

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		<div><div></div> Transit</div>										
2	1.1	Transit	<div><div></div> Implement a citywide transit network with frequent, all-day service</div>					x	x	x	x		x
3	1.1.1	Transit	Begin implementing the New DASH Network in Fiscal Year 2022	Short-Term	FY2024	<div><div></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><div></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><div></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	<div><div></div> Build out the city's priority transitway corridors and make improvements on high-ridership corridors</div>					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><div></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><div></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><div></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><div></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><div></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	<div><div></div> Transition the City's bus fleet to fully electric, zero-emission vehicles</div>						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><div></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><div></div></div>	This was completed in spring 2023						
15	1.3.3	Transit	Monitor emerging technology benefits and tradeoffs	Continual	N/A	<div><div></div></div>	DASH has implemented recent technology projects to provide more accurate tools for collecting and analyzing ridership data.						
16	1.4	Transit	<div><div></div>Improve the rider experience</div>					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><div></div></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><div></div></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><div></div></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><div></div></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><div></div></div>	Shelter Model Finalized (waiting for Code Comments). Procurement for site design nearly finalized.						
22	1.5	Transit	<div><div></div>Evaluate free-fare service and explore low-income options</div>							x	x		
23	1.5.1	Transit	Monitor outcomes of implementing free fares on DASH	Short-Term	FY2024	<div><div></div></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><div></div></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><div></div></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	<div><div></div>Support a better connected regional transit network</div>					x	x				x
27	1.6.1	Transit	Support the development of mobile payment and trip planning applications that are compatible between Washington Metropolitan Area Transit Authority (WMATA), Virginia Railway Express (VRE), Maryland Area Rapid Commuter (MARC), and Alexandria Transit Company (DASH) services	Short-Term	FY2024	<div><div></div></div>	WMATA payment application has been launched. VRE and MARC offer payment applications. DASH is fare free.						
28	1.6.2	Transit	Collaborate with WMATA and neighboring jurisdictions to enhance connectivity to major activity centers and develop a more coordinated, useful regional transit system as part of WMATA's Bus Transformation Project implementation and Bus Network Redesign	Medium-Term	FY2027	<div><div></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	Enhance connections to support future rail expansion, water transportation expansion, and future regional bus rapid transit corridors	Long-Term	FY2030	<div><div></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	<div><div></div>Modernize paratransit for the city's aging population</div>					x		x	x		
31	1.7.1	Transit	Develop more customer-friendly service that is scalable for increased demand	Short-Term	FY2024	<div><div></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	Identify opportunities to improve cost-effectiveness for long-term program management for DOT Paratransit and MetroAccess services	Short-Term	FY2024	<div><div></div></div>	Continue to evaluate ridership numbers with VIA platform; The Paratransit Manager will look at cost-effective improvements.						
33	1.7.3	Transit	Explore partnerships with existing City services, neighboring jurisdictions, and on-demand service providers to improve the effectiveness and efficiency of serving the travel needs of seniors and persons with disabilities	Continual	N/A	<div><div></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		<div><div></div>Smart Mobility</div>										
35	2.1	Smart Mobility	<div><div></div>Expand smart signal technology to enable detection and real-time signal adjustments</div>						x	x		x	
36	2.3	Smart Mobility	<div><div></div>Upgrade capabilities of the Traffic Management Center to better manage congestion in real-time</div>						x	x		x	
37	2.3.1	Smart Mobility	Equip Alexandria's Traffic Management Center (TMC) to allow it to manage on-street traffic equipment, monitor overall system status including pavement condition during weather events, configure devices remotely, and analyze data	Medium-Term	FY2027	<div><div></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	Expand coverage of closed-circuit television (CCTV) cameras and improve traffic visualizations for more efficient management of traffic incidents	Medium-Term	FY2028	<div><div></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	Incorporate resiliency and redundancy measures, such as a virtual backups in the event of failures	Continual	FY2028	<div><div></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	Integrate transit signal priority (TSP) and emergency vehicle preemption (EVP) into more of the City's corridors. This involves upgrading the City's traffic signals as well as the	Short-Term	FY2024	<div><div></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><div></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><div></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	<div><div></div> Strategically invest in partnerships to expand city data, technology, and communications capabilities</div>						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><div></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><div></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><div></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	<div><div></div> Proactively prepare for connected and autonomous vehicles</div>						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><div></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><div></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><div></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><div></div></div>	Safety continues to be high priority when introducing new technologies to the transportation network						
52	2.5	Smart Mobility	<div><div></div> Develop a framework for pilot projects to test new modes, infrastructure, or initiatives</div>					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><div></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><div></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><div></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		<div><div></div>Streets</div>										
57	3.1	Streets	<div><div></div>Implement the Vision Zero Action Plan to eliminate traffic fatalities and serious injuries by 2028</div>					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><div></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><div></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><div></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><div></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	<div><div></div>Develop a comprehensive program to reduce speeding and cut-through traffic on local streets</div>					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><div></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><div></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><div></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	<div><div></div>Ensure new development minimizes negative impacts to the street network</div>					x		x		x	x
67	3.3.1	Streets	Update guidance for developers to better reflect City goals through traffic impact studies and best practices from around the country	Short-Term	FY2024	<div><div></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	Require improved data collection and reporting after implementation	Short-Term	FY2024	<div><div></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	Ensure proper consideration of all users through improved methods for measuring service levels for all modes and safety impacts on our transportation network	Continual	N/A	<div><div></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	Encourage study methodologies and mitigation measures such as transportation demand management programs and street design changes that place higher priority on local trips rather than regional trips to help reduce cut-through traffic	Continual	N/A	<div><div></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	<div><div></div>Work with regional, state, and private sector partners to develop tools to keep traffic on highways and reduce regional cut-through traffic</div>							x		x	
72	3.4.1	Streets	Coordinate with other jurisdictions and regional bodies to evaluate pricing strategies and other policies that promote highway travel versus travel on local streets	Long-Term	FY2026	<div><div></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	Explore signal timing as a tool to keep regional traffic on highways	Short-Term	FY2025	<div><div></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	Utilize variable messaging systems to use real-time travel comparisons to promote high-occupancy toll (HOT) lanes	Continual	N/A	<div><div></div></div>	Continue collaboration with VDOT and other neighboring jurisdiction						
75	3.5	Streets	<div><div></div>Consider the use of speed cameras and other automated tools to improve safety</div>								x	x	
76	3.5.1	Streets	Consider speed cameras in school zones, enabled in 2020	Short-Term	FY2024	<div><div></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	<div><div></div></div>	City continues to advocate at the state level for tools to help reach our Vision Zero goals. New legislation authorizing expanded use of speed cameras went into effect in July 2024						
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	<div><div></div></div>	City staff continually coordinates with APD on protecting vulnerable road users. APD prioritizes enforcement on high-crash corridors.						
79	3.6	Streets	<div><div></div> Maintain a state of good repair for our streets using a proactive, data driven, and equitable approach</div>					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	<div><div></div></div>	City staff is consistently collaborating with external utility agencies to effectively address utility conflicts ahead of the paving schedule.						
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	<div><div></div></div>	City staff continually pursues state of good repair funding by evaluating the condition of pavements and bridges, adjusting roadway segments based on survey scores when needed to better serve the community. Partnered with Arlington County to repair West Glebe Road bridge to improve super structure and provide a safe travel way for bicyclist and pedestrians.						
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	<div><div></div></div>	City staff proactively seeks funding and provide inspection services to the city infrastructure to improve deficiencies throughout the city.						
83	4		<div><div></div> Pedestrian and Bicycle</div>										
84	4.1	Pedestrian and Bicycle	<div><div></div> Create a safe, well-maintained, and comfortable walking and bicycling environment</div>					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	<div><div></div></div>	Staff continues to install wayfinding as appropriate. Wayfinding is included in upcoming trail projects (Old Cameron Run, North Beauregard Street). In Fall 2022, staff deployed new wayfinding signs near Metro stations and at key locations on the Mount Vernon Trail. In 2023, the City applied for state grant funding for trail wayfinding, but it was not awarded. The City's Wayfinding Phase VI project is in the procurement phase, which includes some wayfinding on trails.						
86	4.1.2	Pedestrian and Bicycle	Invest in ongoing maintenance and repair of the pedestrian and bicycle network	Continual	N/A	<div><div></div></div>	City continues to upgrade sidewalks, ADA ramps, and bicycle facilities as appropriate through its capital street maintenance program. Staff coordinated to develop updated cleaning cycles for bike lanes.						
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	<div><div></div></div>							
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	<div><div></div></div>	Staff continues to prioritize safety improvements at these locations. Examples include the William Ramsay						

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89							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.						
	4.2	Pedestrian and Bicycle	<div><div></div>Build out a continuous, connected, and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably</div>					x	x	x	x	x	x
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	<div><div></div></div>	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	<div><div></div></div>	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	<div><div></div></div>	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	<div><div></div></div>	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	<div><div></div>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</div>					x	x	x	x	x	x

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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><div></div></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.						
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><div></div></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.						
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><div></div></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.						
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><div></div></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.						
4.4	Pedestrian and Bicycle	<div><div></div> Upgrade or install infrastructure that increases the accessibility of City streets and public spaces for people of all ages and abilities</div>					x	x	x	x	x	x
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><div></div></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.						
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><div></div></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><div></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><div></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><div></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	<div><div></div> Educate all street users about safety and traffic laws</div>								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><div></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><div></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><div></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		<div><div></div> Supporting Travel Options</div>										
110	5.1	Supporting Travel Options	<div><div></div> Use information, programs, and encouragement to make it easier for residents and workers to choose options other than driving alone</div>					x			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><div></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><div></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><div></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><div></div></div>	We will continue to promote real-time information through DASH, WMATA, and other transit providers.						
115	5.2	Supporting Travel Options	<div><div></div> Use the Potomac River to expand transportation options</div>					x	x	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><div></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><div></div></div>							
118	5.2.3	Supporting Travel Options	Identify opportunities to integrate with other modes of transportation	Continual	N/A	<div><div></div></div>							
119	5.3	Supporting Travel Options	<div><div></div>Create mobility hubs</div>					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><div></div></div>	Staff are coordinating with WMATA to incorporate dockless mobility corrals at Metro stations						
121	5.3.2	Supporting Travel Options	<div></div> <div>Incorporate charging infrastructure for carshare vehicles, personal vehicles, and micromobility devices (electric bikes, scooters, etc.)</div>	Medium-Term	FY2027	<div><div></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><div></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	<div><div></div>Pursue regional approaches to reduce traffic and congestion, particularly during peak times</div>						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><div></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><div></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><div></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		<div><div></div>Curb Space and Parking</div>										
128	6.1	Curb Space and Parking	<div><div></div>Implement a prioritization framework for making changes to curb space</div>					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><div></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><div></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	<div><div></div>Consider pricing, regulation, data, and communications to manage parking availability</div>						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	<div><div></div></div>	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	<div><div></div></div>	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	<div><div></div></div>	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	<div><div></div></div>							
136	6.3	Curb Space and Parking	<div><div></div>Reconsider parking requirements in new developments</div>						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	<div><div></div></div>	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	<div><div></div></div>	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	<div><div></div></div>	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	<div><div></div></div>	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	<div><div></div>Promote electric vehicle charging opportunities</div>							x	x		x
142	6.4.1	Curb Space and Parking	Establish electric vehicle (EV) installation checklists for different uses	Short-Term	FY2024	<div><div></div></div>	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	<div><div></div></div>	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						

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							negotiated agreement estimated to be in place by the end of Q1 2025.						
144	6.4.3	Curb Space and Parking	Coordinate between parties interested in charging stations	Continual	N/A	<div><div></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													
146													