ALEXANDRIA TRANSPORTATION COMMISSION

CRITERIA FOR PRIORITIZING CITY TRANSPORTATION PROJECTS FOR THE UNCONSTRAINED LONG-RANGE PLAN (2022 UPDATE)

PRIORITIZATION METHODOLOGY

The City of Alexandria's Transportation Division maintains a list of Transportation Projects as a part of the City Master Plan. This list, called the Transportation Long Range Plan (LRP), is unconstrained in that full funding for the projects on it has not been identified, and it includes ALL the Transportation Projects that have been approved by the City Council as part of the City Master Plan. The Transportation LRP also includes Transportation Projects that are part of the:

- Pedestrian and Bicycle Mobility Plan
- Alexandria Mobility Plan
- Small Area Plans
- Special area and corridor plans

Any Transportation Project proposed that is not specifically recommended in any of these plans must be consistent with City goals and policies including the:

- Mayor and Council Strategic Plan
- Master Plan and all sub-plans listed above
- Environmental Action Plan 2040

The following prioritization methodology provides the Transportation Commission with a starting point for prioritizing projects. However, the annual LRP update process also relies on a discussion by the full Commission to determine the relative importance of each project. Therefore, the individual or combined scores as a result of the prioritization exercise do not necessarily reflect the final project prioritization.

As projects from the LRP are considered for the City's annual constrained budget (Capital Improvement Program), there are a number of other criteria that are typically considered by staff, including:

- Funding / opportunities to leverage non-City funds, and impact to the City's operating budget
- Anticipated maintenance and operating costs
- Urgency or critical need related to system failure, major development, or economic development

Long Range Plan (LRP)
Proposed long-range Transportation Projects with no funding identified

Once Transportation Projects are included on the LRP, they will be prioritized according to the following eight criteria using a five-point ranking schema.

1. SUSTAINABILITY

Projects that support the goals of the City's Environmental Action Plan and Sustainability principle of the Alexandria Mobility Plan.

Projects that address relevant focus areas in the Environmental Action Plan such as climate change, energy, tree canopy, open space, water resources and air quality as well as transportation. Other projects that help support the Alexandria Mobility Plan key performance indicators including reducing vehicle miles traveled and percent of commuters using alternative travel modes.

Improvements may include:

- Fleet electrification projects (e.g., transit vehicles, electric car share)
- Electric vehicle and micromobility charging infrastructure
- Green infrastructure (e.g., low impact design stormwater, reduction of impervious area)
- Streetscape and right-of-way urban forestry
- Enhancement of adjacent open space and natural areas
- Mitigation of heat islands
- Other projects compatible with criteria to encourage non-SOV travel modes and to support land use and connectivity goals which improve accessibility for all modes of travel.

1A. WHAT IS THE IMPACT ON ENVIRONMENTAL SUSTAINABILITY IN THE AFFECTED AREA?

5 Major improvement
4 Moderate improvement
3 No net impact
2 Moderate deterioration
1 Major deterioration

1B. WHAT IS THE IMPACT OF THE PROJECT ON ENVIRONMENTAL SUSTAINABILITY AND THE REDUCTION OF GREENHOUSE GASES IN ALEXANDRIA AND THE REGION?

5 Major improvement
4 Moderate improvement
3 No net impact
2 Moderate deterioration
1 Major deterioration

2. CONNECTIVITY

The ability to reach desired goods, services, activities, and destinations

Connectivity is a measure of the interconnectedness of the transportation system. Systems with high connectivity generally provide a number of choices of routes between destinations and relatively short travel distances.

Factors that increase connectivity and reduce travel time include:

- small block size
- direct access
- redundancy
- modal options (car, pedestrian, bicycle, transit)
- optimizing signals
- bike sharing/car sharing

Factors that impede connectivity include:

- railroads
- rivers and streams
- freeways
- cul-de-sacs
- medians
- turn restrictions
- frontage roads

2A. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON NEIGHBORHOOD CONNECTIVITY AND THE CITY AS A WHOLE?

5 Major improvement
4 Moderate improvement
3 No net impact
2 Moderate deterioration
1 Major deterioration

2B. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON REGIONAL MOBILITY?

5 Major improvement
4 Moderate improvement
3 No net impact
2 Moderate deterioration
1 Major deterioration

3. LAND USE, NEIGHBORHOOD LIVABILITY, & ECONOMIC DEVELOPMENT

Projects that promote urban development patterns, livable neighborhoods, and/or promote economic development

The project focuses investment where jobs and households are located and/or served. The project encourages mixed-use, transit-oriented, compact development and discourages dispersed, low-density, single-use, automobile dependent land use patterns.

The project improves the built environment and social quality of an area as perceived by residents, employees of local businesses, and visitors to the area. It provides increased access to community facilities, services, convenience shopping, and transportation options. It reduces excess noise, cut-through traffic on neighborhood streets, and spillover parking.

The project is in an area with existing or planned development that creates opportunity for economic development.

3A. HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR EXISTING OR PROPOSED POPULATION OR ACTIVITY CENTERS OR OPPORTUNITIES FOR ECONOMIC DEVELOPMENT?

5 Very Well
4 Moderately Well
3 No Impact
2 Poorly
1 Very Poorly

3B. HOW WELL DOES THIS PROJECT ADDRESS NEIGHBORHOOD LIVABILITY FOR CURRENT AND FUTURE RESIDENTS AND WORKERS?

5 Very Well
4 Moderately Well
3 No Impact
2 Poorly
1 Very Poorly

4. MODE CHOICE

Project creates multimodal choices for travelers including travel by foot, bicycle, transit, or car

Major improvements may include:

- High Occupancy Vehicle (HOV) lanes
- Transit service improvements and amenities such as improved frequency or other capacity enhancements
- Construction of bicycle or pedestrian facilities
- Carshare, bikeshare, or micromobility programs

Minor improvements may include:

- Intersection reconstruction/improvement
- Access and parking improvements

4A. DOES THE PROJECT IMPROVE OR ADD MULTIMODALITY?

5 Major improvement
4 Moderate improvement
3 No impact
2 Minor deterioration
1 Major deterioration

4B. DOES THE PROJECT ENCOURAGE NON-SOV TRAVEL?

5 Greatly encourages
4 Moderately encourages
3 No impact
2 Moderately discourages
1 Greatly discourages

5. INFRASTRUCTURE

Projects that address major maintenance for aging transportation infrastructure or that update design standards and features to better withstand and lessen the local effects of climate change.

Proposed project may have an effect on aging transportation infrastructure via rehabilitation, or by increasing demand on deteriorating systems, or has the opportunity to apply best environmental practices and update to meet accessibility and climate resilience standards.

5A. DOES THE PROJECT IMPROVE AGING TRANSPORTATION INFRASTRUCTURE?

5 Major improvement
4 Moderate improvement
3 No impact
2 Minor deterioration
1 Major deterioration

5B. DOES THE PROJECT MAKE ALEXANDRIA'S TRANSPORTATION INFRASTRUCTURE MORE RESILIENT TO CLIMATE CHANGE?

5 Major improvement
4 Moderate improvement
3 No impact
2 Minor deterioration
1 Major deterioration

6. OPERATIONS AND TECHNOLOGY

Projects that improve system efficiency through the appropriate use of technology

These projects improve system efficiency and can improve capacity without making physical changes to the transportation network. These projects may include:

- Signal optimization
- Transit technology
- Transit priority
- Real time transit information

6A. DOES THE PROJECT IMPROVE SYSTEM EFFICIENCY THROUGH AN APPROPRIATE USE OF TECHNOLOGY?

5 Major improvement
4 Moderate improvement
3 No impact
2 Moderate deterioration
1 Major deterioration

7. SAFETY

Project increases public safety by reducing the number and severity of vehicular crashes and creating a safer environment for all users of transportation network and improves the overall perception of safety within the surrounding environment.

Safety effects are typically measured by changes in the number and severity of vehicular crashes. Vehicle speed is a significant factor in the severity of all crashes but is particularly important in the rate of fatalities in crashes involving pedestrians and cyclists.

Emergency vehicle access and protection from crime may also be safety considerations in design and location of transportation facilities. Other safety considerations include design that will provide for a real or perceived improved safety of the user, like improved visibility or lighting.

7A. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON CRASH RISKS AND SAFETY?

5 Major improvement
4 Moderate improvement
3 No net impact
2 Moderate deterioration
1 Major deterioration

7B. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON PERCEIVED PERSONAL SAFETY?

5 Major improvement
4 Moderate improvement
3 No net impact
2 Moderate deterioration
1 Major deterioration

8. EQUITY

Projects serve traditionally underserved populations such as, the disabled, low-income, elderly, children, and car-free and/or public transportation-dependent households, and support the fair and just distribution of both benefits and burdens of the transportation system across Alexandria neighborhoods.

Positive impacts on transportation equity may include improved infrastructure and public transportation service provision, multimodal transportation options, affordable transportation options, and pedestrian and bicycle-supportive infrastructure in areas with high concentrations of low-income households, minorities, elderly, children, disabled, and car-free households.

Burdens or negative impacts on transportation equity may include the deficiencies in transportation-related infrastructure and service provision; decreases in the perceived number of available transit services for public transportation-dependent; increased negative environmental impacts (i.e. air pollution, noise, traffic congestion); or increased cost of travel for these vulnerable populations.

8A. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON EQUITY (I.E. TRADITIONALLY UNDERSERVED POPULATIONS)?
5. Major improvement
4. Moderate improvement
3. No net impact
2. Moderate deterioration
1. Major deterioration

8B. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON GEOGRAPHIC EQUITY (I.E. DISTRIBUTION OF PROJECTS ACROSS THE CITY)?
5. Major improvement
4. Moderate improvement
3. No net impact
2. Moderate deterioration
1. Major deterioration