Old Town North SAP – Royal Street Neighborhood Bikeway and Pedestrian Improvements
City Plans and Policies

• City Council Strategic Plan 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:
  - The City will provide a continuous, connected and accessible network that enables pedestrians – particularly children and those with mobility impairments – to move safely and comfortably between places and destinations
  - The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists’ needs.
OTN SAP Transportation Principle

- Further encourage an integrated multimodal transportation network using the existing street grid, and grid extensions where necessary, to promote a healthy, auto independent lifestyle
Project Background

- Improving safety and access
- **Priority project for implementation** in Pedestrian & Bicycle Master Plan (2016)
- First phase of the project is in **Old Town North Small Area Plan (Section I)**
  - Section II outreach and design to begin in Spring 2017
  - Section III is not funded and is an inactive project
Bicycle Priority Projects
Project Goals

- Reduce pedestrian, vehicle, and bicycle conflicts on Union Street and in Old Town
  - No bike lanes to be added
  - No traffic circles to be installed
  - No stop signs to be removed

- Create a calmer and safer street for all roadway users and residents

- Provide an attractive and greener streetscape
What is a Neighborhood Bikeway?

LOW TRAFFIC NEIGHBORHOOD STREETS that have been optimized for walking and bicycling. They provide safe and attractive routes for pedestrians and bicyclists*

EXTREMELY SAFE streets with low or zero crashes, and calmer traffic

Streets that are WELCOMING to kids and families and attractive for pedestrians and all levels of cyclists

*Due to roadway width, no bike lanes are planned for the Royal Street Bikeway
Characteristics of a Neighborhood Bikeway

**Signage & Markings:**
Easy to find and to follow

**Speed Management:**
Slow speeds

**Volume Management:**
Low or reduced motor vehicle volumes

**Intersections:**
Safe, convenient, and easy to navigate

**Green Infrastructure:**
Enhancing environments
Existing Conditions on Royal Street

- No centerline
- Wide travel lanes
- No bike facilities
- Lack of tree canopy
- Well-utilized on-street parking spaces
- Not enough right-of-way to widen sidewalks without impacting parking
- At some intersections, wide turning radii allows vehicles to take turns at speed
- All-way stop signs for most intersections (except 3rd, 1st, and Bashford)
- Crosswalks at most crossings
What we’ve heard

• Improve safety for pedestrians
• Concerns with bicycles on sidewalks
• Need for an alternative bicycle route to connect to the Mt. Vernon Trail
• Concerns about additional bike travel on Royal Street and cyclists running stop signs
• More multimodal options / connectivity
• Need for traffic calming
• Minimize impacts to on-street parking
• Need for streetscape improvements
• Don’t remove stop signs
• Allow bicyclists to safely travel through intersections
Types of Potential Improvements
- Section I*

- Street centerline
- Parking edgeline
  - No parking spaces removed
- Shared lane markings and signage
- Narrowed travel lanes to calm traffic
  - Design speed of 20 mph
- Mid-block tree wells and curb extensions
- Curb Extensions
- Raised Intersections

*No removal of stops signs. All existing stop signs retained.
Potential Second Street Option: Curb Extensions
Potential First Street Option: Curb Extensions

- No impact to existing parking spaces on eastside
- Existing parking spaces on west side between crosswalks are non-conforming with City Code and would be removed
- Curb extensions allows for bikes to safely navigate through intersection
Potential Montgomery Street Option: Raised Intersection

Raised intersection materials to be determined in Old Town North Small Area Plan streetscape design guidelines.
Potential Community Benefits

- Reduce crossing distances for pedestrians
- Allow bicyclists to safely travel through intersections
- Reduce vehicle speeds by physically and visually narrowing roadway
- Enhance visibility between pedestrians and other roadway users
- Provide opportunity for green street elements and amenities
- Create a “gateway” to neighborhood
- Phase improvements over time as development occurs in Old Town North
Considerations

- Safety
- Accessibility
- Accommodating pedestrians, transit, bicyclists, and motorists
- Balance needs of all users
- Existing and future development
- Right of way constraints
- Roadway width
- Cost
OTN SAP UPDATE –
ANTICIPATED NEXT STEPS

• Continued Monthly Public OTN SAP Advisory Group Meetings: Fall/Winter 2016-2017

• Planning Commission and City Council Work Sessions: Fall 2016

• Release of Draft Plan by Chapters and Community Outreach: Fall 2016

• Planning Commission and City Council Work Sessions: Winter 2017 (January 2017)

• Planning Commission and City Council Public Hearings: Winter 2017 (February 2017)