

Preferred Alternative | BR-23-06

US 11 (Main Street) between Holston Street and Thompson Drive



Project Description

1. Landscaped median between Holston Street and Patton Street.
2. Lane configuration optimization and pedestrian improvements between Fuller Street and Wall Street.
3. Lane configuration optimization and pedestrian improvements between Wall Street and Cummings Street and at Cummings Street / Remsburg Drive.
4. Lane configuration optimization and pedestrian improvements between College Street and Pecan Street.
5. One-way conversion of Court Street between Main Street and Valley Street.
6. Landscaped median between Boone Street and Thompson Drive for approximately 1,300 feet.

Project Benefits

Safety Improvement

- Improved lane transitions on Main Street.
- Mitigation of Court Street crash pattern.
- Traffic calming entering Downtown.

- Reduced delay and queuing at Main Street / Cummings Street intersection.

Pedestrian Access

- Reduced pedestrian crossing exposure.
- Signalized crossings at Wall Street.
- Slower traffic at Barter Theatre crossing.

Congestion Improvement

Public Engagement Participation

Online Survey February 12th-25th, 2024

- 523 participants.
- 7,416 total survey responses.
- 707 unique comments.

In-Person Public Meeting on February 20th, 2024

- Estimated attendance of 75 people.
- Held at Harry L. Coomes Recreation Center.

Preferred Alternative Location Map



Planning-Level Cost Estimates (Including Contingency)

Projects 2 + 3 Combined

- Preliminary Engineering: \$643,200
- Right of Way and Utilities: \$145,000
- Construction: \$3,730,800

Projects 1 through 6 Combined

- Preliminary Engineering: \$893,600
- Right of Way and Utilities: \$145,000
- Construction: \$6,910,800

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US 11 (Main Street) between Holston Street and Patton Street



Project Description

- Replace the existing two-way left-turn lane between Holston Street and Patton Street with a landscaped median.
- Provide a full access median opening at the Farmer's Mutual Insurance property (west driveway).
- Provide 100-foot storage left turn lanes at Holston Street, Farmer's Mutual Insurance property (west driveway), and Patton Street.

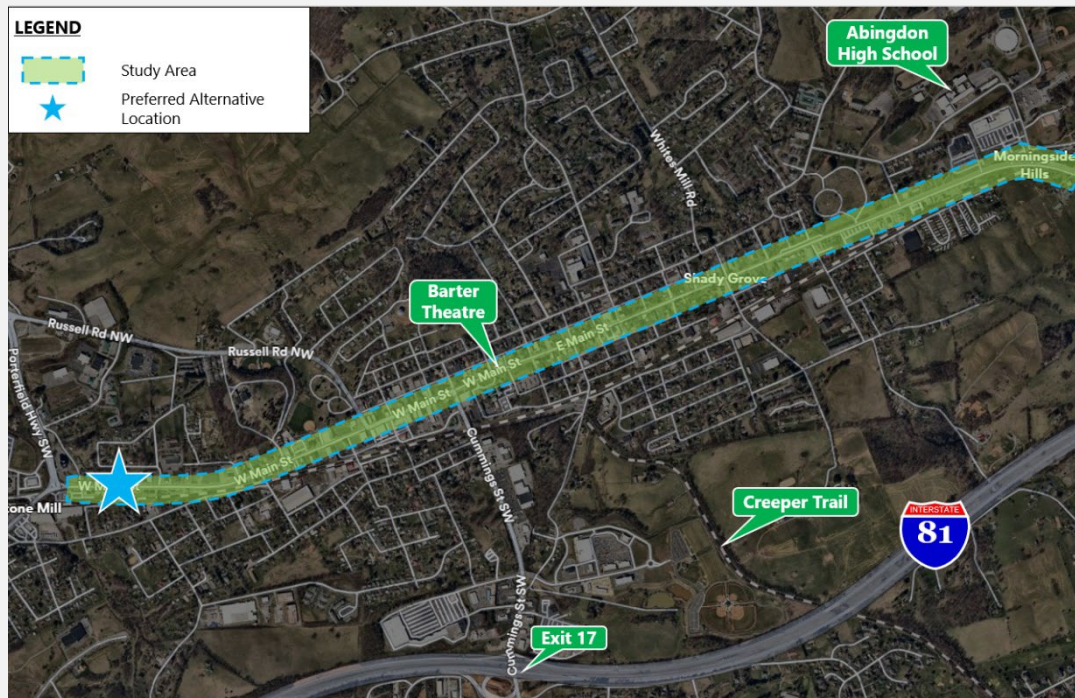
Project Benefits



Safety Improvement

- Reduced number of conflict points.
- Traffic calming / gateway treatment for the Town of Abingdon.

Preferred Alternative Location Map



Public Survey Results

Survey Results

- Approximately 50% support, 15% neutral, 35% oppose.

Public Comments

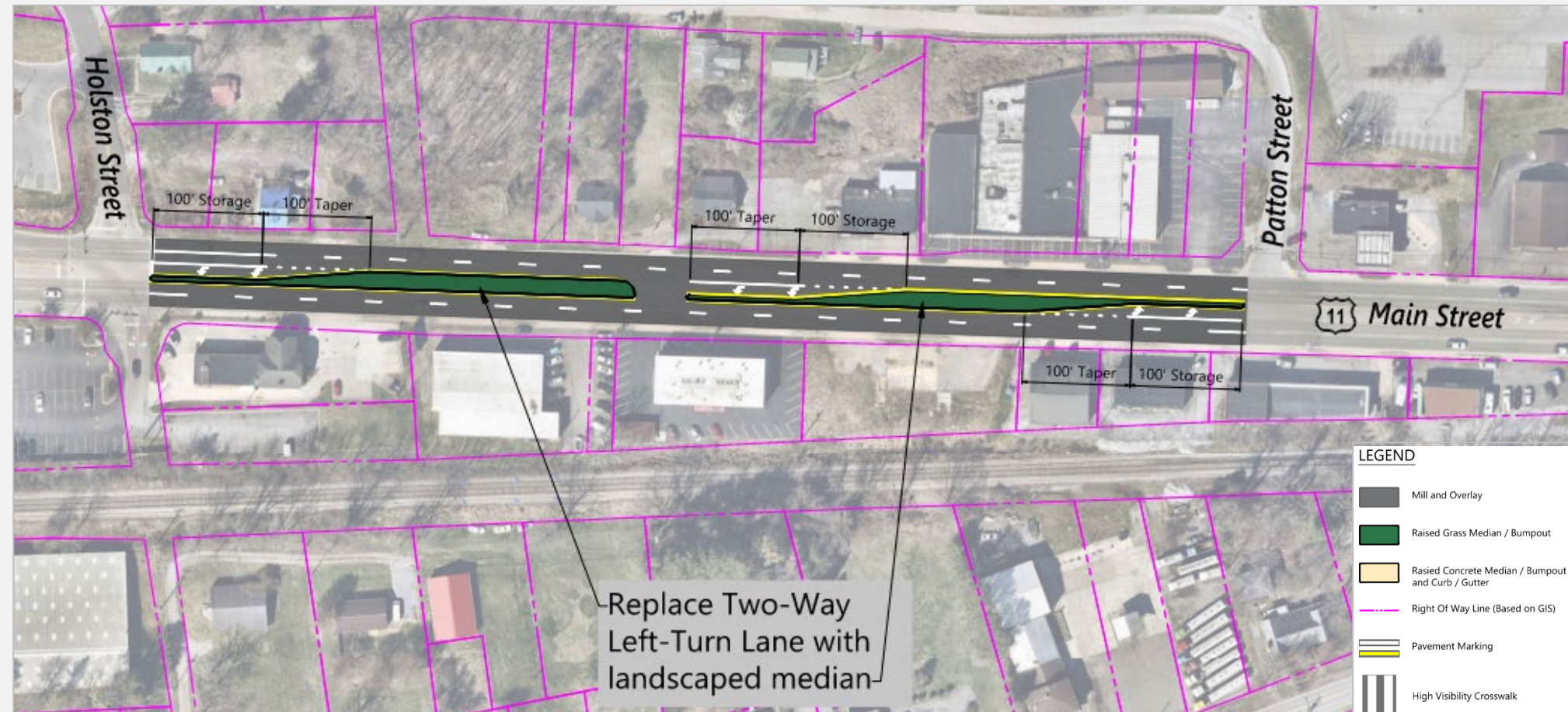
- General support.
- Provides opportunity for landscaping/beautification.
- Concern for U-Turn movements.



Response to Public Input

- Additional median opening added to project at the Farmer's Mutual Insurance property (west driveway).
- Median opening increases access to businesses and reduces U-Turn movements.

Conceptual Design Layout



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US 11 (Main Street) between Fuller Street and Wall Street



Project Description

- Convert the drop left-turn lane on eastbound Main Street at Russell Road into a left-turn bay.
- Add westbound Main Street left-turn bay at Fuller Street and remove westbound Main Street left-turn bay at Wall Street.
- Improve Main Street lane transitions through intersections.
- Construct a pedestrian refuge island at Fuller Street crossing.
- Signalize the pedestrian crossings at Wall Street.

Project Benefits



Safety Improvement

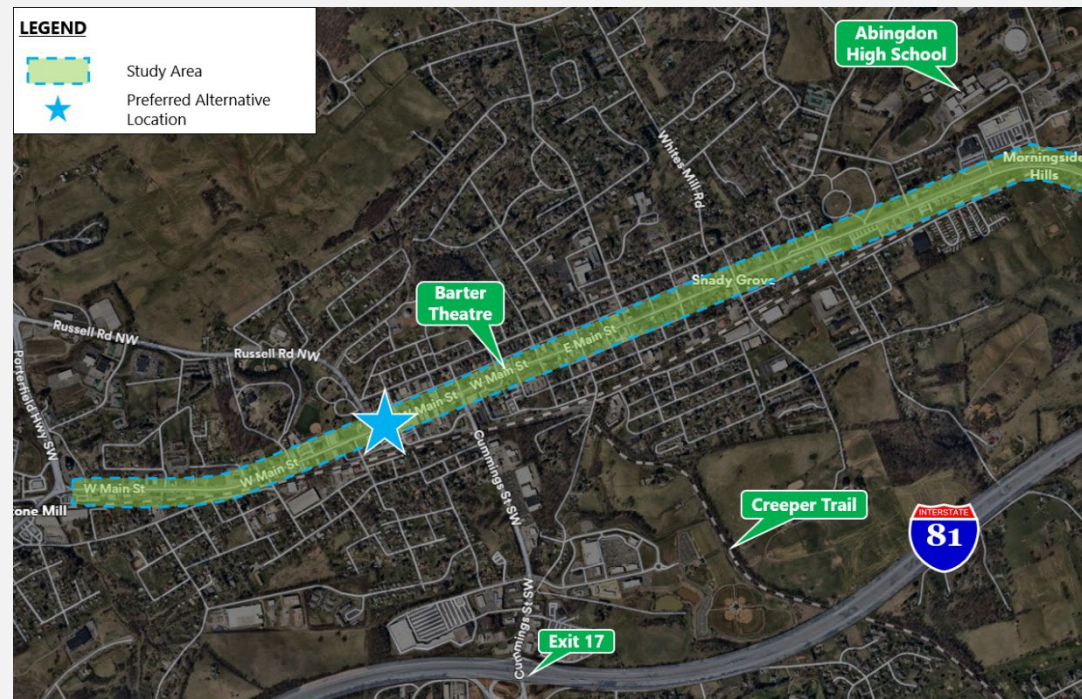
- Improved thru lane continuity along Main Street, which will mitigate existing crash patterns related to lane changing.



Pedestrian Access

- Reduced pedestrian crossing exposure at Fuller Street.
- Controlled pedestrian crossing at Wall Street.

Preferred Alternative Location Map



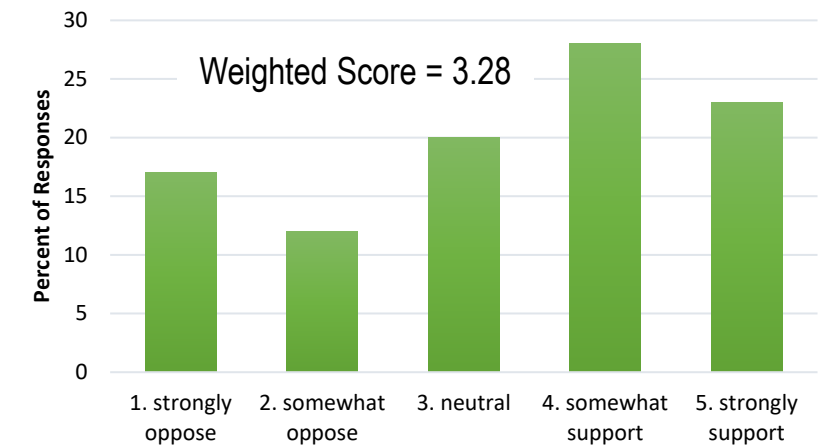
Public Survey Results

Survey Results

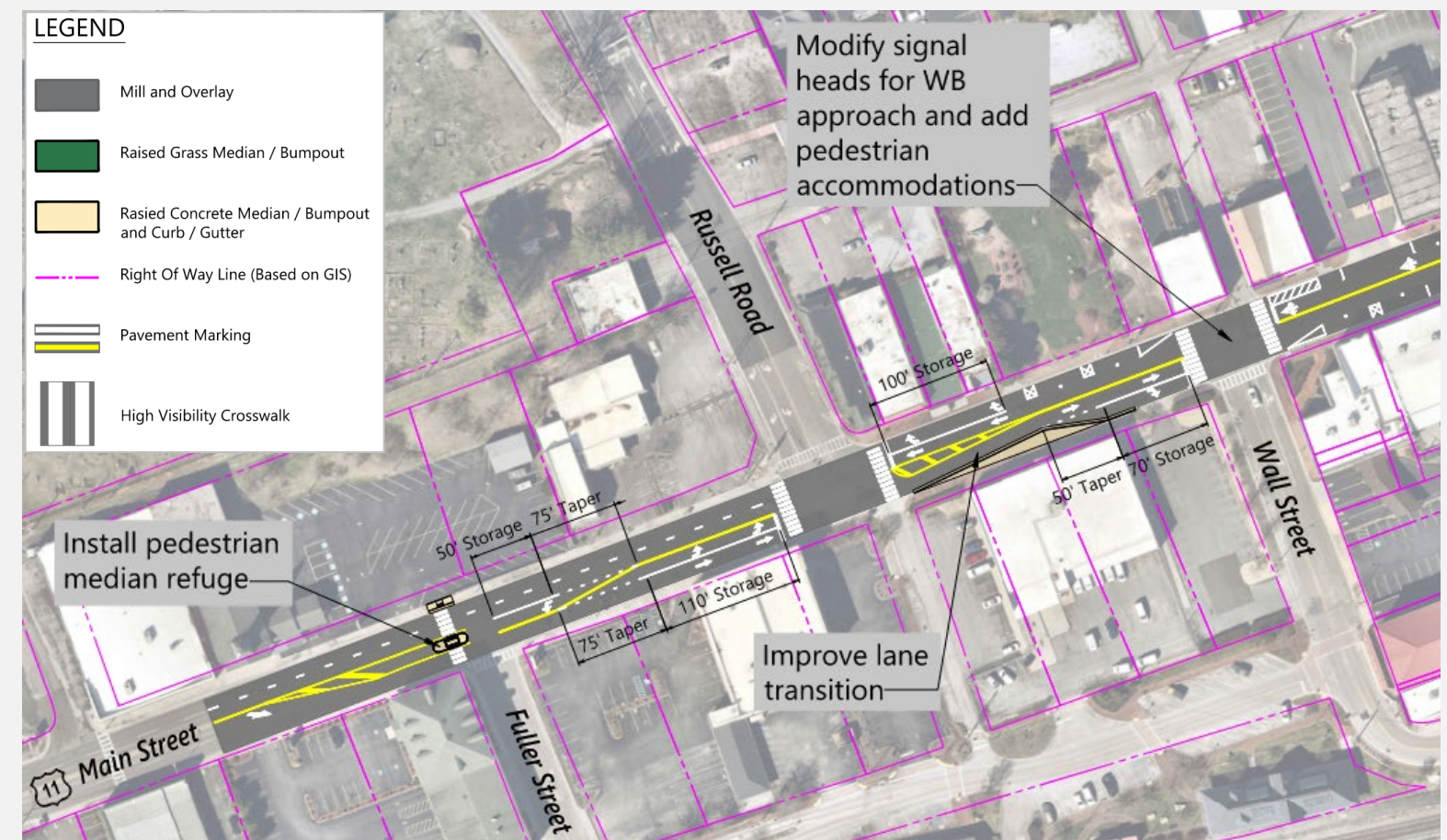
- Approximately 50% support, 20% neutral, 30% oppose.

Public Comments

- General support for pedestrian improvements.
- Post Office access and parking are important.



Conceptual Design Layout



Preferred Alternative | BR-23-06

US 11 (Main Street) between Wall Street and Cummings Street
 Cummings Street between Main Street and Remsburg Drive



Project Description

- Optimize lane configuration at Main Street / Cummings Street intersection to best accommodate volume demand. Rebuild traffic signal and optimize signal phasing.
- Improve lane transitions along Main Street and extend turn lane storage where needed.
- Implement right-out only configuration from Remsburg Drive and construct a landscaped median on Remsburg Drive with pedestrian refuge.
- Construct curb extensions to shorten midblock pedestrian crossing on Main Street.

Project Benefits

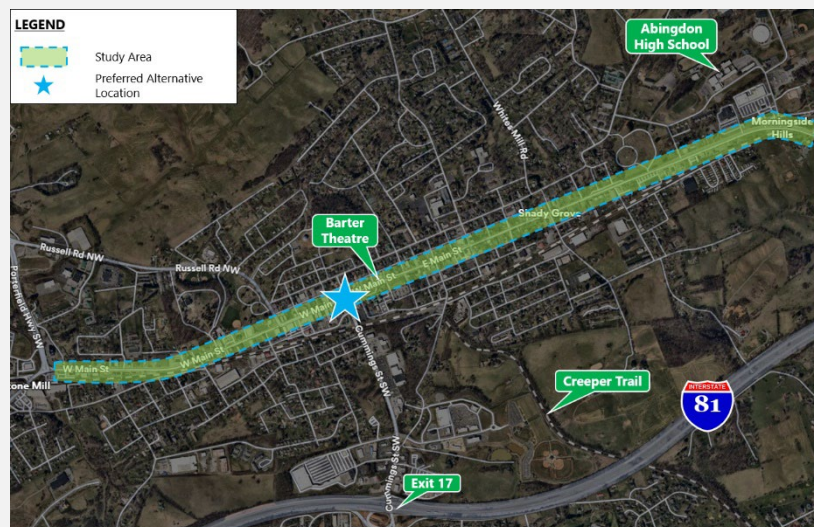
Safety Improvement

Pedestrian Access

Congestion Improvement

- Mitigate crash risk from Remsburg Drive left turns.
- Improved thru lane continuity along Main Street.
- Reduced pedestrian crossing exposure at midblock crossing.
- Reduced pedestrian crossing exposure at Remsburg Drive.
- Improved vehicular delay and queuing at Main Street / Cummings Street intersection.

Preferred Alternative Location Map



Public Survey Results

Survey Results

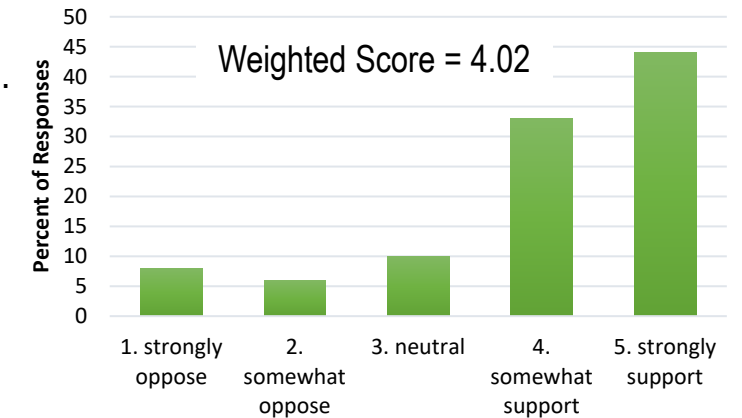
- Roughly 75% support, 10% neutral, 15% oppose.

Public Comments

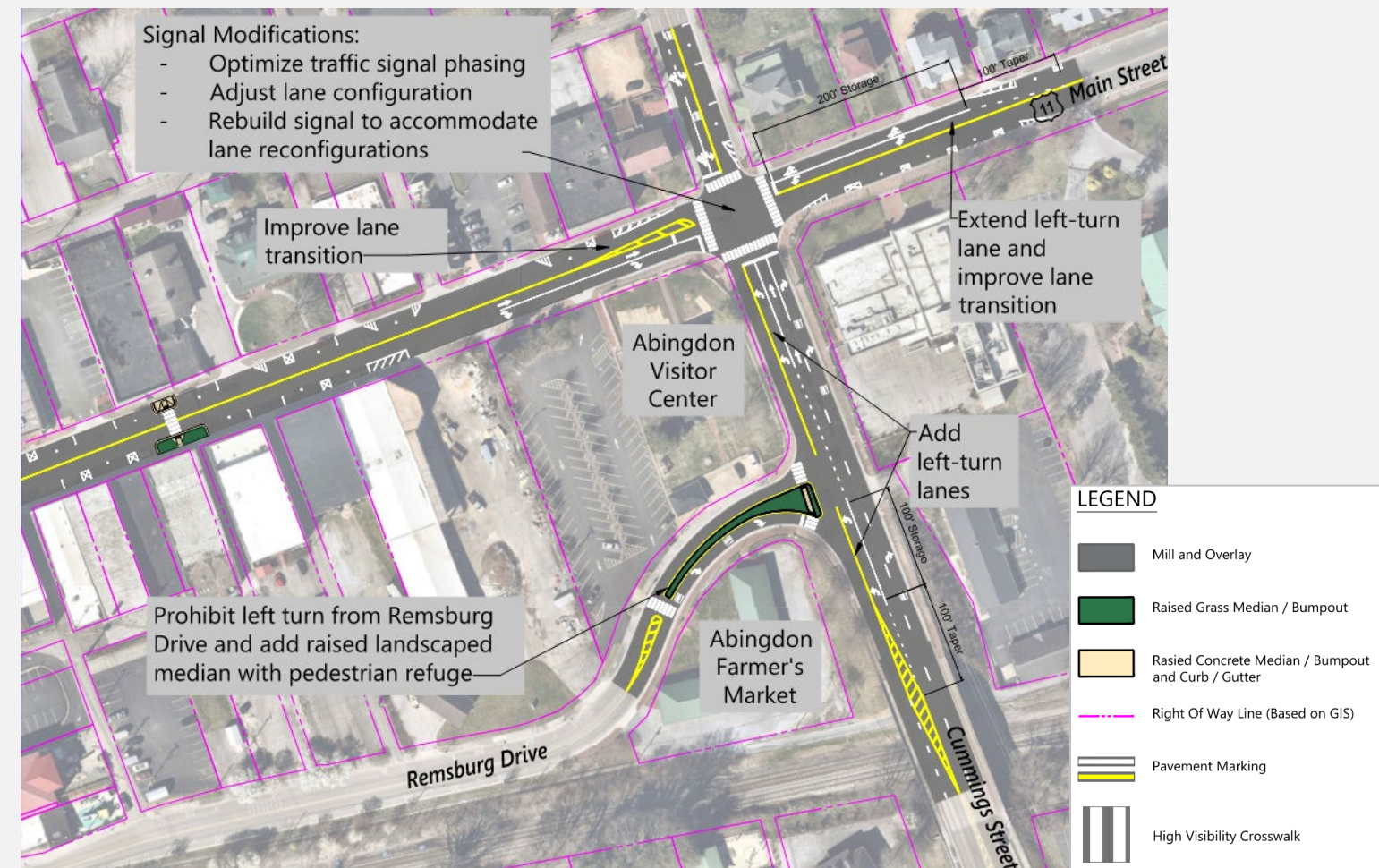
- Consider truck traffic.
- Varied opinions on the proposed Remsburg Drive changes.

Response to Public Input

- Landscaped median on Remsburg Drive.



Conceptual Design Layout



Preferred Alternative | BR-23-06

US 11 (Main Street) between College Street and Pecan Street



Project Description

- Construct curb extensions to shorten pedestrian crossings on Main Street at College Street, Church Street, and Pecan Street.
- Curb extensions will also calm vehicular travel speeds on both directional approaches to Barter Theatre pedestrian crossing.
- Remove the existing left turn lane on Main Street at Church Street and add parking spaces.
- Relocate the pedestrian crossing on Main Street at Church Street to west leg from east leg.

Project Benefits



Safety Improvement

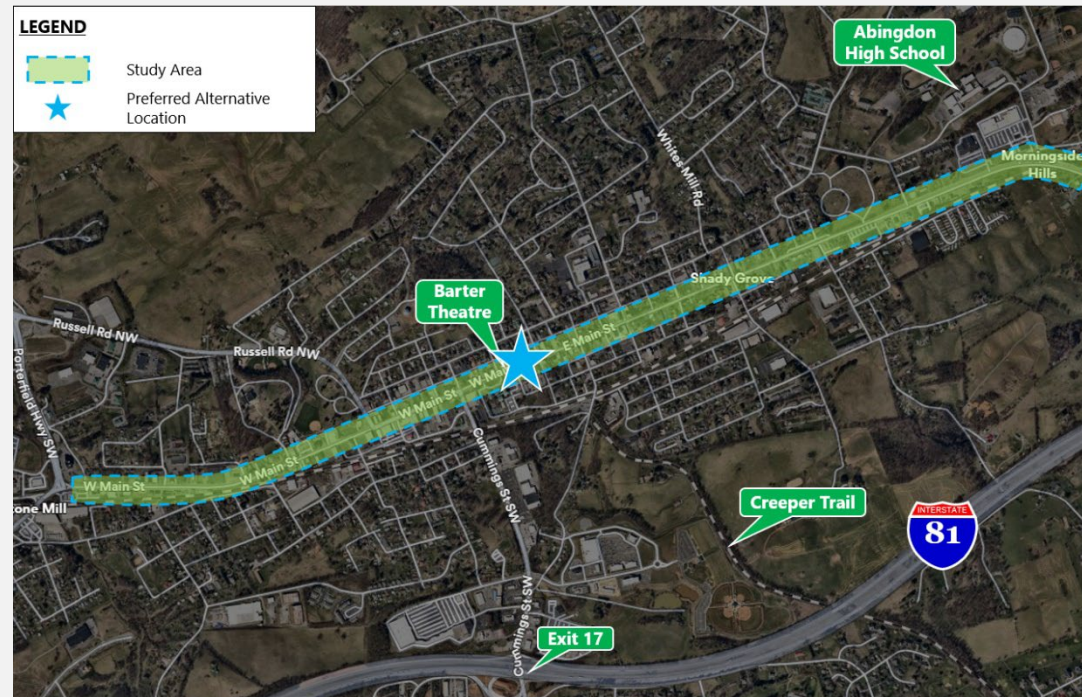
- Improved thru lane continuity along Main Street via removal of left-turn lane at Church Street.



Pedestrian Access

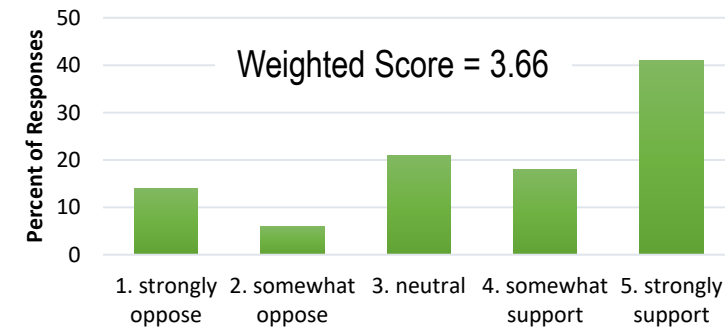
- Reduced pedestrian crossing exposure at College Street, Church Street, and Pecan Street.
- Slower vehicle speeds at Barter Theatre pedestrian crossing.

Preferred Alternative Location Map

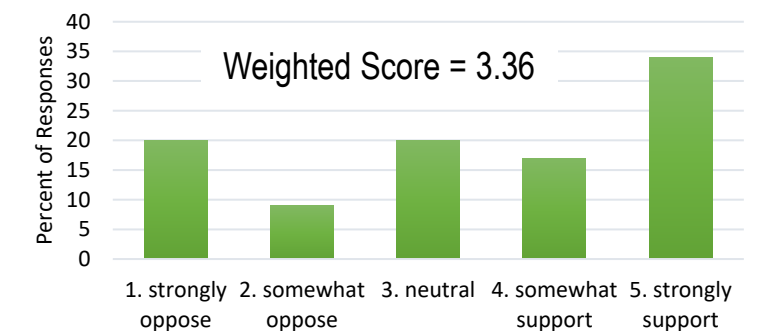


Public Survey Results

Install Curb Extensions



Remove Turn Lane at Church St



Conceptual Design Layout



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Court Street between Main Street and Valley Street



Project Description

- Convert Court Street between Main Street and Valley Street from two-way traffic to one-way traffic northbound; this is a permanent configuration of the temporary traffic control in place during the Washington County Circuit Court construction.
- Repurpose southbound Court Street travel lane for new angled parking.
- Modify Court Street / Valley Street signalized intersection to prohibit movements onto southbound Court Street.

Project Benefits



Safety Improvement

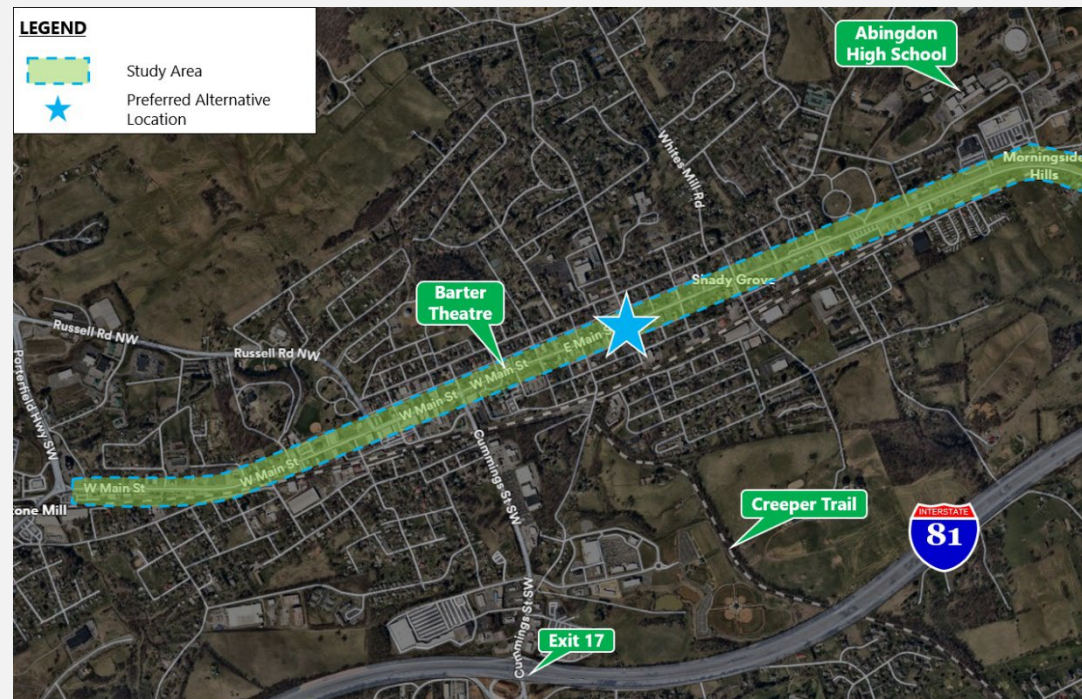
- Elimination of southbound Court Street at Main Street, which has a significant crash pattern associated with limited sight distance turning off Court Street onto Main Street.



Pedestrian Access

- Additional parking proximate to Washington County Circuit Court and local businesses.

Preferred Alternative Location Map



Public Survey Results

Survey Results

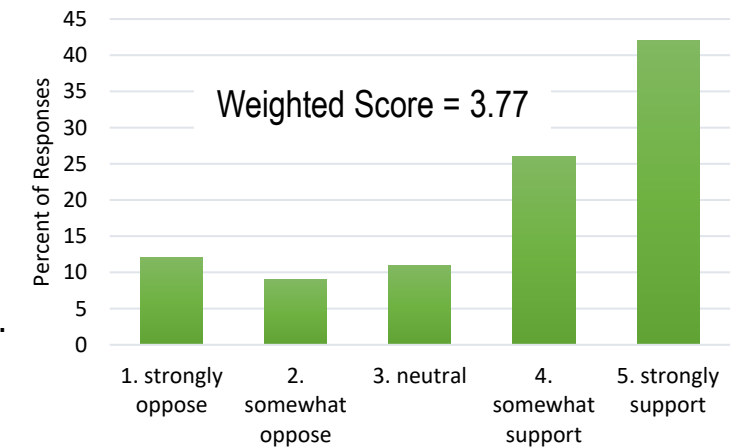
- Roughly 70% support, 10% neutral, 20% oppose.
- Preference for one-way by 2:1 margin.

Public Comments

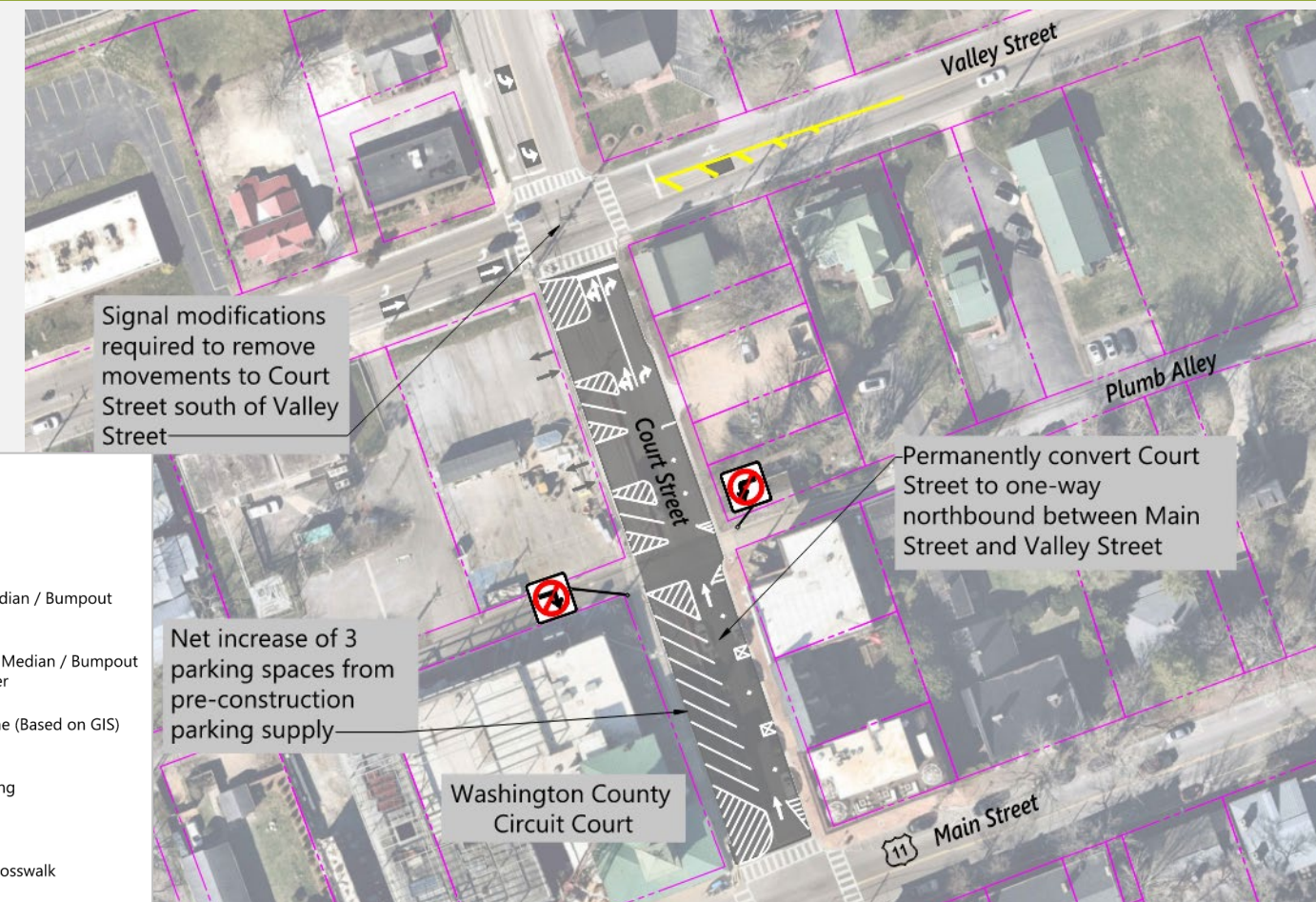
- Varied opinions on one-way configuration, ranging from “used to it” to “concern”.
- Concerns related to Plumb Alley and Whites Alley.

Response to Public Input

- Extended one-way all the way to Valley Street.



Conceptual Design Layout



Preferred Alternative | BR-23-06

US 11 (Main Street) west of Thompson Drive



Project Description

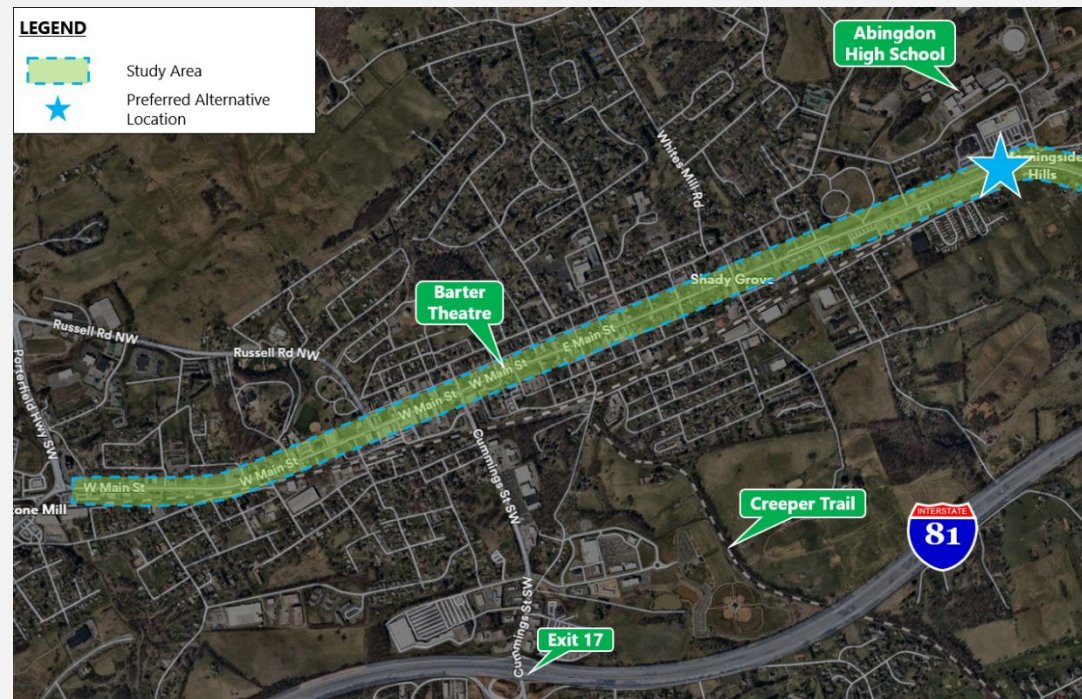
- Replace approximately 1,300 feet of existing two-way left-turn lane west of Thompson Drive with a landscaped median.
- Provide full median openings and 100-foot left-turn lanes at the Abingdon Cinemall and the VDOT Residency Office.
- Extend the existing left-turn lane from Main Street onto Thompson Drive to 250 feet of storage and 100 feet of taper.

Project Benefits



- Reduced number of conflict points, including restriction of left turns at Wolf Hill Shopping Center within functional area of Thompson Drive intersection.
- Traffic calming / gateway treatment for the Town of Abingdon.

Preferred Alternative Location Map



Public Survey Results

Survey Results

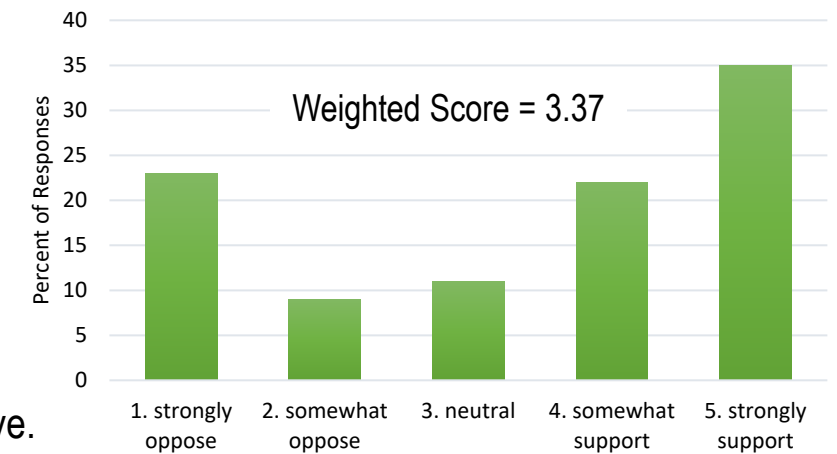
- Approximately 60% support, 10% neutral, 30% oppose.

Public Comments

- General support.
- Landscaping opportunity.
- Concern for access to businesses.

Response to Public Input

- Extended left-turn lane onto Thompson Drive.



Conceptual Design Layout

