



Transportation Commission

January 18, 2017

7:00 PM

City Hall, Council Work Room (2nd Floor)

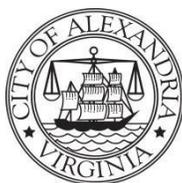
AGENDA

1. Minutes of the November 16, 2016 Meeting
2. Updates to Receive (Consent)
 - Funding Update
 - FY 2018-27 Budget Update
 - King Street Metrorail Station
 - Motorcoach Task Force
 - North Potomac Yard Small Area Plan
 - King Street Complete Streets
3. Commission Updates
4. Vision Zero Policy – **Public Hearing**
5. D.C. to Richmond High Speed Rail Project (DC2RVA) Update
6. Other business
 - Chair / Vice Chair Elections

Public hearing items are so noted on the agenda. The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to transportationcommission@alexandriava.gov in advance of or after the meeting.

Next Meeting: Wednesday, February 15, at 7:00 PM in the Council Work Room (City Hall, 2nd Floor).

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



City of Alexandria

Transportation Commission

Regular Meeting

November 16, 2016

7:00 p.m.

Council Workroom

MINUTES

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

Staff Present: Allan Fye – T&ES, Carrie Sanders – T&ES, Steve Sindiong - T&ES, Karen Callaham - T&ES, Gabe Ortiz – T&ES, Mary Catherine Collins, P&Z, Yon Lambert – T&ES

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

1. **October 2016 Meeting Minutes**

Chair Jerry King asked if there were any edits to the minutes. Chair King noted he had previously provided edits to staff. There being no additional edits, a motion to approve the minutes with edits was made by Commissioner Klejst and seconded by Commissioner McMahon. The minutes were voted on and unanimously approved.

2. **Updates to Receive (Consent Items)**

The Commission received Funding and Project Updates on the NH2 bus service which started running on October 23, 2016. Acting Transit Division Chief Alan Fye noted that the next Safe Track to impact the city is in early January and February 2017. The FY18 WMATA draft operating budget is anticipated to be \$290 million, and WMATA is considering route restructuring, fare increases, internal efficiencies, jurisdictional increases, and staff reductions. A public hearing and outreach will be conducted in early 2017 after the draft budget is released in November or December.

The Commission asked for an update on the Smartscale (formerly HB2) FY 2022/23 projects. Deputy Director Carrie Sanders noted that the City is working with the Department of Rail and Public Transportation (DRPT) and Virginia Department of Transportation (VDOT) to answer any questions they have. The City should know by December which projects are advancing for further evaluation.

The Commission asked for an update on the TransAction Plan. The study being conducted by the Northern Virginia Transportation Authority (NVTA) is in progress and will result in a 6-year program of funded projects.

The FY 2018-27 budget was discussed. Staff provided a draft letter to Council on budget guidance, which summarizes the recommendations by the Commission at its October 19 meeting, in addition to comments provided by the chair at the Board and Chair budget meeting. Carrie Sanders asked for the Commission's comment and approval of the draft budget memorandum, so it could be submitted to the City Council. A motion to approve the FY 2018 budget request was made by Commissioner Klejst, seconded by Commissioner McMahon, voted on and unanimously approved.

The Commission asked for an update on the Old Town North Plan. Carrie Sanders stated that the transportation analysis is currently underway, and it is analyzing a potential one way to two-way conversion of Montgomery Street, as well as multimodal improvements and improved transit connectivity to the NRG site. The analysis is anticipated to be completed in the spring 2017. The draft plan will be brought to the Transportation Commission for endorsement prior to taking it to the Planning Commission and City Council.

Commissioner Klejst provided an update on the Motor Coach Task Force. The Task Force had their fifth and final meeting on November 10, 2016. Staff proposed recommendations for short term parking and loading and unloading zones. The Task Force approved all of the staff recommendations along with some modifications to consider short term parking at the Regal Theater site, and using the Alexandria business community to help facilitate the discussion with the property owner.

Commissioner Jones provided updates on the North Potomac Yard Small Air Plan. The Advisory Group met on November 14 and they covered the topics of transportation, affordable housing, and building densities. While the proposed densities and heights in Phase 1 (east of Potomac Avenue) are less than what the maximum is, they do concentrate densities near the future Potomac Yard metrorail station. During Phase 2 (west of Potomac Avenue), the real estate values will have increased to allow for taller buildings but that the greatest density should still be closer to the Metrorail station, away from Route 1.

Commissioner Michaelis asked if the city still pursuing the special taxes to pay for the Potomac Yard Metrorail station. Carrie Sanders noted that the tax district is still part of the funding plan, and that as the City proceeds further with the Design Build contract, staff will have a better understanding of the project cost and funding needs. Commissioner Jones added that the North Potomac Yard Small Area Plan conditions the developers to contribute \$1.1 million for traffic calming for the neighborhoods west of Route 1.

Commissioner McMahon noted that she attended the joint Arlington County Board, Alexandria City Council, and Falls Church Council meeting. She mentioned that Dennis Leach provided information on the walk share for Arlington metrorail stations, which shows that 85% of Arlington metrorail station riders are walking to and from the stations. The City should strive to have at least an 85% walk mode share to the future Potomac Yard Metrorail Station. In context of the Small Area Plan, greater densities are needed near the station to support this mode share.

3. Commission Updates

Commissioner Klejst noted that the Alexandria Transit Company (ATC) is conducting interviews to fill the General Manager position. The first round of interviews has been conducted. The narrowed list of candidates will be presented to the Board in December and a selected candidate is anticipated by January 2017. Sandy Modell has offered to extend her employment to ensure a seamless transition. He also gave an update in regards to the Service Realignment of the Dash AT1 and AT9

lines, which had a 5% increase in ridership. The real time bus rollout with the marketing strategy was also well received with positive feedback.

Commissioner Jakubek reported that the Eisenhower West Landmark Implementation group will hold its next meeting on Monday, November 28, 2016 at 7:30pm. They are having an overview of the West End Transitway, developments in Fairfax County, and the development process.

Commissioner Michaelis noted that the Vision Zero Subcommittee met prior to the regular Commission meeting (on Wednesday, November 16, 2016). The draft Vision Zero policy resolution has been presented to the Commission on Aging, Alexandria Commission on Persons with Disabilities, the Alexandria Bicycle and Pedestrian Advisory Committee, Traffic and Parking Board, Public Health Advisory Commission, and the Alexandria City Public School Board. All of these groups have provided input for the draft resolution. The resolution will be presented to the Transportation Commission in January 2017 for endorsement, and presented to the Council on January 24, 2017.

Deputy Director Carrie Sanders acknowledged Karen Callahan who will be retiring at the end of November. She has contributed to the Transportation Commission for the past six years.

4. RSTP/CMAQ – Public Hearing

Acting Transit Services Division Chief Allan Fye presented an update on the FY2018 to 23 Congestion Mitigation Air Quality (CMAQ) and Regional Service Transportation Program (RSTP) and the funding request for FY 2023. Staff is seeking an endorsement for FY 2023 projects. CMAQ projects are those that reduce emissions and improve air quality, and has limited abilities to fund operations, while RSTP projects can be more flexible, but generally preserve or improve transportation infrastructure.

The Transportation Commission endorsement will be presented to Council on November 29, 2016, and to the Northern Virginia Transportation Authority (NVTA) on December 14. The NVTA will make funding determinations in the spring of 2017, which will then be transmitted to the Commonwealth Transportation Board (CTB). Then in June 2017, the CTB will incorporate projects into its Six Year Plan. Mr. Fye provided an overview of the proposed project list for FY 2023, which totals \$4.3 million.

Commissioner Brown wanted more clarification on the difference between RSTP and CMAQ. Ms. Sanders answered every project we apply for will have a mixture of both RSTP and CMAQ funds, and the funding amounts are flexible. Commissioner McMahan asked for clarification on the difference between commuter outreach and transportation demand management. Staff Gabe Ortiz, the City's Transportation Demand Management (TDM) Coordinator answered that commuter outreach falls within the TDM program, but is related to the mobile store, where kiosks could be expanded.

Commissioner McMahan expressed concern that the TDM funding related to outreach and services drops significantly in FY 2023. Carrie Sanders noted that the City has other funding sources as well as prior year funding that can be used toward TDM. Commissioner Michaelis asked why bikeshare funds were decreased in FY 2023. Carrie Sanders noted that the City has prior year funds from FY17 to use toward bikeshare. In addition, the funding plan allows for approximately ten new stations per year, and that most station should be in by FY 2023. Starting in FY 2023, the City will start to replace existing stations as needed, primarily those installed in 2012, and the costs will be lower since the number of stations replaced will be less than when original stations were installed.

Commissioner Michaelis commented she is glad to see proposed funding sources for pedestrian mobility to tie in with the recent Bike Ped Plan.

Commissioner Brown asked about two new projects in the FY 2023 list, including West End transit operations, and the Pedestrian and Safety Mobility Enhancements on Corridors. Ms. Sanders noted that the West End Transitway operations is for the recently adopted alternative for the West End Transitway, and the mobility enhancements are to implement pedestrian safety improvements in Case Study areas that were identified in the Pedestrian and Bicycle chapter of the Transportation Master Plan. Commissioner Brown asked if the \$4.3 million is higher than the amount in FY 2022, and if the number has been approved, and if not, is the City confident it will receive this amount. Ms. Sanders noted that the numbers that are brought to the Commission and Council for approval are based on guidance from the State. There are cases where the revenue numbers are different than what was estimated. For example, in FY 2017, the State had more revenue than what was estimated. The City will know approximately three to four months in advance of the fiscal year what the number is. Commissioner Brown asked if staff is seeking approval on just the FY 2023 total funding amount, or the distribution as well. Ms. Sanders stated that the approval is for both the distribution amount, and the total funding amount.

Commissioner McMahon noted that there is an ongoing challenge related to how the City funds operating costs, such as for maintenance, as new capital projects are approved. She asked how the programmatic capital improvements are being calibrated for operating needs, and if for example, under Capital Bikeshare, the sponsorship funds are factored into the program. Ms. Sanders noted that CMAQ/RSTP cannot go toward operating costs for bikeshare. Sponsorships and developer contributions go toward the operating funds, as well as funding in the 10-year Transportation Improvement Program (TIP). The issue will be how to balance the TIP with WMATA requests.

Chair King called to order a public hearing. He asked if there were any speakers. Being that there were no speakers, Chair King closed the public hearing. A motion to approve the FY 2023 RSTP / CMAQ project list was made by Commissioner Klejst, seconded by Commissioner Jukubek, voted on and unanimously approved.

5. TDM Operations Grant

Staff Gabe Ortiz noted that staff is asking the Commission to endorse the application to the Department of Rail and Public Transit (DRPT) and recommend approval of required City matching funds for the FY 2018 TDM Operation grant. The TDM grant is administered by DRPT and the program pays for staff salaries. In addition, it provides for low cost and effective strategies and program to maximize the City’s investment in transportation infrastructure and encourage its efficient use. It provides residents and visitors more travel options and provides direct financial savings and affordable transportation choices, especially to lower income persons. In 2016, less commuters are driving alone, there has been a 27 percent increase in telecommuting since 2013. However, metrorail riders have expressed the lowest satisfaction in commuting. The TDM program has over 6,500 subscribers that are reached out to monthly. New homeowners receive packets on transportation options, and the City sends out a GO Alex newsletter bi-annually.

Mr. Ortiz updated the Commission on the recent branding change from the previous Local Motion brand to the new Go Alex brand.

Commissioner McMahon inquired about the funding for evaluation of the program, which staff noted is from DRPT. She encouraged staff to look at future challenges, and how to use TDM funds toward targeted outreach, such as promoting the West End Transitway to the right audience.

Commissioner Michaelis noted that she likes the new GoAlex branding, and suggested more outreach be done to residents in lower density areas, such as how to use DASH. Commissioner Jones suggested that the City and DASH promote real time information for buses. The Commission recommended that staff provide a follow up to the Commission in the spring on more detailed information of the TDM program.

A motion to approve the FY 2018 TDM Operations grant application request was made by Commissioner Klejst, second by Commissioner McMahon, and voted on and unanimously approved.

6. Other Business

Chair King stated there will not be a meeting in December due to a lack of a quorum. Elections will be conducted in January for the Chair and Vice Chair positions. Chair King also noted his concerns about the lack of Vision Zero funding in the FY18 budget, and that after the Vision Zero Action Plan is approved, there may not be the necessary funds in FY18 to implement the safety program. Acting Transportation Planning Division Chief Steve Sindiong stated that the Commercial Parking Development Ratio study will be starting in early 2017, and that the Advisory Committee is being reconvened. Since the former Transportation Commission representative (who served during the Residential Parking ratio phase) is no longer on the Commission, a new representative is needed. Interested members should follow up with staff.

At 8:50 pm, Commissioner Jakubek made a motion to adjourn the meeting. This motion was second by Commissioner Jones, voted on and unanimously approved by the Commission.

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 18, 2017
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM #2 – ITEMS FOR CONSENT

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

RECOMMENDATION: That the Commission receive the items for consent.

A. FUNDING UPDATE

Washington Metropolitan Area Transit Authority (WMATA):

WMATA has released their proposed FY18 Operating and Capital budgets. For Alexandria, the operating budget requests an increase of \$6.5M, from \$33M in FY2017 to \$39.5M in FY18; the capital contribution and long term debt requests an increase of \$26M, from \$11M in FY17 to \$37M in FY18. In December 2016, the Board approved holding a public hearing (Monday, January 30, 2017) and other public outreach events to solicit opinions about the budget throughout January and February of 2017. These hearings involve a potential increase in local subsidy, fare increases, organizational trimming, using Federal Transit Administration (FTA) grants to pay for some capitalized maintenance, and decreases in service. WMATA's goal is to approve the FY18 budget in March 2017.

Background: The City's transportation program has many sources of funding from federal, state, regional, and local sources. City staff coordinates regularly with representatives from each agency listed above to discuss funding opportunities from state and regional sources and the City's funding obligations for WMATA.

B. FY 2018 – 27 BUDGET UPDATE

On November 9, 2016, City Council held a Legislative Meeting where they established the FY 2018 Budget Guidance in preparation of the forthcoming budget and multi-year Capital Improvement Program. At the November 16, 2016 Commission meeting, the Commission approved a letter that was later sent to Council providing the Commission's guidance on the FY2018-27 budget. The memo reiterated the Commission's priorities as outlined in the previous FY 2017-26 budget. In addition, the memo highlighted the need to preserve the 2.2 cent property tax for the Transportation Improvement Program (TIP), and the need to continue funding the Complete Streets program, as well as a state of good

repair for the City's transportation system. The memo noted that lower priority should be given to bridge repairs, traffic control upgrades and signage and wayfinding. It also reiterated that Council continue to seek other funding sources toward the City's contribution to WMATA. The draft budget will be presented to Council on February 21, and a public meeting will be held on February 23 at Beatley Library. Additional online engagement will continue through the spring, and public hearings are scheduled for March 13 and April 22. The budget is scheduled to be adopted on May 4. Staff will bring updates to the Commission at its February meeting, and will hold a public hearing at the April Commission meeting.

Background: Each year the City Manager presents a proposed City Budget to the City Council for consideration and action. As part of the budget process, a ten-year Capital Improvement Program (CIP) is developed that programs funding for major capital projects in the City. Funding for the CIP comes from the City's general fund, grants, and other non-City sources such as developer contributions. The City has begun the process for the FY 2018-27 budget. The draft budget will be presented to Council on February 21, 2017. Public hearings are scheduled for March 13, and April 22, and the budget is scheduled for adoption on May 4, 2017. More information is available at: <https://www.alexandriava.gov/Budget>

C. KING STREET METRORAIL STATION

A 95% design packet has been produced for the King St-Old Town Metrorail station project. Staff is working with WMATA and the design consultant to complete the final design. This should be accomplished in Spring 2017 with construction starting later in the year. Since this will be a complicated and disruptive project, Staff will work with WMATA, DASH, and other stakeholders to prepare residents and riders for the construction impact. Construction will take approximately two years to complete.

Background: The King Street Metrorail Station is Alexandria's largest transit facility and requires significant operational and safety improvements. Through an extensive vetting process with the general public and stakeholders, the City developed a design for the station that improves non-motorized access, bus access, shuttle and taxi access, short-term rental car access, and aesthetics. In 2012, the design was endorsed by the Transportation Commission, Planning Commission, and City Council. WMATA has given the City a permanent easement to construct the improvements and the City agreed to maintain the facility in perpetuity.

D. MOTORCOACH TASK FORCE

The Motorcoach Task Force held its last meeting on November 10, 2016. At this meeting, the Task Force unanimously approved location recommendations for short term parking and passenger loading/unloading. The Task Force chose to recommend the Masonic Memorial as the best near-term option to absorb losses to short-term parking. The Task Force also recommended additional motorcoach loading/unloading at Market Square to meet capacity needs during construction around the waterfront. The group's location and policy recommendations can be found on the [project website](#). The recommendations will also be compiled into a report for review by the Director of Transportation and Environmental Services, and will be incorporated into the City's parking work plan as appropriate.

Background: Due to pending development along the Waterfront and within Old Town, the City faces the loss of all three of its current short-term motorcoach parking locations (15 spaces total), as well as the loss of space used for unloading and loading on the Strand where queuing occurs during the peak season. This loss necessitated a re-examination of motorcoach parking and loading/unloading spaces. The Ad Hoc Motorcoach Task Force, which operated 2004-2005 and 2008-2010, will provide input to staff regarding future short-term parking and loading/unloading locations. More information is available at <https://www.alexandriava.gov/MotorcoachTaskForce>

E. NORTH POTOMAC YARD SMALL AREA PLAN UPDATE

The project Advisory Group has recommended moving forward with development Option 2 which aligns Potomac Avenue through the center of the development on its current alignment. This option provides an additional 1.5 acres of open space, creates a more active and pedestrian friendly space at the future Potomac Yard Metro station (north entrance), allows for a phased development of the Potomac Avenue and Transitway, maximizes ridership for the Metroway, and provides flexibility of for continued study of the design and character of Potomac Avenue. The developer's transportation consultant is continuing to complete the transportation analysis for Option 2. Staff will provide the preliminary results of the transportation analysis at the January 31, 2017 and February Advisory Group meetings. It is anticipated that the Small Area Plan will be brought to the Transportation Commission at its May meeting for endorsement.

Background: The North Potomac Yard Small Area Plan was approved in 2010. The North Potomac Yard developer representative recently indicated a desire to begin the process for redevelopment of the North Potomac Yard, which may necessitate amendments to the 2010 North Potomac Yard Small Area Plan and Design Standards. A North Potomac Yard Advisory Group was established by Council in February 2016. The Advisory Group will serve as the community engagement forum to review the Plan and proposed amendments. More information on the plan can be found at: <https://www.alexandriava.gov/PotomacYardPlan>

F. KING STREET COMPLETE STREETS PROJECT

The King Street Complete Streets project was constructed over the summer / fall 2016. The project narrowed the street to two travel lanes and a center turn lane, landscaped medians and pedestrian refuges at some intersections, buffered bike lanes, ADA improvements, and other traffic calming improvements at intersections, such as at Scroggins Road. The City will continue to monitor the corridor after construction is completed in order to compare traffic volume, speeds and queues with pre-construction data and the results of the project traffic study results. Staff will be collecting data on King Street this spring and anticipates providing a review of the results to the Traffic & Parking Board meeting later this year.

Background: King Street, between Radford Street and Janney's Lane, was resurfaced in summer 2016 and was therefore identified for Complete Streets improvements. Three public meetings were held and staff met with resident groups, where three options were presented for input. An online survey for the project received responses from over 750 people and staff received over 200 additional comments through this process and via the comment form posted on the project website. At the last meeting held on April 21, 2016, staff presented the recommended option (Option 3) based on its greatest safety benefits to all users of the road, and

that this option had the most community support. More information is available at:
<https://www.alexandriava.gov/localmotion/info/default.aspx?id=86423>

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 18, 2017
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: CARRIE SANDERS, DEPUTY DIRECTOR, T&ES
SUBJECT: AGENDA ITEM # 4 – VISION ZERO POLICY

ISSUE: Consideration of Vision Zero Policy for the City of Alexandria to achieve zero traffic deaths and serious injuries on Alexandria streets by 2028.

RECOMMENDATION: Staff recommends the following:

1. That the Commission receive an update on the proposed Vision Zero Policy Resolution (attachment 1), and hold a public hearing;
2. That the Transportation Commission, following the public hearing, provide a recommendation to the City Council to adopt the Vision Zero Policy Resolution (attachment 2).

BACKGROUND: Vision Zero is a multidisciplinary approach to rethinking traffic safety. It began in Sweden in 1997 and has since been adopted with success by other countries and cities around the world. Vision Zero acknowledges that all traffic deaths and serious injuries are preventable and sets the goal of aggressively eliminating both in a set time frame with clear, measurable strategies. The Vision Zero initiative has been adopted by over 20 communities in the United States, including the District of Columbia and Montgomery County, Maryland. Vision Zero programs differ amongst communities in scale and approach but they all share the same aggressive timeline of eliminating of traffic deaths and serious injuries by making safety the primary objective of their transportation systems.

Traffic deaths and serious injuries are a public health issue in Alexandria. As of December 7, 2016, there have been four pedestrian deaths and 242 serious injuries this year, up from one death in 2015, zero in 2014, and two in 2013. The increase in traffic deaths and serious injuries in Alexandria mirrors the national trend. In 2015, there were over 35,000 traffic deaths in the United States, up 7.2 percent from 2014 after a decade long decline and the largest single-year increase since 1966. Experts at the National Highway Traffic Safety Administration (NHTSA)

cite the significant increase in the total vehicle miles traveled (VMT) nationally and distracted driving as the source of this recent upward trend in traffic deaths and injuries.

In April 2016, the City adopted an amendment to the Transportation Master Plan (Pedestrian and Bicycle Chapter) that includes a high priority strategy to evaluate traffic deaths and develop a Vision Zero program that outlines the framework, budget and staffing needed to work towards eliminating pedestrian and bicycle related deaths and serious injuries in Alexandria. The goal of eliminating traffic deaths and serious injuries in Alexandria also aligns with the City's Strategic Goal of *protecting the safety, health and security of its residents, businesses, employees and visitors* and its Transportation Master Plan.

DISCUSSION: Since July 2016, City staff has met with the Vision Zero subcommittee of the Transportation Commission to develop a Vision Zero Policy resolution that would be appropriate for Alexandria. In fall 2016, City staff briefed the Commission on Aging, Public Health Advisory Commission, Alexandria City Public Schools Board, Traffic and Parking Board, Alexandria Commission on Persons with Disabilities, and Alexandria Bicycle and Pedestrian Advisory Committee on Vision Zero. The suggestions and recommendations of each respective committee have been incorporated into the Vision Zero resolution. In addition, letters of support have been provided by the Commission on Aging, Public Health Advisory Commission, and Alexandria Commission on Persons with Disabilities (attachment 3).

The Vision Policy Resolution will be presented to the City Council for their consideration for adoption on January 24, 2017. Upon adoption of the Vision Zero policy resolution, an interdepartmental working group will be formed to develop and implement a Vision Zero Action Plan, based upon a comprehensive analysis of traffic deaths and injuries in Alexandria. The Action Plan will identify specific measures, priorities and implementation, and associated funding needed for the City to reach the goal of zero deaths and serious injuries by 2028. Public engagement and community outreach will also be an essential aspect of the development and implementation of the Action Plan.

ATTACHMENTS:

Attachment 1: Draft Resolution

Attachment 2: Draft Letter from Transportation Commission

Attachment 3: Letters of Supports from Boards & Commissions

**RESOLUTION
OF THE CITY COUNCIL OF
THE CITY OF ALEXANDRIA, VIRGINIA**

RESOLUTION NO _____

A RESOLUTION endorsing Vision Zero, for the City of Alexandria to achieve zero traffic deaths and serious injuries on Alexandria streets by 2028

WHEREAS, traffic crashes are among the leading cause of deaths and injuries in the world, the United States, and the City; and

WHEREAS, death and injury on our streets is unacceptable and serious crashes are preventable; and

WHEREAS, traffic deaths and serious injuries in the United States have disproportionately impacted people of color, low-income households, older adults and youth, people with disabilities, people with limited English proficiency, and households with limited vehicle access; and

WHEREAS, the city's Strategic Goals include *protecting the safety, health and security of its residents, businesses, employees and visitors*; and

WHEREAS, historically streets and transportation systems have traditionally been designed primarily for maximum vehicular capacity and mobility, rather than the safe accommodation of all modes and users; and

WHEREAS, Vision Zero provides a framework for reducing traffic deaths and serious injuries to zero, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, Vision Zero focuses on safety as a primary objective for our transportation systems; and

WHEREAS, the City has adopted an amendment to the Transportation Master Plan that includes a strategy to evaluate traffic deaths and develop a Vision Zero program that outlines the framework, budget and staffing needed to work towards eliminating pedestrian and bicycle related deaths and serious injuries in Alexandria; and

WHEREAS, successful Vision Zero programs are a result of both a complete government approach (i.e. interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and action plan; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALEXANDRIA:

1. The City of Alexandria hereby adopts a goal of eliminating traffic deaths and serious injuries to zero by 2028; and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal.
2. The City Council directs the City Manager to form an interdepartmental working group to develop a Vision Zero Action Plan for future consideration by Council, based upon a comprehensive analysis of traffic deaths and injuries in Alexandria, which would identify associated funding needed for the City to reach the goal of zero deaths and serious injuries by 2028.
3. The City Council directs the City Manager to ensure that the Vision Zero Action Plan addresses the inequity in traffic deaths and serious injuries through a combination of equitable engineering, enforcement, education, and evaluation.
- 4: The City Council directs the City Manager to engage the community in the development and implementation of a Vision Zero Action Plan.
5. The City Council directs staff to provide an annual report on implementation of the Vision Zero Action Plan including progress toward eliminating traffic deaths and serious injuries by 2028.
6. This resolution shall take effect immediately upon its adoption.

Adopted by the City Council of the City of Alexandria, Virginia, on January 24, 2017.

Mayor
City of Alexandria, Virginia

Clerk
City Council of City of Alexandria, Virginia



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Phone: 703.746.4025

www.alexandriava.gov

Honorable Mayor Allison Silberberg and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

January 19, 2017

Re: Endorsement of Vision Zero Policy Resolution

Dear Mayor Silberberg and Members of City Council:

At its January 18, 2017 meeting, the Transportation Commission held a public hearing, and voted unanimously to endorse the draft Vision Zero policy resolution, that will be brought to Council at its January 24, 2017 meeting. This policy resolution was developed based on input from the Transportation Commission subcommittee, with further input by a number of other boards and commissions within the City.

The City adopted an amendment to the Transportation Master Plan (Pedestrian and Bicycle Chapter) in May 2016, that includes a high priority strategy to evaluate traffic deaths and develop a Vision Zero program that outlines the framework, budget and staffing needed to work towards eliminating pedestrian and bicycle related deaths and serious injuries in Alexandria. The Vision Zero policy resolution is the first step as part of this program. The goal of eliminating traffic deaths and serious injuries in Alexandria also aligns with the City's Strategic Goal of *protecting the safety, health and security of its residents, businesses, employees and visitors* and its Transportation Master Plan.

The Commission recommends that Council approve the Vision Zero policy resolution. We appreciate the opportunity to provide input on this very important initiative consistent with the intent of the City's Transportation Master Plan.

Sincerely,

J.J. King III
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Mark Jinks, City Manager
Yon Lambert, Director, T&ES
Carrie Sanders, Deputy Director, T&ES

November 10, 2016

Dear Mayor Silberberg, Vice-Mayor Wilson and City Council Members,

On behalf of the Alexandria Commission on Aging, I am pleased to inform you that the Commission is supporting the Resolution that directs the City Manager to form a working group to develop a Vision Zero action plan to achieve zero traffic deaths and serious injury by 2028.

The recent death of a 90 year old woman while crossing Yoakum Parkway is a vivid example of the need to address this issue. Supporting Vision Zero as a comprehensive approach to eliminating traffic deaths and serious injuries benefits not only seniors but ALL residents of Alexandria regardless of age.

Achieving the goal Vision Zero by 2028, requires a strong commitment from the City - one that includes a cross-disciplinary approach of education, engineering, enforcement and evaluation. The Commission is prepared to provide its expertise and support to supplement City staff and interdepartmental working groups to develop and implement the Plan. Notably, the Commission will make sure the community it serves - older residents - are part of the community engagement process and are represented in the Action Plan strategies.

We strongly urge Council to endorse Vision Zero, adopt the policy Resolution and direct staff to develop and execute a Vision Zero Plan.

Sincerely,

Carol Downs
Chair
Alexandria Commission on Aging



Alexandria Commission on Persons with Disabilities

Mollie Danforth, Chair
703.746.3140 Voice

Office of Human Rights
421 King Street, Suite 400
Alexandria, Virginia 22314

711 Virginia Relay
703.838.4976 Fax

October 28, 2016

The Honorable Allison Silberberg
Members of City Council
City Hall, 301 King Street
Alexandria, Virginia 22314

Dear Mayor Silberberg and Council members,

The Alexandria Commission on Persons with Disabilities (ACPD) voted to support the adoption of Vision Zero by the City of Alexandria, at its October meeting.

The Commission noted that Vision Zero is a data based approach to reducing traffic fatalities. We do not believe accident reports in current use include notes on the disability status of persons involved in traffic accidents. We encourage the city to include disability status as part of all accident reports.

The Commission also supports sufficient funding to implement Vision Zero. There must be financial commitment to avoid just lip service to lowering traffic fatalities. For example, Transportation and Environmental Services (T&ES) has stated that replacing diagonal crosswalks with safer perpendicular crosswalks is their policy, but in almost no case have perpendicular crosswalks been used because the cost of reworking corners is too great. Diagonal crosswalks are unsafe for those with vision impairments, those in wheel chairs, and mothers with large prams. Yet we continue to reinstall diagonal crosswalks.

Vision Zero should be adopted and implemented by Alexandria. It's goal of zero traffic fatalities is both laudable and doable.

Sincerely,

Mollie Danforth, Chair



Public Health
Advisory Commission
of Alexandria, VA

January 5, 2017

Dear Madam Mayor and Members of City Council,

As the chair of the Public Health Advisory Commission (PHAC), I am writing to provide support for the Resolution endorsing Vision Zero and its goal to end traffic-related fatalities and serious injuries on Alexandria's streets by 2028.

PHAC has been reviewing pedestrian and bicycle accidents in the City (as highlighted in our April 2016 commissioned report *Alexandria Fire Department Response to Pedestrians Struck and Bicycle Crashes*) and considers Vision Zero to be a dynamic and data-driven approach for addressing traffic injuries and deaths while promoting safer streets. Our report reveals that Alexandria has high rates of pedestrian and bicycle injuries. In fact, the report found that pedestrian injuries reported to the Fire Department are 2.3 times the national Healthy People 2020 benchmark goal. We also have reason to believe that the number of bicycle and pedestrian injuries are underreported. Both of these indicators support Section 2 of the Resolution, which recommends conducting a comprehensive analysis of traffic deaths and injuries in Alexandria and will require identifying optimal data sources and determining more accurate incident numbers.

With Alexandria's pride and reputation of being exceptionally bicycle and pedestrian friendly, it's appropriate that it would be the first municipality in the Commonwealth to adopt Vision Zero, which has proven to be successful in other cities in the US and internationally. In addition to reducing traffic deaths and injury, Vision Zero's goals include increasing safety and equitable mobility. This focus on equitable mobility – facilitating social and economic transportation opportunities – support the public health objective of access to walkable and bikeable streets as one of the best measures of a healthy community.

PHAC thanks you for your consideration of the Vision Zero Resolution and hopes to be an integral partner in its adoption and implementation as it addresses the goals of improving public safety and optimizing the healthy living environment of the City of Alexandria.

Respectfully Yours,

Katya Wanzer, MPH
Chair, Public Health Advisory Commission

Ann Harbour, MPA
Vice Chair, Public Health Advisory Commission

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 18, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 -D.C. TO RICHMOND (DC2RVA) HIGH SPEED RAIL PROJECT

ISSUE: To provide the Transportation Commission with an update on the D.C.-to-Richmond (DC2RVA) High-Speed Rail Project.

RECOMMENDATION: That the Transportation Commission receive the update regarding the project.

DISCUSSION: The DC2RVA project corridor is a 123-mile stretch of railroad between Richmond, Virginia and Arlington, Virginia. Both freight and passenger rail services would operate along the corridor, with Amtrak providing intercity passenger rail service and Virginia Railway Express (VRE) providing commuter rail service. The DC2RVA corridor is one segment in a larger nationwide high speed intercity passenger rail plan identified by the U.S. Department of Transportation (USDOT) and the states of Virginia and North Carolina. The overall goals of the DC2RVA project are to:

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

The D.C.-to-Richmond VA (DC2RVA) segment of the federally-designated Southeast High Speed Rail Corridor is the northernmost part of a five-state network of a high speed rail corridor under development, stretching southward from Washington D.C. through Richmond to Raleigh, Charlotte, Atlanta and Jacksonville. Track and signal improvements for the Southeast High Speed Rail Corridor will provide capacity for more trains operating at speeds up to 110 miles per hour.

Currently, Department of Rail and Public Transportation (DRPT) is engaged in a Tier II Environmental Impact Statement (EIS) process that will evaluate the benefits, costs, and environmental effects of several possible alternatives. The Tier II Draft EIS (DEIS) will identify a preferred rail alignment and a series of improvements for the corridor.

The DEIS is scheduled for release in early 2017, followed by public hearings and a public comment period. Staff will prepare and submit comments to DRPT during the public comment period.