



Transportation Commission

June 16, 2021

**7:00 PM
Virtual Meeting**

AGENDA

1. Electronic Meeting Notice (see next page)
2. Public Comment (Not to exceed 10 min)
3. Minutes of the May 19, 2021 Meeting
4. **Action Item: Grant Applications – Public Hearing**
 - A. NVTA 70%
 - B. Transportation Alternatives Set-Aside Grant
 - C. Revenue Sharing
5. **Discussion Item: Duke Street IN MOTION Project Kick-Off**
6. **Discussion Item: Dockless Mobility Pilot Program**
7. **Informational Item: Budget Process**
8. **Commissioner Updates**
9. **Items for Consent**
 - A. Electric Vehicle Charging Readiness Strategy
 - B. WMATA
 - C. Climate and Energy Action Plan
 - D. Bike to Work Day Recap
 - E. King Street Bus Loop
10. **Other Business**
 - A. July Meeting
 - B. Electronic Meeting Policy

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



Electronic Meeting Notice

1. Electronic Meeting Notice

Due to the COVID-19 Pandemic emergency, the 6/16/2021 meeting of the Transportation Commission is being held electronically pursuant to Virginia Code Section 2.2- 3708.2(A)(3), the Continuity of Government ordinance adopted by the City Council on June 20, 2020 or Section 4-0.01(g) in HB29 and HB30, enacted by the 2020 Virginia General Assembly (Virginia Acts of Assembly Ch. 1283 and 1289), to undertake essential business. All of the members of the Board and staff are participating from remote locations through Zoom. This meeting is being held electronically, unless a determination is made that it is safe enough to be held in person in the City Council Chamber at 301 King Street, Alexandria, VA. Electronic access will be provided in either event.

Members of the public can join through the following link:

<https://zoom.us/j/93916882867>

Passcode: 986482

Or by phone:

Dial (for higher quality, dial a number based on your current location):

US: +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799

Webinar ID: 939 1688 2867

Passcode: 986482

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 6/16/21 to Jennifer.Slesinger@alexandriava.gov.

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



City of Alexandria
Transportation Commission

Regular Meeting

May 19, 2021
7:00 p.m.
Virtual Meeting

MINUTES

Commissioners Present: Chair Melissa McMahon, Commissioner Oscar Gonzalez, Commissioner Casey Kane, Commissioner John Goebel, Commissioner Jeffrey Bennet, Commissioner Bill Pugh, Commissioner Jeremy Drislane, Commissioner Bruce Marsh.

Staff Present: Christopher Ziemann - Transportation Planning Division Chief, Jennifer Slesinger - Transportation Planning Division, Steve Sindiong – Transportation & Environmental Services, Ryan Knight – Transportation & Environmental Services, Sharese Thomas - Transportation Planning Division, Jose Ayala – Planning & Zoning, Ashley Labadie – Planning & Zoning.

Audio/Visual presentation is available online:
<https://www.alexandriava.gov/TransportationCommission>

Chair McMahon called the Transportation Commission meeting to order at 7:01 pm.

1. **Electronic Meeting Notice**

2. **Public Comment Period**

No public comment.

3. **April Meeting Minutes**

Motion to accept the minutes: Commissioner Kane

Second: Commissioner Bennett

Motion carries unanimously with Commissioner Gonzalez obtaining due to his excused absence.

4. **DISCUSSION ITEM: Landmark Mall Redevelopment CDD Concept Plan**

ISSUE: Consideration of the Landmark Mall Coordinated Development District (CDD) Concept Plan, which implements goals and policies of the Transportation Master Plan, Vision Zero, the Alexandria Transit Vision Plan, the Complete Streets Policy, and the Landmark/Van Dorn Corridor Plan as amended.

RECOMMENDATION: That the Transportation Commission provide discussion and general feedback on the transportation, pedestrian, bicycle, transit, and traffic-related elements of the Landmark Mall CDD Concept Plan, which is scheduled for the June 24 Planning Commission and July 6 City Council hearings for consideration for approval.

DISCUSSION: Chris Ziemann, Division Chief, Ashley Labadie, Urban Planner, and Ryan Knight, Civil Engineer, presented the Landmark Mall CDD Concept Plan including community engagement, proposed multi-modal transportation improvements, and traffic study findings.

Commissioner Input:

Commissioner Marsh suggested EV charging requirements in the parking deck.

5. DISCUSSION ITEM: Arlandria-Chirilagua Small Area Plan Update

ISSUE: An update of the Arlandria-Chirilagua planning process.

RECOMMENDATION: That the Transportation Commission provide feedback on the Arlandria-Chirilagua Plan process and information presented.

DISCUSSION: Jose Ayala, Principal Planner, presented an update on the Arlandria-Chirilagua Plan and discussed the planning process that included the project schedule, community outreach, transportation priorities and existing conditions.

Commissioner Input:

Chair McMahon Chair McMahon wanted the team to try to understand desire lines between origins and destinations for pedestrians of actual routes people take.

Commissioner Kane discussed the need to coordinate the West Glebe Bridge construction with bicycle facilities on Valley Drive connecting to the bridge.

Commissioner Pugh wanted consideration of bike parking in apartment buildings.

6. DISCUSSION ITEM: Upcoming Grant Submissions

ISSUE: Consideration of Grant Applications to the Northern Virginia Transportation Authority (NVTa) for transportation projects eligible under the 70% Discretionary Grant (FY2026-27), to the Virginia Department of Transportation (VDOT) for the Transportation Alternatives (TA) Set-Aside Program (FY2023-24) and for transportation projects eligible under the Revenue Sharing program.

RECOMMENDATION: That the Commission review and provide input on staff's recommended projects for the NVTa 70% Discretionary Grant and the VDOT TA and Revenue Sharing programs.

DISCUSSION: Jen Slesinger highlighted that staff is working on developing a more formal, transparent grants process, understanding that there is some concern in the community about how grants have been pursued in the past. For now, staff will be presenting a preview of grant applications at this meeting and will be seeking endorsement and holding a public hearing at the June meeting.

Steve Sindiong, Principal Planner and Chris Ziemann, Division Chief, presented an update on the three grants staff are proposing to apply for - the NVTA 70%, TA Set-Aside, and Revenue Sharing.

Commissioner Input:

Chair McMahon asked if staff had the list of projects that they were considering for these grants and requested that that be considered in the process that is developed.

7. Commissioner updates

Commissioner Bennett – The DASH fare free program has been implemented and will run as a 12–24-month pilot program.

Commissioner Drislane – As one of the West Alexandria citizen representatives, he reached out to the West End Coalition to get their feedback on the AMP and other Transportation Commission related items.

Commissioner Gonzalez – Vision Zero, Complete Streets, and Pedestrian safety were discussed during the ACPS Superintendent’s task force meeting to address the improvements needed to the design of Mini-Howard Campus.

Commissioner Kane – The Traffic and Parking Board (T&PB) met on April 26th and voted on two disabled parking spaces, received a briefing on the Alexandria Mobility Plan and the changes to the City’s Taxi regulation plan.

Commissioner Marsh – On April 26th there was a video update for the Potomac Yard Metro Implementation Group (PYMIG). Construction is continuing and power driving on the South Pavilion has been completed. An after-hours construction permit for additional work over the next six weeks was obtained for installing additional tracking on the Metro.

Chair McMahon – The Planning Commission will be discussing the Landmark process at its next meeting. As the City adjusts to the COVID zoning pandemic response around permits and land usage, the concern for getting administrative approval for things that affect the use of rights-a-way is something the Planning Commission will also discuss.

Commissioner Pugh – The Environmental Planning Commission (EPC) is considering a joint work session in September or October with the Transportation Commission to discuss the Energy and Climate Change Action Plan. Commissioner Pugh will send a follow-up email to staff and the EPC staff liaison and Chair regarding the agenda and proposed date for the joint work session. Additionally, staff will follow-up with the EPC and TC to confirm a date.

8. Items for Consent

The Commission discussed the following topics:

- A. West End Bikeshare Expansion

- a. Commissioner Kane requested an update on the plan to install maps at the bikeshare station kiosk. Staff will follow-up.
 - b. Commissioner Kane asked if the plan to install 17 stations beginning in the fall and winter of 2021 included the previous nine stations approved by the Traffic and Parking Board, as well as the eight stations pending approval from the T&PD. Staff will follow-up.
- B.** Vision Zero Annual Report – Commissioner Kane commended staff on their hard work pulling together the report.
- C.** Bike to Work Day – Commissioner Kane commended staff for setting up this event given the current pandemic situation.

Other Business

In-person meetings may resume soon, as the City is still working on protocols for upcoming in person meetings. Staff will provide an update when more information is known.

The Commission will receive an update on the schedule and process for budget input in June.

Adjournment

At 9:28 pm, the Transportation Commission adjourned.

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 16, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION PLANNING

SUBJECT: AGENDA ITEM #4 – GRANT APPLICATIONS

ISSUE: Endorsement of grant applications to the Northern Virginia Transportation Authority (NVTA) for transportation projects eligible under the 70% Discretionary Grant (FY 2026-27), and to the Virginia Department of Transportation (VDOT) for the Transportation Alternatives (TA) Set-Aside Program (FY 2023-24) and for transportation projects eligible under the Revenue Sharing program.

RECOMMENDATION: That the Commission review and endorse staff's recommended projects for the NVTA 70% Discretionary Grant and the VDOT TA and Revenue Sharing programs.

BACKGROUND:

NVTA 70% Discretionary Grant

HB2313 (2013) established a funding stream for transportation in Northern Virginia enabling the Northern Virginia Transportation Authority to address regional transportation challenges. HB2313 separates these funds into "70% Regional Revenues," which are allocated by the Authority to regional transportation projects; and "30% Local Distribution Revenues," which are distributed to localities for locally determined transportation projects and priorities.

There are several steps for a project to be selected for funding by the NVTA using its 70% revenues.

- The project must be included in the Authority's current long-range transportation plan, entitled TransAction, last updated in 2018.
- The project must be evaluated under a 2012 law known as House Bill (HB) 599. The HB 599 evaluation process, which only applies to Northern Virginia, rates each project based on congestion reduction.
- The Authority incorporates the HB 599 ratings into its project selection process that considers additional criteria such as project readiness, urgency, safety and cost sharing. The Authority gives priority to projects that provide the greatest congestion reduction relative to cost.

For FY 2024-2025, the City received \$75 million for the design, construction, and rolling stock for the Duke Street Transitway.

In deciding project applications for NVTA 70% funds, staff considers the following elements:

- 1) Inclusion in TransAction
- 2) Inclusion in the CIP
- 3) Inclusion in the unfunded Transportation Commission's Long Range Plan
- 4) Relevance to the Transportation Master Plan
- 5) The necessary public process
- 6) Staff's ability to execute the project in the necessary timeframe
- 7) Other funding sources available
- 8) Likely competitiveness with other regional projects

VDOT Transportation Alternatives (TA) Program

The TA Set-Aside program is a state administered, federally funded grant program for engineering projects that support non-motorized travel. TA grants are awarded every two years. Each application can include funding requests covering two years. The maximum award is \$1 million dollars per fiscal year for each project (\$2 million total). Federal Transportation Alternatives Set-aside funding can reimburse up to a maximum 80% of eligible project costs. A local match contribution of 20% or more is required to pay for the remaining project costs.

In determining project applications for TA funds, staff considers:

- 1) Inclusion in the CIP (project or program)
- 2) Inclusion in the unfunded Transportation Commission's Long Range Plan
- 3) Relevance to the Transportation Master Plan
- 4) The necessary public process
- 5) Staff's ability to execute the project in the necessary timeframe
- 6) Other funding sources available

VDOT Revenue Sharing Grant

The Commonwealth of Virginia's Revenue Sharing Program provides funding for use by a county, city, or town to construct, improve, or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with certain limitations on the amount of state funds authorized per locality. Applications for revenue sharing funds can be made for multiple types of projects including reconstruction and maintenance. Reconstruction focuses on streets in the worst condition and includes significant road base remediation along with milling and paving. The City last received Revenue Sharing funding for FY 2020 and FY 2021 for reconstruction of several streets on the paving schedule.

DISCUSSION:

NVTA 70% Discretionary Grant

For FY 2026-2027, the City is considering one project: the Route 1 Metroway Extension.

Route 1 Metroway Extension

The Route 1 Metroway Extension project will extend the Route 1 Metroway dedicated lanes from where they currently terminate at Route 1 / E. Glebe Road, two blocks to the north to Evans Lane, consistent with the North Potomac Yard Small Area Plan (amended in 2017). Ultimately, the dedicated lanes will turn east through the Potomac Yard shopping center, and north along Potomac Avenue, as part of Phase 2 of the Potomac Yard redevelopment, to be designed and constructed by the developer. These dedicated transit lanes are essential in improving mobility within the Potomac Yard area and providing good transit connections to the future Potomac Yard Metrorail station. The City currently has \$5 million in Amazon incentive package funds for the planning, design and construction of the Metroway extension. In 2019, staff had prepared a cost estimate of \$8.3 million for the project. An updated project cost estimate will be prepared this summer by a project cost estimating consultant to determine the amount of additional funding needed. However, staff has preliminarily identified that the additional needed budget will likely be less than \$10 million, and therefore is requesting approval for up to \$10 million in FY 2026/27 NVTA 70% funding.

VDOT Transportation Alternatives (TA) Program

For the FY 2023-2024 application, staff recommends applying for funds for a Safe Routes to School (SRTS) project, which will design and construct curb extensions, pedestrian refuges, and crosswalk improvements in the vicinity of five elementary schools throughout Alexandria. Safe Routes to School is identified under the Complete Streets CIP program, but not all projects identified in walk audits are fully funded.

Safe Routes to School Pedestrian Improvements

In 2017, the City conducted walk audits for the City's elementary and K-8 schools to identify safety improvements for students walking or bicycling to or from school. The final walk audit reports included approximately 250 infrastructure recommendations near these schools.

The proposed project would implement some of these recommendations by designing and constructing up to 12 improvements at five intersections in the vicinities of the following elementary (K-8) schools geographically dispersed within Alexandria:

- John Adams Elementary School (West End)
- Cora Kelly Elementary School (Arlandria)
- Naomi Brooks Elementary School (Rosemont)
- Jefferson Houston K-8 School (West Old Town)
- Patrick Henry K-8 School (Seminary Hill)

These locations were based on a prioritization analysis that considered criteria such as:

- Existing safety treatments present
- Crossing distance

- History of pedestrian and bicycle crashes
- Equity emphasis area

The improvements would include curb extensions, median refuges and improved crosswalks. If awarded, design is anticipated to begin in FY 2023 with construction beginning in 2025. It is anticipated that the budget for these improvements will be approximately \$2 million, and therefore, the grant application will request up to \$2 million over the two fiscal years. In the event that this application is not fully funded, this project can be scaled down because of the multiple smaller components.

VDOT Revenue Sharing Grant

Staff is preparing an application for the entire paving program for FY 2027 and FY 2028 (the grant would fund 50%), to be submitted to City Council for approval in September. In the past, the City has applied for and has been awarded \$2-3 million. Because the maximum application award is \$5 million, staff will also be applying for bridge maintenance funds for the Van Dorn Street Bridge over Duke Street, which was selected based on a review of maintenance needs across City bridges.

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 16, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION PLANNING

SUBJECT: AGENDA ITEM #5 – DUKE STREET IN MOTION PROJECT KICK-OFF

ISSUE: Overview of the Duke Street IN MOTION community outreach and conceptual planning / design project for transit along Duke Street.

RECOMMENDATION: That the Transportation Commission receive the information about the project and support and encourage public participation, particularly during the kick-off week events.

BACKGROUND In the 2008 Transportation Master Plan, the City identified three high-capacity transit corridors:

- Corridor A, along Richmond Highway where Metroway is now in service
- Corridor C, which was accelerated for planned development along the West End Transitway. Here, the City has adopted a preferred-alternative design, attained \$70 million in grant funding and implemented precursor bus service as the DASH AT-1 Plus
- Corridor B, between Landmark Mall and the King Street Metrorail station which is also known as the Duke Street Transitway.

The goal of these transitways is to deliver high capacity transit to areas of the City that are not adjacent to Metrorail. These areas already see high transit ridership and are expecting significant development (as evidenced in the Small Area Plans). High capacity transit provides a means to manage congestion as well as connect residents and businesses to jobs and services within the City and throughout the region.

Four years after the Transportation Master Plan was adopted by Council, these three transit corridors were reaffirmed in the 2012 Transit Corridors Feasibility Study. In 2016, the City was awarded \$12 million of NVT A funding for the planning, design, and environmental work for the Duke Street Transitway. In 2019 \$75 million of NVT A funding was also awarded to implement Phase 1 construction. Staff will implement this project in three phases:

1. Visioning (summer-fall 2021)
2. Planning and Concept Engineering, including
 - a. Environmental analysis (approximately fall 2021-summer 2022), and
 - b. Design engineering (approximately summer 2022-fall 2023)
3. Construction (FY 2024-2026)

In the upcoming year, staff will lead an extensive public outreach effort to define the future of Duke Street.

Transit improvements are the primary focus of this effort, but traffic management, bicycle and pedestrian access, and safety will also play a significant role. While specific changes were identified in the 2012 concept plan, many things have changed since that time. Staff recommended and Council agreed in November 2020 that a complete review of the plans be conducted, beginning with a robust civic engagement effort. Duke Street IN MOTION Week is the first step in that effort, which will help guide the revised plan for transit facilities and services on the corridor.

DISCUSSION: The City project team, along with the civic engagement consultant team, will hold a week-long kick-off event called “Duke Street IN MOTION Week” from June 21-27. Through several events, the community will be introduced to the project, participation opportunities, and process for the next 12-18 months. This will give the project team an opportunity to identify the community’s values, visions, goals, and concerns leading into the planning and design portion of the project.

Duke Street IN MOTION Week will include a virtual kick-off webinar on June 23, project website launch, and an online feedback form to help the team identify the communities’ needs and goals for the development of the corridor’s improvement alternatives. This will also include CDC compliant in-person pop-ups events and outreach to stakeholder groups and organizations along the corridor. Approximately 12 pop-ups will be hosted during Duke Street IN MOTION Week, with 6 additional pop-ups held after June 27.

The project website can be found at alexandriava.gov/DukeInMotion and will be live today (June 11). The feedback form can be found on the project website and will be open from today to July 31. Duke Street IN MOTION Week will mark the beginning of a four to six-month visioning process, which will inform the development of alternatives for transit along the corridor. These alternatives will then be further refined into a final proposed alternative. This entire process will be a 12 to 18-month public engagement effort to improve Duke Street for all users.

The timeline and next milestones for this project include:

- June-July 2021– Civic Engagement Phase 1, including Duke Street IN MOTION Week, Visioning Survey, and stakeholder / focus group outreach
- Summer 2021- Procurement for a planning / design consultant firm to assist in the development of the conceptual plan alternatives and recommended alternative drawings and documents
- Summer-Fall 2021 – Development of conceptual plan alternatives and Phase 2 of Duke Street In Motion community engagement for feedback on the alternatives
- Fall 2021 – Development of draft recommended plan
- 2022 – Environmental analysis recommended plan, including traffic impacts, ridership forecasts, and right-of-way impacts.

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 16, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION PLANNING

SUBJECT: AGENDA ITEM # 6 – DOCKLESS MOBILITY PILOT PROGRAM UPDATE

ISSUE: Staff update to Transportation Commission on the status of the Dockless Mobility Pilot Program

RECOMMENDATION: That the Commission provide input on future program requirements.

BACKGROUND: The City's Phase 2 Dockless Mobility Pilot Program began in January 2020. It was scheduled to conclude on December 31, 2020 but was extended to December 31, 2021 at the November 2020 City Council meeting due to factors related to the COVID-19 health emergency. The purpose and goal of the Phase 2 Pilot Program is to determine the future of dockless mobility in the City through community outreach, data, and in consideration of our neighboring jurisdictions as well as other programs in the U.S. The Ad Hoc Scooter Task Force was established by City Council to provide recommendations about a permanent program.

DISCUSSION: Staff met with the Ad Hoc Scooter Task Force in April and May 2021 to provide updates on the Phase 2 Pilot Program and to discuss potential improvements to the program's requirements around key issues. Through those discussions, several potential changes have been compiled along with staff recommendations. These potential changes are being shared with key stakeholder groups including the Transportation Commission, the Traffic & Parking Board, the Commission on Aging, the Commission for Persons with Disabilities, and the Waterfront Commission. Additionally, a public Focus Group will be held on June 24 to get input from the general public about recommendations for the program.

Discussions with these groups are aimed around getting feedback on recommendations to address key issues such as parking and sidewalk issues, riding and safety issues, complaint management, whether there are too many scooters in some parts of the City, and whether there are too few scooters in other parts of the City. For example, the future dockless mobility program could:

- Require devices to be locked to a bike rack or other similar infrastructure
- Increase the number of scooter corrals
- Convert parking spaces into corrals to provide more off sidewalk scooter parking
- Ban parking on sidewalks (if technologically possible)
- Require geofencing for low speed areas (e.g. the Waterfront)
- Require companies to provide incentives to encourage riders to end trips in equity areas or other specific areas of interest (e.g. near Metro or high ridership bus stops) or end

trips outside of high-volume areas such as Old Town

- Set a maximum number of companies or permit holders
- Set a maximum number of devices for the program
- Set a flexible cap on the number of devices per company based on performance criteria
- Modify equity area requirements or geography
- Require companies to deploy near transit
- Allow companies to deploy more devices if the additional devices are designated for equity areas or other areas of interest

Staff will take into account input received from the Transportation Commission and other stakeholder groups to draft program recommendations. Those recommendations will be shared with City Council in the fall when Council considers the future of the program, specific program requirements, and the structure of the program.

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 16, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION
PLANNING

SUBJECT: AGENDA ITEM #8 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. EV Charging Infrastructure Readiness Strategy Update

On April 27, the City Council endorsed the Electric Vehicle (EV) Charging Infrastructure Readiness Strategy (EVRS), after presentation to the Transportation Commission in October 2020. The final version of the EVRS is available [here](#) and a factsheet summarizing key information and recommendations is available [here](#). Since presentation to the Transportation Commission, staff made a few updates based on community input and by identifying additional best practices and emerging policy considerations. In addition, the EVRS now integrates Equity Solutions throughout the recommendations section to highlight opportunities for equity as different recommendations are implemented in alignment with the City's ALL Alexandria Racial and Social Equity priorities. The next steps anticipated in advancing the EVRS's recommendations includes establishing an Inter-departmental Implementation Group and further coordination with industry and community partners to identify potential charging EV opportunities.

B. WMATA

On June 2, the WMATA Finance Committee conducted a work session to introduce potential fare and service changes for September and beyond. WMATA staff proposed a frequent 12-minute or less bus network on high ridership routes and a consistent 20-minute or less network on additional lines. In Alexandria, this would result in a 94% increase on the 28A upon inclusion in the 12-minute network (the route is being modified as part of the ATV network) and a 26% increase on the 29K/N routes, which are being included in the 20 minute or better network. The Metroway would also be on the 20-minute or better network, with 12-minute frequencies during peak periods. These proposals along with additional service and fare changes for September were approved at the WMATA board meeting on June 10, including a reintroduction of the 8W in Alexandria to provide service to portions of West Alexandria that had been fully eliminated.

Fare proposals include free rail to bus transfer, \$2 weekend flat fares, and discounted September passes.

Beginning on June 6, modified peak period service resumed in Alexandria, including the 11C (a modification to the 11Y which would terminate it at the Braddock Road Metro Station) and the 21C (a modified 21A and 8Z).

In addition, City Council adopted a resolution on May 25 to sign a six-year capital funding agreement with WMATA and contributing jurisdictions. This is the first six-year agreement since the FY 2010-2016 agreement, which has been extended annually. The agreement includes updated reporting requirements, a 3% cap on the regional subsidy, and provisions for auditing WMATA.

C. Bike to Work Day

This year, due to COVID restrictions, the City of Alexandria chose to spread out the pit stops rather than have the event at Market Square. The City supported local vendors by hosting smaller pit stops at Big Wheel Bikes, Conte's Bike Shop, and Pedego Bikes. There were 218 registrants between the three pit stops. Although it was different from previous years, the people who stopped by enjoyed it and were glad that the City participated in Bike to Work Day.

D. King Street Bus Loop

The King St-Old Town Metrorail Station Access Improvement Project will provide a safer, more attractive pedestrian environment around the station and allow buses to operate more efficiently to provide better travel options.

The opening of the first phase of the new bus loop occurred Sunday, June 6 and included:

- Relocation of all bus routes that serve the King St-Old Town Metrorail Station from the temporary bays to the new bays in the bus loop near the station entrance
- New digital real-time arrival screens at each bus bay and a new real-time kiosk display near the station entrance
- New crosswalks and enhanced station lighting

Construction of three remaining bus bays and the new Kiss & Ride area will continue through Summer 2021.

- MetroAccess customers will continue to use the Commonwealth Avenue exit to access the temporary bus stop on Cameron Street until the remainder of the bus bays are completed
- Once the three remaining bus bays are open, some buses will be relocated to their permanent locations
- Kiss & Ride customers should continue to use the Braddock Rd or Eisenhower Ave Metrorail stations
- Access to the station from the Diagonal Road mid-block crosswalk will be closed in order to construct the Kiss & Ride area

To learn more about the project, visit the [King Street-Old Town Metro Access Improvement Project webpage](#).