



Transportation Commission Meeting

January 22, 2025

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 November 18 meeting | 7:05-7:07 |
| 3. Discussion Item: Joint VPRA and City Update on Rail Projects | 7:07-7:40 |
| 4. Public Hearing: Consideration of Grant Application to the MWCOG Regional Road Safety Program and the Transportation and Land Use Program | 7:40-8:00 |
| 5. Discussion Item: Alexandria Mobility Plan Implementation Update | 8:00-8:20 |
| 6. Discussion Item: Draft 2025 Annual Workplan and Calendar | 8:20-8:40 |
| 7. Commissioner Updates | 8:40-8:50 |
| 8. Written Items | 8:50-8:55 |
| A. WMATA Budget | |
| B. USDOT Smart Grant | |
| C. 200 Block of King Street Update | |
| D. Better Bus Network Redesign | |
| 9. Other Business | 8:55-9:00 |

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

Next Meeting: WEDNESDAY, February 19, 2025

The January 22, 2025, 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 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 1/22/2025 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
November 20, 2024
7:02 p.m.

MINUTES

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

Staff Present: Christopher Ziemann – Transportation Planning Division Chief, Emilie Wolfson – Long Range Transportation Program Manager, Ryan Freed, Climate Action Officer

Audio/Visual presentation is available online:

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

Chair McMahon called the Transportation Commission **VIRTUALLY** meeting at 7:02 p.m.

1. **Public Comment Period** **00:01:36**

2. **October Minutes** **00:17:20**

Note: October minutes approval vote took place **after Agenda Item 3 was discussed.*

Motion to approve minutes for the October 16th Meeting: Commissioner McManus

Second: Commissioner Maslanka

Motion Carries 6-0 (Commissioners Kane & Lovain* Abstaining)

Note: Vote count above reflects a tally correction made at timestamp **00:32:38*

3. **Item 3: Eco-City Homes** **00:08:03**

Ryan Freed presented information on the City’s new Eco-City Homes initiative. Eco-City Homes is a central hub for all things home sustainability, offering resources to help save money and energy and have a comfortable and healthy home, including information on how to qualify for up to thousands of dollars in tax incentives. There’s also a recognition program to celebrate actions that Alexandrians are already taking.

4. **Public Hearing: FY2031 CMAQ/RSTP Grant Application** **00:20:17**

Christopher Ziemann provided a summary of the 2031 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Grant Application: two separate but related grant programs involving similar dollar amounts. \$2M is being requested for Safe Routes to School, for which the City conducted 17 School Walk Audits and made 331 Recommendations, half of which have been completed. Also seeking \$3.5M for Citywide Bus Bulbs at several stops.

RECOMMENDATION: That the Commission endorse the submission of the funding request.

Questions:

Commissioner Kane

00:24:14

-Q: Is the reason additional funding was not requested this year for Capital Bikeshare that funding allocated for FY 2026 has not yet been spent and monies remain? **A:** Yes.

-Q: Will decisions about where to install bus bulbs be coordinated with the effort to extend bike lanes? Is consideration being given to stops where installation might conflict with space which otherwise could've served as a bike lane? **A:** Yes, efforts are being coordinated and the interests of each will be considered.

Commissioner Beattie

00:25:55

-Q: Under the direction of the approval criterion for CMAQ - reducing air emissions – what's the threshold for evaluating the contributions of these recommendations in relation to what the City has focused on with CMAQ funding over the past few years? How do you meet that criterion with this recommendation, and what's the overall evaluation metric when it comes to addressing air emissions?

-A: There's a federal template to calculate this formula, which NVTA assists in completing. When the money is awarded, the City will use that process again, depending on the funding source.

Motion to accept Staff's Recommendation to endorse the submission of the FY2031 CMAQ/RSTP funding request: Commissioner Maslanka **00:28:12**

Second: Commissioner Beattie

Motion Carries 8-0

***Note:** *Vote on motion taken at timestamp 00:33:28 (after Public Comment period for this Agenda item)*

Public Comment Period

00:30:47

Motion to Close Public Comment: Commissioner Kane **00:31:54**

Second: Commissioner Manor

Motion Carries 8-0

5. Public Hearing: FY2026 DRPT Grant Applications

00:34:05

Christopher Ziemann explained that the Department of Rail and Public Transportation grants and reimbursement program is an annual application.

RECOMMENDATION: That the Commission endorse the submission of FY 2026 DRPT funding request.

Questions/Discussion

00:41:10

Commissioner Kane -Q: We've raised the possibility of collecting data from students before, but the thinking was that it was too hard - how do they plan to collect the data effectively for this project? **-A:** Participating students would receive a free SmarTrip card, so they would tap in and out each time they use it.

Chair McMahon -Q: It would be a specialty type of card, designating the riders as students? **-A:** Yes

Commissioner Kane -Q: Is the only data collected from students for travel to and from school? Would collected data be limited to place and time, so students wouldn't be queried for personal information? **-A:** The students would not be limited to using the card to get to school; data would also be collected for travel after school/on weekends. No students would be queried, and no personal data collected – usage data would be anonymized and limited to travel points/times.

Commissioner Manor Q: What type of feedback do you get on DASH service? **-A:** People love DASH

and are voting with their feet – hitting ridership records every year.

Commissioner Beattie: Q: The DASH facility on Business Center Drive is portrayed as a major expansion project, yet also designated as an urgent repair. How urgent are the repairs, and what's the timeline to undertake them? **-A:** DASH is working on electrification of the facility and building a roof deck. They are making urgent improvements while also expanding and building out their facility. Any issue posing a safety risk or impacting service would be addressed immediately. We're close to completion of the engineering design, so construction should begin in the next year or two. **Q:** So, this would be both another source of funding and to cover anticipated higher costs once the project begins? **A:** Yes

Chair McMahan:

-Operations Assistance for acceleration of the electric bus conversion: replacing with electric (not clean diesel) is consistent with City's energy performance goals.
-Appreciate free student fare program from the perspective of behavior change and habit influence –
-Importance of CAP Strategic Plan: transportation demand initiatives across region have historically been focused on peak hour behavior and are likely out of date in a post-COVID, hybrid work environment - need current demand management strategies aligned with people's actual lifestyles. It's also an important line of communication with the State and various agencies.

Public Comment Period 00:49:39

Motion to Close Public Comment: Commissioner Kane 00:50:51
Second: Commissioner Manor
Motion Carries 8-0

Motion to accept Staff's Recommendation to endorse the submission of the FY 2026 DRPT State Aid funding request: Commissioner Kane 00:51:22
Second: Commissioner Beattie
Motion carries 8-0

6. Commissioner Updates 00:52:28

Commissioner Beattie 11/18 Environmental Policy Commission Meeting Updates 00:52:40
-There's an active proposal to convert the DSUP Victory Center site on Eisenhower Ave into about 300 affordable housing units. During discussions, I noted the distinct lack of access to surrounding natural areas there, and was pleased to hear that planning staff had reached out to Norfolk Southern to try to get around previous resistance to plans to improve pedestrian access to the north.

Chair McMahan 00:56:16
-There is an active public survey right now about conceptual designs/renovation of Market Square which closes on November 25, likely the first of many input opportunities.

Commissioner Kane 00:56:49
-In our unfunded long-term transportation projects, there's a plan for a pedestrian/bicycle bridge across Cameron Run Creek near Victory Center site - it just needs money and Norfolk Southern approval.

Commissioner Beattie 00:57:34
-Provided comments on the Cameron Run Creek near Victory Center site.

Commissioner Catherwood 00:59:03
-Did not provide any updates.

- Commissioner Kane** Traffic & Parking Board Updates **00:59:09**
 -Speed camera program: at the three locations where speed cameras are installed, speeds have declined. Still writing lots of tickets but 82% of citations issued to non-Alexandria residents. City is beginning the process of installing three more speed safety cameras. New locations will be announced this fall.
 -Initial safety assessments of Edsall Road, Yoakum Parkway, Sanger Avenue & Mill Road being conducted. The challenge with Sanger is tight passage under interstate - strong desire for improvements there.
- Commissioner Lovain** **01:02:06**
 -Did not provide any updates.
- Commissioner Manor** **01:02:10**
 -Did not provide any updates.
- Commissioner Maslanka** **01:02:16**
 -Did not provide any updates.
- Commissioner McManus** **01:03:17**
 -Rode the 8W today - full of Pentagon service people & students.
- Chair McMahan** Planning Commission Meeting Notes **01:04:17**
 -The AlexWest Small Area plan is critical from a transportation perspective
 -Townhomes in West End: Controversy we heard in Planning Commission was about existing neighborhood members preferring the unified look of older front-load garage style townhomes - new ones do not have these, as we no longer allow garages to front the street for safety and transportation reasons.
- Councilman Chapman** **01:07:00**
 -Received approval for pilot of the 200 block of King Street closure; it starts November 22 and will run through the holidays into early 2025. Goal is to take a long look at that part of King Street at its height, through the winter/early spring. We'll be seeking engagement from businesses and residents throughout the pilot. Staff will then take all this data to help determine whether it's something to make permanent.
 -Council has a budget retreat Saturday
- Councilman McPike** **01:09:57**
 -Council approved the Duke Street in Motion project, with some slight modifications to the original Staff proposal (regarding adjustments along access road between Hilton and Cambridge).
 -Council also approved road safety improvements along Eisenhower Avenue and Pickett Street.
 -Will hold first meeting of Legislative Subcommittee with Mayor Wilson Friday to discuss our requests for Richmond before next State Assembly session.
- 7. Written Items** **01:27:16**
- Commissioner Kane** – Written Item E: Hickory/Kennedy Roundabout **01:28:02**
 -Roundabout/asphalt art project is a great step to address traffic in a different way. I commend Staff for implementing it and working with the neighborhood to make updates to the intersection.
- Chair McMahan** **01:30:31**
 -Roundabouts are an underutilized tool in our community – look forward to the City adding more. They'll make intersections safer, especially current four-way stops (often a real danger for pedestrians/bikers), as they physically calm the speed of traffic and allow people to see each other before making decisions.

Councilman Chapman 01:31:13
-Council received an email from Alexandria Safe Streets today – they have a press release coming out against the roundabout. Agree traffic circle makes the intersection safer; want to work together to figure out how to address this group’s opposition and any others: formulate a plan on how to socialize the idea.

Commissioner Kane 01:32:42
-What’s been our effort to reach out to drivers? State law dictates drivers need to slow down for pedestrians - perhaps we need a campaign to highlight for drivers that pedestrians are first.

Chair McMahon 01:33:52
-The material that Families for Safe Streets shared was data out of the “Near Miss App” online survey tool, which encourages anyone from the community who experiences a “near miss” to report it via a form to crowd-sourced database. It appears the area neighborhood used the survey tool to register a number of concerns in a short period of time - typically, reports are more cumulative and overlap with crash data/hot spots. People who are satisfied with street safety aren’t the ones using the app.

Councilman Chapman 01:37:02
-Appreciate the context on the data; but was more alarmed by Alexandria Safe Streets’ accompanying press release, which opposes the program, and its potential negative impact on the momentum and excitement surrounding the plan. Willing to collaborate with Commission/Staff members to reach out to community members to listen to and address their concerns.

8. Other Business 01:38:52

• **December Meeting**
Emilie Wolfson advised Staff have no pressing issues to go before the Commission in December and recommended canceling December meeting.

Motion to cancel December meeting: Commissioner Kane 01:39:56
Second: Commissioner Manor
Motion Carries 8-0

• **January Meeting**
Emilie Wolfson noted next Commission meeting would usually be January 15, so docket materials would be due right after holidays - suggested moving meeting to January 22 to allow Staff time to prepare.

Motion to reschedule January meeting date to January 22: Commissioner Beattie 01:42:45
Second: Commissioner Manor
Motion Carries 8-0

• **Informational Items for Annual Work Plan Next Year** 01:43:53
Emilie Wolfson notes that Staff gives presentations to the Commission throughout the year. In planning for 2025, Staff seeks input from members on which topics you’d like to discuss, programs you want to learn more about, and speakers you’d like us to bring to you.

Chair McMahon: 01:45:00
- The 2024 Transportation Commission Work plan lists current discussion topics. It’s updated to reflect when topics are discussed and track frequency of updates by subject.

Commissioner Kane 01:46:13
-Trails: Would like to keep that topic on the 2025 discussion list.

-Detours: At Traffic & Parking Board meeting, we made a request to increase funding for “method of travel” process in the city (detours)- these are great for drivers, but not as effective for pedestrians and bikers. How can the City and contractors implement safe detours for people who walk/bike - not just about funding but changing people’s attitudes.

Commissioner Catherwood **01:48:21**

-Interested to learn more about bikeshare and other mobility share services within the City – what’s the plan to maintain and/or expand that infrastructure, and how does budgeting work?

Chair McMahon **01:48:50**

-There is a line item under Transportation, where Staff provide a bikeshare and micromobility update in a normal flow of work but can also be added as a topic for 2025 discussion.

Commissioner Kane **01:49:30**

-Would like to get an update on Virginia Passenger Rail Authority, particularly their upcoming King Street project to widen the tracks.

Emilie Wolfson **01:50:04**

- Staff will be bringing that item (VPRA/King) to the January 2025 meeting.

Commissioner Maslanka **01:50:33**

-Have not seen any updates on the Landmark site recently – would be good to review in 2025.

Chair McMahon **01:51:40**

-The window of opportunity remains open to make other suggestions/requests for 2025 work plan.

Commissioner Kane **01:52:25**

- Planning & Zoning refers to studies/data when presenting projects to City Council for approval. I’d like to hear about how they use these in making decisions and how they relate to the flow of pedestrians.

• **Pickett Street – Verbal Update** **01:53:44**

-**Councilman McPike** noted the South Pickett Street Corridor Improvement project passed 4-3 at Public Hearing last week. **01:54:20**

At **8:57 pm**, the Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 22, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #3 – JOINT VPRA AND CITY UPDATE ON RAIL PROJECTS

ISSUE: Joint Virginia Passenger Rail Authority and City update on rail projects.

RECOMMENDATION: That the Transportation Commission receive the update.

BACKGROUND: The Virginia Passenger Rail Authority (VPRA) is currently designing a series of capital projects throughout the Commonwealth and Washington DC to improve passenger rail capacity for a more reliable and expanded Amtrak and Virginia Railway Express (VRE) service. One of the first capital projects is the addition of a fourth track along the rail corridor between approximately Witter Field in Alexandria and the Arlington Aquatic Center near the Potomac River and Long Bridge. As part of this project, there will be impacts to Alexandria infrastructure which provides opportunities for new pedestrian and bicycle routes.

DISCUSSION: As part of the construction of the new fourth track, the existing pedestrian tunnel located under the Telegraph Road Bridge connecting the Eisenhower East Area with Witter Field will be impacted. VPRA staff will present an overview of the assessment conducted at this location and the short- and long-term recommendations for maintaining and improving bicycle and pedestrian connectivity in this area.

In conjunction with the Fourth Track Project, VPRA is replacing the King Street and Commonwealth Avenue Rail Bridges, adjacent to the King Street Metrorail Station. The new freight rail bridges will have a wider span, increasing the horizontal clearances along King Street and Commonwealth Avenue. The City of Alexandria will leverage the additional ground-level space to install new and improved sidewalks and bicycle infrastructure in and around the Metrorail Station and connect to existing pedestrian and cyclist infrastructure in the surrounding community. City staff will present an initial project concept and next steps.

The City continues to advance key projects to improve mobility, access, and multimodal options for all users.

As these projects advance, additional updates will be provided to the Transportation Commission and the community.

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 22, 2025
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION
SUBJECT: AGENDA ITEM #4 – MWCOG TECHNICAL ASSISTANCE GRANTS

ISSUE: The City is proposing applications for two Metropolitan Washington Council of Governments (MWCOG) technical assistance grants for FY 2026: one for the Transportation Land-Use Connections (TLC) Program and one for the Regional Roadway Safety Program (RRSP).

RECOMMENDATION: That the Transportation Commission endorse a letter to City council in support of the MWCOG technical assistance grant applications.

BACKGROUND:

Transportation Land-Use Connections Program

MWCOG’s TLC Program provides up to \$100,000 in short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities, and support a variety of transportation alternatives.

The Alexandria Mobility Plan Proposed Bicycle Network designates North Beauregard Street as a future “trail/side path” and “enhanced bicycle facility” and shows connections to planned facilities on King Street, Braddock Road, and Seminary Road. The AlexWest Small Area Plan designates North Beauregard Street as a “planned off-road multi-use path.” The Complete Streets Work Plan includes a project to implement a multi-use trail on North Beauregard Street and includes an existing project in design to construct a trail from Berkeley Street to Fillmore Avenue.

Regional Roadway Safety Program

MWCOG’s RRSP provides up to \$100,000 in short-term consultant services for planning projects that address roadway safety issues and will lead to a reduction in fatal and serious injury crashes.

In 2017, the City adopted a Vision Zero Policy and developed an Action Plan with the goal of eliminating traffic fatalities and severe injuries by 2028. In 2024, the updated Minnie Howard Campus of Alexandria City High School opened to students on Braddock Road, leading to an increase of pedestrian traffic with many students walking between campuses along this corridor.

DISCUSSION:

Transportation Land-Use Connections Program

The City proposes to request Technical Assistance from the Transportation Land-Use Connections (TLC) Program of up to \$80,000 to perform a feasibility study of a multi-use trail on North Beauregard Street between Fillmore Avenue and the City boundary with Fairfax County. This corridor provides access to high-density residential communities, commercial and retail establishments, Holmes Run Trail, Winkler Botanical Preserve, William Ramsay Recreation Center, and public transportation, including the existing Mark Center Transit Center, and the future West End Transitway. An existing project to construct a multi-use trail from Berkeley Street to Fillmore Avenue is in the design phase and construction is expected to be completed by 2027. The TLC application would include funding for an existing conditions assessment, conceptual design planning, and a conceptual design cost estimate that will help support a future grant application to enhance mobility, accessibility, safety, and comfort for cyclists and pedestrians.

Regional Roadway Safety Program

The City proposes a request for Technical Assistance from the Regional Roadway Safety Program (RRSP) of up to \$80,000 to study safety improvements on Braddock Road between Quaker Lane and North Van Dorn Street. This project is listed in the Complete Streets Five-Year Work Plan (2025-2029). The project would include planning, conceptual design, and community outreach for corridor improvements on Braddock Road to enhance the safety and comfort for all roadway users, including improvements to intersections, traffic signals, sidewalks, and lane configuration.

Both projects support strategies in the Alexandria Mobility Plan and address MWCOG Transportation Planning Board's priorities. These projects are expected to lead to further project development in support of the City's adopted goals. If approved, technical assistance would be awarded in Spring 2025, with the project expected to be conducted between Fall 2025 and June 2026. The deadline for applications is March 7, 2025.

ATTACHMENTS:

Attachment 1: DRAFT Endorsement Letter



Alexandria Transportation Commission
301 King Street, Alexandria, VA 22314
Phone: 703.746.4025

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

January 22, 2025

Re: Endorsement of the FY 2026 Metropolitan Washington Council of Governments (MWCOG) Grant Applications

Dear Mayor Gaskins and Members of City Council:

At its January 22, 2025, meeting, the Transportation Commission voted to endorse the following staff-recommended technical assistance grant applications to the Metropolitan Washington Council of Governments Transportation and Land Use Connections Program and Regional Roadway Safety Program:

Transportation and Land Use Connections Program:

- Up to \$80,000 to perform a feasibility study of a multi-use trail on North Beauregard Street between Fillmore Avenue and the City boundary with Fairfax County.

Regional Roadway Safety Program:

- Up to \$80,000 to study safety improvements on Braddock Road between Quaker Lane and Van Dorn Street.

These requests support the goals of the Alexandria Mobility Plan, the Vision Zero Action Plan, the AlexWest Small Area Plan, and the West End Transitway. The Transportation Commission appreciates the opportunity to review staff recommendations for the FY 2026 Transportation and Land Use Connections and Regional Roadway Safety Programs.

Should you have any questions, do not hesitate to contact me.

Sincerely,

Melissa McMahon
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
James Parajon, City Manager
Adriana Castañeda, Director, T&ES
Hillary Orr, Deputy Director, T&ES

City of Alexandria, Virginia

MEMORANDUM

DATE: January 22, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #5– Alexandria Mobility Plan (AMP) Implementation Update

ISSUE: Staff update to Transportation Commission on the AMP Implementation.

RECOMMENDATION: That the Transportation Commission receive the AMP Implementation Update.

BACKGROUND: The [AMP](#) was adopted by City Council in November 2021 to replace the existing Transportation Chapter of the City’s Master Plan. The chapters in the AMP highlight specific strategies that advance the AMP vision, other citywide initiatives, and previously developed plans. Each strategy is complemented by implementation actions that move the strategy from an actionable concept in the AMP to an implemented strategy within the City.

Implementation actions are specific, detailed, and aligned with a timeline to advance the strategy and help to inform staff workload and direction. As stated in [Appendix I- Implementation](#), continued tracking of progress on outlined strategies along with integration of new opportunities will help to ensure that staff efforts are aligned with AMP vision and goals.

Every year, program and project managers provide updates to the status of the various policies and programs within noted the AMP. This update provides the status of what has been completed or in progress through the end of Calendar Year 2024. The last update before the Transportation Commission was in December 2022.

The strategies are organized by AMP chapter. The attributes of each strategy include the applicable policies, guiding principles, and related plans. The implementation actions are aligned with four different timelines:

- Short-term (by 2024)
- Medium-term (by 2027)
- Long-term (by 2030)
- Continual

More detailed information for each strategy, as well as data sources and baseline information can be found in [Appendix II-Monitoring, Reporting, and Key Performance Indicators](#). Staff aims to present an update on this chapter in the next several months, as the earliest targets for the metrics and KPIs spelled out in the AMP reflect progress through 2024. The forthcoming update will compare 2024 data with what was assumed for the 2024 targets and whether the metric either increased or decreased in directionality as predicted in the AMP.

DISCUSSION: A full [progress report is available here](#).

Key accomplishments highlighted in the report include:

1. As a result of the **new network** and **free fares**, **DASH** has **surpassed** pre-COVID ridership levels and set a new agency **record** for annual **ridership**.
2. The [Duke Street Transitway](#) concept plans were **approved** by City Council, and the project has entered the **design phase**.
3. **DASH** became an eligible direct **federal grant** recipient to broaden the available funding for the transition to **zero-emission buses**.
4. The City developed a [Complete Streets Five Year Plan](#) for FY24-29 that emphasizes traffic safety.
5. The City launched an [automated enforcement program](#) around schools and installed **six speed cameras** in 2024.
6. New legislation [authorizing expanded use of speed cameras](#) went into effect in July 2024.
7. The City expanded **parking availability** for new **dockless mobility corals**. In FY 2024, **thirteen** new bike racks were installed, and **eight** more corals were updated or reinstalled.
8. The updated process for a City administered [Transportation Management Plan](#) was approved in May 2023.
9. The City installed **real-time signage** and pay stations for City-owned garages and created **ParkMobile zones** for all City-owned off-street facilities.
10. DASH added electric buses to the fleet, which currently includes **fourteen 100% electric buses**. DASH will be adding a **dozen or more additional electric buses** in the next three years.
11. The City increased linear feet of **sidewalk** with the completion of [Polk Avenue](#) Sidewalk Project and [Leslie Avenue](#) Sidewalk Project. .
12. The City increased **lane miles** of [protected bike lanes](#) on King Street, Pegram, and North Van Dorn Street.

ATTACHMENTS:

Attachment 1: Year 3 (2024) AMP Implementation Progress Report

Year 3 (2024) AMP Implementation Progress Report

No.	Chapter	Strategy and Action	Timing	Target Year	Progress	Notes	Accessible	Connected	Convenient	Equitable	Safe	Sustainable
1	1	Transit										
2	1.1	Transit					x	x	x	x		x
3	1.1.1	Transit										
		Begin implementing the New DASH Network in Fiscal Year 2022	Short-Term	FY2024	<div style="width: 20%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	New DASH Network launched in September 2021. As of FY 2024, several additional improvements are still needed to realize full 2022 ATV Plan due to funding limitations. As a result of new network and free fares, DASH has surpassed pre-COVID ridership levels and set a new agency record for annual ridership with 5.3 passenger boardings in FY 2024.						
4	1.1.2	Transit										
		Work with DASH's Advisory Committee and other members of the community to regularly gain input about service changes and implementation	Continual	N/A	<div style="width: 10%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	DAC was formed in 2021 and has been meeting quarterly ever since. Staff provides presentations and updates and receives input from the committee that is shared with other DASH/City staff.						
5	1.1.3	Transit										
		Seek funding for both the operations and capital improvements necessary to incrementally implement the 2030 network and improvements recommended in the Transit Vision Plan	Continual	N/A	<div style="width: 5%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	New DASH Network launched in 2021 includes most of 2022 ATV network but, as of FY 2024, additional operations funding is still needed for full 2022 and 2030 ATV Plans to be implemented.						
6	1.2	Transit					x	x	x	x		x
7	1.2.1	Transit										
		Collaborate with the community to develop a design for Duke Street that informs the construction of the Duke Street Transitway	Short-Term	FY2024	<div style="width: 15%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Preferred alternative has been selected. The project has entered the design phase. Procurement has been initiated and is expected to be completed early 2025.						
8	1.2.3	Transit										
		Explore connecting Alexandria's transitways with high-capacity transit corridors in Fairfax County to help create a more reliable and efficient regional bus network	Short-Term	FY2024	<div style="width: 5%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Initial conversations have been started.						
9	1.2.2	Transit										
		Advance the design and construction of the West End Transitway and evaluate its success to determine whether dedicated lanes or other methods to improve speed and reliability are needed	Medium-Term	FY2027	<div style="width: 10%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Design for Phase 1 is at 60% with subsequent phasing to be determined.						
10	1.2.4	Transit										
		Extend the dedicated infrastructure for the Route 1 Metroway corridor to connect to the new Potomac Yard Metrorail station and into Arlington	Long-Term	FY2030	<div style="width: 5%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Staff has communicated with Arlington, and they have designs to connect to Potomac Avenue. Planning has been initiated, working to move project towards design.						
11	1.2.5	Transit										
		Evaluate transit signal priority, queue jumps, high-occupancy vehicle lanes, and other operational or street design improvements/pilot projects on corridors with frequent and congested bus service	Continual	N/A	<div style="width: 0%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Continue to work with DASH and WMATA regarding the operation and maintenance of the TSP equipment and system through biweekly meetings. We have also discussed future plans for the TSP system to be cloud based.						
12	1.3	Transit						x				x
13	1.3.1	Transit										
		Move forward with the recommendations outlined in the DASH Zero-Emission Bus Implementation Plan to continue the transition of the City's fleet to all electric	Continual	N/A	<div style="width: 5%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	DASH fleet currently includes 14 100% electric buses (Total fleet = 101 buses). DASH is preparing Zero-Emission Bus Implementation Plan, and will be adding						

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						a dozen or more additional electric buses in the next three years.						
14	1.3.2	Transit	Make DASH an eligible direct federal grant recipient to broaden the available funding for the transition to zero-emissions buses	Continual	N/A	<div style="width: 100%; height: 10px; background-color: blue;"></div>	This was completed in spring 2023					
15	1.3.3	Transit	Monitor emerging technology benefits and tradeoffs	Continual	N/A	<div style="width: 20%; height: 10px; background-color: blue;"></div>	DASH has implemented recent technology projects to provide more accurate tools for collecting and analyzing ridership data.					
16	1.4	Transit	<input checked="" type="checkbox"/> Improve the rider experience				x	x	x	x	x	x
17	1.4.1	Transit	Upgrade the existing fleet and change fleet specifications on future bus orders to improve the health, safety, and comfort of drivers and passengers during the COVID-19 pandemic and beyond, including driver partitions, air flow improvements, and real-time rider notifications of bus crowding levels	Short-Term	FY2024	<div style="width: 20%; height: 10px; background-color: blue;"></div>	DASH has updated its specs for new buses to include new driver barriers, high-resolution destination signs, automated passenger counters (APC's), and transit signal priority (TSP) equipment. DASH is conducting pilots for onboard passenger information screens, blind spot cameras for improved safety, and automated wheelchair securement systems that allow riders with mobility devices to secure themselves.					
18	1.4.2	Transit	Build in options for storage of large items such as strollers or groceries and enact rider policies to encourage families to use transit	Medium-Term	FY2027	<div style="width: 30%; height: 10px; background-color: blue;"></div>	DASH updated its rider policy to allow strollers on buses and all-door boarding in 2022. DASH is reviewing bus specs for future orders for better onboard storage.					
19	1.4.3	Transit	Promote real-time tracking and bus priority technology to enable easier and more reliable trip planning and vehicle tracking for customers	Continual	N/A	<div style="width: 20%; height: 10px; background-color: blue;"></div>	DASH has upgraded its trip planner and bus tracker in recent years to provide simpler, more accurate real-time information for passengers.					
20	1.4.4	Transit	Ensure all bus stops are fully accessible per the Americans with Disabilities Act (ADA) and consider opportunities to improve access to bus stops through improving sidewalk, bicycle, and ramp connections	Continual	N/A	<div style="width: 10%; height: 10px; background-color: blue;"></div>	DASH and City staff have created a comprehensive inventory of bus stops with information on amenities and accessibility. Staff have identified multiple grants and are implementing several projects that will increase the number of bus stops that have basic amenities (i.e. shelters, benches) and meet ADA accessibility requirements.					
21	1.4.5	Transit	Expand implementation of bus stop amenities including shelters, real-time signage, seating, lighting, and natural amenities to improve comfort and safety	Continual	N/A	<div style="width: 20%; height: 10px; background-color: blue;"></div>	Shelter Model Finalized (waiting for Code Comments). Procurement for site design nearly finalized.					
22	1.5	Transit	<input checked="" type="checkbox"/> Evaluate free-fare service and explore low-income options						x	x		
23	1.5.1	Transit	Monitor outcomes of implementing free fares on DASH	Short-Term	FY2024	<div style="width: 10%; height: 10px; background-color: blue;"></div>	DASH continues to monitor its free fares program with annual reports at www.dashbus.com/free . Ridership has increased dramatically since the implementation of free fares and the New DASH Network. In FY 2024, DASH set a new agency record with 5.3 million passenger boardings.					
24	1.5.2	Transit	Identify funding sources for long-term sustainability of a DASH fare free program	Short-Term	FY2024	<div style="width: 10%; height: 10px; background-color: blue;"></div>	Long-term funding sources not yet identified. DASH and City staff will continue to review. Continuing to leverage the commuter choice funding.					
25	1.5.3	Transit	Explore low-income fare products for WMATA services	Medium-Term	FY2027	<div style="width: 10%; height: 10px; background-color: blue;"></div>	Working with City partners (housing, senior services etc.) who serve senior and low income communities to promote programs. Coordinating with WMATA and DASH to directly serve transit riders.					

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26	1.6	Transit	Support a better connected regional transit network				x	x				x
27	1.6.1	Transit	Short-Term	FY2024	<div style="width: 25%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	WMATA payment application has been launched. VRE and MARC offer payment applications. DASH is fare free.						
28	1.6.2	Transit	Medium-Term	FY2027	<div style="width: 15%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Better Bus Network redesign planning discussions are ongoing. Year 1 network is expected to start summer 2025. Coordinating closely with DASH.						
29	1.6.3	Transit	Long-Term	FY2030	<div style="width: 10%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	DASH working with City on continued development of Duke Street and West End Transitway corridors, as well as with WMATA on Better Bus Network.						
30	1.7	Transit	Modernize paratransit for the city's aging population				x		x	x		
31	1.7.1	Transit	Short-Term	FY2024	<div style="width: 25%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Continue to work with VIA on new reservation software that includes an app and website for booking. will be looking for ways to promote these features in the coming year.						
32	1.7.2	Transit	Short-Term	FY2024	<div style="width: 15%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Continue to evaluate ridership numbers with VIA platform; The Paratransit Manager will look at cost-effective improvements.						
33	1.7.3	Transit	Continual	N/A	<div style="width: 10%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Continue to implement the new VIA software; the Paratransit Manager will be working with neighbors and other agencies to identify partnerships.						
34	2	Smart Mobility										
35	2.1	Smart Mobility	Expand smart signal technology to enable detection and real-time signal adjustments					x	x		x	
36	2.3	Smart Mobility	Upgrade capabilities of the Traffic Management Center to better manage congestion in real-time					x	x		x	
37	2.3.1	Smart Mobility	Medium-Term	FY2027	<div style="width: 15%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Due to a higher than anticipated cost estimate for ITS Phase III, the additional equipment to enhance the operation of the TMC was removed from this project. This may be placed in ITS Phase IV project, which slated to start construction Q3/Q4 2025.						
38	2.3.2	Smart Mobility	Medium-Term	FY2028	<div style="width: 15%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	A reevaluation of all ITS projects is underway to determine an appropriate scope for each project and which elements would be with each project.						
39	2.3.3	Smart Mobility	Continual	FY2028	<div style="width: 10%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	There are no further updates at this time. The staff is actively determining the scope and engaging with the relevant stakeholders.						
40	2.1.1	Smart Mobility	Short-Term	FY2024	<div style="width: 100%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Past projects identified locations to install TSP equipment to support transit operators such as DASH and WMATA. The City, DASH, and WMATA coordinate						

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		fleet of transit and emergency vehicles with preemption equipment				through biweekly meetings to discuss TSP operation and maintenance, as well as future plans with integrating a cloud-based system.						
41	2.1.2	Smart Mobility	Enable the use of vehicle detection at signals for more responsive timing through adaptive signal technology. Duke Street and Van Dorn Street will be the first two corridors to be prioritized for this effort	Medium-Term	FY2027	<div style="width: 20%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Adaptive Phase I has advertised for construction and installation bid in August 2024. The project team is working towards construction start date January 2025 and completion of July 2027.					
42	2.1.3	Smart Mobility	Improve data collection through new platforms and technologies to better understand how people use the transportation system and improve decision-making	Continual	FY2026	<div style="width: 10%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	The DataPoint platform has been instrumental in enabling us to integrate historical traffic count data with real-time data obtained from AI-powered tools. However, the City recognizes the need for a solution that fully aligns with a long-term vision for traffic data management. Given the variety of data that is available through various platforms, the City aims to develop a central repository.					
43	2.2	Smart Mobility	Strategically invest in partnerships to expand city data, technology, and communications capabilities					x	x		x	
44	2.2.1	Smart Mobility	Develop a template for evaluating partnership opportunities and coordinating with neighboring jurisdictions, state agencies, and private companies to improve regional collaboration and safe, protected, and transparent data sharing	Short-Term	FY2024	<div style="width: 100%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	There are no further updates at this time. The staff is actively determining the scope and engaging with the relevant stakeholders.					
45	2.2.2	Smart Mobility	Identify potential partnerships to improve information and communication about parking availability, gain a better understanding of how the curb space on City streets is being utilized, obtain anonymized travel pattern data from private mobility operators, and collect and analyze real-time data to inform traffic management and street design	Continual	N/A	<div style="width: 30%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	The City has obtain access to the Street Light platform which allows the City to analyze data collected through various sources of Bluetooth data.					
46	2.2.3	Smart Mobility	Utilize platforms and engage in regional coalitions to make transportation data more transparent and improve decision-making	Continual	N/A	<div style="width: 10%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	There are no further updates at this time. The staff is actively determining the scope and engaging with the relevant stakeholders.					
47	2.4	Smart Mobility	Proactively prepare for connected and autonomous vehicles					x	x		x	x
48	2.4.1	Smart Mobility	Consider pilot projects to lay the groundwork for and evaluate the effectiveness of various new technologies	Short-Term	FY2024	<div style="width: 100%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Discussions with private partners through the Virginia Tech Innovation Campus have taken place. Plans for pilot programs/ projects would be forthcoming.					
49	2.4.2	Smart Mobility	Prepare for connected vehicles by developing maintenance and infrastructure plans to ensure street readiness	Medium-Term	FY2027	<div style="width: 20%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	There are no further updates at this time. The staff is actively determining the scope and engaging with the relevant stakeholders.					
50	2.4.3	Smart Mobility	Prepare for autonomous or self-driving vehicles by developing policies to manage potentially significant increases in miles driven and traffic volumes within the city, including limiting zero-passenger miles and incentivizing shared use	Long-Term	FY2030	<div style="width: 0%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	There are no further updates at this time. The staff is actively determining the scope and engaging with the relevant stakeholders.					
51	2.4.4	Smart Mobility	Ensure that safety is a priority when testing and implementing new technologies	Continual	N/A	<div style="width: 30%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Safety continues to be high priority when introducing new technologies to the transportation network					
52	2.5	Smart Mobility	Develop a framework for pilot projects to test new modes, infrastructure, or initiatives					x	x		x	
53	2.5.1	Smart Mobility	Create standards for appropriate use of pilot projects, including timeframes, public process, evaluation, and	Short-Term	FY2024	<div style="width: 10%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	There are no further updates at this time. The staff is actively determining the					

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		opportunities to make adjustments				scope and engaging with the relevant stakeholders.						
54	2.5.2	Smart Mobility Build upon lessons learned from the Dockless Mobility Pilot as well as national best practices from peer cities	Short-Term	FY2024	<div style="width: 20%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	There are no further updates at this time. The staff is actively determining the scope and engaging with the relevant stakeholders.						
55	2.5.3	Smart Mobility Promote a framework that ensures transparency in pilot project execution	Short-Term	FY2024	<div style="width: 20%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	There are no further updates at this time. The staff is actively determining the scope and engaging with the relevant stakeholders.						
56	3	Streets										
57	3.1	Streets Implement the Vision Zero Action Plan to eliminate traffic fatalities and serious injuries by 2028					x	x	x	x	x	x
58	3.1.1	Streets Develop annual work plan priorities for promoting a culture of safety, building safer streets, improving data collection, and enhancing City processes and collaboration	Continual	N/A	<div style="width: 100%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Staff developed a Complete Streets Five Year Plan for FY24-29 that emphasizes traffic safety.						
59	3.1.2	Streets Prioritize high crash intersections and corridors for improvements, especially those in Equity Emphasis Areas	Continual	N/A	<div style="width: 100%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Staff has prioritized improvements for high-crash corridors and intersections, including Safe Streets and Roads for All funding, corridor improvements, speed limit reductions, speed cameras, turn calming, and more.						
60	3.1.3	Streets Evaluate crash data for each project to enhance data-driven decision-making	Continual	N/A	<div style="width: 100%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Staff evaluate crash history for each project to assess problem areas and potential solutions.						
61	3.1.4	Streets Apply national best practices as appropriate	Continual	N/A	<div style="width: 100%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Staff apply best practices and the latest design guidance to projects and processes as appropriate, including the new Manual on Uniform Traffic Control Devices (MUTCD), Public Right-of-Way Accessibility Guidelines (PROWAG), and more.						
62	3.2	Streets Develop a comprehensive program to reduce speeding and cut-through traffic on local streets					x		x		x	
63	3.2.1	Streets Outline procedures for addressing and monitoring cut-through traffic, traffic congestion, and speeding	Short-Term	FY2024	<div style="width: 20%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	The City continues to utilize big data source to analyze trips throughout the City. The City plans to also use historical and ground truth data to verify the accuracy of these big data sources. Once accuracy levels are acceptable, the big data source can be used to evaluate and monitor cut-through traffic, congestion, and speed.						
64	3.2.2	Streets Develop criteria and list of data needs tailored to each traffic issue	Short-Term	FY2024	<div style="width: 20%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	The City has established criteria and data needed for such programs as Neighborhood Transportation Improvement Program. These criteria includes existing roadway or intersection characteristics, traffic volume, driving behavior, and crash history. We continue to refine the criteria when necessary.						
65	3.2.3	Streets Identify specific design solutions appropriate for the street type and location to encourage regional traffic to stay on major thoroughfares	Medium-Term	FY2027	<div style="width: 20%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	The Complete Streets Design Standard is used as guidance to appropriately design streets. In addition, through recent traffic mitigation pilots, we have also incorporated adjusted signal timing to incentivize drivers from using local streets.						

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66	3.3	Streets	Ensure new development minimizes negative impacts to the street network				x		x		x	x
67	3.3.1	Streets	Short-Term	FY2024	<div style="width: 20%;"><div style="width: 20%;"></div></div>	Staff has outlined updated guidance and standard practices pertaining to traffic impact studies. We are also incorporating elements that would be consistent with adjacent jurisdiction. We plan to coordinate the update with the updated Traffic Management Plan						
68	3.3.2	Streets	Short-Term	FY2024	<div style="width: 15%;"><div style="width: 15%;"></div></div>	Through the updated Traffic Management Plan, Smart Mobility Plan, and Neighborhood Transportation Improvement Plan, staff plans to develop guidance for data collection before and after implementation.						
69	3.3.3	Streets	Continual	N/A	<div style="width: 100%;"><div style="width: 100%;"></div></div>	The updated traffic impact study guidance will include pedestrian and bicycle level of comfort. Additionally, City-led traffic analysis has incorporated level of comfort into the report.						
70	3.3.4	Streets	Continual	N/A	<div style="width: 10%;"><div style="width: 10%;"></div></div>	The City continues to explore methods that encourages certain streets to be used for regional trips through Signal Timing adjustments, street design features, and coordination with navigational companies						
71	3.4	Streets	Work with regional, state, and private sector partners to develop tools to keep traffic on highways and reduce regional cut-through traffic						x		x	
72	3.4.1	Streets	Long-Term	FY2026	<div style="width: 10%;"><div style="width: 10%;"></div></div>	VDOT is currently developing a report to determine the feasibility of extending the Express Lanes on I-495, from the I-395 interchange to just north of Woodrow Wilson Bridge. The City will continue to coordinate with VDOT.						
73	3.4.2	Streets	Short-Term	FY2025	<div style="width: 20%;"><div style="width: 20%;"></div></div>	In 2022, The Duke Street Traffic Mitigation Pilot adjusted signal timing to encourage drivers staying on the major roads by giving less green time to the minor streets. Preliminary evaluation determine this was successful in reducing regional trips on residential streets. The City will look to incorporate these signal timing adjustments in other parts of the city. Additionally, the City plans to implement Adaptive Signal technology throughout the City. This technology will make the signal timing more fluid and adaptable to the environment.						
74	3.4.3	Streets	Continual	N/A	<div style="width: 100%;"><div style="width: 100%;"></div></div>	Explore signal timing as a tool to keep regional traffic on highways						
74	3.4.3	Streets	Continual	N/A	<div style="width: 100%;"><div style="width: 100%;"></div></div>	Utilize variable messaging systems to use real-time travel comparisons to promote high-occupancy toll (HOT) lanes						
75	3.5	Streets	Consider the use of speed cameras and other automated tools to improve safety							x	x	
76	3.5.1	Streets	Short-Term	FY2024	<div style="width: 100%;"><div style="width: 100%;"></div></div>	Consider speed cameras in school zones, enabled in 2020						
76	3.5.1	Streets	Short-Term	FY2024	<div style="width: 100%;"><div style="width: 100%;"></div></div>	A City ordinance authorizing the use of speed cameras in school zones and work zones was adopted in October 2022. Speed cameras were installed in three school zones in May 2023, and the						

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						program went live for the new school year in September 2023.						
77	3.5.2	Streets	If data demonstrates a safety benefit with the use of automated enforcement tools, explore legislative measures to expand the City's ability to place speed cameras in areas where they can most improve safety	Medium-Term	FY2027							
78	3.5.3	Streets	Partner with the Alexandria Police Department to enforce traffic laws to protect vulnerable street users and promote equity	Continual	N/A							
79	3.6	Streets	<input checked="" type="checkbox"/> Maintain a state of good repair for our streets using a proactive, data driven, and equitable approach				x				x	
80	3.6.1	Streets	Seek to maintain our transportation assets to achieve a state of good repair in a cost-effective and minimally disruptive manner by coordinating utility work, fiber installation, and other street improvements when possible	Continual	N/A							
81	3.6.2	Streets	Use state and federal required methodologies based on pavement and bridge condition to ensure continued funding and equitable distribution of resources	Continual	N/A							
82	3.6.3	Streets	When local funding is available for additional service requests, ensure they are distributed evenly throughout the city	Continual	N/A							
83	4	<input checked="" type="checkbox"/> Pedestrian and Bicycle										
84	4.1	Pedestrian and Bicycle	<input checked="" type="checkbox"/> Create a safe, well-maintained, and comfortable walking and bicycling environment				x	x	x	x	x	x
85	4.1.1	Pedestrian and Bicycle	Improve signage and wayfinding for people biking and walking	Short-Term	FY2024							
86	4.1.2	Pedestrian and Bicycle	Invest in ongoing maintenance and repair of the pedestrian and bicycle network	Continual	N/A							
87	4.1.3	Pedestrian and Bicycle	Conduct construction inspections, address priority lighting deficiencies, and ensure timely snow plowing to ensure infrastructure is accessible at all times	Continual	N/A							
88	4.1.4	Pedestrian and Bicycle	Prioritize safe access to transit, schools, senior centers, recreation centers, and improvements at high-crash locations	Continual	N/A							

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						Safe Routes to School Project, Crossing Improvements Near Schools, West-End High-Crash Intersection Audits, Duke Street Turn Calming Project, and Duke Street/Route 1 Intersection Improvements, Eisenhower Avenue Corridor Improvements, South Pickett Street Corridor Improvements, and more.						
89	4.2	Pedestrian and Bicycle					x	x	x	x	x	x
		Build out a continuous, connected, and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably										
90	4.2.1	Pedestrian and Bicycle	Make existing sidewalks and intersections safer and more comfortable, with a focus on high-crash locations per the Vision Zero Action Plan	Continual	N/A							
						The City continues to develop projects that improve sidewalk comfort and intersection safety. The City received a federal Safe Streets and Roads for All (SS4A) grant to perform safety audits at seven high-crash intersections on the West End. The City completed design of the Duke Street Turn Calming Project, completed conceptual design for the Glebe/Montrose/Ashby Intersection Project, and conducted planning and conceptual design for corridor improvements on Eisenhower Avenue, South Pickett Street, King Street near Bradlee Shopping Center, and Holland Lane. The City also requires roadway improvements with all new development, including wider sidewalks, landscape buffers, and curb extensions where applicable.						
91	4.2.2	Pedestrian and Bicycle	Continue addressing priority sidewalks to ensure sidewalks are present on both sides of all major streets and on at least one side of all other streets	Continual	N/A							
						Staff continue to prioritize sidewalk projects highlighted in the AMP and Safe Routes to School Walk Audits. In FY23, staff began the Green Street Sidewalk Project. Staff also completed the Polk Avenue Sidewalk Project and Leslie Avenue Sidewalk Project in 2023.						
92	4.2.3	Pedestrian and Bicycle	Reduce conflicts between modes by implementing treatments consistent with national best practices that are context appropriate, including increasing the number and quality of off-street connections and intersection improvements	Continual	N/A							
						Design continues for two major shared-use path projects (Beauregard St Multi-Use Trail and Old Cameron Run Trail) to provide quality, comfortable, off-street connections. The City completed design of four protected bike lanes, with construction planned for Winter 2025-Winter 2026. The City is also pursuing corridor improvements on Eisenhower Avenue, South Pickett Street, King Street, and Holland Lane, which are expected to feature high-quality bicycle facilities.						
93	4.2.4	Pedestrian and Bicycle	Improve off-street pedestrian access through neighborhoods, new developments, and across major barriers such as freeways or rail corridors	Continual	N/A							
						Staff continue to explore opportunities as appropriate, such as a pedestrian bridge over 395 at West End Alexandria. Pedestrian circulation and connectivity continues to be prioritized in new developments.						
94	4.3	Pedestrian and Bicycle	Build out a connected bicycle network of both on- and off-street facilities and shared mobility devices to benefit riders of all ages and abilities				x	x	x	x	x	x

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95	4.3.1	Pedestrian and Bicycle	Expand bikeshare and availability of parking for bikes and micromobility devices such as shared/electric bikes and scooters	Continual	FY2024	<div style="width: 20%; height: 10px; background-color: #0070C0; border: 1px solid #0070C0;"></div>	Staff continues to find locations for new dockless mobility corrals around the city, including geofencing, painted decals, physical barriers, bike racks, and signage. In FY 2024, 13 new corrals and 86 new bike racks were installed. Eight more corrals were updated or reinstalled.						
96	4.3.2	Pedestrian and Bicycle	Study building upon the planned network of bicycle routes to develop a citywide network of low-stress bicycle routes that are appealing to adults and children who are interested in riding but concerned about safety	Short-Term	FY2024	<div style="width: 100%; height: 10px; background-color: #0070C0; border: 1px solid #0070C0;"></div>	In 2022, the City produced an updated citywide bike map that highlights recommended and available bike routes. The Complete Streets Design Guide and national bikeway guidance are used as references for determining the appropriate bicycle facility for various street contexts. All ages and abilities bicycle facilities continue to be pursued and prioritized, such as through the Protected Bike Lanes Project, South Pickett Street Corridor Project, Holland Lane Corridor Project, and Eisenhower Avenue Transportation Improvements. Staff initiates projects that include bicycle facilities in accordance with recommendations in the Alexandria Mobility Plan.						
97	4.3.3	Pedestrian and Bicycle	Integrate the off-street trail system with the on-street bicycle network by providing wayfinding and well-designed transitions at trail access points	Continual	N/A	<div style="width: 100%; height: 10px; background-color: #0070C0; border: 1px solid #0070C0;"></div>	Trail access improvements were implemented in 2023 on the Mount Vernon Trail at Pendleton Street and Canal Center, at Holmes Run Trail & North Ripley Street, and at Holmes Run Trail & Sanger Avenue. Staff also continue to engage in development review to ensure appropriate transitions and connections, such as the Power Plant redevelopment. Additional trail access improvement projects are featured in the Complete Streets Five-Year Plan.						
98	4.3.4	Pedestrian and Bicycle	Build out the planned bicycle network with both on- and off-street facilities to provide safe connections within and between neighborhoods and to key destinations	Continual	N/A	<div style="width: 100%; height: 10px; background-color: #0070C0; border: 1px solid #0070C0;"></div>	Multiple bicycle projects are planned or in design, including: North Beauregard Street Multi-Use Trail, Old Cameron Run Trail, East Abingdon Drive Bike Lanes, Protected Bike Lanes, South Pickett Street Corridor Improvements, Holland Lane Corridor Improvements, King Street-Bradlee Corridor Improvements, and Eisenhower Avenue Corridor Study.						
99	4.4	Pedestrian and Bicycle	Upgrade or install infrastructure that increases the accessibility of City streets and public spaces for people of all ages and abilities					x	x	x	x	x	x
100	4.4.1	Pedestrian and Bicycle	Install appropriate street lighting for those walking and bicycling, with consideration to areas with more people of color or low income residents	Medium-Term	FY2027	<div style="width: 100%; height: 10px; background-color: #0070C0; border: 1px solid #0070C0;"></div>	The City continues to upgrade existing street lights to LED. New trail projects and redevelopment projects also include street lighting. Additionally, the City received a technical assistance grant for a Pedestrian Lighting Study to evaluate current lighting policies and identify lighting needs in key areas.						
101	4.4.2	Pedestrian and Bicycle	When repaving streets, upgrade corners and add high-visibility crosswalks where appropriate with accessible, directional ramps that meet, to the maximum extent possible, current ADA standards	Continual	N/A	<div style="width: 100%; height: 10px; background-color: #0070C0; border: 1px solid #0070C0;"></div>	Staff continues to implement upgrades through the City's capital street maintenance program, including multimodal and safety improvements on Holland Lane.						

No.	Chapter	Strategy and Action	Timing	Target Year	Progress	Notes	Accessible	Connected	Convenient	Equitable	Safe	Sustainable
102	4.4.3	Pedestrian and Bicycle	Upgrade or install new audible pedestrian signal push buttons at existing and new pedestrian signals to enhance access and safety for persons with disabilities	Continual	N/A	<div style="width: 20%;"><div style="width: 20%;"></div></div>	Staff continue to install audible pedestrian signals in new projects, including the Potomac/Glebe intersection project.					
103	4.4.4	Pedestrian and Bicycle	Address tripping hazards on sidewalks and pedestrian areas as quickly as possible through routine maintenance projects and in response to service requests	Continual	N/A	<div style="width: 20%;"><div style="width: 20%;"></div></div>	Staff continue to perform maintenance as appropriate through the City's capital street maintenance program.					
104	4.4.5	Pedestrian and Bicycle	Prioritize safe and accessible access to transit stops, schools, and parks	Continual	N/A	<div style="width: 20%;"><div style="width: 20%;"></div></div>	Staff continues to prioritize safety improvements near schools and other pedestrian generators. (e.g. William Ramsay project, Potomac/Glebe intersection project, Green St Sidewalk, Polk Ave Sidewalk, East Abingdon Drive Bike Lanes, Crossing Improvements Near Schools, Eisenhower Avenue Corridor Improvements, South Pickett Street Corridor Improvements, and more).					
105	4.5	Pedestrian and Bicycle	▣ Educate all street users about safety and traffic laws								x	x
106	4.5.1	Pedestrian and Bicycle	Initiate targeted outreach that aims to increase adult and youth knowledge of safe walking, biking, and driving behaviors and traffic laws related to pedestrian, bicycle, and scooter travel	Short-Term	FY2024	<div style="width: 20%;"><div style="width: 20%;"></div></div>	City continues to sponsor bicycle classes for adults and youth in the fall and spring through WABA. ACPS has a pedestrian safety curriculum for students.					
107	4.5.2	Pedestrian and Bicycle	Educate public and private sector design professionals, city groups, and the public who are involved with Alexandria's transportation system on Complete Streets principles and design	Continual	N/A	<div style="width: 20%;"><div style="width: 20%;"></div></div>	Staff continues to educate boards, commissions, community groups, and other stakeholders on CS principles through project community engagement processes.					
108	4.5.3	Pedestrian and Bicycle	Pursue partnerships to expand the reach of education, outreach, and promotional efforts with GO Alex, the Alexandria Policy Department, Alexandria City Public Schools, MWCOG's Street Smart Safety Campaign, local advocacy groups, and others	Continual	N/A	<div style="width: 20%;"><div style="width: 20%;"></div></div>	Staff coordinates with APD on educational messaging. ACPS offers pedestrian safety education to students. Staff works with local advocacy groups and GO Alex on events such as Bike to Work Month, Operation Illumination, and World Day of Remembrance for Road Traffic Victims.					
109	5		▣ Supporting Travel Options									
110	5.1	Supporting Travel Options	▣ Use information, programs, and encouragement to make it easier for residents and workers to choose options other than driving alone								x	x
111	5.1.1	Supporting Travel Options	Identify an expanded set of community influencers (such as religious leaders, school principals, and athletic organizations), in addition to employers and residential property managers, to help encourage alternatives to driving alone	Short-Term	FY2024	<div style="width: 20%;"><div style="width: 20%;"></div></div>	We are updating TMP contacts and will continue to seek out community influencers. A contractor has updated the COG ACT! Employer Outreach database with current community leader information.					
112	5.1.2	Supporting Travel Options	Update the Transportation Management Plan program so new developments can better reduce and track congestion	Short-Term	FY2024	<div style="width: 20%;"><div style="width: 20%;"></div></div>	2023 TMP Policy approved in May 2023.					
113	5.1.3	Supporting Travel Options	Develop a travel training and commuter assistance program to provide hands-on experience on taking a new (to you) way of traveling	Medium-Term	FY2027	<div style="width: 20%;"><div style="width: 20%;"></div></div>	No work on this at this time. GO Alex will explore grant funding for this program during FY25 and FY 26.					
114	5.1.4	Supporting Travel Options	Expand use of real-time information to promote travel choices	Continual	N/A	<div style="width: 20%;"><div style="width: 20%;"></div></div>	We will continue to promote real-time information through DASH, WMATA, and other transit providers.					
115	5.2	Supporting Travel Options	▣ Use the Potomac River to expand transportation options								x	x

No.	Chapter	Strategy and Action	Timing	Target Year	Progress	Notes	Accessible	Connected	Convenient	Equitable	Safe	Sustainable	
116	5.2.1	Supporting Travel Options	Partner with other jurisdictions, agencies, and private partners to determine the best ways to utilize the Potomac River as a transportation option	Short-Term	FY2024	<div style="width: 20%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Staff has had conversations with City Cruises to discuss options for expanding morning service to support commute.						
117	5.2.2	Supporting Travel Options	Explore and evaluate new water transportation routes and services for commute and trips, errands, or entertainment	Continual	N/A	<div style="width: 10%;"><div style="background-color: #0070C0; height: 10px;"></div></div>							
118	5.2.3	Supporting Travel Options	Identify opportunities to integrate with other modes of transportation	Continual	N/A	<div style="width: 20%;"><div style="background-color: #0070C0; height: 10px;"></div></div>							
119	5.3	Supporting Travel Options	▣ Create mobility hubs				x	x	x	x		x	
120	5.3.1	Supporting Travel Options	Identify optimal locations for mobility hubs in strategic locations around the city. These mobility hubs will differ in size and scope based on location type and may incorporate elements to improve navigation for all users of the site through wayfinding and other features	Medium-Term	FY2027	<div style="width: 10%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Staff are coordinating with WMATA to incorporate dockless mobility corrals at Metro stations						
121	5.3.2	Supporting Travel Options	Incorporate charging infrastructure for carshare vehicles, personal vehicles, and micromobility devices (electric bikes, scooters, etc.)	Medium-Term	FY2027	<div style="width: 10%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	City has submitted an application to the US DOT's Charging and Fueling Infrastructure (CFI) grant program's Round 1 and Round 2 Notice of Funding Opportunity to request funds for the installation of publicly accessible charging. Round 2 of CFI was due September 11, 2024. The City has also issued a franchise solicitation to contract with a vendor to install publicly accessible EV charging infrastructure at no cost to the City. The solicitation closed September 13, 2024. The City is exploring opportunities to utilize grant funding for expanding charging for EV carsharing and micromobility devices.						
122	5.3.3	Supporting Travel Options	Focus on traditionally underserved communities and strategic locations to address first- and last-mile travel needs citywide	Continual	N/A	<div style="width: 20%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Dockless mobility providers are required to deploy scooters and ebikes within equity-emphasis areas of the city, including Arlandria, West of I-395, and between Quaker Ave and I-395. New Capital Bikeshare stations will be installed in underserved communities.						
123	5.4	Supporting Travel Options	▣ Pursue regional approaches to reduce traffic and congestion, particularly during peak times					x	x				
124	5.4.1	Supporting Travel Options	Coordinate with neighboring jurisdictions and regional entities to explore unifying local TDM programs into a more comprehensive regional effort	Medium-Term	FY2027	<div style="width: 10%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	GO Alex continues to work with COG to understand what other jurisdictions are doing.						
125	5.4.2	Supporting Travel Options	Advocate for policies that will help manage congestion, such as telework incentives or a regional congestion pricing program	Continual	N/A	<div style="width: 20%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	GO Alex promotes telework through employer outreach activities. No work on congestion pricing program at this time.						
126	5.4.3	Supporting Travel Options	Continue to support regional transportation initiatives, including Commuter Connections, and targeted TDM initiatives of a regional scale, such as the Northern Virginia Regional Multi-Modal Mobility Program (R3MP)	Continual	N/A	<div style="width: 30%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	GO Alex continues to support regional transportation initiative discussions. We are continuing to participate in the Northern Virginia Regional Multi-Modal Mobility Program (R3MP)						
127	6		▣ Curb Space and Parking										
128	6.1	Curb Space and Parking	▣ Implement a prioritization framework for making changes to curb space				x		x	x	x		
129	6.1.1	Curb Space and Parking	Implement a framework to prioritize parking, loading, drop-off, bike lanes, and mobility hubs, among other uses, when making curbside changes	Short-Term	FY2024	<div style="width: 100%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Curbside Prioritization Framework is complete						
130	6.1.2	Curb Space and Parking	Work with the community and the Traffic and Parking Board to apply the framework when a new use is considered on a	Continual	N/A	<div style="width: 100%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	Continue to reference the Curbside Prioritization Framework for any						

No.	Chapter	Strategy and Action	Timing	Target Year	Progress	Notes	Accessible	Connected	Convenient	Equitable	Safe	Sustainable
		street				proposed changes brought before the TPB						
131	6.2	Curb Space and Parking	Consider pricing, regulation, data, and communications to manage parking availability					x	x			x
132	6.2.1	Curb Space and Parking	Consider technology to collect and disseminate more and better data on parking availability and usage	Short-Term	FY2024		Working to develop CDS for Alexandria's curbspace. Having conversations with OMF, Populus, and Inrix					
133	6.2.2	Curb Space and Parking	Improve signage and availability of real-time information via technology to guide users to off-street parking, pick-ups, drop-offs, and loading to free up on-street curb space whenever reasonable and practicable	Short-Term	FY2024		Recently installed real-time signage and paystations for City-owned garages and created ParkMobile zones for all City-owned off-street facilities. Continuously improving loading and PUDO zones citywide and conducting a pilot with Uber and Lyft to geofence PUDO and loading zones for passenger and food delivery pickup and dropoff					
134	6.2.3	Curb Space and Parking	Consider coordinated pricing strategies to encourage more efficient and equitable use of on- and off-street parking spaces	Medium-Term	FY2027		Continue to improve Smarking dashboard and have collected comprehensive inventory of all on-street metered parking spaces in the City to inform parking pricing decisions based on demand					
135	6.2.4	Curb Space and Parking	Improve the perception of safety in garages through improved communications, wifi connections, and cellular service	Continual	N/A							
136	6.3	Curb Space and Parking	Reconsider parking requirements in new developments					x		x		x
137	6.3.1	Curb Space and Parking	Build upon recent efforts to right-size parking for residential and commercial development, recognizing that increased parking leads to increased traffic	Short-Term	FY2024		The Parking and Curbside Management team will evaluate and update existing parking standards for residential and commercial development projects as part of its FY25 workplan					
138	6.3.2	Curb Space and Parking	Review shared parking section of the zoning and ordinance to identify opportunities to make shared parking more viable. For example, a bank that closes at 5:00 PM and a restaurant that opens at 5:00 PM may be able to share parking facilities	Short-Term	FY2024		Staff continues to work with developments or DSUPs individually to assess opportunities to make shared parking more viable					
139	6.3.3	Curb Space and Parking	Leverage the ability of new data sources to regularly evaluate parking uses and trends	Continual	N/A		Working on developing CDS for Alexandria's curbspace to regularly evaluate on-street parking uses and trends					
140	6.3.4	Curb Space and Parking	Increase the percentage of parking spaces in new developments that can support electric vehicle charging	Continual	N/A		Most recent update to Standard Development Conditions require 7%* of parking spaces have EV chargers installed, and 75% of parking spaces be EV make-ready.					
141	6.4	Curb Space and Parking	Promote electric vehicle charging opportunities						x	x		x
142	6.4.1	Curb Space and Parking	Establish electric vehicle (EV) installation checklists for different uses	Short-Term	FY2024		Installation checklist for homeowners created					
143	6.4.2	Curb Space and Parking	Develop a policy for providing public charging infrastructure in public spaces	Short-Term	FY2024		On July 2, 2024, the Alexandria City Council adopted an ordinance to solicit franchise bids for publicly available electric vehicle charging equipment to be installed on certain City-owned facilities (e.g., parking garages and parking lots at parks, libraries, and recreation centers) at no cost to the City. The solicitation closed September 13, 2024, with a					

No.	Chapter	Strategy and Action	Timing	Target Year	Progress	Notes	Accessible	Connected	Convenient	Equitable	Safe	Sustainable
						negotiated agreement estimated to be in place by the end of Q1 2025.						
144	6.4.3	Curb Space and Parking	Continual	N/A	<div style="width: 20%;"><div style="background-color: #0070C0; height: 10px;"></div></div>	The City issued a Request for Industry Information (RFII) in Fall 2023 to request information from vendors on public EV charging, right-of-way charging, and fleet charging. The responses to this RFII inform the City's workplans regarding EV charging. The City also participates in informational meetings with vendors and stakeholders that provide services related to EV charging and EV adoption.						
145		Coordinate between parties interested in charging stations										
146												

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 22, 2025
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION
SUBJECT: AGENDA ITEM #6 – DRAFT ANNUAL WORKPLAN AND 2025
TRANSPORTATION COMMISSION CALENDAR

ISSUE: Consideration of the Draft 2025 Workplan and Draft 2025 Transportation Commission Calendar of meetings.

RECOMMENDATION: That the Transportation Commission receive the Draft 2025 Workplan and Calendar and provide feedback.

BACKGROUND: Every calendar year, the City and the Transportation Commission create a Transportation Commission Workplan to map out anticipated items the Commission will receive throughout the year. This is not an exhaustive list and items might change. The goal is to allow the Commission to anticipate upcoming topics.

The 2025 Calendar of meetings is a new item to be brought forward to the Transportation Commission. The purpose of the calendar is to eliminate conflicts with holidays, etc., and to ensure that commissioners and the public are aware of dates for the meetings throughout the year.

DISCUSSION: The Draft 2025 Workplan was developed with input from Commissioners at the November 20 meeting is provided in Attachment 1. The Draft 2025 Calendar is provided in Attachment 2.

ATTACHMENTS:

Attachment 1: Draft 2025 Transportation Commission Workplan
Attachment 2: Draft 2025 Calendar

2025 Transportation Commission Work Plan - DRAFT

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
							BREAK	BREAK				
Transportation Commission												
Retreat												
Chair/Vice Chair Election												
Transportation Long-Range Plan												
Discussion Items		Detours	Trails									
City Planning Studies												
Interdepartmental Long Range Work Plan												
Repaving Update												
Duke Street SAP												
Dept. Planning/Zoning Transportation Process												
Transportation Funding												
City Budget												
NVTA 70% Funds												
SMART SCALE												
CMAQ/RSTP Grant												
Safe Streets for All												
DRPT Transit Assistance and CAP grants												
Low-No Emissions Bus Grant												
RAISE Grant												
Federal/State Grants (as needed)												
Transportation Alternatives Program												
I-395 Commuter Choice Grant												
MWCOG Technical Assistance Grants												
Transportation Programs												
Vision Zero Action Plan Implementation												
Complete Streets												
Safe Routes to School												
Trails												
Parking and Curbside Management												
Automated Enforcement Tools												
Alexandria Mobility Plan Implementation												
Alexandria Mobility Plan Monitoring and KPIs												
Capital Bikeshare and Micromobility Update												
Transportation Management Plan (TMP) Update												
Paratransit Program Update												
Transit Program/Bus Stop Program												
FY25 Alexandria Transit Strategic Plan (ATSP)												
Smart Mobility / Parking Technologies												
Regional Projects / Plans												
State Legislative Process												
Better Bus Network Redesign												
Virginia Passenger Rail Authority												
VDOT I-495 Southside Express Lanes Study												
WMATA Budget												

Discussion Item
 Action Item
 Written Item
 Not discussed this year

Attachment 2: Draft 2025 Calendar

- January 22, 2025- January Meeting
- February 19, 2025- February Meeting
- March 19, 2025- March Meeting
- April 16, 2025- April Meeting
- May 21, 2025- May Meeting
- June 18, 2025- June Meeting
- JULY- NO MEETING
- AUGUST- NO MEETING
- September 17, 2025- September Meeting
- October 15, 2025- October Meeting
- November 19, 2025- November Meeting
- December 17, 2025- December Meeting

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 22, 2025
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. WMATA Budget

In December 2024, [WMATA released its proposed budget for FY 2026](#). Budget highlights include \$2.6 Billion for operating and \$2.4 Billion for capital projects. These budgets include implementation of [year-one] Better Bus Network Redesign, rollout of Open Payments, investments in state of good repair, and continued work to increase operational efficiency and reliability.

The FY 2026 budget is the first to incorporate the recently restructured Subsidy Allocation Formula detailing funding responsibilities across Metro compact members. Alexandria will be asked to contribute nearly \$80 Million towards the Metro budget via a \$64.1 million Operating Subsidy, a \$13.8 million Capital Subsidy, and \$1.8 million in debt service. Alexandria's proposed subsidy highlights a 13% increase over a two year period, and generally mirror regional and national economic trends.

WMATA will be seeking input on the proposed budget via public hearings and workshops during January/February and will seek to formally adopt the budget in late March.

Public hearings on the FY26 Budget are scheduled as follows:

- Monday, February 3rd – 6 p.m.: Metro HQ at Eisenhower
- Tuesday, February 4th – Noon: Virtual-only hearing
- Tuesday, February 4th – 6 p.m.: Metro HQ at L'Enfant
- Wednesday, February 5th – 6 p.m.: Metro HQ at New Carrollton

B. USDOT Smart Grant

The City of Alexandria has been awarded a [Stage 1 SMART Grant](#) from the U.S. Department of

Transportation (USDOT) as part of the [Strengthening Mobility and Revolutionizing Transportation \(SMART\) program](#). This grant, totaling \$900,000, will support the development of the "SmartScan: Alexandria AI-Driven Roadway Infrastructure Monitoring" project. With this award, Alexandria joins 33 other recipients from 21 states in receiving funding. These efforts represent a significant step forward in transforming the nation's transportation systems through technology. The City will partner with the [Virginia Tech Transportation Institute](#) to evaluate the data and technology used in this pilot.

The SMART program, established by the Bipartisan Infrastructure Law (BIL), is designed to fund public sector agencies in their efforts to implement cutting-edge smart technologies to improve transportation efficiency and safety. Alexandria's project leverages AI detection technology to create a dynamic, real-time inventory of pavement conditions and traffic signs. The initiative will improve fairness in road repaving prioritization, digitize roadway signs for better maintenance and communication, and support autonomous vehicle safety. By using existing City vehicle routes, such as buses and garbage trucks, for continuous monitoring, the project aims to shift from reactive to proactive infrastructure management, enhancing equity in service delivery and accountability for road conditions.

For more information about the City's Smart Mobility Program and initiatives, visit the [Program website](#).

C. 200 Block of King Street Update

The City of Alexandria's Department of Transportation & Environmental Services completed Phase 1 of a walk zone pilot for the 200 block of King Street during the holiday season. The first phase of the walk zone project began on November 22, 2024, temporarily closing the 200 block of King Street to vehicular traffic and ending on January 3, 2025 (originally closure was January 6, but due to snow, closure ended on January 3). Feedback on the project was received via a feedback form and will be used with data to make changes to the second phase of the project.

The second phase will run from March 14 to September 30, 2025. This extended period will allow for additional community engagement and data collection. Based on the outcomes of the pilot, the City Council will consider a permanent walk zone ordinance in the fall of 2025.

Visit the [project website](#) for updates, designs, and more information.

D. Better Bus Network Redesign

WMATA's final Better Bus network is now approved and posted online. DASH and T&ES staff have been involved with this redesign in service design workshops, providing comments on proposed recommendations in the Visionary Network, helping create the 2025 Network, and coordination with potential service changes in the West End.

Information about the 2025 Better Bus Network can be found at wmata.com/betterbus, including:

- Detailed information about the 2025 Network, including [2025 Network maps by jurisdiction](#) and [route profiles for all 2025 Network routes by jurisdiction](#).

- Project reports, including the project’s [Final Summary Report](#), which details the analysis, engagement, and approach used to develop and revise the 2025 Network redesign, the project’s [Phase 3 Engagement Summary](#) and appendices, which include details the approach and findings from this summer’s engagement effort and includes comments received through the public hearing process.
- The [Proposed 2025 Network Comment & Response Summary](#), summarizes comments received by route and service planning responses

The first step to approve the 2025 Better Bus Network was on Thursday, November 7, 2024, [presentation to the Board’s Safety and Operations Committee](#). Following the committee meeting, the full Metro Board voted to approve on November 21st

With the planning work wrapping up, WMATA is working to implement the network in the summer of 2025, and will continue to work with the City on various activities that will support successful implementation through coordination meetings in the coming weeks to continue to coordinate and collaborate service change activities.

Overall, the Better Bus Network Redesign improves service coverage in Alexandria, with minimal concessions. Alexandria highlights include:

- New Bus Stop at Potomac Yards to serve the A70 (Tyson’s to Potomac)
- Re-establishment of 4 bus stops on Richmond Highway to expand service coverage
- Intersection improvements to support the new route A25
- ADA Upgrades in Parkfairfax neighborhood