



# *Transportation Commission Meeting*

**April 20, 2022**

**7:00 PM**

**City Hall  
301 King Street  
Council Workroom**

## **AGENDA**

1. Public Comment (Not to exceed 10 min)
2. Minutes of the March 16, 2022 meeting
3. **Action Item: Updates on Fare-Free New Dash Network and Consideration of Endorsement of the FY 2023 Transit Development Plan (TDP)**
4. **Discussion Item: Review of 311 Process and Expectations**
5. **Action Item: 2022 Long Range Plan Scoring Criteria and Project Lists**
6. **Commissioner Updates**
7. **Items for Consent**
  - A. WMATA Budget Update
  - B. WMATA 7000-series Rail Cars Return to Service Update
  - C. Vision Zero Final Report
  - D. Duke Street in Motion Advisory Group Update
8. **Other Business**

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**Public hearing items are so noted on the agenda.** The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to [transportationcommission@alexandriava.gov](mailto:transportationcommission@alexandriava.gov) in advance of or after the meeting

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*Next Meeting: May 18, 2022*



The April 20 meeting of the Transportation Commission is being held in the Chet and Sabra Avery Conference Room (Room 2000) on the second floor of City Hall (301 King Street, Alexandria, Virginia, 22314) 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\\_w81SZJDHSxSEFxaD5\\_o-jg](https://zoom.us/webinar/register/WN_w81SZJDHSxSEFxaD5_o-jg)

Or by phone: 301 715 8592  
Meeting ID: 959 7156 9553  
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 4/20/22 to Megan.Oleynik@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**

March 16, 2022  
7:00 p.m.  
Virtual Meeting

**MINUTES**

**Commissioners Present:** Chair Oscar Gonzalez, Vice Chair Bruce Marsh, Commissioner Melissa McMahon, Commissioner Casey Kane, Commissioner James Maslanka, Commissioner Bill Pugh, Commissioner Matthew McManus, Commissioner Jody Manor.

**Staff Present:** Hillary Orr – Deputy Director, Transportation & Environmental Services, Christopher Ziemann – Transportation Planning Division Chief, Alexandria Carroll – Transportation Planning Division, Sharese Thomas – Transportation Planning Division.

Audio/Visual presentation is available online:  
<https://www.alexandriava.gov/TransportationCommission>

Chair Gonzalez called the Transportation Commission meeting to order at 7:00 pm.

**1. Electronic Meeting Notice**

**2. Public Comment Period**

No public comment.

**3. February Minutes**

**Motion to approve the minutes as amended by Commissioner Pugh and Commission**

**McManus:** Commissioner Pugh

**Second:** Commissioner McMahon

Motion carries unanimously

**4. DISCUSSION ITEM: Proposed City FY 2023 Operating Budget And FY 2023-2032 Capital Improvement Program (CIP)**

**ISSUE:** Consideration of the City Manager's proposed FY 2023 - FY 2032 transportation budget.

**RECOMMENDATION:** That the Transportation Commission review and provide feedback on the

proposed transportation related budget items.

**DISCUSSION:** Hillary Orr, T&ES Deputy Director, presented the FY 2023 Operating and FY 2023 – FY2032 budgets. Commissioners asked clarifying questions and provided feedback.

**5. DISCUSSION ITEM: Vision Zero Update**

**ISSUE:** Update on Vision Zero, including updated crash trends, Calendar Year 2021 progress, updated reporting periods, and planned efforts for Fiscal Year 2023.

**RECOMMENDATION:** That the Transportation Commission receive this update.

**DISCUSSION:** Alexandria Carroll, Complete Streets Program Manager, provided an update on Vision Zero in the City and Commissioners asked clarifying questions and provided input.

**6. ACTION ITEM: Consideration of Endorsement of the FY 2028 SMART SCALE Grant Application**

**ISSUE:** Consideration of support for grant applications to the Virginia Department of Transportation (VDOT) and Department of Rail and Public Transportation (DRPT) for FY 2028 SMART SCALE projects.

**RECOMMENDATION:** That the Transportation Commission provide an endorsement to City Council for the approval of an FY 2028 SMART SCALE grant applications for up to \$56 million for three City projects and one DASH project.

**DISCUSSION:** Christopher Ziemann, Transportation Planning Division Chief, presented on the proposed FY2028 SMART SCALE applications. Commissioners asked clarifying questions and provided feedback on the SMART SCALE program and application.

**Motion to provide a letter to City Council to endorse the FY 2028 SMART SCALE Grant**

**Application:** Commissioner Kane

**Second:** Commissioner Maslanka

Motion carries unanimously

**7. ACTION ITEM: Consideration of Endorsement of the RAISE Grant Application**

**ISSUE:** Consideration of Endorsement of The Rebuilding American Infrastructure with Sustainability And Equity (RAISE) Grant Application.

**RECOMMENDATION:** That the Transportation Commission provide an endorsement to City Council for the approval of the RAISE grant application for up to \$6 million for King Street at North Beauregard Street Intersection Improvements.

**DISCUSSION:** Hillary Orr, T&ES Deputy Director, presented on the proposed RAISE grant application. Commissioners asked clarifying questions and provided feedback.

**Motion to provide a letter to City Council to endorse the RAISE Grant Application for up to \$6 million, giving staff the option to apply for additional funding if needed in order for design to provide a segment of multi-use trail connection to close an existing gap near**

**the intersection:** Commissioner Kane

**Second:** Commissioner McMahon

Motion carries unanimously

**8. ACTION ITEM: Consideration of Feedback On Transportation Planning Board Climate Survey**

**ISSUE:** Consideration of submitting formal feedback to the Transportation Planning Board (TPB) Climate Survey.

**RECOMMENDATION:** That the Transportation Commission provide feedback to Councilmember Aguirre, the City's representative on the TPB, regarding responses to the TPB Climate Survey.

**DISCUSSION:** Christopher Ziemann, Transportation Planning Division Chief, presented on the TPB Climate Survey and asked the Commission to provide their feedback.

**Commissioner Discussion:**

Commissioner Bill Pugh highlighted findings from the Coalition on Smarter Growth. Commissioner generally indicated that that significant actions in all areas are needed in order to meet GHG reduction goals.

The Commission discussed a few actions presented in the survey as areas of particular interest including support for City and regional efforts to encourage EV adoptions and to expand the EV charging network. It was also noted that the proposed housing and land use actions outlined in the survey to increase housing near transit and activity centers and to shift housing and jobs to transit and activity centers are critical to meeting climate change goals. The Transportation Commission indicated strong support for the DASH free fare program and indicated it would like to see continued free and reduced fare transit in the City and the region as a strategy to shift trips from personal vehicles to transit. Finally, the Commission noted that pricing can be a very influential factor in mode choice, and particularly noted that thoughtful parking pricing and/or parking cash-out programs could help meet mode shift goals.

**Motion to authorize Chair Gonzalez to sign a letter to Councilman Canek Aguirre summarizing points of consensus from the Transportation Commission Discussion on recommendations for TPB Climate Survey taking into account work from the Coalition on Smarter Growth presented by Commissioner Pugh:** Commissioner McMahon

**Second:** Commissioner Marsh

Commissioner Pugh abstains.

Motion carries unanimously

**9. Commissioner updates**

**Commissioner Gonzalez** – the High School Project Advisory Group met. Project managment is working on mitigating construction worker impacts.

**Commissioner Kane** – the last Traffic & Parking Board voted to recommend that City Council approve ordinances to allow the City manager to reduce speed limits and to increase fines for commercial vehicle parking violations.

**Commissioner Manor** – No updates.

**Commissioner Marsh** – PYMIG received a video update on the intersection of E. Glebe Road and Potomac Avenue.

**Commissioner Maslanka** – attended the Potomac River Generating Station (PRGS) meeting and another meeting will be occurring on Transportation. A meeting will be held on March 30 on the Inova Hospital at the Landmark Site.

**Commissioner McManus** – Noted that buses and metros are getting busier as people return to commuting in the region.

**Commissioner Pugh** – Joint Commission group has suggested an April meeting with City Council to align with Earth Day to discuss updates on Climate Change. Second EECAP meeting including useful presentations.

#### **10. Items for Consent**

A. **Repaving Update** pulled from Consent by Commission Kane – asked if the advisory bike lanes on Potomac Greens Drive would remain. Staff indicated they would.

B. **Speed Limit Ordinance** pulled from Consent by Commissioner Kane – asked about the possibility of a slow zone pilot. Staff indicated a location has been identified in the Lynnhaven neighborhood.

E. **Potomac River Generating Station** pulled from Consent by Commissioner McMahon – indicated that Planning Commissioners have been contacted by residents of Marina Towers development regarding traffic concerns at the proposed future intersection of N. Fairfax Street and Slaters Lane near the Marina Towers entrance.

G. **WMATA Yellow and Blue Line Closures** pulled from consent by Commissioner Marsh – asked if City was informed of closures before public announcement. Staff indicated they heard about closures shortly before public and will work with WMATA on the mitigation plan.

#### **11. Other Business**

- a. Duke Street Advisory Group Member
- b. Legislative Update
- c. Transportation Commission Retreat
- d. In-person Boards and Commissions to resume in April

#### **Adjournment**

At 9:38 pm, the Transportation Commission adjourned.

# City of Alexandria, Virginia

## MEMORANDUM

DATE: APRIL 20, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #3 – UPDATES ON FARE-FREE NEW DASH NETWORK AND CONSIDERATION OF ENDORSMENT OF THE FY 2023 TRANSIT DEVELOPMENT PLAN (TDP)

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**ISSUE:** Commission will receive an update from DASH staff on the fare-free New DASH Network and the proposed service changes in the FY 2023 – FY 2028 DASH Transit Development Plan (TDP).

**RECOMMENDATION:** That the Transportation Commission prepare and submit a letter to the DASH Board of Directors in support of the approval of the FY 2023 – FY 2028 Transit Development Plan, and the additional unfunded ATV improvements.

**BACKGROUND:** In September 2021, DASH launched the fare-free New DASH Network as the first phase of the 2022 [Alexandria Transit Vision Plan](#). The New DASH Network included new route numbers, new route alignments, and a “frequent network” with buses running every 15 minutes or better, all-day, seven days per week on multiple routes across the city.

Additionally, the DASH Transit Development Plan (TDP) is an annual process by which DASH identifies proposed service or fare changes for the subsequent fiscal year based on the anticipated city subsidy.

**DISCUSSION:** Despite the continued pandemic, the first six months of the New DASH Network and free fares have been extremely successful. Systemwide ridership increased by 73 percent in the first seven months of service and customer feedback has been largely positive.

In the FY 2023 DASH TDP, service proposals seek to build upon the early success of the New DASH Network by implementing additional service improvements that were included in the 2022 Alexandria Transit Vision Plan but not implemented in FY 2022 due to budget constraints. The proposals include cost-neutral realignments on several bus routes to serve the new Potomac Yard Metrorail station and unfunded ATV improvements that would require additional FY 2023 budget allocations from City Council. These unfunded improvements would increase service hours by 8% and would allow DASH to realize the 2022 ATV plan that was postponed because

of pandemic-related budget constraints. The cost of these improvements would be \$2.6 million in annual operating funds. The DASH Board will consider the TDP for final adoption in May.

More information on the FY 2023 DASH Transit Development Plan (TDP) can be found at [www.dashbus.com/tdp](http://www.dashbus.com/tdp).



# *City of Alexandria, Virginia*

## MEMORANDUM

DATE: APRIL 20, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #4: REVIEW OF ALEX311 PROCESS AND EXPECTATIONS

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**ISSUE:** Review of Alex311 process and expectations.

**RECOMMENDATION:** That the Transportation Commission receive this update.

**BACKGROUND:** [Alex311](#) is the City's customer service portal used to connect residents and other customers to a variety of City services. Alex311 was launched in early 2020, replacing the previous Call.Click.Connect service.

There are a number of transportation issues that customers can submit tickets on through Alex311. Common transportation requests that City staff receive include:

- Issues with operations at traffic signals (For example, a traffic signal bulb is out in a signal head)
- Requests for changes in operations at traffic signals (for example, a desire for more green time to be given to a certain approach at an intersection)
- Requests for new traffic control devices (for example, new signal or stop sign)
- Requests for traffic calming devices (for example, speed cushions)
- Requests for intersection reconfigurations (for example, curb extensions)
- Requests for corridor reconfigurations (for example, bike lanes)
- Requests for repairs to or new sidewalks, crosswalks, or other pedestrian infrastructure
- Requests for changes to signage or striping
- Concerns with parking regulations or violations
- Issues at bus stops (for example, a broken pane in a shelter)
- Requests for new amenities at bus stops
- Issues with parking meter equipment
- Requests for bike racks

Customers identify which type of request they are making which is used to inform which staff receive a 311 case. At times, staff reassign or reallocate cases as needed.

**DISCUSSION:** Transportation staff receive many requests for improvements citywide. In an average month, staff in the Transportation Branch of Transportation and Environmental Services (T&ES) receive approximately 96 Alex311 cases. Additionally, approximately four (4) requests a day are received by the Traffic Operations Division in the Operations Branch (which generally handles repairs, refreshing striping, etc.). Staff aim to read and respond to all Alex311 requests and inquiries within the timeframe outlined in predetermined service level agreements for different issues. However, the goal is to at least provide a response within the first few days acknowledging receipt of the ticket and providing a timeline for a fuller response. Maintenance issues and other items that may be urgent or could cause immediate safety issues, like a traffic signal outage, are addressed as soon as possible. Some other requests that need to be evaluated for consistency with City plans or policies might require more time.

While certain requests may not seem particularly complicated or costly, the quantity of requests requires significant resources to address and respond. Many requests are quite complex and require coordination between multiple departments to develop a thorough response. These can take months or even years to implement.

While being responsive to resident inquiries is extremely important to the City, City Council and leadership have indicated staff should work to balance the consideration and implementation of community requests with the work of implementing other priority projects that have been identified in City adopted plans created through robust community input processes. While the City has worked to make Alex311 accessible to all, generally, underserved residents are more likely to face barriers to using Alex311 services, and community requests are not distributed equitably across Alexandrians. For reference, a map of requests for “Mobility, Access, and Safety” requests made in 2021 is provided in Attachment 1. The Alexandria Mobility Plan has an overarching policy of applying an equity focus to all city actions and using a data-driven approach is a more effective and equitable way of prioritizing investments.

For Complete Streets requests there are certainly easy win requests that can be implemented quickly, however most of the requests that require more extensive work (like engineering design or complex concrete work) are prioritized based on safety (such as crash history), equity, proximity to schools, feasibility, and other factors. To ensure that staff are responding in an effective and equitable manner, community requests that are feasible and are consistent with City policies and guidelines are collected throughout the year and assessed on an annual basis. Staff identify projects among the top-scoring requests that fit within the program budget and priorities, and then integrate them into the following year’s budget and work plan alongside planned, priority projects from Council adopted plans. A similar process of collecting all requests and assessing feasibility and budget is used for issues like bike rack requests.

Many times, requests are submitted for changes that are not consistent with current City policies, engineering guidelines, or plans. While staff will consider Alex311 requests and review locations of concern to ensure that engineering guidelines and best practices are being followed, larger policy changes are made at the direction of Council or other City Boards and Commissions, rather than on a case-by-case basis for individual requests. For

example, consistent with the guidance from the Virginia Department of Transportation, the City may consider installing [Rapid Rectangular Flashing Beacons \(RRFBs\)](#) at priority mid-block crossings to facilitate safer pedestrian movements. Per City and State policy, these devices are not intended to be used at intersections with other traffic control devices like stop signs or stop lights. If an Alex311 request is received requesting an RRFB at a stop-controlled intersection, this policy would be explained to the customer making the request and the case would be closed. Staff may add the location to the list of community requests to consider other safety measures that could help address the problem, like upgrading crosswalk markings to high-visibility markings, but the specific request made by the community member would not be implemented.

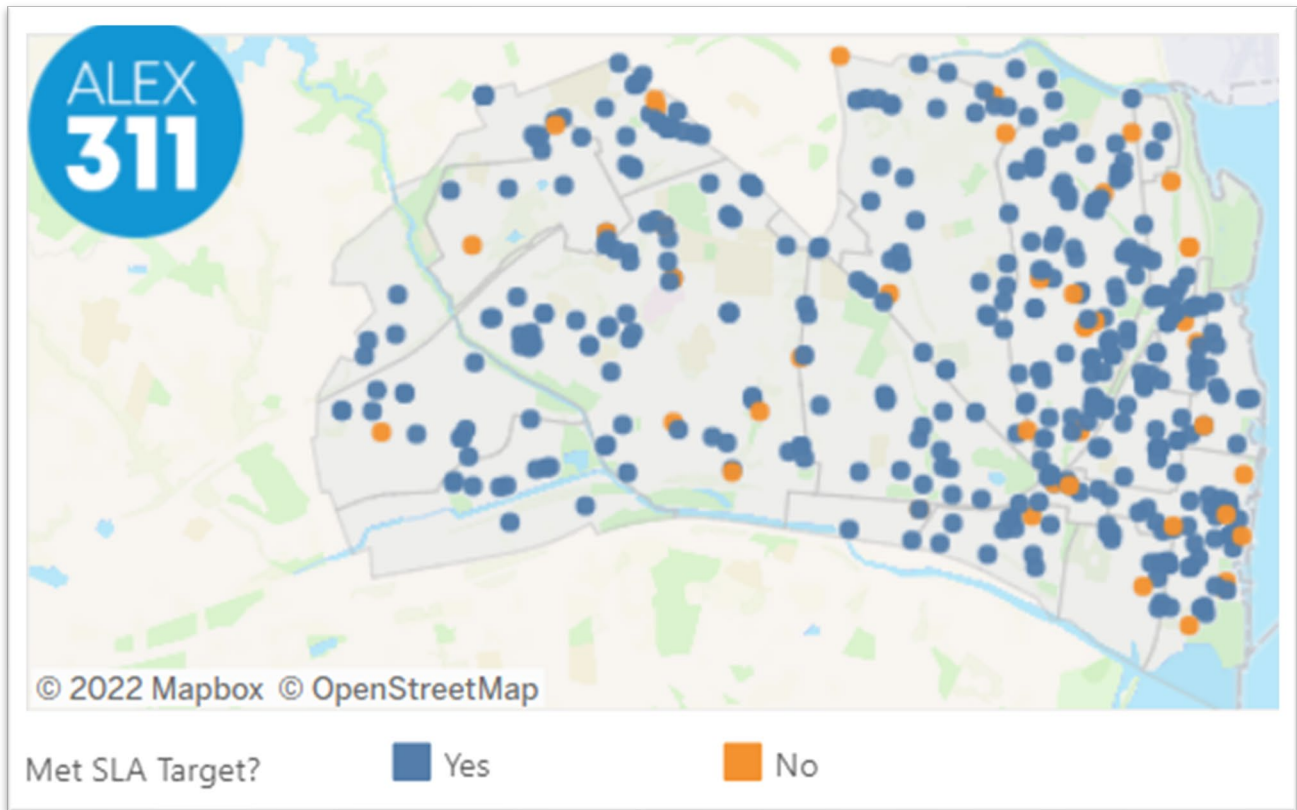
Additionally, some requests made through Alex311 may have other processes that must be completed to move forward, and staff will direct community members who submit Alex311 cases related to these issues to follow those existing processes. For example, City Code dictates a specific, resident-initiated [petition](#) must be submitted and certain criteria met to implement or change Residential Parking Permit restrictions. Similarly, there is an [online application](#) with specific criteria for requesting speed cushions.

These processes help staff manage expectations about what the City can accomplish. It can be frustrating to customers when Alex311 cases are closed without it seeming like a request has been fully addressed, however each request must be evaluated for action, and not all requests can be a priority. Using both data-driven processes and professional judgement allows for an appropriate balance between being responsive to individual requests and working to fulfill the City's adopted plans and policies.

#### **ATTACHMENTS:**

Attachment 1: Map of Mobility, Access, and Traffic Safety Alex311 Cases in 2021

## Attachment 1: Map of Mobility, Access, and Traffic Safety Alex311 Cases in 2021



# City of Alexandria, Virginia

## MEMORANDUM

DATE: APRIL 20, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – 2022 TRANSPORTATION LONG RANGE PLAN  
SCORING CRITERIA AND PROJECT LISTS

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**ISSUE:** Review of the scoring criteria and project lists for the 2022 update to the Transportation Long Range Plan (LRP).

**RECOMMENDATION:** That the Transportation Commission approve the draft scoring criteria for the LRP and provide feedback on the draft LRP project list.

**BACKGROUND:** The LRP is an unconstrained list of all transportation related capital projects and studies identified in City plans and policies that have no identified funding source or have partial funding but not enough to complete the project. Once projects on the LRP receive funding, they are moved from the unconstrained LRP to the City's constrained Capital Improvement Program (CIP). They are removed from the LRP once full funding is secured. The LRP is used to update regional plans, apply for grants, and inform developer transportation investments.

Every two years, the Commission updates and prioritizes the LRP transportation projects and studies from plans adopted since the last update. Additional projects and studies not captured in the previous LRP may be added, and projects and studies no longer relevant may be removed if they have been completed or funded in the City's CIP. The 2020 LRP is available [here](#) for reference.

### **DISCUSSION:**

#### **Scoring**

At the Transportation Commission Retreat on April 9, staff provided an overview of the LRP process and the LRP scoring criteria used in 2020. Commissioners suggested several changes to scoring criteria including environmental sustainability and resiliency and considering renaming or adjusting the livability and land use categories. Items of consensus included:

- Convert "Livability" into "Sustainability" to focus on reduction of greenhouse gas emissions and other environmental sustainability issues,
- Address infrastructure climate resilience needs under "Infrastructure,"

- Address neighborhood livability concerns (that are not addressed by Sustainability) within the other criteria.

Another suggestion from the Commissioner discussion was that the Land Use category address both the needs of businesses (economic development) and residents (livability). The proposed updated scoring criteria includes an expanded Land Use, Economic Development, and Livability category that also addresses residential needs.

Incorporating this feedback from that meeting, the summary of proposed updated scoring criteria are presented in Attachment 1a. The proposed update to the full LRP Scoring Guidance is provided in Attachment 1b. For comparison, the full LRP Scoring Guidance from 2018/2020 is available [here](#).

#### Project Lists

Staff reviewed the draft 2020 LRP project list, developer contingent list, and studies list, and adjusted them based on changes to funding or the adoption of new plans. A number of projects and studies have been removed, consolidated, or moved to the developer contingent list.

The Landmark Mall Transit Hub project (#1 priority 2020), Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station (2020 Rank #5), and the S. Patrick Street Pedestrian Improvements (#7 priority 2020) have received grant funding and were removed from the draft 2022 projects.

Several plan updates have been approved since the 2020 LRP including the Alexandria Mobility Plan and the Arlandria-Chirilagua Small Area Plan. These plans recommended transportation projects and studies that are currently unfunded and have been added to the 2022 LRP. They have been organized in a manner consistent with the guidance provided by the Commission in 2020. The draft project list is provided in Attachment 2.

#### Next Steps

Staff ask that Commissioners provide their draft scores for each project by Monday, May 9. Staff will compile scores and bring a draft prioritized project list to the Transportation Commission meeting on May 18.

The Transportation Commission will be asked to consider the final LRP for adoption at a public hearing on June 15.

#### **ATTACHMENTS:**

1. Attachment 1a: Draft 2022 LRP Scoring Criteria Summary
2. Attachment 1b: Draft 2022 LRP Scoring Guidance
3. Attachment 2a: Draft LRP Project List
4. Attachment 2b: Draft LRP Study List
5. Attachment 2c: Draft LRP Developer Contingent Project List

# 2022 Transportation Plan Scoring Criteria Proposed Update Summary

Item 5

Attachment 1a

## 2020 Scoring Criteria

1. Livability
  - a. What is impact on livability in the affected area?
  - b. What is the impact on livability in Alexandria?
2. Connectivity
  - a. What is the effect on neighborhood connectivity and the City as a whole?
  - b. What is the effect on regional mobility?
3. Land Use
  - a. How well does project focus investment near existing or proposed population or employment?
  - b. How well does project focus investment near opportunities for economic development?
4. Mode Choice
  - a. Does the project improve or add multimodality? Does the project encourage non-SOV travel?
  - b. Does the project encourage non-SOV travel?
5. Infrastructure
  - a. Does the project improve aging infrastructure?
6. Operations and Technology
  - a. Does the project improve system efficiency through an appropriate use of technology?
7. Safety
  - a. What effect will the project have on crash risks and safety?
  - b. What effect will the project have on perceived personal safety?
8. Equity
  - a. What is the impact of the proposed project on equity?
  - b. What is the impact of the proposed project on geographic equity?

## 2022 Scoring Criteria (Changes from 2020 in Bold/Red)

1. Sustainability
  - a. What is the impact on environmental sustainability in the affected area?
  - b. Does the project support environmental sustainability and the reduction of greenhouse gas emissions in Alexandria and the region?
2. Connectivity
  - a. What is the effect on neighborhood connectivity and the City as a whole?
  - b. What is the effect on regional mobility?
3. Land Use, **Neighborhood Livability, & Economic Development**
  - a. How well does the project focus investment near existing or proposed population and employment centers?

- b. How well does this project address neighborhood livability for current and future residents and workers?
  - c. How well does project focus investment near opportunities for economic development?
4. Mode Choice
- a. Does the project improve or add multimodality?
  - b. Does the project encourage non-SOV travel?
5. Infrastructure
- a. Does the project improve aging infrastructure?
  - b. Does the project make Alexandria's transportation infrastructure more resilient to climate change?
6. Operations and Technology
- a. Does the project improve system efficiency through an appropriate use of technology?
7. Safety
- a. What effect will the project have on crash risks and safety?
  - b. What effect will the project have on perceived personal safety?
8. Equity
- a. What is the impact of the proposed project on equity?
  - b. What is the impact of the proposed project on geographic equity?



**ALEXANDRIA TRANSPORTATION COMMISSION**

**CRITERIA FOR PRIORITIZING CITY TRANSPORTATION PROJECTS FOR THE  
UNCONSTRAINED LONG-RANGE PLAN (DRAFT 2022 UPDATE)**

**PRIORITIZATION METHODOLOGY**

The City of Alexandria's Transportation Division maintains a list of Transportation Projects as a part of the City Master Plan. This list, called the Transportation Long Range Plan (LRP), is unconstrained in that full funding for the projects on it has not been identified, and it includes ALL the Transportation Projects that have been approved by the City Council as part of the City Master Plan. The Transportation LRP also includes Transportation Projects that are part of the:

- ❖ Pedestrian and Bicycle Mobility Plan
- ❖ Alexandria Mobility Plan
- ❖ Small Area Plans
- ❖ Special area and corridor plans

Any Transportation Project proposed that is not specifically recommended in any of these plans must be consistent with City goals and policies including the:

- ❖ Mayor and Council Strategic Plan
- ❖ Master Plan and all sub-plans listed above
- ❖ Environmental Action Plan 2040

The following prioritization methodology provides the Transportation Commission with a starting point for prioritizing projects. However, the annual LRP update process also relies on a discussion by the full Commission to determine the relative importance of each project. Therefore, the individual or combined scores as a result of the prioritization exercise do not necessarily reflect the final project prioritization.

As projects from the LRP are considered for the City's annual constrained budget (Capital Improvement Program), there are a number of other criteria that are typically considered by staff, including:

- ❖ Funding / opportunities to leverage non-City funds, and impact to the City's operating budget
- ❖ Anticipated maintenance and operating costs
- ❖ Urgency or critical need related to system failure, major development, or economic development

## **Long Range Plan (LRP)**

### *Proposed long-range Transportation Projects with no funding identified*

Once Transportation Projects are included on the LRP, they will be prioritized according to the following eight criteria using a five-point ranking schema.

#### **1. SUSTAINABILITY**

Projects that support the goals of the City's Environmental Action Plan and Sustainability principle of the Alexandria Mobility Plan.

Projects that address relevant goals in the Environmental Action Plan such as climate change, energy, tree canopy, open space, water resources and air quality as well as transportation. Other projects that help support the Alexandria Mobility Plan key performance indicators including reducing vehicle miles traveled and percent of commuters using alternative travel modes.

Improvements may include:

- ❖ Fleet electrification projects (e.g., transit vehicles, electric car share)
- ❖ Electric vehicle and micromobility charging infrastructure
- ❖ Green infrastructure (e.g., low impact design stormwater, reduction of impervious area)
- ❖ Streetscape and right-of-way urban forestry
- ❖ Enhancement of adjacent open space and natural areas
- ❖ Mitigation of heat islands
- ❖ Other projects compatible with criteria to encourage non-SOV travel modes and to support land use and connectivity goals which improve accessibility for all modes of travel.

#### **1A. WHAT IS THE IMPACT ON ENVIRONMENTAL SUSTAINABILITY IN THE AFFECTED AREA?**

- 5 Major improvement**
- 4 Moderate improvement**
- 3 No net impact**
- 2 Moderate deterioration**
- 1 Major deterioration**

#### **1B. WHAT IS THE IMPACT OF THE PROJECT ON ENVIRONMENTAL SUSTAINABILITY AND THE REDUCTION OF GREENHOUSE GASES IN ALEXANDRIA AND THE REGION?**

- 5 Major improvement**
- 4 Moderate improvement**
- 3 No net impact**
- 2 Moderate deterioration**
- 1 Major deterioration**

## **2. CONNECTIVITY**

The ability to reach desired goods, services, activities, and destinations

Connectivity is a measure of the interconnectedness of the transportation system. Systems with high connectivity generally provide a number of choices of routes between destinations and relatively short travel distances.

Factors that increase connectivity and reduce travel time include:

- ❖ small block size
- ❖ direct access
- ❖ redundancy
- ❖ modal options (car, pedestrian, bicycle, transit)
- ❖ optimizing signals
- ❖ bike sharing/car sharing

Factors that impede connectivity include:

- ❖ railroads
- ❖ rivers and streams
- ❖ freeways
- ❖ cul-de-sacs
- ❖ medians
- ❖ turn restrictions
- ❖ frontage roads

### **2A. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON NEIGHBORHOOD CONNECTIVITY AND THE CITY AS A WHOLE?**

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No net impact*
- 2** *Moderate deterioration*
- 1** *Major deterioration*

### **2B. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON REGIONAL MOBILITY?**

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No net impact*
- 2** *Moderate deterioration*
- 1** *Major deterioration*

### **3. LAND USE, NEIGHBORHOOD LIVABILITY, & ECONOMIC DEVELOPMENT**

Projects that promote urban development patterns, livable neighborhoods, and/or promote economic development

The project focuses investment where jobs and households are located and/or served. The project encourages mixed-use, transit-oriented, compact development and discourages dispersed, low-density, single-use, automobile dependent land use patterns.

The project improves the environmental and social quality of an area as perceived by residents, employees of local businesses, and visitors to the area. It provides increased access to community facilities, services, convenience shopping, and transportation options. It reduces excess noise, cut-through traffic on neighborhood streets, and spillover parking.

The project is in an area with existing or planned development that creates opportunity for economic development.

#### **3A. HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR EXISTING OR PROPOSED POPULATION AND EMPLOYMENT CENTERS?**

- 5** *Very Well*
- 4** *Moderately Well*
- 3** *No Impact*
- 2** *Poorly*
- 1** *Very Poorly*

#### **3B. HOW WELL DOES THIS PROJECT ADDRESS NEIGHBORHOOD LIVABILITY FOR CURRENT AND FUTURE RESIDENTS AND WORKERS?**

- 5** *Very Well*
- 4** *Moderately Well*
- 3** *No Impact*
- 2** *Poorly*
- 1** *Very Poorly*

#### **3C. HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR OPPORTUNITIES FOR ECONOMIC DEVELOPMENT?**

- 5** *Very Well*
- 4** *Moderately Well*
- 3** *No Impact*
- 2** *Poorly*
- 1** *Very Poorly*

#### **4. MODE CHOICE**

Project creates multimodal choices for travelers including travel by foot, bicycle, transit, or car

Major improvements may include:

- ❖ Roadway widening
- ❖ High Occupancy Vehicle (HOV) lanes
- ❖ Transit service improvements and amenities such as improved frequency or other capacity enhancements
- ❖ Construction of bicycle or pedestrian facilities
- ❖ Car / Bikeshare programs

Minor improvements may include:

- ❖ Intersection reconstruction/improvement
- ❖ Access and parking improvements

##### **4A. DOES THE PROJECT IMPROVE OR ADD MULTIMODALITY?**

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No impact*
- 2** *Minor deterioration*
- 1** *Major deterioration*

##### **4B. DOES THE PROJECT ENCOURAGE NON-SOV TRAVEL?**

- 5** *Greatly encourages*
- 4** *Moderately encourages*
- 3** *No impact*
- 2** *Moderately discourages*
- 1** *Greatly discourages*

## **5. INFRASTRUCTURE**

Projects that address major maintenance for aging transportation infrastructure or that update design standards and features to better withstand and lessen the local effects of climate change.

Proposed project may have an effect on aging transportation infrastructure via rehabilitation, or by increasing demand on deteriorating systems, or has the opportunity to apply best environmental practices and update to meet accessibility and climate resilience standards.

### **5A. DOES THE PROJECT IMPROVE AGING TRANSPORTATION INFRASTRUCTURE?**

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No impact*
- 2** *Minor deterioration*
- 1** *Major deterioration*

### **5B. DOES THE PROJECT MAKE ALEXANDRIA'S TRANSPORTATION INFRASTRUCTURE MORE RESILIENT TO CLIMATE CHANGE?**

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No impact*
- 2** *Minor deterioration*
- 1** *Major deterioration*

## **6. OPERATIONS AND TECHNOLOGY**

Projects that improve system efficiency through the appropriate use of technology

These projects improve system efficiency and can improve capacity without making physical changes to the transportation network. These projects may include:

- ❖ Signal optimization
- ❖ Transit technology
- ❖ Transit priority
- ❖ Real time transit information

### **6A. DOES THE PROJECT IMPROVE SYSTEM EFFICIENCY THROUGH AN APPROPRIATE USE OF TECHNOLOGY?**

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No impact*
- 2** *Moderate deterioration*
- 1** *Major deterioration*

## **7. SAFETY**

Project increases public safety by reducing the number and severity of vehicular crashes and creating a safer environment for all users of transportation network and improves the overall perception of safety within the surrounding environment.

Safety effects are typically measured by changes in the number and severity of vehicular crashes. Vehicle speed is a significant factor in the severity of all crashes but is particularly important in the rate of fatalities in crashes involving pedestrians and cyclists.

Emergency vehicle access and protection from crime may also be safety considerations in design and location of transportation facilities. Other safety considerations include design that will provide for a real or perceived improved safety of the user, like improved visibility or lighting.

### **7A. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON CRASH RISKS AND SAFETY?**

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No net impact*
- 2** *Moderate deterioration*
- 1** *Major deterioration*

### **7B. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON PERCEIVED PERSONAL SAFETY?**

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No net impact*
- 2** *Moderate deterioration*
- 1** *Major deterioration*



## **8. EQUITY**

Projects serve traditionally underserved populations such as, the disabled, low-income, elderly, children, and car-free and/or public transportation-dependent households, and support the fair and just distribution of both benefits and burdens of the transportation system across Alexandria neighborhoods.

Positive impacts on transportation equity may include improved infrastructure and public transportation service provision, multimodal transportation options, affordable transportation options, and pedestrian and bicycle-supportive infrastructure in areas with high concentrations of low-income households, minorities, elderly, children, disabled, and car-free households.

Burdens or negative impacts on transportation equity may include the deficiencies in transportation-related infrastructure and service provision; decreases in the perceived number of available transit services for public transportation-dependent; increased negative environmental impacts (i.e. air pollution, noise, traffic congestion); or increased cost of travel for these vulnerable populations.

### **8A. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON EQUITY (I.E. TRADITIONALLY UNDERSERVED POPULATIONS)?**

- 5. Major improvement*
- 4. Moderate improvement*
- 3. No net impact*
- 2. Moderate deterioration*
- 1. Major deterioration*

### **8B. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON GEOGRAPHIC EQUITY (I.E. DISTRIBUTION OF PROJECTS ACROSS THE CITY)?**

- 5. Major improvement*
- 4. Moderate improvement*
- 3. No net impact*
- 2. Moderate deterioration*
- 1. Major deterioration*

PROJECTS

ID	2018 Rank	2020 Rank	2022 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
13	2	2		Priority Sidewalk projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Sidewalks projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project is to continue completing improvements for a total of 11.5 miles of new/improved sidewalks.	Pedestrian and Bicycle Master Plan	Project	Pedestrian	More than \$5 million	10+ years	Ongoing	Yes
1	3	3		Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.	Pedestrian and Bicycle Master Plan	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes
5	12	4		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	Pedestrian and Bicycle Master Plan	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes
17	NA	5		Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15.	Eisenhower East	Project	Pedestrian	\$1-5 million	10+ years	Not Started	Yes
14	5	6		Priority bike trail projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Bike and multi-use trail projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project compiles at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	Pedestrian and Bicycle Master Plan	Project	Ped/bike	More than \$5 million	10+ years	On Hold	Yes
3	11	7		Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	Pedestrian and Bicycle Master Plan	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No
11	15	9		Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	North Potomac Yard SAP	Project	Ped/bike	More than \$5 million	10+ years	Not Started	Yes
4	14	10		Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	Eisenhower West Small Area Plan	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	No
16	NA	11		Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	Eisenhower East	Project	Bicycle	Less than \$1 million	0-10 years	Not Started	Yes
12	17	12		Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing ) North of Pickett Street.	Eisenhower West Small Area Plan	Project	Multimodal	More than \$5 million	10+ years	Not Started	Yes
2	10	13		Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	Four Mile Run Restoration Plan	Project	Bicycle	More than \$5 million	5-10 years	Not Started	Yes
10	9	14		Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle paths through the planned linear park.	Old Town North SAP	Project	Ped/bike	More than \$5 million	5-10 years	Not Started	Yes
8	19	16		Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector)	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	Eisenhower West Small Area Plan	Project	Streets	More than \$5 million	10+ years	Not Started	Yes
6	18	17		S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	Eisenhower West Small Area Plan	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes
14	8	18		Commonwealth Ave. Green Street	Move the Commonwealth Ave. turnabout to the entrance at the parking lot and convert the 0.25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	Four Mile Run Restoration Plan	Project	Pedestrian	Less than \$1 million	5-10 years	Not Started	No
18	20	19		I-395 access to West End Town Center	Modify the northbound I-395 Ramp to eastbound Duke Street to mitigate weaving conflicts between drivers from the ramp and on Duke Street and provide direct access from the ramp to the eastbound Duke Street left turn lane at the South Walker Street intersection into the new Landmark development and INOVA Hospital.	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes
19 (New)	NA	NA		Union Street Pedestrian and Safety Enhancements	Implement pedestrian and safety improvements outlined in the Union Street Corridor Study including improved crosswalks at King Street/Union Street, exploring shared streets for portions of Union Street, raised intersections and crosswalks, additional traffic control and management.	Union Street Corridor Study	Project	Streets	More than \$5 million	1-5 years	Not Started	Yes

## City of Alexandria Long-Range Plan

**DRAFT****Studies**

No.	Name	Description	Source	Category	Mode
S-1	Pedestrian safety improvements at Braddock/Wythe/West intersections	Study would evaluate and propose improvements to pedestrian safety, accessibility and comfort for pedestrians wishing to cross the streets and to access Metro. Considerations may include, among others, traffic management, signals, new crosswalks and pedestrian refuge islands.	Braddock SAP	Study	Streets
S-3	HOV lanes	Explore opportunities to enhance the use of high-occupancy vehicle (HOV) lanes as a traffic management strategy for periods of peak travel demand. Study existing HOV travel lanes to determine if changes in their operations would improve traffic flow during peak travel periods. Evaluate opportunities for implementation of additional or expanded HOV travel lanes or reduction of existing HOV travel lanes on City streets.	Alexandria Mobility Plan (carried over from 2008 Transportation Master Plan)	Study	Streets
S-4	Glebe Road Bridge and Four Mile Run pedestrian bridge	Conduct a study for demolishing the existing W. Glebe Road vehicular bridge over Four Mile Run and portions of W. Glebe Road, and construct a new vehicular bridge to the east (aligned with Valley Drive), and realign W. Glebe Road. A new pedestrian/bicycle bridge over Four Mile Run would be built where existing W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Project	Streets
S-5	Pedestrian connection parallel to Fayette Street connecting the Braddock Metrorail station with the Northern Gateway area.	Study the feasibility of a pedestrian route through Braddock Place plaza and between the Meridian apartment tower and the northernmost office building. The study will consider ADA-accessibility, pedestrian safety crossing flow of drop-off traffic, and feasibility of a public easement through a privately owned area currently blocked by a fence. If this option is infeasible, study options for improvement and widening of the narrow four-foot sidewalk along the Metro embankment to achieve similar connectivity.	Braddock SAP	Study	Pedestrian
S-6	Explore Potential for Northern Entrance of Eisenhower Avenue Metrorail Station	Rec #75	Eisenhower East	Study	Transit
S-7	South Patrick Street Sound Wall	Work with VDOT to study the feasibility of enhanced landscaping and/or screening for the existing sound walls on South Patrick Street, and removing and/or modifying the sound wall at the intersection of Franklin Street and South Patrick Street.	South Patrick Street Affordable Housing Study	Study	Streets
S-8	Low Stress Bicycle Network	Determine the feasibility of a low-stress multi-modal, connective bicycle network to increase bicycle mode share	EAP2040	Study	Bicycle
<b>S-9 (NEW)</b>	Glebe Road Corridor Analysis	Review right-of-way and laneage along East/West Glebe Road in the Arlandria-Chirilagua neighborhood to determine appropriate bicycle, pedestrian, and vehicular accommodations.	Arlandria-Chirilagua SAP	Study	Streets

**City of Alexandria Transportation Long-  
Range Plan**

# DRAFT

## PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT

Proj. No.	Name	Description	Source	Category	Mode	Cost	Status
D-1	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	Less than \$1 million	Started
D-2	Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail	Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail	Potomac Yard SAP	Project	Bicycle	\$1-5 million	Not Started
D-3	Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	\$1-5 million	Not Started
D-4	Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	Eisenhower East SAP	Project	Streets	\$1-5 million	Not Started
D-5	New Road from Route 1 to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Restoration	Project	Streets	\$1-5 million	Not Started
D-6	Realigned Eisenhower Avenue from Covanta to Metro Road	Straighten/ realign Eisenhower Avenue between the Covanta plant and a new North-South road one block east of Metro Road	EW/Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Ongoing
D-7	Realignment of Metro Loop Road and new grid west of Van Dorn Street	Connect Metro Road to a new North-South road; Reconfigure the existing northbound ramp from Van Dorn to have a "T" intersection with Metro Road; Remove the existing southbound loop ramp from Van Dorn Street, and reconfigure it as an urban grid of streets.	EW/Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Ongoing
D-8	Construct new shared-use path along the waterfront of the former power plant site	Construct a new trail within the expanded waterfront open space on the former power plant site, as generally depicted in Figure 5.03, to separate the existing pedestrian and bicycle trail.	Old Town North Small Area Plan	Project	Bicycle	\$1-5 million	Not Started
D-9	Develop grid of streets in former power plant site	Provide a compact grid of streets in the former power plant site in alignment with, and connecting to the established street grid in Old Town North. North Fairfax, North Royal, and North Pitt Streets will be extended into the former power plant site as generally depicted in Figures 5.01 and 5.06.	Old Town North Small Area Plan	Project	Streets	More than \$5 million	Started
D-10	Mount Vernon Trail along East Abingdon Drive	Construct a new multi-use path connection on the Mount Vernon Trail along E. Abingdon Dr. between Slaters Ln and Norfolk Southern's rail tracks to the south of Slaters Ln.	Old Town North Small Area Plan	Project	Ped/Bike	\$1-5 million	Started

**PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT**

Proj. No.	Name	Description	Source	Category	Mode	Cost	Status
D-11	Connection to Mount Vernon Trail along future water from east of Fairfax St. to Slaters Lane	Construct new multi-use path connection along future waterfront park between east of Fairfax Street to Slaters Ln. Portion of such connection currently exist, but would have to be improved/reconstructed once the old energy plan site is developed	Old Town North Small Area Plan	Project	Ped/Bike	\$1-5 million	Not Started
D-12	Segments of Backlick Run on developer property along Backlick Run stream	Backlick Run multi-use path runs from Armistead Booth Park to the City limits with Fairfax Co. to the West. Several segments of the trail run along private property in process of redevelopment.	EW/Landmark/Van Dorn SAP	Project	Ped/Bike	\$1-5 million	Not Started
D-13	New High Street	New High Street: The Plan recommends a new "High Street" that will connect the core of the Landmark Mall redevelopment to the balance of the West End Town Center across Duke Street. It then continues south to Pickett Street as a local-serving alternative to Van Dorn Street. Along the way, it greatly improves local connectivity while creating considerable market value for the adjacent parcels. North of Stevenson Avenue, New High Street will also accommodate dedicated lanes for the new Van Dorn Street transit line as it makes its way through the core of the West End Town Center.	Eisenhower West-Van Dorn	Project	Streets	More than \$5 million	Not Started
D-14	Duke Street and North Van Dorn Street Redesign	Includes streetscape improvements plus a shared use path along Van Dorn Street	Landmark/Van Dorn SAP	Project	Streets		Started
D-15	395 Bike Ped Bridge	10.1.14 (with developer)	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Not Started
D-16	Telegraph Road Bicycle & Pedestrian Tunnel	Rec #74 Provide a safe and accessible pedestrian and bicycle connection for people of all ages and abilities between Witter Field and the Eisenhower area via improvements to the existing connection at Mill Road or another comparable connection.	Eisenhower East	Project	Bicycle	More than \$5 million	Not Started
D-17	Eisenhower East SAP Bicycle and Pedestrian Facilities	Rec #65 and 73 (with developers)	Eisenhower East	Project	Bicycle	Less than \$1 million	Not Started
<b>D-18 (NEW)</b>	Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Started

*City of Alexandria, Virginia*

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**MEMORANDUM**

DATE: APRIL 20, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #7 - ITEMS FOR CONSENT

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**ISSUE:** Staff update to Transportation Commission on various projects.

**RECOMMENDATION:** That the Commission receive the items for consent.

**A. WMATA Budget Update**

The WMATA Board adopted their [FY23 Budget](#) at the meeting on March 24. The capital and operating subsidies from Alexandria remained consistent with those proposed throughout the budget process. The Value-Add bonus fare-incentive proposal was removed from the budget, and the approximately \$7.9 million budgeted for that program will go towards reducing the deficit in the FY24 budget. The budget specifically notes return of the 11Y bus line as a mitigation during the Yellow and Blue Line closures in Fall 2022 due to the Potomac Yard Metro Station Track Cutover and the Yellow Line Bridge and Tunnel work. Additionally, \$120 million in additional federal funds have been identified for FY24, reducing the deficit from \$540 million to \$420 million.

**B. WMATA 7000-Series Rail Car Return to Service Update**

At the March 24 Board Meeting, WMATA announced that while they have not identified the root-cause issue with the 7000-series rail cars, they have three initiatives planned to improve customer service:

1. Continue the work to return 6000 series rail cars. Seventy (70) 6000 series rail cars have been returned to service, and WMATA anticipates returning an additional fifty (50) rail cars by May.
2. Implement a revised manual inspection protocol which will serve as an early stage restoration process for the 7000-series cars. Metro intends to deploy this process as part of a phased return to service of a limited number of 7000 series cars to improve reliability and reduce crowding.
3. Install Automatic Wayside Inspection Systems (AWIS), beginning this spring. The first unit will be placed near the College Park Station with real-time and on-going wheel measurements on the Green and Yellow lines. These systems will allow Metro to develop

an inspection and monitoring paradigm that couples manual measurements with the real-time measurement data provided by the AWIS system. Metro intends to install a series of AWIS systems in locations to maximize monitoring of the operation throughout the service area.

### **C. Vision Zero Final Report**

At the March 16 Transportation Commission meeting, staff presented an update on the Vision Zero program, including progress made during 2021, latest crash trends, new reporting periods, and upcoming work plan activities.

The following materials are now available on the Vision Zero [webpage](#):

- [Vision Zero Annual Report 2021](#)
- [Citywide Crash Analysis Report](#)
- [Fiscal Year 2023 Vision Zero Work Plan](#)

### **D. Duke Street in Motion Advisory Group Update**

The City Council approved the formation of the Duke Street in Motion Advisory Group. The membership is comprised of:

- 1 representative from the Transportation Commission
- 1 representative from the Planning Commission
- 1 representative from the Commission on Persons with Disabilities
- 1 representative from the DASH Bus Riders Group
- 1 representative from the Federation of Civic Associations
- 4 area Residents (at large-2 from east of Quaker Lane, 2 from west of Quaker Lane, one of which is a renter)
- 1 corridor small business owner
- 1 developer representative

The first meeting of the Advisory Group will be held on Wednesday, April 27th, where the Group will be introduced to the previous planning efforts for the corridor, provided an outline of the next phase of the planning process, and the review and adopt the project's Vision and Guiding Principles.

The City has awarded the Planning / Preliminary Design / and Survey contract to WSP USA Inc. on April 1, 2022. The WSP team will assist staff in the development of corridor improvement alternatives for consideration, ultimately leading to the adoption of a preferred alternative and implementation plan. This phase of the project is expected to be completed in late 2023. Staff will provide periodic updates and presentations to the Transportation Commission during this process, including a briefing of the project schedule and public outreach plan for this phase of the project.