AMP Feedback

- Congestion is cited as the biggest challenge to the future of mobility in Alexandria
- There is strong support for investments that reduce congestion and provide more and better travel choices
- Congestion management, transit reliability, safe places to walk and bike, and infrastructure maintenance rank as top priorities

National & Regional Examples

LA Launches P3 Incubator for Innovation

- "Urban Movement Labs (UML)," will empower a coalition of public and private sector partners, non-profit organizations, academic experts, and local residents
- Creative solutions to the city’s critical transportation challenges will be designed and deployed

Congestion Pricing to Improve Transit and Safety in New York City

- Electronic tolling with variable fees
- Aims to reduce traffic in Central Business District
- Generate revenues for infrastructure and transit maintenance

New Carpooling Service Helps Seattle Workers Get to and From the Office

- Startup company Scoop partnering with the City of Seattle
- Mobile app and algorithms match co-workers and neighbors going in the same direction
- Options to be a driver or a rider

Real-World Examples

New Pittsburgh Mobility Collaborative Targets a Variety of Trip Types

- The City crafted an RFP to provide a suite of transportation services
- A coalition was built between Spin, Waze, Zipcar, TransitApp, and others to provide mobility hubs near transit stops where multiple mobility options are present and can be booked through a single mobile app
- Pilots are expected to rollout in 2020

<table>
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<tr>
<th>Mobility Options, sometimes called Transportation Demand Management, are how we encourage people to travel by means other than driving alone through incentives and education. This plan will look at how we provide new and more mobility options to help reduce congestion and increase access to places people want to go.</th>
<th>‘Ideas from AMP Engagement’</th>
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<td>AMP Chapters</td>
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This chart shows the relationship between various mobility options and the types/lengths of trips potential customers may be making, as envisioned by the Pittsburgh Mobility Collective’s winning bid.
Mobility Options

Mobility Options, sometimes called Transportation Demand Management, are how we encourage people to travel by means other than driving alone through incentives and education. This plan will look at how we provide new and more mobility options to help reduce congestion and increase access to places people want to go.

National & Regional Examples (continued)

**Columbus Implementing Single Payment Platform Across Mobility Services**
- Public and private services can be paid for using City's trip planning app

**Equity Takes Focus in Seattle’s Dockless Mobility Program**
- Required at least 10% of devices deployed in Equity Focus Areas
- Equity plan required and scores as part of evaluation for private providers
- Incentivized adaptable bicycles for persons with disabilities

**Arlington and Fairfax County Aim to Attract and Retain Talent**
- The Employer Champions program aims to attract and retain employees, tenants, and residents by implementing sustainable transportation benefits and programs
- Recognizes employers as industry leaders through their positive impact on the environment and the community
- Locality provides information and expertise

**Public and Private Entities Join Forces in Tysons**
- Tysons Partnership Transportation Management Association (TMA)
- Works with employers and developers to analyze employee trip patterns, set up programs, and meet project proffers

**Vancouver Ties Land Use and Transportation Plans to Environmental Goals**
- City instituted a Transportation Demand Management for Developments bylaw that aims to:
  - Have walking, cycling and public transit make up at least 50% of all trips by 2020 and 66% of all trips by 2040
  - Reduce motor-vehicle miles traveled per resident by 20% from 2007 levels
  - Reduce community-based greenhouse gas emissions by 33% from 2007 levels
- Requires developers to provide various facilities/programs for residents

**DDOT Refreshes Development Review Guidelines**
- These guidelines direct developers to offset the adverse affects of new development on the transportation system
- DDOT's updated guidelines take advantage of proximity to high-capacity transit
- Reduction of work required by the developer if they provide high-quality mobility options for residents/employees
- Greater focus on site design, public realm design, and Vision Zero goals

**Newton, Massachusetts Offers Microtransit Mobility Solution for Senior Residents**
- New on-demand service is tailored to seniors
- Connects within the city of Newton, as well as a medical facilities outside of the city's boundaries

**Transit payments via smartphone app**

**Consider equity in design and programs**

**Focus on Vehicle Parking and TDM**

Why Focus on TDM + Minimizing Parking?
- DC projected population increase of 200,000 by 2035. Roadway system is built out and congested, everybody can't bring a car, growth must rely on non-auto options
- More density - less parking allows for more density while generating minimal additional new personal vehicle trips
- 88% of new DC households are car-free (Census, Chung GGW Article 9/12/14)
- 78% of new development within ½ mile of Metrorail (2014 DC Development Report)
- Reduce vehicle trips – TDM, minimal parking, priced parking, and high quality transit all work together to reduce vehicle trips
- Reduce auto dependency – parking is permanent site feature and driver of vehicle trips, availability of parking induces more driving and reinforces auto dependency
- Transit supportive – little or no parking brings “transit-ready” residents/workforce
- Housing affordability – not building parking saves $$ that can be passed on to future residents/tenants
- Mitigation and TIs are also costly – more $$ can be saved by not conducting TIs or implementing physical mitigation if meeting parking DDOT benchmarks
- Vision Zero – no on-site parking means no need for a driveway or curb cut, thus minimizing conflicts w/pedestrians
- Climate change – less exhaust and lower CO2 per capita
- Site design flexibility – buildings can be moved around into more optimal locations, more green space, trees, and bike racks

**Source: MAPC Perfect Fit Parking**