

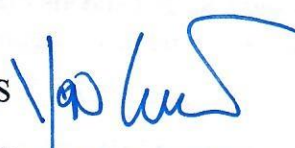
City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 16, 2015

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: MARK B. JINKS, CITY MANAGER ~~MARK B. JINKS~~

FROM: YON LAMBERT, AICP, DIRECTOR, T&ES 

SUBJECT: KING STREET BIKE LANES AND PEDESTRIAN IMPROVEMENTS
POST IMPLEMENTATION EVALUATION

In March 2014, City Council voted to approve the King Street Bike Lanes and Pedestrian Improvements project. This Complete Streets project was initiated in conjunction with the resurfacing of King Street from Janney's Lane to Russell Road, and was substantially completed in June 2014. At the time of the approval, Council asked staff to provide a report to Council in eighteen months. The purpose of this memo is to provide this report, which includes vehicle volumes, speeds, crashes, and user counts, after that timeframe.

Background/Summary of Results

Staff collected data on speeds, vehicle volumes, and counts of bicyclists between September 14 and September 22, 2015. Pedestrian, bicycle, and vehicles crashes are compared 17 months before and after the project completion. The same categories of data were collected as were initially presented to City Council before the project was implemented. In summary, the "after" data exhibit, found in Attachment 1, shows a reduction in vehicle speeds and crashes, and an increase in cyclists.

Project Goals and Improvements

To provide context in reviewing the data collected for the King Street Bike Lanes and Pedestrian Improvements project, it is important to revisit the project goals and intended improvements. The project had the following project goals: (1) Provide facilities for pedestrians, cyclists and drivers; (2) Improve the safety and convenience for all street users, and (3) Implement City Council adopted plans and policies. The project included the following elements (some of which are shown in photographs in Attachment 2):

- New signage designating the residential area along with additional speed limit and speed indicator signs in both directions
- Installation of new and upgraded crosswalks, bike lanes and shared lanes, and edge lines to provide a sidewalk buffer

- Removal of King Street as a designated through truck route east of Quaker Lane in City ordinance
- Installation of a traffic signal at Upland Place and King Street with pedestrian countdown signals
- Installation of new pedestrian countdown signals at the intersection of King Street and Highland Place

Data Collection Results

Consistent with other Complete Streets projects where the City collects before and after data, vehicle speeds were collected both before and after the project was implemented. Results showed that speeds decreased slightly while volumes fluctuated. The aim, consistent with the project goal to improve safety, is to continue to reduce speeds over time.

Providing safe facilities for people who drive, walk, ride transit, or bike was an important element of this project. The project elements included buffering pedestrians from vehicular traffic and provision of safer street crossings with the goal of improving safety for people who walk. There were no pedestrian crashes either before or after the project was implemented. Vehicular crashes, however, declined by 33 percent in the data collected, from twelve crashes to eight crashes. While not included in Attachment 1, as this was not included in the data collection chart to City Council in March 2014, pedestrian counts indicated there were 27 pedestrians in the peak hour following project completion, up from 18 pedestrians prior to the project implementation, a 50 percent increase. The data collected also included counts of people who bicycle along the roadway before and after the project was implemented. In the peak hour, there was a 27 percent increase (from 11 to 14 total) in people who bicycle along the roadway. While the numbers themselves may be low, the gradual increase shows a positive trend that staff expects will grow over time with additional multimodal connections.

The facilities along King Street are one connection in a growing citywide network of safety improvements for people who walk and bicycle. For example, the Commonwealth Avenue bike lanes, which were installed 10 years ago and are well-connected to nearby amenities, had 50 cyclists during the peak hour in a count conducted in 2015. As the City continues to implement adopted plans and work toward the goals of creating a multimodal network, walking and biking as a form of transportation (along King Street and throughout the City) is expected to increase. Since 2013, nearly 20 lane miles of bicycle facilities have been installed across the City, hundreds of high visibility crosswalks, and rapid flash beacon technology at crossings where safety improvements were needed.

Nearby Projects

The City recently completed safety improvements in coordination with asphalt resurfacing at the intersection of Janney's Lane and Taylor Run Parkway, including new crosswalks, a Rapid Flash Beacon, and the use of curb extensions to shorten crossing distances. Staff is also working with the community on a grant funded project to improve safety for people who walk and bicycle at the intersection of King Street, Russell Road

and Callahan Drive. There have been two community meetings on this project, and staff will be presenting design concepts for consideration at a community meeting this winter. A map of nearby projects is included in Attachment 3.

King Street to the west, from Janney's Lane to Radford Street, is scheduled for resurfacing in 2016. A community meeting will be held on Tuesday, November 17, at T.C. Williams High School to seek input on safer ways for people to cross this street, and to improve conditions for people walking, biking and driving along this roadway. Improving this adjacent section of King Street will help the City continue toward its goal of creating a more multimodal street network. More information is available about this project at <http://www.alexandriava.gov/localmotion>

Finally, the City is also updating the Pedestrian and Bicycle chapters of the Transportation Master Plan. This effort not only provides guidance on creating a more robust pedestrian and bicycle network, but it also recommends the implementation of a Vision Zero program in to help create a safer city for everyone. Vision Zero is a multi-national road safety project, beginning in Sweden in 1993, which aims to end deaths and injuries on roadways through education, enforcement and engineering strategies. Implementation of new program, along with existing Complete Streets initiatives to enhance safety, will bring Alexandria closer to meeting the common goals stated in the City Council Strategic Plan, the Transportation Master Plan and the Environmental Action Plan.

Next Steps

Additionally, staff will be reaching out to the Taylor Run and Rosemont Civic Associations to attend future association meetings where staff will review the results from the data collection and will continue to coordinate on safety improvements to King Street as needed. Information on the King Street Bicycle Lanes and Pedestrian Improvements Project remains on the City website at <https://alexandriava.gov/localmotion/info/default.aspx?id=74320>

ATTACHMENTS:

Attachment 1: Project Data

Attachment 2: Project Photographs

Attachment 3: Nearby Projects

cc: Emily Baker, Deputy City Manager, T&ES
Carrie Sanders, Acting Deputy Director, T&ES
Steve Sindiong, Acting Division Chief, Transportation Planning, T&ES
Hillary Orr, Complete Streets Program Manager, T&ES

King Street Bicycle Lanes and Pedestrian Improvements Data Collection

Janney's Lane to Russell Road

Type of Data	Before	After	Percent Change
Eastbound Volumes – Daily Total	6,238 vpd	5,871 vpd	- 5.9%
Eastbound Volumes – Peak Hour	493 vph	570 vph	+ 15.6%
Westbound Volumes – Daily Total	6,500 vpd	6,804 vpd	+ 4.7%
Westbound Volumes – Peak Hour	600 vph	475 vph	- 20.1%
King Street Daily Total	12,738 vpd	12,675 vpd	- 0.5%
Bicycle Volumes (peak hour)	11 cyclists	14 cyclists	+ 27.3%
Eastbound 85 th Percentile Speed	35.4 mph	34.9 mph	- 1.4%
Westbound 85 th Percentile Speed	32.7 mph	30.4 mph	- 7.0%
Bicycle & Pedestrian Crashes (17 months)	0 ped crash	0 ped crashes	No change
Vehicular Crashes (17 months)	12 crashes	8 crashes	- 33.3%

Attachment 2: Project Photographs





Attachment 3: Nearby Projects

