



# Transportation Planning Administrative Guidelines Update

Department of Transportation and Environmental Services

Transportation Planning Division

Presentation for Alexandria Federation of Civic Associations

# What are the different types of multimodal transportation studies?



## 1. Development Applications

- Development Special Use Permits
- Coordinated Development Districts

## 2. Small Area Plans

- Larger “scope” plans that examine land use

## 3. City-Initiated Studies

- City Projects (generally smaller scope)
- Studies based on larger public process, as programmed in the City Capital Improvement Plan

# What do multimodal transportation studies assess?



- **Existing transportation conditions:**

- Vehicular travel
- Parking occupancy/capacity
- Transit service and infrastructure
- Pedestrian/bicycle facilities

- **Future transportation conditions:**

- With new development
- Without new development

# What do multimodal studies assess for non-drivers?



**Transit Service**

**Transit Infrastructure**

**Pedestrian Infrastructure**

**Bicycle Infrastructure**

Image Source: NACTO Urban Street Design Guidelines

# What do multimodal studies assess for drivers?

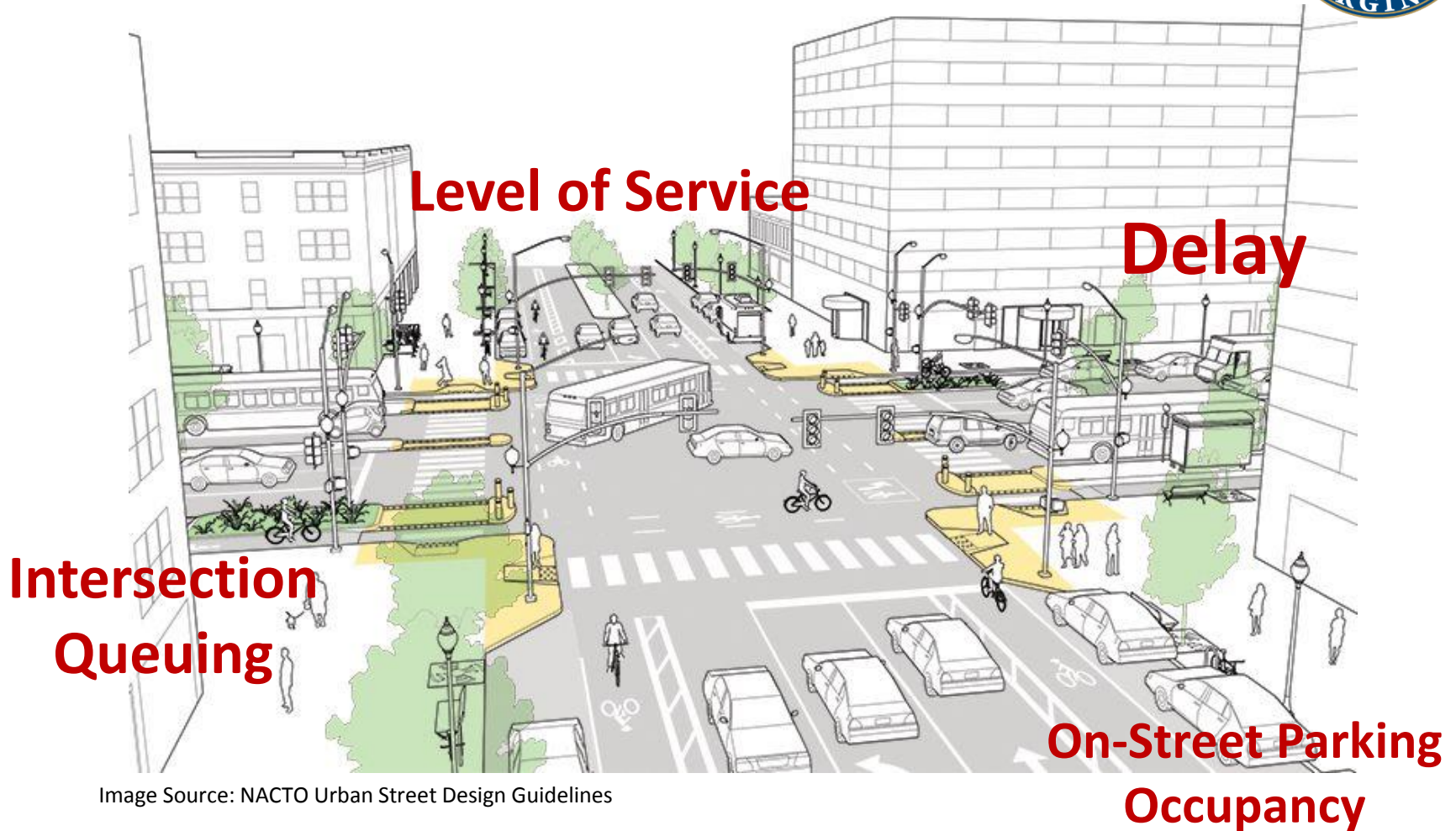


Image Source: NACTO Urban Street Design Guidelines

# Why are multimodal studies run for Development Applications?



- Help Transportation and Environmental Services staff determine immediate impacts of development
  - If impacts detrimental, staff works with applicant to revise application or **provide mitigations**
  - If impacts are acceptable, staff works with the applicant to **provide community benefits**
- In both cases, **staff works to ensure mobility is acceptable per the City's Transportation Master Plan**

# Why are multimodal studies run for Small Area Plans?



- **Provides macro-level analysis** of what a larger area can “hold” without impacting existing residents / businesses
- **Inventory** pedestrian/bicycle/transit improvements for future development mitigations & City projects
- Help **guide staff in review** of future development applications



# Why are multimodal studies initiated by staff?



- Assess, reassess, and/or support **planned capital improvements**
- Sometimes **triggered by citizen request**, as with the Central City Traffic Study
  - Transportation studies proposed through a public process must be funded through the City's CIP



# How does the City use the information?



- For **development applications**, staff determine if mitigations are necessary
  - Mitigations must be linked to development impacts to protect against potential litigation
- Mitigations include (but are not limited to):
  - New signals / signal timing adjustments
  - Pedestrian / bicycle / transit facilities upgrades
  - Transportation Demand Management plans and contributions

# How does the City use the information?



- For **small area plans**, staff determine if capital improvements are necessary
  - Phasing and triggers noted in Plan or its associated appendices to inform development community
- For **City-initiated projects**, staff determine if capital improvements, signal adjustments, speed adjustments, etc. are necessary.

# How do studies help the City see the big picture?



- All studies account for “background development”
- All studies assume regional growth in trips, originating both within and beyond Alexandria
  - City uses Washington Council of Governments data to inform growth assumptions
- Each study presents the most accurate picture of future conditions based on best assumptions

# Proposed Revisions to Existing Transportation Guidelines



- Additional time for City staff review based on context
- Additional parking study requirement for small projects
- New requirement to use software selection tool (consistent with VDOT requirements)
- New policy statement on mitigations that supports Alexandria's Multimodal Vision
- Flexibility to coordinate study requirements with small area plan updates



# Questions?

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Overview

What?

Why?

How?

Current Update Process

Q&A