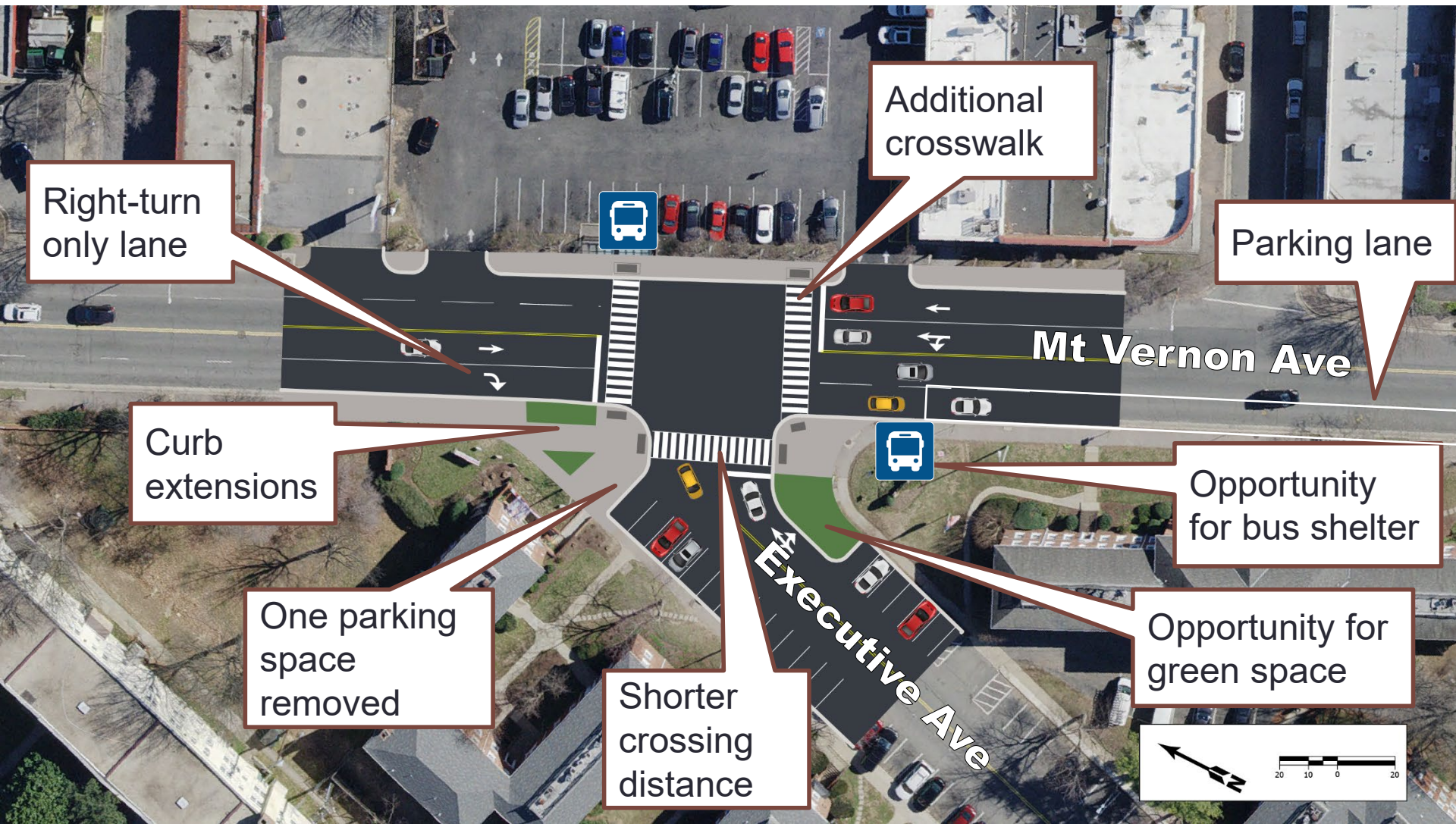
Intersection	Preferred Option	Recommended Modifications
Four Mile Road	Option 1	None
Executive Avenue	Option 1	<ul style="list-style-type: none"><li>• Convert the existing southbound curbside lane into a right-turn only lane to accommodate a parking lane south of the intersection</li></ul>
Russell Road	Option 1	<ul style="list-style-type: none"><li>• Convert the existing on-street parking on the west side of Mount Vernon Avenue between Executive Avenue and Russell Road from overnight parking only to unrestricted parking.</li><li>• Add 2 permit-only parking spaces to Russell Road between Mount Vernon Avenue and Glebe Road.</li><li>• Add 7 parking spaces to Russell Road between Mount Vernon Avenue and Glebe Road, would be unrestricted from 6pm-7am daily, and for loading/unloading only at all other times.</li></ul>
Glebe Road	Option 2	<ul style="list-style-type: none"><li>• Shorten median to allow access to/from existing driveways</li><li>• Remove center roundabout crossing</li></ul>

# Four Mile Road – Preferred Alternative

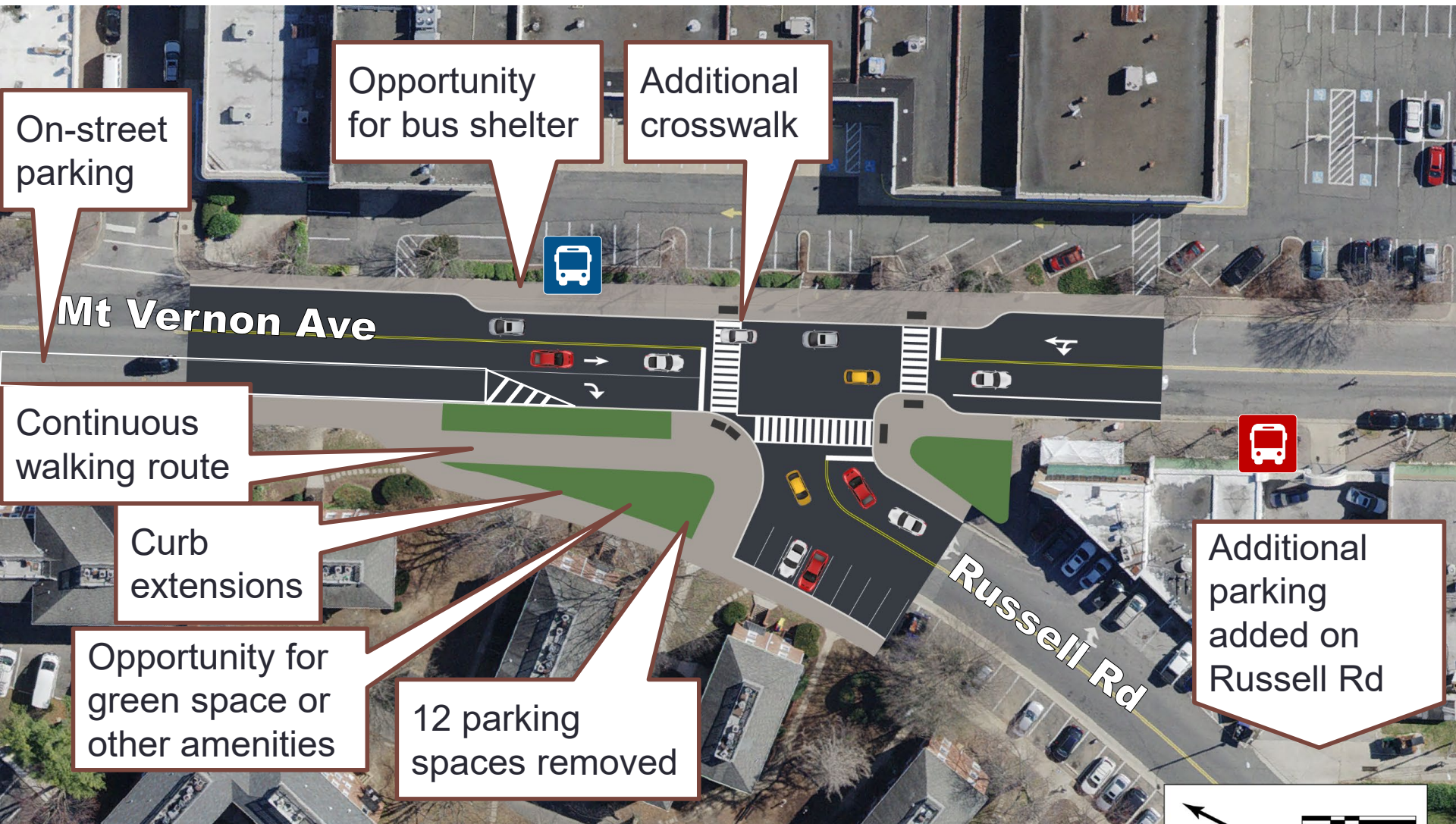


Curb extensions to reduce crossing distances, provide more sidewalk space, reduce vehicle-pedestrian conflicts, and slow turning vehicles

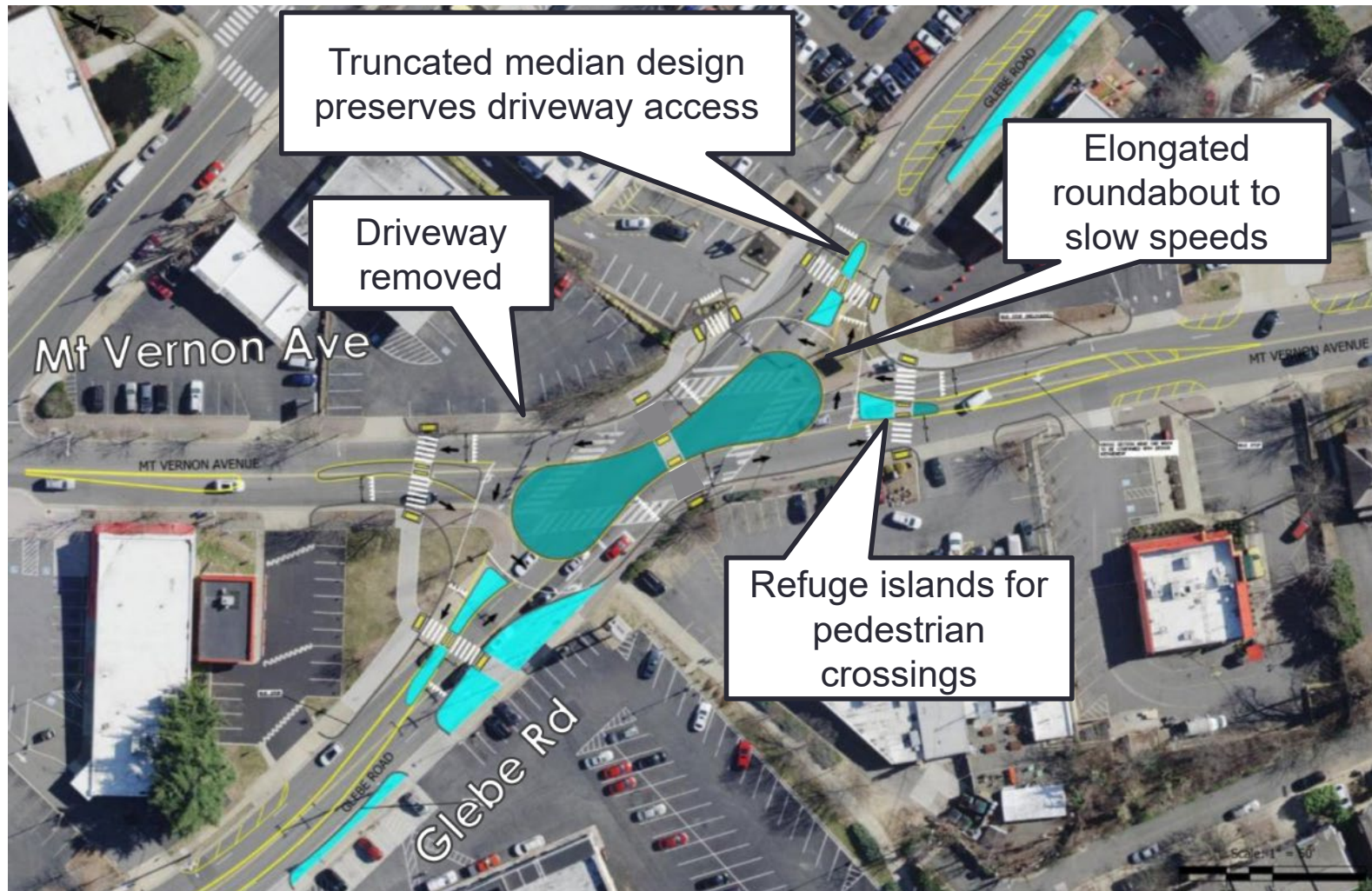
# Executive Avenue – Preferred Alternative



# Russell Road – Preferred Alternative



# Glebe Road - Preferred Alternative





# PROJECT BACKGROUND

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# Project Overview

## Scope

- Signalized intersection improvements on Mt. Vernon Avenue between Glebe Road and Four Mile Road

## Background

- Arlandria-Chirilagua Plan (2021)
- Alexandria Mobility Plan (2021)
- Alexandria Transit Vision Plan (2019)
- Vision Zero Action Plan (2017)
- Transportation Master Plan: Pedestrian & Bicycle Chapter (2016)

## Project Goals

- Improve pedestrian safety
- Reduce vehicle speeds
- Minimize conflicts between users
- Improve access to transit
- Preserve parking

## Funding

- Grant funding from the Virginia Department of Transportation
- City funding

# Existing Conditions

## Intersections

- 4 signalized intersections

## Crashes

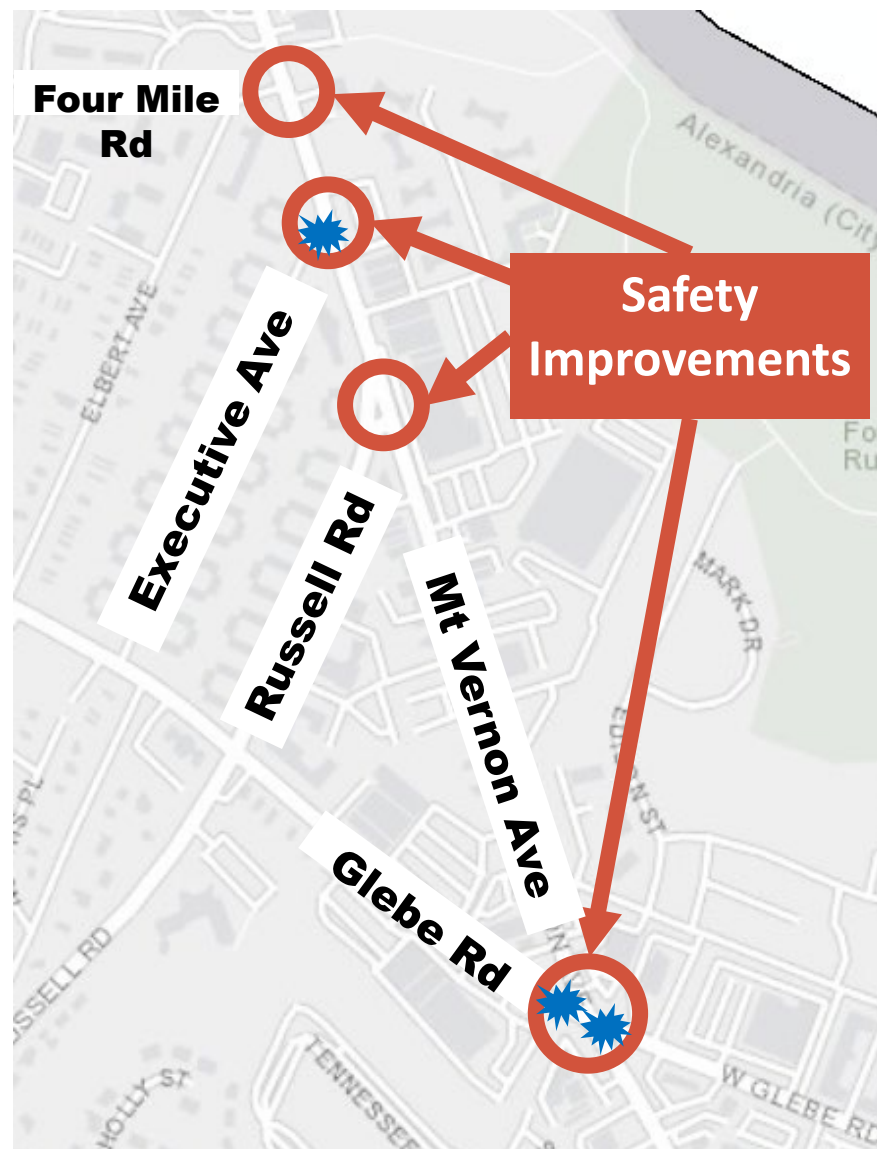
- 3 fatal pedestrian crashes 

## Transit

- Multiple bus routes; 8 bus stops
- Limited bus stop amenities

## Cross-Section

- 4 lanes between Four Mile Rd and Russell Rd; transitions to 2 lanes + parking



# Past Community Comments



- Variety of modes
  - Walking
  - Bus
  - Bicycling
  - Driving
- Desire for:
  - Additional crosswalks
  - More and better bus shelters
  - Bicycle lanes
  - Reduced speeding and cut-through traffic
  - Preserving parking
  - More green space
  - Minimal traffic congestion

# Past Community Comments



*"Due to no bus shelters, people come to Casa Chirilagua when it rains to wait for the bus."*

*"The intersection of Mt Vernon and Glebe is ghastly! Very high traffic, loud, no shade, difficult and dangerous to cross on foot or bike, and a bit of an eyesore."*

# Conceptual Design + Community Engagement



## Community Outreach May-June 2022

- Project webpage
- Direct stakeholder communication
- Posters at bus stops
- eNews announcement
- Social media
- Online feedback form
- In-person public meeting
- All materials bilingual
- Traffic & Parking Board update, June 2022

## Property Owner & Stakeholder Engagement July 2022-October 2023

- Regular meetings & feedback sessions
- Concept refinement

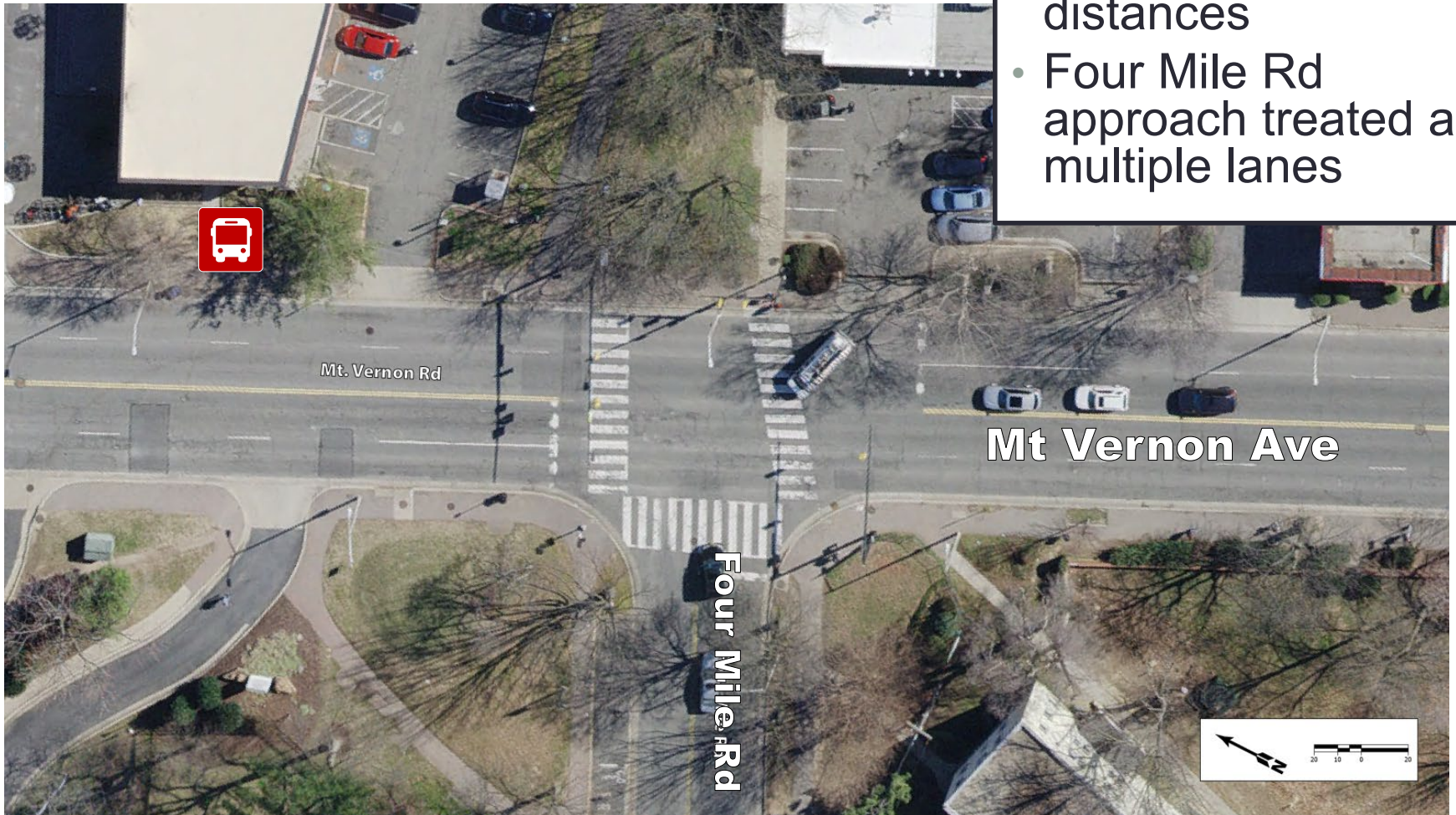
# ORIGINAL CONCEPT OPTIONS & COMMUNITY FEEDBACK

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# Four Mile Road

*Existing*

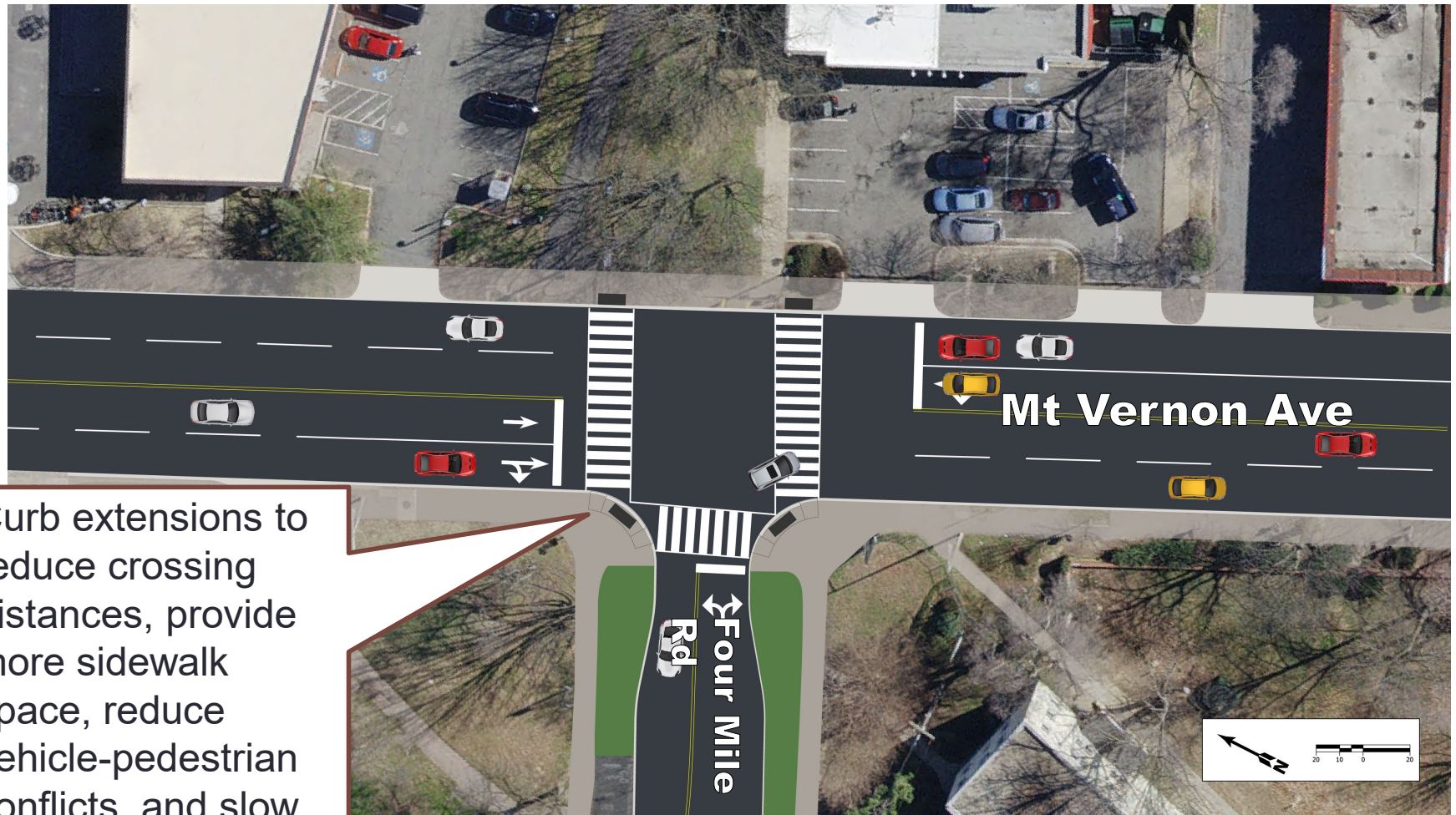
- Access to Four Mile Run Park Trail and Casa Chirilagua
- Long crossing distances
- Four Mile Rd approach treated as multiple lanes





# Four Mile Road – Preferred Option

## *Design Option 1 of 1*



Curb extensions to reduce crossing distances, provide more sidewalk space, reduce vehicle-pedestrian conflicts, and slow turning vehicles

# Four Mile Road

## Design Option 1 of 1

3.4★

Average Rating



Based on **204** responses



53% **liked** this option



19% **disliked** this option



28% were **neutral** or  
had **no opinion**

### What people liked:

- Curb extensions reduce crossing distances (60%, 125 respondents)
- Tighter corners slow down turning vehicles (55%, 114)
- Signal timing adjustments reduce wait times for people crossing (51%, 106)

### What people disliked:

- No bicycle facilities

***“Needs clarity for bikes crossing from Four Mile Run Trail.”***

- Alexandria resident, online survey

# Executive Avenue

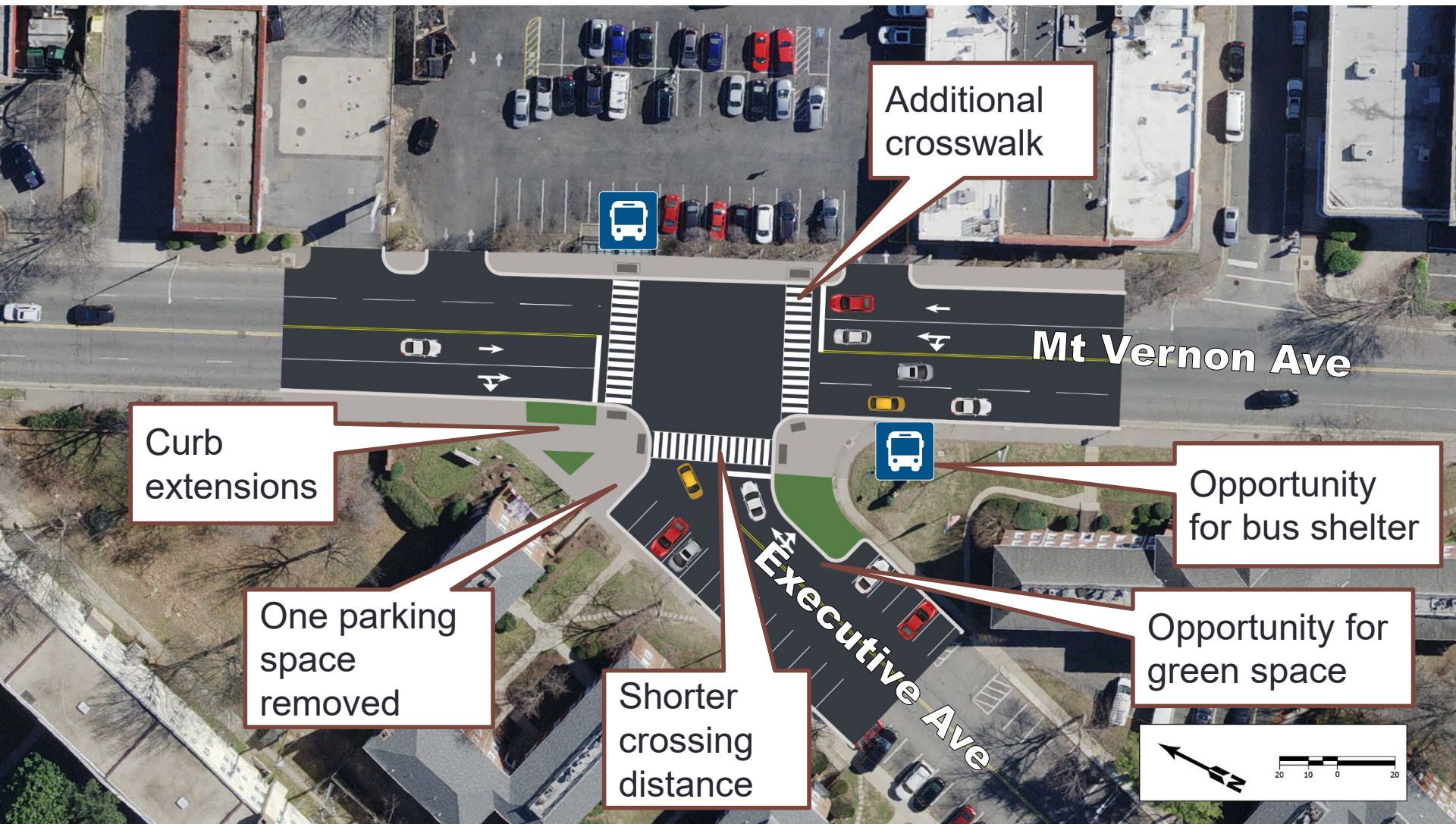
*Existing*

- Long crossing distances
- Fast turns onto Executive Avenue
- Limited crossing opportunities
- Limited bus stop amenities



# Executive Avenue – Preferred Option

## Design Option 1 of 1



# Executive Avenue

## Design Option 1 of 1

***“This is a high priority.”***

- Alexandria resident, online survey

3.8★

Average Rating



Based on **189** responses



70% **liked** this option



13% **disliked** this option



17% were **neutral** or  
had **no opinion**

### What people liked:

- Curb extensions reduce crossing distances (69%)
- Tighter corners slow down turning vehicles (58%)
- Shelter for southbound bus stop (56%)
- Opportunity to add green space and pedestrian amenities (62%)
- Additional crosswalk provides easier access to bus stop (52%)

### What people disliked:

- Tight corners are more challenging for drivers
- No bicycle facilities

# Russell Road

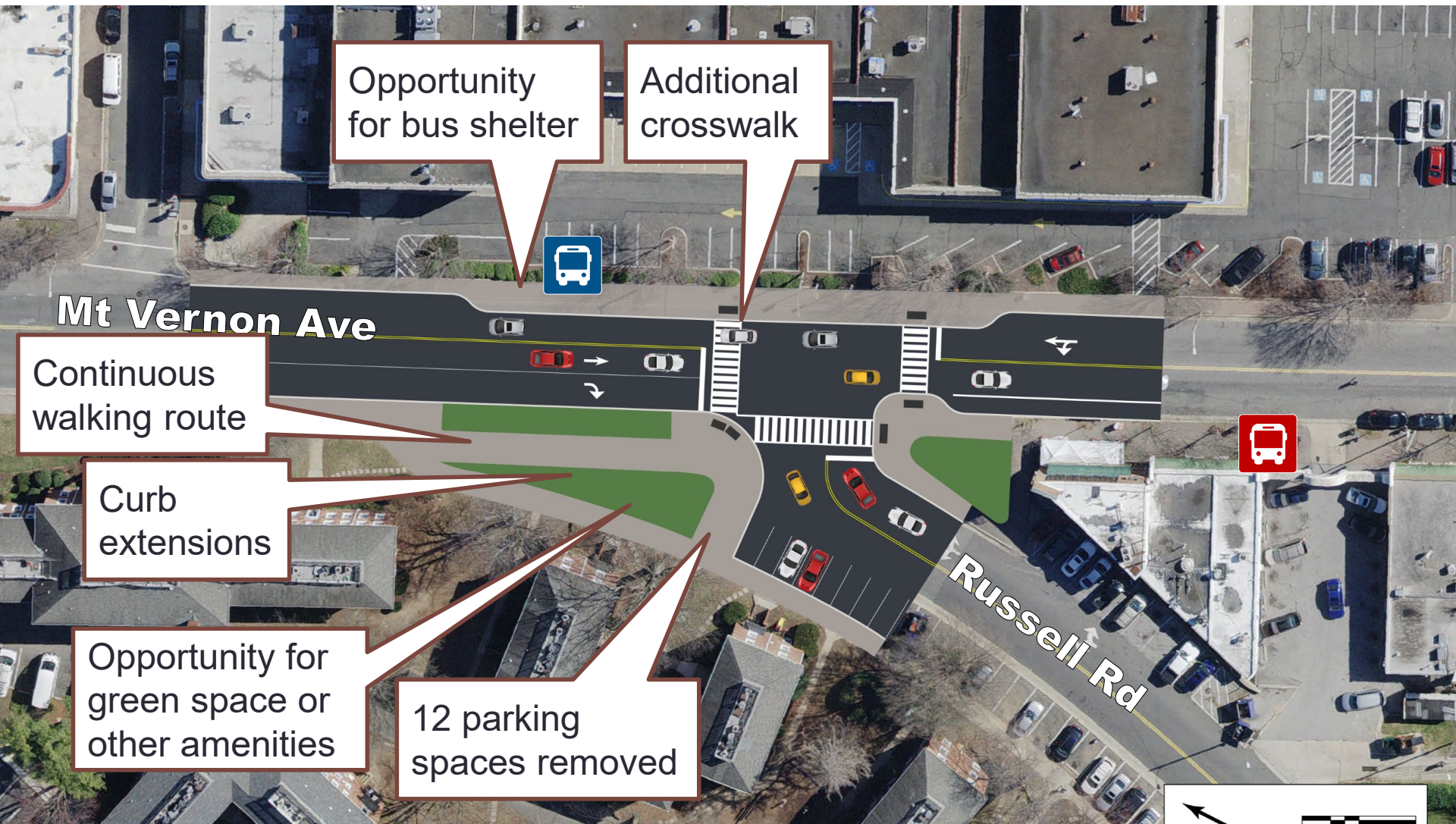
*Existing*

- Long crossing distances
- Fast turns onto Russell Rd
- Limited crossing opportunities
- Inconvenient pedestrian route
- No bus stop amenities



# Russell Road – Preferred Option

## Design Option 1 of 2



Opportunity for bus shelter

Additional crosswalk



Mt Vernon Ave

Continuous walking route

Curb extensions

Opportunity for green space or other amenities

12 parking spaces removed

Russell Rd



# Russell Road

## Design Option 1 of 2

*"Hate to lose so many parking spaces but the benefits here seem ample enough to justify it."*

- Alexandria resident, online survey

3.6★

Average Rating



Based on **188** responses

### What people liked:


- Closed slip lane provides safe, continuous walking path across Russell Road (69%, 131 respondents)
- Adds a crosswalk (68%, 130)
- Reduces crossing distances (65%, 124)
- Curb extensions slow turning vehicles (51% 97)
- More sidewalk space and potential for landscaping or furnishing (58%, 111)

### What people disliked:

- Concern about closed slip lane creating traffic backups
- Loss of parking

 63% **liked** this option

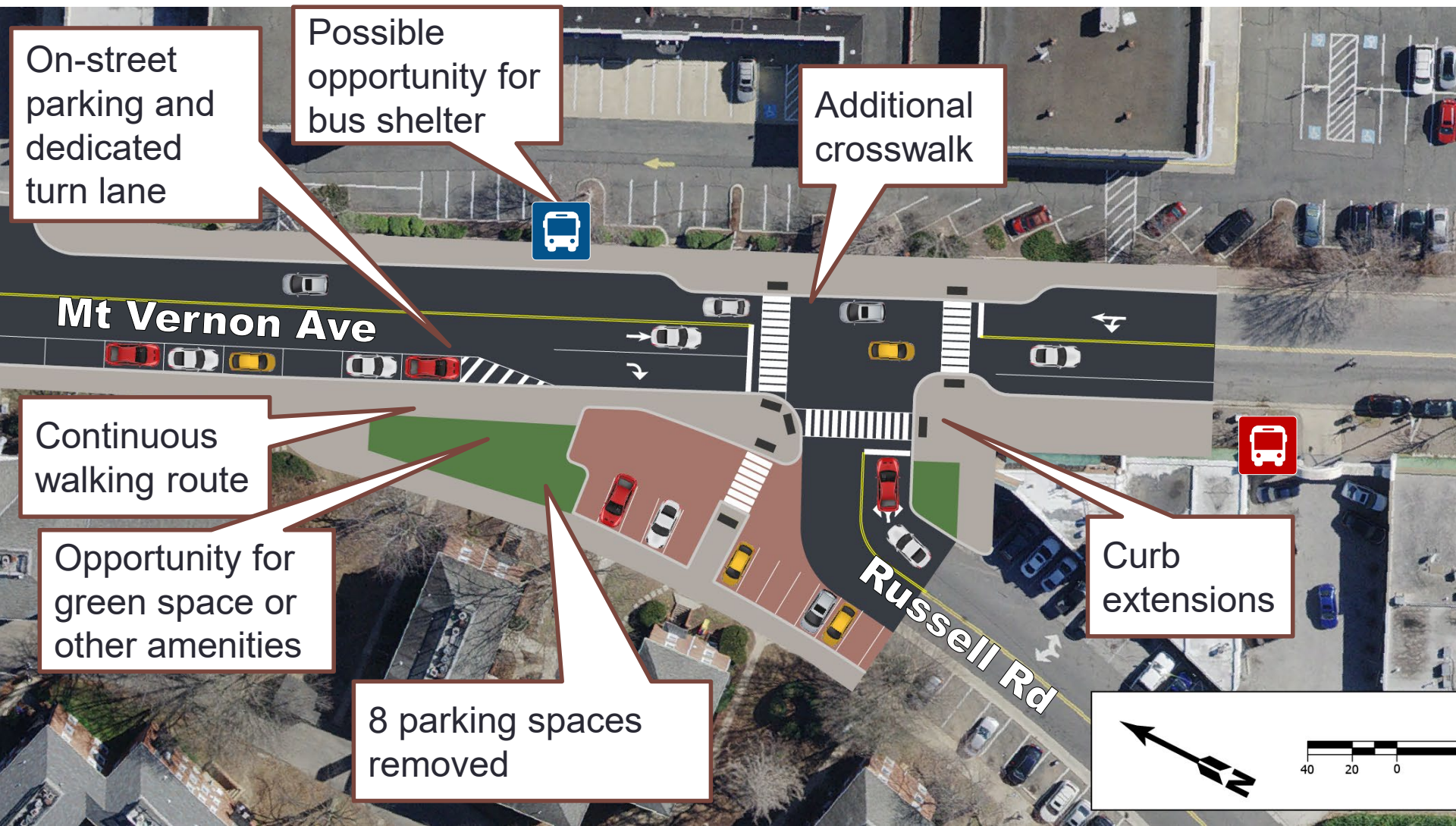
 19% **disliked** this option

 18% were **neutral** or had **no opinion**



# Russell Road – Not Preferred

## Design Option 2 of 2



On-street parking and dedicated turn lane

Possible opportunity for bus shelter

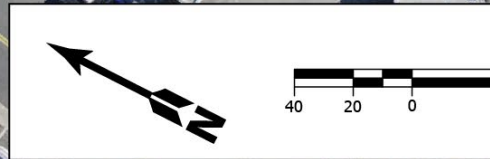
Additional crosswalk

Continuous walking route

Opportunity for green space or other amenities

8 parking spaces removed

Curb extensions



# Russell Road

## Design Option 2 of 2

**Confusing with parking two ways.**

- Alexandria resident, online survey

3.0★

Average Rating



Based on **168** responses

### What people liked:


- Closed slip lane provides safe, continuous walking path across Russell Road (58%, 98 respondents)
- Adds a crosswalk (65%, 109)
- Reduces crossing distances (59%, 99)
- More sidewalk space and potential for landscaping or furnishing (52%, 88)

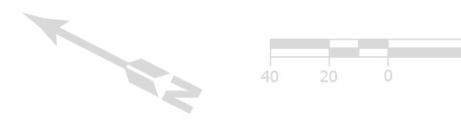
### What people disliked:

- Concern that closed slip lane could cause traffic backups
- Parking spaces prevent opportunity for more green space

 42% **liked** this option

 36% **disliked** this option

 22% were **neutral** or had **no opinion**



# Glebe Road

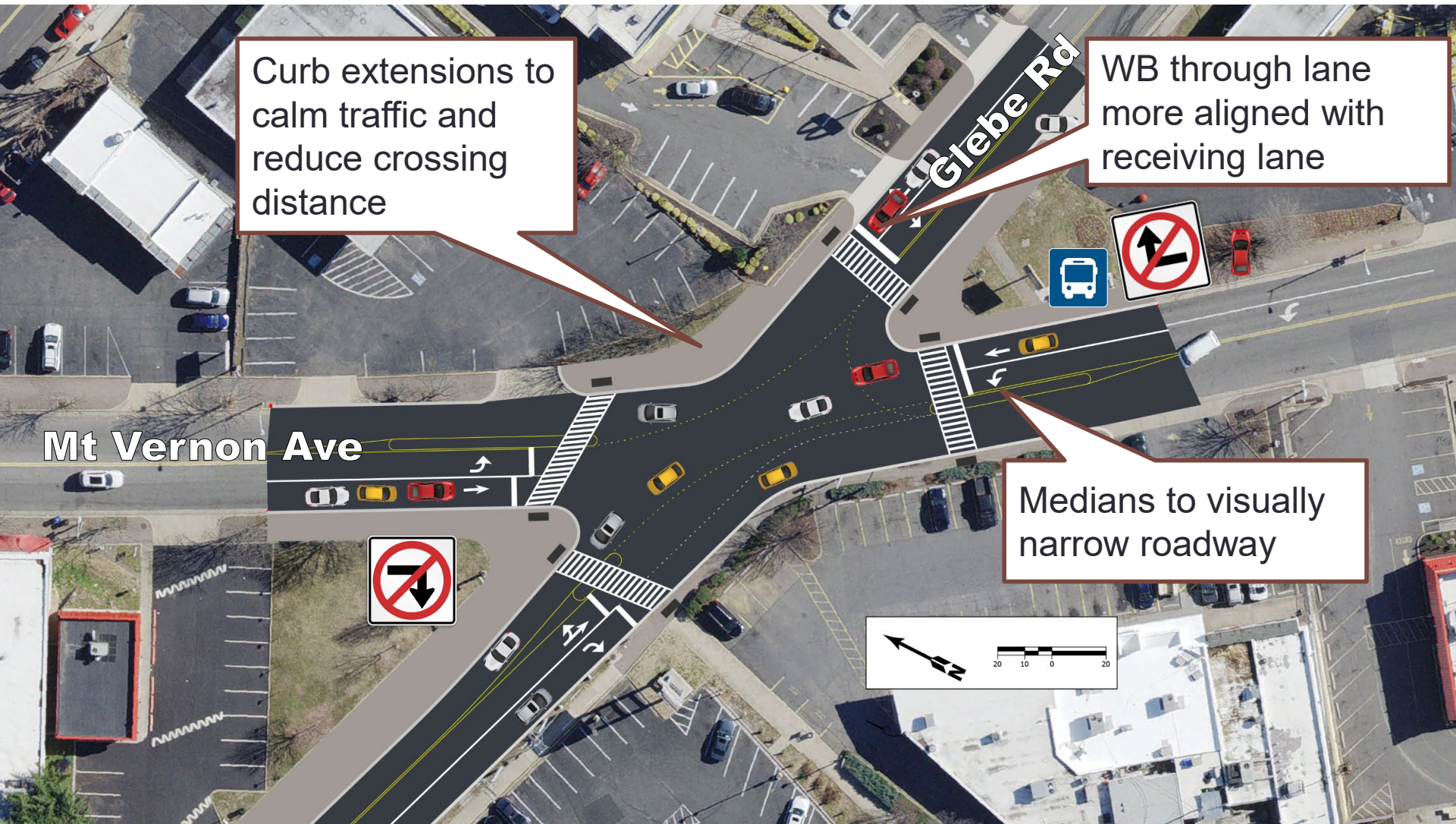
*Existing*

- Long crossing distances
- Intersection angle encourages fast turns
- Multiple people killed while walking



# Glebe Road – Not Preferred

## Design Option 1 of 3



Curb extensions to calm traffic and reduce crossing distance

WB through lane more aligned with receiving lane

Mt Vernon Ave

Glebe Rd

Medians to visually narrow roadway



# Glebe Road

## Design Option 1 of 3

2.9★

Average Rating



Based on **186** responses

### What people liked:

- **Reduces crossing distances and angles** (65%)

### What people disliked:

- **No significant improvements**
- Intersection still **skewed**



36% **liked** this option



33% **disliked** this option



31% were **neutral** or had **no opinion**

***“Seems to prioritize vehicle throughput and makes only modest pedestrian improvements.”***

- Alexandria resident, online survey

# Glebe Road – Preferred Option

## *Design Option 2 of 3*



Modified roundabout reduces vehicle speeds and reduces opportunity for severe crashes

**Mt Vernon Ave**

**Glebe Rd**

Pedestrian refuge areas

Reduced crossing distances



# Glebe Road

## Design Option 2 of 3

*“ I actually like it, but to be blunt, I think people would freak out.”*  
- Alexandria resident, online survey

3.4★

Average Rating



Based on **169** responses

### What people liked:


- **Pedestrian refuge** areas on all sides of intersection (63%)
- Ensures continuous **traffic flow** at safe speeds (60%)
- **Reduces crossing distances** (68%)
- **Reduces number of crash points** and likelihood of severe crashes (59%)
- Provides opportunity to create **green space** or a neighborhood gateway (59%)

### What people disliked:

- Seems **confusing** for drivers
- **No bicycle facilities**

 56% **liked** this option

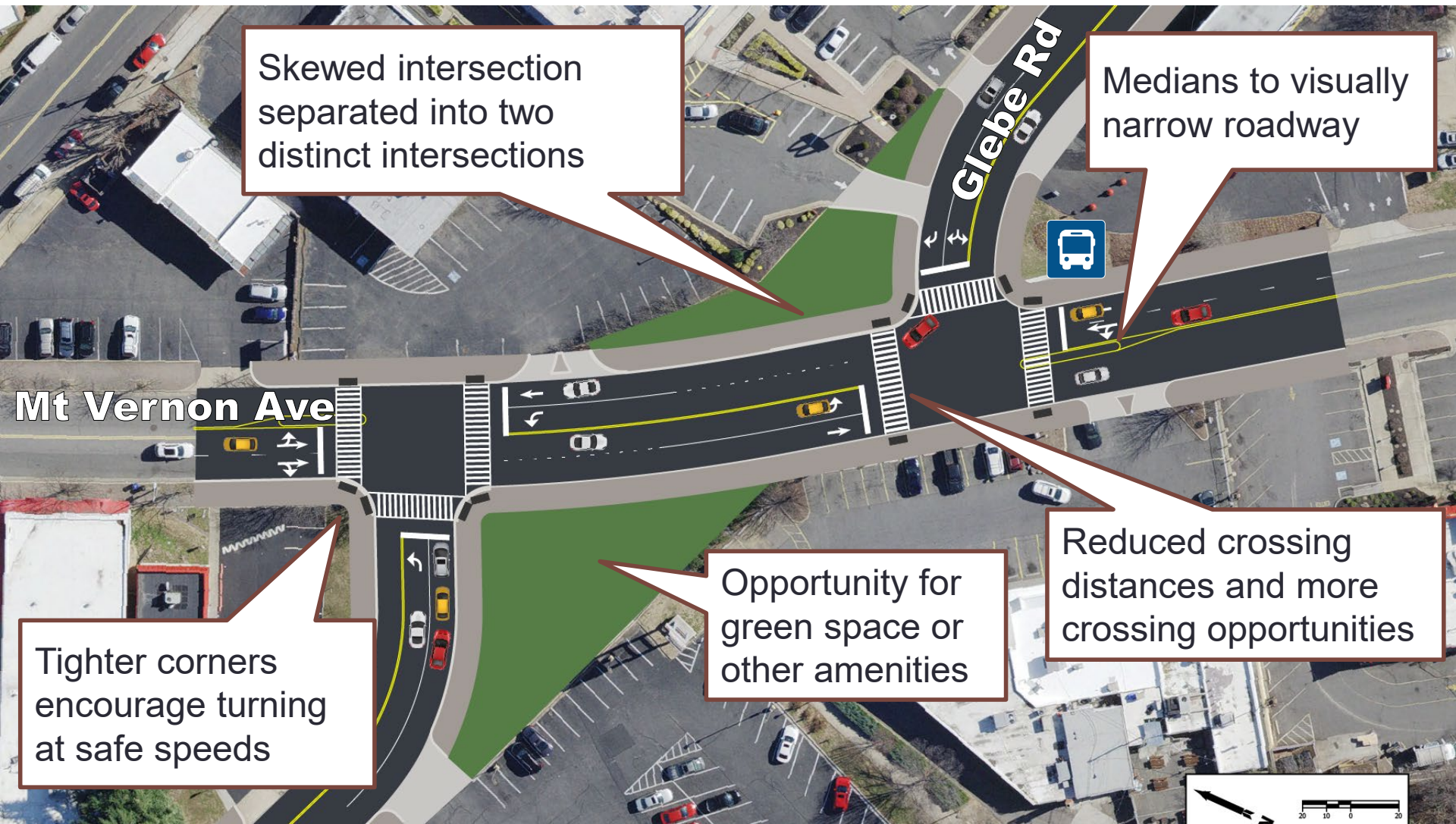
 36% **disliked** this option

 8% were **neutral** or had **no opinion**



# Glebe Road – Not Preferred

## *Design Option 3 of 3*



Skewed intersection separated into two distinct intersections

Medians to visually narrow roadway



Reduced crossing distances and more crossing opportunities

Opportunity for green space or other amenities

Tighter corners encourage turning at safe speeds





# Glebe Road

## Design Option 3 of 3

*"I like traffic being safer and not driving as fast but I don't like overall jamming up the traffic by making things less continuous."*

- Alexandria resident, online survey

2.8★

Average Rating



Based on **185** responses

### What people liked:

- **Reduces crossing distances** for pedestrians (63%)
- **Tighter turns** slow turning vehicles (55% )
- More pedestrian **crossing opportunities** (59%)
- Opportunity to add green space, benches, bike parking, or **amenities** to new pedestrian space (52%)

### What people disliked:

- Concern that additional signal will create **congestion**
- Additional intersection creates **additional conflict points**
- Concern about **bus travel time** impacts

 33% **liked** this option

 43% **disliked** this option

 24% were **neutral** or had **no opinion**

# Resident Rating Summary

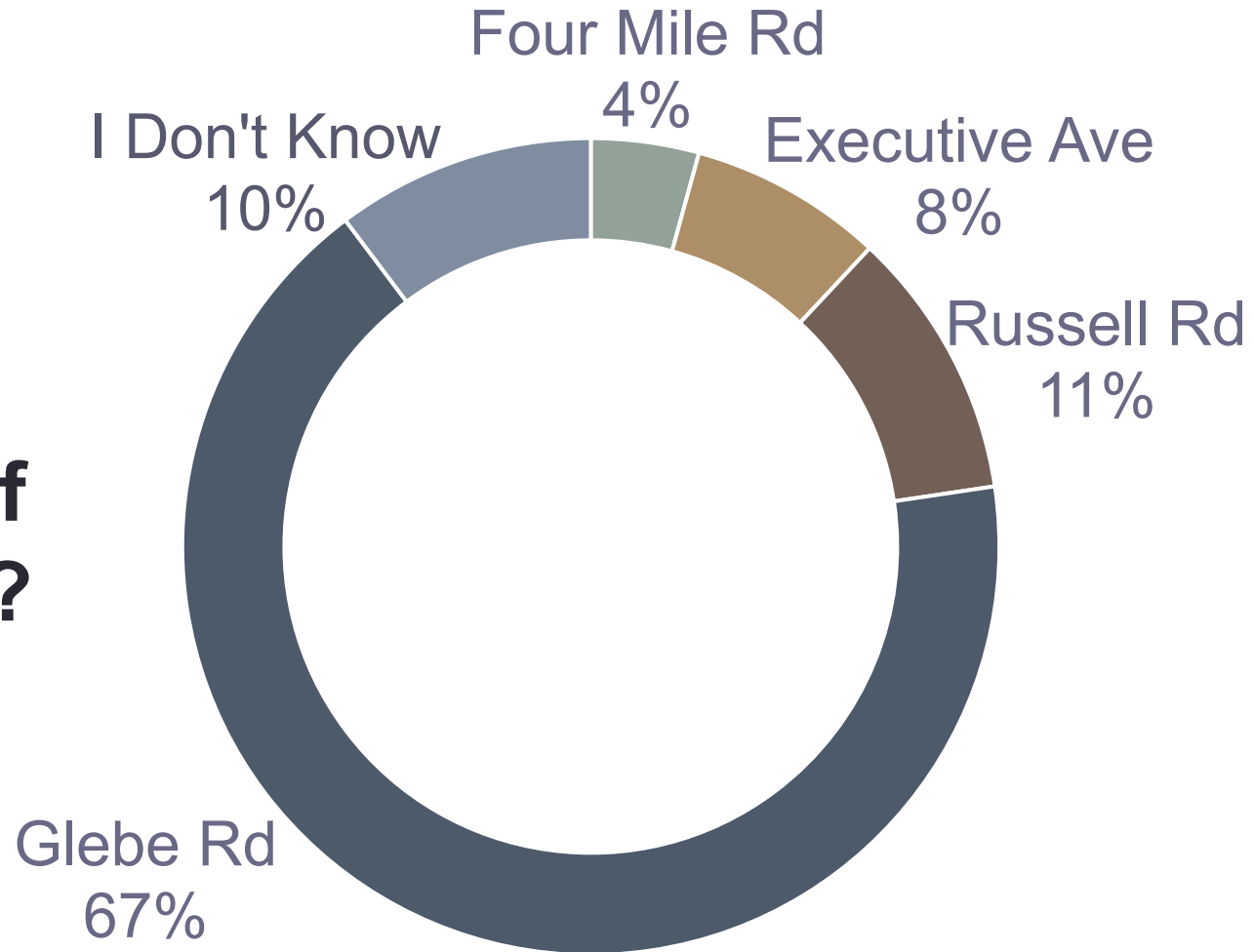
Location	Design Option	Rating (1-5)
Four Mile Road	Option 1*	3.4
Executive Avenue	Option 1*	3.8
Russell Road	Option 1*	3.6
	Option 2	3.0
Glebe Road	Option 1	2.9
	Option 2*	3.4
	Option 3	2.8

*\*Preferred Option*

# Additional Community Feedback

**Which  
Intersection is  
Most in Need of  
Improvements?**

*Based on 234 responses*



# Additional Community Feedback

## How Important are the Following Goals?

*Based on 235 responses*

Improve Safety for People Walking

**85%** said Very Important or Extremely Important

Reduce Vehicle Speeds

**55%** said Very Important or Extremely Important

Minimize Risk of Crashes

**75%** said Very Important or Extremely Important

Make Bus Stops More Comfortable & Easier to Get To

**47%** said Very Important or Extremely Important

Preserve Parking

**18%** said Very Important or Extremely Important

NEXT STEPS

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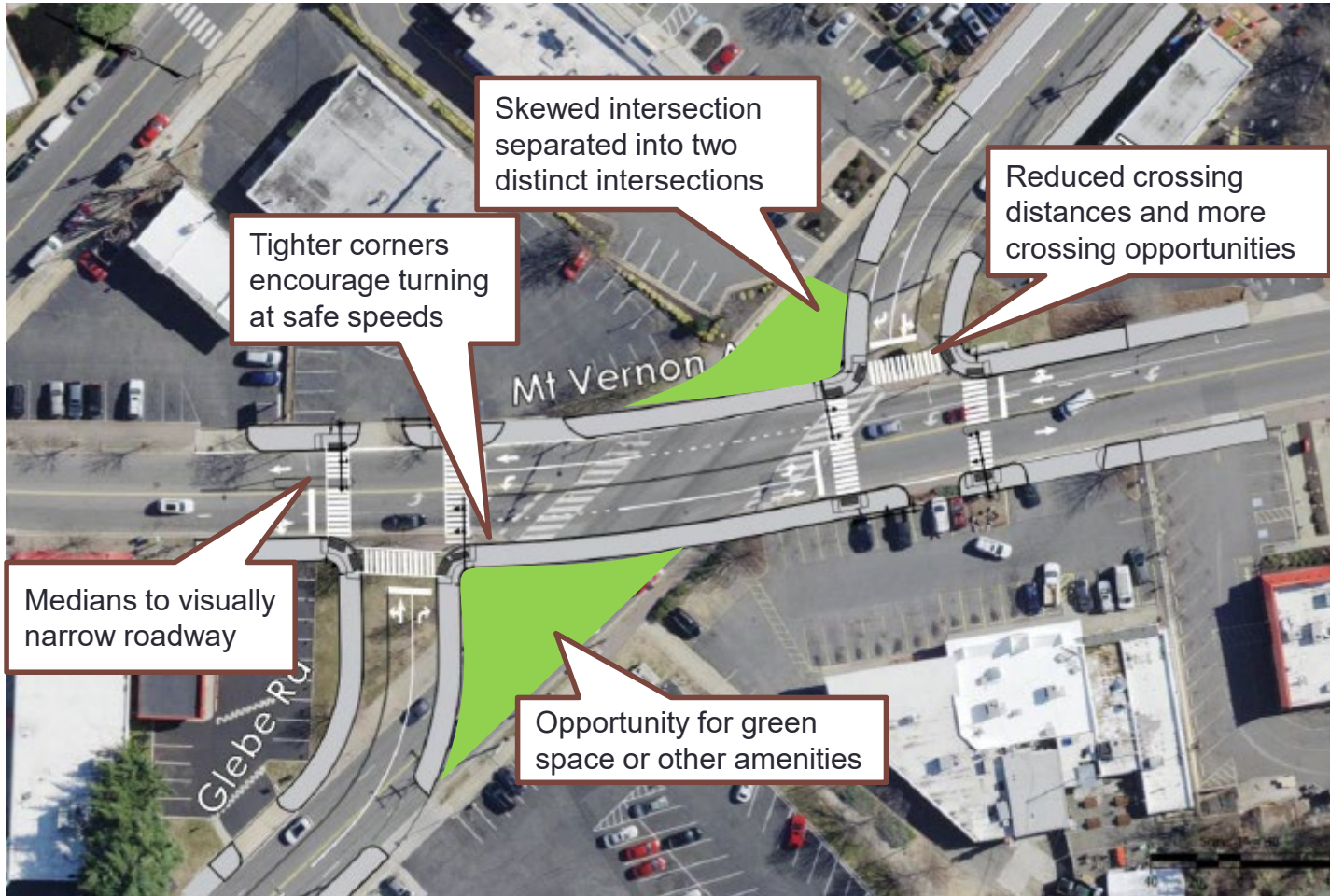
# Next Steps



Traffic &  
Parking Board  
Public Hearing  
*January 22, 2024*

Initiate Detailed  
Design  
*2024*

Continue  
Stakeholder  
Engagement  
*Ongoing*



Skewed intersection separated into two distinct intersections

Tighter corners encourage turning at safe speeds

Reduced crossing distances and more crossing opportunities

Medians to visually narrow roadway

Opportunity for green space or other amenities