

Environmental Action Plan 2018-19 Update

Transportation

City to lead by example and establish infrastructure that will be part of a low-carbon future

	Goal Target	Justification
City Operations	Increase fuel efficiency of city fleets	<ul style="list-style-type: none"> • The City should lead by example • Actions related to City operations are most within the City's control • Reducing CO2 emissions in order to mitigate climate change is critical – Transportation is the 2nd largest contributor globally to CO2 emissions and 1st in USA.
City Operations	Achieve zero emissions of rapid transit vehicles	<ul style="list-style-type: none"> • Was a goal in 2009 EAP. Timeline has not been achieved (target was 2020), but we need to restate our pledge and push action. • Electric buses plus city operations REW/PPA is a great combination to achieve in medium term.
Community	Reduce vehicle miles traveled per capita by 10% in 10 years	<ul style="list-style-type: none"> • Is complementary with many of the existing City Plans, including Green Building (incentivize more sustainable transportation), Vision Zero, Complete Streets, Master Transportation Plan • Increase access to alternate modes of transportation options (such as adding infrastructure, improving safety and implementing new technologies). • Necessary for reducing community GHG emissions

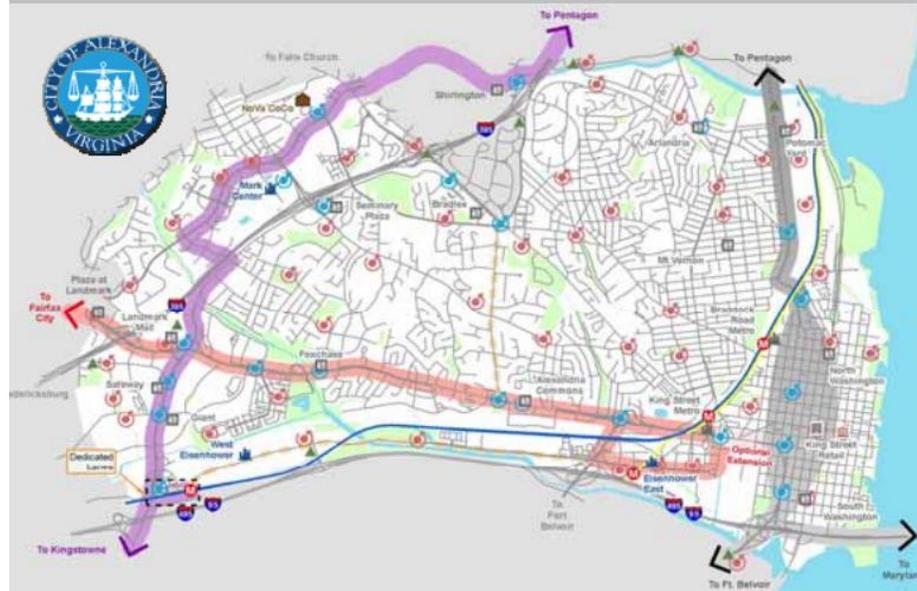
Other considerations

- Improving safety is a city goal, and is part of positive feedback loop
 - Better safety encourages more pedestrian/bike use, and more bike/pedestrian traffic creates safer conditions
- Reducing parking and other car infrastructure has multiple benefits
 - Frees up land for more open space/permeable surfaces
 - Allows denser development/green buildings/walkable neighborhoods
 - Encourages lower car use, reducing emissions and improving safety
- Encouraging mass transit use will require collaboration with other jurisdictions, as many trips are made across municipal boundaries

Context – City Plans

City of Alexandria

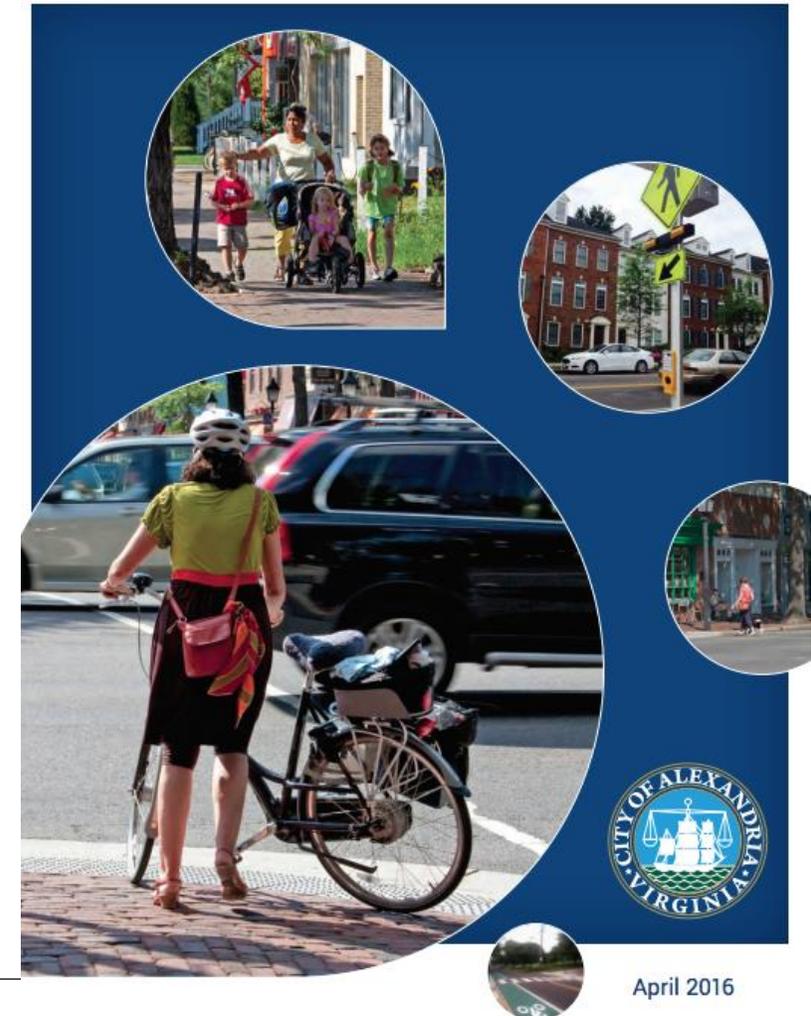
Comprehensive Transportation Master Plan



March 21, 2008

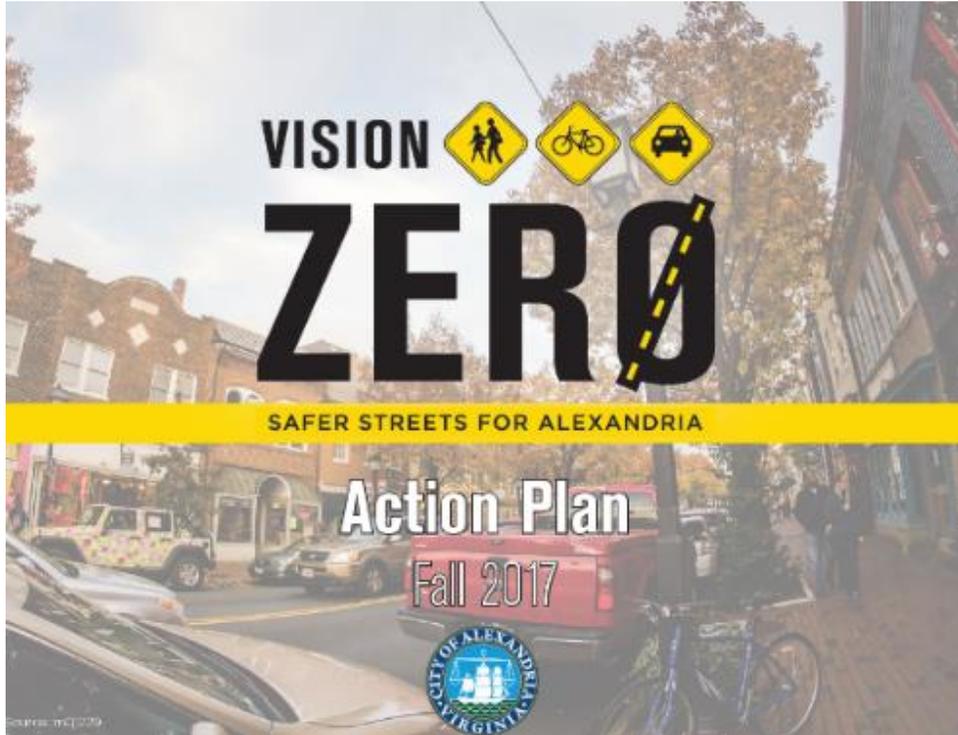
THE CITY OF
Alexandria
VIRGINIA

TRANSPORTATION MASTER PLAN Pedestrian and Bicycle Chapter



April 2016

Context – City Plans – Focus on Safety



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 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

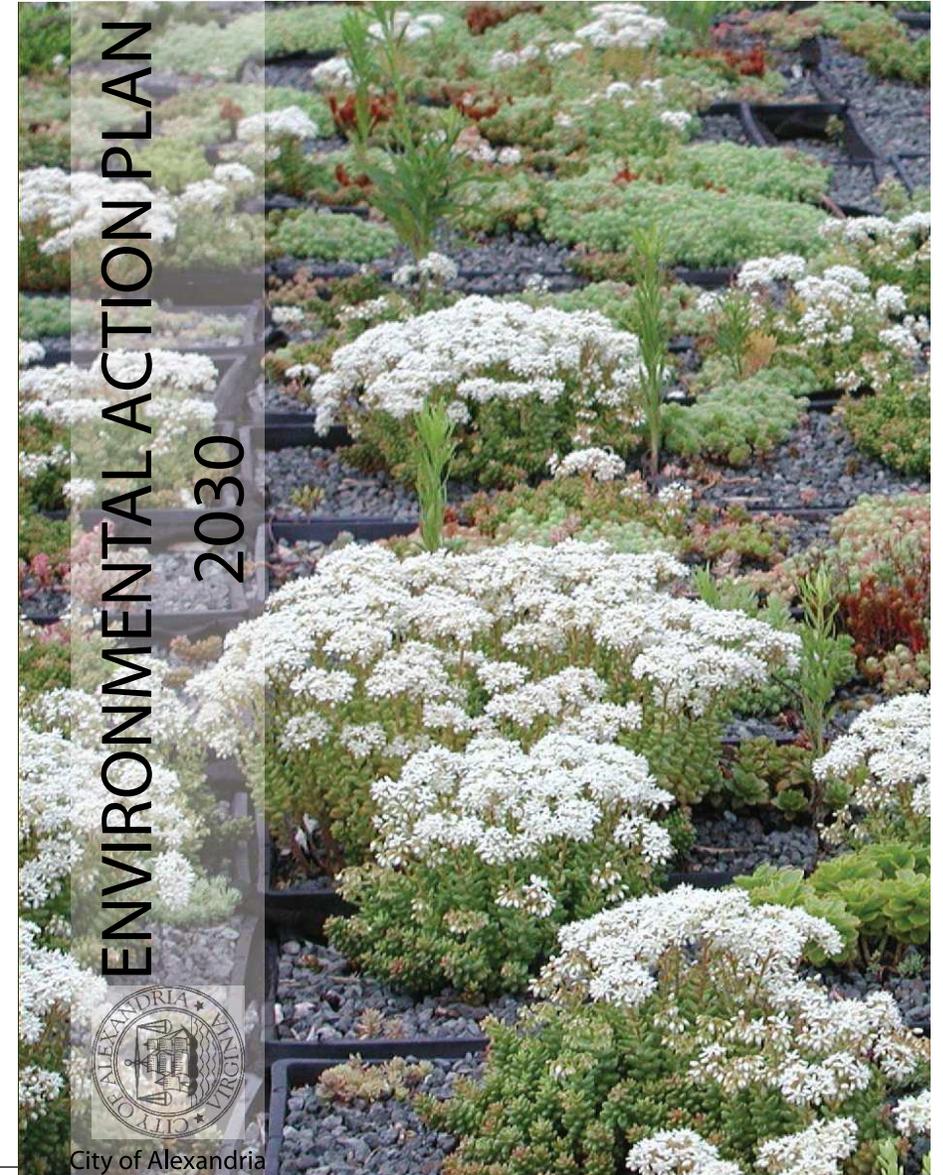
WHEREAS, the Council wishes to encourage walking, bicycling, and the use of public transportation as safe, convenient, environmentally friendly, and economical modes of transportation that promote health and independence for all people; and

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

WHEREAS, the Council recognizes that the careful planning and coordinated implementation of Complete Streets infrastructure offers long-term cost savings for local and

EAP (2009) Transportation Targets

	Reduce dependence on private automobiles
2020	<ul style="list-style-type: none">• Starting in 2012, Reduce # of daily Vehicle Miles Traveled on a per capita basis by 5% every 5 years• Increase # of commuters who use public transportation by 25% using 2000 Census data as the baseline
2030	<ul style="list-style-type: none">• Create 3 high capacity transit corridors (2008 Transportation Master Plan)• Increase # of non-SOV commuting trips to 50%



EAP (2009) Transportation Goals

	Short-term 2009-2011	Mid-term 2012-2020	Long-term 2021-2030
1. Move aggressively toward culture of “people first” city streets	<ul style="list-style-type: none"> • Implement actions outlined in existing City plans • Adopt principles of Complete Streets and Low Impact Development in road projects wherever practicable • conduct audits of streetscape to improve safety • Improve cycling facilities 	<ul style="list-style-type: none"> • Complete capital projects in Transportation Master Plan that refer to pedestrians and cyclists • Increase the # of commuters using mass transportation and increase by 25% • Provide and efficient network of express bus routes • Implement Complete Street principles when improving roads 	<ul style="list-style-type: none"> • Be prepared to implement a new transportation system that addresses travel patterns
2. Educate on the availability of alternatives that reduce SOVs	<ul style="list-style-type: none"> • Continue, expand or implement transportation and bike pedestrian education programs • Meet with local associations to promote merits of reduced dependency on private vehicles • Promote benefits of transportation alternatives 	<i>None</i>	<i>None</i>

EAP (2009) Transportation Goals, continued

	Short-term 2009-2011	Mid-term 2012-2020	Long-term 2021-2030
3. Improve and expand integrated rapid transportation system	<ul style="list-style-type: none"> • Improve the experience of transit users 	<ul style="list-style-type: none"> • Retrofit DASH buses with bike racks • Implement real-time information system for buses • Study bus routes to maximize efficiency and reduce wait times • Develop DASH policy –all new buses to be low emission, hybrid or CNG • Explore feasibility of a street car line to connect Arlington and serve Beauregard Street corridor • Create a fully integrated public transport information system digitally accessible by 2015 • Add a Metro station to Potomac Yard by the time occupancy reaches 70% • Develop plans to have rapid transit routes converted to zero emission vehicles by 2020 • By 2012, develop benchmarks and baselines to achieve Transportation Master Plan goals • By 2012, create a plan with financial in- and dis-incentives to deter SOVs, and monitor • Review Transportation Master Plan every 3 years and revise as necessary 	<ul style="list-style-type: none"> • Plan and implement a mix of transport styles to encourage alternative transportation • Develop regional control centers to monitor the flow and volume rates of vehicles • Coordinate with key stakeholders to accommodate increases in rail
4. Develop city-wide environmentally sustainable comprehensive parking strategy	<i>none</i>	<ul style="list-style-type: none"> • Implement King Street Retail Area recommendations for parking without sacrificing environmental principles • Reduce parking ratios and encourage shared parking • Encourage people to use alternative modes of transportation • Use green infrastructure techniques in new strategy 	<ul style="list-style-type: none"> • Support King Street Trolley and other alternative modes in historic and retail districts