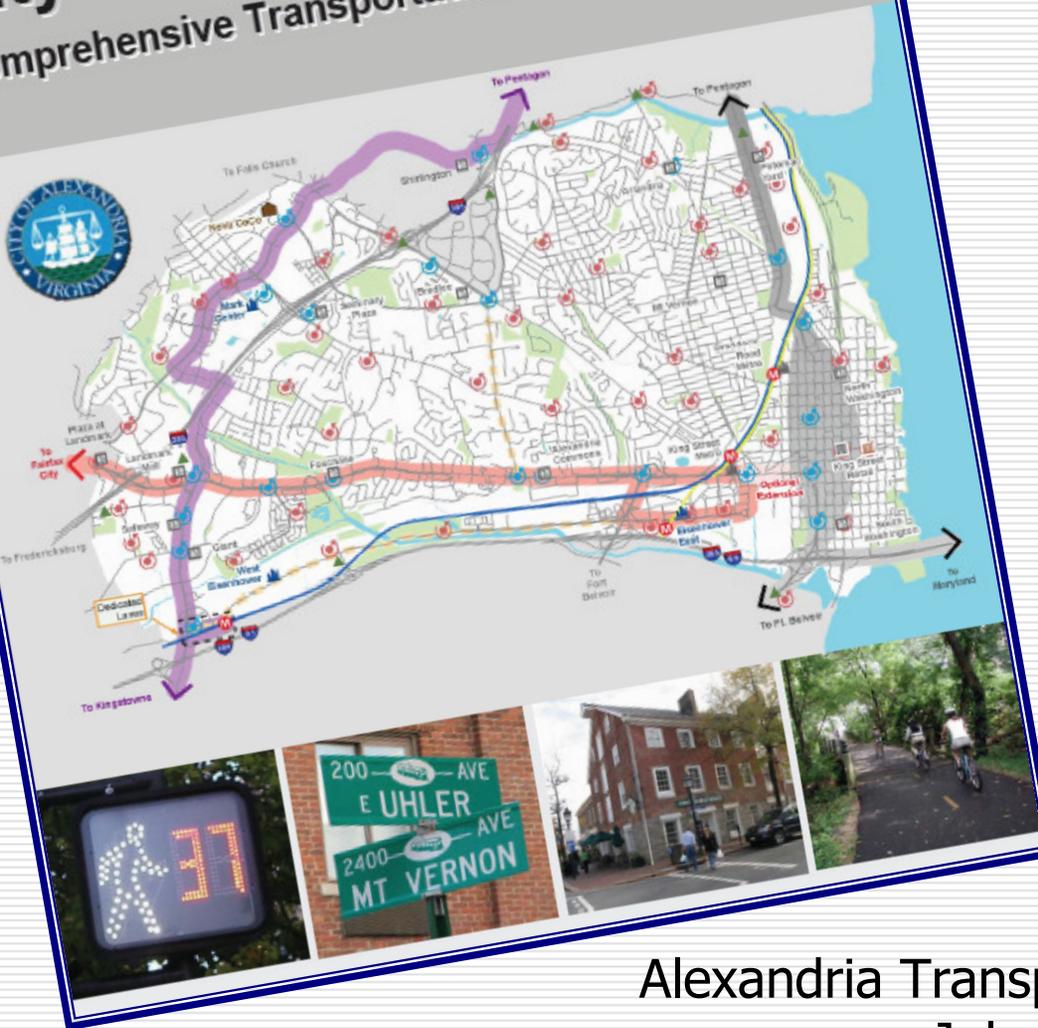


City of Alexandria Comprehensive Transportation Master Plan



Alexandria Transportation Commission
July 17, 2008

Transportation Master Plan

Plan Overview

- ❑ Replaces the 1992 Transportation Plan
- ❑ Concept Oriented Plan
- ❑ New Framework for Decision Making
- ❑ First Step of Process (Design Guidelines, Projects, etc.)

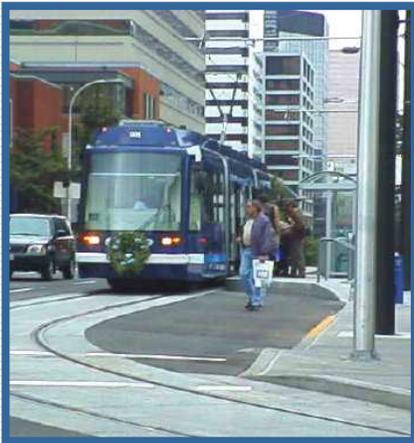
Implementation Process

- ❑ Long-Range Improvement Needs
- ❑ Transportation Improvements Work Plan

Overview

THERE IS AN INTEGRATED,
MULTIMODAL TRANSPORTATION
SYSTEM THAT EFFICIENTLY AND
EFFECTIVELY GETS PEOPLE FROM
POINT "A" TO POINT "B".

-City Strategic Plan 2004-2015.



Overview

Why?

- Demand for mobility is increasing, locally and regionally
- Opportunities for (and interest in) additional street is capacity limited
- Automobile congestion cannot be eliminated!
- Alexandria needs a new mobility strategy

How?

- Change the way Alexandrians think and act when it comes to traveling.
- Provide connectivity and accessibility throughout Alexandria through a comprehensive, multimodal approach.

Guiding Principles

- 1. Alexandria will develop innovative local and regional transit options.*
- 2. Alexandria will provide quality pedestrian and bicycle accommodations.*
- 3. Alexandria will provide its citizens with accessibility and mobility.*
- 4. Alexandria will increase the use of communications technology in transportation systems.*
- 5. Alexandria will further transportation policies that support livable, urban land use and encourage neighborhood preservation.*
- 6. Alexandria will promote environmentally friendly transportation policies.*
- 7. Alexandria will ensure accessible, reliable and safe transportation for older and disabled citizens*

Plan Elements



Section One:
Transit



Section Four:
Streets



Section Two:
Pedestrian



Section Five:
Parking



Section Three:
Bicycle



Section Six:
*Funding &
Implementation*

Transit

The City will expand local and regional transportation options to reduce traffic congestion and decrease public dependence on the automobile



Transit

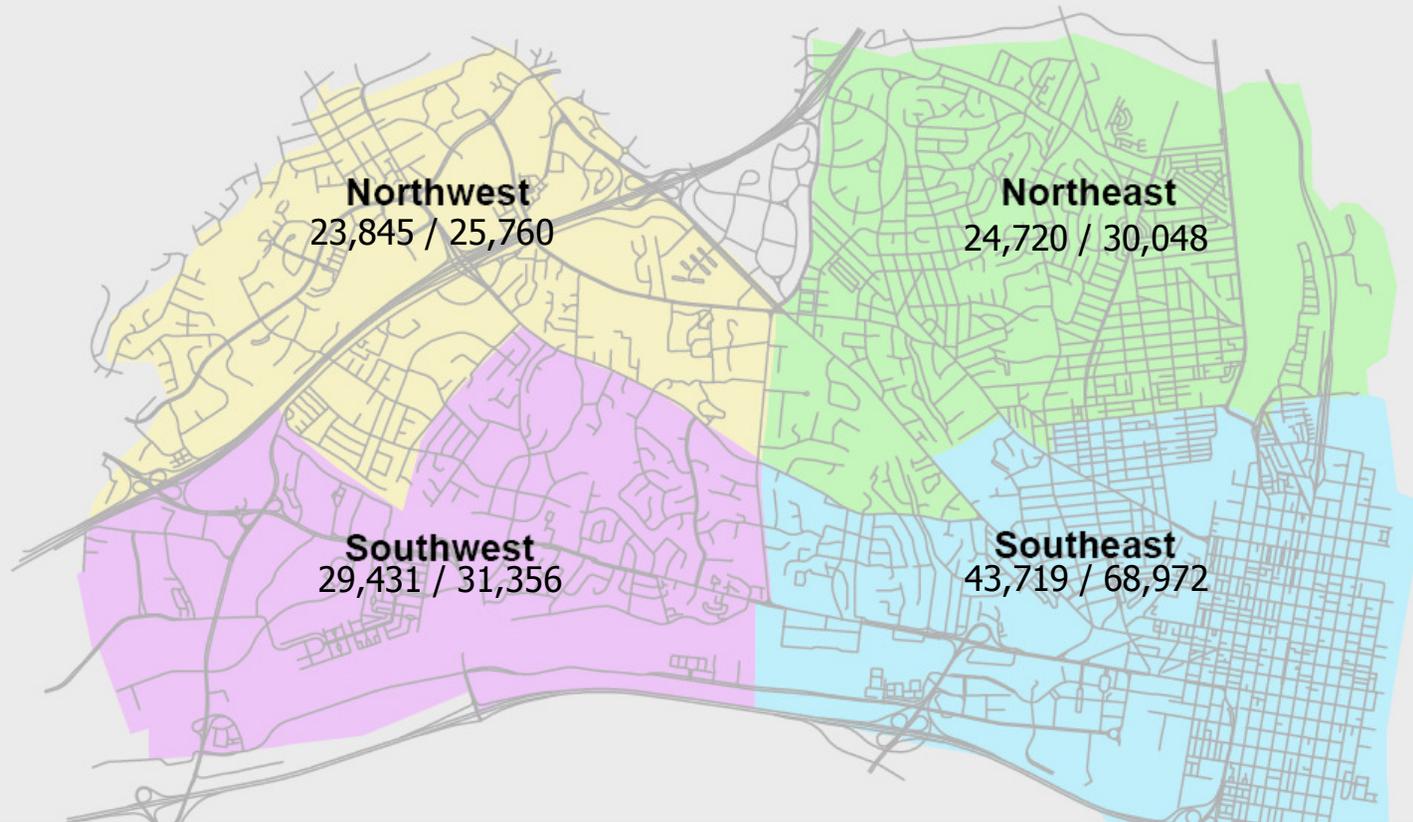
Goal: Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.

Objective: A reliable and convenient mass transit system integrated with surrounding land uses and existing transportation connections offering travel time savings and an enjoyable transit experience for its riders, featuring advanced technology and passenger amenities.



Transit

City of Alexandria: Transportation Quadrants



		Destination				Total
		NW	NE	SW	SE	
Origin	2000					
	NW	23845	3265	6470	6482	40062
	NE	3518	24270	2640	9017	39445
	SW	5602	2722	29431	8686	46441
	SE	4798	6735	6464	43719	61716
Total	37763	36992	45005	67904	187664	

		Destination				Total
		NW	NE	SW	SE	
Origin	2030					
	NW	25760	3372	6612	7662	43406
	NE	3654	30048	2828	14963	51493
	SW	6254	3224	31356	11863	52697
	SE	5647	11329	7802	68972	93750
Total	41315	47973	48598	103460	241346	

Transit Strategy

Why is this Different?

- Focus on securing dedicated, congestion-free, transit right-of-way
- Use of state-of-the-art clean, environmentally friendly, comfortable, accessible vehicles (Light Rail, Street Car, Bus Rapid Transit) that provide amenities to make the daily commute an enjoyable experience
- Use of smart technology to provide transit users and riders with up to the minute information
- Shorter headways, making it easier to catch a ride when and where people need to
- Focus on enhanced connectivity between various modes of transit, bicycle and pedestrian facilities

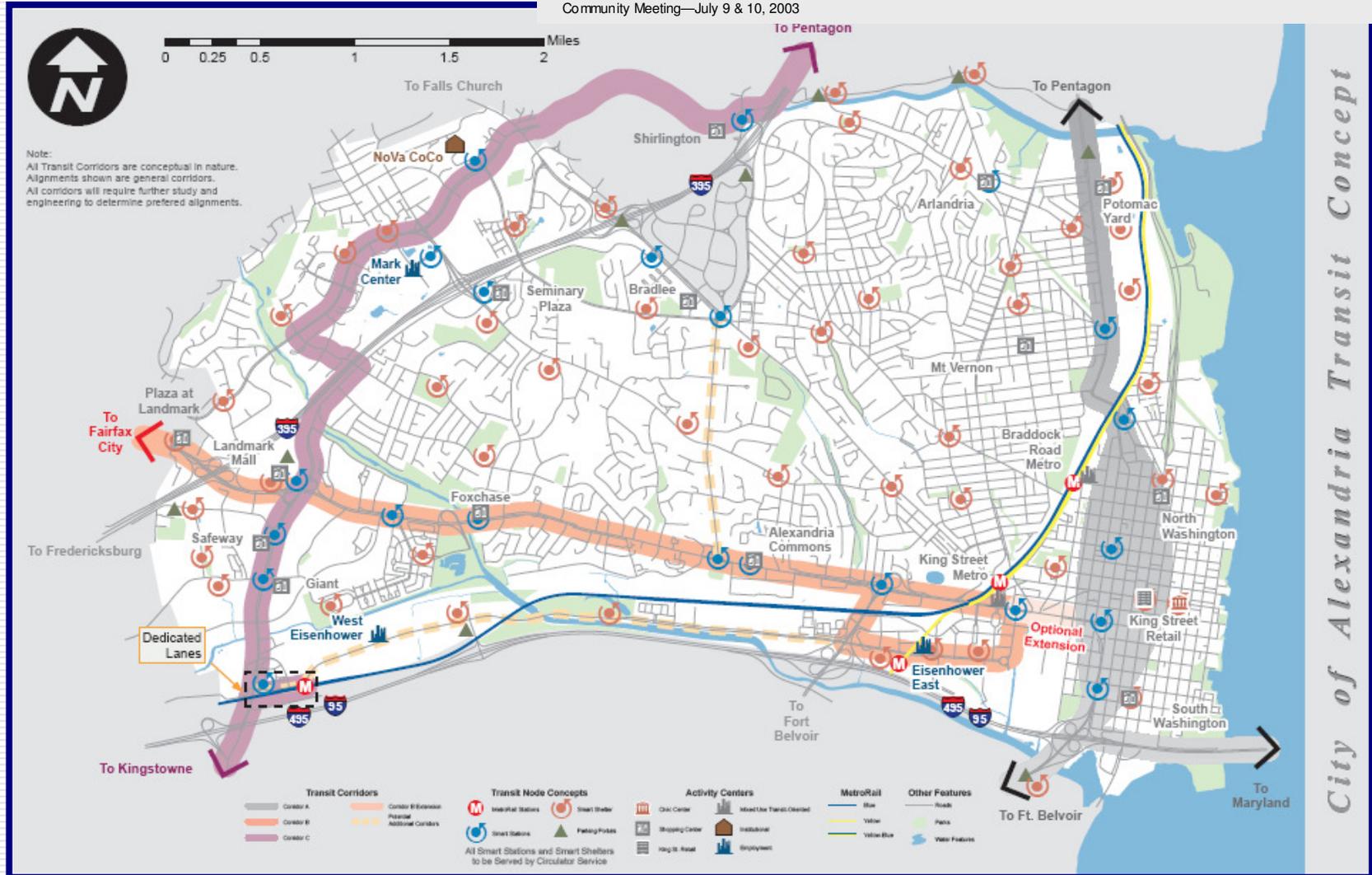
Transit Corridors

What Do Alexandrians Say? Desired Public Transit Improvements

- ◆ More peak hour buses and bus-only lanes
- ◆ Smaller buses
- ◆ Increase shelter lighting and safety
- ◆ Improve pedestrian walkways and access to public facilities
- ◆ Provide automated schedule
- ◆ Better maintenance, recognizable, visible transit signage
- ◆ More and clearer bus schedules
- ◆ Integrate transit with city planning/development



Community Meeting—July 9 & 10, 2003



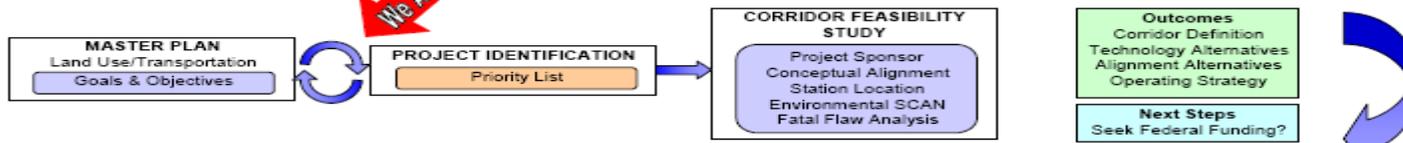
Implementation



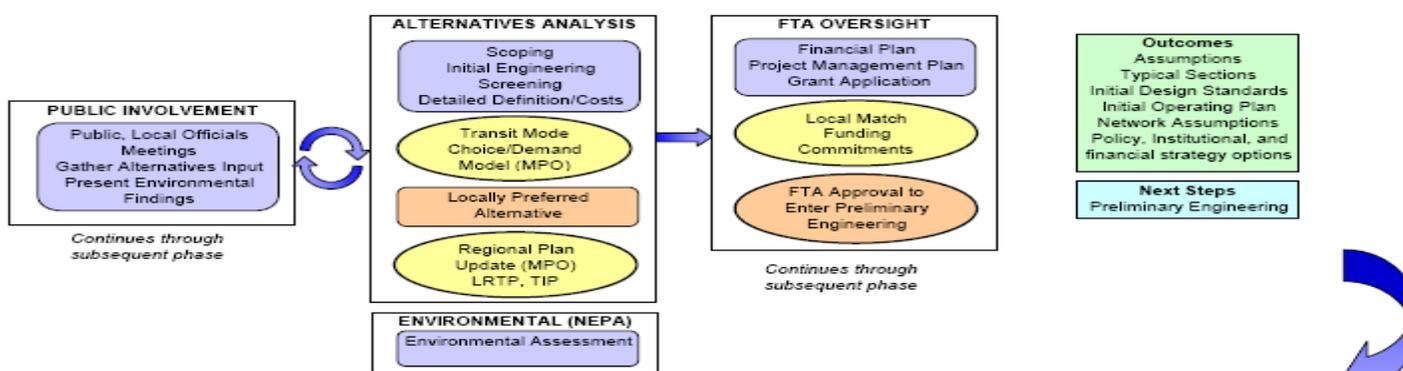
City of Alexandria – Transportation Task Force: PROJECT DEVELOPMENT PROCESS

Baker

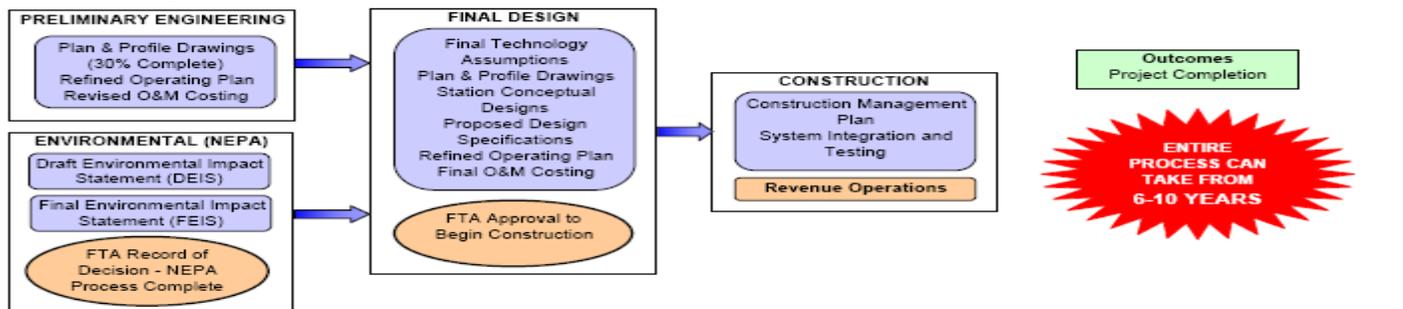
Phase I: Concepts



Phase II: Planning & Development



Phase III: Engineering, Refinement & Delivery



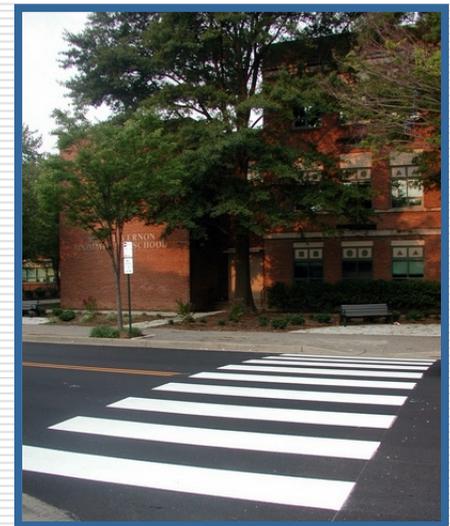
Actions & Strategies

1. Engage the community in developing and implementing the proposed transit concept
2. Coordinate with surrounding jurisdictions to enhance regional mobility
3. Prioritize transit corridors for investment
4. Develop corridor-specific plans for dedicated transit travel ways within the proposed general corridors
5. Identify strategic locations for smart stations serving new and existing transit services
6. The City will ensure that development and redevelopment does not preclude efforts to expand public transportation infrastructure.
7. Further identify specific transit modes, technologies and techniques best suited for Alexandria
8. Integrate existing DASH service with new transit services
9. Incorporate street operations improvements that serve all transit services
10. Create TMPs, overlay zoning, parking management, etc. to support transit service delivery and use
11. Seek new and innovative funding options
12. Utilize public outreach and marketing to promote expanded services
13. Coordinate efforts to ensure that the special transportation needs of all citizens are considered

Pedestrian

“Pedestrians are the lost measure of a community; they set the scale for both center and edge of our neighborhoods”

-- architect Peter Calthorpe



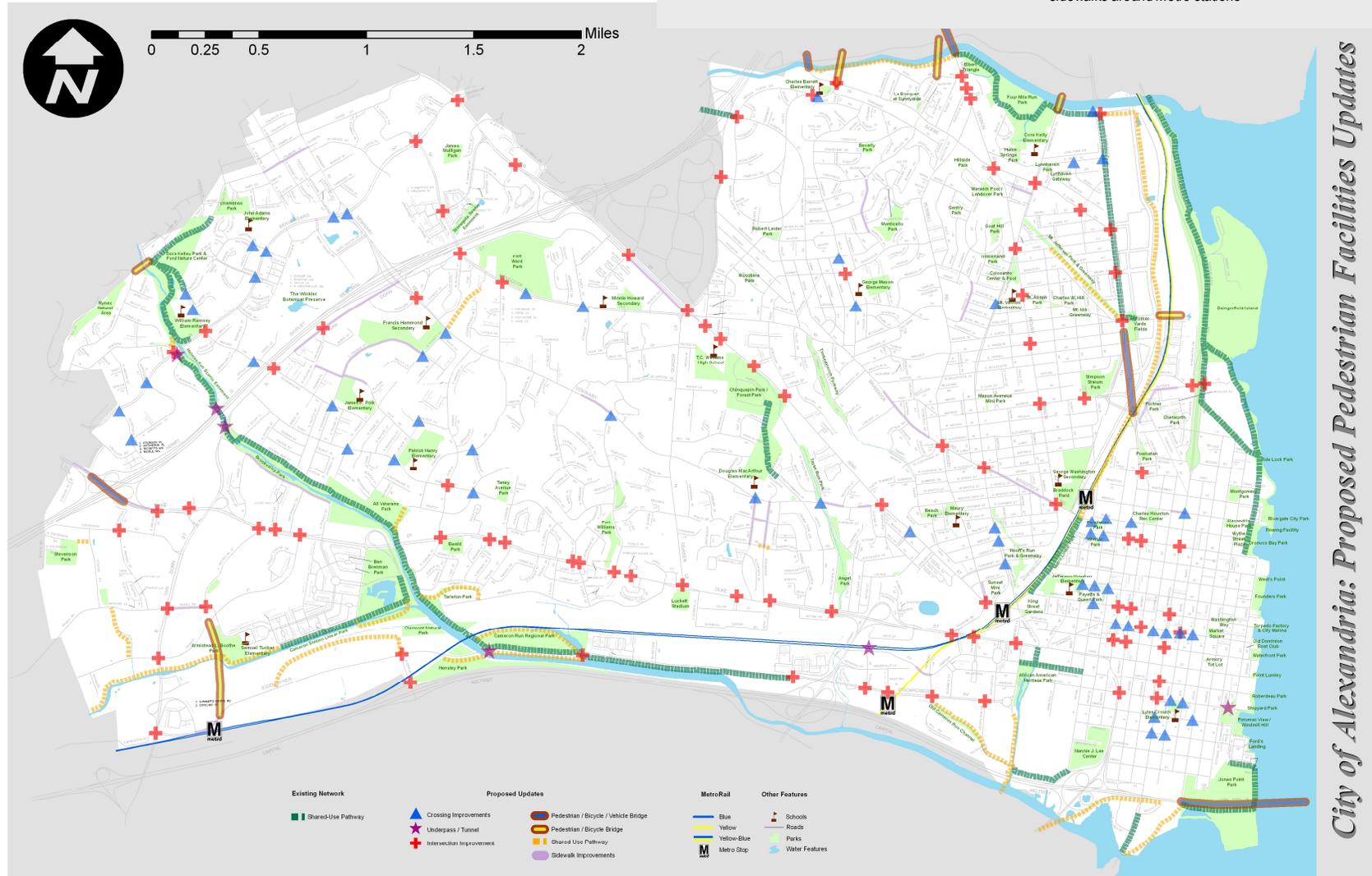
Pedestrian

What Do Alexandrians Say? Key Pedestrian Workshop Findings

- ◆ Consistent sidewalk structure and placement, better crosswalk signage, fix crossing lights
- ◆ Countdown to all signals (give pedestrians more time)
- ◆ Clear, wide sidewalks, attractive medians
- ◆ More sidewalks on the West End
- ◆ Create pedestrian-friendly King Street Metro area
- ◆ More pedestrian connectivity through dead-end streets
- ◆ Consider pedestrian access in future developments
- ◆ Introduce ground floor retail, streetscape, public art and sidewalks around Metro stations



Community Meeting—July 3 & 4, 2003



City of Alexandria: Proposed Pedestrian Facilities Updates

Pedestrian

Why this is different...

- ❑ Pedestrians now a serious component of modern transportation system
- ❑ Holistic approach
- ❑ Focus on accessibility and walkability around transit
- ❑ Improved coordination between transportation & planning to reward walking in areas of residential density & mixed use
- ❑ Encourages people to integrate walking into daily routines – “active living”



Pedestrian

□ Policy Levels Goals

- Building on previous efforts (i.e. Community Pathways)
- Avoids being too prescriptive
- Current Pedestrian & Bicycle Mobility Study provides fine-grained support



□ Benchmarks

Actions & Strategies

Enforcement and Safety

- ❑ Target enforcement in areas of safety concerns
- ❑ Work with schools and transit service providers to identify high-priority crosswalk/intersection improvement projects

Engineering

- ❑ Develop a *Pedestrian Design Guide*
- ❑ Implement improvements identified in citywide needs study
- ❑ Implement Safe Routes to School improvements on priority basis

Encouragement

- ❑ Provide commuter benefits for persons who walk to work
- ❑ Establish pedestrian accessibility and connectivity standards for development reviews

Education

- ❑ Ensure Safe Routes to School includes education component
- ❑ Incorporate pedestrian and transit routes in Bicycle Trail and Recreational Facility map
- ❑ Integrate walking into alternative transportation website

Evaluation

- ❑ Prepare annual benchmark report
- ❑ Maintain community input on progress and potential improvements

Bicycle

THE CITY WILL BECOME BICYCLE-FRIENDLY BY MAKING ROUTINE ACCOMODATIONS FOR BICYCLISTS ON 'COMPLETE' STREETS AND PATHWAYS THAT ENABLE SAFE TRAVEL FOR ALL USERS.

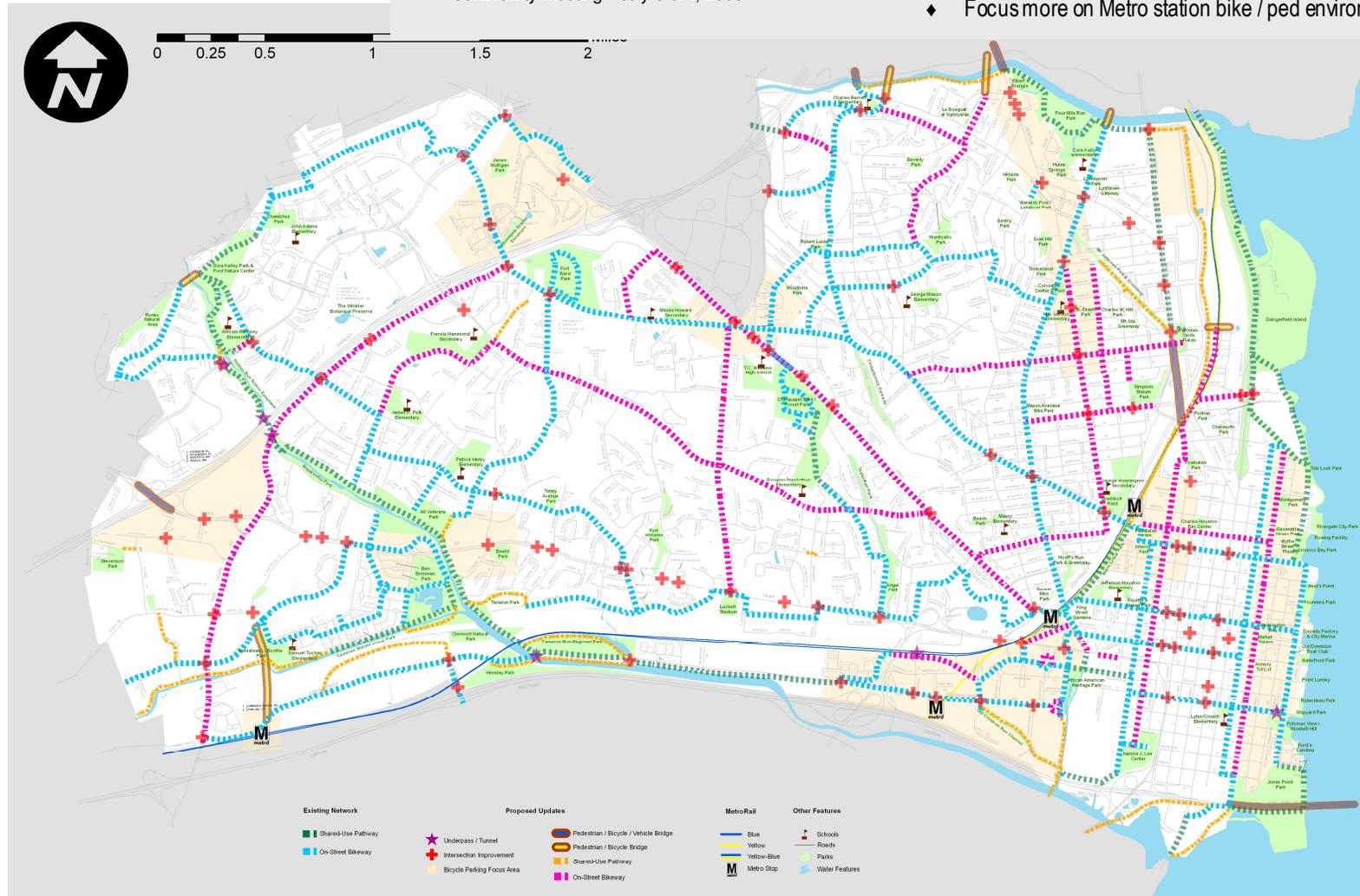


Bicycle

What Do Alexandrians Say? Key Bicycle Workshop Findings

Community Meeting—July 3 & 4, 2003

- ◆ Better connectivity through major developments
- ◆ Improve safety of existing trails
- ◆ Bike facilities on Duke, Seminary, Janneys and Quaker
- ◆ Create link from West End to Old Town
- ◆ Adequate trail width, center lines on bikeways
- ◆ Bike racks throughout the city
- ◆ Enhance customer service through Internet
- ◆ Focus more on Metro station bike / ped environment



City of Alexandria: Proposed Bicycle Facilities Updates

Bicycle

Why this is different...

- ❑ Routine accommodations for bicyclists
- ❑ Holistic approach
- ❑ Better compatibility between bicycle and transit
- ❑ Safety & Education programs
- ❑ Encourages people to consider bicycling for short trips and commuting



Bicycle

- ❑ Policy Levels Goals
 - Building on previous efforts
 - Avoids being too prescriptive
 - Current Pedestrian & Bicycle Mobility Study provides fine-grained support

- ❑ Benchmarks



Actions & Strategies

Enforcement and Safety

- Target enforcement to encourage riding following Rules of the Road
- Commuter safety programs
- Bicycle safety improvements

Engineering

- Expand bikeway network
- Enhance maintenance
- Increase accommodations for parking

Encouragement

- Provide commuter benefits for bicyclists
- Accommodate bicycles on transit vehicles
- Organize and sponsor promotional programs
- Establish bicycle standards for development reviews

Education

- Integrate Safe Routes to School and Neighborhood Traffic Calming
- Regularly update Bicycle Trail and Recreational Facility map
- Integrate bicycling into alternative transportation website

Evaluation

- Prepare annual benchmark report

Streets

The City will increase the number of people who travel in the City by mass transit, bicycle or walking and become less auto dependent

-- City Strategic Plan 2004-2015



Streets

- Street Classification
- Neighborhood Protection
- Travel Demand Management
- Funding
- Actions & Strategies

Streets

- Focus on integrated solutions, providing mobility and access to all modes of transportation
- Development of a comprehensive, integrated, connected network that accomodates all users
- Recognizes the need for flexibility: that all streets are different serving differing functions, priorities and user needs
- Focus on the application and development of context sensitive solutions that guide and complement street function

Actions & Strategies

1. Ensure streets safely accommodate all users
2. Develop and adopt a “Complete Streets” policy
3. Enhance existing and develop new TDM programs
4. Incorporate technology to improve mobility on arterial streets
5. Enhance safety for all users at signalized intersections
6. Improve the natural and human environment, preserve historic resources and create more enjoyable street spaces
7. Develop comprehensive design guidelines for public street space

Parking

Goal: A comprehensive parking management strategy that is fully integrated with the city's plans for transit, streets, bicycles and pedestrians and functions in coordination with these plans - furthering the city's overall goals and wider transportation vision.



Parking

- Existing Parking Requirements
- Parking Management Principles
- Funding
- Actions & Strategies

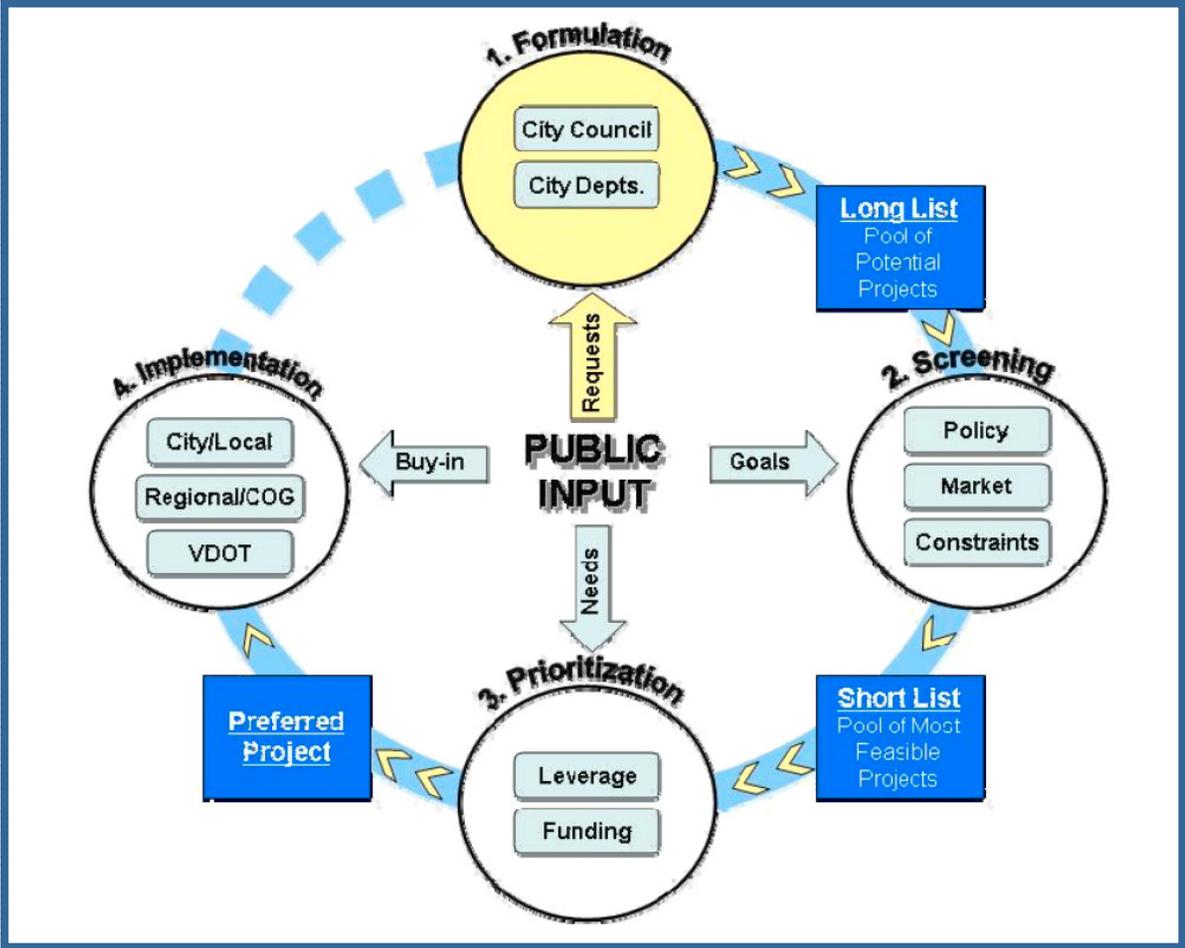
Parking

- Identifies parking and curbspace management priorities to increase parking efficiency and further the city's wider transportation vision.
- Establishes guiding principles to direct the decision-making process regarding parking policy and programs.
- Establishes a diversity of demand, cost and supply related actions and strategies to comprehensively address parking within the city.

Actions & Strategies

1. Comprehensive study of parking supply, demand and policies
2. Develop comprehensive curbside management program to ensure maximum parking availability
3. Utilize parking policies to help reduce congestion and support TDM programs
4. Implement policies to discourage surface lots in commercial districts
5. Use information technology to provide real-time parking location and availability information
6. Educate property development and management community about unbundling parking from building leases

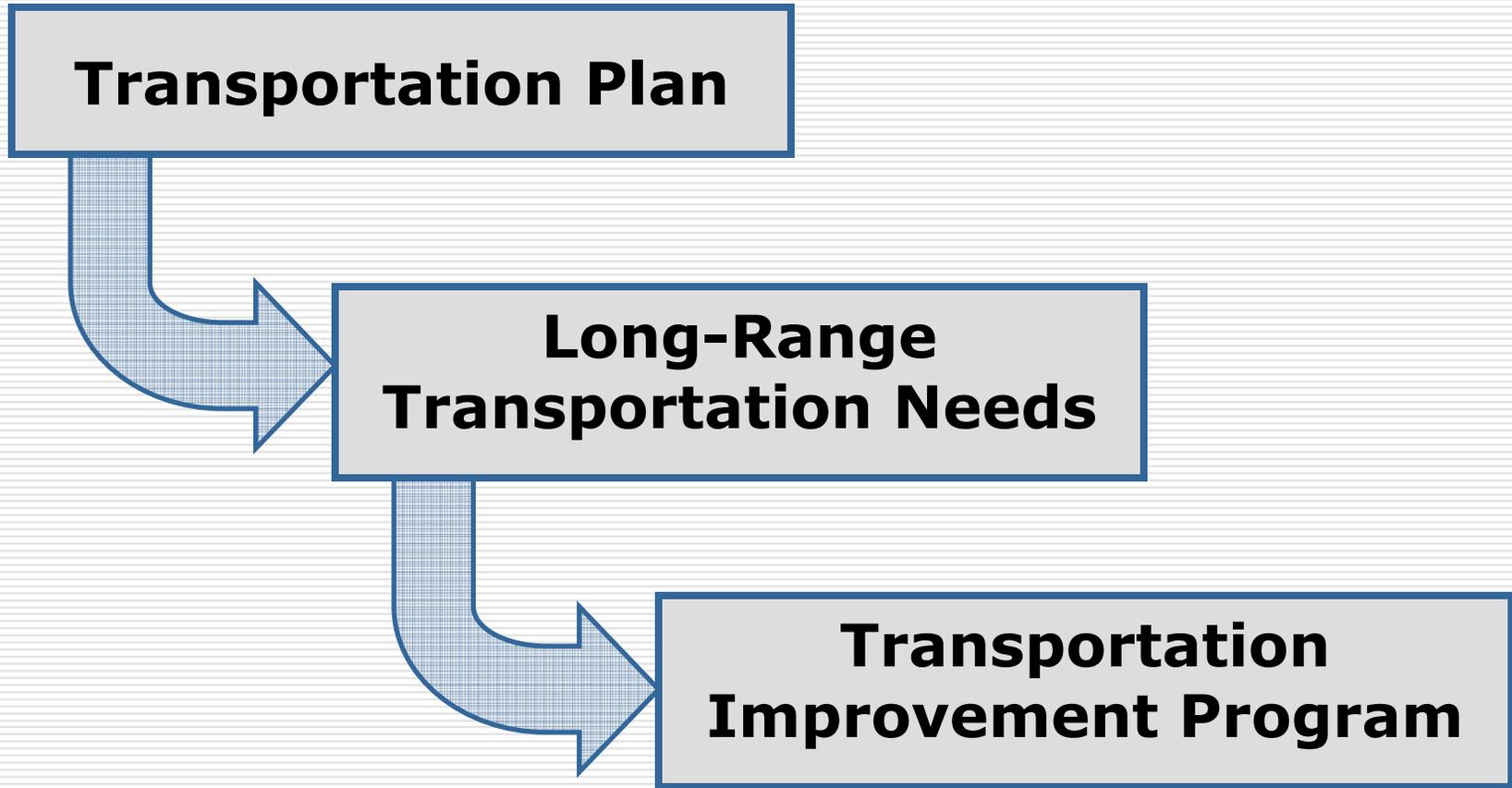
Ongoing Process



Next Steps

- Incorporate Pedestrian and Bicycle Mobility Plan
- Long-Range Needs / Improvements Program
- Initiate Transit Concept Feasibility and Parking Studies
- Develop Street Design Guidelines
- Develop FY 2010 Funding Priorities

Implementation



Comments & Discussion