



Transportation Commission

June 19, 2019

7:00 PM

City Council Workroom (City Hall, 2nd Floor)

1. Public Comment Period (not to exceed 15 min)
2. Minutes of the May 15, 2019 Meeting
3. Updates to Receive (Consent)
 - A. DASH Union Agreement
 - B. Dockless Mobility Pilot Review Process
 - C. WMATA Metro Platform Improvement Project First Week Review
 - D. Potomac Yard Metrorail Implementation Update
 - E. Seminary Road Complete Streets Project Update
4. Commission Updates
5. **ACTION ITEM: EISENHOWER EAST**
6. **ACTION ITEM: TRANSPORTATION ALTERNATIVES SET-ASIDE / REVENUE SHARING GRANT APPLICATIONS**
7. **ACTION ITEM: NVTA 70% GRANT APPLICATION**
8. **ACTION ITEM: WMATA BUS TRANSFORMATION PROJECT**
9. Other business
 - A. July meeting?

Public hearing items are so noted on the agenda. The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to transportationcommission@alexandriava.gov in advance of or after the meeting.

Next Meeting: Wednesday, July 19, 2019 at 7:00 PM in City Council Workroom (City Hall, 2nd Floor).

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City of Alexandria
Transportation Commission

Regular Meeting

May 15, 2019
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Chairman Stephen Klejst, Vice-Chair Melissa McMahon, Commissioner Bruce Marsh, Commissioner Jake Jakubek, Commissioner Casey Kane, Commissioner Alyia Gaskins, Commissioner Carolyn Schroeder, Commissioner David Brown, Councilman John Chapman.

Staff Present: Christopher Ziemann - Transportation Planning Division Chief, Steve Sindiong - Transportation Planning Division, Jennifer Slesinger - Transportation Planning Division, Martin Barna - Alexandria Transit Company, Jose Ayala - Planning and Zoning, Carrie Beach - Planning and Zoning.

Audio/Visual presentations are available online:

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

Chairman Stephen Klejst called the Transportation Commission meeting to order at 7:03 pm.

1. Public Comment Period

No comment

2. March Meeting Minutes

Commissioner Marsh made a motion to accept the minutes as presented. Motion carries with Vice-Chair McMahon abstaining due to her excused absence.

3. Updates to Receive (Consent Items)

The Commission received written updates about the following:

- A. Bike to Work Day
- B. Dockless Mobility Pilot
- C. Seminary Road
- D. Planning and Zoning Initiatives
- E. Residential Parking Permit Refresh
- F. WMATA Bus Transformation Project
- G. WMATA Platform Work Extension
- H. Potomac Yard Metrorail Station

Commissioner Kane asked for clarification on Bike to Work Day events hosted by the City. Staff stated that

the City will host one event at Market Square.

Commissioner Gaskins asked how staff is responding to residential complaints about the Dockless Mobility Pilot Program. Staff stated the [Dockless Mobility website](#) is updated frequently with the most current information and staff uses Call-Click-Connect to respond to resident concerns. Commissioner Marsh asked if staff receives a report of operator injuries. Staff is reaching out to relevant resources to get available data for the final evaluation of the pilot program. Chair Klejst asked for clarification on how to report abandoned scooters and asked who is responsible for moving the devices. Staff stated that companies are responsible for their equipment devices. Their contact should information should be on the scooters themselves and is also listed on the City's website. Klejst also suggested staff look at the process adopted in the City of Austin, Texas regarding dockless devices and obtain and share as much data and outreach information to residents and business owners. Councilman Chapman stated the city typically tries to allow the pilot to finish before making decisions about ceasing or continuing a pilot. However, City Council will hold a public hearing meeting on June 22, 2019 to allow more discussion on the future of the pilot program and requested that staff explore a mid-way analysis of the pilot. Councilman Chapman also stated that the Commission has an option to draft a letter to City Council with their collective concerns about the pilot program.

Commissioner Jakubek asked about the [Seminary Road Project](#), specifically where Inova Hospital stands on the Seminary Road Project proposals. Staff stated that Inova hospital is primarily concerned about maintaining westbound traffic from Quaker Lane. Staff is also reaching out to Alexandria Police Department and Alexandria Fire Department for their feedback on the project.

Commissioner Marsh asked for additional information on the [WMATA Platform Improvement Project](#) deadline dates, bus driver staff and funding resources. WMATA has not provided any additional information on this project but the City is hopeful that WMATA will complete the project within the current deadline period without any impediments to staff or funding resources.

4. **Commissioner Updates**

Chairman Klejst: The Alexandria Transit Company (ATC) held a [Board of Directors Meeting](#) on May 8, 2019. The board discussed bus operator contract negotiation sessions scheduled for May 16 & 17, 2019 at City Hall.

Commissioner Kane: The [Traffic and Parking Board](#) held a meeting in the City Hall Council Chambers on April 22, 2019. The board discussed a new pilot parking program to balance the cost of the garage parking and parking meters to increase garage usage during the platform improvement project. The board also discussed recommendations for the Residential Parking Program. The next meeting will be held May 20, 2019; agenda items include recommendations for safety improvements at Windsor Ave and Russell Rd.

Commissioner Gaskins: The [Alexandria Mobility Plan Advisory Committee](#) held their third meeting on May 15, 2019 to discuss project updates and mobility trends. The committee expects a consultant onboard by June 2019.

Commissioner Marsh: The [Potomac Yard Metrorail Implementation Work Group](#) (PYMIG) held a group meeting on April 22, 2019. The agenda included discussions on the ongoing status of Joint Permit Application, construction schedule and pricing processes. Three design concepts for the Southwest entrance pavilion were updated for discussion. The group plans to use a matrix system to determine the best design concept. The next meeting will be held June 10, 2019 at Charles Houston Recreation Center at 7pm.

Commissioner Schroeder: The [Environmental Policy Commission](#) met on May 6, 2019 at City Hall, Conference Room 2000 to discuss the Environmental Action Plan (EAP) and voted to increase the short-term action (7.1.2) to add 3 miles (instead of 2) of bicycles facilities to the city-wide bicycle network every year

until 2023 to 3 miles. The EPC will present the proposed EAP draft to City Council on June 15, 2019.

Commissioner Brown: Brown shared [Maryland Governor Hogan plans](#) to widen the Maryland beltway and I-270 south with two express toll lanes in each direction. Brown encourages commission and staff to be mindful of these potential changes.

Commissioner Jakubek: The [Eisenhower West/Landmark Van Dorn Advisory Group](#) will meet on May 22, 2019 at Patrick Henry Recreation Center at 7pm.

5. Alexandria Transit Vision

Steve Sindiong, Transportation Planning Principal Planner, presented a high-level overview on the Alexandria Transit Vision (ATV) Plan. ATV is a joint effort by the City of Alexandria and DASH to redesign the Alexandria bus network from scratch based on current and future transit demand and community transit priorities. DASH and City staff have just conducted the second round of ATV public engagement, which focused on two distinct draft bus network concepts that illustrate two different approaches for future network design. The two draft network concepts represent different points on the transit network design spectrum between “Ridership” and “Coverage” goals. The ATV project team will use the feedback received from the public, stakeholders and city officials to develop a final draft ATV bus network, which will be presented for public comment in fall 2019. The project webpage can be found on the City's [website](#). A second round of ATV public engagement was held during spring 2019 to receive input on the two concepts. At the April 17, 2019 Commission meeting, staff provided a summary of the public engagement that has been conducted to date for the ATV Plan and an overview on the decision-making process moving forward. Commissioners provided feedback to staff on potential areas of concern, which have been documented by staff for consideration as part of the final network design process. Both the Transportation Commission and the ATC Board of Directors held a public hearing on the two network concepts at their respective April and May meetings.

Commissioner Gaskins asked if the visual mappings demonstrated rider demographics to include senior citizens and riders with limited mobility. Staff stated these concepts primarily focused on expanding accessibility in surrounding neighborhoods. Commissioner Kane asked staff to elaborate on the 85% - 15% split recommendation; Kane also reiterated the additional infrastructure needed to implement transit connectivity at every 1/8 of mile throughout the city. Commissioner Marsh asked if the city has their own paratransit program and asked if bus drivers were included in the feedback data. Staff stated the city does have a paratransit program and Martin Barna stated that bus drivers were included in an internal feedback event. Commissioner Brown stated that according to the data provided, many people expressed concern about the negative impact the ridership concept would have on seniors and riders with limited mobility. Brown asked if those concerns were found valid. Staff found the community feedback valid. Brown also asked how minorities and low-income groups fare in the recommendations. Staff stated that low-income and minorities surveyed favored the ridership concept more than coverage. However, both concepts highly benefit both high minority and low-income areas compared with existing service. Vice Chair McMahon made a motion to adopt the Alexandria Transit Vision Plan recommendations, while highlighting that special attention should be paid to seniors, persons with disabilities, low-income households, and minorities in the additional coverage service beyond what was included in the Coverage concept. Motion carries.

6. Eisenhower East Small Area Plan

Jose Ayala, Planning and Zoning Urban Planner, presented an update to the 2019 Eisenhower East Small Area Plan. The intent of the 2019 update is to build on the 2003 vision for a transit-focused, urban mixed-use community while addressing changing market conditions. This update will consider enhanced flexibility of land uses and building heights, two walkable neighborhoods, distinct nodes of entertainment and retail, and potential locations for additional development. The update will build upon the Plan’s existing goals for a balance of residents and employees for a busy 18- hour environment, expanded mobility and connectivity, enhanced pedestrian safety and accessibility, and a network of connected, multi-functional open spaces and

trails for all to enjoy. The community process for updating the 2003 Eisenhower East SAP began in February 2019. To date, the City has held two community open houses, and staff has conducted additional outreach with stakeholders in the area, including coordination with many of the Eisenhower East property owners. On May 21 and June 27, 2019, the City will hold open houses presenting preliminary and final recommendations. Public hearings are planned for September. For more information please visit [their website](#).

Building on the Transportation Master Plan, Complete Street Design Guidelines, Vision Zero Action Plan, and the Environmental Action Plan, as well as feedback from community open houses, staff has been working to develop mobility principles for the planning area. Staff will be developing recommendations that include prioritizing a safe environment for all people moving in and around Eisenhower East and beyond. Feedback from the community has generally focused on expanding bicycle and pedestrian safety and connectivity in the area and have included concrete examples of locations where enhancements are desired. A traffic study is underway to analyze the impacts of additional development on the existing and proposed street network in the Plan area and surroundings. Results of the traffic study will be shared next month and will inform the Plan recommendations.

Other business

No comments

Adjournment

At 9:39 pm, The Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 19, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

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. DASH Union Agreement

On May 22, DASH management signed an agreement with the Amalgamated Transit Union Local 689, representing DASH bus drivers, avoiding a strike during the WMATA summer shutdown. Council is slated to ratify the contract in June.

The agreement would make DASH wages and benefits comparable to Metro's. The new agreement will raise starting hourly pay at DASH from \$17 to \$21.32 per hour and top pay from \$29 to \$32.80 per hour. Drivers would also get a 1.5 – 2.75% pay rate increase each year for the next three years. DASH drivers would now be able to reach the top salary level in seven years versus the twenty years it would take under the current pay scale. Under the new agreement, DASH would automatically contribute eight percent of gross wages to full-time drivers' 401(k) retirement accounts. The agreement also includes new measures for post-retirement health care, sick leave cash out, additional vacation days, and employee discipline.

Though City Council's recently adopted FY 2020 budget did not include additional funds for this purpose, Council can make an amendment of allocation outside the budget process.

B. Dockless Mobility Pilot Review Process

The City is approximately half-way through its Dockless Mobility Pilot and presented preliminary data to the Commission last month. Staff has developed the following tentative schedule:

- July – Update to City Council with data reported from the vendors and the process and timeline moving forward

- July/August – Public outreach through various means such as an online survey, focus groups, and intercept surveys. This may also include working with providers on several public education efforts such as events, flyers, etc.
- September/October – Updates to the Transportation Commission, Traffic and Parking Board, the Waterfront Commission, and the business community
- Fall – Pilot evaluation report and staff recommendation for moving forward after the pilot open for comment and feedback
- October – Public Hearing in October on the draft set of recommendations at the Transportation Commission
- November – City Council to consider staff recommendation at a public hearing

Please note that this process is tentative and may change as needed.

C. WMATA Metro Platform Improvement Project First Week Review

Last week, the City provided an [update](#) and sought feedback from the community on the first week of the Metro Platform Improvement Project.

On June 10, Metro also provided an [update](#). Among the key highlights so far:

- Metro is retaining up to 50% of normal rail ridership from closed stations through the shuttle bus operation
- Shuttle buses are moving 21,000-27,000 boardings per day, comparable to the biggest operation of SafeTrack
- DASH Blue Line Shuttles are carrying 6,000 to 7,000 riders per day with up to 100 buses in daily operation
- Bicycle counts on major city trails is up to 80% higher than the same time last year and the water taxis carried 2,274 passengers in the first week
- Travel times on major city north-south streets were generally 15% to 30% higher than usual

D. Potomac Yard Metrorail Station Update

In consultation with Potomac Yard Metrorail Implementation Group (PYMIG), City and Metro staff developed three ideas for providing additional access to the station from the southwest in lieu of the ramp in the current design. These ideas were submitted to the station construction contractor to prepare preliminary pricing and schedule estimates and determine which concepts, if any, could be built within the \$50 million of available state funding. Based on the responses from the contractor received by Metro earlier this month, City and Metro staff analyzed the responses to estimate the total costs associated with each idea. Idea #1, a southwest access pavilion with a bridge to the north entrance would cost approximately \$75 million; Idea #2, a ramp from E. Glebe Road with a moving walkway to the north entrance would cost approximately \$90 million, and Idea #3, a southwest access pavilion with a small mezzanine would cost approximately \$100 million. While either of the first two ideas would likely result in little or no delay to the overall station construction, the third idea could delay the station opening by up to a year.

In a [memorandum to PYMIG](#) on May 31, 2019, the City Manager recommended that the City request that Metro direct its contractor to modify Idea #1 (a southwest entrance pavilion with a bridge to the north entrance, currently estimated to cost \$75 million). Changes would eliminate the escalator from the concept (retaining an elevator and stairs), and make other adjustments, such as a reduced building footprint, with the goal of keeping the cost close to the \$50 million of available state funding.

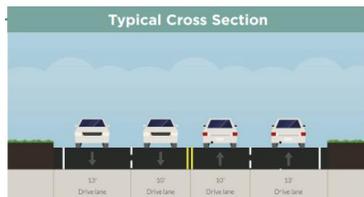
City staff discussed this information at the June 10 PYMIG meeting. PYMIG recommended that the City move forward with refining cost estimates for a Modified Idea #1, as well as refine the cost estimates for the DSUP approved design (extended ramp to E. Glebe Road) in tandem. City Council will hold a public hearing on PYMIG's recommendation as part of its regular meeting on June 22 which begins at 9:30 a.m. in City Hall (301 King St.). City Council is scheduled to further consider the issue and take action at its regular meeting in City Hall on June 25, which begins at 7 p.m.

E. Seminary Road Complete Streets Project

The City held a public meeting for the Seminary Road Complete Streets project on May 30 to present the staff recommendation for the corridor and to solicit feedback from the community. The presentation and meeting materials are available on the [Seminary Road Complete Streets Project page](#). A link to the recording of the meeting is also available on that page.

Staff initially considered three design alternatives for Seminary Road between North Howard Street and North Quaker Lane:

Alternative 1



Alternative 2



Alternative 3

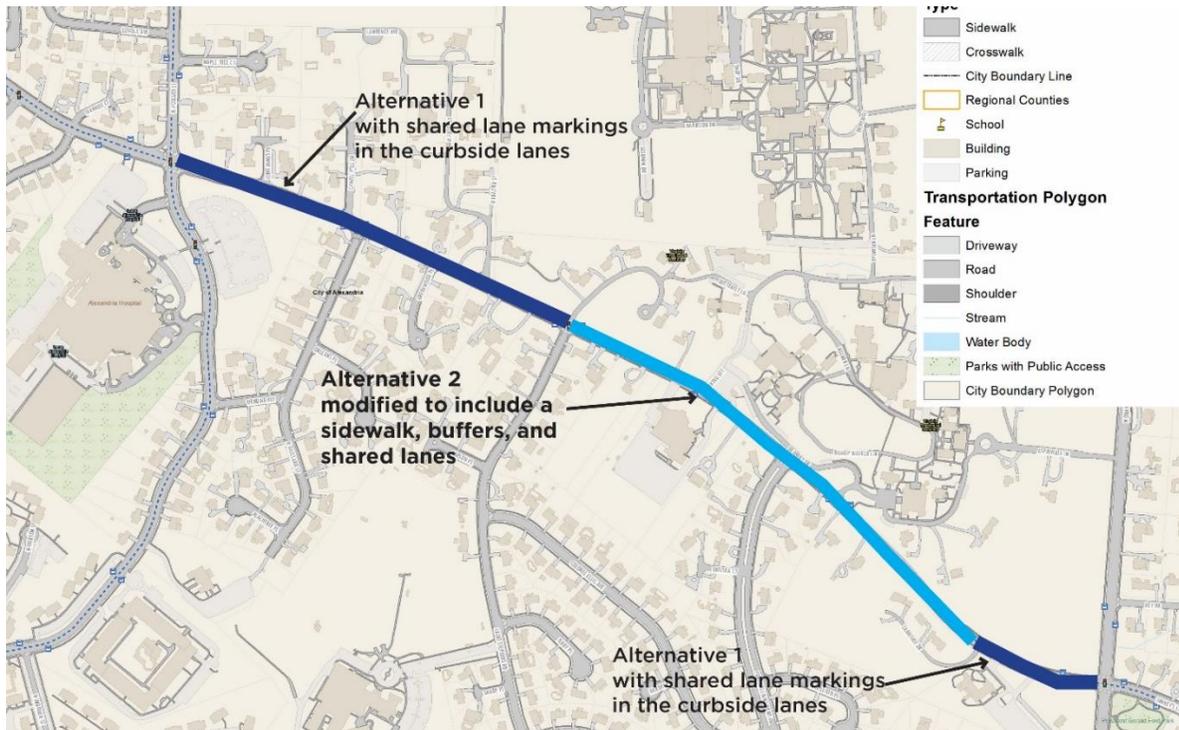


After considering the public input, data, and the City's adopted plans and policies, staff developed a recommendation for a hybrid approach between Alternative 1 and Alternative 2. These specific changes are listed below:

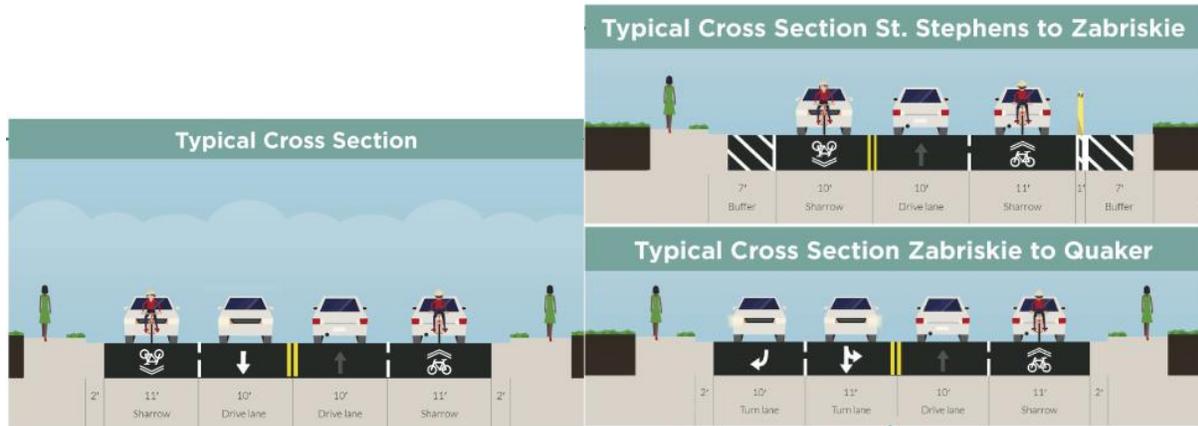
- Eliminate a travel lane in the eastbound direction on Seminary Road between St. Stephens Road and Zabriskie Drive (a distance of less than ½ mile) to allow space for construction of a sidewalk on the north side of Seminary Road where one is currently missing
 - Convert the second eastbound lane to a right-turn only on the approach to St. Stephens
- Install a pedestrian hybrid beacon, or HAWK signal, at two locations:
 - On Seminary Road at Chapel Hill Drive

- On Seminary Road between St. Stephens Road and Fort Williams Parkway
- Remove the slip lane on the southbound Howard Street approach to Seminary Road
- At the intersection of Seminary Road and North Quaker Lane:
 - Remove the pedestrian-only signal phase and install a Leading Pedestrian Interval (LPI) with No Turn on Red restrictions
 - Convert the existing lane configuration (left-turn only lane and through/right-turn lane) to a left-turn/through lane and right-turn only lane

Staff Recommendation: Overview



The proposed typical cross section for Howard Street to St. Stephens Street (Modified Alternative 1) is to the left below. To the right is the typical cross sections for St. Stephens Road to Quaker Lane.



Guiding Plans and Policies

Several Council-adopted City plans and policies were considered throughout the project process and when building the alternatives and Staff Recommendation. The Staff Recommendation meets some portions of these plans and policies with prioritizing the missing sidewalk gap and making crossings safer, enhancing access to transit, and providing a more comfortable pedestrian environment over existing conditions. These relevant plans are listed below in chronological order with relevant details presented as excerpts:

- Transportation Master Plan (2008)
 - “The City of Alexandria envisions a transportation system that encourages the use of alternative modes of transportation, reducing dependence on the private automobile ... The City will promote a balance between travel efficiency and quality of life, providing Alexandrians with transportation choices, continued economic growth, and a healthy environment.”
- Environmental Action Plan (2009)
 - Develop a holistic transportation system that puts the health, mobility, and accessibility of “people first” by implementing development and transportation programs and projects consistent with the following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles, and private motor vehicles
 - By 2020: Beginning in 2012, reduce the number of daily Vehicle Miles Traveled (VMT) on a per capita basis by 5% every five years. Increase the number of commuters who use public transportation by 25%.
- Complete Streets Policy (2011, reenacted in 2014)
 - “Every street project shall incorporate to the extent possible Complete Streets infrastructure sufficient to enable reasonable safe travel along and across the right-of-way for each categories of users”
 - “If the safety and convenience of users can be improved within the scope of resurfacing, restriping, or signalization operations, such projects shall implement Complete Streets infrastructure to increase safety for users.”

- Pedestrian and Bicycle Master Plan (2016)
 - Recommends Seminary Road as one of the City’s top 10 priority on-street enhanced bicycle facilities
 - Recommends Seminary Road as one of the City’s top 10 sidewalk projects
- Vision Zero Action Plan (2017)
 - Eliminate all traffic deaths and severe injuries by 2028
 - Build safe streets for everyone by prioritizing safety treatments that reduce fatal and severe injury crashes

The staff recommendation incorporates many improvements that provide benefits consistent with the City’s plans and policies:

- Improved safety at pedestrian crossings in accordance with the Complete Streets Policy and the Vision Zero Action Plan.
 - Leading Pedestrian Intervals, No Turn on Red restrictions, and high-visibility crosswalks on Seminary Road west of North Howard Street enhance visibility of people crossing the street.
 - HAWK signals, Rectangular Rapid Flash Beacon (RRFB), and pedestrian refuge islands enhance driver yielding behavior and allow people walking to cross one direction of traffic at a time.
 - Lane reduction reduces the crossing distance for people who walk.
- Improved access to transit in accordance with the Complete Streets Policy and Vision Zero.
 - New sidewalk and pedestrian crossings make it easier and safer for people to walk and access bus stops along the corridor.
- Enhanced pedestrian mobility, access, and comfort in accordance with the Pedestrian Chapter of the Transportation Master Plan.
 - Lane reduction allows space to fill a sidewalk gap on the north side of Seminary Road, which was identified in the Transportation Master Plan as a priority sidewalk gap.
 - The buffer on the south side improves comfort for people walking on the south side.
- Potential traffic calming effect in accordance with Vision Zero
 - Narrower lanes, lane reduction, and median islands visually narrow the roadway and may calm traffic.
- Modified signal timing improves operations and reduces vehicle delay in accordance with the Transportation Master Plan’s vision of balancing travel efficiency and quality of life.

However, the staff recommendation does not address the following plan recommendations:

- Lack of dedicated bicycle infrastructure as recommended in the Transportation Master Plan.

- The staff recommendation will only marginally reduce speed, and primarily in the eastbound direction. Reducing speed is a primary goal of Vision Zero, and designing the street to the posted speed limit is a goal of the Complete Streets Design Guidelines.
- Lack of left-turn lane will likely not reduce related crashes, a goal of Vision Zero.
- This recommendation does not “focus on systems-level changes” as recommended by Vision Zero.
- In order to reduce vehicle-related impacts, the street has not supported the Environmental Action Plan’s goal to “Aggressively promote vibrant, human-scale city streets that prioritize people’s access and mobility.”

The staff recommendation represents an attempt to reconcile some of the key themes and feedback from public input with City plans and policies as well as national best practices. Additional supporting documentation from all public meetings is available on the [Seminary Road Complete Streets Project page](#). A link to the recording of the meeting is also available on that page.

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 19, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: JEFFREY FARNER, DEPUTY DIRECTOR, PLANNING AND ZONING

SUBJECT: AGENDA ITEM #5 – EISENHOWER EAST SMALL AREA PLAN DRAFT MOBILITY RECOMMENDATIONS

ISSUE: Eisenhower East Small Area Plan (SAP) draft mobility recommendations – consistency with the Transportation Master Plan.

RECOMMENDATION: 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.

BACKGROUND: In May, the Transportation Commission received a briefing on the Eisenhower East Small Area Plan process to date and provided feedback on the draft mobility principles, with the expectation that staff would return in June with further development of the mobility recommendations in response to feedback, as well as an update on the preliminary results of the multimodal transportation study.

DISCUSSION:

Multimodal Transportation Study Preliminary Recommendations

Property owners in the corridor coordinated on a joint transportation analysis and submitted their draft multimodal transportation study on May 31, 2019, which indicates that the proposed increase in density and change of uses will have a manageable impact on the surrounding transportation network taking into consideration the implementation of the following multimodal mobility mitigations:

- Complete grid of streets
- Standardization and synchronization of traffic and pedestrian signals
- Increased bus service
- Low parking ratios
- Improved bicycle infrastructure
- Transportation technologies
- Site specific mitigations

Draft Mobility Recommendations and Consistency with the Transportation Master Plan

Building on the 2003 Eisenhower East Plan, the Transportation Master Plan, Complete Street Design Guidelines, Vision Zero Action Plan, and the Environmental Action Plan, as well as feedback from the community and Transportation Commission, staff developed draft mobility recommendations that prioritize a safe environment for all people moving in and around Eisenhower East and beyond.

During the engagement for the plan, the community expressed support for increased connectivity and safety for all users, specifically for those walking and biking. The community supported the framework plan, which featured enhanced bicycle and pedestrian access within and around the Eisenhower East area. The framework plan also emphasizes creating connections to existing trails (Old Cameron Run Trail), the existing tunnel connecting to Witter Field, and to the Eisenhower Avenue Metrorail station, which will develop into an urban transit hub serving residents, employees, and visitors to the area.

The draft recommendations are consistent with the **Transportation Master Plan** and **Vision Zero Action Plan goals** (as reflected in the Attachment).

EISENHOWER EAST DRAFT MOBILITY RECOMMENDATIONS:

GENERAL

1. Implement network improvements consistent with the City's Complete Street Design Guidelines, Vision Zero Action Plan, and the Environmental Action Plan.
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

1. Provide internal pedestrian connections shown in Figure 1 (Pedestrian Network) within the blocks, where feasible.
2. Prioritize safe pedestrian crossings consistent with Figure 1 (Pedestrian Network).
3. Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 1 (Pedestrian Network).
4. 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.
5. Improve the Mill Road and Eisenhower Avenue intersection consistent with Figure 1 (Pedestrian Network).
6. Improve connectivity for people walking and biking to and from the Eisenhower Avenue Metrorail Station.

7. Develop a comprehensive on- and off-street bicycle network consistent with Figure 2 (Bike Network).
8. 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.
9. Explore options for an interim and future dedicated bike facility on Eisenhower Avenue.

STREETS

10. Provide a complete grid of streets and blocks.
11. Dedicate to the City (or provide public access easements on) all streets and rights-of-way.

EISENHOWER AVENUE METRORAIL STATION

12. Explore the feasibility of a northern Metrorail Station entrance.

Attachments:

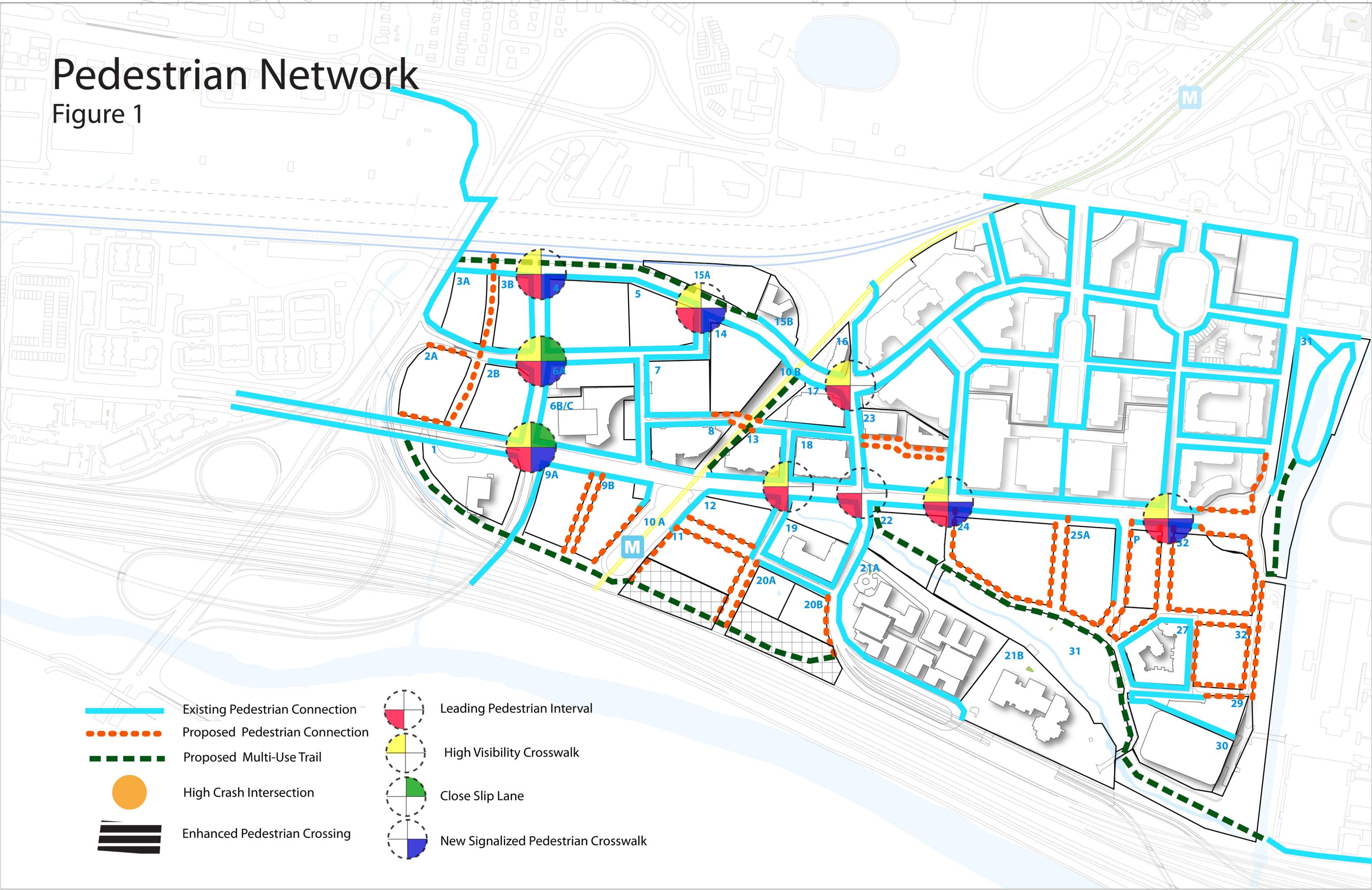
- Attachment 1 - Eisenhower East SAP Draft Mobility Recommendations Matrix (Comparison to Transportation Master Plan and Vision Zero Action Plan)
- Attachment 2 - Figure 1 - Pedestrian Network
- Attachment 3 - Figure 2 - Bike Network

Eisenhower East Small Area Plan Update – Comparison to Transportation Master Plan and Vision Zero Action Plan		6/13/2019
Transportation Master Plan Goals	Related Strategy Goal(s)	
Pedestrian		
<p>Engineering: The City will provide 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.</p>	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.	
	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.	
<p>Safety: The City will create a safe pedestrian environment through effective law enforcement and implementation of pedestrian safety countermeasures.</p>	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.	
Bicycle		
<p>Safety: The City will create 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.</p>	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).	
	8. 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.	
	9. Explore options for an interim and future dedicated bike facility on Eisenhower Avenue.	
	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.	
Vision Zero Action Plan	Related Strategy Goal(s)	
Build Safe Streets For Everyone	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.	
	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).	

Pedestrian Network

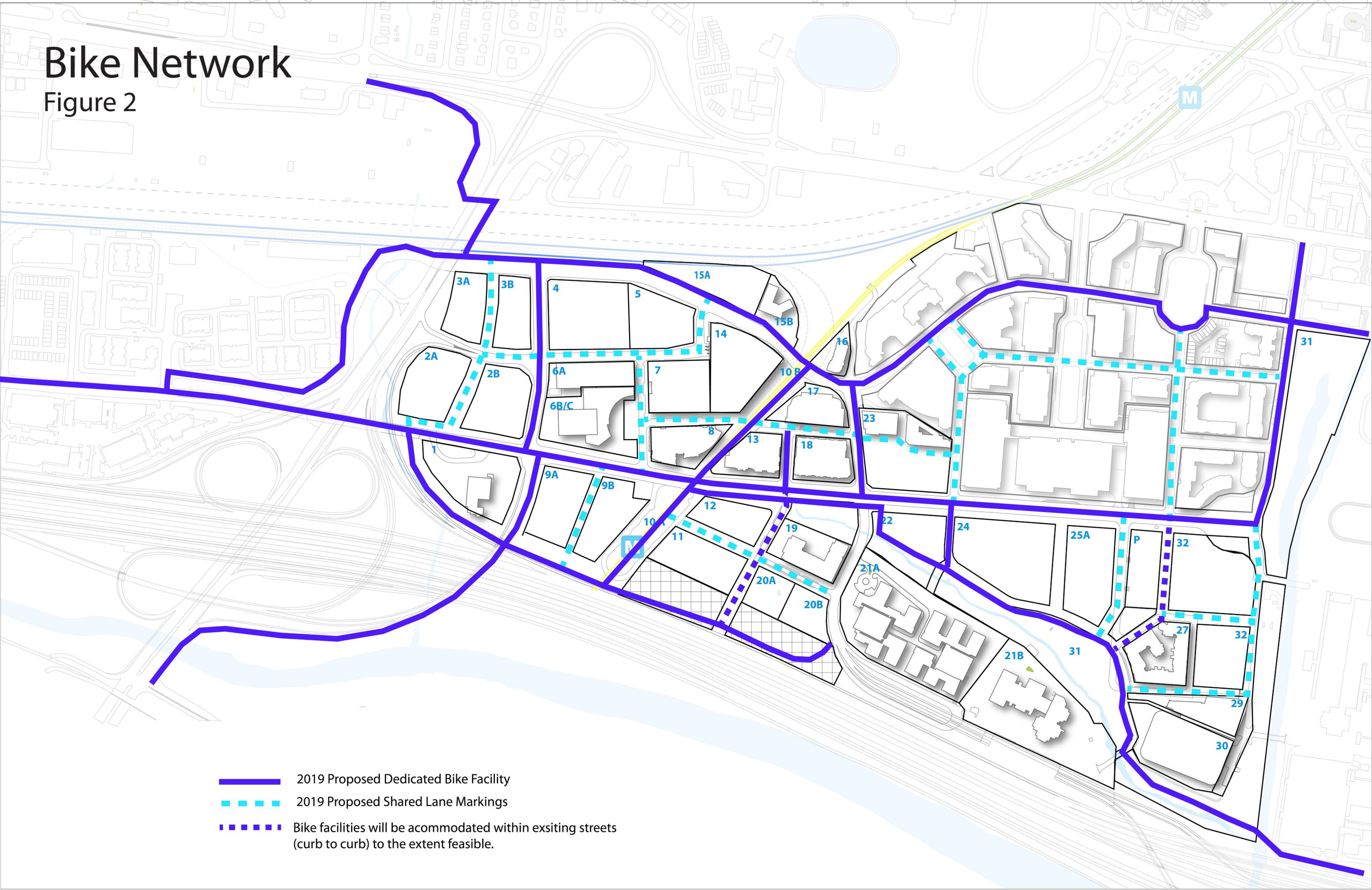
Figure 1

-  Existing Pedestrian Connection
-  Proposed Pedestrian Connection
-  Proposed Multi-Use Trail
-  High Crash Intersection
-  Enhanced Pedestrian Crossing
-  Leading Pedestrian Interval
-  High Visibility Crosswalk
-  Close Slip Lane
-  New Signalized Pedestrian Crosswalk



Bike Network

Figure 2



-  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.

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 19, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #6 – TRANSPORTATION ALTERNATIVES SET-ASIDE /
REVENUE SHARING GRANT APPLICATIONS

ISSUE: Consideration of Grant Applications to the Virginia Department of Transportation (VDOT) for Transportation Projects eligible under the Transportation Alternatives (TA) Set-Aside and the Revenue Sharing Program.

RECOMMENDATION: That the Transportation Commission:

1. Endorse the grant application for the TA Set-Aside program in FY 2020-2021 that gives staff the flexibility of applying for one of two projects (based on City Council's recommendation).
2. Endorse the grant application for the VDOT Revenue Sharing Grant at an amount not to exceed \$5 million to provide funding for resurfacing and/or reconstruction in FY 2022 and FY 2023.

BACKGROUND:

Transportation Alternatives (TA) Set-Aside

The TA Set-Aside program is a state administered, federally funded grant program for engineering projects that support non-motorized travel. TA grants are awarded every two years. Each application can include funding requests for up to two projects covering two years. The maximum award is \$1 million dollars for each project. Federal Transportation Alternatives Set-aside funding can reimburse up to a maximum 80% of eligible project costs. A local match contribution of 20% or more is required to pay for the remaining project costs.

In 2016, the City applied for \$800,000 for the Holmes Run Trail Connector to provide a connection on the south side of Holmes Run between Ripley Street and North Pickett Street, which was a priority project from the Bicycle and Pedestrian chapters of the Transportation Master Plan. The City received \$424,619 from this program.

For the FY 2020-2021 application process, staff is presenting the Transportation Commission with two applications to endorse, however staff will only apply for one project. Staff's priority is to fund the construction of a sidewalk on Seminary Road between Zabriskie Drive and St. Stephens Road. City Council will render a decision on this project in September 2019. If Council does not approve this project, staff will apply for funding to re-construct the washed-out portion of the Holmes Run Trail at Dora Kelly.

VDOT Revenue Sharing Grant

The Commonwealth of Virginia's Revenue Sharing Program provides funding for use by a county, city, or town to construct, reconstruct, improve, or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with certain limitations on the amount of state funds authorized per locality. Applications for revenue sharing funds can be made for multiple types of projects including reconstruction and maintenance. Reconstruction focuses on streets in the worst condition and includes significant road base remediation along with milling and paving. The City received Revenue Sharing funding for FY 2020 and FY 2021 for reconstruction of several streets on the paving schedule.

DISCUSSION:

TA Set-Side Grant: Seminary Road New Sidewalk Project

Staff is proposing that the City apply for an amount not to exceed \$1.5 million to construct the sidewalk on the north side of Seminary Road approximately from Zabriskie Street to St. Stephens Road.

This segment was also identified as a priority sidewalk project in the 2016 Pedestrian Plan. It would close one of the major remaining sidewalk gaps in the City today, in close proximity to a park, a synagogue with an early childhood learning center, a theological seminary, two bus stops, and a post office, thereby improving mobility and safety in the corridor. This project is currently unfunded.

On June 24th, the Traffic and Parking Board will make a recommendation to City Council to accept, reject, or modify staff's recommendation. Council will consider this recommendation and make a final recommendation to the Director of T&ES in September. If Council's recommendation does not include this sidewalk portion, staff would apply for the reconstruction of the Holmes Run Trail at Dora Kelly.

TA Set-Aside Grant: Holmes Run Trail at Dora Kelly

The Holmes Run Trail at Dora Kelly is located on the west bank of Holmes Run stream, just north of Beauregard St. The existing Holmes Run Trail adjacent to the west bank collapsed in Fall 2018. Access to the trail has been restricted at Morgan Street, however users have been moving the barriers to continue to access the trail. At the existing low water crossing, there are already some initial signs of erosion and undermining. This is a priority project for the Department of Recreation, Parks, and Cultural Activities (RPCA) because of health & safety

concerns of users continuing to access the trail. It is also a major gap in Holmes Run. The estimated project cost for this project is approximately \$1.7 million including funding for design.

Revenue Sharing:

Staff is preparing an application for the entire paving program for FY 2022 and FY 2023, to be submitted to City Council for approval in September. The City typically applies for approximately half of the City's paving budget, which results in a \$2-3 million grant application. Staff will develop the full list of projects and finalize a dollar amount for the application not to exceed \$5 million per year over the two year grant period.

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 19, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #7 – NVTA 70% GRANT APPLICATION

ISSUE: Consideration of a Grant Application to the Northern Virginia Transportation Authority (NVTA) for transportation projects eligible under the 70% Discretionary Grant.

RECOMMENDATION: That the Commission recommend City Council authorize the submission of the NVTA grant application.

BACKGROUND: HB2313 (2013) established a funding stream for transportation in Northern Virginia enabling the Northern Virginia Transportation Authority to begin fulfilling its mission to address regional transportation challenges. HB2313 separates these funds into “70% Regional Revenues,” which are allocated by the Authority to regional transportation projects; and “30% Local Distribution Revenues,” which are distributed to localities for locally determined transportation projects and priorities.

On July 1, 2018, two of the Authority’s three revenue streams were repealed as a result of the implementation of the WMATA Funding Bill (HB1539). As of July 1, 2018, the Authority continues to receive Sales Tax revenues, but longer receives revenues from the Transient Occupancy Tax or the Grantor’s Tax. This change in revenue structure reduces the total regional (70%) revenues that the Authority allocates directly to regional multimodal projects.

There are several steps that have to be followed for a project to be selected for funding by the NVTA using its 70% revenues. First, the project must be included in the Authority’s current long-range transportation plan, entitled TransAction. Second, the project must be evaluated under a 2012 law known as House Bill (HB) 599. The HB 599 evaluation process, which only applies to Northern Virginia, rates each project on a scale of 0 to 100 based on the amount of congestion reduction it provides. Finally, the Authority incorporates the HB 599 ratings for each project into its project selection process that considers additional criteria such as project readiness, urgency, safety and cost sharing. The Authority gives priority to projects that provide the greatest congestion reduction relative to cost.

For FY 2018-2023 funding, the City received \$12 million to complete the environmental, design and engineering work for the Duke Street Transitway. That work is anticipated to begin in FY 2020.

DISCUSSION: The Duke Street Transitway (also known as Corridor B) was initially recommended in the City's 2008 Transportation Master Plan and further studied as part of the [Transitway Corridors Feasibility Study](#) completed in 2012. A more detailed design concept will be discussed with the community through the Duke Street Small Area planning process beginning in FY 2020. The \$12 million of existing funding will carry this design forward along with environmental work. Staff anticipates that, as proposed in the 2012 study, the Duke Street corridor be implemented through a phased approach that could include signal modifications, dedicated lanes or travel in mixed traffic lanes.

Staff is proposing that the City apply to fund the Final design and construction of Phase 1 of the Duke Street Transitway. Additional funding through the FY 2024-25 program will enable the environmental and design work to transition seamlessly into advanced engineering and construction of a first phase as described earlier. Funding could be used towards final design, right-of-way acquisition, utility relocation, construction, and acquisition of rolling stock. The preliminary cost estimate for the full build scenario of the project ranges from \$115 million to \$160 million. Staff anticipates requesting up to \$75 million for Phase I during the current application cycle.

Once completed, this project will support 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. It increases transit options for local and through trips emphasizing inter-jurisdictional coordination. This corridor would be the third of three transit corridor projects to advance from the 2008 Transportation Master Plan.

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 19, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #8 – WMATA BUS TRANSFORMATION PROJECT

ISSUE: WMATA is seeking feedback on the draft Bus Transformation Project recommendations which were released in May.

RECOMMENDATION: That the Commission hear the draft Bus Transformation Project recommendations and provide written feedback to WMATA.

BACKGROUND: On May 6th the WMATA-led project team released a Draft Bus Transformation Strategy Report outlining recommendations to improve the Washington region's bus network. The Bus Transformation Project is focused on local bus service in the WMATA compact area region, which includes nine bus service providers. The Draft Strategy Report identified congestion, affordability and mobility as challenges facing the region and identified ways to meet those challenges. The project team will refine the recommendations and develop an implementation plan in a final report based on input from stakeholders and the public.

The project is managed by the Washington Metropolitan Area Transit Authority under direction from an Executive Steering Committee. Senior Leadership from DASH and the Transportation & Environmental Services are members of the Strategy Advisory Committee. Staff from DASH and the City are members of the Technical Committee.

The project has three goals, developed in collaboration with the committees:

1. Provide better service and a better customer experience for all riders
2. Identify the best role for bus service amidst rapidly changing technology and travel preferences
3. Increase efficiency to provide better results for customers.

Strategies fall under 6 categories:

1. The bus system should be customer focused and an easy to use option that people want to ride.

2. Prioritizing buses on major roads is the most fiscally responsible way to move the most people quickly and reliably.
3. Frequent and convenient bus service is fundamental to accessing opportunity, building an equitable region, and ensuring high quality of life.
4. Balance local and regional operator responsibilities by positioning local bus systems to meet their jurisdictional needs and the regional bus system to meet regional needs and deliver regional benefits.
5. Optimize back-office functions through sharing, streamlining and shared innovation by consolidating regional resources and devoting more resources to operating bus service.
6. Customers in a regional with multiple bus providers need a regional steward to transform the bus system.

The [Executive Summary](#) includes each of the recommendations under each strategy. The complete [Draft Strategy](#) contains more information about each specific recommendation.

DISCUSSION: As participants in the process, staff provided feedback at a listening session held June 3 with the Project Team. Staff also provided the enclosed written feedback outlining general support for the plan and some specific areas of concern, signed by both the DASH General Manager and the Director of the Department of Transportation & Environmental Services (Attachment A).

Staff supports the broad principles outlined in the plan and has worked to implement many of the recommendations locally – including the development of a DASH app, dedicated bus corridors and transit signal priority, and the development of a bus network redesign to reconsider routes and service frequencies.

Staff's major area of concern is with the recommendation under strategy 4 to reallocate routes to local providers based on a set of criteria that would transition 140 routes from WMATA to local service providers, including twelve in Alexandria based on applying the proposed criteria to current routes. Staff recommends that the proposed criteria be reconsidered as part of a separate process and after a bus network redesign (strategy 3) examines bus service in the region. This deferment would allow for more collective thought and analysis on the logic and impacts of any reallocation of operators and would also be more likely ensure that optimal service for riders is at the forefront of a bus network analysis. Staff also recommends that the recommendations of the Alexandria Transit Vision (ATV) are a major input in the development of the proposed regional bus network redesign.

WMATA is looking for feedback on priorities for near term implementation and aspects to highlight more strongly in the final plan. The Transportation Commission may submit feedback on these items and any additional areas of support or concern.

Attachment 1: City of Alexandria Comments on Bus Transformation Project
Recommendations, June 5, 2019.



DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES
Transportation Planning Division
301 King Street, Suite 3600
Alexandria, Virginia 22314
www.alexandriava.gov

June 5, 2019

Bus Transformation Project Team
c/o NeoNiche Strategies
4501 Ford Avenue, Suite #501
Alexandria, Virginia 223102

Re: Comments on Draft Bus Transformation Project Recommendations

Dear Bus Transformation Project Team:

The City of Alexandria and DASH would like to thank WMATA and the consultant team for involving the City in the Bus Transformation Project process and providing this opportunity to comment on the draft recommendations. The City recognizes that the region cannot build its way out of congestion and that a transformation of the bus mode represents the least expensive and most impactful way to address the mobility needs of our region's residents and visitors.

The City supports many of the recommendations in the draft strategy document and has already been advancing many of these strategies within the City in coordination with WMATA. However, we would like to provide the following comments and suggestions to help shape the final recommendations and regional implementation:

Strategy 1: The City supports a more streamlined fare structure and more useful and equitable pass products in order to make the system more accessible and easier to use for all users. However, we will need to ensure that the cost impacts of these efforts are distributed fairly.

Strategy 2: The City supports the recommendations for bus transit priority measures under Strategy 2. The City has led the effort to implement bus rapid transit (BRT) in the region, through a partnership with Arlington County on the Metroway service, and is working to advance two other BRT corridors within the City. The City and DASH are also in the process of implementing a city-wide network of Transit Signal Priority (TSP) systems. A regional framework for advancing bus priority more broadly and where data indicates it is most important will ensure positive outcomes for our riders.

Strategy 3 (A) and 4: The City has reservations about the proposal to take over the operation of additional routes. In short, the City does not believe that this study is the proper mechanism to reassign routes to different providers and does not agree with all of the proposals and assumptions for doing so.

Specifically, the City has concerns that the proposed criteria would result in multi-jurisdictional routes that likely warrant being operated by a regional provider, such as the 10B and 25B which operate between major centers of activity in both Alexandria and Arlington.

Beyond the criteria, the cost savings articulated in the strategy document do not reflect actual costs, as costs are increasing to operate service for many jurisdictions. Moreover, the need to operate out of additional facilities due to an increase in fleet size will have significant impacts on operations that do not seem to be taken into account in the study.

The City therefore recommends that if WMATA wishes to re-designate routes, the final set of criteria are not established until after both the bus network plan in Strategy 3 and a more detailed analysis of the cost implications and benefits for all parties are developed.

Lastly, the City of Alexandria is currently conducting a bus network redesign of its own, the Alexandria Transit Vision Plan, to realign all routes in Alexandria most efficiently to meet the needs of residents. The core goals and objective of this ATV Plan are in alignment with the goals and objectives of the Bus Transformation Project, and Planning staff from WMATA and other partner agencies have been directly involved in the development of the ATV network designs. Based on this, the City of Alexandria and DASH strongly recommend that WMATA use the final ATV Plan recommendations for Alexandria as a key input for the development of the broader network redesign.

Strategy 5 (A): While the City supports improvements in efficiencies, the cost savings achieved by streamlining back office functions may result in more challenges than the cost savings are worth. The \$11 million estimate relative to WMATA's \$1.1 billion operating budget is fairly insignificant. WMATA should weigh the benefits versus the costs before advancing this recommendation.

Strategy 6: Regional coordination and support will be necessary to implement the strategies in the Bus Transformation Project. The City recommends building off existing structures and mechanisms wherever possible to achieve the greatest likelihood of success.

Thank you again for the opportunity to provide feedback. We look forward to working with you as this process advances into implementation.

Sincerely,



Yon Lambert
Director of Transportation & Environmental Services
City of Alexandria



Josh Baker
General Manager
DASH