

Alexandria Pedestrian and Bicycle Master Plan - Vision, Goals and Objectives

Pedestrian Vision Statement

Walking is vital to the health ~~of 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, abilities and income levels, as well as geographic equity, ensuring that people throughout the City have access to safe and comfortable places to walk.

1. Safety Goal

The City will create a safe, well-maintained, comfortable and enjoyable pedestrian environment that encourages walking and is accessible for people of all ages and abilities, ~~including children, older adults and individuals with disabilities.~~

Objectives

- 1.1 Ensure that all streets, trails and intersections ~~have~~ are accessible, safe and curb ramps, ~~and that pedestrian crossings are~~ well designed using national best practices for safety and accessibility.
- 1.2 Partner with Alexandria Police Department to improve the safety of pedestrians, cyclists and drivers through effective law enforcement implemented in coordination with other pedestrian-focused programs, policies and pedestrian facility improvements.
- 1.3 Reduce conflicts between pedestrians, vehicles, and bicyclists by implementing a range of ~~bicycle~~ pedestrian facility treatments appropriate to a street and its surrounding context.
- 1.4 Reduce pedestrian fatalities and injuries citywide.

2. Engineering Goal

The City will provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities, ~~including children, older adults, and individuals with disabilities~~ to move safely and comfortably between places and destinations.

Objectives

- 2.1 Ensure sidewalks are available on all streets and increase the percentage of streets with sidewalks on both sides.

- 2.2 Make intersections throughout the City safe and comfortable for pedestrians.
- 2.3 Increase the number and quality of off-street pedestrian connections ~~that provide links~~ between adjacent destinations not connected by the street network, such as neighborhoods, multifamily housing developments, shopping districts, parks, schools and trails.

3. Encouragement Goal

The City will promote walking as a means of improving transportation circulation, transit access, public health, environmental quality and recreation, with the ultimate goal of increasing walking trips as a percent of all travel in Alexandria.

Objectives

- 3.1 Encourage and provide incentives for active lifestyles that include regular walking.
- 3.2 Partner with other local and regional organizations to support existing and new programs that promote walking and active lifestyles.
- 3.3 Become a recognized platinum level “walk friendly community”
(www.walkfriendly.org)

4. Education Goal

The City will educate users of all transportation modes about pedestrian safety, rights and responsibilities.

Objectives

- 4.1 Initiate targeted outreach that aims to increase adult pedestrians’ and motorists’ knowledge of safe walking and driving behaviors and traffic laws related to pedestrian travel.
- 4.2 Partner with Alexandria public and private schools to implement pedestrian safety education and programs that support increased walking among the City’s youth.
- 4.3 Ensure that education efforts reflect the diversity of the Alexandria community, with messages and programs offered in various languages whenever possible and targeting communities with the greatest need.
- 4.4 Educate public and private sector design professionals, city groups and the public who are involved with Alexandria’s transportation system on Complete Streets principles and design.

A set of draft pedestrian performance measures related to the different goal areas is listed below. Following plan completion, City staff will use the performance measures to annually track progress towards achieving the pedestrian goals and objectives. The chart lists the measure, the agency or department responsible for tracking the measure, the frequency the

measure will be updated, and the goal the measure supports. ~~Later iterations of this chart will include more information about how the measure will actually be tracked.~~ In addition, a policy will be included in the plan that requires a separate report that identifies specific targets for a subset of performance measures. The targets will be analyzed every two years to determine if they need to be changed. The report will be approved by the Transportation Commission and/or other approved bodies.

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

Bicycle Vision Statement

Bicycling ~~will be~~ is a convenient, ~~and safe, and desirable~~ choice for transportation and recreation trips in Alexandria. The City ~~will~~ provides 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 and low-stress comfortable places to bike.

1. Safety Goal

The City will create a safe, well-maintained bicycling environment that encourages bicycling as an safe, enjoyable and convenient mode of travel and recreation for riders of all ages and abilities. ~~, including children and older adults.~~

Objectives

- 1.1 Reduce conflicts between bicyclists, vehicles, and pedestrians by implementing a range of bicycle facility treatments appropriate to a street and its surrounding context.
- 1.2 Improve the safety of bicyclists and drivers through effective law enforcement implemented in coordination with other bicycle-focused programs, policies and facility improvements.
- 1.3 Reduce bicycle fatalities and injuries citywide.

2. Engineering Goal

The City will develop a connected bicycle network that includes both on-street and off-street facilities, as well as support facilities such as bicycle parking, that provide safe, enjoyable and comfortable accommodations for riders of all ages and abilities.

Objectives

- 2.1 Increase the total miles of on-street bicycle facilities to create a citywide network that enables safe bicycle travel in and between all City neighborhoods and from Alexandria to key destinations and bicycle facilities in neighboring jurisdictions.
- 2.2 Develop a citywide network of low-stress bicycle routes that are appealing to lower skilled riders, made up of protected bikeways, trails and neighborhood “slow streets” that connect important destinations and promotes bicycling as a safe and convenient mode of travel.

2.3 Integrate the off-street trail system with the on-street bicycle network by providing wayfinding and well-designed transitions at trail access points, ensuring smooth transitions for bicyclists and minimizing conflicts between users of all travel modes.

3. Encouragement Goal

The City will promote bicycling as a means of improving transportation circulation, transit access, public health, environmental quality and recreation, with the ultimate goal of increasing bicycling trips as a percent of all travel in Alexandria.

Objectives

3.1 Encourage and provide incentives for active lifestyles that include bicycling for transportation or pleasure.

3.2 Partner with other local and regional organizations to support existing and new programs that promote bicycling and active lifestyles.

3.3 Become a platinum level bicycle-friendly community
(<http://bikeleague.org/community>).

4. Education Goal

The City will educate users of all transportation modes about bicycle safety, rights and responsibilities.

Objectives

4.1 Initiate targeted outreach that aims to increase adult cyclists' and motorists' knowledge of safe bicycling and driving behaviors and safety.

4.2 Partner with public and private schools to support bicycle safety education and programs that support increased bicycling among the City's youth.

4.3 Educate public and private sector professionals who work on transportation, land use and development issues in Alexandria about Complete Streets principles and design.

A set of draft bicycle performance measures related to the different goal areas is listed below. Following plan completion, City staff will use the performance measures to annually track progress towards achieving the bicycle goals and objectives. The chart lists the measure, the agency or department responsible for tracking the measure, the frequency the measure will be updated, and the goal the measure supports. ~~Later iterations of this chart will include more information about how the measure will actually be tracked.~~ In addition, a policy will be included in the plan that requires a separate report that identifies specific targets for a subset of performance measures. The targets will be analyzed every two years to determine if they need to be changed. The report will be approved by the Transportation Commission and/or other approved bodies.

<i>Bicycle Performance Measure</i>	<i>Responsible Department/Group</i>	<i>Frequency</i>	<i>Targeted Goal</i>
Number of bicycle-motor vehicle crashes, <u>bicycle-pedestrian crashes</u> as well as bicyclist injuries and fatalities	APD	Annually	Safety
<u>Percentage</u> Number of <u>maintenance requests related to bicycle facility maintenance requests</u> <u>issues</u> that are addressed	T&ES	Annually	Safety / Engineering
Miles of on-street bicycle facilities citywide <u>by type</u>	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 <u>parking</u> spaces installed	T&ES	Annually	Engineering/ Encouragement
Percent of people bicycling to work	T&ES	With Census	Encouragement
Number of bike share trips in Alexandria	T&ES	Annually	Encouragement
Number of people who are reached through the Local Motion program	Communications	Annually	Encouragement
Number <u>Percentage</u> 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
<u>Percentage of children biking to school</u>	<u>ACPS</u>	<u>Annually</u>	<u>Education</u>