

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 21, 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

Staff is preparing for the next round of SMART SCALE applications which will cover FY24-25. These are competitive, statewide funds that must be used for projects that expand transportation / transit capacity and are either part of a regional network or within a Corridor of Statewide Significance.

During the FY22-23 application round, the City and DASH received a total of \$33.7M for four projects: DASH Facility and Fleet Expansion, West End Transitway – Southern Towers, Backlick Run Path – Phase 1, and Traffic Adaptive Signal Control / Fiber Optic.

Staff anticipates requesting Transportation Commission endorsement of the FY24-25 application program at the Commission meeting in May and requesting City Council authorization to submit the applications in June.

B. I-395 Corridor Transportation Management Plan

VDOT has implemented a Transportation Management Plan (TMP) to assist commuters along the I-395 corridor during the construction of the Express / High Occupancy Travel (HOT) lanes. The above TMP applies to all areas within one mile along I-395, including those areas in Arlington and Fairfax counties.

VDOT has committed \$340,000 to commuter assistance subsidies, including vanpool subsidies, carpool subsidies, and telework assistance. An additional \$280,000 is dedicated to an employee outreach coordinator, some of which will support City of Alexandria employers at least 16 hours a week for the duration of the project.

C. Motorcoach Updates

Spring is typically a busy tourist season, which includes an uptick in motorcoach activity within the City. With upcoming construction occurring along the Strand related to Interim Fitzgerald Square, the motorcoach loading space at the foot of King Street will be impacted. To accommodate additional motorcoach unloading and loading needs and consistent with the Motorcoach Task Force's recommendation, the Traffic and Parking Board approved additional motorcoach loading spaces at Market Square. A portion of the existing metered spaces along North Royal Street will be made available to motorcoaches daily between 4-10 PM until June 30th.

In addition to the additional loading spaces around Market Square, other recommendations from the Task Force have been or are in the process of being implemented. Motorcoach parking information has been shared across jurisdictions and is now included on Arlington County and Washington DC websites. A motorcoach complaint system has been set up in Call.Click.Connect which will allow staff to identify problem areas for illegal motorcoach activities and target enforcement. This system will be improved in the coming year under the new 311 system. Finally, staff is working with the Masonic Memorial to offer short-term parking and meter payment options in addition to the existing daily and overnight reservation-based options.

D. Maintenance of Traffic (MOT) Improvements

One of the items from the Vision Zero Action Plan calls for staff to "evaluate Maintenance of Traffic (MOT) Plan requirements and revise to prioritize safe, accessible, and convenient routes for bicyclists and pedestrians." To accomplish this, staff has prepared a memo to industry outlining new requirements for pedestrian and bicyclist access around construction sites. Specifically, staff will no longer approve MOT Plans that divert pedestrians across the street during construction unless safety or hardship issues exist. Additionally, for impacted streets with bike facilities, bicyclists may not be diverted to alternate routes beyond the site. Rather, accommodations will be required to maintain safe and convenient pedestrian and/or bicycle routes with minimal diversion. This may be achieved through temporary improvements, such as jersey barriers, flexposts, and/or temporary ramps to create a temporary route adjacent to an existing sidewalk or bike facility that is impacted. Staff is reviewing these requirements with the business and construction community and is tentatively planning to implement the new requirements on March 1, 2018.