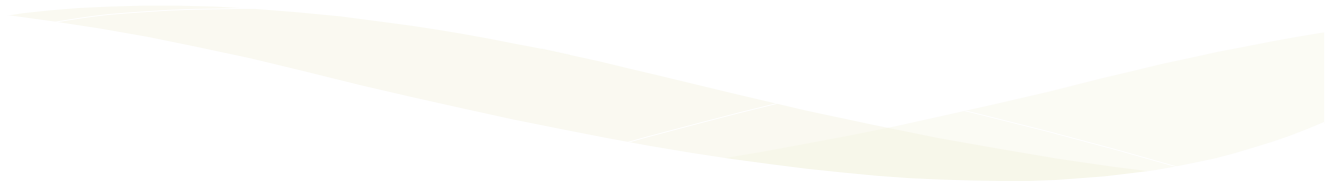


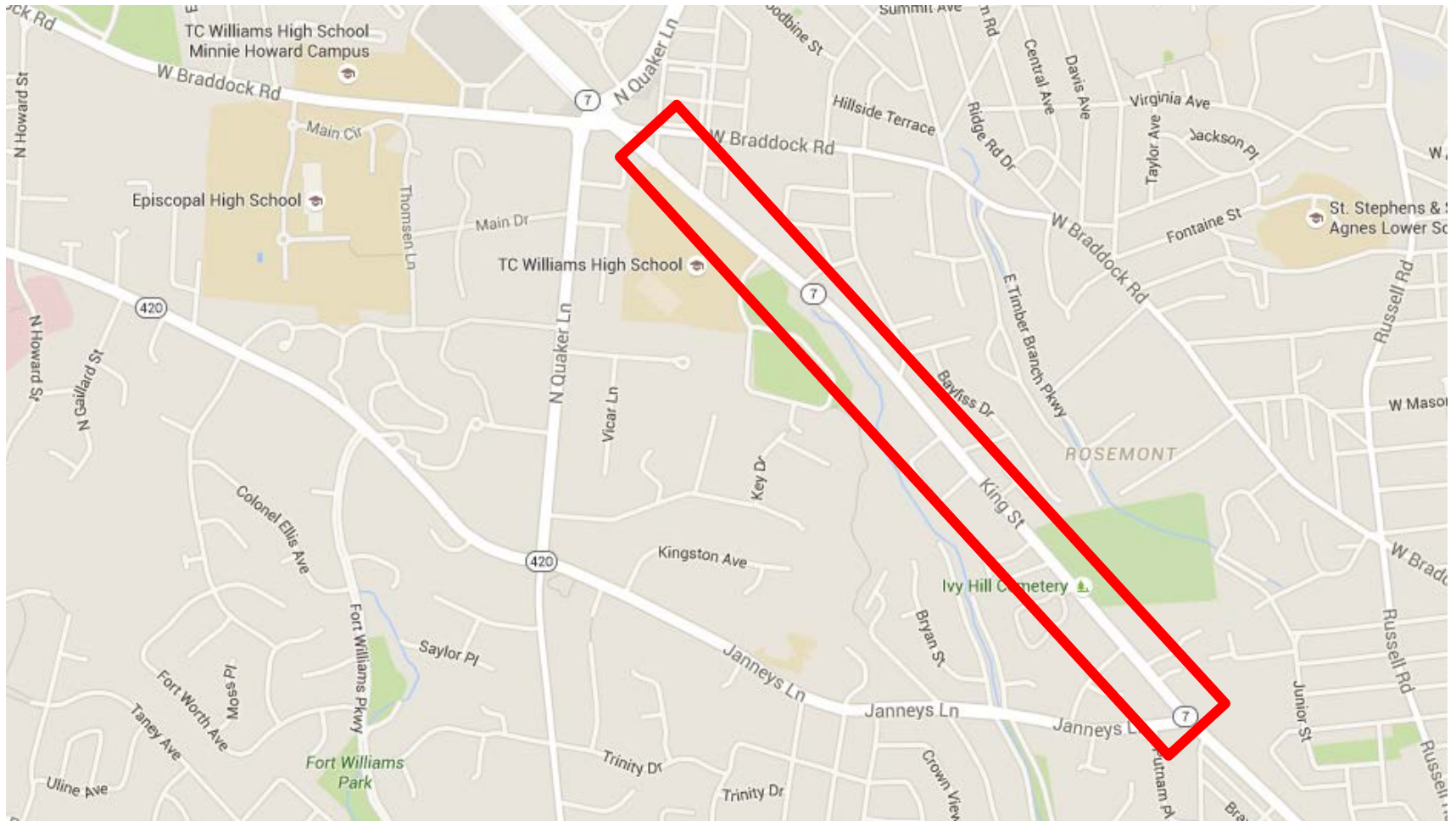
STAFF UPDATE ON KING STREET COMPLETE STREETS PROJECT



Background

- Board action at TPB Public Hearing in June 2016 recommended:
 - **Removal of EB travel lane** between Chinquapin & Janney's and **WB travel lane** between Kenwood & Janney's
 - Installation of "**No Right Turn on Red**" signs at SB Kenwood at King
 - Reduction in the speed limit from **35mph to 25mph** on King, between Chinquapin & Melrose
- Project implemented between July – October 2016
- Board approved the staff recommendation
 - Requested **staff perform evaluation**
 - If the project failed to meet the staff defined expectations in the project proposal presented to the Board, **take remedial actions** to correct.
 - To comply with the motion:
 - Staff enlisted an **external traffic engineering firm to perform an analysis** along the corridor of
 - Intersection level-of-service
 - Travel time delays

Project Limits: Radford Street to Janney's Lane



Project Goals

- Improve the **safety** and convenience of all street users
- Provide **facilities** for people who walk, bike, ride transit or drive cars
- Implement City Council adopted **plans and policies**

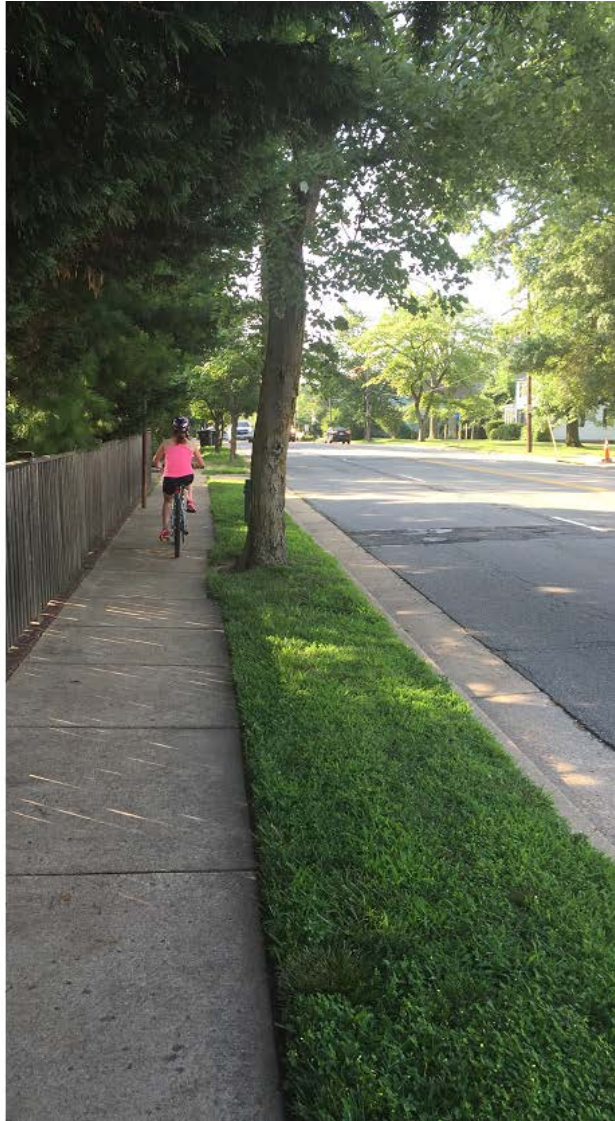
Project Improvements

- Removal of travel lanes
 - EB travel lane between Chinquapin Dr & Kings Ct
 - WB travel lane between Kenwood Ave & Janney's Ln
- The addition of left turn lanes at intersections and center turn lane along corridor
- Landscaped pedestrian refuge islands at seven crossings
- 3 new crosswalks across King St and 4 new crosswalks across side streets

Project Improvements (Cont'd)

- No right turn on red signage at southbound Kenwood Ave at King St
 - A leading pedestrian interval (LPI) for pedestrians crossing King St at Kenwood Ave
- Upgraded curb ramps, sidewalk maintenance and ADA compliant bus stops
- Reconfigured intersections at Scroggins Rd, Melrose St & Kenwood Ave
- Speed limit reduction to 25mph on King St between Chinquapin Dr & Melrose St
- Buffered bike lanes along the corridor

Before



After



Evaluation – Key Findings

Evaluation – Key Findings

- 1. Zero reported traffic crashes in the first year.**
 - Annual average of 7 crashes during the 10 years prior to this project
- 2. Average vehicles speeds on the corridor have reduced.**
 - -18% between Albany Ave. and Hermitage Ct.
 - -4% near T.C. Williams High School
- 3. Traffic delay at King & Chinquapin has increased slightly more in the AM peak hour than anticipated.**
 - Other intersections along the corridor have seen minimal or no additional changes to delay.
- 4. Traffic diversion onto Scroggins Road has not appeared to increase due to this project.**
 - Concern from several residents.

Zero Traffic Crashes in the First Year

- Between Janneys Ln & Rashford St.:
 - 0 crashes between 9/1/2016 and 8/31/2017
 - 7 crashes annually in 10 year period prior
- Safety was primary public concern
- Preliminary results indicated project has greatly improved safety and met original project goal.

Average Vehicle Speeds Have Been Reduced

Segment of King St.	Before		After		Difference	
	Speed Limit (mph)	Avg. 85th % Speed (mph)	Speed Limit (mph)	Avg. 85th % Speed (mph)	Avg. 85th % Speed (mph)	Avg. 85th % Speed (%)
Albany Ave. to Hermitage Ct.	35	43.3	25	35.6	-7.7	-17.8%
Radford St. to Chinquapin Dr.	25	33.8	25	32.4	-1.4	-4.1%

After data collected in May 2017

AM Peak Delays at King & Chinquapin

- **Traffic delay in the AM peak slightly higher** at King & Chinquapin than anticipated
 - **Expected:** 22 seconds of additional delays
 - **Observed:** 32 seconds of additional delays
- Overall intersections operate at a **reasonable level-of-service and delay** after implementation
- Traffic **volumes are up slightly** on King St. during this time.
- **Remedial actions taken** to reduce excessive travel time delays:
 - **Signal timing** modifications at the intersections of Chinquapin & Kenwood (Fall 2016)
 - **Protected left turn** for WB King at Kenwood for vehicles entering TC Williams (Aug. 2017)

Post implementation traffic data collected in May 2017

No Increase in Traffic Diversion on Scroggins

Vehicle Speeds

Segment of Scroggins Rd.	Before	After	Difference	
	Avg. 85th % Speed (mph)	Avg. 85th % Speed (mph)	Avg. 85th % Speed (mph)	Avg. 85th % Speed (%)
Quincy St. to Cleveland St.	30.2	30.6	0.4	1.3%

Traffic Volumes

Segment of Scroggins Rd.	Before	After	Difference	
	Vehicles per Day	Vehicles per Day	Vehicles per Day	Vehicles per Day (%)
Quincy St. to Cleveland St.	2,233	2,174	-59	-2.6%

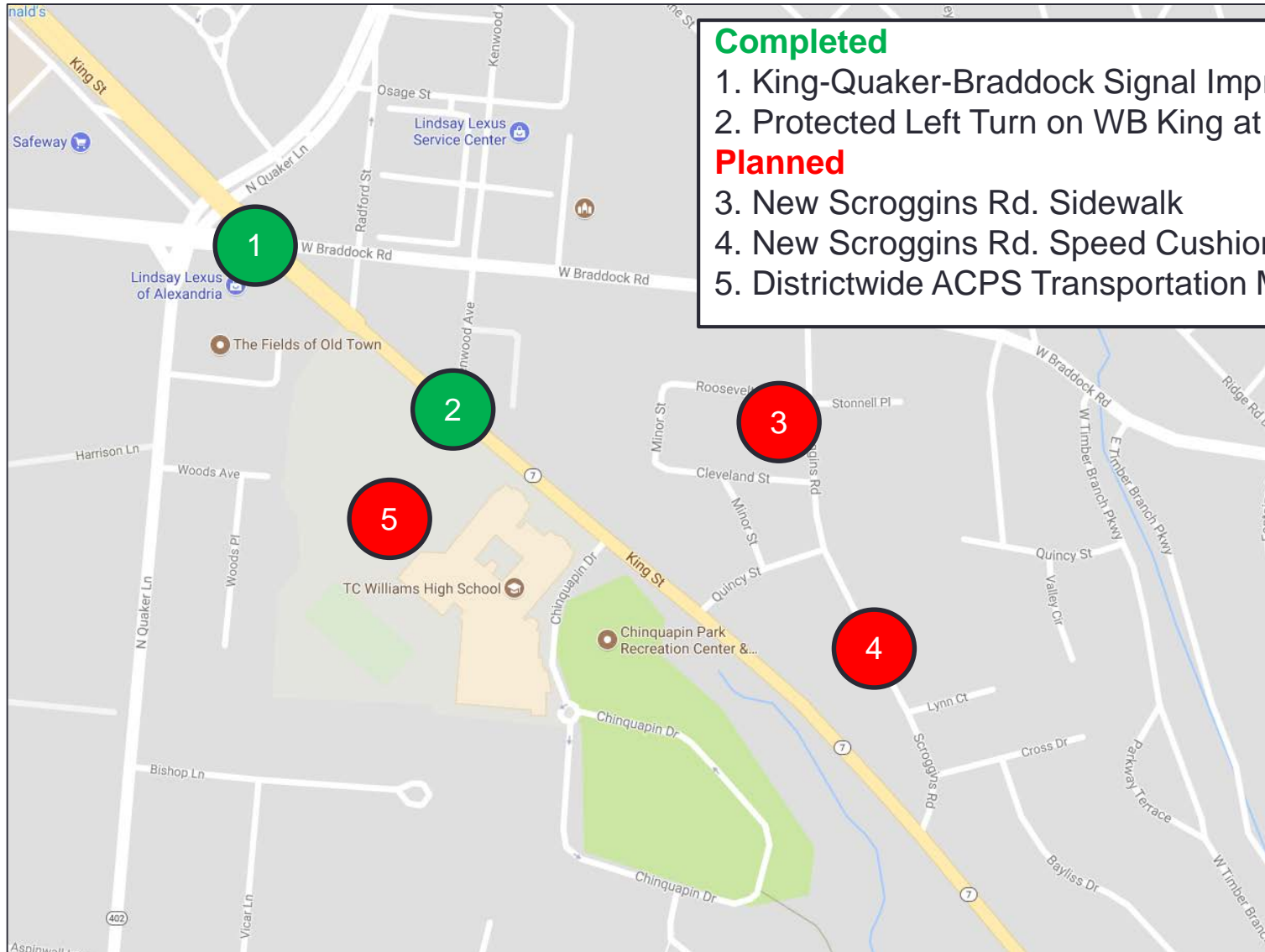
Nearby Projects

Completed

1. King-Quaker-Braddock Signal Improvements
2. Protected Left Turn on WB King at Kenwood

Planned

3. New Scroggins Rd. Sidewalk
4. New Scroggins Rd. Speed Cushions - pre-King St. CS
5. Districtwide ACPS Transportation Management Plan



Next Steps

- More Evaluation
 - Continue to evaluate and monitor conditions on King St. and in adjacent neighborhoods.
- Implement nearby projects.