King Street
Complete Streets Project

Community Meeting #2
February 11, 2016
Project Overview

- King Street resurfacing this summer
- Complete Streets policy
- Community Meeting #1 in November 2015
- Tonight: Present options and get feedback

Project Goals

- Provide facilities for people who walk, bike, ride transit or drive cars
- Improve the safety and convenience for all street users
- Implement City Council adopted plans and policies
Project Limits: Radford St. to Janney’s Ln.
Summary - What we heard

What We Heard

- Difficult to cross King Street
- Pedestrian safety concerns near school
- Vehicle speeds along King Street are high
- Street crossings are long
- Not enough time to cross at lights
- Unsafe for people who bike
- Difficult to access bus stops
- Improvements needed at intersections
- Need to change character of the roadway
Proposed Options

1. Complete Street Maintenance

2. Pedestrian and Accessibility Intersection Enhancements

3. Complete Street Corridor Improvements

*Tradeoffs and Balances!!!
King Street
Existing Conditions
Option 1: Complete Street Maintenance

• Improve curb ramps
• Install crosswalks along side streets
• Provide ADA compliant bus stops
Option 1: Considerations

- No major change to roadway
- Minimal pedestrian improvements
- No bicycle or vehicular improvements
Option 2: Pedestrian & Accessibility Intersection Enhancements

• Remove westbound travel lane and install left turn lanes
• Provide pedestrian & streetscape improvements at intersections
• Improve pedestrian crossings at bus stops
Option 2: Considerations

- Westbound travel time along corridor increases by 13s in AM peak (11s in PM peak)
- Change character of roadway at intersections
- No improvements for people who bike
Option 2 Corridor Concept
Typical Intersection – Option 2
Option 3: Complete Street Corridor Improvements – Radford Street to Chinquapin Drive (Section 1)

- Remove westbound travel lane
- Provide westbound bike lane (to Kenwood Avenue) and east bound shared lane in front of school
- Provide left turn lane into school at Kenwood Avenue
- Provide left and right turn lane at Chinquapin Drive
Project Limits: Radford St. to Janney’s Ln.
Option 3: Complete Street Corridor Improvements – Chinquapin Drive to Janneys Lane (Section 2)

- Remove one travel lane in each direction and provide left turn lanes
- Provide pedestrian & streetscape improvements at intersections
- Improve pedestrian crossings at bus stops
- Install buffered bike lanes
Option 3: Considerations

- Eastbound travel time increases by 7s in the AM peak (3s in PM peak)
- Westbound travel time increases by 13s in AM peak (11s in PM peak)
- Provides separation between vehicles and sidewalk
- Provides designated space on street for all users for most of corridor
- Changes character of the corridor
- Provides major pedestrian improvements at Kenwood Avenue for increased safety at school
Option 3 Corridor Concept: Section 2
Typical Section 2 Intersection – Option 3
Option 3
Corridor
Concept:
Section 1
Option 3
Corridor Concept: Section 1
Typical Intersection improvements

• With option 2 & 3, “typical” improvements can be made to the following intersection:
  • Albany, Quincy and Tuckahoe

• Improvements Include
  • Planted pedestrian refuge island
  • High visibility crosswalk
  • Left turn lane

Stevenson Avenue, Alexandria
Lane Reduction Options 2 & 3

• Potential improvements with options 2 & 3
  • Change to overall character of roadway
  • Pedestrian refuge islands and new crosswalks at intersections with bus stops (6)
  • Major pedestrian improvements at:
    • Kenwood Avenue
    • Scroggins Road
    • Melrose Street
• Left turn bays/center turn lane
• Reduced speeds with speed indicator signs
What could it look like?

SAMPLE

BEFORE

AFTER
Major Intersection Improvements

- Kenwood Avenue
- Scroggins Road
- Melrose Street

*No bicycle or pedestrian crashes reported

King Street Vehicle Crashes: 10 Years – 70 Crashes
Kenwood Avenue Concept

- Remove left turn from King to Kenwood
- Provide pedestrian refuge islands on King and Kenwood
- Change lane designation on Kenwood
- Provide LPI for pedestrians at intersection
- Relocate bus stop to far side of intersection
• Provide pedestrian refuge island on King
• Provide RFP (Rapid Flashing Beacon) for crossing of King
• Relocate bus stop to far side of intersection
• Provide ADA curb ramps and bus stops
• Provide left turn lanes
Scroggins Road Concept

- Provide pedestrian refuge island on King Street
- Provide SB left turn lane
- Extend curb on Scroggins Rd. to normalize intersection
- Provide temporary materials to realign right turn onto Scroggins Rd. and remove slip lane
## Option Matrix

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<thead>
<tr>
<th>What We Heard</th>
<th>Complete Street Maintenance</th>
<th>Pedestrian &amp; Accessibility Intersection Enhancements</th>
<th>Complete Street Corridor Improvements</th>
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Polling Question

1. Do you live on King Street or an adjacent side street? (choose one)

1. Yes
2. No

55%
45%
2. Other than your place of residence, what is your main destination on King Street? (choose 1)

1. School/Daycare
2. Place of Worship
3. Recreation Center/Park
4. Work
5. Social
6. No destinations (I use King Street to travel elsewhere)
3. What are your top priorities for a Complete King Street? (choose 3)

1. Improve pedestrian safety near TC Williams
2. Reduce vehicular speeding
3. Provide safer crossings for pedestrians
4. Provide more accessible transit stops
5. Provide a safe and accessible bicycle facility
6. Provide greater separation between vehicles and pedestrian
7. Maintain comparable travel times for drivers
4. What intersection safety improvements are most important to you? (choose all that apply)

1. Safer & shorter street crossings
2. Planted pedestrian islands
3. Left turn only lanes
4. Slower speeds of turning vehicles
5. None—not in favor of any improvements
5. What intersections are in need of the most improvement? (choose 3)

1. Janney’s Lane
2. Melrose Street
3. Albany Avenue
4. Tuckahoe Lane
5. Scroggins Road
6. Quincy Street
7. Chinquapin Drive
8. Kenwood Avenue
9. Radford Street
Option 1
Complete Street Maintenance

Option 2
Pedestrian & Accessibility Intersection Enhancements

Option 3
Complete Street Corridor Improvements
6. What option do you prefer? (choose 1)

1. Option 1: Complete Street Maintenance
2. Option 2: Pedestrian Accessibility Intersection Enhancements
3. Option 3: Complete Streets Corridor Improvements
4. Other: (I will submit a comment form)
Next Steps

• Alex Engage – Community Feedback on options

• Public Meeting #3 – Proposed Design

• Traffic and Parking Board – Public Hearing

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