



*Transportation Commission Meeting*

**March 19, 2025**

**7:00PM**

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

**AGENDA**

- |  |           |
|--|-----------|
| 1. Public Comment (Not to exceed 10 min)   | 7:00-7:05 |
| 2. Minutes of the January 22 meeting   | 7:05-7:07 |
| 3. <b>Action Item:</b> Proposed City FY 2026 Operating Budget and FY 2026-2035 Capital Improvement Program | 7:07-7:27 |
| 4. <b>Action Item:</b> Final 2025 Annual Workplan and Calendar   | 7:27-7:47 |
| 5. <b>Discussion Item:</b> AMP Monitoring and KPIs   | 7:47-8:07 |
| 6. <b>Commissioner Updates</b>   | 8:07-8:27 |
| 7. <b>Written Items</b>  | 8:27-8:45 |
| A. State Legislative Session Updates   |           |
| B. Edsall/Yoakum Project Update  |           |
| C. West End High-Crash Intersection Audits Update  |           |
| D. Seminary West Safety Improvements   |           |
| E. SMART SCALE Scoring   |           |
| F. King Street Bus Stop Consolidation  |           |
| G. CMAQ/RSTP Staff Recommendation  |           |
| H. Eco-City Festival   |           |
| I. I-495 Southside Express Lane Study Public Information Meetings  |           |
| J. Public comment open for proposed I-395/95 Commuter Choice projects                                      |           |
| 8. <b>Other Business</b>   |           |
| A. Code Pertaining to Transportation Commission Membership   | 8:45-8:55 |

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

*Next Meeting: WEDNESDAY, April 16, 2025*

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The March 19, 2025, meeting of the Transportation Commission is being held at 7:00 p.m. in City Council Workroom on the second floor of City Hall (301 King Street) and electronically. Members of the 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/j/92808133131>

Or by phone: 301 715 8592  
Meeting ID: 928 0813 3131  
Passcode: 859468

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 3/19/2025 to [emilie.wolfson@alexandriava.gov](mailto:emilie.wolfson@alexandriava.gov).

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request accommodation may contact the Department of Transportation and Environmental Services at 703-746-4083 or TTY/TTD 703-838-5056.



**City of Alexandria**  
Transportation Commission

January 22, 2025  
7:02 p.m.

**MINUTES**

**Commissioners Present:** Chair Melissa McMahon, Commissioner Leslie Catherwood, Commissioner Dan Beattie, Commissioner Jim Maslanka, Commissioner Casey Kane, Commissioner Tim Lovain.

**Staff Present:** Hillary Orr – Deputy Director of Transportation Planning & Mobility; Christopher Ziemann – Transportation Planning Division Chief; Sarah Brandt-Vorel – Transportation Capital Project Manager; Emilie Wolfson – Long Range Transportation Program Manager.

Audio/Visual presentation is available online:

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

Chair McMahon called the Transportation Commission meeting at 7:02 p.m.

**1. Public Comment Period 00:01:17**

**Motion to close public hearing:** Commissioner Maslanka

**Second:** Commissioner Catherwood

**Motion carries 6-0**

**2. November Minutes 00:02:18**

**Motion to approve minutes for November 20, 2024 Meeting:** Commissioner Beattie 00:03:29

**Second:** Commissioner Maslanka

**Motion Carries 6-0**

**3. Discussion Items: 3A) Joint VPRA Presentation & 3B) City Update on Rail Projects 00:03:55**

**Discussion Item 3A -Joint VPRA Presentation**

**Hillary Orr** advised that VPRA representatives would provide an update on the 4<sup>th</sup> Track Project, adding that although there are many benefits from the rail projects, there are also challenges to mitigate; but VPRA has been both thoughtful in their planning and responsive to City requests for additional analysis.

**Mark Schnauffer, Project Manager for the Virginia Passenger Rail Authority:**

While working on the rail network expansion, VPRA will also address several sub-projects for the City:

- The Alexandria Station Expansion Program will add a third boarding platform, allowing trains to load and unload passengers from all doors.
- The King Street and Commonwealth Street Bridges will be replaced, increasing the space underneath and allowing improved infrastructure and enhanced streetscape options.
- The deteriorating and frequently flooded Telegraph Road pedestrian tunnel will be closed. VPRA and the City conducted a feasibility study to develop alternative plans; a new route will utilize the existing Pershing Avenue ramp and shared use path under the Telegraph Road Bridge and a new connection will be constructed by cutting through the fence along the outfield wall of the softball diamond,

connecting into the park's sidewalk network. Construction is planned to be completed by late 2027, ahead of the tunnel closure.

**Hillary Orr:** Next steps include working out agreements with VPRA, who have committed to constructing the trail as part of the project. The City will continue coordinating with VDOT to secure funding and conduct the Telegraph Road Safety Study and pursue good streetscape, pedestrian, and bicycle amenities as the Eisenhower Block 3 redevelops. To stay informed: [VPRA's website](#) is kept very up-to-date and the City [Rail Projects & Partners](#) page has summaries of each project.

**Questions/Discussion on Item 3A (Joint VPRA Update)**

**00:29:31**

**-Commissioner Kane** asked about the new path created in lieu of the tunnel - the route isn't ideal - the addition of hills makes it more challenging for cyclists and pedestrians - was this due to cost?

**-Mark Schnauffer:** Choice wasn't based on price; it was the only feasible one due to non-constructability.

**-Hillary Orr** added the City doesn't own the property and can't build that way legally: it must be ADA accessible.

**-Commissioner Kane** requested that potential mitigations be considered in the design phase to make hills less challenging. Flattening the climb out and/or increasing the elevation slightly would make it more tolerable.

**-Hillary Orr** We'll review land use and how related changes in ownership might address these issues during planning.

**-Commissioner Kane:** Cycling down Business Center Drive, it abruptly ends, but the railroad tracks run parallel to it and cross Holmes Run Trail - any consideration to extending the path to connect all the way?

**-Mark Schnauffer:** VPRA is restricted in their agreements with CSX on creating new trails adjacent to the railroad corridor.

**-Commissioner Kane** encouraged them to try, as there are incredible opportunities to build a trail network and create excellent connectivity in the area. For example, out at Van Dorn, where they're widening the tracks: if a trail were added along there, it could connect to Franconia Metro Station.

**-Commissioner Catherwood** pointed out there is no pedestrian crossing at Witter where people will be let out on new path; she also inquired as to the focus of the safety study on Telegraph Road.

**-Hillary Orr:** There's an approved housing apartment development nearby - a pedestrian crossing could be installed on Taylor Run when added. The study is for pedestrians, drivers and cyclists - there's lots of weaving by drivers going in different lanes now. Our hope is that the State will complete a comprehensive study; then provide the City with the necessary pre-approvals and funding to implement.

**Discussion Item 3B: King & Commonwealth Streetscape Update**

**00:43:55**

**Sarah Brandt-Vorel:** Presented information on the King and Commonwealth Streetscape Update. For more information visit <https://www.alexandriava.gov/transportation-planning/project/king-commonwealth-streetscape-improvements>

**Questions/Discussion - Item 3B (King & Commonwealth Streetscape Update)**

**00:53:15**

**-Commissioner Maslanka** asked if the Cameron Street cycle track would go all the way to West Street.

**-Sarah Brandt-Vorel & Chair McMahon** clarified it only goes to the rail trail. The current dedicated bike lane on Cameron stops at Buchanan and becomes a sharrow - it's wide through much of the curve, but at the end you run out of space and the sidewalk becomes very narrow. There's a shared track path which runs parallel to Metro. By adding this last little block, you link 2 existing bike paths, separating pedestrians, cyclists/scooters to take people safely all the way to the Metro.

**-Chair McMahon** added she's struggled to negotiate amongst pedestrians there; while an impact study makes sense, she urged the City to do what they did at the unit block of King: create a temporary installation to test it, setting up lanes to operate the way they'd work best, rather than waiting for a final buildout.

**-Commissioner Kane** If the trial showed that traffic was not too negatively impacted to make lane changes permanent, one alternative would be to widen the sidewalk by taking a bit of the street back to mitigate conflicts. He asked the City to ensure detours are safe for pedestrians and cyclists during bridge

construction; another option would be to allow a cycle track to go through the bus stop when passengers aren't boarding, like they do in DC.

**4. Public Hearing: Consideration of Grant Application to the MWCOG Regional Road Safety Program and the Transportation and Land Use Program 01:01:49**

**Christopher Ziemann** introduced two MWCOG Technical Assistance Grants for which the City wishes to apply: the Transportation Land-Use Connections Program (TLC) and the Regional Roadway Safety Program (RRSP). They're atypical in that the program structure removes the need for the City to work through procurement. MWCOG manages the funds, handles all procurement and provides a consultant to manage it, so grants could provide up to \$80,000 in short-term consultancy planning services. Applications are due March 7, 2025; if awarded, work commences in Fall 2025 and there's a deadline of June 30, 2026, for completion.

- For the TLC project, the City is seeking to apply for the Beauregard Street Trail Feasibility study to bring the trail from King Street at the Arlington border all the way to Lincolnia.
- The RRSP grant would allow study improvements on Braddock Road between Quaker Lane West to Van Dorn Street, where the constant flow of shuttling students between Minnie Howard and the main campus adds vehicles on the road.

**Questions/Discussion: 01:07:24**

**Commissioner Lovain -Q:** Would the feasibility study look at the possibility of a pedestrian bridge? **-A:** No, pedestrian bridges are expensive, around \$1-\$5M each and they also require a lot of right-of-way to get high enough over the streets.

**Commissioner Beattie: -Q:** You mentioned ACPS has been in touch with you about safety concerns on traffic increases due to the scheduling of all grades attending classes in both buildings - is there planning with ACPS in response? **-A:** ACPS' expectation was that students would use the buses more, so there wouldn't have been the volume of students walking between campuses, but it turns out there are, so we're working to help improve safety in areas where more students are crossing and looking at projects in front of King for the high school.

**RECOMMENDATION:** That the Transportation Commission provide a letter of endorsement to City Council for the MWCOG Regional Road Safety and the Transportation and Land Use grant programs.

**Public Comment Period 01:18:11**

**Motion to Close Public Comment:** Commissioner Beattie 01:18:54

**Second:** Commissioner Maslanka

**Motion Carries 6-0**

**Motion to accept Staff's Recommendation to provide a letter of endorsement to City Council in support of the MWCOG Regional Road Safety and Land Use Program:** Commissioner Kane 01:19:29

**Second:** Commissioner Catherwood

**Motion Carries 6-0**

**5. Discussion Item: 2023/2024 Alexandria Mobility Plan Implementation Update 01:20:04**

**Emilie Wolfson:** Provided an update of the AMP Implementation Plan. The docket links to a [more detailed PDF](#).

**Questions/Discussion 01:24:05**

**-Commissioner Maslanka:** Looks like Streets, Pedestrians, and Bikes are all doing well, but there doesn't seem to be much progress on transit items. What's the status on the West End Transitway?

**-Christopher Ziemann:** We're nearly 100% done with the design phase of the West End Transitway -

we're waiting on a few items from VDOT and Dominion Energy. Once resolved, we'll start construction phase.

**-Commissioner Kane:** I looked for West End Transitway details online but couldn't find the plans.

**-Hillary Orr:** We're still going back and forth with comments – we don't want to post something incomplete. We'll update the website once the plan is final.

**-Commissioner Kane:** Add Seminary Road to accomplishments on protected bike lanes, as there were 4. We've had some backward progress on the Duke Street in Motion bike infrastructure - a gap to address. The AMP references snow policy - there's a lack of snow-clearing provision for these users. The City needs to budget the resources to address all transportation routes, not just roadways. Even when you get to the roadways the policy doesn't call for addressing bike lanes. The snow policy includes priorities but doesn't always specify when they'll be completed.

**-Chair McMahon:** Does the City have digitized data on this, a tool to update sidewalk/bikeways on a map as they're cleared?

**-Commissioner Kane:** There's an interactive snow map for streets, but not for sidewalks or bicycle facilities. City Council and Management need to prioritize non-motor vehicle transportation.

**-Hillary Orr:** Staff is assisting ACPS and prioritizing school access. Resources are tight and people are working 12-hour shifts. We plan for typical snow amounts, but it could be better.

**-Commissioner Kane:** The effort isn't the issue - the lack of resources is. City Council and Management must allocate funding for those walking, biking, and using public transit.

**-Commissioner Lovain:** What is "Metroway" on line 10?

**-Emilie Wolfson:** It refers to the difference between improved dedicated space and the current bus route, particularly on Crystal Drive and 12th Street, which are unfinished.

**-Commissioner Lovain:** Are other NOVA bus systems also federal grant recipients?

**-Christopher Ziemann:** Most bus services were already Federal recipients -DASH was an exception.

**-Commissioner Lovain:** There are opportunities for both Federal Ferry Formula funds and Federal Ferry Grant funds, but it must be a public ferry. A private partner is allowed; if the public entity is the lead, you are eligible for substantial Federal funding. Any insights on regional efforts for incident response?

**-Hillary Orr:** VDOT has ongoing incident response projects; the City is working on a detour project with them to upgrade our signals for detour routes for emergency needs so VDOT can help navigate access.

**-Chair McMahon:** The RM3P initiative is a technology-based approach to incident response and involves a lot of heavy State investment in information systems which don't always touch us - we don't have the same commuter flow being at the center of the region.

**-Emilie Wolfson:** In addition to AMP implementation piece, there are the KPIs which are data-driven. We don't have that yet - tracking data was only through 2024. We'll present an update on KPIs in March.

## **6. Draft 2025 Annual Workplan and Calendar**

**01:46:11**

**-Chair McMahon** reviewed the 2025 calendar and meeting dates (up to 3 meetings may be designated fully remote per year) and introduced the updated Annual Workplan, a working document used with Staff to help the Commission navigate the year which members will vote to formalize the next meeting.

**-Christopher Ziemann** clarified that pre-planned events like special guest speakers typically involve topics different from annual discussion items.

## **7. Commissioner Updates**

**02:08:04**

### **Commissioner Beattie**

**02:08:25**

-Did not provide any updates.

### **Commissioner Catherwood**

**02:08:28**

-Did not provide any updates.

### **Commissioner Kane Traffic & Parking Board Updates**

**02:08:31**

-The Board voted to remove parking on Mount Vernon Ave. to allow vendors to set up and approved the removal of some parking in order to extend the bike lane eastbound on Wheeler. No meeting in January.

**Commissioner Lovain** 02:09:28  
-Did not provide any updates.

**Commissioner Maslanka** 02:09:33  
-Did not provide any updates.

**Chair McMahon** 02:09:35  
No updates: noted she missed the January Planning Commission meeting.

**8. Written Items** 02:09:52

**Commissioner Kane** – Written Item B: USDOT Smart Grant  
-**Q:** Will the smart scan be available for use on trails? -**A:** Staff are still identifying the technology to test, likely just for roadways to start, but the technology could certainly evolve to be useable on trails.  
– Written Item D: Better Bus Network: Commissioner Kane commended efforts City made to ensure the Bus A25 part extending into Brookville Seminary Valley wasn't lost.

**9. Other Business** 02:11:39  
No other business.

At 9:18 pm, the Transportation Commission adjourned.

DRAFT

# City of Alexandria, Virginia

## MEMORANDUM

DATE: MARCH 19, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #3: PROPOSED CITY FY 2026 OPERATING BUDGET AND FY 2026-2035 CAPITAL IMPROVEMENT PROGRAM (CIP)

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**ISSUE:** Consideration of the City Manager’s proposed Fiscal Year (FY) 2026 - FY 2035 transportation budget.

**RECOMMENDATION:** That the Transportation Commission review and provide feedback on the proposed transportation related budget items that will be incorporated into a letter that the Commission will vote on in April.

**BACKGROUND:** Each year, the City Manager presents a proposed operating and capital 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 25, City Manager James Parajon presented the City Council with a proposed operating and capital budget for FY 2026. Budget adoption is scheduled for Wednesday, April 30. The proposed budget includes a General Fund Base Operating Budget of \$956.5 million (beginning July 1), as well as a \$2.07 billion 10-year Capital Improvement Program (CIP) for FY 2026 – 2035. The budget recommends a step increase and a 1% pay scale adjustment for non-collectively bargained City employees and funds the respective collective bargaining agreement for Fire, Police, and Labor and Trades groups.

This budget was guided by City Council’s priorities, and while they evolve to complement our community’s needs and wants, they remain grounded in employee attraction and retention, affordable housing, eliminating community disparities, and improving the City’s economic strength.

**DISCUSSION:**

Investments that are related to transportation in the FY 2026 operating budget include:

- 6.2% increase in DASH funding overall and 13.1% in the King Street Trolley from FY 2025 are primarily driven by rising personnel costs associated with Year 3 of the collective bargaining agreement (CBA).



- WMATA’s proposed budget decreased from \$74.5 million in FY 2025 to \$65.9 million in FY 2026 because in FY2025 there was a one-time additional contribution.

FY 2026-2035 CIP budget transportation highlights (combination of grants, general fund, and non-city revenues):

- \$13.7 million to support Complete Streets-Vision Zero
- \$7.5 million to support Safe Routes to School (City funding reduced by \$1.25 million between FY 2027-FY 2034 to contribute a consistent \$250,000 for the City to leverage as grant match funds.)
- \$7.8 million to support Sidewalk Capital Maintenance and sidewalks for Complete Streets (Funding planned for FY 2026 and FY 2027 reduced by \$100,000 each, as part of CIP reductions/reprioritizations to support other critical capital needs. Sufficient funding, along with prior year balances, remains in this project to support immediate term needs.)
- \$186.4 million to support the capital program of the WMATA system (Funding between FY 2026-2034 decreased by \$6.98 million due to increasing the use of NVTC fund balance in fiscal years 2026, 2027 by a total of \$3 million. The remainder of the decrease is due to the updated numbers reflected in WMATA’s latest subsidy model.)
- \$66 million for street reconstruction and resurfacing, which will support the resurfacing of approximately 50-55 lane miles in FY 2026.
- \$65.1 million for bridge repairs and refurbishments
- \$19.2 million to continue work on the Duke Street Transit Corridor (Transit Corridor “B”, not including the \$68.1 million of prior appropriations for this project. These funds are grant funds from the NVTA 70% program.)
- \$4.3 million for transit access and amenities, including benches, trash cans, bike racks and improved lighting.
- \$4.0 million for electric bus on-route charging station.
- \$12.6 million to support DASH Bus Fleet Expansion and Electrification
- \$16.9 million to support Smart Mobility

Next Steps:

- April 8 - City Council tax rate public hearing
- April 22 - City Council preliminary add/delete public hearing
- April 28 - City Council final add/delete (if necessary)
- April 30 - Budget adoption

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

# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** MARCH 19, 2025

**TO:** MEMBERS OF THE TRANSPORTATION COMMISSION

**FROM:** HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

**SUBJECT:** AGENDA ITEM #4 –ANNUAL WORKPLAN AND 2025 TRANSPORTATION COMMISSION CALENDAR

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**ISSUE:** Consideration of the 2025 Workplan and 2025 Transportation Commission Calendar of meetings.

**RECOMMENDATION:** That the Transportation Commission adopt the 2025 Workplan and Calendar.

**BACKGROUND:** Every calendar year, the City and the Transportation Commission create a Transportation Commission Workplan to map out anticipated items the Commission will receive throughout the year. This is not an exhaustive list and items might change. The goal is to allow the Commission to anticipate upcoming topics.

The 2025 Calendar of meetings is a new item to be brought to the Transportation Commission. The purpose of the calendar is to eliminate conflicts with holidays and to ensure that commissioners and the public are aware of dates for the meetings throughout the year.

**DISCUSSION:** The 2025 Workplan was developed with input from Commissioners at the November 20 and January 22 meetings (Attachment 1). The 2025 Calendar is provided in Attachment 2.

**ATTACHMENTS:**

Attachment 1: 2025 Transportation Commission Workplan

Attachment 2: 2025 Calendar

### 2025 Transportation Commission Work Plan

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
		NO Meeting					BREAK	BREAK				
<b>Transportation Commission</b>												
Retreat												
Chair/Vice Chair Election												
Transportation Long-Range Plan												
Discussion Items						Detours				Trails-Parks		
<b>City Planning Studies</b>												
Interdepartmental Long Range Work Plan												
Repaving Update												
Duke Street SAP												
Dept. Planning/Zoning Transportation Process												
<b>Transportation Funding</b>												
City Budget												
NVTA 70% Funds												
SMART SCALE												
CMAQ/RSTP Grant												
Safe Streets for All												
DRPT Transit Assistance and CAP grants												
Low-No Emissions Bus Grant												
RAISE Grant												
Federal/State Grants (as needed)												
Transportation Alternatives Program												
I-395 Commuter Choice Grant												
MWCOG Technical Assistance Grants												
<b>Transportation Programs</b>												
Vision Zero Action Plan Implementation												
Complete Streets												
Safe Routes to School												
Trails												
Parking and Curbside Management												
Automated Enforcement Tools												
Alexandria Mobility Plan Implementation												
Alexandria Mobility Plan Monitoring and KPIs												
Capital Bikeshare and Micromobility Update												
Transportation Management Plan (TMP) Update												
Paratransit Program Update												
Transit Program/Bus Stop Program												
FY25 Alexandria Transit Strategic Plan (ATSP)												
Smart Mobility / Parking Technologies												
<b>Regional Projects / Plans</b>												
State Legislative Process												
Visualize 2050												
DMV Moves												
Better Bus Network Redesign												
Virginia Passenger Rail Authority												
VDOT I-495 Southside Express Lanes Study												
WMATA Budget												

Discussion Item  
 Action Item  
 Written Item  
 Not discussed this year

## Attachment 2: 2025 Calendar

- January 22, 2025- January Meeting
- February 19, 2025- February Meeting- meeting cancelled
- March 19, 2025- March Meeting
- April 16, 2025- April Meeting
- May 21, 2025- May Meeting
- June 18, 2025- June Meeting
- JULY- NO MEETING
- AUGUST- NO MEETING
- September 17, 2025- September Meeting
- October 15, 2025- October Meeting
- November 19, 2025- November Meeting
- December 17, 2025- December Meeting

*City of Alexandria, Virginia*

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**MEMORANDUM**

DATE: MARCH 19, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #5– ALEXANDRIA MOBILITY PLAN MONITORING AND KEY PERFORMANCE INDICATORS UPDATE

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**ISSUE:** Staff update to Transportation Commission on the Alexandria Mobility Plan (AMP) Monitoring and Key Performance Indicators (KPIs).

**RECOMMENDATION:** That the Transportation Commission receive the AMP Monitoring and KPI Update.

**BACKGROUND:** The [AMP](#) was adopted by City Council in November 2021 to replace the existing Transportation Chapter of the City’s Master Plan. The chapters in the AMP highlight specific strategies that advance the AMP vision, other citywide initiatives, and previously developed plans. Each strategy is complemented by implementation actions that move the strategy from an actionable concept in the AMP to an implemented strategy within the City.

Implementation actions are specific, detailed, and aligned with a timeline to advance the strategy and help to inform staff workload and direction. As stated in [Appendix I- Implementation](#), continued tracking of progress on outlined strategies along with integration of new opportunities will help to ensure that staff efforts are aligned with AMP vision and goals.

More detailed information for each strategy, as well as data sources and baseline information can be found in [Appendix II-Monitoring, Reporting, and Key Performance Indicators](#). This update will compare either 2022, 2023, or 2024 data with what was assumed for the 2024 targets and whether the metric either increased or decreased in as recommended in the AMP. It should be noted that many data sources did not have updates for 2024 but rather previous years, due to the sequence of when data was collected.

Several metrics relied upon the resident survey for the data source. The resident survey data

source questions did not have established targets for 2024, 2027 or 2030, but only a directionality recommendation over the baseline.

**DISCUSSION:** A full progress report is available [here](#) along with a [dashboard](#) that includes visual graphics of progress and comparisons to 2024 targets. A key summary from the data was that 26 Key Performance Indicators performed better than baseline data, and 5 Key Performance Indicators exceeded and/or met 2024 Targets. State of the Commute data around mode share/mode shift was severely impacted by COVID-19 as the State of Commute data is collected every three years and the last collection was in 2022.

Key accomplishments highlighted in the report include:

1. The percent of residents within a quarter mile bus service that come every 15 minutes or less was able to **exceed 2024 targets** by approximately **13%** (Target of 60%, actual 73%)
2. DASH and the City **exceed target for number of bus stops with shelters** in 2024, 22% compared with a 2024 target of 20%.
3. The positive rating of **ease of travel by public transportation increased** for all residents and all subgroups (low income, people of color and seniors) **between 2020 to 2024**.
4. **Over 64% of bus stops were accessible** for people with disabilities in 2024.
5. The City installed **40 transit signal priority smart signals in 2024** compared to a baseline of 28 in 2019 and a target of 50 in 2024.
6. In 2024, **66% of overall residents gave a positive rating of traffic flow on major streets**, which is a substantial increase from the 2020 baseline of 34%.
7. **The City had zero traffic fatalities in 2023**, which is the first time since the City of Alexandria's Vision Zero goal of eliminating roadway deaths and severe injuries was established.
8. The road pavement condition index scored **68 out of 100** in 2022, which was higher than baseline conditions of 55 out of 100 in 2019. Currently, FY22 is the most recent data available. The next assessment will be conducted in FY25.
9. The City **surpassed** the number of **bikeshare trips** anticipated in the 2024 targets (80,000) with **132,845** individual trips.
10. The City installed **4 plugs per 10,000 people in 2024** which was below the target for 2024 (7 plugs per 10,000 people); however, this was an increase of the baseline of 3.8 plugs per 10,00 people. In 2025, the City plans to finalize a franchise with a vendor to install public chargers on City property at no cost to the City.

**ATTACHMENTS:**

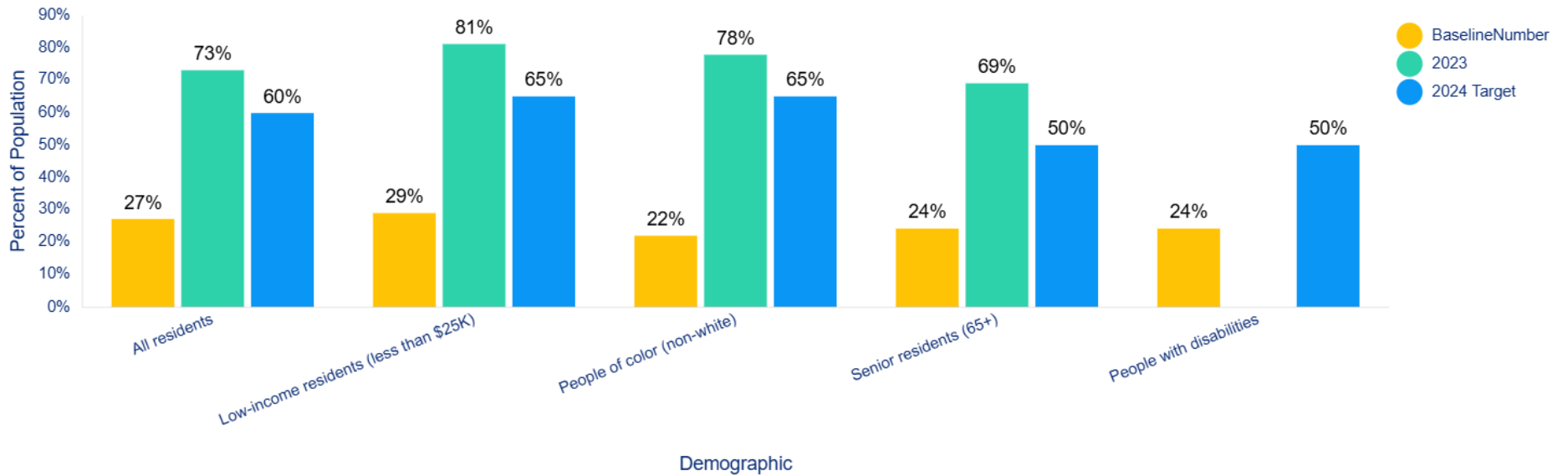
Attachment 1: 2024 AMP Monitoring and KPI Progress Dashboard



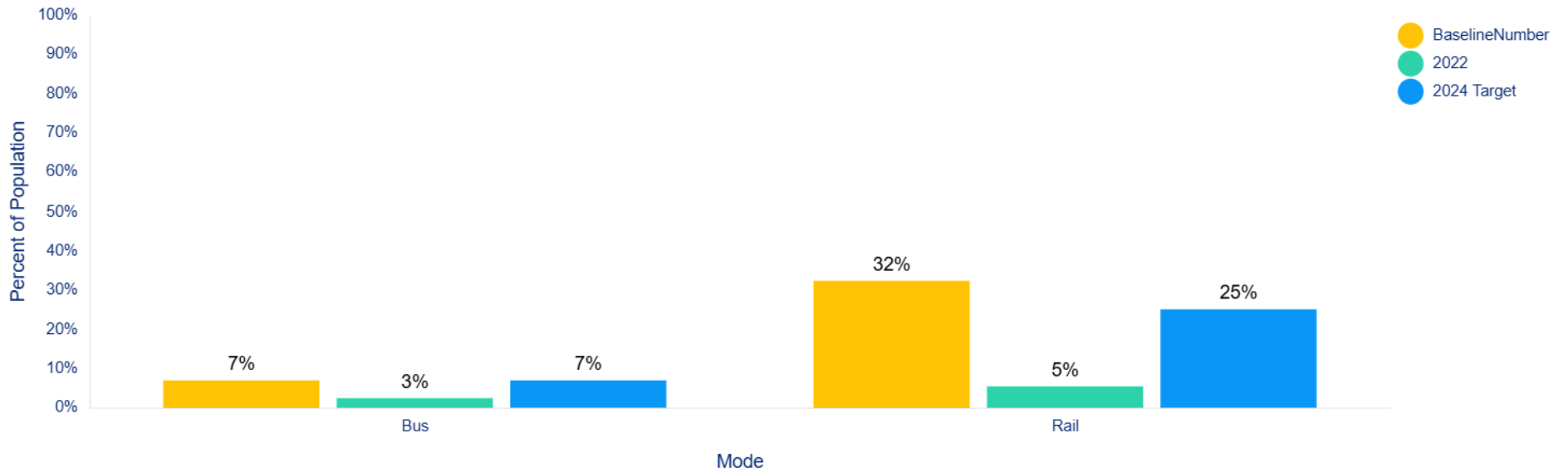
### Detailed Metrics Summary

#### Transit (Detailed)

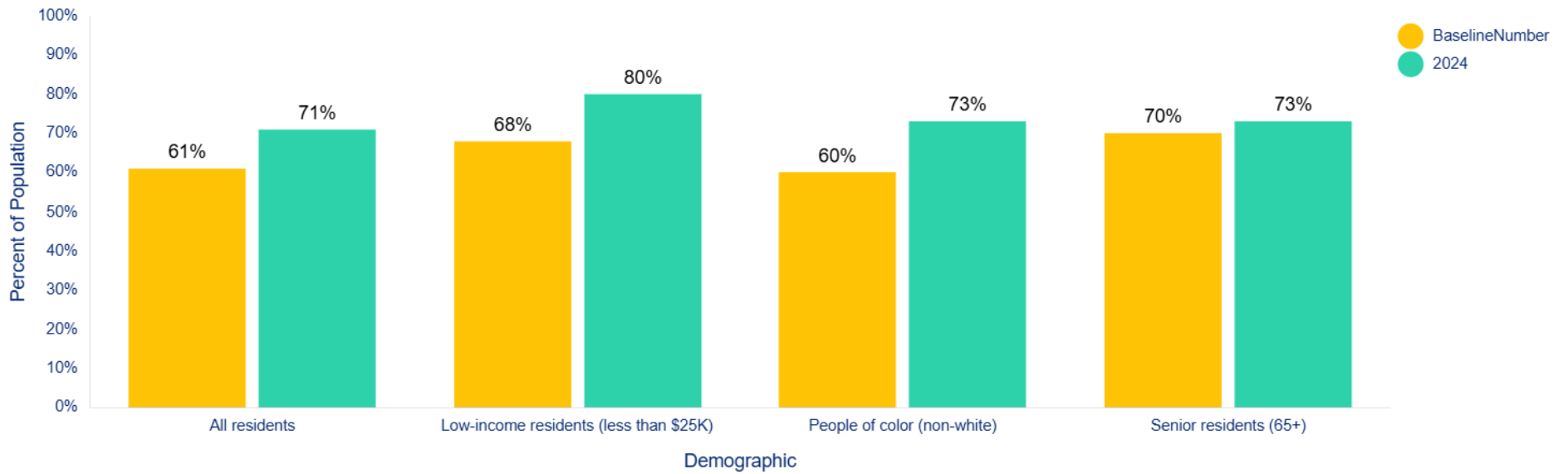
##### 1-I. Percent of Residents within 1/4 mile of 15 minute or better service



### 1-II. Percent of people taking transit to work (mode share)

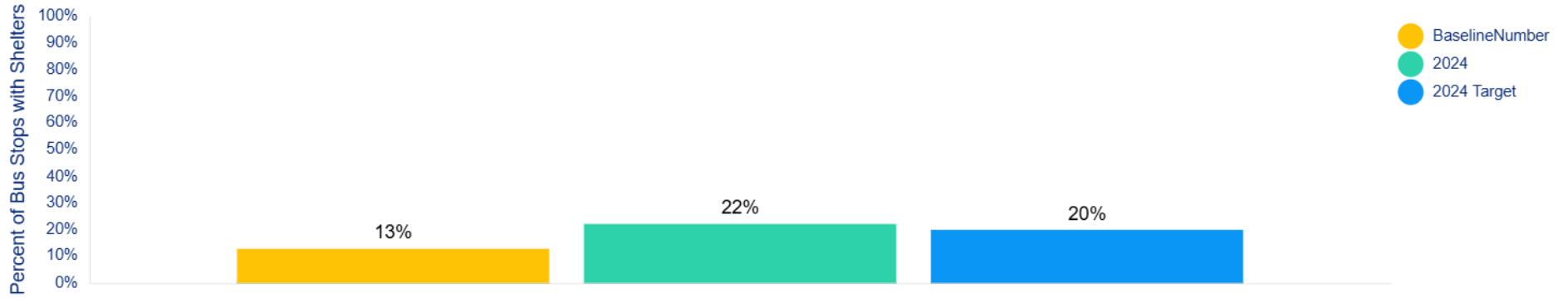


### 1-111. Positive Rating of Ease of Travel by Public Transportation



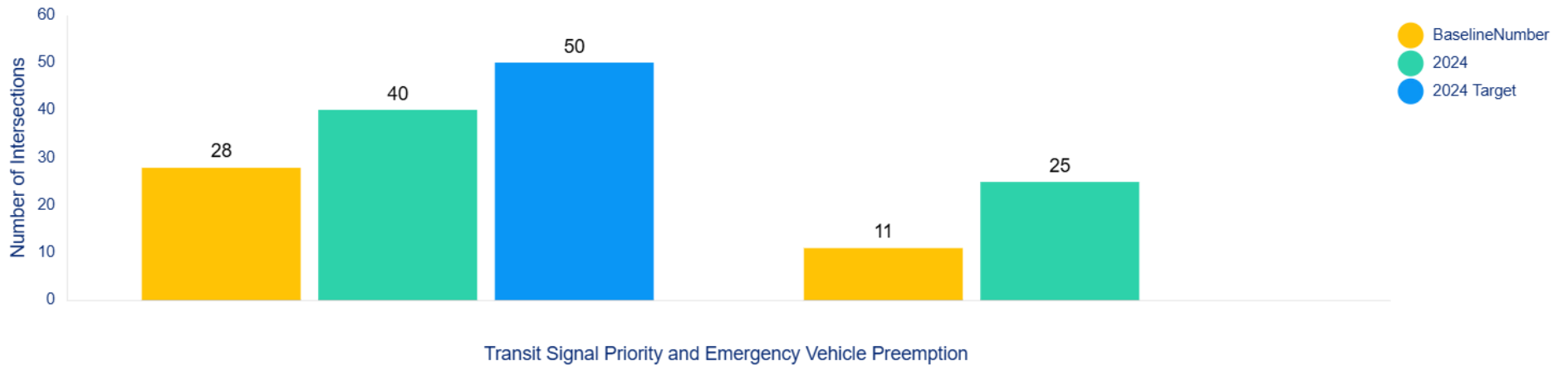
### 1-IV. Percent of bus stops with shelters





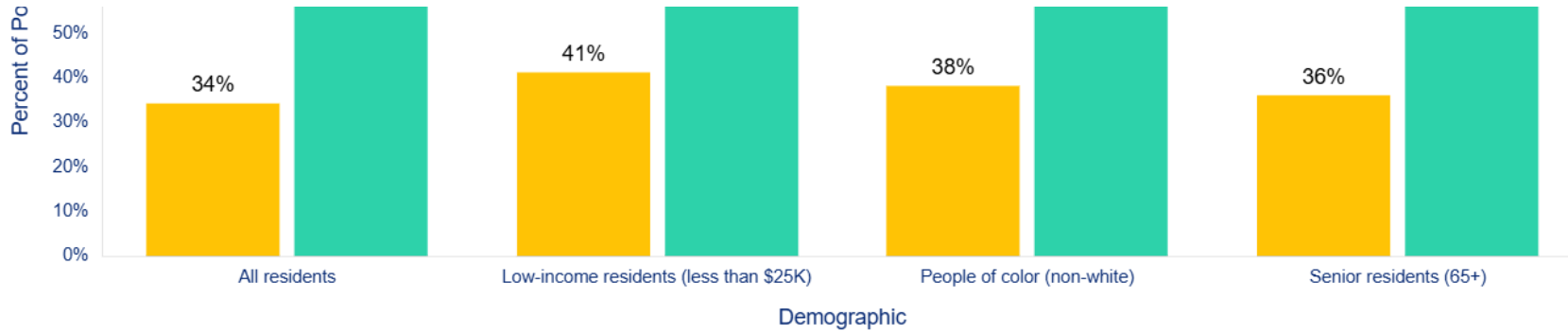
### Smart Mobility (Detailed)

#### 2-I. Number of intersections with smart signal technology



#### 2-III. Positive rating of Traffic Flow on Major Streets



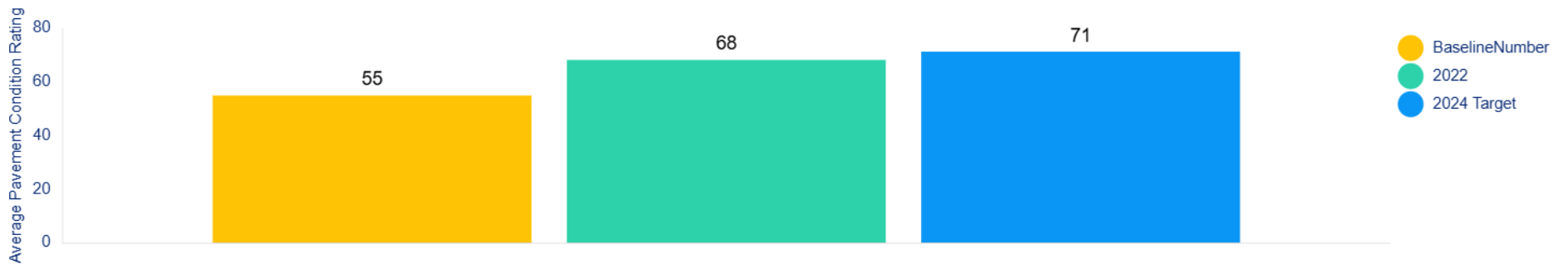


### Streets (Detailed)

#### 3-I. Number of fatal and serious crashes

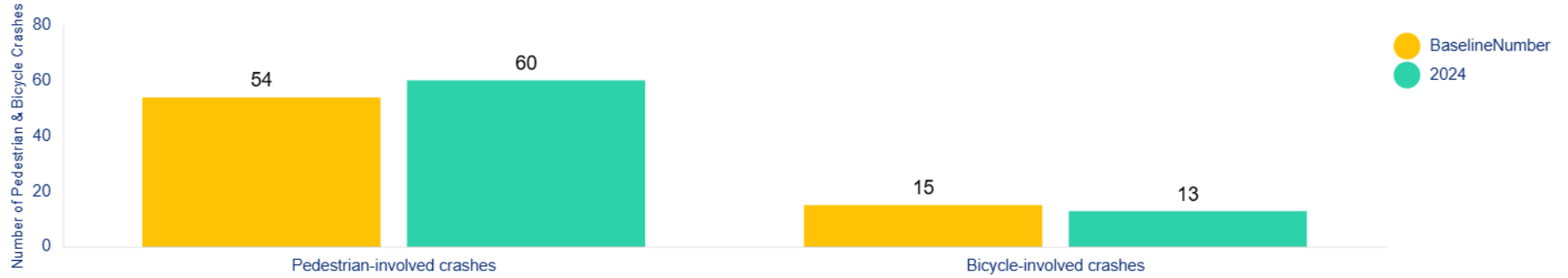


#### 3-II. Average Pavement Condition Rating- out of 100

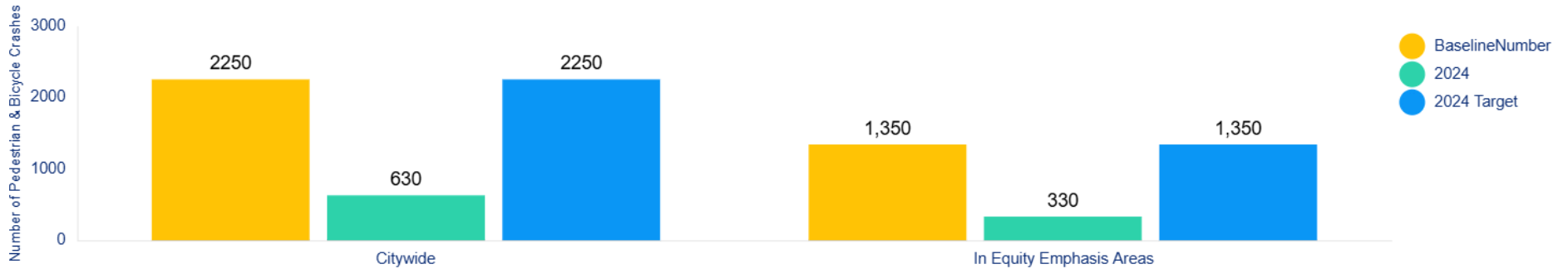


## Bicycle and Pedestrian (Detailed)

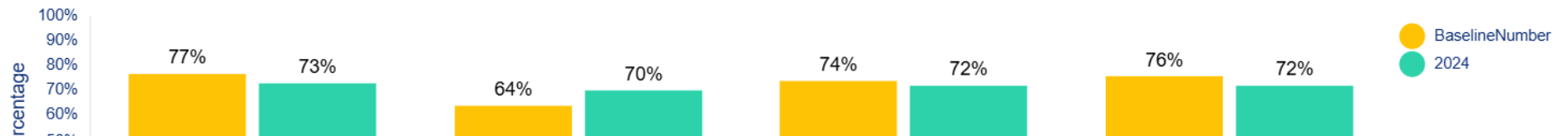
### 4-I. Number of Pedestrian and bicycle involved crashes



### 4-III. Linear feet of new sidewalk installed per year

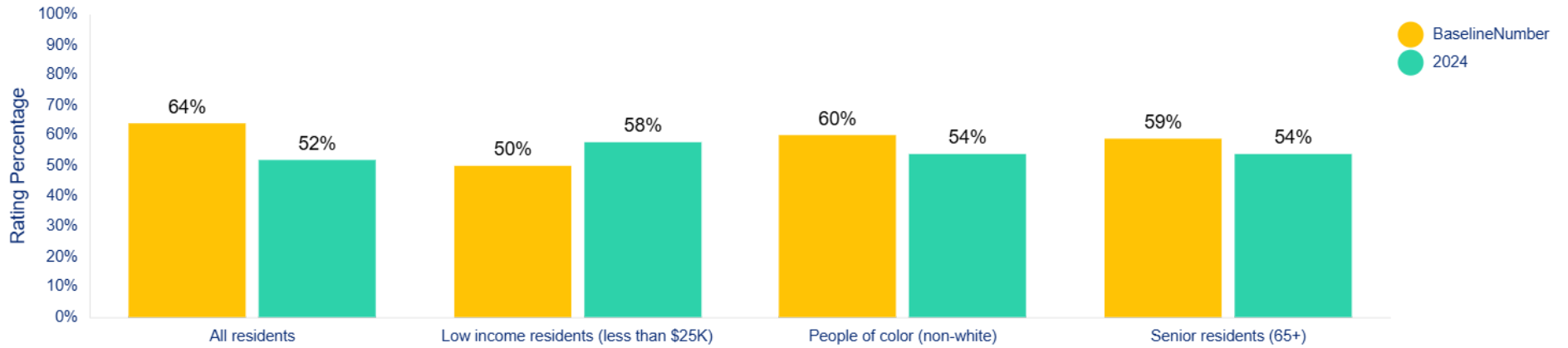


### 4-V. Positive rating of ease of walking

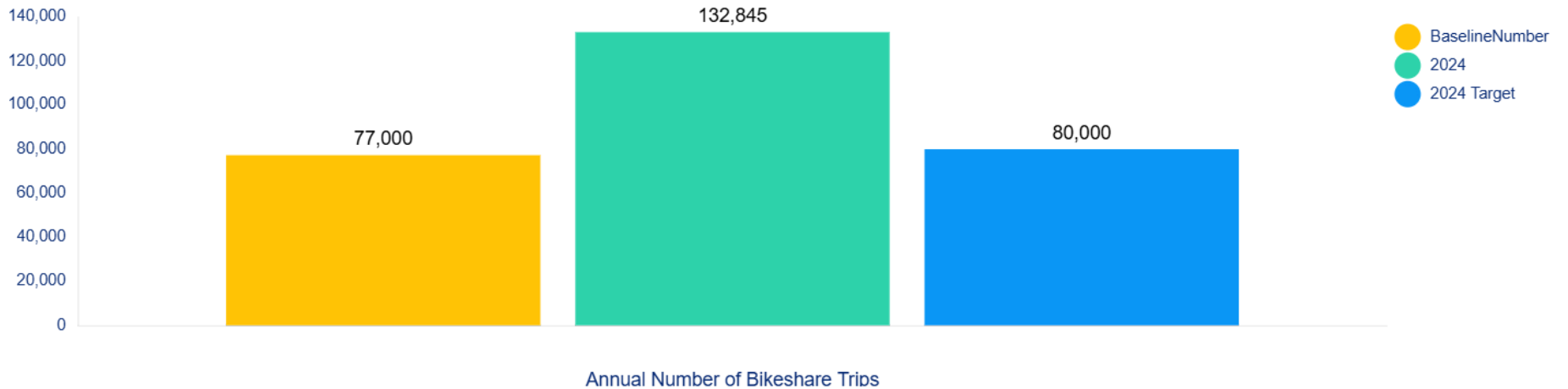




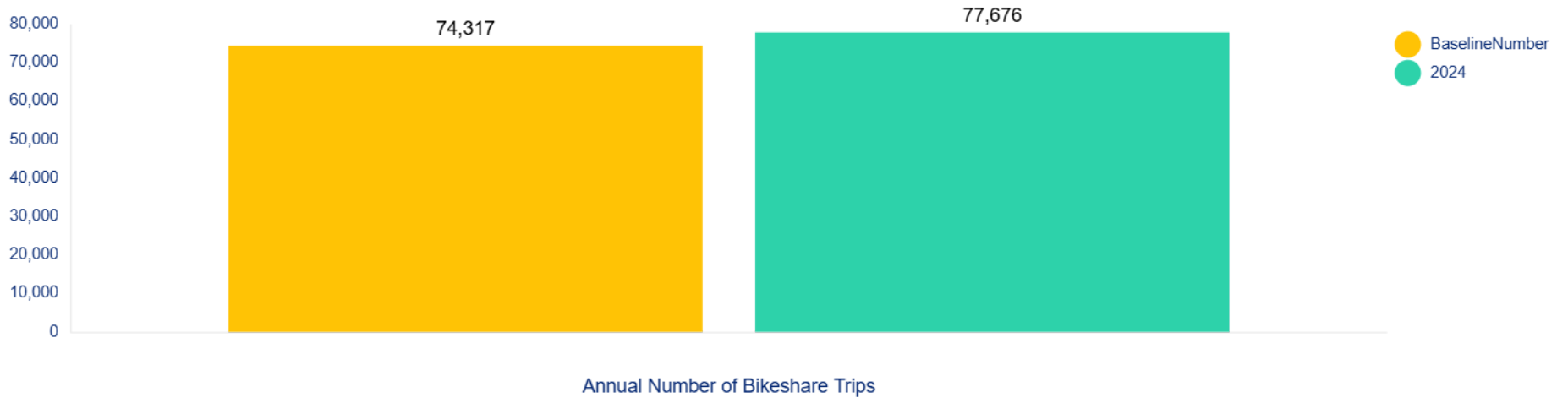
#### 4-VI. Positive rating of ease of travel by bicycle



#### 4-1X. Annual Number of Bikeshare Trips

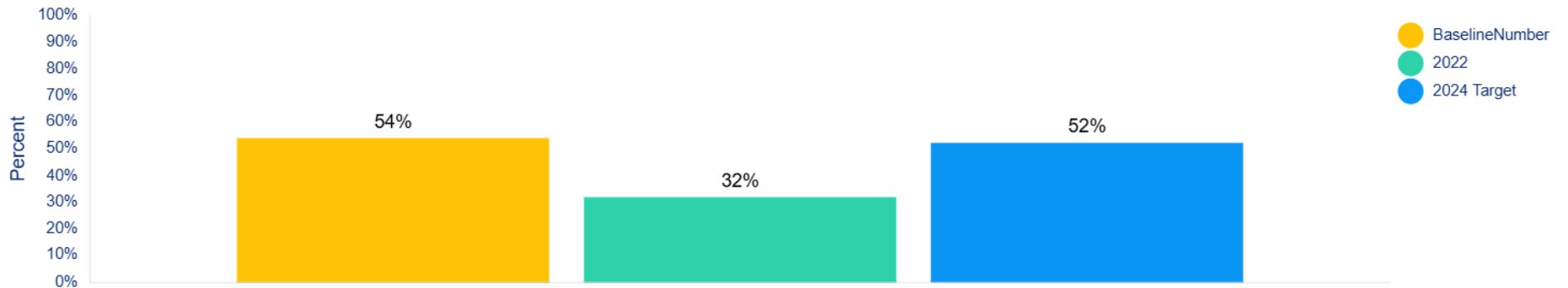


### 4-X. Shared Mobility Trips to and from Equity Areas (as defined by the Dockless Mobility Program)



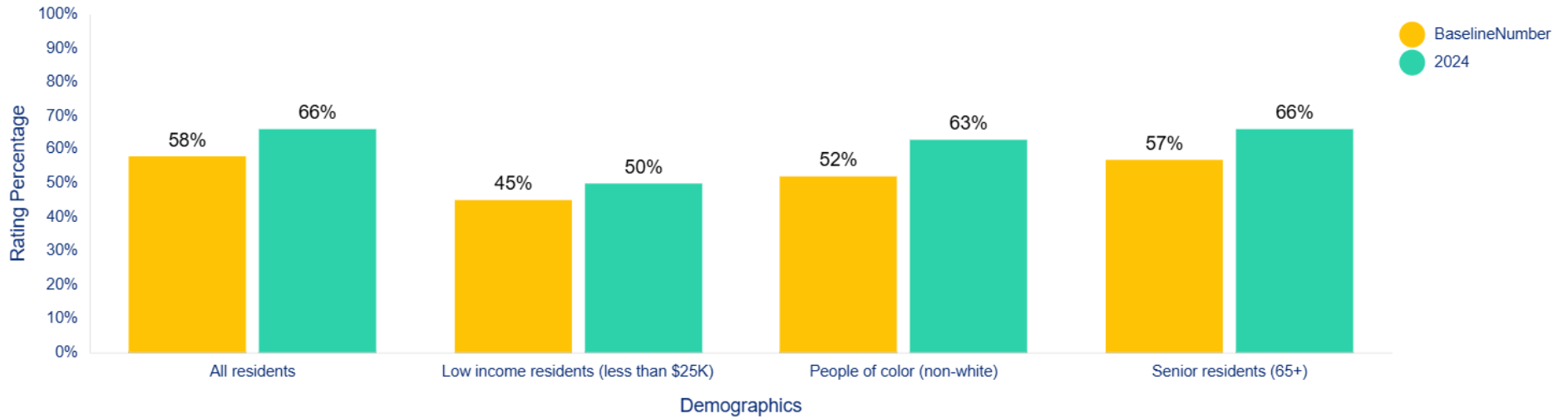
### Travel Options (Detailed)

#### 5-II. Percent of people taking non-single occupancy vehicles to work (mode share)

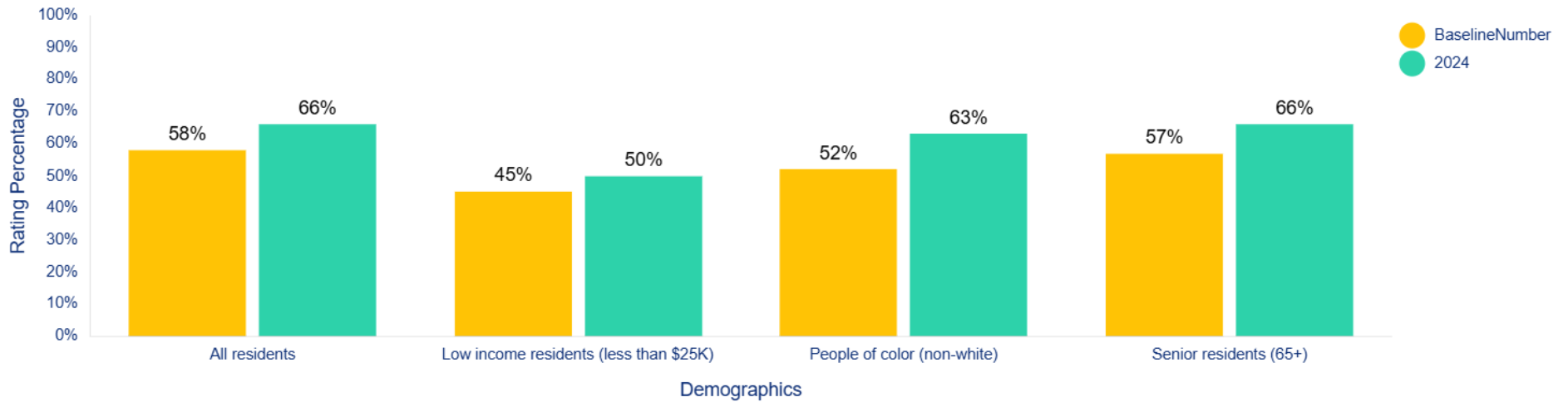


### Curb Space and Parking (Detailed)

#### 6-II. Positive rating of ease of public parking

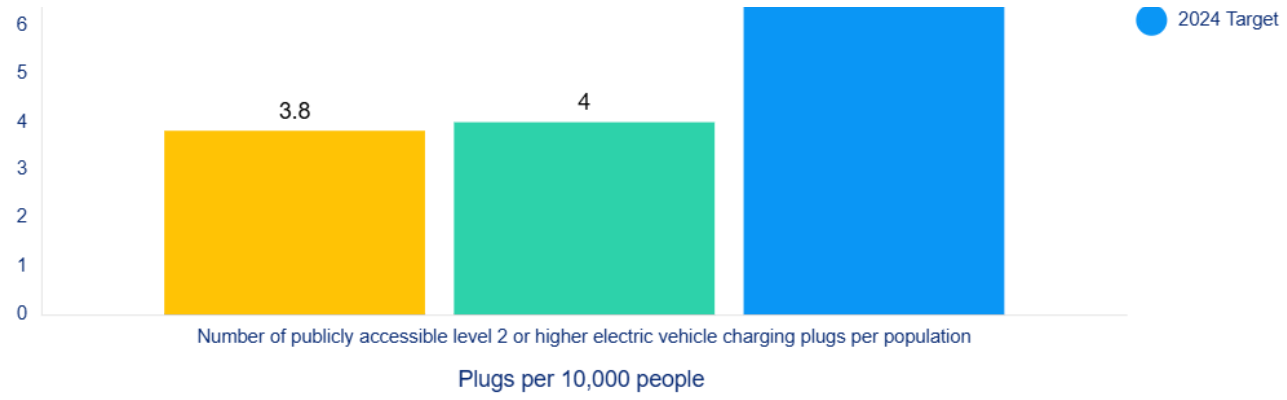


**6-III. Positive rating of availability of parking near my home**



**6-V. Number of Publicly Accessible Level 2 or Higher Electric Vehicle Charging Plugs Per Population**





# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** MARCH 19, 2025  
**TO:** MEMBERS OF THE TRANSPORTATION COMMISSION  
**FROM:** HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION  
**SUBJECT:** AGENDA ITEM # 7 – WRITTEN ITEMS

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

**RECOMMENDATION:** That the Commission receive the written items.

### A. State Legislative Priorities

The regular 2025 Virginia Legislative Session adjourned on Saturday, February 22. Bills go into effect on Tuesday, July 1. Applicable City Code may need to be modified to reflect changes. Transportation bills that passed include:

- [HB 2096](#) Intelligent Speed Assistance Program
  - A bill championed by Families for Safe Streets that would require repeat reckless drivers to install an intelligent speed assistance device in their vehicle to prevent them from speeding.
- [HB2718](#) Photo Speed Monitoring Devices
  - Requires photographs produced by a photo speed monitoring device placed in a school crossing zone to depict a portable sign or tilt-over sign that is in position or blinking sign that is activated, indicating the school crossing zone, at the time of such vehicle speed violation in order for a certificate to be considered evidence for purposes of enforcing speed violations.
- [SB1416](#) Pedestrians; drivers to stop when crossing highway, etc. penalty
  - Would make a Class 1 misdemeanor if a driver strikes and causes serious bodily injury or death to a vulnerable road user legally in a crosswalk, creating a middle ground legal consequence between failure to yield, and reckless endangerment (a serious and hard to prove felony).
- [SB1233](#) Pedestrian crossing and stop violation monitoring, violation enforcement
  - Authorizes state and local law-enforcement agencies to place and operate pedestrian crossing violation and stop sign violation monitoring systems in school crossing zones, highway work zones, and high-risk intersection segments for purposes of recording pedestrian crossing and stop sign violations. The bill



imposes the same requirements on pedestrian crossings and stop sign violation monitoring systems as currently exist for photo speed monitoring devices.

- [SB919](#) Private Companies Providing Public Transportation Services; employee protections
  - Requires the governing body or transportation district commission of any county or city that contracts with a private company to provide transportation services to ensure all employees of such private company are offered employment with such subsequent public transportation system without loss of compensation or benefits and ensure the recognition of any lawful collective bargaining representative of such private company's employees. This bill is identical to [HB 2619](#).
- [HB2724](#) Automatic license plate recognition systems; use, reports, penalty
  - Requires the Division of Purchases and Supply to determine and approve the automatic license plate recognition systems and provides requirements for use of such systems by law-enforcement agencies. The bill limits the use of such systems by law-enforcement agencies to the following purposes: (i) as part of a criminal investigation into an alleged criminal violation where there is a reasonable suspicion that a crime was committed; (ii) as part of an active investigation related to a missing or endangered person; or (iii) to receive notifications related to a missing or endangered person, a person with an outstanding warrant, a person associated with human trafficking, a stolen vehicle, or a stolen license plate.

## **B. Edsall/Yoakum Project Update**

Last fall, the City initiated the Edsall Road/Yoakum Parkway Corridor Improvements Project. The purpose of this project is to identify mobility, access, and safety improvements in both corridors. The project team gathered initial community input in November, collected traffic data, and analyzed existing conditions. The project team is now developing conceptual ideas to share with the community in the spring.

This project is partially supported by the Metropolitan Washington Council of Governments (MWCOG) Transportation-Land Use Connections Program. More information can be found on the [project webpage](#).

## **C. West End High-Crash Intersection Audits Update**

The City recently kicked off its West End High-Crash Intersection Audits project. This project is supported by the [U.S. Department of Transportation's Safe Streets and Roads for All Program](#), and will study the following high-crash intersections, gather community input, and identify opportunities for improvements:

- South Van Dorn Street and South Pickett Street
- South Van Dorn Street and Edsall Road
- Seminary Road and Mark Center Avenue
- Seminary Road and Kenmore Avenue/Library Lane
- King Street and Dawes Avenue

- King Street and 28th Street
- King Street and Park Center Drive

Data collection is expected to take place this spring. Additionally, the City will be gathering initial community input, which is expected to begin at the end of March, and will include a survey, as well as several pop-up events around the intersection locations. More information is available on the [project webpage](#).

#### **D. Seminary West Safety Improvements**

The City kicked off its Seminary West Safety Improvements earlier this year. This section of Seminary Road is among the City's highest-crash corridors; 12 people have been killed or seriously injured along it in the past eight years. The City has received numerous complaints about safety throughout this segment. The goal of the Seminary Road Safety Improvements Project is to implement safety improvements on a half mile segment of Seminary Road between North Beauregard Street and the City line, including the intersection of Seminary Road and South George Mason Drive, but excluding the intersection of Seminary Road and North Beauregard Street. The proposed improvements (which would include three conceptual corridor design alternatives) will aim to improve mobility, access, comfort, and safety for all roadway users, with potential improvements including crosswalks, medians, static and dynamic signs, managed lanes, signals and signal timing, bus stop and sidewalk improvements, turn-calming treatments, and lane modifications.

Earlier this year, the City of Alexandria was awarded a technical assistance grant through the [Metropolitan Washington Council of Governments' Regional Roadway Safety](#) Program to study the Seminary Road corridor, identify potential improvements, and develop concept designs. The city will be gathering community input, which is expected in late March/early April. More information is available on the [project website](#).

#### **E. SMART SCALE Scoring**

During the February Northern Virginia Transportation Authority (NVTa) meeting, staff from the Office of Intermodal Planning and Investment presented the results of SMART SCALE (Round 6) FY 2026 funding distribution (for FY 2031). These recommendations were presented in January to the Commonwealth Transportation Board. The link to the Commonwealth of Virginia Office of the Secretary of Transportation's staff recommendations can be found here: <https://ctb.virginia.gov/meetings-news/agendas-and-meeting-minutes/2025/>.

A concern continues to be that Northern Virginia (NOVA) costs are not considered. Higher costs of construction here inevitably make projects score lower since scores are based on a cost/benefit ratio. At the meeting it was discussed that in FY 2026, fewer projects could be funded because the amount of money per request was more than in previous rounds. Additionally, NOVA was drastically underrepresented in the staff recommendations, with most projects going to the Richmond (14) and Hampton Roads (11) areas.

Projects that were not recommended for funding in Alexandria included:

- King street- Bradlee Safety and Mobility Enhancements: Up to \$20 Million
- Eisenhower Avenue and Van Dorn Street Improvements: Up to \$25 Million
- I395 Shirlington Rotary and South Glebe Road Interchange Improvements (joint application with NVTA and Arlington County)-\$30 million

One Alexandria project was recommended for funding, which was the Duke Street and Route 1 Intersection Improvements with a request of 6.5 million. For the SMART SCALE process, there will be public input later this spring on all grants with final approval of the Six-Year Improvement Program in June.

#### **F. King Street Bus Stop Consolidation**

On February 23, DASH removed or relocated six (6) bus stops along the King Street corridor in Old Town to increase ADA accessibility, improve the bus rider experience, and align DASH and King Street Trolley stops. Transportation and Environmental Services staff went before a public hearing of the Traffic and Parking Board to remove parking near the intersection of King Street and South Pitt Street to establish a new bus stop. The new bus stop pair at Pitt Street replaced the existing stops at King Street and Saint Asaph Street, which did not meet ADA standards. Another bus stop was established on the 400 block of King Street, near the intersection of North Pitt Street, to serve as a bus stop pair. No construction is necessary for changes at either of these bus stops outside the installation and removal of signposts. The Capital Bikeshare Station at North Pitt Street was repositioned in January 2024 so the existing bus bulb can be more effectively utilized by transit riders.

#### **G. CMAQ/RSTP Staff Recommendation**

In the past month, staff from the Northern Virginia Transportation Authority (NVTA) alerted us that they are recommending both of Alexandria's projects for full funding for FY 2031. The first project is \$3.5 million for citywide bus bulbs, and the second is \$2 million for Safe Routes to School improvements. These recommendations will be forwarded to the Commonwealth Transportation Board for adoption this summer into the Six Year Improvement Program.

#### **H. ECO-City Festival 2025**

On Saturday May 10 from 10am to 2p.m at the Ben Brenman Park the City will host the Eco-City Festival. The event is FREE and family-friendly and is full of fun games and activities to learn about environmental practices and programs happening in Alexandria. The event will have:

- EV showcase and EV Ride and Drive
- E-bike and scooter test rides
- Fun games
- Interactive activities
- Food trucks

#### **I. I-495 Southside Express Lane Study Public Information Meetings**

Virginia Department of Transportation (VDOT) will provide information at a public meeting on the [I-495 Southside Express Lanes Study](#), an environmental study evaluating the potential extension of the express lanes system on the southern section of I-495 by 11 miles from the Springfield Interchange in Fairfax County, across the Woodrow Wilson Memorial Bridge to the MD210 interchange in Prince George's County, Maryland. VDOT, in coordination with the Federal Highway Administration (FHWA) and other federal, state, and local agencies in Virginia and Maryland, is conducting an Environmental Assessment in compliance with the requirements of the National Environmental Policy Act (NEPA).

VDOT will provide information on Wednesday April 9 from 6:30-8:30 pm at the Nannie J. Lee Memorial Recreation Center. The meeting format will be an open house with a presentation at 7 p.m. There is also an online comment form at [www.vdot.virginia.gov/495southside](http://www.vdot.virginia.gov/495southside). VDOT representatives will be present at various stations to answer questions. The public information room will contain the meeting presentation and boards, and opportunities to provide input on the three alternatives under study to address identified transportation needs within the study area. These needs include extending and providing continuity of the express lanes system on I-495, providing additional travel choices, reducing congestion and improving travel reliability, improving safety, and providing consistency with local and regional plans. VDOT will also provide preliminary traffic analysis data and updates on study progress and ongoing coordination.

#### **J. Public comment open for proposed I-395/95 Commuter Choice projects**

The I-395/95 Commuter Choice FY 2026-2027 public comment period opened Wednesday and NVTC is seeking feedback on 14 applications through April 11. The 14 funding requests from Arlington County, DASH, Fairfax County, OmniRide, Virginia Railway Express and Metro collectively seek approximately \$29.5 million. Proposed projects are located up and down the I-395/95 corridor and include bus service enhancements, a new bus route and rail station improvements.

To submit comments:

- [Complete a brief online survey.](#)
- Send an email to [commuterchoice@novatransit.org](mailto:commuterchoice@novatransit.org). You may also contact us at this address with any questions you have about the projects under consideration for funding.
- Leave a voicemail message (up to 3 minutes) at (571) 234-1355.