

Alexandria

Street Typology Overview

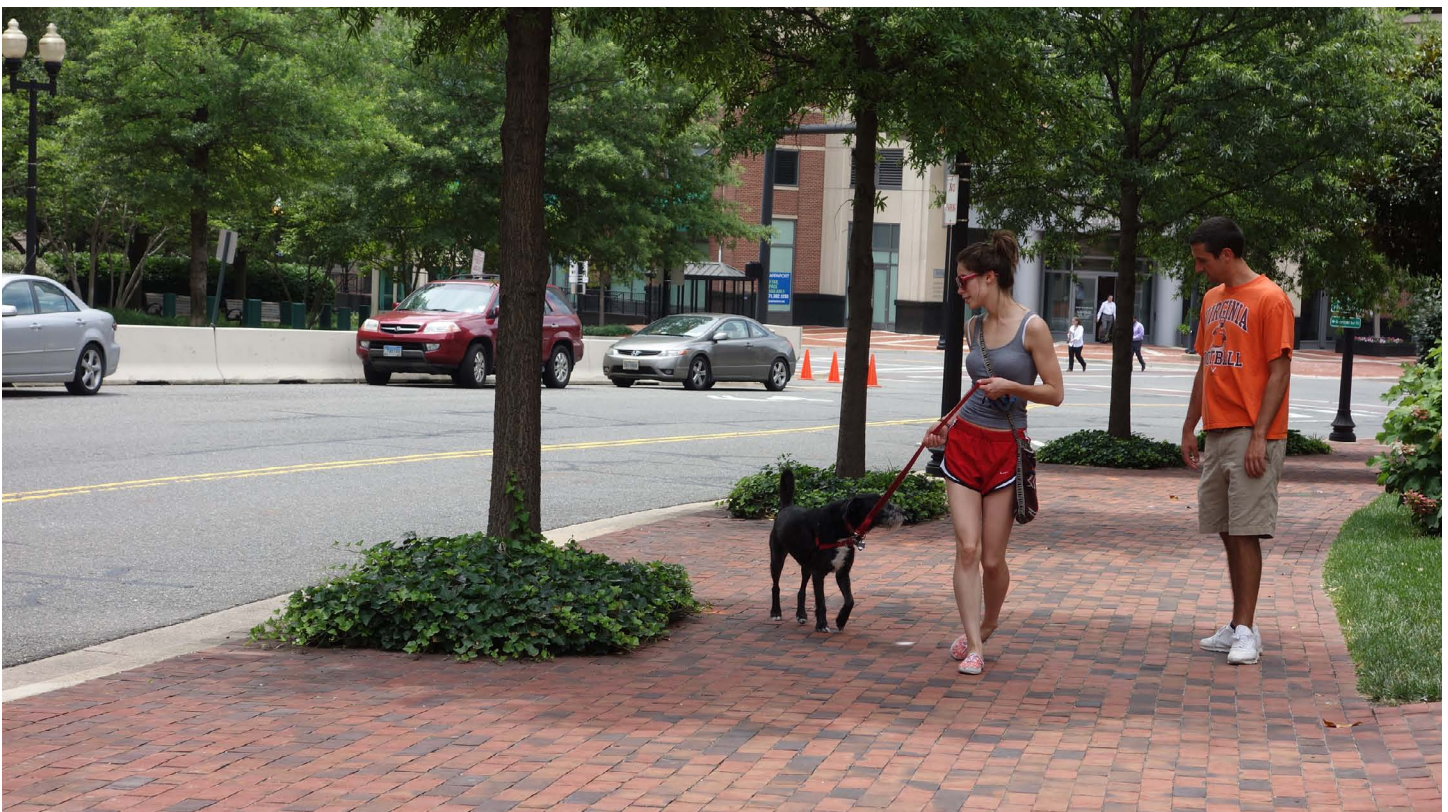
The Guidelines present a set of street types that classify Alexandria's streets to incorporate street character and adjacent land uses — both existing, planned and desired. These new typologies provide a classification system that will help guide future land development, street improvements and road design projects. Streets and public rights-of-way comprise a large portion of the land area of the City of Alexandria and have tremendous influence on economic development and vibrant public life.

The new typologies supplement and enhance the traditional functional classification system. The typologies are unique to the conditions and contexts of Alexandria and provide a roadmap for street design that implements the objectives of the **Comprehensive Transportation Master Plan, Small Area Plans** and the land use vision for the City. The typologies ensure that all modes of travel are safely accommodated, but in general prioritize the needs of pedestrians, bicyclists, and transit riders. This approach does not require transit and/or bikes to be accommodated on every street, rather their accommodation will be determined as part of an overall network (e.g. within mode-specific plans).

Complete streets are healthy streets — both for people, residents and the local and regional economies. They strike a sustainable balance among competing demands. They ensure an overall network that provides for the movement of people of every ability and income level to meet the travel demands of daily life and the movement of freight. Complete Streets also include public spaces that reflect the character and pride of local communities.

Because land use contexts can change throughout the length of a corridor, typologies may change as part of a planning process or significant redevelopment. For example, a corridor may be categorized primarily as a Neighborhood Connector, however a commercial node along it may result in a segment being classified as a Main Street. Street design elements will change accordingly, reflecting the designated street type and its economic and mobility objectives.

Each chapter of this document offers guidance on how different elements of the public realm such as roadways, sidewalks, intersections, and curbside uses should function with respect to typologies.



Dogwalking in the summer in the City's Carlyle neighborhood

Functional Classification

Functional street classification systems such as those promoted by the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO) Green Book establish a street hierarchy emphasizing automotive mobility versus property access. This traditional functional classification system is built almost exclusively around a vehicular construct rather than a multimodal perspective of person throughput and goods movement. Expected and accommodated traffic volumes and travel speeds are often based on the assigned classification.

- **Arterial** roadways are expected to emphasize “mobility” (vehicle throughput) over “access” (local economic exchange). These streets, under the traditional system, have typically been designed to facilitate higher vehicle speeds and longer trips with less emphasis on access to and from adjacent properties.
- **Collectors** are expected to balance mobility and access. These streets tend to provide for the throughput of vehicles while still accommodating access to the businesses and properties that line them.
- **Local streets** emphasize access over mobility. They are not expected to serve through traffic, but instead provide access to end of trip destinations.

The functional classification system is the basis for most local, state, and national roadway design manuals and often determines how state and federal transportation funding resources can be applied to the roadway system.

The system of functional classification evolved from a rural context and lends itself well where streets cross long expanses of farmland or forest to connect to, or between, small town centers. However, this classification system breaks down in complex urban environments where corridors may emphasize both mobility and access to intense activity along a dense and interconnected street network.

A more nuanced approach that reflects the diverse uses and functions of Alexandria’s streets is necessary to supplement the traditional functional classification system. Alexandria’s street typologies were developed to provide additional guidance during the selection of street design elements as well as to help inform choices made during the visioning process of a corridor redesign project.



Arterial



Collector

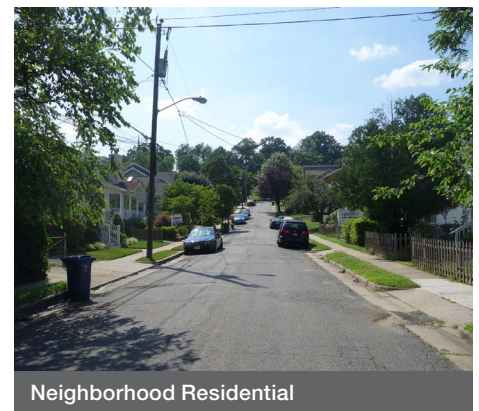
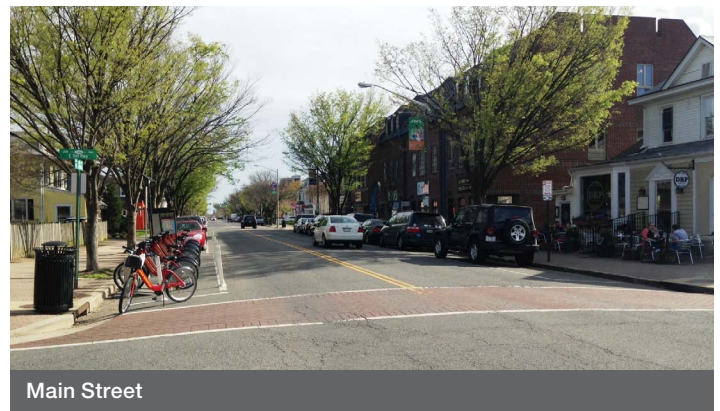


Local

Alexandria Street Typology

Alexandria's street typologies offer a balance between functional classification, adjacent land uses, and the competing needs of all modes of transportation. Each street typology prioritizes users and various design elements based on the context and character of the street. Within Alexandria's constrained public right-of-way, trade-offs must be balanced and should encourage healthy and active transportation options such as bicycling and walking.

The City is undertaking an effort to identify a Street Typology map.



COMMERCIAL CONNECTOR



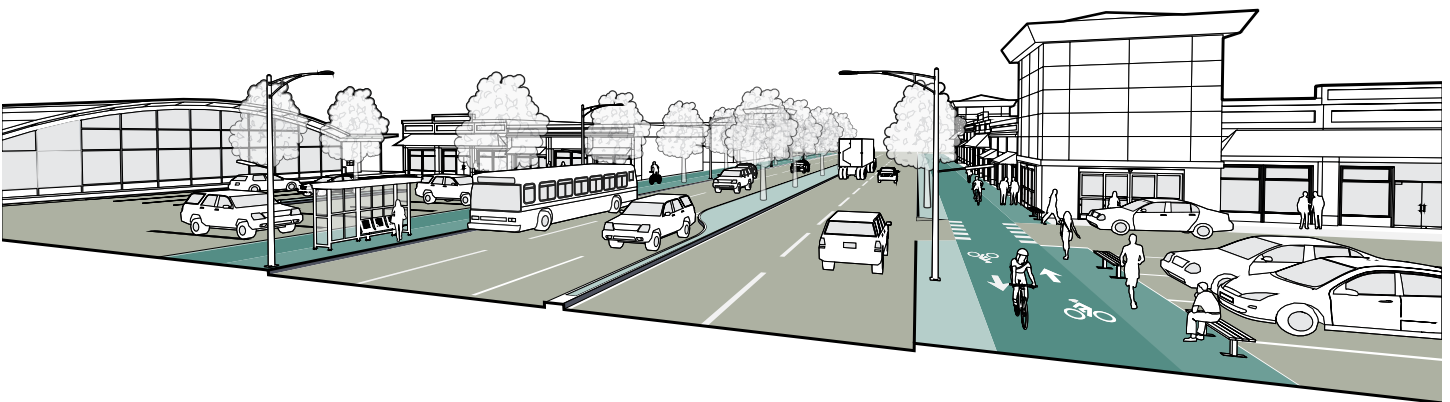
Commercial Connectors typically serve employment and entertainment centers, civic, commercial, and institutional land uses. These streets are currently dominated by motor vehicle traffic and have less pedestrian and bicycle activity. In Alexandria, these corridors often provide regional connections. Street design for Commercial Connectors emphasizes safety for pedestrians and bicyclists by focusing on providing appropriate sidewalks, opportunities for pedestrians and bicyclists to safely cross the street, and separation from high volumes of traffic.

EXAMPLES INCLUDE:

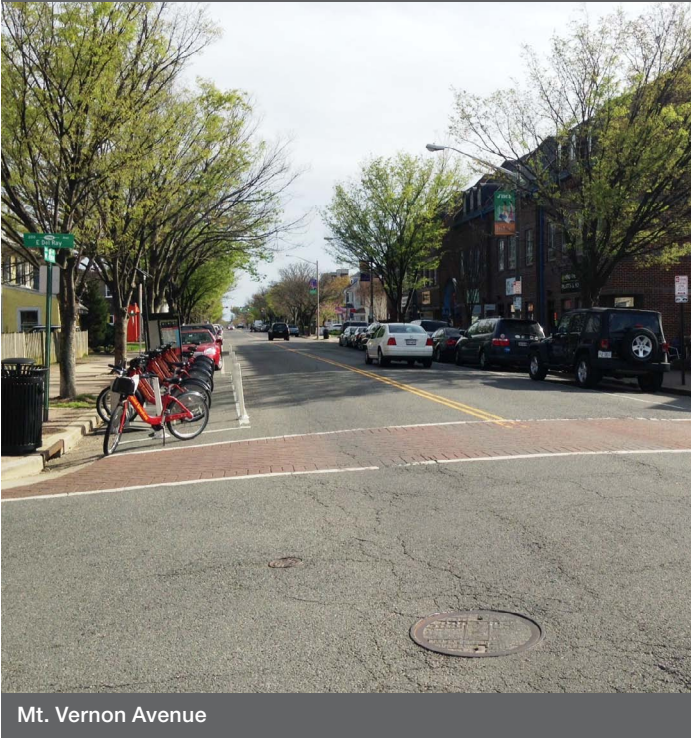
Duke Street (west of Roberts Lane), Braddock Road (west of King Street), Pickett Street, Jefferson Davis Highway, Seminary Road (west of Howard Lane), Duke Street (west of Masonic Temple), Van Dorn Street, and King Street (west of Quaker Lane).

KEY FEATURES

- Land uses: employment and entertainment centers, retail and services
- Buildings generally set back from road
- Serves longer trip lengths and regional destinations
- Dominated by motor vehicle traffic
- Serves transit therefore pedestrian safety is a priority



MAIN STREET



Mt. Vernon Avenue

Main Streets are destinations. In Alexandria, they tend to serve small and medium sized businesses, restaurants, civic buildings or residences. Regardless of location or density, buildings are generally located close to the street. In their present form, these streets already have significant pedestrian and bicycle activity and typically offer on-street parallel parking. They almost always have enhanced streetscapes, however sidewalk widths may vary. Street design for Main Streets focuses on retaining and reinforcing the character of the neighborhood. It also looks to create or enhance an inviting and enjoyable pedestrian experience, and provide flexible spaces for outdoor events and dining and support the generally mixed-use character of the street.

EXAMPLES INCLUDE:

Mount Vernon Avenue, King Street (in Old Town), and Brenman Park Drive in Cameron Station.

KEY FEATURES

- Land uses: serves small and medium sized businesses, occasional residential
- Buildings close to street
- Heavy pedestrian and bicycle activity
- Enhanced streetscape with amenities
- On-street parking



MIXED-USE BOULEVARD



Jamieson Avenue

Mixed Use Boulevards serve areas that generally have taller (five stories or more) buildings that house a mix of retail, residential, office and entertainment uses. Due to the scale of buildings lining Mixed Use Boulevards in Alexandria, these streets often have wider sidewalks. These sidewalks may feature street trees, furnishings, and planted medians. Mixed Use Boulevards may be located in areas that have specific design requirements for finishes, materials, furnishings and lighting. In their present form, these streets already have pedestrian and bicycle activity, in addition to frequent parking turnover and higher traffic volumes. Mixed Use Boulevards are usually located near transit stations and as such are frequently key routes in the transit network. Street design for Mixed Use Boulevards should focus on reducing traffic speed and providing safe and convenient pedestrian, bicycle, and transit choices.

EXAMPLES INCLUDE:

Eisenhower Avenue in Carlyle, Jamieson Avenue, Washington Street.

KEY FEATURES

- Land uses: serves a mix of retail, residential, office and entertainment
- Medium to high density
- Medium to heavy pedestrian and bicycle activity
- May have specific design requirements
- On-street parking



NEIGHBORHOOD CONNECTOR



Neighborhood Connectors primarily serve residential land uses, though some businesses may be integrated into the street fabric. These streets have longer blocks and often serve faster moving traffic. Neighborhood Connectors are currently dominated by motor vehicles, but also have a strong need to accommodate and encourage pedestrian and bicycle activity. These streets often have bus stops and are key routes in the transit network. Street design for Neighborhood Connectors should focus on reducing speeds, improving crossings, tree plantings, street lighting, and providing sidewalks and potentially bikeways.

EXAMPLES INCLUDE:

Russell Road, Janneys Lane, King Street (north of Masonic Temple), Braddock Road (east of King Street), Quaker Lane, and Commonwealth Avenue.

KEY FEATURES

- Land uses: residential, with occasional businesses
- longer block lengths
- Serves faster moving traffic
- Often serves transit therefore pedestrian safety is a priority
- Bicyclists use these streets when Neighborhood Residential streets don't connect



PARKWAYS



Holmes Run Parkway

Parkways extend through or along natural areas or large parks where there is a desire to maintain or create a park-like feel to the street. Elements often include wide planted medians, and shared use paths alongside the road instead of sidewalks. Parkway design should focus on minimizing impacts to the adjacent natural areas and maintaining the park-like character. This may be accomplished through the use of more natural materials such as wood or stone, and by installing shared use paths rather than sidewalks, among other strategies.

EXAMPLES INCLUDE:

Holmes Run Parkway, Timber Branch Parkway, Taylor Run Parkway

(It is important to note that not all streets with “Parkway” in their name meet the criteria for this typology.)

KEY FEATURES

- Land use: adjacent to parks and other natural areas
- Natural material on structures and railings
- Shared use paths instead of sidewalks



Street Overlays

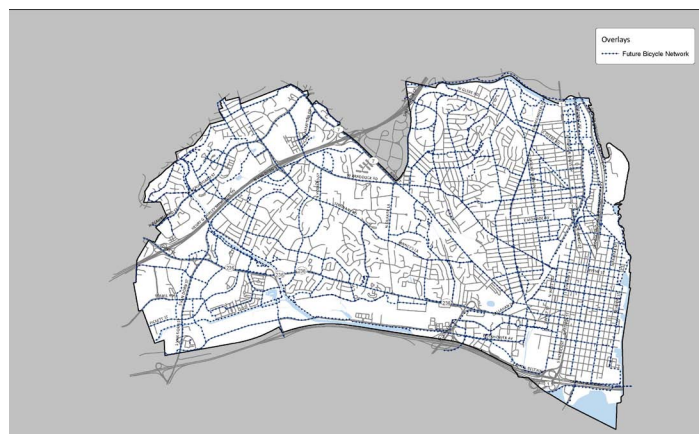
Overlays provide an added modal emphasis to some streets. While all streets will fall into a street typology, a few streets will have multiple overlays in order to provide

additional guidance regarding functional priority. The overlays will also assist in navigating trade-offs and allocation of right-of-way in street design.



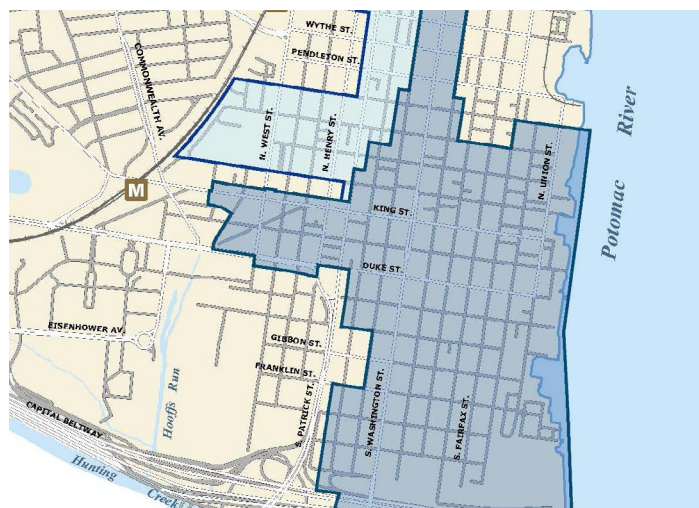
TRANSIT STREETS

A Transit Street is one that emphasizes transit by employing designs that make it safe for transit to operate in mixed-traffic. The design of Transit Streets provides easy access to transit for all potential users, including people with disabilities. A Transit Street contains a high level of transit service and/or numerous transit routes. This category is not intended to encompass all streets where transit exists, rather the more transit-intensive streets.



BICYCLE NETWORK STREETS

These streets were designated as part of the Citywide Bicycle Network in the 2016 Update to the Pedestrian and Bicycle Chapter of the Transportation Master Plan. Bicycle Network Streets connect important destinations in Alexandria and will feature some form of bicycle facility, ranging from a signed route to a sidepath or protected bicycle lane. Projects will be implemented as part of street repaving, redevelopment, or as standalone capital projects. Decisions about the design and facility type for each Bicycle Network Street will be made based on additional public input and analysis.



HISTORIC STREETS AND ALLEYS

These are streets that are located in a **historic district** or **National Register Historic District**. Priority is on the preservation of historical or original layout and materials to comply with design guidelines and policies. The size, spacing, and orientation of many of these streets were a primary feature of the 1749 plan of Alexandria and later the George Washington Memorial Parkway. Street design should preserve, and in some cases accentuate, the history and identity of these streets without detracting from the historic buildings that frame these streets.

Examples: Old and Historic Alexandria District, Parker–Gray Historic District, Del Ray.

Using Street Types in Complete Streets

Street design is a process of evolution and refinement. Street typologies provide a starting place from which each street can be individually tailored to leverage the land uses and activities along it. Street typologies do not provide an absolute formula for right-of-way distribution. Instead, street typologies can serve as models or provide options for communities to make informed choices as part of a planning or redesign process for each street. They can also help set objectives to be advanced and emphasized through street design to help ensure that context and character is reflected in the design and use of Alexandria's public space.

LINKS

Historic District Boundary Map

https://www.alexandriava.gov/uploadedFiles/gis/info/2013_HistoricDistricts.pdf

National Register Historic District

<https://www.alexandriava.gov/historic/info/default.aspx?id=29750>

