

Pedestrian and Bicycle Master Plan Update Complete Streets Design Guidelines



Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee

June 25, 2014
Kick Off Meeting



Agenda

- Introductions
- Ground Rules
- Ad Hoc Committee Role
- Orientation
- Project Vision / Objectives
- Project Background
- Scope of Work
- Civic Engagement
- Project Schedule
- General Discussion
- Next Steps / Action Items





Ground Rules

- Everyone's opinions are important and valid
- Meetings will begin and end on time
- Please follow the agenda
- Be respectful and courteous - avoid dominating the conversation
- Purpose of the meeting is for Committee discussion
- Time is reserved for public comment toward the end
- Please silence cell phones and other mobile devices



Ad Hoc Committee Role

- Contribute to vision and goals
- Provide a broad range of perspectives/reflect diverse needs
- Identify issues and needs
- Provide ongoing feedback and guidance on:
 - Policy recommendations
 - Bicycle and pedestrian network
 - Project recommendations
 - Prioritization criteria
- Serve as project ambassador and community liaison
 - Represent and communicate with member organization and broader constituencies





Transportation Vision

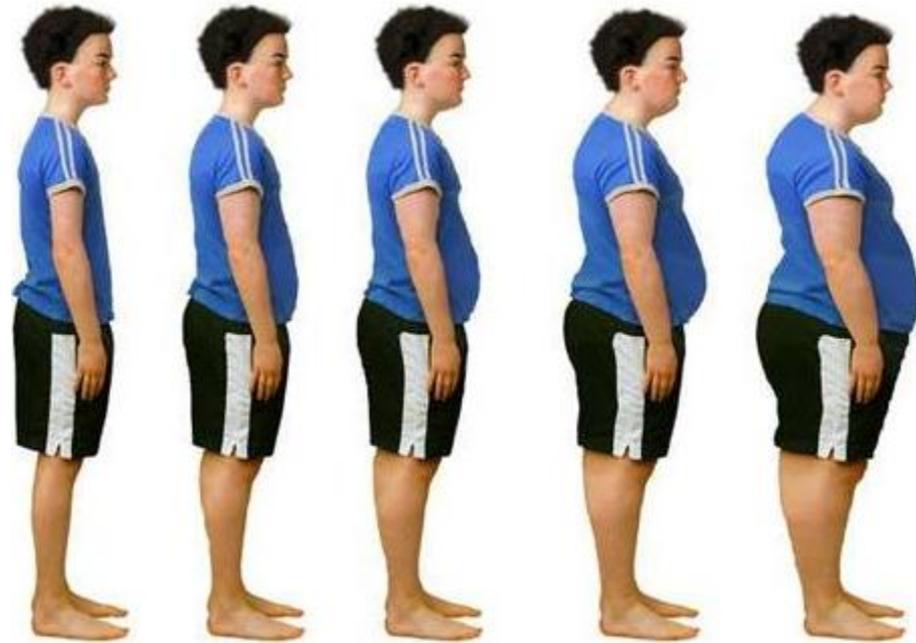
The City of Alexandria envisions a transportation system that encourages the use of alternative modes of transportation, reducing dependence on the private automobile. This system will lead to the establishment of transit-oriented, pedestrian friendly village centers, focused on neighborhood preservation and increased community cohesion, forming a more urban, vibrant and sustainable Alexandria.

The City will promote a balance between travel efficiency and quality of life, providing Alexandrians with transportation choice, continued economic growth and a healthy environment.

- 2008 Alexandria Comprehensive Transportation Master Plan

Why So Much Interest?

- Concerns about health
- Concerns about the environment
- Concerns about safety
- Rising cost of transportation
- Americans are driving less
- People want to be able to walk, bicycle and take transit

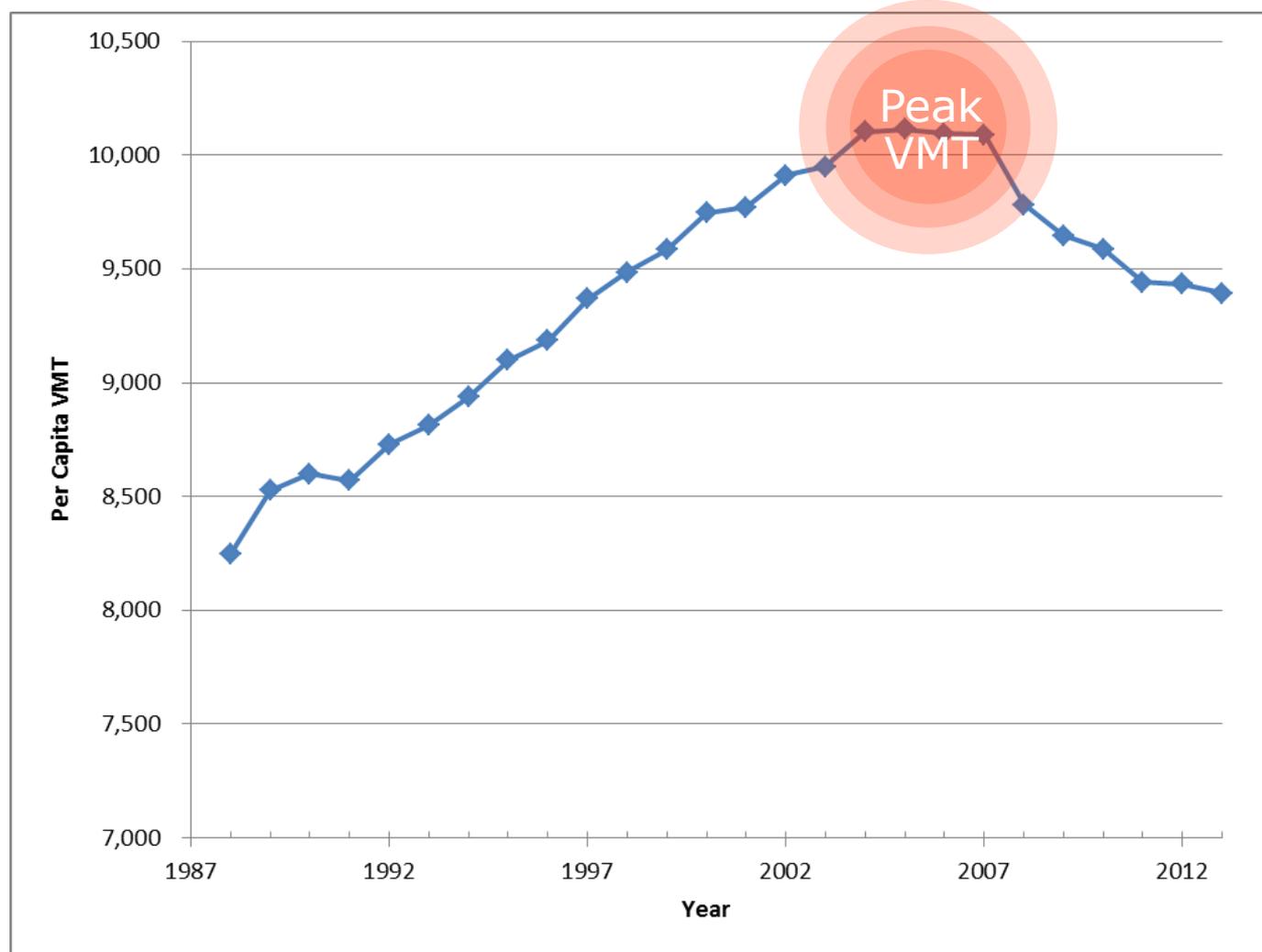


Risk of Obesity

- Climbs 6% with every additional mile spent in the car
- Decreases 5% with approximately every half mile walked



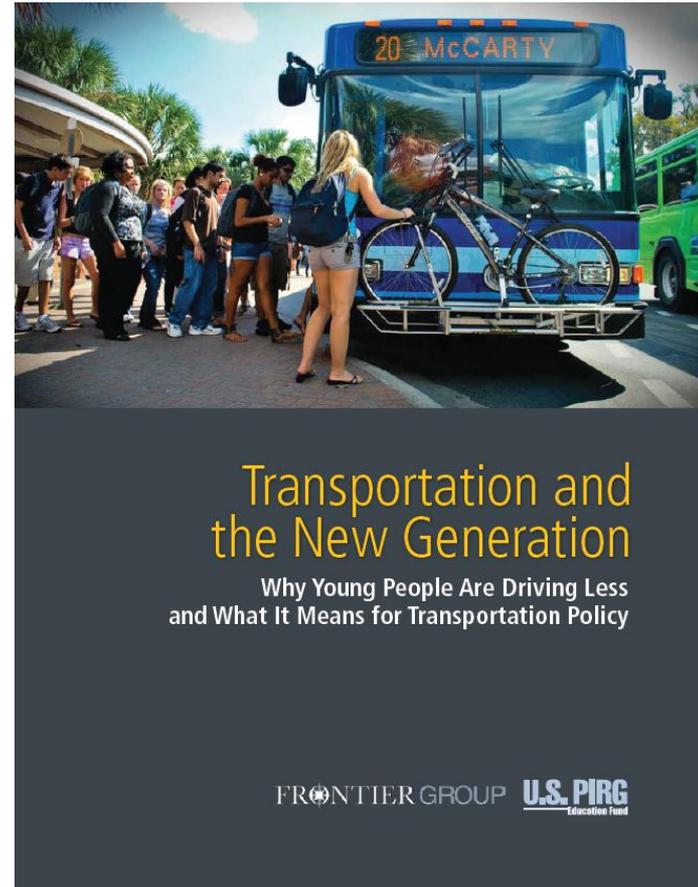
Vehicle Miles Traveled (VMT) peaked between '04 and '05





Some facts about 16-34 year olds:

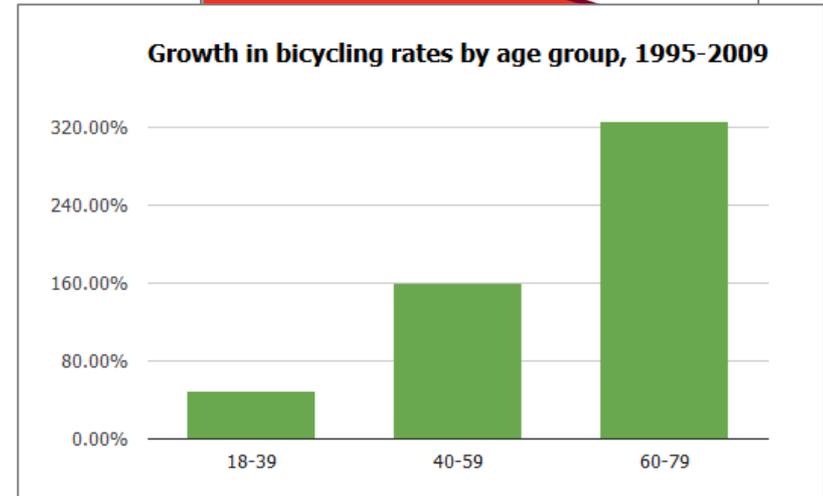
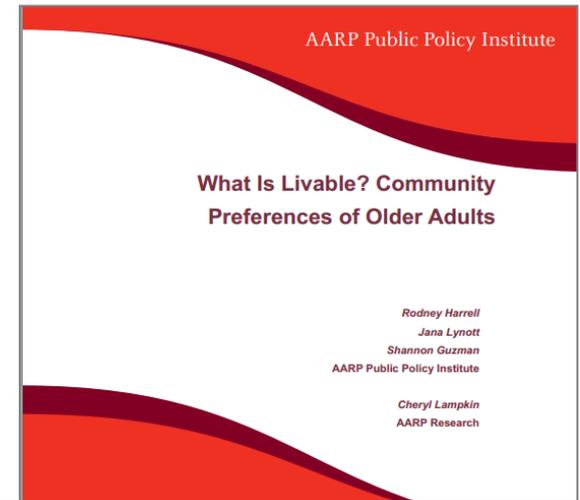
- Between 2001 – 2009:
 - 24% more bike trips
 - 16% more walk trips
 - 40% more trips on public transit



Some facts about people 65 and older:



- Fastest growing age cohort (15% vs. 9.7% overall)
- 1 out of 5 don't drive
- Represent nearly 20% of pedestrian fatalities
- Want to stay in their communities as they age
- Want pedestrian-friendly streets and transportation options
- Fastest growth rate for bicycling



What Pedestrians Want

- Continuous and connected routes
- Slower speeds
- Separation from traffic
- Safe, convenient crossings
- Access to transit, and nearby destinations



Types of Bicyclists



Enthusied & Confident
7%

Strong & Fearless
< 1%

The Strong and Fearless

Will ride regardless of facilities; trip distance or roadway conditions.

The Enthusied and the Confident

Comfortable in traffic with appropriate facilities; prefer shorter trip distances.

The Interested but Concerned

Not attracted by bicycle lanes; not comfortable in traffic; will ride in low volume, low-speed conditions. (boulevards, off-street)

No Way, No How

Not interested in using a bicycle for transportation.

What Bicyclists Want

Higher Stress

Lower Stress



What is a Bicycle and Pedestrian Plan?



- Plan Elements
 - Policies
 - Programs
 - Infrastructure
 - Implementation
- Plan Process
 - Assess existing conditions
 - Engage public and stakeholders
 - Identify gaps, deficiencies and opportunities
 - Develop recommendations
 - Prioritize and implement





What are Complete Streets?

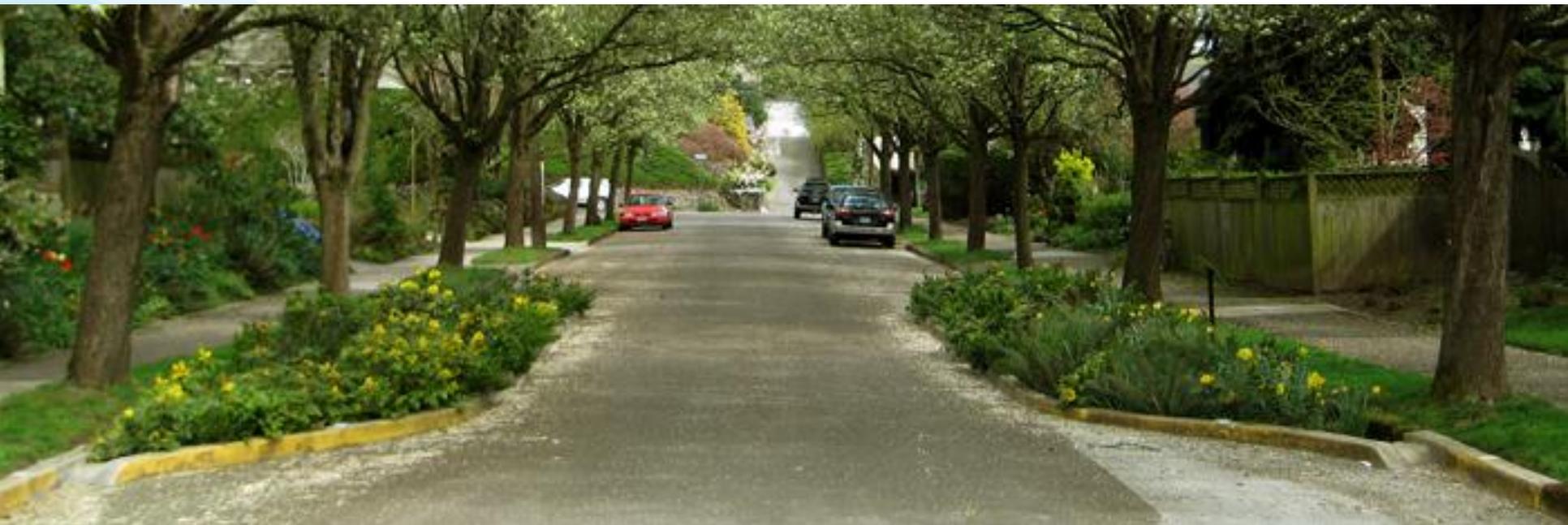
*“a **comprehensive, integrated** transportation network with infrastructure and design that allows **safe and convenient** travel along and across streets for **all users**, including pedestrians, bicyclists, riders and drivers of public transportation, as well as drivers of other motor-vehicles (i.e., cars, trucks, vans, motorcycles, SUVs, etc.), and **people of all ages and abilities**, including children, older adults, and individuals with disabilities...”* 2011 Alexandria Complete Streets Policy





Complete Streets can also be GREEN

Complete Streets are an alternative to conventional street drainage systems. **Vegetation** and related design features capture and filter **stormwater runoff** within the right of way.



Complete Streets – Balancing Needs



Typical Intersection

*Higher
Quality
of
Service*



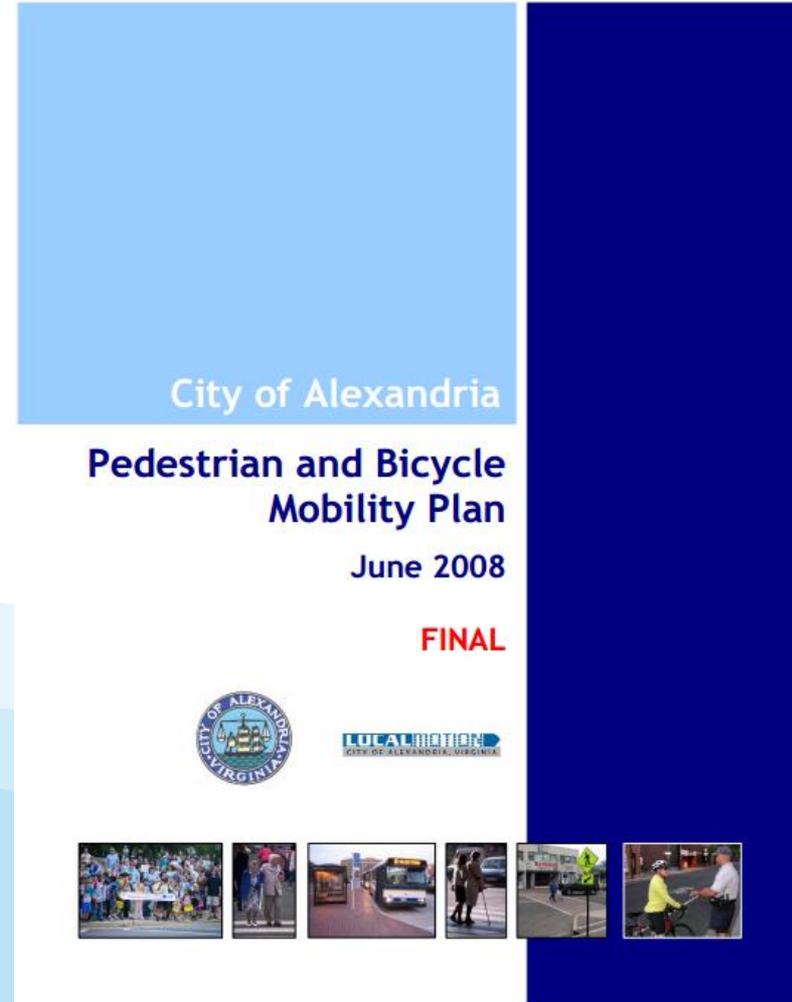
*Lower
Quality
of
Service*

- Add a median pedestrian refuge and reduce corner radii
- Add sidewalks/widen sidewalks
- Reduce vehicle speeds



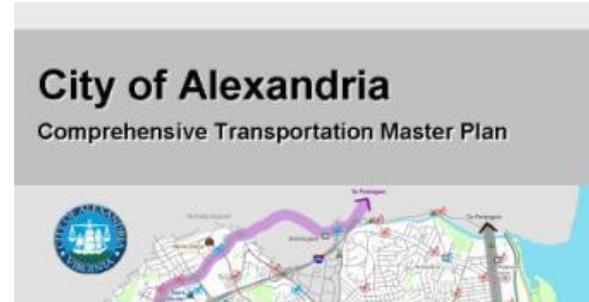
Project Background

- 2008 Pedestrian and Bicycle Mobility Plan
 - Facility inventory
 - Infrastructure recommendations
 - Funding strategies



Project Background

- Comprehensive Transportation Master Plan (2008)
 - Pedestrian chapter
 - Bicycle chapter
- 2011 Complete Streets Policy
 - Provide safe transport for all users
 - Support walking and bicycling
- Capital Bike Share
- New green sidewalk standards
- Various Approved Small Area Plans



Complete Streets

1 PEDESTRIAN

2 TRANSIT

3 BICYCLE

4 AUTO

Complete Streets are streets designed **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.

Scope of Work

- Pedestrian and Bicycle Master Plan
 - Data Collection and Review
 - Existing Conditions
 - Civic Engagement
 - Identify Needs and Issues
 - Policy Review and Development
 - Pedestrian and Bicycle Network Development
 - Implementation Strategy
 - Transportation Master Plan Chapter Updates

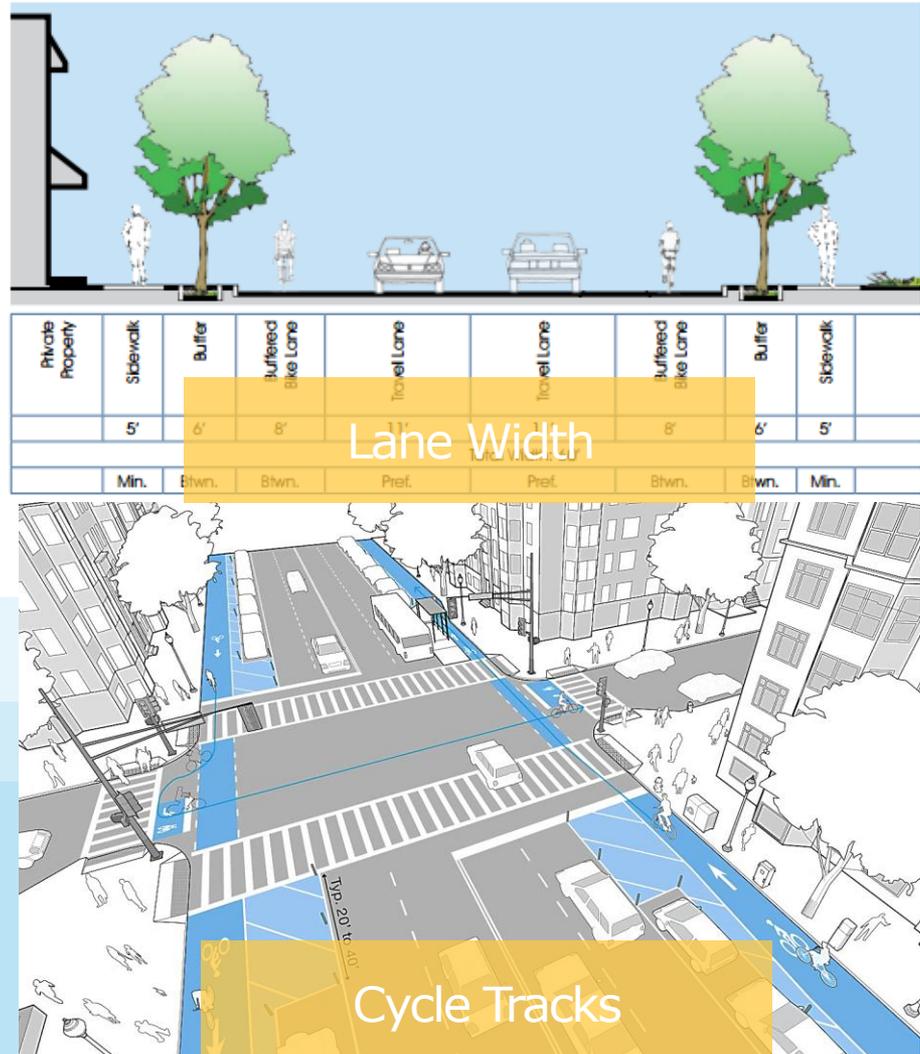


Scope of Work

- Complete Streets Design Guidelines
 - Guiding Principles (*start with 2011 CS Policy*)
 - Policy and Guidance Review
 - Best Practices Research
 - Stakeholder/Civic Engagement
 - Develop Recommendations
 - Negotiate Design Guidelines
 - Final Complete Streets Design Manual

COMMERCIAL STREET EXAMPLES

EXAMPLE COMMERCIAL TYPOLOGY CROSS SECTION: 60' ROW





Example Guiding Principles

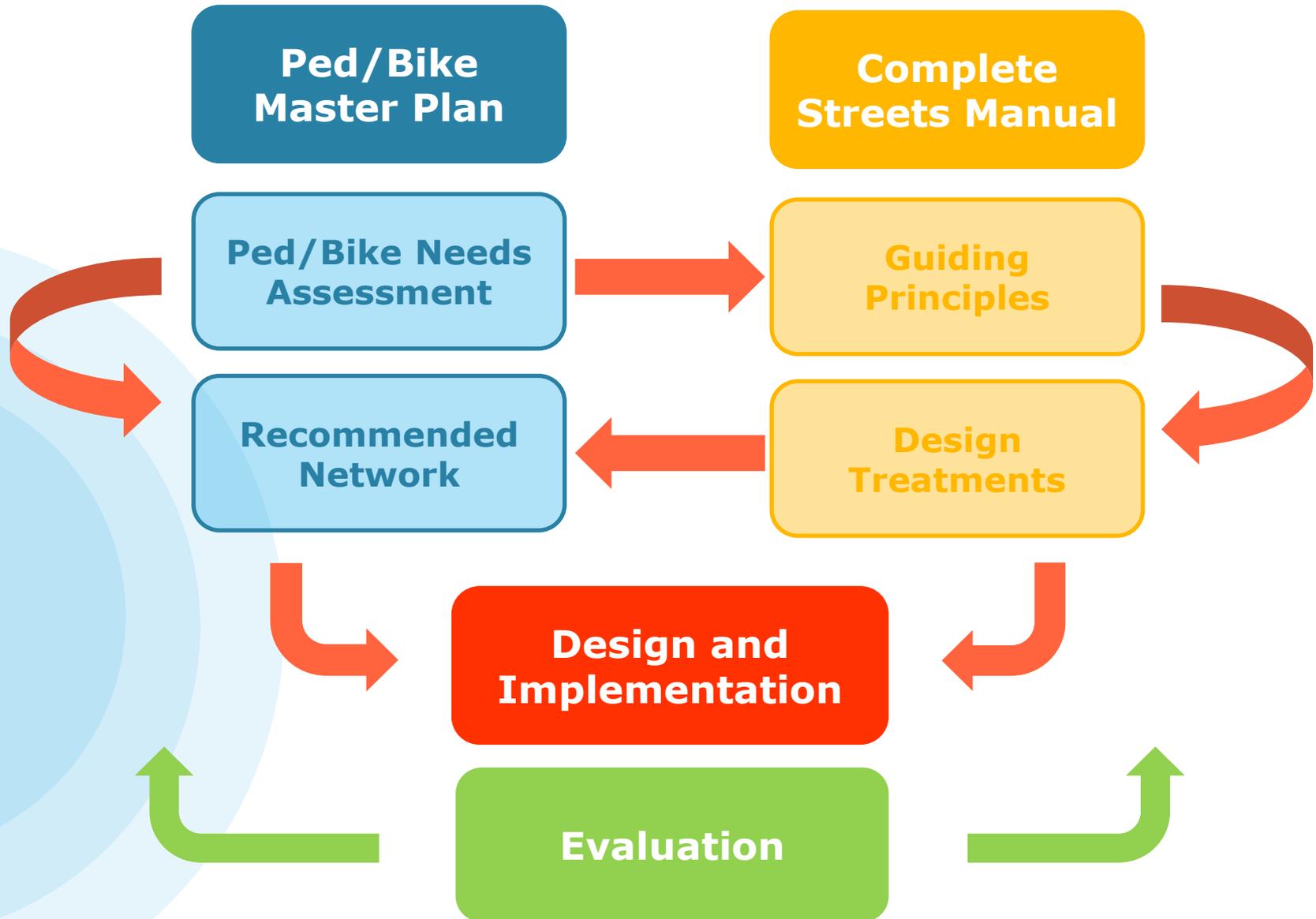
Example Principles - from Saint Paul, MN

1. Neighborhood Vitality
 - Streets perform multiple functions
 - Flexibility in design
2. Accommodate All Modes of Travel
 - Consider characteristics of different modes
 - Balance needs of all users
3. Safety for All Users
 - Design for vulnerable user groups
4. Placemaking and Preservation
 - Strengthen community cohesion
 - Integrate public art and other elements
5. Sustainable Design
 - Environmental and financial sustainability
 - Reduce maintenance costs





Project Relationship





Civic Engagement

- Incorporate "What's Next, Alexandria"
- Ad Hoc Committee Meetings (6)
- Public Meetings (3)
- Walkabouts
- Focus Groups
- Commission / Council meetings





Pedestrian and Bicycle Master Plan Update

INSTRUCTIONS

- 1 DRAW** your ideas by clicking "Add route" or "Add point" in the menu bar below.
- 2 DESCRIBE** the route or point by answering the pop-up survey.
- 3 COMMENT** on others' input by clicking on their route or point.

For detailed instructions, see "About & Help" below.

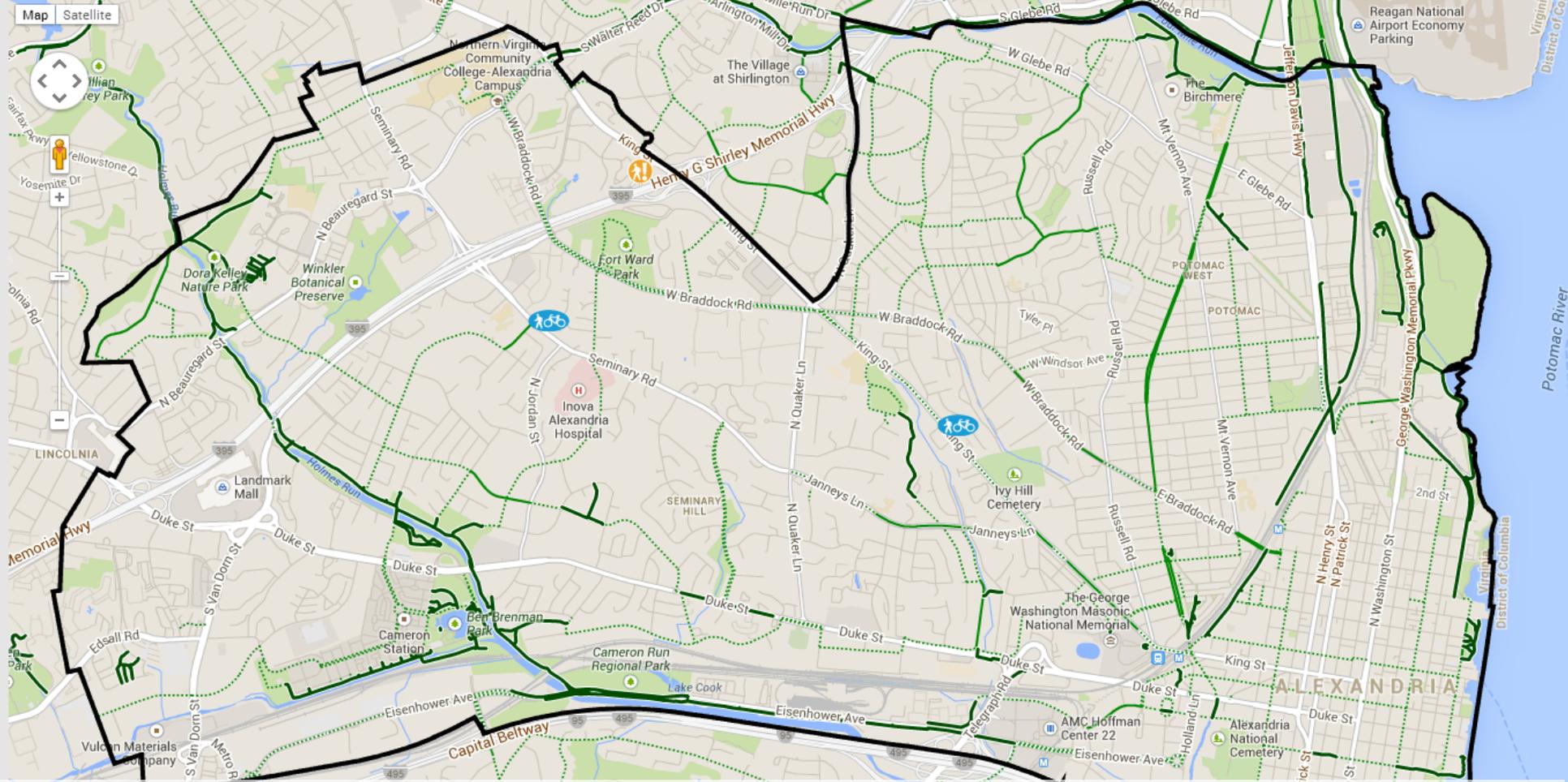
LEGEND

- Route I ride/walk
- Route I'd like to ride/walk
- Place I ride/walk to
- Place I'd like to ride/walk to
- Barrier to walking
- Barrier to biking
- Publicly Suggested Capital Bikeshare Station

BASEMAP

- City Limits
- Bike Path/Trails
- Bike Lane
- Bike Friendly Road

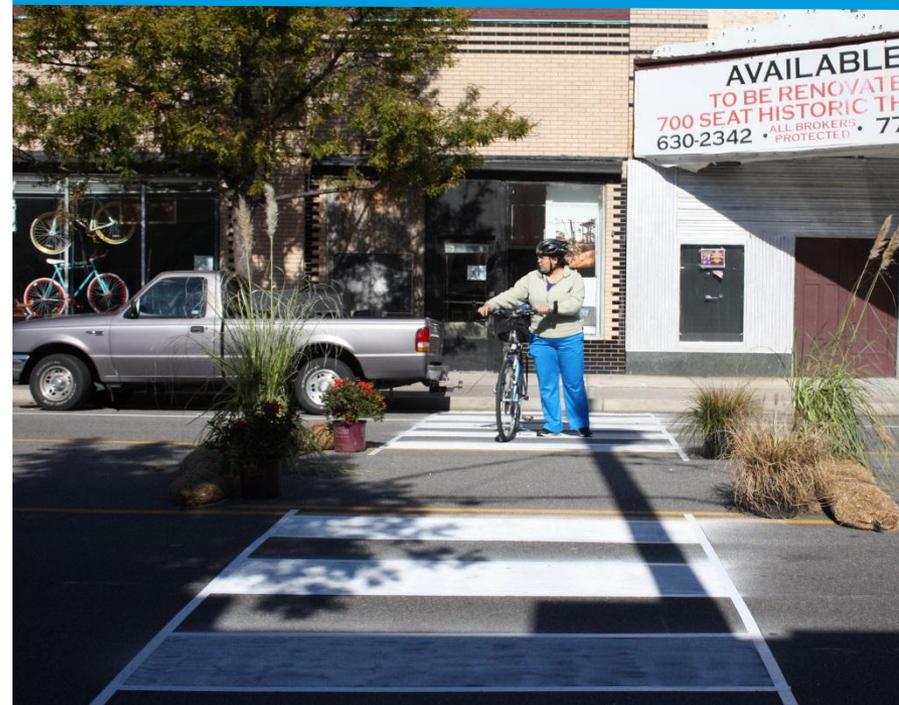
About & Help Add route Add point I'm Here



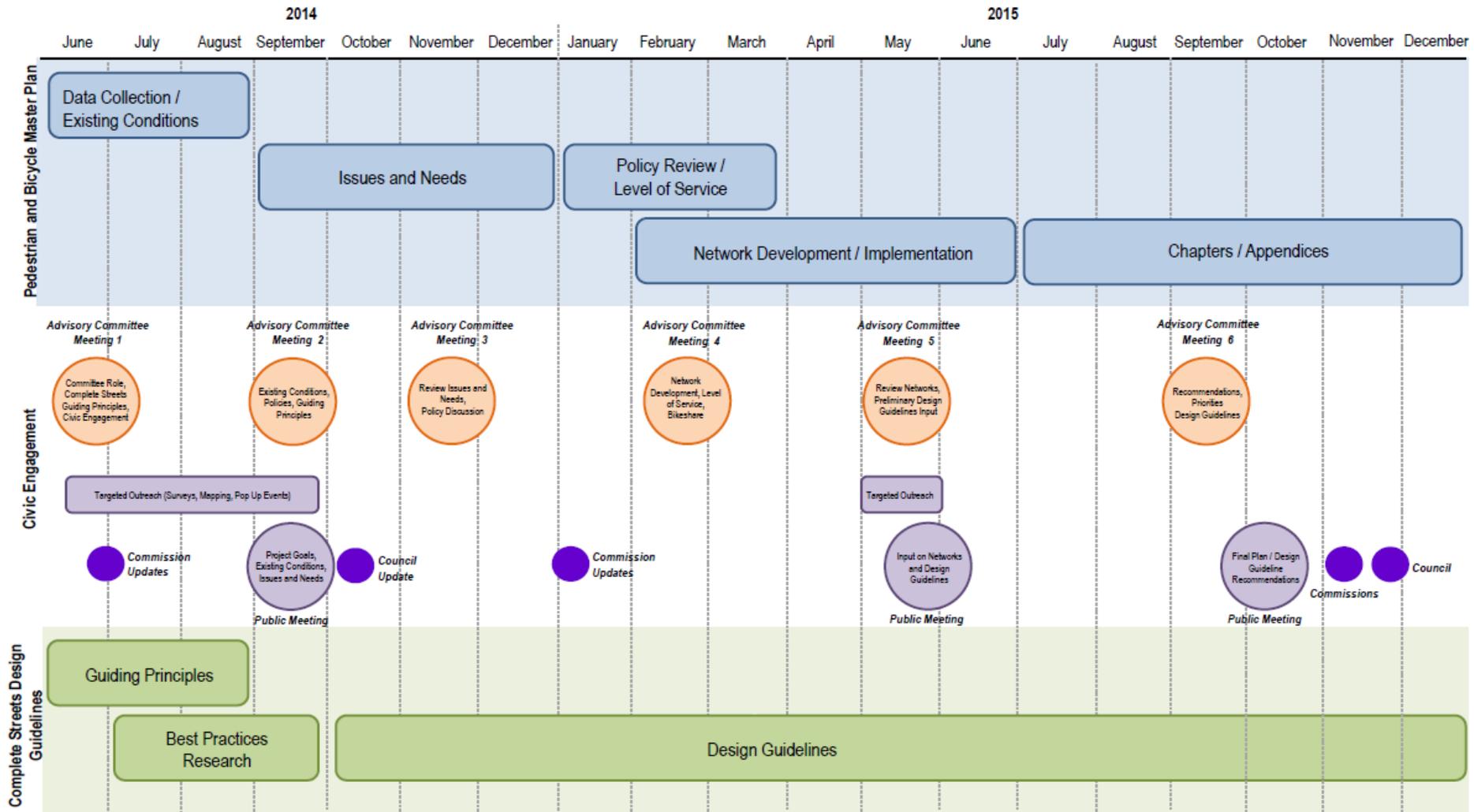
Online Map

Better Block

- Temporary interventions
- Community-based
- Test platform for new ideas
- Demonstrate and activate



Project Schedule





Project Deliverables

- Pedestrian and Bicycle Chapters of Transportation Master Plan
 - High level policy guidance
 - Network recommendations
- Pedestrian and Bicycle Master Plan Appendices
 - Inventory of Existing Conditions /Issues and Needs
 - Address safety needs
 - Policy and program recommendations
 - Connect key destinations
 - Expand Bike Share
- Complete Streets Design Manual
 - Integrate design guidance (e.g. green streets)
 - Incorporate range of ped/bike facilities
 - Reference for staff, developers, and community



Project Outcomes

What it is

- Pedestrian enhancements in demand areas
- Citywide networks of bicycle routes
- Policy guidance for city staff
- Tools to support planning decisions for all modes
- Improvements to project development process
- Provides flexibility to adapt to different circumstances and evolving trends

What it isn't

- Doesn't recommend specific improvements for all sidewalks, streets, trails

Committee Discussion



What is the most important thing for you to get out of this plan?

Community Input



What is the most important thing for you to get out of this plan?

Project Team Next Steps

- Existing conditions assessment – document review, data analysis
- Focus group identification and meetings
- Work on materials for public engagement



Ad Hoc Committee Next Steps

- Think about “hot button issues”
- Coordinate with boards, commissions and other constituencies
- Publicize project with the community





Additional Information

- www.alexandriava.gov/pedbikeplan

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Thank You!