

12
10-16-21

Gloria Sitton

From: Jennifer Slesinger
Sent: Friday, October 15, 2021 2:00 PM
To: Gloria Sitton
Subject: AMP Letter via 311

Hi Gloria,

The below letter came in through 311 – I don't think the Mayor or Council received it via 311. Should we include with the other letters on item 12?

Thanks,
Jen

Case Number
21-00026006
Case Owner
Planning TES
Status
Open
Priority
Standard
Subject
ALX-Mobility, Access, and Traffic Safety
Description
Mr. Mayor and Members of City Council

RE: Draft Alexandria Mobility Plan

We commend the City's efforts to update its Transportation Master Plan in order to provide enhanced mobility options in response to land use changes that bring services such as mass transit, bicycles, scooters, walking and other alternatives to residents. However, the Alexandria Mobility Plan ("AMP" or "Plan") has some important deficiencies that need to be addressed:

Studies have shown that nearly 70% of Alexandrians drive a car to work and that the majority of the remaining 30% use their cars to go to the grocery store and for travel around and away from the City. Yet the Plan gives minimal attention to the interests of drivers, with just two chapters that are relevant: Smart Mobility and Streets. Using high-tech solutions such as electric vehicle support infrastructure to help move traffic is an insufficient solution. The Plan should expressly state that the City is in favor of building multimodal bridges such as the north-south multimodal bridge that will connect pedestrians, bikes, transit, and cars from South Pickett Street to the Van Dorn Metrorail Station. It should also state that, where feasible, the City is in favor of expanding rather than narrowing traffic lanes to alleviate traffic congestion. In short, there are few real priorities in the Plan to adequately demonstrate that City investments in easing congestion and cut-through traffic are being adequately prioritized and funded, and no clear metrics are established for measuring such improvements.

The Plan has not made a convincing case that demand for all forms of non-car travel have uniformly increased—particularly in light of the COVID-19 global health pandemic. In many areas of the City, bus service had been reduced due to declining ridership demand.

While the Plan mentions the need to address cut-through traffic, it fails to acknowledge the significant negative impact of the City's imposition of "road diets" and related measures on residential areas—including emergency response/safety

issues. The City's Transportation and Environmental Services ("T&ES") Department should be required to collect ample road performance data before and after road diets are implemented to better understand any resulting changes in traffic congestion levels, traffic volumes, and public safety/emergency response. Such data collection should be mandated in the Plan, and made easily available to the public.

The Plan appears to support a paternalistic form of decision-making led by City staff that falls far short of the stated goals of being "inclusive" and "intentional" in its approach. The paragraph titled "Be Proactive and Data-Driven" on page 23 of the Plan should be deleted in its entirety and replaced with the wording that "The City of Alexandria will be proactive and data-driven in decision-making and when implementing projects and initiatives that advance plans and policies. However, community requests and input will be the determinative factor used for proactive decision-making." The Plan should require prior public notice of all City grant applications for mobility projects and should post them on the City website for transparency. All major "transit way" planning efforts should be announced with a full decision-making timeline from start to implementation.

The Plan should require T&ES to make readily available traffic data and analyses to show successes and challenges for specific roadway/transit projects proposed by the City.

Since the Bicycle/Pedestrian chapter of the Plan was not updated at all from the input last collected in 2014, the City should commit to a formal update in the near-term. The update should be based on a full, transparent, and data-driven evaluation of the 2014 plan.

In sum, the Alexandria Mobility Plan fails to adequately address the City's severe and growing traffic congestion, which Alexandrians consider to be the most important transportation issue.

Sincerely, Gerry and Victoria Hebert

Jen Slesinger

Principal Planner, Transportation Planning | Transportation & Environmental Services

City of Alexandria | 301 King Street Suite 3600 Alexandria, VA 22314

703-746-4007 (office – currently forwarding to mobile) | 571-775-0493 (mobile)

Jennifer.Slesinger@alexandriava.gov

12
10-16-21



October 15, 2021

Alexandria City Council
301 King Street, Room 2300
Alexandria, VA 22314

RE: Comments in support of the Alexandria Mobility Plan

Dear Mayor Wilson and Members of City Council:

Please accept these comments on behalf of the Coalition for Smarter Growth (CSG) in support of the draft Alexandria Mobility Plan (AMP) with a few recommendations. CSG is the leading organization in the DC region advocating for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all.

The overall draft AMP is very good and builds on and expands Alexandria's existing transportation policies, setting a course for the city to continue moving towards a more equitable, sustainable, and livable city.

I appreciate the updated plans focus on peoples' mobility to truly give everyone who lives, works, and visits Alexandria convenient options in how to travel. To realize this improved mobility and accessibility, the plan appropriately calls for continued work towards Vision Zero designing safer streets, reducing speeding, and completing missing pedestrian and bicycle connections; making transit easier to use and more reliable; utilizing technology to improve safe and efficient use of the street network; and proactively and equitably managing use of curb space for different needs, such as dining, bikeshare, loading/pick-up, parking, etc.

While the AMP touches on the notion of reducing vehicle miles traveled (VMT), it should establish a specific target for per capita VMT reduction and call for specific actions to attain it. The targets should be based on the findings of the MWCOC's Transportation Planning Board's Climate Change Mitigation Study, which Alexandria's Energy and Climate Change Action Plan should similarly support.



To help reduce VMT and expand transportation choices, I recommend that the AMP explicitly call for moving away from using a level of service modeling that focuses only on vehicle delay and identify better methodology that assesses level service for people walking, biking, and using transit too.

Ultimately the AMP goals will help improve safety and connectivity for people walking, biking, and using transit making it better for those already reliant on those modes but also making these sustainable transportation options a more convenient choice for others. This would serve to shift more people from single occupancy driving helping to alleviate congestion and still accommodating those that need to drive. Overall this plan would have a positive impact on climate and environmental impacts as well as mobility.

Thank you for your time and consideration of my feedback.

Sonya Breehey
Northern Virginia Advocacy Manager



Alexandria Waterfront Commission

Department of Recreation, Parks and Cultural Activities

1108 Jefferson Street

Alexandria, Virginia 22314

12
10-16-21

October 13, 2021

Honorable Mayor and members of City Council

Re: City Economic Recovery Programs

At its September 20, 2021, meeting, the Waterfront Commission voted to support the economic recovery programs that will be proposed at the City Council public hearing on October 16, 2021. These proposals will make permanent certain temporary programs, which City Council authorized in March 2020 to support businesses during the COVID-19 pandemic.

Specifically, the Commission endorsed the continuation of expanded customer pick-up zones, the designation of the City as a Tourism Zone, and the continued use of on-street parking spaces for dining and retail uses. Further the Commission endorses the permanent closure of the 100 block of King Street to vehicular traffic with the recommendation that secure barriers would be installed at both ends of the block to ensure visitor safety.

The Waterfront Commission appreciates the opportunity to provide these recommendations to City Council and looks forward to continued collaboration to implement activities in support of the Waterfront Small Area Plan.

Sincerely,

Stephen Thayer, Chair
Alexandria Waterfront Commission

cc: Alexandria Waterfront Commission Members
Mark Jinks, City Manager
Debra Colins, Deputy City Manager
Emily Baker, Deputy City Manager
Karl Moritz, Director, Planning & Zoning
James Spengler, Director, Recreation, Parks & Cultural
Yon Lambert, Director, Transportation & Environmental Services
Jack Browand, Staff Liaison, Alexandria Waterfront Commission

12
10-16-21



October 14, 2021

Dear Mayor Wilson and City Council Members:

The purpose of this letter is to express Alexandria Families for Safe Streets' support for Alexandria Mobility Plan (AMP). We support the AMP because its plan strives to:

- Give Alexandrians convenient options in how they travel
- Make transit easy to use and more reliable
- Continue towards Vision Zero designing safer streets and reducing speeding
- Complete missing pedestrian and bicycle connections
- Utilize technology to improve safety and efficient use of the street network
- Proactively and equitably manage curb space for different needs (dining, bikeshare, loading/pick-up, parking, etc.)

The updated mobility plan will set a course for Alexandria to continue moving towards a more equitable, sustainable, and livable city. Further we specifically recommend:

1. Support for Streets Policy B and Strategy 1 that explicitly reinforce the City's existing Vision Zero Action Plan and goal of zero deaths and serious injuries by 2028.
2. Support for Streets Strategy 5 to use speed cameras and other automated traffic enforcement to improve safety.
3. Support for all of the Pedestrian and Bicycle Chapter Policies and Strategies, as they uniformly support safe streets.
4. Overall support for a more modern plan should, if implemented, result in greater use of non-auto modes for day-to-day life in Alexandria, slower safer speeds on our streets, less cut through traffic that is insensitive to the residential and pedestrian character of neighborhoods, better mobilization of technology for safety improvement, and more and better infrastructure for the most vulnerable road users (people walking, biking, and otherwise not in large vehicles).

We urge Alexandria's City Council to adopt the AMP in order to accommodate the future multimodal needs of the citizens of Alexandria. Thank you for your consideration.

Respectfully,

AFSS Board of Directors

Alexandria Families For Safe Streets
211 N. Union Street, Suite 100
Alexandria, VA 22314
Phone: +1 (703) 946-8401
e-mail: contact@novafss.org
www.alxffss.org

12
10-16-21



TRAFFIC AND PARKING BOARD

City Hall
301 King Street
Alexandria, Virginia 22313
www.alexandriava.gov

September 30, 2021

Mayor Justin M. Wilson
Alexandria City Council
City Hall
301 King Street
Alexandria, VA 22314

Re: Endorsement of Curb Space and Parking Chapter of the Alexandria Mobility Plan

Dear Mayor Wilson and Members of City Council:

At our September 27, 2021 meeting, the Traffic and Parking Board voted to provide this letter of endorsement of the Curb Space and Parking Chapter of the Alexandria Mobility Plan (AMP).

This chapter outlines a useful curb space framework to help guide City staff and the Traffic and Parking Board make more strategic decisions about curb uses. The AMP's multi-phase engagement effort demonstrated support for the prioritization and helped to refine the framework so that it can be more useful to the community. In addition, the other strategies in the chapter are consistent with City goals and the needs of the community by maximizing use of existing parking.

The Traffic and Parking Board appreciates the opportunity to weigh in on the draft plan and to support this plan for Council adoption. The Board looks forward to continued collaboration with the City through implementation.

Sincerely,

A handwritten signature in black ink, appearing to read "W. Schuyler".

William Schuyler
Chair, Traffic and Parking Board
Phone: 703-684-7276
Email: wjschuyler@yahoo.com

cc: Alexandria Planning Commission
Alexandria Transportation Commission
Mark Jinks, City Manager
Yon Lambert, Director, T&ES
Jen Slesinger, Alexandria Mobility Plan Project Manager T&ES

12
10-16-21

October 13, 2021

Via Email

Mayor Wilson and Members of City Council
City Hall
301 King Street
Alexandria, Virginia 22314

Re: Concerns Regarding the August 2021 Draft Alexandria Mobility Plan slated for consideration at the City Council Public Hearing Meeting, October 16, 2021

Mr. Mayor and Members of City Council:

On behalf of the Board of Strawberry Hill Civic Association I am writing regarding our concerns with the August 2021 draft Alexandria Mobility Plan ("Draft Mobility Plan").

We commend the City's efforts to update its Transportation Master Plan in order to provide enhanced mobility options in response to land use changes that bring services such as mass transit, bicycles, scooters, walking and other alternatives to residents.

Strawberry Hill CA, supports several of the policies and ideas set forth in Draft Mobility Plan however the Plan contains a number of serious flaws that need to be addressed before it is approved. As currently drafted the plan:

1. Does not adequately address all forms of transportation, particularly car traffic;
2. Does not update or revise those portions of the Mobility Plan relating to the bike and pedestrian plan that was done over four years ago; and
3. Suggests that City staff, basing their judgement primarily on data rather than resident input, will have the ultimate say on what will happen in neighborhoods with respect to transportation.

There are certainly many sound reasons why the City should continue to strive to make it easier for residents to use mass transit, bikes, walking and other alternatives to driving a car yet the fact remains the vast majority of Alexandrians drive a car to and from work. And those who either work from home, take mass transit, bike or walk to work, use their cars to go to run errands (i.e. grocery shopping, take their children to sports and other extracurricular activities) as well as for travel around and away from the City.

Despite the fact that the majority of residents use a car as a primary mode of transportation, there is not one chapter or portion of any chapter in the Mobility Plan that tries to address alleviating the severe traffic congestion in our City by expanding or preserving roadways or by building multimodal bridges in key parts of the City. The closest the Mobility Plan comes to addressing this issue is the portion of the Plan relating to smart mobility. The main solution proffered is regulating traffic lights which will help somewhat with traffic congestion yet alone is unlikely to solve the issue of moving cars rapidly through

the City. The Mobility Plan should expressly state that the City is in favor of building multimodal bridges such as the northsouth multimodal bridge that will connect pedestrians, bikes, transit, and cars from South Pickett Street to the Van Dorn Metrorail Station. It should also state that, where feasible, the City is in favor of expanding rather than narrowing traffic lanes to alleviate traffic congestion.

The Mobility Plan goes further in favoring options that would make driving significantly more difficult by eliminating parking and adding bike lanes on major arterial roads. Road diets may make sense in certain areas, but not on major arterial roads. Going in that direction is contrary to what many residents want and have responded as such in many surveys such as the 2020 Residents Survey.

Perhaps most egregiously, the Mobility Plan seems to indicate that future decision making will not be primarily driven by what residents need or want, but rather by City staffs' judgements based mainly on data at the expense of resident viewpoint. The Mobility Plan states that the "City of Alexandria will be proactive and data-driven in decision-making and when implementing projects and initiatives that advance plans and policies. While community requests and input are an important supplement for decision-making and implementation, time and resources are best— and most equitably—used for proactive decision-making based on data." (See "Mobility Plan" chapter titled "Overview" p. 23) This statement in the Mobility Plan and the paragraph in which it is contained should be deleted in its entirety. It is the people who live in the various neighborhoods of the City who know best what works where they live and play.

Finally, the Mobility Plan was developed in 2020 during COVID-19 pandemic and we all know the pandemic dramatically changed everyone's lives and travel patterns. We really have yet to see how this manifests over time as we eventually emerge from the pandemic. It is premature to think that post pandemic there will be a dramatic downturn in the number of people using cars to get to work and for non-work-related travel. Yet, as noted above, the Mobility Plan fails to adequately address the City's severe and growing traffic congestion. Traffic congestion is definitely a concern and one of the most important transportation issues faced by the residents of Alexandria and has been for some time.

In conclusion, the Mobility Plan is unacceptable as currently drafted as it fails to adequately address all modes of transportation, most pointedly the use of personal vehicles. It also implies that future decision making will marginalize input from the voting public and given to unelected individuals such as City staff.

Thank-you for your consideration,

Fran Vogel
President, Strawberry Hill Civic Association
president@strawberryhillcivicassociation.org

cc: Gloria Sitton, City Clerk and Clerk of Council

12
10-16-21

12 October, 2021

City Council,

I'm writing as a member of the Board of the Cameron Station Civic Association ("CSCA") to note that, while we support several the policies and ideas set forth in the August 2021 draft Alexandria Mobility Plan ("AMP" or "Plan"), it contains certain serious flaws which need to be addressed before it is approved.

We commend the City's efforts to update its Transportation Master Plan to provide enhanced mobility options in response to land use changes that bring services such as mass transit, bicycles, scooters, walking and other alternatives to residents. However, the Alexandria Mobility Plan has some important deficiencies that need to be addressed:

1. Studies have shown that nearly 70% of Alexandrians drive a car to work and that the majority of the remaining 30% use their cars to go to the grocery store and for travel around and away from the City. Yet the Plan gives minimal attention to the interests of drivers, with just two chapters that are relevant: Smart Mobility and Streets. Using high-tech solutions such as electric vehicles support infrastructure to help move traffic is an insufficient solution. The Plan should expressly state that the City is in favor of building multimodal bridges such as the north-south multimodal bridge that will connect pedestrians, bikes, transit, and cars from South Pickett Street to the Van Dorn Metrorail Station. It should also state that, where feasible, the City is in favor of expanding rather than narrowing traffic lanes to alleviate traffic congestion. In short, there are few real priorities in the Plan to adequately demonstrate that City investments in easing congestion and cut-through traffic are being adequately prioritized and funded, and a lack of clear metrics are established for measuring such improvements.
2. The Plan has not made a convincing case that demand for all forms of non-car travel have uniformly increased—particularly considering the COVID-19 global health pandemic. In many areas of the City, bus service had been reduced due to declining ridership demand.
3. While the Plan mentions the need to address cut-through traffic, it fails to acknowledge the significant negative impact of the City's imposition of "road diets" and related measures on residential areas—including emergency response/safety issues. The City's Transportation and Environmental Services ("T&ES") Department should be required to collect ample road performance data before and after road diets are implemented to better understand any resulting changes in traffic congestion levels, traffic volumes, and public safety/emergency response. Such data collection should be mandated in the Plan, and made easily available to the public.
4. The Plan appears to fall far short of the stated goals of being "inclusive" and "intentional" in its approach. The paragraph titled "Be Proactive and Data-Driven" on page 23 of the Plan should be deleted

in its entirety and replaced with the wording that, "The City of Alexandria will be proactive and data-driven in decision-making and when implementing projects and initiatives that advance plans and policies. However, community requests and input will be the determinative factor used for proactive decision-making."

5. The Plan should require prior public notice of all City grant applications for mobility projects and should post them on the City website for transparency. All major "transit way" planning efforts should be announced with a full decision-making timeline from start to implementation.

6. The Plan should require T&ES to make readily available traffic data and analyses to show successes and challenges for specific roadway/transit projects proposed by the City.

7. Since the Bicycle/Pedestrian chapter of the Plan was not updated from the input last collected in 2014, the City should commit to a formal update in the near-term. The update should be based on a full, transparent, and data-driven evaluation of the 2014 plan.

In sum, the Alexandria Mobility Plan fails to adequately address the City's severe and growing traffic congestion, which Alexandrians consider to be the most important transportation issue.

Martin Menez

Member, Cameron Station Civic Asso. Board of Directors

12
10-10-21

Cameron Station Civic Association
200 Cameron Station Blvd.
Alexandria, VA 22304

October 13, 2021

Via Email

Mr. Mayor and Members of City Council
City Hall
301 King Street
Alexandria, Virginia 22314

Re: Concerns Regarding the August 2021 Draft Alexandria Mobility Plan (Docket Item # 12, 22-0376)

The Board of the Cameron Station Civic Association (“CSCA”) is writing to note that, while it supports several the policies and ideas set forth in the August 2021 draft Alexandria Mobility Plan (“Draft AMP” or “Draft Plan”), it still contains certain serious flaws that were not adequately addressed during the Planning Commission hearing on October 5, 2021.

We commend the City’s efforts to update its Transportation Master Plan to provide enhanced mobility options in response to land use changes that bring services such as mass transit, bicycles, scooters, walking and other alternatives to residents. However, the following deficiencies in the Draft Plan need to be addressed prior to approval:

- 1. The Draft AMP Should Promote Multimodal Bridges and Preserve Arterial Roads:** Studies have shown that nearly 70% of Alexandrians drive a car to work and that the majority of the remaining 30% use their cars to go to the grocery store and for travel around and away from the City. Yet the Draft Plan gives minimal attention to the interests of drivers, with just two chapters that are relevant: Smart Mobility and Streets. Using high-tech solutions such as electric vehicle support infrastructure to help move traffic is an insufficient solution. The Draft Plan also does not address key congestion points like the southern side of the city and access to 495, including the Duke/Telegraph ramp. The Draft Plan should expressly state that the City is in favor of building multimodal bridges such as the north-south multimodal bridge that will connect pedestrians, bikes, transit, and cars from South Pickett Street to the Van Dorn Metrorail Station. It should also state that, where feasible, the City is in favor of expanding rather than narrowing traffic lanes to alleviate traffic congestion, particularly on arterial roads. In short, there are few real priorities in the Draft Plan to adequately demonstrate that City investments in easing congestion and cut-through traffic are being adequately prioritized and funded, and a lack of clear metrics are established for measuring such improvements.

2. **Data and Public Input Should Be Required Prior to Imposing Road Diets:** While the Draft Plan mentions the need to address cut-through traffic, it fails to acknowledge the significant negative impact of the City’s imposition of “road diets” and related measures on residential areas—including emergency response/safety issues. The City’s Transportation and Environmental Services (“T&ES”) Department should be required to collect ample road performance data before and after road diets are implemented to better understand any resulting changes in traffic congestion levels, traffic volumes, and public safety/emergency response. Such data collection should be mandated in the Draft Plan, and made easily available to the public.
3. **Community Input Should Be the Determinative Factor on Transportation Decisions:** The Draft Plan appears to fall far short of the stated goals of being “inclusive” and “intentional” in its approach since it indicates that future decision making will not be primarily driven by what residents need or want, but rather by City staff judgements based mainly on data at the expense of resident viewpoint. Accordingly, the paragraph titled "Be Proactive and Data-Driven" on page 23 of the Draft Plan should be deleted in its entirety and replaced with the wording that, “The City of Alexandria will be proactive and data-driven in decision-making and when implementing projects and initiatives that advance plans and policies. However, community requests and input will be the determinative factor used for proactive decision-making.”
4. **Public Notice Should be Required Prior to Seeking Grant Applications:** The Draft Plan should require prior public notice of all City grant applications for mobility projects and should post them on the City website for transparency. All major “transit way” planning efforts should be announced with a full decision-making timeline from start to implementation.
5. **City Staff Should Publicly Disclose the Pros and Cons for Roadway/Transit Projects:** The Draft Plan should require T&ES to make publicly available traffic data and analyses to show successes and challenges for specific roadway/transit projects proposed by the City.
6. **The Bike and Pedestrian Portions of the Draft AMP Are Not Current:** Since the Bicycle/Pedestrian chapter of the Draft Plan was not updated from the input last collected in 2014, the City should commit to a formal update in the near-term. The update should be based on a full, transparent, and data-driven evaluation of the 2014 plan. Reliance on 2014 data may invalidate conclusions reached in the Draft Plan.
7. **Bike and Walking Data Needs to be Differentiated:** The Draft Plan continues to combine walking and biking data. They are two distinct and very different forms of travel. By lumping biking and walking data together, the Draft AMP overstates many of the conclusions reached.

In sum, the Draft AMP fails to adequately address the City’s severe and growing traffic congestion, which Alexandrians consider to be the most important transportation issue.

If there are any questions concerning these comments, please contact the undersigned at aimpastato54@gmail.com, or by phone at (703) 567-5075.

Sincerely,

/s/

Arthur A. Impastato
President
Cameron Station Civic Association

cc: Karl Moritz, Director, Planning and Zoning
Hillary Orr, Deputy Director Transportation and Environmental Services
Christopher Ziemann, Transportation Planning Division Chief
Jen Slesinger, Mobility Plan Project Manager