

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 20, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: YON LAMBERT, DIRECTOR, T&ES

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. Complete Streets and Repaving

As part of the [Complete Streets Policy](#) adopted by City Council in 2011, T&ES was tasked with implementing projects that improve safety and convenience of all users as a part of routine street maintenance whenever possible. When streets are resurfaced, there is an opportunity to upgrade elements of the street to better accommodate people of all ages and abilities at lower cost than as standalone projects.

This is also an opportunity to implement recommendations from existing plans, such as the [Pedestrian & Bicycle Master Plan](#), [Vision Zero Action Plan](#), and [Safe Routes to School walk audits](#). All streets that are repaved receive standard upgrades such as ADA-compliant curb ramps, while select streets may undergo more critical review by Complete Streets staff. Complete Streets upgrades may include high-visibility crosswalks, pedestrian refuge islands, bike facilities, parking lanes, traffic calming treatments, or optimized signal timing.

Each repaving cycle, a [community survey](#) is released to collect input on priority streets. Staff determine what improvements to make based on community feedback, existing plan recommendations, crash data, repaving timelines, and available funding. Approximately \$140,000 of the \$1.13 Million proposed FY2020 Complete Streets budget is dedicated to projects in coordination with the Repaving Program. This is shown in [Appendix E](#) of the proposed [FY2020 Budget](#) below.

| Expenditures | Proposed FY 2020 - 2029 CIP | | |
|---|-----------------------------|---------------------|---------------------|
| | FY 2020 | FY 2021 | FY 2022 |
| Complete Streets | | | |
| Sidewalk projects with paving projects | \$ 50,000 | \$ 50,000 | \$ 50,000 |
| Street projects with paving projects | \$ 90,000 | \$ 90,000 | \$ 90,000 |
| Non-paving projects | \$ 702,000 | \$ 702,000 | \$ 402,000 |
| Staff | \$ 288,000 | \$ 288,000 | \$ 288,000 |
| Sub-Total | \$ 1,130,000 | \$ 1,130,000 | \$ 830,000 |
| Street Resurfacing | | | |
| Paving projects | \$ 4,800,000 | \$ 4,800,000 | \$ 4,750,000 |
| Alley paving | \$ 450,000 | \$ 450,000 | \$ 500,000 |
| Sub-Total | \$ 5,250,000 | \$ 5,250,000 | \$ 5,250,000 |
| Signage/Signals/Markings | | | |
| Repair and upgrade traffic signal vehicle detection | \$ 40,000 | \$ 25,000 | \$ 60,000 |
| Markings | \$ 250,000 | \$ 250,000 | \$ 250,000 |
| Sub-Total | \$ 290,000 | \$ 275,000 | \$ 310,000 |
| Sidewalks | | | |
| Sidewalk projects | \$ 600,000 | \$ 600,000 | \$ 300,000 |
| Sub-Total | \$ 600,000 | \$ 600,000 | \$ 300,000 |
| Total Consolidated Street CIP Expenditures | \$ 7,270,000 | \$ 7,255,000 | \$ 6,690,000 |

B. Update in Dockless Mobility Pilot

On November 13, 2018, City Council approved Staff's proposal to conduct a pilot program to evaluate dockless mobility in Alexandria. In late December, Lime was the first vendor to receive approval to operate under this pilot program. As of March 8, 2019, five permits have been issued application packages have been received from dockless mobility vendors and are being reviewed by City staff. An additional three dockless mobility vendors have indicated that they intend to submit a permit application package. It is therefore possible that eight vendors could be providing dockless mobility services within the City of Alexandria by springtime.

City Staff have also been provided input on a range of legislative proposals around dockless mobility that were introduced at the current session of the Virginia General Assembly. The current legislation that has passed in the House of Delegates is House Bill 2752. This legislation preserves local authority to regulate dockless mobility, but in general allows riding on the sidewalk, limits top speeds of vehicles to 20 mph, limits the weight of the vehicles, prohibits their operation on the Interstate Highway System, and requires users of the devices to give hand signals and have lights.

As spring approaches, City Staff is planning to conduct outreach to educate users to not ride on the City's sidewalks. Those plans include placing variable message signs in targeted areas of the City, working with dockless mobility vendors on safety messaging for the City to use in its varied education efforts, and partnering on closed-course riding events for people to learn how to ride the devices safely. Vendors currently provide safe-riding reminders in their smartphone apps and are developing direct safety outreach email messages for their users.

The City has also begun planning the formal evaluation of the pilot program and plans to include field observations of riding behavior in high-pedestrian areas to observe user behavior, including where they ride. This pilot evaluation will help the City make an informed, data-driven recommendation to City Council to modify or continue (or not continue) permanent scooter and dockless mobility rules in the City of Alexandria, including if and how sidewalk riding rules should change.

C. Legislative Update

With the conclusion of the 2019 Legislative Session, several transportation bills were introduced. Below is a summary of the most relevant.

- **HB2752 – Motorized skateboards or scooters; operation; local authority.** Authorizes localities to regulate the operation of companies providing motorized skateboards or scooters for hire. The bill changes the definition of motorized skateboard or scooter by (i) removing the requirement that such device have no seat and requiring that the device be designed to allow a person to stand or sit, (ii) removing the maximum power limits for such device and providing that the device may be powered in whole or in part by an electric motor, (iii) providing that the device has a speed of no more than 20 miles per hour, and (iv) providing that such device weighs less than 100 pounds. The bill makes consistent the operational requirements for motorized skateboards or scooters and similar devices, including (a) allowing motorized skateboards and scooters to be driven on sidewalks, (b) requiring motorized skateboards and scooters driven on a roadway to be driven as close to the right curb as is safely practicable, (c) prohibiting the operation of motorized skateboards or scooters on any Interstate Highway System component, and (d) requiring operators of motorized skateboards and scooters to give hand signals and have lights on such devices. The bill prohibits operating a motorized skateboard or scooter at a speed faster than 20 miles per hour. Certain provisions of this bill have a delayed effective date of January 1, 2020. This bill has been passed by both houses and awaits the Governor’s signature.
 - Background/Analysis – This bill sets state standards on motorized skateboards and scooters, and authorizes localities to regulate providers. In Alexandria’s context, this bill allows the City to regulate the operation of these motorized devices (for example on sidewalks) during a pilot program, with an MOU, or with an ordinance. Because the City currently has a pilot program in which every provider must sign an MOU, the City is therefore regulating the use appropriately. However, when the pilot is finished, City Council will likely want to adopt an ordinance regulating motorized devices on sidewalks, on which sidewalks, etc.
- **HB1786 – Motorized Vehicles on Sidewalks.** Clarifies that any public entity may allow "other power-driven mobility devices," as defined in the bill, to be ridden or driven on sidewalks in accordance with the Americans with Disabilities Act and other state and federal laws. This bill has been signed into law.
 - Background/Analysis – this bill does not have a large impact on current operations or regulations.

- **[HB2033](#) - Turns into or out of certain residential areas; resident permits.** Allows counties that operate under the urban county executive form of government (Fairfax County) by ordinance to develop a program to issue permits or stickers to residents of a designated area that will allow such residents to make turns into or out of the designated area during certain times of day where such turns would otherwise be restricted. This bill has been signed into law.
 - **Background/Analysis** – Many neighborhoods complaining of cut-through traffic have expressed the desire for “Resident-Only” streets for all or part of the day. This has previously been illegal on grounds of discrimination. This bill allows Fairfax County to develop such a program.
- **[HB 2553](#) and [SB 1680](#) - Mass transit providers; loss of certain operating funds.** Provides that any mass transit provider that incurs a loss in operating funds as a direct result of the performance-based allocation process set forth in Chapter 854 of the Acts of Assembly of 2018 may be eligible for supplemental operating funds in fiscal year 2020. The maximum amount of supplemental operating funds shall not exceed \$3 million from the non-general fund amounts available to the Department of Rail and Public Transportation.
 - **Background/Analysis** – DRPT has been analyzing impacts from the new performance-based allocation for state assistance to local transit agencies. As a result, some providers will receive more funding, and some less. This bill provides additional assistance for those providers that receive less in FY2020.

Below is a list of other transportation-related legislation that the City has been watching and their status.

| | | |
|--------|--|---|
| HB1843 | Driver privilege cards; penalty. | Left in Transportation |
| HB1872 | Motorcycles and autocycles; protective helmets, organ donor exemption. | Left in Transportation |
| HB2155 | Vehicles stopped at crosswalks; prohibition on passing. | Left in Transportation |
| HB2214 | Motorized skateboards or foot-scooters; operation, local authority. | Left in Transportation |
| HB2232 | Motorized skateboards or foot-scooters; operation, local authority. | Left in Transportation |
| HB2273 | Passing stopped school bus; use while passing stopped school bus. | Passed by indefinitely in Transportation (8-Y 5-N) |
| SB1154 | Traffic infractions; not encompassed by reckless or improper driving. | Subcommittee recommends passing by indefinitely (9-Y 1-N) |
| SB1341 | Handheld personal communications devices; use while driving. | Reported from Courts of Justice with amendment (13-Y 4-N) |
| SB1468 | Northern Virginia Transportation Authority; analysis of projects. | Reported from Appropriations (22-Y 0-N) |
| SB1550 | Bicyclists and other vulnerable road users; person who operates a motor vehicle in a careless manner | Subcommittee recommends passing by indefinitely (5-Y 2-N) |

D. Council Work Session

The Alexandria City Council adopted the [2019 City Council Work Plan](#) on February 26, 2019. Of particular note is that the City Council is planning joint work sessions with various commissions, and specifically with the [Transportation Commission in September](#) to discuss transportation funding and grants.

E. Alexandria Mobility Plan Update

Staff has regrettably had to cancel the last several AMP Advisory Group meeting due to issues with procurement and staff turnover. Staff is anticipating that the timeline for completion will be both compressed and delayed, with a final report now expected in late Spring, 2020.