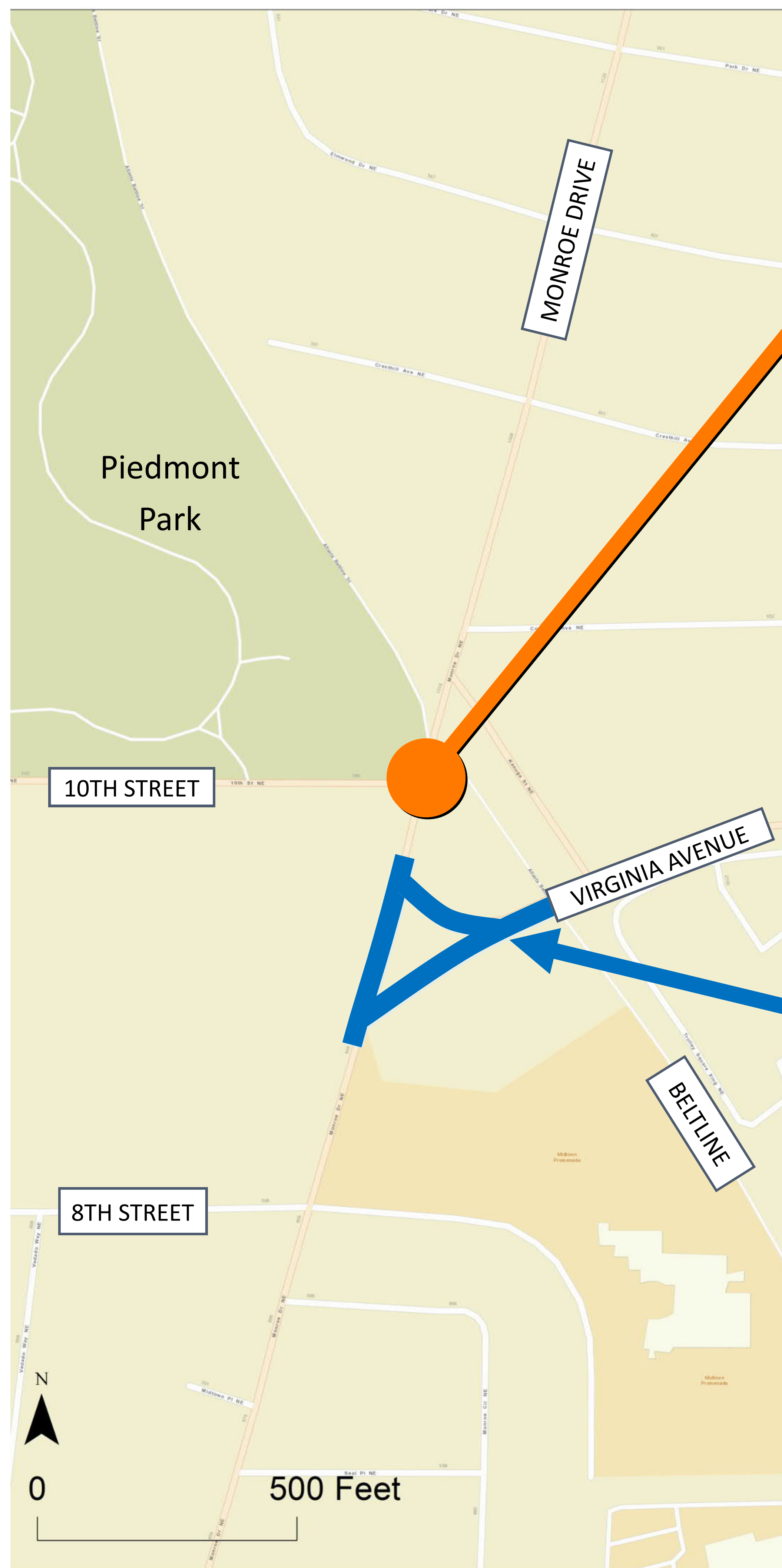


# Monroe Drive / Boulevard Complete Streets: Improvement Opportunities



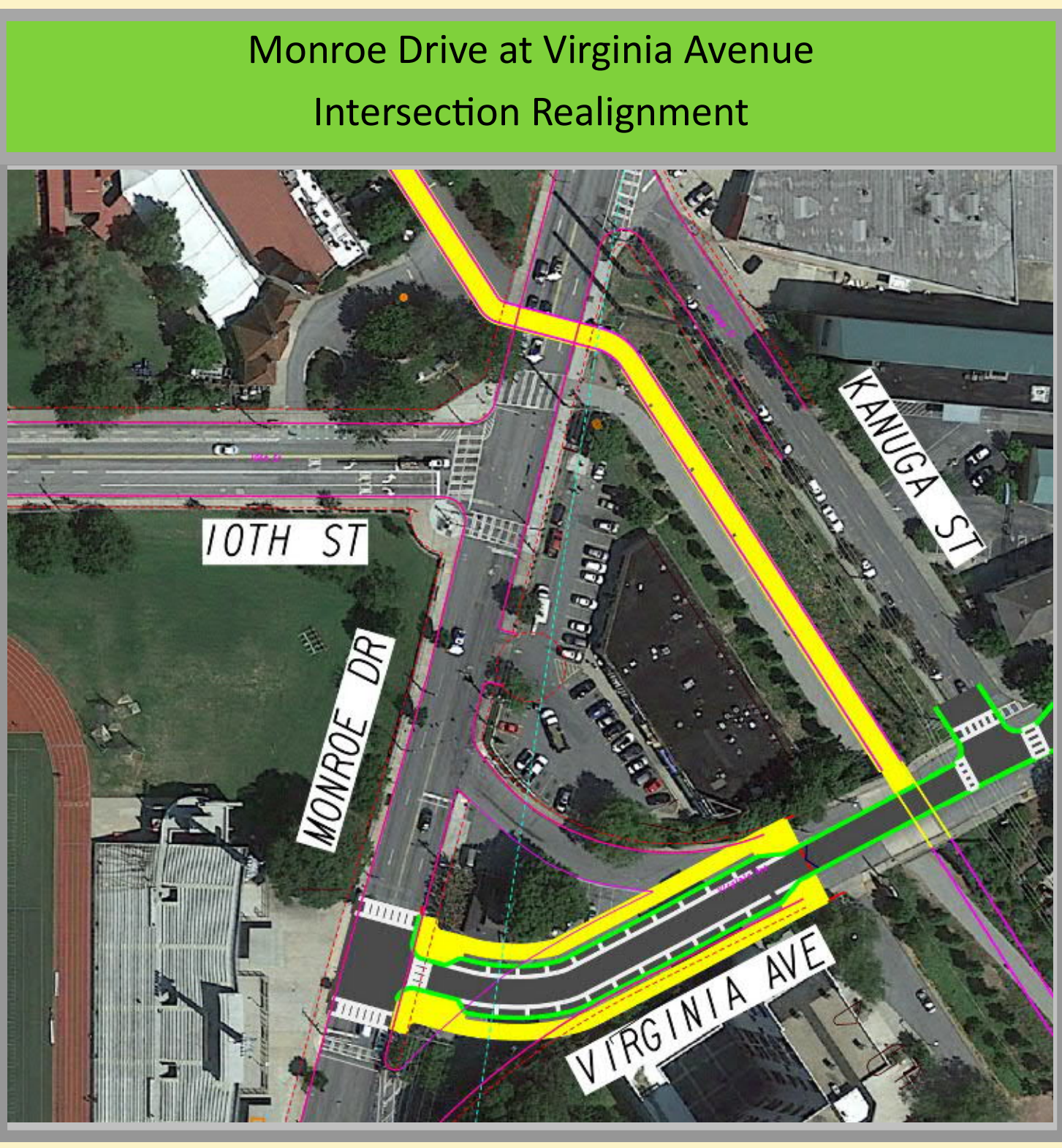
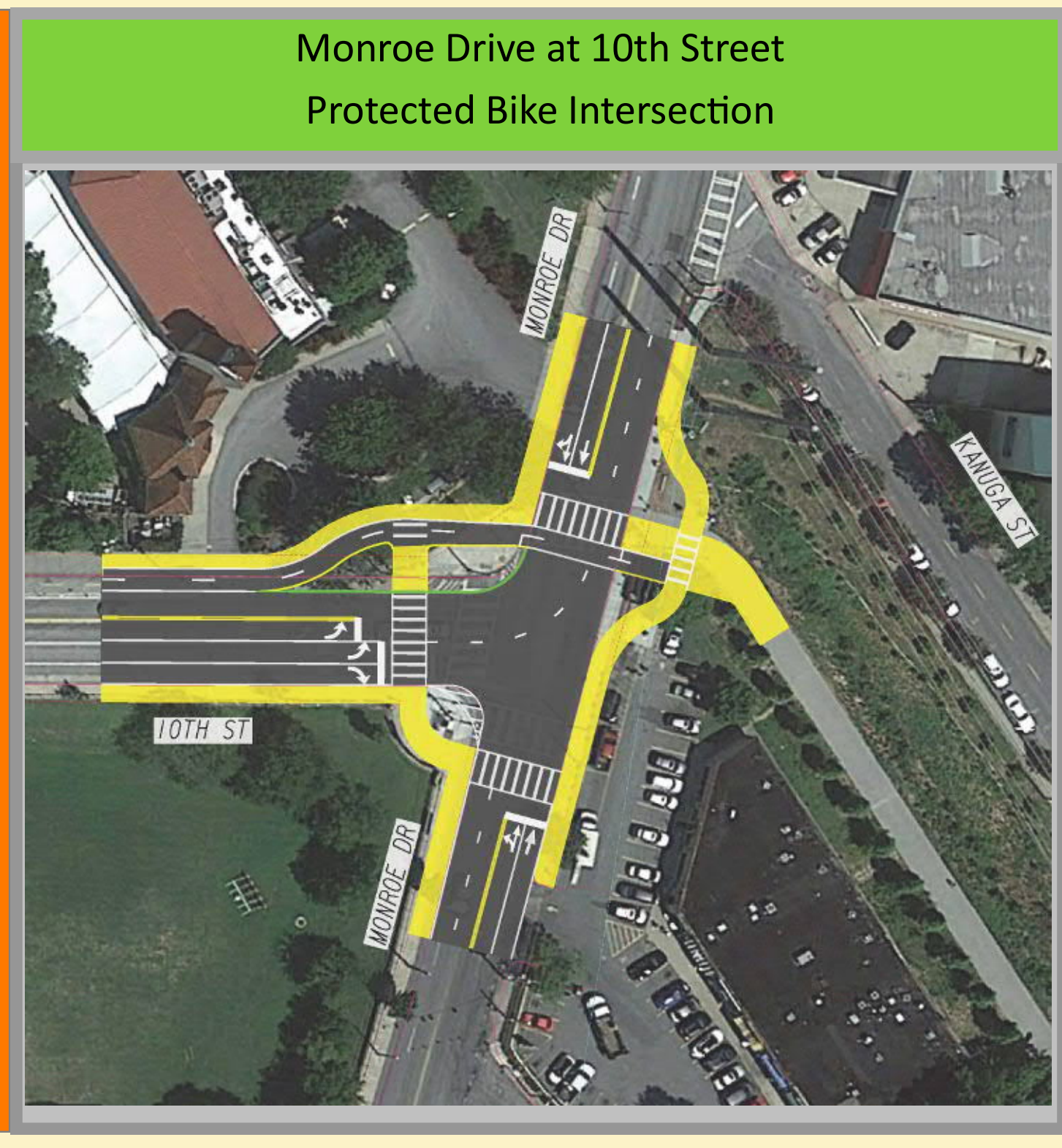
## 10th Street to Virginia Street



### Preliminary Design Concepts

### Benefits & Impacts

### Comments and Concerns Addressed



**Alternative Modes:**

- Increased visibility and protection for bicycle and pedestrian crossings
- Separated bicycle and pedestrian crossings from 10th Street to BeltLine

**Safety:**

- Increased bicycle safety due to separation of bicycles from vehicle travel lanes, providing space to yield to pedestrians, improving sightlines, and clearly establishing priority\*

**Performance:**

- Negligible impacts on capacity or vehicle travel times

**Constructability:**

- Impacts to property in the northwest corner
- Coordination with BeltLine future transit plans at Monroe Drive crossing

**Alternative Modes:**

- Decrease in pedestrian / vehicular conflict points
- Can be combined with Protected Bike Intersection concept at 10th Street

**Safety:**

- Expected reduction in crashes due to increased signal spacing and reduction in high-speed right turns

**Performance:**

- Increase in PM peak hour travel times
- Negligible changes in overall intersection delay

**Constructability:**

- Property impacts at Virginia Avenue
- Coordination with BeltLine future transit plans at Virginia Avenue bridge

**MONROE DRIVE AT 10TH STREET**

- Bicycle accommodations should be protected or separated from vehicular traffic (Public Comment)

**MONROE DRIVE AT 10TH STREET/BELTLINE/VIRGINIA AVENUE**

- Increase safety and reduce congestion at the intersection of Monroe Drive with 10th Street/BeltLine (Public Comment)
- The offset and close spacing of the intersection and the unusual configuration of Virginia creates a confusing and uncomfortable condition for drivers, bicyclists, and pedestrians. (BeltLine Subarea 6 Master Plan Appendix)

\* Lessons Learned: Evolution of the Protected Intersection (ALTA Planning + Design, 2015)