



## ***Master Plan Amendment #2021-00011***

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<b>Issue:</b> (A) Initiation of a Master Plan Amendment; and (B) Public hearing and consideration of an amendment to the Transportation Master Plan Chapter of the Master Plan to replace the chapter with the Alexandria Mobility Plan Chapter which includes updates to transportation policies, goals and strategies.	<b>Planning Commission Hearing:</b>	October 5, 2021
	<b>City Council Hearing:</b>	October 16, 2021
<b>Staff:</b> <i>Transportation and Environmental Services:</i> Hillary Orr, Deputy Director; Christopher Ziemann, Transportation Planning Division Chief; Megan Oleynik, Long Range Planner		

### **PLANNING COMMISSION ACTION, OCTOBER 5, 2021:**

On a motion by Commissioner McMahon, seconded by Commissioner Lyle, the Planning Commission voted to initiate the Master Plan Amendment #2021-00011. The motion carried on a vote of 6 to 0.

On a motion by Commissioner McMahon, seconded by Commissioner Lyle, the Planning Commission voted to recommend approval of the resolution for the Master Plan Amendment #2021-00011. The motion carried on a vote of 6 to 0.

**Reason:** The Planning Commission agreed with the recommendations and policies set forth in the proposed amendment.

Chair Macek asked staff to address concerns expressed by several citizens' associations about community input on the implementation of the plan. Staff discussed how data will be used to identify areas with the highest needs to prioritize projects, but that there will be in-depth outreach and ample opportunities for feedback on proposed projects.

Commissioner McMahon described her efforts on the Alexandria Mobility Plan Advisory Committee. She stated that she felt there were several strategies in the plan that addressed vehicular traffic and balancing needs of different modes. She highlighted that the plan is not a full update of the 2016 Bicycle and Pedestrian Plan, but that it incorporates the spirit and community input provided with that 2016 plan. She expressed that she felt there were some weaknesses in the plan in that some of the recommendations may be in conflict with each other and will need to be worked out with implementation. She expressed overall support and that she felt the plan was an improvement on past efforts.

Commissioner Ramirez expressed overall support for the plan and how it addresses the interconnectivity of transportation in the community and promotes more transportation options.

Chair Macek expressed support of the plan and how it balanced mobility options and worked without existing transportation constraints in Alexandria.

Commissioner Lyle stated her support and expressed why she felt it was appropriate for Commissioner McMahon to vote on this item after her efforts on the advisory committee.

Commissioners supported the addition of the following action in Transit Chapter Strategy 2 as proposed by Transportation Commission, “Explore connecting Alexandria’s transitways with high-capacity transit corridors in Fairfax to help create a more reliable and efficient regional bus network,” with the clarification that this strategy refers to “Fairfax County.”

Speakers:

Judy Noritake, representing Braddock Metro Citizens Coalition, expressed support for the Mobility Plan particularly for promoting safer and more convenient non-vehicular travel options.

## I. OVERVIEW

The Alexandria Mobility Plan (AMP) is the City’s strategic update to the 2008 Transportation Master Plan, part of the City’s Master Plan. By using the term “mobility,” this update emphasizes the importance of providing useful options to allow people to have the freedom to choose how to get around. The AMP is not an exhaustive list of specific projects; instead, it lays out the policies and strategies that will guide transportation decisions for the next ten years in pursuit of enhanced quality of life, sustainability, and equity, centered around the concept of choice.

The scope of the effort was to update the 2008 Streets and Transit Chapters, add a curb space management element to the Parking Chapter, dedicate a new chapter to the concept of Transportation Demand Management (Supporting Travel Options), and fold the 2016 Pedestrian and Bicycle Plan into the structure of the AMP. The AMP recognizes the progress, advancements in technology, and opportunities and challenges with regional growth that have occurred since the adoption of the 2008 Plan.

In 2019, staff briefed City Council on the scope of this planning effort. Council direction was to ensure that this Plan continues the City’s strategic focus from the 2008 Transportation Master Plan, the 2014 Complete Streets Policy, the 2017 Vision Zero Policy, and the 2017 Strategic Plan that promote safety and multimodal transportation.

## II. DISCUSSION

The Plan’s core elements include a vision, guiding principles, overarching policies, and chapter specific strategies and policies. The Plan also includes performance measures in the form of plan-level key performance indicators, chapter specific metrics and targets that will enable the City to track progress at achieving the Plan’s vision and guiding principles and addressing the chapter-specific strategies.

**Vision:** Recognizing that both technology and integrated transportation-land use planning offer ways to better connect individuals with where they want to go, the vision for the Alexandria Mobility Plan is: *Safe, seamless, and connected mobility options foster a thriving Alexandria for all.* This vision came from feedback during the first phase of public outreach and an AMP Advisory Committee (AMPAC) visioning workshop. It is a forward-looking vision that incorporates major themes from the outreach as well as the City’s Strategic plan focus to foster a thriving Alexandria for all.

**Guiding Principles:** The guiding principles of the AMP represent the more specific and measurable outcomes that the City hopes to achieve through improvements to transportation and mobility. All components of this Plan seek to advance one or more guiding principles, which, when combined, will help foster ACCESS for Alexandria: **A**ccessible, **C**onnected, **C**onvenient, **E**quitable, **S**afe, and **S**ustainable. Each guiding principle has one or two key performance indicators associated with it, which will be incorporated into the City’s Transportation Dashboard and updated every 3 years, during the life of the Plan.

### Plan Sections:

#### **Executive Summary**

Includes an overview of the Plan as well as all of the strategies and policies.

**Overview:**

Describes the context, vision, and guiding principles of the Plan, as well as four overarching policies that speak to major themes of the Plan and considerations that will need to be taken through implementation. These overarching policies are to promote equity, partnerships, flexibility and resilience, and data-driven approaches.

Each of the following topical chapters feature policies, strategies, actions, and metrics that will enhance choices for the community and address mobility needs.

**Transit**

Focuses on making transit in Alexandria more customer-friendly, reliable, and efficient to better serve existing customers and attract new ones. The chapter lays out strategies to complete the three transitway corridors, implement Alexandria Transit Vision Plan recommendations, transition DASH to a zero-emission fleet, and other means to increase ridership through policy, service, and infrastructure enhancements.

**Smart Mobility**

The Smart Mobility chapter focuses on how the City can incorporate technology into the transportation network. The chapter lays out strategies to better manage traffic, improve safety, and enhance overall mobility through such things as expanding the use of smart signal technology to enable signal adjustments in real time, upgrading the Transportation Management Center to provide better tools for traffic monitoring, developing a framework for pilots that will be relevant across all of transportation, and preparing the city for connected and automated vehicles.

**Streets**

The Streets chapter seeks to identify ways to make City streets function better for all users through strategies that incorporate recent policies and identify new opportunities, with the goal of making the street network more efficient and safer. Strategies include developing a program to reduce speeding and cut-through traffic on local streets, updating the development review process to better consider the needs of all users in new developments and minimize impacts of new developments on the street network, work regionally to reduce regional cut-through traffic, continuing the work of Vision Zero, considering the use of speed cameras and other automated tools to improve safety, and maintain a state of good repair for our streets using a data-driven equitable approach.

**Pedestrian and Bicycle**

The Pedestrian and Bicycle chapter reflects the integration of the 2016 Pedestrian and Bicycle Plan Update into the format of the AMP, while tracking progress since 2016 and highlighting the remaining priorities. The chapter includes an updated map of remaining sidewalk gaps with their relative priority and an updated map of existing and planned bicycle facilities, including those identified in recent small area plans.

**Supporting Travel Options**

The Supporting Travel Options chapter focuses on how the City can support alternatives to driving alone through information, incentives, partnerships, and policies. The chapter identifies strategies that aim to increase access to a range of travel options to reduce congestion and

GHG emissions in support of Environmental Action Plan 2040 goals including expanding water transportation options, the creation of mobility hubs to support first/last mile transportation, and the pursuit of regional efforts to manage transportation demand, such as through telework and flexible schedules.

**Curb Space and Parking**

The Curb Space and Parking chapter focuses on how the City can use parking—both on- and off-street—to help achieve its goals and manage competing demands for limited curb space between vehicles, bikes, buses, freight, pick-ups and drop-offs, and more. It includes strategies that will help guide the management of curb space and parking resources while supporting the City’s commitment to sustainability and quality of life. This chapter includes a framework for prioritizing curb uses in different street contexts, the promotion of a multi-faceted approach to better manage parking availability for both on-street and off-street parking, including pricing and technology, expanding efforts to modernize parking requirements in new developments, and promoting electric vehicle charging opportunities.

**Appendix I: Implementation**

Includes anticipated time horizons for each action in the Plan.

**Appendix II: Monitoring**

Includes detailed information about the key performance indicators that tie to the guiding principles as well as baseline information for the chapter metrics, and 3, 6, and 9 year targets.

**Appendix III: Engagement**

Includes a summary of engagement activities and findings undertaken during the course of the Plan.

This Plan was developed during the 2020 COVID-19 pandemic, which dramatically changed travel patterns and the way we live our lives. The Plan recognizes that there will always be unknowns and that the City must seek to understand potential scenarios and plan for flexibility, adaptation, and resilience. This Plan also enables the City to track the implications of the pandemic on travel needs over time and determine whether a shift in tactics is necessary to ensure cost-effective investment and that all Alexandrians have access to useful travel choices.

**III. Community Process**

The Plan was developed with guidance from the City Manager-appointed Alexandria Mobility Plan Advisory Committee (AMPAC), which consists of Transportation Commission members and a representative from the Alexandria Chamber of Commerce, the Commission on Persons with Disabilities, the West End Business Association, and the Federation of Civic Associations. The AMPAC met ten times to provide input on the engagement strategy and the Plan content.

An interdepartmental team helped to inform the content of the Plan. It included representatives from Transportation & Environmental Services, Planning & Zoning, Recreation, Parks, and Cultural Activities, Information Technology Services, Alexandria Fire Department, Alexandria Police Department, the Department of Community and Health Services, and Alexandria City Public Schools.

This planning effort entailed several phases of public outreach to collect input between Summer 2019 and Fall 2021:

Phase I: Visioning (online visioning feedback form, Innovation Forum, stakeholder meetings)

Phase II: Priorities (pop-up events, stakeholder meetings, online engagement)

Phase III: Strategy Development (focus groups, Town Hall, feedback form)

Phase IV: Draft Plan Outreach (board/commission meetings, feedback form, online promotion, flyering at supermarkets and vaccine events, email summary to those who provided feedback of proposed changes with opportunity to respond)

Phase V: Final Plan Outreach (board/commission presentations, online promotion)

This outreach identified several major themes including a strong widespread interest in more useful transit service, the need for improved safety for all road users, and concerns about congestion and cut-through traffic in the city.

The feedback form on the draft plan yielded 545 responses. Generally, most respondents (72%) felt that the draft plan addressed at least some of their priorities. Many open-ended responses indicated a desire for improvements that were already included in the draft plan, such as a focus on traffic management or pedestrian and bicycle facilities. As such, no major changes to the Plan were identified. However, many respondents provided detailed feedback to improve the Plan and suggested some additional strategies. Advisory Committee members reviewed and supported the more substantive changes, including adding a strategy on street maintenance, electric vehicle charging, and recognizing the need to prepare for automated vehicles during the life of this Plan. The final version also included more detail regarding implementation, tracking, and Plan updates.

The Alexandria Transit Company Board of Directors and the Commission on Persons with Disabilities endorsed Council's adoption of the AMP. The Commission on Aging, the Environmental Policy Commission, the Traffic and Parking Board, and the Transportation Commission will be considering endorsement at the end of September.

#### **IV. Implementation**

Many initiatives in this Plan will not necessarily require additional resources. However, the policies, strategies, and planned transit, pedestrian, and bicycle networks will guide decision-making around grant proposals and CIP development. Every year, staff will report on progress on each of the strategies and every three years staff will present an update to the Transportation Commission on the key performance metrics and chapter level metrics in the Plan. The anticipated lifecycle of this Plan is through 2030. Staff intend to begin a plan update of all chapters in 2028 to align with the target year to achieve the City's Vision Zero goal.

#### **V. Fiscal Impact**

This Plan is not financially constrained. It contains both staff initiatives that can be advanced with existing staff resources and programs and projects that would require funding, such as building out the transit, pedestrian, and bicycle networks. This funding is generally acquired through outside grant

opportunities or existing TIP funding. Some efforts may benefit from additional City resources if grant funding does not materialize.

## **VI. Staff Recommendation**

Staff recommends approval of a Master Plan amendment to replace the existing Transportation Chapter of the City's Master Plan. The Plan was prepared in close collaboration with the Alexandria Mobility Plan Advisory Committee.

### **Attachments:**

1. Alexandria Mobility Plan Executive Summary
2. Resolution MPA #2021-00011
3. Endorsement Letters

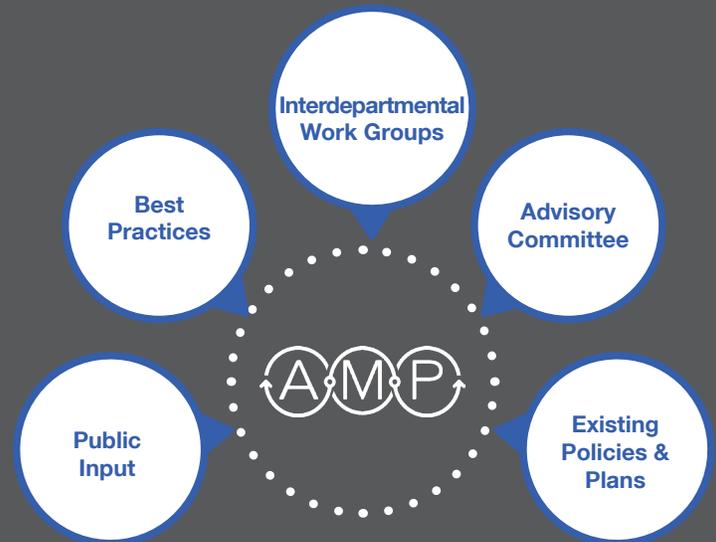
### **Reference:**

[Alexandria Mobility Plan with appendices](#)

## Overview

The Alexandria Mobility Plan (AMP), a strategic update to the 2008 Transportation Master Plan, focuses on expanding high-quality transportation choices so transportation in the city continues to serve the needs of residents, businesses, and visitors as the region grows and new technology impacts the ways we get around.

The community-driven planning process raised several priorities including reducing congestion, improving transit, cut-through traffic, and making transit more useful. This input informed a set of recommendations that will address these needs and improve access to safe and convenient travel choices for all Alexandria.



## Vision

**Safe, seamless, and connected mobility options foster a thriving Alexandria for all.**

## Guiding Principles

**All components of the AMP will advance the vision and guiding principles, which work together to improve transportation choices and ACCESS in Alexandria.**

-  **Accessible**
-  **Connected**
-  **Convenient**
-  **Equitable**
-  **Safe**
-  **Sustainable**



## Plan Chapters



*Transit*



*Smart  
Mobility*



*Streets*



*Pedestrian  
and Bicycle*



*Supporting  
Travel Options*



*Curb Space  
and Parking*



## Why update the AMP?

- Accommodate local and regional population and job growth
- Prepare for new mobility options and emerging technology
- Promote environmental responsibility
- Enhance the focus on equity

The AMP will improve access to safe and convenient travel choices.

### The plan commits the City to:



Apply an early and ongoing equity focus to all aspects of City projects, initiatives, programs, and services from conception through implementation



Make our transportation network flexible and adaptable to factors such as climate change, pandemics, and technological advancements



Be proactive and data-driven in decision-making



Develop partnerships that advance shared goals to serve the community

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## Policies and Strategies

The AMP contains policies and strategies that seek to improve and expand access to transportation choices and key destinations throughout Alexandria. In addition to the policies and strategies listed here, the full draft plan includes specific actions that the City will take to advance the implementation of these strategies.



### Transit

#### Policies

- A. *Make transit greener and more useful:*** Build out a fast and reliable all-day transit network with frequent service that runs on electric buses and serves the entire city, with a focus on areas that will benefit the most Alexandrians, businesses, employees, customers, and visitors.
- B. *Make transit easier to use:*** Increase transportation choices by reducing or eliminating barriers to taking transit.

#### Strategies

1. Implement a citywide transit network with frequent, all-day service.
2. Build out the city's priority transitway corridors and identify improvements on congested, high-ridership corridors to reduce travel times and improve reliability.
3. Transition the City's bus fleet to fully electric, zero-emission vehicles.
4. Improve the rider experience from trip planning, to accessing the stop, riding the bus, and arriving at the destination.
5. Evaluate DASH's fare free service and continue to explore low-income WMATA fares.
6. Support a better connected regional transit network.
7. Modernize the paratransit program for the city's aging population.

## Advancing Transportation Equity

The strategies in the AMP will work to review transit fare policy to ensure transit access for people of all means, use data to ensure that resources are distributed equitably, add more frequent, all-day bus service citywide (particularly in the West End), and create curb space policies to ensure greater access for persons with limited mobility.



## Smart Mobility

### Policies

- A. *Improve safety and efficiency:*** Use technology to manage congestion for safe and efficient city streets and protect the character of neighborhoods.
- B. *Prepare for new technology:*** Plan proactively and flexibly to ensure cost-effective investment in technology that can improve travel choices.

### Strategies

1. Expand smart signal technology to enable detection and real-time signal adjustments.
2. Strategically invest in partnerships to expand City data, technology, and communications capabilities.
3. Upgrade capabilities of the Traffic Management Center to better manage congestion in real-time.
4. Proactively prepare for connected and autonomous vehicles.
5. Develop a framework for pilot projects to test new modes, infrastructure, or initiatives.



## Promoting Choices

The AMP promotes choice through strategies that will:

Make non-auto travel options more efficient and convenient so you can use them for everyday trips

Deploy technology to enable you to make more informed travel choices based on what is fastest or easiest

Provide new travel choices such as ferries

# 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.





## Supporting Travel Options

### Policies

- A. Enhance choice:** Make it easier for more people to choose an alternative to driving alone.
- B. Promote work flexibility:** Encourage continued telework and flexible schedules to reduce congestion and emissions.
- C. Focus on all trips:** Shift non-commute trips away from driving alone.

### Strategies

1. Use information, programs, and encouragement to make it easier for residents and workers to choose options other than driving alone.
2. Use the Potomac River to expand transportation options.
3. Create mobility hubs.
4. Pursue regional approaches to reduce traffic and congestion, particularly during peak times.



## Curb Space and Parking

### Policies

- A. Connect parking policy to City goals:** Achieve broader City goals related to sustainability, congestion, and housing affordability through parking.
- B. Ensure parking availability:** Seek to maintain parking availability in the city's residential and commercial districts, recognizing that some people may need to walk a short distance to their destination.
- C. Promote equitable allocation of curb space:** Treat all curb space as a public asset that should be allocated in an equitable manner for its highest and best use, appropriate for the specific location, time of day, and time of year.

### Strategies

1. Implement a prioritization framework for making changes to curb space.
2. Consider pricing, regulation, data, and communications to manage parking availability.
3. Reconsider parking requirements in new developments.
4. Promote electric vehicle charging opportunities.

## AMP Outcomes

Together, the elements of the plan will lead to tangible and measurable progress towards achieving the plan's vision, guiding principles, and citywide goals to improve not just transportation, but also equity and quality of life.



Increased access to high-quality transportation choices for all Alexandrians



More and easier connections to jobs, opportunities, and community destinations



Better overall experience traveling around the city



Reduced number and severity of crashes



Increase in non single-occupant vehicle travel



*Equitable outcomes for all Alexandrians, especially neighborhoods and populations that have been historically underserved*

## How will the AMP help the City?

- Serves as a work plan for staff to improve mobility choices in the community
- Establishes metrics and targets to promote accountability
- Guides transportation decision-making
- Promotes flexibility to adapt to new ideas, technologies, and trends
- Provides a foundation for securing funding to advance existing plans and new projects



## RESOLUTION NO. MPA 2021-00011

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 amendment will amend the **Transportation Master Plan** chapter of the 1992 Master Plan, replacing the chapter in its entirety with the **Alexandria Mobility Plan chapter which includes updates to transportation policies, goals and strategies**;

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 **October 5, 2021** 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 coordinated, adjusted and harmonious development of city transportation policies, goals and strategies by adopting the Alexandria Mobility Plan chapter of the 1992 Master Plan, thereby replacing the Transportation Master Plan chapter; and
2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the chapter of the 1992 Master Plan; and
3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the city, focusing on mobility; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the Alexandria Mobility Plan chapter of the 1992 Master Plan 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:

1. The attached **Alexandria Mobility Plan** is hereby adopted in its entirety amending the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:
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 5<sup>th</sup> day of October, 2021.



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Nathan Macek, Chair  
Alexandria Planning Commission

ATTEST:



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Karl Moritz, Secretary



# ATTACHMENT #3

Acpd

## Alexandria Commission on Persons with Disabilities

Jeffrey Pool, Chair  
202-669-0848

Office of Human Rights  
123 N. Pruitt Street, Suite 230  
Alexandria, Virginia 22314

711 Virginia Relay  
703.838.4976 Fax

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

September 8, 2021

Re: Endorsement of Alexandria Mobility Plan

Dear Mayor Wilson and Members of City Council:

At its September 8, 2021 meeting, the Alexandria Commission on Persons with Disabilities (ACPD) voted to provide this letter of endorsement in support of the Alexandria Mobility Plan to replace the existing Transportation Master Plan Chapter of the City's Comprehensive Plan.

ACPD believes this plan effectively seeks to improve mobility for persons with disabilities through numerous policies, strategies, and performance measures that promote equity, safer streets, improved paratransit service, and expanded mobility choices.

We appreciate having had a member on the Alexandria Mobility Plan Advisory Committee, the opportunity to weigh in at various points throughout the planning process, and the multi-faceted outreach opportunities for the general public. The Commission looks forward to continued collaboration with the City in the implementation of this plan.

Sincerely,

Jeffrey Pool  
Chair, ACPD

# ALEXANDRIA TRANSIT COMPANY

September 8, 2021

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

Re: Endorsement of Alexandria Mobility Plan

Dear Mayor Wilson and Members of City Council:

At its September 8, 2021, meeting, the Alexandria Transit Company (ATC) Board of Directors resolved to provide this letter of endorsement in support of the Alexandria Mobility Plan (AMP) to replace the existing Transportation Master Plan Chapter of the City's Comprehensive Plan.

In seeking to expand multi-modal choices, with an emphasis on high capacity, reliable and zero-emissions transit options, the AMP will help to achieve City goals related to sustainability, quality of life, and economic well-being. The Transit Chapter of the AMP advances the Alexandria Transit Vision Plan, which was adopted by the ATC Board of Directors in 2019 and goes beyond the scope of that plan to promote continued enhancement of the rider experience, enhanced integration with other regional providers, improvements to transit access, and an expanded focus on equity and performance measurement.

The ATC Board appreciates the opportunities it was provided 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 in the implementation of the strategies related to DASH operations.

Sincerely,



David Kaplan  
Chair, Alexandria Transit Company

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



703.746.3274



dashbus.com



3000 Business Center Drive  
Alexandria, VA 22314



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

October 1, 2021

Via Email

Members of the Planning Commission  
City Hall  
301 King Street  
Alexandria, Virginia 22314

Re: Concerns Regarding the August 2021 Draft Alexandria Mobility Plan (Docket Item # 6)

Members of the Planning Commission:

The Board of the Cameron Station Civic Association is writing to note that, while it supports a number of the policies and ideas set forth in the August 2021 draft Alexandria Mobility Plan (“Mobility Plan”), the Mobility Plan contains certain serious flaws which need to be addressed before it is approved. In this regard, the Mobility 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. Nevertheless, the fact remains that nearly 70% of all Alexandrians drive a car to and from work.<sup>1</sup> Further, the majority of the remaining 30% of Alexandrians who work from home, take mass

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<sup>1</sup> See <https://www.bestplaces.net/transportation/city/virginia/alexandria>. See also Mobility Plan *Appendix III-B: Civic Engagement Findings Summary August 2021* at p. 6. See generally “Mobility Plan” chapter titled “Supporting Travel Option” p. 4.

transit, bike or walk to work, use their cars to go to the grocery store and for travel around and away from the City.<sup>2</sup>

Notwithstanding the fact that the majority of persons 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 the 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. However, it 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 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.

Moreover, the Mobility Plan seems to favor 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 as evidenced by the 2020 Residents Survey where “respondents gave lower marks to traffic flow, car travel, overall ease of travel, public parking, and traffic enforcement compared to 2018. The rating for traffic flow is the lowest ranking since the survey began in 2016.”<sup>3</sup>

The Mobility Plan also seems to indicate 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. 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.”<sup>4</sup> 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.

Lastly, the Mobility Plan notes that it “was developed during the 2020 COVID-19 pandemic, which dramatically changed travel patterns and the way we live our lives.”<sup>5</sup> It is premature to think that post pandemic there will be a dramatic downturn in the number of people

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<sup>2</sup> See generally “Mobility Plan” chapter titled “Supporting Travel Option” p. 4.

<sup>3</sup> See “Mobility Plan” chapter titled “Streets” p. 5.

<sup>4</sup> See “Mobility Plan” chapter titled “Overview” p. 23.

<sup>5</sup> See City Staff Report for Docket Item #6 at p. 4.

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. In fact, public input received during the public outreach on the Mobility Plan notes that traffic congestion is one of the most important transportation issues to Alexandrians.<sup>6</sup>

In sum, the Mobility Plan is unacceptable as currently drafted since it fails to adequately address all modes of transportation and also implies that future decision making will marginalize input from the voting public and be given to unelected individuals like City staff.

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

Sincerely,

/s/

Arthur A. Impastato  
President  
Cameron Station Civic Association

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

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<sup>6</sup> See Mobility Plan *Appendix III-B: Civic Engagement Findings Summary August 2021* at pp. 45, 47, 98 and 107.

October 4, 2021

Via Email

Members of the Planning Commission  
City Hall  
301 King Street  
Alexandria, Virginia 22314

Re: Concerns Regarding the August 2021 Draft Alexandria Mobility Plan (Docket Item # 6)

Members of the Planning Commission:

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"). This matter is scheduled as item #6 at the Planning Commission hearing on October 5, 2021.

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 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.

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.

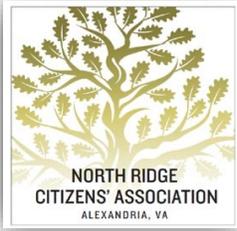
Finally, the Mobility Plan was developed in 2020 during COVID-19 pandemic and we all know the pandemic dramatically changed everyone's lives and travel patterns. We really have yet to see how this manifests over time as we eventually emerge from the pandemic. It is premature to think that post pandemic 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 as well as implies that future decision making will marginalize input from the voting public and be given to unelected individuals like City staff.

Thank-you for your consideration,

Fran Vogel  
President, Strawberry Hill Civic Association  
[president@strawberryhillcivicassociation.org](mailto:president@strawberryhillcivicassociation.org)

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



October 5, 2021

Planning Commission  
c/o Department of Planning & Zoning  
P.O. Box 178  
Alexandria, VA 22314

Delivered Via Email: [PlanComm@alexandriava.gov](mailto:PlanComm@alexandriava.gov)

**Re: Oct. 5, 2021 Docket Item #6, Master Plan Amendment #2021-00011—  
*Draft Alexandria Mobility Plan***

Dear Chairman Macek and Planning Commission Members:

North Ridge Citizens' Association ("NRCA") commends 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. It is positive to see the City formally recognize that congestion and neighborhood cut-through traffic are real issues for Alexandrians. We also cheer the inclusion of a representative of the Alexandria Federation of Civic Associations ("AFCA") to the AMP Advisory Committee.

However, the Alexandria Mobility Plan ("AMP" or "Plan") has some important deficiencies that need to be addressed:

- Cars/vehicles are the predominant form of transportation for the vast majority of North Ridge and City-wide residents—both now and for the foreseeable future. Unchecked congestion and forced cut-through traffic pose risks for everyone using our roads. 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 might be beneficial, but there are faulty objectives in the Plan as well. For example, trying to restrict the 42% of drivers who are currently passing through Alexandria to local highways is unrealistic. 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.
- It is unclear what the Plan's mandate to "reduce automobile dependency" means in practical terms for residents in low-density residential neighborhoods without mass transit. North Ridge residents enjoy and support safe, walkable/bikeable streets, but they depend heavily upon car travel for mobility needs, including ride-sharing services such as Uber and Lyft. Seniors, commuters, and families with young/school age children may bear the burden of any inequities which inherently result from adopting the Plan. How will mobility efforts be objectively assessed in North Ridge, and other similar areas of the City?

- 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 North Ridge, for example, bus service had been reduced due to declining ridership demand. What data can the City provide to residents to better demonstrate the AMP’s claims?
- 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 low-density residential areas—including emergency response/safety issues. The City’s Transportation and Environmental Services (“T&ES”) Department has a poor track record on transparency and responsiveness, and it 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. The data should be mandated in the Plan<sup>5</sup> 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 Plan should state plainly and clearly that “engagement with neighborhood groups is necessary in order to establish priorities” for City projects. The Seminary Road Diet debacle serves as a powerful example of what can go wrong without adequate public engagement.
- 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.<sup>1</sup> We hope that you will consider requiring the Plan to address some of the major deficiencies outlined in this letter.

Finally, since Planning Commission Member Melissa McMahon served on the City’s Advisory Committee in drafting the Alexandria Mobility Plan, we ask that she be recused from any Commission votes on adoption or approval of the Plan.

Sincerely,



John Fehrenbach, President

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<sup>1</sup> Alexandria Mobility Plan, *Appendix III-B: Civic Engagement Findings Summary August 2021*, at pp. 45, 47, 98, and 107.

**[EXTERNAL]I support the Alexandria Mobility Plan**

Hannah Follweiler <hannahfoll@everyactioncustom.com>

Tue 10/5/2021 10:50 PM

To: PlanComm <PlanComm@alexandriava.gov>

[You don't often get email from hannahfoll@everyactioncustom.com. Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Dear Planning Commissioner,

I write to express my support for the proposed Alexandria Mobility Plan and urge you to approve it. The draft Alexandria Mobility Plan (AMP), its guiding principles, strategies, and actions are very good. It offers to build on and expand Alexandria's existing transportation policies and strategies that strive for a more equitable, sustainable, and livable city.

The draft plan rightly focuses on peoples' mobility and will help move people more efficiently and safely through a variety of modes connecting them to jobs, services, and the places they want to go in the city.

I appreciate that the AMP provides policies and strategies that will improve and expand access to transportation choices. This includes making transit easy to use and reliable, utilizing technology to improve safe and efficient use of the street network, continuing towards Vision Zero designing safer streets, reducing speeding and completing missing pedestrian and bicycle connections, and proactively and equitably managing use of curb space for different needs.

Ultimately, these goals will provide all Alexandrians convenient options in how they travel. Importantly, it offers to improve safety and connectivity for people walking, biking, and using public transit, and will help shift more people from single occupancy driving.

Thank you for your time and consideration.

Sincerely,

Mrs. Hannah Follweiler

325 N West St Alexandria, VA 22314-2120

hannahfoll@me.com

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Alexandria Transportation Commission  
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Alexandria, VA 22314

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

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

October 4, 2021

Re: Endorsement of Alexandria Mobility Plan

Dear Mayor Wilson and Members of City Council:

At its September 29, 2021 meeting, the Transportation Commission voted to endorse Council's adoption of the Alexandria Mobility Plan to replace the existing Transportation Master Plan Chapter of the City's Comprehensive Plan. The Transportation Commission motion included the recommendation that Council consider adding an action to Transit Strategy 2, as follows:

"Explore connecting Alexandria's transitways with high capacity transit corridors in Fairfax to help create a more reliable and efficient regional bus network."

In seeking to expand and improve multi-modal choices, the Alexandria Mobility Plan will help to achieve City goals related to sustainability, quality of life, and economic well-being. We are proud of this plan's explicit and thoughtful connection to existing City Council-adopted plans and policies, as well as its heightened focus on equity and inclusion, both in the planning process and in the implementation results of the plan. The performance measures and targets help make this high-level plan actionable and enable staff and the public to more effectively monitor progress.

The Transportation Commission appreciates the City's robust multi-phased public engagement process that took a variety of approaches to reach various facets of the community. Though the needs of the community are not uniform, this plan balances those diverse interests while working to advance established City goals and policies.

Finally, Commissioners felt it important to emphasize in this letter that a great plan is nothing without commitment to implementation, and the Commission uniformly and strongly requests that Council fully and quickly budget for implementation of these policies, strategies, and actions in order to see the results of this community effort come to life.

Thank you for your consideration of this plan.

Sincerely,



Melissa McMahon

Chair, Transportation Commission

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