



Transportation Commission Meeting
April 17, 2024
7:00PM
City Council Workroom – City Hall
301 King Street

AGENDA

- | | |
|---|-------------|
| 1. Public Comment (Not to exceed 10 min) | 7:00 – 7:05 |
| 2. Minutes of the February 21 meeting | 7:05 – 7:07 |
| 3. Minutes of the March 20 meeting | 7:07 – 7:10 |
| 4. Discussion Item: Eisenhower Transportation Study Update | 7:10 – 7:40 |
| 5. Discussion Item: Transportation Long Range Plan | 7:40 – 8:10 |
| 6. Action Item: City Budget Letter Approval | 8:10 – 8:20 |
| 7. Action Item: DRPT and NVTVA Letters of Support | 8:20 – 8:30 |
| 8. Commissioner Updates | 8:30 – 8:40 |
| 9. Items for Consent | 8:40 – 8:55 |
| a. Smart Cities Award | |
| b. FTA Transit-Oriented Development Grant – Duke Street | |
| c. Engagement | |
| 1. Holland Lane | |
| 2. South Pickett Street | |
| 3. Mt. Vernon Avenue North | |
| 10. Other Business | 8:55 – 9:00 |
| A. Retreat location | |

Public hearing items are so noted on the agenda. The Commission may receive public comments on other agenda items at its discretion.

Next Meeting: May 15, 2024

*Transportation Commission Retreat: May 11, 2024
Location: Del Pepper Community Center
4850 Mark Center Ave, Alexandria, VA 22311*

The April 17, 2024 meeting of the Transportation Commission is being held at 7:00 p.m. in the City Council Workroom on the second floor of City Hall (301 King Street) 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 in person or via Zoom by registering at the following link:

https://zoom.us/webinar/register/WN_hLQfjHtST_ihXZP6eTF8XA

Or by phone: 301 715 8592
Meeting ID: 916 4868 8918
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 4/17/2024 to christopher.ziemann@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 703-746-4083 or TTY/TTD 703-838-5056.



City of Alexandria
Transportation Commission

Virtual Meeting

February 21, 2024
7:00 p.m.

MINUTES

Commissioners Present: Chair Melissa McMahon, Vice Chair Matthew McManus, Commissioner James Maslanka, Commissioner Casey Kane, Commissioner Leslie Catherwood, Commissioner Tim Lovain, Commissioner Jody Manor, Councilman Kirk McPike

Staff Present: Christopher Ziemann – Transportation Planning Division Chief, Silas Sullivan – Transportation Planning Division, Amy Posner – Office of Climate Action

Audio/Visual presentation is available online:

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

Chair McMahon called the Transportation Commission meeting at 7:00 p.m.

1. Public Comment Period

Motion to close public hearing: Commissioner Manor

Second: Commissioner Catherwood

Motion carries unanimously.

2. January Minutes

Motion to approve the minutes: Commissioner Kane

Second: Commissioner Lovain

Motion carries unanimously.

3. DISCUSSION ITEM: Electric Vehicle Planning

ISSUE: Staff from the Office of Climate Action to provide update and information to Transportation Commission on electric vehicles.

RECOMMENDATION: That the Commission receive this presentation.

DISCUSSION:

Amy Posner mentioned that they were unsuccessful in obtaining a charging and fueling infrastructure grant, and gave a high-level overview of ongoing projects related to electric vehicle planning work. The city has not installed any public chargers yet, but private organizations have installed chargers in the city. The city plans to issue a franchise agreement for public chargers to be

installed on city-owned properties at no cost. The city received 27 responses from vendors interested in public charging. They plan to issue a franchise agreement this summer and have had follow-up conversations with vendors offering a no-cost option.

Commissioner Levain: not finding level three charging stations for electric vehicles while traveling. Suggests that car rental companies and hotels should ensure the availability of charging stations for tourists.

Chair McMahon: target date for the full electrification of the non-bus fleet. No specific target for the transition of the fleet, but there is a goal to reduce greenhouse gas emissions by 80 to 100% by 2050, which includes the emissions from the city fleet.

Chair McMahon: preference for buildings to have level one or level two chargers. Level two chargers are generally preferable, but the choice depends on factors like existing electrical capacity and the location of the chargers. No-cost option for rolling out public charging on city facilities: third-party vendors install, own, and operate the chargers for a specified term, typically 10 years, and collect revenue from their use. Vendors charge a surcharge on top of the cost of electricity provided by the city. They also offer either a monthly rent payment or a revenue share. The revenue share increases over time as the company repays its investment.

Chair McMahon: integration of charging cost with parking cost, do vendors bundle the two or if they remain separate? Vendors currently treat them separately and are not actively pursuing integration with parking technology.

4. **ACTION ITEM: Consideration of Submitting a Letter to WMATA on the FY25 Budget ISSUE:** Consideration of the Washington Metropolitan Area Transit Authority (WMATA) FY25 Operating and Capital budgets.

RECOMMENATION: That the Transportation Commission submit a letter to provide feedback on the FY25 budget.

DISCUSSION: Silas Sullivan, Urban Planner II presented information on the WMATA FY25 budget.

FY 2025 Proposed Operating Budget includes revenue of \$487 million, expenses of \$2,352 million, total subsidy of \$1,769 million, and \$95 million of federal relief funding. The FY25 operating budget gap of \$750 million is proposed to be closed by a combination of revenue increases, expense reduction techniques (such as one-time cost saving measures, wage and hiring freezes, etc.), a temporary lifting of the 3% cap on operating subsidy growth, and increased funding assistance by Compact partners. The District of Columbia (\$200 million) and the State of Maryland (\$150 million) have publicly communicated providing additional subsidy dollars to help cover the operating budget gap. The Commonwealth has budget amendments moving through the General Assembly which would provide an additional \$130 million in assistance, which would require a 50% match by jurisdictional partners. The proposed operating budget avoids large service and frequency cuts to Metrobus and Metrorail, increases fares by 12.5% on Metrobus, Metrorail, and MetroAccess, and increases fares by up to 25% on late nights and weekends (\$2.50 cap).

Commissioner Catherwood: letter include, in the second paragraph (second sentence), that maintaining current, frequent service levels is “a /the top priority” or “key feature” for the Transportation Commission.

Motion to recommend the Transportation Commission submit a letter to WMATA during the public comment period on the FY25 Budget with the suggested changes from Commissioner Catherwood: Commissioner Kane

Second: Commissioner McManus

Motion carries unanimously.

5. Commissioner updates

Commissioner Kane – Intersections with no turn on red, Traffic and Parking Board approved No Turn on Red restrictions on Duke Street and the intersections of North Ripley, S. Reynolds, N. Paxton, Pickett, and the entryway of Foxchase.

Commissioner Maslanka –Transportation analysis of the Arena proposal during the upcoming meeting.

Commissioner McManus - WMATA ensuring that there is equitable bus service in the City

Councilman McPike – Manager’s budget will be revealed to the public next week.

6. Items of Consent

- Sanger Avenue Improvements
 - **Commissioner Kane:** concern about the placement of sharrows on the eastbound flow of Sanger Avenue, which is typically covered with parked cars, making them useless for cyclists; concern about the safety of the intersection of Beauregard and Sanger Avenue, where the curb cut allows cars to drive over the sidewalk, posing a risk to pedestrians.
- Glendale Contraflow Bicycle Lane
 - **Commissioner Kane:** commends the City staff for the successful implementation of bike infrastructure improvements on Glendale, which took about a year to plan and execute. Highlights the positive impact of the Safe Routes to School project on Glendale, including the addition of high visibility crosswalks and well-placed curb cuts

7. Other Business

Christopher Ziemann confirmed that in-person meetings will resume, but virtual attendance will still be an option for individual commissioners

Chair McMahon reminds everyone about receiving meeting dockets and emphasizes the importance of notifying if unable to attend in person.

8. Adjournment

At 8:25 pm, the Transportation Commission adjourned.



City of Alexandria
Transportation Commission

Virtual Meeting

March 20, 2024
7:00 p.m.

MINUTES

Commissioners Present: Chair Melissa McMahon, Vice Chair Matthew McManus, Commissioner James Maslanka, Commissioner Casey Kane, Commissioner Leslie Catherwood, , Commissioner Dan Beattie (virtual),

Staff Present: Christopher Ziemann – Transportation Planning Division Chief, Silas Sullivan – Transportation Planning Division, , Michael D’orazio and Andra Schmitt (Planning and Zoning)

Audio/Visual presentation is available online:

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

[Chair McMahon called the Transportation Commission meeting at 7:01 p.m.](#)

1. Public Comment Period

Motion to close public hearing: [TECHNICAL DIFFICULTIES]

Second: [TECHNICAL DIFFICULTIES]

Motion carries unanimously.

2. February Minutes

Deferred: Chair McMahon

3. DISCUSSION ITEM: AlexWest's Transportation recommendations

ISSUE: Staff from Neighborhood Planning to provide update and information to Transportation Commission on Alex West

RECOMMENDATION: That the Commission receive this presentation

DISCUSSION:

Commissioner Beattie: the proposal for a transit center in neighborhood four (Southern Towers); need for building material and architecture design solutions to mitigate heat island impacts; surface parking and considering different incentives or requirements for material selection or lot designation during future rebuilds.

4. **Action Item: FY25 Alexandria Transit Strategic Plan**

The core of the plan is the service changes proposed for FY 25, including Line 32, Line 34, and Line 31. These routes currently have hourly or longer headways during off-peak periods, and the goal is to improve the frequency to better serve the areas. Line 32, which serves the Eisenhower corridor, currently runs only every 60 minutes during off-peak periods. The plan is to bring it to a 30-minute headway to accommodate the development in the corridor. Line 34, which runs on Sundays, is also currently hourly and will be improved to every 30 minutes. Line 31, running from NVCC to Old Town, will become part of the Old Town Circulator and will have increased frequency from every 30 minutes to every 15 minutes during off-peak periods in Old Town

ISSUE: Commissioner McManus provides and information to Transportation Commission on the Alexandria Transit Strategic Plan

RECOMMENDATION: That the commission provide a letter endorsing the Alexandria Transit Strategic Plan

DISCUSSION:

Commissioner McManus: the increase in boardings and record-breaking ridership; that free fares will continue in FY25 due to state grant funding requirements; returning to paid fares would violate the grant agreement and require returning the grant money; five capital projects in the draft CIP, including fleet replacement, bus electrification, fleet expansion, technology, and on-route charges for electric buses.

Commissioner Kane: references a letter commission got from a resident suggesting to restore fares in order to maintain 104 service.

Commissioner Beattie: referencing the letter, expresses support for exploring options to restore the 104 service, citing personal experience and concerns about the convenience of 60-minute intervals.

Chair McMahan, Commissioner Beattie, and Commissioner Catherwood: concerns about the potential reduction of bus service, particularly the proposal to change the current 30-minute headway to a 60-minute headway; emphasized the importance of maintaining proper transit frequencies and the negative impact it would have on the community.

Motion to submit a letter in support of maintaining the current bus service: Commissioner Maslanka

Motion carries unanimously.

5. **Discussion Item: Proposed City FY 2025 Operating Budget and FY 2025-2034 Capital Improvement Program (CIP):**

RECOMMENATION: That the Transportation Commission prepare feedback letter for City

Council

DISCUSSION:

Commissioner Catherwood: support for funding the Duke Street Transit Corridor

6. Commissioner updates

Commissioner Beatie: No contentious issues raised at the EPC meeting. The community engagement efforts were praised.

Commissioner Kane: Traffic and Parking Board: the city has made arrangements with a contractor to support parking enforcement. There are ongoing complaints regarding dockless mobility. Companies have the opportunity to reapply for dockless mobility permits.

Chair McMahon: the city's acquisition of land for a trail connection from Gordon Street to Charlton Park, highlighting the importance of incremental improvements to the network for community walking. Additionally, the approval of a private academic school in Old Town, (where the Ross Dress for Less is) focusing on transportation concerns such as pick-up/drop-off logistics, parking reduction, and coordination with surrounding uses. Despite some initial uncertainty, the proposal was recommended for approval and subsequently approved by the council, with discussions centered around ensuring compatibility and coordination between the school and surrounding businesses.

Commissioner McManus attended the 40th anniversary of Dash Bus as a part of the Advisory committee

7. Items of Consent

A. Repaving Update

B. King-Bradlee Safety and Mobility

Commissioner Maslanka: The King Bradlee improvement plan and whether it takes into account transit. **C. Zero Fatalities**

D. Duke Street and Route 1 Intersections Public Comment Period

The Commission: rationale behind keeping the slip lane and the potential conflicts it may cause; concerns about pedestrian behavior and the need to separate pedestrians and cars at crossings; impact of widening intersections on crossing length and turning radius; option for pedestrian crossings that doesn't make sense to help the community visualize the proposed changes.

E. Northern Virginia Transportation Authority - 70% Public Comment Period

F. Holland Lane Corridor Project

Other Business

A. June Transportation Commission Meeting – Moved to June 20th because of the Juneteenth Holiday

B. Retreat – May 11

Adjournment

At 9:13 pm, the Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 17, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #4 – EISENHOWER AVENUE PROJECT PIPELINE UPDATE

ISSUE: The City is seeking feedback on preliminary recommendations as part of the Eisenhower Avenue Project Pipeline Project.

RECOMMENDATION: That the Commission receive this presentation and provide feedback.

BACKGROUND: In July 2023, The Virginia Department of Transportation (VDOT) selected Eisenhower Avenue between South Van Dorn Street and Holland Lane to be evaluated under their Project Pipeline Process. Project Pipeline is a three-phase, year-long process that validates high priority needs, develops recommendations, and identifies avenues for funding. Eisenhower Avenue was eligible for the Pipeline opportunity since the state identified it as a priority corridor for accessibility and mobility needs, and safety enhancements. The goals and expectations of this project are to identify areas for improvement, work with the community to identify recommendations that align with the Eisenhower West and East Small Area Plans, and develop conceptual plans and cost estimates for funding applications.

DISCUSSION: The Pipeline process is currently in its second phase (recommendation development and public outreach) and has identified areas of concern along the entire corridor, however the focus has primarily been on the western end due to immediate safety and congestion needs. In addition to the data collection, input from the community, including the Eisenhower Partnership, and the Eisenhower West/Landmark Van Dorn Implementation Advisory Group, has validated that recommendations should address:

- Speeding
- Safety of **all** modes between Van Dorn Street and Clermont Avenue
- Poor accessibility to Metro stations via walking, scooting and biking
- Safety and Congestion at Van Dorn Street and Eisenhower Avenue
- Not precluding the Small Area Plan recommendations

During this second phase, the study team developed the following preliminary recommendations:

- Improve the intersection of South Van Dorn Street and Eisenhower Avenue to address accessibility, congestion and safety
 - Relocate southbound and westbound left-turns through Metro Road

- Provide new pedestrian facilities at the intersection
- Construct a sidewalk between South Van Dorn Street and Van Dorn Street Metro Station
- Construct a northside separated bicycle path with improved an improved sidewalk
- Reconfigure the intersection of Eisenhower Avenue and Metro Road to accommodate relocated left turns and improve safety
 - Modify lanes to accommodate a sidewalk on south side
 - Improve pedestrian crossings
 - Redesign westbound slip lane from Eisenhower Avenue onto Metro Road to accommodate right turns
- Reconfigure the road between South Van Dorn Street and Clermont Avenue/Holmes Run trail to reduce speeding and provide connected multimodal options
 - Provide a continuous north side separated bicycle path
 - Install additional crossing opportunities with shorter crossing distances and pedestrian refuge islands
 - Repurpose travel lanes in some areas for parking, turn lanes or separated bicycle facilities
- Consideration of continuation of bicycle facilities along Eisenhower Avenue between Clermont Avenue and Mill Road (West)
 - Reconfigure travel lanes from two lanes in each direction plus turn lanes to provide separated space for people biking and to reduce speeds
 - Improve pedestrian crossings
- Consider improvements to the intersections of Eisenhower Avenue at Stovall Street and Mill Road (east) to improve safety and accessibility as other projects in the area advance.
- Provide continued education and information of ongoing plans and projects in Eisenhower East, including:
 - Eisenhower Avenue Metro Crosswalk Improvements
 - Holland Lane Road Improvements
 - Cameron Run Trail Improvements
 - Future Mill Road Study
 - Future Telegraph Road Accessibility Improvements
 - Long-range Eisenhower Avenue cross-section improvements with Development

The project team will conduct more outreach this spring to solicit additional feedback on these recommendations. The next and final phase of the study will be to work with VDOT and the consultant to identify short- and long-term recommendations and a pipeline of funding opportunities to implement these recommendations. The goal of the Pipeline projects is to support jurisdictions in project planning that can be used for successful grant applications for both state and federal opportunities.

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 17, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – 2024 TRANSPORTATION LONG RANGE PLAN
SCORING CRITERIA AND PROJECT LISTS

ISSUE: Review of the scoring criteria and project lists for the 2024 update to the Transportation Long Range Plan (LRP).

RECOMMENDATION: That the Transportation Commission approve or modify the draft scoring criteria for the LRP and provide feedback on the draft LRP project list.

BACKGROUND: The LRP is an unconstrained list of all transportation related capital projects and studies identified in City plans and policies that have no identified funding source or have partial funding. Once projects on the LRP receive full funding, they are moved from the unconstrained LRP to the City's constrained Capital Improvement Program (CIP). They are removed from the LRP once full funding is secured. The LRP is used to update regional plans, apply for grants, and inform developer transportation investments.

Every two years, the Commission updates and prioritizes the LRP transportation projects and studies from plans adopted since the last update. Additional projects and studies not captured in the previous LRP may be added, and projects and studies no longer relevant may be removed if they have been completed or funded in the City's CIP. The 2022 LRP is available [here](#) for reference.

DISCUSSION:

The 2022 Scoring criteria for discussion consist of:

- Sustainability
- Connectivity
- Land Use, Neighborhood Livability, & Economic Development
- Mode Choice
- Infrastructure
- Operations and Technology
- Safety
- Equity

Staff reviewed the draft 2022 LRP project list, developer contingent list, and studies list, and adjusted them based on changes to funding or the adoption of new plans and projects. A number of projects and studies have been removed, consolidated, or moved to the developer contingent list. There were no plan updates approved since the 2022 LRP; the AlexWest plan has released draft recommendations, and the draft final plan is scheduled to be released in June, but will be approved by City Council in fall 2024.

Because there were no new plans since 2022, there are very few changes. The following projects (and one study) were added, adjusted, or removed:

- The West End Transitway Phase 2 - the full build out was included in the AMP
- Mill Road bicycle connection - included in the AMP and on the Complete Streets five-year work plan
- Eisenhower Pipeline Study Recommendations
- Shirlington Circle Study Recommendations
- Duke Street at Van Dorn (East) – this portion of the interchange was not completed by the developer, and included in the planning work for the Duke Street Transitway. The project’s existing funding would not be able to construct this portion.

- Safe Routes to School Walk Audit Implementation – Adjusted to remove reference to FY23 walk audits so that recommendations from FY17 are also included.

- The “New High Street” project was removed because it was removed from the most recent update to the Landmark/Van Dorn Small Area Plan and will not be constructed by the developer. Instead, at-grade intersections are being constructed.
- Removal of Ramp Structure over Duke Street – Completed

- Glebe Road Bridge over Four Mile Run Pedestrian Bridge – calls for demolition of Glebe Road Bridge and replacement with a ped/bike bridge, and a new bridge over Four Mile Run extending Valley Drive. The existing Glebe Road Bridge was recently reconstructed, making this study or recommendation infeasible.

Attachment 1 shows the 2022 LRP Scoring Guidance that may be used or modified for 2024 scoring. Attachments 2a, 2b, and 2c show the Draft Project List, Study List, and Developer Contingent Project List.

Next Steps

Commissioners will discuss and agree on scoring criteria for the projects. Afterwards, staff asks that Commissioners provide their draft scores for each project by Monday, May 6. Staff will compile scores and bring a draft prioritized project list to the Transportation Commission meeting on May 15.

The Transportation Commission will be asked to consider the final LRP for adoption at a public hearing on June 20.

ATTACHMENTS:

1. Attachment 1: 2022 LRP Scoring Guidance
2. Attachment 2a: Draft LRP Project List
3. Attachment 2b: Draft LRP Study List
4. Attachment 2c: Draft LRP Developer Contingent Project List

ALEXANDRIA TRANSPORTATION COMMISSION

CRITERIA FOR PRIORITIZING CITY TRANSPORTATION PROJECTS FOR THE UNCONSTRAINED LONG-RANGE PLAN (DRAFT 2022 UPDATE)

PRIORITIZATION METHODOLOGY

The City of Alexandria's Transportation Division maintains a list of Transportation Projects as a part of the City Master Plan. This list, called the Transportation Long Range Plan (LRP), is unconstrained in that full funding for the projects on it has not been identified, and it includes ALL the Transportation Projects that have been approved by the City Council as part of the City Master Plan. The Transportation LRP also includes Transportation Projects that are part of the:

- ❖ Pedestrian and Bicycle Mobility Plan
- ❖ Alexandria Mobility Plan
- ❖ Small Area Plans
- ❖ Special area and corridor plans

Any Transportation Project proposed that is not specifically recommended in any of these plans must be consistent with City goals and policies including the:

- ❖ Mayor and Council Strategic Plan
- ❖ Master Plan and all sub-plans listed above
- ❖ Environmental Action Plan 2040

The following prioritization methodology provides the Transportation Commission with a starting point for prioritizing projects. However, the annual LRP update process also relies on a discussion by the full Commission to determine the relative importance of each project. Therefore, the individual or combined scores as a result of the prioritization exercise do not necessarily reflect the final project prioritization.

As projects from the LRP are considered for the City's annual constrained budget (Capital Improvement Program), there are a number of other criteria that are typically considered by staff, including:

- ❖ Funding / opportunities to leverage non-City funds, and impact to the City's operating budget
- ❖ Anticipated maintenance and operating costs
- ❖ Urgency or critical need related to system failure, major development, or economic development

Long Range Plan (LRP)

Proposed long-range Transportation Projects with no funding identified

Once Transportation Projects are included on the LRP, they will be prioritized according to the following eight criteria using a five-point ranking schema.

1. SUSTAINABILITY

Projects that support the goals of the City’s Environmental Action Plan and Sustainability principle of the Alexandria Mobility Plan.

Projects that address relevant goals in the Environmental Action Plan such as climate change, energy, tree canopy, open space, water resources and air quality as well as transportation. Other projects that help support the Alexandria Mobility Plan key performance indicators including reducing vehicle miles traveled and percent of commuters using alternative travel modes.

Improvements may include:

- ❖ Fleet electrification projects (e.g., transit vehicles, electric car share)
- ❖ Electric vehicle and micromobility charging infrastructure
- ❖ Green infrastructure (e.g., low impact design stormwater, reduction of impervious area)
- ❖ Streetscape and right-of-way urban forestry
- ❖ Enhancement of adjacent open space and natural areas
- ❖ Mitigation of heat islands
- ❖ Other projects compatible with criteria to encourage non-SOV travel modes and to support land use and connectivity goals which improve accessibility for all modes of travel.

1A. WHAT IS THE IMPACT ON ENVIRONMENTAL SUSTAINABILITY IN THE AFFECTED AREA?

- 5 Major improvement**
- 4 Moderate improvement**
- 3 No net impact**
- 2 Moderate deterioration**
- 1 Major deterioration**

1B. WHAT IS THE IMPACT OF THE PROJECT ON ENVIRONMENTAL SUSTAINABILITY AND THE REDUCTION OF GREENHOUSE GASES IN ALEXANDRIA AND THE REGION?

- 5 Major improvement**
- 4 Moderate improvement**
- 3 No net impact**
- 2 Moderate deterioration**
- 1 Major deterioration**

2. CONNECTIVITY

The ability to reach desired goods, services, activities, and destinations

Connectivity is a measure of the interconnectedness of the transportation system. Systems with high connectivity generally provide a number of choices of routes between destinations and relatively short travel distances.

Factors that increase connectivity and reduce travel time include:

- ❖ small block size
- ❖ direct access
- ❖ redundancy
- ❖ modal options (car, pedestrian, bicycle, transit)
- ❖ optimizing signals
- ❖ bike sharing/car sharing

Factors that impede connectivity include:

- ❖ railroads
- ❖ rivers and streams
- ❖ freeways
- ❖ cul-de-sacs
- ❖ medians
- ❖ turn restrictions
- ❖ frontage roads

2A. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON NEIGHBORHOOD CONNECTIVITY AND THE CITY AS A WHOLE?

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No net impact*
- 2** *Moderate deterioration*
- 1** *Major deterioration*

2B. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON REGIONAL MOBILITY?

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No net impact*
- 2** *Moderate deterioration*
- 1** *Major deterioration*

3. LAND USE, NEIGHBORHOOD LIVABILITY, & ECONOMIC DEVELOPMENT

Projects that promote urban development patterns, livable neighborhoods, and/or promote economic development

The project focuses investment where jobs and households are located and/or served. The project encourages mixed-use, transit-oriented, compact development and discourages dispersed, low-density, single-use, automobile dependent land use patterns.

The project improves the environmental and social quality of an area as perceived by residents, employees of local businesses, and visitors to the area. It provides increased access to community facilities, services, convenience shopping, and transportation options. It reduces excess noise, cut-through traffic on neighborhood streets, and spillover parking.

The project is in an area with existing or planned development that creates opportunity for economic development.

3A. HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR EXISTING OR PROPOSED POPULATION AND EMPLOYMENT CENTERS?

- 5 *Very Well*
- 4 *Moderately Well*
- 3 *No Impact*
- 2 *Poorly*
- 1 *Very Poorly*

3B. HOW WELL DOES THIS PROJECT ADDRESS NEIGHBORHOOD LIVABILITY FOR CURRENT AND FUTURE RESIDENTS AND WORKERS?

- 5 *Very Well*
- 4 *Moderately Well*
- 3 *No Impact*
- 2 *Poorly*
- 1 *Very Poorly*

3C. HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR OPPORTUNITIES FOR ECONOMIC DEVELOPMENT?

- 5 *Very Well*
- 4 *Moderately Well*
- 3 *No Impact*
- 2 *Poorly*
- 1 *Very Poorly*

4. MODE CHOICE

Project creates multimodal choices for travelers including travel by foot, bicycle, transit, or car

Major improvements may include:

- ❖ Roadway widening
- ❖ High Occupancy Vehicle (HOV) lanes
- ❖ Transit service improvements and amenities such as improved frequency or other capacity enhancements
- ❖ Construction of bicycle or pedestrian facilities
- ❖ Car / Bikeshare programs

Minor improvements may include:

- ❖ Intersection reconstruction/improvement
- ❖ Access and parking improvements

4A. DOES THE PROJECT IMPROVE OR ADD MULTIMODALITY?

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No impact*
- 2** *Minor deterioration*
- 1** *Major deterioration*

4B. DOES THE PROJECT ENCOURAGE NON-SOV TRAVEL?

- 5** *Greatly encourages*
- 4** *Moderately encourages*
- 3** *No impact*
- 2** *Moderately discourages*
- 1** *Greatly discourages*

5. INFRASTRUCTURE

Projects that address major maintenance for aging transportation infrastructure or that update design standards and features to better withstand and lessen the local effects of climate change.

Proposed project may have an effect on aging transportation infrastructure via rehabilitation, or by increasing demand on deteriorating systems, or has the opportunity to apply best environmental practices and update to meet accessibility and climate resilience standards.

5A. DOES THE PROJECT IMPROVE AGING TRANSPORTATION INFRASTRUCTURE?

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No impact*
- 2** *Minor deterioration*
- 1** *Major deterioration*

5B. DOES THE PROJECT MAKE ALEXANDRIA’S TRANSPORTATION INFRASTRUCTURE MORE RESILIENT TO CLIMATE CHANGE?

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No impact*
- 2** *Minor deterioration*
- 1** *Major deterioration*

6. OPERATIONS AND TECHNOLOGY

Projects that improve system efficiency through the appropriate use of technology

These projects improve system efficiency and can improve capacity without making physical changes to the transportation network. These projects may include:

- ❖ Signal optimization
- ❖ Transit technology
- ❖ Transit priority
- ❖ Real time transit information

6A. DOES THE PROJECT IMPROVE SYSTEM EFFICIENCY THROUGH AN APPROPRIATE USE OF TECHNOLOGY?

- 5 *Major improvement***
- 4 *Moderate improvement***
- 3 *No impact***
- 2 *Moderate deterioration***
- 1 *Major deterioration***

7. SAFETY

Project increases public safety by reducing the number and severity of vehicular crashes and creating a safer environment for all users of transportation network and improves the overall perception of safety within the surrounding environment.

Safety effects are typically measured by changes in the number and severity of vehicular crashes. Vehicle speed is a significant factor in the severity of all crashes but is particularly important in the rate of fatalities in crashes involving pedestrians and cyclists.

Emergency vehicle access and protection from crime may also be safety considerations in design and location of transportation facilities. Other safety considerations include design that will provide for a real or perceived improved safety of the user, like improved visibility or lighting.

7A. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON CRASH RISKS AND SAFETY?

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No net impact*
- 2** *Moderate deterioration*
- 1** *Major deterioration*

7B. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON PERCEIVED PERSONAL SAFETY?

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No net impact*
- 2** *Moderate deterioration*
- 1** *Major deterioration*

8. EQUITY

Projects serve traditionally underserved populations such as, the disabled, low-income, elderly, children, and car-free and/or public transportation-dependent households, and support the fair and just distribution of both benefits and burdens of the transportation system across Alexandria neighborhoods.

Positive impacts on transportation equity may include improved infrastructure and public transportation service provision, multimodal transportation options, affordable transportation options, and pedestrian and bicycle-supportive infrastructure in areas with high concentrations of low-income households, minorities, elderly, children, disabled, and car-free households.

Burdens or negative impacts on transportation equity may include the deficiencies in transportation-related infrastructure and service provision; decreases in the perceived number of available transit services for public transportation-dependent; increased negative environmental impacts (i.e. air pollution, noise, traffic congestion); or increased cost of travel for these vulnerable populations.

8A. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON EQUITY (I.E. TRADITIONALLY UNDERSERVED POPULATIONS)?

- 5. Major improvement*
- 4. Moderate improvement*
- 3. No net impact*
- 2. Moderate deterioration*
- 1. Major deterioration*

8B. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON GEOGRAPHIC EQUITY (I.E. DISTRIBUTION OF PROJECTS ACROSS THE CITY)?

- 5. Major improvement*
- 4. Moderate improvement*
- 3. No net impact*
- 2. Moderate deterioration*
- 1. Major deterioration*

City of Alexandria 2024 Long-Range Plan

DRAFT

PROJECTS

ID	2018 Rank	2020 Rank	2022 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	In COG Equity Emphasis Area?	Relationship to Other Initiatives
P-13	2	2	1	Priority Sidewalk AND BICYCLE projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	Sidewalks projects that were recommended in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Pedestrian	More than \$5 million	10+ years	Ongoing	Partially	Yes
P-5	12	4	2	Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes	Yes
P-14	5	6	3	Trail projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	Multi-use trail projects including crossing improvements recommended in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Ped/bike	More than \$5 million	10+ years	Ongoing	Partially	Yes
P-1	3	3	4	Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with high volumes and speeds, and a history of pedestrian fatalities.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	No	Yes
P-17	NA	5	5	Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15.	Eisenhower East	Project	Pedestrian	\$1-5 million	10+ years	Not Started	No	Yes
P-20	NA	NA	6	I-395 Bicycle and Pedestrian Bridge	Provide a bicycle and pedestrian bridge from the Landmark Site/West End Town Center to the west side of I-395.	Landmark/Van Dorn SAP	Project	Ped/bike	More than \$5 million	10+ years	Not Started	Yes	Yes
P-22	NA	NA	7	Safe Routes to Schools Walk Audit Implementation	Implement recommendations of the Safe Routes to School Walk Audit planned for FY23.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Ped/bike	\$1-5 million	1-5 years	Not Started	Partially	Yes
P-3	11	7	8	Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	No
P-12	17	12	9	Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Avenue and development (new and existing) North of Pickett Street.	Eisenhower West Small Area Plan	Project	Multimodal	More than \$5 million	10+ years	Not Started	No	Yes
P-19	NA	NA	9	Union Street Pedestrian and Safety Enhancements	Implement pedestrian and safety improvements outlined in the Union Street Corridor Study including improved crosswalks at King Street/Union Street, exploring shared streets for portions of Union Street, raised intersections and crosswalks, additional traffic control and management.	Union Street Corridor Study	Project	Streets	More than \$5 million	1-5 years	Not Started	No	Yes
P-2	10	13	11	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	Four Mile Run Restoration Plan	Project	Bicycle	More than \$5 million	5-10 years	Not Started	Yes	Yes
P-21	NA	NA	12	Telegraph Road Bicycle & Pedestrian Connection	Rec. #74 Provide a safe and accessible pedestrian and bicycle connection for people of all ages and abilities between Witter Field and the Eisenhower area via improvements to the existing tunnel connection at Mill Road or another comparable connection.	Eisenhower East SAP	Project	Ped/bike	More than \$5 million	5-10 years	Not Started	No	Yes
P-4	14	10	13	Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	Eisenhower West Small Area Plan	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	No	No
P-23	NA	NA	14	Vision Zero High Crash Intersection Improvements	Address safety issues at high crash intersections throughout the City as identified using Vision Zero data analysis (Added to the 2020 LRP mid-cycle in November 2021 as an unranked project).	Vision Zero Action Plan	Project	Streets	Less than \$1 million	1-5 years	Ongoing	Partially	Yes
P-11	15	9	15	Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	North Potomac Yard SAP	Project	Ped/bike	More than \$5 million	10+ years	Not Started	No	Yes
P-16	NA	11	16	Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	Eisenhower East	Project	Bicycle	Less than \$1 million	0-10 years	Not Started	No	Yes
P-10	9	14	17	Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle path through the planned linear park.	Old Town North SAP	Project	Ped/bike	More than \$5 million	5-10 years	Not Started	No	Yes
P-18	20	19	18	I-395 access to West End Town Center	Modify the northbound I-395 Ramp to eastbound Duke Street to mitigate weaving conflicts between drivers from the ramp and on Duke Street and provide direct access from the ramp to the eastbound Duke Street left turn lane at the South Walker Street intersection into the new Landmark development and INOVA Hospital.	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes	Yes
P-14	8	18	19	Commonwealth Ave. Green Street	Move the Commonwealth Ave. turnout to the entrance at the parking lot and convert the 0.25 acres underused portion of Commonwealth along the edge of field #2 to a working open space.	Four Mile Run Restoration Plan	Project	Pedestrian	Less than \$1 million	5-10 years	Not Started	Yes	No
P-6	18	17	20	S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	Eisenhower West Small Area Plan	Project	Streets	\$1-5 million	5-10 years	Not Started	No	Yes
P-8	19	16	21	Edsall Road Connector to Farrington Avenue and South Pickett Street (Farrington connector)	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	Eisenhower West Small Area Plan	Project	Streets	More than \$5 million	10+ years	Not Started	No	Yes
P-24 (New)	NA	NA	NA	West End Transitway Phase 2	Complete infrastructure upgrades (such as bus only lanes) when right-of-way is available	Alexandria Mobility Plan	Project	Transit	More than \$5 million	10+ years	Not Started	No	Yes
P-25 (New)	NA	NA	NA	Mill Road	Provide mobility, access, and safety improvements for all modes on Mill Road between Eisenhower Avenue and Stovall Street.	Alexandria Mobility Plan	Project	Ped/Bike	Less than \$1 million	0-10 years	Not Started	No	Yes
P-24 (New)	NA	NA	NA	Eisenhower Pipeline Study Recommendations	Improve accessibility, congestion, and safety at the intersection of Eisenhower Avenue and S Van Dorn Street. Provide improved safety, accessibility, and connections along Eisenhower Avenue between Van Dorn Street Mill Road	VDOT Pipeline Project	Project	Vehicle, Pedestrian, Bike, Transit	More than \$10 million	0-10 years	Ongoing	Yes (Parts)	Yes
P-25 (New)	NA	NA	NA	Shirlington Circle	Coordinated project with VDOT and Arlington County to improve the safety of the I-395 Shirlington Rotary by eliminating the weave areas along the interior rotary circle. This involves reconfiguring ramps from I-395 and in the rotary circle	VDOT Traffic Study	Project	Vehicle	More than \$10 million	0-10 years	Ongoing	No	Yes
P-24 (New)	NA	NA	NA	Duke and Van Dorn - East	Convert the interchange to an intersection in improve pedestrian and transit access	Duke Street in Motion Planning Study	Project	Ped/Bike, Transit	More than \$5 million	5-10 years	Not Started	Yes	Yes

**City of Alexandria 2024 Transportation
Long-Range Plan**

DRAFT

PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT

Proj. No.	Name	Description	Source	Category	Mode	Cost	Status
D-1	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	Less than \$1 million	Started
D-2	Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail	Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail	Potomac Yard SAP	Project	Bicycle	\$1-5 million	Not Started
D-3	Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	\$1-5 million	Not Started
D-4	Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	Eisenhower East SAP	Project	Streets	\$1-5 million	Not Started
D-5	New Road from Route 1 to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Restoration	Project	Streets	\$1-5 million	Not Started
D-6	Realigned Eisenhower Avenue from Covanta to Metro Road	Straighten/ realign Eisenhower Avenue between the Covanta plant and a new North-South road one block east of Metro Road	EW/Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Ongoing
D-7	Realignment of Metro Loop Road and new grid west of Van Dorn Street	Connect Metro Road to a new North-South road; Reconfigure the existing northbound ramp from Van Dorn to have a "T" intersection with Metro Road; Remove the existing southbound loop ramp from Van Dorn Street, and reconfigure it as an urban grid of streets.	EW/Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Ongoing
D-8	Construct new shared-use path along the waterfront of the former power plant site	Construct a new trail within the expanded waterfront open space on the former power plant site, as generally depicted in Figure 5.03, to separate the existing pedestrian and bicycle trail.	Old Town North Small Area Plan	Project	Bicycle	\$1-5 million	Not Started
D-9	Develop grid of streets in former power plant site	Provide a compact grid of streets in the former power plant site in alignment with, and connecting to the established street grid in Old Town North. North Fairfax, North Royal, and North Pitt Streets will be extended into the former power plant site as generally depicted in Figures 5.01 and 5.06.	Old Town North Small Area Plan	Project	Streets	More than \$5 million	Started
D-10	Mount Vernon Trail along East Abingdon Drive	Construct a new multi-use path connection on the Mount Vernon Trail along E. Abingdon Dr. between Slaters Ln and Norfolk Southern's rail tracks to the south of Slaters Ln.	Old Town North Small Area Plan	Project	Ped/Bike	\$1-5 million	Started

D-11	Connection to Mount Vernon Trail along future water from east of Fairfax St. to Slaters Lane	Construct new multi-use path connection along future waterfront park between east of Fairfax Street to Slaters Ln. Portion of such connection currently exist, but would have to be improved/reconstructed once the old energy plan site is developed	Old Town North Small Area Plan	Project	Ped/Bike	\$1-5 million	Not Started
D-12	Segments of Backlick Run on developer property along Backlick Run stream	Backlick Run multi-use path runs from Armistead Booth Park to the City limits with Fairfax Co. to the West. Several segments of the trail run along private property in process of redevelopment.	EW/Landmark/Van Dorn SAP	Project	Ped/Bike	\$1-5 million	Not Started
D-13	New High Street	New High Street: The Plan recommends a new "High Street" that will connect the core of the Landmark Mall redevelopment to the balance of the West End Town Center across Duke Street. It then continues south to Pickett Street as a local serving alternative to Van Dorn Street. Along the way, it greatly improves local connectivity while creating considerable market value for the adjacent parcels. North of Stevenson Avenue, New High Street will also accommodate dedicated lanes for the new Van Dorn Street transit line as it makes its way through the core of the West End Town Center.	EW/Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Not Started
D-14	Duke Street and North Van Dorn Street Redesign	Includes streetscape improvements plus a shared use path along Van Dorn Street	EW/Landmark/Van Dorn SAP	Project	Streets		Started
D-17	Eisenhower East SAP Bicycle and Pedestrian Facilities	Rec #65 and 73 (with developers)	Eisenhower East	Project	Bicycle	Less than \$1 million	Not Started
D-18	Removal of Ramp Structure over Duke Street	10.1.10 – Remove ramp and reconfigure Duke Street	EW/Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Started

Studies

No.	Name	Description	Source	Category	Mode	Timeframe	Cost	Estimated Start	Status
S-1	Pedestrian safety improvements at Braddock/Wythe/West intersections	Study would evaluate and propose improvements to pedestrian safety, accessibility and comfort for pedestrians wishing to cross the streets and to access Metro. Considerations may include, among others, traffic management, signals, new crosswalks and pedestrian refuge islands.	Braddock SAP	Study	Streets	1-5 years	Less than \$1 million		On Hold
S-3	HOV lanes	Explore opportunities to enhance the use of high-occupancy vehicle (HOV) lanes as a traffic management strategy for periods of peak travel demand. Study existing HOV travel lanes to determine if changes in their operations would improve traffic flow during peak travel periods. Evaluate opportunities for implementation of additional or expanded HOV travel lanes or reduction of existing HOV travel lanes on City streets.	Alexandria Mobility Plan (carried over from 2008 Transportation Master Plan)	Study	Streets	5-10 years	Less than \$1 million		Not Started
S-4	Glebe Road Bridge and Four Mile Run Pedestrian Bridge	Conduct a study for demolishing the existing W. Glebe Road vehicular bridge over Four Mile Run and portions of W. Glebe Road, and construct a new vehicular bridge to the east (aligned with Valley Drive), and realign W. Glebe Road. A new pedestrian/bicycle bridge over Four Mile Run would be built where existing W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Project	Streets	1-5 years	More than \$5 million	10+ years	Not Started
S-5	Pedestrian connection parallel to Fayette Street connecting the Braddock Metrorail station with the Northern Gateway area.	Study the feasibility of a pedestrian route through Braddock Place plaza and between the Meridian apartment tower and the northernmost office building. The study will consider ADA-accessibility, pedestrian safety crossing flow of drop-off traffic, and feasibility of a public easement through a privately owned area currently blocked by a fence. If this option is infeasible, study options for improvement and widening of the narrow four-foot sidewalk along the Metro embankment to achieve similar connectivity.	Braddock SAP	Study	Pedestrian	5-10 years			Not Started
S-6	Explore Potential for Northern Entrance of Eisenhower Avenue Metrorail Station	Rec #75	Eisenhower East	Study	Transit	5-10 years	More than \$5 million	0-20 years	Not Started
S-7	South Patrick Street Sound Wall	Work with VDOT to study the feasibility of enhanced landscaping and/or screening for the existing sound walls on South Patrick Street, and removing and/or modifying the sound wall at the intersection of Franklin Street and South Patrick Street.	South Patrick Street Affordable Housing Study	Study	Streets	10+ years			
S-8	Low Stress Bicycle Network	Determine the feasibility of a low-stress multi-modal, connective bicycle network to increase bicycle mode share	EAP2040	Study	Bicycle	1-5 years	Less than \$1 million	0-5 years	Not Started
S-9	Glebe Road Corridor Analysis	Review right-of-way and laneage along East/West Glebe Road in the Arlandria-Chirilagua neighborhood to determine appropriate bicycle, pedestrian, and vehicular accommodations.	Arlandria-Chirilagua SAP	Study	Streets	1-5 years	Less than \$1 million	0-5 years	Not Started

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 17, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #6: CONSIDERATION OF LETTER OF FEEDBACK FOR CITY FY 2025 OPERATING BUDGET AND FY 2025-2034 CAPITAL IMPROVEMENT PROGRAM (CIP)

ISSUE: Consideration of the budget letter regarding transportation elements of the City Manager's proposed FY 2025 Operating Budget and FY 2024-2033 Capital Improvement Program (CIP).

RECOMMENDATION: That the Transportation Commission review the proposed budget letter of feedback.

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.

DISCUSSION: The Transportation Commission reviewed the transportation-related items in the proposed budget in its March meeting and expressed the following priorities:

- City funding of electric buses – DASH has a goal of a completely electric fleet by 2037, and meeting this goal is heavily reliant on unsecured grants. In the event that some or all of these grants are not awarded to the City, the Transportation Commission encourages City Council to commit to funding this priority with local funds.
- No bus headways of 60-minutes – the Commission recognizes that funding DASH service must be balanced with other priorities. However, bus service with 60-minute headways is impractical and inconvenient, and is inconsistent with the Alexandria Mobility Plan's Policies of making transit more useful and easier to use, and the strategy to implement a citywide transit network with frequent, all-day service. Therefore, the Transportation Commission encourages City Council maintain and/or reduce headways to at least 30 minutes.
- No reduction of service for the line 104 – the City Manager's budget proposes reducing the frequency of the line 104 to 60 minutes. For the reasons stated above, the Transportation Commission encourages City Council to avoid this service reduction.

- Support for the Duke Street Transitway – the Transportation Commission is pleased that the Duke Street Transitway remains in the Capital Improvement Plan. This helps implement the Alexandria Mobility Plan and provides high-quality multimodal options.
- Support for Complete Streets, Safe Routes to School and Sidewalks – The Commission is pleased that these three programs remain funded to ensure that walking and biking are safe and convenient choices. Funding these programs helps to implement the Alexandria Mobility Plan and achieve Vision Zero.

Next Steps:

- April 24 - City Council tax rate public hearing
- April 29 - City Council final add/delete
- May 1 - Budget adoption

Additional details are provided on the [City's budget website](#).

ATTACHMENTS

Attachment 1: Draft Budget Letter to City Council



Alexandria Transportation Commission
301 King Street Alexandria, VA 22314

alexandriava.gov

703.746.4025

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

April 17, 2024

Re: **FY 2025 Budget Feedback**

Dear Mayor Wilson and Members of City Council:

At its September 2023 meeting, the Transportation Commission received an update from staff on the FY25 budget process and the City Manager's letter to Boards and Commissions to provide feedback on priority budget options that will help the City further **smart, equitable, and green** programs in FY25, while maintaining and attracting employees.

Transportation Commission provided a letter of feedback on the proposed budget in October 2023 and expressed the following priorities to the City Manager:

- 1) Ensuring continuous and sustainable WMATA regional transit service
- 2) Implementing the Transit Vision Plan, with more DASH service and a focus on regional connectivity
- 3) Staffing and resources for Complete Streets and Safe Routes to School, including more protected bike infrastructure to make biking feasible for more people for short trips
- 4) Fully repairing and maintaining Alexandria's multi-use trail system in a state of good repair for many people to rely on it just as others do the roads

After reviewing the City Manager's proposed budget in March, the Transportation Commission would like to express the following priorities and concerns:

- City funding of electric buses – DASH has a goal of a completely electric fleet by 2037, and meeting this goal is heavily reliant on unsecured grants. In the event that some or all of these grants are not awarded to the City, the Transportation Commission encourages the City Council to commit to funding this priority with local funds.

- No bus headways of 60-minutes – the Commission recognizes that funding DASH service must be balanced with other priorities. However, bus service with 60-minute headways is impractical and inconvenient, and is inconsistent with the Alexandria Mobility Plan’s Policies of making transit more useful and easier to use, and the strategy implementing a citywide transit network with frequent, all-day service. Therefore, the Transportation Commission encourages City Council maintain and increase headways to at least 30 minutes.
- No reduction of service for the line 104 – the City Manager’s budget proposes reducing the frequency of the line 104 to 60 minutes. For the reasons stated above, the Transportation Commission encourages City Council to avoid this service reduction.
- Support for the Duke Street Transitway – the Transportation Commission is pleased that the Duke Street Transitway remains in the Capital Improvement Plan. This helps implement the Alexandria Mobility Plan and provides high-quality multimodal options.
- Support for Complete Streets, Safe Routes to School and Sidewalks – The Commission is pleased that these three programs remain funded to ensure that walking is and biking are safe, convenient choices. Funding these programs helps to implement the Alexandria Mobility Plan and achieve Vision Zero.

The Commission requests that City Council consider incorporating strategic increases in funding in each of these areas to better represent the urgency embodied in Council’s past commitments and the lived experience in Alexandria today.

We thank you for your consideration of these priority areas to help the City advance its strategic goals.

Sincerely,

Melissa McMahon

Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Adriana Castañeda, Director, T&ES
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Chief of Transportation Planning Division, T&ES

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 17, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #7 – DRPT AND NVTA LETTERS OF SUPPORT

ISSUE: Provide letters of support for projects previously endorsed by the Commission to the Northern Virginia Transportation Authority (NVTA) and the Virginia Department of Rail and Public Transportation (DRPT) to express support for these projects during the public comment periods.

RECOMMENDATION: That the Transportation Commission discuss and approve the draft letters for submittal.

BACKGROUND: In May 2023, the Transportation Commission endorsed staff's recommendation to submit applications for the NVTA 70% regional transportation funding for FY 2028 and FY 2029 as part of the FY 2024 to FY 2029 Six-Year Program update. In March of this year, NVTA [released its scored list](#) of candidate projects to be funded in the FY2024-29 Six Year Program. All four of Alexandria's projects fall within the top 11 scoring projects. These include:

- Smart and Connected Vehicle Infrastructure (\$5 million, ranked #2)
- South Van Dorn Street Bridge Enhancements (\$10 million, ranked #7)
- Alexandria Metroway Enhancements (\$7 million, ranked #8)
- Safety Improvements at High Crash Intersections (\$3 million, ranked #11)

Arlington has also proposed the Shirlington Bus Station Expansion (\$11.6 million, #16), which would directly benefit the West End Transitway and other DASH routes. All candidate projects are evaluated based on TransAction's 10 weighted performance measures (person hours of delay, accessibility, resilience, safety, etc) and the congestion reduction relative to cost (CRRC) scoring.

In January, the Transportation Commission endorsed staff's recommendation to submit applications for grant programs through DRPT. These include:

- \$37,000,000 in eligible expenses for State Aid Transit Operating Assistance
- \$400,000 for State Aid Capital Assistance
- \$350,000 for the Commuter Assistance Program (CAP)

- \$110,000 for the Public Transportation Workforce Development Program
- \$315,000 for the Demonstration Project Assistance Program
- \$500,000 for the Transit Ridership Incentive Program (TRIP)

DISCUSSION:

NVTA is currently conducting public engagement on the scoring of these projects through May 19 through an [online feedback form](#), among other methods. Following the public engagement phase, NVTA staff will develop and present project recommendations to NVTA's committees which also make recommendations. NVTA staff present the staff and committee recommendations to the Authority for adoption to the Six Year Program this summer.

DRPT is also inviting the public to provide feedback on public transportation and rail projects recommended for funding in its Fiscal Year (FY) 2025-2030 Six Year Improvement Program (SYIP). The public meeting will take place on May 16, 2024, at 4:00 PM. During the meeting, the public will have the opportunity to learn about and provide feedback on the Draft Fiscal Year 2025-2030 SYIP. DRPT's program allocates public funds to various transportation projects and initiatives, including rail, public transportation, and transportation demand management. The Draft FY 2025-2030 SYIP identifies projects proposed for inclusion in the final program, which will be presented to the Commonwealth Transportation Board (CTB) at its June meeting. In addition to the May 16th meeting, the Commonwealth Transportation Board will be hosting a total of nine [public meetings](#) across Virginia to gather feedback from the community. For more information, please visit the DRPT Data Portal at <https://data.drpt.virginia.gov/>.

In response to these public comment periods, staff is recommending that the Commission reiterate their previous support of these grant applications and submit letters to the respective agencies. Draft letters are included in Attachments 1 and 2.

ATTACHMENTS:

1. Attachment 1: DRAFT Letter of Support to NVTA
2. Attachment 2: DRAFT Letter of Support to DRPT



Alexandria Transportation Commission
301 King Street Alexandria, VA 22314

alexandriava.gov

703.746.4025

Ms. Phyllis Randall
Chair
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 2203

Re: FY2024-2029 Six Year Program (SYP)

Dear Chair Randall:

At its April 2024 meeting, the Transportation Commission voted to approve this letter of support for the project scoring of the FY2024-2029 SYP. The Commission believes that the scoring accurately reflects the Authority's and the Region's priorities. In particular, the Commission wishes to reiterate support for the following project applications from the City of Alexandria:

- Smart and Connected Vehicle Infrastructure (\$5 million, ranked #2)
- South Van Dorn Street Bridge Enhancements (\$10 million, ranked #7)
- Alexandria Metroway Enhancements (\$7 million, ranked #8)
- Safety Improvements at High Crash Intersections (\$3 million, ranked #11)

In addition, the Commission would also like to express its support for Arlington's application for the Shirlington Bus Station Expansion. This regional bus station serves not only Arlington residents, but also many Alexandria residents to access jobs and services throughout the region. It also is a major transfer point for the upcoming West End Transitway. This will lead to the implementation of NVTA's goals of expanded Bus Rapid Transit throughout the region.

The Commission considers these projects as high priorities for the City to regionally reduce congestion, increase multimodal access, improve safety, and prepare for future mobility. We thank you for your consideration of these priority areas to help the City advance its strategic goals.

Sincerely,

Melissa McMahan

Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Justin Wilson, Mayor
Adriana Castañeda, Director, T&ES
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Chief of Transportation Planning Division, T&ES

DRAFT



Alexandria Transportation Commission
301 King Street Alexandria, VA 22314

alexandriava.gov

703.746.4025

Virginia Department of Rail and Public Transportation
1725 Duke Street
Suite 675
Alexandria, VA 22314

Re: Fiscal Year (FY) 2025-2030 Six Year Improvement Program (SYIP)

Dear Virginia Department of Rail and Public Transportation,

At its April 2024 meeting, the Transportation Commission voted to approve this letter of support for the following project applications from the City of Alexandria:

- \$37,000,000 in eligible expenses for State Aid Transit Operating Assistance
- \$400,000 for State Aid Capital Assistance
- \$350,000 for the Commuter Assistance Program (CAP)
- \$110,000 for the Public Transportation Workforce Development Program
- \$315,000 for the Demonstration Project Assistance Program
- \$500,000 for the Transit Ridership Incentive Program (TRIP)

The Commission considers these projects as high priorities for the City to promote transit ridership, innovation and safety by building more convenient and accessible bus stop, supporting workforce development, and encouraging multimodal travel benefiting the entire region. We thank you for your consideration of these priority areas to help the City advance its strategic goals.

Sincerely,

Melissa McMahon
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Adriana Castañeda, Director, T&ES
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Chief of Transportation Planning Division, T&ES
Philippe Simon, Grants Coordinator, T&ES

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 17, 2024
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION
SUBJECT: AGENDA ITEM #9 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. Smart Cities Award

Alexandria has been named a winner in IDC Government Insights' seventh annual Smart Cities North America Awards (SCNAA). Alexandria was recognized for its Smart Intersections pilot, designed and executed in partnership with the Virginia Tech Transportation Institute. This pilot helps evaluate technologies for city-scale implementation and identifies near-miss interactions between road users. The awards were designed to recognize the progress North American states and municipalities have made in executing Smart Cities projects, as well as provide a forum for sharing best practices to help accelerate Smart City development in the region. Winners will be honored at Smart Cities Connect being held May 8 in Raleigh, NC.

B. Grant Awards

1. Transportation Alternatives Set-Aside Program – Curb Extensions Near Schools
The City of Alexandria was awarded a total of \$1,870,935 through the FY2025-26 federal Transportation Alternatives Set-Aside Program for the Safe Routes to School (SRTS) Curb Extensions Near Schools project. The project was selected for funding by Virginia Commonwealth Transportation Board (CTB) member Mary Hynes (\$1,000,000) and a panel appointed by the Transportation Planning Board for the National Capitol Region (\$870,935).

The Curb Extensions Near Schools project will design and build curb extensions, median refuge areas, accessible curb ramps, and high-visibility crosswalk markings to make it easier and safer for students to use six intersections near four public schools. These improvements were recommended in the 2017 SRTS Walk Audits conducted by the City and supported by additional outreach in the summer of 2023.

The Transportation Commission endorsed Curb Extensions Near Schools Transportation Alternatives grant application at the September 2023 meeting.

2. FTA Transit Oriented Development Planning Grant – Duke Street

The City of Alexandria was awarded \$550,000 from the Federal Transit Administration (FTA) for a planning grant on Duke Street. The City was one of only 20 locations in the entire country that received grant funding.

The grant funding will be an important source of supplemental funding for this important and large upcoming planning effort in the central portion of the City. The grant is also a recognition of the integration of land use and transportation that has and will continue to occur as part of the planning process. It is also an acknowledgement of the affordable housing, climate and equity issues that we will address as part of the planning process. The grant funding will assist in evaluating, integrating, and planning for all of these items and will assist in ensuring that we have a robust community input process from all of the stakeholders throughout the planning process.

C. Project Engagement Opportunities

1. Holland Lane Community Engagement

Last summer, the City initiated the Holland Lane Corridor Improvements Project. The purpose of this project is make it easier, safer, and more comfortable for people of all travel modes, ages, and abilities to travel on Holland Lane between Duke Street and Eisenhower Avenue.

The City held an initial community engagement period to understand residents' experiences along the corridor, completed an existing conditions analysis, and performed a staff design charrette. The City is now conducting a second round of community outreach from April 1-21 to gather feedback on concept design options for the corridor. A community meeting will also be held on April 11.

Following the community comment period, staff expects to select a preferred concept alternative, which will be brought to the Traffic & Parking Board in spring/summer. This project is intended to be implemented in Fiscal Year 2025 in conjunction with street resurfacing.

More information is available on the [project webpage](#).

2. South Pickett Street Community Engagement

Last fall, the City initiated the South Pickett Street Corridor Improvements Project with support from a technical assistance grant through the Metropolitan Washington Council of Governments Transportation-Land Use Connections Program. The purpose of this project is make it easier, safer, and more comfortable for people of all travel modes, ages, and abilities to travel on South Pickett Street between Duke Street and Edsall Road.

The City held an initial community engagement period in December to understand residents' experiences along the corridor, completed an existing conditions analysis, and performed a staff design charrette. This spring, the City will share concept design options for the corridor and seek further community feedback.

Following the second round of community feedback, staff expects to make a recommendation to the Traffic & Parking Board in spring/summer. This project is intended to be implemented in Fiscal Year 2025.

More information is available on the [project webpage](#).

3. Mount Vernon Avenue North Complete Streets Project

Staff has selected preferred alternatives for the Mount Vernon Avenue North Project following years of planning, community engagement, analysis, and conceptual design. The most notable recommendation is replacing the signalized intersection at Mount Vernon Avenue and Glebe Road with an elongated roundabout to slow vehicle speeds, reduce crossing distances, and improve overall safety. Staff will present the recommendations to the Traffic & Parking Board for consideration at its April 29 Public Hearing.

More information is available on the [project webpage](#).