

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: APRIL 19, 2017  
TO: MEMBERS OF THE TRANSPORTATION COMMISSION  
FROM: T&ES STAFF  
SUBJECT: AGENDA ITEM #2 – ITEMS FOR CONSENT

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

**RECOMMENDATION:** That the Commission receive the items for consent.

### **A. WMATA (Washington Metropolitan Area Transit Authority)**

On March 23, 2017 the WMATA Board approved the FY18 Operating (\$1.825B) and Capital (\$1.25B) budgets, the FY18-23 Capital Improvement Program (\$7.2B), and a one-year extension to the Capital Funding Agreement (CFA). The operating budget includes a fare increase for Metrobus and Metrorail, a reduction in Metrobus and Metrorail service, internal management actions, and increased jurisdictional subsidies. The capital budget focuses investments on state of good repair, safety, and system reliability projects and programs.

Beginning July 1, 2017, the following changes will occur. Please note the Alexandria-specific impacts:

- Metrobus Fare:
  - Base fare increase from \$1.75/trip to \$2/trip
  - Senior/Disabled fare increase from \$0.85/trip to \$1/trip
- Metrorail Fare:
  - Peak fare increase of \$0.10
  - off-peak fare increase of \$0.25
- MetroAccess:
  - Maximum fare remains \$6.50
- Metrobus Service Changes:
  - Elimination of the 28X (Leesburg Pike Limited Line) and 7X (Lincolnia-Mark Center-Southern Towers-Pentagon) ,
  - Improvements to the 28A (Leesburg Pike Line) and 7W (Lincolnia-Mark Center-Southern Towers-Pentagon)
- Metrorail Service Changes:
  - Widen Yellow Line peak headway from 6 minutes to 8 minutes,

- Improve Blue Line peak headways from 12 minutes to 8 minutes.
- Elimination of Yellow Rush Plus service.
- Midnight closure of the Metrorail system is permanent.

**Background:** WMATA is a vital piece of transportation infrastructure in the City and a catalyst for economic development. The City contributes to WMATA’s annual Operating budget to provide Metrobus, Metrorail, and MetroAccess service and Capital budget to improve and maintain and safe, reliable system.

**B. VISION ZERO**

The Vision Zero Action Plan is currently underway and anticipated to be completed by Fall 2017. The City has awarded a contract to the team of Nspiregreen and Toole Design Group to assist City staff in the development of the Action Plan.

In May, City staff and consultants have planned five “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 will occur throughout the City. In addition, an online AlexEngage survey and online data crowd-sourcing map will also be used in the community engagement process.

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 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>

**C. RESIDENTIAL PARKING PERMIT DISTRICT ELIGIBILITY FOR RESIDENTS OF NEW DEVELOPMENT**

Staff has prepared a draft policy which attempts 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 6<sup>th</sup> and recommended approval of the policy with a vote of 5 to 2. The Council will review this draft policy on April 25<sup>th</sup> at their legislative meeting.

**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](http://www.alexandriava.gov/ParkingStudies).

#### **D. 72 HOUR PARKING RULE**

At its March 27, 2017 meeting the Traffic and Parking Board unanimously recommended that the Director of Transportation and Environmental Services advance the consideration of a proposed ordinance to City Council. The ordinance proposal would amend City Code section 10-4-8 to implement a pilot exemption program. As proposed, an exemption would allow a City resident's vehicle to park beyond the 72-hour limit for a maximum of two weeks. A vehicle could be provided a maximum of four exemptions per year, and two contiguous exemptions may be sought to allow for an individual to park up to a maximum of four weeks in one location. City Council will consider the proposal at its April 25 meeting. Should it be the pleasure of the Council to advance the proposal, it will be docketed for Council's May 9 legislative meeting and Council's May 13 public hearing.

**Background:** The City is in the process of reviewing City Code Section 10-4-8, which is known as the "72 hour rule". This rule prohibits vehicles from parking within the public right of way for a period of more than 72 hours. The rule applies to everyone--even residents who are parking in front of their homes or residents with parking permit stickers. When the Alexandria Police Department receives complaints about violations, an officer is dispatched to respond to the situation. An officer returns three business days later to check on the vehicle's status. If the vehicle has moved, no action is taken. If the vehicle has not been moved, the officer issues a \$25 citation and, when warranted, places notification on the car indicating that the vehicle will be impounded if it is not removed. The City is reviewing this rule per Council direction. As written, the rule supports parking availability by encouraging turnover, but can generate neighbor vs. neighbor disputes. For more information, please see the project website: <https://www.alexandriava.gov/tes/info/default.aspx?id=95263>