



Transportation Commission

May 20, 2020

Meeting Canceled

REVIEW MATERIALS

1. Long Range Plan
2. Vision Zero Action Plan Update
3. Updates to Receive (Consent)
 - A. WMATA
 - B. AlexMoves
 - C. Electric Vehicle Infrastructure Strategy
 - D. Repaving & Complete Streets

Public hearing items are so noted on the agenda. The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to transportationcommission@alexandriava.gov in advance of or after the meeting.

Next Meeting: tbd (City Hall, 2nd Floor).

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request an accommodation may contact the Department of Transportation and Environmental Services at 703-746-4086 or TTY/TTD 703-838-5056.

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 20, 2020

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: WORK SESSION ITEM – 2020 TRANSPORTATION LONG RANGE PLAN

ISSUE: 2020 update to the Transportation Long Range Plan (LRP)

RECOMMENDATION: That the Transportation Commission (Commission) review the proposed 2020 LRP project lists and evaluation criteria and provide feedback.

BACKGROUND: The Commission is responsible for developing and maintaining a comprehensive Transportation Long Range Plan (LRP) that prioritizes long-range transportation projects. The LRP is an unconstrained list of all transportation related capital projects and studies identified in City plans and policies with no identified funding source.

Every two years, the Commission updates the LRP projects and studies from plans adopted since the last update. New projects to add to the LRP (from approved plans) are major projects that are unfunded, and that are not anticipated to be implemented through another funding sources. Projects and studies are removed if they have been completed or funded in the City's CIP. While staff maintains a list of developer contingent projects as part of each update, the Commission is only responsible for prioritizing projects that require coordination with developer actions or funding.

During each LRP update, the Commission reviews the criteria to determine if the criteria are still appropriate. The Commission incorporated safety as a measure in 2016 and equity in 2018.

DISCUSSION: Staff is initiating the 2020 LRP project discussion and receiving guidance via email from the Transportation Commission. For this update, staff added projects from 2018-2019 City planning efforts:

- The Landmark/Van Dorn Corridor Study
- The Eisenhower East Small Area Plan
- South Patrick Street Housing Affordability Study.

Staff removed the following projects that are currently funded:

- Mt. Vernon Avenue Intersection Improvements (2018 – Rank 1)
- Pedestrian Improvements at King Street Waterfront (2019 – Rank 16)

Staff also further consolidated projects that were included in the Bicycle and Pedestrian Plan as per Commission guidance in 2016.

Given the inability for the Commission to meet in person until late summer or early fall, staff is providing this information as a written update to determine 1) if the Commission members wish to keep the existing criteria for this LRP update and 2) if Commission members have any questions or feedback about the project list. If there is a consensus to keep the existing criteria, staff will then circulate additional information about the new projects to enable members to evaluate projects prior to the next meeting, at which time the Commission can discuss preliminary scores.

- ATTACHMENTS:**
1. 2020 LRP – Projects List
 2. 2020 LRP – Developer Contingent Project List
 3. LRP Project Prioritization Criteria

PROJECTS

2016 Rank	2018 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
NEW	2	Priority Sidewalk projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Sidewalks projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project is to continue completing improvements for a total of 11.5 miles of new/improved sidewalks.	Pedestrian and Bicycle Master Plan	Project	Pedestrian	More than \$5 million	10+ years	Ongoing	Yes
P-4	3	Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.	Pedestrian and Bicycle Master Plan	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes
	5	Priority bike trail projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Bike and multi-use trail projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project compiles at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	Pedestrian and Bicycle Master Plan	Project	Ped/bike	More than \$5 million	10+ years	Ongoing	Yes
P-23	8	Commonwealth Ave. Green Street	Move the Commonwealth Ave. turnabout to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	Four Mile Run Restoration Plan	Project	Pedestrian	Less than \$1 million	5-10 years	Not Started	No
	9	Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle paths through the planned linear park.	Old Town North SAP	Project	Ped/bike	More than \$5 million	5-10 years	Not Started	Yes
P-15	10	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	Four Mile Run Restoration Plan	Project	Bicycle	More than \$5 million	5-10 years	Not Started	Yes
P-16	11	Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	Pedestrian and Bicycle Master Plan	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No
P-21	12	Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	Pedestrian and Bicycle Master Plan	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes
P-18*	14	Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	Eisenhower West Small Area Plan	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	No
	15	Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	North Potomac Yard SAP	Project	Ped/bike	More than \$5 million	10+ years	Not Started	Yes
	17	Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	Eisenhower West Small Area Plan	Project	Multimodal	More than \$5 million	10+ years	Not Started	Yes
P-26	18	S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	Eisenhower West Small Area Plan	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes
P-24	19	Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector)	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	Eisenhower West Small Area Plan	Project	Streets	More than \$5 million	10+ years	Not Started	Yes
P-27	20	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes
NEW1		Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes

PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT

Proj. No.	Name	Description	Source	Category	Mode	Cost	Status
D-1	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	Less than \$1 million	Started
D-2	Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail	Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail	Potomac Yard SAP	Project	Bicycle	\$1-5 million	Not Started
D-3	Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	\$1-5 million	Not Started
D-4	Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	Eisenhower East SAP	Project	Streets	\$1-5 million	Not Started
D-5	New Road from Route 1 to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Restoration I	Project	Streets	\$1-5 million	Not Started
D-6	Realigned Eisenhower Avenue from Covanta to Metro Road	Straighten/ realign Eisenhower Avenue between the Covanta plant and a new North-South road one block east of Metro Road	EW/Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Ongoing
D-7	Realignment of Metro Loop Road and new grid west of Van Dorn Street	Connect Metro Road to a new North-South road; Reconfigure the existing northbound ramp from Van Dorn to have a "T" intersection with Metro Road; Remove the existing southbound loop ramp from Van Dorn Street, and reconfigure it as an urban grid of streets.	EW/Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Ongoing
D-8	Construct new shared-use path along the waterfront of the former power plant site	Construct a new trail within the expanded waterfront open space on the former power plant site, as generally depicted in Figure 5.03, to separate the existing pedestrian and bicycle trail.	Old Town North Small Area Plan	Project	Bicycle	\$1-5 million	Not Started
D-9	Develop grid of streets in former power plant site	Provide a compact grid of streets in the former power plant site in alignment with, and connecting to the established street grid in Old Town North. North Fairfax, North Royal, and North Pitt Streets will be extended into the former power plant site as generally depicted in Figures 5.01 and 5.06.	Old Town North Small Area Plan	Project	Streets	More than \$5 million	Not Started
D-10	Mount Vernon Trail along East Abingdon Drive	Construct a new multi-use path connection on the Mount Vernon Trail along E. Abingdon Dr. between Slaters Ln and Norfolk Southern's rail tracks to the south of Slaters Ln.	Old Town North Small Area Plan	Project	Ped/Bike	\$1-5 million	Started

PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT

Proj. No.	Name	Description	Source	Category	Mode	Cost	Status
D-11	Connection to Mount Vernon Trail along future water from east of Fairfax St. to Slaters Lane	Construct new multi-use path connection along future waterfront park between east of Fairfax Street to Slaters Ln. Portion of such connection currently exist, but would have to be improved/reconstructed once the old energy plan site is developed	Old Town North Small Area Plan	Project	Ped/Bike	\$1-5 million	Not Started
D-12	Segments of Backlick Run on developer property along Backlick Run stream	Backlick Run multi-use path runs from Armistead Booth Park to the City limits with Fairfax Co. to the West. Several segments of the trail run along private property in process of redevelopment.	EW/Landmark/Van Dorn SAP	Project	Ped/Bike	\$1-5 million	Not Started

ALEXANDRIA TRANSPORTATION COMMISSION

**CRITERIA FOR PRIORITIZING CITY TRANSPORTATION PROJECTS FOR THE
UNCONSTRAINED LONG RANGE PLAN (UPDATED MAY, 2018)**

PRIORITIZATION METHODOLOGY

The City of Alexandria's Transportation Division maintains a list of Transportation Projects as a part of the City Master Plan. This list, called the Transportation Long Range Plan (LRP), is unconstrained in that funding for the projects on it has not been identified, and it includes ALL of the Transportation Projects that have been approved by the City Council as part of the City Master Plan. The Transportation LRP also includes Transportation Projects that are part of the:

- ❖ Pedestrian and Bicycle Mobility Plan
- ❖ Transportation Master Plan
- ❖ Small Area Plans
- ❖ Special area and corridor plans

Any Transportation Project proposed that is not specifically recommended in any of these plans must be consistent with City goals and policies including the:

- ❖ Mayor and Council Strategic Plan
- ❖ Master Plan and all sub-plans listed above
- ❖ Eco-City Charter

The following prioritization methodology provides the Transportation Commission with a starting point for prioritizing projects. However, the annual LRP update process also relies on a discussion by the full Commission to determine the relative importance of each project. Therefore, the individual or combined scores as a result of the prioritization exercise do not necessarily reflect the final project prioritization.

As projects from the LRP are considered for the City's annual constrained budget (Capital Improvement Program), there are a number of other criteria that are typically considered by staff, including:

- ❖ Funding / opportunities to leverage non-City funds, and impact to the City's operating budget
- ❖ Anticipated maintenance and operating costs
- ❖ Urgency or critical need related to system failure, major development, or economic development

Long Range Plan (LRP)

Proposed long-range Transportation Projects with no funding identified

Once Transportation Projects are included on the LRP, they will be prioritized according to the following seven criteria using a five-point ranking schema.

1. LIVABILITY

The environmental and social quality of an area as perceived by residents, employees of local businesses, and visitors to the area

Positive impacts on neighborhood livability may include:

- ❖ improved access to community facilities, services, convenience shopping, transit and regional transportation facilities
- ❖ a safer and more pleasant walking environment
- ❖ more attractive streetscape
- ❖ traffic calming
- ❖ improves accessibility for persons with disabilities
- ❖ helps to improve the health and well-being of residents and visitors
- ❖ increase physical activity
- ❖ reduce greenhouse gases
- ❖ conserve open space

Negative impacts on neighborhood livability may include:

- ❖ increased noise and neighborhood traffic
- ❖ local air pollution
- ❖ hazards to pedestrians and cyclists
- ❖ cut-through traffic on neighborhood streets
- ❖ spillover parking

1A. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON LIVABILITY IN THE AFFECTED AREA?

- 5 Major improvement**
- 4 Moderate improvement**
- 3 No net impact**
- 2 Moderate deterioration**
- 1 Major deterioration**

1B. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON THE OVERALL LIVABILITY IN THE CITY OF ALEXANDRIA?

- 5 Major improvement**
- 4 Moderate improvement**
- 3 No net impact**
- 2 Moderate deterioration**
- 1 Major deterioration**

2. CONNECTIVITY

The ability to reach desired goods, services, activities and destinations

Connectivity is a measure of the interconnectedness of the transportation system. Systems with high connectivity generally provide a number of choices of routes between destinations and relatively short travel distances.

Factors that increase connectivity and reduce travel time include:

- ❖ small block size
- ❖ direct access
- ❖ redundancy
- ❖ modal options (car, pedestrian, bicycle, transit)
- ❖ optimizing signals
- ❖ bike sharing/car sharing

Factors that impede connectivity include:

- ❖ railroads
- ❖ rivers and streams
- ❖ freeways
- ❖ cul-de-sacs
- ❖ medians
- ❖ turn restrictions
- ❖ frontage roads

2A. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON NEIGHBORHOOD CONNECTIVITY AND THE CITY AS A WHOLE?

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No net impact*
- 2** *Moderate deterioration*
- 1** *Major deterioration*

2B. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON REGIONAL MOBILITY?

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No net impact*
- 2** *Moderate deterioration*
- 1** *Major deterioration*

3. LAND USE AND ECONOMIC DEVELOPMENT

Projects that promote compact development patterns and/or promote economic development

The project focuses investment where jobs and households are located and/or served. The project encourages mixed-use, transit-oriented, compact development and discourages dispersed, low-density, single-use, automobile dependent land use patterns.

The project is in an area with existing or planned development that creates opportunity for economic development.

3A. HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR EXISTING OR PROPOSED POPULATION AND EMPLOYMENT CENTERS?

- 5** *Very Well*
- 4** *Moderately Well*
- 3** *No Impact*
- 2** *Poorly*
- 1** *Very Poorly*

3B. HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR OPPORTUNITIES FOR ECONOMIC DEVELOPMENT?

- 5** *Very Well*
- 4** *Moderately Well*
- 3** *No Impact*
- 2** *Poorly*
- 1** *Very Poorly*

4. MODE CHOICE

Project creates multimodal choices for travelers including travel by foot, bicycle, transit or car

Major improvements may include:

- ❖ Roadway widening
- ❖ High Occupancy Vehicle (HOV) lanes
- ❖ Transit service improvements and amenities such as improved frequency or other capacity enhancements
- ❖ Construction of bicycle or pedestrian facilities
- ❖ Car / Bikeshare programs

Minor improvements may include:

- ❖ Intersection reconstruction/improvement
- ❖ Access and parking improvements

4A. DOES THE PROJECT IMPROVE OR ADD MULTIMODALITY?

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No impact*
- 2** *Minor deterioration*
- 1** *Major deterioration*

4B. DOES THE PROJECT ENCOURAGE NON-SOV TRAVEL?

- 5** *Greatly encourages*
- 4** *Moderately encourages*
- 3** *No impact*
- 2** *Moderately discourages*
- 1** *Greatly discourages*

5. INFRASTRUCTURE

Projects that address major maintenance for aging transportation infrastructure

Proposed project may have an effect on aging transportation infrastructure via rehabilitation, or by increasing demand on deteriorating systems, or has the opportunity to apply best environmental practices and update to meet accessibility standards.

5A. DOES THE PROJECT IMPROVE AGING TRANSPORTATION INFRASTRUCTURE?

- 5** *Major improvement*
- 4** *Moderate improvement*
- 3** *No impact*
- 2** *Minor deterioration*
- 1** *Major deterioration*

6. OPERATIONS AND TECHNOLOGY

Projects that improve system efficiency through the appropriate use of technology

These projects improve system efficiency and can improve capacity without making physical changes to the transportation network. These projects may include:

- ❖ Signal optimization
- ❖ Transit technology
- ❖ Transit priority
- ❖ Real time transit information

6A. DOES THE PROJECT IMPROVE SYSTEM EFFICIENCY THROUGH AN APPROPRIATE USE OF TECHNOLOGY?

- 5 Major improvement**
- 4 Moderate improvement**
- 3 No impact**
- 2 Moderate deterioration**
- 1 Major deterioration**

7. SAFETY

Project increases public safety by reducing the number and severity of vehicular crashes and creating a safer environment for all users of transportation network, and improves the overall perception of safety within the surrounding environment.

Safety effects are typically measured by changes in the number and severity of vehicular crashes. Vehicle speed is a significant factor in the severity of all crashes, but is particularly important in the rate of fatalities in crashes involving pedestrians and cyclists.

Emergency vehicle access and protection from crime may also be safety considerations in design and location of transportation facilities. Other safety considerations include design that will provide for a real or perceived improved safety of the user.

7A. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON CRASH RISKS AND SAFETY?

- 5 Major improvement**
- 4 Moderate improvement**
- 3 No net impact**
- 2 Moderate deterioration**
- 1 Major deterioration**

7B. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON PERCEIVED PERSONAL SAFETY?

- 5 Major improvement**
- 4 Moderate improvement**
- 3 No net impact**
- 2 Moderate deterioration**
- 1 Major deterioration**

8. EQUITY

Projects serve traditionally underserved populations such as, the disabled, low-income, elderly, children, and car-free and/or public transportation-dependent households, and support the fair and just distribution of both benefits and burdens of the transportation system across Alexandria neighborhoods.

Positive impacts on transportation equity may include improved infrastructure and public transportation service provision, multimodal transportation options, affordable transportation options, and pedestrian and bicycle-supportive infrastructure in areas with high concentrations of low-income households, minorities, elderly, children, disabled, and car-free households.

Burdens or negative impacts on transportation equity may include the deficiencies in transportation-related infrastructure and service provision; decreases in the perceived number of available transit services for public transportation-dependent; increased negative environmental impacts (i.e. air pollution, noise, traffic congestion); or increased cost of travel for these vulnerable populations.

8A. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON EQUITY (I.E. TRADITIONALLY UNDERSERVED POPULATIONS)?

- 5. Major improvement*
- 4. Moderate improvement*
- 3. No net impact*
- 2. Moderate deterioration*
- 1. Major deterioration*

8B. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON GEOGRAPHIC EQUITY (I.E. DISTRIBUTION OF PROJECTS ACROSS THE CITY)?

- 5. Major improvement*
- 4. Moderate improvement*
- 3. No net impact*
- 2. Moderate deterioration*
- 1. Major deterioration*

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 20, 2020

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: 2019 VISION ZERO ACTION PLAN YEAR 2 PROGRESS REPORT

ISSUE: Staff update to Transportation Commission on progress on the Vision Zero Action Plan for calendar year (CY) 2019.

RECOMMENDATION: That the Commission receive the 2019 progress update on the Vision Zero Action Plan.

BACKGROUND: Since 2008, the City of Alexandria has made significant investments to improve conditions for walking and bicycling. The [City's Vision Zero Policy](#) was adopted by City Council in January 2017 to eliminate all traffic-related deaths and serious injuries by 2028. The [Vision Zero Action Plan](#), which outlines actions to reach the goal of Vision Zero, was adopted in by City Council in December 2017.

This report provides a look at progress by the Department of Transportation & Environmental Services (T&ES) and other departments toward the implementation of the Vision Zero Action Plan for calendar year 2019. The Vision Zero Action Plan proposed the following overall guiding principles and strategies:

- #1. Improve Data Collection:** The City will make information easily available to the public, enhance data collection and coordination efforts, and evaluate the success of existing and planned programs to determine the best way to allocate resources for change.
- #2. Enhance City Processes and Collaboration:** The City will support and encourage statewide legislative efforts to implement stricter traffic safety laws and evaluate city policy and administrative guidelines to improve safety outcomes.
- #3. Build Safe Streets for Everyone:** The City will improve prioritization of safety treatments to inform implementation and develop and implement infrastructure policies to reduce KSIs.
- #4. Promote a Culture of Safety:** The City will undertake the following:
 - Inform the public of Vision Zero efforts

- Create a network of partnerships to ensure the success of Vision Zero
- Craft a successful public education campaign to inform the public of Vision Zero and Topic Areas
- Encourage city staff to incorporate Vision Zero into everyday practices
- Strengthen traffic safety enforcement policies and practices

In support of these guiding principles, the Vision Zero Action Plan provides strategies to eliminate serious injuries and fatalities by 2028. While there is not enough data to illustrate the effect of these efforts over time, the current status of police-reported crashes in Alexandria is provided below.

Year	City-wide Crash Data (2016-2019)				
	Total # of Crashes	Total # of Deaths	Total # of Crashes with injuries	Total # of bicycle-involved crashes	Total # of pedestrian involved crashes
2016	1295	4	236	18	69
2017	1106	3	258	19	62
2018*	1567	5	490	21	62
2019*	1531	4	427	15	60

***Note: A newer form of crash tracking was used to collect this data, thus the increase in crashes captured between 2017-2018**

Key highlights from 2019 are listed below:

- In most cases, City Staff have exceeded the number of safety improvements over the number outlined in the Action Plan, even more than the locations listed in **Attachment 1**
- Staff and Coalition Partners have provided hundreds of items of safety gear such as reflective and lighted keychains, wristbands, bags, bike lights, stickers, sunglasses and bicycle helmets to residents across the City via events at Farmer’s Markets, National Night Out, Civic Association Meetings, and other special events.
- Staff launched a campaign to reintroduce Vision Zero to the community and highlight some of the work staff have been doing to improve safety
- The City supported and provided input on legislative items relating to traffic safety for the 2019/2020 session. Key safety legislation passed to allow automated enforcement, amendments to require drivers to stop instead of yield for pedestrians, and a vulnerable road user law (**Attachment 2**).
- The Alexandria Police Department (APD) and T&ES Staff initiated and held monthly Crash Task Force meetings as a means to review serious injury, fatality, and vulnerable road user crashes for engineering improvements

In 2020, considering budget and prioritizing improvements in MWCOG’s Equity Emphasis Areas, the Year 3 priority engineering items are listed below:

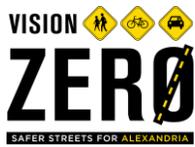
- Install 10 Leading pedestrian intervals
- Upgrade 20 crosswalks to high visibility markings
- Install No turn on Red Restrictions at 10 locations

- Install pedestrian signals at 5 intersections
- Upgrade or install 25 curb ramps to improve accessibility
- Upgrade or install safety countermeasures at 3 uncontrolled crossings
- Continue implementation of Safe Routes to School improvements at 6 schools
- Provide safety improvements at 4 high risk intersections
- Reduce the speed limit from 35 to 25 mph on one road where appropriate
- Speed control measures for 3 locations
- Consider a pilot left-turn traffic calming measures in one location
- Develop a pilot program for a neighborhood slow zone program
- Update pedestrian paddle signage to reflect new legislation
- Identify locations for speed cameras in school zones related to new legislation
- Install speed feedback signs on 2 high crash corridors

Programmatic Safety Priorities:

- Safe Routes to School Walk Audits for Middle and High School Campuses
- Intersections Audits for the top 5 highest crash locations
- Continue safety legislation recommendations
- Craft an education campaign for new legislation effective in July 2020/January 2021
- Perform a sign audit on a high crash corridor to ensure all signs are retroreflective

ATTACHMENT 1



Progress Chart

Progress Key

- Not started
- Initiated
- Moderate progress
- Significant progress
- Complete

Timeframe Key

- Short: FY19-21
- Medium: FY22-25
- Long: FY26-28

This chart lists progress made on each of the action items in the Vision Zero Action Plan. For more details about Vision Zero, please visit alexandriava.gov/VisionZero

ACTION ITEM	LEAD AGENCY	TIME FRAME	PROGRESS	NOTES
Data Collection and Evaluation				
Make information easily available to the public				
1A.1	Establish dashboard for all crash and safety data on the Vision Zero website	OPA	Short Term	●●●● Work is ongoing to keep the dashboard up to date
1A.2	Publish an annual report on the progress of Vision Zero	T&ES	Short Term	●●●● Work is ongoing to maintain annual reports
1A.3	Provide annual citation data for infractions that potentially lead to serious injuries and deaths	APD	Short Term	●●●●
Enhance data collection and coordination efforts				
1B.1	Develop electronic citation database pending funding and resources	APD	Short Term	●●●● Pilot program and user device selection complete. Working on improved interface with State Police
1B.2	Work with State Police, DMV, VDOT and State Pedestrian Task Force to revise crash reporting standards and information captured to better inform data analysis leading to projects and programs	T&ES & APD	Short Term	●●●● Meetings and conversations began in 2018
1B.3	Standardize and establish definitions and training on crash reporting methods	APD	Short Term	●●●● Ongoing DMV TREDs training
1B.4	Work with the State to update crash reporting methods to differentiate between alcohol and drug related crashes.	APD	Short Term	●●●● DMV aware of our concern – will consider recommendation
1B.5	Improve existing Multi-department Response Team for all KSI crashes and develop T&ES crash form to document contributing crash factors related to street design	APD, T&ES	Short Term	●●●● Improved multi-department response for KSI crashes
1B.6	Continue existing and investigate new opportunities for partnerships with universities, technology companies, and researchers to develop a comprehensive traffic crash prediction and traffic exposure model	T&ES	Long Term	●●●● Research underway for model and other Vision Zero City experience
Evaluate successfulness of existing and planned programs to determine best way to allocate resources for change				
1C.1	Create standard data evaluation template to track before and after studies of all Complete Streets projects	T&ES	Short Term	●●●●
1C.2	Identify gaps in data in order to identify on-call data collection contracts that will help us more efficiently obtain data	T&ES	Short Term	●●●● Work is ongoing to fill gaps as well as improving and expanding real-time data
1C.3	Increase opportunities for interns and students to conduct research, compile data and assist city with evaluation of programs	T&ES	Short Term	●●●● Work is ongoing to continue to provide opportunities
Enhance City Processes and Collaboration				
Support and encourage statewide legislative efforts to implement stricter traffic safety laws				
2A.1	Support statewide efforts to reform Driving Under the Influence (DUI) standards related to Blood Alcohol Content, arrest and adjudication process, and repeat offenders	CAO	Mid Term	●●●● Staff is researching best practices across the country and world
2A.2	Pursue and support state legislation to allow the use of fixed automated enforcement cameras for speed violations	CAO	Mid Term	●●●● 2020 Legislation expanded use of automated enforcement to include school zones as well as work zones
2A.3	Support statewide efforts to revise distracted driving laws, including increase of fines	CAO	Mid Term	●●●● 2020 legislation for hands-free bill passed

2A.4	Pursue and support state legislation to require drivers to stop, rather than yield, for pedestrians in the crosswalk	CAO	Mid Term		2020 legislation passed
Evaluate City policy and administrative guidelines to improve safety outcomes					
2B.1	Develop system to track, manage, respond to, and prioritize resident and customer requests for safety improvements	T&ES & APD	Short Term		Complete for T&ES. APD maintains an internal complaint log and 311
2B.2	Implement graduated penalties for repeat offenders of infractions that contribute to KSI crashes and the City has the authority to change	CAO	Short Term		
2B.3	Evaluate Traffic & Parking Board charter and consider revisions to make traffic safety a primary focus of the Board	T&ES	Short Term		Charter has been updated
2B.4	Encourage and promote national and regional senior driving education programs, such as the "We Need to Talk" program	T&ES	Short Term		
2B.5	Evaluate Maintenance of Traffic (MOT) Plan requirements and revise to prioritize safe, accessible, and convenient routes for bicyclists and pedestrians	T&ES	Mid Term		Memo to industry published for developers and construction crews

	ACTION ITEM	LEAD AGENCY	TIME FRAME	PROGRESS	NOTES
--	-------------	-------------	------------	----------	-------

Build Safe Streets for Everyone

3A.1	Use most recent crash data to continually prioritize implementation of recommendations from Pedestrian & Bicycle Master Plan	T&ES	Short Term		Work is ongoing to implement these changes with repaving projects
3A.2	Identify criteria for installation of "No Right on Red" and LPIs for intersections and outline process for implementing changes	T&ES	Short Term		Considered annually with Engineering priorities as well as crash data
3A.3	Reduce delivery timelines for safety improvements by implementing near-term, temporary treatments for priority Pedestrian & Bicycle Master Plan and Safe Routes to School engineering recommendations	T&ES	Short Term		Projects have been designed and will be implemented over the coming months and as repaving is undertaken
3B.1	Incorporate Vision Zero data and recommendations into Transportation elements of future Small Area Plans	T&ES & P&Z	Short Term		Ongoing as Small Area Plans are developed and updated
3B.2	Automatically display the pedestrian walk signal where signal timing permits	T&ES	Short Term		
3B.3	Use the data that identifies high injury crash corridors and intersections to help prioritize engineering and education efforts, and require comprehensive safety improvements when designing these corridors and intersections	T&ES	Short Term		Work is ongoing to implement these changes
3B.4	When new public school facilities open or relocate to a new site, ensure appropriate agencies continue to work together to develop a transportation plan that prioritized safety for the new school facility	T&ES	Long Term		Work is ongoing as school facilities are developed
3B.5	Explore a Citywide 25mph speed limit	T&ES	Mid Term		Staff is evaluating corridors for applicability
3B.6	Update the Streets and Transit Chapters of the Transportation Master Plan to prioritize the reduction of KSI crashes and elevate crash data as a priority in decision-making	T&ES	Mid Term		Staff is undertaking updates to the Alexandria Mobility Plan Chapters in 2020 and 2021
3B.7	Develop neighborhood slow zone program with selection criteria, a request process, and launch an application-based program, through engineering and design improvements to reduce vehicle speeds	T&ES	Mid Term		Staff have initiated and are investigating local and state code and legislation to enable this

Promote A Culture of Safety

Inform the public of Vision Zero efforts

4A.1	Maintain a comprehensive website to provide information on the projects, programs, and progress of Vision Zero to include dashboard and annual reports	T&ES	Short Term		Work ongoing to maintain the webpage
4A.2	Utilize social media to share information and promote dialogue	OCPI	Short Term		Work is ongoing
4A.3	Provide Vision Zero logo, goal and message on back of parking receipts and City email signatures	T&ES	Short Term		Work is ongoing to continue to provide this
4A.4	Work with media partners to more accurately report traffic crashes to avoid victim-blaming and report crashes in the context of Vision Zero	OCPI	Short Term		Work has initiated on a regional scale as media often covers all of DC metro area

Create a network of partnerships to ensure the success of Vision Zero

4B.1	Develop a network of "civic partners" who pledge to support Vision Zero through the dissemination of safety and educational information to their networks	T&ES	Short Term		Work is ongoing to reach more of the city
4B.2	Develop a network of "Coalition partners" who pledge to support Vision Zero through implementation of one or more action items	T&ES	Short Term		Work is ongoing to reach more of the city

4B.3	Form an interdepartmental group of Vision Zero Stakeholders as subgroups, as necessary, to ensure successful implementation of the plan	T&ES	Short Term		Work is ongoing, groups meet ad hoc or at least annually
4B.4	Partner with VDOT's Northern Region Transportation Operations Center to further enhance public messaging of crashes and traffic disruptions within the City	APD	Short Term		A meeting and discussions. Momentum lost awaiting APD PIO
4B.5	Initiate a regional Vision Zero Task force to identify path toward regional Vision Zero education campaigns and polices	T&ES	Mid Term		Vision Zero Regional coordination occurs every other month
ACTION ITEM		LEAD AGENCY	TIME FRAME	PROGRESS	NOTES
Craft a successful education campaign to inform the public of Vision Zero and topic areas					
4C.1	Develop education "campaigns" with messaging that focuses on topic area(s) of importance (e.g. Speeding, Distracted Driving, and Driving Under the Influence)	T&ES	Short Term		Campaign in 2019 to reintroduce program and show progress
4C.2	Increase distribution of safety equipment including bike lights, helmets, bells, and reflectors at City events	T&ES	Short Term		Complete and ongoing. Staff has distributed thousands of safety equipment to the community at different events
4C.3	Display the safety campaign at additional government facilities and on City fleet	DGS	Short Term		2019 campaign was featured on DASH buses and using social media and in-person signs
4C.4	Provide handouts for APD to distribute at traffic stops educating the public on safety	T&ES & APD	Short Term		Postcards designed, printed, and given to APD
4C.5	Explore mobile application-based technology to promote behavior change and safe driving habits	T&ES	Mid Term		Regional Safest Driver Campaign was investigated
4C.6	Develop a program to foster and teach safe driving habits to teen drivers	ACPS & T&ES	Mid Term		
Encourage City Staff to incorporate Vision Zero into Everyday Practices					
4D.1	Add Vision Zero education to defensive driving courses to training for all City employees receiving fleet driving permissions. Require employees to update this training certifications every 3 years	FINANCE	Short Term		Training has been developed and presented to city employees in 2018. New video in development to reduce staff needs
4D.2	Enhance recognition programs for safe driving of school buses, transit, and City fleet vehicles	ACPS, DASH, T&ES	Short Term		
4D.3	Install Pedestrian Collision Avoidance systems on DASH buses	DASH	Short Term		Pilot program initiated
4D.4	Develop walking and biking curriculum for elementary school students	ACPS	Mid Term		Complete and work is ongoing with Safe Routes to Schools Coordinator
Strengthen traffic safety enforcement policies and practices					
4E.1	Require all Alexandria Police officers to participate in the NHTSA's pedestrian training for law enforcement	APD	Short Term		Patrol roll call training provided by Traffic Safety staff
4E.2	Focus enforcement on roadways with higher speeds and increase traffic stops in these areas	APD	Short Term		Targeted enforcement ongoing
4E.3	Reduce driving under the influence through a collaboration with transit, taxi companies, transportation network companies, bar owners and retail outlets, especially targeting hot spot locations	T&ES	Short Term		Coasters deployed with Vision Zero Coalition Partner help to promote WRAP SoberRide Campaign whenever possible
4E.4	Regularly deploy high-visibility DUI enforcement in high-priority areas on nights with higher concentrations of severe and fatal crashes and major community events	APD	Short Term		Special events, DUI data reviewed for deployments. Grant funded saturation patrols.
4E.5	Develop data-driven process to determine high crash intersections where red light violations are frequent, and install and rotate maximum allowed automated red light enforcement cameras	APD	Short Term		APD and T&ES staff work together on these locations
4E.6	Increase the number of crossing guards at schools through a volunteer training program	APD	Mid Term		
4E.7	Identify and install signage at critical intersections to permit increased fines for failure to yield to pedestrians in a marked crosswalk	APD	Short Term		APD and T&ES staff are working on identifying locations and installing the signs



Priority Engineering Projects

YEAR ONE (2018)

Install Leading Pedestrian Intervals (LPIs) at ten intersections	T&ES	●●●●	15 intersections received LPIs
Install No Right on Red turn restrictions at ten intersections	T&ES	●●●●	29 intersections
Install Pedestrian count-down signals at five intersections	T&ES	●●●●	14 intersections received countdown signals
Reduce the speed limit from 35mph to 25mph on one high crash corridor	T&ES	●●●●	Route 1/ Richmond Highway north of Slaters Lane
Upgrade twenty crosswalks with high visibility, laddered markings	T&ES	●●●●	Over 40 upgraded
Install two major pedestrian intersection improvements	T&ES	●●●●	Completed in 2019 with installation of HAWK signal
Install fifteen low-cost safety improvements, including new road markings, signs and minor signal modifications	T&ES	●●●●	
Develop concept design for funding application for at least one high crash location	T&ES	●●●●	Duke and West Taylor Run
Upgrade curb ramps to improve accessibility at fifteen locations	T&ES	●●●●	
Upgrade three uncontrolled crossing locations with safety improvements	T&ES	●●●●	Installation nearly complete
Implement Safe Routes to School improvements at six schools	T&ES	●●●●	Implementation is in progress

YEAR TWO (2019)

Establish crosswalk policy of when each type of crosswalk is called for, implement the policy with paving	T&ES	●●●●	Completed, staff is testing out the policy with repaving projects
Upgrade 20 more crosswalks with high visibility crossings, where warranted	T&ES	●●●●	Identified in 2019, striping complete in Spring 2020
Develop a concept design for at least one high crash location	T&ES	●●●●	Mt. Vernon Avenue and Glebe Road
Install 10 no right on red restrictions near pedestrian crash locations or intersections with high pedestrian volumes and LPIs to correspond	T&ES	●●●●	
Upgrade 25 curb ramps to improve accessibility	T&ES	●●●●	Completed with repaving
Install or upgrade 3 safe crossings for uncontrolled crossings or crossing locations, especially in neighborhoods of color and/or low-income areas	T&ES	●●●●	Upgrades installed at Duke and Telegraph southern ramps, Eisenhower Ave and Lake Cook, and is in progress for Braddock at Minnie Howard Campus
Implement or complete recommendations for safe routes to school improvements at 6 schools	T&ES	●●●●	Implementation is ongoing
Examine and improve pedestrian signal timings at 10 intersections near senior facilities, parks, playgrounds, or daycare centers	T&ES	●●●●	Examined Charles Houston, Fillmore, Wilkes Street Park, Van Dorn and Holmes Run Parkway. Improvements are pending implementation
Install 15 low-cost safety improvements, including road marking, signs, signal modifications, at intersections near affordable and/or public housing locations	T&ES	●●●●	Completed safety improvements along the Duke Street, W Glebe, and Beauregard corridors as well as schools within these areas
Implement one neighborhood slow zone, prioritizing areas with children, seniors, communities of color, and low-income areas	T&ES	●●●●	
Install speed control measures in 5 locations that meet traffic calming criteria	T&ES	●●●●	Speed cushions, curb extensions, and signage installed
Close 8 sidewalk gaps in the City, especially near schools and parks	T&ES	●●●●	Four installed
Install left-turn traffic calming at one priority intersection as appropriate	T&ES	●●●●	Identified locations and are working on implementation

ATTACHMENT 2

Traffic Safety Legislative Update

In the Vision Zero Action Plan, the legislative Action Items listed in the table below were proposed. Since the change in leadership in the General Assembly, many of these action items were able to pass and make their way to the governor for signature.

2A - Support and encourage statewide legislative efforts to implement stricter traffic safety laws					
Item #	Description	Lead Agency	Timeframe	Status	Notes
2A.1	Support statewide efforts to reform Driving Under the Influence (DUI) standards related to Blood Alcohol Content, arrest and adjudication process, and repeat offenders	CAO	Mid Term (2-3 Years)		Staff is researching best practices across the country and world
2A.2	Pursue and support state legislation to allow the use of fixed automated enforcement cameras for speed violations	CAO	Mid Term (2-3 Years)		2020 Legislation expanded use of automated enforcement to include school zones as well as work zones
2A.3	Support statewide efforts to revise distracted driving laws, including increase of fines	CAO	Mid Term (2-3 Years)		2020 legislation for hands-free bill passed
2A.4	Pursue and support state legislation to require drivers to stop, rather than yield, for pedestrians in the crosswalk	CAO	Mid Term (2-3 Years)		2020 legislation passed

Other relevant traffic safety legislation that was proposed is described below:

Bill	Title	Status
HB874	Handheld personal communications devices; holding devices while driving a motor vehicle. Highlights: <ul style="list-style-type: none"> - Prohibits any person from holding a handheld personal communications device while driving a moving motor vehicle. - Exemptions include emergency vehicle operators while they are engaged in performance of official duties, CB radios, Official DOT or Traffic Incident Management communications, someone lawfully parked or stopped, and any person reporting an emergency - First offense fines are \$125 and for a second or subsequent offense the fine is \$250. Fines are automatically increased to \$250 in a work zone - Distracted driving shall be part of the driving exam 	Passed-same as SB160, Signed, Effective 1/1/2021
HB 1442	Photo speed monitoring devices; civil penalty. Highlights <ul style="list-style-type: none"> - Authorizes state and local law-enforcement agencies to operate photo speed monitoring devices, defined in the bill, in or around school crossing zones and highway work zones for the purpose of recording images of vehicles that are traveling at speeds of at least 10 miles per hour above the posted school crossing zone or highway work zone speed limit - operator of a vehicle shall be liable for a monetary civil penalty, not to exceed \$100 - summons issued by mail - violation not reported on driving record or to insurance, unless issued by an officer at the time of violation - Funds will be paid to the locality if issued by local law enforcement or to the Literary fund if issued by state police 	Passed, signed, effective 7/1/20
HB1705	Pedestrians; drivers to stop when yielding the right-of-way. Highlights:	Passed, signed,

	<ul style="list-style-type: none"> - Clarifies the duties of vehicle drivers to stop when yielding to pedestrians at <ul style="list-style-type: none"> o clearly marked crosswalks, whether at midblock or at the end of any block; o any regular pedestrian crossing included in the prolongation of the lateral boundary lines of the adjacent sidewalk at the end of a block; or o any intersection when the driver is approaching on a highway where the maximum speed limit is not more than 35 miles per hour. The bill also prohibits the driver of another vehicle approaching such stopped vehicle from an adjacent lane or from behind from overtaking and passing the stopped vehicle. The bill contains technical amendments - City of Alexandria can, by ordinance, provide for the installation of signage, require drivers to yield to pedestrians attempting to cross the street. Any operator who fails to follow the rule at these locations shall be guilty of a traffic infraction and subject to a fine between \$100-\$500. 	effective 7/1/20
SB225	Removal of dangerous roadside conditions; local option. Highlights: <ul style="list-style-type: none"> - Authorizes any locality, by ordinance, to require the owner of any property located adjacent to a right-of-way maintained by the Virginia Department of Transportation to remove any and all trees, tree limbs, shrubs, high grass, or other substance that might dangerously obstruct the line of sight of a driver, be involved in a collision with a vehicle, or interfere with the safe operation of a vehicle. 	Passed, Signed, and effective 7/1/20
SB437	Bicyclists and other vulnerable road users; penalty. Highlights: <ul style="list-style-type: none"> - Provides that a person who operates a motor vehicle in a careless or distracted manner and is the proximate cause of serious physical injury to a vulnerable road user is guilty of a Class 1 misdemeanor. - Vulnerable road users are defined as: <ul style="list-style-type: none"> o a pedestrian; o the operator of or passenger on a bicycle, o electric personal assistive mobility device, o electric power-assisted bicycle, o wheel chair or wheel chair conveyance, o skateboard, o roller skates, o motorized skateboard or scooter, o or animal-drawn vehicle or any attached device; o or any person riding an animal - The bill also prohibits the driver of a motor vehicle from crossing into a bicycle lane to pass or attempt to pass another vehicle, except in certain circumstances. <ul style="list-style-type: none"> o Notwithstanding subsections A and B, nothing in this section shall permit a driver of a motor vehicle to cross a solid line designating a bicycle lane to pass or attempt to pass another vehicle, except as provided in § 46.2-920.1 (moving over for emergency vehicles), 46.2-1210 (in case of a crash, immobilization, weather conditions, or other emergencies), or 46.2-1212.1 (moving over after a crash by itself or with help of towing), as directed by a law-enforcement officer, or where the roadway is otherwise impassable due to weather conditions, an accident, or an emergency situation. 	Passed, signed, effective 7/1/20

City of Alexandria, Virginia

MEMORANDUM

DATE: May 20, 2020

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 3 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

On April 23, the WMATA Board approved the allocation of a portion of the CARES funding they received to go to local transit providers who are not federal funding recipients, which resulted in \$6.1 million dollars to Alexandria. This credit allocation was calculated using a methodology that mirrors the allocation of the FTA formula funding to the Washington, DC area, based upon data submitted to the National Transit Database as well as population density. This action would allow WMATA to provide a credit back to local jurisdictions with the intent that local jurisdictions would use the savings to support their local transit systems' capital, operating, and other expenses already incurred and anticipated expenses to prevent, prepare for, and respond to COVID-19.

It is anticipated that these subsidy credits will be provided directly to each jurisdiction as a part of the next WMATA quarterly billing statement, FY 2021, Quarter One.

Given the remaining \$877 million in CARES Act funding to WMATA and the COVID-19 response, the WMATA board voted on a revised FY 2021 budget on May 14. This revised budget delays revenue losing service and fare initiatives approved on April 2 for at least six months. These deferred initiatives include late night rail service, \$2 weekend fares, and more frequent Sunday rail service. Metro also announced an additional credit of \$109.1 million to the jurisdictions, \$5.6 million to Alexandria as part of their CARES funding to help support jurisdictions whose transit revenue is impacted by the pandemic.

A. AlexMoves Mobility Survey

AlexMoves is the City's initiative to collect more data on how Alexandrians travel in order to better inform progress on strategic goals and plans, target transportation demand management programs, and inform long-range planning. The first iteration of AlexMoves was conducted in

2016. It asked questions about commute modes, typical modes for other types of non-commute trips, and what factors would influence travel behavior. While informative, City staff believed that the resources for periodic surveying could garner more useful information with a detailed travel survey to get better information about how, where, and when Alexandrian's actually travel.

In 2018, the City of Alexandria contracted with NuStats to conduct a two-part survey: a one-day travel survey along with additional questions about preferences and typical behavior – some of which would allow direct comparisons to the 2016 survey.

NuStats observed that the response rate for this survey was very low compared to similar surveys. While the City's intent was to have high quality data by zip code, age, and other characteristics, the margin of error on these subcategories were generally quite higher – although still statistically significant. Some key takeaways include:

- 32% of all trips are **commute trips**.
- **Across all trips**, the driving mode share was 78%, which includes 41% as drive alone, 34% as carpool, 2% in an Uber/Lyft, and 1% in carshare. Transit mode share was 9%, walk share was 14%, and bike share was 1%.
- These compare to **commute data** available from the 2017 American Community Survey (ACS) that indicate that 62% of Alexandrians drive alone, 23% take transit, 4% walk, and 1% bike.
- **Men and women** reported very different travel behavior with women reporting more driving along and more men reporting greater transit usage and biking.
- In 2019, more respondents indicated that a range of factors related to facilities and amenities would make them **more likely to bike or walk**.
- In both surveys, **travel time** was the biggest factor **limiting transit usage**.

The presentation, a detailed report with an executive summary and appendices can be found on the [Long Range Planning](#) webpage.

B. Electric Vehicle Charging Strategy

The City launched its process to develop an [Electric Vehicle Charging Infrastructure Readiness Strategy](#) in February 2020. This Strategy will provide a roadmap to anticipate the electric vehicle (EV) charging infrastructure needs of City residents, workers and visitors as EVs become more mainstream. The Strategy development process includes:

- Evaluating projections for current and future electric vehicle charging infrastructure needs;
- Recommending locations for publicly-accessible charging infrastructure;
- Recommending charging infrastructure options (i.e. hardware, business ownership, operation models, interoperability, and operations and maintenance);
- Reviewing the City's zoning, permitting, inspection codes and development processes and requirements to recommend language to promote EV charging needs; and
- Recommending policies, approaches, and synergies for locating EV charging infrastructure at businesses, residences, in public right-of-way, and other locations.

Synergies with the [City's electric vehicle initiatives](#), DASH zero emission bus projects, and other forms of mobility will also be evaluated. This program is identified as a key program to advance [smart mobility](#) and [Environmental Action Plan 2040](#) goals.

In April 2020, due to the cancellation of non-essential in-person community meetings, City staff provide a pre-recorded presentation for the Alexandria community to provide input and feedback. Additional community engagement opportunities are anticipated for May through July 2020. The future dates for this additional community engagement will be posted on the project's webpage. A final report will be delivered in Fall 2020.

Please watch a [pre-recorded presentation](#) that provides an introduction to the *Electric Vehicle Charging Infrastructure Readiness Strategy* project, EV trends and statistics in the US and Alexandria, preliminary analysis information, and a vision and goals for the project. **The Alexandria community can provide [feedback online](#) by May 22, 2020.**

C. FY21 Repaving Schedule

In accordance with the City's Complete Streets Policy, adopted by City Council in 2011, T&ES staff works to identify and implement improvements in conjunction with routine street maintenance. When streets are resurfaced, this provides an opportunity to upgrade elements of the street to better accommodate people of all ages, abilities, and modes of travel. For all streets, staff aims to improve safety, access, and mobility.

T&ES staff has conducted a preliminary review of the repaving schedule for Fiscal Year 2021 (July 1, 2020 through June 30, 2021) to identify potential improvements that can be completed in conjunction with repaving. In this review, staff considered existing plans, including the Transportation Master Plan, Complete Streets Design Guidelines, and Safe Routes to School walk audit reports. Staff also considered crash history and community input recorded in the City's Alex311 system.

Below is a list of the streets planned to be repaved in Fiscal Year 2021. For all streets, staff has identified basic improvements such as ADA ramp upgrades, crosswalk upgrades, and installation of shared-lane markings where recommended in the City's [Proposed Bicycle Network](#). A subset of these streets (those shown in **bold**) may warrant more community engagement and potentially more robust improvements based on the considerations noted above.

FY 2021 Paving List¹

- Anderson Court from Jewell Court to End
- Callahan Drive from King Street to Duke Street
- **Cameron Mills Road from Virginia Avenue to Allison Street**
- **Commonwealth Avenue from East Braddock Road to King Street²**
- Crown View Drive from Clover Way to Dartmouth Road
- Daingerfield from King Street to Duke Street

¹ The list below is tentative and subject to change.

² This street was originally on the FY 2020 paving schedule. Community input was solicited via online feedback form in March 2019. The community feedback summary for this street can be found [here](#).

- Duke Street from South Patrick Street to Strand Street³
- East Abingdon Drive from Second Street to Slaters Lane
- Ellicott Street from Marlboro Drive to End
- Farm Road from Beverley Drive to Circle Terrace
- Fendall Avenue from Duke Street to South Floyd Street
- Fillmore Avenue from Seminary Road to End
- Fort Ward Place from Ellicott Street
- Hume Avenue from Commonwealth Avenue to Richmond Highway
- Jewell Court from North Chambliss Street to End
- King Street from Callahan Street Dangerfield Street
- Marlboro Drive from West Braddock Road to End
- Moncure Dr from S View Terr to Hilton St (Base Repairs)
- **North and South Alfred Street from First Street to Church Street**
- North and South Fairfax Street from Jefferson Street to Third Street
- North and South Saint Asaph Street from First Street to End
- **North and South Union Street from Pendleton Street to Franklin Street³**
- **North and South West Street from Duke Street to Wythe Street**
- North Floyd Street from Duke Street to North French Street
- North Gladden Street from Uline Avenue North Grayson Street
- North Grayson Street from North Gladden Street to Uline Avenue
- **North Morgan Street from North Chambliss Street to End**
- North Pitt Street from Oronoco Street to King Street
- **Rayburn Avenue from North Beauregard Street to Reading Avenue**
- **Reading Avenue from North Beauregard Street to End**
- Skyhill Road from Janneys Lane to End
- South Iris Street from Venable Avenue to Vermont Avenue
- Tulsa Place from North Gordon to End
- Uline Avenue from North Gordon Street to Taney Avenue
- Wellington Road from Beverley Drive to Chalfonte Drive
- West Taylor Run Parkway from Janneys Lane to Duke Street

Examples of more robust changes that may warrant further investigation and/or community engagement include, but are not limited to:

- New curb ramps or crosswalks where none currently exist
- Supplemental pedestrian crossing treatments
- Minor signal modifications, such as the addition of Leading Pedestrian Intervals
- Curb extensions
- On-street parking modifications
- New sidewalk

City staff collected community input on these select streets via an online feedback form in January 2020. Currently, staff is reviewing the community feedback and assessing project

³ This street was added to the repaving schedule after the community feedback period had begun. If non-routine improvements are considered here, staff will coordinate a separate community outreach effort.

priorities given recent budget reductions. A summary of community comments as well as any other project updates will be posted [here](#). Below are examples of comments:

- People driving often do not yield to pedestrians
- Additional enforcement
- Few, if any, roadway changes
- Speed and volume of traffic
- Sightlines are limited
- Parking is limited
- Improved pedestrian lighting
- Crosswalks are missing