

# Pedestrian and Bicycle Master Plan Update Ad Hoc Advisory Committee

May 14, 2015





# Agenda

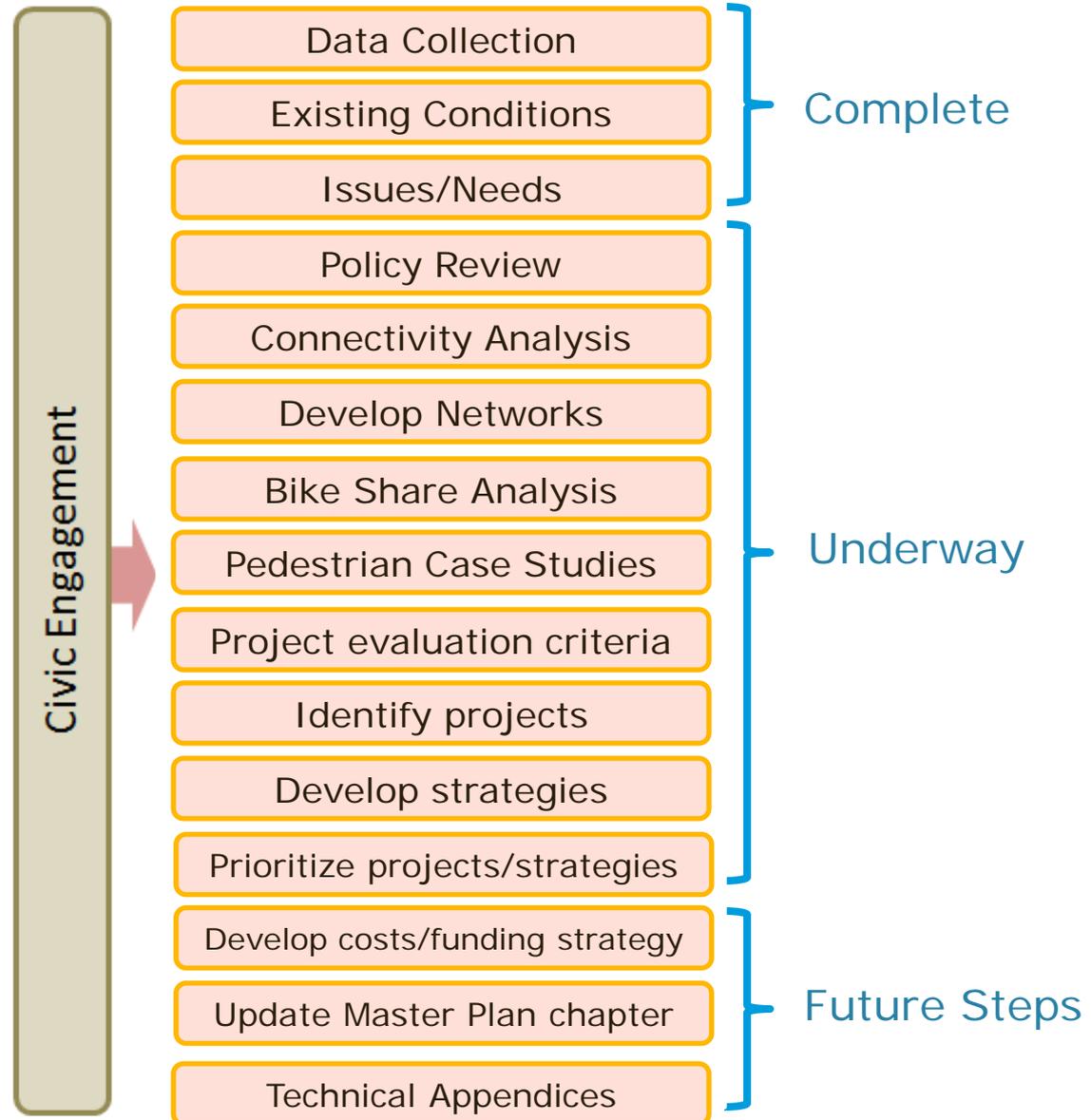
1. Welcome and Introductions
2. Project Schedule Overview
3. Prioritization Follow Up
4. Draft Bicycle Network: East Alexandria
5. Pedestrian Case Studies Update
6. Public Comment
7. Committee Member Updates
8. Next Steps



# Project Schedule Overview

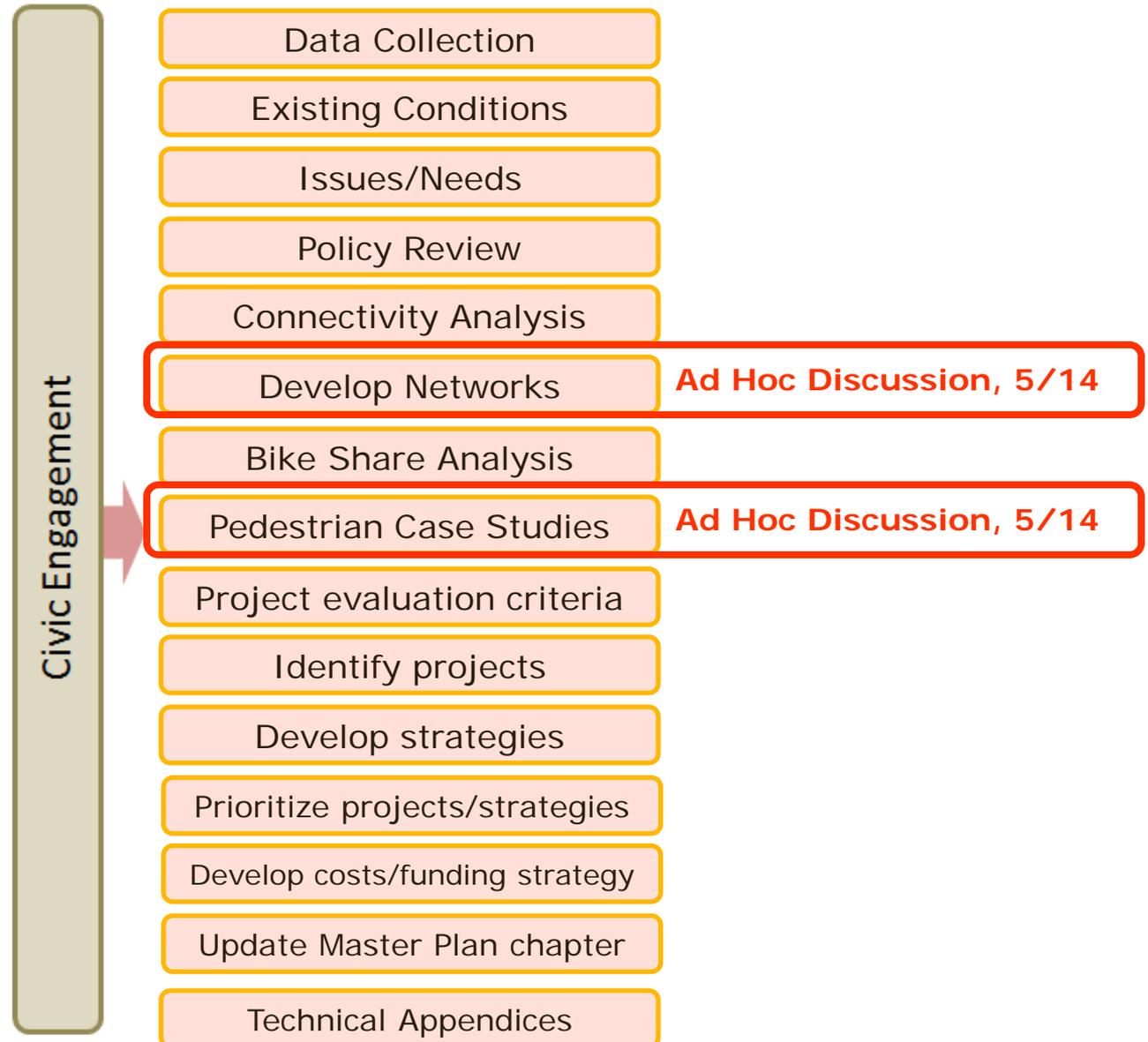


# Project Milestones/Tasks





# Project Milestones/Tasks





# Project Prioritization: Follow up



# Why Prioritize?

- Represents community values
- Lots of needs, but limited resources
- Need to make wise choices about how resources are used
- Need to communicate choices to others
- Need to build public/political support for action
- May be required for funding purposes

# Committee Input from 4/16 Meeting



Committee Input	Changes Made
<b>A.</b> Don't over-emphasize crash data	<b>A.</b> Included more safety variables besides crashes (diminishes the influence of crash data)
<b>B.</b> Rethink overlap in variables between Connectivity and Demand – may double count some data	<b>B.</b> Refined variables to eliminate overlap
<b>C.</b> Geography is important: plan must provide balance between east and west.	<b>C.</b> Increased weight of geography factor for west side. Will also review results and make changes as needed to ensure geographic balance.
<b>D.</b> Demand analysis should consider future growth areas.	<b>D.</b> Added projected (2040) population and employment as a variable.



# Weighting the Factors

Revised Weights:

Factors	Weight
1. Safety (places with existing safety issues/concerns)	5
2. Demand (current and future trip origins/destinations)	3
3. Geography (ensure projects in west side of city)	3
4. Connectivity (connections to existing bike lanes and paved trails)	2

# Example of Project Prioritization: Phoenix Bicycle Master Plan



- Started with 13 corridors, 190 projects
- Identified factors, weights and variables based on project goals

PROJECT LOCATIO <input type="text"/>	(5)		(7)	
	Safety SCORE <input type="text"/>	Safety WEIGHTED SCORE <input type="text"/>	Demand SCORE <input type="text"/>	Demand WEIGHTED SCORE <input type="text"/>
WESTERN CANAL	4.3	21.4	5.0	35.0
WASHINGTON ST	2.9	14.3	6.3	43.8
UNION HILLS DR	2.9	14.3	5.0	35.0
SWEETWATER AVE	2.9	14.3	1.9	13.1
SOUTHERN AVE	1.4	7.1	5.0	35.0
ROESER RD	4.3	21.4	5.6	39.4
RAY RD	8.6	42.9	1.7	11.7
OSBORN RD	7.1	35.7	9.4	65.6
OAK ST	7.1	35.7	7.7	53.9
MISSOURI AVE	1.4	7.1	8.1	56.9
MARYLAND AVE	1.4	7.1	5.4	37.9
INDIAN BEND WASH	7.1	35.7	6.5	45.2
HIGHLINE CANAL	5.7	28.6	2.5	17.5
GRAND CANAL	0.0	0.0	2.9	20.4
ENCANTO BLVD	5.7	28.6	1.7	11.7
DOBBINS RD	10.0	50.0	10.0	70.0
DEER VALLEY DR	10.0	50.0	7.1	49.6
CHANDLER BLVD	10.0	50.0	5.8	40.8

# Example of Project Prioritization: Phoenix Bicycle Master Plan



	Location	Prioritization Score	Prioritization Rank
Priority Level 1	CENTRAL AVE	198.13	1
	20TH ST	176.31	2
	DOBBINS RD	168.00	3
	OSBORN RD	161.34	4
	ARIZONA CANAL	159.20	5
	CHANDLER BLVD	158.81	6
	3RD ST	157.73	7
	15TH AVE	157.73	7
	INDIAN BEND WASH	148.90	9
	BROADWAY RD	144.36	10
Priority Level 2	32ND ST	136.44	11
	DEER VALLEY DR	135.56	12
	CAP CANAL	135.36	13
	CAVE CREEK WASH	133.32	14
	MARYLAND AVE	133.05	15
	44TH ST	132.19	16
	SOUTHERN AVE	130.14	17
	UNION HILLS DR	129.29	18
	40TH ST	126.96	19
	OAK ST	125.65	20

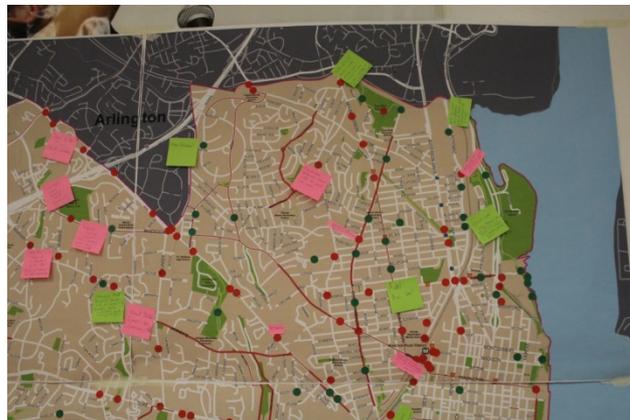


# Draft Bicycle Network

# Draft Bicycle Network – Public Outreach and Planning Process



- Online survey and crowdsourcing map (over 800 responses)
- Seven community meetings
- Network shows connectivity, not specifically design projects, planning level tool
- Comments on the west side of the draft network (from 4/16 Ad Hoc meeting) are being incorporated/addressed
- High priority elements within network examined more closely, to be included in the draft plan
- Strategies to be reviewed by Ad Hoc Group Summer 2015





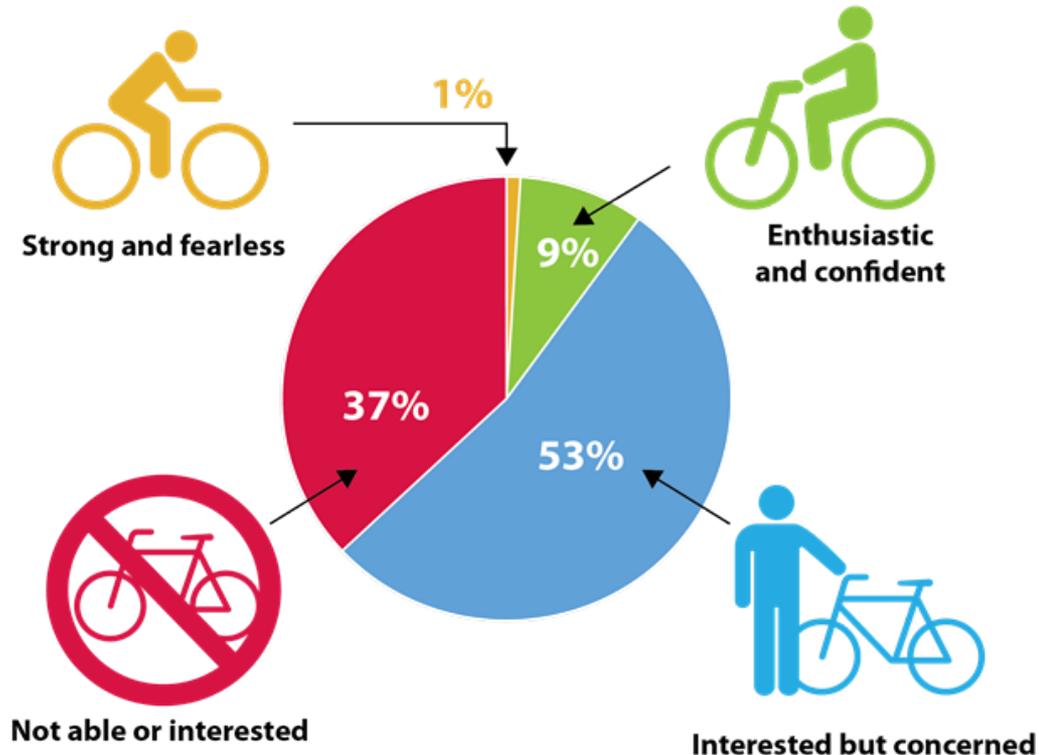
# Draft Bicycle Network

## Bicycle Vision Statement:

...The City provides a network of facilities that link important destinations and appeal to bicycle riders **of different ages and abilities...**

## Bicycle Facility Groups

- Enhanced Bicycle Corridor
- Shared Roadway
- Trails



Specific designs will be determined case-by-case for future projects.

# Enhanced Bicycle Corridor



**2-way Separated Bicycle Lane**



**1-way Separated Bicycle Lane**



**Buffered Bike Lanes**



**Sidepath**

# Enhanced Bicycle Corridor



↑ Standard Bicycle Lane ↓



Painted Bike Lanes



Advisory Bike Lane

# Shared Roadway



Shared Roadway



Signed Route on Shared Roadway



Shared Lane Markings



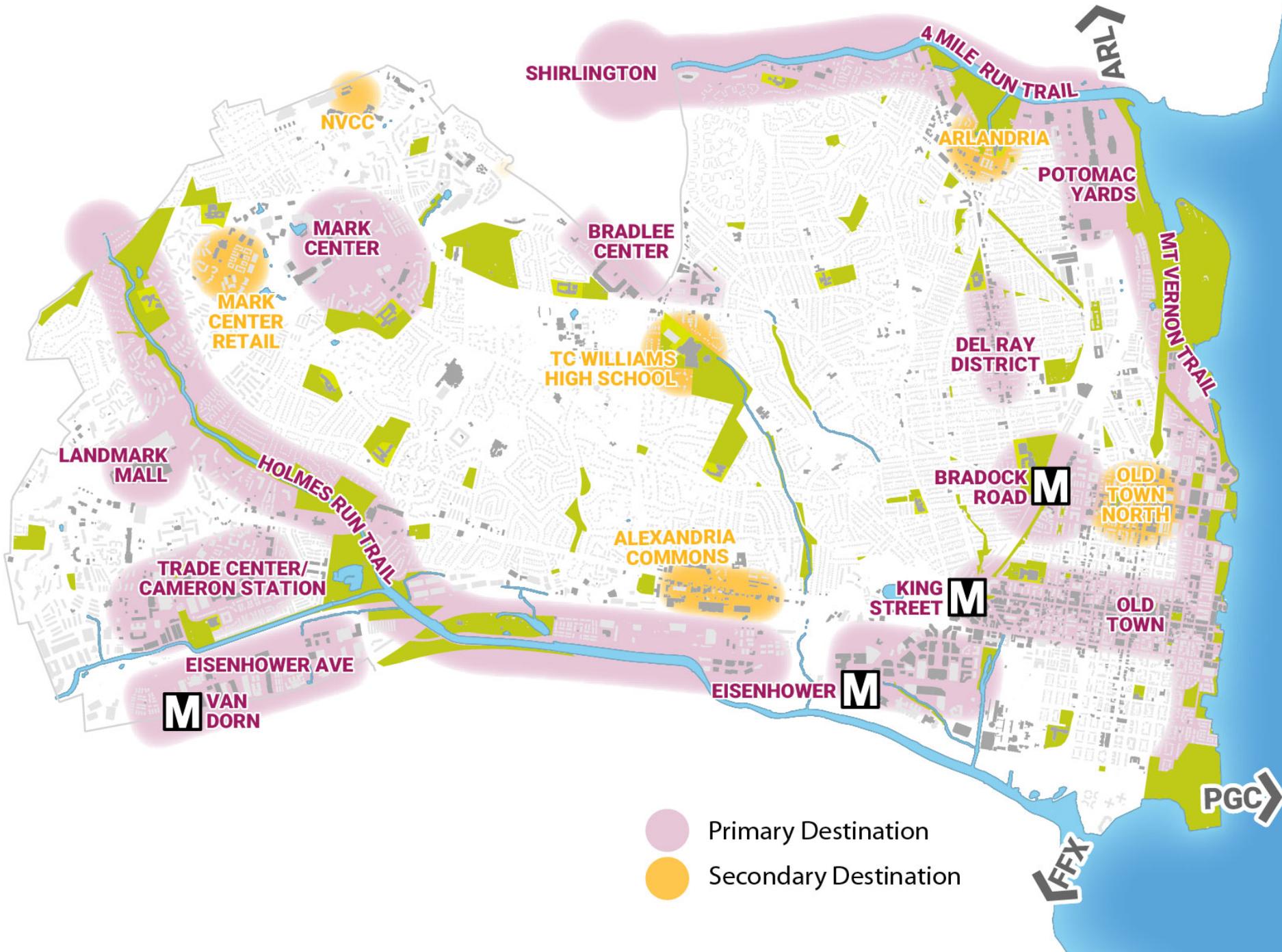
Priority Shared Lane Markings



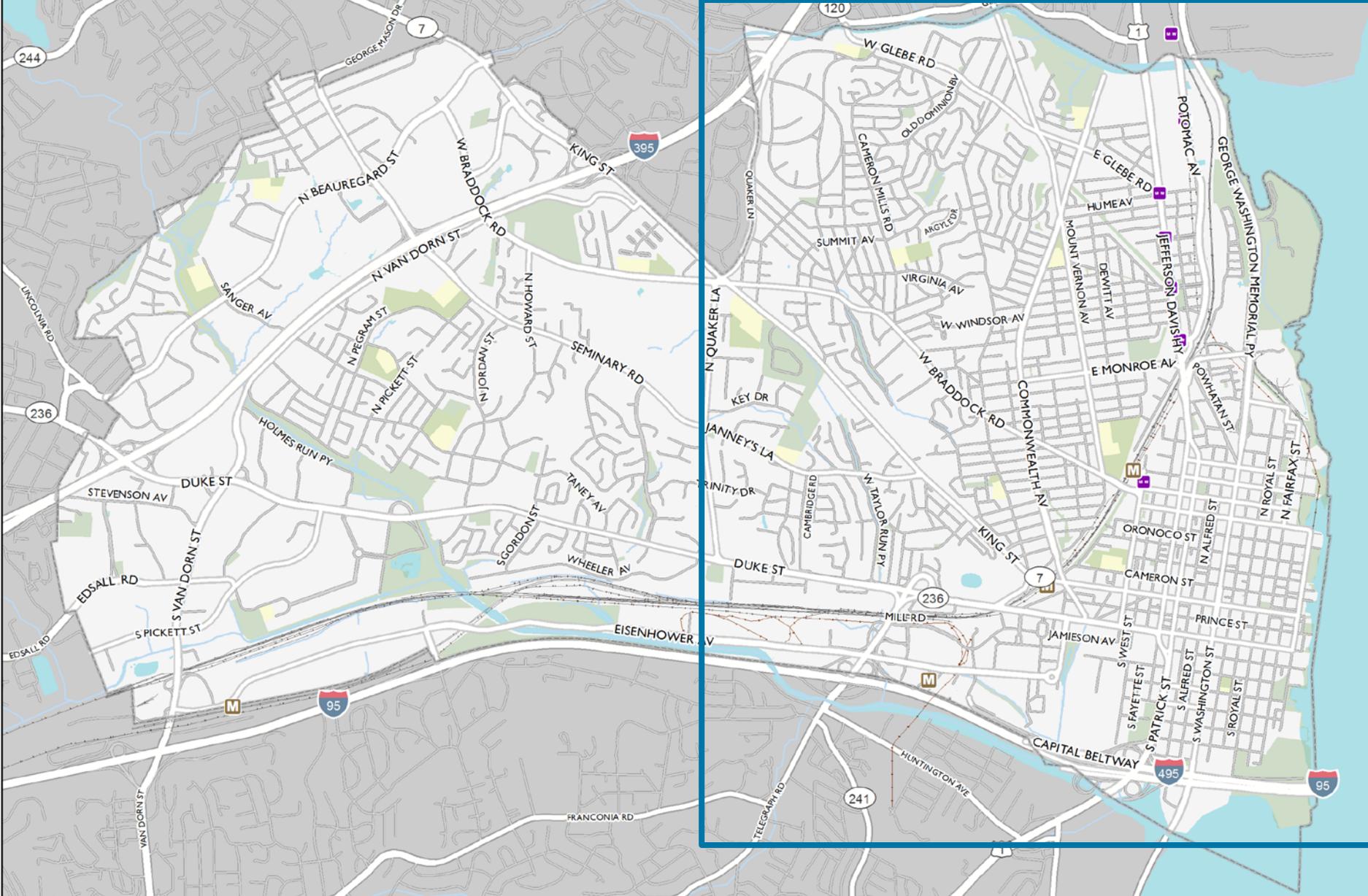
Neighborhood Bikeway

# Trails





- Primary Destination
- Secondary Destination



City of Alexandria, Virginia



Department of Transportation and Environmental Services

**DRAFT**  
**Bicycle Facility Recommendations**  
 Alexandria Pedestrian and Bicycle Master Plan

-  Metro Station
-  Metroway Stop

Date: 3/18/2015

0 750 1,500 3,000



# Existing Bicycle Facilities: Eastern Alexandria

## Existing Facilities

 Bike Lane

 Sharrow

 Trail

 Unpaved Nature Trail



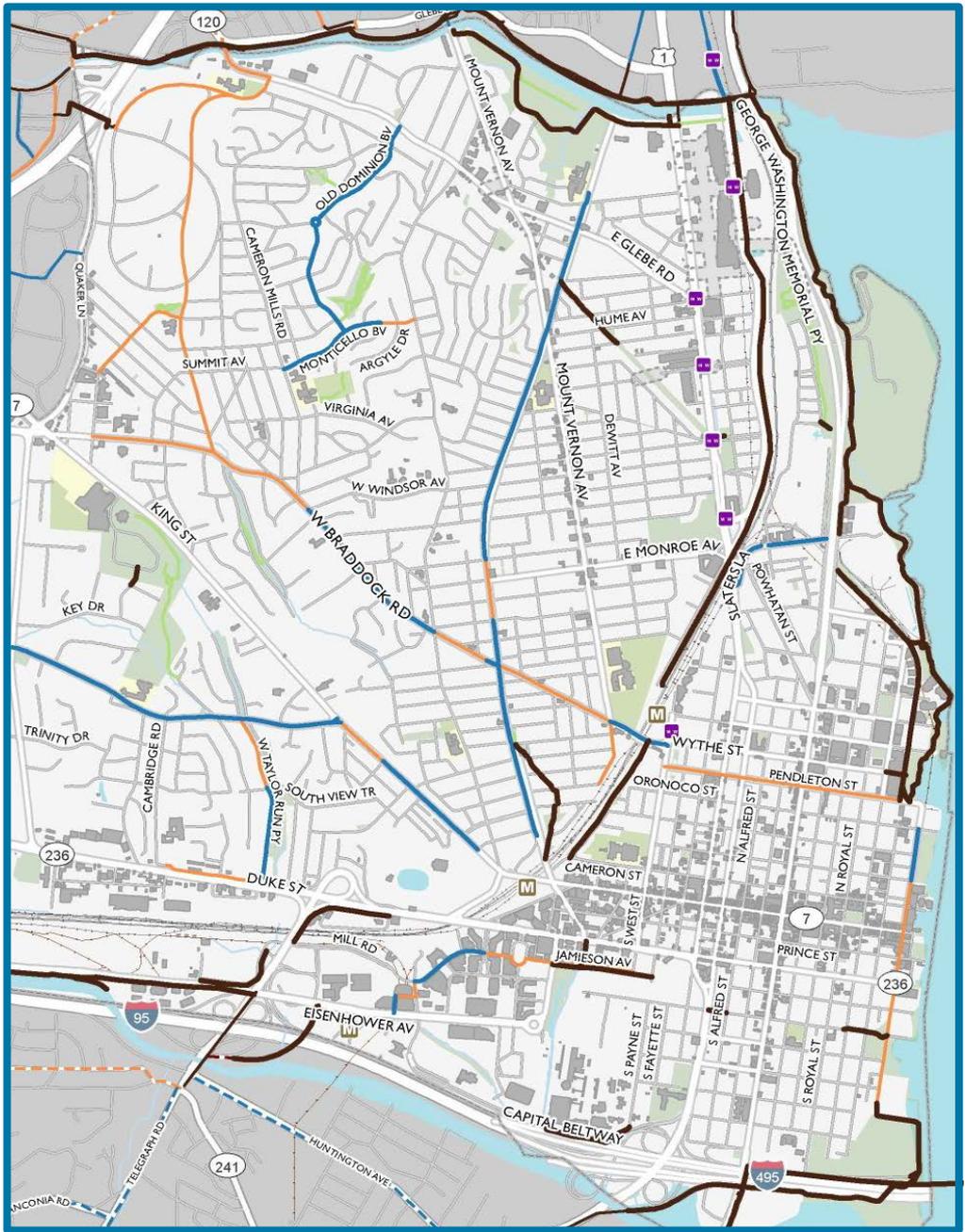
Metro Station



Metroway Stop



Future Street



# City Approved Plan Recommends Bicycle Facilities: Eastern Alexandria

**Bike Facility Group**

- Enhanced Bicycle Corridor
- Shared Roadway
- Trail

**Existing Facilities**

- Bike Lane
- Sharrows
- Trail
- Unpaved Nature Trail

**Legend**

- Metro Station
- Metroway Stop
- Future Street

Date: 4/10/2015

0 0.125 0.25 0.5 Miles



# 2008 Pedestrian Bicycle Mobility Plan Recommended Bicycle Facilities: Eastern Alexandria

**Bike Facility Group**

- Enhanced Bicycle Corridor
- Shared Roadway
- Trail

**Existing Facilities**

- Bike Lane
- Sharrow
- Trail
- Unpaved Nature Trail

**Metro Station**

**Metroway Station**

**Future Street**

0 0.125 0.25 0.5 Miles







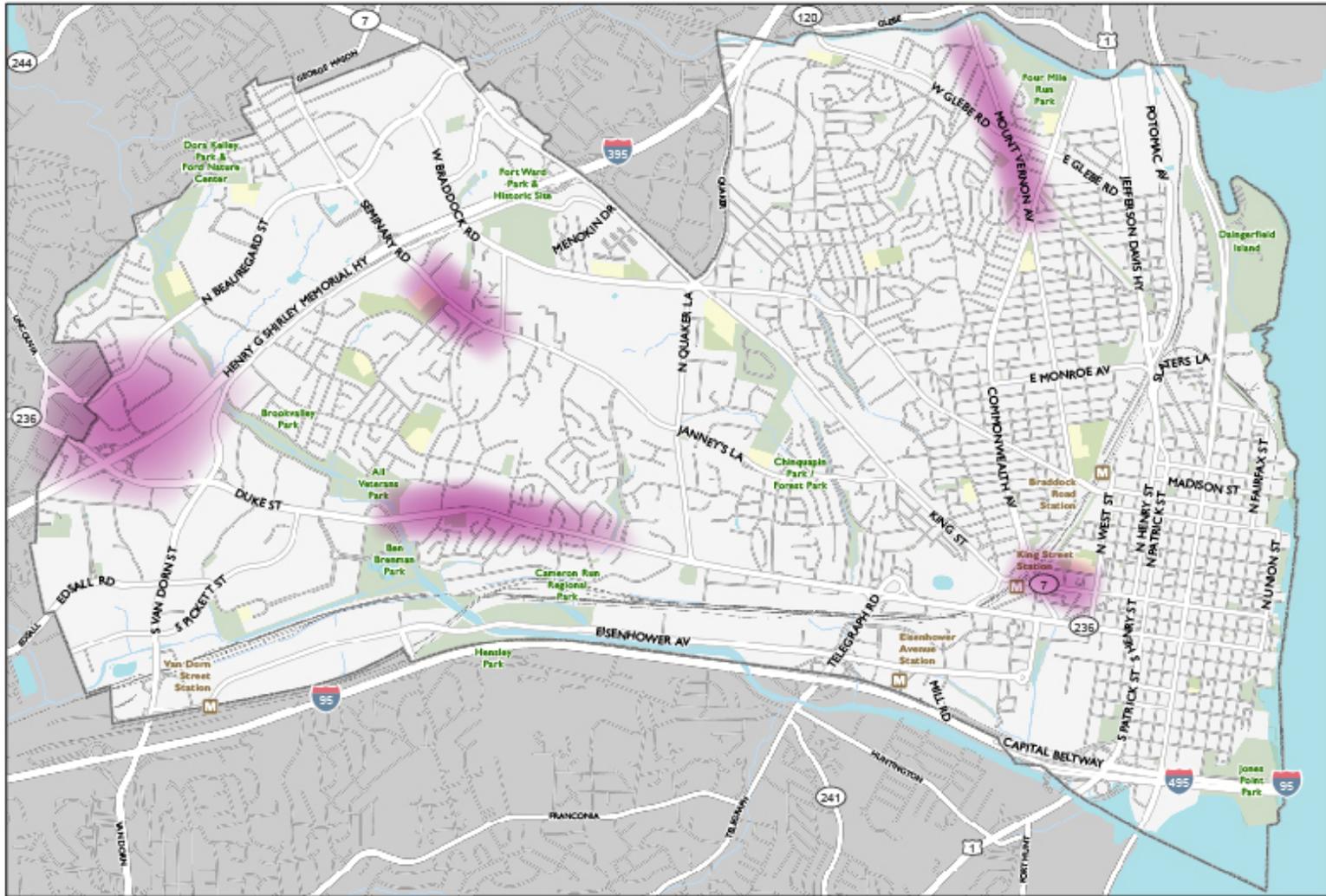
# Committee Discussion:

- 1) East side: Are there areas or destinations with missing connections?



# Pedestrian Case Studies Update

# Pedestrian Case Studies Areas



## Pedestrian and Bicycle Master Plan

Case Study Areas

- Case Study Areas
- City Boundary
- Parks



Date: 12/22/2014

# Pedestrian Case Studies

**CASE STUDIES:** I-395 and Landmark Mall    Hammond Middle School Area    Duke Street Corridor    Mount Vernon Ave/ Four Mile Run    King Street Station

## THEMES / CHALLENGES

Major Barriers/Freeway Interchanges

Schools and Neighborhoods

Transit Access and Integration

Neighborhood Main Streets

Suburban Commercial Connectors

Trail/Roadway Transitions

Lack of connectivity around large apartment complexes/ commercial buildings

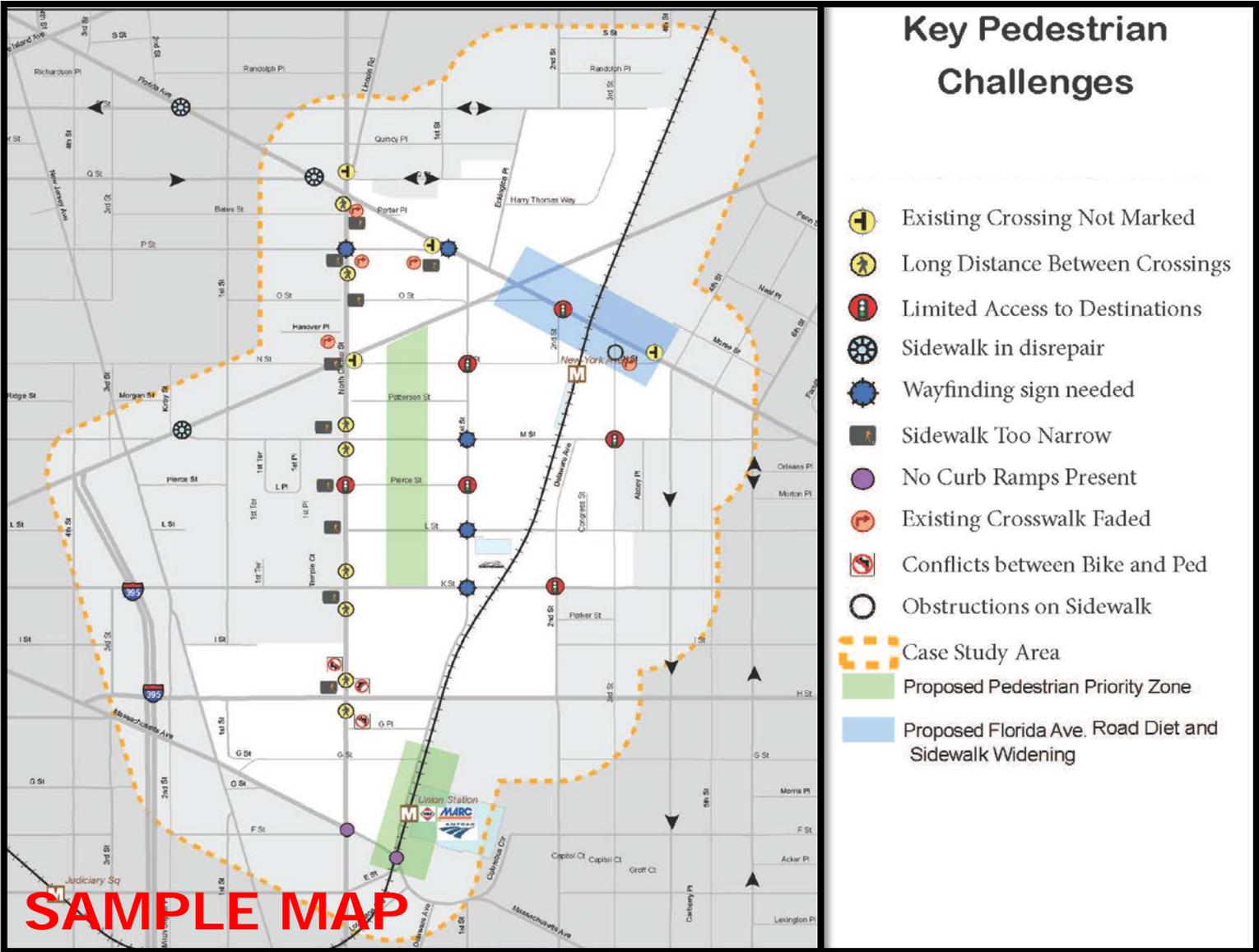
Curb ramps/ADA upgrades

Maintenance of sidewalks

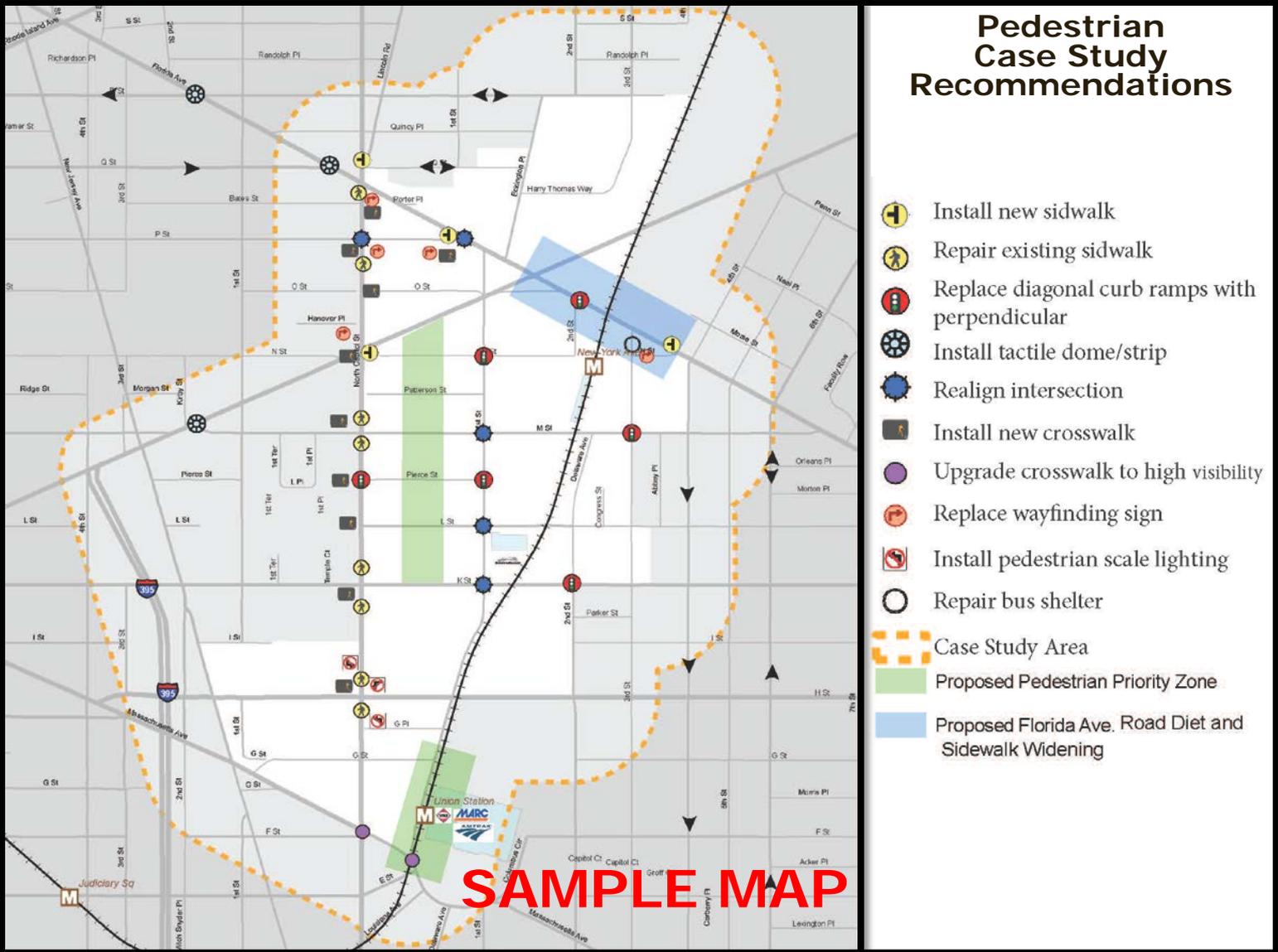
Sidewalk gaps and narrow sidewalks

Conflicts between people walking and people biking

# Pedestrian Case Studies: Sample Map of Key Challenges/Issues



# Pedestrian Case Studies: Sample Map of Pedestrian Recommendations



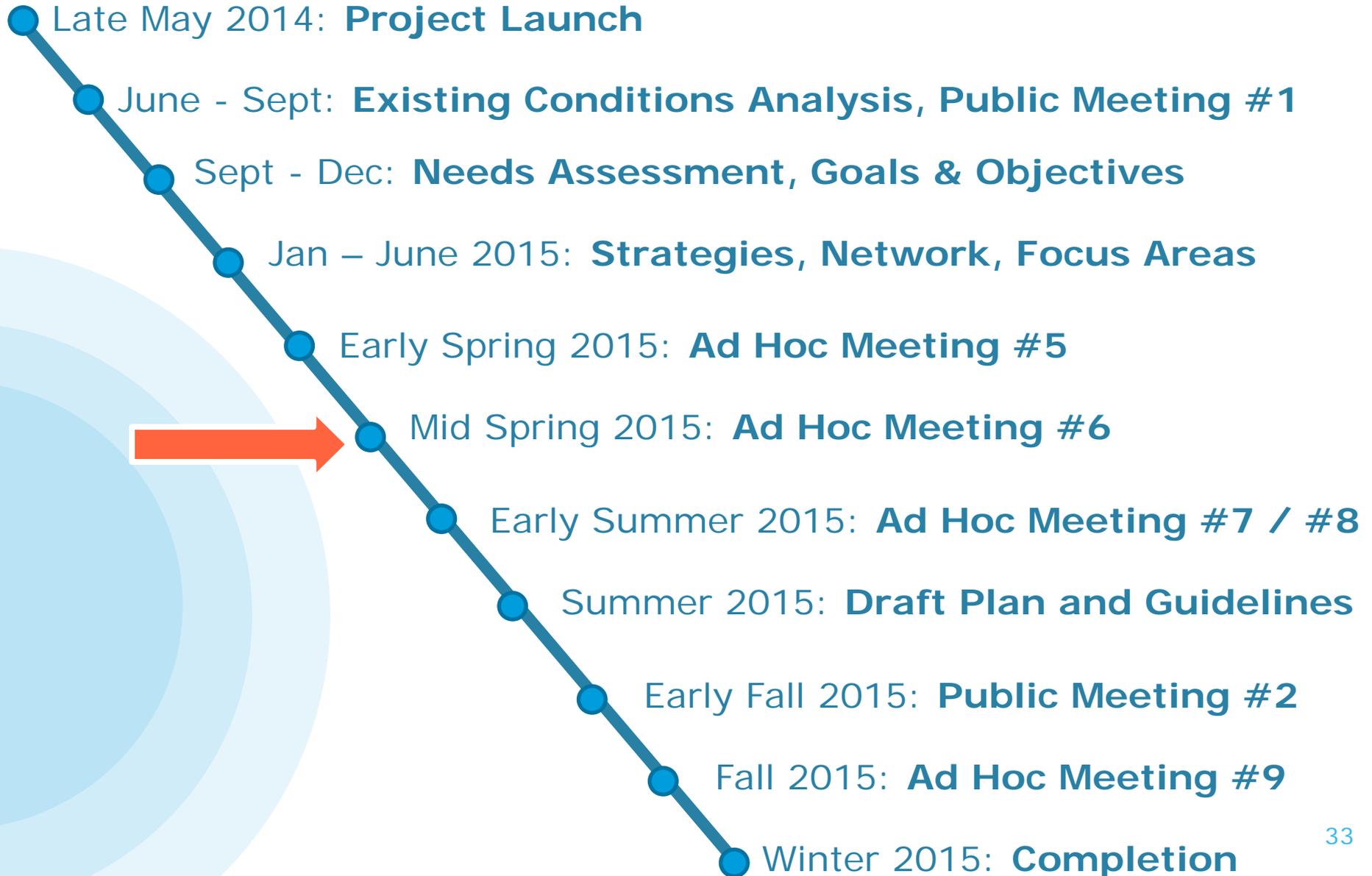


# Public Comment



# Committee Member Updates

# Next Steps





# Thank You!

[www.alexandriava.gov/pedbikeplan](http://www.alexandriava.gov/pedbikeplan)

