



Pedestrian and Bicycle Master Plan Update Public Meeting

September 24, 2015





Agenda

- 7:00 Stations
- 7:30 Presentation
- 8:30 Stations / Discussion
- 9:00 Adjourn



Purpose of the Meeting

- Provide an update on the project
- Present draft recommendations and strategies
- Hear from **YOU** about priorities regarding walking and bicycling in Alexandria





Introduce Project Team

City of Alexandria

- Steve Sindiong, Project Manager
- Carrie Sanders, Division Chief
- Hillary Poole, Complete Streets Program Manager

Toole Design Group Team

- RJ Eldridge, Consultant Project Manager
- Alia Anderson, Deputy Project Manager
- Jennifer Toole, Complete Streets Lead
- Iain Banks, Nelson Nygaard, Project Planner

Project Review



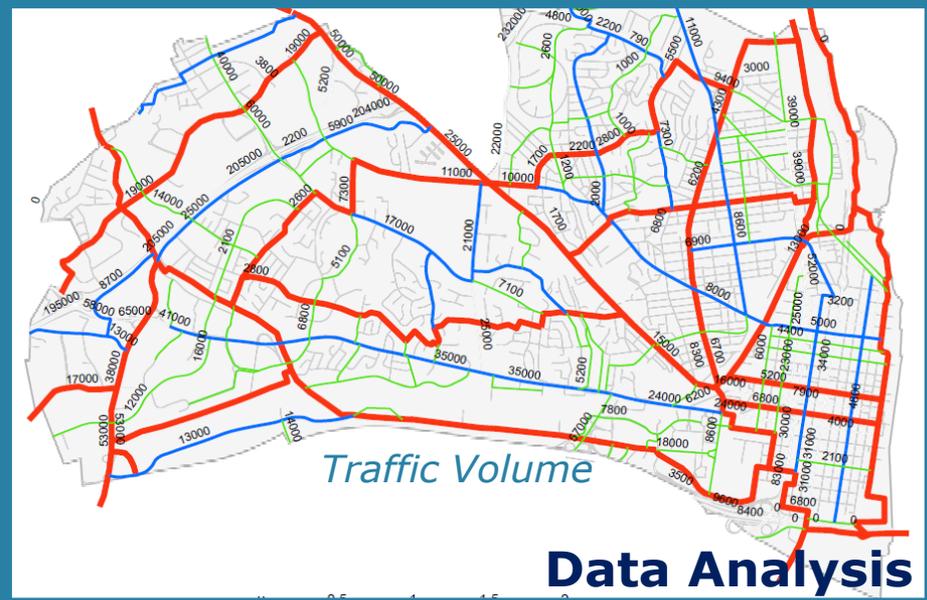
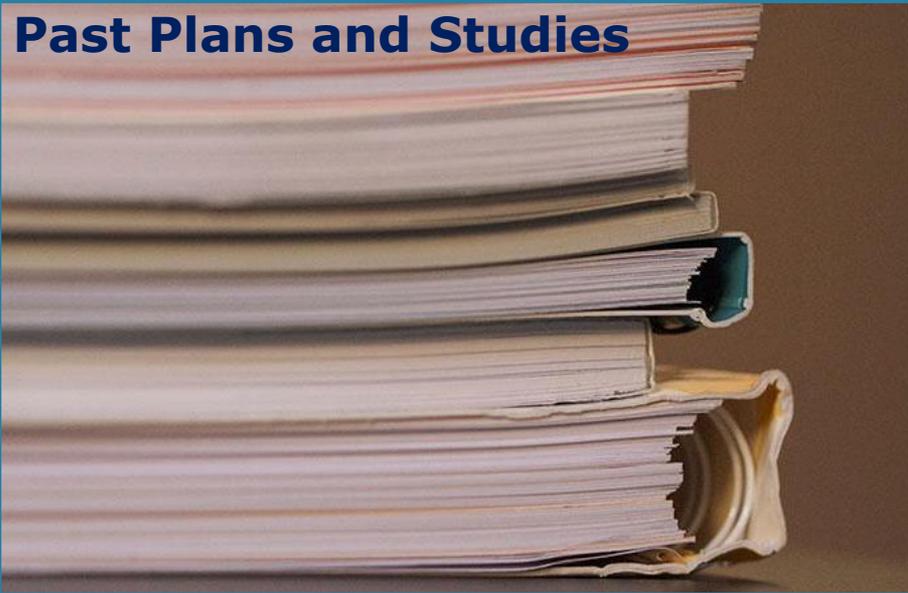
Project Objectives

- Update Pedestrian and Bicycle Chapters of Transportation Master Plan
 - Improve safety for pedestrians and bicyclists
 - Focus on FUTURE needs
 - Policy and program recommendations
 - Network recommendations
 - Connect key destinations
 - Expand Capital Bikeshare
- Develop Complete Streets Design Guidelines
 - Integrate design guidance (e.g. green sidewalks)
 - Incorporate range of bike/ped facilities
 - Create reference for staff, developers and community

Project Schedule



How did we get here?





Ad Hoc Committee

- 8 meetings over the past year
- Providing ongoing feedback and guidance on recommendations and strategies
- Open meetings with public comment

Ad Hoc Committee Representatives

- Transportation Commission
- Planning Commission
- Parks & Recreation Commission
- Traffic & Parking Board
- Commission on Aging
- Commission on Persons with Disabilities
- Alexandria BPAC
- At Large Citizen Representation
- Design Professional
- Business Community

Civic and Stakeholder Engagement



- Public Meetings (2)
- Community Events
- Council and Commission Meetings
- Ad Hoc Advisory Committee (8 meetings)
- Technical Advisory Committee
- Online interactive map, survey and project website





What We've Heard

Key themes from public input:

- Maintenance
- Complete Streets
- Education / Outreach
- Reduce conflicts between pedestrians and bicyclists
- Need for protected bike facilities
- Access to schools and transit

Polling Question: TEST

1. How old are you?

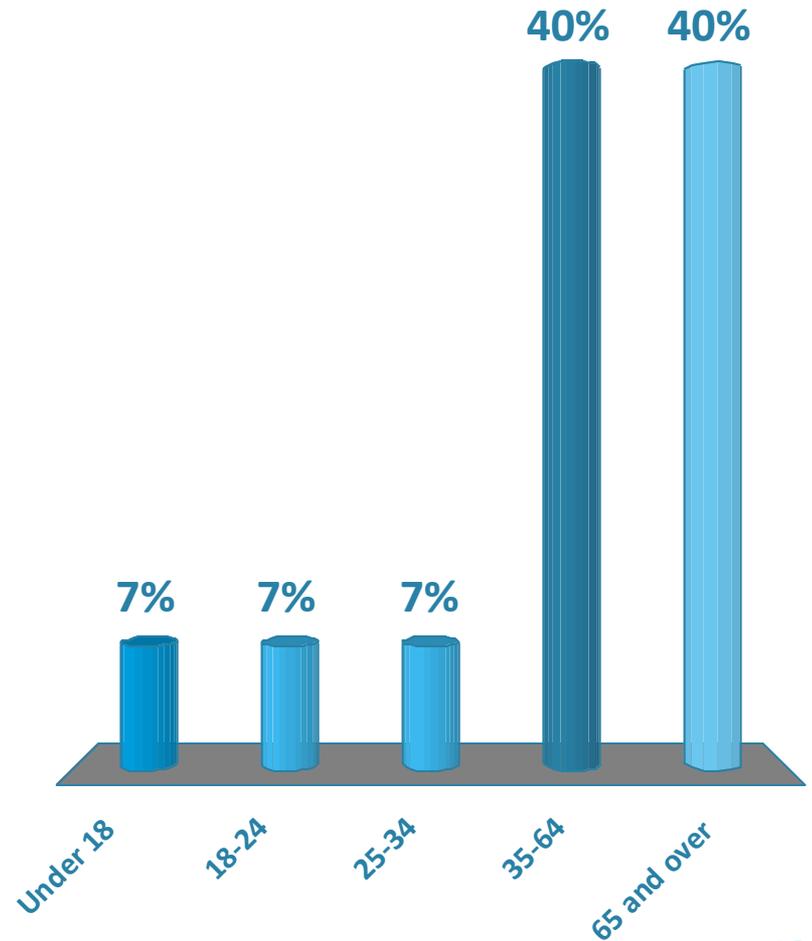
1. Under 18

2. 18-24

3. 25-34

4. 35-64

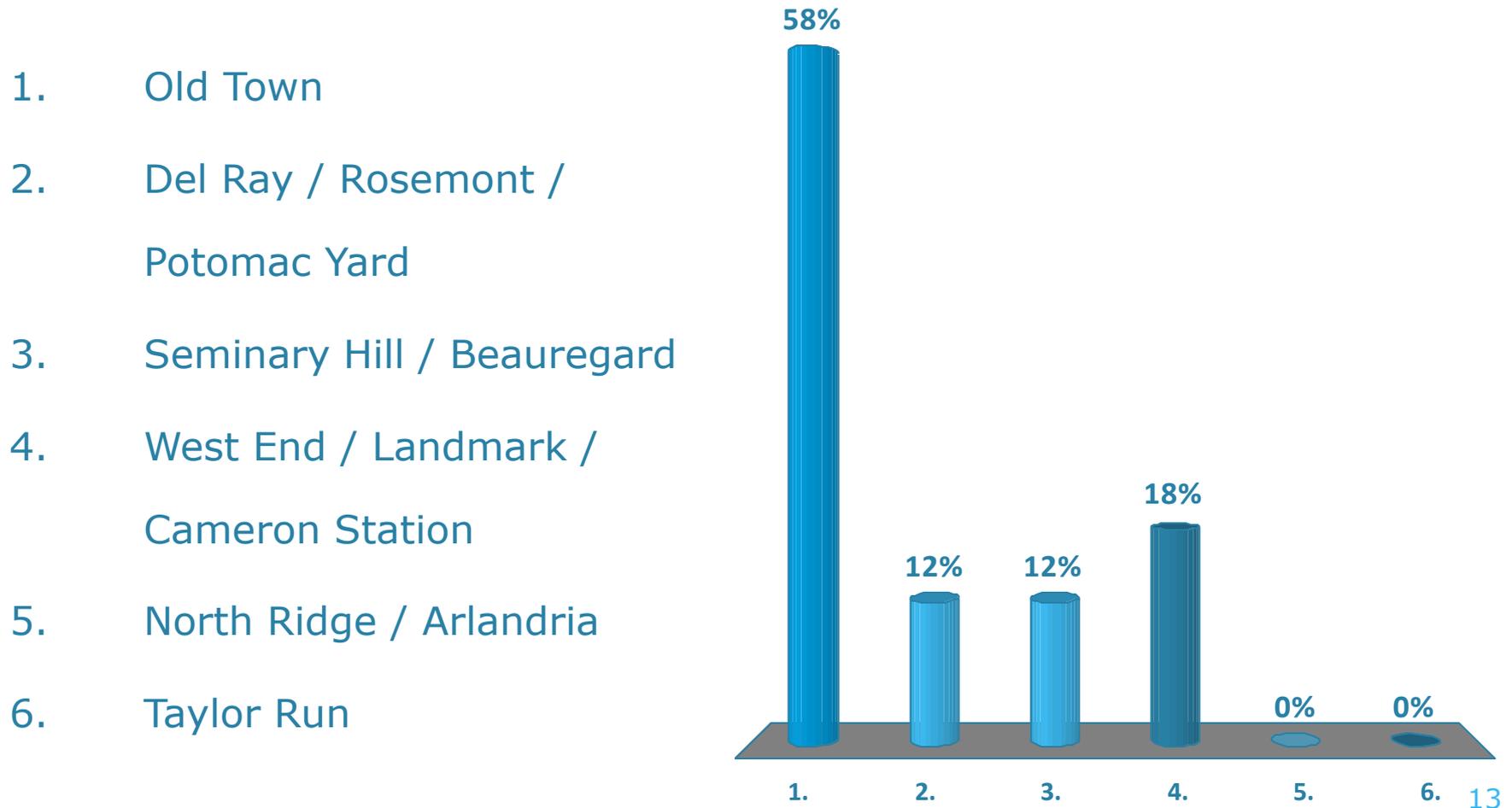
5. 65 and over



Polling Question: TEST

2. Where in Alexandria do you live?

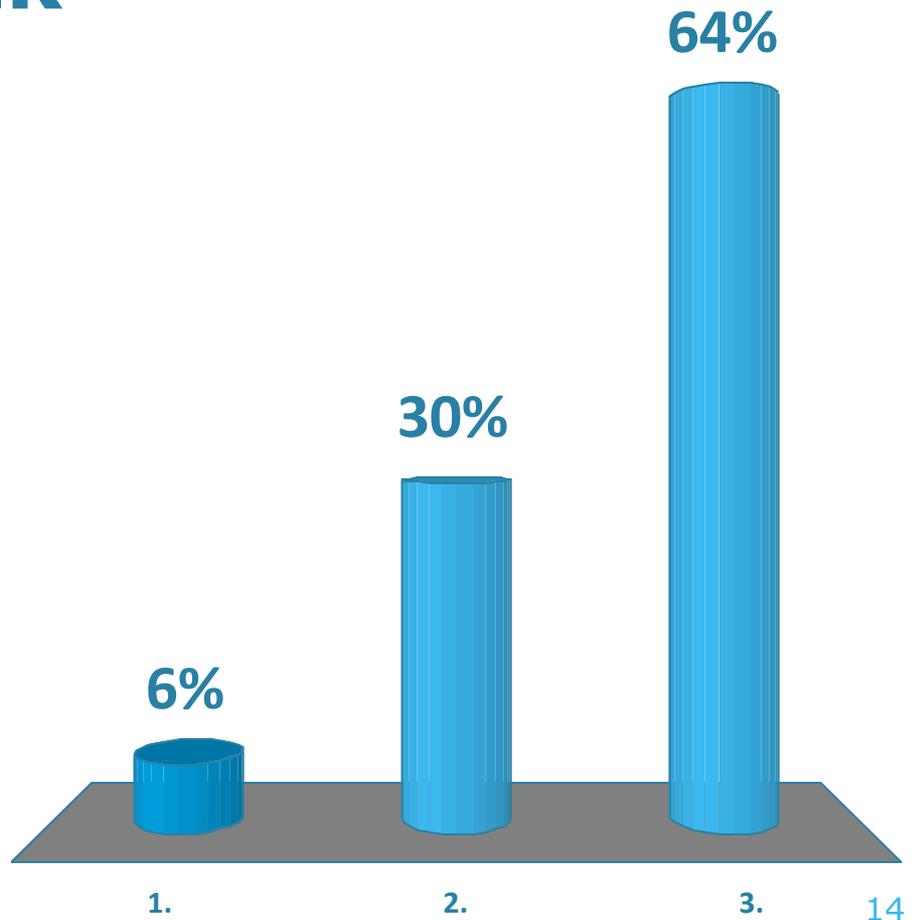
(Or, where do you work if you are an employee, but not a resident?)



Polling Question

3. What is the main reason that you walk in Alexandria?

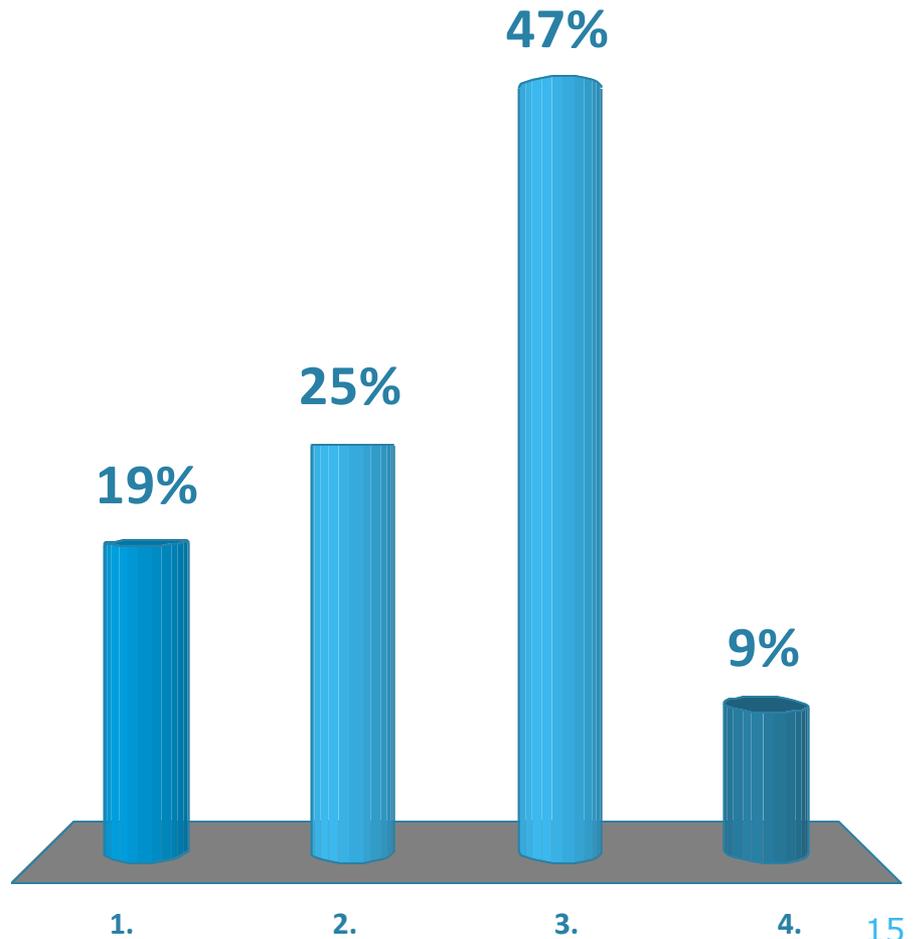
1. I do not walk in Alexandria
2. Fitness / Fun
3. Transportation / To Get Around



Polling Question

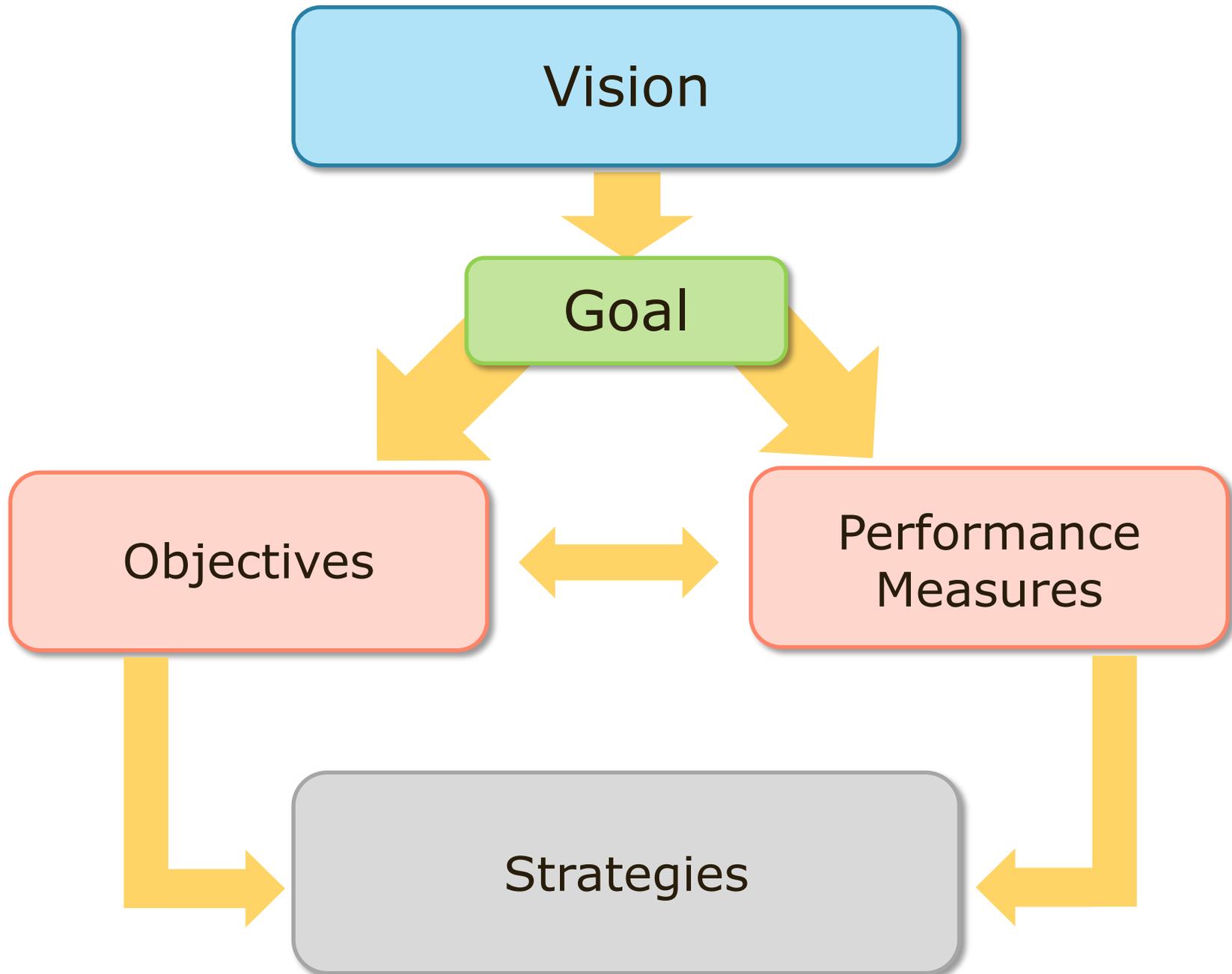
4. What type of bicyclist are you?

1. I do not ride a bicycle
2. Interested but concerned – I prefer trails or quiet streets with limited vehicle interaction
3. Enthused and confident - I am comfortable biking on streets with moderate vehicle traffic and speeds
4. Strong and fearless – I am VERY comfortable biking in any conditions



Vision, Goals and Strategies







Vision Statement Highlights

- Walking & bicycling are vital to **health & mobility**
- Streets, intersections, and trails should be **safe & accessible**
- Facilities should create networks that **link important destinations**
- Programs and policies should encourage walking for both **transportation & recreation**
- Programs, policies, and facilities should foster **geographic & social equity for all of the City's residents**

vision

goals

objectives

strategies

Safety

Engineering

Encouragement

Education

vision

goals

objectives

strategies

Draft Strategies



- Strategies were developed using:
 - 2008 Transportation Master Plan
 - Ad Hoc Committee and public input
 - City staff input
 - Case Study Area field work
- Strategies are categorized by:
 - Engineering
 - Program and Policy

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goals

objectives

strategies

Changes from the 2008 Transportation Master Plan



- Emphasis on closing of sidewalk gaps, sidewalk maintenance
- Reducing walking and bicycling conflicts on sidewalks
- *Implementing* instead of *developing* 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

vision

goals

objectives

strategies

Draft Engineering Strategies



Key Topics:

1. Complete Streets Design Guidelines
2. Close sidewalk gaps
3. Expand the on-street bike network
4. Curb ramp upgrades and other ADA improvements
5. Improve crossing conditions
6. Improve access and safety for all users on trails
7. Reduce conflicts between bikes and pedestrians on sidewalks
8. Improve connectivity and access to transit and schools

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objectives

strategies

Reduce conflicts between bicyclists, pedestrians and other sidewalk users

- In areas with significant pedestrian traffic, provide dedicated, on-street bicycle facilities
- Explore revisions to the City code to better address conflicts between users



Prioritize ongoing maintenance and repair of the sidewalk and bicycle network



- Promote Call-Click-Connect as a means for residents to report maintenance and safety concerns
- Improve snow removal practices on trails, prioritizing popular commuter trails



Draft Program/Policy Strategies



Key Topics:

1. Safe Routes to School
2. Reduce bike and pedestrian fatalities / Vision Zero
3. Ongoing performance measurement
4. Adequate funding and staffing to implement the plan
5. Partnerships with Alexandria Health Department, Police, Schools, and community groups
6. Citywide promotion and education on traffic safety, rights and responsibilities, and benefits of active transportation

vision

goals

objectives

strategies

Pursue funding to oversee education and outreach for multimodal transportation safety initiatives citywide

- Pursue grants for safety campaigns, staffing and coordination
 - VA Highway Safety Office (402 Grants)
 - DMV Safety Grants
 - VA Safe Routes to School
 - Transportation Alternatives

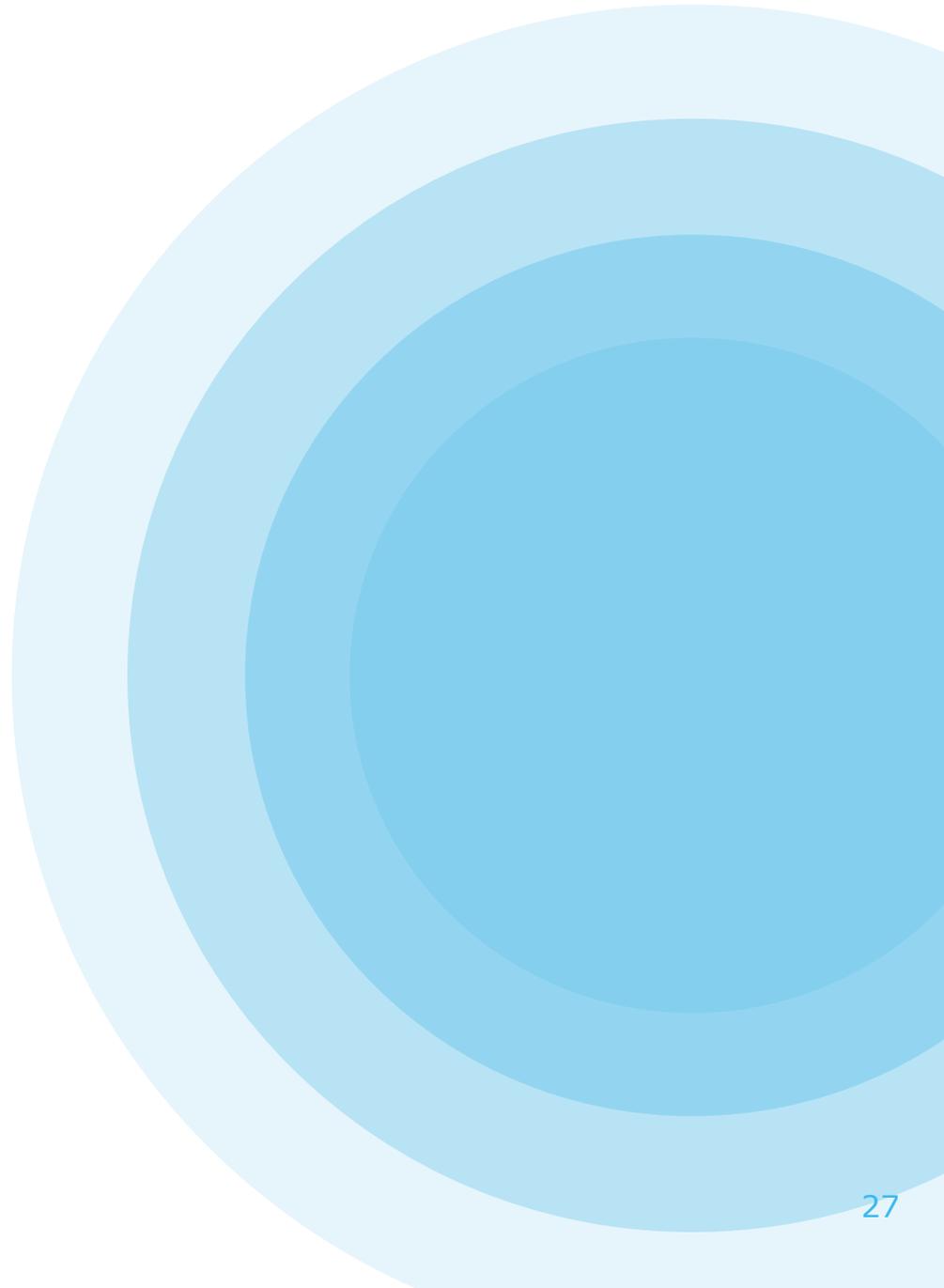


Norfolk, VA "We Roll Together" Campaign

- Safety
- Encouragement
- Branding
- Videos
- Swag
- Billboards
- Bus ads
- Events



Pedestrian Projects





Pedestrian Case Study Areas

Case Study Areas were selected because they represent certain themes or challenges that are found throughout the City. Recommendations may apply to other similar locations.

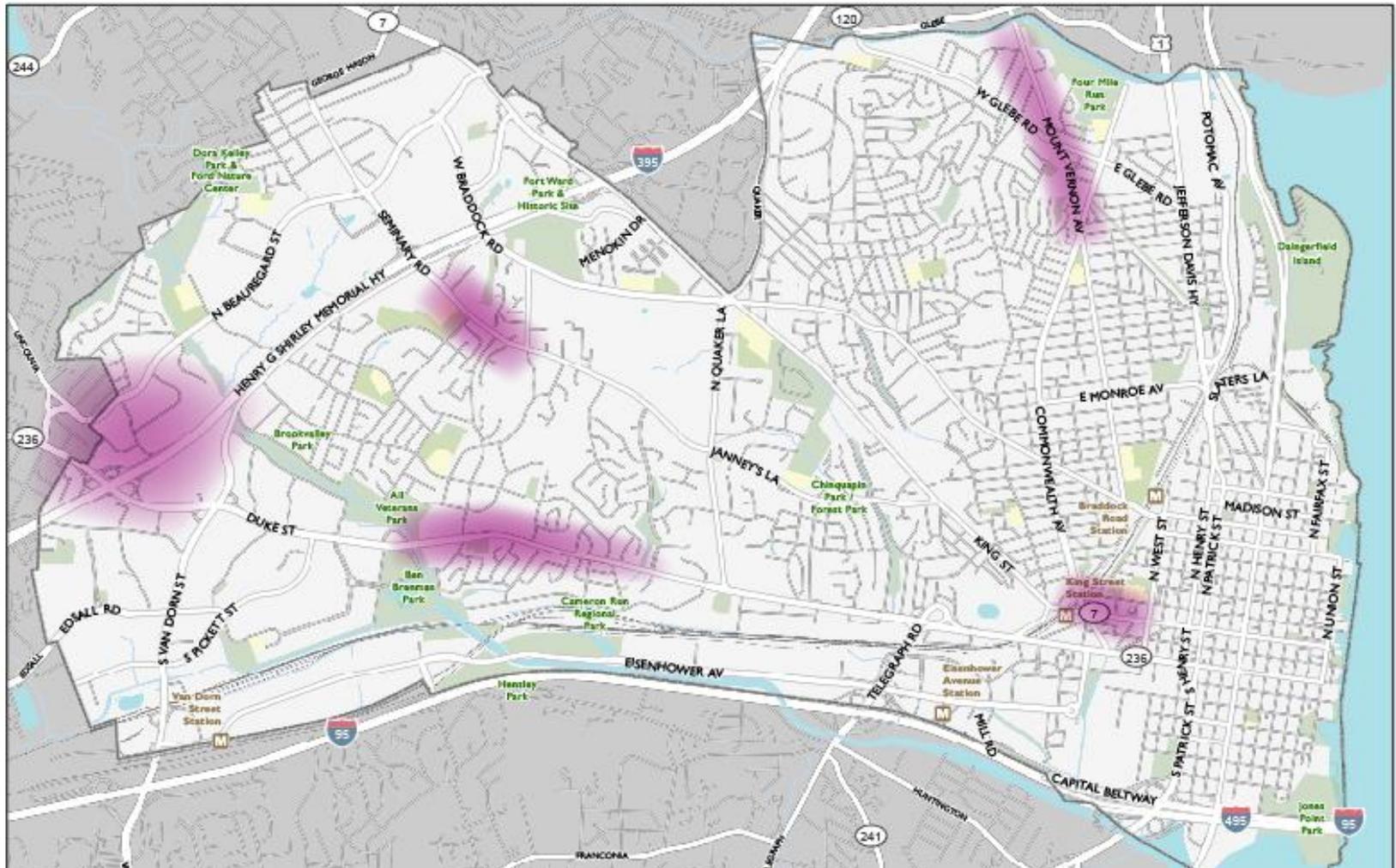
Themes/Challenges:

- 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 Study Areas



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

Sidewalk Prioritization



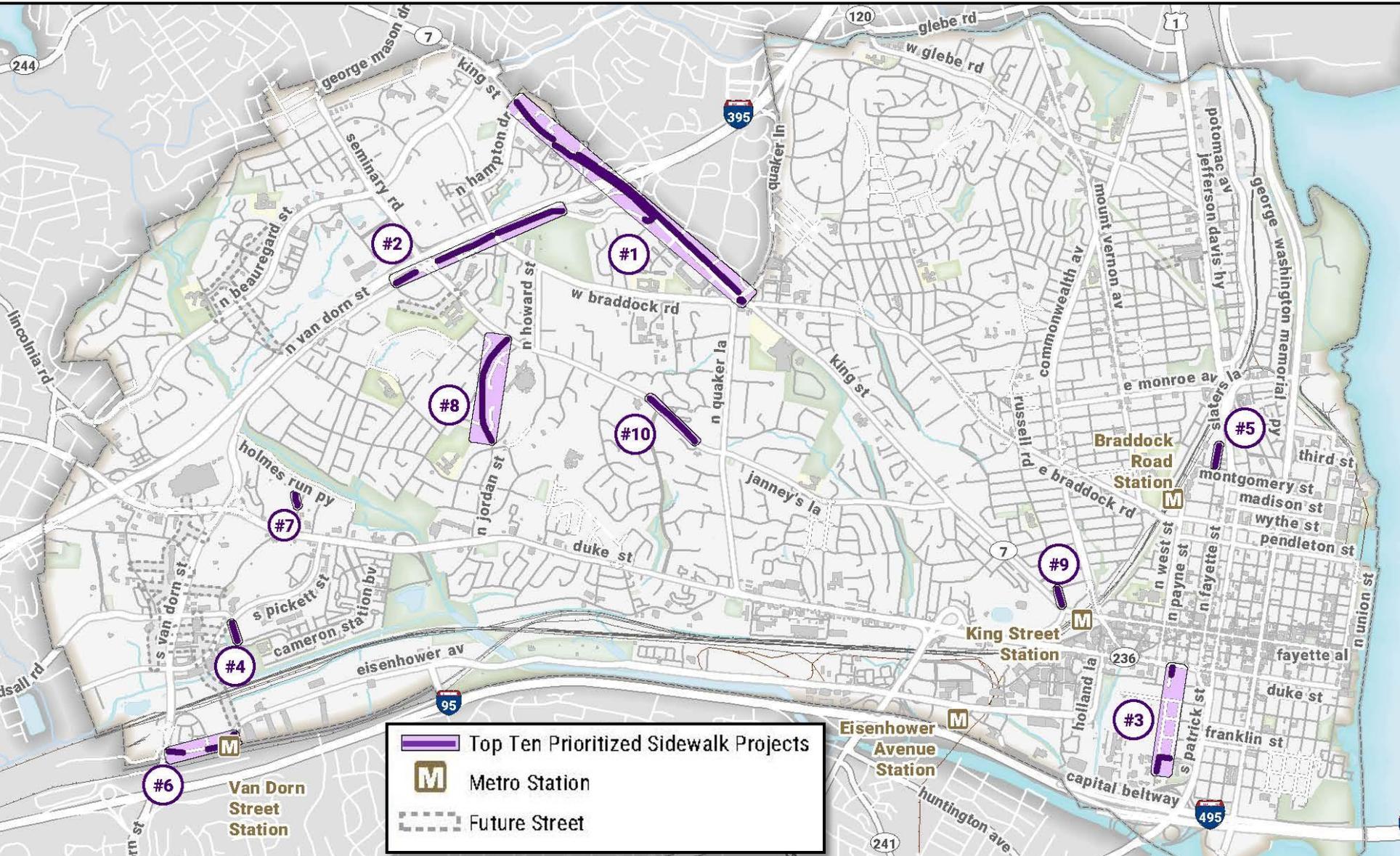
Step 1: Identify sidewalk projects

- Focused on remaining sidewalk gaps identified in 2008 Master Plan

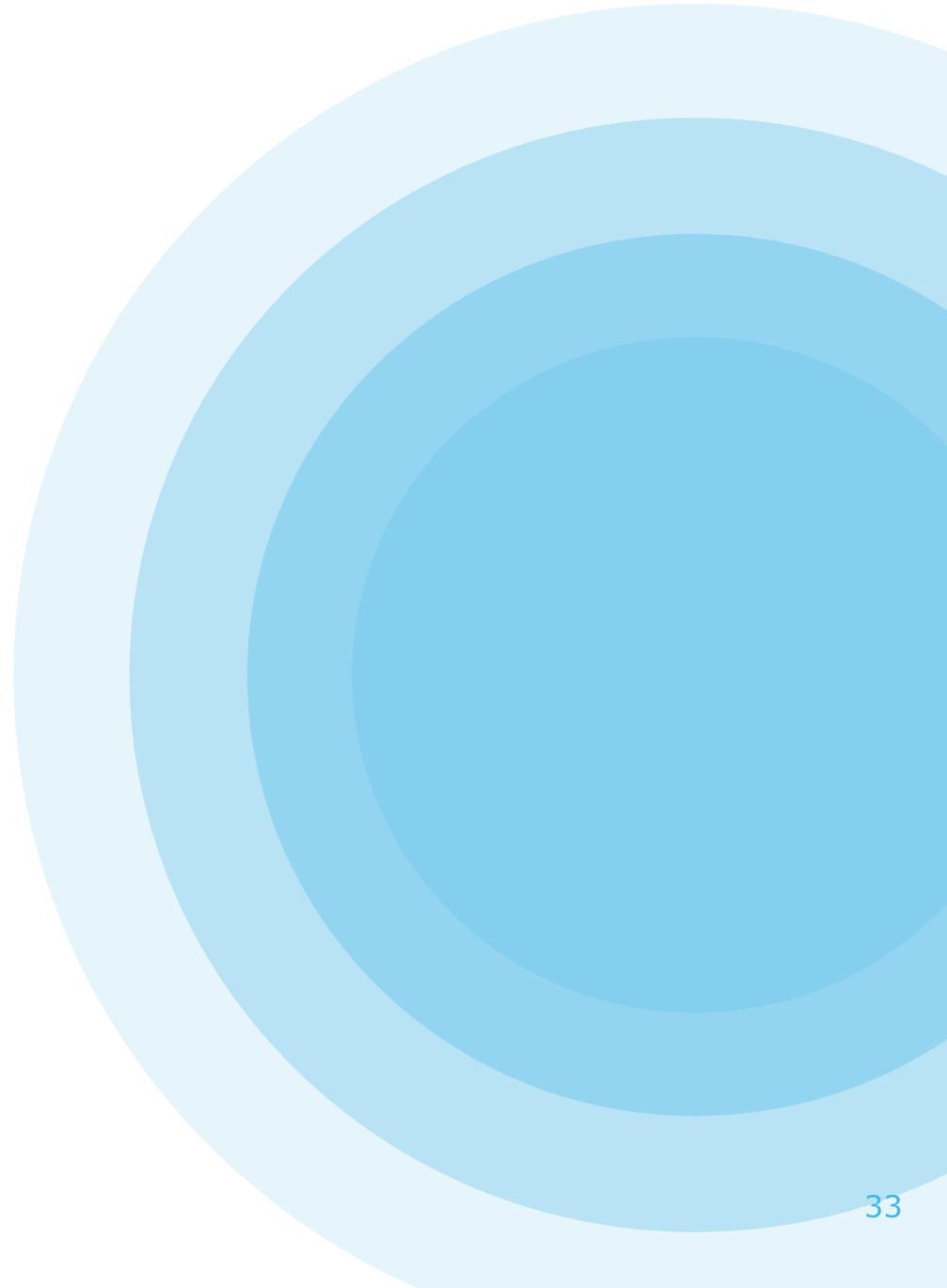
Step 2: Input data and run prioritization model

Factors	Variables	Weight
1. Safety	<ul style="list-style-type: none">• Wikimap Comments ("Barrier to walking")• Crashes (fatalities and non-fatal collisions)	5
2. Demand	<ul style="list-style-type: none">• Population and employment density• Future population• Pedestrian mode share• Wikimap comments (place I walk/want to walk)• Proximity to libraries, community centers, Metro stations, parks, schools, bike share stations, bus stops	3
3. Geography	<ul style="list-style-type: none">• Promote projects on west side of City	3

Sidewalk Prioritization Results



Bicycle Projects

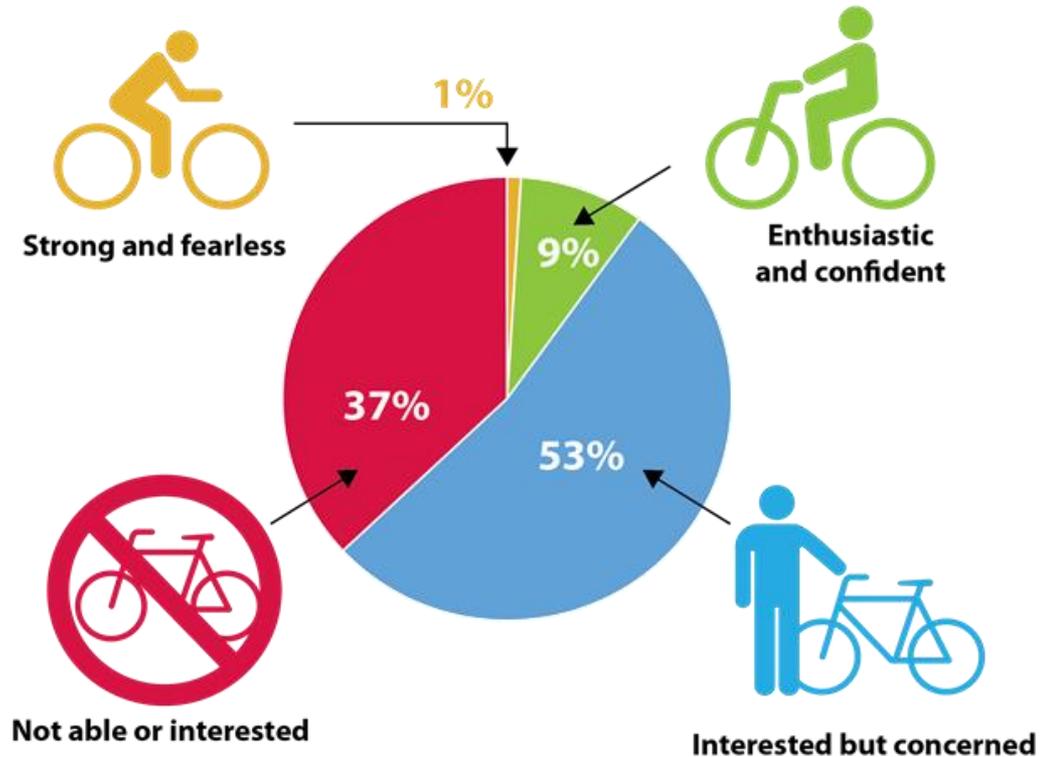


Draft Bicycle Network



Bicycle Facility Groups

- Enhanced Bicycle Corridor
- Shared Roadway
- Trails



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

Enhanced Bicycle Corridor



↑ **Standard Bicycle Lane** ↓



Painted Bike Lanes



Advisory Bike Lane

Enhanced Bicycle Corridor



2-way Separated Bicycle Lane



1-way Separated Bicycle Lane



Buffered Bike Lanes



Sidepath

Shared Roadway



Shared Roadway



Signed Route on Shared Roadway



Shared Lane Markings



Priority Shared Lane Markings



Neighborhood Bikeway

Polling Question

5. Which street would you rather bike on?

1.



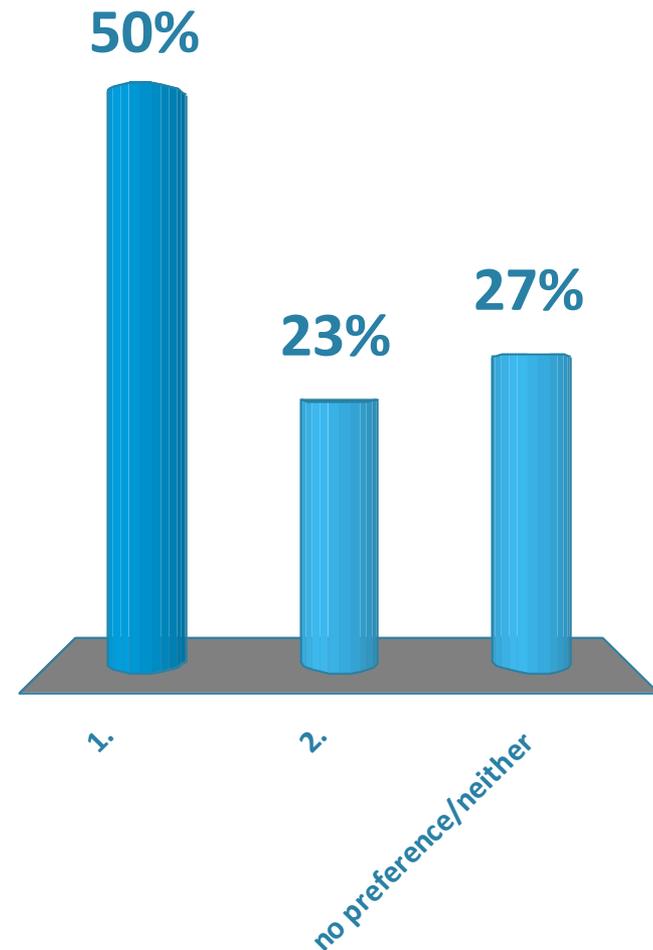
2.



3. No preference / Neither

Polling Question

5. Which street would you rather bike on?



Polling Question

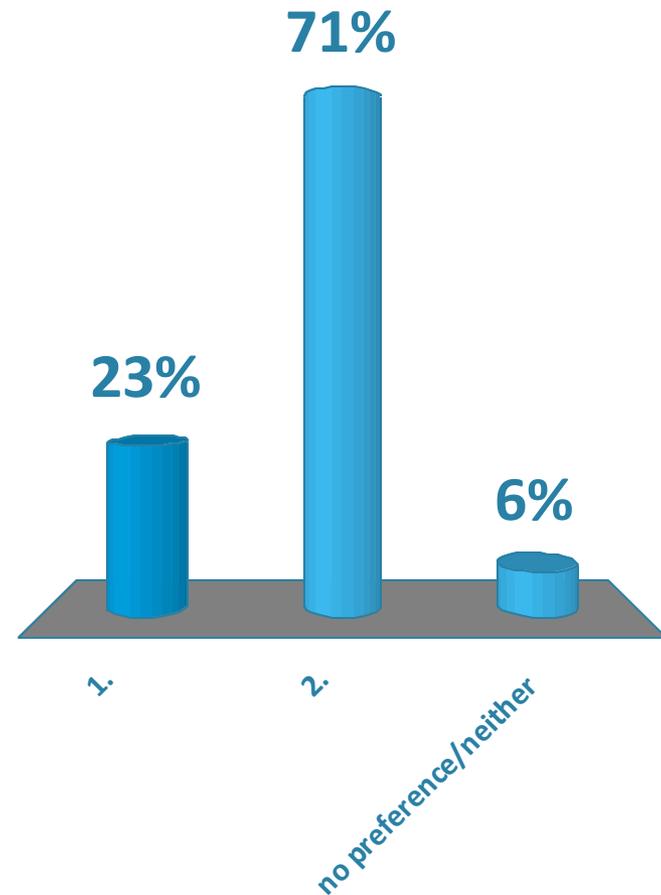
6. Which street would you rather bike on?



3. No preference / Neither

Polling Question

6. Which street would you rather bike on?



Polling Question

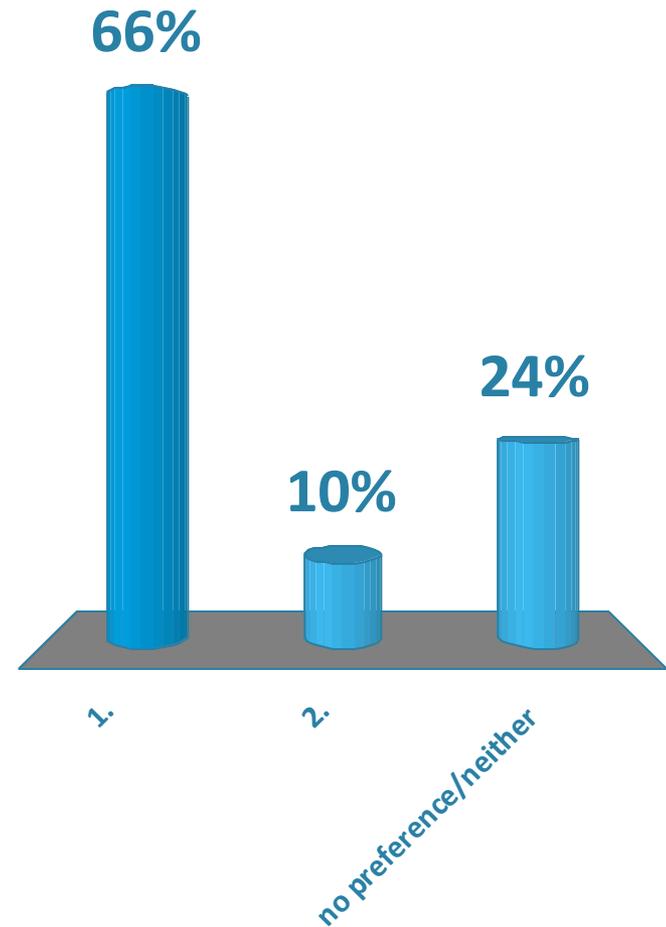
7. Which street would you rather bike on?



3. No preference / Neither

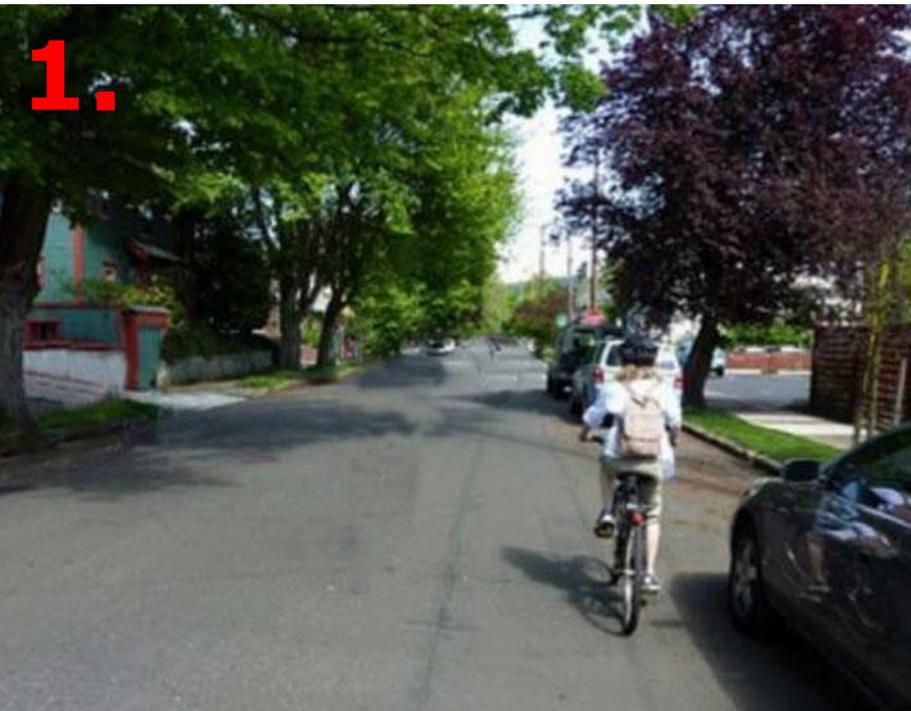
Polling Question

7. Which street would you rather bike on?



Polling Question

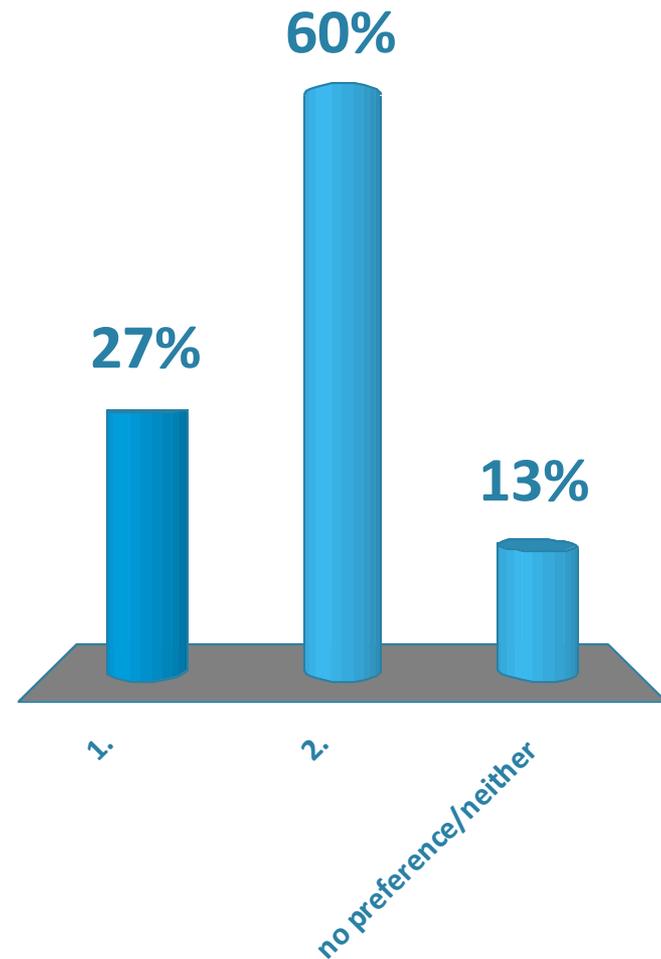
8. Which street would you rather bike on?



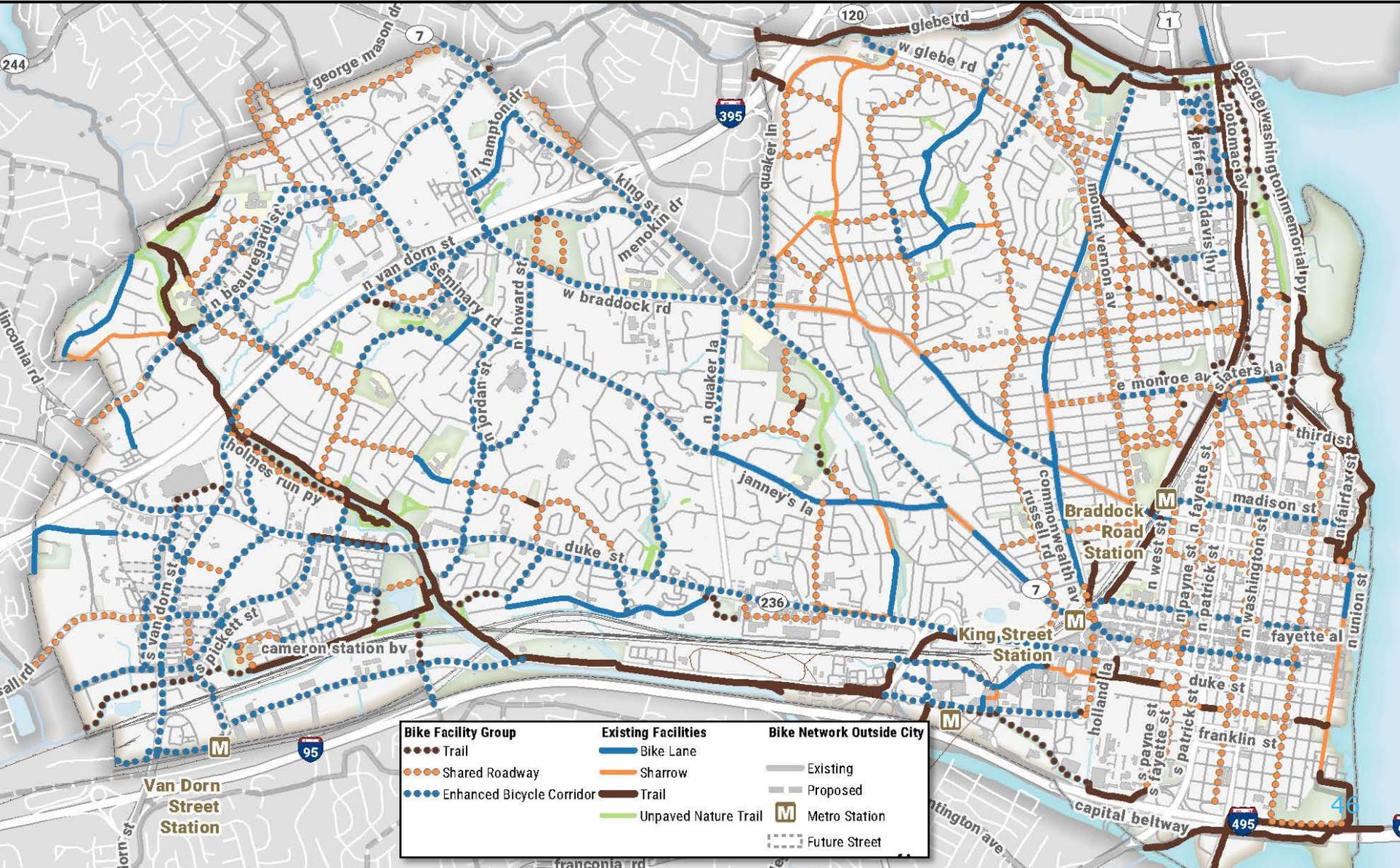
3. No preference / Neither

Polling Question

8. Which street would you rather bike on?



Draft Citywide Bicycle Network

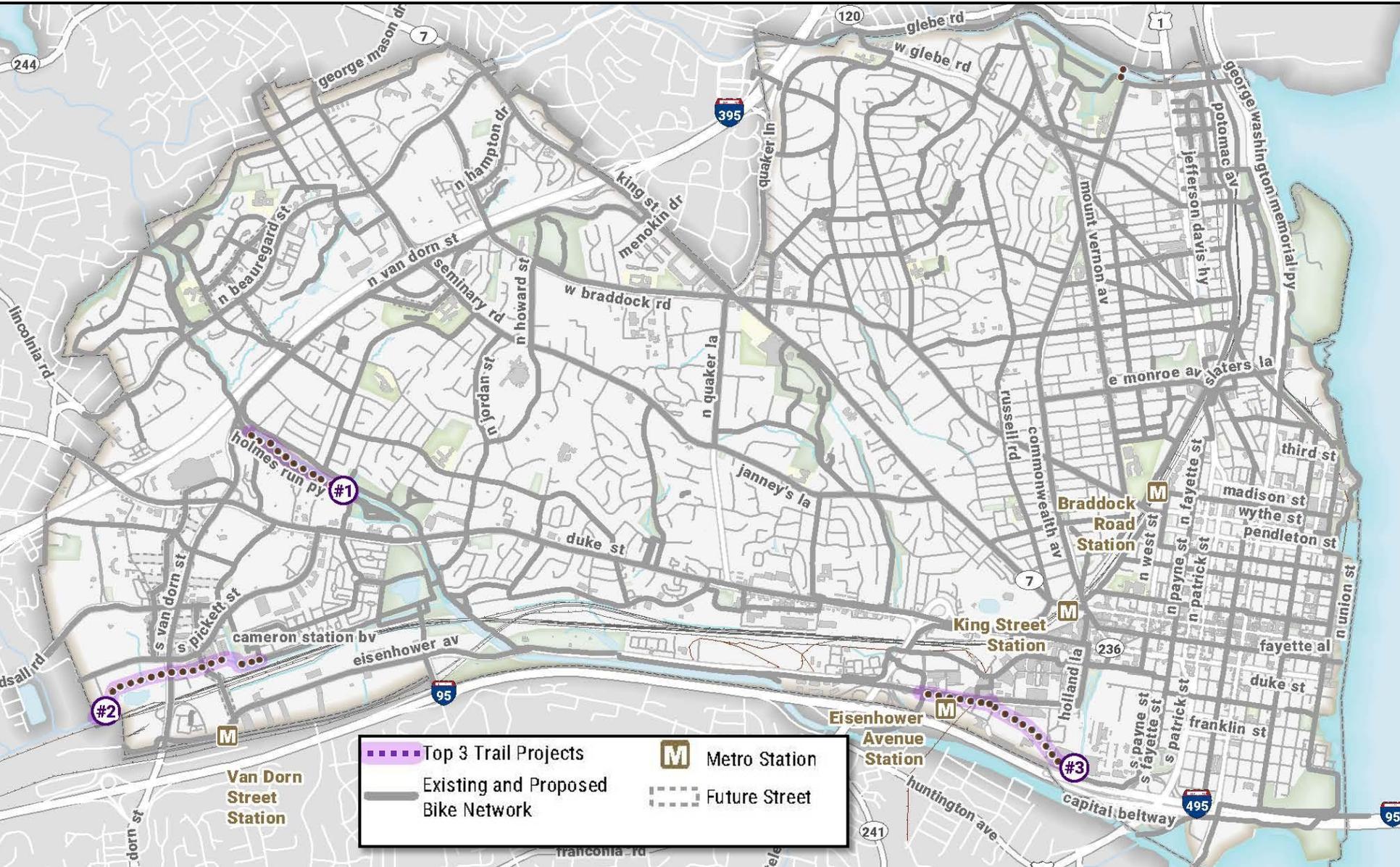


Bicycle/Trail Project Prioritization

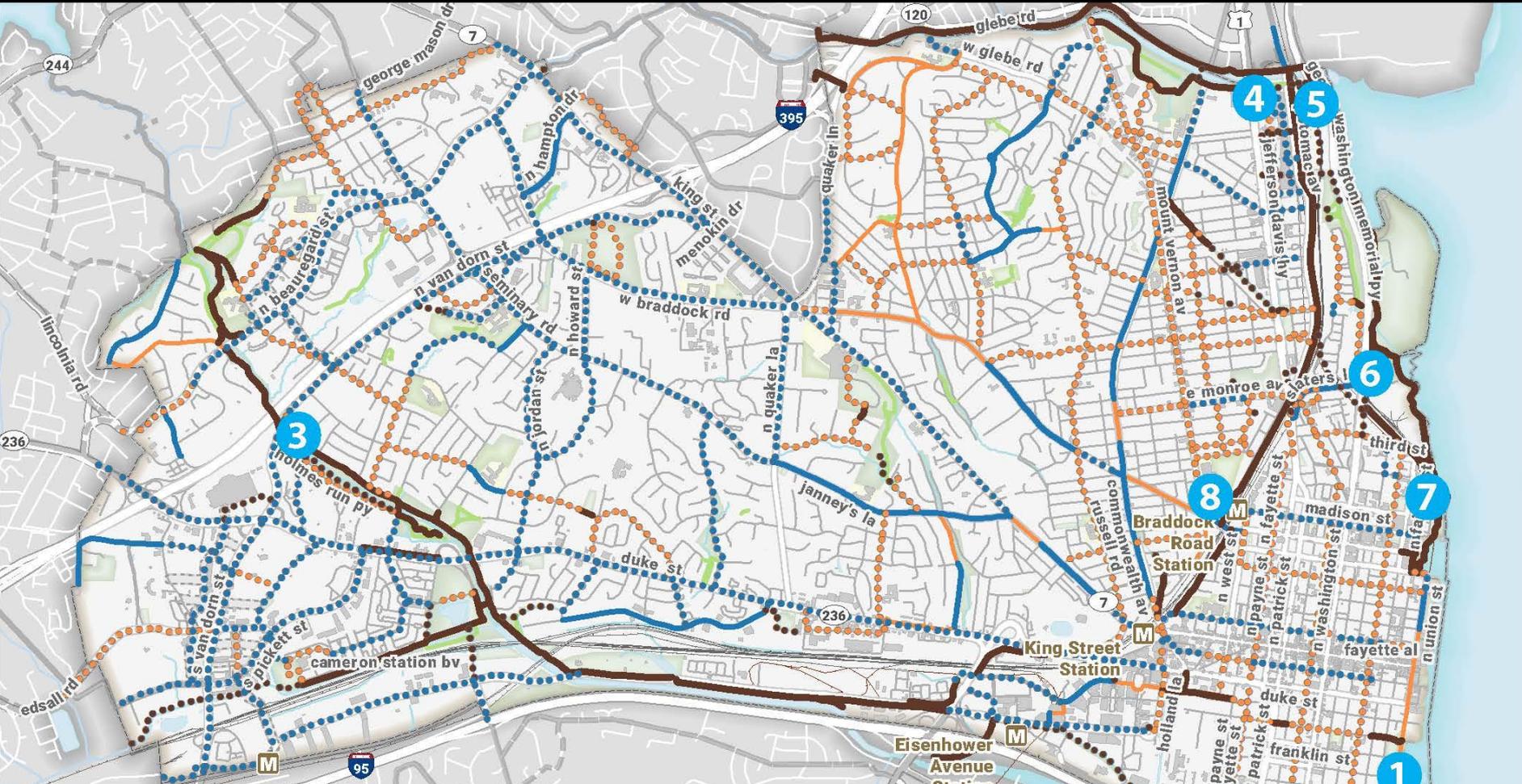


Factors	Variables	Weight
1. Safety	<ul style="list-style-type: none">• Wikimap Comments ("Barrier to biking")• Crashes (fatalities and non-fatal collisions)	5
2. Demand	<ul style="list-style-type: none">• Population and employment density• Future population• Bicycle mode share• Wikimap comments (place I ride/want to ride)• Proximity to libraries, community centers, Metro stations, parks, schools, bike share stations, bus stops	3
3. Geography	<ul style="list-style-type: none">• Favors projects on the west side of City	3
4. Connectivity	<ul style="list-style-type: none">• Connection to existing bike lanes and paved trails	2

Trail Prioritization Results



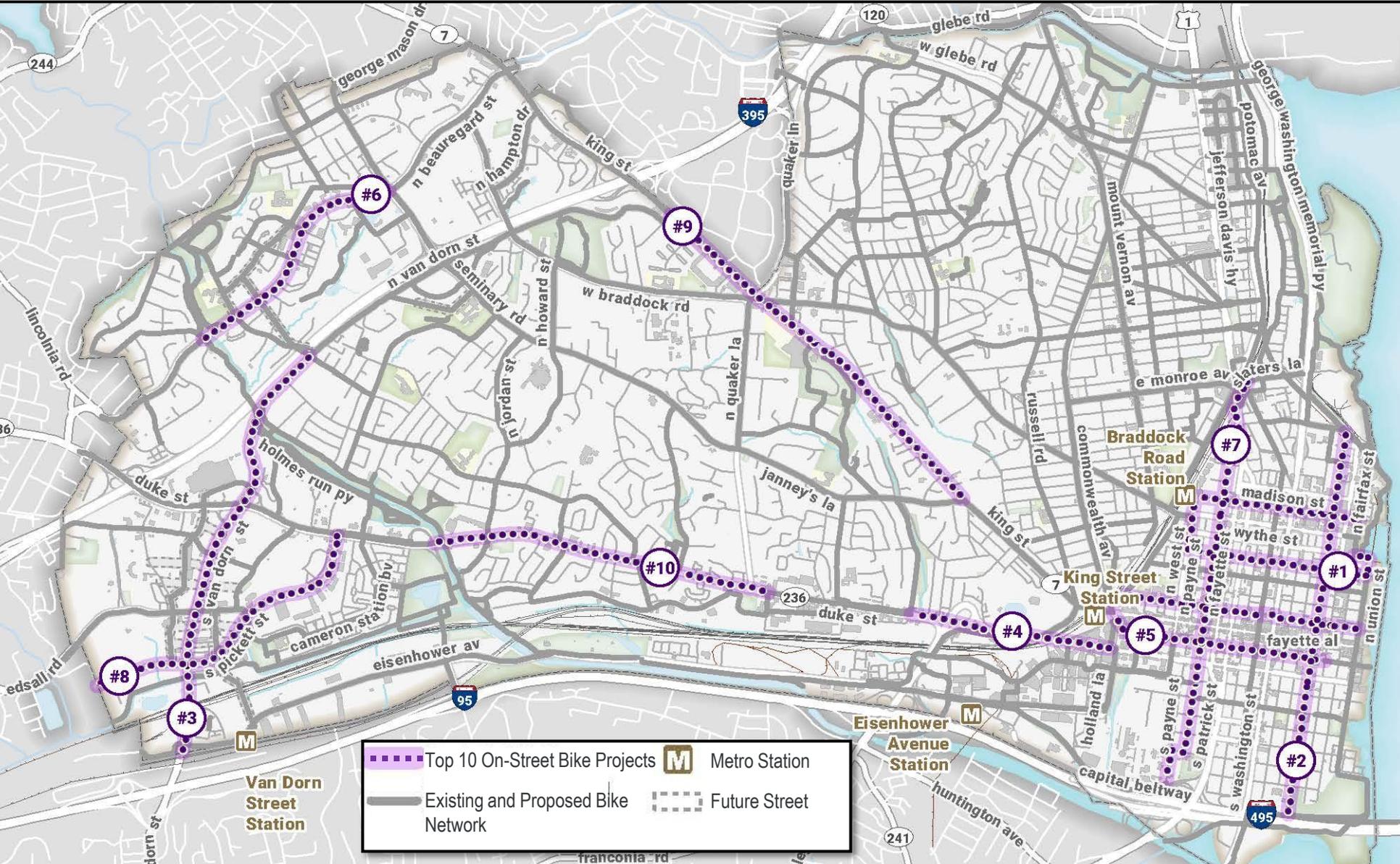
Priority Trail Transition Improvements



PRIORITY TRAIL CROSSING IMPROVEMENTS (DRAFT)

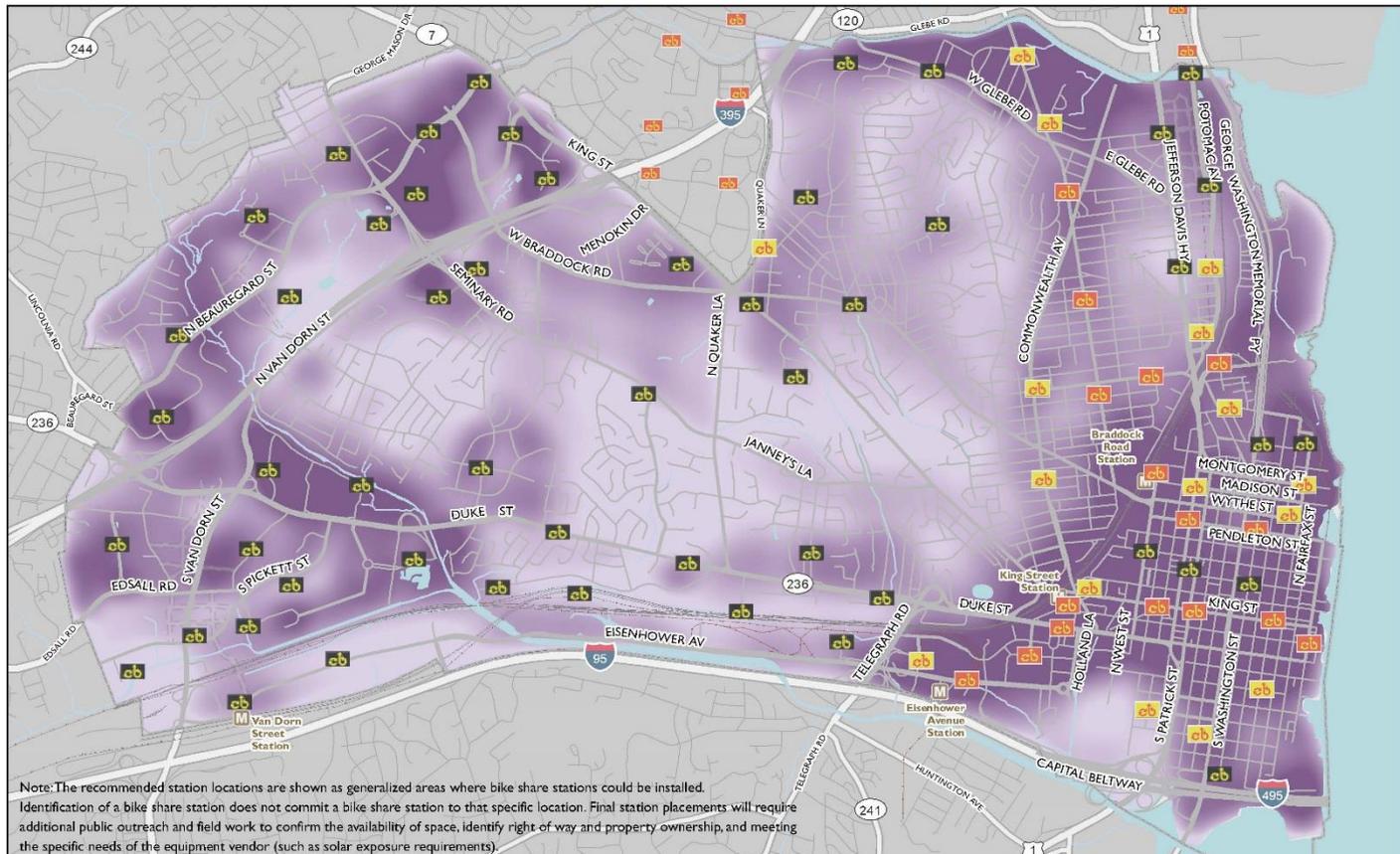
- | | | |
|--|--|---|
| 1 Mt. Vernon Trail near Jones Point Park | 4 Four Mile Run and Route 1 Intersection | 7 Mt. Vernon Trail and Canal Center Plaza Intersection |
| 2 Mt. Vernon Trail and Royal Street | 5 Potomac Yard Trail near Shoppers/Barnes and Noble | 8 Potomac Yard Trail at Braddock Road Metrorail Station |
| 3 Bridge across Holmes Run | 6 E. Abingdon Street from Mt. Vernon to Slaters Lane | |

Bicycle Prioritization Results



Capital Bikeshare

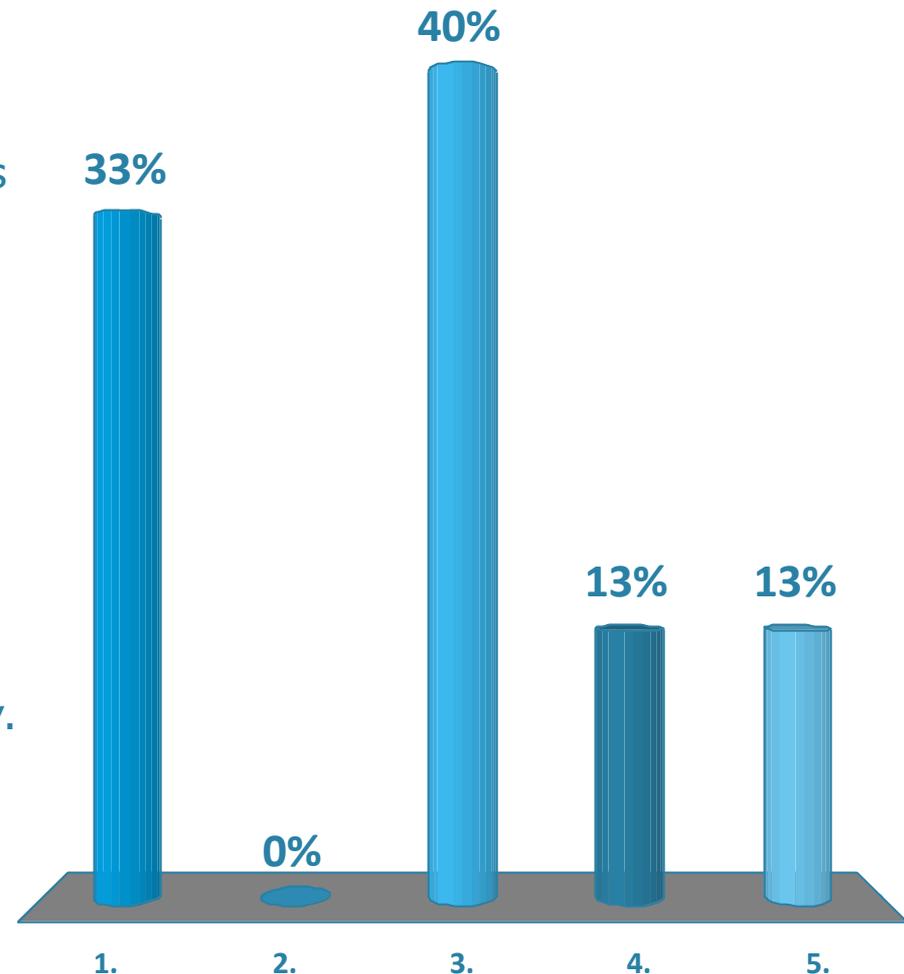
- Conducted an analysis of future demand for Capital Bikeshare stations
- Recommended future station locations



Polling Question

9. What is your HIGHEST priority for walking?

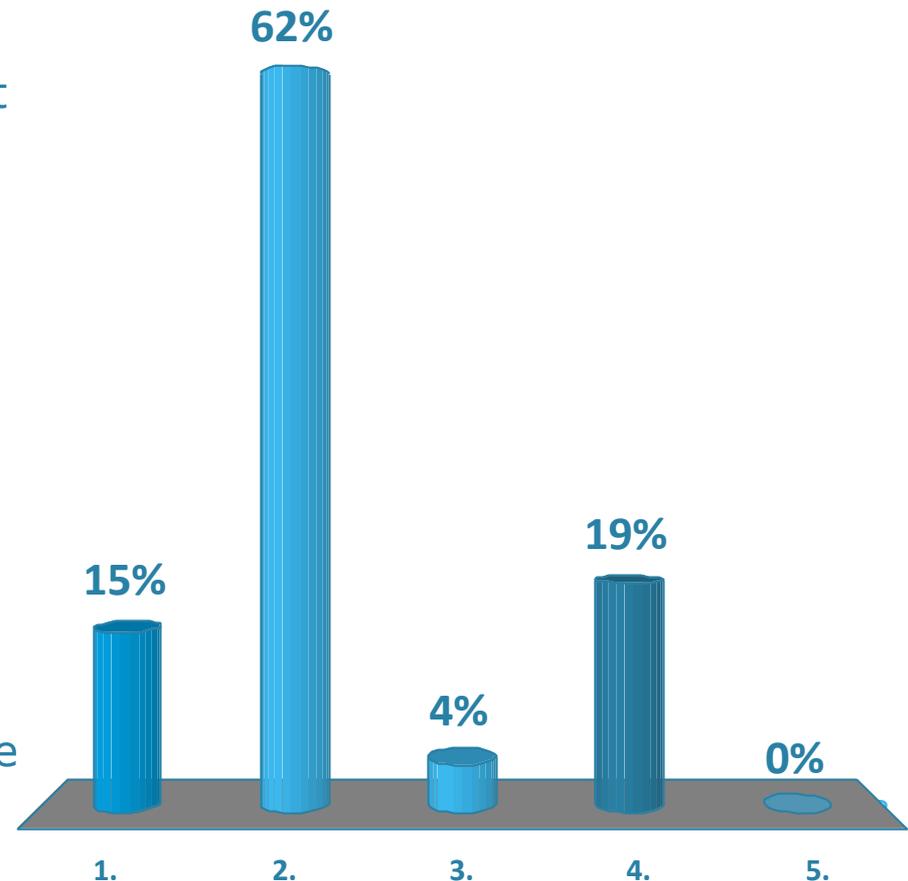
1. Close sidewalk gaps and improving sidewalks.
2. Improve ADA accessibility on sidewalks and at intersections.
3. Reduce conflicts between bikes, pedestrians and other users on sidewalks.
4. Increase education and outreach programs related to walking and safety.
5. Improve the maintenance of the sidewalk network.



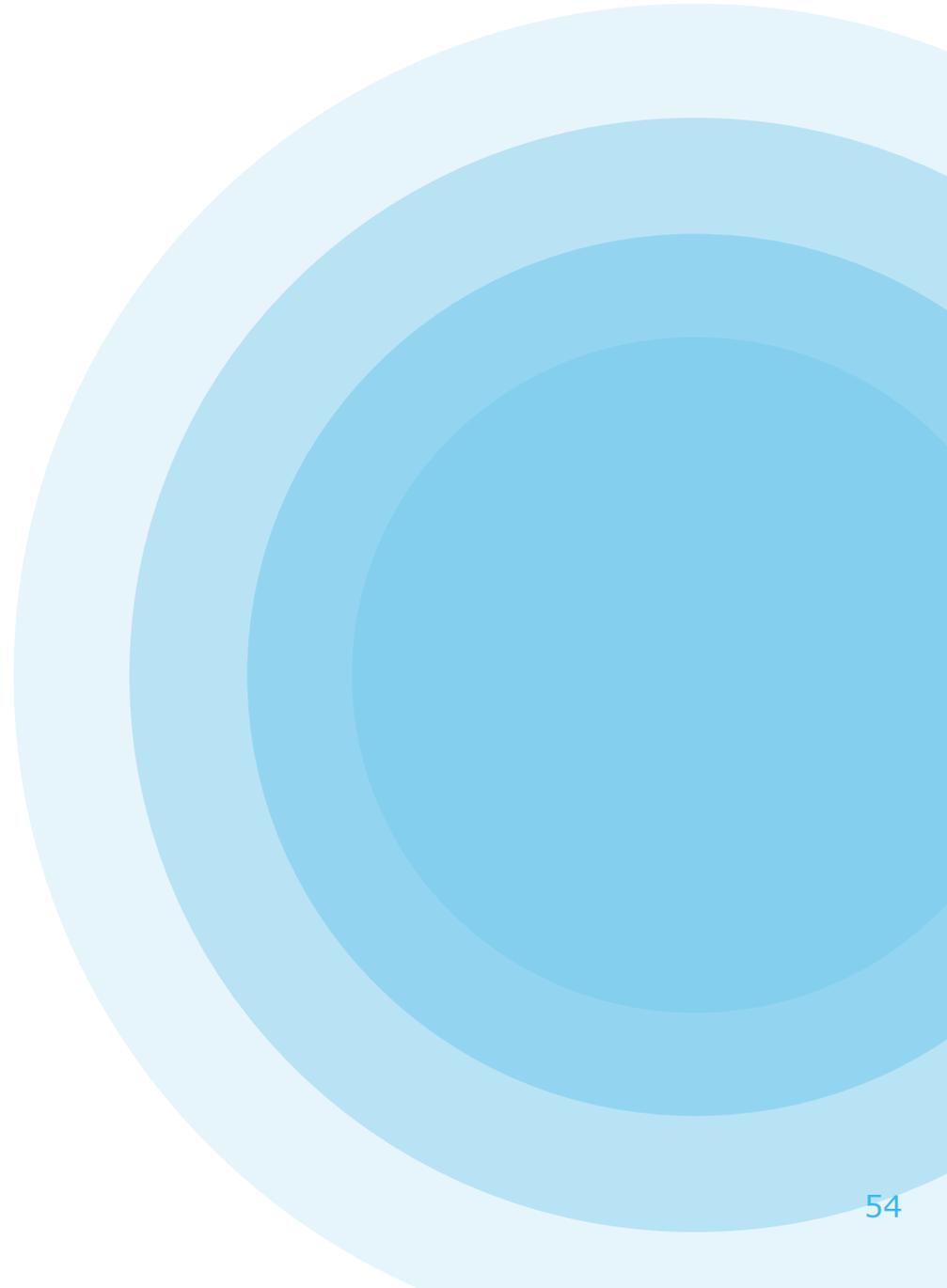
Polling Question

10. What is your HIGHEST priority for biking?

1. Close gaps in the existing network of bicycle lanes and shared lane markings.
2. Provide more separated bike lanes that create a buffer between bikes and vehicles.
3. Expand Capital Bikeshare throughout the City.
4. Increase education and outreach programs related to biking and safety.
5. Improve the maintenance of the bicycle network.



Wrap Up





Next Steps

FALL 2015: Continued public outreach

WINTER 2016: Public Release of Draft Plan

SPRING 2016: Planning Commission, Transportation Commission and Council Review for Approval





Thank You!

Questions / Discussion

Steve Sindiong

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www.alexandriava.gov/PedBikePlan