



# Lafayette Boulevard Comprehensive Study



# Lafayette Boulevard Comprehensive Study

Evaluation and determination of planning-level concepts for safety improvements from Leo Street to Tidewater Drive. Potential improvements include:

- Lane repurposing
- Adding left turn lanes
- Closing median openings
- Pedestrian improvements

# Study Area

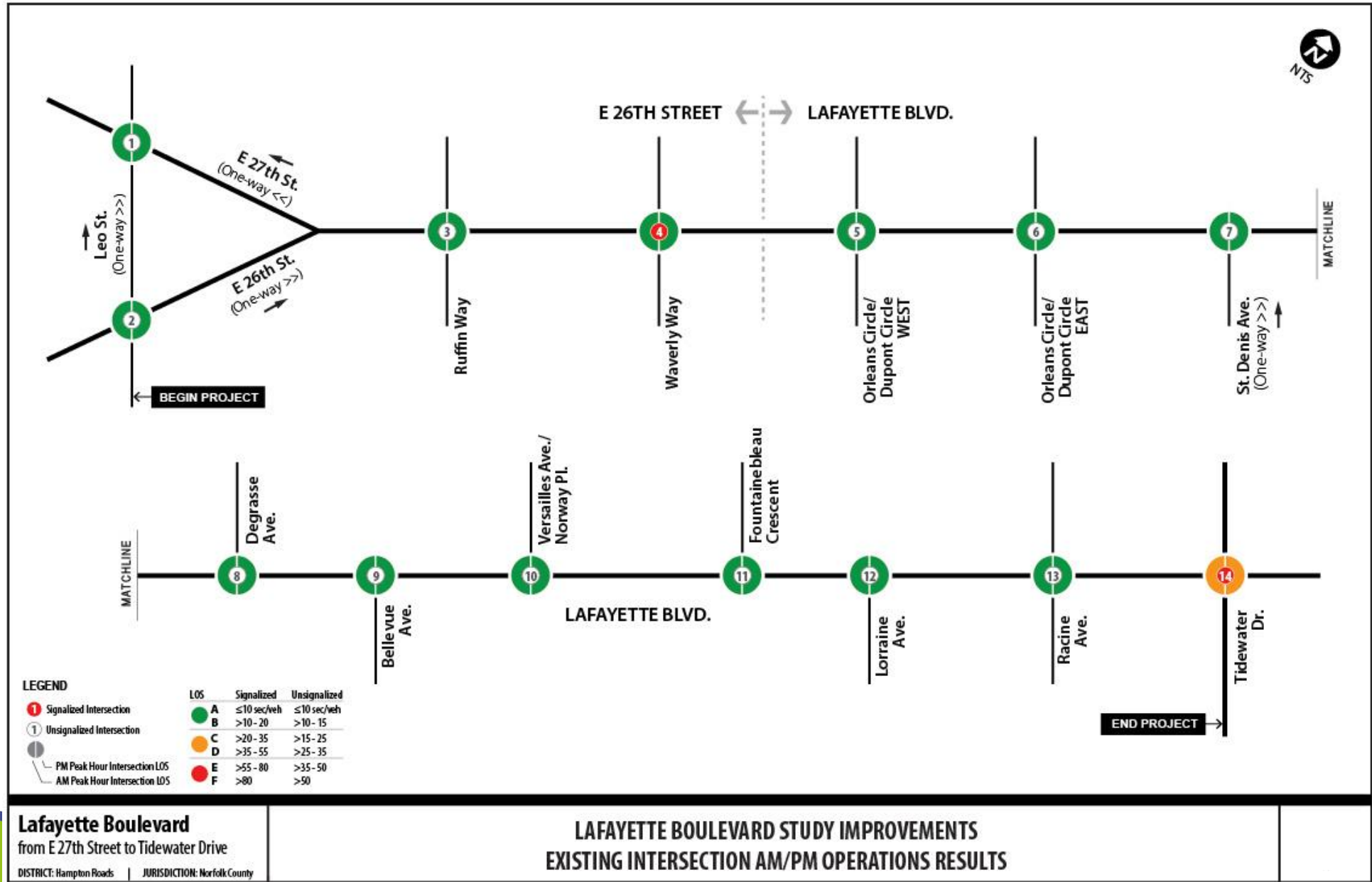


**Lafayette Boulevard**  
from E 27th Street to Tidewater Drive

DISTRICT: Hampton Roads | JURISDICTION: Norfolk County

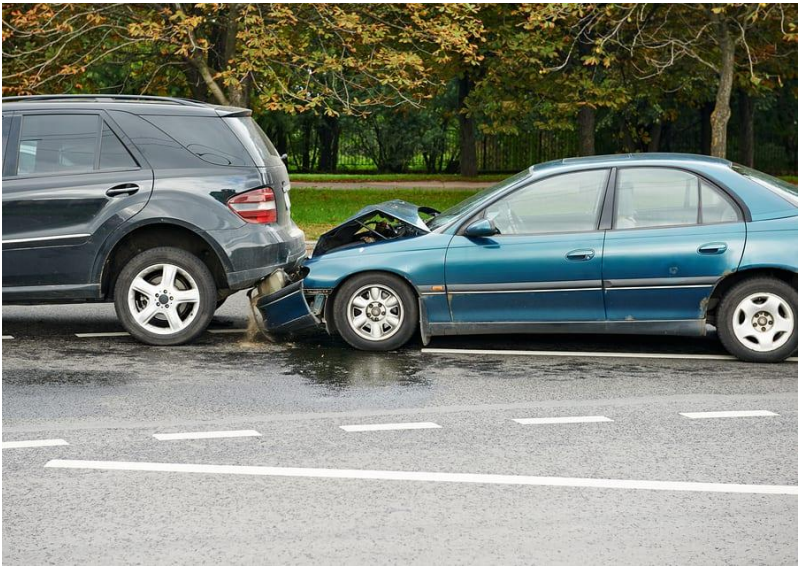
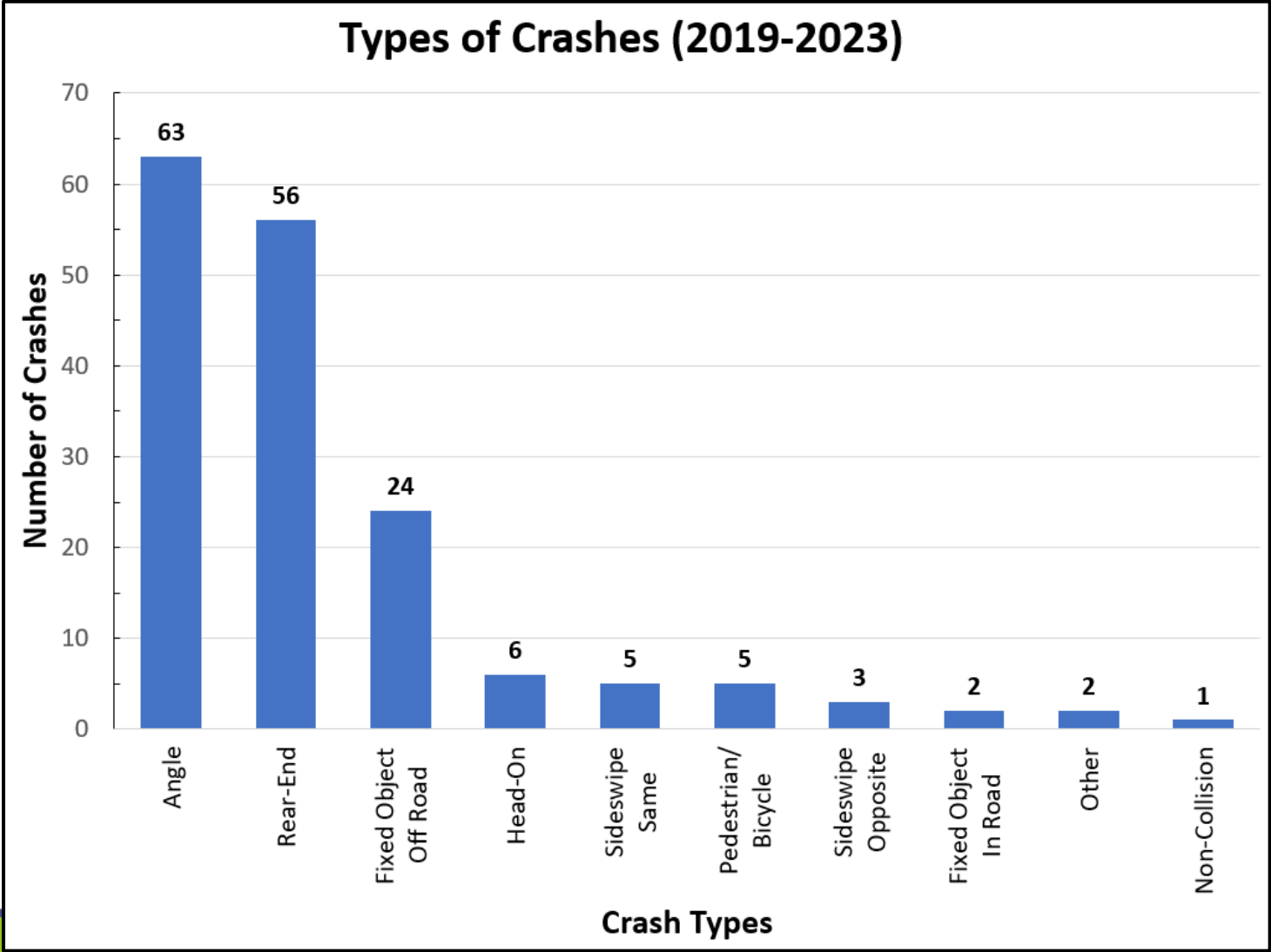
**LAFAYETTE BOULEVARD FROM E 27TH STREET TO TIDEWATER DRIVE STUDY IMPROVEMENTS**

# Existing Traffic Analysis

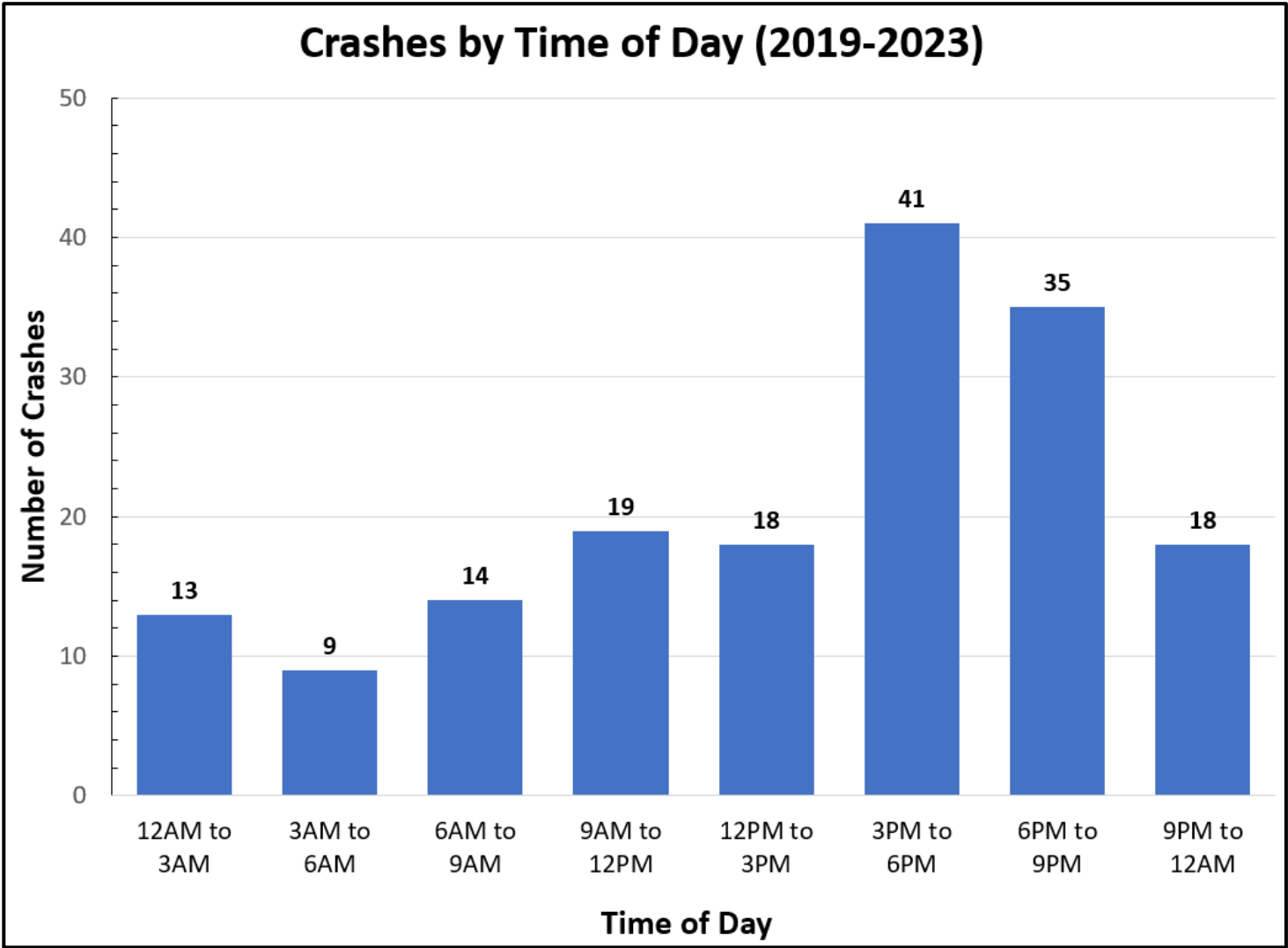




# Existing Safety Analysis



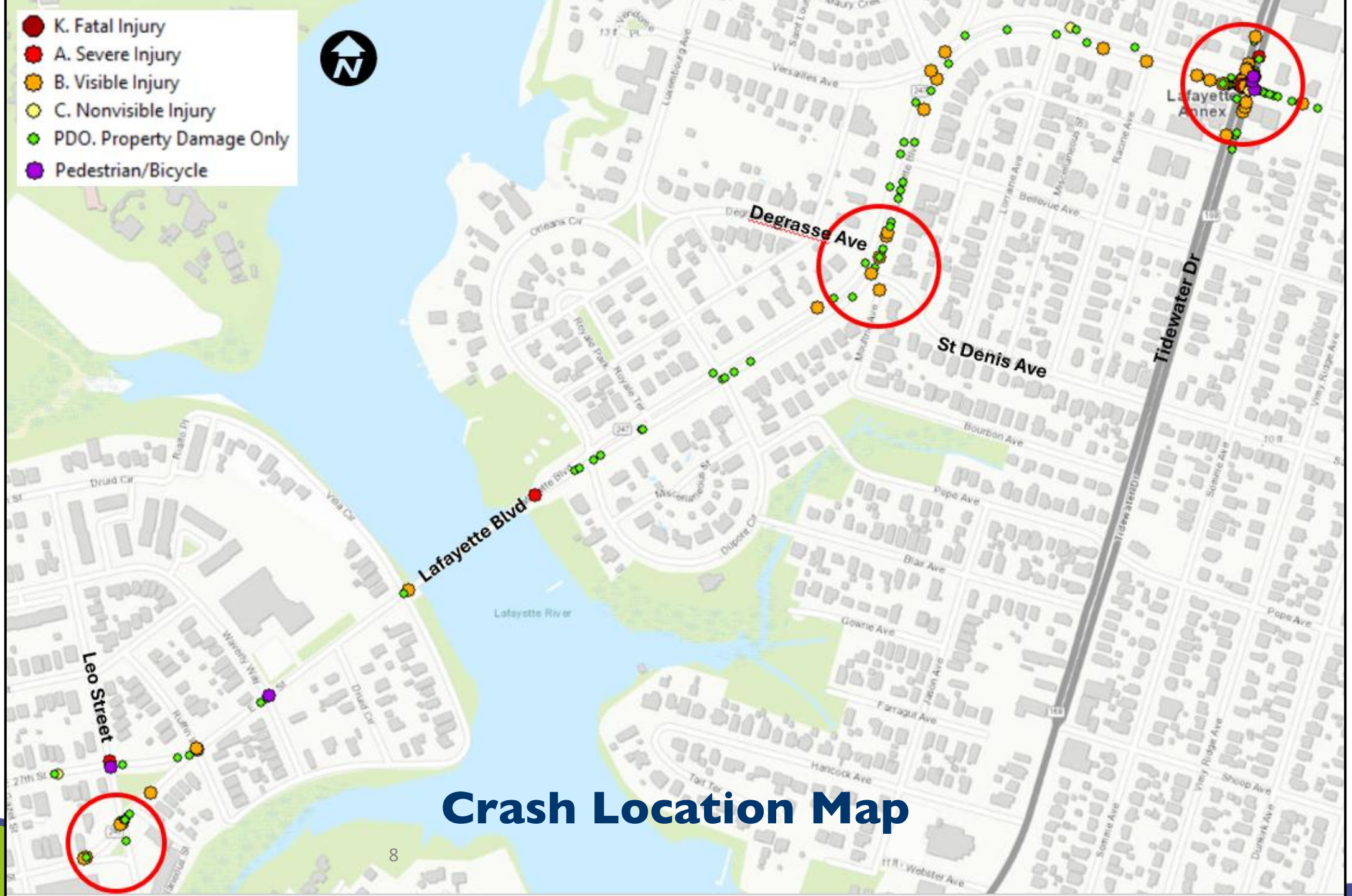
# Existing Safety Analysis



# Crash Location Hot-Spots

Intersection	5-Year Crash Total	Crashes/ Year	Fatal Crashes	Injury Crashes	PDO Crashes	Angle Crashes	Rear-End Crashes	Fixed Object Off-Road Crashes	Bike/Ped Crashes
Tidewater Drive	84	16.8	3	29	52	37	30	5	3
Degrasse Ave/St Denis Ave	13	2.6	0	5	8	1	4	5	0
E. 26 <sup>th</sup> Street & Leo Street	12	2.4	0	4	8	6	1	3	0
Versailles Ave/Norway Pl	7	1.4	0	4	3	3	0	2	0
Bellevue Avenue	7	1.4	0	0	7	0	4	3	0
Lorraine Avenue	6	1.2	0	1	5	0	6	0	0
Racine Avenue	4	0.8	0	3	1	2	1	1	0
E. 27th Street & Leo Street	4	0.8	0	2	2	2	1	0	1
E. 26th Street & Ruffin Way	4	0.8	0	2	2	3	0	1	0
E. 26th Street & Waverly Way	4	0.8	0	1	3	2	1	0	1
Dupont Circle/Orleans Circle West	4	0.8	0	0	4	2	2	0	0
Dupont Circle/Orleans Circle East	4	0.8	0	0	4	2	1	1	0
Villa Circle	2	0.4	0	1	1	1	1	0	0
Royale Terrace	2	0.4	0	0	2	0	2	0	0
Fontainebleau Crescent	1	0.2	0	0	1	1	0	0	0
<b>TOTALS</b>	<b>158</b>	<b>31.6</b>	<b>3</b>	<b>52</b>	<b>103</b>	<b>62</b>	<b>54</b>	<b>21</b>	<b>5</b>

- K. Fatal Injury
- A. Severe Injury
- B. Visible Injury
- C. Nonvisible Injury
- PDO. Property Damage Only
- Pedestrian/Bicycle



## Crash Location Map

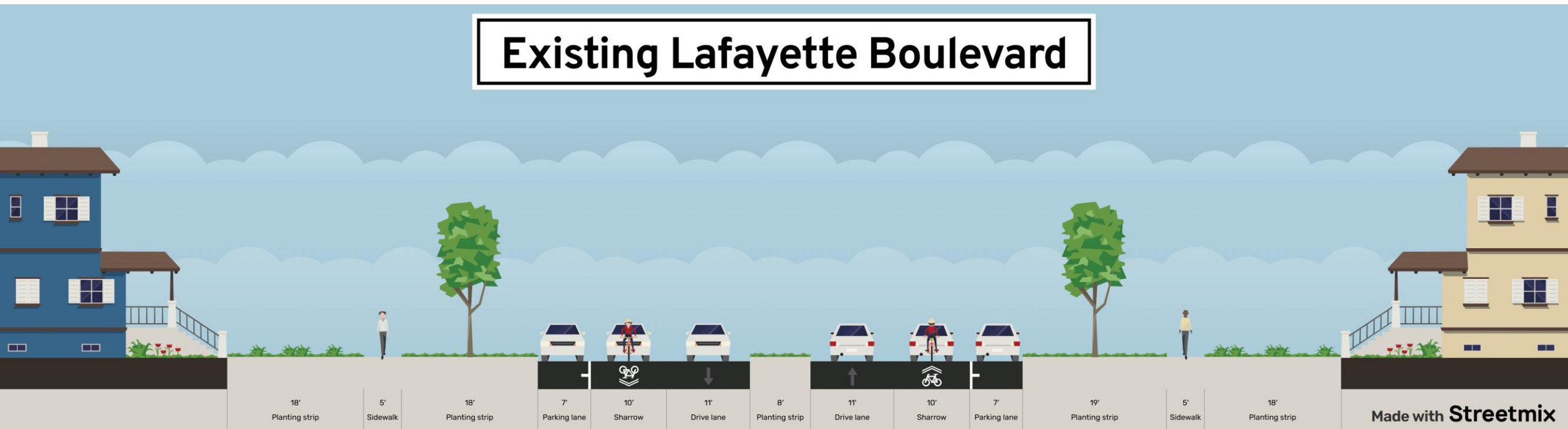


# Field Observations



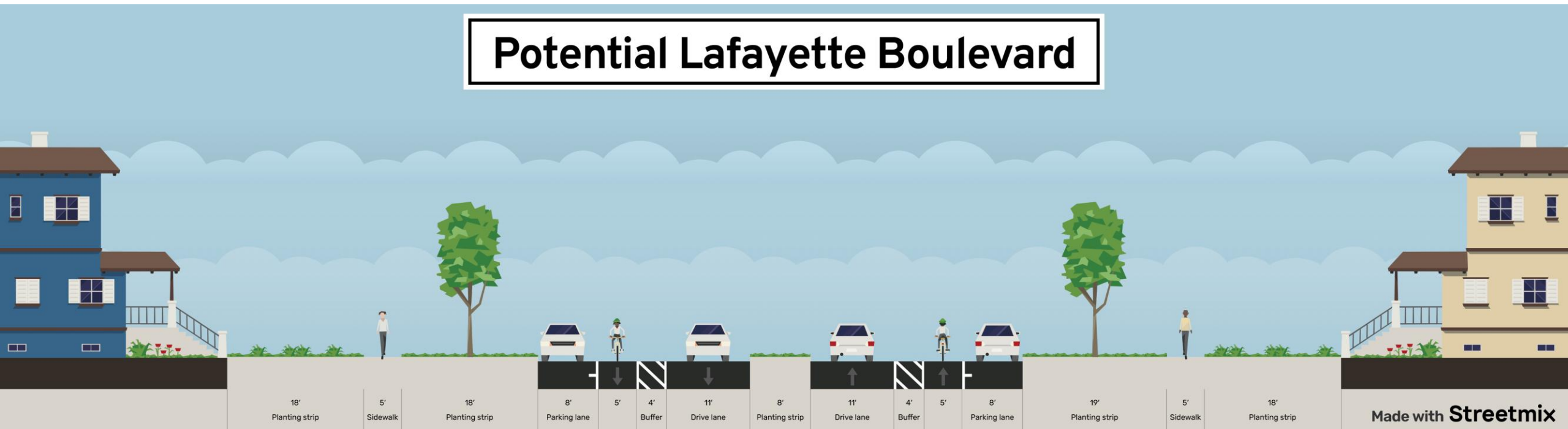


# Existing Typical Section



# Potential Typical Section

## Potential Lafayette Boulevard



# Additional Improvements

- Adding left turn lanes at median openings
  - Reduce rear end and angled crashes
  - Better visibility
  - Improve traffic flow
- Closing median openings at select locations
  - Reduce crash risks
  - Improve traffic flow
  - Improve pedestrian safety
- Pedestrian improvements for consistency/safety
- Lighting analysis and improvements





# Next Steps

- Review input from tonight's meeting and associated online survey
  - Identify corridor improvements
  - Determine best locations to close medians
  - Determine best locations for pedestrian improvements
- Conduct future traffic operations and safety analysis of alternatives
- Develop preliminary design report / conceptual plans
- Develop planning-level cost estimates