Transportation Commission

October 19, 2022
7PM
City Council Workroom and Electronic
Notice

The October 19 meeting of the Transportation Commission is being held in the City Council Workroom on the second floor of City Hall (301 King Street, Alexandria, Virginia, 22314) and electronically. Members of Transportation Commission and staff are participating either in-person or from a remote location through video conference call on Zoom.
Commission Members

- **Oleksandr Faryga** – Environmental Policy Commission
- **Oscar Gonzalez** – Resident East, High School Project
- **Casey Kane** – Traffic and Parking Board, Eisenhower West/Landmark/Van Dorn Advisory Group, Ad Hoc Duke Street Transitway Committee
- **Jody Manor** – Planning Commission
- **Bruce Marsh** – Resident East, Potomac Yard Metro Implementation Working Group
- **Jim Maslanka** – Resident West
- **Melissa McMahon** – Planning Commission
- **Matthew McManus** – Resident West
- **Murat Omay** – DASH
- **Kirk McPike** – Council (non-voting)
- **Charles Sumpter** on behalf of **John Chapman** – Council (non-voting)
Public Comment Period

Agenda Item #1
Public Comment

• For speakers not discussing items related to the public hearings.
• For virtual attendees:
  • Raise hand or press *9
  • Mute or unmute press *6
  • 3 minutes per speaker
3 Minute Timer

Announcement will sound automatically when time is up
Transportation Commission Minutes:
September 21, 2022

Agenda Item #2
Complete Streets Comprehensive Update

Agenda Item #3
Complete Streets Update

- Safe Routes to School
- Multi-Use Trails
- Vision Zero
## Safe Routes to School

<table>
<thead>
<tr>
<th>250</th>
<th>134</th>
<th>116</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure recommendations across 13 elementary and K-8 schools</td>
<td>Recommendations are complete or in progress</td>
<td>Remaining recommendations. Increasingly complex and/or costly.</td>
</tr>
</tbody>
</table>
Safe Routes to School

Recently Completed
Rayburn-Reading Complete Streets Project

In Progress
- SRTS Walk Audits Phase 2
- Curb Extensions Near Schools
- Polk Avenue Sidewalk

Upcoming
- William Ramsay Elementary SRTS Project
- Additional Spot Improvements
Rayburn-Reading Avenues Project

- 10 new or upgraded crosswalks
- 5 median refuges
- 2 key sidewalk connections
- 17 ADA improvements
Multi-Use Trails

In Progress
- Old Cameron Run Trail
- North Beauregard Street Multi-Use Trail
- Mount Vernon Trail Improvements at E Abingdon
- Holmes Run Trail Repairs
- Four Mile Run Bridge

Upcoming
- Pavement Condition Assessment
- Mount Vernon Trail Improvements
Old Cameron Run Trail

North Beauregard Street Multi-Use Trail
Multi-Use Trails

In Progress

Legend:
- Existing shared-use paths
- Shared-use path projects in progress
Vision Zero

In Progress
- Automated Speed Enforcement
- Speed Limit Reductions
- Neighborhood Slow Zone Pilot
- Duke Street Turn Calming

Upcoming
- High Crash Intersection Audits
Vision Zero

Turn Calming Example

Legend:
- Red: Proposed Speed Limit & School Zone Speed Limit Reduction
- Yellow: Proposed School Zone Speed Limit Reduction Only
- Blue: Schools

Speed Limit Reductions

- N Beauregard St
- Braddock Rd
- Seminary Rd
- N Howard St
- King St
Looking Ahead

Fall 2023:

- Vision Zero Annual Report (FY23)
- Next Complete Streets Program Update
Thank you!
Questions?
Duke Street in Motion
Recommendations

Agenda Item #4
What is “Duke Street In Motion”? Duke Street IN MOTION is a project focused on ensuring that transit improvements in the Duke Street corridor, from Landmark Mall to the King Street Metro Station, provide efficient transportation options that align with all users’ needs, wants, and expectations.
Duke Street in Motion Process

Vision and Guiding Principles
- Completed Summer 2021

Concept Development
- March 2022: Advisory Group created
- October 2022: public engagement to introduce range of concepts

Preferred Alternative
- Public engagement planned for Spring 2023

Advisory Group Recommendation to Council
- Summer 2023
Phase 1 Community Engagement (June 21-July 31, 2021)

What do you see in Duke Street’s future?
How do you want to get around?

1,785 feedback form responses
3,587 project handouts
6,393 received eNews blast
95,889 reached on social media
22 community pop-up events (2,552 people reached)
92 webinar attendees
Community Input in Phase 1

- **88%**
  Want to see reduced traffic

- **47%**
  Would ride or would consider riding the bus more often with improvements

- **55%**
  Want to see improved safety

A full summary is available at alexandriava.gov/DukeInMotion
This project will provide an efficient and desirable bus rapid transit (BRT) option along Duke Street by improving the transit experience for current and potential riders.

With multimodal enhancements to the corridor, Duke Street will become a safe, efficient, and desirable community connector for people riding the bus, walking, biking, and driving.
Project Guiding Principles

**Convenient**
Make bus travel more predictable, frequent, and comfortable

**Efficient**
Improve mobility for all Duke Street travelers

**Equitable**
Use enhanced bus transit to support equitable access for a diversity of people and places

**Safe**
Ensure safety and accessibility for those connecting to and riding the bus, as well as other travelers

**Vibrant**
Create and enhance thriving and future corridor destinations that improve resident quality of life and boost the local economy

**Sustainable**
Contribute positively to the environment, now and in the future
Engagement Phases

Vision and Guiding Principles
Completed Summer 2021

Concept Development
October 2022

Preferred Alternative
Planned for Spring 2023
Why Bus Rapid Transit on Duke Street?
What is Bus Rapid Transit (BRT)?

Buses that run more like trains

- **Boarding improvements**
- **Frequent service**
- **More green lights**
- **Queue jump lanes**
- **Station amenities**
- **Bus lanes**
- **Fully separated bus lanes**
Why BRT on Duke Street?

- Greenhouse gas emissions
- Air quality
- Equity
- Choices
- Congestion management
Connectivity

High frequency transit connections to major activity centers

- West End
- Mark Center
- Shirlington
- Van Dorn Metro
- King St. Metro
- Old Town
- Express To Pentagon
- Metro To DC
Bus Travel Time vs. Vehicle Travel Time
West End Alexandria to King Street Metro Station

23-24 minutes in the peak

12-13 minutes in the peak

Half the time!
Placemaking and Livability
Street Design Concepts

Busway and Curb Features

Step 1: Busway

Step 2: Curb features
- Sidewalks Widened
- Shared-use path
- Cycle track
- Service Roads
- Streetscaping
Duke Street Corridor Segments
Bus Improvements Can Take Different Forms

Center Running  Curb Running  Bidirectional Lane  Mixed Traffic

A BRT can mix different treatments to make bus service faster and more reliable
Concept Summary

Segment 1
- Center running
- Curb running
- Mixed traffic

Segment 2A
- Center running
- Hybrid
- Mixed traffic

Segment 2B
- Center running
- Bidirectional
- Mixed traffic

Segment 3
- Center running
- Curb running
- Mixed traffic
Street Design Concepts

Busway and Curb Features

Step 1: Busway

- Step 2: Curb features
  - Sidewalks Widened
  - Shared-use path
  - Cycle track
  - Service Roads
  - Streetscaping
Next Steps
Engagement Opportunities

Webinar
- Oct 1
- Project website

Pop-up Events
- Throughout October
- 7-10 events

Focus Groups
- 4+ events to target underrepresented groups
  - Renters
  - Transit riders
  - Youth
  - Spanish speakers
  - Businesses

In-Person Meetings
- Throughout October
- 4 in-person events
- Segment focused
- Open house for entire corridor
- Build your own Duke Street

In-Person Meeting Dates/Locations

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
<th>Location</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>October 12</td>
<td>Segment 3 Meeting @ Bishop Ireton School</td>
<td>6:30-8:30 PM</td>
<td></td>
</tr>
<tr>
<td>October 17</td>
<td>Segment 2 Meeting @ Bishop Ireton School</td>
<td>6:30-8:30 PM</td>
<td></td>
</tr>
<tr>
<td>October 20</td>
<td>Segment 1 Meeting @ Patrick Henry Rec Center</td>
<td>6:30-8:30 PM</td>
<td></td>
</tr>
<tr>
<td>October 26</td>
<td>Open House @ Patrick Henry Rec Center</td>
<td>5:30-8:30 PM</td>
<td></td>
</tr>
</tbody>
</table>
Duke Street in Motion Process

Vision and Guiding Principles
Completed Summer 2021

Concept Development
March 2022: Advisory Group created
October 2022: public engagement to introduce range of concepts
Late 2022: AG to consider concepts for further refinement

Preferred Alternative
Public engagement planned for Spring 2023

Advisory Group Recommendation to Council
Summer 2023
Transportation Management Plan
Proposed Policy Update

Agenda Item #5
Goals for Today

• Understand why changes to TMP are being proposed

• Understand TMP policy proposal

• Provide feedback and proposed next steps
What is a Transportation Management Plan

• SUP that commits development to a transportation plan, funded with its own contribution

• Monitored once a year through surveys, outreach to TMP coordinators at properties

• Currently 106 TMPs
Update is Needed

• Current program not effective in meeting the intent of the TMP program

• Too many TMPs are doing different things with varying degrees of success

• Difficult to measure the success of TMPs since survey is done by individual TMPs

• Individual TMP53(0,0),(998,989)(0,0),(998,989) coordinators not trained to manage TMPs, and often have little incentive to learn
## What Peer Cities are Doing

<table>
<thead>
<tr>
<th>Program</th>
<th>How it Works</th>
<th>How it is Measured</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge, MA</td>
<td>Building TDM requirements linked to number of parking spaces a property is required to build</td>
<td>Biannual commute survey, audit of TDM measures taken</td>
</tr>
<tr>
<td>Bellevue, WA</td>
<td>TDM requirements set for almost all commercial buildings in Bellevue. Buildings must develop workplans based on city’s TMP guidelines.</td>
<td>Biannual commute survey</td>
</tr>
<tr>
<td>Arlington, VA</td>
<td>Negotiation with County on a menu of features meant to reduce SOV rate, and monitors site and conducts studies annually of efficacy. Effective for 30 years with fee.</td>
<td>Annual intercept survey plus additional studies based on site conditions</td>
</tr>
<tr>
<td>Fairfax, VA</td>
<td>Developers fund a TDM plan as a condition of their approval, and prefund both implementation funds, as well as a penalty fund (which is released as a reward fund if targets are met)</td>
<td>SOV reduction goal based on location near Metro station, additional targets for properties in Tysons</td>
</tr>
</tbody>
</table>
What we are Proposing

• TMP Developments would pay City TMP fee to make transportation investment

• TMPs would last 30 years (currently lasts in perpetuity)

• City manages survey requirement for TMPs
## Incentives for Multimodal Access

<table>
<thead>
<tr>
<th>Building in Enhanced Transit Area</th>
<th>Building Capital Improvements</th>
<th>Upfront Payments</th>
</tr>
</thead>
</table>
| • 15 percent discount for developing within ETA  
  • No discount if developer wishes to build more parking than zoning ordinance allows  
  • Similar to existing TMP credit for developing near Metrorail or BRT | • 25 percent of construction costs  
  • Divided evenly over number of payments  
  • Physical improvements must be in site plan for credit, and in addition to what City requires | • Lump sum payment (35%)  
  • Partial upfront (25%)  
  • Half paid before certificate of occupancy  
  • Half paid in five equal installments over five years |
Option for Developers to Manage Funds

• More than 500k sq ft or 300 units – Allowed to manage funds

• Less than 500k sq or 300 Units – Allowed to manage funds IF:
  1. Demonstrate ability to run program well (e.g., hire a competent outside consultant or have a dedicated staff person for TMP management)
  2. Demonstrate consistent good faith effort by responding to staff requests and providing annual progress reports
  3. Demonstrate they are meeting the TMP goals for SOV rates
## Potential Fund Uses

<table>
<thead>
<tr>
<th>SMALL AREA PROJECTS (30%)</th>
<th>CITYWIDE PROJECTS (70%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>For projects specific to small area plans</td>
<td>Projects in Alexandria Mobility Plan, Equity Enhancement Areas</td>
</tr>
<tr>
<td>Other neighborhood specific projects</td>
<td>Education Programs</td>
</tr>
<tr>
<td>Examples: sidewalk enhancements, bike/ped signals</td>
<td>Examples: DASH Operating, transit corridors, bikeshare, performance monitoring</td>
</tr>
</tbody>
</table>
For Properties with TMP SUP

• Administrative change of SUP will convert previous SUP to standard conditions that reflect policy

• Projects with TMP SUPs over 30 years old will end

• Any outstanding TMP balance must be paid to the City before TMP relief
### Proposed Next Steps

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Commission</td>
<td>October 6</td>
<td>Feedback on proposed TMP Policy</td>
</tr>
<tr>
<td>Transportation Commission</td>
<td>October 19</td>
<td>Feedback on proposed TMP Policy</td>
</tr>
<tr>
<td>Planning Commission Public Hearing</td>
<td>November 1</td>
<td>Recommend adoption of policy to City Council</td>
</tr>
<tr>
<td>City Council Public Hearing</td>
<td>November 12</td>
<td>Public Hearing of Zoning Text Amendment</td>
</tr>
<tr>
<td>City Council</td>
<td>December 13 &amp; 17</td>
<td>Adoption</td>
</tr>
<tr>
<td>Implementation</td>
<td>January-March 2023</td>
<td></td>
</tr>
<tr>
<td>Launch</td>
<td>July 1, 2023</td>
<td></td>
</tr>
</tbody>
</table>
Feedback from Planning Commission

• Clarity on target setting, including targets for individual building’s single occupant vehicle rate, length of TMP

• Should reconsider what projects Citywide TMP funds

• Wants flexibility with list of transportation improvements that developers can claim

• Clarify that TMP Coordinator in each building does more than write a check

• Consider developments too small to be Self Managed TMPs, but that might be too big to just pay into City fund

• Consider if payment plans and cash flow
Thank You

Thomas Hamed
Mobility Services
Transportation and Environmental Services

703-746-4421
Thomas.hamed@alexandriava.gov
FY24 Budget Priorities Letter

Agenda Item #6
FY24 Budget

- City Manager seeking Board and Commission input
- Off-year CIP
  - Only limited changes
- Focus areas:
  - Housing
  - Youth and family services
  - Economic development
  - Community engagement
  - Attracting and retaining employees
FY24 Budget Priorities

1. Supporting Vision Zero and the Complete Streets programs including additional staffing,
2. Bringing the trail system up to a state of good repair,
3. Preserving and protecting funding for key transit investments and supporting implementation of the Transit Vision Plan,
4. Supporting transportation recommendations of the Energy and Climate Change Action Plan, and
5. Expanding electric vehicle fleets and electric vehicle charging opportunities.
Recommendation

• That the Transportation Commission vote to provide a letter to the City Manager on budget priorities.
Commissioner Updates

Agenda Item #7
Commission Members

• Oleksandr Faryga – Environmental Policy Commission
• Oscar Gonzalez – Citizen East, High School Project
• Casey Kane – Traffic and Parking Board, Eisenhower West/Landmark/Van Dorn Advisory Group, Ad Hoc Duke Street Transitway Committee
• Jody Manor – Planning Commission
• Bruce Marsh – Citizen East, Potomac Yard Metro Implementation Working Group
• Jim Maslanka – Citizen West
• Melissa McMahon – Planning Commission
• Matthew McManus – Citizen West, DASH
• Murat Omay – DASH
• Kirk McPike – Council (non-voting)
• Charles Sumpter on behalf of John Chapman – Council (non-voting)
Items for Consent

Agenda Item #8
Other Business

• Consideration of virtual meeting option around holidays
Adjourn Transportation Commission Meeting

Next meeting: October 19, 2022