



City of Alexandria

Transportation Commission

Regular Meeting

March 16, 2016
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Chair Jerry King, Commissioner David Brown, Councilman John Chapman, Commissioner Ryan Jones, Vice-Chair Nathan Macek, Commissioner Stephen Klejst, Commissioner James Lewis, Councilman Timothy Lovain, Commissioner Christine Michaelis, Commissioner Annika Moman

Commissioner Absent: Commissioner Jake Jakubek

Staff Present: Yon Lambert – T&ES, Patrick Reed - T&ES, Steve Sindiong -T&ES, Karen Callahan – T&ES, Carrie Beech - P&Z, and Carrie Sanders – T&ES, Hillary Orr – T&ES, Ramond Robinson – T&ES, Radhika Mohan – P&Z

Chair Jerry King called the Transportation Commission meeting to order at 7:05 pm.

1. February 17, 2016 Meeting Minutes

Chair Jerry King announced there would be a public hearing on agenda item number 4 and speaker forms are available for the public. He gave instructions for use of the speaker forms. There being no edits to the February 2016 minutes, Vice Chair Nathan Macek made a motion to approve the minutes, which was seconded by Commissioner Stephen Klejst, voted on and unanimously approved by the Commission.

2. Updates to Receive (Consent Items)

The Commission received Funding Updates and Project Updates on the Potomac Yard Metrorail Station; King Street Metrorail Station; Eisenhower Avenue Metrorail Station; Old Town North Small Area Plan; Complete Streets Design Guidelines; Motorcoach Task Force; King Street Complete Streets; and Route 1 Metroway.

Carrie Sanders of T&ES reported that WMATA identified major problems with power cables during the March 16, 2016 Metro shutdown. Metro crews have completed the inspection of 80 percent of the approximately 600 “jumper cables” located in 22 underground zones throughout the entire Metrorail system. Crews have identified 26 areas where damaged jumper cables and connector boots needed to be replaced. Of those 26 areas, 18 cable repairs have been made. Crews will continue to work through the night to complete the remaining repairs.

Commissioner Christine Michaelis inquired about the status of the King Street Complete Streets project. T&ES staff Hillary Orr reported that on November 15, 2015, the first public meeting was held to get feedback from the community. From that feedback, three concept options evolved, which were presented at the second public meeting on February 11, 2016. Staff provided a presentation of the project at the February 15, 2016 Alexandria Bicycle Pedestrian Advisory Committee (BPAC). Staff also made a presentation to the Melrose area residents on February 23, 2016 and Kings Cloister residents on March 8, 2016. A survey was posted on Alex Engage from February 12-29, 2016 wherein 760 responses were received from City residents. Staff has also reached out to the public by posting up-to-date information on the project website, sending out eNews emails, posting the meeting dates on the City calendar, emailing to residents who have signed up to receive project update emails, notifications sent to four civic associations, TC Williams Parent Teachers Association, and First Baptist Church. Ms. Orr gave an overview of the three concept options. She indicated using a key polling system at the public meetings, 70 percent of participants were in favor of option 3. Of the 760 Alex Engage responses, 66 percent supported option three. She stated option three included removing one travel lane in the eastbound and westbound direction, and providing safety improvements for pedestrians and protected bicycle lanes. However, two lanes were retained for the portion in front of TC Williams High School, with one lane being a shared bicycle lane. An on-line comment form is still available on the City website. Next steps include an update to the Traffic and Parking Board (TPB) on March 28; a community meeting on April 11 with the Northridge Citizens Association; and the third public meeting on April 21 to present the preferred option, obtain feedback and refine the plan. TPB will vote on the project during their May meeting. The goal is to resurface the roadway during school summer break.

3. Commission Updates

Commissioner Stephen Klejst reported that the Motorcoach Task Force held their first meeting on March 10, 2016. All meeting objectives were accomplished except the prioritizing the evaluation criteria. In the interim, staff will engage in the collection of data on Motorcoach utilization, reservation and parking areas for discussion at the next meeting scheduled for May 31. Mr. Klejst also noted that DASH's Real Time Bus Information and Vehicle Locator System's pilot program will begin in April for a one month trial period and the roll out for the public should be in late April or May.

Councilman Lovain reported that the Transportation Planning Board (TPB) held discussions on the I-395 Express Lanes project and there was concern about whether the commitment to funding for transit could be counted upon because there is a history in Virginia of a public/private partner promising transit benefits that were ultimately not provided. He added that the framework agreement between TransUrban and the State includes an element regarding transit funding, although a specific amount of money had not been included in that agreement. A resolution was passed wherein Virginia Department of Transportation (VDOT) and TransUrban agreed to produce a dollar amount for transit payment of the I-395 project improvements and the Transportation Demand Management (TDM) studies by Oct 1, 2016. Councilman Lovain also reported TPB approved the full range of Constrained Long Range Plan (CLRP) projects. The TPB's final approval of the CLRP is in November 2016.

4. Pedestrian and Bicycle Master Plan – Public Hearing

T&ES Acting Deputy Director Carrie Sanders informed the Commissioners their charge is to hold a public hearing, receive the update and provide a recommendation to the Planning Commission to approve the proposed amendment to the Pedestrian and Bicycle chapters of the Transportation Master Plan at their meeting on April 5, 2016. T&ES staff Steve Sindiong stated that the Complete Streets Design Guidelines were completed as part of the study, but is not a part of the proposed

amendment and asked Ms. Orr to provide an overview on the Complete Streets Design Guide draft. The purpose of the guidelines is to provide design guidance that is focused on context of different street typologies, based on the character of the streets and adjacent land uses. The guidelines include design tools for improving safety for all users of the street, including design recommendations for intersections, pedestrian zones, bicycle facilities, and travel lanes. The guidelines will serve as a basis for future design guidelines prepared as part of small area plans.

Mr. Sindiong provided an overview on the Pedestrian and Bicycle Master Plan project update. The project began in April 2014 and Council appointed an ad hoc advisory committee to make recommendations to City staff. Public outreach included ten ad hoc advisory committee meetings, two public meetings, an on-line survey that received 540 respondents, an on-line wikimap that resulted in 380 users, three summer outreach events, and approximately 800 comments through Alex Engage. Since fall of 2015 when staff last presented the plan to the Commission, one case study area was added near Braddock / Commonwealth, as a result of a pedestrian fatality in that vicinity. There were over 500 pedestrian safety recommendations in the six case study areas. The plan also recommends ten priority sidewalk projects. The plan recommends 90 miles of new bicycle facilities with half of those designated as enhanced bicycle corridors that provide additional protection for bicyclists. The proposed bicycle network links major activity centers throughout the City and to adjacent jurisdictions and with a range of facility types such as enhanced bicycle corridors, shared roadways and trails to support riders of different ages and abilities. The plan includes ten priority on-street bicycle projects, and three priority trail projects. Priority projects were determined based on evaluation criteria endorsed by the Ad Hoc Advisory Committee, and included factors such as safety, existing or potential demand, connectivity, and geography. The bicycle priority project list was revised to combine some priority projects where future transitways are proposed, and allowed additional priority projects to be added, including on Seminary Road, and on Mt. Vernon Avenue.

The draft plan also includes some revisions to engineering, policy and programmatic strategies in response to feedback. These included moving the Vision Zero strategy as a higher priority, additional language on project implementation, and the need for stronger language related to the need for protected bicycle facilities.

Chair Jerry King opened the public hearing. Louis Welch of 2207 King Street stated one bicycle performance measure in the plan is number of miles of bicycle facilities. She advised adding the evaluation of usage of the facilities as a performance measure. She also suggested creating City-wide bicycle guideline criteria for removing parking, and minimum road standards to accommodate bike lanes. Staff responded that the current performance measures look at measuring mode shares for commuting, as well as miles of new bicycle facilities built each year. It would be difficult to conduct bicycle counts for every bicycle facility throughout the City on an annual basis.

Jennifer Hovis of 1705 Potomac Greens Drive acknowledged Commissioners Michaelis and Brown for serving on the Ad Hoc Advisory Committee and stated she had the honor of serving as Chair. She indicated she had submitted a letter to the Director of T&ES from her for the record for this public hearing. Ms. Hovis stated on February 25, 2016 the Advisory Committee endorsed the plan and was very satisfied with the draft final of the plan and how robust it is. She wanted to emphasize the key points surrounding the endorsement of the plan by the Committee which include a specific mention of Vision Zero in the plan, that the City should routinely update the public on progress of the plan, and that the City should continue public engagement efforts and aggressively pursue funding sources to assist in the plan's implementation. Jim Durham of 622 Fort Williams Parkway spoke on behalf of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC). He asked that the Commission endorse the plan. He thanked the Advisory Committee and City

staff for their leadership towards the final outcome of the update. He cited highlights from a BPAC letter to City Council regarding their support of Vision Zero, plan expectation and forecast funding progress. Randy Randolph of 3 Franklin Street spoke about the upcoming construction on Union Street. He stated that for the next five years, construction on Union Street will impact the ability for walking and biking on the corridor. Mr. Randolph stated that he addressed this issue at the Ad Hoc Advisory Committee meetings, and that the plan does not adequately address high speed bicycle traffic coming off of the Mt. Vernon trail onto Union Street. He recommended that bicycle traffic should be diverted west of Washington Street. Mr. Dino Drury of Alexandria gave thanks for the issue of skate boarders and roller skaters being addressed in the plan. He noted that motorized skate boards and powered bicycles should be required to have a license as they share the road with motor vehicles; however, they need to be placed on off-street trails. He added that some projects like Royal Street are welcomed by the people who live on those streets. They should be given appropriate consideration. Mr. Dave Levy of Ft. Williams Parkway in Alexandria said he spent six years assisting in developing the first City Bicycle Pedestrian Plan. He is disappointed in the proposed FY 17 Capital Improvement Program budget because there are seven priority projects that must be completed. The sidewalks, pavement markings, pedestrian signals or crosswalks require more funds than the amount the City has budgeted for them. However, the new budget proposes to reduce the sidewalk maintenance operations. He stated that the Pedestrian and Bicycle Master Plan project update is great, but the real proof is funding for the implementation.

Chair Jerry King closed the public hearing. During discussion, Commissioner Macek noted that Pedestrian engineering strategy #5 should be amended to add additional language that encourages automatic pedestrian signals at intersections. Mr. Lewis recommended that Bicycle program/policy strategy #12 be amended to include additional language on working with Alexandria City Public Schools, and include children as an under-represented group.

After Commission discussion, Commissioner Macek moved for the Commission to endorse and recommend approval for the Pedestrian and Bicycle Master Plan update; provide thanks to the Ad Hoc Advisory Committee; emphasize the importance of funding to implement the plan and recommend text edits to Pedestrian engineering strategy #5. Commissioner Brown seconded the motion. The motion was voted on and unanimously approved.

5. FY 2017 Budget

T&ES Acting Deputy Director Carrie Sanders reported that the City Manager presented the proposed FY 2017-2026 budget to City Council on February 23, 2016 and that the entire document is posted on the City's website. The adoption of the budget is scheduled for May. The proposed budget incorporates five priorities: 1) Housing Affordability; 2) Parking Management & Traffic Management; 3) Generating new General Fund Revenues; 4) Investment in Information Technology; and 5) Pre-Kindergarten and/or Childcare Programs. The Transportation Improvement Program (TIP) assumes \$8.3 million in revenue in FY 2017 and includes \$1 million in the prior year bonds for a total of \$9.4 million total revenues and includes \$1.5 million costs for WMATA. WMATA's operating and capital programs are putting significant pressure on City funding source and transportation sources in particular. As a result, the transportation budget focuses on maintenance of infrastructure and existing services. Ms. Sanders highlighted that the proposed operating budget includes a new parking planner position added for the City-wide implementation of new parking management strategies and initiatives; that Capital Bikeshare funding increased by \$160,000 to operate 16 additional stations to be installed by the summer of 2016; a new traffic engineer position added to implement the City's new Intelligent Transportation Systems (ITS) Initiatives; and DASH operations funding for expansion of AT1 service proposed to begin in FY 2017 instead of FY 2019 to accommodate peak hour service enhancements for AT 1 at a total cost of \$319,921. Highlights of interest on the proposed capital budget include complete streets funding remaining consistent; an increase in sidewalk maintenance at

\$300,000 every other year; an addition of \$200,000 in the FY 2017 for implementing wayfinding recommendations from the Old Town Area Parking Study Work Group (OTAPS), and; an addition of \$500,000 to conduct the Eisenhower West/Landmark Van Dorn Infrastructure Study to work toward the vision of the Eisenhower West Small Area Plan and Landmark/Van Dorn Corridor Plan. There will continue to be budget work sessions in March and April. The preliminary add/delete meeting is scheduled for April 26, 2016, and the final add/delete meeting scheduled for May 2, 2016. The Final Budget Adoption is scheduled for May 5, 2016.

Chair King opened the public hearing. Jim Durham of 622 Ft. Williams Parkway asked that the Transportation Commission convey to City Council the urgent need for significant additional capital investment for transportation, including complete streets.

Chair King closed the public hearing. After Commission discussions, Vice Chair Macek moved to recommend that the Commission provide guidance on the City Manager's FY 2017-26 CIP and FY 17 operating budget, that thanks the City Manager for addressing the points addressed in the Commission's October guidance on the budget that were fulfilled. The Commission is disappointed at the level of funding for complete streets. Other funding sources should be explored to fund WMATA contributions. Based on any savings freed up in the TIP, the first \$1million should be used toward funding complete streets projects. Any additional funding beyond that should be used toward funding projects in the transportation long range plan. Commissioner Moman seconded the motion. The motion was voted on and unanimously approved.

6. 2016 Council Strategic Plan

P&Z staff Radhika Mohan gave a brief background of the City's Strategic Plan, which was adopted by Council in 2004, and updated in 2006 and 2010. The 2016 Strategic Plan approach is to actively engage the public to have a clear direction and vision for 2022. It will include measures and targets so there can be transparency with the community on progress and challenges. It will set a six year plan to correspond with City Council election cycle and aim to achieve results through the City's Performance Management system. Future Commission meetings in April and May will be used to refine the visions and goals. After developing the vision and goals, there will be a community meeting in June to determine which measured outcomes are priorities. In August, staff will work to finalize a draft based all the feedback which will be released to the community for their review and comment. In September 2016, the draft City Strategic Plan will be considered for adoption by City Council. There is a staff contact for each Board and Commission. There is a worksheet for each Board and Commission to complete regarding their plans, programs and policies. Staff will send that worksheet for the Transportation Commission's review and to edit prior to the April meeting.

7. 2016 Transportation Long Range Plan – Guidance Update

This item was deferred until the April 2016 meeting.

8. Other Business

Commissioner Moman announced she is moving to Washington, DC and this would be her last meeting. Chair King acknowledged her contribution to the Commission.

Vice Chair Macek made a motion to adjourn the meeting at 10:00 p.m. This motion was seconded by Commissioner Moman, voted on and unanimously approved by the Commission.