



Transportation Commission Meeting

March 16, 2022

**7:00PM
Virtual Meeting**

AGENDA

1. Electronic Meeting Notice (see next page)
2. Public Comment (Not to exceed 10 min)
3. Minutes of the February 16, 2022 meeting
4. **Discussion Item: FY23 City Budget**
5. **Discussion Item: Vision Zero Update**
6. **Action Item: Consideration of Endorsement of SMART SCALE Grant Application (Public Hearing)**
7. **Action Item: Consideration of Endorsement of RAISE Grant Application (Public Hearing)**
8. **Action Item: Consideration of Feedback on Transportation Planning Board (TPB) Climate Survey**
9. **Commissioner Updates**
10. **Items for Consent**
 - A. Repaving Update
 - B. Speed Limit Ordinance
 - C. FTA Federalization
 - D. Unit Block of King Pilot Project
 - E. Potomac River Generating Station (PRGS) Coordinated Development District
 - F. Northern Virginia Regional Commission Ferry Business Case Update
 - G. WMATA Yellow and Blue Line Closures
11. **Other Business**
 - Duke Street Advisory Group Representative
 - Commission Retreat
 - Joint Commission Letter on Climate Emergency Update

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

Next Meeting: April 20, 2022



Electronic Meeting Notice

Due to the COVID-19 Pandemic emergency, the March 16, 2022 meeting of the Transportation Commission is being held electronically pursuant to Virginia Code Section 2.2-3708.2(A)(3) and the Continuity of Government ordinance adopted by the City Council on June 20, 2020, to undertake essential business. All of the members of the public body and staff are participating from remote locations through a Zoom Webinar. 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 Workroom at 301 King Street, Alexandria, VA. Electronic access will be provided in either event. The meeting can be accessed by the public through:

Zoom link:

https://zoom.us/webinar/register/WN_7sko6SC7Rteqa-CR92BnVQ

Webinar ID: 915 5239 4133

Passcode: 068073

Or join by phone:

301 715 8592

Webinar ID: 915 5239 4133

Passcode: 068073

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 3/16/22 to Megan.Oleynik@alexandriava.gov

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



City of Alexandria
Transportation Commission

Regular Meeting

February 16, 2022
7:00 p.m.
Virtual Meeting

MINUTES

Commissioners Present: Chair Oscar Gonzalez, Vice Chair Bruce Marsh, Commissioner Melissa McMahon, Commissioner Casey Kane, Commissioner James Maslanka, Commissioner Bill Pugh, Commissioner Matthew McManus, Commissioner Jody Manor, Councilmember Kirk McPike.

Staff Present: Hillary Orr - Deputy Director, Transportation & Environmental Services, Christopher Ziemann - Transportation Planning Division, Megan Oleynik - Transportation Planning Division, Mark Schnauffer - Transportation Planning, Sharese Thomas - Transportation Planning Division, Jose Ayala - Planning & Zoning.

Audio/Visual presentation is available online:
<https://www.alexandriava.gov/TransportationCommission>

Chair Gonzalez called the Transportation Commission meeting to order at 7:00 pm.

1. **Electronic Meeting Notice**

2. **Public Comment Period**

No public comment.

3. **January Minutes**

Motion to approve the minutes as amended: Commissioner McMahon

Second: Commissioner Maslanka

Motion carries unanimously

4. **ACTION ITEM: Consideration of Endorsement of the FY 2023 Regional Roadside Safety Grant Application**

ISSUE: Consideration of a grant application for the Regional Roadway Safety Program of the Metropolitan Washington Council of Governments (MWCOG) to support Vision Zero safety initiatives.

RECOMMENDATION: That the Transportation Commission provide an endorsement to City Council for the approval of an FY 2023 Regional Roadway Safety Program grant application for up to \$80,000 to design safety improvements at the intersections Duke Street at South Patrick and South Henry Streets.

DISCUSSION: Chris Ziemann, Division Director, presented the program overview, funding priorities and grant timeline for the proposed FY23 Regional Roadway Safety Grant Application.

Commissioner Discussion:

Commissioner Kane - asked how safety improvements for low-income and minority communities are identified. Metropolitan Washington Council of Governments (MWCOC) has a map of equity areas throughout the region that is based on census data. Commissioner Kane suggested that the City have a reference on its City website for residents to look at low-income and minority communities. Staff will add the link on the transportation funding website.

Commissioner Marsh - asked if there were any other intersections in the City that have taken advantage of this program in the past. No, because the program is new.

Commissioner McMahon - likes grant opportunities where the City gets the technical support for design, so that the City has more information on what to do. Also, because this is outside the planning area of the South Patrick Street affordable housing strategy plan, it is related to a set of intersections that lay between King Street and the neighborhood between the improvements at this location. This plays a nice role in connecting the neighborhood which is going to grow under the South Patrick affordable housing strategy while making Old Town more accessible and safer for pedestrians.

Chair Gonzalez - wanted to know if the design and engineering costs identified would be separate. Yes, the cost for engineering could be funded from CIP Projects or transportation grants.

Motion that the Transportation Commission provide an endorsement to the City Council for the proposed grant application to the FY2023 Regional Roadway Safety Program: Commissioner Kane

Second: Commissioner McMahon

Motion carries unanimously

5. DISCUSSION ITEM: Duke Street in Motion Update

ISSUE: Summary of findings from the Duke Street In Motion public outreach from Summer 2021, and informational update of the upcoming Ad Hoc Advisory Group.

RECOMMENDATION: That the Transportation Commission receive update from staff on the Duke Street in Motion Project.

DISCUSSION: Mark Schnauffer, Bus Rapid Transit Manager, provided an update on the Duke Street in Motion project. He discussed the informational findings from the outreach and pop-up events, bus-stop chats and web-based feedback form. The full summary is available at

<http://alexandriava.gov/DukeInMotion>.

Commissioner Input:

Commissioner Kane - asked if the questions regarding safety to access bus stops were detailed. For example, would patrons ride it if the system was safe and if it was an unsafe environment at a specific bus stop. Staff will have the advisory group look more into the details of the questions and address it.

Commissioner Pugh - asked if the results on page 21 was from patrons who ride the bus at the Duke Street corridor. Yes, it was self-identified as the Duke Street corridor. Commissioner Pugh wanted to know if the feedback listed on page 20 from the respondents were significantly different than those responses from the web-based respondents, pop-up, and bus-stop chat. Yes, the on-line responses were significantly higher, around 1700, while the in-person responses were significantly fewer.

Also, Commissioner Pugh wanted to know if the study included where patrons lived based on their zip code and if there was any way to identify that patrons were in walking distance of a bus stop based off where they lived? No, because patrons were hesitant to list where they lived.

Commissioner McMahon - thanked staff on how the report breaks down the respondents in comparison to the City as a whole and the neighborhoods of the corridor. There is still a gap in being able to capture feedback from the City as a whole and the neighborhoods surrounding the corridor.

Commissioner McMahon asked staff for a broader description of their strategy for engaging these populations in terms of staffing the advisory group to connect to these populations. Staff is working with a consultant team to ensure the composition of the advisory group represents interests that are unique to the project such as student, renters, businesses, and minority communities. Also, staff will lead a public outreach effort that will consist of small group discussions with potentially renters, students, etc. located on the western end of the corridor.

Learning from observations from the Alexandria Mobility Plan, Commissioner McMahon suggested that each member of the advisory group appoint select a secondary backup to serve in their absence.

Councilmember McPike - stated there are 17,000 households in the City.

Chair Gonzalez - asked that one of the Transportation Commissioners consider being a volunteer on the advisory group. The determination will be made during at the next Commission meeting in March.

Commissioner Marsh - asked if employers will be a part of the advisory group. Yes, there is a potential seat for developer/business owner that is being considered.

6. DISCUSSION ITEM: Interdepartmental Long Range Planning Work Program

ISSUE: Update on the City's Interdepartmental Long-Range Planning Work Program to establish work priorities for FY 2023 and beyond.

RECOMMENDATION: That the Transportation Commission receive the update from staff on the Interdepartmental Long-Range Planning Work Program and provide feedback on priorities.

DISCUSSION: Hillary Orr, Deputy Director, discussed studies underway, new plans, implementation of previous approved plans, and timelines for the Interdepartmental Long-Range Planning Work Program.

Commissioner Input:

Commissioner McMahon - liked the Interdepartmental long-range work plan and how different departments worked with each other to develop the plan and how it shows the various projects impact on different departments and planning around what's possible. This also allows the community to see the trade-offs.

Commission Maslanka - asked whether the Westend Transitway is listed as implementation or ongoing. The Westend Transitway is listed as ongoing.

Chair Gonzalez - asked if the 100 block of Lower King Street closures was included. Yes, but Staff is also looking at a pilot closure for the unit block currently.

Commissioner Kane- asked if the delivery of the tour buses and amazon pick-up was solved at this point or still an issue to address later in the future with curbside management. Yes, Staff will address the delivery of tour buses with curbside management later. Delivery for amazon-pick-up will be addressed at the next Traffic & Parking Board meeting.

Commissioner Pugh - wanted to know what geographical area and scope was being considered for the Alexandria West planning study. The area and scope being considered is the Beauregard Corridor located North of Seminary.

7. **Commissioner updates**

DASH - is recruiting for two new members to serve on the Commission.

Commissioner Kane - the next Traffic & Parking Board meeting is Monday, March 21st .

Commissioner Marsh - the Potomac Yard Metro Implementation Group (PYMIG) met in person on January 24, 2022. Construction is continuing on escalators, skylights, and fill-in of the station. PYMIG tried to determine with WMATA an opening date but was unsuccessful. During the March meeting PYMIG may have a confirmed date on the opening. Rob Lay is the artist was chosen to do artwork for the North and South Pavilions. There was discussion during the last Commission meeting regarding the WMATA budget for a pilot ventilation project, which is for a powerful ventilation fan located at Cleveland Park and Woodley Station. This is a directive of NTSB to upgrade ventilation in the tunnels. It will be the first one in Northern Virginia.

Commissioner Maslanka - attended the Potomac River Generating Station (PRGS) planning effort meeting in January and discussed revised designs. The next meeting is scheduled for February 24th in which the planning group will look at sustainability and environmental

consideration. During the March meeting, transportation impacts will be reviewed.

Commissioner McMahon - the Planning Commission encourages members of the Transportation Commission to attend one of the PRGS community meetings.

Commissioner McManus - thanked the City for sharing its EV charging readiness infrastructure strategy. Since the Westend has few charging stations there is an opportunity to install charging stations from the highway.

Commissioner Pugh-will follow-up at the next EPC meeting on Monday, February 21st on the status of the finalized joint letter with the Transportation Commission. The Transportation Plan Board (TPB) conducted a study of climate change and what is required to hit reduction targets for the road transportation. As a follow-up, the Region is drafting its long-range plan and wants to include priority strategies based on the finding of the climate study and have consensus of the TPB members jurisdiction. Councilman Aguirre is the TPB member for Alexandria and he will receive a survey at the end of the month to get feedback on strategies that the City supports. Chairman Gonzalez will follow-up with Councilman Aguirre.

8. Items for Consent

- a. New grant opportunities- Commissioner McManus sees this as an opportunity to work with the State Capitol. Commissioner Marsh encourages public infrastructure charging. Commissioner Maslanka would like to know more about the free transit for DOT paratransit riders.

9. Other Business

- a. Legislative Business
- b. Transportation Commission Retreat

Adjournment

At 8:30 pm, the Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 16, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: YON LAMBERT, DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #4: PROPOSED CITY FY 2023 OPERATING BUDGET AND
FY 2023-2032 CAPITAL IMPROVEMENT PROGRAM (CIP)

ISSUE: Consideration of the City Manager's proposed FY 2023 - FY 2032 transportation budget.

RECOMMENDATION: That the Transportation Commission review and provide feedback on the proposed transportation related budget items.

BACKGROUND: Each year, the City Manager presents a proposed City Budget to the City Council for consideration and action. As part of the budget process, a ten-year Capital Improvement Program (CIP) is developed, programming funding for major capital projects in the City. Funding for the CIP comes from the City's general fund, grants and other non-City sources of funding including developer contributions.

On February 15, 2022, City Manager Jim Parajon presented the Alexandria City Council with a proposed Fiscal Year (FY) 2023 General Fund Operating Budget of \$829.9 million, which represents an increase of 7.7% over the current year. The proposed budget includes \$248.7 million in operating funds for the Alexandria City Public Schools, a \$9.3 million (or 3.9%) increase over FY 2022 funding. The budget proposal also includes significant capital investments for stormwater management infrastructure, educational facilities, and maintenance of existing City assets and facilities, totaling \$2.73 billion over 10 years in Alexandria's Capital Improvement Program (CIP).

DISCUSSION:

Investments that are related to transportation in the FY23 operating budget include:

- Increase in financial support to DASH to make up for removal of the CARES funds that supported DASH during earlier stages of the pandemic, as well as new funding for training, maintenance, IT, and staffing
- Fully funding Metro obligations
- +1 FTE to support grant administration, particularly new federal requirements for DASH

FY23 capital budget transportation highlights include:

- \$16.3 million for the City's contribution to WMATA's Capital Improvement Program

\$7.1 million for Street Reconstruction and Resurfacing, which includes \$1.5 million in state grants to support street reconstruction and resurfacing. The planned investment will support the resurfacing of approximately 55 lane miles in FY 2023.

\$9.5 million for bridge repairs and refurbishments. This includes \$2.5 million in repairs identified by the long-term bridge maintenance plan and assessment recently completed by the City, and \$7.0 million for the joint Alexandria-Arlington Four Mile Run Bridge Program cost sharing agreement, which supports the repair and replacement of the five-bridge inventory connecting the two jurisdictions over Four Mile Run.

\$4.0 million to continue work on the West End Transitway

\$5.9 million to support DASH Bus Fleet Replacement and Electrification

\$100 thousand for Safe Routes to School Projects

\$250 thousand for Transportation Project Planning

Next Steps:

March 23 - City Council budget work session on the Livable, Green, and Prospering focus area of the Operating budget - which includes budgets for T&ES and Transit Services (DASH, VRE, WMATA, Paratransit)

- April 23 - City Council public hearing

April 26 - City Council Legislative Meeting (preliminary add/delete)

May 2 - City Council final add/delete

May 4 - Budget adoption

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 16, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5: VISION ZERO UPDATE

ISSUE: Update on Vision Zero, including updated crash trends, Calendar Year 2021 progress, updated reporting periods, and planned efforts for Fiscal Year 2023.

RECOMMENDATION: That the Transportation Commission receive this update.

BACKGROUND: In 2017, the City adopted the Vision Zero Action Plan to support the goal of eliminating traffic fatalities and severe injuries in Alexandria by 2028. Implementation of the plan began in 2018, and in 2021, the City concluded its fourth year of plan implementation.

Each year, staff develops a Vision Zero work plan comprised of engineering priorities to be implemented over the respective calendar year. Each spring, staff produces a comprehensive progress report on the Vision Zero Program.

DISCUSSION: Staff is providing four Vision Zero updates to the Transportation Commission: (1) updated crash trends; (2) 2021 Action Plan progress; (3) updated reporting periods; and (4) planned Vision Zero activities in the upcoming year.

Crash Trends

Staff is finalizing a study of crash trends in Alexandria to inform future safety planning efforts. The scope of the study looked at overall crash rates from the past ten years and included a more detailed analysis of crashes from 2016 through 2020. Key findings are shown in Attachment 1. The final study will be published on the City's Vision Zero webpage in spring.

Progress Report on CY 2021 Vision Zero Engineering Priorities

In February 2021, staff presented a series of engineering priorities to the Transportation Commission that were planned to enhance roadway safety for that year. Attachment 2 includes a list of these priorities and their respective status.

Future Vision Zero Planning

Since the Vision Zero Action Plan was adopted in 2017, implementation has occurred on a calendar-year basis, from January to December. However, the City's fiscal cycle operates from July to June. Staff has found that it is difficult to forecast Vision Zero work activities when those activities are linked to the City budget and operating periods are not aligned.

Vision Zero remains just one component of the City's Complete Streets annual budget. All other Complete Streets activities, including Safe Routes to School projects, sidewalk projects, and multimodal corridor improvements are planned on a fiscal-year basis. In calendar year 2022, staff plans to transition the Vision Zero Program from a calendar-year cycle to a fiscal-year cycle to better align with the City's budget process and more clearly allocate resources across the Complete Streets program each fiscal year.

Staff also will be initiating a more comprehensive approach to Vision Zero work planning to capture other activities that are important for improving traffic safety. While engineering remains a core component of the Vision Zero Program, it is just one of the five "E"s of safety (Engineering, Education, Enforcement, Encouragement, Evaluation).

Staff proposes the following timeline for Vision Zero planning, implementation, and reporting:

<i>Date</i>	<i>Activity</i>
<i>December 2021</i>	CY 2021 reporting period concludes
<i>March 2022</i>	TC Update: Vision Zero CY21 Progress Report TC Update: Presentation of Draft FY23 Vision Zero Work Plan
<i>July 2022</i>	Fiscal Year 2023 begins; New Vision Zero reporting period
<i>Spring 2023</i>	Staff Develops FY24 Vision Zero Work Plan
<i>June 2023</i>	End of FY23 Vision Zero Reporting Period
<i>July 2023</i>	Fiscal Year 2024 Begins; New Vision Zero Reporting Period
<i>Fall 2023</i>	TC Update: FY23 Vision Zero Annual Report

Draft FY 2023 Work Plan

The Complete Streets team has coordinated with staff within Transportation Engineering, Traffic Operations, and the Alexandria Police Department to develop a comprehensive Vision Zero Work Plan for FY 2023 (Attachment 3).

The draft work plan includes an element for each of the 5 "E"s of safety: Engineering, Enforcement, Education, Encouragement, and Evaluation, with a sixth "E" for Equity that transcends all other elements. The plan also features less emphasis on small, spot

improvements and more emphasis on larger, more transformative projects.

ATTACHMENTS:

Attachment 1: Crash Trends Key Findings

Attachment 2: Progress on CY 2021 Engineering Priority Items

Attachment 3: FY 2023 Vision Zero Work Plan

Attachment 1: Crash Analysis Major Findings

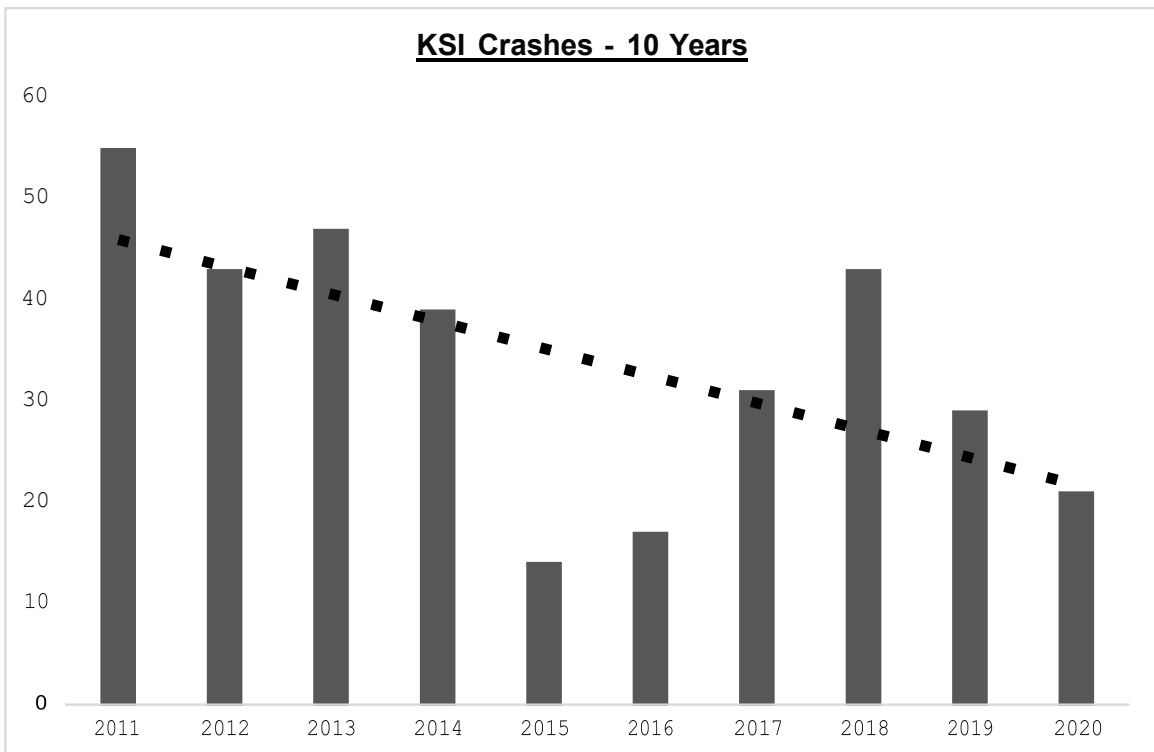
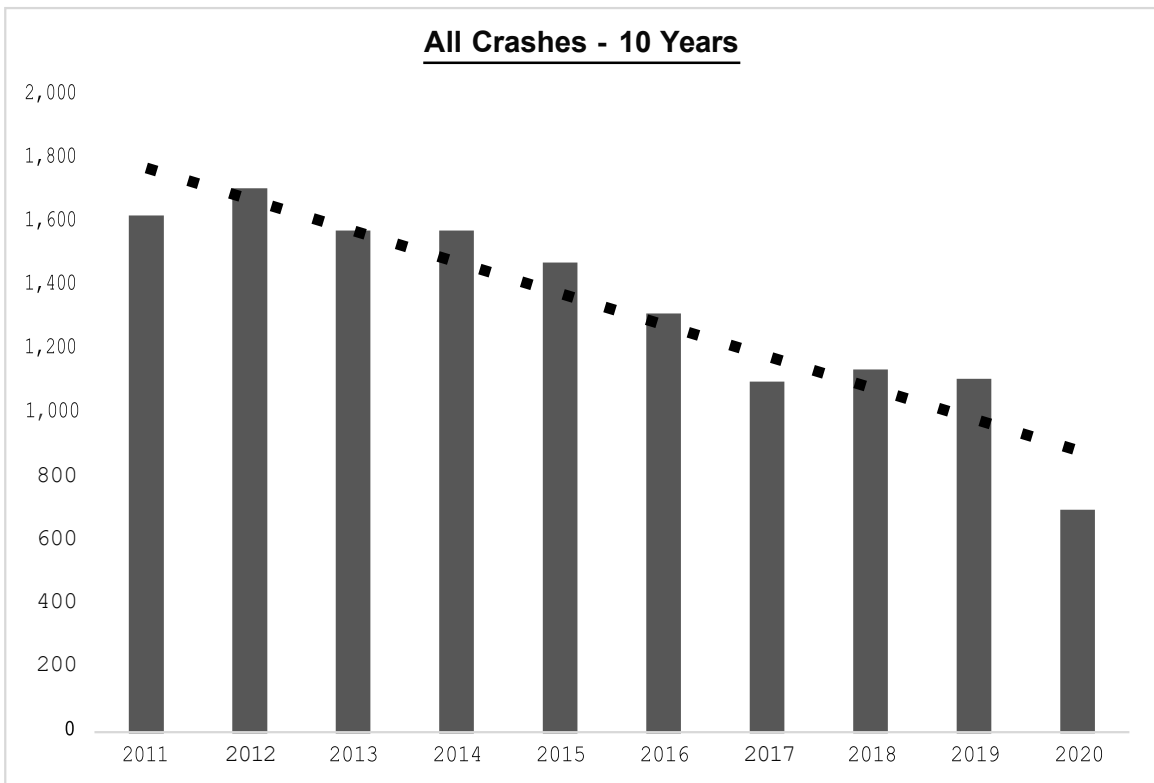
This includes two analyses, 5-year and 10-year crash analyses. Traffic crashes from CY 2016 to CY 2020 were used for the 5-year analysis. Data was extracted by APD from their Record Management System (RMS). RMS crash data was compared with data captured in the State's Traffic Records Electronic Data System (TREDS). Data discrepancies were evaluated and resolved by the analysis team as needed.

Crash data includes information such as location, time, weather, intersection type, crash type, roadway conditions and surface, persons involved, and vehicle information. Crashes were mapped spatially using location information such as address or latitude and longitude coordinates. Due to data inaccuracies or lack of location information, a small percentage (<1%) of crashes were unable to be mapped. However, they were still included in the non-spatial components of the analysis. Only those crashes that occurred on city streets were used. Crashes that occurred on major highways (e.g. I-395, I-495) were excluded.

This reporting period includes the first year of the COVID-19 pandemic. No formal study has been conducted regarding the Alexandria-specific travel impacts of COVID-19. However, regional studies have shown that travel patterns changed drastically due to public health lockdown measures in 2020 which resulted in lower overall traffic volumes and public transit ridership, and higher rates of walking and biking [1,2]. The impacts of the COVID-19 pandemic (lockdowns, work from home mandates etc.) should be considered when evaluating crash trends and insights associated with 2020.

10-YEAR CRASH TRENDS (2011-2020)

The study also included a high-level assessment of crash trends over the last ten years. Crash totals from 2011-2020 show a downward trend for all crashes, including those that involved fatal or severe injury. The 2016-2020 annual crash averages by all modes (vehicle-only, pedestrian, bicyclist) and crash type (all and KSI) are less than those seen during 2011-2015. Year over year, vehicle-only crashes had the highest number of KSI crashes followed by pedestrian and then bicyclist crashes. Vehicle-only crashes saw the biggest drop in annual crash averages by mode for 2016-2020 compared to 2011-2015.



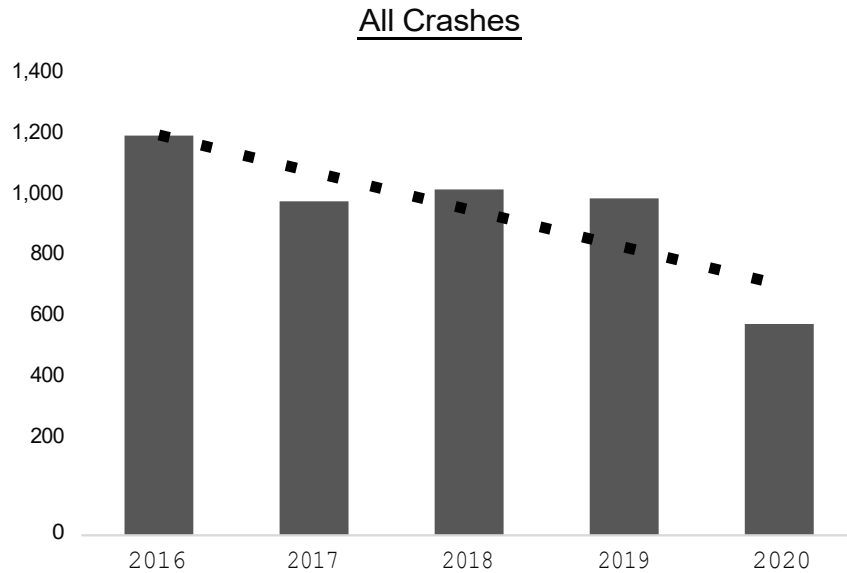
KEY FINDINGS FOR 2016-2020

The analysis resulted in the following findings regarding crash trends or high-risks

conditions for crashes in which a person was killed or seriously injured (KSI). Please see the Vision Zero Analysis attachment for detailed figures and tables.

- **Key Finding 1: Crashes are trending downward**

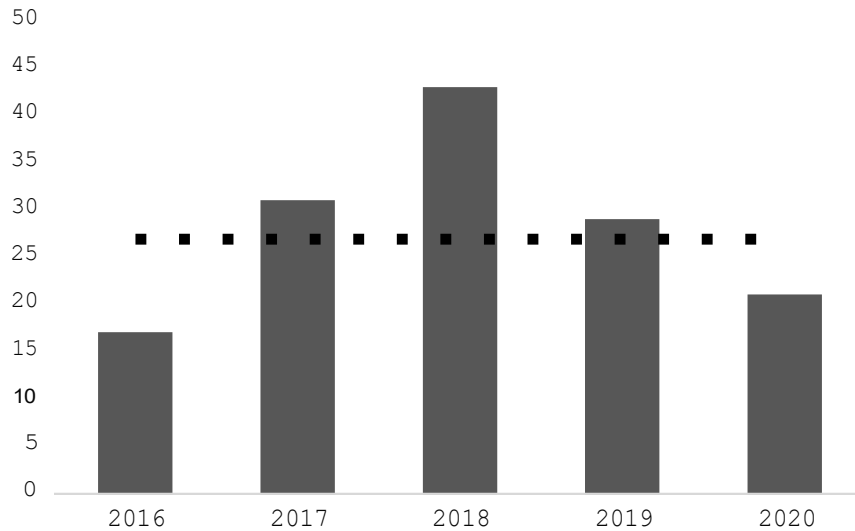
This downward crash trend is driven primarily by pedestrian and vehicle-only crashes. From 2019 to 2020, there was a 37% decline in crashes - the largest in this reporting period. Vehicle-only crashes account for the largest drop by mode from 2019 to 2020. When crash totals from 2020 are excluded, the overall downward trend persists for 2016-2019 and is driven primarily by vehicle-only and pedestrian crashes.



- **Key Finding 2: KSI crashes are trending slightly upwards, while KSI risk varies by mode**

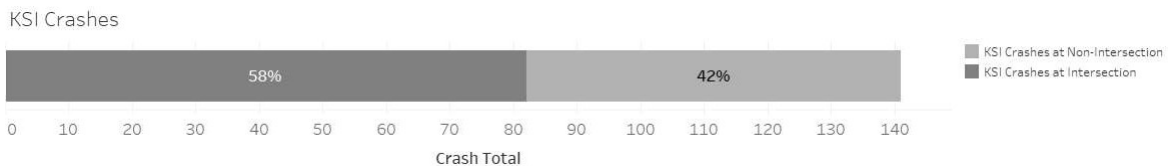
Despite 2020 being an irregular year in terms of crashes, the proportion of all crashes that are fatal or severe remained somewhat consistent throughout the reporting period, hovering around 3%. Vehicle-only crashes had the highest number of KSI crashes annually, followed by pedestrian then bicyclist crashes. Over the last five years, vehicle-only crashes had the lowest proportion of KSI crashes, while pedestrian and bicyclist crashes alternated having the highest.

KSI Crashes

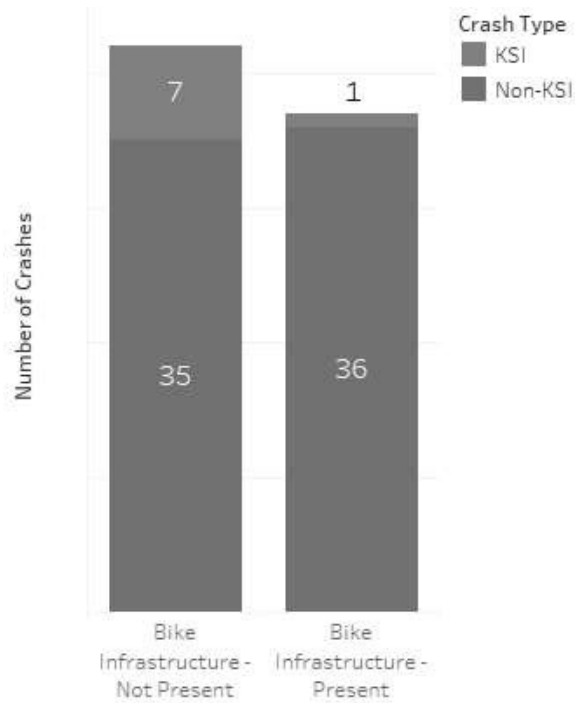


- Key Finding 3: Crash frequency and KSI risk varies by hour, day, and month**
 During the weekday, high crash frequencies are seen during the evening commute. Early spring had the highest proportion of KSI crashes for bicyclists, while the late summer months were the highest for pedestrians. (Attachment slides 13-16)

- Key Finding 4: Most KSI crashes occur at intersections**
 58% of KSI crashes occurred at an intersection. Five point or more intersections had the highest proportion of KSI crashes; however, the number of crashes at these locations is relatively low.



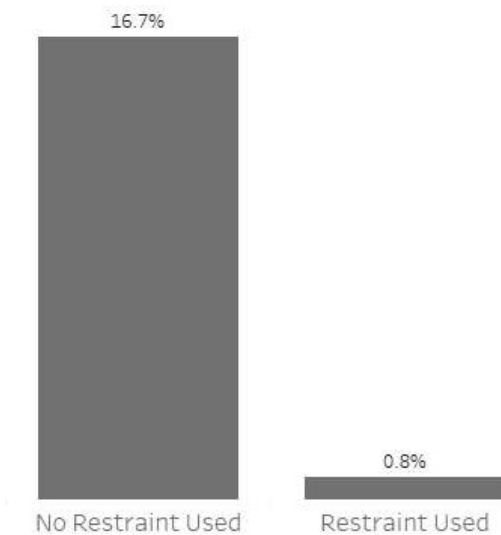
- Key Finding 5: Most KSI bicyclist crashes occur where there is no bike infrastructure**
 Out of the 8 KSI bicyclist crashes, 7 had no presence of bike infrastructure. Landmark and King Street are concentrated areas where no bike infrastructure is present.



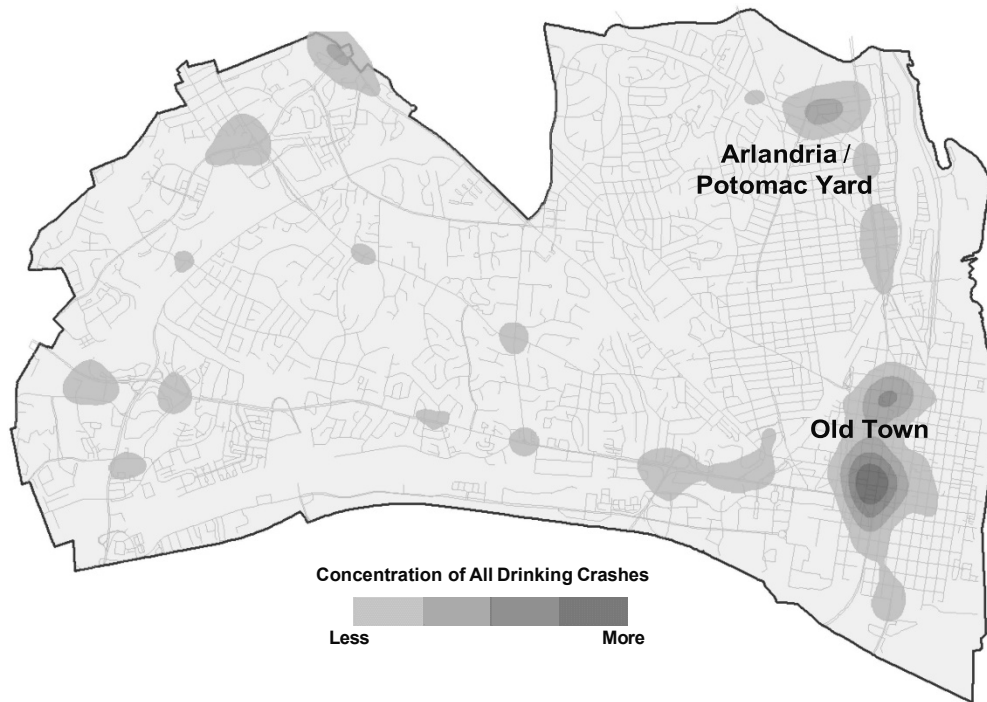
- Key Finding 6: Not using a safety restraint while in a vehicle increases the risk of KSI crashes**

Most vehicle occupants wore their safety restraint (e.g., seat belt) during crashes; however, vehicle occupants who did not wear their seatbelt were approximately 20 times more likely to be killed or severely injured compared to those who did wear their seatbelt.

Vehicle Only Crash Occupants that were Killed or Seriously Injured

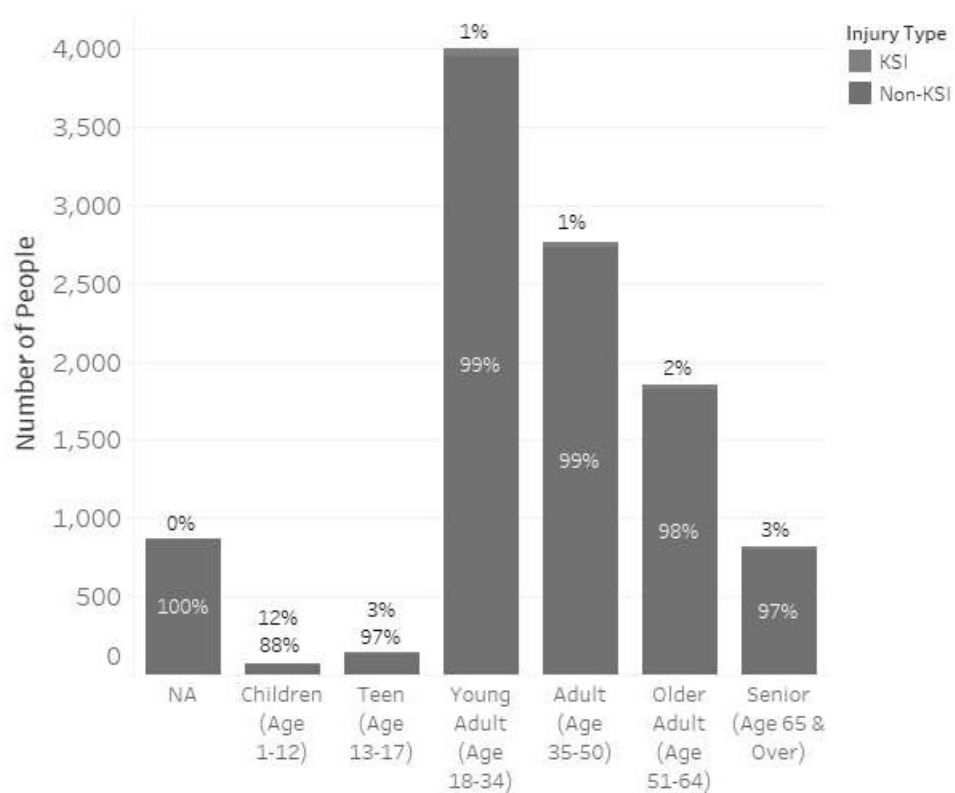


- **Key Finding 7: Drinking while driving increases the risk of KSI crashes**
6% of crashes that involve drinking result in death or severe injury, compared to only 2% for crashes where drinking is not involved. Certain locations have higher concentrations of drinking-related crashes than others. December had the highest number of drinking related crashes. Most drinking related crashes occurred on the weekend during the evening or early morning hours.



- **Key Finding 8: Children, teens, and seniors are at higher risk of fatal or serious injury**
Children, teens and seniors had the highest proportion of fatalities or serious injuries compared to other groups. (Attachment slides 27-28)

Ages of People Involved in Crashes



- **Key Finding 9: Certain actions or maneuvers carry higher risk of fatal or severe injury for pedestrians.**

Pedestrian crashes where the driver is going straight ahead account for over half of all fatal and severe pedestrian crashes. Crashes where the driver is making a left turn account for over 20% of fatal and severe pedestrian crashes.

Maneuver of Primary Vehicle in Pedestrian Crashes	Total Crashes	Percent of Pedestrian Crashes	%KSI (Count)	Proportion of all Ped KSI Crashes
Going Straight Ahead	115	37%	20% (23)	54%
Making Left Turn	127	41%	7% (9)	21%
Making Right Turn	46	15%	13% (6)	14%
Ran Off Road	2	<1%	100% (2)	5%
Changing Lanes	5	2%	20% (1)	2%
Making U-Turn	1	<1%	100% (1)	2%
Not Reported	1	<1%	100% (1)	2%
Backing	5	2%	0% (0)	0%
Entering Street from Parking Lot	2	<1%	0% (0)	0%
Other	2	<1%	0% (0)	0%

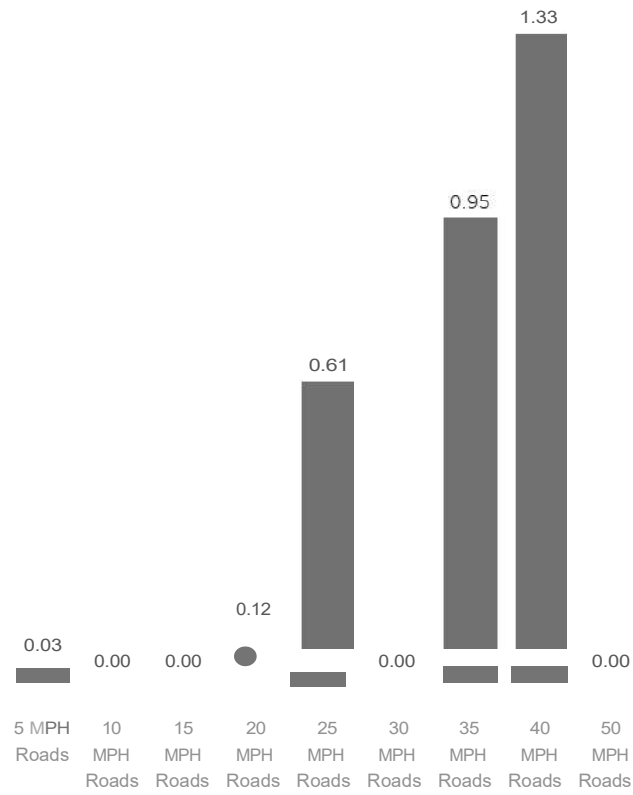
Slowing or Stopping	3	1%	0% (0)	0%
Starting from Parked Position	2	<1%	0% (0)	0%
Stopped in Traffic Lane	1	<1%	0% (0)	0%

- **Key Finding 10: Certain crash types have higher crash frequencies and KSI risk**
Angle, rear-end and sideswipe (same direction) accounted for 80% of crashes. Pedestrian and angle crashes account for over 50% of all fatal and severe crashes.

Crash Type	Total Crashes	Percent of All Crashes	Proportion that are KSI (Count)	Proportion of all KSI crashes
Pedestrian	307	6%	13% (41)	29%
Angle	2,138	40%	2% (36)	25%
Rear End	1,581	29%	1% (22)	16%
Fixed Object (Off Road)	304	6%	5% (16)	11%
Head On	125	2%	6% (7)	5%
Other	149	3%	3% (5)	4%
Non-collision*	20	<1%	30% (6)	4%
Sideswipe (Same Direction)	556	10%	0.7% (4)	3%
Not Reported	44	1%	2% (1)	1%
Fixed Object (In Road)	37	1%	5% (2)	1%
Deer	11	<1%	9% (1)	1%
Sideswipe (Opposite Direction)	53	1%	0% (0)	0%
Backed Into	43	1%	0% (0)	0%
Bicyclist	1	<1%	0% (0)	0%

- **Key Finding 11: Certain street characteristics and environmental conditions are correlated with higher KSI risk**
Road types such as two-way not divided (unprotected median) and two-way divided (positive median) had the highest proportion of KSI crashes. Roads with a 40 MPH speed limit had the highest KSI crash rate per mile at 1.33. Certain environmental conditions such as presence of light, wet weather, and roads with holes or bumps have an increased KSI proportion.

KSI Crashes per MPH Road Classification



- **Key Finding 12: Crashes involving speeding vehicles are concentrated in certain areas**

Crashes involving speeding vehicles are concentrated in areas near Seminary Road near I-395, Landmark area, Telegraph Road, and Old Town. (Attachment slides 40-41)



REFERENCES

- [1] *Voices of the Region - Final Report*. 03/11/21. ICF. National Capital Region Transportation Planning Board. <https://www.mwcog.org/documents/2021/03/16/voices-of-the-region-survey-visualize-2045/>
- [2] *COVID-19 Traffic Trend Update for CTB. Volume, Speed and Crashes*. 01/19/21. Mena Lockwood, P.E. VDOT Traffic Engineering Division. https://www.ctb.virginia.gov/resources/2021/jan/pres/5_covid-19_traffic_trends_O11921_1.pdf

Attachment 2: Progress on CY 2021 Engineering Priority Items

The City made significant progress on the established engineering priority items for 2021. Staff performed dozens of safety improvements at various locations citywide, with a particular focus on high-crash corridors and equity emphasis areas. While some items have yet to be fully completed (e.g. LPis and No Turn on Reds), staff overperformed on other items (e.g. controlled and uncontrolled crossing improvements).

Engineering Priority Item	Status	Notes
Install streetlighting improvements (LED retrofits) at 10 locations	● ● ● ● ● ● ● ○ ○ ○	Streetlights have been upgraded with LED bulbs at: <ul style="list-style-type: none"> • Mt Vernon Ave & Bruce St • Mt Vernon Ave & Four Mile Rd • Mt Vernon Ave & Executive Ave • Mt Vernon Ave & Russell Rd • Mt Vernon Ave & W Reed Ave • Commonwealth Ave & W Reed Ave • Commonwealth Ave & Glebe Rd • Commonwealth Ave & Monroe Ave • Commonwealth Ave & Braddock Rd • Glebe Rd & Russell Rd
Install Leading Pedestrian Intervals (LPis) and coordinated No Turn on Red (NTORs) to prevent right turn and angle crashes at 20 key locations		LPis and No Turn on Reds have been installed at: <ul style="list-style-type: none"> • King St & Park Center Dr • Eisenhower Ave & Metro Rd • Van Dom St & Taney Ave • Richmond Hwy & Glebe Rd • Duke St and Walker St <p>Staff is still in the process of implementing additional LPis and NTORs. In some cases, the controller for the signal is outdated and unable to be configured for an LPI and needs to be replaced with new equipment, presenting an additional cost and schedule impact that may not have originally been anticipated. This remains an ongoing challenge with LPI implementation.</p>
Install left-turn crash mitigation measures on at least two high crash corridors	● ● ● ○ ○	Median extensions have been installed at the following locations to provide refuge for pedestrians and slow the speed of turning vehicles: <ul style="list-style-type: none"> • Washington St & Cameron St • Washington St & King St • Washington St & Prince St
Install one key sidewalk project near a school, recreation center, senior center, or	● ● ● ○ ○	Planning activities are underway to address a sidewalk gap on Polk Avenue between Pelham St and Pegram St, near Polk Elementary and Francis Hammond Middle School. <p>Substantial progress has been made to address a sidewalk gap</p>

<p>transit station to improve safety and walkability</p>		<p>on Leslie Ave at Glendale Ave, near George Washington Middle School. Design has been completed, outreach has been conducted, utility coordination has been completed, and easement negotiations with the property owner are underway.</p>
<p>Prioritize and improve 10 uncontrolled crossing locations with safety countermeasures</p>	<p>• • • • •</p>	<p>Improvements have been installed at the following locations and include Rectangular Rapid Flash Beacons, high-visibility crosswalks, median refuge areas, curb extensions, improved signage, and a Pedestrian Hybrid Beacon:</p> <ul style="list-style-type: none"> • Seminary Rd & N Beauregard St • Russell Rd & Charles Alexander Ct • Stevenson Ave & Yoakum Pkwy • Eisenhower Ave & Metro Rd • Lincolnia Rd & Breckenridge Pl • Glebe Rd & Valley Dr • Russell Rd & Glendale Ave • Edsall Rd & Yoakum Pkwy • Van Dom St & Courtney Ave • Commonwealth Ave & Sunset Dr • Commonwealth Ave & Rosemont Ave • Commonwealth Ave & Linden St • Commonwealth Ave & Maple St • Commonwealth Ave & Walnut St • Commonwealth Ave & Oak St • Commonwealth Ave & Chapman St • Commonwealth Ave & Masonic View Ave • Commonwealth Ave & Myrtle Ave • Commonwealth Ave & Spring St • Braddock Rd & N Early St
<p>Prioritize and install safety improvements at 20 controlled locations</p>	<p>• • • • •</p>	<p>High-visibility crosswalks were installed at the following controlled locations:</p> <ul style="list-style-type: none"> • Van Dom St & Courtney Ave • Van Dom St & Eisenhower Ave • Van Dom St (driveways and side streets between Courtney Ave & Stevenson Ave) • Seminary Rd & Colfax Ave • Seminary Rd & Dover Pl • Seminary Rd & Echols Ave • S Pickett St & West End Village Shopping Center • Patrick St & First St • Henry St & First St • Henry St & Montgomery St • Patrick St & Montgomery St • Henry St & Madison St • Patrick St & Madison St • Henry St & Wythe St

		<ul style="list-style-type: none"> • Patrick St & Wythe St • Henry St & Pendleton St • Patrick St & Pendleton St • Henry St & Oronoco St • Patrick St & Oronoco St • Henry St & Princess St • Patrick St & Princess St • Henry St & Queen St • Patrick St & Queen St • Edsall Rd & S Whiting St • Stevenson Ave & S Walker St • N Van Dom St & Taney Ave • N Van Dom St & Richenbacher Ave/Sanger Ave • King St & Royal St • King St & Fairfax St • Braddock Rd & N Hampton Dr
Conduct intersection audits at the top 5 KSI intersections in the City and install low-cost, quick installation improvements at each.	eoooo	A five-year citywide crash analysis is being finalized, which will inform audit locations.
Perform speed management measures at (2) high-crash or high priority locations.	•••○○	<p>The posted speed limit on Seminary Rd between 1-395 and the City Limit was reduced from 35 mph to 25 mph. Speed feedback signs are expected to be installed in spring 2022.</p> <p>Speed feedback signs are also planned to be installed on Glebe Rd between Four Mile Run and Richmond Hwy in spring 2022, pending procurement of materials.</p>
Pilot (1) neighborhood slow zone	••○○○	Staff has conducted neighborhood outreach and kicked off project design.

In addition to the items on this list, staff also made progress on the following projects that also serve to improve roadway safety:

- *Rayburn & Reading Avenues Complete Streets Project.* Design completed in 2021 for safety improvements near John Adams Elementary, as recommended in a Safe Routes to School Walk Audit.
- *King-Callahan-Russell Access to Transit Project.* Began utility relocations and initiated procurement process for construction.
- *Mount Vernon Avenue North Complete Streets Project.* Planning and conceptual design underway.

- *Old Cameron Run Trail*. Achieved 60% design.
- *North Beauregard Street Multi-Use Trail Project*. Achieved 30% design.
- *Crash Data Analysis Report*. Developed a five-year analysis of crash trends in Alexandria.
- *Potomac Avenue & Glebe Road Intersection Improvements*. Design and outreach underway for safety improvements at the intersection of Potomac Avenue and Glebe Road.
- *Safe Routes to School Walk Audits*. The City applied for grant funding to perform walk audits for schools that have not had a comprehensive safety assessment (Ferdinand Day Elementary, Francis Hammond Middle, George Washington Middle, Alexandria City High School, and Minnie Howard Campus). If awarded, the walk audits would begin in FY 2023.
- *Safe Routes to School Crossing Improvements*. The City applied for grant funding to design crossing improvements near five elementary and K-8 schools. If awarded, the project would begin in FY 2023.
- *Duke Street at South Patrick Street and South Henry Street Safety Improvements*. The City is applying for grant funding to design safety improvements at Duke Street at South Patrick Street and South Henry Street, two high-crash intersections. If awarded, design would begin in FY 2023.

Attachment 3: FY 2023 Vision Zero Work Plan*

Category	Description	VZ Plan Reference
Engineering	Conduct safety audits at (3) high-crash intersections and identify potential countermeasures	3B.3
	Pilot a neighborhood slow zone	3B.7
	Perform speed management measures on (2) high-speed corridors	
	Implement safety countermeasures at (2) priority uncontrolled crossing locations	
	Perform left-turn traffic calming on one corridor.	
	Install No Turn on Red restrictions along (2) major corridors with high pedestrian traffic	
	Amend City Code to allow for speed limit reductions below 25 mph in residential or commercial slow zones	
	Reduce the speed limit on (1) high-speed corridor and explore citywide speed limit reductions	3B.5
Education	Provide 10 citywide bicycle safety classes for adults and children	
	Conduct and support educational campaigns throughout the year, including for National Distracted Driving Awareness Month, National Bike Month, Pedestrian Safety Month, and Impaired Driving	4C.1
	Expand APD driver education efforts via social media video messaging.	
Enforcement	Initiate automated speed enforcement pilot program for school zones	2A.2
	Identify additional locations for automated red-light enforcement	4E.4
	Pursue regional interjurisdictional reciprocity agreement for automated enforcement violations	
	Target enforcement on high-speed roadways	4E.2
	Utilize eCitations to expedite traffic stops and expand enforcement capacity	
	Perform seatbelt education and enforcement to improve seatbelt usage in the City	
	Conduct enforcement and educational campaign regarding Virginia's "move over" and bicycle safety laws	
Encouragement	Support Bike to School Day, Bike to Work Day, and Walk to School Day events	
	Distribute safety equipment, such as bike lights, helmets, bike bells, and reflectors at community events	4C.2
	Integrate Vision Zero messaging into Transportation Management Plans	
Evaluation	Publish updated Vision Zero viewer on City website	1A.1
	Publish an annual Vision Zero Progress Report	1A.2
	Conduct evaluations of major projects	1C.1



D

Publish updated crash data analysis report

**Plan is subject to change as the FY 2023 City budget is finalized.*

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 16, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #6: CONSIDERATION OF ENDORSEMENT OF THE FY 2028 SMART SCALE GRANT APPLICATION

ISSUE: Consideration of support for grant applications to the Virginia Department of Transportation (VDOT) and Department of Rail and Public Transportation (DRPT) for FY 2028 SMART SCALE projects.

RECOMMENDATION: That the Transportation Commission provide an endorsement to City Council for the approval of an FY 2028 SMART SCALE grant applications for up to \$56 million for three City projects and one DASH project.

BACKGROUND: In 2014, HB2 was signed into law, and in June 2016, the program was renamed SMART SCALE. SMART stands for System Management Allocation of Resources for Transportation and SCALE stands for the six-road project scoring attributes: Safety, Congestion mitigation, Accessibility, Land use, Environmental and economic development. The state law assigns different weights to factors based on a project's location within a region of the state. Within Northern Virginia, congestion mitigation is the highest weighted factor at 45%; land use at 20%; accessibility at 15%, environmental quality at 10%, and safety and economic development at 5% each. The goal of SMART SCALE is to ensure the state invests limited tax dollars into projects that meet critical transportation needs. The state will make awards in June 2021 for projects scheduled for implementation in FY 2028 - FY 2029.

To date, the City has been awarded nearly \$145,000,000 in SMART SCALE funding from projects (Attachment 2).

DISCUSSION: Based on the guidelines and criteria outlined in the SMART SCALE process, staff assesses previously approved unfunded or underfunded projects that align with the timing of SMART SCALE funding and criteria. Staff identified three City projects to be viable and competitive candidates for this round of funding and one DASH project. Both the City and DASH can submit up to four projects each. Because the timeline for submissions of pre-applications is significantly sooner than the application deadline, staff will develop more detailed

cost estimates over the next several months. Staff is requesting approval to apply for up to the maximum amounts noted for each project.

Project 1: 1-395 Exit Ramp Improvements at Duke St: Up to \$14 million -This project was identified as part of the Landmark Mall site redevelopment process. In coordination with INOVA Hospital, the City agreed to modify the 1-395 exit at Duke Street to allow for direct vehicle access into the West End Alexandria site. Currently, all vehicular traffic on 1-395 must turn left on to Duke Street and then make another left at one of several intersections. The ramp will improve safety and access to the site.

Project 2: Duke St and Van Dorn St Intersection Improvements: Up to \$20 million - During the Landmark/Van Dom Small Area Planning process, improvements were identified at the interchange of Duke Street and Van Dom Street. While developers are implementing some improvements, safety upgrades at the new at grade crossings are not fully funded. The proposed project would include design and construction of interchange ramp realignments, crossing improvements, and a new sidewalk on Duke Street where none exists. The proposed sidewalk is identified as a priority project in the Alexandria Mobility Plan. Duke Street has also been identified as a high-crash corridor, and this project would support the City's Vision Zero Action Plan by improving safety for all road users. Finally, this project would enhance mobility, access, safety, and comfort for people walking to, from, or adjacent to the future West End Alexandria mixed-use development complex.

Project 3: Metroway Extension: Up to \$10 million -This project will include right-of-way and construction for an extension of Metroway north of Glebe Road to Evans Lane to provide access to the new Potomac Yard Metrorail Station and the Virginia Tech Innovation Campus. The transit corridor will connect into Arlington from Potomac Avenue. The project will include signalization upgrades, stormwater management, and electric vehicle charging infrastructure to support electric buses. The project was identified in the Potomac Yard North Small Area Plan and the Alexandria Mobility Plan as essential to the buildout of the Route 1 Transit Corridor.

Project 4: DASH Facility Expansion Phase II: Up to \$12 million -This project will include the installation costs of 20 additional electric bus chargers in the new facility expansion, smart charging technology, energy banking systems, and the construction of an enclosure around the new bus bays to provide a climate-controlled environment for electric bus storage. These improvements to the DASH Facility support the continued transition to 100% electric buses.

On March 9, the Alexandria Transit Company supported the grant application from DASH for Project 4.

FISCAL IMPACT: There is no fiscal impact as there is no local match required for these projects. The total grant request is for up to \$56 million for both City and DASH applications. Staff time to administer these projects will be included in the applications where feasible.

ATTACHMENTS:

Attachment 1: Draft Letter of Support for FY28 SMART Scale Grant Application

Attachment 2: Previous SMART SCALE Project Awards

Smart Scale Funding FY 2022 - FY 2026 & Proposed FY 2028									
Project Name	UPC	PRIOR YEAR	FY22	FY23	FY24	FY25	FY26	FY28 Proposed	PROJECT TOTAL
Safety and Capacity Enhancements (Duke St. and West Talor Run)	115531	\$ 2,045,000			\$ 3,700,000				\$ 5,745,000
Broadband Link for Eisenhower Avenue	109296	\$ 1,000,000							\$ 1,000,000
Traffic Adaptive Signal Comntrol	111657	\$ 7,010,000	\$ 5,266,000	\$ 2,410,000					\$ 14,686,000
West End Transitway	111658	\$ 2,934,000	\$ 4,505,000	\$ 4,029,000					\$ 11,468,000
DASH Bus Service and Facility Expansion	111660	\$ 7,008,000	\$ 3,421,000	\$ 2,928,000	\$ 1,281,000				\$ 14,638,000
Access Improvements to the Landmark Transit Hub	115530	\$			\$ 3,950,000	\$ 2,384,000			\$ 6,334,000
Citywide TSP on Major Corridors	115546	\$			\$ 374,000	\$ 1,736,000			\$ 2,110,000
West End Transitway Corridor Investments	115532	\$			\$ 23,610,000	\$ 33,590,000			\$ 57,200,000
DASH Zero Emission Fleet Expansion	115554	\$			\$ 4,960,000	\$ 7,040,000			\$ 12,000,000
Route 1 and Glebe		\$					\$3,112,946		\$ 3,112,946
Route 1 South Median		\$					\$ 4,280,490		\$ 4,280,490
Landmark Mall Transit Center		\$					\$ 12,997,059		\$ 12,997,059
1-395 Ramp at Duke Street		\$						\$ 14,000,000	
Duke & Van Dorn Roadway Improvements		\$						\$ 20,000,000	
DASH Facility Expansion Phase II		\$						\$ 12,000,000	
Metroway Extension		\$						\$ 10,000,000	
SMART Scale Total		\$ 19,997,000	\$ 13,192,000	\$ 9,367,000	\$ 37,875,000	\$ 44,750,000	\$ 20,390,495	\$ 56,000,000	\$ 145,571,495



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

www.alexandriava.gov

Phone: 703.746.4025

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

March 16, 2022

Re: **Endorsement of Consideration of FY 2028 SMART SCALE Funding Requests**

Dear Mayor Wilson and Members of City Council:

At its March 16 meeting, the Transportation Commission voted to endorse the staff-recommended list of four projects for pre-application for grant funding for the FY 2028 SMART SCALE program. The proposed application for the three City projects and one DASH project would include up to \$56 million for the following requests:

1. I-395 Exit Ramp Improvements at Duke St - *Up to \$14 million*
2. Duke St and Van Dom St Intersection Improvements - *Up to \$20 million*
3. Metroway Extension - *Up to \$10 million*
4. DASH Facility Expansion Phase II - *Up to \$12 million*

Transportation Commission is aware that because the timeline for submissions of pre-applications is significantly sooner than the application deadline, staff will develop more detailed cost estimates over the next several months, and that the amounts above are maximum funding requests.

The Transportation Commission appreciates the opportunity to review staff recommendations for SMART SCALE funding, as well as to provide its endorsement to Council.

May you have any questions; do not hesitate to contact me.

Sincerely,

Oscar Gonzalez

Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Jim Parajon, City Manager
Emily Baker, Deputy City Manager
Yon Lambert, Director, T&ES
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Division Chief, Transportation Planning

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 16, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #7: CONSIDERATION OF ENDORSEMENT OF THE REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT APPLICATION

ISSUE: Consideration of endorsement of the proposed FY 2022 RAISE Grant Application

RECOMMENDATION: That the Transportation Commission provide an endorsement to City Council for the approval of the RAISE grant application for up to \$6 million for King Street at North Beauregard Street Intersection Improvements

BACKGROUND: In 2021, Congress passed the Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act), and in 2022, among other infrastructure funding programs, funded \$1.5 billion for the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. RAISE discretionary grants, which was formerly known as TIGER grants, funds various large and small infrastructure projects for communities.

Applicants may request funding for various capital and planning projects including highway, bridge, or other road projects. Grant applications are evaluated by DOT on a merit criteria including: improvements to safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness, state of good repair, partnerships and collaboration and innovation. The evaluation focuses on the degree to which a project addresses a problem or need relative to the requested funding for the project. RAISE also requires that project benefits be analyzed relative to project cost and demonstrate readiness in terms of environmental risk and permitting, financial completeness to obligate funds by September 30, 2026, and technical assessment of feasibility and capacity to deliver the project.

Per the DOT's RAISE program guidelines, the Federal share may be up to 80 percent of the costs of project located in an urban area. Non-federal contributions can include state, local, and private sector funding.

DISCUSSION: Staff evaluated several projects for RAISE grant funding and ultimately determined that the King Street and Beauregard Street Intersection Improvements project was the

most viable candidate. Staff believes the project will score well in the merit criteria for safety, quality of life, and economic competitiveness, given the project proximity to the Gateway at King and Beauregard development, generating more multimodal trips given the mixed-use nature of the development. This project is partially located in a Historically Disadvantaged Community per the US DOT Census Tract tool, proactively addressing equity for individuals, and improving transportation system connectivity to revitalize communities.

The project was originally an intersection safety and capacity project. The project scope included an intersection redesign to provide additional left-turn lanes to accommodate vehicular traffic. This realignment included upgraded crosswalks and curb ramps. The project was phased over time to accommodate development at the intersection and complete utility work prior to final build.

In FY21, staff reevaluated the design to ensure that it met current design standards in alignment with the Complete Streets and Vision Zero policies. With new multi-family buildings, restaurants, a Capital Bikeshare station, and future West End Transitway bus stops, there will be a substantial increase in people walking around this location. The design is currently being modified, based on an updated traffic analysis, to include crossing improvements, pedestrian refuge islands, and curb ramps to enhance safety at this location. The medians will be widened to narrow travel lanes to slow traffic and will include green elements to improve stormwater management on the site. There will be additional capacity enhancements including new turn lanes for vehicles as well.

FISCAL IMPACT: This grant requires a twenty-percent local match. The project currently has \$4.826 million in state funding from prior year grants that can be leveraged as the match. Should this project not be funded by RAISE, there will be a shortfall in funding necessary to construct the project as designed. The City would then need to determine additional funds prior to construction.

ATTACHMENTS:

Attachment 1: Draft Letter of Support for Raise Grant Application



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

www.alexandriava.gov

Phone: 703.746.4025

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

March 16, 2022

Re: **Endorsement of Consideration of the RAISE Grant Funding Requests**

Dear Mayor Wilson and Members of City Council:

At its March 16 meeting, the Transportation Commission voted to endorse the staff-recommended project for the new U.S. Department of Transportation's Rebuilding American Infrastructure With Sustainability And Equity (RAISE) discretionary grant, previously known as TIGER grants. The proposed application would be for up to \$6 million for improvements at the intersection of King Street and N. Beauregard Street.

The proposed design includes crossing improvements, pedestrian refuge islands, and curb ramps to enhance safety at this location. The medians will be widened to narrow travel lanes to slow traffic and will include green elements to improve stormwater management on the site.

This request supports the goals of the Alexandria Mobility Plan and the Vision Zero Action Plan. The Transportation Commission appreciates the opportunity to review staff recommendations for RAISE funding, as well as to provide its endorsement to Council.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Oscar Gonzalez

Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission

Jim Parajon, City Manager

Emily Baker, Deputy City Manager

Yon Lambert, Director, T&ES

Hillary Orr, Deputy Director, T&ES

Christopher Ziemann, Division Chief, Transportation Planning

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 16, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #8: CONSIDERATION OF FEEDBACK ON
TRANSPORTATION PLANNING BOARD CLIMATE SURVEY

ISSUE: Consideration of submitting formal feedback to the Transportation Planning Board (TPB) Climate Survey.

RECOMMENDATION: That the Transportation Commission provide feedback to Councilmember Aguirre, the City's representative on the TPB, regarding responses to the TPB Climate Survey.

BACKGROUND: The TPB has agreed that reducing GHG emissions in the on-road transportation sector to mitigate the impacts of climate change should be a regional planning priority along with other priorities previously adopted and documented in TPB policy documents. The TPB is committed to this task, and to formalize this commitment, they are considering adopting:

1. Greenhouse gas (GHG) reduction goals explicitly for the on-road transportation sector commensurate with the region's multi-sectoral GHG reduction goals
2. A set of multimodal, multi-pathway strategies (projects, programs, and policies) with the potential to reduce on-road transportation GHG emissions as part of its planning priorities.

The purpose of including the on-road transportation GHG reduction goals and a set of multi-pathway strategies in both the Long Range Transportation Plan (LRTP) and the associated planning process is to help guide transportation investment decisions of the TPB member jurisdictions and transportation agencies in the coming years, particularly on projects, programs, and policies that would be included in the TPB's LRTP.

DISCUSSION: The TPB is conducting a survey of all members (jurisdictions and transportation agencies) to obtain input on the two climate change elements that are being proposed to be added to the LRTP and the TPB's planning process: (1) TPB adopting on-road transportation sector-specific GHG reduction goals and (2) TPB adopting a specific set of on-road transportation GHG reduction strategies (projects, programs, and policies) as part of its

planning priorities. Alexandria and other jurisdictions received a multiple-choice questionnaire and are encouraged to provide additional comments.

Survey results will be used to develop draft on-road transportation GHG reduction goals that the TPB will consider adopting along with a draft set of multimodal, multi-pathway GHG reduction strategies that the TPB would consider adopting as planning priorities. The board will be briefed on the aggregate results of the survey and will review the draft GHG reduction goals and strategies in a work session. Individual jurisdiction or agency responses will not be published. Members of the board will have the opportunity to discuss changes to the staff draft before voting to adopt GHG reduction goals and strategies for inclusion in the TPB's LRTP and its associated planning process.

The climate survey available to **TPB** member jurisdictions is provided in Attachment 1.

ATTACHMENTS:

Attachment 1: Memo on Integrating Climate Activities into Visualize 2045

Attachment 2: Climate Change Questionnaire

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 16, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #10: ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. Repaving Update

As discussed in the October Transportation Commission meeting, the City will decouple complex projects from the resurfacing schedule to enable a greater focus on priority improvements identified in the Alexandria Mobility Plan, Vision Zero Action Plan, and Safe Routes to School Walk Audits. Priority projects will be identified in an upcoming Five Year Plan for Complete Streets. In adherence to the City's Complete Streets Policy, resurfacing projects will primarily consist of standard upgrades that are being phased in citywide such as new or upgraded crosswalks, curb ramps, striping and signage.

In Fiscal Year 2023, staff plan to install Complete Streets improvements such as new or upgraded crosswalks and sharrows, as proposed in the Alexandria Mobility Plan, on the following streets that are scheduled to be resurfaced:

- John Carlyle Street
- Sanger Avenue
- Four Mile Road
- Uhler Avenue
- Key Drive
- Potomac Greens Drive

ADA curb ramps will also be installed on as many streets (including streets not listed above) as available budget allows.

B. Speed Limit Ordinance

On March 12, 2022, City Council will review a proposed ordinance to authorize the City Manager to reduce posted speed limits to less than 25 miles per hour, but not less than 15 miles per hour on any city street located in a business or residential district. Previously, the

minimum posted speed limit in business and residence districts was 25 miles per hour, per Virginia Code. This state code was amended recently to allow local jurisdictions to set speed limits as low as 15 miles per hour. This ordinance allows the City to exercise this new authority granted by the State.

Through outreach for the Vision Zero Action Plan and Alexandria Mobility Plan, as well as Alex311, staff has heard from many residents and neighborhood groups across Alexandria that vehicle speeds and cut-through traffic in residential neighborhoods are concerns and that additional City action is desired to mitigate these issues. This proposed ordinance intends to help address these concerns and allow the City to implement neighborhood slow zones, as called for in the Vision Zero Action Plan.

C. FTA Federalization

The City Council, DASH Board, Transportation Commission and others have made clear that electrification of the DASH bus fleet is a priority in order to combat climate change. However, there is a \$56 million gap (unsecured federal/state grants) in the City's planned \$115 million, 10-year DASH Bus Fleet Replacements project in the City's FY 2022 - FY 2031 Capital Improvement Program.

The federal government has recently made bus electrification, including electric vehicles and facilities, a priority. There is an expansion of the federal "Low-No" and "Bus and Bus Facilities" grant programs which funds low- or no-emission buses and infrastructure, with two grants announced in early March, and the City feels it is necessary to take advantage of these opportunities to fill in the budget gap for buses and infrastructure. For this reason, the City and DASH are undertaking the required steps to become a direct federal recipient to be eligible for these grants. The City and DASH have previously studied federalization on several occasions but did not pursue becoming federal recipients because the limited federal funding available did not outweigh the costs administering the requirements.

The **DASH** Board voted to approve the Title VI program and an interlocal agreement at its March 9 meeting, and in April the City Council will consider these as well as an Authorizing Resolution to allow the City Manager to apply for and administer federal discretionary grants.

D. Unit Block of King Pilot Program

Based on the 2012 Waterfront Small Area Plan, and the successful closure of the 100 block of King Street, businesss along the unit block have requested a similar treatment. Therefore staff presented a plan for a temporary closure of the Unit Block of King Street and the northern portion of the Strand. Similar to the closure process of the 100 block, staff worked with the community to develop a temporary pilot project to close the unit block of King Street and the northern portion of the Strand that would provide space for outdoor dining in the street and a better pedestrian environment for visitors to the Waterfront.

At the February 28th meeting, the Traffic and Parking Board recommended that closure be allowed between April 1 and November 20 (consistent with the dates prescribed in the King Street Outdoor Dining regulation). Based on input from the adjacent businesses, the start

date of the actual closure will likely be Memorial Day weekend (May 28) through Labor Day weekend (September 4). The Waterfront Commission also endorsed the proposal at its February 15th meeting, and the Planning Commission and City Council will likely consider this in April.

Below is a concept of the temporary closure:



E. Potomac River Generating Station (PRGS) Coordinated Development District

In November 2020, [Hilco Redevelopment Partners \(HRP\)](#) announced the purchase of the Potomac River Generating Site in the Old Town North neighborhood in Alexandria, one of the redevelopment sites identified in the [Old Town North Small Area Plan](#). Approved by City Council in June 2017, the Plan envisions the site as a Mixed-Use/Innovation District incorporating innovation uses that serve as an economic anchor attracting creative entrepreneurial and commercial activities in a mixed-use environment. The Old Town North Small Area Plan envisioned a connection through the site from Old Town North to Slaters Lane, for pedestrian, bicycle, transit, and vehicle connectivity.

At the [February 22 Legislative Meeting](#), HRP and City Staff presented a project update to City Council. The presentation focused on the arts and innovation uses, affordable housing, height and density, open space. Sustainability and Transportation were not the focus of the presentation, but Councilmembers provided comments. The next community meeting to discuss transportation and will occur on March 31. The [Multimodal Transportation Study](#) was released on February 28.

F. Northern Virginia Regional Commission Ferry Business Case Update

The City is participating in the Northern Virginia Regional Commission's (NVRC) study of eight possible ferry routes along the Potomac and Occoquan rivers. The study will also consider a governance structures and supporting public or private investment in the ferry. The study will continue until the end of 2021.

Staff is participating in NVRC stakeholder meetings, and the City has indicated that it is open to considering a stop in Old Town Alexandria, so long as it includes several other stops both in Virginia and the DC waterfront. Staff will also advocate for the City to be represented in any governance structure. The Alexandria Mobility Plan calls for the City to investigate travel options along the Potomac River and work with neighboring jurisdictions, as part of Strategy 2 for "Supporting Travel Options".

G. WMATA Yellow and Blue Line Closures

On Tuesday March 8, Metro announced that work to the Yellow Line Bridge and Tunnel Maintenance and the Potomac Yard Metro Station Construction will require substantial closures, and longer closures than previously anticipated. The Yellow Line work, which begins on September 10, will require a shutdown between Pentagon and L'Enfant Plaza stations, closing the Yellow Line crossing of the Potomac River for seven to eight months.

In addition, the work on the Potomac Yard Station, which will also start on September 10, will require a six-week shutdown of rail service south of Washington National Airport station to build new tracks that "tie-in" the new station with the existing Metrorail system.

Metro staff is working with City staff to develop a robust mitigation plan to provide the City's residents, employees, and visitors high quality transit options. More updates should be announced in the coming months. City Council has already requested that WMATA attend a meeting this spring to discuss in more detail.