MAY 2024

Conceptual Design Report

South Pickett Street CORRIDOR IMPROVEMENTS

RK&K
Engineers | Construction Managers | Planners | Scientists

City of Alexandria, Virginia

Metropolitan Washington Council of Governments

Project Purpose and Location

The goal of the South Pickett Street Corridor Improvement Study is to implement improvements on South Pickett Street between Duke Street and Edsall Road to enhance mobility, access, and safety for all roadway users. The proposed improvements align with the Alexandria Mobility Plan (AMP)'s stated vision and principles to create an attractive environment and safer conditions for people walking or biking along South Pickett Street to access residential, institutional, and commercial developments.

General Site Description

In this section of South Pickett Street, between Duke Street and Edsall Road, the primary land uses are commercial and residential. Major destinations along the corridor include the Hillwood Condominium complex, Home Depot, the West End Village Shopping Mall, and the Trade Center Shopping Village. Public amenities in this area include Armistead Boothe Park, bus service, and Samuel Tucker Elementary School, located at the southern end of the study corridor. It is worth noting that upcoming projects in the area, such as the Duke Street Bus Rapid Transit System will benefit from improved connectivity and traffic calming along this section of South Pickett Street. As part of the Duke Street BRT project, major roadway modifications are planned along Duke Street and its adjacent service road to accommodate a cycle track, and curb extensions will be installed at the intersection of South Pickett Street and Duke Street. At the southern end of the project future redevelopments are planned on both sides of South Pickett Street, south of the Edsall Road/Cameron Station Boulevard intersection.

Figure 1 shows the South Pickett corridor features, developments, destinations, and upcoming projects.

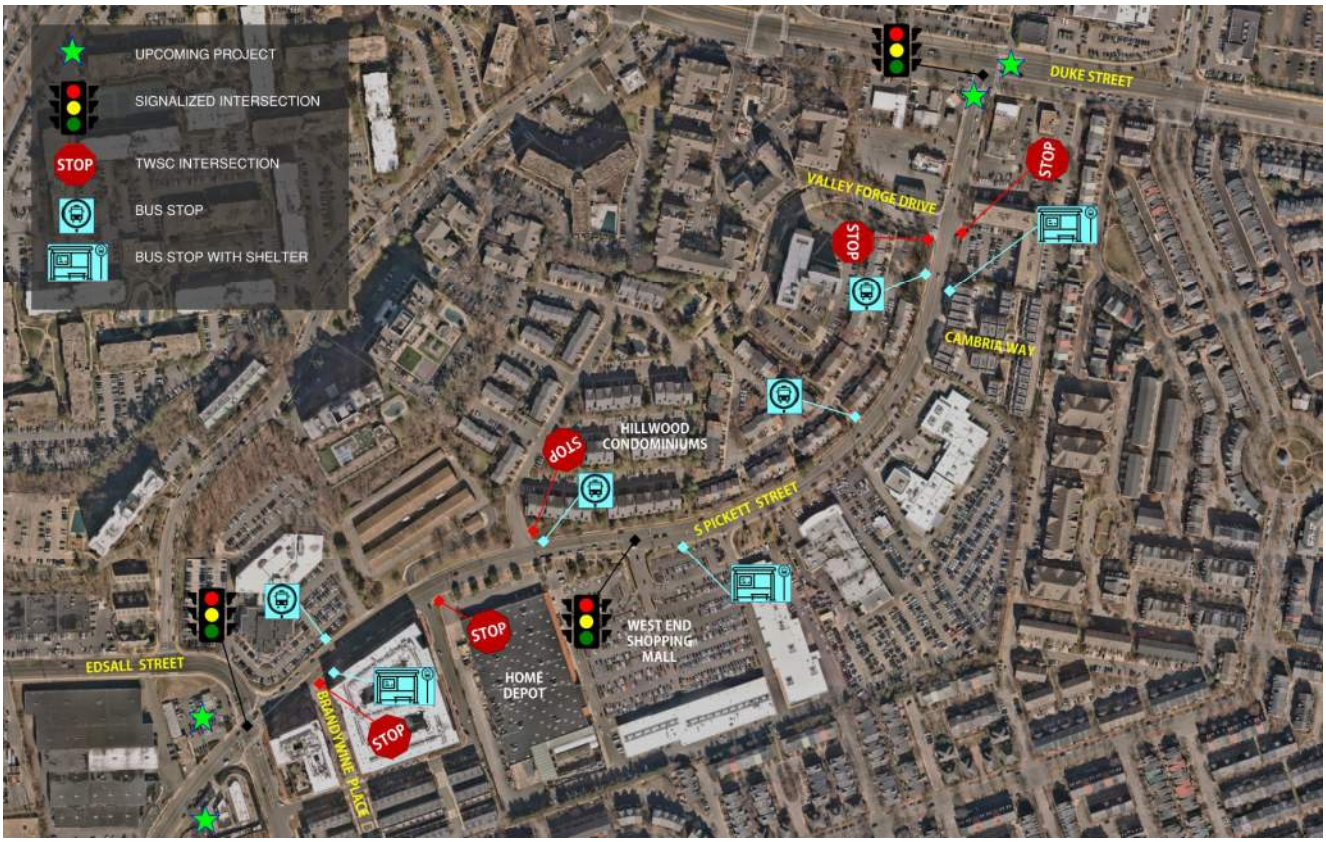


Figure 1 - S. Pickett Corridor Features

Existing Conditions Review

South Pickett Street is categorized as an east to west, undivided major collector. It is a four-lane facility with dedicated left turn lanes at major accesses and intersections. Signalized intersections can be found at Duke Street, the entrance to the West End Village Shopping Mall, and Edsall Road/Cameron Station Boulevard. All others operate as Two-Way Stop Control (TWSC) intersections. There are channelized right turn lanes on the eastbound and westbound approaches to the Edsall Road intersection. Within this section of South Pickett Street, the posted speed limit is 35-mph and the Annual Average Daily Traffic (AADT) for 2022 was 14,777 vehicle per day (vpd). **Figure 2** shows the typical section of South Pickett Street.

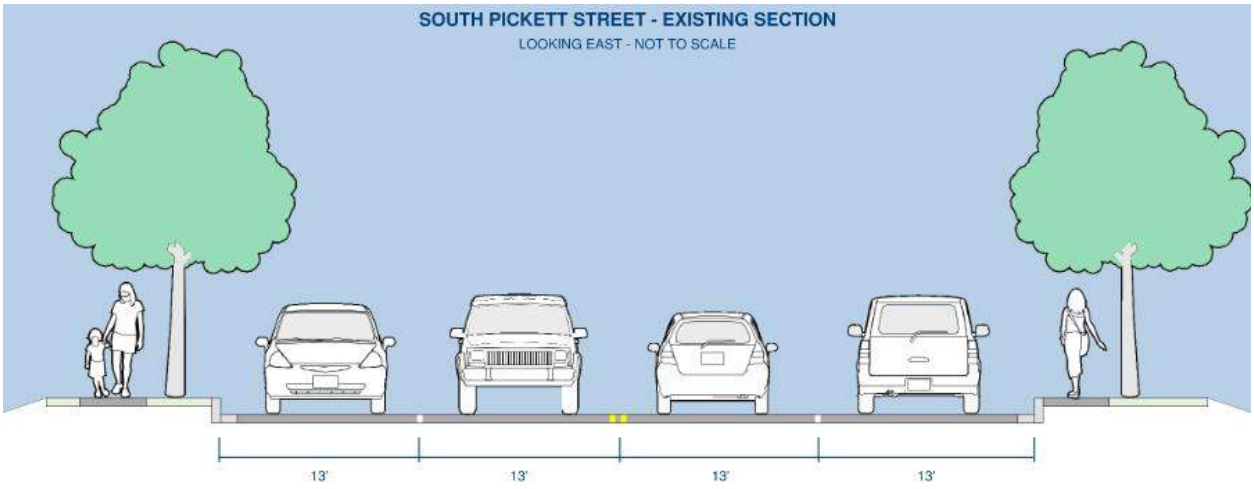


Figure 2 - Existing Section

There are continuous sidewalks along both sides of South Pickett Street. While all intersections provide designated crossings, high visibility crosswalks only exist at the Duke Street, Valley Forge Drive, and Edsall Road/Cameron Station Boulevard intersections. Furthermore, many of these intersections and driveways lack ADA compliant ramps.

Figure 3 - S. Pickett St.

On-street parking is only available on the eastbound lane at the designated parking bays in front of the residential buildings. These are located between Cameron Station Boulevard and Brandywine Place (4 spaces), between Brandywine Place and Osprey Place (10 spaces), and adjacent to Cambria Way (5 spaces).

No bicycle infrastructure exists within the corridor limits. However, there are existing one-way bike lanes on South Pickett Street west of Edsall Road and along Cameron Station Boulevard.

DASH bus service Line 32 operates along the study corridor from 7:00 A.M. to 11:00 P.M on weekdays and from 7:00 AM to 9:00 PM on weekends. As shown on Figure 1, there are seven bus stops located along

the corridor, three sheltered stops on the eastbound direction and four posted stops on the westbound direction.

Duke Street runs north to south as a Principal Arterial. At the intersection with South Pickett Street, it consists of a 6-lane divided roadway with a 35-mph posted speed. 2022 AADT is 34,000 vpd for this segment of roadway. Edsall Road and Cameron Station Boulevard run north to south as a major collector. At the intersection with South Pickett Street, Edsall Road is a 4-lane undivided roadway to the north, while Cameron Station Boulevard is a 2-lane undivided roadway to the south. Both have a posted speed limit of 25-mph with an AADT of 9,726 vpd.

Further information on the existing conditions, traffic data, and speed and safety analysis can be found in the Existing Conditions and Community Engagement Report prepared for the City of Alexandria in January 2024.

Alternative Development

Based on the design characteristics of the corridor, the existing conditions analysis, and the feedback from the public, the project team determined a road diet was an adequate and feasible option to meet the project goals and accommodate a protected bike lane facility. In this scenario, one travel lane in each direction is repurposed to accommodate some combination of non-auto modes. This would translate to South Pickett Street as a two-lane roadway with a two-way left turn lane in the center.

Under this configuration, the project team considered three preliminary alternatives (see **Figures 4-6**):

- Alternative 1: Two-way protected bike lanes (cycle track) on the eastbound side
- Alternative 2: Two-way protected bike lanes on the westbound side
- Alternative 3: One-way protected bike lanes on each side

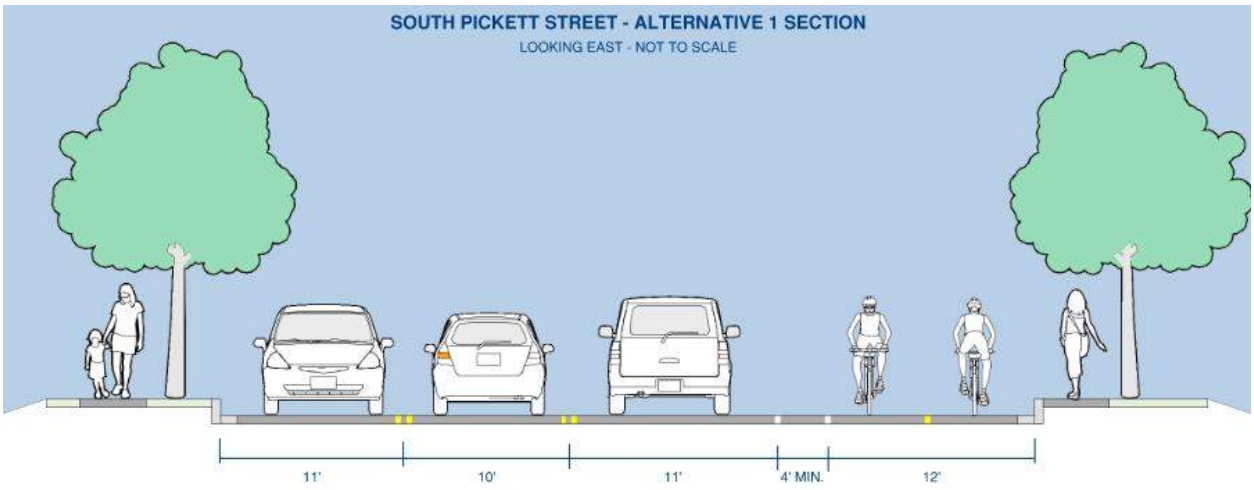


Figure 4 - Alternative 1 Section

One advantage of a two-way cycle track (Alternative 1 and 2) is that less right-of-way is required since there is a common buffer. This implies reduced costs during installation and possibly less maintenance. Between Alternatives 1 and 2, Alternative 2 features the cycle track on the north side of the street where

there are fewer driveways and therefore a lower potential for conflicts between cyclists and vehicles. South Pickett Street

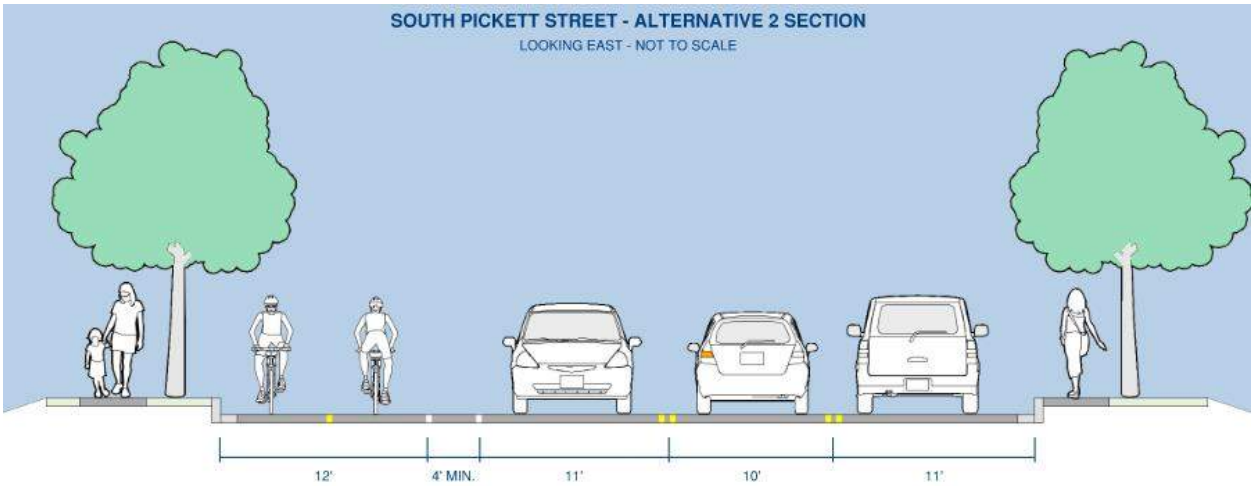


Figure 5 - Alternative 2 Section

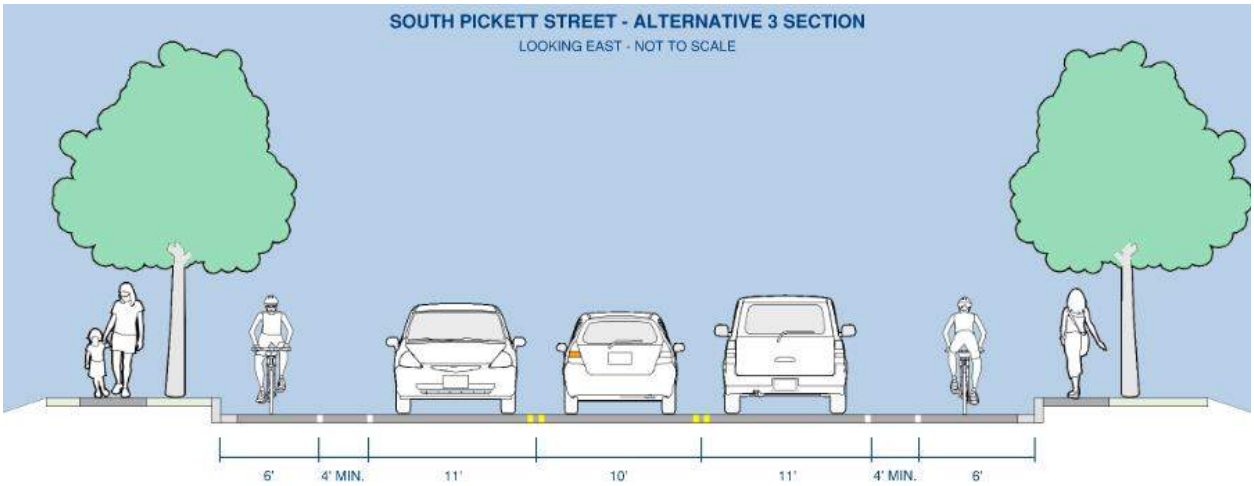


Figure 6 - Alternative 3 Section

A key consideration for the project is connectivity to the existing one-way bike lanes west of the Edsall Road/Cameron Station Blvd intersection. Alternative 3 would provide a consistent facility type for the entire extents of South Pickett Street, and possibly avoid confusion for users. **Figure 7** illustrates how cyclists could safely transition between the facilities in Alternatives 1 and 2. The geometry of the intersection and approach angles result in limited space available at each quadrant and make it challenging to transition cyclists while maintaining separation with pedestrians. Alternative 2 is particularly challenging due to the channelized westbound right turn to Edsall Road that is to be maintained. At this location, vehicles cross the two-way cycle track with oncoming bicyclists facing the opposite direction of traffic, which is not expected by drivers. This creates a hazardous scenario for cyclists and makes Alternative 2 undesirable.

The one-way protected bike lanes (Alternative 3) shown in **Figure 8**, provide a direct and seamless connection to the existing facilities west of the project limits which enhances cyclist safety, comfort, and overall experience at this location. The significance of this connection means this benefit outweighs the challenges and limitations mentioned above and makes Alternative 3 more desirable than the other two.

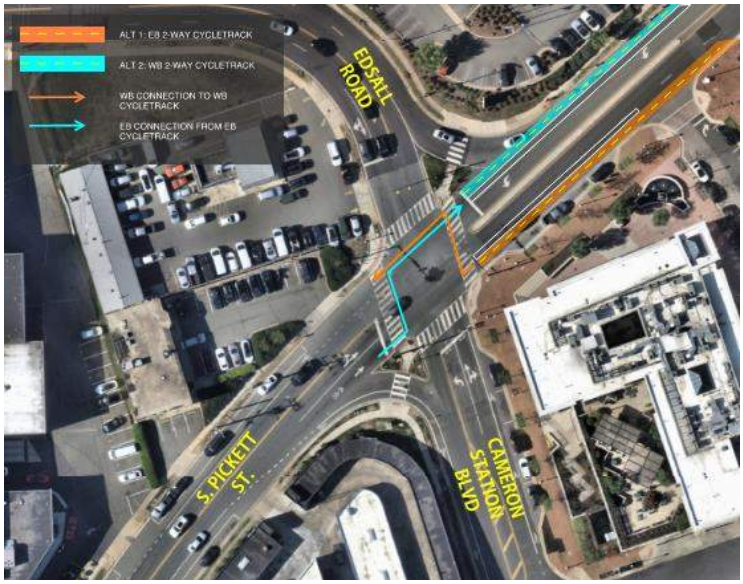


Figure 7 - Bicycle Connectivity Alt. 1 & Alt. 2

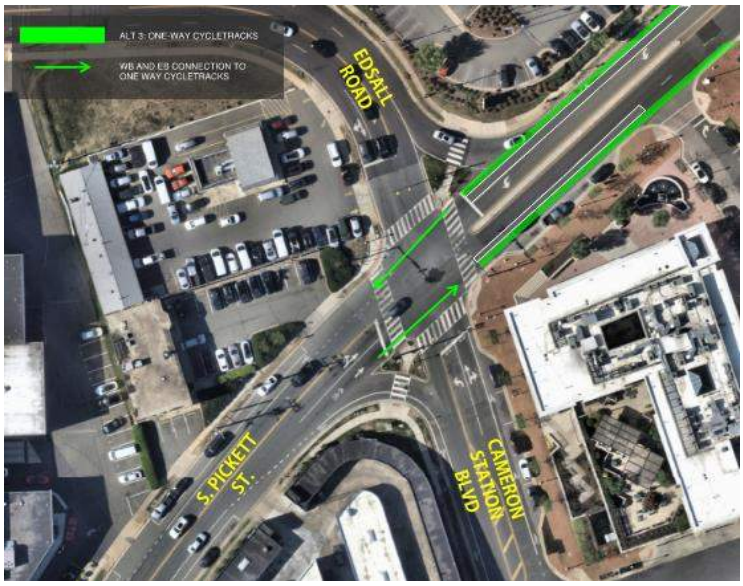


Figure 8 - Bicycle Connectivity Alt. 3

Design Charette

The design team presented a draft of the road diet concept with a lay out of Alternative 3 to City staff and Dash representatives at a design charette. The event facilitated detailed discussion of design elements, impact to adjacent projects, and specific treatments at key locations. It was determined that the

Alternative 3 will be the alternative to be advanced to conceptual design level, and that the design alternative should include the following:

- Duke Street: incorporate the traffic calming improvements developed by the City. An additional concept that incorporates the improvements related to the BRT installation will be included for the long term.
- Valley Forge Drive: Options for one and two mid-block crossings will be developed.
- Edsall Road/Cameron Station Boulevard: In addition to the improvements from the design alternative, a mini round-about will be evaluated for the long term.

Design Alternative

Alternative 3, featuring one-way bike lanes, was selected for as the design alternative. Specific treatments along the corridor to achieve the safety, connectivity, and mobility goals of the project are summarized in this section. The Conceptual Design Plans can be found in **Appendix A**.

Roadway Configuration

As previously described and as shown on **Figure 6**, the typical section of South Pickett Street will consist of one-way protected bike lanes and one travel lane in each direction with a center turning lane. Left turn lanes are provided at all signalized intersections and at the Pickett Center Shopping Mall entrance, in the westbound direction, located across Valley Forge Drive. All other left turns will use the center turning lane. Similarly, at the southern end of the project, an exclusive left turn lane is being provided for vehicles traveling on S. Pickett turning onto Edsall Road.

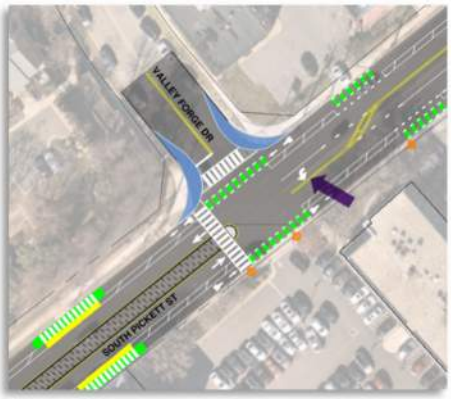


Figure 9 - Proposed Left Turn Lane

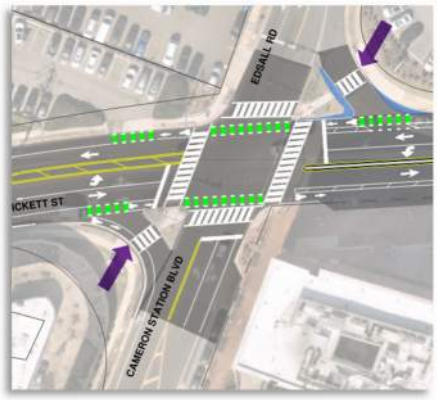


Figure 10 - Channelized Right Turns

The channelized right turns at the South Pickett Street approach to Edsall Road and Cameron Station Boulevard will remain to accommodate transit and school buses.

A curbed median is proposed in sections where no driveways are present and where there is no need to provide a turning lane. These medians can be concrete or planted. If greenery is used, low profile species are required to ensure that visibility is not obstructed.

In addition to passenger vehicles, turning movements were reviewed for 40-feet Buses and SU-30 trucks. All existing turning movements are maintained. For larger vehicles, some turns will require driving over proposed painted curb extensions or buffers **(see Appendix B).**

No milling and resurfacing may be required for the roadway restriping. Existing pavement surface appears to be in acceptable conditions.

On-Street Parking

One parking spot between Brandywine Place and Osprey Place is impacted on the south side of South Pickett Street. This removal is needed to provide adequate stop sight distance for a proposed, uncontrolled, pedestrian crossing west of Osprey Place. There are no impacts to the on-street parking bay between Cameron Station Boulevard and Brandywine Place and the bays adjacent to Cambria Way.

Figure 11 - On Street Parking on S. Pickett St.

Approximately 150' of the on-street parking lane south of Edsall Road, on the north side of South Pickett Street, will be removed. This removal is required to extend the existing bike lane in the eastbound direction to the intersection. It currently turns right onto Cameron Station Boulevard and a connection to the proposed facility is preferred. Similarly, on the south side of Pickett Street, one on-street parking space will be removed to accommodate for this bike lane extension in conjunction with the thru and left turn lanes.

Location	Existing	Lost
S. Pickett Street west of Edsall Road (WB)	8	8
S. Pickett St. west of Cameron Station Boulevard (EB)	5	1
Bay between Cameron Station Boulevard and Brandywine Place	4	0
Bay between Brandywine Place and Osprey Place	10	1
Bays adjacent to Cambria Way	5	0

Table 1 - Summary of On-Street Parking Impacts

Traffic Calming

A combination of strategies is proposed to shift driver behavior and induce a vehicular speed reduction along the corridor. Reducing the road to include one travel lane with protected bike lanes in each direction will reduce the perceived space available for vehicles. Even though the vehicular travel lane width remains the same, narrowing the visual field for drivers creates a traffic calming effect. The proposed medians also contribute to this effect. Additionally, reducing the posted speed limit from 35MPH to 25MPH is recommended for this section of South Pickett Street.

Further design recommendations include reducing turning radii at entrances and intersections. This forces drivers to turn at a slower speed giving them the opportunity to better assess the presence of pedestrians or cyclists as they cross a conflict point. The reduction of the turning radii is accomplished by installing painted or mountable curb extensions at key locations.

Figure 12 - Curb Extensions at Valley Forge Drive

Bicycle Infrastructure

The design alternative proposes continuous protected bike lanes in both directions, from Duke Street to Edsall Road and Cameron Station Boulevard that will seamlessly connect to the existing one-way bike lanes west of this intersection. This will provide a continuous 1.3-mile bikeway from Duke Street to the commercial area south of Van Dorn Street.

Figure 13 - Green Pavement Markings

The proposed bike lanes that are part of this project will include a 4' wide minimum horizontal buffer where a series of flex posts and concrete or rubber wheel stops can be installed to provide a vertical protection. In addition, conflict pavement markings are proposed at intersection and entrances where vehicles are expected to cross the bike lanes.

Additional regulatory signing is required along South Pickett Street to support the protected bike lanes. R10-15R and R10-15L signs are recommended at all entrances and unsignalized intersections to instruct turning vehicles to yield to bicyclists as they cross the bike lanes.

Pedestrian Improvements

Key new pedestrian features include the installation of three additional crossings along the corridor. One is proposed at roughly the midpoint between the signalized intersections at Edsall Road/Cameron Station Boulevard and the West End Village Shopping Mall entrance. This midpoint is just west of the Osprey Place intersection. The second pedestrian crossing is proposed at the east leg of the West End Village Shopping Mall entrance and at the west leg of Valley Forge Drive, which will support the adjacent transit stops. An additional option for a crosswalk on the east leg was also developed. These new crossings include a raised median with a pedestrian refuge. For the full project extents pedestrian refuge areas are recommended where new raised medians are proposed at intersections, and where feasible.

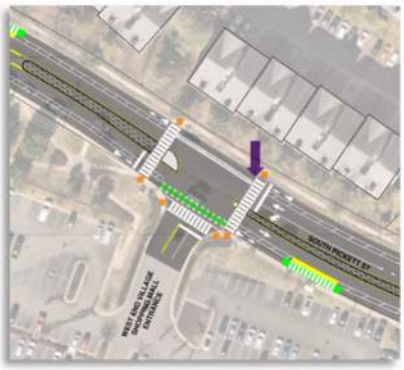


Figure 14 - Proposed Crosswalk

Figure 15 - Existing Ramp on S. Pickett St.

As previously mentioned, there are many curb ramps that do not appear to be ADA compliant. Upgrades to these ramps to include high visibility pavement markings at major crossings are also recommended.

Additional pedestrian improvements include the relocation of utility poles, a fire hydrant, and furnishings that are obstructing sidewalks.

Transit

There are seven bus stops located within the project limits. Platforms that serve as curb extension at bus stops are proposed to prevent buses from blocking the bike lanes. These platforms integrate a raised bike lane for cyclists to cross the passenger boarding area when there are no buses at the stop. Cyclists will ride behind bus stops eliminating conflicts with buses. Yield markings are installed to indicate that bus users have priority.

Figure 16 - Raised Bike Lane at Bus Stop

Long Term Improvements

Raised Curb Extensions

Some of the painted curb extensions that are being proposed as part of Alternative 3 can, in the long term, be permanently curbed. This may allow for the installation of additional green areas, wider sidewalks, and pedestrian ramp upgrades. Modifying the curb line may require the relocation of existing drainage structures. Alternatively, these curb extensions can be utilized for stormwater management (SWM). Bioretention structures can be installed in these areas to improve the quality of the water. In any case, the corresponding comprehensive analysis and evaluation will be required.

Figure 17 - SWM Facility at Curb Extension

Mini Roundabout

As requested by the City, the design team evaluated the feasibility of installing a mini roundabout at the South Pickett Street and Edsall Road/Cameron Station Boulevard intersection. The existing geometric characteristics, roadway configuration, and circulation patterns of this intersection pose different challenges as compared to a standard mini roundabout design. Some of these will need to be addressed to make this approach feasible. This conceptual design of a mini roundabout assumed the following:

- Reconfiguration of the roadways to provide a single lane approach on all legs. The traffic analysis for this scenario can be found on **Appendix C**.
- Channelized right turns will be removed.
- Maintain school and transit bus turning movements.
- Bicyclists will travel through the intersections using a network of shared use paths.
- Right of way acquisition associated with the redevelopment of the parcel at the northwest quadrant could be modified to accommodate a travel lane, landscaped buffer, and a pedestrian and bicycle path.

Figure 18 shows the roundabout concept. The inner circle (11’ radius) can be used by buses and larger vehicles whereas the larger circle (23’ radius) will be striped for passenger vehicles to stay within the lane boundaries. Splitter median islands are provided on all legs to accommodate refuge for pedestrian and cyclist crossings. The existing median on the east leg can be maintained and extended for this purpose.

Curb extensions are provided to accommodate circulation of larger vehicles at each quadrant. These can be painted or mountable.

Quadrant 1 includes a curb line extension removing the channelized right turn lane. The existing sidewalk connecting South Pickett Street with Edsall Road will be maintained while providing additional walkways to the intersection. The protected bike lane will be raised to sidewalk level as it approaches the intersection for cyclists to continue traveling west.

Quadrant 2 requires widening the roadway to accommodate the mini roundabout footprint, as well as a buffered shared use path. In addition, the curb lane will be tapered to merge to the inner travel lane so that the adequate single approach angle is achieved for the mini roundabout circulation. Cyclists traveling west from Quadrant 1 can connect to the Cameron Station Boulevard southbound bike lane by following the crosswalks to Quadrant 3. Alternatively, cyclists can continue west following the ramp down connecting to the existing bike lane on South Pickett Street.

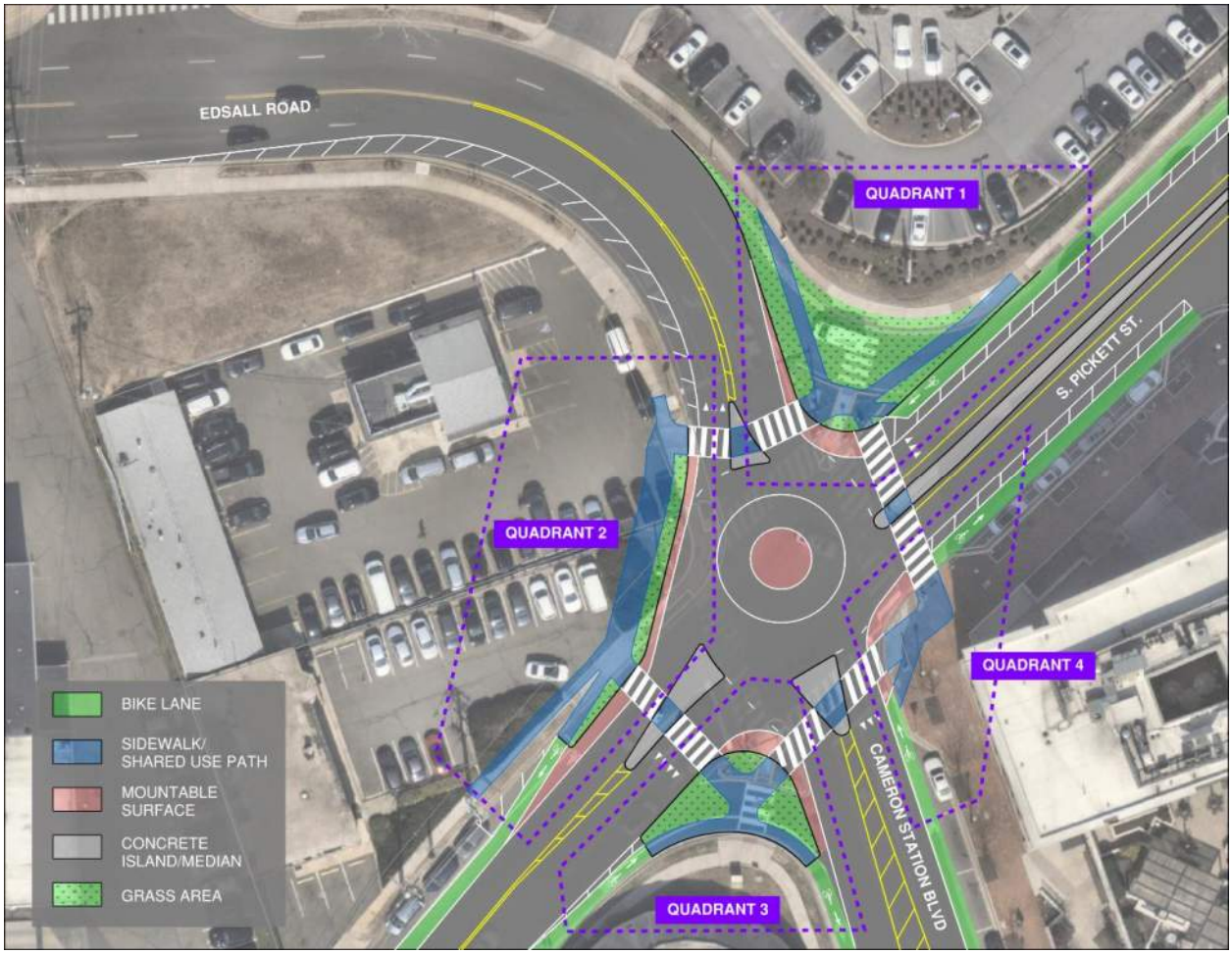


Figure 18 - Mini Roundabout at Edsall Road

Quadrant 3 also includes the removal of the channelized right turn lane and the installation of a curb extension. Pedestrian connectivity is maintained along the quadrant in all directions. The existing bike lanes on South Pickett Street and Cameron Station Boulevard are connected at sidewalk level. Cyclists

traveling east will make their connection via the shared use path and crosswalks to Quadrant 4 before continuing to the proposed eastbound protected bike lane along South Pickett Street.

Quadrant 4 does not require any curb modifications. As with the other quadrants, the existing bike lanes on Cameron Station Boulevard will be ramped to sidewalk level where they will connect to the proposed South Pickett Street protected bike lane in a mixed zone with pedestrians.

The presented mini roundabout presents an initial overview of the requirements, considerations, and impacts to bicycle connectivity if this facility is installed at this intersection. The conceptual design can be further optimized and detailed with additional traffic analyses, a more comprehensive understanding of the circulation needs of larger vehicles (particularly those related to the operation of the car dealerships on South Pickett Street), drainage impacts, and right of way acquisition limitations.

Additional Pedestrian Crossing at Valley Forge Drive

An additional crosswalk can be installed on the north leg of the Valley Forge Drive intersection. This will provide additional pedestrian access to the different businesses on this area of the corridor.

This additional crosswalk will require removing the southbound left turn lane on South Pickett Street to accommodate a pedestrian refuge island and the installation of a new pedestrian ramp on the east side. See **Appendix C** for a larger scale detail of the proposed crossing.

Figure 19 - Additional Crosswalk at Valley Forge Dr.

Duke Street Intersection

The planned BRT along Duke Street will include significant modifications to the South Pickett Street intersection. Two of the main features influencing this project are the installation of a two-way cycle track along the Duke Street Service Road and the relocation of the Duke Street crosswalk from the east leg to the west leg of the intersection. The original design considered crosswalks on both legs, but the design was later modified to keep only the one on the west leg of the intersection. It is essential to connect the Duke Street Service Road cycle track with the proposed protected bike lanes on South Pickett Street. For this purpose, modifications to the southwest corner of the intersection, by the Shell service station, will be required to accommodate this connection. This will likely impact drainage structures, utilities, and private property. The conceptual design of the long-term improvements at this intersection are shown in **Appendix C.**

Figure 20 - Original Duke Street BRT Design

Other Improvements and Recommendations

- Install Rectangular Rapid Flashing Beacons (RRFB) at the proposed mid-block crossings at Valley Forge Drive and Osprey Place.
- Install Leading Pedestrian Intervals (LPI) and No Turn On Red signs at all signalized intersections.
- Include pavement art/tactical urbanism at painted curb extensions.
- Enhance wayfinding signage.
- Widen sidewalks along South Pickett Street.
- Formalize the existing walkway connecting South Pickett Street to the Trade Center Shopping Village.

Figure 21 - Asphalt Art on Curb Extension

Traffic Analysis

Road Diet Analysis

As previously mentioned, the design alternative proposes to implement road diet along the study corridor of South Pickett Street between Edsall Road/Cameron Station Boulevard and Duke Street. The proposed improvements involve converting the existing four-lane road to a two-lane road with a center two-way left turn lane (TWLT), adding 6-foot bike lanes on each side and midblock pedestrian crossings at the following intersections:

- On the south side of South Pickett Street at Osprey Place
- On the north side of the West End Village Shopping Mall
- On the south side of Valley Forge Drive

Synchro analysis was performed for the road diet lane configuration with a single through lane in each direction of South Pickett Street. **Figure 22** presents road diet lane configuration.

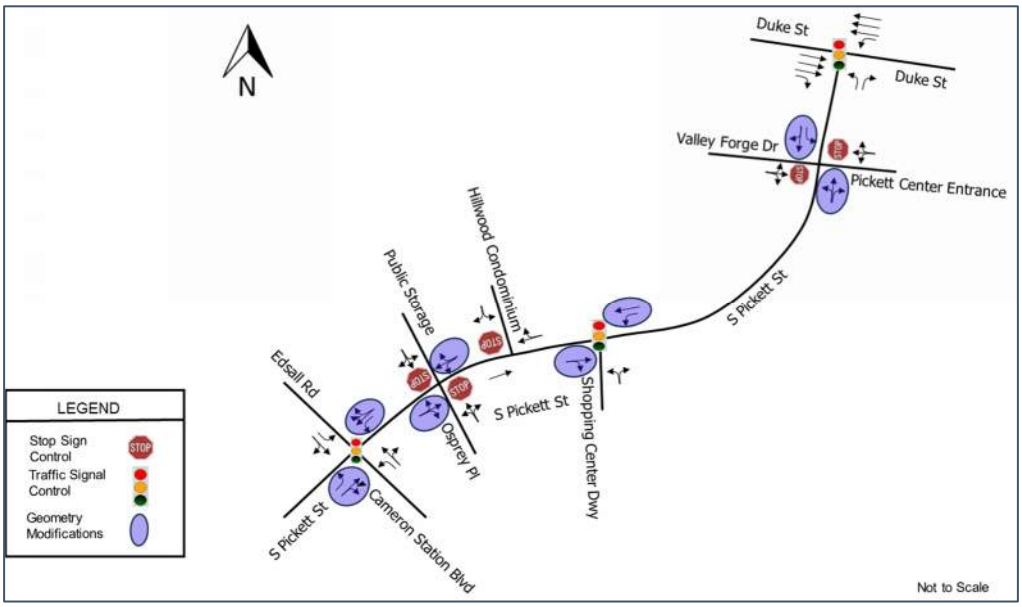


Figure 22 - Road Diet Traffic Configuration

Road Diet Capacity Analysis

Road diet analysis was performed using Synchro software for existing conditions traffic volumes. Signal timings were optimized for modified lane configuration. **Table 2** presents delay, level of service (LOS) and 95th percentile queue lengths for road diet geometry. Intersection movement for which LOS declines because of the reduction in number of lanes and signal timings optimization, are highlighted in red.

No significant differences in traffic operations were found because of the reduction in the number of lanes from the existing conditions. However, there is a decline in level of service for the following movements/intersections either because of the reduction in the number of lanes or signal timing optimization:

- At the intersection of South Pickett Street and Edsall Road, the LOS for NB left turns on Cameron Station Boulevard and SB left turns at Edsall Road decline from C to D during the AM peak hour.
- The overall LOS for the intersection of South Pickett Street and West End Mall entrance, declines from A to B during the AM peak hour.

The NB left turns at the intersection of South Pickett Street and Duke Street continue to operate at LOS E as in the existing conditions. The 95th percentile queue lengths for the proposed/existing turn lanes are as follows. The maximum of the AM and PM peak hour queue lengths are reported below.

- At the intersection of South Pickett Street and Duke Street, the 95th percentile for the NB left turn is 260 feet and for the NB right turn is 226 feet.
- The 95th percentile queue length at the SB left turn at the Valley Forge Drive intersection is one foot.
- The 95th percentile queue length at the WB left turn at the West End Mall entrance is 45 feet.
- The 95th percentile queue length at the WB left turn at the Edsall Road intersection is 161 feet and the queue length at the EB left turn is 93 feet.

Synchro reports are provided in **Appendix D**.

S. Pickett Rd - Road Diet Concept																	
Intersection #	Control Type	Intersection/ Unsignalized	Approach Label	Approach/ Movement	AM Peak						PM Peak					
					Existing			Build			Existing			Build		
					Delay (veh/sec)	LOS	95th Percentile Queue (ft)	Delay (veh/sec)	LOS	95th Percentile Queue (ft)	Delay (veh/sec)	LOS	95th Percentile Queue (ft)	Delay (veh/sec)	LOS	95th Percentile Queue (ft)
1	Signalized	S Pickett St & Cameron Station Blvd/Edsall Rd	S Pickett	EBL	-	-	-	19.2	B	36	-	-	-	24.0	C	93
				EBTR	36.0	D	193	34.0	C	370	37.1	D	223	35.0	C	165
				EB Overall	36.0	D	-	32.9	C	-	37.1	D	-	32.3	C	-
			S Pickett	WBL	16.9	B	20	16.3	B	19	16.9	B	31	16.4	B	161
				WBTR	22.5	C	223	17.9	B	204	27.8	C	450	23.2	C	129
				WB Overall	22.2	C	-	17.8	B	-	27.2	C	-	22.8	C	-
			Cameron Station Blvd	NBL	34.2	C	115	37.3	D	140	27.0	C	59	33.5	C	70
				NBTR	40.6	D	161	42.4	D	170	33.8	D	98	37.0	D	387
				NB Overall	35.5	D	-	39.9	D	-	31.3	C	-	35.2	D	-
			Edsall Rd	SBL	23.8	C	20	36.8	D	122	23.4	C	137	30.2	C	29
				SBTR	36.2	D	223	44.2	D	172	33.7	C	122	35.0	C	430
				SB Overall	30.6	C	-	40.9	D	-	28.0	C	-	32.3	C	-
			Overall Intersection		31.4	C	-	32.3	C	-	30.9	C	-	28.3	C	-
2	Unsignalized	S Pickett St & Osprey Pl	S. Pickett	EBL	7.8	A	0	-	-	-	0.0	A	0			
				EBT/EBTR	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
				EBR	0.0	A	0	-	-	-	0.0	A	-			
				EB Overall	0.0	A	-	0.0	A	-	0.0	A	-	0.0	A	-
			S.Pickett	WBL	8.2	A	2	8.2	A	2	8.6	A	3	8.7	A	4
				WBR	0.0	A	0	-	-	-	0.0	A	0			
				WBT/WBTR	0.0	A	2	0.0	A	0	0.0	A	3	0.0	A	0
				WB Overall	0.6	A	-	0.6	A	-	0.6	A	-	0.6	A	-
			Osprey Pl	NBLTR	12.2	B	11	11.8	B	10	16.5	C	10	13.2	B	8
				NB Overall	12.2	B	-	11.8	B	-	16.5	C	-	13.2	B	-
			Osprey Pl	SBL	14.3	B	0	12.7	B	0	22.9	C	0	15.2	C	0
				SBR	9.1	A	0	9.9	A	0	16.1	B	0	12.0	B	-
				SB Overall	11.7	B	-	11.3	B	-	16.5	C	-	13.6	B	-
			Overall Intersection		1.4	A	-	1.4	A	-	1.0	A	-	0.8	A	-
3	Unsignalized	S Pickett St & Hillwood Condominium	S Pickett	EBT	0.0	A	1	0.0	A	0	0.1	A	2	0.0	A	0
				EBL	7.9	A	1	7.9	A	1	9.0	A	2	9.3	A	2
				EB Overall	0.2	A	-	0.2	A	-	0.4	A	-	0.3	A	-
			S Pickett	WBL	0.0	A	0				0.0	A	0			
				WBT/WBTR	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
				WB Overall	0.0	A	-	0.0	A	-	0.0	A	-	0.0	A	-
			Hillwood Condominium	SBLR	11.5	B	7	11.1	B	6	16.0	C	8	13.8	B	7
				SB Overall	11.5	B	-	11.1	B	6	16.0	C	-	13.8	B	-
			Overall Intersection		0.8	A	-	0.8	A	-	0.6	A	-	0.5	A	-
4	Signalized	Home Depot Entrance & S Pickett St	S Pickett	EBT/EBTR	6.2	A	76	6.8	A	164	8.8	A	112	10.6	B	292
				EB Overall	6.2	A	-	6.8	A	-	8.8	A	-	10.6	B	-
			S Pickett	WBL	2.3	A	25	2.3	A	25	3.6	A	37	4.6	A	48
				WBT	2.1	A	25	2.2	A	57	3.6	A	146	4.7	A	182
				WB Overall	2.1	A	-	2.2	A	-	3.6	A	-	4.7	A	-
			Home Depot Entrance	NBL	39.0	D	55	46.2	D	65	38.1	D	123	47.3	D	145
				NBR	36.7	D	41	45.0	D	46	33.4	C	42	40.4	D	46
				NB Overall	37.5	D	-	46.2	D	-	36.1	D	-	44.3	D	-
			Overall Intersection		8.7	A	-	10.2	B	-	10.5	B	-	12.9	B	-
5	Unsignalized	S Pickett St & Valley Forge Dr/ Pickett Center	Valley Forge Dr	EBLTR	14.7	B	10	13.0	B	8	23.5	C	16	17.4	C	11
				EB Overall	14.7	B	-	13.0	B	-	23.5	C	-	17.4	C	-
			Pickett Center	WBLTR	12.8	B	1	12.1	B	1	15.2	C	11	14.6	B	10
				WB Overall	12.8	B	-	12.1	B	-	15.2	C	-	14.6	B	-
			S Pickett	NBL	8.2	A	1	-	-	-	9.6	A	3			
				NBT/NBLTR	0.1	A	1	0.3	A	1	0.2	A	3	0.9	A	3
				NBR	0.0	A	0	-	-	-	0.0	A	-			
				NB Overall	0.3	A	-	0.3	A	-	0.6	A	-	0.9	A	-
			S Pickett	SBL	8.3	A	1	8.3	A	1	8.7	A	1	8.7	A	1
				SBT/SBTR	0.1	A	1	0.0	A	0	0.1	A	1	0.0	A	0
				SBR	0.0	A	0	-	-	-	0.0	A	-			
				SB Overall	0.3	A	-	0.4	A	-	0.2	A	-	0.2	A	-
			Overall Intersection		1.2	A	-	1.1	A	-	1.6	A	-	1.5	A	-
6	Signalized	S Pickett St & Duke St	Duke St	EBT	10.2	B	145	10.2	B	145	19.0	B	208	19.0	B	208
				EBR	9.6	A	31	9.6	A	31	17.8	B	56	17.8	B	56
				EB Overall	10.1	B	-	10.1	B	-	18.7	B	-	18.7	B	-
			Duke St	WBL	7.0	A	59	7.0	A	59	15.6	B	193	15.6	B	193
				WBT	4.6	A	134	4.6	A	134	7.2	A	126	7.2	A	126
				WB Overall	5.2	A	-	5.2	A	-	9.7	A	-	9.7	A	-
			S Pickett	NBL	77.8	E	283	77.8	E	174	48.5	D	233	48.5	D	260
				NBR	51.1	D	167	51.1	D	73	28.6	C	226	28.6	C	226
				NB Overall	61.6	E	-	61.6	E	-	36.7	D	-	36.7	D	-
			Overall Intersection		19.0	B	-	19.0	B	-	18.9	B	-	18.9	B	-

Table 2 - Capacity Analysis Results – Road Diet Conditions

Community Engagement

To gather additional feedback from the community, RK&K updated the online ArcGIS StoryMap previously prepared for the project. This map reviewed the existing conditions of the corridor and presented the different proposed improvements. The StoryMap included a survey and section for general comments.

The StoryMap was developed in English, Spanish, Arabic, and Amharic for inclusion purposes and to ensure maximum participation. The StoryMap was advertised by the City on multiple digital platforms as well as with flyers posted at key locations. The StoryMap was launched on April 19, 2024, with the comment period ending on May 5, 2024.

In addition, the City held a virtual community meeting on April 24, 2025, to provide a more detailed background, overview of the proposed improvements, and status of the project.

Project Survey

The online survey consisted of the following questions:

1) What do you like about the proposed improvements?
2) Are there any other improvements not listed above that you like?
3) What do you dislike about the proposed improvements?
4) On a scale of 1 to 5, with 1 being the least important and 5 being the most important, please tell us how you feel about the following priorities:
    - Minimizing motor vehicle delay
    - Encouraging safe travel speeds
    - Provide safe pedestrian crossings.
    - Providing a dedicated space for people to bike or scoot
    - Making it easier and more comfortable to access bus stops.
    - Providing turn lanes for drivers
    - Providing greenery to beautify the corridor.
5) Are there any other improvements you would like to see?
6) The City could continue to explore intersection design options to reduce motor vehicle delay and enhance safety at the intersection of South Pickett Street/Edsall Road/Cameron Station Boulevard. Is this something you would be interested in?

Responses

A total of 363 people completed the six-question survey. However, not all of them responded to all the questions. The total number of responses to each question are found in **Table 3**.

Question	Number of Responses
Question 1	300
Question 2	91
Question 3	206
Question 4	296
Question 5	113
Question 6	304

Table 3: Number of Survey Respondents

Question 1: What do you like about the proposed improvements?

This question was set up in the StoryMap in a format that allowed respondents to provide multiple answers. The percentages are calculated over the total of responses; therefore, the sum of these values is not 100%. Responses to Question 1 are documented in **Table 4** below:

Response	Number of Responses	Percentage of Responses
Protected Bike Lanes	163	44.9%
Additional Pedestrian Crossings	217	59.8%
Planted Medians	180	49.6%
Curb Extensions	165	45.5%
Center Turning Lanes	151	41.6%
Speed Limit Reduction to 25MPH	190	52.3%
No Turn On Red Restrictions	141	38.8%
Nothing	89	24.52%

Table 4: Results from StoryMap Survey Question 1

Question 2: Are there any other improvements not listed above that you like?

There were 103 responses with 260 skips to this question. The open-ended responses included noes and comments that were not relevant to the question or applicable to the limits of the project, therefore were not included in the results. The most predominant improvements and treatments mentioned include:

- Install signalized pedestrian crossings (13%)
- Install speed cameras and traffic calming measures (12%)
- Improve signal timing (12%)
- Remove of slip lanes (10%)
- Add trees and greenery to the corridor (10%)

Other responses include shortening pedestrian crossings, improving bus frequency and bus stops, better protection for bike lanes, wider sidewalks, and more travel lanes (6% each). The remaining percentage corresponds to single comments.

Question 3: What do you dislike about the proposed improvements?

There were 239 responses with 124 skips to this question. Like Question 2, the open-ended responses included comments that were not relevant to the question or applicable to the project, therefore were not included in the results., the most predominant items mentioned include:

- Reduction of travel lanes/Concern about congestion (42%)

- General dislike for the project (14%)
- Bike lanes are not desired for this corridor (14%)
- Nothing (10%)

Other responses include keeping the slip lanes and the narrow sidewalks (7%) and not considering the operation of large trucks along the corridor in the proposed improvements (5%). It is worth to note that 2% of the respondents were not in favor of the additional pedestrian crossing at Valley Forge Drive that was included in the proposed improvements as optional. The remaining percentage corresponds to single comments.

Question 4: Please tell us how you feel about the following priorities:

Table 5 presents a summary of how respondents rated the importance of the different priorities listed:

Priorities	1	2	3	4	5
	< Least Important				Most Important >
Minimizing motor vehicle delay	22.0%	9.9%	12.7%	7.2%	**43.8%**
Encouraging safe travel speeds	7.2%	6.9%	15.2%	19.3%	**46.3%**
Provide safe pedestrian crossings	4.7%	7.4%	14.9%	15.7%	**52.6%**
Providing a dedicated space for people to bike or scoot	**38.0%**	7.2%	5.5%	8.8%	35.3%
Making it easier and more comfortable to access bus stops	15.7%	11.3%	**26.5%**	15.4%	26.2%
Providing turn lanes for drivers	16.0%	14.1%	**28.9%**	18.5%	18.2%
Providing greenery to beautify the corridor	22.6%	9.9%	**24.5%**	16.8%	21.5%

Table 5: Results from StoryMap Survey Question 4

Question 5: Are there any other improvements you would like to see?

There were 355 responses with 8 skips to this question. Like with the previous open-ended questions, the responses contained comments that were not relevant to the question or applicable to the project and therefore were not included in the results. The most predominant improvements suggested were consolidated and they are summarized below:

- Enforcement/ Controlling speeding measures (14%)
- Widen and improve sidewalks (13%)
- Add trees for shade and greenery to the corridor (12%)
- Apply measures aimed to reduce congestion (11%)

Other responses include Signalized or raised crosswalks (7%), more and better bike infrastructure (7%), More buses and better bus stops (6%), and removal of slip lanes (5%). Less common responses included charging stations for electric vehicles, more travel lanes, and prioritization of transit.

Question 6: The City could continue to explore intersection design options to reduce motor vehicle delay and enhance safety at the intersection of South Pickett Street/Edsall Road/Cameron Station Boulevard. Is this something you would be interested in?

This question was responded by 355 people, while it was skipped by 8 people. **Figure 23** shows the breakdown of the responses obtained.

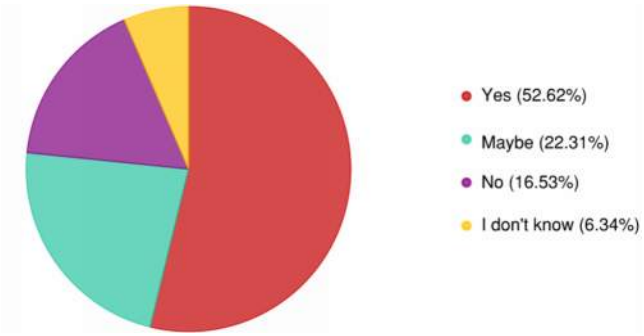


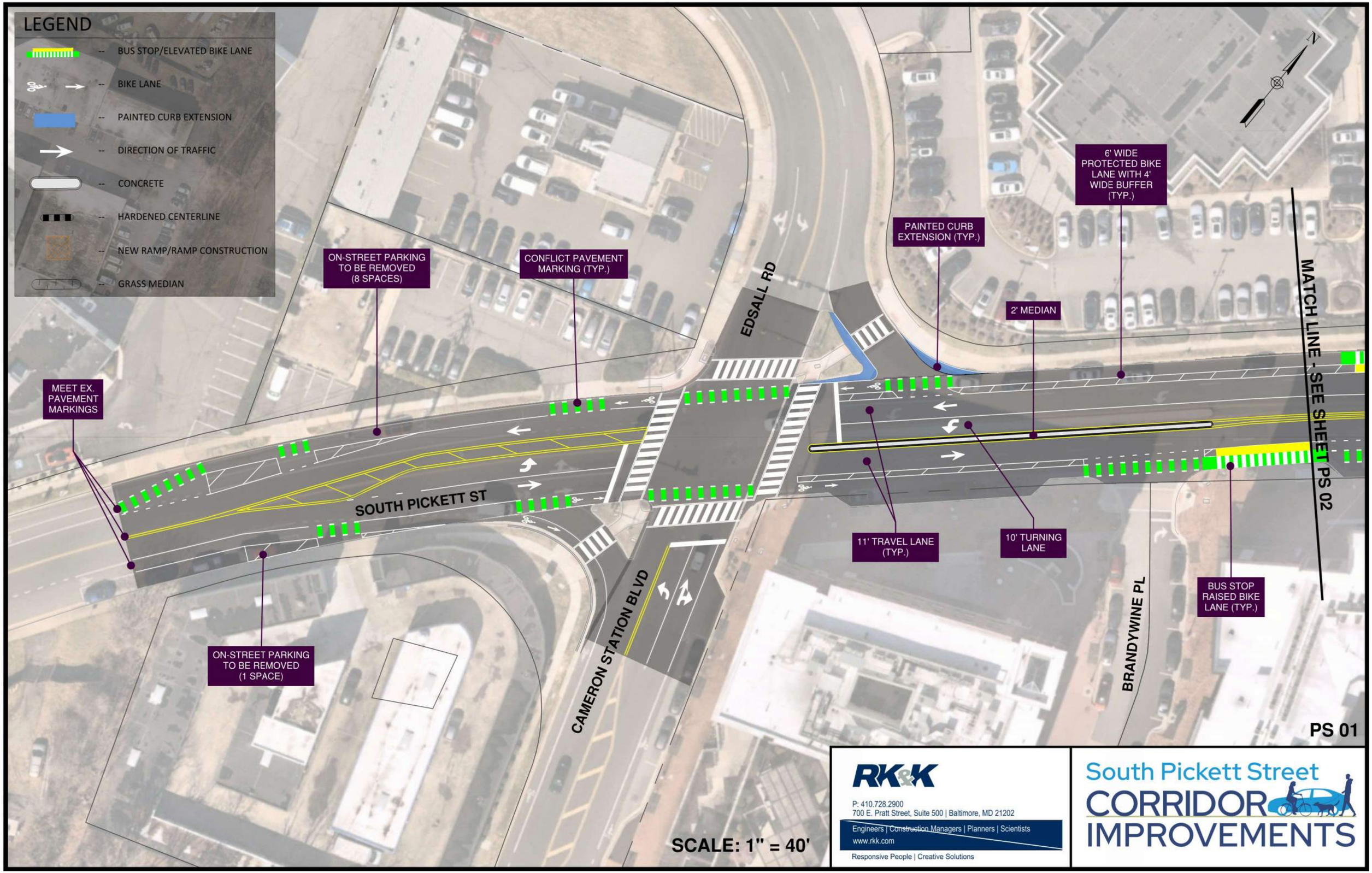
Figure 23 - Responses to Question 6

Additional comments and the raw survey results from the StoryMap are included in **Appendix E**.

Demographic Survey

The storymap also included a demographic survey containing questions related to gender, age, ethnicity, zip code, and how the community heard about the project. The purpose of this survey is for the City of Alexandria to better understand the characteristics of the target audience and how to communicate with the community more effectively. The results from the demographic survey can be found in **Appendix F.**

APPENDIX A: CONCEPTUAL DESIGN



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South Pickett Street CORRIDOR IMPROVEMENTS

BUS STOP RAISED BIKE LANE (TYP.)

6' WIDE PROTECTED BIKE LANE WITH 4' WIDE BUFFER (TYP.)

PEDESTRIAN REFUGE ISLAND

10' TURNING LANE

MATCH LINE - SEE SHEET PS 01

10' TURNING LANE

11' TRAVEL LANE (TYP.)

ON-STREET PARKING TO BE REMOVED (1 SPACE)

PAINTED CURB EXTENSION (TYP.)

CONFLICT PAVEMENT MARKING (TYP.)

OSPREY PL

SOUTH PICKETT ST

FIRE HYDRANT TO BE RELOCATED AWAY FROM SIDEWALK

UTILITY POLE TO BE RELOCATED AWAY FROM SIDEWALK

MATCH LINE - SEE SHEET PS 03

LEGEND

-- BUS STOP/ELEVATED BIKE LANE

-- BIKE LANE

-- PAINTED CURB EXTENSION

-- DIRECTION OF TRAFFIC

-- CONCRETE

-- HARDENED CENTERLINE

-- NEW RAMP/RAMP CONSTRUCTION

-- GRASS MEDIAN

SCALE: 1" = 40'

PS 02

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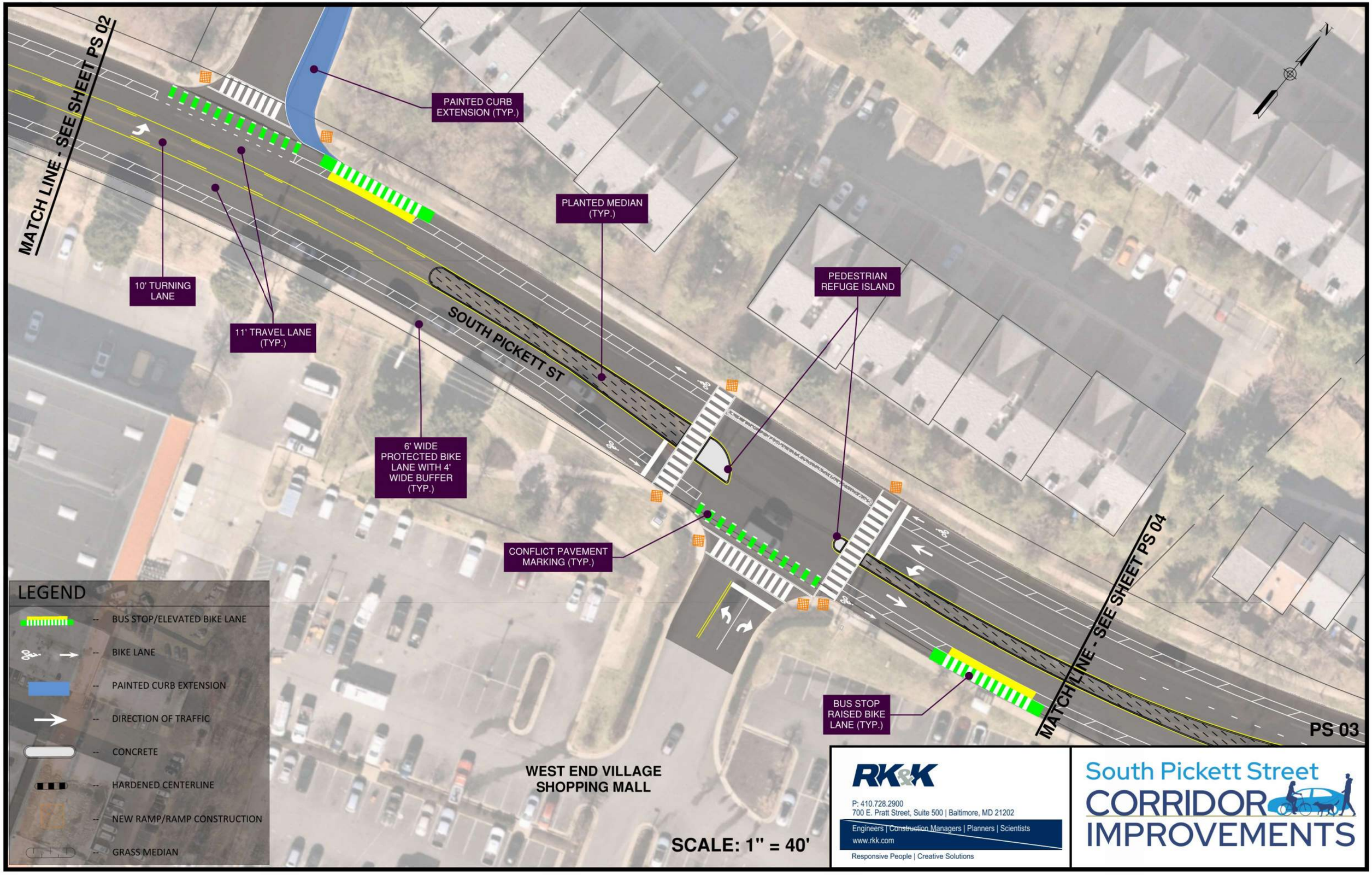
CORRIDOR IMPROVEMENTS



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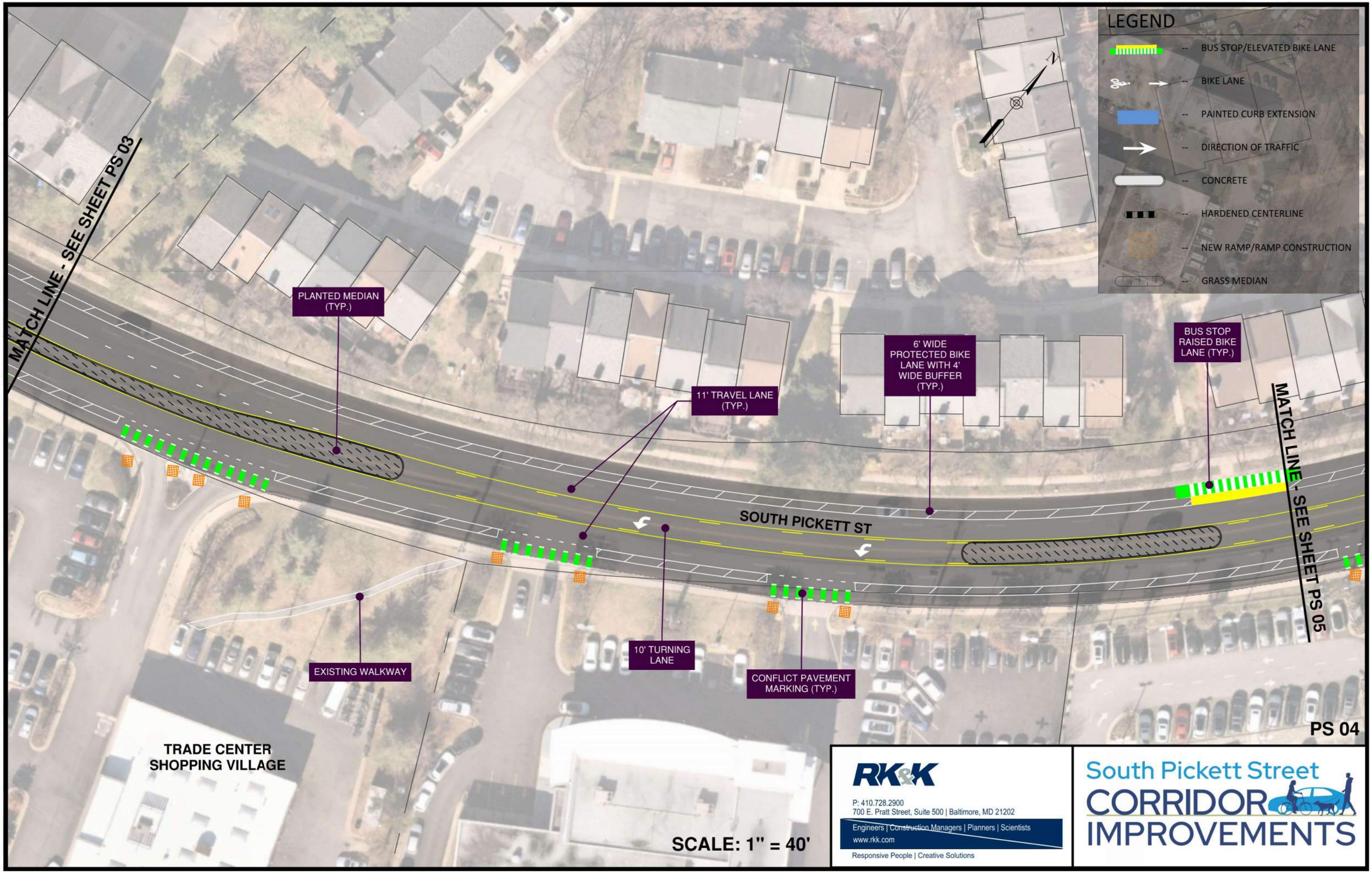

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South Pickett Street
CORRIDOR IMPROVEMENTS

LEGEND

- BUS STOP/ELEVATED BIKE LANE
- BIKE LANE
- PAINTED CURB EXTENSION
- DIRECTION OF TRAFFIC
- CONCRETE
- HARDENED CENTERLINE
- NEW RAMP/RAMP CONSTRUCTION
- GRASS MEDIAN

N

BUS STOP RAISED BIKE LANE (TYP.)

MATCH LINE - SEE SHEET PS 06

PLANTED MEDIAN (TYP.)

6' WIDE PROTECTED BIKE LANE WITH 4' WIDE BUFFER (TYP.)

SOUTH PICKETT ST

PICKETT CENTER SHOPPING MALL

11' TRAVEL LANE (TYP.)

10' TURNING LANE

ON-STREET PARKING MAINTAINED

CAMBRIA WAY

ON-STREET PARKING MAINTAINED

MATCH LINE - SEE SHEET PS 04

CONFLICT PAVEMENT MARKING (TYP.)

PS 05

SCALE: 1" = 40'

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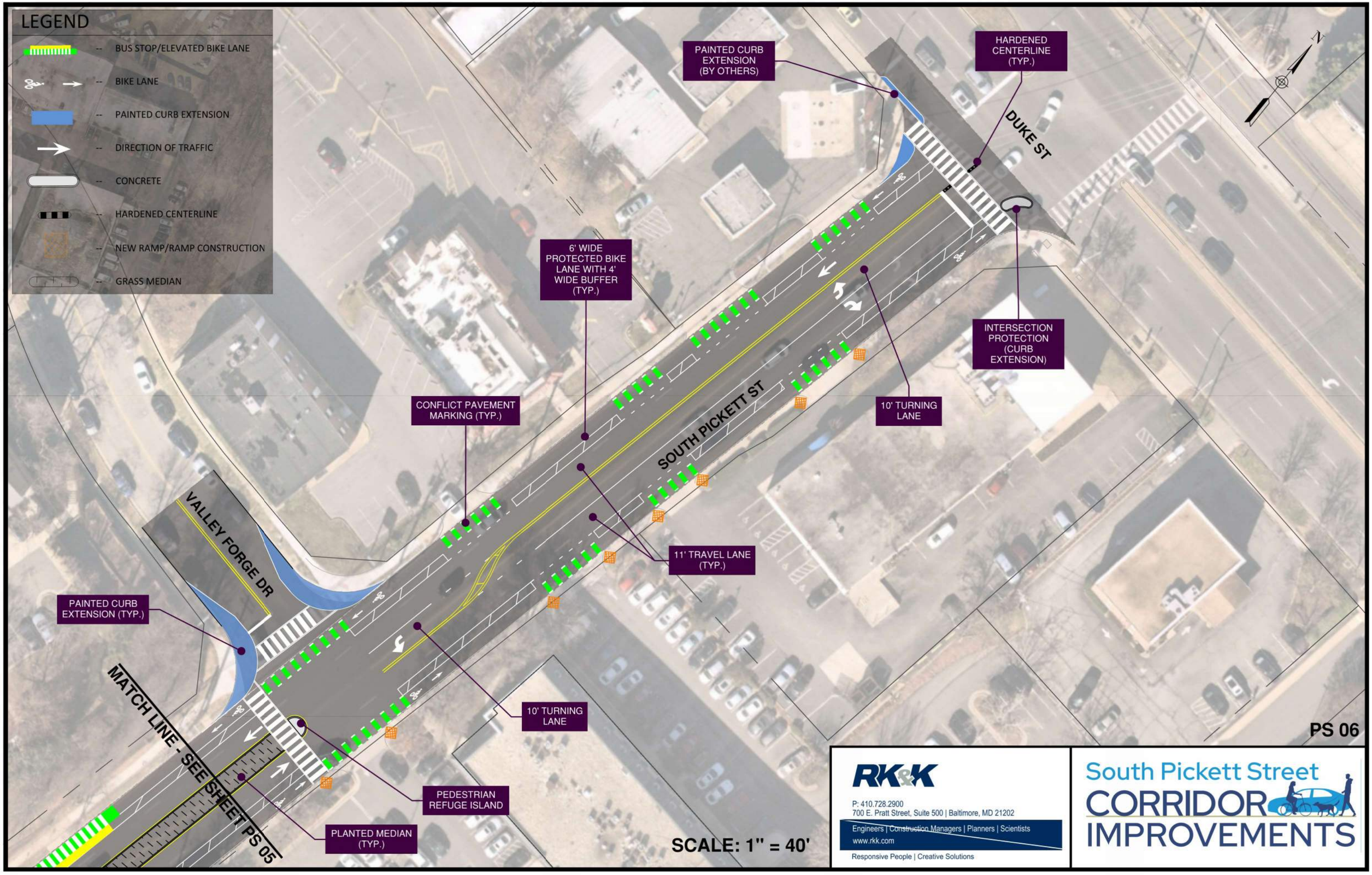
South Pickett Street CORRIDOR IMPROVEMENTS



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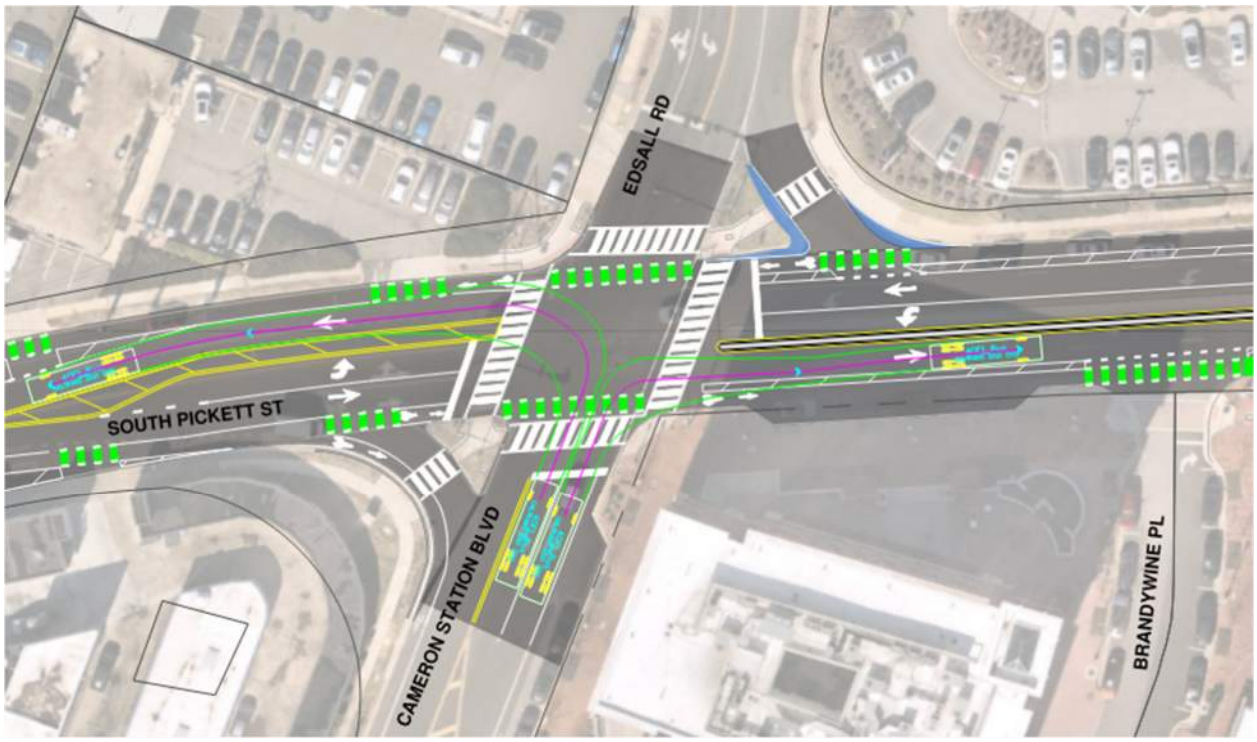
South Pickett Street CORRIDOR IMPROVEMENTS

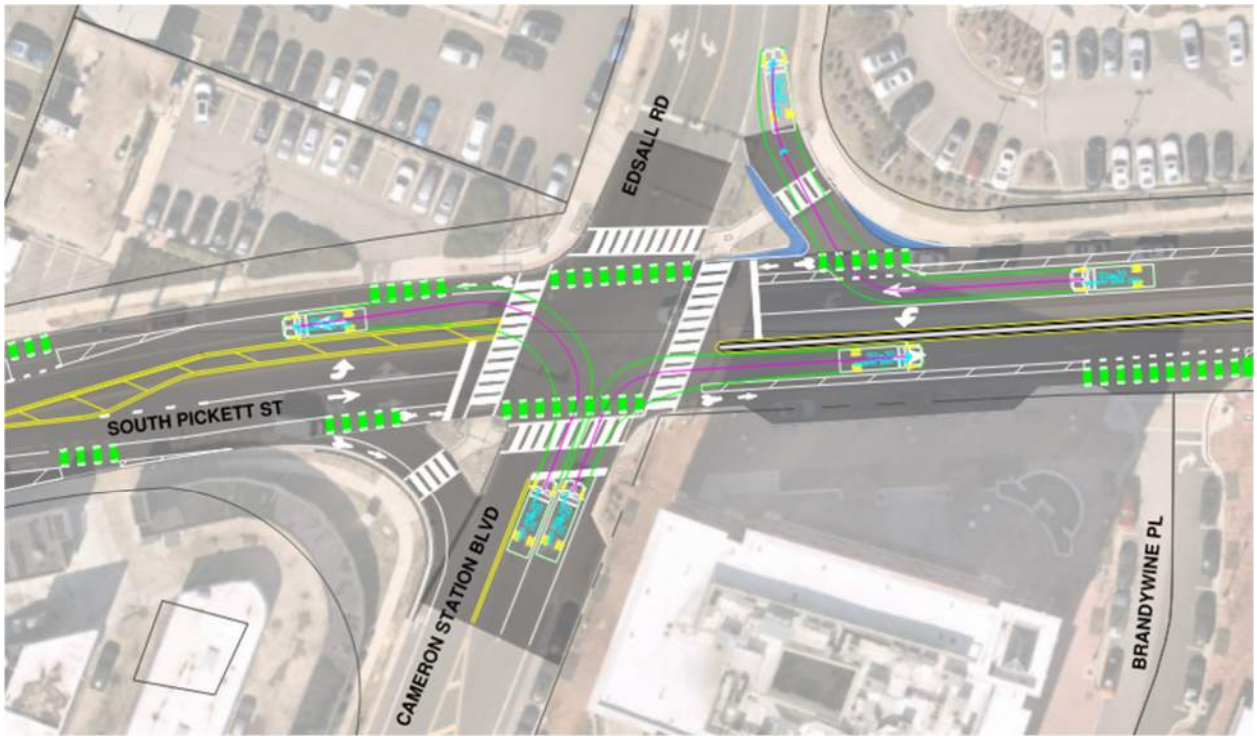
APPENDIX B: TURNING MOVEMENTS

South Pickett Street and Edsall Road/Cameron Station Boulevard

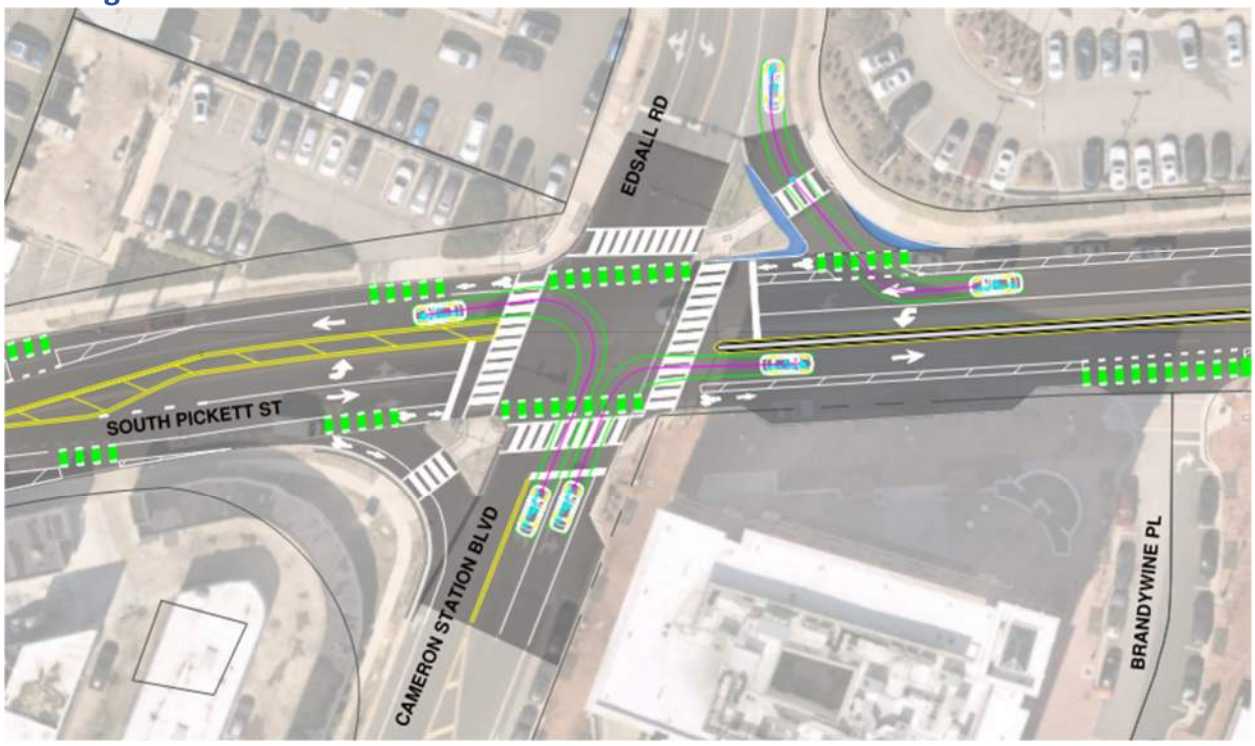
40FT Bus



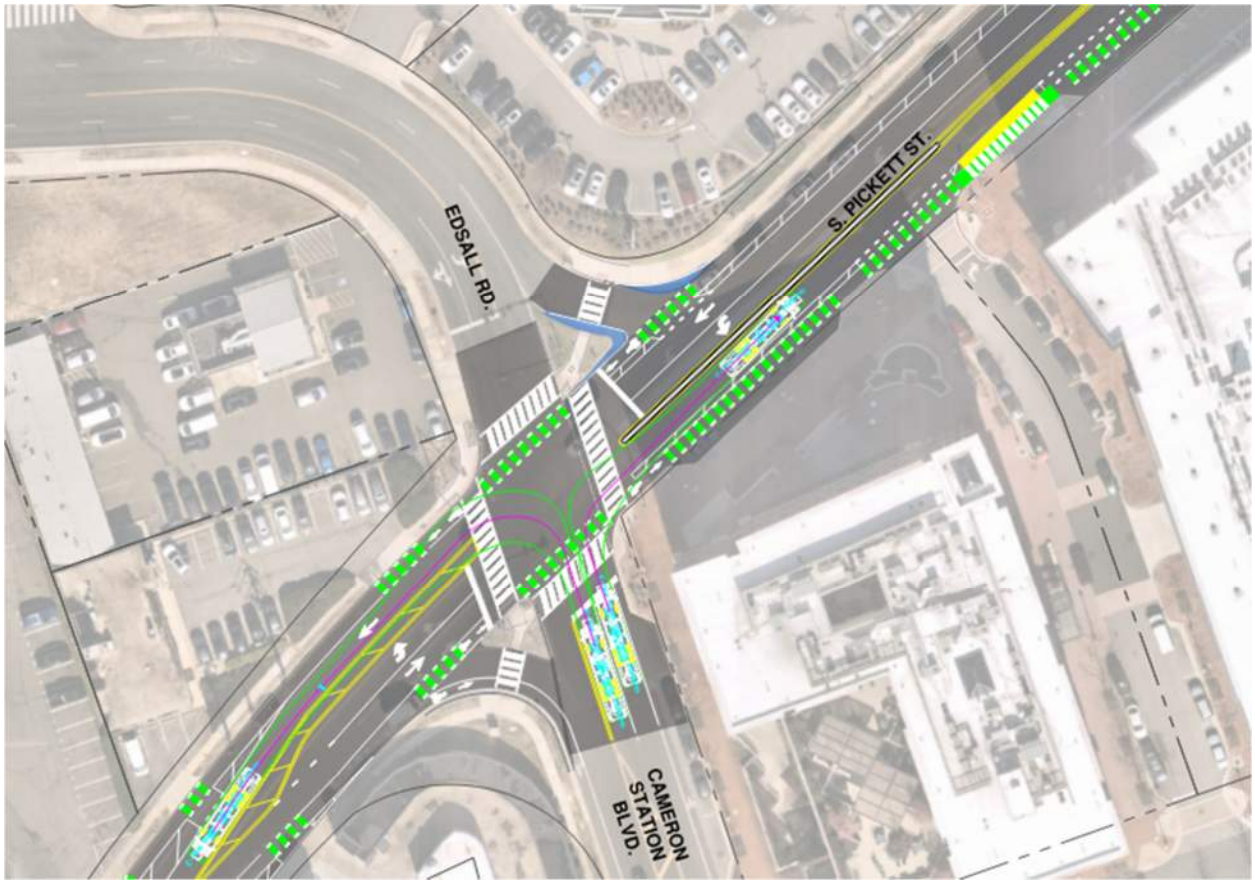
SU-30



Passenger Vehicle

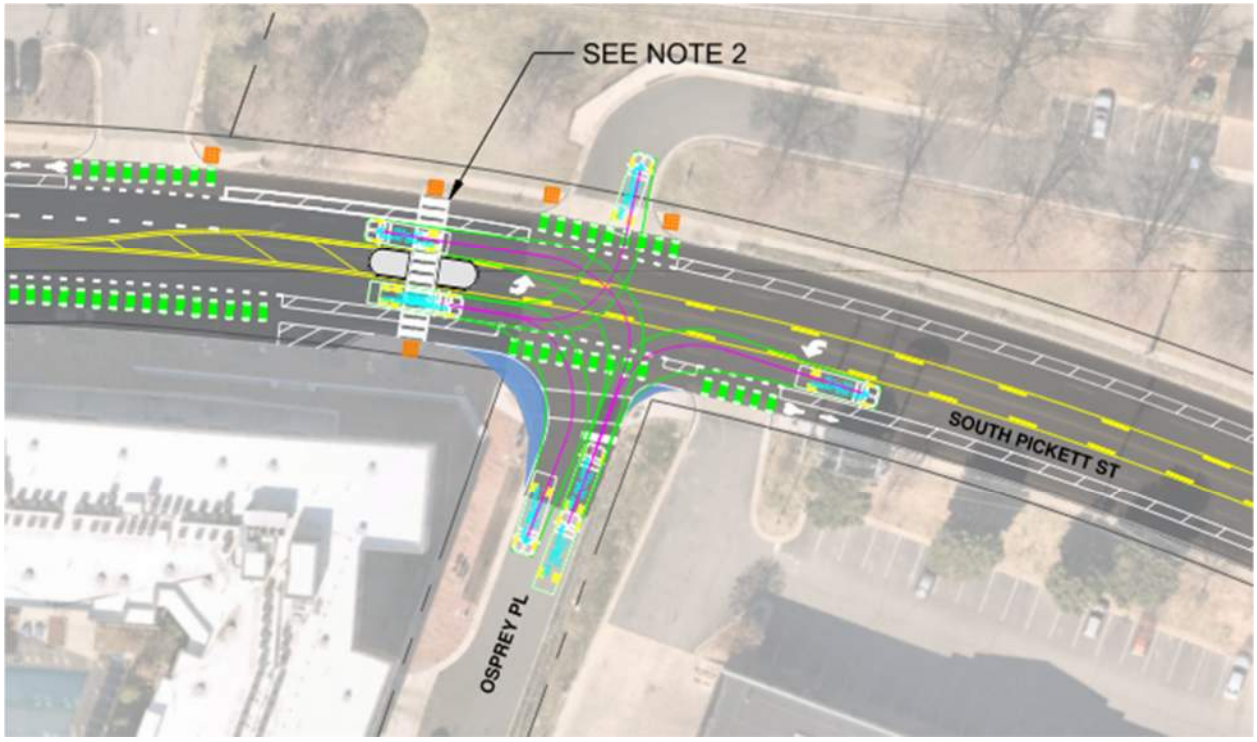


Fire Truck

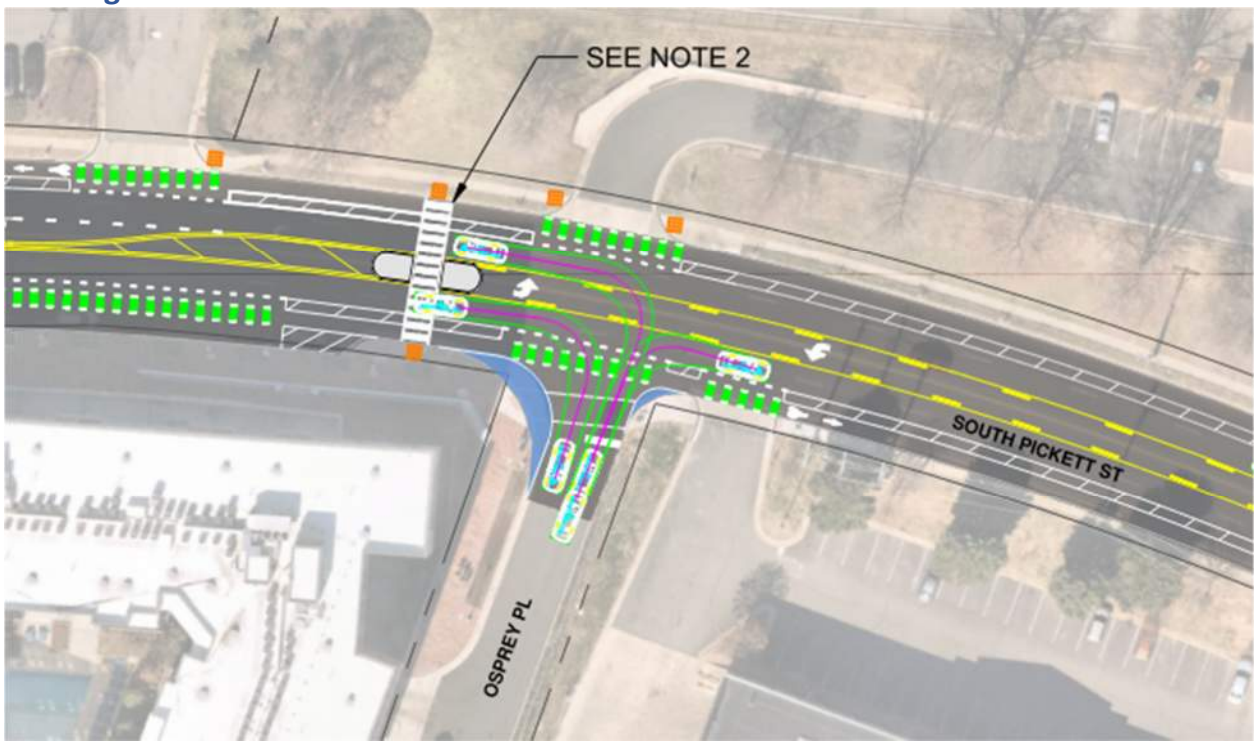


South Pickett Street and Osprey Place

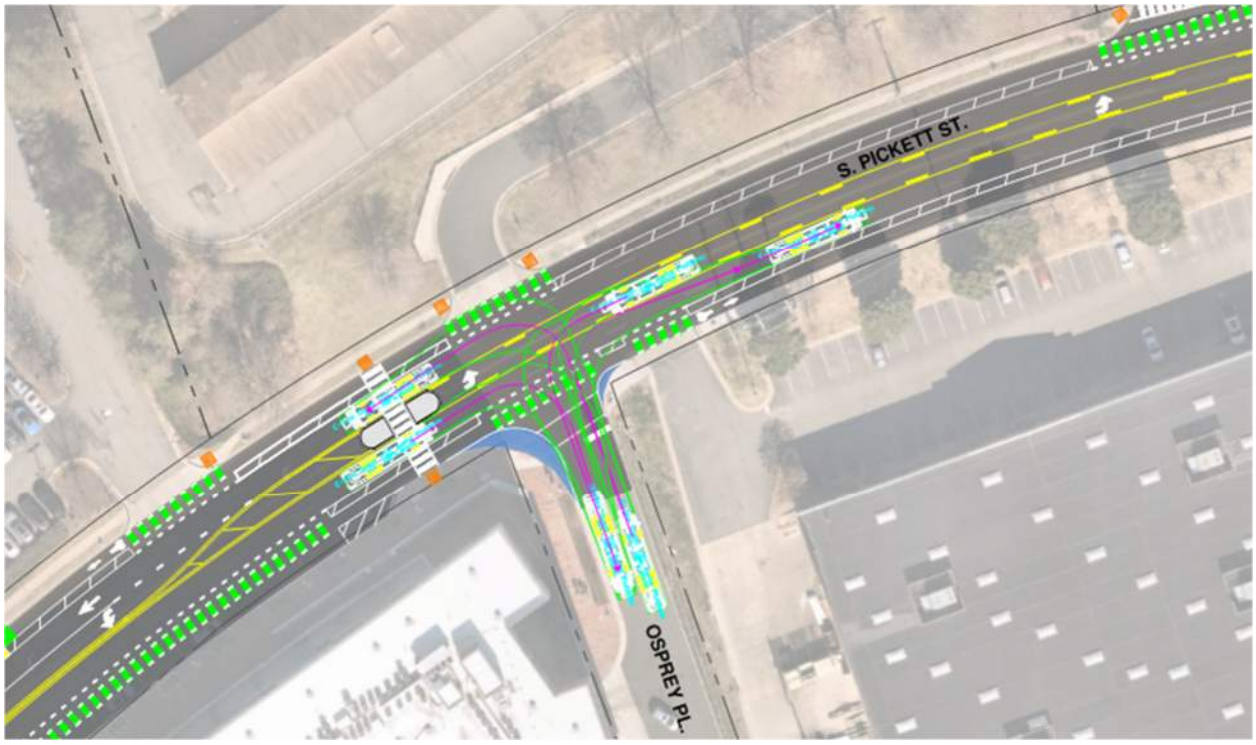
SU-30



Passenger Vehicle



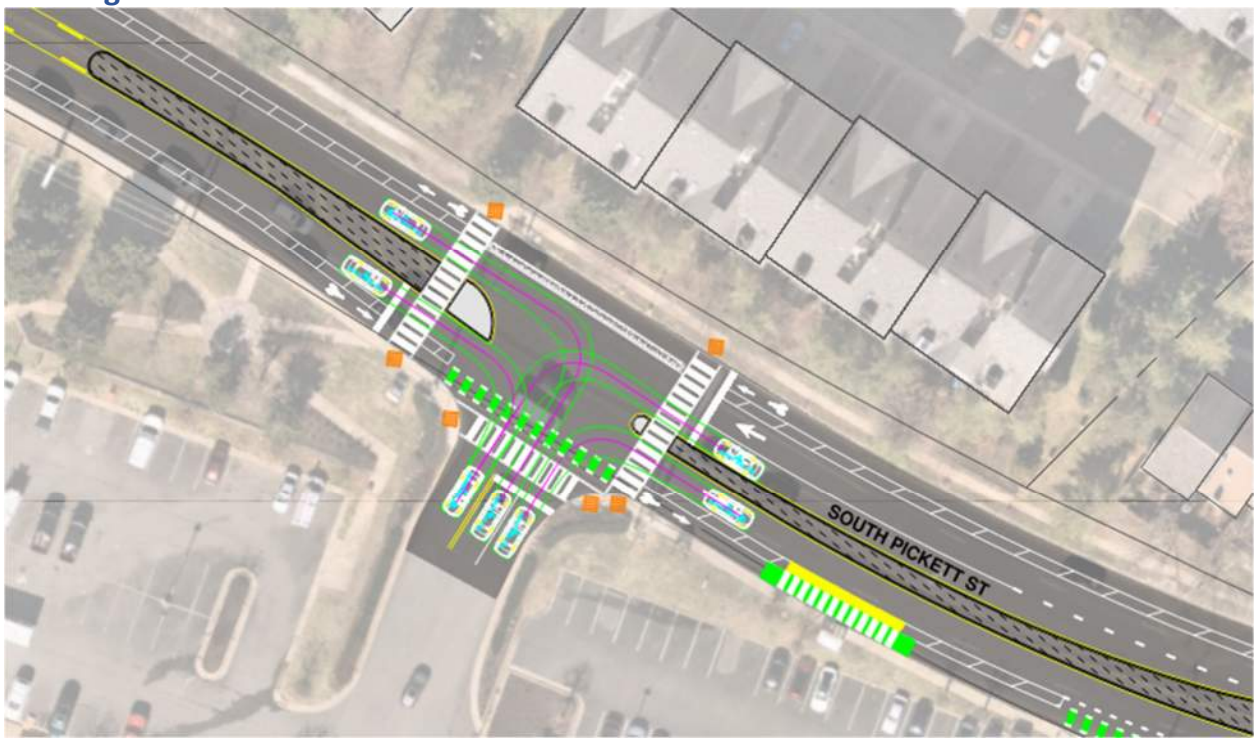
Fire Truck



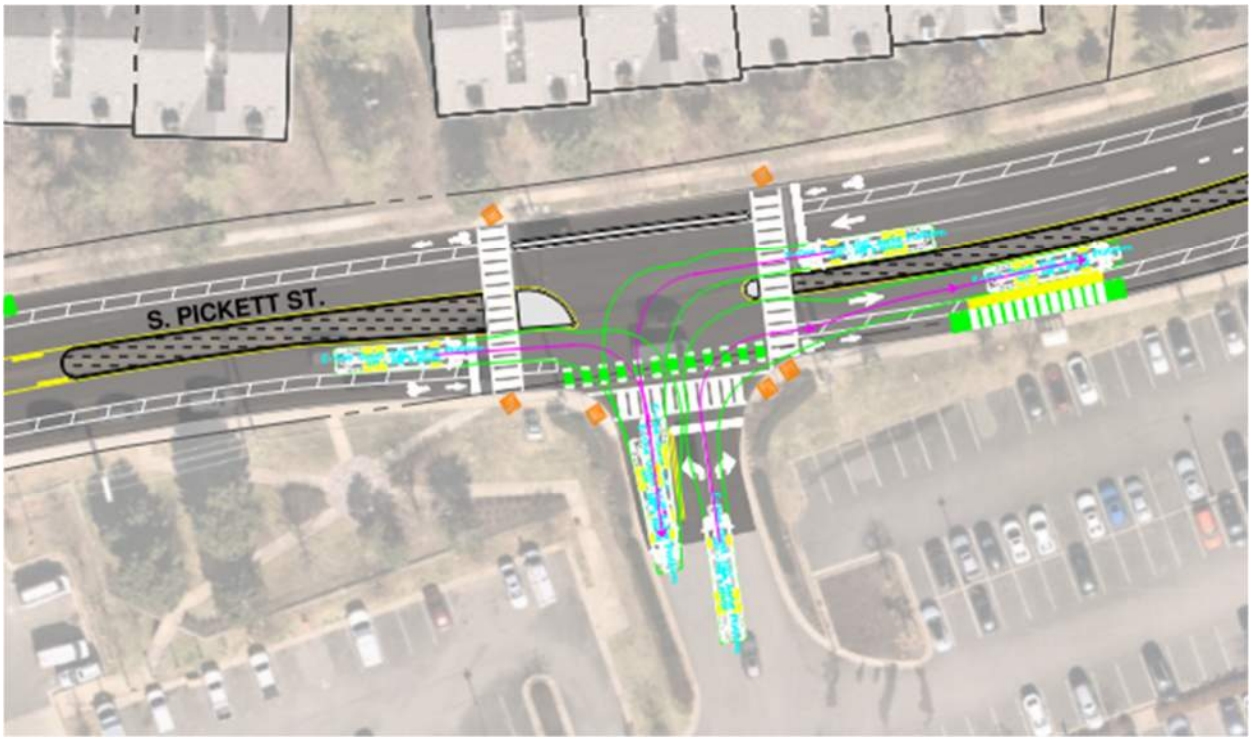
South Pickett Street and West End Village Shopping Mall Entrance

SU-30

Passenger Vehicle

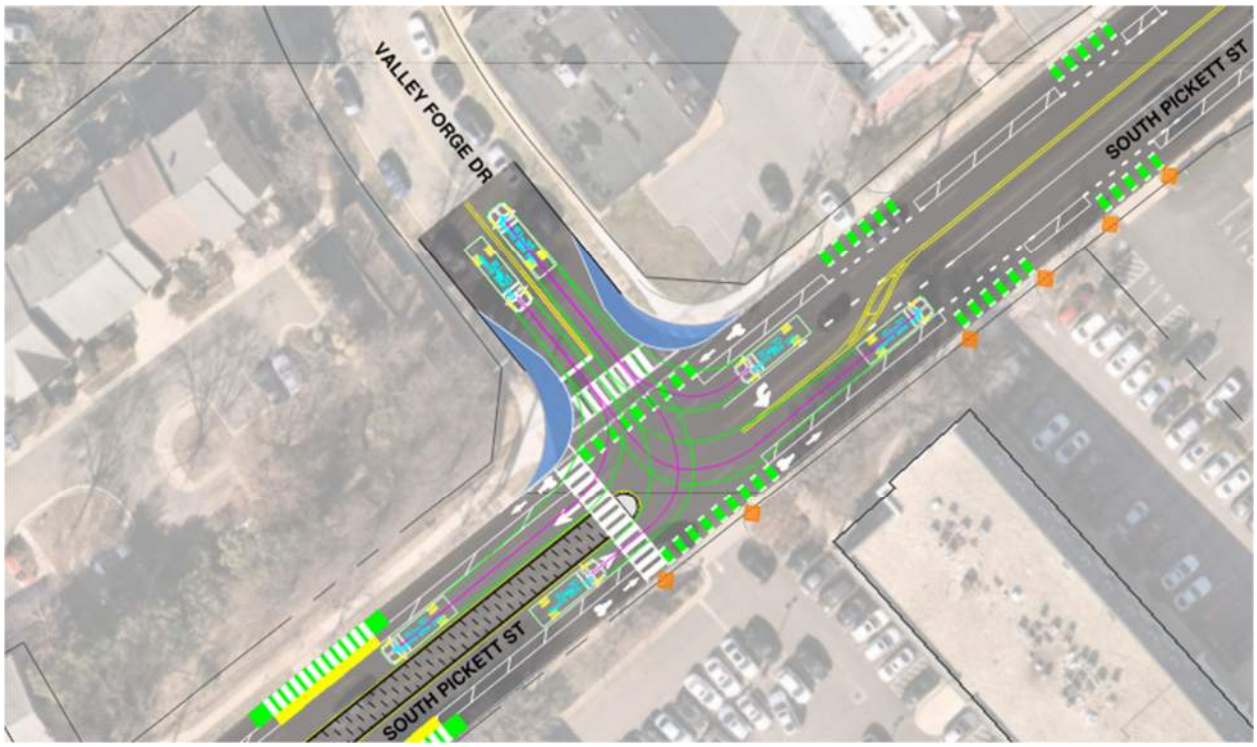


Fire Truck

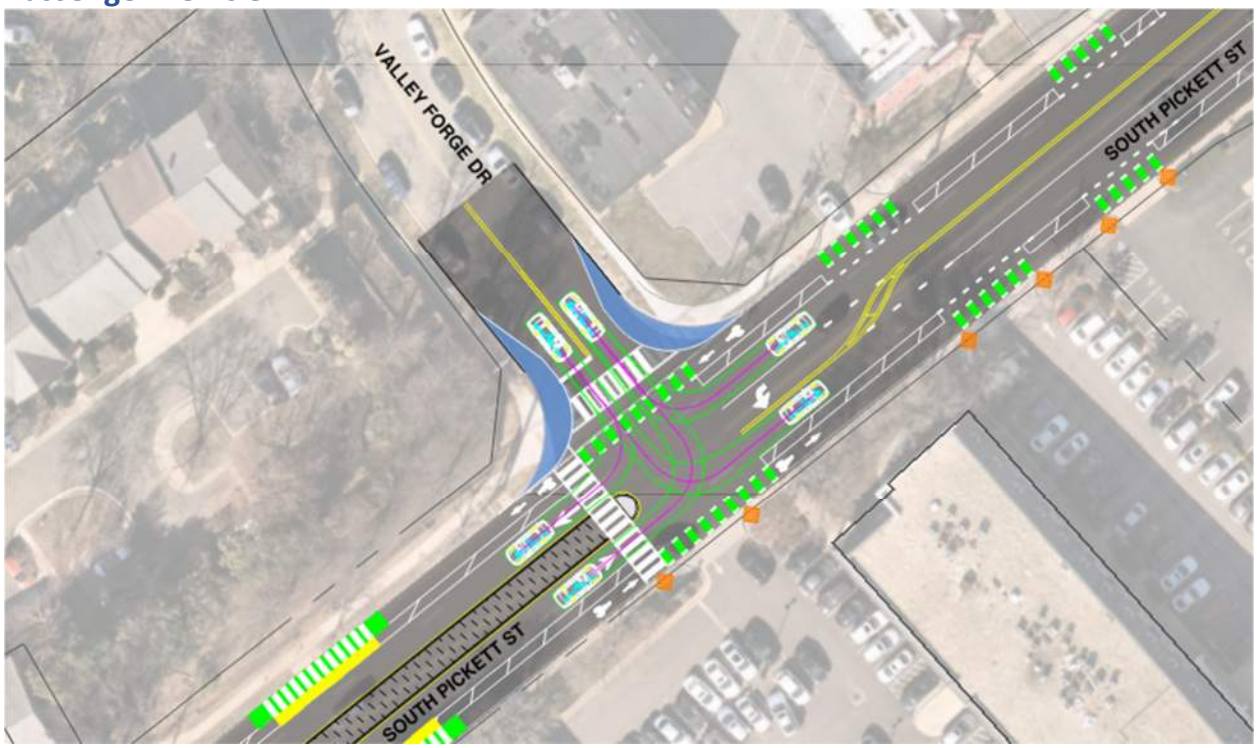


South Pickett Street and Valley Forge Drive

SU-30



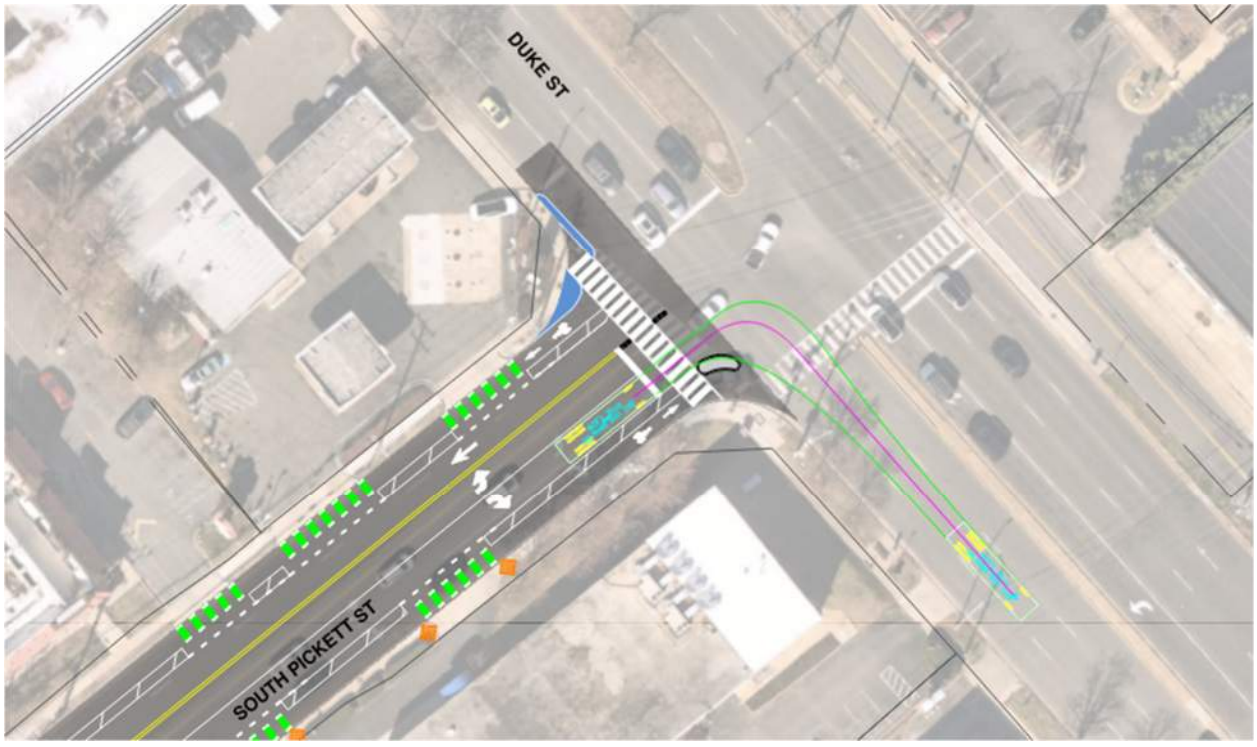
Passenger Vehicle



Fire Truck

South Pickett Street and Duke Street

40FT Bus



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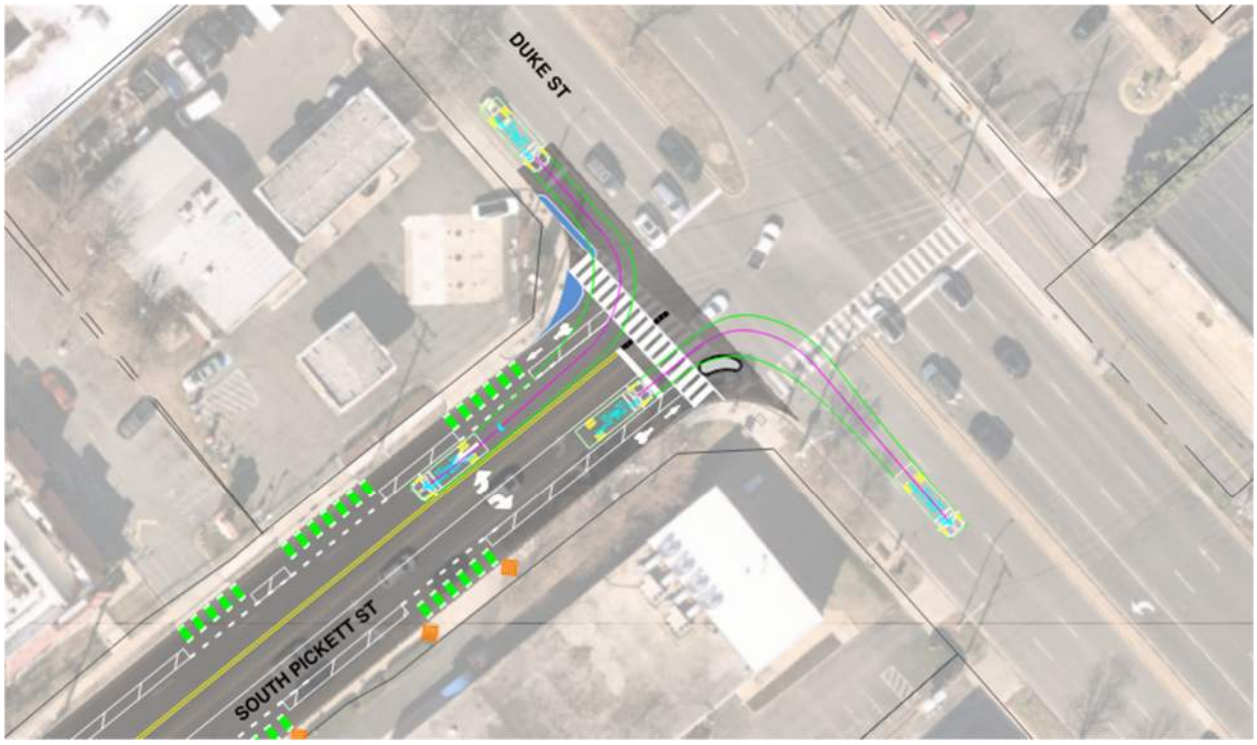
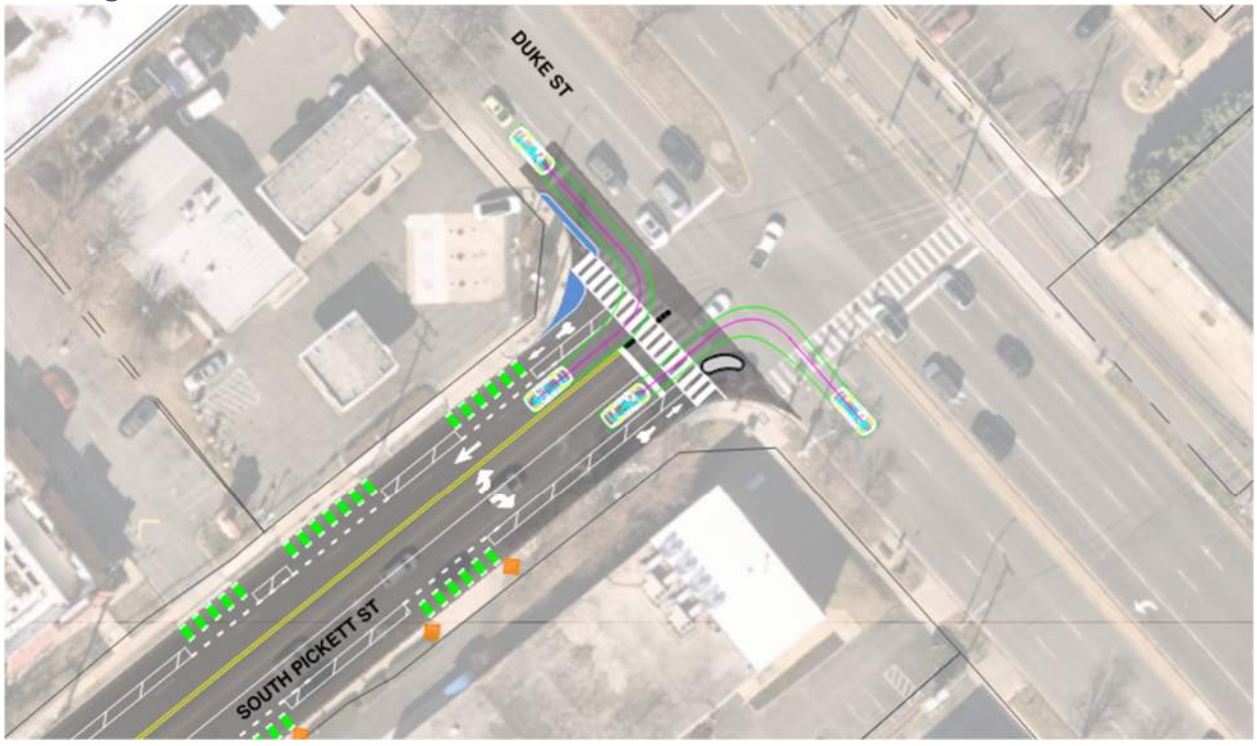
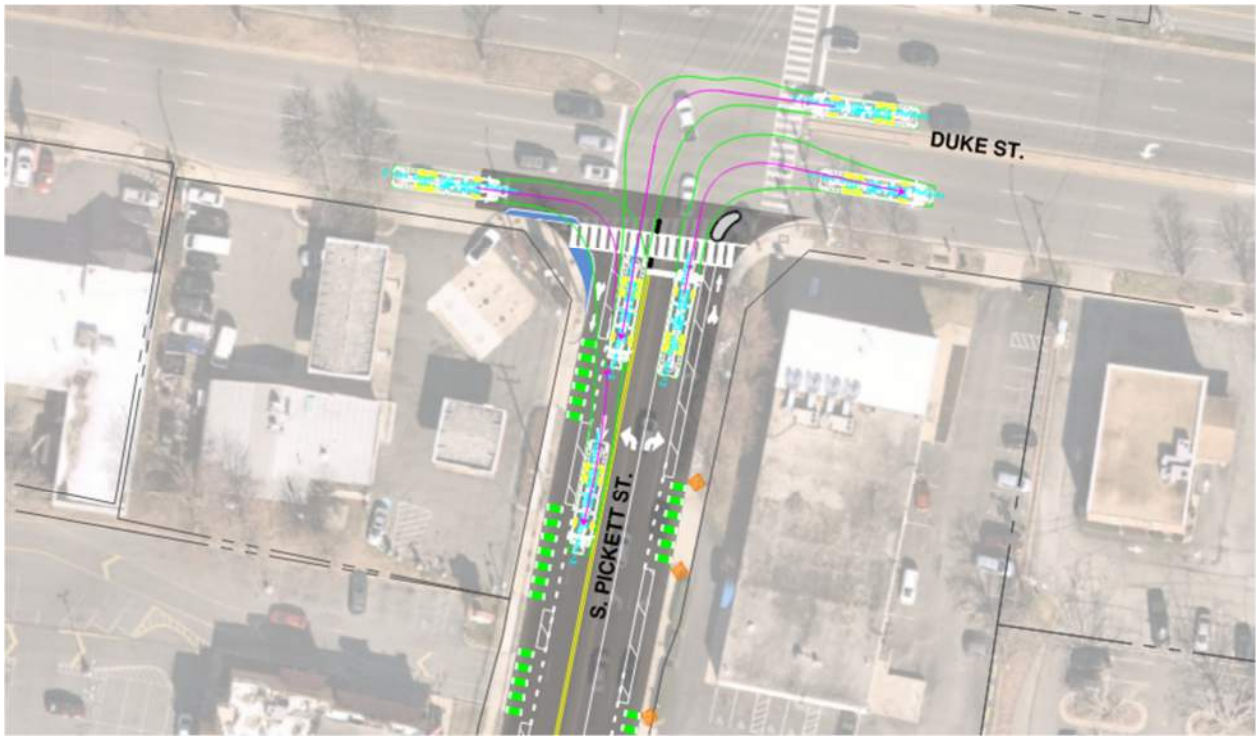


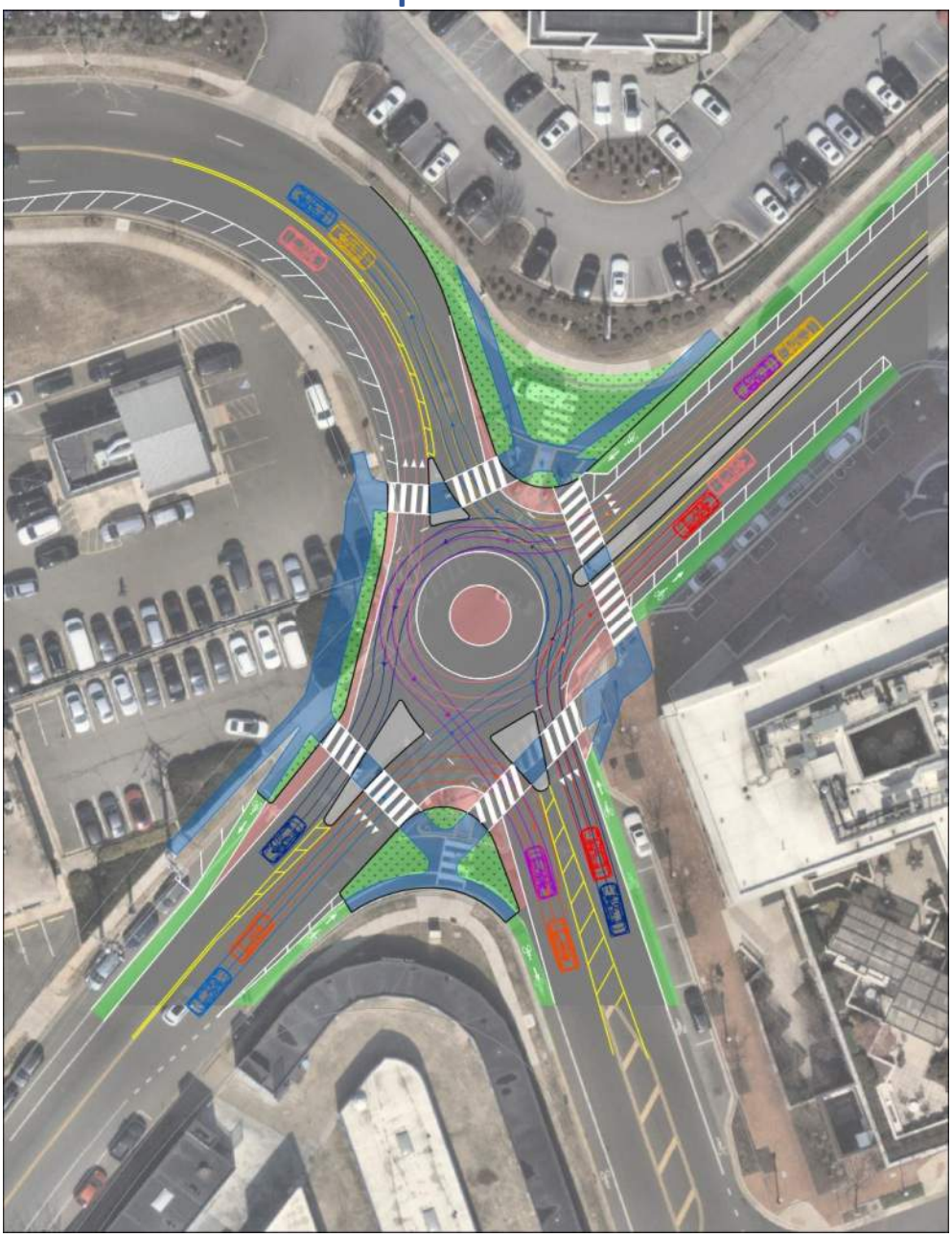
Passenger Vehicle

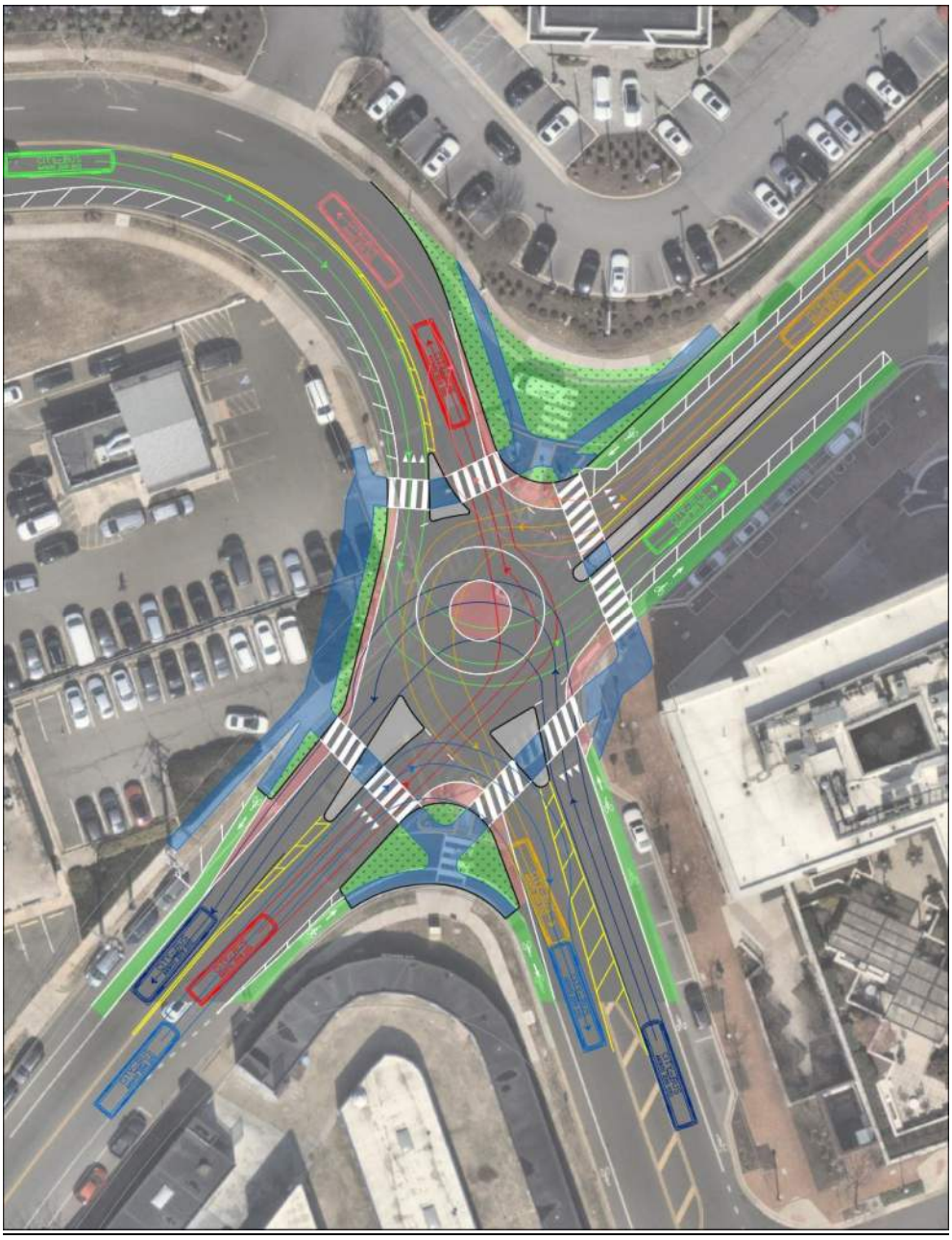


Fire Truck

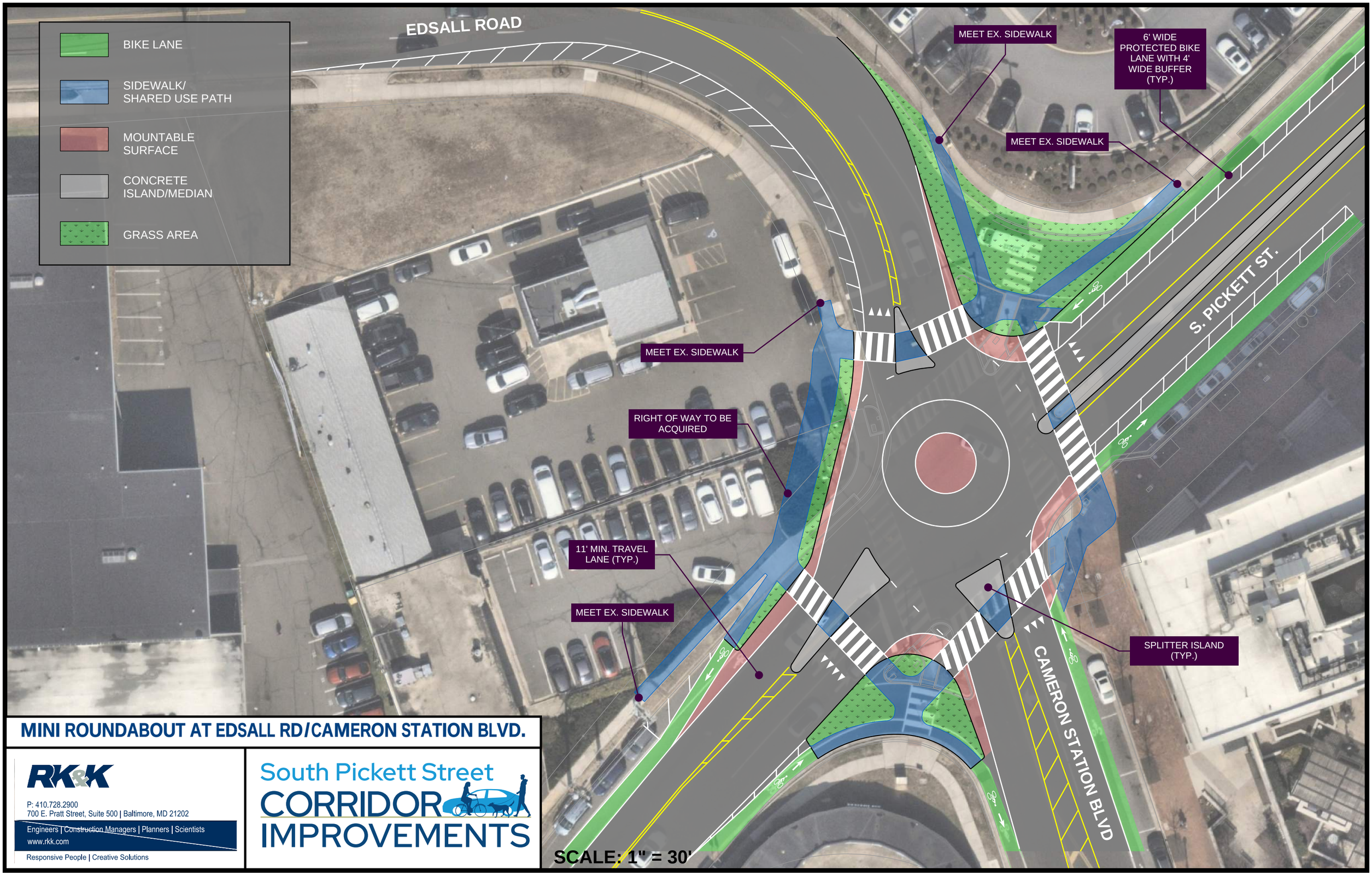


Mini Roundabout Concept





APPENDIX C: LONG-TERM IMPROVEMENTS



MINI ROUNDABOUT AT EDSALL RD/CAMERON STATION BLVD.

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South Pickett Street
CORRIDOR
IMPROVEMENTS

SCALE: 1" = 30'

PAINTED CURB EXTENSION (TYP.)

VALLEY FORGE DR

6' WIDE PROTECTED BIKE LANE WITH 4' WIDE BUFFER (TYP.)

PEDESTRIAN REFUGE ISLAND

CONFLICT PAVEMENT MARKING (TYP.)

PICKETT CENTER SHOPPING MALL

PLANTED MEDIAN

11' TRAVEL LANE (TYP.)

SOUTH PICKETT ST

LEGEND

- BUS STOP/ELEVATED BIKE LANE
- BIKE LANE
- PAINTED CURB EXTENSION
- DIRECTION OF TRAFFIC
- CONCRETE
- HARDENED CENTERLINE
- NEW RAMP/RAMP CONSTRUCTION
- GRASS MEDIAN

SCALE: 1" = 40'

ADDITIONAL PEDESTRIAN CROSSING AT VALLEY FORGE DRIVE

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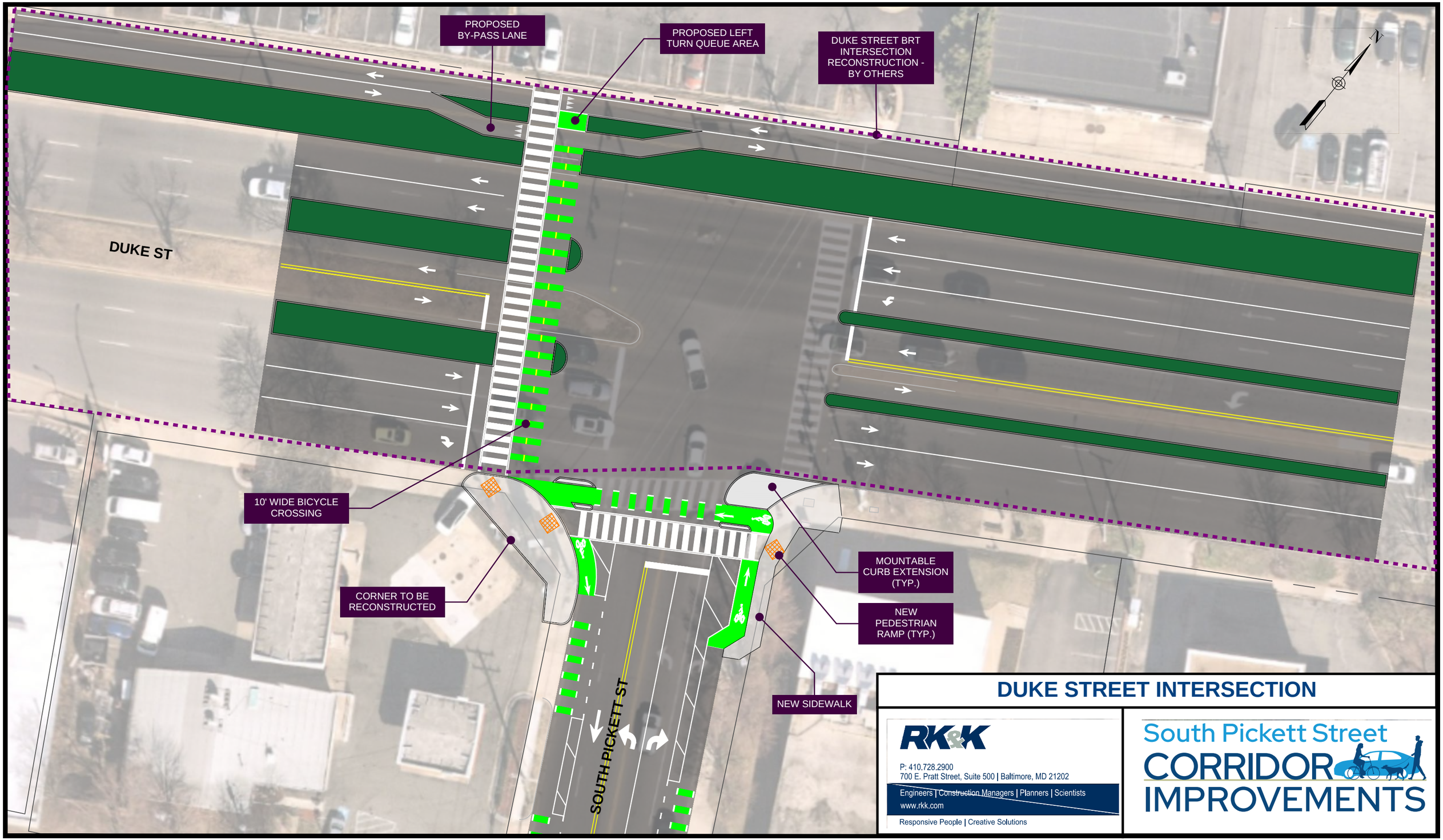
South Pickett Street
CORRIDOR IMPROVEMENTS



DUKE STREET INTERSECTION

RK&K
P: 410.728.2900
700 E. Pratt Street, Suite 500 | Baltimore, MD 21202
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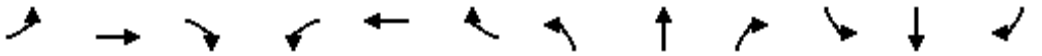
South Pickett Street
CORRIDOR IMPROVEMENTS

APPENDIX D: TRAFFIC ANALYSIS SYNCHRO REPORTS

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	101	72	26	185	78	70	64	334	115	34	395	185
Future Volume (vph)	101	72	26	185	78	70	64	334	115	34	395	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5		5.0	6.5		5.5	5.5		5.0	5.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.93		1.00	0.96		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	1805		1770	1716		1533	1596		1805	1767	
Flt Permitted	0.66	1.00		0.61	1.00		0.33	1.00		0.30	1.00	
Satd. Flow (perm)	1193	1805		1134	1716		532	1596		572	1767	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	105	75	27	193	81	73	67	348	120	35	411	193
RTOR Reduction (vph)	0	11	0	0	27	0	0	11	0	0	14	0
Lane Group Flow (vph)	105	91	0	193	127	0	67	457	0	35	590	0
Heavy Vehicles (%)	5%	0%	4%	2%	0%	6%	6%	3%	3%	0%	3%	1%
Parking (#/hr)							0	0	0			
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	35.5	29.5		43.5	33.5		53.5	53.5		63.5	63.5	
Effective Green, g (s)	35.5	29.5		43.5	33.5		53.5	53.5		63.5	63.5	
Actuated g/C Ratio	0.30	0.25		0.36	0.28		0.45	0.45		0.53	0.53	
Clearance Time (s)	5.0	6.5		5.0	6.5		5.5	5.5		5.0	5.5	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	379	443		464	479		237	711		354	935	
v/s Ratio Prot	0.01	0.05		c0.03	0.07			0.29		0.00	c0.33	
v/s Ratio Perm	0.07			c0.12			0.13			0.05		
v/c Ratio	0.28	0.21		0.42	0.26		0.28	0.64		0.10	0.63	
Uniform Delay, d1	31.7	36.0		27.4	33.7		21.1	25.8		15.8	20.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.8	1.1		2.7	1.3		3.0	4.4		0.6	3.2	
Delay (s)	33.5	37.0		30.2	35.0		24.0	30.3		16.4	23.2	
Level of Service	C	D		C	D		C	C		B	C	
Approach Delay (s)		35.2			32.3			29.5			22.8	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

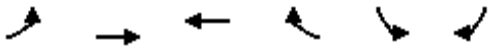
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	492	40	45	588	1	20	0	25	1	0	1
Future Volume (Veh/h)	0	492	40	45	588	1	20	0	25	1	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	502	41	46	600	1	20	0	26	1	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		613			642							
pX, platoon unblocked	0.92			0.76			0.80	0.80	0.76	0.80	0.80	0.92
vC, conflicting volume	601			543			1216	1216	522	1241	1236	600
vC1, stage 1 conf vol							522	522		692	692	
vC2, stage 2 conf vol							693	693		548	543	
vCu, unblocked vol	520			235			910	910	208	942	935	519
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			95	100	96	100	100	100
cM capacity (veh/h)	969			1017			374	373	634	355	361	514

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	543	46	601	46	1	1
Volume Left	0	46	0	20	1	0
Volume Right	41	0	1	26	0	1
cSH	1700	1017	1700	487	355	514
Volume to Capacity	0.32	0.05	0.35	0.09	0.00	0.00
Queue Length 95th (ft)	0	4	0	8	0	0
Control Delay (s)	0.0	8.7	0.0	13.2	15.2	12.0
Lane LOS		A		B	C	B
Approach Delay (s)	0.0	0.6		13.2	13.6	
Approach LOS				B	B	

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	51.0%	ICU Level of Service		A
Analysis Period (min)	15			



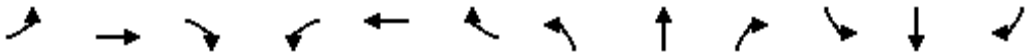
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	507	614	34	17	18
Future Volume (Veh/h)	19	507	614	34	17	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	20	528	640	35	18	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		929	326			
pX, platoon unblocked	0.90				0.93	0.90
vC, conflicting volume	675				1226	658
vC1, stage 1 conf vol					658	
vC2, stage 2 conf vol					568	
vCu, unblocked vol	580				1041	561
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	98				96	96
cM capacity (veh/h)	900				422	473

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	20	528	675	37
Volume Left	20	0	0	18
Volume Right	0	0	35	19
cSH	900	1700	1700	446
Volume to Capacity	0.02	0.31	0.40	0.08
Queue Length 95th (ft)	2	0	0	7
Control Delay (s)	9.1	0.0	0.0	13.8
Lane LOS	A			B
Approach Delay (s)	0.3		0.0	13.8
Approach LOS				B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	410	112	149	526	122	92
Future Volume (vph)	410	112	149	526	122	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		5.0	6.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1803		1770	1863	1805	1599
Flt Permitted	1.00		0.36	1.00	0.95	1.00
Satd. Flow (perm)	1803		670	1863	1805	1599
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	436	119	159	560	130	98
RTOR Reduction (vph)	7	0	0	0	0	86
Lane Group Flow (vph)	548	0	159	560	130	12
Heavy Vehicles (%)	3%	0%	2%	2%	0%	1%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases			6			4
Actuated Green, G (s)	67.2		80.1	80.1	12.7	12.7
Effective Green, g (s)	67.2		80.1	80.1	12.7	12.7
Actuated g/C Ratio	0.65		0.77	0.77	0.12	0.12
Clearance Time (s)	6.0		5.0	6.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1167		600	1437	220	195
v/s Ratio Prot	c0.30		0.02	c0.30	c0.07	
v/s Ratio Perm			0.18			0.01
v/c Ratio	0.47		0.27	0.39	0.59	0.06
Uniform Delay, d1	9.3		4.4	3.9	43.1	40.3
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4		0.2	0.8	4.2	0.1
Delay (s)	10.6		4.6	4.7	47.3	40.4
Level of Service	B		A	A	D	D
Approach Delay (s)	10.6			4.7	44.3	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	103.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	2	21	10	0	37	25	566	10	12	644	26
Future Volume (Veh/h)	17	2	21	10	0	37	25	566	10	12	644	26
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	18	2	22	11	0	39	27	602	11	13	685	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)											440	
pX, platoon unblocked												
vC, conflicting volume	1426	1392	699	1396	1400	608	713			613		
vC1, stage 1 conf vol	725	725		662	662							
vC2, stage 2 conf vol	700	667		734	739							
vCu, unblocked vol	1426	1392	699	1396	1400	608	713			613		
tC, single (s)	7.2	6.5	6.5	7.2	6.5	6.2	4.2			4.1		
tC, 2 stage (s)	6.2	5.5		6.2	5.5							
tF (s)	3.6	4.0	3.6	3.6	4.0	3.3	2.3			2.2		
p0 queue free %	94	99	94	96	100	92	97			99		
cM capacity (veh/h)	278	324	397	277	316	500	830			976		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	42	50	640	13	713
Volume Left	18	11	27	13	0
Volume Right	22	39	11	0	28
cSH	332	425	830	976	1700
Volume to Capacity	0.13	0.12	0.03	0.01	0.42
Queue Length 95th (ft)	11	10	3	1	0
Control Delay (s)	17.4	14.6	0.9	8.7	0.0
Lane LOS	C	B	A	A	
Approach Delay (s)	17.4	14.6	0.9	0.2	
Approach LOS	C	B			

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	61.7%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	825	307	362	841	260	376
Future Volume (vph)	825	307	362	841	260	376
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4	6.4	6.4	5.0	5.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1599	1752	5085	1787	1583
Flt Permitted	1.00	1.00	0.29	1.00	0.95	1.00
Satd. Flow (perm)	5085	1599	533	5085	1787	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	842	313	369	858	265	384
RTOR Reduction (vph)	0	159	0	0	0	38
Lane Group Flow (vph)	842	154	369	858	265	346
Heavy Vehicles (%)	2%	1%	3%	2%	1%	2%
Turn Type	NA	Perm	D.P+P	NA	Prot	pt+ov
Protected Phases	2		1	6	4	4 1
Permitted Phases		2	2			
Actuated Green, G (s)	58.9	58.9	76.1	82.5	26.1	48.3
Effective Green, g (s)	58.9	58.9	76.1	82.5	26.1	48.3
Actuated g/C Ratio	0.49	0.49	0.63	0.69	0.22	0.40
Clearance Time (s)	6.4	6.4	6.4	6.4	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	4.0	
Lane Grp Cap (vph)	2495	784	512	3495	388	637
v/s Ratio Prot	0.17		c0.10	0.17	c0.15	0.22
v/s Ratio Perm		0.10	c0.35			
v/c Ratio	0.34	0.20	0.72	0.25	0.68	0.54
Uniform Delay, d1	18.6	17.2	10.6	7.0	43.1	27.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.6	5.0	0.2	5.3	1.2
Delay (s)	19.0	17.8	15.6	7.2	48.5	28.6
Level of Service	B	B	B	A	D	C
Approach Delay (s)	18.7			9.7	36.7	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	17.8
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Queues
1: S Pickett St & Cameron Station Blvd/Edsall Rd

03/26/2024

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	150	133	22	130	119	40	34	318	103	19	228	99
Future Volume (vph)	150	133	22	130	119	40	34	318	103	19	228	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	80		0	0		0	100		0	265		265
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			0			0		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		621			886			1230			613	
Travel Time (s)		16.9			24.2			33.5			11.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	1%	3%	4%	0%	11%	15%	8%	4%	0%	6%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)							0	0	0			
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	202	0	169	207	0	44	547	0	25	425	0
v/c Ratio	0.53	0.46		0.46	0.50		0.13	0.76		0.08	0.45	
Control Delay	33.7	41.7		32.2	42.4		19.8	34.0		12.9	17.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.7	41.7		32.2	42.4		19.8	34.0		12.9	17.1	
Queue Length 50th (ft)	107	130		91	131		19	332		8	176	
Queue Length 95th (ft)	140	170		122	172		36	370		19	204	
Internal Link Dist (ft)		541			806			1150			533	
Turn Bay Length (ft)	80						100			265		
Base Capacity (vph)	369	441		367	417		345	721		316	938	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.53	0.46		0.46	0.50		0.13	0.76		0.08	0.45	

Intersection Summary	
Area Type:	Other

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	377	67	117	264	44	82
Future Volume (vph)	377	67	117	264	44	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			0		0	
Right Turn on Red		Yes				Yes
Link Speed (mph)	35			35	25	
Link Distance (ft)	326			1014	544	
Travel Time (s)	6.4			19.8	14.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	5%	5%	7%	9%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	463	0	122	275	46	85
v/c Ratio	0.37		0.17	0.18	0.33	0.41
Control Delay	7.3		2.4	2.5	50.3	16.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	7.3		2.4	2.5	50.3	16.0
Queue Length 50th (ft)	105		11	30	29	0
Queue Length 95th (ft)	184		25	57	65	46
Internal Link Dist (ft)	246			934	464	
Turn Bay Length (ft)			150			
Base Capacity (vph)	1261		765	1498	275	326
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.37		0.16	0.18	0.17	0.26

Intersection Summary	
Area Type:	Other

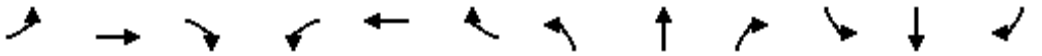
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	729	202	1	217	635	185	288
Future Volume (vph)	729	202	1	217	635	185	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%				0%	0%	
Storage Length (ft)		150		320		125	0
Storage Lanes		1		1		1	1
Taper Length (ft)				0		0	
Right Turn on Red		Yes					Yes
Link Speed (mph)	35				35	35	
Link Distance (ft)	906				956	440	
Travel Time (s)	17.6				18.6	8.6	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	0%	5%	4%	4%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%				0%	0%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	776	215	0	232	676	197	306
v/c Ratio	0.23	0.19		0.45	0.17	0.76	0.56
Control Delay	10.8	1.7		8.1	5.0	83.0	17.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	10.8	1.7		8.1	5.0	83.0	17.6
Queue Length 50th (ft)	110	0		55	58	200	72
Queue Length 95th (ft)	145	31		95	84	283	167
Internal Link Dist (ft)	826				876	360	
Turn Bay Length (ft)		150		320		125	
Base Capacity (vph)	3329	1106		527	3883	325	540
Starvation Cap Reductn	0	0		0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.23	0.19		0.44	0.17	0.61	0.57

Intersection Summary	
Area Type:	Other

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	150	133	22	130	119	40	34	318	103	19	228	99
Future Volume (vph)	150	133	22	130	119	40	34	318	103	19	228	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5		5.0	6.5		5.5	5.5		5.0	5.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.96		1.00	0.96		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1835		1736	1779		1413	1539		1805	1696	
Flt Permitted	0.48	1.00		0.54	1.00		0.50	1.00		0.25	1.00	
Satd. Flow (perm)	894	1835		982	1779		747	1539		474	1696	
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	195	173	29	169	155	52	44	413	134	25	296	129
RTOR Reduction (vph)	0	5	0	0	10	0	0	10	0	0	13	0
Lane Group Flow (vph)	195	197	0	169	197	0	44	537	0	25	412	0
Heavy Vehicles (%)	3%	1%	3%	4%	0%	11%	15%	8%	4%	0%	6%	9%
Parking (#/hr)							0	0	0			
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2		1	6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	38.5	28.5		36.5	27.5		55.5	55.5		65.5	65.5	
Effective Green, g (s)	38.5	28.5		36.5	27.5		55.5	55.5		65.5	65.5	
Actuated g/C Ratio	0.32	0.24		0.30	0.23		0.46	0.46		0.55	0.55	
Clearance Time (s)	5.0	6.5		5.0	6.5		5.5	5.5		5.0	5.5	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	358	435		355	407		345	711		314	925	
v/s Ratio Prot	c0.05	0.11		0.04	0.11			c0.35		0.00	c0.24	
v/s Ratio Perm	c0.13			0.11			0.06			0.04		
v/c Ratio	0.54	0.45		0.48	0.48		0.13	0.76		0.08	0.45	
Uniform Delay, d1	31.5	39.1		32.3	40.1		18.4	26.6		15.8	16.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.8	3.4		4.5	4.1		0.8	7.3		0.5	1.6	
Delay (s)	37.3	42.4		36.8	44.2		19.2	34.0		16.3	17.9	
Level of Service	D	D		D	D		B	C		B	B	
Approach Delay (s)		39.9			40.9			32.9			17.8	
Approach LOS		D			D			C			B	

Intersection Summary			
HCM 2000 Control Delay	32.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		

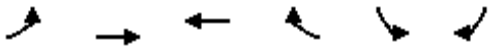
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	374	21	23	297	1	26	0	46	2	0	2
Future Volume (Veh/h)	0	374	21	23	297	1	26	0	46	2	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	386	22	24	306	1	27	0	47	2	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)		613			642							
pX, platoon unblocked				0.98			0.98	0.98	0.98	0.98	0.98	
vC, conflicting volume	307			408			753	752	397	798	762	306
vC1, stage 1 conf vol							397	397		354	354	
vC2, stage 2 conf vol							356	355		444	408	
vCu, unblocked vol	307			384			737	736	373	783	746	306
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			95	100	93	100	100	100
cM capacity (veh/h)	1265			1160			524	509	661	468	496	738

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	408	24	307	74	2	2
Volume Left	0	24	0	27	2	0
Volume Right	22	0	1	47	0	2
cSH	1700	1160	1700	604	468	738
Volume to Capacity	0.24	0.02	0.18	0.12	0.00	0.00
Queue Length 95th (ft)	0	2	0	10	0	0
Control Delay (s)	0.0	8.2	0.0	11.8	12.7	9.9
Lane LOS		A		B	B	A
Approach Delay (s)	0.0	0.6		11.8	11.3	
Approach LOS				B	B	

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	38.6%	ICU Level of Service		A
Analysis Period (min)	15			



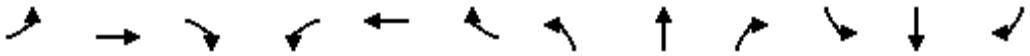
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	420	296	12	24	24
Future Volume (Veh/h)	11	420	296	12	24	24
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	11	433	305	12	25	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		929	326			
pX, platoon unblocked	0.98				0.98	0.98
vC, conflicting volume	317				766	311
vC1, stage 1 conf vol					311	
vC2, stage 2 conf vol					455	
vCu, unblocked vol	290				749	284
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				96	97
cM capacity (veh/h)	1238				562	743

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	11	433	317	50
Volume Left	11	0	0	25
Volume Right	0	0	12	25
cSH	1238	1700	1700	640
Volume to Capacity	0.01	0.25	0.19	0.08
Queue Length 95th (ft)	1	0	0	6
Control Delay (s)	7.9	0.0	0.0	11.1
Lane LOS	A			B
Approach Delay (s)	0.2		0.0	11.1
Approach LOS				B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	32.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	377	67	117	264	44	82
Future Volume (vph)	377	67	117	264	44	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		5.0	6.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1758		1719	1776	1656	1538
Flt Permitted	1.00		0.44	1.00	0.95	1.00
Satd. Flow (perm)	1758		790	1776	1656	1538
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	393	70	122	275	46	85
RTOR Reduction (vph)	4	0	0	0	0	79
Lane Group Flow (vph)	459	0	122	275	46	6
Heavy Vehicles (%)	6%	5%	5%	7%	9%	5%
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases			6			4
Actuated Green, G (s)	73.0		85.0	85.0	7.2	7.2
Effective Green, g (s)	73.0		85.0	85.0	7.2	7.2
Actuated g/C Ratio	0.71		0.82	0.82	0.07	0.07
Clearance Time (s)	6.0		5.0	6.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1243		713	1462	115	107
v/s Ratio Prot	c0.26		0.01	c0.15	c0.03	
v/s Ratio Perm			0.13			0.00
v/c Ratio	0.37		0.17	0.19	0.40	0.06
Uniform Delay, d1	6.0		2.2	1.9	45.9	44.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		0.1	0.3	2.3	0.2
Delay (s)	6.8		2.3	2.2	48.2	45.0
Level of Service	A		A	A	D	D
Approach Delay (s)	6.8			2.2	46.2	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	103.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	0	18	3	0	6	10	441	7	18	377	8
Future Volume (Veh/h)	28	0	18	3	0	6	10	441	7	18	377	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	29	0	19	3	0	6	11	464	7	19	397	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)											440	
pX, platoon unblocked												
vC, conflicting volume	934	932	401	944	932	468	405			471		
vC1, stage 1 conf vol	439	439		490	490							
vC2, stage 2 conf vol	496	493		454	443							
vCu, unblocked vol	934	932	401	944	932	468	405			471		
tC, single (s)	7.1	6.5	6.3	7.3	6.5	6.2	4.2			4.1		
tC, 2 stage (s)	6.1	5.5		6.3	5.5							
tF (s)	3.5	4.0	3.4	3.7	4.0	3.3	2.3			2.2		
p0 queue free %	93	100	97	99	100	99	99			98		
cM capacity (veh/h)	440	441	630	407	445	600	1132			1101		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	48	9	482	19	405
Volume Left	29	3	11	19	0
Volume Right	19	6	7	0	8
cSH	500	518	1132	1101	1700
Volume to Capacity	0.10	0.02	0.01	0.02	0.24
Queue Length 95th (ft)	8	1	1	1	0
Control Delay (s)	13.0	12.1	0.3	8.3	0.0
Lane LOS	B	B	A	A	
Approach Delay (s)	13.0	12.1	0.3	0.4	
Approach LOS	B	B			

Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	43.0%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	729	202	1	217	635	185	288
Future Volume (vph)	729	202	1	217	635	185	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4	5.0	5.0
Lane Util. Factor	0.91	1.00		1.00	0.91	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	4940	1538		1719	4988	1736	1495
Flt Permitted	1.00	1.00		0.34	1.00	0.95	1.00
Satd. Flow (perm)	4940	1538		606	4988	1736	1495
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	776	215	1	231	676	197	306
RTOR Reduction (vph)	0	70	0	0	0	0	167
Lane Group Flow (vph)	776	145	0	232	676	197	139
Heavy Vehicles (%)	5%	5%	0%	5%	4%	4%	8%
Turn Type	NA	Perm	custom	D.P+P	NA	Prot	pt+ov
Protected Phases	2			1	6	4	4 1!
Permitted Phases		2	1!	2			
Actuated Green, G (s)	107.9	107.9		118.2	124.6	24.0	39.3
Effective Green, g (s)	107.9	107.9		118.2	124.6	24.0	39.3
Actuated g/C Ratio	0.67	0.67		0.74	0.78	0.15	0.25
Clearance Time (s)	6.4	6.4		6.4	6.4	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	4.0	
Lane Grp Cap (vph)	3331	1037		519	3884	260	367
v/s Ratio Prot	0.16			0.03	0.14	c0.11	c0.09
v/s Ratio Perm		0.09		c0.30			
v/c Ratio	0.23	0.14		0.45	0.17	0.76	0.38
Uniform Delay, d1	10.1	9.4		6.4	4.5	65.2	50.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.3		0.6	0.1	12.6	0.9
Delay (s)	10.2	9.6		7.0	4.6	77.8	51.1
Level of Service	B	A		A	A	E	D
Approach Delay (s)	10.1				5.2	61.6	
Approach LOS	B				A	E	

Intersection Summary			
HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.8
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

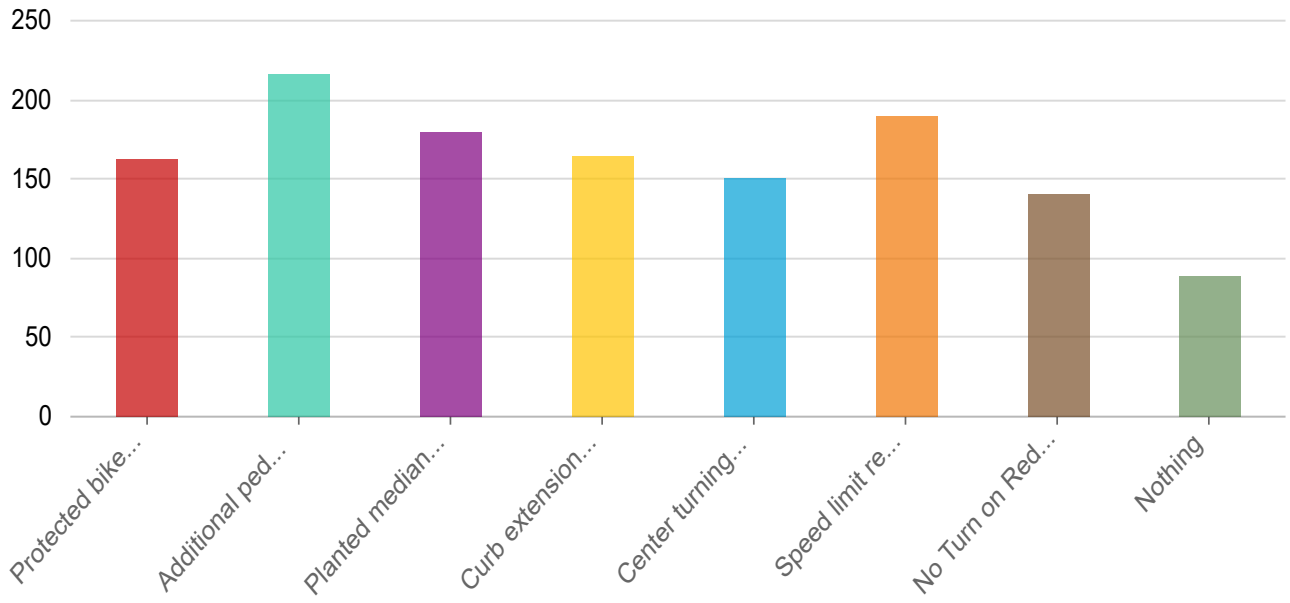
! Phase conflict between lane groups.

c Critical Lane Group

APPENDIX E: STORYMAP SURVEY RESULTS

S Pickett Spring 2024

What do you like about the proposed improvements?

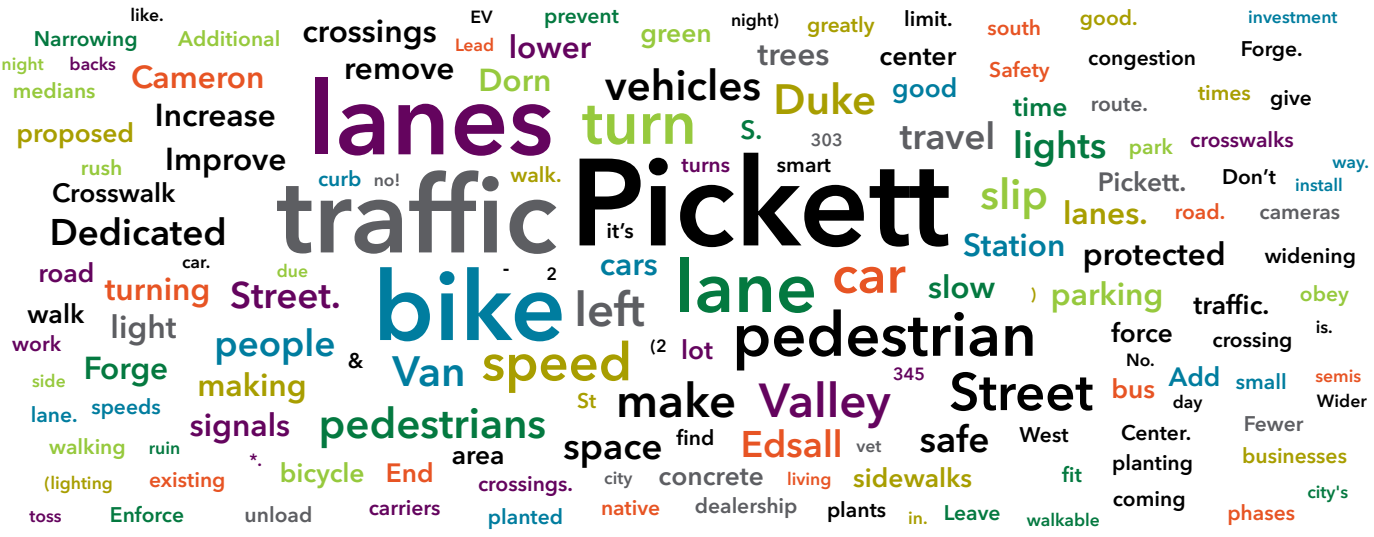


Answers	Count	Percentage
Protected bike lanes provide a safe place for people to bike or scoot, while encouraging safe vehicle speeds and making pedestrian crossings safer.	163	44.9%
Additional pedestrian crossings give people more safe opportunities to cross the street.	217	59.78%
Planted medians encourage safe vehicle speeds, provide a refuge for people crossing the street, and create opportunities to beautify the corridor.	180	49.59%
Curb extensions encourage safer vehicle turns, improve visibility, and reduce crossing distance for people walking.	165	45.45%
Center turning lanes make it easier for people driving to turn to and from side streets and driveways and improve driver safety.	151	41.6%

Speed limit reduction to 25 mph encourages slower speeds and improves safety for people driving, walking, and biking.	190	52.34%
No Turn on Red restrictions improve safety for people walking, biking, and driving.	141	38.84%
Nothing	89	24.52%

Answered: 349 Skipped: 14

Are there any other proposed improvements not listed above that you like?



Response	Count
No	5
Yes S Pickett needs a pedestrian crossing between Van Dorn and Edsall Rd and need much more investment in making it a safe, walkable area day and night (lighting, more green space, not just a space for semis to park at night)	1
Yes	1
Wider sidewalks for pedestrians to walk.	1
Widen the road. Two lanes of traffic in both directions.	1
We really need speed cameras.	1

Wards for Council members.	1
This city is determined to toss out all commercial viability. No one is turning into the West End shopoping center. There are NO bike riders anywhere along this route. If you want to end pedestrian fatalities, install more lighted crossings.	1
These "improvements" will make an already gridlocked area even worse. Curb extensions push vehicles, buses and emergency vehicles into tighter space increasing accidents.	1
There should be a left turn lane from S Pickett into the Hillwood development to prevent traffic buildup	1
the city's mobility plans talks about smart greener transportation initiatives but there's nothing here about public EV charging stations	1
The additional pedestrian crosswalk at Valley Force would greatly improve pedestrian safety and access to Pickett Center.	1
That slip lane at edsall will still be dangerous. I don’t see the need to keep it.	1
Status quo - no change	1
Space for the dealership car carriers to pickup/drop off inventory. Increase the light duration at both Duke/Pickett and Van Dorn/Pickett	1
Shortening the width of pedestrian crossings.	1
Safety of drivers. I frequently travel along Pickett street in my car and sometimes don't feel safe due to the speeds of others. Narrowing the lanes will force lower speeds which isn't a downside.	1
Roundabouts	1
Replace slip lanes at Camerson Station, or find an active calming measure that can force drivers to slow down there. Also, more medians where possible in otherwise unused/unusable certain sections.	1
Remove the street parking between the Duke street and Van Dorn St on the South Pickett Street Corridor in an effort to widening the lanes.	1
Remove the slip lane at cameron	1
Remove slip lane at Edsall & Cameron Station	1
Reduction of parking for improved visibility is nice	1
Red light and speed cameras	1

Raised crosswalks	1
Protected (even with small concrete parking space stops) bike lanes along road where driveways/roads aren't conflicting.	1
Propose no changes.	1
Promote healthy living using bikes and walk.	1
pretty, but not a good fit for this street. I don't think you received good information as to the use of this street.	1
Please, PLEASE do not cut Pickett down to only two lanes! The congestion there is already unmanagable for hours around each rush hour. It's simply delusional to claim reducing capacity that much would n't increase travel times on that road.	1
Please spread this to the whole city!	1
Pedestrian crossings need flashing signals.	1
Nothing to like. It looks like this plan was created by a group of individuals who do not live in the area and have no idea about traffic in our area.	1
Not really	1
None.	1
No.	1
No, not at this time	1
no!	1
no speed tables/bumps which hurt people with bad backs no matter how slowly you go, I like the left turn lanes to get into the shoping center with Lab Corp and into the Home Depot lot.	1
No go back and find another way.	1
No bike lanes, they ruin corridors.	1
No bicycle lanes or reduced lanes. Most use vehicles and traffic is congested as it is.	1
native plants and trees in the proposed planting areas!	1
Narrowing the vehicle travel lanes- they are too big!	1

N/A	1
More trees for shade and to protect pedestrians; beautification efforts to make the neighborhood more attractive	1
More mass transit (bus) service on the route.	1
More car lanes, fewer bike lanes, decreased traffic congestion, less sucking up to bike weirdos.	1
Maybe bus infrastructure if it can fit	1
Making sure the side without bike lane has trees or something to get pedestrians further away from ro ad traffix	1
Make sure whatever plants are used to “beautify” are native to our region and work best for the enviro nment it would be planted in.	1
Leave the lanes the way they are. Why are you planning to make traffic worse? Same for Duke street and Van Dorn.	1
Leave it alone.	1
Lead signalling for pedestrians and cyclists to make crossings before car traffic.	1
Keep the proposed left turn lane on valley forge.	1
Keep it the same.	1
Keep 4lanes, And yet, per the census “The least used category of travel was taxicab, motorcycle, bicy cle or “other means” at 2.3% of workers (2,303 people), slightly less than the 2,345 people who walke d to work.”	1
Just want to emphasize that the sidewalks on S Pickett are so small and widening sidewalks would gr eatly help making walking more appealing	1
It's not that they don't sound good individually. Of course they do. But they may cause more problems than they solve.	1
It will make it much safer to bike, drive or walk on Pickett Street!	1
It should stay as it is	1
Improve timing/synchronization of traffic signals to improve traffic flow.	1

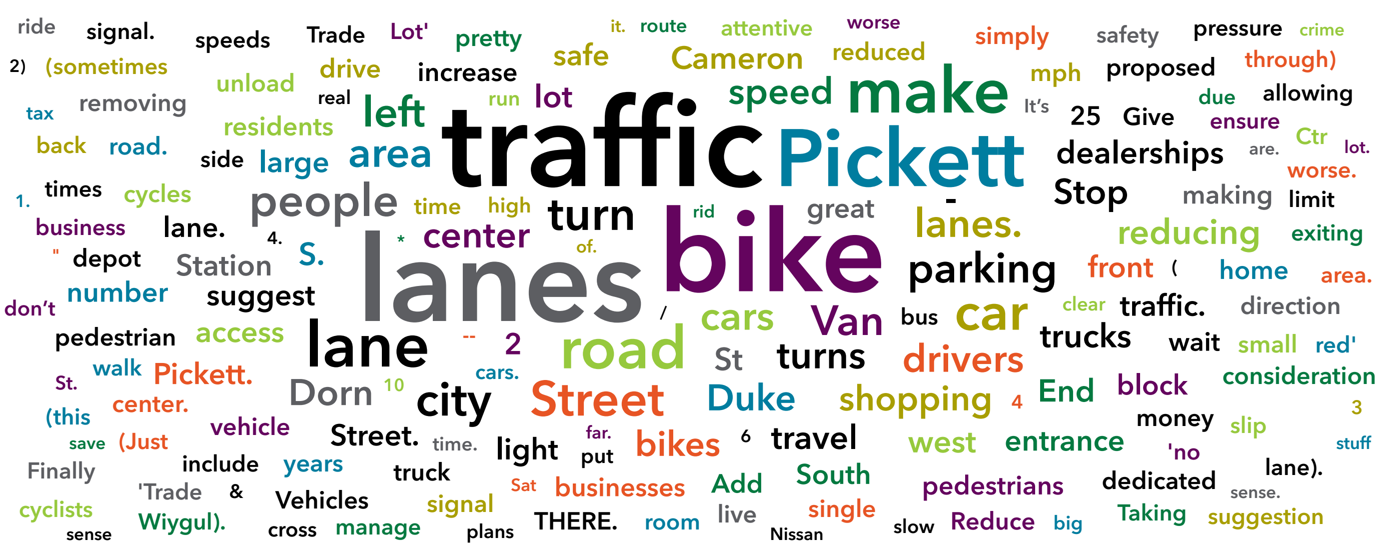
Improve the time for vehicles (cars and trucks) to get to and from businesses along Pickett Street. Increase lanes for cars and trucks to carry people and loads along Pickett Street.	1
If you make these changes there needs to be a light at Valley Forge.	1
If you cared about any of these things you'd crack down on jaywalking but that would be racist.	1
I'm not sure you have actually driven on Pickett. A lot of the existing businesses rely on using a car. Auto dealer, vet, grocery store.	1
I would like to see an emphasis placed in planting trees. Even if it's safe it's not welcoming to pedestrians if it is scorching hot with no shade.	1
I think all street parking on S Pickett should be removed.	1
I support the Valley Forge crosswalk, even if it means the removal of left tut	1
I recommend speed tables like those on Commonwealth Avenue.	1
I may have overlooked this, but add "No right turn on Red" from S. Pickett onto Duke. The proposed pedestrian crossing on Valley Forge, needs fllashing lights when pedestrians are in the walk, as there are near the Braddock Ro Metro.	1
I love all of the bike and pedestrian changes proposed!	1
I hope newly planted trees will not be impacted by the changes	1
I am confused about how safe it will be to turn left from Pickett Center and the lower lot, the lot to the north. There are many accidents now with people coming out of Popeyes and their turning left.	1
Have all dealership not unload and load cars onto transport and take up one lane of traffic everytime they do that for hours.	1
Hardened curb between the bike lane and right-hand slip turn lane between Pickett and Edsall just east of where the right turns would be made across the bike lane. This will prevent early merges into the bike lane when traffic is stopped on WB Pickett.	1
Grade seperated bike lanes are far safer. Protected bike lanes are not truly protected by flimsy plastic poles. More protection is needed for all road users	1
Ensuring traffic doesn't get backed up any more onto Duke St	1
Enforce the existing speed limit! Speeders are going to speed even if you lower so let's focus on enforcement!!	1

Enforce the current speed limit. Those that do not obey today will not obey to a lower limit. Prohibit (and enforce) car carriers from stopping on Pickett street to unload vehicles to any of the dealerships.	1
Efficiency at the Van Dorn & Pickett intersection. It's difficult to get through during rush hour traffic.	1
Don’t remove lanes	1
Dedicated bus lanes. Fewer car lanes in general	1
Dedicated bus lane? Probably not enough room. This looks good.	1
Dedicated bike lanes.	1
Dedicated bicycle signals, phases, and detection loops. Shifting all left turns to fully protected phases for car traffic. Dedicated right turn signals for cars. Implementing split phase crossings for the pedestrian crossings at the intersections.	1
Crosswalk across S Pickett at Valley Forge ;cars from eastbound Duke Street to S Pickett making right turn, do not yield to pedestrians walking in crosswalk.	1
Consider changing the intersection with can to a traffic circle	1
Concrete median protecting the southbound bike lane at West End Village Shopping Mall Entrance. It's a little thing but prevents turning vehicles from drifting into the lane.	1
closing Edsall Rd slip lanes	1
Changing the light timing	1
bike lanes through Cameron Station would also give bikers/scooters a calmer option than Pickett	1
Better traffic flow please with the traffic lights - everyone involved in this decision should travel S. Pickett and Van Dorn at high traffic times	1
All these proposals look fantastic and will keep more people safe	1
All looks good. More crosswalks, green medians, center turn lanes are all welcome. Please incorporate smart traffic signals so that they work efficiently and do not give green lights when there are no cars coming.	1
Add speed cameras to slow traffic	1
Add bollards or concrete dividers to bike lane	1

A look into signaling from Duke to Pickett. With the growing number of activity nodes and population o n Pickett, the backup to turn left extends south of the dog park across from Cameron Station sometim es.	1
*. Additional stop lights, especially at S. Pickett and Valley Forge to slow traffic turning from Duke Stre et. Would allow pedestrian traffic and slow speeding cars coming out of the car dealerships (2) Increa se the walk time lights at all intersecti	1

Answered: 103 Skipped: 260

What do you dislike about the proposed improvements?



Response	Count
This is all pretty great - one suggestion I would make is to give consideration to the large trucks that of ten unload cars on Pickett St in front of the dealerships there. (Just ensure there is room for a truck to stop and not block the thru lane). Also, I would suggest allowing left turns from the road 'Trade Center Parking Lot' onto PIckett (this is the small entrance in front of Wiygul). There is currently a lot of press ure on the signal at the entrance to West End Shopping Ctr (sometimes 2 or more light cycles to mak e it through) and the Trade Center Parking lot access road only allows right turns when exiting the sho pping center. Given that speeds will be reduced to 25 mph and there will only be a single lane of traffic each way, it will be safe enough for drivers to make a left onto Pickett. Finally, as I always suggest, ple ase do not include 'no right turn on red' restrictions. Drivers should be attentive enough to manage the ir turns rather than simply wait for a signal.	10
nothing	2

In a time or record inflation and city imposed tax/fee increases, this project is not needed at this time. This area is mostly industrial (home depot, car dealerships, car repair etc) We don't need to impose ta x/fee increases if we are using city funds on these kind of projects. Don't increase taxes and save mo ney on these "Road Diet" Projects Traffic is going to be worse.	2
Your crazy plans make me want to vote you all out. Stop making it harder to traverse Alexandria!	1
Why do you guys always try to congest the roads. NO ONE RIDES BIKES HERE. You want to put MO RE apartment in the areas and then take away road lanes. That makes zero sense. The traffic impact s would be insane if you take lanes away. Stop trying to edit the roads for bikes. No one cares about b ike lanes.	1
Where on-street parking is maintained on either side of Cambria Way, the bike lane runs between the parked cars and the car travel lane. With this design vehicles (especially delivery vans) are likely to do uble park in the bike lane. I'd prefer the bike lane run between the parking spaces and the sidewalk to further protect cyclists from car traffic and prevent double parking. I would also like there to be safe bi ke infrastructure on Duke Street, since at the moment cycling there is almost certain death, but one ro ad at a time I guess.	1
Where do people who use street parking on S Pickett put there cars after this remodel? Is a new parki ng lot going to be opened up for them? Or will they just force their new parking woes on the blovks ne arby?	1
Where are your figures on how many bikers that want this? Why are you spending money that you do n't seem to have? (an uptick in real estate tax) This idea of getting people on public transport and biki ng is aspirational, not actual. This area is not friendly for anyone, except for cars. If you are a pedestri an, you need to be careful. I'm a long distance runner, and I don't venture into this area for that exact r eason. The bike lanes are a joke, I run on them all the time and very rarely come in contact with an ac tual biker. Apparently the bike lobby is strong in this city. But the evidence is these special lanes are a waste of space and money. (much like the Holland Ave proposal) Go back to the drawing board, but b ike lanes are not going to help get citizens (primarily in cars) get around.	1
What is it with bike lanes. I live in the West End and do not see that many bike riders that would warra nt such a drastic change in the infrastructure. And yes, I am out and about a various hours during the day. And center bus lanes are ridiculous. There is a 100% chance of pedestrian safety being jeopardiz ed vs 50% chance.	1
We do not need more bike lanes - bikes are rare on this street and bike lanes are not likely to increas e bike traffic. What we have - is vehicular traffic that needs to be more efficient.	1
We do NOT need additional bike lanes in this area. The intersection improvements for pedestrians ca n be done without changing the area to one lane ach direction.	1

We are business operators of Passport Nissan and Infiniti on Pickett St and see this plan to cause a lot of issues. There is a lot of vehicle traffic on Picket St and reducing it down to two lanes, one in each direction, is going to cause major delays and unnecessary traffic jams in this area. There are already issues with vehicles getting from Pickett St to Van Dorn and Pickett St to Duke St with the large volumes of traffic. Additionally, we have large transport trucks that drop off new and used vehicles daily that will have issues with a new median and only one drive lane. The shopping center with Home Depot will have similar issues with trucks trying to get in to drop off orders and inventory for Home Depot. I do not believe that we can reduce drive lanes down to one in each direction with the amount of traffic we have in this area.	1
We are a high traffic community, negatively being affected by road diets. I sit in traffic with an unused bike lane to my side, why? Does anyone take into account the carbon dioxide that is put into the air when a busy road looses a lane? We are dreading the Duke street bus lanes, please stop your road diets!!!	1
Virtually everything proposed. Reducing to one lane each way is idiotic. When that was done between Edsal and Van Dorn, it is now common to wait for 2 to 3 cycles of lights before I can get onto Van Dorn. Drivers who don't want to wait often use the left turn lane into Cameron Station Blvd to continue straight instead of turning creating a hazard. How much carbon emission are being reduced with my vehicle idling that long and in stop and go traffic? What most of these measures do is make it more difficult for those that drive. You will not force me to use public transportation. It is unreliable and the area is becoming increasingly unsafe with the increase in crime and failure of the city to curb it. I feel safe in my car. Who is using the bike lanes now? I have lived in this area directly affected by these proposed changes for the past 12 years. I might be able to count the number of bikes I have seen in the bike lanes on one hand.	1
turns that require slowing to a stop. I use the yield from Pickett onto Cameron Station Blvd all the time since I live in Cameron Station and go to Red Lobster and Kingstown and generally Van Dorn S. a lot. I like the current turn lane from east bound Duke to Pickett that doesn't hold up traffic on Duke. Too much bike stuff that's through - cyclists need to be slowed down by having to stop at intersections and walk their bikes across. I am disabled and can't walk far or stand long, so I rely on a car.	1
Traffic will be a disaster.	1
Traffic is already horrible, leave the two lanes each way as is.	1
Traffic has been increasing, and there aren't many bikes around, so the bike lanes seem unnecessary.	1
Though a heavily traveled road, it seems like an odd chunk of road to suddenly have bike lanes without connection to other roads with bike lanes.	1

THIS WOULD ADD SO MUCH TRAFFIC AND BE VERY DANGEROUS WITH HOW PEOPLE DRIVE AROUND HERE. SO STUPID WHAT A WASTE OF MONEY!	1
This will have a serious impact on traffic and businesses in that area.	1
This will further snarl traffic on S. Pickett and other adjacent street throughout the West End. It will als o negatively impact many, many businesses along the corridor, including major sections of Van Dorn St. It will also impact Eisenhower Avenue businesses because it will be too big of a hassle to deal with the restricted lanes to patronize them - it would probably take me 20 minutes to get to Sport Rock fro m the West End, yet I can get to Shirlington in 12 minutes. Drivers will become more aggressive - not l ess - due to the restrictions and find alternative routes to shave a few seconds off of their travel. It is li kely that passing through Cameron Station woud become one of these work-arounds that resourceful people think of. I appreciate the sentiment, but this is a very, very misguided plan. I sincerely hope yo u will reconsider. Thank you.	1
This section of South Pickett Street is a known traffic congestion area due to a number of reasons, inc luding numerous car dealerships, high-density apartments and an active shopping center anchored by the Home Depot. As a result, car and tractor trailer traffic is quite heavy. Cars are often backed up fro m the left turn lane off of Duke Street onto South Pickett all the way into the intersection of Duke and Cameron Station Boulevard. Additionally, tractor trailers and numerous trucks enter and exit the traffic way to access Home Depot throughout the day. Reducing the thoroughfare to only one lane in each di rection, might cause traffic to come to a standstill.	1
This roadway needs four travel lanes, especially with the heavy truck volume.	1
This road is a disaster as it is in terms of traffic backups and there is no way any of this is going to alle viate that.	1
This road already is backed up with 2 lanes each way on a good day. The fact this is even being consi dered to remove vehicle lanes for bike lanes seems short sited. The amount of vehicles vs bikes in ge neral in the city of Alexandria is considerable more vehicles that it’s hard to even understand why the city would want to create even more traffic by taking away vehicle lanes for bike lanes.	1
This proposal will continue to push people to cut through Cameron station and increase speed/traffic a nd unsafe street crossing for the residents in Cameron Station- it’s already dangerous to cross many of the intersections within the neighborhood!! Your just shifting the problem not addressing the increas ed traffic and lack of road planning	1
This plan will definitely create more traffic jams and as a result more air pollution. It looks like this plan was created by a group of individuals who do not live in the area and have no idea about traffic in that part of the city.	1

This plan doesn't take into the consideration of the use of this street. I'm a fan of bike lanes, these bik e lanes don't add value to the street, as they go nowhere. Multiple businesses, big box retailers, car d ealers are on this street. Many unload from the street and will clog up the bike lanes or worse, clog th e street unloading.	1
This is simply and effort to make driving around Alexandria more painful to encourage more public tra nsit use. Public transit doesn't work for me, what I do, or where I'm trying to go, and I'm far from alone. South Picket is already congested with cars, so reducing the number of travel lanes by 50% is NOT g oing to make it better for motor vehicles. Personal Property Tax and Fuel taxes are what pays for our r oad infrastructure, not bicycles and pedestrians. Motor vehicles are the bill payers, not the nuisance th e City makes them out to be. Bikes can already use a full traffic lane, so why do the miniscule number of bikes need to take travel lanes from motor vehicles? There are already adequate crosswalks on S. Picket, it's just that most people refuse to use the ones that are there, building more won't change tha t. S Picket is primarily a commercial area and bike/pedestrian traffic is minimal. This is only going to p ut more traffic through Cameron Station and S Reynolds.	1
This is not needed. No one uses the existing bike lanes in the City. Making traffic worse for those livin g and working in Alexandria for a few bikes is not a good use of money for the City.	1
This is an area has been seeing an increase in carjackings. Forcing drivers to idle longer at lights mak es them easier targets. How will this proposal protect drivers?	1
This is a very congested area - these changes would have a huge, negative impact on the businesses in the area. I know I would avoid going to them if I had to deal with these road changes, as it would m ake traffic significantly worse. I'm hoping you have also received feedback from the businesses in the area. Safety would likely actually decrease as frustrated drivers already speed and drive on the shoul der when they want to avoid traffic - I imagine it would only be worse with the proposed changes.	1
This is a recipe for disaster much like the Cameron Station to Van Dorn Section of S. Pickett Street. T he center planted median will encourage people to cross outside of crosswalks. We see this on Duke Street constantly. Please drive and observe traffic on Duke street before you make changes that will i mpact those of us who live here and not just people who think they know what is best.	1
This is a nightmare waiting to happen - please DO NOT go through with this!	1
This is a major arterial route between Duke and Van Dorn to get to the beltway. The regular presence of car healers servicing the many auto dealers on pickett and regulaly reducing travel to one lane has n't even been taken into consideration. STOP being swayed by special interest groups that aren't resi dents of this city	1
They're not improvements.	1

They are not at all realistic given the nature of existing businesses along that portion of south Pickett. That street has car dealerships, a large mall that includes a Home Depot, and other businesses that a re not conducive to pedestrian or bicycle based purchases.	1
These proposals ug are rhay this js a major commuter path and will increase gridlock, idling, etc. This will lead to road rage incidents and is overall increasing pollution which is at odds w the city's claim of being an environmental city.	1
These improvements will create nightmarish traffic jams. S. Pickett traffic is already unbearable. The c hanges will lengthen, and sometimes double, commute times. Worsened traffic will especially stress t he large portion of lower-income residents who must take Pickett to reach their jobs. Many in this vuln erable population must work two jobs to make ends meet. Greatly lengthened commute times could s pell disaster. Notice that the "survey," you show above allowed no option to keep S. Pickett as is. The only "choices" were for the things you're already hell-bent on doing no matter how bad the impact on p eoples' daily lives. Maybe you should get out of your pipe dream offices and survey folks on Pickett St reet who actually use it daily.	1
These are not improvements. The data does not support these changes. We keep having more cars i n the area due to more high density. Pull your heads out of your butts and come up with real solutions.	1
These are all great but you forget there is a Mercedes-Benz dealer ship and the Nissan that's right ne xt to it when they have cars delivered the rack trucks carrying those cars block the driving lane going t owards Duke Street that is on the sidewalk. Where are those trucks going to park if you have a bike la ne there they're going to have to park in the middle of the street which is going to impede traffic. It's al ready extremely hazardous with them parked there randomly and you never know if they're going to b e there or not and now you're going to compound it with this plan. Please tell me you have something in place for dealing with this situation.	1
There's no bicycle traffic to speak of there and I don't think there ever will be, even if you set up a reve rse toll booth and paid bicyclists to ride through. The bike lanes are probably a waste of time. In additi on, I'm worried the curb extensions will increase fender benders as people struggle to navigate the tig hter, sharper turns.	1
There’s already a high volume of car traffic in the area. This would only further congestion in the area. There are not enough bicyclists or pedestrian traffic to warrant these changes.	1
There is nothing wrong with the way it is. I live here and walk along Pickett Street everyday.	1
There is no reason to add dedicated bike lanes to Pickett. There are NEVER bikers using the lanes an d there is no businesses around Pickett where people WOULD bike to. This is a utter waste of our tax dollars.	1

There is no need to spend the money on this project at this time. There are more pressing things to worry about in the city- crime and increasing the amount of small businesses/ commercial activities in order to lower the tax burden on the residents of this city	1
There is NO need for dedicated bike lanes and reducing the car lanes. If the city actually sat there and recorded the number of bikers on this stretch of road perhaps you would realize that this is money not well spent.	1
There is absolutely no reason to add bike lanes to this busy thoroughfare and take away car lanes. Put sharrows on one car lane. But this area is a traffic nightmare today with large backups at Van Dorn Street. Bike lanes on Seminary and King have not increased the number of bikers.despite assertions to the contrary. You are adding tons of residents in this area of the city and taking away car travel lanes, which is the way the overwhelming majority of residents travel in this quadrant of the city, and will continue to do so for decades to come. Stop this assault on the way residents choose to travel for work, school, and errands. We are tired of city traffic studies that indicate minimal delays when drivers are caught in huge back ups when car travel when car travel lanes are taken away.	1
There aren't more permanent structures to protect bike lanes from vehicular traffic. Otherwise, anything to make this area more friendly to pedestrian movement is a GREAT improvement!	1
The whole project reeks of central planners imposing their preferences upon the community.	1
The visual aids show bike lanes "protected" by nothing but paint, which does not prevent car crashes. The bike lanes should be protected by bollards or elevated above street level, like the intermediate-height curb implemented on the recently-replaced Glebe Rd bridge across Four Mile Run in Arlandria. Additionally, the long-term design for Pickett/Cameron Station Blvd replicates the deadly design (speedy traffic taking wide turns, long pedestrian crossings without refuge) of S Glebe and Mt Vernon Ave, which the city is currently redesigning. I exhort planners to propose one of the designs that is currently proposed for that intersection, rather than designing something that will ultimately have the same safety issues and undergo the same expensive deconstruction.	1
The use of curb extensions rather then raised continuous sidewalks on the side streets. The temporary bike/car mixing zones with the right turn slip lanes.	1
The traffic in South Pickett needs at least two lanes to make the traffic more fluid the high taffice of Dash bus stops, deliver trucks for car and store supplies, and all the residents with cars.	1
The removal of travel lanes. Just for bikes!	1

The reduction of traffic lanes is a really bad idea -- this road is already congested, and it seems to be increasing. Did anyone consider the use of traffic circles -- these seem to slow the speed of traffic but still allow the efficient flow of traffic. You are often stuck at lights that are green in one direction and there are no cars! I saw a video of a very inexpensive style of traffic circle that was used as an experiment -- which then turned into a permanent method for implementation. You could use this to experiment over the summer, and then convert to the real styles if successful for a more permanent, winter-withstanding construct. As a FREQUENT bicyclist, I do not recommend bike lanes on this road -- steer bike traffic to side roads that are slower and safer. Drivers have enough to watch out for on these busy roads. Side roads should guide the traffic to the real bike paths, crossing Pickett to get to the paths in Cameron Station, as an example.	1
The planted medians. Regular medians are better.	1
The planted medians do not seem to provide enough space to facilitate some of the turn lanes. The narrowing of the road also does not seem conducive to tractor trailers that are required for deliveries to the businesses along this road. Narrower turn areas at intersections, for example, will make it difficult for tractor trailers to turn onto and off of the road. I like the idea of planted medians, but they will require frequent maintenance to avoid overgrowth. That will mean crews may block the only travel lane in a given direction. Can we have the planted medians without narrowing to one lane in each direction?	1
The optional crosswalk at Valley Forge. I think it's more important to maintain the left turn lane so long as there is one crosswalk.	1
The only thing I dislike is we can't have those bike lanes tomorrow, and that there isn't anything here about Van Dorn itself, which desperately needs the separated bike lanes (especially going up hill from the southern intersection with Pickett)	1
The inevitable complaints from people who can't fathom using something other than a car to get around this town.	1
The elimination of any traffic lanes. The proposed addition of protected bike lanes to accommodate one or two people who might use those lanes.	1
The elimination of a line of traffic on an already congested street	1
The dealerships don't have anywhere to park their car carriers. The traffic trying to access the beltway via van Dorn has to wait three or four light cycles at Pickett during rush hour. The same poor light timing occurs at the other end of Pickett onto Duke.	1
The City of Alexandria should not reduce the number of travel lanes for cars and emergency vehicles. The ambulances and fire trucks use this route to get to the West End neighborhoods. I highly dislike this negative impact on safety.	1

The city council has already mucked up traffic throughout the city. It takes one hour during rush hour t o drive to the waterfront from Cameron Station; a mere six miles. We do not go into Old Town or patro nize any of the businesses because it is a mess to get there. Stop making a mess or our city; it was m uch nicer 20 years ago when I moved here because you were able to get around. Currently when mak ing a left from Duke Street onto Picket there is a back up of cars trying to turn. Just last week I was tur ning left onto Duke Street and the traffic trying to make a left onto Picket was backed up so far, it was blocking the intersection of Cameron Station Boulevard and Duke Street. I was unable to make a left t urn when the light turned green because of the traffic back up. Narrowing Picket to two lanes will mak e traffic worse. I cannot take our cat to the vet on a bike. Take a dose of reality--this plan will cause m ore congestion and make life harder for citizens to commute.	1
The bike lanes. These ruin every road they’re implemented on and bikes end up riding in the car lanes anyways.	1
The arguably false paradigm as reflected in the one through five series below that safe turns and ped estrian and bike safety can primarily be achieved by shaving off lanes of traffic. This is especially the c ase when abuse of speed by commuting drivers, reckless driving by cyclists, and inappropriate jaywal king throughout this corridor could benefit by actual traffic enforcement.	1
That these improvements are going so slow! I want a road diet and bike lanes on every road!	1
that area of S Pickett Street gets backed up quite often and removing a lane, especially where the big turns are, causes unnecessary backup and delays for people looking to use those turns. I live off of S Pickett and some times during the day the backups get pretty bad.	1
That area is already backed up with traffic. Taking two lanes away will only make drivers drive more cr azy. I have lived in Cameron Station and I ride a bike and I have never seen enough riders to dedicate a lane to bikes.	1
Stop taking care travel lanes to create bike lanes! Who does it make happy? A super small number of bikers ...and the rest of us will be miserable! Please stop with the Car Diet nonsense!!!	1
Stop reducing speed limits and adding bike lanes. They aren’t used and the lower speed limits are inc reasing traffic.	1
Speed should be 30mph and not 25mph.	1
Speed limit reduction-- 25 mph is ridiculously slow	1

Should consider bi-directional bike lane green striping next to the existing crosswalk across Duke Stre et from Pickett and providing a dedicated no turn on red phase where bikes and peds can cross to the service road. This will allow safe access to the Homes Run Trail on the north side of Duke Street. Also consider the operations of the Nissan dealership and determine if there are ways to prevent auto carri er trucks from parking in the bike lane versus pulling into the parking lot. Today, I notice they sometim es stop on Pickett in the outer travel lane to unload cars. Overall, these are much needed changes an d will make it feel much safer to travel on Pickett.	1
Road diet on south Pickett Street	1
Retaining the slip lanes at the intersection of Edsall and Pickett is a disappointment. At the locations w here bike lanes and parking coincide, it would be much preferred to have the bike lanes run to the sid ewalk side of the cars.	1
Restricting traffic flow. Two lanes are never better than 4.	1
Restricted traffic flow on an already congested street	1
Removing two lanes from an already busy street will make traffic worse and will make it impossible to turn onto S. Pickett from side streets and other areas with no traffic light.	1
Removing one lane in each direction for a dedicated bike lane will significantly increase traffic and del ays. During peak travel times, the portion of S. Pickett between Cameron Station Blvd and S. Van Dor n can back up almost to the light at Cameron Station Blvd. It seems this proposal could extend that ba ck up further up S. Pickett.	1
Reduction in lanes will be very damaging to west end businesses. Bike driven changes make no sens e - there isn't enough bike traffic to justify the change, the bike route doesn't go anywhere, bikes and b uses don't operate in conflict. Seems like a solution in need of a problem to justify itself.	1
reducing vehicle lanes, spending more money, adding bike lanes, reducing speed limit	1
Reducing traffic to two lanes—really bad idea…so much housing has been added in recent years, the re is a huge increase in volume that already affects residents (& those who use Pickett as a cut-throug h from Duke to Van Dorn & vice versa). I have been retired seven years & walk often in the neighborh ood— the volume of bikes is not sufficient to warrant these bike lanes. Yes to more traffic lights, cross walks, dedicated turning lanes & any beautification is always welcome & appreciated. Thanks for aski ng for input from those most affected!	1
Reducing the traffic lanes to one in each direction will cause a traffic nightmare	1

Reducing the number of lanes from 4 to 2 will cause even more traffic, especially once the new Land mark area is complete. South Pickett will be an alternate route for those who want to avoid Van Dorn. Bad idea.	1
Reducing the lanes to two will significantly bog down traffic flow with the amount of traffic utilizing this road.	1
Reducing Pickett St to two lanes will MASSIVELY back up traffic and make that corridor nearly unpass able. I do not understand the level of ignorance on how the traffic flows currently. These "improvement s" are the height of foolishness.	1
Reducing lanes in a congested traffic area will only make traffic worse. Do not remove lanes!	1
Reducing car lanes on South Pickett would definitely have major negative impacts on local traffic flow. Also, your survey is full of extreme bias for specific outcomes.	1
Protected bike lanes which will go unused. This corridor receives a significant amount of commercial v ehicle traffic to the shopping center and other commercial buildings along S Pickett. Reducing traffic la nes is not necessary and large commercial vehicles will be effected.	1
Pretty much everything with the exception of additional pedestrian crossings give people more safe op portunities to cross the street. Proposed changes do not solve the congestion problem in this Corridor.	1
Preserving a pair of slip lanes as these invite conflicts between drivers and people walking/biking	1
Please, PLEASE do not cut Pickett down to only two lanes! The congestion there is already unmanag eable for hours around each rush hour. It's simply delusional to claim reducing capacity that much wo uldn't increase travel times on that road.	1
Please stop making changes that make vehicle traffic worse. Not that you actually care what residents think.	1
Please ensure that the protected bicycle lanes are protected with concrete barriers, not paint. Paint is not protection, it makes people feel unsafe, and possibly so unsafe that many potential users will not u se the lane. It is important that bicycle routes are simple and safe. I also do not perder the numerous driveway crossings for the bicycle lanes, it would be helpful if some could be eliminated and / or combi ned with others on the Stroad. This would fewer conflict points.	1
Please do not reduce the number of driving lanes from 4 to 3 or 2.. Traffic is a nightmare in the West E nd due to over development and the Landmark Mall construction. Even Van Dorn is a mess. The city p lanning to accommodate more housing has over crowded us and increased traffic. WE in the West En d need a monorail to get around.. please do not make it worse by decreasing road lanes!	1

Please do not decrease the number of car lanes - traffic is horrible, which is what increases the danger and hazardous driving. Every Sat morning, turning from South Pickett onto Van Dorn, cars cut in front, don't merge appropriately, go straight and then do a U turn in the middle of Van Dorn (and that's just Sat am). It's bad and will get worse. The area is too industrial to realistically accommodate a large number of bikes, scooters, walkers, etc.	1
Planted medians should not provide a refuge for people crossing the street. If that is the case, they are jaywalking. Also, removing two lanes will increase traffic. This is a main road for emergency vehicles from three fire stations. This doesn't make sense.	1
Pickett St is very commercial and not residential. The shopping center and car dealerships are the primary objectives for traffic on that road. It is also the only way to get to Duke St from Van Dorn without having to drive all the way up to Landmark. I rarely see pedestrians (only near the light exiting the Home Depot). I've never seen a biker - not to say they aren't there but it's pretty infrequent. Devoting a bike lane will only clog up traffic more. Large trucks and buses take up much of the already limited lanes. There are other areas (like Van Dorn St) that could use improvements that would be more useful for a greater number of people. Where are these pedestrians headed that necessitate these changes? Again, I stress there are car dealerships, auto body repair shops, car rental companies and a shopping center with Home Depot (lots of contractors with vans and trucks). It's a street centered around car businesses. It seems silly to attempt to eliminate cars!	1
Paint is not a good enough bike lane for most bike users.	1
only that they maintain dangerous slip lanes in 2 places on the road. i hope these can be removed in the future	1
Once more City planners are inserting dangerous bike lanes into a road way by reducing the traffic lanes. As a lifelong cyclist I will never jeopardize my life by using these hazardous painted bike lanes. Using cyclists as "traffic calming" devices is reckless and irresponsible. City staff should be required to ride cycles on all the painted bike lanes to experience first hand knowledge of the many hazards and safety issues.	1
nothing... anything to slow drivers down in that area is a great thing	1
Nothing. This is an excellent plan and I can't wait to see it in place. Thank you!	1
Nothing. All excellent improvements. Good work!	1
Nothing, the changes are amazing!	1
Nothing, love pushing for more ways to walk and bike safely!	1

Nothing, I really like this plan. It's great to see that there will be a little more connections between the existing bike lanes. I never bike in the direction of the Home Depot because I don't want to ride on the sidewalk and the road gets wild. Tried it once and got honked at and sped-past at least 3 times in 2 bl ocks for existing.	1
nothing, I am very pleased to see the city taking human safety and non-car transit seriously and makin g them priorities. I believe safety and non-car transit to always always always take precedence over c ar transit.	1
Nothing! This is great!	1
Nothing really. Looks AMAZING to me. Can we do this everywhere?	1
Nothing other than Edsall Rd slip lanes, not extending bike lane protection to Van Dorn	1
Nothing comes to mind!	1
Not far enough but good start	1
Not all streets require a dedicated bike lane. There isn't a bike lane on Duke St, so where are you lead ing people with a dedicated bike lane? Improve on the bike trail that goes behind Cameron Station.	1
Not a thing	1
No turn on red unnecessarily slows traffic when pedestrians and bikes aren't even nearby. Bikes are g iven too much priority over pedestrians and greenery and shade: people don't walk as much without s hade.	1
No turn on red delays vehicle traffic unnecessarily. Vehicles already have to stop for the red, giving an y crossing pedestrians the right of way. If the crossing street is clear of vehicles and pedestrians they should be allowed to turn right.	1
No to road diet. No to reducing speed limit.	1
no public EV chargers	1
No one seems to have taken into account the fact that several times a week there are car carriers par ked in the right lane due to the car dealerships along this route. They are already a hazard, but they w ill pose even more of a hazard when cars have to veer into a shared turning lane to get around them. Bikes too will find this a problem. Narrowing the road is not a solution.	1
No dislikes, but please incorporate these plans throughout all of Landmark!!!!	1

No dedicated bike lanes. It is a waste of space that is minimally used for people with real struggles. We need to get to work school destinations with less congestion. Not allow 2 or 3 bikes pass by while 100s of cars go slower. Look at seminary road waste of tax payer money to accommodate some old rich folk from cars going 35mph.	1
No ability to go around buses when they stop will cause a backup during peak times. Might also cause a backup for those making a right turn out of the West End center. No ability to go around the bus.	1
Need more focus on the block between Edsall and Van Dorn - that area has a lot of pedestrian traffic now and it is not safe to walk at all Also would like more dog safe trails that way - lots of apartments close to Van Dorn and a lovely park in Cameron Station but it’s not great walking in between	1
N/a	1
My only real fault is with the slip lanes but it's also clear staff recognizes that they are an issue to be studied and rectified. This is a really strong design overall.	1
My only concern is that we will not end up actually adding safe cycling infrastructure to this road.	1
More nonsense. This stretch of road is not dangerous and is mostly industrial in nature. Who would want to bike to home depot, car lots and repair shops ? We have money for road diets, but say we have to raise taxes. This is going to slow traffic, while bike lanes (and roadway) remain unused. More traffic backup, more time wasted by those low income people of color who work with their hands and need access to home depot one of only two big box stores in our city. And we wonder why our city can't attract business.....	1
More bike lanes. I have never seen a Bike since the Pickett lanes were added. Never! I’ve lived in Cameron Station 13 years and have worked different days and hours. Never seen a bike on the roads. What data is there that says it is needed. Then what proof. I have seen cars…not bikes.	1
maintains free on-street parking, does not directly address the desire for wider sidewalks, it is not clear how protected the bike lanes are	1
maintaining the slip lane makes right hooks into pedestrians and cyclists at high speed much more likely. The slip should be removed entirely	1
Losing a travel lane.	1
Looks very good.	1

Less lanes for cars will result in more car congestion, while we are told “studies” say otherwise, not buying it based on being a resident here for 30+ years. More people continue to move here and DRIVE mostly due to families or because of job locations. Bike lanes are great but also, what is the data saying about “how many people actually bike” vs walk and drive. Are we accommodating a group that is relatively small? Also, “no turn on red” , then light sensors BETTER be working well because it delays cars and people from efficiency with time if just “sitting at a light with no one around”	1
Less cars and more cycling and scooter. You will be contributing ith the quality of life of the population and residents.	1
Leave it alone. Add cross walks. Make outer lane on each side a bike/car lane. Your so-called improvements will make it another traffic nightmare like the other end of S. Pickett. I’ve been driving on that road for 20 years and rarely see bicycles and very few pedestrians. And scooters are a menace and should be banned.	1
Lane reduction. Do not remove lanes!	1
Items are basically not improvements. Drains the time, life unites, of the people in cars and trucks doing business along Pickett Street. Creates incredible back up of traffic along Van Dorn and Duke. Backs up Edsall.	1
It’s not stated how the bike lane will be protected. But just using paint is not sufficient and physical barriers should be used	1
It is weird to not protect the bike lane where there is street parking. Without protection, the bike lane will be frequently blocked. The parking bay beween Cameron Station Blvd and Cardinal St only has 4 spaces but there is street parking on two other sides of the building so not sure why these four need to stay. For the parking bay east of Cardinal St, removing 1 additional parking space would allow the bike lane to go between the curb and the parking, significantly improving safety at the cost of one space. Cambria Square residents already have their own private parking in garages (1-2 per unit, 68 spaces total) and 21 spaces on their own private streets, 89 spaces for 48 units! They should be able to give up five spaces on the street.	1
It is taking longer and longer to get anywhere in Alexandria. Taking out to lanes for bike lanes will just make traffic in that area that much slower. Planted medians are an unneeded expenditure and just add to my tax burden.	1
It is missing enforcement. Can you add cameras to catch people speeding and driving recklessly as well.	1

In the proposal I see no improvements in the width of the sidewalks. Walking is a social activity, but th e sidewalk along Pickett street is narrow, probably the federal minimum of 4 feet, and you can't walk c omfortably with two people or pass somebody without violating everyone's personal space. The avera ge width of a US car is 68 inches, and a semi (truck) is 8.5 feet, but they get the equivalent of an extra vehicle between two lanes after the construction. Bikes get 6 feet each way. If they need six feet, they should stay off the road. Give them five feet and add a foot to each sidewalk. If this construction is pro posed to improve lives for pedestrians, could additional space to travel along the street be considere d?	1
In order to truly provide for cyclists, paint is not sufficient. What's the point of providing the bike lanes i f there's not even some modest physical separation from cars. I believe that providing for the cycling i s an excellent move, but it can't be done in half step -- providing only the space but not the protection from cars. Provide more than paint to demonstrate to drivers that cyclists are worthy of our spaces as much as drivers.	1
Imagine thinking making a bike lane is magically going to make people bike. How brain dead are you people? Oooo let’s lower the speed limit! That’ll prevent people from speeding! How about just simple enforcement of the existing law, bc people are still going to speed, you’re just going to make those of us who are law abiders more miserable than we already are with your “improvements”.	1
I'm not sure how I feel about the curb extensions, but I may not understand them. I've noticed that so me people making turns tend to "bow" out into the next lane to make the turn instead of staying in the turn lane and wonder if the curb extensions will encourage them to bow out even further.	1
I'm concerned about the mix of bike lanes, buses, cars, and pedestrians. I think bike lanes are a bad i dea for this street, making right-turn on red illegal, removing 2 lanes and reducing the speed limit will make it a traffic nightmare. I see people drive down the bike lanes all the time when traffic is slowing n ear S Pickett and Van Dorn. I've never seen a biker use the bike lanes on S Pickett near Van Dorn. Pl us, the car dealerships regularly park a large transport carrying multiple vehicles on S Pickett while th ey unload them. If the car dealerships do that in this new design, they will block the bike lane and part of the travel lane. With the median being converted to an island, S Pickett may be blocked completely in one direction when they do this.	1
If you look at how many bicycles there are on S. Pickett, it is minimal compared to the traffic. Getting ri d of two lanes will make it impossible for drivers to turn left off Valley Forge or turn left out of the adjac ent shopping area onto S. Pickett. And as you travel down S. Pickett to Van Dorn, that intersection is a lways a mess at rush hour and takes multiple lights to get through.	1
I'd like to reduce the number of driveway crossings for the bike facilities, but otherwise this is great!	1
I’ve seen it numerous times where cities provide bike lanes and reduce vehicle lanes. There’s not eno ugh bicyclers to warrant such a piss poor decision.	1

I would not add the 'OPTIONAL: Additional Crosswalk on Valley Forge Drive' at the expense of losing the left turn lane. Also, 25 mph seem excessively slow. Perhaps add speed cameras to enforce the current speed limit.	1
I would like to see plans to remove the slip lanes, at least in the long run, since those encourage speeding, discourage drivers from stopping for pedestrians, and conflict with cyclists in the bike lane. On the non-safety side, slip lanes overall degrade the sense of walkability at an intersection.	1
I worry the current design includes too many residual left turn lanes. They add conflicts and make crossings more difficult for pedestrians and bicyclists.	1
I think the City places way too much emphasis on speed reduction and not nearly enough on relieving congestion, especially through synchronization of traffic lights. As compared to Fairfax County, it does a terrible job at light synchronization.	1
I support safety improvements that do not require a reduction in traffic lanes.	1
I prefer not to add the Optional Crosswalk on Valley Forge Drive, so that the Center Turn Lane can be built.	1
I might have missed it but I wasn't clear how "protected" the protected lanes are. What kind of barrier will there be?	1
I love this proposed improvement. Please continue to implement pro-pedestrian and pro-cycling reforms. They make our streets safer.	1
I like the suggested improvements. I frequently drive to shop at the West End center. There is often difficulty getting in and out of the center. Theses changes will improve my drive. Pedestrian access along the corridor is important and these changes appear to support non vehicular traffic well. I suggest also looking at narrowing the traffic lanes to encouraging slower traffic. Lastly, providing a turning lane on Duke will be needed especially with the bumped out curbs and no turn on red. Please consider a right turn signal from Duke to accomodate the traffic levels.	1
I hope that bike lanes are protected with at least flex posts	1

I have lived across from the Mercedes Dealership on S Pickett for 25 years. To suggest reducing the l anes to one in each direction is obscene. This is a commercial thoroughfare, not a residential street. I knew that when I moved here. Residents and contractors shopping at Home Depot cannot carry their supplies on a bike. If they are making a left turn into the Home Depot parking lot, they are going to ba ck up into the single lane of traffic. I have neighbors who ride bikes down S Pickett at least once a we ek with no problem (they are in their 70's). I am handicapped. Please don't tell me ride the bus. I have to go down two flights of stairs to the bus stop and I don't feel safe on the bus. There is not a problem getting on a bus. The only problem for pedestrians is there is not enough crosswalks. Adding a light at Valley Forge would resolve this issue and allow vehicles to easily turn left on S Pickett. For 25 years t he city has left the West End alone. Please continue to do so.	1
I hate removing a lane of traffic on Pickett! Do not remove a traffic lane!	1
I drive that section of road ALL the time and my first question for you is what are you going to do about all the car delivery trucks that take up a full lane while they deliver cars to the car dealers along that st retch? If there's only one lane, and the truck is filling it, are we supposed to go into the other lane facin g oncoming traffic? Ridiculous! Also, I have NEVER seen speeders along that stretch - just the opposi te - they're usually going 30 vs 35. As for providing pedestrian access to all those high density building s - that portion of the road is mostly nowhere near those buildings and those buildings all have other a ccess points. Don't make us all suffer because you guys want a 25mph speed limit in all of Alexandria. And by the way, speeders speed regardless of what you do to the roads.	1
I drive on that road every day M-F. We don't need green space, we need road to travel on. The traffic will get backed up and it will take me longer to get home. I'm not biking to work, it's too far. I need the r oad to travel on. You can lower the speed but that's it.	1
I don't think there's anything truly wrong with the road. If speeding is the #1 concern--enforce the spee d limit. If anything, you need the current amount of lanes given the amount of traffic that goes to the b usinesses on that road--otherwise I believe you'll be choking businesses off. Please stop with the noti on that there's an appreciable amount of bicycle traffic--there really aren't that many riders that warran t taking away lanes of vehicle traffic--again this road is highly traveled by cars for both commuting to t he the Beltway and the businesses on that road.	1
I don't think removing the parking to accommodate bike lanes is a good idea. Losing street parking wil l impact the merchants as there is not enough garage parking to replace the street parking. The merc hants will lose business and money.]	1
I don't see any consideration for loading and unloading for trucks at the dealership along South Picket t Street. Trucks have to park along the right travel lane toward Duke St. If you reduce to 1 car lane & 1 bike lane, where do expect the loading- off loading to happen. It's not safe to expect them to block the dedicated bike lane.	1

I don't like the idea of taking away two lanes for bikes. With the landmark mall project traffic will be increasing in general, we can't slow speed limits + reduce lanes + make no turn on red. It is not going to age well. Just make more pedestrian crossings that actually work (eg van dorn takes forever and has limited crossings). Bike lanes can be added but don't need an entire street lane on each side.	1
I don’t like the addition of the bike lanes. Bike riders already don’t follow the rules of the road and create an unsafe driving area due to them riding in and out of traffic. They never follow the laws for the road. If the area is already highly congested, how is reducing the lanes going to help congestion? That will make it worse. I do agree with the additional pedestrian crossings, but they need to follow the signals as well. There have been many cases when they cross and they signal is saying not to.	1
I dislike all of it. Who is pushing this change? I live on S. Pickett Street. Are the people pushing these changes people who live here with me on S. Pickett Street? I bought property here. Are you doing this because people who live on S. Pickett Street asked you to do this? Or are you doing this to justify your existence as city planners? Please stop. Please stop all of this. Like everyone else who lives on Pickett Street, I have to use this thing called a car to get from one place to another. Not a bicycle. Not a scooter. Not sneakers. A car. Please stop. Where are these magical bicycles going to go? On Duke street to die? If you want to make Alexandria bicycle-friendly like the Balston-Rosslyn corridor, you have to start with the insanity of Duke Street. What's the point of quarter mile of disconnected bike-paths in a very hilly area next to a Home Depot and car dealerships? Do you have any common sense? This is why people hate government. You don't care about residents.	1
I DISLIKE EVERYTHING. No bike lanes. This is a link to the Van Dorn St and artery to 495/ BELTWAY. Let the bikes USE the right lane, cars Can go around IF BIKES HAPPEN TO BE THERE. NO NEED TO DEDICATE A NARROW LANE FOR BIKES.	1
I disagree with most of the proposed changes. I do not see the value in reducing the speed limit if limits are not going to be enforced. A 35 mph speed limit would be great, the problem is the city does not prioritize enforcement of existing speed limits. I also disagree with removing a traffic lane. Traffic throughout Alexandria is busy. Reducing more streets to one lane in each direction will make the situation worse. What the city should focus on is adding more bus routes and stops. Instead, it removed the bus route that ran on Quaker Lane (several years ago) and has plans to remove bus stops on Duke Street. If you don't improve bus service, you will not see fewer cars.	1
I believe the proposed re-design will create even more vehicle traffic in an already congested stretch. The left turn from Duke to S Pickett is already brutal often backing traffic down past Landmark Honda and the Cameron Station intersection. The left turn from S. Pickett to Van Dorn is also quite brutal. Often times it takes 2 or 3 traffic light cycles because the the log jam of cars. The proposed reduction of lanes will only make these log jams worse.	1

I am opposed to the above. The proposed "improvements" shrink the number of lanes increasing traffic. This makes zero sense for the residents of the area like me and my family. I also recommend the City reach out to each business along the corridor for their input as well as the residents and the civic associations.	1
I absolutely do not believe the analysis that adding bike lanes will not create traffic congestion and delays. Going from 4 to 2 lanes would be a traffic nightmare for those of us who use South Pickett daily. And keep in mind the car dealerships that offload their deliveries on South Pickett daily which would completely shut down traffic in one direction with your proposal.	1
I *strongly* dislike the proposal to eliminate a driving lane. There are some roads that are appropriate for a road diet and comprehensive traffic calming measures. This isn't one of them. I travel this road daily and at all times of the day. This is a major traffic artery, carrying car, truck, and tractor-trailer traffic. It's the only route that intersects Corridor B and Corridor C in the entire city, making it a key arterial for those traversing to and through the city (and there are plenty that use Pickett as key arterial to gain access to Van Dorn heading southbound out of Alexandria). You can improve the pedestrian experience *without* removing a lane. As an avid cyclist who is regularly on my bike, because of the significant presence of the car dealership businesses, this road is not well-suited for bike lanes. The City should consult the businesses, including the car dealership and Home Depot management before proceeding.	1
Have you ever driven along this road? Its congested so Alexandria thinks the best option is to REDUCE LANES? Bikes DO NOT ride along with route. Why are you determined to push people out of this City, and prevent people from getting to businesses?????	1
Greenery in the middle of the street does not really do much for people since you cannot access it	1
First off, this platform deleted everything I typed because I scrolled up. I wanted to be thorough but now I must be terse. That’s a great way to discourage feedback. I’ve never had a problem turned left except from Duke Street. I shop, go to the doctor, go to the park/field. Never a problem. Can’t remember seeing bikes and I don’t imagine the population of bike riders is huge (particularly if may families live there). If the need is to help 20 riders a day, City should apply the same safety to students walking near schools/taking bus and we know that isn’t happening. Medians have a tendency to provide a JWalker to cross illegally and a space for them to wait to cross again therefore creating another safety issue. This seems like a project that needs to be done when the City has more funds and less critical issues (like sewage)	1
Everything. The bike lanes added to Pickett from CSB to Van Dorn have created a dangerous situation and I fear these changes do the same. I am a cyclist and will not ride in the bike lanes already added to Pickett. Created too much traffic. I rarely see other cyclists using the lanes. The money would be better spent improving the existing bike path on Eisenhower.	1

Everything. S. Pickett St. Doesn't need Justin Wilson's Road Diet!	1
Everything. I live around there and I have no idea why any of this is being proposed. Of as all Alexandrians have learned over the years, it doesn't matter to the City what residents think. They'll pretend to listen, and then do whatever is on their agenda.	1
Everything. This is encroaching on the neighborhood's clear desire for more, not less, car capacity. S. Pickett St is a Beltway feeder, not a bike route. No one uses the comical "bike lanes" on S Pickett between Cameron Station Blvd and Van Dorn. Traffic instead backs up there so far that it is impossible to turn left onto S Pickett without being in danger of being struck by traffic coming from the right. Someone WILL be killed because of these bike lanes and we will hold the city planners personally responsible when it happens. Take your hands off this area, this is not your property. Build more car lanes and alleviate the atrocious traffic on S. Pickett and Duke Street, this is your actual job.	1
Everything. This is a solution in search of a problem. We don't have the ability to accommodate the few bikes that actually use our roads. Widen the roads if you want include bike lanes. We don't need to "reduce carbon." Stop chasing the carbon fairy tale. We need to try to improve the flow of vehicular traffic. Maybe work with Fairfax County to address the horrible traffic on Van Dorn Street.	1
Everything.	1
Everything city needs to spend our taxpayer money on higher priorities like affordable housing, teacher pay, first responders pay.	1
Everything	1
Edsall Road/Cameron Station intersection is still quite dangerous under this plan. There are improvements, but I hope future development removes dangerous slip lanes.	1
Dropping lanes will cause more traffic and accidents. Does any of the staff making these decisions live or regularly drive on these roads… Pickett, Duke, Van Dorn? It doesn't appear that you do, because if you did, you wouldn't propose to drop the lanes. Bike lanes are empty on area roads. Delivery trucks, large truck car carriers frequent Pickett- where will they go to offload cars, currently they use shoulders. And you've just approved more housing, hotel, and more, that will only add more cars and traffic to the west end. Dropping lanes/road diet will only create new traffic problems.	1
Don't like the "road diets" This area is mostly industrial. Why would anyone want to bike here. A giant waste of taxpayer money and your raising taxes to fund stuff like this ? Car dealership deliveries & business deliveries often block one lane now.	1

Do not takeaway lanes. I am a cyclist - we can share the roads with drivers. Reducing South Pickett to just two lanes is a call for heavy traffic delays and lots of angry drivers. Also remember with the redev elopment of the landmark area - traffic is going to be a hot mess. It is a shame to see what Alexandria/ Landmark area/South Pickett St area is becoming to - just so someone can put extra money in their p ockets. This area used to be beautiful - not anymore. Not anymore. 30+ years and no wonder resident s are moving out of the area. Everybody feels so entitled, even the pedestrians - they walk into the str eets with their faces in their phones expecting drivers to stop. Put up SIGNS like it is in Europe. We n eed more road signs advising drivers and pedestrians to be cautious and attentive and alert. PLUS pu t up signs about phone use when walking and driving.	1
Do NOT take Pickett Street do down to 2 lanes (one each way). All that is going to is divert people into Cameron Station to avoid this. The traffic will be horrible, particularly during higher volume times. Ther e will traffic backed up all the down to Van Dorn Street and out onto Duke Street. This is a horrible ide a. Why does the City think we need to get rid of all of these lanes? We live in a METROPOLITAN ans wer. This is not the answer. Yes, nicer sidewalks, crosswalks, etc - but DO NOT take away lanes of tra ffic.	1
Do not reduce traffic lanes. The earlier survey did not make it clear that all answers reduced lanes of t raffic.	1
Do not reduce the number on lanes traveling in each direction. It will tie up traffic for the people who a ctually live in the area and thus be an undue burden on us.	1
Dedicated bike lanes and reduction of traffic lanes.	1
Dedicated bike lanes	1
Decreasing vehicle lanes to install bike lanes is short-sighted. Housing and retail continue to increase along South Pickett Street, and more vehicular traffic will be a result. With the new hospital centre goi ng in at the former Landmark Mall site, the residents of the West End will inevitably experience more v ehicular traffic. And, if bike lanes are the City’s priority, traffic backups will result.	1
City continues to stifle traffic flow while continuing to build areas which will only increase traffic and co ngestion.	1
Changing the number of lanes in a very busy area. I cannot ride my bike, walk, or bus to get supplies f rom home depot and imagine that is true for the hundreds of people that shop there daily. One lane in each direction would be a nightmare.	1
changing from four lanes to two lanes	1
Changes will likely impede traffic in an already high traffic area; very little bike traffic exists in this area and there are alternate bike routes available without removing traffic lanes.	1

Center lanes encourage speeding in main lanes and are not welcoming to pedestrians.	1
Car carrier trucks frequently block the curb lane in front of the car dealerships while they unload. I am concerned that if they continue to do so after these (welcome!) improvements, they will be blocking th e bike lane and part of the single northbound lane. To get around, cyclists would then have to merge i nto motor traffic, and motor traffic will push across the yellow line into the center turn lane. Can some provision be made for this scenario (and more pointedly, are they “supposed” to be doing that now)? P erhaps an arrangement could be made with the neighboring shopping center, which already has acce ss lanes behind it for large trucks to unload?	1
Bike lanes, the bike lanes were added on S Pickett and Van Dorn. I lived there before and after they w ere added and still use the street to get home. I only seen it been used maybe twice since they been a dded. This will cause more traffic. Please reconsider this decision.	1
Bike lanes or reducing a lane.	1
Bike lanes on Pickett Street do not work! They have done nothing but increase and confuse automobil e traffic on Pickett Street between Edsal Rd and Van Dorn St. Anyone trying to turn from Pickett to Va n Dorn is well aware of the disaster implemented by the city two years ago. The bike lanes are rarely used. And the usage has not increased in two years. Stop forcing people out of their cars, onto bikes, and actually put some meaningful changes in place, i.e., better crosswalks, reducing the speed limit, a nd ENFORCING the speed limit. In my ten years I have never seen the speed limit enforced!	1
Bike lanes don’t belong in the roadway. Creates added risk for drivers and additional traffic on the roa ds. BAN BIKE LANES on roadways!	1
Bike lanes are rarely open seen and are often unsafe causing rider to use sidewalks. Median strips(eg 9n seminary are a hazard and often cars run into them. They restrict emergency vehicles. Each so- ca lled improvement makes traffic worse and encourages road rage.	1
Bike lanes are fucking stupid. We aren’t in Amsterdam.	1
Bike lanes are absolutely unnecessary. S. Picket is heavily congested. Increase motor vehicle traffic p attern and sync lights to feed into van form to reduce current traffic nightmare. Fix the trail instead, bik es should not be on the road.	1
Bike lanes	1
Attention to bike lanes is unnecessary since there are very few bikers on road except noisy motorcycl es, early in morning, weekdays. Please no bike lanes. No attention to trailers delivering cars to car de alers at all times of day and night. Bike lanes leave no room for that. Speeding is constant problem da y and night and more noisy, no monitoring, especially BMWs.	1

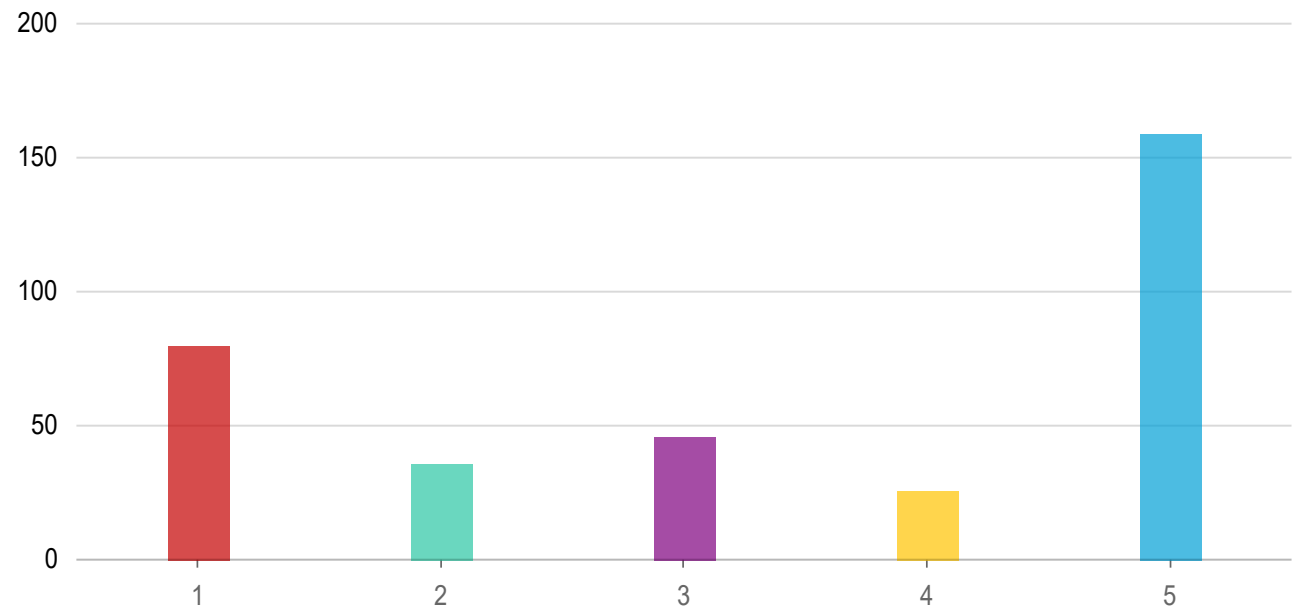
At certain times if day, traffic can back up in this area already. Taking away a lane each way is ridiculous. I have NEVER seen anyone biking down this street. Additionally, in my 24 years here, I have never seen anyone use a bike lane. Sure, they must exist, but not to the degree to disrupt car traffic for the few people that use them. And seriously, a median with plants? FFS. I truly don't understand this push for bike lanes in Alexandria. Spend more time/money on curbing crime instead. It can already be frustrating driving around the city (the Van Dorn St by the old Landmark Mall ever changing lane due to construction). Quit trying to make it more difficult.	1
Are there any opportunities to add dedicated bus lanes?	1
Anything that would reduce lanes, adding to congestion.	1
And yet, per the census “The least used category of travel was taxicab, motorcycle, bicycle or “other means” at 2.3% of workers (2,303 people), slightly less than the 2,345 people who walked to work.” The census data is what you should be using.	1
All of these “improvements” seem to serve only on purpose… making it more annoying to drive the route. I have lived here for years and seen no significant speeding issues. This isn’t a neighborhood filled with pedestrians and bikes and the area is well served by public transportation and sufficient sidewalks so those without cars can easily get around. Please save the tax dollars for something useful like school improvements, teacher salaries, flood mitigation rather than making the streets in my neighborhood less useful.	1
Adding the bike lanes and reducing the traffic to a single lane in both directions is going to cause a huge backup and even more traffic diverted to cutting through Cameron Station Blvd. and believe me they don't come through here at 25 mph!	1
90% of what is being proposed is already in place--crosswalks are at every intersection, left turn signals are in place, sidewalks are in place. I have no idea how adding structures to the road will help. Reduce and enforce the speed limit, increase crosswalk signal time, paint bike space at the head of each signaled intersection. Add no turn on red, and the turn island from Pickett to Duke.	1
25mph speed limit is unreasonable -- it will not be respected or enforced, as is the case with the current 35mph speed limit. Perhaps a compromise: 30 mph and speed cameras.	1
1. The City does not fully understand the way cars are delivered to the dealerships on S. Pickett. Vehicles from tractor-trailer car carriers to heavy-duty pickups pulling a trailer block both sides of the street at random days/times. Please visually survey the car delivery traffic for a week -- do not rely just on traffic counters for information on what goes on. 2. Without bike lanes on Duke, Edsall, and Van Dorn, S. Pickett lanes will be bike lanes to nowhere. Please delay S. Pickett bike lanes until bike lanes are installed on Duke, Edsall, and Van Dorn.	1

1) I am opposed to a road diet on South Pickett Street. If the single in each direction remains in effect the whole area will be a giant traffic jam. 2) The City should reach out to each business along the Sout h Pickett Street trafficway to appropriately incorporate business input in order to prevent the City's des ign plans from adversely impacting current business operations and resident travel.	1
1) I am opposed to a road diet on South Pickett Street as we need more lanes for traffic not less; and 2) I charge the City with reaching out to each property/home owner association and business along th e South Pickett Street traffic to appropriately incorporate business input in order to prevent the City's d esign plans from adversely impacting current business operations and resident travel.	1
* Bike lanes - in 10 years I may have seen 6 bikers. We need current lanes for volume of traffic	1
Why are we removing lanes. There is already traffic issues with backups....why does the city want to make it worse. Also, the number of bike riders in this neighborhood is small...why does the city of Alex andria want the west side to be like an inner city like DC. We don't need additional bike lanes...	1

Answered: 239 Skipped: 124

On a scale of 1 to 5, with 1 being the least important and 5 being the most important, please tell us how you feel about the following priorities:

Minimizing motor vehicle delay

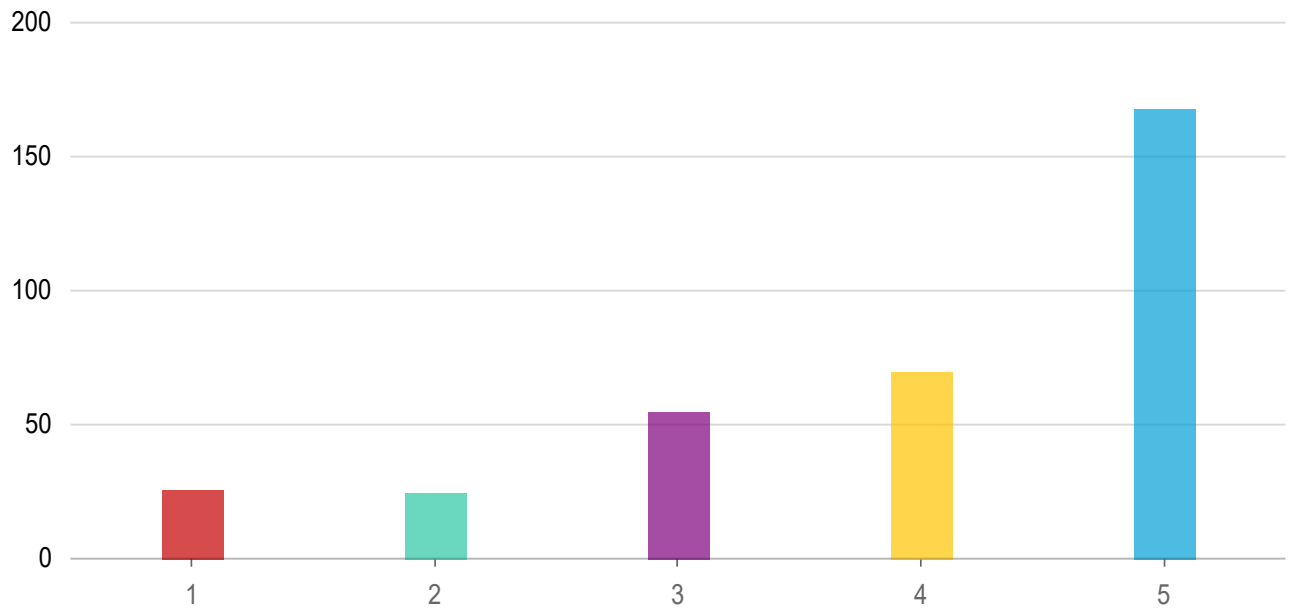


Answers	Count	Percentage
1	80	22.04%
2	36	9.92%

3	46	12.67%
4	26	7.16%
5	159	43.8%

Answered: 347 Skipped: 16

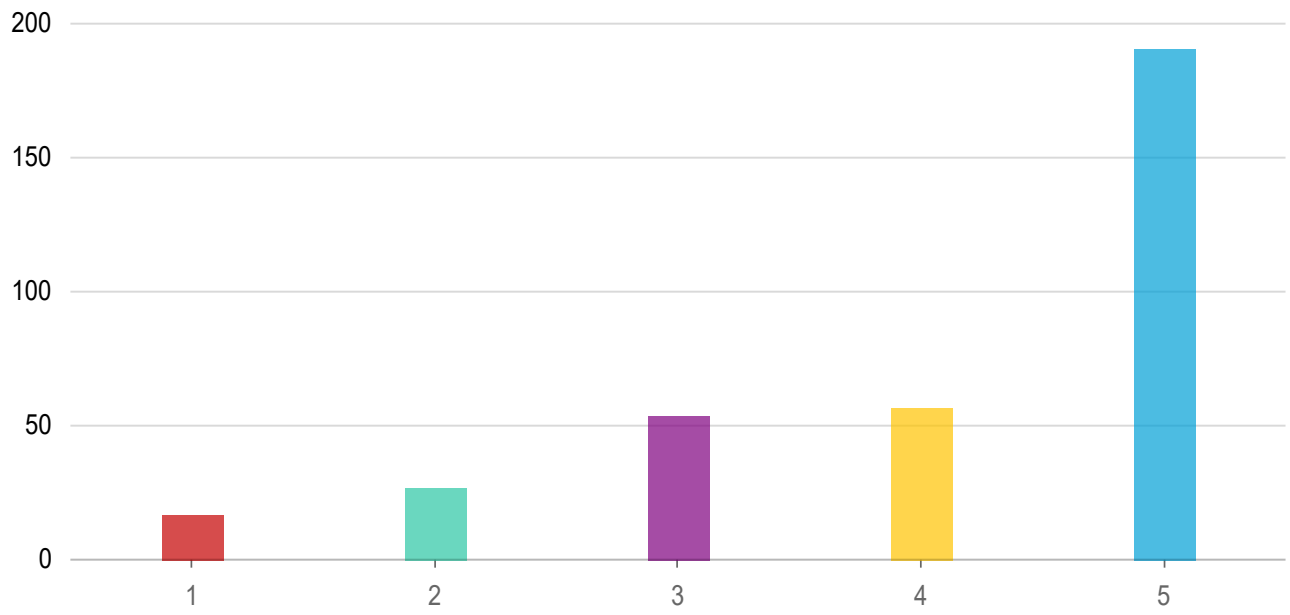
Encouraging safe travels speeds



Answers	Count	Percentage
1	26	7.16%
2	25	6.89%
3	55	15.15%
4	70	19.28%
5	168	46.28%

Answered: 344 Skipped: 19

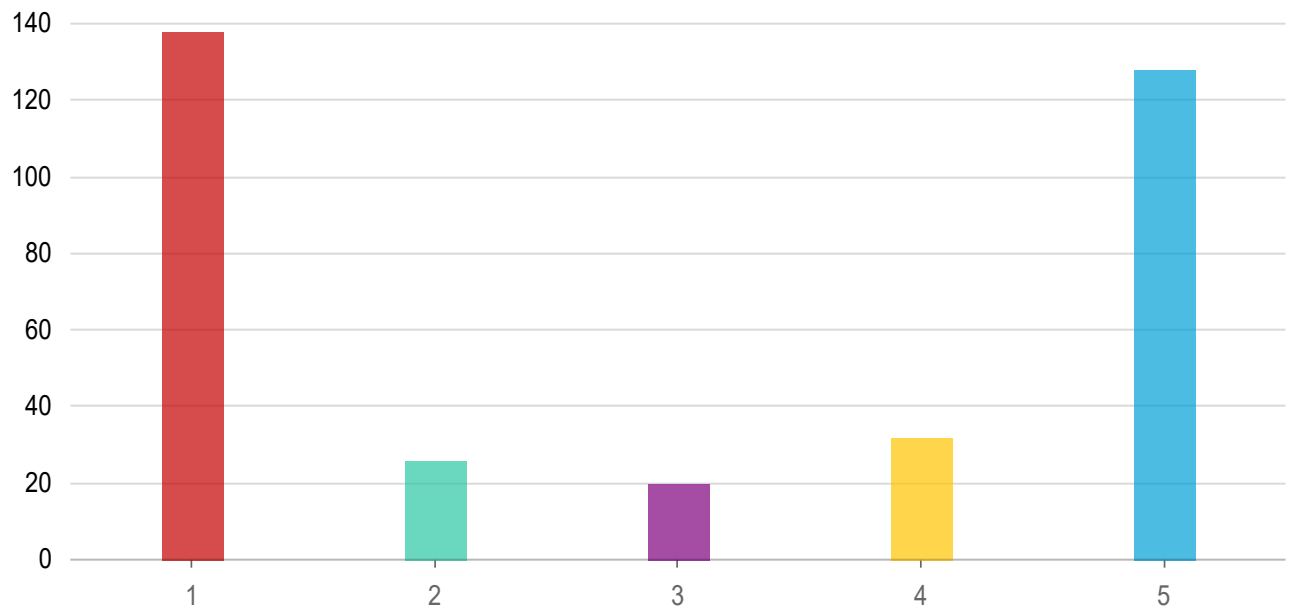
Providing safe pedestrian crossings



Answers	Count	Percentage
1	17	4.68%
2	27	7.44%
3	54	14.88%
4	57	15.7%
5	191	52.62%

Answered: 346 Skipped: 17

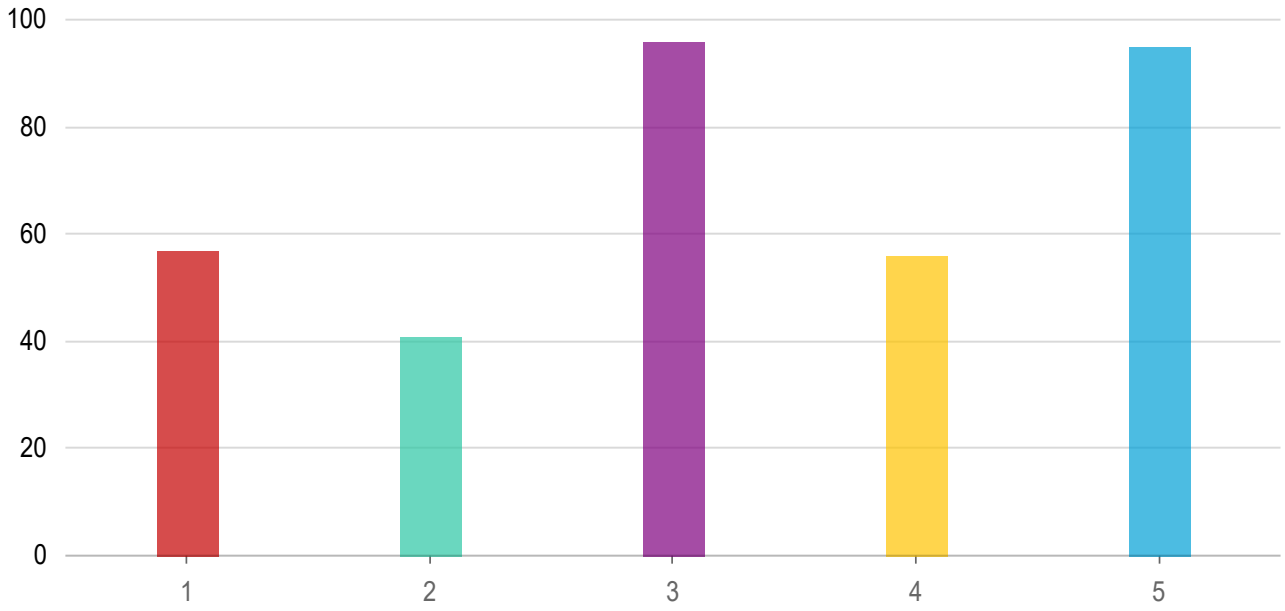
- **Providing a dedicated space for people to bike or scoot**



Answers	Count	Percentage
1	138	38.02%
2	26	7.16%
3	20	5.51%
4	32	8.82%
5	128	35.26%

Answered: 344 Skipped: 19

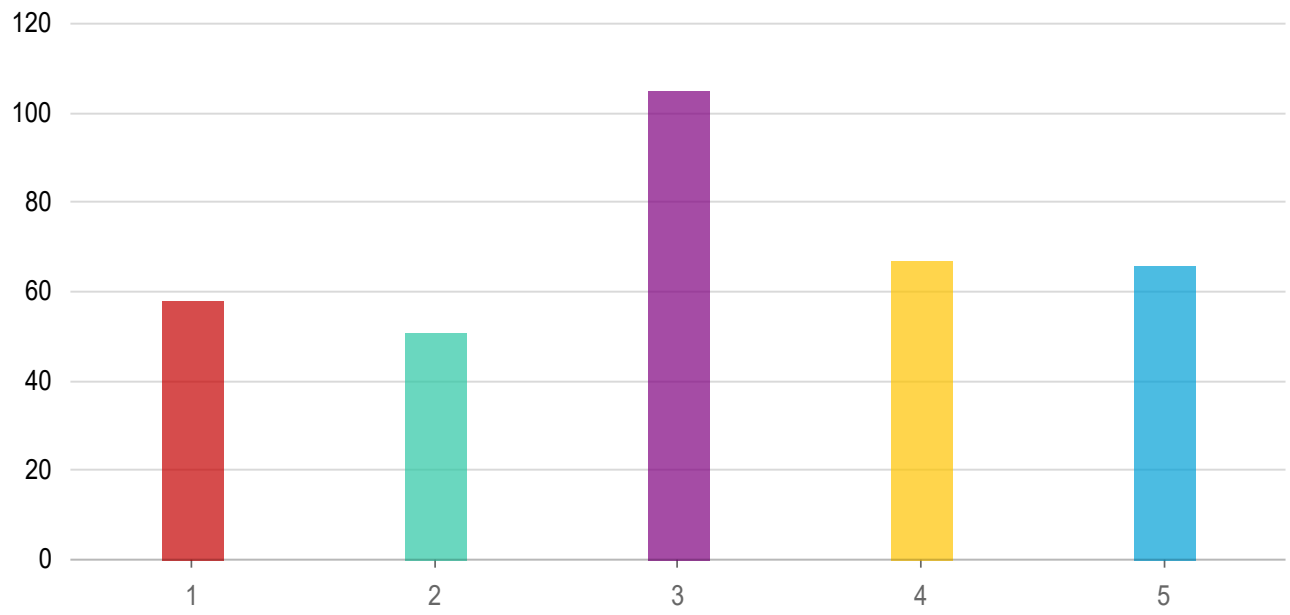
- **Making it easier and more comfortable to access bus stops**



Answers	Count	Percentage
1	57	15.7%
2	41	11.29%
3	96	26.45%
4	56	15.43%
5	95	26.17%

Answered: 345 Skipped: 18

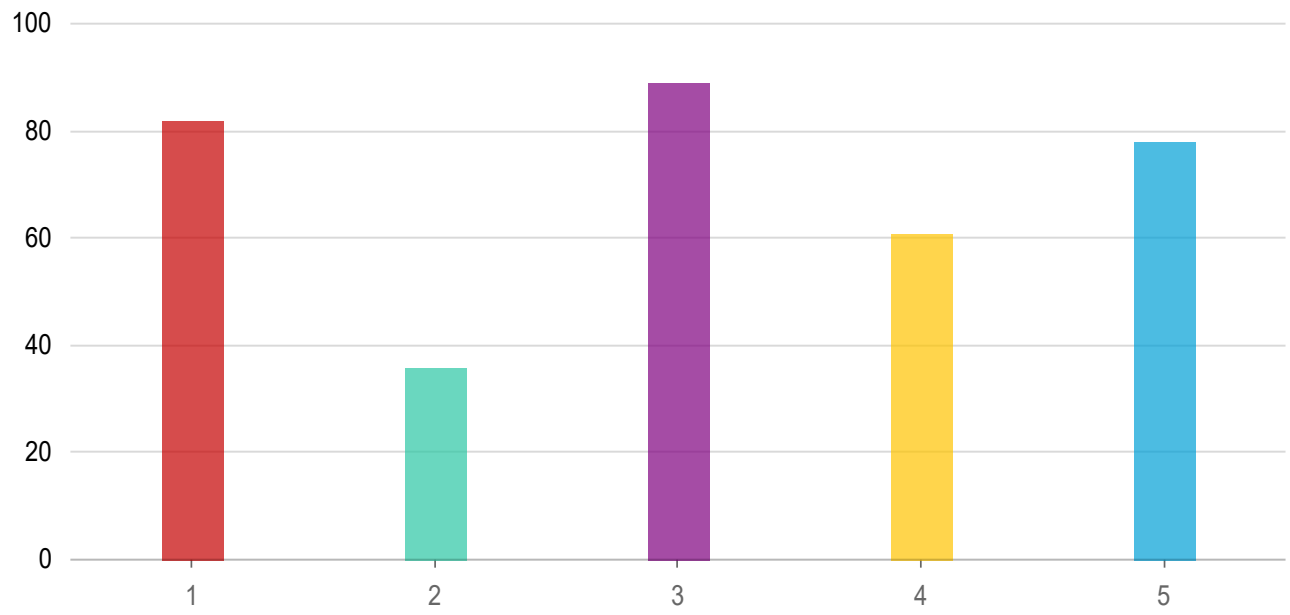
- **Providing turn lanes for drivers**



Answers	Count	Percentage
1	58	15.98%
2	51	14.05%
3	105	28.93%
4	67	18.46%
5	66	18.18%

Answered: 347 Skipped: 16

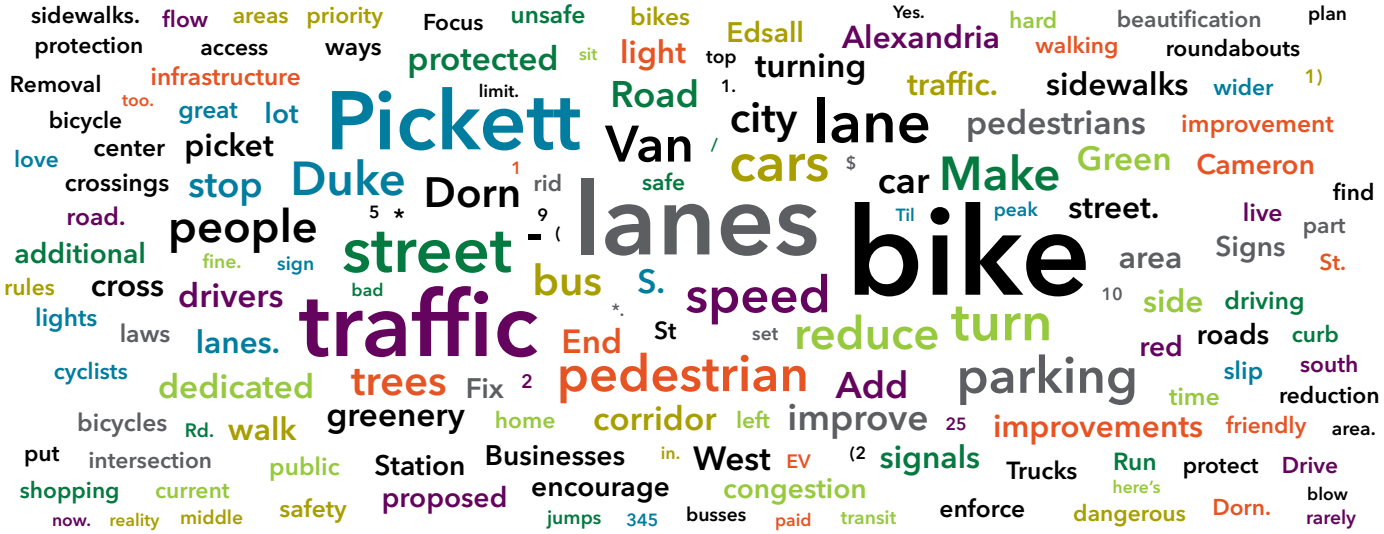
- **Providing greenery to beautify the corridor**



Answers	Count	Percentage
1	82	22.59%
2	36	9.92%
3	89	24.52%
4	61	16.8%
5	78	21.49%

Answered: 346 Skipped: 17

Are there any other improvements you would like to see?



Response	Count
No	2
You left off a picture which would show the Hillwood condos entrance. We need a left turn lane to get i nto this community. It's bad enough now trying to turn into during peak hours. Will there be pedestrian marking going across that entrance?	1
Yes. I would like to see dedicated que jumps for busses and transit signal priority on the corridor. This is the best chance to improve all modes of transportation using this corridor, and it would be silly to ha ve busses wait behind cars in traffic. Do not prioritize cars on the corridor - many more people can an d should be moved through it by bus, walking, and bicycle. It would be great if the dedicated turn lane could be sacrificed for trees in the middle of each block, and dedicated queue jumps at the end of eac h block. Dedicated turn movement is not necessary, as fewer cars will move through the corridor if oth er modes are upgraded to viable alternatives to driving with necessary improvements to the infrastruct ure.	1
Yes, improve the functionality and access along Pickett Street to include cars and trucks carrying peo ple and loads of merchandise to and from Pickett Street. Add through lanes for cars and trucks to redu ce the time taken to conduct business. Need more lanes coming off Van Dorn onto Pickett to reduce t he recently created “improvement” with long backups of traffic all day.	1
Yes, here’s what I’d like to see: a reality check on truly helping the West End prosper. Bringing in busi nesses that will have a sustained presence here - and ensuring that vehicular traffic can move throug h smoothly. Bikes and scooters should be a distant second. Let’s also focus on EV stations for vehicle s as part of the West End improvement plan, as well as more frequent (thus, practical) bus schedules and route options along South Pickett Street.	1

Wider sidewalks!! Way wider!	1
wider sidewalks with more benches and tree shade, the elimination of on-street parking or conversion to paid parking, planters protecting the bike lanes	1
Way finding signs to connect to other trails and locations	1
Turning onto Duke Street from Pickett my spouse gets honked at constantly for not turning on red whil e still seeing if it's safe even when pedestrians are on the corner. Is there some way to stop drivers fro m being so aggressive and unaware at that intersection. People get hit a lot running across Duke St to o	1
Tie in to bicycle facilities on Edsal so I can safely bike to LA mart	1
Ticket speeders to enforce lower speed limit.	1
This is a busy area. I’m in the building trade. So I’m over in this area at Home Depot a lot. Everyone h as a set of rules, walkers, runners, drivers. (I rarely see a biker, because it is not a friendly area) Even in the spot where there is a dedicated bike lane. If you enforced the laws on these groups. Most every thing would be solved.	1
Think of the residents not the $ for Alexandria by additional building. The City is literally squeezing us out that live on the West End	1
There is a lot of sign clutter making driving difficult. Traffic is outrageous now. I thought Alexandria wa nted to encourage businesses, not reduce their customers. Home Depot is critical for home improvem ents by your residents.	1
There aren't more permanent structures to protect bike lanes from vehicular traffic. Otherwise, anythin g to make this area more friendly to pedestrian movement is a GREAT improvement!	1
The removal of any and all slip lanes	1
The congestion on S. Pickett at the intersection with Van Dorn is terrible. Even worse is the stretch on Van Dorn from the Beltway to Edsall Rd. Please, please work on alleviating this congestion by enablin g traffic to flow rather than slowing it down. Speeding is rarely the issue on these arteries. In addition, I am ambivalent about bike lanes, because most cyclists do not follow the traffic rules, making them a hazard to themselves and others. More should be done to enforce traffic rules against cyclists for ever yone's protection.	1

The bike lanes should be protected by bollards or elevated above street level, like the intermediate-height curb implemented on the recently-replaced Glebe Rd bridge across Four Mile Run in Arlandria. Visual cues are important but there must be physical boundaries that protect cyclists from heavy, fast vehicles.	1
The bike lanes need to be protected in front of the buildings and some of the street parking should be removed since it serves little purpose. Without protection, the bike lane will become a second parking and encourage double parking	1
The addition of greenery is a fantastic idea; it will beautify the area and improve our quality of life. Most important, reducing speed and congestion will be an excellent change to the current conditions on South Pickett Street.	1
Stop reducing road capacity for cars/trucks by installing unnecessary bike lanes.	1
Speed enforcement. Bike lanes are NOT an improvement.	1
Speed bumps on Cameron Station Blvd near the elementary school. And reduce congestion on the turn handle from Pickett to Van Dorn	1
Solutions to make it easier to commute in a car through our city.	1
Smart traffic signals, please! This is most important. Annoyed drivers can be dangerous drivers. I have seen traffic signals turn red for me and green from cross traffic when no cars are coming! Also, more greenery would be welcome!	1
Signage is lacking. The last time changes were enforced on S Pickett and S Van Dorn. Til this day cars have no idea how the intersection is and don't understand the lane splits.	1
See previous comments.	1
See above comment about car carrier trucks. I would like to see more physical speed reduction features. I understand speed humps may not be appropriate since it is a thru/commercial street, but rumble/warning strips on the curves and before pedestrian crossings might help.	1
Roundabouts are better for bikes. Less stop signs.	1
removing dangerous slip lanes	1
Remove unused bike lane from Seminary lane. Cancel the Duke street disaster.	1
Removal of slip lanes Bike lanes on the sidewalk side of parking Something to discourage the car dealerships from parking their car carriers in the street / bike lane	1

Removal of all bike lanes.	1
Reduction of city funding of services best done at the state and federal level, such as climate matters, with reallocation to public safety enforcement. Otherwise, people that have impediments in disabilities that actually do need safe street protocols run the risk of being toppled over drivers, cyclist, scooters, and so forth. Plus, spending money on road and sidewalk, infrastructure and cleanup would actually g o towards safety for all three parties. Just removing lanes as you're only solution has not worked and seems to be getting progressively unsustainable	1
Redevelop the Mercedes dealership into housing	1
Reconsidering where the beautification occurs. The sides of the street SHOULD be the focus, not the center of the street.	1
Really like this plan! I mostly drive to that area but have friends who live nearby who would love to be able to bike to the shopping center. They don't because the roads don't feel safe and the alternative w ays of getting there are not bike friendly (involve carrying bikes up stairs).	1
Raise all speed limits and get bicycles off of the road.	1
put up more road signs advising people of cautionary use when on the road. where are the police offic ers - maybe should be on bicycles during rush hour on south pickett, landmark area, duke street. plus what is becoming of brenmann park in cameron station - looks like the greenry, trees are slowly disap pearing for small pocket sections for children to play. it is becoming too noisey, and less denser for our animals to live and enjoy. also we need white lines so drivers stop taking up two to three spaces to pa rk one car.	1
public EV chargers that can be accessed 24/7 without having to talk with the business owner or requir es parking fees to charge on top of charging fees	1
Providing green center lanes is great. But the City doesn't maintain them so they become weed barrie rs. You continue to add bike lanes to roads where no bikes are used. Its absurd.	1
Protected intersections for bike and micro mobility traffic. Shelters for the bus stops. Trees for shadin g. Raised pavement markers for lane conspicuity.	1
Protected bike lanes with a solid protection not just flimsy bollards!	1
Protected bike lanes are a must. Widen the sidewalks and make the corridor more pedestrian, bike, a nd transit-oriented.	1
Please repave the current roads and fix the concrete slabs on the sidewalk. Fix and upgrade the bus s tops. More street lights and make them brighter.	1

Please don’t refer to street trees as a nicety by using terms like “beautify” but rather a critical part of in frastructure needed for city life.	1
Place a speed camera on S. Pickett.	1
Pick some nice-looking buffers/bollards for the bike lanes - this is an excellent design.	1
Perhaps flashing pedestrian signals at crossings without the existing traffic signals.	1
Pedestrians crossing S. Pickett need flashing signal.	1
Our tax dollars not being wasted on this nonsense.	1
Not at this time.	1
None	1
No.	1
No, businesses have a hard time staying afloat. These financial improvements won’t help that.	1
No Road Diets.	1
Need separate bike lanes going up and down Van Dorn connecting this Pickett improvement to Franc onia	1
More trees for sure	1
More trees for shade and to protect pedestrians; beautification efforts to make the neighborhood more attractive	1
More police giving tickets.	1
More lanes for CARS	1
More greenery along the side walk, not in the middle where we need road.	1
More green spaces, beautification efforts, green roofs, other eco-focused actions	1
More green and less cement and concrete.	1
More cherry trees	1
More benches available between bus stops	1
Make walkways over top of the roadways	1

Make it less congested and improve the flow of traffic to reduce the time in traffc	1
Lower the speed limit	1
Long term it would be nice to consider how all of this connects to the metro station	1
Let's try traffic circles instead of stop lights. Enforce the traffic laws currently on the books to control s peeds and START enforcing the traffic laws on cyclist who blow through traffic control mechanisms an d pedestrians who refuse to cross at designated crossing points. Things would be a whole lot safer for everyone on the roads if that were to happen. But, Alexandria doesn't have the courage to enforce law s against those groups. I don't know why Alexandria seems to hate motor vehicles so much, but I've y et to see a pedal powered City of Alexandria bike moving city employees around. Maybe putting Pers onal Property Tax on bicycles would help defer the costs of this plan to something other than motor ve hicles.	1
Leave it as is	1
Keep it the way it is. It functions fine.	1
It would be nice if the barriers to separate the bike lanes were hard barriers. Cars ignore plastic pilings and paint.	1
It would be great if you could fix traffic on Pickett near Van Dorn. That is a terrible intersection, specific ally having one lane feed into two turning lanes - it is extremely ineffective.	1
Increase the light duration during peak traffic hours for the side streets. Ideally, install smart traffic det ectors to dynamically adjust the light duration based on traffic volume.	1
Incentivize more activity along Pickett so there are other people around/prevent crime etc during the d ay, have places to sit, more sheltered walking areas	1
Improving the pedestrian crossings so they are clearly delineated is fine.	1
Improving signaling as you are driving near Edsall to indicate what lane you are about to enter would help.	1
Improve the bike trail from the corner of S Picket and Cameron St Blvd that runs behind Cameron Stat ion and link it to Wheeler St. Also, make improvements on S Pickett all the way to Van Dorn. There ar e so many issues with that part of S Pickett with drivers turning on and off of S Picket from those store fronts and the Contempo NOVA Apts.	1
I'm all for improving crosswalks.	1
If you want the above improvements, widen Pickett! Don't make peoples' lives worse!	1

If you provide greenery, use plants native to Alexandria, VA. Either perennials or self seeding annual.	1
If you figure out how to get traffic on Van Dorn moving between Eisenhower and Duke that would fixm uch of the congestion on S. Pickett	1
If Tractor trailers are serious concern, could you not have a service road that runs along the back? Yo u almost have that service road. You could connect all of the back sides of the commercial properties. Something similar was set up on Route 1 where Lowe's is, all along the back side is where the trucks come in.	1
I'd love to see dedicated bus lanes in this redesign, to support the nearby West End transit.	1
I'd like to see wider sidewalks to improve safety and comfort of the pedestrians walking along Picket st reet. With the current narrow sidewalks, you can't walk comfortably with two people abreast or pass s omebody without stepping off the sidewalk. Give the bike lanes 5 feet and add an extra foot to the sid ewalks. This construction is proposed to improve lives for pedestrians, and additional space to walk al ong the street should be included.	1
I'd like all S Pickett on-street parking removed.	1
I would love for the pedestrian crossings to be raised.	1
I would like the greenery to be native plants and act as green infrastructure to catch and reduce storm run off. I would also like to see dedicated short term parking spaces for delivery vans, etc, since they are notorious for parking in bike lanes (and frankly, have no where else to go most of the time).	1
I think the City has done a great job on this plan.	1
I expect a 25mph speed limit will require more active calming measures like speed tables.	1
I can't think of anything else.	1
I am not sure if this is an improvement but the turn signals need to be synced better. the traffic from S. Pickett to Van Dorn is horrible and causes such a traffic jam which makes it unsafe for pedestrians. Th ere are several people on electronic wheelchairs find it hard to cross due to the signals and lack of op portunities to cross streets safely.	1
High quality pavement. Coordinated street lights. Trucks (besides residential movers) should be allow ed at the streets of the city ONLY after hours e.g. between 9 - 11pm	1
Greenery implies that the city will maintain the areas - we see dead and dying greenery regularly. This is a poor investment of limited funds.	1

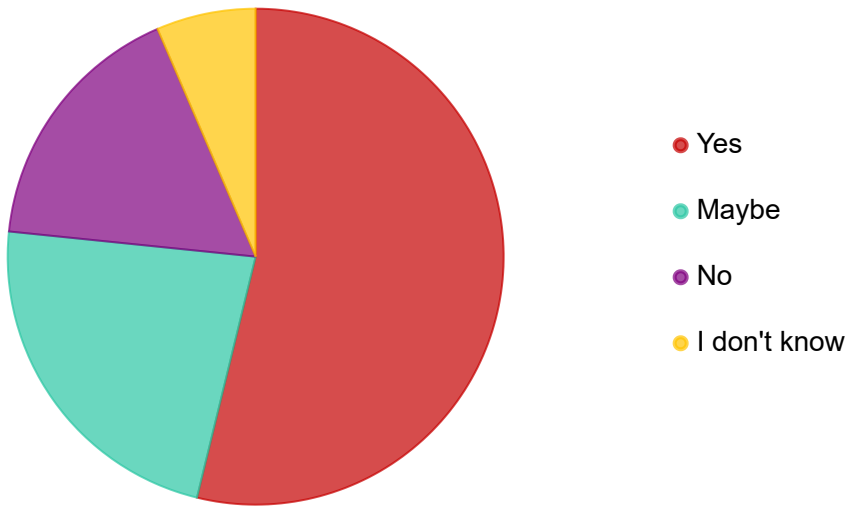
Greater enforcement to restrict right turn on red. Cars do not obey signage and continue to turn on red where signs are posted.	1
Get rid of the Bradford pear trees in the west end and replace with Cherry blossoms.	1
Get rid of car dealerships here	1
Get rid of all those confusing lane markings you've already done in the section between Edsall and Van Dorn on S Pickett.	1
Focus more on businesses (eg restaurants and shops) to make the area more updated, visually pleasant, and enjoyable	1
Fix/widen sidewalks. No bike lanes!	1
Fix the potholes.	1
Fix Duke Street, then make changes elsewhere.	1
Extend bike lane protection to Van Dorn	1
Expanded sidewalks. The sidewalks in a lot of the city are pretty narrow, so giving more space (enough for two adults to cross w/o having to step onto the grass or street would be nice.	1
Enforcement of distracted driving: too many people driving with a phone in their hands.	1
Easy access to and from businesses.	1
Curb extensions are great. The more the better.	1
Crosswalks, yield signs, roundabouts, pedestrian crossing lights, etc. are better suited to encourage pedestrian and bike activity as opposed to medians and painted crosswalks	1
Consider how potential future bike routes along Duke Street (Duke Street In Motion) will interact at their intersection.	1
Connections from S.Pickett to Holmes Run	1
Close the telegraph Rd Ramps on duke st. Build a park. This solves ALL of the traffic problems (disasters every single day) on the Duke St corridor. Businesses suffer because you can't get to them for many hours of the day. Residents don't use those ramps, 95% commuter traffic. They should commute on major roads, NOT THROUGH OUR COMMUNITY. Thanks. John Grills 22301	1
Clean debris and water puddles	1

Can you install LEDs on the crosswalks to improve pedestrian safety. Signs would help too.	1
Bus right of way may help with traffic flow improvements for public transit, with sensors before the ligh ts so that the bus can be prioritized even before it reaches the light in traffic.	1
Bus priority features - maybe bus stop realignment or other options to help buses have priority over ca rs Leading pedestrian intervals if there's anyplace they aren't already included Speed, stop sign and r ed light cameras Raised sidewalks over commercial driveways	1
Build car lanes. Everything you build should be beautiful. Green paint, poles, HAWK signals, and safet y garbage is ugly. No one wants to live in North Korea.	1
Both drivers and pedestrians who actually obey the lights/signals. It is stupidity and/or distraction that cause issues. These proposed changes will not help with that.	1
bike lanes through Cameron Station would also give bikers/scooters a calmer option than Pickett	1
Bicycle boxes at intersections to allow bicycles to filter forward and be easily visible to potential onco ming and turning traffic.	1
areas 10,-12, expand turn lane access right and left to reduce amount of cars in center lane, many car s just want to turn right but are stuck at light waiting for center lane folks to get the green. Add extende d turn lane for the shopping center.	1
And yet, per the census “The least used category of travel was taxicab, motorcycle, bicycle or “other means” at 2.3% of workers (2,303 people), slightly less than the 2,345 people who walked to work.” E the street alone	1
An improvement would be stop allowing scooters. Those are dangerous and unsafe as people do not wear helmets and many travel on them reckless. Adding bike lanes will encourage more of this behavi or.	1
Additional lanes for cars to reduce traffic in the area.	1
Add roundabouts at intersections, especially at S. Picket, Edsall, and CSB	1
Add bridges etc to get bikes over the road and keep the car lanes. You aren’t solving issues for west e nd. You are adding to our nightmare and lack of infrastructure and care! Don’t eliminate lanes.	1
2 wide traffic lanes - the road/intersection from Picket to Van Dorn is a disaster if you want to drive str aight through or get into the turn lanes.	1
1. No right turn on red from S. Pickett to Duke if that's not proposed 2. At the proposed pedestrian wal k at Valley Forge add flashing lights when someone is in the walk.	1

1) More trees along the corridor - it's hot, climate change is here, and the corridor is pretty ugly as is - the West End deserves more trees. Please find ways to incentivize the property owners to put in trees where there's no space on public right-of-way. 2) Need bike racks at these shopping centers, especiall y close to shops. Again, please find ways to incentivize the property owners to put in bike racks - it's in their interest to encourage more customers, reduce car parking demand. Thank you.	1
1) Make the whole protected bike lane concrete curb protected, not just pain and flexipost. Follow wha t DC has done in a number of places. 2) Add a island on the other side of the proposed as well at Duk e St. and S Pickett St for traffic turning right from Duke to Pickett (proposed has one from picket turnin g right to Duke) 3) Remove both slip lanes between S Pickett and Edsall Rd. They are really unsafe fo r all users, especially pedestrians and bike users as drivers go fast due to the sudden widening of the road at that section. 4) Reduce number of entry ways on the whole corridor, the number of side street s and each business/home entry way creates confusion and unsafe environment. Each parking lot onl y needs one entry/exit. 5) Please do the OPTIONAL: Additional Crosswalk on Valley Forge Drive	1
* Road bumps coming out of each dealership to reduce excessive speeders. * Immediate reduction of speed to 25 mph * additional minutes added to pedestrian walk lanes * light and cross walk at Valley F orge *. Sound barriers in front of residential properties	1

Answered: 133 Skipped: 230

The City could continue to explore intersection design options to reduce mot…

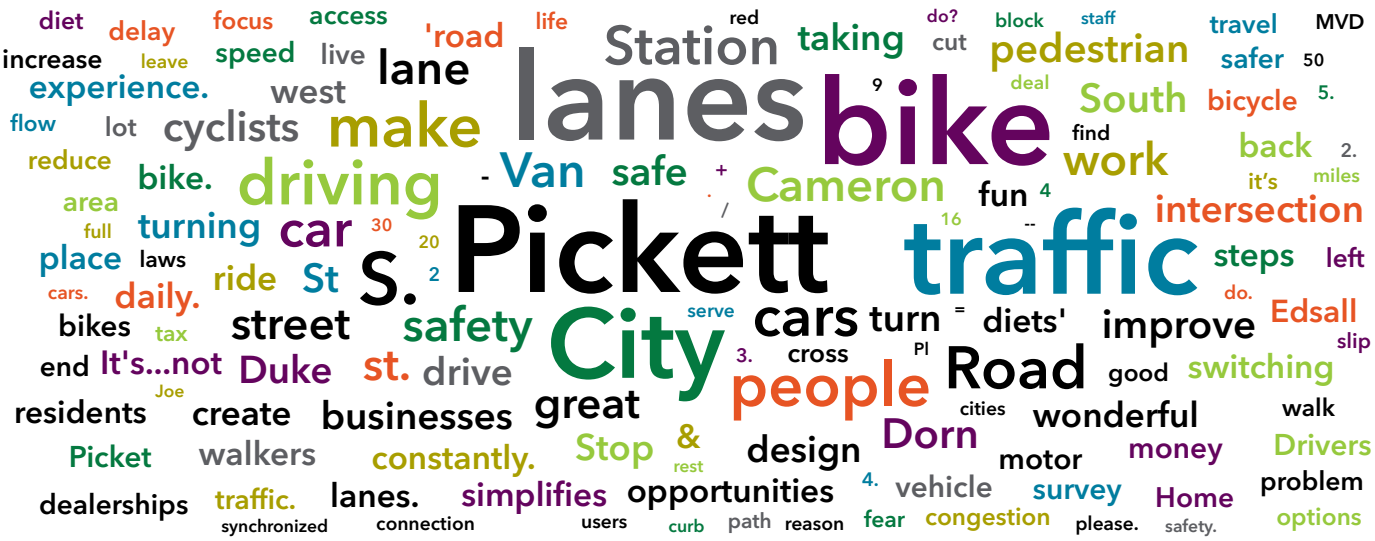


Answers	Count	Percentage
Yes	191	52.62%

Maybe	81	22.31%
No	60	16.53%
I don't know	23	6.34%

Answered: 355 Skipped: 8

Any other comments?



Response	Count
I ride my bike to work on S. Pickett St almost daily. It's...not a great place to bike. And driving isn't fun either, given all the cars turning, you are just switching lanes constantly. I believe these 'road diets' are truly wonderful as it create safe opportunities for cyclists and walkers and simplifies the driving experi ence. I really appreciate the city taking these steps to improve S. Pickett St.	10

Yes. While I mildly support the exploration of intersection design options to reduce motor vehicle delay (MVD) and enhance safety at the intersection of South Pickett Street/Edsall Road/Cameron Station B oulevard, the MVD here pales in comparison to the MVD at S. Pickett and Van Dorn or the MVD on Va n Dorn, from the Beltway to Edsall. The latter has been crying out to be addressed for years. When gi ven a choice between reaching 395 via the torture on Van Dorn or reaching 395-N by entering the Belt way at Van Dorn, I always choose the latter. The chaotic driver behavior and poorly synchronized light s are clearly the problem. There is way too much congestion, leading to slow traffic. I see no evidence of a speeding problem, except perhaps when there is a momentary let up in the congestion and a frus trated driver becomes aggressive. Focus more on steady and efficient traffic flow and the speeding pr oblem will be minimized. Please. Thank you.	1
With Vision Zero (one recent fatality unfortunately), I would like to see improvements for both pedestri an and bicycle safety. I have found riding a bike on Pickett towards Edsall very challenging.	1
WHY MAKE TRAFFIC WORSE?	1
Why again are changes being imposed on west end businesses without adequate consultation with th em? Is the West end going to be designated a pedestrian only space? A residential only space? Thes e traffic changes don't increase traffic safety, pedestrian safety, or improve traffic flow, and hurt busine sses - so why are we going to spend money on this? Is this a jobs program for city planners with nothi ng better to do?	1
When you say "reduce motor vehicle delay" it sounds like you actually want to INCREASE the delay o f getting anywhere with motor vehicles. I fear that as city planners you all hate cars and want everyon e to walk 20 miles a day. Please leave S Pickett St alone. This isn't DuPont Circle. We need cars to liv e here. The Home Depot isn't a grocery store. We need roads that facilitate cars. Please keep your ut opian pedestrian city planning in Old Town.	1
We need this yesterday- we need better bicycle lane network length and connection to other parts of t he city and this is a step in the right direction.	1
we need public EV chargers, we don't all live in fancy townhomes where they can install their own cha rgers. there's a lot of multifamily housing on the west end and ZERO public chargers that are available 24/7 without parking fees	1
We don't so dream of biking around town! We also don't like getting stuck in traffic!	1
We do not think that this project is necessary at this time. It seems very expensive and not the best us e of taxpayer dollars right now, not to mention it will cause a lot of problems to the businesses operati ng along Pickett St.	1

We certainly do not need bicycle lanes. The city simply does not have enough cyclists to warrant protected bike lanes along this corridor. Has city staff conducted an on-site survey and count the number of cyclists currently using the corridor?	1
Vehicle delay minimization is secondary to ped safety at the intersection of Pickett and Edsall. Please design the improvements accordingly.	1
Turn lanes into Cameron Station, pedestrian crossing and safer bus stops are great. But do not eliminate the road making it worse. Add signage that left lane is a turn only. The reason a lot of people speed is because many cars stop confused on what to do at the end of Edsall and Cameron Station. And decide to speed up last min or other speed to go ahead because many slow down to merge to left lane only to find out its a turn only and they need to merge back to right.	1
Traffic projections are only as good as the assumptions used to make them- assume that induced demand works both ways. More people will ride the bus, walk, and cycle if proper, high quality Infrastructure upgrades are implemented, and fewer people will drive on the corridor if travel lanes and turn lanes are taken away. Please take this induced demand factor into account when analyzing the impacts of adding bus and bicycle infrastructure on the corridor.	1
TRAFFIC CIRCLES!! Stop making things worse. Enforce existing laws on EVERYONE who uses the roads. Driving, Cycling, Walking.	1
This survey was designed to discourage citizens from completing. Stacked questions and maps with windows not functioning. Survey kept clearing the answers and comments while scrolling and reviewing the responses entered. Incredibly poorly designed survey implementation delivery.	1
this road has become a major connection between van dorn / 495 and Duke due to limited access to the beltway from duke. reduction will only make matters worse. Better use plan would be to see what Arlington did with columbia pike area? more retail traffic than you've estimated. More cut through traffic than you perhaps estimated.	1
This looks fantastic. As a nearby resident and frequent pedestrian, I love that it could make Pickett St. not just safer to walk, but also more pleasant and appealing in general.	1
This is such an obviously needed set of changes that I feel insulted that we even need to go through this review process. Just do it and be done with it.	1
This is awesome!	1
This is an unnecessary project. My taxes are high enough already. This plan just adds to my tax burden.	1

This form is terrible- if you scroll up on a phone to go back to look at maps/diagrams, form reloads! Also, summary of survey results from previous phase does not capture accurate summary of people's feedback. I saw no bullet point in the list describing feedback I gave on my survey - specifically, desire to not have the flow of car traffic impeded by any changes and not having any lane reductions! Just because you disagree doesn't mean you can ignore + gloss over feedback that doesn't perfectly align with your vision. I'm fine w bike lanes, planted medians, high-vis crosswalks, more crosswalks, narrowing lanes, reducing turn radii, curb extensions, turn lanes, etc- just don't take away a lane of traffic!! And the way these surveys are written + designed is heavily biased against receiving any constructive feedback or objective criticism! It's like a non-choice! "Do you want your sandwich cut into squares or triangles?" -what if I don't want a sandwich at all and I just want a salad?	1
This council is a complete joke. You want all these amenities for people who don't want them, but won't add Dash routes or pressure Metro to serve the West End.	1
these proposals look wonderful, and will be transformational for S Pickett! I currently avoid walking or biking on the street because of the very narrow sidewalks and fast traffic, instead taking a back route to the shopping center that takes longer and requires hauling my bike and child up a staircase to access the stores. This will make our trips to home depot and Mediterranean bakery much easier, and make me much less likely to opt for a car trip	1
These changes are impractical and this surgery does not provide adequate representation of views. The people planning these changes clearly have preconceived notions regarding what kind of road South Pickett should be, and are seeking to validate an ideological viewpoint.	1
These are great improvements. I can't wait!	1
There are multiple car dealerships in this corridor. Very frequently, large car carriers park to unload or load and take up the entire lane. Hopefully the dealerships can find a way to bring these carriers onto their lot and not block the road or bike lanes when changes are made.	1
The wording of the question above is ambiguous at best. I want the traffic delays to be removed/minimized as much as possible.	1
The Seminary Rd dedicated bike path was a wasteful use of money for a bike path that is rarely used. That was not worth the time, money, or effort because a few people wanted a bike lane there. Please don't do that to S Picket as currently planned.	1
The measures that improve safety and non-car transit are extremely clear and have been implemented successfully in countless cities and other parts of this city. they just need to keep coming!!	1

The improvement on South Picket street toward Van Firn Street was a stupid design and cause huge traffic back up. What the city should have done was to increase at least two lanes on one direction which is a four lane street total on South Picket, two lanes on each side for both directions. Creating a turn lane at the intersection but not considering the one lane fact back at south picket and Edsall Rd is obversely a dump decision and design. It needs at least two traffic lanes on one direction in order to make a bike lane. Also, please have someone come out standing on south picket and count how many bikers are there everyday. Not many! I drive that street everyday and have not seen a single biker there!! South picket is not a popular or necessary bikers' favorite. Bike lane is not needed on south picket!!	1
The City should continue to explore intersection design options to reduce motor vehicle delay and enhance safety at the intersection of South Pickett, Edsall Road, and Cameron Station blvd. The city should also investigate the backups from Pickett when attempting to make a left on Van Dorn Street. This intersection is a nightmare and contributes to motor vehicle delay.	1
The City needs to balance the creation of bike lanes because it depends on the revenue from car property taxes. Bikes do not generate tax revenue that funds the City budget. However, drivers are being penalized to accommodate bikers. Alexandria is not Denmark or China where bikes are more popular. The City should stop trying to model countries that have created car free areas. It does not work. There are not enough bikers. The premise that people will abandon their cars for bikes is false. Look for other solutions. Focus on pedestrian safety vs creating more bike lanes.	1
The Cameron Station civic association is sending out emails asking everyone to come out against the city's proposals on improving the quality of life and safety for pedestrians and bikers/scooters. I find their tactics to be reprehensible and it does not reflect how residents feel. They do not speak for the community and I hope the city will put the association's hot air aside when making these decisions. The Cameron Station civic association also sent another email in the past two weeks advising that they were instructing the city NOT to put in bike lanes on Cameron Station blvd. I hope this is not the case. If King St can get a road diet, there's no reason Cameron Station blvd, with a fraction of the traffic, cannot get bike lanes. If the city did not back down in the face of opposition for the King St changes, then it shouldn't either for Cameron Station blvd. No road diet = no repaving Cameron Station blvd!	1
Thanks so much for this great project and getting feedback.	1
Thanks for this initiative.	1
Thank you.	1
Thank you for your work on this to make walking along my neighborhood street easier!	1

Thank you for this and please do not give too much credence to the fundamentally anti-pedestrian people who oppose this. This is an important development for both current and future residents of S Pickett	1
Thank you for continuing to focus on pedestrian and bike safety and building PBLs!	1
Thank you and I hope the decision makers will really take Alexandrians' opinions into consideration.	1
Stop wasting money and time. I get you people have nothing better to do with your lives, but leave the rest of us alone.	1
Speed cameras Stop light cameras Instead of spending money on a dream. Enhance revenue. When word gets out that they are enforcing laws in this corridor. Things will be much smoother.	1
South Pickett Street is mostly commercial business NOT residential. Adding bike lanes and eliminating traffic lanes will make it more difficulty for us to access those businesses. Yes, please change the name of S and N Pickett Streets.	1
See above & really thanks for recognizing that some changes need to be made in light of recent neighborhood development, particularly the large increase in residential units adding to heavier traffic volume daily on this street.	1
roundabouts?	1
Roundabouts	1
Removing two lanes is a bad idea. Recommend someone do a study to see just how many bicycles are utilizing S. Pickett. There are not that many in comparison to traffic.	1
Put your money to the increase in crime and the failure of the public school system. If you’re bored, pave the roads. Stop trying to change the design for bikes. This isn’t part of the city that needs that. Everyone commutes. And it’s definitely not by bikes.	1
Put a light at S. Pickett and Valley Forge if you make these changes or we are screwed.	1
Project NOT needed. Corridor is safe. Few accidents. Roads function perfectly fine. Don't raise taxes and tell me these are the projects were spending money in times of record inflation.	1
Please stop with the road diets. You say you want equity and equality, how about some road diets in Del ray or Old town. Why the west end. Little representation, perfect for a social experiment which hurts people who work with their hands and cant use bikes to earn a living. City government out of touch with reality and the cities poorest residents.	1

Please stop with the Car Diet nonsense!! You should be figuring out how to make life better for drivers, not bikers!	1
Please stop wasting City funds with painted bike lanes co-located with traffic vehicles. These are not safe for cyclists or drivers. If the City doesn't have funds to install off-road bike lanes that are accessible for ALL City residents, then they should not do anything.	1
Please stop putting in bike lanes while reducing the number of lanes for vehicles. Use speed bumps/humps to slow down traffic if you need to.	1
Please reconsider these proposed changes!	1
Please do not use the same engineering company that designed the improvements for S Pickett and Van Dorn. They did an awful job, the intersection had to be redone and is still a mess.	1
Please continue to look at ways to improve the transportation network and create more walkable blocks / improved grids throughout the West End. A good deal of the traffic is likely due to limited connections between the major roads (e.g., Beauregard to Duke, Van Dorn, Eisenhower, etc.). I know it isn't an overnight or even decade process, but creating long term plans that will show improved connectivity would be a step in the right direction.	1
Please consider traffic circles. Too often I am stuck at the Home Depot light, and there is no oncoming traffic, or there is no traffic leaving the shopping area, but we must wait for the lights to cycle around. The same is true at the Edsall/Cameron Station intersection. Also, forcing cars that just need to take a right to wait at the light is silly. Please also consider an eco footbridge rather than cross walks. There are some beautiful ones that could be emulated and could extend the beautiful walking/biking paths in Cameron Station, for example... https://bde.hgl-content.co.uk/library/userFiles/istanbul_green_18may17_ae.jpg	1
please consider the impacts on near by neighborhoods if removing lanes - this will push more traffic in to the residential areas. Also, this will impact businesses and access to Van Dorn businesses	1
People will say that they have experienced back-ups that run from Duke Street all the way to Edsall. I drive in this area daily and I've never experienced a backup like that. (Edsall-Van Dorn does frequently back up.)	1
People coming down Edsall road to Picket are going pretty fast because of the hill and the curve restricting visiblity	1
Pedestrians are at constant risk to drivers, bikers and noisy motor cycles. Many of these drivers are from Maryland.	1

Pedestrian safety at Cameron Station Blvd and S Pickett could be improved with better illumination of the crosswalks.	1
Pedestrian rights!	1
Pay more attention to the needs of We the People--the vast numbers of average Joe and Jane's who must use cars to get to jobs, groceries, schools, religious congregations, and recreational activities. O ur taxes pay your salaries . Cater less to the tiny number of bicycle enthusiasts, whose voices far out weigh their numbers when it comes to shaping city traffic decisions.	1
Overall, this proposal is excellent and very well presented. Thank you all so much for working on this t o make Alexandria a safer place!	1
Overall I love the new feedback format. It would be nice if scrolling back to the images did not remove my form answers.	1
Only if it will help traffic flow.	1
On the South Pickett Street/Edsall Road/Cameron Station Boulevard question, what problem are you t rying to solve? I'm *strongly* opposed to the elimination of the slip lanes (yes, I know the City doesn't l ike slip lanes) but the amount of traffic that Pickett carries must have some ability to remove traffic tha t's not requiring drivers to to turn at the full intersection. Please don't make any changes to that interse ction, save for some pedestrian upgrade options.	1
Nope	1
none	1
No.	1
No Road Diet!	1
No protected bike lane between Cameron Station Blvd and Osprey Pl, the bike lane will become a do uble parking lane without protection. Remove the small parking bay and put the bike lane behind the l onger parking lane. Similarly, it is absurd to keep street parking and not provide protected bike lanes n ear Cambria Way when the adjacent residents have garages and private parking spaces.	1
No dedicated bike lanes. We need to make traffic flow on S Picket more efficient, not less.	1
No	1
Narrowing the road is not. It is travelled not only by those who live in the City but those coming from F airfax and Annandale. This survey was extremely challenging to navigate and any review caused me t o have to start over from scratch.	1

Motor vehicle delay needs to be deprioritized to promote safety for any project explorations in the futur e. This plan is a great template and I’m excited for a quick and successful implementation!	1
More bikes lanes and more trees in all west alexandria	1
More bike lanes and slower car traffic please!	1
Love this. I drive it to work but would consider biking it	1
Lane reduction. Do not remove lanes!	1
Keep up the good work!	1
Just make a wide sidewalk and stop with the protected bike lanes. And my husband bikes a lot!	1
Improvement: Act of improving something or the state of being improved. The proposed solutions are not improvements.	1
I'm not interested in seeing additional work done or participating in the effort because it's been my exp erience and observation that the City rarely, if ever, actually listens to, and positively acts on, communi ty recommendations and I've lived here over 50 years.	1
I'm concerned about vehicles piling up on Duke St. trying to make a left turn onto Pickett. That's an on going problem already. That said, I think turn lanes are a great idea. They reduce the risk of collisions with both stopped cars waiting to turn and with the idiots who dart around the stopped cars waiting to t urn.	1
If you want to do something about speeding on pickett, maybe deal with the street racers that amass t here every weekend	1
If you reduce traffic lanes without reducing vehicle traffic, S Pickett will become a traffic nightmare for t he residents.	1
If people want to bicycle, let them take their bikes to a park, such as Rock creek Park, etc., as I do. Th is area is too congested for safe biking	1

I’m not interested in a reformation there simply because of the potential for another. uniform template that just seems to reduce traffic lanes That are already strained with a very little else. Living near a High traffic area and having family with disabilities, this approach with increasing bottlenecks has not improved safety that I have seen rather than exacerbating the cut through from vehicles as well as cyclist and scooters with reckless behavior, largely unchecked by city officials. The more you seem to do, The worse it gets, arguably. Maybe the one guy who lobbies for cyclists is happy, But why don’t you actually commission a pull amongst the disabled and see how things are going, especially since they’re the ones with the fewest amount of leeway and all of this?	1
I’m afraid to say yes on last question for fear of you cutting more lanes. On Duke street instead of cutting lanes why don’t you plan an overpass bridge for cars looking to access Telegraph. That would help alleviate a lot of congestion and accidents.	1
I would prefer the project happen sooner rather than later. I bike this route regularly and the current infrastructure is unsafe.	1
I would appreciate mountable curbs similar to Bethesda's protected bike lanes.	1
I wish I had more trust that the city designs would improve traffic. So far, that has not been the case. King Street and Seminary are two examples of worse conditions resulting from city “designs”. I fear for my life everytime I am facing oncoming traffic at Janneys and Quaker. And the City never admits its mistakes so they are never corrected. Just compounded. The real problem is too many commuters, too much density for the roads. It’s not too few bike lanes!	1
I travel this corridor daily, either by car or bike, and I am encouraged by the improvements but I have two observations to note. One, I observe on a multiple times a week basis people crossing the street within 20-30 feet or a designated cross walk. In my opinion people will cross the road where they want regardless of how many cross walks are present. Two, there seems to be a large amount of industrial traffic which uses the corridor specifically car drop offs for the various car dealers and what appear to be deliveries to the Home Depot. These semis often use a travel lane to load/unload which would no longer be possible with the new design. My fear is using the road to unload will still occur or unsafe practices to enter/exit the car lots will develop.	1

I think timing of lights is important. The length of the light--going from Cameron Station Boulevard to E dsall Road is very short and I think that encourages bad behavior since drivers don't want to be stopp ed for more than one cycle of the light. It may not be true, but it's my perception that Pickett is being u sed as a cut-through from Duke to Van Dorn, and traffic can get very heavy at certain times of the day, particularly between Cameron Station Blvd/Edsall and Van Dorn. I realize Van Dorn is a very busy stre et, but I think that options to make left turns from South Pickett onto the Southbound Van Dorn more e fficient may help with the congestion (or it might just encourage more people to cut-through). I guess I don't have a solution, but its definitely a problem and I see a lot of unsafe driving during periods of he avier traffic.	1
I oppose the plan presented here in its entirety and on election day, I will vote against city counsel me mbers who choose to support it.	1
I often walk and drive down Pickett St. Thank you for making it safer for all users!	1
I live in Cameron Station off the boulevard near Samuel Tucker elementary. The traffic in the morning backs up around the corner in front of the school because the light is not cycling long enough. The lig hts along Pickett need to be adjusted.	1
I live and drive around here every day. We only notice the few people speeding excessively but never notice the good drivers which make up the overwhelming majority. "Speed kills" is an ignorant stateme nt because auto racing is safer than civilian driving. There are too many people with phones in their h ands while driving who will never admit to it. This needs to be enforced far more than a focused driver going a few mph over the posted speed limit. Same for people who barely qualify for a driver's licens e. Knowing most signs and driving laws isn't enough. Drivers should know what all signs mean, and th ey should take responsibility to know how to use their vehicles, such as how to turn on their lights to d rive safely at night and in the rain. Once this is addressed, it will be far safer and easier to be a pedest rian, or cyclist, and even a fellow driver.	1
I like this plan. The current configuration has Pickett as a speedway, existing as a dead space for cars to drive through as quickly as possible. It's both uninviting and dangerous for all road users *including* drivers! Improving pedestrian safety, adding dedicated bike lanes, and adding greenery all make it saf er and a more welcoming place.	1
I like the additional cross walk and reduced speed. I saw this on a councilman’s facebook page. How i s this being communicated? Have you contacted the West End Business Association?	1
I have personally biked to Home Depot multiple times. There are other important retailers along this st reet including Mediterranean Bakery. This would be a heavily used cycling corridor. The current worka round is a staircase behind Cameron station which is not particularly safe for cyclists to navigate, esp ecially with children or a trailer.	1

I frequently travel by bicycle in this area to go to the post office and home depot. I think these changes are excellent.	1
I drive along Pickett street in my car frequently and an extra 9 seconds isn't going to kill anybody.	1
I don't think this design will work with the car dealerships and how they use S Pickett. I think it'll be a traffic disaster. People will cut through Cameron Station to get around this and could result in more unsafe conditions for pedestrians.	1
I am strongly opposed to reducing number of car lanes. I do not believe most people will be biking to the many, varied businesses on Pickett St. but they will drive. It is already heavily trafficked. I support safety measures that do not reduce traffic lanes.	1
I am often on foot or transit throughout the city so those enhancements are most important to me. I stopped biking on streets years ago because I no longer felt safe, but things are improving with the bike lanes and traffic calming measures. Thank you for all you do. Keep up the good work! From a long-time resident (moved to 22304 in 1977).	1
I am all about safety for people walking and driving, but the traffic is terrible. Not sure if reducing lanes would alleviate the congestion. I am on this road everyday and it is frustrating.	1
I absolutely oppose bike lanes in the already already congested traffic corridor; therefore, increasing noise, pollution, travel time, and inconvenience. Stop with the bike lanes please, this corridor is too congested to give up additional lanes. I absolutely oppose planted medians for the same reason. I absolutely oppose no turn on red restrictions for the same reason.	1
How will this plan accommodate the Big Rigs that deliver to Home Depot, and the three car dealerships in this area? Often times the car carriers are parked in one of the drive lanes when loading and off loading vehicles.	1
Have you studied what this will do to cut through traffic on Cameron station blvd?	1
Hands off - get out. You make everything ugly and bad.	1
Great work! I can’t wait for this area to become more transit, bike, and people friendly, and I primarily drive around there. This will increase my options for traveling.	1
Get the safety improvements done ASAP - they're critical	1
Focus more on the intersection of S. Pickett and Van Dorn, especially for vehicles turning left from S. Pickett on to S. Van Dorn.	1
Excellent work that prioritizes safety for all road users.	1

Enforce existing laws before making new ones.	1
Don’t road diet Pickett St. it’s already congested and reducing lanes will make it worse.	1
DO NOT take 4 lanes down to 2 on S. Pickett Street!	1
Do not continue to explore intersection design options that causes more back ups for residents driving in our city. It is already a mess and the solutions you propose will make it worse. Please no more ridic ulous proposals that would further back up traffic ... please.	1
Design is inane & harmful. Overwhelming majority of Pickett’s users are vehicles due to types of busin ess on Pickett/adjacent streets, its role connecting Duke & Van Dorn, and 100s of residences (likely 1 000+) on & near Pickett. B/n Duke & just south of Edsall, 16 businesses focus on cars, provide servic es & merchandise for which customers need to drive, and/or require delivery of merchandise via truck s, incl. 18-wheelers & auto transport trailers. Auto trailers park on Pickett, blocking full lane for 30 min +. Design would force cars to cross into oncoming traffic to get around trailers, dramatically raising ac cident risk. Equally important is economic risk of proposal. If accessing businesses by vehicle is a has sle, customers will go elsewhere. I'm a West Ender & already regularly take my money to Fairfax Cty; I can reach stores & restaurants there more easily & quickly than in eastern/northern ALX. Design will drive people to eschew this critical portion of our commercial tax base.	1
Close the telegraph Rd Ramps on duke st. Build a park. This solves ALL of the traffic problems (disast ers every single day) on the Duke St corridor. Businesses suffer because you can't get to them for ma ny hours of the day. Residents don't use those ramps, 95% commuter traffic. They should commute o n major roads, NOT THROUGH OUR COMMUNITY. Thanks. John Grills 22301	1
Before the city continues to move forward with more and more dedicated bike lanes in the West End, i t should do another study on the actual bike traffic in the area. Most bikers would prefer to go down a bike path, like Holmes Run than is a bike lane on Duke.	1
As someone who uses this road daily, please do not change South Pickett from 4 to 2 lanes for motor traffic.	1
As I stated before as a homeowner directly impacted by these changes, having dedicated bike lanes i s a terrible idea and is just going to end up being wasted space. The dedicated bike lanes west of the Pickett/Edsall intersection are never used and cause more congestion and issues for cars. This conce pt of prioritizing bike traffic is a farce and waste of tax dollars. Unless there are commercial businesse s clamoring for them, why are they even remotely being considered? This is just yet another example of checking a stupid box to become an ‘Eco-city’ at the cost of the residents impacted who don’t want i t.	1

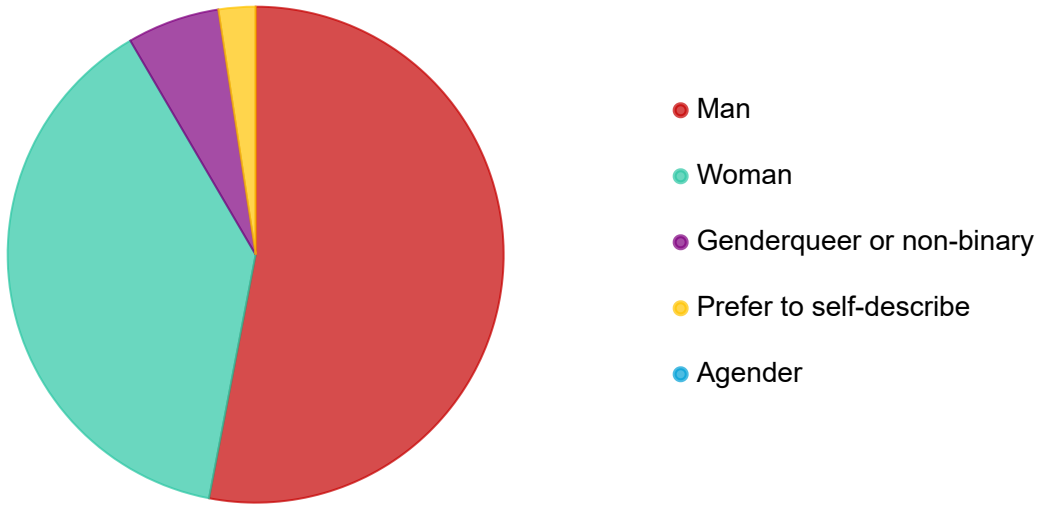
As I stated above - the long-term design for Pickett/Cameron Station Blvd replicates the deadly design (speedy traffic taking wide turns, long pedestrian crossings without refuge) of S Glebe and Mt Vernon Ave, which the city is currently redesigning. I exhort planners to propose one of the designs that is currently proposed for that intersection, rather than designing something that will ultimately have the same safety issues and undergo the same expensive deconstruction. It's right to remove slip lanes, but we shouldn't be making the same mistakes when we do so.	1
Any redevelopments in the city should be pedestrian-focused. We need more people-oriented development, rather than car-oriented development. We want neighborhoods with wide brick sidewalks, protected bike lanes, and access to transit. We want to live in neighborhoods where you can live, work, and play all within the same neighborhood.	1
Allow all the road to be shared by bikes and cars!!!!!	1
Alexandria City is becoming worse that Washington SE. That Landmark area is going to be a disaster - I may be a few against a hospital like Inova there. Inova is monopolizing the State of Virginia. Shame on the lawmakers!	1
1. Re: road diet, Seminary road is a bucolic scenic byway compared to S. Pickett, where there are residents, small businesses, car dealerships, large businesses turning onto/off S. Pickett AND lots fast through traffic. 2. The City does not understand the way cars are delivered to the dealerships on S. Pickett. Tractor-trailer car carriers and heavy-duty pickups pulling a trailer block both sides of the street at random days/times. Please visually survey the car delivery traffic for a week -- do not rely just on traffic counters to make this decision. 3. Without bike lanes on Duke, Edsall, and Van Dorn, S. Pickett lanes will be bike lanes to nowhere. Please delay S. Pickett bike lanes until bike lanes are installed on Duke, Edsall, and Van Dorn. 4. I support lowering the speed limit to 25. Robust education and enforcement will be needed. 5. I support stopping right on red from Duke 6. Pedestrians crossing Pickett need flashing signal 7. What is the data on people crossing the street?	1
1. Neighboring resident travel suffers great delays with these assaults against automobile access. 2. The automobile dealerships will be adversely affected. If "the City" makes it more difficult to perform their essemtial tasks, they could be forced to take their taxable operations out of Alexandria. 3. The existence of hills throughout Alexandria dictates that bicycles will NEVER be principle commuter transportation. How many businesses provide shower facilities for employees who have just pedaled five miles in 80° weather? 4. Did we learn nothing from the disaster of the failure of the Seminary Road Diet? 5. This proposal does not make us a better community, does not serve our neighborhood well and is proposed against the wishes of the local residents who use this pathway daily. 6. In summary, please do not breathe life into this divisive, controversial proposal.	1

Answered: 143 Skipped: 220

APPENDIX F: STORYMAP DEMOGRAPHIC SURVEY

South Pickett Street Corridor Demographic Survey

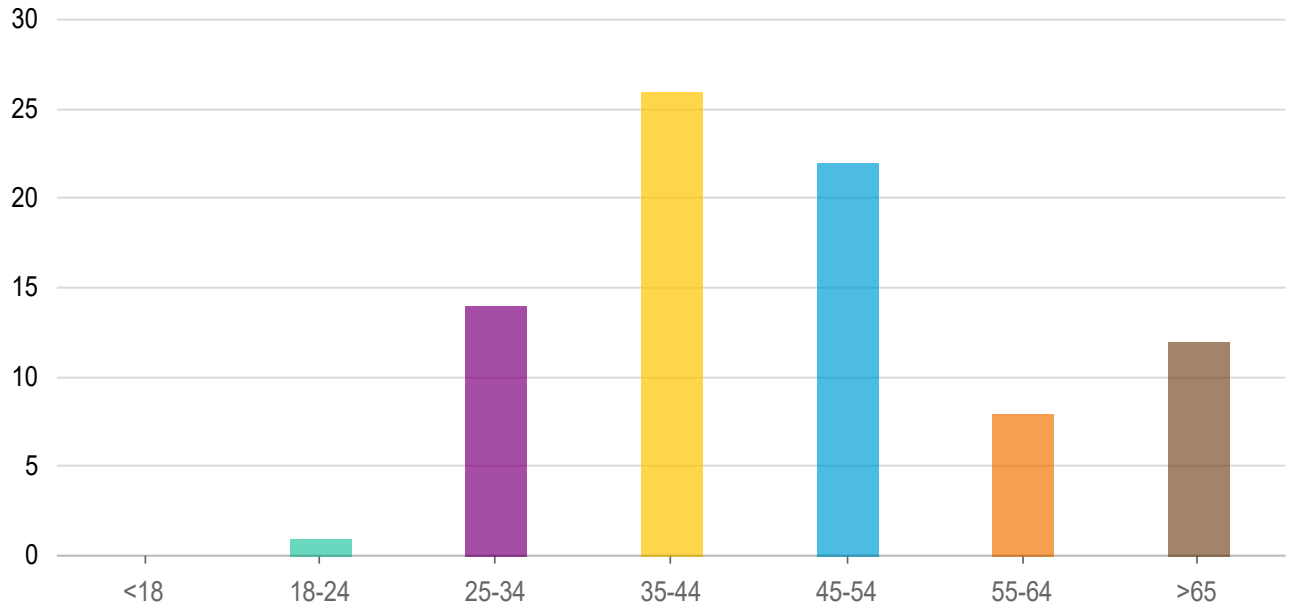
What is your gender identity?



Answers	Count	Percentage
Man	44	47.31%
Woman	32	34.41%
Genderqueer or non-binary	5	5.38%
Prefer to self-describe	2	2.15%
Agender	0	0%

Answered: 83 Skipped: 10

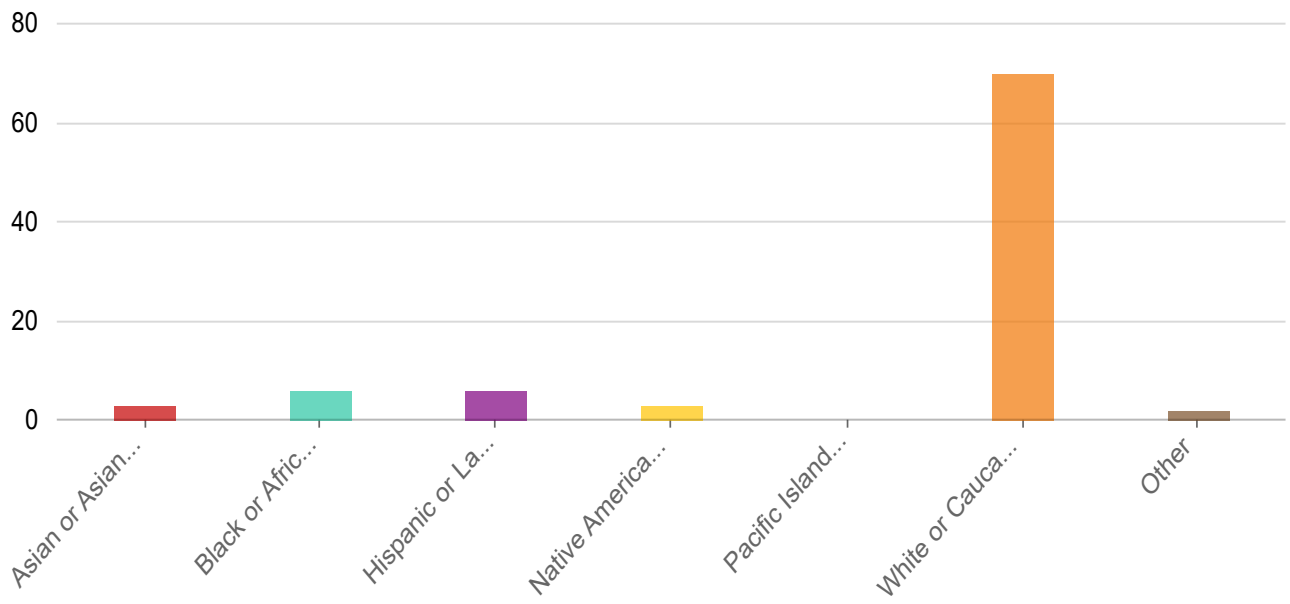
What is your age?



Answers	Count	Percentage
<18	0	0%
18-24	1	1.08%
25-34	14	15.05%
35-44	26	27.96%
45-54	22	23.66%
55-64	8	8.6%
>65	12	12.9%

Answered: 83 Skipped: 10

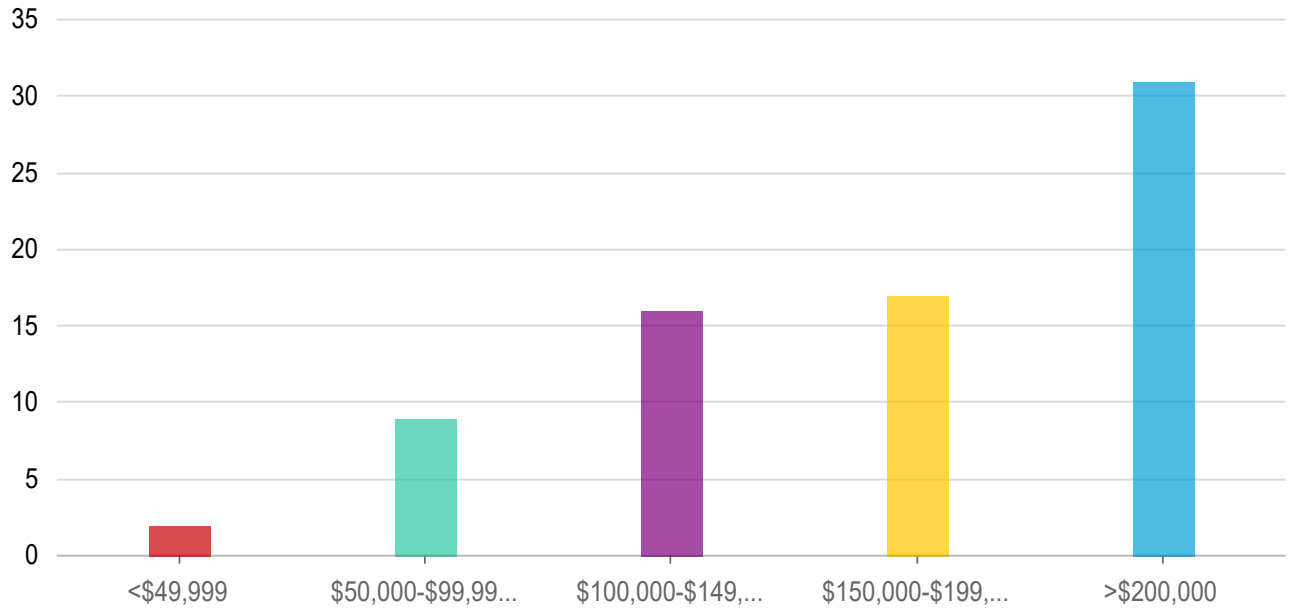
What is your race / ethnicity?



Answers	Count	Percentage
Asian or Asian American	3	3.23%
Black or African American	6	6.45%
Hispanic or Latino	6	6.45%
Native American	3	3.23%
Pacific Islander	0	0%
White or Caucasian	70	75.27%
Other	2	2.15%

Answered: 82 Skipped: 11

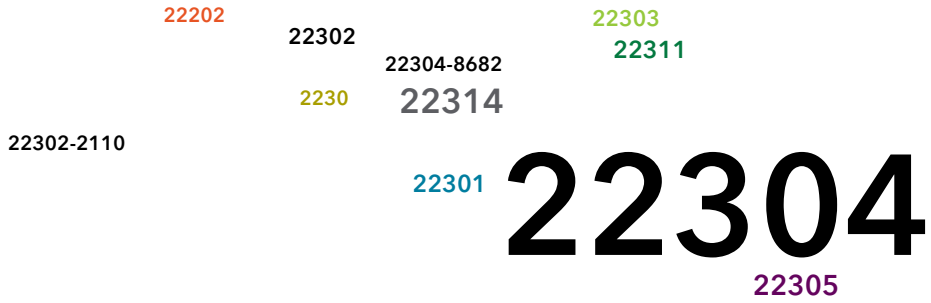
What is your annual household income?



Answers	Count	Percentage
<$49,999	2	2.15%
$50,000-$99,999	9	9.68%
$100,000-$149,999	16	17.2%
$150,000-$199,999	17	18.28%
>$200,000	31	33.33%

Answered: 75 Skipped: 18

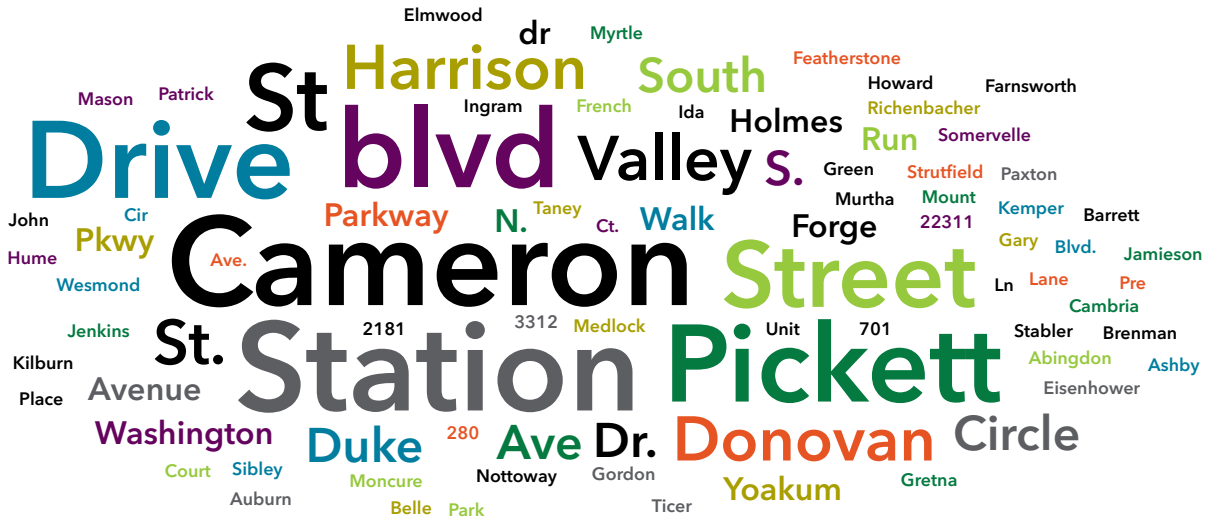
What is your home zip code?



Word	Count
22304	58
22314	8
22305	5
22301	3
22311	3
22302	2
22303	2
2230	1
22202	1
22304-8682	1
22302-2110	1

Answered: 85 Skipped: 8

What street do you live on?



Word	Count
Cameron	8
Station	8
blvd	7
Drive	7
Pickett	7
St	6
Street	6
Harrison	4
Donovan	4
St.	4
Valley	4
Circle	3
S.	3
Duke	3

Ave	3
Dr.	3
South	3
Yoakum	2
Parkway	2
dr	2
Forge	2
Avenue	2
Washington	2
Walk	2
N.	2
Holmes	2
Run	2
Pkwy	2
280	1
701	1
2181	1
3312	1
22311	1
Wesmond	1
Mount	1
Ida	1
Abingdon	1

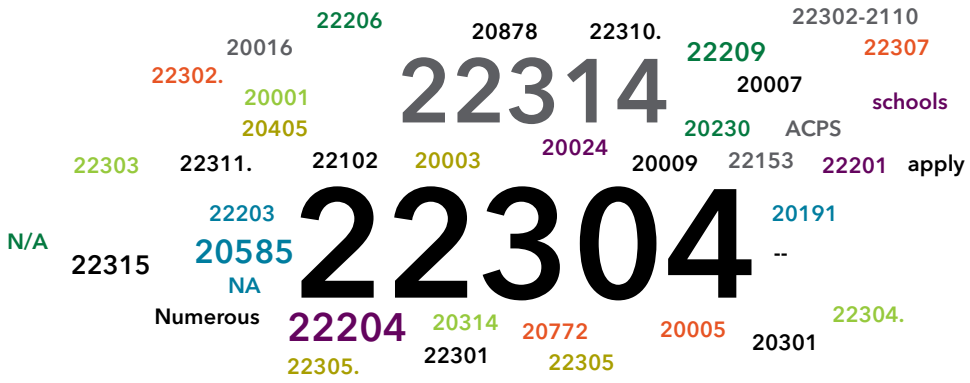
Taney	1
Strutfield	1
Stabler	1
Ln	1
Gordon	1
Somervelle	1
Sibley	1
Jenkins	1
Ingram	1
French	1
Richenbacher	1
Ave.	1
Nottoway	1
Howard	1
Paxton	1
Patrick	1
Kemper	1
Myrtle	1
Murtha	1
Moncure	1
Medlock	1
Lane	1
Kilburn	1

John	1
Ticer	1
Hume	1
Cir	1
Gretna	1
Green	1
Court	1
Gary	1
Featherstone	1
Farnsworth	1
Elmwood	1
Eisenhower	1
Mason	1
Blvd.	1
Cambria	1
Brenman	1
Park	1
Belle	1
Pre	1
Barrett	1
Place	1
Auburn	1
Ct.	1

Ashby	1
Jamieson	1
Unit	1

Answered: 76 Skipped: 17

What is the zip code of your work, school, or volunteer location?



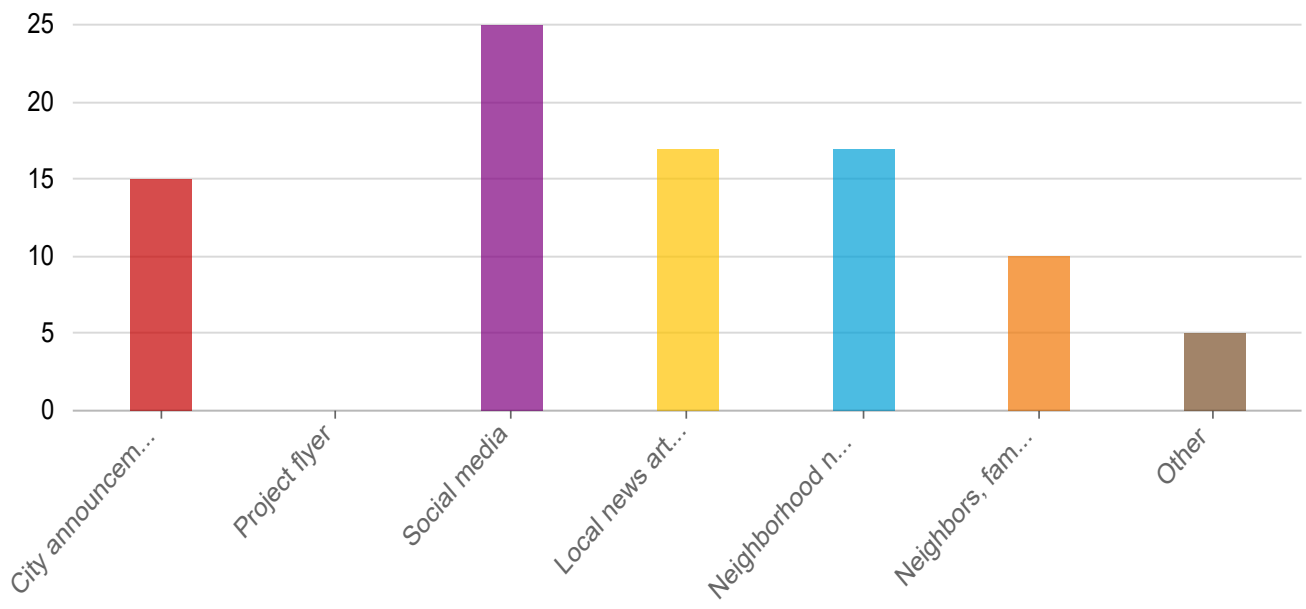
Word	Count
22304	22
22314	12
22204	4
20585	3
22209	2
22315	2
20001	1
20003	1

20005	1
20007	1
20009	1
20016	1
20024	1
20191	1
20230	1
20301	1
20314	1
20405	1
20772	1
20878	1
22102	1
22153	1
22201	1
22203	1
22206	1
22301	1
22303	1
22305	1
22307	1
Numerous	1
--	1

ACPS	1
schools	1
NA	1
N/A	1
apply	1
22304.	1
22305.	1
22302.	1
22310.	1
22311.	1
22302-2110	1

Answered: 73 Skipped: 20

How did you hear about this feedback form?



Answers	Count	Percentage
City announcement	15	16.13%
Project flyer	0	0%
Social media	25	26.88%
Local news article	17	18.28%
Neighborhood newsletter or announcement	17	18.28%
Neighbors, family, or friends	10	10.75%
Other	5	5.38%

Answered: 89 Skipped: 4

Please share your email so that staff may follow-up with any questions.

Word	Count
lizzialarcon@gmail.com	2
ybunnygurl@gmail.com	1
yasirnagi@gmail.com	1

warnke.aaron@yahoo.com	1
tklancer@gmail.com	1
stephanie.elms@gmail.com	1
sherry.welch24@gmail.com	1
satyler@gmail.com	1
s.bandy.xyz@gmail.com	1
rbs@goroveslade.com	1
randy.cole.n1@gmail.com	1
pkebker@gmail.com	1
phowe85@gmail.com	1
nvanarkelpriest@gmail.com	1
nickr123@gmail.com	1
miadan85@hotmail.com	1
mcnadroj@gmail.com	1
Mccandlesses@gmail.com	1
Markanis86@gmail.com	1
manager_chewy_0y@icloud.com	1
lynallen146@gmail.com	1
liz.hujsak@gmail.com	1
lindabailey212@gmail.com	1
ledot2000@aol.com	1
kwachen@gmail.com	1
kramsue75@gmail.com	1

kevin.obrien@waba.org	1
jonathan@jonathankrall.net	1
john@yuda.org	1
jmcaking0@gmail.com	1
jbarret4@gmail.com	1
hutchings2@gmail.com	1
hstudley2004@yahoo.com	1
housetohalfgo@yahoo.com	1
hank.komorek@wiygul.com	1
Emmacmccarthy19@gmail.com	1
eleanor.f.robinson@hotmail.com	1
ekmsguru@gmail.com	1
ecboes17@gmail.com	1
dfjarrett@aol.com	1
david.hotle@gmail.com	1
danikahyssong@yahoo.com	1
damato.chris@gmail.com	1
Cryoung319@yahoo.com	1
channaher@gmail.com	1
championbowler@aol.com	1
buschwacker87@gmail.com	1
brooks.karensue@gmail.com	1
bcalvary@gmail.com	1

annwen@verizon.net	1
amanda.e.jehle@gmail.com	1
aimpastato239@gmail.com	1
abring1991@gmail.com	1
0begonia_zebras@icloud.com	1

Answered: 55 Skipped: 38