

Pedestrian and Bicycle Master Plan Update Ad Hoc Advisory Committee

May 14, 2015





Agenda

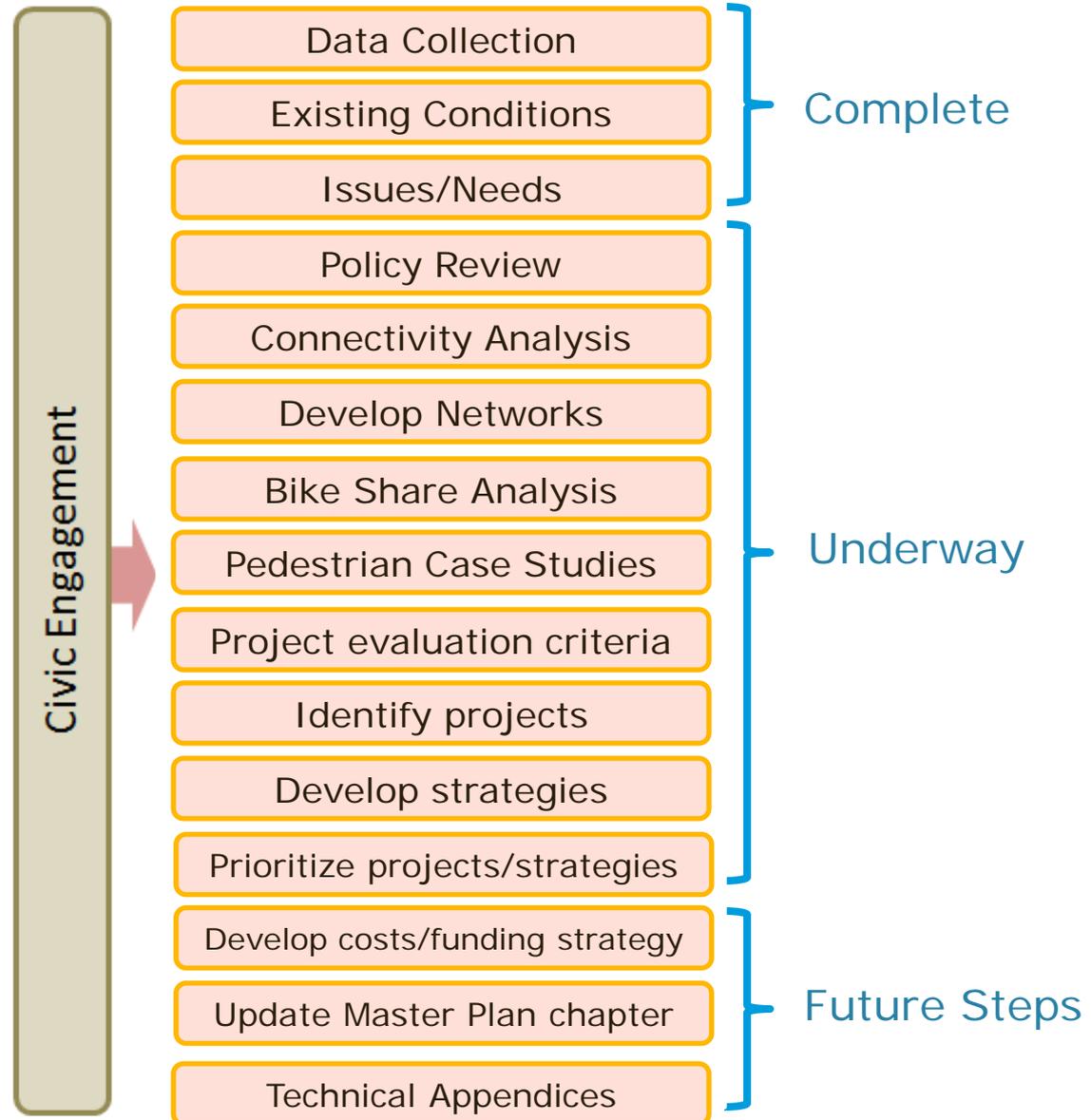
1. Welcome and Introductions
2. Project Schedule Overview
3. Prioritization Follow Up
4. West Side Bicycle Network: Follow Up
5. Draft Bicycle Network: East Alexandria
6. Pedestrian Case Studies Update
7. Public Comment
8. Committee Member Updates
9. Next Steps



Project Schedule Overview

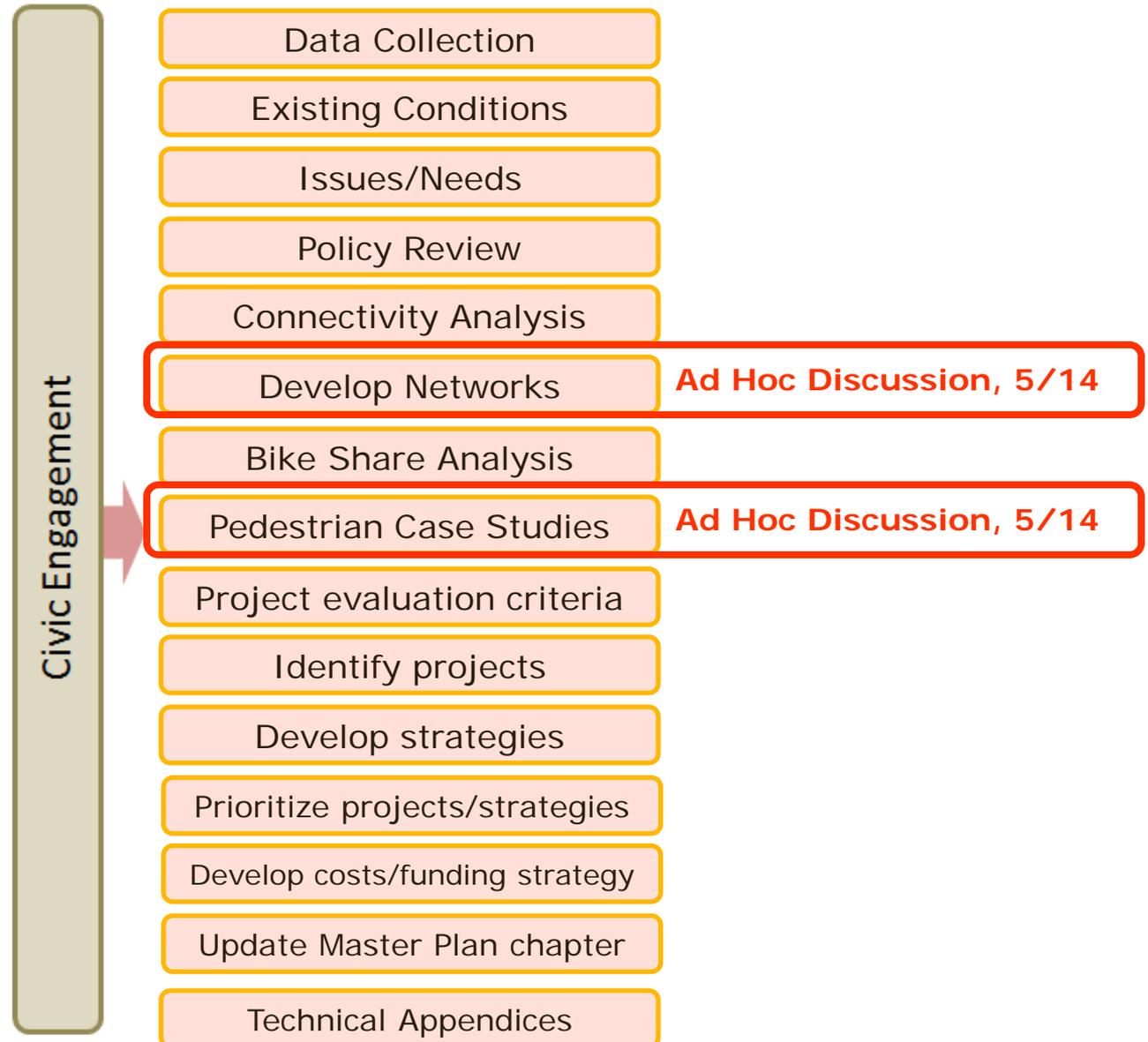


Project Milestones/Tasks





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

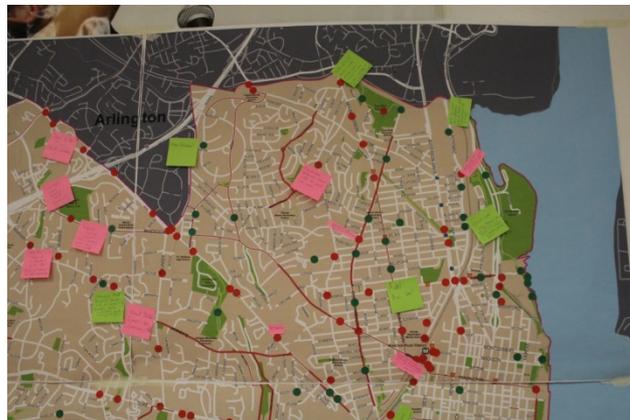


Draft Bicycle Network

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





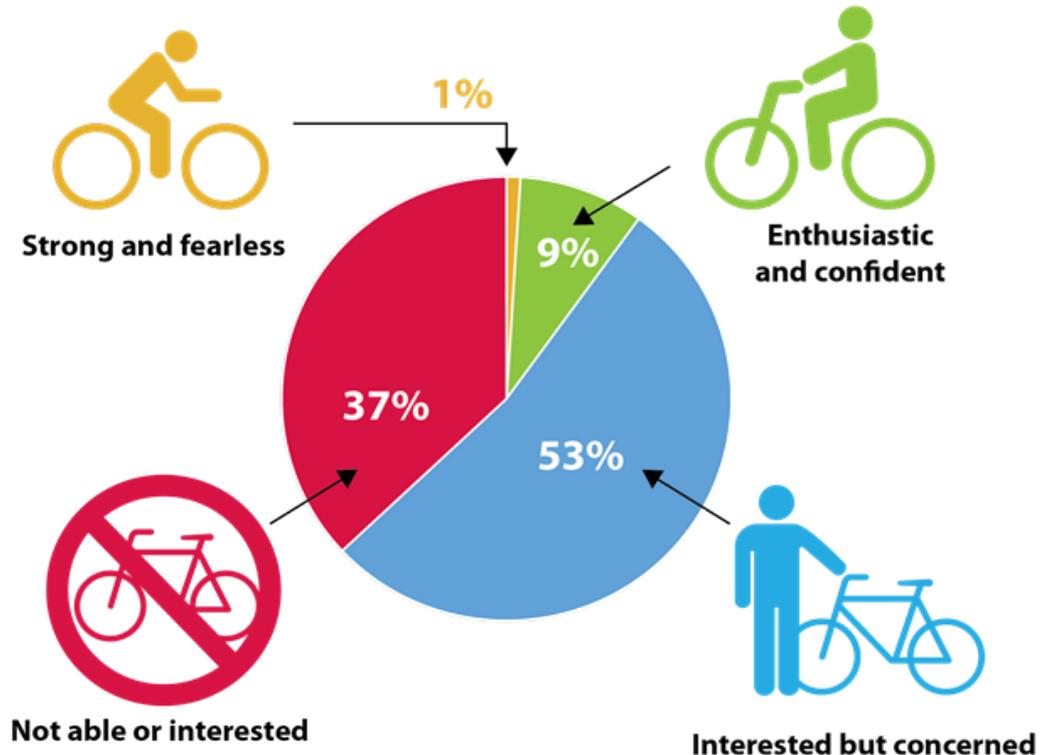
Draft Bicycle Network

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



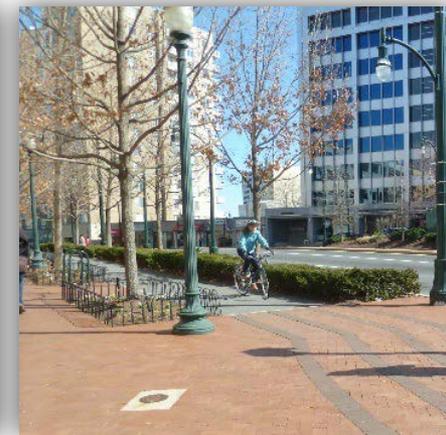
2-way Separated Bicycle Lane



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



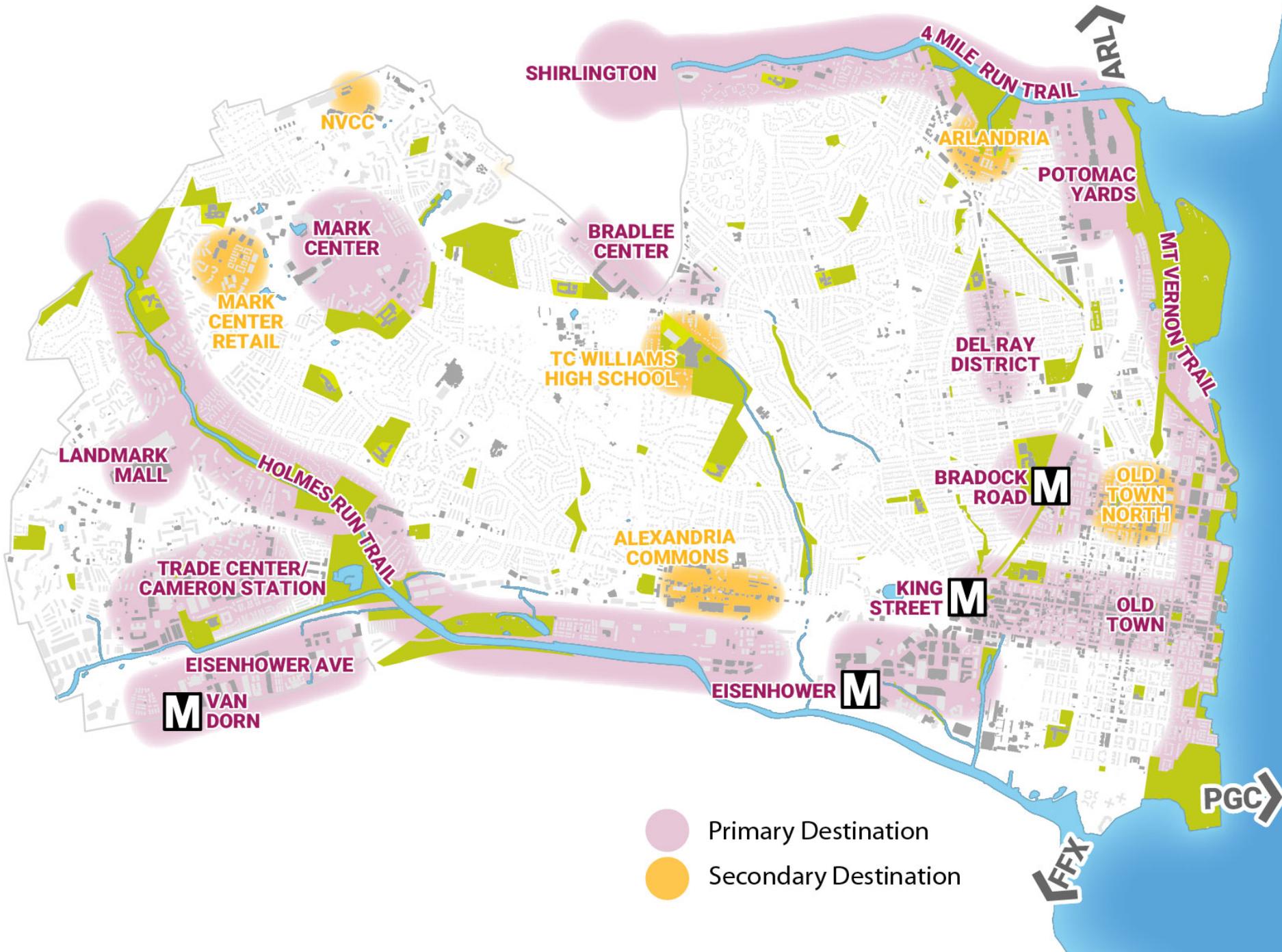
Priority Shared Lane Markings



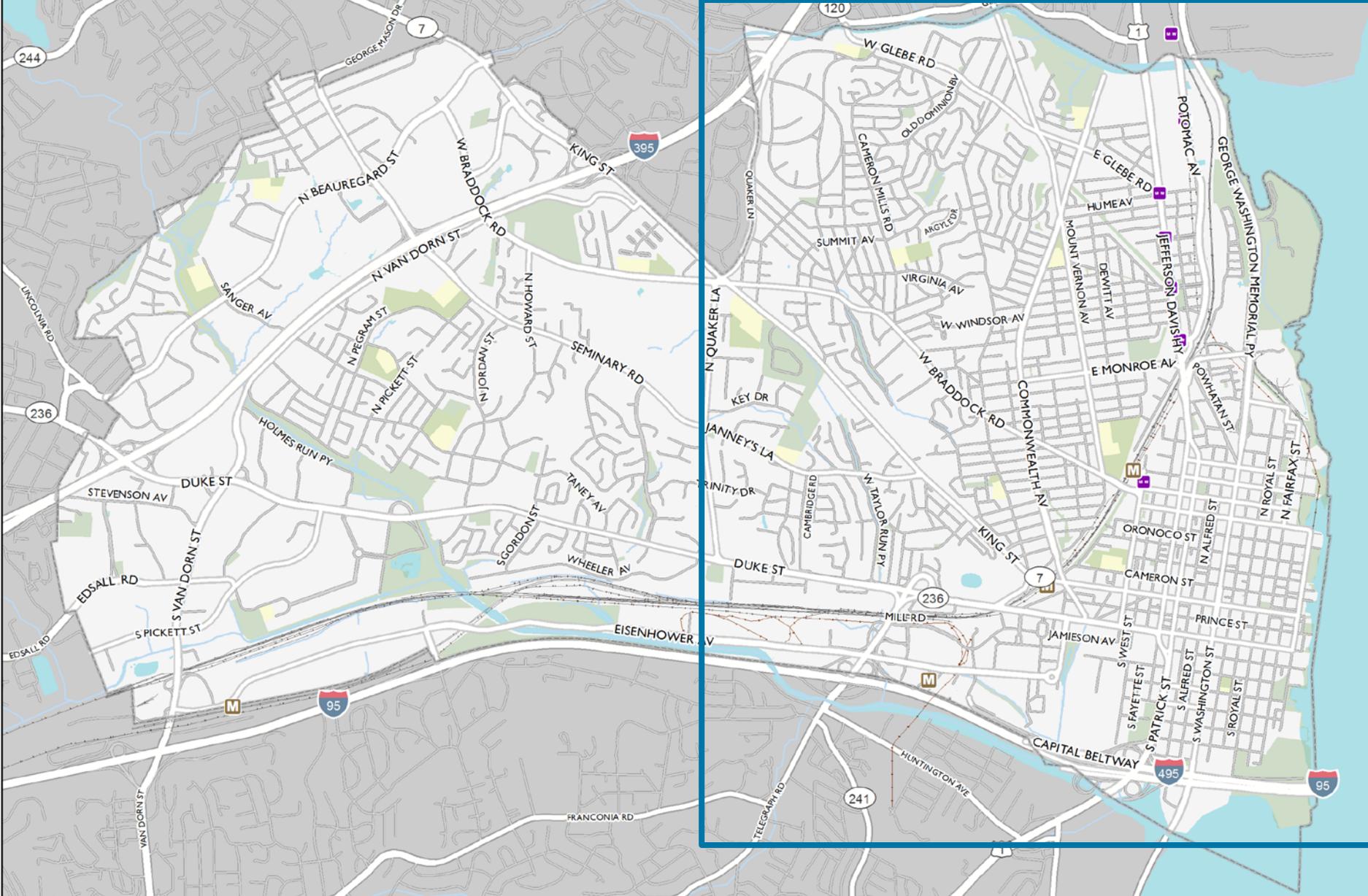
Neighborhood Bikeway

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

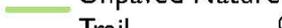


City Approved Plan Recommends Bicycle Facilities: Eastern Alexandria

Bike Facility Group

-  Enhanced Bicycle Corridor
-  Shared Roadway
-  Trail

Existing Facilities

-  Bike Lane
-  Sharrow
-  Trail
-  Unpaved Nature Trail



Metro Station



Metroway Stop

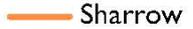
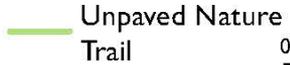


Future Street

Date: 4/10/2015



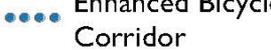
2008 Pedestrian Bicycle Mobility Plan Recommended Bicycle Facilities: Eastern Alexandria

Bike Facility Group	Existing Facilities	 Metro Station
 Enhanced Bicycle Corridor	 Bike Lane	 Metroway Stop
 Shared Roadway	 Sharrows	 Future Street
 Trail	 Trail	
	 Unpaved Nature Trail	

0 0.125 0.25 0.5 Miles



DRAFT Recommended Bicycle Network: Eastern Alexandria

Bike Facility Group	Existing Facilities	 Metro Station
 Enhanced Bicycle Corridor	 Bike Lane	 Metroway Stop
 Shared Roadway	 Sharrows	 Future Street
 Trail	 Trail	
	 Unpaved Nature Trail	

0 0.125 0.25 0.5 Miles





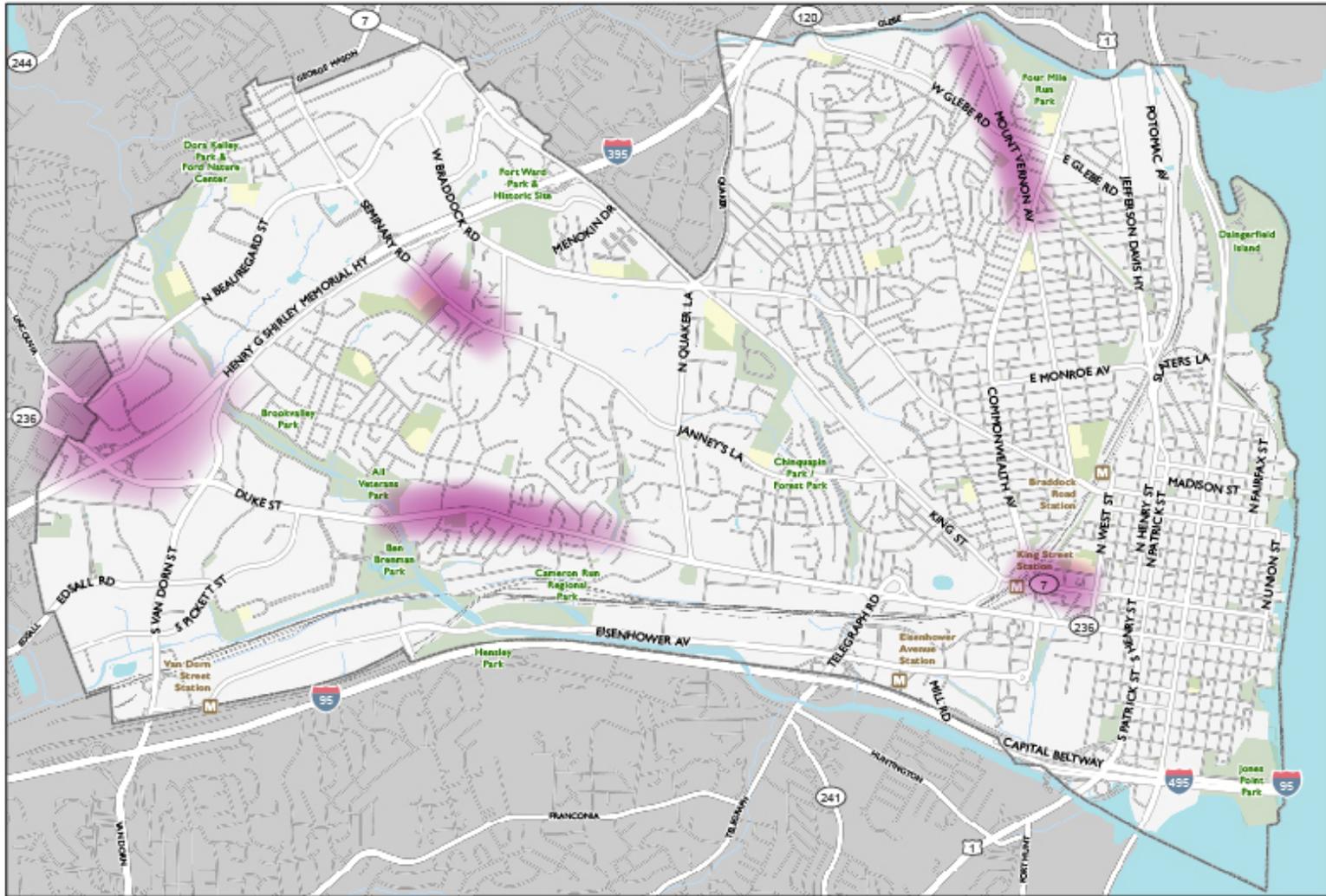
Committee Discussion:

- 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

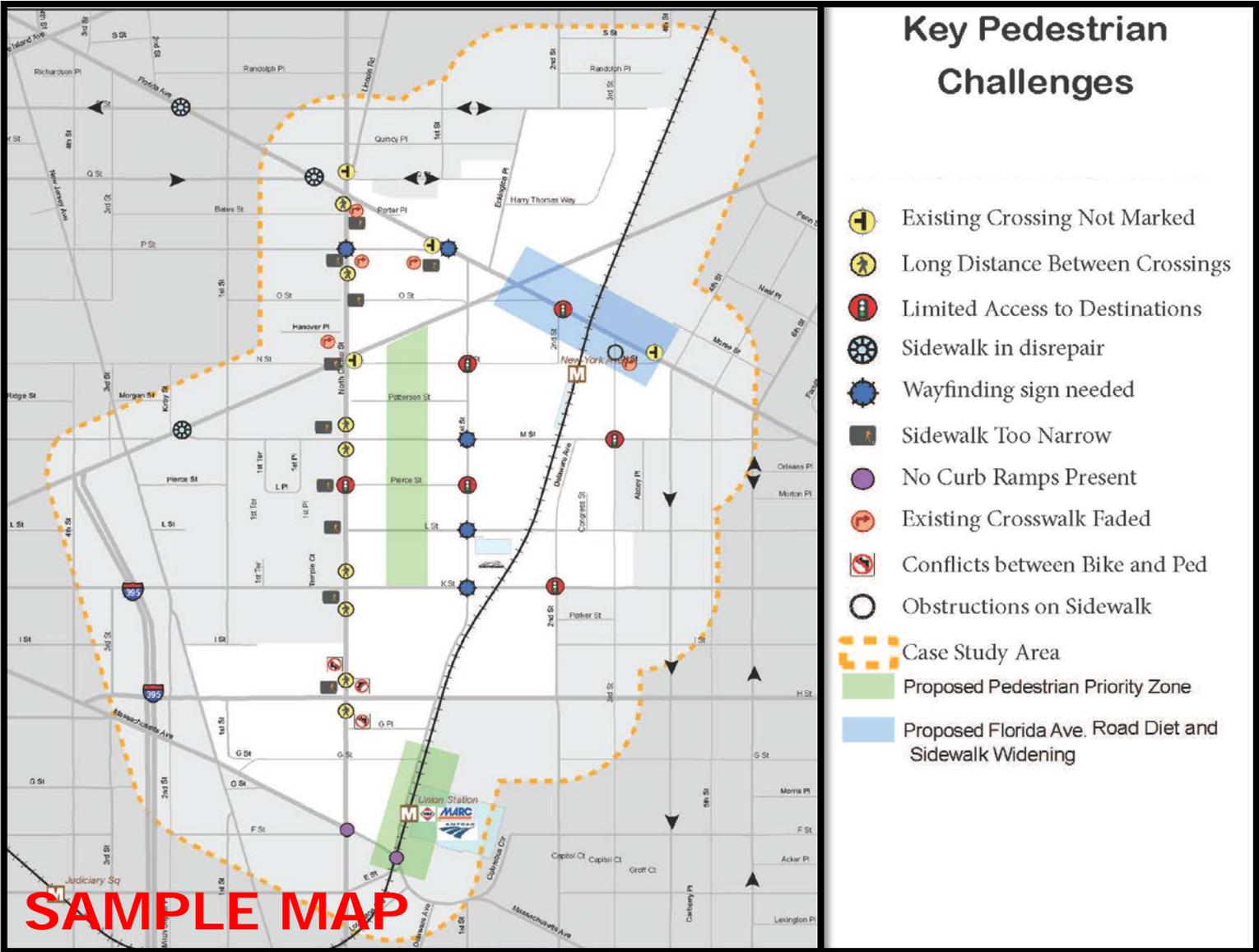
Pedestrian Case Studies

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

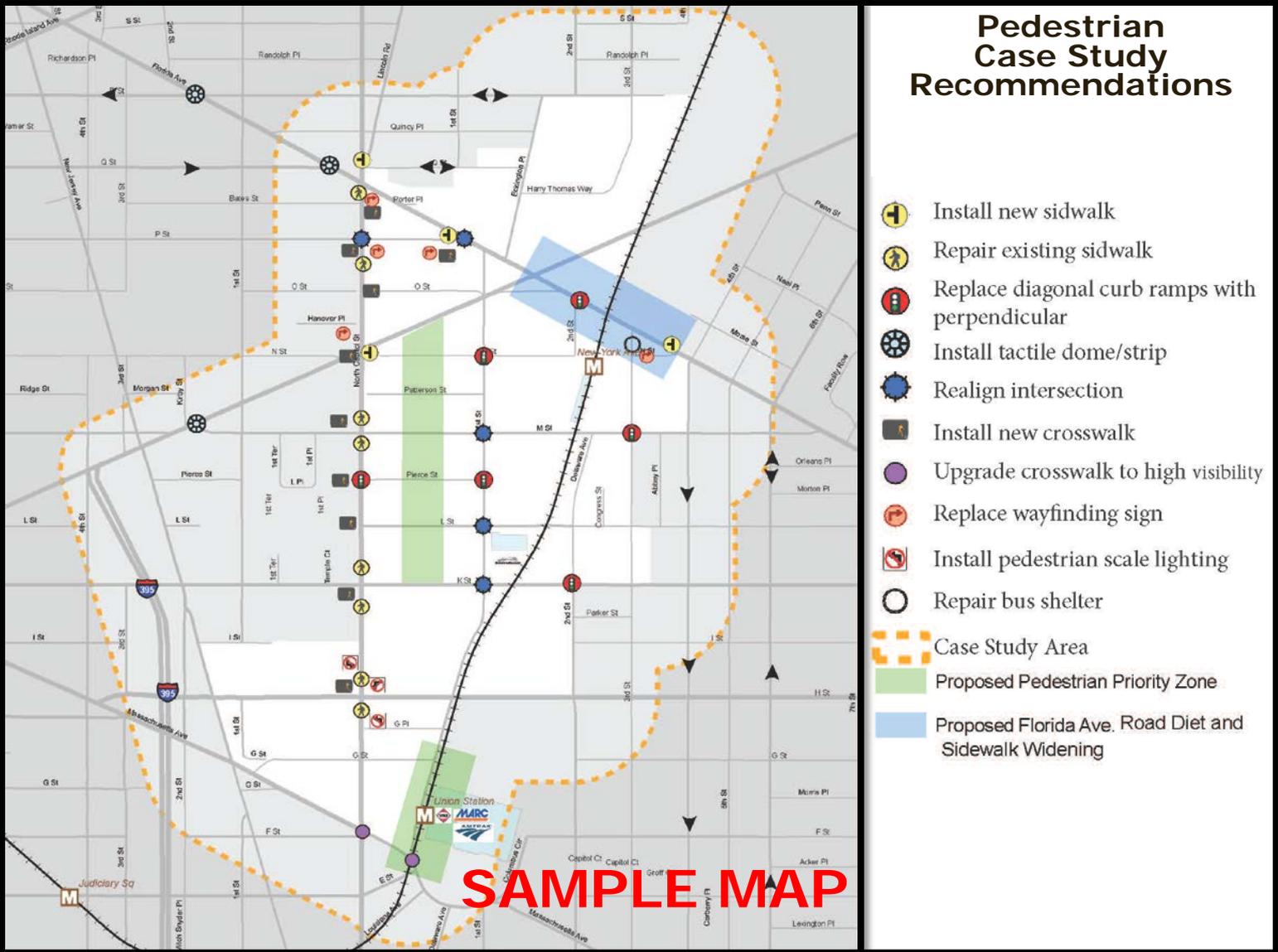
THEMES / CHALLENGES

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



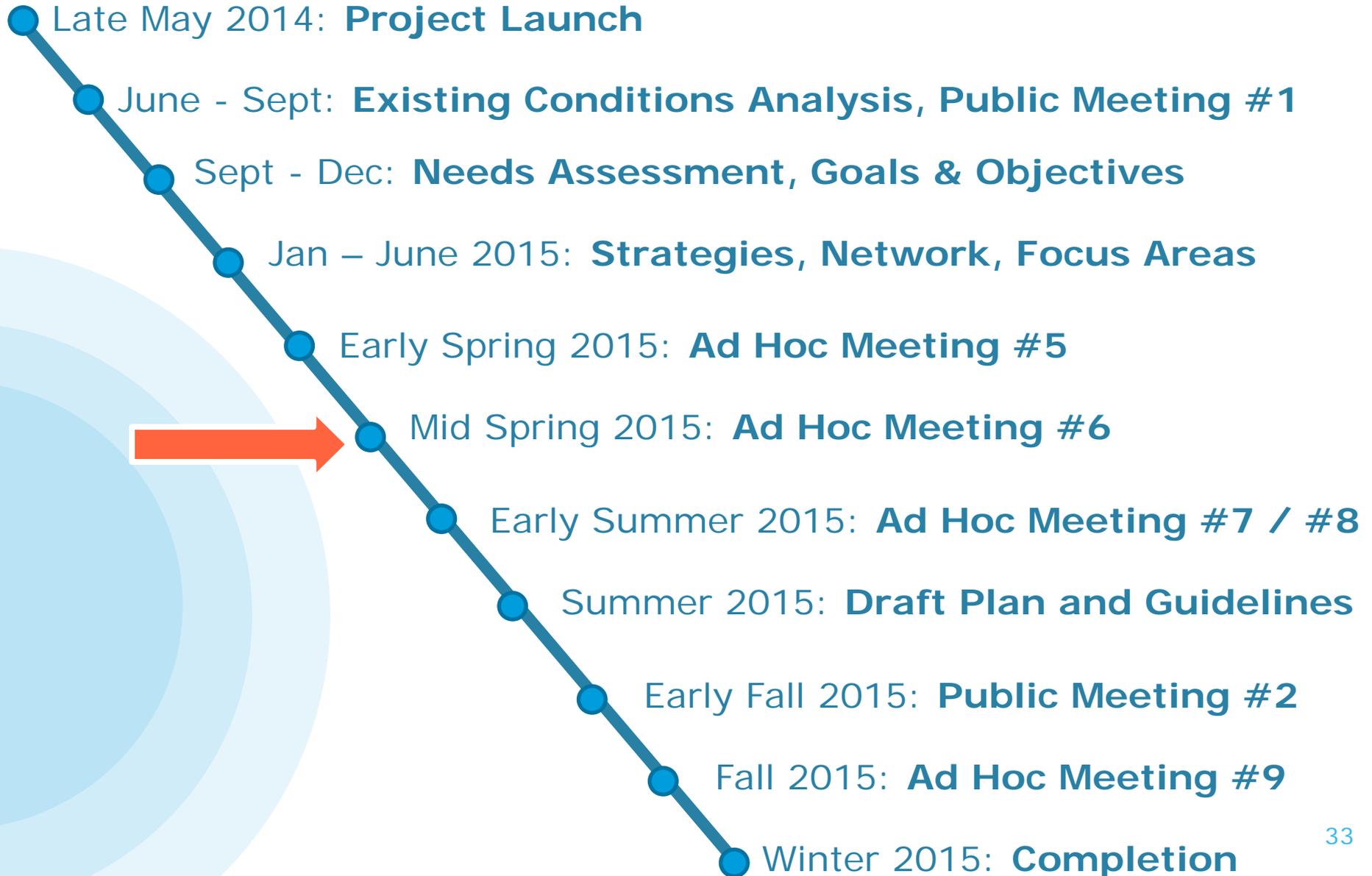


Public Comment



Committee Member Updates

Next Steps





Thank You!

www.alexandriava.gov/pedbikeplan

