King Street Complete Streets Project

North Ridge Citizens' Association

April 11, 2016

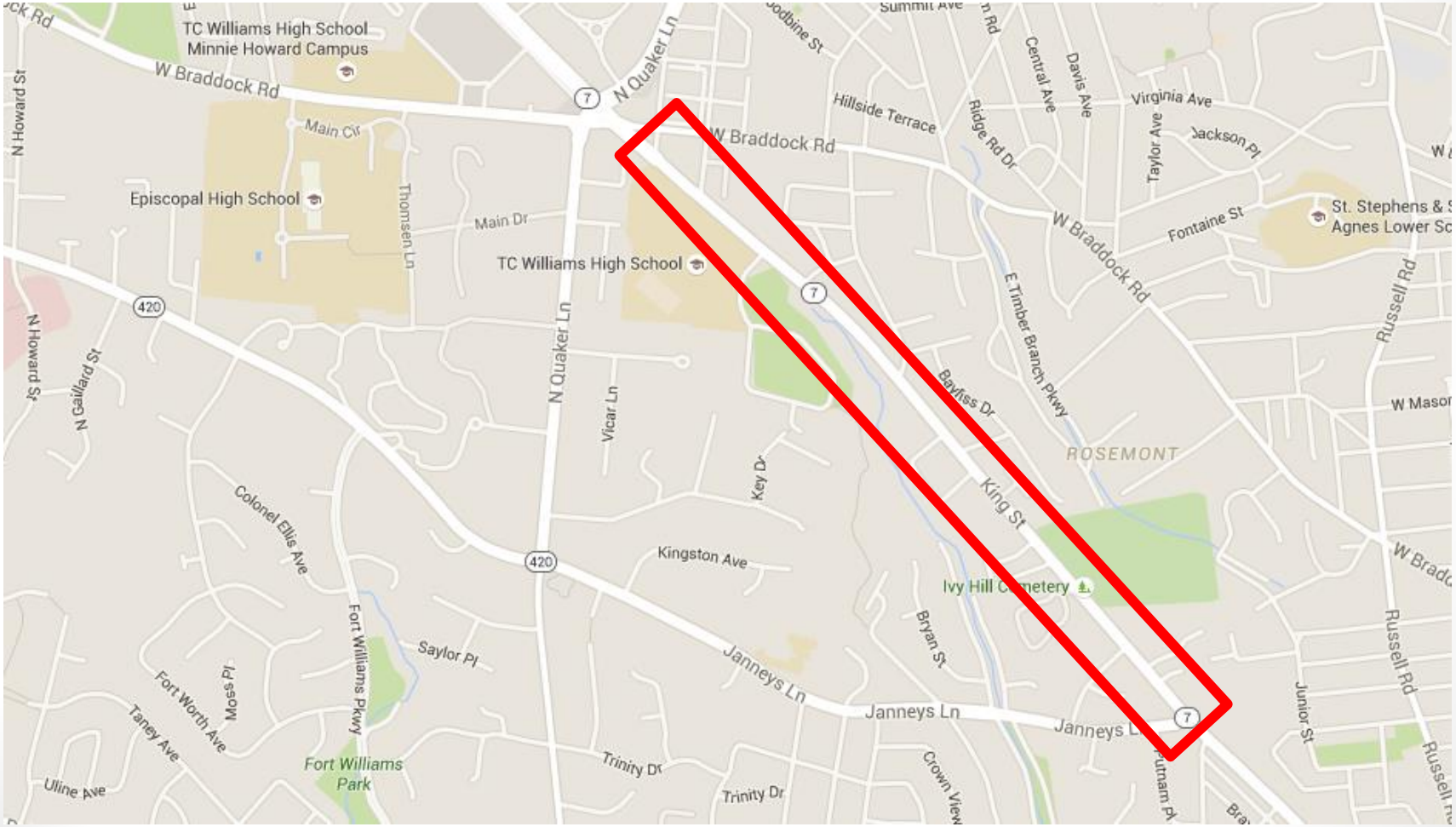
Project Overview

- 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.



Public Outreach Process to Date

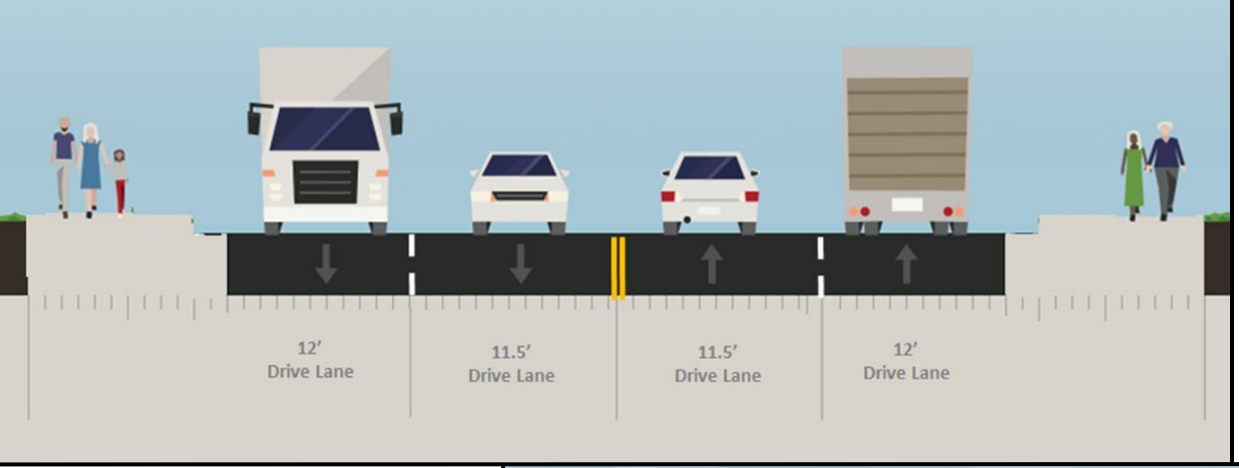
- November 17, 2015 – Public Meeting #1
  - Received feedback on issues/concerns
- February 11, 2016 – Public Meeting #2
  - Presented 3 options – feedback
- February 15, 2016 – Alexandria BPAC Meeting
- February 23, 2016 – Meeting with Residents – Melrose Area
- February 12th – 29th – Alex Engage Open
- March 8, 2016 – Meeting with Residents – Kings Cloister Area
- March 16, 2016 – Transportation Commission Update
- March 28, 2016 – Traffic and Parking Board Update
- April 11, 2016 – North Ridge & Taylor Run Citizens Association

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

King Street Community Comments

	Comments
1	Install protected bike lanes
2	Install green bike lanes at T-intersections
3	Add Bikeshare station between King Street Metro and TC Williams
4	Connect bike network to side streets
5	Lower speed limits to 25mph
6	Maintain speed limit on King (single speed)
7	Redesign the intersection at Scroggins Rd
8	Scroggins a problem for cyclists due to uphill/vehicle blind spot
9	Improve streetscape and provide shade for pedestrian at TC Williams where trees don't grow
10	Provide planting strip at Church and Lexus dealership
11	Add bike lanes
12	Utility poles inhibit pedestrians in front of Ivy Hill Cemetery
13	Need sidewalk buffer/planting strip in front of Ivy Hill Cemetery
14	Overall speed on King is too fast for cycling
15	Provide road diet with two travel lanes, left turn lanes and bike lanes (or buffered bike lanes)
16	Reduce speed to make Scroggins more accessible
17	Aggressive driving in right turn lane of Janney's from King
18	Install more crosswalks
19	Focus less on bikes and more on encouraging public transit
20	Need barriers to prevent cars from going into the bike lanes (turning right from Janneys onto King)
21	Left turn onto King from West View is very hard due to traffic volumes
22	Add bike lanes to narrow King and provide calming/lower speeds
23	Consider pedestrian island at Scroggins and King
24	Traffic and bicycle safety concerns on King from Janneys to TC Williams
25	Add protected bike lanes
26	Lights needed for pedestrian safety at scroggins
27	Consider road diet
28	Extend curbs at Scroggins to reduce vehicle speeds
29	Install pedestrian refuge islands
30	Address general landscape concerns
31	Install speed indicator signs
32	Preserve/expand green space
33	Focus on EB King Street (near TC Williams) where this is poor biking conditions due to low visibility and hills
34	Consider parent drop-off/pick-up access at TC Williams
35	Install all walk phase at Kenwood and King
36	Install curb extensions at Kenwood and King
37	Improve circulation on Chinquapin Dr
38	Install a speed triggered light
39	Provide left only and through & right lanes on Kenwood
40	Consider increase in traffic volume from Woodbine/Memory Care development
41	Install more traffic lights along King
42	Provide "All Walk" phase at Kenwood and King and at Kenwood and Braddock
43	Provide median on King St
44	Add more greenscape and buffer for sidewalks
45	Reduce speed to make it easier to access and exit driveway safely
46	Consider cut-through traffic on Scroggins if speeds are reduced on King
47	Consider impact on driveway access if there are bike lanes on King
48	Evaluate left turn signals near TC Williams
49	Installed Flashing SCHOOL SPEED sign on King Street
50	Control traffic volumes

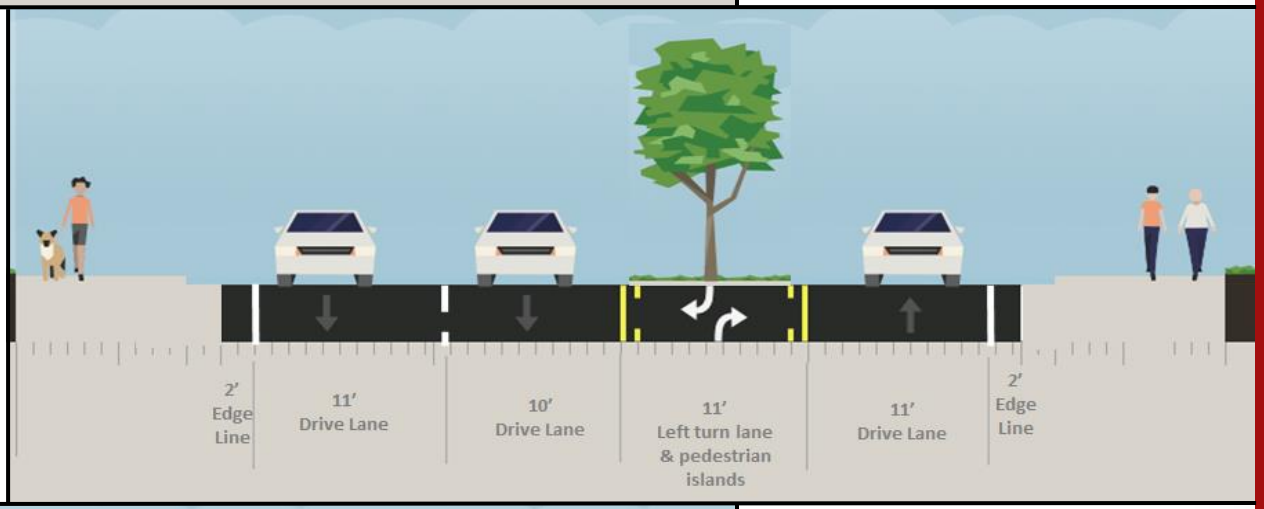


Option 1

Complete Street Maintenance

Option 2

Pedestrian & Accessibility Intersection Enhancements



Option 3

Complete Street Corridor Improvements

King Street
Existing Conditions

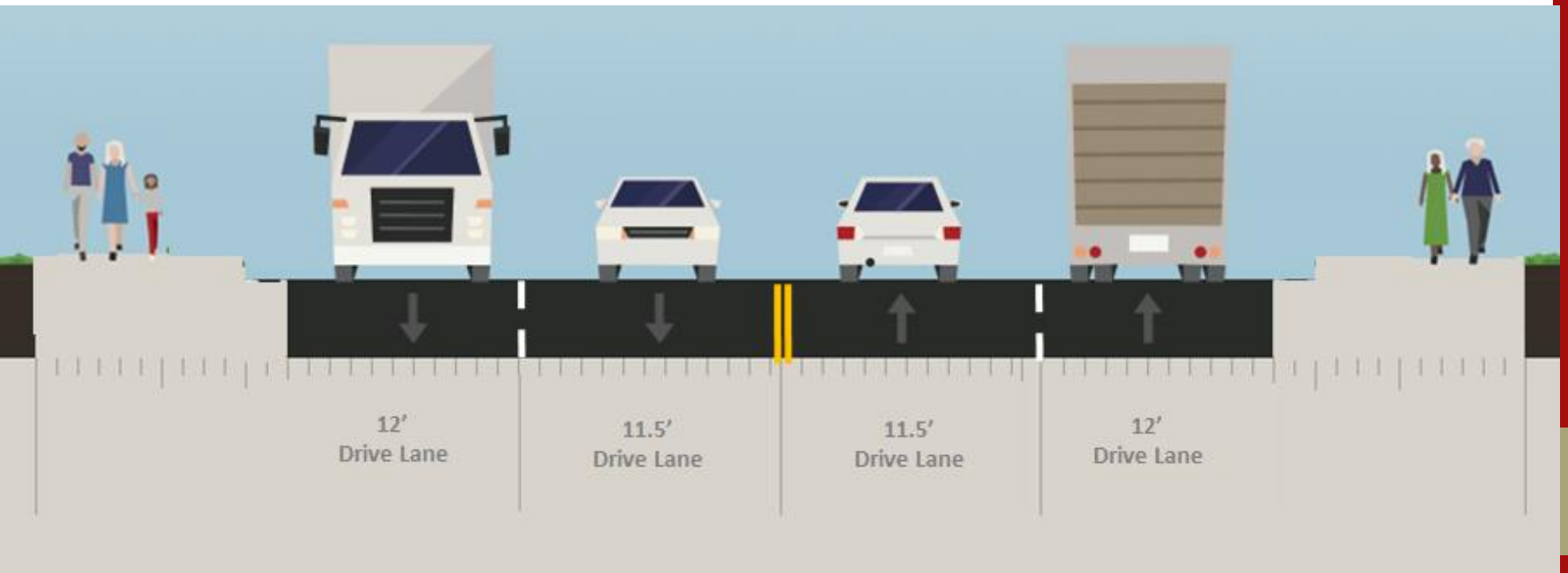
Option 1: Complete Street Maintenance

Elements

- Improve curb ramps
- Install crosswalks along side streets
- Provide ADA compliant bus stops

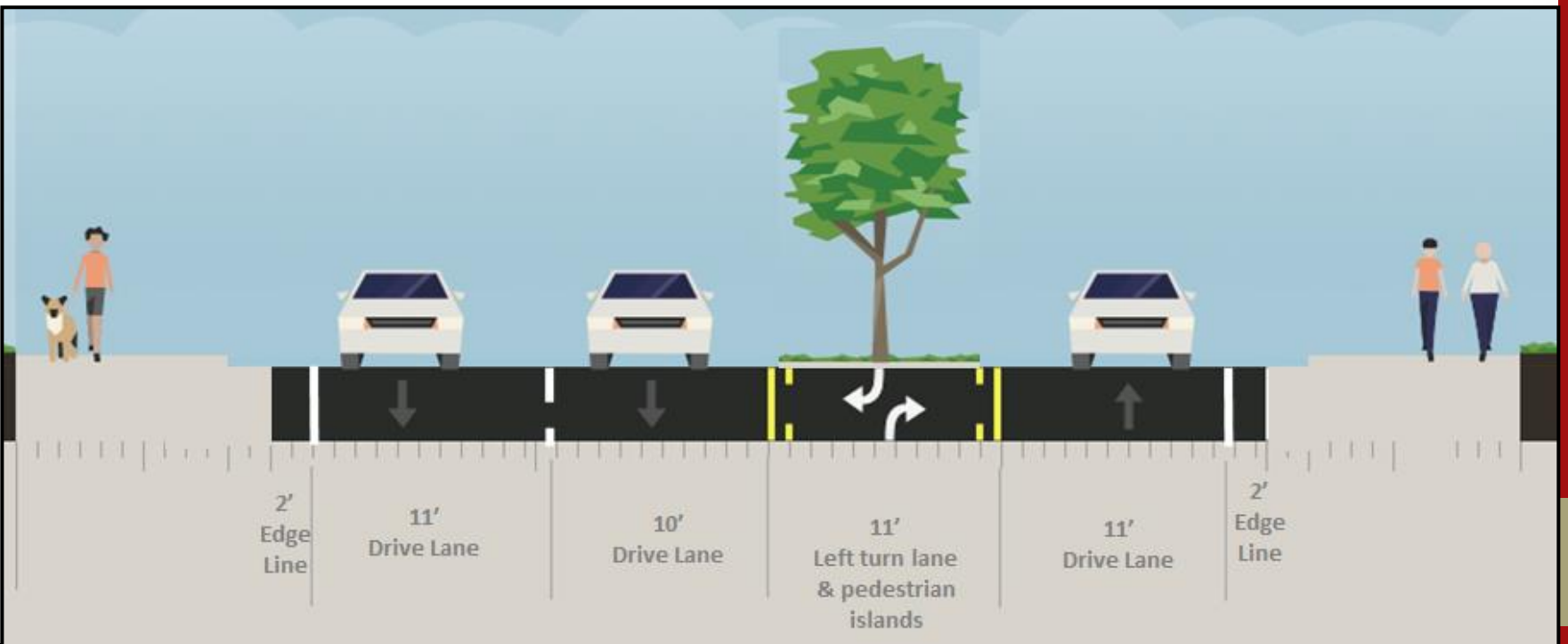
Considerations

- Minimal pedestrian improvements
- No bicycle or vehicular improvements
- No major changes to street



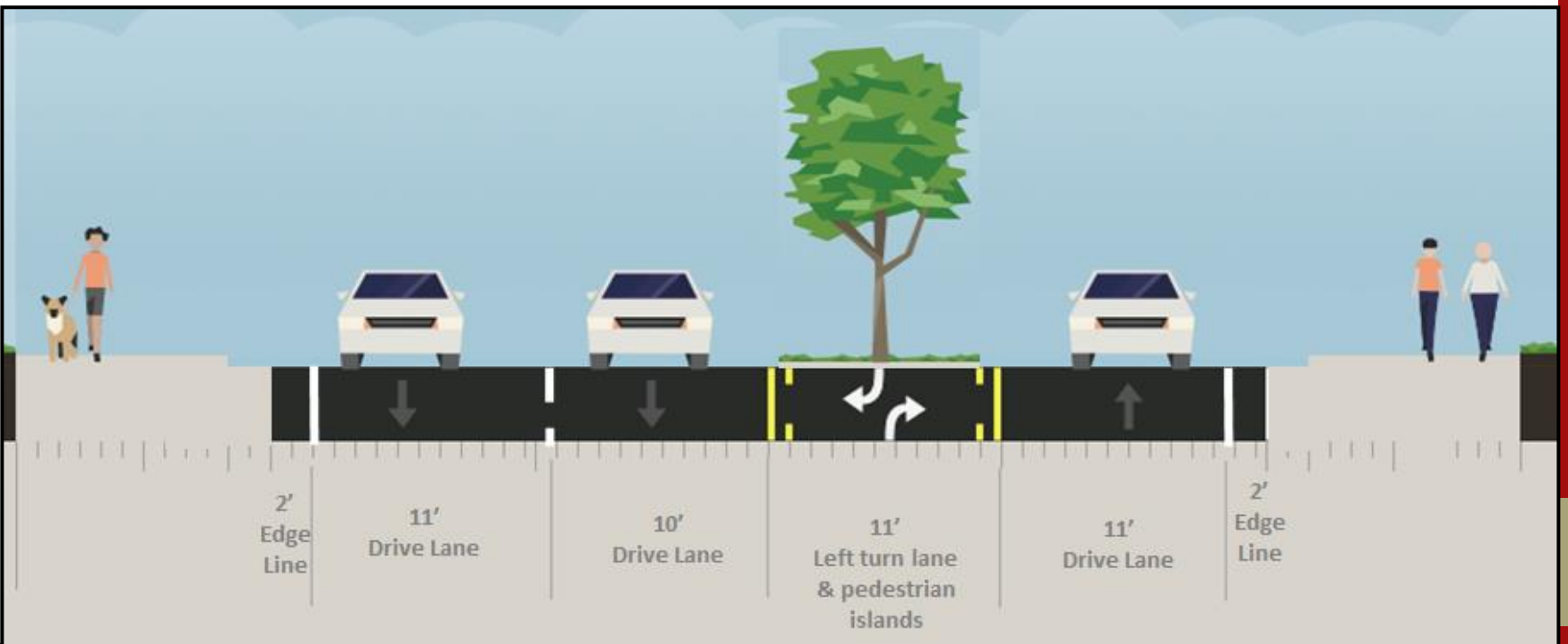
Option 2: Pedestrian & Accessibility Intersection Enhancements

- Remove westbound travel lane and install left turn lanes
- Provide pedestrian & streetscape improvements at intersections
- Improve pedestrian crossings at bus stops

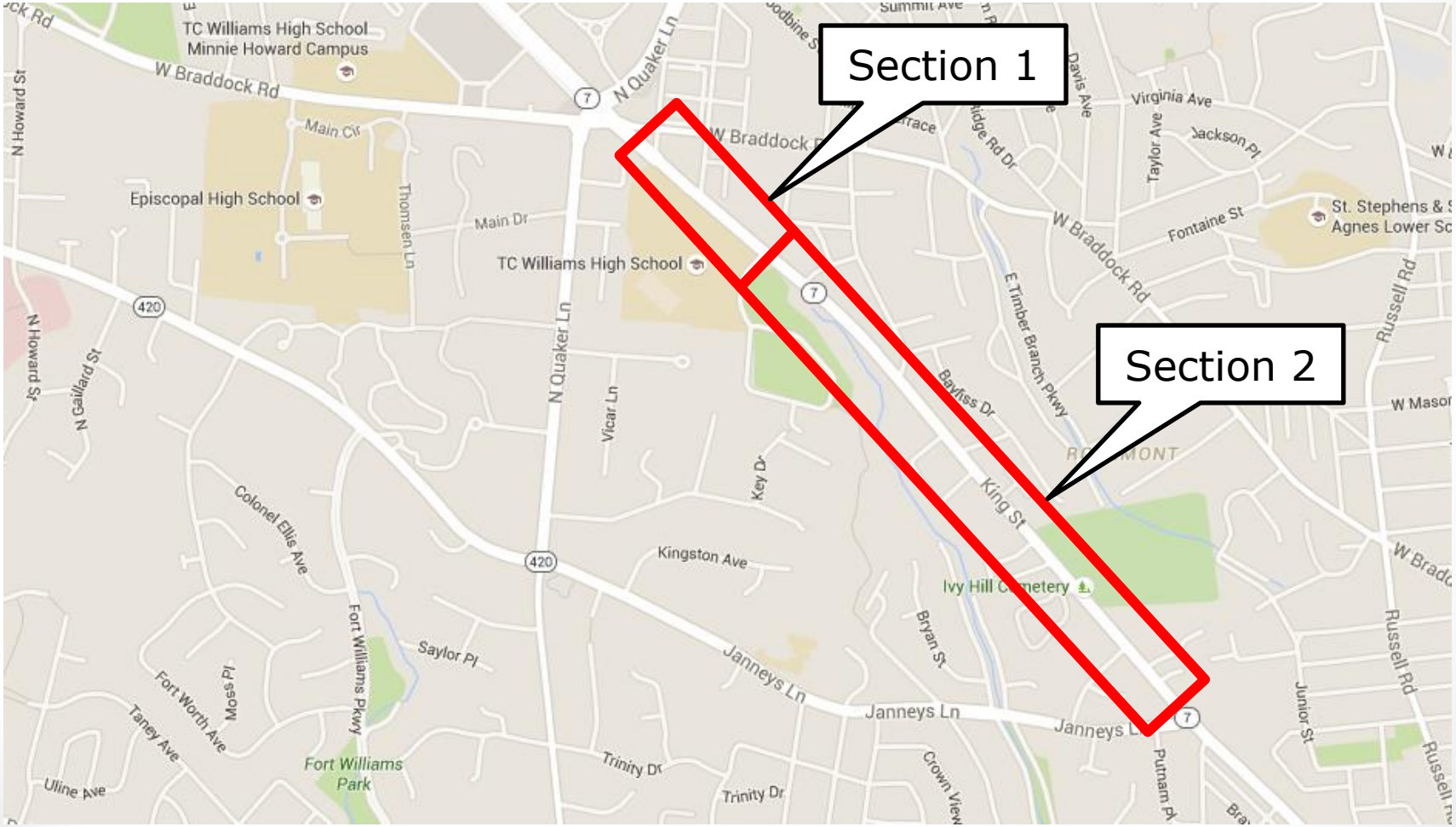


Option 2: Considerations

- 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

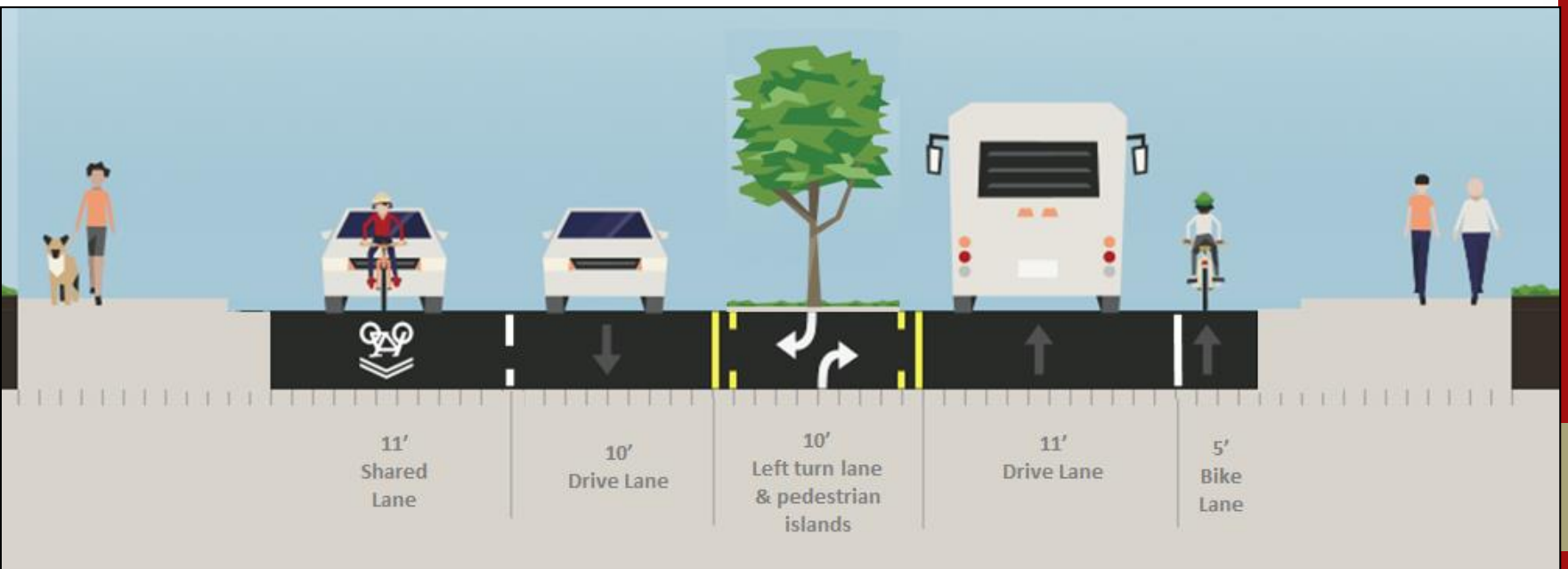


Project Limits: Radford St. to Janney's Ln.



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

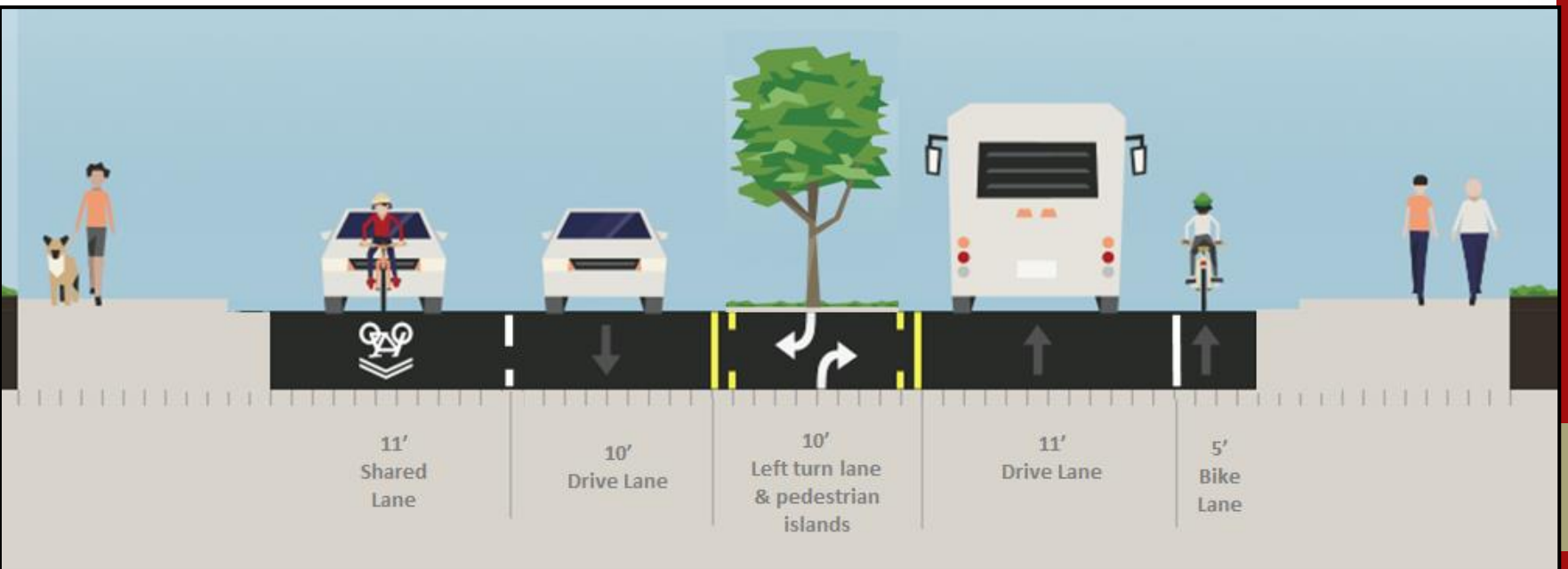


Option 3: Complete Street Corridor Improvements – Chinquapin Drive to Janneys Lane (Section 2)

- 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

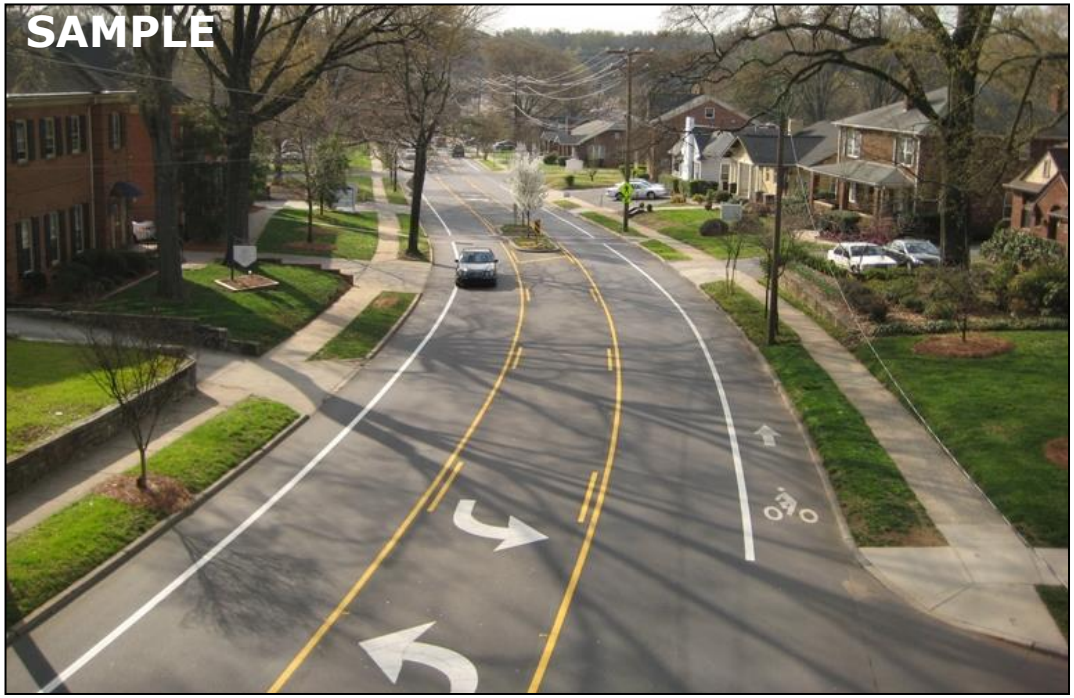
Typical Intersection improvements

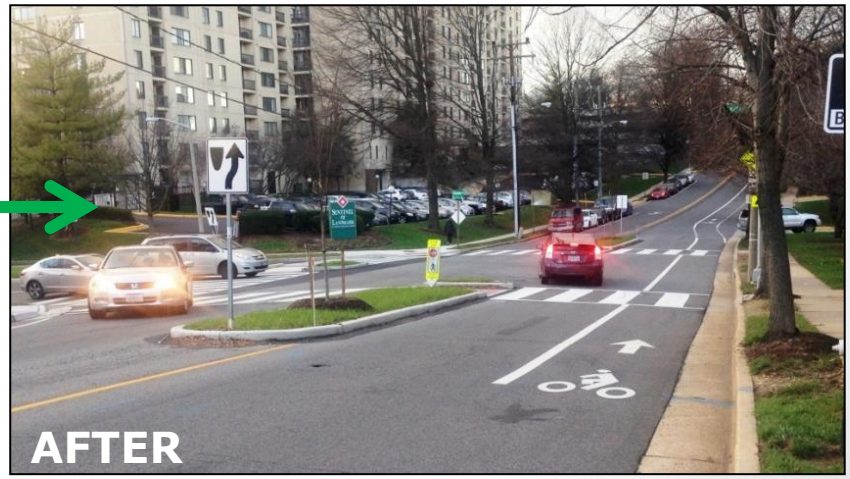
- With option 2 & 3, "typical" improvements can be made to the following intersection:
  - Albany, Quincy and Tuckahoe
- Improvements Include
  - Planted pedestrian refuge island
  - High visibility crosswalk
  - Left turn lane

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?





Option Matrix

What We Heard	Complete Street Maintenance	Pedestrian & Accessibility Intersection Enhancements	Complete Street Corridor Improvements
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		✓–	✓

Questions and Comments

Next Steps

- Public Meeting #3 – April 21st
- Traffic and Parking Board Public Hearing – May 23rd

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https://www.alexandriava.gov/86423