

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: MAY 8, 2013  
TO: MEMBERS OF THE TRANSPORTATION COMMISSION  
FROM: SANDRA MARKS, ACTING DEPUTY DIRECTOR, T&ES  
SUBJECT: AGENDA ITEM #4 – COMPLETE STREETS UPDATE

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**ISSUE:** Staff update to Transportation Commission on Complete Streets Program.

**RECOMMENDATION:** That the Commission receive the staff update.

**BACKGROUND:** In March 2013, T&ES provided an update to the Transportation Commission on the Complete Streets Program. Since that time, the street design process for a number of bicycle and pedestrian projects has been moving forward and staff is updating the Transportation Commission on two subjects:

- Bicycle Facilities Design
- Comprehensive Neighborhood Enhancements – Holmes Run Neighborhood

### **A. BICYCLE FACILITIES DESIGN**

As part of the 2013 Paving Program, the following roadways will include new bicycle facilities totaling approximately 10 new lane miles of facilities:

- Janney's Lane: Climbing lane and shared lanes
- North Pitt Street: Bicycle lanes and shared lanes
- Van Dorn Street: Wide outside lanes
- Seminary Road: Shared lanes
- West Braddock Road: Shared lanes

In addition to the corridors in the paving program, the following roadways are under design to include approximately 22 lane miles of new bicycle facilities:

- Cameron Station Blvd – Shared lanes
- Chambliss Street – Bicycle lanes
- Commonwealth Avenue – Bicycle lanes and Bike box
- East Monroe Avenue – Bicycle lanes and shared lanes
- Fayette Street – Shared lanes
- Fort Williams Parkway - Bicycle lanes
- King Streets – Westbound Climbing lanes and EB shared lanes
- Martha Custis Drive – Shared Lanes (COMPLETE)
- Mill Road/Jamieson Avenue - Bicycle lanes and shared lanes

- North Morgan Street – Shared lanes (COMPLETE)
- North Royal Street – Bicycle boulevard
- South Pickett Street – Bicycle lanes
- South Ripley Street – Bicycle lanes
- Stulz Road – Bicycle lanes
- Taylor Run Parkway West - Bicycle lanes and shared lanes
- Valley Drive – Shared lanes (COMPLETE)
- West Glebe Road – Bicycle lanes
- Wilkes Street – Bicycle lanes

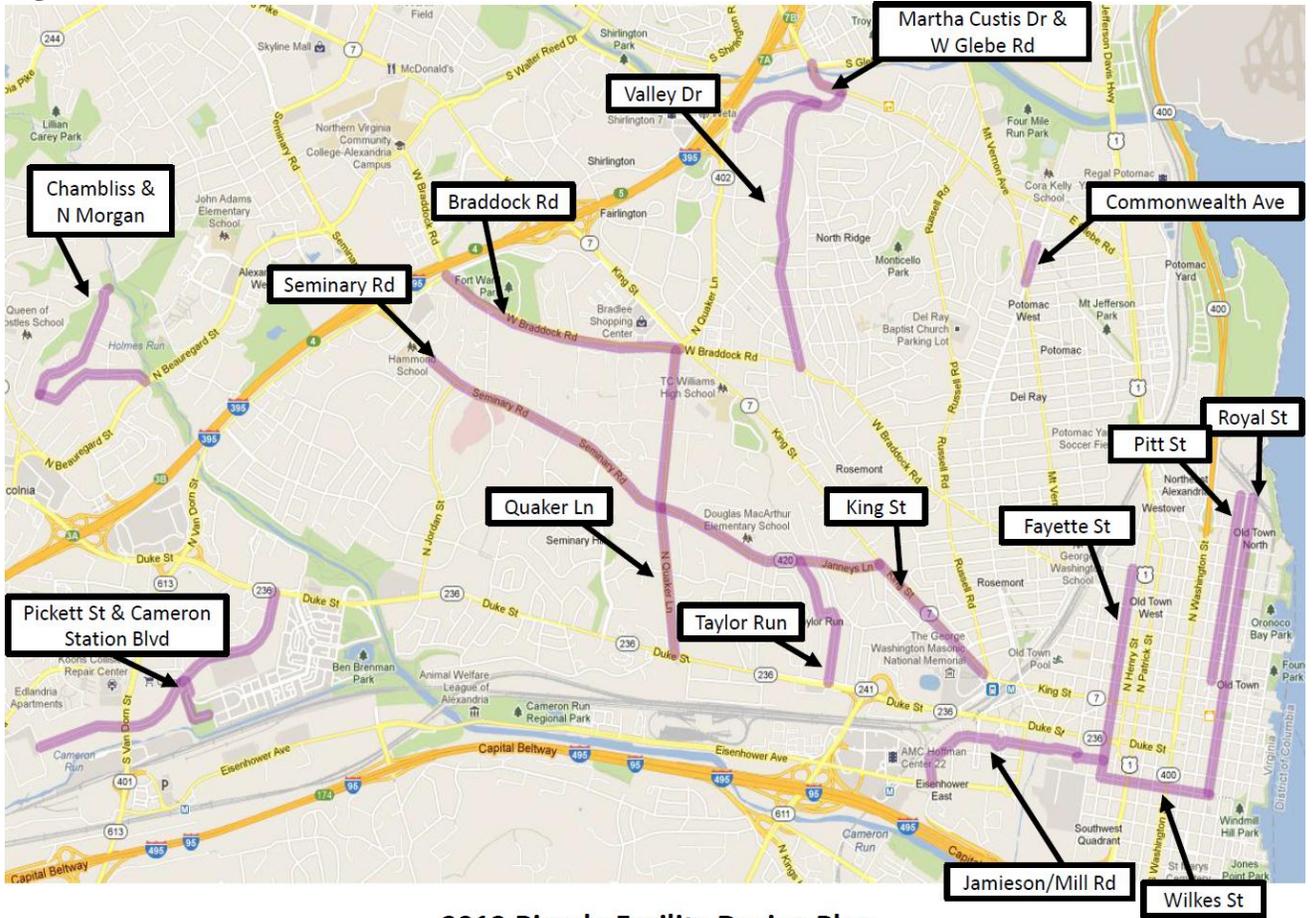
Figure 1 highlights the roadways currently under design for 2013 and 2014 implementation.

One roadway was extensively reviewed to include the 2008 Bicycle and Pedestrian Mobility Plan recommendations. Quaker Lane from Duke Street to Braddock Road was analyzed by staff and a design consultant for the inclusion of bicycle lanes, cycle tracks and climbing lanes. A detailed traffic analysis determined that including any of these bicycle facilities would require the removal of one or more travel lanes which would severely downgrade the level of service at intersections along this corridor. After community outreach and further analysis of the surrounding area, staff identified Fort Williams Parkway, a safer corridor that parallels Quaker Lane and has substantially less traffic, as an alternate route for inclusion of bicycle lanes. Additionally, this configuration would provide a connection to the future bicycle facilities that will be installed along Seminary Road/Janneys Lane as part of the 2013 paving program

**B. COMPREHENSIVE NEIGHBORHOOD ENHANCEMENTS – HOLMES RUN**

As part of the City’s Complete Street Program, a Comprehensive Neighborhood Enhancement project was established. The Del Ray neighborhood was the first comprehensive program to be conducted since it was already underway and funded when the Complete Streets program was formalized. The Holmes Run neighborhood, south of Holmes Run Park, has been identified as a location for a more robust program. The goal of this program is to improve multimodal connections and accessibility. The location was selected based on the number of high pedestrian crash locations that fall within the project boundaries, high potential demand for walking and biking to both schools and parks and senior housing. The project area is highlighted below in Figure 2. T&ES staff will bring together stakeholders working on projects in this neighborhood to discuss how projects can coordinate with one another, and provide key improvements for walking and bicycling in this area. In addition, specific locations for Complete Streets improvements will be identified and implemented.

**Figure 1**



**2013 Bicycle Facility Design Plan**

Figure 2

