



## ***Master Plan Amendment #2015-0005***

### ***Pedestrian and Bicycle Master Plan***

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<b>Issue:</b> Consideration of a Proposed Amendment to the Transportation Master Plan Chapter of the City of Alexandria Master Plan to replace the Pedestrian and Bicycle sections of the Plan with a new Pedestrian and Bicycle Master Plan.	Planning Commission Hearing:	April 5, 2016
	City Council Hearing:	April 16, 2016
<b>Staff:</b> Yon Lambert, Director, T&ES, <a href="mailto:yon.lambert@alexandriava.gov">yon.lambert@alexandriava.gov</a> Carrie Sanders, T&ES, <a href="mailto:carrie.sanders@alexandriava.gov">carrie.sanders@alexandriava.gov</a> Steve Sindiong, T&ES, <a href="mailto:steve.sindiong@alexandriava.gov">steve.sindiong@alexandriava.gov</a>		

**PLANNING COMMISSION ACTION, APRIL 5, 2016:** On a motion by Commissioner Brown, seconded by Vice Chairman Macek, the Planning Commission voted to initiate Master Plan Amendment #2015-0005. The motion carried on a vote of 7 to 0.

On a motion by Commissioner Brown, seconded by Commissioner Dunn, the Planning Commission voted to adopt a resolution and recommend approval of Master Plan Amendment #2015-0005 with amendments to the staff report and resolution to include the Transportation Commission's recommendation regarding additional language to be added to Pedestrian Engineering Strategy #5 and Bicycle Policy/Program Strategy #12. The motion carried on a vote of 7 to 0.

**Reason:** The Planning Commission agreed with staff analysis and the Transportation Commission's additional language regarding funding for transportation projects.

**Speaker:**

Jim Durham, 622 Fort Williams Parkway and representing the Alexandria Bicycle and Pedestrian Advisory Committee, spoke in support of the Plan and the amendments suggested by the Transportation Commission. Mr. Durham praised City staff and the Ad Hoc Pedestrian and Bicycle Master Plan Committee for engaging citizens and listening to ideas. Mr. Durham asked that the Planning Commission join the Transportation Commission to recommend that Council add FY2017 funds to implement the plan, and that progress reports on the Pedestrian and Bicycle section of the Transportation Master Plan include forecasted progress based on the City Manager's annual budget proposal.

## **I. DISCUSSION**

The Transportation Master Plan Chapter of the City's Master Plan that was approved in 2008 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. The Transportation Master Plan Chapter includes both a Pedestrian section and a Bicycle section.

Given the many pedestrian and bicycle projects and initiatives completed over the past five years, including the approval of a number of Small Area Plans, the Bikeshare Program, as well as the adoption of the Complete Streets Policy, the City updated Pedestrian and Bicycle Master Plan. The key products that have been prepared as part of the project include:

- Updated Bicycle and Pedestrian Plan section of the City's Transportation Master Plan
  - vision, goals and objectives, pedestrian case study areas, bike network, high priority projects and strategies
- Transportation Master Plan appendices
  - Supporting documentation, such as progress report, civic engagement summary, case study summaries, and a more detailed list of projects and phasing.

The 2008 Transportation Master Plan will be amended to replace the existing Pedestrian and Bicycle sections with the new Pedestrian and Bicycle Master Plan section and accompanying appendices. The resolution to amend the Transportation Master Plan is included in Attachment 1. The new Pedestrian and Bicycle section and appendices will also supersede the 2008 Pedestrian and Bicycle Mobility Plan. The Pedestrian and Bicycle Master Plan can be found in Attachment 2

The City has also undertaken development of Complete Streets Design Guidelines, which will provide technical direction for City staff and others involved in planning and designing right of way. It was recommended that design guidelines be developed when the Complete Streets policy was approved in 2011. As a technical document, the Complete Streets Design Guidelines do not require approval by the Planning Commission or City Council.

## **II. BACKGROUND**

The City began the Pedestrian and Bicycle Master Plan project in April 2014, and the Council approved Resolution 2608 to establish an Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee (Ad Hoc Advisory Committee). The role of the Ad Hoc Advisory Committee was to make recommendations to City staff on the update of the Pedestrian and Bicycle Master Plan, including identifying issues and needs, providing

input on policy recommendations, input on the bicycle network, input on project prioritization criteria, and input on project recommendations.

On January 14, 2016, the City released the preliminary draft of the Pedestrian and Bicycle Master Plan, and used the AlexEngage process to receive public input. This draft plan addressed comments that were received through prior outreach to the public, the Ad Hoc Advisory Committee, and a number of Commissions and Boards, including the Environmental Policy Commission, the Park and Recreation Commission, the Planning Commission, Alexandria City Public Schools (ACPS), and the Alexandria Bicycle and Pedestrian Advisory Committee.

AlexEngage received 415 individual responses, and the City received a number of other comments on the draft plan through other means, which were addressed in a revised version of the draft plan. On February 25, 2016 the Ad Hoc Advisory Committee reviewed the revisions to the draft plan, and endorsed the draft plan, emphasizing the need to implement a Vision Zero program, encouraging transparency on the progress of plan implementation, and prioritizing the need for funding the plan (Attachment 3).

On March 16, 2016 the Transportation Commission held a public hearing, endorsed the draft plan, and recommended that the Planning Commission and Council approve an amendment to update the City of Alexandria Master Plan, to include the revised Pedestrian and Bicycle section of the Transportation Master Plan, and to include additional recommended changes to the strategies as noted below. In addition, the Transportation Commission encourages that the City Council provide the necessary funding to implement the plan vision, goals, recommended strategies, and priority projects, including the implementation of a Vision Zero program which is a high priority of residents and the Transportation Commission (Attachment4). Underlined sections of the following text are the recommended changes to the plan strategies by the Transportation Commission which will be incorporated into the final plan:

**Pedestrian Engineering Strategy #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.

- a. Evaluate current signal timing practices and revise, as needed, to improve safety and minimize pedestrian crossing delay while minimizing the impact on vehicle throughput. Apply Leading Pedestrian Intervals and eliminate Right Turns on Red when appropriate to improve pedestrian comfort and safety. Provide automatic pedestrian signals where feasible in order to minimize pedestrian delay.

**Bicycle Program and Policy Strategy #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.

### **III. STAFF ANALYSIS**

The updated section of the Transportation Master Plan and appendices respond to the issues and needs that were raised through the evaluation of the existing conditions, the civic engagement process, through the Ad Hoc Advisory Committee, and through other commissions and boards. The Pedestrian and Bicycle section includes the following topic areas:

#### **A. Introduction**

The introduction provides an overview of the plan update, the planning process, and plan organization. It provides information on why the plan is being updated, and historical trends for walking and biking.

#### **B. Walking in Alexandria**

This part of the plan provides the vision for walking in Alexandria, and four goals and their associated objectives related to walking. The vision and goals, and objectives are based on input from the public and the Ad Hoc Advisory Committee. It provides an overview of the key issues and needs related to walking, including safety. The four goals are focused on safety, engineering, encouragement and education. Six Case Study Areas were identified for an analysis of common pedestrian infrastructure challenges that exist in Alexandria today, such as non-compliance with ADA standards, conflicts between modes, access, difficult intersection crossings, lighting, and other safety issues. These Case Study Areas were selected because of the issues and needs that were identified through the civic engagement process, and they also represent certain themes or issues that are found throughout the City. Appendix D provides additional detail on each Case Study Area, including the issues, needs and recommendations.

This part of the plan also includes pedestrian strategies that identify specific measures that the City should undertake to achieve the vision, goals, and objectives, which also respond to the key issues and needs that were identified early in the planning process. The strategies include engineering, policy, and program strategies. One of the key strategies is to develop a Vision Zero program that outlines the framework, budget and staffing needed towards eliminating pedestrian and bicycle related deaths and serious injuries in Alexandria.

#### **C. Bicycling in Alexandria**

This part of the plan provides the vision for bicycling in Alexandria, and four goals and their associated objectives related to walking. The vision, goals, and objectives are based on input from the public and the Ad Hoc Advisory Committee. The four goals, similar to walking in Alexandria, are focused on safety, engineering, encouragement and education. This section provides an overview of the issues and needs related to walking, including safety. A draft bicycle network was developed to enable safe bicycle travel in and

between all City neighborhoods. The network also improves connectivity between destinations in Alexandria and destinations in neighboring jurisdictions. The draft network links these destinations and was designed to appeal to bicycle riders of different ages and abilities, with emphasis on providing protected, low-stress bike facilities for more inexperienced riders. The draft bicycle network includes a range of facility types such as enhanced bicycle corridors, shared roadways, and trails.

This section also includes bicycle strategies that identify specific measures that the City should undertake to achieve the vision, goals, and objectives, which also respond to the issues and needs that were identified early in the planning process. The strategies include engineering strategies and policy and program strategies. Some strategies relate to expanding the on-street bicycle network, expansion of Capital Bikeshare, and prioritizing ongoing maintenance and repair of the bicycle network.

## **D. Implementation**

This part of the plan provides a process for the City to achieve the pedestrian and bicycle visions, goals, objectives and strategies. This section includes high priority sidewalk projects, on-street bicycle projects, and trail projects, and includes language regarding implementation of the project recommendations. The language focuses on implementation of recommendations within the Case Study Areas, the immediate steps to develop a Vision Zero policy and program, pursuing funding from grants and through the City's budget process to begin implementation of priority projects, and leveraging repaving and development opportunities to implement pedestrian focused improvements in areas not covered by the Case Study Areas.

The priority projects were determined based on the identification of all projects needed to fill existing gaps and barriers, using evaluation criteria that was reviewed by the staff, Ad Hoc Advisory Committee and public, and endorsed by the Ad Hoc Advisory Committee. The evaluation criteria included factors such as safety, existing or potential demand, connectivity, and geography. The geographic criteria provide a greater weight to projects that are on the west side of the City, since this is an area that has significant needs for improving pedestrian and bicycle mobility. It is important to note that the ranking of the high priority projects does not necessarily represent the order that the project would be implemented, and that as other opportunities arise, such as street resurfacing and grants, other projects would be implemented as well. Planning level cost estimates for the priority projects are shown in Attachment 5. As projects move into implementation, the project components would be more defined, and the cost estimates would be refined.

## **E. Appendices**

The appendices include the following:

### *Appendix A – Civic Engagement Plan*

Appendix A provides an overview of the civic engagement process that was reviewed and approved by the Ad Hoc Advisory Committee.

#### *Appendix B – Civic Engagement Summary*

Appendix B provides an overview of the results of the civic engagement process, providing summaries the input that was received at all of the outreach events, including Ad Hoc Advisory Committee meetings, online surveys, public meetings, and the AlexEngage input.

#### *Appendix C – Progress Report*

Appendix C is a progress report that provides information on what has been completed since the 2008 Transportation Master Plan, and 2008 Pedestrian and Bicycle Mobility Plan. These include updates on achieving previous goals, performance measures, and project recommendations.

#### *Appendix D – Case Study Areas*

Appendix D provides more detailed information for each of the six Case Study Areas, including the issues and needs, and specific recommendations. Staff will use the recommendations toward developing near term improvements that can be implemented through the Complete Streets program, and through other programs such as the sidewalk maintenance program.

#### *Appendix E – Funding Sources*

Appendix E provides an overview of federal, state and local funding sources that can be used toward the implementation of pedestrian and bicycle projects, programs and strategies.

#### *Appendix F – Methodology*

Appendix F describes the planning and analytic processes that led to the development of the future bicycle network. It also explains the methodology leading to the prioritization and ranking of the recommended bicycle and pedestrian projects.

#### *Appendix G – Prioritization Results*

Appendix G includes a table showing the ranking of pedestrian and bicycle projects based on the evaluation criteria endorsed by the Ad Hoc Advisory Committee. It is important to note that the ranking of the projects does not necessarily represent the order that the project would be implemented, and that as other opportunities arise, such as street resurfacing and grants, other projects would be implemented as well.

### **F. Complete Streets Design Guidelines**

A separate deliverable is being developed as part of the effort to update the Transportation Master Plan. The Complete Streets Guidelines are tailored to the unique character of Alexandria and provide design direction based on the context of a street and the surrounding area. This document will serve as technical guidance to City staff,

developers and the community when planning new streets or retrofitting existing streets. The guidelines aim to be an inclusive resource for all elements pertaining to street design.

#### **IV. STAFF RECOMMENDATION**

Staff recommends the following:

1. That the Planning Commission, following the Public Hearing, recommend approval of the proposed amendment to the Transportation Master Plan with the changes recommended by the Alexandria Transportation Commission, to replace the Pedestrian and Bicycle sections with the new Pedestrian and Bicycle Master Plan.

Attachments:

1. MPA Resolution
2. Pedestrian and Bicycle Master Plan and Appendices (<https://www.alexandriava.gov/PedBikePlan>)
3. Letter from the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee
4. Letter from the Transportation Commission
5. Priority Project planning level cost estimates

Attachment 1:

RESOLUTION NO. **MPA 2015-0005**

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the proposed **Pedestrian and Bicycle section of the Transportation Master Plan** will amend the **City of Alexandria Master Plan** by incorporating the new Pedestrian and Bicycle section in its entirety; and

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revision and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on April 5, 2015 with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the vision for walking and bicycling within the City; and
2. The proposed amendment is generally consistent with the overall goals and objectives of the City's Master Plan; and
3. The proposed text changes for Pedestrian Engineering Strategy #5 and Bicycle Program/Policy Strategy #12 recommended by the Transportation Commission are acceptable; and
4. The proposed amendments show the Planning Commission's long-range recommendations for the pedestrian and bicycle system of Alexandria; and
5. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making, adopting a master plan for the City of Alexandria, adoption of the amendment to the Transportation Master Plan chapter of the City's Master Plan the new Pedestrian and Bicycle section, including text changes recommended by the Transportation Commission, will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:



Master Plan Amendment #2015-0005  
Pedestrian and Bicycle Master Plan

1. The attached document titled Transportation Master Plan - Pedestrian and Bicycle, and any appendices to such document are hereby adopted as an amendment to the Transportation Master Plan Chapter of the Master Plan of the City of Alexandria in accordance with Section 9.05 of the Charter of the City of Alexandria.
2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

**ADOPTED the 5th day of April, 2016.**

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Mary Lyman, Chairman  
Alexandria Planning Commission

ATTEST: \_\_\_\_\_  
Karl Moritz, Secretary

March 7, 2016

Mr. Yon Lambert, Director  
Transportation & Environmental Services  
City of Alexandria  
301 King Street  
Alexandria, VA 22314

Dear Mr. Lambert,

As Chair of the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee (Advisory Committee), I am pleased to inform you that the Advisory Committee endorsed the final draft of the updated Master Plan at its final meeting on February 25, 2016.

The Advisory Committee was established in April 2014 in order to provide guidance to City staff on all aspects of the Master Plan update, including the planning process, civic engagement process, vision, and engineering and policy strategies. Over the course of approximately 18 months, the committee members participated in valuable discussions at 10 meetings and considered extensive citizen input received thru two public meetings, 3 special outreach events, more than 400 AlexEngage survey responses and nearly 400 wikimap comments. As articulated in remarks made by each committee member during the final discussion on February 25, 2016, the resulting product is an invaluable plan that clearly lays out a powerful vision for walking and bicycling in Alexandria that serves the needs of all users, and of all ages and abilities.

The Advisory Committee emphasized the following key points in the final discussion surrounding endorsement of the plan:

- The City should be commended for the special emphasis on *Vison Zero*, an initiative that is intended to reduce the number of traffic fatalities and serious injuries by making safety a top priority for every user of the transportation system.
- The City should routinely update citizens on the status of the efforts outlined in the plan through a report card or other similar product that encourages transparency.
- In order to successfully achieve the vision outlined in the updated Master Plan, it is essential that T&ES and other City departments aggressively pursue a variety of funding sources to assist in implementation.
- The City implemented a robust civic engagement process for this effort that resulted in incredibly valuable feedback. The committee feels it is important to continue to engage the public as much as possible as individual projects within this plan are implemented across the city.

On behalf of the Advisory Committee, I would like to commend City staff and the consultant team on delivering an updated Master Plan that will result in profound improvements to the health, safety, sustainability and comfort of our great city.

Thank you for the opportunity to serve as the Chair of this important Advisory Committee. I truly look forward to enjoying countless new walking and bicycling amenities in our community in the years to come.

Sincerely,

A handwritten signature in blue ink, appearing to read "JHovis".

Jennifer Hovis

Chair and Citizen at Large

Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee



Alexandria Transportation Commission  
301 King Street  
Alexandria, VA 22314

[www.alexandriava.gov](http://www.alexandriava.gov)

Phone: 703.746.4025

Mayor Allison Silberberg and Members of City Council  
City Hall  
301 King Street  
Alexandria, VA 22314

March 21, 2016

Re: Pedestrian and Bicycle Master Plan Update

Dear Mayor Silberberg and Members of City Council:

At its March 16, 2016 meeting the Transportation Commission reviewed the City's Pedestrian and Bicycle Master Plan Update, which will replace the existing Pedestrian and Bicycle section of the City's Transportation Master Plan. The planning and implementation of safe, connected and accessible pedestrian and bicycle facilities is a very important component of the City's overall transportation system that will help to improve mobility for Alexandria's residents and visitors.

The Transportation Commission endorses the Pedestrian and Bicycle Master Plan Update, and recommends that the Planning Commission and Council approve an amendment to update the City of Alexandria Master Plan to include the revised Pedestrian and Bicycle section of the Transportation Master Plan.

In addition, the Transportation Commission recommends that Pedestrian Engineering strategy #5 (related to improvement of street crossing conditions) be amended to include additional language that encourages the provision of automatic pedestrian signals, where feasible, to minimize the incidence of pedestrian signals requiring actuation in order to minimize pedestrian delay. In addition, the Commission recommends that Bicycle Program/policy strategy #12 (related to education and outreach to under-represented groups) include partnering with Alexandria City Public Schools, which includes children as an under-represented group.

In order to implement the plan, it is important that Council provide the necessary funding to implement the plan vision, goals, recommended strategies, and priority projects, including the implementation of a Vision Zero program which is a high priority of residents and the Transportation Commission.

The Transportation Commission would like to thank the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee for its hard work over the past two years in helping to shape this plan.

The Transportation Commission appreciates the opportunity to review the City's Pedestrian and Bicycle Master Plan update, as well as the consideration of its input by the Planning Commission and Council.

Sincerely,

A handwritten signature in black ink, appearing to read "J. J. King III", with a long horizontal flourish extending to the right.

J. J. King III  
Chair, Alexandria Transportation Commission

cc: Alexandria Planning Commission  
Alexandria Transportation Commission  
Mark Jinks, City Manager  
Yon Lambert, Director, T&ES

## ATTACHMENT 5

**PRIORITY PROJECT PLANNING LEVEL COST ESTIMATES\***

<b>No.</b>	<b>Project</b>	<b>Low End Cost</b>	<b>High End Cost</b>	<b>Amount funded</b>
<b>Priority Bicycle Projects</b>				
1	Madison Street / West Street / Oronoco Street (from West Street to Mt. Vernon Trail / Union Street)	\$500,000	\$600,000	\$50,000 (funded thru Complete Streets program)
2	Royal Street Neighborhood Bikeway (from Jones Point Drive to Bashford Lane)	\$440,000	\$580,000	\$180,000 (funded thru Complete Streets program)
3	Van Dorn Street (from Eisenhower Avenue to Sanger Avenue) / Sanger Avenue (from N. Van Dorn Street to N. Beauregard Street) / N. Beauregard Street (from Holmes Run Parkway to King Street) - Enhanced Bicycle Corridor	\$8,000,000	\$11,000,000	\$1,520,000 (CIP: Van Dorn / Beauregard Bicycle Facilities); \$6,000,000 (West End Transitway)
4	Duke Street (from I-395 to Daingerfield Road) - Enhanced Bicycle Corridor	\$8,000,000	\$11,000,000	
5	Prince / Cameron Streets (from Reinkers Lane to Union Street) - Enhanced Bicycle Corridor	\$300,000	\$300,000	\$300,000 (Funded thru CIP)
6	Payne / Fayette Streets (from Old Cameron Run Trail to Slaters Lane) - Shared Facility	\$26,000	\$520,000	\$25,000 (funded thru Complete Streets program)
7	S. Pickett Street (from City/County line to Duke Street)	\$300,000	\$400,000	
8	King Street (from Janney's Lane to Menokin Drive ) - Enhanced Bicycle Corridor***	\$1,500,000	\$5,600,000	\$150,000 (funded thru Complete Streets between Janney's and Radford)
9	Seminary Road (from N Van Dorn Street to N Quaker Lane) - Enhanced Bicycle Corridor	\$200,000	\$450,000	\$125,000 (funded thru Complete Streets program)
10	Mount Vernon Avenue (from Braddock Road to West Glebe Road) - Shared Facility	\$27,000	\$36,000	\$25,000 (funded thru Complete Streets program)
<b>Sub Total</b>		<b>\$19,293,000</b>	<b>\$30,486,000</b>	<b>\$8,375,000</b>
<b>Priority Sidewalk Projects</b>				
1	King Street (from Quaker Lane to N. Hampton Drive)***	\$6,030,000	\$8,040,000	
2	Van Dorn Street (from Kenmore Avenue to the north of Braddock Road)	\$2,360,000	\$3,150,000	
3	Payne Street / Jefferson St. (300 block of S. Payne St.; 700 block of S. Payne St.; 1200 block of Jefferson St.)	\$230,000	\$310,000	

**PRIORITY PROJECT PLANNING LEVEL COST ESTIMATES\***

<b>No.</b>	<b>Project</b>	<b>Low End Cost</b>	<b>High End Cost</b>	<b>Amount funded</b>
4	Cameron Station Boulevard (from S. Pickett Street to Armistead Boothe Park)	Funded through Development	Funded through Development	Not Available
5	Fayette Street (from Route 1 and First Street)	\$110,000	\$150,000	
6	Eisenhower Avenue (from Van Dorn Street to Van Dorn Metrorail Station)	\$280,000	\$365,000	
7	N. Jordan Street (from Howard Street to Seminary Road)	\$1,400,000	\$1,900,000	
8	Russell Road (from King Street to W. Cedar Street)	\$90,000	\$114,000	
9	Seminary Road (from west of Quaker Lane to west of Ft. Williams Parkway)	\$1,220,000	\$1,630,000	
10	Commonwealth Avenue	\$460,000	\$610,000	\$47,000 (funded thru Complete Streets program)
<b>Sub Total</b>		<b>\$12,180,000</b>	<b>\$16,269,000</b>	<b>\$47,000</b>
<b>Priority Trail Projects</b>				
1	Holmes Run Trail (South side of Holmes Run between Ripley Street and N. Pickett Street)	\$250,000	\$500,000	
2	Backlick Run Trail (Cameron Station to Fairfax County)	\$4,000,000	\$6,000,000	\$2,110,000 (funded thru CIP)
3	Old Cameron Run Trail (Eisenhower Avenue/ Stovall St. to approximately where Holland Lane alignment is located)	\$5,000,000	\$8,095,000	\$8,095,000 (Funded thru CIP)
<b>Sub Total</b>		<b>\$9,250,000</b>	<b>\$14,595,000</b>	<b>\$10,205,000</b>
<b>TOTAL (ALL CATEGORIES)</b>		<b>\$40,723,000</b>	<b>\$61,350,000</b>	<b>\$18,627,000</b>

\* Costs are based on a preliminary planning level estimate, are subject to change based on further analysis and design, and do not include any associated right-of-way acquisition.

\*\* All projects would need to be considered thru the City's annual budget process

\*\*\* The portion of the King Street bike facility west of Radford Street and King Street sidewalk project would be coordinated with each other, and final estimates would be based on the ultimate concept design.

March 29, 2016

Mayor, Vice Mayor and City Council Members,

The Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) is pleased to endorse the proposed Pedestrian and Bicycle Chapter of the Transportation Master Plan. The plan articulates goals, objectives and prioritized strategies to provide safe and accessible facilities for people of all ages and abilities to walk and bike, as well as programs and policies that encourage increased walking and biking as safe and active forms of transportation and recreation. Achieving these goals will provide improved safety, as well as economic, environmental and public health benefits.

City staff and members of the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee should be commended for their careful and thoughtful approach in developing the plan. They have spent countless hours engaging citizens of Alexandria and expertly synthesizing a myriad of considerations to ensure that the plan is sound and equitable across the needs of all in the community, regardless of age, abilities or geographic location.

We ask for your help in three areas: (1) Funding Plan Implementation and (2) Expeditiously Achieving Vision Zero, (3) Measuring and Forecasting progress.

#### **Funding Plan Implementation**

The proposed Master Plan chapter lays out a vision for a network that connects all parts of the City, allowing residents and visitors to safely walk and bike throughout the City. The plan also provides a roadmap, i.e. the associated goals, objectives and strategies to achieve that vision. That said, implementation requires adequate funding to achieve goals and objectives in a timely manner. We ask that your commitment to safe, accessible and comfortable walking and biking include funding to accomplish the goals and objectives in a timely manner. We ask you to provide an increase of \$1M in FY17 for the Complete Streets program as a first step toward achieving Master Plan goals and objectives.

#### **Expeditiously Achieving Vision Zero**

The proposed Pedestrian and Bicycle Chapter of the Transportation Master Plan includes developing a Vision Zero program to eliminate pedestrian and bicycle-related deaths and serious injuries in Alexandria as the top Policy and Program strategy. Please ask staff to return as soon as possible, e.g. within about six months, with Vision Zero program options. Your early engagement of Vision Zero program options is essential to expeditiously implementing the plan and achieving the vision.

#### **Measuring and Forecasting Progress**

The plan includes a strategy to “develop an annual report card with information on performance measures identified in this Plan” and a status update report every two years on the implementation of Case Study area recommendations and priority sidewalk, trail and on-street bicycle projects. We request these reports include forecasted progress based on the City Manager’s annual budget proposal, i.e. provide these reports in coordination with the City



Manager's proposed budget, and include the degree to which the proposed budget will "move the needle". With reports that include both progress made as well as proposed budget-informed forecasts for future progress, Council can make better-informed decisions about what is needed to achieve adopted goals and objectives.

Thank you for your past help to make Alexandria safe and more walkable and bikeable. Going forward, we ask for your help to

- (1) Increase funding for the Complete Streets program by \$1M in FY17 as a first step toward achieving Master Plan goals and objectives.
- (2) Expeditiously implement a Vision Zero program: ask staff to return as soon as possible, e.g. within about six months, with Vision Zero program options.
- (3) Include proposed budget-informed forecasts of future progress with the annual "report card" of progress, in coordination with the City Manager's proposed budget.

With your help as requested, Alexandria will achieve its goals for people who walk and bike, and the associated safety, economic, environmental and public health benefits, in a timely manner.

Sincerely,

A handwritten signature in blue ink that reads "Jim Durham". The signature is written in a cursive, flowing style.

Jim Durham

Chair, Alexandria Bicycle and Pedestrian Advisory Committee