



Transportation Commission

February 17, 2021

**7:00 PM
Virtual Meeting**

AGENDA

1. Electronic Meeting Notice (see next page)
2. Public Comment (Not to exceed 10 min)
3. Minutes of the January 25, 2021 Meeting
4. **Information Item: Vision Zero Year 3 Progress Update**
5. **Information Item: Parking Technology**
6. **Discussion Item: WMATA FY22 BUDGET**
7. **Commissioner Updates**
8. **Items for Consent**
 - A. Resurfacing/Complete Streets
 - B. Smart Scale
 - C. Transitways
 - D. Items from January:
 - A. Work Plan
 - B. Visualize 2045
 - C. Interdepartmental Long Range Work Program
9. **Other Business**

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: March 17, 2020 at 7:00 PM

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



Electronic Meeting Notice

1. Electronic Meeting Notice

Due to the COVID-19 Pandemic emergency, the 2/17/2021 meeting of the Transportation Commission is being held electronically pursuant to Virginia Code Section 2.2- 3708.2(A)(3), the Continuity of Government ordinance adopted by the City Council on June 20, 2020 or Section 4-0.01(g) in HB29 and HB30, enacted by the 2020 Virginia General Assembly (Virginia Acts of Assembly Ch. 1283 and 1289), to undertake essential business. All of the members of the Board and staff are participating from remote locations through Zoom. This meeting is being held electronically, unless a determination is made that it is safe enough to be held in person in the City Council Chamber at 301 King Street, Alexandria, VA. Electronic access will be provided in either event.

Members of the public can join through the following link:

<https://zoom.us/j/93916882867>

Passcode: 986482

Or by phone:

Dial(for higher quality, dial a number based on your current location):

US: +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799

Webinar ID: 939 1688 2867

Passcode: 986482

Public comment will be received at the meeting. There will be a public comment period at the beginning of the meeting and written testimony can be provided until 3PM on 2/17/21 to Jennifer.Slesinger@alexandriava.gov.

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City of Alexandria
Transportation Commission

Regular Meeting

January 25, 2021
5:30 p.m.
Virtual Meeting

MINUTES

Commissioners Present: Chair Melissa McMahon, Commissioner Casey Kane, Commissioner John Goebel, Commissioner Bill Pugh, Commissioner Jeff Bennett, Commissioner Larry Chambers, Commissioner Bill Marsh.

Staff Present: Hillary Orr – Deputy Director of Transportation Planning & Environmental Services, Christopher Ziemann - Transportation Planning Division Chief, Jennifer Slesinger - Transportation Planning Division, Sharese Thomas - Transportation Planning Division.

Audio/Visual presentation is available online:
<https://www.alexandriava.gov/TransportationCommission>

Chair McMahon called the Transportation Commission meeting to order at 5:33 pm.

1. Electronic Meeting Notice

2. Public Comment Period

Former Commissioner Gaskins called in to wish the Transportation Commission well as she will no longer be serving on the Transportation Commission.

3. December Meeting Minutes

Motion to accept the minutes as presented: Commissioner Bennett

Second: Commissioner Marsh

Motion carries unanimously.

4. ACTION ITEM: Elections

Motion to nominate Chair McMahon for Chair: Commissioner Kane

Second: Commissioner Goebel

Motion carries unanimously.

Motion to nominate Vice-Chair Gonzalez for Vice-Chair: Commissioner Kane

Second: Commissioner Goebel

Motion carries unanimously.

Adjournment

At 5:44 pm, the Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 17, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, T&ES

SUBJECT: AGENDA ITEM #4 – VISION ZERO YEAR 3 PROGRESS UPDATE

ISSUE: Staff update to the Transportation Commission about progress on Vision Zero's Year 3 (CY2020) Priority Items

RECOMMENDATION: That the Transportation Commission receive the update.

BACKGROUND: Calendar year 2020 marked the third year in the implementation of the citywide Vision Zero initiative. The goal of Vision Zero is to eliminate all traffic related deaths and serious injuries in Alexandria. The City adopted its Vision Zero policy in January 2017 and developed an action plan that was adopted in December of 2017. Staff began implementation of the plan in January 2018.

In each calendar year, staff develops engineering priorities that T&ES works to implement over the following 12 months and reports out on the progress of these items in an annual report, typically published with updated traffic crash data for the same calendar year at the same time (April of the following calendar year). To provide results more quickly, staff presents this progress report on action items in advance of the full report which is released in the Spring.

Year 3 (CY 2020) Priority Items / Accomplishments

Because of the coronavirus pandemic, 2020 was a challenging year. For Vision Zero, staff was met with unique challenges like budget constraints, staff capacity issues with the ongoing response to COVID, challenges of shifting to virtual work, and limitations with in-person site visits and materials/equipment lead times.

Despite the challenges, staff was able to install or move forward a number of safety improvements identified as engineering priorities, summarized below. For a detailed list, please see Attachment 1.

- Installed:
 - Over 30 high-visibility crosswalks
 - Permanent crossing improvements (ramps, median refuges) at over 10 locations

- New pedestrian signals at high pedestrian crash locations (Van Dorn and Holmes Run Pkwy)
- Speed feedback signs to encourage speed limit compliance on Duke Street with more planned in CY2021
- Undertook a volunteer-led project with Alexandria Families for Safe Streets to document all uncontrolled, marked crosswalks in the City to assist with future planning
- Made substantial progress on capital projects that include key safety features at high crash locations (e.g. King, Callahan, Russell Road and Duke at West Taylor Run)
- Analyzed all streets in the city with posted speed limits of over 25 mph to determine crash rates and priority rankings for speed limit reduction or other engineering priorities
- Updated all existing pedestrian signage to adhere to new legislation to stop for pedestrians
- Began work on an Automated Enforcement in School Zones program

Year 4 (CY 2021) Priority Items

The priority items for 2021 focus on safety countermeasures to the crash trends staff have seen over the past three years. Staff plan to:

- Install streetlighting improvements (LED retrofits) at 10 locations
- Install 20 intersections with Lead Pedestrian Intervals (LPis) and coordinated No Turn on Red (NTORs) to prevent right turn and angle crashes at key locations
- Install left-turn crash mitigation measures on at least two high crash corridors
- Install one key sidewalk project near schools, recreation centers, senior centers, or transit stations to improve safety and walkability
- Prioritize and improve 10 uncontrolled crossing locations with safety countermeasures appropriate to the location (e.g. markings, signage, parking removal, curb extensions, flashing beacons, HAWK signals, etc.)
- Prioritize and install safety improvements at 20 controlled locations to include
 - Curb extensions
 - Stop sign enhancements
 - Markings
- Conduct intersection audits at the top 5 KSI intersections in the City and install low-cost, quick installation improvements at each.

Highlighting Equity Areas

Based on crash history, risk, and where improvements and investments have been made, there are areas of the city that have been historically underserved by City services. In an effort to build safer streets for all Alexandrians, continue the citywide effort to advance equity as a priority, and continue to be data-driven in approaching planning, designing, and implementing safety improvements, staff have shifted focus to concentrate outreach, funds, and staff time to address the persistent safety issues of these areas. Further, studies have shown that black, indigenous and other communities of color tend to represent a higher percentage of severe or deadly crash victims.¹² It is for these reasons that staff has

¹ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/809956>

been utilizing MWCOG's Equity Emphasis Areas to prioritize new safety improvements.³ Staff will continue to prioritize safety improvements in these areas until crash data shows that the rates and severity are decreasing.

Attachment 1: Progress on Year 3 Engineering Priority Items

² <https://www.npr.org/2017/02/15/515336658/researchers-examine-race-factor-in-car-crashes-involving-pedestrians>

³ <https://www.mwcog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/equity-emphasis-areas/>

Attachment 1: Progress on Year 3 Engineering Priority Items

Engineering Priority Item	Status	Notes
Install 10 Leading pedestrian intervals	●●●○○	Locations identified and checked for capabilities; implementation needed
Upgrade 20 crosswalks to high visibility markings	●●●●●	Complete
Install No turn on Red Restrictions at 10 locations	●●●○○	Locations identified to be installed with LPs, Implementation needed
Install pedestrian signals at 5 intersections	●●●○○	Locations identified, but 98% of crosswalks at signalized intersections have pedestrian signals
Upgrade or install 25 curb ramps to improve accessibility	●●●●●	Completed with repaving streets
Upgrade or install safety countermeasures at 3 uncontrolled crossings	●●●●○	RRFBs installed, HAWK signal in design at Braddock and N Early
Continue implementation of Safe Routes to School improvements at 6 schools	●●●●●	Signs, markings, and other improvements in planning, design, and implementation. See Safe Routes to School Progress Report
Provide safety improvements at 4 high risk intersections	●●●●●	Complete
Reduce the speed limit from 35 to 25 mph on one road where appropriate	●●●○○	Crash analysis completed, priority location identified, awaiting approvals and implementation
Speed control measures for three locations (3)	●●●●●	Speed cushions and speed feedback signs installed
Pilot left-turn traffic calming measures in one location	●●●○○	Locations identified, design plan and installation needed
Develop a pilot program for a neighborhood slow zone program	●○○○○	Investigated best practices for slow zone implementation and authority to lower speed limits, location needs to be finalized and a process developed.
Update pedestrian paddle signage to reflect new legislation	●●●●●	Complete

Identify locations for speed cameras in school zones related to new legislation	●●●○○	Map completed of school zones, pilot ongoing on Beaugard
Install speed feedback signs on 2 high crash corridors	●●●○○	Installations occurred on Duke, waiting on equipment for others
Programmatic Safety Priorities		
Item	Status	Notes
Safe Routes to School Walk Audits for Middle and High School Campuses	●○○○○	In-person schooling and travel patterns to school heavily informs these audits, therefore are on-hold until in-person schooling and traffic normalization occurs
Intersections Audits for the top 5 highest crash locations	●○○○○	Defer to CY 2021. List of locations identified, top 5 need to be prioritized and services procured
Continue safety legislation recommendations	●●●●●	Staff have submitted and supported traffic safety legislation in the General Assembly
Craft an education campaign for new legislation effective in July 2020/January 2021	●●●○○	Social media, Enews for July, social media sharing for January
Perform a sign audit on high crash corridors to ensure all signs are retroreflective	○○○○○	Defer for staff capacity and budget

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 17, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, T&ES

SUBJECT: AGENDA ITEM #5 - PARKING TECHNOLOGY

ISSUE: Staff update to Transportation Commission on the City's parking technology efforts.

RECOMMENDATION: That the Commission receive the update on parking technology.

BACKGROUND: Parking is consistently rated by Alexandria residents as one of their least positive experiences in the City. Reasons for the negative perceptions of parking vary widely, from a lack of available spaces to the price of parking. These views also include related issues like traffic congestion and cut-through traffic.

The City's 2018 Smart Mobility Framework includes a list of the current parking technologies in use as well as future technologies under consideration. City policy is to use technology to maximize the use of the City's parking assets, improve perceptions about parking, and help the City prepare for the future with new mobility services.

DISCUSSION: Staff identified five categories of technology applications in the City's parking program in order to set priorities for investment. The categories are:

- User experience, payments, and pricing
- Data collection and management
- Permitting
- Enforcement
- Electric and alternative vehicles

Because existing efforts are already underway to address the permitting, enforcement, and electric vehicle categories, staff have focused on the first two categories. Within those two categories, staff have identified five priority areas for investment:

- Garage access and payment systems
- Real-time parking information
- On-street data collection
- Parking management software
- Modernized parking meters

The City has access to grant funding from the Virginia Department of Transportation to purchase and implement many of these systems. Beyond the grant funds, Staff are evaluating the potential to use funding from the Transportation Technologies Fund in the City's Capital Improvement Program for some of the proposed improvements. Parking revenues are also a potential source of funding for a portion of these investments, particularly for technologies with ongoing operating expenses, although typically this revenue goes directly to the General Fund.

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 17, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, T&ES

SUBJECT: AGENDA ITEM #6 - WMATA FY22 BUDGET

ISSUE: The FY22 WMATA budget public comment period is open from February 20 to March 16.

RECOMMENDATION: That the Commission provide feedback to staff on the WMATA FY22 budget and that individual members provide direct input to WMATA during the public comment period.

BACKGROUND: In the Coronavirus Response and Relief Supplemental Appropriations Act of 2021, signed into law in early January, the region received \$830 million for transit funding. The funding includes apportionment to WMATA, the Potomac and Rappahannock Transportation Commission, and VRE. Of that amount, approximately \$630 million is designated for WMATA after WMATA allocates a portion to local transit providers.

On January 14, the WMATA General Manager presented to the WMATA [Board](#) an FY21 budget amendment to allocate \$95 million of that funding to prevent layoffs and reductions in service, as well as an FY22 revised budget for public hearing, which allocates the remaining funds. The FY21 budget amendment will add additional bus service to the region, and Alexandria specifically, instead of severely cutting service as initially planned. Region-wide, bus service will increase from about 75% of pre-pandemic levels to over 80% of pre-pandemic levels. While almost all routes in Alexandria will be running, many will have reduced service levels, and some will have modified routes. Under the FY22 budget proposal, the increased service will continue through December 2021. More information about the specific routes is available at: <https://www.wmata.com/about/board/meetings/board-pdfs/upload/3B-FY2022-Budget-Update-2.pdf>.

Unless additional revenue is identified, WMATA will have a \$119 million budget deficit for the second half of FY22. The current proposal will require, starting in January 2022 through the end of FY22, closure of 22 stations including Eisenhower and Van Dorn, reduced rail service to 30 minute frequencies, as well as eliminating most bus service in Alexandria, except for modified service on 7A/F, 10B, 28A, and 29K/N. No Metroway service is currently in the budget for

January 2022-June 2022. Limited weekend rail service will still be available. These cuts would result in over 2,561 layoffs.

The timeline for the WMATA budget process is as follows:

- February 20, 2021: Public comment period opens
- March 8-10: Series of five virtual public hearings
- March 16: Public comment period closes
- April: Metro's Board of Directors adopts final budget

DISCUSSION: In addition to a final determination of service levels and rail, there are three major WMATA board level decisions surrounding the approach to the FY22 budget.

Jurisdictional Subsidy Increase - The proposed budget does not include the allowed 3% increase to the jurisdictions' base operating subsidy (prior to legislative exclusions). WMATA did not include the allowed \$33 million increase in the budget to ease the burden on jurisdictions that have also seen significant reductions in revenue in FY21. For Alexandria, this represents a savings of about \$1.3 million.

Timing of cuts - Another major discussion point on the budget is whether cuts should be more evenly spread throughout the year. While this approach would result in layoffs upfront, it would not require as many layoffs as projected if additional funding does not materialize by December 2021. It would also better match service levels to demand, as more people will likely be working and comfortable taking transit in 2022 than they are today.

Flexing operating costs to the capital budget - The original FY22 proposed budget, prior to the award of Federal stimulus dollars, included flexing an additional \$60 million of maintenance work to the capital budget, on top of the \$60 million dollar WMATA flexes regularly. This strategy enables WMATA to provide additional service with the operating budget, but requires delaying certain capital projects. Some members of the WMATA board believe that excess flexing of the operating budget to capital in the past contributed significantly to the state of good repair backlog that resulted in SafeTrack closures. It also requires that WMATA pay debt service on operating costs, which is generally not good budgetary practice. Adding this back into the budget now, or through the course of a budget amendment later in the year when more is known about the actual budget, could erase about half of the service cuts that are proposed in FY22.

RECOMMENDATION: Members of the public and Transportation Commissioners are encouraged to provide feedback during the public comment period about these topics as well as specific routes and services important to the community.

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 17, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, T&ES

SUBJECT: AGENDA ITEM #8 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. Resurfacing/Complete Streets

In 2011, City Council adopted the Complete Streets Policy. This policy requires that improvements be assessed for all users of the street as part of regular maintenance. When streets are repaved, this provides an opportunity to upgrade parts of the street to better serve people of all ages and abilities by improving safety, access, and mobility.

Every three years, the City conducts a comprehensive survey of pavement condition of every City-owned street. Each street receives an objective score ranging from 1 (worst) to 100 (best). These scores are used to create a Pavement Condition Index (PCI), which is used to rank street segments according to need and help create the maintenance schedule.

Repaving can be an opportunity to turn the City's adopted plans into reality. Some of these plans include the Pedestrian and Bicycle Chapter of the [Transportation Master Plan](#), [Safe Routes to School Program](#), and the [Vision Zero Action Plan](#). These plans involved community input and included recommendations to make our streets safer and more accessible for everyone. Repaving is also an opportunity to phase in standard upgrades, like ADA-accessible curb ramps.

Based on the potential for improvements and prioritizing equity, the City is now asking for [community input](#) on the following streets planned to be repaved in FY22:

- Braddock Road (from King Street to Russell Road)
- Montrose Avenue (from East Raymond Avenue to Richmond Highway)
- Richenbacher Avenue (from North Van Dorn Street to North Pickett Street)

A feedback summary for each street will be posted online in the Spring. City staff will review all comments, and improvements will be identified based on feasibility, safety, maintenance schedules, and available resources.

Below are some examples of changes that may be considered for a street as part of repaving:

- Add or upgrade curb ramps
- Add or upgrade pedestrian crosswalks
- Improve roadway signage
- Add bicycle facilities, such as bike lanes or shared-lane markings
- Modify parking to improve sightlines
- Additional pedestrian crossing treatments
- Minor signal timing changes

Feedback will be accepted through Friday, February 26th.

B. Smart Scale Funding

Virginia Department of Transportation (VDOT) staff has recently published its list of recommended projects for Smart Scale funding (FY 2026-FY 2027). All four projects that Alexandria applied for were recommended. These include:

- Route 1 and E. Glebe Intersection Enhancements
- Route 1 South Streetscape and Pedestrian Safety Improvements
- Landmark Mall Transit Center
- Upper King Street Multimodal Reconstruction

In addition, Arlington County applied for Mount Vernon Trail North Enhancements, which Alexandria supported because it would include the trail in Alexandria.

Between February and April, the Commonwealth Transportation Board (CTB) may modify the staff-recommended funding scenario. Additional considerations that may be used by the CTB include public feedback, scores, and other info on project status. In April and May, CTB will host a public hearing in each construction district. Comments are accepted both verbally and in writing at the meeting or via regular mail or email after the meeting. The final revision and CTB adoption will occur in June.

C. Transitways Status

Metroway

In conjunction with the redevelopment of North Potomac Yard, staff is currently planning and designing the final phase of the Metroway line between E. Glebe Road and the City/County line. This includes an extension of the Rt. 1 dedicated lanes from E. Glebe north to Evans Lane. Staff is coordinating with NVTC and the FTA to re-allocate approximately \$1.2 million of unused grant funding from the original project to this extension. That funding will be used for design and any remaining funds will be used for construction in conjunction with the previously awarded \$5 million from the state's agreement with Amazon and Virginia Tech. The required environmental requirements and final design will be completed in early 2022. Construction timing will be based on the North Potomac Yard redevelopment schedule.

West End Transitway

This Spring, the City will begin design of Phase I of the West End Transitway, also known as the Transportation Systems Management (TSM) phase. The design is anticipated to be completed in the 2023, with construction beginning in 2025. Revenue service is anticipated to begin in 2028.

Duke Street Transitway

The City was awarded a \$75 million NVTA grant for the Duke Street Transitway in the summer of 2020. This, in addition to the \$12 million NVTA grant previously awarded for this project, will allow the City to design and construct this project. The next task of this project is to conduct an extensive civic engagement process to re-assess the community's vision for transit and other transportation elements along the corridor. This 12-18 month process will build upon the concepts identified in the 2008 Transportation Master Plan as well as the 2012 Transit Corridors Feasibility Study. Staff is in the process of procuring a civic engagement consultant to assist with this phase of the project. This task will result in a revised concept plan and preliminary design for the corridor. A more detailed project schedule and Civic Engagement Plan will be presented to the Transportation Commission and City Council in Spring 2021.