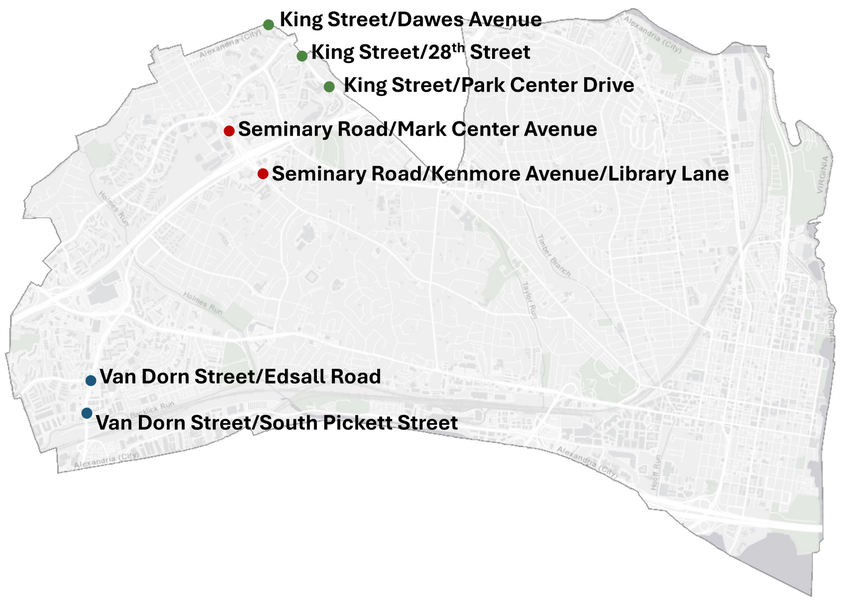
Project Overview

Project Scope

Evaluate 7 high-crash intersections in the West End

Identify safety challenges and potential improvements



Project Goals

1. Reduce risk of fatal and severe crashes
2. Improve mobility, access, and comfort for all users
3. Ensure coordination across projects in the West End

Background

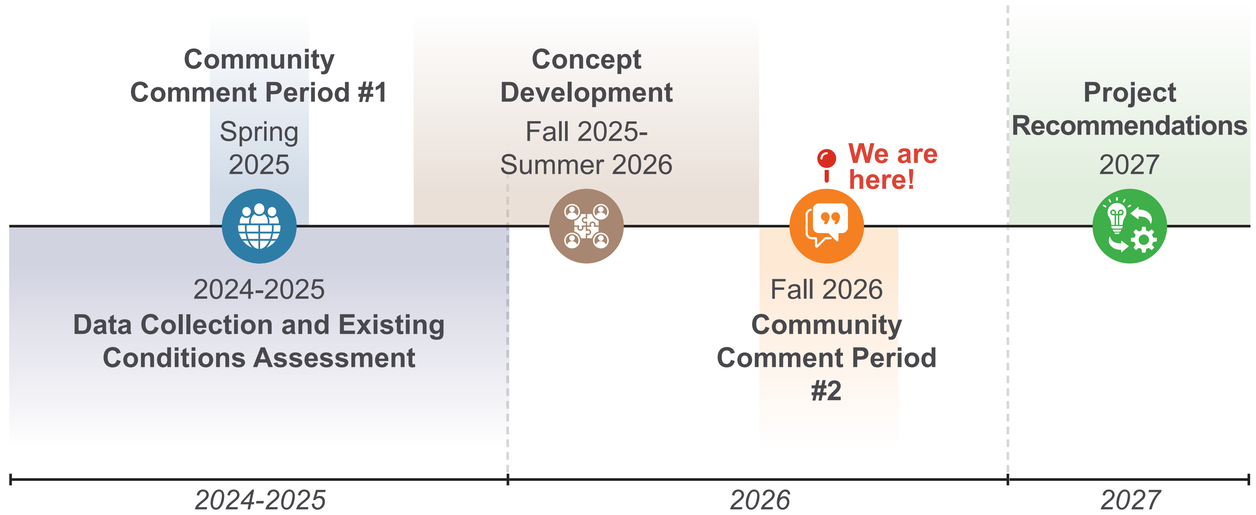
In 2017, the City of Alexandria adopted a Vision Zero Resolution and Action Plan, establishing a goal to eliminate fatal and severe crashes by 2028. The City has worked to improve safety citywide by focusing improvements in high-crash areas in addition to making systemic safety improvements where risk of severe crashes is high.

- **70% of fatal/severe crashes** occur on just 10% of City streets
- **20+ fatal or severe crashes** since 2011
- **80+ injury crashes** since 2011



In 2022, the City performed an updated comprehensive crash analysis to identify high-crash corridors and intersections. That same year, the City secured federal funding to perform safety audits and develop concept designs at seven high-crash intersections via the U.S. Department of Transportation's Safe Streets & Roads for All Grant Program. This project is also being completed in partnership with the Northern Virginia Transportation Authority.

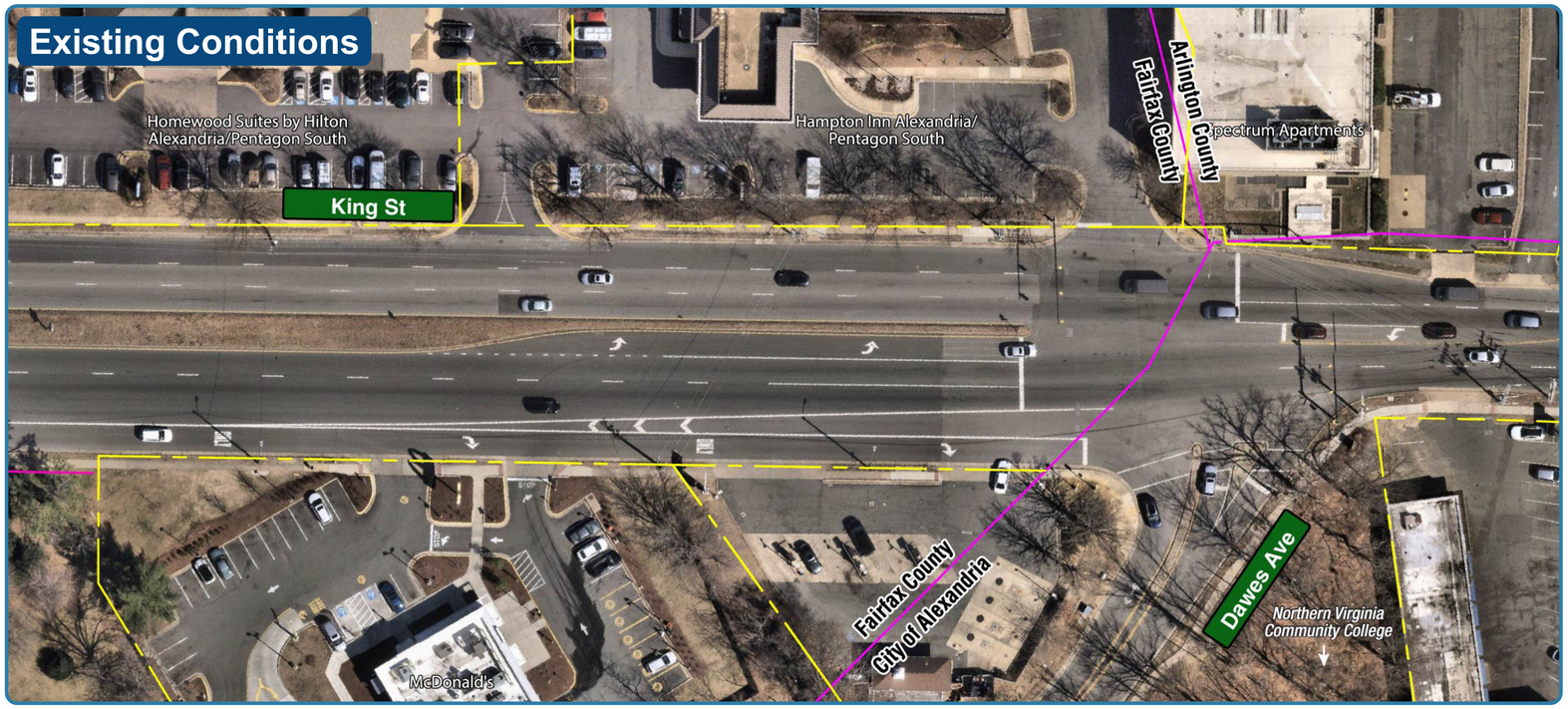
Project Timeline

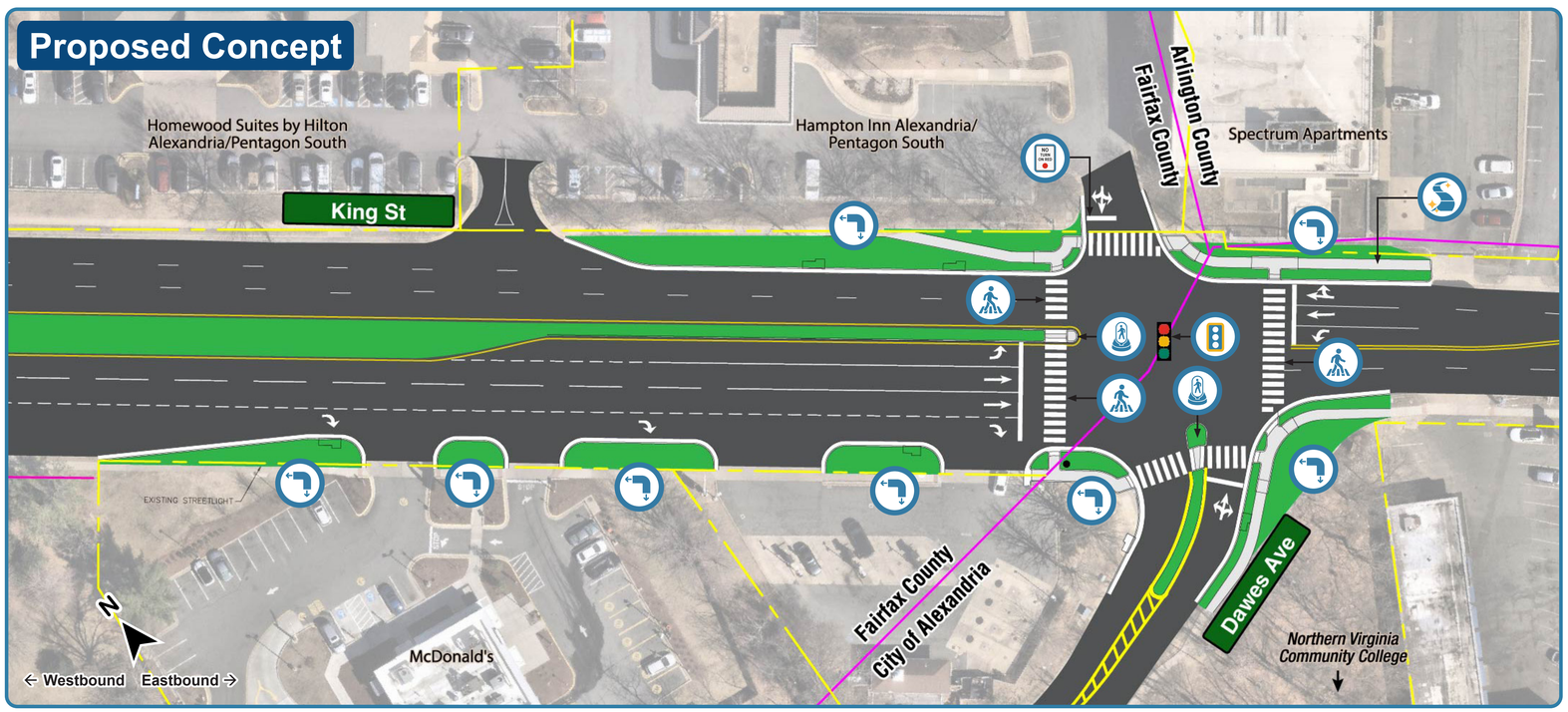


City of Alexandria
West End High-Crash Intersection Safety Audits

For more information, visit the project website:
alexandriava.gov/go/4794

King Street and Dawes Avenue: Option 1





Concept Overview

The concept for the intersection of King Street and Dawes Avenue includes the following features:

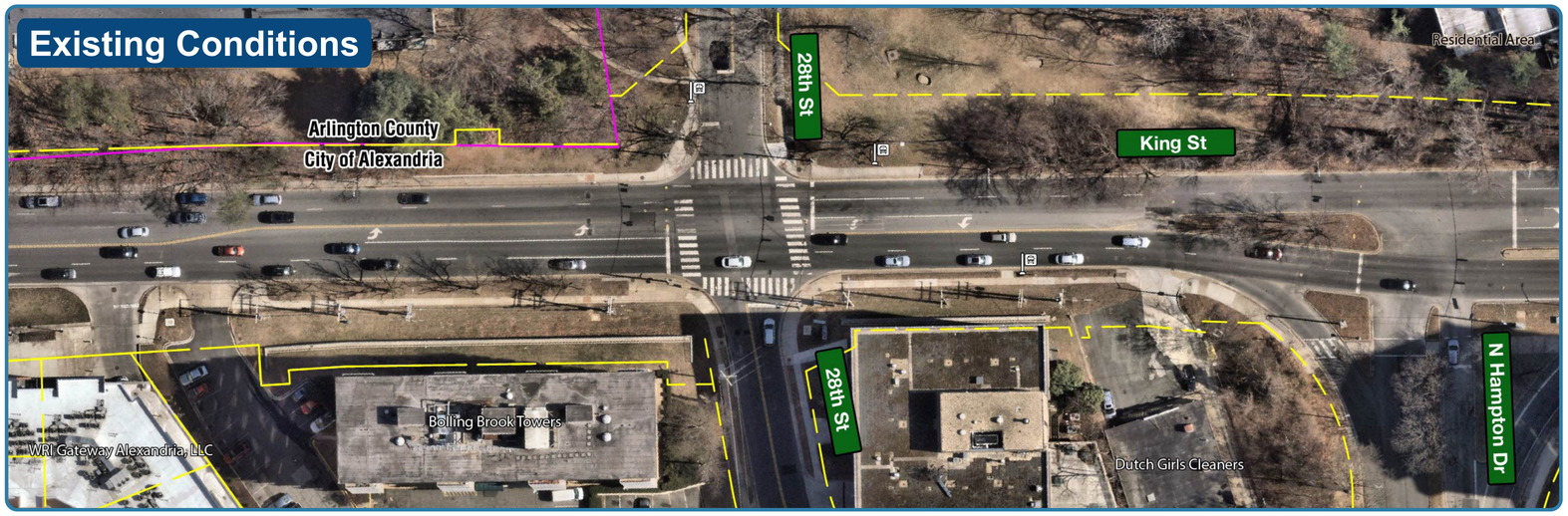
- **New crosswalks** across King Street to improve safety and accessibility
- **New sidewalk** on the northeast corner of the intersection to improve safety and accessibility
- **New and improved pedestrian refuge islands** for the new west crosswalk across King Street and the existing crosswalk across Dawes Avenue to give people crossing the street a safe place to wait
- **Curb extensions** on all corners to repurpose excess roadway width for more landscaping, wider sidewalks, and shorter pedestrian crossings
- **No Turn on Red signage** to reduce vehicle and pedestrian conflicts
- **Reflective backplates** on all traffic signals to improve visibility
- **New streetlights** across the intersection area to improve visibility for people walking and driving

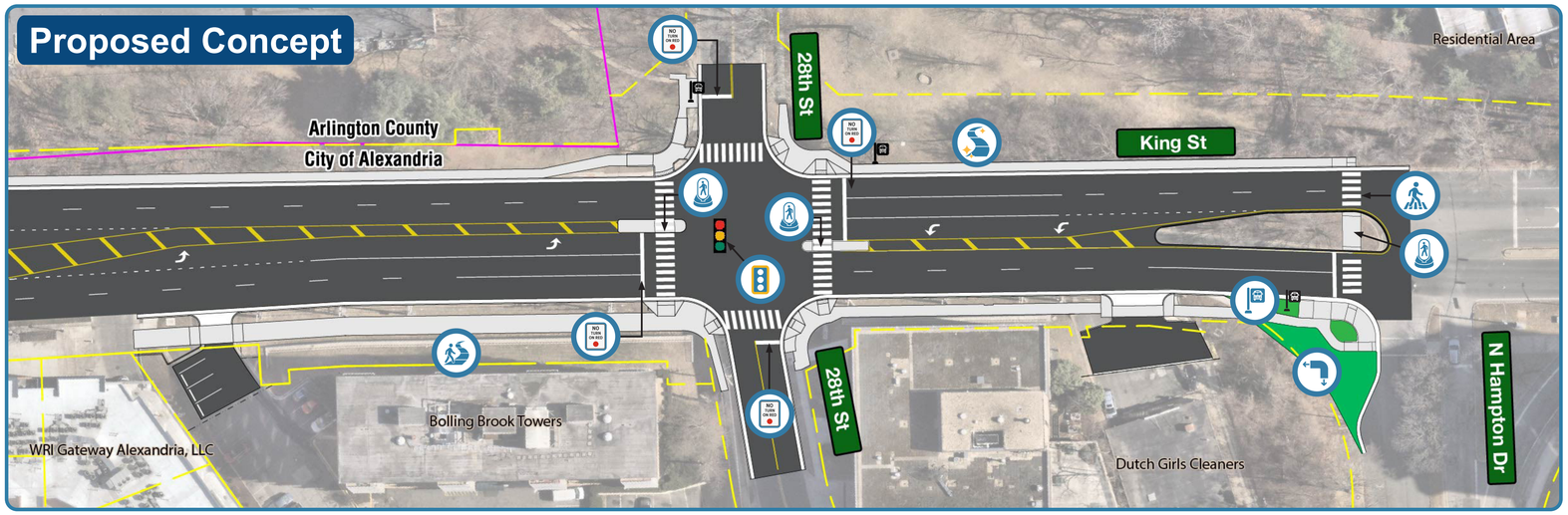
This project is being coordinated with the Northern Virginia Transportation Commission's (NVTC) Envision Route 7 transit improvements project.

For more information, visit the project website:
alexandriava.gov/go/4794

City of Alexandria
West End High-Crash Intersection Safety Audits

King Street and 28th Street: Option 1





← Westbound Eastbound →

Concept Overview

The concept for the intersection of King Street and 28th Street includes the following features:

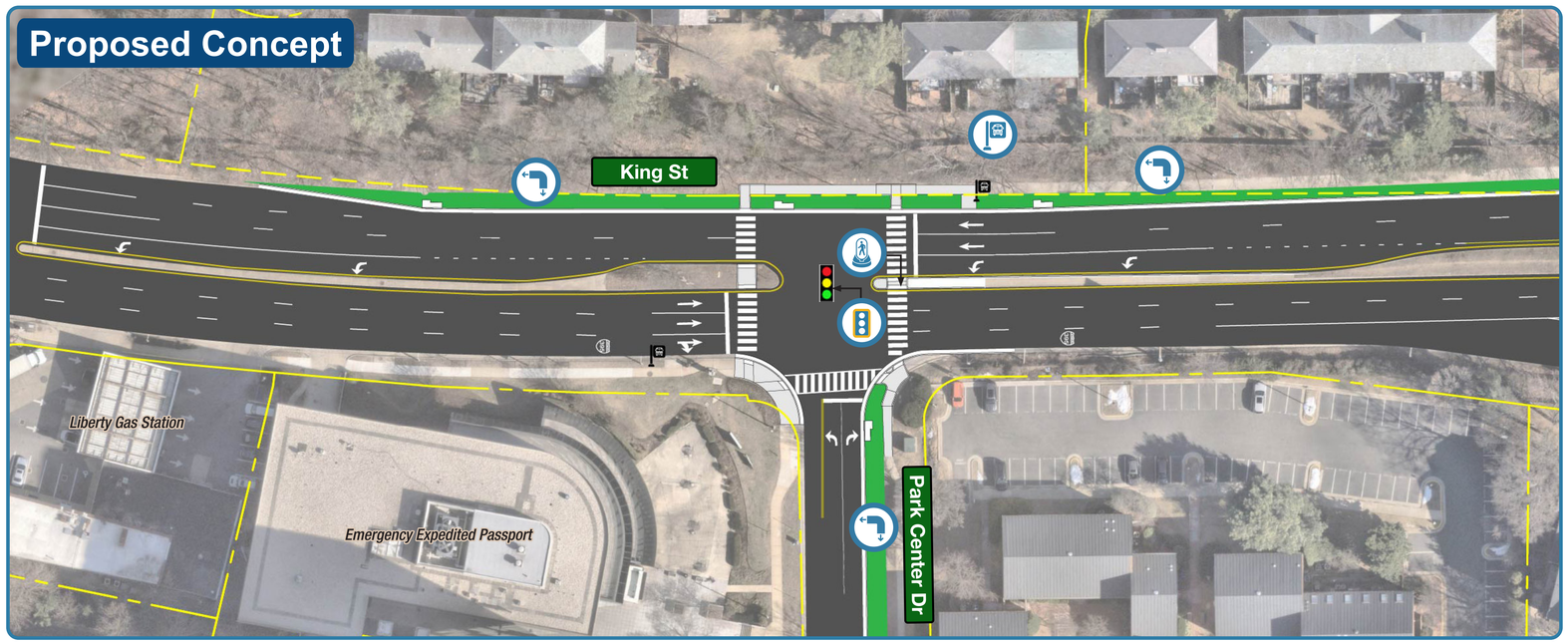
- **New crosswalk** across King Street at the N Hampton Drive intersection to improve safety and accessibility
- **Wider sidewalk** on the southwest corner of the 28th Street intersection to improve safety and accessibility
- **New pedestrian refuge islands** for crosswalks across King Street to give people crossing the street a safe place to wait
- **Curb extension** at the N Hampton Drive intersection to repurpose excess roadway width and remove the current slip lane for more landscaping, wider sidewalks, and shorter pedestrian crossings
- **New sidewalk** on the north side of King Street between 28th Street and N Hampton Drive to improve safety and accessibility
- **No Turn on Red signage** to reduce vehicle and pedestrian conflicts
- **Reflective backplates** on all traffic signals to improve visibility
- **Relocated bus stop** (eastbound) at the N Hampton Drive intersection to improve access, safety, and proximity to crosswalks

Intersection improvements include planned City improvements as part of the N. Beauregard Street and King Street project.

For more information, visit the project website:
alexandriava.gov/go/4794

King Street and Park Center Drive: Option 1





N

← Westbound Eastbound →

Concept Overview

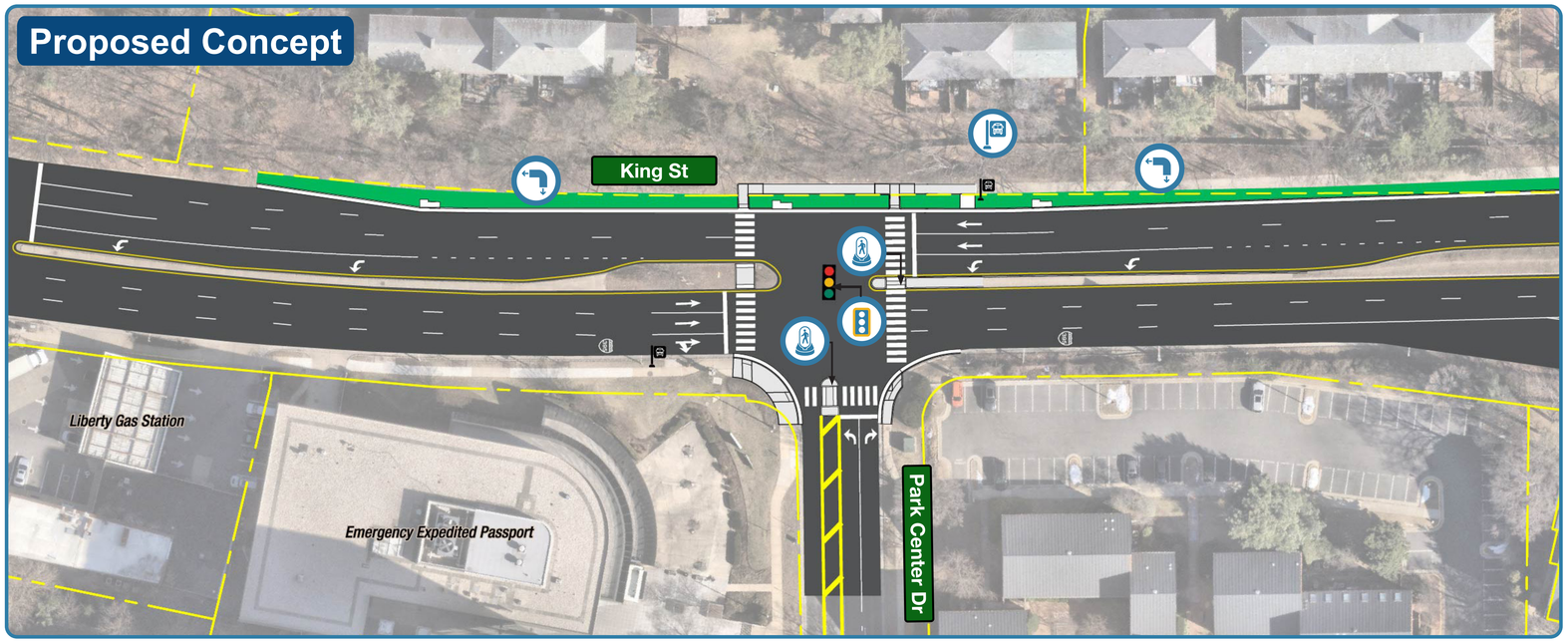
Option 1 for the intersection of King Street and Park Center Drive narrows Park Center Drive to encourage slower vehicle speeds and reduce the distance that people walking need to cross to get from one side of the street to the other. Option 1 also features:

- **New pedestrian refuge island** for the east crosswalk across King Street to give people crossing the street a safe place to wait
- **Curb extensions** on the east side of Park Center Drive and the north side of King Street to repurpose excess roadway width for more landscaping, wider sidewalks, and shorter pedestrian crossings
- **Reflective backplates** on all traffic signals to improve visibility
- **New streetlights** across the intersection area to improve visibility for people walking and driving
- **Improved bus stop** for westbound King Street buses

Option 2 (next board) maintains the width of Park Center Drive, but converts a turn lane to a median and pedestrian refuge island.

King Street and Park Center Drive: Option 2





N

← Westbound Eastbound →

Concept Overview

Option 2 for the intersection of King Street and Park Center Drive maintains the width of Park Center Drive, but converts a turn lane to a median and pedestrian refuge island. Option 2 also features:

- **New pedestrian refuge island** for the east crosswalk across King Street and the crosswalk across Park Center Drive to give people crossing the street a safe place to wait
- **Curb extensions** on the north side of King Street to repurpose excess roadway width for more landscaping, wider sidewalks, and shorter pedestrian crossings
- **Reflective backplates** on all traffic signals for improved visibility
- **New streetlights** across the intersection area to improve visibility for people walking and driving
- **Improved bus stop** for westbound King Street buses

Option 1 (previous board) narrows Park Center Drive to encourage slower vehicle speeds and reduce the distance that people walking need to cross to get from one side of the street to the other.

King Street
Concept Performance

Metric	King Street and Dawes Avenue		King Street and 28th Street		King Street and Park Center Drive		
	No Build	Option 1	No Build	Option 1	No Build	Option 1	Option 2
Pedestrian	Poor	Good ▲	Medium	Good ▲	Poor	Good ▲	Good ▲
Bicycle	Poor	Poor	Poor	Poor	Poor	Poor	Poor
Transit	N/A	N/A	Medium	Medium	Medium	Medium	Medium
Vehicle Safety	Poor	Medium ▲	Poor	Medium ▲	Poor	Medium ▲	Medium ▲
Vehicle Operations	Good	Good	Good	Good	Good	Medium	Medium
Overall Construction Complexity	N/A	Medium	N/A	Medium	N/A	Medium	Medium

Legend N/A | Poor | Medium | Good | ▲ Improvement Over Existing

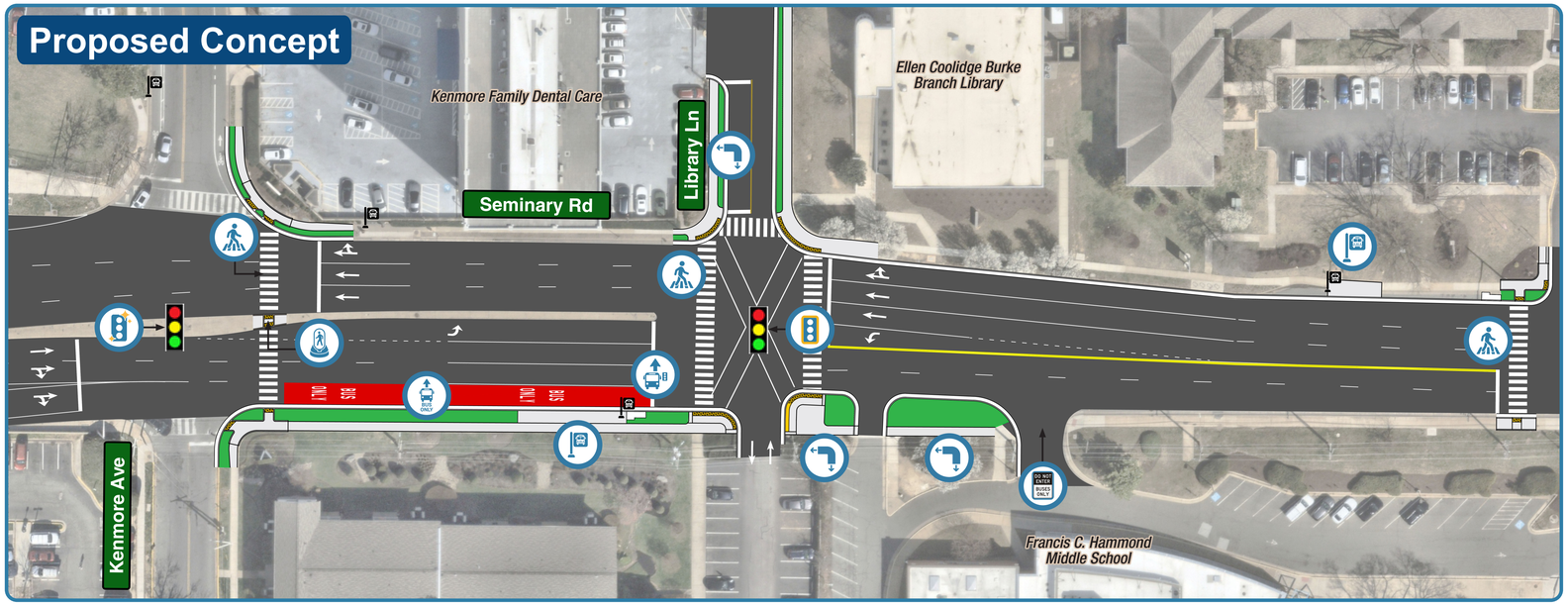


City of Alexandria
West End High-Crash Intersection Safety Audits

For more information, visit the project website:
alexandriava.gov/go/4794

Seminary Road and Kenmore Avenue: Option 1





N

← Westbound Eastbound →

Option 2 (next board) narrows Seminary Road on the north side to encourage slower vehicle speeds, create wider sidewalks and bus stops, and reduce the distance that people walking need to cross from one side of the street to the other. Option 2 also includes a large curb extension on the south side of Seminary Road at the Kenmore Avenue intersection.

Concept Overview

Option 1 for the intersection of Seminary Road and Kenmore Avenue generally maintains the width of the north side (westbound direction) of Seminary Road. Option 1 also features:

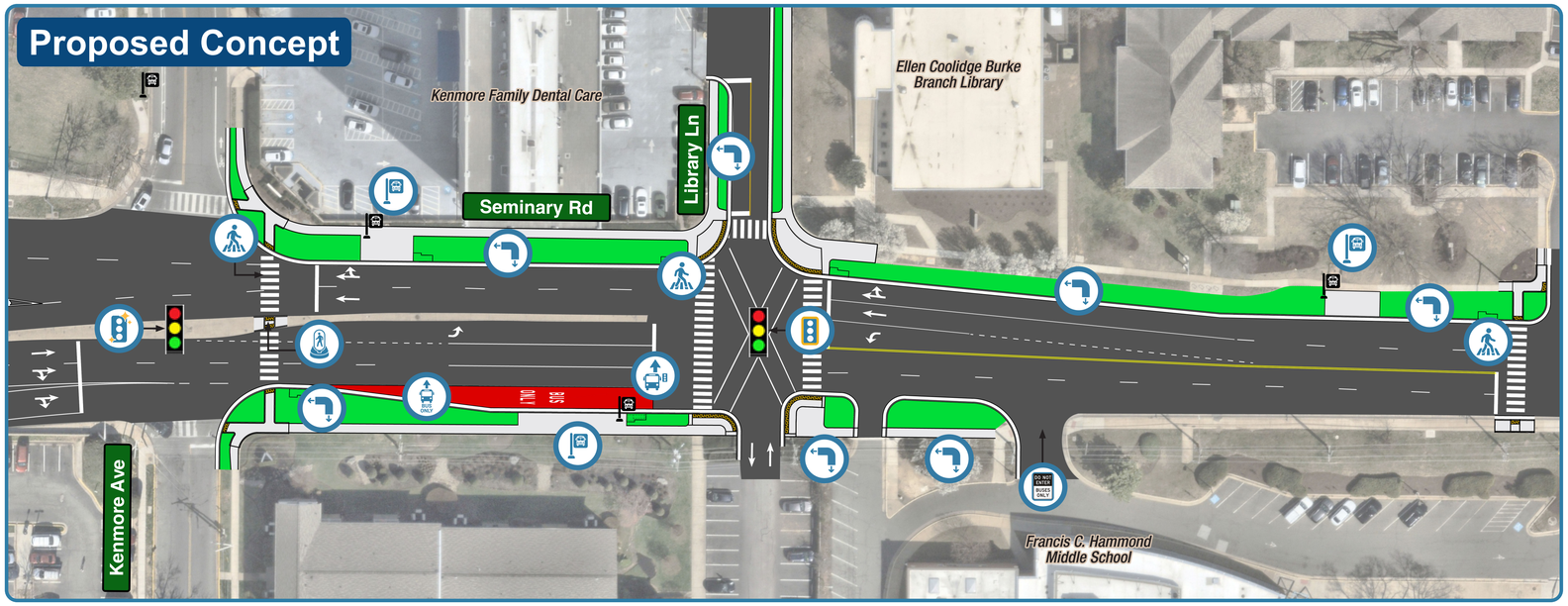
- **New signalized intersection** at Kenmore Avenue to add a new, safe crossing location and to minimize conflicts between drivers coming from Seminary Road and the I-395 ramps
- **New crosswalks** across Seminary Road, including one at Kenmore Avenue and a new diagonal crossing at Library Lane, to improve safety and accessibility
- **New pedestrian refuge island** for the new crosswalk across Seminary Road at Kenmore Avenue to give people crossing the street a safe place to wait
- **Curb extensions** at the Library Lane intersection to repurpose excess roadway width for more landscaping, wider sidewalks, and shorter pedestrian crossings
- **Reflective backplates** on all traffic signals for improved visibility
- **Do Not Enter – Buses Only sign** at the entrance to Hammond Middle School
- **Improved bus stops** for westbound and eastbound Seminary Road buses
- **New bus-only lane** along the south side of Seminary Road to improve bus service
- **New queue jump signal** at the Library Lane intersection to give eastbound Seminary Road buses a head start before general vehicle traffic gets a green light

This project and its design options are being coordinated with Alexandria City Public Schools (ACPS).

For more information, visit the project website:
alexandriava.gov/go/4794

Seminary Road and Kenmore Avenue: Option 2





N

← Westbound Eastbound →

Option 1 (previous board) generally maintains the width of the north side (westbound direction) of Seminary Road.

Concept Overview

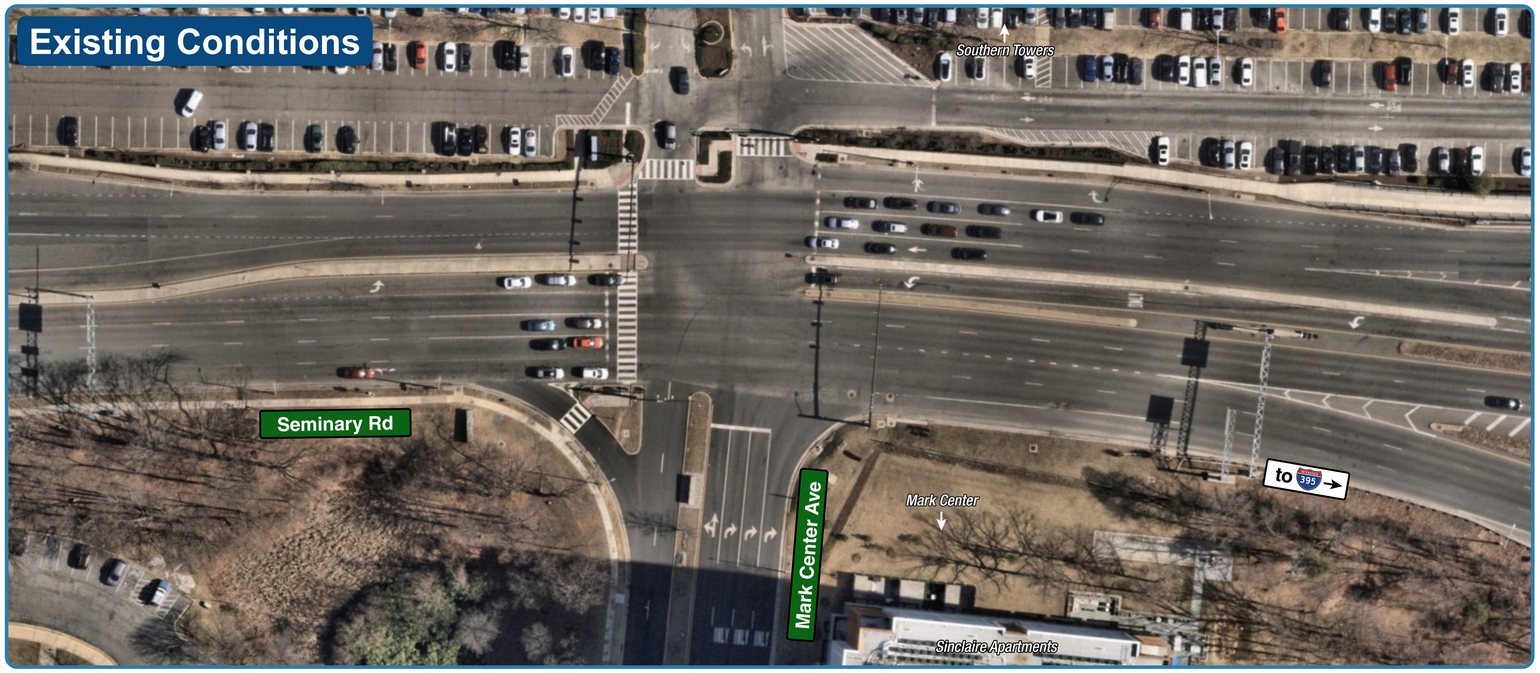
Option 2 for the intersection of Seminary Road and Kenmore Avenue narrows Seminary Road on the north side (westbound direction). Option 2 also features:

- **New signalized intersection** at Kenmore Avenue to add a new, safe crossing location and to minimize conflicts between drivers coming from Seminary Road and the I-395 ramps
- **New crosswalks** across Seminary Road, including one at Kenmore Avenue and a new diagonal crossing at Library Lane, to improve safety and accessibility
- **New pedestrian refuge island** for the new crosswalk across Seminary Road at Kenmore Avenue to give people crossing the street a safe place to wait
- **Curb extensions** on both sides of Seminary Road to repurpose excess roadway width for more landscaping, wider sidewalks, and shorter pedestrian crossings
- **Improved and enlarged bus stops** for westbound and eastbound Seminary Road buses
- **Reflective backplates** on all traffic signals for improved visibility
- **Do Not Enter – Buses Only sign** at the entrance to Hammond Middle School
- **New bus-only lane** along the south side of Seminary Road to improve bus service
- **New queue jump signal** at the Library Lane intersection to give eastbound Seminary Road buses a head start before general vehicle traffic gets a green light

This project and its design options are being coordinated with Alexandria City Public Schools (ACPS).

For more information, visit the project website:
alexandriava.gov/go/4794

Seminary Road and Mark Center Avenue: Option 1





Concept Overview

Option 1 for the intersection of Seminary Road and Mark Center Avenue includes the following features:

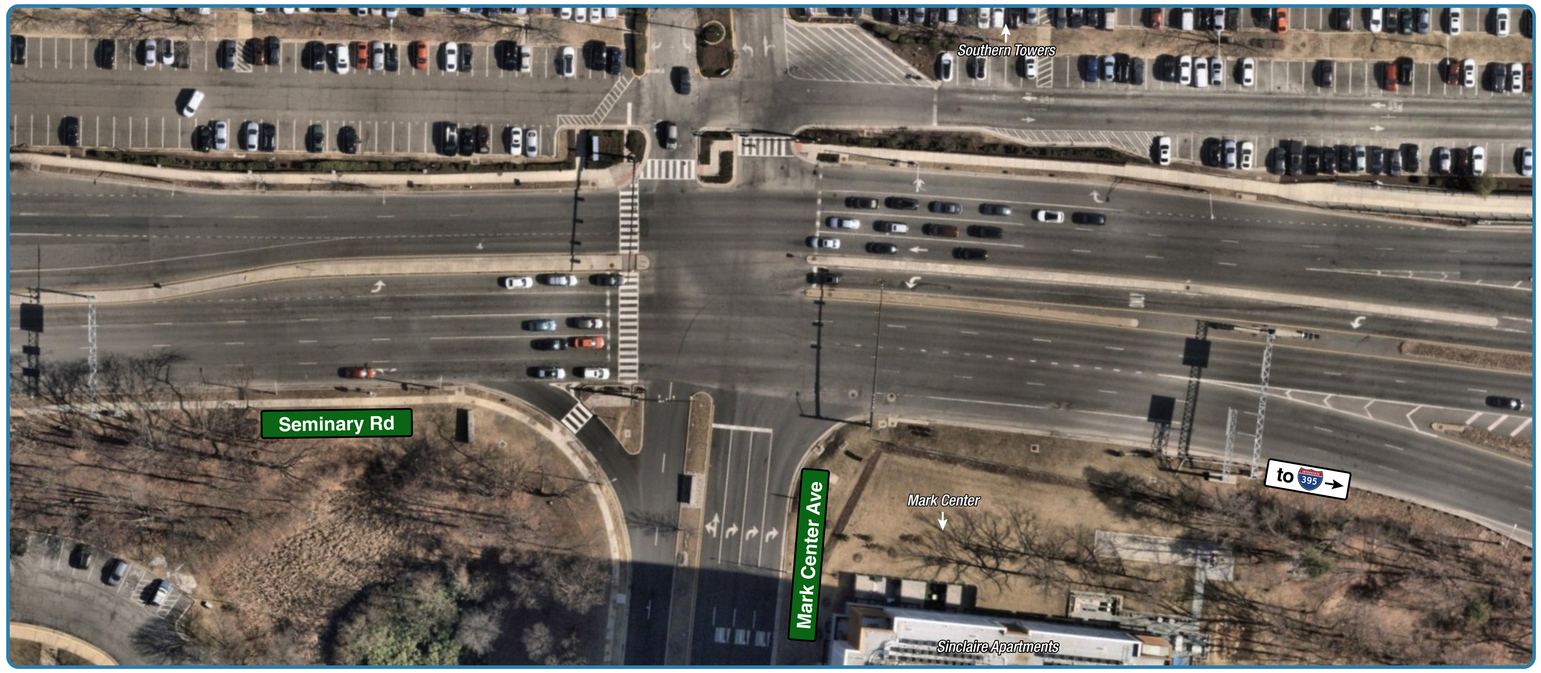
- **Curb extension** on the southwest corner to remove slip lane, realign sidewalks and crosswalks, and repurpose excess roadway width for more landscaping, wider sidewalks, and shorter pedestrian crossings
- **Improved lanes** on southeast corner including a dedicated turn lane for drivers bound for I-395
- **Reflective backplates** on all traffic signals for improved visibility
- **Red light camera** to reduce red-light running and reinforce safe driving behavior

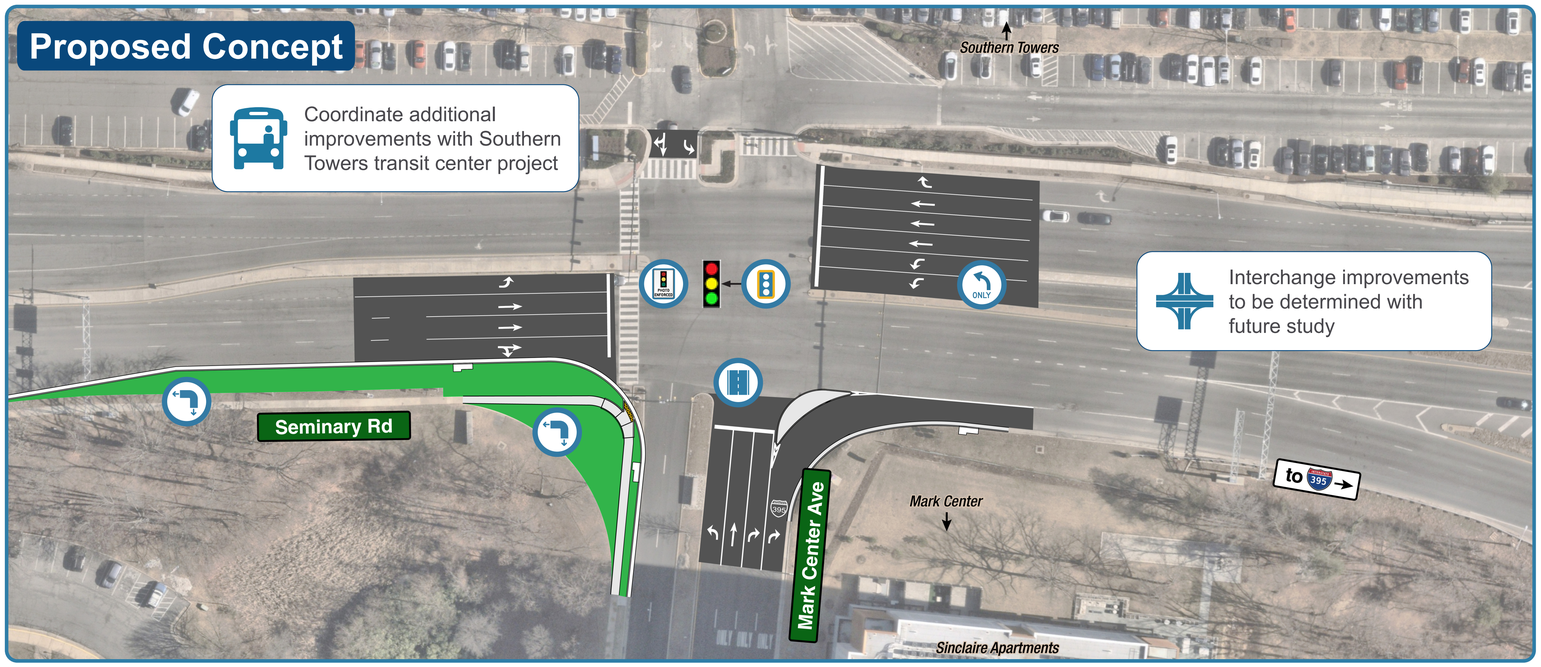
Option 2 (next board) includes a larger curb extension that narrows the width of the south side of Seminary Road (eastbound direction) and removes the slip lane at the southwest corner of Mark Center Avenue to encourage slower, safer vehicle speeds and turns and create a safer, shorter pedestrian crossing. Option 2 also includes improved left-turn lanes for turns from Seminary Road to Mark Center Avenue.

City of Alexandria
West End High-Crash Intersection Safety Audits

For more information, visit the project website:
alexandriava.gov/go/4794

Seminary Road and Mark Center Avenue: Option 2





N

← Westbound Eastbound →

Concept Overview

Option 2 for the intersection of Seminary Road and Mark Center Avenue includes the following features:

- **Curb extension** on the southwest corner to remove slip lane, realign sidewalks and crosswalks, and repurpose excess roadway width for more landscaping, wider sidewalks, and shorter pedestrian crossings
- **Improved lanes** on southeast corner including a dedicated turn lane for drivers bound for I-395
- **Improved left-turn lanes** for turns from Seminary Road to Mark Center Avenue
- **Reflective backplates** on all traffic signals for improved visibility
- **Red light camera** to reduce red-light running and reinforce safe driving behavior

Option 1 (previous board) includes a curb extension to remove the slip lane at the southwest corner of the Mark Center Avenue intersection to encourage slower, safer vehicle turns and create a safer, shorter pedestrian crossing.

City of Alexandria
West End High-Crash Intersection Safety Audits

For more information, visit the project website:
alexandriava.gov/go/4794

Seminary Road
Concept Performance

Metric	Seminary Road and Mark Center Avenue			Seminary Road and Kenmore Avenue		
	No Build	Option 1	Option 2	No Build	Option 1	Option 2
Pedestrian	Poor	Medium ▲	Medium ▲	Medium	Good ▲	Good ▲
Bicycle	Poor	Poor	Poor	Poor	Poor	Poor
Transit	Medium	Medium	Good ▲	Medium	Good ▲	Good ▲
Vehicle Safety	Poor	Medium ▲	Medium ▲	Poor	Medium ▲	Medium ▲
Vehicle Operations	Medium	Medium	Medium	Medium	Medium	Poor
Overall Construction Complexity	N/A	Medium	High	N/A	Medium	Medium

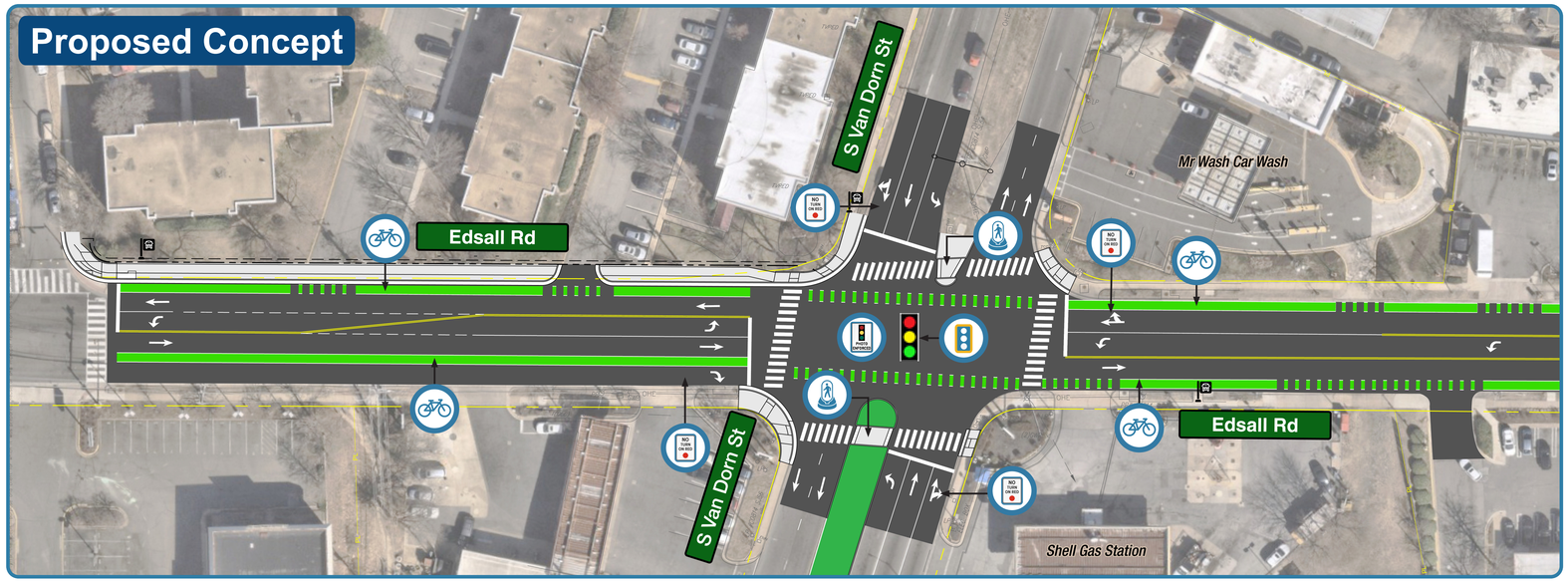
Legend N/A | Poor | Medium | Good | ▲ Improvement Over Existing

City of Alexandria
West End High-Crash Intersection Safety Audits

For more information, visit the project website:
alexandriava.gov/go/4794

S Van Dorn Street and Edsall Road: Option 1





N

← Westbound Eastbound →

Concept Overview

Option 1 for the intersection of S Van Dorn Street and Edsall Road reallocates some roadway width along both streets to improve safety and accessibility for all modes of transportation. Option 1 also features:

- **New pedestrian refuge islands** for both crosswalks across S Van Dorn Street
- **New bicycle lane** on both sides of Edsall Road to improve safety for people biking
- **Reflective backplates** on all traffic signals for improved visibility
- **Red light camera** to reduce red-light running and reinforce safe driving behavior
- **No Turn on Red signage** to reduce vehicle and pedestrian conflicts
- **New streetlights** across the intersection area to improve visibility for people walking and driving

Option 2 (next board) maintains the current number of travel lanes in each direction on Edsall Road.

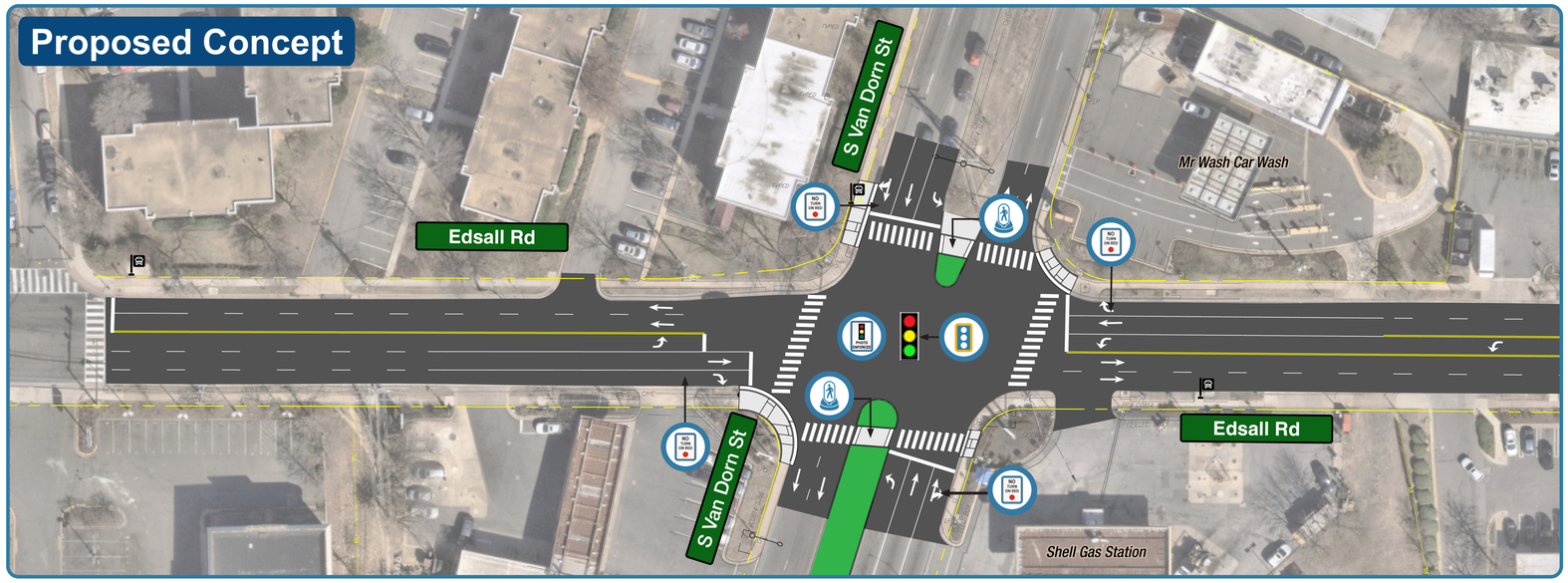
City of Alexandria

West End High-Crash Intersection Safety Audits

For more information, visit the project website:
alexandriava.gov/go/4794

S Van Dorn Street and Edsall Road: Option 2





N

← Westbound Eastbound →

Concept Overview

Option 2 for the intersection of S Van Dorn Street and Edsall Road generally maintains the current roadway width along both streets, with more minor changes to improve safety and accessibility for all modes of transportation. Option 2 also features:

- **New pedestrian refuge islands** for both crosswalks across S Van Dorn Street
- **Reflective backplates** on all traffic signals for improved visibility
- **Red light camera** to reduce red-light running and reinforce safe driving behavior
- **No Turn on Red signage** to reduce vehicle and pedestrian conflicts
- **New streetlights** across the intersection area to improve visibility for people walking and driving

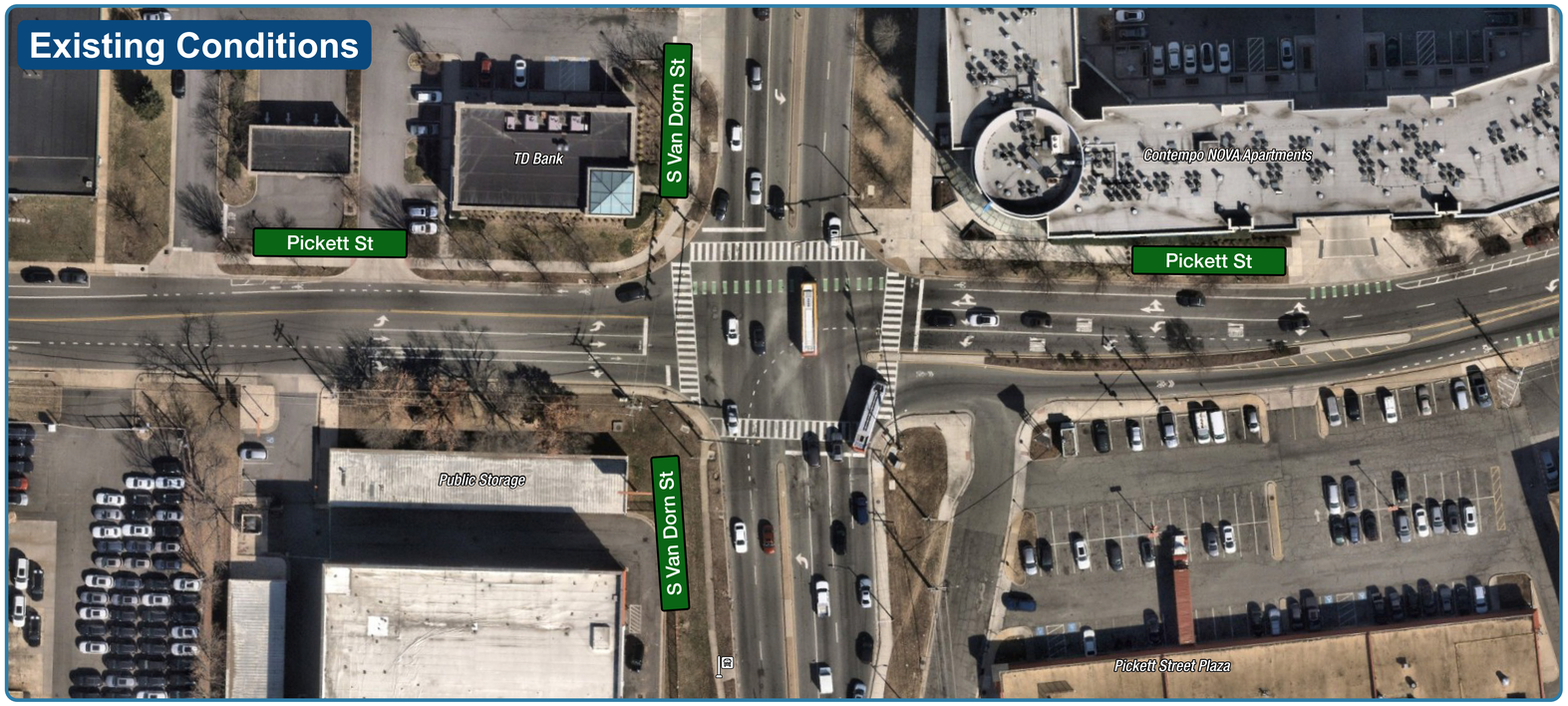
Option 1 (previous board) includes new bicycle lanes on both sides of Edsall Road to improve safety for people biking, resulting in the removal of one travel lane in each direction.

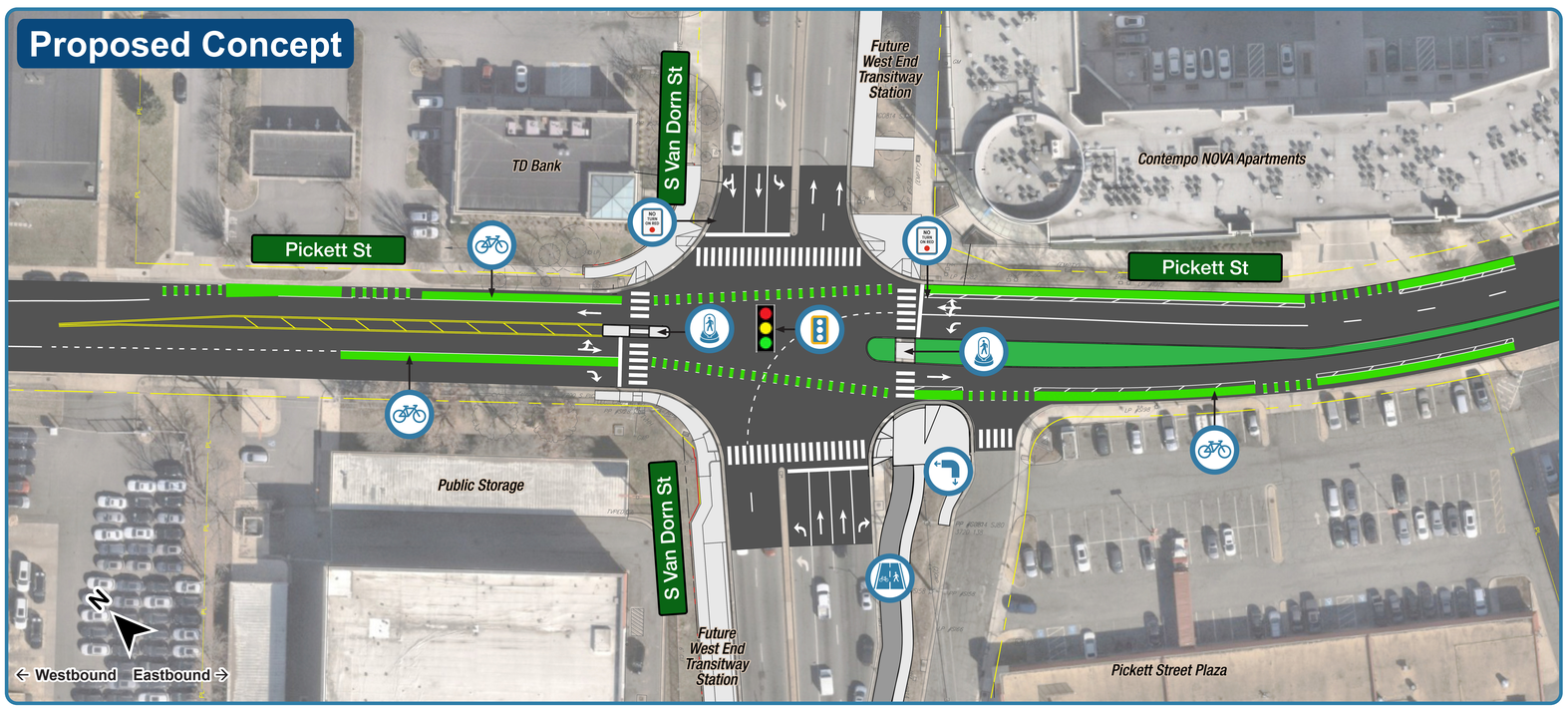
City of Alexandria

West End High-Crash Intersection Safety Audits

For more information, visit the project website:
alexandriava.gov/go/4794

S Van Dorn Street and Pickett Street: Option 1





Concept Overview

The concept for the intersection of S Van Dorn Street and Pickett Street reallocates some roadway width along Pickett Street to improve safety and accessibility for all modes of transportation. The concept also features:

- **New and improved pedestrian refuge island** for both crosswalks across Pickett Street
- **Curb extension** on the southeast corner to realign sidewalks and crosswalks and repurpose excess roadway width for more landscaping, wider sidewalks, and shorter pedestrian crossings
- **Improved bicycle lanes** with extended buffer areas on the north side of Pickett Street (east of S Van Dorn Street) and a conversion of shared lane markings to dedicated bike lanes on the south side of Pickett Street
- **Reflective backplates** on all traffic signals for improved visibility
- **No Turn on Red signage** to reduce vehicle and pedestrian conflicts
- **Proposed shared-use path** along the east side of S Van Dorn Street (south of Pickett Street)

This project is being coordinated with the West End Transitway and the Van Dorn Street and Bridges Design Project.

For more information, visit the project website:
alexandriava.gov/go/4794

City of Alexandria
West End High-Crash Intersection Safety Audits

S Van Dorn Street
Concept Performance

Metric	S Van Dorn Street and Edsall Road			S Van Dorn Street and Pickett Street	
	No Build	Option 1	Option 2	No Build	Option 1
Pedestrian	Poor	Medium ▲	Medium ▲	Medium	Medium
Bicycle	Poor	Medium ▲	Poor	Medium	Good ▲
Transit	Medium	Medium	Medium	Medium	Medium
Vehicle Safety	Poor	Medium ▲	Medium ▲	Poor	Medium ▲
Vehicle Operations	Medium	Poor	Medium	Poor	Poor
Overall Construction Complexity	N/A	Medium	Medium	N/A	Medium

Legend N/A | Poor | Medium | Good | ▲ Improvement Over Existing