



Transportation Commission

May 17, 2017

7:00 PM

City Hall, Council Work Room (2nd Floor)

AGENDA

1. Minutes of the April 19, 2017 Meeting

2. Updates to Receive (Consent)
 - **Vision Zero**
 - **72-Hour Rule Exemptions**
 - Grant Funding for Holmes Run Connector Trail
 - CTB Six Year Improvement Program
 - Residential Parking Permits for New Developments

3. Commission Updates

4. Old Town North Small Area Plan – **Public Hearing**

5. 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 21, at 7:00 PM in the Sister Cities Room 1101 (City Hall, 1st Floor).

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request an accommodation may contact the Department of Transportation and Environmental Services at 703-746-4086 or TTY/TTD 703-838-5056.



City of Alexandria

Transportation Commission

Regular Meeting

April 19, 2017
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Chair Jerry King, Commissioner David Brown, Commissioner Ryan Jones, Commissioner James Lewis, Commissioner Melissa McMahon, Commissioner Carolyn Schroeder, Commissioner Jake Jakubek, Commissioner Stephen Klejst,

Staff Present: Steve Sindiong – T&ES, Carrie Sanders – T&ES, Christopher Ziemann – T&ES, Charonne Gray -T&ES

Chair Jerry King called the Transportation Commission meeting to order at 7:02 pm.

1. March Meeting Minutes

Chair Jerry King asked if there were any edits to the minutes. Chair King and Commissioner Stephen Klejst submitted changes to the minutes. Chair King asked staff if they had changes to submit for the minutes. A motion to accept the changes was made by Commissioner Klejst and seconded by Commissioner McMahon. The minutes were unanimously approved.

2. Updates to Receive (Consent Items)

The Commission received updates on the Vision Zero Action Plan. The Vision Zero Action Plan is currently underway and anticipated to be completed by the fall of 2017. A contract was awarded to Nspiregreen and Toole Design Group to assist in developing an action plan. Typically, staff would hold a series of community meetings on a subject such as this, but the pop up event approach has been successful in the past at getting a different array of voices and opinions into the process, and pedestrians are a key stakeholder group for an action plan designed to address roadway safety needs. Chair King noted that this type of outreach has been successfully conducted in the past. It is important to get the pedestrians' input since this will have an impact on the public.

An online Alex Engage survey and online data crowd-sourcing map will also be used in the community engagement process. Staff will continue to provide periodic updates to the Transportation Commission on the development of the Vision Zero Action Plan, and seek the Commission's endorsement upon its completion in the fall of 2017.

The Commission provided updates on the Residential Parking Permit Eligibility for Residents in New Developments. Staff prepared a draft policy to standardize when residents of a new development should be ineligible for on-street parking permits. The ineligibility criteria were (1) if the average on-street parking occupancy is 85% or higher at the time of approval, or (2) if more than 50% of the total occupied ground floor street frontage is a non-residential use. The Planning Commission held a public meeting on April 6, 2017 recommending approval of the policy with a five (5) to two (2) vote. The City Council will review the draft policy on April 25, 2017 during their legislative meeting.

Commissioner Brown commented that the policy was fair and that Staff did an excellent job developing an approach.

3. Commission Updates

The Commission received updates on the Commercial Parking Standards Task Force. The Commercial Parking Standards Task Force had their second meeting on April 18, 2017. Commissioner McMahan reported that the Task Force met to discuss changes to the City's policy in regards to parking rights for various commercial parking uses. The focus was on approaches to setting parking standards, numbers, and strategies to mitigate parking impact. Recommendations were made and Staff was asked for information on approaches for parking requirements using minimums and maximums. Parking maximums are used in small area plans and Staff was asked to provide a proposal on eliminating parking requirements for small sites. Staff was also asked to provide feedback on shared parking approaches, TDM strategies for over supplied parking, and ways we can apply contextual credits or allowances. The next meeting will be held on May 16, 2017.

The Commission received updates on the Eisenhower West Van Dorn Advisory Policy Group. Commissioner Jakubek commented that the last meeting was postponed and the group has rescheduled to meet on Monday, May 22, 2017 from 7pm – 9pm at My Father's House Christian Church located at 4746 Eisenhower Avenue.

The Commission received updates on the WMATA Purple Line. Commissioner Brown stated the Maryland Transit Administration (MTA) filed a motion with the Judge to expedite his decision. The Federal Government agreed with the State and filed a statement saying they did not oppose the request. There are concerns about the Transit Programs being fully funded by the Trump Administration. Full funding for Transit was halted days before it was to be executed.

The Commission received updates on the Motorcoach Task Force. Commissioner Klejst provided updates on the results from the Motorcoach Task Force and it was circulated to the Director of Transportation and Environmental Services (TES) and the City Council.

4. Transportation Long Range Plan (LRP)

Division Chief of Transportation Planning, Christopher Ziemann presented the proposal to the Commission to modify the update schedule of the Transportation Long Range Plan (LRP) from annual to biennial. Chair King asked the Commission for their input. Since the last update, the City Council passed the Vision Zero resolution in regards to safety for pedestrians, cyclists, and drivers, which might push forward some different projects. The process generally takes three (3) meetings ending at 10:00 pm which is a lengthy amount of time.

As part of its responsibility to develop and maintain a comprehensive LRP that identifies the City's unfunded long-range transportation needs, the Commission first adopted an LRP in April 2010. The LRP is an unconstrained list of transportation-related capital projects and studies identified in City plans and policies. When projects receive funding, they move to the Capital Improvement Program

(CIP). The LRP is updated annually with new projects from recently-completed studies and plans. The Transportation Commission rates projects based on specific evaluated measures.

The 2016 LRP update includes changes based on the guidelines provided by the Commission at its April 20, 2016 work session. This includes a number of projects and studies that have been removed, consolidated, or moved to a new developer contingent list. A number of plans had been approved since the 2015 LRP, including the Eisenhower West Small Area Plan, Oakville Triangle Route 1 Corridor Plan, and the Pedestrian and Bicycle Master Plan Update. These plans include a number of recommended transportation projects and studies that are currently unfunded or have not been added to the CIP.

Other regional bodies are moving to a two (2) year planning cycle, for example MWCOG is switching to biennial air quality analysis. The LRP Process lasts for six months, totaling a large amount of commissioners' and Staff's time. The newly proposed plan would allow for time to develop a longer list for a two (2) year ranking. The Transportation Commission will continue to review projects coming off the list for funding through the budget processes and grant applications.

The Commission discussed the matter of extending the period between prioritizations of the Long Range Plan and making it biennial instead of annual. Chair King suggested that if a project comes up between cycles to possibly discuss it and re-evaluate the top five (5). Staff stated that it would be difficult because they would not know if the top five (5) would still be the top five (5) projects, and that therefore staff would be making decisions without Commission input. Rather than open the LRP, staff proposed to notify the Commission when a large project arises outside of the LRP prioritization process (such as upon completion of a small area plan), in order to allow the Commission to consider it and decide if it should go into the CIP, if grant funds should be sought, or if it should simply be listed for consideration in the next LRP prioritization process. After discussion, the Commission agreed to shifting the LRP to a biennial process. This would effectively skip the current year (2017) and the LRP prioritization process would return next year (2018). The Commission expressed interest in scheduling on the agenda in the off-years at least one comprehensive update from staff on what projects successfully moved from the LRP to the CIP.

Commissioner Stephen Klejst made a motion to extend the timeframe to a two (2) year period for the LRP review. The motion was second by Commissioner James Lewis, voted on and unanimously approved by the Commission.

5. North Potomac Yard Small Area Plan Update

Project Manager Steve Sindiong provided updates to the Commission on the North Potomac Yard Small Area Plan (SAP). Staff asked the Commission for an endorsement of the transportation section of the SAP as consistent with the Transportation Master Plan. In February 2017, Staff gave the Commission a preliminary overview of the SAP. The SAP provides a planning blueprint to guide public and private investment and development decisions in the northern portion of Potomac Yard, also called Landbay F. The Plan focuses on the creation of urban form, a mix of land uses, community amenities, and a range of housing opportunities. The plan is the framework to create one of the most sustainable series of neighborhoods within the region, known for its Four Mile Run waterfront, parks, architecture, transportation, and sustainable design.

In 2015, the North Potomac Yard developer representative indicated a desire to begin the process for redevelopment of the North Potomac Yard, which may necessitate amendments to the 2010 North Potomac Yard Small Area Plan and Design Standards. A North Potomac Yard Advisory Group was

established by Council in February 2016. The Advisory Group serves as the community engagement forum to review the Plan and proposed amendments.

The goal of the City's Transportation Master Plan is to ensure that people can travel within and out of the City by providing a transportation system that combines different modes of travel into a seamless comprehensive and coordinated effort. Within the 2010 Adopted Plan, the Route 1 Metroway would use the alignment currently planned and a realigned Potomac Avenue. The Plan update keeps Potomac Avenue along its current alignment. The Metroway is anticipated to use Wesmond Drive instead of Evans, allowing for the Metroway stop to be closer to the future Potomac Yard Metrorail Station entrance. The current Potomac Avenue alignment allows pedestrians and bicyclists to have access to areas of the development without having to immediately cross Potomac Avenue.

The 2010 Plan provides for a pedestrian network and street grid that facilitates pedestrian connectivity, including connections to South Potomac Yard, and areas west of Route 1. The drawback to the 2010 Plan is that it requires pedestrians to cross a wide, busy Potomac Avenue to access the Potomac Yard Metrorail Station.

The transportation analysis undertaken in the development of the most recent plan update examined the transportation impacts within the defined plan area, and also beyond the Plan boundaries to include a total of 19 intersections in the study. It also examines the impacts of the changes in land use and the new roadway network, but also builds in background and approved development that has changed since the 2010 adopted plan, including South Potomac Yard, and the approved land uses and transportation network from the Route 1 / Oakville Triangle Corridor Plan.

In addition, the updated transportation analysis is much more rigorous than the previous analysis, using a microsimulation model (VISSIM), and also takes into consideration the Metroway service that has been operational since 2014.

The Commission discussed the matter of the North Potomac Yard Plan and stated that it seems structured in design for early success and that it is concurrent with the opening of the metro station and felt it would be an achievement as well as being a great project. Commissioner McMahon, while agreeing that the Plan was consistent with the City's Transportation Master Plan, voiced some concerns of the implementation of pedestrian, bicycle and transit priority. For example, while the plan shows a robust bicycle network, not linking bike infrastructure on the proposed East Reed Street with bicycle facilities on the existing East Reed Street just west of Route 1 seems like a lost opportunity. In addition, because East Reed Street is planned to be a retail street, bicycle traffic should be encouraged on this street and not routed on parallel streets with loading docks. Jeffrey Farnier, Deputy Director of Planning and Zoning, answered that the Department of Planning and Zoning shared her concerns and priorities, and that Commissioner McMahon should be vigilant that the implementation of the Plan live up to the priorities outlined in the Complete Streets policy.

The Commission opened the forum for a public hearing and Chair King asked was there any speakers. The forum was closed at 8:11 pm.

Commissioner Stephen Klejst made a motion to endorse the North Potomac Yard Small Area Plan as it is consistent with the Transportation element of the City's Master Plan proposed by Staff. The motion was second by Commissioner James Lewis, voted on and unanimously approved by the Commission.

Other business

Chair King commented that this year the Commission did not have a public hearing for the City's budget and would like to have it on the schedule each March.

At 8:15 pm, Commissioner James Lewis made a motion to adjourn the meeting. The motion was second by Commissioner Stephen Klejst, voted on and unanimously approved by the Commission.

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 17, 2017
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM #2 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various ongoing projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. VISION ZERO

The Vision Zero Action Plan is currently underway and anticipated to be completed by Fall 2017.

This month, City staff and consultants have scheduled five unannounced “pop-up” events in the community to engage people in conversations on traffic safety and hear their concerns, and to increase awareness of Vision Zero. The pop-up events will occur throughout the City. In addition, an online AlexEngage survey and online data crowd-sourcing map will also be used in the community engagement process. The survey and interactive map can be accessed at alexandriava.gov/VisionZero.

On April 28, the interdepartmental work group convened for its second meeting. The work group reviewed examples of partner agency-led strategies and discussed short- and long-term steps that could be taken by each agency to achieve Vision Zero. Members of the work group will provide a list of existing plans, programs, and data for review by the project management team, which will inform the strategies in the Action Plan.

Staff will continue to provide periodic updates to the Transportation Commission on the development of the Vision Zero Action Plan, and seek the Commission’s endorsement of the Plan upon its completion in fall 2017.

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. City Council directed the City Manager City to form an interdepartmental working group to develop a Vision Zero Action Plan for future consideration by Council, based upon a comprehensive analysis of traffic deaths and injuries in Alexandria, which would identify associated funding needed for the City to reach this goal. For more information, please visit: <https://www.alexandriava.gov/VisionZero>

B. GRANT FUNDING FOR HOLMES RUN CONNECTOR TRAIL

At its regular meeting on April 19, the National Capital Region Transportation Planning Board (TPB) approved sub-allocating funding for the Holmes Run Connector Trail through the Transportation Alternatives (TA) Set Aside program. The Holmes Run Connector Trail was recommended for \$429,619 in funding. A total of \$800,000 was requested by the City and endorsed by the Transportation Commission and approved by the City Council as part of the original grant application.

Following the TPB’s action on April 19, TPB staff will forward information regarding the approved projects to VDOT for inclusion in the Commonwealth’s Six Year Improvement Plan for Transportation. The CTB will also consider whether to award funding, using the statewide TA Set Aside funds, to the remaining Northern Virginia applications. Once all selections are finalized, VDOT staff will work with applicants to administer funding. VDOT will open the application period for FY 2019 TA Set Aside projects later this year.

Background

In November 2016, the City submitted a Transportation Alternatives grant application for the Holmes Run Connector Trail to the VDOT Local Assistance Division with a request for \$800,000 in funding. The Holmes Run Connector Trail is a shared use path for pedestrian and bicyclists that would be located on the south side of Holmes Run between South Pickett Street and N Ripley Street. The Holmes Run Connector Trail was a high priority trail project as identified in the Pedestrian and Bicycle Master Plan approved in April 2016.

C. DRAFT COMMONWEALTH TRANSPORTATION BOARD SIX-YEAR IMPROVEMENT PROGRAM

The Commonwealth Transportation Board’s (CTB) Six-Year Improvement Program (SYIP) outlines planned funding for the study, development, and construction of transportation projects across the Commonwealth. The CTB updates the SYIP each year as revenue estimates are updated, priorities are revised, and as updated project schedules and costs become available. The draft FY2018 – FY2023 SYIP includes the requested funding for four of the City’s five submitted SMART SCALE projects: 1) DASH Bus Service and Facility Expansion - \$11,134,000, 2) West End Transitway Southern Towers Transit Facilities - \$10,000,000, 3) Traffic Adaptive Signal Control Fiber Optic - \$7,675,900, and 4) Backlick Run Trail Phase I - \$5,044,545. The Van Dorn Multimodal Bridge project was not included on the draft funding list.

The draft SYIP also includes the full funding requests for the City’s FY2023 CMAQ and RSTP program. The Transportation Commission endorsed the FY23 program at its November 16, 2016 meeting; the Northern Virginia Transportation Authority (NVRTA) adopted the FY23 program at their February 9, 2017 meeting.

As part of a statewide outreach process the CTB held a public hearing in Northern Virginia on May 3, 2017 about the draft FY2018 – FY2023 SYIP to receive formal comments. During this public hearing, Vice Chair of the Transportation Commission and DASH Board member Stephen Klejst provided comments on the draft SYIP (see Attachment 1). The public comment period began on March 21, 2017 and ended on May 16, 2017. During the public comment

period, the Transportation Commission submitted a letter to the CTB (see Attachment 1). The CTB is expected to adopt the Final FY2018 – FY2023 SYIP at their June 2017 meeting.

D. RESIDENTIAL PARKING PERMIT DISTRICT ELIGIBILITY FOR RESIDENTS OF NEW DEVELOPMENT

Staff has prepared a draft policy to standardize when residents of new development should be ineligible for on-street parking permits. The policy proposes considering each development based on two specific criteria and if either instance is met, the residents would be ineligible for permits. The criteria are (1) if the average on-street occupancy is 85% or higher at the time of approval, or (2) if more than 50% of the total occupied ground floor street frontage is a non-residential use. The Planning Commission held a public hearing on April 6th and recommended approval of the policy with a vote of 5 to 2. The Council considered this policy at the May 9th meeting directed staff to schedule it as a public hearing item on June 13th.

Background: Last spring, through the Citywide Parking Work Plan, the Council asked staff to develop a policy that addressed the issue of whether or not residents of new development should be eligible for on-street parking permits through the residential permit parking program. This issue had been discussed at the public hearings for a number of recent development approvals and the Council felt a policy was need to help address this issue for future developments.

To develop this policy, staff collected parking occupancy data around the developments that were approved with and without the restriction to determine if the goal of protecting parking for existing residents was achieved through the restriction. While the average occupancies for both sets of development were fairly similar (ranging between 60-67%), staff also found that in some cases where residents were eligible for permits, they were purchasing them even though they had access to off-street parking. Acknowledging this information, staff felt it was important that the parking conditions near a site and the design of a development be considered when determining resident eligibility for on-street permits. Additional information is available online at: www.alexandriava.gov/ParkingStudies.

E. 72 HOUR PARKING RULE

At its March 27, 2017 meeting, the Traffic and Parking Board voted to unanimously advance a pilot exemption proposal to City Council. The exemption proposal provides residents the ability to park on-street for up to two weeks in length so long as they are 1) within 1/8 mile of their place of residence, and 2) in compliance with any posted restriction signage. Residents may apply for an exemption up to four times a year, and may apply for two contiguous exemptions. To apply for an exemption, a resident must register with the Alexandria Police Department through an on-line application. Residents will not be required to post information on their vehicles indicating that they have received an exemption. As proposed, the pilot is scheduled to sunset in November of 2018.

City Council received a report on the exemption proposal at its April 25, 2017 legislative meeting. Council is scheduled to hold a public hearing on Saturday, May 13, at which time they will have chosen to either defer or approve a change to City Code.

Background: The City is in the process of reviewing City Code Section 10-4-8, which is known as the "72 hour rule". This rule prohibits vehicles from parking within the public right of way for a period of more than 72 hours. The rule applies to everyone--even residents who are parking in front of their homes or residents with parking permit stickers. When the Alexandria Police Department receives complaints about violations, an officer is dispatched to respond to the situation. An officer returns three business days later to check on the vehicle's status. If the vehicle has moved, no action is taken. If the vehicle has not been moved, the officer issues a \$25 citation and, when warranted, places notification on the car indicating that the vehicle will be impounded if it is not removed. The City is reviewing this rule per Council direction. As written, the rule supports parking availability by encouraging turnover, but can be generate neighbor vs. neighbor disputes. For more information, please see the project website: <https://www.alexandriava.gov/tes/info/default.aspx?id=95263>

Subject: City of Alexandria's Comments on the Draft FY 2018 – FY 2023 Six-Year Improvement Program

Date: May 3, 2017, 6:00 PM

Location: Northern Virginia - District Office, Potomac Room, 4975 Alliance Drive, Fairfax, VA, 22030

Staff Contact:

Good Evening Secretary Layne, Commissioner Kilpatrick, Director Mitchell, and members of the Commonwealth Transportation Board. My name is Stephen Klejst and I am the Vice Chair of the City's Transportation Commission and a Board Member of the DASH Board of Directors for City of Alexandria. I am here to present the City of Alexandria's comments on the draft FY 2018 – 2023 Six-Year Improvement Program.

The City of Alexandria continues to work towards providing a multi-modal transportation system that encourages the use of alternative modes of transportation. With the Commonwealth's support, we continue to invest in vital transportation infrastructure to make our neighborhoods more pedestrian, bicycle, and transit-friendly, resulting in and a more vibrant, healthier, and sustainable Alexandria. Continued leadership and funding from the Commonwealth is essential to continue the progress which has been made. Continued leadership and funding from the Commonwealth is essential to the realization of this vision. Thank you for your help.

- The City of Alexandria believes SMART SCALE is one of the better processes in the entire nation for prioritization of transportation investments. Overall, SMART SCALE has implemented a transparent prioritization process for making transportation investments for capacity enhancing projects within the Commonwealth Transportation Board's Six-Year Improvement Program.
- As part of the Round 2 funding cycle for SMART SCALE, the City of Alexandria submitted five projects, four of which have been recommended in the draft funding scenario, which include the DASH Bus Service and Facility Expansion, the West End Transitway Southern Towers Transit Facilities, the Traffic Adaptive Signal Control Fiber

Optic project, and the Backlick Run Trail Phase I. The four projects recommended in the draft funding scenario are all key components to the City's vision of a multi-modal transportation system. The City strongly supports the inclusion of funding for these four SMART SCALE projects the final FY 2018 – FY 2023 Six-Year Improvement Program.

- As the SMART SCALE process continues in the future, it is important that Northern Virginia continues to receive its fair share of statewide revenues, as required by language included in HB 2313 (2013) that states that Northern Virginia's regional funds cannot be used to calculate or reduce the share of local, federal, or state revenues otherwise available to participating jurisdictions.

In addition to comments on SMART SCALE, the City of Alexandria also wishes to comment on the following:

- The City has made significant enhancements to its bicycle and pedestrian network over the last several years, offering residents and commuters additional transportation options. Federal and State funding have been critical to the success of these projects. We are encouraged that that Transportation Alternatives funding continues to be prioritized for bicycle and pedestrian improvements, and that a portion of these funds are available to large urban areas.
- The Revenue Sharing Program is essential for the City of Alexandria – this program has allowed more projects throughout the Commonwealth to move forward. The City strongly supports increase funding for the Revenue Sharing program.
- The Virginia Railway Express (VRE) offers a safe and reliable commuting option for nearly 20,000 riders per day which greatly reduces congestion on roadways. As the VRE continues to grow, the VRE will need resources to meet its growing demand. Without dedicated support from the Commonwealth, the VRE's financial analysis shows that the VRE would need to reduce service and eventually shut down its operations. The loss of the VRE service would severely increase congestion throughout Northern Virginia and

would negatively impact the economy and health of the region. The City of Alexandria believes the partnership between VRE, the region, and the Commonwealth is vital to ensure the long-term viability of this system.

- In closing, we again would like to reiterate our appreciation to the State's partnership in extending the City a \$50 million loan through the Virginia Transportation Infrastructure Bank (VTIB) for the Potomac Yard Metrorail Station.
- As always, we thank the staff members from VDOT and DRPT who have provided assistance in flexing funds to various transportation projects and in helping to obtain necessary planning input.
- The City of Alexandria requests that this testimony be made part of the Draft Six-Year Improvement Program public hearing record, and that full consideration be given to these comments in preparing the FY 2018 – 2023 Six-Year Improvement Program. Thank you again for the opportunity to speak today. Please let me know if I can provide any clarification regarding the City's testimony.

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 17, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #4 – OLD TOWN NORTH SMALL AREA PLAN

ISSUE: Endorsement of the Old Town North Small Area Plan Update for consistency with the Transportation Master Plan.

RECOMMENDATION: That the Transportation Commission receive the update on the Old Town North Small Area Plan Update, hold a public hearing, and endorse the Plan for its consistency with the Transportation Master Plan.

BACKGROUND: The current Old Town North Small Area Plan was adopted in 1992. The planning effort to update this small area plan began in September 2015 with the appointment of an Advisory Group that held fifteen meetings through the course of the project. In addition, a number of community meetings were held during the planning process. The plan is anticipated to conclude in June 2017 with the Plan's adoption. As part of this process, a week-long charrette was held in November 2016 to identify issues, needs, and ideas for a broad range of categories including transportation, housing, land use, and open space. A mini-charrette occurred from June 23-25, 2016 which was used to begin developing small area plan recommendations based on the community input received to date.

The transportation analysis for this update was conducted in three phases over the planning period. The first phase of analysis was conducted in spring 2016 and included a preliminary examination of the potential two-way conversion of Madison and Montgomery Streets, identifying potential railbanking needs and considerations of the Norfolk Southern rail spur, streetscape improvement needs, street connectivity options, and considerations for transit in the area. The second phase of analysis was conducted in spring/summer 2016 and included a parking study to determine the existing parking utilization (on-street and certain off-street locations) in the Old Town North area, and preliminary recommendations. The third phase of analysis, which began in fall 2016, is a more detailed transportation study that identifies the traffic impacts associated with the proposed land use changes. The third phase includes recommendations related to streets, non-motorized improvements, transit improvements and parking.

For more information, please visit: <http://www.alexandriava.gov/86032>

DISCUSSION: In conjunction with the planning process, a transportation study was completed that examines the impacts of the proposed plan on the transportation network.

One of the key principles of the Plan is to ensure a multi-modal transportation system with multiple, attractive transportation options. To that end, staff conducted a transportation analysis that considered community concerns shared early in the planning process, such as transit, bicycle and pedestrian connectivity to metrorail stations, use of the Norfolk Southern rail spur, connectivity between the power plant site and the existing street network, parking, and traffic calming.

The Plan Update is consistent with the goals included within the City's Transportation Management Plan (2008). It accommodates a multi-modal transportation system by establishing a transportation framework consistent with the Complete Streets Policy (adopted in 2011) that prioritizes pedestrians, bikes and transit. It improves pedestrian connectivity by identifying areas for enhanced sidewalks and green streets, new pedestrian connections within the Power Plant site, and separated pedestrian and bicycle trails within a new linear park along the Norfolk Southern rail spur as well as along the Power Plant site waterfront. It is consistent with the bicycle connections in the Pedestrian and Bicycle chapter of the Transportation Master Plan, while adding additional bicycle improvements, including through the Power Plant site and along Slaters Lane. Transit recommendations include implementation of the Old Town Circulator and the development of a new north-south transit route to connect Old Town North and the Power Plant site to the future Potomac Yard Metrorail station. The Plan improves overall vehicular mobility by creating a more connected and urban roadway network, extending the existing street grid layout to provide better circulation and connectivity for all modes of travel. It also improves a number of intersections to accommodate vehicular traffic, and recommends a new east-west street connection between the Power Plant site and West Abingdon Drive.

Transportation Analysis

The comprehensive transportation study undertaken in the development of the Plan Update examined the transportation impacts within the defined Plan area, and extended beyond the Plan boundaries to include a total of 30 intersections in the study. The transportation study compares the full Build scenario of the plan area in 2040 to existing conditions and a 2040 Baseline scenario (which assumes only planned and approved development, and current planned transportation improvements). The transportation analysis examines the impacts of the changes in land use, the new roadway network, but also builds in background and approved development. The transportation analysis used a microsimulation model (VISSIM) for the ten intersections along Washington Street given the higher volumes, transit, and larger vehicles along this street, as well as a number of intersections that are approaching capacity, or where queue spill back is a concern. For the remaining intersections, the Synchro model was used.

The 2040 Build scenario assumes additional transportation improvements beyond the Baseline scenario, as well as additional land use development and redevelopment of the Power Plant site. The additional transportation improvements include an extension of the street grid into the Power Plant site. One of the key considerations of the plan was converting Montgomery Street to a two-way

operation to better support the proposed commercial uses along the street east of Washington Street. An initial model analysis determined that the two-way conversion was feasible, and this assumption was further analyzed as part of the full traffic analysis. The conversion requires additional improvements at the intersection of Washington Street at Montgomery Street. The 2040 Build scenario also assumed the future Potomac Yard Metrorail station and the recommended new north-south transit route, as well as the Old Town circulator.

All future redevelopment applications associated with the proposed development, especially within the Power Plant site, will require additional traffic studies to analyze specific impacts based on specific development plans. Each will include additional transportation data available at that time and more refined development information. The future studies will also update the traffic impacts associated with specific development and refine the recommended improvements to the transportation plan.

One of the key results of the traffic analysis is that, the existing grid helps to facilitate connectivity across all modes, and most intersections operate at an acceptable level of service in the 2040 Build scenario. The areas with the highest level of congestion occur at intersections of Washington Street at Bashford Street, and Washington at Slaters Lane. However, the intersection of Washington at Bashford Street experiences heavy congestion under both existing and 2040 Baseline conditions as well. To help mitigate these two intersections, a number of additional transportation improvements are recommended, including reconfiguration of both East Abingdon and West Abingdon Drives north of Slaters Lane, reconfiguration of Bashford street across George Washington Parkway, and a new east-west street connecting the Power Plant site to West Abingdon Drive. All of these improvements would include associated pedestrian and bicycle improvements, and help to disperse traffic going to or coming from the redeveloped Power Plant site.

The significant investments in the multimodal transportation network already planned and recommended in the Plan will create the capacity to move people and accommodate increases in travel demand associated with additional development in Old Town North, and the redeveloped Power Plant site specifically.

The Transportation Commission is tasked with reviewing and endorsing the Plan to ensure its consistency with the City's Transportation Master Plan. Attachment 1 compares the Small Area Plan with a No Action, and its consistency with the goals in the City's Transportation Master Plan.

ATTACHMENTS:

Old Town North SAP comparison to Transportation Master Plan

**Old Town North Small Area Plan - Comparison to Transportation Master Plan
Transportation and Environmental Services, May 17, 2017**

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Transit		
<p>Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.</p>	<p>Without the plan, it is assumed that the Old Town Circulator will be implemented, as well as increased headways on existing transit routes. These are both recommended in the DASH Comprehensive Operations Analysis. Without the plan, there will be lower land use densities, land uses with less compatibility with transit (ie, the Power Plant), and a lack of pedestrian connectivity that result in poor use of existing or planned transit improvements.</p>	<p>The Small Area Plan includes a mixture of land uses with higher densities and improvements to facilitate improved connectivity between modes, including new street connections to improve walking or biking to transit. The Plan recommends a new north-south transit route that will connect Old Town North, and the Power Plant site, to the future Potomac Yard Metrorail station, and areas to the south. The plan also encourages higher densities within Old Town North and the Power Plant site which will encourage greater use of transit.</p>
Pedestrian		
<p>Engineering: The City will provide a continuous, connected and accessible network that enables pedestrians - particularly children and those with mobility impairments - to move safely and comfortably between places and destinations.</p>	<p>The City's current Transportation Master Plan identifies specific pedestrian improvements within the plan area such as new constructing sidewalks where missing (portion of Union Street, and Wythe Street), as well as citywide pedestrian policy and engineering strategies to improve connectivity and safety. The City has a Vision Zero policy and is working toward identifying specific recommendations to eliminate roadway fatalities and serious injuries by 2028. In general, Old Town North has a good network of pedestrian facilities, however, some sidewalks are narrow or could be improved for accessibility. There are limited connections to the Power Plant site, and pedestrian access and safety on Slaters Lane across Washington Street needs improvement.</p>	<p>The Small Area Plan recommends an improved street grid that will facilitate better pedestrian connectivity, especially north-south connectivity, connectivity to, and within the Power Plant site, improved sidewalks along Slaters Lane, and separating pedestrians from bicycles within the Linear Park along the Norfolk Southern rail spur, as well as along the waterfront. The Plan recommends enhanced sidewalks, and Green Streets that will improve the pedestrian experience and safety. New pedestrian facilities would be designed in a manner that is ADA accessible, provides separation from autos, and have attractive streetscapes. These facilities will provide better and safer accessibility for all users.</p>
<p>Encouragement: The City will encourage mobility for all pedestrians, regardless of age or ability, by promoting walking as a means of improving health and increasing transit usage.</p>	<p>Most streets within Old Town North have sidewalks, although a number of sidewalks are narrow or are in need of accessibility improvements. Without the plan, some improvements would be made where sidewalks are missing, or in need of access improvements, and current projects such as the Royal Street greenway, Second Street green street would include traffic calming improvements. However, other recommendations such as additional Green Streets or enhanced sidewalks are unlikely to be constructed, thereby promoting more vehicular trips, and discouraging healthy activities.</p>	<p>The improved street grid and associated pedestrian facilities, enhanced sidewalks and green streets, and separated pedestrian and bicycle facilities will help to encourage walking between uses and to transit stops or Metrorail facilities. The new pedestrian facilities will be constructed to be ADA accessible, attractive, and convenient, and therefore encourage users of all ages and abilities to access uses. This in turn will help to promote transit use as well as encourage healthy activities.</p>

**Old Town North Small Area Plan - Comparison to Transportation Master Plan
Transportation and Environmental Services, May 17, 2017**

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
<p>Education: The City will develop a Safe Routes to School Program and awareness initiatives that address pedestrian safety, rights and responsibilities.</p>	<p>Today, the City works with Alexandria City Public Schools (ACPS) toward a Safe Routes to School Program, and is in the process of conducting walk audits for all of the ACPS schools to identify what improvements within proximity to schools can be made to improve safety for pedestrians. Without the plan, some improvements could be continued to be implemented to improve pedestrian safety for improved access to schools.</p>	<p>The Small Area Plan includes improved pedestrian facilities that are ADA accessible, separated from autos and have an improved streetscape. These recommended improvements are more compatible with a Safe Routes to School program than the existing conditions.</p>
<p>Safety: The City will create a safe pedestrian environment through effective law enforcement and implementation of pedestrian safety countermeasures.</p>	<p>Without the plan, some existing sidewalk gaps, such as along Union Street, and Wythe Street would still be constructed. The City has a Vision Zero policy and is working toward identifying specific recommendations to eliminate roadway fatalities and serious injuries by 2028. Other plan recommendations, such as Green Streets and enhanced sidewalks, or the Slaters Lane improvement are unlikely to be constructed in the near future. An auto focused environment results in a higher likelihood of conflicts between pedestrians and autos, and therefore impacts pedestrian safety.</p>	<p>The Plan recommends a compact layout with a mixture of land uses, improved road grid, that will result in direct, visible pedestrian zones with additional crosswalks. It recommends widened sidewalks and trails that are ADA accessible, and buffered from vehicles. The plan also includes improved pedestrian crossings at arterials, such as on Slaters Lane across Washington Street. These improvements will encourage pedestrian activity, improve pedestrian visibility, and help to reduce auto speeds, thereby improving overall pedestrian safety.</p>
Bicycle		
<p>Engineering: The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve bicyclists needs.</p>	<p>Today, there are limited bicycle facilities within the plan area or surrounding area. The Pedestrian and Bicycle chapter of the Transportation Master Plan includes a number of project recommendations to improve north-south and east-west bicycle mobility in Old Town North, including the Royal Street greenway, the Madison Street bike corridor, and shared lanes on Bashford Street, and on Oronoco Street. These projects would likely move forward through the City's Complete Streets program. The Transportation Master Plan also includes various citywide engineering related strategies that are applicable in Old Town North. In addition, there is a current CIP funded project for a bicycle facility on the east side of E. Abingdon Drive between Slaters Lane and the trail adjacent the Norfolk Southern rail spur.</p>	<p>The Small Area Plan recommends maintaining the bicycle recommendations in the the Transportation Master Plan. In addition to these projects, the Plan builds upon the Transportation Master Plan by providing separated bicycle / pedestrian trails within a new linear park on the Norfolk Southern rail spur right-of-way, and along the waterfront within the Power Plant site. In addition, new streets within the Power Plant site would be designed to accommodate bicycles and improve connectivity, as well as a new facility along Slaters Lane to connect the northern end of the Power Plant site to the Northeast Alexandria neighborhood. The Plan also recommends bicycle parking at major activity centers, including Bike Share stations located at major activity centers within Old Town North, and the redeveloped Power Plant site.</p>

**Old Town North Small Area Plan - Comparison to Transportation Master Plan
Transportation and Environmental Services, May 17, 2017**

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
<p>Encouragement: The City will seek to increase bicycle usage and bicycle-transit connections through targeted outreach and encouragement.</p>	<p>The City's Transportation Master Plan includes objectives such as integration of bicycles with transit, providing bicycle accommodations through development review, Bike to Work Day, promoting health, and partnering with local businesses.</p>	<p>The objectives identified in the City's Transportation Master Plan to meet this goal would continue to be implemented. In addition, the specific bicycle improvements recommended in the Plan, such as the improved connectivity to all uses and transit, and policies related to parking and bikeshare, and Transportation Management Plan strategies will help to increase bicycle usage and connections to transit.</p>
<p>Education: The City will develop and implement targeted Safe Routes to School programs as well as additional programs for adult cyclists, and motorists.</p>	<p>The City's Transportation Master Plan includes objectives such as education, bicycle registration and outreach. However, the general lack of a comprehensive, connected bicycle system within the plan area, and connectivity to adjacent neighborhoods, discourages students from riding bicycles to school.</p>	<p>The Small Area Plan recommends improved bicycle facilities throughout the Plan area, in addition to the projects already included in the Transportation Master Plan. These recommended improvements are compatible with a Safe Routes to School program. Other recommended programs in the City's Transportation Master Plan, such as education, providing bicycle maps, and outreach would continue to be implemented.</p>
<p>Safety: The City will create a safe bicycle environment and reduce user conflict on shared-use paths through effective law enforcement, detailed crash analysis and implementation of bicycle safety countermeasures.</p>	<p>The Transportation Master Plan includes objectives to meet this goal, including educational programs, traffic enforcement of both cars and bicycles, adequately reporting crash incidents, and targeting key intersections and conflict points for adequate improvements. The City has a Complete Streets policy that requires all new roads be designed to consider all users of the road. In 2016, the City adopted a Vision Zero policy and is working toward identifying specific recommendations to eliminate roadway fatalities and serious injuries by 2028.</p>	<p>The objectives identified in the City's Transportation Master Plan to meet this goal, as well as the Complete Streets policy, and Vision Zero policy would continue to be implemented. However, it is anticipated that the improved street grid within the Power Plant site, additional bike facilities, bikeshare stations and bike parking recommended in the Plan will result in greater awareness of bicycles by motorists, and overall improved safety for bicyclists.</p>
<p><i>Streets and Neighborhood Protection (Traffic Calming)</i></p>		
<p>Provide protection to residential neighborhoods from traffic operating at excessive speeds and excessive volumes of traffic.</p>	<p>Most of the existing developed area in Old Town North is developed in a street grid layout, with traffic control at intersections, which helps to slow traffic. However, there are limited traffic calming improvements such as curb extensions and enhanced streetscaping. Some current projects in the City's budget include the Second Street green street, and the Royal Street greenway, that will include designs to slow traffic in residential areas. The City's Transportation Master Plan includes other recommended projects, goals and measures related to traffic calming. Without the Plan, most of the street configuration and pedestrian facilities may remain as they are today, but there are opportunities for residents to request additional traffic calming measures.</p>	<p>The Small Area Plan recommends a continuation of the street grid in the Power Plant site that will include traffic control at intersections. The grid and streets will be designed in a manner to reduce vehicular speeds, especially on residential streets, and will be consistent with the Complete Streets design guidelines. Features include narrowed lanes, wide sidewalks and non-motorized paths, pedestrian crosswalks, bulbouts, on-street parking, and varying pavement materials. These features will provide greater emphasis toward pedestrians, thereby reducing conflicts with autos and improving overall pedestrian safety. In addition, the conversion of Montgomery Street to two-ways will also help to slow traffic on that street.</p>

Old Town North Small Area Plan - Comparison to Transportation Master Plan
Transportation and Environmental Services, May 17, 2017

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
<p>Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan.</p>	<p>The Transportation Master Plan currently identifies Washington Street as an arterial; and Bashford Street, Fairfax Street, Montgomery Street, Madison Street, Wythe Street and Oronoco Street as primary collectors, and all other streets as local streets. Without the Small Area no other streets are anticipated to be added to the classification system.</p>	<p>The Small Area Plan recommends some changes to the roadway classification. The improved grid within the Power Plant site results in an addition of local streets where traffic would travel at a slower speed, and Slaters Lane east of Washington Street could become a new collector roadway. Arterials and collectors would be redesigned in a manner to improve connectivity and safety for all modes, such as improved sidewalks and bicycle facilities along Slaters Lane, and enhanced streetscape improvements on Washington Street.</p>
<p>Increase access, safety, comfort and convenience for pedestrians and bicyclists by changing the culture of neighborhood street use from "cars first" to "people first".</p>	<p>The City's current Transportation Master Plan recommends limited improvements for pedestrians and bicyclists within the plan area. These include the Royal Street greenway, the Madison Street enhanced bicycle corridor, a shared bike facility on Oronoco Street, and additional bikeshare stations. While these improvements will help to encourage use of other modes, the amount of change to a "people first" culture is less than would be achieved with the Small Area Plan.</p>	<p>The Small Area Plan recommends a compact layout with a mixture of land uses, and improved street grid, and safe, accessible, attractive and safe pedestrian and bicycle facilities, including the conversion of Montgomery Street to a two-way operation, improved trails that separate pedestrians and bicyclists, additional pedestrian and bicycle improvements such as on Slaters Lane, additional capital bikeshare stations, enhanced sidewalks and streetscape improvements, and additional transit improvements. These features will encourage more walking and biking between uses, and to transit, improve pedestrian visibility, and help to reduce auto speeds, thereby creating a culture of "people first".</p>
<p>Base the expenditure of public resources on need.</p>	<p>Without the Plan, the current planned major transportation projects include the E. Abingdon bike facility, the Royal Street greenway, the Second Street green street, and the Madison Street enhanced bike facility. While individual frontage improvements or mitigation improvements could be required for individual developments, the piecemeal development would result in a lack of a coordinated infrastructure plan.</p>	<p>The Small Area Plan anticipates the redevelopment of the Power Plant site, and redevelopment in other areas of Old Town North. The expense attributed toward the development of the streets / blocks within the Power Plant site would be borne by the developer, and potential developer contributions from other developments could also be used toward transportation infrastructure or services, such as bikeshare stations.</p>
<p>Foster a collaborative working relationship between the City staff and neighborhood residents in the development of traffic calming measures.</p>	<p>The Complete Streets program includes funding for traffic calming projects. As part of the program, staff identifies projects based on citizen requests and if the street warrants traffic calming measures. Staff conducts outreach with area residents for input prior to project implementation. Without the plan, the design of the Royal Street greenway project, and the Second Street green street project would still include designs to calm traffic. In addition, other projects could still be requested by residents, but would need to be evaluated for implementation based on thresholds such as volume and accident history.</p>	<p>The Small Area Plan recommends a road system designed in a manner to reduce vehicular speeds, including the conversion of Montgomery Street to a two-way street, the development of green streets and streets with enhanced sidewalks, and new streets within the Power Plant site. Features include narrowed lanes, pedestrian crosswalks, on-street parking, bulbouts, and enhanced bicycle facilities. These initially constructed traffic calming features will reduce the need to implement future traffic calming elements.</p>

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Transportation and Environmental Services, May 17, 2017**

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Parking		
<p>A comprehensive parking management strategy that is fully integrated with the City's plans for transit, streets, bicycles and pedestrians and functions in coordination with these plans - furthering the City's overall goals and wider transportation vision.</p>	<p>Today, the area is dominated by a mixture of residential, office, commercial and hotel uses, and many of the structures were built at a time when the transportation system is focused on the automobile, which provided extensive parking. The area includes onstreet parking, private parking for some residential developments, and some larger surface parking lots or garages for hotels and commercial developments. Without the plan, some issues such as spillover parking on residential streets, and an overall lack of a parking structure could continue, but may be partially or incrementally alleviated as individual properties are redeveloped.</p>	<p>The Small Area Plan recommends a multi-modal transportation system that will result in a greater share of persons who will walk, bike or ride transit. These characteristics thus allow for lower parking requirements (per the City's recently amended residential parking requirements), and opportunities for shared parking. The Plan recommends that parking spaces be efficiently managed to maximize turnover of spaces, and include smart parking technologies and shared parking, especially within the Power Plant site. A parking management plan will be required for developments as they occur, which could include measures such as unbundled residential / mixed-use parking. On-street spaces, especially in the commercial areas along Montgomery Street and St. Asaph Street should be considered for further parking restrictions to increase turnover, and could be considered for meters as part of a performance parking program.</p>