

Pershing Drive Complete Street Improvements Revised Concepts

Area	Description Pershing Drive at...	Notes/Revisions to Preliminary Concept
A	N. Oakland Street and N. Oxford Street	<ul style="list-style-type: none"> • Curb extensions adjusted for sight line and auto-turn analyses • High visibility crosswalks included, both sides of intersection • Southeast curb ramps adjusted to coordinate with NC project • East side at N. Oxford added to upgrade curb ramp for ADA compliance
B	N. Nelson Street	<ul style="list-style-type: none"> • Off-street parking retained on NE corner • Intersection layout adjusted to slightly improve alignment and minimize impacts to adjacent properties • Curb extensions, high visibility crosswalks and bus stop upgrades included as per preliminary plan
C	N. Kenmore Street and N. Jackson Street	<ul style="list-style-type: none"> • Curb extensions adjusted for sight line and auto-turn analyses • Curb extensions, high visibility crosswalks and bus stop upgrades included as per preliminary plan
D	N. Irving Street	<ul style="list-style-type: none"> • Convert to all-way stop intersection • High visibility crosswalks included on all four legs of intersection • Curb extensions adjusted for sight line and auto-turn analyses
E	N. Highland Street and N. Garfield Street	<ul style="list-style-type: none"> • Curb extensions adjusted at both intersections for sight line and auto-turn analyses • High visibility crosswalks included, both intersections • Bus stop upgrades at N. Garfield Street per preliminary plan
F	N. Fillmore Street	<ul style="list-style-type: none"> • Curb extensions adjusted at both intersections for sight line and auto-turn analyses
G & H	East side of Washington Boulevard to N. Cleveland Street and the PBL pilot	<ul style="list-style-type: none"> • High visibility crosswalks and planted refuge islands at N. Cleveland Street and N. Barton Street intersection

<p>G & H (cont.)</p>	<p>N. Cleveland Street to N. Barton Street and the PBL pilot</p> <p>Visualizations of the N. Cleveland Street and Pershing Drive intersection</p> <ul style="list-style-type: none"> • Existing condition at intersection • View of pilot/test installation • View of proposed built PBLs at intersection <p>Cross Sections - Mid-block between N. Cleveland Street and N. Barton Street</p> <ul style="list-style-type: none"> • A - existing condition • A.1 - PBL pilot • A.2 - PBL buildout <p>Cross Sections - At Pershing Drive and N. Cleveland Street Intersection</p> <ul style="list-style-type: none"> • B - existing condition • B.1 - PBL pilot • B.2 - PBL buildout 	<ul style="list-style-type: none"> • Planted islands at intersections configured for auto turn and sight analyses • Protected Bicycle Lanes (PBLs) proposed instead of central planted median • Staff recommends temporarily installing PBLs first to test, or pilot, the street design before permanent construction • PBLs are a fairly recent innovation in street design that physically separate bicyclists from motorists and pedestrians - because all travel modes are separated from each other, the street environment is more comfortable and safer for all travel modes - learn why more cities are installing PBLs • Some parking adjustments are necessary to improve sight lines and accommodate PBLs - see parking study • PBL configuration enables a visually tighter street cross section for a more neighborhood scale, creates larger refuges, increases visibility and reduces crossing distance so pedestrians are less exposed to vehicle traffic • PBLs can better support cyclists connecting from the Arlington Boulevard trail to Pershing Drive west of Washington Boulevard, which is an identified on-street bicycle route
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