



Transportation Commission Meeting

October 16, 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 June 20 meeting | 7:05-7:07 |
| 3. Minutes of the September 18 meeting | 7:07-7:10 |
| 4. Public Hearing: Consideration of Grant Application to the I-395 Commuter Choice Program | 7:10-7:20 |
| 5. Discussion Item: Complete Streets, Vision Zero and Safe Routes to School Update | 7:20-8:05 |
| 6. Action Item: FY 2026 Budget Priorities | 8:05-8:15 |
| 7. Commissioner Updates | 8:15-8:25 |
| 8. Written Items | 8:25-8:35 |
| A. Updates to the King-Bradlee Safety & Mobility Enhancements Project | |
| B. Celebrate National Drive Electric Week | |
| 9. Chair and Vice Chair Election | 8:35-8:45 |
| 10. Other Business | 8:45-8:55 |
| A. December Meeting | |
| B. Virtual Meetings for the Remainder of the Year | |
| C. Duke Street- Transportation Commission Letter of Reaffirmation | |

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

Next Meeting: WEDNESDAY, November 20, 2024

The October 16, 2024, meeting of the Transportation Commission is being held at 7:00 p.m. in 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/j/92808133131>

Or by phone: 301 715 8592
Meeting ID: 928 0813 3131
Passcode: 859468

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 10/16/2024 to emilie.wolfson@alexandriava.gov.

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request 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

June 20th, 2024
7:01 p.m.

MINUTES

Commissioners Present: Chair Melissa McMahon, Vice Chair Matthew McManus, Commissioner Casey Kane, Commissioner Leslie Catherwood, Commissioner Dan Beattie, Commissioner Jody Manor, Commissioner Tim Lovain, Commissioner Jim Maslanka

Staff Present: Christopher Ziemann – Transportation Planning Division Chief, Emilie Wolfson – Long Range Transportation Program Manager

Audio/Visual presentation is available online:

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

Chair McMahon called the Transportation Commission meeting at 7:01 p.m.

Notice: June 20th, 2024 Transportation Commission meeting was held in the Sister Cities Room, on the first floor of City Hall.

1. **Public Comment Period** **00:01:10**
Motion to close public hearing: Commissioner Kane
Second: Commissioner Manor
Motion carries unanimously.

2. **May Minutes** **00:02:25**
Motion to approve the minutes for the May 15th Meeting: Commissioner Beattie
Second: Commissioner McManus
Motion carries unanimously.

3. **DISCUSSION ITEM: WMATA Better Bus Network Redesign** **00:03:20**
ISSUE: Al Hines, director of bus service planning and scheduling with WMATA, presented on the Better Bus Network Redesign.

RECOMMENDATION: That the Commission receive this presentation.

DISCUSSION: Al Hines discussed the Better Bus Network redesign project, starting with the project timeline in fall 2022, public outreach, revisions based on feedback, and plans for implementation next summer. He described how tradeoffs will be made to balance competing needs. Tradeoffs include:

- Reducing service in low ridership areas
- Consolidating bus stops which will result in increased distance between bus stops and

increase walking distance to the nearest bus stops for some residents.

Commissioner McManus:

- Raised concerns about the elimination of certain routes like 8W and emphasized the importance of including routes that will be removed in the presentations to the commission, so commissioners can advocate for their constituents. He discussed how the elimination of the 8W will impact constituents, diversity, equity, elderly, school children, climate concerns, and access to the Pentagon.

Commissioner Kane:

- Asked how the bus stop consolidation calculated the increased walking distances and effects on residents. Al Himes confirms that they are aware that people that live in the center section of Taney Avenue do not have a good replacement in this plan.
- Also asked if the networking of the WMATA buses considered the DASH routes when making changes. Al Himes confirmed cooperation with DASH.
- Asked if [the network redesign] will impact the amount the City pays to WMATA. Al Himes says for the most part budget neutral recommendations and the plan.

Commissioner Maslanka:

- Asked about Metroway connecting at the Braddock Road metro station. Al Himes affirmed that in the proposal the metro way still terminates at Braddock Rd, and that there was a visionary proposal that took Metroway into Old Town.

Commissioner Catherwood:

- Emphasized the importance of concrete information on changes in the City of Alexandria along with accessible documentation online that the commission and the public can use.

Chair McMahon:

- Appreciated anything WMATA can forward through to staff to help isolate the items that the City might want to share and that people can see via our page, minutes, etc. to help communicate about the project.

4. **ACTION ITEM: AlexWest Mobility Recommendations** **00:41:01**
ISSUE: Mike D’Orazio with the Department of Planning and Zoning’s Neighborhood Planning Division presented on the AlexWest Small Area Plan.

RECOMMENDATION: That the Commission receive this presentation.

DISCUSSION: Mike D’Orazio discussed AlexWest's small area plan process, mentioning the timeline, key areas for development, and the upcoming steps in the planning process. Additionally, there will be an upcoming open house meeting on June 25th to discuss new recommendations and the overall plan.

Commissioner Kane:

- Chambliss Avenue trail needs to be made more explicit because right now there are stairs which are inaccessible for bikes and it could be a great connection to the John Adams school.
- The Campus Drive connection should be explicitly noted because it is an important connection especially for less competent cyclists.
- Discussed the impact of reducing bus stops and the distance between stops, referencing a chart for the Duke Street motion.

- Raised concerns about the lack of detailed information on proposed bike infrastructure and the need to clearly indicate planned shared use paths on maps.
- Discussed the impact of reducing bus stops and the distance between stops, referencing a chart for the Duke Street motion.

Commissioner Manor:

- Asked if there is any long range thinking about the corner of Seminary Road and North Beauregard Street. There are discussions to create a bigger or consolidated park in Dublin park through right-of-way swapping with development.

Chair McMahon:

- Expressed concerns about the lack of specific criteria for projects and the need to focus on transit planning during the review process.
- Highlighted the importance of adequate street lighting in transit areas and its impact on transit usage.
- Raised concerns about the width of roads in the transitway design, the reduction in bus stops, and the community impact of bus rapid transit routes.

Motion to endorse a letter with the overall direction the chair has proposed: Commissioner McManus

Second: Commissioner Manor

Motion carries 8-0

5. Public Hearing: Charging and Fueling Infrastructure Grant Application 01:15:36

Amy Posner, the electric vehicle planner for the City, provided an overview of round two of the Charging and Fueling Infrastructure grant, mentioning the available funding of \$1.3 billion and the previous year's application results. The City is in the process of developing a franchise solicitation to install publicly accessible chargers on city property, with the first reading and introduction of the franchise agreement scheduled for the next week's legislative meeting for City Council.

RECOMMENDATION: That the Transportation Commission provide a letter of endorsement to City Council for an application to Round 2 of the Charging and Fueling Infrastructure Grant Program.

DISCUSSION

Commissioner Maslanka:

- Asked if she is proposing they submit the same application as last year. Amy affirmed any application that was rated as highly recommended or recommended can submit the previous year's application for re-evaluation, and that is what she will do.

Commissioner McManus:

- Asked if the City was awarded money last year. No one in the region was awarded funding last year.
- He also stated that he will abstain from the recommendation because he thinks the City should invest their own funds into the project.
- He stated that electric vehicle progress is not going to happen unless City and states take the lead.

Commissioner Manor:

- Asked why the City was not awarded last year. Amy responded that the goal of the application is to get the rating of highly “recommended.” There are five criteria and the goal is to get the rating of “highly qualified” on each. The application from last year was highly qualified on all criteria except one (workforce development), which was rank “qualified” and brought the overall ranking down. Also, only 9% of application were awarded last year.

Commissioner Kane:

- When would the City receive the funds? Ideally by the end of the calendar year, and the disbursement can be expected in about a year.
- Will the franchise agreement solicitation also provide the ability to charge e-bikes and scooters? Not with this franchise award as it is focusing on level two charges. It is something they are interested in, so while the franchise agreement is not the best fit for funding, there are other grant programs that possibly might.

Chair McMahan:

- Agreed with McManus on the City needing to be prepared to invest their own funds into this project, but also mentioned she appreciates how a grant cannot help the City get away with not investing.
- Has little faith in any public-private reliance on a private vendor to provide a service because at some point if it does not pencil for them the City is stuck without the service. Car sharing is one of the examples of that where there were a lot of aspirations about how it was going to change what people had to own by way of their own vehicles and the vendors just never really provided a network, she wants to avoid a similar situation

Motion to close Public Comment: Commissioner Lovain

Second: Commissioner Kane

Motion Carries 8-0

Motion to endorse grant application: Commissioner Catherwood

Second: Commissioner Maslanka

Motion carries 7-0-1

Abstention: Commissioner McManus

6. Public Hearing: SMART SCALE Grant

01:35:54

Christopher Ziemann, the Division Chief of Transportation Planning explains the SMART SCALE program, A biannual grant application program for State Transportation funding, its transparent process, rating criteria, and updates in the application process.

RECOMMENDATION: That the Transportation Commission endorse a letter to City Council in support of the FY 2030 – FY 2031 SMART SCALE applications and in support of the joint application with Northern Virginia Transportation Authority (NVTA) and Arlington County for the Shirlington Rotary.

DISCUSSION:

Chair McMahan:

- Asked about the allocation of values to scoring criteria, particularly the surprise regarding safety being only 15% of the investment in the metro area. Christopher explained Alexandria is

grouped into a legislative region called Region A with Richmond and Hampton roads, and state law requires that congestion mitigation must make up 45% of the score.

Public Comment:

Mr. Gruenberg voiced concerns absence of bus pullouts in the early drawing design for the eastbound lane of King Street. –Bus pullouts are present in more detailed design that will be shown at the traffic and parking board.

Motion to close Public Comment: Commissioner Lovain

Second: Commissioner Beattie

Motion Carries 7-0-1

Abstention: Commissioner Manor

Motion to endorse the smart scale application and joint application for Shirlington Rotary:

Commissioner Catherwood

Second: Commissioner Beattie

Motion carries 8-0

7. **Public Hearing: Safe Streets and Roads for All Grant**

01:48:50

RECOMMENDATION: That the Transportation Commission endorse a letter to City Council in support of the Safe Streets and Roads for All (SS4A) Program application.

DISCUSSION: Safe Streets and Roads for all is a federal safety grant focused on prevent roadway death and serious injuries. One of the programs in planning and demonstration grants. These grants require a 20% match because it is federal, and applications are due in August

Public Comment:

Motion to close Public Comment: Commissioner Kane

Second: Commissioner Beattie

Motion Carries 7-0

Commissioner Kane:

- Thanked staff for looking at implementing interim solutions while working towards long term solutions.

Motion to endorse the recommendation: Commissioner Catherwood

Second: Commissioner Maslanka

Motion carries 7-0

8. **Public Hearing: USDOT SMART Grant**

1:53:34

RECOMMENDATION: That the Transportation Commission endorse a letter to City Council in support of the USDOT SMART Grant application

DISCUSSION:

The USDOT Smart Grant is strengthening mobility and revolutionizing transportation to support smart mobility and technology and transportation.

Public Comment:

Motion to close Public Comment: Commissioner Kane

Second: Commissioner Beattie

Motion Carries: 7-0

Commissioner Kane:

- If trails aren't included in the pavement condition index then it needs to be priority.
- If trails are included it is important to make sure there is good criteria for trail conditions.
- Would this be able to create an inventory of signage? If not, it should be included in the funding.
- How do the vehicles navigate streets that haven't been captured?

Chair McMahon:

- If this creates a real time comprehensive inventory of the conditions, it does not solve the problems on not having resources or time to fix the condition.
- It will be important to explain to community members the difference between having the data that tells us what is needed and having to make the judgments about what we can afford to do and when.
- People will need to understand the decision-making process but also might differ with what the ultimate priorities are that are set by Council.

Commissioner Manor:

- It is good data to know in the age of declining office populations

Commissioner Beattie:

- The sign and pavement marking conditions are going to be important in the years ahead.
- Autonomy slowed a little bit as far as automotive industry development, but at the same time it is going to really heighten the risk to municipal governments as well as the opportunity to really make sure that those markings are maintained on a more constant basis.

Motion to endorse the letter to City Council in support of USDOT SMART grant application:

Commissioner Maslanka

Second: Commissioner Beattie

Motion carries 8-0

9. Public Hearing: Transportation Long Range Plan Scoring Finalization 02:05:48

RECOMMENDATION: That the Transportation Commission approve the proposed updated scoring criteria and updated Project, Developer Project, and Studies lists for the LRP

DISCUSSION:

Chair McMahon:

- There seems to be overlap between current grant applications and existing recommendations, such as those from the Eisenhower Pipeline study.
- Some projects are categorized differently in terms of priority, with varying levels of importance assigned by staff. For example: The Eisenhower project, as indicated by staff, is a high priority, while the Commission views it as a middle-of-the-pack priority. Similarly, the Shirlington Circle project is considered a lower priority by the Commission, with staff rating it as medium.
- There is a need to clarify how priorities are communicated and integrated into the planning process, without creating new projects but rather working within existing long-range plans.
- The Transportation Commission is focused on making their input valuable and relevant, considering how different grant opportunities might align with various projects.
- Commission seeks staff input on how to balance project priorities with available grant funding, as different grants may be more suitable for different types of projects. It was noted that the

Shirlington Circle project is being endorsed as part of another entity's initiative, with the potential for Arlington to secure a grant for its improvements.

- Suggest having a workshop before starting the prioritization process to explore different methods of prioritization.
- Consider grouping projects into available grant categories and prioritizing within these groups. Ensure that staff know which projects should be prioritized for grant applications.
- Aim for a more useful and transparent process for the community, showing how input helps in prioritizing projects. Align project prioritization with community priorities and criteria, to address the current disconnect between planning and funding decisions.

Commissioner Kane:

- Suggested evaluating the 26 projects to determine the most appropriate grant sources for each one.
- Proposed that this evaluation could help in future planning by identifying which grants are more accessible and whether there is a need to explore additional funding sources, such as private foundations or corporate sponsors.
- Raised the question of whether all projects are eligible for grants and whether City Council should consider alternative funding strategies if some projects are not grant-eligible, noting the high-cost Multimodal Bridge that some council members believe is being planned incorrectly.
- Some of these projects have been proposed for a long time and the community may be confused on when they are going to be started. How does the commission explain that projects they voted on have not been implemented? –Christopher Ziemann suggested it could be put on the website.

Christopher Ziemann: The purpose of the LRP is to show and reflect the values of the Alexandria community

Commissioner Maslanka

- How much weight does the Commission vote have? – When TES staff decides on which projects to apply for funding, the Commission prioritization plays a role in which projects staff selects.

Motion to adopt the 2024 Transportation Long Range Plan Scoring Finalization

Commissioner Kane

Second: Commissioner Beattie

Motion carries 8-0

10. Commissioner Updates

02:25:02

Commissioner Beattie

02:25:14

- The EPC elected new leadership, effective immediately. Marta Shantz is the Chair; Ben Cuddy is the Vice Chair of the Environmental Policy Commission. The EPC has also discussed a potential joint meeting between the Transportation Commission and the EPC, looking at issue that effect both commissions like EV charging.

Commissioner Catherwood

02:27:30

- Attended the May Traffic and Parking Board meeting. The City was proposing to undo the Duke Street Transitway recommendation. Catherwood spoke in support of the Duke Street Transitway Advisory Group's recommendation and long-term plan. The Traffic and Parking Board voted unanimously to support the original plan. Therefore, the two-way cycle track is going to be included in that area, and the access road will be changed

- to one-way as opposed to bi-directional to be able to get the space for the cycle track.
- At next week's Traffic and Parking Board meeting, they are going to hear the other segment of this issue, which is from West Taylor Run to Cambridge. In that case the City is proposing to retain the Duke Street Transitway Advisory Group's recommendation.
- There are residents of the Longview Drive who oppose the changes, but the City is recommending option 3, which is consistent with the Transitway Advisory Group's recommendation.

Commissioner Kane

02:30:30

- The Traffic and Parking Board approved another access to Telegraph Road to help with traffic flow on Duke Street.
- A vote is upcoming on the service road between West Taylor Run Parkway and Cambridge Road, with a recommendation to change the configuration of the roadway to one way.

Commissioner Maslanka

02:34:16

- Awaiting clarification on the information gained from the public hearings for the Better Bus Network.

Chair McMahan

- Planning Commission has two hearings in June, so that council can get their meeting in early. The planning commissions does not meet in July or August.

Commissioner McManus

02:35:13

- A lot of commutes are subsidized by employers, there are routes that go exclusively to the Pentagon. DASH bus should collect fares on commuter routes.

11. Items on Consent

02:37:09

B. Duke Street Projects Update

Commissioner Kane

- There is going to be a vote coming up on the service road between West Taylor Run Parkway and Cambridge Road. The Transportation Commission is making a recommendation and should consider writing a letter in support of the project.

Chair McMahan

- Made a note to possibly take that action during the September hearing

D. Maintenance of Traffic Update

02:39:43

Commissioner Kane

- Expressed concerns about issues with detour signage and pedestrian safety due to lack of enforcement and inspection (Jamieson Avenue and West Street).

Chair McMahan:

- Mentioned exploring technology solutions with the smart mobility team to improve traffic management and pedestrian safety

12. Other Business

02:42:11

- Decision not to hold a meeting in August.
- In preparing materials for the retreat, it was proposed to bring a date to the commission to amend

the by-laws for chair and vice chair elections to occur with more flexibility, considering the elections usually happening in January instead of December

At 9:47 pm, the Transportation Commission adjourned.



City of Alexandria
Transportation Commission

September 18th, 2024
7:01 p.m.

MINUTES

Commissioners Present: Chair Melissa McMahon, Vice Chair Matthew McManus, Commissioner Casey Kane, Commissioner Leslie Catherwood, Commissioner Dan Beattie, Commissioner Jody Manor, Commissioner Tim Lovain, Commissioner Jim Maslanka

Staff Present: Hillary Orr – Deputy Director of Transportation Planning & Mobility Services, Christopher Ziemann – Transportation Planning Division Chief, Emilie Wolfson – Long Range Transportation Program Manager, Sheila McGraw – Curbside and Parking Program Manager, Silas Sullivan – Urban Planner II

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

00:03:36

Elizabeth McGill representing the Taylor Run Citizens' Association expressed concerns from the Taylor Run Citizens Association about the proposed changes to the Duke Street intersection, highlighting safety risks due to increased traffic speeds and volumes, potential flooding issues, and the impact on affordable housing in the neighborhood.

- McGill emphasized that the proposed changes would burden one of the last financially accessible neighborhoods in Alexandria, raising concerns about traffic, flooding, and overall quality of life.
- Recommended reallocating funds for the intersection redesign to address more pressing safety issues at the westbound on-ramp to Telegraph Road, where a pedestrian was recently injured.

Allison, a homeowner on Viewpoint Road in the Longview Hill neighborhood of Alexandria provided comments regarding item 8B on the docket.

- She disapproves of the project to convert Duke Street service road to a one-way westbound between Cambridge and Moncure.
- Believes that there is no valid data supporting the need to remove the eastbound travel lane to build a dedicated two-way bike lane, raising concerns about the lack of evidence for the proposed changes.
- Expressed that converting the service road to one-way would hinder their ability to leave home during peak traffic times, particularly due to high school traffic, potentially causing significant delays.

- Expressed that the proposed changes would increase travel times for emergency services, which is critical for medical emergencies, thereby raising safety concerns for residents.
- Noted that the proposed changes would force residents to take longer routes to reach nearby destinations, significantly increasing travel distances within the neighborhood.

Motion to close public hearing: Commissioner Beattie

Second: Commissioner Lovain

Motion carries 7-0

Commissioner Manor absent from vote.

Chair McMahon noted the two-way access on the Duke Street Service Road is not an action item for the commission today. It appears as written information item in the docket where the staff updates on the status of the decision-making process.

2. June Minutes

00:12:07

Revisions from the June Minutes

- Misspellings of the names from the Commissioner Updates
- Duplicate motion making item on Agenda Item 8
- McManus wants to add: "DASH bus should collect fares on commuter routes."

Motion to defer the minutes for the June Meeting: Commissioner Kane

Second: Commissioner Maslanka

Motion carries 7-0.

Participants were encouraged to review the minutes in advance and send any edits to staff before the meeting to facilitate quicker wrap-up

3. DISCUSSION ITEM: Mobility Services Division Annual Workplan

00:17:45

Sheila McGraw, T&ES' Curbside and Parking Program Manager presented on the curbside and parking management work plan highlighting major accomplishments from the last fiscal year and then key projects in the current fiscal year.

Commissioner Manor:

00:35:07

- **Q:** How do permitting costs and taxation work for food trucks? –**A:** the food truck policy is older and it is something still being evaluated in its entirety through this process, whether through fees, locations, and enforcement mechanisms. There will be opportunities for public input. Food Trucks must have a license from the health department to serve food.
- **Q:** Regarding pedestrianization, why is there such little participation in the unit block? – **A:** Currently, there are significant issues with flooding on the unit block, so they are temporarily not required to meet the same requirements of having a level platform that meets the curb length, but as a part of the permanent program, which is included into the flood mitigation project, the unit block will be addressed
- **Q:** What kind of feedback is coming from businesses in the 200 block? —**A:** They are still in the process of doing outreach.

Hillary Orr:

00:39:11

- That pilot is Council's initial initiative, but the Council will determine in the winter if they should continue the pilot for the rest of the year.

- So, they would have a full year of good weather for outdoor dining to see if that was something they wanted to move forward.
- The holiday season might look a little different on that block because it's cold there have been concerns with tents, so it would be a short kind of holiday pilot and then potentially if council then affirms continuation, we will move forward with an additional pilot for the rest of the year.
- The Council met with some of the business on that block and there is mixed interest.

Commissioner Maslanka

00:40:41

- **Q:** There wasn't much data about car sharing. Is there information on how effective Uber and Lyft are in comparison to cabs? —**A:** Uber and Lyft are not required to provide trip data, but there is a program for pickup and drop zones that they are working on throughout the summer and have a pilot program going through the end of the month which will provide data. Also, recent fare increases for taxi cabs were implemented to address concerns from the taxi industry about their pricing competitiveness against rideshare companies.

Commissioner Kane:

00:43:34

- **Q:** There used to be a program in the City where businesses could set up parklets one day a year called parking day. Is there a plan to revive that or are existing parklets becoming de facto parking day. —**A:** Yes, we have three different parklet types available and the one people see most often are annual commercial parklets, so those are the formalized ones that must meet all those stringent requirements. But we do have short-term parklets available that would allow for people to participate in something like parking day.
- **Q:** Do we ever review those parking districts to determine whether they're still needed? —**A:** Residential parking permit districts are permanent, and people can expand blocks to them and there's a mechanism to create new ones, although that is a difficult process
- The prioritization framework is one of the projects done to create visibility on how to manage some. It has made it easier to make certain decisions moving forward.

Commissioner McManus:

00:47:51

- Applauds the City's look at the street parking, electric vehicle chargers, and city-owned garages, and encourages the acceleration of the plans.

Commissioner Catherwood:

00:48:11

- **Q:** Is there a date for Commission discussions about bikeshare? —**A:** Not yet, but it could be November or December if there is a meeting.

Chair McMahan:

00:49:01

- Interested in the conversion of technology and if there are targets for continuing turnover of the old technology

4. DISCUSSION ITEM: Bus Stop Program

00:49:57

Silas Sullivan, an urban planner with the Transportation Division presents on the Bus Stop Program. Outlining the goals of the bus stop program, which include ensuring ADA accessibility, improving the rider experience, and expanding bus stop amenities. Staff is currently developing an improvement prioritization index for bus stop amenities, which will guide future projects based on various factors.

Commissioner Kane

00:55:59

- **Q:** Where is the inventory that was done in 2023?—**A:** On the internal servers. It is one of the

reasons there is a plan to put a public facing map on the webpage people can interactively use and see what amenities are at local bus stops.

- It would be useful to add information to the webpage. In the past, an informative list of the bus stops was created and that would be more helpful than a map.
- A problem identified in inventory from 2015 that is still ongoing is parking in front of bus stops.
- One of the issues, which is evident at Beauregard at Filmore, is where the bus stop is in a shared use path. There needs to be coordination to make sure that the bus stop improvements do not impact shared use paths.

Commissioner Beattie

01:06:34

- Mentioned the usability of the DASH Tracker and inquired about the possibility of developing an app. **A:** There was an app previously, but universal apps that aggregate data are more popular, with apps like Transit and Google Maps there is not really a demand for a transit agency to have a stand-alone app.

Chair McMahon

01:10:40

- Raised concerns about the minimum accessibility standards for bus stops, emphasizing that simply being accessible is not enough; the goal should be to make bus travel the most appealing option compared to driving.
- Suggested the need for a budget that allows for a specific number of bus stop upgrades each year, indicating the importance of quantifying targets for modernization efforts.

5. ACTION ITEM: State Legislative Priorities

01:13:30

Emilie Wolfson:

- Every year the Transportation Commission provides Legislative priorities. Last year's priorities were to protect and preserve Transportation funding sources, expand automated speed and red-light enforcement, and allow safety stops and riding two abreast for bicyclist.
- This legislative season is short, 45 days instead of 60. Boards and Commissions need to identify priorities by October 4th.

RECOMMENDATION: That the Transportation Commission writes a letter with their recommendations for the chair to sign

Chair McMahon

01:18:01

- Expressed frustration over the lack of sustainable funding sources for capital, especially after significant investments in rail.
- Discussed the need for Virginia to grant authority to implement necessary taxes to facilitate collaboration with DC and Maryland.
- While TRIP funding for fare free transit was not included, there are other opportunities for transit related improvements.
- **Q:** Is it possible for the state to help with getting reciprocity in the region so the DMV can follow up on each region's offending drivers? **-A:** There have been conversations about that, in COG from a regional perspective. It remains to be investigated what the legislation says or if it just needs to be an agreement.
- The Waterfront Commission discussed the issue of bicycles not stopping, a solution discussed was raising the intersection to make people at least slow down and probably stop.
- There should potentially be a bullet point regarding EV charging in the legislative priorities, emphasizing the need for funding and support for EV initiative.
- Fully autonomous vehicles may still be a decade away from being legal in Virginia, indicating a

significant delay in regulatory progress.

Hillary Orr:

01:21:30

- Mentioned the constraints imposed by new legislation regarding revenue from speed cameras and the challenges it creates for funding.
- D.C can do a lot of automated enforcement not allowed in Virginia
- There is a lack of authority to permit autonomous vehicles, with scooters there was a long legislative process to make sure a scooter was defined, and localities had the authority to give them a permit.
- It is important to get ahead of it and define what an autonomous vehicle is.

Commissioner Kane

01:24:12

- There should be an attempt to try and tweak the legislation that doesn't allow for red light camera to enforce "no turn on red" signs.
- The City is not able to collect revenue from 30% of tickets because there's no enforcement mechanism behind the fine.
- While signs have been implemented to allow cyclists to use pedestrian signals, this practice may not be legally recognized.

Commissioner Beattie

01:27:46

- **Q:** What is a "safety-stop"? –**A:** Bicyclist treating red lights as stop signs and proceeding through if it is safe to cross and they have yielded to the right of way. Part of the idea being that it's safer for bikes to proceed on their way than to have cars be bottled up behind them.
- During the Environmental Policy Commission meeting on 09/16, state delegate Alfonso Lopez gave advice about what they project for the coming session.
- One of the aspects of Lopez's advice was on an issue that the current state administration on the executive branch might oppose. It is important to start thinking about what is really needed for the 2025, and what is aspiration for 2026 particularly on things that might require delegation of authority to local authority of things held by the state.
- The Transportation Commission effort to fully fund a rebate law for EV cars purchase that was passed in 2021, but never funded by the state and last year as well as this year.
- The Environmental Policy Commission is going to advocate for fully funding a bill called HB 1979. HB 1979 was made law, but it has never been funded, and the idea is to try to complement federal EV purchase grants with a real target, one of the most progressive in the country, at 55% funded toward low-income households.

Commissioner McManus:

01:30:39

- In 2024, electric vehicles are not new, but the adoption rate is slow because of barriers people are finding in their communities

The final recommendation items are:

- WMATA funding
- TRIP funding for free fare transit
- Expanded automated speed and red-light enforcement
- Bicyclist safety items
- EV and e-bike items
- Autonomous vehicles

Motion to include the bullet items discussed in the meeting: Commissioner Kane

01:49:30

Second: Commissioner Maslanka
Motion carries 8-0

6. ACTION Item: By-Law Update 01:50:20

- The by-laws currently stipulate that the Transportation Commission shall elect its Chair and Vice chair from among its voting members by a majority vote at its regular meeting in the month of December, which has been problematic.
- The by-laws also say that the Transportation Commission holds meetings on the first Wednesday of each month at 7:30, which is not true, it is the third Wednesday at 7pm.

Commissioner Kane 01:52:40

- The by-laws are currently not available to find on the web
- Section 1.5 staff support states, the Department of Planning and Zoning shall provide support to the Traffic and Parking Board and the Transportation Commission. Right now they do not have any coordination with either board, it should be considered whether that support might be requested.

Commissioner Beattie 01:55:22

- **Q:** When is the next election of leadership?—**A:** October is the annual election. The Commission does not meet in December. Last year the Chair and Vice chair both left simultaneously in the middle of the year.

Motion to accept staff's proposed changes to the bylaw amendments and add the suggested change of Modifying section 1.5 staff support to delete the sentence beginning with "the Department of Planning and Zoning shall also provide staff support": Commissioner Kane
Second: Commissioner Catherwood
Motion carries 8-0

7. Commissioner Updates 01:58:10

Commissioner Beattie

- Based on the budget discussion, he will follow up with Chairwoman Shantz to create a legislative letter.

Commissioner Catherwood 01:58:31

- Will provide updates on the one-way traffic conversations later in the meeting.

Commissioner Kane 01:58:41

- Most likely won't make the October Meeting

Commissioner Maslanka 01:59:28

- DASH is celebrating its biggest ridership year ever from the last fiscal year, with a celebration scheduled for 09/19 at the William Ramsey Community Center.

Chair McMahon 02:00:39

- Planning Commission is meeting on 9/19 for the annual retreat at the Del Pepper Center.
- A major focus is Potomac Yard and what the vision of that neighborhood should be coming out of the entertainment district

Commissioner McManus

02:04:13

- Following up on Commissioner Kane's idea, If the 8W is going to be discontinued, DASH might be fill in some service to make sure the whole community is served

8. Items on Consent

02:04:43

A. City Council Items

B. One-way Conversion Street Conversion on Service Roads along King Street and Duke Street

Commissioner Catherwood

02:06:36

- Based on comments received today verbally, as well as ones received in writing, the bike lanes are a hot topic. The Commission should consider writing a letter to Council in support of the decisions that both the Duke Street Transit Way Advisory Group and the Traffic and Parking board made to show support.
- The data and technical aspects have not changed since the Traffic and Parking Board considered it months ago

Commissioner McManus

02:09:31

- The Transportation Commission does not get a lot of public comments and while this point has been considered by multiple entities it is important to welcome more input from the community.

Hillary Orr

02:10:14

- When the Duke Street Transitway was approved by Council, further evaluation of the service roads was requested. A year-long engagement with the community regarding service road conversions was conducted.
- Duke Street Transitway Advisory Group recommended continuous pedestrian facilities on the north side of Duke Street.
- Dedicated transit lanes were not initially included due to plans for bike and pedestrian facilities and reimagining service road use.
- Council felt more outreach was needed to understand community concerns about the changes.
- Many community concerns were specific to local interests, but overall data indicates positive traffic flow improvements.
- The changes aim to make Duke Street more efficient, alleviate congestion, and reduce cut-through traffic in neighborhoods.
- A previous pilot demonstrated improved traffic flow, reinforcing the need for changes.
- The proposed changes at key intersections (e.g., Duke Street and West Taylor Run) aim to enhance safety and accessibility for bus users.
- Changes are designed to improve overall traffic conditions, not just to create bike paths.
- Anticipates improved travel times for residents due to reduced congestion from the proposed changes.

Commissioner Catherwood

02:16:52

- The two civic association, Clover College Park and Taylor Run have taken different positions on this, and those two associations do not represent everyone in the communities.
- Many folks are vocal, but the neighborhoods impacted are not unified in one opinion.

Commissioner Kane:

- By changing the direction of these roadways, it makes the Taylor Run and Cambridge intersections much easier to have the traffic flow on them, so it will improve the intersections and improve the traffic flow for everybody.

Chair McMahon

02:18:49

- The timeline for design is being viewed as too ambitious, with suggestions that it could take a year and a half.
- It was agreed that staff would prepare a letter of support.

Motion for the chair and the staff to draft a letter in support of the decision made by advisory group and Traffic and Parking Board: Commissioner Catherwood

Second: Commissioner Manor

Motion carries 8-0

B. Protected Bike Lanes Updates

02:21:35

Commissioner Kane:

- Acknowledges the noticeable difference in riding conditions on King Street and Seminary due to the implementation of protected bike lanes.

Chair McMahon

02:23:27

- Proposes to organize a bike tour for council members to experience the protected bike facilities, which could serve as an educational field trip to enhance understanding of the changes.

9. Other Business

02:25:15

- The annual report was sent around in advance of the meeting

Chair McMahon

02:26:06

- Confirmed they conducted a thorough review of the attendance records to ensure accuracy and completeness

At 9:27 pm, the Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 16, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #4 – GRANT APPLICATION TO THE I-395/95 NVTC
COMMUTER CHOICE PROGRAM

ISSUE: Consideration of a letter of support for the DASH project applications for the FY 2026 – FY 2027 I-395/95 Commuter Choice Grant Program.

RECOMMENDATION: That the Transportation Commission adopt the Letter of Support (Attachment 1) for the two (2) I-395/95 NVTC Commuter Choice grant applications for enhanced bus service on DASH Lines 35 and 36A/B.

BACKGROUND: The I-395/95 Commuter Choice grant program was created to provide funding support for transportation projects that maximize person throughput in the corridor and improve overall mobility options. The program is managed by the Northern Virginia Transportation Commission (NVTC) and the Potomac Rappahannock Transportation Commission (PRTC), which oversee the distribution of roughly \$15 million in annual funding from I-395/95 Express Lane toll revenues.

In the first six years of the I-395/95 Commuter Choice program, DASH and the City have been awarded funding for two bus service enhancement projects: Line 35 (Van Dorn Metro to Pentagon via Beauregard Street) and Line 36A/B (Mark Center to Potomac Yard via Shirlington). Funding increased the service frequency, increased hours of operation, included specially branded buses and added real-time bus arrival displays. During the last cycle, DASH also received funding for the purchase of two 60-foot electric buses to be used to increase passenger capacity on Line 35. These buses are scheduled for delivery in early 2025.

As a result of these service improvements, Line 35 and 36A/B ridership has increased dramatically and they have been two of the more successful projects in the I-395/95 Commuter Choice program.

Line 35 service in West Alexandria has become the highest ridership route in the DASH system with over 6,000 boardings on a typical weekday. This represents roughly 1/3 of systemwide DASH weekday ridership. Weekend ridership on Line 35 has also increased with nearly 3,000 boardings on a typical Saturday or Sunday.

Line 36A/B service between Mark Center and Potomac Yard via Shirlington and Arlandria has also seen major ridership growth because of the service enhancements funded by this program. The average daily ridership on Line 36A/B has risen to 2,600 boardings on weekdays and 1,500 boardings on Saturdays and Sundays.

DISCUSSION: Staff propose to submit two applications for the FY 2026 – FY 2027 I-395/95 Commuter Choice Grant Program. The two applications are “continuation” grant applications that will enable DASH to continue to operate the enhancements in the two corridors that are currently receiving funding from a previous I-395/95 NVTC Commuter Choice Grant.

While the FY26 – FY27 project extensions represent a moderate increase in requested funds due to increased operations cost, these grants would enable DASH to continue to operate several key service improvements recommended in the 2022 Alexandria Transit Vision Plan (ATV) that would otherwise require a major increase to the annual operating subsidy from the City.

The following projects are being submitted for funding and are listed in recommended order of priority:

Project 1 – Enhanced Bus Service from Van Dorn Metro to Pentagon (Line 35) – Up to \$8,000,000

Project 1 is the proposed priority project (as it was in the first three rounds) and would fund the continuation of the service expansions for DASH “Line 35”, which operates parallel to I-395 in West Alexandria. With this request for up to \$8 million in funding over two years, Line 35 would continue to run every 10 minutes all-day on weekdays and every 15 minutes all-day on weekends. This project builds on recent ridership growth along the future West End Transitway corridor, could serve as a potential future source of operations funding for the transitway, and continues to support the goals and implementation of the ATV. No additional buses are required to operate this service since it is already operating. Line 35 service enhancements are expected to cost up to \$4,000,000 in FY 2026 and up to \$4,000,000 in FY 2027 for a two-year total of up to \$8,000,000.

Project 2 – Enhanced Bus Service from Mark Center to Potomac Yard (Line 36) – Up to \$5,000,000

Project 2 is the second priority project and would fund the continuation of the service expansions for DASH “Line 36A/B”, which operates parallel to I-395 in West Alexandria, Parkfairfax, Arlandria and Potomac Yard. With this request for up to \$5,000,000 in funding over two years, Line 36 A/B service would continue to run every 15 minutes all-day, seven days per week. This project builds on recent ridership growth along the Line 36A/B corridor, provides a strong connection to the new Potomac Yard-VT Metrorail Station, and continues to support the goals and implementation of the ATV Plan. No additional buses are required to operate this service since it is already operating. Line 36A/B service enhancements are expected to cost up to \$2,500,000 in FY 2025 and up to \$2,500,000 in FY 2027 for a two-year total of up to \$5,000,000.

ATTACHMENTS:

Attachment 1: Letter of Support

Attachment 2: Line 35 and 36A/B Route Maps



Alexandria Transportation Commission
301 King Street

www.alexandriava.gov

Alexandria, VA 22314

Phone: 703.746.4025

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

October 16, 2024

Re: Endorsement of Application for FY26-FY27 I-395/95 NVTC Commuter Choice Grant

Dear Mayor Wilson and Members of City Council:

At its October 16, 2024, meeting, the Transportation Commission voted to endorse the City's proposed I-395/95 Commuter Choice Grant applications. The proposals seek a total of up to \$13,000,000 over a two-year period for the continuation of service enhancements on two DASH routes in the new 2022 Alexandria Transit Vision (ATV) Plan that provides important transit connections for the West End, and the I-95/395 corridor.

The proposed top priority project, "DASH West End – Pentagon Bus Service Enhancements", would allow DASH to continue to provide weekday, Saturday, and Sunday service enhancements for the new DASH "Line 35." This route provides frequent, all-day service in West Alexandria from the Van Dorn Metro to the Pentagon via Beauregard Street. This project will continue to build on major recent ridership growth in West Alexandria along the planned West End Transitway corridor, maintain a potential future source of operations funding for the transitway, and support the implementation of the 2022 ATV Plan. Total project cost for FY 2026 – 2027 is roughly \$8,000,000, or \$4,000,000 per year.

The second-priority project, "DASH West End – Potomac Yard Bus Service Enhancements", proposes to continue the weekday, Saturday, and Sunday service enhancements for "Line 36." "Line 36" provides service to key destinations along the I-395 corridor including the Mark Center, Shirlington, Arlandria, and the Potomac Yard Metro Station. The total two-year cost of the project is \$5,000,000, or \$2,500,000 per year.

The Commission recommends that Council support these grant requests.

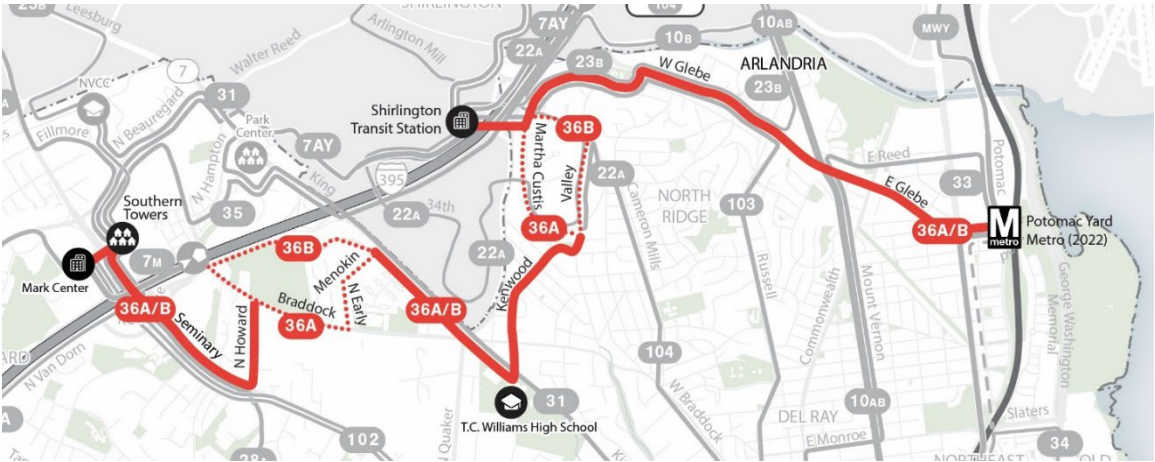
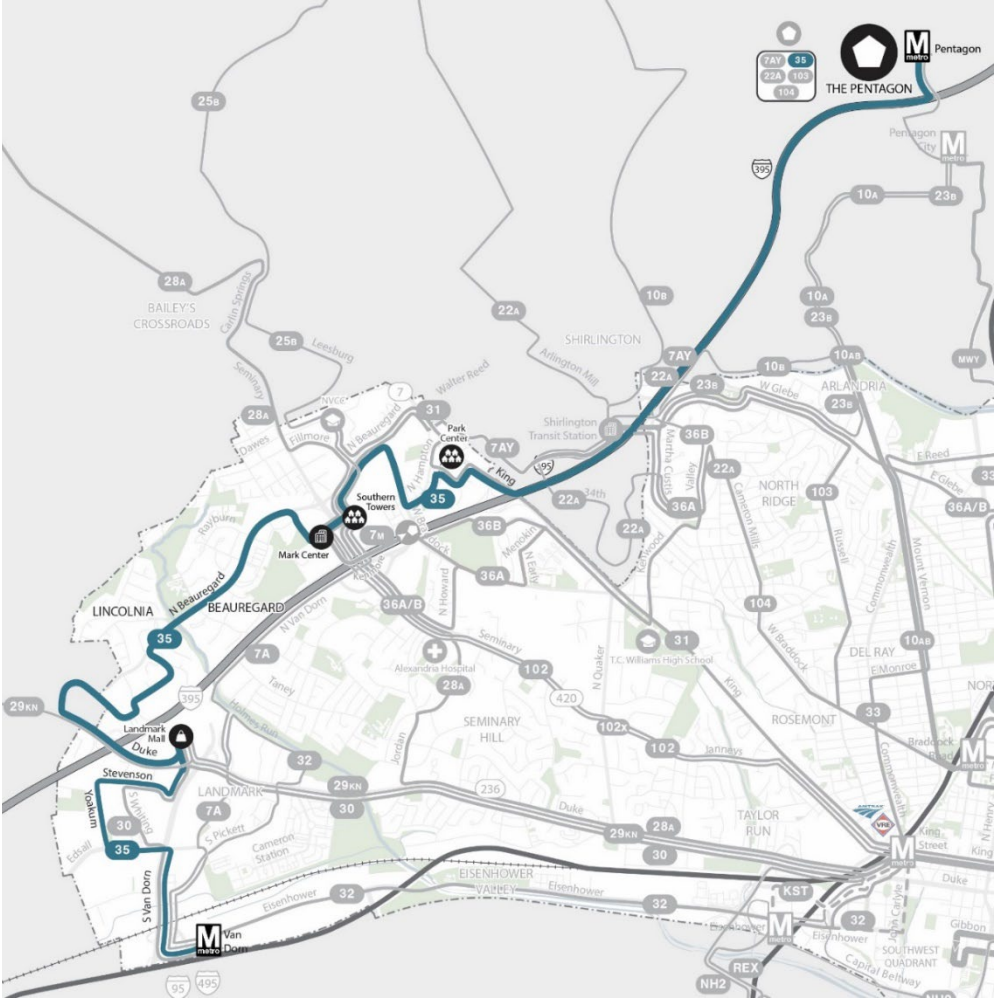
Sincerely,

Melissa McMahon
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
City Manager James Parajon,
Adriana Castañeda, Director T&ES
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Division Chief, T&ES
Jordan Exantus, Transit Program Manager, T&ES

DRAFT

Line 35 & 36A/B Route Maps



City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 16, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – COMPLETE STREETS, VISION ZERO & SAFE ROUTES TO SCHOOL ANNUAL UPDATE

ISSUE: Staff update to the Transportation Commission on the Complete Streets, Vision Zero and Safe Routes to School programs.

RECOMMENDATION: That the Transportation Commission receive the update.

BACKGROUND: In 2017, the City adopted the Vision Zero Action Plan to support the goal of eliminating traffic fatalities and severe injuries in Alexandria by 2028. Each year, staff provides a progress report on the Vision Zero, Complete Streets and Safe Routes to School Programs.

DISCUSSION: In 2023, the City ended the calendar year with zero traffic fatalities for the first time since adopting its Vision Zero Action Plan. There were 17 severe injuries in 2023. Of the fatal and severe crashes that occurred between 2019 and 2023, nearly two-thirds were pedestrian or angle crashes.

Staff continues to advance key projects to improve mobility, access, and traffic safety for all road users. Key project highlights from Fiscal Year 2024 include:

- Selecting a preferred concept alternative for the Mount Vernon Avenue North Complete Streets Project.
- Implementing the City's first neighborhood slow zone.
- Advancing corridor safety improvements on Eisenhower Avenue, South Pickett Street, Holland Lane, and King Street.
- Installing the City's first contraflow bicycle lane.
- Upgrading existing bike lanes to separated bike lanes.
- Launching the City's first school zone speed camera program.
- Completing Safe Routes to School Walk Audits for the five remaining ACPS schools.

This summer, staff updated the Complete Streets Five Year Plan for Fiscal Year 2025-2029 (Attachment 1). Notable changes include the addition of several corridor improvement projects,

including Glebe Road, Braddock Road, North Howard Street, and more. Work on projects identified for Fiscal Year 2025 is underway.

ATTACHMENTS:

Attachment 1: Updated Complete Streets Five Year Plan, FY 2025-2029



Complete Streets Five-Year Work Plan

Fiscal Years 2025-2029

Last Updated: June 2024



Project Name	Phase(s)	Description	FY25	FY26	FY27	FY28	FY29	Grant Funded	AMP	SRTS	Vision Zero	Repaving
Eisenhower Avenue Corridor Improvements	P D C	Plan corridor improvements on Eisenhower Avenue between South Van Dorn Street and Holland Lane and implement interim treatments.						✓	✓		✓	
West End High-Crash Intersection Audits	P D C	Evaluate high-crash intersections on three corridors (King Street, Seminary Road, South Van Dorn Street) and identify potential safety improvements.						✓	✓	✓	✓	
Old Cameron Run Trail	P D C	Install a new multi-use trail along Old Cameron Run between Hooff's Run Drive and South Payne Street.						✓	✓			
North Beauregard Street Multi-Use Trail	P D C	Install a new multi-use trail between Berkeley Street and Fillmore Avenue.						✓	✓		✓	
Mount Vernon Trail Improvements at East Abingdon Drive	P D C	Install a curb extension to widen the Mount Vernon Trail and meet minimum trail standards.						✓	✓		✓	
Mount Vernon Avenue North	P D C	Implement intersection safety improvements on Mount Vernon Avenue between Glebe Road and Four Mile Road.						✓	✓		✓	
South Patrick Street Median Improvements	P D C	Widen the median on South Patrick Street between Wolfe Street and Franklin Street to calm traffic and improve safety.						✓	✓	✓	✓	
Seminary Road/North Howard Street Safety Improvements	P D C	Implement intersection safety improvements.						✓	✓		✓	
King Street-Bradlee Improvements (Interim)	P D C	Implement near-term safety improvements on King Street in front of Bradlee Shopping Center.						✓	✓		✓	



P=Planning D=Design
Phase Included in Timeline

C=Construction
 Phase Not Included in Timeline

AMP=Alexandria Mobility Plan

SRTS=Safe Routes to School

Project Name	Phase(s)	Description	FY25	FY26	FY27	FY28	FY29	Grant Funded	AMP	SRTS	Vision Zero	Repaving
Access Improvements at Landmark	P D C	Install a new multi-use trail connection next to the redeveloping Landmark Mall site.						✓	✓		✓	
Duke Street/Route 1 Intersection Improvements (Interim)	P D C	Implement near-term intersection safety improvements, including No Turn on Reds and slip lane modifications.							✓		✓	
Safe Routes to School Crossing Improvements	P D C	Install curb extensions, medians, and crosswalks near Patrick Henry, Mount Vernon, Jefferson-Houston, and Samuel Tucker schools.						✓	✓	✓	✓	
Telegraph Road Pedestrian & Bicycle Improvements Study	P D C	Study future multimodal access opportunities for Telegraph Road.						✓	✓		✓	
South Van Dorn Street Bridge Improvements	P D C	Add pedestrian and bicycle infrastructure to the South Van Dorn Street bridge over the railroad tracks.						✓	✓		✓	
King/Commonwealth Bridge Streetscape Improvements	P D C	Plan streetscape improvements on King Street and on Commonwealth Avenue underneath the Metro bridges as part of the bridge replacement project.							✓		✓	
West End Transitway	P D C	Implement fast, reliable, comfortable Bus Rapid Transit service on the West End.						✓	✓			
Duke Street Transitway	P D C	Implement fast, reliable, comfortable Bus Rapid Transit (BRT) service on Duke Street between Landmark and King Street Metro.						✓	✓		✓	
Duke Street/West Taylor Run Improvements	P D C	Modify the interchange to reduce traffic congestion, improve safety, and enhance quality of life.						✓	✓		✓	



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Project Name	Phase(s)	Description	FY25	FY26	FY27	FY28	FY29	Grant Funded	AMP	SRTS	Vision Zero	Repaving
Beaugard Trail Adjacent Wayfinding + Safety Improvements	P D C	Implement minor safety and wayfinding improvements in conjunction with the Beaugard Street Multi-Use Trail project.							✓		✓	
South Pickett Street Corridor Improvements	P D C	Implement mobility, access, and safety improvements on South Pickett Street between Duke Street and Edsall Road.							✓	✓	✓	
Holland Lane Corridor Improvements	P D C	Evaluate and implement corridor improvements to enhance mobility, access, and safety between Duke Street and Eisenhower Avenue.							✓		✓	✓
Old Cameron Run Trail Wayfinding	P D C	Install wayfinding to guide trail users to/from the new Old Cameron Run Trail.							✓			
Holmes Run Parkway Bicycle Sharrows	P D C	Implement bicycle shared-lane markings on Holmes Run Parkway.							✓			
East Abingdon Drive Bike Lanes	P D C	Install a two-way bike lane on East Abingdon Drive to link the two ends of the Mount Vernon Trail and improve safety.							✓		✓	
Old Dominion Boulevard Bike Lanes	P D C	Extend the bicycle lanes on Old Dominion Boulevard to north of Glebe Road.							✓		✓	
Edsall Road Corridor Improvements	P D C	Develop mobility, access, and safety improvements on Edsall Road between South Pickett Street and the City boundary.						✓	✓	✓	✓	
Yoakum Parkway Corridor Improvements	P D C	Develop mobility, access, and safety improvements on Yoakum Parkway between Stevenson Avenue and Edsall Road.							✓		✓	



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Project Name	Phase(s)	Description	FY25	FY26	FY27	FY28	FY29	Grant Funded	AMP	SRTS	Vision Zero	Repaving
Mill Road Corridor Improvements	P D C	Develop mobility, access, and safety improvements on Mill Road between Eisenhower Avenue and Mill Road/Jamieson Avenue.							✓		✓	✓
Madison Street Bicycle Lanes	P D C	Evaluate potential for bicycle lanes on Madison Street between Braddock Road Metro and the Mount Vernon Trail.							✓		✓	✓
Braddock Road & North Howard Street Corridor Improvements	P D C	Develop mobility, access, and safety improvements on West Braddock Road and on North Howard Street.							✓	✓	✓	
Quaker Lane Sidepath Feasibility Assessment	P D C	Evaluate future potential for a shared-use path along Quaker Lane.							✓		✓	
South Jordan Street Improvements	P D C	Develop and implement traffic calming treatments on South Jordan Street.							✓		✓	
Glebe Road Corridor Improvements	P D C	Develop mobility, access, and safety improvements on the Glebe Road corridor.							✓	✓	✓	
Beauregard Sidewalk/Trail Feasibility Study	P D C	Evaluate future potential for providing a sidewalk or shared-use path on North Beauregard Street west of Armistead Street.							✓		✓	
Green Street Sidewalk South Royal Street to South Fairfax Street	P D C	Install a new sidewalk on Green Street between South Royal Street and South Fairfax Street.							✓		✓	
Slaters Lane Sidewalk & Crossing Improvements	P D C	Provide a sidewalk on Slater's Lane west of Powhatan Street and implement crossing improvements.							✓		✓	



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SRTS=Safe Routes to School

Project Name	Phase(s)	Description	FY25	FY26	FY27	FY28	FY29	Grant Funded	AMP	SRTS	Vision Zero	Repaving
Taney Avenue Sidewalk <i>N Furman Street to North Early Street</i>	P D C	Develop and install a sidewalk on Taney Avenue where one is currently missing.							✓		✓	
Potomac Yard Trail/Braddock Road Metro Access Improvements	P D C	Develop and install treatments to improve access and safety on Braddock Road between Mount Vernon Avenue and North West Street.							✓	✓	✓	
Holmes Run Trail Access Improvements at Gordon Street	P D C	Improve access to the Holmes Run Trail at South Gordon Street.							✓		✓	
Holmes Run Trail/Landmark Trail Connection Feasibility Assessment	P D C	Evaluate future potential to connect the Holmes Run Trail to the redeveloping Landmark Mall site.							✓		✓	
William Ramsay Safe Routes to School Project	P D C	Implement safety improvements on Sanger Avenue north of Beauregard Street.							✓	✓	✓	✓
Safe Routes to School Spot Improvements	P D C	Implement spot improvements to enhance mobility, access, and safety near schools.							✓	✓	✓	
Sanger Avenue Corridor Improvements	P D C	Implement corridor improvements to enhance mobility, access, and safety for all travel modes.							✓	✓	✓	
Mount Vernon Community School Safe Routes to School Project	P D C	Implement Safe Routes to School improvements near Mount Vernon Community School.							✓	✓	✓	
Future SRTS Project	P D C	Implement Safe Routes to School improvements. Location to be determined.							✓	✓	✓	
Parkfairfax Traffic Calming	P D C	Implement traffic calming treatments at key locations in Parkfairfax.							✓		✓	



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Project Name	Phase(s)	Description	FY25	FY26	FY27	FY28	FY29	Grant Funded	AMP	SRTS	Vision Zero	Repaving
Second Street Bike Lanes	P D C	Implement bike lanes on Second Street where excess roadway capacity exists.							✓			✓
Metro Road Improvements	P D C	Implement safety and access improvements on Metro Road.							✓			✓
South Whiting Street Pedestrian Improvements	P D C	Improve crossing opportunities on South Whiting Street.							✓		✓	✓
Cameron Mills Road Traffic Calming	P D C	Provide traffic calming on Cameron Mills Road.							✓	✓	✓	
Taney Avenue Traffic Calming	P D C	Provide traffic calming on Taney Avenue.							✓	✓	✓	
Wheeler Avenue Crosswalks	P D C	Install crosswalks at key locations on Wheeler Avenue.							✓		✓	
Duke Street Turn Calming	P D C	Implement turn calming treatments on Duke Street between North Ripley Street and Jordan Street.							✓		✓	
Glebe/Montrose/Ashby Intersection Improvements	P D C	Design and install a roundabout at the intersection of Glebe Road/Montrose Avenue/Ashby Street.						✓	✓	✓	✓	
Seminary West Safety Study	P D C	Evaluate feasibility of corridor safety improvements on Seminary Road west of North Beauregard Street.						✓	✓		✓	
No Turn on Reds & Leading Pedestrian Intervals	P D C	Develop an updated policy on No Turn on Reds and implement at key locations.							✓		✓	
School Speed Camera Expansion	P D C	Expand the existing school speed camera program and evaluate the need for cameras in high-crash areas.							✓	✓	✓	
Red Light Camera Expansion	P D C	Expand the City's red-light camera program to key intersections.							✓		✓	



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Notes

- This plan considers priority projects identified in the [Alexandria Mobility Plan](#).
- This plan is intended to be resource-constrained, considering available budget and staff capacity.
- The goal of this plan is to make continuous improvement across multiple program areas and need categories.
- This plan prioritizes making improvements in an equitable manner.
- This is a living plan that is *subject to change* based on evolving circumstances, such as available resources, community engagement processes, land development, etc.
- The programs noted below have an annual project selection process, thus outyear projects may not be shown on this five-year plan.
 - Vision Zero
 - Complete Streets Projects with Street Resurfacing
 - Neighborhood Transportation Improvements
 - Neighborhood Sidewalks
 - Alex311 Requests/Spot Improvements

*City of Alexandria,
Virginia*

MEMORANDUM

DATE: OCTOBER 16, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #6 – CITY BUDGET PRIORITIES

ISSUE: The City Manager has requested Boards and Commissions provide input in advance of the development of the FY26 City Budget.

RECOMMENDATION: That the Transportation Commission provide input on budget priorities.

BACKGROUND: Every year, the Transportation Commission receives a request for City budget priorities. For reference, last year the Transportation Commission articulated the following City budget priorities for the FY25 budget:

1. **Community Connection**, which provided increased funding for Library community outreach, City Clerk’s Office record Management and a BCC stipend program for young Alexandrians. The budget also funded a dedicated shuttle service at the Del Pepper West End Service Center.
2. **Employee Attraction and Retention**. Ensuring the City is the “Employer of Choice” by committing funding for collective bargaining agreements for Fire, Policy, and Lanor Trades groups, addressing pay competitiveness, and conducting cyclical compensation studies on a regular four-year cycle.
3. **Housing Opportunities**. Increasing quality housing and its availability at a range of price points.
4. **Eliminate Community Disparities**. Budget provided funds to support increased teacher compensation. And to support food security in Alexandria, the budget provides funds to hire a Food Security Coordinator and support community-based food hubs.
5. **Economic Strength**. Continued operational support for Alexandria Economic Development Partnership and Visit Alexandria to focus efforts on attracting catalyst developments that built on the initiative of investing in neighborhood-defining projects, along with increased regional and national marketing support, and funding for an Economic Sustainability Summit.

DISCUSSION: The City Manager expects the FY26 City budget to be a challenging fiscal year as the City (1) continues to navigate the financial sustainability of the CIP (2) address issues through investment in employee compensation, race and equity social initiatives, public safety programs, and investment in education (3) maintain and stabilize affordable housing (4) build the City's economic strength through diversification of the tax base and (5) address the need to reduce required borrowing and associated debt service.

The City Manager is requesting these priorities by November 1. Staff will incorporate feedback provided through this discussion into a draft letter to be endorsed by the Chair.

ATTACHMENTS:

Attachment 1: City Manager Budget Letter FY26

Attachment 2: City Manager Budget Letter FY25



OFFICE OF THE CITY MANAGER
301 King St., Suite 3500
Alexandria, VA 22314

James F. Parajon
City Manager

703.746.4300

September 30, 2024

Dear City Board, Committee, and Commission Chairs,

I would like to thank you for bringing your passion, expertise and leadership to one of our City boards, committees and commissions. Your dedicated service helps represent the voices of our community throughout the budget process. Your experience and knowledge are an integral part of the policy development process in our city. As a part of an advisory body, your research and recommendations respond to changing conditions in the City as we continue to grow and strive to meet the expectations of the residents we serve.

The FY 2025 budget and CIP adopted in May were guided by City Council's priorities, and while they evolve to complement our community's needs, they remain grounded in Community Connection, Employee Retention & Attraction, Increased Diverse Housing Opportunities, the Elimination of Community Disparities, and Building Economic Strength.

These targeted investments represent important and emerging issues identified by City Council, many of the boards, committees and commissions, department staff, and our residents. Examples of the FY 2025 budget's investments in these key areas include:

- **Community Connection:** The budget provides increased funding for Library community outreach, City Clerk's Office record management and a BCC stipend program for young Alexandrians. The budget also funds a dedicated shuttle service at the Del Pepper West End Service Center.
- **Employee Attraction and Retention:** Ensuring the City is the "Employer of Choice" by committing funding for collective bargaining agreements for Fire, Police, and Labor and Trades groups, continuing to focus on compensation adjustments for non-collectively bargained City employees, addressing pay competitiveness and retention for direct client facing mental health positions, and conducting cyclical compensation studies on a regular four-year cycle.
- **Housing Opportunities:** Increasing quality housing and its availability at a range of price points by continued commitment to increasing affordable housing with the additional funds for approved, unfunded projects in the affordable housing pipeline. We continue to invest in providing affordable housing and eviction prevention funding.
- **Eliminate Community Disparities:** As a part of the City's commitment to youth education, safety, and wellness the budget provides funds to support increased teacher compensation to strengthen recruitment and retention efforts and additional funding for ACPS' CIP projects, specifically George Mason and Cora Kelly. To support food security in Alexandria, the budget provides funds to hire a Food Security Coordinator and support community-based food hubs. The budget also provides increased funding for senior services and youth safety and resilience.

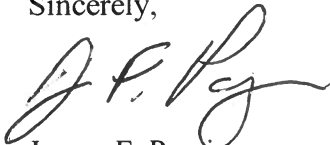
- **Economic Strength:** Continued operational support for Alexandria Economic Development Partnership and Visit Alexandria to focus efforts on attracting catalyst developments that build on the initiative of investing in neighborhood-defining projects, along with increased regional and national marketing support, and funding for an Economic Sustainability Summit.

FY 2026 looks to be a challenging fiscal year as we (1) continue to navigate the financial sustainability of the Capital Improvement Program, (2) address issues through investments in employee compensation, race and equity social initiatives, public safety programs and investment in education (3) maintain and stabilize affordable housing (4) build the City's economic strength through diversification of our tax base and (5) address the need to reduce required borrowing and associated debt service.

Your valuable knowledge and expertise are essential as we prepare for the challenges ahead. I would appreciate input on the priorities of your board, committee, or commission to help inform my budget priorities and decision making. Specifically, it would be helpful to know the policy and programmatic areas under your respective purview that are the highest priorities for continued funding in light of limited resources. As was the case in FY 2025, beyond the debt service pressure, I see ongoing budget focus on financial sustainability, investment in our students and school facilities, housing, behavioral health support, ensuring a transparent and open government, and community engagement in FY 2026, as well as focusing on improving the City's competitive position in attracting and retaining employees. Your feedback will assist City staff in developing budget proposals that support the priorities of our community at large.

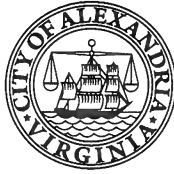
Please provide feedback to me, coordinated through your staff liaison, by **Friday, November 1, 2024**. There will be additional opportunities to provide input in the budget process through the department for which you provide advice and counsel and at the budget public hearing in March. Thank you in advance for thoughts on your board, committee, or commission's priorities as the City begins the development of the FY 2026 budget.

Sincerely,



James F. Parajon
City Manager

cc: The Honorable Mayor and Members of City Council
Morgan Routt, Director, Office of Management & Budget
Department Heads
Staff Liaisons to Boards, Committees and Commissions



OFFICE OF THE CITY MANAGER
301 King St., Suite 3500
Alexandria, VA 22314

JAMES F. PARAJON
City Manager

703.746.4300
Fax: 703.838.6343

September 14, 2023

Dear City Board, Committee, and Commission Chairs,

I would like to thank you for bringing your passion, expertise and leadership to one of our City boards, committees and commissions. Your dedicated service helps represent the voices of our community throughout the budget process. Your experience and knowledge are an integral part of the policy development process in our city. As a part of an advisory body, your research and recommendations respond to changing conditions in the City as we continue to grow and strive to meet the expectations of the residents we serve.

The FY 2024 budget and CIP adopted in May provided funding for initiatives that build on Alexandria's accomplishments; addressing current and developing matters; making city services more accessible to those who need help the most; and promoting equity through programs aimed at maximizing Alexandria's affordability and accessibility. It also meets goals that maintain and strengthen current infrastructure and continue the City's investment in school facilities.

These targeted investments represent important and emerging issues identified by City Council, many of the boards, committees and commissions, department staff, and our residents. Examples of the FY 2024 budget's investments in these key areas include:

- **Public Safety:** Investing in our public safety areas to maintain a safe and secure community with the addition of staff for the Commonwealth Attorney, for Body Worn Cameras, increased fire department staffing and other funding to support our police and sheriff departments.
- **Affordable Housing:** Providing Diverse Housing Opportunities through funding for eviction prevention, affordable housing construction and a Housing Analyst position to assist residents with housing instability and landlord tenant activities.
- **Multi-lingual Community Engagement:** Allocating funding for community engagement opportunities with Community Cooks-out, City Council town halls, staffing for hybrid public meetings and multi-lingual accessibility. This funding builds upon the Council's efforts last year to revamp the City's community engagement strategy.
- **Our Youth and Families:** Supporting Youth and Families by expanding Parks and Recreation classes and camps; Expanding staffing for early childhood programs; including, a Senior Therapist for the Parent and Infant Education (PIE) program; and providing administrative support for the Health Department Teen Wellness Center.

- **Economic Development Growth:** Fostering Economic Development through continued diverse small business support and continued support for the catalyst Landmark Mall Redevelopment.
- **Staff Retention and Recruitment:** Ensuring the City is the “Employer of Choice” by committing funding for collective bargaining agreements with PBA and IAFF, continuing to focus on compensation adjustments, and support for targeted staffing studies.
- **Climate Action:** Responding to our climate crisis by fully funding the new Office of Climate Action, investing in upgrading facilities, and an additional Urban Forester position to support the augmentation of our tree canopy.

FY 2025 looks to be an ambitious fiscal year as we (1) continue to navigate the financial sustainability of the Capital Improvement Program, (2) address issues through investments in employment compensation, race and equity social initiatives, public safety programming and investing in education (3) maintain and stabilize affordable housing and (4) address the need to reduce required borrowing and associated debt service due to recent and planned investments in School and City projects.

Your valuable knowledge and expertise are essential as we prepare for the challenges ahead. I would appreciate input on the priorities of your board, committee, or commission to help inform my budget priorities and decision making. Specifically, it would be helpful to know the policy and programmatic areas under your respective purview that are the highest priorities. As was the case in FY 2024, beyond the debt service pressure, I see ongoing budget focus on recovery, investing in our students and school facilities, housing, behavioral health support, ensuring a transparent and open government, and community engagement in FY 2025, as well as focusing on improving the City’s competitive position in attracting and retaining employees. Your feedback will assist City staff in developing budget proposals that support the priorities of our community at large.

Please provide feedback to me, coordinated through your staff liaison, by **Friday, November 3, 2023**. There will be additional opportunities to provide input in the budget process through the department for which you provide advice and counsel and at the budget public hearing in March. Thank you in advance for thoughts on your board, committee, or commission’s priorities as the City begins the development of the FY 2025 budget.

Sincerely,



James F. Parajon
City Manager

cc: The Honorable Mayor and Members of City Council
Morgan Routh, Director, Office of Management & Budget
Department Heads
Staff Liaisons to Boards, Committees and Commissions

City of Alexandria, Virginia

MEMORANDUM

DATE: October 16, 2024
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION
SUBJECT: AGENDA ITEM # 8 – WRITTEN ITEMS

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the written items.

A. King Street-Bradlee Safety and Mobility Enhancements Project

At its October 8 Legislative Hearing, City Council voted to approve the project recommendation to convert a portion of the King Street Service Road from two-way to one-way (westbound) traffic with a transit lane between South Taylor Street and Menokin Drive. This action was subsequent to Council's June 25 Public Hearing where Council authorized staff to apply for up to \$20 million in grant funding through SMART SCALE. Both the conversion of the two-way access road to one-way (westbound) and additional improvements including the installation of a dedicated cycle track, wider sidewalks, stormwater treatment and improved roadway design were approved by the Traffic and Parking Board at their June meeting.

Staff submitted a SMART SCALE application this fall for construction funding which would be available in FY2032. The project will receive initial scoring in January 2025 and staff expects to receive a formal notification in June 2025 regarding a funding decision.

B. Celebrate National Drive Electric Week

To celebrate National Drive Electric Week (September 27 – October 6, 2024), the City hosted two Electric Vehicle (EV) Ride and Drive events, one for the public and one for City staff.

The public EV Ride and Drive was held Saturday, September 28 at Chinguapin Park. The Ride and Drive featured vehicles that the public could test drive from five local dealerships – Cadillac, Hyundai, Ford, GM, Hyundai, and Volvo. The event also featured electric micromobility devices, such as E-bikes and scooters from local bike shops, Pedego, Strictly E-bikes, and Trek, as well as two of the City's micromobility operators, Capital Bikeshare and Lime. City staff from the GO Alex team tabled at the event to support the Capital Bikeshare test rides and to provide

information on GO Alex's services. Electric buses from DASH and ACPS were also on display. The event was well attended, with nearly 100 EV test rides conducted across all five dealerships. Several attendees came to the event specifically to try out E-bikes and scooters, and the local bike shops and dockless mobility operators had consistent test rides throughout the event. Participants shared the excitement to have the opportunity to test drive different EVs in one place, and get their questions answered about EV operation, charging, and incentives.

The City staff EV Ride and Drive was held Wednesday, October 2. The goal of the event was to allow City staff to familiarize themselves with the EVs that the City currently operates in its fleet, to give them confidence in using EVs in the motor pool and to prepare them for the City introducing more EVs into the fleet in the future. The Environmental Action Plan includes a goal for the City fleet to be 100% zero-emission by 2040, therefore more staff will drive EVs in the course of their job responsibilities. Different EVs currently in the City's fleet were available for test drives, including a Nissan Leaf, Ford Escape Plug-in Hybrid, Ford E-Transit, Ford MachE, Ford Lightning, and the Cenntro Teemak. A local Nissan dealership also provided a Nissan Ariya for test drives. DASH provided a battery electric bus for display. GO Alex also tabled the event and coordinated Capital Bikeshare E-Bikes test rides, and provided information on how City staff can obtain a free Capital Bikeshare membership. This was the second year this event was held. The City plans to keep this an annual event to ensure new staff have the opportunity to test out the City's EVs.