

## MEMORANDUM

**DATE:** JUNE 27, 2016  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM #11

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**ISSUE:** Consideration of a request to:

- Remove an eastbound travel lane on King Street, between Chinquapin Drive and Janney's Lane and a westbound travel lane on King Street, between Kenwood Avenue and Janney's Lane;
- Install "No Right Turn on Red" signs at southbound Kenwood Avenue at King Street; and
- Reduce the speed limit from 35mph to 25mph on King Street between Chinquapin Drive and Melrose Street

**APPLICANT:** T&ES Staff

**LOCATION:** King Street, between Janney's Lane and Radford Street

**STAFF RECOMMENDATION:** That the board:

- Recommend to the Director of T&ES to remove an eastbound travel lane on King Street between Chinquapin Drive and Janney's Lane and a westbound travel lane on King Street between Kenwood Avenue and Janney's Lane
- Recommend to the Director of T&ES to install "No Right Turn on Red" signs at southbound Kenwood Avenue at King Street
- Recommend to the City Manager to reduce the speed limit from 35mph to 25mph on King Street between Chinquapin Drive and Melrose Street

**DISCUSSION:** King Street, between Radford Street and Janney's Lane is slated for resurfacing in summer 2016. Prior to beginning this project, staff received requests from the community and T.C. Williams High School to improve safety along the corridor and slow vehicle speeds. As staff continued to collect feedback on community concerns with this roadway, the following concerns were continually raised:

- Difficult for pedestrians to cross the street and access bus stops
- High vehicle speeds along the corridor
- Concerns for pedestrian safety near T.C. Williams High School
- No facilities for people who bike

The concerns were supported by the feedback received through the Alex Engage online survey with “providing safer crossings for pedestrians” as the number one request.

Based on this feedback, staff proposed the following design options for the roadway:

- Option 1 – Complete Streets Maintenance
  - Resurfacing with curb ramp and bus stop upgrades
- Option 2 – Pedestrian and Accessibility Improvements
  - Option 1 plus the removal of westbound travel lane between Kenwood Avenue and Janney’s Lane to accommodate pedestrian improvements at intersections
- Option 3 – Complete Streets Corridor Improvements
- Option 2 plus removal of an eastbound travel lane between Chinquapin Drive and Janney’s Lane and the addition of buffered bike lanes on both sides of King Street

Based on feedback from the public at community and civic association meetings as well as through the Alex Engage online survey, which showed that two thirds of respondents favored Option 3, staff is proposing to move forward with this design option. Option 3, shown in Attachment 1, has also been modified throughout the community outreach process to incorporate feedback. As a result, the final plan includes:

- The removal of an eastbound travel lane between Chinquapin Drive and Kings Court
- The removal of a westbound travel lane between Kenwood Avenue and Janney’s Lane
- Left turn lanes at intersections and center turn lane along corridor
- Landscaped pedestrian refuge islands at seven crossings
- Three new crosswalks across King Street and four new crosswalks across side streets
- No right turn on red signage at southbound Kenwood Avenue at King Street
- Buffered bike lanes along the corridor
- Upgraded curb ramps, sidewalk maintenance and ADA compliant bus stops
- Reconfigured intersections at Scroggins Lane, Melrose Street and Kenwood Avenue
- Speed limit reduction to 25mph between Chinquapin Drive and Melrose Street

The plan will improve safety for all roadway users. The plan provides shorter, safer pedestrian crossings at seven locations. The bike lanes provide a designated space for cyclists while shifting vehicles away from the sidewalk to allow for a pedestrian buffer. Maintenance work that will be done in conjunction with the street resurfacing will include sidewalk maintenance, ADA bus stops and upgrading curb ramps.

Additionally, the new striping of the roadway allows for left turn lanes that will reduce vehicle weaving and provide one consistent through travel lane in each direction. The plan is consistent with a roadway configuration known as a “road-diet”. This street design has been well-studied and documented to provide the following safety and operational benefits for drivers:

- Lower vehicular speeds due to reduced travel lane width and pedestrian refuge islands
- Reduced vehicle speed differential that reduces rear-end crashes due to more consistent traffic flow
- Center turn lane that eliminates the need to change lanes and reduces sideswipe crashes
- Center turn lane that separate left-turning traffic from through-travel and reduces delays

- Increased sight distance and reduction of left-turn crashes
- Easier to exit side streets and driveways due to lower vehicular speeds, increased sight distances, and fewer travel lanes to cross

A Federal Highway Administration (FHWA) study showed that the resulting benefits include a crash reduction of 19 to 47 percent when a “road-diet” is installed on a four-lane undivided highway.<sup>1</sup>

### **Traffic Analysis**

A traffic analysis was conducted by an outside consultant for this project. The study evaluated the feasibility of removing one travel lane in each direction on King Street between Radford Street and Janney’s Lane. The analysis showed that the proposed plan with signal timing improvements would increase travel times in the AM peak by four seconds for the eastbound direction and six seconds for the westbound direction. Travel times would increase in the PM peak by twelve seconds for the eastbound direction and seven seconds for the westbound direction. See Attachment 2 for more detail.

This analysis also evaluated the change in travel time that would occur if the speed limit were changed from 35mph to 25mph. A graphic showing the proposed speed limit change can be seen in Attachment 3. Reducing the speed limit would add an additional 33 second delay in both directions for travel along the corridor.

While concerns have been raised about traffic diversion to other streets due to the proposed street design and speed limit reduction, the data shows that there is no other route where diversion would provide a faster travel time than to remain on King Street. This is largely due to the fact that none of the streets to the south of King Street connect to other neighborhoods between Quaker Lane and Janney’s Lane and that the distance between those streets is the shortest and most direct route.

Additionally, staff has heard concerns regarding an increase in traffic over time on King Street. However, data collected annually from the Virginia Department of Transportation show that volumes on this stretch of roadway have actually decreased over the last fifteen years by an average of ten percent.<sup>2</sup>

### **Public Outreach**

Staff undertook an extensive public engagement effort for this project in November 2015. The public outreach involved three public meetings on this project, four civic association meetings, two meetings with King Street neighborhood groups, updates to boards and commissions and meetings with the TC Williams high school PTA. Additionally, an online survey was posted on the Alex Engage site. Responses were received from 760 people, 200 of which live in the project area, and 215 additional comments were recorded. Of all respondents, 66% supported the proposed option (Option 3) for King Street. The engagement process can be viewed below:

- November 17, 2015 – Public Meeting #1 (Received feedback on issues/concerns)

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<sup>1</sup> [http://safety.fhwa.dot.gov/road\\_diets/info\\_guide/rdig.pdf](http://safety.fhwa.dot.gov/road_diets/info_guide/rdig.pdf)

<sup>2</sup> <http://www.virginiadot.org/info/ct-trafficcounts.asp>

- January 15, 2016 – Meeting with TC Williams PTA
- February 11, 2016 – Public Meeting #2 (Presented three options and gathered input)
- February 12<sup>th</sup> – 29<sup>th</sup> – Alex Engage Poll Open (February 12-29, 2016)
- February 15, 2016 – Alexandria Bicycle and Pedestrian Advisory Committee
- 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 (Presented preferred option and gathered input)
- May 11, 2016 – Clover College Park Civic Association
- May 12, 2016 – Seminary Hills Civic Association

Through this public engagement process, staff worked with the community to modify the plans and incorporate feedback. Changes were made to the design at the intersections of Kenwood Avenue, Scroggins Road and Melrose Street after working with the community. The proposed speed limit reduction was also included in the plan after requests were made by the public.

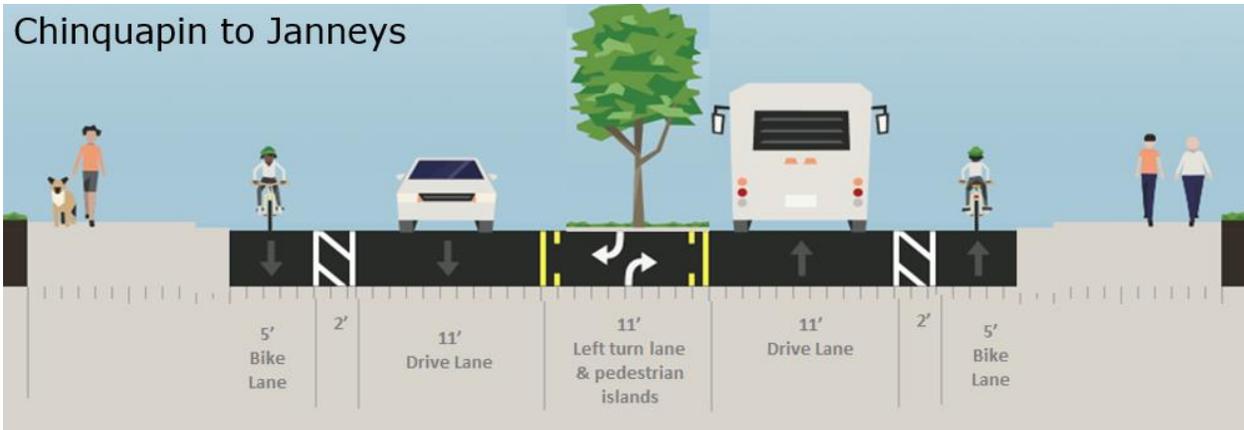
Letters of support were submitted for this project from the Alexandria Transportation Commission (Attachment 4), the Alexandria Bicycle and Pedestrian Advisory Committee (Attachment 5), the TC Williams High School PTA (Attachment 6), the Coalition for Smarter Growth (Attachment 7) residents of Kings Cloister (Attachment 8) and residents near Melrose Street (Attachment 9).

### **Evaluation**

As with all Complete Streets projects, staff will collect vehicle volumes, speeds and crashes to monitor the impacts of the proposed plan after it is implemented. Traffic flow will be monitored to determine if any modifications to the plan need to be made.

Maintenance work, including sidewalk repairs and upgrading curb ramps and bus stops to be ADA compliant will begin in July 2016. Roadway resurfacing will begin in August 2016, the project will be installed in conjunction with the repaving.

Attachment 1: Option 3 Street Configurations



Attachment 2: Traffic Analysis

**King Street Road Diet Traffic Analysis - 35MPH**

Synchro Arterial LOS and Delay - Existing Speed

| Signal                       | Existing AM  |              |             |              | Build with Improvements AM<br>(at 35 MPH) |              |             |              |
|------------------------------|--------------|--------------|-------------|--------------|---|--------------|-------------|--------------|
|                              | Signal Delay | Travel Time  | Distance    | Arterial LOS | Signal Delay                              | Travel Time  | Distance    | Arterial LOS |
| <b>Eastbound King Street</b> |              |              |             |              |   |              |             |              |
| Kenwood Avenue               | 6.8          | 36.7         | 0.17        | D            | 7.1                                       | 37.0         | 0.17        | D            |
| Chinquapin Drive             | 36.1         | 58.9         | 0.13        | F            | 39.7                                      | 62.5         | 0.13        | F            |
| Janney's Lane                | 19.7         | 122.5        | 0.94        | B            | 19.7                                      | 122.5        | 0.94        | B            |
| Highland                     | 4.0          | 34.8         | 0.19        | C            | 4.0                                       | 34.8         | 0.19        | C            |
| <b>Overall</b>               | <b>66.6</b>  | <b>252.9</b> | <b>1.43</b> | <b>C</b>     | <b>70.5</b>                               | <b>256.8</b> | <b>1.43</b> | <b>C</b>     |
| <b>Westbound King Street</b> |              |              |             |              |   |              |             |              |
| Janney's Lane                | 13.3         | 44.1         | 0.19        | D            | 13.3                                      | 44.1         | 0.19        | D            |
| Chinquapin Drive             | 3.5          | 106.3        | 0.94        | A            | 6.6                                       | 109.4        | 0.94        | A            |
| Kenwood Avenue               | 8.2          | 31.0         | 0.13        | D            | 11.0                                      | 33.8         | 0.13        | E            |
| Braddock Road                | 76.2         | 106.1        | 0.17        | F            | 76.2                                      | 106.1        | 0.17        | F            |
| <b>Overall</b>               | <b>101.2</b> | <b>287.5</b> | <b>1.43</b> | <b>D</b>     | <b>107.1</b>                              | <b>293.4</b> | <b>1.43</b> | <b>D</b>     |

**King Street Road Diet Traffic Analysis - 35MPH**

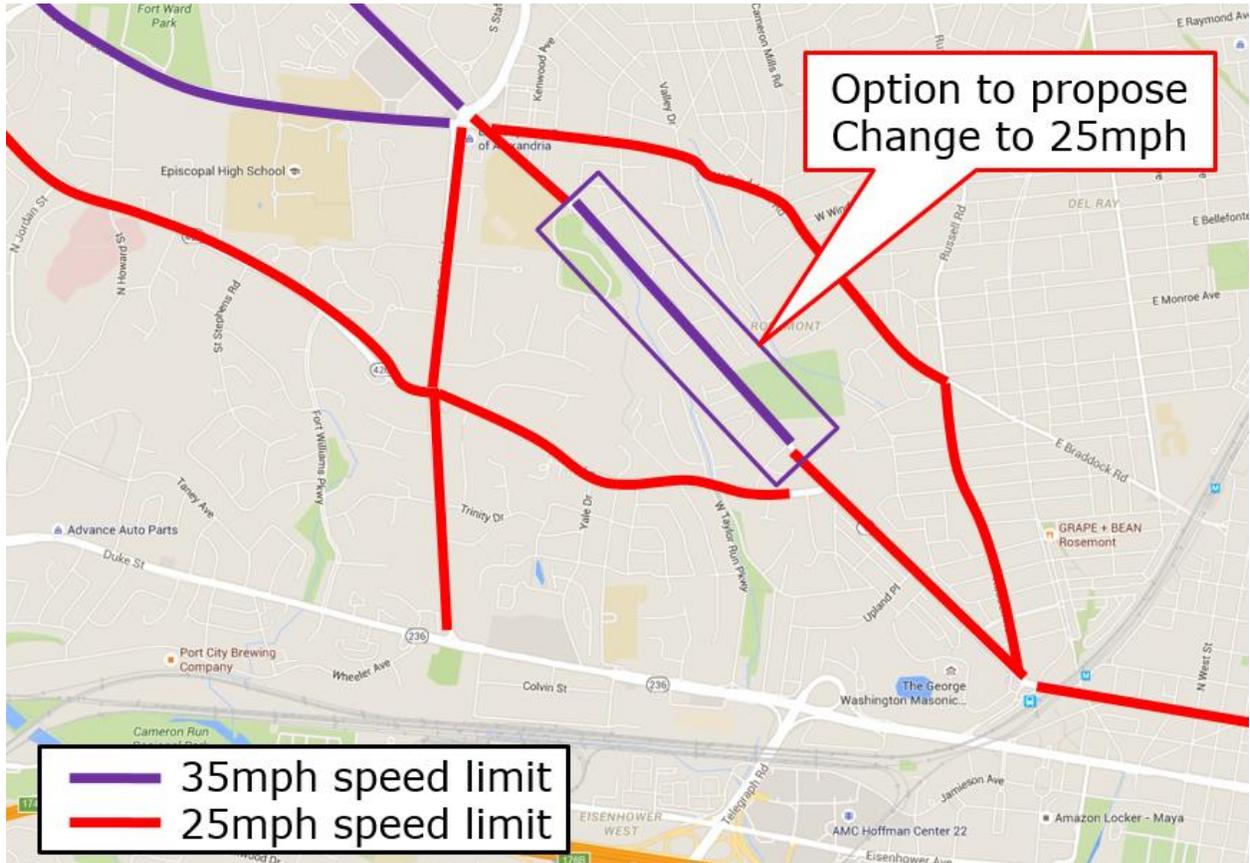
Synchro Arterial LOS and Delay - Existing Speed

| Signal                       | Existing PM  |              |             |              | Build PM<br>(at 35 mph) |              |             |              |
|------------------------------|--------------|--------------|-------------|--------------|-------------------------|--------------|-------------|--------------|
|                              | Signal Delay | Travel Time  | Distance    | Arterial LOS | Signal Delay            | Travel Time  | Distance    | Arterial LOS |
| <b>Eastbound King Street</b> |              |              |             |              |                         |              |             |              |
| Kenwood Avenue               | 12.0         | 41.9         | 0.17        | D            | 13.4                    | 43.3         | 0.17        | E            |
| Chinquapin Drive             | 5.5          | 28.3         | 0.13        | D            | 15.6                    | 38.4         | 0.13        | E            |
| Janney's Lane                | 12.4         | 115.2        | 0.94        | B            | 12.4                    | 115.2        | 0.94        | B            |
| Highland                     | 4.0          | 34.8         | 0.19        | C            | 4.0                     | 34.8         | 0.19        | C            |
| <b>Overall</b>               | <b>33.9</b>  | <b>220.2</b> | <b>1.43</b> | <b>C</b>     | <b>45.4</b>             | <b>231.7</b> | <b>1.43</b> | <b>C</b>     |
| <b>Westbound King Street</b> |              |              |             |              |                         |              |             |              |
| Janney's Lane                | 5.3          | 36.1         | 0.19        | C            | 5.3                     | 36.1         | 0.19        | C            |
| Chinquapin Drive             | 3.1          | 105.9        | 0.94        | A            | 4.5                     | 107.3        | 0.94        | A            |
| Kenwood Avenue               | 9.6          | 32.4         | 0.13        | D            | 15.4                    | 38.2         | 0.13        | E            |
| Braddock Road                | 74.3         | 104.2        | 0.17        | F            | 74.3                    | 104.2        | 0.17        | F            |
| <b>Overall</b>               | <b>92.3</b>  | <b>278.6</b> | <b>1.43</b> | <b>C</b>     | <b>99.5</b>             | <b>285.8</b> | <b>1.43</b> | <b>D</b>     |

**King Street Road Diet Traffic Analysis - 35MPH**  
 Synchro Intersection LOS and Delay - Existing Speed

| Intersection                    | Existing |     |         |     | Build   |     |         |     |
|---------------------------------|----------|-----|---------|-----|---------|-----|---------|-----|
|                                 | AM Peak  |     | PM Peak |     | AM Peak |     | PM Peak |     |
|                                 | Delay    | LOS | Delay   | LOS | Delay   | LOS | Delay   | LOS |
| King Street at Braddock Road    | 24.3     | C   | 29.9    | C   | 24.3    | C   | 29.9    | C   |
| King Street at Kenwood Avenue   | 11.3     | B   | 14.2    | B   | 17.7    | B   | 15.5    | B   |
| King Street at Chinquapin Drive | 20.4     | C   | 8.1     | A   | 21.4    | C   | 12.3    | B   |
| King Street at Janney's Lane    | 19.0     | B   | 11.1    | B   | 19.0    | B   | 11.1    | B   |
| King Street at Highland         | 6.6      | A   | 6.8     | A   | 6.6     | A   | 6.8     | A   |

Attachment 3: Proposed speed limit change



Attachment 4: Letter of support from Alexandria Transportation Commission



Alexandria Transportation Commission  
301 King Street  
Alexandria, VA 22314

[www.alexandriava.gov](http://www.alexandriava.gov)

Phone: 703.746.4025

Chair Johnson and Members of the Traffic and Parking Board  
City Hall  
301 King Street  
Alexandria, VA 22314

May 20, 2016

Re: Transportation Commission's Endorsement of King Street Complete Streets Improvements

Dear Chair Thomas Johnson Jr.:

At its May 18, 2016 meeting, the Alexandria Transportation Commission reviewed and discussed three design options for improvements considered for the King Street Complete Streets project. Consistent with the majority of public input received via AlexEngage and numerous community meetings, the Transportation Commission endorses option three, "Complete Street Corridor Improvements". The Commission emphasizes that option three will improve safety for pedestrians, cyclists, and vehicles through the addition of safer crossings, slower traffic speeds, and buffered bicycle lanes. The Commission also emphasizes that the improvements will not significantly impact the level of service and travel delay. A design consistent with option three is considered best practice by the Federal Highway Administration for streets with similar traffic volumes and patterns to those on King Street.

This project is consistent with the Transportation Commission endorsed and City Council adopted Complete Streets Policy, Transportation Master Plan, and Citywide Bicycle Network. This portion of King Street was designated as an "Enhanced Bicycle Corridor" and identified as a priority project in the recent update to the Pedestrian and Bicycle Chapter of the Transportation Master Plan.

The City's Transportation Master Plan includes specific objectives applicable to this project:

- The City will make walking a part of people's everyday lives by providing pleasant, safe and accessible connections that encourage and reward the choice to walk.
- The City will implement a citywide bikeway network to serve all users and trip types, provide end-of-trip facilities, improve bicycle/transit integration, implement encouragement programs and improve safety.

The Commission supports designing safe streets for all users and appreciates your consideration of its input.

Sincerely,

A handwritten signature in black ink, appearing to read "J.J. King III", with a long horizontal flourish extending to the right.

J.J. King III  
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission  
Mark Jinks, City Manager  
Yon Lambert, Director, T&ES  
Carrie Sanders, Acting Deputy Director, T&ES

## Attachment 5: Letter of support from Alexandria BPAC

June 14, 2016

Chairman Johnson, Vice Chair Schuyler and members of the Traffic and Parking Board,

I am writing as Chair of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) to ask that you recommend approval of the Complete Street Design (Option 3) and 25 mph speed limits for King Street between Janneys Lane and Radford Street.

**The Complete Street Design (Option 3) provides urgently needed safety improvements for all who use or will use this section of King Street in the future.**

People walking along King Street will be able to do so without fear from walking next to high-speed vehicles. The Complete Street Design (Option 3) will both reduce vehicle speeds and provide buffered bike lanes that separate pedestrians from both vehicles and bikes.

Crossing one-lane of slower traffic at a time per the proposed design is much safer than crossing two lanes of high-speed traffic from each of two directions, as is required today.

Similar safety benefits are afforded to motorists who enter and exit their driveways or at uncontrolled intersections.

Turn lanes eliminate safety risks associated with turning vehicles in traffic lanes.

Buffered bike lanes provide a safe and separated space for people to bike. Research shows that buffered lanes and slower vehicle speeds are positively correlated with increased biking – an objective in the City’s Transportation Master Plan.

**25 MPH speed limits improve safety and are applicable to this residential street.**

At lower speeds, drivers can see more of their surroundings and have more time to react to potential hazards. More awareness and more time to react = less likelihood of a crash.

The risk of injury to a pedestrian more than doubles when hit by a 35 mph vehicle compared to a 25 mph vehicle (36% risk of death at 35 mph, versus 12% risk of death at 25 mph.)<sup>1</sup>

With numerous driveways and uncontrolled intersections, this section of King Street warrants a 25 mph speed limit, as provided for residential streets elsewhere in the City of Alexandria.

Reducing the speed limit to 25 mph from Janneys Lane to Radford Street would create a consistent speed limit, rather than the current variation from 25 mph to 35 mph to 25 mph.

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<sup>1</sup> Tefft BC. Impact speed and a pedestrian’s risk of severe injury or death. *Accident Analysis & Prevention, Volume 50, January 2013, Pages 871-878* doi: 10.1016/j.aap.2012.07.022: <http://www.ncbi.nlm.nih.gov/pubmed/22935347>.

**The proposed Complete Street Design (Option 3) and 25 mph speed limits are important steps in achieving walking and biking visions in the City's Transportation Master Plan and Health and Wellness goals in the Alexandria City Public School (ACPS) 2015-2020 Strategic Plan.**

The Transportation Master Plan vision for Walking in Alexandria, for example, states: "Pedestrian facilities, programs and policies foster social equity ... ensuring that people throughout the City have access to safe and comfortable places to walk."

The Transportation Master Plan vision for bicycling states, "The City provides a network of facilities that links important destinations and appeals to bicycle riders of different ages and abilities, including children, older adults, and persons with disabilities."

Per ACPS' 2015-2020 Strategic Plan, ACPS will promote efforts to enable students to be healthy and ready to learn, such as "encouraging walking and bicycling and collaborating with city authorities to ensure that safe routes are available ... in order that students will develop a sense of autonomy and healthy, life-long habits."

**We greatly appreciate staff's extensive research, analysis and community engagement in the development of the proposed plan.**

In addition to community and civic association meetings, staff made themselves available to residents to work through various aspects of the proposed plan. As a result, the final plan represents a great combination of staff technical analysis and community input.

A portion of King Street between Janneys Lane and Radford Street is already posted with 25 mph speed limits. Travel time for the remaining section of about 0.9 miles would be about 37 seconds, or about half a minute if traversed at 25 mph instead of 35 mph.

**In summary, we ask that the Traffic and Parking Board support safety for all, particularly for people who walk and bike, by recommending approval of Complete Street Design (Option 3) and 25 mph speed limits for King Street between Janneys Lane and Radford Street.**

Sincerely,



James L. Durham  
Chair, Alexandria Bicycle and Pedestrian Advisory Committee (BPAC)

Copy to:

Mayor Silberberg, Vice Mayor Wilson, Members of City Council

City Manager, Mr. Mark Jinks

Deputy City Manager, Ms. Emily Baker

Director, Transportation and Environmental Services, Mr. Yon Lambert

Attachment 6: Letter of support from T.C. Williams High School



June 14, 2016

Mr. Thomas "Jay" Johnson, Junior  
Chairman  
Traffic and Parking Board  
City of Alexandria  
City Hall  
Alexandria, Virginia

Dear Mr. Johnson and Members of the Traffic and Parking Board:

On behalf of the TCWilliams High School PTSA, I am writing to ask the Traffic and Parking Board to support the King Street Complete Street project, which I understand will be on your June 27 meeting docket.

Board members of the PTSA and I have been working with Ms. Hillary Orr, complete streets program manager for the city, and her staff, seeking improvements on King Street to help curb the serious traffic congestion at the high school each day at drop-off and pick-up. The improvements outlined in the King Street Complete Street Project won't solve all our concerns, but will certainly be an excellent step forward to easing traffic and making the entrances and exits to the building more safe for pedestrians and drivers.

In particular, we believe changing the traffic signals on Kenwood leading onto King Street will help with traffic flow. We also like the pedestrian islands proposed on King Street. Again, these changes will help slow traffic and provide safe refuge for our students when crossing King Street.

As the city repaves King Street and makes traffic improvements, our organization will appeal to the school's Central Office to make other changes to the TCWilliams property, to further improve traffic flow and build upon the improvements made through the city's changes.

Just this spring, we had two serious incidents. One student was turning legally from King Street onto Chinquapin Drive to arrive at school. She was hit broad side by a driver coming from the other direction, trying to beat the light. She was not hurt, but her car was seriously damaged.

We also know of two students who were crossing legally at King Street and Kenwood Avenue and were nearly bit by a driver trying to get through the intersection before the light turned red.

We would like to see the proposed improvements implemented this summer to avoid near-misses as I just described. There are 3,000 students attending TCWilliams High School, an all-time high, and enrollment is expected to continue to climb. Simultaneously, traffic congestion will continue and improvements need to be made to help ease the safety of drivers and pedestrians.

Please support the King Street Complete Project as presented at your June 27 meeting.

Sincerely,

Yvonne Folkerts  
PTSA President, 2015-2016

Cc: John Lennon, PTSA President 2016-2017  
Dr. Jesse Dingle, TCWilliams Principal

Attachment 7: Letter of support from Coalition for Smarter Growth



Traffic and Parking Board  
City of Alexandria  
Alexandria City Hall  
301 King Street  
Alexandria, VA 22314

June 17, 2016

Dear Traffic and Parking Board members,

On behalf of the Coalition for Smarter Growth, I'm writing to express support for the City of Alexandria's Design Option 3 for the resurfacing of King Street between Janney's Lane and Radford Street.

The Coalition for Smarter Growth (CSG) is the leading organization in the Washington DC region dedicated to making the case for smart growth. Our mission is to promote walkable, inclusive, and transit-oriented communities, and the land use and transportation policies and investments needed to make those communities flourish. We represent over 900 members of the Alexandria community.

Alexandria has already embraced Complete Streets. Option 3 is the design option for this project that is truly aligned with a smart growth vision. It provides the best option for people walking, includes significant improvements for people driving and taking transit, and is the only option that includes improvements for people bicycling. Please support moving forward with Option 3.

Thank you for your service to our community.

Sincerely,

A handwritten signature in black ink that reads 'Aimee Custis'.

Aimee Custis  
Managing Director

Attachment 8: Letter of support from Kings Cloister Residents

March 17, 2016

Ms. Hillary Orr  
Complete Streets Program Manager, City of Alexandria  
Department of Transportation and Environmental Services  
421 King Street  
Alexandria, VA 22314

**Subject: King Street repaving project – Between TC Williams and Janney's Lane**

We are Alexandria residents who live in the Ivy Hill area of King Street on Kings Cloister Circle. We have reviewed the various options under consideration for the repaving of this section of King Street and strongly support Option #3 as the most appropriate approach to improve safety and enhance the residential character of our area. We understand that the City's survey results also show the strongest support is for Option #3, particularly from respondents living in the impacted area.

There are major speed and safety issues on this section of King Street. These have resulted in a number of serious accidents and a major concern about pedestrian safety while walking in the area. High speeds and four lanes of through traffic make walking on the sidewalks and crossing King Street highly dangerous in the morning, the late afternoon and the early evening. King Street is difficult to cross near TC Williams and Chinquapin, at Scoggins, and at each of the bus stops from Kenwood to Melrose. The most dangerous area of all is the area around Melrose, with traffic seeking to turn left into Woodbine, go straight East to old town, or turn right onto Janneys Lane. Traffic moves too quickly through this area, with drivers going at high speed darting in and out to avoid the Woodbine turning traffic, and the Janneys right turn only lane. This area has many pedestrians, two bus stops and traffic seeking to turn onto King Street from Melrose or enter King Street from the driveways on the South side of the street. It is highly dangerous now, and will only become more so as the construction begins on the expansion of Woodbine. Modifications in the City's Option # 3 plan will take several steps to improve this situation.

As part of this restructuring, we believe that the speed limit should be reduced in this entire stretch from 35 to 25 miles per hour. Buses and cars routinely operate in this part of King Street at speeds in excess of 45 or 50 miles per hour.

In redesigning King Street, much can be learned from the City's work on the nearby Janneys Lane stretch from MacArthur to King Street. Narrowing through lanes, adding bike lanes, construction of a median, and other traffic calming techniques, including visual speed indicators, have improved this neighborhood. The street has a more residential feel. At the same time, traffic still flows smoothly on Janneys, but at speeds that are safer and more consistent with the residential character of the neighborhood. We hope that the implementation of Complete Streets Option #3 will do similar things to improve the safety and enhance the residential character of our King Street neighborhood.

Cordially,

|                                 |                           |
|---------------------------------|---------------------------|
| Jacqueline Arends               | 600 Kings Cloister Circle |
| Michelle Mangrum                | 602 Kings Cloister Circle |
| Buford and Linda Lewis          | 608 Kings Cloister Circle |
| Hal Ameson and Lucille DeJuliis | 612 Kings Cloister Circle |
| Steve and Anne Altizer          | 618 Kings Cloister Circle |
| Doug Norton and Sue Fruchter    | 619 Kings Cloister Circle |
| Dan and Teresa Cotter           | 620 Kings Cloister Circle |
| Gary and Ellie Frost            | 624 Kings Cloister Circle |
| Stan and Nur Gryskiewicz        | 626 Kings Cloister Circle |
| Gary and Lynette Matz           | 632 Kings Cloister Circle |
| Neeraj and Lisa Vohra           | 634 Kings Cloister Circle |
| Matt Morris and Shelby Olsen    | 638 Kings Cloister Circle |
| Mark and Terry McLeod           | 640 Kings Cloister Circle |
| John and Vicki Salmon           | 642 Kings Cloister Circle |

March 14, 2016

Ms. Hillary Orr  
Complete Streets Program Manager, City of Alexandria  
Department of Transportation and Environmental Services  
421 King Street  
Alexandria, VA 22314

Subject: King Street repaving project – Between TC Williams and Janney's Lane

We are Alexandria residents who live in the Ivy Hill area of King Street . We have reviewed the various options under consideration for the repaving of this section of King Street and strongly support Option #3 as the most appropriate approach to improve safety and enhance the residential character of our area. We understand that the City's survey results also show the strongest support is for Option #3, particularly from respondents living in the impacted area.

There are major speed and safety issues on this section of King Street. These have resulted in a number of serious accidents and a major concern about pedestrian safety while walking in the area. High speeds and four lanes of through traffic make walking on the sidewalks and crossing King Street highly dangerous in the morning, the late afternoon and the early evening. King Street is difficult to cross near TC Williams and Chinguapin, at Scoggins, and at each of the bus stops from Kenwood to Melrose. The most dangerous area of all is the area around Melrose, with traffic seeking to turn left into Woodbine and First Christian Church, go straight east to Old Town, or turn right onto Janney's Lane. Traffic moves too quickly through this area, with drivers going at high speed darting in and out to avoid the turning traffic, and the Janney's right turn only lane. This area has many pedestrians, two bus stops and traffic seeking to turn onto King Street from Melrose or enter King Street from the residential driveways on the South side of the street. It is highly dangerous now, and will only become more so as construction begins on the expansion of Woodbine. Modifications in the City's Option # 3 plan will take several steps to improve this situation.

As part of this restructuring, we believe that the speed limit should be reduced in this entire stretch from 35 to 25 miles per hour. Buses and cars routinely operate in this part of King Street at speeds in excess of 45 or 50 miles per hour.

In redesigning King Street, much can be learned from the City's work on the nearby Janney's Lane stretch from MacArthur to King Street. Narrowing the traffic lanes, creating bump-outs , bike lanes, a median divider, as well as other traffic calming techniques, including visual speed indicators, have, in the opinion of many, improved this neighborhood. The street has a more residential feel. At the same time, traffic still flows smoothly on Janney's, but at speeds that are safer and more consistent with the residential character of the neighborhood. We hope that the implementation of Complete Streets Option #3 will do similar things to improve safety and enhance the residential character of our King Street neighborhood.

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