Welcome!

1. Welcome and Housekeeping
2. Street Maintenance Program Overview
3. Complete Streets and Street Maintenance
4. 2020 Proposed Projects
5. Next Steps and How to Share Input
6. Questions and Answers

More information: arlingtonva.us and search “Resurfacing for Complete Streets”
Resurfacing Projects for Complete Streets

How to ask Questions

Project Team

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More information: arlingtonva.us and search “Resurfacing for Complete Streets”
Arlington County maintains 376 miles of roadway in Arlington by:
- Repairing potholes and performing spot repairs
- Replacing damaged roadway sections
- Resurfacing approximately 50-60 miles of roadway annually

Roads are primarily selected using a measurement called the **Pavement Condition Index (PCI)**, or PCI. Other factors may be considered.
Staff review the streets up for repaving, and identify streets with opportunities to support Arlington’s Complete Streets policy. They look for ways to “enable safe access by all user groups including pedestrians, bicyclists, transit vehicles and users, and motorists of all ages and abilities.”

**Evaluation criteria include:**

- Planning guidance from the Master Transportation Plan and relevant sector or area plans
- Safety evaluations, including crash history and speeding issues (if available)
- Proximity to schools, transit facilities, walkable destinations or bike routes

### Resurfacing Projects for Complete Streets Timeline

**Early Spring 2020**
Staff shares information on potential projects and community members share their experiences.

Public feedback, existing plan guidance and other data help develop concept plans.

**Late Spring 2020**
Concept plans are shared with the public before implementation.

**Summer - Fall 2020**
Resurfacing and remarking work is completed for these projects.
Resurfacing Projects for Complete Streets

Full 2020 Repaving Map

Proposed Complete Street Projects

More information: arlingtonva.us and search “Resurfacing for Complete Streets”
What types of improvements can be made through street maintenance?

- **Pedestrian Bump Outs**
- **Pedestrian Medians**

More information: arlingtonva.us and search “Resurfacing for Complete Streets”
What types of improvements can be made through street maintenance?

Buffered or Protected Bike Lanes

Improved Traffic Controls

More information: arlingtonva.us and search “Resurfacing for Complete Streets”
## Resurfacing Projects for Complete Streets

<table>
<thead>
<tr>
<th>Example Improvements Include:</th>
<th>Improve pedestrian crossings</th>
<th>Provide separation between people driving, walking and biking</th>
<th>Reduce and control vehicle speeds</th>
<th>Improve sight lines</th>
<th>Make the street easier to understand for all users</th>
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</thead>
<tbody>
<tr>
<td>Pedestrian Bump Outs</td>
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<td>Pedestrian Medians</td>
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<td>Buffered or Protected Bike Lanes</td>
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</table>

*Specific treatments will be tailored to the individual street*

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More information: arlingtonva.us and search “Resurfacing for Complete Streets”
Lorcom Lane (Military Rd to Old Lee Hwy)

Location
Lorcom Lane, between Military Rd and Old Lee Hwy, near the Donaldson Run, Cherrydale and Waverly Hills neighborhoods.

Final Restriping Plan
- Striping plans updated after further analysis following Fall 2019 engagement
- Adds new buffered bike lane segment
- Adds high-visibility crosswalks, temporary curb bulb-outs for pedestrian safety in school zone

Construction Schedule
Repaving and restriping work is planned for in late spring 2020.

More information: arlingtonva.us and search “Resurfacing for Complete Streets”
Military Road (Old Dominion Drive to Lorcom Lane)

Location

Military Road, between Old Dominion Dr and Lorcom Ln, near the Donaldson Run, Cherrydale and Waverly Hills neighborhoods.

Final Restriping Plan

- Presented two alternatives in Fall 2019
  - Proceeding with Alternative 1
- Adds high-visibility crosswalks for pedestrian safety in school zone
- Adds uphill “climbing lane” for bicyclists and downhill “sharrow” lane

Construction Schedule

Repaving and restriping work is planned for in late spring 2020.

More information: arlingtonva.us and search “Resurfacing for Complete Streets”
Resurfacing Projects for Complete Streets

Clarendon Boulevard (N Rhodes St to N Oak St)

Location

Clarendon Boulevard between N Rhodes Street and N Oak Street between the Courthouse and Rosslyn urban villages.

Goals & Guidance

Project Guidance:

- Complete Streets Policy
- Master Transportation Plan – Primary Bicycling Corridor

Project Goals:

- Improve access and safety for people walking, biking and driving

What we know about existing conditions

This section is a Principal Arterial, one way paired with Wilson and consists of two travel lanes, standard parking both sides and standard bike lane.

- Posted Speed Limit: 25 mph
- Average vehicles per day: 11,000
- Two bicycle crashes have occurred in this section since 2016 as well as two pedestrian related crashes.

What are your experiences with this street?

We’re looking to understand how you currently use the street and how you would like to use it in the future.

After the online open house, share your thoughts via our online feedback form.

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Resurfacing Projects for Complete Streets

Wilson Boulevard (N Larrimore St to Fairfax County Line)

**Location**
Wilson Boulevard between N Larrimore Street and the Fairfax County Line (just before N McKinley Street) near the Boulevard Manor and Dominion Hills neighborhoods.

**Goals & Guidance**
Project Guidance:
- Complete Streets Policy
- Complies with newly updated Bike Element of the Master Transportation Plan:
  - Wilson Boulevard considered a primary bike corridor
  - Project section considered as "Planned Bike Lane"

Overall Goal: Improve access and safety for people walking, biking and driving

**What we know about existing conditions**
- Functional Classification: A four (4) lane Principal Arterial
- Posted Speed Limit: 30 mph / 85th Percentile Speed: 39 MPH Principal Arterial with 15,000 average vehicles per day (VDOT 2018)
- 3-Year Analysis shows 17 crashes along this corridor with over 90% occurring within intersections.
  - 82% Angle and Rear Ends
  - 18% Side-Swipe Same Direction
  - Of the 17 crashes 59% considered Property Damage Only and 41% Injury
- Pedestrian Generators include: Powhatan Springs Skate Park, Dominion Hills Recreation (pool), Ashlawn Elementary School, Dominion Hills Center (strip mall)

**What are your experiences with this street?**
We’re looking to understand how you currently use the street and how you would like to use it in the future.

After the online open house, share your thoughts via our online feedback form.

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Potomac Avenue between Crystal Drive and the Alexandria County Line (just after South Glebe Road).

**Location**

Potomac Ave consists of four travel lanes (two in each direction separated by a median), standard bike lanes, and southbound curbside parking lane.
- Speed Limit: 25 mph
- 85th percentile speed: 27 mph
- Average vehicles per day: ~5000
- 11 crashes since 2016: 45% angle crashes
- Two bicycle crashes have occurred on this section since 2015

**Goals & Guidance**

Project Guidance:
- Complete Streets Policy
- Identified as primary bicycling corridor in the Master Transportation Plan

Project Goals:
- Improve bike safety along Potomac Avenue and improve connectivity between Crystal Drive, Four Mile Run Trail, and Potomac Yard Trail

**What are your experiences with this street?**

We’re looking to understand how you currently use the street and how you would like to use it in the future.

After the online open house, share your thoughts via our online feedback form.

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**Next Steps**

**Community Touchpoint 1**
*Discuss goals, share ideas and experiences*
- Discuss project goals and how you currently use the streets
- Share specific ideas and concerns for the street sections
This input will be used to refine to goals and develop concept options.

**Project Concepts**
- Learn what we heard during Touchpoint 1
- Review and share comments on concepts
Depending on the project, **this touchpoint may be made digitally or at another open house.**
Input gathered will help to evaluate and refine development of a final concept.

**Final Concepts & Implementation**
- Learn what was heard at Touchpoint 2
- View final designs online

*Next Steps may differ for individual projects*

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Resurfacing Projects for Complete Streets

Questions?

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What types of improvements can be made through street maintenance?

**Safer Streets for All**

- Shorten crossings for people walking through curb bump outs, medians or median extensions and bike lanes.

- Increase clarity by formalizing travel lanes and adding high visibility markings and advance signage.

- Provide more separation between people driving and people biking through buffered or protected bike lanes.

- Reduce vehicle speeds with pavement markings, including bike lanes or medians, curb bump outs, medians and signage.

- Better sight lines and more controlled vehicle turning movements through curb bump outs and pedestrian islands.

More information: arlingtonva.us and search “Resurfacing for Complete Streets”