

Fall
2020



KING, CALLAHAN, AND RUSSELL ROAD INTERSECTION PROJECT

PUBLIC ENGAGEMENT SUMMARY

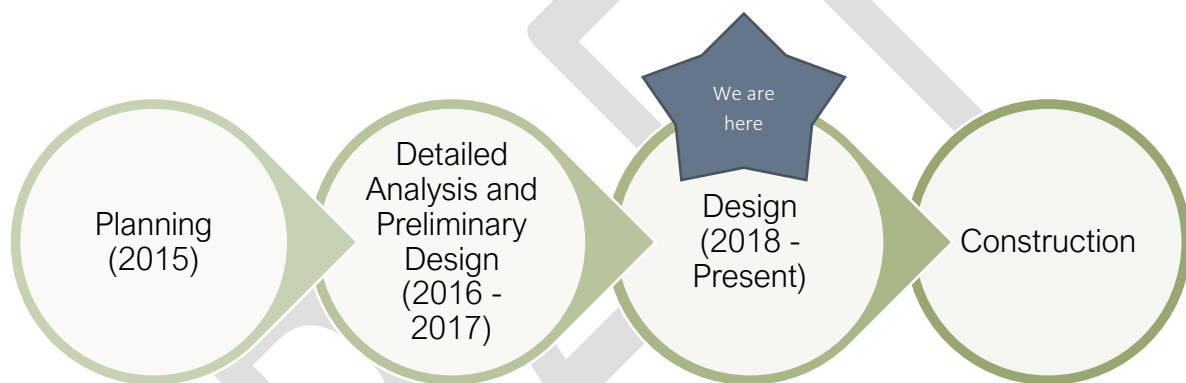
OVERVIEW

The City of Alexandria was awarded a grant from the Federal Transit Authority (FTA) to make pedestrian and bicycle safety improvements to improve access to transit. The intersection of King Street, Callahan Drive and Russell Road was identified as a priority location for these improvements.

As part of the City's Complete Streets Program, the City kicked off this project at a public meeting on January 15, 2015. At this meeting, staff presented the scope of work identified in the grant and solicited feedback from residents as to their main concerns and issues as pedestrians and cyclists at this location. A second public meeting was held on June 23, 2015 to review and discuss different options for the intersection.

PROJECT PROCESS

Staff is currently progressing through the design process as shown in the diagram below.



OUTREACH EFFORTS 2015-SPRING 2020

In 2015, three community meetings were held to discuss design ideas and community concerns. Presentations and comment summaries from those meetings are posted on [the project webpage](#). The community reached consensus on the pedestrian and bicycle safety and access improvements, but the travel lane configuration needed more analysis and outreach. Through 2016-2017, staff evaluated five different options to determine the impacts of each.

In 2018, staff began moving forward on a design option and had a community walkabout with neighborhood leadership. After this meeting and through staff changes, the project team recognized the need to reintroduce the project to the community and discuss travel lane configuration options and their performance before progressing further with the design.

In February of 2020, staff met with the community in a small meeting with the Rosemont Civic Association to discuss the project and other transportation issues in the neighborhood. With the [global COVID-19 pandemic](#), community meetings were put on pause to address the public health crisis. Staff began to reintroduce the project and talk with the community during 2020.

FALL 2020 OUTREACH EFFORTS

In early October 2020, staff engaged with neighborhood leadership to begin the outreach process for finalizing the project design including selecting a design option for the travel lanes at the intersection and the operation of the access street from King Street to the George Washington Masonic National Memorial or make no changes.

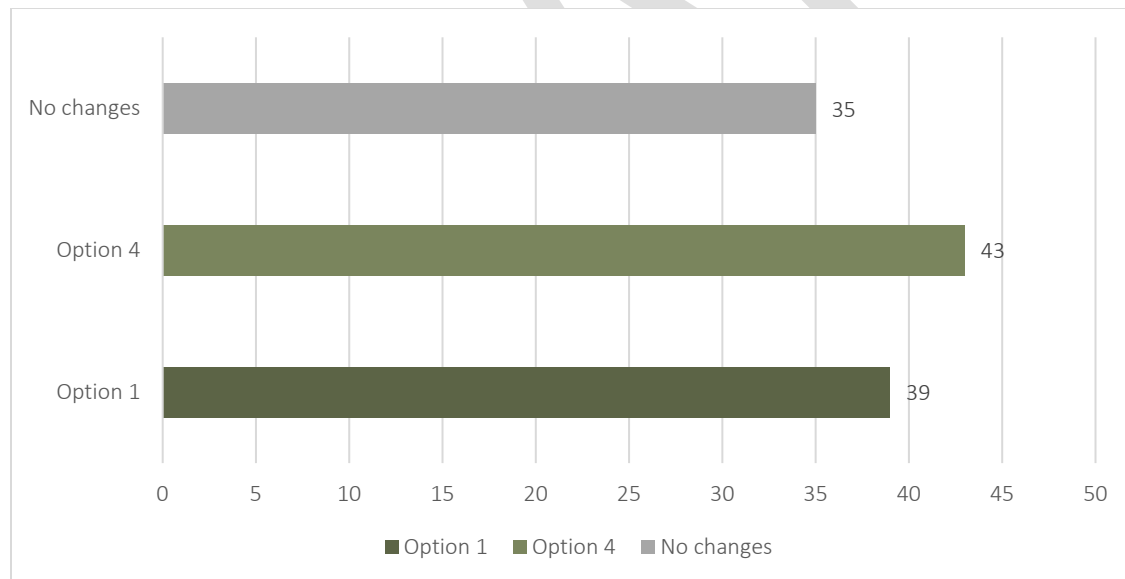
On October 19th, staff launched a narrated presentation to provide the project update and explain options for the project along with an online feedback form to collect targeted input from residents. The comment period closed on November 9th and the results are presented in the following section.

PUBLIC FEEDBACK SUMMARY

Staff developed a feedback form that asked residents to consider the information posted in the narrated presentation and provide their preferences for the design or suggest no changes. The figures below summarize the feedback received.

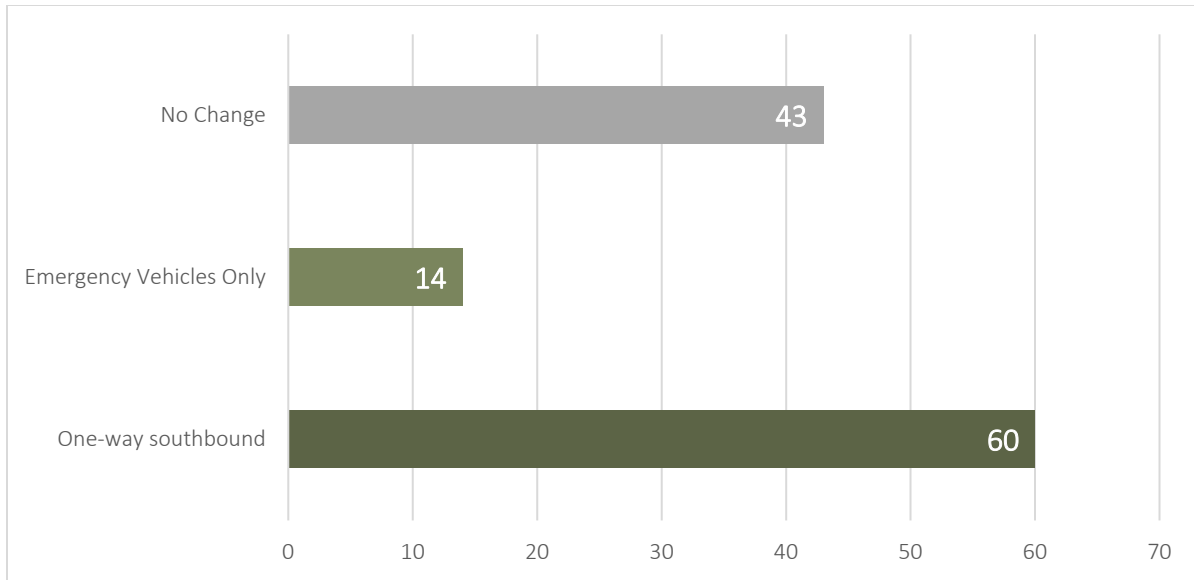
WHICH TRAFFIC CONFIGURATION OPTION BEST MEETS YOUR NEEDS?

70% of participants supported the city making changes to improve traffic conditions at the intersection. Of those desiring changes, more participants preferred Option 4 as shown in the figure below.



WHICH OPTION DO YOU PREFER FOR THE OPERATION OF THE MASONIC MEMORIAL ACCESS STREET FROM KING STREET?

More participants wanted the operation of the access street from King Street to the Masonic Memorial to be changed to one-way southbound.



OTHER INPUT

Residents were also given an opportunity to ask other questions or provide other comments to City staff about the project. Staff have addressed many issues raised in the existing [FAQs posted on the project webpage](#) but will respond to questions in a separate document. A list of all comments received through the community feedback form may be found in **Appendix A**.

APPENDIX A

The table below lists the raw comments as submitted through the feedback form.

Provide additional questions, comments, or other feedback in the text box below.
Reduce waiting time & traffic congestion on Russell Road ASAP!
Most urgent issue is improving safety and comfort for pedestrians and people on bikes.
Love the additional 8 seconds on the southbound green light at Russell. Life changer.
Thank you for adding the 8 seconds to the SB Russell Road intersection! It has made a huge improvement to our commute and allowing us to get into Old Town after 4pm. We would also appreciate it if the traffic board would consider removing the island at Russell and Cedar. Thank you!
Are pedestrian walk signals planned and will they be time with traffic signals and how?
Although I can see the oneway option for Callahan - It is primarily used by drivers and bicycle riders as a way to game the intersection with no stopping or braking, for tourists trekking up to the Masonic Memorial or local pedestrians
Increasing through time southbound on Russell Rd will shorten rush and decrease traffic in neighboring streets
MAke bikes going to go up Kingstreet not get precedence over vehicles as then vehicles are waiting for bikes to go uphill.
(Prior attempt at response revised.) Option 1 cannot be implemented without creating bottlenecks on eastbound King St. and westbound King St turning onto the single lane at the intersection. **Please do not do that to us.** Option 4 also creates a bottleneck with no advantage. Moving straight/left turn traffic to the right lane is illogical (if that is considered a "left turn") and clearly will clog the right turn traffic with the straight traffic onto Russell.
Please improve signage at the beginning of Callahan drive as you enter from Duke. Cars who are not familiar with the turning lanes end up in the wrong lanes. Signs should be visible as soon as cars get onto Callahan from Duke.
For longer-term planning, this intersection seems ideally suited for a traffic circle. Has that ever been considered?
I support Option 4 because of: additional sidewalks and shorter crossing distances for pedestrians; Callahan and Russell traffic flow concurrently reducing overall wait time at the intersection; through traffic on NB Callahan is combined with right turn traffic, which will result in fewer cars cued up in the through lane (based on traffic count); SB Russell Rd will be green 30.4 seconds every light cycle
The project should focus on moving vehicles through faster. Doing so will alleviate driver stress thus making the entire intersection safer for all users.
This replaces my earlier submission in favor of option 1
The wait times for lights really add up, esp with small children in the car!

I have questions about eliminating the right slip lane from Callahan onto King. Another comment is that the right lane on northbound Callahan is difficult for buses to navigate because the street has some curves around the Amtrak parking lot making it tricky to get past cars waiting for the light.
As a family who lives on Russell, we sincerely appreciate your efforts to improve the intersection.
Agree with Option 1 as I observe far more cars need to go northbound on Russell or West on King, versus right into Old Town.
Please increase the time that the traffic light allows for southbound traffic on Russell Road. This is the cause of much of the congestion.
I support an additional 8 seconds of the southbound Russell light. I do not support adding a left turn only lane on northbound Callahan. Also, the left-hand lane, southbound on Russell should be allowed to turn right onto Callahan or left into Old Town.
An improvement is also needed to move southbound traffic on Russell Rd through the intersection. The light timing needs to be extended by at least 8 seconds. It is too short now and traffic backs up for many blocks all the way to Maury school. Also please no more bike lanes. They are underutilized.
Routine policing also needs to happen at this intersection.
Signage admonishing cellphone use at intersections as people talking on their cell phones slow the start up of traffic by 10 seconds.
Consider the intersection of Sunset, please. As many vehicles create a very unsafe situation turning left into the crowded left turn lane for Callahan. Most cars block all lanes and pedestrian ways. Disaster.
Leave our streets alone, fix the sewers instead! Yes, it is an either/or because you cannot seem to prioritize correctly.
The only issue is the back up on Russell Road which can be solved by adding additional green time. Other than that, leave it alone.
Stop taking away car lanes for bike lanes. Enough!
Stop fixing things that are not broken and fix things that are like the sewers!
No changes should be made.
Why weren't the waiting times for people walking given any screen time for the presentation? From the presentation, it appears that people turning right from King St onto Callahan Dr are not separated from people using the crosswalk or biking.
Improve traffic flow on east bound King St, often backed up half a mile or more. Pedestrian access would be helped by a one way on Memorial Access. Have Amtrak fix deplorable bridge underpass.
I prefer no changes to this intersection
I work at USPTO and creating this changes will increase traffic backlog in the area. It won't help. We don't see bikes around and if they are it is minimum and doesn't warrant these changes.
The intersection is fine the way it is. The only thing that needs changing is the timing of the light.
I oppose removal of the slip ramp to Russell, an important ingress to Rosemont & bike lane does not justify its removal. I oppose choking SB Callahan to 1 lane; it will cause further backups of non-city commuters using Russell to cut through to 495/MD.

Removing the slip ramp to NB Russell to enter Rosemont will entice traffic up Commonwealth & then to Russell via Linden/Maple/Walnut. This will be dangerous for the neighborhood & not worth a bike lane for the convenience of a few.
Sounds like a fantastic plan for the difficult intersection you have to work with.
Has any thought been given to disallowing left turns from Westbound traffic on any of the connecting streets leading to the intersection such as Cedar, Rosemont, Linden, Maple and Walnut? With Waze directing traffic that way it adds significantly to the back up.
Second choice for Masonic Temple Access Rd is one-way.
Look forward to this, particularly having better pedestrian crossing of Russell.
Considering how inaccurate the modeling was for the unwanted Seminary Road diet, any modeling projections are suspect. Hence no changes should be made to the intersection.
I walk through this area all the time. You are addressing problems that don't exist on Masonic access road.
Vision Zero is a horrible way to manage the city's traffic!!
I hope the green light time from Russell going southbound will be longer in any case. I also hope the new light hardware can take more into account the actual # of cars.

DRAFT