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 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

• 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

*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

![Pie chart showing:
Option 1: 21%
Option 2: 9%
Option 3: 66%
Option 4 (Other): 4%]
Alex Engage Results

- 200 In Area Residents Results

- Option 1: 27%
- Option 2: 12%
- Option 3: 54%
- Option 4: 7%
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

- 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
• 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

KQB ➔ Janneys at 1.3 miles 3 minutes

KQB ➔ Janneys at 1.7 miles 4 minutes
Speed Limit

Proposed Change to 25mph
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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