



Transportation Commission Meeting

April 16, 2025

7:00PM

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

AGENDA

- | | |
|--|-----------|
| 1. Chair/Vice Chair Election | 7:00-7:05 |
| 2. Public Comment (Not to exceed 10 min) | 7:05-7:10 |
| 3. Minutes of the March 19 meeting | 7:10-7:13 |
| 4. Action Item: Endorsement of FY26 Alexandria Transit Strategic Plan | 7:13-7:30 |
| 5. Discussion Item: Capital Bikeshare and Dockless Mobility Update | 7:30-7:50 |
| 6. Discussion Item: Paratransit Program Update | 7:50-8:10 |
| 7. Action Item: I-495 Southside Express Lane Update | 8:10-8:30 |
| 8. Commissioner Updates | 8:30-8:40 |
| 9. Written Items | 8:40-8:50 |
| A. Interdepartmental Long Range Work Plan | |
| B. Automated Enforcement Tools | |
| C. VDOT SYP Public Hearing | |
| D. Smart Mobility Lab Kick-off | |
| E. Legislative Updates | |
| F. Proposed Complete Streets Repaving Improvements | |
| 10. Other Business | |
| A. Code Pertaining to Transportation Commission Membership | 8:50-8:55 |

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, May 21, 2025

The April 16, 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 4/16/2025 to 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

March 19, 2025
7:03 p.m.

MINUTES

Commissioners Present: Chair Melissa McMahon, Vice Chair Matthew McManus, Commissioner Dan Beattie, Commissioner Jody Manor, Commissioner Jim Maslanka, Commissioner Casey Kane, Commissioner Tim Lovain, Councilmember Kirk McPike.

Staff Present: Christopher Ziemann – Transportation Planning Division Chief, 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 7:03 p.m.

1. Public Comment Period 00:01:52

Motion to close public hearing: Commissioner Maslanka

Second: Commissioner Manor

Motion carries 6-0*

*(*Although present, due to a technical issue, Commissioner Beattie was unable to vote on this motion)*

2. January Minutes 00:02:18

Motion to approve minutes for January 22, 2025, Meeting: Commissioner Kane 00:04:18

Second: Commissioner Manor

Motion Carries 6-0* (*Due to a technical issue, Commissioner Beattie was unable to vote on the motion)

3. Action Item: Proposed City FY 2026 Operating Budget and FY 2026-2035 Capital Improvement Program (CIP) 00:04:56

Emilie Wolfson discussed the City Manager's proposed FY 2026 Budget, first presented to City Council February 25, which Council will adopt on April 30. More details can be found in the [March meeting docket](#) and on the City's [budget webpage](#) .

Questions/Discussion

Commissioner Manor -Q: Please explain the Transit Access & Amenities and Smart Mobility categories. **-A:** Transit Access & Amenities includes funding for bus stops and area improvements to make stops more accessible. Smart Mobility covers technology used in managing infrastructure services.

Commissioner Kane: The \$7.8M in sidewalk capital maintenance funding was a \$100K cut over FY 2025, because there were funds left over the year prior, even though City sidewalks urgently need work. I realize putting sidewalks in is more challenging than street paving due to additional inconvenient factors for residents and businesses, but we are not meeting the sidewalk targets we set.

Vice Chair McManus -Q: Could you provide a breakdown of where the money comes from for each category: what portion comes from outside funds, State vs. Federal. And is there a worry that any federal

DASH bus money will be clawed back? -A: Once Council approves the budget, that information will be in the official CIP. We are concerned about the DASH bus funding issue and are watching it closely.

Chair McMahon -Q: It seems the DASH funding increase isn't about service levels but about paying the collective bargaining agreement bills, so this is a flat status quo investment year, like last year. What's Staff's outlook on continuing to achieve what's in the transit vision plan? -A: Yes, part of that is due to the free fares; also, in the first few years, we received State money which allowed us to use local funds to expand routes. This year's budget is very tight, but funding for transit is higher than most.

Commissioner Kane -Q: If we were collecting a fare for DASH rides, how much would that offset the total cost? What percentage of operations was it when we charged? -A: The fare income would offset it by about \$3.5M, but there would be a \$7-9M upfront cost to set it up. Traditionally, DASH fares offset about 15-20% of operational costs.

Chair McMahon: Q:- We're still at just 5% of our City vehicle fleet being EV – I think this year we only converted 1% , when it was 3-4% the year before. Is there a target date for full conversion? A:- It depends on how many vehicles are being phased out. Generally, vehicles are replaced after about 12 years; the intention is to replace these with electric whenever feasible.

Emilie Wolfson: The next step is to prepare a budget feedback letter to send to Council before their preliminary Add/Delete work session on April 22. Any additional requests/comments to add?

Commissioner Kane: I'd like to see prioritizing snow removal for trails, sidewalks and bus lanes added. The AMP covers means of transit for all users, so at a minimum I think Council should work to understand what it would cost to bring the level of service up to meet the equity standards and make it as safe to walk on a sidewalk as it is to drive safely.

Commissioner Maslanka: -Q: What's the status of the process to secure continuous funding going forward for WMATA? -A: There are regional discussions going on now about a dedicated operating fund. A dedicated capital fund exists for the model, but it's pegged to the dollar amount, so the value goes down with interest/inflation. Discussions are ongoing in every jurisdiction; politicians at City, County, District and state levels are involved to hammer out the goals.

-Q: Is the money for operating allocated for 1 or 2 years, and how does it fit into the discussions? -A: The allocation was for 1 year this year. Funding is for FY2026; discussions are expected to wrap up this spring/summer, but nothing has been decided yet. With the Better Bus Network Redesign, we're reconfiguring some routes starting in June/July, which will reduce Virginia's cost share; so next year's operating budget will decrease by 3% unless new calculations are made on the operating fund before then.

Chair McMahon and Emilie Wolfson proposed that Staff work with the Commission Chair to draft a letter for presentation to City Council prior to the next budget meeting with the following priorities:

- Vision Zero and Complete Streets
- Implementation of the Transit Vision Plan.
- Additional tools for dedicated and sustainable funding i.e. increasing commercial tax rate
- Removing snow not only on roads, but also on bicycle paths and sidewalks.

RECOMMENDATION: That the Transportation Commission provide a budget feedback letter to City Council as outlined above.

Motion to accept Staff's Recommendation to provide a budget feedback letter to City Council: Commissioner Maslanka

Second: Commissioner Manor

Motion Carries 7-0

Chair McMahon: Commission voting to approve the 2025 Workplan and Calendar, originally presented in January, updated to incorporate the edits. It was very helpful that the KPIs summary came alongside the budget proposal this year.

Questions/Discussion

Commissioner Maslanka -Q: What's DMV Moves? **-A:** A dedicated operating fund effort.

Commissioner Kane -Q: Is Alex Carroll (Complete Streets Program Manager) able to come talk to us about the maintenance of sidewalks? **-A:** Yes..

Commissioner Kane -Q: It seems like Trails has been bounced again – the Parks part of it is scheduled for October, so we'll have gone more than 18 months without an update. I believe we're still missing stuff from the last meeting about Parks & Trails - for instance, the Pavement Condition Index – they said they'd investigate it last time, but we didn't hear back. Could we get a written update on Parks & Trails the meantime? **-A:** Yes, we can get that to you in April or May.

Commissioner Manor -Q: What's "Visualize 2050"? **-A:** It's a long-range transportation plan by MWCOG - major projects from jurisdictions go into it and an air quality analysis is conducted.

Motion to approve the 2025 Annual Workplan & Calendar*: Commissioner Maslanka

Second: Commissioner Manor

Motion Carries 7-0

*(*Understanding that Staff will provide a written update to the Board on Parks & Trails in April/May).*

5. Discussion Item: Alexandria Mobility Plan (AMP) Monitoring and KPIs

00:45:34

Emilie Wolfson reviewed the AMP Implementation Plan [Monitoring & KPI tracker](#) and [AMP plan dashboard](#) graphics comparing detailed metrics year over year. She noted that many of the baselines were established in 2019, though some were a year or two later, with targets for 2024, 2027 and 2030.

Questions/Discussion

Commissioner Kane: In Graphic 4-3: Linear Feet of Sidewalk Installed Per Year, it shows our target of installing 2250 linear feet of sidewalk by 2024, but did just 630, or 35%. We had money we didn't spend on sidewalks, so they cut more money from sidewalk funding. We created a priority list of 80 sidewalk gaps in 2016 - the Sidewalks webpage lists just one, Leslie Ave. 630 ft. is short of a mile, and the equity piece is only half of that. We hear more staff is needed to do this, but then we don't spend the money. We need to figure out how to focus and address this issue better as a City.

Christopher Ziemann: The Polk Ave. sidewalk installation was likely included in the Safe Routes to School category instead of Sidewalks. We completed the low-hanging fruit - the remaining sidewalks to install require things like drainage and front yards, so they're more expensive and resource-intensive. We've also been prioritizing Vision Zero, so there's a contrast as a lot of the sidewalks remaining to be installed aren't along high crash corridors, but in residential areas where few crashes happen. It's one of the trade-offs of prioritizing Vision Zero, but I agree we should be putting in more sidewalks.

Vice-Chair McManus -Q: I see serious crashes went up by 1, but pedestrian-involved crashes increased by 6. What are we doing to improve road and pedestrian safety? **-A:** It's part of the same safety package: the Traffic and Parking Board approved 3 safety corridor improvements including crosswalks and medians last fall, and we have a grant for Safe Routes to School to address 5 intersections for safer school crossings: big capital improvements with matching grant funds.

Commissioner Kane -Q: Of 80 priority sidewalks, I doubt we've done more than 10 in nine years. Shouldn't we review again? **-A:** We've revisited many on the list and found them not to be priority, but we do have a full review scheduled for 2029.

Chair McMahan -Q: On some KPIs we don't have current data. For the Paving Condition Index, the last data was from 2022. We'll be testing a new paving condition technology – will it increase the frequency of the data? **-A:** It's a pilot project, so we wouldn't necessarily replace the official PCI yet, but, if successful, we'd switch and get something close to real-time data once implemented. **-Q:** Does Staff's asset management technology allow for an update to include the last 3 paving seasons? **-A:** No, but every 3 years we use an external company to collect data based on conditions in the field. **-Q:** Is there a target for accessibility at bus stops? **-A:** Not - our goal is just to do more to improve accessibility.

Commissioner Kane: -Q: How much funding do we have for that; how many stations does it cover? **-A:** We have \$500K in funding for 2025– it's funded by DRPT. We're using the funds to install upgrades like real-time signage and benches. We also plan to invest in giant rubber bus bulbs so bikers and buses can share a lane.

Chair McMahan: It appears from the metrics that we're improving the perception of ease of parking and driving, which is somewhat inconsistent with the goals of the AMP to make every mode of transportation safe and easy. It could be an artifact of COVID, when people could drive easily – not sure.

Vice Chair McManus: -Q: How many bike crashes involve rented bikes? **-A:** Close to 0.

Emilie Wolfson asked for feedback on presenting data next year. **Chair McMahan** replied that a template to complete yearly would be helpful and to present on items with updated information, featuring all target years (including 2027, 2030) to create a trajectory of change.

6. Commissioner Updates

01:11:36

Commissioner Beattie Environmental Policy Commission Updates

The Eco-City Alexandria Festival will be held in Ben Brenman Park on Saturday, May 10 from 10am-noon; it will have various demonstrations and activities including a free ride and drive of electric vehicles.

Commissioner Kane Traffic & Parking Board Updates

The Board approved parking on Sanger Ave. permanently to slow traffic. They approved parking removals and additions of crosswalks and stop signs in Park Fairfax. Bikeshare had record-breaking ridership last year, and they'll be adding 10 new stations next year.

Commissioner Lovain-Did not provide any updates.

Commissioner Manor-Did not provide any updates.

Commissioner Maslanka-Did not provide any updates.

Chair McMahan Planning Commission Updates

Nathan Macek and Melinda Lyle left the Planning Commission. Planning Commissioners have delegated assignments on other commissions, so there are vacancies to fill. Commissioner Manor applied to represent the Planning Commission on the Waterfront Commission; once processed, we'll be transitioning the position he holds on this commission to another Commissioner.

Vice-Chair McManus

I'll be attending the DASH Advisory Committee meeting with Commissioner Maslanka on April 1.

Councilmember McPike City Council Updates

Our Add/Deletes are due on the Budget April 3; then we'll be in Public Hearing. We're buckling down on a lot of innovation this year to see what happens with the new administration. The City Manager has set aside some reserves in case some of our funding from the federal government collapses, including grant funding that would affect some transportation projects. There's about \$1M set aside to try to catch things

there, and another \$4M set aside in case we see our sales taxes start to fall off unexpectedly over the course of the year. So next year might be another budget year in which we have to make some hard choices, but we may have some flexibility, as the City is holding an economic summit on May 8. Having voices interested in transit and transportation, factoring it into the economic landscape, will be valuable. We're about to enter a new paving season. Council will meet in the fixed chamber in January in City Hall for the last time, relocating to the West End during the renovation, which will bring to light some of the traffic issues there. We're adding a shuttle to help people with mobility issues to get from the bus/ Metro transit depot to the Dell Pepper Building 2 days a week, with the goal to add one day a year it's running all week.

7. Written Items

01:27:50

Chair McMahon – Route 1 / S. Patrick Street Median Refuge Island Widening Project

The South Patrick Street Housing Affordability Strategy, a community-visioning process, resulted in key recommendations to improve crossing safety there. They'll shrink the lanes, use the space to widen the median and calm traffic to make crossing safer.

Item C. West End High Crash Intersection Audits Update (pulled by Vice-Chair McManus)

Christopher Ziemann: In February, we were advised by the FHWA to proceed with this safety project studying 7 high-crash intersections. We've collected a lot of data and will be gathering feedback from residents and others who travel through these at a couple of different points in April. The data analysis and feedback will then be used to develop potential alternatives for each intersection.

8. Other Business

01:32:47

Item A. Code Pertaining to Transportation Commission Membership

The Commission discussed the makeup of Board membership and partnering with other boards to expand representation. Altering board membership requires a vote by Council, but commissioners favored starting a conversation. **Chair McMahon** agreed to reach out to the Aging & Disability Commission and DASH Boards to discuss representation options. **Chair McMahon** also proposed a potential vote on new leadership in April due to her new role as Chair of the Planning Commission.

At 8:54 pm, the Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 16, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: MARTIN BARNA, DIRECTOR OF PLANNING & SCHEDULING, DASH

SUBJECT: AGENDA ITEM #4 – ALEXANDRIA TRANSIT STRATEGIC PLAN UPDATE

ISSUE: DASH is seeking public feedback on the Draft FY 2026 Alexandria Transit Strategic Plan (ATSP) Update.

RECOMMENDATION: That the Commission receive this presentation, provide feedback, and submit a letter of support on the draft FY 2026 Alexandria Transit Strategic Plan (ATSP) Update recommendations.

BACKGROUND: The Alexandria Transit Strategic Plan (ATSP) addresses a new requirement from the Virginia Department of Rail and Public Transportation (DRPT) for large and mid-size transit agencies such as DASH to receive state funding. Similar to the previous Transit Development Plan (TDP) that it replaces, the ATSP outlines service, capital and finance plans on a short- and long-term horizon.

This inaugural ATSP was adopted last year and covers FY 2025 – FY 2034 with major updates every five years. Annual updates for FY 2026 and subsequent minor update years are provided as an addendum to ATSP document. Each year, the ATSP will be subject to review by the ATC Board of Directors and an extensive public outreach campaign. The final ATSP Update must be adopted by the ATC Board of Directors in concurrence with the final budget for the ensuing fiscal year. The full ATSP and FY 2020 ATSP Update Addendum are available at www.dashbus.com/strategicplan.

DISCUSSION: This plan identifies potential service, fare and capital program changes that DASH is planning to undertake in FY 2026 and beyond. The Final ATSP Update document is subject to review and approval by the ATC (DASH) Board of Directors. Major highlights, changes or items of interest include:

- Based on the City Manager’s Draft FY 2025 Budget, DASH is proposing to operate under its “Current Services” budget, which would include no reductions to existing routes or service levels. This would include the operation of over 355,000 platform hours and 3.4 million platform miles of service in FY 2026.

- The “Current Services” budget for FY 2026 assumes the continuation of funding through the Northern Virginia Transportation Commission (NVTC) I-395 Commuter Choice Program (<https://novatransit.org/programs/commuterchoice/>). This program has provided annual operating funding for enhanced service on DASH Lines 35 and 36A/B over the last four years. DASH has applied to NVTC for funding that would allow Line 35 and 36A/B to continue operating with frequent, all-day service for FY 2026 and FY 2027.
- DASH has identified several potential service improvements for FY 2026 based on the 2022 Alexandria Transit Vision (ATV) Plan. These ATV improvements are listed below in priority order but would require additional funding that has not yet been identified:
 1. **Line 32** – DASH is proposing to improve midday, evening and weekend headways from every 60 minutes to every 30 minutes.
 2. **Line 34** - DASH is proposing to improve Sunday headways from every 60 minutes to every 30 minutes.
 3. **Line 31** – DASH is proposing to improve midday, evening and weekend headways between King Street Metro and Braddock Road from every 30 minutes to every 15 minutes by extending all Line 31 short trips that currently operate between NVCC-Alexandria and the King Street Metro.
- The first phase of the WMATA Better Bus Network Redesign project is scheduled for implementation on June 29, 2025. On this date, all Metrobus routes will change over to the new network structure and route naming conventions. Most core routes in Alexandria will be retained with different route numbers, but several low ridership segments on Metrobus 22A and 23A/B will be discontinued. New connections between Alexandria and Arlington will be provided via the new A70 and A71 routes. More information can be found at <https://www.wmata.com/initiatives/plans/Better-Bus/index.cfm>.
- Based on a previous ATSP recommendation, DASH staff completed the “DASH Arlandria Service Evaluation” to identify potential improvements of DASH service that would improve transit connectivity and affordability for the Arlandria community. The staff recommendation from this study is to extend Line 34 from Potomac Yard to Arlandria via Reed Avenue and Mount Vernon Avenue in FY 2027. This would provide free transit connections from Arlandria to multiple shopping areas with no impact on existing riders. The full report is included as an appendix to the FY 2026 ATSP Update and may be viewed at www.dashbus.com/strategicplan.
- Additional improvements in FY 2027 and FY 2028 are proposed for Line 30, 32, 34, 102, 103, 104 and the King Street Trolley. Future route changes resulting from the West End Transitway implementation are likely to occur by FY 2028 and will be identified in next year’s ATSP update.

The full version of the draft FY 2026 Alexandria Transit Strategic Plan (ATSP) Update is posted on the DASH website at www.dashbus.com/strategicplan.

Community members are encouraged to submit feedback via a survey on the proposed service changes or any other aspects of the plan. For more information on how to get involved or submit comments, please visit www.dashbus.com/strategicplan.

A draft letter of support for the FY 2026 ATSP Update from the Transportation Commission to the Alexandria Transit Company (ATC) Board of Directors is provided as an attachment.

ATTACHMENT:

Attachment 1: Draft Letter to ATC Board of Directors



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22414

Phone: 703.746.4025

www.alexandriava.gov

Chair Kaplan and Members of ATC Board of Directors
3000 Business Center Drive
Alexandria, VA 22414

April 16, 2025

Re: **Letter of Support for the FY 2026 Alexandria Transit Strategic Plan (ATSP) Update**

Dear Chair Kaplan and Members of ATC Board of Directors:

At its April 16 meeting, the Transportation Commission received a presentation from DASH staff on the FY 2026 Alexandria Transit Strategic Plan (ATSP) Update. This presentation summarized the DASH FY 2026 Current Services budget proposal, the “unfunded” service improvements from the 2022 Alexandria Transit Vision (ATV) Plan, and the DASH Arlandria Service Evaluation recommendations.

The Commission is supportive of these plans and encourages the ATC Board of Directors to approve the FY 2026 ATSP Update Addendum. The Commission is also supportive of continued implementation of the Alexandria Transit Vision Plan recommendations, especially the “unfunded” service improvement on Line 32 that would provide great benefit to an underserved communities along North Ripley Street, Holmes Run Parkway, South Pickett Street and Eisenhower Avenue.

Thank you for your consideration on this matter.

Sincerely,

Melissa McMahan
Chair, Alexandria Transportation Commission

cc: Jim Parajon, City Manager
Emily Baker, Deputy City Manager
Tarrence Mooror, Interim Director, T&ES
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Division Chief, Transportation Planning
Josh Baker, CEO/General Manager, DASH
Martin Barna, Director of Planning & Scheduling, DASH

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 16, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5: CAPITAL BIKESHARE AND DOCKLESS MOBILITY UPDATE

ISSUE: Update on Capital Bikeshare and Dockless Mobility programs.

RECOMMENDATION: That the Transportation Commission receive the update.

BACKGROUND: The City joined the region’s Capital Bikeshare system in 2011. In 2016, City Council approved a vision for bikeshare in the City as part of the Pedestrian and Bicycle Chapter update to the 2008 Transportation Master Plan adopted in 2016 and incorporated into the Alexandria Mobility Plan in 2021. In FY 2021, dockless e-bikes were introduced into the system. These bikes do not have to be locked to a station and provide mobility options in areas with less dense station placement.

In November 2018, the City approved the creation of the Dockless Mobility Pilot program, which allowed private companies to deploy electric scooters and bikes for rent within the public right of way. In Summer and Fall 2019, staff made changes to improve the program, including geofencing, installing parking corrals, and extensive public outreach. A permanent Dockless Mobility program was approved by the City Council in November 2021.

The Commission received an update on the Bikeshare program in February 2023, including ridership trends, the introduction of a new e-bike model to the Capital Bikeshare fleet, and the Dockless Mobility Permit Application process. Since then, ridership has continued to grow and break records.

DISCUSSION: Both programs have shown increasing ridership and are an integral part of Alexandria’s transportation system. The goal of these programs aligns with the City’s [Alexandria Mobility Plan](#) Policy to “Enhance choice” and make it easier for more people to choose an alternative to driving alone. Strategy #3 in the Plan calls for creating mobility hubs in strategic locations around the city. Over the past year, the City has installed scooter and e-bike parking corrals, many adjacent to Capital Bikeshare Stations, to create hubs that support these travel options.

Capital Bikeshare Program

In 2024, the Capital Bikeshare system had another record-breaking year. Residents and visitors took 132,845 unique trips in the City. The best month of the year, and in system history, occurred in October 2024 with 16,215 unique trips. The most popular stations are:

- Braddock Road Metro South
- Mount Vernon Trail & Washington Street
- Prince Street & Union Street
- King Street Metro North
- Market Square/King Street and Royal Street

The City added 60 e-bikes to the systemwide fleet in 2024. While they typically make up approximately 30% of the bike fleet in the City, e-bikes are used on over half of the trips in the City.

Additionally, the City is expanding the system and replacing aging equipment in 2025. As of April 2025, one new station has been installed, and two existing stations have been replaced. Nine additional new stations and 20 replacements are anticipated between May through July 2025 (Attachment 1).

Dockless Mobility Program

A data-driven process is used to review applications for the Dockless Mobility program on a yearly basis. The current Dockless permit is active from April 1, 2025 – March 31, 2026. Currently, permits are held by Lime and GCOO and their permitted vehicle caps are listed below.

	E-Scooters	E-Bikes*
Lime	600	100
GCOO	500	0
Total	1100	100
City Vehicle Limit	1200	800

*Vehicle cap is only for permitted dockless operators.

In 2024, permitted dockless operators reported a combined 270,869 trips. This is also a new record that surpassed the 2019 pilot ride total of 249,033.

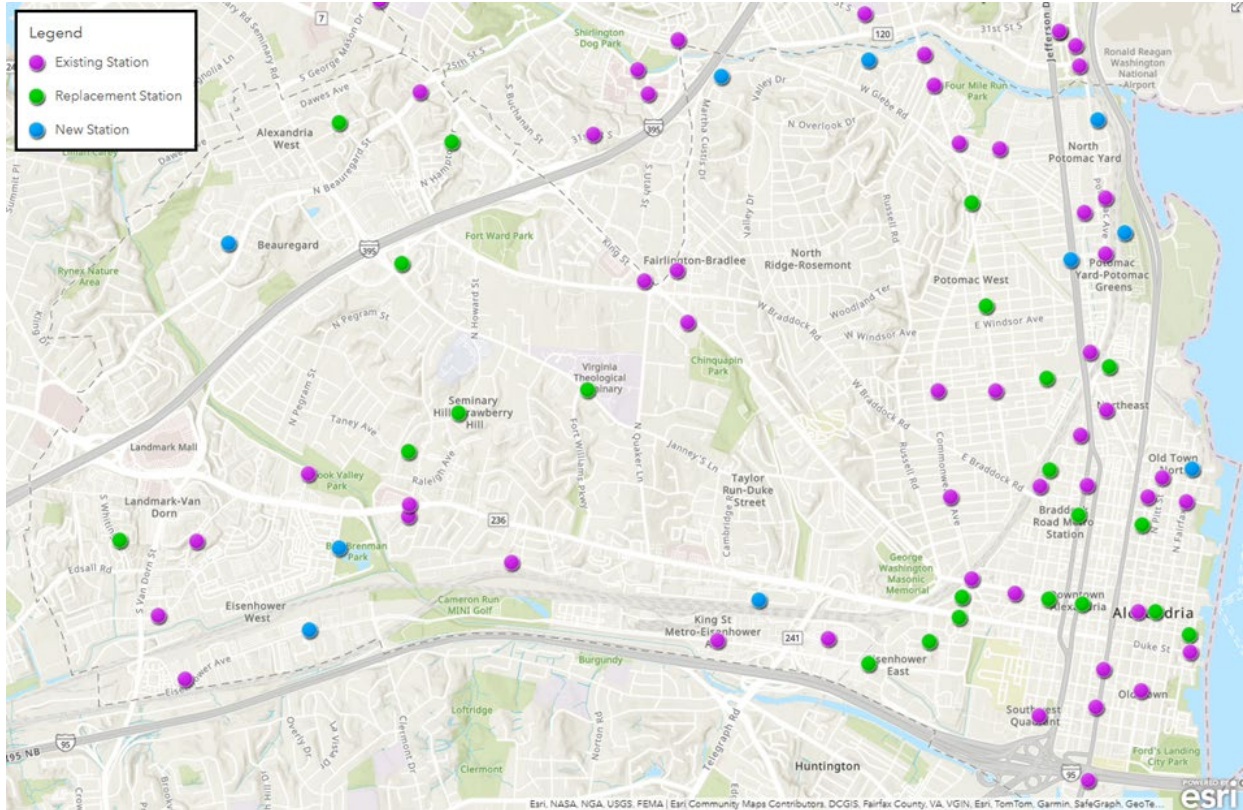
The City has installed 50 parking corrals around the City and plans to install more in 2025. Corrals are geofenced so they appear as preferred parking locations in the apps of dockless operators. Additionally, many corrals have bike racks, which allow them to be suitable for personal, as well as for-rent, scooters and bikes.

In 2023, the City designed a new functionality in the Alex311 system that routes cases related to improper parking directly to the selected operator, ensuring that vehicles are removed promptly. Alex311 response time data is evaluated for permit renewals.

ATTACHMENTS:

Attachment 1: Map of Existing, Replacement, and New Capital Bikeshare Stations, April 2025

Attachment 1:



Map of Existing, Replacement, and New Capital Bikeshare Stations, April 2025

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 16, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #6 – PARATRANSIT PROGRAM UPDATE

ISSUE: Staff update to the Transportation Commission on the Paratransit Program.

RECOMMENDATION: That the Transportation Commission receive the update.

BACKGROUND: The City of Alexandria’s DOT Paratransit Program continues to serve as a critical mobility solution for residents with disabilities who are unable to use fixed-route transit. Operated by the City (independent of DASH and WMATA), the service has steadily evolved since its inception in 1984, with significant enhancements implemented in the past year.

The service provides curb-to-curb transportation, with door-to-door assistance available upon request, offering a flexible and accessible option. Open to both Alexandria residents and visitors, the service requires trip scheduling at least one day in advance but places no limits on the purpose or frequency of travel. While it primarily operates within Alexandria, the coverage area was expanded in 2022 to include Washington, D.C., enhancing regional connectivity. All transportation is provided by contracted staff.

Key program metrics for 2025 include:

- 870 Registered Users
- 460 Active Clients (defined as taking one or more trips this fiscal year)
- Over 41,000 trips in FY24
- Median age of 69
- 65% of clients are female
- 20% of clients require wheelchair-accessible vehicles
- 69% of all trips are provided fare-free
- Monthly on-time performance range between 87% and 94%

DISCUSSION Last year, the City welcomed a new DOT Paratransit Coordinator who has been leading efforts to implement updated policies and procedures, enhance program operations, and strengthen customer engagement, as well as to enhance oversight and coordination. Modernizing

the paratransit program for the city's aging population is highlighted as a strategy in the [Transit Chapter](#) of the [Alexandria Mobility Plan](#).

Recent improvements include:

- The application and recertification process was streamlined by transitioning to contractor-led processing, making it more efficient for users.
- The City updated its policies and expanded the fare-free zone to improve accessibility.
- To better respond to rider concerns and suggestions, a formal feedback management process was also introduced through the City's 311 system.

Several initiatives are currently underway to enhance the DOT paratransit program. A new rider-facing app and web interface are being launched to improve the user experience, alongside the implementation of a computerized telephone system to streamline trip scheduling. The City is also developing a comprehensive communications strategy to better engage current users and conduct broader outreach. In addition, coordination is ongoing with other City departments to improve access to human services transportation.

Looking ahead, the program will focus on developing a clear brand identity for DOT, evaluating potential grant funding opportunities, and exploring cost-reduction strategies for trips. Future efforts will also include assessing the feasibility of offering same-day reservations and analyzing demand for further expansion of the service area.

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 16, 2025

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #7 – I-495 SOUTHSIDE EXPRESS LANE STUDY UPDATE

ISSUE: Staff update to the Transportation Commission on the I-495 Southside Express Lanes Study.

RECOMMENDATION: That the Transportation Commission receive the update and direct staff to draft a letter for the Chair to sign prior to the close of the public comment period.

BACKGROUND: VDOT is leading a study for extending express lanes on I-495 from the Springfield Interchange to the Woodrow Wilson Bridge. Previously in September 2023, VDOT provided 9 alternatives (plus a no-build alternative) to potentially be considered within NEPA:

- No Build
- Transportation System Management/Transportation Demand Management (TSM/TDM)
- Part-Time Shoulder Use
- Standalone Transit
- Transit TSM/TDM
- 1 General Purpose Lane (each direction - repurposing two lanes into toll lanes)
- 2 General Purpose Lanes (each direction - repurposing four lanes into toll lanes)
- Two express lanes in each direction (each direction - adding four additional lanes)
- One express lane in each direction (each direction - adding two additional lanes)
- 2 additional reversible express (toll) lanes

Previous community input was addressed via a letter from the City to [VDOT in October 2023](#) that included the following feedback that was heard from community members:

- The criteria provided, including “continuity of the Express Lane system,” seem to bias the selection of alternatives towards those that include new Express Lanes, rather than those than prioritizing transit and transportation demand management measures.
- Increasing the number of travel lanes may lead to additional demand, therefore increased traffic on the facility over time and increased traffic on local street.

- Express Lane options could add constraints to providing future transit options, specifically Metrorail lines on this corridor and across the Woodrow Wilson Bridge, in the future.

DISCUSSION: VDOT has selected two of the original design options (Two express lanes in each direction and One express lane in each direction) for further analysis in the NEPA process, along with the no-build scenario (as required), and has hosted a series of public hearings to provide information to the public and get feedback. Key updates on the project include:

- VDOT is studying the following NEPA alternatives:
 - No Build
 - One additional express lane in each direction
 - Two additional express lanes in each direction
- Public input will be accepted through April 21, 2025.
- Several community meetings have been held, including an in-person meeting in Alexandria on April 9.
- The City continues to have concerns similar to those raised in October 2023, including:
 - Potential for induced demand and increased congestion, including cut-through traffic on local streets
 - Insufficient support for active transportation options
 - Lack of emphasis on mitigation measures
 - Selection of a preferred alternative (June 2025) prior to completion of the traffic analysis of impacts on local streets or air quality analysis (Fall 2025)

Staff will prepare a letter summarizing the City's concerns before the public comment deadline. VDOT is expected to recommend a preferred alternative in May 2025 with public hearings on the recommended alternative anticipated for June 2025. Public hearings on the Environmental Assessment are expected to be held in winter 2025.

Helpful links include:

- [City's Project Website](#)
- [VDOT's project webpage](#)
- [VDOT's Virtual Engagement Room](#)
- [VDOT's online comment form](#) (open through April 21)

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 16, 2025
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION
SUBJECT: AGENDA ITEM # 9 – WRITTEN ITEMS

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the written items.

A. Interdepartmental Long Range Work Plan

Every other year, City departments involved in long-range planning and implementation jointly prepare a two-year [Long-Range Planning Interdepartmental Work Program](#) for the upcoming fiscal year and beyond. The work program includes the completion of plans and studies underway, new plans scheduled to begin, and implementation of previously approved plans. The draft Work Program Bar Chart (available on the link above) is presented for Planning Commission and City Council's feedback and guidance early in the calendar year to help inform development of the City Manager's Proposed Operating Budget as well as development of a final Work Program docketed for City Council approval in May/June. This annual review ensures coordination of work, staffing, and financial resources, and the opportunity for the Planning Commission and City Council to ensure alignment of proposed planning work across departments with the City's Strategic Plan.

The following are a few key initiatives within T&ES's workplan led by T&ES:

- **Duke Street Transitway Phase 1 Design and Phase II Planning:** The Duke Street Transitway is one of the City's three proposed Bus Rapid Transit (BRT) corridors. Concept plans for the project were approved by City Council in 2023 and 2024. Design work for Phase I is scheduled for 2025 and 2026, proceeding in collaboration with the Duke Street Small Area Plan update, soon to be underway. This transitway vision includes continuous pedestrian and bicycle facilities and dedicated bus lanes, ensuring seamless transit connectivity between the King Street Metro station and West Alexandria.
- **Smart Mobility Implementation:** Digital City Initiatives: The City is advancing several projects to establish a robust digital foundation for smarter traffic and travel management.

In partnership with the Virginia Tech Transportation Institute, the City is developing a digital model of the North Potomac Yard area to improve data management from sensors and traffic signals. Another initiative focuses on curb digitization, making it easier for drivers to find parking while providing staff with valuable insights into curb space utilization. Additionally, the City is piloting technology to scan roadways, delivering real-time information on the condition of streets, pavement, markings, and signs. These initiatives are creating a solid foundation for improved asset and data management, enabling better scenario planning, optimized maintenance scheduling, and real-time decision-making.

- **Landmark Mall Redevelopment Transportation Access Initiatives:**

- **Access to Landmark Sidewalk Project:** This initiative will improve pedestrian connectivity, making it easier and safer for people to walk to and from the site.
- **Landmark Transit Hub:** A new multimodal transfer point will provide seamless connections for bus riders and travelers switching between transportation modes.
- **On-Route Charging Pilot:** Supporting the DASH electric bus fleet, this pilot will introduce on-route charging infrastructure to enhance the efficiency and sustainability of transit services.
- **Landmark Mall Ramp from I-395:** This project will improve safety and traffic flow for drivers accessing the hospital directly from I-395.

Together, these projects will ensure convenient, multimodal access to this transformative development.

B. Automated Enforcement Tools

This spring, the City is expanding its School Zone Speed Camera Program to three additional schools:

- **Alexandria City High School – King Street Campus** (King Street, between Quaker Lane and Scroggins Road)
- **Alexandria City High School – Minnie Howard Campus** (Braddock Road, between Marlee Way and Marlboro Drive)
- **William Ramsay Elementary School** (North Beauregard Street, between North Morgan Street and Roanoke Avenue)

The City selected the locations listed above using a data-driven process that considered factors such as crash history, traffic volumes and vehicle speeds, as well as the age and number of students. The cameras are being installed this month, after which the program will go through a testing and warning period. Additional announcements will be made when the date for the program launch has been finalized.

Visit alexandriava.gov/go/3785 for more information about the City’s speed camera program.

C. VDOT FY2026-2031 Six-Year Improvement Program Spring Meetings

The public is invited to share comments on transportation projects that have been recommended for funding in the [Fiscal Year \(FY\) 2026-2031 Six-Year Improvement Program \(SYIP\)](#). Additionally, comments will be accepted for new projects valued in excess of \$25 million. The Commonwealth Transportation Board (CTB) will consider comments as it develops the FY 2026-2031 SYIP. The program allocates public funds to highway, road, bridge, rail, bicycle, pedestrian and public transportation projects. All federally eligible projects in the SYIP will be included in the Statewide Transportation Improvement Program to document how Virginia plans to allocate its federal funds.

The public can provide feedback on the FY2026-2031 SYIP update at the spring meetings for the corresponding VDOT construction district on the dates and times noted below. All meetings will be conducted in person with an opportunity for public comment. In addition, people can share feedback on transportation projects by submitting comments through the online form, by email or posted mail by May 21, 2025. The Northern Virginia spring meeting will take place on May 8, 2025, at 5:00PM, at the VDOT Northern Virginia District Building, 4975 Alliance Drive, Fairfax, VA 22030. More information will be available on the [VDOT website](#).

For Alexandria, this is especially relevant in terms of SMART SCALE recommendations. The City submitted applications for three projects (King Street-Bradlee Safety and Mobility Enhancements, Eisenhower Avenue and Van Dorn Street Improvements, and Duke Street and Route 1 intersection Improvements), only one of which (Duke/Route 1), and the smallest of which (\$5,000,000), was recommended.

D. Smart Mobility Lab Kick-off

In January 2025, the City of Alexandria, in partnership with the Virginia Tech Transportation Institute (VTTI), launched the Smart Mobility Lab at the new Virginia Tech Innovation Campus. This facility serves as a hub for testing cutting-edge transportation technologies and piloting innovative projects while providing practical, hands-on experience for emerging professionals in transportation. This collaboration not only strengthens our public-academic partnerships but also fosters workforce development by equipping students, faculty, and City staff with the skills needed to develop and implement smart mobility solutions.

This May, the Smart Mobility Lab in Alexandria is excited to kick off its event series with the Smart Intersections Summit, hosted at Virginia Tech's Innovation Campus. This event will bring together government, industry, and academic leaders to share insights and engage in meaningful conversations about the future of mobility.

E. Legislative Update

Below please find updates to transportation-related legislation. A previous update was given regarding the legislative session in March of 2025, but since then, a few bills have been vetoed. See below:

- **[HB 2096](#) Intelligent Speed Assistance Program - Adopted**
 - The bill establishes the Intelligent Speed Assistance Program, offering it as an

alternative to driver's license suspension for certain speed-related offenses, including mandatory enrollment for reckless driving over 100 mph and for drivers with excessive demerit points. Participants must install an intelligent speed assistance system in their vehicles, with penalties including a Class 1 misdemeanor for tampering, and the program takes effect on July 1, 2026.

- **[HB2718](#) Photo Speed Monitoring Devices - Adopted**
 - Requires photographs, microphotographs, or other recorded images, or documentation, produced by a photo speed monitoring device placed in a school crossing zone to depict or confirm a portable sign or tilt-over sign that is in position and blinking or otherwise activated, indicating the school crossing zone, at the time of such vehicle speed violation in order for a sworn certificate to be considered prima facie evidence for purposes of enforcing vehicle speed violations.
- **[SB1416](#) Pedestrians; drivers to stop when crossing highway, etc. penalty - Adopted**
 - Makes it a traffic infraction if a driver operating a motor vehicle fails to stop for pedestrians and makes it a Class 1 misdemeanor if such traffic infraction results in the serious bodily injury or death of a vulnerable road user lawfully crossing a highway.
- **[SB1233](#) Pedestrian crossing and stop violation monitoring, violation enforcement - Vetoed**
 - 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 - Vetoed**
 - 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- Passed**
 - 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.

F. Proposed Complete Streets Repaving Improvements

In accordance with the City's Complete Streets Policy, the City routinely identifies opportunities to phase in upgrades with street resurfacing. Such upgrades largely consist of minor striping improvements such as crosswalks or stop bars, but may also include treatments like upgraded curb ramps, ADA bus pads, and more. While the City's bicycle project priorities are not driven by the paving schedule, there are also opportunities to implement bicycle infrastructure with repaving. Key improvements planned or already completed for Fiscal Year 2025 in combination with repaving include:

- **Holland Lane** – Roadway reconfiguration, to include new crosswalks, improved crosswalks, planted median islands, protected bike lanes, a bikeshare station, and a scooter corral.
- **Sanger Avenue** – Roadway reconfiguration to convert off-peak parking to all-day parking, expand space for people walking and biking under the I-395 overpass, create new pedestrian crossings, and install curb extensions for pedestrian and driver safety. Additional capital improvements near William Ramsay being coordinated with resurfacing include a raised crosswalk, curb extensions, and new crosswalks.
- **Mill Road** – Roadway reconfiguration to reduce confusion at the Mill Road/Telegraph Road intersection and extend the existing multi-use path near the Wegmans via a protected cycle track.
- **Metro Road** – Improvements to increase sight distance, enhance pedestrian safety, and minimize vehicle crashes.
- **Second Street** – Addition of bicycle lanes by repurposing excess travel lane widths.

Staff are also in the process of identifying improvements in combination with the Fiscal Year 2026-2028 paving schedule.