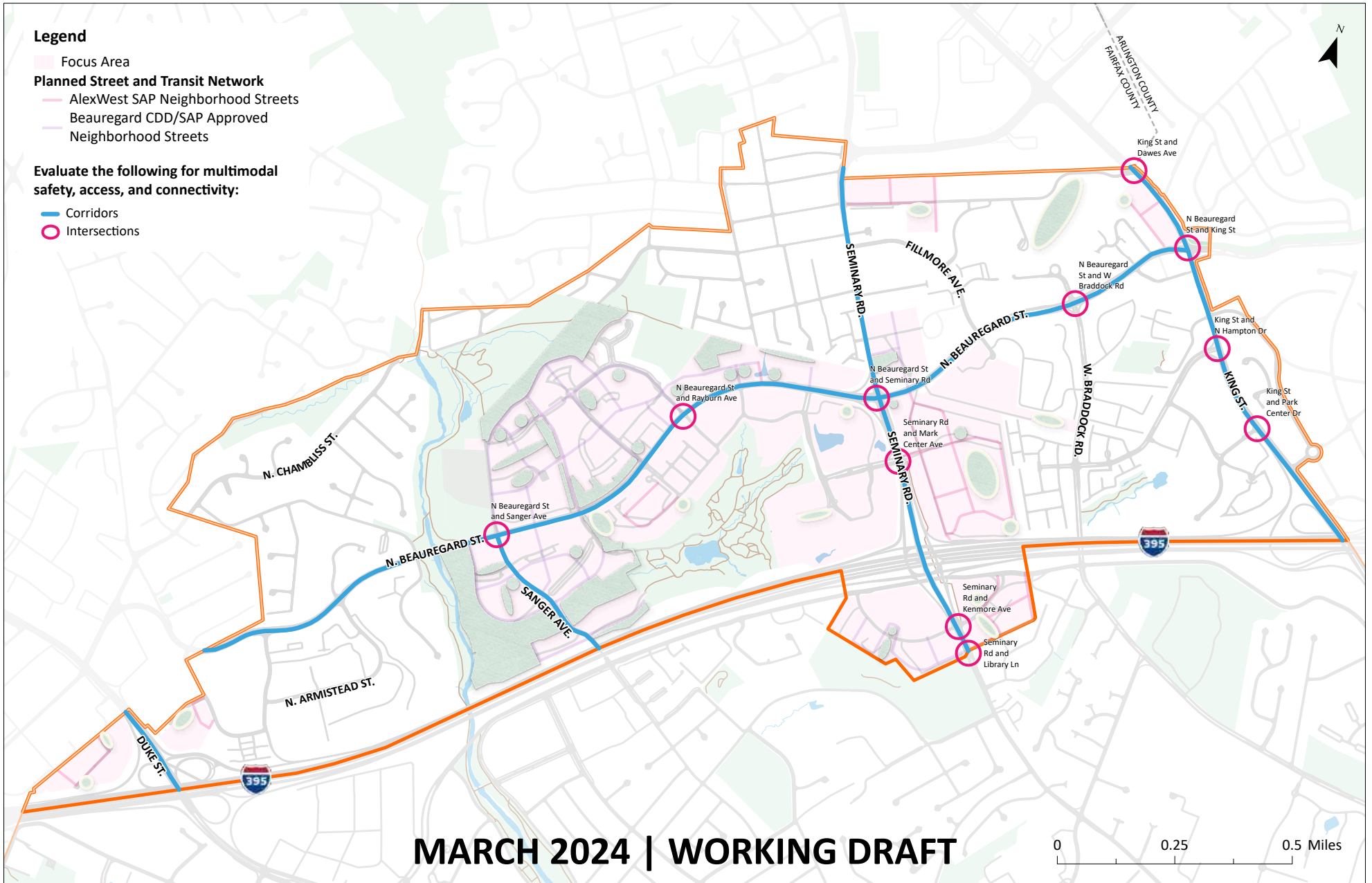
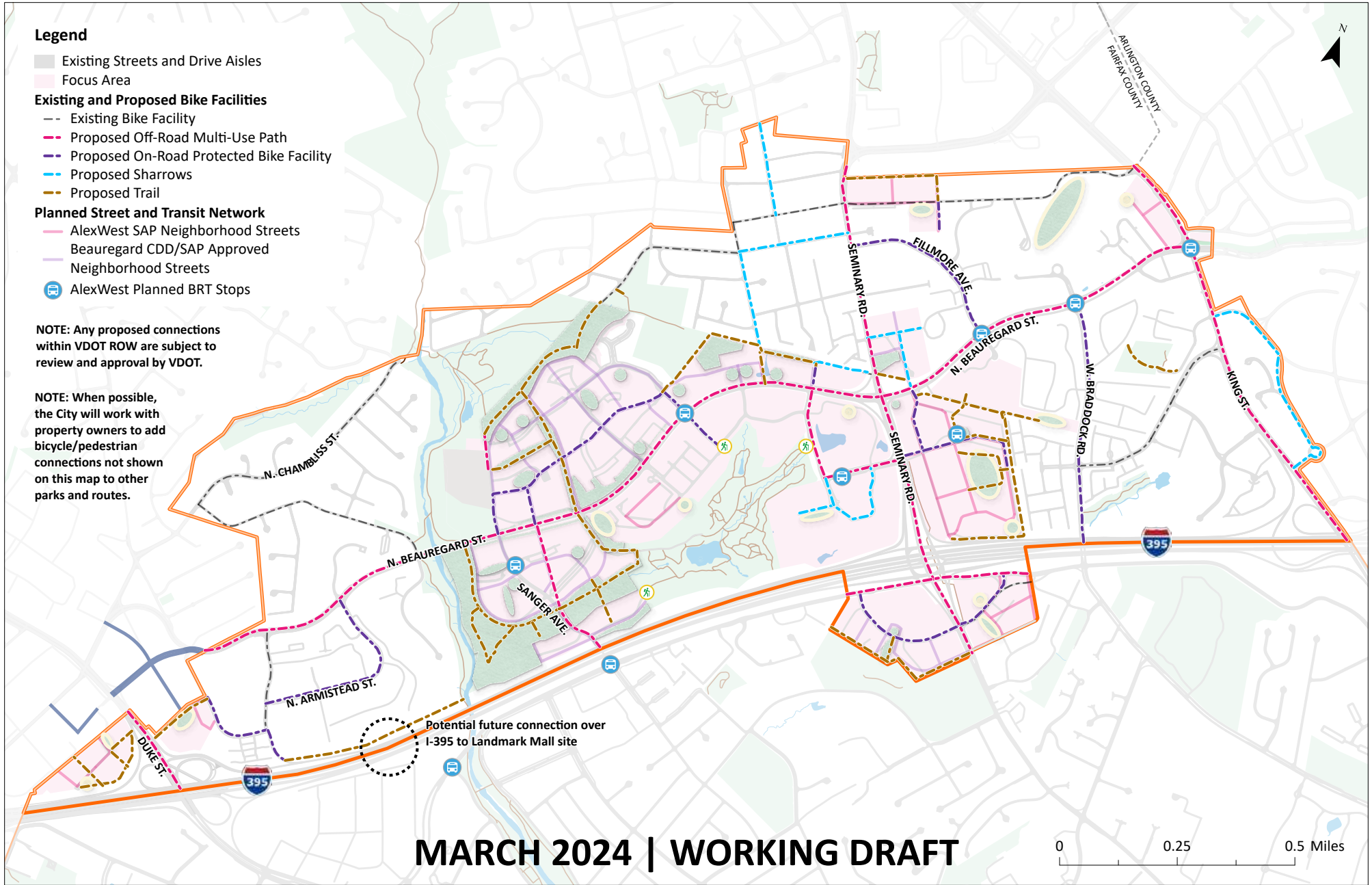


# Figure 5: Mobility Enhancements Study Areas



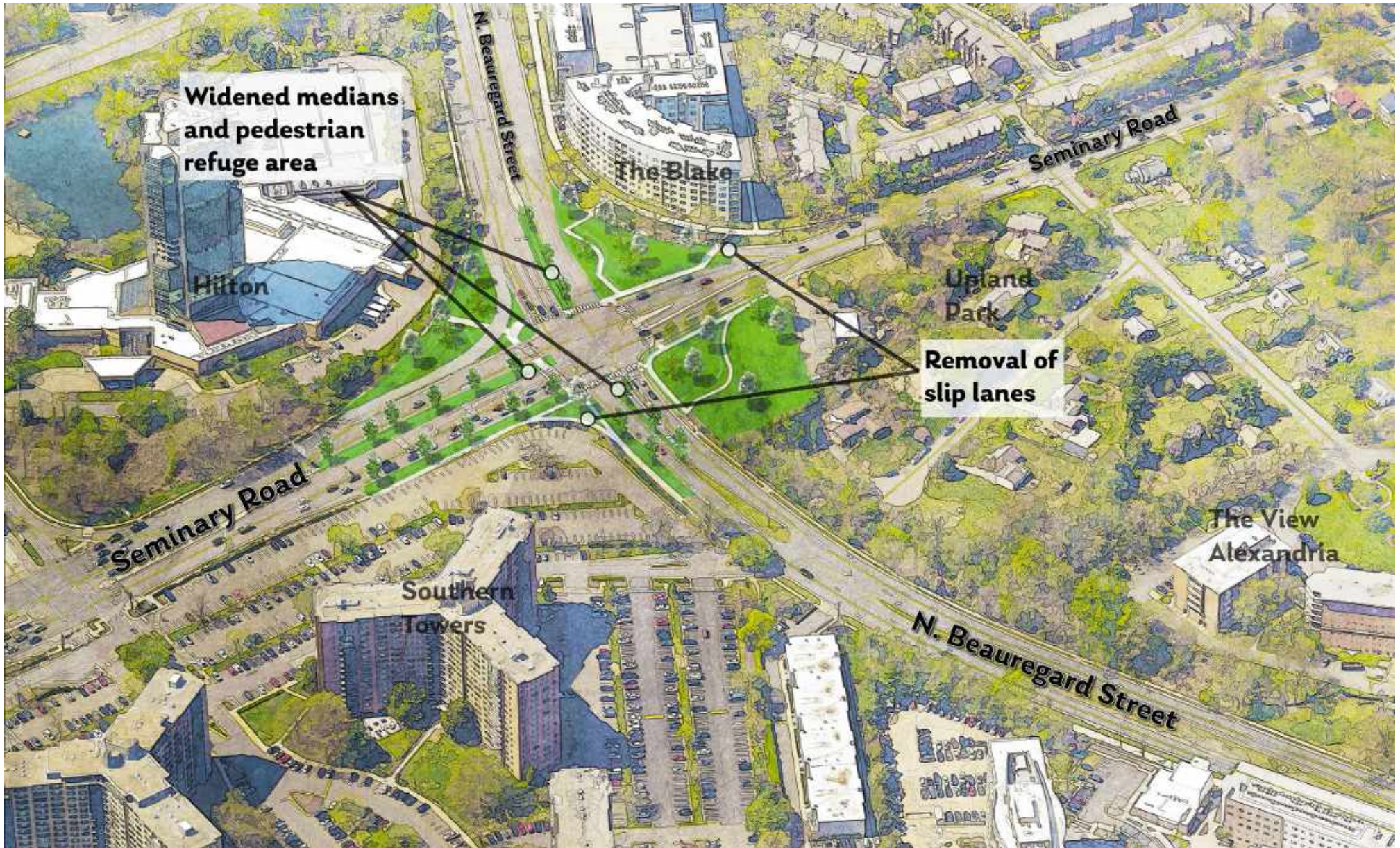
# Figure 6: Bicycle Network Map





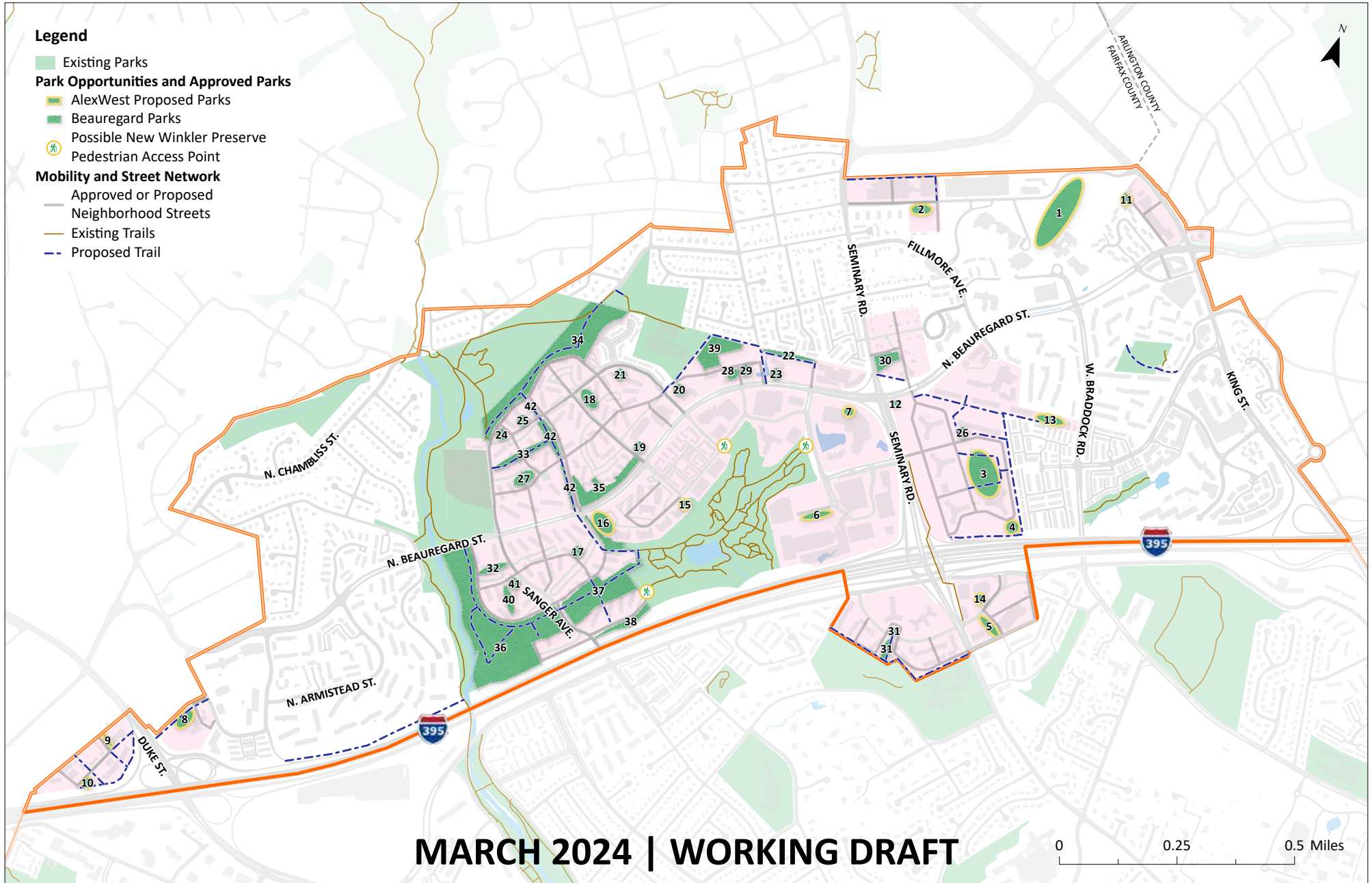
**Figure 7: Enhancements to Seminary and Bearuergard Intersection**

**March 2024 | Working Draft**





# Figure 8: Public Parks and Open Space Map



**MARCH 2024 | WORKING DRAFT**

0 0.25 0.5 Miles





**Table 3: New Parks**

**March 2024 | Working Draft**

Park Number and Name		Size (SF)	Typology
<i>Note: Development in Area 3 will be required to provide public open spaces and amenities as described in the most current Open Space and Recreation Needs Assessment.</i>			
1	NOVA Alexandria	200,000	Shared Use Park
2	Dawes Avenue	25,000	Neighborhood Park
3	Southern Towers - Central Park	140,000	Share Use Park
4	Southern Towers - Neighborhood Park	20,000	Neighborhood Park
5	Kenmore Avenue	25,000	Neighborhood Park
6	Mark Center	30,000	Neighborhood Park
7	N. Beaugard Street and Seminary Road	6,000	Pocket Park
8	N. Breckinridge - Harriet Jacobs	30,000	Neighborhood Park
9	Bragg Street	10,000	Pocket Park
10	South Bragg Street	10,000	Pocket Park
11	King Street	6,000	Pocket Park
12	Southern Towers - Seminary Road and N. Beaugard Street	6,000	Pocket Park
13	The Oliver	45,000	Natural and Conservation
14	Seminary Plaza - Pocket Park	2,000	Pocket Park
15	Town Square - Pocket Park	8,000	Pocket Park
16	Town Square - Natural and Conservation	45,000	Natural and Conservation
17	Greenway - Trent Court	7,000	Pocket Park
18	Town Center - Reading Avenue	26,000	Neighborhood Park
19	Town Center Plaza	7,000	Urban Plaza
20	Adams - N. Beaugard Street and Rayburn Avenue	18,000	Pocket Park
21	Town Center - Rayburn Avenue	8,000	Pocket Park
22	Adams - 1900 N. Beaugard Street	7,000	Corridor Linear Park



**Table 3: New Parks (continued)**

**March 2024 | Working Draft**

Park Number and Name		Size (SF)	Typology
23	Adams - N. Beauregard Street	7,000	Pocket Park
24	Garden District - Sanger Avenue	2,000	Pocket Park
25	Garden District - Sanger Avenue and Drake Court	4,000	Pocket Park
26	Southern Towers - Monticello	9,000	Pocket Park
27	Garden District - Sanger Avenue and Derby Court	17,000	Neighborhood Park
28	Adams Plaza 1	7,000	Urban Plaza
29	Adams Plaza 2	7,000	Urban Plaza
30	Upland Park	37,000	Neighborhood Park
31	Seminary Overlook	23,000	Neighborhood Park
32	Greenway - Mid Block	11,000	Corridor Linear Park
33	Garden District - Mid Block	32,000	Corridor Linear Park
34	Garden District - Dora Kelley	318,000	Natural and Conservation Park
35	Town Center - N. Beauregard Street and Reading Avenue	71,000	TBD
36	Greenway - South of Sanger Avenue	740,000	Natural and Conservation Park
37	Greenway - Sanger Avenue and Roanoke Avenue	250,000	Natural and Conservation Park
38	Greenway - Essex Court	39,000	Natural and Conservation Park
39	Adams	87,000	Shared Use Park
40	Greenway - Sanger Avenue and Bradford Court	15,000	Corridor Linear Park
41	Greenway - Sanger Avenue and Sheffield Court	3,000	Pocket Park
42	Town Center - Linear Park	63,000	Corridor Linear Park





**Figure 9: Neighborhood Map Key**



# Neighborhood Development Table (Table 4)

March 2024 | Working Draft

Neighborhood	Sub-Area	Land Use(s)	Floor Area Ratio (FAR)	Required Ground Floor Retail Frontage	Maximum Building Height (FT)	Parks (SF)
Neighborhood 1: King and Beaugard	1a	Residential/ Commercial	3.0	Yes	100	6,000
	1b	Residential/ Commercial	3.0	No	60 and 100	N/A
Neighborhood 2: Dawes/Coca-Cola	2a	Residential	3.0	No	60 and 85	N/A
	2b	Residential	3.0	No	85	25,000
Neighborhood 3: Upland Park	3a	Residential	Refer to CDD	Yes	45	N/A
	3b	Residential/ Commercial	Refer to CDD	Yes	100	37,000
	3c	Residential/ Commercial	Refer to CDD	Yes	100	N/A
Neighborhood 4: Southern Towers	4a	Residential/ Commercial	3.0	Yes	100*	174,000
	4b	Residential/ Commercial	3.0	No	85	
	4c	Residential	3.0	No	60	N/A
	4d	Residential/ Commercial	3.0	No	60	45,000
	4e	Residential/ Commercial	3.0	No	100	N/A
	4f	Residential/ Commercial	3.0	No	150	N/A
	4g	Residential/ Commercial	3.0	No	100	N/A





<b>Neighborhood</b>	<b>Sub-Area</b>	<b>Land Use(s)</b>	<b>Floor Area Ratio (FAR)</b>	<b>Required Ground Floor Retail Frontage</b>	<b>Maximum Building Height (FT)</b>	<b>Parks (SF)</b>
<b>Neighborhood 5: Seminary, East of 395</b>	5a	Residential/ Commercial	3.0	Yes	150	N/A
	5b	Residential/ Commercial	3.0	Yes	150	N/A
	5c	Residential/ Commercial	3.0	Yes	85	N/A
	5d	Residential/ Commercial	3.0	Yes	85	25,000
	5e	Residential	3.0	No	150	5,500
	5f	Residential	3.0	No	85	17,000
<b>Neighborhood 6: Mark Center + Hilton</b>	6a	Residential/ Commercial	3.0	No	100	N/A
	6b	Residential/ Commercial	3.0	No	100	6,000
	6c	Residential/ Commercial	3.0	No	150	20,000
<b>Neighborhood 7: Adams</b>	7a	Residential/ Commercial	Refer to CDD	No	100	132,000
	7b	Residential/ Commercial	Refer to CDD	No	85	
	7c	Residential/ Commercial	Refer to CDD	No	100	
	7d	Residential/ Commercial	Refer to CDD	No	N/A	
<b>Neighborhood 8: Beauregard</b>	8a	Residential/ Commercial	3.0	No	150	N/A
	8b	Residential/ Commercial	3.0	No	100	N/A
	8c	Residential	3.0	No	100	49,000



<b>Neighborhood</b>	<b>Sub-Area</b>	<b>Land Use(s)</b>	<b>Floor Area Ratio (FAR)</b>	<b>Required Ground Floor Retail Frontage</b>	<b>Maximum Building Height (FT)</b>	<b>Parks (SF)</b>
<b>Neighborhood 9: Town Center and Garden</b>	9a	Residential/ Commercial	Refer to CDD	Yes	110 and 130	355,000
	9b	Residential	Refer to CDD	Yes	110 and 130	
	9c	Residential	Refer to CDD	No	60	
	9d	Residential	Refer to CDD	No	60	196,000
	9e	Residential	Refer to CDD	No	45	
	9f	Residential	3.0	No	45	
	9g	Residential	3.0	No	60	N/A
<b>Neighborhood 10: Greenway</b>	10a	Residential	Refer to CDD	No	45	10,659,130
	10b	Residential	Refer to CDD	No	60	
	10c	Residential	Refer to CDD	No	60	
<b>Neighborhood 11: Duke Street</b>	11a	Residential/ Commercial	3.0	No	100	N/A
	11b	Residential/ Commercial	3.0	No	100	30,000
	11c	Residential/ Commercial	3.0	No	100	10,000
	11d	Residential/ Commercial	3.0	No	100	10,000
	11e	Residential/ Commercial	3.0	No	100	N/A
	11f	Residential/ Commercial	3.0	No	100	N/A
	11g	Residential/ Commercial	3.0	No	100	N/A
<b>*Existing constructed building heights as of 2023 are permitted to remain and subject to all applicable Zoning Ordinance provisions.</b>						



Figure 10

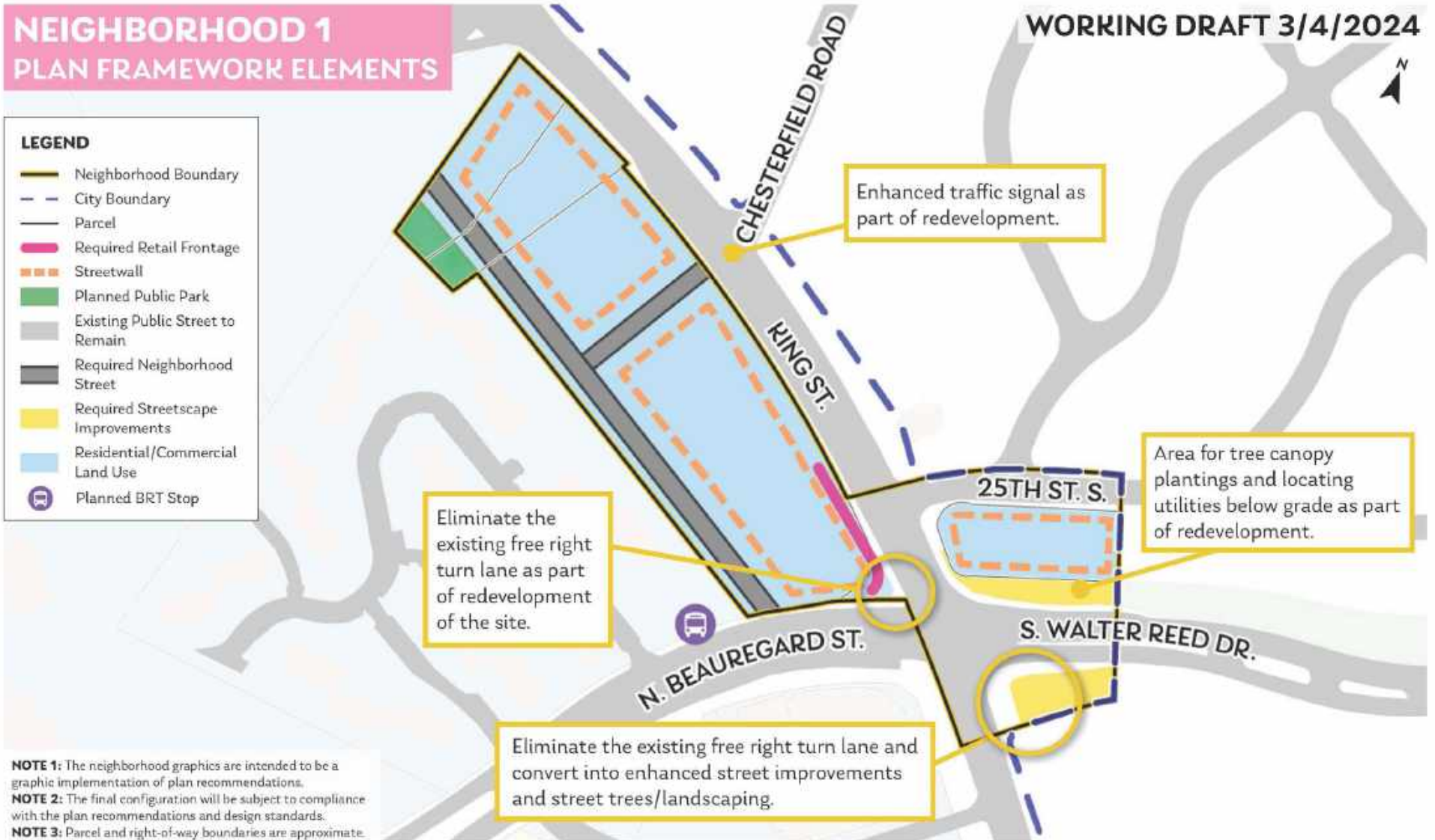


Figure 11

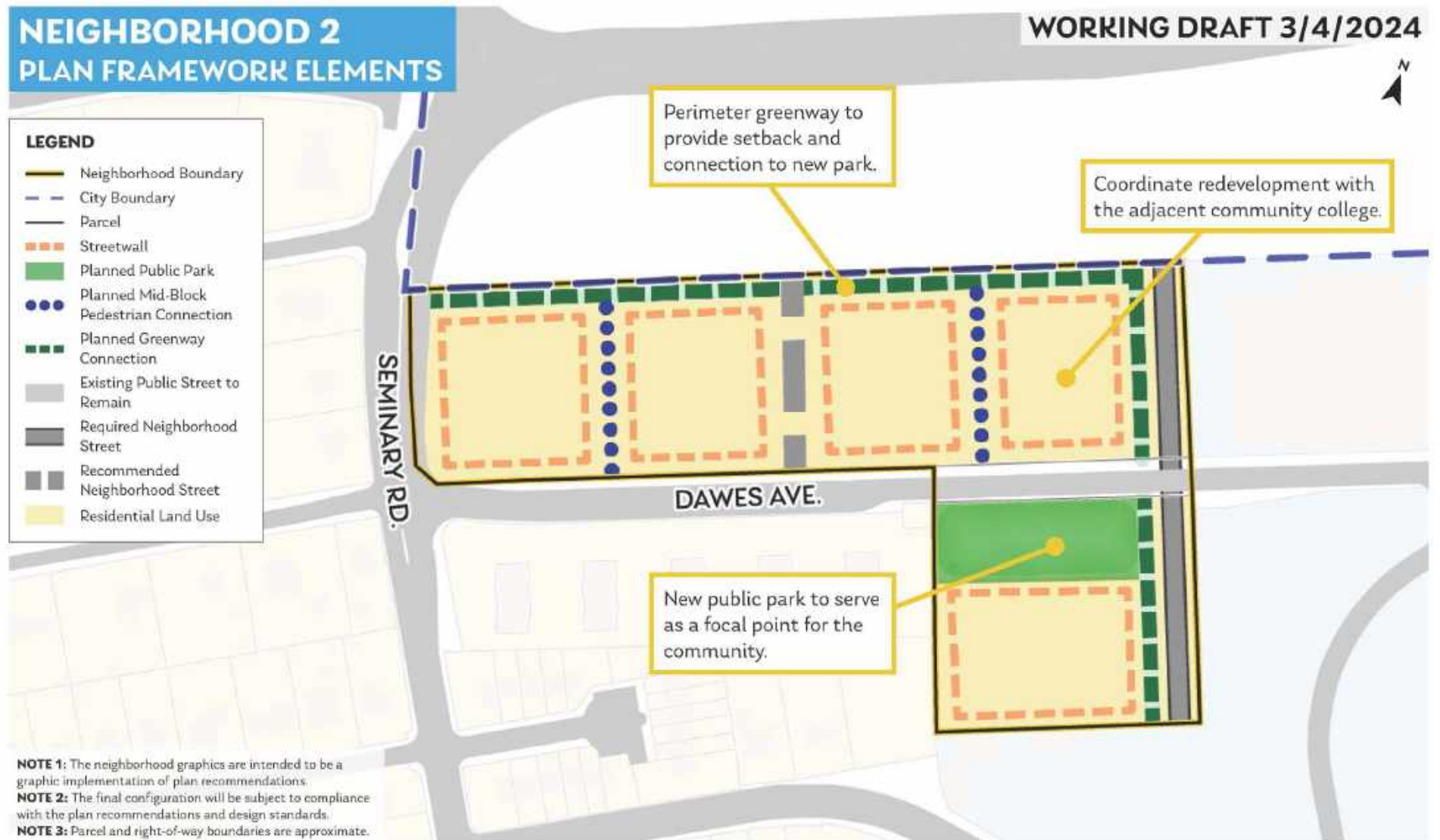




Figure 12



**Figure 13**

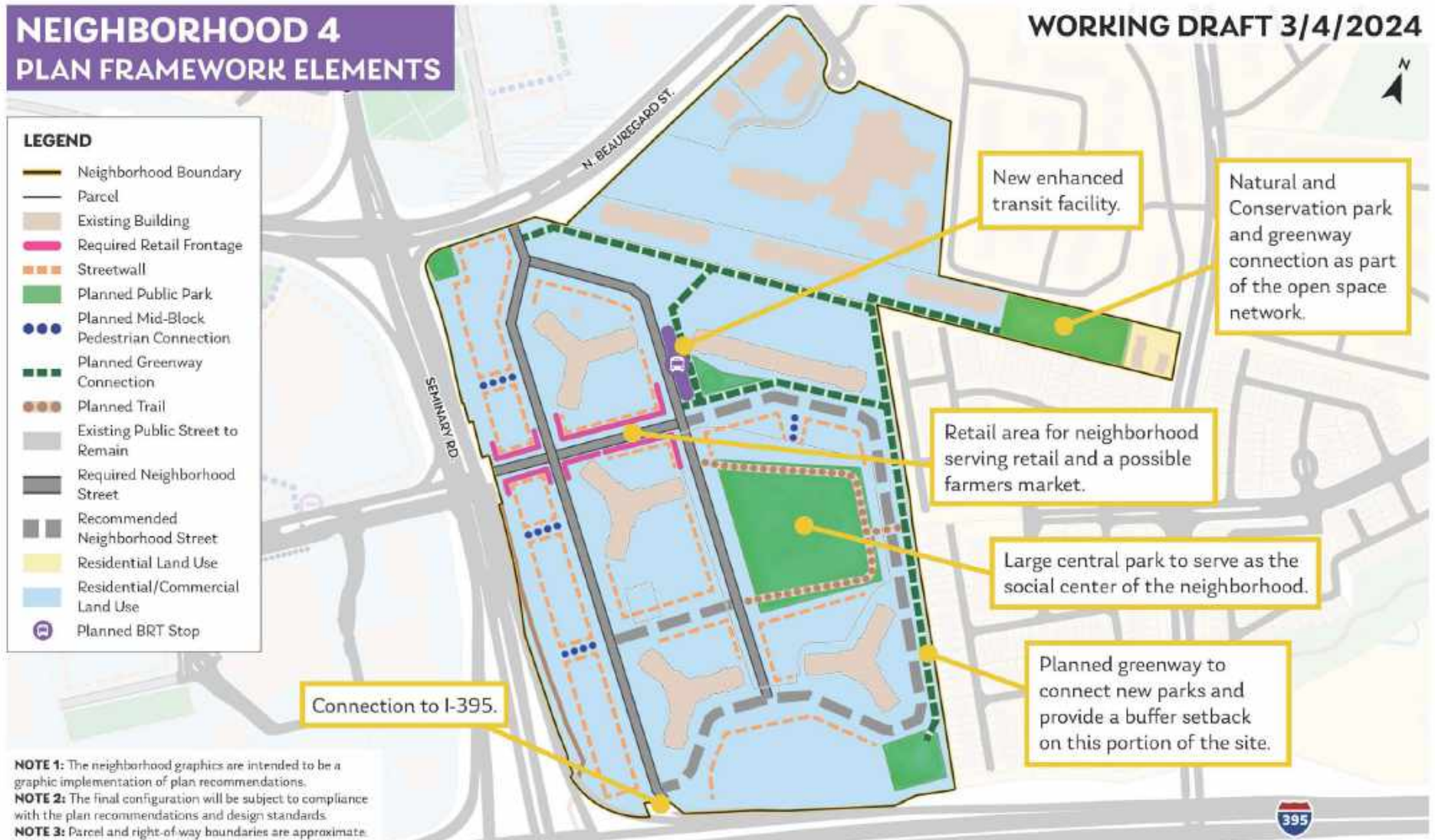




Figure 14

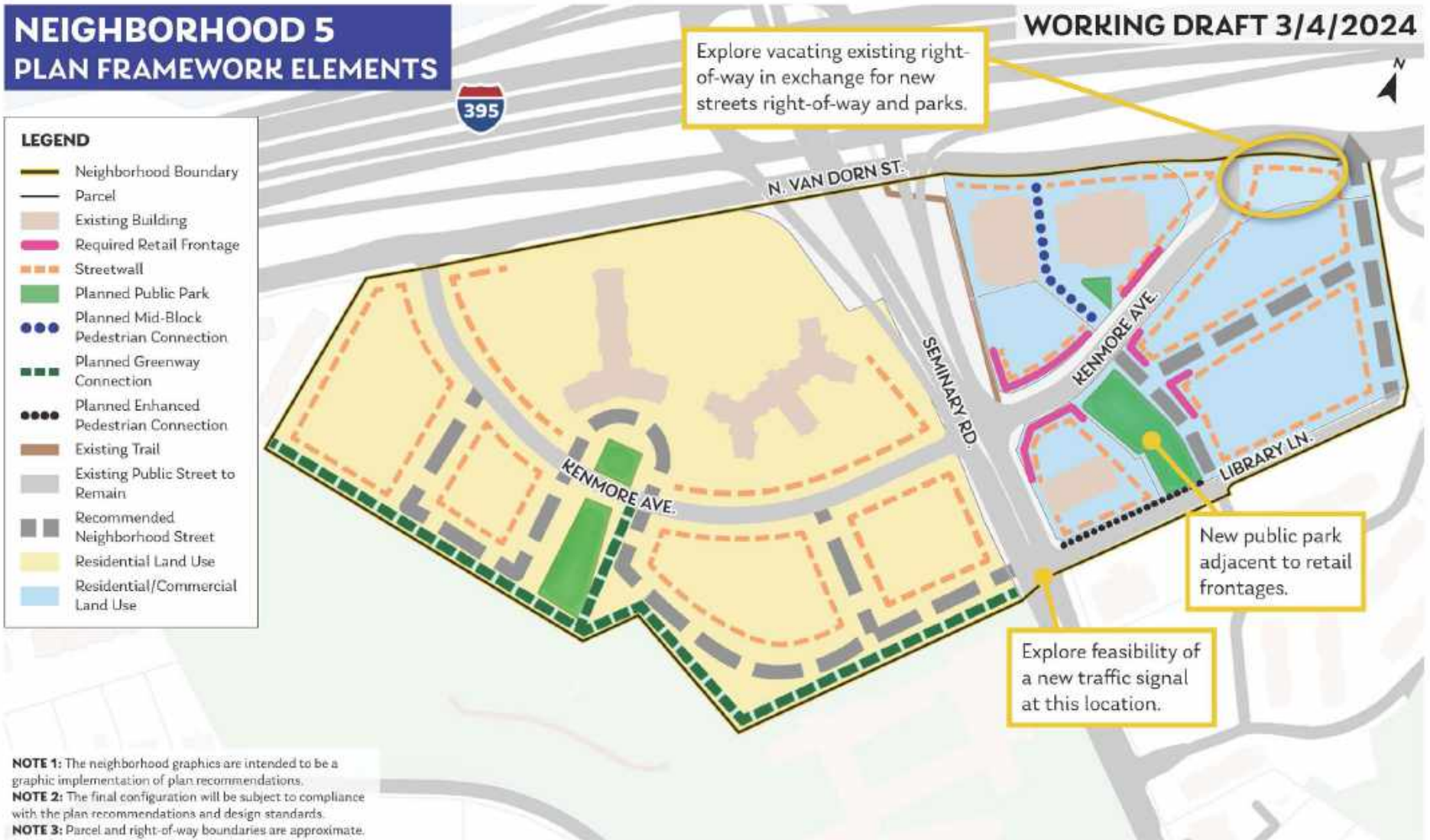




Figure 15



**Figure 16**

**NEIGHBORHOOD 7  
PLAN FRAMEWORK ELEMENTS**

NEIGHBORHOOD DIAGRAM UNDER DEVELOPMENT

Figure 17

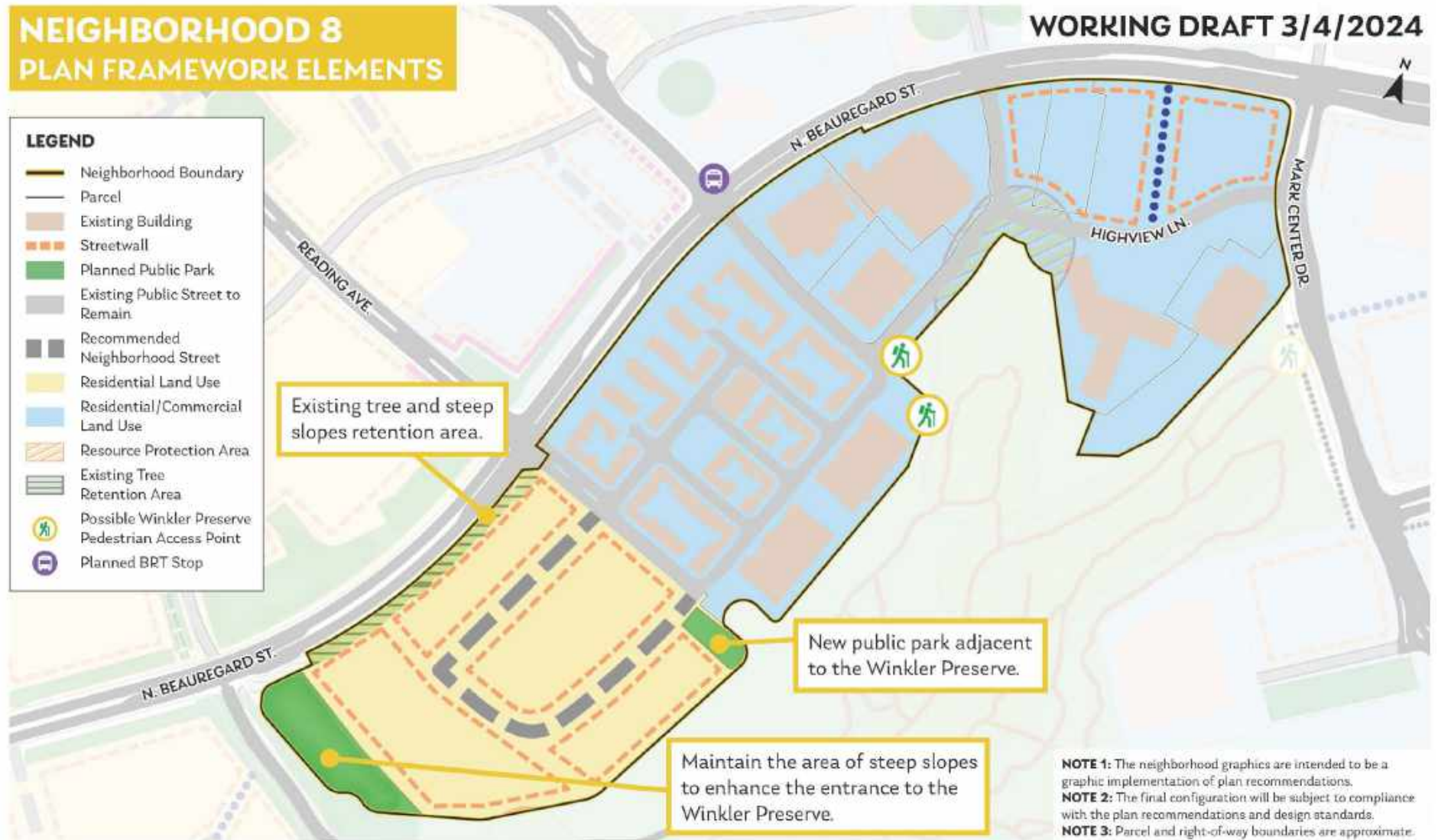




Figure 18



Figure 19



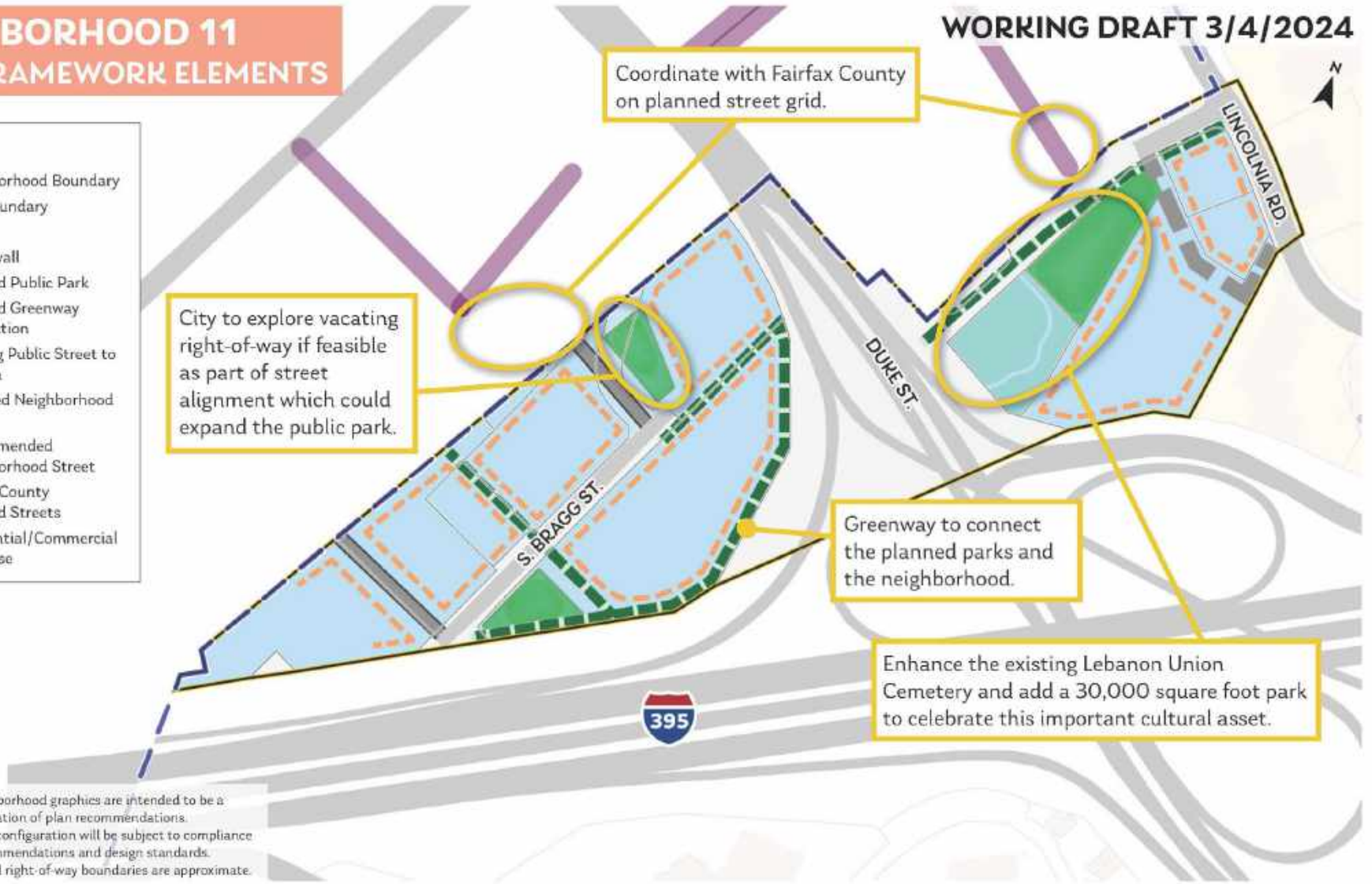


**Figure 20**

**NEIGHBORHOOD 11  
PLAN FRAMEWORK ELEMENTS**

**WORKING DRAFT 3/4/2024**

- LEGEND**
-  Neighborhood Boundary
  -  City Boundary
  -  Parcel
  -  Streetwall
  -  Planned Public Park
  -  Planned Greenway Connection
  -  Existing Public Street to Remain
  -  Required Neighborhood Street
  -  Recommended Neighborhood Street
  -  Fairfax County Planned Streets
  -  Residential/Commercial Land Use



**NOTE 1:** The neighborhood graphics are intended to be a graphic implementation of plan recommendations.  
**NOTE 2:** The final configuration will be subject to compliance with the plan recommendations and design standards.  
**NOTE 3:** Parcel and right-of-way boundaries are approximate.



## Alex West Plan DRAFT Recommendations

Public Comment March 4 – March 31, 2024

### ***Please share your thoughts!***

This document contains the draft recommendations for the future Alex West Plan. The first section of the document includes the draft recommendations, followed by the maps and tables that correspond to one or more of the recommendations and provide additional detail and context.

The draft recommendations, maps and tables are the first element of the future Plan that will be released for community comment. As the planning process progresses, more components of the draft Plan will be released, including:

- The text of the Plan – more details relating to the recommendations and the *intent* of the Plan.
- The Urban Design Standards – more specifics on the standards for new development.
- The Implementation Table – summary of who or what entity is responsible for each implementation task.
- The Appendices – supplemental information that was part of the development of the Plan.

### **Opportunities to Provide Feedback - We want to hear from you!**

The comment period for the Draft Recommendations will be open from Monday, March 4 through Sunday, March 31, 2024.

Listed below are different ways you can share your feedback on the draft Recommendations:

- Through the project webpage: [alexandriava.gov/AlexandriaWest](http://alexandriava.gov/AlexandriaWest) and the comment forms: [English](#), [Spanish](#), [Arabic](#), and [Amharic](#)
- Through the [Recommendations StoryMap](#)
- Via email or phone to Christian Brandt, Urban Planner  
[christian.brandt@alexandriava.gov](mailto:christian.brandt@alexandriava.gov), 703.746.3895

Public input will be posted on the project webpage on a weekly basis and will help inform the final draft Plan to be released in summer 2024.

**Questions?** Contact Jose Delcid, Urban Planner  
Tel: 703-746-3837      Email: [jose.delcid@alexandriava.gov](mailto:jose.delcid@alexandriava.gov)

## Draft Recommendations

### 01 Land Uses

Figure 1 (“Land Use Strategy Map”) depicts the boundaries of the Focus Area, Area 2, and Area 3. Development in these areas will be subject to the intent of the Plan, the Plan Recommendations, and all applicable Plan exhibits, including Tables 1 and 2 (“Focus Area and Area 2 Criteria”) and Table 4 (“Neighborhood Development Table”).

For the purposes of this Plan, the term “development” refers to new construction and/or redevelopment utilizing the provisions of the Plan.

#### A. General

1. Land uses will comply with all applicable provisions of the land use(s) depicted on Figure 2 (“Land Uses Map”).
2. City facilities and uses, if provided, may be located within the residential and residential/commercial land use designations.
3. New uses such as warehouses, storage buildings, data centers, and other uses are inconsistent with the intent of the Plan.

#### B. Retail

4. Retail uses are required in the ground floor frontages in the Required Retail Areas as generally depicted on Figure 2.
  - a. Uses in the Required Retail Areas will have a high degree of pedestrian activity and can include retail, restaurants, personal services, recreation and entertainment, or similar uses.
  - b. The intent is that retail spaces will be designed and configured in a manner to encourage neighborhood-serving uses and amenities needed by existing and planned communities, including uses such as childcare/early education centers, food markets, or other comparable neighborhood serving uses.
  - c. Non-typical retail uses that do not have a high degree of pedestrian activity may also be allowed to a limited extent if they provide a public serving component, such as providing flexible community spaces that are publicly accessible for community meetings or other public activities.

5. Retail uses are encouraged, but not required, in the ground floor frontage in the Encouraged Retail Areas, as generally depicted on Figure 2.
6. The design of ground floor retail spaces in the Required and Encouraged Retail Areas will be subject to the applicable elements of the Urban Design Standards.
7. Ground floor retail may be provided in other locations in the Plan area if allowed by the Zoning Ordinance.
8. Interim uses are allowed if they do not preclude future development envisioned by the Plan. Allowed uses include uses such as community programming, flexible indoor and outdoor public spaces, outdoor dining, community performances, public art installations, cultural activities, farmers markets, parklets, pop-up open spaces, food trucks, and other similar uses and activities.

## **C. Building Heights**

9. Maximum building heights will comply with the building heights depicted on Figure 3 (“Building Heights Map”). In addition, buildings in the Focus Area and Area 2 are eligible to request additional building height pursuant to all applicable provisions of Sec. 7-700 of the Zoning Ordinance.

## **D. Design**

10. All development will be subject to all applicable provisions of the Urban Design Standards.
11. The neighborhoods within the Focus Area will generally be consistent with the intent and recommendations of the Plan and with Figures 10 through 20 (“Neighborhood Plan Framework Elements”).
12. As part of development of each block, development will provide internal midblock breaks and/or pedestrian connections where feasible.

## **E. Parking**

13. Development that occurs on existing parking lots will provide new parking for existing and future uses that is consistent with the Zoning Ordinance.

## **02 Housing**



## A. General

14. Residential development will provide 10% committed affordable housing or an amount consistent with City affordable housing contribution policies, regulations and procedures in effect at the time development is submitted for review, whichever is greater.
15. Residential redevelopment in Coordinated Development Districts requesting density above what is planned as part of this Plan will provide one third of the additional residential density as committed affordable housing or an amount consistent with City affordable housing contribution regulations, policies, and procedures in effect at the time development is submitted for review, whichever is greater.
16. Affordable housing contributions will be consistent with City affordable housing contribution regulations, policies, and procedures in effect at the time development is submitted for review.
17. Pursuant to Section 7-700 of the Zoning Ordinance, bonus density above 30% is authorized in the Focus Area and Area 2 to encourage the production of additional affordable units.
18. Residential development should offer a range of housing types, designs, and tenures throughout the plan area to meet current and future housing demand and accommodate different household sizes, compositions, stages of life, and abilities.

## B. Partnerships

19. To expand housing affordability in the Plan area, the Office of Housing will:
  - a. Facilitate partnerships to maximize the use of private and public land and co-location opportunities and to leverage all available resources for the development of committed affordable housing.
  - b. Work with private landowners to address capital needs in existing buildings in exchange for the preservation of committed and market affordability and expansion of affordability. This may include donations of existing buildings to preserve affordability when redevelopment occurs and the potential right of refusal for the City to acquire assisted properties if they are sold.
  - c. Explore opportunities with property owners requesting development to expand and/or extend existing committed affordability options.

## C. Tenant Protections

20. To mitigate potential displacement in the Plan area, the Office of Housing will:
- a. Work with community partners and other non-profit entities to cultivate and promote tenant empowerment through training and mutual support, and to ensure tenants are prepared to apply for new affordable units as they are delivered to the market.
  - b. Offer landlord-tenant mediation and other support, including eviction prevention services.
  - c. Promote and seek compliance with the City's Voluntary Rent Increase Policy to help moderate annual rent increases and the application of excessive fees.
  - d. Promote and seek commitments from developers to meet enhanced protections for impacted tenants where redevelopment is proposed. These include tenant support during relocation, including expanded notice rights and developer-funded relocation and moving assistance; coordination of support services offered by ACPS, DCHS, and other City agencies; timely notification of resident meetings so that City staff can monitor the tenant relocation process; as well as a right to return for tenants in good standing consistent with City policy and practice in effect at the time of development proposals are accepted for review.
  - e. Partner with DCHS and other City departments to pair housing assistance with workforce development, job training, and other self-sufficiency programs.

## D. Homeownership

21. To support the Plan area's condominium and HOA communities, the Office of Housing will:
- a. Provide technical assistance, including governance training, to condominium and HOA communities, which provide an important source of affordability.
  - b. Expand access to homeownership training, counseling and other resources to residents.
  - c. Explore ways to create new affordable homeownership, including opportunities to create ownership and governance structures that deepen affordability and housing stability over the long term (e.g., community land trusts and shared equity cooperatives).



## 03 Mobility

### A. General

22. Development will provide the streets, blocks, and connections as generally depicted on Figure 4 ("Street Network Map") as part of development. All new streets in the Plan area will be constructed and dedicated as public streets unless otherwise approved as part of the development review process.
23. Street designs will adhere to the street cross-sections as outlined in the Urban Design Standards.
24. The City will work with property owners and other partners to study and address mobility-related issues at the intersections and in the areas identified on Figure 5 ("Mobility Enhancements Study Areas").

### B. Pedestrian + Bicycle Network

25. Development will provide a network of bike facilities as generally depicted on Figure 6 ("Bicycle Network Map"). Development that occurs in Area 2 and Area 3, as depicted on Figure 1 ("Land Use Strategy Map"), will provide new bicycle connections that link to the network depicted on Figure 6.
26. Development will ensure and support access to shared mobility options (e.g., Capital Bikeshare, Dockless Scooters, etc.).
27. Curb cuts, garage entrances, and similar functions are prohibited along designated bicycle facilities and along Beauregard Street, Seminary Road, Duke Street, and King Street. This does not apply to curb cuts needed for any planned streets.
28. When possible, the City will work with property owners to add additional bicycle connections not shown on Figure 6 to other parks and routes.
29. Development will provide safe, well-illuminated, ADA-compliant pedestrian connections and crossings, including sidewalks, for all development and internal, non-auto connections within larger development blocks.

### C. Safety + Mobility

30. The intersection of Seminary Road and Beauregard Street will be improved to better accommodate and ensure the safety of all users as generally depicted on Figure 7 ("Enhancements to Seminary and Beauregard Intersection").





31. Streetscapes on major arterials (King Street, Seminary Road, and Duke Street) will be configured as generally depicted in the Urban Design Standards.
32. The City will explore options for improving safety and accessibility for all users on Seminary Road, generally from Mark Center Drive to Library Lane.

## **D. Transit**

33. As part of multimodal transit enhancement, a new bus facility will be established within Neighborhood 4 at the location as generally depicted on Figure 13 (“Neighborhood 4”).
34. Development will provide all necessary transit facilities and improvements to mitigate the impact caused by the development.
35. The City will coordinate with all applicable transit partners to explore enhancements and improvements to existing transit facilities.

## **04 Public Parks + Open Space**

### **A. General**

36. Development will provide an at-grade publicly accessible public parks/open space network, as generally depicted in Figure 8 (“Public Parks and Open Space Map”) and specified in Table 3 (“New Parks”), which includes the following:
  - a. New public parks/open spaces will be fully accessible to the public through dedication to the City or through the provision of a perpetual public access easement(s).
  - b. New parks /open spaces will have multiple publicly accessible entrances and will consist of a mixture of typologies and amenities. All public parks/open spaces in the Plan area will be designed, with input from the community, to be interconnected, functional, useable, welcoming, and encourage social interaction, as well as include gathering areas and facilitate recreation.
  - c. Improve access to all existing public and public easement parks.
  - d. City recreational facilities may be located within the open space recommended by the Plan.

### **B. On-Site Open Space**



37. In addition to the publicly accessible open space required on Figure 8, all new multifamily buildings, excluding mixed-use/retail buildings, will provide a minimum of 20% of on-site ground-level open space. Mixed use/retail buildings, townhouses, and stacked townhouses will provide a minimum of 25% on-site open space, including both ground level and above grade open space.

38. Development in Neighborhood 9 (see Figure 18, “Neighborhood 9”) is allowed to include residential or commercial uses. If the uses are residential, development in Neighborhood 9 will provide an additional 10,000 square feet of consolidated public open space within the neighborhood and consolidated with one of the other planned parks.

## **C. Public Art + Open Space Programming**

39. Public art provided as part of development will highlight the cultural diversity of the Plan area.

40. Special events, community activities, and cultural activities in support of the Plan intent are encouraged and will be allowed, subject to all applicable City approvals and permits, as part of the approval of public access easement(s) in new public open spaces.

41. Interim recreational and entertainment uses on the existing surface parking lots are encouraged to the extent feasible.

42. Accessory park structures, such as but not limited to restrooms, may be provided within the required publicly accessible open spaces if they are consistent with the intent of the open space policies and the Plan and are approved as part of the development review process.

## **05 Sustainability, Infrastructure + Community Facilities**

### **A. Tree Canopy**

43. Development will provide on-site tree canopy consistent with applicable City policies at the time development is submitted for review. If the required tree canopy cannot be met on-site, trees may be planted off-site by the developer within the area depicted on Figure 1 (“Land Use Strategy Map”) in which the development is located, or in comparable locations as approved by the City.

### **B. Green Building, Energy Efficiency, + Stormwater Management**



44. Development will comply with the City's Green Building Policy at the time development is submitted for review.
45. Development by large property owners will explore opportunities for the implementation of district-wide sustainability measures and approaches.
46. Development will provide the required infrastructure for development and will incorporate all applicable City sustainability policies and practices.





City of Alexandria, Virginia

**MEMORANDUM**

**DATE:** MARCH 20, 2024

**TO:** MEMBERS OF THE TRANSPORTATION COMMISSION

**FROM:** MARTIN BARNA, DIRECTOR OF PLANNING & SCHEDULING, DASH

**SUBJECT:** AGENDA ITEM #4 – ALEXANDRIA TRANSIT STRATEGIC PLAN

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**ISSUE:** DASH is seeking public feedback on the Draft FY 2025 – FY 2034 Alexandria Transit Strategic Plan (ATSP).

**RECOMMENDATION:** That the Commission receive this presentation, provide feedback, and submit a letter of support on the draft Alexandria Transit Strategic Plan (ATSP) recommendations.

**BACKGROUND:** The Alexandria Transit Strategic Plan (ATSP) addresses a new requirement from the Virginia Department of Rail and Public Transportation (DRPT) for large and mid-size transit agencies such as DASH to receive state funding. Similar to the previous Transit Development Plan (TDP) that it replaces, the ATSP outlines service, capital and finance plans on a short- and long-term horizon.

This inaugural ATSP will cover FY 2025 – FY 2034 with major updates every five years. Annual updates for Years 2-5 will be provided as an addendum to ATSP document based on guidelines provided by DRPT. Each year, the ATSP will be subject to review by the ATC Board of Directors and an extensive public outreach campaign. The final ATSP must be adopted by the ATC Board of Directors in concurrence with the final budget for the ensuing fiscal year. The full ATSP document is available at [www.dashbus.com/strategicplan](http://www.dashbus.com/strategicplan).

**DISCUSSION:** This plan identifies potential service, fare and capital program changes that DASH is planning to undertake in FY 2025 and beyond. The Final ATSP document is subject to review and approval by the ATC (DASH) Board of Directors. Major highlights, changes or items of interest included in the FY 2025 – FY 2034 Alexandria Transit Strategic Plan (ATSP) include:

- The DASH Vision, Mission & ATC Board Strategic Plan provide the basis for the Strategic Vision (Section 1.2).
- Service Design Standards and Performance Standards are outlined in Section 1.3, based largely on the Title VI Service Standards that were adopted by the ATC Board in January 2022. New or updated standards include:

- The headway standard for local routes during off-peaks was increased from hourly to every 30 minutes.
  - The service accessibility standard was increased from 50% to 70% for the percentage of city residents who live near frequent, all-day bus service.
  - New systemwide standards for ridership, efficiency, safety, reliability and accessibility are proposed.
- The customer intercept survey that was conducted on DASH buses in October and November 2023 is summarized in Section 2.6, with the full survey report included as Appendix C.
- **Based on the City Manager’s Draft FY 2025 Budget, DASH would need to reduce Line 104 service from every 30 minutes to every 60 minutes.** This reduction would reduce annual operating costs by \$180,000, but would have an adverse impact on commuters in Parkfairfax, North Ridge and Rosemont. It also runs counter to the goals and recommendations of the 2022 Alexandria Transit Vision (ATV) Plan and Alexandria Mobility Plan (AMP). In general, fixed-route bus service that only runs once every 60 minutes is not considered to be useful or reliable, and ridership is likely to decrease by a large margin as riders seek other alternatives.
- Potential service improvements for FY 2025 – FY 2034 are summarized in Section 3.1. Proposed “unfunded” ATV improvements for FY 2025 include:
  - **Line 32** – DASH is proposing to improve midday, evening and weekend headways from every 60 minutes to every 30 minutes.
  - **Line 34** - DASH is proposing to improve Sunday headways from every 60 minutes to every 30 minutes.
  - **Line 31** – DASH is proposing to improve midday, evening and weekend headways between King Street Metro and Braddock Road from every 30 minutes to every 15 minutes by extending all Line 31 short trips that currently operate between NVCC-Alexandria and the King Street Metro.
- Additional improvements in FY 2026 and FY 2027 are proposed for Line 30, 32, 102, 103, 104 and the King Street Trolley. Details on these improvements are provided in Sections 3.1 and 3.2.
- The WMATA Better Bus Network project is also still under development and will be finalized in Spring 2024 with the first phase of implementation scheduled for the start of FY 2026. Next year’s ATSP for FY 2026 – FY 2035 will be updated to include any service changes that are included in the final recommendations for the Better Bus Network.
- Few service changes are proposed for FY 2027 and beyond because they will be largely informed by the West End Transitway Operating Plan that is currently under development by the City, DASH and WMATA staff. The ATSP will be updated next year to include the recommendations from this plan.

- A summary of the DASH projects that are included in the draft version of the City of Alexandria's FY 2025 – FY 2034 Capital Improvement Program (CIP) are summarized in Chapter 4.
- Financial plans for DASH operating and capital costs are summarized in Chapter 5.

The full version of the draft FY 2025 – FY 2034 Alexandria Transit Strategic Plan (ATSP) is provided as an attachment to this board packet. It is also posted on the DASH website at [www.dashbus.com/strategicplan](http://www.dashbus.com/strategicplan).

Community members are encouraged to submit feedback on the proposed service changes or any other aspects of the plan. For more information on how to get involved or submit comments, please visit [www.dashbus.com/strategicplan](http://www.dashbus.com/strategicplan).

A draft letter from the Transportation Commission to City Council is provided as an attachment. The letter encourages City Council to reconsider the proposed Line 104 reduction, emphasizing the importance of continued investment in DASH service.

**ATTACHMENT:**

Attachment 1: Draft Letter to Council





Alexandria Transportation Commission  
301 King Street  
Alexandria, VA 22414

Phone: 703.746.4025

[www.alexandriava.gov](http://www.alexandriava.gov)

Honorable Mayor Wilson and Members of City Council  
City Hall  
301 King Street  
Alexandria, VA 22414

March 20, 2024

Re: **Endorsement of the FY25-FY34 Alexandria Transit Strategic Plan (ATSP)**

Dear Mayor Wilson and Members of City Council:

At its March 20 meeting, the Transportation Commission received an update from DASH on the FY25 – FY34 Alexandria Transit Strategic Plan (ATSP). The presentation outlined potential service changes to DASH routes, including the potential reduction to Line 104 service.

The Commission recognizes that there are many competing budgetary priorities and is grateful that draft City Manager's budget for FY 2025 includes an increase in the DASH subsidy to cover additional costs related to a new collective bargaining agreement (CBA) and the DASH Free Fares program; however, the proposed reduction to Line 104 would have a severe negative impact on DASH riders traveling between Alexandria and the Pentagon and runs counter to the goals and objectives of the Alexandria Transit Vision (ATV) Plan and the Alexandria Mobility Plan.

To this end, the Committee encourages City Council to reconsider the Line 104 reduction to determine if additional funding can be identified to offset the \$180,000 annual operating cost. With its continued historic ridership growth, DASH has become a viable travel option for more and more of the city's residents, workers and visitors. Based on these trends, Alexandria should be investing more in transit service improvements like those proposed for Lines 32, 34 and 31, and not less, with the proposed reduction to Line 104.

Thank you for your consideration on this matter.

Sincerely,

Melissa McMahan  
Chair, Alexandria Transportation Commission

cc: Jim Parajon, City Manager  
Emily Baker, Deputy City Manager  
Tarrence Moorer, Interim Director, T&ES  
Hillary Orr, Deputy Director, T&ES  
Christopher Ziemann, Division Chief, Transportation Planning

DRAFT

# City of Alexandria, Virginia

## MEMORANDUM

DATE: MARCH 20, 2023

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5: PROPOSED CITY FY 2025 OPERATING BUDGET AND FY 2025-2034 CAPITAL IMPROVEMENT PROGRAM (CIP)

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**ISSUE:** Consideration of the City Manager's proposed Fiscal Year (FY) 2025 - FY 2034 transportation budget.

**RECOMMENDATION:** That the Transportation Commission review and provide feedback on the proposed transportation related budget items that will be incorporated into a letter that the Commission will vote on in April.

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

On February 27, City Manager James Parajon presented City Council with a proposed operating and capital budget for FY 2025. Budget adoption is scheduled for Wednesday, May 1. The proposed budget includes a General Fund Base Operating Budget of \$911.3 million (beginning July 1), as well as a \$2.33 billion 10-year Capital Improvement Program (CIP) for FY 2025 – 2034.

This budget was guided by City Council's priorities, and while they evolve to complement our community's needs and wants, they remain grounded in Community Connection, Employee Retention & Attraction, Increased Diverse Housing Opportunities, the Elimination of Community Disparities, and Building Economic Strength.

**DISCUSSION:**

Investments that are related to transportation in the FY 2025 operating budget include:

- Increases DASH funding by 13.6% to support collective bargaining and fare elimination expenses;
- Fully funding Metro obligations including an expected increase in jurisdictional operating subsidy by \$700 thousand, from \$56.6 million to \$57.3 million. This does not include the



added subsidy to cover the WMATA operating gap, which could be an additional subsidy of \$10 million for the City.

- 16.6% increase in DASH funding from FY 2024 due to salary increases from the collective bargaining agreement, the phase out of TRIP Grant funding for fare-free service, cost savings from reducing service on the line 104, and reductions in administrative costs.

FY 2025-2034 CIP budget transportation highlights include:

- \$12.9 million to support Complete Streets-Vision Zero (excluding several specific projects)
- \$8 million to support Safe Routes to School
- \$10.4 million to support Sidewalk Capital Maintenance and sidewalks for Complete Streets
- \$189.1 million to support the capital program of the WMATA system;
- \$64.6 million for street reconstruction and resurfacing, which will support the resurfacing of approximately 50-55 lane miles in FY 2025;
- \$60.6 million for bridge repairs and refurbishments;
- \$75 million to continue work on the Duke Street Transit Corridor (Transit Corridor “B”);
- \$30.3 million to support DASH Bus Fleet Replacement and Electrification.
- \$21.8 million to support Smart Mobility

Next Steps:

- April 13 - City Council preliminary add/delete public hearing
- 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](#).

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** FEBRUARY 21, 2024  
**TO:** MEMBERS OF THE TRANSPORTATION COMMISSION  
**FROM:** HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION  
**SUBJECT:** AGENDA ITEM #6 – ITEMS FOR CONSENT

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**ISSUE:** Staff update to Transportation Commission on various projects.

**RECOMMENDATION:** That the Commission receive the items for consent.

### A. Repaving Update

In accordance with the City's Complete Streets Policy, the City routinely identifies opportunities to phase in upgrades with street resurfacing. Such upgrades largely consist of minor striping improvements such as crosswalks or stop bars, but may also include treatments like upgraded curb ramps, ADA bus pads, and more. While the City's bicycle project priorities are not driven by the paving schedule, there are also opportunities to implement bicycle infrastructure with repaving.

Additional improvements planned or already completed for Fiscal Year 2024 in combination with repaving include:

- **Duke Street.** Removal of left-turn lane and creation of a pedestrian refuge at Dulany Street.
- **Glendale Avenue.** Installation of new crosswalks and the City's first contra-flow bike lane.
- **Washington Street.** New high-visibility crosswalks.
- **Cameron Station Boulevard.** New high-visibility crosswalks.
- **Sanger Avenue.** Adjusted shared-lane markings, bicycle detour improvements, and interim pedestrian safety improvements, including new crosswalks, sight distance improvements, and traffic calming treatments.

Staff is also in the process of identifying improvements in combination with the Fiscal Year 2025 paving schedule.

### B. King-Bradlee Safety and Mobility

In Fall 2023, staff kicked off the [King Street-Bradlee Safety and Mobility Enhancements Project](#) to engage the community around design interventions that would enhance mobility, safety, access, and stormwater management along King Street between North Quaker Lane and Menokin Drive. After an initial round of community outreach in the fall, via both virtual

feedback and in-person events, resulting in over 800 responses, staff brought on a design team to develop design alternatives that would address project goals and community-identified concerns.

On February 15, 2024 staff hosted an Open House at the Fairlington Presbyterian Church to share the first round of design alternatives for the study area. Staff also met with the North Ridge Civic Association on March 11. Design alternatives include options such as reducing turning lanes, one-way traffic, and designating bus-only lanes in the access road. Members of the community were invited to speak with staff around a series of project boards and attend a presentation at the Open House. For those who were unable to attend the Open House, the community is encouraged to [watch the recorded presentation](#) and [view the slide deck and presentation boards](#) to better understand the proposed options. After reviewing the materials, the public is encouraged to provide input via the [feedback form](#), which will be live through **March 30**. The project team will review the feedback and develop a preferred option to be considered by the Traffic and Parking Board later this year.

### **C. Zero Fatalities**

In February, the City [announced](#) that it had ended 2023 with zero traffic fatalities for the first time since the adoption of the Vision Zero Action Plan in 2017. While this does not indicate that the City's Vision Zero goal has been accomplished, it is a significant milestone worth acknowledging.

### **D. Duke Street & Route 1 Safety Improvements Public Comment Period**

In 2022, the City began a project sponsored by the Metropolitan Washington Council of Governments Regional Roadway Safety Program to design safety improvements at the intersections of Duke Street at South Patrick and South Henry Streets. In 2023, the City completed an existing conditions analysis, gathered community input, and performed intersection safety audits.

The City is sought [community feedback](#) on the draft concept designs through March 13, which will inform the preferred design that will be considered by the Traffic & Parking Board at its March 25 Public Hearing. More information is available on the [project webpage](#).

### **E. Northern Virginia Transportation Authority - 70% Funding Program Public Comment Period**

NVTA's FY 2024-2029 Six Year Program (SYP) is a competitive grant program for regionally significant transportation projects. Prospective projects must also be included in the NVTA long-range transportation planning document, called TransAction. The City of Alexandria submitted four (4) applications for inclusion:

- Safety Improvements at High-Crash Intersections
- South Van Dorn Street Bridge Enhancements
- Alexandria Metroway Enhancements
- Smart and Connected Vehicle Infrastructure

Scores for SYP applications will be released in March 2024. Public comment will occur between April and May 2024. Final adoption by the NVTA will occur in Summer 2024.



**F. Holland Lane Corridor Project**

This fiscal year, staff initiated the Holland Lane Corridor Project, which will include multimodal improvements on Holland Lane, between Duke Street and Eisenhower Avenue, in coordination with street resurfacing. Concept designs are under development following an initial period of community engagement in late 2023. The project is expected to be implemented in Fiscal Year 2025 when Holland Lane is repaved. Concept design options will be shared with the community for additional feedback this spring (likely in April).

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