

Pedestrian and Bicycle Master Plan Update Ad Hoc Advisory Committee

December 3, 2014



Agenda

1. Welcome and Introductions
2. Review of Online Survey and Interactive Map Results
3. Complete Streets Briefing
4. Pedestrian & Bicycle Goals/Objectives
5. General Discussion (Public Comments)
6. Break Out Groups to Discuss Study Areas
7. Committee Member Updates
8. Wrap Up / Next Steps





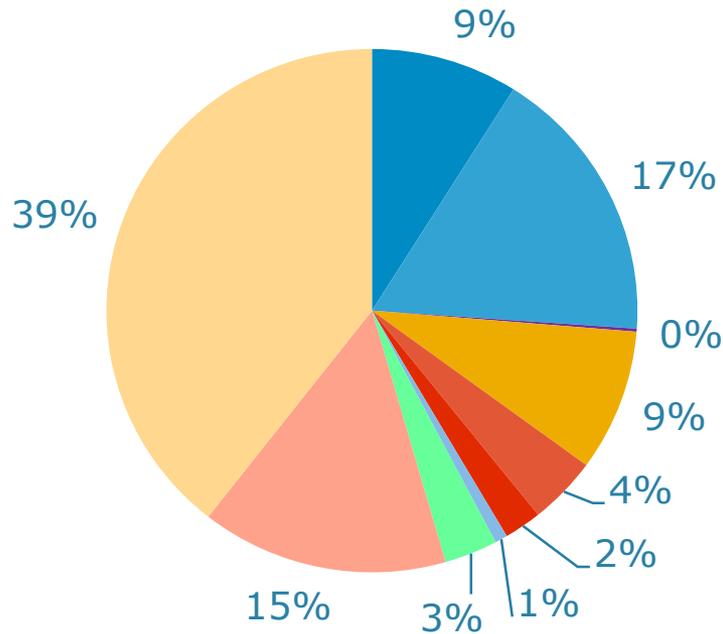
Review of Online Survey and Interactive Map Results



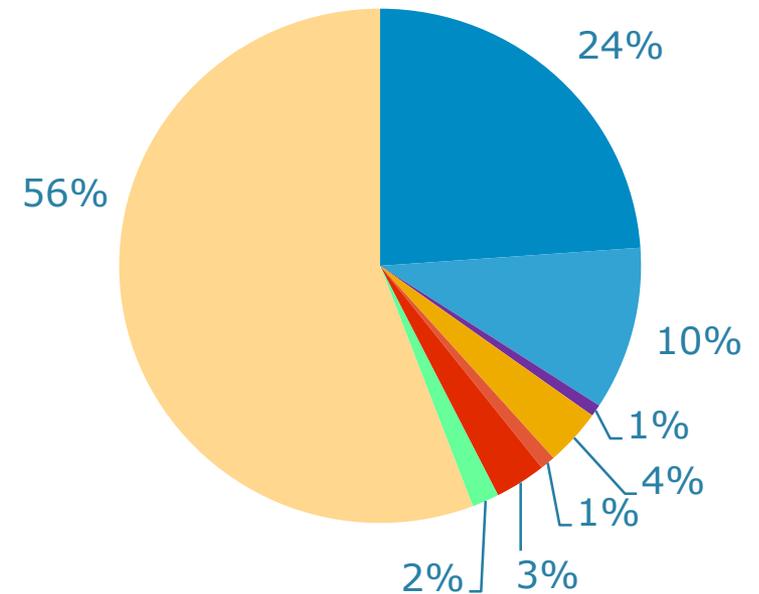
Online Survey

Most Common Travel Mode

To Work



Non-Work Trips



■ Walk

■ Bike (Capital Bikeshare)

■ Bus

■ VRE / Commuter Rail

■ Combination of Multiple Travel Modes

■ Bike (own bicycle)

■ Metrorail

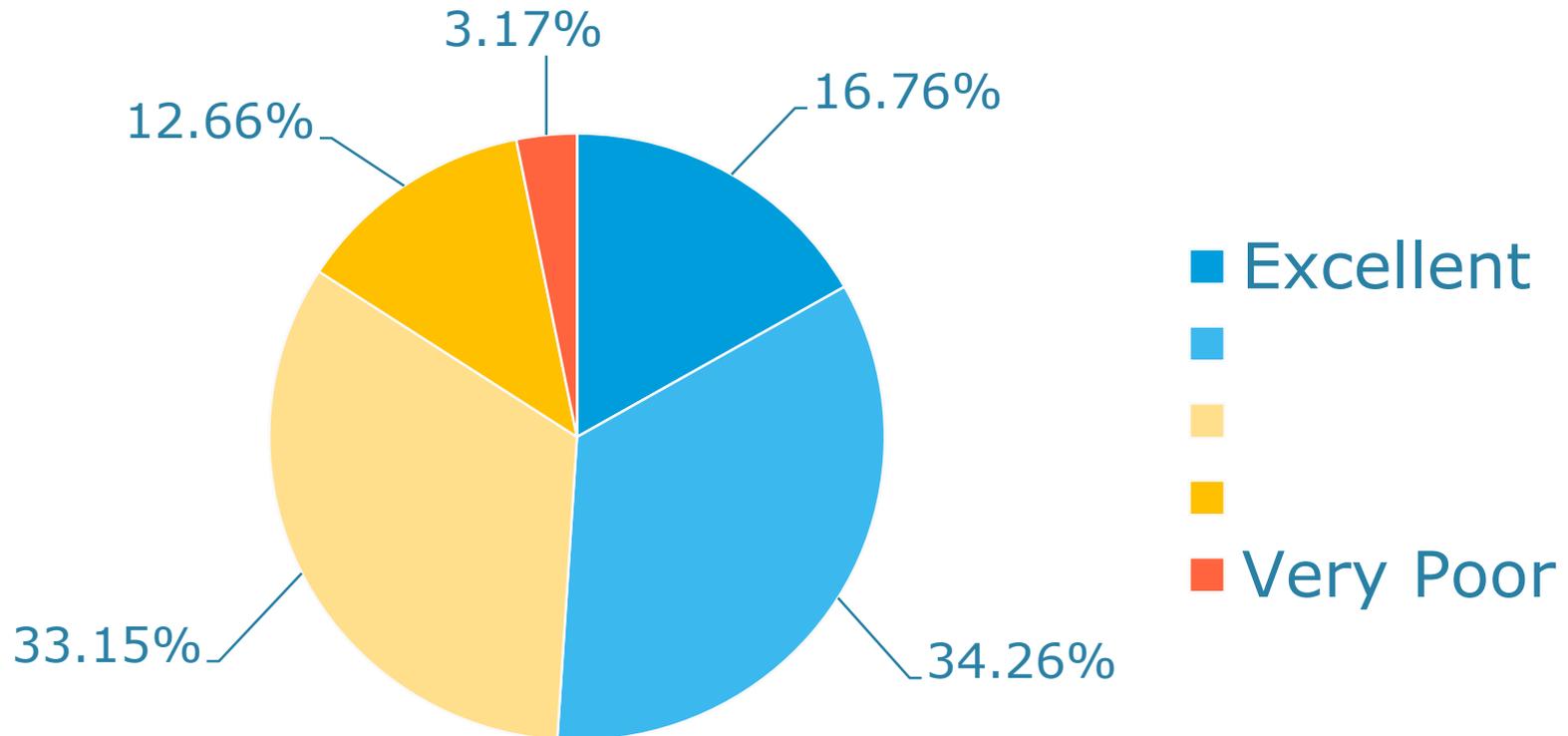
■ Carpool / Vanpool

■ Other

■ Personal vehicle (drive alone)

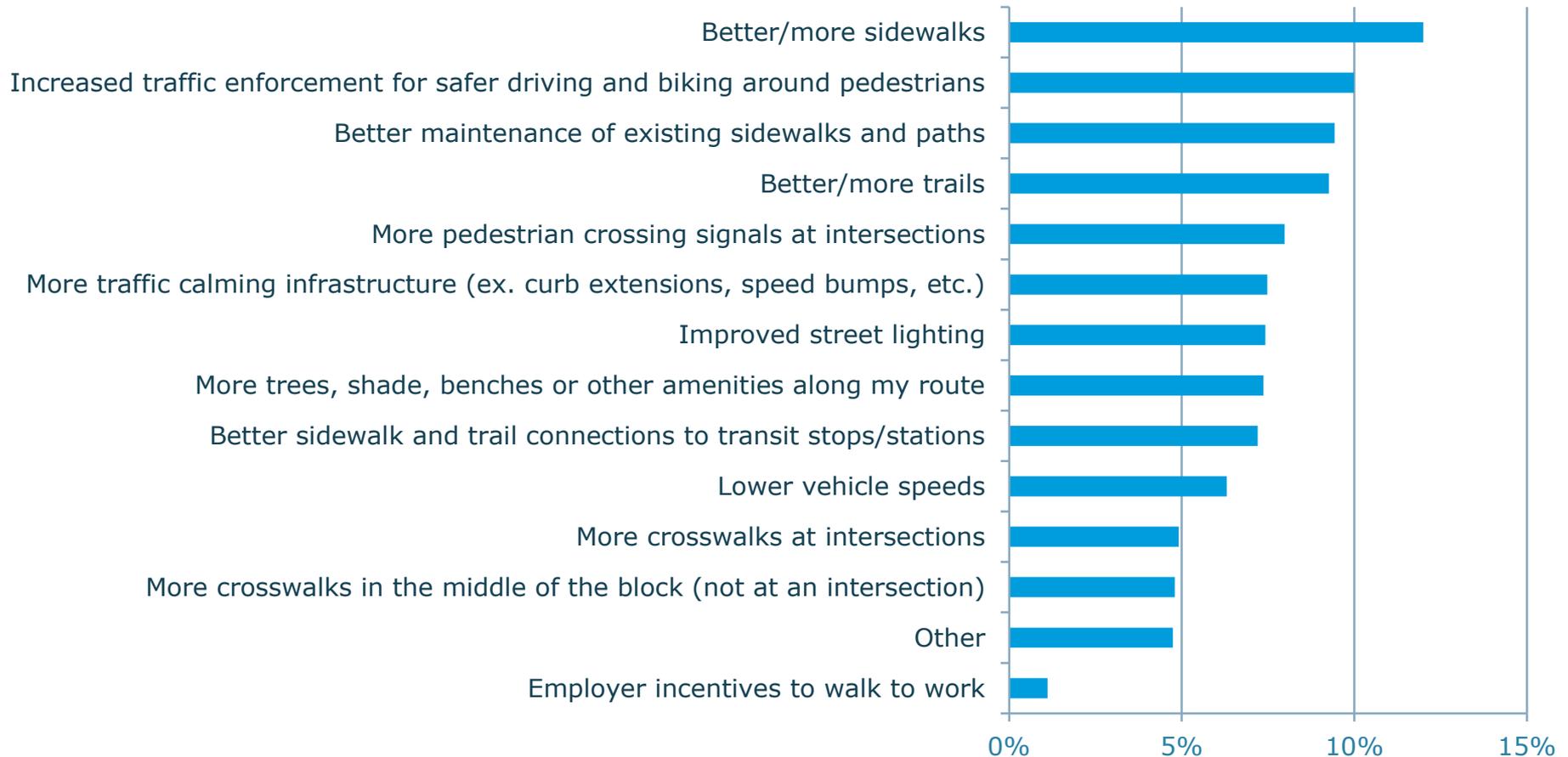


How Walkable is the City of Alexandria?



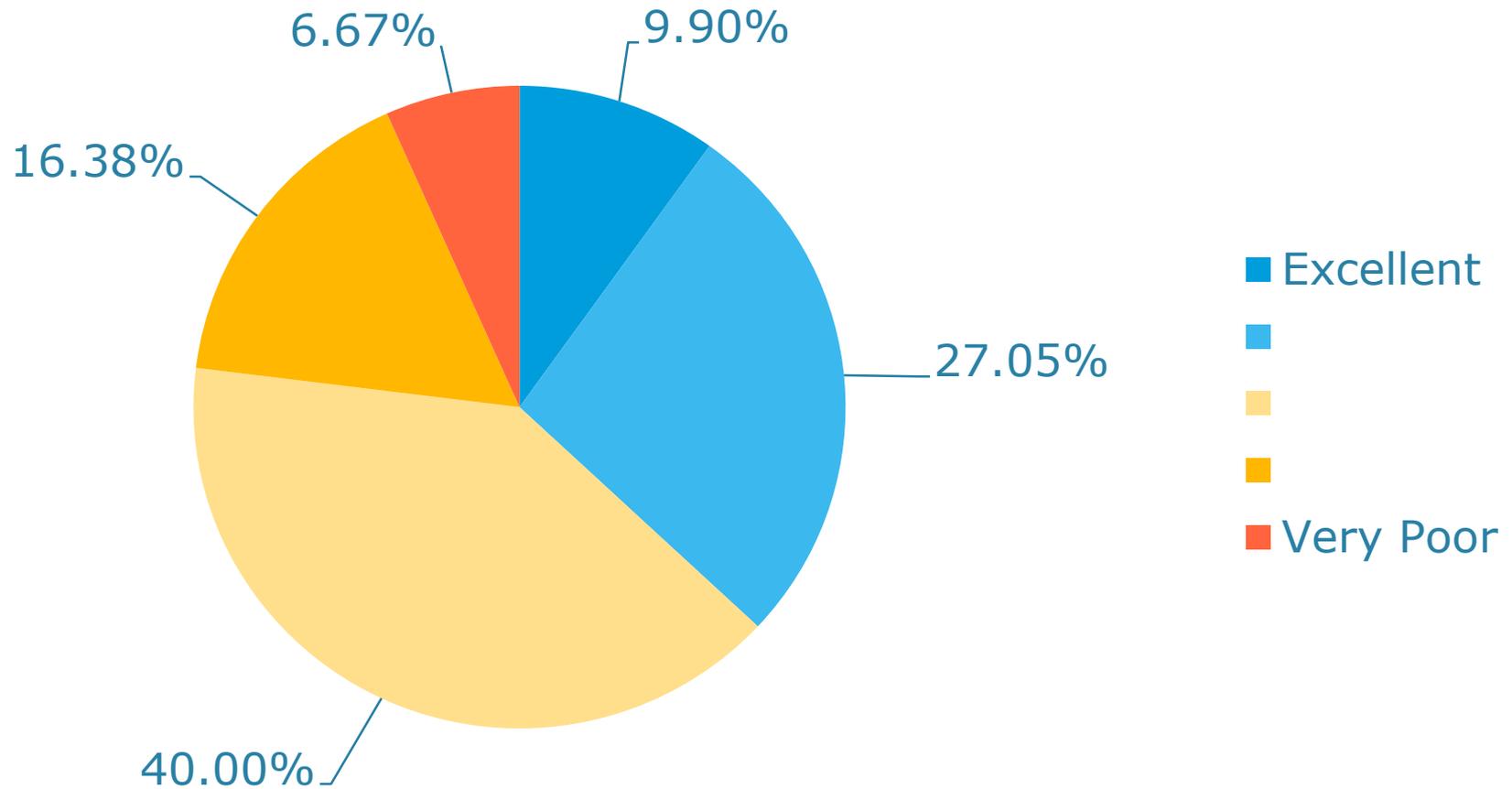


What type of improvements would encourage you to walk more?



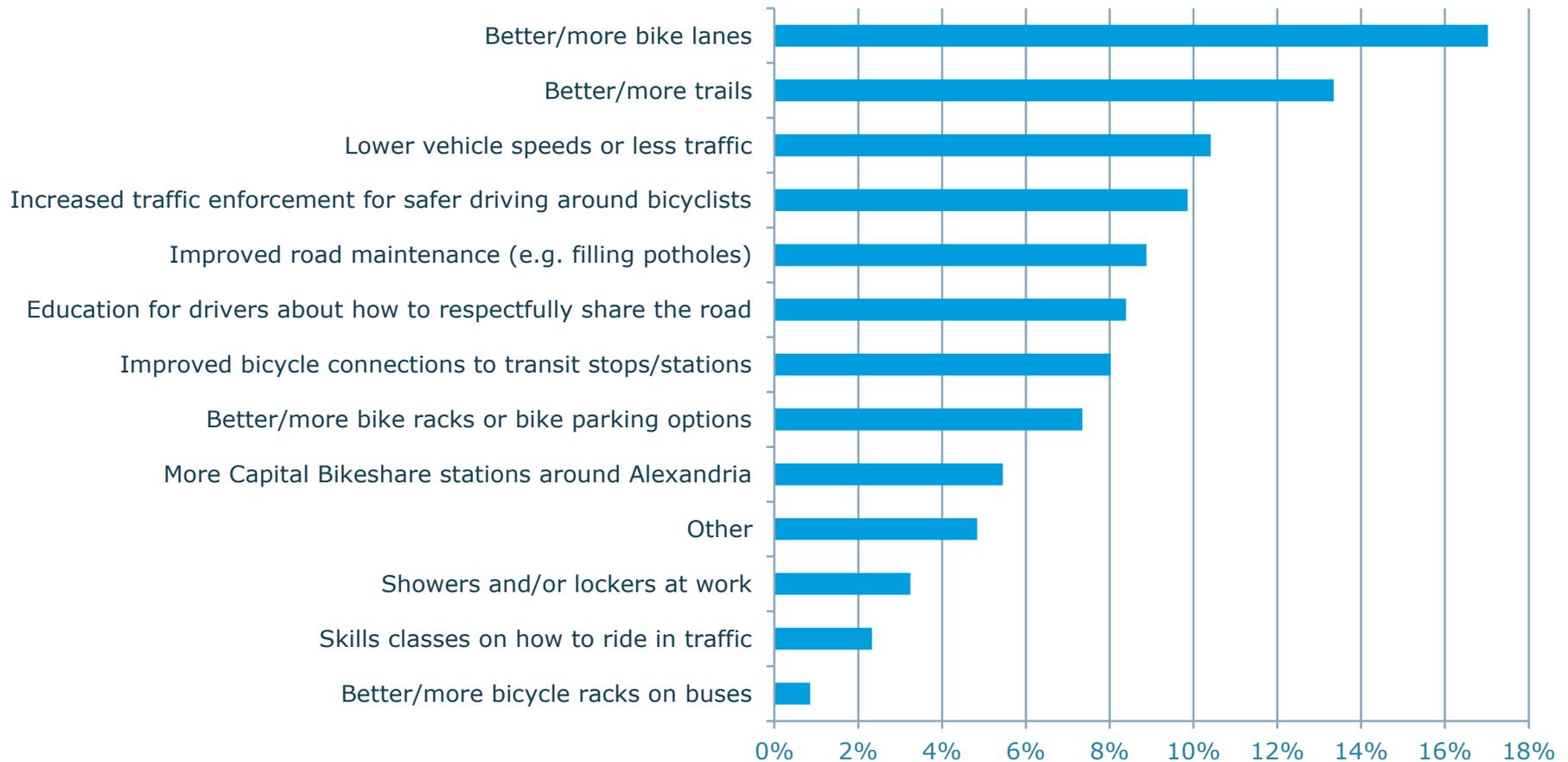


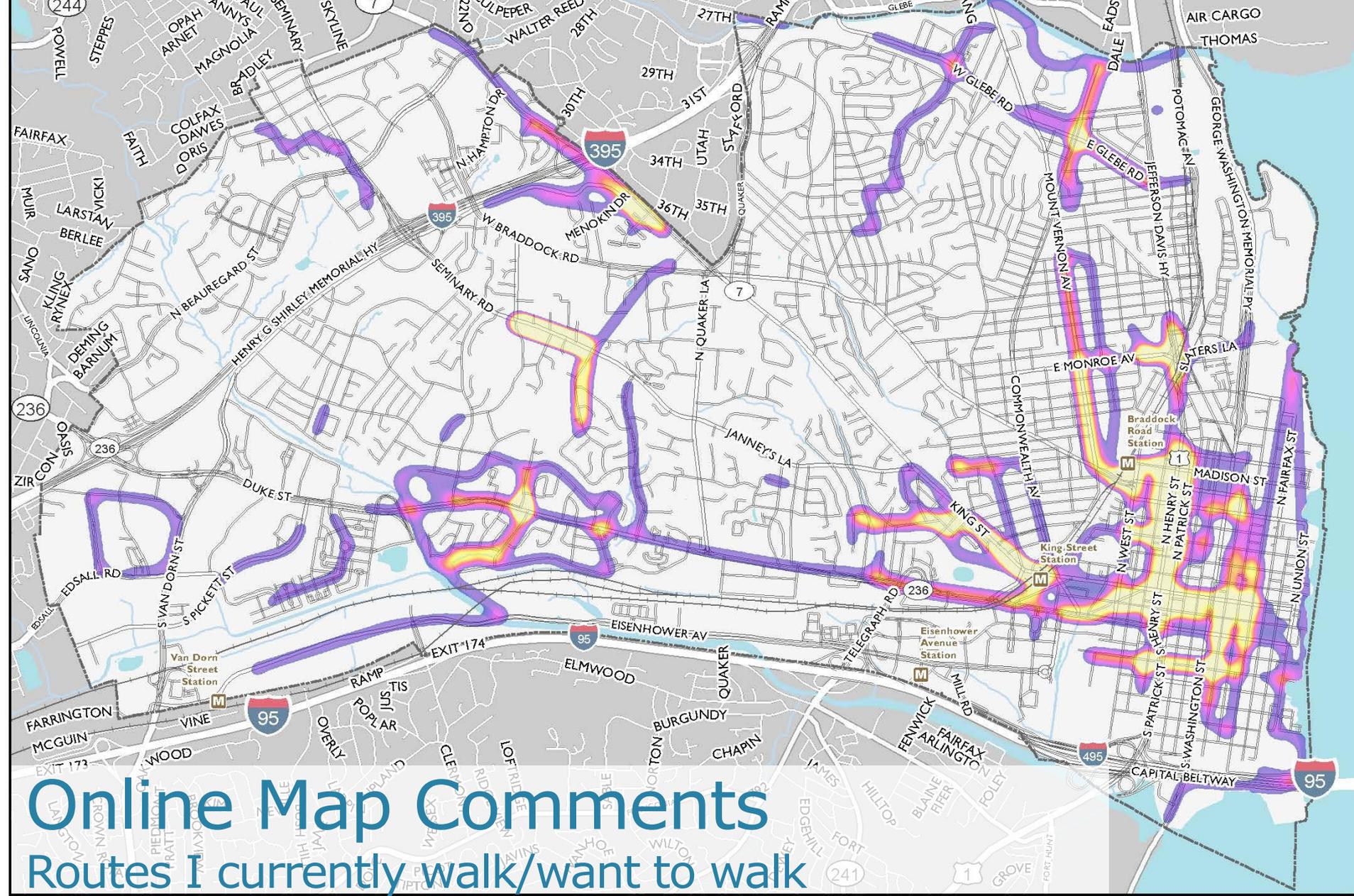
How Bicycle Friendly is the City of Alexandria?





What type of improvements would encourage you to bike more?





Online Map Comments

Routes I currently walk/want to walk

Comment Density

- High
- Low

M Metro Station

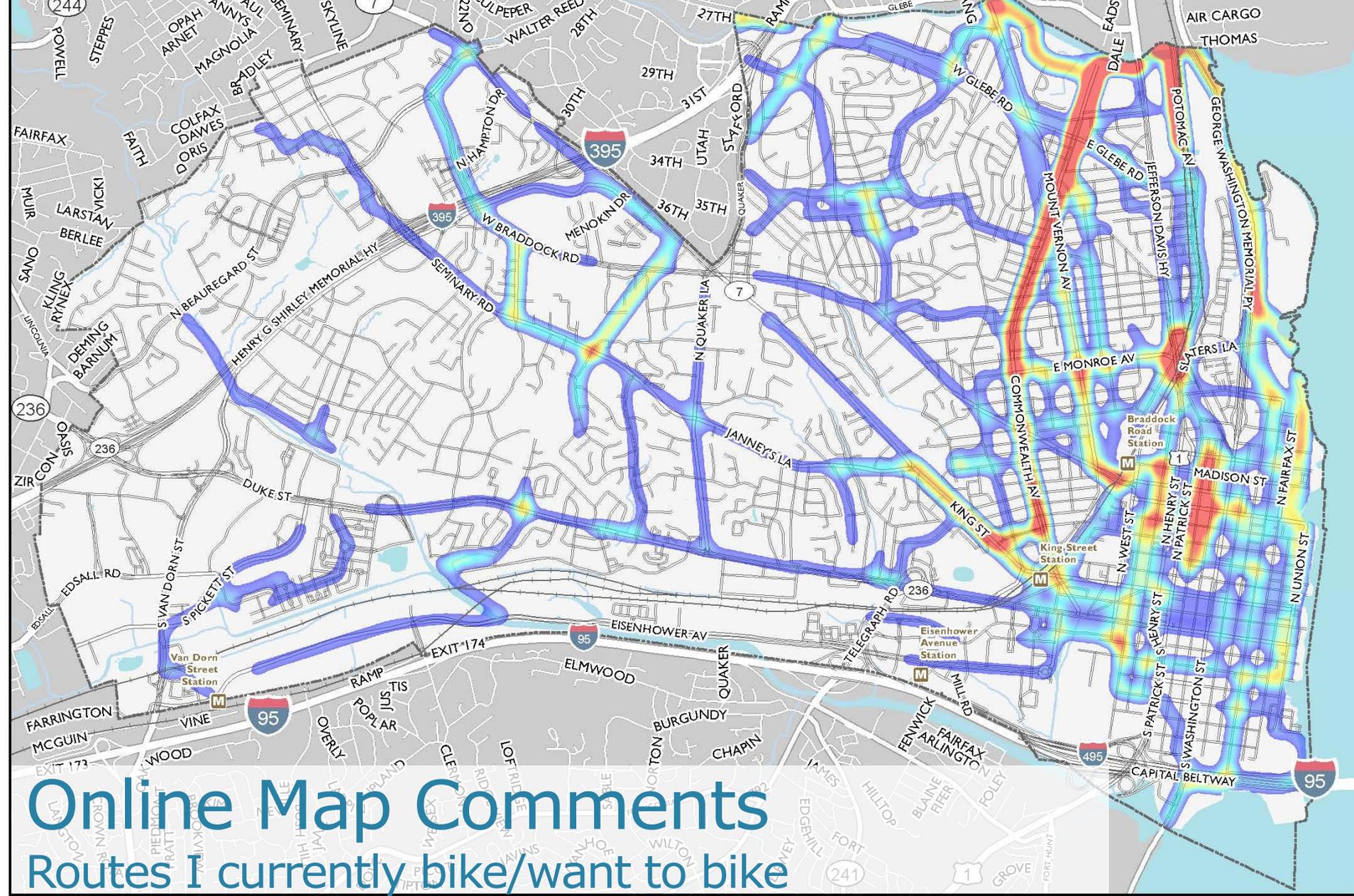
--- City Boundary



City of Alexandria, Virginia
 Department of Transportation and Environmental Services



Pedestrian and Bicycle Master Plan
 Online Interactive Map Results - "Routes I Walk/Would Like to Walk"



Online Map Comments

Routes I currently bike/want to bike

Comment Density

High

Low

M Metro Station

□ City Boundary



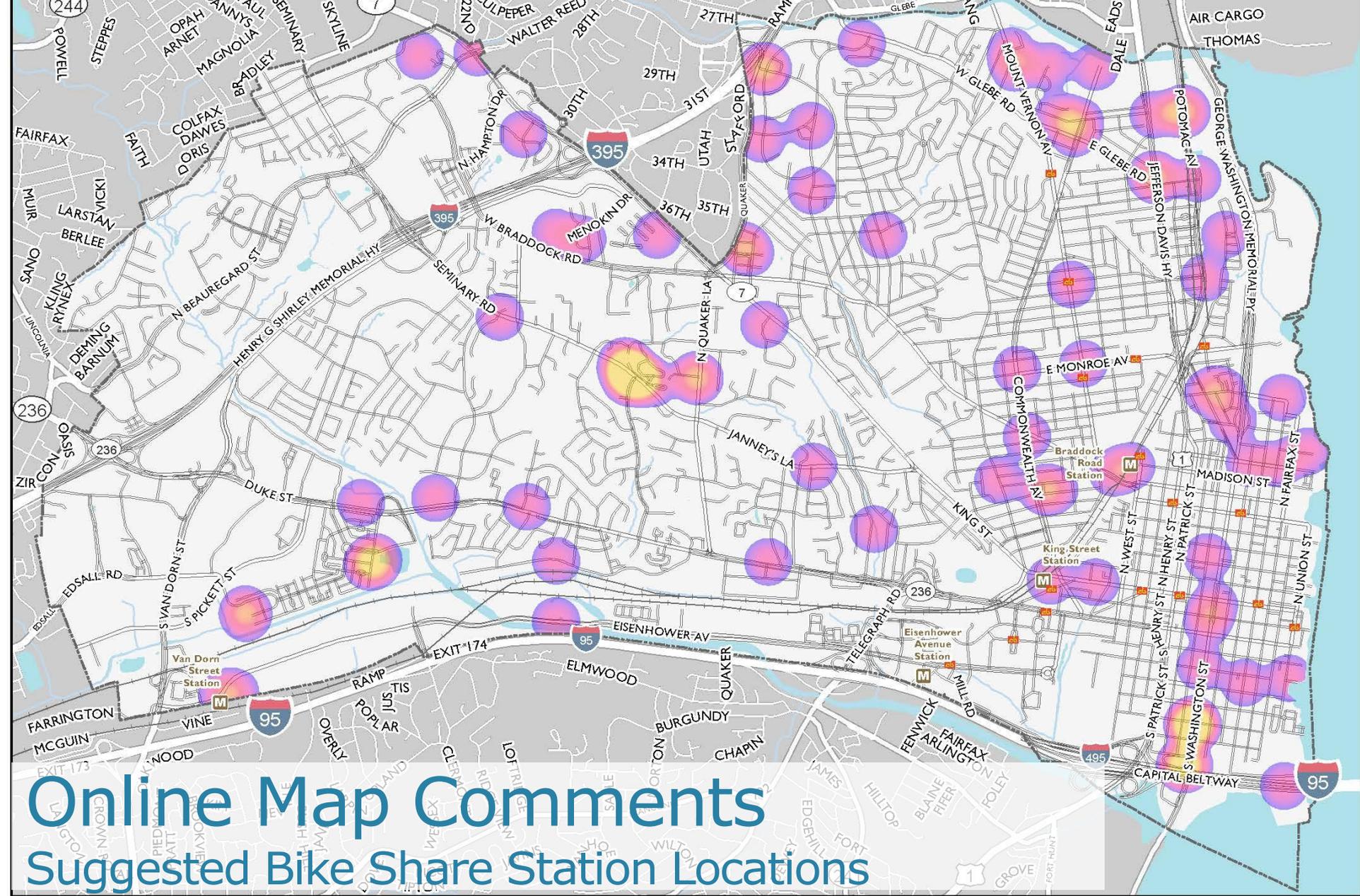
City of Alexandria, Virginia

Department of Transportation and Environmental Services



Pedestrian and Bicycle Master Plan

Online Interactive Map Results - "Routes I Bike/Would Like to Bike"



Online Map Comments

Suggested Bike Share Station Locations



City of Alexandria, Virginia
 Department of Transportation and Environmental Services



Pedestrian and Bicycle Master Plan

Online Interactive Map Results - Suggested Bike Share Station Locations

Comment Density

- High
- Low

Existing Station

Metro Station

City Boundary



Complete Streets Briefing

Complete Streets Design Guidelines



- Guidelines establish **new standards** for street design
 - City examples: Boston, Philadelphia, Los Angeles, Dallas....
 - National example: NACTO Urban Street Design Manual
- **Comprehensive** – cover all aspects of street design
- A **technical document** for use by City staff and developers during:
 - Street redesign/retrofit
 - New street design
- Guidelines **do not specify** specific designs for specific streets

Complete Street Typology



A new set of street types that:

- organize Alexandria's streets to incorporate street character and adjacent land uses – both existing and desired.
- provide a finer grained understanding capable of guiding both future land development and road design projects.

Street Types



- **Traditional Street Classification System**
 - Useful for determining street's network function in terms of automobile circulation
 - Example types: Arterial, Collector, Local
- **Complete Street Types**
 - Consider all transportation modes
 - Integrate land use & urban form
 - Example types: Main Street, Neighborhood Commercial, Industrial, Shared Streets, Neighborhood Residential

Example of Main Street Typology

Boston Complete Streets Design Guidelines



Recommended Street Types: Alexandria



- Commercial Connector
- Main Street
- Neighborhood Commercial
- Neighborhood Connector
- Neighborhood Residential
- Parkway
- Industrial
- Shared Streets and Alleys

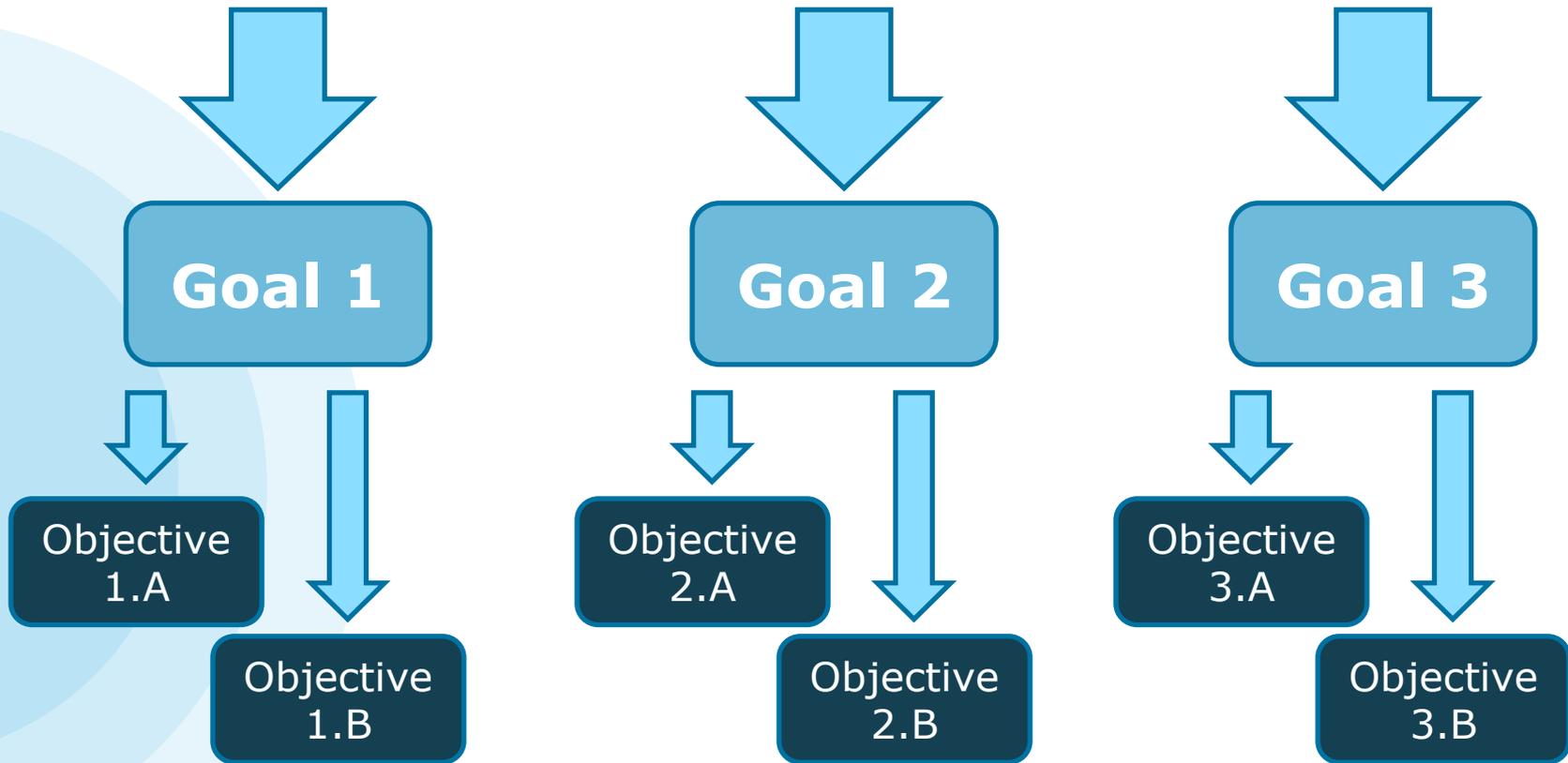


Pedestrian and Bicycle Master Plan Goals and Objectives

Refresher – Vision/Goals/Objectives



Vision



Committee/Stakeholder Feedback on Goals and Objectives



Key themes:

- Add specificity and strengthen language compared with 2008
- Make pedestrian and bicycle goals comparable in terms of emphasis, strength and specificity
- Include quantifiable performance measures
- Emphasize transportation *choice* and recognize that there will still be vehicle travel in the City
- Incorporate focus on walking and bicycling for recreation and fun



Draft **Pedestrian** Vision Statement

Walking is vital to the health and mobility of Alexandria's residents, workers and visitors. The City will provide safe and accessible streets, intersections and trails, as well as programs and policies that encourage increased walking as a safe and active form of transportation and recreation. Pedestrian facilities, programs and policies will foster social equity, ensuring that investments benefit people of all backgrounds and income levels, as well as geographic equity, ensuring that people throughout the City have access to safe, comfortable places to walk.

Draft Pedestrian Performance Measures



Pedestrian Performance Measure	Responsible Department/ Group	Frequency	Related Goal
Percent of people walking to work	T&ES	With Census	Encouragement
Number of pedestrian-motor vehicle crashes, as well as pedestrian injuries and fatalities	APD	Annually	Safety
Linear feet of new or reconstructed sidewalk, citywide	T&ES	Annually	Engineering
Miles of paved off-street trails, citywide	T&ES	Annually	Engineering
Number of intersections that are treated with safety and accessibility improvements	T&ES	Annually	Safety
Number of schools with Safe Routes to School programs and/or offering pedestrian safety education	ACPS	Annually	Education / Safety
Number of people who are reached through the Local Motion program	Communications	Annually	Encouragement
Number of maintenance requests related to a pedestrian issue that are addressed	T&ES	Annually	Engineering / Safety
Percent of signalized intersections with pedestrian countdown signals	T&ES	Annually	Engineering / Safety
Percent of people walking to work at employers participating in Local Motion Transportation Demand Management program	T&ES	Annually	Encouragement
Percent of people walking to transit	DASH/WMATA	TBD (every 3 years?)	Encouragement / Engineering



Draft **Bicycle** Vision Statement

Bicycling will be a convenient and safe choice for transportation and recreation trips in Alexandria. The City will provide a network of facilities that link important destinations and appeal to bicycle riders of different ages and abilities, as well as programs and policies that encourage increased bicycling as a safe and active form of transportation and recreation. Bicycle facilities, programs and policies will foster social equity, ensuring that investments benefit people of all backgrounds and income levels, as well as geographic equity, ensuring that people throughout the City have access to safe, comfortable places to bike.



Draft **Bicycle** Performance Measures

Bicycle Performance Measure	Responsible Department/Group	Frequency	Targeted Goal
Percent of people bicycling to work	T&ES	With Census	Encouragement
Number of bicycle-motor vehicle crashes, as well as bicyclist injuries and fatalities	APD	Annually	Safety
Miles of on-street bicycle facilities citywide	T&ES	Annually	Engineering
Miles of off-street trails citywide	Parks and Recreation	Annually	Engineering
Number of intersections improved with bicycle accommodations (bike boxes, bike signals, bicycle-compatible loop detectors, etc)	T&ES	Annually	Engineering
Number of bike share trips in Alexandria	T&ES	Annually	Encouragement
Number of schools participating in Safe Routes to School programs and/or offering bicycle safety programs	ACPS	Annually	Education / Safety
Number of adult bicycle safety courses offered	Local Motion	Annually	Education
Number of people who are reached through the Local Motion program	Communications	Annually	Encouragement
Number of bike parking spaces installed	T&ES	Annually	Engineering / Encouragement
Number of bicycle facility maintenance requests that are addressed	T&ES	Annually	Engineering / Safety



General Discussion (Public Comment)



Break Out Groups

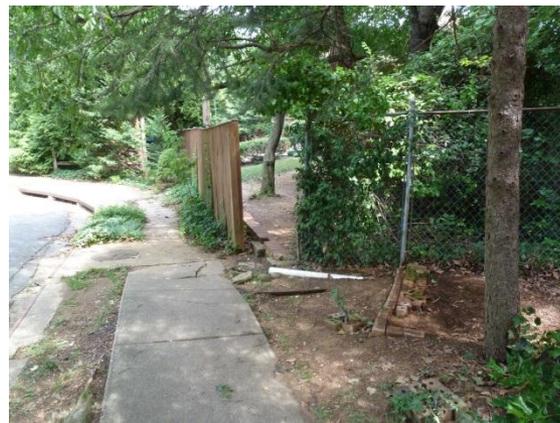


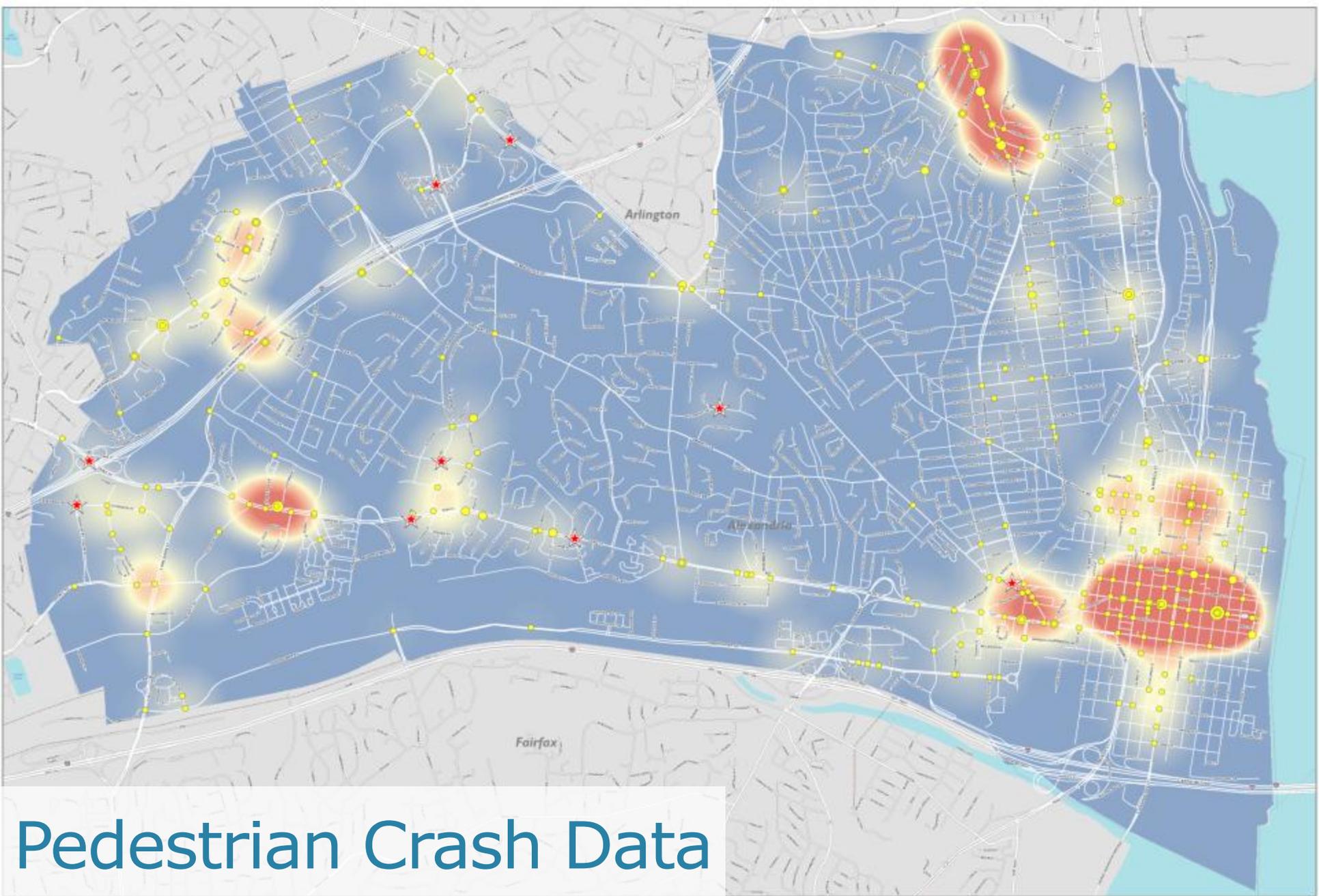
Pedestrian Facilities: Focus Areas



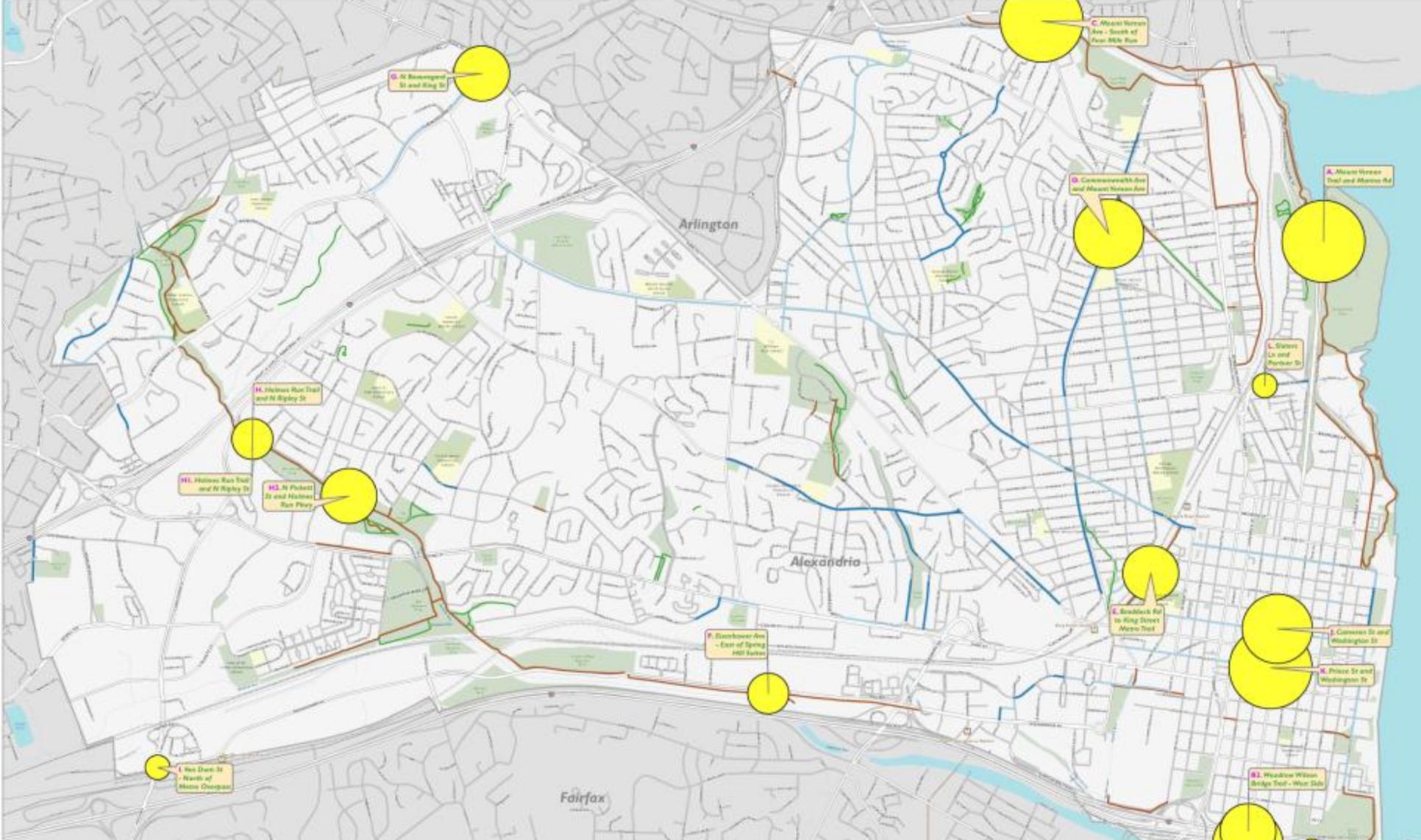
Pedestrian Focus Areas

- A finite number of intersections or short corridors that will be the focus of project field work
- Places with a combination of:
 - High demand
 - High public interest/concern
- Avoid places where recent or ongoing plans/studies address pedestrian issues

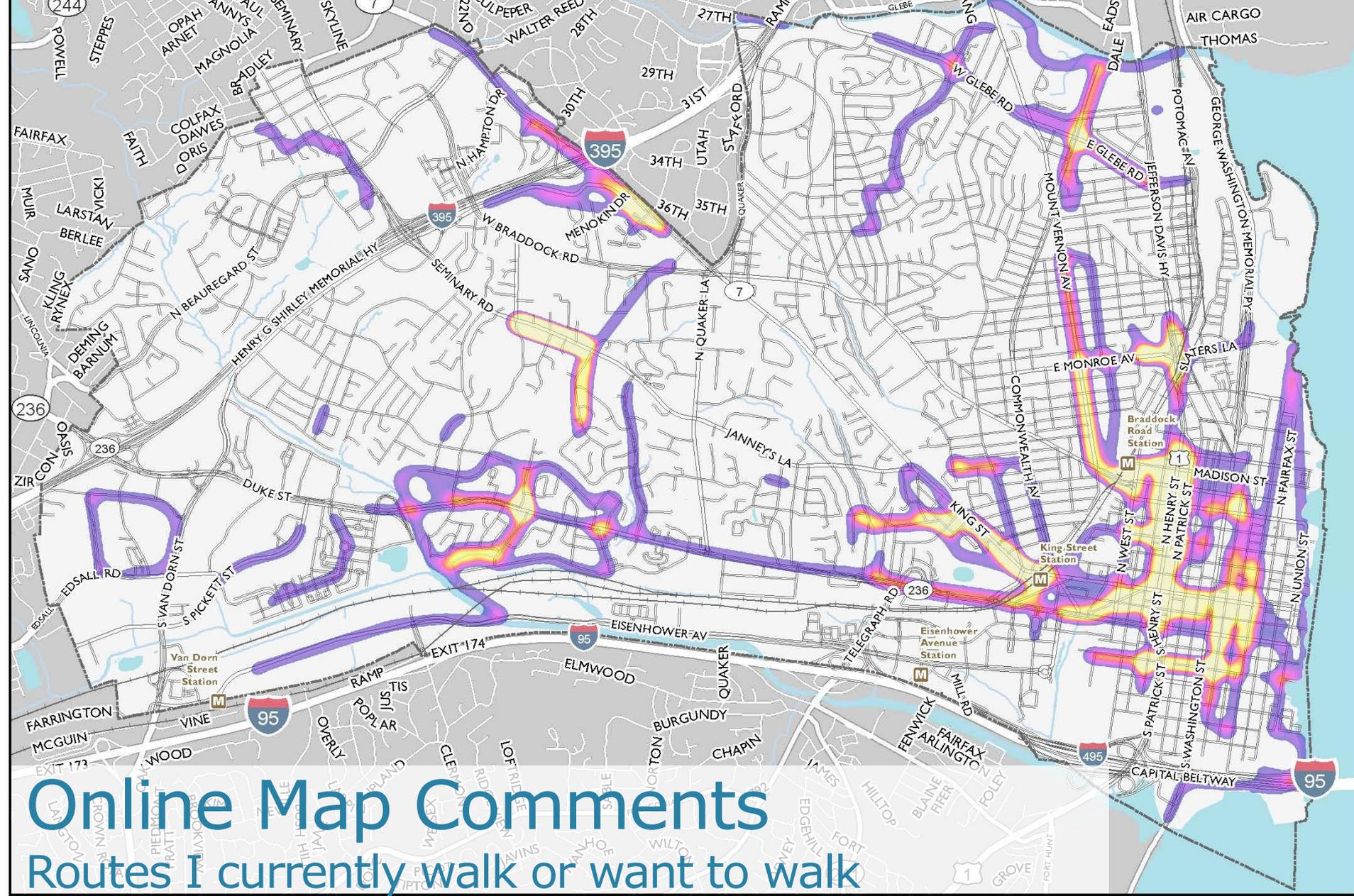




Pedestrian Crash Data



Pedestrian Count Data



Online Map Comments

Routes I currently walk or want to walk

Comment Density

- High
- Low

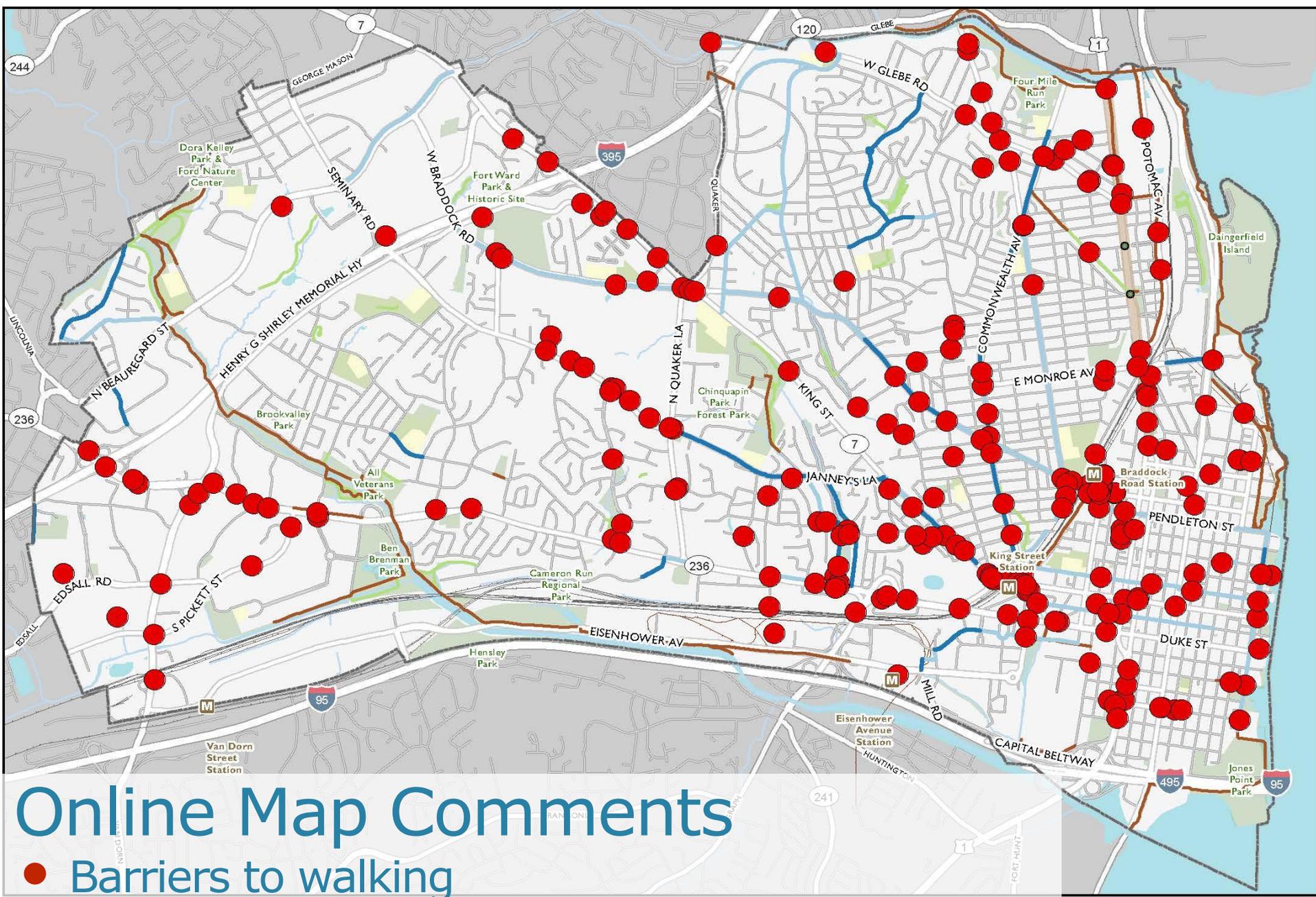
Metro Station  **City Boundary** 



City of Alexandria, Virginia
 Department of Transportation and Environmental Services

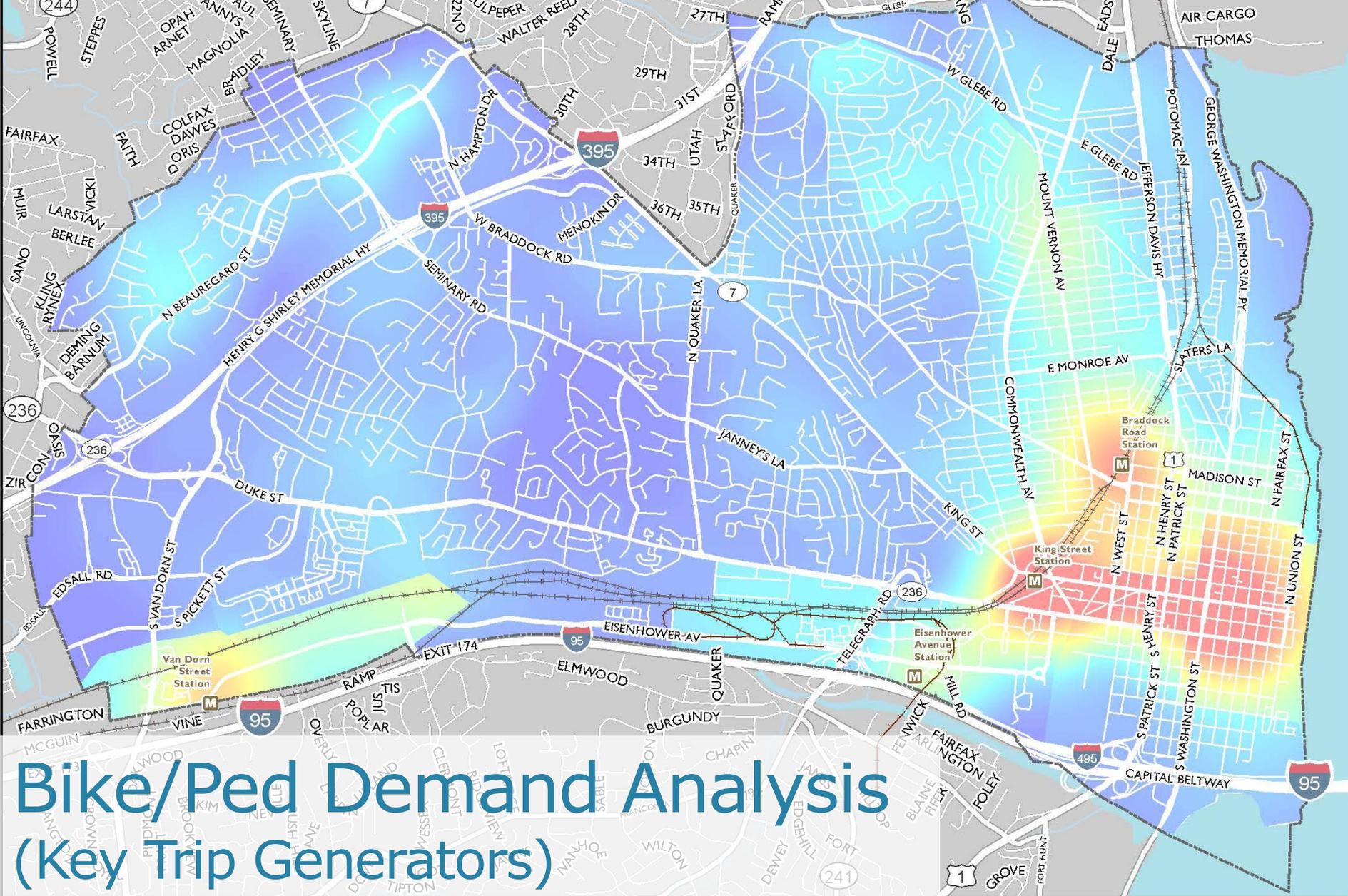


Pedestrian and Bicycle Master Plan
 Online Interactive Map Results - "Routes I Walk/Would Like to Walk"



Online Map Comments

● Barriers to walking



Bike/Ped Demand Analysis

(Key Trip Generators)



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 Department of Transportation and Environmental Services



Pedestrian and Bicycle Master Plan
 Latent Demand Analysis

Demand	M Metro Station
High	City Boundary
Low	



Break Out Group

Pedestrian Focus Areas

Given what we know about:

- Public input
- Crash data
- Count data
- Demand analysis...

.....what 6-8 areas (intersections or street segments) do you think should be prioritized for the project field work?





Bicycle Network: Tier System



Bicycle Tier System

Network Function

Tier 1: Primary

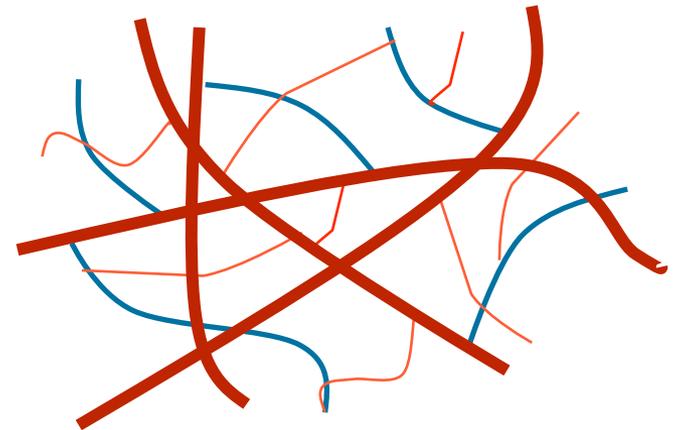
Major cross-city corridors that form the backbone of the network

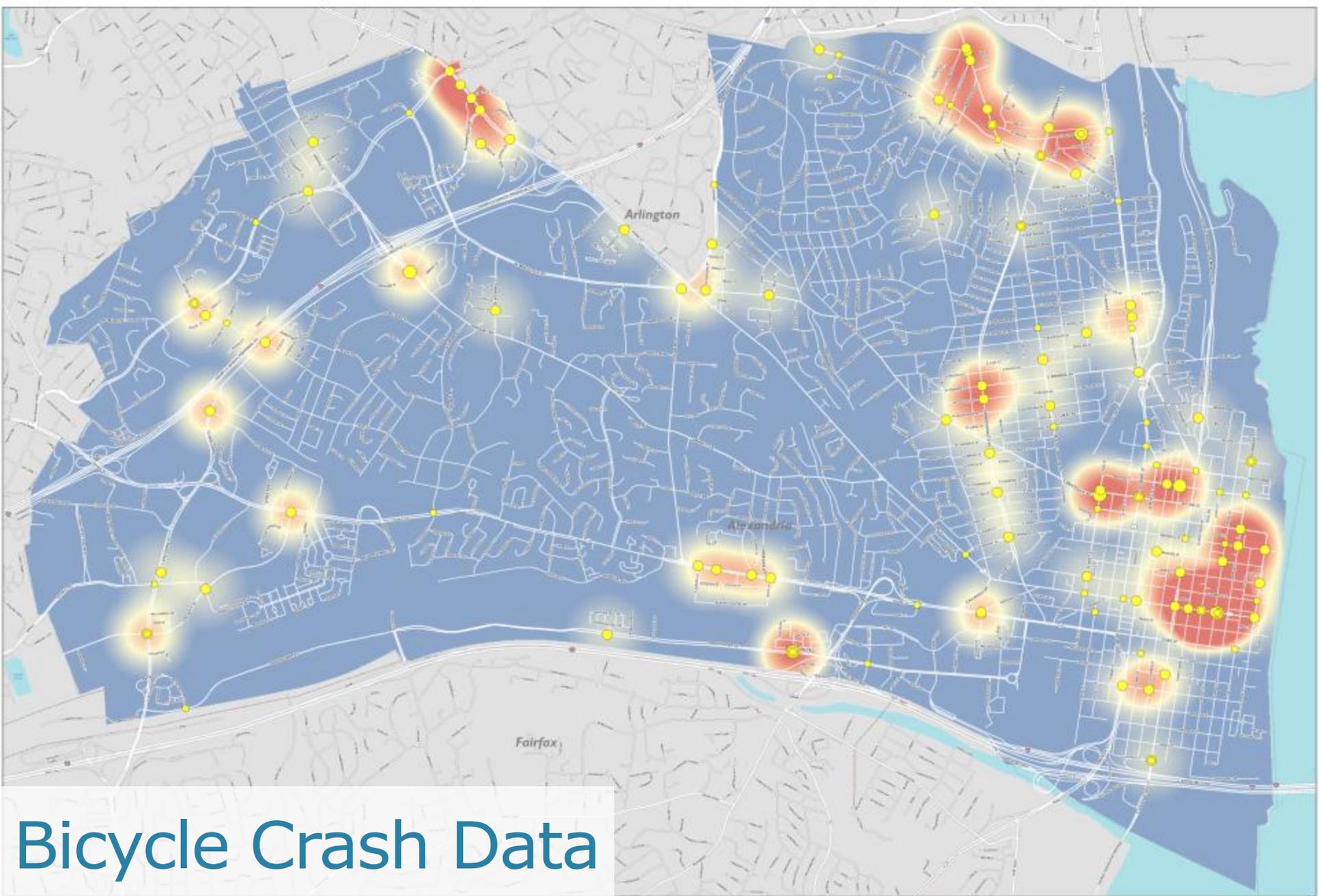
Tier 2: Secondary

Key feeder links that provide links from neighborhoods or smaller destinations to the backbone system

Tier 3: Tertiary

Shorter improvements that accommodate trips within a particular neighborhood





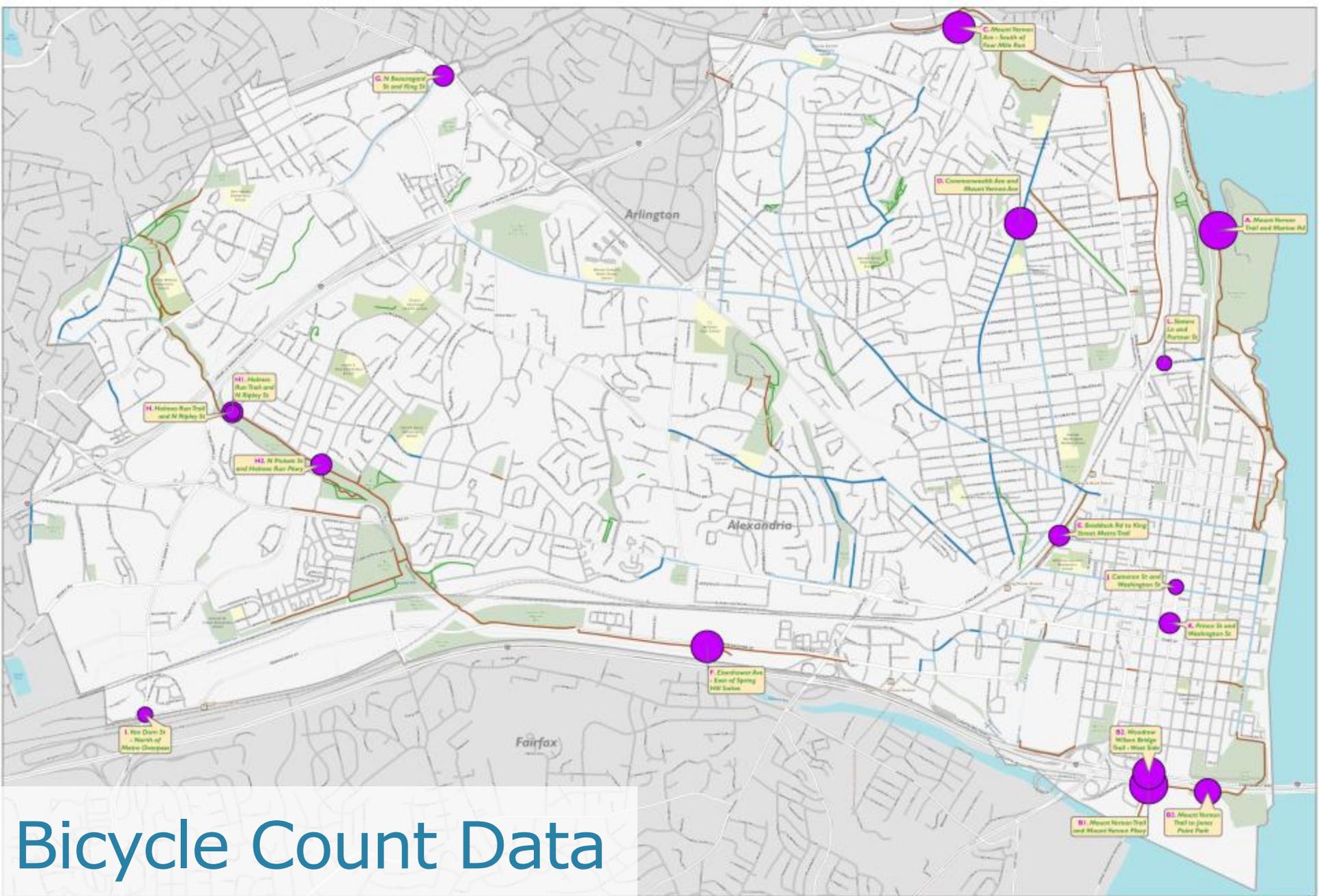
Bicycle Crash Data



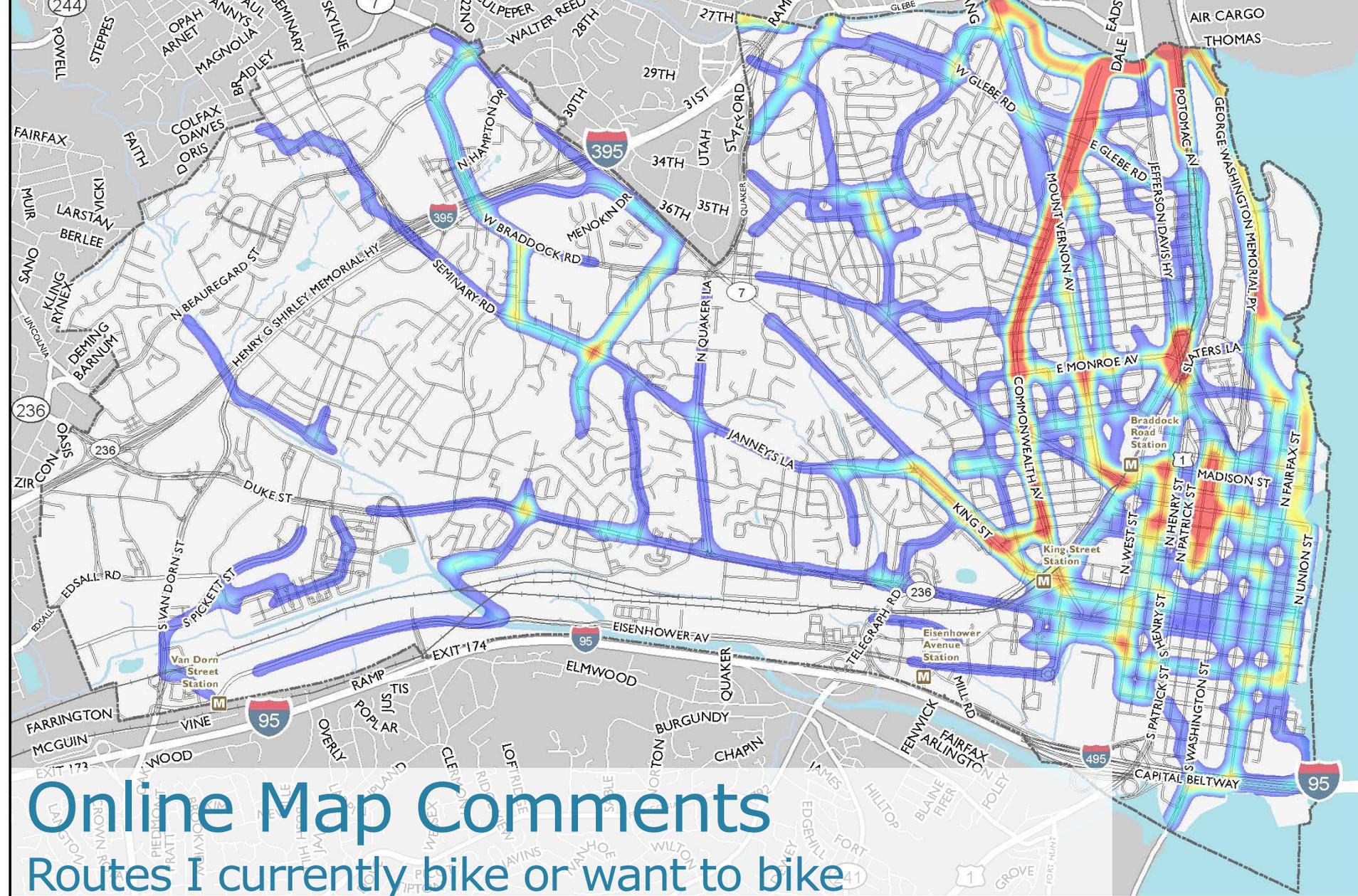
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Bicycle Crashes
 is Police Department Incident Data, June 2004 - May 2014





Bicycle Count Data



Online Map Comments

Routes I currently bike or want to bike

Comment Density

High
Low

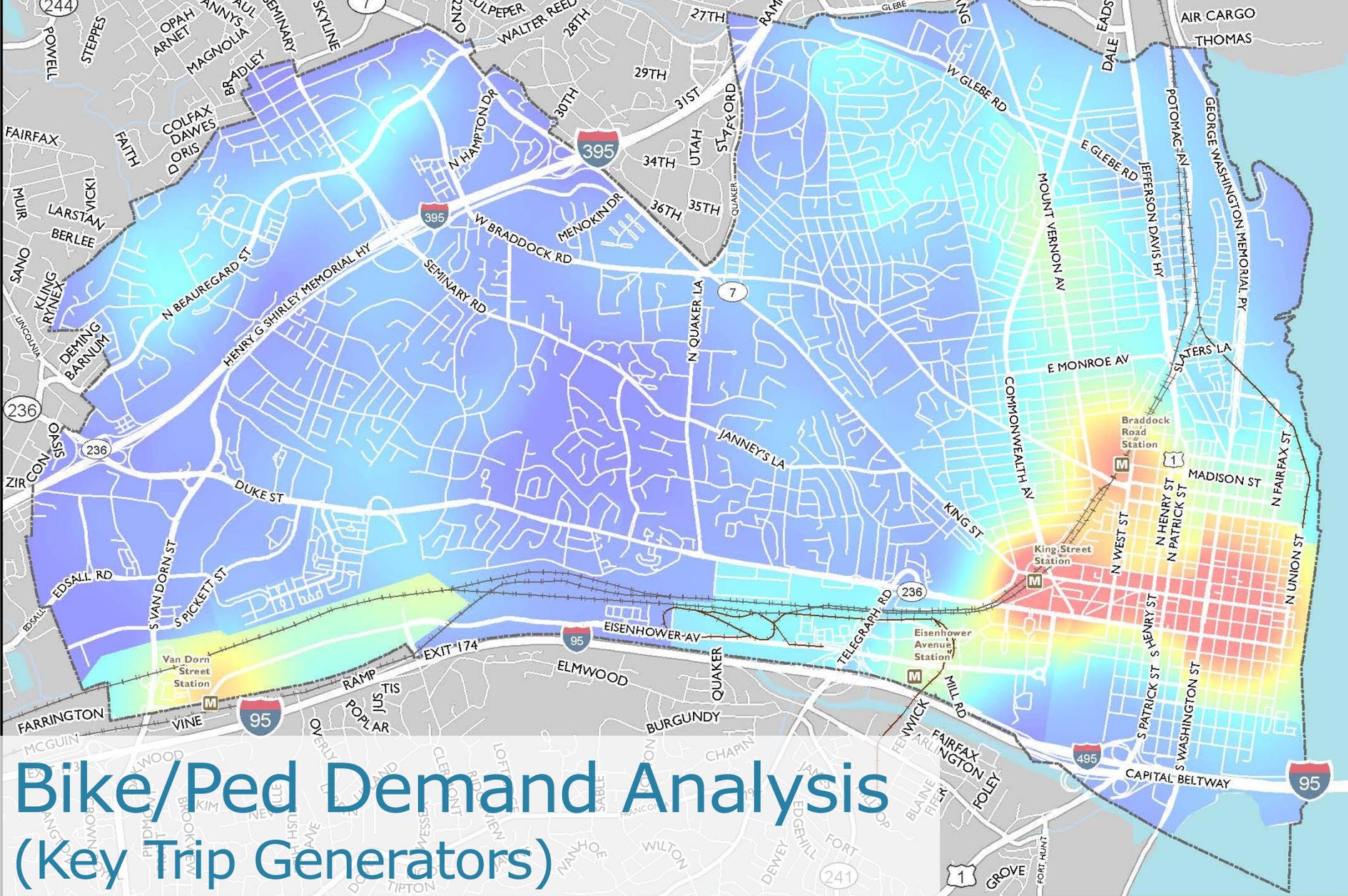
M Metro Station
□ City Boundary



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Pedestrian and Bicycle Master Plan
Online Interactive Map Results - "Routes I Bike/Would Like to Bike"



Bike/Ped Demand Analysis

(Key Trip Generators)



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Pedestrian and Bicycle Master Plan
 Latent Demand Analysis

Demand

- High (Red)
- Low (Blue)

Metro Station (M icon)

City Boundary (Dashed line)

Date: 11/19/2014

Break Out Group



Tier One Bicycle Study Network

Given what we know about:

- Public input
- Crash data
- Count data
- Demand analysis...

.....what are the 6-8 major, cross-city corridors that should be evaluated as the potential backbone of the future bicycle network?





Committee Member Updates

Next Steps





Thank You!

www.alexandriava.gov/pedbikeplan

