



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.

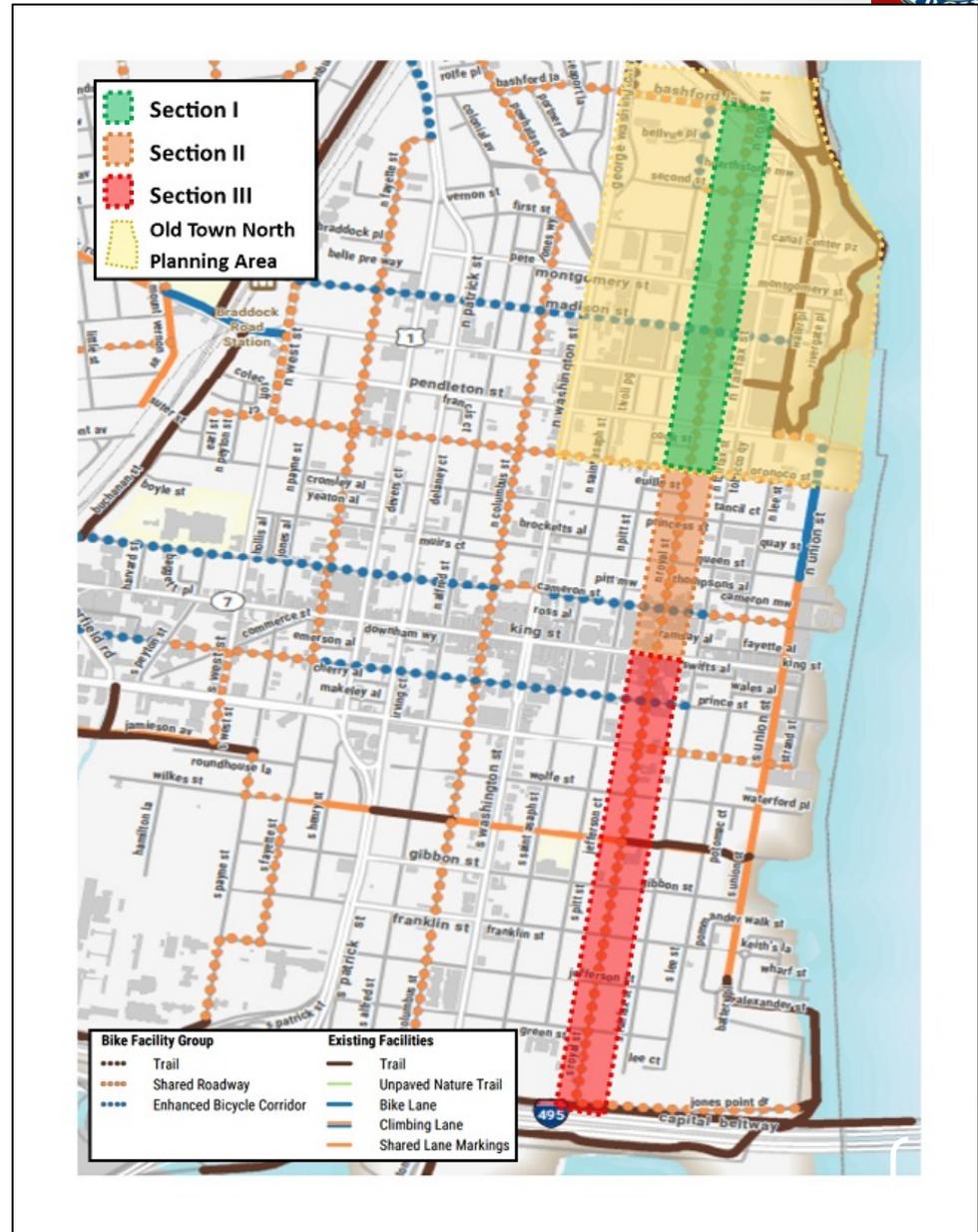
OTN SAP Transportation Principle

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

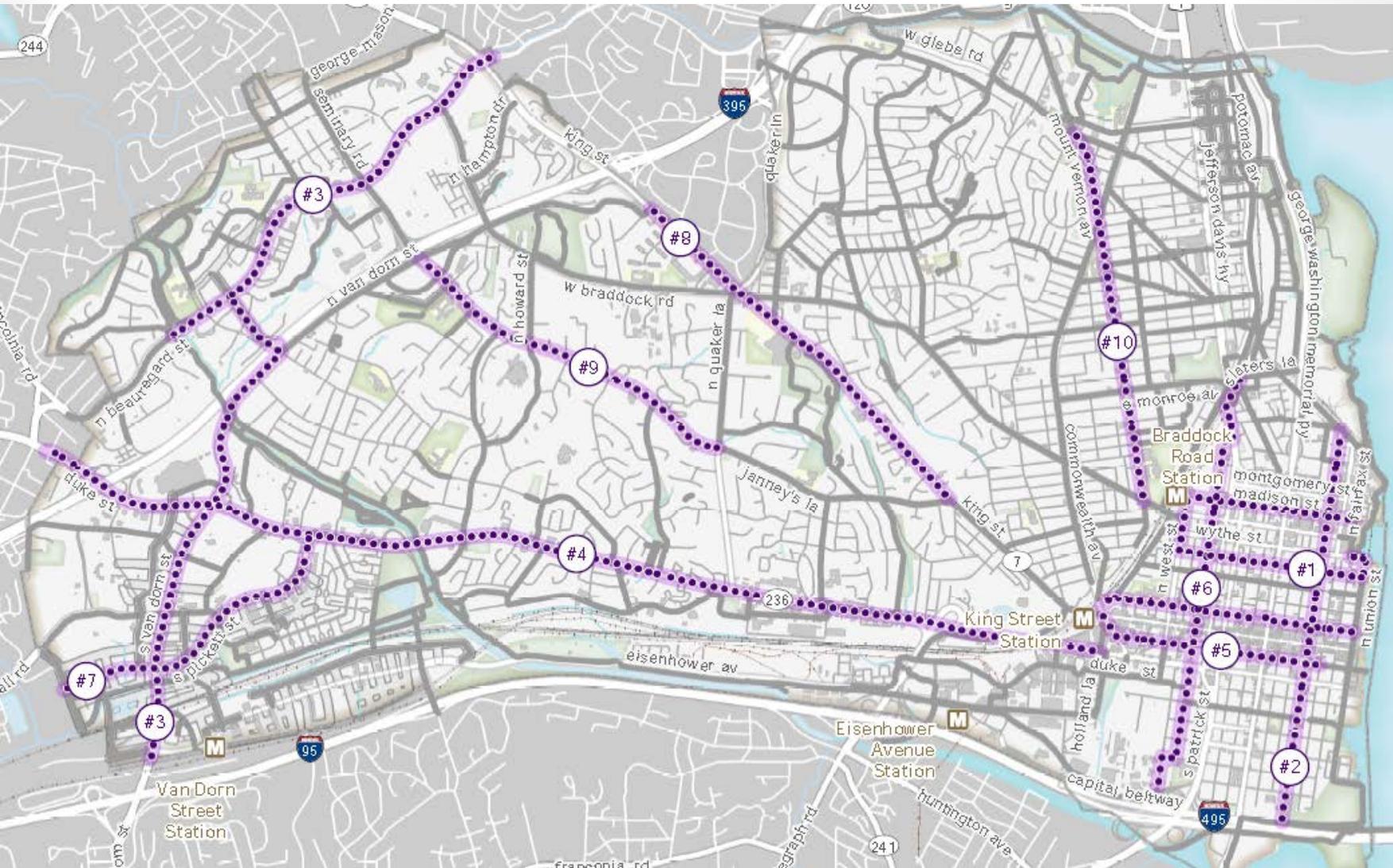
Project Background



- 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

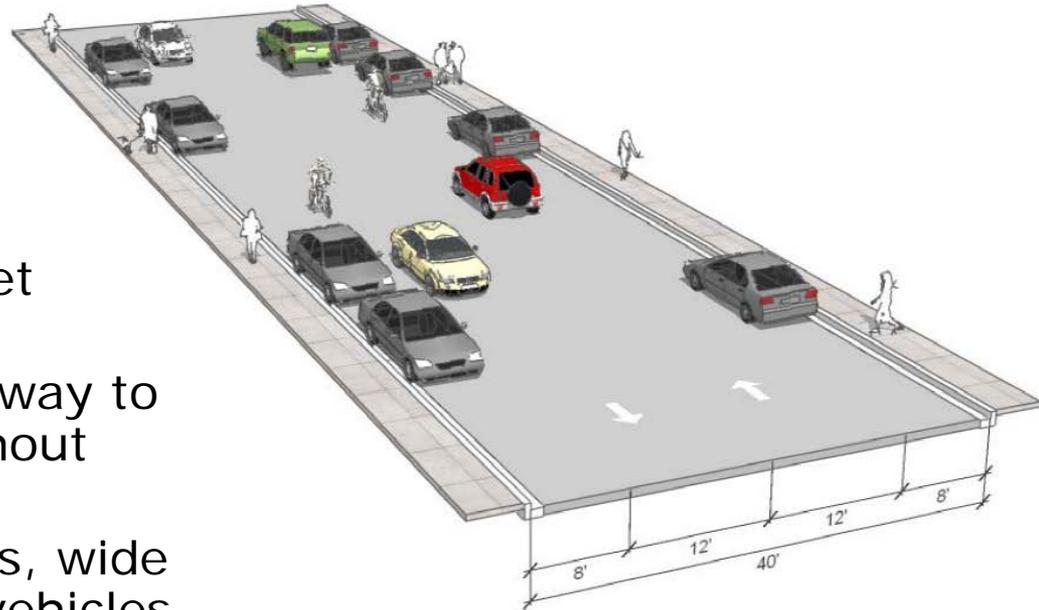


Green Infrastructure:

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



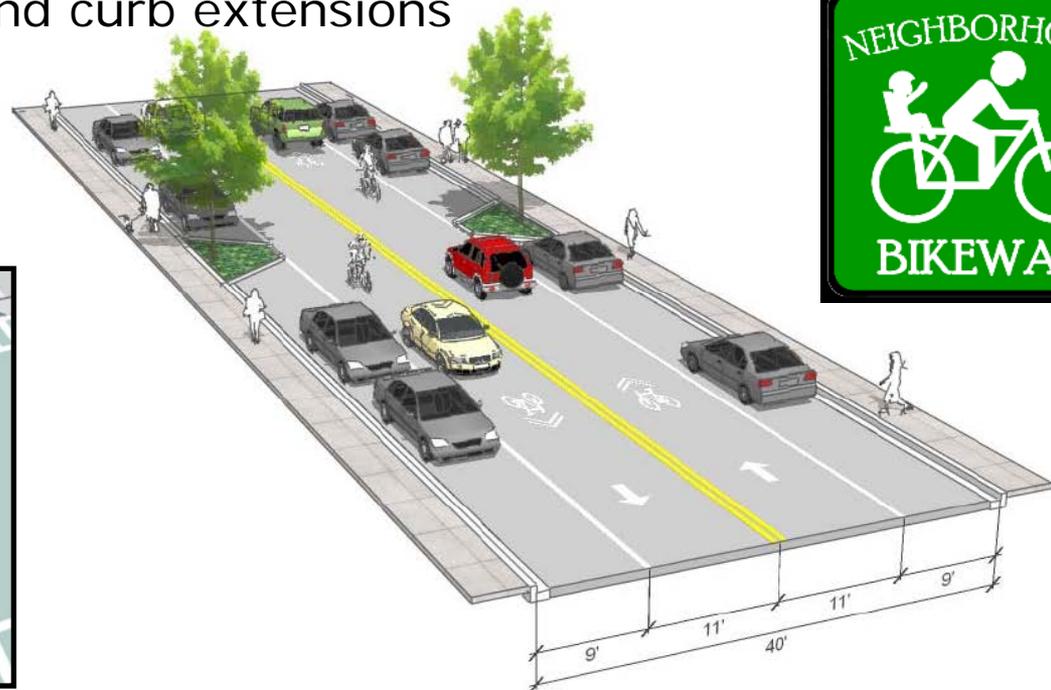
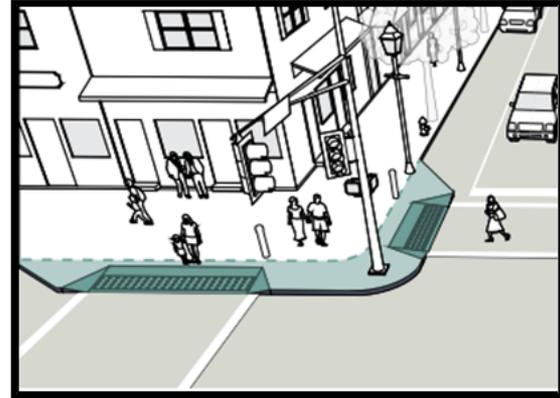
What we've heard

- 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

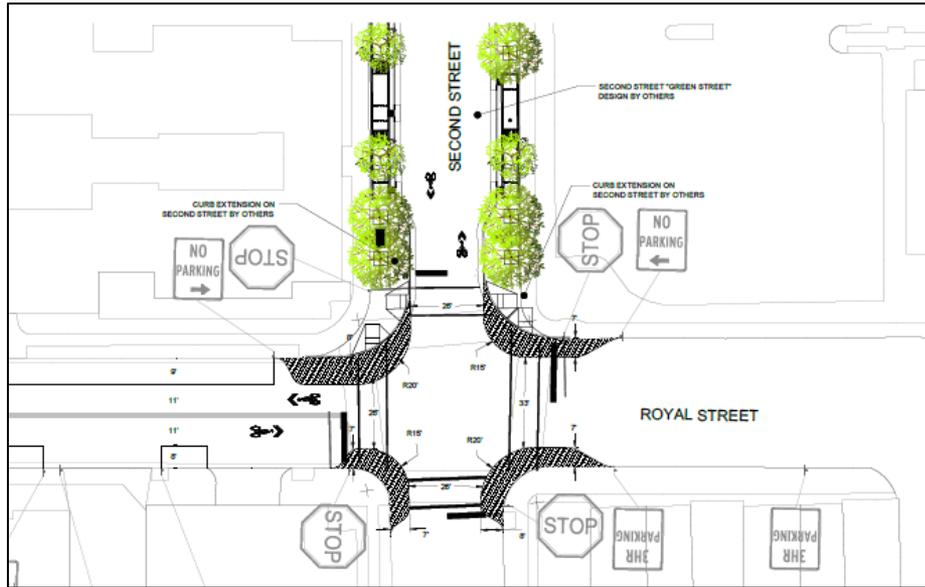
- Section I*

- 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

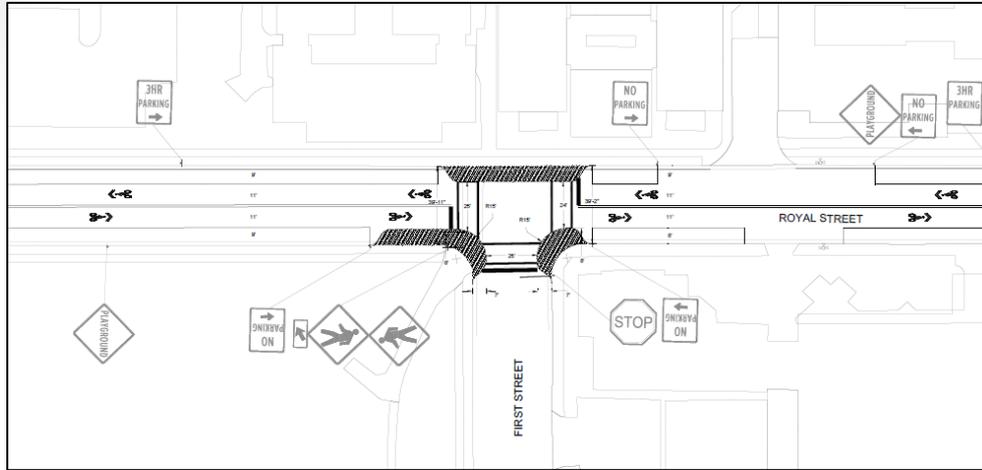


*No removal of stops signs. All existing stop signs retained.

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)