



Transportation Commission Meeting

October 18, 2023

7:00PM

City Council Workroom - City Hall

301 King Street

AGENDA

1. Public Comment (Not to exceed 10 min)
2. Minutes of the September 20, 2023 meeting
3. **Discussion Item:** Complete Streets, Vision Zero & Safe Routes to School Annual Update
4. **Action Item:** Transit Ridership Incentive Program Grant Application
5. **Action Item:** FY 2025 City Budget
6. Commissioner Updates
7. Items for Consent
 - A. VDOT I-495 Express Lane Study
 - B. King Callahan Russell Intersection Construction
 - C. Mt. Vernon Trail Improvements
 - D. Pedestrian Safety Month
 - E. Transportation Planning Board's *Visualize 2050*
 - F. WMATA Budget
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: November 15, 2023



The October 18 meeting of the Transportation Commission is being held at 7:00PM the City Council Workroom on the second floor of City Hall (301 King Street) and electronically. Members of Transportation Commission and staff are participating either in-person or from a remote location through video conference call on Zoom. The meeting can be accessed via Zoom by registering at the following link:

https://zoom.us/webinar/register/WN_UjVE_LUQ3m7gllJl58fyA

Or by phone: 301 715 8592
Meeting ID: 915 7644 2143
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 10/18/2023 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.

10. Other Business

- FY23 Annual Report Available on Commission Website

11. Adjournment

At 9:29 pm, the Transportation Commission adjourned.

DRAFT

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 18, 2023

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #3 – COMPLETE STREETS, VISION ZERO & SAFE ROUTES TO SCHOOL ANNUAL UPDATE

ISSUE: Staff update to the Transportation Commission on the Vision Zero Annual Report and the Complete Streets Program.

RECOMMENDATION: That the Transportation Commission receive the update.

BACKGROUND: In 2017, the City adopted the Vision Zero Action Plan to support the goal of eliminating traffic fatalities and severe injuries in Alexandria by 2028. Each year, staff develops a Vision Zero work plan to guide the City’s progress on improving traffic safety. Each year, staff provides a progress report on the Vision Zero and the Complete Streets Programs.

DISCUSSION:

Vision Zero:

In accordance with the Vision Zero Action Plan, the City has produced a Vision Zero Annual Report (Attachment 1). In March 2022, staff informed the Transportation Commission that the City was transitioning from a calendar-year reporting cycle to a fiscal-year reporting cycle. As a result, this year’s report covers activities between January 2022 and June 2023 (Calendar Year 2022 and Fiscal Year 2023). The report includes high-level crash trends, progress made during the last reporting period, and planned work for Fiscal Year 2024.

Complete Streets:

In June 2022, the City published a Complete Streets Five Year Plan covering Fiscal Year 2023-2027. The purpose of this plan is to set clear expectations for staff, for elected and appointed officials, and for the public on anticipated Complete Streets projects to be undertaken with available staff resources and budget. The plan includes projects across multiple program areas, including grant projects and Alexandria Mobility Plan implementation. It also includes Safe Routes to School, which aims to improve mobility, safety, and access for students walking and biking to and from school.

Below is a high-level summary of major projects under these program areas.

Project Area	Project Name	Description	Progress
Grant Projects	King/Callahan/Russell	Intersection improvements to enhance pedestrian and bicycle access to transit.	Design completed; construction underway.
	Bike Parking at Transit	Provision of bike racks near transit, parks, recreation centers, etc. citywide.	Project completed.
	Old Cameron Run Trail	New trail along Old Cameron Run between Hooffs Run Drive and South Payne Street.	Design progressed; right-of-way phase initiated
	North Beauregard Street Multi-Use Trail	New trail along North Beauregard Street between Fillmore Avenue and Berkeley Street.	Design advanced; right-of-way needs coordinated
	Mount Vernon Trail Improvements at East Abingdon Drive	Trail improvements on Mount Vernon Trail near Slaters Lane.	Design advanced; VDOT public engagement process completed
	Mount Vernon Avenue North Complete Streets	Intersection improvements on Mount Vernon Avenue between Glebe Road and Four Mile Road.	Completed planning, community engagement, and conceptual design. Secured additional grant funding
	South Patrick Street Median Improvements	Widen existing median on South Patrick Street between Wolfe Street and Franklin Street.	Grant agreement executed; design procurement in progress
	Pedestrian Safety & Mobility Enhancements on Primary Corridors (King-Bradlee Safety & Mobility Enhancements)	Mobility, access, and safety improvements for all users on King Street between Menokin Drive and Quaker Lane.	Project initiated; community engagement and data collection underway

	Duke Street at South Patrick Street & South Henry Street Intersection Audits	Safety Improvements for all roadway users.	Completed planning and development of conceptual design options. Applied for federal grant funding for design and construction. Conceptual design recommendation upcoming
	Safe Routes to School Walk Audits Phase II	Complete walk audits at five remaining ACPS schools.	Completed walk audits at FT Day Elementary, Hammond Middle, GW Middle, Alexandria City High, and Minnie Howard. Final report upcoming
	Access Improvements at Landmark (Van Dorn Street Pedestrian, Bicycle, and Transit Improvements)	Provide multi-use trail along Van Dorn Street at the former Landmark site, along with other pedestrian and bicycle access improvements.	Initiated project; cost estimates underway
Alexandria Mobility Plan Implementation	Fayette Street Sharrows	Install sharrows on Fayette Street between Prince Street and First Street.	Project completed
	Beauregard Trail Adjacent Wayfinding & Safety Improvements	Implement leading pedestrian intervals, No Turn on Reds, and other treatments to enhance safety at intersections along future trail route.	Project postponed to FY 2025 to align with trail project; coordination with AlexWest Small Area Plan underway
	Seminary Road/Colfax Avenue Sidewalk	Install sidewalk on Seminary Road between Colfax Avenue and Fairfax County line.	Developed project design
	Dawes Avenue Sidewalk at Coca-Cola Alexandria	Fill missing sidewalk gap on Dawes Avenue at Coca-Cola Alexandria.	Project completed

	Green Street Sidewalk, Royal Street to Fairfax Street	Install missing sidewalk on Green Street between Royal Street and Fairfax Street.	Planning, outreach, and conceptual design performed; Design procurement underway
	Mount Vernon Trail Improvements at Pendleton Street and Canal Center Drive	Provide crossing improvements on the Mount Vernon Trail.	Design completed
Safe Routes to School	Rayburn & Reading Avenues Complete Streets Project	Implement safety improvements near John Adams Elementary.	Project completed
	William Ramsay Safe Routes to School Project	Implement safety improvements near Ramsay Elementary.	Planning, outreach, and conceptual design completed
	Polk Avenue Sidewalk	Install missing sidewalk on Polk Avenue between Pelham Street and Palmer Place.	Project completed
	Spot Improvements	Provide spot improvements as resources allow.	Completed new or improved crossings near Cora Kelly, Patrick Henry, and Naomi Brooks
	Curb Extension/Crossing Improvements Concept Design	Develop grant application for crossing improvements near schools.	Developed concept designs and submitted pre-application for Transportation Alternatives funding

This summer, staff updated the Complete Streets Five Year Plan for Fiscal Year 2024-2027 (Attachment 2). Notable changes include:

- The addition of potential grants the City is currently pursuing, including Safe Routes to School Curb Extensions & Crossing Improvements, and Slaters Lane Sidewalk and Crossing Improvements.
- The addition of several bike lane projects:
 - East Abingdon Drive Bike Lanes (FY 2024)
 - Protected Bike Lanes (FY 2024)
 - Old Dominion Boulevard Bike Lanes (FY 2024)
 - Edsall Road Bike Lanes (FY 2026)
 - Mill Road Bike Lanes (FY 2028)
- The addition of a sidewalk project on Valley Drive (FY 2026)

Work on projects identified for Fiscal Year 2024 is underway.

ATTACHMENTS:

Attachment 1: Vision Zero Annual Report

Attachment 2: Updated Complete Streets Five Year Plan, FY 2024-2028

Attachment 3: Complete Streets Annual Report

Attachment 4: Safe Routes to School Annual Report



Vision Zero Annual Report

January 2022 - June 2023

Summary

Vision Zero is an international movement founded on the belief that traffic deaths and severe injuries are unacceptable. In Alexandria, we recognize that deaths and severe injuries are not inevitable “accidents”, but rather crashes that can be prevented through engineering, enforcement, and education and by using a safe system approach.

In 2017, Alexandria adopted a Vision Zero Policy and Action Plan to eliminate fatal and severe traffic crashes by 2028. Each year, safety improvements are implemented citywide to work towards this goal and create safer streets for everyone. This report provides an update on progress made between January 2022 and June 2023.

*A note on the reporting period:
This annual report encompasses both Calendar Year 2022 and Fiscal Year 2023 to account for the transition to a calendar-year-based reporting cycle to a fiscal-year-based reporting cycle.*

The City of Alexandria’s adopted Vision Zero goal is zero fatal and severe crashes by 2028.



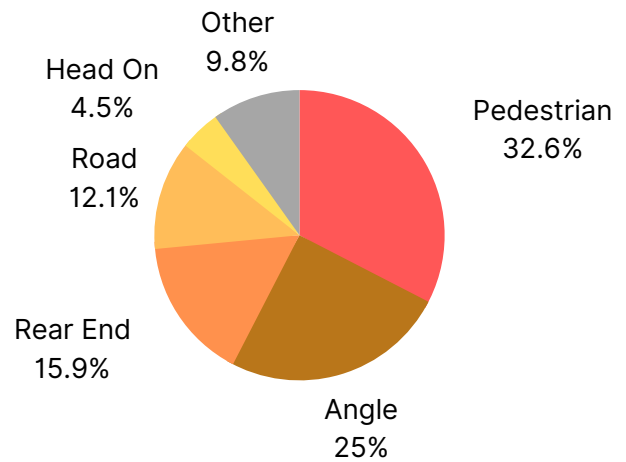
The Roadway Safety Problem

Over 130 people were killed or severely injured in traffic crashes in Alexandria between 2018 and 2022. These are mothers, fathers, sons, daughters, husbands, wives, friends, neighbors, and colleagues.

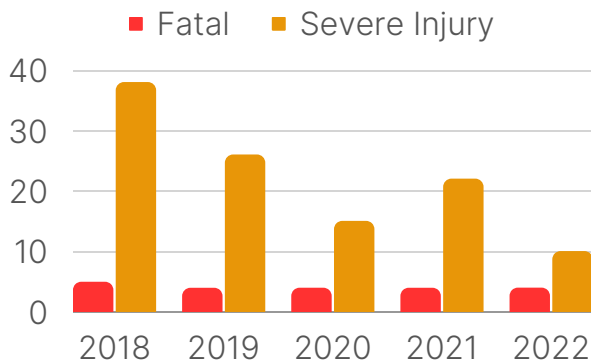
This exacts a heavy toll, including deep emotional trauma, healthcare expenses, wage and productivity losses, and significant taxpayer spending on emergency response. Moreover, these crashes were preventable.

Together, pedestrian crashes and angle crashes comprise over half of all fatal and severe crashes in Alexandria.

Fatal and Severe Crashes by Crash Type, 2018-2022



Fatal and Severe Crashes in Alexandria, 2018-2022



In total, fatal and severe crashes have trended downward over the past five years, but there is still work to do to reach zero.

Fatal and Severe Crashes, 2018-2022



● Fatal ● Severe Injury

The Road to Zero: A Safe System

The City of Alexandria utilizes what’s known as a “Safe System Approach” to enhancing traffic safety. This is a holistic, comprehensive approach to improving roadway safety that has also been adopted by U.S. Department of Transportation in its National Roadway Safety Strategy.

The Safe System Approach works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. This approach centers human mistakes and vulnerability in safety planning and decision-making and ensures redundancies are in place to protect the traveling public.



Safe System Approach Principles:

- **Death and Serious Injuries are Unacceptable.** While no crashes are desirable, the Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
- **Humans Make Mistakes.** People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs.
- **Humans Are Vulnerable.** Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.
- **Responsibility is Shared.** All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.
- **Safety is Proactive.** Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
- **Redundancy is Crucial.** Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

More information about the Safe System Approach and the National Roadway Safety Strategy can be found at <https://www.transportation.gov/NRSS>.

Progress At-A- Glance



3

speed limit reductions



9

intersections daylighted



300+

linear feet of new sidewalk



90+

new or upgraded crosswalks



33+

intersections with added safety treatments



30+

leading pedestrian intervals (LPIs) and No Turn on Red restrictions



1800

linear feet of new or improved bike lanes



5

new grants awarded to support roadway safety

Work Plan Progress

In early 2022, the City established a series of project priorities for calendar year 2022 and fiscal year 2023 to support Vision Zero.

Staff performed dozens of safety improvements at various locations citywide, with a particular focus on high-crash or high risk locations and equity emphasis areas.

The following pages detail project priorities identified in the Fiscal Year 2023 Work Plan and the progress against each task. Some projects that require additional time for development carry over into the following fiscal year.

The progress and successes reported herein are the result of countless hours of work and dedication by dozens of City staff, partner agencies, resident advocates, board and commission members, and elected officials who continue to strive every day to make Vision Zero a reality.

Conduct safety audits at (2) high-crash intersections and identify countermeasures

Safety audits performed for Duke Street & South Patrick Street, and Duke Street & South Henry Street at part of Regional Roadway Safety Grant.

Pilot a neighborhood slow zone

Completed design and began implementation of a Neighborhood Slow Zone Pilot in the Lynhaven neighborhood.



Perform speed management measures on (2) corridors

Installed speed feedback signs on North Beauregard Street and on West Braddock Road.

Implement safety countermeasures at (2) priority uncontrolled crossings

Installed rectangular rapid flashing beacons (RRFBs) at Sanger Avenue & Knole Court, Glebe Road & Montrose Avenue & Ashby Street, and Braddock Road & Crest Street.

Perform left-turn traffic calming on (1) corridor

Completed planning and conceptual design.

Install No Turn on Red Restrictions on (2) Major Corridors with High Pedestrian Traffic

Installed No Turn on Red restrictions and Leading Pedestrian Intervals (LPIs) on Patrick Street and Henry Street between First Street and Prince Street.

Amend City Code to allow for speed limit reductions below 25 mph in select slow zones

City Council adopted a slow zone ordinance in March 2022.



Reduce the speed limit on (1) high-speed corridor and explore citywide speed limit reductions

The City reduced the speed limit on North Beauregard Street and on West Braddock Road from 35 mph to 25 mph. School zone speed limits contained herein were reduced from 25 mph to 15 mph.



Provide 10 citywide bicycle safety classes for adults and children

Provided a mix of bicycle education classes, including youth learn to ride, adult learn to ride, and city cycling classes.

Conduct and support educational campaigns throughout the year

The City conducted promoted and provided messaging for Distracted Pedestrian Safety Month and Driving Awareness Month, Operation Illumination, and World Day of Remembrance for Road Traffic Victims.

Expand APD driver education efforts via social media

The City conducted safety messaging regarding seatbelt usage and distracted driving.

Identify additional locations for automated red-light enforcement

City staff analyzed crash data related to red-light running and identified candidate locations for future red light cameras.



Initiate automated speed enforcement pilot program for school zones

Staff gained City Council approval of a speed camera ordinance, secured a contract, performed data analysis, identified camera locations, and piloted speed cameras in three school zones in Spring 2023.

Pursue interjurisdictional reciprocity agreement for automated enforcement violations

The Metropolitan Washington Council of Governments approved a letter to the Governors of Maryland and Virginia and the Mayor of the District of Columbia in support of establishing interjurisdictional reciprocity of automated enforcement citations to improve regional traffic safety.

Develop legislative proposals to expand automated enforcement authority

The City's legislative agenda expressed support for efforts to help Alexandria reach its Vision Zero goals.

Target enforcement on high-speed roadways

The Alexandria Police Department continues to target enforcement on corridors where speeding is common and deploys portable speed trailers to discourage speeding.

Utilize eCitations to expedite traffic stops and expand enforcement capacity

Pilot program concluded and full funding has been secured. Program rollout is underway, with most officers expected to be trained by the end of FY 2024.

Perform seatbelt education and enforcement

The Alexandria Police Department performed a Click It or Ticket campaign in Summer 2023.

Conduct enforcement and education campaign regarding Virginia's "move over" and bicycle safety laws

Alexandria Police performed targeted enforcement for pedestrian & bicycle safety-related infractions and attended bike rodeos to educate children about bicycle safety.

Support Bike to School Day, Bike to Work Day, and Walk to School Day

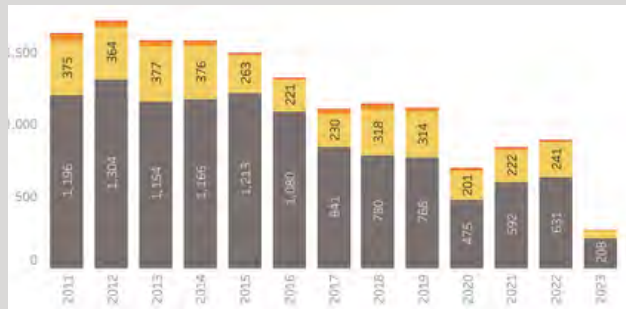
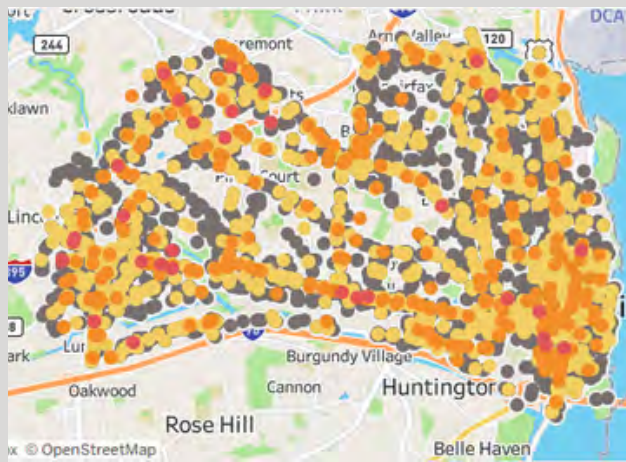
City staff provided messaging and event support for each event.

Distribute safety equipment at community events

Staff distributed bike lights, helmets, and reflective materials at community events like RecFest and Bike to Work Day.

Integrate Vision Zero messaging into Transportation Management Programs

Staff initiated conversations about a newsletter for TMPs, but this effort was put on hold due to the restructuring of the TMP program.



Publish updated Vision Zero viewer on the City website

The City published a public-facing crash dashboard, linked on the Vision Zero webpage. The dashboard is filterable by year, severity, and mode of transport involved.

Publish an annual Vision Zero Progress Report

This report satisfies this task.



POST-PROJECT IMPLEMENTATION EVALUATION

SEMINARY ROAD COMPLETE STREETS PROJECT

Conduct evaluations of major projects

The City continues to perform evaluations for major projects, such as the Seminary Road Complete Streets Project, to identify project impacts and lessons learned.



Publish updated crash data analysis report

In 2022, the City completed an updated citywide crash analysis report, which identified recent crash trends, high-crash locations, and a high-injury network.



Safe Routes to School Walk Audits Phase 2

Performed planning and outreach for safety improvements at five schools.



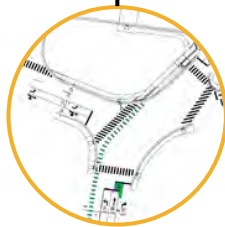
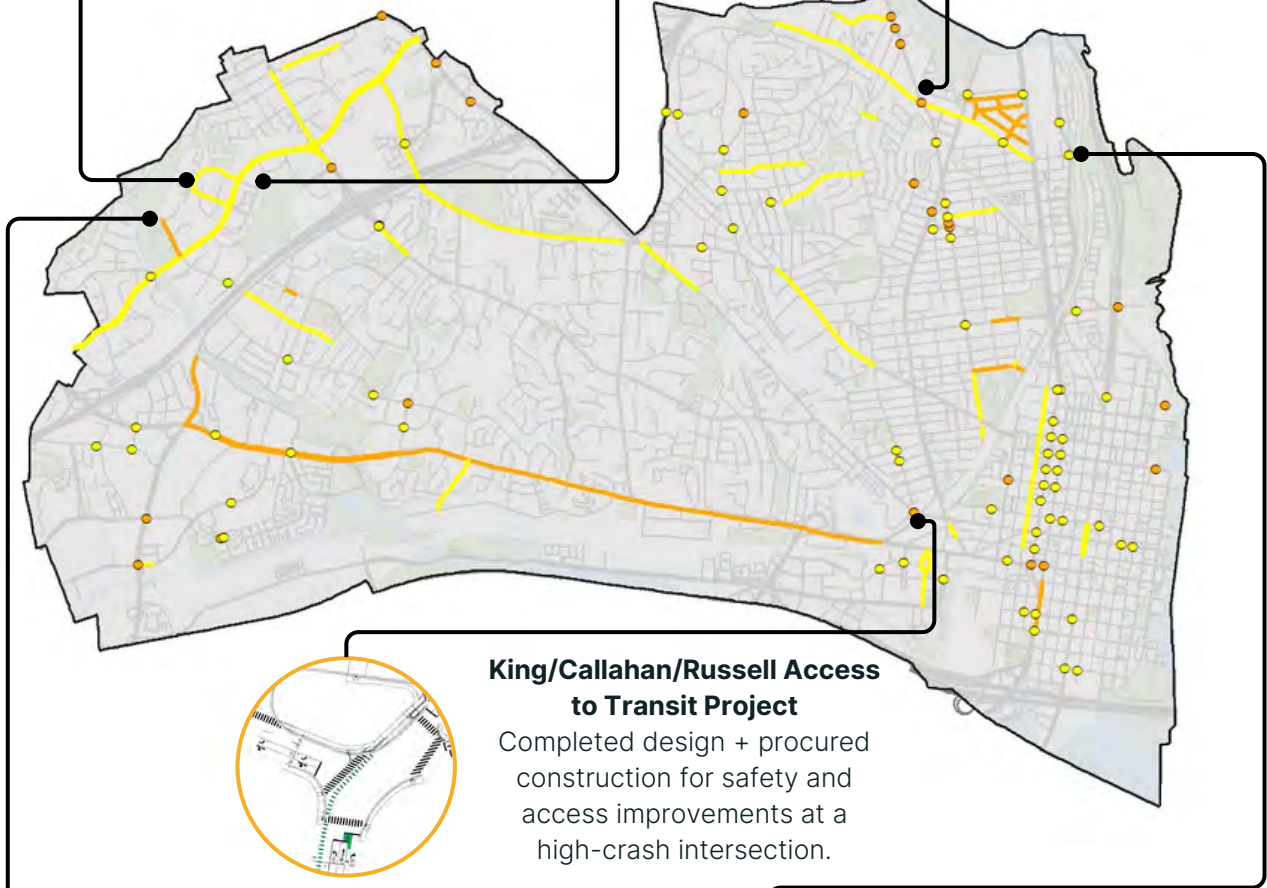
Rayburn & Reading Avenues Complete Streets Project

Completed project. Provided 10 new or upgraded crosswalks, 5 median refuges, and more.



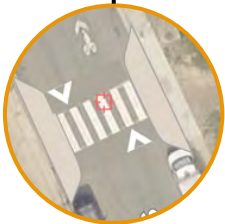
Mount Vernon Avenue North

Performed planning, outreach, & concept design for safety improvements at four intersections.



King/Callahan/Russell Access to Transit Project

Completed design + procured construction for safety and access improvements at a high-crash intersection.



William Ramsay Safe Routes to School Project

Completed planning and concept design for multiple safety improvements.



Potomac Avenue & Glebe Road Intersection Improvements

Completed design and implemented improvements at the south entrance to the Potomac Yard Metrorail Station.

See the Impact

The map above is a near-exhaustive representation of the work that has been completed or advanced in Alexandria during the last reporting cycle to improve traffic safety. Select projects are highlighted for additional context.

Fiscal Year 2024 Work Plan



Engineering

- West End High-Crash Intersection Audits
- Duke St/Route 1 High-Crash Intersection Audits
- Lynhaven Neighborhood Slow Zone Pilot
- Neighborhood Slow Zone Program
- Corridor Turn Calming on (1) Corridor
- Speed Limit Reductions on (1) Corridor
- Develop Process to Replace Unwarranted Traffic Signals with Stop Signs
- Develop Policy for Pedestrian Actuation at Intersections
- Leading Pedestrian Intervals and "No Turn on Red" Restrictions on (1) Major Corridor
- Glebe Rd/Montrose Ave/Ashby St Intersection Improvements Design
- Speed Mitigation Treatments on (1) Corridor
- Safety Improvements at (3) Locations with a History of Pedestrian Crashes
- Pedestrian Lighting Study



Enforcement

- Launch Speed Cameras in School Zones
- Propose Funding for Red Light Camera Expansion



Education

- Safety Videos + Messaging for Social Media
- Provide At Least (4) Bicycle Safety Classes



Encouragement

- Support Community Events (e.g. Bike to Work Day)



Evaluation

- Vision Zero Annual Report
- Major Project Evaluations



WE ARE



To learn more about what the City of Alexandria is doing to reach Vision Zero, visit:

**[alexandriava.gov/
VisionZero](http://alexandriava.gov/VisionZero)**

Appendix A

Vision Zero Action Plan Progress Report

Progress Key

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Not Started	Initiated	Moderate Progress	Significant Progress	Complete

Action Item #	Action Item Description	Progress	Notes
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Data Collection and Evaluation

Make information easily available to the public

1A.1	Establish dashboard for all crash and safety data on the Vision Zero website	■■■■	Dashboard is published and regularly updated.
1A.2	Publish an annual report on the progress of Vision Zero	■■■■	Report is produced annually.
1A.3	Provide annual citation data for infractions that potentially lead to serious injuries and deaths	■ ■ ■ ■	Citation data is not publicized, but staff evaluate crash trends. APD prioritizes enforcement on high-speed corridors.

Enhance data collection and coordination efforts

1B.1	Develop electronic citation database pending funding and resources	■ ■ ■ ■	eCitation program being expanded to all motor officers.
1B.2	Work with State Police, DMV, VDOT and State Pedestrian Task Force to revise crash reporting standards and information captured to better inform data analysis leading to projects and programs	■ ■ ■ ■	Have provided comments in the past to DMV. Staff utilize crash diagrams and narratives to understand crash trends.
1B.3	Standardize and establish definitions and training on crash reporting methods	■■■■	DMV TREDs training is ongoing.
1B.4	Work with the State to update crash reporting methods to differentiate between alcohol and drug related crashes.	■ ■ ■ ■	Comments made to DMV previously.
1B.5	Improve existing Multi-department Response Team for all KSI crashes and develop T&ES crash form to document contributing crash factors related to street design	■■■■	Staff has identified high-crash locations and developed a template for safety audits.
1B.6	Continue existing and investigate new opportunities for partnerships with universities, technology companies, and researchers to develop a comprehensive traffic crash prediction and traffic exposure model	■■■■	Technology pilot with VTTI underway.

Evaluate successfulness of existing and planned programs to determine best way to allocate resources for change

1C.1	Create standard data evaluation template to track before and after studies of all Complete Streets projects	■■■■	Basic data points established for project evaluations.
1C.2	Identify gaps in data in order to identify on-call data collection contracts that will help us more efficiently obtain data	■■■■	On-call data collection contract established.
1C.3	Increase opportunities for interns and students to conduct research, compile data, and assist city with evaluation of programs	■■■■	City hosts students and interns annually.



Enhance City Processes and Collaboration

Support and encourage statewide legislative efforts to implement stricter traffic safety laws

2A.1	Support statewide efforts to reform Driving Under the Influence (DUI) standards related to Blood Alcohol Content, arrest and adjudication process, and repeat offenders	■ ■ ■ ■	DUI reform discussed with Washington Regional Alcohol Program and identified as potential legislative priority.
2A.2	Pursue and support state legislation to allow the use of fixed automated enforcement cameras for speed violations	■■■■	Legislation passed in 2020 to allow speed cameras in school zones and work zones. The City has created a school zone speed camera program.
2A.3	Support statewide efforts to revise distracted driving laws, including increase of fines	■■■■	Hands-free driving legislation passed in 2020.
2A.4	Pursue and support state legislation to require drivers to stop, rather than yield, for pedestrians in the crosswalk	■■■■	Legislation passed in 2020.

Evaluate City policy and administrative guidelines to improve safety outcomes

2B.1	Develop system to track, manage, respond to, and prioritize resident and customer requests for safety improvements	■■■■	Internal resident request database is established and maintained regularly.
2B.2	Implement graduated penalties for repeat offenders of infractions that contribute to KSI crashes and the City has the authority to change	■■■■	No update.
2B.3	Evaluate Traffic & Parking Board charter and consider revisions to make traffic safety a primary focus of the Board	■■■■	Charter was updated in 2019 to include safety as a priority objective.
2B.4	Encourage and promote national and regional senior driving education programs, such as the "We Need to Talk" program	■■■■	No update.
2B.5	Evaluate Maintenance of Traffic (MOT) Plan requirements and revise to prioritize safe, accessible, and convenient routes for bicyclists and pedestrians	■■■■	The City has an existing memo to industry on MOT safety and access requirements.

Build Safe Streets for Everyone

Improve prioritization of safety treatments

3A.1	Use most recent crash data to continually prioritize implementation of recommendations from Pedestrian & Bicycle Master Plan	■■■■	Staff continue to use crash data to prioritize projects.
3A.2	Identify criteria for installation of "No Right on Red" and LPIs for intersections and outline process for implementing changes	■■■■	LPIs and NTOs are identified and implemented annually.
3A.3	Reduce delivery timelines for safety improvements by implementing near-term, temporary treatments for priority Pedestrian & Bicycle Master Plan and Safe Routes to School engineering recommendations	■■■■	Projects employ near-term improvements when feasible and appropriate.

Develop and implement infrastructure policies to reduce fatal and severe crashes

3B.1	Incorporate Vision Zero data and recommendations into Transportation elements of future Small Area Plans	■■■■	Safety incorporated into Small Area Plans as they are developed.
3B.2	Automatically display the pedestrian walk signal where signal timing permits	■■■■	FY 2024 Work Plan includes task to develop policy on pedestrian signal actuation.
3B.3	Use the data that identifies high injury crash corridors and intersections to help prioritize engineering and education efforts, and require comprehensive safety improvements when designing these corridors and intersections	■■■■	Staff continually use crash data to prioritize projects and tailor projects to address crash history.
3B.4	When new public school facilities open or relocate to a new site, ensure appropriate agencies continue to work together to develop a transportation plan that prioritized safety for the new school facility	■■■■	Safety is prioritized in the development of all new school site plans.
3B.5	Explore a Citywide 25mph speed limit	■■■■	City continues to reduce speed limits on major corridors to 25 MPH. Two corridors were reduced to 25 MPH in 2022.
3B.6	Update the Streets and Transit Chapters of the Transportation Master Plan to prioritize the reduction of KSI crashes and elevate crash data as a priority in decision-making	■■■■	The Alexandria Mobility Plan was adopted in 2021 and prioritizes traffic safety.
3B.7	Develop neighborhood slow zone program with selection criteria, a request process, and launch an application-based program, through engineering and design improvements to reduce vehicle speeds	■■■■	A pilot project is underway, and the FY 2024 Vision Zero Work Plan includes development of a slow zone program.

Promote A Culture of Safety

Inform the public of Vision Zero efforts

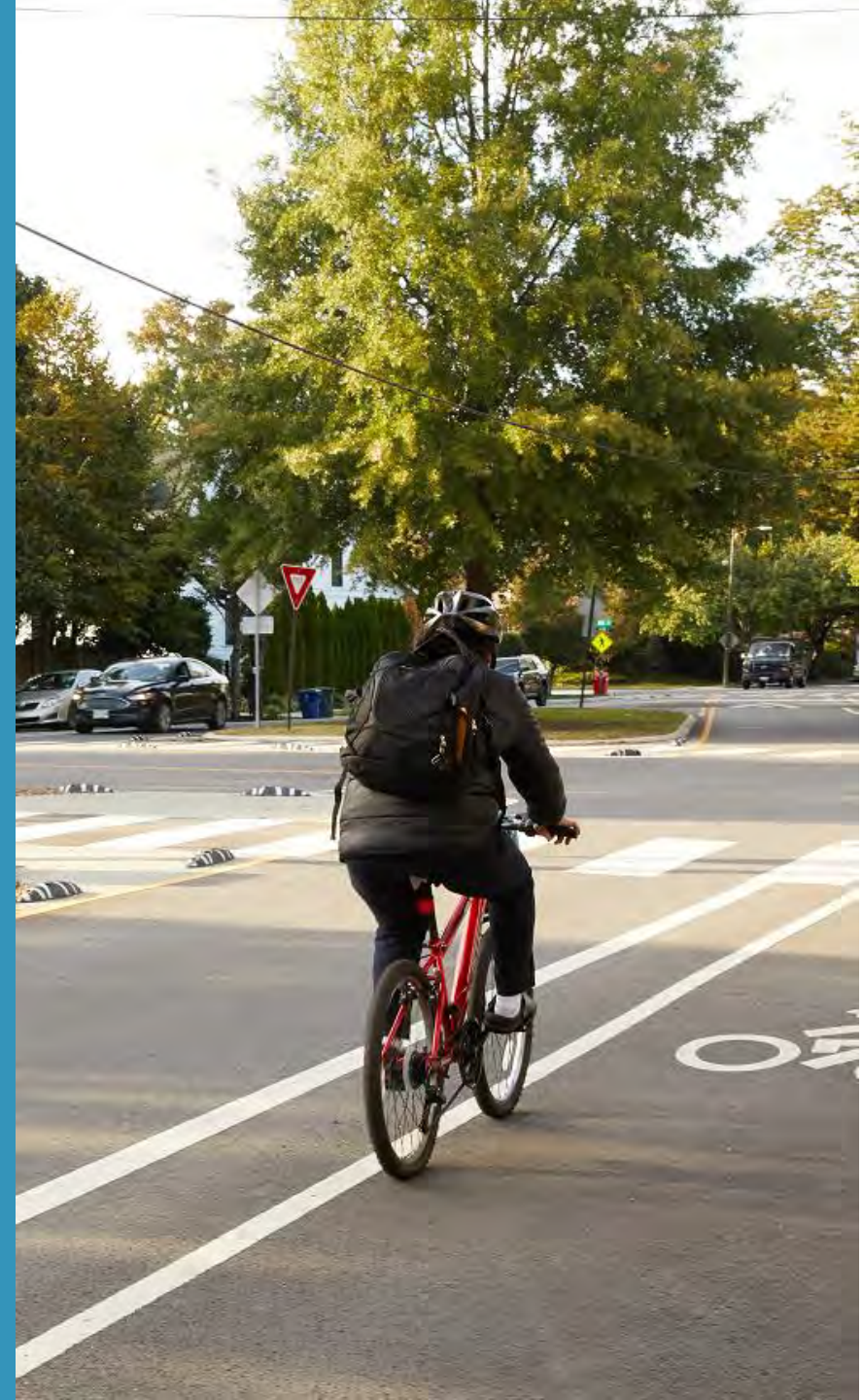
4A.1	Maintain a comprehensive website to provide information on the projects, programs, and progress of Vision Zero to include dashboard and annual reports	■■■■	The Vision Zero webpage has been renovated and is updated regularly.
4A.2	Utilize social media to share information and promote dialogue	■■■■	The City regularly shares safety information on social media.
4A.3	Provide Vision Zero logo, goal and message on back of parking receipts and City email signatures	■■■■	No update.
4A.4	Work with media partners to more accurately report traffic crashes to avoid victim-blaming and report crashes in the context of Vision Zero	■■■■	Local media coverage has improved and recognizes crash trends vs. isolated incidents.

Create a network of partnerships to ensure the success of Vision Zero			
4B.1	Develop a network of "civic partners" who pledge to support Vision Zero through the dissemination of safety and educational information to their networks	■■■■	City partners with Alexandria Families for Safe Streets.
4B.2	Develop a network of "Coalition partners" who pledge to support Vision Zero through implementation of one or more action items	■■■■	City departments partner on Vision Zero initiatives. City also partners with Alexandria Families for Safe Streets.
4B.3	Form an interdepartmental group of Vision Zero Stakeholders as subgroups, as necessary, to ensure successful implementation of the plan	■■■■	Staff coordinate regularly on ongoing Vision Zero initiatives.
4B.4	Partner with VDOT's Northern Region Transportation Operations Center to further enhance public messaging of crashes and traffic disruptions within the City	■■■■	Discussions have taken place previously, but no major updates.
4B.5	Initiate a regional Vision Zero Task force to identify path toward regional Vision Zero education campaigns and polices	■■■■	A Vision Zero Regional Coordination Meeting takes place monthly.
Craft a successful education campaign to inform the public of Vision Zero and topic areas			
4C.1	Develop education "campaigns" with messaging that focuses on topic area(s) of importance (e.g. Speeding, Distracted Driving, and Driving Under the Influence)	■■■■	Messaging campaigns are completed annually.
4C.2	Increase distribution of safety equipment including bike lights, helmets, bells, and reflectors at City events	■■■■	Safety equipment is distributed annually.
4C.3	Display the safety campaign at additional government facilities and on City fleet	■■■■	Vision Zero was previously featured on DASH buses and is regularly promoted on social media.
4C.4	Provide handouts for APD to distribute at traffic stops educating the public on safety	■■■■	Postcards were previously provided to APD.
4C.5	Explore mobile application-based technology to promote behavior change and safe driving habits	■■■■	Previously, a Regional Safest Driver Campaign was investigated, but no major updates.
4C.6	Develop a program to foster and teach safe driving habits to teen drivers	■■■■	Vision Zero partner Alexandria Families for Safe Streets provides presentations to high school students.
Encourage City Staff to incorporate Vision Zero into Everyday Practices			
4D.1	Add Vision Zero education to defensive driving courses to training for all City employees receiving fleet driving permissions. Require employees to update this training certifications every 3 years	■■■■	Vision Zero is incorporated into defensive driving courses for City employees.
4D.2	Enhance recognition programs for safe driving of school buses, transit, and City fleet vehicles	■■■■	No major updates.
4D.3	Install Pedestrian Collision Avoidance systems on DASH buses	■■■■	Pilot program was initiated previously. No major updates.
4D.4	Develop walking and biking curriculum for elementary school students	■■■■	ACPS provides walking and biking education to students. The City also sponsors youth bike classes.
Strengthen traffic safety enforcement policies and practices			
4E.1	Require all Alexandria Police officers to participate in the NHTSA's pedestrian training for law enforcement	■■■■	Patrol roll call training provided by Traffic Safety staff.
4E.2	Focus enforcement on roadways with higher speeds and increase traffic stops in these areas	■■■■	Targeted enforcement is ongoing.
4E.3	Reduce driving under the influence through a collaboration with transit, taxi companies, transportation network companies, bar owners and retail outlets, especially targeting hot spot locations	■■■■	City promotes Washington Regional Alcohol Program campaign to offer free rides on major holidays.
4E.4	Regularly deploy high-visibility DUI enforcement in high-priority areas on nights with higher concentrations of severe and fatal crashes and major community events	■■■■	APD performs DUI enforcement regularly.
4E.5	Develop data-driven process to determine high crash intersections where red light violations are frequent, and install and rotate maximum allowed automated red light enforcement cameras	■■■■	Staff has identified locations with higher rates of crashes due to red light running and is in the process of expanding the red light camera program.
4E.6	Increase the number of crossing guards at schools through a volunteer training program	■■■■	City has procured crossing guards to fully staff all schools.
4E.7	Identify and install signage at critical intersections to permit increased fines for failure to stop for pedestrians in a marked crosswalk	■■■■	Signs are installed as needed.

Complete Streets

Five Year Plan, FY 2024-2028

Last Updated: July 2023







Grant Projects

Project	FY 24	FY 25	FY 26	FY 27	FY 28
King/Callahan/Russell	█				
Old Cameron Run Trail	█				
North Beauregard Street Multi-Use Trail	█				
Mount Vernon Trail Improvements at East Abingdon Drive	█				
Mount Vernon Avenue North Complete Streets	█				
South Patrick Street Median Improvements	█				
Seminary Road/North Howard Street Safety Improvements	█				
King St-Bradlee Corridor Improvements	█				
SS4A High-Crash Intersection Audits	█				
Access Improvements at Landmark	█				
Pedestrian Lighting Study	█				
Trail Wayfinding (TBD)	█				
SS4A Duke St/Route 1 Intersection Improvements (TBD)		█			
SRTS Curb Extensions (TBD)		█			
Slaters Ln Sidewalk & Crossing Improvements (TBD)		█			





Alexandria Mobility Plan: Bicycle Projects

Project	FY 24	FY 25	FY 26	FY 27	FY 28
Citywide Sharrows <i>(as funding is available)</i>	[Teal bar spanning FY 24 to FY 28]				
Beauregard Trail Adjacent Wayfinding + Safety Improvements		[Teal bar]			
Mount Vernon Avenue Sharrows <i>Commonwealth Avenue to Glebe Road</i>	[Teal bar]				
South Pickett Street Bike Lanes <i>Edsall Road to Duke Street</i>	[Teal bar]				
Old Cameron Run Trail Wayfinding <i>Getting to and from OCR Trail</i>			[Teal bar]		
Eisenhower Avenue Bike Lanes <i>South Van Dorn Street to Holmes Run Trail</i>	[Teal bar]				
East Abingdon Dr Bike Lanes	[Teal bar]				
Protected Bike Lanes	[Teal bar]				
Old Dominion Blvd Bike Lanes	[Teal bar]				
Edsall Road Bike Lanes <i>South Pickett Street to City Limit)</i>			[Teal bar]		
Holmes Run Parkway Sharrows				[Teal bar]	
Mill Road Bike Lanes					[Teal bar]







Alexandria Mobility Plan: Sidewalk Projects

Project	FY 24	FY 25	FY 26	FY 27	FY 28
Seminary Rd/Colfax Ave					
Green Street <i>South Royal Street to South Fairfax Street</i>					
Valley Drive <i>Braddock Road to Fordham Road)</i>					
Taney Avenue <i>N Furman Street to North Early Street</i>					

Alexandria Mobility Plan: Trail Access Improvements

Project	FY 24	FY 25	FY 26	FY 27	FY 28
Mount Vernon Trail at Pendleton Street					
Potomac Yard Trail at Braddock Road					
Holmes Run Trail at Gordon Street					
Holmes Run Trail/North Ripley Street Crossings Improvements					

Safe Routes to School

Project	FY 24	FY 25	FY 26	FY 27	FY 28
William Ramsay Elementary SRTS Project					
Polk Avenue Sidewalk					
Samuel Tucker Elementary SRTS Project					
Mount Vernon Community School SRTS Project					
Spot Improvements					
Curb Extensions Concept Design <i>Multiple Locations</i>					

Work plans for the following programs are developed annually:

- Vision Zero
- Complete Streets Projects with Street Resurfacing
- Neighborhood Sidewalk Program
- Traffic Calming Program
- Alex311 Requests/Spot Improvements

Additional Programs

Notes

This plan considers priority projects identified in the [Alexandria Mobility Plan](#).

This plan is intended to be financially constrained.

The goal of this plan is to make continuous improvement across multiple program areas and need categories.

This plan prioritizes making improvements in an equitable manner.

This is a living plan that is *subject to change* based on evolving circumstances, such as available resources, community engagement processes, private development, etc.



Complete Streets

Fiscal Year 2023 Annual Report & Fiscal Year 2024 Work Plan



About Complete Streets

Complete Streets are streets for everyone.

Complete Streets are streets designed and operated to enable safe, efficient, and comfortable travel for all users. Those include people of all ages and abilities, regardless of whether they are walking, bicycling, using public transportation, or driving.

Complete Streets are a vital part of livable, attractive communities and support the City's adopted goals to improve safety, equity, and sustainability.



Complete Streets & Vision Zero Program Budget

Note: Budget is not inclusive of standalone CIP projects.



FY24 Approved CIP: Non-Motorized Transportation

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Cash Capital	\$810,500	\$281,000	\$871,500	\$903,500	\$936,500
GO Bonds	-	\$559,500	-	-	-
NVTA 30% Funds	\$200,000	-	-	-	-
State/Federal Grants	\$800,000	-	-	-	-
Total CIP	\$1,810,500	\$840,500	\$871,500	\$903,500	\$936,500

Fiscal Year 2023 At-A-Glance



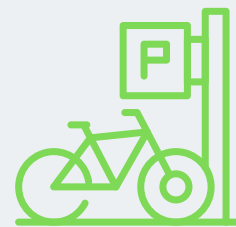
300+ linear feet of new sidewalk



90+ new or upgraded crosswalks



33+ intersections with added safety treatments



100+ bike racks installed citywide



1,800 linear feet of new or improved bike lanes

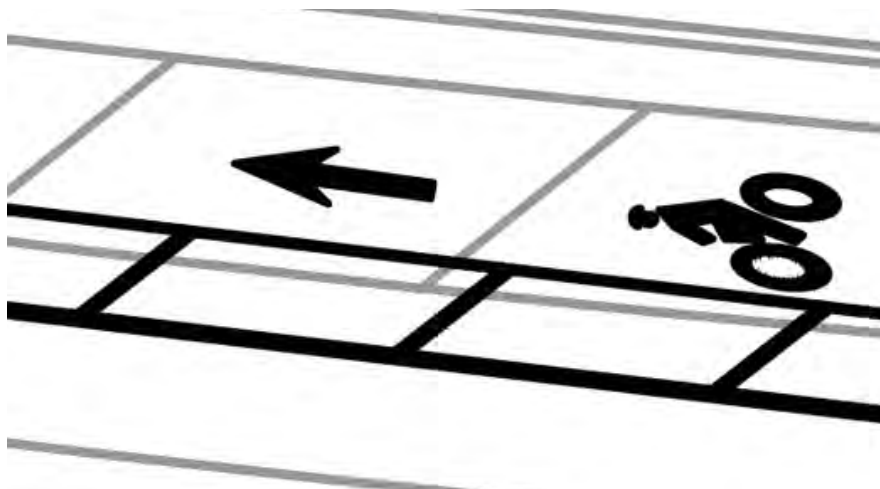
Fiscal Year 2023 Project Highlights



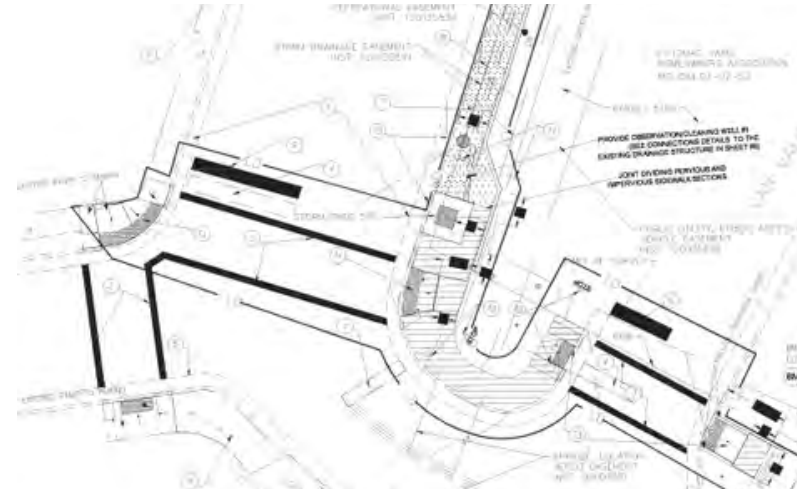
Over 100 bike racks were installed near bus stops, parks, libraries, shops, and recreation centers across the city.



New crosswalks, bike lane, and speed cushions were installed on Monticello Boulevard.



The City upgraded the bike lanes on South Pickett Street to include a painted buffer from traffic.



The City filled a missing sidewalk connection on Leslie Avenue near George Washington Middle.



The City designed its first contraflow bike lane for Glendale Avenue. The bike lane will be installed when Glendale Avenue is repaved.



A missing sidewalk and pedestrian crosswalk upgrades were provided on Dawes Avenue near NOVA Community College.

Complete Streets Annual Work Plan

Fiscal Year 2024



Grant Projects

- King/Callahan/Russell Intersection Improvements
- Old Cameron Run Trail
- North Beauregard Street Multi-Use Trail
- Mount Vernon Trail Improvements at East Abingdon Drive
- Mount Vernon Avenue North Complete Streets
- South Patrick Street Median Improvements
- Seminary Road/North Howard Street Safety Improvements
- King Street-Bradlee Corridor Improvements
- West End High-Crash Intersection Audits
- Access Improvements at Landmark
- Pedestrian Lighting Study



Alexandria Mobility Plan

- Mount Vernon Avenue Sharrows
- South Pickett Street Bike Lanes
- Eisenhower Avenue Corridor Study
- East Abingdon Drive Bike Lanes
- Protected Bike Lanes
- Old Dominion Boulevard Bike Lanes
- Seminary Road/Colfax Avenue Sidewalk
- Green Street Sidewalk
- Mount Vernon Trail Access Improvements
- Holmes Run Trail/North Ripley Street Access Improvements



Additional Programs

- Vision Zero
- Safe Routes to School
- Spot Improvements

Related Programs

Vision Zero

Vision Zero and Complete Streets are intrinsically linked together since both programs focus on designing streets for safety for all roadway users.

Safe Routes to School

Safe Routes to School is a core program within Complete Streets and focuses primarily on making infrastructure improvements that allow students to walk and bike to school.

Street Resurfacing

Street resurfacing can be a good opportunity to implement improvements at lower cost. Some projects may be coordinated with the City's repaving schedule in accordance with the Complete Streets Policy.

Multi-Use Trails

The City has a robust multi-use trail system that connects to a larger regional trail network. Trails are the spine of the City's bicycle network and are essential for promoting active transportation.

Neighborhood Traffic Calming

Complete Streets principles are integral to the City's traffic calming program, which aims to reduce speeds on neighborhood streets so they can be welcoming places for people.

Transit Planning

An urban community's transportation system is not complete without public transit. Transit planning is a standalone program but is central to Complete Streets principles of providing multiple ways to get around.

Resources



[Complete Streets Design Guidelines](#)



[Complete Streets Policy](#)



[Complete Streets Five Year Plan](#)



[Alexandria Mobility Plan](#)



[Vision Zero Action Plan](#)



[Vision Zero Policy](#)



[Green Street Design Guidelines](#)



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T&ES

To learn more about what the City of Alexandria is doing to make it easier and safer to walk and bike, visit:

www.alexandriava.gov/CompleteStreets



Safe Routes to School

Fiscal Year 2023 Annual Report & Fiscal Year 2024 Work Plan



About Safe Routes to School

Safe Routes to School (SRTS) is the City's program to make it easier, safer, and more enjoyable for students to walk and bike to school.

Alexandria provides an ideal environment for walking and bicycling since so many families live close to their neighborhood elementary schools. The City has been promoting walking and biking to school through infrastructure improvements, education, and encouragement since 2003.

By starting with children and the trip to school, communities become safe places for everyone to walk and bike.



Safe Routes to School Walk Audits

The City has performed Safe Routes to School Walk Audits for all ACPS K-12 schools.

Walk audits bring City staff, consultants, parents, school administrators, and volunteers together to identify traffic safety issues impacting students walking and biking to school. Walk Audit reports include recommendations to guide the City's future traffic safety work near schools.



Safe Routes to School Walk Audit recommendations include infrastructure improvements like crosswalks, curb extensions, bike lanes, No Turn on Red Restrictions, changes to traffic signals, and more.

Fiscal Year 2023 At-A-Glance



6

speed cameras installed in school zones



7

schools benefited from new speed limit reductions



5

walk audits performed near schools



50+

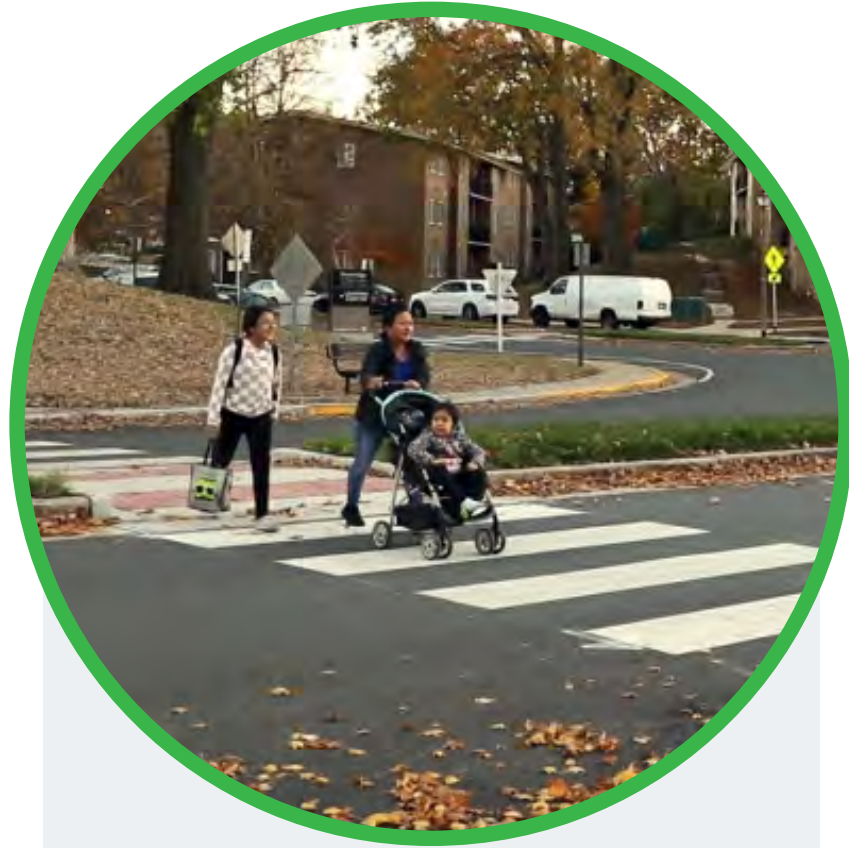
crossing improvements completed near schools



60%

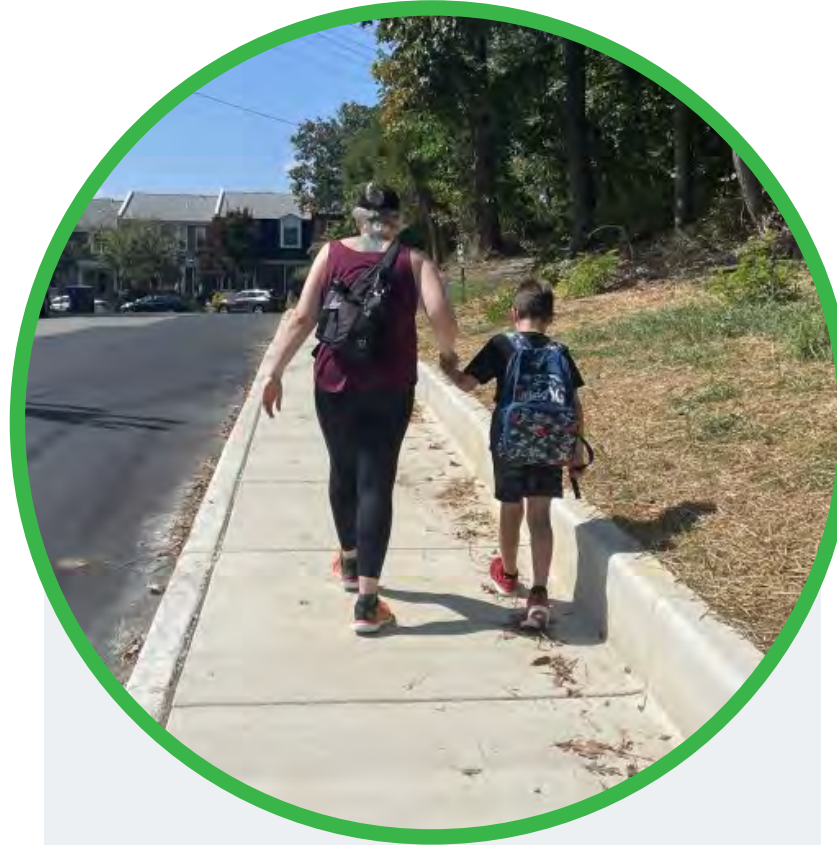
of SRTS recommendations closed out or in progress

Fiscal Year 2023 Project Highlights



Safe Routes to School Walk Audits Phase 2

Completed walk audits for 5 schools, which will result in recommendations for future safety improvements.

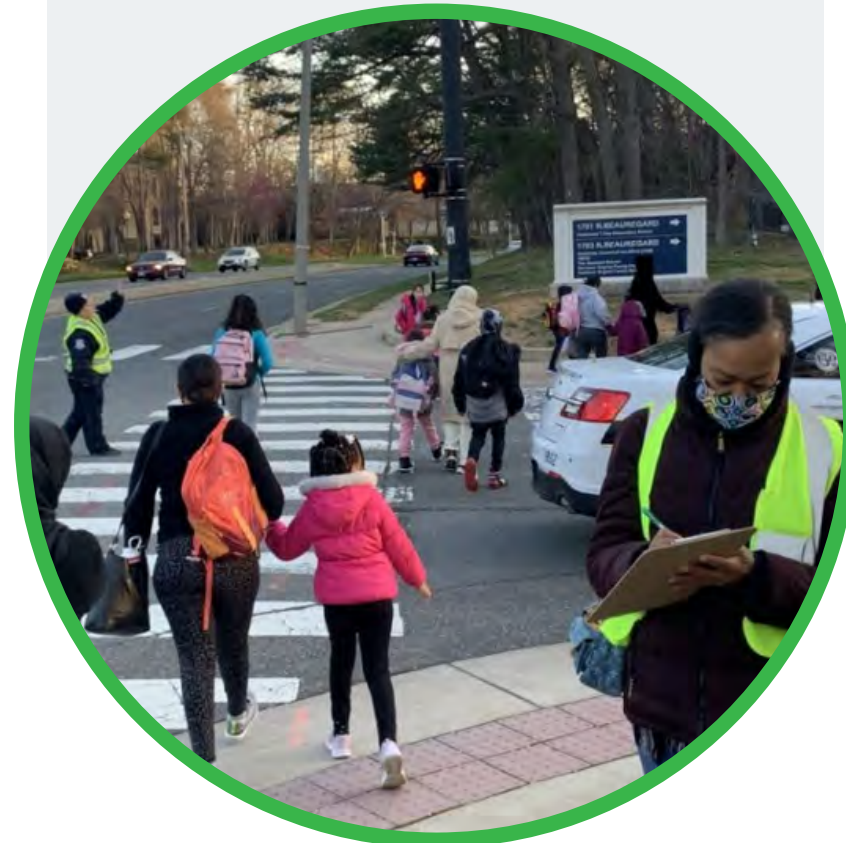


Crossing Improvements Near Schools

Developed concept designs and prepared a grant application for crossing improvements at 6 intersections near schools.

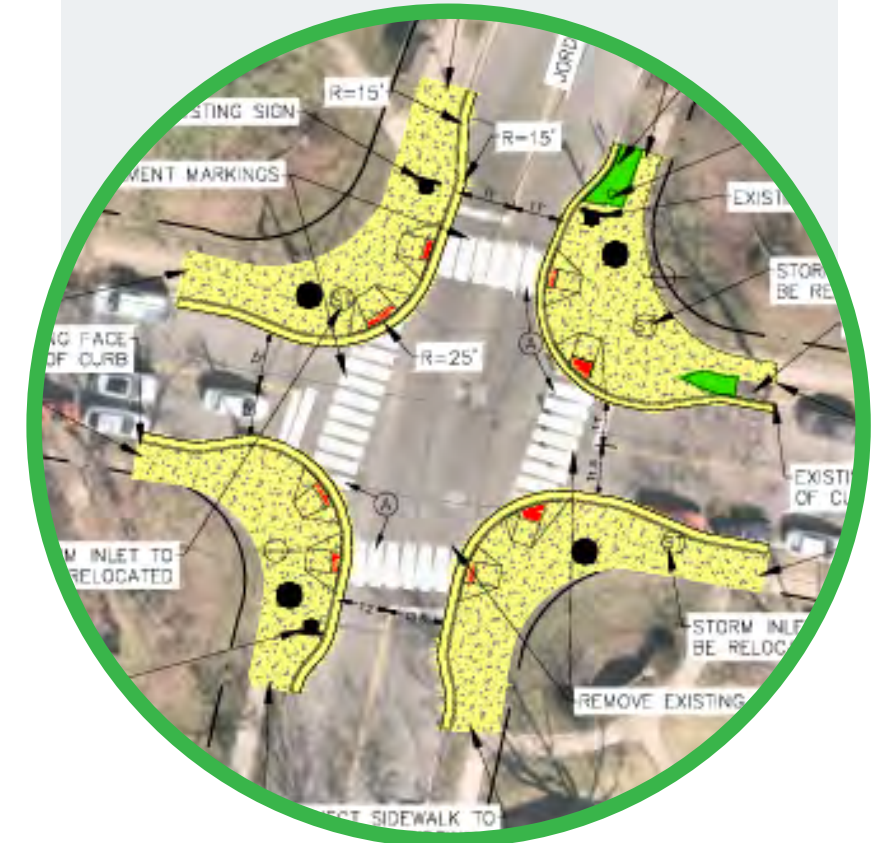
Rayburn & Reading Avenues Project

Installed improvements near John Adams Elementary, including new crosswalks and pedestrian refuges.



Polk Avenue Sidewalk

Completed design for a new sidewalk on Polk Avenue near Polk Elementary and Hammond Middle.



Safe Routes to School Annual Work Plan *Fiscal Year 2024*

School Speed Cameras: Launch speed cameras in school zones; evaluate program for potential expansion

Crossing Improvements Near Schools: Submit grant application to support future project.

Polk Avenue Sidewalk: Install sidewalk on Polk Avenue between Pelham Street and Palmer Place.

William Ramsay Elementary SRTS Project: Design and install walk audit recommendations to improve safety.

Spot Improvements: Install spot improvements near schools as funding is available to improve safety.

Safe Routes to School Program Budget



FY24 Approved CIP: Non-Motorized Transportation

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
City Funding	\$154,600	\$419,200	\$431,800	\$501,200	\$515,900
State/ Federal Grants		\$2,000,000*	-	-	-
Total CIP	\$154,600	\$2,419,200	\$431,800	\$501,200	\$515,900

Note: Budget is not inclusive of standalone CIP projects.

*Applied for funding

Related Programs

Complete Streets

Safe Routes to School is a key program within the Complete Streets umbrella. The SRTS program uses Complete Streets principles to ensure streets are designed and operated for all ages and abilities.

Vision Zero

Both Vision Zero and Safe Routes to School are programs to improve safety. While Vision Zero's focus is eliminating fatal and severe crashes, SRTS aims to enhance safety near schools for the purpose of safety in and of itself, but also to encourage students to walk and bike to school.

Neighborhood Traffic Calming

The City's Neighborhood Traffic Calming Program installs speed cushions and other traffic calming treatments on residential streets. Some of these projects provide safety benefits near schools.

Resources



[Safe Routes to School Walk Audits](#)



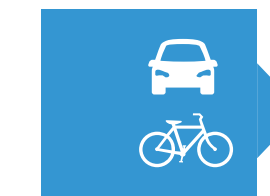
[Complete Streets Design Guidelines](#)



[Complete Streets Policy](#)



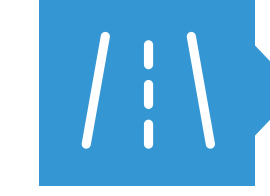
[Complete Streets Five Year Plan](#)



[Alexandria Mobility Plan](#)



[Vision Zero Action Plan](#)



[Vision Zero Policy](#)



WE ARE

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To learn more about what the City of Alexandria is doing to make it easier and safer for students and families to walk and bike to and from school, visit:

<https://alexandriava.gov/go/2685>

*City of Alexandria,
Virginia*

MEMORANDUM

DATE: SEPTEMBER 20, 2023

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #4 – TRANSIT RIDERSHIP INCENTIVE GRANT APPLICATION

ISSUE: The City is seeking to apply for a Mid-Cycle Department of Rail and Transportation (DRPT) Transportation Ridership Incentive Program (TRIP) grant for passenger amenities at the Landmark Transit Center until the permanent transit center funded with SMART SCALE can be constructed.

RECOMMENDATION: That the Transportation Commission endorse a letter to City Council in support of the grant application.

BACKGROUND: DRPT administers the TRIP program, which provides funding to transit agencies and governing bodies for the purpose of creating more accessible, safe, and regionally significant transit networks. TRIP originally funded two project categories: Zero and Reduced Fare, and Regional Connectivity and the City was awarded funding under the Zero and Reduced Fare category.

On September 20, the Virginia General Assembly approved HB 2338/SB 1326 identifying two new eligible project categories: TRIP Public Safety and TRIP Passenger Amenities. In response to this legislative update, as well as funding availability, DRPT announced FY 24 mid-cycle applications on September 25 for submission through October 24 for all four TRIP project categories.

TRIP funding is awarded based on the following factors: impact on ridership, impact on accessibility, impact on customer experience, and project readiness and scope. Improvements to existing bus stops and other passenger facilities have the highest attainable points out of all the project choices for passenger amenities.

DISCUSSION: The City requests authority to apply for the new category of Passenger Amenities to provide shelters, benches, and real-time signage at the planned transit center in the

West End development until a permanent structure is built. Currently, this is a high ridership location and key transfer point with more than 500 boardings per day.

The City was awarded nearly \$13 million of SMART SCALE funding for the transit center; however, construction funding will not be available until FY26 and construction will likely not be complete until 2028. The developer is planning to complete the infrastructure at the Transit Center site in 2024, and bus operations are to begin there as soon as possible thereafter. This funding would allow for proper amenities at a major transfer facility serving multiple local bus routes and two future bus rapid transit corridors until a permanent structure is constructed.

Once the SMART SCALE project is complete, the 12 shelters (two for each bus bay) and real-time signage funded through this grant will be relocated to high priority locations based on ridership, bus frequency, and equity considerations. The standard City shelters being proposed for this purpose are designed to be moveable.

The total project capital cost is estimated at up to \$800,000. DRPT will fund up to 68% of costs for projects under \$3 million, or \$544,000. The City will therefore need a match of up to \$256,000 in FY25 if fully funded, which would be programed into the budget with NVTA 30% or other local funds, such as the City's GoAlex Fund, which will have additional funding from new development as a result of the recent TMP Policy approved by Council in May 2023.

ATTACHMENTS:

Attachment 1: Draft Endorsement Letter



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Phone: 703.746.4025

www.alexandriava.gov

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

September 20, 2023

Re: **Endorsement of Grant Application for the Department of Rail and Public Transportation (DRPT) FY 2024 Mid-Cycle Transportation Ridership Incentive Program (TRIP) New Passenger Amenities Category**

Dear Mayor Wilson and Members of City Council:

At its October 18 meeting, the Transportation Commission voted to endorse a grant application for funding of up to \$544,000 through the DRPT FY 2024 Mid-Cycle TRIP New Passenger Amenities category.

The Transportation Commission supports staff's proposal to request funding to provide passenger amenities at Landmark until the facility funded through SMART SCALE can be constructed, at which point the amenities can be relocated to other high need areas in the City.

This project supports the Alexandria Mobility Plan strategy to improve the rider experience and will ensure that appropriate amenities are available for this major transfer facility at the opening of Duke Street and West End Transitways. It also provides the opportunity to potentially leverage the new developer funded Transportation Management Plan GoAlex Fund for these amenities.

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,

Melissa McMahan
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Jim Parajon, City Manager
Emily Baker, Deputy City Manager
Adriana Castaneda, Director, T&ES
Hillary Orr, Deputy Director, T&ES
Philippe Simon, Grants Coordinator, T&ES

*City of Alexandria,
Virginia*

MEMORANDUM

DATE: OCTOBER 18, 2023

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – FY 2025 CITY BUDGET PRIORITIES

ISSUE: The City Manager has requested Boards and Commissions provide input in advance of the development of the FY25 City Budget.

RECOMMENDATION: That the Transportation Commission provide input on budget priorities.

BACKGROUND: Every year, the Transportation Commission receives a request for City budget priorities. For reference, last year the Transportation Commission articulated the following City budget priorities for the [FY24 budget](#):

1. Implementation of the Complete Streets program and Vision Zero Action Plan
2. Maintaining trails in a state of good repair and reserving funding to replace damaged trail infrastructure
3. Implementation of the Alexandria Transit Vision Plan and opportunities to maintain or improve levels of service on regional transit
4. Supporting the transportation recommendations of the Energy and Climate Change Action Plan

DISCUSSION: The City Manager expects the FY25 City budget to continue to focus on safe, equitable, and green initiatives. This year's budget is an "on-year," meaning that staff will conduct a more thorough review of the projects, schedules, and budgets included in the 10-year Capital Improvement Plan (CIP) and propose new projects.

The City Manager anticipates that the FY25 budget will be ambitious, as the City faces debt service pressure and ongoing recovery efforts. Anticipated budget focuses include investing in students and schools, housing, behavioral health, ensuring transparent government and community engagement, and attracting and retaining employees.

The City Manager is requesting these priorities by November 3. Staff will incorporate feedback provided through this discussion into a draft letter to be endorsed by the Chair.

ATTACHMENTS:

Attachment 1: City Manager Budget Letter



OFFICE OF THE CITY MANAGER
301 King St., Suite 3500
Alexandria, VA 22314

JAMES F. PARAJON
City Manager

703.746.4300
Fax: 703.838.6343

September 14, 2023

Dear City Board, Committee, and Commission Chairs,

I would like to thank you for bringing your passion, expertise and leadership to one of our City boards, committees and commissions. Your dedicated service helps represent the voices of our community throughout the budget process. Your experience and knowledge are an integral part of the policy development process in our city. As a part of an advisory body, your research and recommendations respond to changing conditions in the City as we continue to grow and strive to meet the expectations of the residents we serve.

The FY 2024 budget and CIP adopted in May provided funding for initiatives that build on Alexandria's accomplishments; addressing current and developing matters; making city services more accessible to those who need help the most; and promoting equity through programs aimed at maximizing Alexandria's affordability and accessibility. It also meets goals that maintain and strengthen current infrastructure and continue the City's investment in school facilities.

These targeted investments represent important and emerging issues identified by City Council, many of the boards, committees and commissions, department staff, and our residents. Examples of the FY 2024 budget's investments in these key areas include:

- **Public Safety:** Investing in our public safety areas to maintain a safe and secure community with the addition of staff for the Commonwealth Attorney, for Body Worn Cameras, increased fire department staffing and other funding to support our police and sheriff departments.
- **Affordable Housing:** Providing Diverse Housing Opportunities through funding for eviction prevention, affordable housing construction and a Housing Analyst position to assist residents with housing instability and landlord tenant activities.
- **Multi-lingual Community Engagement:** Allocating funding for community engagement opportunities with Community Cooks-out, City Council town halls, staffing for hybrid public meetings and multi-lingual accessibility. This funding builds upon the Council's efforts last year to revamp the City's community engagement strategy.
- **Our Youth and Families:** Supporting Youth and Families by expanding Parks and Recreation classes and camps; Expanding staffing for early childhood programs; including, a Senior Therapist for the Parent and Infant Education (PIE) program; and providing administrative support for the Health Department Teen Wellness Center.

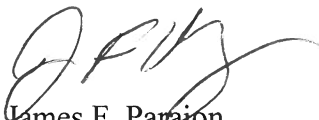
- **Economic Development Growth:** Fostering Economic Development through continued diverse small business support and continued support for the catalyst Landmark Mall Redevelopment.
- **Staff Retention and Recruitment:** Ensuring the City is the “Employer of Choice” by committing funding for collective bargaining agreements with PBA and IAFF, continuing to focus on compensation adjustments, and support for targeted staffing studies.
- **Climate Action:** Responding to our climate crisis by fully funding the new Office of Climate Action, investing in upgrading facilities, and an additional Urban Forester position to support the augmentation of our tree canopy.

FY 2025 looks to be an ambitious fiscal year as we (1) continue to navigate the financial sustainability of the Capital Improvement Program, (2) address issues through investments in employment compensation, race and equity social initiatives, public safety programming and investing in education (3) maintain and stabilize affordable housing and (4) address the need to reduce required borrowing and associated debt service due to recent and planned investments in School and City projects.

Your valuable knowledge and expertise are essential as we prepare for the challenges ahead. I would appreciate input on the priorities of your board, committee, or commission to help inform my budget priorities and decision making. Specifically, it would be helpful to know the policy and programmatic areas under your respective purview that are the highest priorities. As was the case in FY 2024, beyond the debt service pressure, I see ongoing budget focus on recovery, investing in our students and school facilities, housing, behavioral health support, ensuring a transparent and open government, and community engagement in FY 2025, as well as focusing on improving the City’s competitive position in attracting and retaining employees. Your feedback will assist City staff in developing budget proposals that support the priorities of our community at large.

Please provide feedback to me, coordinated through your staff liaison, by **Friday, November 3, 2023**. There will be additional opportunities to provide input in the budget process through the department for which you provide advice and counsel and at the budget public hearing in March. Thank you in advance for thoughts on your board, committee, or commission’s priorities as the City begins the development of the FY 2025 budget.

Sincerely,



James F. Parajon
City Manager

cc: The Honorable Mayor and Members of City Council
Morgan Routt, Director, Office of Management & Budget
Department Heads
Staff Liaisons to Boards, Committees and Commissions

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 18, 2023

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #8 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. VDOT I-495 Express Lane Study

VDOT held public information meetings in September to provide an update on the [I-495 Southside Express Lanes Study](#). VDOT provided nine concepts and a no-build concept, which included expanding the existing 10 lanes to up to 14 lanes, providing transit along the shoulder, and other incremental measures. The City provided input to VDOT on this phase of the study in [a letter](#) which included concerns heard from the community at the various public meetings.

B. King Callahan Russell Intersection Construction

The City of Alexandria began construction on the King/Callahan/Russell Intersection Improvements Project the second week of October. This project is redesigning the intersection of King Street, Callahan Drive, and Russell Road to enhance mobility, access, and safety for all roadway users, as well as improving access to Alexandria Union Station and King Street Metro Station. The project is also modifying the existing signal timing to enhance movement through the intersection.

The City of Alexandria invited the community to learn more about this project at the King and Commonwealth Infrastructure Investments Open House on October 4. The event, which was co-hosted by Virginia Passenger Rail Authority (VPRA) and Virginia Railway Express (VRE), provided the public with an opportunity to learn about upcoming infrastructure projects taking place within the vicinity of King Street, Callahan Drive, and Russel Road intersection.

More information about the King/Callahan/Russell Intersection Improvements Project can be found on the [project webpage](#).

C. Mt. Vernon Trail Improvements

The City of Alexandria is improving the Mount Vernon Trail to make it easier and safer for cyclists and pedestrians to use the trail at intersections between Pendleton Street and Canal Center Plaza. These improvements will clarify how cyclists, pedestrians, and motorists use each intersection using pavement markings, signs, and other treatments. Designs were informed by the Union Street Corridor Study (2013) and comments received from Alex311, the Alexandria Waterfront Commission, the Traffic & Parking Board, and others. Improvements include moving stop signs, clearer access to the Trail from Pendleton Street, high-visibility crosswalks at Canal Center Plaza, and more wayfinding signage. The full details are summarized in a [presentation to the Waterfront Commission in September](#).

Work is expected to start this fall.

D. Pedestrian Safety Month

The City of Alexandria is promoting National Pedestrian Safety Month through messaging on Transportation & Environmental Services (T&ES) social media. Messaging will focus on the benefits of walking while highlighting the city's walkability and trail network. Drivers will be reminded of their responsibility to be mindful of and safe near pedestrians. Transportation infrastructure that increases pedestrian visibility while crossing the street, like High-Intensity Activated Crosswalk (HAWK) signals and Rectangular Rapid Flash Beacons (RRFB), will also be featured. The City also collaborated with Alexandria City Public Schools (ACPS) to promote National Walk and Roll to School Day (October 4).

E. Visualize2050

The Metropolitan Washington Council of Governments (MWCOG) Transportation Planning Board (TPB) is receiving submissions for the financially constrained portion of the Visualize2050 Plan, the federally required Long Range Transportation Plan for the regional Metropolitan Planning Organization (MPO). Projects in this portion of the plan are those that have potential funding sources identified and are regionally significant, meeting one of the following criteria:

- 1) Any project on a facility that is included in the coded regional network that adds or removes at least one continuous vehicular lane from one major road to the next, or adds a new access/egress location or capacity; or
- 2) Any transit project that adds or modifies fixed-guideway transit facilities (heavy rail, light rail, streetcar, bus rapid transit)

Inputs for Visualize2050 follow the Zero-Based Budget (ZBB) Approach, which means that TPB will work directly with sponsoring agencies to re-examine and re-submit all projects so they may better reflect TPB planning priorities and policies. New projects must also follow the ZBB approach. The Virginia Department of Transportation (VDOT) and Virginia Department of Rail and Public Transportation (DRPT) are the sponsoring agencies for City projects. A small subset of project inputs are exempt from the ZBB reexamination if they are already underway or funded.

Staff are compiling all projects in the Transportation Commission's Long Range Plan (LRP) that meet the requirements for being regionally significant and have a reasonable expectation for funding. Project inputs are due to MWCOG by the end of 2023 and will go out for public comment in early 2024.

F. WMATA Budget

On September 28, WMATA staff presented an [updated picture](#) of WMATA's budget. A combination of relief that had been provided to the taxpayers of local jurisdictions during the pandemic, decreased fare revenue and the impact of inflation and collective bargaining agreements for WMATA's employees has left a \$650 million operating deficit for FY25, down from an estimated \$750 million presented this summer before additional management actions were identified.

WMATA shared several scenarios with various implications on the deficit based on the amount of preventative maintenance that WMATA would transfer to the capital budget. By doing so, major modernization projects would have to be delayed or scaled back and the dedicated funding for capital that was established in 2018 would be 100% going to debt service within the next few years. To fully close the gap without dire service cuts, options include fare increases, additional federal funding, and an adjustment of the 3% cap on operating growth currently mandated in Virginia and Maryland legislation. There will also need to be an accelerated discussion of long-term capital funding along with a long-term structural operating funding discussion.

There are several working groups attempting to identify solutions to this issue, including a staff level Metro Operating and Reform Working Group through the Northern Virginia Transportation Commission (NVTC), and both an elected and City Manager level working group through the Metropolitan Washington Council of Governments. Although additional state or federal aid is a possibility, it is likely that in the near term, the burden to fill the operating deficit will be on the local jurisdictions.

WMATA staff will be presenting high level implications of these scenarios for bus and rail service on October 26.