



# *Transportation Commission*

**November 20, 2019**

**7:00 PM**

**City Council Workroom (City Hall, 2<sup>nd</sup> Floor)**

## **AGENDA**

1. Public Comment Period (not to exceed 15 min)
2. Minutes of the October 16, 2019 Meeting
3. Commission Updates
4. **ACTION ITEM: Alexandria Transit Vision Study**
5. **ACTION ITEM: SMART SCALE Proposed Changes**
6. **DISCUSSION ITEM: WMATA Proposed Budget**
7. Updates to Receive (Consent)
  - A. Pegram Street Bike Facilities
  - B. Fast Ferry Request for Information (RFI) Release
  - C. Pedestrian Safety Awareness Week
  - D. I-395 Toll Lane Status
  - E. King-Callahan-Russell Project
8. Other business

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**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](mailto:transportationcommission@alexandriava.gov) in advance of or after the meeting.

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*Next Meeting: Wednesday, December 18, 2019 at 7:00 PM in City Council Workroom (City Hall, 2<sup>nd</sup> Floor).*

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**City of Alexandria**  
Transportation Commission

**Regular Meeting**

October 16, 2019  
7:00 p.m.  
Council Workroom

**MINUTES**

**Commissioners Present:** Vice-Chair Melissa McMahon, Commissioner Bruce Marsh, Councilmember Canek Aguirre, Commissioner Casey Kane, Commissioner Oscar Gonzalez, Commissioner John Goebel, Commissioner Carolyn Schroeder.

**Staff Present:** Hillary Orr – Transportation & Environmental Services Deputy Director; Christopher Ziemann - Transportation Planning Division Chief; Jennifer Slesinger - Transportation Planning Division; Sharese Thomas - Transportation Planning Division, Jose Ayala – Department of Planning & Zoning.

Audio/Visual<sup>1</sup> presentation is available online:

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

Vice-Chair McMahon called the Transportation Commission meeting to order at 7:07 pm.

**1. Public Comment Period**

Steve Milone, an Alexandrian resident of thirty years and President of the Old Town Civic Association, supports staff's recommendation on extending the Dockless Mobility Pilot Program. In addition to the base user fee, the Old Town Civic Association is requesting that a per vehicle fee be added to address users from dumping scooters down on the ground. The Old Town Civic Association supports the prohibition of electric scooters on sidewalks in Old Town because of narrow sidewalks and older pedestrians walking on sidewalks.

Yvonne Callahan, an Alexandrian resident and Vice-President of the Old Town Civic Association, is concerned about the safety of residents because of the large volume of electric scooters being dumped on the ground throughout the City. Since Tuesday, October 15, at 9:00 a.m. there have been four electric scooters down on the ground in front of her home. Ms. Callahan feels the City is in a dilemma because the Commonwealth of Virginia passed a bill that makes it almost impossible to enforce the ban of electric scooters on sidewalks. A conservative effort to make some legislative changes are vital because the new bill passed does not state a minimum age limit to operate an electric scooter. When the Transportation Commission is putting together recommendations for

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what the task force should investigate, it should research what laws they can and cannot enforce.

## 2. September Meeting Minutes

Commissioner Kane made a motion to accept the minutes as presented and Commissioner Gonzalez seconded the motion. Motion carries with Commissioner Schroeder abstaining due to her excused absence.

## 3. Commissioner Updates

**Commissioner Kane:** The Traffic and Parking Board met on September 28 and discussed revising the current Residential Parking Program. The Board put forth a series of questions that they asked Staff to answer regarding the Residential Parking Program. Staff's response to the Board's questions will be discussed during the next Board meeting on October 28.

**Commissioner Gonzalez** complimented staff on their hard work in putting together the Transportation Innovation Forum that occurred on October 7.

**Commissioner Schroeder:** During the Environmental Policy Commission meeting on October 21, there was discussion about the budget and drafting a letter to send forward to City Council which focused on Environmental Action Plan's big ticket items that would help with reducing greenhouse gases and climate change. The Commission agreed that it was okay to move forward with the letter as drafted.

**Vice-Chair McMahon** attended the Transportation Innovation Forum on October 7 and thought there were some excellent speakers on the Forum.

**Commissioner Kane** commented that the Transportation Innovation Form on October 7 was informative, but the only issue was that every panel member was trying to answer every question. As a result, some questions were not answered. Commissioner Kane asked if there was any plan to form another panel to address those unanswered questions. Staff does not have a plan right now to follow-up on those unanswered questions; however, many of the remaining questions were answered through other questions. As the process progresses, staff plans to reach out to the panel and subject matter experts to understand different perspectives on the issues the City is working through.

## 4. Public Hearing and Action Item: Dockless Mobility Pilot

Vicky Caudullo, Program Manager for the City's Shared Mobility program, presented an update of the City's Dockless Mobility Pilot, which began in January of 2019. Staff presented an overview of the program and corresponding outreach activities, findings from the data, and recommendations for a Phase II of the pilot. Staff made mid-way adjustments in response to Council and resident feedback that improved perceptions of the pilot for many, including signage on King Street, corrals to centralize parking, and creating "no park" zones in the applications. Data from the providers indicated that there were about 200,000 total trips, averaging a little over 1 mile at a cost of about \$4.20 each. Recommendations for Phase II include modifications to code, improving equity and regional distribution of scooters, further addressing parking issues, and minimizing the cost to the City and creating enhanced opportunities for community involvement.

Commissioner Gonzalez expressed concerns about the resident feedback question asking users if they are forgoing an automobile trip for a scooter. Based upon the way the questions are being asked in the resident feedback, it intuitively does not make sense that users are forgoing an automobile trip for a scooter based on travel demand and average length of trip. Staff clarified that the in calculating the average trip length of trip, there are also longer trips that could have been alternatively been made by automobile.

Vice-Chair McMahon opened the discussion to the Commission for action on the request to endorse staff's

extension of the Dockless Mobility Pilot to Phase II.

Commissioner Kane is in favor of extending the Pilot because of different issues that still need to be researched for consideration. Also, through outreach and public hearings more information can be gathered to inform the Dockless Mobility Pilot program that can also assist the Ad-Hoc Scooter Task Force.

Commissioner Marsh stated that reaching out and coordinating with the State Delegation in the upcoming session in terms of the State law can allow for some laws to be streamlined.

Commissioner Schroeder would like the Pilot to include more community outreach with the emphasis being on safety, in addition to having more pop-up events that include interactive outreach.

Commissioner Kane asked if there is a limit to the amount of money that the City can charge the scooter companies, or do they reach a point and just walk away. The City is trying to be reasonable in terms of what the actual cost is and just recover the costs of the program. Commissioner Kane asked whether we have to accept their business model without being able to regulate them. Staff stated that there is discussion at the State level on how to regulate but the City cannot regulate on its own. Vice-Chair McMahon agreed that this aligns with the point Ms. Callahan was making about what the State will enable the City to do. While the City is limited with regulating scooters it is even more limited with the ride hail companies.

Commissioner Gonzalez recognizes that the City is trying to be proactive by managing and corralling scooters and it's a great option for residents to use, but the City needs to enforce safety on sidewalks. Commissioner Gonzalez recommends that all scooters be banned from sidewalks in all of Alexandria and not just in Old Town. He feels that it has become a pedestrian safety issue, someone must look out for the pedestrians. He also asked how scooters fit with Vision Zero.

Commissioner Gonzalez asked staff about the implications of the law that changed in July 2019 that will take effect in January 2020. Deputy Director Orr stated that the City can pass an ordinance at any time, but the law states that if jurisdictions don't have an ordinance in place as of January 1, 2020, then scooters are legally allowed on sidewalks. Commissioner Gonzalez asked if there is any plan to discuss passing an ordinance by January 1, 2020 banning scooters on the sidewalk.

Deputy Director Orr stated that staff is not recommending banning scooters from sidewalks because it is not the recommendation of best practices from other cities. Also, staff does not feel that it is safe to ban scooters from all sidewalks in the City because of the various speed limits throughout the City. Commissioner Gonzalez is concerned about the enforcement issue and does not understand the logic behind allowing scooters to ride on sidewalks in some neighborhoods and not others. This becomes an equity issue because if you live in a less desirable neighborhood then it could be okay to ride scooters on the sidewalk.

Vice-Chair McMahon perceives that the City would have better luck with enforcement if they were not trying to ban scooters from all sidewalks in the City. Realistically the City would end up with the same issue it has now, which effectively is that they are not allowed on any sidewalk. She asked if staff can analyze where the high pedestrian conflict areas are which include King Street, but may extend to more parts of Old Town and other parts of the Community. Then staff can focus their effort on enforcing sidewalk riding exclusions where it would be most helpful for pedestrians.

Commissioner Gonzalez asked where the bike ban stops on King Street. Commissioner Kane replied that the ban extends west to West Street [on King Street].

Vice-Chair McMahon stated that there are some scooter riders who have never even ridden a bike before and so they have no understanding of how to use small devices with cars and pedestrians, so we are on a learning curve. Commissioner Gonzalez does not want anyone to be collateral damage while the City determines

whether scooters on sidewalks may be safe. Commissioner Gonzalez is trying not to make the conversation so black and white, but would like the City to be direct with residents and tell them that riding scooters on sidewalks is a pedestrian safety issue. Vice-Chair McMahon stated that it is also a scooter ride safety issue if you force them in the street where it's not safe for them to be in the road with cars.

Vice Chair McMahon asked if staff is recommending requiring scooters to not use sidewalks if there is a bike lane or a protected bike lane. Deputy Director Orr stated that staff has considered it, but there are not a lot of protected bike lanes in the City. When reviewing the feedback form, staff asked users "where you ride or where do you want to ride." Only 14 percent said on a sidewalk. Most users do not want to ride on a sidewalk, they want to ride in a bike lane or a trail, so it comes down to creating facilities on the street that make users feel safe. The code states that the bicycle lane is defined as a place for a bicycle to ride, so staff is proposing to add other micro mobility devices. People are riding on sidewalks as a last resort when they do not feel safe.

Commissioner Goebel would like to know if there is a way to measure how many trips are productive versus bored teenagers riding around on a Friday night. The majority of the trips are occurring during commuting hours. However, staff asked those surveyed about trip purpose and a good number of people said they ride for fun.

Commissioner Schroeder fears that users will find it more fun to ride scooters and are going to choose to ride them over bikes, which will lead to vehicle drivers seeing more scooter riders on the road. Commissioner Schroeder is in support of scooters being used in place of car trips.

Commissioner Kane moved to approve staff's draft recommendations with some specific amendments, Commissioner Gonzalez seconded the motion.

Commissioner Gonzalez moved to amend the motion that scooters be banned on all sidewalks in the City. Vice Chairman McMahon seconded the motion for discussion. Vice Chairman McMahon called for a vote supporting the amendment to ban scooters on all sidewalks in the City. Commissioner Gonzalez voted to support the amendment. Commissioners Schroeder, Marsh, Goebel and Vice-Chair McMahon opposed support for the amendment. The vote 1-5 on the amendment to ban scooters on all sidewalks in the City did not pass.

Staff requested to remove two items from the original docket of staff recommendations. The first item is evaluating a speed limit for scooters on a sidewalk because it would not be possible for the Police Department to enforce. The second item was the requirement that riders under 14 years old wear helmets; the City Attorney does not think the City can enforce this due to State codes. Vice-Chairman McMahon proposed an amendment to the main motion to acknowledge staff's modifications to the original proposal to remove the "evaluate the feasibility for setting a speed limit for sidewalks" bullet and to remove "require riders under 14 years old to wear a helmet" bullet from the original motion. Commissioner Kane seconded the motion. The motion passed.

Vice-Chair McMahon made a motion to have staff put an emphasis on exploring opportunities to gain more legislative authority for regulating scooters from the State. She also requested including in the staff recommendations that the City commit to scooter outreach with a safety focus highlighting some of the concepts we may not be able to codify but that we know what we want the Community to take to heart as they share the road and sidewalk safely with other users.. Commissioner Schroeder seconded the motion. The motion passed.

Commissioner Marsh asked that once the task force is established that they provide the Commission with an update around mid-year.

## **5. Action Item: CMAQ/RSTP Grant**

Staff is seeking the Commission's endorsement for CMAQ and RSTP grant applications, based on their consideration at the September meeting. In November, Staff will bring the grants to City Council for approval in order to submit the request to Northern Virginia Transportation Authority in December.

Staff is requesting \$3.75 million for Smart Mobility implementation, \$500,000 for Transportation Demand Management and \$350,000 for Capital Bikeshare replacement equipment. Because the funds will be available in six years, staff is not specifying the exact use of the smart mobility request.

Commissioner Kane asked if there was an update on the contract negotiation for the Bikeshare. Staff stated that Arlington County successfully rode the Falls Church contract, so the City is working through the same process.

Commissioner Kane made a motion to endorse the CMAQ/RSTP funding request and recommend City Council consideration and approval of the November Council Legislative session. Commissioner Gonzalez seconded the motion.

Vice-Chair McMahon stated that these are three priorities that Transportation Commission is very supportive of and is glad staff is anticipating ahead of time what the City might need funds for in terms of the smart mobility initiatives.

Commissioner Kane commented that it is amazing to see the dashboard on Seminary Road that displays the real travel times. In addition, it is very informative and hints at the potential of what smart mobility may ultimately provide residents, and data staff can use to inform others.

Vice-Chair McMahon called for a vote on the motion. The motion carried unanimously.

## **6. Updates to Receive (Consent Items)**

The Commission discussed the following topics from the Consent Agenda:

### **A. Potomac Yard Metrorail Station**

Commissioner Marsh discussed the Potomac Yard Metrorail Implementation Group meeting that took place on September 25<sup>th</sup>. The City is still waiting for the Army Corps of Engineer permit. The contractors have been able to start some of the prep work for construction. A lot of discussion came up about parking for employees and the potential for additional traffic in the Potomac Yard on the Westside of the station. The Implementation Group will revisit the issue about employee parking and the potential impact at a later date. Estimates for the second entrance will be coming back in November.

Commissioner Kane asked if there had been any further discussion on the concern about the funding the City was providing to the National Park Service and where that funding was going to be targeted. Commissioner Marsh replied that a request was going to be made to see if the funds could be transferred to a project that was closer in the area. However, once the Park Service receives the funds, they have discretion over how the funds are appropriated. Commissioner Marsh will receive an update at the next Potomac Yard Metrorail Implementation Group meeting on October 29.

### **B. Alexandria Transit Vision**

Vice-Chairman McMahon discussed the last stakeholder workshop on the Transit Vision Study to review the draft recommended bus network for 2022 and 2030.

There was a discussion about what the draft networks look like and if there is a certain level of investment that will be provided by City Council. In 2022 an eight percent budget increase will allow for more service on

certain lines and some changes to lines that will increase overall performance for a lot of the community. Positive findings in terms of the community receiving more frequent bus services in the 2030 future network, also presumes continued investment in the bus system beyond what the City currently has today.

The stakeholder group that will receive the least amount of benefits are the seniors as a group because primarily there are a lot of older residents who live in the less dense center of the City. The revised networks are emphasizing better services where there are more people. More seniors still receive better access to higher frequency service, but there is a small percentage that would lose service entirely because there are some center city bus routes that will be eliminated.

Commissioner Kane asked if there was discussion about reviewing other means of providing service because he did not see on-demand services in the network map.

Vice-Chair McMahon confirmed the discussion that the proposed alternatives were costed out. The proposal for an on-demand service did not move forward. It does not mean that DASH could not potentially experiment with the idea if funding was available for it.

Commissioner Kane commented that in the meantime those areas that are going to be without services have no options for public transportation. Vice-Chair McMahon confirmed they will not have any options for public transportation.

Commissioner Gonzalez stated that when you think of micro mobility there are kinds of technology issues that individuals are starting to implement now. Staff confirmed that this is a topic that the Alexandria Mobility Plan will be looking into as well.

Councilmember Canek Aguirre asked if staff had the location, dates and times for the proposed fifteen or twenty pop-up events for the Alexandria Transit Vision. Currently staff does not have this information. Aguirre asked that staff share this with the Commission when available.

## **7. Other business**

Commissioner Gonzalez asked if DASH does Vision Zero driver training for drivers. Staff stated that DASH does offer driver safety training, but not a special Vision Zero driver training.

### **Adjournment**

At 8:55 pm, The Transportation Commission adjourned.

# City of Alexandria, Virginia

## MEMORANDUM

DATE: NOVEMBER 20, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM # 4 – ALEXANDRIA TRANSIT VISION (ATV) PLAN

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**ISSUE:** Consideration of draft recommended networks of the Alexandria Transit Vision Plan, which will be presented to the Alexandria Transit Company (ATC) Board for approval on December 11, 2019.

**RECOMMENDATION:** That the Transportation Commission consider and support the draft recommended ATV networks for both 2022 and 2030.

**BACKGROUND:** The ATV Plan is a joint effort by the City of Alexandria and DASH to redesign the Alexandria bus network from scratch based on current and future transit demand and community transit priorities. DASH and City staff have nearly completed the third round of ATV public engagement, which focused on the presentation of a near term (2022) and a long term (2030) draft recommended network.

This draft recommended network was developed based on:

- 1) Public input during Spring 2019 of two draft network concepts that represented different points on the transit network design spectrum between “Ridership” and “Coverage” goals; and
- 2) Policy guidance from both the Transportation Commission and ATC Board on the appropriate balance between “ridership”-oriented service and “coverage”-oriented service, and the appropriate levels of service for 2022 and 2030.

In the spring of 2019, staff presented two draft network concepts, including a Ridership concept, and a Coverage concept. Below is a summary of the recommendations made by both the Transportation Commission (May 15, 2019 meeting) and the ATC Board (June 12, 2019 meeting), related to recommendations for the ATV network.

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

The Commission recommended to staff and the ATC Board that the ATV network should be designed with approximately 85 percent of the service hours dedicated to ridership-oriented goals, and approximately 15 percent of service hours allocated for coverage-type services. The 15 percent of service that is devoted to coverage-oriented routes or services should focus on maintaining transit access for areas with large numbers of seniors and individuals with limited mobility. The Commission recommended that staff continue to examine ways to address coverage to these communities, such as a future pilot program with flexible demand-response style platforms that are operated with smaller, ADA accessible service vehicles. The project team should also seek to expand all-day and off-peak service levels, while maintaining productive peak-oriented commuter routes to the greatest extent possible.

The ATC Board concurred with the Transportation Commission recommendation and provided guidance to staff to design the ATV network with approximately 85 percent of the service hours dedicated to ridership-oriented goals, and approximately 15 percent of service hours allocated for coverage-type services.

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

The Commission recommended to staff and the ATC Board that the long-term ATV Plan network represent a 25 percent increase over current service hours by FY 2030. The additional five percent over what was assumed in the development concepts (20 percent) will help to address many of the community concerns relating to existing peak service and areas with high populations of senior and disabled persons.

The ATC Board provided guidance to staff that the long-term ATV Plan network should represent a 20 percent increase over current service hours by FY 2030. This recommendation was made to ensure that 2030 recommendations were consistent with the network concepts and could be realistically implemented by 2030.

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

The Transportation Commission recommended to staff and the ATC Board that the Short-Term ATV Implementation Plan should represent an 8 percent increase over current service levels by FY 2022. This increase would allow the city to realize some of the immediate benefits from the new ATV network changes while minimizing the negative impact on routes or services that may need to be reduced or reallocated.

The ATC Board also provided guidance to staff that the Short-Term ATV Implementation Plan should represent an eight percent increase over current service levels by FY 2022. In addition, the Board asked staff to also include an option with a zero percent (0%) increase over current service levels by FY 2022 as a conservative approach, in the case that no funding increase is available.

**DISCUSSION:** The ATV project team used this policy guidance from the Commission and ATC Board toward the development of a draft recommended network for both the near term (2022) and long term (2030). In addition, the community feedback during Engagement Round 2 was also used toward the draft network. A key concern during this engagement round related to ensuring that peak one-seat service from Parkfairfax to the Pentagon is maintained.

In the fall of 2019, the project team released the [draft recommended networks](#). Both the 2022 and 2030 networks include a peak-period network and a mid-day network, using the coverage-ridership balance and service growth recommendations by the ATC Board. The draft networks emphasize high-frequency service along key corridors with existing and future higher density population, jobs and activity hubs, consistent with the City's Comprehensive Plan. The 2030 draft network improves route frequencies during the peak and mid-day, and also evening hours and on weekends. This proposed structure improves overall transit accessibility and travel time, even when transfers are required. The draft recommended network has the following benefits, as documented in the [Draft Recommendations Report](#):

- The proposed ATV network would triple the number of Alexandria residents with access to frequent (every 15 minute or less), all-day bus service from 40,000 today to 120,000 by 2030.
- The proposed ATV network would triple the number of low-income residents in Alexandria with access to frequent, all-day bus service from 4,000 (29%) today to nearly 13,000 (89%) by 2030. This means that 9 out of every 10 low-income residents in Alexandria could have access to a bus every 15 minutes or less, seven days per week.
- The proposed ATV network would nearly quadruple the number of minority residents in Alexandria with access to frequent, all-day bus service from 16,000 to nearly 63,000 by 2030.
- The proposed ATV network would greatly increase the usefulness of bus service during middays, evenings and weekends. The total amount of bus service provided on Saturdays and Sundays would increase by 37% and 71% by 2030 respectively, which will help provide shorter wait times and longer hours of service for weekend transit users such as service sector employees at hotels, restaurants, and stores.

A third round of public engagement is being held during fall 2019. This engagement is similar to Engagement Round 2, and includes:

- Two public workshops (October 15 and 24)
- ATC Board Public Hearing (November 13)
- One stakeholder workshop (October 10) with community representatives
- Project flyers in three languages (English, Spanish, Amharic)
- E-News and Social Media outreach
- Announcements and posters on DASH buses
- Posters at transit stops impacted by major service changes
- Neighborhood-specific information and customizable isochrone mapping tool available on project website
- Short ATV videos provide introduction and basic overview of project.
- Leadership briefings with ATC Board and Transportation Commission

- 23 “Pop-Up” events at various locations throughout the City, and Ride-Alongs on transit routes
- Meetings with more than 20 different civic / community groups, commissions, and associations, including those representing underrepresented groups such as seniors, persons with disabilities, minorities and persons with low incomes.
- Meeting with DASH bus drivers
- Online and hard copy surveys (available in both English / Spanish)

The stakeholder workshop resulted in the following input:

- 67% strongly agreed or agreed that the 2030 draft recommended network will be better than the existing network for the communities they represent
- 87% strongly agreed or agreed that the 2030 draft recommended network will be better than the existing network for the City of Alexandria as a whole
- 67% strongly agreed or agreed that the 2022 draft recommended network will be better than the existing network for the communities they represent
- 80% strongly agreed or agreed that the 2022 draft recommended network will be better than the existing network for the City of Alexandria as a whole

The project team has received both positive and negative public feedback on the draft recommended network. Residents of Parkfairfax have generally exhibited support for the draft recommended network as it has addressed many of the concerns that were voiced during the second round of engagement. Staff have also received support from many individual groups and community groups regarding the improved frequency of service and positive impact on improving accessibility for jobs and people, especially disadvantaged populations.

Most of the concerns have been related to the discontinuation of the AT2 in the Seminary Hill area of Central Alexandria, which is the largest area of the City seeing a recommended discontinuation of service. Approximately 95 riders per weekday, would be more than 1/8 mile from a transit stop under the proposal. More than 2/3 of these riders ride during the peak commuting hours. The project team is reviewing multiple options that would maintain some level of service along this segment of Seminary Road and Janneys Lane. Three options are being considered, including:

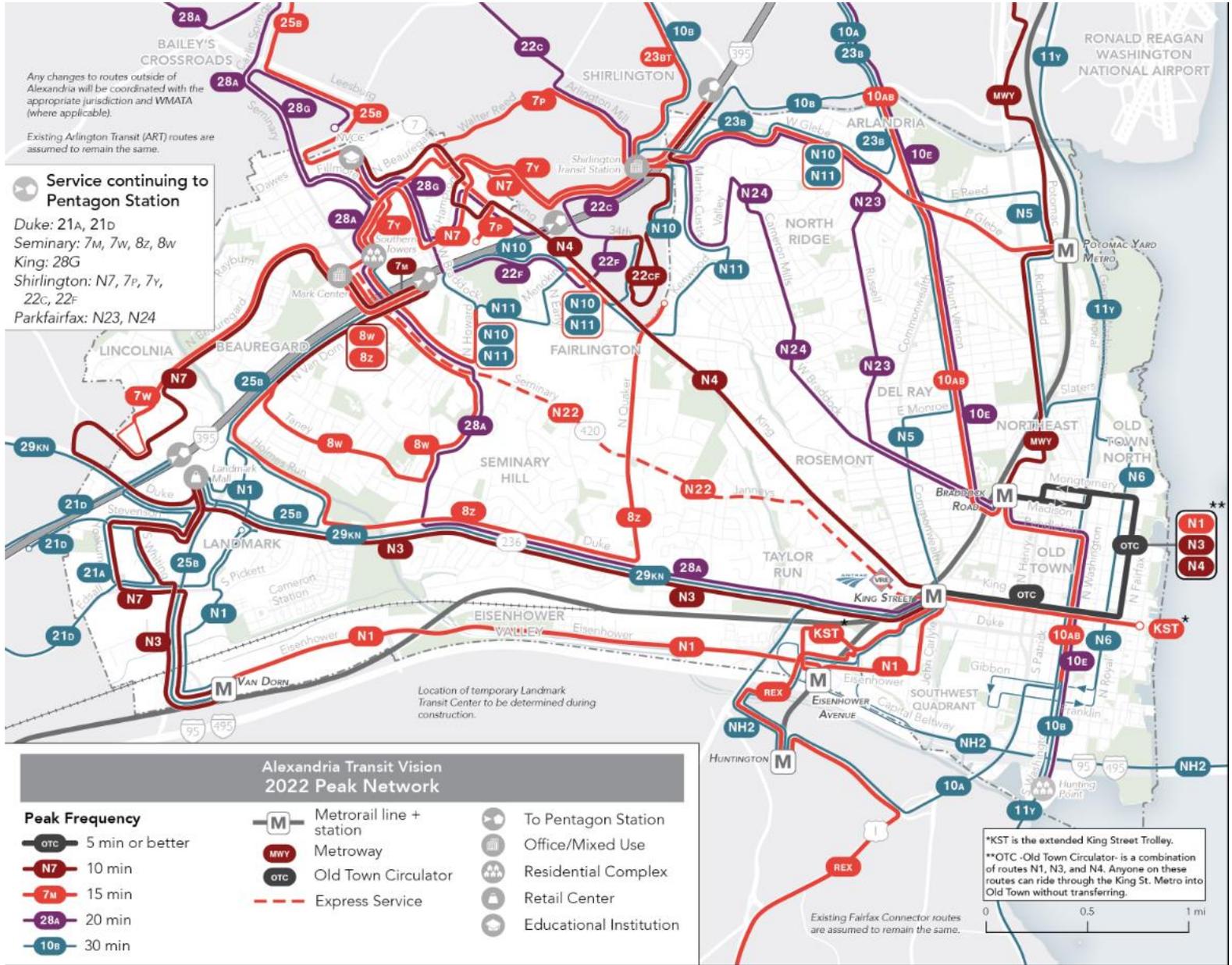
- Working with the Department of Defense (DoD) to allow 3 intermediate stops along the existing express route AT2X, which is funded by the DoD
- Retaining the Route AT2, with various options for service, including weekday peak period only with 30 minute headways; weekday peak at 30 minute headways and weekday mid-day with 60 minute headways; and 7 days with 30 minute peak headways on weekdays and 60 minute mid-day headways
- Developing a Demand Response Pilot program for the underserved area

These options could be implemented by either increasing the overall service levels and cost by 1-5%, or by reducing off-peak service frequencies on other routes in the recommended network, including the Eisenhower corridor (Route N1) or the Arlandria / Potomac Yard area (Routes N10 / N11).

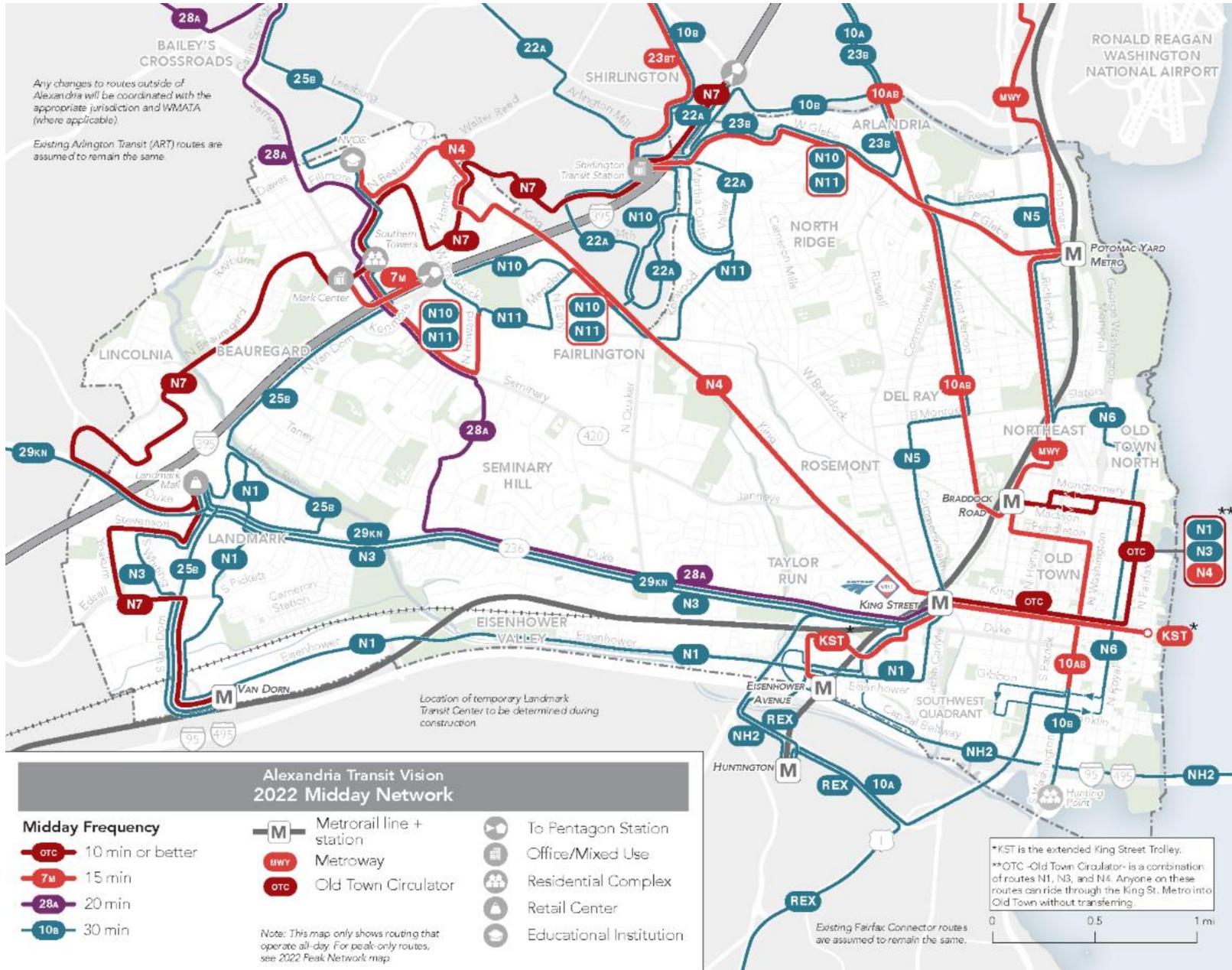
The ATC Board held a public hearing at its November 13 meeting. The Board noted that the AT2 service is important to serving residents, especially disadvantaged residents, and provided guidance to staff to maintain weekday AT2 service at 30-minute headways during the peak and 60 minute headways mid-day. The Board also noted its desire to minimize fiscal impacts, and would like staff to provide cost impacts associated with reductions to Routes N1, N10 and N11 that would offset the cost of the reinstated AT2 service.

Staff will compile and review all feedback received to develop a final recommended network that will be presented to the ATC Board on December 11, at which time we anticipate the plan to be adopted. Near term service changes could begin as early as FY 2021. The project website can be found at [www.dashbus.com/transitvision/](http://www.dashbus.com/transitvision/).

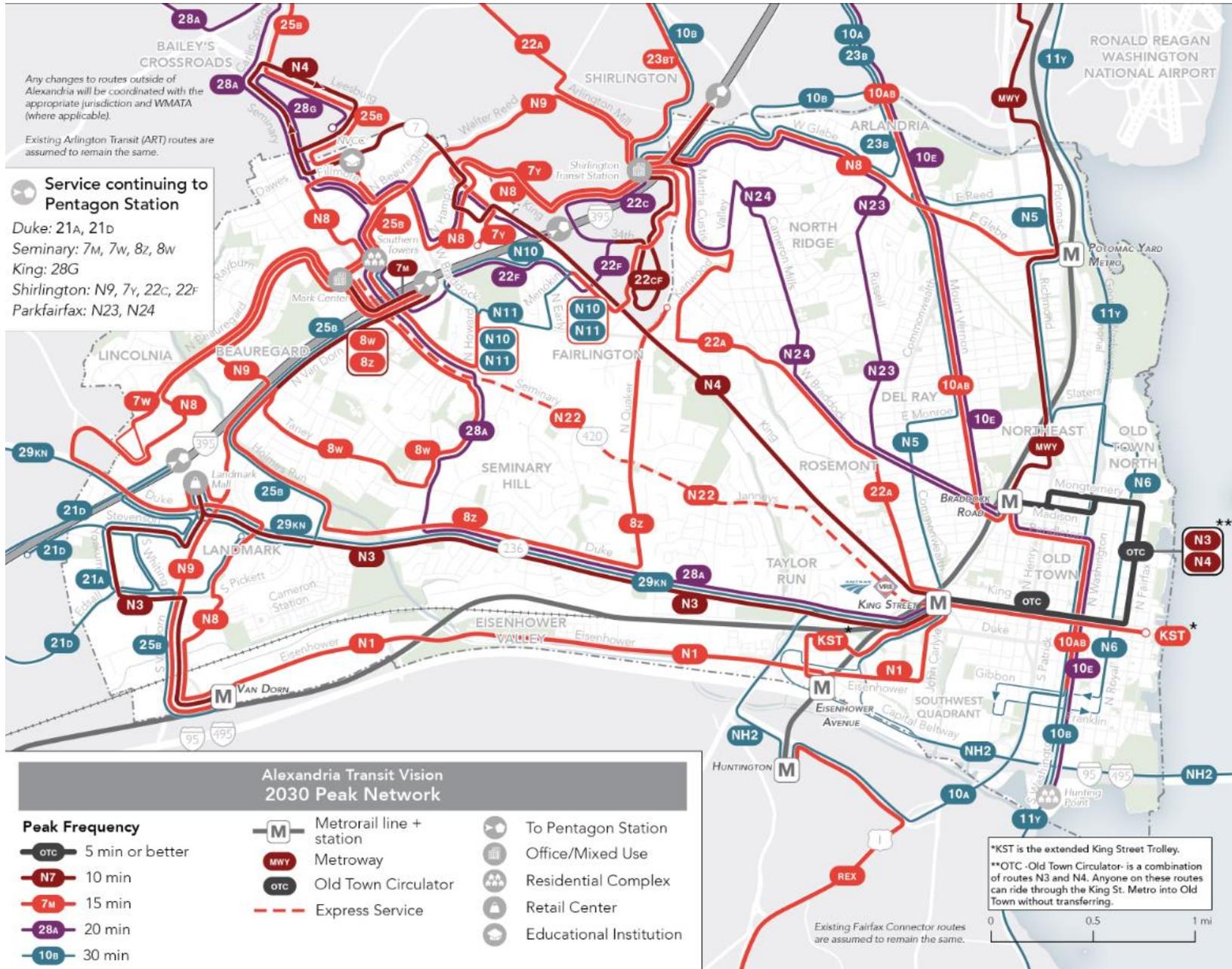
# ATV – Draft Recommended Network – 2022 Peak



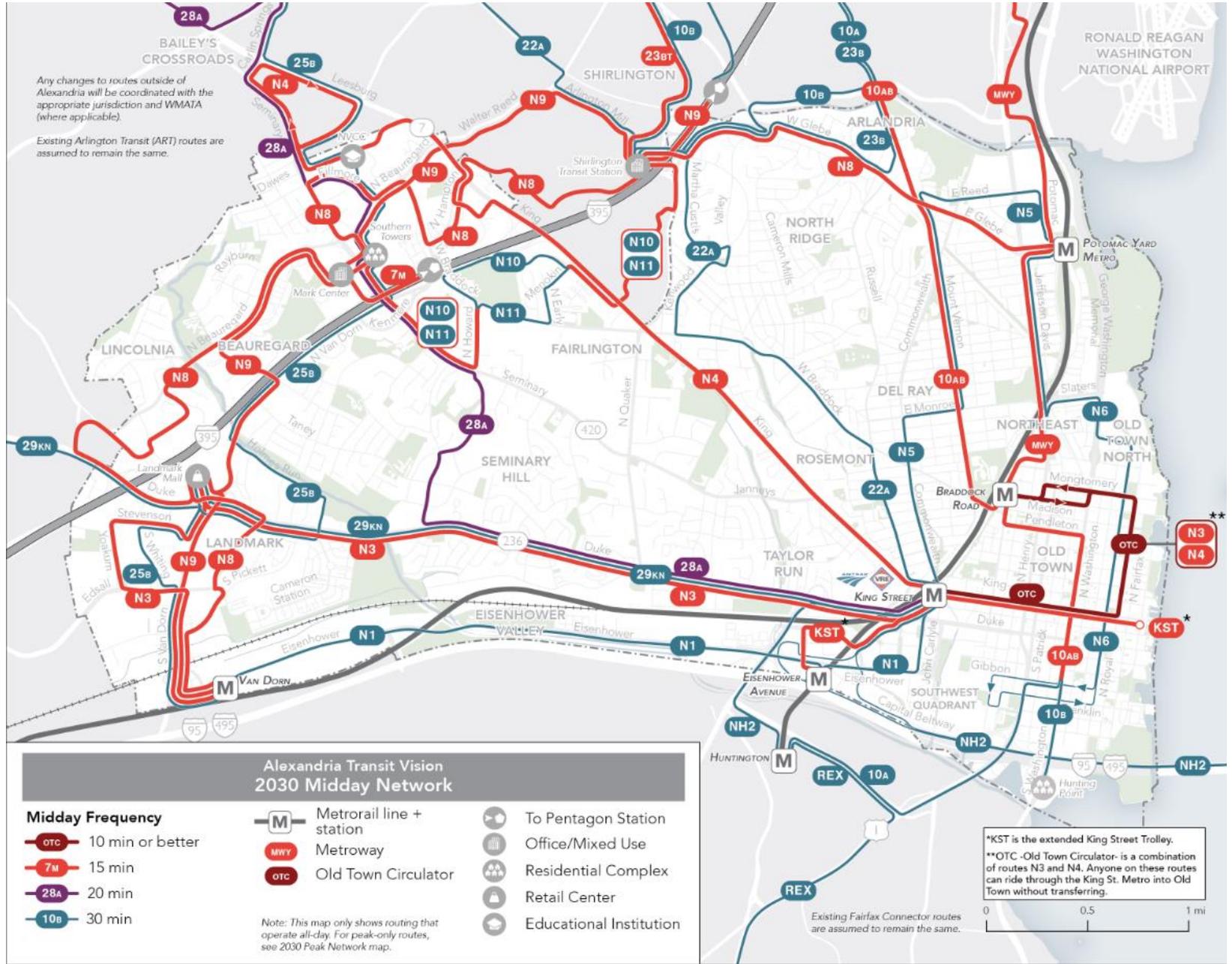
# ATV – Draft Recommended Network – 2022 Mid Day



# ATV – Draft Recommended Network – 2030 Peak



# ATV – Draft Recommended Network – 2030 Mid Day



November 20, 2019

OIPI Deputy Director, Ronique Day  
1221 E. Broad St.  
Richmond, VA 23219

RE: Concerns about Proposed Changes to SMART SCALE Eligibility and Scoring and to the Highway Safety Improvement Program

Dear Secretary Valentine and Members of the Commonwealth Transportation Board:

On behalf of the Alexandria Transportation Commission, I am writing to you and the Commonwealth Transportation Board to express concerns about proposed changes to the SMART SCALE and HSIP programs.

SMART SCALE is already a successful program that works. It has funded many transit and bicycle and pedestrian projects that lead to real congestion mitigation and safety and promote the region's environmental sustainability. By funding projects like the West End Transitway, access and safety enhancements, the CTB has taken steps to promote mobility options that reduce congestion and promote safety and the City's goal of Vision Zero of eliminating all traffic-related deaths and serious injuries by 2028.

We urge the CTB above all to reject many of the proposed changes because they undermine the goals of SMART SCALE and VTRANS, and could actually lead to *more* traffic congestion. VDOT and the CTB need to slow down this process to minimize unintended consequences before adopting these changes. Because SMART SCALE has been so successful and already spends taxpayers' funds efficiently, the proposed changes would represent major policy shifts in the program without adequately considering potential impacts.

Some of the changes will negatively impact jurisdictions that are already dense and that want to invest in environmentally sustainable projects that move people, relieve congestion and improve safety. The SMART SCALE scenario test shows transit and bike/ped projects as the most negatively impacted by the proposed changes. In fact, these are exactly the types of projects that have shown the most benefit and should continue to be funded. The proposed changes will also make it more difficult to achieve Vision Zero and hurt communities that are burdened by regional traffic.

In addition, the Highway Safety Improvement Program (HSIP) has funded many important improvements at high crash locations. We urge the CTB not to ignore the needs of highways in urban areas like Route 1 and promote pedestrian and bicycle safety projects that have been shown to increase safety. These projects will make walking and biking safer and more convenient.

We appreciate the opportunity to comment on the proposed changes to SMART SCALE and HSIP.

Sincerely,

Steven Klejst  
Chair  
Alexandria Transportation Commission

Cc: Yon Lambert, Director of Transportation & Environmental Services  
City of Alexandria

# City of Alexandria, Virginia

## MEMORANDUM

DATE: NOVEMBER 20, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM # 5 – LETTER TO CTB REGARDING PROPOSED CHANGES TO SMART SCALE AND HSIP GRANT PROGRAMS

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**ISSUE:** Consideration of a letter to the Commonwealth Transportation Board (CTB) opposing proposed changes to the grant program.

**RECOMMENDATION:** That the Transportation Commission consider and sign the draft letter to CTB.

**BACKGROUND:** The [SMART SCALE grant](#) has proven essential in ensuring that the transportation investments made both statewide and within the region are demonstrated to efficiently move people and goods and improve safety. It has been recognized nationally as a successful grant program for providing sorely needed funds for transit, bicycle and pedestrian projects that lead to real congestion mitigation and safety and promote the region's environmental sustainability. [In 2019, the City received funding for:](#)

- Design and construction of infrastructure for Bus Rapid Transit (BRT) in the West End of Alexandria, including pedestrian and bicycle facilities, streetscape improvements and buses — \$57.2 million.
- Enhancement of southwest access to the Potomac Yard Metrorail Station — \$50 million.
- Expansion of the DASH fleet and commitment to the purchase and maintenance of zero-emission vehicles — \$17.4 million.
- Improvements to both walkability and transit accessibility in the area around Landmark Mall, including safe crossings over Van Dorn and Duke Streets — \$6.3 million.
- Safety improvements for all modes of transportation and traffic congestion reduction at Duke St. and West Taylor Run Parkway — \$5.7 million.

Additionally, The [Highway Safety Improvement Program \(HSIP\)](#) is a core program administered at the federal level by the U.S. Department of Transportation's (USDOT) Federal Highway Administration (FHWA) Office of Safety. HSIP's purpose is to make significant progress in reducing highway fatalities and serious injuries on all public roadways. The Virginia Department of Transportation (VDOT) Traffic Engineering Division (TED) administers the Federal and State highway safety programs within the Commonwealth of Virginia.

**DISCUSSION: SMART SCALE:** Because road widening projects in other jurisdictions did not score well and were not funded, VDOT has been tasked with [re-examining the scoring criteria](#). Many of the changes put transit, bicycle and pedestrian projects at a disadvantage, and projects in denser areas in general. Specifically, the changes to the scoring criteria include:

- Land Use – By excluding existing land use from the scoring criteria, this change will make denser places much less competitive. These are the places that face the most congestion, where transit and bike/ped projects are most successful, and where reducing SOV driving has the biggest potential.
- Congestion – by including weekend congestion measures, this change would penalize jurisdictions that have already successfully dealt with local congestion but are struggling to handle regional traffic. This regional traffic is obviously essential to the region’s and state’s economy, which is why more assistance needs to be provided. In addition, these weekday solutions are often sustainable options like transit and bike/ped projects that actually improve congestion.
- Safety – We applaud the State’s goal of Achieving Zero Deaths, this is also in line with Alexandria’s, Arlington’s, and Richmond’s Vision Zero policies of eliminating all traffic-related deaths and serious injuries. However, the proposed change to this criterion would prioritize number of crashes, like fender benders, over severity. This does not meet the State’s nor the jurisdictions’ safety goals. Also, while safety is a priority, the increased score should not be solely taken from the Land Use category, but rather evenly distributed.
- Project Readiness – While we fully understand the desire to have a fully approved and planned project to fund, the requirement to have completed all of these preliminary approvals *before* the application submittal is unnecessary. Funding comes 6-7 years after application, and it is unreasonable to force a project to wait over half a decade to implement when many of these approvals can be completed before funding becomes available. Instead, the City urges *more* flexibility in transit and bike/ped projects to ensure timely delivery and high-quality projects, and elimination of the need to rescore projects and risk losing funding when changes are necessary.
- Transit Maintenance Facilities – By requiring any maintenance facility expansion to include increases to transit system capacity, this proposed change restricts funding for transit state of good repair projects. If these projects are not funded, the result may be a decrease of existing service for some jurisdictions. Decreasing transit service would run counter to SMART SCALE’s goals of reducing congestion.

HSIP: The HSIP has funded many important projects at high crash locations. However, under the [proposed changes](#), most potentially eligible improvements are focused on rural safety, ignoring the needs of state and county highways that are more urban in nature, require different treatments, and could save just as many lives. Therefore, the City has the following comments:

- Include bicycle infrastructure – The current list completely omits any mention of bicycles and bicycle safety, even as more people statewide are biking. CTB should include bicycle safety and infrastructure projects (such as striping for bicycle lanes, road diets, etc.) as eligible low-cost, high-benefit improvements.

- Expand definition of “Pedestrian Crossings” – Pedestrian safety measures that are eligible for HSIP funding should include Rapid Flash Beacons, HAWK signals, street lighting, sidewalks, curb ramps, curb extensions, pedestrian refuges, advanced markings, signs, etc. and not simply crosswalks. These are relatively inexpensive when compared to intersection re-designs and other capital projects and they have been shown to save lives.
- Provide more funding for intersection and corridor improvements – Often by targeting high crash locations and corridors, jurisdictions can solve for unsafe conditions unique to a particular location. The proposed breakdown would restrict funds for these effective treatments. Also, focusing on low-cost solutions and smaller grant amounts reduces the effectiveness of the program because these smaller grants require just as much staff resources as larger grants.

**Attachment 1: DRAFT letter to CTB opposing proposed changes to the SMART SCALE and HSIP programs**

# City of Alexandria, Virginia

## MEMORANDUM

DATE: NOVEMBER 20, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM # 6 – WMATA FY 2021 PROPOSED BUDGET INITIATIVES

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**ISSUE:** Consideration of the WMATA General Manager proposed budget.

**RECOMMENDATION:** That the Transportation Commission provide input to staff on priorities during the budget negotiation process.

**BACKGROUND:** The City of Alexandria allocates upwards of \$40 million per year towards WMATA's operating budget and upwards of \$12 million towards its capital budget. In coordination with the Northern Virginia Transportation Commission, and through the two Virginia WMATA board members, Alexandria participates in the budget process to ensure that the City's investment reflects its priorities.

Each fiscal year, the General Manager proposes major budget initiatives in November, a full draft budget in December, and adopts a budget in March before the start of the next fiscal year. At the November 7, 2019 Finance Committee meeting, the General Manager presented his major initiatives in the FY 2021 proposed budget.

The capital budget includes a continuation of WMATA's Strategic Plan *Keeping Metro Safe, Reliable, and Affordable*. These include:

- Prioritize rehabilitation and replacement of assets to improve passenger and worker safety
- Regularly evaluate asset condition and reliability for high performance to meet customer needs
- Invest in technology to modernize how people travel

The Proposed FY2021 Budget initiatives include:

### **Restore Late Night Metrorail Service**

Trains would operate an additional four hours per week staying open 30 additional minutes Monday through Thursday (until midnight), and one additional hour on Fridays and Saturdays (until 2:00 a.m.).

### **Better Weekend Metrorail**

Trains would operate Saturday frequencies on Sundays. As a result, headways on all lines would be reduced from 15 minutes to 12 minutes, and in the core, frequency would be reduced from 8 minutes to 6 minutes.

### **Better Weekend Metrobus Service**

Bus service frequency would be improved in two ways: first, Sunday frequency would improve to match current Saturday service on six bus lines that connect to rail stations and second, Saturday and Sunday frequencies would increase on seven bus lines.

### **Improve MetroExtra Metrobus Service**

Service would be added to the weekday service plan of eight MetroExtra lines, including adding midday service to three lines, extending the service period to four lines, and extending the service area of one line.

### **Improve Customer Service**

Enhanced customer service training would be provided to frontline employees to better serve the traveling public.

### **Reduce Less Productive Bus Routes**

To fund these investments, while adhering to the mandated three percent subsidy growth cap and increased operating efficiency, the Proposed Budget includes the elimination of the nine least productive bus routes and some weekday trip reductions on services with low demand. WMATA has not released which routes these will be.

### **Increasing Non-Fare Revenue**

Efforts would continue to increase revenue outside of the fare box including through:

- Station Commercialization and
- Naming Rights
- Enhance Fare Options to Drive Ridership

Key proposed fare changes include:

### **Metrorail and Metrobus**

Full transfer discount (\$2.00) between Metrobus and Metrorail and vice versa

### **Metrorail**

- Peak base fare: +\$0.10
- Standardize Peak Mileage Tiers to \$0.33 per mile
- Peak Max fare: +\$1.00
- \$2 Weekend Flat fare

### **Metrobus**

- Cash fare without SmarTrip: +\$0.25
- Onboard Cash Loading: +\$0.25

- Lower 7-Day Regional Bus Pass price from \$15.00 to \$12.00

**DISCUSSION:** Staff is currently seeking more data to better understand the implications of many of the operating budget proposals. Initial areas of concern include:

- Whether the benefits of late-night rail service outweigh the costs. Late night rail service would still include late night bus bridges to accommodate track work, which could reduce ridership. Moreover, it may impede current progress on state of good repair. Lastly, it comes at a cost that is being paid by additional bus cuts. Staff has requested more information about potential ridership on rail compared with late night bus service.
- Lack of parity between Metrobus and DASH bus fares with the proposed elimination of the transfer penalty. This would happen if the transfer penalty were eliminated between Metrobus and Metrorail only, as opposed to eliminating the transfer penalty between DASH and Metrorail as well. Staff is interested learning more about the implications of a lack of parity between Metrobus and DASH transfer costs and the cost allocation, revenue implications, and implications for passengers for the elimination of the transfer penalty between DASH and Metrorail.
- WMATA included metrobus in their rail pass products in the FY2020 budget. Local jurisdictions in Virginia are interested in having their local transit systems included in pass products this budget cycle but need more information to make this policy decision. This is especially important as pass products are not seeing a fare increase in the proposed FY2021 budget.

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: NOVEMBER 20, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 7 – ITEMS FOR CONSENT

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

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

### **A. Pegram Street Bike Facilities**

In September 2019, North Pegram Street was repaved between North Pickett Street and Holmes Run Parkway. The City's Complete Streets Policy directs staff to consider roadway improvements in conjunction with routine street maintenance, where possible. After gathering community input via an online feedback form in Spring 2019, coordinating with Alexandria City Public Schools, and working with residents on a traffic calming petition, staff proposed and is implementing the following improvements on North Pegram Street:

- Widening the existing sidewalk between Polk Avenue and North Pickett Street where feasible to better accommodate students walking to Francis C. Hammond Middle School.
- Installing new or upgraded crosswalks at:
  - Holmes Run Parkway
  - Sutton Place
  - Talbot Place
  - Polk Avenue
  - Hammond Middle School
  - North Pickett Street
- Installing new speed cushions between Polk Avenue and North Pickett Street, where 85<sup>th</sup> percentile speeds in the downhill direction ranged between 33 and 34 miles per hour. (The speed limit is 25 mph, with a 15-mph school zone speed limit in place on a segment of the roadway during school arrival and dismissal times.)
- Reducing travel lane widths from approximately 15' wide to 11' wide between Polk Avenue and North Pickett Street and installing:
  - A 6' climbing bicycle lane in the uphill direction, plus a striped buffer where feasible.
  - Shared-lane markings in the downhill direction.

- Flexpost delineators adjacent to speed cushions to prevent people driving from swerving into the bike lane to avoid the cushions.

Staff will monitor and evaluate the project over the next few months. Staff is aware of isolated instances of people parking in the bike lane. If this continues to be an issue once the bike lane symbols are installed, staff will consider adding “No Parking” signage to discourage illegal parking. Staff will also collect data to evaluate the effects of the speed cushions and reduced lane widths on vehicle speeds.

## **B. Fast Ferry Request for Information (RFI) Release**

The Potomac Rappahannock Transportation Commission (PRTC)/OmniRide published a [Request for Information](#) on October 21 on behalf of the Northern Virginia Regional Commission’s Fast Ferry Stakeholder Group to inform efforts to establish M-495 Commuter Fast Ferry Service on the Occoquan, Potomac, and Anacostia River system.

Over the last decade, the Stakeholder Group has issued studies on critical elements of launching fast ferry, including market feasibility, route proving exercises and infrastructure gap analysis. With this RFI, the group seeks to gain a greater understanding of operators’ abilities and strategic outlook on launching a sustainable commuter ferry system in the Washington, DC region, specifically from Woodbridge, Virginia to Joint Base Anacostia Bolling (JBAB), the Department of Homeland Security (DHS) (Primary Route) and other destinations (e.g., Amazon HQ2, National Airport, The Wharf, Old Town Alexandria, etc., as additional routes). Although Alexandria is not an official member of the stakeholder group, the City is involved in conversations around the RFI. Proposals are due December 13.

## **C. Pedestrian Safety Awareness Week**

As a result of advocacy by the Alexandria Families for Safe Streets, on October 22, 2019, City Council declared the week before day light savings time ends, as well as the Halloween holiday, Pedestrian Safety Awareness Week. To support these efforts and raise awareness of safety hazards when daylight becomes shorter, City Staff and Vision Zero Coalition Partners participated in multiple community outreach events the week of October 28<sup>th</sup>.

These activities highlighted what the City has been doing for Vision Zero as well as gave an opportunity for the public to speak with City Staff and Vision Zero Coalition Partners about safety at intersections and along city streets. Signs were installed at the 17 intersections that received pedestrian safety enhancements of leading pedestrian intervals and corresponding “No Turn on Red” restrictions. Staff and volunteers held pop-up events at three of these intersections to raise awareness of the safety improvements. Signs were put on DASH buses to raise awareness of the Vision Zero initiative and how it helps transit riders reach their destinations safely.

Staff also held the third annual Operation Illumination giveaway event at 12 locations across the City, focused on making bicyclists and pedestrians visible at night, particularly as it is starting to

get darker earlier. City Staff and Vision Zero Coalition Partners gave away thousands of these safety items at schools, transit stops, and along bicycle facilities.

The culmination of Pedestrian Safety Awareness week was the opening of the Mt. Jefferson Traffic Garden at the Mt. Jefferson Park on Hume Avenue. Traffic Gardens are roadway networks painted or built at children's scale to allow them to practice their traffic safety skills in a low-stress environment. In support of this event, the Alexandria Bicycle and Pedestrian Advisory Committee held a bike rodeo to teach kids how to navigate different roadway scenarios by bike as well as by walking. Velocity and Phoenix Bikes were on site to provide bike checks and helmet checks to kids in attendance. City Staff gave away safety gear and spoke with participants about the Vision Zero initiative. Staff also included an activity for the Alexandria Mobility Plan.

#### **D. I-395 Toll Lane Status**

The 395 Express Lanes between Edsall Road and the 14<sup>th</sup> Street Bridge are now scheduled to open November 17. Users will need an E-ZPass® or E-ZPass® Flex to drive the 395 Express Lanes. Carpools of 3 or more ride toll-free with an E-ZPass Flex® set to "HOV ON." Drivers should look for overhead dynamic pricing signs that will update about every 10 minutes based on congestion.

This project includes converting the 2 existing HOV lanes on I-395 into Express Lanes, plus adding a new one for a total of 3 Express Lanes and improvements to the Eads Street Interchange. Changes to Eads Street will result in quicker access to the Pentagon and Pentagon City.

All existing I-395 HOV entry and exit points will become 395 Express Lanes entry and exit points, except for the Seminary Road ramp that faces south, which will stay HOV-only. The 395 Express Lanes will provide funding each year for transit and multimodal improvements through the I-395/95 Commuter Choice grant program managed by NVTC. Through this grant program, DASH and the City of Alexandria have been awarded funding to increase service and add weekend service to the AT-1 (Now the AT-1 Plus) and the AT-9 routes.

#### **E. King Callahan Russell**

Several years ago, the Federal Transit Authority (FTA) awarded a grant to the City of Alexandria to make pedestrian and bicycle safety upgrades to improve access to transit at the intersection of King Street, Callahan Drive and Russell Road. The City kicked off the public process for this project in January 2015 as part of the City's Complete Streets Program.

City staff has been working to finalize designs for the intersection of King Street, Callahan Drive, and Russell Road. This revision is intended to improve road safety for all users by creating safer crossings and installing new crossings where the demand exists, providing bicycle lanes through the intersection, reducing rush-hour queues, and upgrading signal hardware.

One outstanding question that staff will seek public input on is the configuration of the access road that connects King Street to Callahan Drive at the bottom of the hill in front of the Masonic Temple. City Staff will present nearly final plans, hold an open house and conduct an opportunity for online feedback this winter to engage residents and intersection users regarding the configuration. With the result of this outreach, Staff will present the final plans at a Traffic and Parking Board public hearing in early 2020 for their recommendation to Council.



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