

Excerpts of Alexandria Mobility Plan

Reducing Congestion and Cut-Through Traffic

The strategies in the AMP will work to expand use of smart signals to improve traffic flow, mitigate impacts of cut-through traffic on local streets, promote partnerships to support continued telework and flexible work schedules, support more frequent and efficient bus service to attract ridership and reduce traffic, and much more.



Streets

Policies

- A. *Protect neighborhoods from cut-through traffic:*** Reduce cut-through traffic burdening City neighborhoods.
- B. *Achieve Vision Zero:*** Use data to eliminate traffic-related deaths and serious injuries by 2028.
- C. *Leverage smart mobility:*** Recognizing that driving is important in the City, use Smart Mobility to manage congestion and neighborhood safety.

Strategies

1. Implement the Vision Zero Action Plan to eliminate traffic fatalities and serious injuries by 2028.
2. Develop a comprehensive program to reduce speeding and cut-through traffic on local streets.
3. Ensure new development minimizes negative impacts to the street network.
4. Work with regional, state, and private sector partners to develop tools to keep traffic on highways and reduce regional cut-through traffic.
5. Consider the use of speed cameras and other automated tools to improve safety.
6. Maintain a state of good repair for our streets using a proactive, data-driven, and equitable approach.





Pedestrian and Bicycle

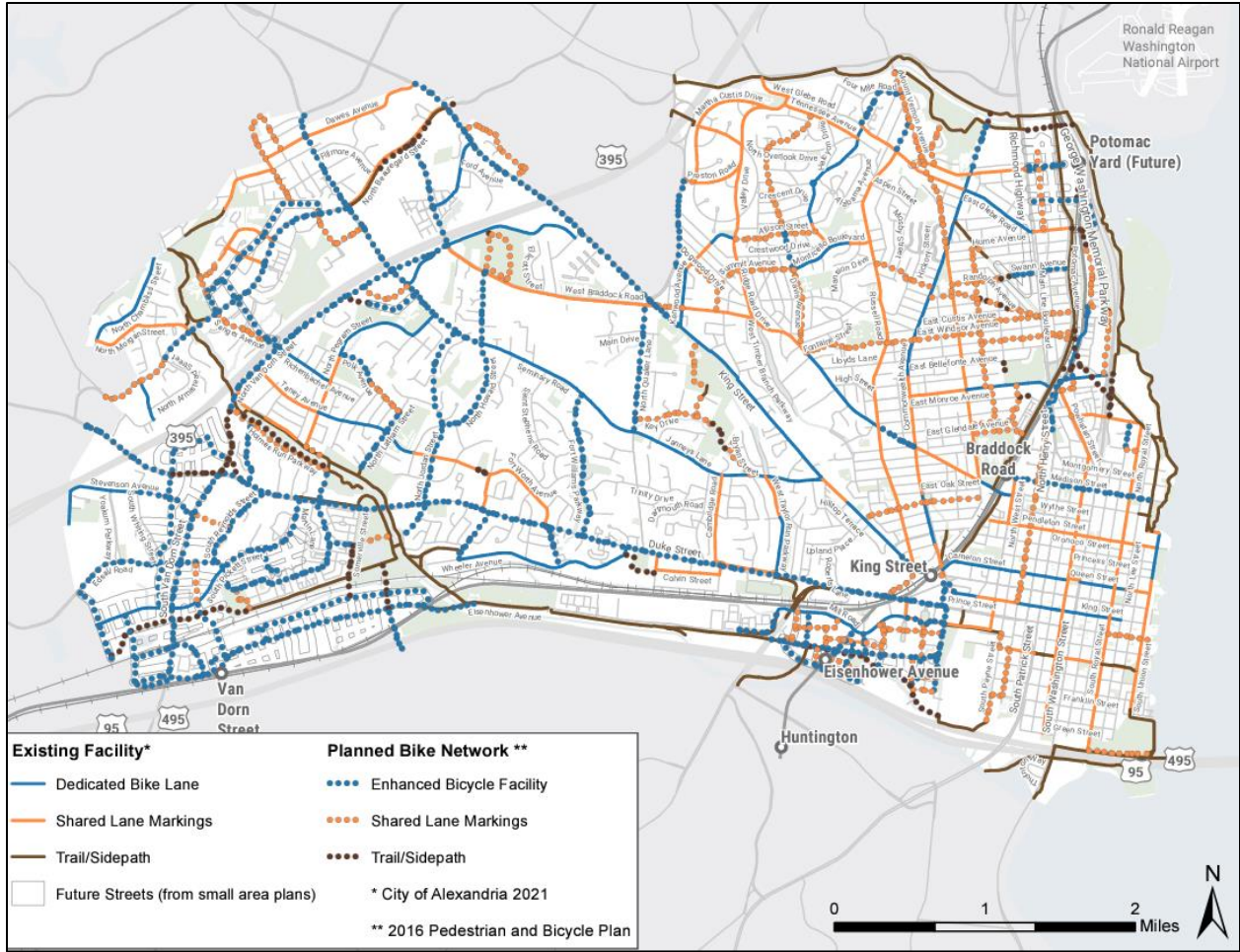
Policies

- A. Prioritize safety:** Focus on vulnerable street user crashes to help achieve Vision Zero.
- B. Address network gaps:** Complete pedestrian and bicycle networks equitably and cost-effectively.

Strategies

1. Create a safe, well-maintained, and comfortable walking and bicycling environment.
2. Build out a continuous, connected, and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably.
3. Build out a connected bicycle network of both on- and off-street facilities to benefit cyclists of all ages and abilities.
4. Upgrade or install infrastructure that increases the accessibility of City streets and public spaces for people of all ages and abilities.
5. Educate all street users about safety and traffic laws.





Excerpts of the Eisenhower West Small Area Plan

Primary or "A" Streets

"A" streets are the existing primary streets that traverse the plan area and provide major vehicular, transit, pedestrian, and bicycle access and mobility. They include Eisenhower Avenue, Van Dorn Street, and South Pickett Street. These existing streets will be improved to enhance mobility options and to become important addresses for future development.

1. Buildings will front the street.
2. Building entries will be located along the street frontage.
3. Active uses will be located on all street frontages.
4. If above-grade parking is permitted, it will be screened with active uses to at least 30 feet in depth for each street and park open space frontage.
5. The highest quality of architectural façade treatment will be used.
6. No driveways, curb cuts, or service alleys will be in view.

See Figures 4.6, 4.7 and 4.8 for cross sections showing improvements to Eisenhower Avenue, Van Dorn Street and South Pickett Street.

Improvements to "A" Streets

Eisenhower Avenue

Eisenhower Avenue becomes a "Great Street" that includes new mixed use development, and accommodates pedestrian activity, bicycling, transit, and driving. See Fig. 4.6 for the Eisenhower Avenue cross section within the plan area.

Straightening of Eisenhower Avenue

A portion of Eisenhower Avenue between the Covanta facility and Metro Road is proposed to be straightened. This new alignment will create an important terminus at a new mixed-use node centered on the Van Dorn Metrorail Station. It would

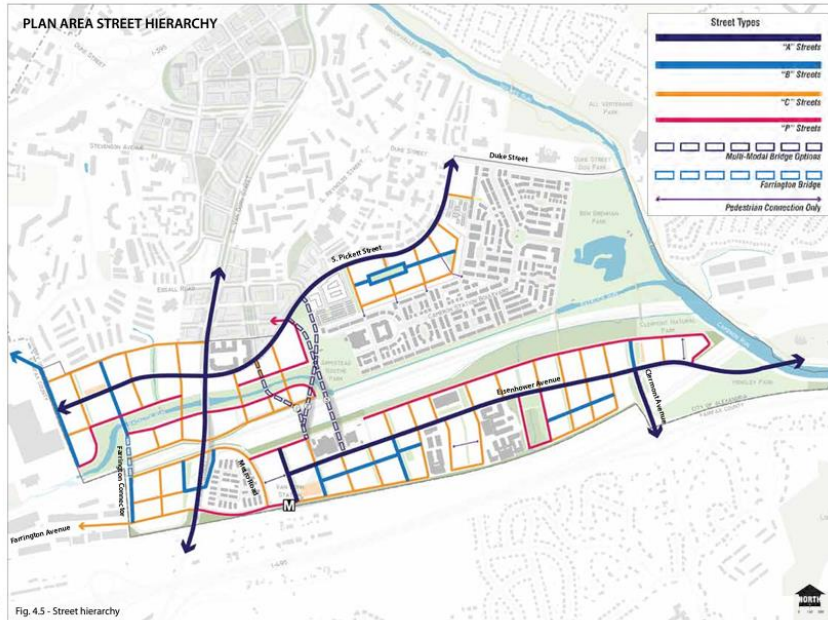


Fig. 4.5 - Street hierarchy

be constructed in conjunction with redevelopment of the WMATA property and adjacent sites. It offers the opportunity to consolidate Metro's facilities which are currently bisected by Eisenhower Avenue, while clarifying wayfinding and access to the station. (See Figures 4.15 and 4.16.)

Van Dorn Street

The Eisenhower West Small Area Plan builds on the Landmark Van Dorn Corridor Plan's vision for a redesigned Van Dorn Street, reconstructed as an attractive green boulevard with dedicated transit lanes for the West End Transitway and new pedestrian and bicycle facilities. The Plan recommends improvements to Van Dorn Street along its southernmost stretch. See Fig. 4.7 for the Van Dorn Street cross section.

Van Dorn Street is critical to providing access to the West End Transitway, and Van Dorn Metrorail Station. Currently, the pedestrian realm along Van Dorn Street is very uninviting, especially as it bridges across Backlick Run and the railroad right-of-way. In that location, sidewalks are in disrepair or missing entirely, discouraging people from walking to the Metrorail Station. WMATA conducted a Pedestrian and Bicycle Station Access Study for this station. Recommendations from that study to improve connectivity and access to the station should be implemented in the interim before redevelopment of the station.

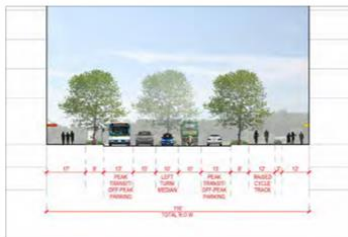


Fig. 4.6 - Cross section showing improvements to Eisenhower Avenue - "A" street

South Pickett Street

South Pickett Street is an important existing connector from Duke Street through Eisenhower West to Fairfax County. The Plan requires enhancements to South Pickett Street to become a complete street that accommodates pedestrians, bicycles, and cars. See Fig. 4.8 for the South Pickett Street Cross Section.

Secondary or "B" Streets

"B" Streets will be new secondary streets in Eisenhower West. Where these streets serve nodes of mixed use development, they are active, vibrant streets with shops, restaurants and cafés with outdoor seating at the ground level, as well as public spaces and plazas. These streets will include tree-lined sidewalks, high-quality streetscape, paving, furnishings, lighting, and landscape. See Figure 4.9 and 4.10 for the typical cross section.

1. Buildings will front the street.
2. Primary or secondary building entries will be located on these streets.
3. If above-grade parking is permitted, it will be screened with active uses to at least 30 feet in depth for each street and park open space frontage.
4. A high quality of architectural façade treatment will be used.
5. No driveways, curb cuts, or service alleys will be in view.

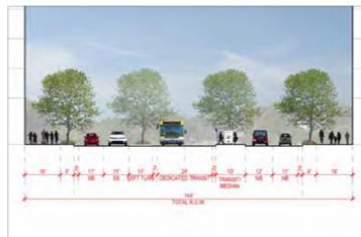


Fig. 4.7 - Cross section showing improvements to Van Dorn Street - "A" street

Tertiary or "C" Streets

These streets are located in mixed-use and residential areas within Eisenhower West. They will be pleasant places to walk and will include tree-lined sidewalks, high-quality streetscape, paving, furnishings, lighting, and landscape. See Figures 4.11 and 4.12 for the typical cross section.

1. Buildings will front the street.
2. Primary or secondary building entries may be located on these streets if no A or B Street bounds the block.
3. A high quality of architectural façade treatment will be used.
4. Streets abutting railways will have flexibility in street and sidewalk width and parallel parking where appropriate.
5. Curb cuts for providing access to parking and loading areas may be located on these streets, provided they are combined with adjacent development to the extent possible.
6. If above-grade parking is permitted, it will be screened with active uses to at least 30 feet in depth for each street and park open space frontage. If fronting on to an existing rail line, architectural screening may be permitted as part of the development review process, in lieu of active uses.

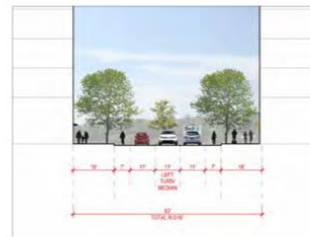


Fig. 4.8 - Cross section showing improvements to South Pickett Street - "A" street

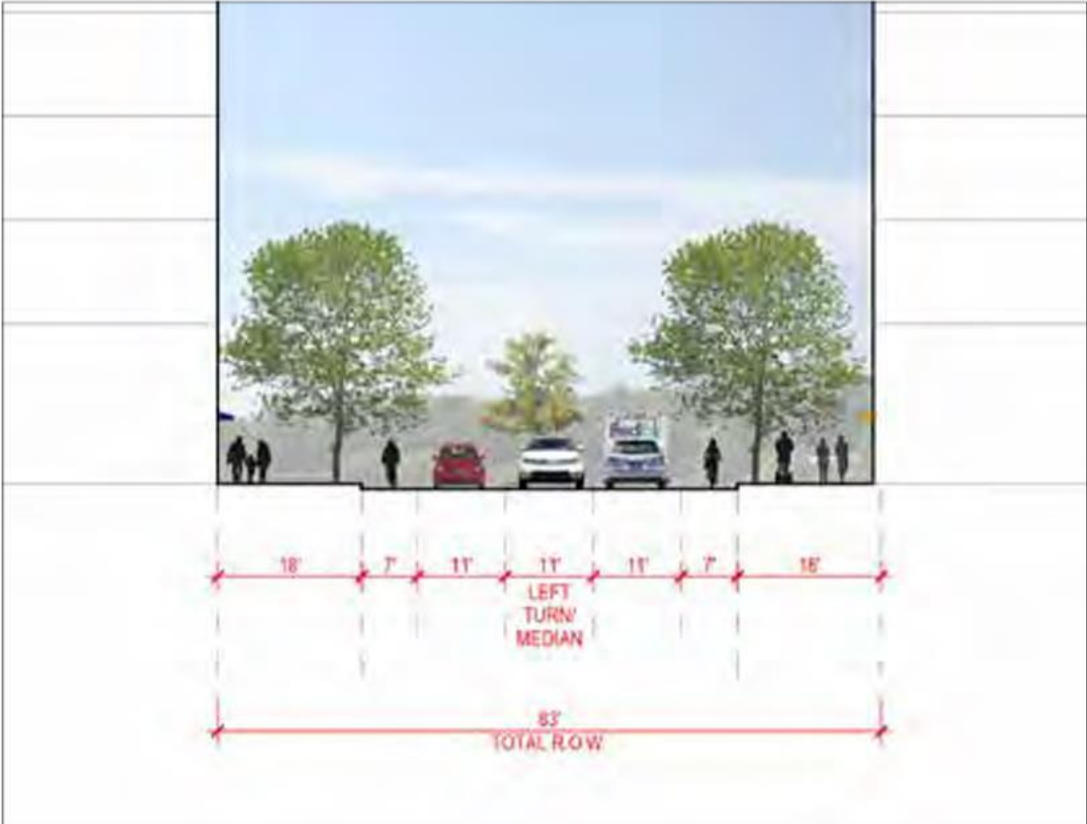


Fig. 4.8 - Cross section showing improvements to South Pickett Street - "A" street

Vision Zero Policy

RESOLUTION NO. 2757

**A RESOLUTION endorsing Vision Zero, for the City of Alexandria
To achieve zero traffic deaths and serious injuries on Alexandria streets by 2028**

WHEREAS, traffic crashes are among the leading cause of deaths and injuries in the world, the United States, and the City; and

WHEREAS, death and injury on our streets is unacceptable and serious crashes are preventable; and

WHEREAS, traffic deaths and serious injuries in the United States have disproportionately impacted people of color, low-income households, older adults and youth, people with disabilities, people with limited English proficiency, and households with limited vehicle access; and

WHEREAS, streets and transportation systems have traditionally been designed primarily for maximum vehicular capacity and mobility, rather than the safe accommodation of all modes and users; and

WHEREAS, the city's Strategic Goals include protecting the safety, health and security of its residents, businesses, employees and visitors; and

WHEREAS, Vision Zero provides a framework for reducing traffic deaths and serious injuries to zero, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, Vision Zero focuses on safety as a primary objective for our transportation systems; and

WHEREAS, the City has adopted an amendment to the Transportation Master Plan that includes a strategy to evaluate traffic deaths 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; and

WHEREAS, successful Vision Zero programs are a result of both a complete government approach (i.e. interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and action plan;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALEXANDRIA:

1. The City of Alexandria hereby adopts a goal of eliminating traffic deaths and serious injuries by 2028; and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.
2. The City Council directs the City Manager to form an interdepartmental working group to develop a Vision Zero Action Plan for future consideration by Council, based upon a comprehensive analysis of traffic deaths and injuries in Alexandria, which would identify associated funding needed for the City to reach the goal of zero deaths and serious injuries by 2028.
3. The City Council directs the City Manager to ensure that the Vision Zero Action Plan addresses the inequity in traffic deaths and serious injuries through a combination of equitable engineering, enforcement, education, and evaluation.
4. The City Council directs the City Manager to engage the community in the development and implementation of a Vision Zero Action Plan.
5. The City Council directs staff to provide an annual report on implementation of the Vision Zero Action Plan including progress toward eliminating traffic deaths and serious injuries by 2028.
6. This resolution shall take effect immediately upon its adoption.

Adopted: January 24, 2017


ALLISON SILBERBERG MAYOR

ATTEST:


Jacqueline M. Henderson, MMC City Clerk

Complete Streets Policy**RESOLUTION 2621**

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, riders and drivers of public transportation, as well as drivers of other motor-vehicles (i.e., cars, trucks, vans, motorcycles, SUVs, etc.), and people of all ages and abilities, including children, older adults, and individuals with disabilities; and

WHEREAS, streets that are not designed to provide safe transport for all users present a danger to pedestrians, bicyclists, and riders of public transportation, most especially children, older adults, and people with disabilities; many of whose traffic-related injuries and fatalities are preventable, and the severity of whose traffic-related injuries could readily be decreased by implementing Complete Streets approaches; and

WHEREAS, the Council wishes to encourage walking, bicycling, and the use of public transportation as safe, convenient, environmentally friendly, and economical modes of transportation that promote health and independence for all people; and

WHEREAS, Complete Streets are essential in providing safe routes to school for children; and

WHEREAS, the Council recognizes that the careful planning and coordinated development of Complete Streets infrastructure offers long-term cost savings for local and state government, benefits public health, and provides financial benefits to property owners, businesses, and investors, while creating a safe, convenient, integrated transportation network appropriate for the land use or the context of the street for all users; and

WHEREAS, sedentary lifestyles and limited opportunities to integrate exercise into daily activities are factors contributing to increased obesity among adults and children and numerous correlated adverse health consequences; and

WHEREAS, streets are a key public space, shape the experience of residents and visitors to the City of Alexandria, directly affect public health and welfare, and provide the framework for current and future development; and

WHEREAS, the one-third of Americans who do not drive include a disproportionate number of older adults, low-income people, people of color, people with disabilities, and children, and the inequitable distribution of safe alternative means of travel adversely affects their daily lives; and

WHEREAS, the dramatic increase in the population of older and very old adults that will be seen by 2020 and 2030, requires that changes be made now to street design and transportation planning; and

WHEREAS, the Council wishes to build upon the City's existing policies that recognize the importance of addressing the transportation needs of pedestrians, bicyclists, and public transportation riders, such as the Transportation Master Plan, Eco City Action Plan, 2010 Strategic Plan, the Pedestrian and Bicycle Mobility Plan, and several small area plans; and

WHEREAS, the Council wishes to encourage public participation in community decisions concerning street design, and would provide opportunities for public input in the development of future street design guidelines and would incorporate public comments into a final document; and

WHEREAS, the Council recognizes the importance of Complete Streets infrastructure and modifications that enable safe, convenient, and comfortable travel for all users, such as sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulbouts; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; narrow vehicle lanes; raised medians; and dedicated transit lanes, and

those features identified in the Transportation Master Plan; and

WHEREAS, the Council desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best guidelines and standards.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALEXANDRIA, VIRGINIA:

1. That the Department of Transportation and Environmental Services shall make Complete Streets practices a routine part of everyday operations, shall use transportation programs and projects identified in Small Area Plans, development cases, and City maintenance and Capital Projects, to improve the transportation network for all users and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets to the maximum extent possible throughout the City. To accomplish this, the Department of Transportation and Environmental Services shall develop a Complete Streets checklist based on all the City's multi-modal planning and policy documents to ensure that a Complete Streets review is conducted for all development and for City roadway projects.
2. That every street project shall incorporate to the extent possible Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right-of-way for each category of users; provided, however, that such infrastructure may be excluded upon written approval, to be documented and reported, by the Director of the Department of Transportation and Environmental Services, when documentation and data indicate that:
 - a. Use by non-motorized users is prohibited by law
 - b. The cost would be excessively disproportionate to the need or probable future use
 - c. There is an absence of current or future need; or
 - d. Inclusion of such infrastructure would be contrary to public safety or would be unreasonable or inappropriate in light of the scope of the project.

That, as appropriate, the Director of the Department of Transportation and Environmental Services shall review capital and maintenance projects to ensure the integration, accommodation, and balance of the needs of all users are considered in all transportation projects.

That, as appropriate, the Director of the Department of Transportation and Environmental Services and the Director of Planning and Zoning shall review all Small Area Plans and development cases to ensure the integration, accommodation, and balance of the needs of all users are considered. They shall also ensure that all Small Area Plan and development case staff reports discuss how each plan and/or development case is consistent with the Complete Streets Resolution.

The staff reports for the Small Area Plans and the development cases shall also document where the Director of the Department of Transportation and Environmental Services and the Director of Planning and Zoning exercised discretion in applying the Complete Streets Resolution with supporting data that indicates the basis for the decision. A report listing instances of discretion will be provided to the Transportation Commission and the Traffic and Parking Board every two years.

3. That, as feasible, the City of Alexandria shall incorporate Complete Streets infrastructure into existing public streets to improve the safety and convenience of users and construct and enhance the transportation network for all users while undertaking an appropriate evaluation process and minimizing negative impacts to adjacent neighborhoods.
4. That, if the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping, or signalization operations, such projects shall implement Complete Streets infrastructure to increase safety for users.
5. That, as feasible, the City of Alexandria will conduct trainings on Complete Streets best practices for personnel responsible for the design, construction, and maintenance of streets and will coordinate with these other departments, including the Alexandria Police

Department and Alexandria Fire Department, during project development.

6. That the Director of Transportation and Environmental Services shall, upon request, provide indicator data as referenced in the Alexandria City Council Strategic Plan to report on the City's progress toward meeting strategic goals for users to travel in safety and comfort on foot, by bicycle, and using public transportation.
7. That the Director of Transportation and Environmental Services shall report to the Transportation Commission and Traffic and Parking Board in a public forum every two years regarding the steps taken to implement this resolution, all instances where the Director of Transportation and Environmental Services exercised discretion, and the Director of Planning Zoning exercised discretion for Small Area Plans and development cases, and actions that would need to be taken by these commissions and boards or the Transportation Commission or other agencies or departments to implement this resolution.
8. WHEREAS, the Complete Streets Program has been successful in fulfilling the goals of the City Council Strategic Plan, the Transportation Master Plan and Eco-City Alexandria, by implementing infrastructure that provides safe, convenient and comfortable travel for all roadway users, it is hereby reenacted,

Adopted: May 17, 2014


WILLIAM D. EULLE MAYOR

ATTEST:


Jacqueline M. Henderson, MMC City Clerk