

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 18, 2018
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: HILLARY ORR, DEPUTY DIRECTOR, AND T&ES STAFF
SUBJECT: AGENDA ITEM # 3 – ITEMS FOR CONSENT

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

RECOMMENDATION: That the Commission receive the items for consent.

A. Funding Update

1. **NVTA FY18-23 Six Year Plan:** On June 14, the NVTA Board adopted its first multi-year funding plan for NVTA 70% Regional Funds. The City and DASH submitted applications for 6 projects totaling approximately \$88.2M and the City was awarded approximately \$27.4M. The table below summarizes the grant award.

Project	Amount Requested	Amount Awarded
West End Transitway	\$60,750,000	\$2,200,000
Transit Sign Priority on Rt. 7 and Rt. 236	\$1,195,491	\$1,195,491
DASH Technology	\$150,000	\$150,000
DASH Fleet and Facility Expansion	\$11,933,161	\$11,933,161
King Street Bike/Ped/TSP/ITS	\$2,200,000	\$0
Duke Street BRT (NEPA & Design)	\$12,000,000	\$12,000,000
TOTAL	\$88,228,652	\$27,478,652

Fully Funded
Partial Funding
No Funding

In Summer 2019, NVTA will issue the next call for projects to be funded in the FY20-25 Six Year Plan Update. Staff anticipates requesting Transportation Commission endorsement and City Council approval of applications in Fall 2019.

2. **City Impacts from WMATA Dedicated Funding:** Earlier this year, the Virginia General Assembly passed, and the Governor signed legislation providing dedicated funding for WMATA. Two elements of the dedicated funding package have a direct impact on City funding: 1) diversion of TOT (Transient Occupancy Tax) and Grantor's Tax from NVTA to WMATA and 2) requirement that the City provide its portion of the 'Local Share' requirement. The diversion of NVTA funds has resulted in a loss of approximately \$2.2M per year; the City's 'Local Share' is \$4.2M in FY19 and anticipated to increase each year.

Over the next year, City staff will meet to determine: 1) long-term funding level impacts, 2) project / program level impacts, and 3) potential measures to mitigate the loss of funding. Staff anticipates discussing this topic with the Transportation Commission in late 2018 / early 2019.

B. WMATA

1. **Fall 2018 Metrorail Service Disruptions:** Between August and December 2018, WMATA is planning major track work that will impact Metrorail service to the City. From August 11 to 26, service on the Blue/Orange/Silver lines will be significantly reduced due to single tracking. From November 2 to 5, both National Airport and Crystal City will be closed. From November 26 to December 9, there will be no Yellow Line service between Virginia and DC. WMATA is currently working on shuttle and mitigation plans for each maintenance period. Preliminary details are available online at: <https://www.wmata.com/service/track-work.cfm>. City and DASH staff will work with WMATA to notify residents and visitors of the service disruptions and alternative transportation options.
2. **Summer 2019 Metrorail Shutdown:** In late May, WMATA hosted a briefing with key regional stakeholders regarding the Summer 2019 shutdown of the Metrorail system south of the airport. WMATA provided an overview of the schedule, the work that will be performed during the shutdown, and a draft plan for shuttle service. Staff from the City and DASH attended the briefing and will schedule a follow-up meeting with WMATA in the June/July timeframe to provide feedback about the proposed shuttle service, regional coordination, and public outreach.

In addition, the City will re-convene its SafeTrack Working Group (of which DASH is a member) to develop a City-wide mitigation plan and is working with Virginia Department of Rail and Public Transportation (DRPT) to determine if the Commonwealth is able to provide financial support. City and DASH staff are also working closely with WMATA to coordinate the shutdown with the King Street Metrorail Station Area Improvement project.

C. King St.-Old Town Metrorail Station Access Improvement Project

The City of Alexandria, in coordination with the Washington Metropolitan Area Transit Authority (WMATA), has been working on a project to improve access and safety to and around the King Street-Old Town Metrorail Station since 2006. The focus of the King Street-

Old Town Metro Access Improvements project is to provide a safer, more attractive walking environment while maintaining efficient levels of service for buses and other transit vehicles accessing the site. The project, approved by City Council in 2012, is being designed to accommodate future access needs, including bus service expansion that will make transit use more convenient and attractive as a travel mode. The construction is anticipated to last approximately two years.

The City has entered into a contract with the construction contractor, and construction will begin in Summer 2018. A more detailed schedule will be completed in late June 2018 following a pre-construction meeting. During construction, the King St.-Old Town Metrorail station will remain open with no impact to train service, but there will be significant changes to areas outside the station. A separate project by WMATA to rehabilitate the station platform will begin construction in Summer 2019 that will affect train service. The City is working with WMATA to coordinate both projects.

During the first year (Phase 1), the entire lot will be closed and buses will be moved to interim bus bays on King Street, Diagonal Road, and Daingerfield Road. There will be no private shuttle area or Kiss & Ride, and these users will need to use either the Braddock Rd. Metrorail station or Eisenhower Avenue Metrorail station. Taxis will continue to operate on the south side of Diagonal Road, at Union Station, and a new designated area on Cameron Street near the north station entrance. After Phase 1 is complete, the bus bays will be opened for service, however, the shuttle area and Kiss & Ride will continue to be under construction (Phase 2). During all stages of construction, temporary pedestrian paths with wayfinding will be provided between adjacent streets, the temporary bus bays and the station entrances. There will be no impact to the existing Capital Bikeshare stations, and general bike parking will continue to be available. A bilingual street team will be on-site during the beginning of both Phase 1 and Phase 2, and at project completion, to help customers access the station and temporary bus bays. More information is available at: www.alexandriava.gov/85338

D. Vision Zero Action Plan Implementation Update

In December of 2017, City Council adopted the Vision Zero Action Plan as the path to eliminate all traffic fatalities and serious injuries by 2028. Within the Action Plan was a work plan that outlined action items to guide the next three years of implementation, and within these action items, staff identified priority action items and engineering solutions for the first year of implementation.

As part of the implementation plan, staff will produce an annual progress report to detail the work accomplished in the previous calendar year and set forth priorities for the following year. This report is targeted to be released in Spring 2019 in order to capture a full dataset and crash analysis from the police, as well as include all work accomplished through December 2018.

The following list provides a summary of the progress to date:

1. Improve Data Collection and Evaluation:
 - Established a dashboard of all crash and safety data on Vision Zero Website (1a.1)
 - Working to revise crash reporting standards and implementation (1b.2)
 - Created a standard data evaluation template to track before and after studies on projects(1c.1)
 - Identified gaps in data and are working on an on-call data collection contract (1c.2)
 - Increased opportunities for interns and students to conduct research, compile data, and assist city with evaluation of programs. We have hired an intern to work with us this summer on Vision Zero items and will continue to seek opportunities to work with local universities. (1c.3)
 - Established a Data Working Group to discuss data visualization, processes, issues, and come up with solutions. This group has met once so far, this year. (4b.3)
2. Enhance City Processes and Collaboration
 - Currently evaluating the traffic and parking board charter to make traffic safety a primary focus of the Board. (2b.3)
3. Promote a Culture of Safety:
 - Maintaining the website and data dashboard. The dashboard is set to be updated with 2017 crash data during the summer of 2018 (4a.1)
 - Utilizing Social media to share and promote dialog around Vision Zero. Tweets and Facebook posts have referenced vision Zero and promoted safe travel behaviors. (4a.2)
 - Put the Vision Zero goal and message on back of parking receipts and rollout will begin this summer (4a.3)
 - Networking with different community organizations on developing and expanding the network of civic and coalition partners, as well as been working on what each role means (4b.1, 4b.2)
 - Initiated and kicked off regular, bi-monthly, regional coordination meetings with DC, Montgomery County, and Prince George’s County to share best practices, challenges, educational outreach campaign messaging, and other coordination efforts. The group has met twice so far, this year. (4b.5)
 - Working to build an outreach plan and campaign for the fiscal year. (4c.1)
 - Ordered some and plan to order more safety equipment including bike lights, helmets, bells, and reflective gear at City events. This will be distributed at City Vision Zero events and to coalition partners to distribute to their networks. (4c.2)
 - Working on developing materials to provide handouts for APD to distribute at traffic stops(4c.4)
 - Integrating Vision Zero messaging for City Defensive Driving Course. As of this meeting, we have presented to 50 City employees at the monthly courses. (4d.1)
 - DASH has installed a pilot of pedestrian collision advance systems on a few DASH buses (4d.3)
 - Alexandria Police Department has been planning for annual enforcement efforts to focus on sign and signal compliance, safety of people walking, biking, and driving and driving under the influence of intoxicating substances (4e.2, 4e.4)
4. Build Safe Streets for Everyone:
 - Using data and paving schedule to prioritize implementation of recommendations from the Pedestrian and Bicycle Master Plan (3a.1)

- Sited the year 1 engineering priorities using a data-driven approach, and will present the locations for approval at the June meeting of the Traffic and Parking Board (3b.3, 3a.2)
- Working to reduce delivery timeframes for safety improvements identified in plans by using temporary measures. As of late June 2018, (3a.3)
- Developed and updated Maintenance of Traffic policy for construction with Open Sidewalks Policy approved for use as of mid-March 2018 (2b.5)
- Working collaboratively to incorporate Vision Zero data and recommendations into future small area plans- Rte.1 South is the first to have these added (3b.1)
- Planning and preparation for updating Chapters of the Transportation Master Plan with a focus on traffic safety (3b.6)
- Formed and met with Vision Zero Engineering Work Group once so far, this year. (4b.3)

In addition to the progress on action items and engineering priorities, staff has presented about Alexandria's Vision Zero to multiple groups in the region including at the regional Vision Zero Summit, Transportation Research Board's annual meeting, the MWCOG's Transportation Safety Subcommittee meeting, and at the Virginia Highway Safety Summit.

E. The Interdepartmental Plan Work Program Update

In January 2018, the Planning Commission and the City Council provided preliminary input on the Draft FY 2019 Long Range Interdepartmental Planning Work Program to help inform both the FY 2019 budget process and the final work program. Based on Council and Commission input, staff has prepared a revised draft FY 2019 work program.

In FY 2019 and FY 2020, land use planning will focus on updates to existing plans in areas identified as economic development areas for the City. Following completion of the Route 1 South Housing Affordability Strategy, the first of these will be the Landmark Mall site re-plan. Over the last several months, staff has been working closely with the property owner, Howard Hughes Corporation, to lay the groundwork for the planning process to begin as soon as the property owner is ready, currently anticipated to be in fall 2018. Pre-planning work is now underway, including preparations for infrastructure studies such as transportation and sanitary sewer impacts. It is anticipated that community engagement will also begin in the fall and conclude in spring 2019.

Following Landmark Mall will be the Eisenhower East Small Area Plan update, anticipated to begin in early 2019 and conclude in fall 2019. Also a high priority for the City, this effort will update land uses, density, infrastructure, and improvements to the public realm, in order to maintain the area's competitive potential as a Metro-proximate redevelopment area in the regional market. Coordination with property owners in Eisenhower East is also underway, and pre-planning work will begin as early as July 2018, focused on the associated transportation and infrastructure studies. It should be noted that if the owners of Landmark Mall indicate that they will not be ready to begin the planning process in fall 2019, the sequencing described above will

be adjusted as appropriate. Another factor that could impact the sequencing and timing of planning efforts is the Amazon HQ2 site selection process. After significant work on the part of AEDP and city staff over the course of FY 2018, Alexandria remains one of twenty finalist sites in competition for Amazon HQ2, with a final decision anticipated in calendar year 2018. If the City were to be selected, the work program as proposed may further change.

The next land use plan to follow Eisenhower East is the update to the Mount Vernon Avenue Plans (Del Ray and Arlandria), proposed to begin after completion of Landmark Mall and Eisenhower East. At the direction of City Council, staff reached out to business and civic associations and other community stakeholders in January to discuss their priorities for the scope of this planning effort. All the stakeholders were supportive of a targeted/strategic update and discussed two commonly shared objectives of the plan update, including:

- Review/update parameters for infill and redevelopment projects,
- Identify funding tools and prioritize tasks/goals for implementation.

Stakeholders also suggested consideration of a handful of additional topics, including historic preservation, parking strategies, pedestrian safety, and transit access improvements.

The work plan also reflects the City Council and ACPS School Board affirmed recommendation of the Ad Hoc Joint City-Schools Facility Investment Task Force that the City and ACPS develop a Joint City Schools Facilities Master Plan, with funding approved in FY 2019. The master plan would determine a facilities baseline for the City and ACPS, review existing assumptions about the need for capital projects to support service delivery now and in the future, develop a strategic vision for facilities development for the City and ACPS; and synthesize the facilities baseline, assumptions, and the strategic vision into a roadmap that addresses the City and ACPS' highest needs and biggest risks first, optimizes the use of swing space, and formulates a smart strategy for land acquisition and use.

Some minor changes or additions have been made to the Draft Work Program presented in January 2018, including:

- An Accessory Dwelling Units study has been added to the work program for FY 2020. This study was a recommendation of the Housing Master Plan and has recently also been included as a recommendation in the Draft Age Friendly Plan.
- The Resolution 830 Modernization initiative, having recently completed the civic engagement portion of the project, has been extended, and is now anticipated for completion in December 2018.
- The Open Space in New Development policy initiative will be extended to December 2018 in order to complete the anticipated scope of the project.
- The Parking Meter Pricing/Location Study previously combined with the Residential Parking Permit Districts study, will instead be considered with the upcoming amendment to the City Code to clarify the roles and responsibilities to T&PB.

The proposed FY 2019 work program considers the resources allocated to the recommended planning initiatives in City Council's approved FY 2019-2028 Budget, including funding necessary for Landmark Mall re-planning, the Joint City-Schools Facilities Master Plan, the Green Building Policy Update and Eisenhower East Phase 2. The Mount Vernon Avenue Plan Update is contingent upon funding in FY 2020.