

# Alexandria Pedestrian and Bicycle Master Plan Update And Complete Streets Design Guidelines

## Summary Scope of Work

07/07/2014

### BACKGROUND

The City's 2008 Transportation Master Plan envisions a transportation system that encourages the use of alternative modes of transportation, reduces dependence on the automobile and promotes a balance between travel efficiency and quality of life, providing Alexandrians with transportation choice, continued economic growth and a healthy environment. This system will lead to the establishment of transit-oriented, pedestrian friendly village centers, focused on neighborhood preservation and increased community cohesion, forming a more urban, vibrant and sustainable Alexandria.

In 2008, the City also completed a Pedestrian and Bicycle Mobility Plan (see definitions in Appendix B), and the Pedestrian and Bicycle chapters of the Transportation Master Plan. Since then, staff has completed many important projects to improve walking and bicycling in Alexandria, and many more are currently underway. In addition, in 2011 the City adopted a Complete Streets policy, expanded staff to include a full time Complete Streets coordinator, and initiated a Capital Bikeshare program, which continues to expand citywide.

### INTENT

Given the many pedestrian and bicycle improvements over the past five years as well as the addition of the Complete Streets policy and Capital Bikeshare program, the City will undertake an effort to incorporate the improvements, Complete Streets policy and bikeshare program into an updated Pedestrian and Bicycle Master Plan and development of Complete Streets Design Guidelines. The purpose of the Alexandria Pedestrian and Bicycle Master Plan Update, and Complete Streets Design Guidelines is to:

- Develop a non-motorized system that addresses the needs of all users (pedestrians, bicyclists, vehicles, and transit riders) and is consistent with the Transportation Master Plan that encourages the use of alternative modes of transportation, reducing dependence on the private automobile;
- Develop both a bicycle and pedestrian network and hierarchy, based on identification of major activity centers or destinations (including existing permitted and projected development and metrorail stations); and
- Develop a framework for implementing non-motorized policies and projects citywide;

## **KEY TASKS**

### **Data Collection and Review**

This task includes a review of all pertinent background data / information relevant to the Project. This includes a review of previous completed plans and studies, such as the 2008 Transportation Master Plan and Pedestrian and Bicycle Mobility Plan, Capital Improvement Program (CIP), Small Area Plans, land use information, and collection of data, such as collision data, available pedestrian and bicycle counts.

### **Review Existing Conditions**

This task includes an identification of the existing pedestrian and bicycle conditions within the City and identify the existing mode share. An inventory of existing pedestrian and bicycle facilities within the City, and within one mile of adjacent jurisdictions will be conducted. Based on a review of previous plans, including the existing Transportation Master Plan, a “Pedestrian and Bicycle Facility Progress Report” will be prepared that indicates the progress that has been completed since the 2008 Transportation Master Plan.

### **Civic Engagement**

The project shall be conducted in a collaborative atmosphere, with public participation integrated into the process of technical evaluation. Timely and clear communication with citizens, businesses, developers, and state, federal, and local elected officials are critical to the success of the project. A Civic Engagement Plan (CEP) will be prepared, consistent with the principles, framework and recommended outreach strategies identified in the City’s “*What’s Next, Alexandria*” program as outlined in the Civic Engagement Handbook. The Civic engagement process will include meetings with various Commissions and Council, three public meetings, and a minimum of six meetings with the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee. In addition, targeted outreach will include the use of focus groups, online surveys or polls, neighborhood pop up events, and online crowdsourcing maps. Social media, e-news, targeted flyers and the project website [www.alexandriava.gov/pedbikeplan](http://www.alexandriava.gov/pedbikeplan) will be used to provide updates to the community.

### **Identify Needs and Issues**

This task uses the information obtained through the existing conditions analysis and public outreach effort to identify the key pedestrian and bicycle issues and needs. The analysis will focus on issues such as gaps/barriers, origins/destinations, connectivity, and safety. This analysis should also include potential demand areas for bike share stations. The result of the identification of needs and issues will be used toward the development of policies and objectives, pedestrian and bicycle networks, and other recommendations.

### **Pedestrian and Bicycle Network Development**

Pedestrian and bicycle networks will be developed to address origins and destinations, connectivity, addressing the gaps/barriers within the existing system, and develop a hierarchy of facilities, such as Primary, secondary and tertiary facilities. The network will focus on connectivity to land uses, density, major activity centers, existing and future bike share stations, existing and future transit corridors and facilities, recreational facilities, schools, and employment centers, as well as to existing and planned facilities in adjacent jurisdictions, and regional facilities.

### **Transportation Master Plan Chapter Update / Appendices**

The various technical memorandums will be used to prepare updated chapters (Bicycle, Pedestrian) in the City's Transportation Master Plan. These chapters will focus on goals, objective, actions, strategies, and funding, and the pedestrian and bicycle networks. A separate technical appendices report will also be prepared to include more detailed information such as existing conditions, public outreach summaries, needs and issues, network development and analysis, and implementation.

### **Complete Streets Design Guidelines Manual**

A separate Complete Streets Design Guidelines Manual (Design Manual) will be prepared to provide guidance to staff and citizens on design tools and methodologies for ensuring City roads address all users. The Design Manual shall be consistent with the goal of the Transportation Master Plan to encourage the use of alternative modes of transportation, reducing dependence on the private automobile. The Design Manual will establish standards or guidelines to implement the City's April 2011 Complete Streets policy that roadway projects will safely accommodate all users including pedestrians, bicyclists, transit riders, persons with disabilities and motor vehicles. The Design Manual will take into account existing city design guidelines and standards.

The Design Manual will include progressive design guidelines and technical guidance on construction, rebuilding, repair and rehabilitation of City streets with the intent of prioritizing users consistent with the Transportation Master Plan. The Design Manual will also provide citizens the tools and information needed to engage in constructive conversations about solving local traffic problems with City staff. It should provide multi-modal street design options for various types of roadways. The design manual should include a research of Best Practices, design standards for pedestrian and bicycle facilities, and development of green infrastructure guidelines.

## **APPENDIX A**

### **KEY CITY OF ALEXANDRIA PEDESTRIAN AND BICYCLE ACCOMPLISHMENTS**

The City of Alexandria completed a Pedestrian and Bicycle Mobility Plan, and the Pedestrian and Bicycle chapters of the Transportation Master Plan in 2008. Since the 2008 Transportation Master Plan and the 2008 Bicycle and Pedestrian Mobility Plan were completed, staff has made progress on important projects to improve walking and bicycling in Alexandria. In 2011, the City adopted a Complete Streets policy, and expanded staff to include a full time Complete Streets coordinator. Some key accomplishments include:

- Over 7 lane miles of bicycle lanes and shared-lane markings
- Over 5 miles of shared-use paths
- Over 150 bicycle parking spaces
- Eisenhower Trail Underpass
- Woodrow Wilson Bridge Trail
- Jones Point Park Trails and Mount Vernon Trail
- Potomac Avenue Trail - Phase I
- Potomac Avenue Trail Connection to Arlington County
- Telegraph Road Trail Connection to Fairfax County
- Woodrow Wilson Bridge Trail and Mount Vernon Trail Connection to Fairfax County
- First bicycle signal in the State of Virginia on Mount Vernon Trail
- First HAWK signal in City with second planned for 2013-2014
- City's first pervious trail in Dora Kelly Park made of recycled rubber passenger tires
- Launch of Capital Bikeshare in Alexandria with eight stations in Old Town
- Charles Barrett Safe Routes to School Project
- Mount Vernon and East Reed pedestrian safety improvements
- Russell Road and Cedar Street pedestrian safety improvements
- Grew Bike to Work Day registrants by adding two new Alexandria pit stops
- Installed hundreds of lights on bikes in the Arlandria neighborhood each year
- Bicycle education and safety classes offered by City has doubled since 2010
- For annual Street Smart Campaign, over 100 DASH bus drivers received pedestrian and bicycle safety trainings
- Revisions of the Bicycle section of the City Code

Projects currently underway in the implementation of the 2008 Transportation Master Plan and the 2008 Bicycle and Pedestrian Mobility Plan include:

- Capital Bikeshare expansion
- Complete Streets Paving Program
- Complete Streets On-street Bicycle Facilities, over 30 lane miles planned
- Complete Streets Safety Upgrades and Neighborhood Enhancements

- Cameron and Prince Street On-Street Bicycle Facilities Design
- Holmes Run Trail Improvements, I-395 to Ripley Street
- Chambliss Crossing - under construction
- Installation of four sidewalks near major transit stops
- Edsall and South Pickett Pedestrian Improvements
- Wilkes Street Bikeway
- Mount Vernon Trail at East Abingdon
- Duke Street Pedestrian Improvements
- Bicycle Parking Improvements at Metrorail Stations
- Safe Routes to School Intersection Improvements
- Old Cameron Run Study
- Street Smart Campaign