



The meeting will begin at 7PM. We will be conducting audio/video checks between 6:45 and 6:55PM.

Transportation Commission

September 29, 2021



Commission Members

- **Lawrence Chambers** – DASH
- **Jeremy Drislane** – Citizen West
- **VACANT**- Planning Commission
- **Oscar Gonzalez** – Citizen East, High School Project
- **Casey Kane** – Traffic and Parking Board, Eisenhower West/
Landmark/Van Dorn Advisory Group
- **Bruce Marsh** –Citizen East, Potomac Yard Metro Implementation
Working Group
- **Melissa McMahon** – Planning Commission
- **Bill Pugh** – Environmental Policy Commission, AMP Chair,
Eisenhower West/ Landmark/Van Dorn Advisory Group
- **Canek Aguirre** – Council (non-voting)
- **John Chapman** – Council (non-voting)
- **VACANT**– Citizen West



Meeting Notice

Agenda Item #1



Electronic Meeting Notice

- Due to the COVID-19 Pandemic emergency, the September 29, 2021 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.



Public Comment Period

Agenda Item #2



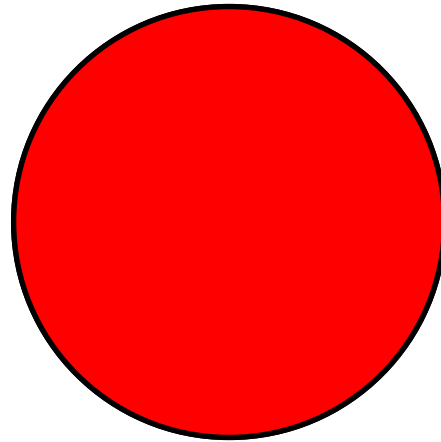
Public Comment

- For speakers not discussing items related to the public hearings.
- Raise hand or press *9
- 3 minutes per speaker



3 Minute Timer

Announcement will sound automatically when time is up





AMPAC MINUTES: May 26, 2021

Meeting

Agenda Item #3



TRANSPORTATION COMMISSION MINUTES: June 16, 2021 Meeting

Agenda Item #3



Consideration of Endorsement of the Alexandria Mobility Plan

Agenda Item #4



Alexandria Mobility Plan Final Plan Release

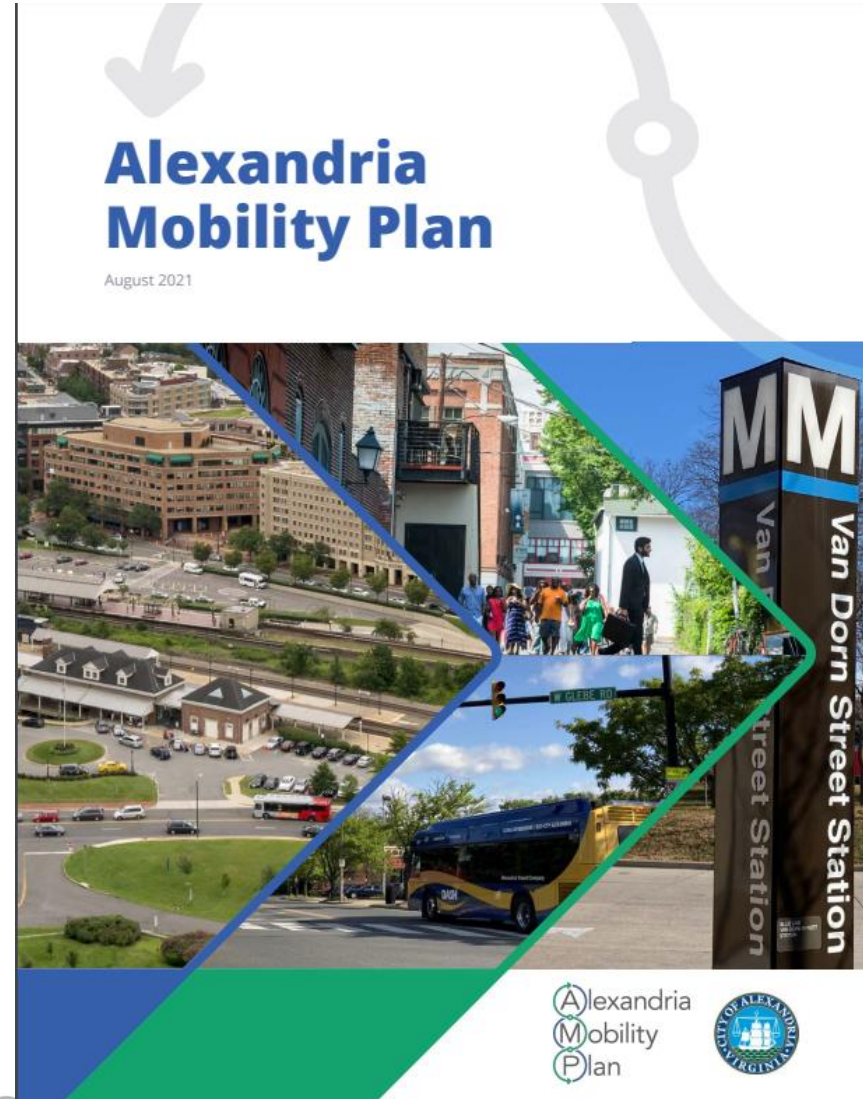
Joint Alexandria Mobility Plan Advisory
Committee & Transportation
Commission

September 29, 2021

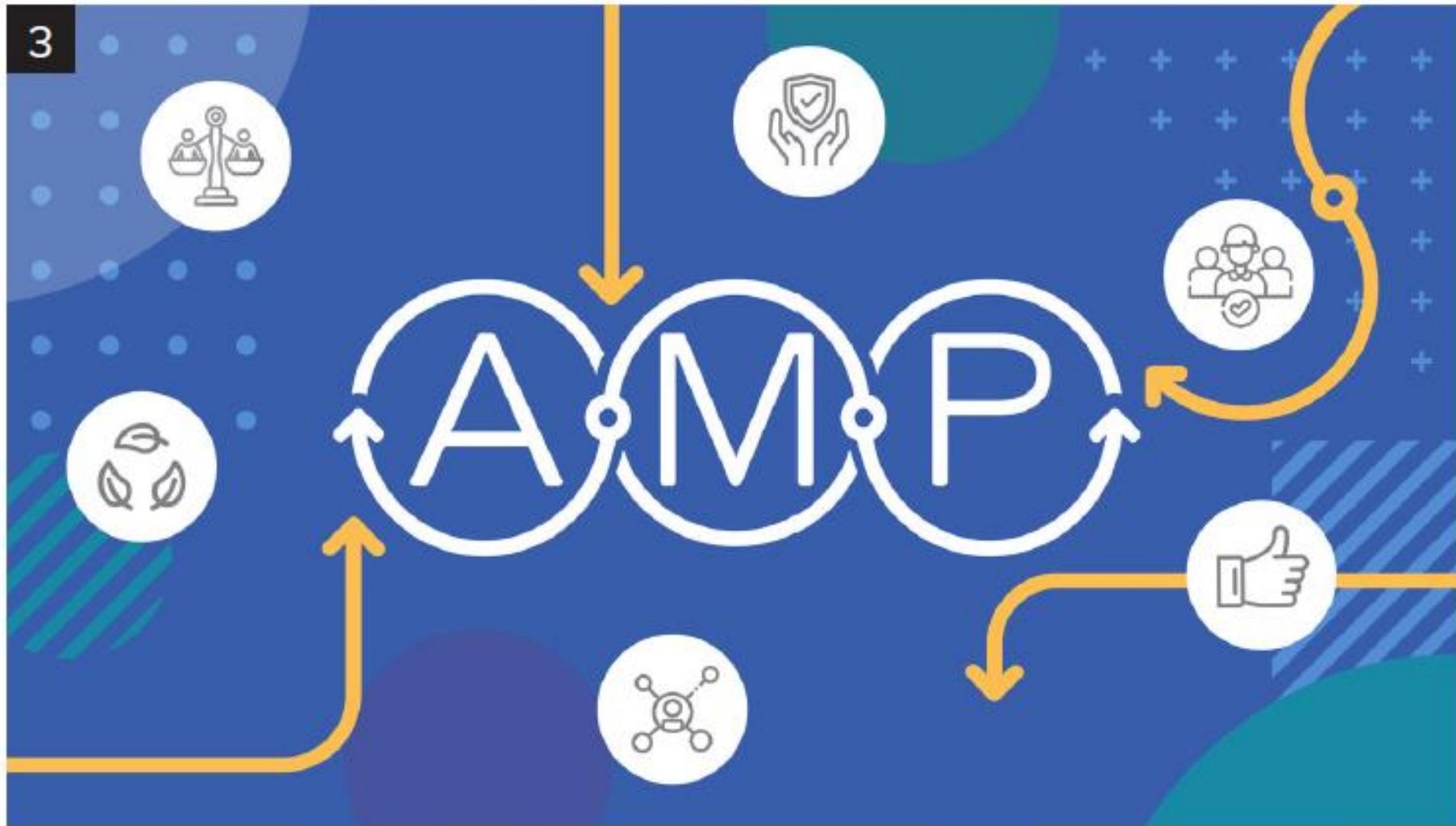


Purpose

- Consideration of endorsement of the Alexandria Mobility Plan



What is the AMP?



Addressing Community Concerns

1

Concern about ***cut-through traffic*** and ***congestion*** on local streets

2

Desire for ***more and better travel choices***, particularly ***transit***

3

Need for ***transportation equity***

Vision

***Safe, seamless,
and connected
mobility options
foster a thriving
Alexandria for all***



Guiding Principles



ACCESS Alexandria



Accessible

Alexandria will work to make its transportation network **easily accessible for users of all ages and abilities.**



Connected

Alexandria's transportation system will take you where you want to go seamlessly by **leveraging technology and integrating transportation and land use.**



Convenient

Alexandria will provide a transportation system with high-quality mobility options that are **reliable, frequent, proximate, and comfortable.**



Equitable

Alexandria acknowledges that there are disparities in neighborhoods and populations in the City that have been historically underserved. Alexandria will be **targeted, inclusive, and intentional in addressing gaps in mobility options** available, their quality, and safety.



Safe

Alexandria will **eliminate all traffic deaths and serious injuries by 2028.**



Sustainable

Alexandria will **prioritize low-carbon mobility options** and **reduce automobile dependency.**



Overarching Policies

1

Apply early and ongoing **equity** focus

2

Incorporate **flexibility and adaptability**

3

Be proactive and **data-driven**

4

Develop **partnerships** that advanced shared goals

Key Strategies

- To improve *travel choices*, the City will:
 - Implement *Alexandria Transit Vision Plan* and **Transitway corridors**
 - Support the creation of **mobility hubs in strategic locations** to connect public transit with other multimodal and shared transportation options
 - Expand **ferry options** for better access by water to different destinations
 - Use technology and other measures to **make parking easier** to find.



Key Strategies

- To **manage congestion**, the City will:
 - Expand **smart and adaptive signal technology** to improve traffic flow
 - Develop targeted **programs, incentives, and education** to encourage people to travel by means other than driving alone
 - Add **more frequent and efficient bus service** to attract new ridership reducing the number of cars on the road
 - Advocate regionally for policies that will **reduce cut-through traffic** in Alexandria
 - Improve **regional connectivity of transit**



Key Strategies

- To advance *transportation equity*, the City will:
 - **Evaluate transit fare policy** to ensure access for people of all means
 - Add more **frequent, all-day bus service** citywide, but particularly in the West End
 - Create **parking policies to support housing affordability** and **ensure greater access for persons with limited mobility**
 - Use data to **ensure that resources are distributed equitably**



Outcomes

Measurable progress towards achieving Guiding Principles

Accessible



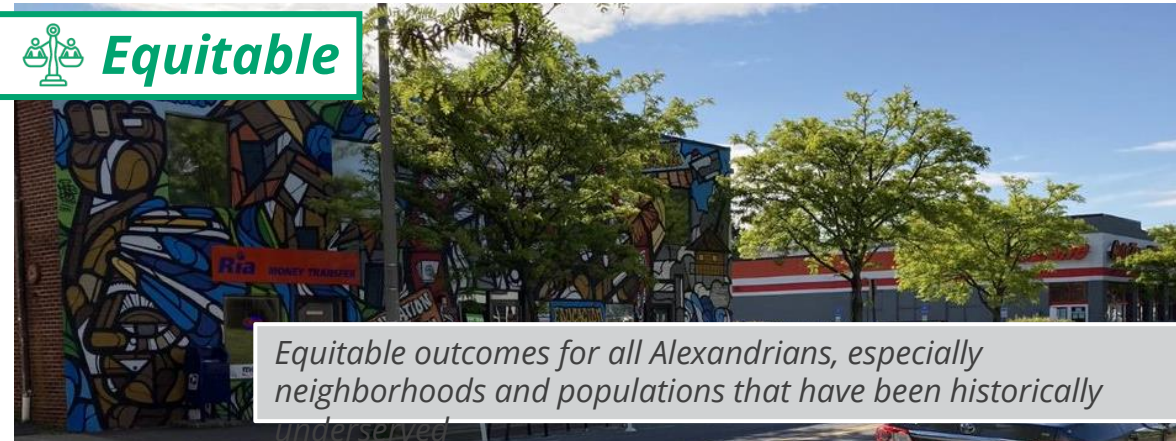
Increased access to high-quality transportation choices for all Alexandrians

Convenient



Better overall experience getting around the City

Equitable



Equitable outcomes for all Alexandrians, especially neighborhoods and populations that have been historically underserved

Connected



More and easier connections to jobs, opportunities, and community destinations

Safe



Reduced number and severity of crashes

Sustainable



Increase in non-single occupant vehicle commuting

Key Changes from the Draft Plan

- New strategy focused on **maintaining our roadways** proactively and equitably (Streets chapter)
- New strategy to **promote electric vehicle usage** (Parking and Curb Space chapter)
- **Inclusion of adopted pedestrian, bicycle** (from the 2016 Pedestrian and Bicycle Plan Update), **and transit networks** (Transit and Pedestrian and Bicycle chapter)
- Greater emphasis of **traffic management strategies** (Smart Mobility chapter)
- Recognition of **autonomous vehicles** as a potential disrupter to ensure that Alexandria will be prepared from a policy perspective (Smart Mobility chapter)

Key Changes from the Draft Plan (cont'd)



- Adjustments to metrics:
 - Additional metrics related to **ADA accessibility, transit travel times, and minority/low income/senior breakdown for more metrics**
 - Addition of **baseline information** (existing conditions) and stronger connections to **metrics and already-established targets from other City plans**
- Addition of Implementation Appendix to **track plan progress, establish new targets, and develop time horizons**
- Addition of intention to **update the plan by the end of 2030**



Next Steps

Final Plan

- Planning Commission hearing
- City Council hearings and adoption

Adopted Plan

- Continued engagement with the community, stakeholders, and elected officials
- Identify and pursue funding for projects
- Implement strategies
- Work with our partners
- Track and report on progress
- Adapt based on performance



Recommendation

- That the **Alexandria Mobility Plan Advisory Committee** endorse the adoption of the Alexandria Mobility Plan into the City's Master Plan.

Recommendation

- That the **Transportation Commission** endorse the adoption of the Alexandria Mobility Plan into the City's Master Plan.

Suggested Additional Language

Transit Chapter Strategy 2. Build out the city’s priority transitway corridors and identify improvements on congested, high ridership corridors to reduce travel times and improve reliability

- Collaborate with the community to develop a design for Duke Street that informs the construction of the Duke Street Transitway
- Advance the design and construction of the West End Transitway and evaluate its success to determine whether dedicated lanes or other methods to improve speed and reliability are needed
- Extend the dedicated infrastructure for the Route 1 Metroway corridor to connect to the new Potomac Yard Metrorail station and into Arlington
- Evaluate transit signal priority, queue jumps, high-occupancy vehicle lanes, and other operational or street design improvements/pilot projects on corridors with frequent and congested bus service

Request to add an action:

- *Explore connecting Alexandria’s transitways with high-capacity transit corridors in Fairfax to help create a more reliable and efficient regional bus network.*

Relevant Language

Transit Chapter Strategy 6. Support a better connected regional transit network

- Support the development of mobile payment and trip planning applications that are compatible between Washington Metropolitan Area Transit Authority (WMATA), Virginia Railway Express (VRE), Maryland Area Rapid Commuter (MARC), and Alexandria Transit Company (DASH) services
- Collaborate with WMATA and neighboring jurisdictions to enhance connectivity to major activity centers and develop a more coordinated, useful regional transit system as part of WMATA's Bus Transformation Project implementation and Bus Network Redesign
- Enhance connections to support future rail expansion, water transportation expansion, and future regional bus rapid transit corridors

Thank you!



Consideration of Endorsement of the Arlandria-Chirilagua Small Area Plan Update

Agenda Item #5

09 29 2021
Transportation
Commission

Arlandria Chirilagua Plan



Action

That the Transportation Commission **endorse** the transportation recommendations from the Draft Arlandria-Chirilagua Plan **as consistent** with the City's Transportation Master Plan, Complete Streets Design Guidelines, Transit Vision Plan and Environmental Action Plan policies.

Planning Process Objectives

Equitable, Resilient, Welcoming Neighborhood

- Preserve Arlandria-Chirilagua as **a culturally diverse neighborhood by protecting residents' ability to remain in the community** in the context of anticipated market pressures
- Support the **existing commercial corridor, local businesses, and the community's access to daily needs**
- **Build on neighborhood walkability, safety, and mobility options**
- **Connect and expand the open space network** with more play areas and outdoor living rooms



Neighborhood Context

Spanish first

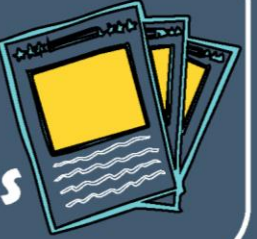
75K + translated words



ARLANDRIA / CHIRILAGUA

IMPACT IN NUMBERS

Over 900 survey respondents



Hosted and participated in 30 virtual meetings



Interacted with over 13 community leaders and organizations



Promoted the plan and answered questions via text, videos, posters/ signs, and FaceBook Live



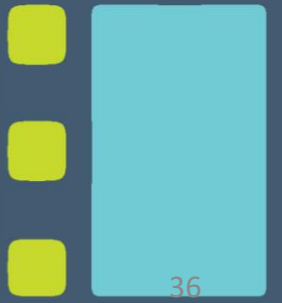
Hosted over 20 in person pop-ups



Delivered postcards and letters to inform residents about the planning process



Hosted and participated in 10 in person open houses



Community Priorities - Transportation

Pedestrian safety

- Safe crossings at intersections
 - Especially Mount Vernon and Glebe
- Enhanced pedestrian safety
 - Main and neighborhood streets

Cyclist safety

- Dedicated bike facilities
- Connection to regional trails
- Desire to bike around and beyond the neighborhood

Speed on neighborhood streets

- Cars speeding

Public transportation cost

- Lower bus fares for low-income riders



Complete Streets

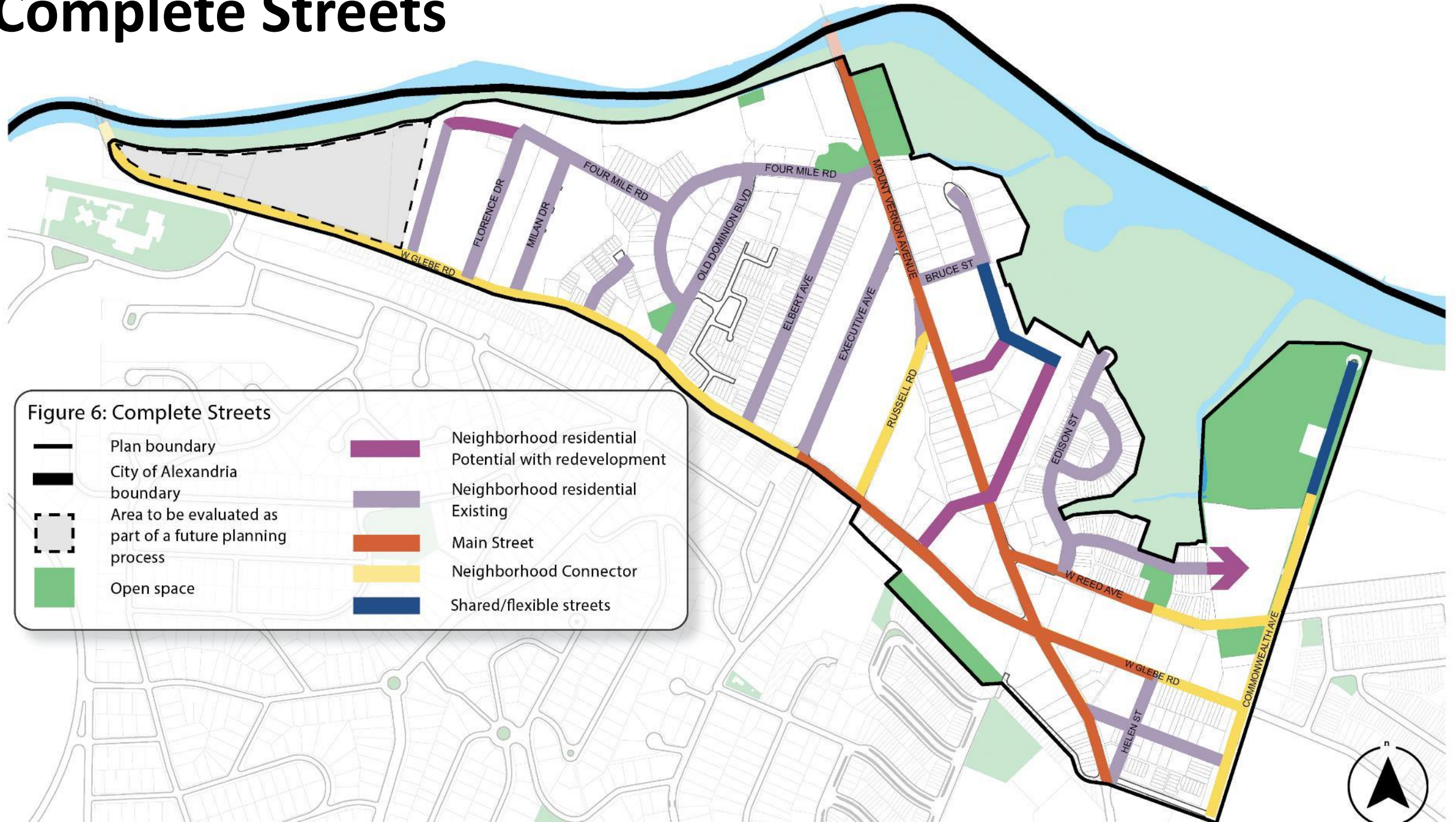


Figure 6: Complete Streets

- | | | | |
|---|---|---|---|
|  | Plan boundary |  | Neighborhood residential Potential with redevelopment |
|  | City of Alexandria boundary |  | Neighborhood residential Existing |
|  | Area to be evaluated as part of a future planning process |  | Main Street |
|  | Open space |  | Neighborhood Connector |
| | |  | Shared/flexible streets |

Mobility Framework

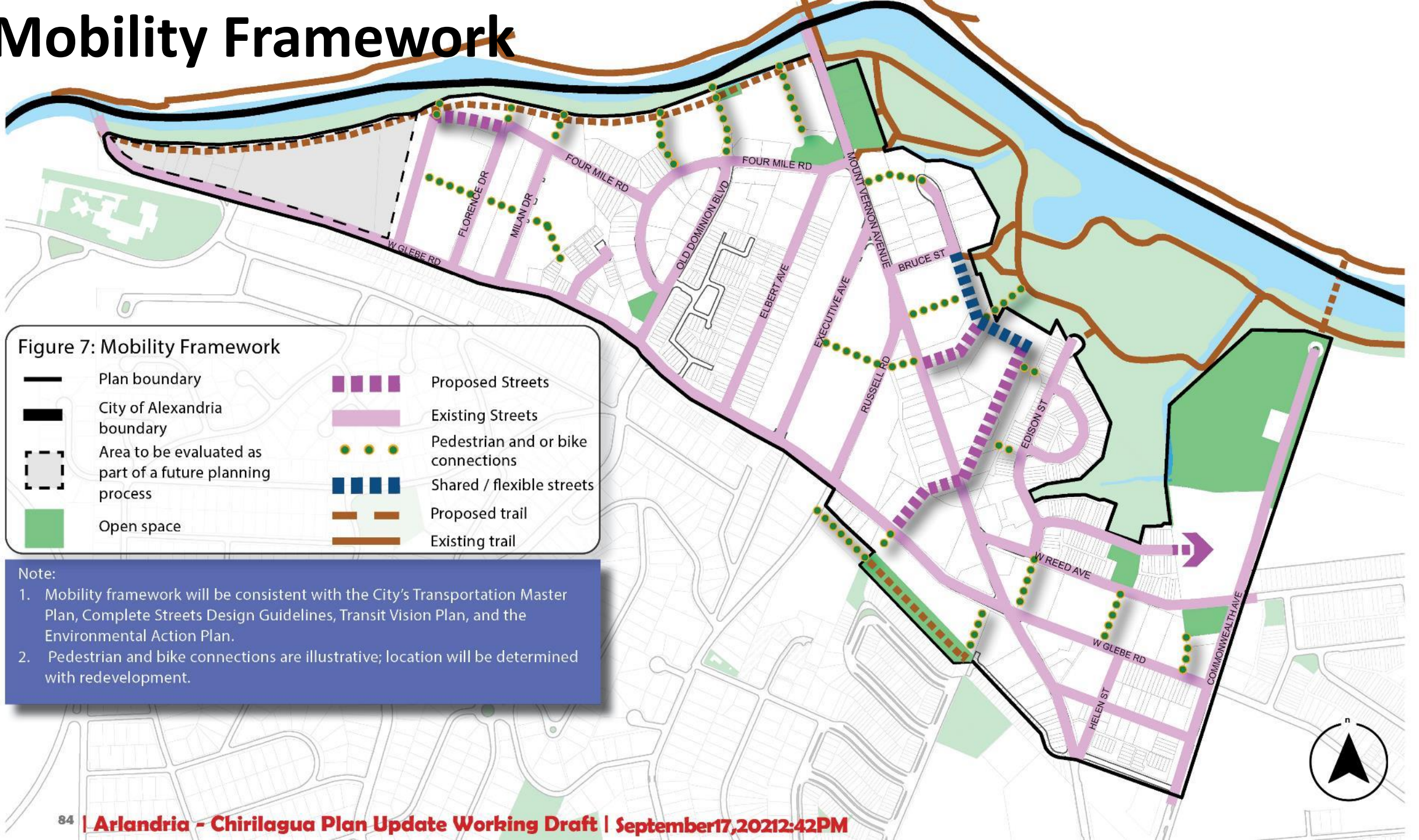












Figure 7: Mobility Framework

	Plan boundary		Proposed Streets
	City of Alexandria boundary		Existing Streets
	Area to be evaluated as part of a future planning process		Pedestrian and or bike connections
	Open space		Shared / flexible streets
			Proposed trail
			Existing trail

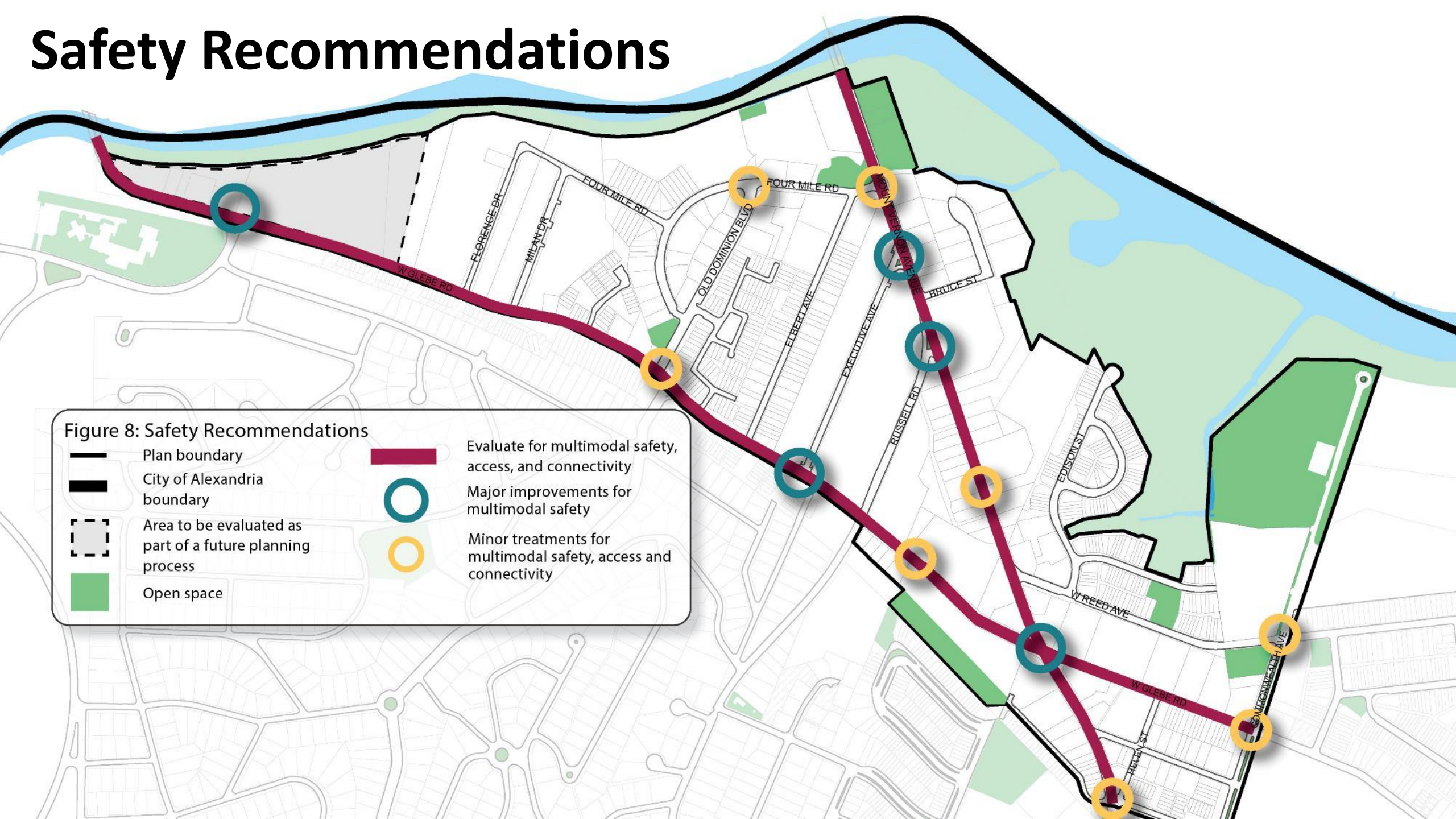
Note:

1. Mobility framework will be consistent with the City's Transportation Master Plan, Complete Streets Design Guidelines, Transit Vision Plan, and the Environmental Action Plan.
2. Pedestrian and bike connections are illustrative; location will be determined with redevelopment.

Safety Recommendations

Figure 8: Safety Recommendations

-  Plan boundary
-  City of Alexandria boundary
-  Area to be evaluated as part of a future planning process
-  Open space
-  Evaluate for multimodal safety, access, and connectivity
-  Major improvements for multimodal safety
-  Minor treatments for multimodal safety, access and connectivity



Transportation & Safe Access Recommendations

- 1. Provide the streets, blocks, and pedestrian connections depicted in Figures 7 as part of redevelopment.**
All new streets will be dedicated to the City, unless otherwise approved by the City.
- All pedestrian and bicycle connections will have public access easements or be dedicated to the City as shown in Figure 7.
- 3. Provide safe, comfortable, and connected bicycling facilities** as part of redevelopment or City infrastructure improvements according to the Complete Streets Design Guidelines, Transportation Master Plan, and this section of the Small Area Plan. These may include enhanced bicycle facilities on Mount Vernon Avenue, West Glebe Road, and other key connections.
- As part of redevelopment, **provide a continuous, connected, and accessible network of sidewalks or shared-use paths that meet the Complete Streets Design Guidelines and enable people of all ages and abilities to move safely and comfortably** within and outside the neighborhoods as shown in Figures 6 and 7
- Sidewalks adjacent to new developments on Mount Vernon Avenue and Glebe Road (Main Street and Neighborhood Connector Complete Streets Typologies) will be consistent with the curb to building dimensions depicted in Figures 5A ,5B, 5C and 5D.
- 6. Evaluate multimodal safety, access, and connectivity along Mount Vernon Avenue and East and West Glebe Road and implement intersection improvements as shown in Figure 8.**

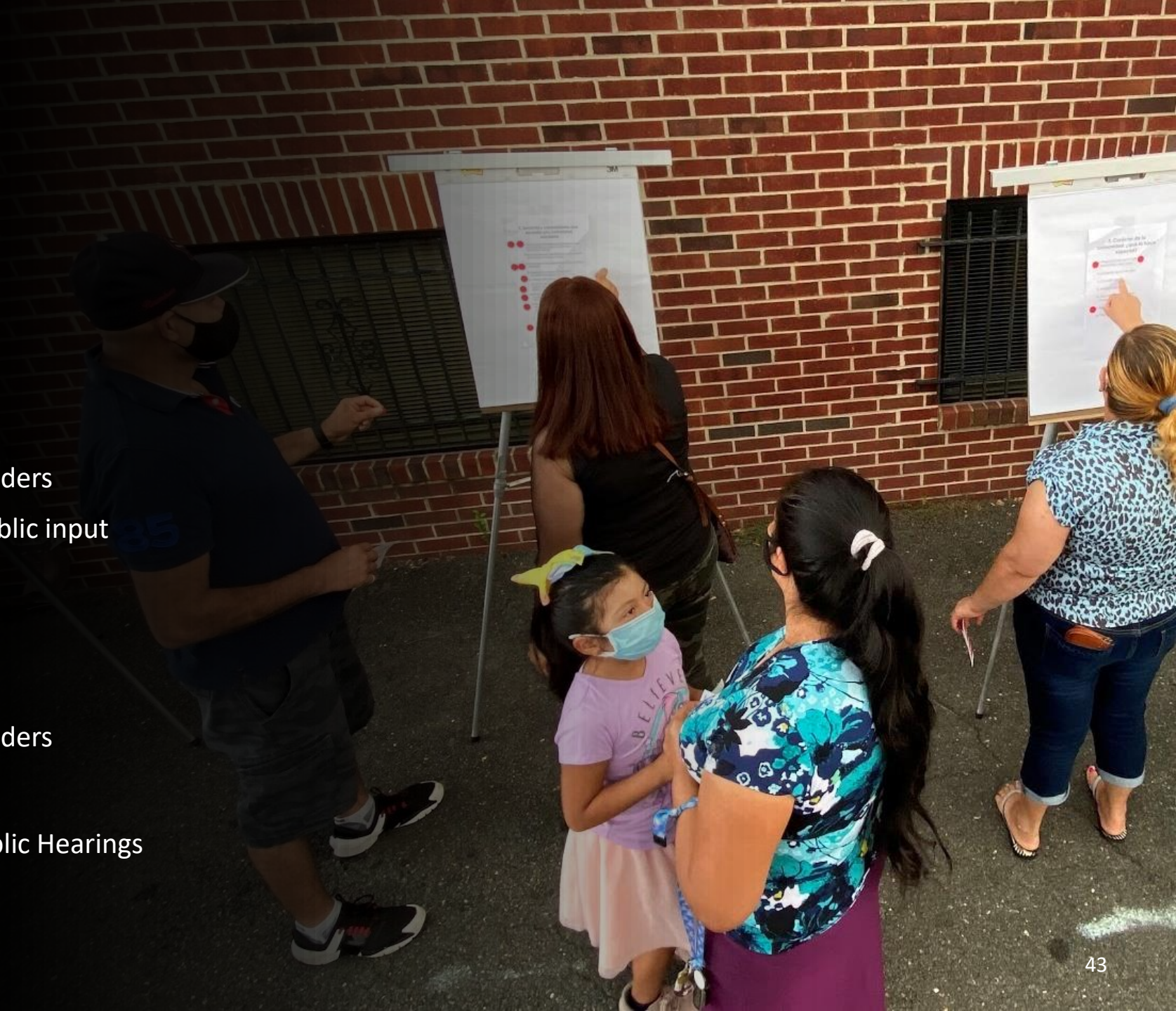
Transportation and Safe Access Recommendations

(Continued)

7. As part of the redevelopment, provide safe, well-lit, ADA compliant internal pedestrian and bicycle connections within larger redevelopment blocks to maintain the neighborhood's walkable environment.
8. As part of redevelopment, implement safe pedestrian crossings generally consistent with the Federal Highway Administration (FHWA) Safe Transportation for Every Pedestrian (STEP) guidance and with the Complete Streets Design Guidelines.
9. **Provide bicycle racks that are public and private, convenient, easily accessible, and meet the City's established Bicycle Parking Standards at key locations, particularly at mixed-use nodes.**
10. Improve and expand access to shared mobility options (e.g. Capital Bikeshare, Dockless Scooters, etc.).
11. Evaluate safety, accessibility, mobility, and multimodal connectivity for West Glebe Road from the City/county line to Commonwealth Avenue through a feasibility study.

Next Steps

- **September**
 - Ongoing outreach to community stakeholders
 - Post Final Draft Recommendations for public input
- **October**
 - AHAAC Landlord/Tenant Relations
 - Post Draft Plan
 - Ongoing outreach to community stakeholders
- **November**
 - Planning Commission and City Council Public Hearings





Action

That the Transportation Commission **endorse** the transportation recommendations from the Draft Arlandria-Chirilagua Plan **as consistent** with the City's Transportation Master Plan, Complete Streets Design Guidelines, Transit Vision Plan and Environmental Action Plan policies.

Q+A

Project web page
alexandriava.gov/110833

WhatsApp or Text
at 571-358-7569

Jose Carlos Ayala, CNUa
Principal Planner
Department of Planning and Zoning
Jose.Ayala@alexandriava.gov

Carrie Beach
NPCD Division Chief
Department of Planning and Zoning
Carrie.Beach@alexandriava.gov



Consideration of Endorsement of Proposed Changes to the Dockless Mobility Program

Agenda Item #6



City of Alexandria Dockless Mobility Program Proposed Changes

Vicki Caudullo
Dockless Mobility Program Manager
Fall 2021

Presentation Overview

01

Timeline and next steps for the dockless mobility program

02

Questions & Answers

03

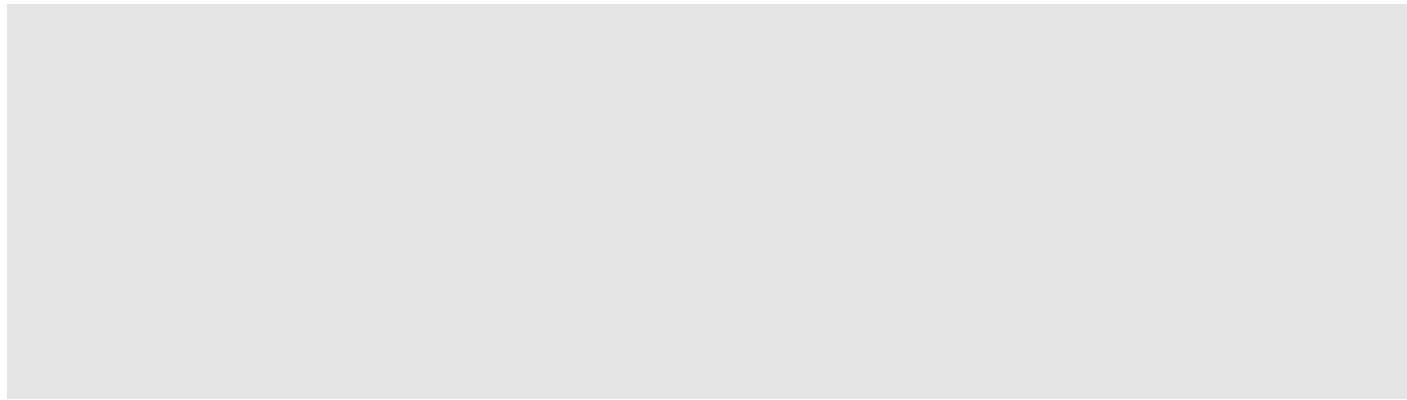
Ad Hoc Scooter Task Force recommendations of proposed program changes for a future permanent program



Program Timeline

- June – Staff met with Boards, Commissions, and Associations
- July – City Council written update
- August – Ad Hoc Scooter Task Force meeting to vote on recommendation to Council for program changes
- **September – Staff to meet with Boards, Commissions, and Associations**
 - Endorsement or input from Boards, Commissions, and Associations to be shared by letter and will be relayed to City Council
- November – City Council Meeting
- Spring 2022 – New program begins

Questions & Answers



Will the current program requirements remain in place?

- Yes, the current program requirements will continue. Some of the key program requirements that would continue include:
 - 30% of dockless mobility devices (scooters and e-bikes) must be deployed in equity zones (15% between Quaker and I-395, 10% west of I-395, 5% in Arlandria)
 - Companies are required to deploy at corrals when one is nearby
 - Companies are required to address parking issues within 3 hours of it being reported to the responsible companies' customer service department
 - Require companies to restrict parking in the Waterfront using geofencing
 - Education resources and outreach from the City on traffic laws for scooter and e-bike users and proper parking etiquette

Are the program changes able to be modified? How will future changes to program requirements be made?

- State Law requires that City Council pass an ordinance or other regulation establishing the licensing of companies seeking to operate scooters or e-bikes.
- Some components of the regulations may potentially be delegated to 1) the City Manager or designee or 2) considered by an established board or commission and therefore would allow for the community to provide input during a traditional public comment period.
- Changes to the program would be considered as needed as part of the permit renewal process.

Will parking corrals take the place of parking? Who would consider these changes and would the public weigh in?

- So far, the City has not installed parking corrals in on-street parking spaces.
- To increase the number of corrals, if there are places where the only space to install a corral is in on-street parking, the City will present this to the Traffic & Parking Board for their consideration.
- This process will allow for the community to provide input during a traditional public comment period.

- The City is not aware of any changes being considered for scooter or e-bike companies or users at the State level.
- The City can propose changes to the State Code that could include age requirement for riders, helmet requirements, etc. through the City's Legislative Package that is adopted by City Council annually.

Are there any State Legislative changes that will impact scooter or e-bike companies or users?

Ad Hoc Scooter Task Force Recommendation to City Council

Proposed Changes for a Future Program

- The Task Force proposes that the City of Alexandria adopt a permanent Dockless Mobility Program.
- Specific program changes are organized into topic areas:
 - Managing improper parking
 - Improving safety for all (riding)
 - Complaint management
 - Managing deployments and availability
 - Other/miscellaneous

Key issue: Managing improper parking

Proposed Program Changes

- Increase number of places for users to park out of the way of pedestrians
 - Increase number of corrals
 - If there is no alternative space available, work with Traffic & Parking Board to approve the removal of street parking for corrals
 - Share the locations of all corrals with the Traffic & Parking Board
 - Require companies to notify the City if private property owners enter in an agreement with a company to create corrals on their property
- Require companies to notify the City when private property owners request geofencing “no parking” for their property (only applicable for large areas due to geofencing accuracy limitations)
- Increase education and public engagement
 - Require companies to share messaging with users on proper parking and corral locations
 - Install educational messaging at parking corrals that outline City Code and requirements for scooter usage and rules for parking
- Improve monitoring of improper parking
 - Encourage companies to require their users and deployment teams to take a photo after parking
 - Require companies to alert users and deployment teams who park incorrectly
- Require companies to retrieve inoperable devices upon notification

Key issue: Improving safety for all (riding)

Proposed Program Changes

- Require companies to geofence slower speeds in high pedestrian areas as determined by the City
- Increase education and public engagement
 - Require companies to share messaging with users on traffic laws
 - Require companies to share messaging with users on safe riding practices, such as riding one person per device
 - Require companies to host events with the community to provide education on safe riding and proper parking
 - Coordinate with the Public Works Department to share messaging with riders on roads with poor paving conditions

Key issue: Complaint management

Proposed Program Changes

- Compile dockless mobility complaints through the City's 311 system or email by types of issues and relay information to companies
- Require companies to receive complaints without using company app
- Require companies to track users who park incorrectly

Key issue: Managing deployments and availability

Proposed Program Changes

- Set a maximum cap on the number of devices permitted in the City of Alexandria
- Require companies to deploy devices within reasonable distance of Metro stations (King St, Braddock, Eisenhower, Van Dorn) and high frequency bus stops at locations determined by T&ES staff
- Continue to work with WMATA to provide space for corrals at Metro stops (King St, Braddock, Eisenhower, Van Dorn)

Key issue: Other / miscellaneous

Proposed Program Changes

- Allocate the number of devices permitted to each company based on their ability to meet the program goals and the City's overall transportation goals
- Require companies to report the number of trips by members of their equity membership program
- Staff will work with the City Attorney's Office to identify applicable statutes that address or relate to enforcement in State Code, and to propose any necessary changes to City Council to include in their packet of proposed legislation

A photograph of two people riding scooters on a paved path. The person on the left has long blonde hair and is wearing a blue jacket and a brown backpack. The person on the right is wearing a light-colored sweater and light blue pants. They are riding away from the camera. To the left is a modern multi-story building with large windows and balconies. To the right is a grassy area with trees. The sky is blue with some clouds.

Thank you!

Program Manager: Vicki Caudullo
Victoria.Caudullo@alexandriava.gov
www.alexandriava.gov/docklessmobility



City Budget and State Legislative Priorities

Agenda Item #7



Purpose

- Determine any updates to 2021 Legislative Priorities
- Provide input to shape a letter to the City Manager on the budget

FY21 Priorities

Legislative

- 1. Preserve established transportation funding sources** and funding sources identified in the 2020 Transportation Omnibus Bill.
- 2. Pursue a vision zero** safety bill that in priority order
 - a) Reduces max BAC to .05
 - b) Establishes higher fines for harming vulnerable road users
 - c) Promotes bicycle safety
- 3. Identify incentives to encourage electric vehicle adoption.**

Budget

- 1. Vision Zero** related initiatives
- 2. Transit Vision Plan** implementation



2022 Legislative Discussion



FY23 Budget Discussion

1. Highest priorities for funding
2. Areas where additional resources (if available) should be applied



Transit Ridership Incentive Program

Agenda Item #8

Recommendation

- Provide a **letter of support** for \$7.2M of Transit Ridership Incentive Program (TRIP) funding to enable **fare free operations on DASH** through FY25.
 - City has studied several options for improving equity via transit fare subsidies
 - Fare free on DASH had the biggest impact with the lowest administrative burden and cost per rider



Electronic Meeting Policy Adoption

Agenda Item #9



Meeting Policy Updates

- By July 1, 2021, Council strongly encourages all boards and commissions to transition to in person meetings. This means having at least a quorum of the public body in person and having staff and the public attend in person.
- On September 14, 2021, Council voted to extend emergency declaration until January 31, 2022 – allowing virtual meetings to continue if Chair and Staff Liaison determine it is unsafe to meet in-person.

Hybrid Meeting Capacity

- Council workroom not yet equipped for hybrid meetings
- Additional staffing may also be needed



Draft Virtual Meeting Policy

City of Alexandria Transportation Commission DRAFT Electronic Participation Policy

The following policy is established for members' remote electronic participation in Transportation Commission meetings due to:

1. A personal matter
 - a. On or before the day of a meeting, the member shall notify the Chair that the member is unable to attend the meeting due to a personal matter. The member must identify with specificity the nature of the personal matter.
 - b. A quorum of the Commission must be physically assembled at the primary or central meeting location.
 - c. The Chair may approve or disapprove the request for electronic participation. If the absent member's remote participation is disapproved because such participation would violate this policy, the basis for the disapproval shall be recorded in the Commission's minutes. The decision shall be based solely on the criteria in this policy, without regard to the identity of the member or matters that will be considered or voted on during the meeting.
 - d. The Commission shall record the specific nature of the personal matter and the remote location from which the absent member participated in the Commission's minutes.
 - e. Participation by the absent member due to a personal matter shall be limited in each calendar year to: (1) two (2) meetings or (2) 25% of the meetings held rounded up to the next whole number, whichever is greater, of the Transportation Commission.
2. A member's temporary or permanent disability or other medical condition or a family member's medical condition that requires the member to provide care for such family members, thereby preventing the member's physical attendance
 - a. On or before the day of a meeting, the member shall notify the Chair that the member is unable to attend the meeting due to the member's temporary or permanent disability or other medical condition that prevents his or her physical attendance or a family member's medical condition that requires the member to provide care for such family members, thereby preventing the member's physical attendance.
 - b. A quorum of the Board must be physically assembled at the primary or central meeting location.
 - c. The Commission shall record the fact of the member's disability or other medical condition or a family member's medical condition that requires the member to provide care for such family members, thereby preventing the member's physical attendance, and the remote location from which the absent member participated in the Commission's minutes.
3. For any remote participation, the Commission shall make arrangements for the voice of the absent member or members to be heard by all persons in attendance at the meeting location.



Commissioner Updates

Agenda Item #10



Items for Consent

Agenda Item #11



Other Business

Agenda Item #12



Other Business

- Joint Environmental Policy Commission Meeting – October 20, 2021
- Transportation Commission FY2021 Annual Report Available on Website