



Transportation Commission Meeting

March 15, 2023

7:00 PM

City Hall

301 King Street

Chet & Sabra Avery Conference Room (2000)

AGENDA

1. Public Comment (Not to exceed 10 min)
2. Minutes of the February 15, 2023 meeting
3. Action Item: Consideration of Endorsement of Low and No Emissions and Bus and Bus Facilities Grant Applications
4. Discussion Item: City Budget Update
5. Discussion Item: Duke Street in Motion Update
6. Commissioner Updates
7. Items for Consent
 - A. West End Transitway Updates
 - B. State Legislative Session Updates
 - C. Potomac Yard Metro Station Access Updates
 - D. Safe Routes to School Walk Audits
8. Other Business

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

Next Meeting: April 19, 2023



The March 15, 2023, meeting of the Transportation Commission is being held in Conference Room 2000 on the second floor of City Hall (301 King Street, Alexandria, Virginia, 22314) and electronically. Members of Transportation Commission and staff are participating either in-person or from a remote location through video conference call on Zoom. The meeting can be accessed via Zoom by registering at the following link:

https://zoom.us/webinar/register/WN_CprnIhKHTW2hMZEmmVwVYw

Or by phone: 301 715 8592

Meeting ID: 949 0792 2792

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 03/15/23 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

February 15, 2023
7:00 p.m.
Council Work Room

MINUTES

Commissioners Present: Chair Oscar Gonzalez, Vice Chair Bruce Marsh, Commissioner Melissa McMahon, Commissioner Casey Kane, Commissioner James Maslanka, Commissioner Matthew McManus (virtual), Commissioner Jody Manor (virtual), Commissioner Oleksandr Faryga, Commissioner Murat Omay, Councilman Kirk McPike (virtual).

Staff Present: Christopher Ziemann – Transportation Planning Division Chief, Megan Oleynik – Transportation Planning Division, Jennifer Monaco – Transportation Planning Division, Shawn Martin – Mobility Services Division, Sharese Thomas – Transportation Planning Division.

Audio/Visual presentation is available online:

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

Chair Gonzalez called the Transportation Commission meeting at 7:01 p.m.

1. Public Comment Period

Roy Apseloff, a resident of the City, commended Staff for their proactive efforts in working with the contractor on Calvert Street to stop blocking the road and parking on the street.

2. January

Motion to approve the minutes: Commissioner Kane

Second: Commissioner McMahon

Motion carries unanimously

3. ACTION ITEM: FY2024 Washington Metropolitan Area Transit Authority (WMATA) Budget

ISSUE: Consideration of the Washington Metropolitan Area Transit Authority (WMATA) FY24 Operating and Capital budgets.

RECOMMENATION: That the Transportation Commission submit a letter to provide feedback on the FY24 budget.

DISCUSSION: Jen Monaco, Principal Planner, presented the FY24 Operating and Capital budget summary for WMATA. Commissioners asked clarifying questions and provided feedback on what they would like to see included in the FY24 WMATA budget proposal. Commissioners indicated that they would prefer the 11Y return with 24-minute headways rather than 30-minute headways.

Motion for the Transportation Commission to submit a letter to WMATA during the public comment period on the FY24 budget with recommendations including a preference for 24-minute headways on the 11Y: Commissioner Kane

Second: Commissioner Marsh
Motion carries unanimously

4. DISCUSSION ITEM: Capital Bikeshare and Dockless Mobility Update

ISSUE: Update on Capital Bikeshare and Dockless Mobility programs, including ridership trends, progress in Calendar Year 2022, and upcoming plans for Calendar Year 2023.

RECOMMENDATION: That the Transportation Commission receive this update.

DISCUSSION: Shawn Martin, Shared Mobility Planner, presented the Capital Bikeshare and Dockless Mobility update that included an overview of the system and operation cost, current ridership, bikeshare dashboard, and ridership trends. Commissioners asked clarifying questions and received the update.

5. Commissioner updates

Commissioner Faryga – The Environmental Policy Commission is working on a joint letter with the Planning Commission about single developments in Alexandria that is building specific with a small category referring to a rapid shift to electric vehicles within the City. There is an expectation that half of vehicles sold in the City will be electric by 2030.

Commissioner Gonzalez – The High School Project is ongoing with no issues.

Commissioner Kane – The Transportation Planning Division presented an update on the Duke Street in Motion project to City Council on Tuesday, February 14, with a final recommendation coming from the Advisory Group in June. The Eisenhower West Landmark Van Dorn Implementation Advisory Group met on January 26 and discussed the Landmark Overlook project on the southside of Duke Street and the Inova Hospital at Landmark project is moving forward. A presentation from the Alexandria Police Department on parking enforcement was given at the Traffic and Parking Board (T&PB) meeting on January 23. The T&PB also recommended a taxi-cab fare increase to the City Manager.

Commissioner Marsh - The Potomac Yard Metro Implementation Group received a video update in February. The opening date for the Potomac Yard Metro is on track to open in May.

Commissioner Maslanka – Attended the Potomac River Generating Facility public hearing on January 30, in which they discussed the sustainability of the project.

Commissioner McMahon – The Potomac River Generating Facility coordinated sustainability strategy will be discussed at the Planning Commission in February. The Samuel Madden Homes project came before the Planning Commission in January and was recommended for approval.

Commissioner McManus – Asked that Staff provide an update at the next Commission meeting on the City's progress on public charging stations and provide feedback on how the Commission can assist with addressing the issue.

Commissioner Omay- The DASH Board Annual Stakeholders meeting was held on February 14.

Councilman McPike- The DASH Stakeholders and Council Members met on February 14 and discussed the Duke Street Transitway project currently underway. The City Manager will be meeting with City Council on February 28 to present the proposed FY23-24 Transportation budget.

6. Other Business Consent

DASH Facilities Tour

7. Adjournment

At 8:57 pm, the Transportation Commission adjourned.

DRAFT

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 15, 2023

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #3: CONSIDERATION OF A GRANT FOR THE FY 2023 LOW OR NO EMISSION GRANT PROGRAM (LOW-NO) AND THE BUSES AND BUS FACILITIES PROGRAM.

ISSUE: Consideration of endorsement of a grant application to the Federal Transit Administration (FTA) for the FY 2023 Low or No Emission Grant Program (Low-No) and the Grants for Buses and Bus Facilities Program to advance electrification of the DASH bus fleet and associated infrastructure.

RECOMMENDATION: That the Transportation Commission provide an endorsement to City Council for applications to the FY 2023 Low or No Emission Grant Program (Low-No) and the Grants for Buses and Bus Facilities Program.

BACKGROUND: In 2021, Congress passed the Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act) to fund infrastructure improvement programs. In 2023, the FTA announced \$1.22 billion and \$469 million respectively for the Low or No Emissions (Low-No) and Buses and Bus Facilities competitive discretionary grant programs. In FY 2022, the City applied for the first round of funding and was not selected for an award.

The Low-No Program aims to support the transition of the transit fleet to the lowest polluting and most energy-efficient transit vehicles. The Bus and Bus Facilities Program assists in financing buses and bus facility capital projects. Grant applications are evaluated by the FTA with considerations including demonstration of need, demonstration of benefits (reducing energy consumption, reducing harmful emissions, reducing direct carbon emissions, safety, system condition, and enhanced access and mobility), planning and local/regional prioritization, local financial commitment, project implementation strategy, and technical, legal and financial capacity. Additional priority considerations include climate change, full fleet transition, creating good-paying jobs, a zero-emission fleet transition plan focusing on workforce development, and projects that support Justice40 initiative.

DISCUSSION: In 2018, the City and DASH committed to shifting to an all-electric bus fleet by the year 2037. DASH currently has 14 electric buses with charging infrastructure and 87 active clean diesel and hybrid buses. The DASH Fleet Replacement plan includes ten buses that will have met their useful life and be due for replacement by the end of FY 2024. In addition, five

Trolleys are now past due for replacement. To replace these assets with battery electric buses and trolleys will cost an estimated \$19.3 million. The City currently has budgeted \$4,798,900 for the replacement of these buses, leaving a gap of \$14.5 million.

Additionally, the City was previously awarded \$4.4 million in Smart Scale funds for six clean diesel buses. To upgrade these buses to battery electric would cost an additional \$3.1 million.

In FY 2018, the City and DASH secured \$9.5 million in Smart Scale and Northern Virginia Transportation Authority (NVTA) funds to design and construct Phase I of a new open-air bus and charging facility. The project will be constructed by FY 2025 and will include initial charging infrastructure for up to 20 buses. Ultimately, DASH is planning for a fleet of up to 140 electric buses. Currently, there is electrical service and capacity at the DASH campus facilities to handle charging needs for facility for approximately only 18 electric buses. As part of this application, staff is requesting authority to apply for up to \$9 million, as a conservative estimate, to upgrade the electrical capacity to the campus in order to charge any new buses secured through this grant, as well as the 12 electric expansion buses secured in FY 2025 secured through a prior Smart Scale application.

To be strategic with funding awards and amounts, DASH and City staff will submit multiple applications to this grant program with the goal of securing the maximum amount of funding. How those applications are structured and scaled will be determined after additional conversations with FTA. Applications will likely be submitted to both Low-No and Buses and Bus Facilities, and FTA will decide from which funding source the project would be awarded.

The following projects could be submitted within these applications.

- **Trolley Replacement** (up to \$6.8 million): Retire and replace five (5) trolleys with electric trolleys.
- **Bus Replacement** (up to \$12.5 million): Retire and replace ten (10) buses with electric buses.
- **Smart Scale Expansion Buses** (up to \$7.5 million): Upgrade six (6) Smart Scale clean diesel buses to electric buses.
- **Electric upgrades at DASH Facility** (up to \$9 million): Build new electrical service, including on-site equipment and infrastructure to support charging need of fleet wide conversion to battery electric buses.
- **Workforce Development** (up to \$1.6 million): Required 5% of federal request.

The maximum total project amount is approximately \$38 million, but staff will continue to refine this amount based on feedback from the FTA. While it is unlikely the full grant request will be awarded, staff determined the best path forward is to propose all needs in a scalable manner by which the FTA can assess and award funds as available.

ATTACHMENTS:

Attachment 1: Draft Letter of Endorsement for FY 2023 Low or No Emission Grant Program (Low-No) and the Grants for Buses and Bus Facilities Program

Attachment 2: Letter of Recommendation to the FTA for FY 2023 Low or No Emission Grant Program (Low-No) and the Grants for Buses and Bus Facilities Program



Alexandria Transportation Commission
301 King Street, Alexandria, VA 22314
Phone: 703.746.4025

ATTACHMENT 1

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

March 15, 2023

Re: Recommendations to the Federal Transit Administration's Low or Now Emissions Vehicles and Bus and Bus Facilities Grant Applications

Dear Mayor and Members of the City Council:

At its March 15, 2023 meeting, the Alexandria Transportation Commission voted to endorse the City's application for the Federal Transit Administration's Low or No Emissions Vehicles and Bus and Bus Facilities discretionary grant programs. The project will seek federal funding for zero emission buses, new electrical service and infrastructure, and workforce development.

The Transportation Commission is supportive of the City's and DASH's adopted policy goal to shift to a 100% Zero Emissions bus fleet by the year 2037 for all 120+ of its buses. The proposed application will support this goal by funding the building of a new electrical service and infrastructure to provide sufficient electricity to the DASH facility for electric bus charging and the conversion of buses from conventional to Battery Electric/Zero Emissions.

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

Sincerely,

Oscar Gonzalez
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
James Parajon, City Manager
Tarrence Moorer, Interim Director, T&ES
Hillary Orr, Deputy Director, T&ES



Alexandria Transportation Commission
301 King Street, Alexandria, VA 22314
Phone: 703.746.4025

ATTACHMENT 2

Nuria Fernandez
Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

March 15, 2023

Re: Recommendations to the Federal Transit Administration's Low or Now Emissions Vehicles and Bus and Bus Facilities Grant Applications

Dear Ms. Fernandez:

At its March 15, 2023 meeting, the Alexandria Transportation Commission voted to endorse The City's application for the Federal Transit Administration's Low or No Emissions Vehicles and Bus and Bus Facilities discretionary grant programs. The project will seek Federal funding for zero emission buses, new electrical service and infrastructure, and workforce development.

The Transportation Commission is supportive of the City's and DASH's adopted policy goal to shift to a 100% Zero Emissions bus fleet by the year 2037 for all 120+ of its buses. The proposed application will support this goal by funding the building of a new electrical service and infrastructure to provide sufficient electricity to the DASH facility for electric bus charging and the conversion of buses from conventional to Battery Electric/Zero Emissions.

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

Sincerely,

Oscar Gonzalez
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
James Parajon, City Manager
Tarrence Mooror, Interim Director, T&ES
Hillary Orr, Deputy Director, T&ES

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 15, 2023

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #4: PROPOSED CITY FY 2024 OPERATING BUDGET AND
FY 2024-2033 CAPITAL IMPROVEMENT PROGRAM (CIP)

ISSUE: Consideration of the City Manager's proposed FY 2024 - FY 2033 transportation budget.

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

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

On February 28, City Manager James Parajon presented City Council with a proposed operating and capital budget for Fiscal Year (FY) 2024. The FY 2024 budget adoption is scheduled for Wednesday, May 3. The proposed budget includes a General Fund Base Operating Budget of \$881.1 million (beginning July 1), as well as a \$2.39 billion 10-year Capital Improvement Program (CIP) for FY 2024 – 2033.

As was the case in FY 2023, the budget focus aligns with those that have been in place for several years – strategies and policies that underscore financial management; strategic investments in current and future needs; and support for new, creative ways to deliver essential services to maintain the health, safety, and quality of life for all Alexandrians. The stated FY 2024 budget priorities are: community engagement, COVID recovery, economic development, employee compensation, housing, and youth and families. Additional themes noted are infrastructure, public safety, and organizational efficiency.

DISCUSSION:

Investments that are related to transportation in the FY24 operating budget include:

- Fully funding Metro obligations including an expected increase in jurisdictional operating subsidy by \$4.0 million, from \$52.6 million to \$56.6 million. This increase

is planned to be funded through the Northern Virginia Transportation Commission (NVTC) with no increase in the General Fund contribution.

- 18% increase in DASH funding from FY23 to meet increased operating costs and decreased TRIP grant funding.

FY24-33 CIP budget transportation highlights include:

- \$100 thousand to support planning for the Envision Route 7 regional bus rapid transit project
- \$4.8 million to support DASH Bus Fleet Replacement and Electrification for FY24
- \$1 million added to Complete Streets-Vision Zero to conduct high crash intersection audits.
- \$1 million added to the Mount Vernon Avenue North project.
- \$1.2 million increase for Landmark Mall 395 Ramp Improvement Project.

Next Steps:

- April 15 - City Council preliminary add/delete public hearing
- April 25 - City Council tax rate public hearing
- May 1 - City Council final add/delete
- May 3 - Budget adoption

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

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 15, 2023

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – DUKE STREET UPDATE

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

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

BACKGROUND: In the Fall of 2022, Duke Street in Motion solicited input to inform which busway design concepts should be advanced for further design and analysis. Based on this input – which did not show broad consensus on any of the major tradeoffs – along with an understanding of site conditions, preliminary analysis and the guiding principles, the Advisory Group recommended the following busway concepts be advanced for analysis for near term implementation:

- Segment 1 (Ripley to Jordan): Center and Curb Running
- Segment 2A (Jordan to Wheeler): Hybrid and Mixed Traffic
- Segment 2B (Wheeler to Roth): Bidirectional and Mixed Traffic
- Segment 3: Center and Curb Running

Center Running will still be considered in the long-term for Segment 2, but the impacts seemed to be too significant and costly to be feasible in the near term.

An update was provided to Council at the February 14th Legislative Meeting. The approximately one hour presentation can be found at the [2 hour and 41 minute mark of the Council meeting](#).

On February 17, the Advisory Group discussed curb features in more detail. Curb features in this process are defined as elements behind the curb, which may include bicycle facilities, green space, pedestrian facilities, and service roads.

The Project Team’s proposal for curb features focused on improvements to the north side of the street with a continuous bicycle facility. In some sections without right of way constraints, this took the form of a separated cycle track and a wider sidewalk. In more constrained

environments, it included a shared use path. Where feasible, additional green space was proposed.

There was broad consensus on the Advisory Group that safety should be a top priority in the design of curb features. There was also broad consensus, though not unanimity, that a continuous bicycle facility should also be deemed a priority and that a separated facility from pedestrians should be accommodated to the extent possible. Most members recognized the importance of green space, but not to the detriment of safety.

NEXT STEPS: The planned schedule going forward is as follows:

March:

- Launch of *Hello Duke Street!* – a campaign to share information and collect feedback via texting to “chat” with street infrastructure.
- Continuation of targeted outreach to more impacted stakeholders
- March 16 Advisory Group meeting to discuss engagement, a template recommendation, and updated design progress

April:

- Public engagement period starting at the April 13 Advisory Group meeting on analysis of two busway alternatives and curb features
- April 20 Community Open House

May:

- May 25 Advisory Group meeting to recommend preferred design for each segment of the corridor

June:

- Board and Commission endorsements including Transportation Commission
- Planning Commission consideration of Master Plan amendment incorporating the recommended alternatives

July:

- July 5th City Council Public Hearing consideration of Advisory Group’s recommended alternative

Summer/Fall:

- Finalize planning and analysis before detailed design begins

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 15, 2023

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #7 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. West End Transitway Updates

Phase I of the West End Transitway project is currently in design. The City is advancing a transit systems management (TSM) approach for the transitway, which includes transit signal priority and 1-2 queue jumps, along with enhanced stations and bicycle and pedestrian improvements for the new route from Van Dorn Metro to the Pentagon. The 30% design is anticipated to be completed early this Spring and will be shared with the Transportation Commission. Final design plans will be completed in mid-2024. Construction is anticipated to begin in 2025 with completion by 2027. The project is being discussed with the community through the Alexandria West Small Area Plan planning process.

B. State Legislative Session Updates

The regular 2023 Virginia Legislative Session adjourned on Saturday, February 25. Transportation bills that passed include:

- **HB 2330** Assault and battery; public transportation service vehicle operators
 - Makes it a Class 1 misdemeanor for a person to commit a battery against another knowing or having reason to know that such individual is an operator of a vehicle operated by a public transportation service who is engaged in the performance of his duties. The bill requires the sentence of such person, upon conviction, to include a term of confinement of 15 days in jail, two days of which is a mandatory minimum.
- **SB 1326/HB 2338** Transit Ridership Incentive Program
 - Directs CTB to use up to 30 percent of available funds of TRIP to support local, regional, and state entities in improving the accessibility of transit bus passenger

facilities and transitioning public transit bus fleets and infrastructure to zero-emission bus fleets and infrastructure.

- [SB1079/HB 1496](#) Commonwealth Mass Transportation Fund
 - Allocates 3.5 percent of the Commonwealth Mass Transit Fund to commuter rail systems jointly operated by the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission. This applies to the Virginia Railway Express (VRE) system.
- [SB1069](#) Pedestrians; drivers stopping at certain signs.
 - Requires the driver of a vehicle on a highway approaching a pedestrian who is crossing such highway to stop when such pedestrian is within the driver's lane or within an adjacent lane and approaching the driver's lane. Currently, a driver is required to yield the right-of-way to such pedestrian by stopping and remaining stopped. The bill also provides that localities that are already authorized to install signs directing motor vehicles to yield the right-of-way to pedestrians crossing or attempting to cross a highway may also install signs directing motor vehicles to stop for such pedestrians.

C. Potomac Yard Metro Station Access Updates

North Entrance

City staff, WMATA staff, and representatives for the Potomac Yard development (JBG) are coordinating on safety and access improvements at the north entrance to the Potomac Yard Metrorail Station, at the intersection of the bus loop egress and Potomac Avenue. A temporary plaza and temporary asphalt sidewalks will be provided as a safe access for pedestrians from the metro station entrance to Potomac Ave. The new bus loop on the east side of Potomac Avenue will be open to bus traffic only with temporary shelters provided to accommodate DASH passengers. New bus stops and shelters are expected to be installed on Potomac Avenue for the Metroway extension prior to the Potomac Yard Station opening in May. Additionally, a new traffic signal has been installed at the intersection to facilitate safe access to and from the station for buses, people walking, and people biking. Staff is coordinating with Dominion Energy and JBG to ensure the signal is operational prior to the station opening.

South Entrance

In 2022, the City completed design for improvements to the intersection of Potomac Avenue and Glebe Road, at the south entrance to the Potomac Yard Metrorail Station. Improvements include:

- Converting the eastbound curbside lane to a bus-only lane, including a bus signal
- An extended bus passenger pad
- No Turn on Red restrictions to increase pedestrian safety
- A new median extension to provide pedestrian refuge on the north side of the intersection
- Installation of pavers on the Potomac Yard Trail in front of the south station entrance to create a plaza-like environment and slow through bicyclists as they traverse the plaza

- Installation of signage and markings on the Potomac Yard Trail to provide advance warning of the shared space to trail users
- A bike-only ramp for access to and from the Potomac Yard Trail and Metro Station
- Bicycle sharrow markings to guide people biking through the intersection
- Reconfigured pedestrian curb ramp to provide better access for people with no or limited vision
- Relocated stop bars to better accommodate turning buses

Implementation of these improvements is underway. The majority of the work is expected to be complete by the time the Potomac Yard Metro Station opens in May, though installation of the pavers on the Potomac Yard Trail and the bike-only ramp may be delayed past the opening date due to long lead times for manufacturing and shipping the pavers.

Of note, implementation of this project is somewhat complex due to coordination required between three separate projects happening at the intersection: the Potomac Yard Metrorail Station Project, the North Potomac Yard infrastructure development, and the Potomac Ave/Glebe Rd Intersection Improvements Project. Staff has been coordinating regularly to ensure efficient and timely delivery of each project.

Additional information, including the final plan set, is available on the project webpage: <https://www.alexandriava.gov/transportation-planning/potomac-avenue-and-glebe-road-complete-streets>

D. Safe Routes to School Walk Audits Update

In 2022, the City was awarded a technical assistance grant from the Metropolitan Washington Council of Governments Transportation-Land Use Connections Program to perform a second round of Safe Routes to School Walk Audits. The walk audits will capture five schools that were not included in the first round:

- Ferdinand T. Day Elementary School
- Francis Hammond Middle School
- George Washington Middle School
- Alexandria City High School (King St Campus)
- Alexandria City High School (Minnie Howard Campus)

The City is seeking community feedback on challenges related to walking and biking to or from these five schools. Residents may submit comments via an online feedback form (available via the [project website](#)) through April 2.

This spring, staff along with representative stakeholders will perform walk audits to observe conditions at each school. The project will culminate in a final report for each school with recommendations to improve safety, access, and comfort for students and families walking and biking to school. These recommendations will be implemented through future projects sponsored largely by the Complete Streets and Safe Routes to School programs.