

# Complete Streets

1 PEDESTRIAN



2 TRANSIT



3 BICYCLE



4 AUTO



Source: Chicago Complete Streets

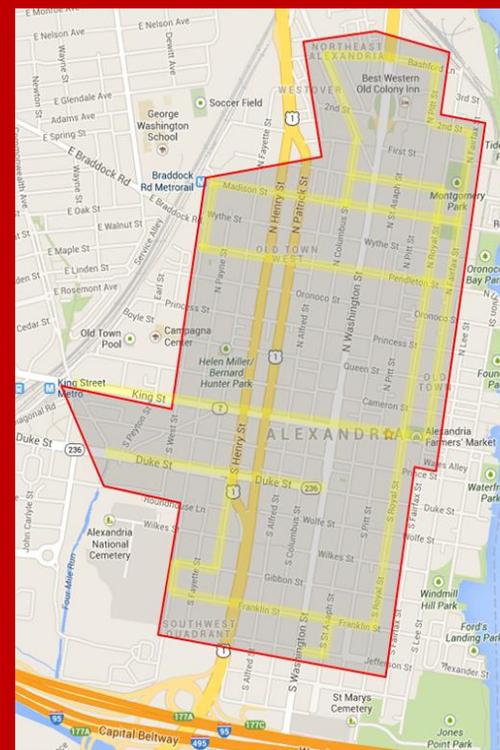
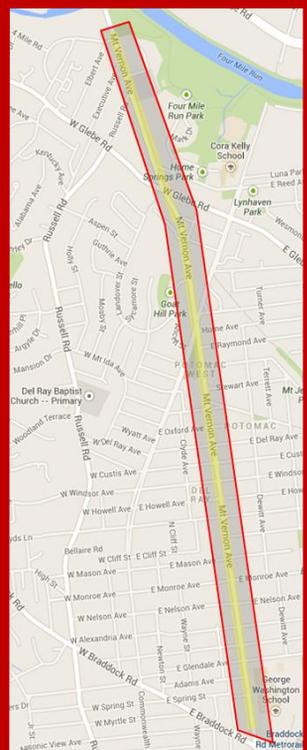
**Complete Streets** are streets designed for **people of all ages** and abilities, including children, older adults, and individuals with disabilities. These streets **ensure safe and convenient travel** for all users, including pedestrians, bicyclists, riders and drivers of public transportation, as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



Source: BostonCompleteStreets.org



# Pedestrian Improvements at Transit Stops Study



## Improvements

- Bus bulb-outs
- Shorter crossings
- Accessible bus stops
- Intersection design
- Improved travel times

## Timeline

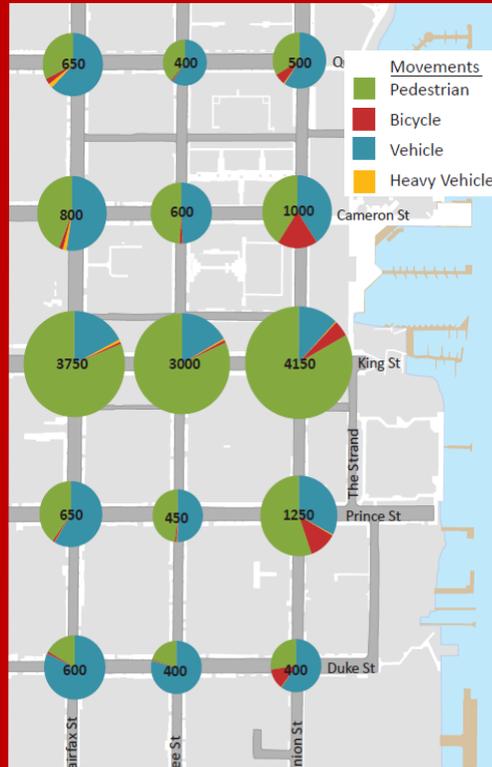
- Data collection: Summer 2014
- Public Outreach: Fall 2014

## Considerations

- Minimize parking loss
- Construction costs

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# Lower King Street (100 Block) Multimodal Feasibility Study



Saturday 4:00 - 5:00 PM



## Timeline

- Analyzed existing conditions – Early 2014
- Civic engagement – Throughout study
- Developed concepts / analysis – Spring 2014
- Continued civic engagement – Summer 2014
- Develop recommendations – Fall 2014
- Approval of recommendations - Winter 2014

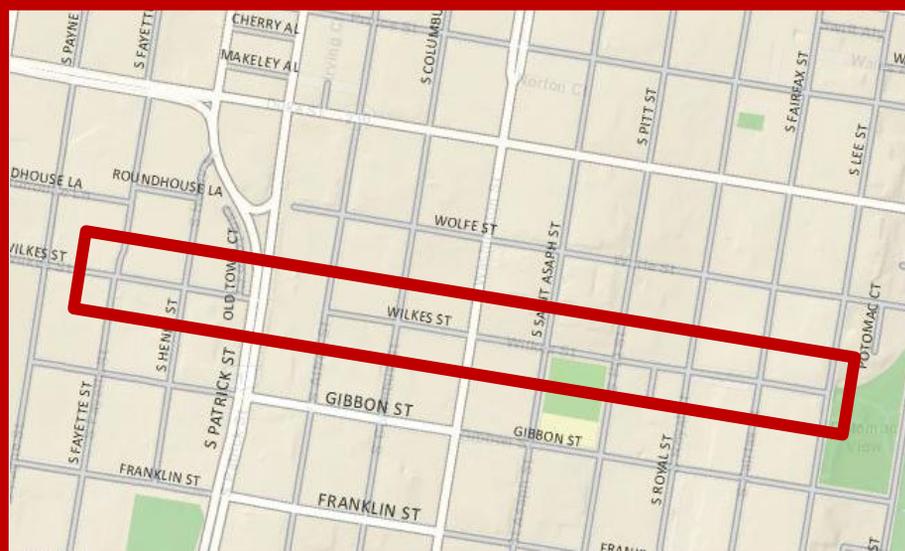
		GOALS & VALUES				
		Increase Walking Space	Increase Outdoor Dining and Retail	Provide Direct and Efficient Trolley Service	Minimize Impacts to Residential Streets	Improve User Comfort and Safety at Intersections
OPTIONS	Existing/No Build (open to all users)			✓	✓	
	Open to Traffic (wider sidewalks or flush)	✓	✓	✓	✓	✓
	Pedestrian Only	✓	✓			✓
	Pedestrian & Trolley Only	✓	✓	✓		✓

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# Wilkes Street Bikeway

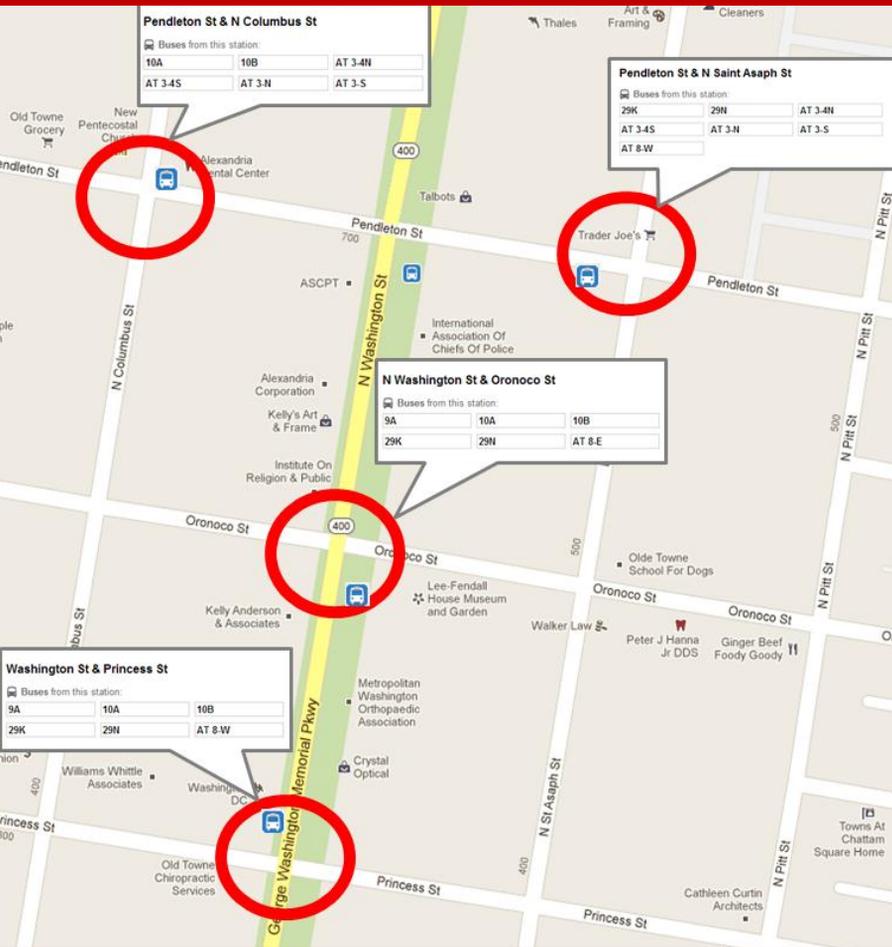
## Improvements

- Upgraded curb ramps
- High visibility crosswalks
- Shared lane markings
- Bicycle route signage
- Safer intersection crossings
- Future project on Wilkes Street at Washington and Columbus streets: bike boxes and bike crosswalks



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# Pedestrian Improvements on Washington & Pendleton Streets



## Improvements

- Pedestrian countdown signals
- Audible signals
- Accessible bus stops and curb ramps
- Sidewalk extensions
- Bus benches

## Timeline

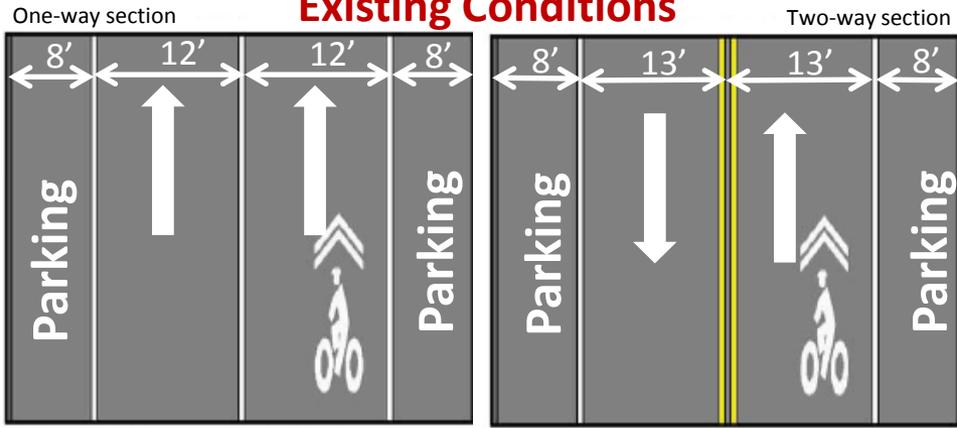
- Design – Fall 2014 – Spring 2015
- Implementation – Fall 2015



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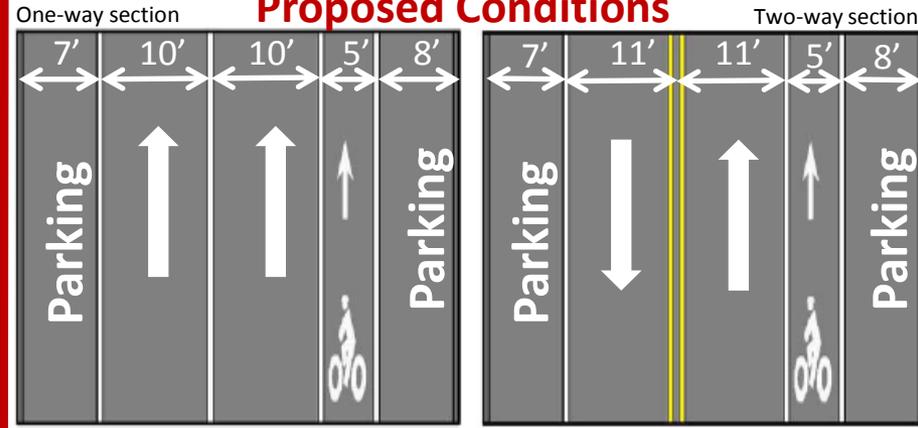
# Cameron and Prince Street Bike Lanes

## Existing Conditions



\*Street widths may vary by block

## Proposed Conditions



\*Street widths may vary by block and facility design will require more detailed engineering analysis

## Considerations

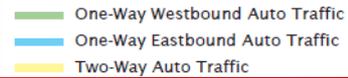
- Transportation Master Plan recommendation
- Provides multimodal access between King Street Metrorail Station and Capital Bikeshare stations at the Waterfront

## Improvements

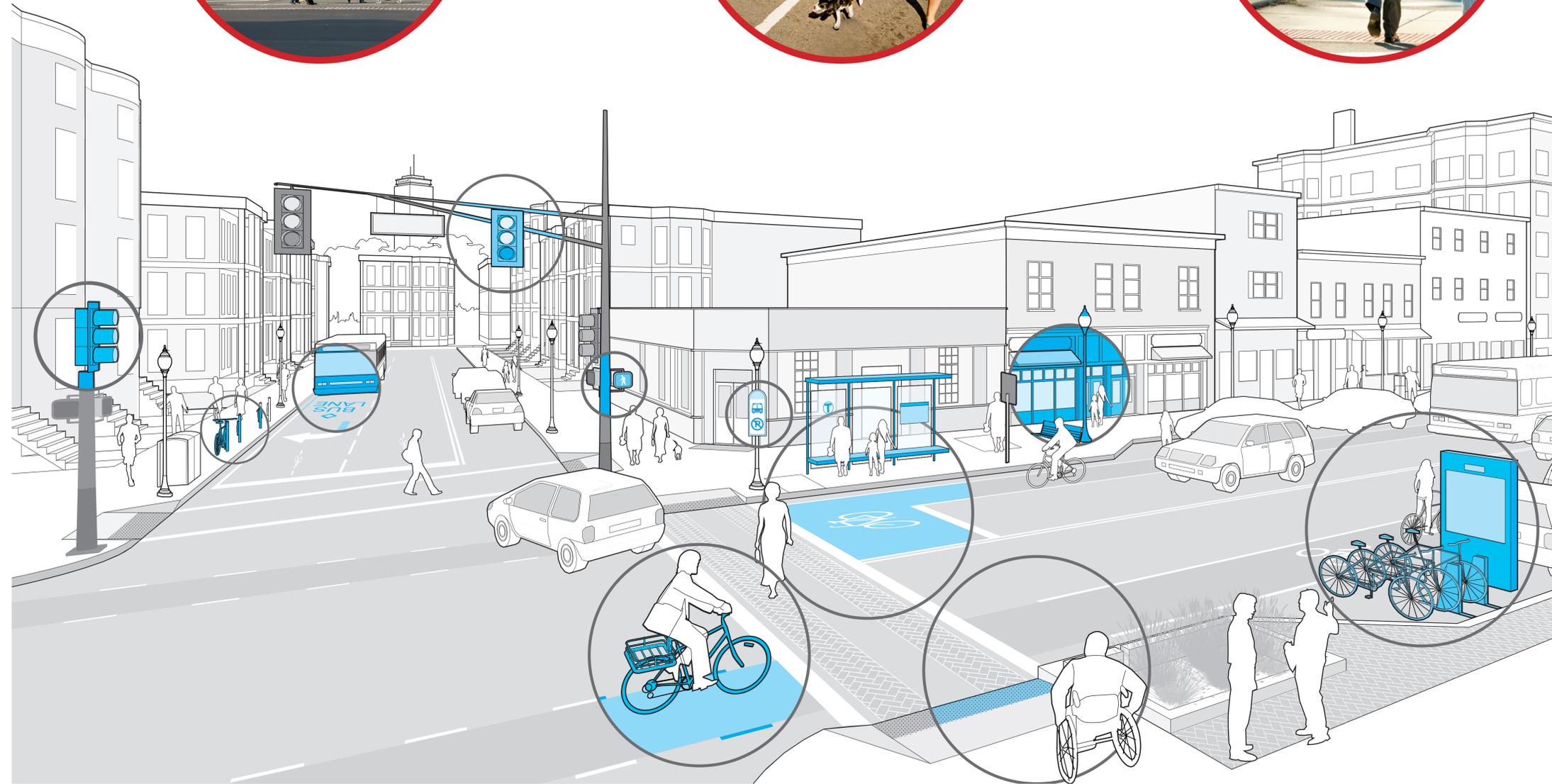
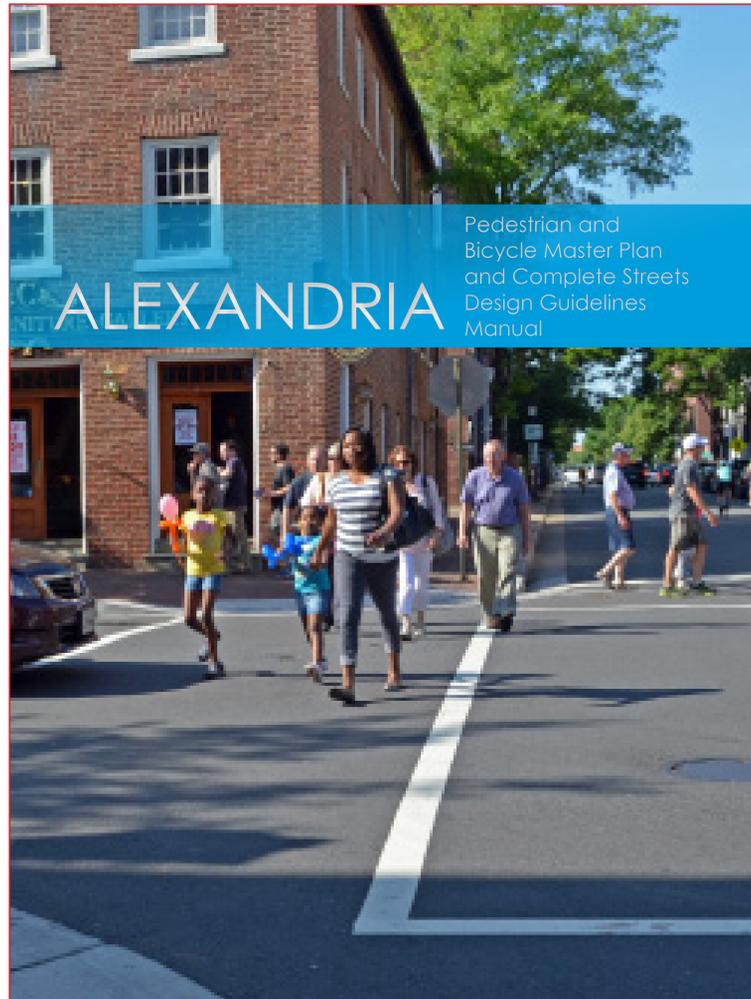
- Narrows vehicle lanes to accommodate bike lane
- Does not remove parking
- Shared lanes for some sections



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# Ped/Bike Master Plan Update and Complete Streets Guidelines, Alexandria, VA



In 2014, the City of Alexandria is undertaking two significant projects focused on transportation and urban form: an update to the citywide Bicycle and Pedestrian Master Plan and the development of Complete Streets Design Guidelines. Both projects are designed to enhance the quality and sustainability of the City's transportation system while supporting active and resilient neighborhoods and districts. Information on the projects can be found at : [www.alexandriava.gov/pedbikeplan](http://www.alexandriava.gov/pedbikeplan)



# Complete Streets - Pedestrian



High Visibility Crosswalks



Rapid Flashing Beacon



Raised Intersection



Countdown Signal



Mixed-Use Street



Standard Crosswalks



Shared Street



Residential Sidewalk



Pedestrian Refuge at Intersection



Mid-block Crossing



Sidewalk Integration with Driveway



HAWK Crossing



Wayfinding

The pedestrian realm has the greatest variation of user capabilities, and thus it is the realm where attention to design detail is essential to effectively prioritize user needs. Complete street design ensures that sidewalks are adequate, utility poles don't obstruct travel, steep ramps are avoided, and transit stops are accessible.



# Complete Streets - Bicycle



Bicycle Parking Corral



Bike Lane



Bike Box



Colored Bicycle Lanes



One-Way Protected Bike Lane



"Sharrow" Shared Lane Marking



Two-Way Protected Bike Lane



Buffered Bike Lane



Bicycle Boulevard



Protected Bike Lane



Wayfinding



Left Turn Box



Bicycle Traffic Signal

Bicyclists are road users that are slower, less visible, and more vulnerable in a crash than motorists. They need accommodation on busy, high-speed roads and at intersections. Complete Streets infrastructure accommodates as many user types as possible and provides a comfortable experience for many types of cyclists.



# Complete Streets - Transit



Transit Wayfinding



Bicycle-Bus Shared Lane Signage



Bicycle Locker



Transit Shelter



Parking and Transit Wayfinding



Transit Shelter



Real Time Transit Information



Bicycle-Bus Shared Lane



Crosswalk at Bus Stop



High Capacity Bicycle Parking



Curb Extension at Bus Stop



Bus Storage Rack



Transit Stop Bike Lane Bypass

Public transit serves a vital transportation function for many people; it is their access to jobs, school, shopping, recreation, visitation, worship, and other daily functions. For transit to provide optimal service, streets must accommodate transit vehicles as well as those accessing the stops and stations. Transit connects passengers to destinations and is an integral component of shaping future growth into a more sustainable form.

