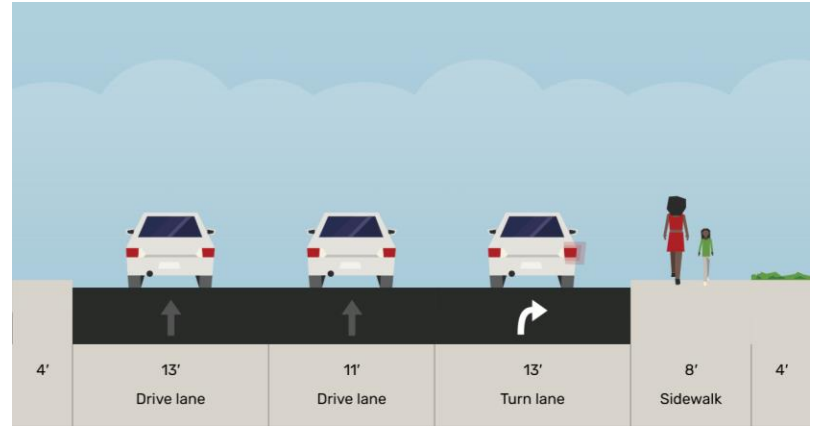
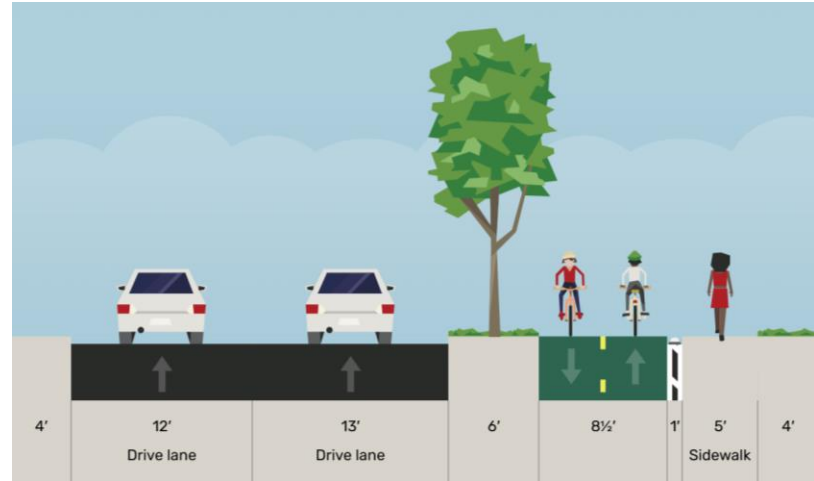


# Van Dorn Street and Bridges Design Segment 1

## Existing Conditions



## Concept 1

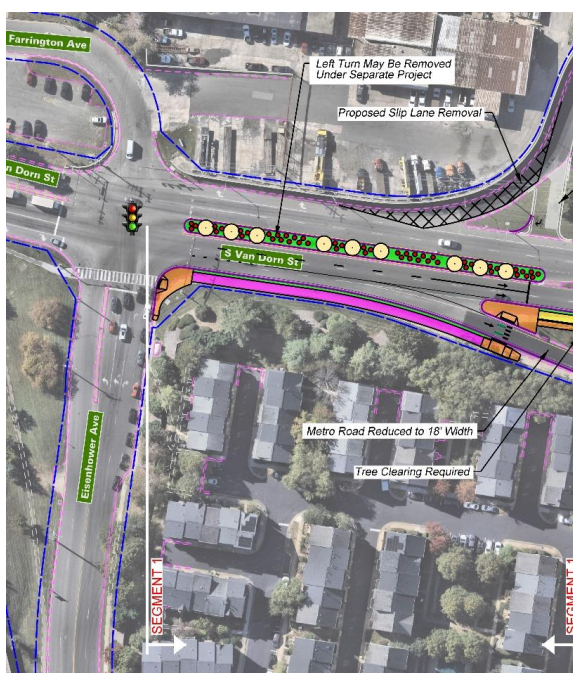
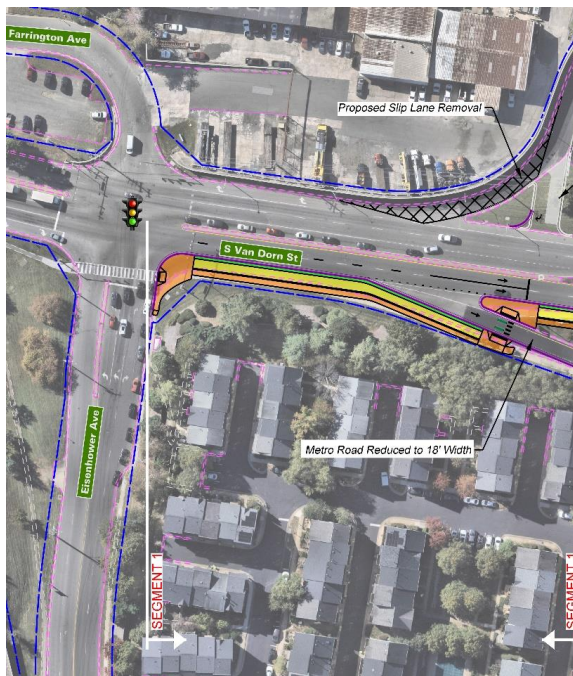
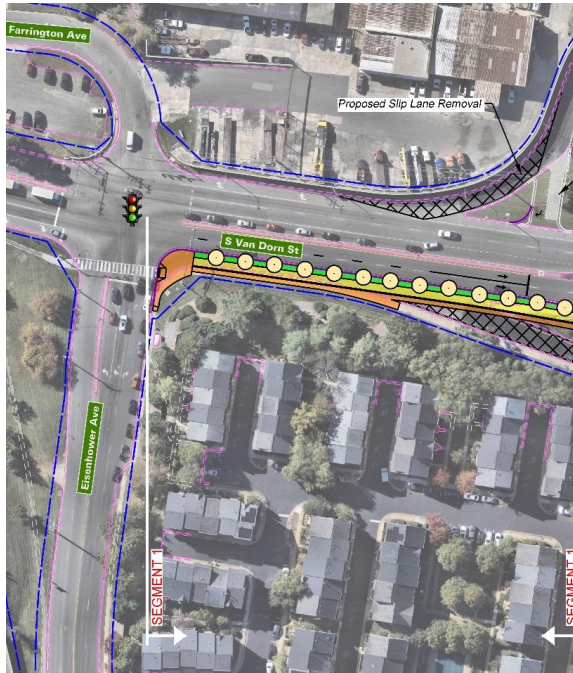


### Benefits

- Landscape buffer with planted trees
- Separated bicycle and pedestrian facilities
- Removal of right-turn lane conflict at Metro Road

### Challenges

- Removal of access to Metro Road



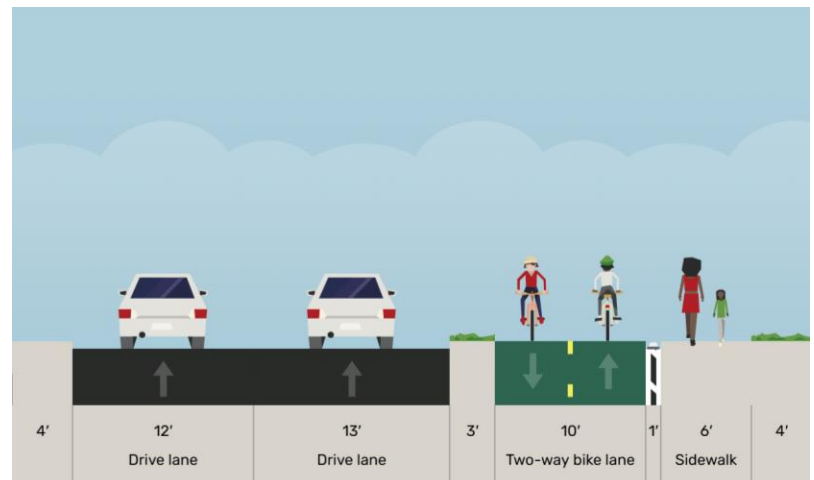
### LEGEND:

- PROPOSED CURB
- PROPOSED CURB AND GUTTER
- EXISTING FACE OF CURB
- EXISTING RIGHT-OF-WAY
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK, CURB RAMP & PEDESTRIAN REFUGE
- PROPOSED CYCLE TRACK
- PROPOSED CONCRETE MEDIAN
- DEMO
- PROPOSED CROSSWALK
- PROPOSED BICYCLE CROSSING
- EXISTING / MODIFIED TRAFFIC SIGNAL

### LANDSCAPING LEGEND:

- PROPOSED TREE PLANTING
- PROPOSED TREE PLANTING (UNDER SEPARATE PROJECT)
- EXISTING TREE TO REMAIN
- PROPOSED SHRUB OR BUSH PLANTING
- LANDSCAPING STRIP

## Concept 2



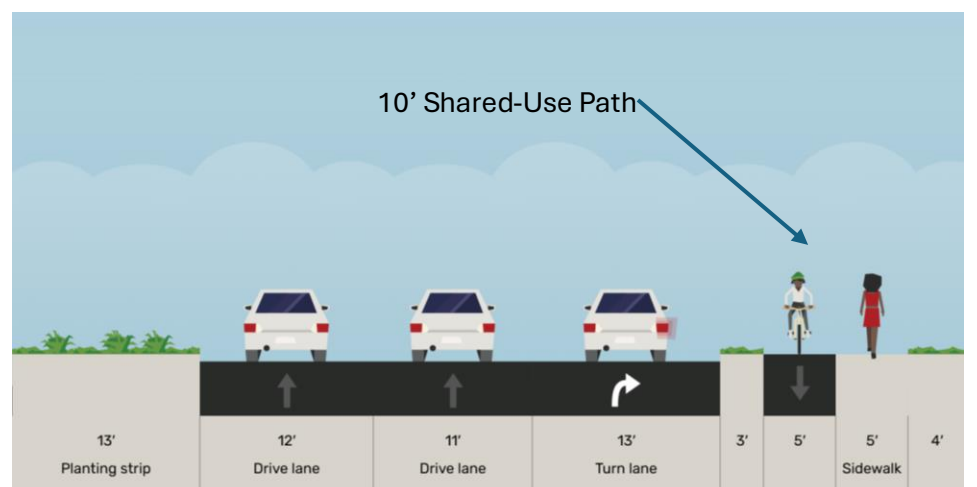
### Benefits

- Separated bicycle and pedestrian facilities
- Access to Metro Road maintained

### Challenges

- Less separation from adjacent traffic
- Right-turn conflict remains at Metro Road

## Concept 3



### Benefits

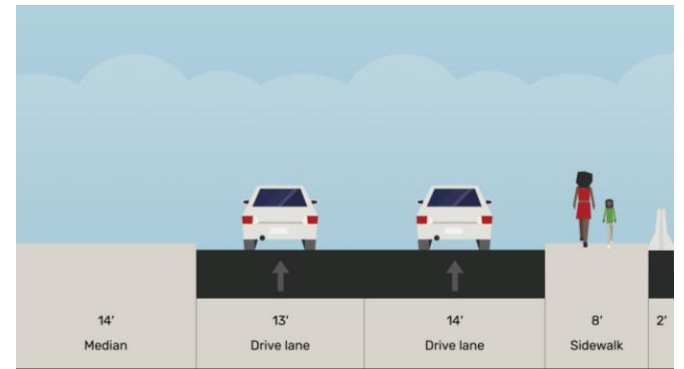
- Existing access to Metro Road maintained
- Option for removal of southbound left-turn lane onto Eisenhower Avenue (NOTE: this could be feasible with all concepts)

### Challenges

- Less separation from adjacent traffic
- Combined bicycle and pedestrian facilities
- Right-turn conflict remains at Metro Road

# Van Dorn Street and Bridges Design Segment 2

## Existing Conditions



## Concept 1

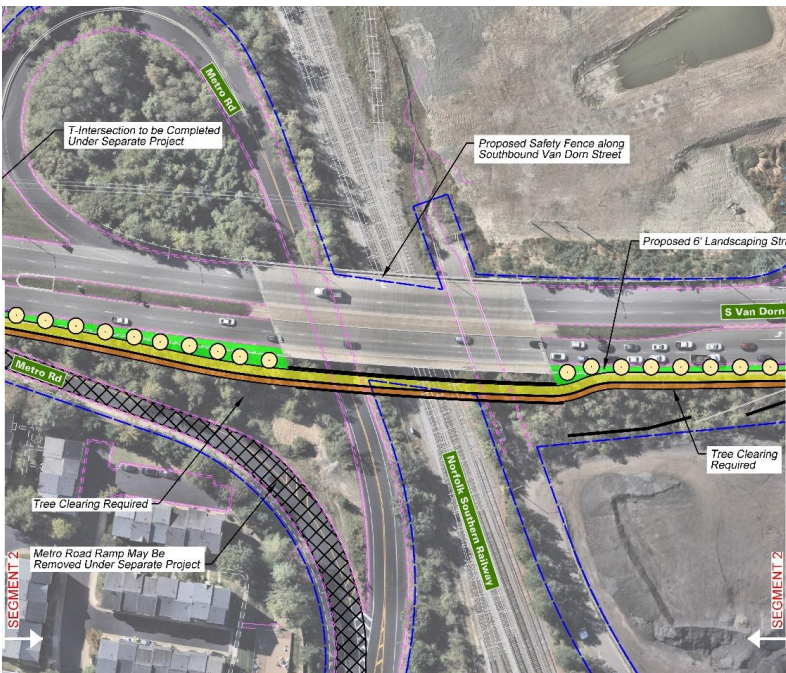


### Benefits

- Separate bridge structure for bicyclists and pedestrians only
- No modifications required to S Van Dorn bridge

### Challenges

- Coordination with Norfolk Southern Railroad for bike/ped bridge

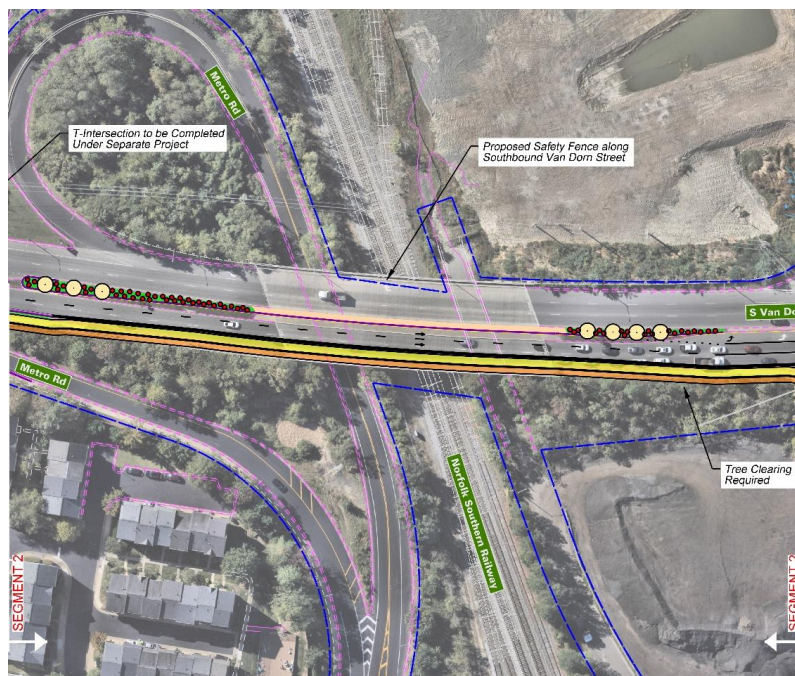


**LEGEND:**

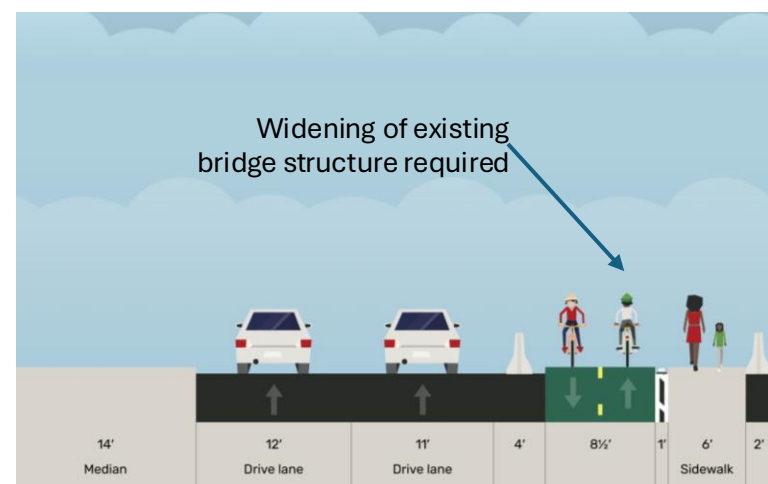
- PROPOSED CURB
- PROPOSED CURB AND GUTTER
- EXISTING FACE OF CURB
- EXISTING RIGHT-OF-WAY
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK, CURB RAMP & PEDESTRIAN REFUGE
- PROPOSED CYCLE TRACK
- PROPOSED CONCRETE MEDIAN
- DEMO
- PROPOSED CROSSWALK
- PROPOSED BICYCLE CROSSING
- EXISTING / MODIFIED TRAFFIC SIGNAL

**LANDSCAPING LEGEND:**

- PROPOSED TREE PLANTING
- PROPOSED TREE PLANTING (UNDER SEPARATE PROJECT)
- EXISTING TREE TO REMAIN
- PROPOSED SHRUB OR BUSH PLANTING
- LANDSCAPING STRIP



## Concept 2



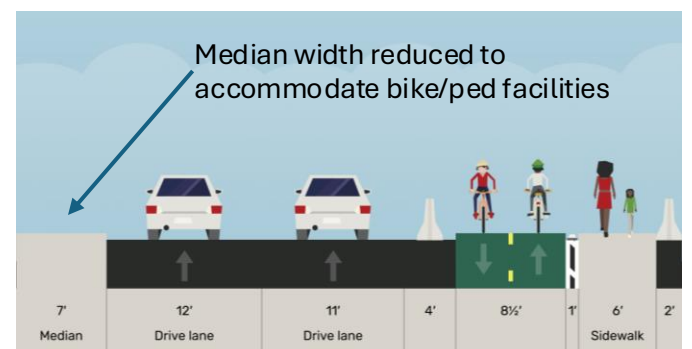
### Benefits

- Separated bicycle and pedestrian facilities
- Reduced travel lane widths on S Van Dorn (traffic calming)

### Challenges

- Narrower cycle track
- Existing bridge structure must be widened to support bike/ped facilities
- Coordination with Norfolk Southern Railroad required

## Concept 3

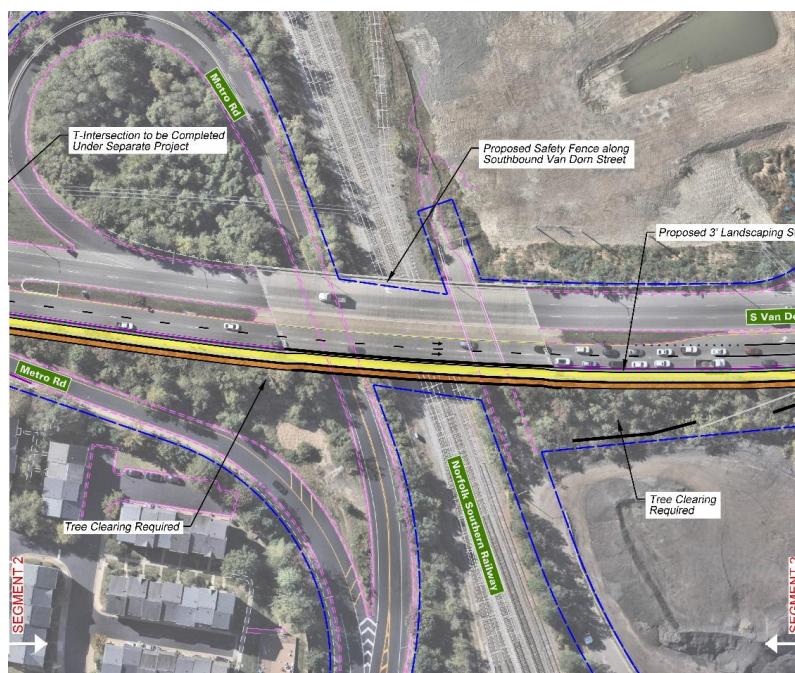


### Benefits

- Separated bicycle and pedestrian facilities
- Reduced travel lane widths on S Van Dorn (traffic calming)
- No widening of the existing bridge; therefore, no coordination with Norfolk Southern

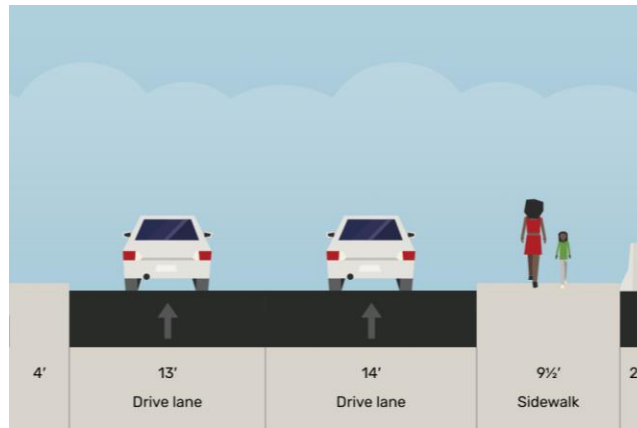
### Challenges

- Narrower cycle track

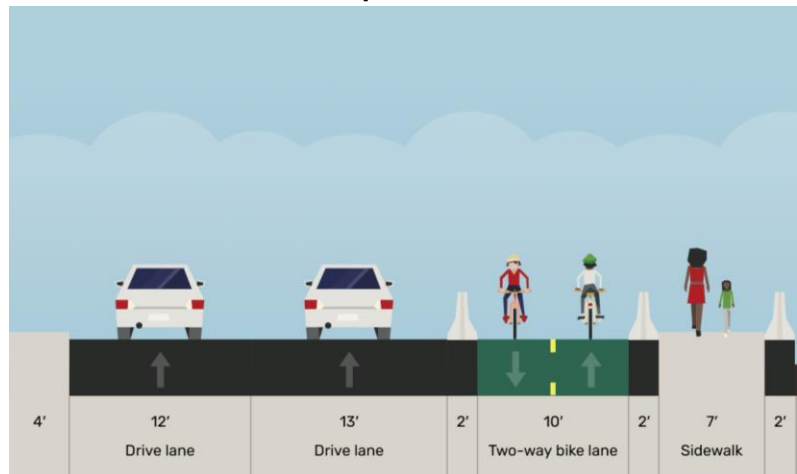


# Van Dorn Street and Bridges Design Segment 3

## Existing Conditions



## Concept 1

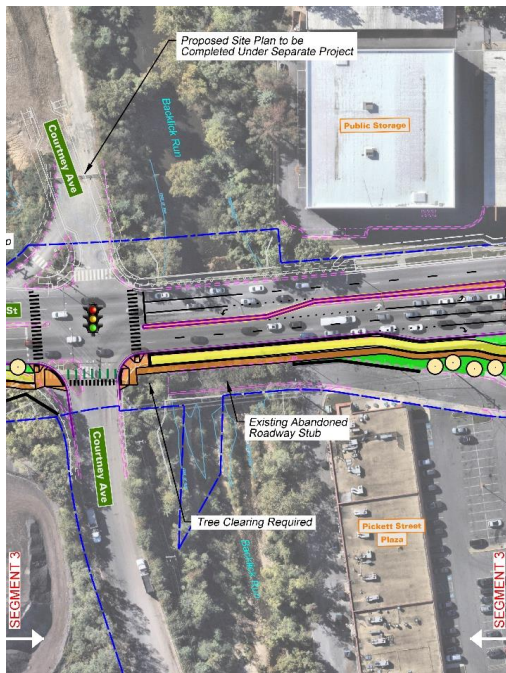


### Benefits

- Separated bicycle and pedestrian facilities
- Barrier between cycle track and roadway
- Reduced travel lane widths on S Van Dorn traveling north (traffic calming)

### Challenges

- Requires significant earthwork to provide the separated bicycle and pedestrian facilities



### LEGEND:

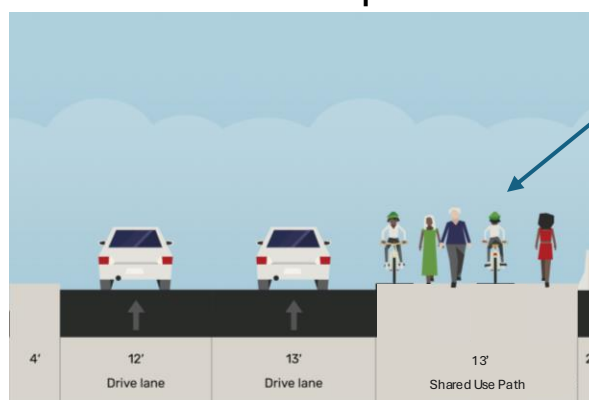
- PROPOSED CURB
- PROPOSED CURB AND GUTTER
- EXISTING FACE OF CURB
- EXISTING RIGHT-OF-WAY
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK, CURB RAMP & PEDESTRIAN REFUGE
- PROPOSED CYCLE TRACK
- PROPOSED CONCRETE MEDIAN
- ▨ DEMO
- ▬ PROPOSED CROSSWALK
- ▬ PROPOSED BICYCLE CROSSING
- 🚦 EXISTING / MODIFIED TRAFFIC SIGNAL

### LANDSCAPING LEGEND:

- PROPOSED TREE PLANTING
- PROPOSED TREE PLANTING (UNDER SEPARATE PROJECT)
- EXISTING TREE TO REMAIN
- PROPOSED SHRUB OR BUSH PLANTING
- LANDSCAPING STRIP

REFER TO CONCEPT 1 AND CONCEPT 3  
FOR POTENTIAL SEGMENT 3 IMPROVEMENTS

## Concept 3



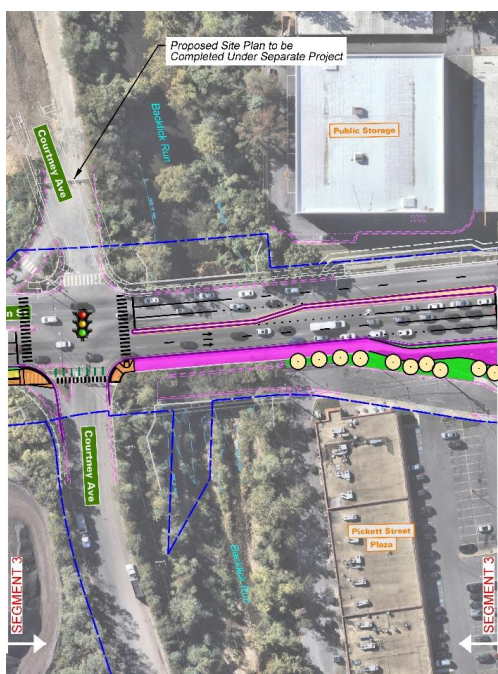
13' Shared-Use Path Possible by reclaiming 1' from each travel lane on S Van Dorn

### Benefits

- Wide shared use path to accommodate bicyclists and pedestrians
- Reduced travel lane widths on S Van Dorn northbound and southbound (traffic calming)

### Challenges

- No separation between the shared use path and roadway



# Van Dorn Street and Bridges and Bridges

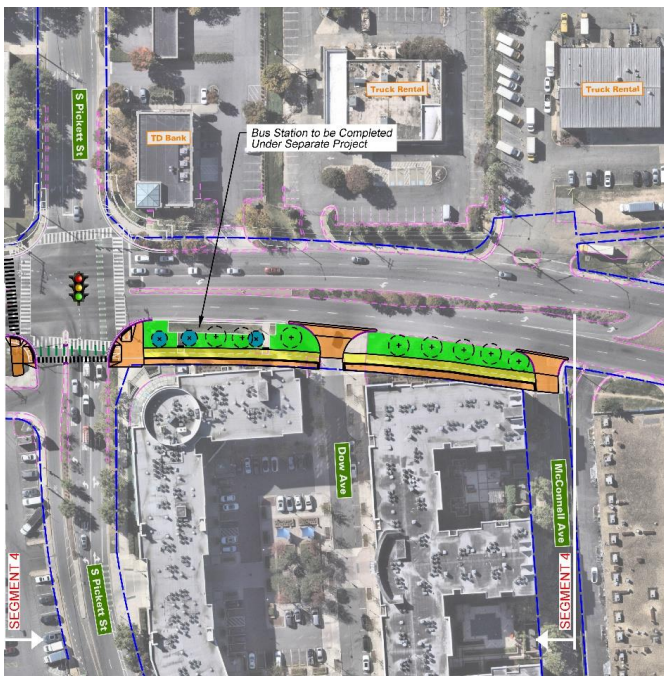
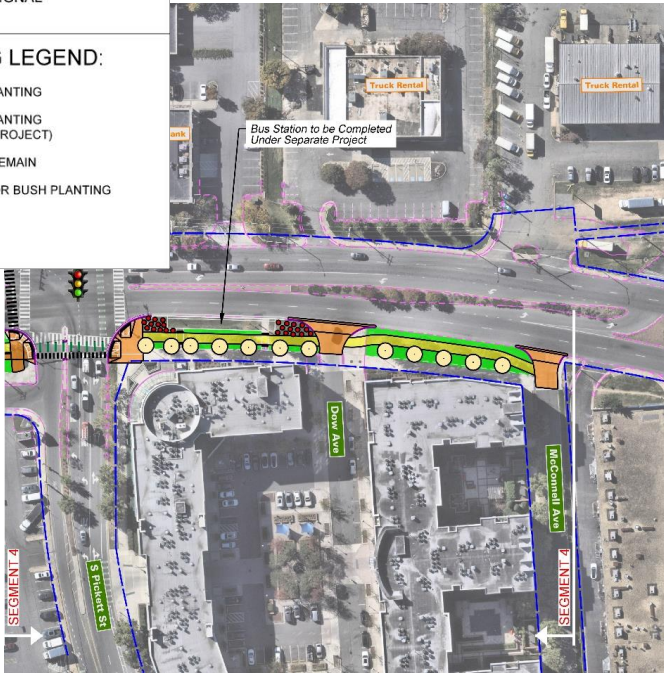
## Design Segment 4

### LEGEND:

- PROPOSED CURB
- PROPOSED CURB AND GUTTER
- EXISTING FACE OF CURB
- EXISTING RIGHT-OF-WAY
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK, CURB RAMP & PEDESTRIAN REFUGE
- PROPOSED CYCLE TRACK
- PROPOSED CONCRETE MEDIAN
- ▨ DEMO
- ▬ PROPOSED CROSSWALK
- ▬ PROPOSED BICYCLE CROSSING
- 🚦 EXISTING / MODIFIED TRAFFIC SIGNAL

### LANDSCAPING LEGEND:

- PROPOSED TREE PLANTING
- PROPOSED TREE PLANTING (UNDER SEPARATE PROJECT)
- ⊕ EXISTING TREE TO REMAIN
- PROPOSED SHRUB OR BUSH PLANTING
- ▬ LANDSCAPING STRIP



Existing Conditions



Concept 1



#### Benefits

- Landscape buffer with planted trees separates the cycle track from the sidewalk

#### Challenges

- Requires removal of all existing trees between S Pickett St and McConnell Ave (new trees to be planted)

Concept 2



#### Benefits

- The majority of existing trees can remain
- Separated bicycle and pedestrian facilities

#### Challenges

- Sidewalk width is reduced from 12' to 6'

Concept 3



#### Benefits

- Wider planting strip further separates the cycle track from the roadway
- Separated bicycle and pedestrian facilities

#### Challenges

- Narrower cycle track
- Sidewalk width is reduced from 12' to 6'