

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: NOVEMBER 7, 2012

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, AICP, ACTING DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #6 – COMPLETE STREETS POLICY  
IMPLEMENTATION UPDATE

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**ISSUE:** Update on the implementation of the City of Alexandria’s Complete Streets Policy.

**RECOMMENDATION:** That the Transportation Commission receive the report.

**DISCUSSION:** This memorandum provides an update on the implementation of the City’s Complete Streets Policy. Item 7 of the Complete Streets Policy states that the Director of Transportation and Environmental Services shall report to the Transportation Commission:

- Steps taken to implement the Complete Streets Policy.
- Instances where the Director of Transportation & Environmental Services (T&ES) exercised discretion, and the Director of Planning & Zoning (P&Z) exercised discretion for Small Area Plans and development cases.
- Actions that would need to be taken by the Transportation Commission or other agencies or departments to implement this resolution.

### **Implementation of the Complete Streets Policy**

With the revision of the City’s Transportation Guidelines, a Complete Streets Checklist has been developed by staff. This document has been included in the draft Transportation Guidelines for public review and City Council approval.

During the fiscal year 2013 budget add-delete process, the City Council took an important step toward implementing the Complete Streets Policy by adding \$350,000 in funding for new Complete Streets projects, adding \$100,000 in maintenance of complete streets infrastructure, and funding for a Coordinator to oversee and implement the Complete Streets Program. City staff is now in the process of hiring a Coordinator.

In the summer of 2012, City staff applied for a federal Community Transformation Grant in partnership with the City’s Health Department to fund the development of a Complete

Streets Design Manual. The Transportation Commission provided a letter of support for this grant application. Unfortunately the City did not receive this grant, but other funding opportunities are being sought.

Transportation and Environmental Services and Planning and Zoning staff have been briefed on the Complete Streets Policy and its review requirements. The new Complete Streets Coordinator will develop formal staff training for the Transportation Planning Administrative Guidelines which contains Multi-Modal Transportation review requirements including a Complete Streets Checklist.

City staff reviews plans, development applications, and Capital Improvement Projects to ensure compliance with the Complete Streets Policy. There have been projects, such as the King Street Metrorail Station project, or the Braddock Metro Place development, where the number of bicycle parking spaces will exceed City standards. For example, with the King Street Metrorail Station project, the City has worked with WMATA to install a “Bike and Ride” at this location, which involves the installation of secure, covered, and key-card accessed bicycle parking. King Street Station will be one of the first Metrorail stations in the D.C. region to have this amenity.

Staff is also refining the process for installing Complete Streets improvements in coordination with annual paving activities. By building in more lead time to plan for upcoming paving projects, and having a Complete Streets Coordinator to oversee the projects, it is anticipated that in 2013 more improvements can be installed with the paving operations.

Complete Streets improvements installed in 2012 include, but are not limited to;

Bike lanes:

- Slater’s Lane
- Sharrows on Mark Center Drive

Sidewalks and ADA accessibility improvements:

- Duke Street at Taylor Run Parkway
- North West Street and Madison Street
- Vassar Road
- Leadbeater Street
- Eisenhower Avenue
- Old Dominion Boulevard
- Monticello Boulevard.

Pedestrian safety intersection improvements:

- Hume Avenue
- Turner Avenue near Mount Jefferson Park
- Eisenhower Avenue
- John Carlyle Street
- Duke Street at Telegraph Road
- Valley and Custis

Pedestrian countdown signals:

- Installed at nine intersections along King and Washington Streets

Bicycle Parking:

- Installed at various locations citywide

Other Complete Streets Initiatives:

In addition, bicycle parking corrals, providing over 20 bicycle parking spaces each, are being planned for implementation near the Waterfront in Old Town and transit shelters are planned for various locations citywide. As part of the Capital Bikeshare program, bicycle wayfinding is planned between the King Street Metro Station and the Waterfront.

**Development Review and Complete Streets**

Development plans submitted to the City must show all existing and proposed pedestrian, bicycle, transit and vehicular improvements on site and in the vicinity of the proposed project. Staff evaluates the plan to ensure that facilities designated in any Master Plans that apply to the area are provided and included in the early design stages to ensure the best possible integration with the site design.

ADA requirements for site accessibility are also reviewed in concert with the requirements noted above for complete, holistic and accessible site design. All development projects are required by law to comply with ADA requirements.

Since the Complete Streets Policy has gone in to effect, there have been no projects (larger than a single family house or small townhome project) that were approved without pedestrian facilities or bicycle facilities in the approved Master Plan. In addition, Transit facilities are required in the projects as appropriate.

**Actions by Transportation Commission or other Agencies to Implement the Policy**

The City Council played a key role in implementing the policy by creating a Capital Improvement Program and Coordinator for the Program in the FY 2013 budget. The Transportation Commission also supported this effort, as well as provided a letter for support for the City's grant application for funding for Complete Streets Guidelines.

As the Policy continues to be implemented, it is anticipated that there will be an increase in roadway reconfigurations, bicycle parking installations, traffic calming projects, safe routes to school projects, and pedestrian and bicycle safety projects that will go before the Traffic and Parking Board for approval.

Staff plans to come back to the Commission in early 2013 with an update on major capital multi-modal projects.