RESOLUTION TO SUPPORT PROPOSED TRANSPORTATION PROJECT APPLICATIONS FOR THE REGIONAL TRANSPORTATION FUNDING "SMART SCALE" FOR FY 2030 to FY 2031

WHEREAS, in 2014, HB2 was signed into law, and in June 2016, the program was renamed SMART SCALE. SMART stands for System Management Allocation of Resources for Transportation and SCALE stands for Safety, Congestion Mitigation, Accessibility, Land Use, Environmental and Economic Development; and

WHEREAS, the purpose of SMART SCALE is to fund the right transportation projects through a prioritization process that evaluates each project's merits using key factors, including: improvements to safety, congestion reduction, accessibility, economic development and environmental quality. The evaluation focuses on the degree to which a project addresses a problem or need relative to the requested funding for the project; and

WHEREAS, projects are scored based on an objective and fair analysis applied statewide. SMART SCALE also requires that project benefits be analyzed relative to project cost. Commonwealth Transportation Board policy requires the project benefits be analyzed relative to the amount of SMART SCALE funds requested, so the final SMART SCALE score is based on the project cost to the state; and

WHEREAS, the City Council of the City of Alexandria desires to submit applications for an allocation of funds of up to $50 million for City of Alexandria projects, through the Virginia Department of Transportation SMART SCALE Program; and

WHEREAS, up to $50 million is requested to fund the critical transportation needs in the City of Alexandria, Virginia; and City of Alexandria applications include: 1) King Street-Bradlee Safety and Mobility Enhancements: Up to $20 million, 2) Eisenhower Avenue and Van Dorn Street Improvements: Up to $25 million 3) Duke Street and Route 1 Intersection Improvements: Up to $5 million; and

NOW, THEREFORE, BE IT RESOLVED, by the city council of the City of Alexandria:

1. the City Council of the City of Alexandria hereby supports these applications for an allocation of up to $50 million through the Virginia Department of Transportation SMART SCALE Program; and

2. the City Council of the City of Alexandria hereby grants authority for the City Manager to execute all necessary documents that may be required under this program

Adopted: _____

_____

JUSTIN M. WILSON MAYOR

ATTEST:

_____

Gloria A. Sitton, CMC, City Clerk

Attachment 2

Smart Scale Funding FY 2022 - FY 2027								
Project Name	**PRIOR YEAR**	**FY22**	**FY23**	**FY24**	**FY25**	**FY26**	**FY27**	**PROJECT TOTAL**
Old Cameron Run Trail	$ 2,732,000				$ 1,000,000	$ 1,273,000	$ 2,541,000	**$ 7,546,000**
Safety and Capacity Enhancements (Duke St. and West Talor Run)	$ 2,045,000			$ 3,700,000				**$ 5,745,000**
Broadband Link for Eisenhower Avenue	$ 1,000,000							**$ 1,000,000**
Traffic Adaptive Signal Comntrol	$ 7,010,000	$ 5,266,000	$ 2,410,000					**$ 14,686,000**
West End Transitway	$ 2,934,000	$ 4,505,000	$ 4,029,000					**$ 11,468,000**
DASH Bus Service and Facility Expansion	$ 7,008,000	$ 3,421,000	$ 2,928,000	$ 1,281,000				**$ 14,638,000**
Access Impovements to the Landmark Transit Hub	$ -			$ 3,950,000	$ 2,384,000			**$ 6,334,000**
Citywide TSP on Major Corridors	$ -			$ 374,000	$ 1,736,000			**$ 2,110,000**
West End Transitway Corridor Investments	$ -			$ 23,610,000	$ 33,590,000			**$ 57,200,000**
DASH Zero Emission Fleet Expansion	$ -			$ 4,960,000	$ 7,040,000			**$ 12,000,000**
Route 1 and Glebe	$ -					$3,112,946		**$ 3,112,946**
Route 1 South Median	$ -		$ 2,235,000	$ 1,000,000	$ 1,046,000			**$ 4,281,000**
Landmark Mall Transit Center	$ -					$ 12,997,059		**$ 12,997,059**
SMART Scale Total	**$ 22,729,000**	**$ 13,192,000**	**$ 11,602,000**	**$ 38,875,000**	**$ 46,796,000**	**$ 17,383,005**	**$ 2,541,000**	**$ 153,118,005**

Project Background

- The 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan, identified this portion of King Street as an Enhanced Bicycle Corridor. In 2021, the updated Alexandria Mobility Plan reaffirmed the study area as a priority location for sidewalk and bicycle connectivity.

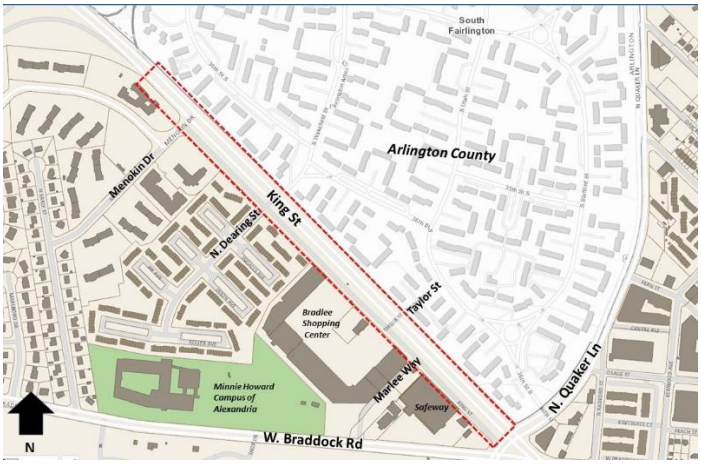
- In 2017 & 2018, the City was awarded future funding for FY 2023 & FY 2024 to provide safety and mobility enhancements along this corridor.

- In 2017, the City of Alexandria adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries.

    - In 2022, the City completed an updated citywide crash analysis to identify crash hotspots and trends to guide future safety work. That study identified the segment of King Street between City Line and King Street/Braddock Street/Quaker Lane intersection.

- In 2023, the City initiated a project to evaluate mobility, safety, access, and stormwater issues for the King Street corridor between Menokin Drive and King Street/Braddock Street/Quaker Lane intersection and develop concept designs for future improvements.

Project Boundaries



The Study Area consists of the King Street Corridor and parallel access road, from N. Quaker Lane in the east, to just north of Menokin Drive on the west. No design changes to the intersection of North Quaker Lane, King Street and West Braddock Road are being considered as part of this project.

Project Purpose

The purpose of this project is to evaluate existing mobility, safety, access, and stormwater issues along King Street between N. Quaker Lane and Menokin Drive and develop concept designs for future improvements.

This portion of King Street was identified for multimodal improvements in the City's 2021 adopted Alexandria Mobility Plan and is a priority location to install enhanced bicycle facilities and additional sidewalks to complete gaps in the City's existing bicycle and sidewalk network. Safety improvements along this corridor will help the City reach the Vision Zero goal of eliminating all fatal and severe crashes.

Project Goals

The goals of this project are to:

- Improve mobility, safety, and access for all roadway users of all ages, abilities and modes of travel.
- Install safer pedestrian access and bicycle facilities which connect into the surrounding network.
- Improve existing stormwater treatment in the corridor to reduce instances of standing water.
- Maintain or enhance existing transit facilities.

Project Engagement Summary

In Fall 2023, the City conducted a community engagement period to introduce the project and identify common experiences and safety concerns within the study area. Staff shared the feedback opportunity via eNews, posters in businesses in the Bradlee Shopping Center, yard signs, phone calls and emails to nearby local neighborhood organizations. Staff also had on the ground engagement with pop-ups at the Bradlee Shopping Center, bus stop chats and attending local community festivals. With over 800 responses from drivers, pedestrians, cyclists and bus riders, common experiences within the study area across all respondents, included:

- Unsafe turns by drivers;
- Speeding by vehicles;
- Confusing interactions between users at intersections;
- Long crossing distances at intersections; and
- People not following traffic signs and signals.

Staff worked with the design team to develop three concepts based on community input and project goals. These concepts were titled:

- Alternative 1: Two-Way Traffic with Transit
- Alternative 2: One-Way Traffic & Bus Lane
- Alternative 3: One-Way Shared Traffic

All three options propose the installation of an improved sidewalk and two-way cycle track along the south side of the access road but vary in how the access road would operate in the future. In

Alternative 1, the access road has been simplified to reduce the frequency of turn lanes but maintains mixed vehicle traffic in both directions. In Alternative 2, the access lane between Taylor Street and Menokin Drive is converted to one-way traffic in a west-bound direction and proposes a dedicated bus lane in addition to a one-way vehicle lane. In Alternative 3, the access lane is reduced to one lane that is one-way in the west-bound direction and combines bus and vehicle traffic. *See "Concepts" for section views of each concept.*

The concept designs were then shared with the community at a February 2024 Open House and a recording of the presentation was shared on the project website. A second feedback form was issued to collect community feedback. After the Open House, Staff conducted an additional five meetings and presentations with nearby community groups and associations to share information on the proposed design concepts and answer community questions.

Based on the community feedback form, the three alternatives scored the following out of five-point scale, 1 being "strongly dislike" and 5 being, "strongly like":

- Alternative 1: Two-Way Traffic with Transit - Average Rating of 3.0
- Alternative 2: One-Way Traffic & Bus Lane – Average Rating of 2.8
- Alternative 3: One-Way Shared Traffic – Average Rating of 2.1

Based on the relatively close scores of Alternative 1 and 2, staff proceeded with a full corridor analysis of the benefits and potential impacts of the design options of those two concepts to identify which concept may provide stronger safety and operational improvements while removing Alternative 3 from consideration based on community feedback. *See, "Full Corridor Design" for full corridor designs of Alternatives 1 and 2.*

Project Analysis & Preferred Concept Identification

To assess the strengths or weaknesses of the two remaining corridor concepts, Two-way Traffic with Transit and One-Way Traffic and Bus Lane, staff used four metrics to review the plans, including, traffic delay experienced by drivers, safety improvements, transit operations, and bicycle facilities.

- **Traffic Delay**: At the three pairs of traffic signals within the project area, the design team compared current levels of delays with the expected levels of delay from each design concept. Compared to the existing traffic delays and potential traffic delays there were minimal impacts and the two concepts scored similarly.
- **Safety Improvements**: The design team identified a number of potential safety improvements that could be implemented in the corridor and applied a crash reduction factor -or safety score - to those safety improvements (the value of the safety treatments are determined through engineering studies and real-world crash data). These safety improvements include elements such as leading pedestrian intervals, adding or upgrading sidewalks and new signal phasing. As both concepts proposed the same safety improvements they received the same values in crash reduction factors. Staff also assessed the number of potential conflict points in each intersection between the two

concepts. As Alternative 2 proposed the conversion of two-way traffic to one-way traffic, it reduces the number of vehicle movements through the intersection, lowering the opportunities for crashes between roadway users compared to Alternative 1 with two-way traffic; as such, Alternative 2 scored slightly higher from a safety perspective.

- **Transit Operations**: When evaluating the potential impact on bus operations in the corridor, the team assessed the current conditions which often saw several vehicles in front of buses. During peak PM traffic, existing conditions saw buses delayed on average by three vehicles, slowing down bus operations and efficiency through the corridor. Under Alternative 1, with shared lanes between buses and vehicles potential delays increase by up to nine vehicles in front of buses. However, under Alternative 2, the proposed bus only lane in the access road mitigates the potential for vehicle delays in front of the buses and offers improved bus operations and timing through the corridor and offers an improvement from existing conditions. As this corridor sees an average of over 1,300 on and off weekday riders in the corridor, this creates significant improvements for bus riders in the immediate vicinity and along the overall routes that traverse the study area.
- **Bicycle Facilities**: As both alternatives provide a separated two-way cycle track along the southern side of the access road, both concepts scored the same.

Table 1: Alternative Scoring Across Metrics

Metric	Alternative 1	Alternative 2	Comments
Traffic Delay	✓	✓	Equal benefit
Safety	✓	✓+	Similar benefit but slight advantage to Alternative 2
Transit Operations	✗	✓	Greater benefit to prevent buses from being stuck behind traffic on access road in Alternative 2
Bicycle Facilities	✓	✓	Equal benefit

Alternatives 1 and 2 score similarly in terms of potential traffic delay and bicycle facilities and a slight benefit in terms of safety under Alternative 2 due to the simplification of traffic patterns and a reduction in potential conflict points. A noticeable difference between the two alternatives can be found in improvements to transit operations as Alternative 2 offers a dedicated bus lane which results in greater bus reliability and speed through the study area. This corridor is one of the City's highest volumes for buses, during peak weekday travel periods, a bus travels through the corridor every three to four minutes. Offering a design alternative that improves bus operations will have a large impact on the overall reliability of DASH's network and improve the rider experience. Additionally, a separate bus lane will offer drivers improvements through the corridor as they will not be stuck waiting behind buses as they pick up and drop off passengers. As such, staff is recommending Alternative 2: One-Way Traffic with Transit and Bus.

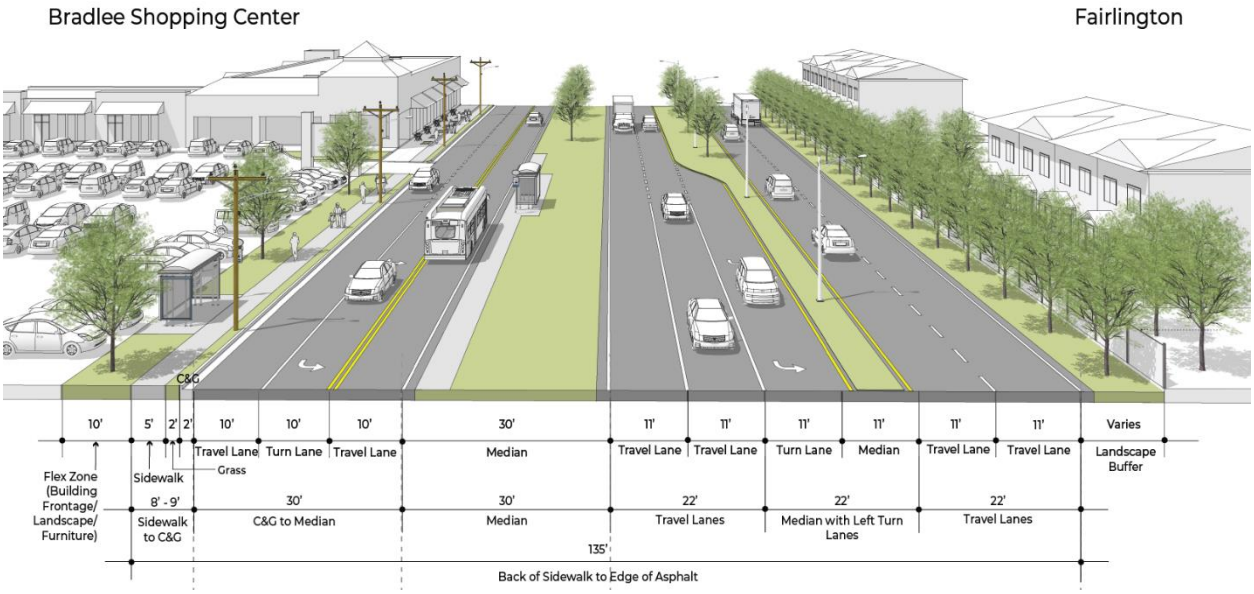
Additional Roadway Treatments

In addition to the proposed changes to the roadway configuration and modifications to the access road to accommodate the sidewalk, cycle track and one-way vehicle traffic and dedicated bus lane, the project proposes additional corridor wide treatments that will improve safety and accessibility. These treatments include:

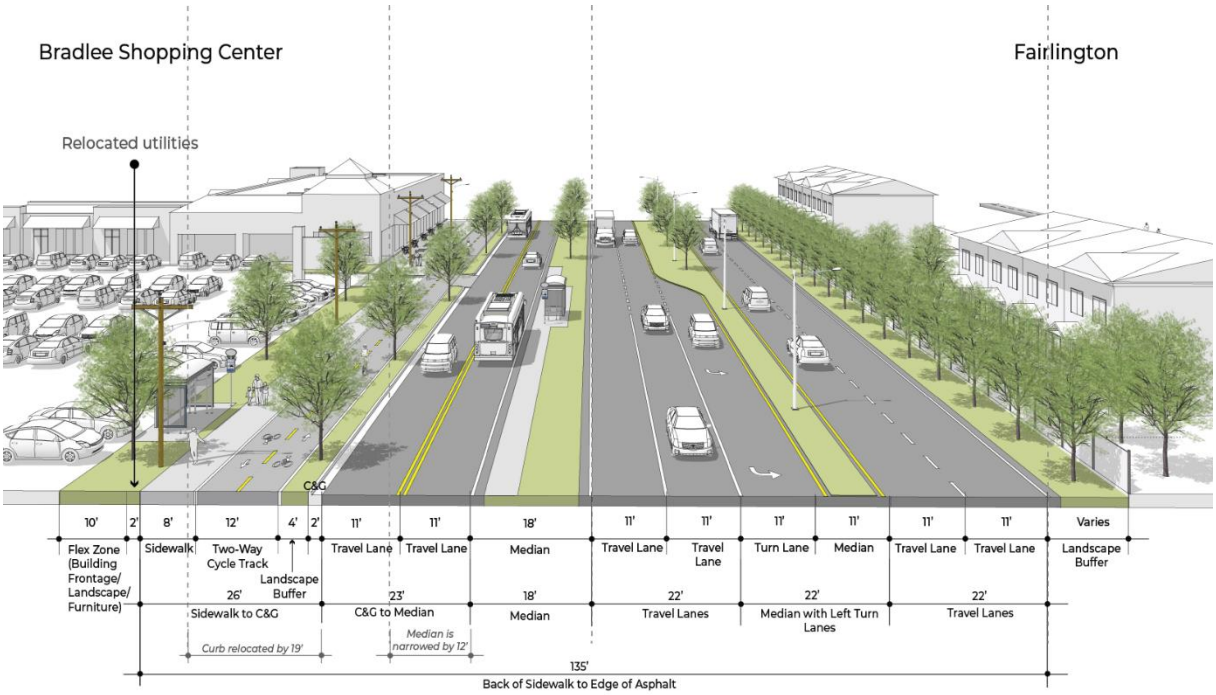
- Stormwater Management to treat roadways;
- Signal Timing Adjustments;
- Transit Signal Priority;
- Leading Pedestrian Intervals;
- Hardening of Pedestrian Refuges;
- Consolidated and Enhanced Bus Shelters;
- Pedestrian Lighting;
- Increased Canopy Cover over Sidewalk and Cycle Track;
- Protected Cycle Track and Sidewalk; and
- Dedicated Bicycle Crosswalk Across King Street.

Concepts

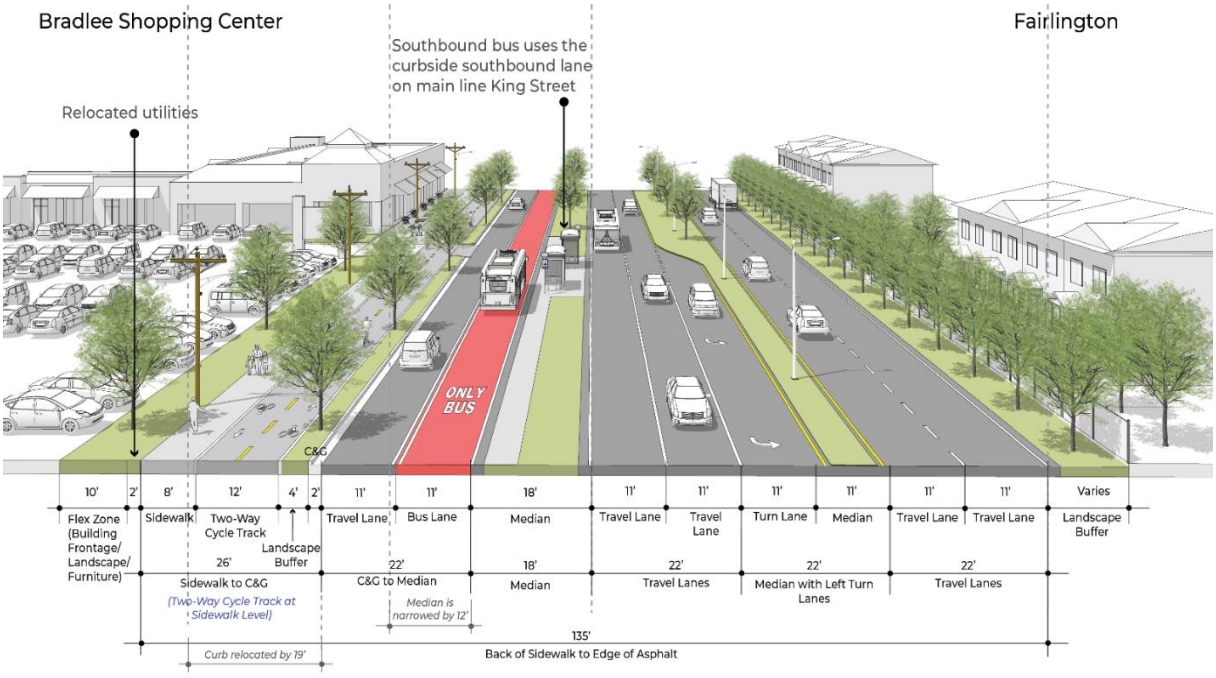
Existing Conditions



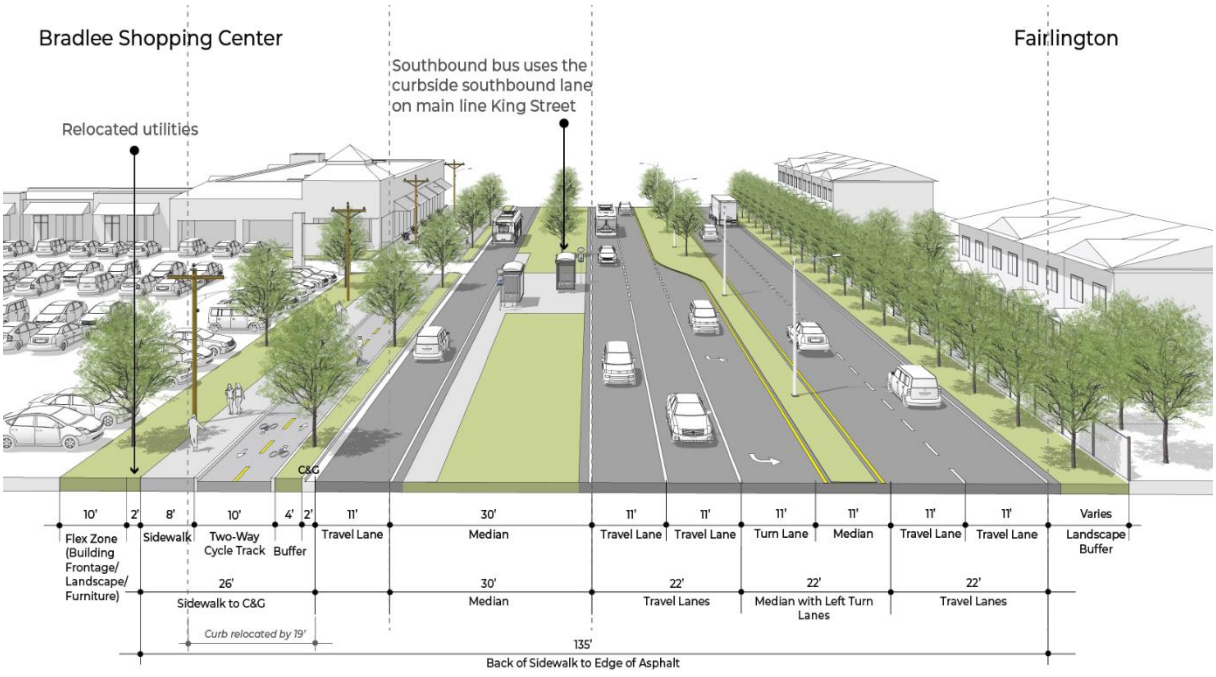
Alternative 1: Two-Way Traffic with Transit



Alternative 2: One-Way Traffic & Bus Lane



Alternative 3: One-Way Shared Traffic



Full Corridor Designs

Alternative 1: Two-Way Traffic with Transit

Alternative 2: One-Way Traffic & Bus Lane

RESOLUTION TO SUPPORT PROPOSED TRANSPORTATION PROJECT APPLICATIONS FOR THE REGIONAL TRANSPORTATION FUNDING "SMART SCALE" FOR FY 2030 to FY 2031

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WHEREAS, the City Council of the City of Alexandria desires to submit a joint application with Northern Virginia Transportation Authority (NVTA) and Arlington County of funds of up to $30 million for I395 Shirlington Rotary & South Glebe Rd Interchange Improvements project, through the Virginia Department of Transportation SMART SCALE Program; and

WHEREAS, the City of Alexandria, Virginia, in partnership with NVTA and Arlington County, supports the application for up to $30 million in funding to address critical transportation needs, specifically for the I395 Shirlington Rotary & South Glebe Road Interchange Improvement Project

NOW, THEREFORE, BE IT RESOLVED, by the city council of the City of Alexandria:

1. the City Council of the City of Alexandria hereby supports this joint application with NVTA and Arlington County for an allocation of up to $30 million through the Virginia Department of Transportation SMART SCALE Program; and

2. the City Council of the City of Alexandria hereby grants authority for the City Manager to execute all necessary documents that may be required under this program

Adopted: _____

_____

JUSTIN M. WILSON MAYOR

ATTEST:

_____

Gloria A. Sitton, CMC, City Clerk

City Council

SMART SCALE FY30-FY31 Program

June 25, 2024

SMART SCALE – Scoring Criteria

Congestion Mitigation 45%

Accessibility 25%

Environmental Quality 10%

Safety 15%

Economic Development 5%

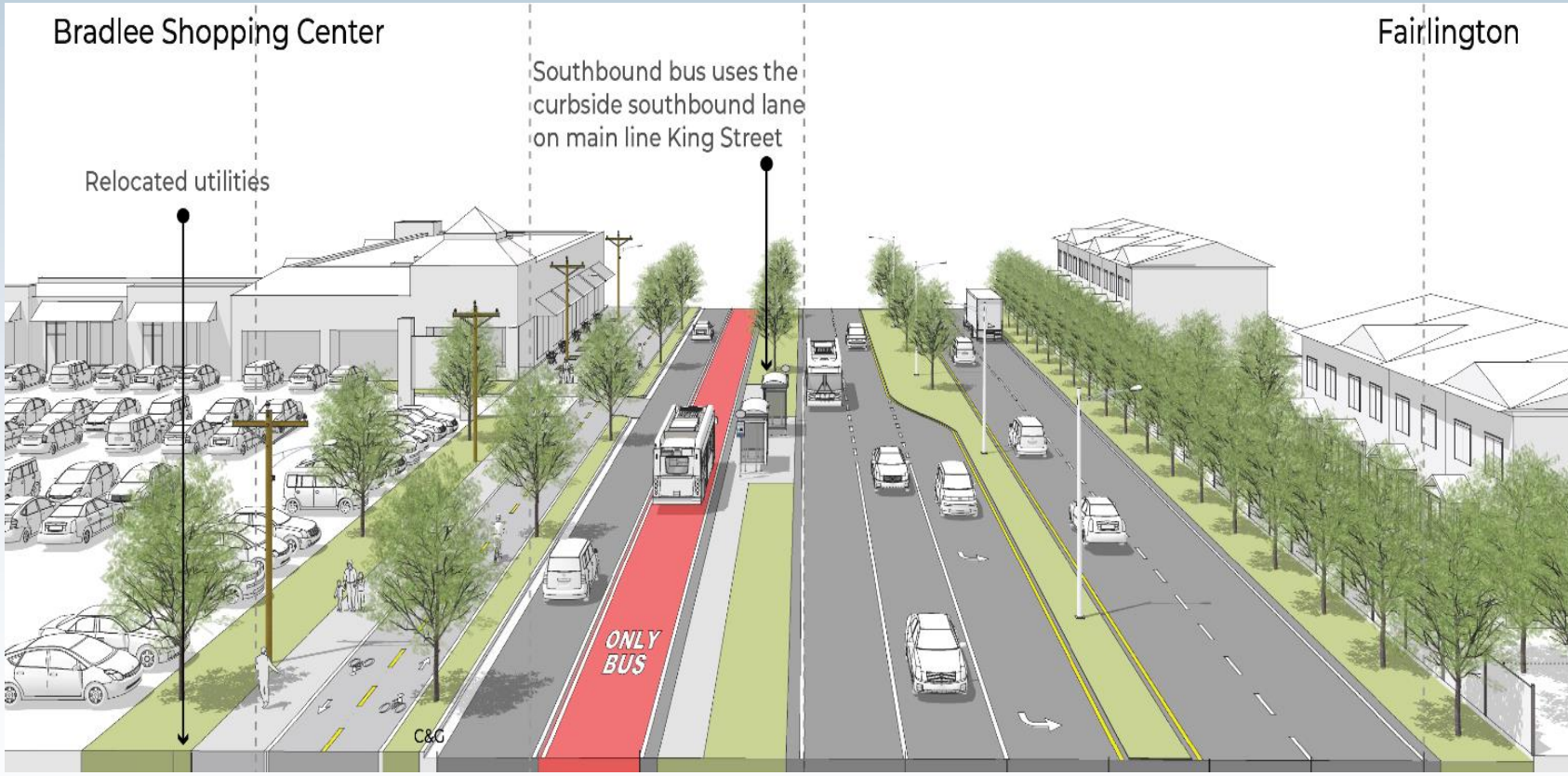
SMART SCALE – Project Summary

City of Alexandria Projects	Maximum Funding Request
King Street-Bradlee Safety and Mobility Enhancements	Up to $20M
Eisenhower Avenue and Van Dorn Street Improvements	Up to $25M
Duke Street and Route 1 Intersection Improvements	Up to $5M

Project 1: King-Bradlee Safety & Mobility Enhancements

Up to $20M

- Reconfigure portion of access road to one-way westbound
- Provide westbound dedicated transit lanes
- Shift eastbound buses to King Street
- Separate space for all users
- Provide intersection improvements
- Maintain travel times
- Reduce transit delays and increase reliability
- Provide accessible transit stops



Project 1: King-Bradlee Safety & Mobility Enhancements

Additional Treatments

No Turn on Red Signs

Stormwater Treatment

Signal Timing Adjustments

Transit Signal Priority

Leading Pedestrian Intervals

Pedestrian Refuge Islands

Consolidated & Enhanced Bus Shelters

Pedestrian Lighting

Enhanced Streetscape with more tree canopy cover

Separated paths for people biking and walking

Dedicated Bicycle Crosswalk Across King Street

Project 1: King-Bradlee Safety & Mobility Enhancements

Community Engagement

2 Feedback Forms

Over 1,000 interactions

Informal Events

Pop-Ups, Community Festival & Bus Stop chats

Hosted 2 Public Meetings

10 Staff Presentations

Meetings with HOA & Civic Associations & Boards & Commissions

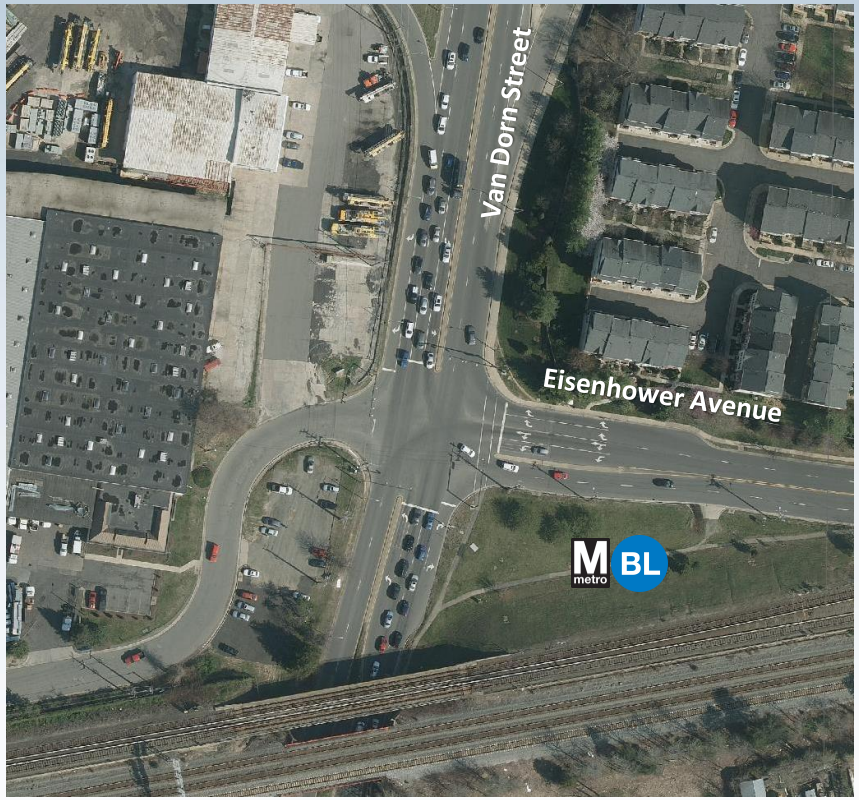
Digital Engagement

Social Media Posts, direct email notifications, website updates

Project 2: Eisenhower Avenue and Van Dorn Street

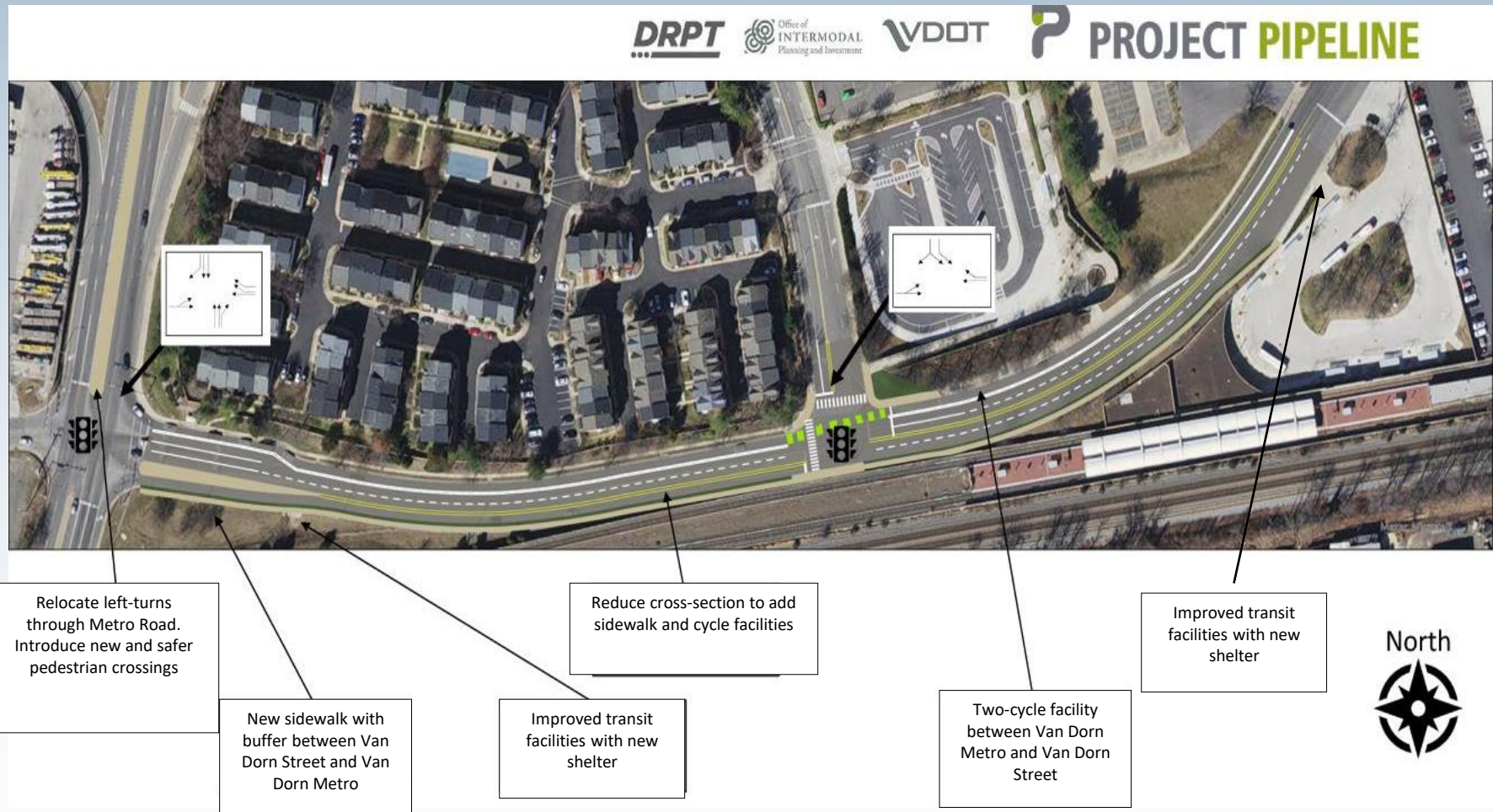
Up to $25M

- Pedestrian crashes crossing Eisenhower Avenue
- Inadequate and missing pedestrian infrastructure
- Poor accessibility to and from Van Dorn Street Metro for existing and future land uses
- Numerous angle crashes with left-turning vehicles
- Significant queueing and delays on Van Dorn Street, primarily in the PM peak hours



Project 2: Eisenhower Avenue and Van Dorn Street

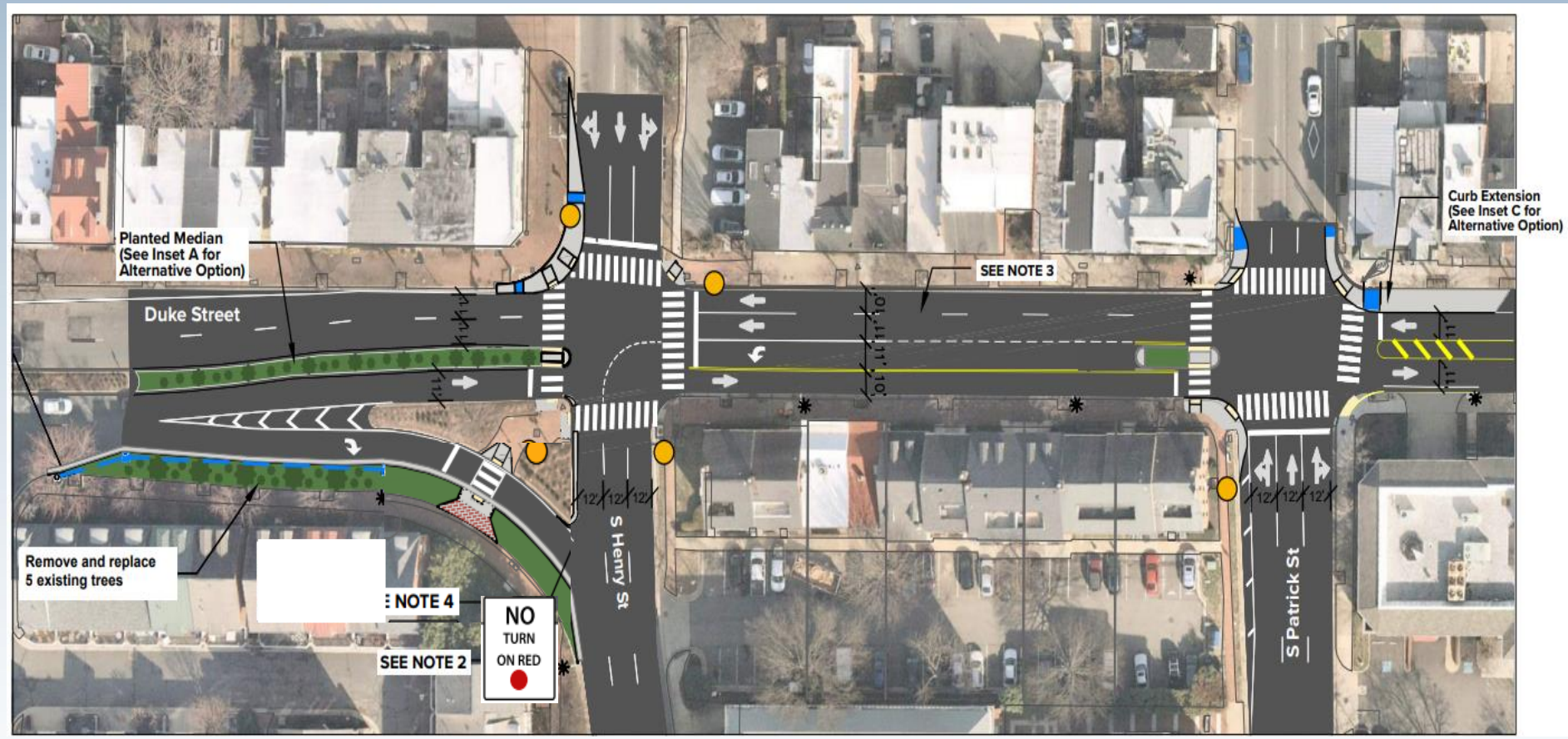
- Improved and new sidewalks
- Protected two-way cycle facility
- Improved crosswalks and pedestrian refuges
- Landscaping and gateway opportunities
- New bus facilities
- Minimize left-turn conflicts
- Reduced delays by up to 40-60 seconds on average per vehicle with reduced queueing



Project 3: Duke Street at Route 1

Up to $5M

- Medians
- Curb extensions
- Slip lane modifications
- Traffic signal upgrades
- Street lighting
- Landscaping
- Stormwater management



Project 4: I-395 Shirlington Interchange & S Glebe Road Interchange Improvements

Endorse NVTA Application

Joint Application with NVTA, Arlington County, and VDOT

- Improve safety by eliminating weaving and merging conflicts
- Improve driver understanding through better markings and signage
- Improve traffic flows through the rotary

City of Alexandria Components:

- New traffic signal at realigned Quaker Lane
- New traffic signal at Gunston Road with realigned ramp

Recommendation

That the City Council:

- Authorize the submission of up to $50 million in SMART SCALE applications.
- Authorize the City Manager to execute all necessary documents that may be required.
- Endorse the NVTA Application to SMART SCALE for the : I-395 Shirlington Interchange & S Glebe Road Interchange Improvements.

Attachment 2

Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

www.alexandriava.gov

Phone: 703.746.4025

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

June 20, 2024

Re: Endorsement of SMART Grant Application for Detection Technology

Dear Mayor Wilson and Members of City Council:

At its June meeting, the Transportation Commission voted to endorse the City's application for the SMART grant program for the Stage 1 Planning funds for technology upgrades to assist with asset management. The City's goal of this project is to build a dynamic and real inventory of three asset areas: pavement conditions, painted roadway lines, and traffic signs. This funding will enable a more equitable process for triaging road repaving and digitizing the City's roadway lines and signs for preventative maintenance and clear communication of policies. It will also lay the groundwork for the safe future deployment of autonomous vehicles, which are dependent on well-maintained roadways, pavement markings, and traffic signs.

We enthusiastically support funding for this planning project which supports many of the City's Smart Mobility Framework goals, including helping the City address current needs for better road conditions and traffic sign maintenance, but also positions the City at the forefront of technological advancements for a more livable and efficient tomorrow.

Sincerely,

Melissa McMahon
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
City Manager James F. Parajon

Adriana Castañeda, Director, T&ES
Hillary Orr, Deputy Director, Transportation, T&ES
Christopher Ziemann, Division Chief, Transportation Planning, T&ES

Attachment 1

Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

www.alexandriava.gov

Phone: 703.746.4025

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

June 20, 2024

Re: **Endorsement of Consideration of FY 2030 SMART SCALE Funding Requests**

Dear Mayor Wilson and Members of City Council:

At its June 20 meeting, the Transportation Commission voted to endorse the staff-recommended list of four projects for pre-application for grant funding for the FY 2030 SMART SCALE program. The proposed application for the three City projects and one DASH project would include up to $50 million for the following requests:

1. King Street-Bradlee Safety and Mobility Enhancements: Up to $20 Million
2. Eisenhower Avenue and Van Dorn Street Improvements: Up to $25 Million
3. Duke Street and Route 1 Intersection Improvements: Up to $5 Million

Additionally, the Commission voted to endorse the joint application from NVTA and Arlington County to improve the Shirlington Rotary, which would have a positive effect on Alexandria.

Transportation Commission is aware that because the timeline for submissions of pre-applications is significantly sooner than the application deadline, staff will develop more detailed cost estimates over the next several months, and that the amounts above are maximum funding requests.

The Transportation Commission appreciates the opportunity to review staff recommendations for SMART SCALE funding, as well as to provide its endorsement to Council.

May you have any questions; do not hesitate to contact me.

Sincerely,

Melissa McMahon
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Jim Parajon, City Manager
Emily Baker, Deputy City Manager
Adriana Castañeda, Director, T&ES
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Division Chief, Transportation Planning

Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

18 June 2024

Dear Commissioner Brich,

The Parkfairfax and Parc East Condominium Unit Owners Associations are writing to express strong support for the Northern Virginia Transportation Authority, Arlington County and the City of Alexandria joint application for SMART SCALE funding to execute the recommendations of the I-395 Shirlington Interchange Improvements Study, State Project #0395-100-842.

Our communities comprise roughly 3500 residents in the City of Alexandria who live immediately adjacent to the Shirlington Rotary, where inadequate merge and weave provisions have resulted in frequent accidents and daily near-misses for decades. Many residents opt for longer neighborhood detours, simply to reduce their chances of being accident victims.

Nearly two dozen DASH and Metrobuses per hour enter and exit the Rotary from both Alexandria and Arlington, with the challenging yield protocol resulting in frequent delays and rider frustration. Improving safety and traffic flow will incentivize transit use, consistent with Commonwealth multi-modal transportation objectives.

Representatives of our communities have been engaged with your team since 2018 through public outreach. The very thorough Shirlington Interchange Improvements Study culminated in a "hybrid" solution and final report issued in January 2020.

We will greatly appreciate your support for the joint SMART SCALE funding application as part of the VDOT Six-Year Improvement Program.

Scott Mulrooney
President
Parkfairfax Condominium
3360 Gunston Road
Alexandria, VA 22302

Patricia A. Popovich
President
Parc East Condominium
1225 Martha Custis Drive
Alexandria, VA 22302

RESOLUTION NO. 3236

RESOLUTION TO SUPPORT PROPOSED TRANSPORTATION PROJECT APPLICATIONS FOR THE REGIONAL TRANSPORTATION FUNDING "SMART SCALE" FOR FY 2030 to FY 2031

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WHEREAS, the City Council of the City of Alexandria desires to submit applications for an allocation of funds of up to $50 million for City of Alexandria projects, through the Virginia Department of Transportation SMART SCALE Program; and

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NOW, THEREFORE, BE IT RESOLVED, by the city council of the City of Alexandria:

1. the City Council of the City of Alexandria hereby supports these applications for an allocation of up to $50 million through the Virginia Department of Transportation SMART SCALE Program; and

2. the City Council of the City of Alexandria hereby grants authority for the City Manager to execute all necessary documents that may be required under this program

Adopted: June 25, 2024

JUSTIN M. WILSON MAYOR

ATTEST:

Gloria A. Sitton, CMC, City Clerk

RESOLUTION NO.3237

RESOLUTION TO SUPPORT PROPOSED TRANSPORTATION PROJECT APPLICATIONS FOR THE REGIONAL TRANSPORTATION FUNDING "SMART SCALE" FOR FY 2030 to FY 2031

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WHEREAS, the City Council of the City of Alexandria desires to submit a joint application with Northern Virginia Transportation Authority (NVTA) and Arlington County of funds of up to $30 million for I395 Shirlington Rotary & South Glebe Rd Interchange Improvements project, through the Virginia Department of Transportation SMART SCALE Program; and

WHEREAS, the City of Alexandria, Virginia, in partnership with NVTA and Arlington County, supports the application for up to $30 million in funding to address critical transportation needs, specifically for the I395 Shirlington Rotary & South Glebe Road Interchange Improvement Project

NOW, THEREFORE, BE IT RESOLVED, by the city council of the City of Alexandria:

1. the City Council of the City of Alexandria hereby supports this joint application with NVTA and Arlington County for an allocation of up to $30 million through the Virginia Department of Transportation SMART SCALE Program; and

2. the City Council of the City of Alexandria hereby grants authority for the City Manager to execute all necessary documents that may be required under this program

Adopted: June 25, 2024

JUSTIN M. WILSON MAYOR

ATTEST:

Gloria A. Sitton, CMC, City Clerk