

Transportation Commission

June 20, 2024

7PM



Notice

The June 20, 2024 meeting of the Transportation Commission is being held in the Sister Cities Conference Room on the first floor of City Hall (301 King Street, Alexandria, Virginia, 22314) and electronically. Members of the Transportation Commission and staff are participating either in-person or from a remote location through video conference call on Zoom. The meeting can be accessed by the public in-person or via Zoom.



Commission Members

- **Dan Beattie** – Environmental Policy Commission
- **Leslie Catherwood** – Resident East
- **Casey Kane** – Traffic and Parking Board, Eisenhower West/Landmark/Van Dorn Advisory Group
- **Tim Lovain** – Resident East with Transportation Expertise
- **Jody Manor**- Planning Commission
- **Jim Maslanka**– Resident West
- **Melissa McMahon** – Planning Commission
- **Matthew McManus** – Resident West, DASH Advisory Committee
- **John Chapman** – Council (non-voting)
- **Kirk McPike** – Council (non-voting)



Public Comment Period

Agenda Item 1



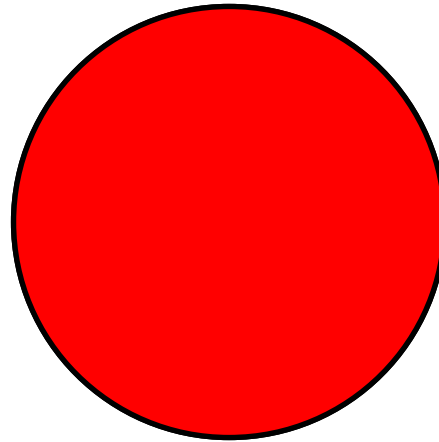
Public Comment

- For speakers not discussing items related to the public hearings.
- For virtual attendees:
 - Raise hand or press *9
 - Mute or unmute press *6
 - 3 minutes per speaker



3 Minute Timer

Announcement will sound automatically when time is up



Transportation Commission Minutes: May 15, 2024

Agenda Item 2



Discussion Item: WMATA Better Bus Network Redesign

Agenda Item 3



Better Bus Network Redesign

Alexandria Transportation Commission Briefing

June 20, 2024



Now is the Time to Redesign the Bus Network

Buses are a major part of the region's transportation network, providing transit service when and where people want to travel and complementing the rail network.



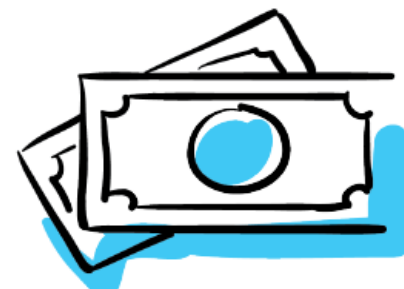
*Our region
is growing*



*People's travel
patterns are
changing*

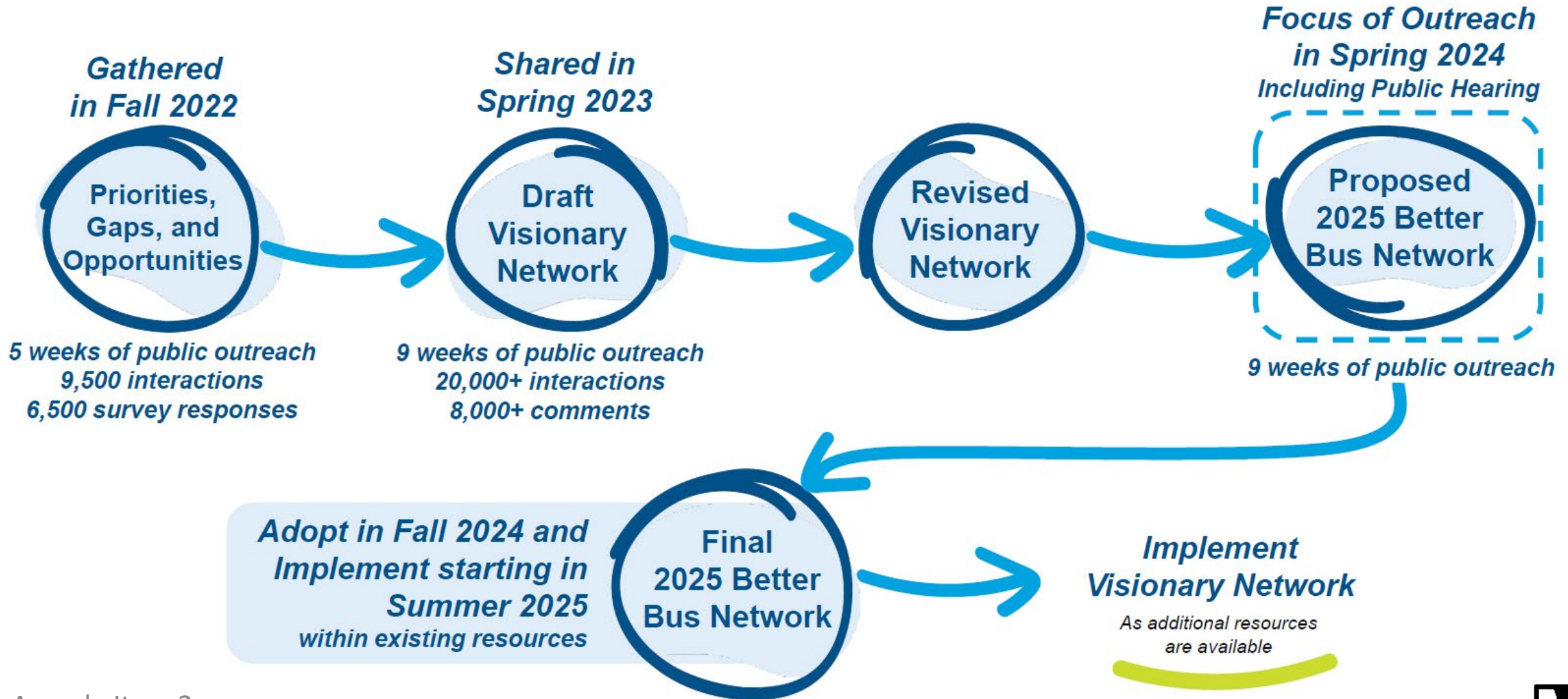


*Need to prioritize
the customer
experience*



*Need to use limited
resources
efficiently*

The Region's Input Builds a Better Bus Network



The Proposed 2025 Better Bus Network Attracts More Customers Using the Same Level of Resources



- More frequent all day, all week service, including midday, evening, Saturday, and Sundays



- More connections to job centers, transit stations, hospitals and other places people want to travel



- More convenient and direct service, saving customers time and improving operations



- More reliable service using bus lanes
- New route names making the network more understandable

Could attract
**13,000 more daily
weekday trips** and
avoid **4,300 metric
tons of GHG
emissions** a year



With additional investment, the Visionary Network can improve access, frequency, and convenience and attract many more customers

- Provide at least **30-minute frequency throughout the day for most routes**
- Provide **30 new routes, including more connections between Metrorail branches and emerging activity centers**
- Create a **regionwide 24-hour bus network** including overnight connections to the region's airports
- Create even **more consistent frequent service all day and all week**



Benefits to Customers and the Region from the Visionary Network*

Attract **twice as many new customers** than the proposed 2025 network

Avoid **9,200 metric tons of GHG emissions** annually

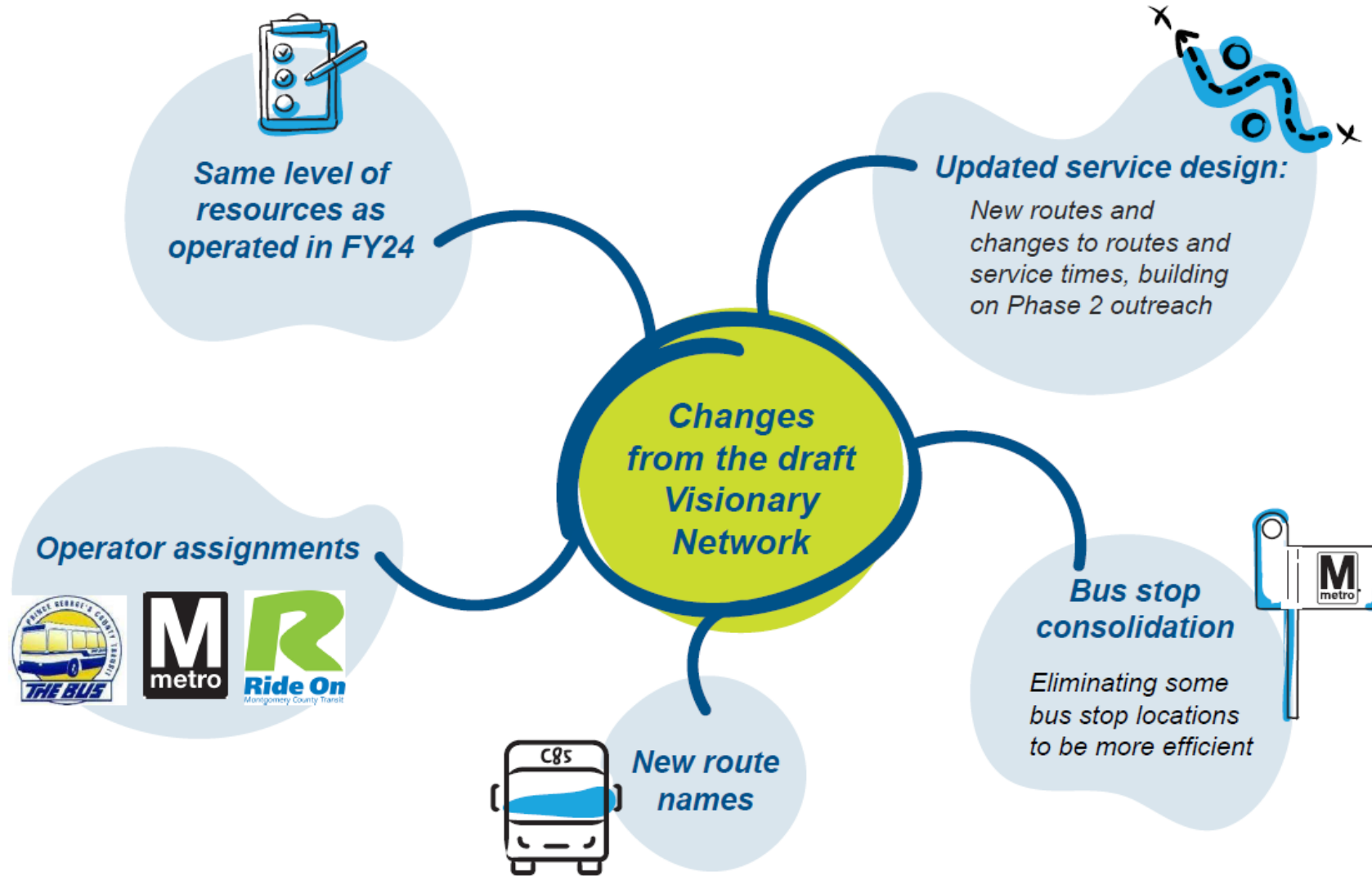
Save **3x more time** on an average weekday for transit customers

Make an **additional 200k weekday trips** convenient to take on transit

Provide **access to 17k more jobs** within **60 mins** on transit for residents of the region

*Metrics compared to proposed 2025 Better Bus Network

The Proposed 2025 Better Bus Network Delivers Customer and Operator Improvements





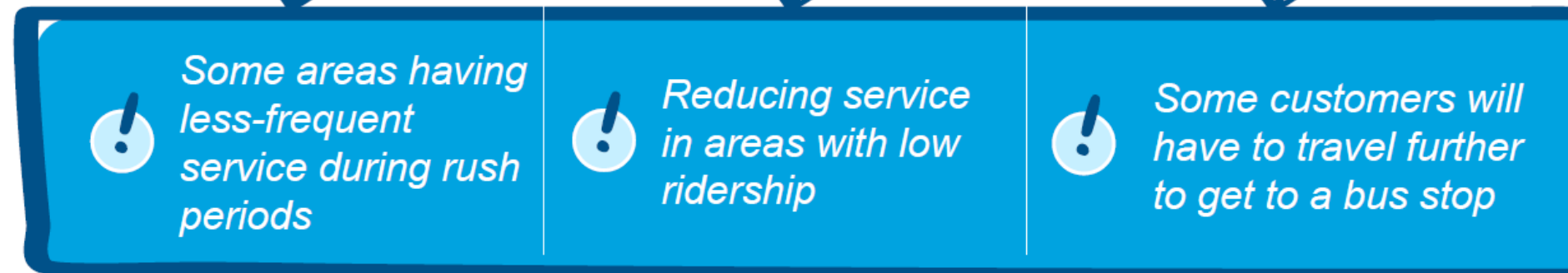
Tradeoffs Are Required to Balance Competing Needs

Only so much can be achieved using currently available resources

Because the Proposed 2025 Better Bus Network prioritized:



It resulted in:



The Proposed 2025 Better Bus Network... *Better Connects the Region*

By linking people with jobs, destinations,
and other transit modes



12k more jobs within 60 minutes on transit during the morning rush.

4-6% more bus trips connect destinations between the District, Maryland, and/or Virginia on weekdays



More residents – especially people of color and residents of low-income households – will have **easier access to hospitals, colleges, and grocery stores** at all times of day.



The Proposed 2025 Better Bus Network... *Makes the Bus More Convenient*

By creating more direct, easier to understand, and more frequent service

Save existing customers 10,000 hours every weekday

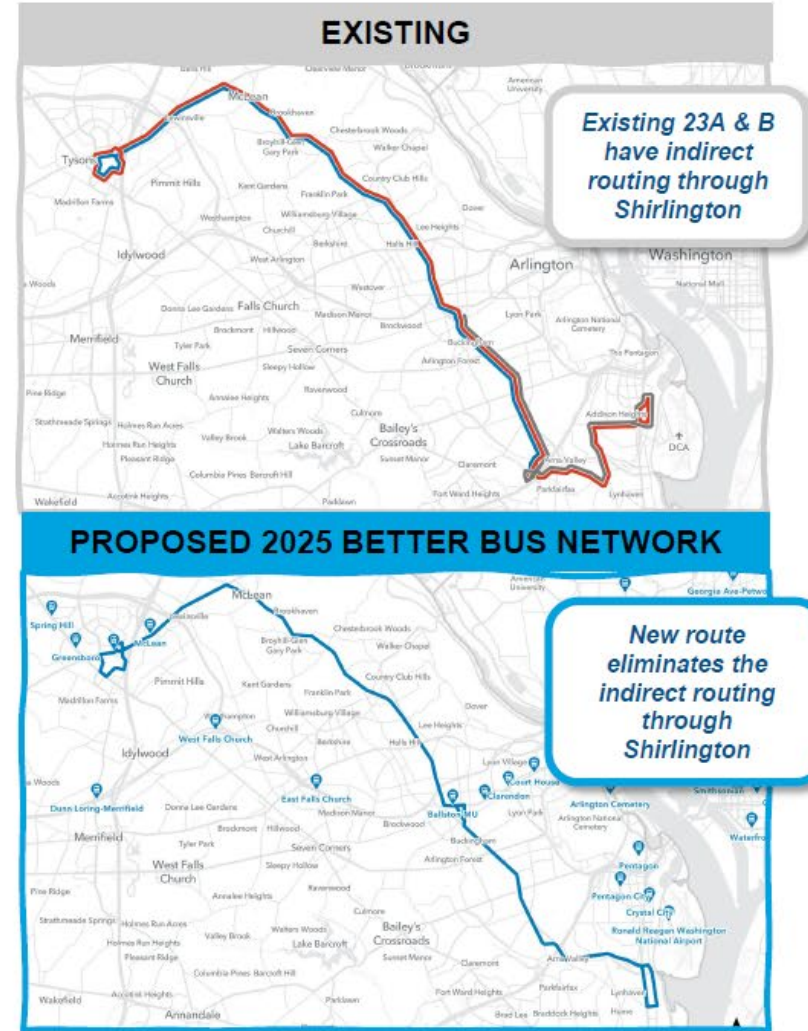


Routes are more direct to save time and avoid confusion

More than 140k people will now **have access to service that comes at least every 30 minutes midday and weekends**, as compared to service that comes less than twice an hour today



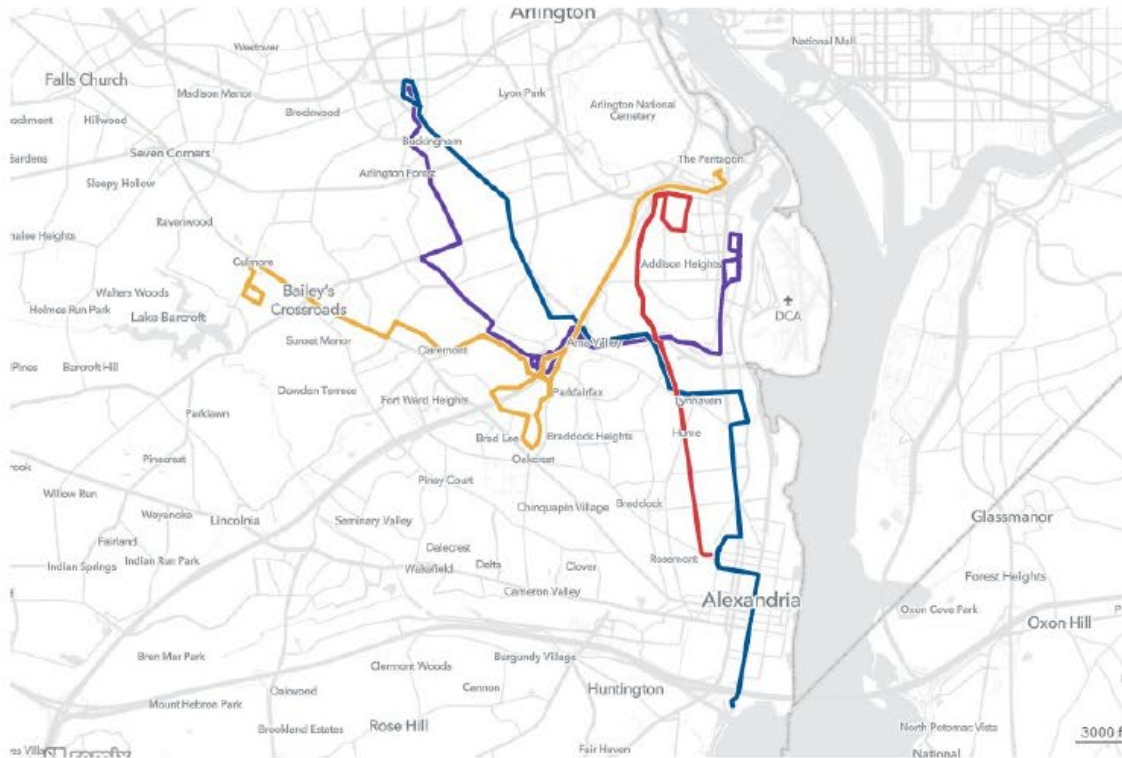
4% more of the trips made in the region will be convenient to take by transit, with biggest improvements during the weekday PM rush and evening





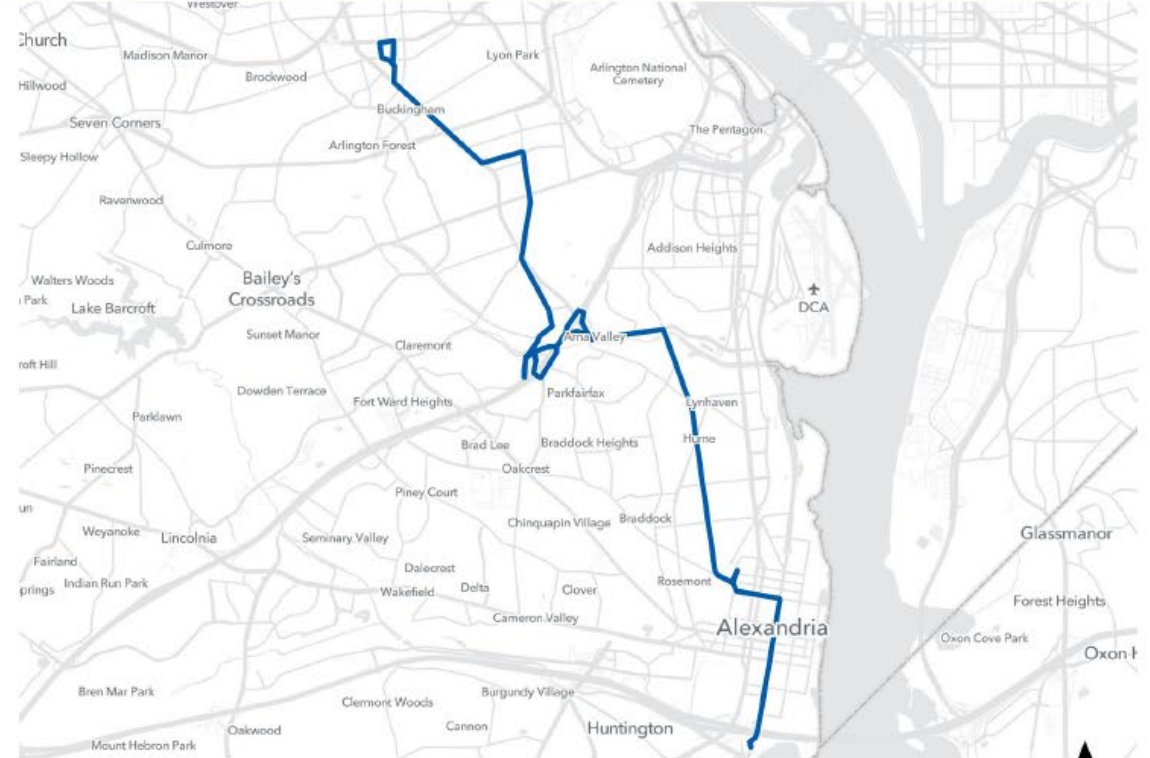
The Proposed 2025 Better Bus Network... *Was Shaped by Your Feedback*

PROPOSED VISIONARY NETWORK



- Arlandria had routes with frequent service, but missing direct connections to key destinations

PROPOSED 2025 BETTER BUS NETWORK



- Proposed 2025 network retains service on the current route 10B alignment.

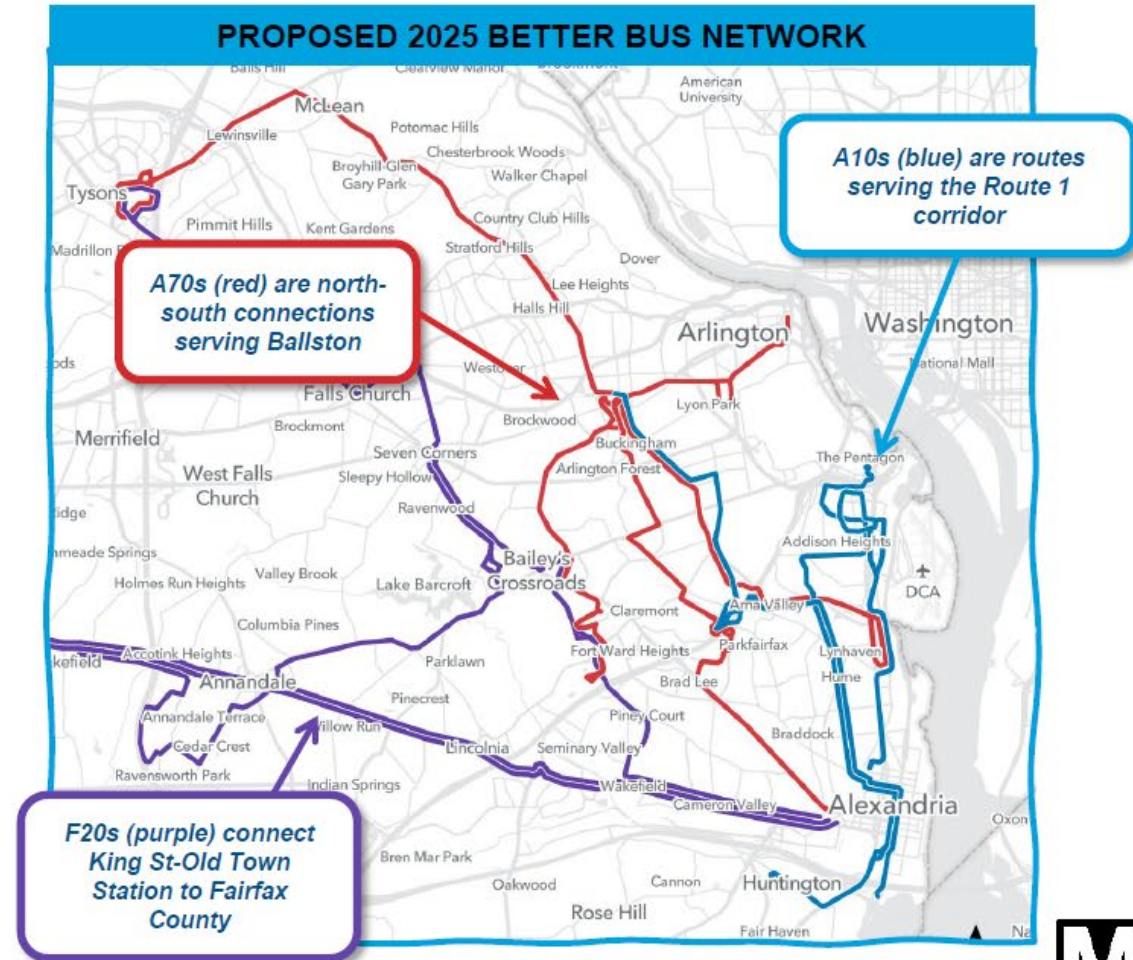


The Proposed 2025 Better Bus Network... *Is More Intuitive and Easier to Understand*

By renaming bus routes to make a more consistent and legible system

Approach to New Route Names:

- First character =
 - **A** for Arlington and Alexandria, and **F** for Fairfax County and Cities of Fairfax and Falls Church
 - **D** (downtown routes) or **C** (crosstown routes) for DC
 - **M** for Montgomery, **P** for Prince George's
- Second character = a number for route's corridor/neighborhood
- Third character = a number to distinguish it from the other routes or an X for limited stop
- Local providers can also apply this approach



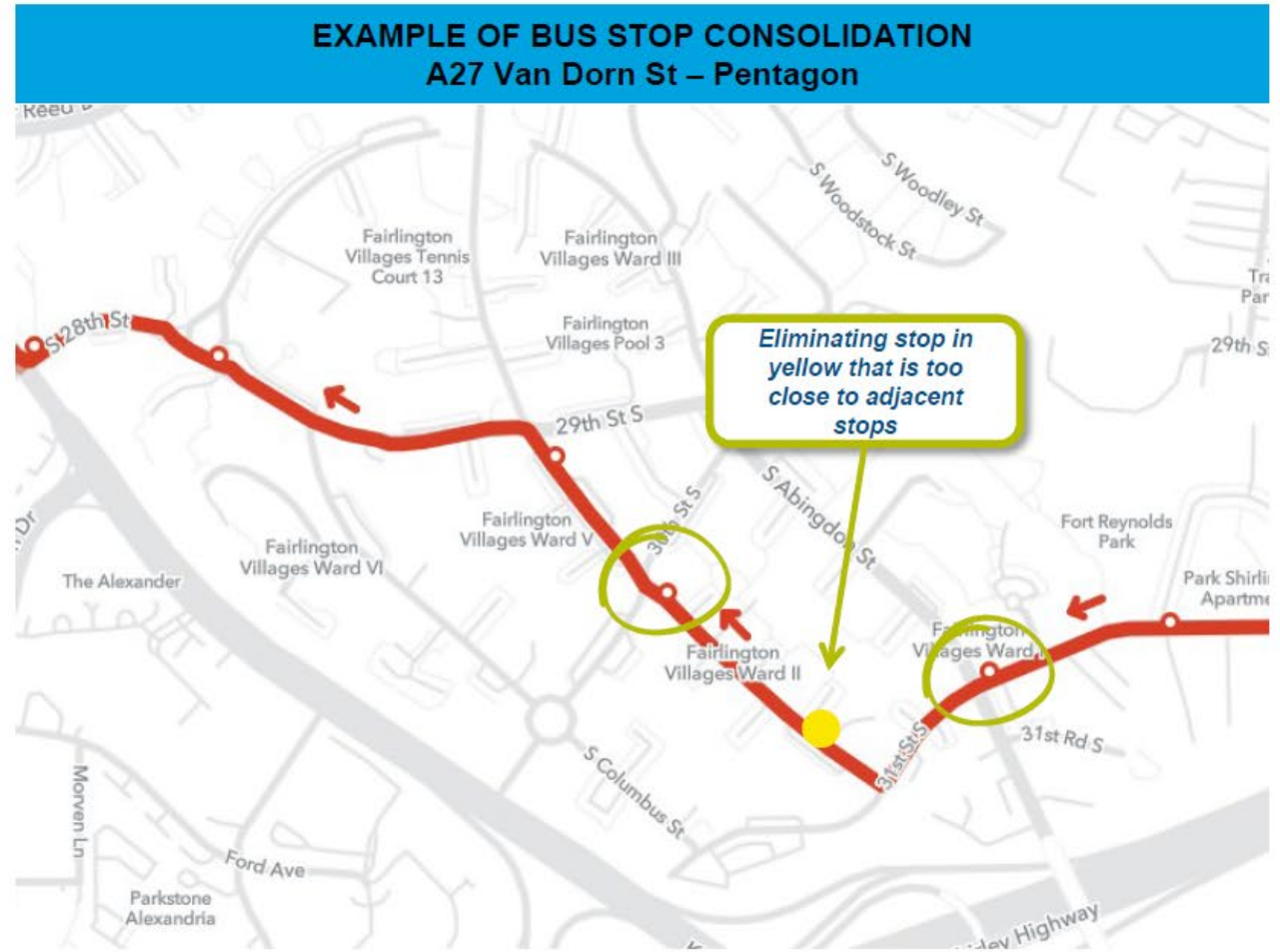
The Proposed 2025 Better Bus Network...

Creates Faster, More Reliable Travel Time

By eliminating some bus stops that are too close together

Eliminate 600+ bus stops (of 9,500 stops Metrobus uses) that:

- Are too close to the next stop, based on Metrobus service guidelines
- Have low ridership (boardings and alightings)
- Do not provide safe pedestrian access (sidewalks and crosswalks)





Next Steps





Multiple Opportunities to Provide Feedback

See wmata.com/betterbus for the most current schedule of events



Discovery Days



- One in each state-level jurisdiction held mid-late June
- Interactive “expo” to learn about proposed network & provide feedback
- **Separate** Public Hearing room
- **Additional** virtual Public Hearings

Pop-Ups

- Targets high-change areas, high ridership, equity focus communities

Ride-Alongs

- Focus on **high-change routes** & areas **not reached** by other events



Online Opportunities to Explore the Routes

Discover the proposed 2025 Better Bus Network on the Discovery Hub at wmata.com/betterbus



Use the Map Library to Explore the Proposed 2025 Better Bus Network



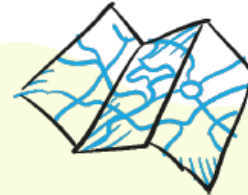
Explore State Maps

Review all routes in the proposed 2025 Network for DC, VA, and MD



Review Route Profiles

Review details for each route in the network



View Neighborhood Profiles

See summaries of proposed changes by geographic area



Learn About New Route Names

Understand how new route names were developed

Online Opportunities to Share Your Input

Discover the proposed 2025 Better Bus Network on the Discovery Hub at wmata.com/betterbus



*Share Your Input on
the Proposed 2025
Better Bus Network*



Comment Using An Interactive Map

Leave route-by-route feedback on an interactive map



Take a Survey

Tell us what you think of the proposed 2025 Network



Provide Written Comments

Leave a digital comment concerning the network



Upload A Document

Share a document concerning the network

Next Stop: Better Bus

- Feedback received from the public and various groups will help us to refine the 2025 Better Bus Network
- Share updated 2025 Network with the Board in fall 2024 for adoption



Action Item: AlexWest Mobility Recommendations

Agenda Item 4



Alex West

Transportation Commission Final Presentation – Draft Plan

June 20, 2024

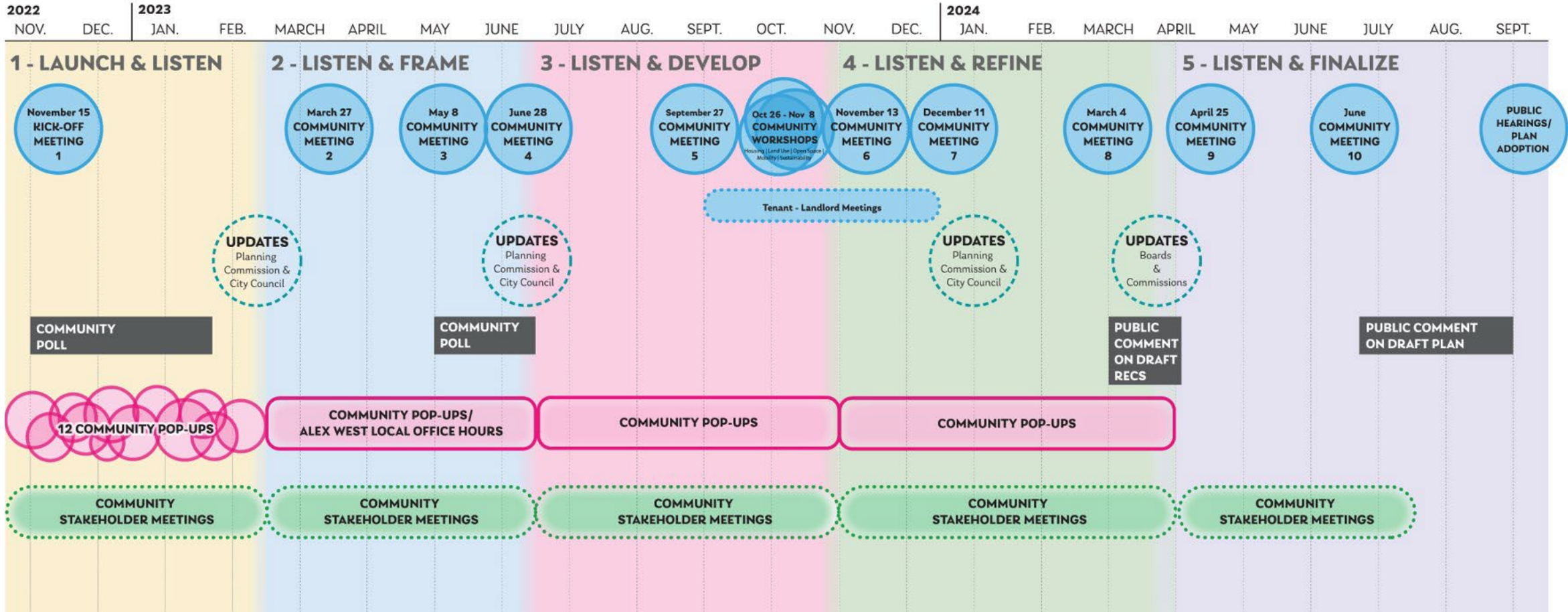


Agenda

1. Recap of Process
2. Plan Area + Context
3. Final Draft Recommendations
4. Next Steps
5. Questions + Comments



Process Recap



Plan Area – Context

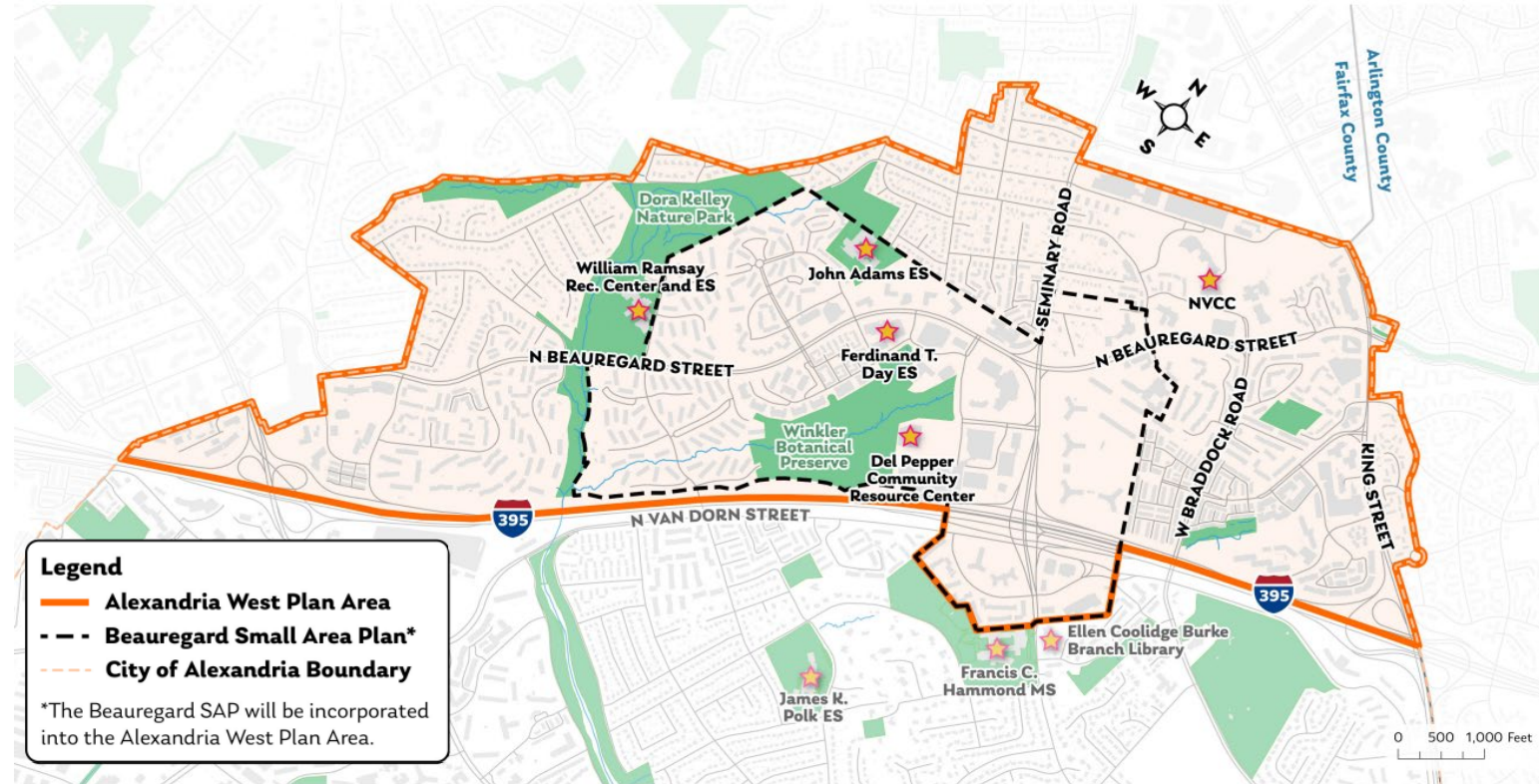
1,260 Acres - 13% of City

17% of City's population

38% of City's Market Affordable Units

713 Committed Affordable Units

132 Acres existing public parks



Land Use + Housing Strategy

Focus Area

New development and redevelopment will be prioritized on surface parking and in commercial areas to **minimize displacement**

Area 2

New development and redevelopment will be subject to criteria established in the Plan

Area 3

New development will proceed based on existing City policies

Figure 2.2: Land Use Strategy

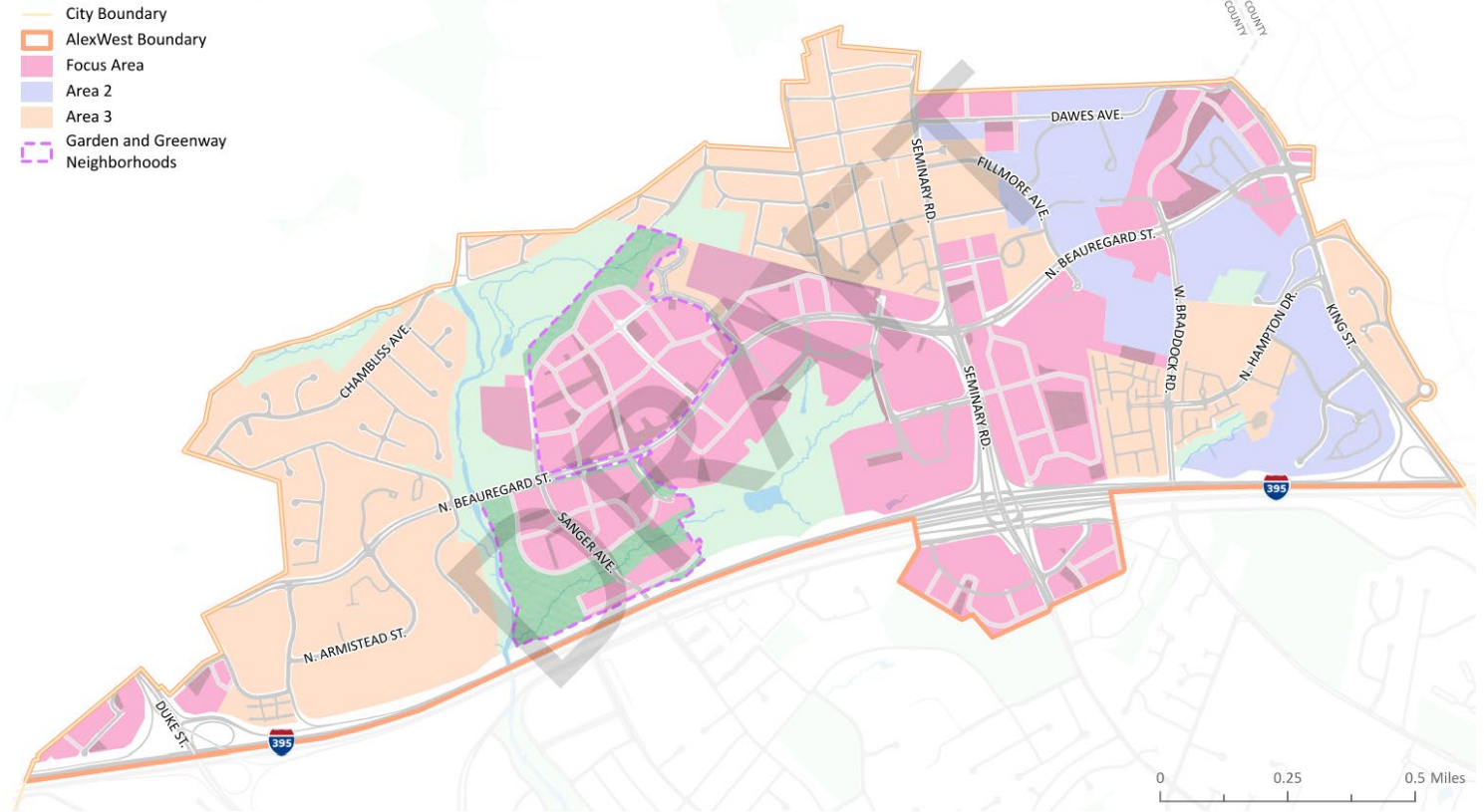
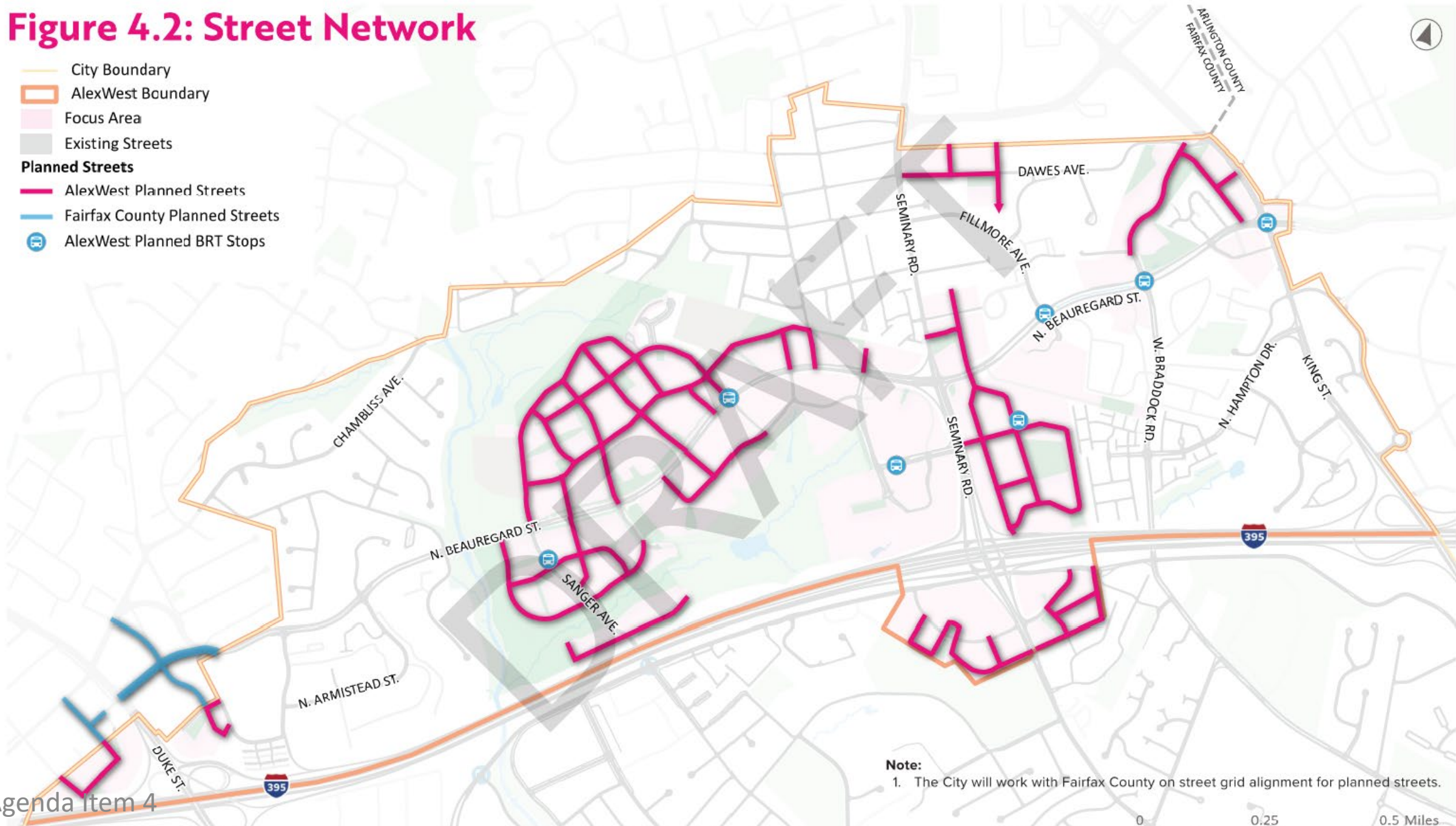


Figure 4.2: Street Network

- City Boundary
- AlexWest Boundary
- Focus Area
- Existing Streets
- Planned Streets**
 - AlexWest Planned Streets
 - Fairfax County Planned Streets
- AlexWest Planned BRT Stops



Note:
1. The City will work with Fairfax County on street grid alignment for planned streets.

Figure 4.3: Street Dimensions + Types

- Focus Area
- Fairfax County Planned Streets
- AlexWest Planned BRT Stops
- Existing Streets

- City Boundary
- AlexWest Boundary

Street Cross Sections

- 136 Feet Beauregard Transit
- 90 Feet Transit Street B
- 88 Feet Transit Street A
- 77 Feet with Parking
- 77 Feet with Bike Lanes
- 66 Feet with Parking
- 55 Feet
- 54 Feet

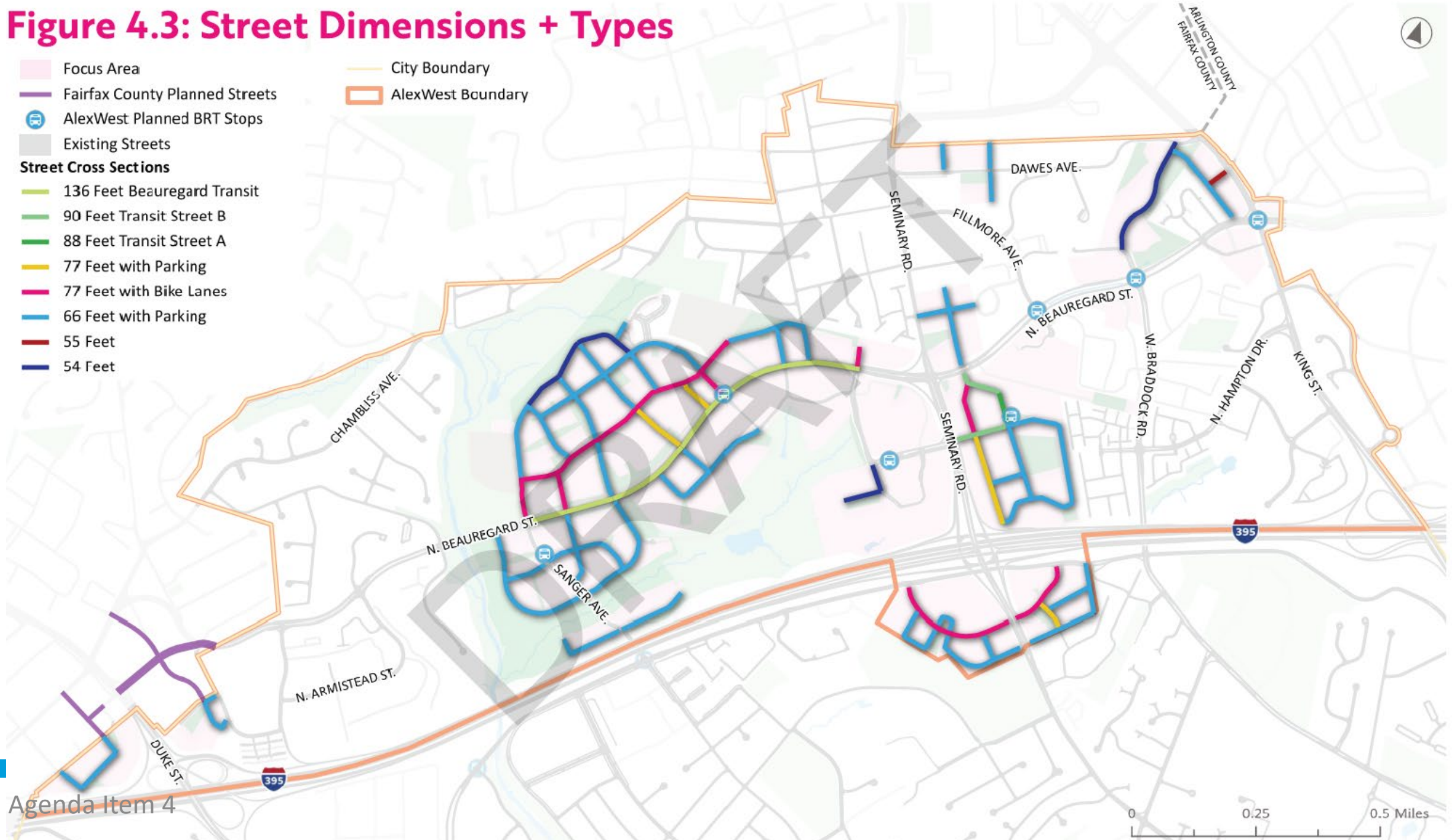


Figure 4.4: Street Dimensions + Types

54 FEET



55 FEET



66 FEET | With Parking



77 FEET | With Bike Lanes

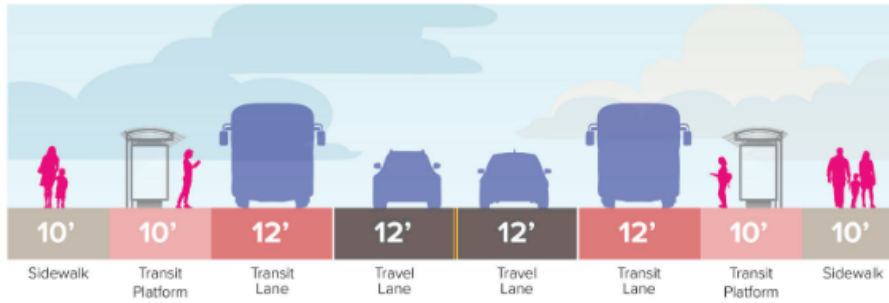


77 FEET | With Parking

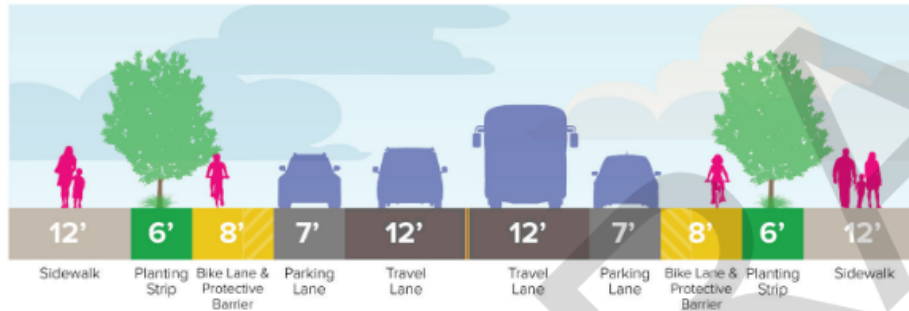


Figure 4.5: Street Dimensions + Types

88 FEET | Transit Street A



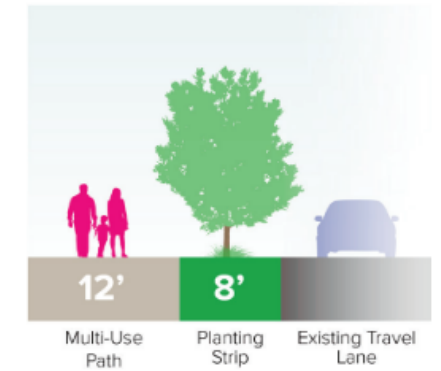
90 FEET | Transit Street B



136 FEET | Beaugard Transit



Primary Streets

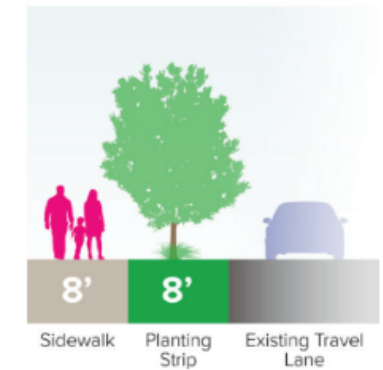


Primary: Applies when a cross section is not specified for a street or portion of a street.

Primary Streets in the Plan Area:

- Duke Street
- King Street
- N. Beaugard Street
- Sanger Avenue
- Seminary Road

Secondary Streets



Secondary: Applies when a cross section is not specified for a street or portion of a street and is not designated as a primary street.

Agenda Item 4

The final design and configuration of the street cross sections in **Figure 4.5** will be subject to compliance with the intent of the AlexWest Plan.

Figure 4.9: Safety Enhancements Study Areas

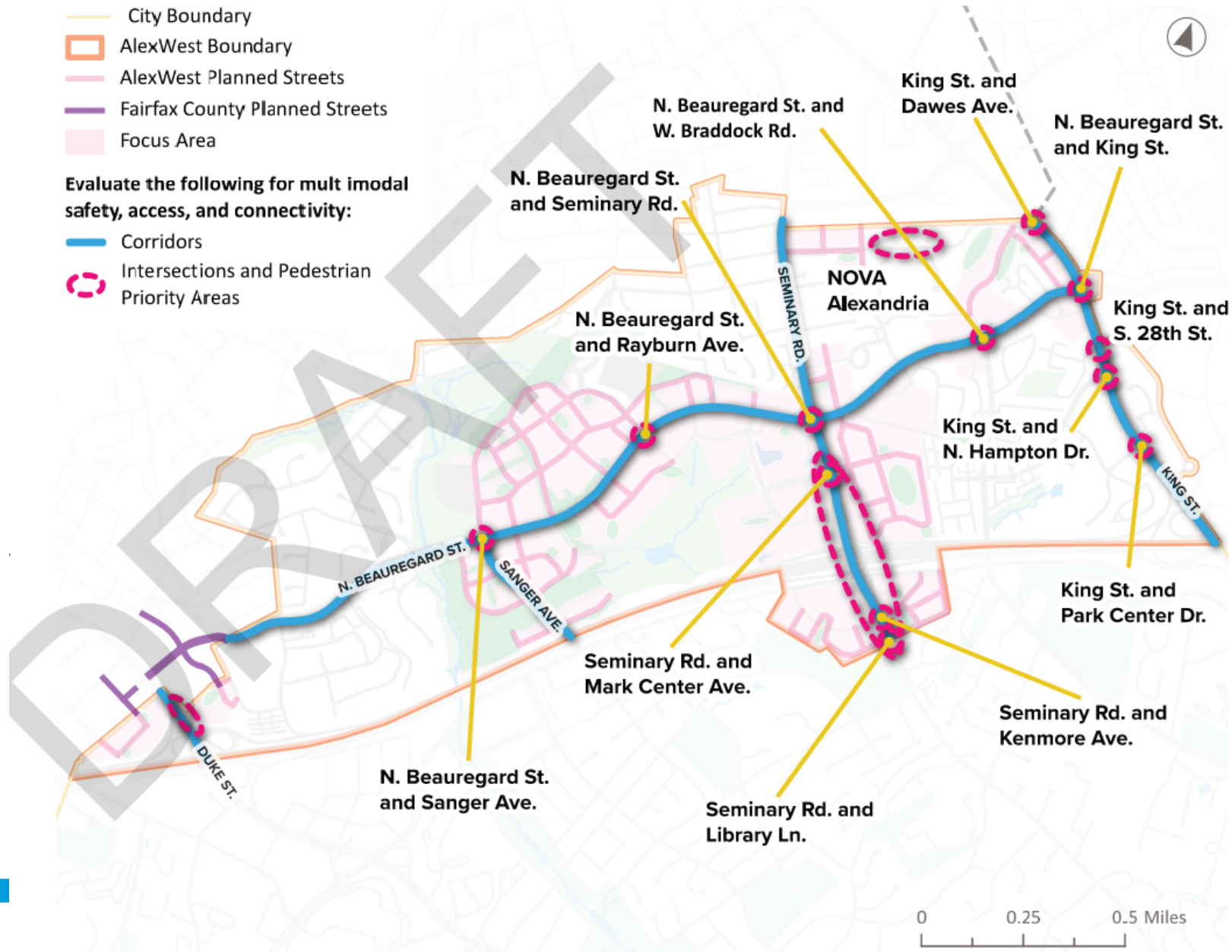
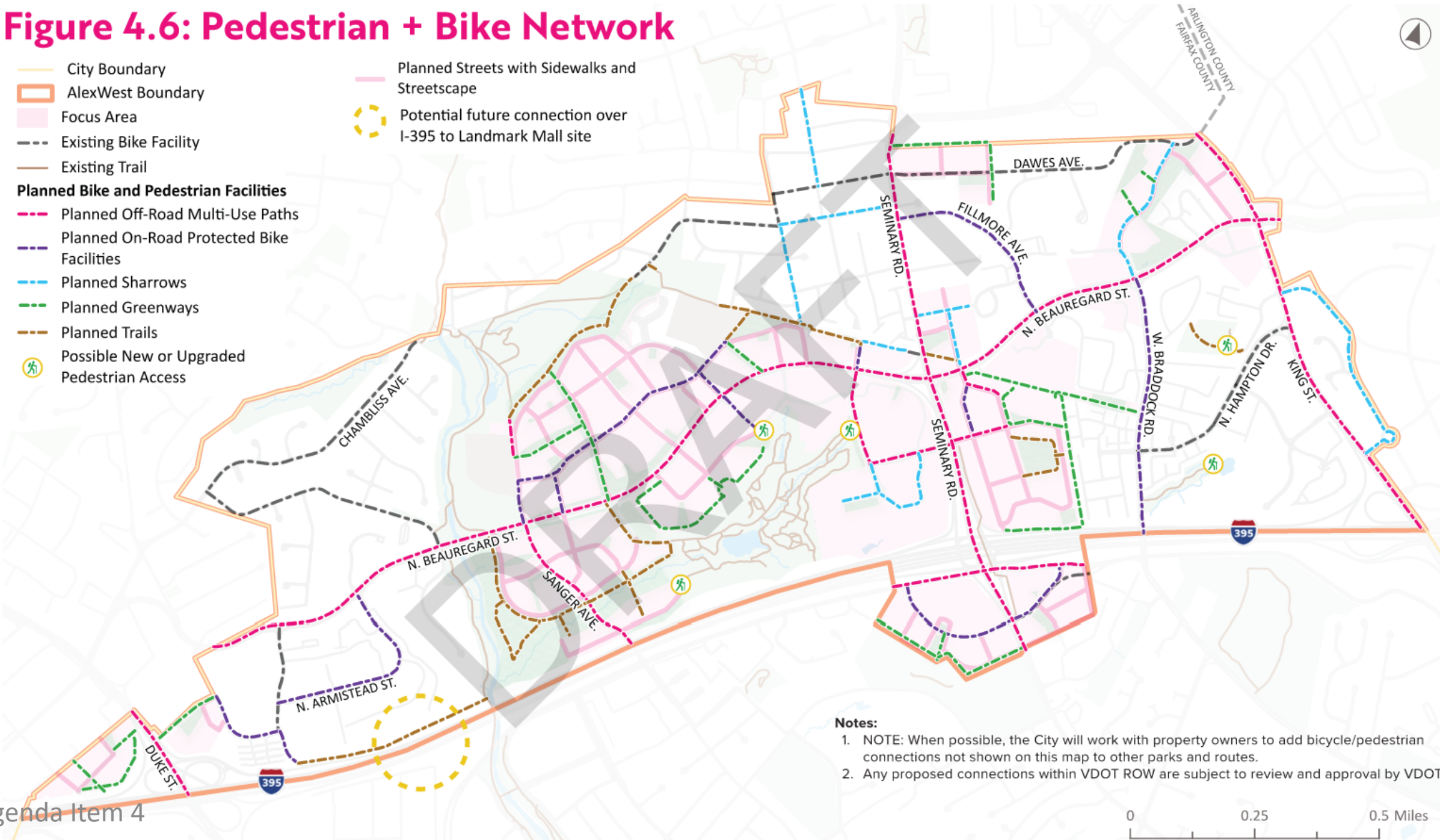


Figure 4.6: Pedestrian + Bike Network

- City Boundary
 - AlexWest Boundary
 - Focus Area
 - Existing Bike Facility
 - Existing Trail
 - Planned Streets with Sidewalks and Streetscape
 - Potential future connection over I-395 to Landmark Mall site
- Planned Bike and Pedestrian Facilities**
- Planned Off-Road Multi-Use Paths
 - Planned On-Road Protected Bike Facilities
 - Planned Sharrows
 - Planned Greenways
 - Planned Trails
 - Possible New or Upgraded Pedestrian Access



Notes:

1. NOTE: When possible, the City will work with property owners to add bicycle/pedestrian connections not shown on this map to other parks and routes.
2. Any proposed connections within VDOT ROW are subject to review and approval by VDOT.



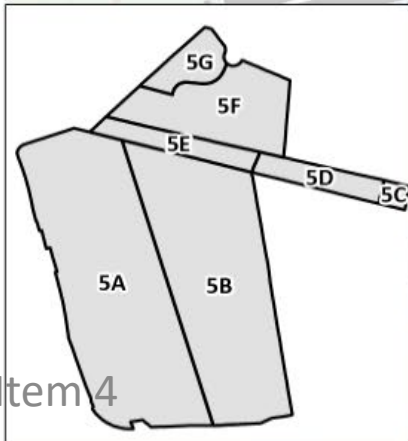
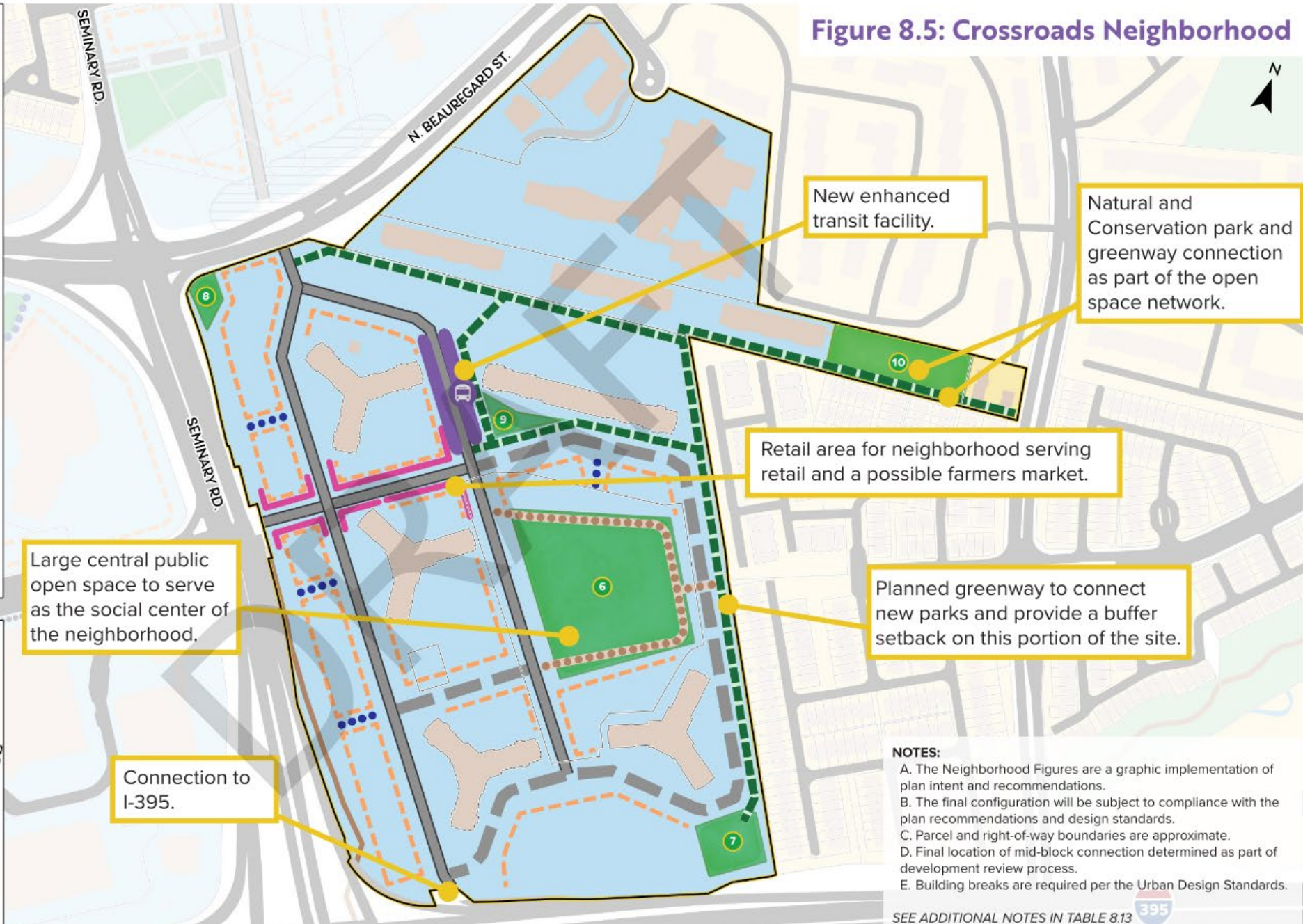
Figure 4.10: Seminary Road + North Beauregard Street



Figure 8.5: Crossroads Neighborhood

LEGEND

- Neighborhood Boundary
- Parcel
- Existing Building
- Required Retail Frontage
- Streetwall
- Planned Public Park
- Planned Mid-Block Pedestrian Connection
- Planned Greenway Connection
- Planned Trail
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Residential Land Use
- Residential/Commercial Land Use
- Planned BRT Stop



NOTES:

- A. The Neighborhood Figures are a graphic implementation of plan intent and recommendations.
- B. The final configuration will be subject to compliance with the plan recommendations and design standards.
- C. Parcel and right-of-way boundaries are approximate.
- D. Final location of mid-block connection determined as part of development review process.
- E. Building breaks are required per the Urban Design Standards.

SEE ADDITIONAL NOTES IN TABLE 8.13

AlexWest Plan: What's Next

**JUNE
25**

**Community
Meeting #10**

**Draft Plan + Design
Standards Release**

**JUNE -
SEPT**

- Draft Plan Public Comment Period (June 25 – Aug 1)
- Meet with Community Groups and Stakeholders
- Draft Plan Revisions
- Public Hearing Preparation

SEPT

**PC + CC
Public Hearings**



Questions + Discussion



Public Hearing: Charging and Fueling Infrastructure Grant Application

Agenda Item 5



Charging and Fueling Infrastructure (CFI) Grant Program “Round 2”

- Competitive grant program for installing publicly accessible electric vehicle (EV) charging infrastructure
- \$1.3B available for Round 2
- Project Merit Criteria:
 - Safety
 - Climate Change, Resilience, and Sustainability
 - Equity, Community Engagement, and Justice40
 - Workforce Development, Job Quality, and Wealth Creation
 - CFI Program Vision
- Projects require 20% cost share, which can be met from private project partners (e.g., charging infrastructure manufacturers)



CFI “Round 2” Grant Program Application

- The City is planning to submit an application to install publicly accessible charging infrastructure in multiple locations, including **parks, libraries, and recreation centers.**
- The City is planning to issue a franchise agreement for a vendor to install publicly accessible chargers at no cost to the City. Any grant funding may be applied to that franchise, with the vendor providing the 20% cost share.



Recommendation

- That the Transportation Commission provide a letter of endorsement to City Council for an application to Round 2 of the Charging and Fueling Infrastructure Grant Program.

