



Transportation Commission

September 20, 2017

7:00 PM

Chet and Sabra Avery Room, 2000 (City Hall, 2nd Floor)

AGENDA

1. Minutes of the June 21, 2017 Meeting
2. Updates to Receive (Consent)
 - **2-year CIP schedule**
 - Capital Bikeshare Expansion
 - Safe Routes to Schools – Walk Audit
3. Commission Updates
4. Commercial Parking Standards Update - Staff Update
5. Vision Zero Action Plan Framework - Staff Update
6. Other business

Public hearing items are so noted on the agenda. The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to transportationcommission@alexandriava.gov in advance of or after the meeting.

Next Meeting: Wednesday, October 18 at 7:00 PM, **Room TBD.**

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City of Alexandria

Transportation Commission

Regular Meeting

June 21, 2017
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Chairman Jerry King, Vice Chairman Stephen Klejst, Councilman John Chapman, Commissioner David Brown, Councilman Timothy Lovain, Commissioner Melissa McMahon, Commissioner Ryan Jones, Commissioner Jake Jakubek,

Staff Present: Yon Lambert – T&ES, Christopher Ziemann – T&ES, Steve Sindiong – T&ES, Charonne Gray -T&ES

Chairman Jerry King called the Transportation Commission meeting to order at 7:02 pm.

1. March Meeting Minutes

Chairman Jerry King requested edits to the minutes; Chairman King submitted changes via email, which had been included by Staff. A motion to accept the changes was made by Commissioner Klejst and seconded by Commissioner McMahon. The minutes were unanimously approved.

2. NVT A “Town Hall” TransAction Update

Program Manager, Keith Jasper presented the Northern Virginia Transportation Authority (NVT A) “TransAction Plan for Northern Virginia.” In 2013, revenue from HB 2313 raised an estimated \$300 million annually for Northern Virginia’s Transportation projects. Seventy percent (70%) of the \$300 million is classified as regional funds. Thirty percent (30%) of the revenue has been and will continue to be distributed to the individual local governments and utilized for their transportation needs. \$990 million is the total amount funding provided to 79 regional transportation projects over the last three years. \$300 million out of the \$990 million total for the next three years were slated to be used to make improvements to Route 28 and I-66 in Fairfax County, which is related to the I-66/Beltway 495 project; however, once the Commonwealth’s agreement with Express Mobility Partners is finalized for the I-66 Outside-the-Beltway project, the Route 28 and I-66 project will be removed from the books. Among the 79 funded regional projects, \$75 million has been allocated to the City of Alexandria, \$69.5 million was awarded for the Potomac Yard Metro Rail Station project; other allocations have been for the West End Transitway, Transit Signal Priority along Route 1 and Duke Street, and acquisitions of DASH expansion buses. The Virginia Rail Expressway (VRE) was granted capital funds for the construction of a pedestrian tunnel and platform improvements at Alexandria’s Union Station and for Slaters Lane Rail Crossover projects. NVT A also funded a transit alternatives analysis study in the Route 7 corridor between Tysons and the City which was led by NVTC and which looked at high capacity transit along Route 7 between Tysons and Alexandria. This study recommends Bus Rapid Transit (BRT). The Washington Metropolitan Area Transit

Authority (WMATA) was also allocated over \$17 million for track power upgrades on the blue line.

The total amount of the 30% revenue allocated to the City of Alexandria from NVTA over the last three years is about \$15 million. The NVTA is required by law to produce a long range regional transportation plan for Northern Virginia. The first plan, Northern Virginia 2020 Transportation Plan, was adopted by the Transportation Coordination Council (TCC) in July 1999 and included \$9.7 billion worth of projects. The TransAction 2030 Plan adopted in July 2007 by the NVTA included \$15.4 billion worth of projects; and the TransAction 2040 Plan adopted by the NVTA in November 2012 included \$23.2 billion worth of projects. The draft TransAction plan estimates the cost for roadways, transit, non-motorized vehicles, Intelligent Transportation Systems (ITS) / Integrated Corridor Management (ICM), and Transportation Demand Management (TDM) projects at a total of \$44.1 billion.

Four alternative scenarios were tested to determine the effectiveness of managing future transportation in the region under different conditions. The four scenarios include:

- A. Technology making driving easier
- B. Changes in travel behavior
- C. Dispersed land use growth
- D. Concentrated land use growth

The overall findings within the draft TransAction plan suggest that NVTA should pursue targeted multimodal strategies to address the region's transportation needs consistent with the region's priorities and the varying geographies of the area. The NVTA also recommends working with member jurisdictions and regional stakeholders (including extra-territorial partners) to work across jurisdictional boundaries wherever possible to address the region's transportation needs. There is not a single project, program, or policy that will address all of the region's transportation needs. Projected regional revenues through 2040 would fund less than a quarter of the total estimated cost of the 358 regional projects in the draft plan. An analysis projected that trends in technology and travel preferences may improve travel conditions by 2040.

A public hearing on the draft TransAction Plan will be held on July 13, 2017, with a public comment period from June 9 – July 23, 2017, and an anticipated adoption date of October 12, 2017. The call for regional projects for the FY2018-2023 Six Year Program is expected to be announced October 12, 2017, with a public comment period held in the Spring of 2018. It is anticipated the NVTA will adopt the FY2018-2023 Six Year Program in June 2018.

In regards to the Public Comment period, Chairman King asked about information online for people to make comments. Mr. Jasper explained that individuals can visit www.nvtatransaction.org for event information, correspond via email at NVTATransActionUpdate@TheNoVaAuthority.org, or mail to NVTA, 3040 Williams Drive, Suite 200, Fairfax, VA 2203. If the Commission would like to submit comments, the deadline for the public comment period is July 23, 2017 at 12:00 am and a Public Hearing will be held July 13, 2017 at 7pm. The Commission inquired if another tunnel headed to the District of Columbia is up for discussion within the long range plan. The NVTA recognizes there are certain expansion projects in the core that are required to be completed before any Metro route extension from Northern Virginia. The Blue line tunnel and alignment from a second Rosslyn Metro Station to Union Station and Georgetown are included in the plan along with multiple Metro Rail extensions for the Blue and Orange lines.

Chairman King expressed that it would take a large amount of time to find funding and implement these projects, and mentioned the potential for congestion in the near-term from construction if a project were to start in the near future. He stated that he could envision autonomous vehicles in use in the next five (5) years and the resulting congestion if the region relied only on autonomous vehicles to solve transportation problems. The traffic would be different if we were to add more buses and carpools would have priorities. Mr. Jasper responded to the Commission stating that if nothing is done to expand Metrorail, transit crowding will double.

He suggested more needs to be done not just with solving highway congestion and getting pedestrians to use transit but also taking a multimodal approach as a solution.

In terms of emerging technology, Mr. Jasper noted that the City of Alexandria has already implemented Transit Signal Projects funded by NVTA. Other existing technologies and approaches use ITS technology to manage corridors. Integrated Corridor Management (ICM) approaches are also included in the plan. Page 5 in the draft TransAction plan shows a diagram that displays the 15 ITS and ICM projects included in the draft TransAction plan. NVTA feels that ITS and ICM are very important to the region. Connected autonomous vehicle technology is not a particular project in the plan because it is difficult to know how this will move forward in the future. Through the draft TransAction plan's scenario analysis, vehicle technologies such as connected autonomous vehicles are in the forefront. Vehicle technologies were presented in Scenario A and rideshare in Scenario B. Mr. Jasper was not sure what would be specifically funded for vehicle technologies at this stage. Federal regulators are building a consensus to a certain extent for the Commonwealth of Virginia's role. At the regional and local level, NVTA is starting to understand what is needed locally to facilitate and possibly fund. At the moment, it is not clear enough for NVTA to identify.

Chairman King announced that Alexandria Public School System received a \$5,000 grant for the Bicycling at School Program to teach third graders how to safely ride a bicycle. The program was a pilot project for children to use their bicycles to travel to school instead of having parents drive. He stated that if children learn at an early age about biking, more people will use bicycles and this could be used as one part of the multimodal strategies to reduce car traffic. Mr. Jasper commended Chairman King for teaching children very early about multimodal options.

Councilman Timothy Lovain noted an article on how technology for autonomous vehicles is not accurately noticing pedestrians and bicycles especially when they are moving erratically. The assumption is that the automatic vehicles will stop if something is obstructing it. He is concerned when a pedestrian or bicyclist cuts in front an autonomous vehicle. Councilman Lovain also expressed concern that there would be issues getting to the HOV lanes, which may cause congestion through the downtown neighborhoods.

Commissioner Ryan Jones added that he liked the four scenarios and what largely happens depends on policy. An important policy decision in Portland, Oregon was the establishment of urban growth boundaries, which focuses density around the active areas as opposed to smaller areas. This leads to a focus on parking policies and densities that are approved for mixed uses for shorter trips and lower VMTs (vehicle miles traveled) per person. Commissioner Jones also discussed moving away from relying on the fuel tax because, as vehicles move away from internal combustion and towards electric vehicles, the tax revenue from the fuel tax will decrease. Eventually, we will have to have more user fees or a GPS-based user fee which could charge by time of day. Additionally, if a citizen uses rideshare as a lifestyle he or she is going to be more inclined to make shorter trips and reallocate funds to another entity, Amazon Home Delivery as an example. As for modeling, it would be difficult to do modeling through 2040 because we predict that today's rideshare is going to be a much higher mode share in the future (possibly up to 30 to 40 percent). It is an analogy for autonomous vehicles: vehicles will be more economical with higher ridership. Another example of potential use of autonomous vehicles is a premium BRT product that carries 150 people with a driver for monitoring purposes providing quality customer service.

Commissioner Melissa McMahon directed Mr. Jasper and the Commission to review page 11 in the TransAction Plan pointing out monitored emerging trends that need strengthening. There are constraints within the plan NVTA describes and what the Commission could manage within the plan. The Plan creates a list of jurisdictions' desires, analyzing their impact and explains how they are modeled. A stress test was performed to describe the land use potential and the monitoring of emerging trends, but these are not viewable. One of the items mentioned was poor performance of integrating human driven and autonomous vehicles in other geographical areas. She also does not believe the NVTA functions for the region to develop complimentary transit and shared mobility services. Commission McMahon suggested information, technical, coordination,

research and information sharing would help the jurisdictions develop complimentary transit service. Mr. Jasper agreed, stating NVTA would not provide services but they would take a regional approach on the jurisdiction level. Commissioner McMahon suggested that all regions should meet together for a discussion on how to take advantage of NVTA's role. In terms of weighted importance, Commissioner McMahon stated that the Safety and Emissions categories should have more weight, but State policy puts heavy emphasis on congestion mitigation. Congestion mitigation is not suitable for transportation improvements. In the vision statement, physical sustainability was disclosed but goals, objectives, and a performance measures were not visible. Commissioner McMahon asked if these were secondarily captured by reducing congestion. This could be used to weigh a project against the Commission's evaluations.

Councilman Lovain attended the Transportation Planning Board (TPB) on June 21, 2017; he encourages the NVTA to communicate with the TPB. The TPB is going through similar process to develop a Long Range Plan and unfunded projects. They are reviewing projects, programs, and policies similar to NVTA. The TPB is covering plans for the Route 1 region and could use NVTA's expertise.

3. Updates to Receive (Consent)

The Commission requested updates on the Vision Zero Action Plan. The Vision Zero pop up events are complete and staff is analyzing the public input and WikiMaps where citizens are able to identify intersections and geographical problem areas. This is an ongoing project in which the community can continue to add information onto the map. The analysis and data collection effort will be finalized in the next several weeks. The combined information will be used to develop an action plan which should be available by fall 2017. For the next couple months, the Commission asked Staff to provide Vision Zero updates via email and other important information that needs to be reviewed. Staff agreed, and stated that over the next couple of months, most work will be internal facing to develop the strategic action plan and there will not be any milestones to report.

4. Commission Updates

Commissioner Jakubek updated the Commission on the Eisenhower Landmark Van Dorn Advisory Group. The advisory group met on June 22, 2017 to discuss various transportation projects presented by Steve Sindiong. One of the issues reviewed was the connecting road in the industrial area between Fairfax County on the west side of the City and on the west side of the planning area. The Advisory Group asked if the county provide could partial funding since it is a connecting road to Fairfax County. Staff is going to communicate with the County regarding this matter.

A new alignment for the multimodal bridge was proposed by the railroad company. Staff conducted a meeting with the railroad regarding a proposal for alignments further west along the tracks from the current space on the end of Armistead Park. It would lead directly to the station and further west instead of ending on one side of the energy transfer area. The proposal has not been finalized. The new alignment would lead directly to the station and be closer to the high density development areas. It could be used in that respect instead of going to Cameron Station which is a low density area.

The Advisory Group discussed other CIP projects: the Holmes Run Trail Connector on the south side of the Holmes Run, the Backlick Run Trail, the West End Transitway, improvements to the Van Dorn Station along with shuttle bays and sidewalks connecting to the bridge, High Street which will be a street west of Van Dorn and running parallel to the neighborhood, and the Duke Street Transitway.

Vice Chairman Klejst updated the Commission on the DASH Board meeting. As part of Smart Scale funding, DASH received funding for their facility expansion which starts in 2019. It will be the first stage of funding for the expansion of the existing fleet as well as funding for improvements to facilities that DASH may receive going forward. On Monday, June 19, 2017, DASH staff met with the Environmental Policy Commission (EPC) to present their findings regarding Hybrids verses Diesel bus procurement. Staff

commended General Manager Josh Baker for answering questions from the EPC. EPC asked DASH and Staff to return with a couple of scenario options regarding some specific questions about information, such as a review of the miles per gallon savings. The EPC questioned in the beginning the approach of considering primarily capital savings and would like a deeper look at operational costs and savings. Another issue discussed was the concept of reducing emissions of the total fleet. Eliminating a larger proportion of the older buses more quickly by purchasing cleaner diesel buses would produce lower emissions as a whole than purchasing fewer hybrid buses and replacing older, more polluting buses more slowly. By the time the entire fleet is replaced, DASH will be looking at electric buses since service characteristics in the City provide favorable conditions for electric bus operation in the City.

Commissioner McMahon updated the Commission on the Commercial Parking Standards Task Force. The Task Force met on June 20, 2017 for their 4th meeting. Their agenda was to work on parking for office and commercial uses. Also covered was an initial round of hotel parking discussions and staff presented some Alexandria and Arlington data analysis to try to find trends in the larger data set. The Arlington data provided more guidance into how off-street parking is being utilized at office sites. Staff recommended to the Task Force that recommending parking minimums and maximums would be a more easily understood approach (for developers and Staff) than applying credits to certain mitigation based approaches. Staff also presented draft parking rates for office and hotel uses. Staff showed two existing data sets as well as all the recent hotel approvals, which were well under what the standards are today. For hotels, Staff proposed parking maximums of .4 and .7 spaces per room, and in some cases a minimum of 0 spaces per room. The Task Force provided feedback to Staff that a minimum of zero was too low to start. Staff also presented a map of transit-accessible zones and non-transit-accessible zones, inside and outside of a half mile from existing and future Metro and BRT stations, including the Potomac Yard Metro station, the West End Transitway and the Duke BRT areas. The Task Force instructed Staff refine the map for public consumption.

Several Commissioners discussed wasted space in parking garages, how it could be repurposed and how to get property owners to pay for the design cost. The cost of designing parking to be retrofitted could be 10% more, but would add value when a property is sold. It was also noted that developers are going to redevelop the building where Export Fitness is located on King Street. The property has a massive multilevel parking area and the owners are interested re-using parking space.

5. Other Business

Staff informed the Commission about the Metro Service changes going into effect on Sunday, June 25, 2017. There will be a fare increase but DASH will remain the same at \$1.60. Metrorail has new operating hours and the trains will run every 8 minutes on all lines, which represent an increase of service on the Blue Line.

The Commission was informed that the Six Year Improvement Plan (SYIP) was approved by the CTB on June 20, 2017.

The Commission discussed whether a meeting was necessary for July and all agreed to cancel the July meeting and reconvene in September 2017.

Chairman King asked the Commission to commend the police officers who acted quickly at the shooting on the baseball field in Del Ray. He felt they effectively prevented a loss of life and would like to give them recognition for a job well done. The Commission noted that the City of Alexandria Public School provided a first alert at 7:35 am the day of the shooting on its website.

Chairman King requested the Commission have a Transportation Representative for the Intelligent Transportation Systems Work Plan Group. The Commission voted unanimously to have Ryan Jones as the Transportation Commission Representative.

At 8:45 pm, Commissioner David Brown made a motion to adjourn the meeting. The motion was seconded by Commissioner Melissa McMahon, voted on and unanimously approved by the Commission.

DRAFT

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 20, 2017
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM #2 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various ongoing projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. TWO YEAR CAPITAL IMPROVEMENT PROGRAM SCHEDULE

With the budget season beginning, it is important to remind all commissioners that this year's Capital Improvement Program (CIP) is the second year of the two-year CIP process. Because of this, the CIP planning will only entail technical adjustments, externally funded projects, and state or federally funded projects. On these projects, T&ES is seeking input on City services and priorities as we begin the budget process. Time should be set aside at the October meeting to discuss priorities that may be of concern to your respective bodies and answer the following two questions:

1. What are the highest priority services and initiatives within your policy area that you feel should be addressed in the FY 2019 budget?
2. If your area of the budget is required to identify potential reductions for FY 2019, what are the lowest priority services and initiatives that should be considered?

These discussions should consider the Transportation Commission's goals and initiatives, and the [City's Strategic Plan](#) as it remains an important guiding document for the City.

The planning for the FY2019 budget, which will begin next year, will be the opportunity to add new projects to the CIP. Budget guidance is expected from City Council regarding their priorities following the annual City Council fall retreat on November 4. Dates for outreach and public involvement in the FY2019 budget have not been announced, but the Transportation Commission will be alerted as soon as possible. Once additional information about the upcoming budget schedule is available, T&ES will provide guidance on how to share feedback. In the past, T&ES has scheduled an informal discussion to provide the Commission with an opportunity to communicate input directly to the T&ES budget staff. This discussion should occur at the October meeting.

B. CAPITAL BIKESHARE EXPANSION

The Capital Bikeshare system has continued to grow since the City of Alexandria joined the regional program in September 2012, with the system expanding from eight stations in 2012 to 31 stations in 2016. In conjunction with the analysis in the Pedestrian and Bicycle Master Plan, the City is analyzing the most suitable locations for the next round of bikeshare expansion. Using the recommended locations from the Pedestrian and Bicycle Master Plan as a starting point, City staff have worked to identify suitable locations throughout Alexandria. Additional stations will help to eliminate gaps in system coverage, provide connections to the future Prince George's County system at National Harbor, expand the system to the West End, and give more people the option to bike to complete their trips.

For the next round of expansion, the City will add 10 additional bikeshare stations in FY 2018, using grant funding. The City has identified 16 suitable station locations in total and developed an online survey for the community to provide input on specific station locations. The survey was opened on May 12 and closed on June 15, and during this time the City received over 400 responses. In addition, City staff notified civic associations and businesses adjacent to proposed Capital Bikeshare stations with the goal of addressing as many concerns as possible at an early stage.

Staff summarized and evaluated all feedback received on the 16 proposed station locations to determine the 10 most suitable locations for installation in FY 2018. Staff recommended the 10 station locations to the Traffic & Parking Board at their public hearing on July 24. The Traffic & Parking Board approved the installation of bikeshare stations at the following locations:

- Braddock Road Metro Station - South
- Duke Street & Holmes Run Trail
- Eisenhower Avenue & Holmes Trail Run
- Glebe Road & Main Line Boulevard
- Potomac Avenue & Reed Avenue
- Holmes Run Parkway & N Pickett Street
- Barrett Library
- Reed Avenue & Edison Street

The Traffic & Parking Board instructed staff to return in September after conducting further community outreach and site analysis for the following proposed locations:

- Ben Brenman Park & Somerville Street
- Green Street & Washington Street

Staff is currently conducting outreach and launched another online survey to receive additional feedback on these two proposed station locations. Staff will summarize and evaluate all feedback received on these two proposed station locations to determine the remainder of the 10 most suitable locations for installation in FY 2018. Staff will make their recommendation on the two remaining proposed station locations to the Traffic & Parking Board at their public hearing scheduled either for September 25 or October 23, depending on the time it takes to gather and analyze public input. A sign will be posted at the proposed location to notify the public in advance of the Traffic and Parking Board public hearing. Upon approval by the Traffic & Parking Board, staff will provide appropriate documentation on station locations to the Virginia Department of Transportation (VDOT) for their review before placing an order. The 10 stations typically take six months to deliver from the time the order is placed, and installation is expected to occur in Spring 2018. Staff will

provide notification to the civic association and adjacent businesses to inform them of the impending installation of the station.

Background: Capital Bikeshare is a joint program currently comprised of the District of Columbia, Arlington County, the City of Alexandria, Fairfax County, and Montgomery County. Motivate operates the system for the regional jurisdictions. The program was launched by Arlington County and the District of Columbia in September 2010 with 110 stations, and has grown to over 400 stations in five jurisdictions. Alexandria joined the regional Capital Bikeshare network in September 2012 with eight stations and now is up to 31 stations serving Old Town, Parker-Gray, Carlyle, Del Ray, Potomac Yard, Arlandria, Rosemont, and Bradlee neighborhoods. Additional information is available online at: www.alexandriava.gov/bikesharing.

C. SAFE ROUTES TO SCHOOLS

Alexandria completed Safe Routes to School walk audits for all Alexandria City Public Schools (ACPS) elementary schools in the 2016-2017 school year. A walk audit is an evaluation of walking and biking infrastructure conditions approximately within a ¼ mile radius of a given ACPS elementary school. Walk audits were performed during either the time of arrival or dismissal of students and help to assess the condition of sidewalks, crosswalks, signs, and behavior of students, parents and commuters that use the corridors used by students to get to school. One objective of a walk audit was to identify and document factors that hinder students from walking or bicycling to school. Some of these hindrances include, but are not limited to the width of sidewalks, volume of traffic, street signs and lighting, availability of bicycle lanes and topography.

Each walk audit was performed by a multidisciplinary group to examine conditions. This group includes trained professionals, engineers, planners, pedestrian and bicycle specialists, law enforcement, school administration, volunteers and parents. Representatives from T&ES Transportation Planning Division, Alexandria Police Department, ACPS, and the Alexandria Bicycle Pedestrian Advisory Committee (BPAC) participated in each walk audit.

The purpose of a walk audit is to identify and record concerns for students as they walk or bike to school. Information recorded from the audit was used to inform and prioritize future infrastructure improvement plans through the Complete Streets program. Staff is finalizing this report, which will be available in October 2017. Recommended improvements include curb extensions, traffic calming, crossings, and better wayfinding to schools along accessible routes. Programmatic recommendations to increase safe walking and biking to schools were also identified and will be considered for implementation by ACPS.

Background: Safe Routes to School (SRTS) is a federal program to improve the well-being of children by improving walking and bicycling conditions on the route to school and enabling and encouraging children to walk and bike these routes. The City of Alexandria has had a Safe Routes to School program in place since 2003, and has coordinated with Alexandria City Public Schools on improvements to walking and bicycle conditions since that time. For example, past safe routes to school projects have included installation of speed cushions, a median island, and crosswalk improvements at Maury Elementary School and the intersection reconstruction of Reed Avenue and Commonwealth Avenue near Cora Kelly Elementary School. Additional information on the City's Safe Routes to School program, as well as a list of completed projects, can be found here: <https://www.alexandriava.gov/11552>