



Transportation Commission

October 18, 2017

7:00 PM

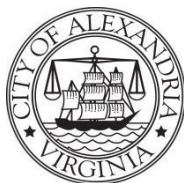
City Council Workroom (City Hall, 2nd Floor)

1. Public Comment Period (Not to exceed 15 min)
2. Minutes of the September 20, 2017 Meeting
3. Updates to Receive (Consent)
 - A. 395 Express Lanes Update
 - B. NVTVA 70% Funds – FY18-23 Program
 - C. D.C. to Richmond, V.A. (DC2RVA) High Speed Rail Project
 - D. Central City Traffic Study
 - E. Progress on the Environment Action Plan
4. Commission Updates
5. T&ES Grant Applications
 - A. FY19 TDM Operations Grant
 - B. FY24 CMAQ/RSTP
6. Vision Zero Update
7. Other business
 - A. Moving December Commission meeting to December 6

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, November 15, at 7:00 PM in the City Council Workroom (City Hall, 2nd 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

September 20, 2017

7:00 p.m.

Sister Cities Conference Room

MINUTES

Commissioners Present: Chair Jerry King, Commissioner David Brown, Commissioner Ryan Jones, Commissioner James Lewis, Commissioner Melissa McMahon, Commissioner Carolyn Schroeder, Vice-Chair Stephen Klejst, Commissioner Christine Michaelis.

Staff Present: Matt Melkerson – T&ES, Christopher Ziemann – T&ES, Ramiro Alberto Rios – T&ES, Katye North– T&ES, Quanice Lawson – T&ES

Chair Jerry King called the Transportation Commission meeting to order at 7:00 pm.

1. June Meeting Minutes

Chair King asked the Commission if they had edits to submit for the minutes. The Commission had no edits. A motion to accept the changes was made by Chair King and seconded by Commissioner McMahon. The minutes were unanimously approved.

2. Updates to Receive (Consent Items)

The Commission received updates on the two-year Capital Improvement Program (CIP). Christopher Ziemann provided a summary and background information on the two-year cycle. Ziemann reminded the Commission that new projects can only be added at the start of a new two-year cycle, and that this year's effort should focus on minor changes to the CIP.

The Commission received updates about the Capital Bikeshare Expansion. Chair King noted that the District of Columbia is implementing a new bikeshare program that allows riders to pick up bikes in one location and leave it at another location without the use of docking stations.

The Commission received an update on the Saint Francis Safe Routes to School audit. The Commission had no comments.

3. Commission Updates

Commissioner Klejst provided updates regarding the Intelligent Transportation Systems (ITS) Work Plan Group meeting. The group met at the DASH Headquarters in early September and discussed upgrading the IT infrastructure to include camera systems, signal timing and other enhancement

capabilities. There will be more updates during future meetings.

Commissioner Klejst provided updates regarding the new Pilot Program between Alexandria County Public Schools and the Alexandria Transportation Company. The Pilot Program began its trial implementation on September 25, 2017 with T.C. Williams students wherein students can board DASH buses at no charge throughout the academic school year. Metro access program will also be initiated in October 2017, this program will enable people with mobility impairments to use the DASH bus system. There will also be a realignment to two DASH bus routes; AT5 will be extended to make better use of the Old town area during rush hour. AT9 route will be extended to service the Nova Community College Campus as well as the Mark Center and Bradlee Shopping Center areas.

4. Commercial Parking Standards

Katye North, Principal Parking Planner provided a presentation on the proposal for the second phase of zoning code updates related to parking. The first update, related to multi-family housing unit parking was completed in 2014. This second phase relates to the updating of the commercial parking requirements, which covers off-street parking requirements for office, hotel, retail and restaurant uses. North provided background information to highlight the current parking requirements and draft recommendations developed by the Task Force. Under current parking requirements, data collected for this study shows that on average 41% of existing parking remain empty at peak demand times. In addition, retail trends such as online purchasing and the utilization of alternative transportation methods will further change the need for off-street parking. The objective of the parking requirements update is to reduce the burden on residents and small businesses as well as responding to changing trends and the recognition of impacts of requiring parking that will likely remain empty. Staff goals are to ensure consistency with transportation strategic plan and city policies, support transit investments and small businesses, as well as attract quality investment, promote quality of life for residents and create flexible ratios that respond to market trends.

The taskforce conducted a survey at sixty sites across the city to determine parking needs during peak times. Fifty-nine sites had a lower demand of parking than the city required. On average, parking spaces' occupancy rate was fifty-nine percent.

Commissioner McMahan (who participates on the Task Force) provided an overview of the draft recommendations for new parking requirements. The Task Force recommended simplifying the parking zone map from six to two zones: within an enhanced transit area, and beyond an enhanced transit area. Other recommendations include incorporating different ratios for areas with good transit access, regulating minimum and maximum ratios and utilizing exemptions for small uses and incentivizing shared parking.

Commissioner McMahan asked for feedback regarding the proposed recommendations, parking standard exemptions and shared parking approaches. The Commission suggested that City Staff initiate a more detailed approach to shared parking for residential and retail spaces. Commissioner McMahan responded that in her experience, she has faced challenges with shared parking in that residents typically do not want to share their parking spaces. Commissioner Jones suggested that City staff should consider incorporating a process to make it easier for businesses to convert on-street parking spaces to different uses.

Commissioner Schroeder suggested that the City should consider offering incentives for residents and businesses who may want to use fewer parking spaces to promote alternative forms of transportation. The Commission requested that Staff provide more detailed information on survey sites and data analysis.

5. Vision Zero Action Plan Framework

Transportation Planning Division Chief, Christopher Ziemann provided updates for the Vision Zero Action Plan Framework. Ziemann provided background and a summary of the plan's objective to decrease the amount of traffic-related deaths and serious injuries to zero by 2028.

In February 2017, the first inter-departmental action plan meeting took place to review existing programs and policies. They also identified data driven best practices and completed a comprehensive crash analysis. In efforts to increase awareness and gain feedback from the public, transportation staff surveyed 467 people at pop-up locations throughout the City and an additional 500 residents responded to an online survey. The respondents identified distracted driving, speeding and running red lights and stops signs as the top challenges to moving around safely in Alexandria. Over sixteen percent of participants know someone or have experienced injuries due to traffic-related accidents. Ziemann reported that Killed or Seriously Injured (KSI) crashes have been dropping since 2011 but experienced a small increase in total number of crashes in the beginning of 2017.

The Vision Zero Action Plan recommendations will be organized into four themes: engineering, education and enforcement, administration, and evaluation. Staff plans to submit the final draft to the general public for comments in October 2017. The public hearing before the Transportation Commission is currently planned for December 2017. With endorsements and comments, the plan will go to City Council in late December or early January 2018.

Chair King suggested we incorporate budgetary factors. Commissioner Jones interjected that the cost of life is essential in determining the cost benefit. Commissioner McMahan suggested that T&ES consider many quantifiable and unquantifiable impacts of traffic accidents within the community, such as medical fees, court costs and reconstruction costs. Chair King suggested that T&ES make the data analysis available to the public. Commissioner Lewis suggested that T&ES incorporate safe driving reminders to motorists on a regulatory basis.

Commissioner McMahan asked if there have been any challenges working alongside multi-departmental staff members to come up with solutions to the transportation's engineering safety initiatives. Ziemann responded that all departments have been helpful. Commissioner McMahan suggested clarification on the differences between how we want to achieve Vision Zero and what it will take to achieve Vision Zero. Ziemann responded that he will get more information and report back to the Commission.

Other business

Chair King discussed the request of a Transportation Commission member representative on the Dash Board. Chair King suggested that the commission identify top priority projects for next year's budget and provide input to the City Manager and City Council for review. Chair King made a motion to include public discussion period at the beginning of the public hearing, limited to 15 minutes. Commissioner McMahan seconded. All Commission members in favor.

Chair King announced his resignation as the Transportation Commission Chairman leader effective immediately.

At 9:35 pm, Chair King made a motion to adjourn the meeting. The motion was seconded by Commissioner Stephen Klejst and unanimously approved by the Commission.

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 18, 2017
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM #3 – ITEMS FOR CONSENT

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

RECOMMENDATION: That the Commission receive the items for consent.

A. 395 Express Lanes Toll Revenue

As a condition of the Commonwealth's approval of the 395 Express Lanes project, the Concessionaire (TransUrban) is required to provide an annual payment of \$15M (to be escalated annually) to the Commonwealth to fund transit and TDM (Transportation Demand Management) projects along the I-395/I-95 corridor.

Currently, a MOA (Memorandum of Agreement) that defines the roles and responsibilities of each party regarding the use, distribution, and management of toll revenues is being negotiated between the following parties: NVTC (Northern Virginia Transportation Commission), PRTC (Potomac and Rappahannock Transportation Commission), DRPT (Virginia Department of Rail and Public Transportation), VDOT (Virginia Department of Transportation), and the CTB (Commonwealth Transportation Board).

The City of Alexandria is an eligible applicant and it is anticipated that the funds will be awarded on a competitive basis. Eligible projects would include transit capital and operations, park and ride lots, TDM, and roadway operational improvements. Similar to the I-66 Commuter Choice Program, projects selected for funding must benefit the toll payer and would need to support the goals of the agreement: 1) move more people, 2) enhance transportation connectivity, 3) improve transit service, 4) reduce roadway congestion, and 5) increase travel options.

The Express Lanes project is expected to be operational and initial tolls to be collected by the end of 2019. Once NVTC provides program guidance, Staff will provide an update on the program and application process to the Commission.

B. FY18-23 NVTA 70% Program

On October 12, 2017, the Northern Virginia Transportation Authority (NVTA) approved TransAction, NVTA's long-range transportation plan, and issued a call for projects seeking 70% regional transportation funding for NVTA's first six-year program, FY 2018 – FY 2023. Projects submitted for NVTA's first six-year program must be in the approved TransAction plan. At the May 18, 2016 Transportation Commission meeting, the Commission endorsed a recommended project list to be included in TransAction. It is anticipated that NVTA will allocate approximately \$1.5 billion (based on revenue projections) within its six-year program. Staff has discussed potential projects which could be submitted internally and in November will ask the Transportation Commission to endorse a proposed program of transportation projects for submission to the NVTA for 70% regional transportation funding for FY 2018 – FY 2023 and recommend City Council consideration and approval of the proposed program at the November 28, 2017 Legislative session. Projects which are being considered include the following:

- 1) WET - Northern Segment
- 2) TSP on Routes 7 and 236
- 3) DASH Technology
- 4) DASH Fleet and Facility Expansion
- 5) King Street Bike/Ped Improvements/TSP/ITS
- 6) Duke Street BRT (NEPA & Design)

C. D.C. to Richmond, V.A. (DC2RVA) High Speed Rail Project

The DC2RVA project corridor is a 123-mile stretch of railroad between Richmond, Virginia and Arlington, Virginia. Both freight and passenger rail services would operate along the corridor, with Amtrak providing intercity passenger rail service and Virginia Railway Express (VRE) providing commuter rail service. The overall goals of the DC2RVA project are to:

- Improve reliability and on-time performance
- Reduce travel time and improve trip times
- Increase frequency by adding up to 9 Amtrak round-trips daily between DC and Richmond from the current service of 10 trips per day

Currently, Department of Rail and Public Transportation (DRPT) is engaged in a Tier II Environmental Impact Statement (EIS) process that evaluates the benefits, costs, and environmental effects of several possible alternatives. The Tier II Draft EIS (DEIS) identifies a preferred rail alignment and a series of improvements for the corridor. DRPT held public scoping meetings (November 2014 in Arlington), preliminary alternative process development public meetings (June 2015 in Alexandria) and an alternatives review meeting (December 2015 in Springfield). DRPT has also provided two updates to the Alexandria Transportation Commission (June 2016 and January 2017).

The DEIS was released in September 2017. A 60 day comment period began on September 8, 2017, and ends on November 7, 2017. A public hearing is scheduled for October 17 at 7:00 p.m. the Hilton Alexandria Old Town. Staff have reviewed the Draft EIS, and staff main high-level concerns include:

1. Impacts related to shifting of existing tracks toward residential areas
2. Property acquisition
3. Noise and Vibration impacts and mitigation
4. Impacts to Union Station parking

D. Central City Traffic Study

In response to resident concerns about increased traffic and traffic diversion to neighborhoods in central Alexandria, City Council has directed to staff to conduct a comprehensive traffic study, which will examine traffic volumes, speeds, and traffic origins and destinations. The study analyzes traffic diversion through neighborhood streets in the Seminary Hill, Seminary Ridge, Clover College Park, and Taylor Run neighborhoods in response to resident concerns about increasing regional traffic.

Data was collected in May 2017 using Bluetooth sniffers along with other conventional traffic measuring devices. The most recent presentation summarizes the data that was collected and presents some key takeaways, including the following:

- Arterial roads are serving their function, carrying most of the traffic
- Some collector/local streets have cut-through traffic
- This project can't solve regional traffic congestion
- More cut-through traffic on local/collector roads in the southbound direction
- Some factors contributing to cut-through traffic:
 - High congestion levels during peak periods
 - Back-up from Telegraph Road in afternoon peak hours
- Existing traffic calming measures keep speeds down in some areas

The study did not look at internal trips within the study area, but it does indicate that there are clear travel patterns of vehicles moving from Telegraph Road through Central Alexandria to the NW (towards 395/Arlington/Falls Church/Tysons Corner) in the AM, and doing the reverse in the PM.

City staff is currently collecting feedback and input from the Task Force members and residents of the above-mentioned neighborhoods to define a list of priority concerns and develop mitigation strategies to address them. Presentations are publicly available on the website:

<https://www.alexandriava.gov/tes/info/default.aspx?id=92722>

E. Environmental Action Plan

The office of Environmental Quality is updating Environmental Action Plan 2030 (EAP) with input from staff across City departments. The Environmental Policy Commission (EPC) works with Transportation & Environmental Services Department to provide community input and

public outreach. This year the EAP Phase 1 short-term action updates are planned for June 2018 Council consideration and/or approval. In addition, the City's Green-Ventory is also being updated and shows how Eco-City EAP actions and principles have inspired new programs into City services to support a healthy, sustainable lifestyle.

The EAP 2030, along with Green-Ventory, serves as a road map for city leaders, staff and citizens to implement sustainable visions and principles started in 2007. Our City is moving forward growing a greener economy, mitigating climate change, and going towards a sustainable quality of life while decreasing the city and our citizen's ecological footprints.

DRAFT

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 18, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

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

SUBJECT: AGENDA ITEM #5A – FY19 TDM Operations Grant

ISSUE: Submission of application and request for required City match for the FY19 Department of Rail and Public Transportation (DRPT) Transportation Demand Management (TDM) Operations Grant.

RECOMMENDATION: That the Transportation Commission endorses the application and recommend City Council consideration and approval of required matching funds and approval to submit the FY19 TDM Operations Grant.

DISCUSSION: Transportation Demand Management (TDM) is the application of policies and strategies to reduce trips made using single occupant vehicles, while still ensuring residents, workers, and visitors can reach destinations within Alexandria. Through the use of incentives, education, and marketing, TDM promotes more efficient use of the existing transportation system by influencing the time, route, or mode selected for a given trip. TDM also increases travel choices, offering the opportunity to choose how, when, and by what mode.

The City has operated a TDM program since 1981 and each year has applied for and received funds from the Commonwealth of Virginia. The City's program, GO Alex, administers TDM based programs and is coordinated by the Transit Services Division in Transportation and Environmental Services (T&ES).

For the FY19 grant, the City must provide a 20 percent local match in the amount of \$60,235 to match the requested DRPT amount of \$240,942 in State funds, for a total program budget of \$301,177. This represents no change in either the state's or City's contribution from FY18 levels. The local match funds will be included in the City's FY19 proposed operating budget. If local match funds are not included in the FY19 operating budget, the City may withdraw, or otherwise amend, the grant application.

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 18, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: MATT MELKERSON, ACTING DEPUTY DIRECTOR

SUBJECT: AGENDA ITEM #5B – FY24 CMAQ / RSTP PROGRAM FUNDING REQUESTS

ISSUE: Consideration of the FY24 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) project funding request.

RECOMMENDATION: Transportation Commission endorses the FY24 CMAQ / RSTP funding request and recommend City Council consideration and approval at the November 28, 2017 Legislative session.

DISCUSSION: Since 1993, the Commonwealth has allocated CMAQ and RSTP funding to the Northern Virginia region. CMAQ funded projects must meet these three eligibility requirements: 1) have a transportation focus, 2) reduce air emissions, and 3) be located in or benefit a nonattainment or maintenance area.

RSTP funds are flexible funds that may be used for a variety of regional transportation activities, including but not limited to pedestrian and bicycle infrastructure, transit capital projects, and transportation / transit studies.

The City's funding request for FY24 is \$4.5M and includes the following projects, listed in priority order. The City of Alexandria must submit the FY24 CMAQ / RSTP funding request to the Northern Virginia Transportation Authority (NVTA) by December 15, 2017.

Prior year CMAQ / RSTP funding can be found in Attachment 1.

FY24 CMAQ / RSTP Proposed Program

	FY24
West End Transitway Operations	\$1,000,000
Transportation Demand Management	\$500,000
Commuter Outreach	\$600,000
Bike Sharing	\$250,000
ITS Integration	\$600,000
DASH Technology	\$250,000
Backlick Run	\$300,000
Pedestrian and Safety Mobility Enhancements on Primary Corridors	\$1,000,000
TOTAL	\$4,500,000

West End Transitway Operations

The City continues to advance the West End Transitway towards implementation and plans to begin operations in the early 2020's. This new transit service will connect existing and developing West End neighborhoods to large employment centers (Mark Center, Pentagon) and to regional transit connections (Van Dorn Metrorail station, Southern Towers, Shirlington, Pentagon Metrorail station). These funds will fund a portion of the annual operating costs.

Proposed Funding: \$1,000,000

Transportation Demand Management

The primary goal of the City's Transportation Demand Management (TDM) program, Go Alex, is to reduce the number of single occupant vehicles (SOV) during peak travel times and to provide information about transportation alternatives such as transit, bikeshare, carshare, rideshare, and telework. These funds will be used to implement the City's TDM program.

Proposed Funding: \$500,000

Commuter Outreach

These funds will be used to operate the TDM program's Mobile Transit Store, a service that brings information on transportation alternatives and the sale of transit fare media to major employment locations and community events. Funding is also used to operate the DASH Call Center, a vital resource for information related to multi-modal transportation options in Alexandria. **Proposed Funding: \$600,000**

Capital Bikeshare

In 2012, the City launched Capital Bikeshare in Alexandria with eight stations and has since grown to 41 stations, 10 of which are currently being installed using FY17 CMAQ/RSTP funds. FY24 bikeshare funds would allow for expansion stations, replacement of bicycles that have been operational for more than five years, and replacement of stations that have been operational for over ten years. Staff continues to seek additional funding sources to expand the program through development contributions, sponsorships, and grants. **Proposed Funding: \$250,000**

ITS Integration

This is a multiphase project consisting of designing a smart transportation network for the City, including but not limited to design and construction of a broadband communications network, installing traffic cameras, and installing other field devices such as weather stations, flood monitoring equipment, and pavement temperature sensors. These funds will advance expansion to all City intersections and allow for facility coordination with the Virginia Department of Transportation (VDOT), Alexandria Fire Department, and Alexandria Police Department. **Proposed Funding: \$600,000**

DASH Technology

Technology is an integral part of delivering high quality transit service to riders and a vital tool that transit providers need to deliver efficient, reliable service. These funds will enable DASH to upgrade existing technology and implement new technology enhancements for the bus fleet and behind the scenes system management. **Proposed Funding: \$250,000**

Backlick Run

This project provides additional funding to construct a Phase 2 of a shared-use path along Backlick Run from Boothe Park west to the Fairfax County line. This is a high priority project in the Transportation Master Plan and is also a recommendation of the Eisenhower West Small Area Plan. Design and construction for Phase 1 is funded through \$6.5 million in CMAQ/RSTP grant funds. Completion of this project will provide increased multimodal connectivity by linking the City's trail network to the Van Dorn Metro Station. **Proposed Funding: \$300,000**

Pedestrian Safety and Mobility Enhancements on Primary Corridors

The project improves important pedestrian safety and mobility enhancements along primary roadway corridors with high volumes and speeds, and a history of pedestrian fatalities. It would implement recommendations for priority sidewalk projects within Pedestrian Case Study Areas and in the City's Bicycle and Pedestrian Master Plan. The project is consistent with the City's Vision Zero Policy to eliminate traffic fatalities and serious injuries by 2028, a majority of which occur on primary roadway corridors with high volumes and speeds. **Proposed Funding: \$1,000,000**

Attachment 1: Prior Year CMAQ / RSTP Funding

Docket 5B - Attachment 1 - Prior Year CMAQ RSTP Funding

FY 2019 – FY 2024 CMAQ-RSTP Proposed Program

	FY19	FY20	FY21	FY22	FY23	FY24
West End Transitway Operations	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Bus Shelters	\$152,400	\$203,079	\$823,123	\$500,000	\$400,000	\$0
New Electronic Payment Program	\$0	\$0	\$100,000	\$1,000,000	\$0	\$0
Transportation Demand Management	\$526,000	\$600,000	\$600,000	\$650,000	\$400,000	\$500,000
Commuter Outreach	\$0	\$0	\$600,000	\$0	\$0	\$600,000
Bike Sharing	\$368,000	\$402,000	\$350,000	\$400,000	\$250,000	\$250,000
ITS Integration	\$152,400	\$203,079	\$223,123	\$1,000,000	\$400,000	\$600,000
DASH Technology	\$0	\$0	\$0	\$0	\$600,000	\$250,000
Backlick Run	\$1,919,000	\$0	\$0	\$0		\$300,000
Pedestrian and Safety Mobility Enhancements on Primary Corridors	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Parking Technologies	\$352,400	\$203,079	\$630,123	\$450,000	\$250,000	\$0
Transit Analysis Study	\$0	\$500,000	\$0	\$0	\$0	\$0
Transitway Enhancements	\$500,000	\$500,000	\$454,491	\$0	\$0	\$0
Braddock Road Multimodal Connections	\$0	\$0	\$0	\$0	\$0	\$0
Bicycle and Pedestrian Improvements	\$340,000	\$0	\$0	\$0	\$0	\$0
Van Dorn-Beauregard Bicycle Facility	\$250,000	\$1,171,000	\$0	\$0	\$0	\$0
Transportation Master Plan	\$0	\$0	\$500,000	\$0	\$0	\$0
Van Dorn Improvements	\$0	\$0	\$0	\$0	\$0	\$0
DASH Bus Replacement *		\$450,000	\$0	\$0	\$0	\$0
CMAQ/RSTP Subtotal	\$4,560,200	\$4,232,237	\$4,280,860	\$4,000,000	\$4,300,000	\$4,500,000

*CMAQ funds sponsored by the FHWA cannot be used to buy buses. Funds will be reallocated through the NVTA reprogramming

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 18, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

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

SUBJECT: AGENDA ITEM #6 – UPDATE ON VISION ZERO ACTION PLAN

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

RECOMMENDATION: That the Transportation Commission receives the oral update

DISCUSSION: The Draft Vision Zero Action Plan is currently under review and is anticipated to be released to the public in November 2017. The project team has reviewed best practices in traffic safety; summarized existing plans, program, and policies related to traffic safety; and finalized the crash analysis. The team has drafted the Action Plan strategies, which are currently under review by the interdepartmental work group.

Following the Transportation Commission meeting in September 2017, staff updated the strategy and timeline for gathering input from the Commission. Staff provided the draft Vision Zero strategies to the Transportation Commission Vision Zero Subcommittee for review earlier this month. By receiving comments on the strategies earlier in the process, the turnaround time for the draft plan will be expedited. After the interdepartmental review, the plan will be released for public comment along with an online survey for input.

Staff will attend the Transportation Commission's November meeting to receive further comments and input on the draft plan with the goal of seeking the Commission's endorsement of the Final Plan at the December 6, 2017 meeting. The plan will be brought before City Council for adoption during their public hearing scheduled for December 16, 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>

In May and June, City staff and consultants held eight unannounced “pop-up” events in the community to engage people in conversations on traffic safety, including their concerns, and increase awareness of Vision Zero. Over 500 surveys, in both English and Spanish were completed and 2,000 postcards distributed during the eight pop-up events to direct people to an AlexEngage and online data crowd-sourcing map. There were over 500 responses to the online survey and over 300 issues reported using the interactive map. This community input will be used to inform strategies in the Action Plan.

DRAFT