

South Pickett Street Corridor Improvements

Community Open House



Tonight's Open House

Thank you for joining us!

We want to address your concerns and provide project information.

Agenda:

- Project overview
- Clarifying project information
- Q&A



**How did you hear about
this project?**



**What are your views on
this project?**



What are your main concerns?

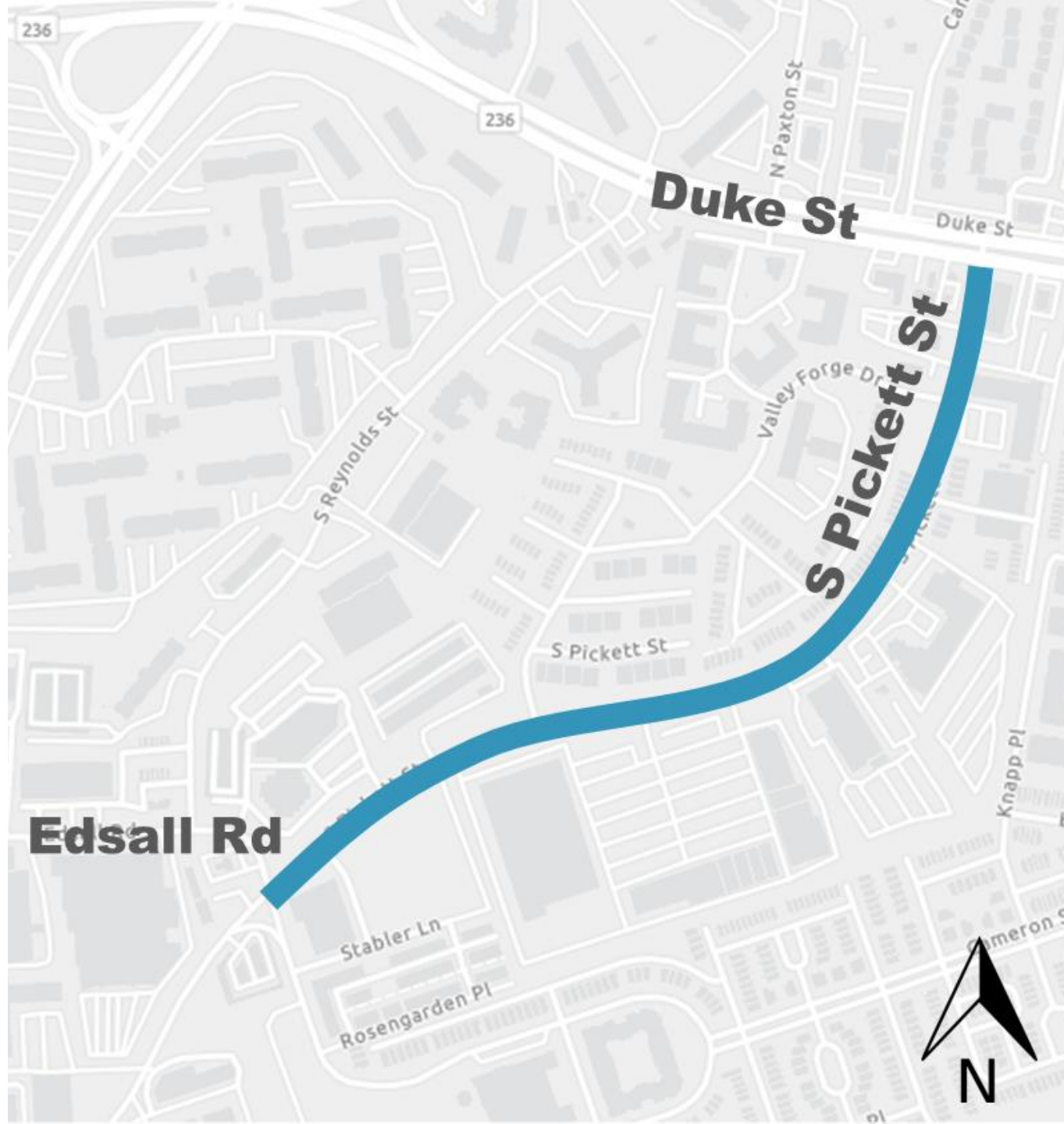


If you selected “cut-through traffic in Cameron Station”, what are your primary concerns?

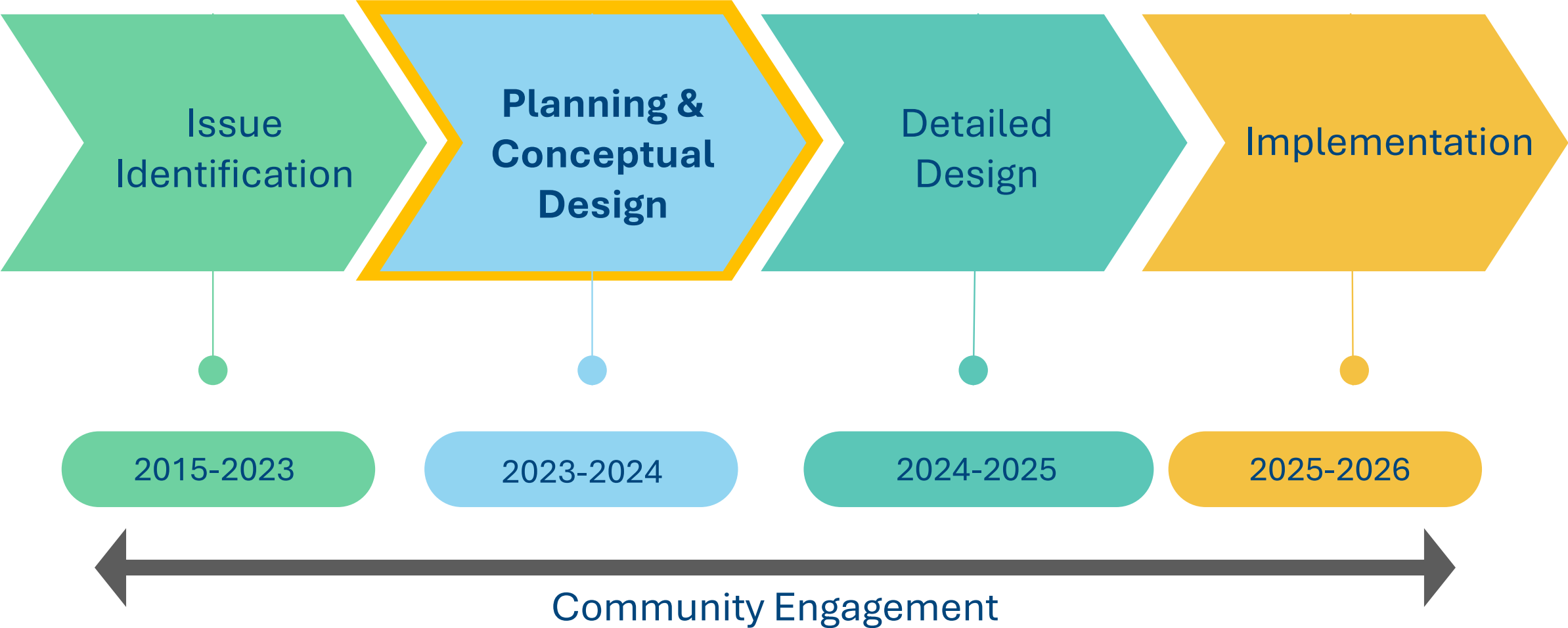
Project Goal

It is easy, safe, and comfortable to travel on South Pickett Street for people who:

- walk
- use wheelchairs, carts, or strollers
- drive
- use transit
- bike or scoot
- are young
- are old
- have a disability



Project Timeline



Community- Identified Issues and Concerns

58% people drive too fast

43% lack of crosswalks

43% no dedicated bicycle facilities

33% it is difficult to cross at signalized intersections

26% it is difficult to turn left at unsignalized intersections

25% too many traffic delays

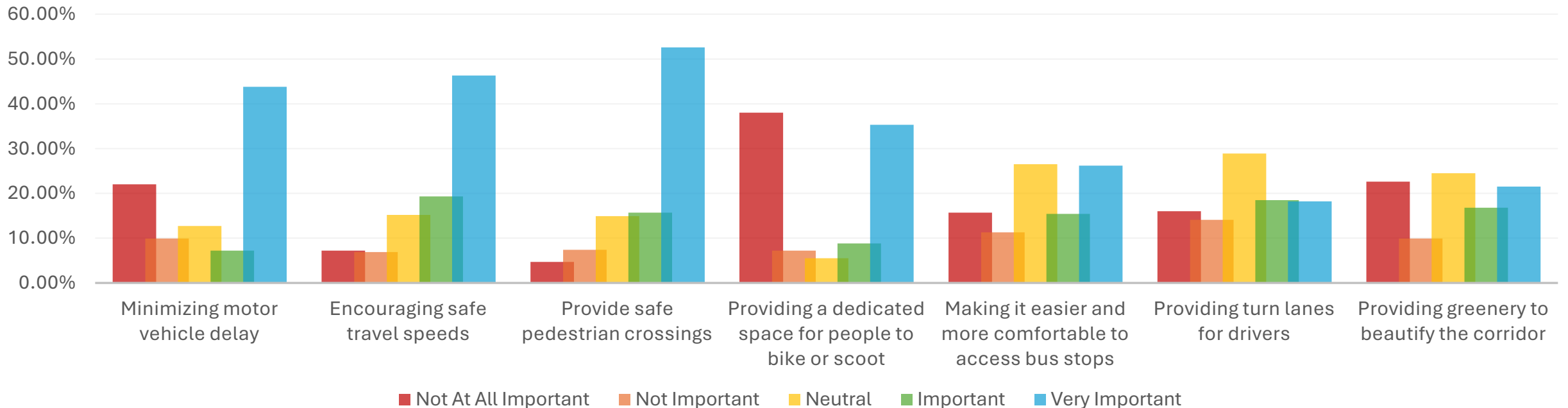
Community Priorities

51%
think **minimizing motor vehicle delay** is important or very important

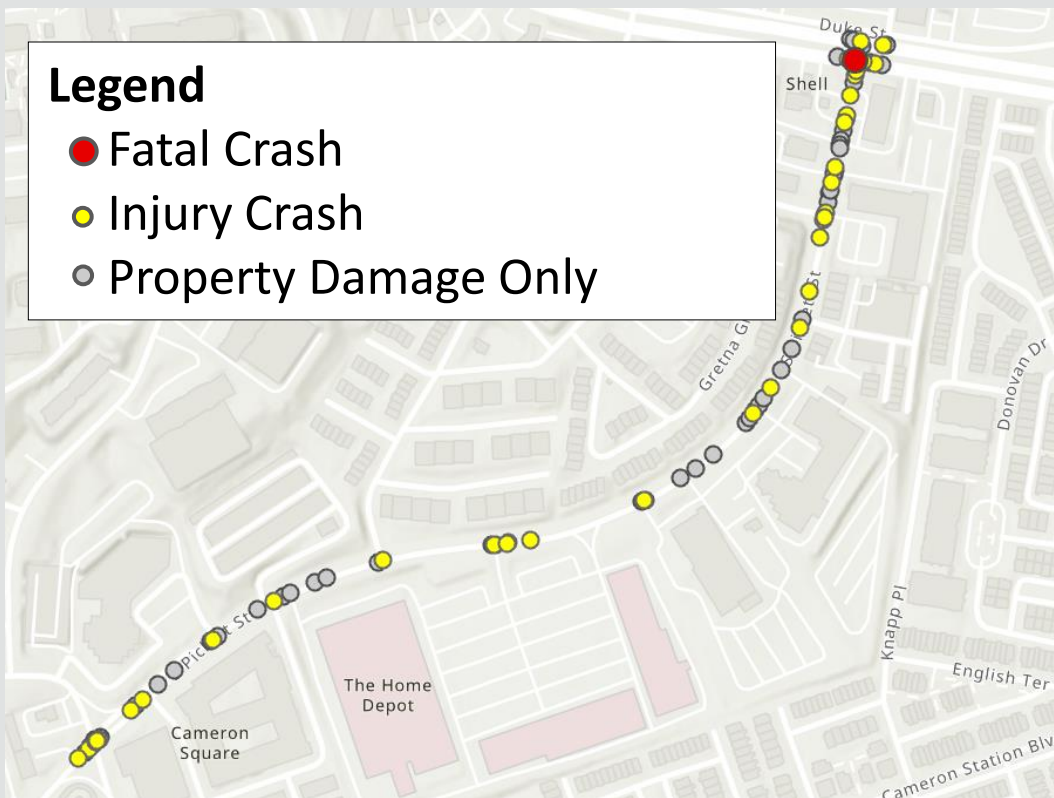
66%
think **encouraging safe travel speeds** is important or very important

68%
think providing **safe pedestrian crossings** is important or very important

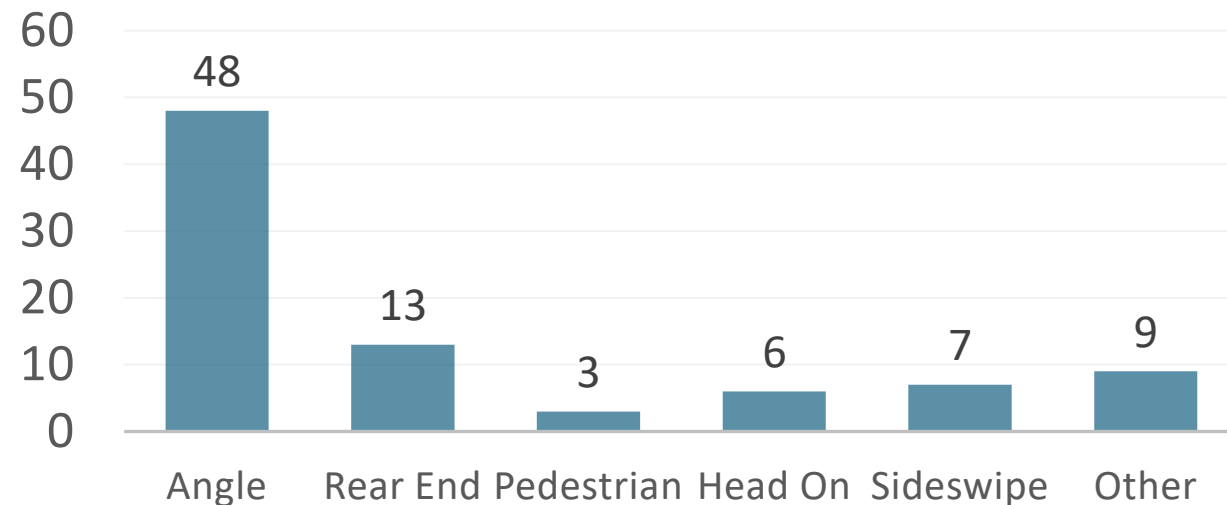
Feedback on Project Priorities



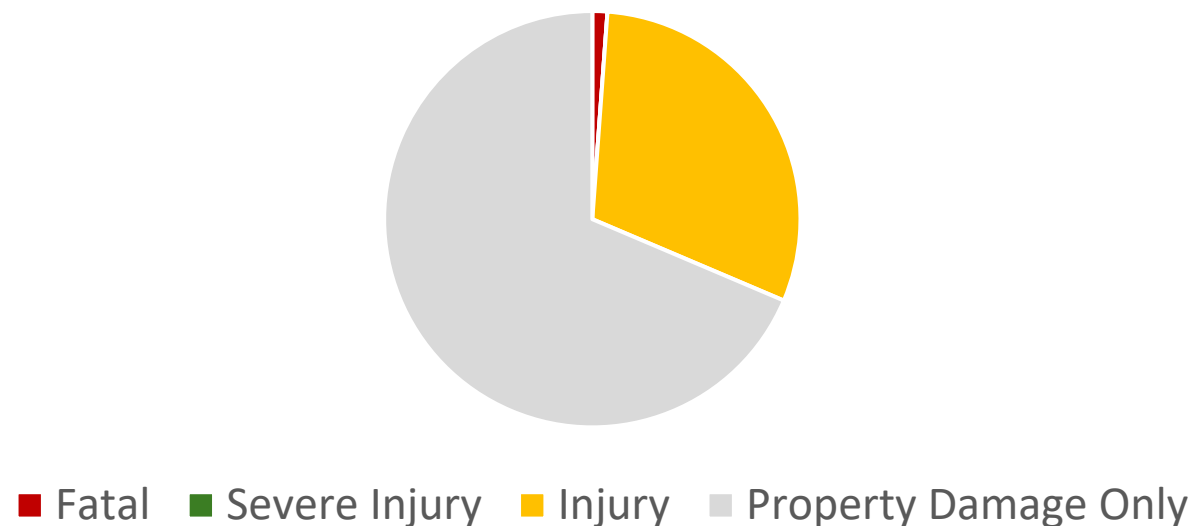
Crash History



Crashes by Type, 2018-2022



Crashes by Severity, 2018-2022



Existing Conditions

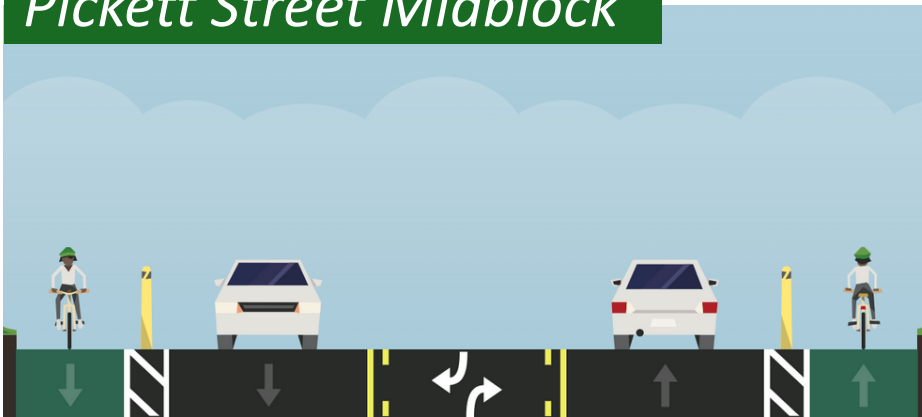
- Wide roadway enables high speeds and passing
- Limited pedestrian crossing opportunities
- High crash risk for people crossing the street
- Challenging to turn onto or from South Pickett
- No dedicated space for people biking and scooting
- Underutilized roadway capacity most of the day encourages higher speeds and illegal parking



Concept Design

Midblock

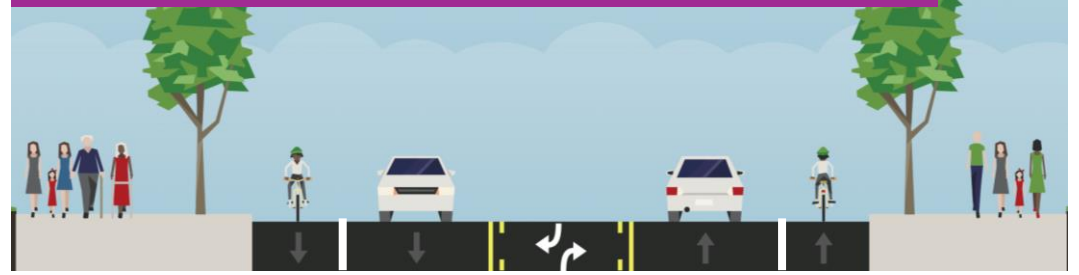
Pickett Street Midblock



Pickett Street Midblock



Small Area Plan Recommendation

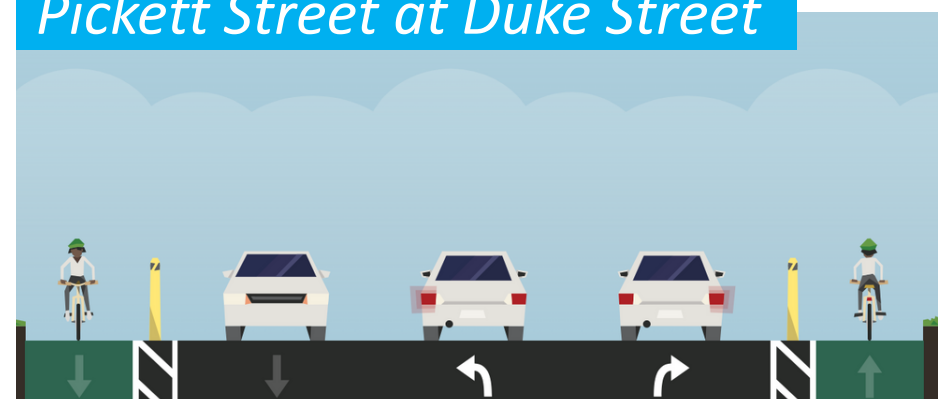


Major Intersections

Pickett Street at Edsall Road



Pickett Street at Duke Street



Who benefits from this project?



- **Vehicle capacity preserved** at key intersections
- **Dedicated left-turn lane** reduces angle crash risk
- **Buffer** for on-street parking



- Crossing distance **reduced by >50%**
- **Only one lane** to cross at a time
- **Sidewalk buffer** from protected bike lane



- **Dedicated space** for people biking or scooting



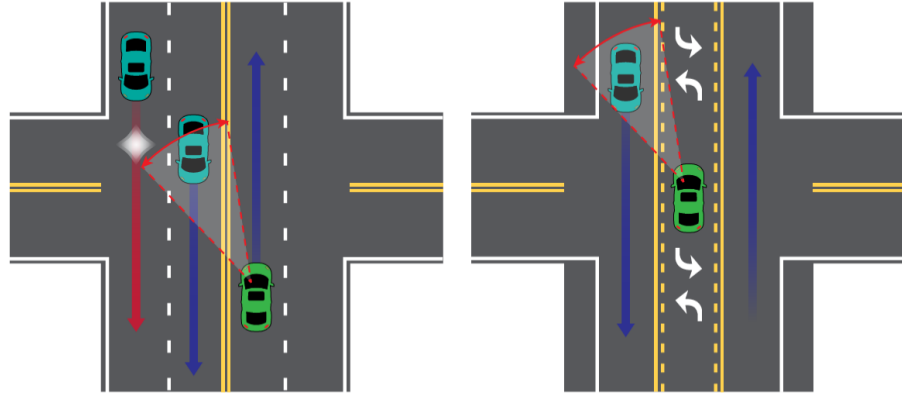
- **Safer access** to bus stops



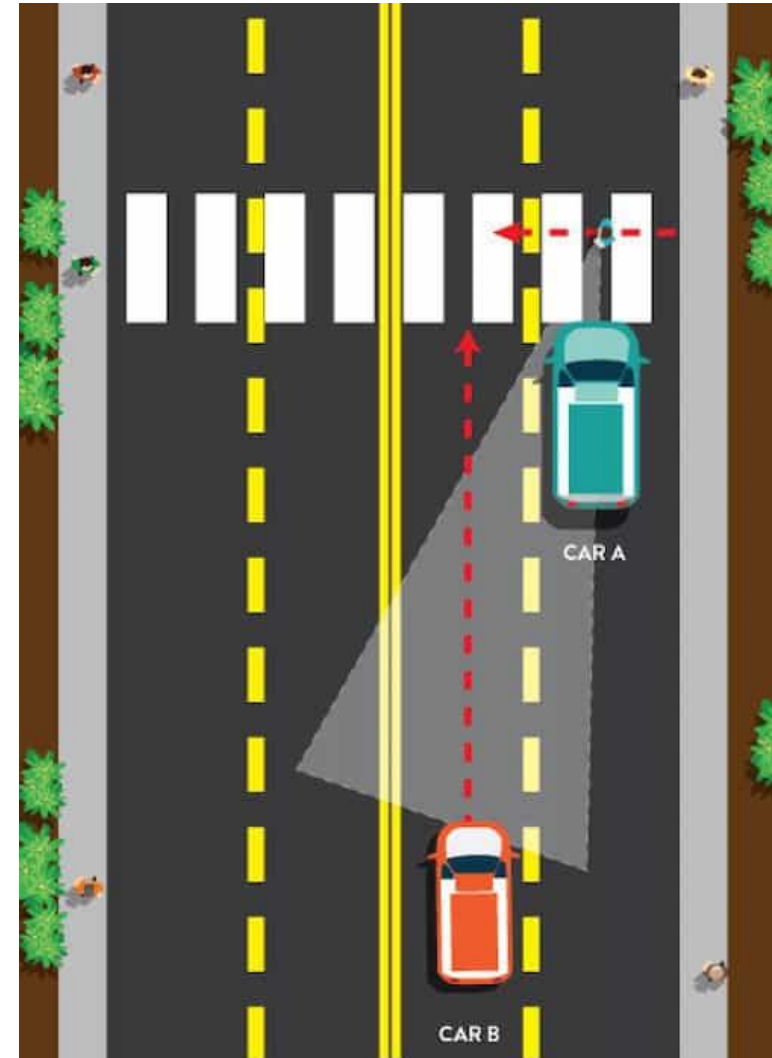
- **Slower speeds** improve safety for all users
- Opportunity for **greenery**

How does a road diet reduce crashes?

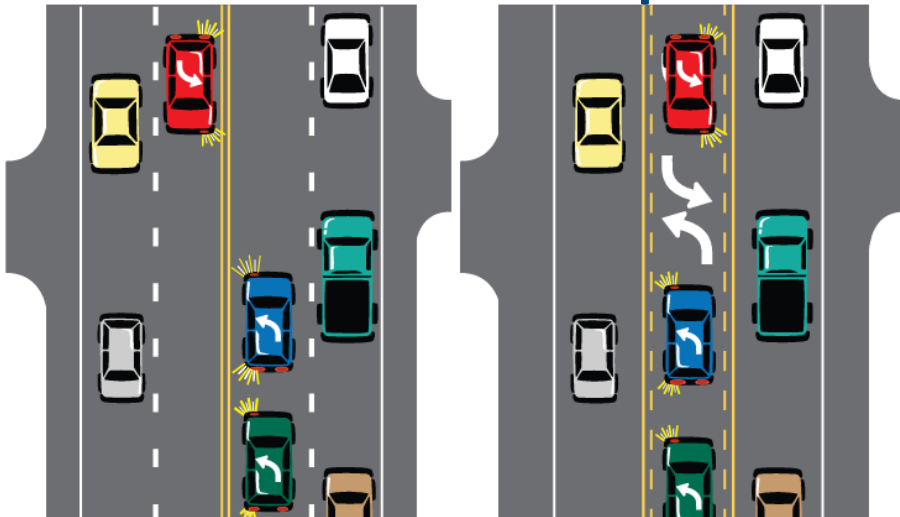
Left-Turn Crashes



Pedestrian Crashes



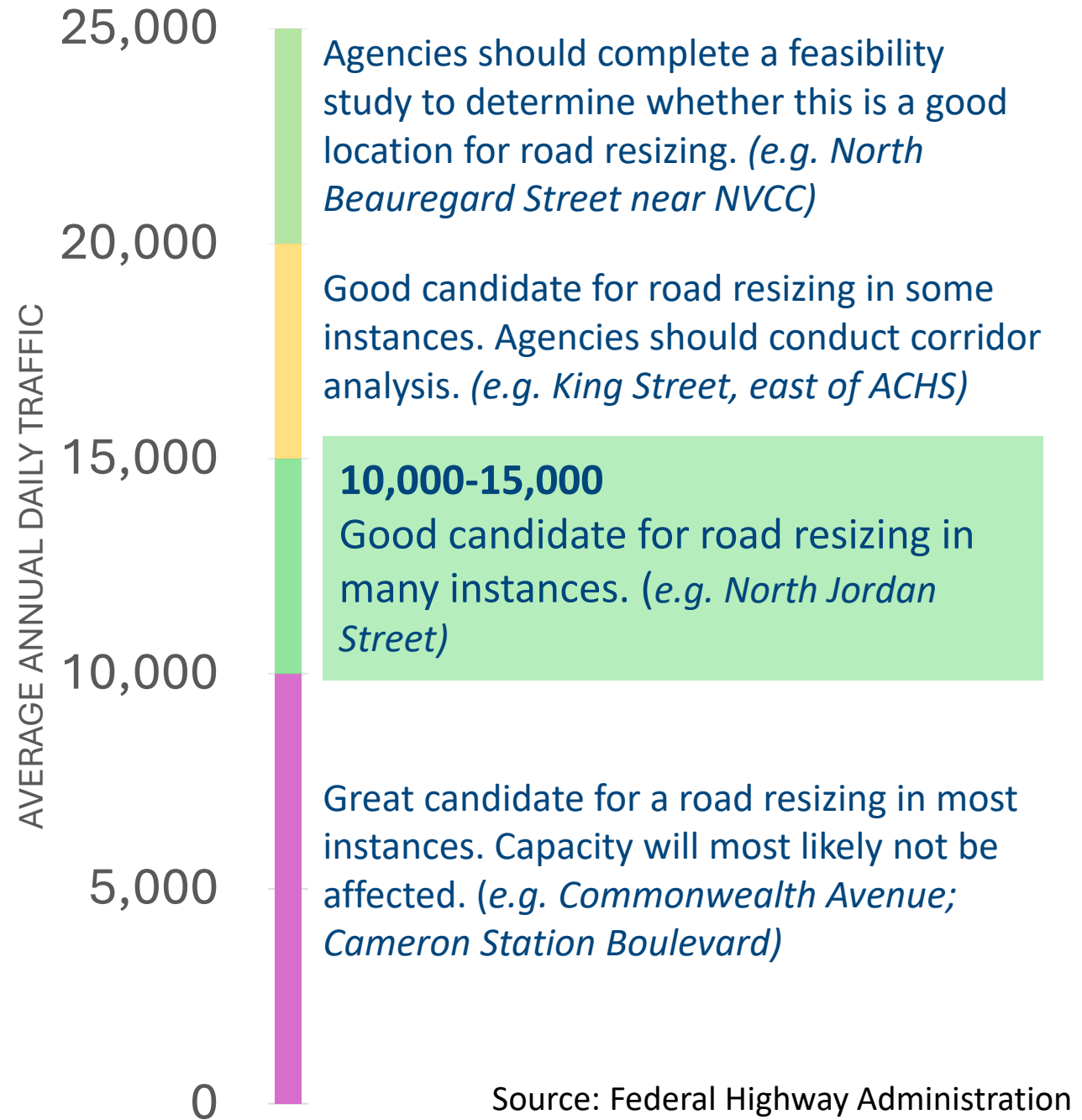
Rear-Ends and Sideswipes



Traffic Summary

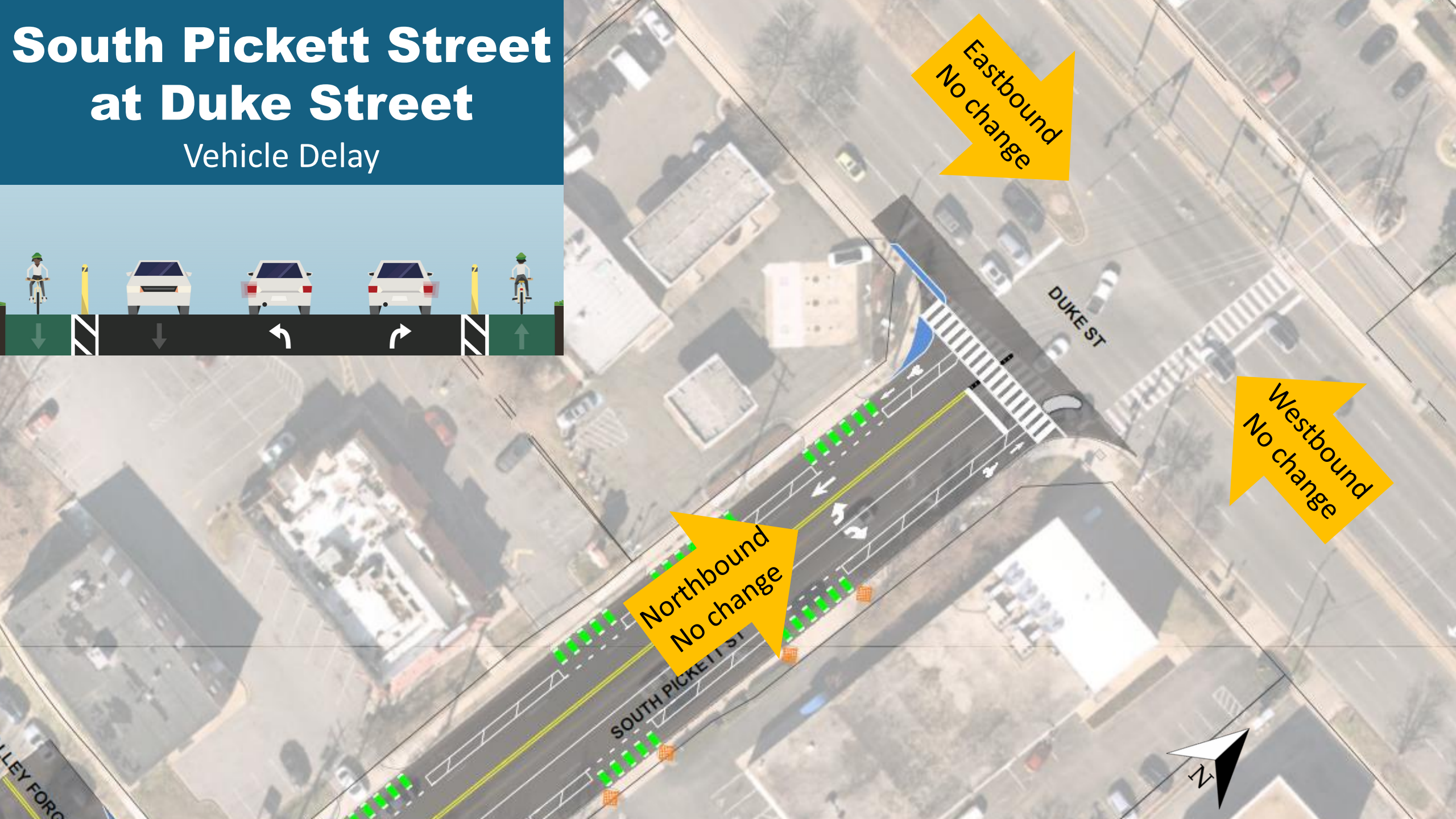
South Pickett Street has 13-15k vehicles per day

Project maintains travel times and was found to operate acceptably, even during peak hours



South Pickett Street at Duke Street

Vehicle Delay



Eastbound
No change

Westbound
No change

Northbound
No change



South Pickett Street at Home Depot

Vehicle Delay



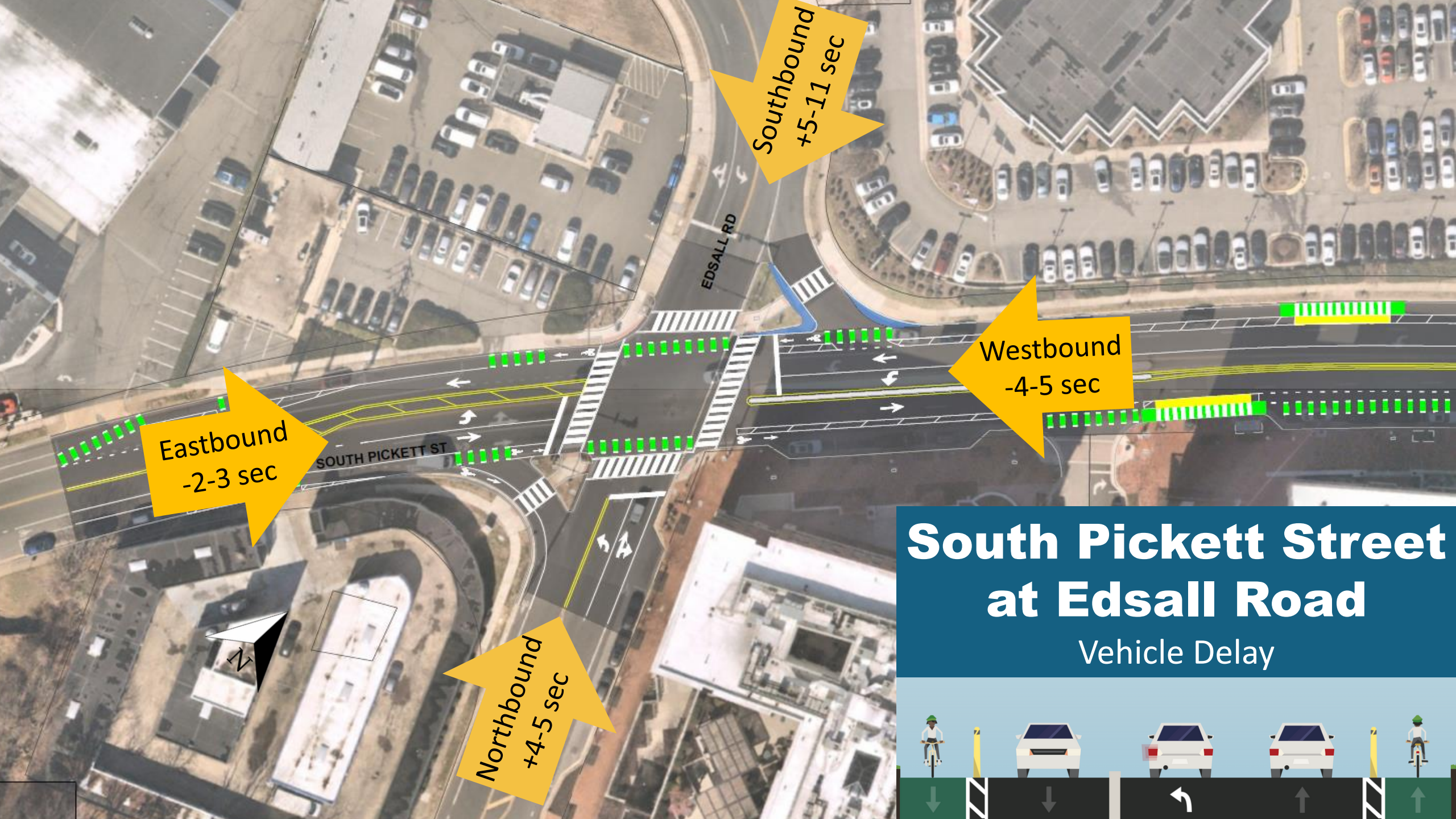
Eastbound
+1-2 sec

Westbound
+1-2 sec

Northbound
+8-9 sec



WEST END VILLAGE
SHOPPING MALL



Southbound
+5-11 sec

Westbound
-4-5 sec

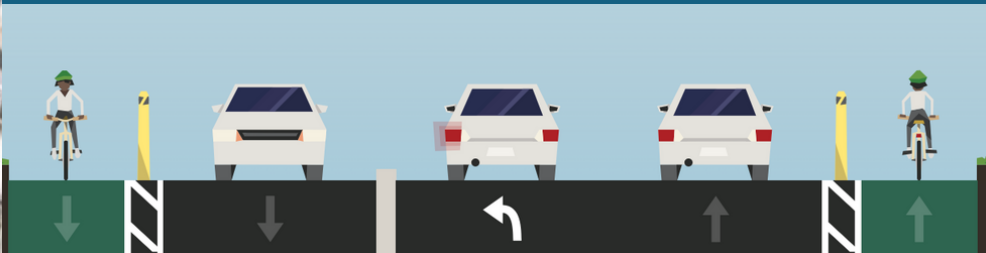
Eastbound
-2-3 sec

Northbound
+4-5 sec



South Pickett Street at Edsall Road

Vehicle Delay



Correction Corner

Assertion: South Pickett Street has the same amount of traffic as King Street near Bradlee Shopping Center.

- **Fact:** King Street near Bradlee Shopping Center has 20-30% more daily traffic than South Pickett Street, not including the service road.

Assertion: This project would result in 2-4x increase in cut-through traffic on Cameron Station Boulevard.

- **Fact:** Drivers tend to take the fastest and most direct route. Delay is expected to remain virtually unchanged, giving no additional incentive to cut through.
- **But:** The City will monitor traffic on Cameron Station Boulevard.

Assertion: This project hurts businesses.

- **Fact:** Employees and patrons will have more options for accessing businesses in the area.
- **But:** Trucks cannot continue to park on South Pickett Street (which is already prohibited).

Correction Corner

Assertion: The Proposed Bicycle Network in the adopted Alexandria Mobility Plan does not call for a dedicated bike lane on South Pickett Street nor does the Eisenhower West Small Area Plan.

- **Fact:** Bike lanes on South Pickett Street are explicitly recommended in both plans.

Assertion: This project might cause traffic to come to a standstill.

- **Fact:** While longer queues can be expected in some areas, vehicle delay is expected to remain virtually unchanged.

Assertion: This project will slow traffic.

- **No correction here!** One objective of this project, which was supported by community feedback, is to promote safer travel speeds.



What improvements would you like to see on Cameron Station Boulevard?

Q&A

Project
webpage:

