



Transportation Commission Meeting

May 17, 2023

7:00PM

**City Council Workroom - City Hall
301 King Street**

AGENDA

1. Public Comment (Not to exceed 10 min)
2. Minutes of the April 19, 2023 meeting
3. **Public Hearing Item:** Duke Street in Motion
4. **Action Item:** FY 2023 Safe Streets and Roads for All (SS4A) Grant Program
5. **Action Item:** NVTVA 70% Funding for FY 2028-FY 2029
6. Commissioner Updates
7. Items for Consent
 - A. TPB Visualize 2050 Plan Update
 - B. WMATA Better Bus Network Plan
 - C. Potomac Yard Metro Station Opening
 - D. COVID-19 Volumes and Transportation Data Update
 - E. Grant Awards
 - a. Eisenhower Avenue
 - b. S. Pickett Street
 - F. King Street and Commonwealth Rail Bridges Update
 - G. Bike to Work Day
8. Other Business
 - A. Summer meetings
 - B. Regional Roadway Safety Grant

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

Next Meeting: September 20, 2023



The May 17, 2023, meeting of the Transportation Commission is being held at 7:00PM the City Council Workroom on the second floor of City Hall (301 King Street) and electronically. Members of 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/webinar/register/WN_QO8yW7SaRLS-frKt-4MB1Q

Or by phone: 301 715 8592
Meeting ID: 959 7249 5843
Passcode: 068073

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 05/17/23 to Christopher.Ziemann@alexandriava.gov

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request an accommodation may contact the Department of Transportation and Environmental Services at 703-746-4086 or TTY/TTD 703-838-5056.



City of Alexandria
Transportation Commission

Regular Meeting

April 19, 2023

7:00 p.m.

DASH Facilities and Electronic

MINUTES

Commissioners Present: Vice Chair Bruce Marsh, Commissioner Melissa McMahon, Commissioner James Maslanka, Commissioner Matthew McManus, Commissioner Jody Manor, Commissioner Oleksandr Faryga, Commissioner Murat Omay, Council John Chapman

Staff Present: Christopher Ziemann – Transportation Planning Division Chief, Megan Oleynik – Transportation Planning Division, Sharese Thomas – Transportation Planning Division, Amy Posner – Climate Action Office, Josh Baker – DASH, General Manager, Martin Barna – DASH, Director of Planning & Marketing.

Audio/Visual presentation is available online:

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

Chair Gonzalez called the Transportation Commission meeting at 7:05 p.m.

1. Public Comment Period

No public comment.

2. March Minutes

Motion to approve the minutes: Commissioner McMahon

Second: Commissioner Manor

Motion carries unanimously

3. ACTION ITEM: General DASH updates and consideration of endorsement of the FY2024 Transit Development Plan (TDP)

ISSUE: That the Commission receive a general update from DASH staff on the DASH Free Fares Program, the Alexandria Transit Vision Plan, and several potential service changes in the FY24 - FY29 DASH Transit Development Plan (TDP); and consider providing a letter of support for the FY24 - FY29 DASH Transit Development Plan (TDP), which includes additional unfunded improvements from the 2022 Alexandria Transit Vision (ATV) Plan.

RECOMMENATION: That the Transportation Commission receive updates and provide a letter of endorsement for the DASH Board of Directors in support of the approval of the FY24 – FY29 Transit Development Plan.

DISCUSSION: Martin Barna, Director of Planning & Marketing for DASH, presented a general update on the new DASH network that was implemented in September 2021 and the free fares program that is funded through FY25. Since the implementation of both programs, there has been an increase in monthly ridership from FY17- FY23. Mr. Barna also discussed the full plan of the TDP and the annual process for identifying DASH

service/fare changes.

Motion for the Transportation Commission to provide a letter of endorsement to the DASH Board of Directors supporting the approval of the FY24-FY29 Transit Development Plan:

Commissioner McManus

Second: Commissioner Manor

Motion carries unanimously

4. ACTION ITEM: Endorsement of the Charging and Fueling Infrastructure Discretionary Grant Program Application and Electric Vehicle Program updates

ISSUE: Request for endorsement of the City's application to the U.S. Federal Highway Administration's (FHWA) Charging and Fueling Infrastructure Discretionary Grant (CFI) Program and an update on the City's electric vehicle (EV) program.

RECOMMENDATION: That the Transportation Commission support the City's application to FHWA's CFI Program to install publicly accessible charging infrastructure at multiple sites on City property.

DISCUSSION: Amy Posner, Climate Action Officer, presented an overview of the City's EV program and provided an update on the EV priorities. Ms. Posner also discussed the CFI Program, and how priority projects will address the City's charging needs. Commissioners asked clarifying questions and agreed to provide a letter of support to FHWA's CFI Program.

Motion for the Transportation Commission to provide a letter of endorsement to City Council for an application to the Charging and Fueling Infrastructure Grant Program: Commissioner

Maslanka

Second: Commissioner McManus

Commissioner Omay abstained due to conflict of interest

Motion carries unanimously

5. ACTION ITEM: Consideration of Letter of Feedback for City FY 2024 Operating Budget and FY 2024-2033 Capital Improvement Program (CIP)

ISSUE: Consideration of the transportation elements of the City Manager's proposed FY 2024 Operating Budget and FY 2024-2033 Capital Improvement Program (CIP).

RECOMMENDATION: That the Transportation Commission review and provide feedback on the proposed transportation related budget items.

DISCUSSION: Megan Oleynik, Long Range Planner, presented the CIP budget overview and discussed the Commissioner feedback on the proposed FY24-233 CIP that included Complete Streets, Vision Zero, Transit Vision Plan and the Trail system. Commissioners provided additional feedback on the proposed transportation related budget items.

Motion for the Transportation Commission to adopt the letter on the proposed transportation related budget items: Commissioner McManus

Second: Commissioner McMahan

Motion carries unanimously

6. Commissioner updates

Commissioner Manor – Attended the DASH Advisory Committee Group.

Commissioner Marsh - The Potomac Yard Implementation Group did not meet in April. The official opening date for the Metro Station is May 19th.

Commissioner McMahon – The TMP Policy was approved by the Planning Commission at the meeting on March 30. During the next meeting in May the Planning Commission will hear consideration of endorsement for the Coordinated Sustainability Strategy for the Potomac River Generating Site.

Commissioner Omay- A strategy plan was developed at the DASH meeting in April by the Development Committee and three goals were identified: customer service, sustainability, and organization.

Councilman Chapman- A strategy plan was developed at the DASH meeting in April by the Development Committee and three goals were identified: customer service, sustainability, and organization.

7. Other Business Consent

Article on “Life Cycle Ownership Cost and Environmental Externality of Alternative Fuel options for transit buses”.

8. Adjournment

At 8:31 pm, the Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 17, 2023

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #3 – DUKE STREET IN MOTION

ISSUE: Staff update to the Transportation Commission on Duke Street in Motion

RECOMMENDATION: That the Commission consider recommending a concept alternative and other priorities to the Duke Street in Motion in advance of the Advisory Group recommendation to Council.

BACKGROUND: The Duke Street corridor was first identified in the [2008 Transportation Master Plan](#) and then reaffirmed in the [2012 Transit Corridors Feasibility Study](#) and the 2021 [Alexandria Mobility Plan](#) as one of the City’s three high capacity transit corridors, along with the [Metroway](#) on Route 1 and the [West End Transitway](#). The Northern Virginia Transportation Authority has awarded the City a total of \$87 million dollars for the planning, design, and construction of a transitway along the Duke Street Corridor from the former Landmark Mall to King Street Metro Station.

Since the adoption of the 2012 Study, transportation priorities, land use plans, and (more recently) a major change in home-to-work travel patterns have created the need to re-evaluate the transit plans for the Duke Street Corridor. In 2021, the City undertook an extensive public outreach effort to inform the development of a [vision and guiding principles](#) for the development of a transit corridor on Duke Street. While transit improvements are the primary focus of this effort, other community priorities such as safety, bicycle and pedestrian facilities, and vehicle travel are also important considerations for this project.

In the Fall, the project team presented general concepts that could be applied to each segment of the corridor and sought input on tradeoffs.

Based on the public outreach and on input by the Advisory Group in the Fall, the project team presented two end-to-end corridor alternatives for the busway and two alternatives for curb features (sidewalks, bicycle facilities, etc.) in April for consideration by the Advisory Group and the public. Designs have been refined since the Fall, and the project team has conducted a more detailed analysis comparing the two concepts against each other and a 2030 business as

usual scenario (what would occur if the project were not built).

DISCUSSION:

BUSWAY DESIGN CONCEPTS

Based on the refined designs, the two busway concepts are as follows:

Busway Corridor Concept A:

- Segment 1 (Ripley to Jordan): Center-running bus lanes
- Segment 2A (Jordan to Wheeler): Mixed traffic
- Segment 2B (Wheeler to Roth): Eastbound center-running bus lane
- Segment 3: Westbound center-running bus lane, mixed traffic and eastbound center-running bus lane

Busway Corridor Concept B

- Segment 1 (Ripley to Jordan): Curb-running bus lanes
- Segment 2A (Jordan to Wheeler): Mixed Traffic
- Segment 2B (Wheeler to Roth): Mixed Traffic
- Segment 3: Westbound curb-running bus lanes, mixed traffic and eastbound center-running bus lane

CURB FEATURE DESIGN CONCEPTS

The two curb features options include a shared use path where space is tight through segment 2 and part of 3.

Curb Concept Y

- Where there is available space, bicyclists and pedestrians are separated.

Curb Concept Z

- Even where there is available space, a shared use path would be constructed, which in Segment 1, allows for more green space and in Segment 3, maintains two-way operations on the service road east of West Taylor Run.

The curb features can be mixed and matched between the two options. It is also possible to mix and match segments from Concept A and B.

Based on modeling, both Busway Corridor concepts demonstrate that they address the guiding principles for this project. They both demonstrate similar benefits for convenience and efficiency, with Concept A achieving slightly better results for bus travel times and reliability and for vehicle efficiency. The main area where they differ is with regards to safety. While both

concepts will be making improvements to safety, Corridor Concept A has features that can substantially reduce pedestrian crashes and left turn angle.

The [Open House Meeting Boards](#) include visuals of the concepts and major takeaways of the comparison of Concept A and B. Additional key materials include:

- Overview presentation
 - Recording – [English](#)
 - Presentation Slides (PDF) – [English](#)
- Fact Sheets – [English](#)

COMMUNITY ENGAGEMENT:

Duke Street in Motion has been divided into three major phases of engagement: visioning (Summer 2021), concept development (Fall 2022), and preferred concept (Spring 2023). The Advisory Group was established in March of 2022 and has also served as a forum for public comment. Engagement activities have included community meetings and open houses, pop up events, bus stop chats and ride-alongs, small group meetings, newsletters published via eNews, attendance at civic association meetings and other community groups, business drop-ins and phone calls, AI text chatting, and a business roundtable.

The findings from this final round of engagement in advance of the Advisory Group’s recommendation of a preferred alternative will be available in advance of the Advisory Group meeting. Additionally, takeaways from the [Fall outreach period](#) concerning major tradeoffs between different design concepts are still relevant to the conversation.

The Advisory Group is tasked with taking into consideration public input (including board and commission input), best practices, City policies, and project team expertise in their recommendation to Council.

TRANSPORTATION COMMISSION ACTION

The Transportation Commission can elect to submit a letter to the Advisory Group and Council recommending a preferred alternative that best aligns with the goals, policies, and strategies of the Alexandria Mobility Plan.

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 17, 2023

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #4 –FY 2023 SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT PROGRAM

ISSUE: Should Transportation Commission endorse the grant application for the Safe Streets and Roads for All (SS4A) Program of the U.S. Department of Transportation (USDOT) to support Vision Zero safety initiatives?

RECOMMENDATION: That the Transportation Commission endorse the grant application for the Safe Streets and Roads for All (SS4A) Program for up to \$5,000,000 to implement safety improvements at the intersections of Duke Street and South Henry Street, and Duke Street and South Patrick Street.

BACKGROUND: The Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary grant program with \$5 billion in appropriated funds from FY 2022 to 2027. Up to \$1 billion is available in FY 2023. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports Secretary of Transportation Pete Buttigieg's National Roadway Safety Strategy and the Department's goal of zero deaths and serious injuries on our nation's roadways.

The program includes funding for two primary grant types:

- **Planning & Demonstration Grants:** Develop an Action Plan or conduct supplemental planning and/or demonstration activities in support of an Action Plan. Awards in this category are expected to range from \$100,000-\$10,000,000.
- **Implementation Grants:** Carry out projects and strategies identified in an Action Plan. Awards in this category are expected to range from \$2,500,000-\$25,000,000.

There is a 20% local match requirement for all projects. Applications are due July 10 with award announcements expected in late 2023.

In 2017, the City adopted a [Vision Zero Policy and Action Plan](#) with the goal of eliminating traffic fatalities and severe injuries by 2028. In early 2022, the City completed an updated [citywide crash analysis](#) to identify high-crash locations.

In 2022, the Transportation Commission endorsed an application to the Metropolitan Washington Council of Governments (MWCOG) Regional Roadway Safety Program (RRSP) to perform safety audits at the intersections of Duke Street and South Henry Street, and Duke Street and South Patrick Street, which were identified among the City's high-crash intersections. Since the grant was awarded in late 2022, the City has been working with a consultant to perform planning, analysis, and conceptual design for these two intersections. Implementation of these conceptual designs is currently unfunded.

DISCUSSION: Staff proposes to request up to \$5,000,000 in funding under the Implementation Grant category to implement safety improvements at the intersections of Duke Street and South Henry Street, and Duke Street and South Patrick Street. The project will include detailed design and construction of conceptual designs that result from the City's 2022 RRSP grant project.

This project would align with SS4A's grant priorities to promote safety to prevent death and serious injuries on public roadways.

This project supports the Vision Zero Action Plan strategy to prioritize engineering efforts at high injury corridors and intersections. It also supports the following strategies in the Alexandria Mobility Plan:

- Implement the Vision Zero Action Plan to eliminate traffic fatalities and serious injuries by 2028.
- Create a safe, well-maintained, and comfortable walking and biking environment.

This project is consistent with the Transportation Long Range Plan, and the project added in November 2021 titled "Vision Zero High Crash Intersection Improvements" to account for the high priority of Vision Zero for the City.

If the City's grant request is awarded, the match would be up to \$1,000,000 and would be funded through Northern Virginia Transportation Authority (NVTA) 30% fund balance. Any staff time to manage and administer these projects will be included in the applications where feasible.

ATTACHMENTS

Attachment 1: Draft Letter of Endorsement to City Council



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Phone: 703.746.4025

www.alexandriava.gov

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

May 17, 2023

Re: **Endorsement of Grant Application for the FY 2022 Safe Streets and Roads for All Grant Program**

Dear Mayor Wilson and Members of City Council:

At its May 17 meeting, the Transportation Commission voted to endorse a grant application for funding up to \$5,000,000 through the FY 2023 Safe Streets and Road for All (SS4A) Program from the U.S. Department of Transportation (USDOT) to support Vision Zero safety initiatives.

The Transportation Commission supports staff's proposal to request funding to implement safety improvements at the intersections of Duke Street and South Henry Street, and Duke Street and South Patrick Street. The project will include detailed design and construction of conceptual designs developed through a 2022 Metropolitan Washington Council of Governments Regional Roadway Safety technical assistance grant.

This project supports the Vision Zero Action Plan strategy to prioritize engineering efforts at high injury corridors and intersections. It also supports the following strategies in the Alexandria Mobility Plan:

- Implement the Vision Zero Action Plan to eliminate traffic fatalities and serious injuries by 2028.
- Create a safe, well-maintained, and comfortable walking and biking environment.

This project is consistent with the Transportation Long Range Plan and the project added to the plan by Transportation Commission in November 2021 titled "Vision Zero High Crash Intersection Improvements."

The Transportation Commission understands the SS4A grant program requires a 20% local match, and that if the City's grant request is awarded, the match would be approximately \$1,000,000. The match would be funded through the Northern Virginia Transportation Authority (NVTVA) 30% fund balance.

The Transportation Commission appreciates the opportunity to review staff's proposal and to provide its endorsement to Council.

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

Sincerely,

Oscar Gonzalez

Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Jim Parajon, City Manager
Emily Baker, Deputy City Manager
Tarrence Moorer, Interim Director, T&ES
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Division Chief, Transportation Planning
Alex Carroll, Complete Streets Program Manager, T&ES

NVTA 70% Grant Funding FY 2014-FY26 Program & FY27-FY28 Proposed

Project Name	FY 2014	FY 2015	FY 2017	FY 2018	FY 2024	FY 2026	FY 2028 - FY 2029 Proposed	PROJECT TOTAL
DASH Bus Shelters and Benches	\$ 450,000							\$ 450,000
DASH Fleet Expansion	\$ 3,250,000							\$ 3,250,000
Potomac Yard Metrorail Station	\$ 2,000,000	\$ 1,500,000	\$ 66,000,000					\$ 69,500,000
Route 1 Transitway	\$ 600,000							\$ 600,000
Duke Street Transitway	\$ 60,000	\$ 190,000		\$ 12,000,000	\$ 75,000,000			\$ 87,250,000
Alexandria ITS Projects				\$ 1,195,491				\$ 1,195,491
Alexandria Bus Network ITS				\$ 150,000				\$ 150,000
DASH Transit Service Enhancements / Expansion				\$ 11,933,161				\$ 11,933,161
West End Transitway Phase II Design		\$ 2,400,000		\$ 2,200,000		\$ 5,000,000		\$ 9,600,000
Dora Kelly Fair Weather Crossing Bridge						\$ 5,000,000		\$ 5,000,000
Van Dorn Bridge Multimodal Enhancements							\$ 10,000,000	\$ 10,000,000
High Crash Intersection Safety Improvements							\$ 3,000,000	\$ 3,000,000
Metroway Extension Construction							\$ 10,000,000	\$ 10,000,000
Smart Mobility & Connected Vehicles							\$ 5,000,000	\$ 5,000,000
NVTA 70% Funding Total	\$ 6,360,000	\$ 4,090,000	\$ 66,000,000	\$ 27,478,652	\$ 75,000,000	\$ 10,000,000	\$ 28,000,000	\$ 216,928,652

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 17, 2023

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #5: NVTA 70% FUNDING FOR FY 2028-FY 2029

ISSUE: Consideration of endorsement of an application to Northern Virginia Transportation Authority (NVTA) for Regional Transportation Funding for FY 2028-FY 2029 (NVTA 70% funding).

RECOMMENDATION: That the Transportation Commission provide an endorsement to City Council for an application to NVTA for Regional Transportation Funding for FY 2028-FY 2029.

BACKGROUND: In April 2013, House Bill 2313 was signed into law, levying additional taxes and a fee in Planning Districts that meet population, motor vehicle registration, and transit ridership criteria. The revenues generated in Northern Virginia through these taxes and fees are deposited into a fund managed by the NVTA. Thirty percent (30%) of the funds are distributed directly to member localities to use on transportation projects. The remaining seventy percent (70%) of the funds are distributed by NVTA for regional transportation projects. Since FY 2014, the City has been awarded approximately \$189 million in NVTA 70% regional funds, the bulk of which went to the Potomac Yard Metro Station (\$69.5 million) and the Duke Street Transitway (\$87 million). The City uses NVTA 30% funds largely for transit capital and operating costs, subject to annual budget consideration by City Council. For a summary of projects and funding, see Attachment 2.

DISCUSSION: This Spring, NVTA formally requested applications seeking 70% regional transportation funding for FY 2028 and FY 2029 as part of the FY 2024 to FY 2029 Six-Year Program update. The City can only apply for funding for new or expanded infrastructure projects that are currently included in the NVTA's approved regional plan, TransAction 2030. NVTA considers projects based on four unweighted components:

- Eligibility
- Quantitative factors (congestion reduction relative to cost, TransAction project weighting, long-term benefit)
- Qualitative factors (project previously funded, funding gaps, non-NVTA funding, past performance, neighboring jurisdictional support, local prioritization, modal and geographic balance, and more)
- Public comment

Staff proposes the City submit applications for four projects totaling up to \$28 million.

Project 1: Metroway Extension – Route 1 to Arlington – Up to \$10M. This project will include right-of-way and construction for an extension of Metroway north of Glebe Road to Evans Lane to provide access to the new Potomac Yard Metrorail Station and the Virginia Tech Innovation Campus. The transit corridor will connect into Arlington from Potomac Avenue. The project will include signalization upgrades, stormwater management, and electric vehicle charging infrastructure to support electric buses. The project was identified in the Potomac Yard North Small Area Plan and the Alexandria Mobility Plan as essential to the buildout of the Route 1 Transit Corridor.

Project 2: Smart Mobility Connected Vehicles – Up to \$5M. This project will upgrade traffic controllers citywide and provide connected vehicle infrastructure. This project supports Intelligent Transportation System (ITS) efforts to better manage traffic, improve resiliency of our transportation system and connect vehicles to our infrastructure. This project is recommended in the Smart Mobility Framework plan and aligns with the goals of the Alexandria Mobility Plan.

Project 3: High Crash Intersection Safety Improvements – Up to \$3M. This project will develop full design of concepts developed for seven high crash intersections in the West End. In FY 2024 and 2025, intersection safety audits, community engagement and conceptual designs will be completed at these locations as part of the federally funded Safe Streets and Roads for All grant. The City intends to construct improvements through future grant opportunity, and the design from NVTA funds could potentially fulfill a local match requirement. The locations on King Street, Seminary Road and South Van Dorn Street were identified through the Vision Zero Action Plan.

Project 4: Van Dorn Bridge Multimodal Enhancements – Up to \$10M. This project will fund the construction of enhancements to the Van Dorn bridge over the rail tracks that will provide wider and safer paths along the bridge for people walking and biking. Design of this project was funded through an FY 2026 NVTA 70% grant. A feasibility study was completed in FY 2023 to understand the feasibility of widening the bridge additional pedestrian space. These improvements are recommended as part of the West End Transitway and Eisenhower West Small Area Plan.

There is no fiscal impact as NVTA 70% projects do not require a local match.

ATTACHMENTS:

Attachment 1: Draft Letter of Endorsement for an application for FY 2028-FY2029 NVTA 70% Funds

Attachment 2: NVTA 70% Past Projects



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

**301 King Street
Alexandria, Virginia 22313**

alexandriava.gov

703.746.4025

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

May 17, 2023

Re: **Endorsement of Grant Application for Application To Northern Virginia Transportation Authority (NVTA) for Regional Transportation Funding (70% Funds) for FY 2028-FY 2029**

Dear Mayor Wilson and Members of City Council:

At its May 17 meeting, the Transportation Commission voted to endorse a grant application to Northern Virginia Transportation Authority (NVTA) for Regional Transportation Funding for FY 2028-FY 2029. The grant application is for up to \$28 million total for the following projects:

- Up to \$10 million for the extension of the Metroway between Glebe Road and Evans Lane on Richmond Highway, and between Evans Lane and the Arlington border on Potomac Avenue;
- Up to \$5 million for upgrading traffic controllers and provision of connected vehicle infrastructure;
- Up to \$3 million for the design of safety improvements at seven high crash intersections; and
- Up to \$10 million for the implementation of multimodal enhancements to the Van Dorn Bridge over the Norfolk Southern rail tracks.

The Transportation Commission appreciates the opportunity to review staff recommendations for this important grant program. This grant and recommended projects are consistent with the Alexandria Mobility Plan and NVTA's TransAction plan and will help to make Alexandria a more sustainable, accessible and safe City with enhanced multi-modal transportation options.

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

Sincerely,

Oscar Gonzalez
Chair, Alexandria Transportation Commission

Cc: Jim Parajon, City Manager
Emily Baker, Deputy City Manager
Tarrence Moorer, Interim Director, T&ES
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Division Chief, Transportation Planning, T&ES

DRAFT

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 17, 2023

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #7 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. TPB Visualize 2050 Plan Update

In February, the Transportation Planning Board (TPB) approved the Technical Inputs Solicitation which kicked off the development of the Visualize 2050 long-range transportation plan and the Transportation Improvement Program (TIP) and set the schedule for their approval. However, since then, uncertainties with a few of the major projects in our region — the express lanes system in Maryland and the WMATA transit system have resulted in TPB approving a six-month extension to the plan at their April meeting.

The intent of the next plan update, Visualize 2050, is to have all TPB member agencies re-examine the mix of projects in the current plan and resubmit an updated mix of projects supported by updated revenue and expenditure estimates for operations, maintenance, and capital projects, as well as transit service and fare inputs over the next 25 years. The expectation is that this updated project mix will better advance many of the region’s goals including equity, safety, reliability, reduced congestion, increased transit ridership, and reduction in greenhouse gas emissions.

A complete listing of projects is due to TPB early next calendar year in advance of a public comment period in March.

B. WMATA Better Bus Visionary Network Updates

Metro has begun a new phase of their [Better Bus Network Redesign Project](#). During this phase, Metro will provide a first look at the draft Visionary Network. The network envisioned under the proposal includes expanding the high frequency service network from 36 routes to approximately 100 routes that would operate every 20

minutes or less, regional 24-hour bus service, more routes operating seven days a week, and more direct connections.

April 17 through June 5, Metro will host community-focused events across the region and launch an interactive website where customers can explore the reimaged bus network and provide input.

The Better Bus “Experience LIVE!”, will include in-person workshops, community pop-up events, and virtual “lunch and learns”. The virtual “Experience LAB” will also offer people an interactive tool that enables customers to compare their trip today to their routes in the draft Visionary Network, as well as a map library to explore route profiles and the network as a whole.

While there are fewer significant changes in the City than elsewhere because DASH already completed the DASH New Network in collaboration with WMATA, there are still some proposed changes to routes within Alexandria. A few items to note about potential impacts to Alexandria include:

- A new Ballston to Hunting Point service shifts 10B off of Mount Vernon Avenue to Route 1 using Metroway, but 10A service should be increasing to every 15 minutes.
- Taney Avenue is losing coverage with the elimination of the 8W peak service.
- Extra service on the Eisenhower & Van Dorn corridor is positive with new connections to Arlington, National Harbor, & Springfield.
- The route 11Y has new routing in DC.
- WMATA included extending the Metroway to Huntington via Patrick/Henry – likely a longer-term element.

The complete Visionary [systemwide map](#) can be compared with the [VA existing system map](#).

C. Potomac Yard Metro Station Opening

The opening day for the Potomac Yard Metrorail Station, is set for Friday, May 19. The station was initiated by the City of Alexandria and funded by tax revenues and developer contributions generated by planned new development in the Potomac Yard neighborhood, as well as state grants, loans, and regional sources. The addition of the station enhances connectivity to and from Alexandria.

The station provides a wide range of benefits for Alexandria and the surrounding communities, including walkable access to regional transportation systems for residents in the city's northeast area. The station is expected to generate billions of dollars in new private sector investment over the long term and eventually support 26,000 new jobs and 13,000 new residents. New development immediately adjacent and north of the station will have a mix of retail, residential and commercial development, including the new Virginia Tech Innovation Campus. Potomac Yard

will be one of the first rail stations in North America to receive Leadership in Energy & Environmental Design (LEED) certification from the U.S. Green Building Council.

D. COVID-19 Volumes and Transportation Data Update

Northern Virginia Transportation Authority has been tracking travel trends as well as telecommuting and occupancy rates since the pandemic. In March 2023, they reported that highway travel volumes across Northern Virginia were close to pre-pandemic levels (approximately 97%), and that ridership on local bus service was close to pre-pandemic levels as well. Office space occupancy in Northern Virginia is at approximately half (50%) of pre-pandemic levels. This suggests that while volumes overall are similar to pre-pandemic levels, the trends in when people travel throughout the day and week have shifted to have less significant peaks, but higher volumes throughout the day.

E. Grant Awards

a. Eisenhower Avenue

The Virginia Department of Transportation (VDOT) recently selected Eisenhower Avenue between Van Dorn Street and Holland Lane for a Project Pipeline Study. The Project Pipeline is a state initiative that focuses on identifying and developing solutions for priority Virginia Transportation needs that align with the City goals for the Eisenhower Avenue corridor via a yearlong, three-phased process. The final product of the studies is to develop multiple solutions with identified grant pipelines such as SMART SCALE, NVTAs, Revenue Share, and others. Although VDOT is administering the study, the City will be involved in overseeing the outcomes. The beginning and end of each phase involves consensus checks with the consultant, VDOT, and the City.

The first phase of the study will begin this summer with the identification and validation of both state and City needs. Public involvement is expected to begin later this summer. The end of the first phase will result in preliminary project ideas with alternatives. The second phase, which is expected to be around November 2023, will focus on identifying the preferred solution and public outreach. The third and final phase in winter-spring 2024 will focus on refining the preferred solutions by creating concepts, estimates, and applicable grant materials.

b. South Pickett Street

At its April meeting, the Metropolitan Washington Council of Governments (MWCOC) Transportation Planning Board (TPB) voted to award a technical assistance grant of \$80,000 to the City for the South Pickett Street Corridor Improvements Project through the Transportation-Land Use Connections (TLC) Program.

The project will include planning, community engagement, analysis, and conceptual design for corridor improvements on South Pickett Street (between Duke Street and Edsall Road) to enhance mobility, access, safety, and comfort for

all roadway users. This phase of the project is expected to begin in Fall 2023 and conclude in Summer 2024.

The Transportation Commission voted to endorse the City's TLC application at its January 18 meeting.

F. King Street and Commonwealth Rail Bridges Update

The Virginia Passenger Rail Authority (VPRA) is moving forward with plans to replace the rail bridges over King Street and Commonwealth Avenue, as presented to the Transportation Commission in Fall 2022.

The bridge designs are currently 30% complete and are expected to be 60% complete by the end of August, at which time the public's input will be requested. The designs are scheduled to be finalized by January 2024. Expected improvements include increasing the height of the King Street bridge to at least 14'6" to meet modern minimum height requirements (the Commonwealth Avenue bridge is already higher than the required minimum). There is a high likelihood that both bridges will be widened, providing the opportunity for the City to re-program the roadway with multimodal improvements.

The City will evaluate the feasibility of multimodal improvements that would connect to and enhance the existing transportation infrastructure and will engage the public when determining what options could be considered. Uses would meet (or exceed) the American Disabilities Act (ADA) standards. The City would perform work as a separate project from VPRA's King & Commonwealth Railroad Bridges Project.

G. Bike to Work Day

The City of Alexandria invites all members of the community to participate in National Bike to Work Day, Friday, May 19th. The free, annual event encourages the public to consider bicycle commuting as an affordable, fun and environmentally friendly way of getting to work. Alexandria residents will be among the thousands of area commuters who celebrate Bike to Work Day by cycling to pit stops on their way to work (or back home, if applicable) and participating in special events around the City and throughout the region.

Participants can register at biketoworkmetrodc.org for celebratory activities at one of six Alexandria "pit stops," including:

- City Hall - Market Square (300 King St.) from 7 to 10 a.m. (City-sponsored pit stop)
- Carlyle (300 John Carlyle St.) from 6 to 9 a.m.
- Del Ray (2704 Mt. Vernon Ave.) from 6 to 9 a.m.
- Fairlington Centre (1711 Centre Plaza) from 6:30 to 9 a.m.
- Mark Center North Parking Garage (across from 4825 Mark Center Drive) from 7 to 9 a.m.
- National Landing (3030 Potomac Ave.) from 3 to 6 p.m.

The City-sponsored pit stop at Market Square in front of City Hall will have grab-and-go refreshments, and more. This year marks the first year back at historic City Hall since the pandemic. Bike to Work Day is part of the City's observance of National Bike Month.