

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>