Transportation Commission Meeting

June 15

7:00 PM

City Hall
301 King Street
Council Workroom

AGENDA

1. Public Comment (Not to exceed 10 min)

2. Minutes of the May 18, 2022 meeting

3. **Discussion Item: VDOT I-495 Express Lanes Study Update**

4. **Action Item: Consideration of Adoption of the 2022 Transportation Long Range Plan (Public Hearing)**

5. **Discussion Item: Draft Complete Streets Five-Year Plan**

6. **Action Item: Consideration of Endorsement of DRPT Grant for WMATA Shutdown Mitigations**

7. **Action Item: Consideration of Endorsement of the Safe Streets and Roads for All Grant Application**

8. **Commissioner Updates**

9. **Items for Consent**
   A. Energy and Climate Change Action Plan Update
   B. 2022 Legislative Summary
   C. Unit Block of King Closure Update
   D. Potomac Yard Southern Entrance Bicycle and Pedestrian Integration

10. **Other Business**
    - July Meeting

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 in advance of or after the meeting*

Next Meeting: September 21, 2022

The June 15 meeting of the Transportation Commission is being held in the City Council Workroom 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_IosYU33mSEabbMD31L0N1A

Or by phone: 301 715 8592
Meeting ID: 962 7562 6691
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 6/15/22 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

May 18, 2022
7:00 p.m.
Virtual Meeting

MINUTES

Commissioners Present: Vice Chair Bruce Marsh, Commissioner Melissa McMahon, Commissioner Casey Kane, Commissioner James Maslanka, Commissioner Bill Pugh, Commissioner Matthew McManus (virtual), Commissioner Jody Manor (virtual).

Staff Present: Hillary Orr – T&ES Deputy Director, Megan Oleynik – Transportation Planning Division, Katye North – Mobility Services Division Chief, Thomas Hamed – Mobility Services Division.

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

Vice Chair Marsh called the Transportation Commission meeting to order at 7:02 pm.

1. **Public Comment Period**

Cathleen Curtain – Member of Ad Hoc N. Pitt Street Planning Group. Ms. Curtain referenced materials sent in advance to the Commission, provided in **Attachment 1a.** Ms. Curtain stated that she became aware of proposed Line 34 route change to N. Pitt Street through a flyer, did not read flyer because it was titled "Attention DASH Rider," rather than calling attention to neighbors. She was not aware of earlier public hearings on the proposal. She believes keeping all bus lines on N. Fairfax Street will create a transit center, whereas the proposed section of N. Pitt Street that the bus line would run on is primarily single-family homes and is not ideal for the bus route.

Ellen Mosher - Member of Ad Hoc N. Pitt Street Planning Group. Ms. Mosher discussed the on-street parking survey provided in **Attachment 1a**, indicating that a survey she conducted showed on-street parking above the industry recommended 85% during a peak period on a Saturday on N. Pitt Street and blocks adjacent to N. Pitt Street. She indicated that moving DASH Line 34 to N. Pitt Street would further strain on-street parking availability if spaces needed to be removed to provide bus stop access.

Jim Murphy – Member of the Ad Hoc N. Pitt Street Planning Group. Mr. Murphy brought a reference document with bus ridership and board/alighting information he collected, provided in **Attachment 1b.** He stated that from his observations, there were relatively boardings and alightings in the area where DASH Line 34 is proposed to be moved.

2. **April Minutes**

Motion to approve the minutes: Commissioner McMahon
Second: Commissioner Maslanka
Motion carries unanimously

3. **ACTION ITEM: 2022 Long Range Transportation Plan Draft Scores (Public Hearing)**

ISSUE: Review of Commissioner draft scores for the 2022 update to the Transportation Long Range Plan (LRP).

RECOMMENDATION: That the Transportation Commission discuss draft 2022 LRP scores and docket the adoption of the 2022 LRP for public hearing at the June 15 meeting.

DISCUSSION: Megan Oleynik, Long Range Transportation Planner, presented on the Commissioner draft scores for the 2022 Long Range Plan. Commissioners discussed draft scores and asked clarifying questions. A few Commissioners indicated they intended to adjust scores based on discussion. Staff asked that updated scores be finalized by May 27.

Motion to incorporate edits to scores as discussed and provided by Commissioners and to docket the 2022 Long Range Plan for adoption at the June 15 Transportation Commission Meeting: Commissioner McMahon
Second: Commissioner Maslanka
Motion carries unanimously

4. **DISCUSSION ITEM: DOT Paratransit Update**

ISSUE: Receive an update about the City's paratransit program, Alexandria DOT.

RECOMMENDATION: That the Transportation Commission receive the update on the DOT Paratransit Program.

DISCUSSION: Katye North, Mobility Services Division Chief, presented on the DOT Paratransit program and recent and upcoming/proposed change to the program. Commissioners discussed the information provided and asked clarifying questions. Commissioners indicated general support for the proposal to expand the DOT program to include service into the District of Columbia.

5. **ACTION ITEM: Consideration of Endorsement of the FY 2022 Low or No Emissions and Bus and Bus Facilities Grant Application**

ISSUE: Consideration of two grant applications to the Federal Transit Administration for low and now emission buses and bus facilities.

RECOMMENDATION: That the Transportation Commission provide a letter of endorsement to the City Council for the approval for the FY 2022 Low or No (Low-No) and Buses and Bus Facilities grant applications.

DISCUSSION: Hillary Orr, T&ES Deputy Director, presented on the FY 2022 Low or No (Low-No) and Buses and Bus Facilities grant applications. Commissioners asked clarifying questions. Support was generally shown for continuing efforts to increase the City's electric bus fleet and improve related infrastructure.

Motion to endorse the FY 2022 Low or No Emissions and Bus and Bus Facilities Grant Application: Commissioner Maslanka
Second: Commissioner Kane

DRAFT

Motion carries unanimously.

6. **Commissioner updates**

Commissioner Kane – The Eisenhower West/Landmark/ Van Dorn Advisory group received a presentation on the Landmark Mall. Demolition of the mall is underway. Also received update on Vulcan Site off Van Dorn Street near Backlick Run. Hotel and residential as well as park proposed in the site. Suggested rethinking mulch trail to something ADA compliant and bicycle friendly. The Traffic and Parking Board considered parklet requirements and creating a new residential permit parking district in the Potomac Greens neighborhood to address commuter parking concerns

Commissioner Manor – asked about the Northern Virginia Regional Commission study and how it differs from past studies. He noted that in the past that parking concerns have been a barrier to additional ferry routes in Alexandria. Noted he thinks the City should support additional transportation options on the Potomac River.

Commissioner Marsh – Potomac Yard Metro Implementation Group has been getting video updates rather than holding meetings. Construction is well underway on the metrostation.

Commissioner Maslanka – No updates.

Commissioner McMahon – No updates.

Commissioner McManus – expressed interest in the return of the 11Y as a mitigation for the WMATA shutdown.

Commissioner Pugh – Environmental Policy Commission (EPC) also endorsed Low and No Emission Bus and Bus and Bus Facilities Grants. He noted that EPC is reviewing environmental analysis for new developments and that transportation is not currently a focus area, but that it could be incorporated with future updates. He also noted that his term on the EPC is ending, and since he is the representative for that group, he will no longer be serving on the Transportation Commission.

Councilman McPike – noted that City Council adopted the FY23 budget on May 4 it included expanded DASH service, funding for new position in T&ES to focus on Vision Zero, and a contingency for climate change operations.

7. **Items for Consent**
   - No items pulled from consent.

8. **Other Business**
   - None

Adjournment
At 9:29 pm, the Transportation Commission adjourned.

Attachments
Attachment 1a/b: Written Materials provided by the public.

DRAFT

Attachment 1a

Ad Hoc North Pitt Street Planning Group
Multiple Addresses, North Pitt Street
Alexandria, VA

Executive Summary

Request for Consideration in the
FY 2023 – FY 2028 Transportation Development Plan
that the Route of DASH Bus 34 be Bashford Lane to North Pitt Street to Montgomery & Madison Streets, to North Fairfax Street, to King Street.

We are a group of residents residing on or near the 200-700 blocks of N. Pitt Street in Old Town who are opposed to the proposed route of DASH Bus No. 34 through those blocks on N. Pitt Street. We are not opposed to further extension of the route on N. Pitt Street south of Second Street but we do oppose the extension south of Wythe Street for the reasons set forth here and in the attached accompanying documents. Instead, we propose that Bus No. 34 travel between N. Pitt Street and N. Fairfax Street either via Montgomery and Madison streets or Wythe Street, and continue south on N. Fairfax Street.

One of DASH's stated reasons for the extension of the route further south on N. Pitt Street is to meet expected increased service demand due to recent residential and commercial development in North Old Town and expected new developments coming in the next 2-3 years. However, none of that development has been or will be south of Wythe Street, as this is a residential area of primarily single-family dwellings and there simply is no room for further development. Moreover, the heart of high-density housing in North Old Town currently is centered around the Madison and Montgomery corridors between N. Pitt Street and N. Fairfax Street.

Our recently conducted survey of residents residing on or near the 200-700 blocks of N. Pitt Street shows that few of these residents currently use DASH and, significantly, none of the respondents said they would use DASH more often if Bus No. 34 traveled north and south between Cameron and Wythe streets. A copy of the survey is attached.

As shown in our Parking Study, which is attached, this loss of street parking will have an adverse impact on residents.

In sum, there are no appreciable gains to be realized by extending the route on N. Pitt Street beyond Wythe Street, and there will be adverse impacts for the residents. DASH can meet all of its goals by modifying its proposed route to incorporate one of the two alternatives proposed by this group of concerned residents. We urge this Board to do so.

Attached to this Summary are (1) a detailed statement of the reasons for the Ad Hoc North Pitt Street Planning Group's opposition to the proposed route and its support for two alternatives; (2) a list of members of the Ad Hoc North Pitt Street Planning Group, including points of contact; (3) a graphic entitled "DASH Route 34: Current, Proposed, and Recommended;" (4) Reclama to certain assumptions and assertions made in a DASH document entitled Line 34 Route Proposal Frequently Asked Questions (FAQs)(Omitted); (5) Survey Data Sheet; and (6) Parking Study.

Thank you for your consideration.

Ad Hoc North Pitt Street Planning Group
Multiple Addresses, North Pitt Street
Alexandria, VA
List of POCs in Enclosure 1

Wednesday, May 4, 2022

To: Alexandria Transit Company (DASH)

From: A Large Number of Residents of the Cameron Street and North Pitt Street who are affected by the Proposal to Shift the DASH 34 Bus to North Pitt Street

Subject: Request for Consideration in the FY 2023 – FY 2028 Plan that the Route of DASH Bus 34 be Bashford Lane to North Pitt Street to Montgomery & Madison Streets, to North Fairfax Street, to King Street.

Six important references and five enclosures are listed on page6 of this request. Recommend you scan both lists before reading our Request

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1. Overview

1.1. This request is submitted on behalf of the families in single-family dwellings along the proposed new route on Cameron Street and North Pitt Street (Cameron Street to Bashford Lane). The families making the request reside in homes in the 300 and 400 blocks of Cameron Street and in the 200 to 600 blocks on North Pitt Street (between Cameron and Wythe). Participants in the AD Hoc North Pitt Street Planning Group are listed in enclosure (1).

1.2. We believe our request is consistent with the City of Alexandria Transit goals in Ref (a). We believe that the current route, slightly amended, is better able to continue to support those goals than the proposed shift from North Fairfax Street to North Pitt Street. Please see set of graphics at enclosure (2).

1.3. Refs (b), (c), and (d) present plans intended to implement the goals. We admire the detailed work done to prepare these documents. We do not agree with the plan for Route 34 in ref (c) and will outline our concerns below. With respect to Outreach and public awareness, we acknowledge that Refs (a), (b), and (c) list robust Outreach efforts to DASH ridership. The outreach effort appears to have overlooked the fact that residents along a proposed brand-new route needed to be specifically contacted—by mail or flyers or both—to ensure the people in the neighborhood were aware that the planning and decision process <u>for their street</u> was already underway. Most of us learned of the proposed change only as recently as April 17, 18 days ago today.

1.4. Neighborhood Survey and Route Parking Study. We took two actions to gather data to support our recommendations. We conducted a Neighborhood Survey of residents concerning their use of DASH services and their recommendations for the location of DASH Bus routes. We also undertook a parking study of *parking inventory* and *parking demand* along the blocks bordering North Pitt Street. This study included all four sides of each block. With respect to the Survey, while we acknowledge we have a point of view, we made an earnest attempt to ask objective questions. The entire Survey—Introductory Letter, Survey Form, and Tabulation of Responses—is provided at Enclosure (4). The Parking Study is pure objective analysis using a methodology already familiar to many City Transportation officials. It is attached at Enclosure (4).

1.5. We have studied the 2020 Alexandria Transportation Vision document and the 2022 and 2023 Alexandria Transit Company (DASH) Transit Development Plans (TDP). We believe our request is consistent with the goals and guidance of both documents.

3. Our Core Recommendation

Goals, benefits, and outcomes are essential as a framework for a plan. Data to support planning recommendations is important, as well. Based partly on our Neighborhood Survey and our Parking Study, and partly on experience living in North Old Town, we believe the optimum change to DASH service in North Old Town is (1) implementation of the changes to Routes 30 and 31, and (2) continued operation of Route 34 principally on North Fairfax Street, with connection to North Pitt Street via Madison/Montgomery Streets, rather than 2d Street.

North Fairfax Street is an established transportation corridor. Its continued use captures more of the multifamily dwellings in North Old Town than does the North Pitt Street route. It serves the Hopkins Tancil neighborhood, the Ladrey Senior High Rise, and the Annie B, Rose House. People get on and off Bus 34 along its entire north-south route. Traffic levels are a known quantity. Ridership is known. Parking is settled. Our survey finds that traffic, ridership, parking is different on North Pitt Street from that projected in the DASH FAQs. We have not seen the data supporting key FAQs assumptions. We know our data is correct and we have included it in Enclosure (4).

4. Highlights of the Neighborhood Survey

4.1. Surveys were sent by mail or put in mail slots at 163 residences. Four residences were clearly unoccupied. In effect, a survey population of 159 possible returns. We received 77.

4.2. Respondents from only 2 residences report that one occupant used a DASH bus multiple times week. Only 4 others use a DASH bus one or more times a month. 6 others use it one or more times a year. In effect 12 households report having used DASH over the past year.

4.3. Virtually all of the respondents replied that a 2 to 3 block walk to a bus stop would be "reasonable." 2 blocks to busses on North Washington Street; 2 blocks to busses on North Fairfax Street

4.4. Virtually all of the respondents indicate that if DASH 34 does transit North Pitt Street, they will have no need to use it. They will continue to walk south to King Street or north to the Madison & Montgomery Street businesses and shops. -They will almost certainly drive to Potomac Yard.

4.5. Conclusion. Residents in this seven-block stretch of single-family homes derive no benefit from a DASH route on Cameron and North Pitt Street.

5. Inferences from the Survey.

5.1. Since very, very few residents use DASH, there will be no increase in ridership from the residents of North Pitt Street and no comparable reduction in traffic. Indeed, the busses will increase the traffic.

5.2. Parking will be adversely affected. The Parking Study showed the North Pitt Street blocks were already at 100% occupancy. The best practices standard is that parking areas are considered to be at "full" occupancy if 85% of the parking spaces are occupied. If the area is consistently above 85%, then in many jurisdictions, no other parking space would be approved for non-vehicle parking purposes. DASH projects they will need at least two bus stops between Cameron and Wythe in a neighborhood with parking demand already exceeding supply. The Parking Study is at enclosure (4).

5.3. Indeed, the parking issue would not be settled until after the ATC plan was decided by DASH, and approved by the City Council. That seems backward. Given the almost irreversible nature of a DASH bus route decision, ATC should have to obtain certification of the bus stop locations from the Traffic and Parking Board before approval of the change.

6. Other Fair Observations About the Current Route, the Proposed Route and the Probable Ridership

6.1. Where the riders board the bus or exit the bus is neutral to either the North Fairfax route or the proposed route. We completely agree more ridership is good. It means fewer cars are used. We simply assert once again that in the near-term the Cameron to Wythe seven-block stretch of Cameron/North Pitt Street is unlikely to add to an increase in DASH riders.

6.2. In effect, the majority of riders on the proposed route between Cameron and Wythe are "just passing through."

6.3. In contrast, North Fairfax has multiple businesses and offices from Cameron Street north and can transport these riders to and from the business/condominium/apartment complexes along the river and across to North Pitt Street.

6.4. More hidden alleys and driveways on North Pitt Street. Many residents, to include families who live on North Saint Asaph Street, North Royal Street, and the cross streets access North Pitt Street from an alley or hidden driveway. Many days, the view to left and right is obstructed by bumper-to-bumper large vehicles. It is dicey lurching out into the street. North Pitt Street has more of these hazards than North Fairfax. Busses will add one more terror to this activity of daily living.

6.5. Route Spacing. To a planner, the parallel lines through Old Town must be attractive. In reality, the virtually zero ridership by North Pitt Street residents now means the objectives of route spacing on this street—increased access to DASH, increased ridership, fewer cars, etc.—will probably never be achieved. We understand that the route spacing objective on the lower end of North Pitt Street is well-intended. But our Survey proves that the objectives will not be achieved, Route Spacing needs to be de-listed as an advantage on the ATC briefing charts.

6.6. Frequency of Buses Passing Through a Neighborhood. We acknowledge that frequency is a huge concern for a neighborhood. With respect to North Fairfax Street, we simply observe that frequency appears to have been managed well enough in the recent past. For that reason, we hope that a workable solution can be managed in the future.

6.7. Assumption that busses on the North Pitt Street route will lead to reduction in vehicular traffic. Almost none of the affected residents are getting on the bus. That does not reduce traffic on North Pitt Street. Normal cut-through traffic during the rush hour(s) is likely to continue because even being behind a bus may be preferable for some commuter drivers than waiting at the lights on North Washington Street.

7. A proposal that Meets the interests of Most of the Community

7.1. <u>Recommended Route Between King Street and Bashford Lane</u>

Northbound: King, North Fairfax, Montgomery, North Pitt, Bashford

Southbound: Bashford, North Pitt, Madison, North Fairfax, King

7.2. On the following page are our assessments of how the interests align.

7.3. DASH:

- route serves the rapidly growing business and residential high-rise area of north Old Town
- route brings employees from south, west, and north areas of Alexandria to their jobs in the commercial core of North Old Town
- route continues to serve the residents of the Ladrey High Rise, the Annie B, Casey House, and Hopkins-Tancil Court
- management does not have to build out new bus stops
- nothing changes for the drivers
- no loss of potential ridership from the southern end of North Pitt Street

7.4. Businesses and Residents of Core Area

- continue to have the increasingly attractive option of taking DASH and leaving their cars at home.
- interesting new access to the rapidly growing Potomac Yard, to include Virginia Tech

7.5. Residents of two-block stretch of "north" North Pitt Street

- Residents on the west side of Waterford Place begin to experience bus traffic
- These residents will experience bus traffic regardless of the route 34 decision

7.6. Residents of the five-blocks of "south" North Pitt Street and two blocks of Cameron

- They get a reprieve

7.7. Residents of the two-block stretch of "south" North Fairfax Street

- Nothing changes
- We cannot offer a solution

Buildings are identified in Enclosure (2)

8. Finally, we appreciate the opportunity to submit this request and to attend this Meeting.

Respectfully submitted,

The Ad Hoc North Pitt Street Planning Group (See Enclosure (1))

References

a. Alexandria Transit Vision Final Report – ADOPTED BY THE ATC BOARD OF DIRECTORS ON MAY 12, 2021 [Note: this is the most current plan on the City Website)

b. FY 2022 – FY 2027 ALEXANDRIA TRANSIT COMPANY (DASH) TRANSIT DEVELOPMENT PLAN ADOPTED BY THE ATC BOARD OF DIRECTORS ON MAY 12, 2021

c. FY 2023 – FY 2028 ALEXANDRIA TRANSIT COMPANY (DASH) - DRAFT TRANSIT DEVELOPMENT PLAN (TDP) - PRESENTED TO THE ATC BOARD OF DIRECTORS ON MARCH 9, 2022

d. FY 2023 – FY 2028ALEXANDRIA TRANSIT COMPANY (DASH) - TRANSIT DEVELOPMENT PLAN (TDP) - PRESENTED TO THE ATC BOARD OF DIRECTORS ON MAY 4, 2022

e. Line 34 Route Proposal Frequently Asked Questions (FAQ's) – DASH Document received 29 April 2022; date of publication not on the document

f. Article IX, Section 1 of the Alexandria Transit Company By-Laws (As Amended and Approved by the Stockholders on February 11, 2020, February 8, 2022).

Enclosures

1. List of POCs and Members in Ad Hoc North Pitt Street Planning Group, 3 May 2022
2. Graphics titled "DASH Route 34: Current, Proposed, and Recommended." The Recommended route reflects the majority view in surveys among our neighbors.
3. (Omitted) Reclama to key assumptions and assertions in DASH FAQS on Route 34 Proposal (Ref e).
4. Survey Data Sheet for Informal Survey of 169 Single Family Residences on Cameron Street and North Pitt Street which are affected by proposal to move DASH Bus 34 from North Fairfax Street to North Pitt Street, 3 May 22. POC: Jim Murphy, JWMurphy17@aol.com
5. Parking Study of the 200, 300, 400, and 500 Blocks of North Pitt Street, 30 April 2022, POD: Ellen Mosher, ellenmosher@gmail.com

#

To: Dash Board of Directors

From: **Ad Hoc North Pitt Street Planning Group**

Date: May 3, 2022

Re: Hearing May 4, 2022 – Re: Rerouting DASH Line 34 from N. Fairfax Street to N. Pitt Street

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Ad Hoc North Pitt Street Planning Group

Jim Murphy, jwmurphy17@aol.com

Barry Kessel, barrylk@me.com

Mary Gorman, mgorman5@me.com

Ellen Mosher, ellenmosher@gmail.com

Grant Slayden, grant.slayden@gmail.com

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Rob Rowe, roweflight@mindspring.com

Cathleen Curtin, ccurtin1@comcast.net

Enclosure (1)

DASH Route 34: Current, Proposed, and Recommended by North Pitt Street Neighborhoods

Extract from FY 2022-FY2027 ATC Transit Development Plan (FINAL)

Enclosure (2)

Line 34

(a.k.a. "Line N6" in 2022 ATV Plan)

Route Description:	**Lee Center to Braddock Road Metro via City Hall**
Route(s) Replaced:	AT-2, AT-5, AT-7 (Old Town, Old Town North)
Corridor(s) Served:	Fairfax Street, Pitt Street, Slaters Lane
Major Destination(s):	Lee Center, Old Town, City Hall, Braddock Road Metro (Potomac Yard Metro)
Residents within ¼ Mile:	**16,551 residents**
Low Income Residents:	*1,523 (9.2 percent)*
Minority Residents:	*5,032 (30.4 percent)*
Senior Residents:	*2,648 (16.0 percent)*
Jobs within ¼ Mile:	**16,515 jobs**

Proposed Service Levels:

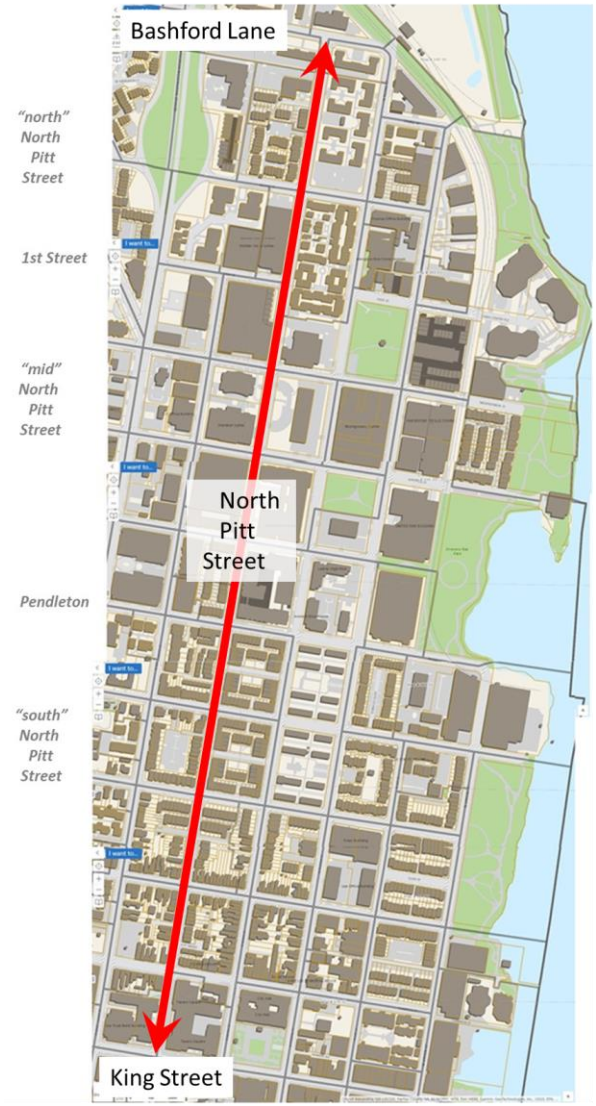
	Frequency	Span (Approx.)
Weekday		5am – 10pm
AM/PM Peak	30 min.	
Midday	30 min.	
Evening	30 min.	
Saturday	30 min.	6:30am – 10pm
Sunday	60 min.	7am – 10pm

Line 34 is a new DASH route that will provide north-south bus service through Old Town, focusing on the parts of Old Town that are not well-served by the Old Town Circulator. For FY 2022, the route is proposed to operate from Lee Center to Braddock Road Metro via North Fairfax Street and Slaters Lane. This will replace parts of three existing DASH routes: (1) the AT-2 in Old Town North, east of Washington Street; (2) the AT-5 in Old Town North, from Slaters Lane to the Braddock Road Metro; and (3) the AT-7 in South Old Town from City Hall to Lee Center via Royal Street, Gibbons Street and Franklin Street.

Proposed FY 2022 service levels on Line 34 will be comparable to the existing routes that are being replaced. It will run every 30 minutes all day and on Saturdays, with hourly service on Sundays. Weekend service to Lee Center and South Old Town is not currently operated, so that represents an improvement over the existing Old Town network; however, South Old Town passengers traveling to the King Street Metro will need to make a transfer to the Old Town Circulator at City Hall, or take a slightly longer one-seat trip up to the Braddock Road Metro.

Several major changes are proposed for Line 34 in FY 2023 due to the opening of the Potomac Yard Metro. When the station opens in mid-2022, Line 34 will be re-routed from Slaters Lane to the Potomac Yard Metro via Richmond Highway to provide a direct connection from Old Town North to Potomac Yard. As part of this FY 2023 realignment, DASH will also be proposing to shift Line 34 from North Fairfax Street to North Pitt Street between Cameron Street and 2nd Street to provide better coverage in Old Town, provide more convenient transit access to the residential complexes and new developments along North Pitt Street. Finally, as recommended by the Old Town North Small Area Plan, Line 34 could also be realigned in future years to serve any major redevelopment at the former "Power Plant" site.

★ Generally, the neighbors **agree** with the **Objective** of the highlighted text, that is, "provide more convenient access to the residential complexes and new developments along North Pitt Street." Many **disagree with the proposed route** to arrive at the complexes and developments, and believe better alternatives exist than the ATC proposal.



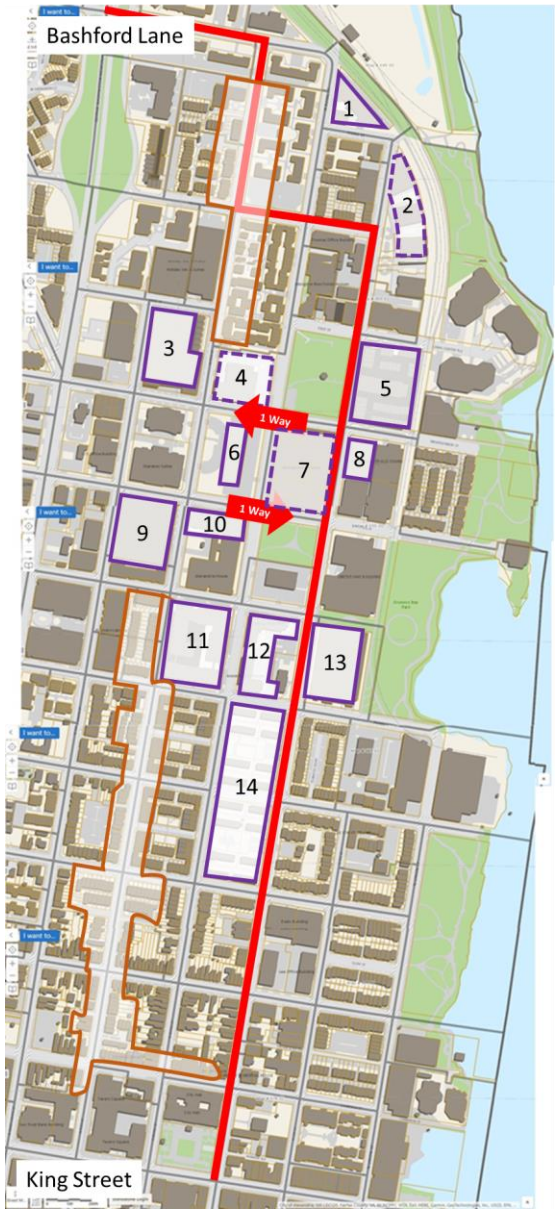
Three Options

Current Route 34
Sheet 2

ATC Proposed Route 34
Sheet 3

Neighborhood Preferred Route 34
Sheet 4

Sheet 1



Current 34 Route

Condominiums & Apartments

1 "Muse" 1201 North Royal

2 Trans Potomac Plaza

3 Gables ~ Old Town North
4 Waterman Place
5 Venue

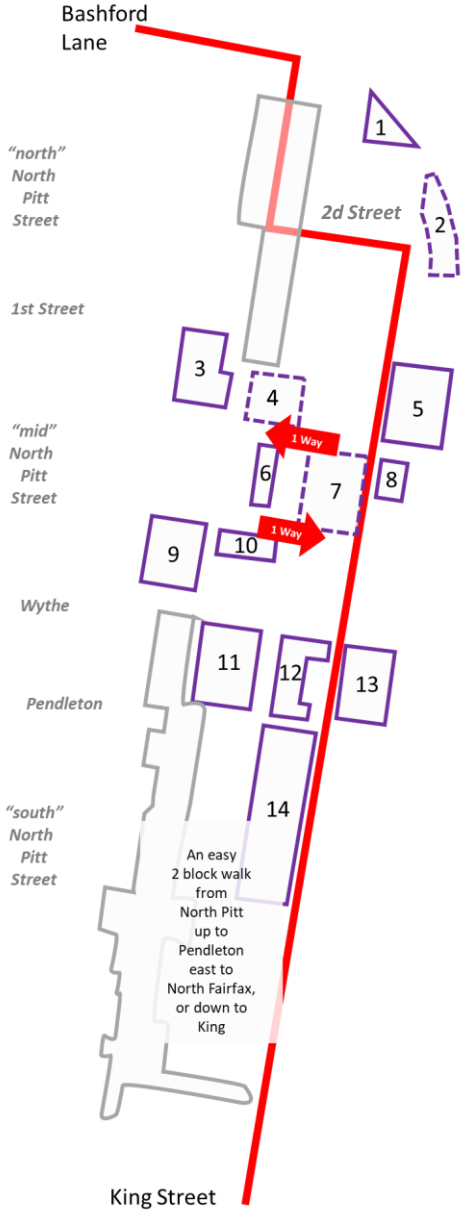
6 Port Royal Condominiums
7 Montgomery Center
8 801 North

9 The Kingsley
10 Alexandria House

11 Alexan
12 Ladrey Senior High Rise & Annie B. Casey House
13 Oronoco
14 Hopkins-Tancil Court

Route

Bashford Lane
North Pitt Street
2d Street
North Fairfax Street



Current 34 Route

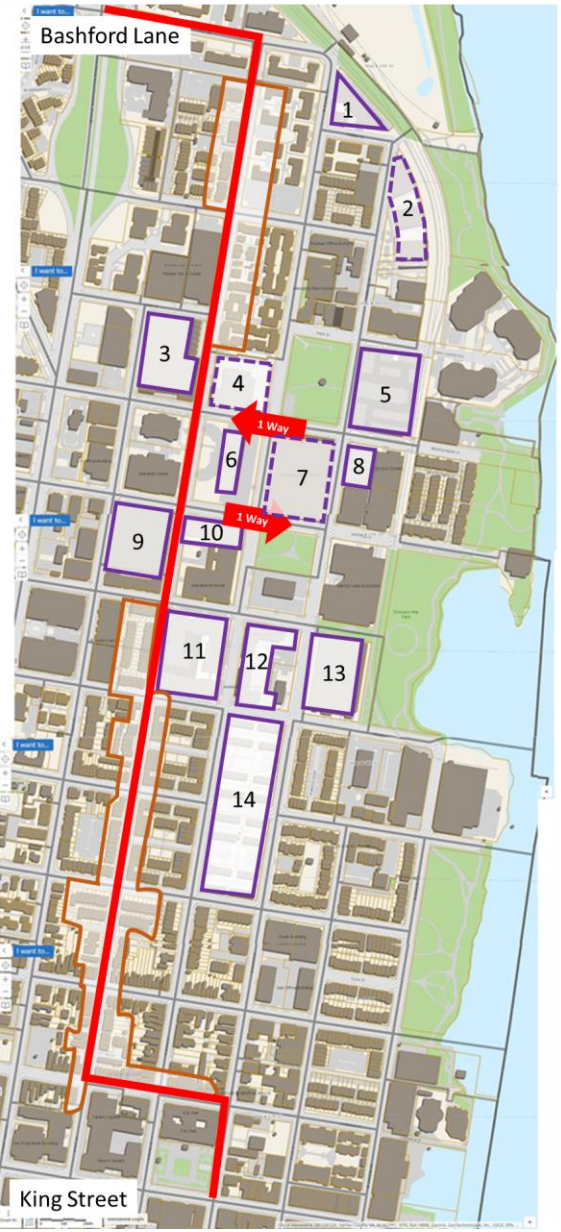
Route

Bashford Lane
North Pitt Street
2d Street
North Fairfax Street

Observations

- It picks up riders from FOUR new multifamily sites (1, 2, 5, and 7)
- It avoids a large concentration of single family dwellings on "south" North Pitt Street. 170+ in fact
- It misses a cluster of condominiums and apartments at "mid" North Pitt Street 3, 4, 6, 8, & 9)
  - The riders could walk two blocks east to North Fairfax
- Unfortunately, it has always impacted single-family dwellings along North Fairfax Street.
- Moving "34" to North Pitt Street will not recover the lost parking spaces on North Fairfax because The "30" and "31" busses will continue to operate on North Fairfax

Sheet 2



Proposed 34 Route

Condominiums & Apartments

1 "Muse" 1201 North Royal

2 Trans Potomac Plaza

3 Gables ~ Old Town North
4 Waterman Place
5 Venue

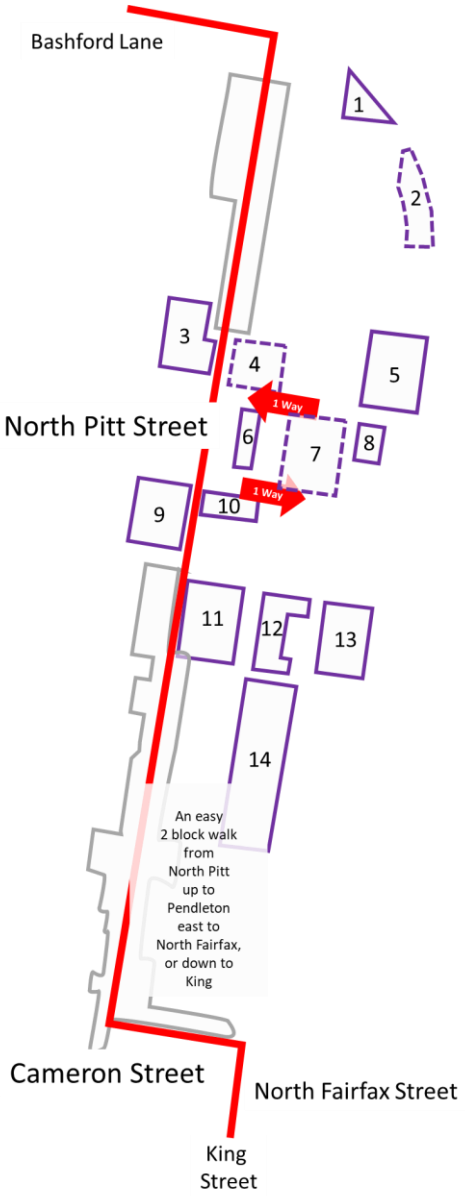
6 Port Royal Condominiums
7 Montgomery Center
8 801 North

9 The Kingsley
10 Alexandria House

11 Alexan
12 Ladrey Senior High Rise & Annie B. Casey House
13 Oronoco
14 Hopkins-Tancil Court

Route

Bashford Lane
North Pitt Street
Cameron Street
North Fairfax Street



Proposed 34 Route

Route

Bashford Lane
North Pitt Street
Cameron Street
North Fairfax Street

Observations

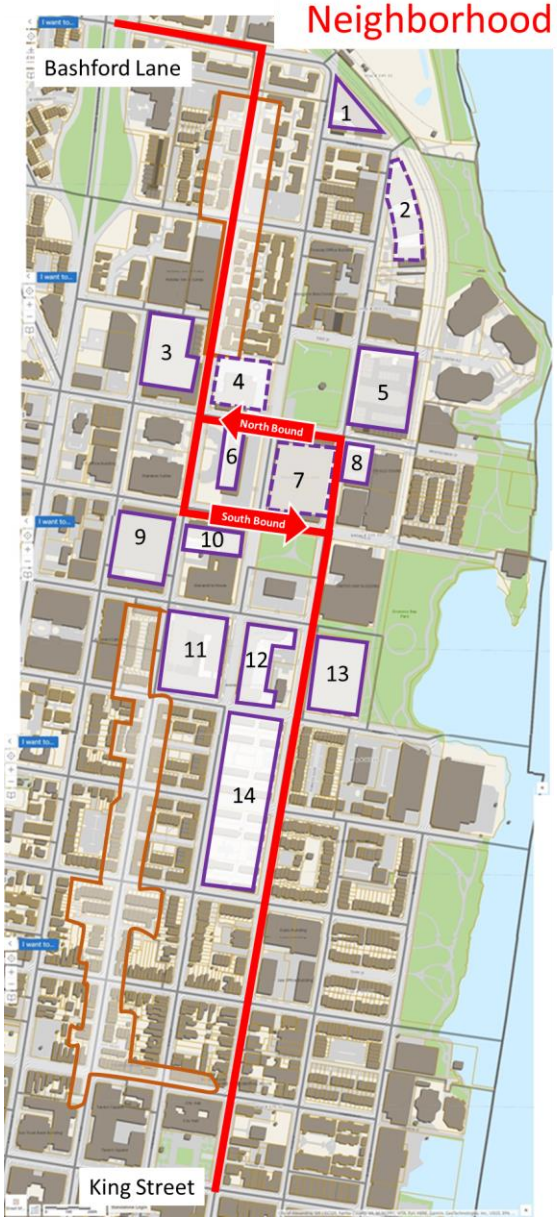
It serves 7 of 12 multifamily dwellings in "mid and north " North Pitt Street area.

Very few residents along lower North Pitt Street use DASH Busses. At the cost of considerable inconvenience to the residents, the busses provide services virtually none of the 150 + families and small businesses on Cameron and lower North Pitt requested.

It needlessly affects transit and parking on two blocks of historic Cameron Street and the five blocks of lower North Pitt Street . . . between Cameron and Wythe.

Sheet 3

Neighborhood Preferred 34 Route



Condominiums & Apartments

1 "Muse" 1201 North Royal

2 Trans Potomac Plaza

3 Gables ~ Old Town North
4 Waterman Place
5 Venue

6 Port Royal Condominiums
7 Montgomery Center
8 801 North

9 The Kingsley
10 Alexandria House

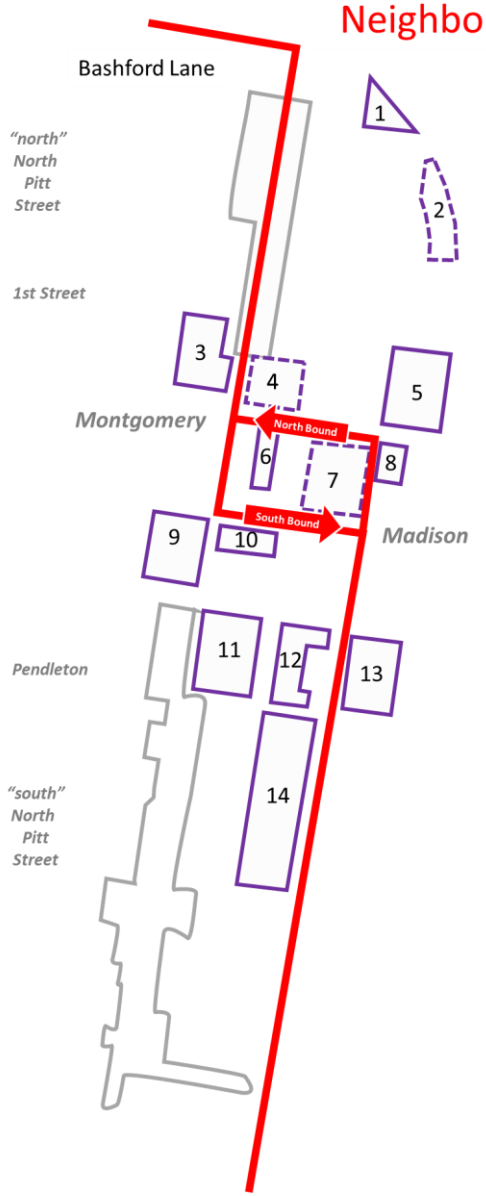
11 Alexan
12 Ladrey Senior High Rise & Annie B. Casey House
13 Oronoco

14 Hopkins-Tancil Court

Route

Bashford Lane
North Pitt Street
Montgomery Street
North Bound
Madison Street
SouthBound
North Fairfax Street

Neighborhood Preferred 34 Route



Route

Bashford Lane
North Pitt Street
Montgomery Street
North Bound
Madison Street
SouthBound
North Fairfax Street

Observations

- It serves 11 of 12 multifamily dwellings directly, and the Alexan (10), nearly
- It avoids a large concentration of single family dwellings On "south" North Pitt Street
- Montgomery and Madison are already used for other DASH routes.
- Minimal change to existing infrastructure for bus stops

Sheet 4

326 North Pitt Street
Alexandria, Virginia 22314-2509

Wednesday, April 27, 2022

Dear Neighbor whose residence is in the . . .

> 300 or 400 Block of Cameron Street,
> 200 to 600 Block of North Pitt Street,
> Pitt Mews,
> or within three doors of North Pitt Street on Queen, Princess, Oronoco, Pendleton, or Wythe Streets . . . 169 residences in total . . .

On behalf of my 300 Block neighbors, I'm writing to request your assistance in addressing a proposal by the Alexandria Transit Company (DASH) (ATC) to change the route of the DASH bus 34 from North Fairfax Street to Cameron and North Pitt Street. We are requesting that you consider the enclosed "Neighborhood Survey." We hope very much that you will complete it. Please return it to me by midnight Monday, May 2, 2022.

As we used to say, "Sorry for the short fuse." It has not been because of procrastination.

Many of you may be aware of the proposal. It has been in the planning phase for over two years. And apparently people who use DASH regularly or pass-through local METRO stations may have seen efforts by ATC to inform the public. But, if you are not in "DASH World," like virtually everyone on the 300 block of North Pitt Street, you might have missed ATC's earlier outreach efforts.

Most of us became aware of the proposal and the advanced stage of the planning and **decision** timetable only within the past 10 days. It has been a steep catch-up curve.

ATC is conducting its last open-to-the-public planning meeting on Wednesday, 4 May 2020 at 5:30 pm. A decision on the proposal will be made, essentially *in camera*, in the following fortnight, or so. ATC's objective, stated on page 42 of its FY2022 – FY2027 ATC Transit Development Plan (FINAL), is:

> As part of this FY 2023 realignment, DASH will also be proposing to shift Line 34 from North Fairfax Street to North Pitt Street between Cameron Street and 2nd Street (1) to provide <u>better coverage in Old Town</u>, (2) <u>provide more convenient transit access to the residential complexes and new developments along North Pitt Street</u>.

Most of us completely agree with the second objective, but the first objective, not so much. We hope to be able to address both objectives on the basis of data and analysis, which—with respect to the Route 34 proposal—we find the Transit Development Plan unacceptably mute.

The survey instrument is reasonably straight forward. All input is anonymous. I will tabulate the data in an Excel sheet and provide you a copy if you provide me with your email address. I will have no identifying information on the sheet, except for a column for "I.D codes." If you want to easily find your line in the sheet, please include an "I.D. code."

Please lean into this request for information. With respect to the prospect of a DASH bus stopping outside your door 70 times a day, or a bus stop taking your favorite parking place, or an early-riser bus audibly by your open window at 5:30 am, we need to work together as a neighborhood. Please get those cards and letters in, folks*!!!*

RETURNING THE INSTRUMENT

1. Ideally, you will drop it in our mail slot.

2. Scan the completed survey and email to me.

3. Take photos of your completed survey (pages 1 and 2) with your cell phone and email the photos to me

Wish us luck . . .

Jim Murphy, resident since 1983
JWMurphy17@aol.com
H: 703-836-3559
M: 703-963-7157

Neighborhood Survey

Purpose: To understand residents' usage of DASH bus and their concerns, support, or opposition to the relocation of the DASH Bus Line to North Pitt Street.

Audience: Residents who live in the 300 and 400 block of Cameron Street, the 200 through 600 blocks of North Pitt Street and within three doors of North Pitt Street on Queen, Princess, Oronoco, Pendleton, and Wythe Streets.

Administration of the Survey: This is an anonymous survey. Responses will be tabulated, and a report and analysis of the results will be sent to all who provide an email address. Tabulated results will also be sent to the City of Alexandria.

Timeline: Please return to me by close of business on 2 May (essentially two days before the next online meeting of those responsible for DASH routing). Return earlier if possible.

Survey

1. How many adults are included in your responses and live at your residence? ____. If a spouse or partner wishes to complete a separate survey, please keep them together. Use the same I.D. code. See para 15.

2. Do you currently ride the DASH bus **regularly**? Yes ___ No ____

   If so, approximately how many times a Week____ Month ____ Year_____

3. Do you ride the Dash bus **occasionally**? Yes _____ No_____

   If so, approximately how many times a Week ____ Month ____ Year____

4. If you are not currently riding the DASH bus, have you ridden it **regularly in the past**? ____

   If so, approximately how many times a Week ____ Month ____ Year _____

5. In what block is your home (e.g., 300 North Pitt, 500 Queen) _____

6. How many years have you lived on North Pitt Street or in a home at a cross street _____

7. Do you normally park any of your family vehicles on the street? _____ If so, how many? _____

8. Where do you catch the DASH Bus? _____ _____
   (For example, North Fairfax and Pendleton, or a prominent building such as "SunTrust Bank")

9. How many blocks would be a reasonable distance for you to walk to a Bus Stop? ____blocks.

10. Would relocating DASH Line 34 to North Pitt Street increase the frequency with which you might use the "34" bus? In effect, a "yes" permits the inference that now you would not walk two blocks to North Fairfax to pick-up the "34" bus, but if it were on North Pitt Street, you would take it. For

information, in FY23, the "34" bus is going to Potomac Yard via Route 1, not via Braddock Road Station. So, if you get on a convenient "34" bus, you are going to Potomac Yard. Yes ___; No ___.

11. Hypothetically, if you lived in a condominium or apartment building whose front door opened on North Pitt Street, would you be willing to walk to a bus stop on North Fairfax Street? Yes ___ No ___.

12. Do you support or oppose the re-routing of the DASH Line 34 from North Fairfax Street to North Pitt Street? Support: ____ Oppose: _____

13. Did you send in an email to "dashbus@alexandriava.gov" on or before Friday, 22 April 2022 or did you call the DASH customer service line and provide a telephonic input?
Yes _____ No _____

14. Would you support a compromise which would have the AT34/N6 bus:

    14.1. Continue to operate on North Fairfax Street from King Street to (pick one)
    Oronoco ____, Pendleton ____ Wythe ____, or Madison and Montgomery ____?

    14.2. Then operate on the selected street between North Fairfax and North Pitt

    14.3. Then operate on North Pitt Street to Bashford Lane.
    Yes_____ No _____

15. Additional Remarks. Please email the text of these remarks to me at JWMurphy17@aol.com. I will include them in the tabulated data (anonymously).

16. Your Respondent's I.D. (a confidential code) if you wish you identify your input on the tabulated data. _____

17 Here is the link to the proposed Transit Plan:
https://www.dashbus.com/sites/default/files/news/2022-03/FY23%20ATC%20Transit%20Development%20Plan%20-%20DRAFT.pdf

Important background information:

1 Buses will run Monday through Friday from 5:00 am until 10:00 pm every 30 minutes, resulting in 35 daily bus trips each way, or 70 bus trips per weekday.

2. Buses will run on Saturday and Sunday from 7:00 am until 10:30 pm every 30 minutes, resulting in 32 daily bus trips each way, or 64 bus trips per weekend day. Combined, that would be 478 bus trips per week passing by your single-family dwelling.

3. The busses will generate considerable noise and exhaust as they accelerate from a bus stop or from a traffic stop sign. We have not seen a diagram of the projected bus stops. If you live near a bus stop or a corner, you will hear up to 70 buses a day accelerating from your home.

Jim Murphy
326 North Pitt Street, home for 39 years
JWMurphy17@aol.com. H: 703-836-3559 M: 703-963-7157

RAW DATA - Tabulation Sheet for Survey of North Pitt Street Neighbors Concerning the Proposal to Relocate the DASH 34 Bus to North Pitt Street

		1	2	2	2	2	3	3	3	3	4	4	4	4	5	6	7	7	8	9	10	11	12	13	14	14	14	14	14	15	16	
Record	Type of Response Envelope Email Photo	How many adults in residence?	Ride DASH regularly?	Weekly	Monthly	Yearly	Ride DASH occasionally	Weekly	Monthly	Yearly	Regulary in the Past	Weekly	Monthly	Yearly	What Block do you live on	How many years on NP or on C,Q,P,O,P or W	Do you park any family vehicle on the street?	If so, how many?	Where do you catch the bus	A reasonable distance to walk to bus stop. Blocks	IF "34" outside your door?	Hypothetically, . . . Walkd to NFx?	Support or Oppose	Did you send or call in a respones	Would you support one of these alteratives	Oronoco	Pendleton	Wythe	Madison & Montgomery	Additional Remartks	I.D. Code	
1	Env	2	No				Yes			6	No				300 NP	22	No	0	King	4	No	No Ans	Oppose	Yes						No	340	
2	Env	2	No, Did pre				No								200	3	Yes	2	na	3	No	Yes	Oppose	Yes	Yes			Wythe		No, Did pr	none	
3	Env	2	No				No				No				300 NP	11	Yes	1	na	3	No	Yes	Oppose	No	Yes			Wythe			none	
4	Env	na	No				No				No				500 Qun	5	No	--	na	5	No	Yes	Oppose	No	Yes				Mad & Mont	No	none	
5	Env	2	No				No				No				400 NP	27	Yes	1	We don'	na	No	if I didn't d	Oppose	Yes	Yes			2d	1st	We don't	D&EP2	
6	Env	2	No				No				No				200 NP	38	Yes	1	Don't use	N/A. W	No	N/A	Oppose	No	Yes				Mad & Mont	Don't use	DB15	
7	Env	2	No				No				No				300	13	Yes	1	N/A	2-3 If usi	No	Yes	Oppose	No	Yes				Mad & Mont	2-3 If usi	4849B	
8	Env	2	No				No				No-never				500 Or	1.5	Occasionally	1	N/A	3	No	Yes	Oppose	Yes	Yes				Mad & Mont		--	
9	Env	2	No				No				No				400 Prncs	6	Yes	2	N/A	5	No	Yes	Oppose	Yes	Yes				Mad & Mont			
10	Env	1	No				No				No				300 NP	22	Yes	1	blank	blank	blank	Yes	Oppose	No, I w	Yes				Mad & Mont		336	
11	Env	2	No				No				No				300 NP	16	No	--		2	No	Yes	Oppose	Yes	Yes		Pendleton				314NP	
12	Env	2	No				No				No				400 Qun	27	Yes	1	N/A	N/A	blank	Yes	Oppose	Yes	Yes				Mad & Mont			
13	Env	4	No				Yes		10		Yes	5			300 NP	3+	Yes	2	King or FFX	4	No	Yes	Oppose	No, onl	Yes			Wythe			C42-01	
14	Env	2	No				Yes		1		No				400 Cam	14	Yes	1		3 - 4	No	Yes	Oppose	No. W	Yes		Pendleton			No. We w	98-D-825	
15	Email	2	No				No				No				400 NP	2	No	--	N/A	4	No	Yes	Oppose	No	Yes		Pendleton					
16	Email	1	No				No				No				500 Prs	20	No	--	--	3	No	Yes	Oppose	Yes	Yes				Mad & Mont			R.R.
17	Email	2	No				No				No				400 NStA	0.75	Yes	1	N/A	5	No	Yes	Oppose	No	Yes	Oronoco						
18	???	2	No				No				Yes	3			500 Qun	31	Yes	3	FFX &Pen	5	No	Yes	Oppose	No	Yes				Mad & Mont			J.H
19	Env	2	No				Yes			6	Yes			6	500 Pen	7	No	--	FFX &Pen	3	No	Yes	Oppose	Yes	Yes				Mad & Mont			
20	Env	2	No				No				No				500 NP	3	Yes	1	FFX	2	No	Yes	Oppose	Yes	Yes				Mad & Mont			
21	Env	--	No				No				No				500 Cam	40	Yes	2 (some	NA	2	No	Yes	Oppose	Yes	Yes			Wythe				D.N
22	Env	2	No				No				--				300 NP	19	Yes	2	--	3	No	Yes	Oppose	Yes	Yes	Oronoco	Pendleton	Wythe	Mad & Mont			
23	Env	--	No				No				No				500 NP	3	No	--	N/A	5	No	Yes	Oppose	No	Yes				Mad & Mont			
24	Env	--	No				No				No				300 NP	3	Yes	1	N/A I don't D	6	No	Yes	Oppose	No	Yes			Wythe				
25	Env	--	No				No				Yes			1	300 NP	13	Yes	2	FFX &Pen	5	No	Yes	Oppose	No wasi	Yes				Mad & Mont	No wasn't a		
26	Env	2	No				No				No				300 NP	31	No	--	N/A	2	No	Yes	Oppose	No	Yes			Wythe			818920	
27	Env	2	No				No				No				500 NP	9	Yes	3	N/A	10	No	Yes	Oppose	Yes	Yes							
28	Env	3	No				No				No				300 NP	6	Yes	3	NA	6	No	Yes	Oppose	No	Yes				Mad & Mont			
29	Env	3	No				No				Yes	5	2	Summer 2019	300 NP	3	Yes	2	King & Wash	6	No	Yes	Oppose	No	No							
30	Env	2	No				No				No				500 Cam	2	Yes	2	N/A	N/A	No	Yes	Oppose	No	Yes				Mad & Mont			
31	Env	1	No				No				Yes			12	500 Wythe	21	No	--	FFX & Oro	3	No	Yes	Oppose	Yes	Yes				Mad & Mont			
32	Env	3	No				No				No	5			300 NP	6	Yes	3	King & Wash		No	Yes	Oppose	No	No entry							
33	Env	2	No				No				No				Princess off N. Pitt	9	Yes	3	--	3	No	Yes	Oppose	Yes	Yes				Mad & Mont			
34	Env	1	No				Yes		1		--				600 NP	24	No	--	FFX & Pen	3 - 4	No	Yes	Oppose	Yes	Yes				Mad & Mont			
35	Env	2	No				No				No				200 NP	26	No	--	We do not	5	No	Yes	Oppose	No	Yes			Wythe				
36	Env	2	No				No				Yes	5			600 NP	17	No	--	Pendleton	1	No	Yes	Oppose	Yes	Yes				Mad & Mont			
37	Env	2	No				No				No				400 NP	11	No	--	N/A	--	No	Yes	Oppose	Yes	Yes				Mad & Mont			
38	Env	2	No				No				No				300 Oro	4	No	No parking left	n/a	--	No	Yes	Oppose	Yes	No		Sweet					
39	Env	2	No				No				Only during METRO repair work				500 NP	10	No	--	NA	3	No	Yes	Oppose	No	Yes				Mad & Mont		1207	
40	Env	2	No				No				No				300 NP	17	No	--	NA	4	No	Yes	Oppose	No	Yes			Wythe				
41	Env	3	No				No				No				300 NP	1	Yes	1	N/A	5	No	Yes	Oppose	No	Yes				Mad & Mont		14034	
42	Env	2	No				No				No				200 NP	13.5	Yes	1	N/A	--	No	Yes	Oppose	No	Yes				Mad & Mont		BBJK1896	
43	Env	2	Yes	5			N/A				N/A				400 NP	10	No	--	King	5	No	Yes	Oppose	No	Yes				Mad & Mont		Aaron	
44	Env	2	Never				Never				Never	See Note			400 NP	1, but see note	Yes	2	N/A	N/A	No	--	Oppose	No	Yes			Wythe		Have live		
45	Env	1	Never				Never				No Never				400 NP	OY 20 yrs; NP 1	Yes	2	No, never	N/A	No	Yes	Oppose	Yes	Yes			Wythe				
46	Env	2	No				No				No				500 Oro	5	Yes	2	--	5	No	Yes	Oppose	Yes	Yes				Mad & Mont			
47	Env	2	No				No				No				400 NP	5	Yes	1	N/A	N/A	No	Yes	Oppose	Yes	Yes			Wythe				
48	Env	2	No				Yes			2	--				400 NP	7	Yes	1	__	4	No	No. Stupid Q	Oppose	Yes	Yes		Pendl;eton	Wythe	Mad & Mont			
49	Env	1	No				No				No				400 Oro	12.5	Yes	1	N/A	4	No	Yes	Oppose	No. I was o	Yes			Wythe		Against anything on Pitt - totally res		
50	Env	2	No				No				No				500 Prncs	21	Yes	1 - 2	--	--	No	No	Oppose	No	Yes				Mad & Mont			
51	Env	4	Yes	3			No				No				500 NP	4	Yes	1	FFX & Pen	6	No	No	Oppose	No	Yes			Wythe			6594	
52	Env	1	No				No				No				400 NP	16	No	--	do not t	N/A	No	No	Oppose	No	Yes			Wythe				
53	Env	2	No				No				No				300 NP	18	No	--	NA	4 or NA	No	No	Oppose	No	Yes		Pendleton					
54	Env	--	No				No				No				300 NP	15	No	--	--	3	No	No	Oppose	No	Yes				Mad & Mont			
55	Env	--	No				No				No				300 NP	42			I do not	6	No	--	Oppose	No	--							
56	Env	3	No				No			2	No				500 Qun	5	Yes	3	FFX & Pen	5	No	Yes	Oppose	No	Yes			Wythe				
57	Env	2	No				No				No				500 Pcs	21	Yes	1 - 2	--	--	No	No	Oppose	No	Yes				Mad & Mont			
58	Env	--	No				No				No				500 Pndltn	20	--	1 sometimes	Do not r	2 - 3	No	No	Oppose	Yes	Yes			Wythe	Mad & Mont			
59	Env	2	--				--				Yes	5			600 NP	4.5	Yes	1	Pendleton	6	No	Yes	Oppose	No	Yes		Wythe		Mad & Mont			
60	Email	2	No				No				--				--	16	Yes	1	--	4 - 5	No	No	Oppose	No	Yes		Wythe				CCA1231	
61	Email	2	No				No				No				400 Cam	44 & 32	Yes	1	FFX & King	3 - 4	No	No	Oppose	No	Yes		Wythe					
62	Env	3	No				No				No				400 NP	7	Yes	2	N/A	N/A	No	No	Oppose	Yes	Yes				Mad & Mont			
63	Env	2	No				No				No				300 NP	3	Yes	1	--	--	--	No	Oppose	No	Yes	Oronoco						
64	Env	2	No				No				No				200 NP	13	Yes	1	I don't	4	No	Yes	Oppose	No	Yes				Mad & Mont		1244	
65	Env	2	No				Yes		4		No				500 Qun	1	--	--	--	4 - 5	No	No	Oppose	No	Yes				Mad & Mont			
66	Env	--	No				No				No				200 NP	1	Yes	2	N/A	N/A	No	No	Oppose	No	Yes				Mad & Mont		No code; will send tc	
67	Env	1	No				No				No				300 NP	14	Yes	1	n/a	10	No	No	Oppose	No	Yes				Mad & Mont			
68	Env	2	No				No				Yes	5			400 Qun	5	Yes	1	SunTrust	5	No	No	Oppose	No	Yes		Wythe			Historic, peaceful charm of N. Pitt w		
69	Env	--	No				No				No				400 NP	15	No	--	--	2	No	No	Oppose	No	--							
70	Env	2	No				No				No				400 Oro	17	No	--	If I rode	3	No	Yes	Oppose	Yes	Yes				Mad & Mont		Wrote na	
71	Env	1	No				No				No				400 Cam	12	Yes	1	----	----	No	Not Appl.	Oppose	Just i	Yes		Wythe			Long. Ad	2196729	
72	Env	2	No				No				No				200 NP	2	Yes	2	N/A	N/A	No	Yes	Oppose	Yes	Yes - any . . . That keep it off our street							
73	Env	2	No				No				No				300 NP	1	Yes	1	--	4	No	No	Oppose	No	Yes		Wythe					
74	Env	2	No				No				No				400 NP	5	No	--	Don't us	8	No	No	Oppose	No	No: the (sic) should remain as it is currently running: no change to status quo						121500	
75	Env	2	No				No				No				300 NP	50	No	--	Use Uber	For us, N/A	No	No	Oppose	No	Yes							
76	Env	2	No				No				No				300 NP	12	No	--	N/A	N/A	No	No	Oppose	No	Yes							
77	Env	2	No				Yes, love it			8	No				300 NP	39	No	--	SunTrust	4	No	Yes	Oppose	Yes	Yes				Mad & Mont	Love the King Street Trolley		
78																																
79																																
80																																
				2					4	6		7	1	4																		

Enclosure (4)

To: Dash Board of Directors

From: Ellen Mosher, Ad Hoc North Pitt Street Planning Group

Date: May 3, 2022

Re: Hearing May 4, 2022 – Re: Rerouting DASH Line 34 from N. Fairfax Street to N. Pitt Street

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To better understand the impact on parking on the 200 – 500 N Pitt Street neighborhood, we prepared a parking study. Please see attached 2 pages. This parking study indicates the street parking current supply vs current demand on the:

8 Block faces for 200 – 500 N. Pitt Street are at 96% occupancy.

22 Block faces for 200 – 500 N. Pitt Street and side streets are at 100% occupancy.

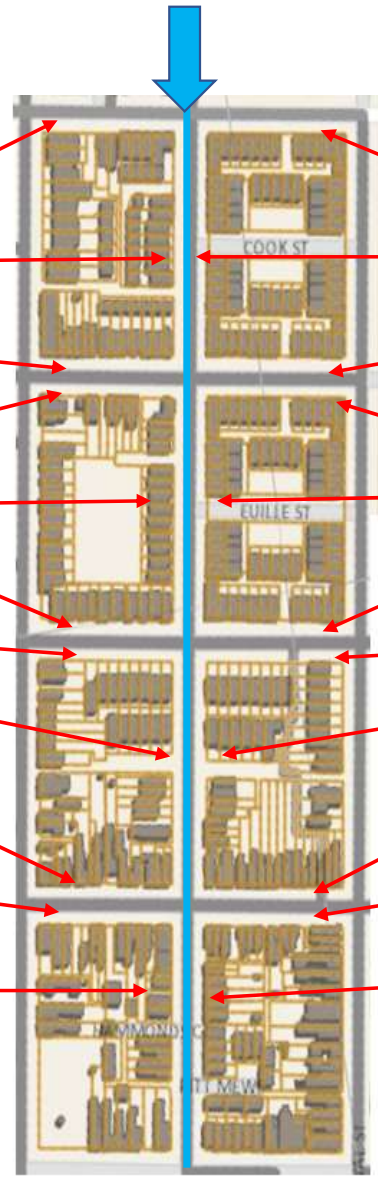
Please note, 85% occupancy, which, under best practices, is considered to be at capacity parking.

Further straining the parking situation in this area by removing street parking spaces to add bus stops in an area where neither density nor ridership are increasing, does a disservice to this neighborhood, and the existing and future ridership on N. Fairfax Street. The N. Fairfax Street route has a good chance of retaining the existing ridership and increasing ridership with the new developments on N. Fairfax Street by retaining Line 34's route on N. Fairfax Street.

Parking Analysis of the 200 - 500 Blocks of N. Pitt Street and Side Streets
Regarding Proposed Rerouting of DASH Line 34 from N. Fairfax Street to N. Pitt Street

Block Face	[A] On-Street Parking Inventory-Supply	[B] Total Parked 3PM Sat 4/30 - Demand	Supply/ Demand %
500 Pendleton Street - South	6	6	100%
500 N. Pitt - West	11	9	82%
500 Oronoco Street - North	10	5	50%
500 Oronoco Street - South	5	6	120%
400 N. Pitt - West	12	14	117%
500 Princess Street - North	10	8	80%
500 Princess Street - South	4	6	150%
300 N. Pitt - West	13	11	85%
500 Queen Street - North	9	9	100%
500 Queen Street - South	8	10	125%
200 N. Pitt - West	12	12	100%

Proposed Rerouting to 200 - 500 N. Pitt St.



Block Face	[A] On-Street Parking Inventory-Supply	[B] Total Parked 3PM Sat 4/30 - Demand	Supply/ Demand %
400 Pendleton Street - South	7	8	114%
500 N. Pitt - East	12	11	92%
400 Oronoco Street - North	8	8	100%
400 Oronoco Street - South	6	8	133%
400 N. Pitt - East	13	10	77%
400 Princess Street - North	7	8	114%
400 Princess Street - South	12	15	125%
300 N. Pitt - East	14	14	100%
400 Queen Street - North	12	11	92%
400 Queen Street - South	10	10	100%
200 N. Pitt - East	11	13	118%

SUMMARY	Total Supply	Total Demand	Supply/ Demand %
Totals:	212	212	100%

Legend: **85% and greater occupancy**

[A] Spaces were determined by measuring each block face from corner to corner per city code, then applying city codes Sec. 10-41-41 no vehicle shall park "within 20 feet from intersection of curb lines" and Sec. 10-4-42 no parking " within 15 feet of a fire hydrant", any other city codes and posted parking signs on each block face, and Sec. 5-8-161(a)(8) parallel parking spaces for compact cars shall be a minimum of "20 feet long".

[B] Saturday, 4/30 at 3PM total parked vehicles were counted and photographed by me, Ellen Mosher, and then this report was created with the on street parking supply in note [A]. All support is available for review.

Parking Analysis Regarding Proposed DASH New Route for Line 34						
For Proposed Rerouting of DASH Line 34 - Block Faces	Street	Block	Side	[A] On-Street Parking Inventory - Supply	Total parked 3PM Sat 4/30 - Demand	Supply v. Demand
22 Block Face Summary for N. Pitt & Side Streets:				**212**	**212**	**100%**
8 Block Face Summary for N. Pitt Street Only:				**98**	**94**	**96%**
Proposed New Route	**N. Pitt**	**200**	**East**	**11**	**13**	**118%**
	N. Pitt	**200**	**West**	**12**	**12**	**100%**
	N. Pitt	**300**	**East**	**14**	**14**	**100%**
	N. Pitt	**300**	**West**	**13**	**11**	**85%**
	N. Pitt	**400**	**East**	**13**	**10**	**77%**
	N. Pitt	**400**	**West**	**12**	**14**	**117%**
	N. Pitt	**500**	**East**	**12**	**11**	**92%**
	N. Pitt	**500**	**West**	**11**	**9**	**82%**
Side streets	**Oronoco**	**400**	**North**	**8**	**8**	**100%**
	Oronoco	**400**	**South**	**6**	**8**	**133%**
	Oronoco	**500**	**North**	**10**	**5**	**50%**
	Oronoco	**500**	**South**	**5**	**6**	**120%**
	Pendleton	**400**	**South**	**7**	**8**	**114%**
	Pendleton	**500**	**South**	**6**	**6**	**100%**
	Princess	**400**	**North**	**7**	**8**	**114%**
	Princess	**400**	**South**	**12**	**15**	**125%**
	Princess	**500**	**North**	**10**	**8**	**80%**
	Princess	**500**	**South**	**4**	**6**	**150%**
	Queen	**400**	**North**	**12**	**11**	**92%**
	Queen	**400**	**South**	**10**	**10**	**100%**
	Queen	**500**	**North**	**9**	**9**	**100%**
	Queen	**500**	**South**	**8**	**10**	**125%**

[A] Spaces were determined by measuring each block face from corner to corner per city code, then applying city codes Sec. 10-41-41 no vehicle shall park "within 20 feet from intersection of curb lines" and Sec. 10-4-42 no parking " within 15 feet of a fire hydrant", any other city codes and posted parking signs on each block face, and Sec. 5-8-161(a)(8) parallel parking spaces for compact cars shall be a minimum of "20 feet long".

= **85% and greater occupancy**

Attachment 1b

Schedule Extract of DASH Ride Guide effective December 5, 2021

Line 34 **South**bound

Weekday

Trip No.	Braddock Road METRO	Bashford Lane & North Pitt Street	North Fairfax Street & King Street	Lee Center
1	5:30 AM	5:37	5:45	5:56
2	6:00	6:07	6:15	6:26
3	6:30	6:37	6:45	6:56
4	7:00	7:07	7:15	7:26
5	7:30	7:37	7:45	7:56
6	8:00	8:07	8:15	8:26
7	8:30	8:37	8:45	8:56
8	9:00	9:07	9:15	9:26
9	9:30	9:37	9:45	9:56
10	10:00	10:07	10:15	10:26
11	10:30	10:37	10:45	10:56
12	11:00	11:07	11:15	11:26
13	11:30	11:37	11:45	11:56
14	12:00 PM	12:07	12:15	12:26
15	12:30	12:37	12:45	12:56
16	1:00	1:07	1:15	1:26
17	1:30	1:37	1:45	1:56
18	2:00	2:07	2:15	2:26
19	2:30	2:37	2:45	2:56
20	3:00	3:07	3:15	3:26
21	3:30	3:37	3:45	3:56
22	4:00	4:07	4:15	4:26
23	4:30	4:37	4:45	4:56
24	5:00	5:07	5:15	5:26
25	5:30	5:37	5:45	5:56
26	6:00	6:07	6:15	6:26
27	6:30	6:37	6:45	6:56
28	7:00	7:07	7:15	7:26
29	7:30	7:37	7:45	7:56
30	8:00	8:07	8:15	8:26
31	8:30	8:37	8:45	8:56
32	9:00	9:07	9:15	9:26
33	9:30	9:37	9:45	9:56
34	10:00	10:07	10:15	10:26
35	10:30	10:37	10:45	10:56

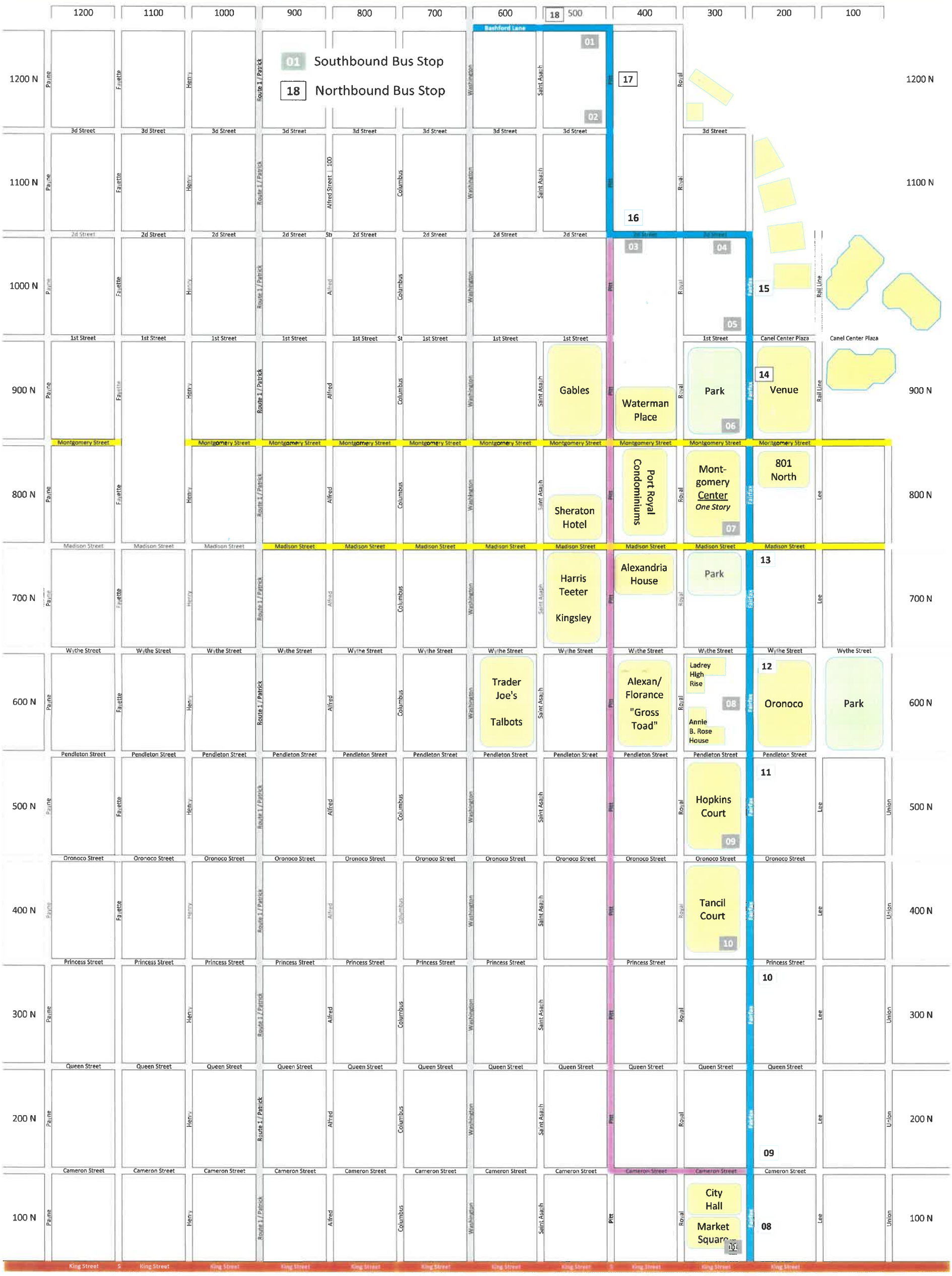
Line 34 **North**bound

Weekday

Trip No.	Lee Center	City Hall/ Market Square	Bashford Lane & North Pitt Street	Braddock Road METRO
36	5:00 AM	5:09	5:15	5:22
37	5:30	5:39	5:45	5:52
38	6:00	6:09	6:15	6:22
39	6:30	6:39	6:45	6:52
40	7:00	7:09	7:15	7:22
41	7:30	7:39	7:45	7:52
42	8:00	8:09	8:15	8:22
43	8:30	8:39	8:45	8:52
44	9:00	9:09	9:15	9:22
45	9:30	9:39	9:45	9:52
46	10:00	10:09	10:15	10:22
47	10:30	10:39	10:45	10:52
48	11:00	11:09	11:15	11:22
49	11:30	11:39	11:45	11:52
50	12:00 PM	12:09	12:15	12:22
51	12:30	12:39	12:45	12:52
52	1:00	1:09	1:15	1:22
53	1:30	1:39	1:45	1:52
54	2:00	2:09	2:15	2:22
55	2:30	2:39	2:45	2:52
56	3:00	3:09	3:15	3:22
57	3:30	3:39	3:45	3:52
58	4:00	4:09	4:15	4:22
59	4:30	4:39	4:45	4:52
60	5:00	5:09	5:15	5:22
61	5:30	5:39	5:45	5:52
62	6:00	6:09	6:15	6:22
63	6:30	6:39	6:45	6:52
64	7:00	7:09	7:15	7:22
65	7:30	7:39	7:45	7:52
66	8:00	8:09	8:15	8:22
67	8:30	8:39	8:45	8:52
68	9:00	9:09	9:15	9:22
69	9:30	9:39	9:45	9:52
70	10:00	10:09	10:15	10:22
71	10:30	10:39	10:45	10:52

Location of Bus Stops on the DASH 34 Route Between Bashford Lane and the Nannie J. Lee Center

Location of Bus Stops on the DASH 34 Route Between Bashford Lane and the Nannie J. Lee Center



v. 1, 12 May 2022

Proof of Principle
to collect a sample of the daily trips on the DASH 34 Bus

Where do Riders get ON?

Where do Riders get OFF?

Tabulation Sheet for Individual Riders on DASH Route 34 Between Bashford Lane and the Nannie J. Lee Center

Day/Date: Monday, May 16, 2022 Name of Recorder: Jim Murphy

Southbound Bus Stops — North Old Town Hub

Riders	Trip/ Schedule Number	Time	Rider No.	Braddock Road METRO	1st St & Fayette St / Slaters/ Massie Ln / Abingdon Dr	1 Bashford Lnd & North Pitt	2 North Pitt & Bellvue Place	3 2d Street & North Pitt	4 2d Street & North Fairfax	5 North Fairfax & 2d Street	6 North Fairfax & Monte-gomery (30, 31, 34)	7 North Fairfax & Madison (30, 31, 34)	8 North Fairfax & Pendleton	9 North Fairfax & Oronoco	10 North Fairfax & Princess	11 North Fairfax & King City Hall (30, 31, 34)	12 South Royal & Duke	13 South Royal & Wolfe	14 South Royal & Gibbon	15 Gibbon & South Pitt	16 Gibbon & South Washing-ton	17 Gibbon & South Columbus	18 Gibbon & South Henry	19 Gibbon & South Payne	20 Jefferson & Fayette Lee Center	Reserved
1	14		1					12:09					On							Off						BG 20's
1	14		2										On							Off						BG 20's
1	16	1:07	3			On board													Off							0 riders
1	18	2:07	--																							ASN W 50's
1	22	3:07	4			On board										Off										Hsp L
1	22	3:07	5			On board										Off										WW 40's
1	22	3:07	6			On board										Off										
1	24	4:07	7			On board						Off														YBM
1	24	4:07	8																					On	Off	Sr Idn L
1	24	4:07	9												On	Off								On	Off	MA Ind M

Day/Date: Tueday, May 17, 2022

Southbound Bus Stops — North Old Town Hub

	Trip/ Schedule Number	Time	Rider No.	Braddock Road METRO	1st St & Fayette St / Slaters/ Massie Ln / Abingdon Dr	1 Bashford Lnd & North Pitt	2 North Pitt & Bellvue Place	3 2d Street & North Pitt	4 2d Street & North Fairfax	5 North Fairfax & 2d Street	6 North Fairfax & Monte-gomery (30, 31, 34)	7 North Fairfax & Madison (30, 31, 34)	8 North Fairfax & Pendleton	9 North Fairfax & Oronoco / Hopkins Ct	10 North Fairfax & Princess	11 North Fairfax & King City Hall (30, 31, 34)	12 South Royal & Duke	13 South Royal & Wolfe	14 South Royal & Gibbon	15 Gibbon & South Pitt	16 Gibbon & South Washing-ton	17 Gibbon & South Columbus	18 Gibbon & South Henry	19 Gibbon & South Payne	20 Jefferson & Fayette Lee Center	Reserved
1	1	5:30 AM	1											On	Off											Sr Hsp Ldy
1	3	6:30 AM	2											On		Off | Wrong bus										YBM
1	5	7:30 AM	3	On													Off									LWF 60s
1			4		AbtnDr									Off												YBM 20s
1	7	8:30 AM	5	On										Off												Sr BM (Con
1			6	On										Off												NA BF
1			7		1st&Hnry									Off												PI Mother
1			8		1st&Hnry									Off												Daughte
1			9		1st&Hnry																					YgWW
1	9	9:30 AM	10	On																						Hsp M 20s
1			11	On																						Hsp M 20s
1			12		MLMHA																					Sr WM 50s
1			13		MLMHA																					BF ??

Day/Date: Tuesday, May 17, 2022

Southbound Bus Stops — North Old Town Hub

	Trip/ Schedule Number	Time	Rider No.	Braddock Road METRO	1st St & Fayette St / Slaters/ Massie Ln / Abingdon Dr	1 Bashford Lnd & North Pitt	2 North Pitt & Bellvue Place	3 2d Street & North Pitt	4 2d Street & North Fairfax	5 North Fairfax & 2d Street	6 North Fairfax & Monte-gomery (30, 31, 34)	7 North Fairfax & Madison (30, 31, 34)	8 North Fairfax & Pendleton	9 North Fairfax & Oronoco	10 North Fairfax & Princess	11 North Fairfax & King City Hall (30, 31, 34)	12 South Royal & Duke	13 South Royal & Wolfe	14 South Royal & Gibbon	15 Gibbon & South Pitt	16 Gibbon & South Washing-ton	17 Gibbon & South Columbus	18 Gibbon & South Henry	19 Gibbon & South Payne	20 Jefferson & Fayette Lee Center	Reserved
1	21	1533	6	On	Off M																					WFL 20+
1	21	1533	7	On												On									Still on	CA W 30s
1	23	1630	13	On	Off SL																				No 0	CA W 30s
1	23	1630	14	On	Off MH			Off																	No 0	WW 30s
1	25	1730		On						Off																WL Bun
1	25	1730		On																						LBM
1	25	1730		On	Off SL																					SBL
1	25	1730		Still on															Off							Hoodie
1	25	1730		On				Off																		Asn M
1	25	1730		On	Off SL																					Young W blue
1	25	1730		On						Off																Prof WM

Day/Date: Wednesday, May 18, 2022

Southbound Bus Stops — North Old Town Hub

	Trip/ Schedule Number	Time	Rider No.	Braddock Road METRO	1st St & Fayette St / Slaters/ Massie Ln / Abingdon Dr	1 Bashford Lnd & North Pitt	2 North Pitt & Bellvue Place	3 2d Street & North Pitt	4 2d Street & North Fairfax	5 North Fairfax & 2d Street	6 North Fairfax & Monte-gomery (30, 31, 34)	7 North Fairfax & Madison (30, 31, 34)	8 North Fairfax & Pendleton	9 North Fairfax & Oronoco / Hopkins Ct	10 North Fairfax & Princess	11 North Fairfax & King City Hall (30, 31, 34)	12 South Royal & Duke	13 South Royal & Wolfe	14 South Royal & Gibbon	15 Gibbon & South Pitt	16 Gibbon & South Washing-ton	17 Gibbon & South Alfred	18 Gibbon & South Henry	19 Gibbon & South Payne	20 Jefferson & Fayette Lee Center	Reserved
1	4	7:00 AM	No rider																							--
1	6	8:00 AM	1	On	MSMHA																					CA M 30s
1			2	On																	Off					E W 30+ Fr
1	8	9:00 AM	3	On					Off																	E M 30 Tec
1			4	On					Off																	E W 30s
1			5													On			Off							Sr AA Ldy v

	Total Already On
	Total On
40	Total Off

Riders Observed Getting On or Off DASH Bus 34 in the North Old Town "Hub" [1]

	No. of Trips Per Day	No. of Trips Observed	On	Off	Total Riders
Northbound	36	17	3	1	51
Southbound	35	17	2	1	40
Total	71	34	5	2	91

[1] "Hub" buildings between Mongomery Street and Pendleton Street

Where do Riders get ON?

Proof of Principle
to collect a sample of the daily trips on the DASH 34 Bus

Where do Riders get OFF?

Tabulation Sheet for Individual Riders on DASH Route 34 Between Bashford Lane and the Nannie J. Lee Center

Day/Date: Monday, May 16, 2022 Name of Recorder: Jim Murphy

Southbound Bus Stops — North Old Town Hub

Riders	Trip/ Schedule Number	Time	Rider No.	Braddock Road METRO	1st St & Fayette St / Slaters/ Massie Ln / Abingdon Dr	1 Bashford Lnd & North Pitt	2 North Pitt & Bellvue Place	3 2d Street & North Pitt	4 2d Street & North Fairfax	5 North Fairfax & 2d Street	6 (30, 31, 34) North Fairfax & Monte-gomery	7 (30, 31, 34) North Fairfax & Madison	8 North Fairfax & Pendleton	9 North Fairfax & Oronoco	10 North Fairfax & Princess	11 (30, 31, 34) North Fairfax & King City Hall	12 South Royal & Duke	13 South Royal & Wolfe	14 South Royal & Gibbon	15 Gibbon & South Pitt	16 Gibbon & South Washing-ton	17 Gibbon & South Columbus	18 Gibbon & South Henry	19 Gibbon & South Payne	20 Jefferson & Fayette Lee Center	Reserved
1	14		1					12:09					On							Off						BG 20's
1	14		2										On							Off						BG 20's
1	16	1:07	3			On board													Off							0 riders
1	18	2:07	--																							ASN W 50's
1	22	3:07	4			On board										Off										Hsp L
1	22	3:07	5			On board										Off										WW 40's
1	22	3:07	6			On board										Off										
1	24	4:07	7			On board						Off														YBM
1	24	4:07	8																					On	Off	Sr Idn L
1	24	4:07	9																					On	Off	MA Ind M
															On	Off										

Day/Date: Tueday, May 17, 2022

Southbound Bus Stops — North Old Town Hub

	Trip/ Schedule Number	Time	Rider No.	Braddock Road METRO	1st St & Fayette St / Slaters/ Massie Ln / Abingdon Dr	1 Bashford Lnd & North Pitt	2 North Pitt & Bellvue Place	3 2d Street & North Pitt	4 2d Street & North Fairfax	5 North Fairfax & 2d Street	6 (30, 31, 34) North Fairfax & Monte-gomery	7 (30, 31, 34) North Fairfax & Madison	8 North Fairfax & Pendleton	9 North Fairfax & Oronoco / Hopkins Ct	10 North Fairfax & Princess	11 (30, 31, 34) North Fairfax & King City Hall	12 South Royal & Duke	13 South Royal & Wolfe	14 South Royal & Gibbon	15 Gibbon & South Pitt	16 Gibbon & South Washing-ton	17 Gibbon & South Columbus	18 Gibbon & South Henry	19 Gibbon & South Payne	20 Jefferson & Fayette Lee Center	Reserved
1	1	5:30 AM	1											On	Off											Sr Hsp Ldy
1	3	6:30 AM	2											On		Off | Wrong bus										YBM
1	5	7:30 AM	3	On													Off									LWF 60s
1			4		AbtnDr									Off												YBM 20s
1	7	8:30 AM	5	On										Off												Sr BM (Con
1			6	On										Off												NA BF
1			7		1st&Hnry									Off												PI Mother
1			8		1st&Hnry									Off												Daughte
1			9		1st&Hnry																					YgWW
1	9	9:30 AM	10	On																						Hsp M 20s
1			11	On																						Hsp M 20s
1			12		MLMHA																					Sr WM 50s
1			13		MLMHA																					BF ??

Day/Date: Tuesday, May 17, 2022

Southbound Bus Stops — North Old Town Hub

	Trip/ Schedule Number	Time	Rider No.	Braddock Road METRO	1st St & Fayette St / Slaters/ Massie Ln / Abingdon Dr	1 Bashford Lnd & North Pitt	2 North Pitt & Bellvue Place	3 2d Street & North Pitt	4 2d Street & North Fairfax	5 North Fairfax & 2d Street	6 (30, 31, 34) North Fairfax & Monte-gomery	7 (30, 31, 34) North Fairfax & Madison	8 North Fairfax & Pendleton	9 North Fairfax & Oronoco	10 North Fairfax & Princess	11 (30, 31, 34) North Fairfax & King City Hall	12 South Royal & Duke	13 South Royal & Wolfe	14 South Royal & Gibbon	15 Gibbon & South Pitt	16 Gibbon & South Washing-ton	17 Gibbon & South Columbus	18 Gibbon & South Henry	19 Gibbon & South Payne	20 Jefferson & Fayette Lee Center	Reserved
1	21	1533	6	On	Off M																					WFL 20+
1	21	1533	7	On												On									Still on	CA W 30s
1	23	1630	13	On	Off SL																				No 0	CA W 30s
1	23	1630	14	On	Off MH			Off																	No 0	WW 30s
1	25	1730		On						Off																WL Bun
1	25	1730		On																						LBM
1	25	1730		On	Off SL																					SBL
1	25	1730		Still on															Off							Hoodie
1	25	1730		On				Off																		Asn M
1	25	1730		On	Off SL																					Young W blue
1	25	1730		On						Off																Prof WM

Day/Date: Wednesday, May 18, 2022

Southbound Bus Stops — North Old Town Hub

	Trip/ Schedule Number	Time	Rider No.	Braddock Road METRO	1st St & Fayette St / Slaters/ Massie Ln / Abingdon Dr	1 Bashford Lnd & North Pitt	2 North Pitt & Bellvue Place	3 2d Street & North Pitt	4 2d Street & North Fairfax	5 North Fairfax & 2d Street	6 (30, 31, 34) North Fairfax & Monte-gomery	7 (30, 31, 34) North Fairfax & Madison	8 North Fairfax & Pendleton	9 North Fairfax & Oronoco / Hopkins Ct	10 North Fairfax & Princess	11 (30, 31, 34) North Fairfax & King City Hall	12 South Royal & Duke	13 South Royal & Wolfe	14 South Royal & Gibbon	15 Gibbon & South Pitt	16 Gibbon & South Washing-ton	17 Gibbon & South Alfred	18 Gibbon & South Henry	19 Gibbon & South Payne	20 Jefferson & Fayette Lee Center	Reserved
1	4	7:00 AM	No rider																							
1	6	8:00 AM	1	On	MSMHA																					CA M 30s
1			2	On																	Off					E W 30+ Frg
1	8	9:00 AM	3	On					Off																	E M 30 Tec
1			4	On					Off																	E W 30s
1			5													On			Off							Sr AA Ldy v
	Total Already On																									
	Total On																									
	Total Off																									

40

Riders Observed Getting On or Off DASH Bus 34 in the North Old Town "Hub"[1]

	No. of Trips Per Day	No. of Trips Observed	On	Off	Total Riders
Northbound	36	17	3	1	51
Southbound	35	17	2	1	40
Total	71	34	5	2	91

[1] "Hub" buildings between Mongomery Street and Pendleton Street

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 15, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #3 – VDOT I-495 Southside Express Lane Study

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ISSUE: Receive an update on the VDOT I-495 Southside Express Lane Study.

RECOMMENDATION: That the Transportation Commission receive an update about the VDOT I-495 Southside Express Lane Study and provide feedback.

BACKGROUND: VDOT, in cooperation with the Federal Highway Administration (FHWA) and other federal, state and local agencies in Virginia and Maryland, is conducting an environmental study to potentially extend the express lanes system on the southern section of I-95/I-495 (Capital Beltway), by 11 miles from the Springfield interchange (I-95/I-395/I-495) in Fairfax County, Virginia, through Alexandria, and across the Woodrow Wilson Memorial Bridge, to the MD 210 interchange in Prince George's County, Maryland. This location was identified in the Commonwealth Transportation Board's adopted I-95 Corridor Improvement Plan as an area for additional study.

The 495 Southside Express Lanes study is included in VDOT's current Six-Year Improvement Program (SYIP), as well as in the National Capital Region's Visualize 2045 Constrained Long Range Plan (CLRP) as of June 2021. The study will evaluate a one-lane express lanes alternative, a two-lane express lanes alternative, a no build alternative, and be informed by agency and public input.

The Woodrow Wilson Memorial Bridge, the southernmost connector of Virginia and Maryland on I-495, fully opened to traffic in May 2008. The design of the bridge included additional space for future transportation needs and was designed to accommodate future transit across the bridge.

DISCUSSION:
This study is being coordinated with surrounding stakeholders including localities and the Maryland Department of Transportation's State Highway Administration. The study also will be informed by a Transit and Transportation Demand Management Study to be initiated by the Virginia Department of Rail and Public Transportation (DRPT) and coordinated with the Maryland Transit Administration. The project schedule is provided below:

Schedule

- Begin Study - January 2022
- Begin Data Collection and Analysis and Initial Coordination with Partnering and Local Agencies - January 2022
- Begin Public and Stakeholder Outreach - Spring 2022
- Virtual Public Information Meeting - May 18, 2022
- In-Person Public Information Meetings - May 19, 23 & 25, 2022
- Virtual and In-Person Public Information Meetings Comment Deadline - June 21, 2022 (The comment period was extended to allow the public more time to review study materials and provide input.)
- Public Information Meeting - Fall 2022/Winter 2023
- Public Hearing for Environmental Assessment - Spring/Summer 2023
- Complete Environmental Assessment/Approvals Expected - Fall 2023/Winter 2024

Updates and more information are available on the project website.

Attachments

Attachment 1 – Study Area Map

Attachment 1

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 15, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: MEGAN OLYNIK, LONG RANGE PLANNER, T&ES

SUBJECT: AGENDA ITEM #4 – 2022 TRANSPORTATION LONG RANGE PLAN

ISSUE: 2022 update to the Transportation Long Range Plan (LRP)

RECOMMENDATION: That the Transportation Commission hold a public hearing and approve the 2022 LRP update.

BACKGROUND: As part of its responsibility to develop and maintain a comprehensive LRP that identifies the City's long-range transportation needs, the Commission first adopted an LRP in April 2010. The LRP is an unconstrained list of all transportation related capital projects and studies identified in City plans and policies. Projects on the LRP have no identified funding source. Once projects on the LRP receive partial or full funding, they are moved from the unconstrained LRP to the City's constrained Capital Improvement Program (CIP).

Every two years, the Commission updates 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. City staff refer to the LRP when there are calls for grant funded projects and consider the projects against the grant evaluation criteria to determine which might be good candidates for funding.

DISCUSSION: The 2022 LRP update includes changes based on the guidance provided by the Commission at the 2022 retreat and spring Commission meetings including a number of projects and studies that have been removed, consolidated or moved to a new developer contingent list.

At the April 2022 Commission retreat, staff introduced the LRP process and Commissioners discussed updates the scoring criteria used to rank projects. At the April 2022 regular Commission meeting, staff provided an overview of the draft 2022 LRP project list, developer contingent list and studies list, and the Commission finalized the updated scoring criteria. Before the May Transportation Commission meeting, Commissioners individually reviewed the draft 2022 LRP and prioritized the projects using the criteria discussed during the September meeting. At the May meeting, Commissioners discussed the results of the individual prioritization exercise, and the public was invited for comment on the draft results. Commissioners provided

any adjustments to their individual scores to staff following the meeting.

The final LRP project scores can be found in Attachment 1. The final prioritized project list, developer list, and studies list are available in Attachments 2, 3, and 4, respectively.

ATTACHMENTS:

1. 2022 LRP – Project Scores
2. Final 2022 LRP Project Prioritization List
3. Final 2022 LRP – Developer Contingent Project List
4. Final 2022 LRP – Studies List

Attachment 1

Transportation Long Range Plan - Commissioner Scores

Proj. ID	2018 Rank	2020 Rank	2022 Rank	Name	Oscar Gonzalez	Casey Kane	Jody Manor	Bruce Marsh	Jim Maslanka	Melissa McMahon	Matthew McManus	Bill Pugh	Final Average Score
P-13	2	2	**1**	Priority Sidewalk projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	71	54	75	64	67	59	71	57	**64.8**
P-5	12	4	**2**	Sanger Avenue Bridge	68	55	62	62	68	55	68	60	**62.3**
P-14	5	6	**3**	Trail projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	66	54	65	64	63	61	65	57	**61.9**
P-1	3	3	**4**	Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	68	54	59	65	60	58	66	58	**61.0**
P-17	NA	5	**5**	Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	66	52	69	58	63	53	69	55	**60.6**
P-20 (New)	NA	NA	**6**	I-395 Bicycle and Pedestrian Bridge	65	51	63	63	56	61	60	64	**60.4**
P-22 (New)	NA	NA	**7**	Safe Routes to Schools Walk Audit Recommendation Implementation	53	56	63	62	67	62	56	60	**59.9**
P-3	11	7	**8**	Madison Street Bike facility	70	51	67	60	52	54	68	56	**59.8**
P-12	17	12	**9**	Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	68	51	63	61	54	55	71	54	**59.6**
P-19 (New)	NA	NA	**9**	Union Street Pedestrian and Safety Enhancements	65	50	75	54	54	51	71	57	**59.6**
P-2	10	13	**11**	Commonwealth Avenue non-motorized bridge	68	48	63	63	53	55	71	51	**59.0**
P-21 (New)	NA	NA	**12**	Telegraph Road Bicycle & Pedestrian Connection	63	53	63	60	55	58	63	56	**58.9**
P-4	14	10	**13**	Non-motorized bridge over Cameron Run	68	48	63	63	48	51	68	58	**58.4**
P-23 (New)	NA	NA	**14**	Vision Zero High Crash Intersection Improvements	69	55	63	60	52	57	50	58	**58.0**
P-11	15	9	**15**	Connection between Potomac Yard Park to Mount Vernon Trail	68	51	63	59	49	52	62	53	**57.1**
P-16	NA	11	**16**	Interim Bike Facility on Eisenhower Ave	68	54	63	56	43	53	53	57	**55.9**
P-10	9	14	**17**	Norfolk Southern Rail spur in OTN converted into multi-use path	62	49	63	57	58	53	45	50	**54.6**
P-18	20	19	**18**	I-395 access to West End Town Center	39	43	63	57	54	53	71	53	**54.1**
P-14	8	18	**19**	Commonwealth Ave. Green Street	53	49	63	52	36	52	29	52	**48.3**
P-6	18	17	**20**	S. Van Dorn Intersection Improvements	39	45	63	51	45	46	45	41	**46.9**
P-8	19	16	**21**	Edsall Road Connector to Farrington Avenue and South Pickett Street (Farrington connector)	29	44	63	50	42	45	40	53	**45.8**

Tier 1 High priority for Staff
Tier 2 Medium priority for Staff
Tier 3 Low priority for Staff

City of Alexandria 2022 Long-Range Plan

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PROJECTS

ID	2018 Rank	2020 Rank	2022 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	In COG Equity Emphasis Area?	Relationship to Other Initiatives
P-13	2	2	1	Priority Sidewalk projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	Sidewalks projects that were recommended in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Pedestrian	More than $5 million	10+ years	Ongoing	Partially	Yes
P-5	12	4	2	Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facililties.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Streets	More than $5 million	5-10 years	Not Started	Yes	Yes
P-14	5	6	3	Trail projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	Multi-use trail projects including crossing improvements recommended in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Ped/bike	More than $5 million	10+ years	Ongoing	Partially	Yes
P-1	3	3	4	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 Chapter of Alexandria Mobility Plan	Project	Pedestrian	More than $5 million	5-10 years	Not Started	No	Yes
P-17	NA	5	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	No	Yes
P-20 (New)	NA	NA	6	I-395 Bicycle and Pedestrian Bridge	Provide a bicycle and pedestrian bridge from the Landmark Site/West End Town Center to the west side of I-395.	Landmark/Van Dorn SAP	Project	Ped/bike	More than $5 million	10+ years	Not Started	Yes	Yes
P-22 (New)	NA	NA	7	Safe Routes to Schools Walk Audit Recommendation Implementation	Implement recommendations of the Safe Routes to School Walk Audits planned for FY23.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Ped/bike	$1-5 million	1-5 years	Not Started	Partially	Yes
P-3	11	7	8	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 Chapter of Alexandria Mobility Plan	Project	Bicycle	Less than $1 million	1-5 years	Not Started	No	No
P-12	17	12	9	Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Avenue and development (new and existing) North of Pickett Street.	Eisenhower West Small Area Plan	Project	Multimodal	More than $5 million	10+ years	Not Started	No	Yes
P-19 (New)	NA	NA	9	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	No	Yes
P-2	10	13	11	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	Yes
P-21 (New)	NA	NA	12	Telegraph Road Bicycle & Pedestrian Connection	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 tunnel connection at Mill Road or another comparable connection.	Eisenhower East SAP	Project	Ped/bike	More than $5 million	5-10 years	Not Started	No	Yes
P-4	14	10	13	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	No
P-23 (New)	NA	NA	14	Vision Zero High Crash Intersection Improvements	Address safety issues at high crash intersections throughout the City as identified using Vision Zero's data analysis (Added to the 2020 LRP mid-cycle in November 2021 as an unranked project).	Vision Zero Action Plan	Project	Streets	Less than $1 million	1-5 years	Ongoing	Partially	Yes
P-11	15	9	15	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	No	Yes
P-16	NA	11	16	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	No	Yes
P-10	9	14	17	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 path through the planned linear park.	Old Town North SAP	Project	Ped/bike	More than $5 million	5-10 years	Not Started	No	Yes
P-18	20	19	18	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	Yes
P-14	8	18	19	Commonwealth Ave. Green Street	Move the Comonwealth 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	Yes	No
P-6	18	17	20	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	No	Yes
P-8	19	16	21	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	No	Yes

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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 theformer 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.	EW/Landmark/Van Dorn SAP	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	EW/Landmark/Van Dorn SAP	Project	Streets		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
D-18 (NEW)	Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	EW/Landmark/Van Dorn SAP	Project	Streets	More than $5 million	Started

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Studies

No.	Name	Description	Source	Category	Mode	Timeframe
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	1-5 years
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	5-10 years
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 exsting W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Project	Streets	1-5 years
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	5-10 years
S-6	Explore Potential for Northern Entrance of Eisenhower Avenue Metrorail Station	Rec #75	Eisenhower East	Study	Transit	5-10 years
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	10+ years
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	1-5 years
S-9 (NEW)	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 accomodations.	Arlandria-Chirilagua SAP	Study	Streets	1-5 years

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 15, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: ALEXANDRIA CARROLL, COMPLETE STREETS PROGRAM MANAGER, T&ES

SUBJECT: AGENDA ITEM #5 – DRAFT COMPLETE STREETS FIVE-YEAR PLAN

ISSUE: Staff update to Transportation Commission on a draft Complete Streets Five-Year Plan.

RECOMMENDATION: That the Commission receive the update and provide feedback.

BACKGROUND: In November 2021, staff provided a Complete Streets update to the Transportation Commission, during which staff recommended the development a five-year plan for the Complete Streets Program. The goal of this plan is to identify project priorities and provide clear expectations for residents, City Council, boards and commissions, and staff.

DISCUSSION: Staff has developed a draft Five-Year Plan for Complete Streets activities from Fiscal Year 2023 to 2027 (Attachment 1). When developing this draft plan, staff considered a variety of factors to ensure that the plan:

- Makes continuous progress across program areas
- Considers priority projects adopted in the Alexandria Mobility Plan
- Is resource-constrained and achievable
- Supports equitable investments

Certain program areas do not have activities projected over the entire five-year period. These include the Vision Zero, Traffic Calming, Neighborhood Sidewalk, Repaving, and Alex311/Spot Improvement Programs, which are expected to be planned on an annual basis.

Projects were investigated at a surface level prior to inclusion in the draft plan. The final plan will be subject to change based on feasibility, revised priorities, available resources, project coordination needs, and other considerations that may evolve over time.

Staff anticipate receiving feedback from the Transportation Commission and finalizing the Five-Year Plan in late summer.

ATTACHMENTS:

Attachment 1: Draft Complete Streets Five-Year Plan

Attachment 1: Draft Complete Streets Five-Year Plan

Legend:

Project not active
Project active
Multiple projects active

Program Area	Project Name	FY 23	FY 24	FY 25	FY 26	FY 27
Grant Projects	King/Callahan/ Russell					
	Bike Parking at Transit					
	Old Cameron Run Trail					
	Beauregard Trail					
	Mt Vernon Trail/E Abingdon					
	Mt Vernon Avenue North					
	South Patrick Street Median					
	Pedestrian and Safety Mobility Enhancements – Primary Corridors					
	Duke Street at South Patrick Street and South Henry Street Safety Audits & Design					
	Safe Routes to School Walk Audits Phase II					
	Access Improvements at Landmark (Van Dorn Ped/Bike/Transit Improvements)					
AMP: Bike Projects	Citywide Sharrows (as funding is available)					
	Fayette St Sharrows *Prince St to N Patrick St*					
	Beauregard Trail Adjacent Wayfinding + Safety Improvements					
	Mt Vernon Ave Sharrows *Commonwealth Ave to Glebe Rd*					
	Pickett St Bike Lanes *Edsall Rd to Duke St*					

	Old Cameron Run Trail Wayfinding *Getting to and from OCR Trail*					
	Eisenhower Ave Bike Lanes *S Van Dorn St to Holmes Run Trail*					
	Additional Project TBD					
	Holmes Run Pkwy Sharrows					
	Additional Project TBD					
AMP: Sidewalk Projects	Seminary/Colfax Sidewalk					
	Dawes Ave Sidewalk *At Coca-Cola Alexandria*					
	Green St Sidewalk *S Royal St to S Fairfax St*					
	Van Dorn St Sidewalk *Bus Stop to Wycklow Ct*					
	Taney Ave Sidewalk					
	Additional Project TBD					
AMP: Trail Access Improvements	Mt Vernon Trail at Pendleton St					
	Mt Vernon Trail at Canal Center Dr					
	Potomac Yard Trail at Braddock Rd					
	Holmes Run Trail at Gordon St					
Vision Zero	***FY23 Annual Work Plan (not including APD items)***					
	High Crash Intersection Audits (2)					
	Neighborhood Slow Zone Pilot (1)					
	Speed Management on (2) High-Speed Corridors					
	Uncontrolled Crossing Improvements (2)					
	Corridor Left-Turn Traffic Calming (1)					
	NTOR Restrictions on (2) Corridors					
	Speed Limit Ordinance					
	Speed Limit Reduction on (1) Corridor + Explore Citywide Speed Limits					
	Bike Safety Classes (10)					
	Educational Campaign Support					
	Automated Speed Enforcement					

	Interjurisdictional Reciprocity Agreement for Automated Enforcement					
	Targeted Speed Enforcement					
	Support Bike to School Day and Similar Events					
	Safety Equipment Distribution					
	Vision Zero TMP Messaging					
	Vision Zero Viewer					
	Major Project Evaluations					
	Citywide Crash Analysis Report					
	FY24 Annual Work Plan					
	High-Crash Intersection Design					
	Additional Items TBD Annually					
	FY25 Annual Work Plan					
	High-Crash Intersection Design					
	HAWK Signal at Van Dorn/Wyclow (part of Van Dorn St Sidewalk in FY25)					
	Additional Items TBD Annually					
	FY26 Annual Work Plan (TBD)					
	FY27 Annual Work Plan (TBD)					
Safe Routes to School	William Ramsay SRTS Improvements					
	Polk Avenue Sidewalk					
	Samuel Tucker SRTS Improvements					
	Mt Vernon School SRTS Improvements					
	Spot Improvements (Multiple, as funding is available – TBD)					
Repaving	Repaving Improvements (Multiple – TBD Annually) *Potential Projects:* • Holland Ln bike lanes (FY24 paving) • Second St bike lanes (FY25 paving)					
Neighborhood Sidewalk Program	Neighborhood Sidewalk Project (TBD Annually)					
	Leslie Avenue Sidewalk					
Traffic Calming	Traffic Calming Projects (TBD Annually)					

Alex311/Spot Improvement Projects	Alex311/Spot Improvement Projects (Multiple – TBD Annually)					
Projects from Developer Contributions	Abingdon Dr/First St Intersection Improvements					
Transportation Planning Projects	SRTS Curb Extensions Concept Design					
Administrative	Annual Budget + Work Planning					
	Legislative Advocacy					
	Grant Applications					
Reporting	VZ Annual Report					
	AMP Progress Report					
	SAP Implementation Report					
	EAP Annual Report					
Plan Updates	AMP Ped/Bike Chapter Update					
	VZ Action Plan Update					
	CS Five Year Plan Update					

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 15, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #6 – CONSIDERATION OF ENDORSEMENT OF A GRANT APPLICATION TO THE DEPARTMENT OF RAIL AND PUBLIC TRANSIT (DPRT) FOR UP TO $1,000,000 TO MITIGATE METRORAIL SERVICE IMPACTS DURING THE POTOMAC YARD CUTOVER AND YELLOW LINE BRIDGE/TUNNEL CLOSURE.

ISSUE: Should the City apply for funding from DRPT to mitigate the impacts of the Metrorail closures for the Potomac Yard Cutover and Yellow Line Bridge work?

RECOMMENDATION: That the Transportation Commission provide an endorsement for a grant application up to $1,00,000 in funding from DPRT for mitigating Metrorail service impacts for the Potomac Yard Cutover and Yellow Line Bridge closure.

BACKGROUND: In April 2022, the Washington Metropolitan Area Transit Authority (WMATA) announced two distinct and related projects that will impact Metrorail service to Alexandria. These projects include the following:

1. **Rail cutover to Potomac Yard Metrorail station (September 10 – October 22) --** This project will tie in rail track to the new Potomac Yard Metrorail station, due to be opened after this project. All stations south of Potomac Yard will be closed during this period. WMATA will run trains to test signals, and needs access to switching equipment at Braddock Rd Metrorail station to conduct safety tests

2. **Yellow line bridge closure (October 23 – May 2023) --** This project will repair a Yellow Line tunnel in DC that approaches the Yellow Line Bridge across the Potomac. As the crossing between Pentagon and L'Enfant Plaza station is closed, riders will have to take the Blue Line to Rosslyn station to cross into DC

WMATA has prepared a mitigation plan that includes shuttle bus bridges and a commitment to increased frequency on the Blue line rail service. The City has also prepared a mitigation plan to support travel options for residents and workers in Alexandria. DRPT has announced that $2 million is available to support jurisdictions with these mitigation plans.

DISCUSSION: Based on feedback from City Council at its May 24 legislative session, as well as successes during the 2019 Metrorail shutdown, the City has compiled a mitigation plan that recognizes the value of residents' time, cost and choice options. Elements of the plan could include the following types of mitigation measures:

- Robust communication, marketing and employer outreach, in partnership with WMATA
- Access to transportation options such as the water taxi, discounted Capital Bikeshare memberships, HOV lane changes, enhanced way-finding, and discounted or free travel on Virginia Railway Express (VRE)
- Enhanced support for data monitoring such as bike trail counters, StreetLight data

DASH buses are not anticipated to play the same role they did during the 2019 Platform Improvement Project due to a lack of operators to take on additional routes.

The DRPT Mitigation funds require a 20% local match. If the City's grant request is awarded, the match would be up to $200,000. The match would be funded through unappropriated Northern Virginia Transportation Authority (NVTA) 30% fund balance. 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 for a Grant Application to DPRT to Mitigate 2022-2023 Metrorail Service Impacts

Attachment 1

Alexandria Transportation Commission
301 King Street
www.alexandriava.gov Alexandria, VA 22314 Phone: 703.746.4025

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

June 15, 2022

Re: **Endorsement of Grant Application for mitigation funding from the Department of Rail and Public Transportation (DRPT) to offset Metrorail service impacts during the Potomac Yard Rail Cutover and Yellow Line Bridge/Tunnel Work**

Dear Mayor Wilson and Members of City Council:

At its June 15 meeting, the Transportation Commission voted to endorse a grant application for mitigation funding of up to $1,000,000 from the Department of Rail and Public Transportation (DRPT) to offset Metrorail service impacts during the Potomac Yard Rail cutover and Yellow Line bridge/tunnel work.

As outlined by staff, elements of the plan could include the following types of mitigation measures:

- Robust communication, marketing and employer outreach, in partnership with WMATA
- Access to transportation options such as the water taxi, discounted Capital Bikeshare memberships, HOV lane changes, enhanced way-finding, and discounted or free travel on Virginia Railway Express (VRE)
- Enhanced support for data monitoring such as bike trail counters, StreetLight data

Transportation Commission understands that DASH buses are not anticipated to play the same role they did during the 2019 Platform Improvement Project due to a lack of operators to take on additional routes.

The Commission also understands that DRPT Mitigation funds require a 20% local match, and if the City's grant request is awarded, the match would be $120,000. The match would be funded through unappropriated Northern Virginia Transportation Authority (NVTA) 30% fund balance. The Commission encourage that staff time to manage and administer these projects be included in the applications where feasible.

This request will help the City meet goals of the Alexandria Mobility Plan including maintaining transportation choices for residents, employees, and visitors while there are Metrorail service

impacts. The Transportation Commission appreciates the opportunity 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
Yon Lambert, Director, T&ES
Josh Baker, General Manager and CEO, DASH
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Division Chief, Transportation Planning

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 15, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #7 – CONSIDERATION OF ENDORESEMENT OF A GRANT APPLICATION TO THE U.S. DEPARTMENT OF TRANSPORTATION FOR THE FY 2022 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 $1,000,000 to perform stakeholder intersection audits and design safety improvements at up to ten intersections.

BACKGROUND: The Bipartisan Infrastructure Law established the new Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds over the next 5 years. In FY 2022 up to $1 billion is available. 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 provides funding for three overarching activities:

- **Action Plan**: Develop or update a comprehensive safety action plan ($200,000-$1,000,000)
- **Action Plan – Supplemental Activities**: Conduct planning, design, and development activities in support of an Action Plan ($200,000-$1,000,000)
- **Implementation**: Carry out projects and strategies identified in an Action Plan ($5,000,000-$30,000,000)

There is a 20% local match requirement for all projects. Applications are due September 15 with award announcements expected in early 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.

DISCUSSION: Staff is proposing to request funding under the **Action Plan – Supplemental Activities** program for a "high crash intersection" project that would involve the following activities for up to ten locations.

- Organize intersection audits including representation from the City, consultant team experts, community members, and key stakeholder organizations
- Compile intersection data including detailed crash analyses, vehicle and pedestrian volumes, turning movement counts, signal timing, and lane configurations
- Conduct engagement opportunities throughout the process
- Identify safety countermeasures based on intersection audit feedback and design best practices
- Develop concept designs for safety improvements at the selected intersections

Intersections will be selected on criteria including number of fatal and severe crashes, equity emphasis areas, and relationship to ongoing projects. Additional funds would be sought later to finalize and construct the concept designs developed through this project.

This project would align with several priorities specific to SS4A and USDOT's overall mission, including promoting safety, ensuring equitable investment in the safety needs of underserved communities, and incorporating evidence-based projects and strategies.

This project supports the Vision Zero Action Plan goal of building safer streets for everyone as well as 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.

The SS4A grant program requires a 20% local match. If the City's grant request is awarded, the match would be approximately $200,000. The match would be funded through unappropriated 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 for a Grant Application through the Safe Streets and Roads for All Program

Attachment 1

Alexandria Transportation Commission
301 King Street
www.alexandriava.gov Alexandria, VA 22314 Phone: 703.746.4025

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

June 15, 2022

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 June 15 meeting, the Transportation Commission voted to endorse a grant application for funding up to $1,000,000 through the FY 2022 Safe Streets and Road for All (SS4A) Program from the U.S. Department of Transportation (USDOT) to support Vision Zero safety initiatives.

Transportation Commission supports staff's proposal to request funding under the **Action Plan – Supplemental Activities** program for a "high crash intersection" project that would involve the following activities at up to ten locations:

- Organize intersection audits including representation from the City, consultant team experts, community members, and key stakeholder organizations
- Compile intersection data including detailed crash analyses, vehicle and pedestrian volumes, turning movement counts, signal timing, and lane configurations
- Conduct engagement opportunities throughout the process
- Identify safety countermeasures based on intersection audit feedback and design best practices
- Develop concept designs for safety improvements at the selected intersections.

This project supports the Vision Zero Action Plan goal of building safer streets for everyone as well as 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."

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 $200,000. The match would be funded through unappropriated Northern Virginia Transportation Authority (NVTA) 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
Yon Lambert, Director, T&ES
Josh Baker, General Manager and CEO, DASH
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Division Chief, Transportation Planning

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 15, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #9 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. Energy and Climate Change Action Plan Update

The City is in the process of updating Energy and Climate Change Action Plan (ECCAP) - with the support of the consulting firm ICF and through guidance and input of the community Energy and Climate Change Task Force. Updating the Action Plan will help the City respond to climate change impacts and environmental emergencies and align with the 2019 updated Environmental Action Plan 2040 (EAP2040) and build upon existing City energy, greenhouse gas reduction, and climate action efforts. The EAP2040's targets include reducing community-wide greenhouse gas emissions by 50% by 2030 and 80 to 100% by 2050, supported by significant state and federal contributions. The City's update of the Energy and Climate Change Action Plan will leverage regional priority actions identified in the Metropolitan Washington Council of Governments (MWCOG) 2030 Climate and Energy Action Plan, as well as the climate action planning efforts underway or completed by the City's regional and national peers.

Currently, staff and the task force are working to identify and quantify actions and opportunities available to support the reduction of the Alexandria community's greenhouse gas emissions across: 1) existing and new commercial and residential buildings and housing, 2) transportation, 3) waste and recycling, 4) open space and tree canopy, 5) renewable and clean energy, and various other sources while integrating the City's ALL Alexandria race and social equity priorities.

B. 2022 Legislative Summary

The following transportation related bills were passed in the state legislature:

SB 342 Transit Ridership Incentive Program; use of funds for reduced-fare or zero-fare transit projects. *Chief Patron: Senator George L. Barker (D) - Senate District 39*
Directs the Commonwealth Transportation Board to use at least 25 percent of the funds available for the Transit Ridership Incentive Program for grants to fund reduced-fare or zero-fare transit projects. Under current law, the amount that may be used for such programs is capped at 25 percent. The bill provides that funds awarded for reduced-fare or zero-fare transit projects shall not be included in the requirement that funds be awarded in accordance with a statewide equitable ratio**.**

HB 142 Transit Ridership Incentive Program; amount of funds to be used to establish programs. *Chief Patron: Delegate Delores L. McQuinn (D) - House District 70*
The bill requires at least 25 percent of TRIP funds to be used to support regional transit initiatives and provides that the Commonwealth Transportation Board has the discretion to allocate the remaining funds available as authorized by law and based on the programs and initiatives submitted during the application process.

HB 444 Virginia Freedom of Information Act; meetings conducted through electronic meetings. *Patron: Delegate Elizabeth B. Bennett-Parker (D) - House District 45.*
Amends existing provisions concerning electronic meetings by keeping the provisions for electronic meetings held in response to declared states of emergency, repealing the provisions that are specific to regional and state public bodies, and allowing certain public bodies to conduct all-virtual public meetings where all of the members who participate do so remotely and that the public may access through electronic communications means.
04/11/22 Governor: Approved by Governor-Chapter 597 (effective 9/1/22)

C. Unit Block of King Closure Update

In response to business requests, the popularity of the treatments to the 100 block of King Street, and increased activity along the Waterfront, the City is conducting a pilot project to temporarily convert the unit block of King Street (between Union Street and the Strand) and the northern portion of the Strand (approximately between Wales Alley and King Street) to a pedestrian zone from Memorial Day Weekend through Labor Day.

During the pilot, which runs from Friday, May 27, through Monday, September 5, the pedestrian zone will be closed to all vehicular traffic (except emergency and municipal maintenance vehicles). The City is also encouraging visitors to walk bicycles and scooters in this area. Parking will still be available along the Waterfront Park on the Strand. Two of these spaces will be reserved for a vehicle turnaround area.
City Council approved this pilot project during its April 23 public hearing. On April 7, the Planning Commission found that this pedestrian zone is consistent with the City's Master Plan. The Waterfront Small Area plan contains three separate recommendations to convert this area to a pedestrian zone.

Throughout the summer, staff will work with businesses to make improvements and address any unanticipated issues that arise. In late summer, staff will gather input to assess the pilot's success and determine next steps.

D. Potomac Avenue & Glebe Road Intersection and Metro Station Access Improvements

The Potomac Yard Metrorail Station is anticipated to open in Alexandria in Fall 2022. The south station entrance will open onto the Potomac Yard Trail at Potomac Avenue and Glebe Road. Once the station opens, potential conflicts are anticipated given the increased volume of people walking, biking, riding the bus, and driving to access the new station. The City is working on a project is to enhance pedestrian, bicycle, and transit access and minimize conflicts between people traveling in this area. More information and update are available on the project website, and the 60% Design Plans for the project are available here.