



Transportation Commission Meeting

March 18, 2026

7:00PM

2900 Business Center Drive

AGENDA

1. Public Comment (Not to exceed 10 min) 7:00-7:05
2. Minutes of the January 21 meeting 7:05-7:07
3. **Action Item:** Proposed City FY 2027 Operating Budget and FY 2027-2036 Capital Improvement Program 7:07-7:35
4. **Discussion Item:** AlexMoves Transportation Survey 7:35-8:00
5. **Action Item:** Final 2026 Annual Workplan and Transportation Commission Calendar 8:00-8:10
6. **Commissioner Updates** 8:10-8:20
7. **Written Items** 8:20-8:30
 - A. FY27 WMATA Budget
 - B. West Alexandria Transit Station Design
 - C. Legislative items pertaining to their priorities
 - D. Smart Scan update
 - E. Braddock Road Improvement Project
 - F. Complete Streets Updates
 - G. CMAQ/RSTP/TAP/NVTA Staff Recommendation
 - H. Smart Mobility Lab wins Smart City Award
8. **Other Business** 8:30-8:35

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, APRIL 15, 2026

This meeting of the Transportation Commission is being held electronically. Members of the Transportation Commission and staff are participating either from a remote locations through video conference call on Zoom. The meeting can be accessed via Zoom by registering at the following link:

<https://zoom.us/j/95028234542>

Meeting ID: 950 2823 4542

Passcode: 947959

One tap mobile

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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 the day of the Commission meeting to Christopher.Ziemann@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
December 17, 2025
7:00 p.m.

MINUTES

Commissioners Present: Chair Matthew McManus, Vice Chair Leslie Catherwood, Commissioner Casey Kane, Commissioner Jim Maslanka, Commissioner Melissa McMahan, Councilmember John Chapman, Councilmember Kirk McPike.

Staff Present: Christopher Ziemann - Transportation Planning Division Chief; Josh Etim - GO Alex Program Manager.

Audio/Visual presentation is available online:

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

Chair McManus called the Transportation Commission meeting at 7:00 p.m.

1. Public Comment 00:02:14

Public Comment received related to Item 6, and recorded below at the Commission's request.

Motion to close the Public Comment Period: McMahan

Second: Maslanka

Motion carries 5-0

2. December Minutes 00:04:19

Motion to approve minutes for the December 17, 2025 meeting with a correction to the meeting date noted on the slide deck: McMahan

Second: Maslanka

Motion carries 5-0

3. Public Hearing: GO Alex Transportation Management Program Annual Budget 00:05:14

Staff presented the FY 2026 GO Alex Fund budget and Transportation Management Plan (TMP) work program, as required under the 2023 TMP Policy. Key points included:

- TMP funds are collected from qualifying developments and split evenly between citywide transportation projects and neighborhood-based projects tied to small area plans.
- As of July 1, 2025, approximately \$535,000 had been collected under the 2023 policy.
- Planned FY 2026 expenditures total approximately \$220,000, primarily for TMP surveys, grant match requirements, and ongoing programs such as bike education.
- No capital projects are proposed for FY 2026; approximately \$315,000 is expected to carry over, with capital investments anticipated beginning in FY 2027.

Commission discussion focused on:

- The lack of capital spending in FY 2026 and the rationale for carrying funds forward.
- Equity concerns related to how funds are distributed across small area plans and neighborhoods with limited development activity.
- Transparency and public availability of information related to TMP locations, surveys, and data.
- The need to balance neighborhood-level investments with citywide priorities and safety needs.
- The importance of avoiding excessive accumulation of funds and moving toward more timely investment as staff capacity and project readiness increase.

Staff noted that FY 2026 is a transition year and that a more robust capital and spending plan will be brought forward with the FY 2027 budget.

Motion to approve the FY26 GO Alex Annual Budget: Kane

Second: McMahon
Motion carries: 5-0

4. Public Comments: MWCOG Technical Assistance Grants 00:40:50

Staff presented proposed applications to the Metropolitan Washington Council of Governments for:

- A citywide bicycle network gap study under the Transportation & Land Use Program.
- A Mount Vernon Avenue safety study under the Regional Road Safety Program, building on Safe Routes to School and Vision Zero priorities.
- Proposed applications (2):
 1. TLC: Citywide bicycle network gap study to identify missing connections and make the network cohesive (moving beyond “link-by-link” delivery tied to repaving).
 2. Regional Road Safety Program: Mount Vernon Avenue safety study/effort, including around Mount Vernon School and along the corridor toward Braddock Road (also noting GW Middle School on the corridor).
- Recommendation requested: Commission to provide letter of endorsement to City Council supporting both applications.

Commission discussion themes / questions:

- Gap study approach: Encourage field work plus public outreach to capture “gaps” not obvious on maps (e.g., cul-de-sac discontinuities, trail connections) and help the \$100k go further.
- Facility definitions: Question whether shared lane markings (sharrows) count as gap-fill vs. represent a “gap”; staff indicated sharrows would not be considered a gap fill, but study could note better treatments and acknowledge limited comfort for many riders.
- Longer-term marker: Note upcoming bike/ped network work in ~2028/29 as a point to revisit/advance beyond sharrows.

Public Comment: Mount Vernon Avenue safety study (from: 00:02:20)

- Elena Hutchison: strong support and excitement for pursuing grant funding to study Mount Vernon Avenue safety. Noted ongoing, repeated concerns raised with city staff; corridor feels unsafe. Cited recurring reports of T-bone crashes at multiple intersections, including in Del Ray and similar issues in Oronoco. Thanked and congratulated staff for advancing the application, noting optimism about the City’s grant success and appreciation that concerns are being taken seriously.

Vote on recommendation to provide letter of endorsement: 5-0

5. Discussion Item: Draft 2026 Annual Workplan and Calendar 00:51:44

- Purpose:
 - Provide predictable docket planning for commissioners and staff.
 - Confirm meeting dates and avoid holiday conflicts.
- Key work plan notes:
 - Chair/vice chair elections scheduled for April.
 - Transportation long-range plan proposed to be deferred due to staff capacity constraints (vacancy, hiring freeze, budget situation); chair supported revisiting next year.
 - Upcoming items: repaving update (written), GO Alex Strategic Plan returning next month, Duke Street land use plan discussion (transportation elements), budget touchpoints, SMART SCALE timing, CMAQ/RSTP, Commuter Choice technical assistance grants, and as-needed federal/state grant opportunities.
 - Program updates: Vision Zero/Complete Streets/Safe Routes to School/Trails (planned October discussion), curbside management (September), written items on automated enforcement and bikeshare/micromobility, transit planning and bus stop program updates (March and November), Smart Mobility update (June), and WMATA budget timing delayed.
- Commission discussion themes:
 - Requested a simplified status touchpoint on long-range plan progress (what has been completed and what is funded) even if the full effort is deferred.
 - Raised concern that packing multiple major topics into one two-hour meeting limits discussion; suggested breaking up presentations or extending time.
 - Wanted to address maintenance of bike/ped infrastructure (e.g., snow clearance and related

- equipment/budget implications) via the repaving update or another agenda slot.
 - Requested adding parking standards and car share policy updates once timelines are known, aligned with related community processes.
- Calendar / meeting logistics:
 - Third Wednesday meeting cadence works; no holiday conflicts noted.
 - Location planned at the Business Center Drive building next to DASH facilities; staff to email details on bike parking, car parking, and nearby bus stops/routes.

6. Commissioner Updates

01:06:52

- Several commissioners: no updates.
- Kane: Transportation & Parking Board meeting next week; Braddock Road changes may take significant time.
- McMahan: Planning Commission first public hearing in Del Pepper Center; green building plan master plan resolution advanced unanimously with modifications; notes EV-charging-related provisions and upcoming council remarks.
- Chair McManus: Invitation to walk behind a DASH bus at St. Patrick’s Day Parade as group/public engagement idea; positive reactions.

7. Written Items Pulled

01:11:43

- Item A: Vision Zero Action Plan update (grant-funded)
 - Schedule uncertain; internal work hoped in fall; likely docket participation early 2027.
 - Steering/working group concept: staff expects to include a Transportation Commissioner; other representation TBD.
 - Kane congratulated staff; emphasized value of updating plan as a “marker” to move progress.
- Item B: VDOT safety analysis—Glebe Road
 - Confirmed approved intersection redesign at Glebe & Mount Vernon; analysis will incorporate predetermined design and also consider Glebe/Montrose/Ashby and likely area near Potomac Ave.
 - Kane noted prior board approvals/sequence constraints (e.g., sewer work affecting Ashby timing) and praised VDOT partnership.

8. Other Business

01:16:28

Membership updates: no updates; McMahan asked to keep asking on record; noted interest in broader representation (e.g., Commission on Aging).

Motion to adjourn: McMahan

Second: Maslanka

At **8:20pm**, the Transportation Commission meeting adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 18, 2026

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #3: PROPOSED CITY FY 2027 OPERATING BUDGET AND FY 2027-2036 CAPITAL IMPROVEMENT PROGRAM (CIP)

ISSUE: Consideration of the City Manager’s proposed Fiscal Year (FY) 2027 - FY 2036 transportation budget.

RECOMMENDATION: That the Transportation Commission review and provide feedback on the proposed transportation related budget items that will be incorporated into a letter that the Commission will endorse in April.

BACKGROUND: Each year, the City Manager presents a proposed operating and capital budget to the City Council for consideration and action. As part of the budget process, a ten-year Capital Improvement Program (CIP) is developed, programming funding for major capital projects in the City. Funding for the CIP comes from the City’s general fund, grants and other non-City sources of funding including developer contributions.

On February 24, City Manager James Parajon presented the City Council with a proposed operating and capital budget for FY 2027. Budget adoption is scheduled for Wednesday, April 29. The proposed budget includes a General Fund Base Operating Budget of \$977.3 million (beginning July 1), as well as a \$2.01 billion 10-year Capital Improvement Program (CIP) for FY 2027 – 2036. The budget recommends a step increase and a 1.5% pay scale adjustment for non-collectively bargained City employees and funds the respective collective bargaining agreement for Fire, Police, and Labor and Trades groups.

This budget was guided by City Council’s priorities, and while they evolve to complement our community’s needs and wants, they remain grounded in employee attraction and retention, affordable housing, eliminating community disparities, and improving the City’s economic strength.

DISCUSSION: Investments that are related to transportation in the FY 2027 operating budget include:

- Increases DASH funding to support collective bargaining and continues the DASH Line 32 services between Landmark and the Van Dorn Metro Station;

- Increased the City’s General Fund contribution to WMATA. The City’s share of the regional subsidy in WMATA’s FY 2027 proposed budget increased from \$64.9 million in FY 2026 to \$71.9 million in FY 2027.
- Increase of \$1.4 million related to Potomac Yard Special Revenue Fund
- Increase of \$3.5 million to support DASH fleet replacement project in the CIP
- Increase of \$300K to support the increased operations and maintenance needs of the expanded capital bikeshare system.
- Eliminate Vacant Principal Planner Position

FY 2026-2035 CIP budget transportation highlights (combination of grants, general fund, and non-city revenues):

- **Ten Year CIP for Transportation:** \$177 million and state and federal grant sources identified to support transportation and transit projects throughout the City.
- **High Capacity Transit Corridors 10-Year CIP:** \$34 Million. This does not include funding from previous years.
 - \$3 million in FY 2027 for the Southern Towers Transit Station
 - \$19 million in FY 2027 for the Duke Street Transitway
- **Public Transit 10-Year CIP:** \$351 million. This does not include funding from previous years.
 - \$127,000 in FY 2027 for Bus Shelter Maintenance
 - \$9.3 million in FY 2027 for DASH bus replacements
 - \$340,000 in FY 2027 for bus stop improvements
 - \$15.8 million in FY 2027 for the City’s contribution to WMATA’s Capital Improvement Program;
- **Non-motorized Transportation 10-Year CIP:** \$57 million. This does not include funding from previous years.
 - \$3.7 million in FY 2027 for Access Improvements at Landmark Mall
 - \$200,000 in FY 2027 for Capital Bikeshare
 - \$1.2 million in FY 2027 for Complete Streets-Vision Zero
 - \$250,000 in FY 2027 for Safe Routes to School
 - \$106,000 in FY 2027 for Complete Streets Sidewalks
 - \$125,000 in FY 2027 for Transportation Project Planning
 - \$750,000 in FY 2027 to update the Vision Zero Action Plan
- **Streets and Bridges 10-Year CIP:** \$171 million. This does not include funding from previous years.
 - \$5.6 million in FY 2027 for Bridge Repairs
 - \$1.1 million in FY 2027 for Fixed Transportation Equipment
 - \$1.5 million in FY 2027 for Sidewalk Capital Maintenance
 - \$5.6 million in FY 2027 for Street Reconstruction and Resurfacing of Major Roads
- **Smart Mobility 10-year CIP:** \$17 million
 - \$5 million in FY 2027 for Connected Vehicles
 - \$1 million in FY 2027 for real time traffic data and upgrade signals

Next Steps:

- April 18 - City Council tax rate public hearing
- April 21 - City Council preliminary add/delete public hearing
- April 27 - City Council final add/delete (if necessary)
- April 29 - Budget adoption

Additional details are provided on the [City's budget website](#).

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 18, 2026

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #4 – ALEXMOVES 2025 TRANSPORTATION SURVEY

ISSUE: Staff update on the [2025 AlexMoves Biennial Resident Transportation Survey](#)

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

BACKGROUND: In late 2025, the City partnered with the polling and research firm [Polco](#) to conduct its biennial AlexMoves travel survey. The purpose of the survey is to gain insight into how Alexandrians get around the City. This survey was the fourth of its kind and provides important information to help the City understand how its residents travel for all types of trips (not just the daily commute). In turn, this will help the City monitor trends over time and better plan for all transportation users. The City received the final report in January of 2026.

KEY FINDINGS:

- **Walking and driving remain the most common travel modes**
 - Most Alexandria residents get around by walking or driving, with nearly half of survey respondents saying they walk or drive alone every day or almost every day. Among transit options, Metrorail and commuter rail were the most commonly used, with about one-third of respondents using rail regularly.
- **Driving Alone Still the Most Common Commute, but Slowly Declining**
 - About half of employed Alexandria residents report driving alone to work at least once during the week. While single-occupancy driving remains the most common commuting option, the share of residents who reported driving alone has decreased slightly since 2023. Overall, driving alone continues to represent a large portion of commute trips, though travel patterns are gradually shifting.
- **Convenience Is the Main Reason People Drive Alone to Work**
 - For residents who drive alone to work, the main reasons are speed and convenience. About half of respondents said driving is simply the quickest and easiest option. Others noted the need to make stops or run errands during their commute, while some prefer the privacy of traveling alone. These reasons have remained largely consistent with survey results from 2023.
- **Teleworking decreased compared with 2023.**

- The share of respondents working from home at least once a week dropped from 59% in 2023 to 42% now. The share working from home multiple days a week also declined, from 30% to 23%.
- **Driving remained the most common way to travel for grocery shopping and other errands.**
 - About three-fourths of respondents said they drove for at least some grocery trips and other errands. Walking was the second most common option, with about half of respondents saying they walked for at least some of these trips.
- **Walking was used more often for parks, recreation, and fun or fitness trips.**
 - For trips to parks or recreation centers, and for activities related to fun or fitness, many residents said they were more likely to walk than drive alone. For other social trips, such as going to restaurants, driving alone was the most common choice, with walking close behind.
- **Better lighting, more trails and paths, and safer streets could encourage more walking and biking.**
 - About 3 in 4 respondents said they would walk more if there were better street lighting after dark, shorter walking times, more off-street paths and trails, and improved traffic safety.
 - About 7 in 10 respondents said they would bike more if they felt safer from traffic.
 - About 6 in 10 said they would bike more if there were more off-street trails and paths, more secure bicycle parking at destinations, and better street lighting after dark.
- **Driving children to school remained common, while walking declined slightly and carpooling increased.**
 - About half of respondents with children said a caregiver drove their child to school, the same as in 2023. The most common reasons for not using other travel options were distance to school, safety concerns, time, and the inconvenience of non-driving modes.
 - Walking to school fell from 44% in 2023 to 38%. School bus use stayed about the same at 31%, while public transportation use increased slightly from 9% in 2023 to 14% now. Carpooling increased significantly, from 8% in 2023 to 19% in 2025.
- **Most residents regularly use GPS apps to plan their trips.**
 - About 70% of residents said they use apps like Google Maps or Waze at least a few times a week to choose the best route, while only 12% said they have never used them.
 - Daily use has steadily increased since 2021 and now stands at 42%. By comparison, fewer than 2 in 10 respondents said they had heard of GO Alex, the City’s transportation options program.

METHODOLOGY: All households located within Alexandria city limits were eligible to be a part of the 2025 survey, with 4,500 households being selected at random to receive an invitation. Each selected household was contacted three times via mail starting November 12, 2025, and data collection closed on December 28, 2025. A total of 617 residents completed a survey, resulting in a response rate of 14%. Typical response rates for a survey of this type range between 10% and 20%. With 617 responses, the margin of error at the 95% confidence level is ± 4 percentage points. Further details on the survey methodology can be found in *Appendix H: Survey Methodology*.

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 18, 2026

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #5 – FINAL 2026 ANNUAL WORKPLAN AND
TRANSPORTATION COMMISSION CALENDAR

ISSUE: Consideration of the 2026 Workplan and 2026 Transportation Commission Calendar of meetings.

RECOMMENDATION: That the Transportation Commission adopt the 2026 Workplan and Calendar.

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 2026 Calendar of meetings is a new item to be brought to the Transportation Commission. The purpose of the calendar is to eliminate conflicts with holidays and to ensure that commissioners and the public are aware of dates for the meetings throughout the year.

DISCUSSION: The 2026 Workplan was developed with input from Commissioners at the January meeting (Attachment 1). The 2026 Calendar is provided in Attachment 2 in order to avoid potential conflicts with holidays.

ATTACHMENTS:

Attachment 1: Final 2026 Transportation Commission Workplan

Attachment 2: Final 2026 Transportation Commission Calendar

2026 Transportation Commission Work Plan

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
		Canceled					BREAK	BREAK				
Transportation Commission												
Chair/Vice Chair Election												
Transportation Long-Range Plan												
Discussion Items/Update			AlexMoves		Updated status on LRP projects							EVs
City Planning Studies												
Interdepartmental Long Range Work Plan												
Repaving Update												
Go Alex Strategic Plan												
Duke Street Land Use Plan												
Transportation Funding												
City Budget												
Go Alex FY26 Budget												
GO Alex FY 27 Budget and Work Plan												
NVTA 70% Funds												
SMART SCALE												
CMAQ/RSTP Grant												
Safe Streets for All												
DRPT Transit Assistance and CAP grants												
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												
Capital Bikeshare and Micromobility Update												
Paratransit Program Update												
Transit Planning/Bus Stop Program												
Smart Mobility												
Residential Parking Standards												
Carshare Policy Update												
Maintenance of Bicycle Infrastructure												
Regional Projects / Plans												
State Legislative Process												
WMATA Budget												

- Discussion Item
- Action Item
- Written Item
- Not discussed this year

Attachment 2: Final 2026 Calendar

- January 21, 2026
- February 18, 2026 - Cancelled
- March 18, 2026
- April 15, 2026
- May 20, 2026
- June 17, 2026
- JULY- NO MEETING
- AUGUST- NO MEETING
- September 16, 2026
- October 21, 2026
- November 18, 2026
- December 16, 2026

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 17, 2026

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #7 – WRITTEN ITEMS

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the written items.

A. FY27 WMATA Budget

WMATA recently released their [proposed FY 2027 operating and capital budgets](#), which are currently under review and subject to public comment and Board action later this spring. The proposed operating budget totals approximately \$2.74 billion and assumes no fare increase, while supporting continued service restoration, including increased bus and rail service across the system. The proposed capital budget totals approximately \$2.1 billion and is part of WMATA's six-year capital program focused on maintaining and modernizing core infrastructure such as railcars, stations, track, and bus facilities. Both the operating and capital budgets remain preliminary and may change prior to final adoption by the WMATA Board.

Under the proposed budget, Alexandria's FY 2027 operating subsidy is projected to increase by approximately \$7 million, or about 11 percent, compared to the current year. This increase is not driven by new service in Alexandria and does not reflect a change in subsidy policy, but instead results from updated ridership and revenue data, correction of a prior-year data issue affecting regional cost allocation, and systemwide operating cost pressures. Staff are continuing to coordinate with WMATA and NVTC to review Alexandria-specific assumptions as additional information is released and will return with updates as the regional budget process advances. Additionally, while the bill in this year's state legislative session failed, there is opportunity to include funding in the budget.

B. West Alexandria Transit Center Design

The City of Alexandria and its consultant team, led by Arcadis, have completed the 30% design phase for the future [West Alexandria Transit Center](#). During this stage, the team explored several design concepts to help shape how the transit center will function both as a bus transfer hub and as a welcoming public space in the growing West End neighborhood.

The design work focused on improving passenger comfort, accessibility, safety, and weather protection, while ensuring the transit center connects well with nearby sidewalks, streets, and bike routes. The next phase of design will focus on balancing strong design with durability, ease of maintenance, and reliable operations. With this milestone complete, the City will move into the next phase of design, where a preferred concept will be refined and developed into a buildable plan as the project continues to advance.

C. Legislative Updates

While targeted photo speed proposals for historic districts or reduced speed segments (HB821, HB818) did not pass, the broader framework for speed safety cameras and photo monitoring did—via SB84, SB219, SB436, HB684, HB994, and HB1220—suggesting consensus around comprehensive, statewide standards over location specific expansions. School area safety followed a similar pattern: bills focused on crossings and campus zones (HB1010, SB428) died, but the more general authority to extend crossing zone times (SB221) advanced.

In micromobility, proposals to change stop sign yielding and device exception rules (HB661, HB1417) stalled, whereas bicycle signal recognition and e bike safety planning (HB812, HB1120), plus helmet provisions for certain devices (HB343), moved forward.

For automation and funding, operational requirements for automated driving systems (HB1125) and broader fund changes (SB638/HB1179) died, while a narrower workforce study (HB1124) and targeted transit funding/administration updates (HB200) passed.

D. Smartscan: Roadway Management Pilot (USDOT SMART Grant)

Funded by the U.S. Department of Transportation, the SmartScan pilot is a project that uses City vehicles equipped with roadway scanning technology to identify issues such as potholes, pavement conditions, and lane markings. The City is scheduled to begin driving these vehicles on local streets this spring and will compare results from four different technology companies to determine which tools provide the most reliable information to support roadway maintenance.

E. Braddock Road Improvement Projects - Alex

At its February public hearing, the Traffic & Parking Board endorsed recommended changes on Braddock Road between West Street and Russell Road as part of the [Braddock Road Corridor Improvements Project](#). The recommended changes include:

- Safer crosswalks at intersections and near the Metro through shorter crossing distances and improved visibility
- A two-way bike lane connecting the Potomac Yard Trail, the Metro Linear Trail, and Braddock Road Metro Station
- New bike lane connections on Commonwealth Avenue as it intersects Braddock Road
- Continuous bike lanes between West Street and Russell Road, filling a gap in the City's bicycle network
- Removal of on-street parking on Braddock Road between Russell Road and Mount Vernon Avenue and on Commonwealth Avenue between Braddock Road and Spring Street*
 - *Note: Disability parking will be relocated to provide continued ADA access

- Reduced travel lanes on Braddock Road between Mount Vernon Avenue and West Street to accommodate safety and access improvements

Following the Traffic & Parking Board Public Hearing, a group of residents submitted a petition to appeal the decision to City Council. In accordance with City Code, staff will bring the item to a City Council Public Hearing, though the date is yet to be determined.

F. Complete Streets Updates – Repaving, Upcoming projects, Recent Project Evaluations

Recent Projects

During the last construction season, the City implemented corridor improvements on Sanger Avenue and Mill Road through street resurfacing:

- **Sanger Avenue.** The City converted the off-peak parking to all-day parking between North Van Dorn Street and North Beauregard Street, effectively reducing the street from four lanes to two lanes. The City also installed new crosswalks and curb extensions to address historic pedestrian safety issues on the corridor. Post-project data indicates that:
 - Prevailing speeds on the corridor declined from 30-33 MPH to 27-29 MPH, or a difference of up to 20%
 - The percent of drivers exceeding the posted speed limit of 25 MPH also declined by as much as 37%, or roughly 4,300 drivers daily.
- **Mill Road.** The City reduced travel lanes and installed a protected two-way cycle track on Mill Road between the area west of Telegraph Road and Jamieson Avenue. Post-project data indicates that:
 - Prevailing speeds on the corridor declined from 26-32 MPH to 26-27 MPH, or a difference of up to 17%.
 - The percent of drivers exceeding the posted speed limit of 25 MPH also declined by as much as 16%, or approximately 1,400 drivers daily.
 - Near Foundry Way, the percent of drivers exceeding the posted speed limit increased by approximately 5%, or roughly 200 drivers daily.

Current/Upcoming Projects

The City has several additional upcoming projects in various stages of planning and design, including, but not limited to:

- **Holland Lane Corridor Improvements.** Construction is planned for Spring 2026.
- **South Pickett Street Corridor Improvements.** Design is in progress, with construction planned for late 2026.
- **Jordan Street Safety Improvements.** Design is in progress, with construction planned in 2026.
- **West Braddock Road and North Howard Street Corridor Improvements.** Planning is underway, and community engagement is planned for Spring/Summer 2026.
- **Yoakum Parkway Corridor Improvements.** Design is underway, with implementation planned for 2027.
- **Whiting Street Improvements.** Planning has been initiated. Community engagement is planned for Spring/Summer 2026.

G. CMAQ/RSTP/TAP/NVTA Grant Staff Recommendations

Staff recommendations have been released from NVTA and the Transportation Planning Board (TPB), which recommend that all applications, which the Transportation Commission also endorsed, be approved. For CMAQ/RSTP, these include Duke Street and Route 1 Improvements (\$3.2M), BikeShare (\$1M), and Safe Streets Studies (\$1). The Safe Routes to School Phase II project (\$2.2M) was recommended for funding through the Transportation Alternatives Set-Aside Program (TAP). In the coming months, VDOT staff will finalize all project selections for incorporation into the Commonwealth Transportation Board's Six-Year Improvement Plan (SYIP), to be approved in June.

Additionally, NVTA staff has also released the quantitative ranking in terms of congestion mitigation / cost NVTA 70% grant applications. The two projects from the City were the Duke Street Transitway Phase 2: Van Dorn Street and Duke Street Interchange Improvements (ranked 12 of 27), and the Eisenhower Avenue and South Van Dorn Street Corridor Improvements (ranked 26 of 27). Staff is working with NVTA staff on this congestion mitigation factor, especially with the congestion reduction due to eliminating left turns at the intersection of Eisenhower Avenue and South Van Dorn Street. However not included in the summary are other components that cannot be addressed at this time, such as modal/geographic balance and public comments. Additionally, the summary does not include recommendations.

NVTA staff will hold a SYP public hearing at its May 14, 2026, meeting. The Public Hearing will be held at 7:00 p.m. immediately in person prior to the Authority's regular monthly business meeting. Additionally, remote participation options will be available for citizens and stakeholders to submit testimony at the Public Hearing. Similar to the previous cycles, NVTA staff are exploring the option to hold an open house at the annual joint meeting of state and regional transportation entities (required by the Code of Virginia) at the Virginia Department of Transportation (VDOT) NOVA District offices.

Following the Public Hearing, and conclusion of the public comment period, a few key steps remain:

- a. April 2 – May 17, 2026: Public comment period;
- b. May 14, 2026: Public Hearing (prior to regularly scheduled Authority meeting);
- c. June 11, 2026: Briefing on public comments to NVTA at its regularly scheduled Authority meeting;
- d. June 2026: Release of NVTA staff project recommendations for review and endorsement by TAC, PCAC, and PPC; and
- e. July 9, 2026: Authority adoption of FY2026-2031 SYP.

H. Smart Mobility Lab wins Smart City Award

The City of Alexandria's Smart Mobility Lab, developed in partnership with the Virginia Tech Transportation Institute, has been named a finalist in the Education category for the 9th Annual Smart Cities North America Awards. The lab improves transportation safety and efficiency by testing AI-powered traffic technologies and using real-time data. It also supports research and student learning through funding from the National Institute of Standards and Technology.