

EAP Implementation

Transportation

Thanks to Carolyn Schroeder and Jen Slesinger (Principal Planner)

Chapter(s): Transportation - **Targets**

Lead Department/Staff: TES, [Name(s)?]

How will these be measured?

How will we know when we get there?

Do the actions add up to achieving the target? If not, what else needs to be done?

Chapter / Topic	Target
Prioritizing Low-Carbon Mobility Options	By FY2023, reduce total average vehicle miles traveled (VMT) per capita by at least 1 percent per year and determine the amount of carbon reduction from transportation sector
Reduce Automobile Dependency	By FY2023, increase the share of all trips taken by public transit, walking and biking by at least 15 percent taking the 2018 Mobility Survey as the base year
Improve, Expand, and Integrate Public Transit Systems	By FY2030, double the miles of dedicated bus infrastructure to at least 1.5 miles

Chapter(s): Transportation - **Targets**

Lead Department/Staff: TES, [**Jen Slesinger**]

How will these be measured?

How will we know when we get there?

Do the actions add up to achieving the target? If not, what else needs to be done?

Chapter / Topic	Target
Prioritizing Low-Carbon Mobility Options	By FY2023, reduce total average vehicle miles traveled (VMT) per capita by at least 1 percent per year and determine the amount of carbon reduction from transportation sector <i>Use the same tool as before. Jen considers it to be sound</i>
Reduce Automobile Dependency	By FY2023, increase the share of all trips taken by public transit, walking and biking by at least 15 percent taking the 2018 Mobility Survey as the base year <i>These Mobility Surveys are conducted biannually</i>
Improve, Expand, and Integrate Public Transit Systems	By FY2030, double the miles of dedicated bus infrastructure to at least 1.5 miles <i>This seems like a very low target but is considered achievable. If they work to reduce SOV miles, we should do more. There may also be cheaper alternatives such as dedicated bus lanes.</i>
<i>Additional Note</i>	<i>We expect that the actions will make progress towards the targets, but we don't know if they will exactly deliver achievement.</i>

Chapter(s): Transportation - **Actions**

Lead Department/Staff: TES, [**Jen Slesinger**]

2019: Were these completed? If not, why not?
2020: Are these budgeted? Are they in the staff lead's performance objectives? Is this on track to be completed in FY2020?
2021: What needs to be included in the Manager's proposed 2021 budget?

	2019	2020	2021
Low-Carbon Mobility	None	None	Develop a plan to acquire zero emissions buses on rapid transit routes and conversion of DASH fleet to zero emissions 2020: 75K for Study. Funds for vehicles are also in place.
Reduce Automobile Dependency	None	None	None
Improve, Expand, and Integrate Public Transit Systems	None	None	None

Chapter(s): Transportation - **Actions**

Lead Department/Staff: TES, [**Jen Slesinger**
and Christine Mayeur]

Short-term (2022-23) and mid-term: Is there anything that needs to happen in FY2020 or be budgeted in FY2021 to keep these items on track?

	Short-term 2022-2023	Mid-term 2024-2028
Low-Carbon Mobility <i>See next 2 pages for \$\$</i>	Complete all engineering and education actions outlined in the 2017 Vision Zero Action Plan	complete the bicycle and pedestrian projects prioritized in the pedestrian and bicycle chapters of the Alexandria Mobility Plan (formerly known as the Transportation Master Plan). (2028)
	Add an average of 3 miles of bicycle connections per year , prioritizing low-stress and connectivity	Implement the 2017 walk audit recommendations for all schools (2025)
	Development review checklist for residential and commercial	
	Adopt permanent regulation for shared mobility devices	
	Determine the feasibility of a low-stress multi-modal, connective bicycle network to increase bicycle mode share	

Chapter(s): Transportation - **Actions**

Lead Department/Staff: TES, [**Jen Slesinger**
and **Christine Mayeur**]

Short-term (2022-23) and mid-term: Is there anything that needs to happen in FY2020 or be budgeted in FY2021 to keep these items on track?

	Short-term 2022-2023	Mid-term 2024-2028
Low-Carbon Mobility	Complete all engineering and education actions outlined in the 2017 Vision Zero Action Plan 2020: 300K design + 40K signals 2021: 300K design + 40K signals	complete the bicycle and pedestrian projects prioritized in the pedestrian and bicycle chapters of the Alexandria Mobility Plan (formerly known as the Transportation Master Plan). (2028) <i>See next page for \$\$ details</i>
	Add an average of 3 miles of bicycle connections per year , prioritizing low-stress and connectivity <i>See next page for \$\$ details</i>	Implement the 2017 walk audit recommendations for all schools (2025) FY20-22: 50K per year. Planning and implementation are in progress.
	Development review checklist for residential and commercial	
	Adopt permanent regulation for shared mobility devices	
	Determine the feasibility of a low-stress multi-modal, connective bicycle network to increase bicycle mode share \$ TBD	

Note: The Transportation Commission is recommending additional funding for Vision Zero and Complete Streets programs.

Additional \$\$ Information for Low Carbon Mobility Actions

Complete the bicycle and pedestrian projects prioritized in the pedestrian and bicycle chapters of the Alexandria Mobility Plan (formerly known as the Transportation Master Plan). (2028)

Add an average of 3 miles of bicycle connections **per year**, prioritizing low-stress and connectivity

Note: The 2nd item above is a subset of the first. The budgets shown do not overlap.

2020: \$402,196 (bikeshare) + 60,000 (ped recs)
2021: \$350,000 (bikeshare) + 80,000 (ped recs)
2022: \$400,000 (bikeshare)
2028: \$10,000,000

2020: \$90,000 (cs resurfacing) + \$60,000 bicycle plan implementation + \$1,409,000 (OCR) + \$1,208,869 (Van Dorn)
2021: \$90,000 (cs resurfacing) + \$60,000 bicycle plan implementation + \$1,360,000 (OCR)
2022: \$90,000 (cs resurfacing) + \$60,000 bicycle plan implementation

Chapter(s): Transportation - **Actions**

Lead Department/Staff: TES, [**Jen Slesinger**]

Short-term (2022-23) and mid-term: Is there anything that needs to happen in FY2020 or be budgeted in FY2021 to keep these items on track?

	Short-term 2022-2023	Mid-term 2024-2028
Reduce Automobile Dependency	Develop a stand-alone Transportation Demand Management (TDM) Chapter in the Alexandria Mobility Plan 2023: 100K	Encourage people who work in Alexandria to use sustainable mobility options by developing policies that discourage employee parking 2028: \$5M
	Finalize construction of the Potomac Yard Metrorail station 2023: \$370M	
Improve, Expand, and Integrate Public Transit Systems	deploy a regionally-integrated, mobile-friendly platform that provides real-time trip information and fare payment capabilities 2023: \$5M	Expand BRT - through construction for West End Transitway, Right-of- Way for the Duke Street Transitway, and extending Route 1 Metroway 2028: \$150M

Chapter(s): Transportation - **Legislative Priorities**

Lead Department/Staff: TES, [**Jen Slesinger**]

Which of these need to be emphasized in our legislative package request?

- Encourage statewide legislative efforts to implement stricter traffic safety laws as mandated by the 2017 Vision Zero Action Plan. Alexandria should continue to lobby the state to allocate road funding to local jurisdictions based not on car driving lanes but to adequately fund infrastructure for bicycles, pedestrians, and other low-carbon mobility options.
- Support federal, state, and regional compacts and initiatives to reduce transportation-related greenhouse gas emissions, including support of the Transportation and Climate Initiative.
- Advocate for the state to both raise the gasoline tax and to allow local jurisdictions more flexibility in raising gasoline taxes.
- Advocate for the state to have car property taxes to be assessed with an efficiency bonus/penalty and not just on the value of the vehicle.

Additions from staff:

- Safe passing
- Stop for pedestrians
- Electric Vehicle incentives
- DUI reform
- Commuter benefits ordinance
- Road funding allocation*

* *At present, Road Diets reduce state funding because they reduce travel lanes.*

Chapter(s): Transportation - **Legislative Priorities**

Lead Department/Staff: TES, [**Jen Slesinger**]

Which of these need to be emphasized in our legislative package request?

Eldon's Rankings of EAP entries:

#1 Support federal, state, and regional compacts and initiatives to reduce transportation-related greenhouse gas emissions, including support of the Transportation and Climate Initiative.

#2 Advocate for the state to both raise the gasoline tax and to allow local jurisdictions more flexibility in raising gasoline taxes

#3 Encourage statewide legislative efforts to implement stricter traffic safety laws as mandated by the 2017 Vision Zero Action Plan. Alexandria should continue to lobby the state to allocate road funding to local jurisdictions based not on car driving lanes but to adequately fund infrastructure for bicycles, pedestrians, and other low-carbon mobility options.

#4 Advocate for the state to have car property taxes to be assessed with an efficiency bonus/penalty and not just on the value of the vehicle.

Valuable additions from staff:

- Electric Vehicle incentives
- Commuter benefits ordinance
- Road funding allocation (align with low-carbon mobility actions)