

Mount Vernon Avenue North Complete Streets Project

Preferred Concept Design Alternatives | November 2023



Outline

Recommended Preferred Alternatives

Project Background

Original Concept Options

Community Feedback on Design Options

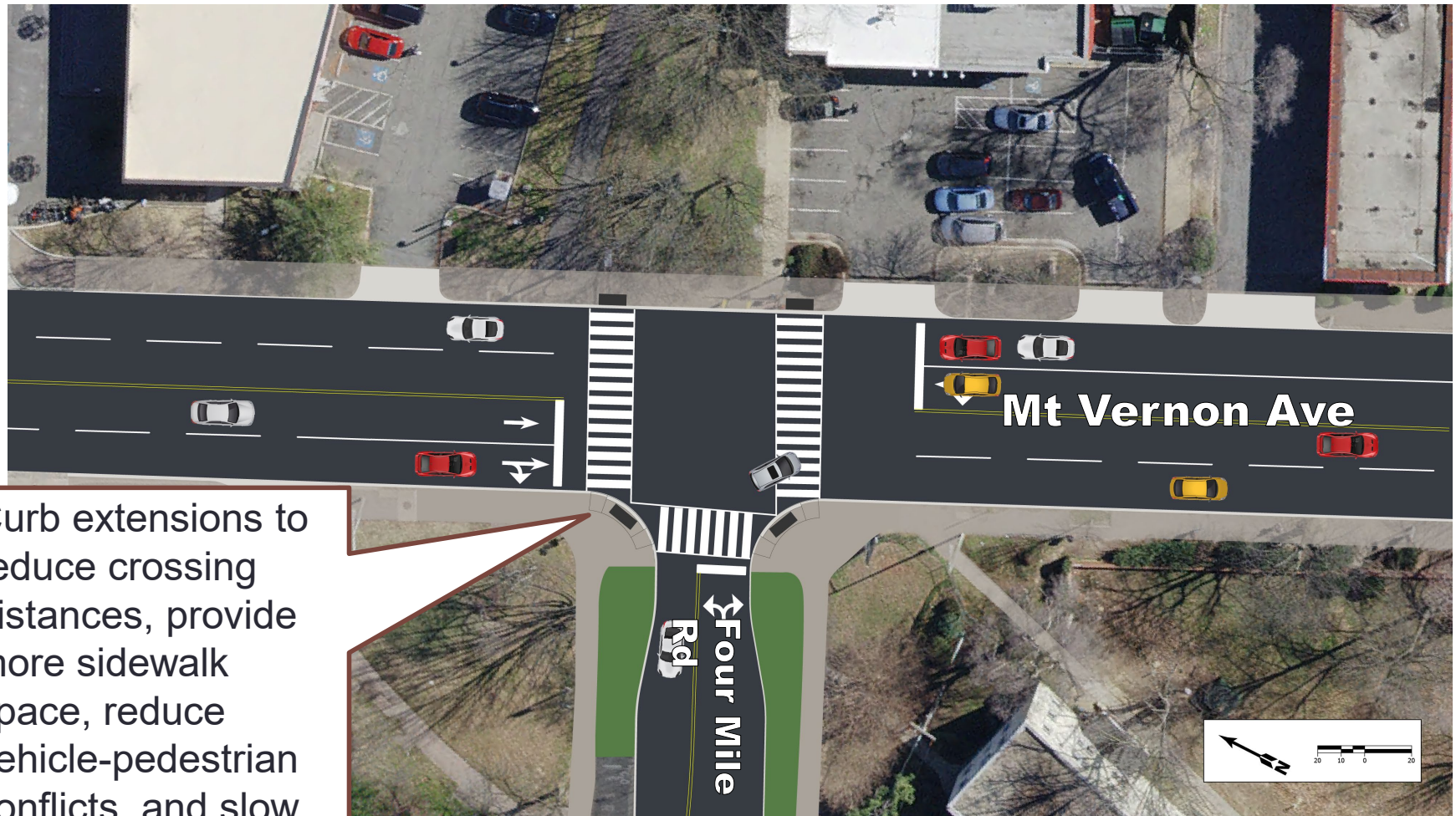
Next Steps

RECOMMENDED PREFERRED ALTERNATIVES

Preferred Alternatives

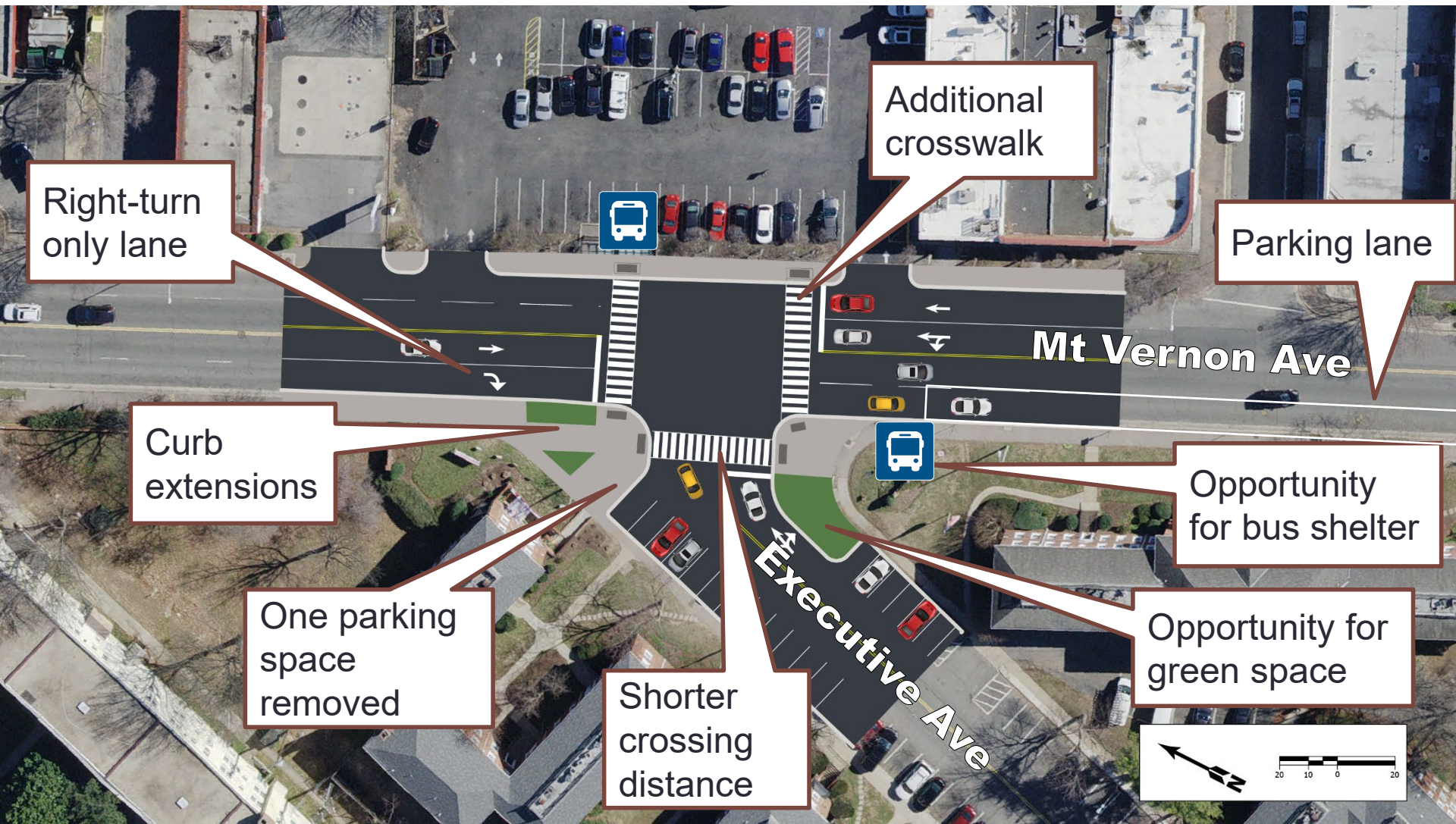
Intersection	Preferred Option	Recommended Modifications
Four Mile Road	Option 1	None
Executive Avenue	Option 1	• Convert the existing southbound curbside lane into a right-turn only lane to accommodate a parking lane south of the intersection
Russell Road	Option 1	• Convert the existing on-street parking on the west side of Mount Vernon Avenue between Executive Avenue and Russell Road from overnight parking only to unrestricted parking. • Add 2 permit-only parking spaces to Russell Road between Mount Vernon Avenue and Glebe Road. • 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.
Glebe Road	Option 2	• Shorten median to allow access to/from existing driveways • Remove center roundabout crossing

Four Mile Road – Preferred Alternative

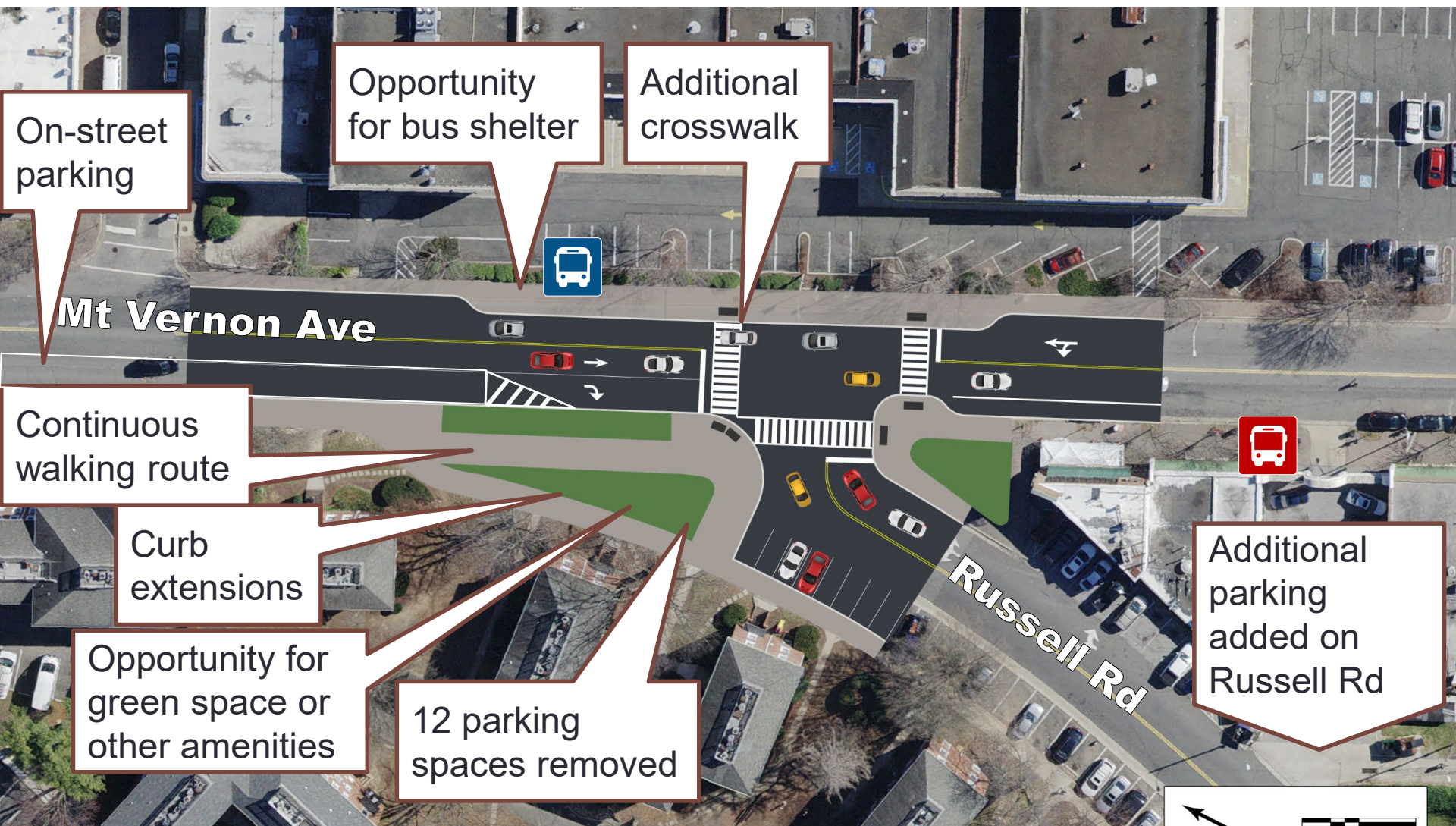


Curb extensions to reduce crossing distances, provide more sidewalk space, reduce vehicle-pedestrian conflicts, and slow turning vehicles

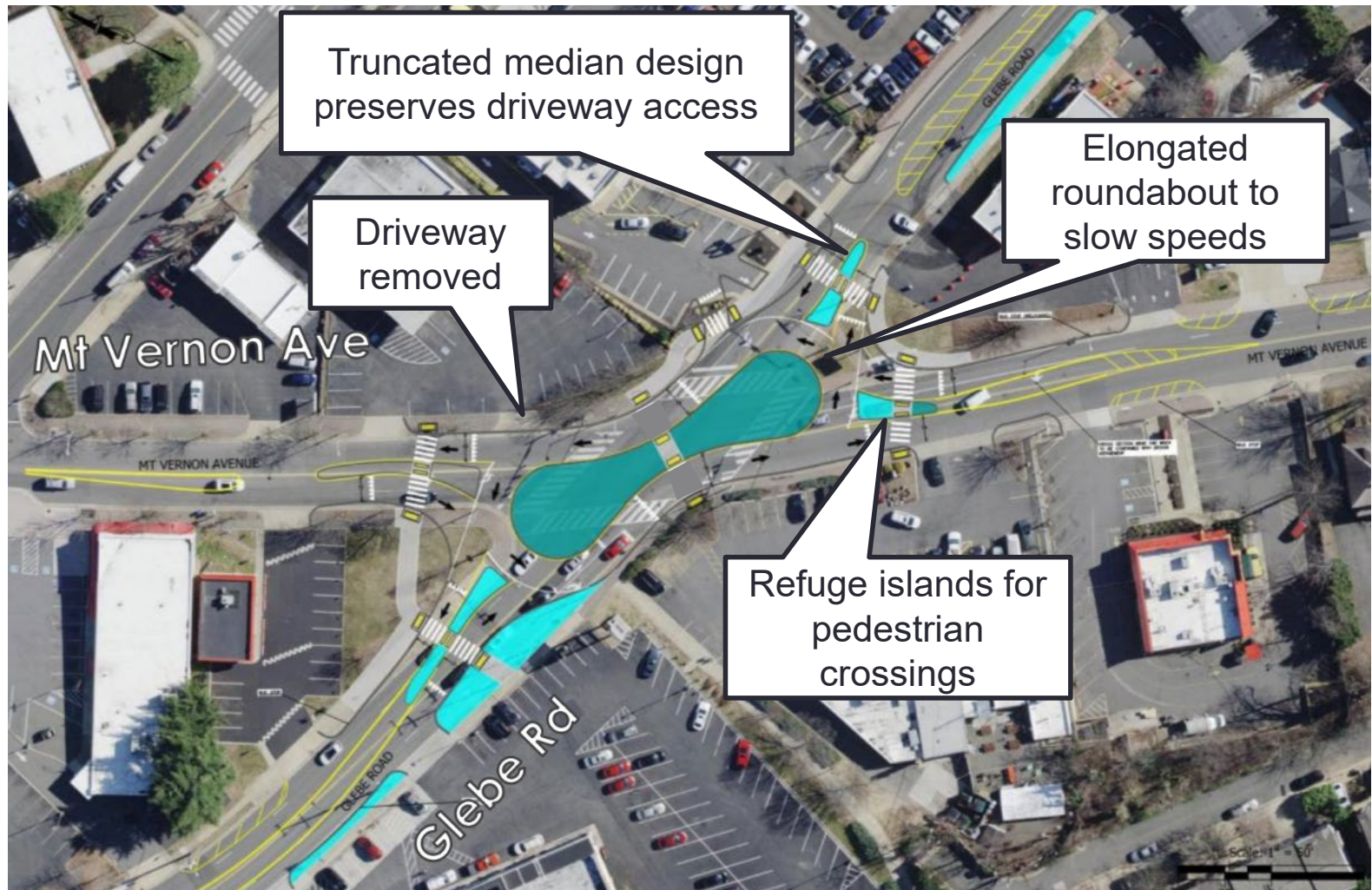
Executive Avenue – Preferred Alternative



Russell Road – Preferred Alternative



Glebe Road - Preferred Alternative



PROJECT BACKGROUND

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

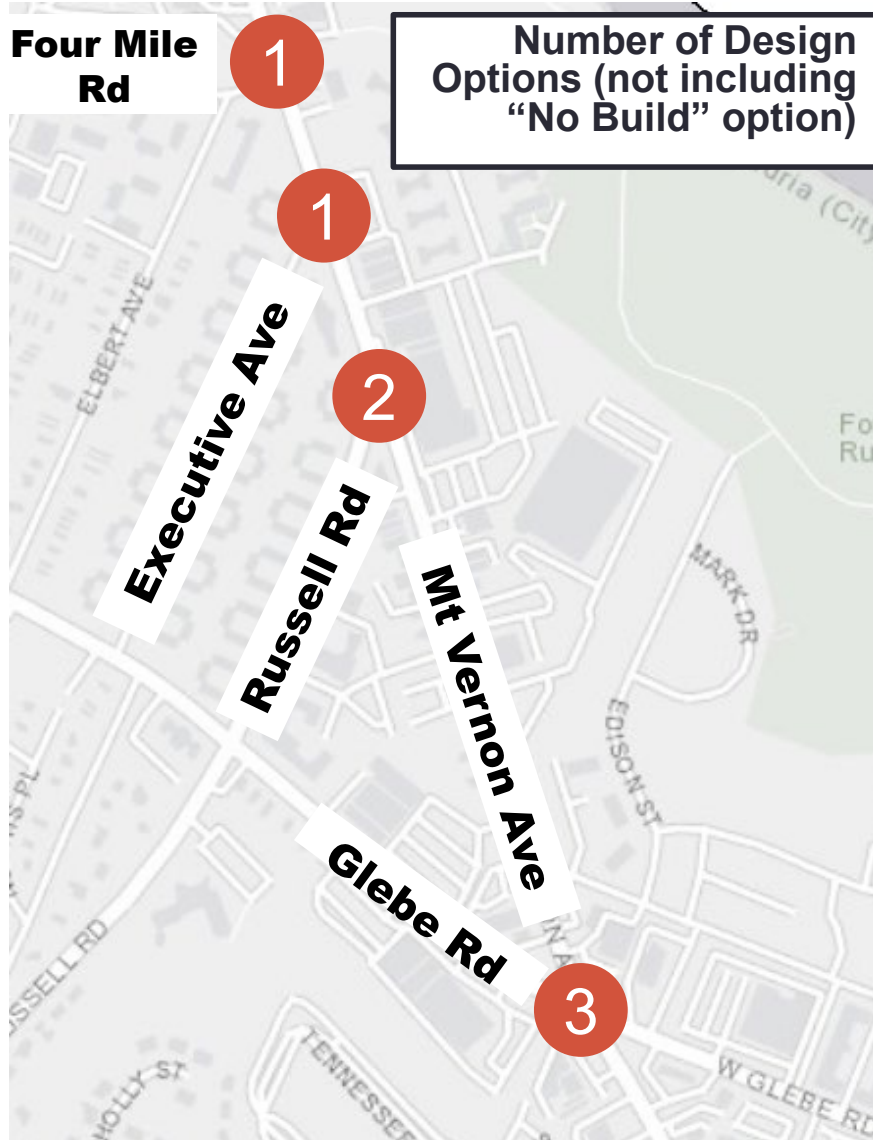
Past Community Comments



"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

Four Mile Road

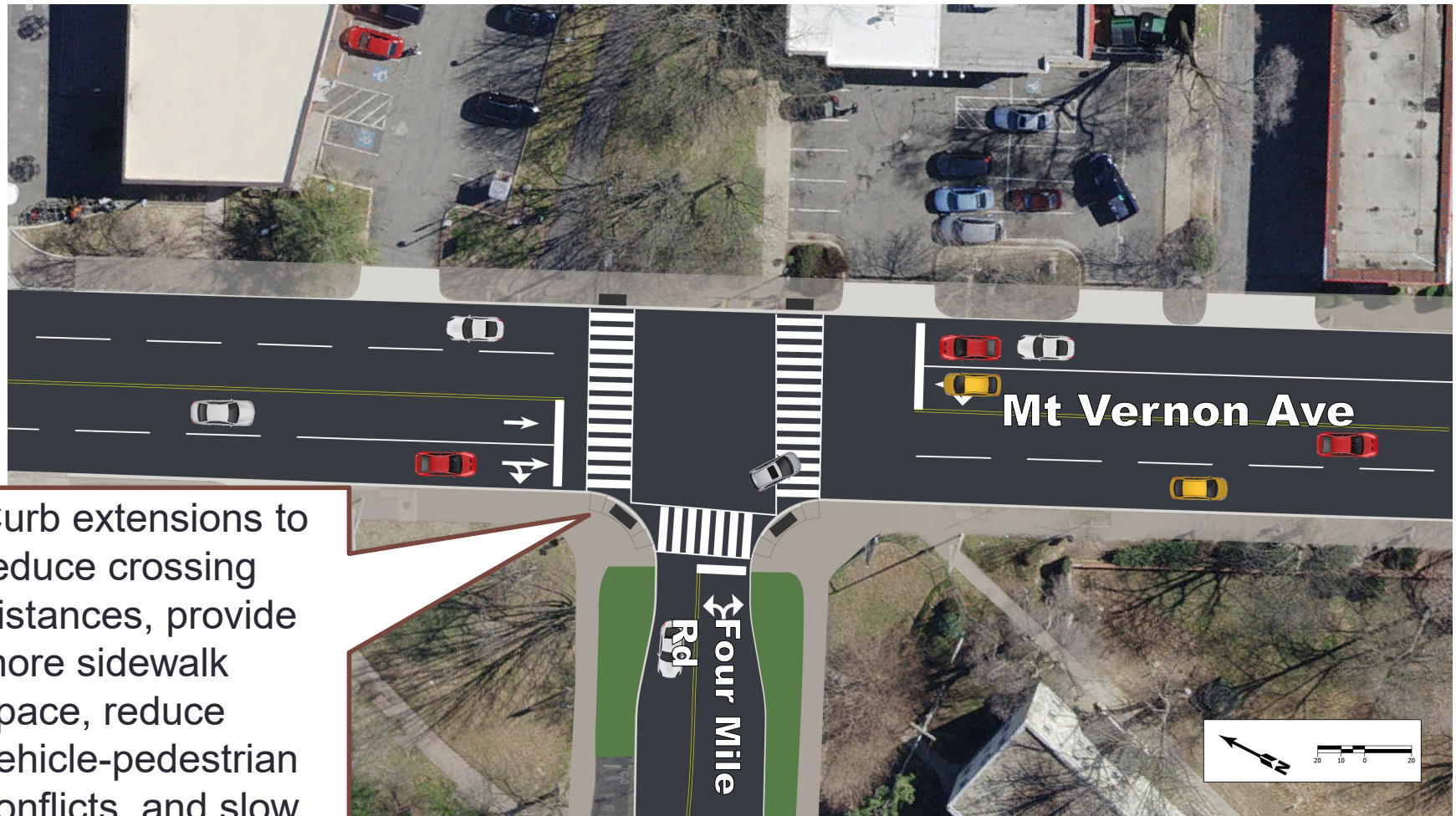
Existing

- 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

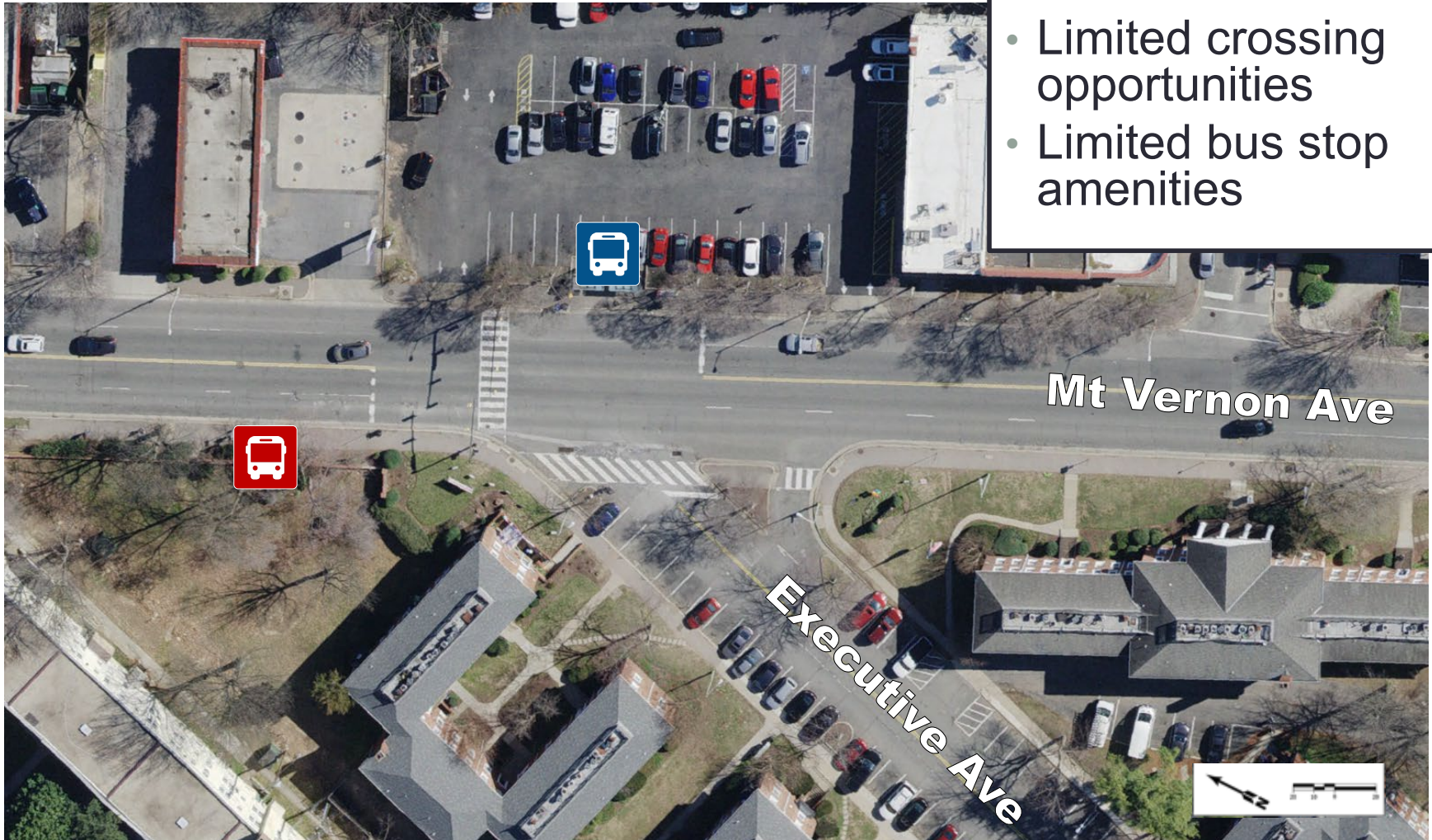
***“Needs clarity for bikes crossing
from Four Mile Run Trail.”***

- Alexandria resident, online survey

Executive Avenue

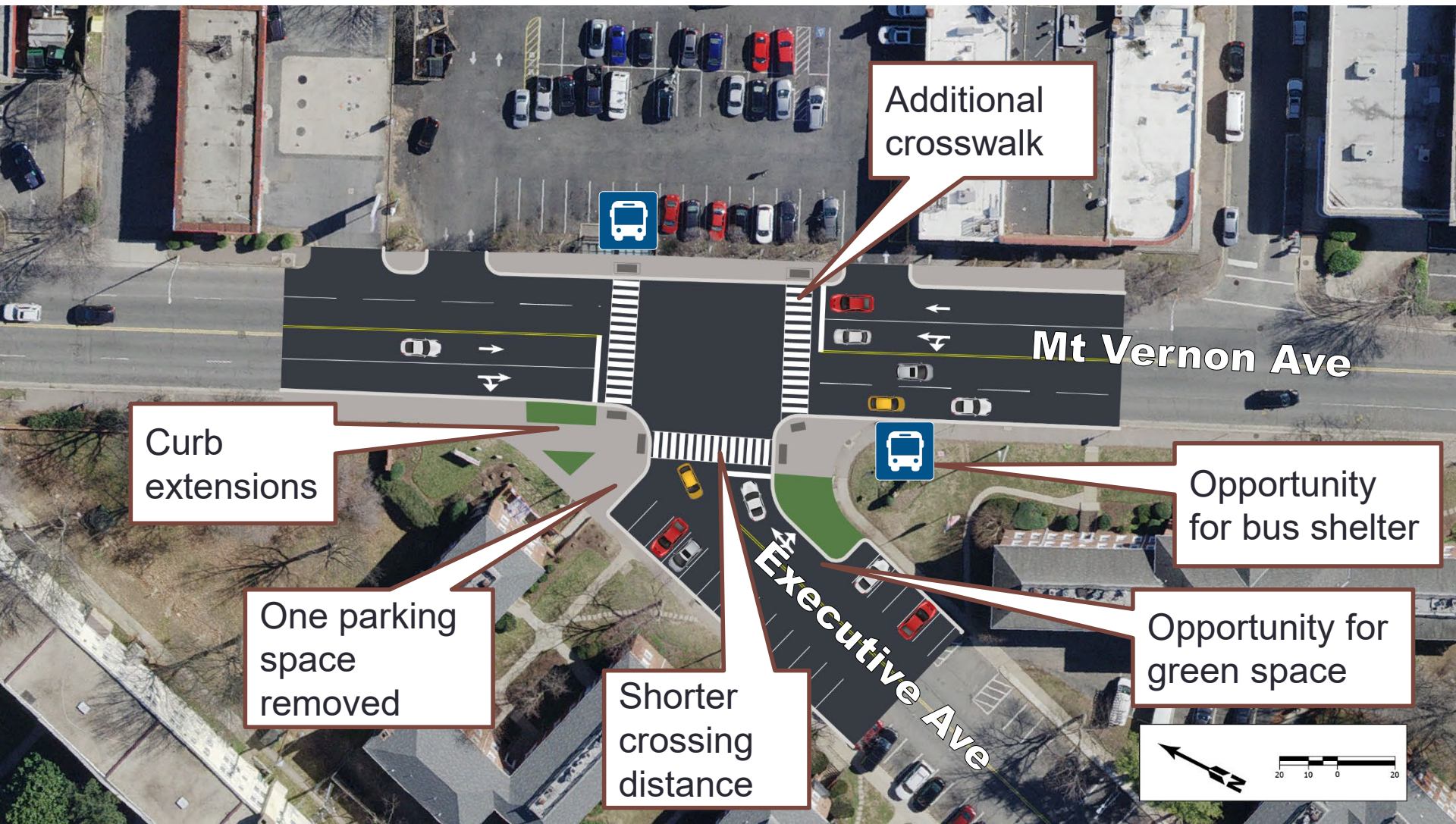
Existing

- 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

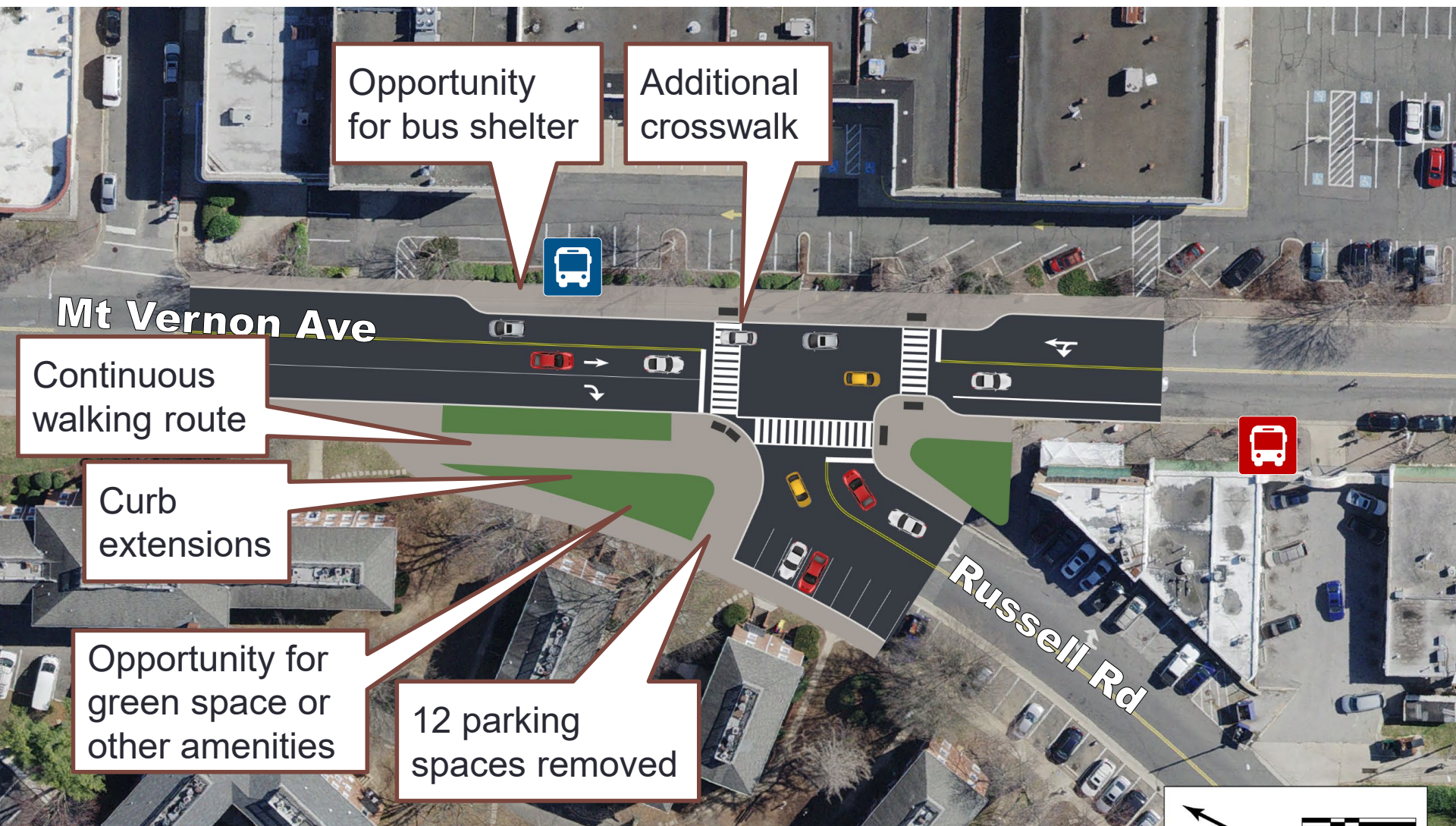
Existing

- 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



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)



63% **liked** this option



19% **disliked** this option



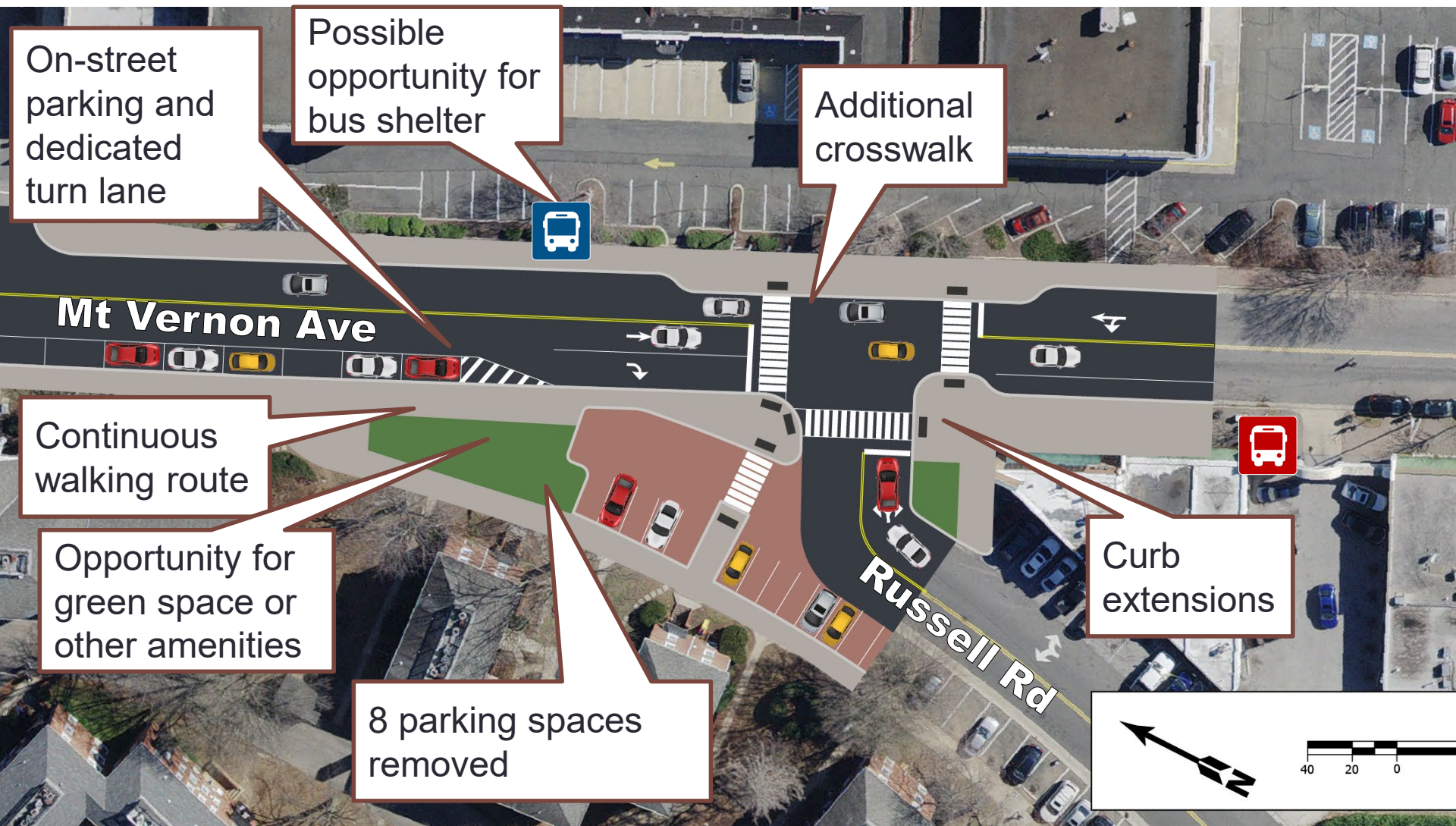
18% were **neutral** or had **no opinion**

What people disliked:

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

Russell Road – Not Preferred

Design Option 2 of 2



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)

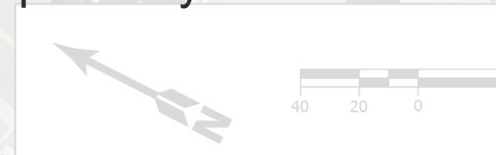
What people disliked:

- 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

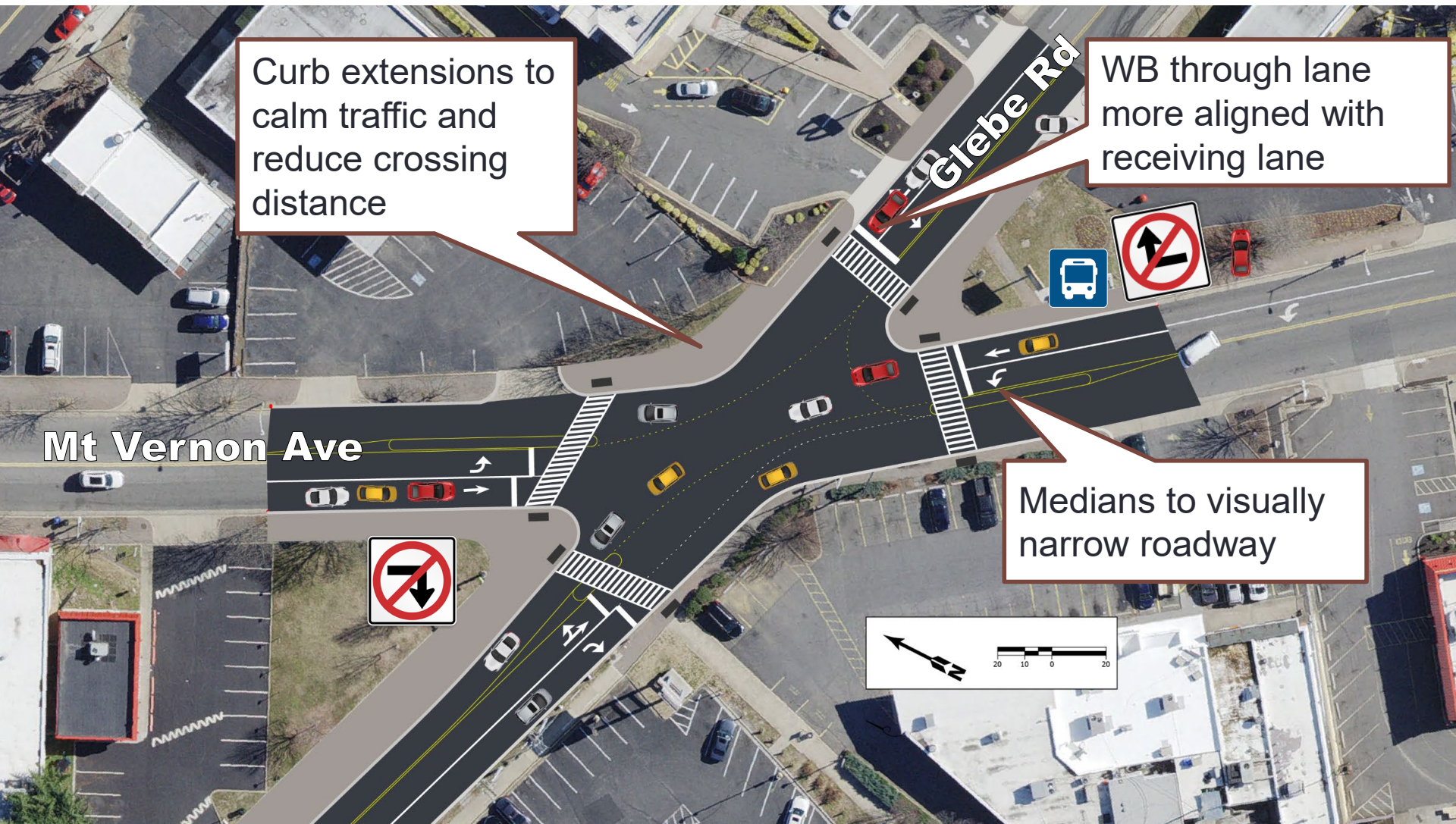
Existing

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



Glebe Road – Not Preferred

Design Option 1 of 3



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



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



56% **liked** this option



36% **disliked** this option



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

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%)

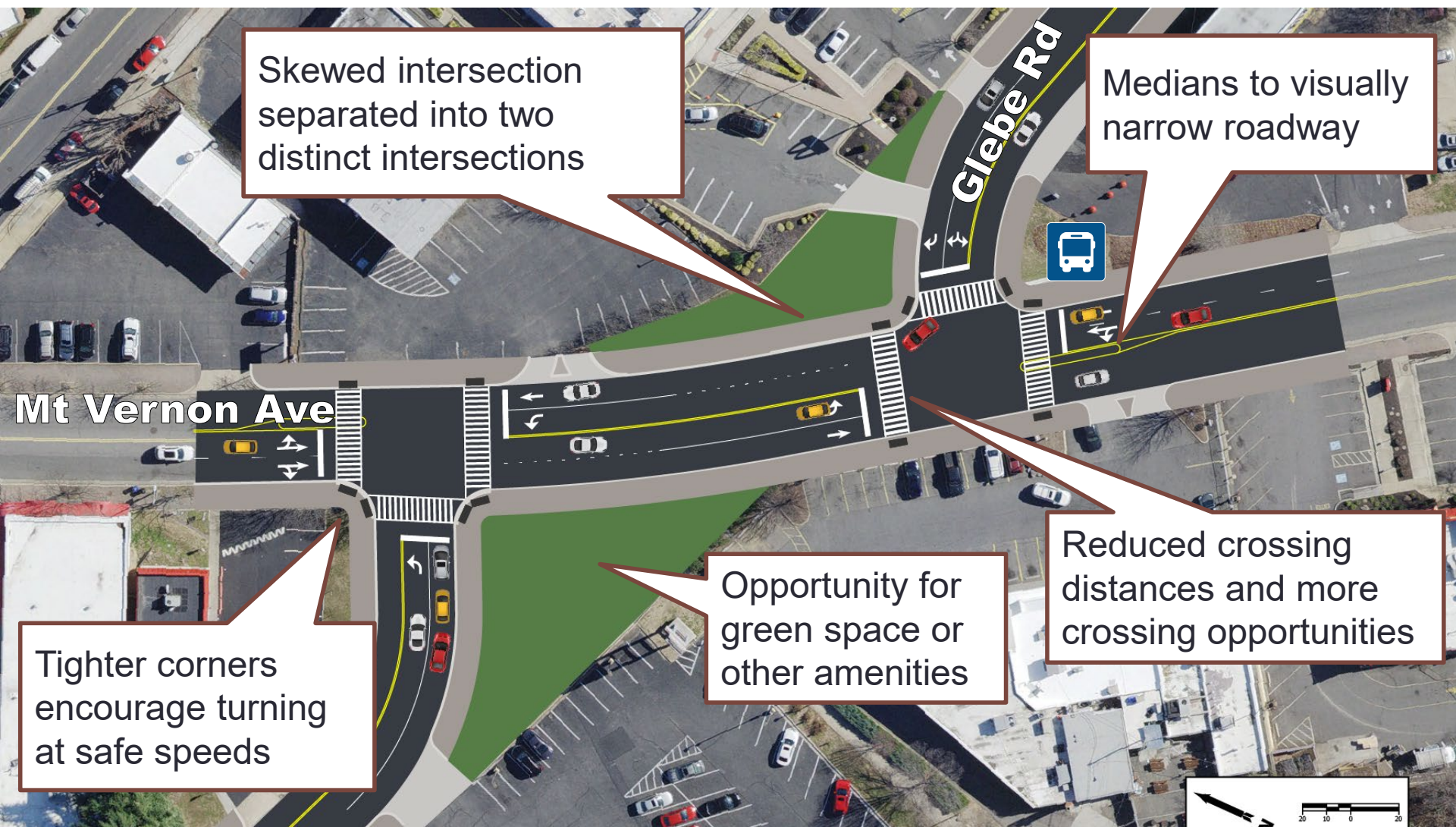
What people disliked:

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



Glebe Road – Not Preferred

Design Option 3 of 3



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

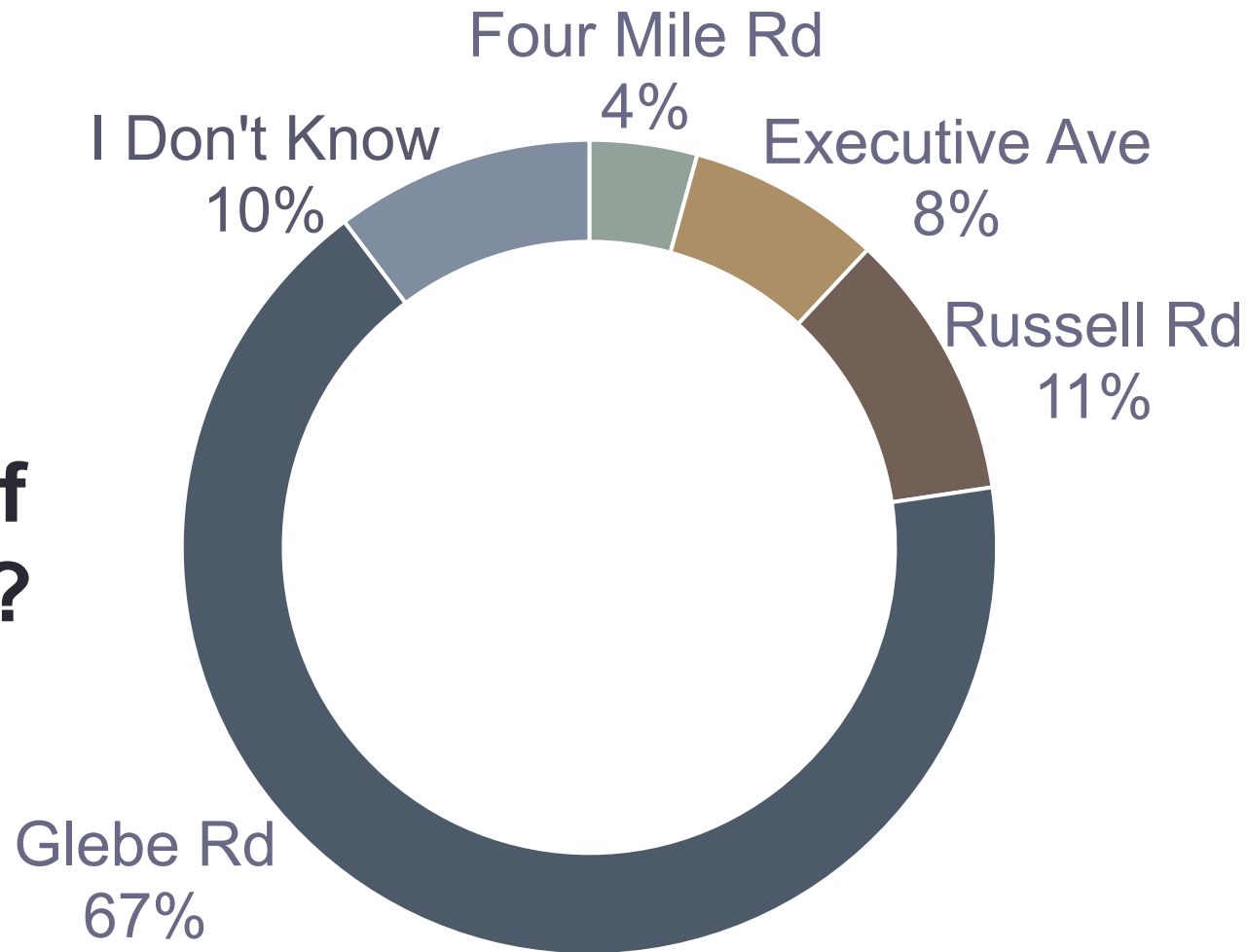
Location	Design Option	Rating (1-5)
Four Mile Road	Option 1*	3.4
Executive Avenue	Option 1*	3.8
Russell Road	Option 1*	3.6
	Option 2	3.0
Glebe Road	Option 1	2.9
	Option 2*	3.4
	Option 3	2.8

**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

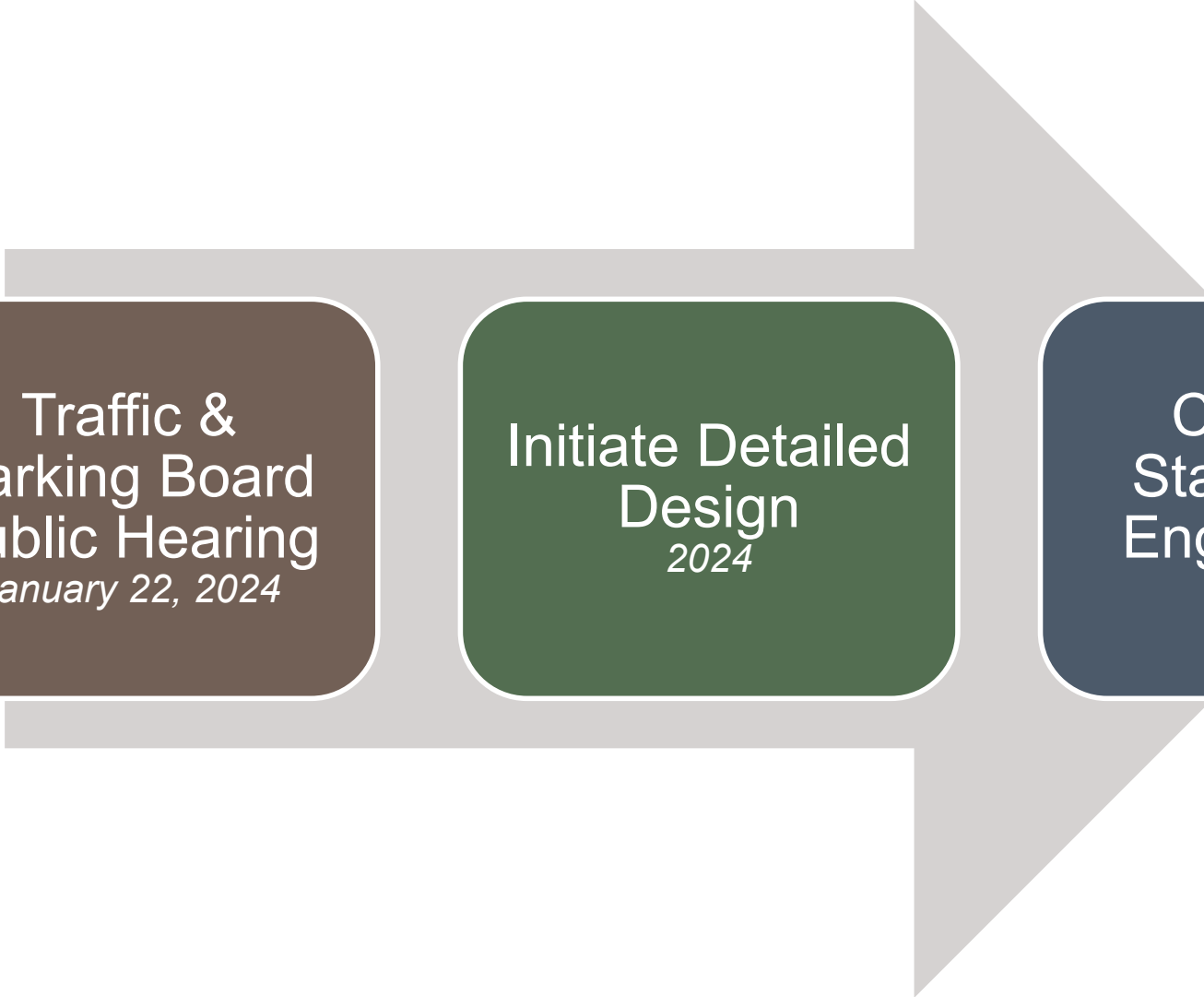
Preserve Parking

18%

said Very Important or Extremely Important

NEXT STEPS

Next Steps



Traffic &
Parking Board
Public Hearing
January 22, 2024

Initiate Detailed
Design
2024

Continue
Stakeholder
Engagement
Ongoing

