



Transportation Commission

December 06, 2017

7:00 PM

City Council Workroom (City Hall, 2nd Floor)

1. Public Comment Period (not to exceed 15 min)
2. Minutes of the November 15, 2017 Meeting
3. Updates to Receive (Consent)
 - A. Funding Update
 - B. Capital Bikeshare update
 - C. Alexandria's Proposed 2018 Legislative Package update
4. Commission Updates
5. Commercial Parking Standards Study Recommendations – **PUBLIC HEARING AND CONSIDERATION FOR ENDORSEMENT**
6. Vision Zero Action Plan – **CONSIDERATION FOR ENDORSEMENT**
7. Chair and Vice Chair Elections
8. Other business

Public hearing items are so noted on the agenda. The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to transportationcommission@alexandriava.gov in advance of or after the meeting.

Next Meeting: Wednesday, January 17, 2018 at 7:00 PM in City Council Workroom (City Hall, 2nd Floor).

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City of Alexandria

Transportation Commission

Regular Meeting

November 15, 2017
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Acting Chair Stephen Klejst, Acting Vice Chair Melissa McMahon, Commissioner David Brown, Commissioner James Lewis, Councilman John Chapman, Councilman Timothy Lovain, Commissioner Carolyn Schroeder, Commissioner Christine Michealis, Commissioner Oscar Gonzalez.

Staff Present: Yon Lambert – T&ES, Allan Fye – T&ES, Steve Sindiong – T&ES, Hillary Orr – T&ES, Ramiro Rios – T&ES, Christopher Ziemann – T&ES, Quanice Lawson – T&ES.

Acting Chair Stephen Klejst called the Transportation Commission meeting to order at 7:00 pm.

1. Public Comment Period

Jim Durham, Chair of the Alexandria Bicycle and Pedestrian Advisory Committee provided document materials of the regional findings from the Central Alexandria Traffic Study. Durham also provided a signed letter prepared by the Seminary Hills Association directed to the City Manager Mark Jinks. The letter provided residents' concerns regarding regional traffic patterns in the Central Alexandria Area. Durham mentioned that The Central Alexandria Traffic Study illustrated a lack of transit bus options to residents in neighboring cities and localities. Durham suggested implementing High Occupancy Vehicle (HOV) options for travelers and proposed for the City to consider increased funding for complete streets.

Mike Doyle, representative for Alexandria Families for Safe Streets (AFSS), a grassroots organization, reiterated the importance of the Vision Zero Action Plan to help reduce serious accidents and fatalities.

Councilman Lovain pointed out that the Chief of Police has been vigilant in pulling over drivers who abuse traffic laws.

2. September 2017 Meeting Minutes

Acting Chair Klejst asked if any commissioner had suggestions for edits to the minutes. No motions for edits were presented. Vice Chair McMahon made a motion to approve the minutes as written. The motion was seconded by Commissioner Michaelis. The minutes were unanimously approved.

3. Updates to Receive (Consent Items)

Prior to the Consent Items discussion, Acting Chair Klejst welcomed new commissioner Oscar Gonzalez. Gonzalez is an Alexandria resident and currently works for the Virginia Railway Express (VRE). Gonzalez has a background in planning and seeks to improve mobility aspects in the area.

Commissioner Lewis asked when the Central Alexandria study taskforce would be able to provide updates on findings. Yon Lambert, Director of Transportation and Environmental Services, responded that the taskforce is currently reviewing data. Staff is expected to meet with the taskforce in mid-December, after which Staff will provide updates to the Transportation Commission shortly after the New Year.

4. Commission Updates

Commissioner Carolyn Schroeder provided an update on the Environmental Policy Commission (EPC). The EPC met on Monday November 13, 2017 and will have a public hearing on Environmental Action Plan (EAP) on December 4, 2017 to discuss the initiation process and steps moving forward. The EPC also submitted a letter of support and recommendations to the Commercial Parking Standards Taskforce.

Councilman Timothy Lovain reported that the Regional Transportation Planning Board (TPB) held discussions on the new and expanded Constrained Long Range Plan (CLRP) projects. TPB is looking to identify funding resources for unfunded CLRP projects. Councilman Lovain added that four out of ten initiatives include improvements to integrate bicycle and pedestrian facilities to Metrorail stations. Lovain reported that 62 percent of metro riders walk to the metro because they have no other form of transportation in the area. Lovain is researching applicable grants that could support improving bicycle and pedestrian facilities as well as improving physical integration between Metrorail and Buses.

Acting Vice Chair Melissa McMahon reported that the Commercial Parking Taskforce had an open house on November 1, 2017. Staff is refining the data collected and will provide updates at the next meeting on November 29, 2017.

Acting Chair Stephen Klejst reported that the board of directors approved Josh Baker's, General Manager of DASH, proposal to purchase 27 clean diesel buses. Overall, the board heavily supports the move towards electrification. Yon Lambert, Director of Transportation and Environmental Services added that the DASH board adopted a resolution to begin purchasing clean diesel buses in efforts to solidify our commitment to sustainability and asked the General Manager to work with City Staff to begin initiating and prioritizing the electrification of the transit system. Lambert noted that DASH would be giving City Council an update on November 28, 2017.

Klejst reported that the DASH and T.C. Williams pilot program remains successful. The ridership is averaging an increase of 80 riders per day with no adverse incidents reported. In support of the Vision Zero initiative, General Manager Josh Baker reported that DASH is moving forward with plans to

install pedestrian detection devices on the buses to alert bus drivers and counteract blind spots.

5. Vision Zero Draft Action Plan - Public Hearing

Hillary Orr, Vision Zero Project Manager, provided the commission with a brief update of last month's review process of the Vision Zero Draft Action Plan (Action Plan). Staff provided a report of draft strategies to the Transportation Commission Subcommittee in October 2017. Staff completed the interdepartmental workgroup input, which included input and recommendations from 19 departments across the city. Once completed, staff released the Vision Zero Draft Action Plan for public comment. The Police Department also released their Traffic Safety Plan around the same time. Public feedback will be open for comments until November 26, 2017.

Orr stated that the Action Plan was created to be a highly data-driven document to help specify the appropriate strategies. The full data analysis report is available on the Vision Zero website. The Action Plan seeks to reduce the number of Killed or Seriously Injured (KSI) crashes to zero by 2028. Commissioner McMahan asked what the timeframe was for KSI crash data collected. Staff responded that the data was collected from the year 2011 until 2016. Commissioner Gonzalez asked for the source of the data. Orr responded that the graphs were based on Alexandria Police Department (APD) data and stated that the Action Plan is heavily focused on pedestrian safety (given their vulnerability to serious injuries) but seeks to ensure that safety is addressed for all modes of transportation. Orr specified that one in seven pedestrian accidents (14 percent) resulted in a fatality and this percentage was much higher than that of accidents involving motorized vehicles only. The Action Plan has four major focus areas: promoting a culture of safety, building safe streets for everyone, improving data collection and evaluation, and enhancing policy and collaboration.

The Transportation Commission Subcommittee originally asked for more detailed strategies in the Action Plan work plan. Orr mentioned that the goal is to complete the Action Plan work plan by December 2017, pending approval by all departments within the City. Staff will provide updates as the status changes.

Orr estimated that the Action Plan implementation cost would be approximately \$200,000 per year for operations and \$1.3 million dollars per year in capital funding. Additionally, Orr stated that the City would need local, state and regional support to implement the Action Plan. Staff encourages everyone to review the Vision Zero Safe Streets Pledge and show support by taking the pledge on the Vision Zero website. The Action Plan is currently open for public comment, and this period will end on November 26, 2017. Staff will seek endorsement from the Transportation Commission at the December 6 meeting and seek City Council adoption at the Public Hearing on Dec 16, 2017. Staff will publish annual reports every year and begin a three-year review process to include action items and status updates.

Acting Chair Klejst asked if there is a strategy in place to help determine where bicycle racks would be most efficient. Staff responded that there is a consistent engineering strategy in use to determine the best location for bicycle rack installation. Orr mentioned that Pedestrian and Bicycle Master Plan incorporates these strategies and recommends the best location for installations. Klejst asked staff if there was a plan to implement an educational campaign on safe bicycle riding. Orr responded that under the Vision Zero framework, the City would implement an educational campaign that will encourage all transportation users, regardless of mode, to take responsibility for their actions.

Acting Chair Klejst opened the Public Hearing. James Durham, Alexandria resident, provided the commission with background materials and reiterated the importance of speed management and safe

street design in full support of Vision Zero. Mike Doyle, Alexandria resident, reiterated the urgency to implement the Vision Zero framework and stated that crashes had increased in 2016, being higher than in any other year since 2011. Doyle stated that he hopes to see a significant reduction in accidents in 2018. Acting Chair Klejst closed the Public Hearing with no more pending comments.

6. NVTA 70 % Program Grant Application for FY18-23

In April 2013, House Bill 2313 was signed into law, levying additional taxes and a fee in Planning Districts that meet population, motor vehicle registration, and transit ridership criteria. The additional revenues generated in Northern Virginia through these taxes and fees are deposited into a fund managed by the Northern Virginia Transportation Authority (NVTA). Thirty (30) percent of the funds are distributed directly to member localities for use on transportation projects; the remaining seventy (70) percent of the funds are distributed by NVTA and used for regional transportation projects. Projects seeking NVTA 70% regional transportation funds must be included in NVTA's long-range transportation plan, TransAction, which was approved by the NVTA at their October 12, 2017 meeting. At the May 18, 2016 Transportation Commission meeting, the Commission endorsed a recommended project list to be included in TransAction.

Transit Services Division Chief Allan Fye provided a high-level overview of the program and timeline of NVTA approval. Fye explained brief details on each project listed in the application memo and included in the multi-year grant proposal. Staff is asking for endorsement of the proposed program of transportation projects for submission to the Northern Virginia Transportation Authority (NVTA) for seventy (70) percent regional transportation funding for FY 2018- FY 2023 for a total of \$88,228,652. City Staff will seek consideration and approval of City Council for the proposed program at the November 28, 2017 Legislative Session.

Commissioner Schroeder inquired about the funding resources for projects that show no funding in the memo. Staff clarified that there is funding from various resources but none that is solidified only for that project. Staff will incorporate more detailed information on funding sources in the future. Commissioner Michaelis asked if the proposed amount allocated for the DASH Technology Needs project was sufficient. Staff replied that it will cover the preliminary funding needs. Fye also mentioned that other sources of funding will be used to complement NVTA 70% funds. Commissioner Brown asked how City Staff determines the total amount for the NVTA application. Staff reiterated that we have been successful in obtaining more than eleven percent that the City contributes of the allocated funds from NVTA by focusing on implementing important projects that are cost effective and with a realistic implementation plan.

Commissioner James Lewis made a motion to approve the NVTA 70% Program Grant Application for FY18-23. Acting Vice Chair McMahan seconded. The application grant was approved unanimously.

7. FY19 Capital Improvement Program Budget Guidance

Each year the City Manager presents a proposed City Budget to the City Council for consideration and action. As part of the budget process, a ten-year Capital Improvement Program (CIP) is developed to fund major capital projects in the City. Funding for the CIP comes from the City's general fund, grants, and other non-city sources such as developer contributions.

Yon Lambert, Director of Transportation & Environmental Services, provided a budget overview of the city's top ten project priorities for FY 2019. Every two years city staff will be eligible to make proposals to the approved list. Lambert stated that staff is seeking consideration to reaffirm

previously approved budget guidance. Director Lambert stated that City Manager Mark Jinks identified some areas of priority, asking staff to address high priority projects, the first being the Vision Zero initiative and second, to implement core capital projects. Lambert reiterated the importance of the 2.2-cent dedicated real estate reservation tax for transportation improvements. Finally, Lambert noted that City Council communicated to the City Manager budget guidance to keep the overall real estate tax rate flat.

Councilman Lovian responded that revenue is growing at less than 2 percent, Council has elected to keep the rate flat in efforts to contain expenditures. Councilman Chapman added that there is limited flexibility in terms of revenue generation. Lambert stated that many of the transportation projects are partially funded by special revenue accounts. Lambert reiterated the importance of the Memorandum from the City Manager to the commission asking for budget guidance and to list the highest priority projects as well as the lowest priority ones. Vice Chair McMahon asked if the guidance recommendations for FY19 budget were unchanged from FY18. Staff clarified that the top priorities were mainly unchanged, except that the Vision Zero activities would be the highest priority in the guidance from the Transportation Commission to City Staff. Commissioner Lewis pointed out that the City should maintain current maintenance commitments before creating new projects. Lambert stated that the current budget seeks to incorporate previous infrastructure maintenance obligations as well as new obligations.

Commissioner Michaelis asked if the flat rate will affect real estate assessments. Staff replied that such discussion was outside the purview of this Commission and that staff could not answer detailed questions regarding that topic. Michaelis also asked if the 2.2-cent tax revenue would be dedicated to cover obligations for WMATA operations.

Staff stated that a portion would be dedicated to WMATA. Acting Chair Klejst asked if there are any bullet items for budget guidance that the Transportation Commission would like to add, remove or discuss. Commissioner Schroeder stated that she would be hesitant to remove items off the Capital Improvement Program priority list without further detailed review of each bullet point. McMahon asked for clarification of the CIP bullet stating that we shall “pursue discretionary grant funding for transportation projects, including state capital assistance and federal New Starts, Small Starts, and TIGER grants.” Staff clarified that this budget objective intends to maximize the ability to obtain discretionary grants. Commissioner McMahon recommended that Staff should evaluate whether it was beneficial to apply for grants that the City was not familiar with.

Acting Chair Klejst asked if there was a motion to accept the FY19 CIP Budget Guidance as discussed. Acting Vice Chair Melissa McMahon made a motion to provide City Council the discussed list of budget priorities with the addition of Vision Zero Action Plan as the top priority of the FY19 CIP Budget Guidance. Commission voted unanimously and approved.

8. Other Business

Acting Chair Klejst reminded the commission that the next meeting will be on December 6, 2017 and Chair and Vice Chair elections will also be in December 2017 for the upcoming calendar year. With no other business to discuss, Commissioner Lewis made a motion to adjourn the meeting. The motion was seconded by Acting Vice Chair McMahon. The commission unanimously approved the motion.

Meeting adjourned at 9:17pm

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 06, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: 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

At the November 28, 2017 Legislate Meeting, City Council unanimously approved the following Staff-recommended and Transportation Commission-endorsed grant and funding applications: 1) FY24 CMAQ (Congestion Mitigation & Air Quality) / RSTP (Regional Surface Transportation Program) Request, 2) FY19 TDM (Transportation Demand Management) Operations Grant, and 3) FY18-23 NVTA 70% Program Application.

It is anticipated that NVTA will award FY18-23 funding in June 2018 and that the CTB (Commonwealth Transportation Board) will approve the CMAQ/RSTP program and the TDM Operations grant in June 2018. City staff will remain engaged with each grantor agency to provide additional information as needed.

B. CAPITAL BIKESHARE UPDATE

The Capital Bikeshare system has continued to grow since the City of Alexandria joined the regional program in September 2012, with the system expanding from eight stations in 2012 to 31 stations in 2016.

For the next round of expansion, the City will add 10 additional bikeshare stations in FY 2018, using grant funding. The City has identified 16 suitable station locations in total and developed an online survey for the community to provide input on specific station locations. The survey was opened on May 12 and closed on June 15, and during this time the City received over 400 responses. In addition, City staff notified civic associations and businesses adjacent to proposed Capital Bikeshare stations with the goal of addressing as many concerns as possible at an early stage.

Staff summarized and evaluated all feedback received on the 16 proposed station locations to determine the 10 most suitable locations for installation in FY 2018. Staff recommended the 10 station locations to the Traffic & Parking Board at their public hearing on July 24. The Traffic & Parking Board approved the installation of bikeshare stations at the following locations:

- Braddock Road Metro Station - South
- Duke Street & Holmes Run Trail
- Eisenhower Avenue & Holmes Run Trail
- Glebe Road & Main Line Boulevard
- Potomac Avenue & Reed Avenue
- Holmes Run Parkway & N Pickett Street
- Barrett Library
- Reed Avenue & Edison Street

The Traffic & Parking Board instructed staff to return in September after conducting further community outreach and site analysis for the following proposed locations:

- Green Street & Washington Street (South Old Town)
- Ben Brenman Park & Somerville Street

Staff conducted outreach in-person and launched another online survey to receive additional feedback on these two proposed station locations. Staff evaluated all feedback received in-person and online in evaluating alternate sites. A sign was posted at the proposed location to notify the public in advance of the Traffic and Parking Board public hearing. For the South Old Town site, Staff proposed both the original site on the south side of Green St and Washington St (1A) as well as an alternate site on the north side (1B) which would not require any on-street parking modifications, although it does require the relocation of a recently planted tree. Staff recommended these locations to the Traffic & Parking Board on November 27, and received approval for the north side of Green Street and Washington St (1B) as well as the original Ben Brenman Park & Somerville Street location. After securing approval by the Traffic & Parking Board, staff will provide appropriate documentation on station locations to the Virginia Department of Transportation (VDOT) for their review before placing an order. The 10 stations typically take six months to deliver from the time the order is placed, and installation is expected to occur in Summer 2018. Staff will provide notification to the civic association and adjacent businesses to inform them of the impending installation of the station.

C. ALEXANDRIA'S PROPOSED 2018 LEGISLATIVE PACKAGE UPDATE

At the November 28, 2017 Legislative Meeting, City Council discussed the following issues:

Funding for WMATA—The other major item in this Package is funding for WMATA. The Metro system needs \$500 million annually from the region in dedicated funding. Virginia's share using the existing WMATA formula would be 28% or about \$140 million annually. The WMATA members have not yet agreed on a new source (e.g., tax) for this funding, but the City

agrees that new dedicated funding is needed, and the legislation necessary to provide this should be passed in 2018.

Regional Motor Fuel Sales Taxes—The 2013 General Assembly changed the state gas tax from a specific amount per gallon (17.5¢ for gasoline) to a percentage sales tax (3.5 percent for gasoline). The General Assembly also set a floor price (the statewide average wholesale price of a gallon of unleaded regular gasoline on February 20, 2013) by which the state taxes on motor fuels are calculated. Based on the fuel prices that day, the effective minimum tax rates on a gallon of gasoline and diesel are 16.2¢ and 22.2¢, respectively, throughout Virginia.

In addition, the 2013 law established an additional 2.1 percent regional sales tax for the local transportation projects in the Hampton Roads area, much like the local 2.1 percent tax already in effect throughout Northern Virginia.

Unfortunately, neither the Northern Virginia nor the Hampton Roads regional sales taxes were provided a floor. If we had a floor like the State tax, Northern Virginia would have collected nearly \$17 million more than it did in FY 2017. The City recommends the introduction of and support for legislation to create a floor for the Northern Virginia and Hampton Roads regional motor fuels sales taxes.

Transit Fiscal Cliff— In recent years, the Commonwealth has provided funds to local transit to help pay for their capital needs. The remainder of capital funding has come from local governments and, in some cases, federal agencies. For the last ten years, State transit capital funding has come in large part from State revenue bonds—but the proceeds from these bonds will be gone in the next biennium. It is crucial that the General Assembly find a replacement for this revenue during the next biennium.

Funding for VRE (the Virginia Railway Express)—The VRE has developed a 2040 System Plan, and an accompanying Financial Plan that identifies capital and operating requirements needed to implement the plan. A key finding in the Financial Plan is the clear need for increased funding. The local jurisdictions that are members of VRE cannot increase their VRE financial support to the level needed to continue VRE services at their current level. VRE will be seeking additional State funding; the City supports VRE in this regard.

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 6, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: MATT MELKERSON, ACTING DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – Commercial Parking Standards Study Recommendations

ISSUE: The Parking Standards Task Force has developed recommendations to update the current parking requirements for commercial uses, including office, hotel, retail, and restaurant. These recommendations will be reviewed by the Planning Commission and City Council as a text amendment to the Zoning Ordinance.

RECOMMENDATION: That the Transportation Commission hold a public hearing and endorse the approval of Task Force’s recommendations.

BACKGROUND: The commercial parking standards in the City’s Zoning Ordinance were last comprehensively updated in the 1960’s. Since that time, opportunities for alternate modes of travel have increased and single-occupancy auto travel and per household car ownership has decreased. At the same time, shifts toward tele-working, ridesharing, online shopping, and preferences for smaller, neighborhood serving retail and restaurants have changed parking demand at many commercial sites. In addition, the negative impacts of requiring parking for small businesses in terms of high relative costs and delayed openings has become better known. Consistent with these trends, over the last five years, 40% of the commercial cases reviewed by City Council have requested and been approved to reduce their parking ratios.

In 2013, the City Council directed staff to study citywide parking standards in the Zoning Ordinance and to propose revised parking standards as appropriate. The study was divided into phases, with the first phase addressing multi-family parking requirements. This phase was completed in 2015 with an update to the Zoning Ordinance for this use. The second phase of the project has focused on commercial parking standards, specifically office, hotel, retail, and restaurant uses, and has been underway since February 2017. Similar to the multifamily residential review, this phase has included a review of parking demand at different commercial sites across the City and a discussion of recommendations by the Parking Standards Task Force.

DISCUSSION:

Data Collection and Analysis

In order to assess the current parking demand for commercial uses, parking data was collected at 60 sites across the City. Surveys were conducted during the typical peak period for the use (e.g. office sites were surveyed during the day, during the middle of the week, when employees are

typically at work) to count the number of spaces provided in a lot or garage and count the number of vehicles that were parked. From this information, the parking demand for each use was determined and compared against the existing parking requirements. Fifty-nine of the 60 sites were parked at a lower rate during their highest-demand times than currently required by the Zoning Ordinance, suggesting that the current parking requirements require more parking than currently needed. On average, the parking occupancy was 61% and only 6 of the parking lots or garages were full (i.e. occupancy higher than 85%). The detailed survey data for each site is included in Attachment 1.

More detailed surveys were conducted at 21 of the sites to collect specific information about how people traveled to the site. Surveyors were stationed at each site to ask people how they came to the site, and if they drove, whether they parked on-site or on-street. Some of the key findings from this survey include:

- Ridesharing (Uber, Lyft, taxi) was the highest travel mode for hotels representing 32% of the trips.
- Only 20% of the hotel trips were made by driving and parking. For those that parked at a hotel, 92% indicated they parked on-site.
- Walking was a large share of the trips made for restaurants (48%) and retail (29%). This mirrors national trends of people preferring neighborhood-serving retail.
- For retail and restaurant trips that were made by driving and parking, a significant portion preferred to park on-street (restaurant – 59%, retail – 44%), despite off-street parking being available. This indicates that when spill-over parking impacts are an issue for residents, requiring off-street parking may not be the best solution.
- For office trips, the majority of people who drove (85%) indicated they parked on-site or in other off-street parking.

In addition to the survey data, the Task Force also reviewed parking requirements that have been approved in recent small area plans, the resulting parking requirements for commercial developments that were approved for parking reductions, and parking requirements in other jurisdictions. This information is summarized in the charts included in Attachment 2.

Recommendation

At their last meeting on November 29, 2017, the Task Force finalized their recommendations for the project, which are summarized in Attachment 2 and discussed below.

Enhanced Transit Area Map

Create a map designating areas currently with or planned for enhanced transit that will have lower parking requirements. In general, the enhanced transit area includes a ½ mile buffer from existing and future Metro Stations, Transitways, and King Street Trolley stops. The proposed map is included in Attachment 3.

Minimum and Maximum Parking Requirements

The parking requirement for each land use included in the study will include a minimum and maximum requirement. The parking requirement can be satisfied by providing parking within the minimum-maximum range. Requests to provide less parking than the minimum and more parking than the maximum can be considered through a special use permit, just as currently done with requests to provide less parking.

Parking Requirements by Land Use

Attachment 3 summarizes the specific minimum and maximum parking requirements for each land use within and outside the Enhanced Transit Area. The Task Force considered the survey data, small area plan requirements, approved parking reductions, other jurisdictions, and existing City policies and plans in setting these figures. Attachment 2 provides charts for each land use that summarizes how the proposed requirements compare to the survey data and other background information.

In reviewing the retail parking requirement, the Task Force recommends consolidating other retail-like uses into this parking requirement, such as daycares, personal services, and private commercial schools. By having the same parking requirement for these uses, this allows more flexibility within individual tenant spaces without requirements for additional parking or parking reduction SUPs. The full list of uses to be included in the retail category is included in Attachment 3.

Parking Exemption

Recognizing that uses that require a small amount of parking likely would not have a significant impact in the overall parking conditions of a neighborhood, any non-residential uses that have a parking requirement of 2 spaces or less would be exempt from providing parking. This exemption is an option available to a business, but if they chose to provide parking, they could do so within the maximum range for the use.

Parking Exemption for Existing Buildings

Considering the difficulty of providing new parking for existing buildings and the desire to see these buildings occupied and improved rather than vacant, the Task Force recommends exempting new uses in existing buildings that were previously occupied by a similar or more intense use from the parking requirements if additional parking would be required. Staff is working with the Attorney's Office to develop specific criteria for how this exemption could be applied.

Shared Parking

To encourage and allow uses to share parking, implement a process that applies a variation of the Urban Land Institute's shared parking model to determine parking requirements for multiple uses. Parking could be shared between uses on the same lot or within 1,000 feet of the parking facility, measured as the crow flies. The Task Force recognized that this distance is comparable to ¼ mile walkable route (i.e. using sidewalks and crossing at intersections), which has been consistently referenced as a reasonable distance for people to walk, in particular employees.

Public Engagement

The commercial parking standards study was officially kicked-off and introduced to the public in February with the *Right-Sizing Commercial Parking* event with guest speaker Todd Litman. Mr. Litman is the founder of the Victoria Transport Policy Institute and a well-known transportation and parking expert. At the event, Mr. Litman discussed commercial parking trends and parking management solutions, and offered some points for consideration in the City's review of commercial parking standards.

The Parking Standards Task Force has been the primary avenue for public feedback. This Task Force is comprised of 8 residents and 3 members of the development community and was tasked

with reviewing the data collected, considering potential recommendations, and supporting outreach efforts by reporting back to the groups they represent. The Task Force has met monthly since March for a total of 9 meetings. Each of these meetings has been advertised and open to the public, with meeting materials and presentation posted online. In addition, each meeting has included a public comment portion on the agenda to allow the general public an opportunity to speak at the meeting and provide feedback on the Task Force discussion.

Staff has also been providing updates about the study and draft recommendations to several different stakeholder groups. The following table provides a summary of the meetings staff has attended. Staff also provided an update to the City Council on October 24th. Additionally, an open house was held November 1st to provide another opportunity for the public to review the data that was collected and consider and provide feedback on the draft recommendations.

Organization/Board/Commission	Meeting Date
NAIOP	July 18
Transportation Commission	September 20
Chamber of Commerce	October 3
Planning Commission	October 3
Bicycle and Pedestrian Advisory Committee	October 9
NAIOP	October 10
Environmental Policy Commission	October 16
Alexandria Business Associations	October 19
Traffic and Parking Board	October 23
Federation of Civic Associations	October 25
Chamber of Commerce	November 7
Planning Commission	November 9
Restaurant Association	November 10

Next Steps

The Task Force recommendations will be considered by the Directors of Planning and Zoning and Transportation and Environmental Services for inclusion in the text amendment to update the parking section of the Zoning Ordinance. The text amendment is scheduled to be reviewed the Planning Commission and City Council at public hearings in January. If approved by the City Council, the new requirements would take effect the following month.

ATTACHMENTS:

Attachment 1 – Survey Data

Attachment 2 – Proposed Parking Requirements and Comparison to Survey Data and Other Background Information

Attachment 3 – Task Force Recommendations

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 6, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: MATT MELKERSON, ACTING DEPUTY DIRECTOR T&ES

SUBJECT: AGENDA ITEM #6 – VISION ZERO CONSIDERATION FOR ENDORSEMENT

ISSUE: Staff update to Transportation Commission on Draft Vision Zero Action Plan

RECOMMENDATION: That the Transportation Commission endorse the Vision Zero Action Plan.

BACKGROUND: On January 24, 2017, the City of Alexandria adopted Vision Zero with the goal of eliminating all traffic deaths and serious injuries by 2028. The Draft Vision Zero Action Plan (the Action Plan) was released to the public on November 8, 2017¹.

The Alexandria Office of Performance and Accountability (OPA) conducted an analysis of traffic data provided by the Alexandria Police Department (APD) from the Traffic Records Electronic Data System (TREDS). Their findings, as well as those by the consultant team, were used to develop strategies and action items in the plan. The Action Plan outlines the elements involved in developing the plan and the action items that will help the City achieve zero fatalities and severe injuries by 2028. For more information, please visit:

<https://www.alexandriava.gov/VisionZero>

DISCUSSION: The public comment period for the Draft Vision Zero Action Plan closed on November 26, 2017. Overall, public input on the plan was largely positive with 86% of respondents stating that they support the Vision Zero Action Plan and 79% stating that the City of Alexandria should increase resources in order to implement the plan. Staff received nearly 200 written comments about the overall action plan as well as the strategies. When asked to select the four strategies that were most important to the respondent (of twelve), the top strategies noted were:

- Strengthen traffic safety enforcement policies and practices (18%)
- Develop and implement infrastructure policies to reduce KSIs (16%)
- Improve delivery and implementation of safety treatments (12%)
- Enhance data collection and coordination efforts (10%)

¹ <https://www.alexandriava.gov/uploadedFiles/tes/info/Action%20Plan%20Final%20Draft.pdf>

In general, the public comments from the plan were largely balanced in terms of supporting or requesting to expedite specific areas such as education, engineering and enforcement. While most respondents felt that one should be prioritized over another, the specific requests were fairly evenly distributed across themes. The comments received highlighted the importance of promoting a culture of safety through taking responsibility for individual actions no matter the mode of travel.

The City has taken on the challenge of accomplishing the goal of Vision Zero within ten years of the adoption of this Action Plan. However, City Staff cannot accomplish these goals alone. Part of the success of this plan is having our residents, visitors, businesses, and workers take responsibility for their individual actions, look out for one another on the roads, and embrace the culture of safety Alexandria is trying to build. To date, nine organizations have signed on as “Coalition Partners” to help the City achieve its goal.

Staff aimed to incorporate the comments provided by the Transportation Commission to the extent possible. The following summaries outline major changes that were made based on the Commission as well as the public comments.

- A detailed [Three-year work plan²](#) was developed that can be found on the Vision Zero website. This document breaks the action items into measurable milestones that will provide the foundation for the Vision Zero annual report
- **Year 1 Priority Action Items** were highlighted in the plan (Attachment 1)
- **High Crash Intersections**, that are based on injuries as well as KSIs, will be prioritized and are highlighted on the website
- An updated High Injury Network map to “**High KSI Network**” map to include Seminary Road, as is shown in the data analysis
- **Year 1 Priority Engineering Action Items** were identified in the plan (Attachment 2)

A Vision Zero dashboard is currently being developed to report the City’s progress as we work toward zero. A draft snapshot of the dashboard can be viewed in Attachment 3. City Staff will provide an annual report to the Transportation Commission detailing the status of the action items and in conjunction with the annual Complete Streets program update.

Staff is seeking the Transportation Commission’s endorsement of the Final Plan. The Action Plan will be brought before City Council for adoption during their public hearing scheduled for December 16, 2017.

FISCAL IMPACT: Many of the action items are funded through existing resources, but additional capital and operating money will be required to implement them in the recommended timeframe. Many of the short-term action items (1-2 years) are funded through FY 2018 dollars that were included in the Complete Streets budget. For FY 2019, staff is requesting an additional \$100,000 in operating funding to support additional data collection and education campaign strategies.

² Work plan web link

An additional \$375,000 is being requested in Complete Streets Capital funding for FY 2019 which would provide:

- \$50,000 to supplement the existing \$47,000 for Safe Routes to School engineering projects
- \$300,000 for high crash intersection design
- \$25,000 to supplement the existing \$30,000 for pedestrian signal technology.

For FY 2020 and 2021, a supplemental request for \$300,000 each year will be requested for the design and implementation of improvements to high crash locations and establishment of a Neighborhood Slow Zone program. A supplemental request for \$300,000 in FY 2020 for Sidewalk Capital Maintenance will also be include in the request package this year.

ATTACHMENTS:

Attachment 1: Year One Priority Action Items

Attachment 2: Year One Priority Engineering Action Items

Attachment 3: Vision Zero Draft Dashboard

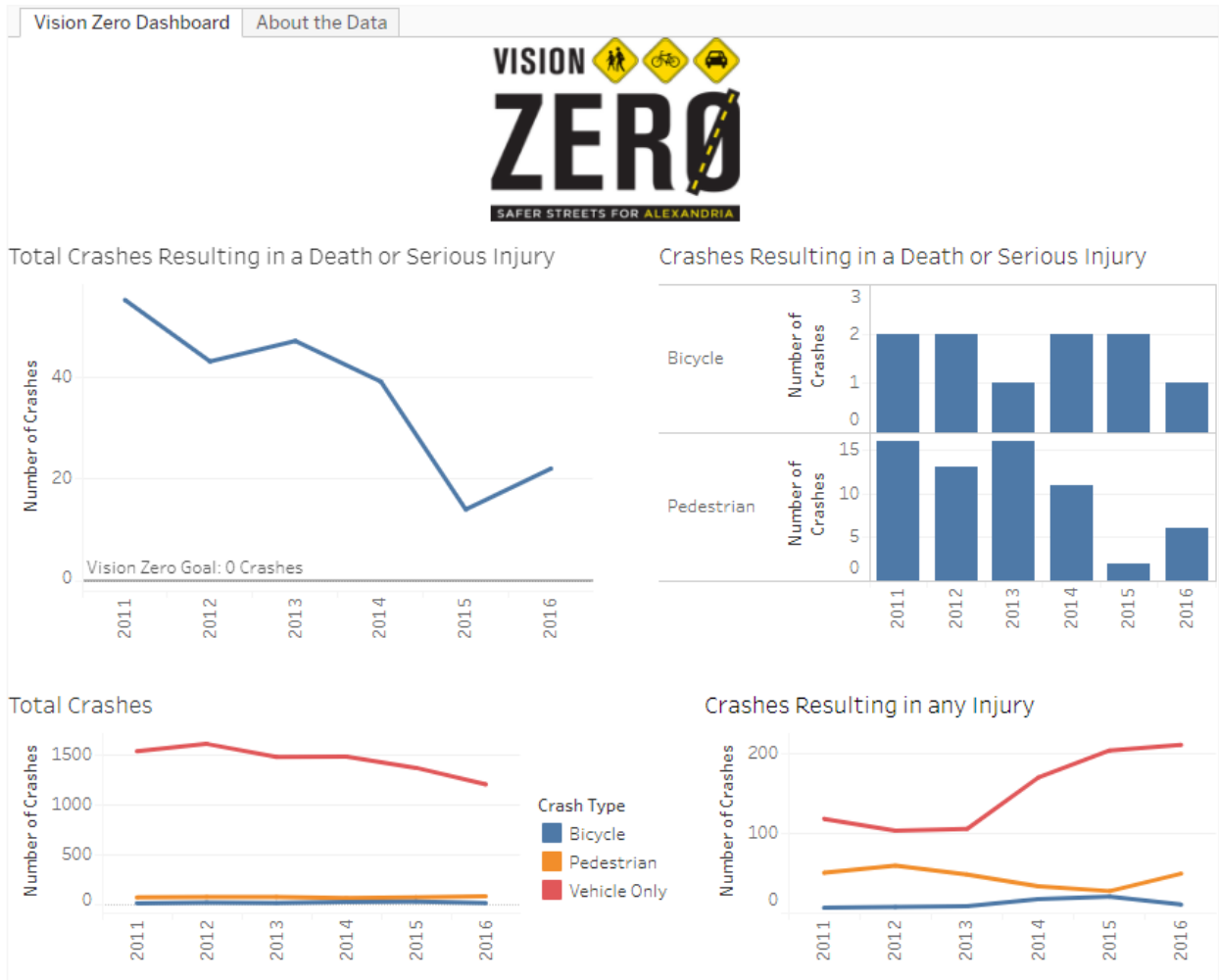
Attachment 1:

Year 1 Priority Action Items	
Action 1A	Make information easily available to the public
1A.1	Establish dashboard for all crash and safety data on the Vision Zero website.
1A.3	Provide annual citation data for infractions that potentially lead to serious injuries and deaths
Action 1B	Enhance data collection and coordination efforts
1B.2	Work with State Police, DMV, VDOT and State Pedestrian Task Force to revise crash reporting standards and information captured to better inform data analysis leading to projects and programs
1B.3	Standardize and establish definitions and training on crash reporting methods
1B.4	Work with the State to update crash reporting methods to differentiate between alcohol and drug related crashes.
Action 2A	Support and encourage statewide legislative efforts to implement stricter traffic safety laws
2A.3	Support statewide efforts to revise distracted driving laws, including increase of fines.
Action 2B	Evaluate City policy and administrative guidelines to improve safety outcomes
2B.1	Develop system to track, manage, respond to, and prioritize resident and customer requests for safety improvements.
Action 3A	Improve delivery and implementation of safety treatments
3A.2	Identify criteria for installation of "No Right on Red" and LPIs for intersections and outline process for implementing changes
3A.3	Reduce delivery timelines for safety improvements by implementing near-term, temporary treatments for priority Pedestrian & Bicycle Master Plan and Safe Routes to School engineering recommendations
Action 3B	Develop and implement infrastructure policies to reduce KSIs
3B.2	Prioritize concurrent pedestrian signals and retrofit timing where green currently allows for concurrent pedestrian phases
3B.3	Use the data that identifies high KSI crash corridors and intersections to help prioritize engineering and education efforts, and require comprehensive safety improvements when designing these corridors and intersections
3B.5	Explore a Citywide 25mph speed limit
3B.6	Update the Streets and Transit Chapters of the Transportation Master Plan to prioritize the reduction of KSI crashes and elevate crash data as a priority in decision-making.
Action 4A	Inform the public of Vision Zero efforts
4A.1	Maintain a comprehensive website to provide information on the projects, programs, and progress of Vision Zero to include dashboard and annual reports
4A.4	Work with media partners to more accurately report traffic crashes to avoid victim-blaming and report crashes in the context of Vision Zero
Action 4B	Create a network of partnerships to ensure the success of Vision Zero
4B.4	Partner with VDOT's Northern Region Transportation Operations Center to further enhance public messaging of crashes and traffic disruptions within the City
4B.5	Initiate a regional Vision Zero Task force to identify path toward regional Vision Zero Policy
Action 4C	Craft a successful education campaign to inform the public of Vision Zero and topic areas
4C.1	Work with other local governments to develop regional and City-based "campaigns" with messaging that focuses on topic area(s) of importance (e.g. Speeding, Distracted Driving, and Driving Under the Influence).
4C.4	Use signs and electronic messaging as public service announcements related to "campaign" messages as well on roadways with higher speeds
Action 4D	Encourage City Staff to incorporate Vision Zero into Everyday Practices
4D.1	Add Vision Zero education to defensive driving courses to training for all City employees receiving fleet driving permissions. Require employees to update this training certifications every 3 years
4D.3	Install Pedestrian Collision Avoidance systems on DASH buses
Action 4E	Strengthen traffic safety enforcement policies and practices
4E.2	Focus enforcement on roadways with higher speeds and increase traffic stops in these areas
4E.4	Regularly deploy high-visibility DUI enforcement in high-priority areas on nights with higher concentrations of severe and fatal crashes and major community events
4E.6	Identify and install signage at critical intersections to permit increased fines for failure to yield to pedestrians in a marked crosswalk

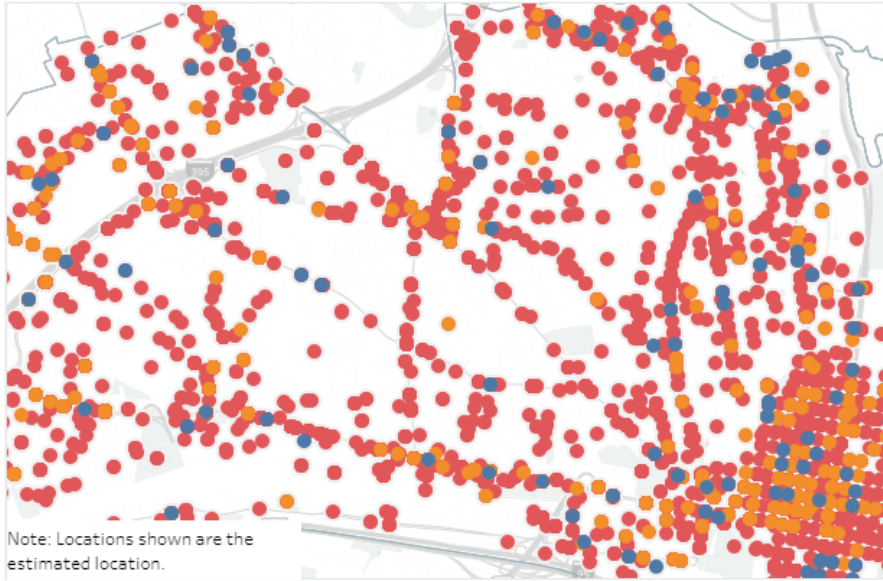
Attachment 2

Priority Engineering Improvements for Vision Zero Year 1
Install Leading Pedestrian Intervals (LPIs) at ten high crash intersections
Install No Right on Red turn restrictions at ten intersections
Install Pedestrian count-down signals at five intersections
Install two major pedestrian intersection improvements
Install twenty low-cost safety improvements, including new road markings, signs and minor signal modifications
Develop concept design for funding application for at least one high crash location
Upgrade curb ramps to improve accessibility at fifteen locations
Upgrade three uncontrolled crossing locations with safety improvements
Implement Safe Routes to School improvements at six schools
Reduce the speed limit from 35mph to 25mph on one high crash corridor

Attachment 3



Interactive Crash Map



Use the buttons to filter the crashes shown on the map.

Crash Type

- Bicycle
- Pedestrian
- Vehicle Only

Year Filter

All

Crash Outcome Filter

All

	KSI	Minor Injury	No Reported Injury
Vehicle Only	146	771	7,799
Pedestrian	64	208	173
Bicycle	10	64	46

Note: Locations shown are the estimated location.

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