



# *Transportation Commission*

**March 17, 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 February 17, 2021 Meeting
4. **Informational Item: Alexandria Mobility Plan**
5. **Discussion Item: Proposed City FY 2022 Operating Budget and FY 2022-2031 Capital Improvement Program (CIP)**
6. **Commissioner Updates**
7. **Items for Consent**
  - A. Trails Update
  - B. Safe Routes to School
  - C. Legislative Update
  - D. Taxi Update
  - E. Climate and Energy Action Plan
  - F. Route 1 Multimodal Study in Arlington
  - G. Commuter Choice Program
  - H. SMART SCALE
  - I. Duke Street Transitway
  - J. Transportation Events
8. **Other Business**

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

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*Next Meeting: March 17, 2020 at 7:00 PM*

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*The City of Alexandria complies with the terms of ADA. An accommodation may contact the Department of or TTY/TTD 703-838-5056.*



*individual with a disability who wishes to request an Transportation and Environmental Services at 703-746-4086*



*Electronic Meeting Notice*

1. Electronic Meeting Notice

Due to the COVID-19 Pandemic emergency, the 3/17/2021 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 3/17/21 to [Jennifer.Slesinger@alexandriava.gov](mailto:Jennifer.Slesinger@alexandriava.gov).

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**City of Alexandria**  
Transportation Commission

**Regular Meeting**

February 17, 2021  
7:30 p.m.  
Virtual Meeting

**MINUTES**

**Commissioners Present:** Councilman Canek Aguirre, Chair Melissa McMahon, Commissioner Casey Kane, Commissioner John Goebel, Commissioner Bill Pugh, Commissioner Jeremy Drislane, Commissioner Larry Chambers, Commissioner Bruce Marsh.

**Staff Present:** Yon Lambert - Director of Transportation & Environmental Services, Christopher Ziemann - Transportation Planning Division Chief, Jennifer Slesinger - Transportation Planning Division, Christine Mayeur - Transportation Planning Division, Sharese Thomas - Transportation Planning Division, Alex Block – Mobility Services, Jose Ayala - Planning & Zoning.

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

Chair McMahon called the Transportation Commission meeting to order at 7:00 pm.

**1. Electronic Meeting Notice**

**2. Public Comment Period**

No public comment.

**3. December Meeting Minutes**

**Motion to accept the minutes as amended:** Commissioner Goebel

**Second:** Commissioner Pugh

Motion carries unanimously.

**4. INFORMATION ITEM: Vision Zero Year 3 Progress Update (:07)**

**ISSUE:** Staff update to the Transportation Commission about progress on Vision Zero's Year 3 (CY2020) Priority Items.

**RECOMMENDATION:** That the Transportation Commission receive update.

**DISCUSSION:** Christine Mayeur, Complete Streets Program Manager, presented the progress report on T&ES priorities that will be included in the upcoming CY2020 Annual Report. Staff will follow-up directly with

Chair McMahon and Commissioner Kane on the “Open Sidewalks Policy” that addresses the safety concerns for pedestrians and cyclists regarding sidewalk access during construction.

**5. INFORMATION ITEM: Parking Technology (:45)**

**ISSUE:** Staff update to Transportation Commission on the City’s parking technology efforts.

**RECOMMENDATION:** That the Commission receive the update on parking technology.

**DISCUSSION:** Alex Block, Principal Planner, presented the City’s efforts to implement parking technologies outlined in the 2018 Smart Mobility Framework.

**6. DISCUSSION ITEM: WMATA FY22 BUDGET (1:22)**

**ISSUE:** The FY22 WMATA budget public comment period is open from February 20 to March 16.

**RECOMMENDATION:** That the Commission provide feedback to staff on the WMATA FY22 budget and that individual members provide direct input to WMATA during the public comment period.

**DISCUSSION:** Jennifer Slesinger, Principal Planner, discussed the WMATA FY22 budget and requested feedback from the Commissioners to draft a letter to the General Manager of WMATA highlighting the proposed fiscal impact of service cuts in the City and service implications. Commissioner Marsh wanted to make sure that Potomac Yard Metro opening is included in the budget. Several commissioners noted the equity issues with closing Metrorail stations in the West End.

**7. Commissioner updates (1:49)**

**Councilman Aguirre** was recently appointed the Transportation Planning Board Chair to the Access for All Committee. This Committee ensures that transit is accessible and equitable for the disabled, senior citizens, and low-income residents in their community.

**Chair McMahon** reported that the Planning Commission has begun the Community process of the redevelopment site around the powerplant located in North Old Town. The first outreach community meeting was on February 13<sup>th</sup>.

**Commissioner Marsh** met with the Potomac Yard Metro Work Group (PYMIG) by video chat on January 25<sup>th</sup>. Construction is continuing at a robust pace, while the North Pavilion superstructure is now up, and they will begin filling in the Southwest entrance this week. The next scheduled meeting is February 22<sup>nd</sup>.

**Commissioner Kane** will be meeting with the Eisenhower West Landmark Van Dorn Implementation Advisory Group on February 22<sup>nd</sup>. The developer will be presenting the revised plans for the development site that includes the feedback from the Advisory group and the Community. The Traffic and Parking Board will meet on February 22<sup>nd</sup> to vote on an ordinance that limits parking of vehicles 12,000lbs and larger to 2 hours in Commercial areas- the ordinance will be presented to the City Council for approval.

**Commissioner Chambers** reported that ridership remains at 38% pre-Covid levels and that driver barriers are currently being installed, which should be completed in March. The Transit Signal Priority

Program has 54 intersections in the City that are equipped with the technology and 51 buses now using the technology. DASH will begin advertising on the side of buses in March to bring in new revenue.

**8. Items for Consent (2:00)**

The Commission received the following topics on consent:

- A. Resurfacing/Complete Streets
- B. Smart Scale
- C. Transitways
- D. Items from January
  - a. Work Plan
  - b. Visualize 2045
  - c. Interdepartmental Long Range Work Program

Commissioner Kane asked about where a resident can find information about street condition and repaving priority, which is available directly at <https://geo.alexandriava.gov/Html5Viewer/index.html?viewer=pavinginformationviewer> via [www.alexandriava.gov/potholes](http://www.alexandriava.gov/potholes). He also asked about the requirement in the Complete Streets resolution for the T&ES Director to report on decisions not to apply complete streets principles. Mr. Ziemann explained some of the challenges of this requirement and stated he would review the language and get back to the Commission on next steps.

**Adjournment**

At 9:18 pm, the Transportation Commission adjourned.

# City of Alexandria, Virginia

## MEMORANDUM

DATE: MARCH 17, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION  
PLANNING

SUBJECT: AGENDA ITEM #4 – ALEXANDRIA MOBILITY PLAN

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**ISSUE:** Consideration of the Alexandria Mobility Plan process and major elements in advance of the formal release of the draft plan.

**RECOMMENDATION:** That the Commission receive the update on the AMP and authorize a public hearing for formal consideration of the plan at the April meeting.

**BACKGROUND:** The Alexandria Mobility Plan is the City’s strategic update to the 2008 Transportation Master Plan, which along with small area plans, is a part of the City’s Master Plan. By using the term “mobility,” this update emphasizes the importance of providing useful options to allow people to have the freedom to choose how to get around. The AMP is not a list of specific projects; instead, it lays out the policies and strategies that will guide transportation decisions for the next 10 years in pursuit of enhanced quality of life, sustainability, and equity, centered around the concept of choice.

The scope of the effort was to update the 2008 Streets and Transit Chapters, add a curb space management element to the Parking Chapter, dedicate a new chapter to the concept of Transportation Demand Management (Supporting Travel Options), and fold the 2016 Pedestrian and Bicycle Plan into the structure of the Alexandria Mobility Plan. The AMP is to take into account progress that has been made advancing the 2008 multimodal transportation plan, recognizing the opportunities and challenges of anticipated growth in the region and technological advancement.

In 2019, City Council was briefed on the scope of the plan. Council direction was to ensure that this plan continue the City’s strategic focus from the 2008 Transportation Master Plan, the 2014 Complete Streets Policy, the 2017 Vision Zero Policy, and the 2017 Strategic Plan that promote safety and multimodal transportation.

The plan was developed with guidance from the City Manager-appointed Alexandria Mobility Plan Advisory Committee (AMPAC), which consisted of Transportation Commission members and a representative from the Alexandria Chamber of Commerce, the Commission on Persons with Disabilities, the West End Business Association, and the Federation of Civic Associations.

The AMPAC met nine times to provide input on the content of the plan and the engagement strategy.

Many City departments were also involved in the planning effort. An internal project team was formed with Transportation Planning staff as the project manager and representatives from other divisions in Transportation & Environmental Services and other departments including: Planning & Zoning, Recreation, Parks, and Cultural Activities, Information Technology Services, Alexandria Fire Department, Alexandria Police Department, the Department of Community and Health Services, and Alexandria City Public Schools.

This planning effort entailed several phases of public outreach to collect public input between Summer 2019 and Winter 2021:

Phase I: Visioning (online visioning feedback form, Innovation Forum, stakeholder meetings)

Phase II: Priorities (pop-up events, stakeholder meetings, online engagement)

Phase III: Strategy Development (focus groups, Town Hall, feedback form)

Phase IV: Draft Plan Outreach (board/commission meetings, online engagement, flyers)

This outreach identified several major themes including a strong widespread interest in more useful transit service, the need for improved safety for all road users, and strong concern about congestion and cut-through traffic in the city.

**DISCUSSION:** The plan's core elements include a vision, guiding principles, overarching policies, and chapter specific strategies and policies. The plan also includes performance measures in the form of plan-level key performance indicators and chapter specific metrics that will enable the City to track progress at achieving the plan's vision and guiding principles and addressing the chapter-specific strategies.

**Vision:** Recognizing that both technology and integrated transportation land use planning offer ways to better connect individuals with where they want to go, the vision for the Alexandria Mobility Plan is: *Safe, seamless, and connected mobility options foster a thriving Alexandria for all.* This vision came from feedback during our first phase of public outreach and an AMPAC visioning workshop. It is a forward-looking vision that incorporates major themes from the outreach as well as the City's Strategic plan focus to foster a thriving Alexandria for all.

**Guiding Principles:** The guiding principles of the AMP represent the more specific and measurable outcomes that the City hopes to achieve through improvements to transportation and mobility. All components of this plan seek to advance one or more guiding principles, which, when combined, will help foster ACCESS for Alexandria: **A**ccessible, **C**onected, **C**onvenient, **E**quitable, **S**afe, and **S**ustainable. Each guiding principle has one or to key performance indicators associated with it, which will be incorporated into the City's Transportation Dashboard and updated every 2-3 years as appropriate, during the life of the plan.

**Chapters:** The overview chapter describes the context, vision, and guiding principles of the plan, as well as four overarching policies that speak to major themes of the plan and considerations



that will need to be taken through implementation. These overarching policies are to promote equity, partnerships, flexibility and resilience, and data-driven approaches.

Each of the following topical chapters feature policies, strategies, actions, and metrics that will enhance choices for the community and address mobility needs.

#### Transit

The Transit chapter focuses on making transit in Alexandria more customer-friendly, reliable, and efficient to better serve existing customers and attract new ones. The chapter lays out strategies to complete the three transitway corridors, implement Alexandria Transit Vision Plan recommendations, and other means to increase ridership through policy, service, and infrastructure enhancements.

#### Smart Mobility

The Smart Mobility chapter focuses on how the City can incorporate technology into the transportation network. The chapter lays out strategies to better manage traffic, improve safety, and enhance overall mobility.

#### Streets

The Streets chapter seeks to identify ways to make City streets function better for all users through strategies that incorporate recent policies and identify new opportunities, with the goal of making the street network more efficient and safer.

#### Supporting Travel Options

The Supporting Travel Options chapter focuses on how the City can support alternatives to driving alone through information, incentives, partnerships, and policies. The chapter identifies strategies that aim to increase access to a range of travel options to reduce congestion and GHG emissions in support of Environmental Action Plan 2040 goals.

#### Curb Space and Parking

The Curb Space and Parking chapter focuses on how the City can use parking—both on- and off-street—to help achieve its goals and manage competing demands for limited curb space between vehicles, bikes, buses, freight, pick-ups and drop-offs, and more. It includes strategies that will help guide the management of curb space and parking resources while supporting the City’s commitment to sustainability and quality of life.

#### Pedestrian and Bicycle

The Pedestrian and Bicycle chapter reflects the integration of the 2016 Pedestrian and Bicycle Plan Update into the format of the AMP, while tracking progress since 2016 and highlighting the remaining priorities.

This plan was developed during the 2020 COVID-19 pandemic, which dramatically changed travel patterns and the way we live our lives. The plan recognizes that there will always be unknowns and that the City must seek to understand potential scenarios and plan for flexibility, adaptation, and resilience. By encouraging City initiatives to focus more on all-day trip making as opposed to rush-hour trip making, this plan is preparing the city for a future with potentially

fewer commute trips and more trips throughout the day. This plan also enables the City to track the implications of the pandemic on travel needs over time and determine whether a shift in tactics is necessary to ensure cost-effective investment and that all Alexandrians have access to useful travel choices.

**Next Steps:** A formal release of the draft Alexandria Mobility Plan will be announced in early April. There will be a 4-week public comment period, during which time a feedback form will be available online. Staff will be presenting at various boards and commissions including the Traffic and Parking Board, the Commission on Persons with Disabilities, the Environmental Policy Commission, the Commission on Aging's Transportation Subcommittee, and the Dash Board. Staff will also make themselves available to present at select community meetings, based on availability. A general presentation will be available on the website. Flyers will be displayed on DASH buses and additional targeted outreach will occur as needed. A public hearing is proposed for the April Transportation Commission meeting.

One additional AMPAC meeting is planned to share feedback received during draft plan engagement. Once staff incorporate feedback and finalize the plan in Summer or Fall, the Planning Commission will hold a public hearing and the plan will go before Council for a public hearing and adoption.

# City of Alexandria, Virginia

## MEMORANDUM

DATE: MARCH 17, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION PLANNING

SUBJECT: AGENDA ITEM #5 – PROPOSED CITY FY 2022 OPERATING BUDGET AND FY 2022-2031 CAPITAL IMPROVEMENT PROGRAM (CIP)

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**ISSUE:** Consideration of the City Manager’s proposed FY 2022 - FY 2031 transportation budget.

**RECOMMENDATION:** That the Transportation Commission review and provide guidance on the proposed transportation related budget items.

**BACKGROUND:** Each year the City Manager presents a proposed City Budget to the City Council for consideration and action. As part of the budget process, a ten-year Capital Improvement Program (CIP) is developed, programming funding for major capital projects in the City. Funding for the CIP comes from the City’s general fund, grants and other non-City sources of funding including developer contributions.

On February 16, 2021, the City Manager presented the City Council with a proposed Fiscal Year (FY) 2022 General Fund Operating Budget of \$767.6 million, which represents an increase of 1.9% over the current year. The proposed budget includes \$239 million in operating funds for the Alexandria City Public Schools, a \$5 million (or 2.1%) increase over FY 2021 funding. The capital budget proposal includes increases in capital investments for stormwater management infrastructure; redevelopment of Landmark Mall; municipal fiber projects; and educational and municipal facilities. The ten-year Capital Improvement Program (CIP) totals \$2.66 billion.

**DISCUSSION:**

Investments that are related to transportation in the FY22 [operating budget](#) include:

- A cost neutral implementation of the Alexandria Transit Vision 2022 network
- Fully funding Metro obligations
- Maintaining staffing levels for all Transportation positions

FY22 capital budget highlights include:

- \$12.0 million for the City’s contribution to WMATA’s Capital Improvement Program
- \$7.0 million in for bridge repairs and refurbishments, including the joint Alexandria-Arlington Four Mile Run Bridge project

- \$5 million for construction of Holmes Run Trail Repairs
- \$6.4 million for street reconstruction and resurfacing, which will support the resurfacing of approximately 55 lane miles
- \$1.5 million for complete streets
- \$7.2 million in smart mobility investments
- \$8 million for West End Transitway

Additional transportation-related 10 Year [capital budget](#) highlights include:

- \$111.7 million for DASH bus fleet replacement
- \$1.2 million of unspent grant funding plus Amazon funding for Metroway Phase II design, West End Transitway Phase I construction (\$69 million including the FY22 amount), and Duke Street Transitway design and construction (\$75 million)
- \$6.3 million for access improvements at Landmark

Next Steps:

- March 24 City Council budget work session on the Livable, Green, and Prospering focus area of the Operating budget – which includes budgets for T&ES and Transit Services (DASH, VRE, WMATA, Paratransit)
- April 17 City Council public hearing
- April 21 Transportation Commission Public Hearing
- April 27 City Council Legislative Meeting (preliminary add/delete)
- May 3 City Council final add/delete
- May 5 Budget adoption

*City of Alexandria, Virginia*

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**MEMORANDUM**

DATE: MARCH 17, 2021

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CHRISTOPHER ZIEMANN, DIVISION CHIEF, TRANSPORTATION  
PLANNING

SUBJECT: AGENDA ITEM #7 – ITEMS FOR CONSENT

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

**RECOMMENDATION:** That the Commission receive the items for consent.

**A. Multi-Use Trails**

The City has approximately 21 miles of paved shared-use paths or sidepaths. Through the 2016 update to the Transportation Master Plan, the City identified a number of capital improvements to improve and expand the off-street trail network. Several capital projects are underway to design and construct new trails in accordance with the City's plans:

Old Cameron Run Trail

**Description:** Construct a shared-use path along Old Cameron Run between Hooffs Run Drive and Hooffs Run. Resurface the existing shared-use path between Hooffs Run and South Payne Street.

**Status:** The trail design is 30% complete. Staff recently gathered community feedback on the 30% design plans and is proceeding to the 60% design stage. Design is expected to be complete within the next year. However, construction cannot begin until 2025, as the trail project area is currently being used as a staging area for the RiverRenew project, which is required by the Commonwealth to be completed by 2025.

**Project website:** [www.alexandriava.gov/116739](http://www.alexandriava.gov/116739)

Beauregard Trail

**Description:** Construct a shared-use path, or sidepath, on North Beauregard Street between Fillmore Avenue and King Street.

**Status:** Design procurement is underway. Design is expected to begin this spring once the design contract is finalized by the City and approved by the Virginia Department of Transportation.

Mount Vernon Trail at East Abingdon Drive

**Description:** Improve mobility and safety on Mount Vernon Trail along East Abingdon Drive by widening the trail near Slaters Lane.

**Status:** Design is paused while VDOT assumes administrative ownership of project from Northern Virginia Regional Commission (NVRC).

In addition to new trails, a number of other projects are underway related to trail maintenance and operations:

#### Holmes Run Trail Repairs

Three portions of Holmes Run Trail remain closed due to damage from intense flooding. Detour signage has been installed, and sharrow markings are expected to be installed when the weather is warm enough to apply road markings.

Design for the bridge repairs near Holmes Run Playground at South Jordan Street is underway, and construction is expected to be completed this year. Design procurement for the remaining portions between Ripley Street and Dora Kelly Park is underway. More information is available on the project website at <https://www.alexandriava.gov/113304>.

The proposed FY22 budget includes \$5 million for construction of these repairs.

#### Trail Repaving

The City recently conducted a pavement condition analysis of all hard-surface trails in the City. Based on the results of this analysis, portions of the Holmes Run Trail and Mount Jefferson Trail are candidates for resurfacing. Surface issues on the Beatley Bridge may also be addressed.

#### Trail Counters

The City continues its trail counting program. A handful of electronic trail counters were malfunctioning and are in the process of being repaired. The online dashboard is available via the City's [multi-use trails](#) website or directly at: [counters.bikearlington.com/counter-dashboard/](https://counters.bikearlington.com/counter-dashboard/).

Below are additional trail updates:

#### Winter Passages Public Art Project

The City's Office of the Arts initiated a project this winter to install temporary public art adjacent to three trails: Four Mile Run Trail, Potomac Yard Trail, and Holmes Run Trail. Three artists have been selected, and the installations are expected to be in place in March through April. More information is available on the [public art on trails and paths webpage](#).

#### Backlick Run Trail

The City received grant funding through VDOT for Backlick Run Trail Phase I (Armistead Boothe Park to Van Dorn Street). However, it has become clear the City cannot utilize the grant funds to build the trail at this time because development did not occur at a pace initially projected. The City does not currently own enough right-of-way

to construct the trail, and obtaining the needed right-of-way would significantly impede existing business operations adjacent to the trail site. Because of this, City Council approved the cancelation of the idle grant funds for this project, with the expectation that the trail will instead be built through private redevelopment. City staff is coordinating with adjacent developers, and one parcel (600 S Pickett Street) is already committed to constructing part of the trail, including a pedestrian/bicycle bridge. An interim soft-surface section of trail is also anticipated to be built with the Armistead Boothe Park Athletic Field Conversion Project.

The \$2.1 million in CMAQ funds that were previously allocated to this project are being reallocated to the Beauregard Trail project in the City's proposed FY22 budget.

#### Holmes Run Trail Connector

In 2017, the City was awarded grant funding from VDOT to design and construct the Holmes Run Trail Connector. However, the amount of funding awarded is insufficient to fully fund the project. Staff is in the process of identifying alternative uses of the available funding, including ADA improvements at trail access points and the installation of bridge structures to serve the future Holmes Run Trail Connector.

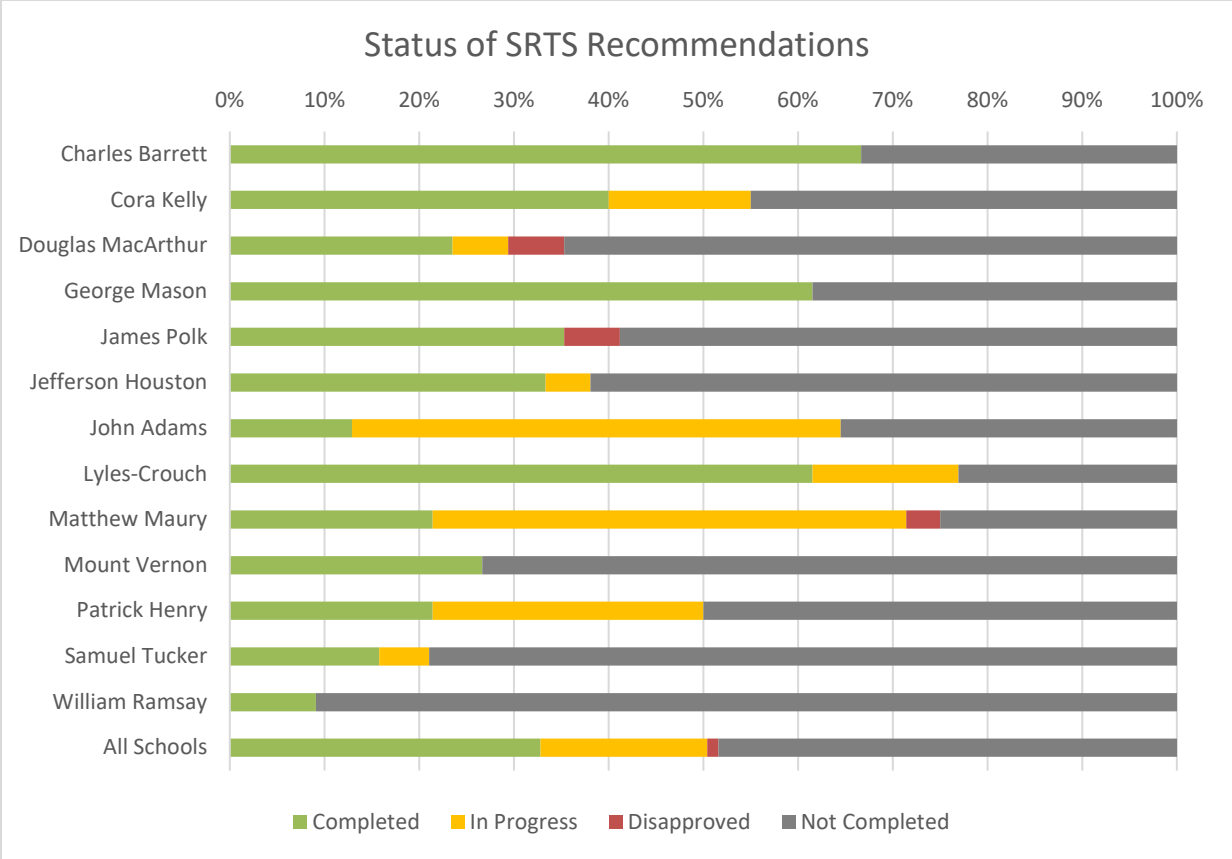
#### Mount Vernon Trail Smart Scale Grant

Last year, the City coordinated with Arlington County to apply for approximately \$29 million in Smart Scale funding from VDOT to enhance and widen portions of the Mount Vernon Trail. VDOT staff have recommended approval of the project, and the Commonwealth Transportation Board will consider this recommendation this spring. If awarded, the funding would likely be made available in Fiscal Year 2026.

### **B. Safe Routes to Schools**

In 2017, the City completed walk audits of the City's 13 elementary and K-8 schools. The purpose of these walk audits was to identify both infrastructure and programmatic recommendations that would improve safety for students walking and biking to school. In total, the walk audits included 250 distinct infrastructure recommendations near schools.

Since then, staff has worked to implement these recommendations; thus far, 33 percent of the 250 recommendations have been completed, and 18 percent of the recommendations are in progress. Below is a summary of the progress made at each school to date.



It is worth noting that much of the “low-hanging fruit” has been addressed. Therefore, progress going forward could be somewhat slower as the remaining projects are more complex and/or costly. Looking ahead, staff will continue to implement the infrastructure recommendations and strive to focus efforts on schools that have seen relatively fewer improvements.

In addition to implementing these recommendations, staff intends to conduct new walk audits for the City’s middle schools, two high school campuses, and new elementary school. These audits were originally slated to be completed in 2020. However, the project was paused due to the COVID-19 pandemic. As the impacts of the pandemic subside and students return to in-person learning, staff will look for opportunities to restart this project.

**C. Legislative Update**

City staff are still reviewing the implications of the 2021 Virginia General Assembly Session. Below are highlights of passed transportation legislation that may impact Alexandria and the work of the Transportation Commission.

**Transportation Safety**

- **Bicycle Safety (HB 2262):** Requires the driver of a motor vehicle to change lanes when overtaking a bicycle or certain other vehicles when the lane of travel is not wide enough for the overtaking motor vehicle to pass at least three feet to the left of the overtaken vehicle. The bill also removes the limitations on riding bicycles and certain other vehicles



two abreast. The Department of State Police is directed to convene a work group to review issues related to allowing bicyclists to treat stop signs as yield signs, and to report any recommendations to the chairmen of the House and Senate Committees on Transportation.

- Local government authority; reduction of speed limits (HB 1903): Authorizes local governing bodies to reduce the speed limit to less than 25 miles per hour, but not less than 15 miles per hour, in a business district or residential district.

### **Transportation Funding Policy**

- Resiliency HB 2071 / SB 1350: When determining which projects to include in its Six Year Implementation Plan, the CTB must consider whether the project has been designed to be resilient. Additionally, the Commissioner of Highways is required to ensure that resiliency is incorporated into the design standards for new construction projects.

### **Project Funding and Budget**

- Budget Item 430 #1c: The Department of Rail and Public Transportation shall use \$3,600,000 in FY 2022 from the Transit Ridership Incentive Program for regional connectivity programs focused on congestion reduction and mitigation through provision of long-distance commuter routes for urban and rural communities.
- 2021 Transportation Funding Initiative  
In Item 447.10#1c, the General Assembly combined General Fund money listed in the Governor's introduced budget along with federal COVID relief funding and other unallocated transportation funds to create a one-time multimodal transportation initiative.
  - o \$233.4 million in COVID federal relief funds
  - o \$20 million in uncommitted Transportation Partnership Opportunity Fund (TPOF) money
  - o \$15 million uncommitted FY 21 special project funds
  - o \$55 million in FY 22 General Funds – as proposed by Governor
- Metro Related Needs: \$32.4 million to fill the FY 22 gap in Virginia's share of State of Good Repair funding via the Metro Capital Fund – estimated to be \$22.4 million. Remaining funds can be used to help NOVA localities pay their FY 22 Metro subsidy.
- Multimodal Trails Strategy: \$10 million for new regional multimodal trails. Directs the Office of Intermodal Planning and Investment (OIP) to lead a workgroup to develop a process to identify and prioritize the development of new trails.
- Transit Access: \$10 million dedicated to establish a fare-free pilot for urban and rural transit systems. \$900,000 for the transit modernization and equity study called for in House Joint Resolution 542.
- Connected Transportation Pilot: \$10 million for the VT/Falls Church connected

demonstration project. Requires an agreement with VDOT for information sharing and knowledge exchange.

### **Electric Vehicles/EV Charging Infrastructure/Transportation Electrification**

Legislators placed an emphasis on electric vehicles and the development of charging infrastructure throughout the Commonwealth, positioning the state for the increasing electrification of the automotive industry, including analysis of how greater electrification impacts energy access and generation. Meanwhile, greenhouse gas emissions were heavily considered, resulting in legislation that will require an evaluation of motor vehicle emissions and the implementation of a low emissions vehicle standards program starting with the 2025 model year.

### **D. Taxi Update**

In 2019, the City’s Office of Performance and Accountability (OPA) released the [“Taxi Regulation Efficiency Analysis” report](#). The report included several recommendations for changes to the City’s practices for regulating taxis, including several changes to the City Code. The primary purpose of the changes was to reduce the fees charged to taxis by reducing the scope of the City’s regulation and by streamlining the administration of those regulations.

To reduce fees charged to the industry, staff presented the [City’s biennial review of the taxi industry](#) to the Traffic and Parking Board in November 2020, which recommended large reductions in fees charged to taxis consistent with the recommendations of the OPA report. The City Manager approved those fee reductions in December 2020.

In order to streamline the administration of regulations, the [Traffic and Parking Board recommended](#) a series of Code changes to eliminate outdated requirements, provide for more efficient administration of the City’s regulations, and mirror the administrative burdens for taxicabs with those imposed by Virginia on Transportation Network Companies such as Uber and Lyft. These changes will be presented to the Council for consideration in March or April.

### **E. Climate and Energy Action Plan**

The purpose of the Energy and Climate Change Task Force is to provide guidance to the City of Alexandria on the effort to update the City’s [Energy and Climate Change Action Plan \(ECCAP\)](#). This guidance includes feedback on analyses of community greenhouse gas emissions and climate change vulnerabilities including transportation-related emissions and vulnerability. The Task Force will support the City's identification, evaluation, and prioritization of recommendations for additional policy, programmatic, or technology actions to achieve specific, science-based emissions reductions consistent with the [Environmental Action Plan 2040 \(EAP2040\)](#)’s targets and goals. Such actions may include, but are not limited to, efforts that:

- increase of renewable energy production and availability for city residents/businesses;
- work to curtail consumption of fossil fuels;
- engage Alexandria residents and businesses in emissions-reducing actions;
- identify opportunities for climate adaptation policies and practices.

Additionally, the Task Force's guidance may include identifying and evaluating funding and budgeting strategies, specific implementation steps and approaches, and methods and metrics to track progress against time-specific goals consistent with the EAP2040. The City Council approved [Resolution 2958](#) on September 22, 2020 to establish the Task Force. The first Task Force meeting is anticipated to be held in early April.

#### **F. Route 1 Multimodal Study in Arlington**

In late 2018, with the announcement of an agreement to bring [Amazon's new corporate headquarters to Crystal City](#), the Commonwealth identified improvements to Route 1 as one of five transportation projects to be fully or partially funded by the Commonwealth. The Commonwealth's commitment to Amazon is to improve safety, accessibility, and the pedestrian experience crossing Route 1.

The purpose of Route 1 Multimodal Study is to identify enhanced multimodal connectivity and accommodations along and across Route 1 in Crystal City, to meet the changing transportation needs of this growing urban activity center. The need for this study is two-fold:

- Multimodal transportation demand is increasing from the creation of an additional Amazon Headquarters and other ongoing development in the Crystal City and Pentagon City area
- These areas are already heavily developed with limited space for expanding the footprint of the transportation network

The study on Route 1, from approximately 12th Street to 23rd Street South, will explore an at-grade urban boulevard, but also review and compare potential improvements to the current elevated condition, and the elevated urban boulevard described in the [Crystal City Sector Plan](#). Ultimately, the study aims to provide sufficient information to make the best decision on a future project on Route 1 in Crystal City.

VDOT held a [virtual public information meeting](#) on March 3 regarding the Route 1 Multimodal Study looking at converting the elevated section in Arlington to an at-grade boulevard. The [video](#) is available online, and comments may be submitted through Monday, March 15. The goals of the study are:

- **Safety:** Improve multimodal safety for pedestrians, bicyclists, micro-mobility modes, transit and vehicles along and across Route 1
- **Multimodal accessibility and accommodation:** Increase multimodal accessibility and accommodation along and across Route 1
- **Transit effectiveness:** Make transit more accessible, reliable, and convenient
- **Vehicular operations:** Maintain an appropriate level of vehicular operation and accommodation along Route 1 and on intersecting streets: 15th Street, 18th Street, 20th Street, and 23rd Street
- **Environmental:** Preserve, protect, or enhance the built, natural, visual, and social environments

- **Urban Fabric:** Integrate Route 1 within the context of Crystal City and Pentagon City as a multimodal urban boulevard design consistent with context of the surrounding existing and future built environment

For more information., please contact: [route1multimodalstudy@vdot.virginia.gov](mailto:route1multimodalstudy@vdot.virginia.gov) or Dan Reinhard, P.E., Project Manager, VDOT's Northern Virginia District Office, 4975 Alliance Drive, Fairfax, VA 22030.

## **G. SMART SCALE Update**

In August, 2020, staff submitted four final applications for state funding through the [SMART SCALE program for FY 2026-2027](#), after submitting five pre-applications in April. These four projects included:

- Route 1 at E. Glebe Road Intersection Improvements
- Route 1 South Improvements
- Upper King Street Multimodal Improvements
- Landmark Transit Center

Please note that the City did not submit an application for the Duke Street Transitway because that project has been awarded funding through the NVTA 70% program. These projects were scored in late 2020 and in January 2021 a list of all submitted projects and their scores were submitted to the Commonwealth Transportation Board (CTB) and [posted on-line](#). State staff also posted a [recommended funding scenario](#), which recommends all four of the projects in Alexandria be funded, and 3 of the 4 with funding above the levels requested.

In April and May 2021, the draft Six Year Plan (SYIP), which will include SMART SCALE projects, will be released by the CTB, followed by public hearings and a public comment period to gather input. The CTB is expected to make its final decision on which projects to fund through SMART SCALE in June 2021.

In April, staff will present on SMART SCALE and the entire SYIP to the Commission and will solicit a letter of support to be submitted during CTB's Public Comment Period.

## **H. Commuter Choice Program**

In January, DASH submitted two applications for the Commuter Choice Program to increase service to levels recommended in the Alexandria Transit Vision plan on lines 35 and 36 (currently roughly the AT1+ and the AT9). NVTC announced that they received 18 proposals for projects totaling \$26.2 million for projects. Since \$30 million is available for these projects, DASH's proposals for transit service in this corridor appear to have a good chance of being funded. NVTC is now performing a detailed analysis of all proposals found to be eligible.

## **I. Duke Street Transitway**

The City has awarded the Civic Engagement contract for the Duke Street Transitway to Rhodeside Harwell, Inc. The firm, supported by NeoNiche Strategies, will conduct an extensive re-visioning of the Duke street corridor this spring and summer, with planning and conceptual engineering efforts to follow in the summer/fall. This 12-18 month process will build on the concepts identified in the 2008 Transportation Master Plan as well as the 2012 Transit Corridors Feasibility Study. This effort is being funded by a \$12 million NVTa grant. In addition, NVTa also awarded the City a \$75 million grant for construction last year.

#### **J. Transportation Events:**

On February 4, 2021, the Northern Virginia Transportation Authority (NVTa) celebrated with the City of Alexandria and DASH Bus, the completion of Intelligent Transportation Systems (ITS) projects. Rather than hosting a formal ceremony due to COVID-19 precautions, NVTa staff worked with the City of Alexandria and DASH Bus on coordinating a [video](#) shoot of one of the commuter buses driving through a ribbon as part of the “ribbon-cutting” celebration. Additionally, remarks were provided by representatives of the Authority, the City and DASH as part of a video package.

#### **March 10 NVTa roundtable**

The 6th Annual Northern Virginia Transportation Roundtable, sponsored by the Northern Virginia Transportation Authority and the Intelligent Transportation Society of Virginia (ITS-VA), was held on Wednesday, March 10, 2021. There were two moderated panels, themed: “Smart Future” and “Resilient Future,” which are both highly relevant to the current TransAction update — Northern Virginia’s long-range transportation plan. Yon Lambert, Director of Transportation and Environmental Services, spoke on the City’s smart mobility program. Both panels were moderated by Jordan Pascale, transportation reporter for WAMU and DCist. A recording and presentation slides are available via the [event webpage](#).