

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: May 20, 2020

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 3 – ITEMS FOR CONSENT

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

**RECOMMENDATION:** That the Commission receive the items for consent.

On April 23, the WMATA Board approved the allocation of a portion of the CARES funding they received to go to local transit providers who are not federal funding recipients, which resulted in \$6.1 million dollars to Alexandria. This credit allocation was calculated using a methodology that mirrors the allocation of the FTA formula funding to the Washington, DC area, based upon data submitted to the National Transit Database as well as population density. This action would allow WMATA to provide a credit back to local jurisdictions with the intent that local jurisdictions would use the savings to support their local transit systems' capital, operating, and other expenses already incurred and anticipated expenses to prevent, prepare for, and respond to COVID-19.

It is anticipated that these subsidy credits will be provided directly to each jurisdiction as a part of the next WMATA quarterly billing statement, FY 2021, Quarter One.

Given the remaining \$877 million in CARES Act funding to WMATA and the COVID-19 response, the WMATA board voted on a revised FY 2021 budget on May 14. This revised budget delays revenue losing service and fare initiatives approved on April 2 for at least six months. These deferred initiatives include late night rail service, \$2 weekend fares, and more frequent Sunday rail service. Metro also announced an additional credit of \$109.1 million to the jurisdictions, \$5.6 million to Alexandria as part of their CARES funding to help support jurisdictions whose transit revenue is impacted by the pandemic.

### **A. AlexMoves Mobility Survey**

AlexMoves is the City's initiative to collect more data on how Alexandrians travel in order to better inform progress on strategic goals and plans, target transportation demand management programs, and inform long-range planning. The first iteration of AlexMoves was conducted in

2016. It asked questions about commute modes, typical modes for other types of non-commute trips, and what factors would influence travel behavior. While informative, City staff believed that the resources for periodic surveying could garner more useful information with a detailed travel survey to get better information about how, where, and when Alexandrian's actually travel.

In 2018, the City of Alexandria contracted with NuStats to conduct a two-part survey: a one-day travel survey along with additional questions about preferences and typical behavior – some of which would allow direct comparisons to the 2016 survey.

NuStats observed that the response rate for this survey was very low compared to similar surveys. While the City's intent was to have high quality data by zip code, age, and other characteristics, the margin of error on these subcategories were generally quite higher – although still statistically significant. Some key takeaways include:

- 32% of all trips are **commute trips**.
- **Across all trips**, the driving mode share was 78%, which includes 41% as drive alone, 34% as carpool, 2% in an Uber/Lyft, and 1% in carshare. Transit mode share was 9%, walk share was 14%, and bike share was 1%.
- These compare to **commute data** available from the 2017 American Community Survey (ACS) that indicate that 62% of Alexandrians drive alone, 23% take transit, 4% walk, and 1% bike.
- **Men and women** reported very different travel behavior with women reporting more driving along and more men reporting greater transit usage and biking.
- In 2019, more respondents indicated that a range of factors related to facilities and amenities would make them **more likely to bike or walk**.
- In both surveys, **travel time** was the biggest factor **limiting transit usage**.

The presentation, a detailed report with an executive summary and appendices can be found on the [Long Range Planning](#) webpage.

## **B. Electric Vehicle Charging Strategy**

The City launched its process to develop an [Electric Vehicle Charging Infrastructure Readiness Strategy](#) in February 2020. This Strategy will provide a roadmap to anticipate the electric vehicle (EV) charging infrastructure needs of City residents, workers and visitors as EVs become more mainstream. The Strategy development process includes:

- Evaluating projections for current and future electric vehicle charging infrastructure needs;
- Recommending locations for publicly-accessible charging infrastructure;
- Recommending charging infrastructure options (i.e. hardware, business ownership, operation models, interoperability, and operations and maintenance);
- Reviewing the City's zoning, permitting, inspection codes and development processes and requirements to recommend language to promote EV charging needs; and
- Recommending policies, approaches, and synergies for locating EV charging infrastructure at businesses, residences, in public right-of-way, and other locations.

Synergies with the [City's electric vehicle initiatives](#), DASH zero emission bus projects, and other forms of mobility will also be evaluated. This program is identified as a key program to advance [smart mobility](#) and [Environmental Action Plan 2040](#) goals.

In April 2020, due to the cancellation of non-essential in-person community meetings, City staff provide a pre-recorded presentation for the Alexandria community to provide input and feedback. Additional community engagement opportunities are anticipated for May through July 2020. The future dates for this additional community engagement will be posted on the project's webpage. A final report will be delivered in Fall 2020.

Please watch a [pre-recorded presentation](#) that provides an introduction to the *Electric Vehicle Charging Infrastructure Readiness Strategy* project, EV trends and statistics in the US and Alexandria, preliminary analysis information, and a vision and goals for the project. **The Alexandria community can provide [feedback online](#) by May 22, 2020.**

### C. FY21 Repaving Schedule

In accordance with the City's Complete Streets Policy, adopted by City Council in 2011, T&ES staff works to identify and implement improvements in conjunction with routine street maintenance. When streets are resurfaced, this provides an opportunity to upgrade elements of the street to better accommodate people of all ages, abilities, and modes of travel. For all streets, staff aims to improve safety, access, and mobility.

T&ES staff has conducted a preliminary review of the repaving schedule for Fiscal Year 2021 (July 1, 2020 through June 30, 2021) to identify potential improvements that can be completed in conjunction with repaving. In this review, staff considered existing plans, including the Transportation Master Plan, Complete Streets Design Guidelines, and Safe Routes to School walk audit reports. Staff also considered crash history and community input recorded in the City's Alex311 system.

Below is a list of the streets planned to be repaved in Fiscal Year 2021. For all streets, staff has identified basic improvements such as ADA ramp upgrades, crosswalk upgrades, and installation of shared-lane markings where recommended in the City's [Proposed Bicycle Network](#). A subset of these streets (those shown in **bold**) may warrant more community engagement and potentially more robust improvements based on the considerations noted above.

#### FY 2021 Paving List<sup>1</sup>

- Anderson Court from Jewell Court to End
- Callahan Drive from King Street to Duke Street
- **Cameron Mills Road from Virginia Avenue to Allison Street**
- **Commonwealth Avenue from East Braddock Road to King Street<sup>2</sup>**
- Crown View Drive from Clover Way to Dartmouth Road
- Daingerfield from King Street to Duke Street

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<sup>1</sup> The list below is tentative and subject to change.

<sup>2</sup> This street was originally on the FY 2020 paving schedule. Community input was solicited via online feedback form in March 2019. The community feedback summary for this street can be found [here](#).

- Duke Street from South Patrick Street to Strand Street<sup>3</sup>
- East Abingdon Drive from Second Street to Slaters Lane
- Ellicott Street from Marlboro Drive to End
- Farm Road from Beverley Drive to Circle Terrace
- Fendall Avenue from Duke Street to South Floyd Street
- Fillmore Avenue from Seminary Road to End
- Fort Ward Place from Ellicott Street
- Hume Avenue from Commonwealth Avenue to Richmond Highway
- Jewell Court from North Chambliss Street to End
- King Street from Callahan Street Dangerfield Street
- Marlboro Drive from West Braddock Road to End
- Moncure Dr from S View Terr to Hilton St (Base Repairs)
- **North and South Alfred Street from First Street to Church Street**
- North and South Fairfax Street from Jefferson Street to Third Street
- North and South Saint Asaph Street from First Street to End
- **North and South Union Street from Pendleton Street to Franklin Street<sup>3</sup>**
- **North and South West Street from Duke Street to Wythe Street**
- North Floyd Street from Duke Street to North French Street
- North Gladden Street from Uline Avenue North Grayson Street
- North Grayson Street from North Gladden Street to Uline Avenue
- **North Morgan Street from North Chambliss Street to End**
- North Pitt Street from Oronoco Street to King Street
- **Rayburn Avenue from North Beauregard Street to Reading Avenue**
- **Reading Avenue from North Beauregard Street to End**
- Skyhill Road from Janneys Lane to End
- South Iris Street from Venable Avenue to Vermont Avenue
- Tulsa Place from North Gordon to End
- Uline Avenue from North Gordon Street to Taney Avenue
- Wellington Road from Beverley Drive to Chalfonte Drive
- West Taylor Run Parkway from Janneys Lane to Duke Street

Examples of more robust changes that may warrant further investigation and/or community engagement include, but are not limited to:

- New curb ramps or crosswalks where none currently exist
- Supplemental pedestrian crossing treatments
- Minor signal modifications, such as the addition of Leading Pedestrian Intervals
- Curb extensions
- On-street parking modifications
- New sidewalk

City staff collected community input on these select streets via an online feedback form in January 2020. Currently, staff is reviewing the community feedback and assessing project

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<sup>3</sup> This street was added to the repaving schedule after the community feedback period had begun. If non-routine improvements are considered here, staff will coordinate a separate community outreach effort.

priorities given recent budget reductions. A summary of community comments as well as any other project updates will be posted [here](#). Below are examples of comments:

- People driving often do not yield to pedestrians
- Additional enforcement
- Few, if any, roadway changes
- Speed and volume of traffic
- Sightlines are limited
- Parking is limited
- Improved pedestrian lighting
- Crosswalks are missing