



City of Alexandria

Transportation Commission

Regular Meeting

June 18, 2014

7:00 p.m.

City Council Work Room

MINUTES

Commissioners Present: Mayor William Euille, Jake Jakubek, Jerry King, James Lewis, Nathan Macek, Monica Starnes, Maria Wasowski,

Staff Present: Karen Callaham – T&ES, Sandra Marks – T&ES, Steve Sindiong - T&ES, Carrie Sanders – T&ES, Yon Lambert – T&ES, Jeffrey Duval – T&ES, Lee Farmer – T&ES, Captain Don Hayes – Police Dept.

Chair Nathan Macek called the Transportation Commission meeting to order at 7:05 pm.

1. **May 21, 2014 Meeting Minutes**

Chair Nathan Macek asked for changes or edits to the May 21, 2014 minutes. There being no edits, a motion to approve the minutes was made by Jerry King, seconded by Maria Wasowski, voted on and unanimously approved.

2. **Updates To Receive (Consent Items)**

The Commission received updates on Funding, the Route 1 Transitway, Lower King Street, Multimodal Feasibility Study and Capital Bikeshare Expansion. Chair Macek inquired about the WMATA Capital Budget and the \$25 million from the State and local jurisdictions. Staff Sandra Marks clarified that the Virginia jurisdictions contributed \$15.9 million which was matched by the Department of Rail and Public Transportation (DRPT) for the full \$25 million. The City's share of that was \$2.6 million. The regional share of spending was \$75 million. Commissioner Starnes inquired about the opening date of the Route 1 Transitway. Staff responded that late August is still the target opening date. Commissioner Wasowski inquired about lower King Street and if feedback was received from shop owners regarding the 2006 traffic experiment of closing the street. Staff reported many of the shop owners from 2006 are no longer in the area. However, substantial outreach on the idea of closing the streets was performed with the current shop owners with a fair amount of support from them.

Commissioner King asked if whatever traffic changes were decided on turned out to cause congestion, what would the City's option be. Staff reported that all options would be flexible. Mayor Euille suggested that depending on the recommended option, the City should consider it

being potentially extended to Fairfax Street. There were no additional requests from Commissioners to discuss any other staff updates. The Commission accepted the updates.

3. 2014 Transportation Long Range Plan

Staff is requesting that the Commission review the draft 2014 update of the Transportation Long Range Plan (LRP). This is an unconstrained list of all transportation related capital projects, programs and studies identified in City plans and policies that have no identified funding source. Once projects on the LRP receive partial or full funding, they are moved from the unconstrained LRP to the City's CIP list. Each year the Transportation Commission updates the LRP transportation projects, programs and studies from plans adopted since the last update and additional projects not captured in the previous LRP. At the May 21, 2014 Commission meeting, staff introduced the proposed additions and deletions to the 2014 LRP update. The updates include two proposed circulator routes recommended in the DASH Comprehensive Operations Analysis; a new bridge over Sanger Avenue at I-395 to better accommodate future Bus Rapid Transit and non-motorized users; a new Holmes Run trail bridge; Mt. Vernon Avenue at East/West Glebe Road intersection improvements; and redesign intersection of Mt. Vernon Avenue and Four Mile Road. Staff is proposing to remove the "Programs" element of the LRP list since these programs are now generally covered through the City's Complete Streets program. The Commission requested that staff conduct additional analysis on the Mt. Vernon Avenue and Four Mile Road project to identify the issues and needs. The Commission also noted that the Clermont Connector project be moved to the lowest priority. The Commission requested that they have additional time for review of the LRP, and that they have further discussion at the July meeting, and that the public hearing and approval be moved to September 2014.

4. Commission Updates

Commissioner Starnes reported that the Environmental Policy Commission voted in James Kapsis as the new chair. Commissioner Wasowski reported the Eisenhower West End Steering Advisory Group had its first public meeting on June 16. Commissioner King reported that the Potomac Yard Metro Implementation Work Group (PYMIG) will meet on June 26 to discuss revenue impacts. Chair Macek reported that the Parking Ratio Study Task Force had its third meeting and provided direction on crafting recommendations for policy changes.

5. Route 1 Transitway / High Occupancy Vehicle (HOV) Lane Enforcement

The Commission had requested that staff provide an update on existing enforcement of the Route 1, and Washington Street HOV lanes, and future enforcement of the Route 1 Transitway. T&ES staff Lee Farmer noted that the Crystal City Potomac Yard Transitway will be the first corridor in the region to make use of dedicated transitways that are physically separated from general traffic and sets fines for unauthorized use of the transitway. Signage is in place that state authorized use for transit only. Fines are \$200 for the first offense of unauthorized use up to \$1,000 for the fourth offense. The Commission discussed potential use of transit funding programs toward enforcement of the transitway. Regarding the Route 1 and Washington Street HOV lanes, Captain Don Hayes of the Police Department noted that due to limited staff resources, the department patrols the HOV lanes when resources are available. For the year 2014, the department has issued 108 tickets to date with many of the violations occurring at King and Henry Streets. Chair Macek suggested that the I-495 ramp at Church Street is not as big a priority as the Washington Street or Route 1 Transitway or HOV lanes, and suggested that the Police Department consider spending less resources toward enforcement of that location to be used toward enforcement of Washington Street and Route 1.

6. Paving Schedule and Complete Streets

T&ES staff Jeffrey Duval spoke about how the City funds the asphalt resurfacing program and prioritizes resurfacing of streets. In 2013, T&ES focused its limited resurfacing funds on streets that are in most need. When selecting streets to be paved, staff begins with an objective pavement rating index calculated by a computer model. The City hired a contractor to objectively prioritize all 560 lane miles of roads according to accepted industry standards. The City's contractor assessed all streets in the City in order to generate a numerical measure called a Pavement Condition Index (PCI). Using a scale from 100 for brand new pavement down to 1, the worst possible condition, the City then developed a priority based system for resurfacing. The PCI is based on a streets' ride quality, cracking, presence of potholes or utility cuts, raveling, streaking, wash-boarding, shoving, etc. The streets are then placed into "bands" that generally characterize their overall condition. In addition to major resurfacing projects, staff also uses the pavement management system to objectively set the schedule for citywide pavement improvements. In FY 2014, staff piloted the use of crack sealing technology as a preventative means to extend the life of asphalt. To date this program shows success, and staff will continue using this method as well as other preventative maintenance strategies. Annual resurfacing is coordinated with the City's Complete Streets program to implement Complete Streets improvements on the roadway in conjunction with the paving. Some of the improvements include new or upgraded crosswalks, sidewalks, curb ramps, signage, bus stop accessibility improvements, and on-street bicycle facilities. Complete Streets projects associated with resurfacing are prioritized by plan recommendations, crash data, street classification, activity centers, and distance from pedestrian generators such as schools, parks and transit. The Commission discussed using permeable materials for alleyways. The Commission also suggested that as part of the civic engagement process, consider how vehicles interact with sharrows. Jim Durham in the audience suggested that the City consider shifting the Royal Street repaving until after a study has been completed on recommended bicycle facilities.

7. Pedestrian and Bicycle Master Plan Update

T&ES staff Steve Sindiong provided an overview of the update to the Pedestrian and Bicycle Master Plan and Complete Streets Design Guidelines. In 2008, the City completed both the Transportation Master Plan, and a Pedestrian and Bicycle Mobility Plan. The Pedestrian and Bicycle Mobility Plan serves as an implementation tool for the Transportation Master Plan. In 2011, the City adopted a Complete Streets Policy. The purpose of the update to the City's Pedestrian and Bicycle Master Plan is a need for more directive policies, to incorporate the 2011 Complete Streets Policy, to incorporate Capital Bikeshare / Expansion, to incorporate recent Small Area Plans/ Design Guidelines, for connectivity to transit, and plan for more on-street bicycle facilities. To that end, the deliverables will be updated Bicycle and Pedestrian chapters of the City's Transportation Master Plan focusing on policies and networks; Transportation Master Plan appendices that includes supporting documentation, and Complete Streets Design Guidelines. On April 8, 2014, City Council approved a resolution to establish an Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee (Advisory Committee) that will provide guidance, help with civic engagement and provide recommendations during the update of the Pedestrian and Bicycle Master Plan and Complete Streets Design Guidelines planning process. The first Advisory Committee meeting will be held on June 25, 2014. The Commission noted that when looking at future bikeshare stations, consider transit use and cultural centers.

8. Other Business

Commissioner King suggested that the City consider doing an update of the Transportation Master Plan. The City will be looking at this as part of the FY 2016 budget process. The Commission recommended that staff consider an alternate date for the July meeting since many of the Commissioners will not be able to attend the scheduled July 16 date.

There being no objection, the meeting was adjourned at 9:45 p.m.