



Transportation Commission

October 21, 2020

**7:00 PM
Zoom**

AGENDA

Due to the COVID-19 Pandemic emergency, the October 21, 2020 meeting of the Transportation Commission is being held electronically pursuant to Virginia Code Section 2.2-3708.2(A)(3), the Continuity of Government ordinance adopted by the City Council on June 20, 2020 or Sections 4-0.00(g) in HB29 and HB30 to undertake essential business. All of the members of the Board and staff are participating from remote locations through Zoom.

Public comment will be received at the meeting and can be sent via email to Jennifer.slesinger@alexandriava.gov or TransportationCommission@alexandriava.gov by 3PM on October 21.

*The meeting can be accessed by the public via the following registration link:
https://zoom.us/webinar/register/WN_50KIq1BpREOA0dhaMbEy9g (Meeting ID 939 1688 2867).*

1. Public Comment Period (not to exceed 15 min)
 2. Minutes of the September 16, 2020 Meeting
 3. Commission Updates
 4. **WORK SESSION:** 2020 Transportation Long Range Plan
 5. **DISCUSSION ITEM:** Electric Vehicle Charging Strategy
 6. Updates to Receive (Consent)
 - A. DASH Electric Bus Launch Event
 - B. Dockless Mobility Task Force
 - C. WMATA Items
 - D. NVT A Items
 - E. Duke Street BRT
 - F. Complete Streets Outreach
 7. Other business
 - A. Virtual Meeting Policy
-

Public hearing items are so noted on the agenda. The items at its discretion. When there is no public hearing, the sent to transportationcommission@alexandriava.gov in



Commission may receive public comments on other agenda Commission encourages written comments on agenda items be advance of or after the meeting.

Next Meeting: November 18, 2020 at 7:00 PM

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request an accommodation may contact the Department of Transportation and Environmental Services at 703-746-4086 or TTY/TTD 703-838-5056.



City of Alexandria
Transportation Commission

Regular Meeting

September 16, 2020
7:00 p.m.
Virtual Meeting

MINUTES

Commissioners Present: Chair Melissa McMahon, Vice-Chair Oscar Gonzalez, Commissioner Bruce Marsh, Commissioner Casey Kane, Commissioner John Goebel, Commissioner Bill Pugh, Commissioner Jeff Bennett, Commissioner Larry Chambers, Commissioner Alyia Gaskins.

Staff Present: Christopher Ziemann - Transportation Planning Division Chief, Jennifer Slesinger - Transportation Planning, Sharese Thomas - Transportation Planning, Jose Ayala – Department of Planning & Zoning.

Audio/Visual presentation is available online:

<https://www.alexandriava.gov/TransportationCommission>

Chair McMahon called the Transportation Commission meeting to order at 7:03 pm.

1. Electronic Meeting Notice

2. Public Comment Period

Former Vice-Chair Jake Jakubek sent his regards to the Commission and gave his final update on the Eisenhower West/Landmark-Van Dorn Advisory Committee (below).

3. February Meeting Minutes

Chair McMahon requested Commissioners first names be added to the attendance listing.

Motion to accept the minutes as amended: Commissioner Kane

Second: Commissioner Marsh

Motion carries with Commissioner Bennett and Commissioner Chambers abstaining due to their recent appointment.

4. Commissioner Updates

Former Commissioner Jakubek: The Eisenhower West Landmark Van Dorn Advisory Group met on Tuesday, September 15 at 6:00 p.m. and discussed the developmental improvements for housing; no major Transportation issues were discussed. The next meeting date and time has not been confirmed yet.

Commissioner Gaskins: The next AMPAC meeting is on Wednesday, September 23 at 7:00 p.m. There will be some discussion on curbside management and the impact of community engagement due to COVID-19. The High School Project Advisory Group has not met yet.

Commissioner Marsh: The Potomac Yard Metrorail Implementation Work Group (PYMIG) has not met, but the City has been issuing monthly updates on the [website](#). The next meeting is September 21 at 7:00 p.m.

Commissioner Kane: The Traffic and Parking Board (T&PB) is scheduled to meet on Monday, September 28.

Chair McMahon: The Planning Commission meet on September 1 and had a work session on the Environmental Sustainability Master Plan that goes along with The Potomac Yard North new development. During the work session the Transportation elements discussed were not aspirational enough in terms of the goals that the Commission would expect for a Metro Urban Development. Chair McMahon asked the Transportation Commissioners to review the Transportation element of the plan and give staff their feedback to submit to the Planning Commission (Planning Commission [docket item 4](#)).

Commissioner Pugh: The Environmental Policy Commission reviewed The North Potomac Yard Environmental Sustainability Master Plan focusing more on the climate, energy, and other elements. The Commission will be selecting their legislative priorities over the next few weeks and some of the legislative priorities may deal with transportation issues as it relates to climate. The Commission will keep the Transportation Commission abreast of its transportation related legislative priorities.

5. Election for Vice-Chair

ISSUE: Election for Vice-Chair

BOARD ACTION:

Motion to nominate Commissioner Gonzalez for Vice-Chair: Commissioner Kane
Second: Commissioner Goebel
Motion passed unanimously.

6. Work Session: 2020 Transportation Long Range Plan

DISCUSSION: Jennifer Slesinger, Transportation Planner presented this item, including an overview of the process and schedule, the scoring guidance, a recap of the Commissioner's emailed feedback, and an overview of each project. The Commissioners discussed changes to the scoring guidance including potential re-weighting of the Livability criteria.

BOARD ACTION:

The Commission reached consensus that no changes should be made this year, but next time the weighting should be revisited.

7. Action Item: FY 2027 CMAQ and RSTP

ISSUE: Consideration of the FY 2027 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) project funding requests.

RECOMMENDATION: That the Transportation Commission endorses the FY 2027 CMAQ /RSTP funding request and recommend City Council consideration and approval at the October 2020 Legislative session.

DISCUSSION: Christopher Ziemann, Transportation Planning Division Chief presented the FY 2026

approved CMAQ/RSTP and FY 2027 proposed CMAQ/RSTP.

BOARD ACTION: Motion to endorse FY 2027 CMAQ/RSTP funding request and recommend City Council consideration and approval at the October 6, 2020 Legislative Session: Commissioner Kane
Second: Vice-Chair Gonzalez
Motion passed unanimously.

8. Discussion Item: Legislative Priorities

ISSUE: Staff provided a recap of the 2020 Legislative Session and sought feedback on 2021 Legislative Priorities

RECOMMENDATION: That the Commission share feedback on transportation legislative priorities for the 2021 short session of the Virginia General Assembly.

DISCUSSION: Staff proposed focusing on preserving funding for FY 2021 and pursuing Vision Zero initiatives. The Transportation Commission requested adding electric vehicle charging incentives as the third priority for the Commission.

9. Updates to Receive (Consent Items)

The Commission discussed the following topics from the Consent Items:

- A. WMATA (name deferral for the new Metro Station)

10. Other business

Staff presented updates to the CY 2020 Work Plan.

Staff presented a template for an electronic meeting policy. Commissioner Kane asked about the status of obtaining iPads for the Transportation Commissioners to enable improved virtual participation. Due to City-wide budget constraints, there are currently no funds available for iPads. In addition, staff will get clarification from the City Attorney's Office on the technology capabilities to support hybrid meetings and whether the policy would apply to subcommittees, such as the Alexandria Mobility Plan Advisory Committee.

Staff will make the revision to Commissioner Kane's last name on the FY20 Annual Report. The Chair approve and staff will submit to the City Clerk.

BOARD ACTION: Commissioner Kane volunteered to serve as the delegate for the Eisenhower West/Landmark Van Dorn Advisory Group
Second: Vice-Chair Gonzalez
Motion passed unanimously.

Adjournment

At 9:32 pm, the Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 21, 2020

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM 4 – 2020 TRANSPORTATION LONG RANGE PLAN

ISSUE: The 2020 update to the Transportation Long Range Plan.

RECOMMENDATION: That the Transportation Commission review the draft evaluation scores of the 2020 LRP project list and provide feedback as part of its responsibility to develop and maintain a comprehensive Transportation Long Range Plan (LRP) that identifies the City's long-range transportation needs.

BACKGROUND: The LRP is an unconstrained list of all transportation related capital projects 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 constrained Capital Improvement Program (CIP). The LRP is used to update regional plans, apply for grants, and inform developer transportation investments.

Every two years, the Commission updates and prioritizes the LRP transportation projects and studies from plans adopted since the last update. Additional projects and studies not captured in the previous LRP may be added, and projects and studies no longer relevant may be removed if they have been completed or funded in the City's CIP.

The draft 2020 LRP update includes changes based on the guidance provided by the Commission at its September work session including a number of projects and studies that have been removed, consolidated or moved to a new developer contingent list. Several plans and plan updates have been approved since the 2018 LRP including Eisenhower East, Landmark/Van Dorn, and the South Patrick Street Housing Affordability Study. These plans recommended transportation projects and studies that are currently unfunded and have been added to the 2020 LRP. They have been organized in a manner consistent with the guidance provided by the Commission.

DISCUSSION: At the September Commission work session, staff provided an overview of the draft 2020 LRP project list, developer contingent list, and studies list. These lists are available under the September Commission meeting materials.

The Commission was asked to individually review the draft 2020 LRP and prioritize the projects using the prioritization criteria discussed during the September meeting. On October 21, 2020 the Commission will review the results of the individual prioritization exercise and provide comments and adjust the prioritization as needed.

ATTACHMENTS:

1. LRP Individual Prioritization Project Sheets
2. Summary Score Sheet with Staff Prioritization

City of Alexandria Long-Range Plan (2018) Project Scoring September 16, 2020																				
PROJECTS					Livability		Connectivity		Land Use		Mode Choice		Infrastructure	Operations and Technology	Safety		Equity		Total	
Proj. No.	2018 Rank	2020 Rank	Name	Description	1a	1b	2a	2b	3a	3b	4a	4b	5a	6a	7a	7b	8a	8b		
					What is the impact on livability in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	Does investment near existing or proposed population or employment focus investment near opportunities for economic development?	Does the project improve or add multimodality?	Does the project encourage non-SOV travel?	Does the project improve aging infrastructure?	Does the project improve system efficiency through an appropriate use of technology?	What effect will the project have on crash risks and safety?	What effect will the project have on perceived personal safety?	What is the impact of the proposed project on equity?	What is the impact of the proposed project on geographic equity?			
P-4	3		Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.	5	4	4	3	4	3	5	5	4	3	4	5	4	4		57
P-15	10		Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	4	4	4	3	4	3	4	4	3	3	3	4	3	3		49
P-16	11		Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	5	5	5	4	5	5	5	5	3	3	4	5	5	4		63
P-18	14		Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	5	4	5	4	4	4	5	5	3	3	4	4	4	4		58
P-21	12		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	5	4	4	4	4	4	5	5	4	3	4	5	5	5		61
P-23	8		Commonwealth Ave. Green Street	Move the Commonwealth Ave. turnaround to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	4	3	4	3	4	4	4	4	4	3	3	4	3	3		50
P-24	19		Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector)	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dom Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dom Street Metrorail Station.	4	4	5	4	4	5	4	4	3	3	4	4	3	4		55
P-26	18		S. Van Dom Intersection Improvements	Intersection improvements along S. Van Dom Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	3	3	3	3	4	3	3	3	3	3	3	3	3	4		44
P-27	20		I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	3	3	3	4	4	4	2	3	3	3	3	3	3	3		44
P-30	9		Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle paths through the planned linear park.	4	3	4	3	5	4	4	4	5	3	3	4	3	3		52
2018-15	15		Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	4	3	4	3	4	4	4	4	3	3	3	4	3	3		49
2018-17	17		Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	4	4	5	4	5	5	5	5	3	3	4	4	4	4		59
2018-2	2		Priority Sidewalk projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Sidewalks projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project is to continue completing improvements for a total of 11.5 miles of new/improved sidewalks.	5	4	5	4	4	4	5	5	4	3	5	5	5	5		63
2018-5	5		Priority bike trail projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Bike and multi-use trail projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project complies at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	5	5	5	4	4	4	5	5	3	3	4	5	4	5		61
NEW1			Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	5	4	4	3	5	5	5	5	4	3	4	4	4	4		59
NEW2			Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	4	4	4	4	5	5	5	4	3	3	4	5	4	3		57
NEW3			Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15 in the EE Plan.	5	4	5	4	5	5	5	5	3	3	4	5	4	3		60
NEW4			S. Patrick Street Pedestrian Improvements	Extending S. Patrick Street median south of Franklin Street/other traffic calming. P39 of South Patrick Affordability Strategy	4	4	4	3	4	3	4	4	3	3	4	5	5	4		54
NEW5			Landmark Transit Center	10.1.17: Provide an urban transit hub within the neighborhood as generally depicted in Figure 9 (of Chapter 10 of the Landmark/Van Dom SAP) to serve as a stop and transfer point for bus rapid transit, DASH, and Metro Bus service. Bus stops will be provided as onstreet parallel spaces.	4	5	5	5	5	5	5	5	4	4	4	4	5	5		65

City of Alexandria Long-Range Plan (2018) Project Scoring
September 16, 2020

PROJECTS

					Livability		Connectivity		Land Use		Mode Choice		Infrastructure	Operations and Technology	Safety		Equity		Total		
Proj. No.	2018 Rank	2020 Rank	Name	Description	1a	1b	2a	2b	3a	3b	4a	4b	5a	6a	7a	7b	8a	8b			
				What is the impact on livability in the affected area?																	
				What is the impact on livability in Alexandria?																	
				What is the effect on neighborhood connectivity and the City as a whole?																	
				What is the effect on regional mobility?																	
				Does the project improve or add multimodality?																	
				Does the project encourage non-SOV travel?																	
				Does the project improve aging infrastructure?																	
				Does the project improve system efficiency through an appropriate use of technology?																	
				What effect will the project have on crash risks and safety?																	
				What effect will the project have on perceived personal safety?																	
				What is the impact of the proposed project on equity?																	
				What is the impact of the proposed project on geographic equity?																	
P-4	3		Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.	4	4	4	3	3	3	4	5	3	3	4	5	5	4	4	54	
P-15	10		Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	4	4	4	4	3	3	5	5	3	3	4	5	4	4	4	55	
P-16	11		Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	5	4	5	4	5	5	5	5	3	3	5	5	4	4	4	62	
P-18	14		Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	4	4	4	3	3	3	4	5	3	3	4	4	4	4	4	52	
P-21	12		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	4	4	4	4	4	4	4	5	4	4	4	4	4	4	4	57	
P-23	8		Commonwealth Ave. Green Street	Move the Commonwealth Ave. turnaround to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	43	
P-24	19		Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector)	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	2	5	4	4	4	4	3	3	4	4	3	3	3	3	3	49	
P-26	18		S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	4	5	5	5	4	4	3	3	5	3	4	4	3	3	3	55	
P-27	20		I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	4	5	5	5	5	5	3	3	3	3	3	3	3	3	3	53	
P-30	9		Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle paths through the planned linear park.	5	4	5	4	4	4	5	5	4	3	5	5	4	4	4	61	
2018-15	15		Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	5	4	5	4	5	5	5	5	3	3	5	5	4	4	4	62	
2018-17	17		Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	4	4	4	4	5	5	5	5	3	3	5	5	4	4	4	60	
2018-2	2		Priority Sidewalk projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Sidewalks projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project is to continue completing improvements for a total of 11.5 miles of new/improved sidewalks.	5	4	4	4	4	4	5	5	4	3	4	5	4	4	4	59	
2018-5	5		Priority bike trail projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Bike and multi-use trail projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project complies at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	5	4	4	4	3	3	5	5	3	3	5	5	4	4	4	57	
NEW1			Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	3	3	3	3	4	4	3	3	5	3	4	3	3	3	3	47	
NEW2			Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	4	4	4	4	4	4	5	5	3	3	3	3	4	4	4	54	
NEW3			Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15 in the EE Plan.	4	4	4	4	4	4	3	3	4	4	5	5	5	5	5	58	
NEW4			S. Patrick Street Pedestrian Improvements	Extending S. Patrick Street median south of Franklin Street/other traffic calming, P39 of South Patrick Affordability Strategy	4	3	4	3	4	4	4	4	4	3	4	4	4	4	4	53	
NEW5			Landmark Transit Center	10.1.17: Provide an urban transit hub within the neighborhood as generally depicted in Figure 9 (of Chapter 10 of the Landmark/Van Dorn SAP) to serve as a stop and transfer point for bus rapid transit, DASH, and Metro Bus service. Bus stops will be provided as on-street parallel spaces.	4	4	5	5	5	5	5	5	4	5	4	4	4	4	4	4	63

City of Alexandria Long-Range Plan (2018) Project Scoring
September 16, 2020

PROJECTS					Livability		Connectivity		Land Use		Mode Choice		Infrastructure	Operations and Technology	Safety		Equity		Total
Proj. No.	2018 Rank	2020 Rank	Name	Description	1a	1b	2a	2b	3a	3b	4a	4b	5a	6a	7a	7b	8a	8b	
					What is the impact on livability in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	Does the project focus investment near existing or proposed population or employment?	Does the project focus investment near opportunities for economic development?	Does the project improve or add multimodality?	Does the project encourage non-SOV travel?	Does the project improve aging infrastructure?	Does the project improve system efficiency through an appropriate use of technology?	What effect will the project have on crash risks and safety?	What effect will the project have on perceived personal safety?	What is the impact of the proposed project on equity?	What is the impact of the proposed project on geographic equity?	
P-4	3		Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.	5	4	5	4	4	3	4	4	4	1	4	4	4	4	54
P-15	10		Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	4	4	5	5	3	3	4	4	2	1	3	3	3	3	47
P-16	11		Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	4	4	4	3	3	3	4	4	2	1	4	4	3	3	46
P-18	14		Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	5	4	5	4	4	4	5	4	3	1	4	4	3	0	50
P-21	12		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	5	5	5	4	5	3	5	5	5	1	4	4	5	5	61
P-23	8		Commonwealth Ave. Green Street	Move the Commonwealth Ave. turnaround to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	5	3	4	2	3	3	3	3	3	1	3	3	3	3	42
P-24	19		Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector)	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	4	3	4	4	3	4	4	4	2	1	3	3	4	4	47
P-26	18		S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	4	3	4	3	4	4	3	3	4	1	3	3	3	3	45
P-27	20		I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	4	3	3	3	4	4	3	2	2	1	3	3	3	3	41
P-30	9		Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle paths through the planned linear park.	5	4	5	4	4	4	5	5	4	1	4	4	3	3	55
2018-15	15		Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	5	5	3	4	4	4	5	5	2	1	4	4	3	3	52
2018-17	17		Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	5	4	5	3	4	4	5	4	2	1	3	4	3	4	51
2018-2	2		Priority Sidewalk projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Sidewalks projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project is to continue completing improvements for a total of 11.5 miles of new/improved sidewalks.	5	5	5	2	4	4	5	5	3	1	4	4	4	4	55
2018-5	5		Priority bike trail projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Bike and multi-use trail projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project comprises at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	4	4	4	4	3	3	5	5	2	1	4	4	4	4	51
NEW1			Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	5	5	5	3	4	4	3	3	4	1	3	3	3	3	49
NEW2			Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	5	4	5	4	4	4	5	5	4	1	3	4	3	4	55
NEW3			Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15 in the EE Plan.	5	4	5	5	5	4	4	4	3	1	4	4	3	3	54
NEW4			S. Patrick Street Pedestrian Improvements	Extending S. Patrick Street median south of Franklin Street/other traffic calming, P39 of South Patrick Affordability Strategy	4	3	5	3	5	4	5	5	3	1	4	4	4	4	54
NEW5			Landmark Transit Center	10.1.17: Provide an urban transit hub within the neighborhood as generally depicted in Figure 9 (of Chapter 10 of the Landmark/Van Dorn SAP) to serve as a stop and transfer point for bus rapid transit, DASH, and Metro Bus service. Bus stops will be provided as onstreet parallel spaces.	4	4	4	3	4	4	4	5	2	1	2	2	3	4	46

City of Alexandria Long-Range Plan (2020) Project Scoring
September 16, 2020

PROJECTS

				Livability		Connectivity		Land Use		Mode Choice		Infrastructure	Operations and Technology	Safety		Equity		Total	
Proj. No.	2018 Rank	2020 Rank	Name	Description	1a	1b	2a	2b	3a	3b	4a	4b	5a	6a	7a	7b	8a	8b	
					What is impact on livability in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	Investment near existing or proposed population or employment?	How well does project focus investment near opportunities for economic development?	Does the project improve or add multimodality?	Does the project encourage non-SOV travel?	Does the project improve aging infrastructure?	Does the project improve system efficiency through an appropriate use of technology?	What effect will the project have on crash risks and safety?	What effect will the project have on perceived personal safety?	What is the impact of the proposed project on equity?	What is the impact of the proposed project on geographic equity?	
P-4	3		Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.	5	5	4	3	4	3	5	5	4	3	5	5	5	4	60
P-15	10		Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	4	4	5	3	3	3	5	5	3	3	3	4	4	4	53
P-16	11		Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	4	4	3	3	4	4	5	5	3	3	4	4	4	3	53
P-18	14		Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	4	4	5	3	4	4	5	5	3	3	3	4	4	3	54
P-21	12		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	5	5	5	5	4	4	5	5	3	3	5	5	5	5	64
P-23	8		Commonwealth Ave. Green Street	Move the Commonwealth Ave. turnabout to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	5	5	3	3	4	3	3	3	4	3	3	3	4	4	50
P-24	19		Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector)	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	4	3	4	4	5	5	2	2	3	3	3	3	4	4	49
P-26	18		S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	3	3	3	4	4	4	3	3	3	3	3	3	3	3	45
P-27	20		I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	3	3	4	4	4	4	3	3	3	3	3	3	3	3	46
P-30	9		Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle paths through the planned linear park.	5	4	4	3	4	4	5	5	3	3	3	3	3	3	52
2018-15	15		Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	4	4	5	3	4	3	4	4	3	3	4	4	4	3	52
2018-17	17		Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	4	3	5	3	3	3	4	4	3	3	4	4	4	4	51
2018-2	2		Priority Sidewalk projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Sidewalks projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project is to continue completing improvements for a total of 11.5 miles of new/improved sidewalks.	5	5	4	3	4	3	4	5	3	3	5	5	4	4	57
2018-5	5		Priority bike trail projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Bike and multi-use trail projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project comprises at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	5	4	4	3	4	3	5	5	3	3	5	5	4	3	56
NEW1			Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	4	3	4	3	5	5	3	4	4	3	4	4	5	5	56
NEW2			Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	4	3	4	3	5	5	4	4	3	3	4	4	3	3	52
NEW3			Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #60: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15 in the EE Plan.	4	3	4	3	5	5	3	4	3	3	4	4	4	4	53
NEW4			S. Patrick Street Pedestrian Improvements	Extending S. Patrick Street median south of Franklin Street/other traffic calming. P39 of South Patrick Affordability Strategy	5	5	4	3	3	3	4	5	4	3	5	5	5	4	58
NEW5			Landmark Transit Center	10.1.17. Provide an urban transit hub within the neighborhood as generally depicted in Figure 9 (of Chapter 10 of the Landmark/Van Dorn SAP) to serve as a stop and transfer point for bus rapid transit, DASH, and Metro Bus service. Bus stops will be provided as onstreet parallel spaces.	5	4	5	5	5	5	5	5	3	3	3	3	5	4	60

City of Alexandria Long-Range Plan (2018) Project Scoring
September 16, 2020

PROJECTS

		Livability		Connectivity		Land Use		Mode Choice		Infrastructure	Operations and Technology		Safety		Equity		Total
Proj. No.	2016 Rank	2020 Rank	1a	1b	2a	2b	3a	3b	4a	4b	5a	6a	7a	7b	8a	8b	
			What is impact on livability in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	Investment near existing or proposed population or employment?	Investment near transportation or economic development?	Does the project improve or add multimodality?	Does the project encourage non-SOV travel?	Does the project improve aging infrastructure?	Does the project improve system efficiency through an appropriate use of technology?	What is effect will the project have on crash rate and safety?	What effect will the project have on perceived personal safety?	What is the impact of the proposed project on equity?	What is the impact of the proposed project on geographic equity?	
P-4	3		5	3	5	2	4	4	4	5	3	1	5	4	4	4	53
P-15	10		4	4	5	3	5	5	5	4	2	1	2	2	3	3	48
P-16	11		4	3	5	2	3	3	5	4	2	1	4	4	3	2	45
P-18	14		4	3	5	2	4	4	5	5	1	1	3	3	4	4	48
P-21	12		5	3	5	3	4	3	4	4	4	1	4	4	4	4	52
P-23	8		4	4	2	3	4	4	2	2	1	1	2	2	3	3	37
P-24	19		4	3	5	4	4	3	1	1	3	2	3	3	4	4	44
P-26	5		3	3	4	5	4	4	2	1	4	4	3	2	3	3	45
P-27	20		2	2	3	3	4	5	1	1	4	2	2	2	3	4	38
P-30	9		4	3	3	3	3	3	4	4	2	1	4	3	1	1	39
2018-15	15		5	5	4	4	4	4	5	5	1	1	2	2	3	2	47
2018-17	17		5	4	5	3	3	3	5	5	3	2	3	3	4	4	52
2018-2	2		4	4	4	2	3	3	5	5	4	1	4	4	3	3	49
2018-5	5		4	4	4	4	3	3	5	5	3	1	5	4	3	3	51
NEW1			3	2	3	1	4	4	2	1	4	1	2	2	4	4	37
P-22			3	2	2	3	3	4	4	4	1	2	1	2	2	2	35
NEW2			5	4	4	2	4	4	5	5	2	2	4	4	2	2	49
NEW3			4	3	4	3	4	4	4	3	2	1	5	5	2	2	46
NEW4			4	4	4	3	2	2	3	3	4	2	3	3	3	3	43
NEW5			5	4	5	4	4	4	4	4	2	2	1	1	4	4	48

City of Alexandria Long-Range Plan (2016) Preliminary Project Scoring

October 16, 2020

2020 Project Number	Project ID	2018 Rank	2020 Rank	Name	Description	John Goebel	Oscar Gonzalez	Casey Kane	Melissa McMahon	Bruce Marsh	Bill Pugh	TC Prelim Average
5	P-21	12	1	Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	57	70	61	64	52	61	60.8
1	P-4	3	2	Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.	54	70	54	60	53	57	58.2
13	2018-2	2	3	Priority Sidewalk projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Sidewalks projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project is to continue completing improvements for a total of 11.5 miles of new/improved sidewalks.	59	70	55	57	49	63	58.0
19	NEW5		4	Landmark Transit Center	10.1.17. Provide an urban transit hub within the neighborhood as generally depicted in Figure 9 (of Chapter 10 of the Landmark/Van Dorn SAP) to serve as a stop and transfer point for bus rapid	63	70	46	60	48	65	57.4
14	2018-5	5	5	Priority bike trail projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Bike and multi-use trail projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project complies at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	57	70	51	56	51	61	57.0
11	2018-15	15	6	Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	62	68	52	52	47	49	56.2
17	NEW3		7	Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15 in the EE Plan.	58	70	54	53	46	60	56.2
16	NEW2		8	Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	54	70	55	52	49	57	56.0
18	NEW4		9	S. Patrick Street Pedestrian Improvements	Extending S. Patrick Street median south of Franklin Street/other traffic calming. P39 of South Patrick Affordability Strategy	53	70	54	58	43	54	55.6
10	P-30	9	10	Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle paths through the planned linear park.	61	70	55	52	39	52	55.4
3	P-16	11	11	Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	62	70	46	53	45	63	55.2
4	P-18	14	12	Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	52	70	50	54	48	58	54.8
2	P-15	10	13	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	55	70	47	53	48	49	54.6
12	2018-17	17	14	Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	60	56	51	51	52	59	54.0
6	P-23	8	15	Commonwealth Ave, Green Street	Move the Commonwealth Ave. turnabout to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	43	68	42	50	37	50	48.0
15	NEW1		16	Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	47	42	49	56	37	59	46.2
7	P-24	19	17	Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector)	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	49	40	47	49	44	55	45.8
8	P-26	18	18	S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	55	38	45	45	45	44	45.6
9	P-27	20	19	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	53	14	41	46	38	44	38.4

Tier 1 High priority for Staff
 Tier 2 Medium priority for Staff
 Tier 3 Low priority for Staff

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 21, 2020

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – CITY OF ALEXANDRIA DRAFT ELECTRIC VEHICLE CHARGING INFRASTRUCTURE READINESS STRATEGY

ISSUE: Staff update on the City of Alexandria Draft Electric Vehicle Charging Infrastructure Readiness Strategy

RECOMMENDATION: That the Transportation Commission receive this update and provide feedback on the Electric Vehicle Charging Infrastructure Readiness Strategy

BACKGROUND: The purpose of the Alexandria Electric Vehicle Charging Infrastructure Readiness Strategy (EVRS) is to outline a plan for deploying electric vehicle charging infrastructure in the City. The development of the EVRS is a key action identified in the City's [Environmental Action Plan 2040](#) to achieve the City's greenhouse gas emission targets and goals. The EVRS also supports advancing many of the goals under consideration in the Alexandria Mobility Plan. City staff from General Services and Transportation Planning have worked closely with a consultant team from Cadmus to develop the draft EVRS to evaluate current electric vehicle charging infrastructure and discuss possibilities for future deployment in the city. Recommendations are based on a combination of virtual public engagement surveys, spatial analysis, literature review and expert input.

The EVRS development process launched in February 2020 with internal coordination and planning meetings and research and data collection on the City's existing policies, plans and initiatives. In April 2020, due to the cancellation of non-essential in-person community meetings, staff released a pre-recorded presentation and provided an opportunity for the community and interested stakeholders to give input and provide online feedback. In July 2020, the City invited further community input via an online questionnaire that sought to evaluate charging needs and to help evaluate locations for publicly accessible chargers.

DISCUSSION: The EVRS is intended to accomplish the following objectives:

- Evaluate projections for current and future electric vehicle charging infrastructure needs
- Recommend locations for publicly accessible charging infrastructure with integration into a broader regional electric vehicle charging infrastructure network
- Recommend charging infrastructure options, including hardware, business ownership, operation models, interoperability, and operations and maintenance solutions

- Review the city's zoning, codes, permitting, and inspection codes, along with development processes and requirements, to recommend updated or new language to promote and anticipate electric vehicle charging needs
- Recommend policies, approaches, and synergies for locating electric vehicle charging infrastructure at businesses, multifamily dwellings (MFD), single-family homes, right-of-way (ROW) areas, and other locations

The EVRS also discusses synergies with other City plans and policies such as the Driving Alexandria Safely Home (DASH) zero emission bus projects, the Transportation Master Plan and smart mobility goals, and the Environmental Action Plan 2040.

The full Draft Electric Vehicle Charging Infrastructure Readiness Strategy is available for review on the [project website](#). The document provides background information, FAQs, and puts this effort into the context of electric vehicle adoption in Alexandria and the country. It also provides recommendations and rationale behind the recommendation, which take into consideration input from the community.

In addition to the Transportation Commission, staff will be presenting the draft strategy to the Environmental Policy Commission and to the Traffic and Parking Board in October 2020 while concurrently receiving additional community input through an online feedback form. After stakeholder input is incorporated, staff will present the final EVRS to City Council in fall 2020.

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 21, 2020

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 6 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. DASH Electric Bus Launch Event

The Alexandria Transit Company (DASH) is unveiling its new zero-emissions battery electric buses on Monday, October 19th at 12:30PM. The event will introduce electric buses to the DASH fleet making it a historic first for the agency, the City of Alexandria and the Northern Virginia region.

Governor Northam, Transportation Secretary Valentine, and Mayor Wilson are speaking at the event.

To promote distance and reduce the risk of spreading COVID-19, the event will be broadcast live to DASH's Facebook page (@DASHbus).

B. Ad Hoc Scooter Task Force

City Council approved the Phase II Pilot for 2020 and the creation of an Ad Hoc Scooter Task Force in December 2019 to provide guidance to staff on shared mobility and determine next steps for the dockless program.

The first meeting of the Task Force was held virtually via Zoom on September 21, 2020. During the meeting, the Task Force discussed their recommendation to extend the pilot through 2021 to allow staff time to engage with the Task Force and the community through outreach events. Staff planned to engage with the Task Force and the community through outreach events in 2020 but were unable due to the ongoing COVID-19 health crisis. Staff plans to bring the Dockless Mobility Program to City Council's November 24th Legislative Meeting for consideration of the extension of the Phase II Pilot for 2021. If the Pilot is extended, staff would meet with the Task Force in 2021 to discuss the future of the dockless program.

In 2020, five companies were permitted with the City and paid a total of \$125,000 in permit fees. Alexandrians took approximately 55,000 trips on scooters through mid-September 2020. With the Phase II Pilot, operators are required to deploy 30% of their fleet in equity areas and scooter companies are required to deploy in a corral if one is nearby. On January 1, 2020, City Code changes approved by Council in December 2019 went into effect, such as scooter and e-bicycle usage being subject to traffic laws and a sidewalk riding ban. Throughout 2020, staff installed “no sidewalk riding” signage throughout the City, installed additional scooter parking corrals and are planning more scooter corrals for the West End, and developed an educational City Code pamphlet for APD to share with riders.

C. WMATA Items

WMATA Service and Budget

Recently, the WMATA board formally voted on the October 13, 2020 public hearing docket for a FY 2021 budget amendment to close a \$210 million budget gap. These service changes include a mix of rail and bus strategies that would start in January 2021. These include:

- Continuing the current bus service plan, a reduction of 25% from pre-COVID levels, that began August 23, 2020 through the end of FY21
- Collecting bus fares on Metrobus starting Jan 1, 2020
- Reducing most rail lines to 12-minute headways
- Closing rail at 9 PM on weekdays
- Eliminating turnback service on Red and Yellow rail lines
- Deferring the opening of Silver Line Phase II to July 2021

Given budget projections for FY22, this level of service will likely be a baseline with additional cuts anticipated. **As the bus cuts will be in place for over one year, they would be considered permanent and *may* not come back in the same form.**

For Alexandria, the following bus routes were eliminated due to COVID-19 cut-backs and **will continue to no longer be provided**: 7W (but extended 7A/F), 8S, 8W, 8Z, 10E, 11Y, 21A, 21D, 22C. There will also be no NH2 weekend service.

The following routes will continue to have **reduced service**: Metroway (20-minute headways), 22A (1-hour headways), 22F (30-minute headways).

The public comment period will be open until 9 a.m. October 19. An [online survey](#) is available that includes questions about whether the respondent has ridden bus or rail in the past week, whether the cuts impacts them personally, and whether the cuts are acceptable on a temporary basis.

As per Council discussion on the topic on October 6, the City is planning to submit a letter during the public comment period for options to provide service on the 8Z and 21A, where alternatives are more limited and more costly, and where there is a higher share of low-income and minority populations.

The WMATA board will be reviewing feedback and voting for the changes in November.

Potomac Yard-VT

On September 22, Council unanimously voted to recommend that the WMATA board approve the name “Potomac Yard-VT” for the new Metrorail station. The WMATA board is currently set to vote on the name before the end of the year.

Arlington Cemetery Shutdown

On September 22, Council voted to submit a letter to General Manager Paul Weidenfeld supporting WMATA’s proposed rail mitigation for the Arlington Cemetery station, reserving the right to request additional shuttles as situations change over the next several months.

Long-Term Metrorail Closures

On October 8, the WMATA board received a presentation on upcoming capital projects that will result in temporary system closures over the next few years. In terms of impacts for Alexandria, Metro is planning for a shutdown of the Yellow Line Bridge in the Summer of 2022. The exact nature of the shutdown will be determined next year.

D. NVTA Items

NVTA’s Technical Advisory Committee ([TAC](#)); Planning Coordination Advisory Committee ([PCAC](#)); and Planning and Programming Committee ([PPC](#)), all reconvened in September to discuss updates on NVTA analysis on “COVID 19: Transportation Impacts and Opportunities” and the Authority’s travel trend monitoring, **as well as** Northern Virginia's long-range transportation plan -- TransAction -- Vision and Goals.

COVID 19: Transportation Impacts and Opportunities

- Regional Travel Trend Monitoring: Virginia Department of Transportation (VDOT) data presented at the Commonwealth Transportation Board (CTB), Sept. 16, 2020:
 - Truck traffic back to pre-COVID levels across the Commonwealth of Virginia
 - Across the Commonwealth, traffic volumes are within 15% of pre-COVID levels on average; NoVA is 20%
 - Weekend travel seems to be recovering faster than weekday travel
 - Average speed on roadways continue to be higher than pre-COVID levels during AM and PM hours
- Washington Metropolitan Area Transit Authority (WMATA) Finance & Capital Committee Meeting, Sept. 10, 2020:
 - Gradual recovery of Metro ridership, but bus ridership has increased over rail ridership
- Northern Virginia Transportation Commission (NVTC) data for FY2020 shows:
 - Rail ridership is lower than bus travel in region
 - Slight uptick in Metrorail and Metro Bus services but Virginia Railway Express (VRE) isn’t on the rise just yet
- Greater Washington Partnership Capital COVID Snapshot (August 2020 survey; encompasses DMV, Baltimore and Richmond): Following finding is quite significant and relevant to scenario analysis NVTA conducted:

- For employers with a return to work plan, more than **20 percent of the workforce could be teleworking full-time**. If true of the D.C. region, this would represent a 15 percentage point increase compared to the roughly 5 percent of the region's workforce that teleworked prior to COVID-19.

TransAction Vision and Goals

Three committees discussed the draft revisions to the TransAction Vision and Goals, which were developed by a committee of jurisdiction and agency staff from across the region. The proposed vision statement reads:

“Northern Virginia will plan for, and invest in, a sustainable and integrated multimodal transportation system that enhances the quality of life, strengthens the economy, and builds resilience.”

- **Three Goals of TransAction Update:**
 - Improve Mobility
 - Increase Accessibility
 - Build Resiliency

NOVA Gateway

The TAC saw a demonstration of the [NoVA Gateway](#), a newly launched tool that provides real-time status updates for NVTA-funded transportation projects.

E. Duke Street BRT Project Update

On October 6, 2020 City Council approved a grant application for \$3.5 million to fund the operation of the Duke Street BRT project in FY 2027 that the Transportation Commission endorsed in September. Over the past 15 years, staff has been following Council direction to pursue opportunities to move more people to jobs by implementing the three BRT corridors in the City. Over the summer, staff began developing a community engagement plan to re-vision the Duke Street Corridor. While the 2012 Transitway Feasibility Study made recommendations as to the design of this corridor, staff will be reengaging with the community to ensure that this project is flexible in the design to meet the needs of people today. This will be an extended engagement process to ensure equity in outreach and that all relevant stakeholders are able to participate and provide input on the corridor design. Engagement with the community will likely begin in early 2021 and continue for an 18-month period. Staff is presenting the engagement plan to City Council this fall and will bring forward a plan that incorporates their comments as an update to the Transportation Commission later in 2020.

F. Complete Streets Outreach

Resurfacing streets provides an opportunity to upgrade elements of the roadway to better accommodate people of all ages and abilities. For all streets, the goal is to improve safety, accessibility, and mobility. The City typically collects community input once per year for streets that are scheduled to be repaved. This community input is collected via online feedback forms for each street, which are advertised collectively through Alexandria eNews. Additionally, the

community feedback form is sent to other stakeholder groups including civic associations, school staff, and others as applicable. The results are posted to the [Complete Streets Repaving website](#).

For the Commonwealth Avenue Complete Streets project, the repaving feedback form was promoted via eNews along with six other streets that were on the repaving schedule. Staff typically use this input, along with other factors such as crash history, existing plans and recommendations, equity considerations, project feasibility, and resource availability to determine the extent of the improvements needed for a given street. Some streets receive standard improvements, such as crosswalk restriping or ADA ramp upgrades, which do not warrant additional community feedback. However, projects that include more substantial work could warrant additional community engagement, which is conducted on a more targeted basis. For Commonwealth Avenue, additional input opportunities on the project design were shared on the project website as well as directly with multiple civic associations, school staff, Parent-Teacher Associations, and adjacent institutional groups such as houses of worship and daycare facilities.