

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 17, 2020

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, and T&ES STAFF

SUBJECT: 2020 PEDESTRIAN AND BICYCLE PLAN PROGRESS REPORT

ISSUE: Update to Transportation Commission on progress on the Transportation Master Plan Pedestrian and Bicycle Chapter.

RECOMMENDATION: That the Commission receive the update on progress on the Transportation Master Plan Pedestrian and Bicycle Chapter.

BACKGROUND: Since 2008, the City of Alexandria has made significant investments to improve conditions for walking and bicycling. The Transportation Master Plan Pedestrian and Bicycle Chapter (“Ped/Bike Chapter”) was updated and adopted by the City of Alexandria in April 2016. This report provides an overview of the progress by T&ES and other entities toward expanding the pedestrian and bicycle network and creating a safer city for walking and biking since the adoption of the Ped/Bike Chapter.

This progress report provides a snapshot of work performed toward the Pedestrian and Bicycle Master Plan goals. Attachment 1 provides an update on performance measures described in the Ped/Bike Chapter. Highlights include:

- Continued implementation of Vision Zero Action Plan
- Expansion of Safe Routes to School programming to all Alexandria K-8 schools
- New sidewalk segments totaling over 1.7 miles since adoption
- Installation of over 12 lane miles of on-street bicycling accommodations.
- The City added its first Traffic Garden in the summer of 2019 at Mt. Jefferson Park, the Alexandria Bike Campus was completed in December of 2019 to serve all ages
- The development and introduction of a Dockless Mobility program to regulate the emerging technologies of shared micromobility devices

The Ped/Bike Chapter proposed overall goals for bicycling and walking. Separate bicycling and walking goals from the original text have been combined for brevity.

Goal #1. Safety: The City will create a safe, well-maintained, comfortable and enjoyable pedestrian/bicycle environment that encourages walking/bicycling and is accessible/safe/convenient for people of all ages and abilities.

Goal #2. Engineering: The City will provide continuous, connected and accessible pedestrian/bicycle networks that include both on-street and off-street facilities, as well as support facilities such as bicycle parking, that enable people of all ages and abilities to move safely and comfortably between places and destinations.

Goal #3. Encouragement: The City will promote walking and bicycling as a means of improving transportation circulation, transit access, public health, environmental quality and recreation, with the ultimate goal of increasing walking and bicycling trips as a percent of all travel in Alexandria.

Goal #4. Education: The City will educate users of all transportation modes about bicyclist and pedestrian safety, rights and responsibilities.

For all of these goals, the Ped/Bike Chapter describes objectives for City staff to work toward in support of goal achievement. The Ped/Bike Chapter also describes strategies for City staff to pursue to achieve these objectives. Attachment 2 provides progress reports to date on these objectives and strategies. Attachment 3 provides a status update the priority projects identified in the Ped/Bike Chapter.

In continuing to work toward goal achievement for the Ped/Bike Chapter, T&ES will be focusing on implementing a variety of safety measures under the Vision Zero Action Plan, implementing recommendations from Safe Routes to School walk audits, continuing to work toward filling sidewalk gaps (including pursuit of grants for more complex segments), assessing corridors for bicycle facilities, and working on issues identified in Pedestrian Case Study areas.

Attachments:

1. Updates on Performance Measures
2. Pedestrian and Bicycle Master Plan Progress Report
3. Status on Priority Projects

Attachment 1: Updates on Performance Measures

The Ped/Bike Chapter outlined the following performance measures to track progress toward goal achievement for pedestrians.

- Number of pedestrian-motor vehicle police-reported crashes, as well as pedestrian injuries and fatalities.

	Crashes	Serious injuries	Fatalities
2016	69	6	4
2017	62	6	2
2018	62	6	3
2019	60	8	2

- Number of intersections that are treated with safety and accessibility improvements.
The Vision Zero Action Plan tracks specific intersection improvements, and progress reports can be viewed at www.alexandriava.gov/VisionZero
- Percent of signalized intersections with pedestrian countdown signal.
There has been a 43% increase in intersections with pedestrian countdown signals at crosswalks from 68% in 2016 to 97% at of the end of May 2020.
- Percentage of maintenance requests related to pedestrian and bicycle issues that are addressed.
It is difficult to separate bicycle and pedestrian issues in the City's maintenance request system, so total Call Click Connect and 311 requests dealing with pedestrian and bicycling issues are often grouped together. Nearly 4,300 requests have been received since April 2016¹.
- Linear feet of new sidewalk, citywide.
Over 9,000 total linear feet of new sidewalk has been installed and over 1,600 linear feet of sidewalk have been upgraded with widened sidewalks or adjustments to provide improved access for wheelchair users since FY16. Approximately 1,300 linear feet of temporary, protected shared use path space was installed to fill the sidewalk gap on the #9 highest priority sidewalk on Seminary
- Miles of paved off-street trails, citywide.
One additional off-street trail (a segment of Four Mile Run Trail leading to a future bridge) has been installed since plan adoption, bringing the citywide total to approximately 21 miles. A new 150-foot pedestrian bridge was completed on the Four Mile Run trail that connects the Four Mile Run Wetlands Trail to the larger Four Mile Run trail network. The City suffered a setback with the July 2019 storms that severely damaged the trail and recent completion of a bridge connecting Holmes Run Parkway to N. Ripley Street as well as other bridges along Holmes Run. A 2021 budget request is made for the repair work.
- Percent of people walking to work.
According to the State of the Commute survey conducted in October 2016, 12% of people in Alexandria walk for some portion of their commute to work. Census Bureau data for the five-year period ending in 2016 indicates that 3.5% of Alexandria residents walk as their primary commute to work mode.²
- Number of people who are reached through the GoAlex program.
Nearly 57,000 residents were reached through the GoAlex program in fiscal year 2020, an increase of nearly 47% over 2018.

¹ This measure combines pedestrian and bicycle requests since these are often difficult to separate

² This data is no longer readily available.

Number of People who are reached through the TDM program in 2020	
Method Used	No. of People Reached
Call Center	2,584
Car share sign up	0
Recorded Grass Roots Marketing	35,360
New Homeowners Mailing	150
Newsletter	18,000
Employer Outreach Program	640
City Cycling Classes	187
Total	56,921

- Percent of people walking to work at employers participating in GoAlex Transportation Demand Management (TDM) program.
Data not available at this time.
- Percentage of people walking to transit.
State of the Commute survey conducted in October 2019 determined that about 41% of all commutes included a transit trip, while 4% of all commutes included a walking trip. The survey did not identify modes people used to access transit.
- Percentage of schools with Safe Routes to School programs and/or offering pedestrian safety education.
For school year 2019-2020, Safe Routes to School served all ACPS K-8 schools. All schools either had established or were in the process of beginning formal pedestrian and biking programs prior to the school shutdown. A part-time Safe Routes to School coordinator was hired in 2017 by ACPS.
- Percentage of children walking to school.
According to the Student Travel Tally for Fall 2019, about 22% of K-8 students in Alexandria walk to school.

The Ped/Bike Chapter sets out the following measures to track progress toward goal achievement for bicycling.

- Number of bicycle-involved crashes reported by police

	Crashes	Serious injuries	Fatalities
2016	18	1	0
2017	19	2	0
2018	21	4	0
2019	14	7	0

- Miles of on-street bicycle facilities citywide by type.
Since 2016, 11.9 miles of shared lane mile markings and 11.4 miles of bike lane miles were installed making for a total of approximately 39 lane miles of on street bicycle facilities. This is a nearly 46% increase in facilities since 2018
- Number of intersections improved with bicycle accommodations (bike boxes, bike signals, bicycle-compatible loop detectors, etc.)
Since 2018, 5 intersections have been improved with bicycle accommodations

- Number of bike parking spaces installed.
The City has directly installed approximately 200 bicycle parking spaces since 2016, and an unknown additional quantity has been provided by development. The City is initiating a project that will install about 400 bicycle parking spaces at a variety of transit and public building locations. In FY 2018, bike parking at most Alexandria public schools were updated and replaced to increase parking.
 - Percent of people bicycling to work.
According to the State of the Commute survey conducted in October 2019, 1.9% of people in Alexandria identify biking as their primary commute to work mode.
 - Number of bike share trips in Alexandria.
 - 2016: 61,399 trips
 - 2017: 85,089 trips
 - 2018: 75,774 trips
 - 2019: 65,767 trips
 - Through May 2020: 17,186 trips
 - Number of adult bicycle safety courses offered.
Since 2016, 32 courses and rides were held. More are planned in 2020 through a partnership with the Washington Area Bicycling Association (WABA). The City has also partnered with the National Park Service on outreach to trail users on safety and etiquette.
- The City also added its first Traffic Garden in the summer of 2019 and the Alexandria Bike Campus opened in December of 2019. A third traffic garden is planned and being designed for Cora Kelly Elementary School.*
- Percentage of children biking to school.
According Student Travel Tallies conducted by PE teachers in October 2019, 1% bike to school. This data is only representative of schools served by SRTS and does NOT include high school.

Attachment 2: Progress Report



Progress Key

- Not started
- Initiated
- Moderate progress
- Significant progress
- Complete

Pedestrian and Bicycle Master Plan

Progress Report 2020

This chart lists progress made on each of the action items in the Pedestrian and Bicycle Master Plan. For more details, please visit alexandriava.gov/PedBikePlan.

ACTION ITEM	PROGRESS
 Pedestrian Improvements	
(SA) Safety - 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	
1.1 Ensure that all streets, trails, and intersections are accessible, safe and 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 pedestrian and bicycle facility treatments appropriate to a street and its surrounding context	●●●●
1.4 Eliminate pedestrian fatalities and injuries citywide	●●●●
(EG) Engineering - The City will provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably between places and destinations	
2.1 Ensure sidewalks are available on both sides of all streets	●●●●
2.2 Make intersections throughout the City safe, comfortable and accessible for pedestrians	●●●●
2.3 Increase the number and quality of off-street pedestrian connections	●●●●
(EN) Encouragement - 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	
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 The City will advance to a recognized gold level "walk friendly community" (www.walkfriendly.org)	●●●●
(ED) Education - The City will educate users of all transportation modes about pedestrian safety, rights and responsibilities	
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	●●●●
 Pedestrian Engineering Strategies	
1 Apply the Complete Streets Design Guidelines on all street projects in the City	●●●●
2 Close sidewalk network gaps and improve sidewalks where needed	●●●●
3 Prioritize and standardize curb ramp upgrades and other Americans with Disabilities Act (ADA) and 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 or documented safety concerns, and in all new development and future capital improvement projects	●●●●
6 Prioritize ongoing maintenance and repair of the pedestrian network	●●●●
7 Improve access and safety for all users on trails; particularly at entrance/exit points	●●●●
8 Reduce conflicts between bikes, pedestrians and other users on sidewalks	●●●●
9 Improve walkability, connectivity and ADA access to transit	●●●●
10 Improve walkability, connectivity and ADA access near school and parks	●●●●



Pedestrian Program and Policy Strategies

1	Conduct an evaluation of traffic fatalities and develop a Vision Zero program that outlines the framework, budget, and staffing needed to work towards eliminating pedestrian and bicycle related deaths and serious injuries in Alexandria	●●●●
2	Pursue funding to oversee education and outreach for pedestrian/multimodal transportation safety initiatives citywide	●●●●
3	Regularly conduct construction inspections to ensure safe, convenient and accessible pedestrian accommodations are provided during all phases of construction	●●●●
4	Develop an annual report card with information on the performance measures identified in this Plan, as well as those identified by the Office of Performance Accountability related to bicycling and walking	●●●●
5	Explore a pilot Open Streets Event to encourage active transportation	●●●●
6	Evaluate the use of the employee alternative transportation benefits program, and expand promotion efforts related to the program	●●●●
7	Pursue funding for high priority pedestrian projects	●●●●
8	Partner with the Alexandria Health Department and Department of Community and Human Services, as well as non-profits such as Partnership for a healthier Alexandria, to identify funding and prioritize programs related to active transportation and lifestyles	●●●●
9	Continue to provide training for appropriate City staff on national ADA design standards, Complete Streets and other best practices	●●●●
10	Partner with GoAlex and the Alexandria Police Department to build upon regional safety campaigns and other similar efforts that promote pedestrian, bicycle and driver safety, rights and responsibilities, as well as the benefits of active transportation	●●●●
11	Continue to improve pedestrian access within and through large properties such as shopping centers and multifamily housing complexes through partnerships with developers/landowners, small area plans and the development review process	●●●●
12	Strive for Gold designation in the Walk Friendly Community program of the Pedestrian and Bicycle Information Center through implementation of the pedestrian projects and strategies presented in this Plan	●●●●



Bicycle Improvements

(SA) Safety - The City will create a safe, well-maintained bicycling environment that encourages bicycling as an enjoyable and convenient mode of travel and recreation for riders of all ages and abilities.		
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	Eliminate bicycle fatalities and injuries citywide	●●●●
(EG) Engineering - The City will develop a connected bicycle network that includes both on-street and off-street facilities, as well as support facilities, as well as support facilities such as bicycle parking, that provide safe, enjoyable and comfortable accommodations for riders of all ages and abilities		
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 and buffered bicycle lanes, sidepaths, trails and neighborhood bikeways 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	●●●●
(EC) Encouragement - 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		
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	The City will advance to a gold level bicycle-friendly community (http://bikeleague.org/community)	●●●●
(ED) Education - The City will educate users of all transportation modes about bicycle safety, rights and responsibilities		
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	●●●●



Bicycle Engineering Strategies

1	Add new bicycle lanes, signed bicycle routes and shared lane markings to expand the on-street bicycle network	●●●●
2	Implement and evaluate protected bike lanes and neighborhood bikeways on City streets where appropriate	●●●●
3	Improve access and safety for all users on trails, particularly at entrance/exit points	●●●●
4	Use bicycle-specific treatments at intersections to improve safety and provide a more continuous, low-stress experience for people biking	●●●●
5	Increase the availability of bicycle parking throughout Alexandria	●●●●
6	Prioritize ongoing maintenance and repair of the bicycle network	●●●●
7	Improve bicycle access to transit	●●●●
8	Improve signage and wayfinding for people biking	●●●●
9	Continue to expand the citywide Capital Bikeshare system using recommendations presented in this Plan as well as other opportunities that arise related to redevelopment. Seek additional funding opportunities to support maintenance, operations, and system expansion	●●●●



Bicycle Program and Policy Strategies

1	Regularly conduct construction inspections to ensure safe, convenient and accessible bicycle and pedestrian accommodations are provided during all phases of construction	●●●●
2	Conduct post-construction development inspections to ensure that new bicycle facilities, including bike parking, is installed and appropriately designed	●●●●
3	Develop an annual report card with information on the performance measures related to walking and biking identified in this Plan, as well as those identified by the Office of Performance Accountability related to bicycling and walking	●●●●
4	Incorporate key bicycle commuting routes into the existing map that shows the current status maintenance and removal on City streets/facilities	●●●●
5	Explore a pilot Open Streets Event to encourage active transportation and lifestyles	●●●●
6	Evaluate the use of employee alternative transportation benefits program, and expand promotion efforts related to the program	●●●●
7	Pursue funding for high priority bicycle projects	●●●●
8	Conduct a biennial citywide survey to learn more about the non-commute transportation habits of Alexandria residents and employees	●●●●
9	Partner with the Alexandria Health Department and DCHS to identify funding and prioritize programs related to active transportation and lifestyles	●●●●
10	Continue to provide staff training on Complete Streets Design Guidelines and other bicycle-related topics as needed	●●●●
11	Partner with GoAlex and the Alexandria Police Department to build upon the regional safety campaign and other similar efforts that promote bicycle, pedestrian and motorist safety, rights and responsibilities, as well as the benefits of active transportation	●●●●
12	Partner with local bicycle groups and Alexandria City Public Schools to support bicycle education, outreach and promotion amongst underrepresented groups including children, women, senior citizens and non-English speaking communities	●●●●
13	Promote the City's existing Bicycle Friendly Businesses (from the League of American Bicyclists' program) on the GoAlex website, in order to support businesses that provide bike parking and take others steps to support bicycling	●●●●
14	Strive for Gold designation in the League of American Bicyclists Bicycle Friendly Community program through implementation of the bicycle network and other strategies presented in this Plan	●●●●

Attachment 3: Status on Priority Projects

Status on Priority Projects

Pedestrian (Sidewalk) Priority Projects

Priority	Project Description	Status	Notes
1	King Street (Quaker Lane to N. Hampton)	●●●●	Applied for project funding for a portion of the project (Quaker to Menokin)
2	Van Dorn Street (Kenmore Ave to n/o Braddock Road)	●●●●	Initiation needed
3	Payne St / Jefferson St (300 block of S Payne; 700 block of S Payne: 1200 block of Jefferson)	●●●●	1200 block of Jefferson Complete
4	Cameron Station Blvd (S Pickett to Boothe Park)	●●●●	Complete
5	Fayette Street (Route 1 and First Street)	●●●●	To be completed by developer
6	Eisenhower Ave (Van Dorn St to Van Dorn Metro St)	●●●●	Initiation needed
7	N Jordan Street (Howard to Seminary Road)	●●●●	Section between Howard and Juniper completed
8	Russell Road (King Street to W Cedar Street)	●●●●	
9	Seminary Road (w/o Quaker Lane to w/o Ft Williams Pkwy)	●●●●	Temporary facility complete - Funding application submitted for construction
10	Commonwealth Avenue	●●●●	Complete

On-Street Bicycle Projects

Priority	Project Description	Status	Notes
1	Madison St / West St / Oronoco St (from West St. to Mt. Vernon Trail / Union St.)	●●●●	Study, design, and outreach required in coordination with Old Town North SAP implementation
2A	Royal St. (Bashford Lane to Oronoco Street)	●●●●	Installation expected CY 2020
2B	Royal St. (Oronoco St to Gibbon Street)	●●●●	Installation expected CY 2020
2C	Royal St. (Gibbon Street to Jones Point Drive)	●●●●	Installation expected CY 2020
3	Van Dorn St (Eisenhower to Sanger) / Sanger Ave (Van Dorn to Beauregard) / Beauregard (Holmes Run Pkwy to King St)	●●●●	Design of shared-use path on Beauregard (Seminary to King St) underway
4	Duke Street (I-395 to Dangerfield Road)	●●●●	To be completed as a part of Duke Street Transitway
5	Prince / Cameron Streets (Reinkers to Union St)	●●●●	Complete
6	Payne / Fayette Streets (Old Cameron Run Trail to Slaters Lane)	●●●●	
7	S Pickett St (City line to Duke Street)	●●●●	City line to Edsall Road Complete. Edsall Road to Duke Street requires further study
8A	King Street (Janney's Lane to Radford Street)	●●●●	Complete
8B	King Street (Radford St to Menokin Drive)	●●●●	Application pending for SmartScale funding
9	Seminary Road (Van Dorn to N Quaker Lane)	●●●●	Project from Quaker Lane to Howard completed and under evaluation through CY21
10	Mt Vernon Ave (Braddock Road to W Glebe)	●●●●	Complete

Trail Crossing Projects

Priority	Project Description	Status	Notes
1	Mt Vernon Trail near Jones Point Park	●●●●	Complete
2	Mt Vernon Trail and Royal Street	●●●●	To be completed by developer
3	Bridge across Holmes Run	●●●●	Completed, but Summer 2019 storms damaged the new trail and bridge, CIP project in FY21 to repair the damage
4	Four Mile Run and Route 1 Intersection	●●●●	Currently being designed
5	Potomac Yard Trail near Shoppers/Barnes & Noble	●●●●	Not yet started, dependent on private property owner
6	E Abingdon from Mt Vernon Trail to Slaters Lane	●●●●	In Design
7	Mt Vernon Trail and Canal Center Plaza intersection	●●●●	To be completed by developer
8	Potomac Yard Trail at Braddock Rd Metro Station	●●●●	Currently under assessment
9	Telegraph Avenue Tunnel	●●●●	Tunnel Study completed and included in Eisenhower East Small Area Plan
10	Holmes Run Tunnel under I-395	●●●●	Lighting improvements planned following Bridge completion

Trails Projects

Priority	Project Description	Status	Notes
1	Holmes Run Trail (south side of Holmes Run between Ripley St and N Pickett St)	●●●●	Further funding and trail maintenance required
2	Backlick Run Trail (Cameron Station to Fairfax Co)	●●●●	To be completed by developers
3	Old Cameron Run Trail (Eisenhower Ave/ Stovall St to Holland Lane alignment)	●●●●	Awarded funding, design underway, but project construction is delayed due to a sewer project by AlexRenew