



# *Transportation Commission*

**October 16, 2019**

**7:00 PM**

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

1. Public Comment Period (not to exceed 15 min)
2. Minutes of the September 18, 2019 Meeting
3. Commission Updates
4. **PUBLIC HEARING AND ACTION ITEM: Dockless Mobility Pilot**
5. **ACTION ITEM: CMAQ / RSTP Grant**
6. Updates to Receive (Consent)
  - A. Transportation Set-Aside Grant Submission
  - B. Bus Transformation Project
  - C. I-395 Commuter Choice
  - D. Potomac Yard Metrorail Station
  - E. Alexandria Transit Vision
7. 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, November 20, 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**

September 18, 2019  
7:00 p.m.  
Council Workroom

**MINUTES**

**Commissioners Present:** Chairman Stephen Klejst, Vice-Chair Melissa McMahon, Commissioner Bruce Marsh, Commissioner Jake Jakubek, Commissioner Casey Kane, Commissioner Oscar Gonzalez, Commissioner John Goebel.

**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.

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

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

Chairman Klejst called the Transportation Commission meeting to order at 8:02 pm.

**1. Public Comment Period**

No comment.

**2. June Meeting Minutes**

Vice-Chair McMahon made a motion to accept the minutes as presented, motion carried.

Mr. Ziemann introduced a new staff member with the Transportation Planning Division, Sharese Thomas, Administrative Assistant.

**3. Commissioner Updates**

**Commissioner Jakubek:** The [Eisenhower West/Landmark Van Dorn Advisory Group](#) met on Wednesday, September 9<sup>th</sup> to discuss the status of the Virginia Paving Permit and the Vulcan site. The Vulcan site now has a developer despite the very challenging space to build along. The proposal for now is some condos facing the railroad tracks, with townhomes in front of the river, and a hotel facing the bridge.

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**Commissioner Kane:** The Traffic and Parking Board met in June to discuss the Seminary Road project. The vote was 3-2 for the four-lane configuration with hawk signals. During the July meeting, parking meters were approved in an area South of Eisenhower Avenue on Huffs Run Drive, Merrick Road, Eisenhower Park Drive, Savoy and John Carlyle Street with one-hour parking.

**Chairman Klejst:** During the DASH meeting it was reported that the Platform Improvement Project (PIP) is over. The DASH fare increase that was postponed as a result of the PIP was implemented this past week. from \$1.75 to \$2.00 and is now on par with the WMATA fare structure. On behalf of Commissioner Schroeder, the EPC Retreat and Picnic will take place on Saturday, September 21st at 9:00 a.m. at the Community Howard Campus in the Media Room on Braddock Road.

**4. Information Item: Smart Mobility**

Staff discussed the City's Smart Mobility Framework Plan. The initiative originated from the Intelligent Transportation System Masterplan, which focused on the projects within the Traffic Engineering Division, such as municipal fiber, transit signal priorities, and traffic adaptability. Because there is a lot more related to transportation technology and interconnectedness, Staff looked across all departments to determine how to coordinate. Staff explained how the City's smart mobility program will not only coordinate information technology to the transportation system, but also help the way citizens get around by using advancements in information technology to make data driven decisions about the City's transportation network. The framework plan that Staff developed consists of six guiding principles: safety mobility, forward looking, sustainability, traffic management, and transparency. Staff presented a Smart Mobility Video to show the impact of information technology on the City's future transportation system.

**5. Action Item: Budget Priorities**

Chairman Klejst introduced this item. The City Manager has asked for a strategic level feedback from the Transportation Commission, to determine how funds are best allocated for the FY21 budget. In addition, the City Manager is looking for the highest priority services and initiatives from the Transportation Commission's perspective. Staff informed the Commission of the four major categories in which current transportation funds are allocated: transit, state of good repair, multimodal transportation and smart mobility. Commissioners Kane and Jakubek recommended increasing funding to assist Staff with the Vision Zero implementation and the Complete Streets Program, due to the numerous transportation projects pending.

Vice-Chair McMahon made a motion to have staff prepare a letter on behalf of the Transportation Commission to be signed by Chairman Klejst to the City Manager expressing that the Commission's highest priorities for FY21 budget remain the preservation of the 2.2% transportation reservation to expand the multi-modal transportation infrastructure, transit options, the implementation of the Vision Zero Action Plan and funding for the DASH public transit system. Where additional resources are available, they should be dedicated toward Vision Zero implementation and the Complete Streets Program. Commissioner Kane seconded the motion, motion carries.

**6. Discussion Item: CMAQ/RSTP Grant Consideration**

CMAQ/RSTP are Federal Annual Grants that are often bundled together. The CMAQ grant is focused on reducing emissions and improving air quality, while the RSTP grant is more flexible in terms of what it can be used for. Staff is coming to the Commission to discuss types of projects for FY26, and in October will return with a recommendation that reflects the September conversation. In November, Staff will bring this to City Council and in December will submit the funding request to Northern Virginia Transportation Authority (NVTA).

Commissioner Jakubek mentioned that there is not an allocation for bikeshare in the FY25 budget year because there are other major projects, but he would like to suggest allocating money for bikeshare in the FY25 budget. Commissioner Kane asked whether there is money left over from previous fiscal year budgets and if so, if it carries over. Once a project is complete, if there are remaining funds Staff will work with NVTA to reprogram

prior year funding and transfer those funds to existing/future project (s).

Vice Chair McMahon stated that CMAQ and RSTP have different carryover provisions, and that you cannot easily move FY20 funds to FY25 because of grant restrictions. Commissioner Kane questioned if unspent funds from previous years for Capital Bikeshare was the reason for not applying for future funding. Staff confirmed that it was, and the funds are still allocated for the bikeshare program. Commissioner Kane asked if those unspent funds were at risk because of the contracting issues. Staff stated that it was not. Commissioner Kane referred to Commissioner Jakubek's comment about allocating funds for bikeshare in the FY25 budget and if it makes sense to allocate funds in FY25 for bikeshare. Since Staff has not had to replace bike stations yet and needs to confirm that CMAQ provisions may be used for replacement stations. Staff will consider writing it into the grant language to be able to allocate the funds in FY26 to replace some of the older stations if needed.

Commissioner Kane asked if the Backlick Run Trail project was fully funded with the \$7.5 million. Staff is not recommending adding additional funding at this time for the Backlick Run Trail project because of the uncertainty of the acquisition of right of way. Commissioner Kane also asked if Old Cameron Run was funded, Staff stated that it was fully funded.

Commissioner Marsh asked if Staff considered partnering with Virginia Tech or other pilot programs within the State on the Autonomous Pilot Shuttle idea. Commissioner Marsh feels that it is worth pursuing. Staff is considering partnering with Virginia Tech and Arlington County on a shuttle going to Amazon from the Virginia Tech Campus. Additionally, the ITS Master Plan recommends it.

Vice-Chair McMahon suggested having an Alexandria City Public Schools Transportation Liaison attend one of the Commission Meetings to explain how they fit into the Transportation Master Plan.

Staff commented that starting in FY25, Staff is moving away from funding smaller projects with grant funding and towards larger projects to improve efficiency.

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

The Commission discussed the following topics from the Consent Agenda:

### **A. Dockless Mobility Pilot**

Chairman Klejst asked if the Commission will be getting an action item on the [Dockless Mobility Pilot Review](#) in October. Staff confirmed there will be an action item in October. Commissioner Kane mentioned the robust report Arlington County received from the vendors and if Staff would be presenting this to City Council. Staff confirmed they will be presenting a similar report to City Council in November.

### **B. Potomac Yard Metro**

Commissioner Marsh mentioned that the last outstanding permit was received from the Army Corps of Engineers. They conducted their public comment period in early April and May on the permit. The next Potomac Yard Metrorail Implementation Group meeting is scheduled for the week of September 23<sup>rd</sup>.

## **8. Other business**

Staff encourages all Advisory Committee members to attend the Innovation Forum on October 7<sup>th</sup>. From 6:30 – 9:00 p.m. There will be an open house followed by a presentation starting at 7:00 p.m.. The City is bringing together a diverse group of industry experts to talk about what is new in mobility and transportation planning. The open house will allow residents to provide feedback.

Chairman Klejst raised the issue of Commissioner attendance. For absences to be considered excused,

Commissioners should notify the Chair and Staff ahead of time.

Staff presented the idea of obtaining electronic tablets for each Commissioner to eliminate using paper. This will allow each Commissioner to refer to the most recent version of the Transportation Commission docket electronically. The general consensus of the Commission is to pursue this idea. In addition, the tablets could be used for Community outreach events also.

**Adjournment**

At 8:51 pm, The Transportation Commission adjourned.

DRAFT

# City of Alexandria, Virginia

## MEMORANDUM

DATE: OCTOBER 16, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR

SUBJECT: AGENDA ITEM #6 – Dockless Mobility Pilot

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**ISSUE:** Update and public hearing on the 2019 Dockless Mobility Pilot Program and Draft Recommendations for a 2020 Phase II Pilot Program

**RECOMMENDATION:** The Transportation Commission recommend that City Council approves a Phase 2 Pilot Program that incorporates the draft recommendations.

**BACKGROUND:** City Council approved the Dockless Mobility Pilot program in November 2018. The program officially started in January and permits were issued on a rolling basis with most operators obtaining permits and launching in April 2019. A total of seven companies have obtained permits and have deployed scooters. In August, the City Manager extended the pilot through the end of the year in order to evaluate data and compile a comprehensive report and set of recommendations for City Council in November.

As outlined in the Memorandum of Understanding (MOU) that is a requirement for the operating permit, operators are required to submit monthly data reports detailing operations and usage data. Data presented below provides a summary of the program through August 2019.

- **Registered Users: 30,000 active users** across all apps
- **Trips: Over 200,000** trips starting or ending in Alexandria
- **Miles Traveled: Approximately 195,000** miles
- **Average Trip Duration: 14 minutes**
- **Average Distance Traveled: about 1 mile**
- **Average Devices Deployed: total of approximately 780 devices** per day, half of the total maximum devices allowed by permit (200 devices permitted per company, 7 companies permitted)
- **Approximately 1/3 of weekday trips were taken during commuting hours**
- **Usage:** 60% of trips originated in Old Town, 11% in Potomac Yard, 8% in Del Ray, and 7.5% in Eisenhower East. Upon request, several operators, accounting for approximately 90% of trips in Alexandria, also provided the City with Mobility Data Specification (MDS) data which provides more details about scooter trips.

**DISCUSSION:** Scooters are permitted by our neighboring jurisdictions (Arlington County, Washington D.C.), are legal under state law and will therefore be in Alexandria. In order for the

City to have a way to manage scooter companies and the devices, Staff recommends a Pilot Program with updated requirements and regulations to ensure that this new form of mobility remains an option for the community and visitors while minimizing negative impacts on residents.

The City has developed draft recommendations that are based on community input, leading practices, coordination with neighboring jurisdictions and data from the pilot. The draft recommendations were made available for public comment via an online feedback form (non-scientific) from October 1 through October 15. Staff presented the recommendations to City Council on October 2<sup>nd</sup> for their input and is also seeking input from various Boards, Commissions and stakeholders on the recommendations before presenting a final recommendation to City Council in November.

### **Community Input & Outreach**

The City has proactively engaged stakeholder groups throughout the pilot to gather input on scooters and the program. Among others, staff met with:

- Del Ray Business Association in August
- National Federation for the Blind in August
- Cameron Station Civic Association in August
- Alexandria business representatives in September
- Old Town community representatives in September

Since the beginning of the pilot, the City coordinated and hosted outreach events with the goal of educating the community on the program and scooter usage as well as listening to community concerns and gathering input on the pilot program. At four Scooter Education Events, staff arranged for scooter operators to be present to speak with and answer questions from the community, educate riders on safe use and give away free helmets at these events:

- Four Mile Run Farmers Market in August
- Southern Towers Farmers Market in August
- Old Town on King Street at Union Street in September
- First Thursdays in Del Ray in September

The City installed variable message boards (VMBs) along King Street in Old Town to educate riders on safety and to discourage sidewalk riding and has provided safety and proper parking information through social media posts, scooter hang-tags and in-app messaging.

Staff has also received a great deal of input about this pilot program including positive and negative viewpoints and ideas for improvements through Call.Click.Connect tickets (271), letters to the program email address (from approx. 450 individuals), phone calls, and meetings with community members and stakeholders.

In August, the City issued a Feedback Form to solicit input on the current program and considerations for how to improve it. Over 2,900 people provided feedback of which, 38% indicated they have ridden a scooter. The key findings from scooter riders were:

- 50% indicated that scooters replaced a vehicle trip (50% would have used a personal vehicle or an Uber/Lyft/taxi to take most of those trips)
- 26% most frequently ride in a bike lane but 53% would prefer to ride in a bike lane

- 67% indicated that using scooters has decreased their need for parking
- 60% agreed that scooters have increased their access to public transportation
- The most common reasons to ride scooters were:
  - To get around faster (59%)
  - Convenient and easy to access (57%)
  - To avoid parking (29%)

In addition to input from scooter riders, key findings from all respondents included:

- Top issues identified include incorrect parking (74%) and unsafe user behavior (66%)
- Top responses when asked about changes the City should consider included enforcement (52%) and banning parking and riding in certain areas (40%)
- 55% of respondents do not want scooters allowed on any sidewalks, while 45% of respondents think people should be allowed to ride on sidewalks in all or some instances (high pedestrian activity, roads with lots of vehicular traffic)
- Respondents who identified as having a disability indicated top issues are incorrectly parked scooters (75%) and speeding and unsafe behavior (70%)

### **Draft Recommendations**

Because the scooter industry is new and continually involving, the City is recommending a Phase II Pilot for 2020 to allow more time to evaluate and manage options for this new form of transportation. If the City does not have a mechanism for permitting these companies and requiring that they abide by rules and requirements, the City will be unable to regulate the companies and devices that can legally be on Alexandria streets. An updated MOU will be presented to City Council with many more technical requirements, but the key recommended changes in the Phase II Pilot are noted below and will address the following:

- Unsafe riding
  - Update the City Code to:
    - Permit scooters on sidewalks unless explicitly banned (same as bikes)
    - Set speed limits to 15 mph on streets
    - Evaluate the feasibility of setting a speed limit for sidewalks
    - Limit one rider per device
    - Require riders under 14 years old to wear a helmet
    - Permit the Department of Recreation, Parks and Cultural Affairs to sign soft surface trails where scooters would not be permitted to ride
- Improper parking
  - Require operators to stage in a parking corral if one exists nearby
  - Install additional parking corral locations
  - Consider additional large areas with high pedestrian activity for no-park zones
  - Work with operators as technology develops for stricter parking requirements
  - Require braille and QR codes for ADA reporting of improper parking
- Promoting transportation equity
  - Require percentage of the fleet be deployed and maintained in areas identified by staff that provide more equitable distribution of devices across the City
  - Require participation in income-based discount programs
- Minimize costs to the City and improving opportunities for community feedback
  - Require MDS feed or some other more detailed compliant information

- Establish a City Manager appointed Ad-Hoc Scooter Task Force for duration of Phase II pilot
- Develop a streamlined “reporting” process with Call.Click.Connect auto re-routing
- Increase permitting fees for companies to park and operate scooters in the public right of way that better align with actual cost of program

**Next Steps**

Staff will consider input from the Transportation Commission, the most recent Feedback Form, and other boards and commissions in preparation of final recommendations to present to City Council in November. Staff is also finalizing an evaluation report summarizing the program. If the recommendations are approved, the Council would also be asked to approve City Code amendments to address some of ordinance changes and a resolution to establish an ad hoc committee to review issues and recommendations during the Phase II Pilot.

**FISCAL IMPACT:** The City collected a total of \$70,000 via permitting fees from scooter companies to park and operate in the public right of way. Staff estimates that the 2019 Scooter Pilot Program cost the City approximately \$65,000 which includes evaluation and management costs, installation of 13 scooter corrals, and data management. This figure does not include staff time to administer or enforce this pilot program. The City is still working to identify the actual costs of the program to the City in order to develop an updated (increased) fee structure if the Phase II Pilot is approved as well as updated requirements of the companies that will reduce staff time.

# City of Alexandria, Virginia

## MEMORANDUM

DATE: OCTOBER 16, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR

SUBJECT: AGENDA ITEM 6 –CMAQ/RSTP PROGRAM FY 2026 FUNDING REQUESTS

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**ISSUE:** Consideration of the FY 2026 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) project funding request.

**RECOMMENDATION:** Transportation Commission endorses the FY 2026 CMAQ/RSTP funding request and recommend City Council consideration and approval at the November 12, 2019 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.

Since the Commonwealth of Virginia provides the local match required for CMAQ / RSTP funds, the City is not required to provide any local funds to receive the grants. As projects mature in the annual CIP, staff provides updated estimates of operating impacts from each of these projects.

The City of Alexandria must submit the FY 2026 CMAQ/RSTP funding request to the Northern Virginia Transportation Authority (NVTA) by December 2019. A combined table showing CMAQ / RSTP funding for FY 2021-2025 as well as the FY 2026 proposed funding can be found in Attachment 1. The City's funding request for FY 2026 is \$4.6M and includes the following projects, listed in priority order.

## **FY25 CMAQ/RSTP Proposed Program**

<b>Project Name</b>	<b>FY25</b>
Smart Mobility Implementation	\$3,750,00
Transportation Demand Management	\$500,000
Capital Bikeshare Replacement Equipment	\$350,000
<b>TOTAL</b>	<b>\$4,600,000</b>

### Smart Mobility Implementation

The Smart Mobility Program continues the work from the Intelligent Transportation System (ITS) Integration project, which installs the infrastructure needed to enable the City to connect to future technology and vehicles. This includes the installation of underground conduit and fiber optic cable, connections to the City's traffic signal network and Dedicated Short Range Communication (DSRC) at intersections. The projects within the Smart Mobility Program enable the City to better manage traffic and the transportation network. The FY 2026 funds will be focused on improving travel along key corridors, implementing parking technology solutions to better manage the City's curb space, and installing recommended technology from the Smart Mobility Framework Plan and Alexandria Mobility Plan.

**Proposed Funding: \$3,750,000**

### 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**

### Capital Bikeshare Replacement Equipment

The City began its Capital Bikeshare program in 2013, and many stations will come to the ends of their useful lives and likely need be replaced. These funds will be used to maintain and replace existing bikeshare stations.

**Proposed Funding: \$350,000**

### **ATTACHMENTS:**

Attachment 1: FY 2021 – FY 2025 CMAQ/RSTP Approved Program (with FY 2026 Proposed)

Attachment 1

CMAQ/RSTP FY21-FY25 Program & FY 26 Proposed							
Project Name	FY21	FY22	FY23	FY24	FY25	FY26 Proposed	PROJECT TOTAL
West End Transitway Operations	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ -	\$ 3,000,000
Duke Street Transitway Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Alexandria Bus Shelters FY 21	\$ 823,123	\$ 500,000	\$ 400,000	\$ -	\$ -	\$ -	\$ 2,186,753
Alexandria NEEP (New Electronic Payment Program)	\$ 100,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,100,000
Transportation Demand Management	\$ 600,000	\$ 650,000	\$ 400,000	500000	\$ 500,000	\$ 500,000	\$ 7,669,291
Alexandria Transit Store (Commuter Outreach)	\$ 600,000	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ 1,200,000
Bike Sharing Initiative	\$ 350,000	\$ 400,000	\$ 250,000	\$ 250,000	\$ -	\$ 350,000	\$ 2,002,000
ITS Integration (SMART MOBILITY)	\$ 223,123	\$ 1,000,000	\$ 400,000	\$ 600,000	\$ 3,085,000	\$ -	\$ 6,361,311
SMART Mobility Implementation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,750,000	\$ 3,750,000
DASH Technology	\$ -	\$ -	\$ 600,000	\$ 250,000	\$ -	\$ -	\$ 1,050,000
Backlick Run Multiuse Path Phase I	\$ -	\$ 2,210,003	\$ 2,100,648	\$ 300,000	\$ -	\$ -	\$ 7,462,783
Pedestrian & Safety Mobility Enhancements on Primary Corridors	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ 2,000,000
Parking Technologies	\$ 629,736	\$ 450,000	\$ 250,000	\$ -	\$ -	\$ -	\$ 2,103,365
Transit Analysis Study	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
Transitway Enhancements	\$ 454,491	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,454,491
<b>CMAQ/RSTP Subtotal</b>	<b>\$ 4,280,473</b>	<b>\$ 6,210,003</b>	<b>\$ 6,400,648</b>	<b>\$ 4,500,000</b>	<b>\$ 4,585,000</b>	<b>\$ 4,600,000</b>	<b>\$ 42,339,994</b>

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: OCTOBER 16, 2019

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 6 – 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. I-395/95 Commuter Choice**

At their October 3<sup>rd</sup> meetings, the Northern Virginia Transportation Commission and the Potomac and Rappahanock Transportation Commission both voted to refer the list of recommended projects from the I-395/95 Commuter Choice Inaugural Program to the Commonwealth Transportation Board for final approval. Ten projects totaling \$18,950,049 were recommended for funding, including Alexandria and DASH's two projects - Enhanced Bus Service on AT-1 (Plus): West End to Van Dorn Metro for \$3,040,000; and Enhanced Bus Service on AT-9: Mark Center to Potomac Yard for \$1,949,000. The Commonwealth Transportation Board (CTB) will vote to adopt the program of recommended projects at its October 17 meeting.

### **B. Transportation Set-Aside Grant Submission**

City Council approved the Transportation Set-Aside Program grant application for \$1 million on September 24, 2019 to construct a new sidewalk on Seminary Road between Zabriskie Drive and Beth El Hebrew Congregation. If awarded, the project will require a 20% city match, which will be paid for by the Complete Streets Program. The Transportation Commission endorsed this project in June for funding, as well as a trail reconstruction project on the Holmes Run Trail at Dora Kelly. The decision over which project the City would ultimately submit for funding was dependent on the outcome of the Council meeting on the Seminary Road Complete Streets project. Since Council voted for the road diet on Seminary Road, which allows for the completion of the sidewalk, staff proceeded with the grant application for the Seminary Road sidewalk.

### **C. Bus Transformation Project**

On September 5, the Bus Transformation Project Team released its final recommendations which include several updates from the draft strategy released in May 2019. The final strategy includes four major recommendations: Frequent and Convenient Bus Service, Bus Priority on Roadways, Customer Experience, and a Task Force to Implement the Strategy. The most significant change from the draft was deferring a reallocation of bus service between WMATA and local providers pending a more thorough, collaborative review. The final recommendations also include more specifics regarding the makeup of a task force responsible for implementation of the strategy.

A [summary strategy](#) and the [full document](#) are available on the [project website](#). Staff is working with the project team as it develops an action plan for executing the strategy, which is anticipated to be released by the end of 2019.

### **E. Potomac Yard Metrorail Station**

In September and October, the contractor (Potomac Yard Constructors) continued construction staging and obtaining required permits. Construction staging included establishing an on-site office, installing an access road to the AC Switchgear building, and clearance of non-wetland areas. Work over the fall will include beginning construction of the AC Switchgear building, beginning foundation construction of the North pavilion / Bridge pier, and removing the traffic circle (and replacing it with a temporary park) on Potomac Greens Drive to allow for truck access.

The contractor is scheduled to complete the alternative cost estimate analysis for the Southwest entrance options this fall, and staff will be presenting it to the Potomac Yard Metro Implementation Work Group (PYMIG) once it is completed. It will then be presented to Council.

The City is working on a communications plan that will be initiated later this fall as major construction commences. The City has received approval of the Water Protection Permit by the Virginia Department of Environmental Quality (DEQ) and is awaiting approval by the Army Corps of Engineers. The next Potomac Yard Metrorail Implementation Work Group meeting is scheduled for October 29, at 7:00 p.m. at the Charles Houston Recreation Center.

### **F. Alexandria Transit Vision (ATV)**

The Alexandria Transit Vision (ATV) Project Team has finalized the final draft Recommended Transit Network, and associated maps, based on public input and direction of the Transportation Commission and Alexandria Transit Company (ATC) Board on the two network concepts (Ridership concept and Coverage concept) presented last spring. They are presented on the [project website](#). DASH and City staff will be conducting public outreach throughout October and November, including two public workshops (October 15, and October 24), various meetings with community groups and commissions, an ATC Board public hearing (November 13), 15-20 pop-up events, transit ridealongs, and an online survey. The Project Team will be presenting the draft recommended network to the Transportation Commission in November.