



City of Alexandria
Transportation Commission

Regular Meeting

March 20, 2019
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Chairman Stephen Klejst, Vice-Chair Melissa McMahon, Commissioner Alyia Gaskins, Commissioner Bruce Marsh, Commissioner Jake Jakubek, Commissioner Casey Kane, Commissioner Carolyn Schroeder, Councilman John Chapman.

Staff Present: Christopher Ziemann - Transportation Planning Division Chief, Christine Mayeur - Transportation Planning Division, Quanice Lawson - Transportation Planning Division, Thomas Hamed – Mobility Services Division, Ashley Labadie – Department of Planning and Zoning, Carrie Beach - Department of Planning and Zoning.

Audio/ Visual presentations are available online:

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

Chairman Stephen Klejst called the Transportation Commission meeting to order at 7:03 pm.

1. Public Comment Period

Courtney Roberts, an Alexandria Resident, made a public comment about the Shared Mobility Device Pilot Program also referred to as the Dockless scooter program. Roberts provided a letter to the commission that expressed concern for the safety of riders, non-riders and animals. Commission asked staff for an interim data report on the Pilot Program in June 2019.

2. January Meeting Minutes

Commissioner Kane made a motion to approve minutes as presented. Motion carried.

3. Updates to Receive (Consent Items)

The Commission received written updates about the following:

- A. Complete Streets and repaving
- B. Dockless Devices
- C. Legislative Update
- D. Council Work Session
- E. Alexandria Mobility Plan Update

4. Commissioner Updates

Chairman Klejst: The Metrorail Shutdown is now titled the Platform Improvement Project. DASH acquired a large number of new buses to assist with the shuttle service. Martin Barna, Director of Planning at DASH presented a draft of the FY2020 Transit Development Plan (TDP). A public hearing will be held at the Alexandria Transit Company (ATC) Board Meeting on April 10 and final adoption is scheduled for May or June.

Vice Chair McMahon: The Alexandria Transit Vision Study held its second round of engagement, which included workshops, pop-up events, and online feedback in February & March 2019. The next ATC Board Meeting is scheduled for April 10, 2019 at City Hall at 5:30pm. Please visit their [website](#) for more information.

Commissioner Kane: The Traffic and Parking Board discussed parking and approved the installation of No Turn Restrictions at the Porto Vecchio Driveway and Washington Street. Traffic and Parking Board will hold its next meeting on March 25, 2019. In addition to other requests, the board will discuss WMATA's request to modify Washington Street, East Abingdon Drive and West Abingdon Drive high occupancy vehicle (HOV) lane restrictions from HOV-2 to HOV-3 as well as extend the HOV time restrictions by two hours on each street.

Commissioner Marsh: The Potomac Yard Metrorail Implementation Work Group (PYMIG) held a meeting on Monday March 18, 2019. The group discussed three Southwest entrance design ideas and how to determine the final design based on input, refined matrix criteria and initial and final discussions. Contractors will begin the permitting process soon. They expect to have approval and permits obtained in Summer 2019. The next PYMIG meeting is scheduled for April 22, 2019 at Charles Houston Recreation Center at 7pm.

Commissioner Schroeder: The Eco-City Summit was held on March 9, 2019 at Francis C. Hammond Middle School at 9:30am - 12:30pm. The Environmental Action Plan draft will be released to the public in early April 2019 for public comments. The Environmental Policy Commission will hold a Work Session on April 1, 2019. The City will host an Earth Day Event on April 27, 2019 at Lenny Memorial Fields at Braddock Park at 10am-2pm.

5. Vision Zero Update – TES and APD

Christine Mayeur, Complete Streets Program Manager, provided an update on City-Wide Crash Data for the [Vision Zero Program](#). In support of the guiding principles and strategies, the [Vision Zero Action Plan](#) sets out to eliminate all traffic-related serious injuries and fatalities by 2028. The City is able to [share updated data](#) related to police-reported crashes, however there is not yet have enough data to fully demonstrate the effect of Vision Zero efforts.

Year	City-wide Crash Data (2016-2018)				
	Total # of Crashes	# of Fatalities*	# of Crashes with Injuries	# of bicycle-involved crashes	# of pedestrian-involved crashes
2016	1295	4	236	18	69
2017	1106	3	258	19	62
2018	1141	5	356	22	61
Total (2016-2018)	3542	12	850	59	192

*Note: 2018 data is considered preliminary until a final dataset is approved in March 2019

With the finalization of the 2018 crash data, a more detailed annual report will be published in late April 2019. TES has implemented dozens of safety improvements with more programmed in 2019. Because 2018 is

the first year of implementation of the Vision Zero initiative, there is not yet enough data to make determinations about the effectiveness of the Vision Zero program. However, TES' goal is to have data by 2021 that shows the improvement in safety and a reduction in crashes and crash severity. Mayeur also spoke to the legislative activity relevant to the Vision Zero Program.

Commissioner Gaskins asked Chief Mike May to expand on the how APD plans to change infrastructure. Commissioner Kane asked about the electronic ticketing pilot program. May stated that the pilot program will begin the summer of 2019. **Chairman Klejst asked if it would be done by tablet.** APD affirmed stating that iPhones would also have the capabilities. **Commissioner Jakubek asked staff to expand on left turn traffic calming.** Commissioner Kane asked staff if they **plan to do another speed reduction.** Staff confirmed. Commissioner Bruce asked staff to elaborate on the **increased** number of crashes in 2018. **Staff stated that the Vision Zero initiatives have not had adequate time to benefit the data results.** APD stated that their biggest challenge is distracted driving and mentioned that the Hands-Free driving bill was not approved in 2019 legislative session. Vice Chair McMahan asked why the hands-free driving bill failed. BPAC Chairman Jim Durham spoke about the legislative process on the hands-free driving bill. Commissioner Gaskins asked staff how they plan to change their public outreach strategies to reach the underrepresented communities. Mayeur stated that this would require a significant engineering effort and that the City's main objective is to focus on the communities identified in the data collection. Commissioner asked Mayeur what some of the biggest challenges are in implementing Vision Zero Action Plan initiatives. Mayeur stated that staffing was the biggest challenge. Commissioner Schroder asked Mayeur to expand on the information and materials included in the Defensive Driving initiative. Mayeur explained her involvement in the cities Defensive Driving courses and a plan to develop a public outreach campaign with safety components in Summer 2019.

6. Landmark Mall Redevelopment

Ashley Labadie, Planning and Zoning, presented an update on the [Landmark Mall Redevelopment plan](#) for the Commission's consideration and endorsement. In November 2018, Planning and Zoning initiated an effort to update the 2009 Landmark/Van Dorn Corridor Plan ([2009 Plan](#)) with a new chapter reflecting recommendations for the 51-acre Landmark Mall site, bound by Duke Street, N. Van Dorn Street and I-395. The timing of this effort is closely tied to the current owners' readiness to redevelop the property. The Howard Hughes Corporation now owns two-thirds of the site and is coordinating with Seritage, the owner of the Sears property. The Plan update is intended to address land use and market shifts that have occurred since 2009 as well as to reflect key updates to current City policy, specifically those in the Complete Streets Guidelines and Vision Zero Policy. Community engagement for this process began in November 2018 and has included two community meetings, an open-house and a five-hour community workshop.

The mobility recommendations at this stage have been reviewed and refined through community input over the course of the planning process and build upon the recommendations included in the 2009 Plan. In particular, many members of the community expressed support for increased connectivity and safety for all users, specifically for those walking and biking, with significant enhancements recommended for Duke and Van Dorn Streets. The community also supported a framework plan that features improved access into the site, improved connectivity to the Holmes Run Trail, enhanced bicycle facilities, and an urban transit hub serving residents, employees, and city visitors.

Vice-Chair McMahan asked about the Holmes Run trail connections and how the City's plans to incorporate shared use paths for riders going different directions. Staff will share feedback at the next workgroup meeting. Commissioner Kane asked if the plan will designate the streets as public or private. Staff stated that final determination of the street will be made during the CDD process. Kane went on to suggest that staff consider adding language in the plan to capture infrastructure easement priorities. Staff reiterated that many of the infrastructure details will be determined in the CDD process. Commissioner Schroder expressed concerns about the impact to traffic along the I-395 ramp. Staff stated that their objective is to explore feasibility of the

best options. Commissioner Gaskins expressed concerns about the language in the plan to "pursue" opposed to "explore" recommended options. Commissioner Marsh suggested adding a ramp for limited vehicle use such as buses and emergency personnel. Commissioner Jakubek made a motion to endorse the proposed mobility recommendation of Landmark Mall amendment to Landmark/Van Dorn Street area plan as consistent with the Transportation Master Plan. Motion carried.

7. WMATA Summer Shutdown

Thomas Hamed, Transportation Demand Manager, updated the Commission on the [WMATA Platform Improvement Program](#) (a.k.a. the 2019 Summer Shutdown). In May 2018, the Washington Metropolitan Area Transportation Authority (WMATA) announced closure of all Metrorail stations south of Ronald Reagan Washington National Airport between May 25th and September 2nd of this year. This closure affects all stations in the City (Braddock Rd, King St-Old Town, Eisenhower Ave and Van Dorn), as well as Huntington and Franconia-Springfield in Fairfax County. WMATA is closing these stations to rebuild the platforms, some of which have major structural issues.

The City supports WMATA's decision to close these stations for this work, as the maintenance is needed to prevent safety hazards and improve the customer experience. At the same time, both WMATA and the City expect temporary disruption to travel patterns. WMATA estimates that there are 17,000 boardings per day at these six stations. Both WMATA and the City are working together and planning ways to move current Metrorail riders effectively with as minimal disruption as possible. The City has developed a plan to use four major pillars to focus on during the improvement project. More specifically, [various WMATA shuttles and City/DASH mitigation services](#) will provide enhanced service and the [City along with WMATA and DASH will advertise and promote alternative transportation options](#). The City submitted a proposed budget to the Virginia Department of Rail and Public Transportation (DRPT) on February 15. DRPT may reimburse up to 80 percent of these mitigation costs. Elements of the final plan will be determined after a better understanding of the fiscal impact and reimbursement rates are provided by DRPT.

Councilman Chapman asked staff to consider parking capabilities for ferry riders. Vice-Chair McMahon asked about signage at the airports and shuttle bus bays. Staff reaffirmed there will be WMATA personnel and city staff designated in several Metrorail areas throughout the city. Commissioner Gaskins asked if the staff will be designated at the location throughout the entire duration of the project. Staff confirmed. Commissioner Marsh expressed concern with the substantial demand for bus drivers. Marsh also asked if the shuttle bus drivers will be trained on their designated routes. Staff stated that WMATA will enlist Metrobus drivers to assist in this effort and continues to recruit qualified drivers. Chairman Klejst stated that DASH will recruit drivers for the summer and has a driver qualification program. Councilman Chapman suggested staff initiate a public outreach opportunity prior to presenting to City Council on March 26, 2019. Chapman also suggested staff engage in employer outreach options to promote telework alternatives. Staff is currently working on multiple employer outreach initiatives. Commissioner Gaskins asked staff to consider initiating a way to inform residents of alternative shuttle options available to them. Staff is working on many public outreach methods. Commissioner Kane asked how Fairfax County plans to help the City's mitigation efforts. Staff stated that Fairfax County plans to enhance Fairfax Connector service to route buses to open Metrorail stations and also promote rideshare options.

8. FY2020 -FY2029 Proposed City Budget

Christopher Ziemann, Transportation Planning Division Chief, provided an overview of the transportation highlights of the proposed FY2020-FY2029 City budget. On February 19, City Manager Mark Jinks presented the budget to the Alexandria City Council and the entire document is posted to the City website [here](#).

The City Manager's proposed FY2020-FY2029 Capital Improvement Program (CIP) totals \$1.617 billion, which represents a \$575 million decrease from the approved FY2019 – FY2028 CIP. The proposed CIP maintains the reserved 2.2 cents on the base real estate tax rate for the continuation of the City's Transportation

Improvement Program (TIP) approved by City Council beginning in FY2012 to support capital infrastructure needs and new operating costs associated with new transportation capital projects. The FY2020-FY2029 CIP Budget represents a continued commitment and investment to several areas of critical City infrastructure, including increased investments in school facilities, maintenance of existing City assets and facilities, and substantial investment in the City's combined sewer outfalls (CSO's) to meet State and Federal water quality mandates.

Vice-Chair McMahon asked if the city has done an assessment of the city fleet demands to determine reduction necessities. Councilman Chapman replied that the City did an assessment to potentially combine fleet vehicles with the Alexandria Police Department, but he is not sure of the results. Commissioner Kane asked if the city would consider a smaller fire engine fleet. Kane also asked if Dominion will replace traffic signals LED bulbs. Councilman Chapman confirmed. Kane asked if the new 311 CRM system will incorporate a feedback mechanism to residents. Staff affirmed.

9. Interstate 395 Commuter Choice Grant

Christopher Ziemann, Division Chief, T&ES Transportation Planning, provided an introduction to the [I-395 Commuter Choice](#) Grant application process. As part of the agreement for the High Occupancy Toll (HOT) lanes on I395/95, the operator, Transurban, is required to provide grant funding for the Commuter Choice Program in support of projects that maximize person throughput and implement multimodal improvements. Tolls provide the revenue necessary to fund new projects well into the future. These projects are specifically designed to benefit toll payers. The Northern Virginia Transportation Commission (NVTC), OmniRide/PRTC (Potomac/Rappahannock Transportation Commission), The Department of Rail and Public Transportation (DRPT), the Virginia Department of Transportation (VDOT) and the Commonwealth signed a Memorandum of Agreement (MOA) that will provide a minimum of \$15 million annually to fund transit related improvements in the I-395/95 corridor as early as 2019. A second MOA, approved by the two transportation commissions in January, will guide NVTC's administration of the I-395/95 Commuter Choice program. All jurisdictions and transit agencies within these two transportation commissions, are eligible to apply (including Alexandria and DASH). Types of eligible projects include: new or enhanced local bus service, new or enhanced commuter bus service, park and ride lot(s) and access, roadway improvements (corridor management & Intelligent Transportation Systems (ITS), transportation system management (TSM)/ transportation demand management (TDM) , vanpooling/carpooling projects. Projects will be rated on the following scale: technical merit (i.e. expected ability of the project to address some or all of the I-395/95 Improvement Goals) cost effectiveness (i.e. the impact created per million dollars of toll revenue investment) applicant preference (i.e. how the project ranks in priority or preference among the other projects submitted by each specific applicant), toll day one ready (i.e. points to be assigned based on readiness on or shortly after Toll Day one). This last criterion is only applicable for the first round of applications. Toll Day One is currently expected on or around October 30, 2019.

Commissioner Kane asked if there were any opportunities to initiate trail or roadway improvements with this grant. Staff stated that this grant's priorities are focused on transporting large number of riders.

10. Annual Work Plan and Draft FY2020 Interdepartmental Long-Range Work Plan (ILRPWP)

Christopher Ziemann, Division Chief, T&ES Transportation Planning provided the commission the annual work plan and the Draft FY2020 Interdepartmental Long-Range Work Plan. During CY 2019, staff will provide information on planning studies, transportation programs, regional significance projects and other funding considerations that will be presented to the Commission throughout the year. Beginning in Fall 2018, transportation staff begun to review and provide input on the development of the FY 2020 ILRPWP. These are provided as attachments 2 and 3. The objective of this work program is to prepare the City for future changes in land use, transportation technology and other relevant issues. The goal is to align the City's activities, plans and programs with current relevant policies and set priorities for staff. The development of the FY 2020 ILRPWP is based on improving Alexandrian's quality of life based in economic, social and environmental sustainability, affordable housing and over all, managing City's resources effectively and efficiently. The

priorities for the FY 2020 ILRPWP are: (i) Land Use, (ii) Transportation and Sustainability, (iii) Housing, and (iv) Open space. In Fall 2018, the City conducted community outreach activities to inform of these priorities. During January and February, staff provided updates to the various boards and commissions. In March 2019, staff will continue to coordinate internally to develop the final version of the FY 2020 ILRPWP, and in May 2019, staff will seek final endorsement and approval.

Other business

Commissioners Gaskins and Jakubek asked for clarification on the process to initiate a proposal to add additional staff to Complete Streets Program. Chairman Klejst stated that a request to discuss a proposal can be made via email to staff , the Chair and Vice-Chair of the Commission.

Adjournment

At 9:49 pm, The Transportation Commission adjourned.