



South Pickett Street Corridor Improvements



Housekeeping



Ask Questions

*Use the Q&A
feature*



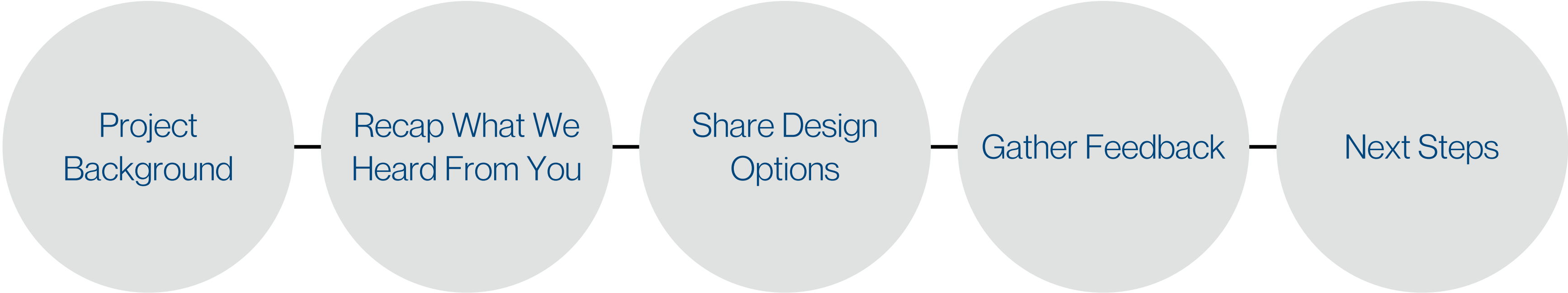
Raise Your Hand

**9 on the phone*



**Be Respectful,
Stay on Topic,
and Make Space**

Outline



Project Objective

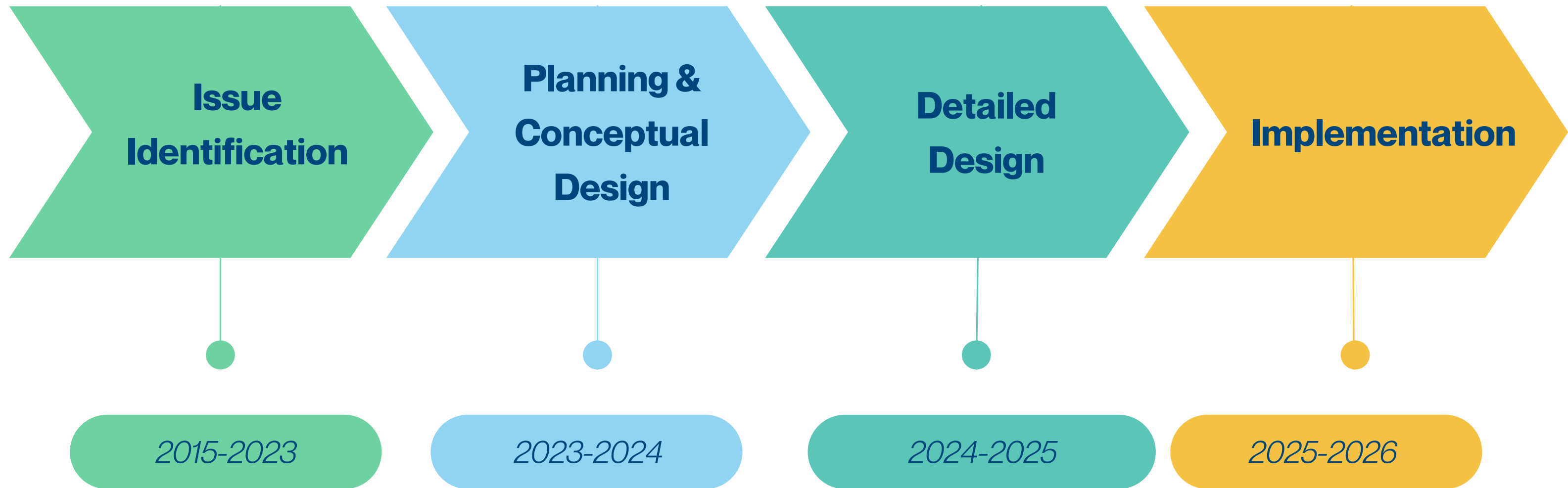
It is easy, safe, and comfortable to travel on South Pickett Street for people who:

- walk
- use wheelchairs, carts, or strollers
- drive
- use transit
- bike or scoot
- are young
- are old
- have a disability



Project Timeline

WE ARE HERE!



Alexandria Mobility Plan

October 2021



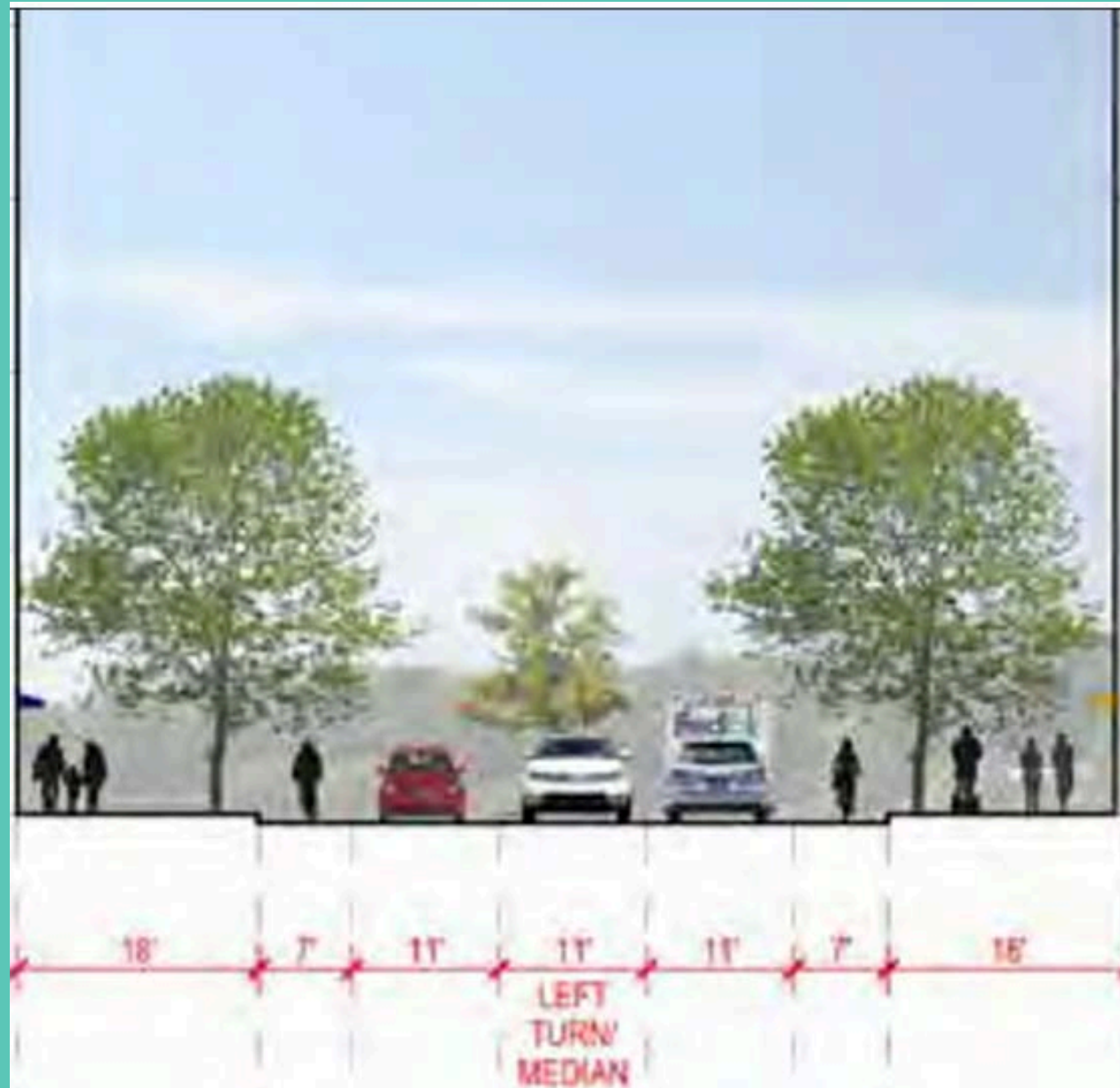
Prioritize safety: Focus on vulnerable street user crashes to help achieve Vision Zero

Build out a connected bicycle network of both on- and off-street facilities to benefit cyclists of all ages and abilities.

Create a safe, well-maintained, and comfortable walking and bicycling environment

Eisenhower West Small Area Plan

***Proposed Cross-Section
for South Pickett Street***



South Pickett Street is an important existing connector from Duke Street through Eisenhower West to Fairfax County. The Plan requires enhancements to South Pickett Street to become a complete street that accommodates pedestrians, bicycles, and cars.



What We Heard

Here's what 214 residents said about their concerns on South Pickett Street:

58% people drive too fast

43% lack of crosswalks

43% no dedicated bicycle facilities

33% it is difficult to cross at signalized intersections

26% it is difficult to turn left at unsignalized intersections

25% too many traffic delays



Existing Conditions

Corridor Characteristics:

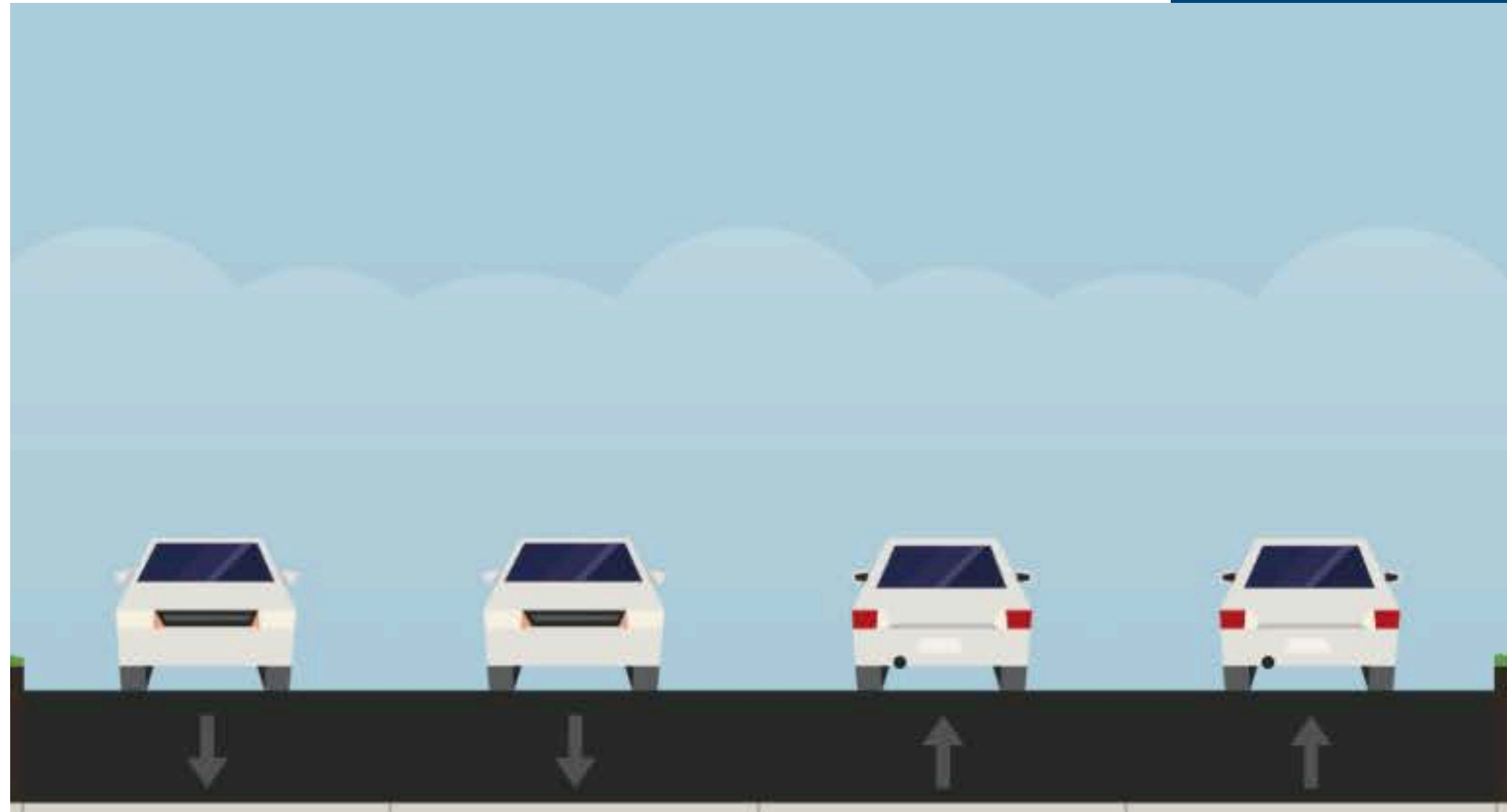
- Mix of high-density residential and commercial uses
- Many access points create risk for conflict
- High-risk uncontrolled crossings
- Busy during peak periods; excess roadway capacity exists for most of the day
- Generally uncomfortable walking, biking, transit conditions

Traffic Data Under Average Conditions:

- Most drivers adhere close to the 35 MPH speed limit, but lawful speeds present high risk to people walking and biking
- Some extreme speeding, with top speeds over 60 MPH
- Over 85 crashes since 2018
 - 31% of crashes resulted in injury
 - 57% angle crashes
- Delays at both ends of corridor in AM and PM peak periods, though corridor operates under capacity for most of the day

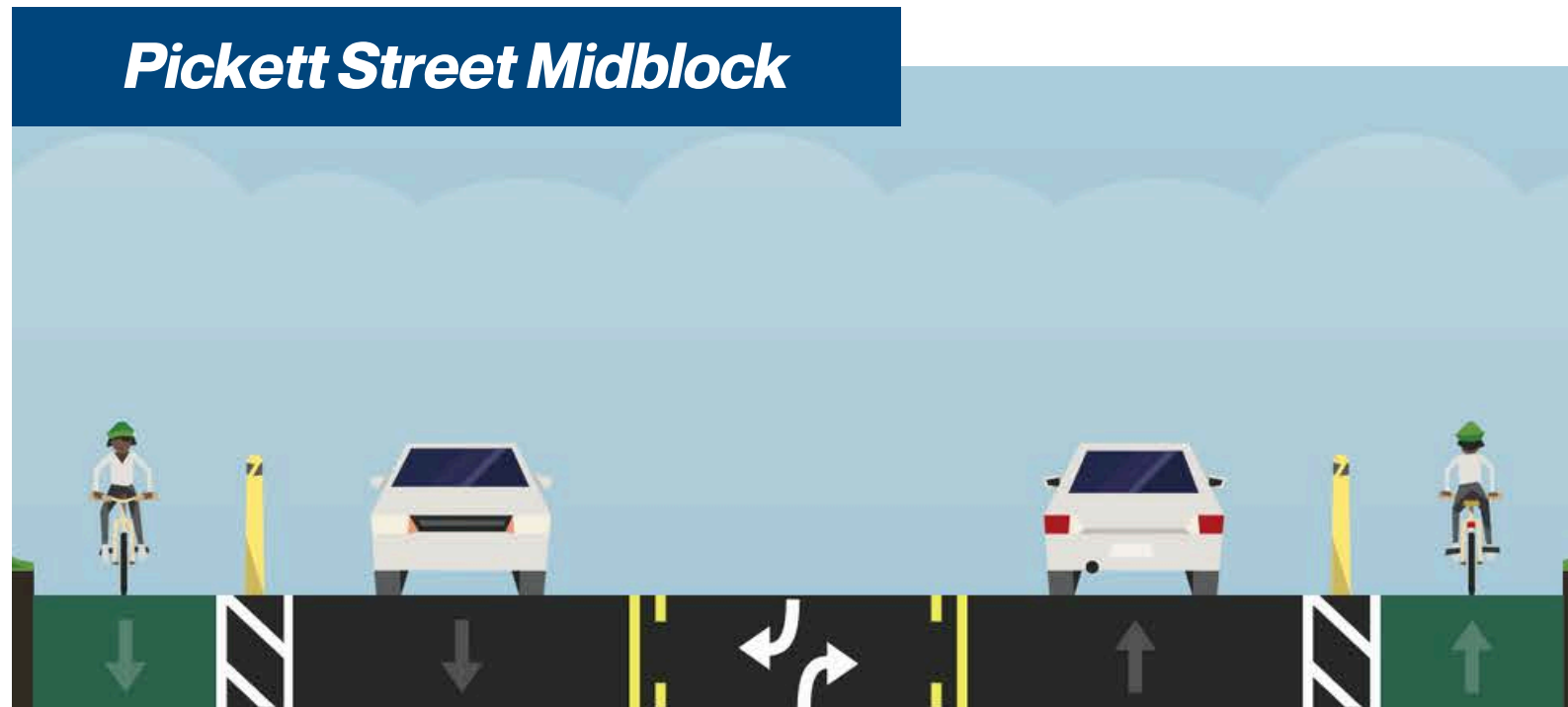
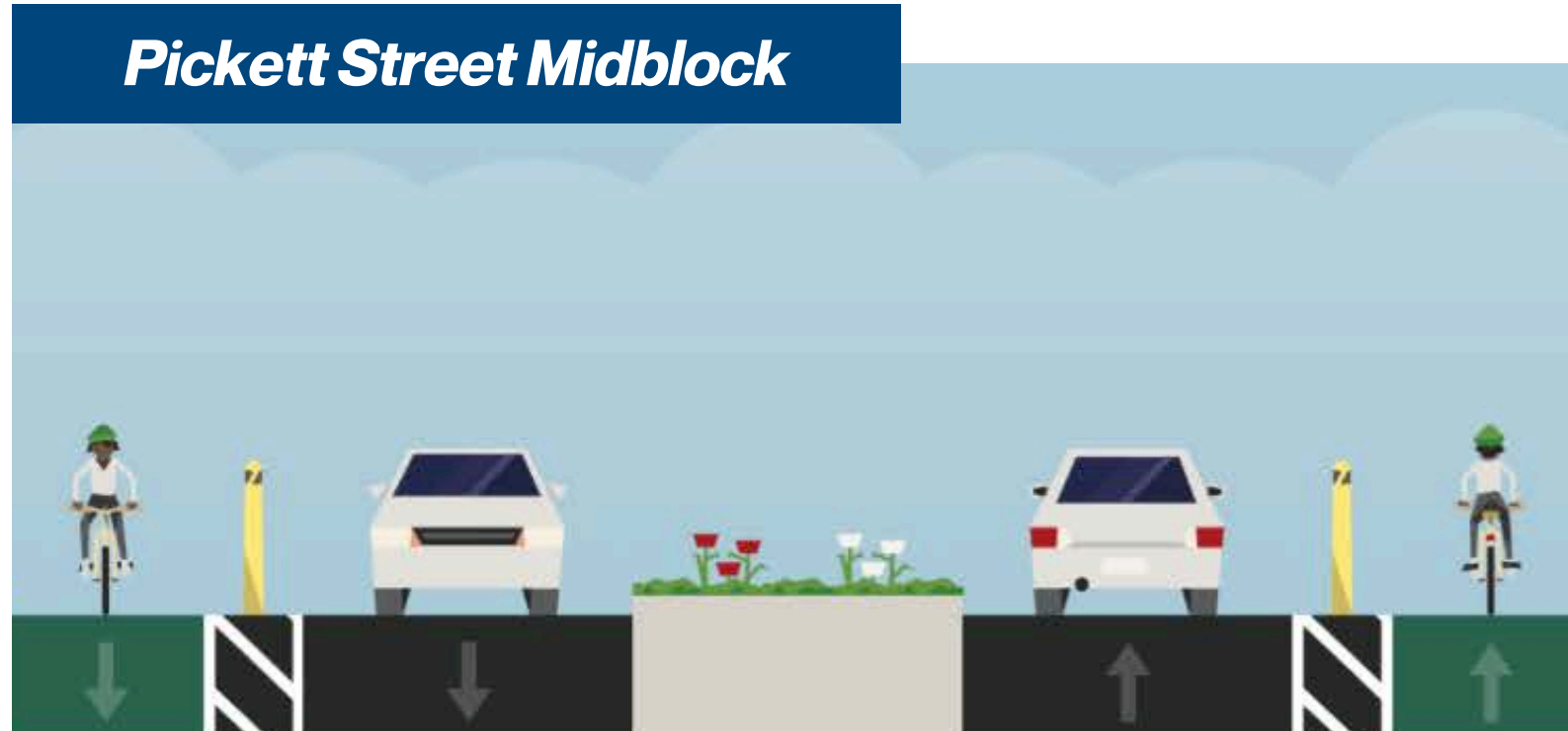
Existing Conditions/No Build Option

- Wide roadway encourages higher vehicle speeds
- Limited pedestrian crossing opportunities
- High crash risk for people crossing the street
- Lack of turn lanes makes left-turns to/from Pickett difficult and risky
- No dedicated bicycle lanes discourages biking and forces those who do bike today to ride with high-speed traffic or ride on the narrow sidewalk
- Underutilized roadway capacity most of the day encourages higher speeds

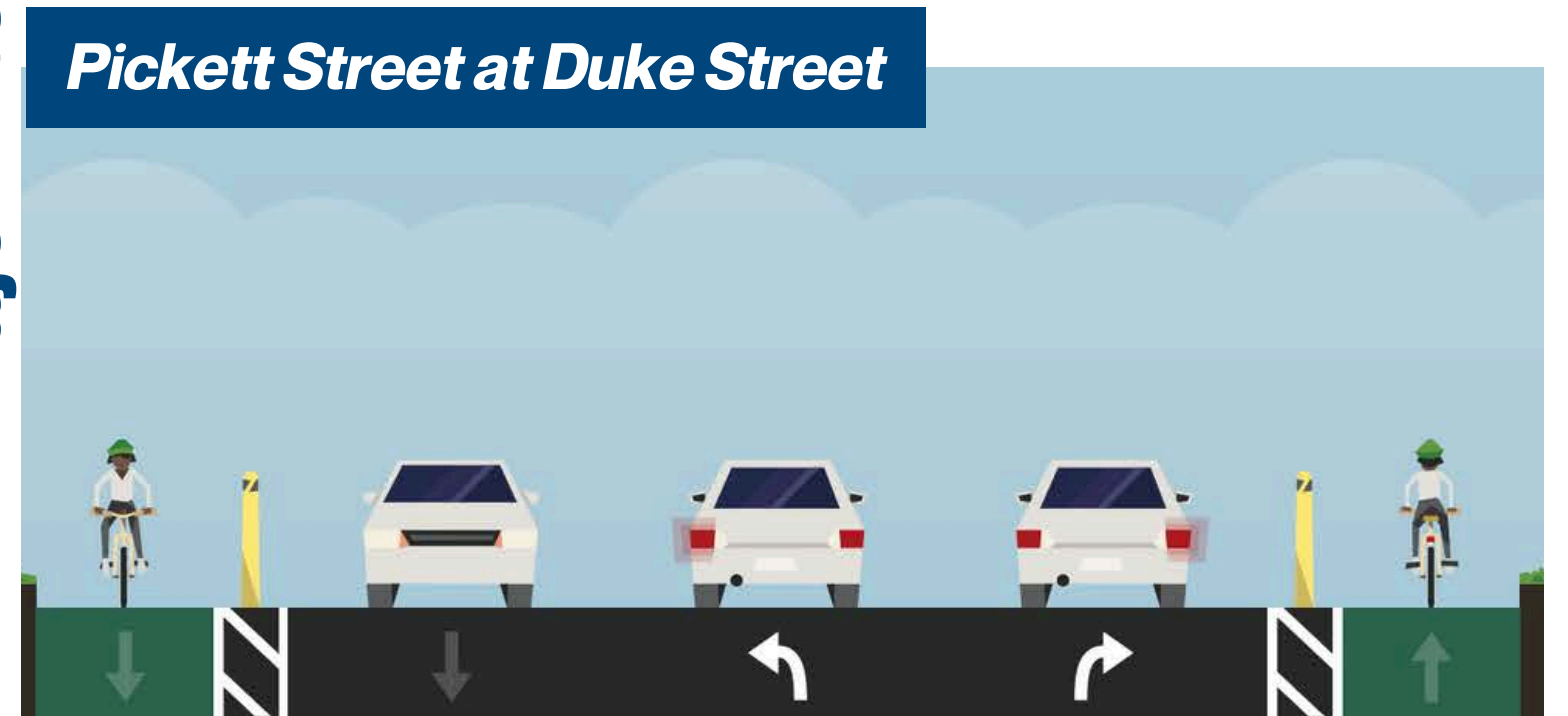


Conceptual Design

Midblock



Major Intersections



Conceptual Design



- Dedicated left-turn lane reduces angle crash risk for drivers
- Maintains roughly the same configuration at major intersections to preserve capacity



- One lane in each direction with periodic medians provide safe crossing opportunities for people walking
- Speed limit reduction to 25 MPH encourages safer travel speeds



- Protected bike lanes create dedicated space for people biking or scooting



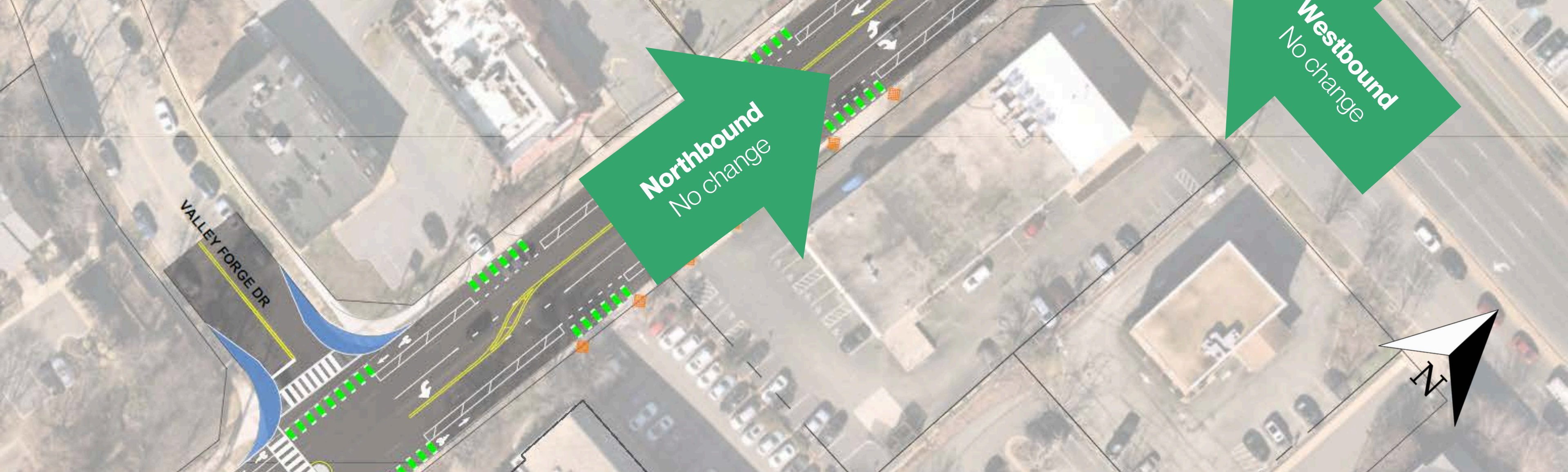
- Additional crossings provide safer access to bus stops
- Protected bike lanes provide additional buffer for people waiting for the bus



- Reduced and narrowed lanes slow vehicle speeds
- Medians encourage slower speeds and provide corridor beautification opportunity
- Speed limit reduction to 25 MPH encourages safer travel speeds

South Pickett Street at Duke Street

Vehicle Delay



South Pickett Street at Home Depot

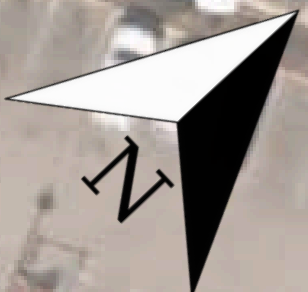
Vehicle Delay



Eastbound
+1-2 seconds

Northbound
+8-9 seconds

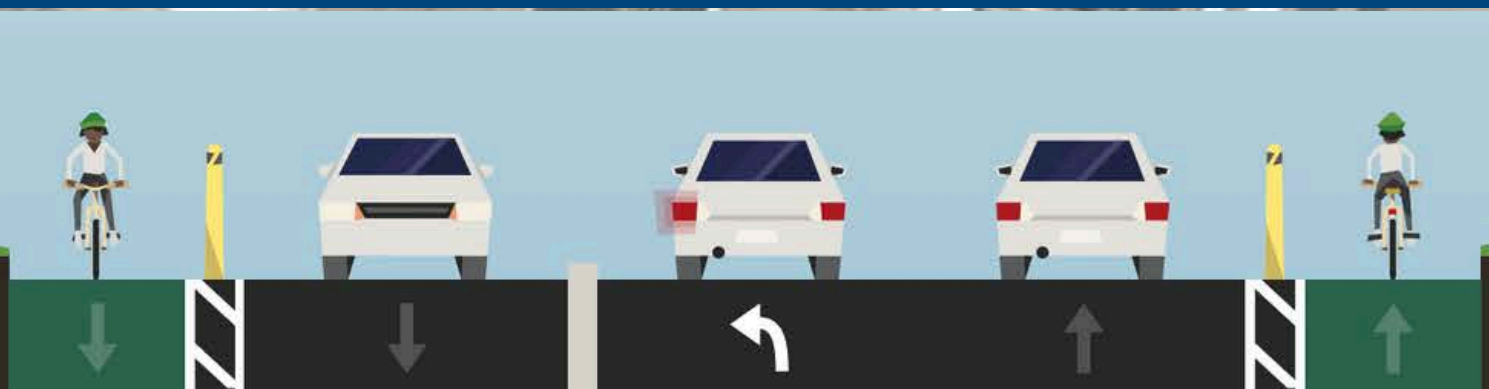
Westbound
+1-2 seconds



WEST END VILLAGE
SHOPPING MALL

South Pickett Street at Edsall Road

Vehicle Delay

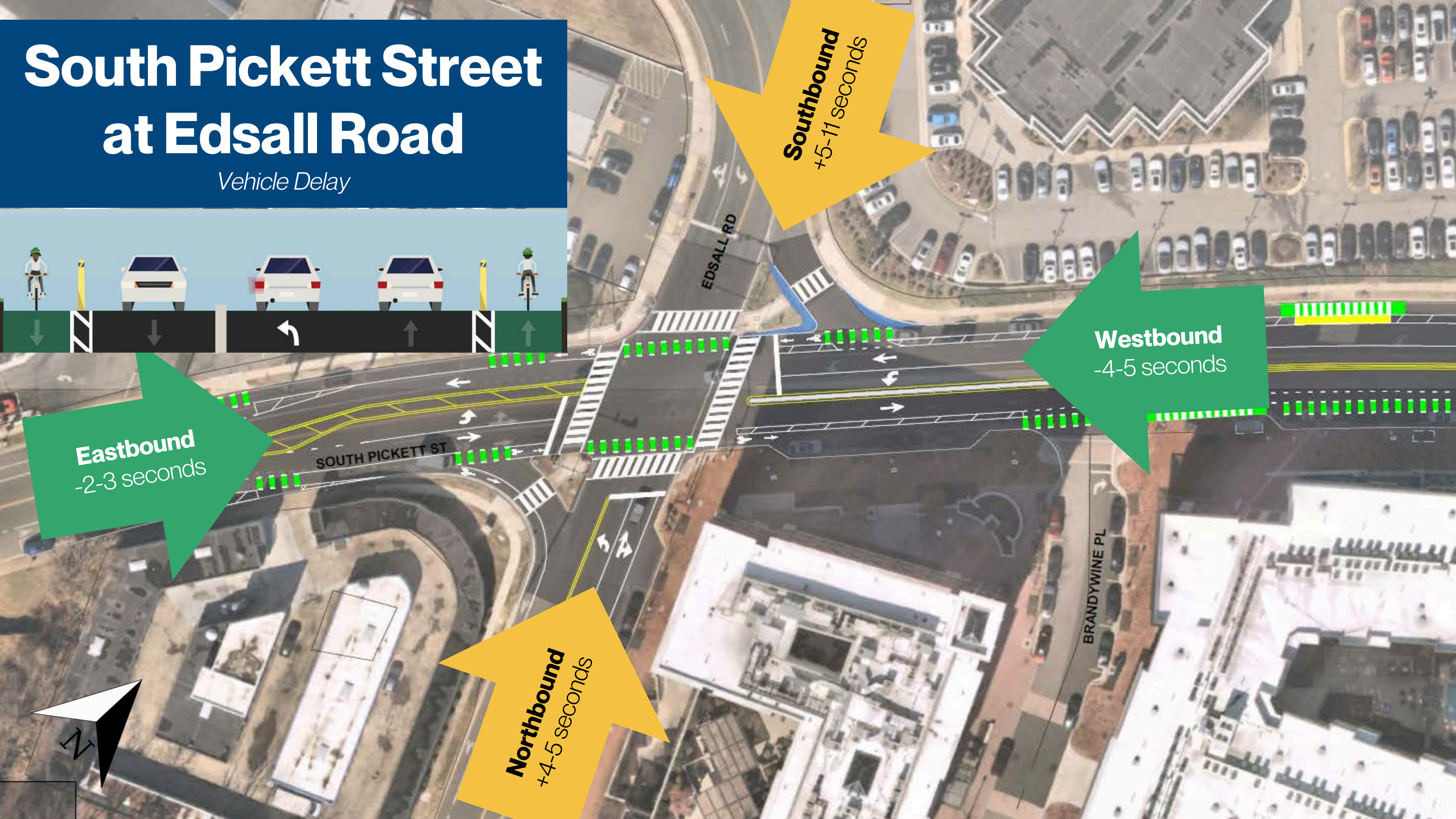


Eastbound
-2-3 seconds

Southbound
+5-11 seconds

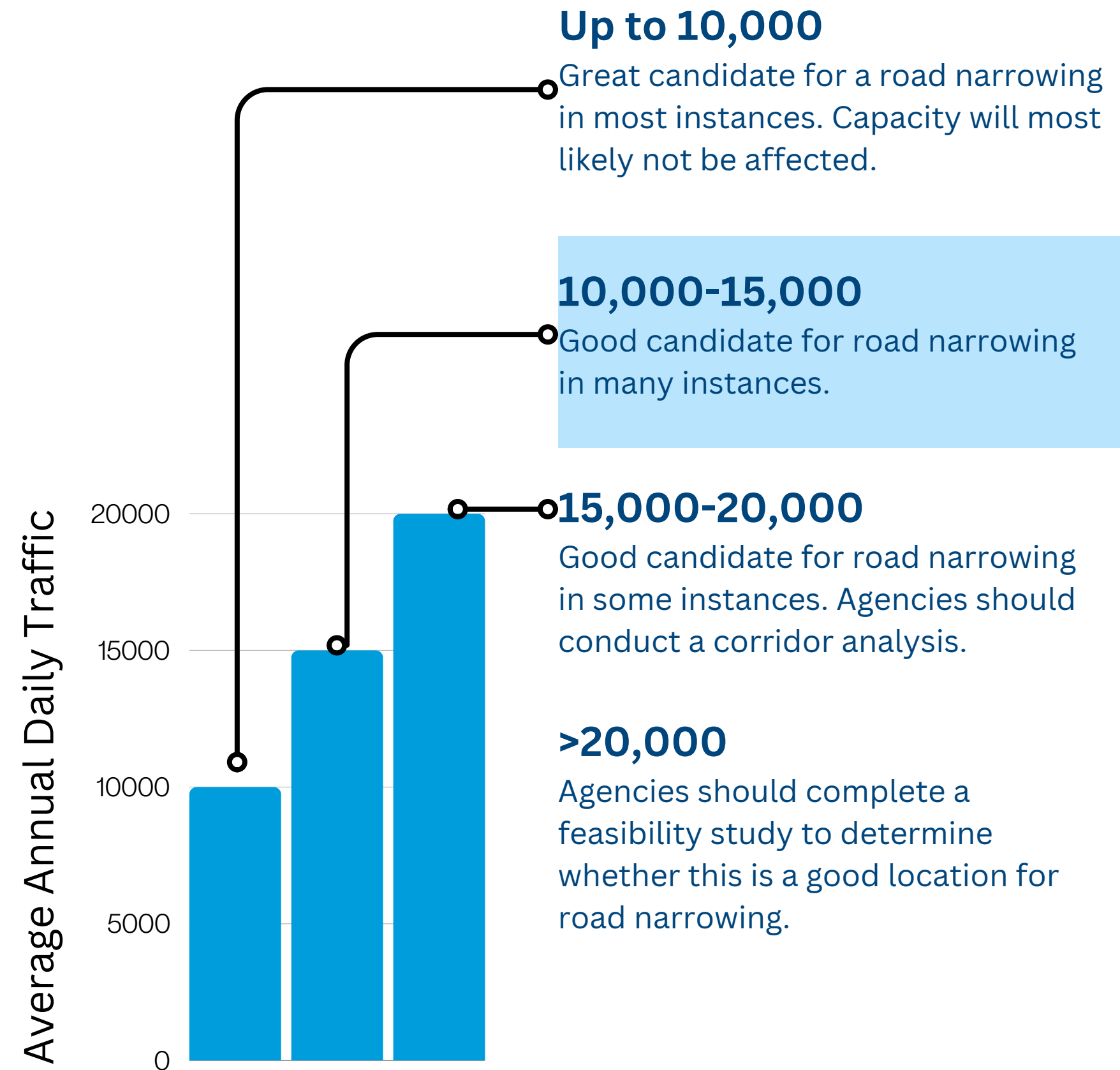
Westbound
-4-5 seconds

Northbound
+4-5 seconds



Traffic Summary

- South Pickett Street has 12-15k vehicles per day
- The concept designs assume No Turn on Red restrictions at all three signalized intersections
- The design generally maintains travel times and was found to operate acceptably, even during peak hours, due to the intersection configurations remaining largely unchanged



Source: Federal Highway Administration

Next Steps



**Community
Engagement**

April- May 2024



**Preferred
Alternative**

June 2024



**Complete
Design**

2024-2025



**Implement
Project**

2025-2026



Share

Your

Feedback!

1

Review the full concept plans on the project webpage: alexandriava.gov/go/5106

2

Complete the online feedback form by **May 5**.

Thank you!
Questions?