

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 20, 2018

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

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

SUBJECT: AGENDA ITEM #9 – 2018 PEDESTRIAN AND BICYCLE PLAN PROGRESS REPORT

ISSUE: Staff 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:

- Completion of Vision Zero traffic safety resolution and Action Plan.
- Expansion of Safe Routes to School programming to all Alexandria elementary schools.
- New sidewalk segments include the City’s first permeable concrete sidewalk on Commonwealth Avenue.
- Installation of over 14 lane miles of on-street bicycling accommodations.
- All priority trails projects have been funded development.
- Continued growth in Capital Bikeshare ridership.
- The City of Alexandria has achieved a Silver Designation by the Pedestrian and Bicycle Information Center (PBIC) as a Walk Friendly Community, and recently had its Silver Bicycle Friendly Community status renewed by the League of American Bicyclists.
- The King Street Complete Streets project was named one of the “Best Complete Streets Projects of 2017” by the National Complete Streets Coalition.

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. Attachments 2 through 5 report on progress to date on these objectives and strategies. Attachment 6 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. Progress on Pedestrian Goals and Objectives
3. Progress on Bicycling Goals and Objectives
4. Progress on Pedestrian Strategies
5. Progress on Bicycling Strategies
6. Status on Priority Projects
7. Progress on Pedestrian Case Study Areas (to be provided at Transportation Commission Meeting)

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	82	6	4
2017	58	6	2

- Number of intersections that are treated with safety and accessibility improvements. *The Vision Zero Action Plan calls for specific goals and specific types of such improvements, and implementation through that plan will be tracked with more specificity. Relevant items to be tracked and implemented in the first year include:*

Install Leading Pedestrian Intervals (LPis) at 10 intersections
Install No Right on Red turn restrictions at ten (10) intersections
Install Pedestrian countdown signals at five intersections
Reduce the speed limit from 35mph to 25mph on one high crash corridor
Upgrade twenty crosswalks with high visibility, laddered markings
Install two major pedestrian intersection improvements
Install fifteen low-cost safety improvements, including new road markings, signs and minor signal modifications
Develop concept design for funding application for at least one high crash location
Upgrade curb ramps to improve accessibility at fifteen (15) locations
Upgrade three (3) uncontrolled crossing locations with safety improvements

- Percent of signalized intersections with pedestrian countdown signals. *In 2016, only 68% of intersections had pedestrian countdown signals for all crosswalks. Since then, approximately 88% of intersections in the City have a pedestrian countdown signal for all crosswalks, and over 93% of all individual crosswalks have a pedestrian countdown signal.*
- Percentage of maintenance requests related to pedestrian 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 requests dealing with pedestrian and bicycling issues are grouped together. Nearly 1,600 requests have been received since April 2016.*

- Linear feet of new sidewalk, citywide.
Approximately 1,100 linear feet of new sidewalk have been installed since the beginning of FY16, including a challenging segment on Commonwealth Avenue, which was constructed using permeable concrete and was identified as a priority sidewalk in the Ped/Bike Plan.
- 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.

Approximately 1 mile of off-street trails were resurfaced (Eisenhower Avenue Trail and Four Mile Run Trail). Additionally, the City is nearing completion of a bridge connecting Holmes Run Parkway to N. Ripley Street. This bridge will allow trail users to cross Holmes Run safely during high water levels.

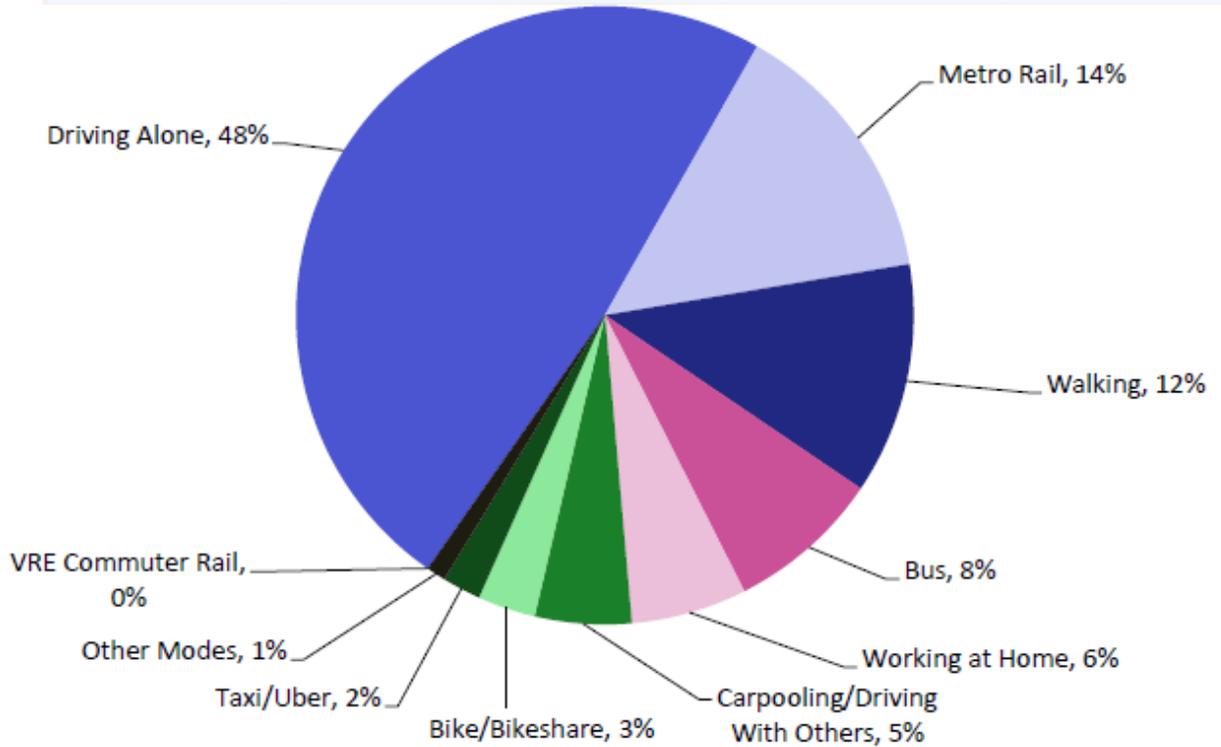
- Percent of people walking to work.
According to the State of the Commute survey conducted in October 2016, 12% of people in Alexandria walk for some portion of their commute to work. Census Bureau data for the five-year period ending in 2016 indicates that 3.5% of Alexandria residents walk as their primary commute to work mode.
- Number of people who are reached through the GoAlex program.
Nearly 39,000 residents were reached through the GoAlex program in fiscal year 2018.

Number of People who are reached through the TDM program	
Method Used	No. of People Reached
Call Center	1642
Car share sign up	50
Recorded Grass Roots Marketing	4605
New Home Owners Mailing	499
News Letter	32,000
City Cycling Classes	40
Total	38796

- 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 2016 determined that about 22% of all commutes included a transit trip, while 14% of all commutes included a walking trip. The survey did not identify modes people used to access transit.

Figure 1: Modal Share of Work Commute Trips

In the last week that you worked, please indicate all of the mode(s) you used as part of how you got to work on each day (please select all that apply). For example, if you rode Capital Bikeshare to the metro and then walked to your building on Monday, you would select Capital Bikeshare, Metro and Walk as your modes for Monday.



- Percentage of schools with Safe Routes to School programs and/or offering pedestrian safety education.
All public elementary schools in the City of Alexandria will participate to varying degrees in the Safe Routes to School Program in the 2018 school year. One public middle school currently participates as well. A part-time Safe Routes to School coordinator was hired in 2017 by ACPS. In 2016, only one Alexandria public school had a formal Safe Routes to School program.
- Percentage of children walking to school.
According to a State of the Commute survey conducted in October 2016, 24% of 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-motor vehicle police-reported crashes, bicycle-pedestrian crashes as well as bicyclist injuries and fatalities.

	Crashes	Serious injuries	Fatalities
2016	14	1	0
2017	12	2	0

- Percentage of maintenance requests related to 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 requests dealing with pedestrian and bicycling issues are grouped together. Nearly 1,600 requests have been received since April 2016.
- Miles of on-street bicycle facilities citywide by type.
Since Ped/Bike Plan adoption, 7.0 miles of shared lane mile markings and 7.2 miles of bike lane miles were installed making for a total of 14.2 additional lane miles of on street bicycle facilities.
- Number of intersections improved with bicycle accommodations (bike boxes, bike signals, bicycle-compatible loop detectors, etc.)
Bicycle-compatible detectors were included as a part of the crossing of the Wilkes Street Neighborhood Bikeway at the Route 1 intersection.

A bike box was installed on south bound Commonwealth Ave. at the intersection of Commonwealth Ave and Glebe Road. Bike boxes are included in new bike lane installations on Jamieson Avenue and S. Pickett Street.



Figure #1: - Bike box installed in the southbound direction of Commonwealth Avenue and Glebe St.

- Number of bike parking spaces installed.
The City has directly installed approximately 120 bicycle parking spaces, and an unknown additional quantity has been provided by development. The City is initiating a project that will install over 400 bicycle parking spaces at a variety of transit and public building locations.

- Percent of people bicycling to work.
According to the State of the Commute survey conducted in October 2016, 3% 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 1.2% of Alexandria residents walk as their primary commute to work mode.

- Number of bike share trips in Alexandria.
 - 2016: 61,399 trips
 - 2017: 85,089 trips
 - Through May 2018: 26,826 trips

- Number of adult bicycle safety courses offered.
Two city cycling skills classes were held during the past year. Additionally, two Adult Learn to Ride classes were conducted by Washington Area Bicyclist Association (WABA). Similar classes have been offered in previous summers. City staff has also partnered with the National Park Service on outreach to trail users on safety and etiquette.

- Percentage of children biking to school.
According to the State of the Commute survey conducted in October 2016, 3% of Students in Alexandria bike to school.

Attachment 2: Progress on Pedestrian Goals and Objectives

★ ☆ ☆ ☆ ☆ Not Yet Begun

★ ★ ☆ ☆ ☆ Initiated

★ ★ ★ ☆ ☆ Moderate Progress

★ ★ ★ ★ ☆ Substantial Progress

★ ★ ★ ★ ★ Complete

Goals	Objectives	Progress
Safety (SA) - 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.	★ ★ ★ ★ ☆
Engineering (EG) - 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.	★ ★ ☆ ☆ ☆

Goals	Objectives	Progress
<p>Encouragement (EC)- 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.</p>	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).	★ ★ ★ ☆ ☆
<p>Education (ED)- The City will educate users of all transportation modes about pedestrian safety, rights and responsibilities.</p>	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.	★ ★ ★ ★ ☆

Attachment 3: Progress on Bicycling Goals and Objectives

GOALS	OBJECTIVES	PROGRESS
<p>Safety (SA)- 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 abilities.</p>	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	★ ★ ★ ★ ☆
<p>Engineering (EG)- 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.</p>	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.	★ ★ ★ ☆ ☆
<p>Encouragement (EC)- 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.</p>	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).	★ ★ ★ ☆ ☆

GOALS	OBJECTIVES	PROGRESS
Education (ED) - 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.	★ ★ ★ ★ ☆

Attachment 4: Progress on Pedestrian Strategies

Pedestrian Engineering Strategies

STRATEGY	GOALS	PROGRESS
1. Apply the Complete Streets Design Guidelines on all street projects in the City.	Engineering (EG)	★ ★ ★ ★ ☆
2. Close sidewalk network gaps and improve sidewalks where needed.	Safety (SA) Engineering (EG)	★ ★ ★ ★ ☆
3. Prioritize and standardize curb ramp upgrades and other Americans with Disabilities Act (ADA) and improvements.	Engineering (EG)	★ ★ ★ ★ ☆
4. Improve safety and access through and across major barriers including freeways, waterways, and rail corridors.	Safety (SA) Engineering (EG)	★ ★ ★ ☆ ☆
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.	Safety (SA) Engineering (EG)	★ ★ ★ ★ ☆
6. Prioritize ongoing maintenance and repair of the pedestrian network.	Safety (SA) Engineering (EG)	★ ★ ★ ★ ☆
7. Improve access and safety for all users on trails; particularly at entrance/exit points.	Education (ED) Engineering (EG) Safety (SA)	★ ★ ★ ☆ ☆
8. Reduce conflicts between bikes, pedestrians and other users on sidewalks.	Education (ED) Engineering (EG)	★ ★ ★ ☆ ☆
9. Improve walkability, connectivity and ADA access to transit.	Encouragement (EC) Engineering (EG)	★ ★ ★ ☆ ☆
10. Improve walkability, connectivity and ADA access near school and parks.	Education (ED) Safety (SA)	★ ★ ★ ★ ☆

Pedestrian Program and Policy Strategies

STRATEGY	GOALS	PROGRESS
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.	Safety (SA)	★ ★ ★ ★ ★
2. Pursue funding to oversee education and outreach for pedestrian/multimodal transportation safety initiatives citywide.	Education (ED)	★ ★ ☆ ☆ ☆
3. Regularly conduct construction inspections to ensure safe, convenient and accessible pedestrian accommodations are provided during all phases of construction.	Engineering (EG) Safety (SA)	★ ★ ★ ★ ☆
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.	Engineering (EG) Safety (SA) Encouragement (EC) Education (ED)	★ ★ ★ ☆ ☆
5. Explore a pilot Open Streets Event to encourage active transportation.	Encouragement (EC)	★ ★ ★ ☆ ☆
6. Evaluate the use of the employee alternative transportation benefits program, and expand promotion efforts related to the program.	Encouragement (EC)	★ ★ ★ ☆ ☆
7. Pursue funding for high priority pedestrian projects.	Engineering (EG)	★ ★ ★ ☆ ☆

STRATEGY	GOALS	PROGRESS
<p>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.</p>	<p>Encouragement (EC) Education (ED)</p>	<p>★ ☆ ☆ ☆ ☆</p>
<p>9. Continue to provide training for appropriate City staff on national ADA design standards, Complete Streets and other best practices.</p>	<p>Education (ED)</p>	<p>★ ★ ★ ☆ ☆</p>
<p>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.</p>	<p>Safety (SA) Encouragement (EC) Education (ED)</p>	<p>★ ★ ★ ★ ☆</p>
<p>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.</p>	<p>Engineering (EG)</p>	<p>★ ★ ★ ☆ ☆</p>
<p>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.</p>	<p>Engineering (EG) Safety (SA) Encouragement (EC) Education (ED)</p>	<p>★ ★ ★ ☆ ☆</p>

Attachment 5: Progress on Bicycling Strategies

Bicycle Engineering Strategies

STRATEGY	GOALS	
1. Add new bicycle lanes, signed bicycle routes and shared lane markings to expand the on-street bicycle network.	Engineering (EG)	★ ★ ★ ★ ☆
2. Implement and evaluate protected bike lanes and neighborhood bikeways on City streets where appropriate.	Engineering (EG) Safety (SA)	★ ★ ★ ☆ ☆
3. Improve access and safety for all users on trails, particularly at entrance/exit points.	Engineering (EG) Safety (SA) Education (ED)	★ ★ ★ ☆ ☆
4. Use bicycle-specific treatments at intersections to improve safety and provide a more continuous, low-stress experience for people biking.	Engineering (EG) Safety (SA)	★ ★ ★ ☆ ☆
5. Increase the availability of bicycle parking throughout Alexandria	Encouragement (EC)	★ ★ ★ ★ ☆
6. Prioritize ongoing maintenance and repair of the bicycle network.	Engineering (EG) Safety (SA) Encouragement (EC)	★ ★ ★ ☆ ☆
7. Improve bicycle access to transit.	Engineering (EG) Encouragement (EC)	★ ★ ★ ☆ ☆
8. Improve signage and wayfinding for people biking.	Education (ED) Encouragement (EC)	★ ★ ★ ☆ ☆
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.	Education (ED) Encouragement (EC)	★ ★ ★ ★ ☆

Bicycle Program and Policy Strategies

STRATEGY	GOALS	PROGRESS
1. Regularly conduct construction inspections to ensure safe, convenient and accessible bicycle and pedestrian accommodations are provided during all phases of construction.	<p style="text-align: center;">Safety (SA) Engineering (EG)</p>	<p style="text-align: center;">★ ★ ★ ★ ☆</p>
2. Conduct post-construction development inspections to ensure that new bicycle facilities, including bike parking, is installed and appropriately designed.	<p style="text-align: center;">Engineering (EG)</p>	<p style="text-align: center;">★ ★ ★ ☆ ☆</p>
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.	<p style="text-align: center;">Safety (SA) Engineering (EG) Encouragement (EC) Education (ED)</p>	<p style="text-align: center;">★ ★ ★ ☆ ☆</p>
4. Incorporate key bicycle commuting routes into the existing map that shows the current status maintenance and removal on City streets/facilities.	<p style="text-align: center;">Engineering (EG) Education (ED)</p>	<p style="text-align: center;">★ ★ ★ ☆ ☆</p>
5. Explore a pilot Open Streets Event to encourage active transportation and lifestyles.	<p style="text-align: center;">Encouragement (EC)</p>	<p style="text-align: center;">★ ★ ★ ☆ ☆</p>
6. Evaluate the use of employee alternative transportation benefits program, and expand promotion efforts related to the program.	<p style="text-align: center;">Encouragement (EC)</p>	<p style="text-align: center;">★ ★ ★ ☆ ☆</p>
7. Pursue funding for high priority bicycle projects.	<p style="text-align: center;">Engineering (EG)</p>	<p style="text-align: center;">★ ★ ★ ☆ ☆</p>

STRATEGY	GOALS	PROGRESS
8. Conduct a biennial citywide survey to learn more about the non-commute transportation habits of Alexandria residents and employees.	Engineering (EG)	★ ★ ★ ★ ☆
9. Partner with the Alexandria Health Department and DCHS to identify funding and prioritize programs related to active transportation and lifestyles.	Encouragement (EC) Education (ED)	★ ☆ ☆ ☆ ☆
10. Continue to provide staff training on Complete Streets Design Guidelines and other bicycle-related topics as needed.	Education (ED)	★ ★ ★ ☆ ☆
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.	Safety (SA) Encouragement (EC) Education (ED)	★ ★ ★ ★ ☆
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.	Encouragement (EC) Education (ED)	★ ★ ★ ★ ☆

STRATEGY	GOALS	PROGRESS
<p>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.</p>	<p>Encouragement (EC)</p>	<p>★ ★ ★ ☆ ☆</p>
<p>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.</p>	<p>Safety (SA) Engineering (EG) Encouragement (EC) Education (ED)</p>	<p>★ ★ ★ ☆ ☆</p>

Attachment 6: Status on Priority Projects

NO.	PROJECT	STATUS
<i>Pedestrian (Sidewalk) Priority Project</i>		
1	King Street (Quaker Lane to N. Hampton)	Applied for project funding
2	Van Dorn Street (Kenmore Ave to n/o Braddock Road)	Need to initiate major project.
3	Payne St / Jefferson St (300 block of S Payne; 700 block of S Payne; 1200 block of Jefferson)	1200 block of Jefferson to be complete in summer 2018 .
4	Cameron Station Blvd (S Pickett to Boothe Park)	To be completed by developer.
5	Fayette Street (Route 1 and First Street)	To be completed by developer.
6	Eisenhower Ave (Van Dorn St to Van Dorn Metro Stn)	Need to initiate major project.
7	N Jordan Street (Howard to Seminary Road)	Section between Howard and Juniper completed.
8	Russell Road (King Street to W Cedar Street)	Being evaluated as part of safety project
9	Seminary Road (w/o Quaker Lane to w/o Ft Williams Pkwy)	Feasibility assessment being conducted as a part of Seminary Road Complete Streets project.
10	Commonwealth Avenue	Completed.
<i>On-Street Bicycle Project</i>		
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 in summer 2018
2B	Royal St. (Oronoco St to Gibbon Street)	Design in process - installation CY 2018
2C	Royal St. (Gibbon Street to Jones Point Drive)	Design in process - installation CY 2018
3	Van Dorn St (Eisenhower to Sanger) / Sanger Ave (Van Dorn to Beauregard) / Beauregard (Holmes Run Pkwy to King St)	Design of mixed-use trail on Beauregard (Seminary to King St) to begin Fall 2018.
4	Duke Street (I-395 to Dangerfield Road)	To be completed as a part of Corridor B transitway.

5	Prince / Cameron Streets (Reinkers to Union St)	Completed
6	Payne / Fayette Streets (Old Cameron Run Trail to Slaters Lane)	Design and outreach in FY 2019.
7	S Pickett St (City line to Duke Street)	City line to Edsall Road Completed. Edsall Road to Duke Street requires further study.
8A	King Street (Janney's Lane to Radford Street)	Completed.
8B	King Street (Radford St to Menokin Drive)	Applied for project funding
9	Seminary Road (Van Dorn to N Quaker Lane)	Project initiated in 2018 with community engagement.
10	Mt Vernon Ave (Braddock Road to W Glebe)	Installation Spring 2018
Trail Crossing Project		
1	Mt Vernon Trail near Jones Point Park	Completed
2	Mt Vernon Trail and Royal Street	To be completed by developer.
3	Bridge across Holmes Run	Under construction, complete Summer 2018
4	Four Mile Run and Route 1 Intersection	Currently under assessment
5	Potomac Yard Trail near Shoppers/Barnes & Noble	Not yet started, dependent on private property owner
6	E Abingdon from Mt Vernon 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	Study completed
10	Holmes Run Tunnel under I-395	Lighting improvements planned following Bridge completion
Trails Project		
1	Holmes Run Trail (south side of Holmes Run between Ripley St and N Pickett St)	Applied for and received funding. Design to begin in FY 2019
2	Backlick Run Trail (Cameron Station to Fairfax Co)	Applied for and received funding. Design to begin in FY 2019
3	Old Cameron Run Trail (Eisenhower Ave/ Stovall St to Holland Lane alignment)	Applied for and received funding. Design underway