



# City of Alexandria

## Transportation Commission

### Regular Meeting

December 6, 2017  
7:00 p.m.  
Council Workroom

### MINUTES

**Commissioners Present:** Acting Chair Stephen Klejst, Acting Vice-Chair Melissa McMahon, Commissioner David Brown, Commissioner Oscar Gonzalez, Commissioner Jake Jakubek, Commissioner Ryan Jones, Commissioner James Lewis, Councilman Timothy Lovain, Commissioner Carolyn Schroeder.

**Staff Present:** Yon Lambert - T&ES, Christopher Ziemann - T&ES, Ramiro Rios - T&ES, Quanice Lawson - T&ES, Katye North - T&ES, Hillary Orr - T&ES.

Acting Chair Stephen Klejst called the Transportation Commission meeting to order at 7:02 pm.

#### 1. **Public Comment Period**

Acting Chair Klejst opened the Public Comment Period with two community member speakers. Jim Durham, Chair of Alexandria Bicycle and Pedestrian Advisory Committee, asked that the Transportation Commission to support T&ES staff in endorsing the Vision Zero Action Plan with urgency. Durham commented on the Complete Streets policy and stated that the city has missed several opportunities to update streets and crosswalks by failing to adhere to the current pavement schedule and asked that staff include a strategy in the Vision Zero plan for safety reviews on the streets current paving list. Durham also emphasized the importance of Safe Routes to School. Mike Doyle, Alexandria Families for Safe Streets (AFSS) representative, reiterated the importance of the Vision Zero Action Plan to help reduce serious accidents and fatalities. Doyle suggested to include day-lighting at intersections and institute a program of engagement for cyclist, motorists and pedestrians. Doyle also expressed concerns about the limited engineering goals listed in the Vision Zero Action Plan.

#### 2. **November 15, 2017 Meeting Minutes**

Councilman Lovain asked T&ES staff to edit one sentence on page two. Commissioner James Lewis made a motion to approve the minutes, which was seconded by Acting Vice Chair Melissa McMahon, and unanimously approved by

the Commission.

### **3. Updates to Receive (Consent Items)**

The Commission received Funding Updates and Project Updates on Capital Bikeshare Program and Alexandria's Proposed 2018 Legislative Package.

Acting Chair Stephen Klejst asked staff for detailed overview on the Proposed 2018 Legislative Package. More specifically the Transit Fiscal Cliff and the impact it will have to existing projects. Yon Lambert, Director of Transportation and Environmental Services, stated that Transit Capital Funding is expected to drop by 40 percent leaving a total funding gap of approximately 9.3 million dollars. The State has established a Revenue Advisory Board, which has recommended that the state adopt funding mechanisms that would provide 138 million annually for transit funding. Acting Chair Klejst asked staff to keep the commission apprised of significant changes both beneficial and impeding.

### **4. Commission Updates**

Acting Vice Chair Melissa McMahon provided an update on the Planning Commission Work Session where they discussed the Route-1 South Affordable Housing Strategy. McMahon stated that some community challenges relate to safe crossing and infrastructure. Lambert added that the city will focus primarily on safe crossing of Route-1 intersections and implementing recommendations and findings found in previous traffic studies.

Commissioner Jake Jakubek reported that the Eisenhower West-Landmark Van Dorn Implementation Advisory Group met on October 23, 2017. Discussions included the Roadway Infrastructure Study and Multi-Modal Bridge Analysis. Jakubek reported that there has been a change in the alignment of the Norfolk Southern (NS) Multi-Modal Bridge that is different from originally proposed given that the new alignment is preferred by NS. The bridge approach would be moved to the West Side off South Pickett Street.

Commissioner James Lewis reported that Traffic and Parking Board (T&PB) discussed and approved two bikeshare station locations. T&PB will provide updates to staff regarding any advancement.

Commissioner Carolyn Schroeder provided an update on the Environmental Policy Commission (EPC). The EPC met on December 4, 2017 to discuss the Environmental Action Plan. Schroeder mentioned that the plan will prioritize and update five topics in the first year. A representative from the Bicycle & Pedestrian Advisory Committee (BPAC) commented on the importance of safe streets.

Councilman Timothy Lovain mentioned that the Northern Virginia Transportation Commission meets December 7, 2017 and he expects to have a robust conversation about the I-66 toll roads.

Acting Chair Stephen Klejst announced that Commissioner Christine Michaelis (absent) submitted her resignation. Ramiro Rios, Transportation Commission Liaison and T&ES Principal Planner, relayed a message from Commissioner Michaelis thanking everyone for their support. Chair Klejst spoke on behalf of the

Transportation Commission thanking Christine Michaelis for her service and sending best regards on her future endeavors.

**5. Commercial Parking Study Recommendations – Public Hearing**

Katye North, Principal Parking Planner, provided a presentation on the Commercial Parking Study Recommendations. North explained that this is a proposed text amendment to the Zoning Ordinance, and is the second phase of a City Council-approved work plan to update off-street parking requirements. This phase analyzed requirements for office, hotel, retail and restaurant uses. The first recommendation developed by the Task Force is the Enhanced Transit map, outlining properties within a half mile buffer of Metro stations, BRT stations, and the Old Town Trolley. North described that the proposed text amendment also includes minimum and maximum parking requirements for land uses within the Enhanced Transit Areas and for those outside of it.

The Task Force also recommended expanding the retail category to include day care centers, personal service establishments and private commercial schools. It also recommended a parking exemption for existing buildings is currently under review by the City Attorney's office and may not be included in the next Planning Commission Public Hearing. The last recommendation was to include a provision to allow uses to share parking. North outlined the public outreach to various community groups to date.

Commissioner Schroeder asked if there was any feedback from the public and/or stakeholders that initiated changes to the recommendations. North affirmed that there was feedback and stated that the retail uses originally included restaurants but after further discussion, the Task Force decided to make restaurants a separate land use. Commissioner Schroeder stated that the Environmental Policy Commission (EPC) wrote a letter in support of the Commercial Parking Standards and recommended changes to the collection and monitoring of data as well as lowering the minimums parking ratios to help encourage alternate modes of transportation. Schroeder asked if these recommendations were considered in the changes. North responded that staff is still working to include data collection and evaluation in the final memo before the Planning Commission Hearing.

Commissioner Gonzalez asked if the survey illustrated subsidies in the areas. North responded that the survey did not go into that much detail, however staff researched pricing policies vs. parking lot usage in the areas. Responding to another question from Commissioner Gonzalez, North stated that the half-mile buffer within the Enhanced Transit Area is standard in small area plans and previously used in the multi-family parking standards. Commissioner Dave Brown asked if the taskforce re-examined the rules for when a land use could satisfy the parking requirement off-site. North responded that the shared parking policy would be used. Brown expressed concerns with shared used allowance of 1,000 feet instead of the current 500 feet. Staff research found that the 1,000 feet distance was not inconsistent among shared spaces.

Acting Chair Klejst opened the public hearing, having heard no public comments, Klejst closed the public hearing and asked if anyone had any final comments. Commissioner Schroeder asked if staff could include the EPCs recommendation for

an evaluation cycle and data monitoring in the final documentation as under review. Staff responded that it could be included in the staff report to the Planning Commission. Commissioner Jones asked if these parking standards would allow businesses to sell or redevelop their parking spaces. Mrs. North responded that as long as City Council does not require a specific number of spaces, businesses could have the option to do so.

Acting Vice Chair McMahon added that this study was a data-driven process and community members expressed concerns about the impact of parking spillages on the street. McMahon stated that the data separates on-street and off-street parking and this concept has been challenging to convey to community members. McMahon reiterated that the purpose of the policy is not to take away parking but to allow future property owners to pick a more reasonable amount of parking. McMahon noted that Task Force took out land uses that they did not have sufficient data on. Commissioner Brown said the policy is ready for a public hearing. Acting Vice Chair McMahon made a motion for the transportation commission to endorse the approval of the taskforce recommendations of commercial parking standards as presented by staff. Commissioner James Lewis seconded. The motion was unanimously approved.

#### **6. Vision Zero Action Plan – Consideration for Endorsement**

Hillary Orr, Vision Zero Project Manager, stated that Final Vision Zero Action Plan was released on December 1, 2017. Alexandria Police Department's (APD) final traffic safety plan was released on December 6, 2017 and is available on the Vision Zero website. Staff incorporated public comments as well as comments from the Transportation Commission in the final plan. Orr stated that over 200 public comments were received during the public comment period. Public survey data showed 86 percent of the people who took the survey are in support of the Vision Zero Action Plan and 79 percent supported additional funding for the plan. Public feedback ranked the following strategies as most significant; (1) Strengthen traffic safety enforcement policies and practices; (2) Develop and implement infrastructure policies to reduce Killed or Seriously Injured (KSIs); (3) Improve delivery and implementation of safety treatments; (4) Enhance data collection and coordination efforts. Orr stated that the public input data essentially requested more of everything the plan mentioned.

Orr noted that the public comments conveyed a balanced plan and revealed that the education component of the program will play a huge role in the implementation phase. Orr stated that a High Crash Location map has been added to the website to view high priority crash locations and obtain information about each crash site. Additionally, the plan outlines a new list of action items that will be a high priority for staff during the initial year. Staff also listed year one engineering improvements that will be implemented within the first year. Orr illustrated the use of a graph tracking system to view crash trends with pedestrian, cyclists and vehicles. Commissioner Lewis suggested making the graphics more readable to the color blind. Hillary Orr noted that the City has published a three-year work plan that provides detailed information on each action item listed on the project.

Orr informed the commission that funding is a huge part of this program and recently staff requested an additional \$100,000 to the FY2019 Operating budget to cover education campaign and data collection projects. Capital budget offers some funding

under the FY 2018 Complete Streets funding source, but may need more funding for the next fiscal years. Staff has submitted a request for an additional \$975,000 in FY2019-2021 to cover the costs of design and implementation for Neighborhood Slow Zones, Pedestrian Signals, and Safe Routes to School. and an additional \$300,000 in FY2020 for Capital Sidewalk Maintenance. Orr stated that the next step in moving forward is the adoption of this plan at the City Council Public Hearing on December 16, 2017.

Commissioner Dave Brown asked if staff exploited all funding resource opportunities to help complete the plans priorities. Orr responded “yes” but noted that staff plans to use the first-year as a learning opportunity to see how to better maximize all funding resources to fit each project. Councilman Lovain asked staff if they will apply for grants. Orr stated that staff does plan to apply for grants when needed and noted that there may be several grant opportunities coming up to help fund intersection projects. Commissioner Lewis asked how aggressive is this Action Plan compared to other cities. Orr stated that in researching other Vision Zero policies, staff found that Alexandria is one of the first cities of a small size to initiate a Vision Zero Plan and stated that in comparison to large cities, this is a very aggressive plan. Commissioner Jakubek asked why the plan only calls for ten Leading Pedestrian Intervals (LPIs) installations and if the city staff considered having a more preventative approach to crash locations as opposed to a reactive approach. Orr responded that high crash corridors play a significant role in making those decisions, many of the high crash corridors are largely the same and can convey more details about how to better treat crash sites and locations. Staff plans to incorporate other Complete Streets projects to help maximize improvement along large corridors. In response to the number of LPI’s, Orr stated that installing other treatments with LPIs such as “no right-on-red” can require coordination with other departments and take more time and resources than one might assume. Staff wants to set realistic goals and try to complete as much as possible. Commissioner Gonzalez asked if “no right-on-red” is required. Orr stated that it is not a LPI requirement but is usually recommended. Gonzalez followed up on the possibility to install LPI’s at 50 intersections and then the “no right-on-red” later. Orr stated that staff wants to be more strategic in determining where to improve intersections that will be both beneficial to the community and the best use of staff time and resources. Commissioner Gonzalez asked who was responsible for implementation. Orr stated that she will be responsible for getting the plan adopted but each action item will be assigned to a specific project manager and that list will be made available online.

Acting Vice Chair McMahan asked staff if daylighting at intersections was included in the plan. Orr responded that daylighting at intersections is not currently in the action plan and reiterated that typically daylighting requires the cooperation of community members but would be considered after thorough analysis of the intersections. McMahan asked if daylighting could be referred to in the plan. Orr explained that this plan is not intended to detail all action items by specific engineering terms. Yon Lambert added that this plan focuses on priority engineering improvements for year one. Lambert went on to say that staff is familiar with daylighting at intersections and when we are working on large safety improvement projects the intention is to consider those engineering tools at that time. McMahan stated that the request is not to create a new strategy but to mention the daylighting tool in the plan. McMahan mentioned another public comment about coordinating the Complete Streets

Program and paving review. McMahon stated that staff does not have means to complete evaluations. Orr stated that staff has a spreadsheet for every street with paving evaluations. Commissioner Lewis noted that there is a comprehensive plan to ensure Complete Streets paving reviews are executed properly. Lambert explained that the resurfacing of a street is not the same as a major streetscaping project, resurfacing a street is similar to a maintenance project. Lambert clarified to McMahon that the budget does not allow for staff to do all the potentially desired improvements on every single resurfaced street.

Acting Vice Chair McMahon referenced Mr. Durham's note to a missed opportunity for pavement improvements and asked if funding resources were the reason for this missed opportunity. Director Lambert responded that he is not familiar with the paving incident Mr. Durham spoke on, but stated that it is possible that staff updated a curb ramp to new specifications and unfortunately city staff are not always able to make all the needed safety improvements to every intersection at that time. Commissioner Jakubek asked what it would take to consolidate two years of the plans action items into the first year. Orr responded that year two action items have not been listed yet until staff is able to determine what action items have been completed in the first year. Acting Vice Chair McMahon asked if staff feels that we are in a better political environment to push forward some of the legislative priorities that appear in the Vision Zero Action Plan. Staff stated that they believe many of the action items will be proposed through the legislative process but cannot speak to the political climate and how it will impact the Vision Zero Action Plan.

Commissioner Lewis made a motion for the transportation commission to endorse the Vision Zero Action Plan as presented by staff. Commissioner Jake Jakubek seconded. The motion was unanimously approved.

## **7. Chair and Vice Chair Elections**

Acting Chair Klejst asked for nominations for the Chair of the Transportation Commission. McMahon nominated Stephen Klejst. Klejst accepted. Having heard no other nomination, the standing nomination was unanimously approved. Acting Chair Klejst asked for nominations for Vice Chair. Commissioner Jake Jakubek nominated Acting Vice Chair Melissa McMahon. McMahon accepted. Having heard no other nomination, the standing nomination was voted on unanimously approved.

## **8. Other Business**

Chair Klejst asked staff to provide quarterly updates to the commission regarding high-level items such as Vision Zero Action Plan. Klejst also asked staff to provide a list of committees and projects that each Commissioner is a part of to better substitute Transportation Commissioner vacancies. Commissioner Jakubek asked if there is an update on the Eisenhower widening. Director Lambert responded that the project is now an Eisenhower and Mill Road intersection improvement project. and is currently in the Right-of-Way acquisitions phase with offers made to nearby properties. This phase is expected to close in the year 2019.

At 8:36 pm, Chair Klejst wished everyone a happy holiday and made a motion to adjourn the meeting. The motion was seconded by Commissioner Lewis and unanimously approved by the Commission.