



Draft Strategies Feedback Form Summary





Topics

- Engagement effort
- Who responded
- Overarching themes
- Chapter specific findings
 - Areas of agreement/disagreement
 - New ideas proposed
- Feedback Form Demographics





Engagement on Draft Strategies

- **October stakeholder meetings:**
 - Commission on Persons with Disabilities
 - Traffic and Parking Board
 - Alexandria Chamber of Commerce Legislative Committee
 - Alexandria Small Business Association
 - African American Social Responsibility Group
 - City of Alexandria COVID Response Group
- **Communications:**
 - Enews
 - Paid and regular posts on Twitter, Facebook, Instagram
 - Targeted emails to community champions, including civic associations
 - News publications calendar entries
 - Mayor Wilson's newsletter



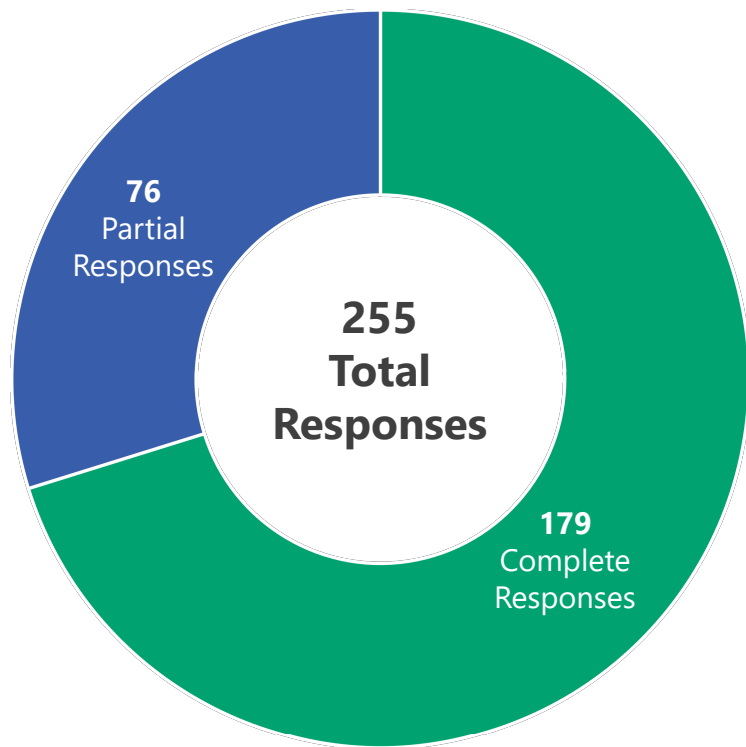


Engagement Numbers

- Online Visioning Feedback: ~**900**
- Pop-Ups: ~**500**
- Stakeholder meetings: **24+**
- Twitter/Facebook/Instagram metrics from the City's boost
 - **FB 1 - 7,238 impressions; 19 link clicks**
 - **TW 2 – 14,919 impressions; 629 link clicks**
 - **TW 1 – 15,692 impressions; 330 link clicks**
 - **IG 2 – 2,498 impressions**
 - **IG 1 – 6,118 impressions**
- Visited the alexandriava.gov/mobilityplan webpage between September 15 and November 9 – **1,151 unique views**
- Attended the Town Hall: ~50
- Watched the AMP recording:
 - **Presentation – 51 views**
 - **Q&A - 359 views**



Feedback Form Response Rates



- The feedback form was shared on the Alexandria Mobility Plan website and announced during the Virtual Town Hall on October 15, 2020.
- The feedback form was open between **October 15 and November 9, 2020**
- **76** respondents filled out the first page of the survey and did not provide any opinions through the rest of the form
- **179** respondents and their responses were included in the following observations



Origins and Destinations

Home Locations

- 17 unique zip codes from 178 respondents
- Most frequent zip codes: **22314** (Eastern Alexandria) and **22304** (Western Alexandria)

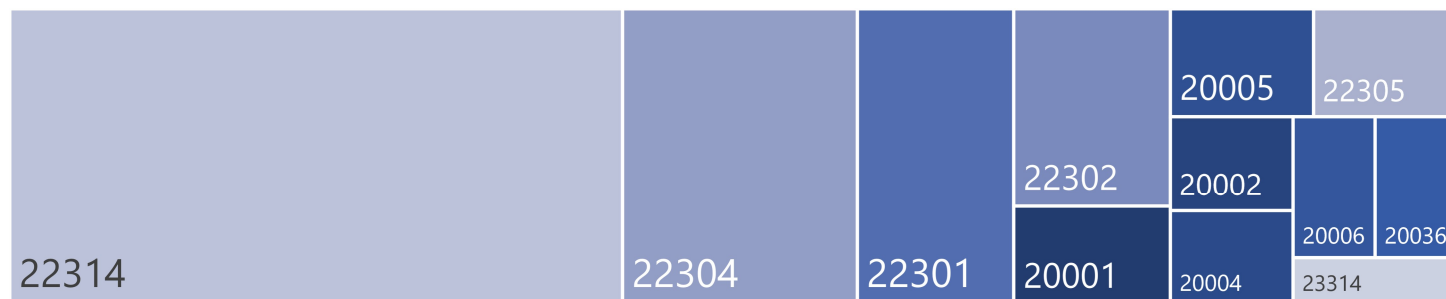
Top Residence Zip Codes



Most Frequent Travel Destination

- 44 unique zip codes from 178 respondents
- The most destination: **22314** (Eastern Alexandria)

Top Work, School, or Most Frequent Travel Destination





Overarching Themes

- Reduce **vehicular congestion**
- Improve **safety** and **connections** for vulnerable street users
- Questions about **how COVID-19 will impact future travel** trends
- Curb space should consider **rideshare** and **delivery**
- Mobility options must consider the **practicality** for all residents
- Mixed opinions on **autonomous vehicle** considerations
- **Reasonably placed** and **priced** parking

"I strongly support smart signal technology to relieve motor vehicle congestion. I do not favor smart technology that causes a stoppage on major streets."

"Build a more connected and unified community in Alexandria for pedestrians and bicyclists."

"Enforce and stop cut-through traffic."

"I prioritize flexibility in schedule, safety, and travel time."

"Our built infrastructure must be designed to manage congestion by making transit and micro mobility solutions safe, reliable, and fast."

"It is simply not practical to expect us to give up our cars and handle grocery shopping, doctor visits, errands and other activities on public transit, bikes and scooters."

"Priorities should be directed to making the bus, bikes, and walking a more appealing choice than getting into any type of car."





Draft Strategies: Feedback by Chapter





Draft Strategies

Feedback by Chapter

For each plan chapter, participants were asked to share their **level of support** for draft strategies along the below scale:

	Strongly Support	Support	Neutral	Do Not Support	Do Not Understand
Strategy	<input checked="" type="checkbox"/>				
Strategy		<input checked="" type="checkbox"/>			
Strategy			<input checked="" type="checkbox"/>		
Strategy					<input checked="" type="checkbox"/>
Strategy	<input checked="" type="checkbox"/>				

Participants were also asked to:

- Provide comments on strategies they did not support or did not understand
- Share new strategy ideas for consideration in the plan





Transit

Draft Strategies

- **T1.** Implement the City's Priority Transitway Corridors and Alexandria Transit Vision (ATV)
- **T2.** Identify speed and reliability improvements on congested and transit-rich corridors.
- **T3.** Enhance the rider experience at bus stops.
- **T4.** Evaluate fare policy and next generation payment options.
- **T5.** Evaluate micro-transit solutions to complement traditional DASH service as a means to expand ridership.
- **T6.** Create a more resilient and customer-oriented bus fleet.
- **T7.** Prepare for future rail (VRE/MARC) expanded service.
- **T8.** Evaluate and streamline paratransit program for increasing needs.





Transit

Summary of Feedback

Strong support for:

- Identify speed and reliability improvements on congested and transit-rich corridors (T2)

Difference of opinion on:

- Implement the City's Priority Transitway Corridors and Alexandria Transit Vision (ATV) (T1)
- Evaluate micro-transit solutions to complement traditional DASH service as a means to expand ridership (T5)

A greater number of respondents **did not understand** strategy (T8) to streamline the **paratransit** program

"Improve weather protection and visibility at bus stops."

"Microtransit can compete with traditional bus and rail transit and risks taking away its riders, which might induce service cuts."

"Maximize dedicated transit lanes."

"It would be worth revisiting the transitway corridor plans individually based on the current (non-Covid time) demands on the roads -- where do folks travel by bus now 12 years later?"





Transit

New Ideas or Suggestions

- Implement **all-door boarding** on DASH buses permanently
- Work with adjacent property owners where there is insufficient City-owned right-of-way to provide space for **passenger amenities**
- **New VRE commuter rail station** at Potomac Yard (Innovation Campus)
- **Integrate transit passes** with other mobility options like Capital Bikeshare
- Move towards **free public transit for all**
- Aim for a **more accessible bus and rail** system to compliment paratransit

“Requiring smart phones and/or transit cards limits access for low-income and out-of-town riders.”

“Improve safety and convenience of walking and biking to transit as a means to expand ridership.”





Smart Mobility

Draft Strategies

- **SM1.** Upgrade capabilities of the Traffic Management Center (TMC) to more effectively manage congestion and traffic incidents in real-time.
- **SM2.** Expand implementation of smart signal technology to enable detection and real-time signal adjustments based on travel conditions.
- **SM3.** Strategically invest in partnerships to expand City data, technology, and communications capabilities.
- **SM4.** Develop protocols and policies to accommodate autonomous vehicles and ensure that their adoption will support City goals.





Smart Mobility

Summary of Feedback

Strong support for:

- Upgrade capabilities of the Traffic Management Center (TMC) to more effectively manage congestion and traffic incidents in real-time (SM1)
- Expand implementation of smart signal technology to enable detection and real-time signal adjustments based on travel conditions (SM2)

Difference of opinion on:

- Develop protocols and policies to accommodate autonomous vehicles and ensure that their adoption will support City goals (SM4)

"Autonomous vehicle policy should not be a priority at this point."

"I do not support public funding of autonomous vehicle infrastructure. More funding and priorities should be directed to making the bus, bikes, and walking a more appealing choice."

"Autonomous vehicles make me nervous, so I am glad Alexandria is starting to prepare for what that might look like."

"Upgrading our system to accommodate new technologies will be key to future success."





Smart Mobility

New Ideas or Suggestions

- Data collection and use that prioritizes **privacy** and **safe uses** for residents
- Explore and develop **partnerships with other jurisdictions** and partake in **research-based pilot** or demonstration programs administered by the U.S. Department of Transportation
- Use Intelligent Transportation Systems (ITS) to address **real-time needs**

“The city should encourage private/public partnerships.”

“Update mapping apps (i.e. Google Maps) to better reflect traffic changes or improvements.”



A stylized icon of a street grid with dashed lines.

Streets

Draft Strategies

- **S1.** Implement a criteria-based traffic mitigation program that helps better manage congestion and traffic on local streets.
- **S2.** Maximize effectiveness of multimodal transportation impact studies for new developments.
- **S3.** Work with regional, state, and private sector partners to develop tools to keep traffic on highways and reduce regional cut-through traffic.
- **S4.** Update the City’s Street Design Guidelines to incorporate current design practices.
- **S5.** Ensure planning initiatives that require enforcement promote more equitable outcomes.





Streets

Summary of Feedback

Strong support for:

- Work with regional, state, and private sector partners to develop tools to keep traffic on highways and reduce regional cut-through traffic (S3)

Difference of opinion on:

- Update the City Street Design Guidelines to incorporate current design practices (S4)

A greater number of respondents **did not understand** details or the how the strategies are actionable.

"Unclear what sorts of mitigation are actually feasible for the City to implement."

"Maximize the use of traffic cameras where currently allowed. Alexandria has schools all over the city, which enables us to put speed cameras all over the city (they are now legal in school zones)."

"Expedite vehicular traffic on major arteries during peak times to reduce commute times for our residents, reduce congestion, enable residents living on congested streets to get to their homes more quickly, and reduce neighborhood traffic."

"Reach out to companies like Waze to prevent using neighborhood streets as routes to avoid traffic."





Streets

New Ideas or Suggestions

- Commit to **annual goals for closing sidewalk gaps**
- Consider **'slow streets'** and **'open streets'** to **discourage regional traffic** on local streets
- Accelerate implementation of **safety initiatives** on local streets
- Consider **reversible lanes** during peak hours on certain arteries
- Greater consideration for **motorists, roadway capacity**, and **vehicular access** in street design

"While other safety-related policies and plans exist, the absence of an overarching safety strategy in the AMP Streets chapter is a major omission that should be addressed."

"Note the relation between Transit chapter strategies and Streets chapter strategies (i.e. transit priority on streets for congestion reduction and mobility improvements)."

"We need more roads, wider roads, and more parking near Metro."





Supporting Travel Options

Draft Strategies

- **01.** Expand programs to identify community influencers to help the City encourage alternatives to driving alone.
- **02.** Develop a framework for pilots that can be used for testing new modes, infrastructure, or initiatives.
- **03.** Expand use of real-time information in public and private spaces to raise awareness and improve confidence in different mobility options.
- **04.** Develop travel training program to provide hands on experience on taking a new (to you) way of traveling.
- **05.** Support first/last mile travel needs through implementation of mobility hubs.
- **06.** Utilize our waterways as a resource to expand transportation options.
- **07.** Improve Transportation Management Plan (TMP) Program by requiring data and incorporating flexibility.
- **08.** Evaluate benefits and efficiencies of a future regional program to manage congestion.





Supporting Travel Options

Summary of Feedback

Strong support for:

- Utilize our waterways as a resource to expand transportation options (O6)

Difference of opinion on:

- Expand use of real-time information in public and private spaces to raise awareness and improve confidence in different mobility options (O1)
- Develop travel training program to provide hands on experience on taking a new (to you) way of traveling. (O4)

In comparison to other chapters, the general level of support is lower for the Supporting Travel Options chapter.

“The Potomac River is the single most underutilized transportation resource in the region - it could be an excellent way to alleviate congestion.”

“Strongly support waterway transit options, but will such options require subsidies to be viable?”

“What metrics would be used to determine the program's efficacy?”





Supporting Travel Options

New Ideas or Suggestions

- Consider **incentives for electric bicycles**
- Consider a **parking cash-out** option for employees that do not want or need parking benefits

“Different neighborhoods need different options.”

“Acknowledge the differences between different areas of the city when determining feasibility of travel options such as scooters.”





P Curb Space and Parking

Draft Strategies

- **P1.** Establish priorities for curb uses based on adjacent land uses and City goals.
- **P2.** Leverage pricing policy, data, and communications to better manage on and off-street parking spaces.
- **P3.** Reconsider standards for parking requirements in new developments.





P Curb Space and Parking

Summary of Feedback

General support for all strategies:

- Establish priorities for curb uses based on adjacent land uses and City goals (P1)
- Leverage pricing policy, data, and communications to better manage on and off-street parking spaces (P2)
- Reconsider standards for parking requirements in new developments (P3)

“Any efforts to reduce parking must be combined with a better infrastructure for car-less living.”

“Require residential parking permits in the entire city and charge market rate for them. On-street parking is far too cheap for residents today, which encourages excess car ownership and use.”





P Curb Space and Parking

New Ideas or Suggestions

- Plan for the increasing use of **rideshare** and **delivery services** (i.e. Amazon)
- Reconsider or eliminate **parking minimums** for new development
- Plan for **electric vehicle charging**

"I do like the on-street tables for restaurants on blocks where expeditious travel is not demanded and parking options are available nearby."

"Encourage drivers to use parking garages when available."

"Reconsidering parking minimums should mean eliminating them (developers should add parking if they think there is demand, it should not be required)."

"Make sure all new developments have more than adequate parking."

Additional feedback related to parking was mixed. While most respondents supported strategies to address parking, open-ended comments included varied sentiments, ranging from **support for elimination of parking requirements** to calls for **increased parking supply citywide**.





Curb Space Framework

Priorities

Priority:	Residential	Main Streets	Office and Commercial	Warehouse and Industrial
1	Support for City Plan Priorities			
2	Access for People	Access for People	Access for People	Access for Goods
3	Parking	Access for Goods	Access for Goods	Access for People
4	Access for Goods	Activation	Parking	Parking
5	Activation	Parking	Activation	Activation

Participants were presented with the City's draft Curb Space Framework – it suggests which uses of curb space should be given priority within various land uses contexts.

The following slides show how respondents recommended a new priority order for each land use context.

Support for City Plan Priorities	Safety improvements, bus lanes, bike lanes, stormwater management that are specifically included in City plans	Parking	Metered parking, Residential Permit Program, EV Charging, bike parking, scooter corrals
Access for Goods	Loading zones, deliveries, food pick-up/drop-off	Activation	Parklets, in-street dining, public art
Access for People	Bus stops, pick-up/drop-off, bikeshare stations		

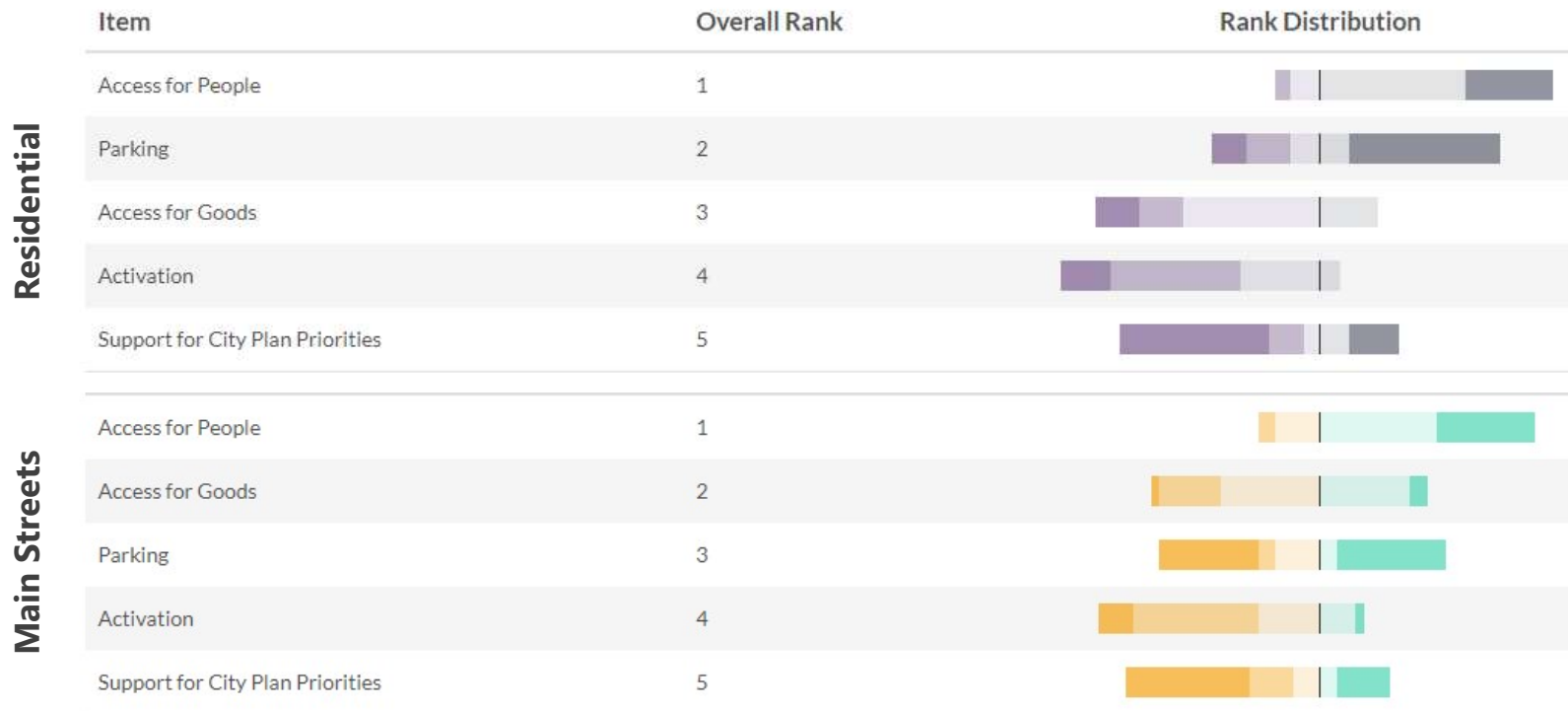




Curb Space Framework

Summary of Feedback

Lower Rank ← → Higher Rank



Access for People and Parking were frequently top-ranked for residential curbspace.

Access for People, Access for Goods, and Parking were frequently top-ranked for main street curbspace.





Curb Space Framework

Summary of Feedback

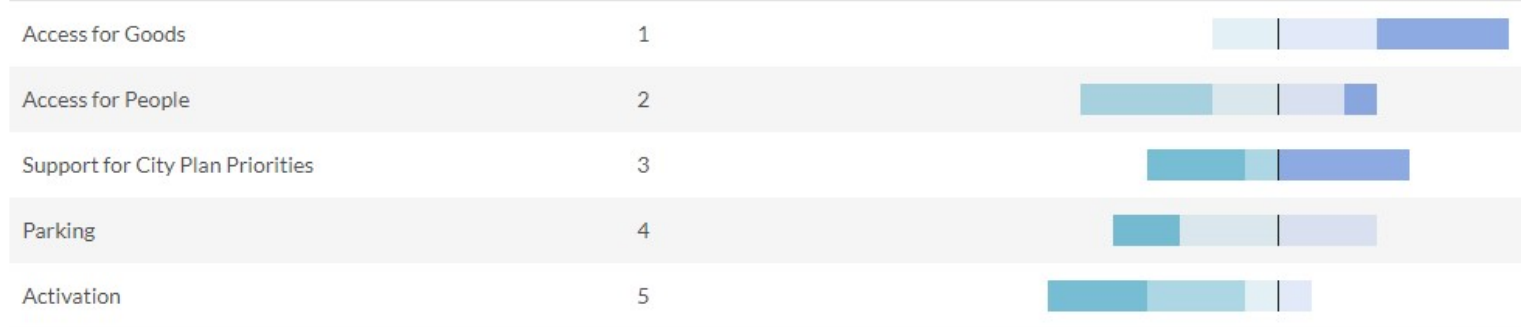
Lower Rank ← → Higher Rank

Office and Commercial



Access for People was frequently top-ranked for office/commercial curbspace.

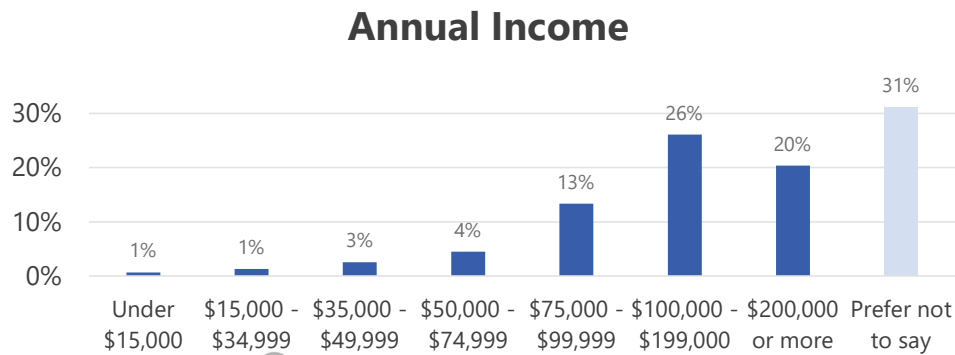
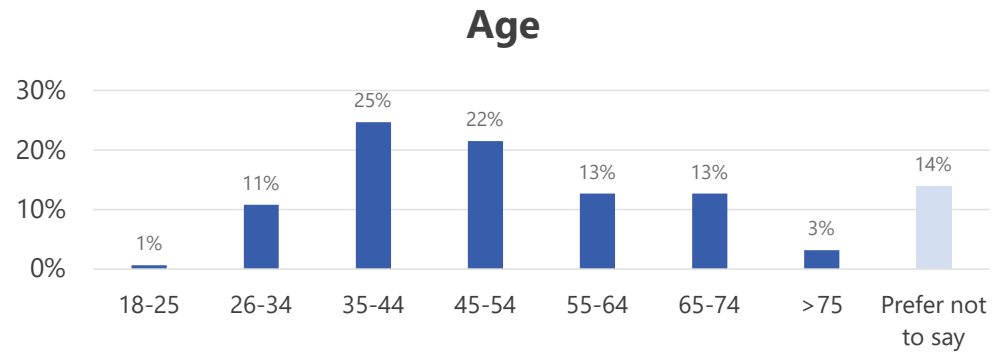
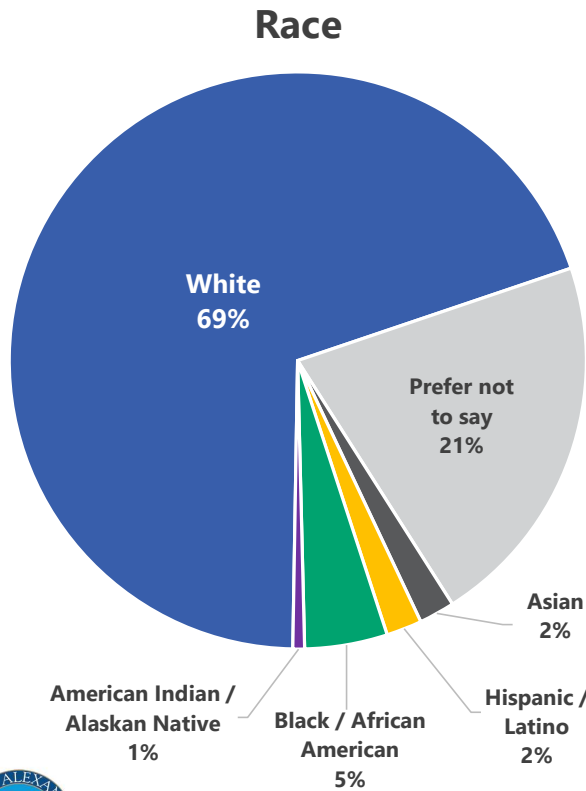
Warehouse and Industrial



Access for People and **Support for City Plan Priorities** were frequently top-ranked for warehouse/industrial curbspace.



Demographic Distribution of Participants



Demographic questions were optional. Information displayed here only reflects participants who chose to report this information.

