Agenda

1. Welcome and Introductions
2. Project Schedule Overview
3. Recap from Bicycle Network Discussion
4. Draft Pedestrian Case Studies
5. Draft Pedestrian Strategies
6. Public Comment
7. Committee Member Updates
8. Next Steps
Project Schedule Overview
Project Milestones/Tasks

- Data Collection
- Existing Conditions
- Issues/Needs
- Policy Review
- Connectivity Analysis
- Develop Networks
- Bike Share Analysis
- Pedestrian Case Studies
- Project evaluation criteria
- Identify projects
- Develop strategies
- Prioritize projects/strategies
- Develop costs/funding strategy
- Update Master Plan chapter
- Technical Appendices

Civic Engagement

Ad Hoc Discussion, 6/8
Ad Hoc Discussion, 6/8
Draft Bicycle Network
## Draft Citywide Bicycle Network

<table>
<thead>
<tr>
<th>Committee Input</th>
<th>Changes Made</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Need for more continuous, low stress routes</td>
<td>Added ~1.3 miles of enhanced bicycle corridor to provide more continuity of experience</td>
</tr>
<tr>
<td>B. Need for improved transitions on/off trails</td>
<td>Evaluated trail transitions as part of Case Study field work. Including strategies in plan related to this issue.</td>
</tr>
<tr>
<td>C. Overuse of shared roadways</td>
<td>Removed some shared roadway recommendations that were redundant with nearby routes or unnecessary (low volume neighborhood streets)</td>
</tr>
<tr>
<td>D. Bicycle and pedestrian conflicts in Old Town, particularly along Union Street and King Street</td>
<td>Included pedestrian strategy in the plan, proposed enhanced bicycle corridor parallel to King Street, and shared bicycle corridor parallel to Union Street</td>
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</tbody>
</table>
Map from May Ad Hoc Meeting

DRAFT
Recommended Bicycle Network

Date: 4/10/2015
Map from May Ad Hoc Meeting

Removed Shared Roadway
Map from May Ad Hoc Meeting

- Removed Shared Roadway
- Added Enhanced Bicycle Corridor

DRAFT
Recommended Bicycle Network

- Enhanced Bicycle Corridor
- Shared Roadway
- Trail

Existing Facilities

- Bike Lane
- Sharrow
- Trail
- Unpaved Nature Trail

Metro Facility

- Metro Station
- Metroway Stop

Future Street

Existing Facilities

- Bike Lane
- Sharrow
- Trail
- Unpaved Nature Trail

Metro Facility

- Metro Station
- Metroway Stop

Date: 4/10/2015
Pedestrian Case Studies Update
Pedestrian Case Study Areas
# Pedestrian Case Studies

<table>
<thead>
<tr>
<th>CASE STUDIES</th>
<th>I-395 and Landmark Mall</th>
<th>Hammond Middle School Area</th>
<th>Duke Street Corridor</th>
<th>Mount Vernon Ave/ Four Mile Run</th>
<th>King Street Station</th>
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</thead>
<tbody>
<tr>
<td>Major Barriers/Freeway Interchanges</td>
<td>✓</td>
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<td></td>
<td></td>
<td>✓</td>
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<tr>
<td>Schools and Neighborhoods</td>
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<td></td>
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<td>✓</td>
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<tr>
<td>Transit Access and Integration</td>
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<td></td>
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<tr>
<td>Neighborhood Main Streets</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Suburban Commercial Connectors</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Trail/Roadway Transitions</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Lack of connectivity around large apartment complexes/ commercial buildings</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Curb ramps/ADA upgrades</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
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<tr>
<td>Maintenance of sidewalks</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
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<tr>
<td>Sidewalk gaps and narrow sidewalks</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Conflicts between people walking and people biking</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
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</tbody>
</table>
Case Study Area: Seminary Road/Hammond Middle School

Pedestrian Recommendations

A. Install New Sidewalk
B. Repair/Upgrade Sidewalk
C. Install New Curb Ramp
D. Replace/Upgrade Existing Curb Ramp
E. Install New Crosswalk
F. Repair/Upgrade Existing Crosswalk
G. Install New Pedestrian Signal
H. Modify/Repair Existing Pedestrian Signal
I. Install/Upgrade Wayfinding
J. Install Pedestrian Scale Lighting
K. Improve Bus Stop Access
L. Upgrade Existing Median/Pedestrian Island
M. Improve Pedestrian Access Through Private Lot
N. Adjust Parking to Improve Sightlines
O. Consolidate Driveways
P. Install Bicycle Spot Improvement
Q. Reconfigure Roadway/Intersection

Other

M. Metro Station
   - Bus Stops

Pedestrian and Bicycle
Master Plan Update

City of Alexandria, Virginia

Date: 5/31/2015
Example: Kenmore Avenue and Seminary Road
Example: Kenmore Avenue and Seminary Road

- Reduce turning radius to slow vehicles and shorted pedestrian travel distance
- Widen sidewalks and buffers
- Install high visibility crosswalks and replace curb ramps
- Improve signage
- Strategy for unsignalized crossing:
  - Short term: Move bus stop closer to crosswalk
  - Longer term: Evaluate possible signal or other strategies
Committee Discussion:
Are there questions or input about the draft case study maps?
Draft Pedestrian Strategies
Draft Pedestrian Strategies

• Tonight’s focus is on engineering strategies
  o Programs and policies will be discussed at the next meeting

• Strategies were developed based on:
  o 2008 Transportation Master Plan
  o Ad Hoc Committee and Public input
  o City staff input
  o Case Study Area field work
Changes from the 2008 Transportation Master Plan

- Separate design guidelines provide design options to implement the plan
- Emphasis on closing of sidewalk gaps, sidewalk maintenance
- Reducing walking and bicycling conflicts on sidewalks
- *Implementation of* instead of *development of* design guidelines
- Focus on improving crossing conditions, including crosswalk placement and design, and removal of slip ramps
- More emphasis on trail access and safety, and Safe Routes to School
1. Apply the Complete Streets Design Guidelines for all new development and future capital improvement projects.

2. Close sidewalk gaps and improve sidewalks where needed.

3. Prioritize and standardize curb ramp upgrades and other ADA improvements.

4. Improve safety and access through and across major barriers including freeways, waterways and rail corridors.

5. Improve crossing conditions, especially in areas with high pedestrian demand.

6. Improve access and safety for all users on trails; particularly at entrance/exit points.

7. Reduce conflicts between bikes and pedestrians on sidewalks.

8. Improve pedestrian access to transit.

9. Improve walkability, connectivity and ADA access near schools.
Pedestrian Engineering Strategy: Apply the Complete Streets Design Guidelines for all new development and future capital improvement projects

- Sidewalk widths for various street types
- Sidewalk materials
- Street trees
- Driveway and alley design

- Wayfinding and street furnishings
- Seating
- Bicycle parking
- Bus stops / shelters
- And more.....
Pedestrian Engineering Strategy: Close sidewalk gaps and improve sidewalks where needed

- Sidewalk Gaps
- Narrow Sidewalks
- Maintenance Issues
- Obstructions
Pedestrian Engineering Strategy: Close sidewalk gaps and improve sidewalks where needed.
Pedestrian Engineering Strategy: Close sidewalk gaps and improve sidewalks where needed

Complete Streets Design Guidelines include new street typologies with recommended sidewalk width standards
Pedestrian Engineering Strategy: Prioritize and standardize curb ramp upgrades and other ADA improvements

- Common accessibility challenges at intersections include:
  - Diagonal ramps
  - No tactile warning pad / strip
  - Inaccessible / inaudible pedestrian pushbuttons
  - Inadequate space or steep slopes
  - Uneven surfaces
Pedestrian Engineering Strategy: Prioritize and standardize curb ramp upgrades and other ADA improvements

• Curb ramps should be provided at every crossing
  • ADA design standards
  • Where feasible, use 2 separate perpendicular curb ramps
• Pedestrian pushbuttons should be easily activated and conveniently located
Pedestrian Engineering Strategy: Reduce conflicts between bikes and pedestrians on sidewalks

- Most prevalent in:
  - Commercial districts
  - Places without high-quality on-street bicycle facility

- Younger and inexperienced bicyclists are more likely to ride on sidewalks

- Consistent with VA state law, current city law permits bicycle on sidewalks in Alexandria except where prohibited:
  - King Street east of West Street
  - Union Street between Cameron and Prince
Pedestrian Engineering Strategy: Reduce conflicts between bikes and pedestrians on sidewalks

• Improve signage and enforcement

• Provide alternatives for bicyclists:
  – On-street, low-stress bicycle facilities on the street with conflicts
  – On-street, low-stress bicycle facilities on a nearby, parallel street
  – Widen / redesign sidewalk to provide sidepath
Committee Discussion

Are there any key engineering issues that have not been addressed through the draft strategies?
Public Comment
Next Steps

Late May 2014: **Project Launch**

June - Sept: **Existing Conditions Analysis, Public Meeting #1**

Sept - Dec: **Needs Assessment, Goals & Objectives**

Jan – June 2015: **Strategies, Network, Focus Areas**

Early Spring 2015: **Ad Hoc Meeting #5**

Mid Spring 2015: **Ad Hoc Meeting #6**

Early Summer 2015: **Ad Hoc Meeting #7 / #8**

Summer 2015: **Draft Plan and Guidelines**

Early Fall 2015: **Public Meeting #2**

Fall 2015: **Ad Hoc Meeting #9**

Winter 2015: **Completion**
Thank You!

www.alexandriava.gov/pedbikeplan