



# *Transportation Commission*

**May 19, 2021**

**7:00 PM  
Virtual Meeting**

## **AGENDA**

1. Electronic Meeting Notice (see next page)
2. Public Comment (Not to exceed 10 min)
3. Minutes of the April 21, 2021 Meeting
4. **Discussion Item: Landmark Mall Redevelopment**
5. **Discussion Item: Arlandria-Chirilagua Small Area Plan Update**
6. **Discussion Item: Upcoming Grant Submissions**
  - A. NVT A 70% Grant
  - B. Transportation Alternatives Set-Aside Grant
  - C. Revenue Sharing
7. **Commissioner Updates**
8. **Items for Consent**
  - A. West End Bikeshare Expansion
  - B. Alexandria Mobility Plan
  - C. Duke Street Visioning
  - D. Vision Zero Annual Report
  - E. Low Income Fare Pass Assessment
  - F. WMATA budget
  - G. Bike to Work Day
  - H. Transportation Technology Strategic Plan (TTSP) and Action Plan
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: June 16, 2021 at 7:00 PM*

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*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.*



*Electronic Meeting Notice*

1. Electronic Meeting Notice

Due to the COVID-19 Pandemic emergency, the 5/19/2021 meeting of the Transportation Commission is being held electronically pursuant to Virginia Code Section 2.2- 3708.2(A)(3), the Continuity of Government ordinance adopted by the City Council on June 20, 2020 or Section 4-0.01(g) in HB29 and HB30, enacted by the 2020 Virginia General Assembly (Virginia Acts of Assembly Ch. 1283 and 1289), to undertake essential business. All of the members of the Board and staff are participating from remote locations through Zoom. This meeting is being held electronically, unless a determination is made that it is safe enough to be held in person in the City Council Chamber at 301 King Street, Alexandria, VA. Electronic access will be provided in either event.

Members of the public can join through the following link:

<https://zoom.us/s/93916882867>

Passcode: 986482

Or by phone:

Dial (for higher quality, dial a number based on your current location):

US: +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799

Webinar ID: 939 1688 2867

Passcode: 986482

Public comment will be received at the meeting. There will be a public comment period at the beginning of the meeting and written testimony can be provided until 3PM on 4/21/21 to [Jennifer.Slesinger@alexandriava.gov](mailto:Jennifer.Slesinger@alexandriava.gov).

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**City of Alexandria**  
Transportation Commission

**Regular Meeting**

April 21, 2021  
7:00 p.m.  
Virtual Meeting

**MINUTES**

**Commissioners Present:** Councilman Canek Aguirre, Chair Melissa McMahon, Commissioner Casey Kane, Commissioner John Goebel, Commissioner Bill Pugh, Commissioner Jeremy Drislane, Commissioner Larry Chambers, Commissioner Bruce Marsh, Commissioner Jeffrey Bennett.

**Staff Present:** Christopher Ziemann - Transportation Planning Division Chief, Jennifer Slesinger - Transportation Planning Division, Sharese Thomas - Transportation Planning Division, Jose Ayala – Planning & Zoning, Martin Barna - DASH.

Audio/Visual presentation is available online:

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

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

**1. Electronic Meeting Notice**

**2. Public Comment Period**

Jim Durham with Grass Roots Alexandria endorses the Transit Development Plan with a couple comments. The new DASH network would drastically increase the percentage of low-income residents that are served by frequent all day service by 250% from 29%. For residents of color that would increase by 320%. Grass Roots strongly supports this anti-poverty pro-environment update to the DASH network.

They have two comments. First, they support free or reduced fares for low-income residents. Second, to further advance equity in the plan they support all day service along the Duke Street Corridor which is a high density low-income residential area. It would impact 24,000 minority residents who would have access to frequent all day service.

Grass Roots Alexandria suggested that the Transportation Commission consider adding the verbiage “We strongly support adding all day frequent service as soon as possible to the Duke Street Corridor,” in its letter to the DASH Board of Directors.

### 3. **March Meeting Minutes**

**Motion to accept the minutes as amended:** Commissioner Kane

**Second:** Commissioner Marsh

Motion carries unanimously.

### 4. **ACTION ITEM: Alexandria Mobility Plan – Public Hearing**

**ISSUE: Hold a public hearing on the draft Alexandria Mobility Plan during the public comment period.**

**RECOMMENDATION:** That the Commission hold a public hearing for formal consideration of the draft plan and consider public comments.

**DISCUSSION:** Jennifer Slesinger, Principal Planner, presented an update of the Alexandria Mobility Plan. The Commission agreed to hold a public hearing on the draft plan at the April meeting.

#### **PUBLIC HEARING:**

Ken Notis spoke on behalf of Liveable Alexandria, citizens who support transit and smarter growth principles, in support of the Alexandria Mobility Plan (AMP) and its adoption. They would like to endorse the plan and would like it to move forward towards adoption. Liveable Alexandria believes the AMP will improve mobility for people traveling by all modes and will help advance a prosperous sustainable and equitable community.

Jim Durham, speaking as a resident of the Seminary Hills area, supports the AMP but suggested several items. First, that words are more carefully considered. For example, to change “faster speeds for buses” to “reduce travel times.” Second, he would like to support the strategy for free or reduced fares for low-income residents, but notes that it is important to have a corresponding metric. He also suggests reviewing other metrics to make sure they capture what we care about and suggests changing “reduce crashes” to “reduce crashes that result in a serious injury or fatality.”

Mary Harris spoke on behalf of The Old Town North Civic Association and would like to thank staff and the Commission for addressing equity in the draft AMP. She suggests that because the draft is difficult to navigate, adding an implementation section that includes a matrix with strategies, actions, and timelines in one chart. In addition, she notes that having accurate metrics is important and adding baseline conditions allows projects to be prioritized and that the metrics should be more carefully considered.

#### **Commission Discussion**

Commissioner Marsh believes vehicle travel and traffic is addressed in almost every chapter which, he thinks addresses community concerns and provides a good modal balance throughout the document. However, he suggested staff create a report laying out the intended strategy for a five-year check-in/update.

Commissioner Kane pointed out that we should recognize some streets have red light cameras and the inconsistency of cut through traffic numbers. Commissioner Kane suggested using cut through traffic in different locations throughout the City as a metric and establishing a baseline. In addition, he would like to know if we are declaring that all BRT would be electric. Commissioner Kane will follow up in an email with his complete feedback.

Chair McMahon commented on the following items and also agreed to provide written feedback:

- Revisit strategy 2, that new development does not overburden the street network. There is no definition of overburden; should ensure new development pulls its own weight for multimodal investments

- The parking chapter should list more programs
- Add priority sidewalks and bike maps

**5. ACTION ITEM: Proposed City FY 2022 Operating Budget and FY 2022-2031 Capital Improvement Program – Public Hearing**

**ISSUE:** Consideration of the City Manager’s proposed FY 2022 – FY 2031 transportation budget.

**RECOMMENDATION:** That the Transportation Commission hold a public hearing and provide comment on the proposed transportation related budget items in the City Manager’s budget.

**DISCUSSION:** Jennifer Slesinger, Principal Planner, presented the City Manager’s proposed budget. A public hearing was held for feedback on the City’s FY22 Budget as it relates to transportation.

**PUBLIC HEARING:**

Jim Durham, resident of Seminary Hills, emphasized a key component to achieve safe streets is having enough staff for the Complete Streets program. The pace of Complete Streets is limited by the amount of staffing. Mr. Durham suggests increasing staff.

Chair McMahon recognized this is an issue that the Transportation Commission is aware of and has highlighted to Council in the past.

**6. ACTION ITEM: FY 2022 – FY 2027 DASH Transit Development Plan (TDP) Consideration of Endorsement**

**ISSUE:** Consideration of endorsement for the FY 2022 – FY 2027 DASH Transit Development Plan (TDP), which includes the implementation of the “New DASH Network” from the 2022 Alexandria Transit Vision (ATV) Plan.

**RECOMMENDATION:** That the Transportation Commission submit a letter to the DASH Board of Directors in support of the approval of the FY 2022 – FY 2027 TDP.

**DISCUSSION:** Martin Barna with DASH, presented an update of the FY22 New DASH Network. **The New DASH Network is the first phase of the Alexandria Transit Vision (ATV), and represents a reduced, cost neutral version of the Final 2022 ATV Plan that was adopted by the ATC Board of Directors in December 2019. Some of the major changes to the New DASH Network are new bus line numbers, new bus lines, and frequent all day bus service.** Mr. Barna requested feedback from the Commission to give to the DASH Board at its meeting in May for the adoption of FY22 New Dash Network.

**Motion to endorse the letter with amended changes to insert the sentence “adding frequency at Duke Corridor when feasible:** Commissioner Kane

**Second:** Commissioner Bennett

Motion carries unanimously.

**7. INFORMATION ITEM: FY 2022-2027 Six Year Improvement Program – Update on CTB Process**

**ISSUE:** Update on the process of Commonwealth Transportation Board (CTB) approval of the Draft Fiscal Year (FY) 2022-2027 Six Year Improvement Program (SYIP).

**RECOMMENDATION:** That the Transportation Commission receive the information on the upcoming

process for approval of the FY 2022-2027 SYIP

**DISCUSSION:** Chris Ziemann, Division Director, presented an update on the CTB Process. The public comment period will be from May 3<sup>rd</sup> to May 17<sup>th</sup>. Staff will take the public comments to revise funding recommendations and present them to the CTB in June for any changes and final adoption. Last fall staff submitted four applications for consideration, but Council has just decided to defer the Upper King Street project application to conduct more analysis and engagement in order to avoid potential future rescoring and loss of funding. The planning will start this fall for the Upper King Street Project.

## **8. Commissioner updates**

**Commissioner Bennett** – Highlighted the Mayor’s proposed DASH fare free program.

**Commissioner Kane** - Will be meeting with the Eisenhower West Landmark Van Dorn Implementation Advisory Group on April 28<sup>th</sup> from 6:00-8:00 p.m. There will be a Landmark Community meeting on May 13<sup>th</sup> from 7:00-8:30 p.m. to answer questions from the Community. The Traffic and Parking Board (T&PB) met on March 22<sup>nd</sup> and received an update on the proposed Taxi regulation changes for City Council’s approval. T&PB approved an administrative procedure to allow staff to remove parking at legal crosswalks particularly at corners to make them safer for pedestrians, and to install crosswalks without having to get T&PB approval first. However, there is a protection process for residents who are concerned about losing parking in their area. In addition, T&PB discussed removal of several stop signs. The next Traffic and Parking Board meeting will be on April 26<sup>th</sup> at 7:00 p.m.

**Commissioner Marsh** – On March 22<sup>nd</sup> there was a video update for the Potomac Yard Metro Implementation Group (PYMIG). Commissioner Marsh followed-up on the stop signs that were installed for the bike path located near the construction entrance on Potomac Avenue. Because of trucks coming out of the construction site, three-way stop signs were installed for safety reasons. Also, discussed was the pedestrian and cyclist interface coming out of the South Pavilion for the Metro Station. The City presented a two-phase plan to address the concern for having a bike path, a walkway located on Potomac Avenue, and an entrance to the Metro. As part of the first phase before the station opens the City is going to install signage, striping, and a crosswalk signal for pedestrians to cross the bike path and street at Potomac Avenue. The City will observe and adjust as needed after the station opens. Construction is continuing for fill-in of the tracks, and on the mezzanine in the North and South Pavilion. The next video update is April 26<sup>th</sup>.

**Commissioner Pugh** – suggested having the joint work session with the Planning Commission and the Environmental Protection Commission in early September to provide input for the taskforce meeting when they consider strategies during their retreat in September. Commissioner Pugh will confirm the date of the EPC retreat and let staff know. Staff will follow-up with Chair McMahon on scheduling a date for the joint work session.

## **9. Items for Consent**

The Commission discussed the following topics from the Items:

- A. Visualize 2045 Conformity - On April 21<sup>st</sup> the Transportation Plan Board (TPB) discussed climate change as it relates to transportation emissions, reimagining post pandemic travel patterns and addressing equity issues. The modeling process proposed for the Conformity Analysis is using the 2014 telework patterns. Commissioner Pugh suggested that anyone interested in the Regional

Transportation Plan should provide feedback on the Conformity Analysis. Please contact Councilman Aguirre, the City's representative on the Transportation Planning Board directly to provide feedback. The next Transportation Planning Board meeting is in June.

**Adjournment**

At 9:45 pm, the Transportation Commission adjourned.

# City of Alexandria, Virginia

## MEMORANDUM

DATE: MAY 19, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION  
PLANNING

SUBJECT: AGENDA ITEM #4 – LANDMARK MALL CDD CONCEPT PLAN

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**ISSUE:** Consideration of the Landmark Mall Coordinated Development District (CDD) Concept Plan, which implements goals and policies of the Transportation Master Plan, Vision Zero, the Alexandria Transit Vision Plan, the Complete Streets Policy, and the Landmark/Van Dorn Corridor Plan as amended.

**RECOMMENDATION:** That the Transportation Commission provide discussion and general feedback on the transportation, pedestrian, bicycle, transit, and traffic-related elements of the Landmark Mall CDD Concept Plan, which is scheduled for the June 24 Planning Commission and July 6 City Council hearings for consideration for approval.

**BACKGROUND:** The Landmark Mall CDD Concept Plan was submitted for review in December 2020 following the 2018-2019 re-planning process which resulted in an amendment to the 2009 Landmark/Van Dorn (LVD) Corridor Plan to include a Landmark Neighborhood Chapter. The Landmark Neighborhood Chapter reflects updated transportation and pedestrian safety policies adopted since the LVD Corridor Plan's adoption in 2009.

In addition to this current CDD/Rezoning process, enabling the site's redevelopment is the public private partnership between the City and the development joint venture between the applicant (local real estate development firm Foulger-Pratt) and property owners (the Howard Hughes Corporation and Seritage Growth Properties). The City's public investment includes \$54M in public bond funds to acquire land to lease to Inova for a relocated and upgraded hospital with level 2 trauma and cancer center as well as \$76M in public bond funds for site preparation and infrastructure costs, including the removal of the Duke Street flyover.

**DISCUSSION:** Consistent with the goals of the Transportation Master Plan and draft Alexandria Mobility Plan, Vision Zero, the Alexandria Transit Vision Plan, the Complete Streets Policy, and the Landmark/Van Dorn Corridor Plan, the Landmark Mall CDD Concept Plan illustrates a future mixed-use neighborhood that enhances safety, access, and connectivity to and within the site in the following ways:



**On-site Complete Streets:** The CDD Concept Plan prioritizes safety for pedestrians, cyclists, and motorists by incorporating a new grid of public and private streets with adequate space for all users. In addition to on-street parking, the Plan includes two-way separated bike lanes on three interior streets and wide sidewalks for stormwater management, shade trees and plantings, clear pedestrian paths, and outdoor dining, where appropriate.

**Safe Access and Connectivity to Surrounding Neighborhoods:** The CDD Concept Plan illustrates the removal of the Duke Street fly-over that currently bifurcates the site from surrounding neighborhoods. Accompanying the two existing intersections along Duke Street and N. Van Dorn Street are three proposed intersections, with all five incorporating enhanced pedestrian crossings. Additionally, the Plan incorporates a redesigned junction with I-395 at Duke Street and S. Walker Street - one of the highest crash locations in the City - to provide safer access to the site, with particular attention paid to emergency vehicles headed to the hospital. The Plan also links a 12-ft. shared use path on the edge of the site along Duke and N. Van Dorn Streets to the planned wider sidewalks and multiuse path that VDOT is constructing on the Duke Street bridge over I-395. Finally, the Plan illustrates an area in the northeast corner of the site for a potential landing for a potential pedestrian/bike bridge across I-395, should future funding become available.

**Landmark as a Regional Transit Hub:** The CDD Concept Plan shows a relocated bus transfer station from under the legacy parking garage (intended to remain in full) to a new centrally located hub to more efficiently serve the increased transit service anticipated as part of the New DASH Network, West End Transitway, Duke Street Transitway, additional WMATA trips, and future Fairfax County Connector buses.

Additionally, the CDD Concept Plan and rezoning process includes a traffic analysis which concludes that the Plan will not have a detrimental impact on the surrounding transportation network and will improve multi-modal choices.

# City of Alexandria, Virginia

## MEMORANDUM

DATE: MAY 19, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION  
PLANNING

SUBJECT: AGENDA ITEM #5 – ARLANDRIA-CHIRILAGUA SMALL AREA PLAN  
UPDATE

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**ISSUE:** An update of the Arlandria-Chirilagua planning process.

**RECOMMENDATION:** That the Transportation Commission provide feedback on the Arlandria-Chirilagua Plan process and information presented.

**BACKGROUND:** In fall 2019, the City launched a community planning process in Arlandria-Chirilagua and Del Ray to update the 2005 Mount Vernon Avenue Business Plan and the 2003 Long-Term Vision and Action Plan for the Arlandria neighborhood. Updating the objectives and strategies for achieving the long-term vision is particularly important with the planned phased arrival of Amazon in Crystal City, the Virginia Tech Innovation Campus in North Potomac Yard, and the opening of the Potomac Yard Metrorail Station.

In early 2020, before the COVID-19 pandemic, staff shared with Planning Commission and City Council the progress and momentum gained during the fall 2019 Arlandria-Chirilagua and Del Ray community listening sessions. However, because of the COVID-19 pandemic, the City recommended two separate planning processes to ensure appropriate community engagement. The first phase focuses on Arlandria-Chirilagua, which concentrated on housing affordability earlier this year with other topics to follow, such as mobility, open space, and land use later this year. Engagement in Arlandria-Chirilagua is Spanish-first with English translation through City convened events, existing organizations, pop-ups, open houses, and stakeholder meetings.

**DISCUSSION:** Objectives for the Arlandria-Chirilagua Plan (Plan) update were developed with an understanding of the market pressures from new development in the surrounding area and through conversations with the community since 2019. The Plan objectives are to:

- Preserve Arlandria-Chirilagua as a culturally diverse neighborhood
- Protect residents' ability to remain in the community amidst anticipated market pressures by preserving and expanding housing affordability and opportunity.
- Support existing commercial corridors and local businesses.

- Build on neighborhood walkability, safety, and transportation options.
- Connect and expand the open space network with more play areas and outdoor living rooms.
- Empower residents to advocate for their needs and participate in decisions affecting their neighborhood.

### **Community Engagement Comments**

Transportation-related concerns identified from ongoing community engagement include the following:

- ***Pedestrian safety***: Safety at intersection crossings is a significant concern; the community would like to see enhanced safety control measures to protect pedestrians from traffic.
- ***Bicycle safety***: While the Four Mile Run trail connects Arlandria-Chirilagua to other areas of the city, such as Potomac Yard, the neighborhood does not have on-street bicycle facilities – limiting equitable opportunities for community members to move safely around and beyond the neighborhood without an automobile.
- ***Speed on neighborhood streets***: Arlandria-Chirilagua residents have expressed concern about speeding beyond the posted speed limit of 25 MPH, particularly on internal neighborhood streets.
- ***Public transportation cost***: The community has limited economic resources to pay for public transportation and residents have requested that DASH/Wmata consider lowering fare costs for low-income households.

### **Existing Conditions Transportation Study**

To further inform the upcoming development of draft Plan recommendations, a consultant conducted an existing conditions transportation study, summarized in a soon to be released [Arlandria Transportation Existing Conditions Booklet](#). The document addresses the following topics:

- Neighborhood safety and crashes
- Existing AM and PM traffic analysis
- Bus, pedestrian, and bicycle networks

### **Next Steps**

The consultant will conduct a transportation analysis based on future development scenarios to inform draft Plan recommendations related to transportation improvements for the neighborhood. This analysis will look broadly at levels of development potential and density. Staff from P&Z and T&ES will continue working with the community to develop recommendations addressing transportation-related concerns during Summer/Fall 2021. The final recommendations will be shared with the Transportation Commission for their consideration in late 2021. On a parallel track, T&ES staff will be developing short-term intersection-level concepts to address safety concerns identified by the community over the summer and fall of 2021.

# City of Alexandria, Virginia

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## MEMORANDUM

DATE: MAY 19, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION  
PLANNING

SUBJECT: AGENDA ITEM #6 – UPCOMING GRANT SUBMISSIONS

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**ISSUE:** Consideration of Grant Applications to the Northern Virginia Transportation Authority (NVTA) for transportation projects eligible under the 70% Discretionary Grant (FY2026-27), and to the Virginia Department of Transportation (VDOT) for the Transportation Alternatives (TA) Set-Aside Program (FY2023-24) and for transportation projects eligible under the Revenue Sharing program.

**RECOMMENDATION:** That the Commission review and provide input on staff's recommended projects for the NVTA 70% Discretionary Grant and the VDOT TA and Revenue Sharing programs.

**BACKGROUND:**

**NVTA 70% Discretionary Grant**

HB2313 (2013) established a funding stream for transportation in Northern Virginia enabling the Northern Virginia Transportation Authority to address regional transportation challenges. HB2313 separates these funds into "70% Regional Revenues," which are allocated by the Authority to regional transportation projects; and "30% Local Distribution Revenues," which are distributed to localities for locally determined transportation projects and priorities.

There are several steps that have to be followed for a project to be selected for funding by the NVTA using its 70% revenues. First, the project must be included in the Authority's current long-range transportation plan, entitled TransAction, which was last updated in 2018. Second, the project must be evaluated under a 2012 law known as House Bill (HB) 599. The HB 599 evaluation process, which only applies to Northern Virginia, rates each project on a scale of 0 to 100 based on the amount of congestion reduction it provides. Finally, the Authority incorporates the HB 599 ratings for each project into its project selection process that considers additional criteria such as project readiness, urgency, safety and cost sharing. The Authority gives priority to projects that provide the greatest congestion reduction relative to cost.

For FY 2024-2025, the City received \$75 million for the design, construction, and rolling stock for the Duke Street Transitway.

In deciding what projects to apply for NVTA 70% funds, staff considered the following elements:

- 1) Inclusion in TransAction
- 2) Inclusion in the CIP
- 3) Inclusion in the unfunded Transportation Commission's Long Range Plan
- 4) Relevance to the Transportation Master Plan
- 5) The necessary public process
- 6) Staff's ability to execute the project in the necessary timeframe
- 7) Other funding sources available
- 8) Likely competitiveness with other regional projects

### **VDOT Transportation Alternatives (TA) Program**

The TA Set-Aside program is a state administered, federally funded grant program for engineering projects that support non-motorized travel. TA grants are awarded every two years. Each application can include funding requests covering two years. The maximum award is \$1 million dollars per fiscal year for each project (\$2 million total). Federal Transportation Alternatives Set-aside funding can reimburse up to a maximum 80% of eligible project costs. A local match contribution of 20% or more is required to pay for the remaining project costs.

In determining what to apply for for TA funds, staff considered:

- 1) Inclusion in the CIP (project or program)
- 2) Inclusion in the unfunded Transportation Commission's Long Range Plan
- 3) Relevance to the Transportation Master Plan
- 4) The necessary public process
- 5) Staff's ability to execute the project in the necessary timeframe
- 6) Other funding sources available

### **VDOT Revenue Sharing Grant**

The Commonwealth of Virginia's Revenue Sharing Program provides funding for use by a county, city, or town to construct, improve, or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with certain limitations on the amount of state funds authorized per locality. Applications for revenue sharing funds can be made for multiple types of projects including reconstruction and maintenance. Reconstruction focuses on streets in the worst condition and includes significant road base remediation along with milling and paving. The City last received Revenue Sharing funding for FY 2020 and FY 2021 for reconstruction of several streets on the paving schedule.

## **DISCUSSION:**

### **NVTA 70% Discretionary Grant**

For FY 2026-2027, the City is considering one project: the Route 1 Metroway Extension.

#### Route 1 Metroway Extension

The Route 1 Metroway Extension project will extend the Route 1 Metroway dedicated lanes from where they currently terminate at Route 1 / E. Glebe Road, two blocks to the north to Evans Lane, consistent with the North Potomac Yard Small Area Plan (amended in 2017). Ultimately, the dedicated lanes will turn east through the Potomac Yard shopping center, and north along Potomac Avenue, as part of Phase 2 of the Potomac Yard redevelopment, to be designed and constructed by the developer. These dedicated transit lanes are essential in improving mobility within the Potomac Yard area, and providing good transit connections to the future Potomac Yard Metrorail station. The City currently has \$5 million in Amazon incentive package funds (\$2.5 million in Transitway Capital Assistance funds, and \$2.5 million in CMAQ funds) for the planning, design and construction of the Metroway extension. In 2019, staff had prepared a cost estimate of \$8.3 million for the project. An updated project cost estimate will be prepared this summer by a project cost estimating consultant to determine the amount of additional funding needed.

#### **VDOT Transportation Alternatives (TA) Program**

For the FY 2023-2024 application process, staff recommends applying for funds for a Safe Routes to School (SRTS) project, which will design and construct curb extensions, pedestrian refuges, and crosswalk improvements in the vicinity of elementary schools throughout Alexandria. Safe Routes to School is a program funded in the CIP, but not all projects identified in walk audits are fully funded.

#### Safe Routes to School Pedestrian Improvements

In 2017, the City conducted walk audits for the City's elementary and K-8 schools to identify safety improvements for students walking or bicycling to or from school. The final walk audit reports included approximately 250 infrastructure recommendations near these schools.

The proposed project would implement some of these recommendations by designing and constructing improvements at approximately 26 intersections or midblock locations near elementary and K-8 schools throughout Alexandria. The improvements would include curb extensions, median refuges and improved crosswalks. If awarded, design is anticipated to begin in 2023 with construction beginning in 2025. An updated project cost estimate will be prepared this summer by a project cost estimating consultant to determine the amount of funding needed.

#### **VDOT Revenue Sharing Grant**

Staff is preparing an application for the entire paving program for FY 2027 and FY 2028 (grant would fund 50%), to be submitted to City Council for approval in September. In the past, the City has applied for and been awarded \$2-3 million. Because the maximum application award is \$5 million, staff will also be applying for funds for bridge maintenance. In the next month, staff will develop the full list of projects and finalize a dollar amount for the application not to exceed \$5 million per year over the two-year grant period.

*City of Alexandria, Virginia*

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**MEMORANDUM**

DATE: MAY 19, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION PLANNING

SUBJECT: AGENDA ITEM #8 – ITEMS FOR CONSENT

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

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

**A. West End Bikeshare Expansion Project Update**

For the West End Bikeshare Expansion Project, a total of seven stations are planned for installation this winter and spring. Four stations have been installed to date and the remaining three are expected to be installed in June. At the completion of this expansion project, there will be a total of 44 Capital Bikeshare stations in the City of Alexandria.

<b>Location</b>	<b>Status</b>
South Whiting Street at Lane Drive	Installed in February
North Hampton Drive at Ford Avenue	Installed in February
Taney Avenue at North Howard Street	Installed in March
Kenmore Avenue at Seminary Road	Installed in April
Fillmore Avenue at Bisdorf Drive, southeast corner (on-street)	Approved by Traffic & Parking Board in February. Installation expected in June, pending City paving schedule.
North Howard Street at North Imboden Street (on-street)	Approved by Traffic & Parking Board in February. Installation expected in June.
Virginia Theological Seminary	Location approved, City finalizing agreements with the property owner. Installation expected in June.

Staff is continuing to work towards the next phase of expansion with VDOT funding, which is expected to begin in fall/winter 2021 and will increase the Capital Bikeshare system by an additional 17 stations. The remaining 9 stations funded by VDOT grant funding are expected to be installed in 2022/2023.

### **B. Alexandria Mobility Plan**

The Alexandria Mobility Plan comment period was open from March 31 to May 2 and resulted in 550 submissions on the online feedback form. Staff will review feedback received and discuss next steps to finalize the plan with the Alexandria Mobility Plan Advisory Committee at their next meeting on May 26. Below is the tentative schedule to plan completion:

- May - Post feedback form responses online by Friday, May 21.
- June - Share proposals for changes based on feedback with the community, with direct notification to AMP participants
- Summer - Make revisions to plan
- Fall - Seek:
  - AMPAC and Transportation Commission endorsement
  - Other Commission endorsements
  - Council adoption

### **C. Duke Street Visioning**

T&ES will begin a 12-18 month public outreach and planning effort to determine the future of transit on the Duke Street Corridor. The 4.5 mile corridor connects the future redeveloped Landmark Mall site with the King Street Metrorail station. The corridor is a key east-west transportation route in Alexandria, connecting a wide variety of high to medium density residential communities, commercial businesses, the Landmark Mall Bus Transfer Center (to be the Transit Center with new development), the King St. Metrorail Station, as well as providing key vehicular access to I-395, I-495, and Richmond Highway. The public outreach effort will kick off with a Duke Street Corridor week on June 19<sup>th</sup>. Details of the week's events are being finalized, but they will include a public webinar event, pop-up stations at shopping centers, parks, apartments and other areas along the corridor, and bus stop interviews and outreach. The Duke Street Corridor Week events will be posted on the project [website](#) in early June.

### **D. Vision Zero Annual Report**

The Vision Zero Annual report is live on [the Vision Zero webpage](#). The annual report includes highlights of progress on Action Items, annual Engineering Priority Items, legislative changes, and crash data as well as a look-ahead for 2021. In summary, with the pandemic that drastically reduced traffic congestion at all times of the day, Alexandria saw more speeding on most streets.



While the number of total crashes was less than half that of the two previous years, fatality rates stayed somewhat constant. Injury crashes were half that of 2019, however crashes involving people walking and biking saw a smaller decline than expected.

Staff was faced with budget cuts due to the pandemic, but was still able to make progress with funding that was rolled over from previous fiscal years.

Key legislative items passed and became effective in 2020 and early 2021 which improves safety for all road users. This includes the hands free bill, the allowance of automated speed enforcement in school zones, the requirement to stop instead of yielding for pedestrians, clarifications on a driver's ability to use a bicycle lane to pass, increased penalties for crashes involving vulnerable road users, and more recently, the ability for jurisdictions to adopt ordinances to lower speed limits below 25 mph but not lower than 15 mph in certain circumstances. Staff continues to work through all of the Action Items and Engineering Priority Items in the 2017 plan.

In 2021, staff will continue to focus resources on high crash and equity emphasis areas to continue to build safer streets for all users. One of the key efforts in 2021 will be to update the [2017 in-depth data analysis](#) to reflect crash data from 2015-2020 to determine high crash corridors and high priority intersections for safety improvements as well as to update the [Vision Zero dashboard](#) to show all safety data in one place in a more user friendly format. The top five high priority intersections that are not already included in a capital project will be selected for intersection safety audits that will result in recommendations to address crashes.

#### **E. Low Income Fare Pass Assessment**

In 2020, the Metropolitan Washington Regional Council of Governments (MWCOC) awarded the City a Transportation-Land Use Connections grant to study different transit fare pass options that would benefit low-income individuals in the city. This assessment, conducted in partnership with MWCOC and DASH and in collaboration with WMATA, included a review of low-income fare and fare-free programs in other cities, recommendations on how a low-income fare pass program could be administered in Alexandria, and a ridership and cost analysis of different types of potential low-income and fare-free programs. This study helped to inform Council's decision for DASH to go fare free when the [New DASH Network](#) is introduced in September 2021. Study materials can be found at [alexandriava.gov/transit](http://alexandriava.gov/transit).

#### **F. WMATA Budget**

On April 22, the WMATA board adopted its [FY 2022 operating budget and capital Budget and 2022-2027 Capital Improvement Plan](#). The operating budget includes the planned service improvements for calendar year 2022 extended through the full fiscal year. Originally, before the American Rescue Plan (ARP) Act was passed, service was going to be significantly

restricted in calendar year 2022. Beginning in [June](#), modified peak period service will resume in Alexandria, including the 11C, a modified 11Y, to Braddock and the 21C, a modified 21A and 8Z. These services can be more fully restored as ridership warrants. Additional service will be restored in September. The board discussed the potential for making amendments to the budget to further incorporate fare or service changes that are enabled with additional ARP funds.

### **G. Bike to Work Day**

The City of Alexandria encourages the community to participate in National Bike to Work Day on Friday, May 21. The annual event invites the public to consider bicycle commuting as an affordable, efficient and environmentally friendly way of getting to work.

Alexandria residents will be among the thousands of area commuters who celebrate Bike to Work Day by cycling to pit stops (and back home to work if applicable) and participating in special events around the City and throughout the region.

Participants can register at [biketoworkmetrodc.org](http://biketoworkmetrodc.org) for activities at three of eight Alexandria “pit stops:”

- Conte’s Bike Shop (1101 King St) from 6:30 to 9:00 a.m. **(City-sponsored pit stop)**
- Pedego Bikes (210 N. Lee St) from 6:30 to 9:00 a.m. **(City-sponsored pit stop)**
- Big Wheel Bikes (2 Prince St) from 6:30 to 9:30 a.m. **(City-sponsored pit stop)**
- Carlyle (300 John Carlyle St.), from 6:00 to 9:00 a.m.
- Del Ray (2704 Mt. Vernon Ave.), from 6 to 9 a.m.
- Fairlington Centre (1711 Centre Plaza), from 6:30 to 9 a.m.
- Mark Center North Parking Garage (across from 4825 Mark Center Drive), from 7 to 9 a.m.
- National Landing (3030 Potomac Ave) from 3 to 6 p.m.

Due to limitations related to the pandemic, the Market Square pit stop will not be offered this year. However, there are three City-sponsored pit stops that will have grab-and-go refreshments as well as swag and an opportunity to practice putting your bike on a bus rack.

Bike to Work Day is free and open to all commuters, but [registration](#) is required. The first 15,000 cyclists who register will receive a free t-shirt.

**For more information about National Bike Month and Alexandria’s Bike to Work Day events, visit [alexandriava.gov/GOAlex](http://alexandriava.gov/GOAlex).**

### **H. Transportation Technology Strategic Plan (TTSP) and Action Plan**

The Transportation Technology Strategic Plan (TTSP) is a first-of-a-kind initiative to take a comprehensive and multimodal position on how transportation technology can be leveraged to support the NVTA’s vision for the NoVA transportation system in the coming years. Subject to Authority approval, this proactive initiative will be integrated with TransAction, NVTA’s long range plan. As part of TransAction, the TTSP is one of many factors that may necessitate a review of, and possible enhancements to, NVTA’s project selection process for future Six Year Program updates.

Since NVTA’s Six Year Program is based on the prevailing adopted version of TransAction, any changes would not come into effect until the FY2024-2029 Six Year Program at the earliest, which is the first update following the anticipated adoption of TransAction in November 2022. Additionally, the TTSP will potentially support NVTA’s Legislative Program, technology-related outreach/education, and development of regional transportation policy guidance.

The plan is comprised of eight strategies, each of which has been evaluated in terms of NVTA’s three core values; safety, equity and sustainability. The strategies are as follows:

Recommended Strategies		Intent of Strategy (long term)
1	Reduce congestion and increase throughput	Support deployment of transportation technologies that improve performance and optimize efficiency of the regional multimodal transportation system
2	Maximize access to jobs, employees and housing	Support deployment of transportation technologies that increase travel options and awareness of them
3	Maximize cybersecurity and privacy for members of the public	Monitor concerns on behalf of Northern Virginians, and leverage NVTA processes where appropriate and feasible
4	Minimize potential for zero occupancy passenger vehicles	Identify measures to address avoidable increases in passenger vehicle miles traveled
5	Develop pricing mechanisms that manage travel demand and provide sustainable travel options	Identify technology-related measures at a regional scale to dynamically address congestion, including incentives; revenues will be re-invested in equitable solutions
6	Maximize the potential of physical and communication infrastructure to serve existing and emerging modes	Support adaptation of existing resources to support desirable technologies such as CASE vehicles, travel apps, micro modes and robust data collection
7	Enhance regional coordination and encourage interoperability in the transportation system	Leverage regional synergies in the deployment of transportation technologies
8	Advance decarbonization of the transportation system	Support deployment of transportation technologies that reduce greenhouse gas emissions

Several NVTA committees have reviewed and provided feedback throughout the planning process. The draft plan that NVTA will be voting to adopt at its May meeting is available on their [website](#).