



Transportation Commission Meeting

May 15, 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 April 17 meeting | 7:05 – 7:07 |
| 3. Discussion Item: Maintenance of Traffic Plans | 7:07 – 7:35 |
| 4. Discussion Item: AlexMoves 2023 Transportation Survey | 7:35 – 7:55 |
| 5. Discussion Item: Transportation Long Range Plan Scoring Discussion | 7:55 – 8:35 |
| 6. Commissioner Updates | 8:35 – 8:45 |
| 7. Items for Consent | 8:45 – 8:55 |
| A. Mt. Vernon Avenue North and Glebe/Montrose/Ashby | |
| B. Transportation Grant Funding Database | |
| C. Grant Updates | |
| a. Edsall Road | |
| b. Department of Rail and Public Transportation FY25-30 Program | |
| c. Virginia Highway Safety Improvement Program | |
| D. FY 2025 City Budget Adoption | |
| 8. Other Business | 8:55 – 9:00 |

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

Next Meeting: THURSDAY, June 20, 2024

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

April 17, 2024
7:00 p.m.

MINUTES

Commissioners Present: Chair Melissa McMahon, Commissioner James Maslanka, Commissioner Casey Kane, Commissioner Leslie Catherwood, Commissioner Dan Beattie, Commissioner Tim Lovain

Staff Present: Christopher Ziemann – Transportation Planning Division Chief, Daniel Scolese – Transportation & Environmental Services,

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** **1:03**
Morgan Babcock, manager of the Carlisle Council, expresses concern over the Holland Lane project.
Motion to close public hearing: Commissioner Manor
Second: Commissioner Maslanka
Motion carries unanimously.
- 2. February Minutes**
A recommendation was made for future minutes to include a keyword list and timestamps
Motion to approve minutes: Commissioner Kane
Second: Commissioner Maslanka
Motion carries 6-0-1, 1 abstention
- 3. March Minutes** **8:15**
An amendment to an incorrect spelling of Commissioner Beattie's name
Motion to approve March minutes with Beattie's correction: Commissioner Kane
Seconded: Commissioner Beattie
Motion carries 6-0, 1 abstention
- 4. DISCUSSION ITEM: Eisenhower Transportation Study Update** **9:13**
ISSUE: The City is seeking feedback on preliminary recommendations as part of the Eisenhower Avenue Project Pipeline Project.

DISCUSSION:

Senior Transportation Engineer, Daniel Scolese with the COA presents on the Eisenhower Avenue Transportation project to solicit feedback.

- **Chair McMahan** - Raised concern about involving the neighborhood in the communication process to address potential dissatisfaction due to lack of engagement.
- **Commissioner Kane** – How can people connect to Eisenhower Avenue from only 3 connections. Van Dorn, Claremont, Telegraph, etc.?
- **Commissioner Kane** – Questions the impact of lane reduction on traffic flow due to new residential construction and questions the planning considerations for anticipated traffic increase. Daniel Scolese answers that currently the road is far from being at a capacity, and that a two-lane road can handle the traffic.
- **Chair McMahan** confirmed that the protection of the 2 way bicycle facility is a physical barrier
 - References to the Eisenhower West small area plan addressing future infrastructure development and the city's efforts to expedite the process.

The next steps involve gathering feedback on extending the north side facility, engaging more on repurposing lanes for green space, and discussing the long-term vision for transportation projects.

5. **DISCUSSION ITEM: Transportation Long Range Plan** **45:45**

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

DISCUSSION:

Christopher Ziemann – The Long Range Plan is a list of all the city and developer projects and studies that come out of plans (Small area plan, environmental action plan, etc). The purpose of this is to get or to hear how the Transportation Commission would prioritize these in terms of funding

- **Commissioner Kane** – Add a column on the scoring guide for the year the project was first added to the project list, so there is a sense of whether the project will get done. Also, how relevant is scoring projects that aren't getting done?
- **Chair McMahan** – Going to distribute two reports: the planning commission annual report because it will give Commissioners an idea of what the recent approvals have been and what the pipeline looks like. The other report shows the progress/implementation achieved on plans. These two documents will help the commission make more relevant decisions around these plan.
- **Commissioner Kane** – suggests trying to figure out how the things on the LRP will actually be implemented. City Council could be more active in figuring out how to get the plans implemented.

RECOMMENDATION: That the Transportation Commission approve the proposed updated scoring criteria and updated Project, develop Project, and studies list for LRP

6. **Action Item: City Budget Letter Approval** **01:27:29**

Motion to Approve the budget letter: Commissioner Kane with updated language to “reject” the proposed reduction of DASH 104 service, instead of “avoid.”

Second: Commissioner Manor & Commissioner Beattie

Motion carries unanimously

7. **Action Item: DRPT and NVT A Letters of Support** **01:30:10**

Motion to provide letters of support for projects previously endorsed by the commission:

Commissioner Kane
Second: Commissioner Maslanka
Motion carries unanimously

8. Commissioner updates **01:33:55**

Commissioner Kane: Traffic and Parking Board – Taxi Cab regulations, trying to make Taxicabs more competitive with rideshare companies.

Commissioner Beattie: Decision made by the Environmental Policy Commission regarding funding for electric houses and the headway issue

Commissioner Maslanka: April 30th bikeshare webinar upcoming

9. Items of Consent **01:42:03**

- a. Smart Cities Award
- b. FTA Transit-Oriented Development Grant – Duke Street
- c. Engagement
 - a. Holland Lane
 - b. South Pickett Street
 - c. Mt. Vernon Avenue North

10. Other Business **01:45:02**

Retreat Location – The Transportation Commission retreat will be hosted at the Del Pepper Community Center

At 8:47 pm, the Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 15, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #3 – MAINTENANCE OF TRAFFIC DESIGN AND ENFORCEMENT

ISSUE: Staff from the T&ES Development and Right of Way branch to provide update and information to Transportation Commission on Maintenance of Traffic.

RECOMMENDATION: That the Commission receive this presentation.

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 15, 2024
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION
SUBJECT: AGENDA ITEM #4 – ALEXMOVES 2023 TRANSPORTATION SURVEY

ISSUE: Staff update on the 2023 AlexMoves Biennial Resident Transportation Survey

RECOMMENDATION: That the Commission receive the findings of the report.

A. AlexMoves 2023 Transportation Survey

BACKGROUND

In late 2023, the City partnered once again with the polling and research firm [Polco](#) to conduct its biennial AlexMoves travel survey. The purpose of the survey is to gain insight into how Alexandrians get around the City. This survey was the fourth of its kind and provides important information to help the City understand how its residents travel for all types of trips (not just the daily commute). In turn, this will help the City monitor changes over time and plan better for all transportation users. The City received the final report in January of 2024.

Below are a few takeaways from the survey:

- **Driving alone remains the most frequent mode of travel for Alexandrians.**
 - 79% of Alexandrians surveyed still drive alone to work.
 - Reasons cited include few convenient alternatives and travel time (door-to-door).
- **The addition of more off-street multi-use paths and trails could positively impact on how often residents walk or bike.**
 - About 3 in 4 respondents somewhat agree or strongly agreed they would walk more if there were more street lighting after dark or if there were more off-street walking options such as multi-use trails/paths.
- **Residents report that public transportation is less convenient than other forms.**
 - When asked what might increase their use of public transportation, survey participants said that time and convenience were the biggest issues, with crime, cost, comfort, and child accommodations as lesser concerns.

- **Other Findings**

- Walking was most reportedly used solely for **exercise** and/or **traveling to parks**. However, and more broadly, **43% of respondents** in the City used **walking** as one of their **primary modes of choice** within the last 30 days of the survey.
- More children are being **driven** to school than in years past – with an **increase of 12%** as compared to 2021.
 - Reason cited - in no particular order – include: distance, time needed for non-automotive modes (i.e., door to door travel time), and safety.

METHODOLOGY

All households located within Alexandria city limits were eligible to be a part of the 2023 survey; 4,200 households were selected at random to receive the survey. Each selected household was contacted at least three times via mail beginning in late 2023. Data collection closed before the end of the year. Respondents were asked to answer a range of questions encompassing nine separate categories – including Frequency of Different Modes and Transportation for school aged children. In total, 667 residents completed a survey, resulting in a response rate of roughly 16%. Typical response rates for a survey of this type range between 12% and 24% - therefore the findings are consistent with other surveys of this type. There is 95% confidence in the findings; plus or minus four percentage point. A complete summary of each category is described in greater detail below.

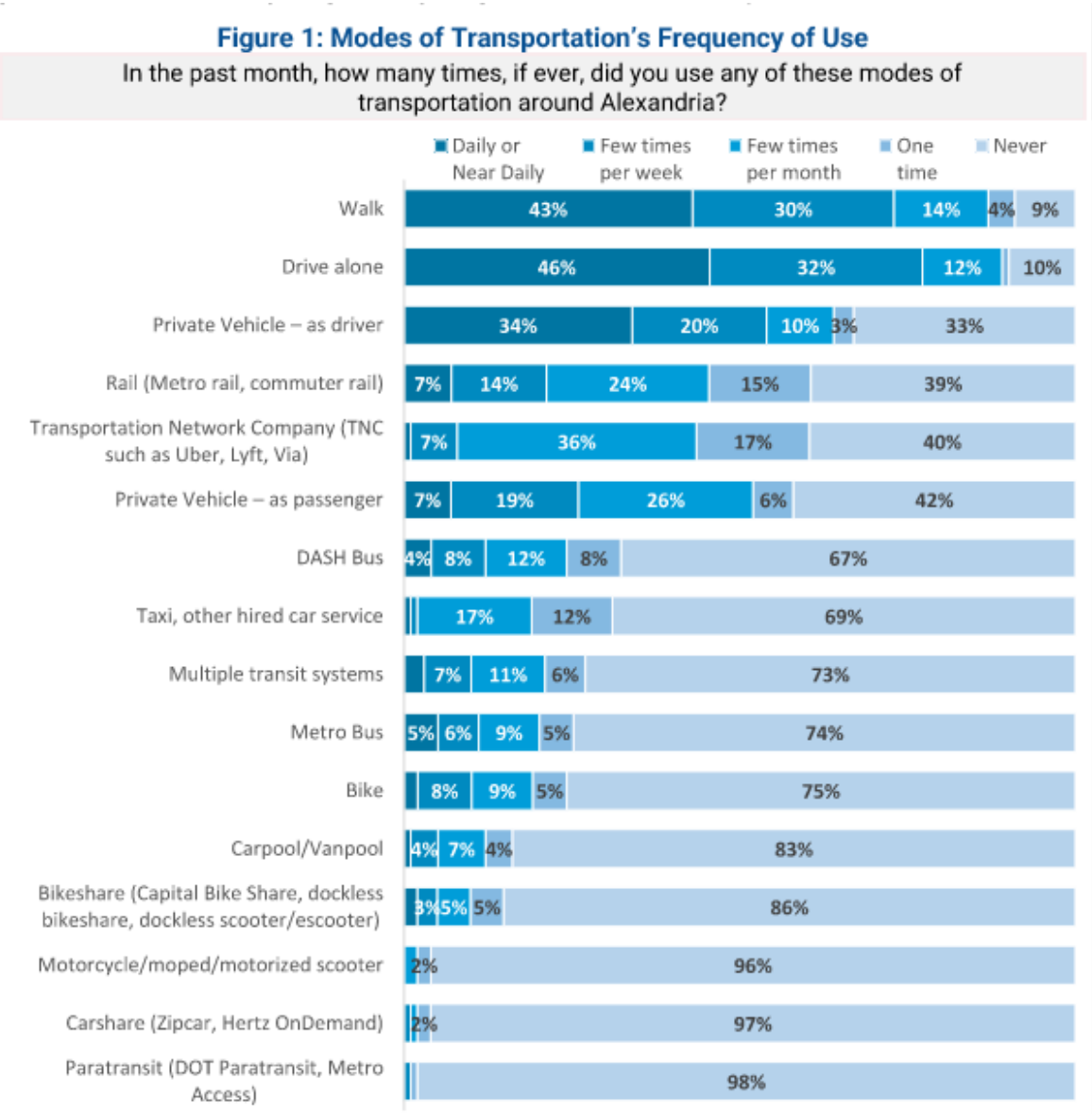
Attachments:

Attachment 1: Survey Findings

SURVEY FINDINGS

The findings within each of the nine categories are expounded upon below. [See online Survey](#) for additional information regarding each item.

- **Frequency of Different Modes of Transportation**
 - Alexandrian residents surveyed were more likely than not to use an automobile as their primary mode of travel – or approximately 46%. However, of those surveyed who used public transportation, fixed guideway (e.g., Metro Rail) remains the primary mode of choice, as opposed to DASH and/or WMATA Metrobus.



- Modal Share of the Work Commute**
 - The percentage of people working from home remained static between 2021 and 2023; with the percentage of people driving alone at least one to work also remaining similar to the previous year. Time and convenience remain the primary motivating factor for why Alexandrians drive alone to work.

Figure 2: Use of Modes for Work Commute Trips
 (Percent of employed respondents who made at least one work commute trip via each mode)

In the last week that you worked, please indicate all the mode(s) you used as part of how you got to work on each day (please select all that apply). For example, if you rode Capital Bikeshare to the metro and then walked to your building on Monday, you would select Capital Bikeshare, Metro and Walk as your modes for Monday.

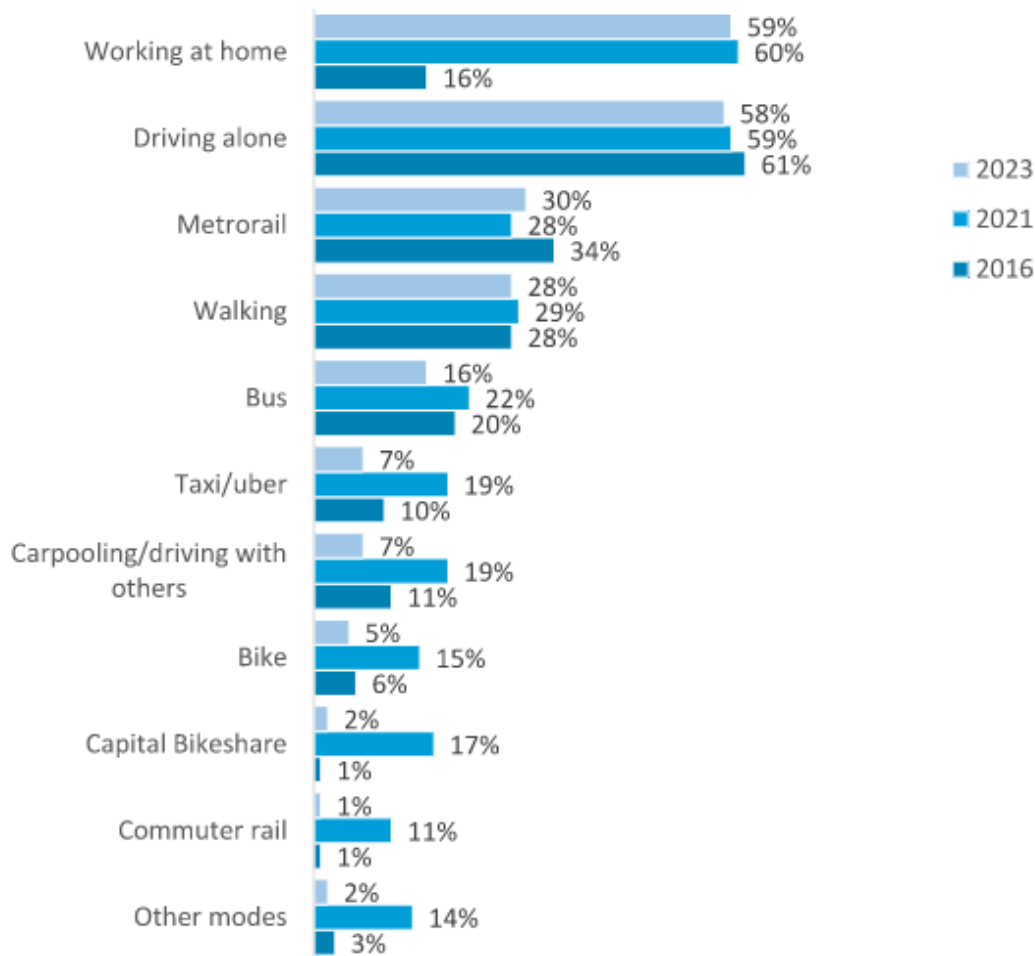


Figure 4: Motivations for Driving to Work

If you typically drive alone to get to work, which of the following are the main reasons?
 (Please select all that apply.)

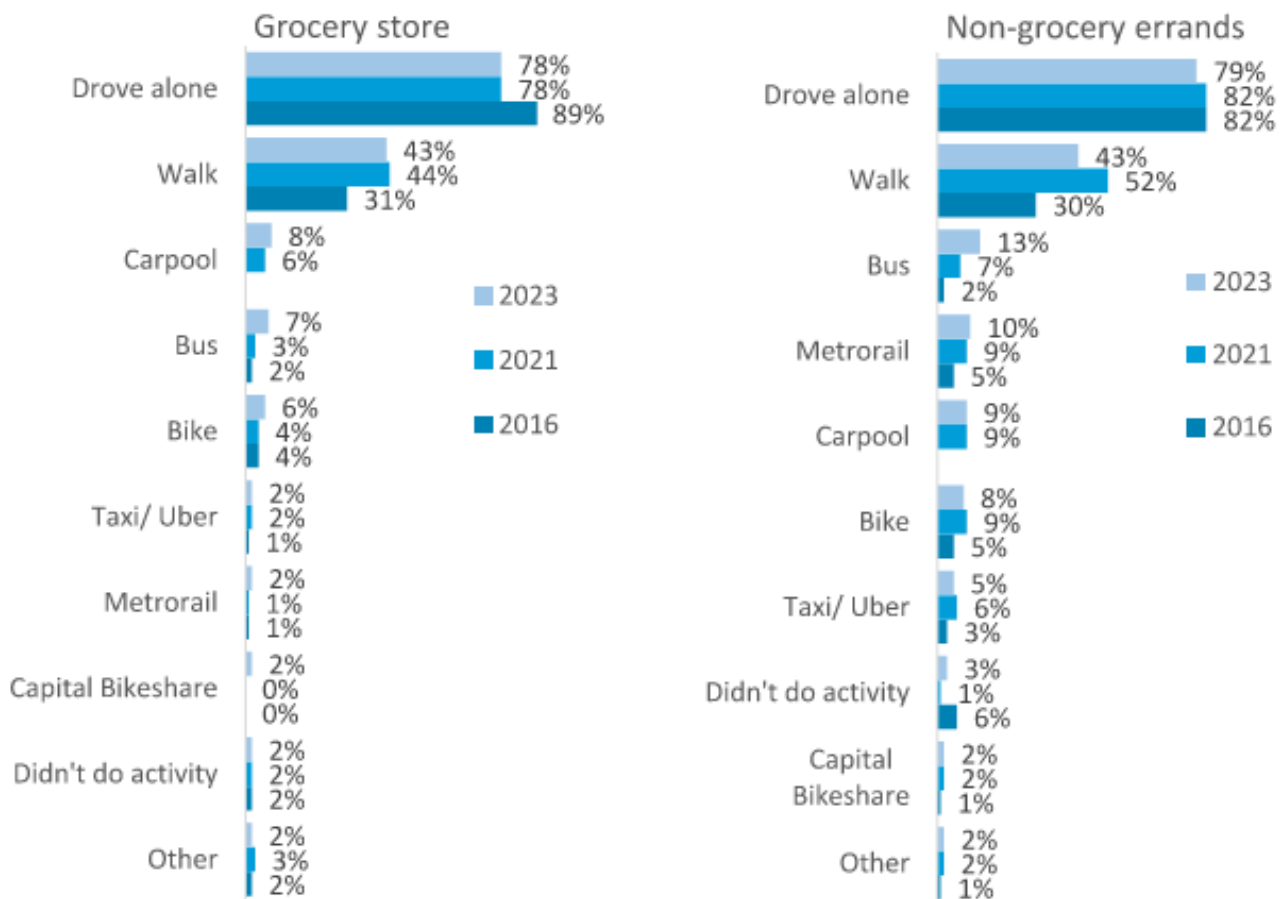


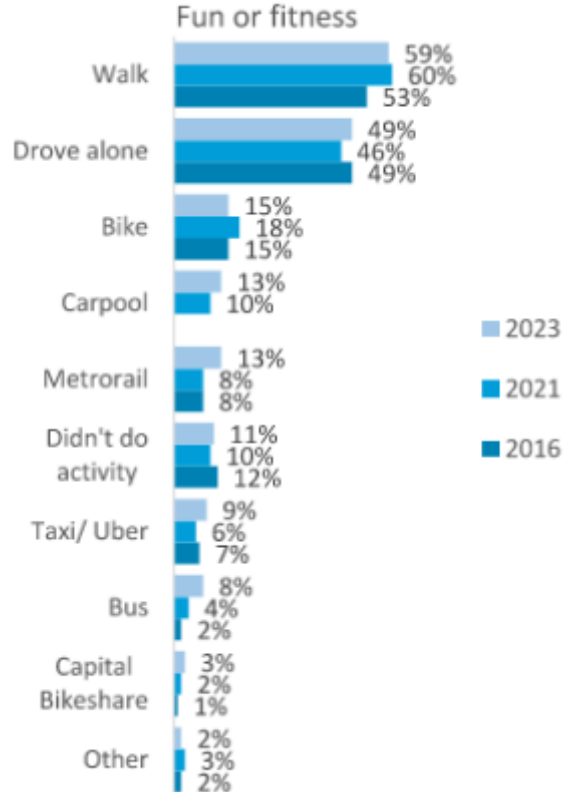
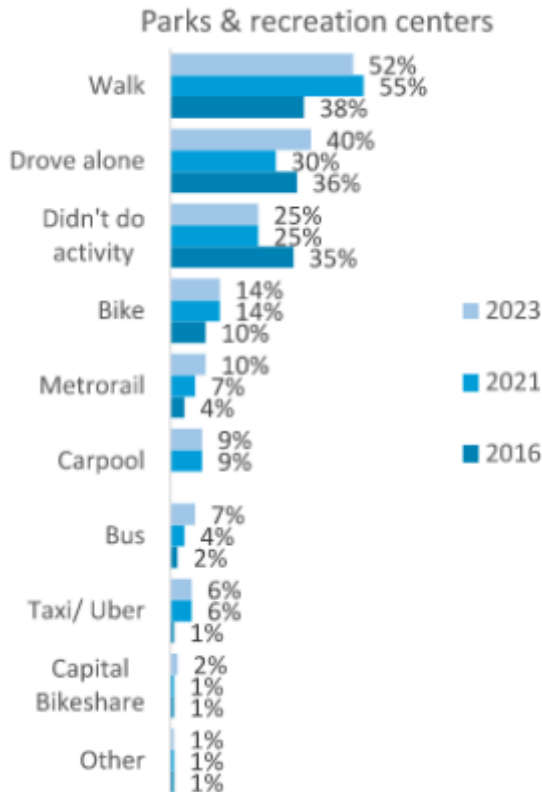
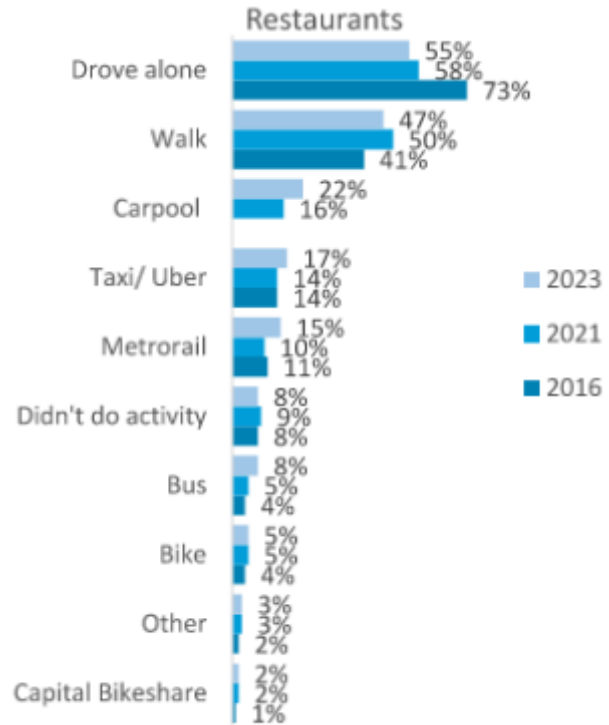
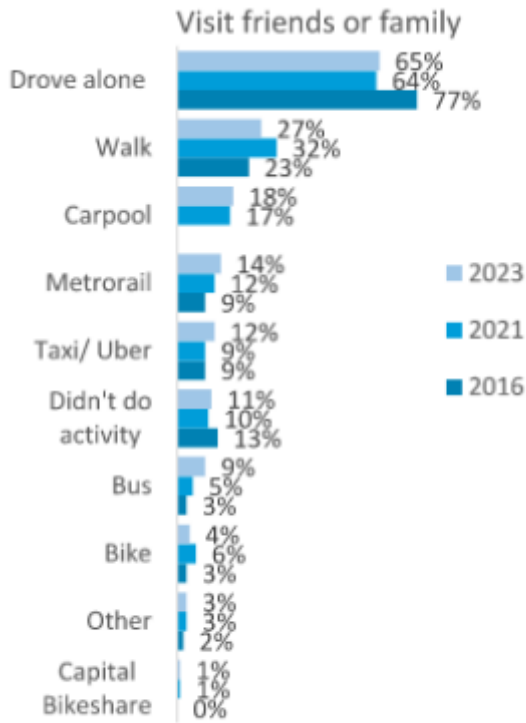
- **Mode Choices for Non-Commute Trips**

- All respondents were asked what forms of transportation they used for seven different types of non-commuting destination trips, such as shopping, dining, or visiting friends/family. Unsurprisingly, the automobile remains the most dominant choice (65%). However, about 4/10 Alexandrian’s surveyed indicated that they had walked to grocery store in the last month – which is comparable to data obtained in the 2021 survey.

Figure 5: Transportation Modes Used for Various Activities

In the last month, please indicate which mode(s) you used to complete or participate in each of the following. (Please select all that apply.)
 Percent of respondents reporting using each mode for each activity





- **Active Transportation (Bike/Ped)**

Riding a bicycle, walking, and or jogging remain a common form of exercise for Alexandrian’s. However, respondents in the City’s West End reportedly lower rates for same. When asked what would increase their activity, many respondents cited lack of adequate lighting and safe/comfortable facilities.

Surprisingly, approximately ½ of Alexandrian’s surveyed do not want to use a bicycle as their primary mode. However, those who do ride indicated that they would be more inclined to do so if there were more trails and adequate facilities available; or approximately 38%.

Figure 7: What Might Increase Walking for Transportation

To what extent do you agree or disagree that each of the following would increase your use of walking as a means of transportation:

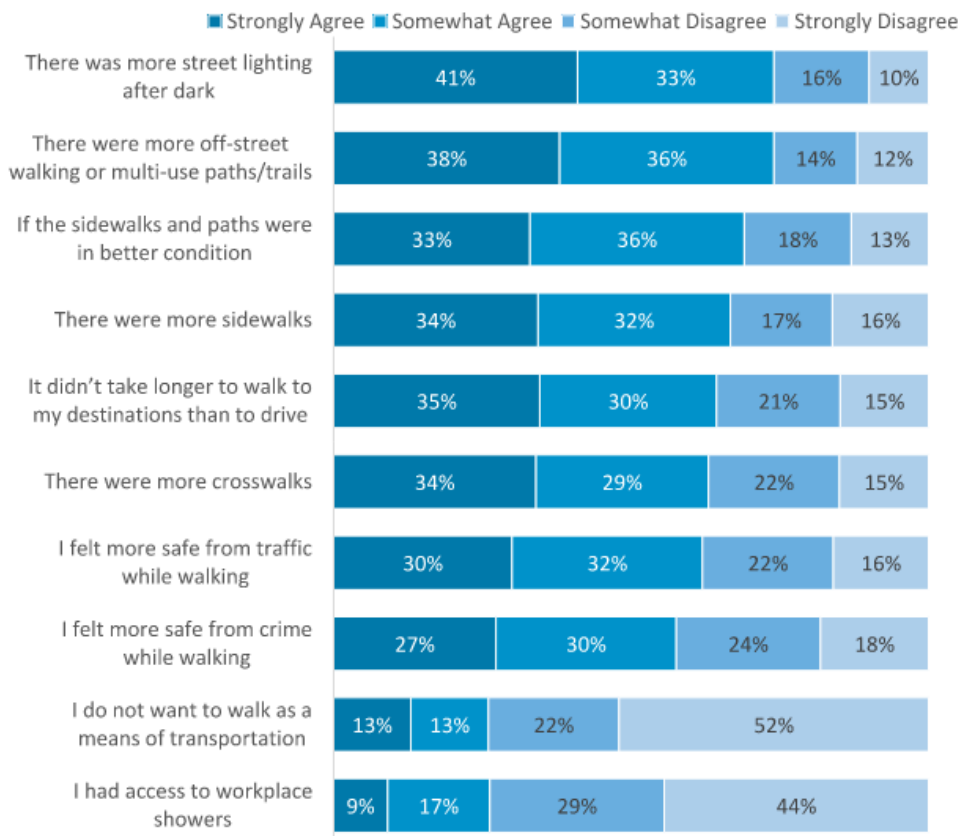


Figure 8: What Might Increase Bicycling for Transportation

To what extent do you agree or disagree that each of the following would increase your use of a bicycle as a means of transportation:

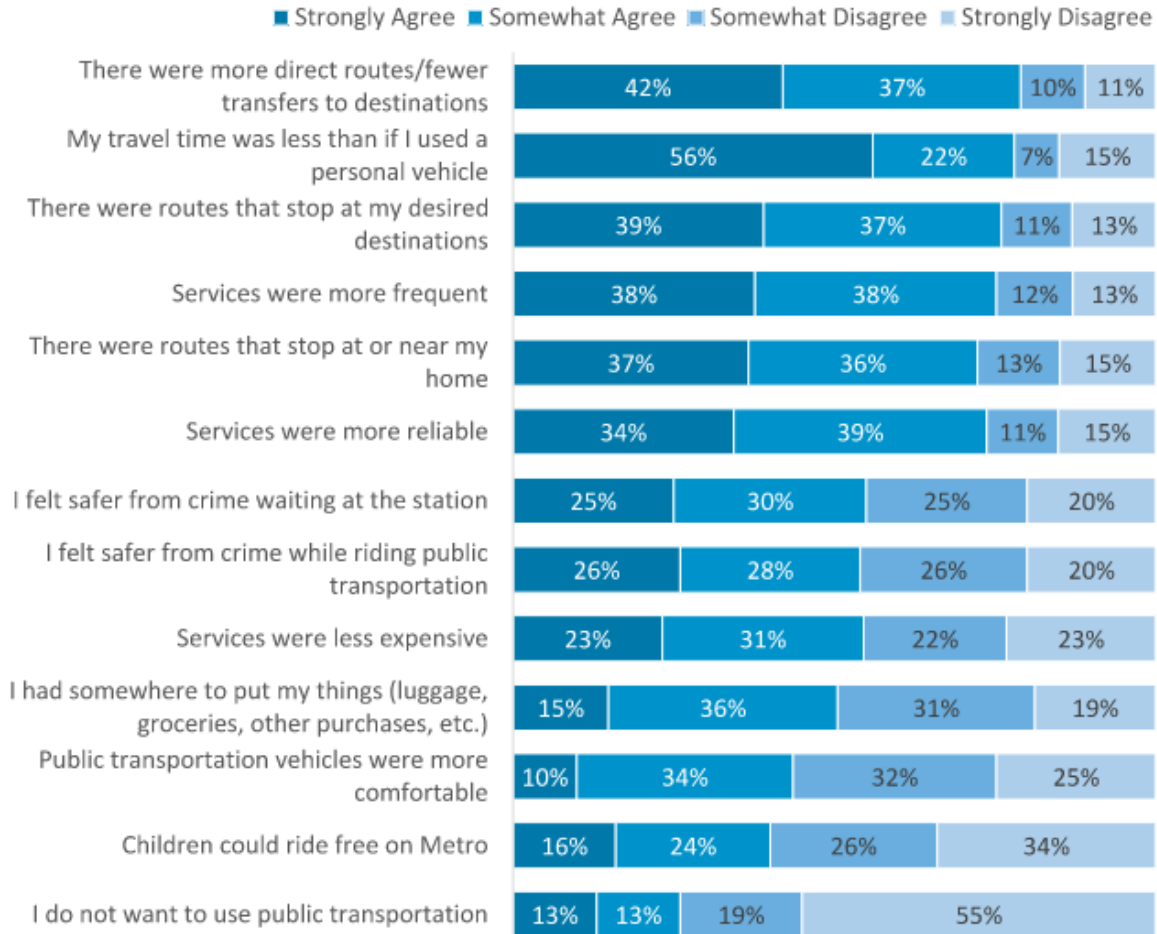


- **Public Transportation**

Alexandrian’s remain divided on what factors would motivate them to use public transportation more frequently. For example, West End residents would be motivated for more equitable fares, whereas those in Old Town would be more inclined if they felt “safer” and if the routes were more direct.

Figure 9: What Might Increase Use of Public Transportation

To what extent do you agree or disagree that each of the following would increase your use of public transportation (bus or metro) as a means of transportation:



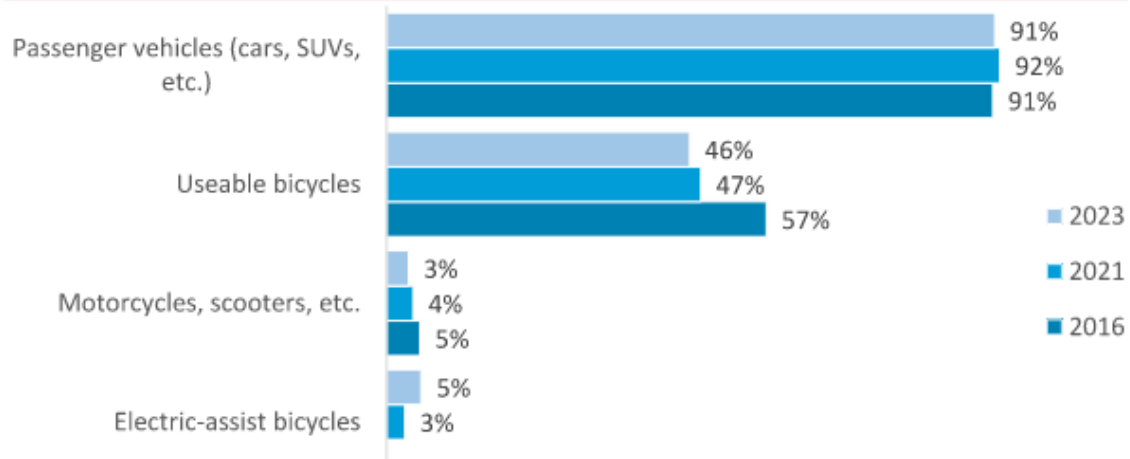
- **Factors Influencing Mode Choice**

Nine in ten Alexandrian’s have access to at least one car at home. Interestingly, the percentage of households with access to a useable bicycle were down, from 57% in 2017 to 46% in 2023.

However, residents with access to an electric bicycle did increase from years previous – more specifically from 3% in 2021 to 5% in 2023.

Figure 10: Availability of Private Vehicles and Bicycles in the Household

How many of the following does your household own or normally have use of?
(Percent having one or more)

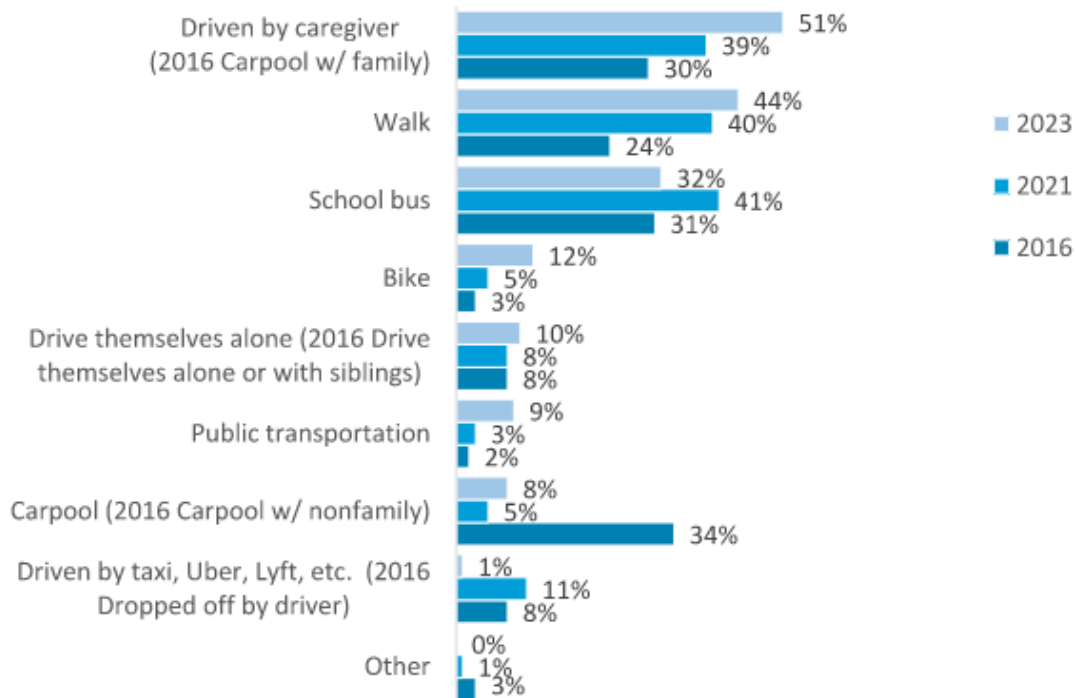


Transportation of School-Aged Children

More school-aged children are walking and being driven to school than in year's past. When asked what would motivate parents to send their children to school on public transportation, many cited perceptions related to safety, inconvenience of other modes, and overall distance (i.e., door to door).

Figure 15: Modes of Transportation for Children Traveling To/From School

Please indicate how your child(ren) typically travel to/from school? (Please select all that apply)*



*Percents may add to more than 100% as respondents could choose more than one travel mode.

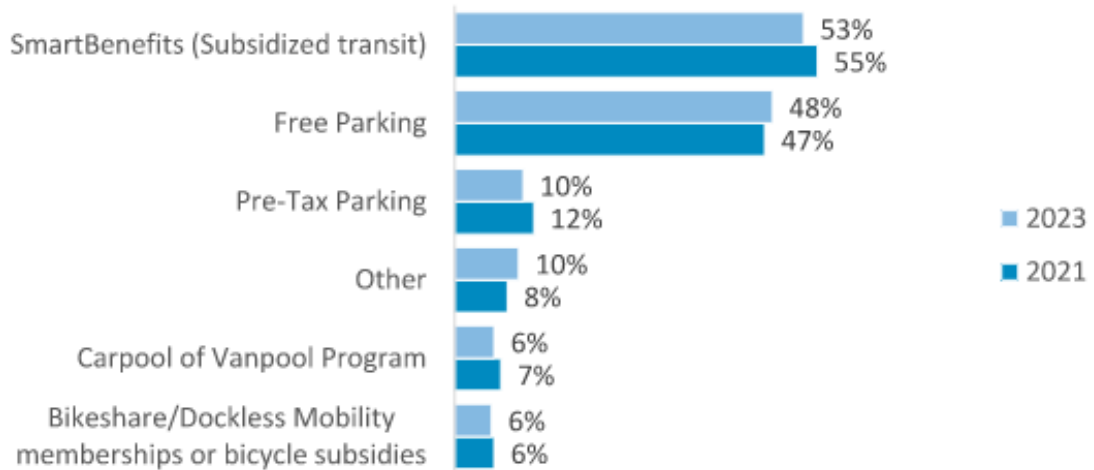
** The responses of those who wrote something in the "other" space can be found in Appendix B: Verbatim Answers to Open-Ended Questions.

- **Traveling Tools and Amenities**

Many residents reported using aids such as GPS to help they navigate around the City. Commonly used tools include applications such as *Waze* and *Google Maps*. A near majority of surveyed working aged adults received some form of *SmartBenefits* from their employer. However, very few were offered other incentives from same, such as *Capital Bikeshare*.

Figure 18: Employer Traveling Benefits

Does your employer offer any of the following commuter benefits? (Select all that apply)



*Percents add to more than 100% as respondents could choose more than one response.

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 15, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – 2024 TRANSPORTATION LONG RANGE PLAN
DRAFT SCORES

ISSUE: Review of Commissioner draft scores for the 2024 update to the Transportation Long Range Plan (LRP).

RECOMMENDATION: That the Transportation Commission discuss draft 2024 LRP scores and docket the adoption of the 2024 LRP for public hearing at the June 20 meeting.

BACKGROUND: As part of its responsibility to develop and maintain a comprehensive plan that identifies the City’s long-range transportation needs, the Commission first adopted an LRP in April 2010. The LRP is an unconstrained list of all transportation related capital projects and studies identified in City plans and policies. Once projects on the LRP receive full funding, they are moved from the unconstrained LRP to the City’s constrained Capital Improvement Program (CIP).

Every two years, the Commission updates 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 may be removed if they have been completed or completely funded in the City’s CIP or by grants. City staff refer to the LRP when there are calls for grant funded projects and consider the projects against the grant evaluation criteria to determine which might be top candidates for funding.

DISCUSSION: After the April Transportation Commission meeting, Commissioners individually reviewed the draft 2024 LRP, and prioritized the projects using the adopted criteria. The draft project scores are provided for discussion in Attachment 1. The full project list, developer contingent project list, and study list are provided in Attachments 2, 3, and 4, respectively.

ATTACHMENTS:

1. 2024 LRP – Draft Project Scores

2. 2024 LRP – Project List
3. 2024 LRP – Developer Contingent Project List
4. 2024 LRP – Studies List

2024 Long Range Plan Draft Project Scores

Proj. ID	2018 Rank	2020 Rank	2022 Rank	2024 Ranking	Name	Dan Beattie	Leslie Catherwood	Casey Kane	Tim Lovain	Jody Manor	Jim Maslanka	Melissa McMahon	Matthew McManus	Draft Average Score	Staff Priority
P-1	3	3	4	1	Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	75		60	72	62	58	60		64.5	1
P-20	NA	NA	6	2	I-395 Bicycle and Pedestrian Bridge	75		59	72	58	62	60		64.3	2
P-14	5	6	3	3	Trail projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	75		63	70	59	62	55		64.0	2
P-10	9	14	17	4	Norfolk Southern Rail spur in OTN converted into multi-use path	75		57	68	65	63	56		64.0	1
P-22	NA	NA	7	5	Safe Routes to Schools Walk Audit Implementation	74		62	72	54	58	63		63.8	1
P-12	17	12	9	6	Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	71		61	68	61	58	60		63.2	3
P-13	2	2	1	7	Priority Sidewalk AND BICYCLE projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	71		65	71	47	63	60		62.8	1
P-5	12	4	2	8	Sanger Avenue Bridge	71		64	70	49	61	60		62.5	3
P-23	NA	NA	14	9	Vision Zero High Crash Intersection Improvements	67		61	72	54	58	63		62.5	1
P-24 (New)	NA	NA	NA	10	West End Transitway Phase 2	61		60	72	56	60	64		62.2	2
P-2	10	13	11	11	Commonwealth Avenue nonmotorized bridge	71		59	69	61	53	59		62.0	3
P-3	11	7	8	12	Madison Street Bike facility	77		60	66	63	49	54		61.5	2
P-11	15	9	15	13	Connection between Potomac Yard Park to Mount Vernon Trail	73		60	67	58	51	59		61.3	3
P-21	NA	NA	12	14	Telegraph Road Bicycle & Pedestrian Connection	70		60	67	56	55	58		61.0	3
P-19	NA	NA	9	15	Union Street Pedestrian and Safety Enhanc	63		58	68	59	58	56		60.3	2
P-4	14	10	13	16	Non-motorized bridge over Cameron Run	69		58	68	60	50	54		59.8	2
P-17	NA	5	5	17	Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	71		60	72	43	57	55		59.7	1
P-24 (New)	NA	NA	NA	18	Duke and Van Dorn - East	72		58	65	47	61	55		59.7	1
P-24 (New)	NA	NA	NA	19	Eisenhower Pipeline Study Recommendations	76		54	67	43	59	56		59.2	1

P-16	NA	11	16	20	Interim Bike Facility on Eisenhower Ave	55		60	69	58	51	56		58.2	2
P-6	18	17	20	21	S. Van Dorn Intersection Improvements	59		60	67	49	58	52		57.5	3
P-25 (New)	NA	NA	NA	22	Mill Road	56		61	66	45	57	58		57.2	2
P-18	20	19	18	23	I-395 access to West End Town Center	59		48	68	50	62	55		57.0	1
P-25 (New)	NA	NA	NA	24	Shirlington Circle	62		51	66	43	56	53		55.2	2
P-8	19	16	21	25	Edsall Road Connector to Farrington Avenue and South Pickett Street (Farrington connector)	61		55	67	39	51	52		54.2	3
P-14	8	18	19	26	Commonwealth Ave. Green Street	53		53	66	23	50	56		50.2	3

Tier 1 High priority for Staff
Tier 2 Medium priority for Staff
Tier 3 Low priority for Staff

City of Alexandria 2024 Long-Range Plan

DRAFT

PROJECTS

ID	2018 Rank	2020 Rank	2022 Rank	Name	Description	Source	Category	Year plan was	Mode	Cost	Estimated Start	Status	In COG Equity Emphasis Area?	Relationship to Other Initiatives
								adopted						
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	2021	Pedestrian	\$10- 50 million	Long-Term	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	2021	Streets	> \$50 million	Mid-Term	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	2021	Pedbike	> \$50 million	Long-Term	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 higher volumes and speeds, and a history of pedestrian fatalities.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	2021	Pedestrian	5-10 million	Mid-Term	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	2019	Pedestrian	\$1-5 million	Long-Term	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	2021	Ped/bike	\$10- 50 million	Long-Term	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 Audits planned for FY23 .	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	2021	Pedbike	\$10- 50 million	Short -Term	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	2021	Bicycle	\$1-5 million	Short -Term	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	2015	Multimodal	> \$50 million	Long-Term	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	2012	Streets	\$1-5 million	Short -Term	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	2014	Bicycle	5-10 million	Mid-Term	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	2019	Ped/bike	\$10- 50 million	Mid-Term	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 Brennan Park.	Eisenhower West Small Area Plan	Project	2015	Pedestrian	\$10- 50 million	Mid-Term	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's data analysis (Added to the 2020 LRP mid-cycle in November 2021 as an unranked project).	Vision Zero Action Plan	Project	2017	Streets	\$10- 50 million	Short -Term	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	2017	Ped/bike	> \$50 million	Long-Term	Not Started	No	Yes
P-16	NA	NA	16	Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	Eisenhower East	Project	2019	Bicycle	5-10 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	2017	Ped/bike	\$10- 50 million	Mid-Term	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	2021	Streets	\$10- 50 million	Mid-Term	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 of underused portion of Commonwealth along the edge of field #2 to a working open space.	Four Mile Run Restoration Plan	Project	2014	Pedestrian	\$10- 50 million	Mid-Term	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	2015	Streets	\$10- 50 million	Mid-Term	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	2015	Streets	> \$50 million	Long-Term	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	2021	Transit	> \$50 million	Long-Term	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	2021	Ped/Bike	\$10- 50 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	2024	Vehicle, Pedestrian, Bike, Transit	\$10- 50 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	2021	Vehicle	> \$50 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	2023	Ped/Bike, Transit	\$10- 50 million	Mid-Term	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: MAY 15, 2024
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION
SUBJECT: AGENDA ITEM # 7 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. Mt. Vernon Avenue North and Glebe/Montrose/Ashby

On Monday, April 29, the Traffic and Parking Board approved the preferred alternative for the Mount Vernon Avenue North Project following years of planning, community engagement, analysis, and conceptual design. The primary purpose of this project is traffic safety, especially in light of the two pedestrian fatalities in the past several years. 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. More information is available on the [project webpage](#).

Also on Monday, April 29, the Traffic and Parking Board approved the preferred alternative for the intersection redesign of the intersection of East Glebe Road, Montrose Avenue and Ashby Street. This five-legged intersection will feature a roundabout to improve safety and convenience for people driving, walking, biking, and using transit. The Board did not approve the reversal of the one-way direction for Ashby Street. More information is available on the [project webpage](#).

Project schedules and timelines will be developed as design begins.

B. Transportation Grant Funding Database

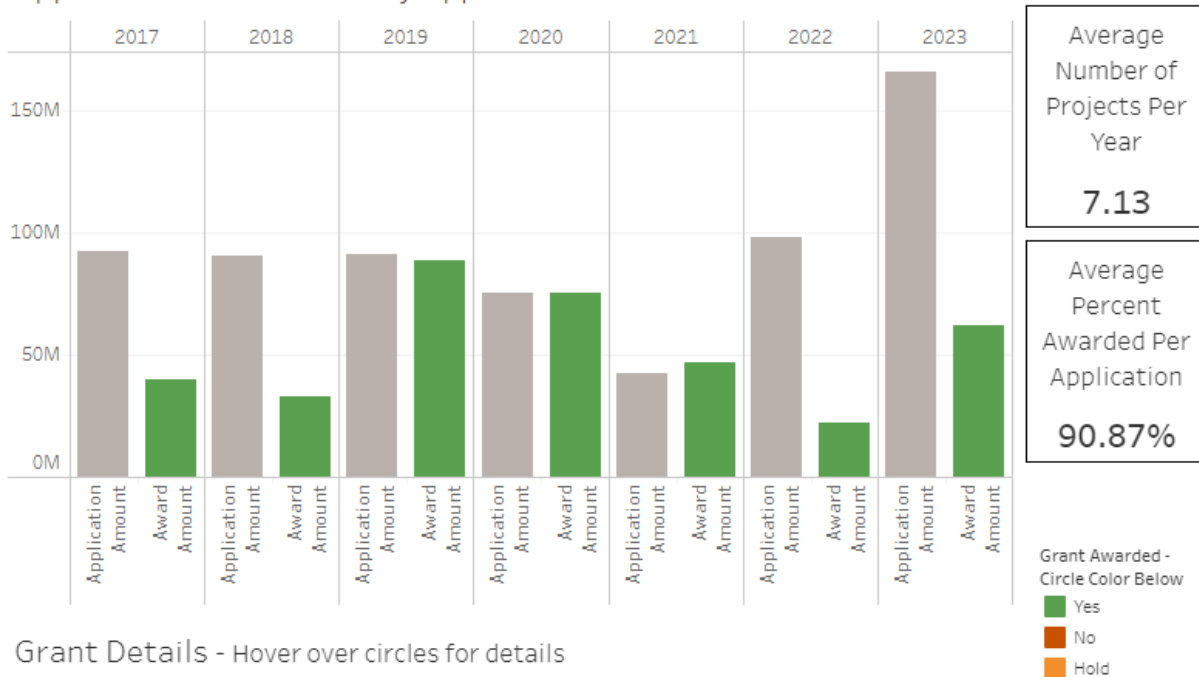
In response to requests from Commission members, staff developed a way to more easily and transparently share grant applications and award amounts with the public. The new [TRANSPORTATION GRANT DATABASE](#) is posted on the City's [Transportation Funding website](#) for public access. The Transportation team works diligently to apply for grant funding to offset the need for City dollars (general fund) to implement projects in the department's approved plans. This database provides information on types of grants and the amounts awarded (or not awarded) and allows the viewer to sort by topics of interest, funding type, CIP category, or the year the funding will be received. The viewer can easily view the average number of

applications submitted each year and the average percentage of amount awarded per application. The team has worked diligently to track these efforts over the years, and staff are pleased that, with the help of our partners in the Office of Performance Analytics (OPA), staff are able to share this information with you in a format that makes it easier to understand the number of grants the City seeks and is awarded each year.

City of Alexandria - Transportation Grants

Application FY
 FY Funding Received
 CIP Section
 Source
 Category

Applied for and Awarded by Application Fiscal Year



Grant Details - Hover over circles for details

Grant	Project	FY Funding Received							
		2022	2023	2024	2025	2026	2027	2028	2029
Charging & Fuelin..	EV Public Charging				●				
CMAQ/RSPT	GoAlex (TDM)				●				
CMAQ/RSTP	Alexandria Commuter Store			●				●	
	Alexandria Mobility Plan Up..								●
	Backlick Run Trail		●	●					
	Bus Shelters		●						
	Capital Bikeshare		●	●		●			
	DASH Technology		●	●					
	Duke Street Transitway Ope..						●	●	
	Duke Transitway Operations								●
	GoAlex (TDM)						●		

C. Grant Updates

Staff from the Transportation and Fiscal teams work feverishly to apply for these projects – not only providing the detailed information in the applications, but also presenting the

projects and getting endorsement letters from Boards, Commissions, City Council, elected officials, and community groups. Below are updates on grant applications from the past month:

A. Edsall Road

Earlier this year, the City applied for a technical assistance grant under the Metropolitan Washington Council of Governments (MWCOG) Transportation-Land Use Connections (TLC) Program for the Edsall Road Corridor Improvements Project. The City’s request was among the highest-scoring applications, and MWCOG awarded \$80,000 in technical assistance to the City earlier this month. The project is expected to kick off in late summer 2024 and must conclude by June 30, 2024 per the grant terms. The goal of the project is to perform planning, analysis, and conceptual design to improve mobility, access, and safety for all roadway users in accordance with the City’s adopted Alexandria Mobility Plan. The outcome of the project is expected to be a preferred concept alternative that will then advance to detailed design and construction. DASH lines 30 and 35 use Edsall Road.

B. Department of Rail and Public Transportation FY25-30 Plan

- The Department of Rail and Public Transportation (DRPT) publicly shared its recommendations for grant awards totaling \$10,153,382:
 - \$9,437,848 – State Operating Assistance: Reimbursement for money spent on DASH operating (25% of City costs go into NVTC Trust)
 - \$500,000 – (\$340,000 state + \$160,000 local) Transit Passenger Amenities and Facilities: Bus stop improvements
 - \$153,100 – (\$122,480 state + \$30,620 local) Commuter Assistance Funds: GoAlex staffing and support
 - \$125,000 – (\$85,000 state + \$40,000 local) DASH Technology: On-Board passenger information systems
 - \$100,000 – (\$80,000 state + \$20,000 local) DASH Technology: Vision blind spot camera pilot
 - \$110,000 – (\$88,000 state + \$22,000 local) DASH intern

C. Virginia Highway Safety Improvement Program

Recently, VDOT has released its list of transportation projects that have been recommended for funding in the Fiscal Year (FY) 2025-2030 SYIP Six-Year Improvement Program (SYIP). The City applied for \$2.1 million to support the implementation of systemic safety measures at T-Intersections in the City of Alexandria. VDOT has recommended that this project be fully funded. Aspects of the project could include:

- Structural upgrades that include enhancements to the signal structure to increase
- structural loading capacity.
- Leading Pedestrian Intervals (LPI)
- Higher version traffic controllers to support LPIs
- No Turn on Red Signage

- Audible push buttons
- Smart Detection devices
- Intersection signage and signal upgrade
- High-visibility, dynamic signage
- High Visibility Backplates for the traffic signal heads

D. FY 2025 City Budget Adoption

On May 1, the City Council approved the FY 2025 budget and the FY 2025-2034 Capital Improvement Plan (CIP). In April, the Commission approved and sent a letter with feedback to City Council based on the City Manager's proposed budget released in February. City council amended the proposed budget by providing funding to restore the DASH line 104 (\$180,000), which was outlined as a priority for the Transportation Commission.