



# *Transportation Commission*

**January 15, 2020**

**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 December 18, 2019 Meeting
3. Commission Updates
4. **PUBLIC HEARING: King Street Place Endorsement**
5. **ACTION ITEM: Bus Transformation Project**
6. **INFORMATIONAL ITEM: DRAFT Calendar Year 2020 Work Plan**
7. **ACTION ITEM: Elections**
8. Updates to Receive (Consent)
  - A. Capital Bikeshare E-Bikes
  - B. Dockless Mobility Pilot Program Update
  - C. Long Bridge and Passenger Train Service through Alexandria
  - D. WMATA Budget
  - E. Legislative Package
9. 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, February 19, 2020 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**

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

**MINUTES**

**Commissioners Present:** Chairman Stephen Klejst, Commissioner Bruce Marsh, Commissioner Casey Kane, Commissioner Oscar Gonzalez, Commissioner John Goebel, Commissioner Carolyn Schroeder, Commissioner Jakubek.

**Staff Present:** Hillary Orr – Deputy Director, Transportation, Christopher Ziemann - Transportation Planning Division Chief, Jennifer Slesinger - Transportation Planning Division, Thomas Hamed – Mobility Services 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>

Chairman Klejst called the Transportation Commission meeting to order at 7:04 pm.

**1. Public Comment Period**

No Comment.

**2. November Meeting Minutes**

Commissioner Goebel made a motion to accept the minutes as presented. Motion carried.

**3. Commissioner Updates**

**Commissioner Jakubek:** The Landmark/Van Dorn Planning Committee will have a meeting in January or February.

**Commissioner Marsh:** The groundbreaking for the Potomac Yard Metrorail station will be on December 19, at 2:00 pm. On December 17, 2019, the Implementation Work Group met. They are still waiting for the cost estimates for the various entrance scenarios. Due to the complexity of the estimates, the estimates will not be available until January 2020. Currently construction is taking place on the AC switch gear building and on the

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side of the Potomac Yard tracks. There was also approval from the Board of Architectural Review on some minor elements of the station. Commissioner Marsh explained that the consultants are only costing out the preferred option, not all options.

**Commissioner Kane:** The Traffic and Parking Board removed two parking spaces on North Pitt Street to improve site distance for private driveways. The Board is continuing to support the Potomac Yard Metrorail station project by removing more parking to accommodate construction vehicles. In addition, approval was granted for installation of a High-Intensity Activated Crosswalk (HAWK) signal for a crosswalk at Braddock Road between North Early and the Minnie Howard Campus. The Traffic and Parking Board will not be meeting in December.

**Commissioner Schroeder:** The Environmental Policy Commission (EPC) met on Monday, December 16. The Commission will be recruiting volunteers for Earth Day.

**Chairman Klejst:** On Wednesday, December 11, 2019, the DASH Board discussed providing guidance to staff on options for the AT2 supplement in terms of the Alexandria Transit Vision (ATV) Study. During the public meeting on November 13, 2019, the Board heard extensive comments about the need to maintain some coverage that was not in the original ATV proposal. Coverage for the AT2 will be evaluated within a two-year period on whether the service is being used sufficiently to justify continuing service. In addition, the Board is looking into expanding the AT2X service that is currently being paid for by the Pentagon. Commissioner Kane asked if the AT2X was going to be the preferred solution or an additional option. Chairman Klejst stated that it could be an option during rush hour, but during midday service the Board is looking at a more traditional AT2 service.

#### **4. Action Item: FY 2021 TDM Grant Applications**

The City has operated a Transportation Demand Management (TDM) program since 1981 and each year has applied for and received funds from the Commonwealth of Virginia. The annual TDM Operations Grant funds two City positions to manage the City's TDM program (GO Alex), to oversee multiple Federal and Commonwealth grants, and to support other multi-modal programs and projects across the City.

In April 2019, the City hired a part-time employee to work specifically on employer outreach efforts. This part-time position is funded by a separate grant (Virginia Department of Transportation Employer Outreach), since employer outreach is not an eligible activity covered by the TDM Operating Assistance Grant. This year, a new grant is available from DRPT called Mobility Programs. This grant specifically supports employer outreach activities that are not covered by the TDM Operating Assistance Grant. Similar to that grant, it provides funding for up to 80% of eligible expenses (such as personnel) with a 20% match from the City.

Staff is requesting that the Transportation Commission provide an endorsement letter to City Council for the approval of two TDM Operations grants (TDM) Operating Assistance and Mobility Programs.

Commissioner Kane asked about the hours for the water taxi. The Waterfront Commission has endorsed the water taxi starting at 6:30 a.m. Commissioner Kane mentioned that the program was partially successful because of the subsidy, he asked if there will be a subsidy for residents or a frequent use pass that would reduce the cost for commuters. Staff is looking into a continuation of the subsidy, but it is contingent on other funding. Currently staff is awaiting approval from DRPT to use the funds to subsidize these rides.

Commissioner Kane asked if provisions for secured bike parking at the Waterfront area were going to be included in the program. During discussion with the Recreation, Parks & Cultural Activities staff, staff stated that it is an infrastructure issue with the Marina and will need to be considered separately. Commissioner Kane suggested considering using some of the space from the eight parking spaces at the Waterfront for not just restrooms, but also secured bike parking. Staff mentioned that secured bike parking was part of the original Waterfront plans but is unsure what the status is now with the current plans.

Commissioner Kane asked how the move toward a WMATA App and DASH's app is going to impact retail operations of the mobile commuter retail service. Retail operations are shifting away from selling fare media from a mobile retail vendor to a concierge style of service. Commissioner Kane also asked if the City owns the vehicle (the contractor owns the vehicle). Commissioner Kane suggested considering having the contractor use an electric vehicle.

Commissioner Marsh asked about working with other jurisdictions, if they are sharing best practices. Staff has frequent discussions with Arlington County and other jurisdictions through several forums such as the Commuter Store. In addition, staff also work on several different regional projects.

Commissioner Schroeder asked if the Employer Outreach Grant Application is similar to the current program staff is administering and if anything new was being included. Also, Commissioner Schroeder mentioned that one of the Environmental Action Plan (EAP) mid-term action plan items is to discourage employee parking programs in the City, while providing other sustainable mobility incentives. She asked if this would be a part of this particular grant or a part of staff's goal generally. The Employer Outreach Grant that staff presented will be specifically to fund the Employee Outreach Coordinator position that will move the position from part-time to full-time. Staff is considering how GO Alex can help with the Environmental Action Plan and plans to provide the Transportation Commission with an update in six months.

Chairman Klejst asked for a motion to endorse the two grant applications that the staff is proposing. Commissioner Schroeder motioned to endorse both grant applications. Commissioner Kane seconded the motion. Motion passed unanimously.

#### **5. Action Item: FY 2021 DRPT State Aid Grant Applications**

In 2018, there were numerous changes related to mass transit in the Commonwealth as well as administrative changes for revenues associated with mass transit. The General Assembly in 2018 passed HB 1539, which requires the Commonwealth Transportation Board (CTB) to allocate state aid for operating assistance solely based on performance metrics beginning in FY 2020. DRPT in conjunction with the Transit Capital Project Revenue Advisory Board, developed a prioritization framework for capital assistance based on three categories: State of Good Repair, Minor Enhancement and Major Expansion.

DRPT's intent was to implement a statewide prioritization process similar to SMART SCALE. The new proposal was adopted for FY2020 Capital and Operating Assistance Grant Programs, for the development of a six-year improvement program, and for transit capital expenditures adopted annually by the CTB.

As a result of HB 1539, the City has been using a new process to request State Aid Grants administered by DRPT which have historically been managed administratively by NVTC. These funds provide support for transit (WMATA, DASH and DOT/Paratransit) and Transportation Demand Management (TDM) programs, projects and services. The City is proposing three applications (one operating, one capital, and one technical assistance) based on the guidelines and criteria outlined in the DRPT Grant Program Application Guidance.

The fiscal impact of funds provided by DRPT do not have definite match rates per year but vary with the number of applications received that year. Based on the rates of funding from FY 2020, the City could expect to be awarded approximately \$4,000,000. The Technical Assistance Grant, if awarded, will require a local match of \$75,000.

Staff is requesting that the Transportation Commission provide an endorsement to City Council for the approval of DRPT FY 2021 State Aid Grant applications.

Commissioner Kane asked what happens if City Council decides against the match of \$75,000 but is willing to provide \$50,000. Does that decrease the amount the State would give or is staff left trying to convince City Council that was a bad decision or when they approve the \$150,000 is City Council essentially consenting to

the \$75,000 commitment. Staff confirmed that if approved by the State for the \$150,000, City Council would be consenting to the \$75,000 commitment. Because this is something the City and DASH must do anyway, applying for this grant essentially is saving the City and DASH \$75,000.

Chairman Klejst asked for a motion to approve the DRPT State Aid Grant applications that staff is proposing. Commissioner Marsh motioned to endorse both grant applications. Commissioner Jakubek seconded the motion. Motion passed unanimously.

#### **6. Informational Item: King Street Place Update**

Staff discussed the King Street Place Project (formerly known as lower King Street). City Council has given staff instructions to close off the block of 100 King Street between Lee Street and Union Street to private vehicles between April and October from Friday evenings through Sunday as a pilot program.

Staff is currently researching the technical elements that include confirming the available space, working with the Fire Department emergency vehicle access requirements, and determining permitting requirements.

In 2000 there was a pilot program that was not successful; staff is working to address lessons learned.

Staff is working with DASH on Trolley routing, where to remove parking, and which routes would be successful. In 2015 there was a lower King Street multi-modal feasibility study with community engagement that looked at the 100 and 200 blocks. Since the current pilot only involves the 100 block, staff felt it was important to have the trolley service to the waterfront area, particularly with the new elements along the waterfront. The preferred Trolley route option is to turn North on Lee Street to Cameron Street, then loop back south on Union Street.

In general, there is support from the business community. Initial business community concerns were accommodating deliveries, valet parking, mobility for persons with disabilities, safety in preventing vehicles from entering in the bollard space, delineating with the restaurants and the requirements for alcohol and liability. The conceptual design addresses most of the business community's concerns. Staff is working with businesses on employee parking in the alleys, allowing for deliveries on Lee Street due to the constraints of alley delivery, and valet parking location.

Staff would like to give an update to City Council in early January and get their feedback on the concept plan. In mid-January staff would like to receive endorsement from the Transportation Commission and the Waterfront Commission and have a public hearing at the Transportation Commission meeting. In February, staff would bring it to City Council for approval then to Traffic & Parking Board after receiving City Council approval. In March, staff would apply for a special event permit.

One aspect of the concept design is to remove parking for the duration of the pilot because of the amount of moving involved in setting up/removing the tables and chairs. This is expensive and hard on the furniture and difficult for restaurants to find storage. T&ES is collaborating with Department of Planning & Zoning, Department Project Implementation, Parks & Recreation on the design and operation of this pilot.

Commissioner Kane stated that Union Street is crowded with cars and closing off one block of King Street, does not indicate that Union Street is going to have less traffic in the process. He asked if staff discussed the impact the preferred route will have on traffic. The lower King Street Study shows that about 75 percent of the movements in this area are actually pedestrians. Because Old Town is a grid, staff think that vehicles will disperse and not have major impacts on Union Street. Staff is also working with parking garages to ensure that they are getting individuals into the parking garage efficiently.

Commissioner Gonzalez asked about a pilot on the 200 block of King Street. Staff responded that the challenge with the 200 block is that it is a lot steeper and would require totally different design elements.

Commissioner Gonzalez asked if the seating areas would be public. Most of the restaurants want their space to be private. Staff is working with Virginia Tech on a parklet program for public seating. Initially staff reached out to the ice cream shops and suggested that they put a parklet program in place. Commissioner Gonzalez asked if staff considered what pedestrian amenities or signage can be installed, because of the congestion on Union and King Street. He also requested that staff put down paint markings to delineate where pedestrians should be safe or a crosswalk. Staff confirmed that currently there are high visibility crosswalks but agreed to investigate putting in pedestrian paint markings. Also, staff has requested additional Police presence in this area initially, but a full raised intersection is currently in the plans.

Commissioner Schroeder asked if there has been any outreach to the surrounding parking garage vendors to make them more visible and if the cost will change. Staff have discussed several options with garage vendors, such as businesses validating for those garages and way-finding apps to the garages. Currently staff is working with some of the garage vendors on the option of getting technology like spothero and best parking to direct individuals to those garages.

Commissioner Jakubek wanted to know the difference between the current pilot and the previous pilot. The previous pilot study was for six weeks and the current pilot is for six months. Residents were also concerned that patrons parking on that block would park on their street. However, the current study shows that parking garages are underutilized and would provide the additional parking needed. In addition, businesses were previously not on board, but with the new elements of the waterfront, businesses are now seeing the value. Commissioner Gonzalez asked if emergency access was an issue. Commissioner Kane mentioned that the previous pilot did not include accommodations for deliveries to be made and this was a concern for businesses.

Commissioner Marsh asked what the cost to the City would be in terms of maintenance. By privatizing the space and allowing the restaurants to put out and leave their own tables and chairs, the City is saving roughly twenty thousand dollars. However, the City is going to invest in lighting to make the block look more appealing to patrons. In addition, to the Fire Departments request staff is looking into the cost of installing bollards.

Commissioner Kane suggested that staff should coordinate with garage vendors on installing bike racks and corrals to accommodate bicyclist and scooters. He also wanted to know if staff had any discussion with the businesses on what they will do if it floods. The businesses are responsible for picking up the chairs and tables, but staff is currently working on an MOU with a maintenance component. Commissioner Kane assumed that the paint on the street would be permanent through the pilot and wanted to know if there been any thought to coloring the sidewalks. Staff has not discussed coloring the sidewalks outside of the space. Commissioner Kane also mentioned with the bollards at King and Union Street, there is an inclination for pedestrians not to use the crosswalks, but to walk directly across the middle of the street. Commissioner Kane stated that as part of the pilot it might be better to mark the Royal Street route to reduce conflict from cyclists passing through. Commissioner Kane stated that as part of the pilot staff should implement better markings on Royal Street. Staff will take the points into consideration.

Commissioner Marsh asked if there would be additional access for disabled parking on Lee or Union Street. Staff confirmed that the pickup drop-off space is not only for deliveries and valet but could be used for drop off and pick up of any passengers.

Commissioner Gonzalez asked if bikes and scooters were prohibited, since the space is a pedestrian zone. Staff confirmed that moving bikes and scooters are prohibited.

Commissioner Kane asked how two-way traffic would work during the week. Staff stated that the open space is twenty feet wide.

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

The Commission discussed the following topics from the Consent Items:

**A. SMART SCALE**

Commissioner Schroeder asked if staff sent the final letter from the Transportation Commission forward endorsing SMART SCALE. Staff confirmed the final letter from the Commission supporting SMART SCALE was forwarded. In addition, the Office of Innovation has stated they may change some of their proposals to reflect the Commission's and other jurisdictions' comments.

**B. Dockless Mobility Pilot Update**

Commissioner Kane asked what the definition of share use path is. City Code defines a shared used path as a bikeway that is physically separated from motorized vehicular traffic by an open space or barrier and is located either within the roadway right-of way or within a separate right-of-way. Shared-use paths may also be used by pedestrians, skaters, users of wheelchair conveyances, joggers, and other nonmotorized users. City Council did not take out dockless mobility devices, so those were not banned from using shared-used paths. Commissioner Kane stated that this ambiguity presents a problem not only for dockless mobility users, but also for pedestrians using shared used paths. Staff will follow-up with the City Attorney regarding this portion of the City Code.

**8. Other business**

Elections will be held in January. Commissioners were asked to send Staff their nomination(s) by email or to self-nominate at the next meeting. Staff will be presenting a Draft Annual Work Plan to the Commission in January. Commissioner Kane asked if there was an increase in responses to the Alexandria Mobility Plan priority questionnaire survey since the deadline was extended. Staff confirmed there was an increase in the number of responses received.

**Adjournment**

At 8:32 pm, The Transportation Commission adjourned.

# City of Alexandria, Virginia

## MEMORANDUM

DATE: JANUARY 15, 2020

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR

SUBJECT: AGENDA ITEM #4 – KING STREET PLACE

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**ISSUE:** Provide an update on King Street Place – a Pedestrian Pilot Program on the 100 Block of King Street.

**RECOMMENDATION:** The Transportation Commission hold a public hearing and endorse the pilot project and recommend approval by the City Council.

**BACKGROUND:** Staff is proposing a pilot program to convert the 100 block of King Street (between Lee Street & Union Street) into a temporary pedestrian-only space during the weekends from April – October 2020. The groundwork for the pedestrian improvements started as part of the Union Street Corridor Study in 2012. The circulation for a pedestrian only space was evaluated as part of the 2015 Lower King Street Multimodal Feasibility Study. This study involved extensive community outreach and identified key values for the community. Around the same time, a temporary Old Town Area Parking Study (OTAPS) work group was formed to make recommendations on parking management in the Old Town area. Findings from the 2015 Lower King Street Multimodal Feasibility Study were put on hold until the OTAPS study was completed and provided further recommendations.

In the summer of 2019, Council requested that this project be added to the FY 2020 Interdepartmental Long-Range Work Plan and that staff return with a project plan.

In October 2019, staff presented a timeline and process for implementing a pilot project lasting from April through October 2020 and received more direction from Council. This is a joint project between Planning and Zoning (P&Z), Transportation and Environmental Services (TES), Department of Project Implementation (DPI), Recreation, Parks and Cultural Activities (RCPA), and Visit Alexandria. Staff provided an update to the Transportation Commission on this project in December.

Staff is providing an update to Council in January and is seeking approval of the pilot in February. At the end of the pilot, a report will be provided to City Council with recommendations for a path forward.



**DISCUSSION:** Staff is recommending a pilot project to allow for pedestrian improvements to the 100 block of King Street and that vehicle traffic be restricted on weekends from April through October 2020. Staff has developed a draft design for the block based on input from the business community, safety restrictions, past feasibility studies, and comments from Council and the Waterfront Commission. The proposed design would allow for additional outdoor dining, public space, and a larger pedestrian space where vehicles normally travel. The pilot would remove parking at all times, allowing the outdoor dining and public spaces to remain and allow two-way vehicular traffic during the week, with safety barriers between the outdoor dining, public space and vehicles. The recommendation to remove parking at all times is based on business feedback, as well as cost savings benefits associated with avoiding additional storage and maintenance that would be necessary to modify the street design between weekdays and weekends. Additionally, in response to requests for more public seating, staff is proposing replace the two unrestricted parking spaces on the unit block of King Street with more options for public seating.

### **Trolley**

In order to accommodate the closing of the 100 block of King Street, the lower King trolley route will be adjusted. This adjusted route will require the removal of some parking spaces necessary for turning movements. The eastbound route would turn north on Lee Street, East on Cameron Street, and South on Union Street to maintain access to the waterfront for those with mobility difficulties.

### **Design**

Design options for the 100 block are currently ongoing. The space will provide additional public seating, expanded opportunities for outdoor dining, some programming for activities, greater pedestrian accommodations off the crowded sidewalks, and street paint and lighting elements. There will be barriers for safety which include removal bollards for emergency access, as well as planter and other heavy materials that double as design elements and protection. The roadway design leaves 20' for emergency vehicle access.

### **Opportunities**

The King Street Place pilot also provides an opportunity to test out new innovative ideas – as a type of “pilots within a pilot.” One such idea is the incorporation of a Pick-Up, Drop-Off (PUDO) zone for valet, loading, TNCs, and third-party food deliveries. Another “pilot within a pilot” option is to incorporate the use of public spaces such as parklets or lounge areas. Parklets convert 1-2 parking spaces into public amenities such as on-street seating, landscaping, games, and art. During the pilot, staff will also monitor traffic, deliveries and loading to determine if more or less spaces are needed to accommodate businesses. Finally, a flexibly structured pilot would allow the City to test temporary full-street closures during weekdays in addition to the weekend pedestrianization. These ideas could be tested, evaluated, and adjusted throughout the pilot according to their success and the feedback from the community and surrounding businesses.

### **Engagement**

The City, in partnership with Visit Alexandria, has proactively engaged stakeholder groups to gather input on the proposed pilot. Staff has met with and received feedback from:

- Businesses on and around the 100 Block
- Waterfront Commission
- Transportation Commission
- Old Town Civic Association

The majority of businesses on the 100 block are supportive of the pilot and staff is continually working with the businesses to hear their feedback and address concerns.

**Timeline**

Staff will provide updates to the Traffic and Parking Board and Council in January and receive feedback on the current proposals. Council will be asked to approve the pilot in February. If approved, staff will provide updates to the Special Events Committee and Traffic and Parking Board in March before implementation in April.

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** JANUARY 15, 2019  
**TO:** MEMBERS OF THE TRANSPORTATION COMMISSION  
**FROM:** HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION  
**SUBJECT:** AGENDA ITEM # 5 – BUS TRANSFORMATION PROJECT

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**ISSUE:** Consideration of the Bus Transformation Strategy and recommendations.

**RECOMMENDATION:** That the Transportation Commission provide an endorsement of the Bus Transformation Strategy as released on September 5, 2019.

**BACKGROUND:** The Bus Transformation Project team is seeking support and buy-in from Commissions, Boards, and/or Councils from all WMATA jurisdictions. As the City's Transportation Commission has received updates throughout the process, support for the strategy is non-binding to the City, and as many of our peers are seeking endorsement from their comparable Commissions, staff invited the Bus Transformation Project Team to present to the Transportation Commission without the need for City Council action.

The Bus Transformation Project Team has provided the following docket information:

Buses are an integral part of the National Capital Region's transportation system and carry over 620,000 trips per day over a network that reaches 81 percent of the region's residents. The region's nine local bus providers (ART, CUE, DASH, DC Circulator, Fairfax Connector, Metrobus, Loudoun County Transit, Ride On, and TheBus) affordably connect residents to jobs, schools, and other aspects of daily life. However, traffic is increasing, and bus speeds are decreasing, leading to longer travel times and unreliability in getting to a destination. Customer expectations have changed and there is increased competition for fewer passengers. Government budgets are under pressure to do more with less. Bus's market share is eroding as competition becomes more plentiful and, in some cases, more affordable. The allure of new technology, such as autonomous cars, distracts from the fact that driverless cars and transportation network companies (TNCs), such as Uber and Lyft, will not solve the region's mobility problem without defying the laws of physics and geometry. Empirical research points to the likelihood that the new options will make current problems worse.

The [Bus Transformation Strategy](#) was released on September 5, 2019, after incorporating comments gathered in the spring and summer of 2019 from the general public, project

stakeholders, local jurisdictions, regional transportation boards, and the WMATA Board. The Strategy has four key recommendations:

- Frequent and convenient bus service;
- Bus priority on roadways;
- Customer experience; and a
- Task Force to implement the Strategy.

Within the key recommendations, a set of 26 more specific recommendations were established. A [Bus Transformation Strategy Executive Summary](#) is also available.

A multi-year [Action Plan](#) was developed to prioritize and arrange the Strategy's recommendations to ensure maximum impact. The milestones and duration to implement each recommendation is based on each recommendation's transformational potential and the challenges involved in implementation. The Action Plan incorporated feedback from the project's Technical Team and Strategy Advisory Panel, as well as from a survey of bus providers and departments of transportation to gather progress to date. An [Action Plan Executive Summary](#) is also available.

**DISCUSSION:** On behalf of the region, WMATA, along with jurisdictional partners and the region's local bus providers, launched the Bus Transformation Project in September 2018. Bus providers and the cities, counties, and states that own and operate the region's roadways must coordinate and collaborate to transform the bus system into a system that meets changing customer needs, keeps up with changing technology, and maintains a sustainable cost structure. The Bus Transformation Project has taken a broad view of 'bus' to include any vehicle that transports many riders, makes efficient use of roadways, and is considered a local service, as distinct from commuter buses.

The outcome of the [Bus Transformation Project](#) is both the Strategy, which provides the direction for the regional bus system, and a multi-year Action Plan, which outlines the specific implementation steps to advance the recommendations. The vision is that "Bus will be the mode of choice on the region's roads by 2030, serving as the backbone of a strong and inclusive regional mobility system." Goals include regional connectivity, rider experience, financial stewardship, sustainable economic health and access to opportunity, and equity.

Public and stakeholder engagement has been integral since the project's launch. The project was led by the Executive Steering Committee (ESC), with additional stakeholder groups including a Strategic Advisory Panel, Technical Team, and the WMATA Leadership Team. The Strategy Advisory Panel was comprised of transit agencies, advocates, community organizations, and riders. The Technical Team was comprised of subject matter experts from Metro, local and state departments of transportation, and local bus providers.

A summary of stakeholder engagement since the project began in 2018 includes:

- 8,800+ public survey responses
- 23 Executive Steering Committee meetings
- 16 Technical Team meetings

- 8 Strategy Advisory Panel meetings
- 14 WMATA Leadership Team briefings
- 13 Metrobus operator listening sessions
- 45 External project briefings
- 33 Pop-up events
- 3 Public Open House events
- 4 Focus Groups
- 140 participants in September 2018 Kickoff Summit
- 285 Social media posts
- 312,000 people reached via social media

The Strategy sets an ambitious path forward and includes:

1. Provide frequent and convenient bus service that connects communities and promotes housing affordability, regional equity, and economic growth.
2. Give buses priority on roadways to efficiently move people quickly and reliably.
3. Create an excellent customer experience to retain and increase ridership.
4. Empower a publicly appointed task force to transform bus and lead the implementation of a truly integrated regional system.

Implementation of the Strategy and Action Plan could include the following outcomes:

- Stabilizing or growing ridership by 1%-3% through a bus network redesign, as realized in Houston, Austin, and Columbus;
- Reducing operating costs (including recouping much of the \$30M that Metrobus loses annually to congestion) and increasing ridership by up to 7% by giving buses priority and enforcing it on the region's roads;
- Reducing bus lane violation by 85% through automated enforcement, as seen in London;
- Increasing ridership by 2% by providing accurate real-time information, as observed in San Francisco, New York, and Chicago data; and
- Reducing security incidents logged by the control center by 30% and reducing customer complaints by 50% with the addition of on-board CCTV footage visible to customers.

Some specific examples of actions for the jurisdictions and local transit agencies—including Alexandria and the Alexandria Transit Company—include: general coordination, sharing data, adjusting fare policies (providing reduced fare options for low-income riders, eliminating the transfer discount between bus and rail, incorporating DASH into regional passes), and prioritizing transit on congested streets. Some actions can be led by the City, while others will require partnering with other local and regional entities, including WMATA, MWCOG, VDOT, and NVTC.

## DRAFT 2020 Transportation Commission Work Plan

	Dec-18	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
<b>City Planning Studies</b>													
King Street Place		▲											
Alexandria Mobility Plan				▲			▲					▲	
Electric Vehicle Infrastructure Strategy				▲		▲				▲		▲	
Mt Vernon/Arlandria Initiatives											▲	▲	
Repaving Updates/Complete Streets				▲									
Safe Routes to School			▲										
Transitways			▲										
Duke Street Initiatives						▲					▲		
<b>Transportation Funding</b>													
Transportation LRP - Unfunded Projects					▲	▲	▲			▲			
FY2021-2030 City Budget				▲	▲						▲		
6 Year Plan / RSTP / CMAQ Funding Request											▲		
Transportation Land Use Connections			▲										
NVTA 70% Funding													▲
FY2026-27 Smart Scale Grants			▲			▲							
<b>Transportation Programs</b>													
TDM Program												▲	
Vision Zero Action Plan Implementation							▲						
Capital Bikeshare Expansion				▲									
Complete Streets/Bike Ped Implementation					▲								
Smart Mobility / Parking Technologies										▲			
<b>Regional Projects / Plans</b>													
DC to Richmond High Speed Rail (DC2RVA)		▲			▲						▲		
Blue Orange Silver Line Study (WMATA)				▲							▲		
Bus Transformation Project (WMATA)		▲											
WMATA Budget		▲											

Commission Update / Presentation ▲  
 Item requiring commission action ▲

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: JANUARY 15, 2020

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 8 – 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. Capital Bikeshare E-Bikes**

The regional Capital Bikeshare (CaBi) program is re-launching e-bicycles as a small percentage of the system's fleet in early 2020. It has been proposed that CaBi e-bicycles would cost the user an additional \$1 to unlock. It has also been proposed that CaBi e-bicycles would be dockless, i.e. a CaBi e-bike rider could elect to end their trip not at a CaBi station for an additional \$1 fee. The intent of this is to provide CaBi service to Alexandria community members who may not live or work near a CaBi station. CaBi e-bikes would not operate under the City's Phase II Pilot Program MOU for dockless mobility as they system is owned by the jurisdictions. However, CaBi e-bike riders are subject to existing and recently updated City Code as approved by City Council in December 2020 for e-bicycle riders, including a ban from riding on sidewalks in Alexandria.

### **B. Dockless Mobility Pilot Program Update**

Staff has begun working on an implementation plan for the Phase II Dockless Mobility program. During January, the key element will be reviewing and issuing permits to companies that apply and meet all of the requirements specified in the MOU. Permits are due by January 22, 2020.

Also, as part of the Phase II Pilot Program, City Council approved the formation of an Ad Hoc Scooter Task Force. The City will release applications to apply for a position on the Ad Hoc Scooter Task Force early 2020. The Task Force will consist of thirteen (13) members, to be appointed by the City Manager, representing a diversity of interests related to shared mobility. The first meeting will be held later this winter or early spring.

Additionally, staff is working to create signage and identify locations for posting notice that riding scooters on sidewalks is not allowed. Companies permitted for the Phase II program will

be required to provide in-app messaging to users alerting them of these new regulations. Staff is also working to identify locations for more scooter parking corrals to be installed this spring.

### **C. Long Bridge and Passenger Train Service through Alexandria**

Last month, Governor Northam announced that [Virginia and CSX reached a landmark rail agreement](#) that will create a pathway to separate passenger and freight operations along the Richmond to D.C. corridor. This agreement supports the vision of the DC to Richmond Southeast High-Speed Rail (DC2RVA) project for frequent, higher speed train service between these two major cities. In September, the U.S. Department of Transportation and the Federal Railroad Administration issued a record of decision accepting the preferred alternative issued in Final Environmental Impact Statement.

As part of the agreement, Virginia will build a new rail bridge (the Long Bridge) over the Potomac River connecting Arlington and the District to significantly expand commuter and passenger train service over the next decade. The Long Bridge, along with other associated improvements will allow a 75 percent increase in frequency of Virginia Rail Express commuter trains and a doubling of Amtrak service between the District and Richmond. As part of this project, DRPT is planning to add a fourth track approaching the bridge from Alexandria, costing approximately \$185 million. The City is still assessing the impacts of this announcement, including any improvements to Union Station, and will provide updates to the commission as more information is available.

### **D. WMATA Budget**

In December, the WMATA Board of Directors decided to defer approval of the the public hearing docket for the WMATA budget until the January 16 meeting in order to provide jurisdictions more time to review the proposed changes to bus service. Alexandria staff did not provide any changes to the docket. This delay will result in a one-month delay of the budget cycle. The public hearings will now take place in February/March and approval of the budget will be in April.

### **E. Legislative Package**

Each year, the City of Alexandria produces its General Assembly Legislative Package. The goal of the package is to organize, prioritize, and communicate the City's legislative and budget priorities to the community, stakeholders, and legislators. In addition, because Virginia is a Dillon Rule state, localities only have the authority expressly granted to them by the legislature by state statute or in their charter. Localities in Virginia, including Alexandria, therefore often request legislation to grant them enabling authority for specific powers they do not already have, which are included in the Legislative Package.

The requests in the draft Legislative Package generally originate from the City Council, City staff, and boards and commissions, with additional input coming from the public through the public hearing process. For the past several months, staff has worked with Council members,



City departments, and boards and commissions to develop the proposals included in the City's 2020 Legislative Package.

The proposed 2020 Legislative Package has the proposals organized into two sections - Legislative Principles and Legislative Priorities.

The section of Legislative Principles is structured around the City's Strategic Plan and creates a clear nexus between the City's goals and the legislative and funding measures necessary for us to achieve these goals. The Legislative Principles are, generally, broadly crafted and focus on comprehensive legislative strategies rather than specific legislative tactics. **The one most directly tied to transportation states:**

*As we work to support a wide variety of safe, connected, multimodal transportation options in our City that enable access to daily activities in our community and our region, the City supports legislation and budget priorities that ensure Alexandria has safe, reliable and frequent mobility choices regardless of resources or ability. As we work to create a community where various forms of transportation use and share our roads safely and efficiently, the City supports legislation that protects vulnerable road users, including bicyclists and pedestrians. The City supports efforts in the General Assembly that help us achieve our Vision Zero goal to eliminate all traffic deaths and serious injuries in our community by 2028.*

The Legislative Priorities are, generally, specific revenue and legislative proposals that the City has identified as the issues of greatest impact to the City. These are the issues the City intends to continue expending significant political capital on and the issues that we intend to ask our General Assembly delegation to engage in on behalf of the City. **The ones related to transportation issues include:**

- *The City supports efforts to protect existing multimodal transportation funding and identify revenue options that will fully restore funding to the Northern Virginia Transportation Authority (NVTA).*
- *The City supports efforts to modernize the local tax structure.*

The full Legislative Package can be found on the [Council Docket](#) page.