

Goal 3: An Integrated, Multimodal Transportation System that Efficiently and Effectively Gets People from Point “A” to Point “B”

## **2004 Strategic Plan**

### **Goal**

An Integrated, Multimodal Transportation System that Efficiently and Effectively Gets People from Point “A” to Point “B”

### **2004 Objectives**

1. Increase the percentage of residents and commuters who use mass transit
2. Increase the percentage of residents using alternate transportation modes (walking, biking, etc...)
3. Improve and increase connectivity within and throughout the City by transit, car, bicycle or walking
4. Increase ridership on DASH buses through improved routing and other incentives
5. Ensure that the design of future developments is pedestrian friendly and mass transit friendly
6. Move “through traffic” through the City as efficiently as possible and minimize its impacts on neighborhood streets
7. Increase city participation in regional decision making to develop effective transportation for the region that efficiently moves people and goods throughout the region

### **2004 Policy Actions**

- ✓ Transportation Master Plan
- ✓ Pedestrian Improvements and Future Projects
- ✓ Traffic Signalization Enhancements
- ✓ Neighborhood Traffic Calming Program: Evaluation and Actions
- ✓ Woodrow Wilson Bridge Project and City Actions

### **2004 Major Projects**

- ✓ DASH Maintenance Facility (complete)
- ✓ Bus Shelters Project (on-going)
- ✓ Eisenhower Avenue Bike Trail (to be completed in 2010)
- ✓ King Street Metro Station Platform Expansion (complete)
- ✓ Duke Street PTO/Concourse Project (complete)
- ✓ Union Station Pedestrian Improvements Project (complete)
- ✓ King/Beauregard Intersection Project (scheduled for construction in 2011)
- ✓ Eisenhower Ave. Project (in progress)

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**2009 Strategic Planning Public Comment – Primary Themes**

\* Comments have been abbreviated for purpose of this exercise. Unfiltered comments are available on-line >> <http://alexandriava.gov/council/info/default.aspx?id=26632>

Comment	Objective	Initiative	Indicator
Transit service should be provided based on the density of users. This is in contrast to the current system that provides hourly service to everyone.			
Reduce % of auto mode share while increasing income. Increase accessibility of bike, ped and transit networks through “road diets.” Top Goals: Potomac Yards Metro station, Comprehensive Bike Network (visible, accessible, connected), Developing streetcar or light rail in coordination with Arlington/Fairfax on Rte. 1, King Street or Duke Street.			
Measure success: We want more commerce without more automobile traffic. The results should be measured in revenue. We want more revenue.			
Make parking and an integrated public transportation system the highest priority. Add Metro at Potomac Yard.			
Create a multimodal transportation system, which enables residents and visitors to travel throughout the City on foot, bicycle, and via transit. Adding a Metro Station to the Potomac Yard development. Work with Fairfax County, Arlington County, and WMATA to bring light rail or rapid bus transit to Route 1, Duke Street, Beauregard Street, and Route 7. Implement strategies that create mixed-use, urban development in transit corridors. Indicators may include: - Ridership on transit systems - % of residents and workers in the City who commute via transit - Number of car sharing vehicles available in City - % of residents in the City who do not own a vehicle - Number of affordable or workforce housing units added within designated transit corridors			
Keep 10A and 10B MetroBuses Running			
Consider Environmental Action Plan 2030 items. Council should not take its eye off the small-to-mid size capital items. Finish bike route plan, missing sidewalks and continue work on pedestrian crossings, bike racks etc.			
Provide an integrated system of mass transit. Encourage more schoolchildren to walk and bike to school. Limit parking.			

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Comment	Objective	Initiative	Indicator
Better coordinate proposed development and transportation studies. Consider: # of vehicles on city streets, number of trips daily (and starting point of those trips – are these Alexandrians?), shift of ridership from personal vehicles to mass transit & improvements in community parking options, minimal negative impact on the urban environment (preservation of urban canopy, impacts on the environment and costs (direct & indirect) to citizens to pay for transportation decisions/projects.			
Integrate public transportation and green space.			
Reduce emissions by encouraging train usage. Encourage flex schedules and manage congestion using intelligent transportation systems.			
Ensure public transportation is accessible to all. Adopt a DASH Fare Waiver program to encourage public transportation use over DOT and MetroAccess. Ensure streetscapes are accessible.			
Provide multiple transportation solutions – some local, some regional. Regional planning is crucial. In Beauregard plan, optimize land uses to encourage transit.			
Do not allow the continued degradation of the pedestrian environment. Take traffic lanes away from cars and give them to transit to provide quicker, more reliable options. ‘Shared’ travel lanes are less useful.			
Shelve the Beauregard plan and revive it when adequate transport is available for BRAC. Immediately put into place a rapid transit system on Beauregard as recommended in the Transportation Master Plan.			
Electric light rail should be prioritized over Bus Rapid Transit.			
Improve and expand use of existing modes of public transportation. Follow BRT recommendations from Transportation Master Plan.			
Increase the total # of transit passengers per year and passengers per mile and per hour of service, especially as service is added. Increase frequency pm current transit routes to meet urban transit standards. Dedicated revenue funding sources for transit are needed. Establish transportation districts to fund priorities and services.			
There should be no road building or widening projects. Place severe limits on commuter parking. Cooperate regionally on mass transit. City should be actively inhospitable to through traffic.			
Land use and transportation goals should be interconnected. Provide a streetcar connection to Columbia Pike, Crystal City and Potomac Yard. Provide Potomac Yard Metro.			

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**Selected Existing Strategic Objectives\*** in Current Plans/Documents for Consideration

\* Not necessarily ‘SMART’

Statement	Source
Develop innovative local and regional transit options to reduce traffic congestion and decrease public dependence on the automobile.	2008 Trans Master Plan
Provide quality pedestrian and bicycle accommodations on “complete streets” and pathways that enable safe travel for all users.	2008 Trans Master Plan
Provide all citizens, regardless of age or ability, with accessibility and mobility.	2008 Trans Master Plan
Increase the use of communications technology in transportation systems.	2008 Trans Master Plan
Further transportation policies that enhance quality of life, support livable, urban land uses and encourage neighborhood participation	2008 Trans Master Plan
Lead the region in promoting environmentally friendly transportation policies	2008 Trans Master Plan
Ensure accessible, reliable and safe transportation for older and disabled citizens.	2008 Trans Master Plan
Provide an urban network of streets and regional highway access	Eisenhower East Plan
Adopt a land-use strategy to locate uses close to the Metro	Eisenhower East Plan
Manage multimodal transportation, parking and road infrastructure	Braddock Metro Plan
Create a more connected, urban grid system, with walkable blocks, to increase mobility for both pedestrians and vehicles.	L-VD Plan
Increase transit ridership through reliable, convenient and coordinated transit services with an emphasis on effective transit service.	L-VD Plan
Provide safe, convenient and attractive pedestrian and bicycle access to all transit nodes, centers and stations.	L-VD Plan
Encourage modes of transportation that reduce dependence on the automobile by promoting mass transit and pedestrian- and bike-friendly transportation networks.	Eco-City
Integrate transportation options with land-use decisions in order to ensure a healthy environment while continuing economic growth.	Eco-City
Develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing and services in a walkable environment.	TPB Vision
Plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities	TPB Vision

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Selected Existing **Strategic Initiatives** in Current Plans/Documents for Consideration

**2008 Transportation Master Plan**

Corridor A- Pentagon to Ft. Belvoir (generally Rte.1 )

Corridor B- King Street Metro to Fairfax City

Corridor C- Kingstowne to Pentagon

**Transportation Projects in FY2011-2020 Capital Improvement Program**

DASH Bus Fleet Replacements

ADA Access

WMATA Capital

Bus Shelters

Fixed Equipment- Signals/Meters

DASH Bus Fleet Expansion

DASH Capital Outlay

Bicycle Rack Project – DASH Buses

Potomac Yard Metro Station

School Flashing Signals

Crystal City/Potomac Yard BRT

Bridge Repairs

Shared-Use Paths: Old Cameron Run Channel, Holmes Run/Chambliss Crossing, Mount

Vernon Trail at East Abingdon, Old Cameron Run Channel

Non-Motorized Transportation (Safety): iN-STEP, Safe Routes to School

Non-Motorized Transportation (Mobility): Sidewalks, Access to Transit

Street Reconstructions & Extensions

Alley Rehabilitation

King Street Paving

Wilkes Street Tunnel

Edsall Road Rehabilitation

Madison-Montgomery Reconstruction

Miscellaneous Undergrounding

Eisenhower Ave Complete Streets Project

King-Beauregard Intersection Improvement

**Projects in 2009 FY CLRP or TransAction 2030**

*Transit*

Rebuild King Street Metro (TransAction 2030)

Eisenhower Ave New Platform (TransAction 2030)

Crystal City/Potomac Yard Transitway (2009 CLRP)

Potomac Yard Metro Station (2009 CLRP)

Alexandria Bus Lanes/Dedicated Transit Corridors Study (CLRP)

DASH Bus Replacement/Expansion

*Streets/Highway/Traffic*

Traffic Monitoring & ITS Integration (TransAction)

I-495/Van Dorn St (in 2009 CLRP as VDOT project for 2015)

*Non-Motorized*

Holmes Run Ped-Bike Improvements (TransAction)

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**Legislative Priorities as Approved by City Council**

Bus Rapid Transit Rolling Stock  
Eisenhower Avenue Metro Platform Extension  
Potomac Yard Metro  
Non-Motorized Transportation Spot Improvements  
Widening Eisenhower Avenue  
I-395 ramp to DOD Winkler site  
Four Mile Run Pedestrian Bridge

**Significant Projects in Landmark-Van Dorn Plan**

Duke Street Reconstruction (I-395 to Van Dorn)  
Van Dorn Street reconstruction  
Van Dorn Street bridge widening  
Multimodal Bridge from Metro to Pickett  
Design and Construction of Edsall/Pickett intersection  
Landmark Transit Station  
I-395 access to West End Town Center  
Backlick Run Multipurpose Trail

**Significant Projects in Braddock Metro Neighborhood Plan**

Braddock Road Multi-Modal Connections

**Significant Projects (Likely to be Proposed) in 2009-10 Waterfront Plan**

Union Street Transit (N-S transit)  
Multimodal Connections

**Significant Projects in East Eisenhower Plan**

Eisenhower Avenue Widening/Complete Streets  
Eisenhower Avenue Platform Extension  
Old Cameron Run Channel Linear Park

**Significant Projects in Arlandria Plan**

Redesign intersection of Mount Vernon Avenue and Russell Road  
Reconfigure north end of Mount Vernon Ave  
Redesign intersection of Mount Vernon Ave and Four Mile Road

**Significant Projects in Four Mile Run Design Guidelines/Plan**

Four Mile Run Pedestrian and Bicycle Bridge

**1992 Transportation Master Plan Projects**

Eisenhower Avenue Improvements from Stovall Street to Mill Road  
King Street at Beauregard Street  
King Street/Quaker Lane/West Braddock Road Intersection  
Mt. Vernon Avenue at East/West Glebe road  
Seminary Road at Beauregard Street  
Eisenhower Avenue Metrorail Station Extension  
Potomac Metrorail Station  
Clermont Interchange with I-95 and connection to Eisenhower Avenue  
Duke Street (Route 236) from Wheeler Avenue to Jordan Street  
Edsall Road Connector to Farrington Avenue and South Pickett Street

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Edsall Road from Van Dorn Street to South Pickett Street  
Interstate-95 Service Road Between U.S. Route 1 and Telegraph Road With Connections to Mill Road  
South Van Dorn Street Improvements at the City Limits  
Improved Metrobus and DASH Service  
Bus Shelter Program  
Transit Incentives

DRAFT

## Potential Strategic Objectives 2009

### **Potential Strategic Objectives**

1. Develop innovative local and regional transit options along the dedicated corridors outlined in the 2008 Transportation Master Plan to reduce traffic congestion and minimize reliance on upon single occupancy use of the automobile.
2. Provide quality pedestrian and bicycle accommodations on ‘complete streets’ and pathways that enable safe, accessible travel for all users and increase the share of walk, bike and transit trips.
3. Consider budgetary and transportation policies that encourage transit access to activity centers, enhance quality of life, support livable, urban land uses and encourage neighborhood participation.
4. Support quality development, redevelopment and the local economy with transportation policies that move more people without more traffic and programs that mitigate expected increases in travel demand.
5. Promote healthy lifestyles by giving residents the opportunity to meet their everyday needs by walking, bicycling or using public transit.

### **Sample Strategic Initiatives (Up to 7 initiatives – with discussion about time period)**

1. *Crystal City/Potomac Yard Transitway*
2. *Increase the rate of construction of bicycle and pedestrian facilities to meet the targets in the 2008 Transportation Master Plan and Eco-City Action Plan*
3. *Reconsider the commercial transportation tax authority as enacted by the General Assembly.*
4. *Revise City’s zoning ordinance as related to parking and transportation management plans (TMP) to achieve maximum efficiency and sustainable use of transportation facilities while promoting access for all users.*
5. *Achieve a balance of residential, customer and employee parking demand and supply (consistent with the City’s growth objectives) to improve retail experience, minimize conflicts with residents and maximize curbspace management.*
6. *Continue or expand current transportation demand management programs to encourage walking or bicycling to work and school.*

### **Potential 2009 Indicators**

*Vehicle Miles Traveled per 100,000 population*

*% of trips that are transit, walking, bicycling, carpooling or ‘work from home’*

*Number of pedestrian and bicycle crashes/fatalities*