



# OLD LEE HIGHWAY 'GREAT STREET'

June 4, 2015



**PARSONS  
BRINCKERHOFF**



# AGENDA

1. Review Input from First Community Meeting
2. Discuss Proposed Key Elements and Alternatives
3. Provide Input
4. Review Schedule and Next Steps

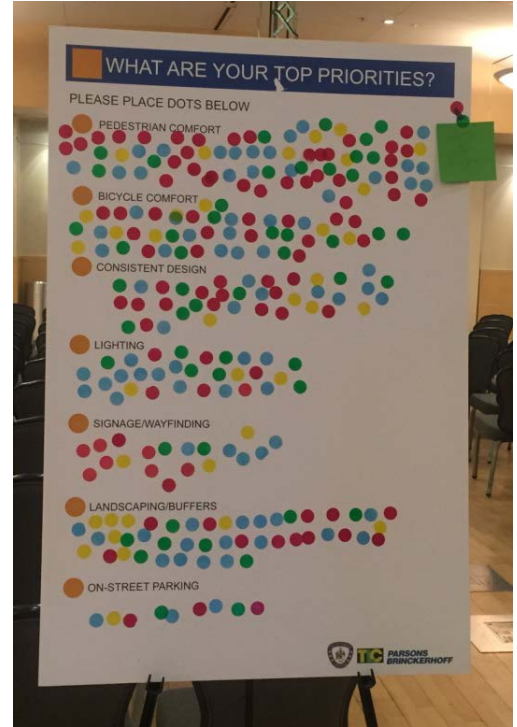




## Project Purpose

1. Bring diverse users together
2. Give precedence to people walking and biking
3. Be memorable and reflective of local community
4. Provide comfort
5. Clearly communicate the edges
6. Exhibit special design features

# Your Input – Workshop 1

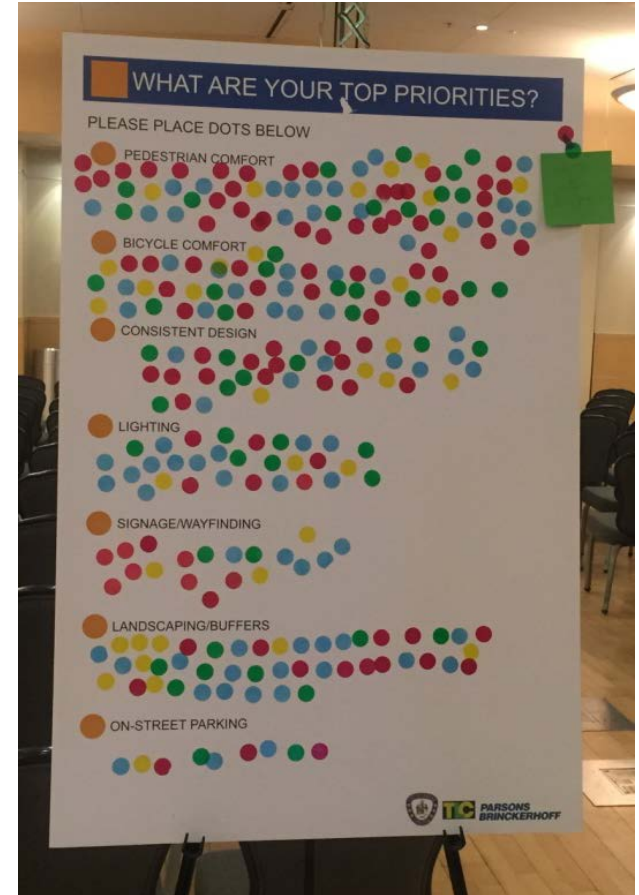




# Your Input – Workshop 1

## Top Priorities

1. Pedestrian Comfort (79 dots)
2. Bicycle Comfort (50 dots)
3. Landscaping/Buffers (46 dots)
4. Consistent Design (40 dots)
5. Lighting (30 dots)
6. Signage/Wayfinding (19 dots)
7. On-street Parking (9 dots)





## Your Input - Tonight

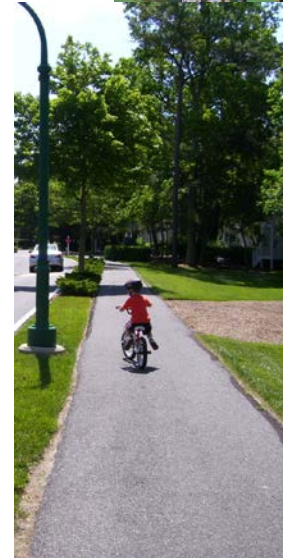
1. Review Key Elements
2. Consider Alternatives
3. Review the Boards
4. Complete the Evaluation





# Potential Elements

- Landscaped Medians (commercial segments only)
- Bicycle Lanes
- Shared Use Path
- Low Impact Development Techniques



# Landscaped Median

An Option for Commercial Segments Only

## Benefits

- Refuge for pedestrians crossing OLH
- May allow additional tree canopy

## Disadvantages

- Short block faces and left turn pockets
- Longer pedestrian crossing distance







## Bike Facilities

Bike Facilities shown as option in all segments

Two options for bike facilities

- Protected (buffer)
- Dedicated (no buffer)





# Protected Bike Lanes

## Benefits

- Separation from motorists and pedestrians
- Greatest degree of rider comfort
- Buffer strip for landscaping
- Space for burying power lines
- Pedestrian refuges for crossing OLH
- Allows higher speeds for cyclists





# Protected Bike Lanes

## Disadvantages

- Additional cost
- Wider street section
- Transitions for on-street parking + turning movements





# Dedicated Bike Lanes

## Benefits

- Separation from pedestrians
- Improved rider comfort
- Allows higher speeds for cyclists

## Disadvantages

- Lack of separation from motorists
- Wider street section
- Requires enforcement





## Shared Use Path

Shared Use Path shown as option in all segments

### Benefits

- Accommodates all cyclists types
- Separation from motorists
- Flexible design based on level of use

### Disadvantages

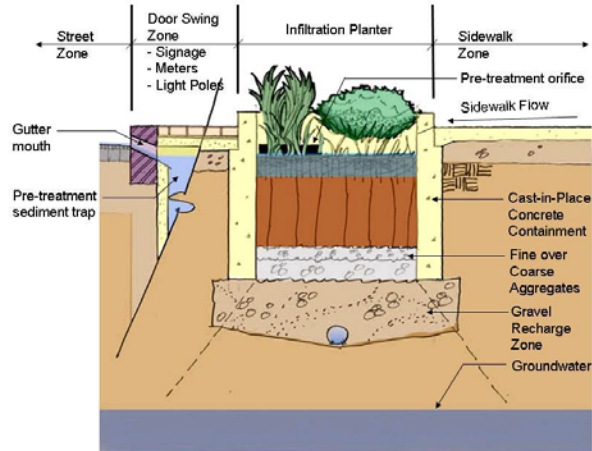
- Conflicts between cyclists and pedestrians



# Low Impact Development

## Low Impact Development (LID)

- Retain water on-site
- Improve aesthetics



Pre-treatment and Infiltration Planter – cross section



## Segments

1. North Street to Community Center – commercial
2. Community Center to Ridge Avenue – residential
3. Ridge Avenue to Old Pickett Road – commercial



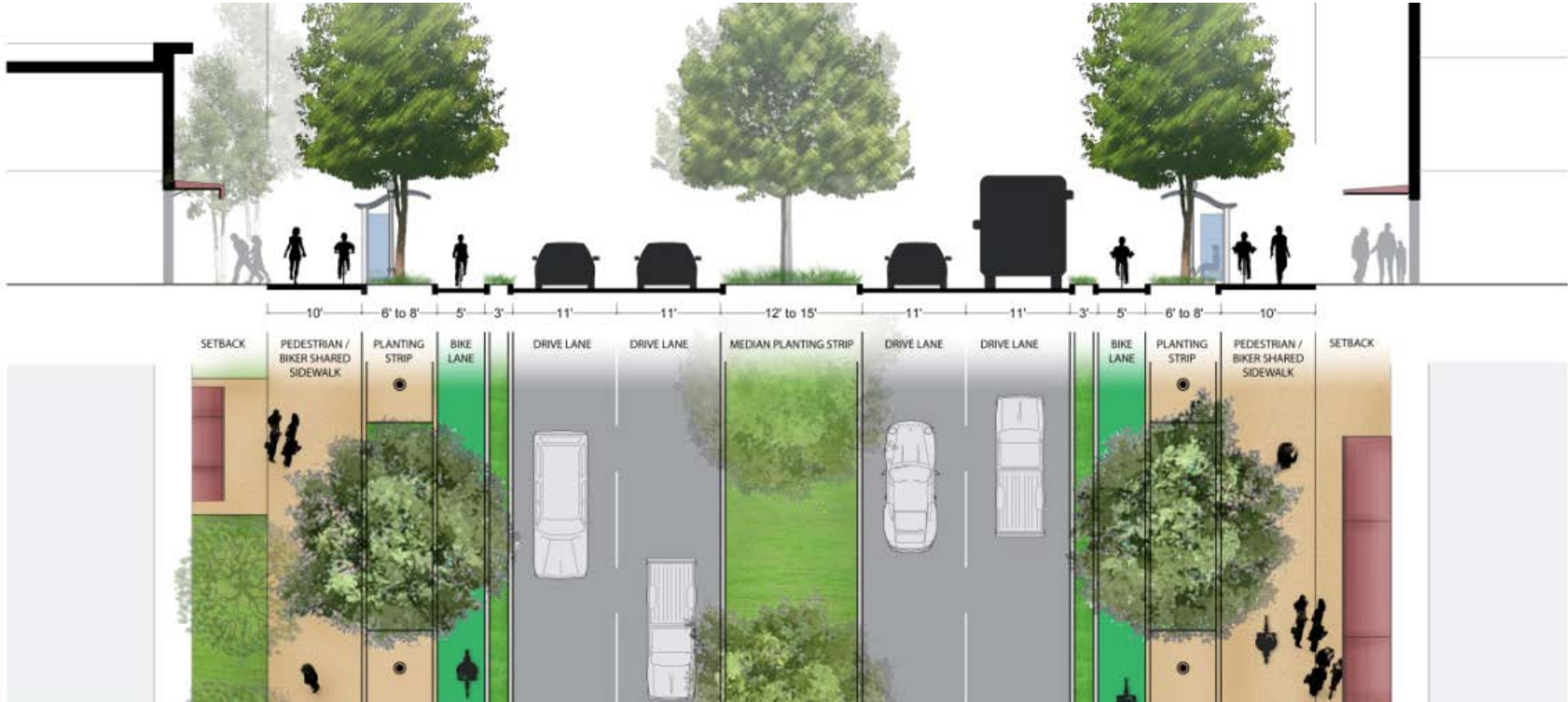
## Segment 1

1. North Street to Community Center
2. Community Center to Ridge Avenue
3. Ridge Avenue to Old Pickett Road





# Segment 1 – Alternative 1





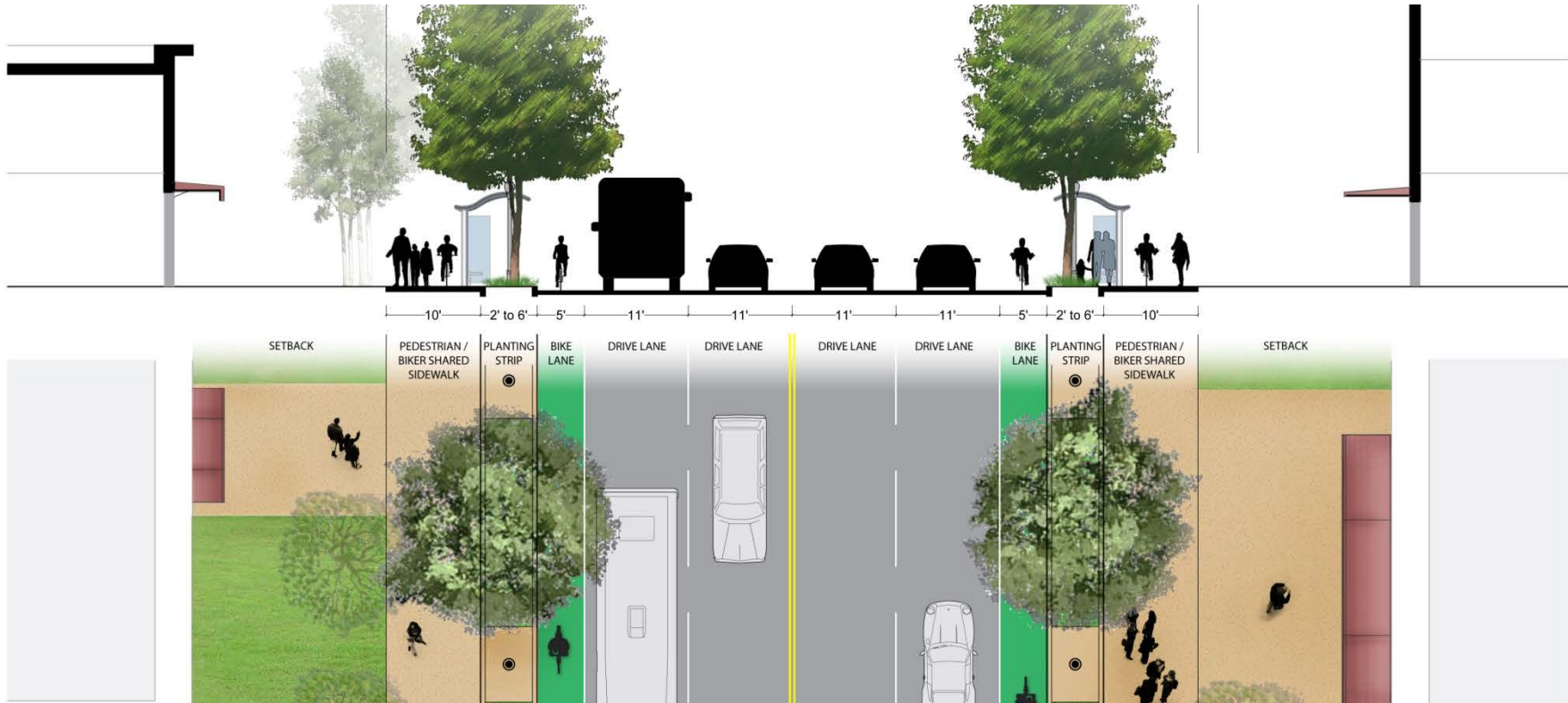
# Segment 1 – Alternative 1

## Key Elements

- Protected Bike Lane
- Shared Use Path
- Center Median
- Smaller Front Yard Setback



# Segment 1 – Alternative 2





## Segment 1 – Alternative 2

### Key Elements

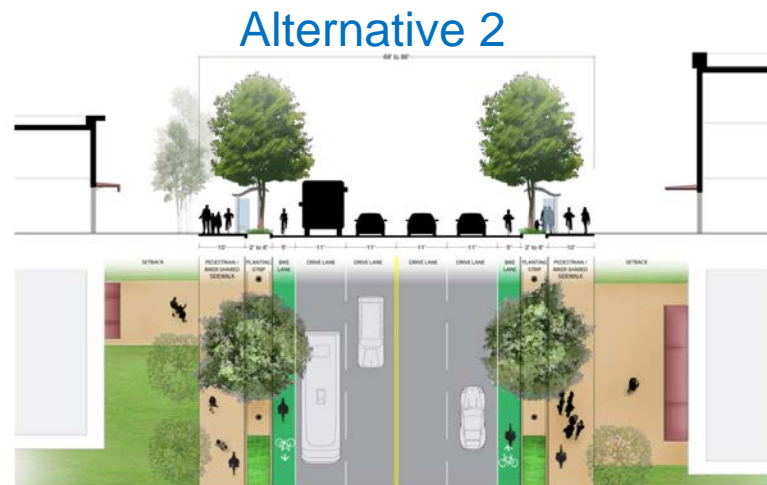
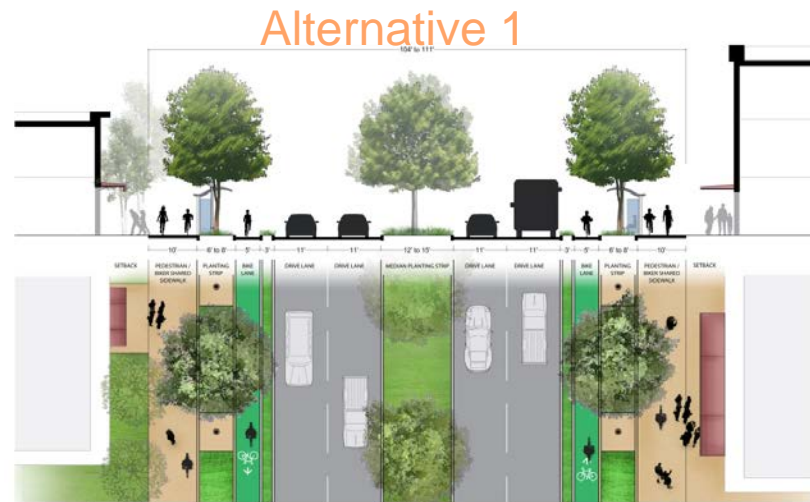
- Dedicated Bike Lane
- Shared Use Path
- No Center Median
- Larger Front Yard Setback



## Segment 1

### Key Differences Between Alternatives

- Type of Bike Lane
  - Protected (Alt 1)
  - Dedicated (Alt 2)
- Presence or Absence of Center Median
  - Center Median Present (Alt 1)
  - Center Median Absent (Alt 2)
- Amount of Front Yard Setback
  - Less setback (Alt 1)
  - More setback (Alt 2)

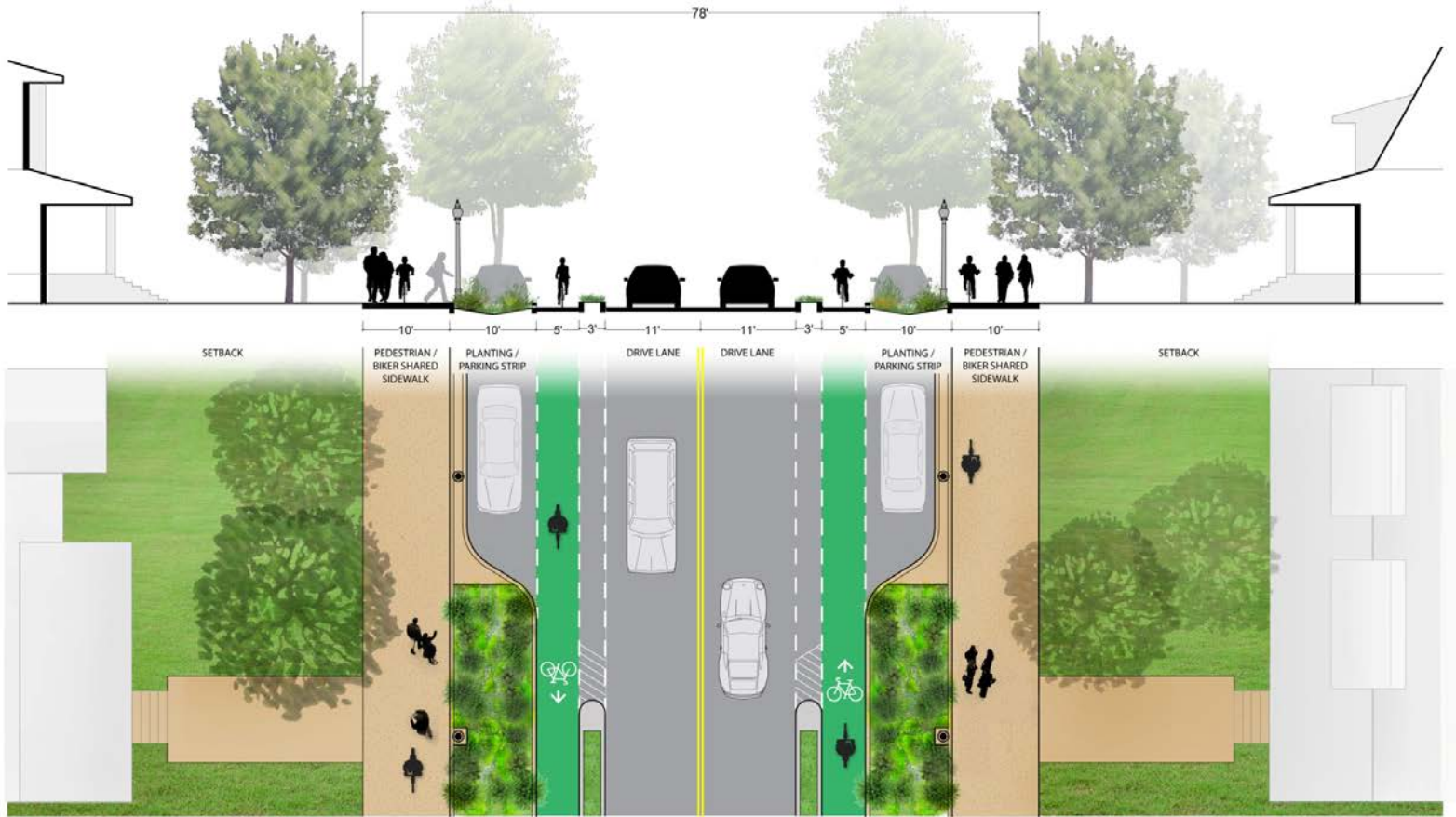


## Segment 2

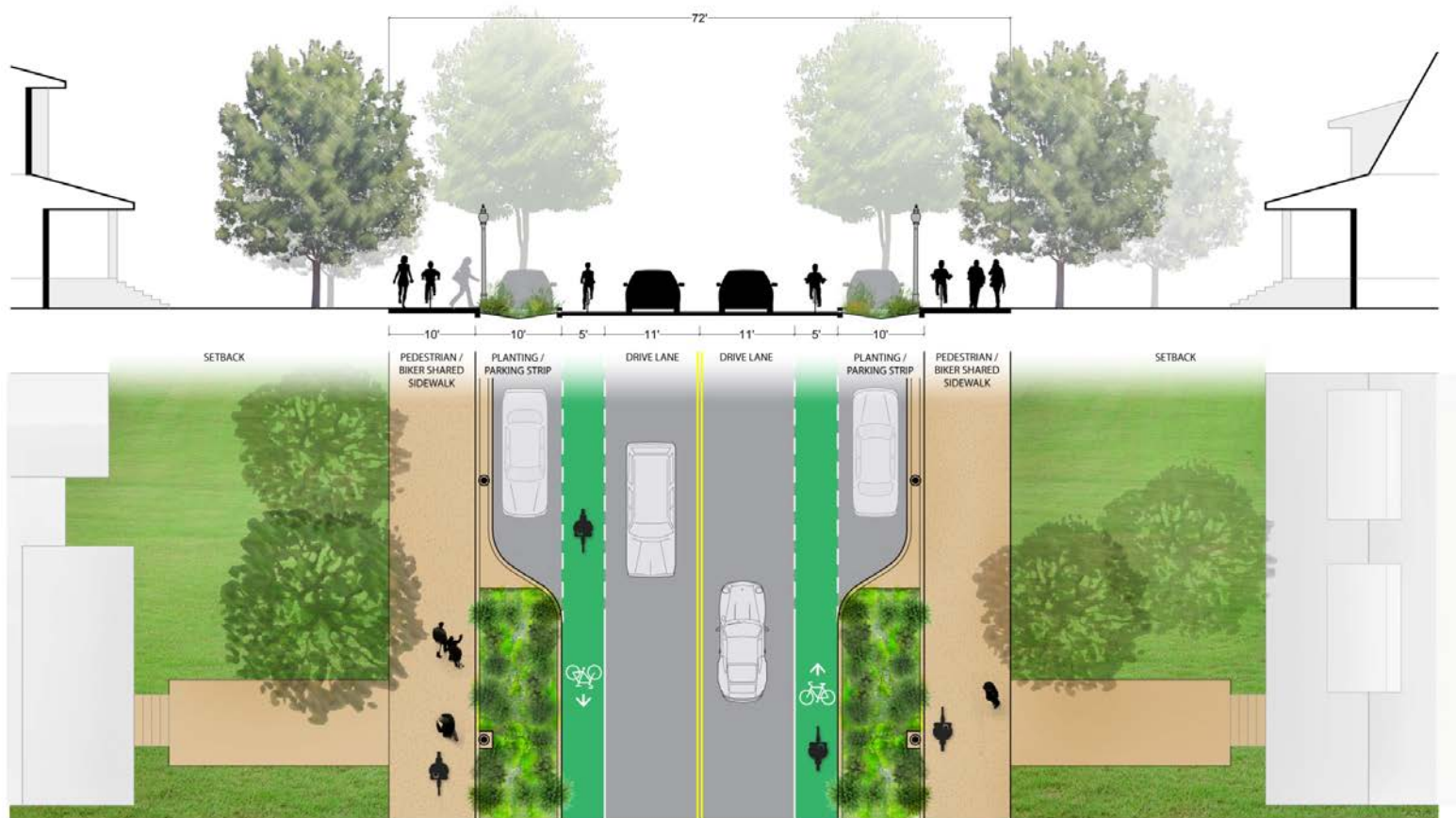
1. North Street to Community Center
- 2. Community Center to Ridge Avenue**
3. Ridge Avenue to Old Pickett Road



# Segment 2 – Alternative 1



# Segment 2 – Alternative 2





## Segment 2 – Key Elements

### Key Elements for Both Alternatives

- Bike Lane
- Shared Use Path
- No Center Median
- On-Street Parking





## Bike Lanes + Parking



Adequate width important to avoid 'dooring' and 'close pass' zone

- Option 1 – Driver side 'dual striped' lane



- Option 2 – Passenger side 'parking protected' lane





## Segment 2

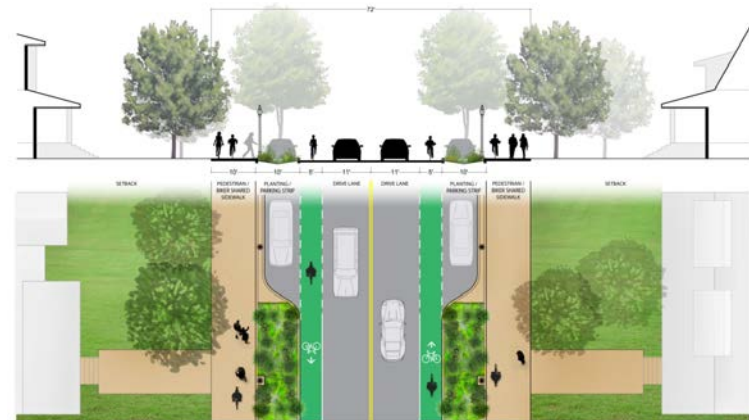
### Key Differences Between Alternatives

- Type of Bike Lane
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  - Dedicated (Alt 2)
- Amount of Front Yard Setback
  - Less setback (Alt 1)
  - More setback (Alt 2)

### Alternative 1



### Alternative 2

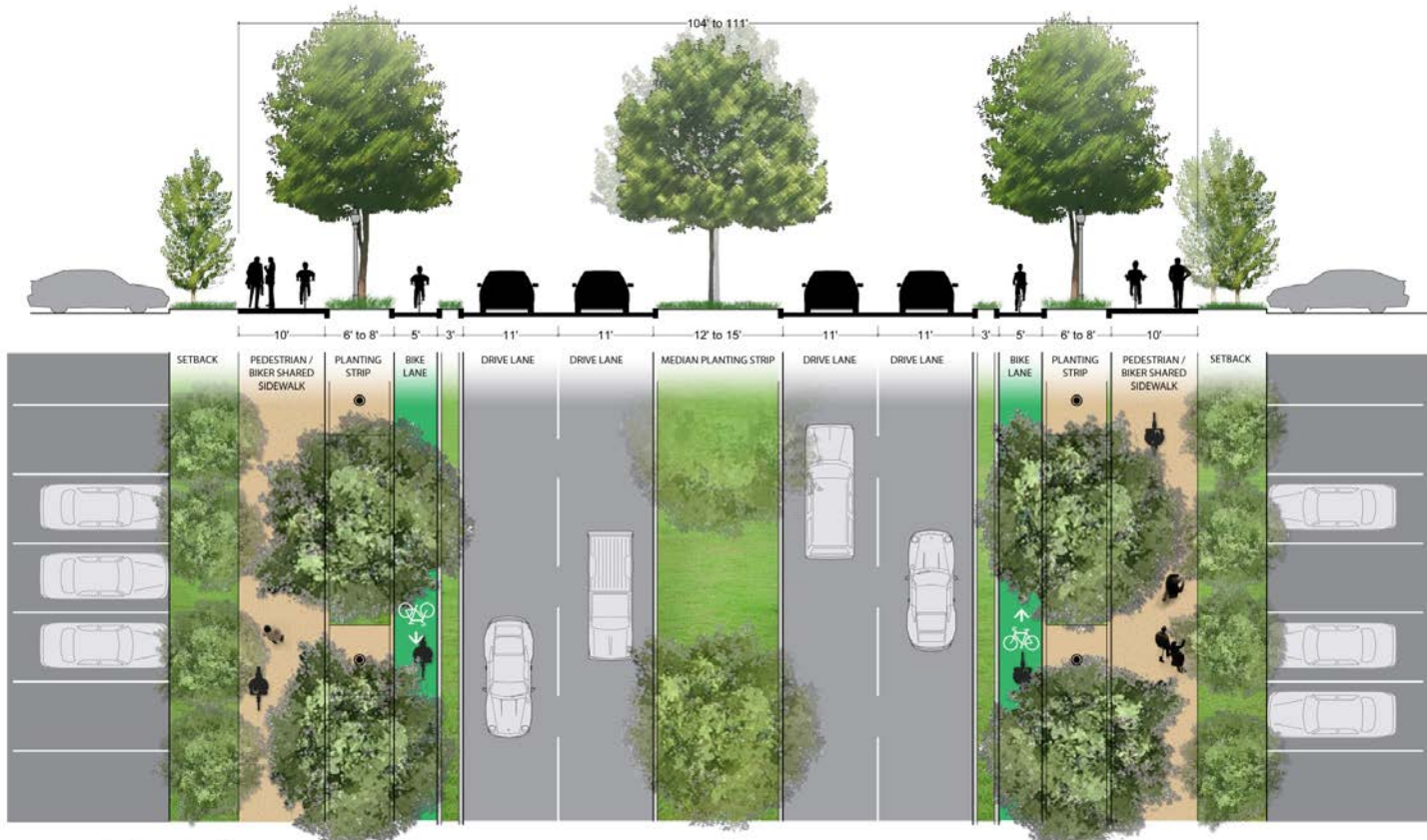


## Segment 3

1. North Street to Community Center
2. Community Center to Ridge Avenue
- 3. Ridge Avenue to Old Pickett Road**



# Segment 3 – Alternative 1





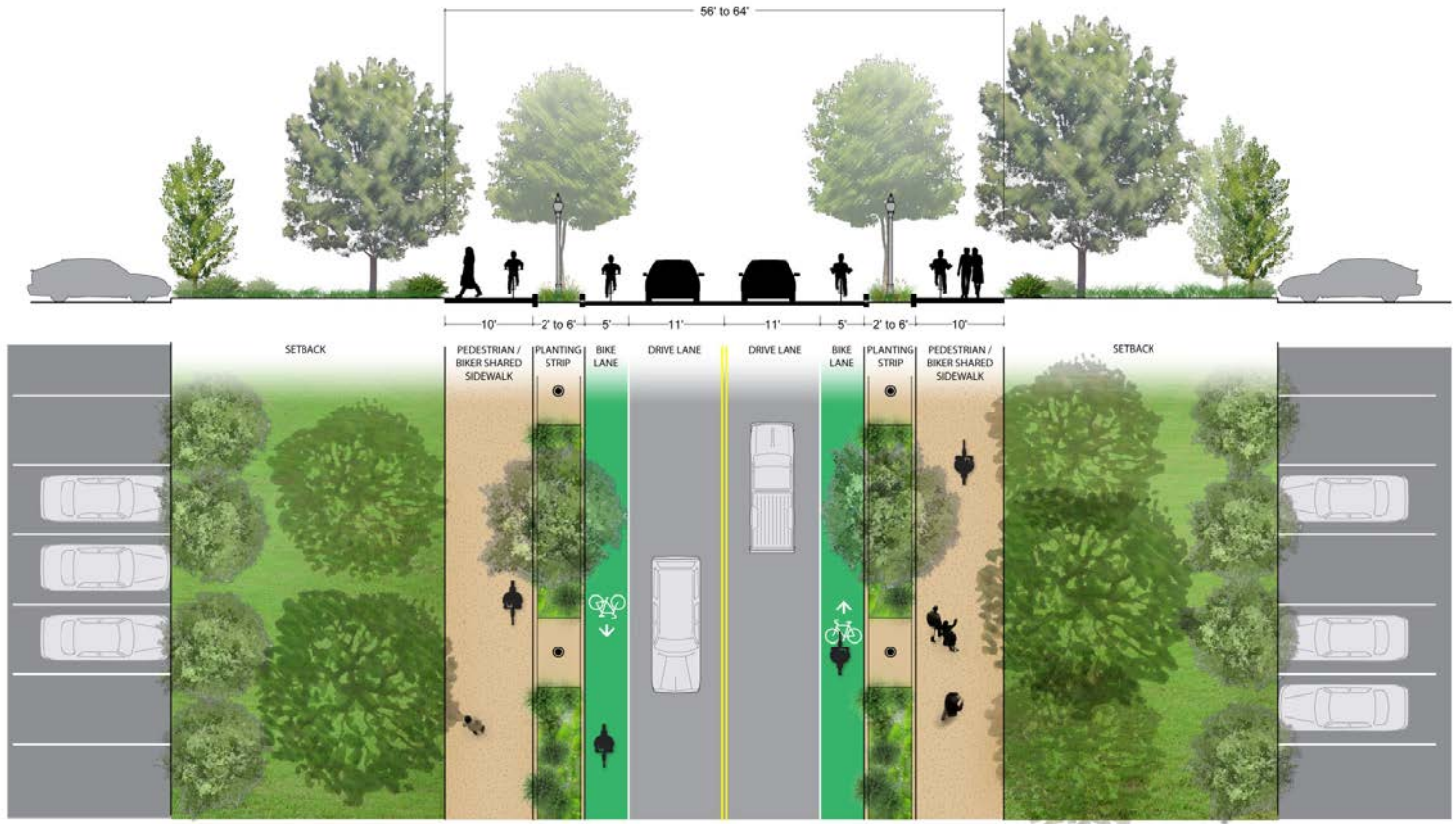
## Segment 3 – Alternative 1

### Key Elements

- Protected Bike Lane
- Shared Use Path
- Center Median
- Four Lanes for Vehicular Traffic  
(maintain existing lane configuration)



# Segment 3 – Alternative 2





## Segment 3 – Alternative 2

### Key Elements

- Dedicated Bike Lane
- Shared Use Path
- No Center Median
- Two Lanes of Vehicular Traffic  
(Modify lane configuration to match Segment 2)



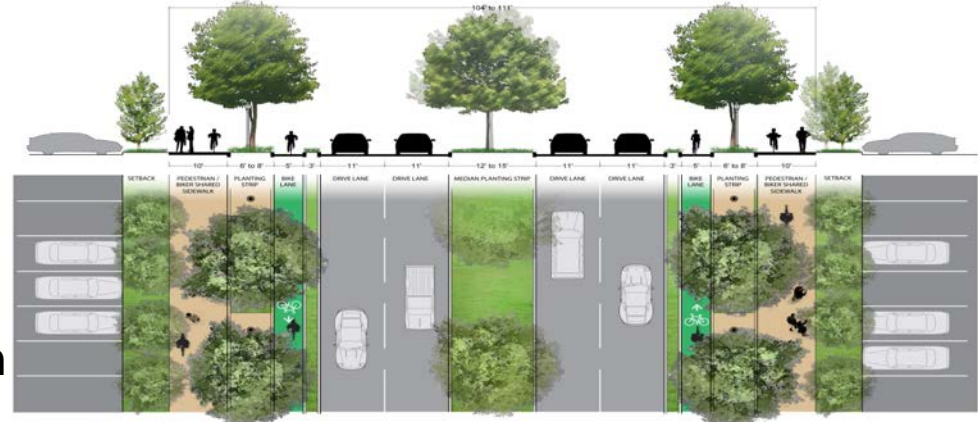


## Segment 3

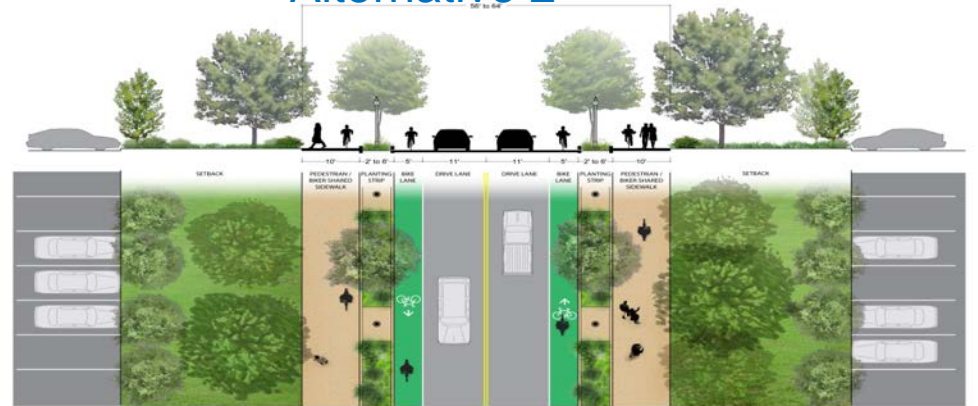
### Key Differences Between Alternatives

- Type of Bike Lane
  - Protected (Alt 1)
  - Dedicated (Alt 2)
- Presence or Absence of Center Median
  - Center Median Present (Alt 1)
  - Center Median Absent (Alt 2)
- Amount of Front Yard Setback
  - Less setback (Alt 1)
  - More setback (Alt 2)
- Number of Lanes
  - Four Lanes with Median (Alt 1)
  - Two Lanes without Median (Alt 2)

### Alternative 1



### Alternative 2



## Schedule and Key Dates

1. Public Workshop No. 2 – June 4, 2015
2. Concept Plan Adoption - July 2015





## Thank You

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