

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** SEPTEMBER 10, 2020

**TO:** WATERFRONT COMMISSION

**THROUGH:** JACK BROWAND, DIVISION CHIEF, RECREATION, RP&CA

**FROM:** KATYE NORTH, DIVISION CHIEF OF MOBILITY SERVICES, T&ES *KN*

**SUBJECT:** REQUEST FOR FEEDBACK ON POTENTIAL LOCATIONS FOR THE ROBINSON TERMINAL SOUTH DEVELOPMENT CAPITAL BIKESHARE STATION

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The purpose of this memo is to inform the Waterfront Commission and support a recommendation for five proposed bikeshare locations for the Robinson Terminal South Capital Bikeshare station that was funded by the developer.

**Background:** The City of Alexandria joined Capital Bikeshare in September 2012 and has expanded to 31 stations over the years. Staff is currently in the process of adding stations through state funding. New developments are another way the City expands the Capital Bikeshare system. Many new developments are required to provide a contribution to the Capital Bikeshare system based on their size. In Spring 2020, six new developments that provided a contribution were identified as ready for Capital Bikeshare installation. Four stations were installed earlier this summer, one will be installed in September, and the last in this round to be installed will be for the Robinson Terminal South development. This development was required as a part of its Conditions of Approval to provide funding for a Capital Bikeshare station. Per condition #135:

*The applicant shall contribute \$60,000 to the city prior to Final Site Plan release to install a bike share station on their site frontage or directly across the street from the project as part of a coordinated bike share program. In the event a bike share station cannot be located along the site frontage, an alternate off-site location within a two-block radius of the project may be selected. The bike share station shall be constructed within one year of the issuance of the last Certificate of Occupancy permit.*

The closest station to this development is at Prince and Union Streets, which is 2 blocks away. This station was installed with the first round of stations that were installed in 2012, along with 6 other stations. It is one of the most utilized stations in Alexandria based on total number of trips and is the closest station to the waterfront. The station accounted for 8.5% of all trips in Alexandria from January 2020 through July 2020.

**Station Location Considerations:** When siting new bikeshare stations, staff must consider several factors.

- Locations must maintain safe access and egress for pedestrians, bicyclists, and vehicles, including emergency vehicles.
- There must be adequate sunlight to power the station.
- There must be parking or another area near the station that allows the bikeshare system operator to safely rebalance the station (i.e. remove or add bikes to the station).
- There must be adequate space adjacent to the site to install the station (a crane is required for installation).
- The location should be in an area that will support high volume and ridership, i.e. near dense and mixed-use areas, transit hubs, or areas popular with visitors.
- Locations should be near existing or planned bike routes and/or recreation areas and parks.
- The location should expand the system's footprint by adding stations on the edge of the existing system or in clusters in new areas of the City.
- When possible, locations should be located off-street, to minimize parking impacts.
- If funded by a developer, the location must meet the requirements of the Conditions of Approval.

**Potential Station Locations:** Robinson Terminal South will have a 15-dock station, which is approximately 50 feet long and 8 feet wide. Since there was not a designated area for a station on the site, staff must find a location near the development that meets the development condition and considerations listed above. Staff identified five potential locations and reviewed these options with other departments. These options are shown in the following maps and a further discussion of the pros and cons for each individual site follows.



Figure 1. Bikeshare Location Options on Duke St and The Strand

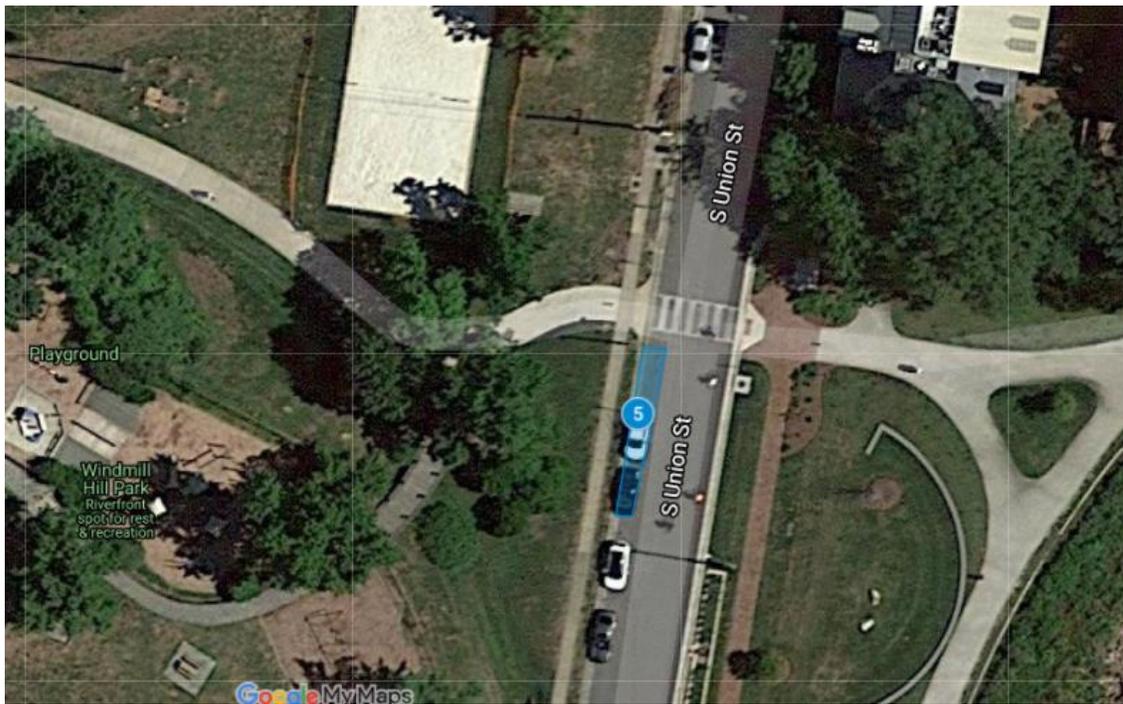


Figure 2. Bikeshare Location Options near Windmill Hill Park



Figure 3. Context Map

Option #1: On-street on the north side of Duke Street at the Strand



- Pro: Would not impact the interim park.
- Pro: Would be a permanent location (other location options would require relocation for the redesign of Point Lumley Park.)
- Pro: Directly across from the development and near the retail and restaurants which provides an attractive transportation option for employees, patrons, and residents.
- Pro: Places the station within one block of the Mt. Vernon Bike Trail.
- Con: Would require the removal of 2-3 metered parking spaces along Duke Street.

Option #2: Gravel lot on the east side of the Strand (future Point Lumley Park) and adjacent to the Robinson Terminal South development, parallel to the Strand  
(Note there are currently construction trailers in this lot)



- Pro: Would not require any parking removal.

- Pro: Near the retail/restaurant side of the development and near other restaurants in the area.
- Con: Would be relocated with the redesign of Point Lumley Park.
- Con: The station may not be able to be installed until the construction trailers are removed.

Option #3: Grass area on the east side of the Strand (future Point Lumley Park), perpendicular to the Strand



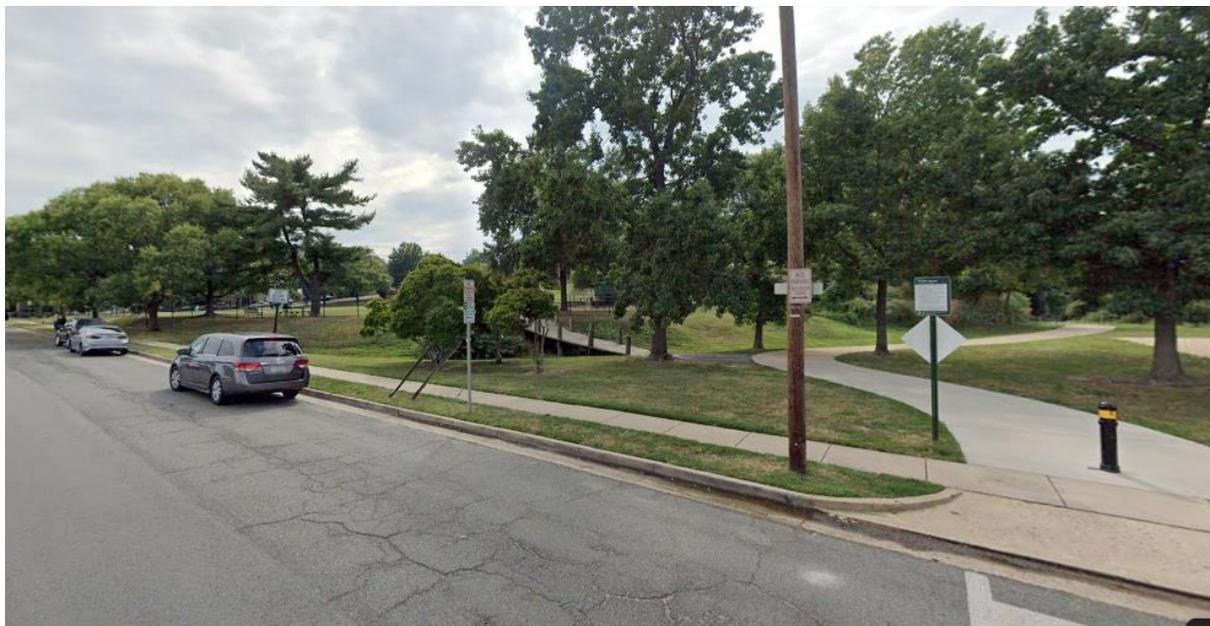
- Pro: Would not require any parking removal.
- Pro: Near the retail/restaurant side of the development and near other restaurants in the area.
- Con: Would be relocated with the redesign of Point Lumley Park.

Option #4: Gravel parking lot on east side of the Strand, north of the grass area, perpendicular to the Strand



- Pro: Near the retail/restaurant side of the development and near other restaurants in the area.
- Con: Would eliminate some paid public parking in the gravel lot.
- Con: Would be relocated with the redesign of Point Lumley Park.

Option #5: On-street on the west side of S Union Street near Windmill Hill Park



- Pro: Would not impact the interim use Point Lumley Park or current use of Windmill Hill Park.
- Pro: Places the station on the Mt. Vernon Trail with direct access to the established City bicycle trail system.
- Pro: Could be a permanent location (other location options would require permanent relocation with the redesign of Point Lumley Park)
- Con: The location is 2 blocks from the development and furthest from the existing and planned retail/restaurant areas; therefore, it is less likely to be used by employees or patrons of the retail and restaurant uses.
- Con: Would require the removal of 2-3 District 1 residential parking spaces along S. Union Street.

**Request and Next Steps:**

Staff is requesting that the Waterfront Commission consider these five locations and provide input on the top two preferred locations for the bikeshare station that will serve the new development and surrounding neighborhood. Staff offers support for Option 1 since it has no impact on the interim Point Lumley Park and would not require permanent relocation. Additionally, while 2-3 parking spaces would be removed, these are metered spaces rather than residential spaces and there is garage parking available in the development. Finally, this location is closest to the uses that would benefit from alternate transportation options and could provide an attractive option for reducing the number of people who drive to the area, which is a goal of the development's Transportation Management Plan.

With the Waterfront Commission's input and the input of Traffic & Parking Board and other City departments as needed, staff will move forward with obtaining appropriate approvals and/or permits for the station. Staff plan to install the Capital Bikeshare station this fall and will provide the Commission with an update once details are finalized.