Transportation Commission

June 19, 2019
Public Comment Period
3 min per speaker

Agenda Item #1
COMMISSION MINUTES:
May 15, 2019 Meeting

Agenda Item #2
Updates to Receive

Agenda Item #3
Commission Updates
Agenda Item #4
Eisenhower East

Agenda Item #5
That the Transportation Commission endorse the Eisenhower East Small Area Plan draft mobility recommendations as consistent with the Transportation Master Plan and Vision Zero Action Plan.
2003 Existing Plan
2019 Plan Update

Focus Area
Recent approvals
Constructed
Eisenhower East Boundaries
# Block numbers
Dominion 230 KV Line
Key Concepts

- Under the tracks Open Space
- Heights
- School
- Housing
- Crossing @ Metro
- Urban Metro
- Bike
Land Use
Concept:

1. Concentrated retail/entertainment locations within an easy 10 minute walk
2. Connected to open space

Retail/Entertainment Districts and Placemaking
Mobility
Building on...

- Transportation Master Plan;
- Complete Streets Design Guidelines;
- Vision Zero Action Plan;
- Environmental Action Plan;
- Feedback from community.

The plan will be include recommendations prioritizing a safe environment for people of all ages and abilities moving in and around Eisenhower East and beyond.
Proposed increase in density and changes in uses in the 2019 EESAP update will have manageable impact on the surrounding transportation network.
Pedestrian Network

The plan will prioritize a safe environment for people of all ages and abilities moving in and around Eisenhower East and beyond.
Bike Network

2019 Proposed Dedicated Bike Facility
2019 Proposed Shared Lane Markings
Bike facilities will be accommodated within existing streets (curb to curb) to the extent feasible.
Transportation Master Plan and Vision Zero Action Plan goals

• **A continuous, connected and accessible network that enables pedestrians** - particularly children and those with mobility impairments - to move safely and comfortably between places and destinations.

• **A safe pedestrian environment** through effective law enforcement and implementation of pedestrian safety countermeasures.

• **A safe bicycle environment and reduce user conflict on shared-use paths** through effective law enforcement, detailed crash analysis and implementation of bicycle safety countermeasures.

• **Build Safe Streets for Everyone**
Proposed Mobility Recommendations

**GENERAL**


2. **Provide a continuous, connected, and accessible network that enables people of all ages and abilities** to move safely and comfortably within the neighborhoods and to destinations outside the neighborhoods.

**PEDESTRIANS + CYCLISTS**

3. **Provide internal pedestrian connections** shown in Figure 1 (Pedestrian Network) within the blocks, where feasible.

4. Prioritize safe pedestrian crossings consistent with Figure 1 (Pedestrian Network).

5. **Provide an enhanced pedestrian crossing** on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 1 (Pedestrian Network).

6. With redevelopment, enhance pedestrian crossings on Eisenhower Avenue east of the Metrorail Station, with particular attention to the location of the future retail/entertainment district in Neighborhood 2.

7. Improve the Mill Road and Eisenhower Avenue intersection consistent with Figure 1 (Pedestrian Network).

8. Improve connectivity for people walking and biking to and from the Eisenhower Avenue Metrorail Station.

9. **Develop a comprehensive on- and off-street bicycle network** consistent with Figure 2 (Bike Network).

10. Provide a safe and accessible pedestrian and bicycle connection for people of all ages and abilities between Witter Field and the Eisenhower area via improvements to the existing connection at Mill Road or another comparable connection.

11. Explore options for an interim and future dedicated bike facility on Eisenhower Avenue.

**STREETS**

12. **Provide a complete grid of streets and blocks.**

13. Dedicate to the City (or provide public access easements on) all streets and rights-of-way.

**EISENHOWER AVENUE METRORAIL STATION**

14. Pursue the feasibility of a northern Metrorail Station entrance.
That the Transportation Commission endorse the Eisenhower East Small Area Plan draft mobility recommendations as consistent with the Transportation Master Plan and Vision Zero Action Plan.
Jose Carlos Ayala, CNUa
Project Manager
Department of Planning and Zoning
jose.ayala@alexandriava.gov

Carrie S. Beach
NPCD Division Chief
Department of Planning and Zoning
carrie.beach@alexandriava.gov
Transportation Alternative Set-Aside / Revenue Sharing Grant Applications

Agenda Item #6
Transportation Alternatives Set-Aside

• Federal funding available to localities for “non-traditional” projects
  • Formerly the TAP Grant
  • Funds many bike/ped projects

• Reimbursement program (80 / 20)

• Maximum award - $2 million
  • $1 million/year
  • 2 year cycle
Seminary Road Sidewalk Project (Option A)

- Close .25 mile sidewalk gap
- Top 10 priority sidewalk gap from Ped/Bike Plan
- Close proximity to community amenities and transit
- Dependent on City Council decision
  - Sept. 2019
- ~$1.5 million
Holmes Run Trail at Dora Kelly (Option B)

- Collapsed in Fall 2018
- Rebuilding west bank (blue)
- Add all-weather bridge (green)
- Stream stabilization
- ~$1.7 million
VDOT Revenue Sharing Program

- Funding for FY 2021 and FY 2022
  - Two year application cycle

- Provides additional funding for road repaving and reconstruction

- Locality funds are matched with state funds (50-50)

- Max award of $5 million per year
Repaving Projects

- City typically applies for **half** the repaving budget
  - Typically $2-$3 million/year

- The final project list is currently under development
  - New PCI index in summer 2019
Timeline
TA-Set Aside + Revenue Sharing

Pre-applications due July 1

VDOT validation of pre-applications by August 15

Council endorsement in September

Full application due October 1
Motions

• Endorse the grant application for the TA Set-Aside program in FY 2021-2022 that gives staff the flexibility of applying for one of two projects (based on City Council’s recommendation).

• Endorse the grant application for the VDOT Revenue Sharing Grant at an amount not to exceed $5 million per year to provide funding for resurfacing and/or reconstruction in FY 2021 and FY 2022.
NVTA 70% Grant Application

Agenda Item #7
Overview of NVTA 70% Program

• Funding for FY 2024-2025

• Primary Goals
  • Reduce Congestion
  • “Increase Quality of Life”

• Supports projects with **regional** significance

• Generally used for large projects ($10’s of Millions)

• Approximately $400M available for region
Criteria

- **TransAction Analyses**
  - Congestion reduction
  - Safety and efficiency of existing network
  - Reduce emissions

- **Congestion Reduction Relative to Cost**
  - Person hours of delay/cost

- **Qualitative Considerations**
  - Past performance
  - Leveraging outside funding
  - Modal/geographic balance

- **Long-term benefit**
  - Benefit must be approx. equal to cost
Recommended Project: Duke Street Transitway

**Background:**
- Initially recommended in 2008 Transportation Master Plan (Corridor B)
- Concept refined in 2012 Transitway Corridor Feasibility Study
  - Council recommended a phased approach
- City received $12 million for FY20 from NVTA for design and environmental
- Full build is anticipated to cost between $115 million and $160 million

**Funding request – Phase 1**
- Up to $75 million for final design and construction (Alternative 1a)
  - Signal upgrades, some dedicated travel lanes, pedestrian improvements
- Phase 2 (alternative 3c) implemented with later funding request
  - Additional ROW for transit lanes, bicycle and pedestrian improvements

**Benefits**
- Increases travel options to reduce single occupancy vehicle travel
- Serves regional and local trips
- Supports development approved in the Eisenhower West, Eisenhower East and Landmark/Van Dorn Small Area Plans as well as upcoming small area plans along Duke Street
Timeline*

- **July 1** Call for Regional Transportation Projects posted
- **September 27** Deadline for applications
- **March 13 thru April 19, 2020** Public comment period, jurisdictional Town Hall meetings (optional)
- **April 9, 2020** NVTA hosts Public Hearing/Open House
- **June 11, 2020** Adoption of FY 2024-25 Six Year Plan Update

*Subject to Authority approval (scheduled for June 13, 2019) and CTB adoption of the SYIP (scheduled for June 19, 2019):
Motion

• Endorse the NVTA Regional Revenue 70% grant application for **up to $75 million** for design and construction of Phase I of the Duke Street Transitway.
Bus Transformation Project
Agenda Item #8
BUS TRANSFORMATION PROJECT

Draft strategy briefing

May 2019
The Challenge:
Customers are turning to other travel options. Traditional definitions of bus service are not keeping pace with rapid technology and social change.

Since 2012, bus ridership has fallen by 13 percent across the region.

Bus faces several core challenges that will continue to grow unless changes are made today:

- Meet changing customer needs
- Keep up with changing technology
- Coordinating across region
- Maintain sustainable cost structure
- Deciding how service is paid for
The Transformation starts immediately, while tactical solutions will continue to be developed as we move through implementation.

This Draft Strategy lays out the desired direction for the regional bus system, and is not a detailed implementation guide.

The proposed recommendations will be revised, and will be analyzed further.

Once finalized, a 10-year Roadmap will be developed that lays out a series of specific implementation steps that will help the Bus Transformation gain momentum over time.
Project Vision:

Bus will be the mode of choice on the region’s roads by 2030, serving as the backbone of a strong and inclusive regional mobility system.
# Goals for bus in the region as voiced by stakeholders

<table>
<thead>
<tr>
<th></th>
<th>Regional connectivity</th>
<th>Rider experience</th>
<th>Financial stewardship</th>
<th>Sustainable economic health &amp; access to opportunity</th>
<th>Equity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>• Provide <em>reliable on-street transit</em> options that <em>efficiently connect</em> people to places and improve mobility</td>
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<td>2</td>
<td></td>
<td>• Ensure a <em>convenient, easy-to-use, user-centered</em> mobility option</td>
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<td>3</td>
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<td></td>
<td>• Maintain a transit mode that is <em>financially sustainable</em> in the long term</td>
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<td>4</td>
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<td>• Encourage <em>vibrant, economically-thriving</em> and sustainable communities</td>
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<td>5</td>
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<td>• Create a bus system that is <em>affordable and equitable</em></td>
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</table>
## Strategy Elements

The strategy to achieve the vision and goals is built around six elements - with a set of recommendations underlying each:

<table>
<thead>
<tr>
<th>1</th>
<th>Customer Focused</th>
<th>The bus system should be customer-focused and an easy-to-use option that people want to ride</th>
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</thead>
<tbody>
<tr>
<td>2</td>
<td>Priority to Buses on Major Roads</td>
<td>Prioritizing buses on major roads is the fiscally responsible way to move the most people quickly and reliably</td>
</tr>
<tr>
<td>3</td>
<td>Convenient Bus Service</td>
<td>Frequent and convenient bus service is fundamental to accessing opportunity, building an equitable region, and ensuring high quality of life</td>
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<tr>
<td>4</td>
<td>Balanced local and regional provider responsibilities</td>
<td>Balance local and regional provider responsibilities by positioning local bus systems to meet their jurisdictional needs and the regional bus system to meet regional needs and deliver regional benefits</td>
</tr>
<tr>
<td>5</td>
<td>Streamline Back-Office Functions and Share Innovation</td>
<td>Optimize back-office functions through sharing, streamlining and shared innovation by consolidating regional resources and devoting more resources to operating bus service</td>
</tr>
<tr>
<td>6</td>
<td>Regional Steward to Transform the Bus System</td>
<td>Customers in a region with multiple bus providers need a regional steward to transform the bus system</td>
</tr>
</tbody>
</table>
Element: The bus system should be customer-focused and an easy-to-use option that people want to ride

Recommendations to drive strategy:

A. Expand marketing efforts related to bus to enhance visibility of bus options and benefits
B. Make buses easy to understand with legible maps and consistent route naming conventions
C. Create a mobile solution that allows riders to plan and pay for trips and access real-time service information
D. Make bus fares clear and consistent across the region
E. Introduce pass products that work across all bus systems
F. Enhance reduced fare products for low-income residents
G. Allow customers to transfer for free between bus and rail
H. Incentivize more employers to offer transit benefits
I. Make bus stops safe, convenient, and accessible across the region
J. Modernize the region’s bus fleet with advanced technologies that improve the environment, safety, and the rider experience

What the strategy will achieve:

If bus agencies deliver outstanding end-to-end trip experiences for all riders, the region will see:

- Increased customer satisfaction
- Reduced safety incident rates at bus stops and on buses
- Reduced environmental impact of transportation
- Increased transit ridership
- More affordable transportation for residents that need it most
- Less congestion on our region’s roads
Element: Prioritizing buses on major roads is the fiscally responsible way to move the most people quickly and reliably.

Recommendations to drive strategy:

A. Obtain commitments from each local and state jurisdiction to prioritize bus on major corridors within their boundaries

B. Adopt consistent priority guidelines for corridors across the region

C. Develop enforcement programs that maximize the effectiveness of bus priority efforts

D. Offer incentives to jurisdictions to encourage implementation of the regional priority guidelines

E. Coordinate with regional congestion mitigation efforts, including congestion pricing, curb access management, and parking limitations to move more people more efficiently

What the strategy will achieve:

If the region commits to priority treatment of bus, it will experience:

- Reduced journey time for bus riders
- Increased ridership
- Greater on-time performance for bus
- Decreased bus operating costs
- Improved traffic conditions across modes
- Improved regional productivity and competitiveness
Element: Frequent and convenient bus service is fundamental to accessing opportunity, building an equitable region, and ensuring high quality of life.

Recommendations to drive strategy:

A. Develop a regional bus network plan that realigns routes to create the most efficient and customer-focused bus system.

B. Adopt consistent guidelines across the region to provide customers with the right amount of bus service by location and time of day.

C. Provide flexible, on-demand transit services to markets where customers are not well-served by conventional bus service.

What the strategy will achieve:

Strategic investment in enhancing access to bus will result in:

- Increased responsiveness to customer demand for service
- Increased access to transit (frequency, schedule, span)
- Increased bus ridership
- More efficient use of resources
Element: Balance local and regional provider responsibilities by positioning local bus systems to meet their jurisdictional needs and the regional bus system to meet regional needs and deliver regional benefits

Recommendations to drive strategy:

Position the regional bus system to provide the services that meet regional needs (A)

Revise the cost local jurisdictions pay WMATA for local service to better match the actual cost to provide service (B)

Develop a 10-year plan to optimally allocate services between bus systems for applicable routes (C)

What the strategy will achieve:

Balancing local and regional provider responsibilities will:

- Better align bus service with regional needs
- Reduce cost of bus service regionally
- Improve regional coordination of bus service delivery
- Improve responsiveness of bus service to rider needs
Element: Streamline back-office functions and share innovation by consolidating regional resources and devoting more resources to operating bus service

Recommendations to drive strategy:

A. Consolidate back-office support functions to realize shared benefits of scale for bus systems that choose to participate

B. Establish a Regional Mobility Innovation Lab to drive continuous improvement in customer experience

C. Develop regional standards for bus data collection, formatting, sharing, and analysis

What the strategy will achieve:

If the region pursues centralization of select business functions and shared innovation across bus operators, it will experience:

- Annual Cost saving potential of ~$11.7 million due to economies of scale, which can be redirected into improving service
- Greater consistency in service for customers
- Greater understanding of bus system usage, which will enable additional cost savings and efficiencies
- Improved customer experience, leading to ridership growth
Element: Customers in a region with multiple bus providers need a regional steward to transform the bus system

Action recommendations to drive strategy:

A. Form a task force responsible for Bus Transformation Project execution; after a three-year period, transfer responsibilities to a formal Coalition of jurisdictional representatives with authority for implementation

B. Hold transportation and transit agencies accountable for prioritizing bus as a primary mode of transportation within their organizations

C. Publish an annual Bus Transformation and bus performance scorecard to drive accountability for results

What the strategy will achieve:

If the region commits to strengthening coordination and governance, it will experience:

- Increased customer focused decision making
- More cost efficient use of resources
- Improved coordination among bus operators and across mobility modes
More Information

Additional information, case studies, and analysis are available on the project website. Including:

<table>
<thead>
<tr>
<th>White Paper #1</th>
<th>Project Overview, including key challenges</th>
<th><a href="https://bustransformationproject.com/resources/#documents">https://bustransformationproject.com/resources/#documents</a></th>
</tr>
</thead>
<tbody>
<tr>
<td>White Paper #2</td>
<td>Strategic considerations and supporting analysis to help set the strategic direction for the Strategy</td>
<td><a href="https://bustransformationproject.com/resources/#documents">https://bustransformationproject.com/resources/#documents</a></td>
</tr>
<tr>
<td>Bus System Today</td>
<td>Summary of key information about the regional bus system</td>
<td><a href="https://bustransformationproject.com/resources/the-bus-system-and-its-riders-today/">https://bustransformationproject.com/resources/the-bus-system-and-its-riders-today/</a></td>
</tr>
<tr>
<td>Public Input Survey Report</td>
<td>Summary of the results of the public survey on regional bus priorities conducted in Fall 2018</td>
<td><a href="https://bustransformationproject.com/resources/public-survey-results/">https://bustransformationproject.com/resources/public-survey-results/</a></td>
</tr>
</tbody>
</table>
Alexandria Initiatives Underway

• Alexandria Transit Vision Study
  • Network redesign to align routes with demand

• Transitway Corridors

• Payment app for DASH bus
Local Implications

- 12 Metrobus routes would become DASH routes
- Elimination of rail to bus transfer fee may require additional subsidy
Staff Response Letter

• Supports efforts for improved customer experience and transit priority measures

• Encourages WMATA to build off the Alexandria Transit Vision (ATV) in a regional bus network redesign

• This planning process is not appropriate venue to determine operators of routes
  • Impacts not been fully considered
  • Conversations with local providers needed
Transportation Commission Response

Feedback options:

• No feedback

• Letter with:
  • Input on biggest priority(ies)
  • Input on messaging
  • Support for staff feedback
Other Business

Agenda Item #7