Pedestrian and Bicycle Citizens Group

11 January 2010
Agenda

1. Welcome & Introductions

2. Review September Meeting with Arlington County

3. Guest Discussion: Mr. John Komoroske, chair, Planning Commission and Mr. Jayme Blakesley, vice-chair, Transportation Commission

4. 2009 Year in Review and 2010 Major New Projects

5. Existing Projects & Upcoming Events

6. Public Input/Q&A
Agenda Item #2 - Review September meeting
Agenda Item #3 - Guest Discussion
Planning Commission

• About the Commission

• Recent Area Plans and Development Plans
  – Waterfront
  – North Potomac Yard
  – Beauregard

• Transportation Management Plans
North Potomac Yard
Small Area Plan

Creating a Complete Sustainable Community

To comment on the plans visit:
http://www.alexandriava.gov/PotomacYardPlan
http://alexandriava.gov/Waterfront
http://alexandriava.gov/Planning

Bicycle Accommodations-
Section 6
Transportation Commission

- About the Commission

- City Long-Range Plan and CIP
  - RSTP/CMAQ
  - CIP recommendations

- Complete Streets

- Strategic Plan
Formulate Guidance for City Long Range Plan and CIP

Process

FALL (Sept-Dec) → WINTER (Jan-March) → SPRING (April-June)

City LRP is unconstrained
✓ COG/TPB (regional) plan is constrained, hence CLRPM
✓ City CIP is constrained >> Regional TIP and SYIP

Grants

CIP (City)
SYIP (State)
CLRPM (Regional)

CIP (City)
SYIP (State)
CLRPM/TIP (Regional)
Commission Prioritization Criteria

- Livability
  - What is the impact on livability in the affected area?
  - What is the impact on livability in Alexandria?
- Connectivity
  - What is the effect on neighborhood connectivity and the City as a whole?
  - What is the effect on regional mobility?
- Land Use
  - How well does project focus investment near existing or proposed population or employment?
  - How well does project focus investment near opportunities for economic development?
- Multimodal Choices
  - Does the project improve or add multimodality?
- Infrastructure
  - Does the project improve aging infrastructure?
- Operations and Technology
  - Does the project improve system efficiency through an appropriate use of technology?
- Reduce SOV
  - Does the project encourage non-SOV travel?
- Safety
  - What effect will the proposed project have on crash risks and safety?
- Funding
  - What is the potential for obtaining non-City funding for the project?
- Ongoing Costs
  - What is the effect of the project on maintenance and operating costs?
- Urgency
  - What is the urgency of the project?
FY 2011 CMAQ/RSTP Projects

1. Preliminary Engineering of Exclusive Transitways: $500,000

2. DASH Bus Acquisition: $1.8 million

3. Trans Demand Management (TDM) Activities: $100,000

4. Bike Racks for Buses: $100,000

**Ranked/Prioritized but unfunded by CMAQ/RSTP**
- Holmes Run Pedestrian/Bicycle Tunnel
- Bicycle Sharing Initiative
- Eisenhower Ave Platform Extension
- Braddock Road Metro Multimodal Connections
- Bicycle Parking at Major Transit Stops
FY 2011 CIP (Transportation)

Prioritization Ranked Order of projects in FY2010 CIP by Transportation Commission on September 2, 2009:

1. Sidewalks, Curb/Gutters
2. Bridge Repairs
3. On-Street Pedestrian/Bike Safety
4. Traffic Control Facilities
5. In-Step
6. Street Reconstruction
7. Alley Rehabilitation Program
8. Edsall Road Reconstruction

- Provides guidance to staff in development of FY2011 CIP which is currently being prepared and will be approved by City Council in May
Objectives:

Objective 3: Support healthy lifestyles and disease prevention.

Initiative 3G: Increase access to safe walking and bicycling trails in the City

Measures:

• Earn a Silver “Bicycle Friendly Community” designation by 2013.
• Improve the “Walk Score” for neighborhoods across Alexandria.
• Reduce pedestrian and bicycle crashes.
• Annually increase the total miles of sidewalks, shared-use paths and bikeways.
## Strategic Planning

**Goal 3:** A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandria

<table>
<thead>
<tr>
<th>Objective 1: Develop local, reliable funding mechanisms to support a fiscally constrained transportation plan.</th>
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<tbody>
<tr>
<td>Objective 2: Promote strong linkages and coordination between transportation and land development.</td>
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<td>Objective 3: Ensure safe and accessible travel for pedestrians, bicyclists, transit and motorists on Complete Streets with design and implementation that is context sensitive.</td>
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<td>Objective 4: Increase transit options for locally oriented and through trips emphasizing interjurisdictional coordination.</td>
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Agenda Item #4 - 2009 Year in Review and 2010 Major New Projects
Bicycle Crashes 2008
Alexandria Daily Bike Counts
Tube count taken north of Pendleton St. - Data courtesy of Alexandria Pedestrian and Bicycle Program

Thursday - Alexandria
September 10, 2009

Sunday - Alexandria
September 13, 2009
# Holmes Run/Chambliss Crossing
## Design Matrix

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>FAIR WEATHER CROSSING</th>
<th>LOW PROFILE CROSSING</th>
<th>BRIDGE CROSSING</th>
</tr>
</thead>
<tbody>
<tr>
<td>HYDRAULIC IMPACT</td>
<td>Has no impact to flood elevations. Least amount of stream flow impact.</td>
<td>Has no impact to flood elevations. Has slightly more impact to stream flow than fair-weather crossing. Also has more potential to gather debris.</td>
<td>Least environmental impact. Avoids stream all together. Bridge-footings can be placed along streambanks. Requires minor grading along streambanks.</td>
</tr>
<tr>
<td>ENVIRONMENTAL IMPACT</td>
<td>Creates the most environmental impact since slab is directly on stream bed. Requires the most significant grading along the approaches to the crossing.</td>
<td>Creates moderate impact since piers are exposed. The base is covered by 1 ft of natural material. Requires moderate grading on the approaches.</td>
<td></td>
</tr>
<tr>
<td>ACCESSIBILITY</td>
<td>Least accessible. Only allows limited crossing during non-event times. Will be slippery due to buildup of silt over time.</td>
<td>Moderate accessibility. Will be designed to stay dry for one year events. Will flood during larger events.</td>
<td>Most accessible. Designed to span flood zone.</td>
</tr>
<tr>
<td>AESTHETICS</td>
<td>Will have the least visual impact along the stream, but moderate visual impact along the approaches.</td>
<td>Will have moderate visual impact along the stream. Can be kept low to hide most of the structure from houses.</td>
<td>Is the most visual option due to height and site of structure.</td>
</tr>
<tr>
<td>COST</td>
<td>Least expensive</td>
<td>Moderately expensive. Construction will utilize pre-fabricated pieces.</td>
<td></td>
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</table>

City of Alexandria, Virginia
**Low Profile Crossing**

**Advantages**
- Has no impact to flood elevation
- A natural streambed remains intact, providing fish passage and habitat to the stream's biota
- Strong public support vetted through numerous public meetings with adjacent property owners and the pedestrian community
- Provides a safe, dry surface slightly above normal stream flow elevation
- Allows pedestrian and bicycle passage except during wet weather events
- Design is consistent with similar facilities used with regularity in other parts of the region and was supported by the public

**Disadvantages**
- Footpath may require railing
  - Significant impact on flood elevation
  - Stream flow (a public priority) will be reduced
  - Increases downstream risk in event of railing failure
  - Requires additional maintenance after storm events

**Fairweather Crossing**

**Advantages**
- Has no impact to flood elevation

**Disadvantages**
- Destroys the environmental integrity of the stream bed; concrete slab is directly on top of the stream bed
- May prohibit fish passage
- Strong public opposition vetted through numerous public meetings with adjacent property owners and the pedestrian community
- Surface will be underwater at all times, which allows build up of algae, posing significant hazards to bicyclists and pedestrians and reduces available use days
Bicycle Parking Specs

BICYCLE PARKING LOCKER PLACEMENT

BICYCLE PARKING SHELTER PLACEMENT

City of Alexandria, Virginia
2010 Projects

- Rapid Flash Beacons: Yoakum Parkway, Duke Street at Telegraph Road, Braddock Road Metro and Mount Vernon Ave at Del Ray Central
- Active Transportation/Bicycle Initiative
- Eisenhower Avenue Underpass
- Eisenhower Avenue Complete Street
- Safe Routes to School
- King-Beauregard Intersection
- ASA Expansion/Hoofts Run Connection
- Mt. Vernon Trail Safety @ East Abingdon and at Porto Vecchio
- Bicycle Parking & Bike-Racks-on-Buses
- Wayfinding
About the Rapid Flash Beacon

- First piloted in St. Petersburg, Fla. in 2004

- Installed in DC on Brentwood Ave in 2008 (first such beacon in Northeast), increased compliance over 60%

- Features super-bright LED lights that flash rapidly (70-80 flashes per min. each) in a wig-wag/stuttering pattern that is hard for drivers to miss
Active Transportation & Bicycle Initiative

Benefits and Capabilities

- Approximately the size of a parking stall
- 24/7 Secure Access
- Smart and efficient use of space in plan
- Service up to 80 bike users
- Flexible policy management system
- Multiple Interoperable parking facilities
- Installed and Operational in 8 weeks or less
Wayfinding

- Stakeholder Advisory Group > Jan. 26
- BAR dockets > Feb
- Public Review & Hearings > April
- Plann Comm. > June
- Contact Stacy Langsdale
Trail Signs
Agenda Item #5 - Existing Projects & Upcoming Events
Upcoming Events

• Four Mile Run Ped-Bike Bridge Design Selection > Saturday, March 27
• Confident City Cycling
  – May 6: CCC1 at Mount Vernon
  – June 5: L2R at Charles Houston
  – June 19: CCC1 at Cora Kelly
• BikeDC > Sunday, May 9 (tentative)
• Bike to Work Day > Friday, May 21
Save the Date! Bridge Design Selection on Sat, March 27 at Masonic Memorial
Agenda Item #6-
Public Input/Q&A
Thank you

www.alexandriava.gov/localmotion

Yon Lambert, AICP

Dept. of Transportation & Environmental Services