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 85\textsuperscript{th} percentile speeds: 35mph=42, 25mph=33
- AM Peak ~750vph
- PM Peak ~650vph
- Traffic Study

King Street Vehicle Crashes: 10 Years – 70 Crashes

*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?

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

Option 1 21%
Option 2 9%
Option 3 66%
Option 4 (Other) 4%
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 Janney's

- 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 Janneys 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
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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