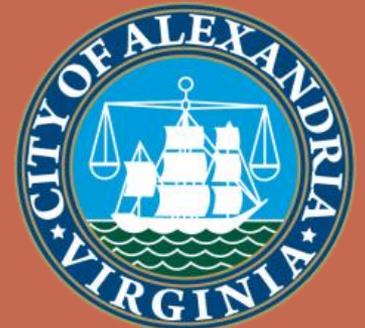


COMPLETE STREETS & AGING IN PLACE

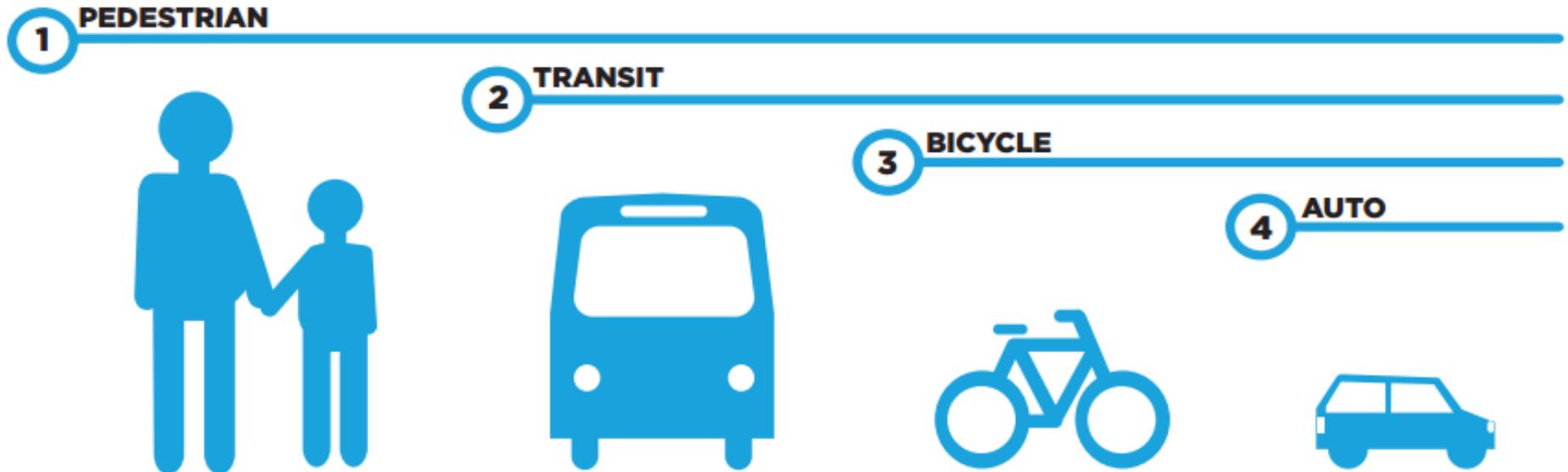
City of
Alexandria



WHAT ARE COMPLETE STREETS?

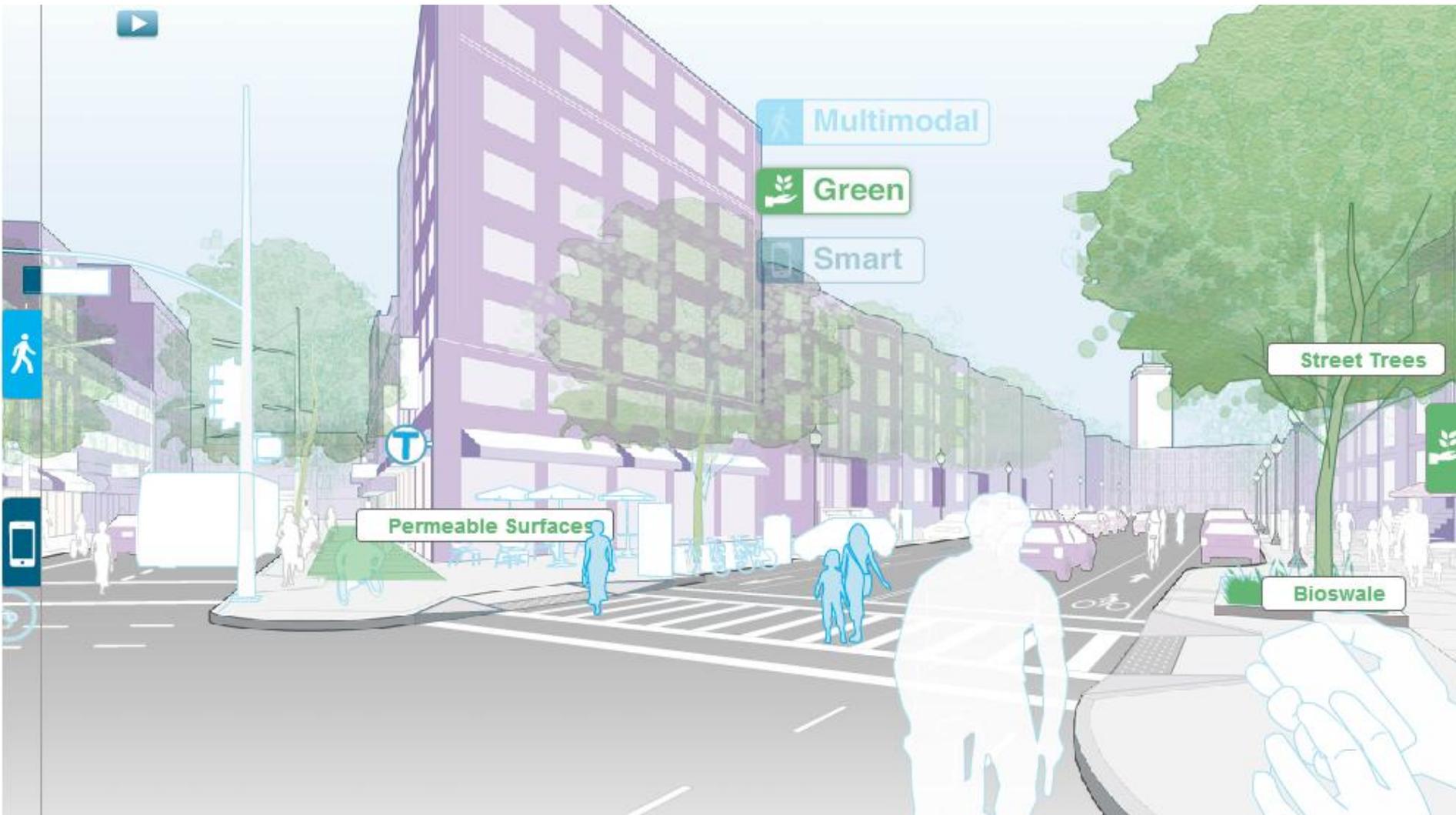
“Streets that are designed to consider the safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers and ensure that the needs of all users shall be accommodated and balanced so that even the most vulnerable – children, elderly, and persons with disabilities – can travel safely within the public right-of way.”

HIERARCHY OF STREET USERS

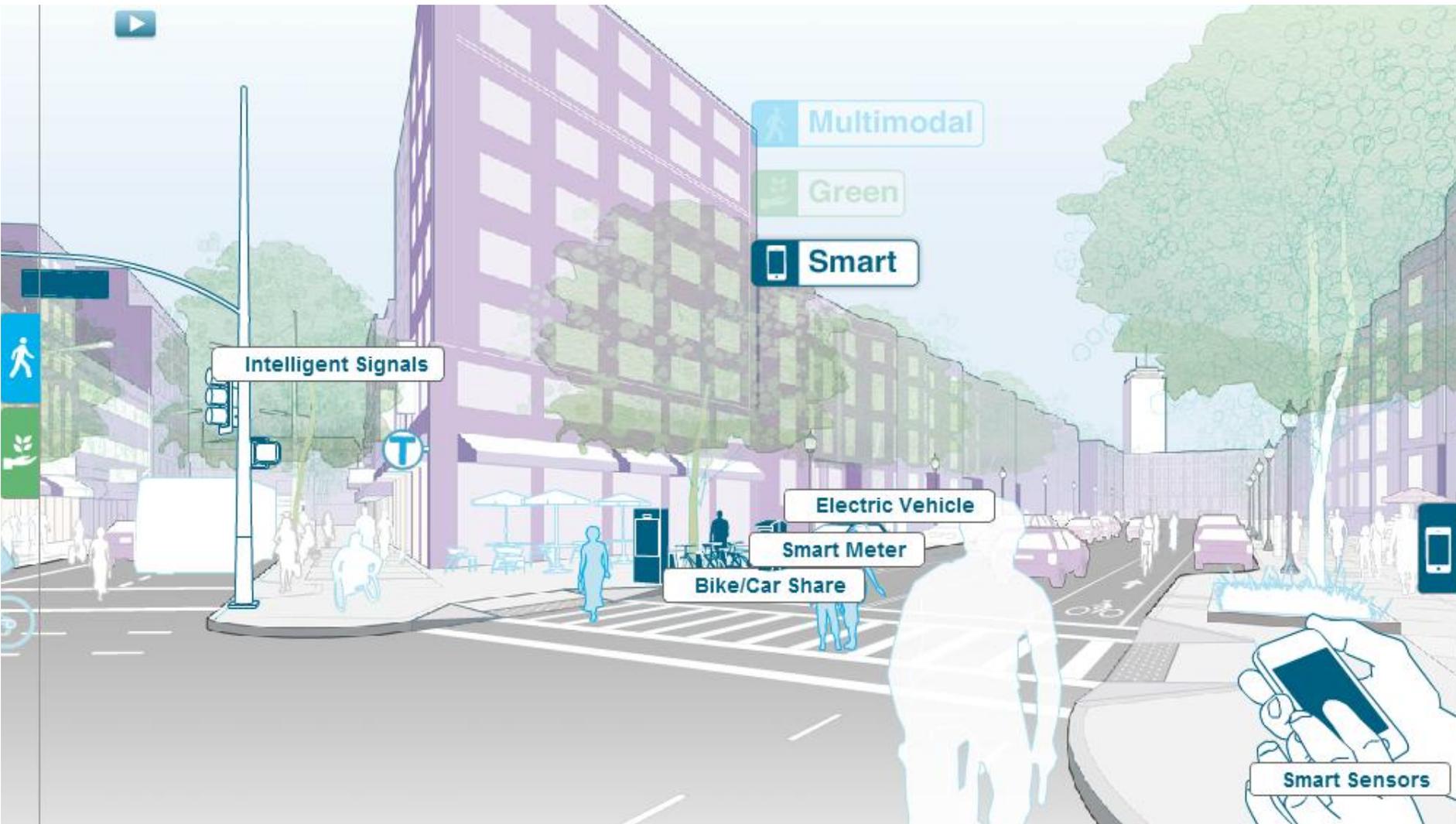


Pedestrian First Modal Hierarchy

GREEN: REDUCE ENERGY USE, SUSTAINABLE AND LOW-MAINTENANCE



SMART: EFFICIENT AND MAXIMIZE TECHNOLOGY ADVANCE



BENEFITS OF DESIGNING FOR COMPLETE STREETS

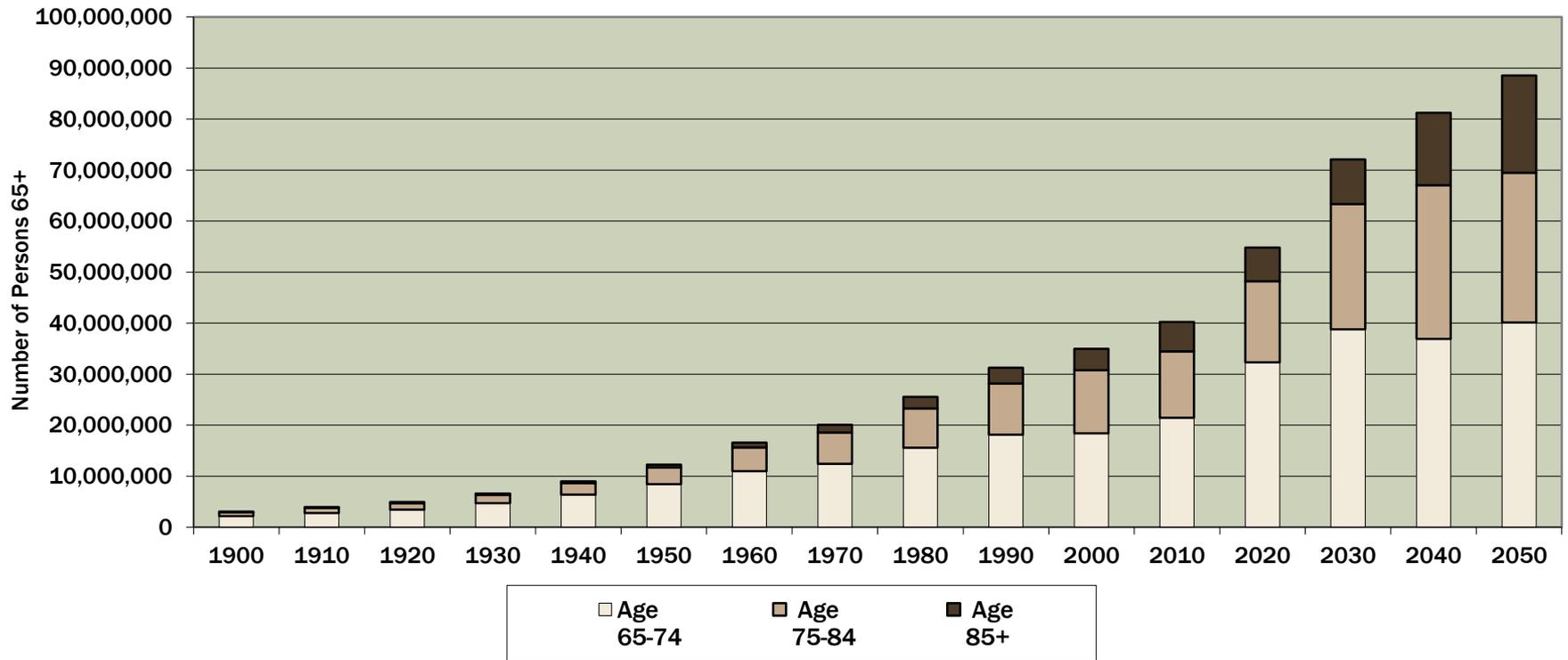
- Active Transportation promotes healthier communities
- Promotes Active Aging: “Walking, biking, and other regular outdoor activity is a preventative measure that keeps seniors in good health and decreases the risk of depression that comes with isolation, lack of mobility, and being afraid of the dangers of the outside world such as crossing the street.”
- Improves travel options for people of all ages
- Incomplete Streets put people at risk, particularly seniors
 - Pedestrian fatalities are higher among the senior population



INCREASE IN PERCENT OF ADULTS 65+

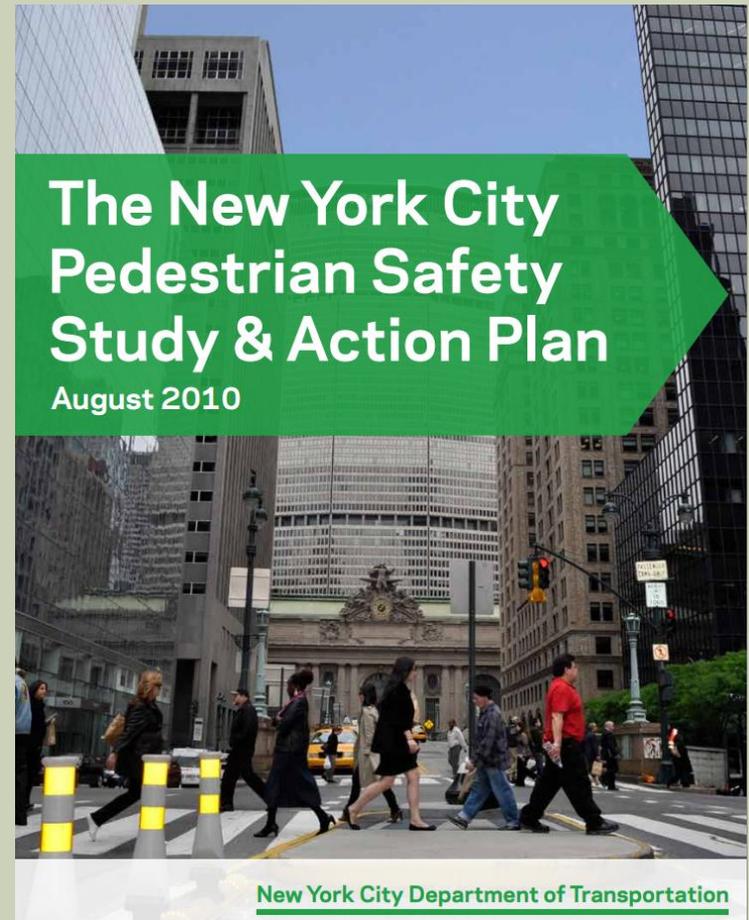
Population 65+ by Age: 1900-2050

Source: U.S. Bureau of the Census



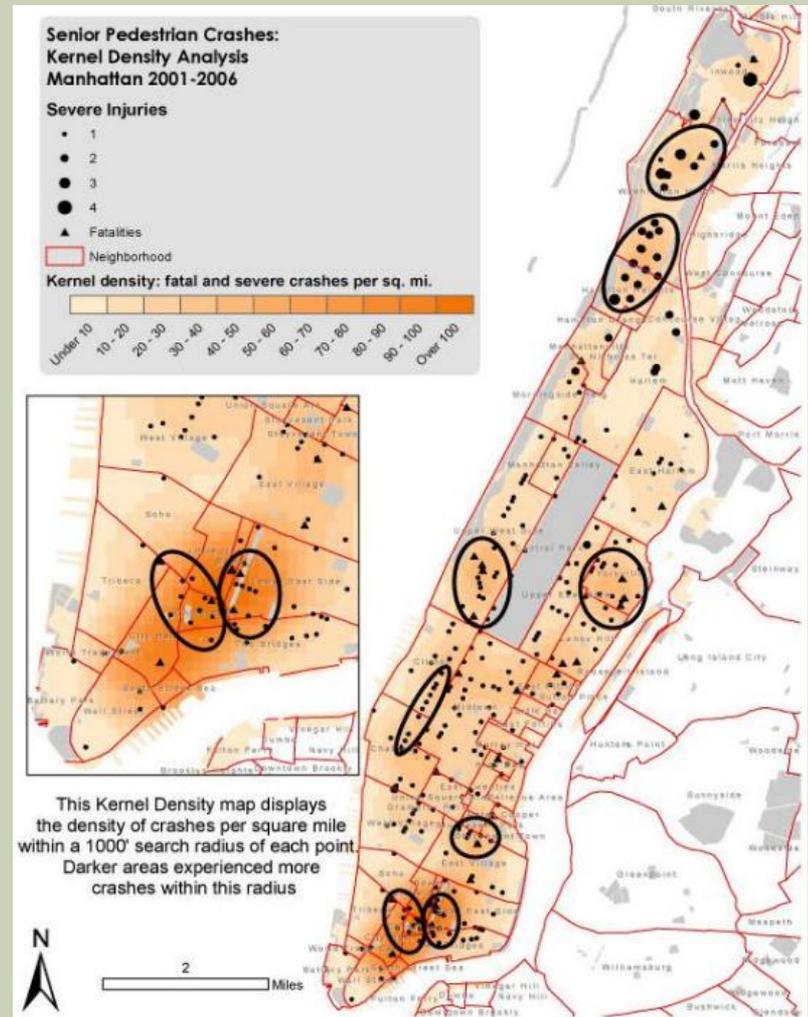
NEW YORK CITY

- Pedestrian Safety Study & Action Plan
- Safe Streets for Seniors
- High Pedestrian Crash Locations
- Neighborhood Slow Zones
- Corridor Traffic Calming



NYC: SAFE STREETS FOR SENIORS

- 2008: 40% of pedestrian fatalities – 13% of the population
- Senior population increasing from 11% in 2008 to 16% in 2030
 - GIS Mapping and crash density analysis to identify “Senior Pedestrian Focus Areas”
 - Community Outreach
 - Implementation



TOOLBOX OF IMPROVEMENTS



Daylighting:
Better driver-pedestrian visibility



Countdown Signals:
Tell pedestrians how much more time they have to cross



Signal Timing:
Can add more time to cross where possible



Pedestrian Safety Islands:
Shortens crossings on wide streets, provides safer crossing



Road Diet:
Organizes traffic, less speeding



Sidewalk Extensions:
Shortens crossing distance, slows turning cars

The Bowery

Complete Street Corridor Redesign

High Crash Corridor & Intersection & Senior Area

Manhattan, 2009



- Reduced number of southbound travel lanes
- Added buffered bike lane
- Added painted median
- Installed pedestrian island with street trees
- Added left turn lanes
- Installed LPI



Allerton Avenue Complete Street Redesign

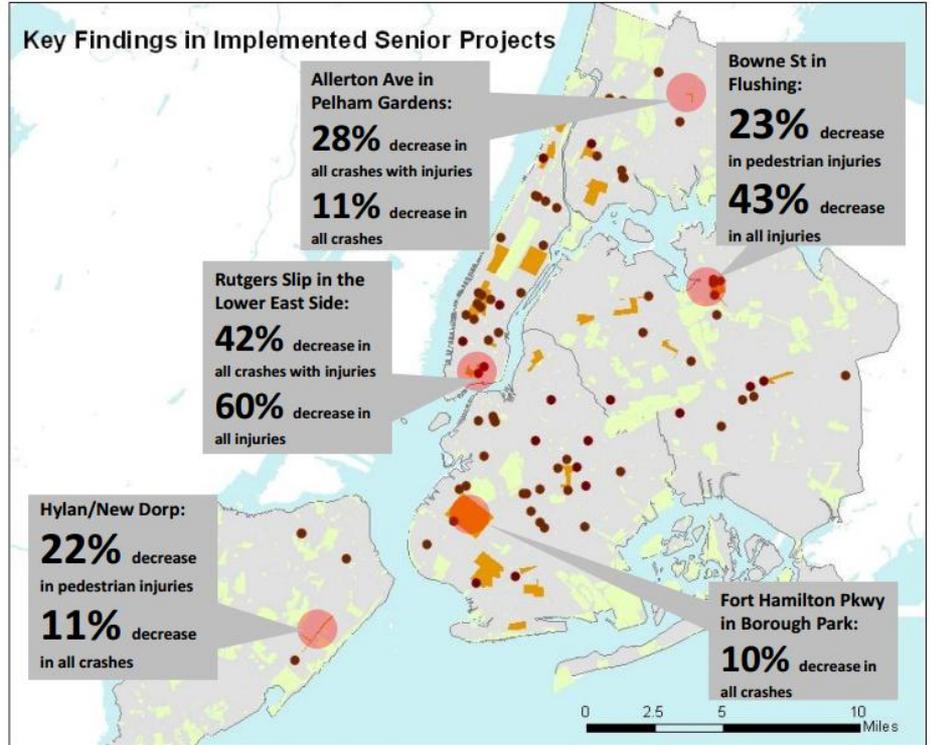
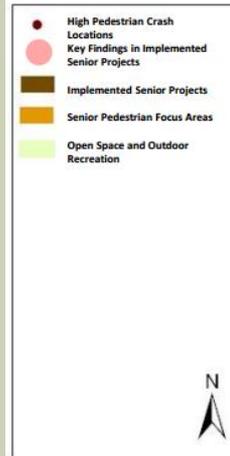
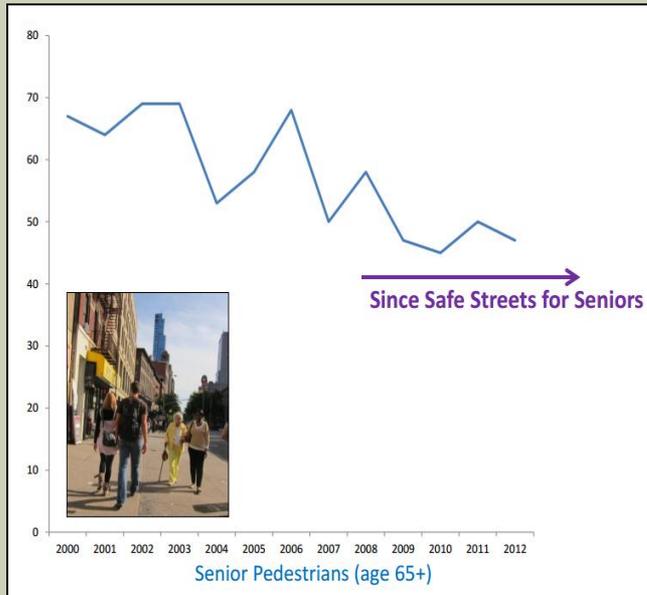
Bronx, 2009



- Reduced travel lanes from 4 to 2
- Added bike lanes
- Added painted median with pedestrian islands at major crossings
- Added street trees



RESULTS



WHAT'S HAPPENING IN ALEXANDRIA

- Bicycle & Pedestrian Master Plan Update
- Complete Street Guidelines
- More on-street bicycle facilities (20 lane miles in design for this year alone)
- Designing city's first "Protected" bicycle lanes



WHAT'S HAPPENING IN ALEXANDRIA

- Bicycle Parking Corrals replacing on-street parking



WHAT'S HAPPENING IN ALEXANDRIA

- New Capital Bikeshare stations with way-finding signage



WHAT'S HAPPENING IN ALEXANDRIA

■ Pedestrian Safety Upgrades

- More countdown pedestrian signals
- Redesign of high crash intersections
- More accessible curb ramps and new crosswalks
- More visible pedestrian signage and crosswalks
- Adding conflict free crossing time at intersections



AGING IN PLACE: ALEXANDRIA INITIATIVES

- Walking: Replacing brick standard with hybrid



AGING IN PLACE: ALEXANDRIA INITIATIVES

- Walking: Installing new sidewalks



AGING IN PLACE: COMPLETE STREETS PARTNERSHIPS

- Alexandria Commission on Aging
- Alexandria Commission on Persons with Disabilities
- Alexandria Bicycle and Pedestrian Advisory Committee
- Alexandria Transportation Commission
- Partnership for Healthier Alexandria

