King Street
Complete Streets Project

Community Meeting #3
April 21, 2016
Meeting Activities

- Housekeeping – Sign-In, Email List, Comments Forms
- Staff Presentation
- Questions and Comments
- Voting Exercise
- Next Steps
Project Overview

- King Street resurfacing this summer
- Complete Streets Policy
- Tonight: Gain feedback on recommended design option

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.
King Street
Existing Conditions
Data Collection

- Average 85th percentile speeds:
  - 35mph = 42
  - 25mph = 33

- AM Peak ~750vph
- PM Peak ~650vph

*No bicycle or pedestrian crashes reported
Public Outreach Process

- November 17, 2015 – Public Meeting #1
  - Received feedback on issues/concerns

- January 15, 2016 – Meeting with TC Williams PTA

- February 11, 2016 – Public Meeting #2
  - Presented 3 options – feedback

- February 12th – 29th – AlexEngage Poll Open

- February 15, 2016 – Alexandria BPAC Meeting

- February 23, 2016 – Meeting with Melrose Area residents

- March 8, 2016 – Meeting with Kings Cloister Area Residents

- March 16, 2016 – Transportation Commission Update

- March 28, 2016 – Traffic and Parking Board Update

- April 11, 2016 – North Ridge & Taylor Run Citizens Associations
Summary - What we heard

What We Heard – main themes

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
Maintain travel times
Unsafe for people who bike
Difficult to access bus stops
Improvements needed at intersections
Need to change character of the roadway

*Over 250 comments regarding this project submitted
Option 1
Complete Street Maintenance

Option 2
Pedestrian & Accessibility Intersection Enhancements

Option 3
Complete Street Corridor Improvements
AlexEngage Results

- What intersections are in need of the most improvements?
AlexEngage Results

• Which intersection safety improvements are most important to you?

- Slower speeds of turning vehicles 23%
- Safer & shorter crossings 30%
- Planted pedestrian islands 20%
- Left turn only lanes 18%
- None 10%
AlexEngage Results

- What are your top priorities for the project?
AlexEngage Results

- 760 people responded to survey
- 200 people who live “in area” responded
- 215 additional comments
Staff Proposes Complete Street Design Option 3

• Staff proposes to move forward with the design elements presented in **Option 3 – Complete Street Design** because:
  • Meets all of the project goals
    • Space on the street for all roadway users
    • Provides the most safety benefits
    • Addresses City Council adopted plans
  • Community input largely supports this option
  • Design provides the most safety benefits for the community
Project Limits: Radford St. to Janney’s Ln.

Section 1

Section 2
Complete Street Design: Complete Street Corridor

Kenwood to Chinquapin

- 11' Shared Lane
- 10' Drive Lane
- 10' Left turn lane & pedestrian islands
- 11' Drive Lane
- 5' Bike Lane

Chinquapin to Janneys

- 5' Bike Lane
- 2'
- 11' Drive Lane
- 11' Left turn lane & pedestrian islands
- 11' Drive Lane
- 2'
- 5' Bike Lane
Complete Street Design: 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
Typical Intersection – Option 3
Albany, Tuckahoe & Quincy
Complete Street Design Corridor Concept

Existing

Complete Street Option
What could it look like?
Detailed Street Section – Radford to Chinquapin

- 2 Eastbound Lanes
- 1 Westbound Lane with bike lane
- Westbound left turn lanes into TC at Kenwood and Chinquapin
Two pedestrian refuge islands at Kenwood
• New lane designation at Kenwood and Chinquapin
• Ban left EXCEPT buses onto Kenwood
• Improved signal timing
• Maintain two eastbound travel lanes with right turn lanes into TC and Chinquapin
• Provide one westbound turn lane with left lanes into TC and Chinquapin
• Provide Westbound bike lane to Kenwood
Detailed Street Section – Chinquapin to Kings Cloister

- One lane eastbound and westbound with center/left turn lane
- Buffered bike lanes
- Planted pedestrian islands and crosswalks at intersection with bus stops
Scroggins Road – Concept 1
Scroggins Road – Concept 2
• One travel lane in each direction with center/left turn lane
• Planted pedestrian islands with crosswalks at Quincy, Tuckahoe & Albany
• Buffered bike lanes
Detailed Street Section – Melrose to Janneys

- One lane eastbound and westbound with center/left turn lane
- Buffered bike lanes
- Planted pedestrian islands and crosswalks at intersection with bus stops
Melrose Street

- Replace two existing crosswalks with one
- Provide planted pedestrian refuge island and rapid flashing beacon
- Relocate EB bus stop
- Provide left turn lanes to get in and out of driveways and side streets
Janneys Lane

- Maintain right turn lane
- Remove bike lane buffer
Safety Benefits of Complete Street Design

- **Pedestrians**
  - Shorter, safer distances to cross the street
  - Lower vehicular speeds
  - Greater buffer from moving vehicles
  - Accessible crossings and bus stops

- **Bicyclists**
  - Dedicated space to ride on the street
  - Lower vehicular speeds
  - Reduced conflicts with pedestrians and vehicles
  - Provides missing link in citywide bike network

- **Drivers**
  - Lower vehicular speeds
  - Center turn lane reduces rear-end crashes
  - Center turn lane eliminates the need to change lanes and reduces sideswipe crashes
  - Increases sight distance and reduces left-turn turn crashes
  - Easier to exit side streets and driveways
Safety Benefits of Complete Street Design

**Operational**
- Separates left-turning traffic and reduces delays
- Provides opportunity for vehicular traffic to pass buses at stops

**Other**
- Pedestrian refuge islands provide opportunity for streetscape
- Creates a more residential character to the street
- Lower vehicle speeds encourage more pedestrian and bicycle activity and safer driver behavior
- Minimal travel time delays to drivers
Community Concerns Regarding Complete Street Design

- Reduce speed limits from 35 mph to 25 mph
  - Optional addition to plan
- Turns in and out of driveways and side streets
  - Center turn lane and slower speeds
- Traffic back up at Janney's Lane
  - Right turn lane
- Congestion along corridor and traffic diversion to other neighborhoods
  - Traffic study and consistency with Federal Highway Administration study
- Turns from Scroggins Road
  - Two design options
- Need for traffic signal at Scroggins Road
  - Signal not warranted but baseline data was collected
  - Future traffic calming project with resurfacing
- Safety and access at T.C. Williams
  - Redesign of Kenwood intersection, turn bans, new turn lanes into TC Williams
Questions about the Project
Voting Exercise

Scroggins Road Intersection

☐ Shorten crossing distance (Option 1)
☐ Maintain left and right turn lanes onto King Street (Option 2)
☐ No opinion
Scroggins Road – Concept 1
Scroggins Road – Concept 2
Voting Exercise

Kenwood Avenue Intersection

☐ Ban lefts onto Kenwood except buses at all time
☐ Ban lefts onto Kenwood except buses during the peak times
☐ Ban lefts onto Kenwood except buses never
☐ No opinion

*12 turns in both AM and PM peak
Voting Exercise

**Speed Limits**

- [ ] Maintain 35mph speed limit
- [ ] Propose 25mph speed limit with project
- [ ] Change to 25mph if post-implementation evaluation shows that street is appropriate for 25mph speed limit
- [ ] No opinion

.8 miles at:
- 35mph = 1m 21s
- 25mph = 1m 54s
## Voting Exercise Results

### Scroggins Road Intersection
- Shorten crossing distance (Option 1): 16
- Maintain left and right turn lanes onto King Street (Option 2): 32
- No opinion: 5

### Kenwood Avenue Intersection
- Ban lefts onto Kenwood except buses at all time: 6
- Ban lefts onto Kenwood except buses during the peak times: 16
- Ban lefts onto Kenwood except buses never: 17
- No opinion: 13

### Speed Limits
- Maintain 35mph speed limit: 17
- Propose 25mph speed limit with project: 25
- Change to 25mph if post-implementation evaluation shows that street is appropriate for 25mph speed limit: 8
- No opinion: 2
Next Steps

• Additional community input welcomed
  • https://www.alexandriava.gov/86423

• Staff to refine recommended design option

• Traffic and Parking Board – Public Hearing
  – Monday, May 23
  • https://www.alexandriava.gov/TrafficParkingBoard
  • City Hall Council Chambers, 7:30 pm

• Implementation – Summer 2016

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