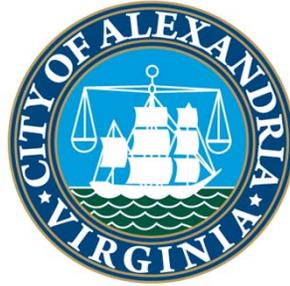




Transportation Commission

March 20, 2019



Public Comment Period 3 min per speaker.

Agenda Item #1



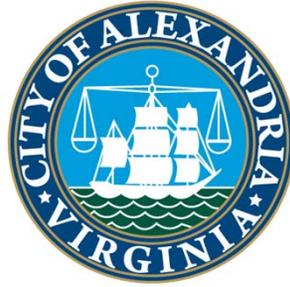
COMMISSION MINUTES: January 15, 2019 Meeting

Agenda Item #2



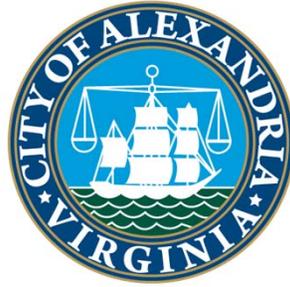
Updates to Receive

Agenda Item #3



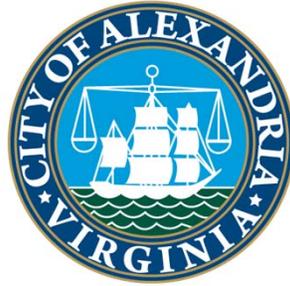
Commission Updates

Agenda Item #4



Vision Zero Annual Update

Agenda Item #5

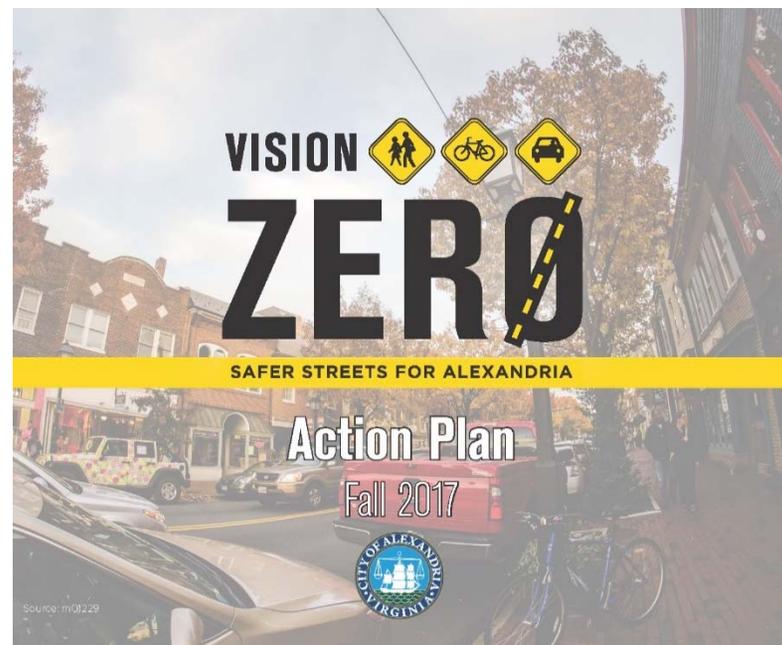


Purpose:

- To present TC progress status on the Vision Zero Action Plan in 2018

Vision Zero – Background

- The [City's Vision Zero Policy](#) was adopted by City Council in January 2017 to eliminate **all traffic-related deaths and serious injuries by 2028.**





Vision Zero - Strategies

THE STRATEGIES

The interdepartmental group worked to develop the following guiding principles and strategies:

IMPROVE DATA COLLECTION AND EVALUATION

- 1A - Make information easily available to the public
- 1B - Enhance data collection and coordination efforts
- 1C - Evaluate success of existing and planned programs to determine best way to allocate resources for change

ENHANCE CITY PROCESSES AND COLLABORATION

- 2A - Support and encourage statewide legislative efforts to implement stricter traffic safety laws
- 2B - Evaluate City policy and administrative guidelines to improve safety outcomes

BUILD SAFE STREETS FOR EVERYONE

- 3A - Improve prioritization of safety treatments to inform implementation
- 3B - Develop and implement infrastructure policies to reduce KSIs

PROMOTE A CULTURE OF SAFETY

- 4A - Inform the public of Vision Zero efforts
- 4B - Create a network of partnerships to ensure the success of Vision Zero
- 4C - Craft a successful public education campaign to inform the public of Vision Zero and Topic Areas
- 4D - Encourage city staff to incorporate Vision Zero into everyday practices
- 4E - Strengthen traffic safety enforcement policies and practices



Vision Zero – Crash Statistics

Not enough data to illustrate the effect of our efforts, we present the police-reported crashes in Alexandria.

Year	City-wide Crash Data (2016-2018)				
	Total # of Crashes	# of Fatalities*	# of Crashes with Injuries	# of bicycle-involved crashes	# of pedestrian-involved crashes
2016	1295	4	236	18	69
2017	1106	3	258	19	62
2018	1141	5	356	22	61
Total (2016-2018)	3542	12	850	59	192

*Note: 2018 data is considered preliminary until a final dataset is approved in March 2019



Vision Zero – Year 1 Engineering Items

Priority Engineering Improvements for Vision Zero Year 1

Install Leading Pedestrian Intervals (LPIs) at ten high crash intersections
Install No Right on Red turn restrictions at ten intersections
Install Pedestrian count-down signals at five intersections
Install two major pedestrian intersection improvements
Install twenty low-cost safety improvements, including new road markings, signs and minor signal modifications
Develop concept design for funding application for at least one high crash location
Install intersection improvements at ten high crash locations
Upgrade three uncontrolled crossing locations with safety improvements
Implement Safe Routes to School improvements at six schools
Reduce the speed limit from 35mph to 25mph on one high crash corridor
Upgrade curb ramps to improve accessibility at fifteen locations



Vision Zero – Year 1 Action Items

Year 1 Priority Action Items

Action 1A	Make information easily available to the public
1A.1	Establish dashboard for all crash and safety data on the Vision Zero website.
1A.3	Provide annual citation data for infractions that potentially lead to serious injuries and deaths
Action 1B	Enhance data collection and coordination efforts
	Work with State Police, DMV, VDOT and State Pedestrian Task Force to revise crash reporting standards and information captured to better inform data analysis leading to projects and programs
1B.2	
1B.3	Standardize and establish definitions and training on crash reporting methods
1B.4	Work with the State to update crash reporting methods to differentiate between alcohol and drug related crashes.
Action 2A	Support and encourage statewide legislative efforts to implement stricter traffic safety laws
2A.3	Support statewide efforts to revise distracted driving laws, including increase of fines.
Action 2B	Evaluate City policy and administrative guidelines to improve safety outcomes
2B.1	Develop system to track, manage, respond to, and prioritize resident and customer requests for safety improvements.
Action 3A	Improve delivery and implementation of safety treatments
3A.2	Identify criteria for installation of "No Right on Red" and LPIs for intersections and outline process for implementing changes
3A.3	Reduce delivery timelines for safety improvements by implementing near-term, temporary treatments for priority Pedestrian & Bicycle Master Plan and Safe Routes to School engineering recommendations
Action 3B	Develop and implement infrastructure policies to reduce KSIs
3B.2	Automatically display the pedestrian walk signal where signal timing permits
3B.3	Use the data that identifies high injury crash corridors and intersections to help prioritize engineering and education efforts, and require comprehensive safety improvements when designing these corridors and intersections
3B.5	Explore a Citywide 25mph speed limit
3B.6	Update the Streets and Transit Chapters of the Transportation Master Plan to prioritize the reduction of KSI crashes and elevate crash data as a priority in decision-making.



Vision Zero – Year 1 Action Items

Year 1 Priority Action Items	
Action 4A	Inform the public of Vision Zero efforts
4A.1	Maintain a comprehensive website to provide information on the projects, programs, and progress of Vision Zero to include dashboard and annual reports
4A.4	Work with media partners to more accurately report traffic crashes to avoid victim-blaming and report crashes in the context of Vision Zero
Action 4B	Create a network of partnerships to ensure the success of Vision Zero
4B.4	Partner with VDOT's Northern Region Transportation Operations Center to further enhance public messaging of crashes and traffic disruptions within the City
4B.5	Initiate a regional Vision Zero Task force to identify path toward regional Vision Zero education campaigns and polices.
Action 4C	Craft a successful education campaign to inform the public of Vision Zero and topic areas
4C.1	Develop education "campaigns" with messaging that focuses on topic area(s) of importance (e.g. Speeding, Distracted Driving, and Driving Under the Influence).
Action 4D	Encourage City Staff to incorporate Vision Zero into Everyday Practices
4D.1	Add Vision Zero education to defensive driving courses to training for all City employees receiving fleet driving permissions. Require employees to update this training certifications every 3 years
4D.3	Install Pedestrian Collision Avoidance systems on DASH buses
Action 4E	Strengthen traffic safety enforcement policies and practices
4E.2	Focus enforcement on roadways with higher speeds and increase traffic stops in these areas
4E.4	Regularly deploy high-visibility DUI enforcement in high-priority areas on nights with higher concentrations of severe and fatal crashes and major community events
4E.7	Identify and install signage at critical intersections to permit increased fines for failure to yield to pedestrians in a marked crosswalk



Vision Zero – Update Highlights (T&ES)

- **91% of Year 1 Action Items** priorities have been initiated, are in progress, or are complete.
- Over **20 other Action Items** have also been initiated, are in progress, or have been completed
- **Nearly all Year 1 Engineering Priority Items** have been completed or are pending installation



Vision Zero – Update Highlights (T&ES)

- Exceeded the amount for most engineering priorities
- Presented Vision Zero to approx. 100 City Employees and several community groups to raise awareness
- Distributed hundreds of safety gear items to residents across the City
 - i.e. Farmer's Markets, National Night Out, Civic Association Meetings, and other special events.



Vision Zero – Update Highlights (APD)

- APD Motor's Unit reorganized to the **Traffic Safety Section (TSS)** (2017)
 - Became primary responders to motor vehicle crashes and traffic safety
 - 6 officers added to the TSS (2019)
 - Total of 14 active officers
- Expansion of Photo Safety Program (**Red Light Cameras**) requested
 - Currently operate six photo-monitoring systems at four locations.
 - Red Light Photo Enforcement reduces crashes at monitored intersections by approximately 21%. (IIHS April 2018)



Vision Zero – Update Highlights (APD)

- Recommendations to **improve data capture** on State FR300 crash reports:
 - Separate section for bicycle
 - Add ability to document multiple driver actions,
 - Updating car body type
 - Changing infrastructures
- Including **near miss data** with crash data to highlight locations for increased enforcement/education.
- Smart Mobility Program
 - Bring live camera feeds to Department of Emergency Communication from 23 intersections
 - Next step to provide that feed to each officer's mobile computer
 - Used during serious/fatal crashes, high priority escorts, events, emergency situations



Year 2 Engineering Priorities

- Crosswalk policy for each type of crosswalk
 - Implement with paving
- 20 high visibility crossings
- Concept design for at least one high crash location
- 10 No Right on Red restrictions
 - Near pedestrian crash locations or intersections with high pedestrian volumes
 - LPIs to correspond
- 25 curb ramps to improve accessibility
- 3 safe crossings for uncontrolled crossings or crossing locations
 - Especially in neighborhoods of color and/or low-income areas
- Safe Routes to School improvements at 6 schools



Year 2 Engineering Priorities

- Pedestrian signal timings improvements at 10 intersections
 - Near senior facilities, parks, playgrounds, or daycare centers
- 15 low-cost safety improvements
 - i.e. road marking, signs, signal modifications
 - At intersections near affordable and/or public housing locations
- One neighborhood slow zone,
 - Prioritizing areas with children, seniors, communities of color, and low-income areas
- Speed control measures in 5 locations that meet criteria
- Close 8 sidewalk gaps in the City
 - Especially near schools and parks
- Left-turn traffic calming at one priority intersection



Next Steps

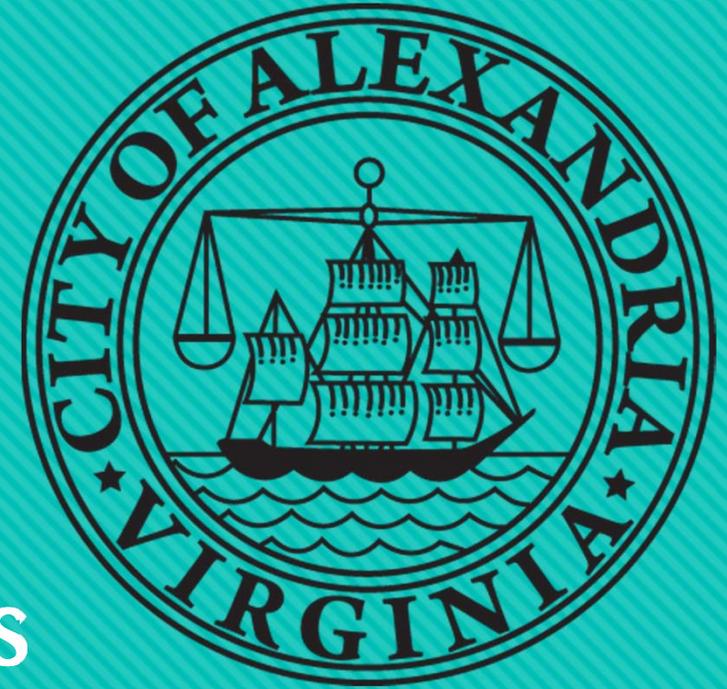
- April – Publish Vision Zero report on website
 - Tables
 - Graphics
 - Year 2 priorities



Landmark Mall Re-Planning Process

Agenda Item #6

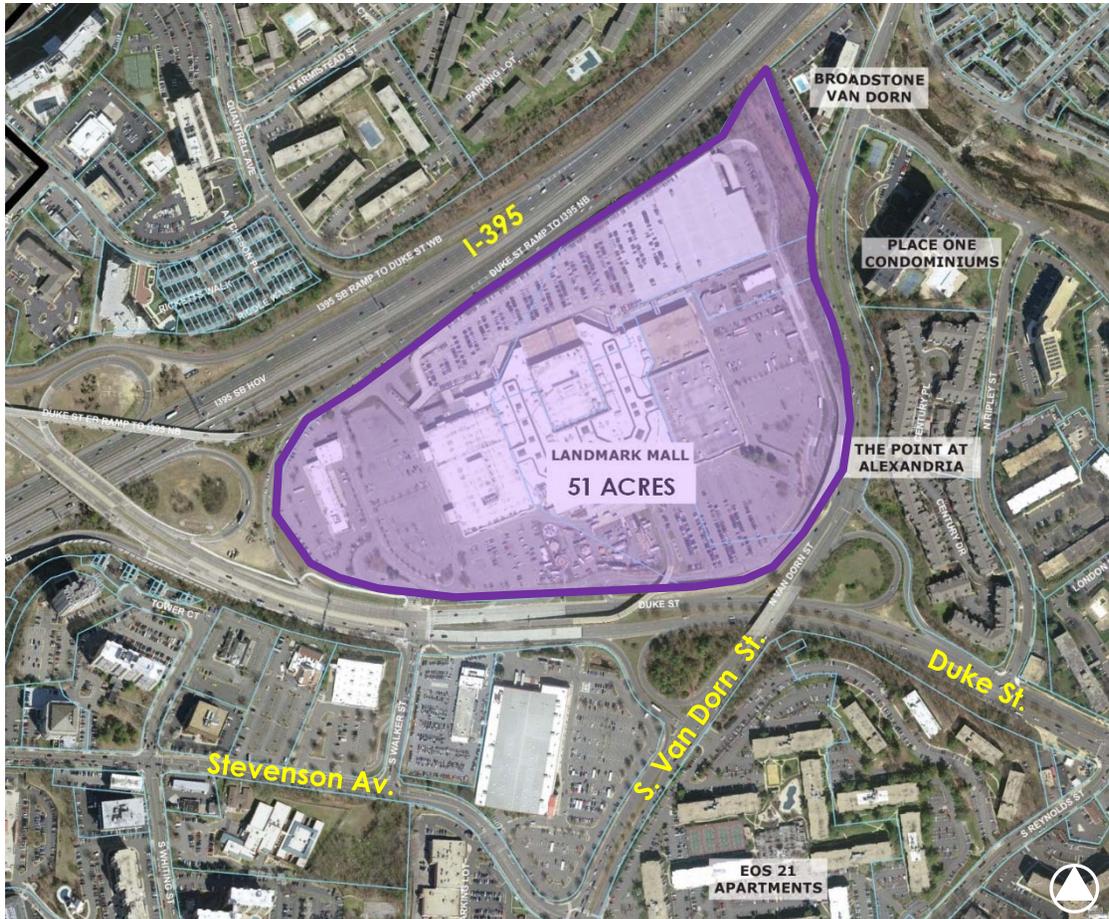
Landmark Mall Re-planning Process



Transportation Commission Meeting

March 20, 7 pm

Landmark Mall Site



WHY PLAN NOW?

- Previously approved plans expired
- Entire site under coordinated ownership
- Market shifts and new City policies since 2009
- Refine Plan, incorporate flexibility, enable redevelopment

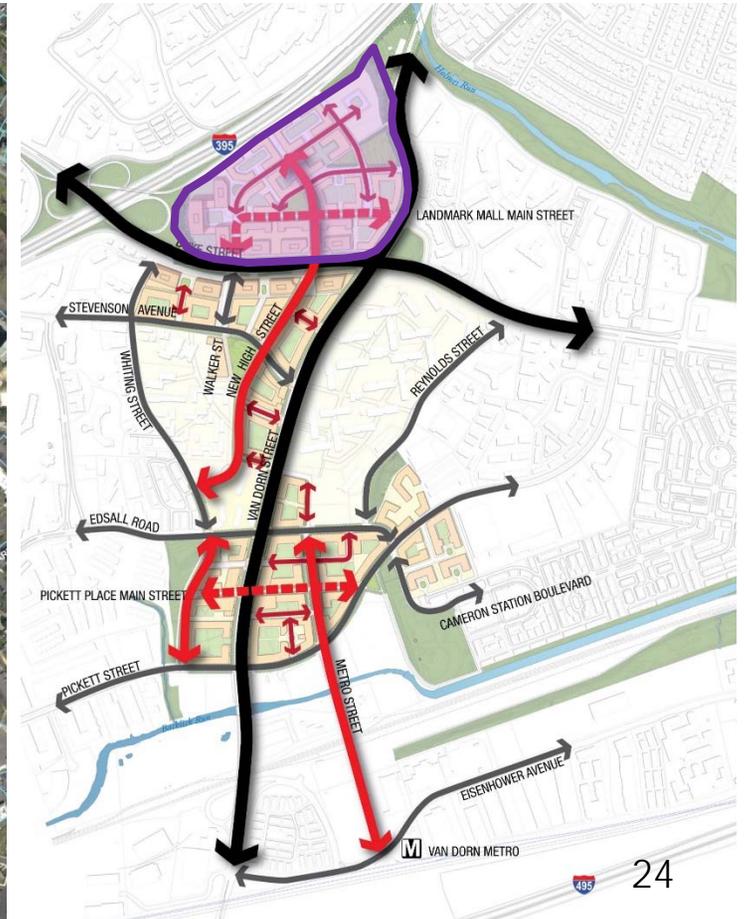
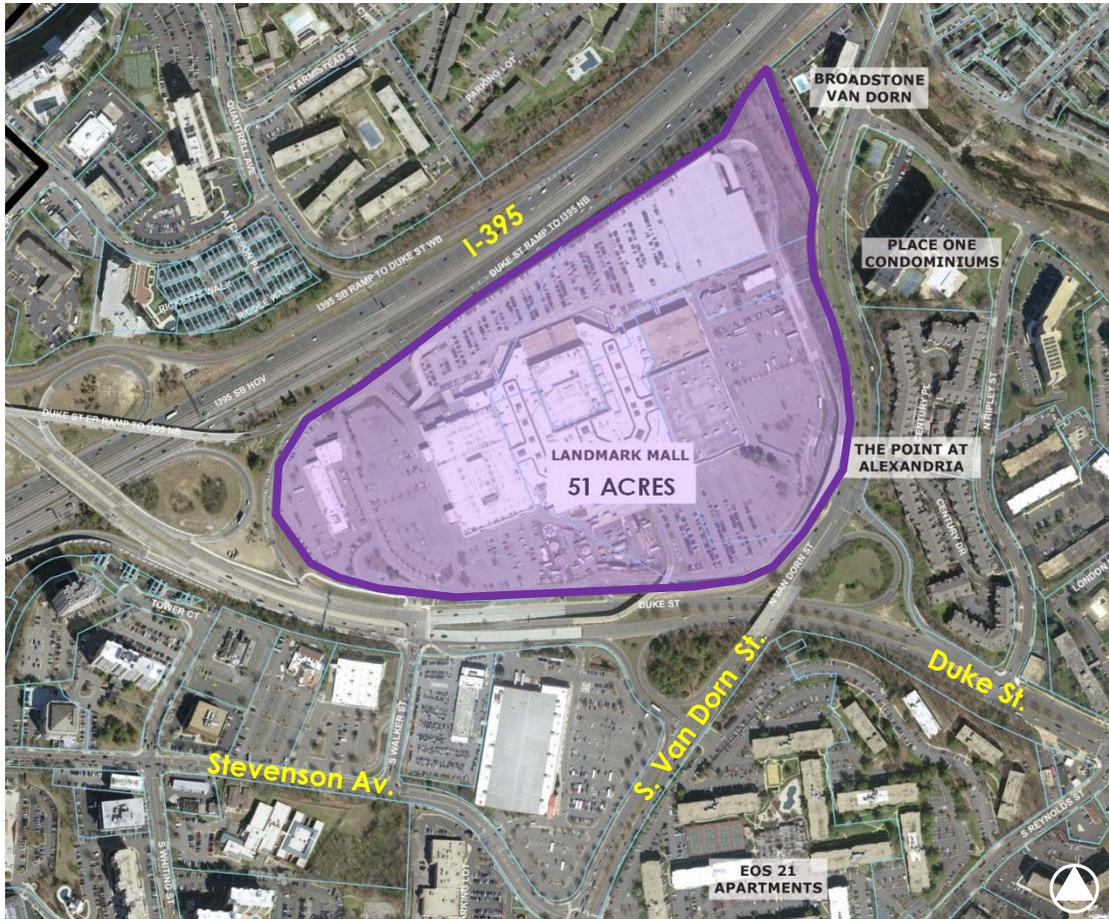
FINAL PRODUCT:

- New chapter to 2009 Plan reflecting existing and new Recommendations

BUILD ON '09 VISION:

- Mixed-use urban center with distinctive architecture, transit and community spaces that serves regional and neighborhood needs and provides walkable streets with access and connections to surrounding neighborhoods

Landmark Mall Site

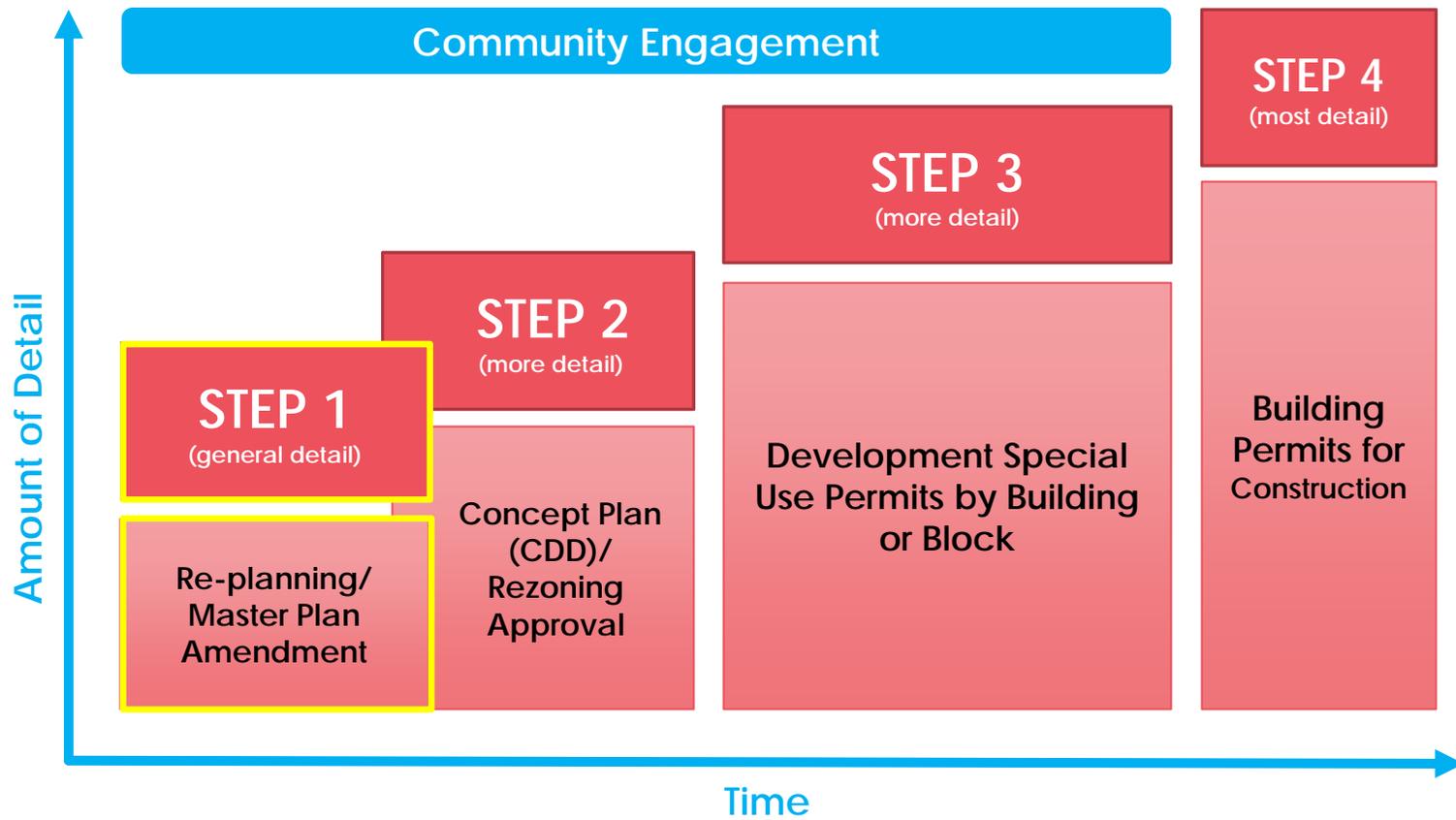


Community Process

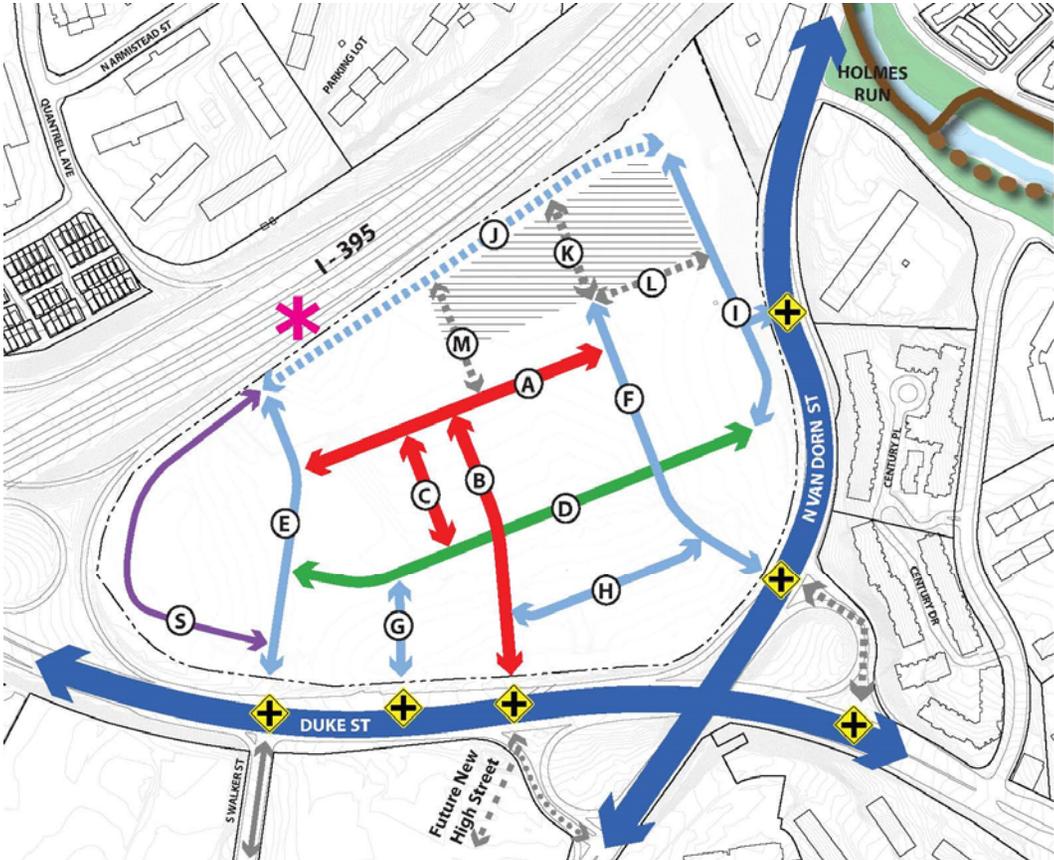


Landmark Mall Re-planning Process – AG/Community Workshop

Path to Redevelopment

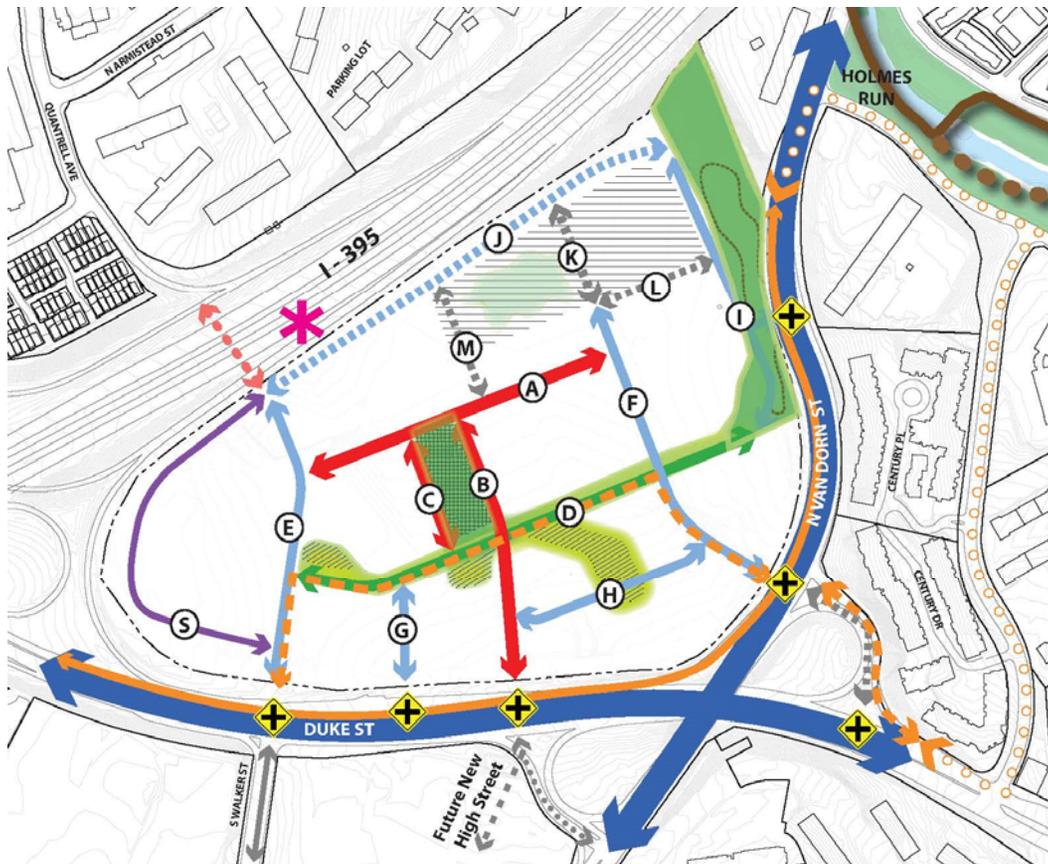


Framework Plan



- LEGEND**
- Main Street
 - Mixed-Use Boulevard (Green Street)
 - Neighborhood Connector
 - Commercial Connector
 - Service Street
 - - - - - Future Extensions
 - ==== Existing above Grade Parking Structure to be Redeveloped with Future Phases
 - Existing Connector
 - Interim Connector
 - ⬢ Signalized Intersections
 - * Potential Connection to/from I-395

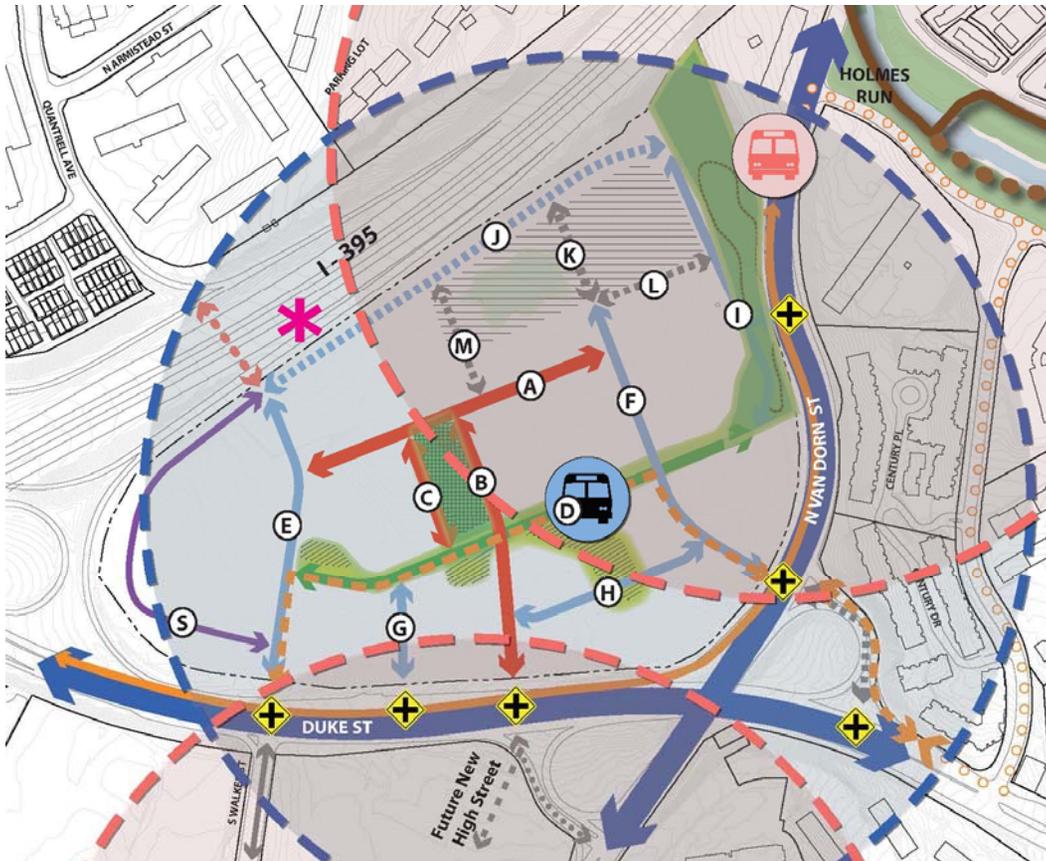
Bicycle & Pedestrian Connections



- LEGEND**
- Main Street
 - Mixed-Use Boulevard (Green Street)
 - Neighborhood Connector
 - Commercial Connector
 - Service Street
 - - - Future Extensions
 - = = = Existing above Grade Parking Structure to be Redeveloped with Future Phases
 - Existing Connector
 - · · Interim Connector
 - ⬢ Signalized Intersections
 - * Potential Connection to/from I-395
 - Central Plaza
 - Terrace Park
 - Neighborhood Park
 - Green Street (Framework Street D)
 - Potential Active Recreation
 - - - Trail Connection

- Shared-use Trail
- - - Bike Facility as determined by CDD
- ○ ○ Potential Bike Facility Planned by city
- Existing Trail
- ● ● Planned Trail by city
- - - Potential Pedestrian/ Bicycle Bridge Connection

Transit Hub



Current Duke Street
(looking east)



**Improved Duke Street
(looking east)**



**Current Van Dorn Street
(looking south)**



**Improved Van Dorn Street
(looking south)**



Plan Framework and Mobility Recommendations

1. Provide streets and blocks as generally depicted in the Framework Plan (Figure 1) and provide perpetual public easements and/or dedicate streets and sidewalks to the City.
2. Provide the street hierarchy depicted in the Framework Plan (Figure 1).
3. Main Streets (Framework Streets A through C) are encouraged to incorporate enhanced paved surfaces **on sidewalks and streets** and, where appropriate, **may be curbless** to serve as an extension of adjacent open space.
4. Provide **internal pedestrian connections** and/or alleys within the blocks, where feasible.
5. Curb cuts for individual buildings should not occur on Main Streets. Curb cuts are encouraged to serve multiple buildings and should be provided primarily on Neighborhood Streets and Service Streets. In limited cases, curb-cuts serving multiple buildings may be provided on the Mixed-Use Boulevard (Framework Street D).
6. **Improve Duke Street and N. Van Dorn Street with streetscape improvements, including a multi-use path, landscaping, street trees, and pedestrian-scale lighting, as generally depicted in Figures 2 and 3.**
7. Design streets to **prioritize pedestrians and potential bicycle facilities** as generally depicted in Figures 4 through 6.

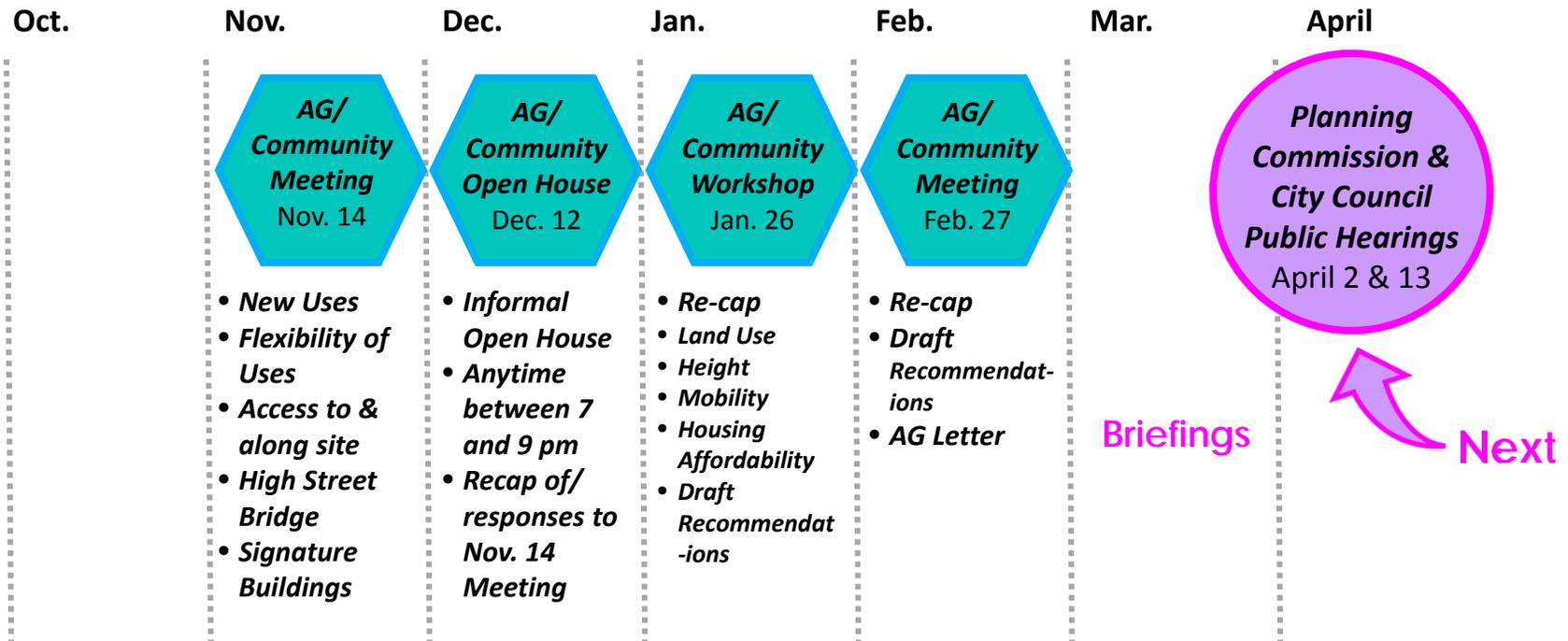
Plan Framework and Mobility Recommendations

8. Provide **dedicated bicycle facilities** on N. Van Dorn Street, Duke Street and Framework Streets D, E and F as generally depicted in Figure 7. Final configuration of bicycle facilities in these locations will be determined as part of the Coordinated Development District (CDD) approval(s). Potential bicycle facilities and accommodations for the remaining Framework Streets will be determined as part of the CDD approval(s) and Infrastructure **Plan**.
9. Street cross sections for Framework Streets will be established as part of the CDD approval(s) and Infrastructure **Plan**.
10. **Remove the ramp structure/fly-over** on Duke Street and implement the reconfiguration of Duke Street as generally depicted in Figure 2 and 5.
11. Include **at-grade** signalized intersections as depicted in Figure 1.
12. Provide **enhanced pedestrian crossings**, with high visibility crosswalks, pedestrian signals and median refuges, at each signalized intersection along Duke Street and N. Van Dorn Street as depicted in Figure 1.
13. Pursue Virginia Department of Transportation (VDOT) and all applicable agency approvals for a **ramp connection to I-395** as generally depicted in Figure 1 as part of a joint effort between the City and the property owner.

Plan Framework and Mobility Recommendations

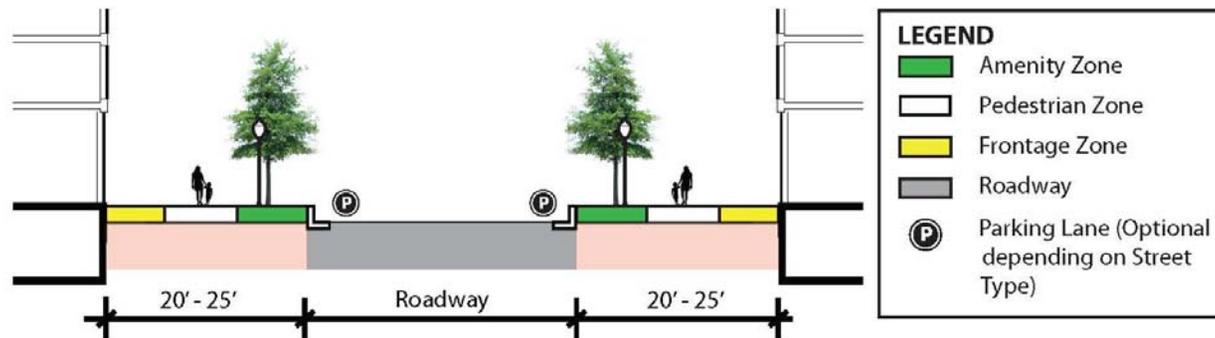
14. Pursue VDOT and all applicable agency approvals for a pedestrian/ bicycle bridge connection over I-395 as generally depicted in Figure 7 as part of a joint effort between the City and the property owner.
15. New structured **parking** should be provided below grade. If new structured parking is located above-grade, it should be lined with active uses, (commercial and/or residential) on all sides fronting Framework Streets A through I and/or open space or otherwise coordinated so as to not detract from the public realm. Above grade parking structures must be designed and constructed to potentially be reused as commercial or residential use in the future.
16. Provide architectural and/or landscape screening for Service Streets **to screen parking and service areas** adjacent to I-395.
17. Provide an **urban transit hub within the site** as generally depicted in Figure 8 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.
18. Provide an overall infrastructure plan that outlines the phasing and construction of all framework streets, Duke Street and N. Van Dorn Street as part of the CDD approvals.

Next Steps



Reference Slides

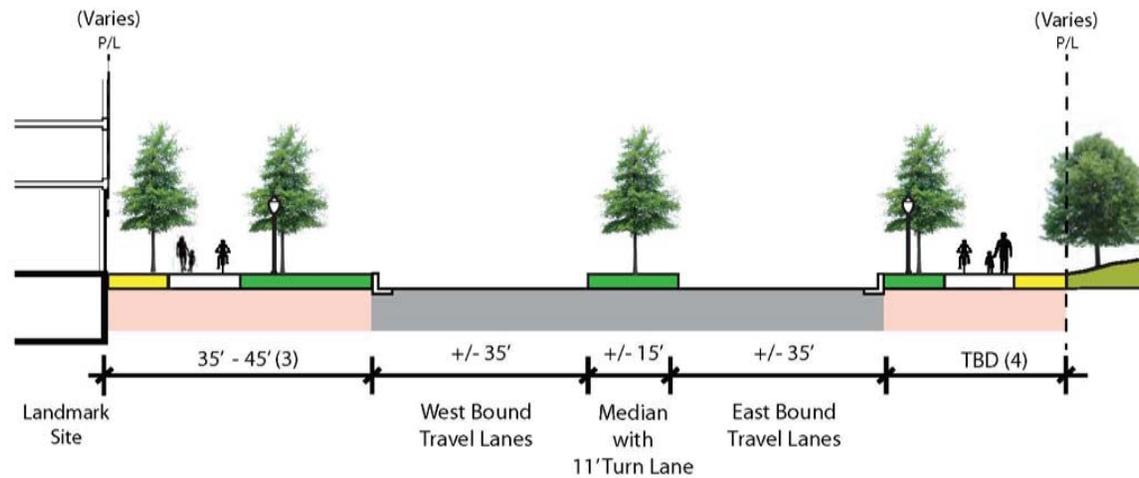
Typical Framework Street Cross Section



Notes:

1. This figure is intended to provide general Zone locations and is not intended to reflect a specific Framework Street or street type. Refer to the chapter language for a general description of each Framework Street, and refer to the Complete Streets Design Guidelines for typical Frontage, Pedestrian and Amenity Zone character and dimensions for each street type.
2. Roadway and Zone dimensions will be established as part of the CDD approval(s).
3. The Pedestrian Zone must have at least 8' clear pedestrian path for all Framework Streets.
4. Bus Rapid Transit (BRT), on-street parallel parking and optional on-street parallel parking to be consistent with the intent of each Framework Street.
5. BRT will be provided on-street parallel to the curb on Framework Street D as generally depicted in Figure 8. Bus shelters will be provided in the Amenity Zone.
6. Bicycle facilities to be determined as part of the CDD approval(s). Where bicycle facilities are provided on-street, the pedestrian zone may be smaller. Where bicycle facilities are provided off-street, the pedestrian zone will be larger.
7. Buildings shown are for illustrative purposes only.

Duke Street Cross Section



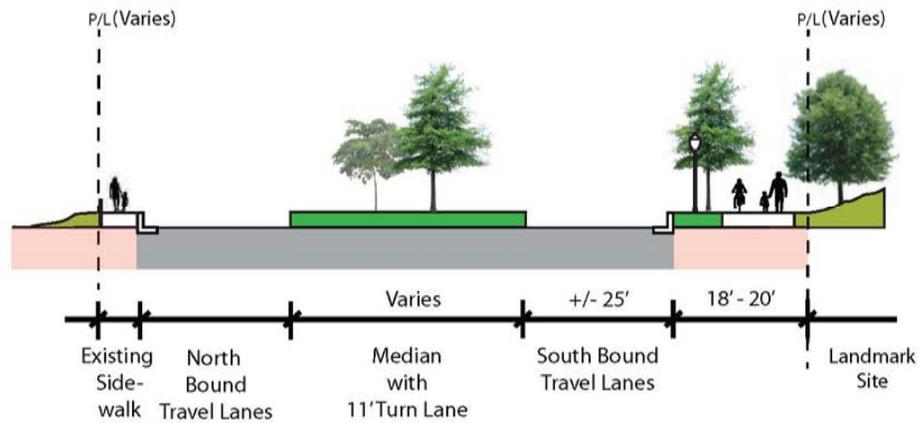
Notes:

1. Buildings shown are for illustrative purposes only.
2. Shared-use trail dimensions determined as part of the CDD approval(s).
3. Curb side landscape area to accommodate potential future transportation improvements.
4. Final width to be determined as part of future redevelopment of adjoining properties.

LEGEND

- Amenity Zone
- Pedestrian Zone
- Frontage Zone
- Roadway
- P/L Property Line

N. Van Dorn Street Cross Section



Notes:

1. Buildings shown are for illustrative purposes only.
2. Shared-use trail dimensions determined as part of the CDD approval(s).

LEGEND	
	Amenity Zone
	Pedestrian Zone
	Frontage Zone
	Roadway
P/L	Property Line



Agenda Item 7: WMATA Shutdown

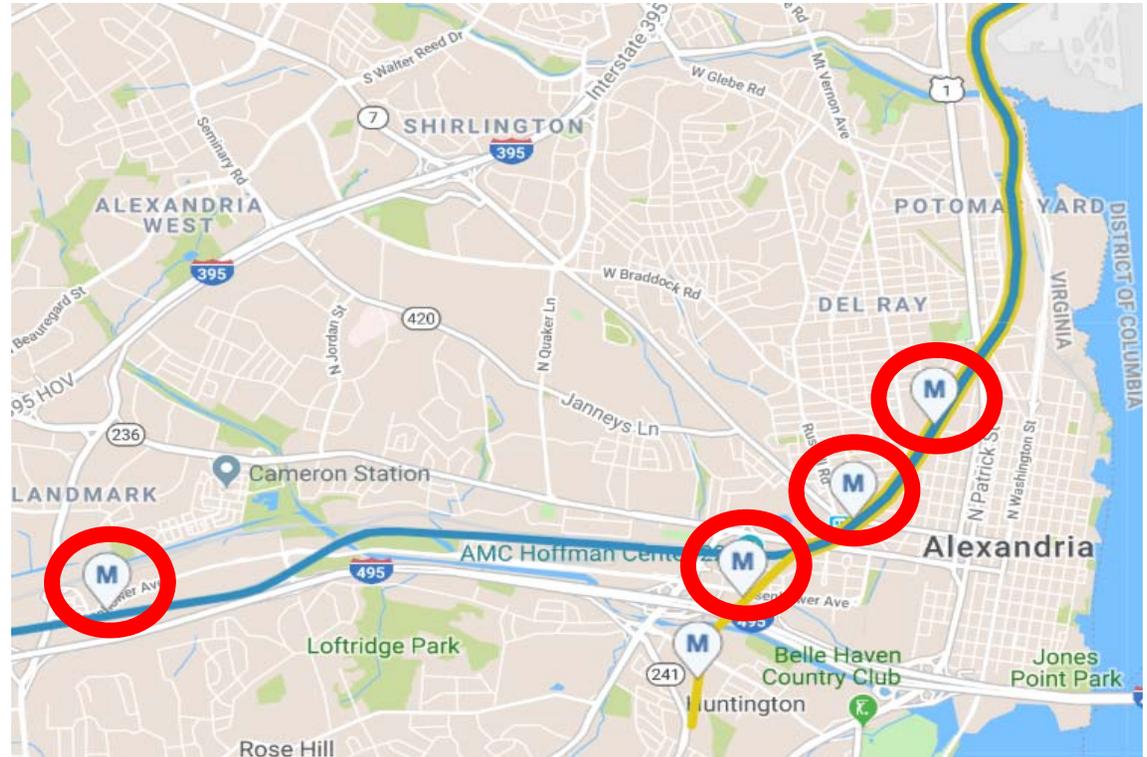
TRANSPORTATION COMMISSION

MARCH 20, 2019



What's Happening?

Entire Blue & Yellow line
from National Airport
south will be shut down
between **May 25 and
September 2, 2019** for
station platform
reconstruction and
upgrades



State of Platforms



Braddock Road Station



King St Station



Van Dorn Station



Feedback from Council

1. Better Communication

- WMATA Communication Plan
- More clear communication on capacity
- Engage the community early

2. Focus on Visitors

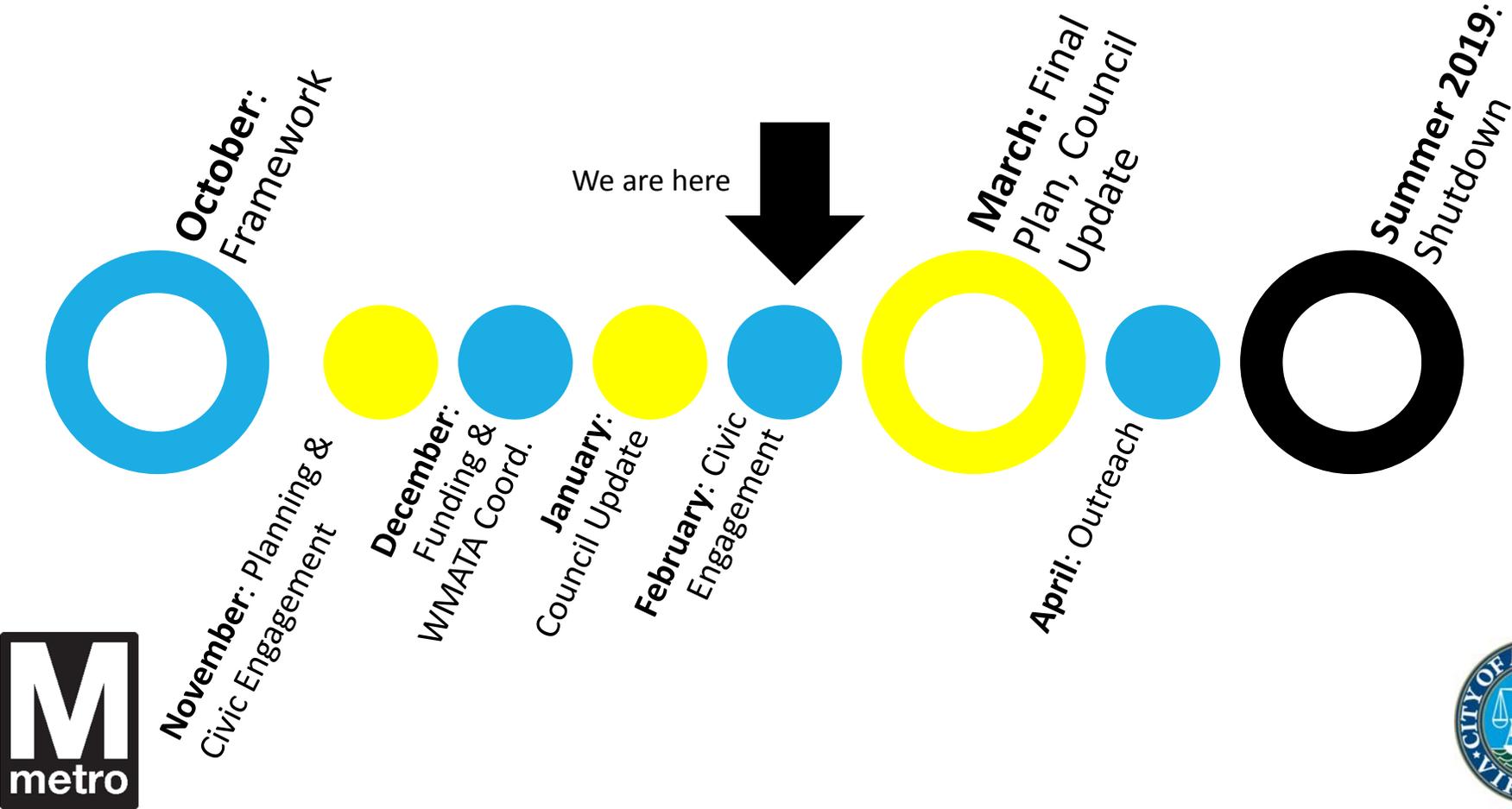
- Increased marketing efforts & partnerships
- Increased mid-day bus service to DC

3. Uniqueness of Event

- Explore new transportation options
- Temporary inconveniences to accommodate commuters



Timeline



Framework: Four Pillars

1. WMATA

- Shuttles & Increased Service on Key Connections

2. City/DASH

- DASH temporary fleet may allow for service enhancements
- City operations, signage, parking & more

3. Mobility Alternatives

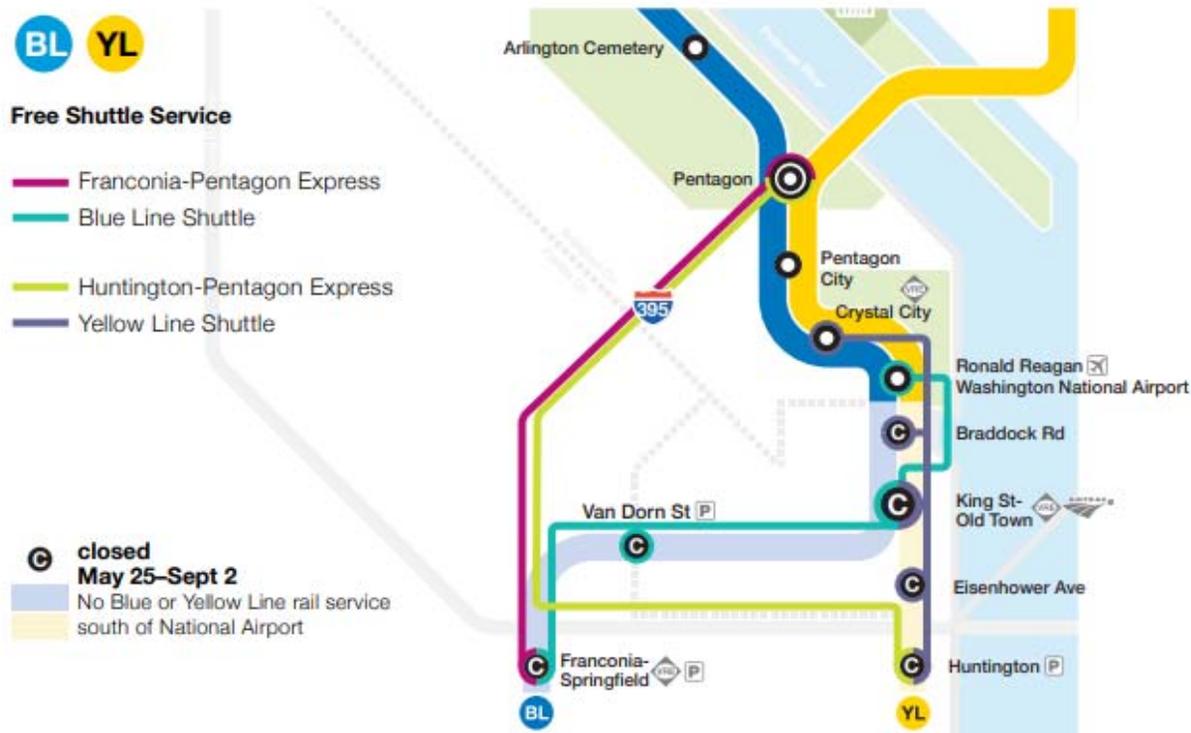
- Transportation Network Companies
- Jurisdictional transit modifications

4. Communications & Outreach

- Go Alex and WMATA
- Focus on Visitors



Pillar 1: WMATA Shuttle Plan



- **4 shuttle routes**
 - National Airport and Franconia-Springfield via Old Town Alexandria
 - Crystal City and Huntington via Metroway
 - Two other shuttles do not enter City surface streets
- Up to **five minute headways** at peak periods
- **Enhanced Metrobus service**
- **Proposed** shuttle between Landmark Mall and Pentagon for Park and Ride



Pillar 1: WMATA Shuttle Plan

- Six Metrorail stations south of National Airport were analyzed at the Weekday Peak Hour of the Peak AM period (7:30am-8:30am)
- Approximate 6,330 people ride the metro during this peak hour
- WMATA has developed three categories of demand:
 1. Anticipated Ridership
 2. Planned Seated Capacity
 3. Planned Full Capacity (with standing)

Projected Ridership	Anticipated	Planned Seated Capacity	Planned Full Capacity
Shuttle Ridership	25%	59%	63%
Projected Local Transit Ridership	38%	25%	34%
Combined Transit/Shuttle Capacity	63%	84%	97%
Other Transportation Alternatives	37%	16%	03%

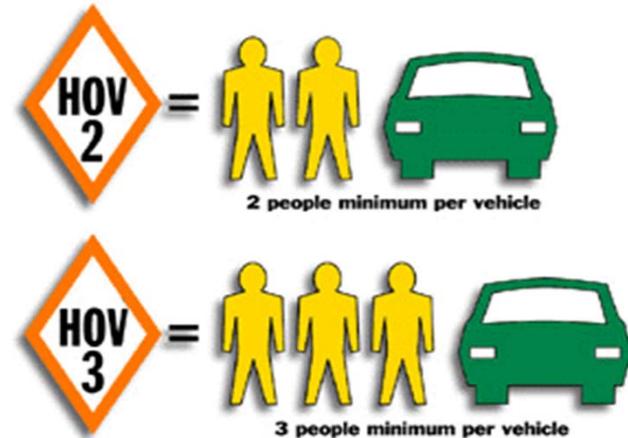


Pillar 2: City/DASH Mitigation

- HOV Lane Changes
- Encourage Vanpool Formation
- Additional Ferry Service

GOALS

- Improve travel times for buses, commuters using HOV lanes
- Promote ridesharing as viable form of commuting that will have lasting impact beyond the 2019 Shutdown



Source: VDOT



Pillar 3: Mobility Alternatives

- Shared Mobility Pilot
- Capital Bikeshare Promotion
- Pedestrian Access Improvements
- Bicycle Education



GOALS

- Encourage people to utilize & adopt travel alternatives
- Improve accessibility to make walking and riding transit a more viable option



Pillar 4: Communications & Outreach

Co-Working Memberships

- Street Teams
- Marketing
- Stakeholder Meetings
- Employer Outreach



GOALS

- Assist community and employers in developing plans and providing alternative options for commuting
- Change travel behaviors long term



Pillar 4: Communications & Outreach

Focus on Visitors

- Manage impact to tourism industry
- Education to hospitality industry and regional partners
- “Love Your Summer” Hotel Package
- Increased mid-day bus service to DC
 - WMATA to run all day and bi-directional service on the 11Y



**TRAVEL OPTIONS DURING SUMMER 2019
ALEXANDRIA METRO STATIONS CLOSURE**
Provided by Visit Alexandria

Mode	Description	Est. Cost	Time
Water Taxi	Connecting Alexandria and the Wharf Additional service available to Georgetown, National Park, National Harbor, Mount Vernon	\$10.00 - \$12.00 one way More info: PotomacRiverBoat.com	30 minutes
Rideshare	(Lyft/Uber) First time Lyft users, save \$3 with the code: VISITALEXTR	Est. Cost: \$15.00 - \$20.00 one way More info: Lyft.com/Uber.com	20 minutes
Taxi	Connecting Old Town Alexandria to Downtown D.C.	Est. Cost: \$17.00 - \$21.00 More info: AlexandriaYellowCab.com	20 minutes
Virginia Railway Express	Connecting the Alexandria Amtrak Station with L'Enfant Plaza and Union Station in Washington, D.C.	Est. Cost: \$7.00 one way More info: VRE.org Note: Not available midday or weekends	25 minutes
Car		Est. Cost: Fuel \$2.00+; parking garage \$15 - \$20 (all day garage) or \$2.30/hour (meters) More info: DCParking.org	20 minutes
Capital Bikeshare	Various locations throughout Alexandria and Washington, D.C.	Est. Cost: \$4.00 one way More info: CapitalBikeshare.com	45 minutes
Metrobus	Various stops throughout Alexandria and Washington, D.C.	Est. Cost: \$2.00 one way More info: WMATA.com	40 minutes
Metroway	Connecting Braddock-Road Metro with Crystal City Metro. Features dedicated coach-only lanes to beat traffic. Service every 6-15 minutes.	Est. Cost: \$2.00 one way More info: MetroWayVA.com	30 minutes
Carshare	(Zipcar)	Est. Cost: \$10.00/hour More info: Zipcar.com	20 minutes

Visit Alexandria
VisitAlexandriaVA.com/MetroOptions

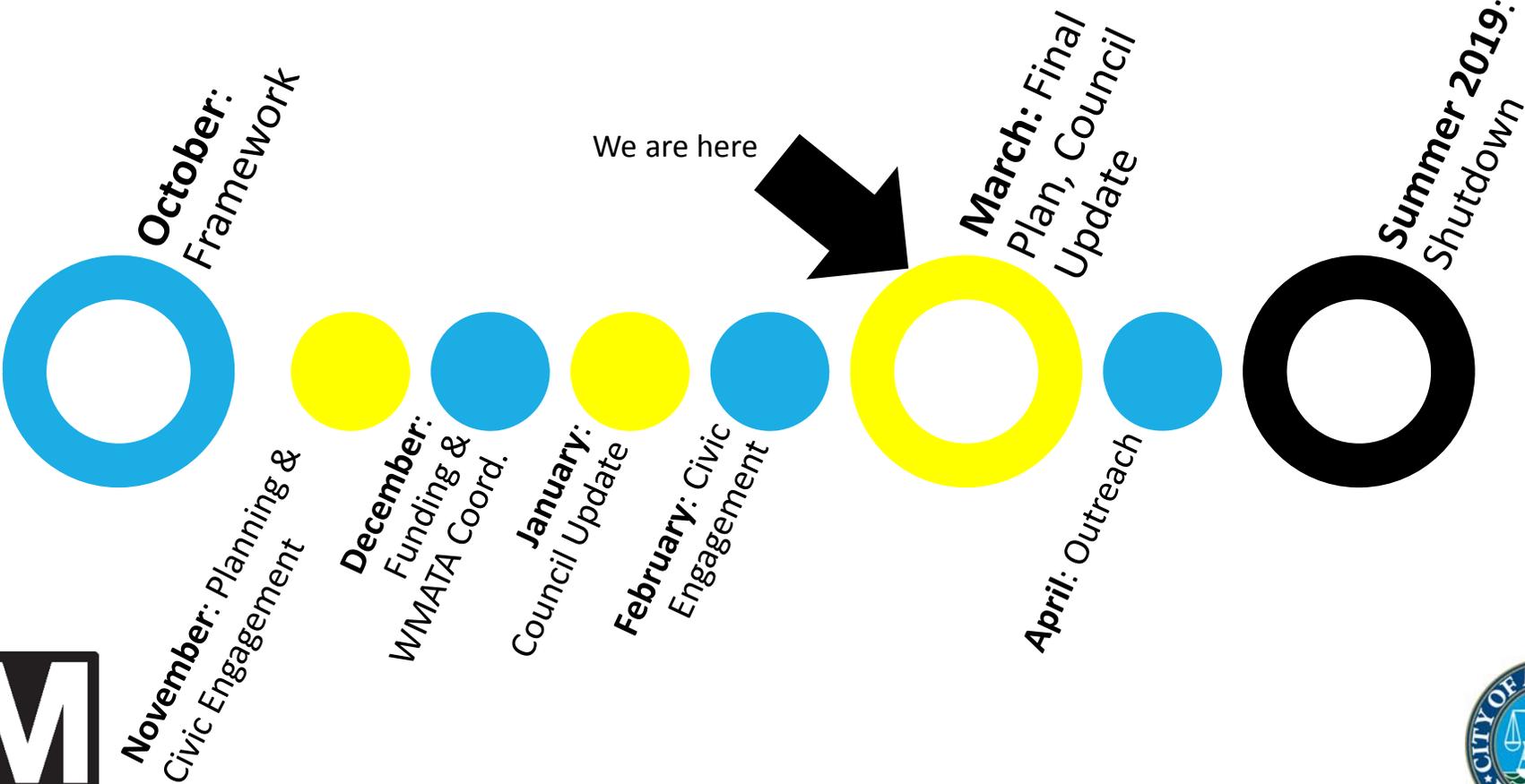


Continued Outreach

- Open Feedback on Draft Mitigation Plan
- Present to Council for feedback on 3/26
- Final Mitigation Plan in April



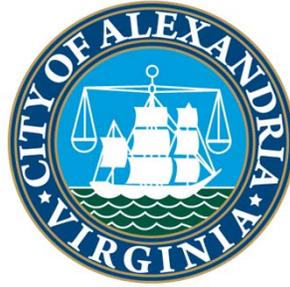
Timeline



Thank you

Questions?





Proposed FY2020 City Budget

Agenda Item #8



Purpose:

- To inform TC of highlights from the City Manager's Proposed FY2020 budget



Strategic Focus

- A Smart City
- A Green City
- An Equitable City
- The Economy
- Workforce Investments
- Capital Investments



Highlights

- No change for:
 - Real Estate Tax
 - Personal Property Tax
 - Sanitary or Sewer rates
- +9% increase in residential refuse rate
- Capital Improvement Program
 - FY 2020-FY 2029 - \$1.6 Billion
 - Maintains Transportation Improvement Program (TIP) 2.2 cents



Highlights

- **311 Implementation in mid FY 2020** with expanded hours, capabilities and staffing
- Continued implementation of **municipal fiber and integrating with Smart Mobility** traffic signal system
- **Variable rate pricing** for on-street parking capability
- Use of **license plate readers** for improved delinquent tax and parking ticket collection
- **E-citation capability** for Police officer-written moving violation tickets
- The City will further “green” its vehicle fleet with **more hybrid and EV’s**
- \$3.5 million for **clean diesel buses**
- All City street lights will be converted to **LED** over the next two years



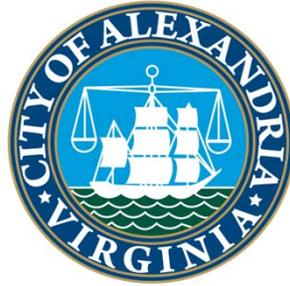
Operating Highlights

- WMATA operating subsidy increased by 27% (\$15.7 million in FY 2019, \$20.0 million in FY 2020)
- Implement Vision Zero
 - T&ES's operating budget maintained \$100,000 to expand educational efforts and data collection
 - Maintained \$375,000 increase in Complete Streets CIP for Vision Zero implementation
 - \$.9 million in additional support for Complete Streets projects in FY 2020 and 2021



Transportation CIP Highlights

- \$9.7 million to support the WMATA Capital Improvement Program.
- \$5.5 million for Street Reconstruction and Resurfacing.
- \$3.5 million for Dash Bus Clean Diesel Fleet Replacements
- \$12 million to begin the Duke Street BRT Environmental and Design work
- \$1.2 million for Transit Signal Priority



I-395 Commuter Choice Grant

Agenda Item #1



Purpose:

- To inform the TC about this upcoming grant application for April, 2019

Overview

- Funds from I-395/95 Toll lanes
- At least \$15 million/ year total
 - Grant is over ~2 year period
- Jurisdictions and transit providers eligible
- Goals:
 - Maximize person throughput
 - Multi-modal improvements



Eligible Project Types



New or enhanced local bus service



New or enhanced commuter bus service



Park & Ride Lot(s) and Access



Roadway Improvements (Corridor Management & ITS)



TSM (Transportation System Management / TDM
(Transportation Demand Management)



Vanpool / Carpooling

Project Scoring

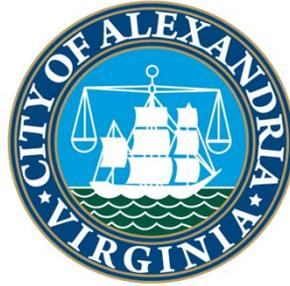
- Technical merit
- Cost effectiveness
- Applicant priority
- Toll Day 1 Ready
 - Only for first round





Timeline

- Application Period
 - April 5 – May 15
 - TC Endorsement – April
 - CC Approval – April
- Preliminary Scoring – July
- Public Comment Period – Aug/Sept
- Public Hearings – Sept
- Final Action - October



CY2019 Transportation Commission Work Plan

Agenda Item #10



Purpose:

- To plan and organize the TC work program
- To prepare for upcoming items

Objective:

- To receive input from the Transportation commission and discuss the work plan



Major Updates

- AMP Stakeholder Advisory Groups
- Budget Public Hearing for April
- No LRP
- SMARTSCALE Grant update
- Council / TC Work Session
- Smart Mobility/ITS
- No Complete Streets Annual Update
 - Annual Vision Zero update
 - Biennial Pedestrian/Bicycle Master Plan Update
- EAP – Update and Endorsement



	Dec-18	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
City Planning Studies													
				★	TRANSPORTATION COMMISSION RETREAT (March 2)								
Landmark Mall Redevelopment				▲ Update				▲ Update					▲ Update
Eisenhower West Implementation						▲ Written Update				▲ Update			
Potomac Yard Metrorail Station							▲ Written Update						▲ Public Hearing
Oakville Triangle SAP						▲ Written Update						▲ Update	
Alexandria Transit Vision Study							▲ Written Update					▲ Update	
Alexandria Mobility Plan					▲	▲	▲	▲		▲	▲	▲	▲
Environmental Action Plan Update: Phase II					▲ Endorsement								▲ Update
Eisenhower East SAP					▲ Update	▲ Endorsement							▲ Update
Transportation Funding													
FY2020-2029 City Budget			▲ Update	▲ Public Hearing								▲ Guidance	
6 Year Plan / RSTP / CMAQ Funding Request													▲ Recommendation
I-395 Grant Application				▲ Update	▲ Public Hearing								
FY2025-26 Smart Scale Grants			▲ Update on submission				▲						
NVTA 70% Funding Grant							▲ Public Hearing						
Council/TC Work Session										▲			
Transportation Programs													
TDM Program													▲ Update / Grant
Vision Zero Action Plan Implementation				▲ Update									
Capital Bikeshare Expansion							▲ Update						▲ Written Update
Parking Technologies										▲ Update			
Smart Mobility/ITS							▲ Written Update						▲ Grant
Regional Projects / Plans													
DC to Richmond High Speed Rail (DC2RVA)							▲ Update						

Commission Update / Presentation ▲
 Item requiring commission action ▲
 Advisory Group Meeting ▲



Major items for the CY2019 Work Plan

- Implementation of the Vision Zero Action Plan
- Landmark Mall Re-Planning
- Eisenhower East SAP Update
- Alexandria Mobility Plan
- Potomac Yard MetroRail Station Public Hearing
- Alexandria Transit Vision Study
- FY19 Interdepartmental Work Plan
- Grant Funding applications
- Budget Guidance

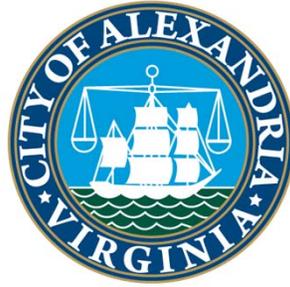


Transportation Projects in the FY 2019 Interdepartmental Long Range Plan



Transportation Projects Highlighted in the FY20 Work Program

- Alexandria Transit Vision Study
- Smart Mobility / ITS
- Vision Zero Action Plan & Complete Streets Program
- Landmark Mall Re-planning
- Eisenhower East Phase 2 SAP
- Alexandria Mobility Plan- St./Parking/ITS Chapters
- Environmental Action Plan and Green Building Policy Updates
- Residential Parking Permit Program



Other Business

Agenda Item #11