

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 2, 2014

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, ACTING DEPUTY DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES

SUBJECT: AGENDA ITEM #4 - COMPLETE STREETS PROGRAM UPDATE

ISSUE: Complete Streets Program update, 2013 accomplishments and upcoming projects.

RECOMMENDATION: That the Transportation Commission

1. Receive an update on the Complete Streets Program
2. Hold a public hearing
3. Recommend that Council reenact the Complete Streets Policy

BACKGROUND: Complete Streets is the term used to describe a comprehensive, integrated transportation network with infrastructure and design that allows for safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, riders and drivers and users of public transportation, as well as drivers of other motor vehicles.

In April 2011, City Council adopted a Complete Streets Policy which was drafted and initiated by the Alexandria Transportation Commission, and in January of 2013 a Complete Streets Coordinator was hired to manage the program. Alexandria is a leader in Complete Streets, with the first designated Complete Streets Coordinator in the region, which demonstrates the City's commitment to multimodal transportation and safety.

Complete Streets is consistent with the City Council Strategic Plan, and directly supports Goal Three, which calls for a... "multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians." It is also consistent with the 2008 Transportation Master Plan which calls for the City to... "make walking a part of people's everyday lives by providing pleasant, safe and accessible connections that encourage and reward the choice to walk" and to "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." The Complete Street Policy will be recommended for reenactment by City Council in May 2014 (Attachment 1).

DISCUSSION: A key aspect of the Complete Streets Program is public outreach. Introduction to Complete Streets and the program's initiatives have been given to a number of City Boards and Commissions, as well as sixteen civic association and community meetings. A Complete Streets Program website and *Call.Click.Connect.* forms have been created, where project information and requests can be easily accessed.

In October of 2013, an expert from the National Complete Streets Coalition provided a training that was funded by a grant from the MetLife Foundation's Partnership for Livable Communities. Over thirty staff members from the departments of Transportation and Environmental Service, Recreation, Parks and Cultural Activities, and Planning and Zoning attended the training.

Numerous Complete Streets infrastructure improvements have taken place over the last year to improve the safety of roadway users and provide a more multimodal environment. Projects include the installation of pedestrian crossing enhancements, bicycle facilities, signal modifications and upgraded signage.

Complete Streets Infrastructure Improvements 2013			
Project	Total Quantity	Completed	Designed
Redesigned streets through resurfacing projects	8 lane miles	✓	
New sidewalk	7,550 feet	1,300	6,250
New and upgraded crosswalks	140 crosswalks	✓	
New pedestrian countdown signals	6 intersections	✓	
Signal modifications for conflict free crossings	1 intersection	✓	
Access to transit pedestrian improvements	5 bus stops	✓	
Rapid flashing beacons for uncontrolled crossings	3 crossings		✓
HAWK Signal for safer pedestrian crossing	1 crossing		✓
15MPH Flashing School Zone signs	6 schools	1	5
Intersection redesign for pedestrian safety	3 locations	✓	3
On street bicycle facility design	20 lane miles	12	8
Bicycle Box	1 intersection	✓	
New bicycle parking spaces	100 spaces	✓	

Additionally, a number of grant projects have been designed and will be implemented in FY 2015. The Complete Streets program accomplishments are listed below.

Complete Streets 2013 Program Accomplishments

- Achieved Silver Level Designation as a Bicycle Friendly Community
- Applied for and approved by COG for a \$400,000 New Freedom Grant for pedestrian improvements at transit stops
- Developed a Complete Streets checklist to ensure that a Complete Streets review is conducted for all new development
- Created a Complete Streets tabulation to be included on the cover page for all development plans submitted for approval (Attachment 3),
- Updated Bicycle Parking Guidelines to require more bicycle parking spaces for new developments
- Worked with the Alexandria Commissions on Aging and Persons with Disabilities to update the brick sidewalk policy

Staff is exploring the creation of a Complete Streets Compliance subcommittee to help staff prioritize Complete Streets projects and ensure compliance with the policy.

FISCAL IMPACT: By the end of fiscal year 2014, it is anticipated that over \$1,000,000 will have been used to design and implement projects. The proposed CIP includes \$1,000,000 of funding for FY 15 for Complete Streets projects, and staff will continue to pursue additional grant funding. \$100,000 annually is allocated for operational funding of the Complete Streets program.

ATTACHMENTS:

Attachment 1: Complete Streets Policy

Attachment 2: Complete Streets Tabulation for Development Plans

RESOLUTION. 2444

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, riders and drivers of public transportation, as well as drivers of other motor-vehicles (i.e., cars, trucks, vans, motorcycles, SUVs, etc.), and people of all ages and abilities, including children, older adults, and individuals with disabilities; and

WHEREAS, streets that are not designed to provide safe transport for all users present a danger to pedestrians, bicyclists, and riders of public transportation, most especially children, older adults, and people with disabilities; many of whose traffic-related injuries and fatalities are preventable, and the severity of whose traffic-related injuries could readily be decreased by implementing Complete Streets approaches; and

WHEREAS, the Council wishes to encourage walking, bicycling, and the use of public transportation as safe, convenient, environmentally friendly, and economical modes of transportation that promote health and independence for all people; and

WHEREAS, Complete Streets are essential in providing safe routes to school for children; and

WHEREAS, the Council recognizes that the careful planning and coordinated development of Complete Streets infrastructure offers long-term cost savings for local and state government, benefits public health, and provides financial benefits to property owners, businesses, and investors, while creating a safe, convenient, integrated transportation network appropriate for the land use or the context of the street for all users; and

WHEREAS, sedentary lifestyles and limited opportunities to integrate exercise into daily activities are factors contributing to increased obesity among adults and children and numerous correlated adverse health consequences; and

WHEREAS, streets are a key public space, shape the experience of residents and visitors to the City of Alexandria, directly affect public health and welfare, and provide the framework for current and future development; and

WHEREAS, the one-third of Americans who do not drive include a disproportionate number of older adults, low-income people, people of color, people with disabilities, and children, and the inequitable distribution of safe alternative means of travel adversely affects their daily lives; and

WHEREAS, the dramatic increase in the population of older and very old adults that will be seen by 2020 and 2030, requires that changes be made now to street design and transportation planning; and

WHEREAS, the Council wishes to build upon the City's existing policies that recognize the importance of addressing the transportation needs of pedestrians, bicyclists, and public transportation riders, such as the Transportation Master Plan, Eco City Action Plan, 2010 Strategic Plan, the Pedestrian and Bicycle Mobility Plan, and several small area plans; and

WHEREAS, the Council wishes to encourage public participation in community decisions concerning street design, and would provide opportunities for public input in the development of future street design guidelines and would incorporate public comments into a final document; and

WHEREAS, the Council recognizes the importance of Complete Streets infrastructure and modifications that enable safe, convenient, and comfortable travel for all users, such as sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulbouts; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority

signalization; narrow vehicle lanes; raised medians; and dedicated transit lanes, and those features identified in the Transportation Master Plan; and

WHEREAS, the Council desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best guidelines and standards.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF ALEXANDRIA, VA

That the Department of Transportation and Environmental Services shall make Complete Streets practices a routine part of everyday operations, shall use transportation programs and projects identified in Small Area Plans, development cases, and City maintenance and Capital Projects, to improve the transportation network for all users and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets to the maximum extent possible throughout the City. To accomplish this, the Department of Transportation and Environmental Services shall develop a Complete Streets checklist based on all the City's multi-modal planning and policy documents to ensure that a Complete Streets review is conducted for all development and for City roadway projects.

That every street project shall incorporate to the extent possible Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right-of-way for each categories of users; provided, however, that such infrastructure may be excluded upon written approval, to be documented and reported, by the Director of the Department of Transportation and Environmental Services, when documentation and data indicate that:

- Use by non-motorized users is prohibited by law
- The cost would be excessively disproportionate to the need or probable future use
- There is an absence of current or future need; or
- Inclusion of such infrastructure would be contrary to public safety or would be unreasonable or inappropriate in light of the scope of the project.

That, as appropriate, the Director of the Department of Transportation and Environmental Services shall review capital and maintenance projects to ensure the integration, accommodation, and balance of the needs of all users are considered in all transportation projects.

That, as appropriate, the Director of the Department of Transportation and Environmental Services and the Director of Planning and Zoning shall review all Small Area Plans and development cases to ensure the integration, accommodation, and balance of the needs of all users are considered. They shall also ensure that all Small Area Plan and development case staff reports discuss how each plan and/or development case is consistent with the Complete Streets Resolution.

The staff reports for the Small Area Plans and the development cases shall also document where the Director of the Department of Transportation and Environmental Services and the Director of Planning and Zoning exercised discretion in applying the Complete Streets Resolution with supporting data that indicates the basis for the decision. A biannual report listing instances of discretion will be provided to the Transportation Commission.

That, as feasible, the City of 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.

That, if the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping, or signalization operations, such projects shall

implement Complete Streets infrastructure to increase safety for users.

That, as feasible, the City of Alexandria will conduct trainings on Complete Streets best practices for personnel responsible for the design, construction, and maintenance of streets.

That the Director of Transportation and Environmental Services shall, upon request, provide indicator data as referenced in the Alexandria City Council Strategic Plan to report on the City's progress toward meeting strategic goals for users to travel in safety and comfort on foot, by bicycle, and using public transportation.

That the Director of Transportation and Environmental Services shall report to the Transportation Commission biannually regarding the steps taken to implement this resolution, all instances where the Director of Transportation and Environmental Services exercised discretion, and the Director of Planning Zoning exercised discretion for Small Area Plans and development cases, and actions that would need to be taken by the Transportation Commission or other agencies or departments to implement this resolution.

WHEREAS, the Complete Streets Program has been successful in fulfilling the goals of the City Council Strategic Plan, the Transportation Master Plan and Eco-City Alexandria, by implementing infrastructure that provides safe, convenient and comfortable travel for all roadway users, it is thereby reenacted.

Adopted:

WILLIAM D. EUILLE MAYOR

ATTEST:

Jacqueline M. Henderson, MMC City Clerk

COMPLETE STREETS POLICY TABLE		
	NEW	UPGRADED
CROSSWALKS (NUMBER)	N/A	N/A
STANDARD	N/A	N/A
HIGH VISIBILITY	N/A	N/A
CURB RAMPS	N/A	1
SIDEWALKS (LF)	N/A	167
BICYCLE PARKING (# OF SPACES)	N/A	N/A
PUBLIC/VISITOR	N/A	N/A
PRIVATE/GARAGE	N/A	N/A
BICYCLE PATHS (LF)	N/A	N/A
PEDESTRIAN SIGNALS	N/A	N/A

ZONING TABULATIONS

1. ZONE OF SITE: CL

2. USE: EXISTING ASPHALT PARKING LOT PROPOSED RESIDENTIAL

3. LOT AREA: MINIMUM REQUIRED LOT AREA: 1,980 SF PROPOSED LOT AREAS:
 EX. LOT AREA: 7,926 SF
 601 = 2,039 SF
 602 = 2,039 SF
 603 = 3,178 SF
 *604 = 670 SF
 TOTAL = 7,926 SF
 *LOT 604 IS A 10' WIDE LOT DEDICATED TO PERPETUAL ACCESS FOR LOTS 601, 602 AND 603.

4. NUMBER OF DWELLING UNITS: 3

5. UNITS PER ACRE: 16.5 (22 UNITS/ACRE ALLOWED)

6. GROSS FLOOR AREA: 8,552 SQ.FT.
 601 = 2,481 SF
 602 = 2,535 SF
 603 = 3,536 SF
 604 = 0 SF
 TOTAL = 8,552 SF

7. NET FLOOR AREA: 5,297 SQ.FT.
 601 = 1,466 SF
 602 = 1,503 SF
 603 = 2,328 SF
 604 = 0 SF
 TOTAL = 5,297 SF

8. FLOOR AREA RATIO: PERMITTED: 0.75 OR 5,945 SF
 PROPOSED:
 601 = 0.72
 602 = 0.74
 603 = 0.73
 604 = 0.0

COMPLETE STREETS POLICY TABLE		
	NEW	UPGRADED
CROSSWALKS (NUMBER)	N/A	N/A
STANDARD	N/A	N/A
HIGH VISIBILITY	N/A	N/A
CURB RAMPS	N/A	1
SIDEWALKS (LF)	N/A	167
BICYCLE PARKING (# OF SPACES)	N/A	N/A
PUBLIC/VISITOR	N/A	N/A
PRIVATE/GARAGE	N/A	N/A
BICYCLE PATHS (LF)	N/A	N/A
PEDESTRIAN SIGNALS	N/A	N/A

9. OPEN SPACE: REQUIRED (40% OF LOT AREA)
 601 = 0.40 x 2,039 = 816 SF
 602 = 0.40 x 2,039 = 816 SF
 603 = 0.40 x 3,178 = 1,271 SF
 604 = 0.40 x 0 = 0 SF

LOT	GROUND LEVEL	PERCENT
601	684	33.5*
602	717	34.2*
603	1,134	35.7*
604	0	0

*A MODIFICATION TO REDUCE THE OPEN SPACE REQUIREMENT HAS BEEN APPROVED. SEE MODIFICATION AND WAIVER NOTE, THIS SHEET (SEE OPEN SPACE DETAIL ON SHEET 21).

10. AVERAGE FINISHED GRADE:
 601 = 41.8
 602 = 42.0
 603 = 41.8

11. HEIGHT: ALLOWED: 35'
 PROPOSED HEIGHTS:
 601 = 28.71'
 602 = 30.13
 603 = 33.67'

12. YARDS: REQUIRED PROVIDED
 FRONT 20.0' 0.26* (LOT 601), 0.08* (LOT 602), 0.0* (LOT 603)
 SIDE 1:3 RATIO OF HEIGHT (MIN. 8') N/A-NO INTERIOR END UNITS.
 REAR 1:1 RATIO OF HEIGHT (MIN. 8') 32.3' (LOT 601), 34.0' (LOT 602), 17.3* (LOT 603)

*A MODIFICATION OF THE FRONT YARD REQUIREMENTS FOR LOTS 601 AND 603 AND THE REAR YARD REQUIREMENT OF LOT 603 HAS BEEN APPROVED. SEE MODIFICATIONS AND WAIVERS NOTE, THIS SHEET.

13. FRONTAGE: REQUIRED: PROPOSED:
 601 = 38.0' 601 = 33.5*
 602 = 18.0' 602 = 13.5*
 603 = 26.0' 603 = 22.8*

*A MODIFICATION OF THE FRONTAGE REQUIREMENTS FOR LOTS 601 AND 603 HAS BEEN APPROVED. SEE MODIFICATIONS AND WAIVERS NOTE, THIS SHEET.

14. PARKING REQUIRED: 2.0 SPACES PER DWELLING UNIT
 TOTAL REQUIRED PARKING SPACES = 6 SPACES
 TOTAL PROPOSED PARKING SPACES = 6 SPACES (STANDARD 9' x 18.5')
 NOTE: NO HANDICAP ACCESSIBLE SPACES ARE REQUIRED/PROVIDED.

15. LOADING SPACES: REQUIRED = N/A

16. TRIP GENERATION: EXISTING 52 PROPOSED 18 (PER ITE STANDARDS)

Released
10/24/13
SMA