

The Parkfairfax Transportation and Land Use Committee (TLUC) convened its monthly meeting on 13 February to review several recent developments and other topics of interest:

1. The nomination of two new members to the Alexandria Transit Company (DASH) Board of Directors was approved by City Council at the annual "Stockholders' Meeting" on 11 February. Mr. Lawrence Chambers and Mr. Jeffrey Bennett replace Ms. Meredith McNab and former mayor Kerry Donley, who steps down from the Board in May. While I had applied for a Board position, it was apparent that my largely successful advocacy for retaining threatened Parkfairfax peak hour bus service last year may have been a contributing factor in my non-selection. But not serving on the ATC Board will allow my hyper-partisan advocacy to continue unabated!

2. The WMATA budget proposal for FY21 has been released and, unsurprisingly, OFF-PEAK Metrobus 22A is on the chopping block due to extremely low ridership in S. Fairlington and Parkfairfax. Public hearings are scheduled 24-26 February and written comments ENCOURAGED through 02 March at <https://www.wmata.com/initiatives/budget/index.cfm#main-content>. Working closely with the Fairlington Citizens Association, options including rerouting route 7F, and a previous proposal to extend ART87 service are being discussed. While peak service via the AT3 and AT4 will continue, the AT3-4 Loop and now Metrobus 22A are on the chopping block. While many of us ride the 22A on a regular or occasional basis, the reality is that Uber, Lyft and other "mobility options" have taken a toll on off-peak bus service that will be difficult to overcome.

3. The TLUC was asked to look into the feasibility of installing electric vehicle charging stations on city streets. Dominion Energy has proposed a pilot program to install charging stations in multi-family developments, although it's unclear if city street locations are being considered. According to Alexandria's Transportation Planning and Mobility Services engineer Megan Oleynik, the city has just hired a consultant to develop an EV Charging Implementation Plan with completion estimated in seven months. It is unclear if residential streets would be included however, given the attendant reduction in the number of regular parking spaces and the length of time vehicles could remain at a charging station. It was also discussed that the next few years should bring a radical reduction in the time required to charge an electric vehicle battery, largely obviating the need for charging stations in residential neighborhoods. If charging time can be reduced to a few minutes, then commercial facilities could provide the necessary resource, just as gas stations provide fuel for non-electric vehicles today.

4. Arlington County held an open house on 12 February regarding the rehabilitation of the W. Glebe Rd. bridge which was the subject of a 5 ton weight limit and lane closure after a November 2018 inspection revealed significant structural issues. Assuming traffic will be maintained on the bridge throughout reconstruction, the project is estimated to take three years to complete. More information and survey can be found here: <https://projects.arlingtonva.us/projects/west-glebe-road-bridge/>. The representatives at the open house were not able to answer questions regarding Arlington's consideration of improvement along S. Glebe Rd. from I-395 to W. Glebe Rd (passing Maserati dealer and Exxon station). It appears that the bridge rehabilitation is not presently linked to other roadway upgrades.

5. VDOT has published the "final" plan for safety modifications to the Shirlington Rotary. http://www.virginiadot.org/projects/northernvirginia/i-395_shirlington.asp. The hybrid plan must still be approved by state and federal agencies along with an Interchange Modification Report as well as obtain necessary funding for implementation. While a coalition consisting of Parkfairfax,