King Street Bicycle Lanes and Pedestrian Improvements

Environmental Policy Commission
November 4th, 2013
Complete Streets

“Streets that are designed to consider the safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, and motor vehicle drivers and balanced their needs so that even the most vulnerable – children, elderly, and persons with disabilities – can travel safely within the public right-of-way.”
Complete Streets

• **City Council Goal #3:** A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians

• **Complete Streets Policy:** Alexandria shall incorporate Complete Streets infrastructure into existing public streets to improve the safety and convenience of users and construct and enhance the transportation network for all users

• **Transportation Master Plan:** Implement a citywide bikeway network to serve all users and trip types, provide end-of-trip facilities, improve bicycle/transit integration, implement encouragement programs and improve safety

• **Pedestrian and Bicycle Master Plan**
Project Limits

Janney’s Lane Bike Facilities

King Street Proposed Project

King/Callahan/Russell Intersection Project
Concept 1 (presented to public on 9/18/13)

- 10 spaces
- 7 spaces
- 20 spaces

Existing “No Parking”
Remove Parking
Proposed Plan

King Street (W Cedar St to Highland Pl)

- Provide bike lanes in both directions from W Cedar Street to Highland Place
- Remove parking from W Cedar Street to Highland Place
- Maintain parking from Highland St to Janney’s Lane
- Maintain 2 westbound lanes approaching Janney’s Lane
- Maintain 2 eastbound lanes approaching Callahan Drive/Russell Road
Proposed Plan

King Street (Highland to East of W View Terrace)

- Provide shared bike lanes where parking exists between Highland & Janney’s
- Retain 10 existing parking spaces
- Provide a buffer along southern sidewalk
Proposed Plan

King Street (West of Highland to Janney's)

- Provide WB bike lane and EB shared lane
- Provide a buffer along southern sidewalk
- Install bike box for cyclists making turns onto Janney’s lane
Proposed Plan

- 4’ Bike Lane
- 5’ Bike Lane
- Shared lanes
- Signed Bike Route
Proposed Plan

10 spaces
7 spaces
20 spaces

Existing “No Parking”
Remove Parking
Maintain existing parking
Proposed Plan - Details

- Shared WB Lane from Highland
- Parking Remains from Highland
- Shared EB Lane to Highland
- WB Bike Lane to Highland
- EB Bike Lane to Rosemont
- Highland Place
Proposed Plan - Details

- WB Bike Lane to Janney’s Ln
- Shared EB Lane to Highland
- Edge line to buffer sidewalk
- Shared WB Lane from Highland
- Parking Remains from Highland
Proposed Plan - Details

- New bike box
- Shared EB Lane to Highland
- Edge line to buffer sidewalk
- WB Bike Lane to Janney’s Ln
Additional Pedestrian Improvements

• Buffered south sidewalk between Janney’s and Highland

• Pedestrian rapid flashing beacon and High visibility crosswalk at Upland Pl.

• Pedestrian countdown signals and push buttons at Highland Pl.

• New crosswalks at Park Pl., Carlisle Dr., W Cedar St. & W View Tr.

• Speed board between Highland Pl and Upland Pl (if feasible)
Additional Bicycle Improvements

- Alternative Bicycle Route signage on Upland Pl., Hilltop Tr. and Putnam Pl.
- Bicycle Box at Janneys’ Lane
# Adopted Plans

<table>
<thead>
<tr>
<th>Plan</th>
<th>Language</th>
<th>Consistent with Plan?</th>
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<tbody>
<tr>
<td>City Council Strategic Goal #3</td>
<td>A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians.</td>
<td>Yes</td>
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| Complete Streets Policy                   | That, if feasible, the Department of Transportation and Environmental Services shall:  
• Make Complete Streets practices a routine part of everyday operations  
• Incorporate to the extent possible Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right-of-way for each category of users  
• Incorporate Complete Streets infrastructure into existing public streets to improve the safety and convenience of users and construct and enhance the transportation network for all users.  
• Implement Complete Streets infrastructure to increase safety for users within the scope of pavement resurfacing, restriping, or signalization operations                                                                                                                                 | Yes                   |
| Transportation Master Plan               | • The City will make walking a part of people’s everyday lives by providing pleasant, safe and accessible connections that encourage and reward the choice to walk.  
• Implement a citywide bikeway network to serve all users and trip types, provide end-of-trip facilities, improve bicycle/transit integration, implement encouragement programs and improve safety.                                                                                                                                 | Yes                   |
| Pedestrian & Bicycle Mobility Plan        | Implementation plan to reduce dependence on private automobiles and provide citizens with transportation choices by improving access for persons with disabilities, pedestrians, and bicyclists.                                                                                                                                                                             | Yes                   |
Complete Streets Policy Exceptions

Every street project shall incorporate to the extent possible Complete Streets infrastructure provided, however, that such infrastructure may be excluded when documentation and data indicate that:

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<tr>
<th>Allowable Exceptions</th>
<th>Qualify?</th>
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<tr>
<td>Use by non-motorized users is prohibited by law</td>
<td>No</td>
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<td>The cost would be excessively disproportionate to the need or probable future use</td>
<td>No</td>
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<tr>
<td>There is an absence of current or future need</td>
<td>No</td>
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<td>Inclusion of such infrastructure would be contrary to public safety or would be unreasonable or inappropriate in light of the scope of the project</td>
<td>No</td>
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Questions/Comments

NEXT MEETING: Traffic and Parking Board Public Hearing
MONDAY, NOVEMBER 25 - 7:30PM
City Hall Council Chambers

For more information visit