

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 21, 2017
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM #3 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various ongoing projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. VISION ZERO

The Vision Zero Action Plan is currently underway and anticipated to be completed by Fall 2017.

In May and June, City staff and consultants held eight unannounced “pop-up” events in the community to engage people in conversations on traffic safety, including their concerns, and increase awareness of Vision Zero. The pop-up events took place at the T&ES Open House, Bike to Work Day, Old Town Farmers Market, Braddock Road Metro Station, Mark Center Transit Center, Giant grocery store at 5730 Edsall Road, Mount Vernon Ave in Arlandria, and T.C. Williams High School. Over 500 surveys, in both English and Spanish were completed and 2,000 postcards distributed during the eight pop-up events to direct people to an AlexEngage and online data crowd-sourcing map. There were over 500 responses to the online survey and over 300 issues reported using the interactive map. This community input will be used to inform strategies in the Action Plan.

The project team is currently reviewing best practices in traffic safety; summarizing existing plans, program, and policies related to traffic safety; and finalizing the crash analysis. The project team will begin drafting the Action Plan strategies upon completion of these tasks and further discussions at the interdepartmental work group meeting scheduled for July. Staff will continue to provide periodic updates to the Transportation Commission on the development of the Vision Zero Action Plan, and seek the Commission’s endorsement of the Plan upon its completion in fall 2017.

Background: On January 24, 2017, the City of Alexandria adopted Vision Zero with the goal of eliminating all traffic deaths and serious injuries by 2028. City Council directed the City Manager City to form an interdepartmental working group to develop a Vision Zero Action Plan

for future consideration by Council, based upon a comprehensive analysis of traffic deaths and injuries in Alexandria, which would identify associated funding needed for the City to reach this goal. For more information, please visit: <https://www.alexandriava.gov/VisionZero>

B. RESIDENTIAL PARKING PERMIT DISTRICT ELIGIBILITY FOR RESIDENTS OF NEW DEVELOPMENT

Staff has prepared a draft policy to standardize when residents of new development should be ineligible for on-street parking permits. The policy proposes considering each development based on two specific criteria and if either instance is met, the residents would be ineligible for permits. The criteria are (1) if the average on-street occupancy is 85% or higher at the time of approval, or (2) if more than 50% of the total occupied ground floor street frontage is a non-residential use. The Planning Commission held a public hearing on April 6th and recommended approval of the policy with a vote of 5 to 2. The Council considered this policy at the May 9th meeting directed staff to schedule it as a public hearing item on June 13th. There was no public comment at the public hearing and the Council voted 6 to 1 to approve the policy. The policy will now be used in future developments that are brought before the Planning Commission and City Council.

Background: Last spring, through the Citywide Parking Work Plan, the Council asked staff to develop a policy that addressed the issue of whether or not residents of new development should be eligible for on-street parking permits through the residential permit parking program. This issue had been discussed at the public hearings for a number of recent development approvals and the Council felt a policy was needed to help address this issue for future developments.

To develop this policy, staff collected parking occupancy data around the developments that were approved with and without the restriction to determine if the goal of protecting parking for existing residents was achieved through the restriction. While the average occupancies for both sets of development were fairly similar (ranging between 60-67%), staff also found that in some cases where residents were eligible for permits, they were purchasing them even though they had access to off-street parking. Acknowledging this information, staff felt it was important that the parking conditions near a site and the design of a development be considered when determining resident eligibility for on-street permits. Additional information is available online at: www.alexandriava.gov/ParkingStudies.

C. 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 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 will summarize and evaluate all feedback received on the 16 proposed station locations to determine the 10 most suitable locations for installation in FY 2018. Staff will recommend the 10 station locations to the Traffic & Parking Board at their public hearing scheduled for July 24. 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 coordinate the ordering of the stations. 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.