



# **King Street Complete Streets Project**

**Seminary Hill Civic Association**

**May 12, 2016**

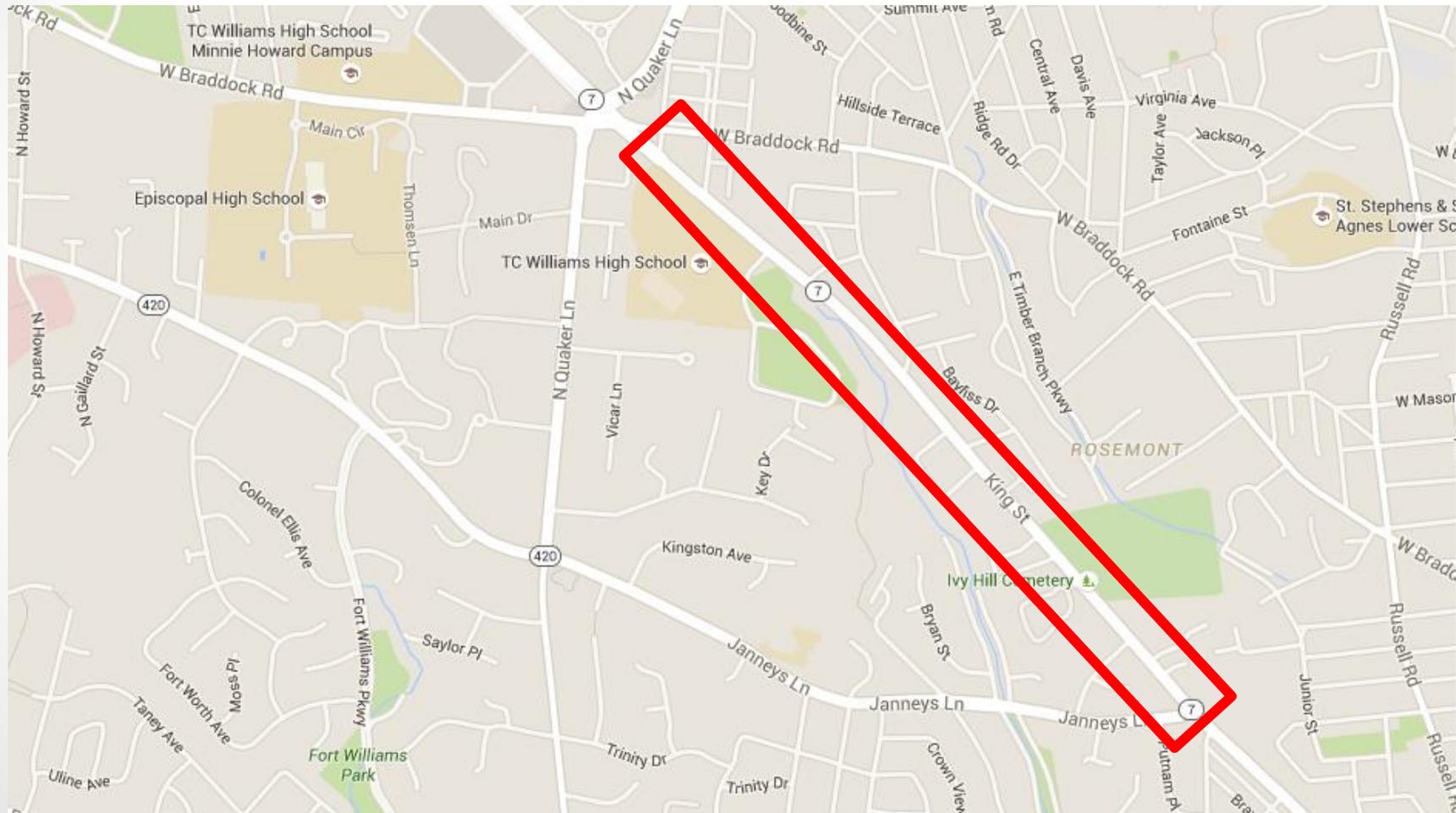
# Project Overview

- 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.





# 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 12<sup>th</sup> – 29<sup>th</sup> – 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
- April 21, 2016 - Public Meeting #3



# 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

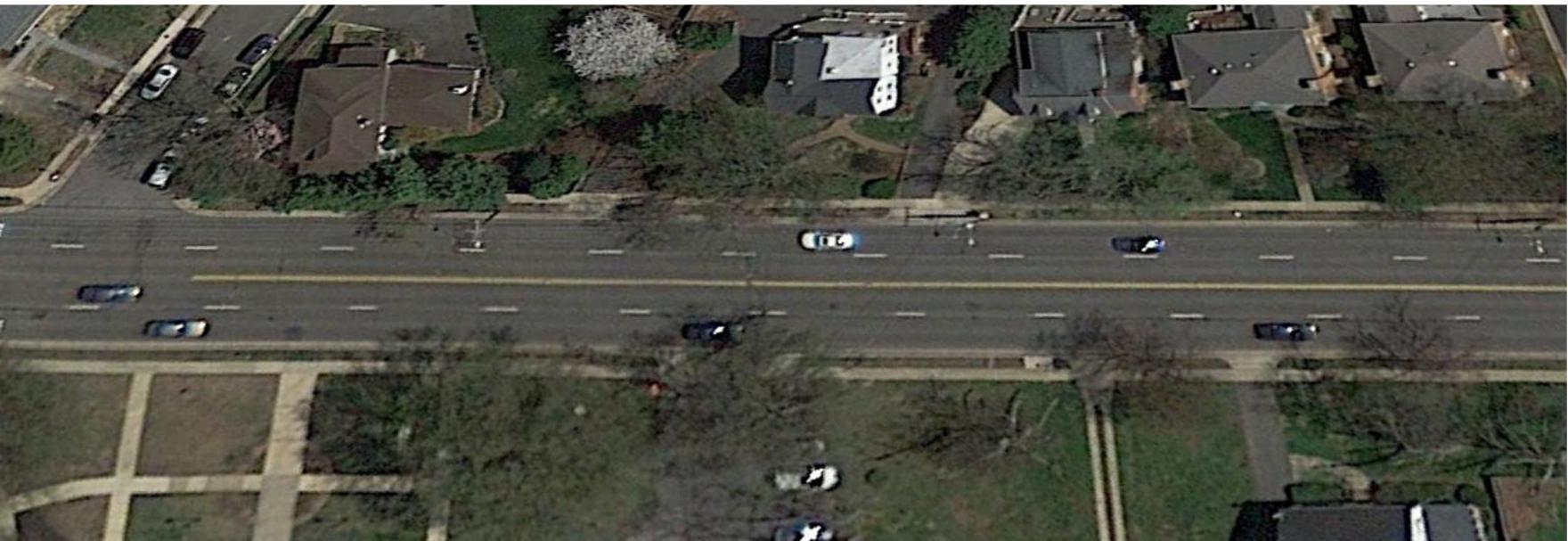
Need to change character of the roadway

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

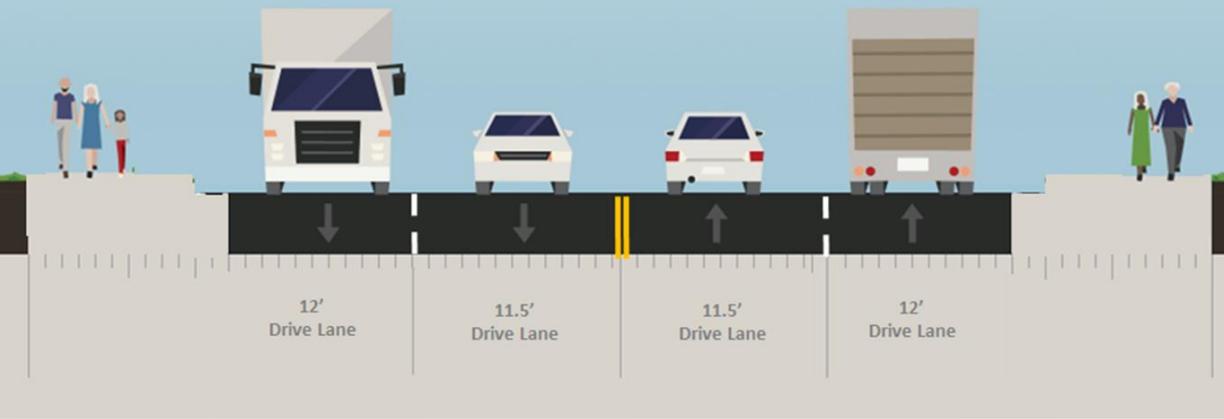
\*Over 250 comments regarding this project submitted

# King Street Existing Conditions





# Option 1 Complete Street Maintenance



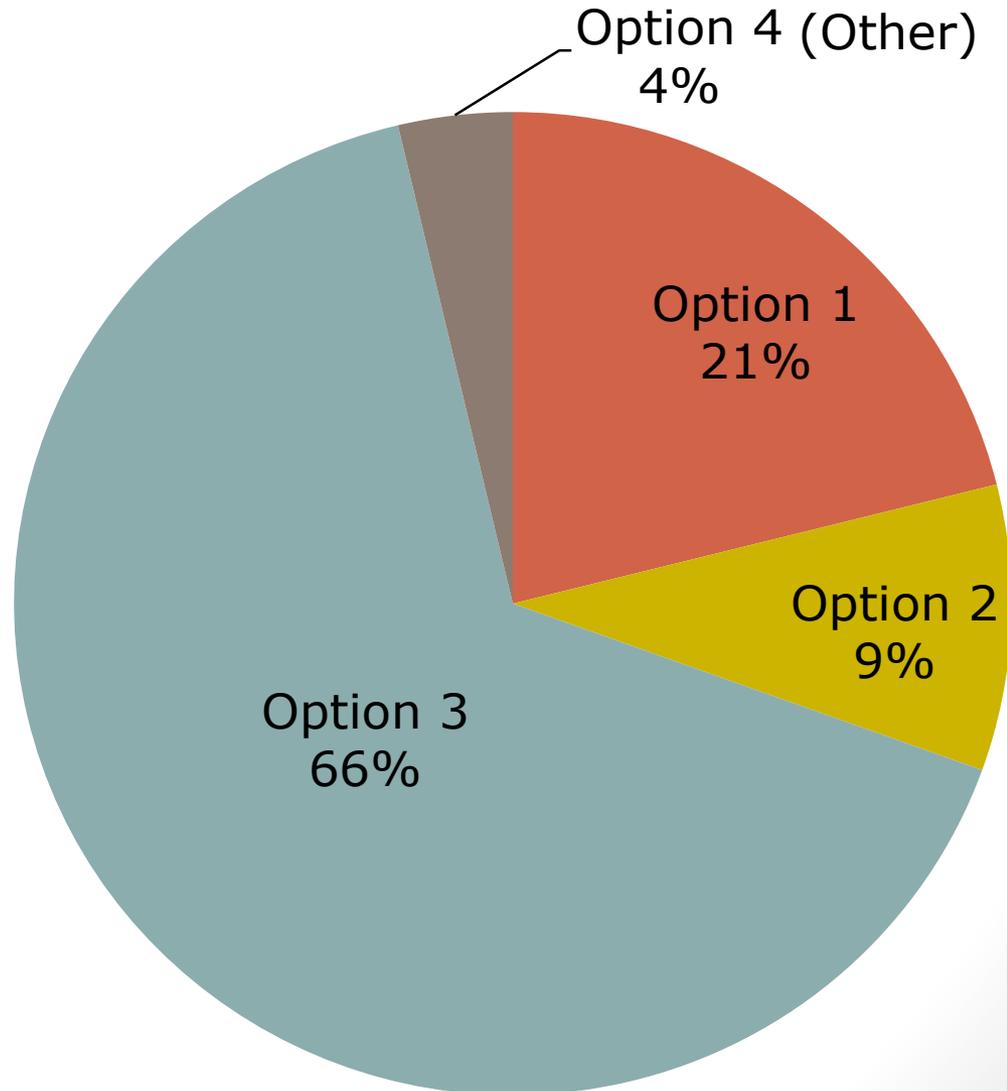
# Option 2 Pedestrian & Accessibility Intersection Enhancements



# Option 3 Complete Street Corridor Improvements

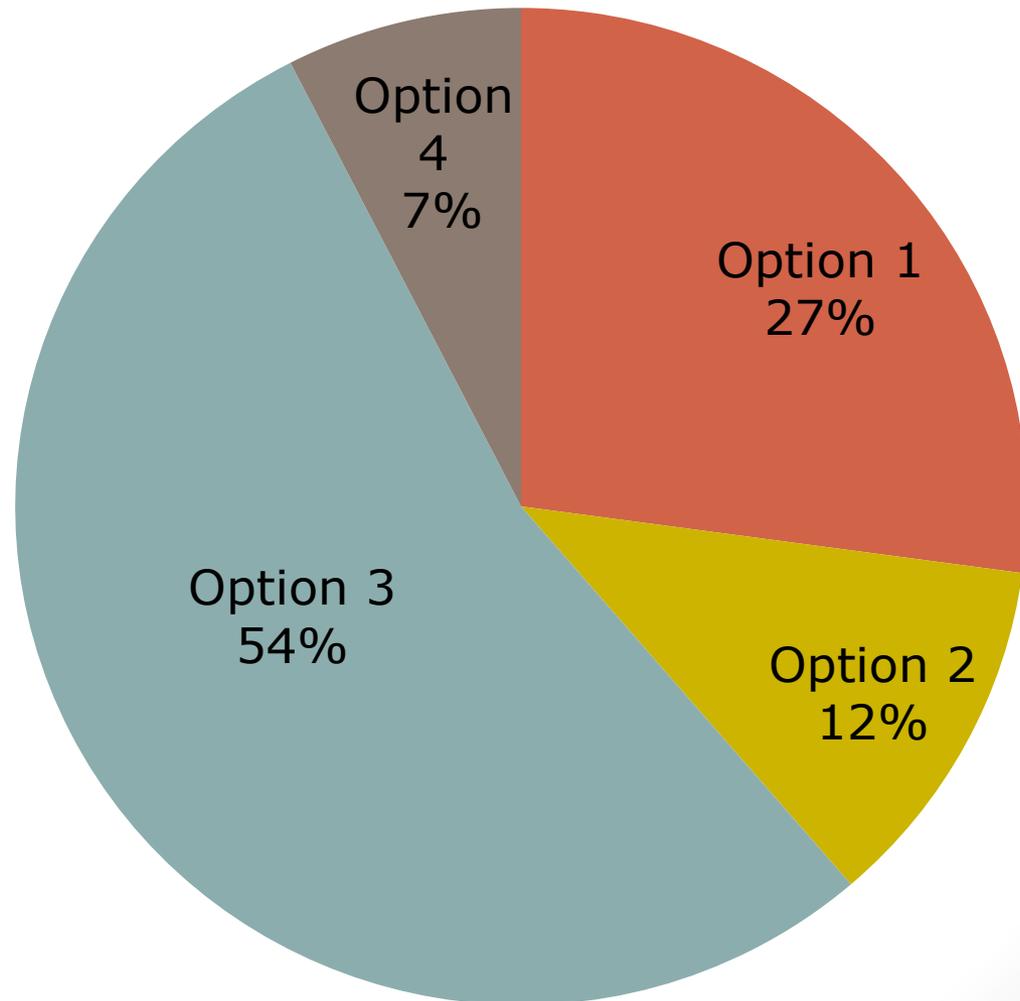
# AlexEngage Results

- 760 people responded to survey
- 200 people who live “in area” responded
- 215 additional comments



# Alex Engage Results

- 200 In Area Residents Results

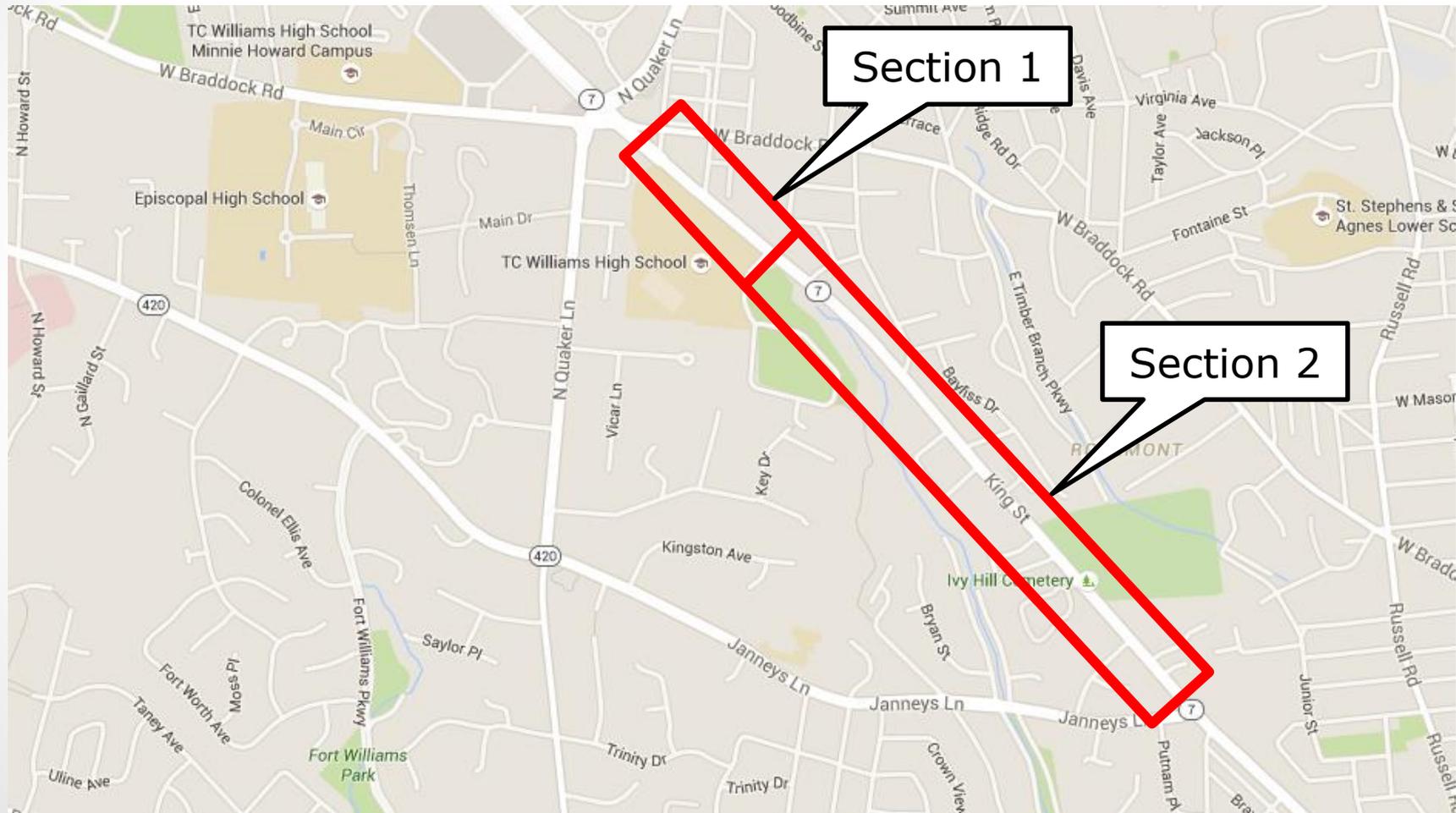




# Complete Street Design Option 3

- Proposal 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.



# Complete Street Design: Complete Street Corridor

Kenwood to Chinquapin



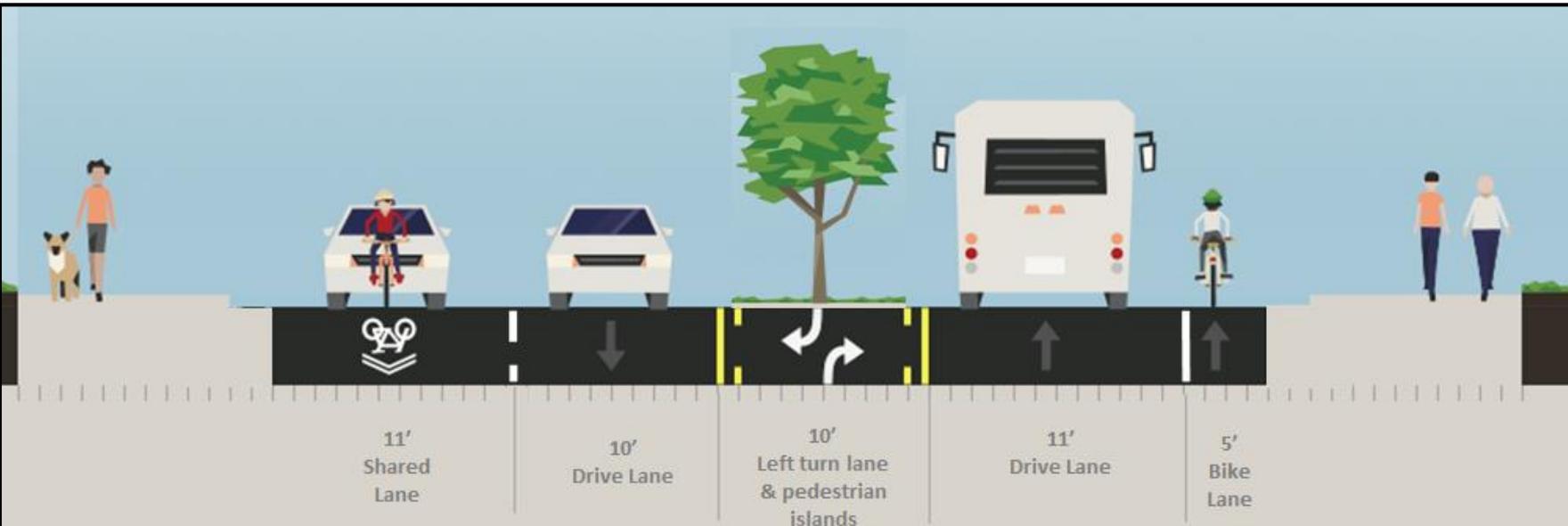
Chinquapin to Janneys



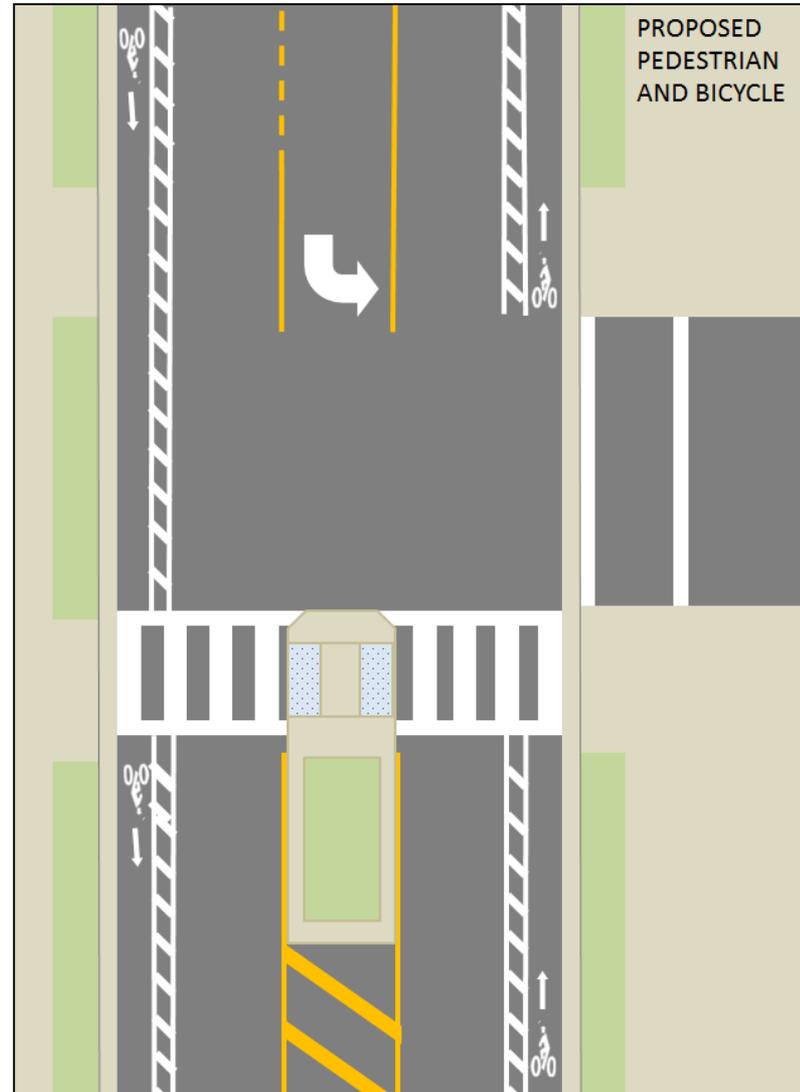
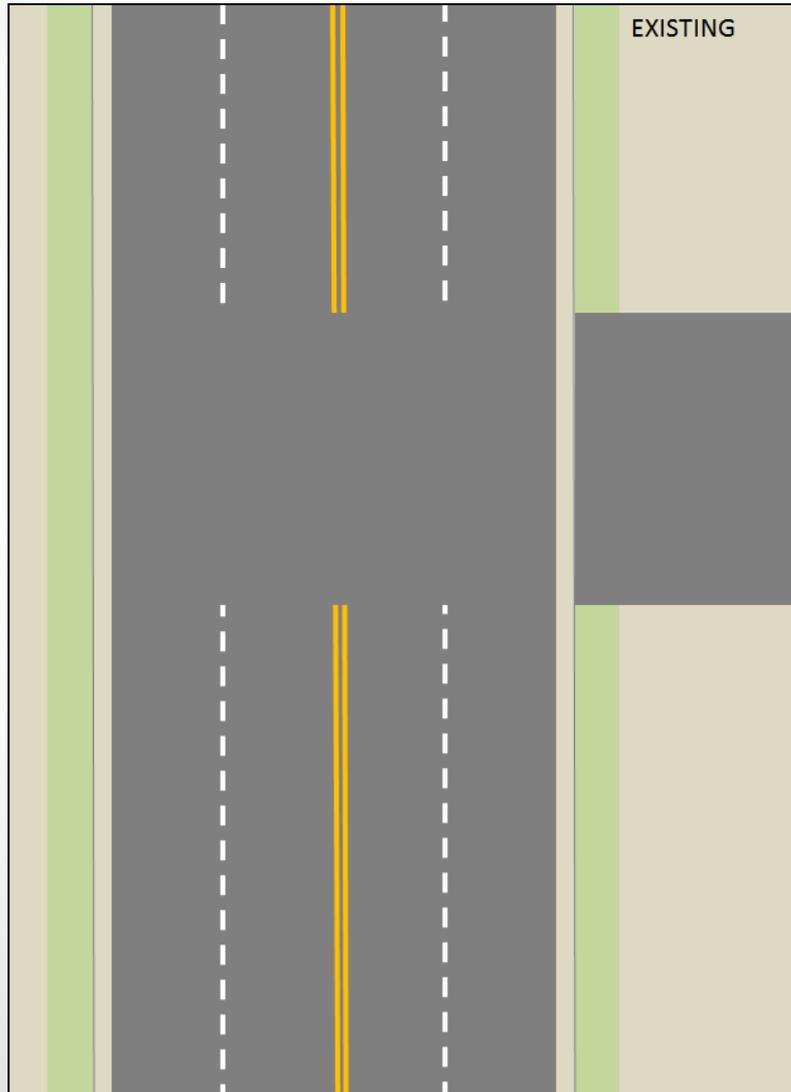
# Complete Street Design: Considerations



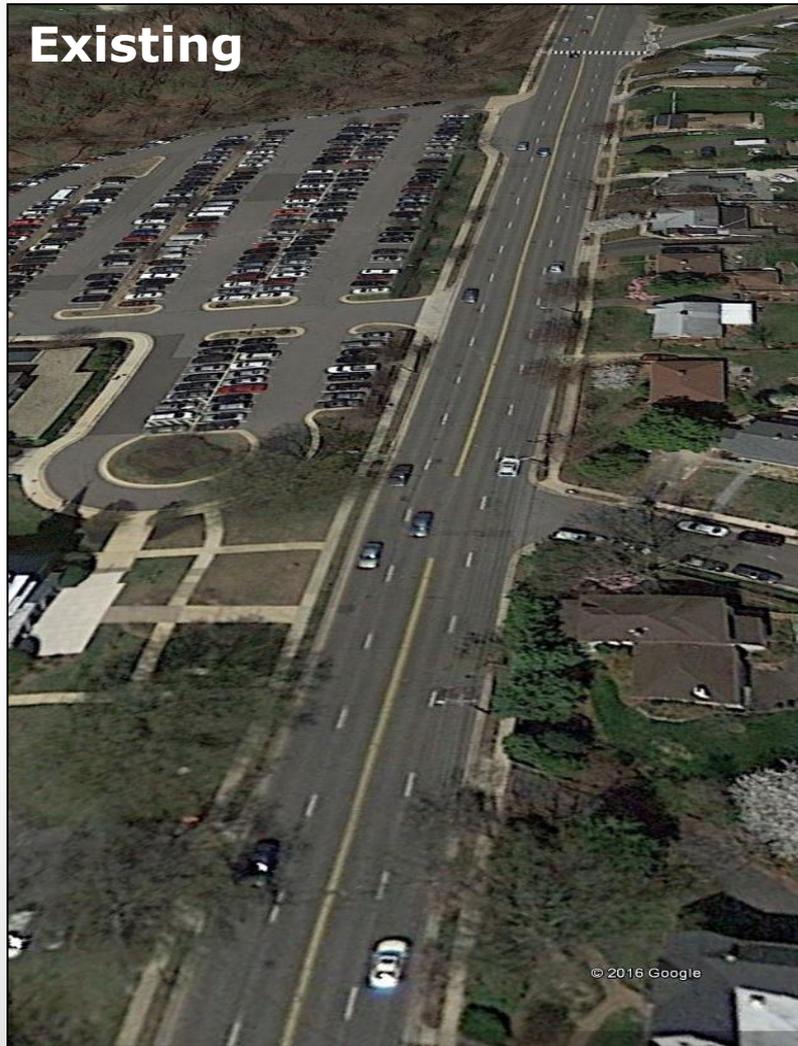
- Eastbound travel time increases by 7s in the AM peak (3s in PM peak)
- Westbound travel time increases by 13s in AM peak (11s in PM peak)
- Provides separation between vehicles and sidewalk
- Provides designated space on street for all users for most of corridor
- Changes character of the corridor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



# Typical Intersection – Option 3 Albany, Tuckahoe & Quincy



# Complete Street Design Corridor Concept

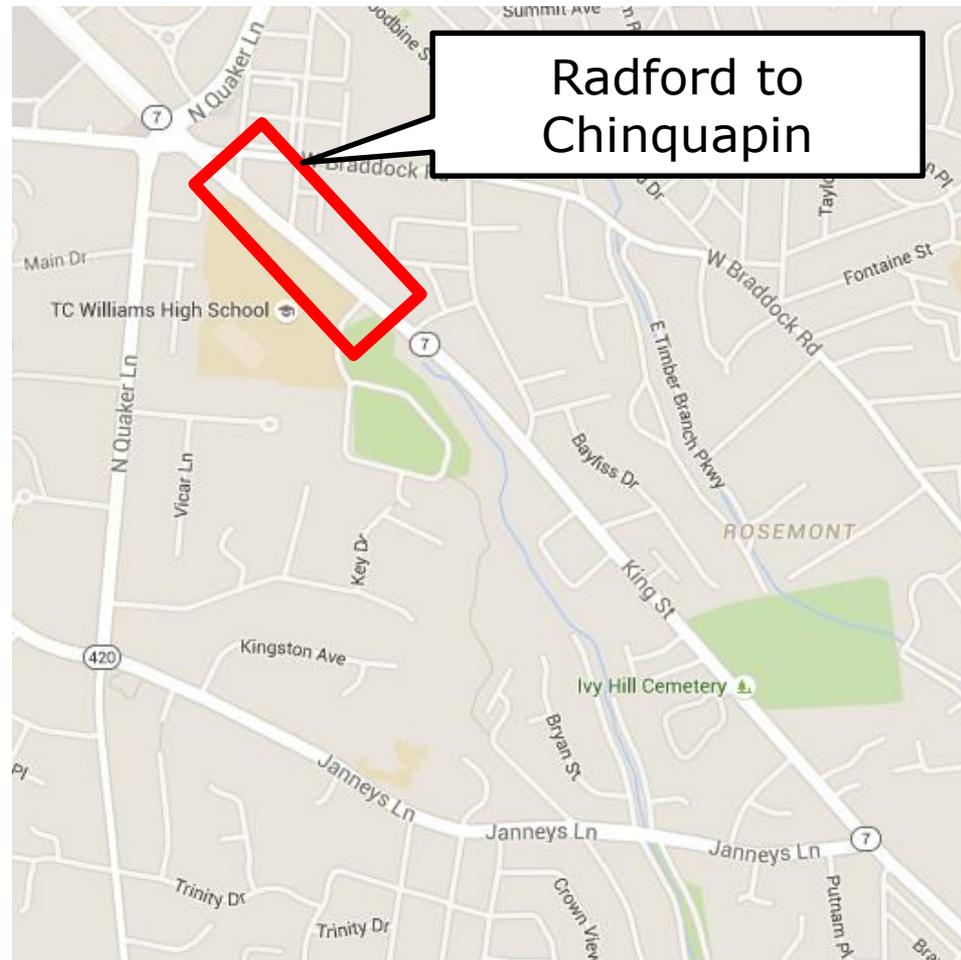


What  
could it  
look  
like?

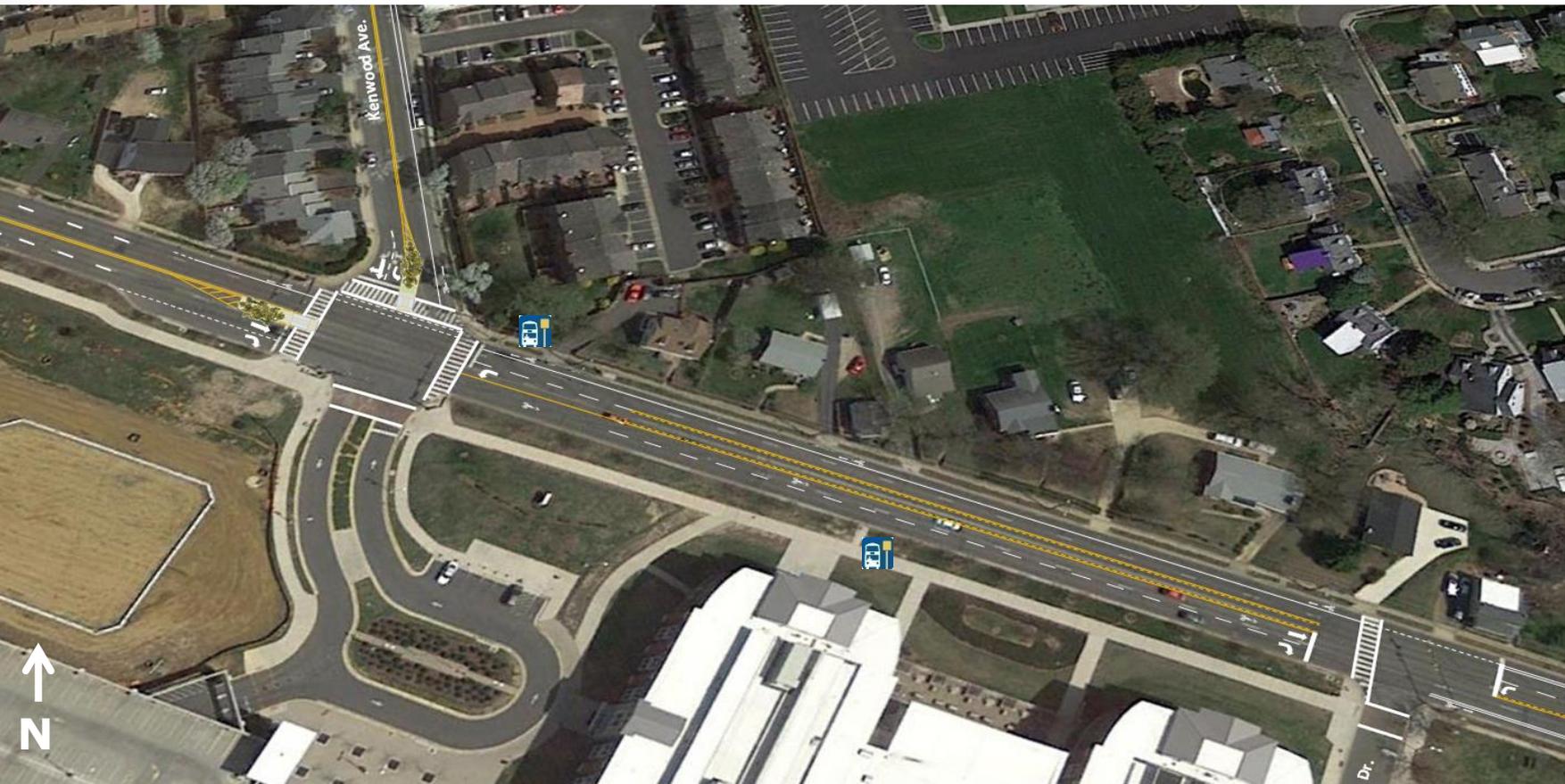


# Detailed Street Section – Radford to Chinquapin

- 2 Eastbound Lanes
- 1 Westbound Lane with bike lane
- Westbound left turn lanes into TC at Kenwood and Chinquapin



- 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

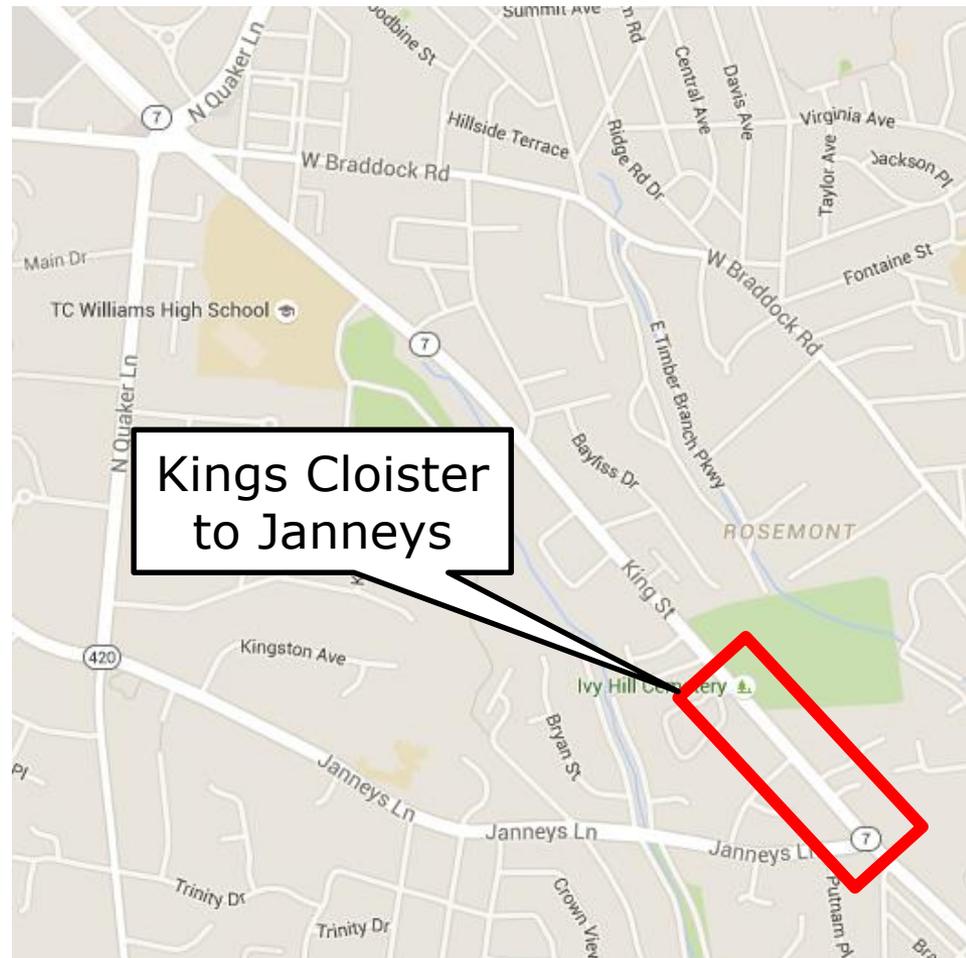


- One travel lane in each direction with center/left turn lane
- Planted pedestrian islands with crosswalks at Quincy, Tuckahoe & Albany
- Buffered bike lanes



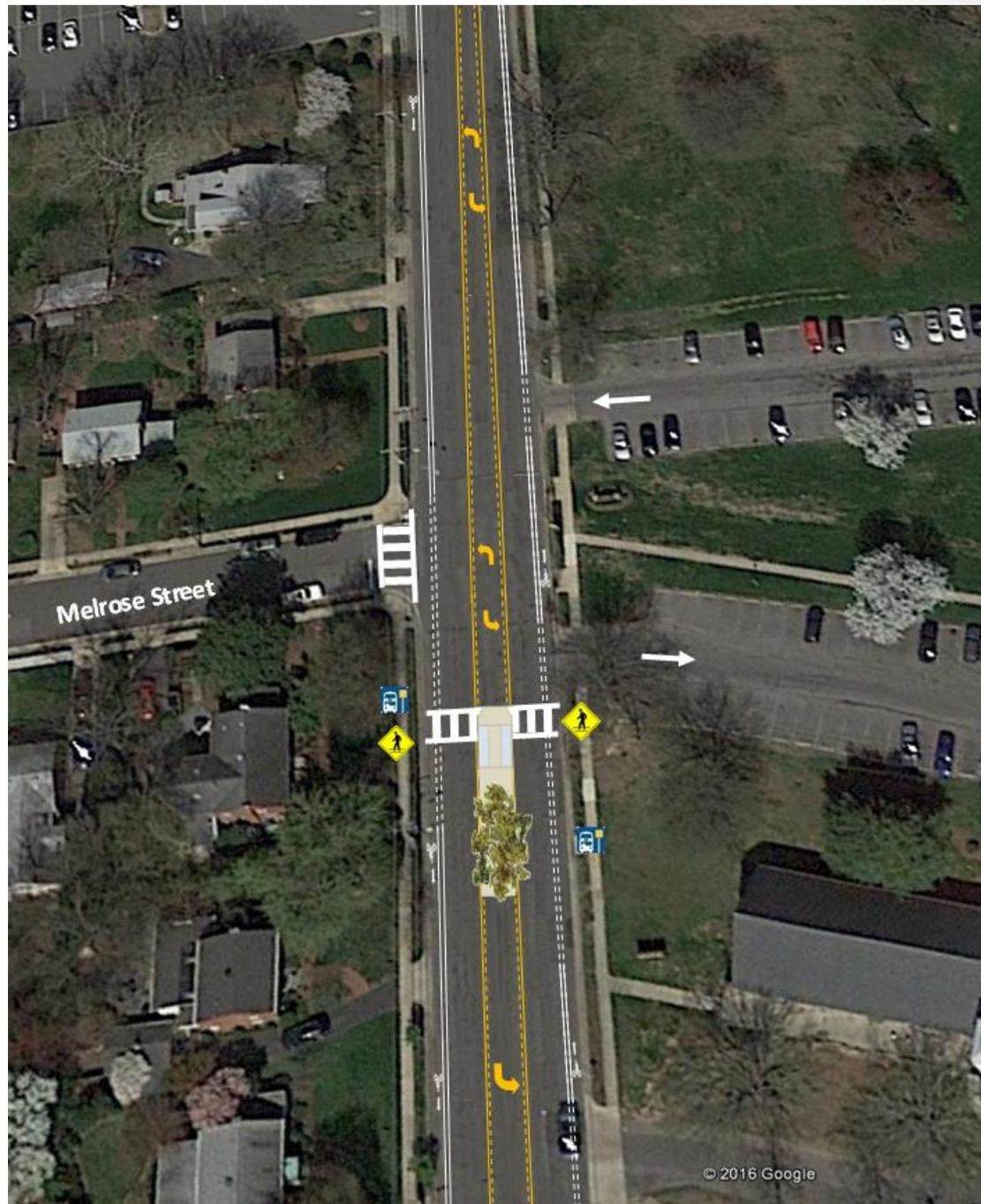
# Detailed Street Section – Melrose to Janneys

- 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

# Traffic Analysis

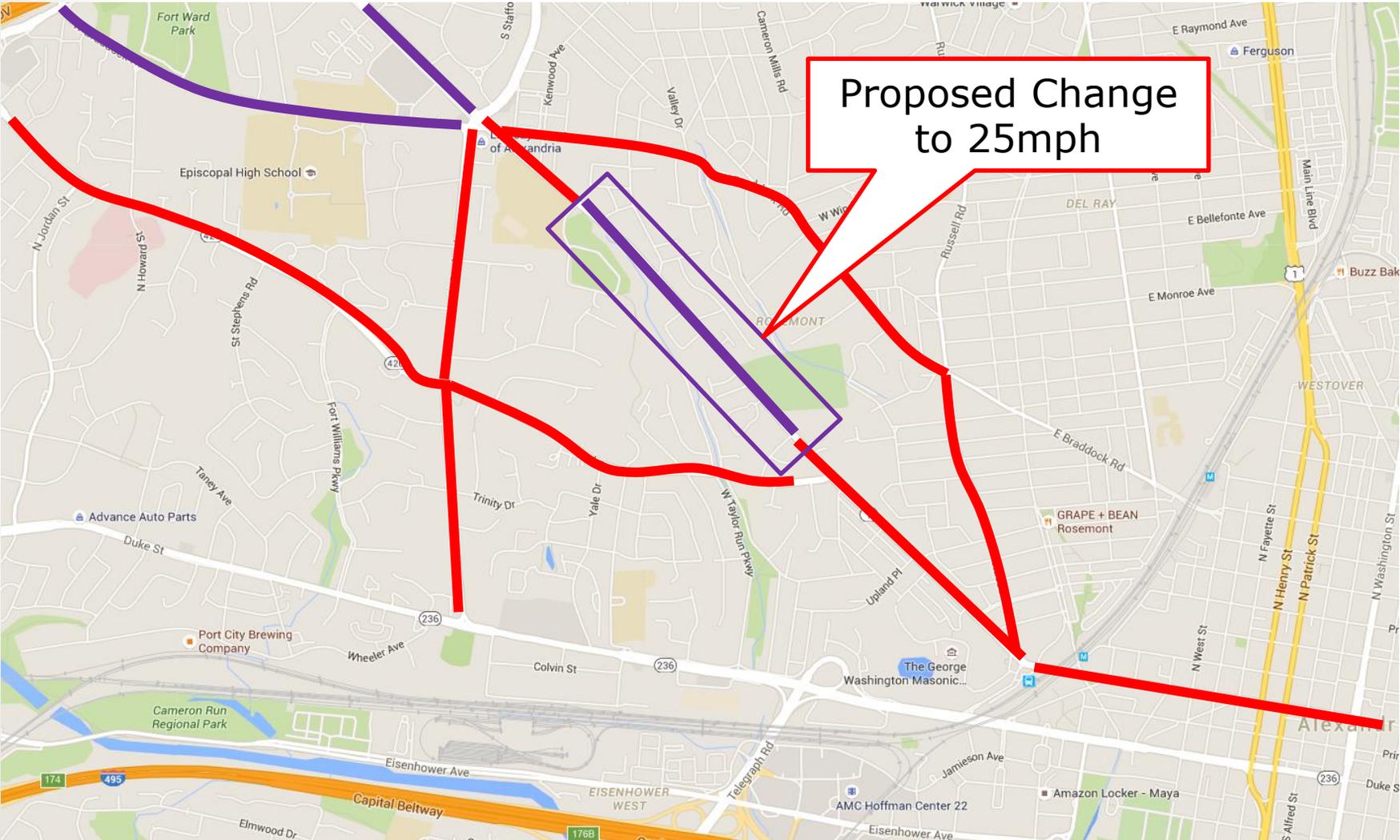
- Delay due to removal of travel lane during peak hour – less than 12s
- No changes to the level of service at signalized intersections
- Additional Travel Time along Corridor with proposed changes to speed limit = 30 seconds

# Traffic Diversion





# Speed Limit





# Next Steps

- Additional community input welcomed
  - <https://www.alexandriava.gov/86423>
- Staff to refine recommended design option
- Traffic and Parking Board – Public Hearing – Monday, June 27
  - <https://www.alexandriava.gov/TrafficParkingBoard>
  - City Hall Council Chambers, 7:30 pm
- Implementation – Summer 2016

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