

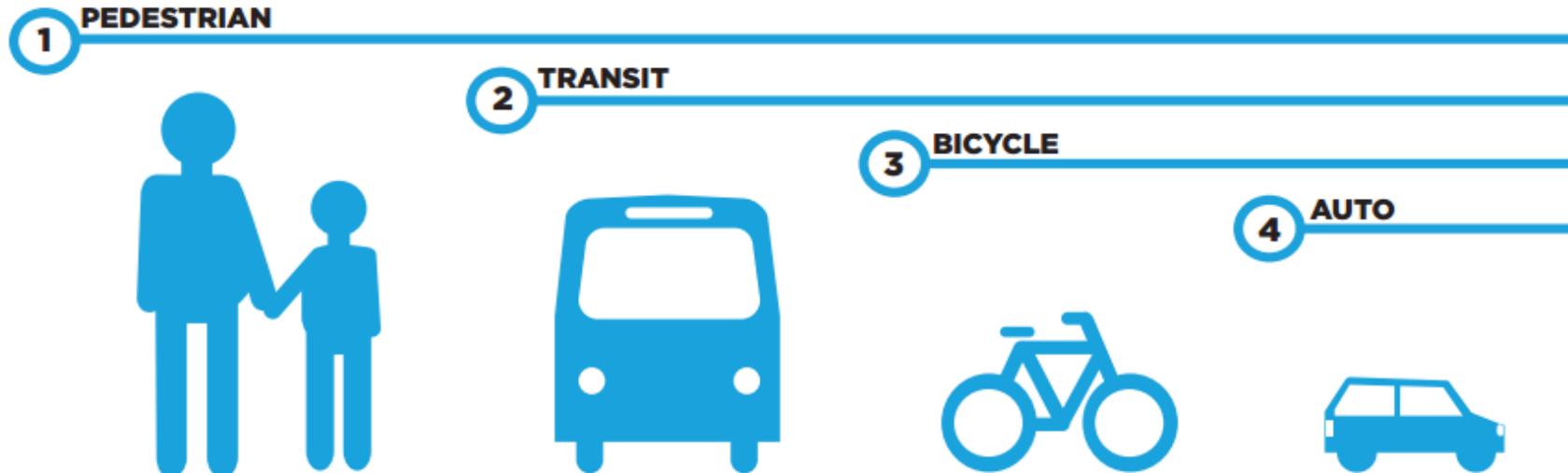
# **Pedestrian Improvements to Transit Stops**

**Alexandria Commission on Persons  
with Disabilities Briefing**

June 11, 2014

# What are Complete Streets?

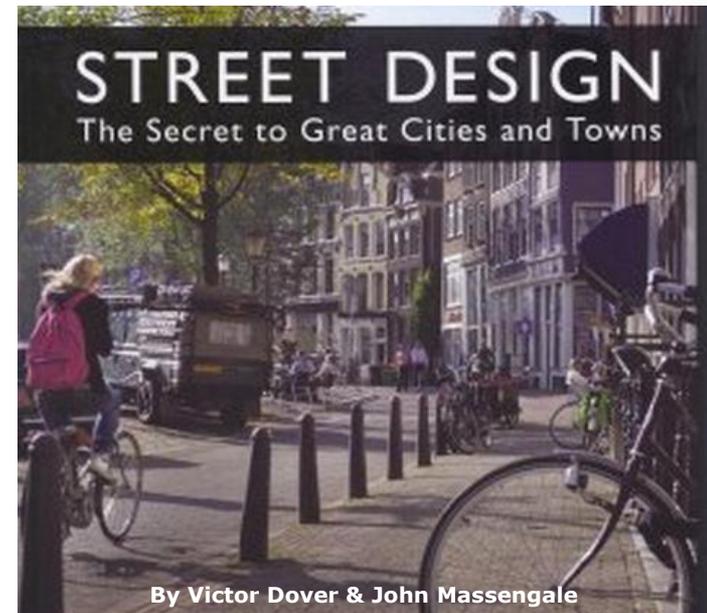
**Complete Streets** are streets designed **people of all ages** and abilities, including children, older adults, and individuals with disabilities. These streets **ensure safe and convenient travel** for all users, including pedestrians, bicyclists, riders and drivers of public transportation, as well as drivers of other motor-vehicles.





# City of Alexandria Complete Streets Policy

- Complete Streets Policy adopted by City Council in 2011
- The City shall incorporate, to the extent possible, Complete Streets infrastructure sufficient to **enable reasonably safe travel along and across the right-of-way for each category of users**
- The City shall incorporate Complete Streets infrastructure into existing public streets to **improve the safety and convenience of users and construct and enhance the transportation network for all users**





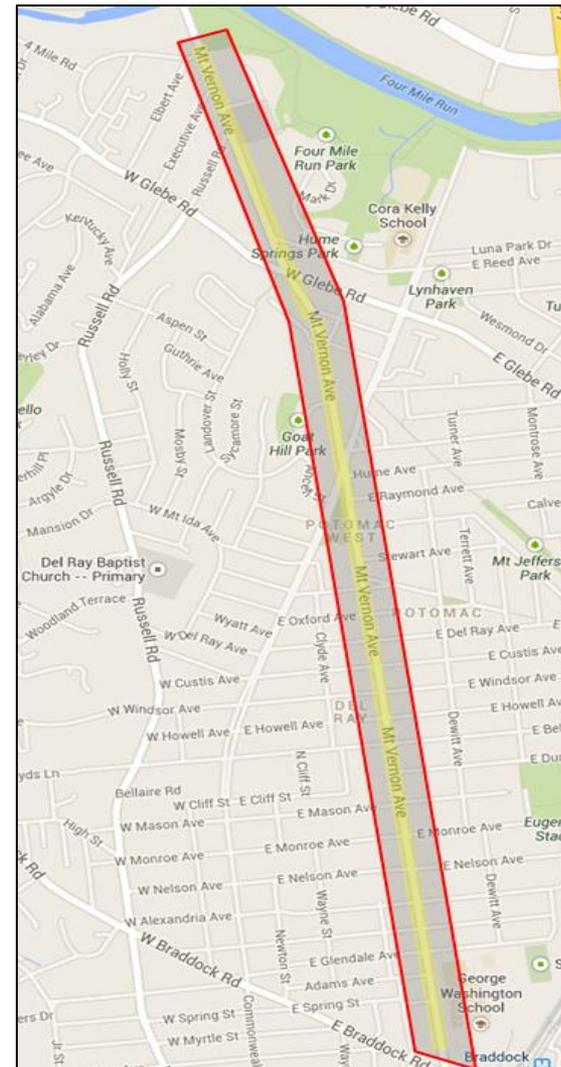
# Study Goals

- Comply with federal mandate to upgrade all bus stops to current ADA compliant standards
- Create a ADA transition plan for bus stops in Old Town and Del Ray
- Minimize parking loss & construction costs
- Consolidate bus stops to improve bus travel time and encourage walking and active transportation

# Study Process

- Conduct study that will create “comprehensive plan”, guide phased implementation and provide recommendations for necessary bus bulb
- Design standard specifications for bus bulbs
- Hire consultant to design non-standard locations
- Construct bus bulbs through phased implementation

# Study Areas



# Study Process

- Consultant to use maps of bus stops, parking, hydrants and catch basins to identify bus bulb locations that would minimize parking loss and construction costs
  - ie – construct near hydrant or at crosswalk
- Propose locations to add parking to offset loss
- Prioritizes locations to construct through “phased implementation”
  - Standard spec bus-bulbs to be constructed first

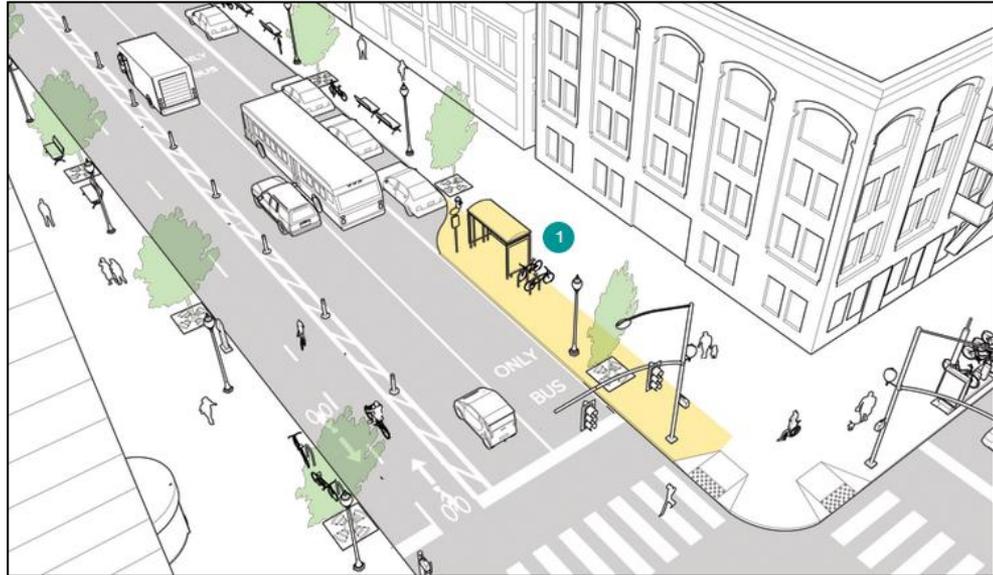
# Implementation

- Phased Implementation prioritized by:
  - Safety Concerns
  - Ease of installation (standard spec vs. detailed design)
  - Cost of construction per location
  - Total cost of construction
  - Number of bulbs to be constructed



# Complete Streets Benefits

- **Pedestrian Safety**
  - Shortened crossing distances at intersections
- **Bicycle Accommodations**
  - Bicycle parking on bus bulbs
- **Aging in Place**
  - ADA upgrades and more accessible bus stops
- **Green Infrastructure**
  - Standard design to consider storm water management
- **Active Transportation**
  - Promote more walking with bus stop consolidation





# Public Outreach

- For Support and Backing
  - Commission on Aging
  - Commission on Persons with Disabilities
  - Bicycle & Pedestrian Advisory Committee
- To endorse Plan
  - City Council
  - Traffic & Parking Board
  - Transportation Commission
  - Transit Commission/DASH
- As FYI
  - Del Ray Citizens & Business Associations
  - Old Town and North Old Town Civic Associations
  - Old Town Business and Professional Association
  - Other relevant stakeholders



# Questions & Comments

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