



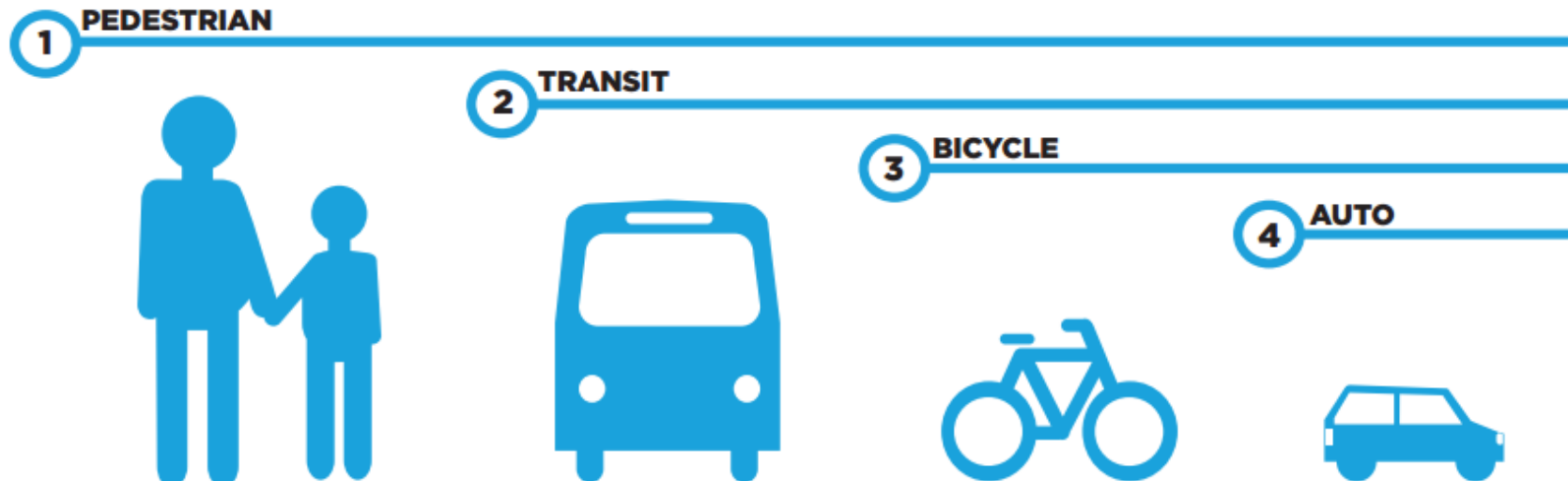
Pedestrian Improvements to Transit Stops

**Alexandria Commission on Persons
with Disabilities Briefing**

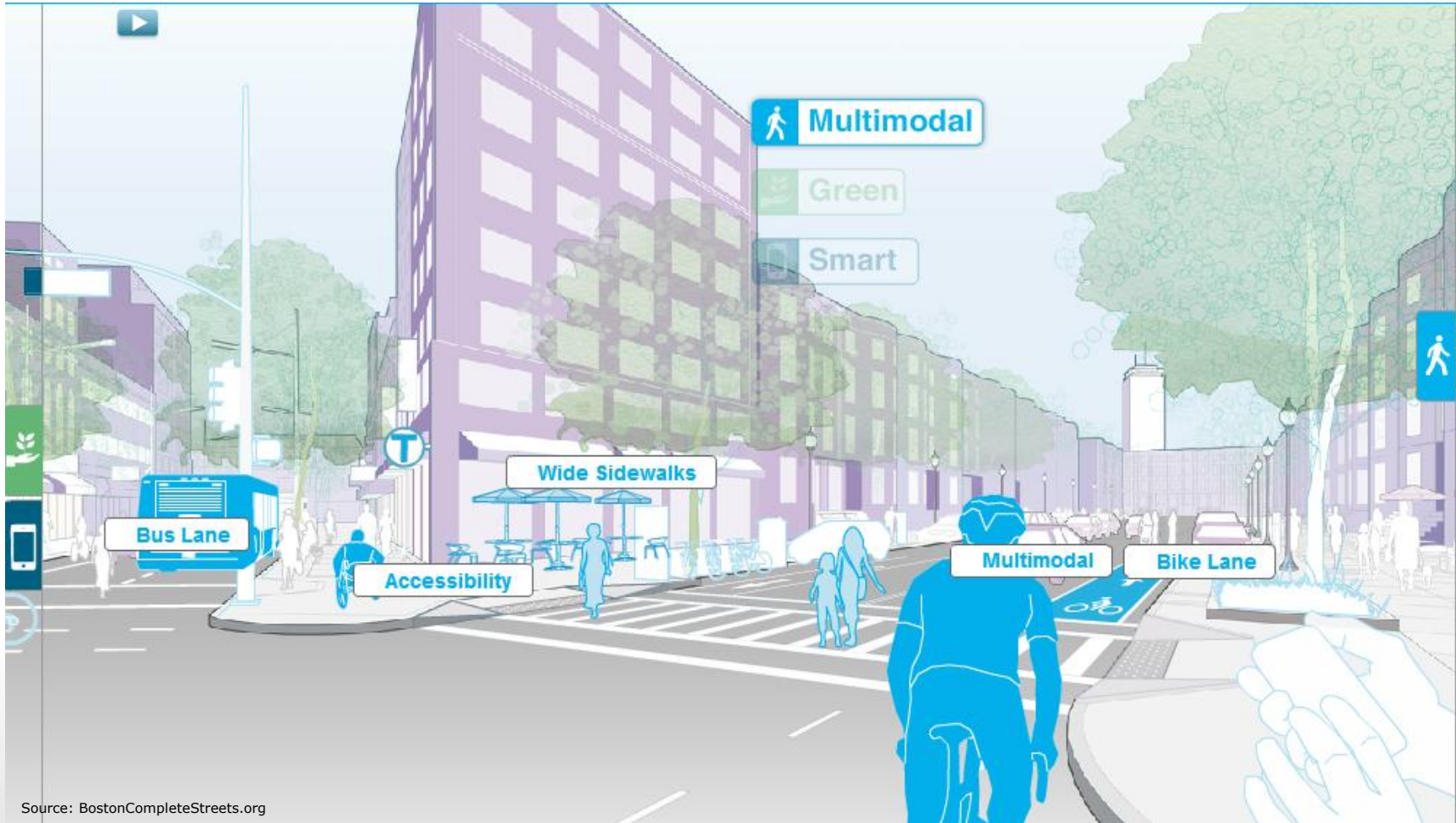
June 11, 2014

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.



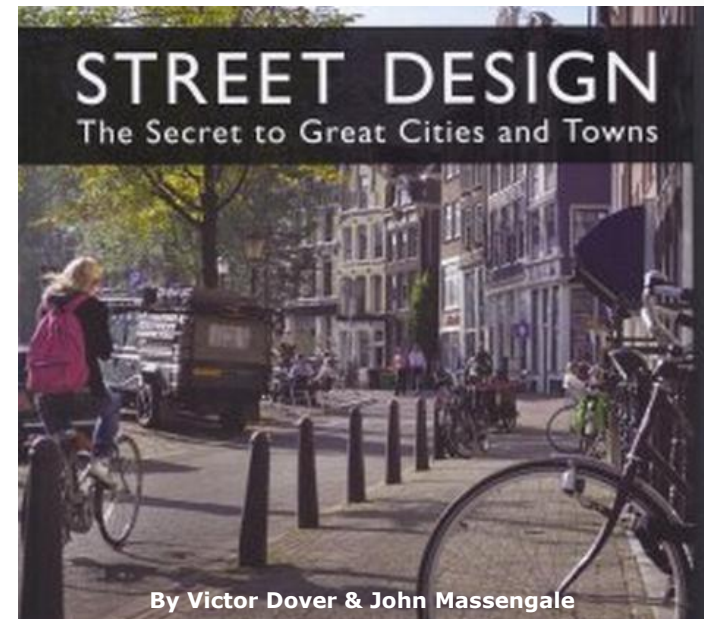
MULTIMODAL: SAFE, COMFORTABLE AND ACCESSIBLE TO ALL USERS



Source: BostonCompleteStreets.org

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**





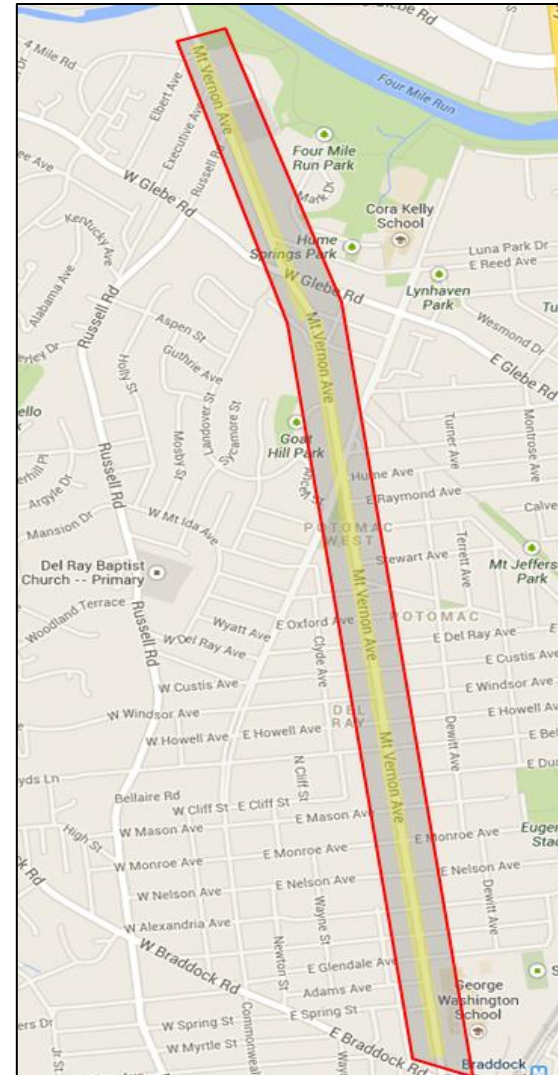
Study Goals

- 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

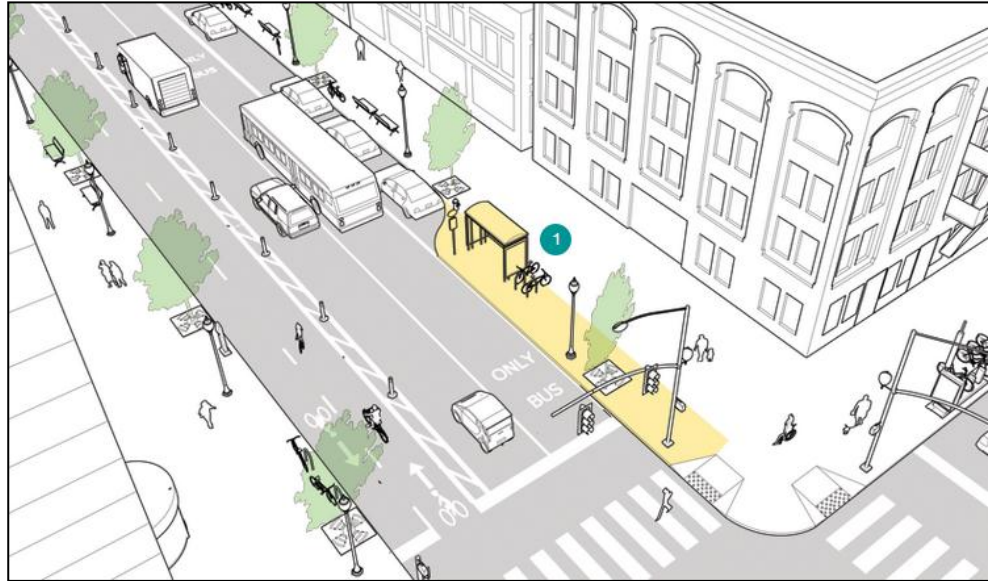
Implementation

- 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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