Monroe Avenue Complete Streets

Community Meeting
May 20, 2014
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.”
City Plans and Policies

• **City Council Goal #3**: A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians

• **Complete Streets Policy**: Alexandria 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

• **Transportation Master Plan**: Implement a citywide bikeway network to serve all users and trip types, provide end-of-trip facilities, improve bicycle/transit integration, implement encouragement programs and improve safety

• **Pedestrian and Bicycle Mobility Plan**
## 2013 Infrastructure Improvements

<table>
<thead>
<tr>
<th>Project</th>
<th>Total Quantity</th>
<th>Completed</th>
<th>Designed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Redesigned streets through resurfacing projects</td>
<td>8 lane miles</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New sidewalk</td>
<td>7,550 feet</td>
<td>1,300</td>
<td>6,250</td>
</tr>
<tr>
<td>New and upgraded crosswalks</td>
<td>140 crosswalks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New pedestrian countdown signals</td>
<td>6 intersections</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signal modifications for conflict free crossings</td>
<td>1 intersection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access to transit pedestrian improvements</td>
<td>5 bus stops</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rapid flashing beacons for uncontrolled crossings</td>
<td>3 crossings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HAWK Signal for safer pedestrian crossing</td>
<td>1 crossing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15MPH Flashing School Zone signs</td>
<td>6 schools</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Intersection redesign for pedestrian safety</td>
<td>3 locations</td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>On street bicycle facility design</td>
<td>20 lane miles</td>
<td>12</td>
<td>8</td>
</tr>
<tr>
<td>Bicycle Box</td>
<td>1 intersection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New bicycle parking spaces</td>
<td>100 spaces</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Monroe Avenue Project Background

• Spring 2013 – Community requests for traffic calming on Monroe Avenue
• September 2013 - Additional data collection
• October 2013 - Community meeting
• Winter 2014 – Resurfacing Schedule
• Spring 2014 - Expanded project scope to include Complete Streets design
• May 2014 – Community Meeting
Meeting Activities

- Presentation
- Questions and Comments
- Mark location specific comments on maps
- Comment forms
- Report back – main themes
- Next Steps
• Section 1: Leslie Ave. to Mt. Vernon Ave.
• Section 2: Mt. Vernon Ave. to Russell Rd.
• Section 3: Russell Rd. to Stonewall Rd.
# Data Collection

<table>
<thead>
<tr>
<th>Location</th>
<th>85&lt;sup&gt;th&lt;/sup&gt; percentile speed</th>
<th>Eastbound peak hour volume (8am)</th>
<th>Increase since May 2010*</th>
<th>Westbound peak hour volume (5pm)</th>
<th>Increase since May 2010*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monroe at Dewitt</td>
<td>25 mph</td>
<td>381 vph</td>
<td>87% (204vph)</td>
<td>483 vph</td>
<td>197% (162vph)</td>
</tr>
<tr>
<td>Monroe at Wayne</td>
<td>32 mph</td>
<td>300 vph</td>
<td>---</td>
<td>312 vph</td>
<td>---</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Monroe at:</th>
<th>Total Crashes (2009-2013)</th>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>Vehicular</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commonwealth</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Mt. Vernon</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Russell</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>East of Wayne</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Leslie</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

*Data not collected at Wayne in 2010*
Pedestrian and Bicycle Mobility Plan
Recommendations – Section 1

- Recommended bike lane
- Missing sidewalk
- Curb ramp deficiency
Pedestrian and Bicycle Mobility Plan
Recommendations – Sections 2 & 3
Existing Conditions – Section 1

E Monroe Avenue (Mt Vernon to Leslie)
Existing Conditions – Section 2

- Commonwealth to Hancock – 32’ with no parking on the either side
- Getting cyclists from Mt. Vernon to lanes on Commonwealth
Existing Conditions – Section 3

W Monroe (Russell to Stonewall)
Types of Potential Improvements

- Crosswalks
- Curb ramps
- Sidewalks
- Signage
- Bike lanes
- Shared lanes
- Speed boards
Considerations

- Accessibility
- Safety
- Parking
- Accommodating pedestrians, transit, bicyclists, and motorists
- Roadway width
- Existing and future development
- Cost
Thank you!

Questions and Comments

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