

Phase 2 – Preferred Alternative, Project 1: Intersection Improvements

Monticello Avenue at 26th Street, 25th Street, and Virginia Beach Boulevard



Project Description

The improvements proposed include:

- Construct new northbound right-turn lane at 26th Street
- Construct channelizing islands on the 25th Street eastbound and westbound approaches to physically prevent through and left-turn movements which are currently restricted by time-of-day with sign only
- Modify existing channelizing island in northwest quadrant of Virginia Beach Boulevard intersection to increase the angle at which the southbound right-turn lane intersects with westbound receiving lanes and to provide new sidewalk with marked crosswalk across the channelized southbound right-turn lane

Project Needs

The preferred alternative addresses VTrans needs relating to vehicular and pedestrian safety, congestion mitigation, and pedestrian access

Needs and Priorities

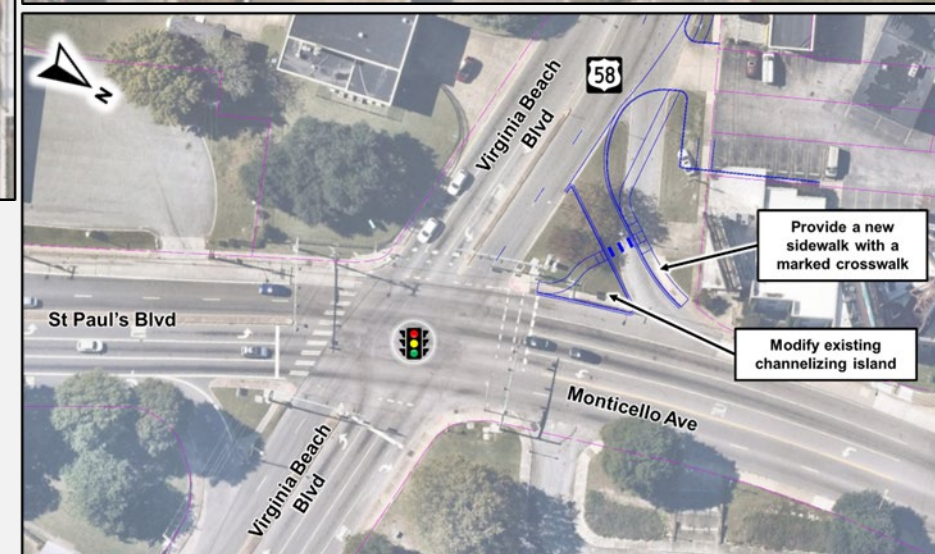
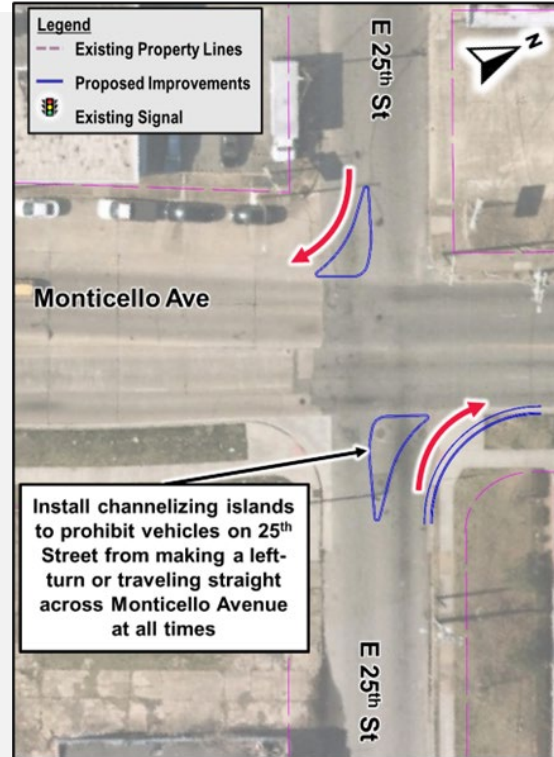
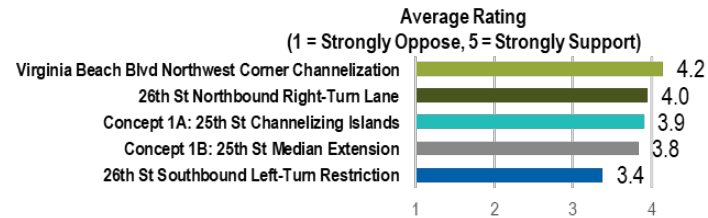
Bicycle Access	Very High	Pedestrian Safety Improvement	High
Pedestrian Access	Very High	Transportation Demand Mgmt.	Very High
Congestion Mitigation	Very High	Transit Access	Very High
Safety Improvement	Very High		

Project Benefits

- The preferred alternative provides the following benefits:
- Enhanced safety with a significant reduction of angle crashes at 25th Street
 - Increased capacity and improved traffic flow and operations at 26th Street
 - Enhanced safety and improved pedestrian connectivity to complete existing gap in network at Virginia Beach Boulevard

Public Input Survey Summary

- The Public Input survey ran from March 11-25, 2024 (15 days)
- Survey included 505 participants and 785 comments
- Respondents expressed concern that drivers may still drive around the channelizing islands at 25th Street and with the increased pedestrian crossing distance at 26th Street, but expressed support of new pedestrian infrastructure at Virginia Beach Boulevard



Phase 2 – Preferred Alternative, Project 2: Left-Turn Signal Modifications

St. Paul's Boulevard at Brambleton Avenue and Charlotte Street/Wood Street



Project Description

The improvements proposed include:

- Modify eastbound and westbound left-turn phases to protected only at Brambleton Avenue and replace signal poles and mast arms as required
- Modify northbound left-turn phase to protected only and prohibit southbound left-turn movement at Charlotte Street/Wood Street; replace signal poles and mast arms as required

Project Needs

The preferred alternative addresses VTrans needs relating to vehicular safety, pedestrian safety, and congestion mitigation

Needs and Priorities

Bicycle Access	Very High	Pedestrian Safety Improvement	High
Pedestrian Access	Very High	Transportation Demand Mgmt.	Very High
Congestion Mitigation	Very High	Transit Access	Very High
Safety Improvement	Very High		

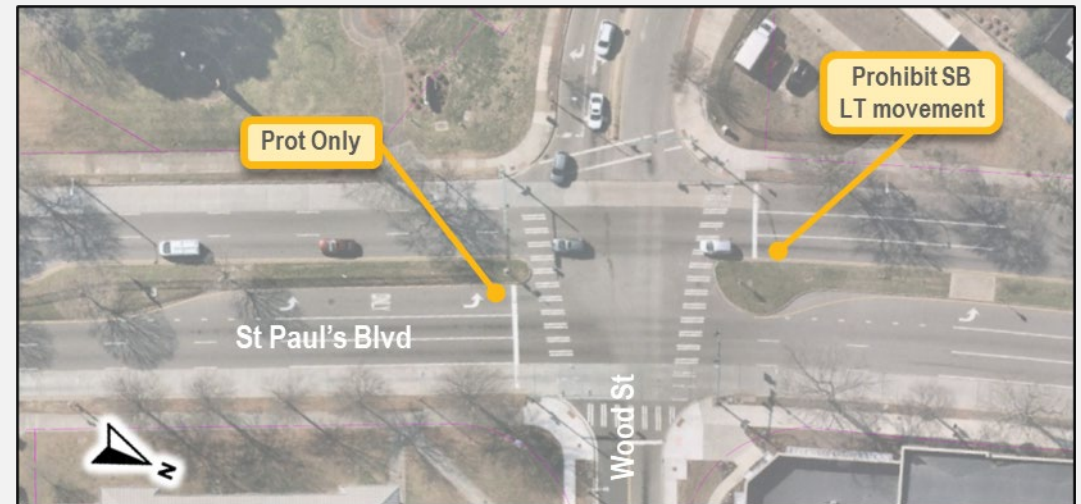
Project Benefits

The preferred alternative provides the following benefits:

- Enhanced safety by reducing conflicts with opposing traffic and pedestrians
- Improved operations and traffic flow by providing flexibility to modify phase sequence (lead-lag) for improved progression

Public Input Survey Summary

- No public input gathered based on improvement type



Phase 2 – Preferred Alternative, Project 3: Median Pedestrian Islands

Monticello Avenue at 16th Street and 15th Street



Project Description

The improvements proposed include:

- Provide a new raised median between 16th Street and 15th Street
- Provide new marked crosswalks and ADA curb ramps

Project Needs

The preferred alternative addresses VTrans needs relating to vehicular safety, pedestrian safety, and pedestrian access

Needs and Priorities

Bicycle Access	Very High	Pedestrian Safety Improvement	High
Pedestrian Access	Very High	Transportation Demand Mgmt.	Very High
Congestion Mitigation	Very High	Transit Access	Very High
Safety Improvement	Very High		

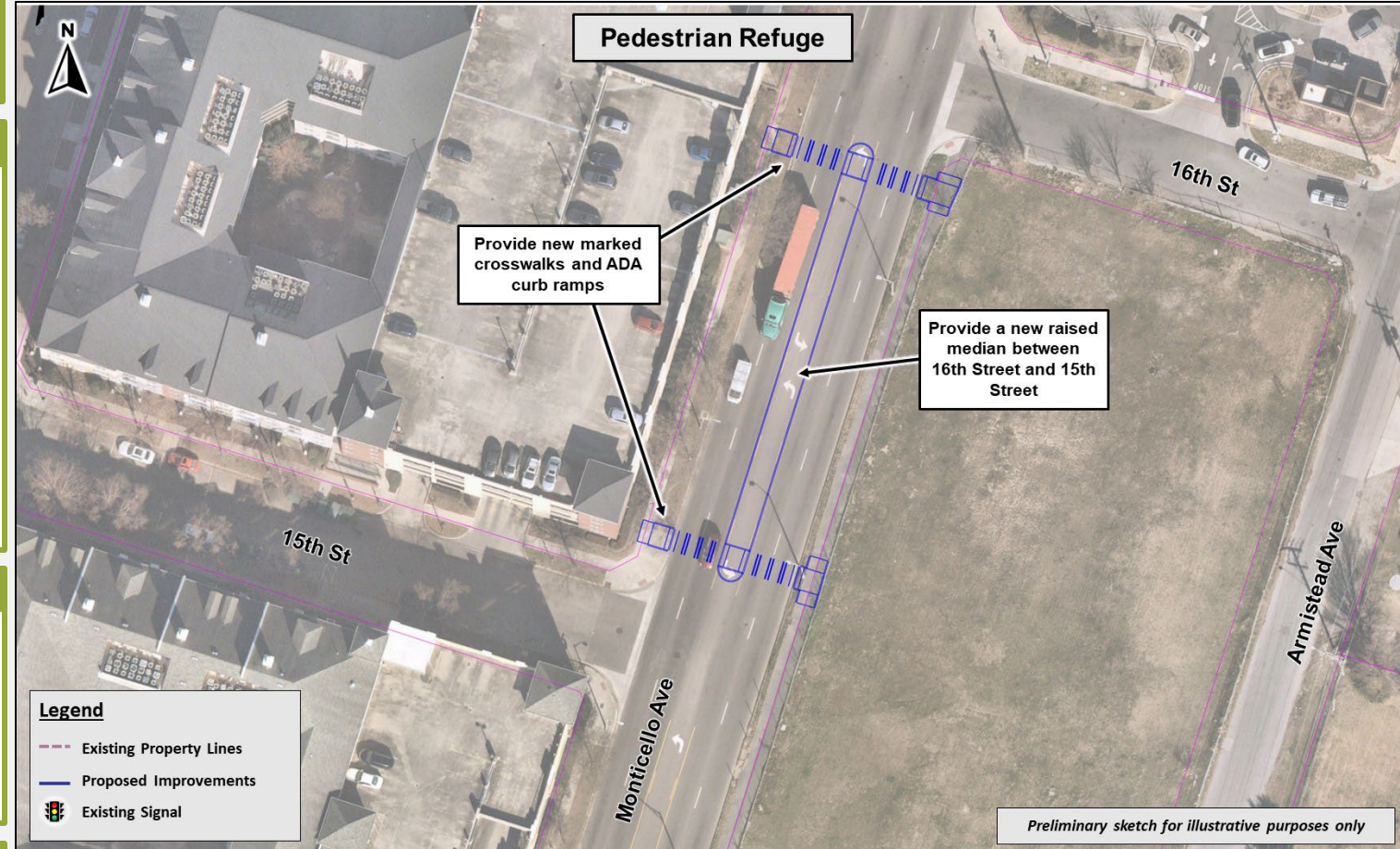
Project Benefits

The preferred alternative provides the following benefits:

- Enhanced pedestrian safety and connectivity by providing new crossings with median pedestrian islands
- Improved pedestrian access to serve nearby apartments, schools, and commercial properties as well as proposed development
- Traffic calming along Monticello Avenue

Public Input Survey Summary

- No public input gathered based on improvement type



Phase 2 – Preferred Alternative, Project 4: Corridorwide Safety and Access Improvements

Corridorwide (Monticello Avenue/St. Paul's Boulevard from Church Street to Charlotte Street/Wood Street)



Project Description

The improvements proposed include:

- Install stop bars on all stop-controlled intersection approaches
- Provide new bus stop with shelter on northbound St. Paul's Boulevard between Brambleton Avenue and Virginia Beach Boulevard to serve Young Terrace
- Signalized intersection improvements:
 - Install detection to enable modified signal timing plans during train events
 - Modify all protected-permissive left-turn phases to flashing yellow arrow (FYA)
 - Install backplates on all signal heads
- Pedestrian infrastructure improvements:
 - Refresh existing crosswalk markings and use high-visibility crosswalks
 - Install pedestrian signal heads and push buttons at signalized intersections
 - Install ADA-compliant curb ramps
 - Install new marked crosswalks to complete gaps in pedestrian connectivity
 - Install new sidewalk to complete gaps in pedestrian connectivity

Project Needs

The preferred alternative addresses VTrans needs relating to vehicular and pedestrian safety, congestion mitigation, pedestrian access, and transit access

Needs and Priorities

Bicycle Access	Very High	Pedestrian Safety Improvement	High
Pedestrian Access	Very High	Transportation Demand Mgmt.	Very High
Congestion Mitigation	Very High	Transit Access	Very High
Safety Improvement	Very High		

Project Benefits

The preferred alternative provides the following benefits:

- Enhanced safety by increasing conspicuity with signal backplates and stop for greater compliance
- Improved safety and connectivity for pedestrians
- Improved operations and traffic flow by providing flexibility to modify phase sequence (lead-lag) for improved progression with FYA
- Reduced congestion and queuing during train events by installing detection to enable modified signal timing for diverted traffic
- Improved transit access and amenities by providing new bus stop with shelter

Example Signing, Marking, and Signal Improvements



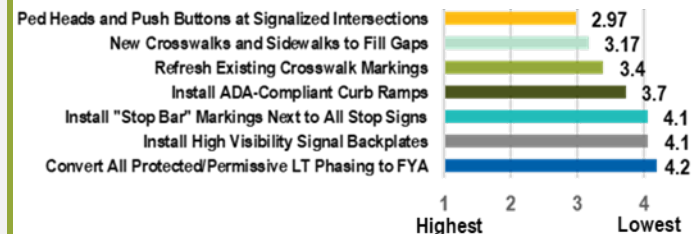
Example Pedestrian Infrastructure Improvements



Public Input Survey Summary

- The PublicInput survey ran from March 11-25, 2024 (15 days)
- Survey included 505 participants, but only 217 responded to the corridorwide improvements question
- Based on the type of improvements, survey respondents were not asked whether or not they support the improvements. Instead, survey respondents were asked to rank the corridorwide improvements in order of priority.

Average Corridorwide Improvement Priority Ranking



Legend

- Modify protected-permissive left-turn phase to flashing yellow arrow
- Install backplates on all signal heads
- Install detection to enable modified signal timing plans during train events
- Install pedestrian signal head and push button
- Install new stop sign
- Install new marked crosswalk (high visibility)
- Refresh existing crosswalk markings (high-visibility)
- Install stop bar
- Install new ADA-compliant curb ramp
- Replace existing curb ramps with ADA-compliant curb ramps
- Install new sidewalk
- Install new bus stop with shelter