



Transportation Commission

May 15, 2019

7:00 PM

City Council Workroom (City Hall, 2nd Floor)

1. Public Comment Period (not to exceed 15 min)
2. Minutes of the April 17, 2019 Meeting
3. Updates to Receive (Consent)
 - A. Bike to Work Day
 - B. Dockless Mobility Pilot
 - C. Seminary Road
 - D. Planning and Zoning Initiatives
 - E. Residential Parking Permit *Refresh*
 - F. WMATA Bus Transformation Project
 - G. WMATA Platform Work Extension
 - H. Potomac Yard Metrorail Station
4. Commission Updates
5. **ACTION ITEM:** Alexandria Transit Vision
6. **DISCUSSION:** Eisenhower East
7. 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, June 19, 2019 at 7:00 PM in City Council Workroom (City Hall, 2nd Floor).



City of Alexandria
Transportation Commission

Regular Meeting

April 17, 2019
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Chairman Stephen Klejst, Commissioner Bruce Marsh, Commissioner Jake Jakubek, Commissioner Casey Kane, Commissioner Carolyn Schroeder, Commissioner David Brown.

Staff Present: Christopher Ziemann - Transportation Planning Division Chief, Steve Sindiong – Transportation Planning Division, Jennifer Slesinger - Transportation Planning Division, Ellen Eggerton – Environmental Quality Division.

Audio/Visual presentations are available online:

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

Chairman Stephen Klejst called the Transportation Commission meeting to order at 7:03 pm.

1. Public Comment Period

No comment

2. March Meeting Minutes

Commissioner Jakubek asked for a correction to other business. Commissioner Brown made a motion to approve minutes as amended. Motion carried.

3. Updates to Receive (Consent Items)

The Commission received written updates about the following:

- A. WMATA Budget
- B. WMATA Platform Work
- C. Seminary Road Complete Street Project Update
- D. Potomac Yard Metrorail Station Update
- E. Residential Parking Permit (RPP) Refresh
- F. Residential Pay-by-Phone
- G. Alexandria Repaving Schedule and Processes FY19-FY20
- H. Alexandria Mobility Plan Update

4. **Commissioner Updates**

Chairman Klejst: The Alexandria Transit Company (ATC) held a [Board of Directors Meeting](#) on April 10, 2019 at 5:30pm. Prior to the meeting, ATC held a public demonstration of the Hydrogen Fuel Cell bus at City Hall. The mobile ticketing app will go live in May 2019. FY 2020 budget approved the purchase of 14 new buses, which includes six electric buses. ATC also held a public hearing for the FY2020 Transit Development Plan (TDP) Public Hearing with no public comments.

Commissioner Kane: The [Traffic and Parking Board](#) will meet in the City Hall Council Chambers on April 22, 2019. Agenda items include the consideration to implement and/or install pay stations on residential streets, alternative payment methods, and text size on program signage related to the Residential Pay by Phone program.

Commissioner Marsh: The [Potomac Yard Metrorail Implementation Work Group](#) (PYMIG) will hold their next work group meeting on April 22, 2019 at the Charles Houston Recreation Center at 7pm.

Commissioner Schroeder: The [Environmental Policy Commission Work Session](#) was rescheduled to April 22, 2019. The City will host an Earth Day Event on April 27, 2019 at Lenny Memorial Fields at Braddock Park at 10am-2pm.

Commissioner Brown: On April 13, 2019, City Council adopted the new chapter to the [Landmark/Van Dorn Plan](#) developed during the Landmark Mall Re-planning Process.

5. **FY 2020-2029 Budget – Public Hearing**

Christopher Ziemann, Transportation Planning Division Chief, presented the City Manager's Proposed FY 2020 – FY 2029 City Budget. The Capital Improvement Program (CIP) totals \$1.617 billion, which represents a \$575 million decrease from the Approved FY 2019 – FY 2028 CIP. The Proposed CIP maintains the reserved 2.2 cents on the base real estate tax rate for the continuation of the City's Transportation Improvement Program (TIP) approved by City Council beginning in FY 2012 to support capital infrastructure needs and new operating costs associated with new transportation capital projects. The Proposed FY 2020 – FY 2029 CIP budget represents a continued commitment and investment to several areas of critical City infrastructure, including increased investments in school facilities, maintenance of existing City assets and facilities, and substantial investment in the City's combined sewer outfalls (CSO's) to meet State and Federal water quality mandates.

PROPOSED FY 2020 – FY 2029 Budget Highlights

Transportation-Related Highlights

- 311 Implementation in mid FY 2020 with expanded hours, capabilities and staffing
- Continued implementation of municipal fiber and integrating with Smart Mobility traffic signal system
- Variable rate pricing for on-street parking capability
- Use of license plate readers for improved delinquent tax and parking ticket collection
- E-citation capability for Police officer-written moving violation tickets
- The City will further "green" its vehicle fleet with more hybrid and EV's
- \$3.5 million for clean diesel buses
- All City streetlights will be converted to LED over the next two years

Commissioner Kane asked if the transit signal priority initiative will be extended to other parts of the City and if it will be extended to emergency vehicles. Staff stated that it will be extended to various parts of the city and will only be for buses at this time. Commissioner Brown asked why the 12 million dedicated to the Duke Street Bus Rapid Transit (BRT) Environmental and Design project is considered a Capital investment. Staff

stated this is customary because the Duke Street BRT Environmental and Design project will eventually lead to a capital project and thereby a capital investment. Commissioner Jakubek reiterated that staff should consider allocating more funding resources to the Complete Street Program for additional staffing to avoid any potential delay of Complete Street Program initiatives.

6. Alexandria Transit Vision Plan – Public Hearing

Steve Sindiong, Transportation Planning Division, presented an update to the Alexandria Transit Vision (ATV) Plan. The plan is a joint effort by DASH and the City of Alexandria to redesign the Alexandria bus network from scratch based on current/future transit demand and community transit priorities. The plan is anticipated to be completed in winter 2019. A joint Transportation Commission / Alexandria Transit Company (ATC) Board meeting was held on February 13, 2019 to provide an overview of the project and discuss two draft transit network concepts, including a “Ridership” concept, and a “Coverage” concept. These two distinct concepts illustrate two different approaches for future network design and represent different points on the transit network design spectrum between “Ridership” and “Coverage” goals. “Ridership”-oriented service seeks to maximize ridership, increase farebox revenues and reduce subsidies, reduce congestion and promote sustainability by allocating more service to high-density, transit-friendly corridors. “Coverage” -oriented service provides geographic coverage to wider areas so that people in more areas have access to at least some bus service, but the service is often infrequent and less productive. Over the winter, City and DASH staff conducted an extensive civic engagement campaign to present the two network options and receive feedback.

Commissioner Kane asked if staff reached out to Seminary Hill Civic Association and North Ridge Civic Association. Martin Barna stated that they presented to the Federation of Civic Association and plan to meet with North Ridge Civic Association in June 2019. Commissioner Jakubek expressed concern over the impact of ridership on Pickett Street and mentioned that there are several upcoming developments in the neighborhood that may be affected. Commissioner Jakubek mentioned that Uber is competing with public transit. Commissioner Brown commented on the proposed concepts and expressed a need to make sure the voting public understands that the ridership concept does not equal full buses.

Public Comment: Mr. Drudy recommended for the Transportation Commission to read the recent newsletter from Montgomery County that explains the decline in transit ridership. Drudy stated that DASH must resist the decline in ridership by supporting the ridership concept.

7. Environmental Action Plan

Ellen Eggerton, T&ES Sustainability Coordinator, provided an update on Environmental Action Plan (EAP) 2040, which is the City's comprehensive blueprint for creating a thriving, sustainable community. In June 2009, the City adopted the EAP 2030, which aimed at achieving the vision and principles outlined in the City's Eco-City Charter and ensuring the City continues to move toward environmental sustainability.

The EAP update process consists of two phases. Phase One was adopted by City Council on October 13, 2018, for short-term (FY2019 - FY2023) actions in five focus areas: (1) Energy, (2) Climate Change, (3) Green Building, (4) Land Use and Open Space, and (5) Solid Waste. Phase Two will incorporate Phase One and expand to include short-term action items for the remaining five focus areas - (6) Transportation, (7) Air Quality, (8) Water Resources, (9) Environment & Health, and (10) Implementation, Outreach, & Education - as well as propose mid-term (FY2024 - FY2028) and long-term (FY2029 on) action for all ten topic areas. City Council will consider adoption of the Environmental Action Plan 2040 (EAP 2040) on June 15, 2019. A draft of EAP 2040 is available for public comment through April 27, 2019 on the [Eco-City web page](#).

EAP 2040 reflects progress made since the 2009 EAP 2030 and changes in the City, safety, technology, and climate change issues. The Transportation section of the plan is consistent with the vision of the 2008 Transportation Master Plan and recent initiatives including the Complete Streets Program, Vision Zero, and the Bicycle and Pedestrian Master Plan. The Transportation Chapter highlights three key goals: prioritizing low-carbon mobility options, reducing automobile dependency, and improving and expanding public transit.

Commissioner Jakubek commented on a short-term action (7.1.2) to add 2 miles of bicycles facilities to the city-wide bicycle network every year until 2023. Jakubek suggested not to include shared-use lanes to promote safety for riders. Staff stated the Pedestrian and Bicycle Master Plan defines shared-use lanes as a valid bicycle facility and changing it in the EAP may cause confusion and make it difficult to reach the short-term action by 2023. Jakubek also commented on the target goal (7.3) to double the miles of dedicated bus infrastructure to at least 1.5 miles by 2030. Jakubek believes that 1.5 miles is too modest and should be increased. Staff stated that there is currently no funding dedicated to increase that goal by 2030. Commissioner Kane agrees with Commissioner Jakubek on short-term action (7.1.2) that two miles is too modest of a goal, and that access to trails should be expanded to increase ridership. Kane also suggested staff consider prioritizing bicycle connectivity alternatives as a separate action and include signage in the bicycle infrastructure definition. Staff will consider these suggestions at the next EPC Work Session. Commissioner Marsh asked if the purchase of electric vehicles is included in the energy renewable goals. Staff confirmed. Chairman Klejst asked if there are any other constraints besides the lack of funding to create more than two miles of bicycle facilities per year. Staff stated that adding bicycle infrastructure is largely based on the repaving schedule, Pedestrian and Bicycle Master Plan and traffic volume on those streets. Commissioner Brown made a motion to endorse the Transportation Chapter of the Environmental Action Plan (EAP) 2040 as consistent with Transportation Master Plan. Commissioner Brown amended his motion to endorse the EAP 2040 as amended with the comments and feedback of the commission. Second motion carried.

8. I-395 Commuter Choice Grant Application

Christopher Ziemann, Division Chief, T&ES Transportation Planning, provided an introduction to the [I-395 Commuter Choice](#) Grant application process. As part of the December 2017 agreement for the 37-mile High Occupancy Toll (HOT) lanes on I-395/95 from Spotsylvania to the Washington, D.C. line, the toll operator (Transurban) is required to provide grant funding for the I-395/95 Commuter Choice Program. The program is intended to support projects that maximize person throughput in the corridor and implement multimodal improvements. Tolls provide the revenue necessary to fund new projects, which benefit toll payers by improving mobility, supporting new, diverse travel choices and enhancing transportation safety and reliability. After consideration of the eligible project types and project scoring, City staff recommend working jointly with DASH to request funding for two projects to enhance DASH bus service through the I-395/95 Commuter Choice Grant Program.

The proposed top priority project would provide weekday peak and off-peak, Saturday, and Sunday service enhancements for the AT1 bus route. This project is recommended as the top priority because it would build ridership along the planned West End Transitway corridor. The second project proposes weekday peak and off-peak, Saturday, and Sunday service enhancements for the AT9 bus route. The AT9 provides service to key destinations along the I-395 corridor including the Mark Center and the future Potomac Yard Metro Station. This project would also be a stepping-stone towards the future Alexandria Transit Vision Plan recommendations.

Applications are due May 15, 2019. After the application is submitted, NVTC and PRTC will evaluate projects and provide recommendations to the Commonwealth Transportation Board (CTB). A public comment period will occur in July and August, with the final proposed program to be adopted in fall 2019. More detailed descriptions and updates can be found on [this website link](#).

Commissioner Marsh asked for clarification of the funding timeline after 20 months. Staff explained that applicants can reapply for funding at that time. Commissioner Brown made a motion to endorse the staff recommendation to support the I-395 Commuter Choice Grant Program funding request.

9. FY 2020- 2025 Six Year Improvement Program

Steve Sindiong, T&ES Transportation Planning Division, provided a brief update on Six-Year Improvement Program (SYIP) and asked the Commission to support the Alexandria projects included in the plan. The SYIP will include projects such as SMART Scale, Capital assistance grants, FY2020 Operating Assistance, FY2020 Transportation Demand Management (TDM) Program Grants, CMAQ-RSTP, DASH Grants and FY2020 Special Project Grants. Commission asked staff to clarify funding and confirm the official name for the National Landing area. Commissioner Brown made a motion to endorse and support the letter to the Department of Rail and Public Transportation for transportation projects included in FY20-FY25 Six-Year Improvement Program. Motion carries.

Other business

No comments

Adjournment

At 9:27 pm, The Transportation Commission adjourned.

DRAFT

City of Alexandria, Virginia

MEMORANDUM

DATE: May 15, 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. Bike to Work Day

Friday, May 17 is Bike to Work Day, which promotes bicycling as an eco-friendly, fun and healthy way to get to work. The City will host four pit stops (Market Square at City Hall, Carlyle, Del Ray, and Mark Center). Participants are encouraged to [register](#) and check in at a pit stop to get a free t-shirt, food and drink, and the opportunity to win great prizes.

Bike to Work Day is organized at the regional level by Commuter Connections and the Washington Area Bicyclist Association (WABA). Event planning occurs through the Bike to Work Day Steering Committee, which meets at the Metropolitan Washington Council of Governments (COG) in Washington, D.C. from September to May. GoAlex is a Gold Sponsor of Bike to Work Day.

May is also Bike Month. A full calendar of events is available on the [GoAlex website](#).

B. Dockless Mobility Update

The City is approximately halfway through the 9-month dockless mobility pilot to evaluate the safety and popularity of shared mobility devices and overall performance of operators. Data presented in this memo is preliminary, as operators have been permitted and launched on a rolling basis.

There are six operators that are active (Lime, Lyft, Bird, Bolt, Skip, Spin), one (Jump) is permitted, but has not launched. Lime launched in January, Lyft launched in February, Bolt launched in March, Skip and Bird launched in April.

Two hundred devices are allowed per operator, which means that a total of 1400 devices are permitted on City ROW. On average days with good weather, there are between 700-800

scooters on City streets.

City Staff provided an oral update to Council last month on data reported through March, which is summarized below:

- **Usage**
 - Over 9,000 users in Alexandria between all of the vendor apps.
 - 22,726 trips covering 18,304 miles
 - 79% of those trips were taken in March (almost 18,000)
 - Average trip length is 11-16 minutes
 - Average trip distance is 0.6-1.1 miles
- **Safety**
 - One crash reported and two minor injuries, one related to the crash, the other due to a brake malfunction.
- **Outreach**
 - Staff has sent out messaging through social media and is planning additional outreach along with vendors.
 - Skip and Lime attended Earth Day and engaged with residents and visitors on the devices and their usage along with giving out free safety items like helmets.
- **Comments**
 - Support- We have heard general support for the project in that people like the additional transportation option and see it as an enhancement to their mobility around town. Tourists use it to avoid driving and parking, as well as for recreation in getting to and from destinations around town.
 - Complaints- Residents have reached out to express concerns about the program, parking, user behavior, the number of scooters on the streets, and the need for more regulation and enforcement.

Staff are working through all of these issues and are exploring ways to better manage the program and enforce parking rules and other aspects of the program. These include working with Police and internal communications personnel to come up with education and enforcement plans, developing action plans to address improper parking, and making updates to the MOU that will help with enforcement and program evaluation.

C. Seminary Road

The [Seminary Road Complete Streets Project](#) is in the process of finalizing the conceptual design phase. On May 30, 2019 from 7:00 – 9:00 pm, the City will hold a third and final public meeting at Beth El Hebrew Congregation on Seminary Road. Staff will present the recommended design alternative during an open house style meeting and a presentation with questions and answers after the presentation.

Staff has met with stakeholders to discuss the options and answer questions until the next public meeting occurs. To date, Staff has met with the Seminary Hill Civic Association, Seminary Ridge Civic Association, Clover College Park Civic Association, a group of neighbors, the

Virginia Theological Seminary, INOVA Alexandria Hospital leadership, and will meet with Beth El. Staff will post a comment summary to the website before the May 20th public meeting. There will be another two-week comment period to follow the May meeting. Comments on the design recommendation will be summarized and posted on the webpage.

If the recommended alternative involves substantial changes to traffic operations on Seminary Road, staff will present the alternative to the Traffic and Parking Board at its June meeting. The recommended alternative will be implemented as part of the Seminary Road repaving scheduled for September 2019. If the Traffic and Parking Board decision is appealed, the recommendation will be implemented after the repaving of the roadway.

D. Planning and Zoning Initiatives

Virginia Tech Innovation Campus

As part of the Amazon HQ2 “National Landing,” project, Virginia Tech and the Commonwealth of Virginia intend to provide funding for a Virginia Tech Innovation Campus in Alexandria specifically targeted at tech talent that will benefit all companies in the Commonwealth. Virginia Tech’s Innovation Campus will include a graduate campus focused on masters and doctoral level programs in computer sciences, software engineering, data sciences, and analytics, among many others. At this time, Virginia Tech is continuing to conduct due diligence on the real estate for the campus. A City-led planning process for this project will begin in 2019 as soon as Virginia Tech’s due diligence work is complete.

Landmark Mall

The Landmark Mall Master Plan Amendment to add a Landmark Neighborhood Chapter to the Landmark/Van Dorn Corridor Plan was approved by City Council on April 13. The [approved Chapter](#) can be found at alexandriava.gov/Landmark. Next steps include working with the property owner toward rezoning the property to a Coordinated Development District (CDD). The hearing date for this has not yet been set.

E. Residential Parking Permit Refresh

The City is currently in the process of reviewing and updating the residential permit parking (RPP) program under the [RPP Refresh project](#). This program was established in the City Code in the late 1970s but has not been comprehensively reviewed since it was created. The objectives of the RPP *Refresh* project are to update the program to (1) better address current residential parking issues, (2) improve the city’s ability to proactively manage parking, and (3) be easy to understand, enforce, and administer.

A questionnaire was issued in April to gather feedback on specific options related to the top issues identified earlier in the process. The results of this questionnaire were discussed at the April 22nd subcommittee meeting. Staff is scheduled to present preliminary recommendations at the Market Square Farmers Market on May 11, and at the Traffic and Parking Board subcommittee meeting on May 20. The subcommittee will be making a recommendation to the full Traffic and Parking Board this spring/early summer, which will forward a recommendation

for consideration by the City Council in early fall. More details about the project and results of the survey can be found at www.alexandriava.gov/ParkingStudies.

F. Bus Transformation Project

The Bus Transformation Project is a WMATA-led effort designed to develop a strategy to reimagine bus service in the Washington region. The scope of the project includes all regional bus providers. DASH and City Staff and leadership participated on multiple Bus Transformation Project committees.

The draft Bus Transformation Strategy was released to the public on May 6. A survey is available online and three open houses will be held the week of May 20. One will be in Arlington on May 20, one will be in Washington D.C. on May 21, and the last one will be in Silver Spring on May 22. More information can be found on their [website](#).

The project has three goals, developed in collaboration with the committees: 1) to provide better service and a better customer experience for all riders, 2) identify the best role for bus service amidst rapidly changing technology and travel preferences, and 3) to increase efficiency to provide better results for customers.

Draft strategies range from rethinking rail to bus transfer fares to reallocating existing WMATA bus service to local transit providers.

Strategies fall under 6 categories:

- The bus system should be customer focused and an easy to use option that people want to ride.
- Prioritizing buses on major roads is the most fiscally responsible way to move the most people quickly and reliably.
- Frequent and convenient bus service is fundamental to accessing opportunity, building an equitable region, and ensuring high quality of life.
- Balance local and regional operator responsibilities by positioning local bus systems to meet their jurisdictional needs and the regional bus system to meet regional needs and deliver regional benefits.
- Optimize back-office functions through sharing, streamlining and shared innovation by consolidating regional resources and devoting more resources to operating bus service.
- Customers in a regional with multiple bus providers need a regional steward to transform the bus system.

The City is working with DASH to develop official feedback on the strategy document and will be looking to the Transportation Commission and the DASH Board to endorse a comment letter during the public comment period.

G. WMATA Platform Work Extension

On April 18, WMATA announced that the platform work requiring the closure of all WMATA stations south of Crystal City has been extended from September 2 until September 8. The extension is to address the "Braddock Hump", where the center of the Braddock Rd Metro is up to four inches higher than the ends of the platform. This creates a tripping hazard and causes the platform to be higher or lower than the train floor in some places, which is not compliant with the American with Disabilities Act (ADA).

WMATA will continue to provide shuttle service, and is looking at expanded capacity, given the elevated travel activity in early September. City Staff is also working with WMATA on extending the City's mitigation plan. More information can be found on the [Platform Improvement Project website](#).

H. Potomac Yard Metrorail Station

The City and WMATA are currently working on design changes to accommodate the Southwest Entry to the station, based on additional funding from Virginia as part of the Amazon package. The City is working with the State to secure the funding through various grant sources. In the meantime, WMATA is moving forward with the current approved design, but will seek a Development Special Use Permit (DSUP) amendment in summer 2019 to refine the design to add the southwest entry. The station is anticipated to begin operation in 2022.

At the April 22nd Potomac Yard Metrorail Implementation Work Group (PYMIG) meeting, members received an update on the Joint Permit Application (JPA), which was available on the Army Corps [website](#) for comment through May 6, 2019. Staff also showed updated drawings on the three design ideas for the Southwest Entry and provided an overview of refinements to the evaluation criteria for developing a preferred design, based on previous input by the Committee. WMATA is continuing to advance the engineering for the three design ideas to allow for independent cost estimates and an understanding of potential impacts to the schedule. Tentative dates for the upcoming PYMIG meetings are May 21 and June 13. Agendas will be posted prior to the meetings. More information is available on the [Potomac Yard Metrorail Implementation Work Group website](#).

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 15, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION PLANNING

SUBJECT: AGENDA ITEM # 5 – ALEXANDRIA TRANSIT VISION (ATV) PLAN

ISSUE: Consideration of network design policy questions for the final draft ATV network, which will be developed over the summer and presented to the public for additional feedback in fall 2019.

RECOMMENDATION: That the Transportation Commission weigh the staff recommendation and provide formal input to the ATC Board of Directors in response to each of the following policy questions:

1. What is the appropriate balance between “Ridership” -oriented service and “Coverage” -oriented service that should be targeted for the future Alexandria bus network?
2. What is the appropriate level of service growth that the ATV should target between now and 2030?
3. What is the appropriate level of service growth that should be targeted for FY 2021 and FY 2022 in the ATV’s Short-Term Implementation Plan?

City and DASH staff provide the following recommendations to the Transportation Commission for the final draft network based on feedback from stakeholders and staff evaluation:

1. The final draft ATV network should be designed with approximately 85 percent of the service hours dedicated to ridership-oriented goals, and approximately 15 percent of service hours allocated for Coverage-type services. Staff recommends that the 15 percent of service that is devoted to Coverage-oriented routes or services should focus on maintaining transit access for areas with large numbers of seniors and individuals with limited mobility. Implementation may include a future pilot program with flexible demand-response-style platforms that are operated with smaller, Americans with Disability Act (ADA) accessible service vehicles. The project team should also seek to expand all-day and off-peak service levels, while maintaining productive peak-oriented commuter routes to the greatest extent possible.
2. The long-term Alexandria Transit Vision Plan network should represent a 25 percent increase over current service hours by FY 2030, or an average increase of 2.5 percent per

year. By comparison, the two draft network concepts were developed based on a 20 percent increase over existing service levels. Staff believes that with this additional five percent increase, many of the community concerns relating to reductions to existing peak service and service in areas with high populations of senior and disabled persons can be addressed.

3. The short-term ATV implementation plan should represent an eight (8) percent increase over current service levels by FY 2022. This increase will allow the city to realize some of the immediate benefits from the new ATV network changes, while minimizing the negative impact on routes or services that may need to be reduced or reallocated.

BACKGROUND: The ATV Plan is a joint effort by the City of Alexandria and DASH to redesign the Alexandria bus network from scratch based on current and future transit demand and community transit priorities. DASH and City staff have just conducted the second round of ATV public engagement, which focused on two distinct draft bus network concepts that illustrate two different approaches for future network design. The two draft network concepts represent different points on the transit network design spectrum between “Ridership” and “Coverage” goals. The ATV project team will use the feedback received from the public, stakeholders and city officials to develop a final draft ATV bus network, which will be presented for public comment in fall 2019. The project website can be found at www.dashbus.com/transitvision/.

A second round of ATV public engagement was held during spring 2019 to receive input on the two concepts. At the April 17, 2019 Commission meeting, staff provided a summary of the public engagement that has been conducted to date for the ATV Plan and an overview on the decision-making process moving forward. Commissioners provided feedback to staff on potential areas of concern, which have been documented, by staff for consideration as part of the final network design process. Both the Transportation Commission and the ATC Board of Directors held a public hearing on the two network concepts at their respective April and May meetings.

The Transportation Commission is asked to provide recommendations to the ATC Board on the following three questions:

- 1. Ridership-Coverage Balance.** *What is the appropriate balance between Ridership-oriented service and Coverage-oriented service that should be targeted for the future Alexandria bus network?*

The Commission is asked to provide two percentage values – one representing the proportion of bus service that should pursue “Ridership” objectives, the other representing the proportion of service that is intended to provide “Coverage”. In addition to providing these percentages, the Commission is encouraged to provide staff policy guidance on specific areas of need or concern that should be addressed. Examples could include maintaining productive peak services to the greatest extent possible, or exploring flexible demand-response options for low-density residential areas that do not generate sufficient ridership to support fixed-route bus service.

2. Long-Term ATV Investment. *What is the appropriate level of service growth that should be assumed for the final Alexandria Transit Vision Plan in 2030?*

The Commission is asked to recommend a percentage by which the current amount of bus service hours provided in Alexandria should increase between now and 2030. For context, the two draft ATV network concepts both assumed that service would grow by 20 percent during that time period.

3. Short-Term ATV Implementation Plan Investment. *What is the appropriate level of service growth that should be assumed for the short-term implementation plan for the ATV in FY 2021 and FY 2022?*

The ATV scope includes a short-term implementation scenario, which is intended to represent a first step towards the final transit vision plan. The short-term scenario should be designed so that it may be realistically implemented within the next two years. The Commission is asked to recommend a percentage by which the current amount of bus service hours provided to Alexandria should increase between FY 2020, FY 2021 and FY 2022.

Based on the input from the Commission and guidance from the ATC Board at its June 12 meeting, the project team will prepare a draft transit network later this summer. The ATV Plan will involve one more round of civic engagement in the fall of 2019 to ensure that concerns and ideas from the Alexandria community are heard, recognized and incorporated into the development of a future transit network. Ultimately, the short and long-term investment amounts will need to be coordinated and balanced with other likely transit investments, including increased labor costs, and the acquisition of electric vehicles.

DISCUSSION: The staff recommendations provided above will allow for the development of a modern Alexandria bus network that aligns with travel demands and community goals while improving overall mobility and quality of life for residents, workers and visitors. The recommendations have been developed based on community feedback, stakeholder input, staff judgment, and guidance from DASH and City leadership.

Staff has received a great deal of specific route- and stop-level feedback from concerned residents and has been carefully reviewing the feedback so that these community needs will be incorporated into the final draft ATV network to the greatest extent possible.

Considering Ridership vs. Coverage.

“Ridership”-oriented service seeks to maximize ridership, increase farebox revenues and reduce subsidies, reduce congestion and promote sustainability by allocating more service to high-density, transit-friendly corridors with high demand for bus service. “Coverage” -oriented service provides geographic coverage to wider areas so that people in more areas have access to at least some bus service, but the service is often infrequent and less productive.

Staff is recommending that the future Alexandria bus network should be designed with 85 percent of its service hours dedicated to ridership goals, and the remaining 15 percent allocated for Coverage-style services. The two draft network concepts that were presented to the public – “Ridership” and “Coverage” – represent two different points on the Ridership-Coverage spectrum. The “Ridership” concept was designed such that 90 percent of service was oriented towards ridership goals, while the “Coverage” concept commits 70 percent of service towards increasing ridership. By comparison, the current Alexandria bus network is estimated to have only 50 percent of service dedicated to “Ridership”-oriented goals. A full discussion of these two draft networks and the expected outcomes of each is provided in the [“Concepts Report”](#), which can be found in the “Reports and Plans” section of the project website (www.dashbus.com/transitvision).

The two draft network concepts that were presented to the public elicited a wide range of reactions. The ATV stakeholder group – a group of community leaders intended to represent their respective organizations – supported the “Ridership” concept approach by a margin of 73 percent to 14 percent with 50 percent “strongly preferring” the “Ridership” concept. In terms of the general public, the 1,200 individuals who completed the most recent survey were asked to rate the two networks were somewhat split between the two concepts. The “Ridership” and “Coverage” concepts received average ratings of 3.7 and 3.5 (out of 5), respectively. A significant number of residents expressed concerns about the impact that the “Ridership” concept would have on seniors and individuals with limited mobility. Others were concerned by service reductions or eliminations that would result from the “Ridership” concept for residents of Central Alexandria, most notably Parkfairfax and North Ridge. The project team will be using these comments to inform some of the more granular design decisions for the final draft ATV network.

The staff recommendation of dedicating 85 percent of service hours to the “Ridership” goal is intended to provide a compromise between the two draft network concepts, while also recognizing that bus service must be productive in order to meet the city’s current and future needs. By increasing ridership to the extent possible, the City can efficiently accommodate the significant growth in population and jobs that is expected to occur over the next decade while mitigating traffic congestion, encouraging economic growth, promoting environmental sustainability and improving overall mobility and quality of life. These benefits are most fully realized with a bus network that seeks to maximize ridership, and are closely aligned with the goals of the FY2017-22 Alexandria Strategic Plan, the City’s 2008 Transportation Master Plan, the 2008 Eco-City Alexandria Charter, and the actions within the draft version of the Environmental Action Plan 2040.

The benefits of a “Ridership” concept also underscore the transformative impact that such a high-frequency network could have on the mobility of Alexandria’s minority and low-income populations, which have been under-represented during the outreach process to date. For example, the “Ridership” concept increases the percentage of the city’s low-income residents that have access to frequent, all-day transit service from its current level of just over 60 percent to nearly 90 percent. Likewise, access to frequent all-day transit service could increase from 60 percent of existing minority residents for the existing network, to 85 percent of minority residents under the “Ridership” concept. Staff expects that a future bus network developed

based on the 85 percent “Ridership” recommendation would be able to achieve similar results for these protected communities.

Lastly, the ATV project team does not take the concerns about the impact of the “Ridership” concept lightly and intends to incorporate changes into the final draft network that will address many of the issues that have been raised. Staff will continue to meet with community representatives over the next few months to understand their needs and how they might be impacted by the forthcoming final draft network plan.

Level of ATV Investment. Staff is recommending that the future ATV bus network should be designed with an eight percent increase in service hours over the next two years, and an optimal long-term increase of 25 percent by 2030 in order to serve demand and successfully balance the “Coverage” and “Ridership” goals. This recommendation equates to an average increase in service hours of four percent per year over the next two years, and 2.5 percent per year over the next decade. For reference, the city-adopted DASH service levels have increased by an average of 1.3 percent per year over the last three years.

The eight percent service growth that would be assumed for short-term ATV implementation in FY 2021-FY2022 would allow DASH and the City of Alexandria to implement near-term service change recommendations to maximize short-term benefits for the City and minimize the need for corresponding service reductions or reallocations. These short-term changes could help stem the ridership losses of the last five years and allow buses to gain a foothold in key development areas like Potomac Yard, the Van Dorn/Landmark Mall Corridor and the Eisenhower Corridor before the development and travel behaviors in those areas have fully matured.

For the long-term ATV investment, increasing service levels by 25 percent by 2030 will allow Alexandria to develop an extensive high-frequency bus network with buses running every 15 minutes or better, all-day, seven days per week. With a 25 percent increase in service hours (or five percent more than was assumed in each of the two draft network concepts), the project team can better address specific needs that are identified by the Transportation Commission or ATC Board of Directors such as peak service improvements and additional mobility options for seniors and individuals with limited mobility.

It is important to note that while the ATC Board will make a recommendation to the Alexandria City Council on the level of ATV investment, the Council will ultimately be responsible for approving the city budget as part of the annual budget process. Furthermore, the cost impact of the ongoing labor negotiations with DASH operators will also impact the ultimate service costs that will be included in future annual operating budgets.

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 15, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: JEFFREY FARNER, DEPUTY DIRECTOR, PLANNING AND ZONING

SUBJECT: AGENDA ITEM #6 – EISENHOWER EAST SMALL AREA PLAN UPDATE

ISSUE: Overview of the 2019 Eisenhower East Small Area Plan (SAP) Update process, schedule and mobility principles.

RECOMMENDATION: That the Transportation Commission provide feedback on the proposed mobility principles for the SAP.

BACKGROUND:

The City's continued goal for Eisenhower East is for it to be one of the City's key economic development engines due to its proximity to the Eisenhower Avenue Metrorail Station. The intent of the 2019 update is to build on the 2003 vision for a transit-focused, urban mixed-use community while addressing changing market conditions. This update will consider enhanced flexibility of land uses and building heights, two walkable neighborhoods, distinct nodes of entertainment and retail, and potential locations for additional development. The update will build upon the Plan's existing goals for a balance of residents and employees for a busy 18-hour environment, expanded mobility and connectivity, enhanced pedestrian safety and accessibility, and a network of connected, multi-functional open spaces and trails for all to enjoy.

The community process for updating the 2003 Eisenhower East SAP began in February 2019. To date, the City has held two community open houses, and staff has conducted additional outreach with stakeholders in the area, including coordination with many of the Eisenhower East property owners. On May 21 and June 27, 2019, the City will hold open houses presenting preliminary and final recommendations. Public hearings are planned for September.

DISCUSSION:

Building on the Transportation Master Plan, Complete Street Design Guidelines, Vision Zero Action Plan, and the Environmental Action Plan, as well as feedback from community open houses, staff has been working to develop mobility principles for the planning area. Staff will be developing recommendations that include prioritizing a safe environment for all people moving in and around Eisenhower East and beyond. Feedback from the community has generally focused on expanding bicycle and pedestrian safety and connectivity in the area and have included concrete examples of locations where enhancements are desired. A traffic study is underway to analyze the impacts of additional development on the existing and proposed street

network in the Plan area and surroundings. Results of the traffic study will be shared next month and will inform the Plan recommendations.

The preliminary principles that will guide the mobility recommendations in the SAP are provided below.

Eisenhower East Small Area Plan Proposed Mobility Themes

1. Recommend land use and density to maximize the benefits of the Metrorail Station.
2. Explore a potential northern Metrorail Station entrance to enhance access to the blocks north of Eisenhower Avenue.
3. Improve internal circulation with a framework plan that completes an interconnected street grid.
4. Enhance the pedestrian crossing at the Metrorail Station with an interim improvement in the near-term and a permanent improvement in the longer-term.
5. Upgrade pedestrian and bike facilities to be consistent with the City’s Complete Streets Guidelines, Vision Zero Action Plan and the 2016 Bicycle and Pedestrian Plan update to the Transportation Master Plan.
6. Expand bike facilities within the area and connecting to the broader network outside of the plan area.
7. Integrate bus transit consistent with the recommendations of the Transit Vision Plan and best practices for safe, accessible, and efficient bus service.
8. Explore expanding the existing tunnel into a concourse connection at Mill Road under the rail line.

The presentation includes preliminary proposals for implementing these principles.