

# Transportation Commission

June 20, 2024

7PM



# Notice

The June 20, 2024 meeting of the Transportation Commission is being held in the City Council Workroom on the second floor of City Hall (301 King Street, Alexandria, Virginia, 22314) and electronically. Members of the Transportation Commission and staff are participating either in-person or from a remote location through video conference call on Zoom. The meeting can be accessed by the public in-person or via Zoom.



# Commission Members

- **Dan Beattie** – Environmental Policy Commission
- **Leslie Catherwood** – Resident East
- **Casey Kane** – Traffic and Parking Board, Eisenhower West/Landmark/Van Dorn Advisory Group
- **Tim Lovain** – Resident East with Transportation Expertise
- **Jody Manor**- Planning Commission
- **Jim Maslanka**– Resident West
- **Melissa McMahon** – Planning Commission
- **Matthew McManus** – Resident West, DASH Advisory Committee
- **John Chapman** – Council (non-voting)
- **Kirk McPike** – Council (non-voting)



# Public Comment Period

Agenda Item 1



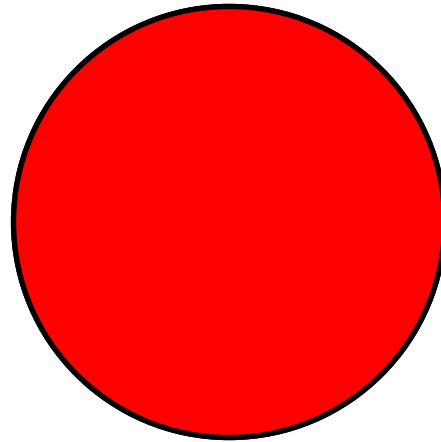
# Public Comment

- For speakers not discussing items related to the public hearings.
- For virtual attendees:
  - Raise hand or press \*9
  - Mute or unmute press \*6
  - 3 minutes per speaker



## 3 Minute Timer

*Announcement will sound automatically when time is up*



# Transportation Commission Minutes: May 15, 2024

Agenda Item 2



# Discussion Item: WMATA Better Bus Network Redesign

Agenda Item 3





# Action Item: AlexWest Mobility Recommendations

Agenda Item 4



# Alex West

## Transportation Commission Final Presentation – Draft Plan

June 20, 2024

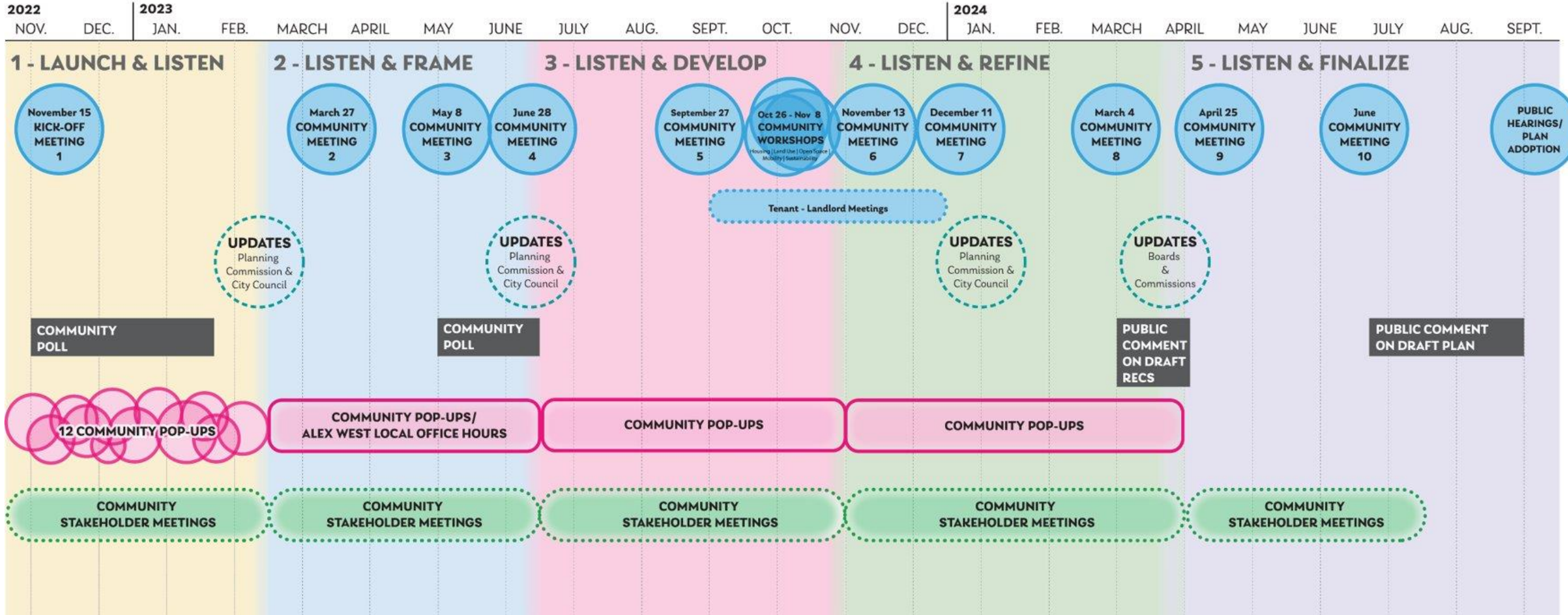


# Agenda

1. Recap of Process
2. Plan Area + Context
3. Final Draft Recommendations
4. Next Steps
5. Questions + Comments



# Process Recap



# Plan Area – Context

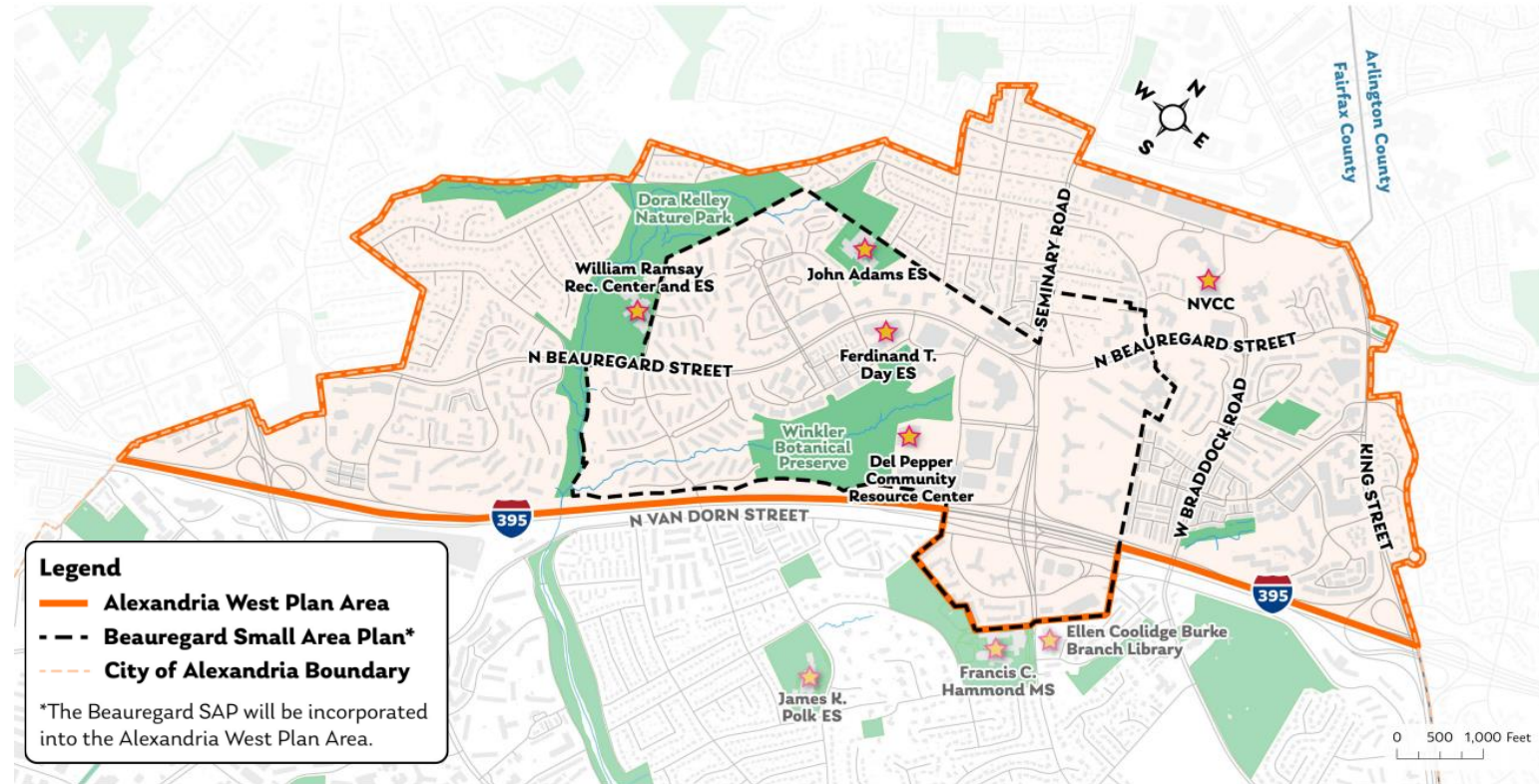
**1,260** Acres - 13% of City

**17%** of City's population

**38%** of City's Market Affordable Units

**713** Committed Affordable Units

**132** Acres existing public parks



# Land Use + Housing Strategy

## Focus Area

New development and redevelopment will be prioritized on surface parking and in commercial areas to **minimize displacement**

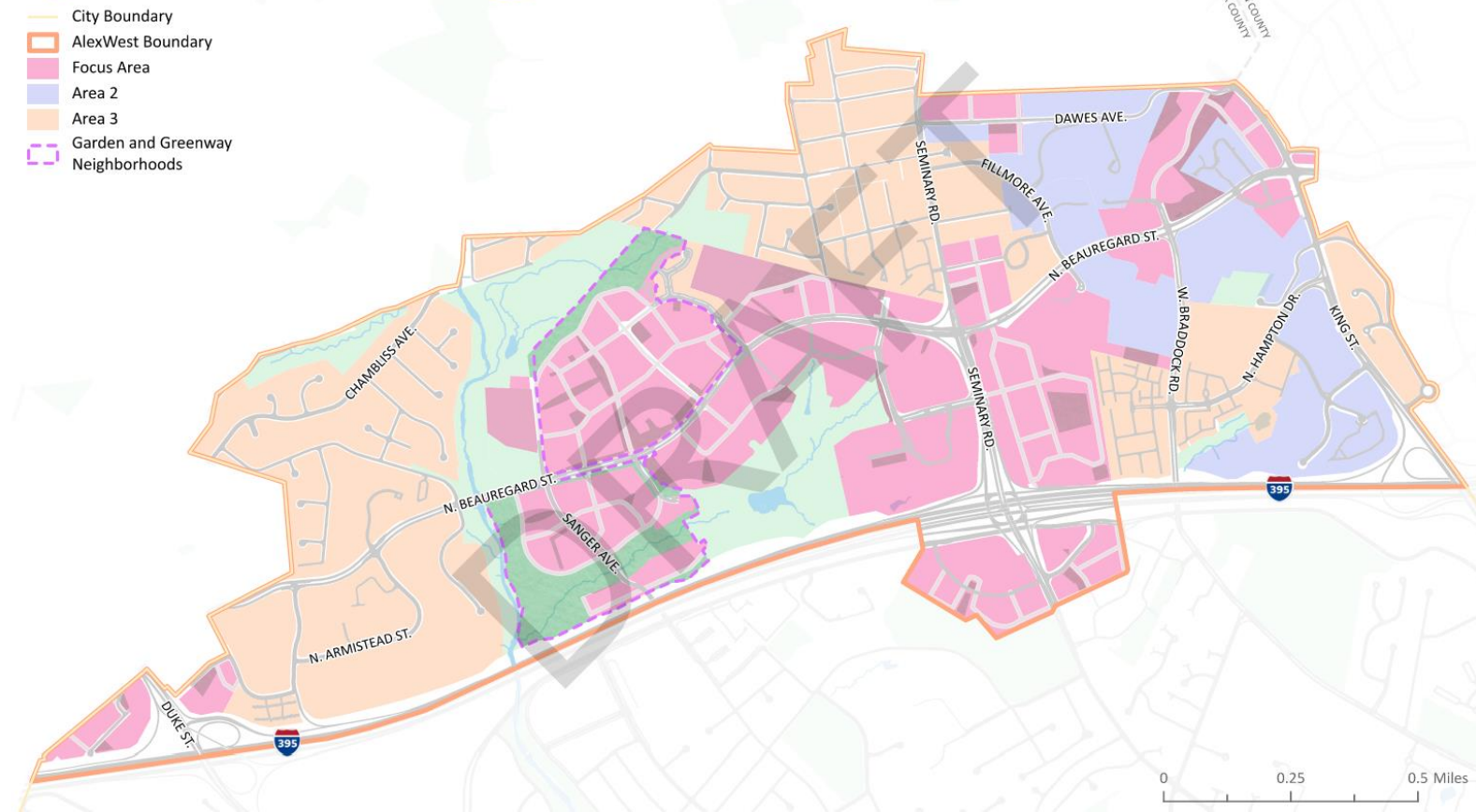
## Area 2

New development and redevelopment will be subject to criteria established in the Plan

## Area 3

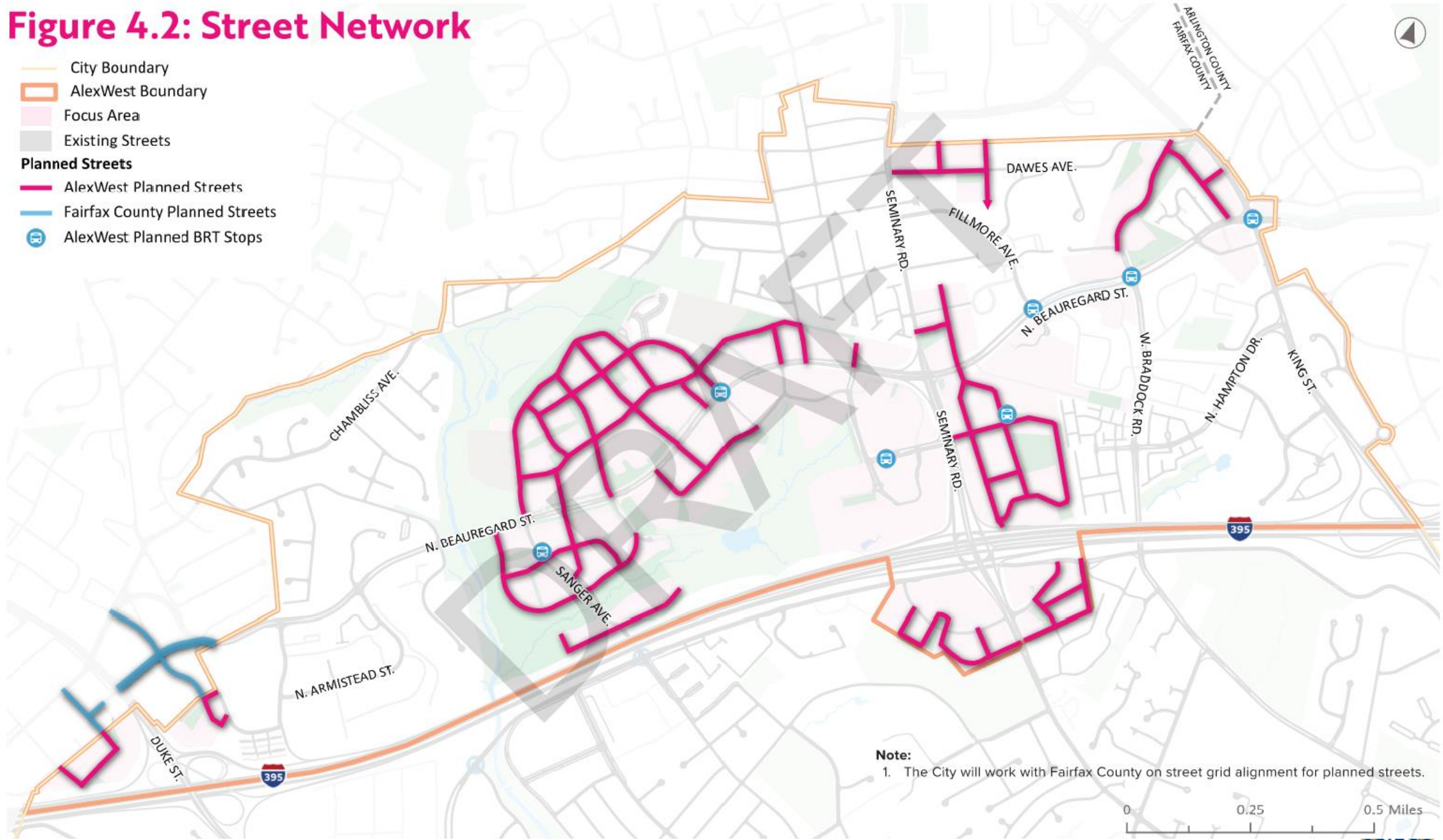
New development will proceed based on existing City policies

Figure 2.2: Land Use Strategy



# Figure 4.2: Street Network

- City Boundary
- AlexWest Boundary
- Focus Area
- Existing Streets
- Planned Streets**
  - AlexWest Planned Streets
  - Fairfax County Planned Streets
- AlexWest Planned BRT Stops



**Note:**  
1. The City will work with Fairfax County on street grid alignment for planned streets.



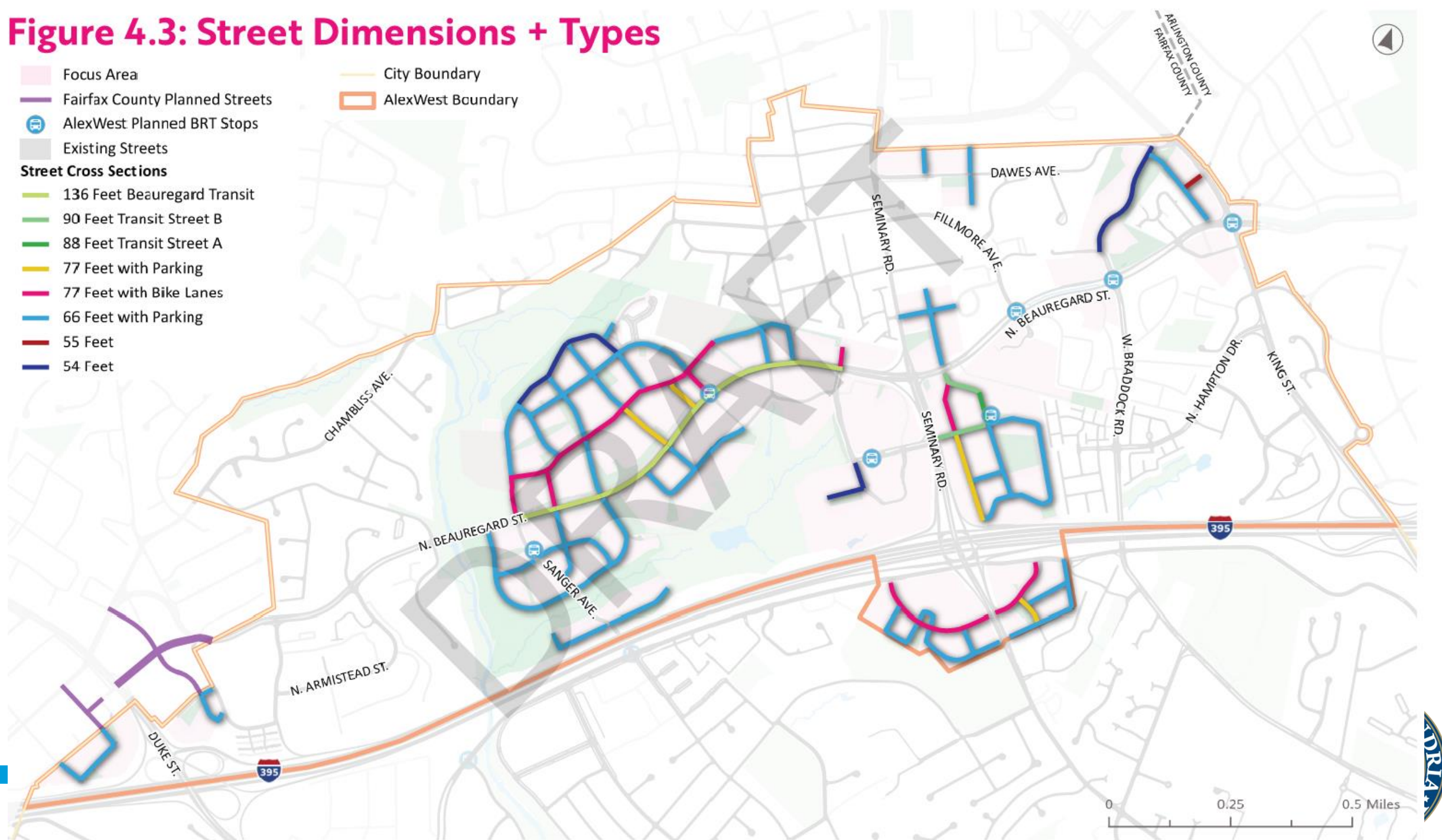
# Figure 4.3: Street Dimensions + Types

- Focus Area
- Fairfax County Planned Streets
- AlexWest Planned BRT Stops
- Existing Streets

- City Boundary
- AlexWest Boundary

## Street Cross Sections

- 136 Feet Beauregard Transit
- 90 Feet Transit Street B
- 88 Feet Transit Street A
- 77 Feet with Parking
- 77 Feet with Bike Lanes
- 66 Feet with Parking
- 55 Feet
- 54 Feet





# Figure 4.4: Street Dimensions + Types

**54 FEET**



**55 FEET**



**66 FEET | With Parking**



**77 FEET | With Bike Lanes**



**77 FEET | With Parking**



# Figure 4.5: Street Dimensions + Types

88 FEET | Transit Street A



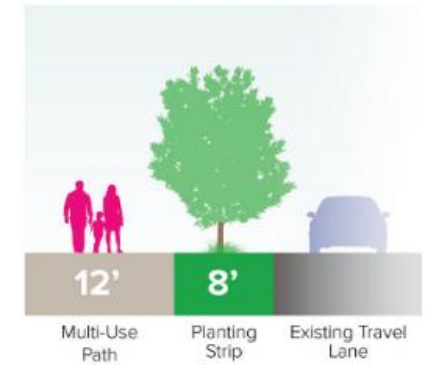
90 FEET | Transit Street B



136 FEET | Beauregard Transit



## Primary Streets

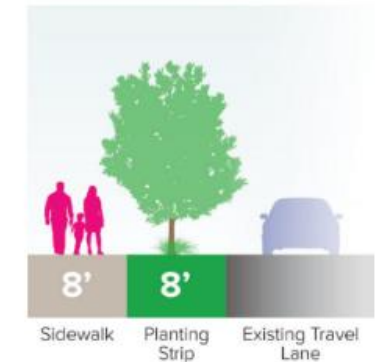


**Primary:** Applies when a cross section is not specified for a street or portion of a street.

### Primary Streets in the Plan Area:

- Duke Street
- King Street
- N. Beauregard Street
- Sanger Avenue
- Seminary Road

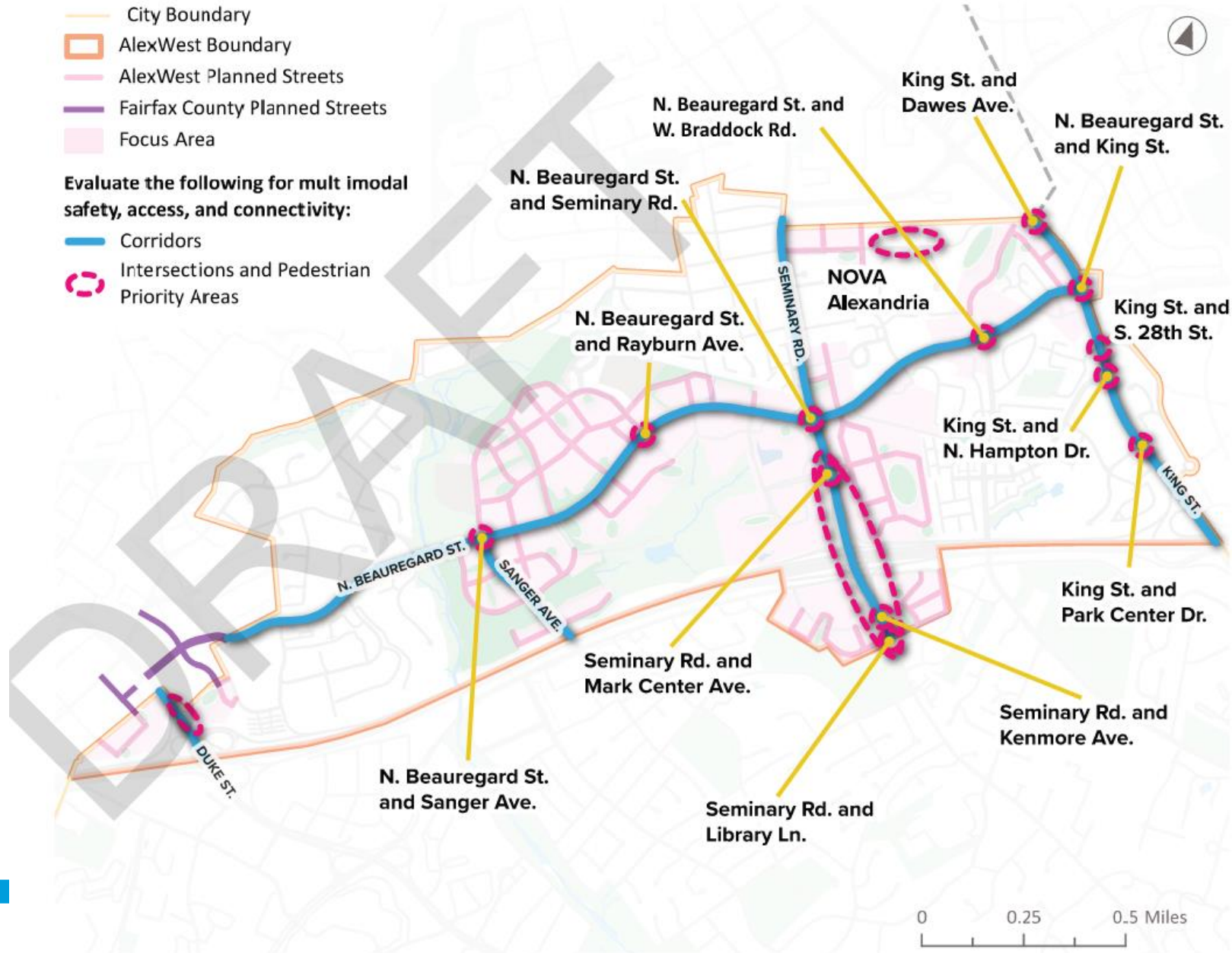
## Secondary Streets



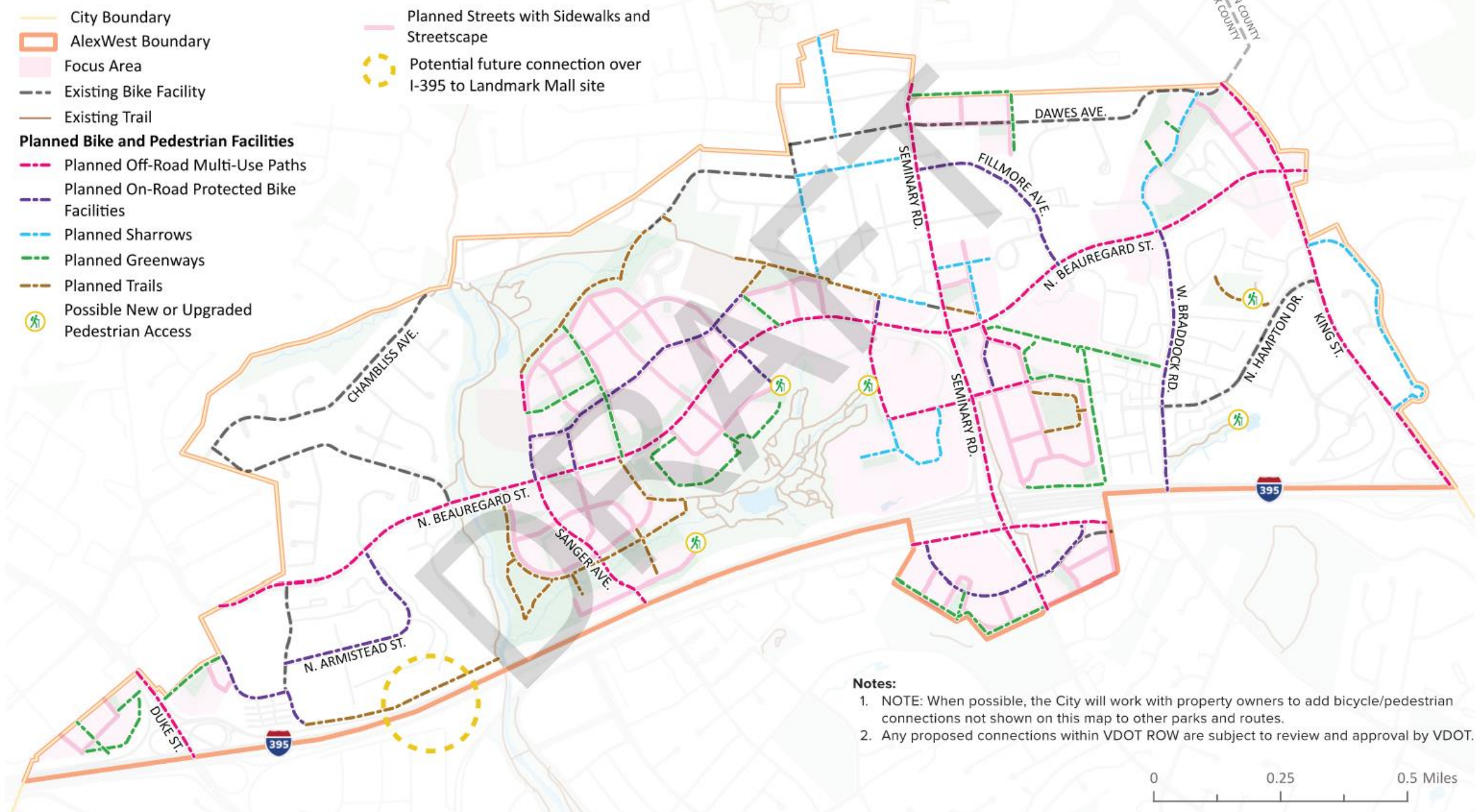
**Secondary:** Applies when a cross section is not specified for a street or portion of a street and is not designated as a primary street.

The final design and configuration of the street cross sections in Figure 4.5 will be subject to compliance with the intent of the AlexWest Plan.

# Figure 4.9: Safety Enhancements Study Areas



# Figure 4.6: Pedestrian + Bike Network



**Notes:**

- NOTE: When possible, the City will work with property owners to add bicycle/pedestrian connections not shown on this map to other parks and routes.
- Any proposed connections within VDOT ROW are subject to review and approval by VDOT.



# Figure 4.10: Seminary Road + North Beauregard Street

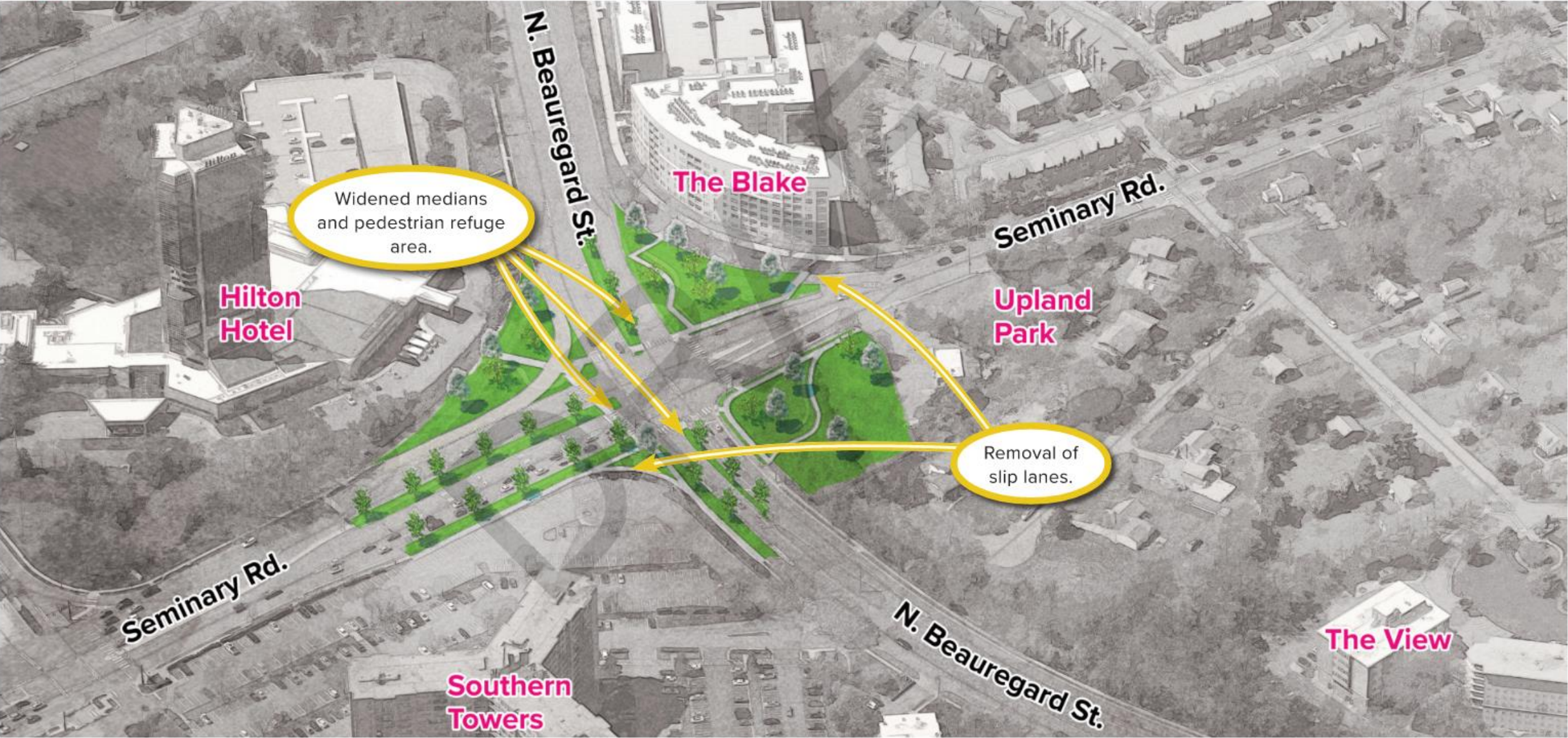
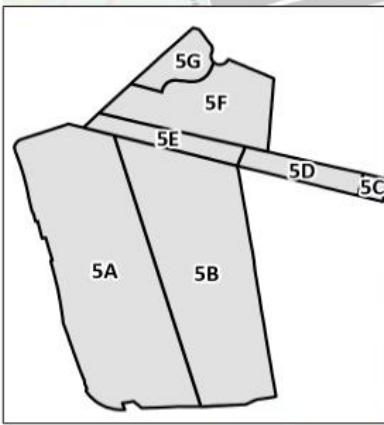
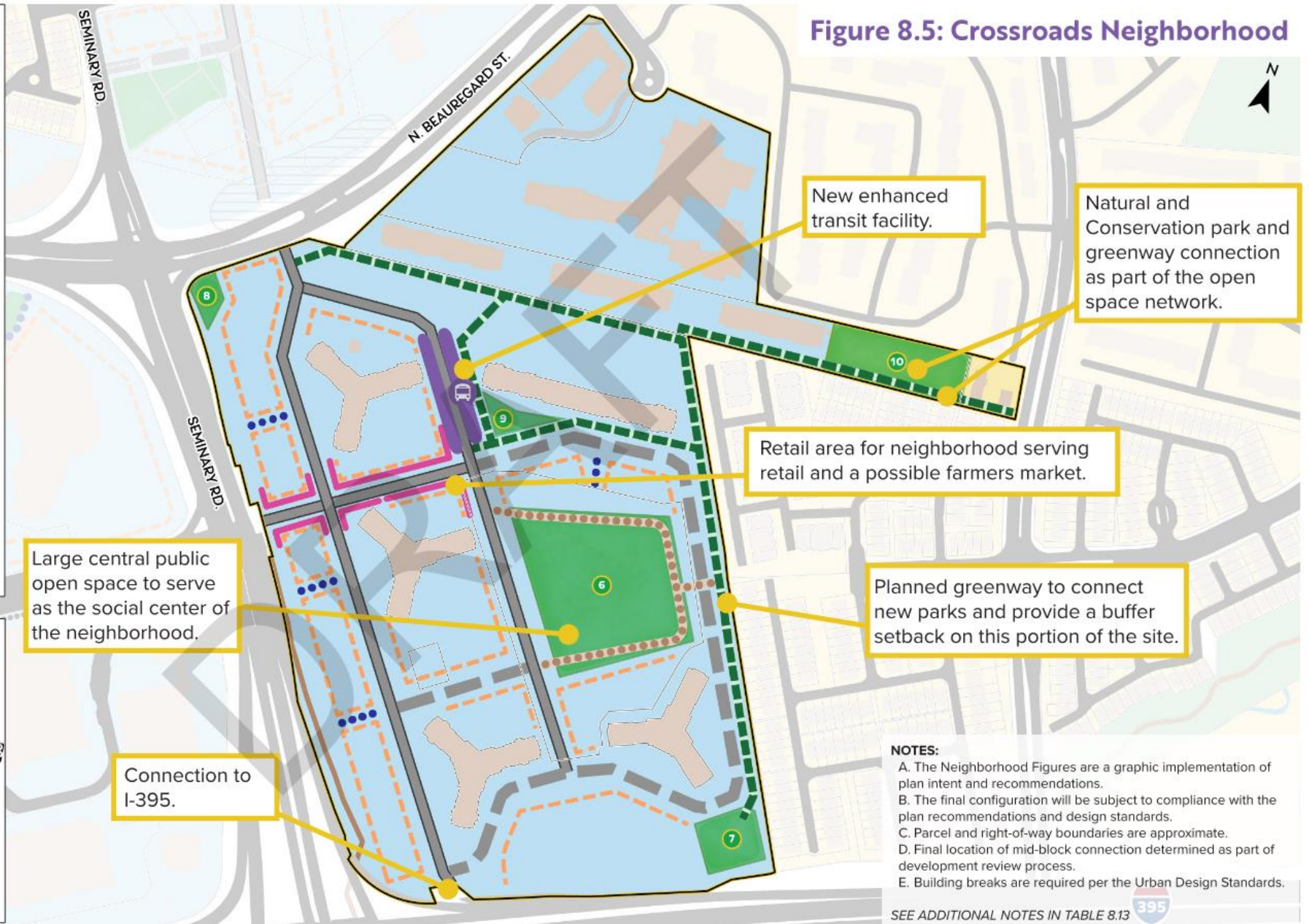


Figure 8.5: Crossroads Neighborhood

**LEGEND**

- Neighborhood Boundary
- Parcel
- Existing Building
- Required Retail Frontage
- Streetwall
- Planned Public Park
- Planned Mid-Block Pedestrian Connection
- Planned Greenway Connection
- Planned Trail
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Residential Land Use
- Residential/Commercial Land Use
- Planned BRT Stop



**NOTES:**

- A. The Neighborhood Figures are a graphic implementation of plan intent and recommendations.
- B. The final configuration will be subject to compliance with the plan recommendations and design standards.
- C. Parcel and right-of-way boundaries are approximate.
- D. Final location of mid-block connection determined as part of development review process.
- E. Building breaks are required per the Urban Design Standards.

SEE ADDITIONAL NOTES IN TABLE 8.13



# AlexWest Plan: What's Next



**Community Meeting #10**

**Draft Plan + Design Standards Release**



- Draft Plan Public Comment Period (June 25 – Aug 1)
- Meet with Community Groups and Stakeholders
- Draft Plan Revisions
- Public Hearing Preparation



**PC + CC Public Hearings**



# Questions + Discussion





# Recommendations

## A. General

26. Development will construct the streets, blocks, and connections as generally depicted on Figure 4.2: Street Network as part of development. The location of the streets will be constructed as generally depicted in Figure 4.2, subject to site constraints and compliance with all applicable provisions of the Urban Design Standards.

27. New streets in the Plan area will be constructed and dedicated as public streets, unless location-specific issues not addressed by the Plan emerge during the development review Process.

28. Street designs will adhere to the Street Cross-Sections as outlined in Figure 4.3: Street Dimensions + Types and in Figure 4.4 and Figure 4.5.

29. The City will work with property owners and other partners to study and address mobility-related issues at the intersections and in the areas identified on Figure 4.9: Safety Enhancements Study Areas



# Recommendations

## B. Pedestrian + Bicycle Network

30. Development will provide a network of bike facilities as generally depicted on Figure 4.6: Pedestrian + Bike Network.

31. Development that occurs in Area 2 and Area 3, as depicted on Figure 2.2: Land Use Strategy will implement new pedestrian and bicycle connections that link to the network depicted on Figure 4.6: Pedestrian + Bike Network.

32. Development will ensure and support access to shared mobility options (e.g., Capital Bikeshare, Dockless Scooters, etc.).



# Recommendations

## B. Pedestrian + Bicycle Network

33. Curb cuts, garage entrances, and similar functions are prohibited along designated bicycle facilities and along N. Beauregard Street, Seminary Road, Duke Street, and King Street. This does not apply to curb cuts needed for existing streets or those needed for planned streets.

34. When possible, the City will work with property owners to add additional pedestrian and bicycle connections not shown on Figure 4.6: Pedestrian + Bike Network.

35. Development will provide pedestrian connections and crossings, including sidewalks, for all development and internal, non-auto connections within development blocks.



# Recommendations

## C. Safety + Mobility

36. The City and adjacent developers will improve the intersection of Seminary Road and N. Beauregard Street to better accommodate and ensure the safety of all users as generally depicted on Figure 4.10: Seminary Road + North Beauregard Street.

37. The City will explore options for improving safety and accessibility for all users on Seminary Road, from about Mark Center Drive to Library Lane as generally depicted on Figure 4.9: Safety Enhancements Study Areas.



# Recommendations

## D. Transit

38. As part of multimodal transit enhancements, a new bus/transit facility will be established at the location as generally depicted on Figure 8.5: “Crossroads Neighborhood.”

39. Development will provide all necessary transit access and amenities to mitigate the impact caused by the development.

40. The City will coordinate with all applicable transit partners to explore improvements to existing transit operations.



# Public Hearing: Charging and Fueling Infrastructure Grant Application

Agenda Item 5



# Charging and Fueling Infrastructure (CFI) Grant Program “Round 2”

- Competitive grant program for installing publicly accessible electric vehicle (EV) charging infrastructure
- \$1.3B available for Round 2
- Project Merit Criteria:
  - Safety
  - Climate Change, Resilience, and Sustainability
  - Equity, Community Engagement, and Justice40
  - CFI Program Vision
- Projects require 20% cost share, which can be met from private project partners (e.g., charging infrastructure manufacturers)



# CFI “Round 2” Grant Program Application

- The City is planning to submit an application to **apply** publicly accessible charging infrastructure in multiple locations, including **parks, libraries, and recreation centers.**
- The City is planning to issue a franchise agreement for a vendor to install publicly accessible chargers at no cost to the City. Any grant funding may be applied to that franchise, with the vendor providing the 20% cost share.





# Recommendation

- That the Transportation Commission provide a letter of endorsement to City Council for an application to Round 2 of the Charging and Fueling Infrastructure Grant Program.



# Public Hearing: **SMART SCALE Grant**

Agenda Item 5



# Scoring Criteria



# Previous Awards



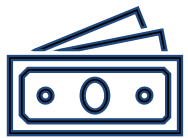
# Project 1: King Street-Bradlee Safety and Mobility Enhancements



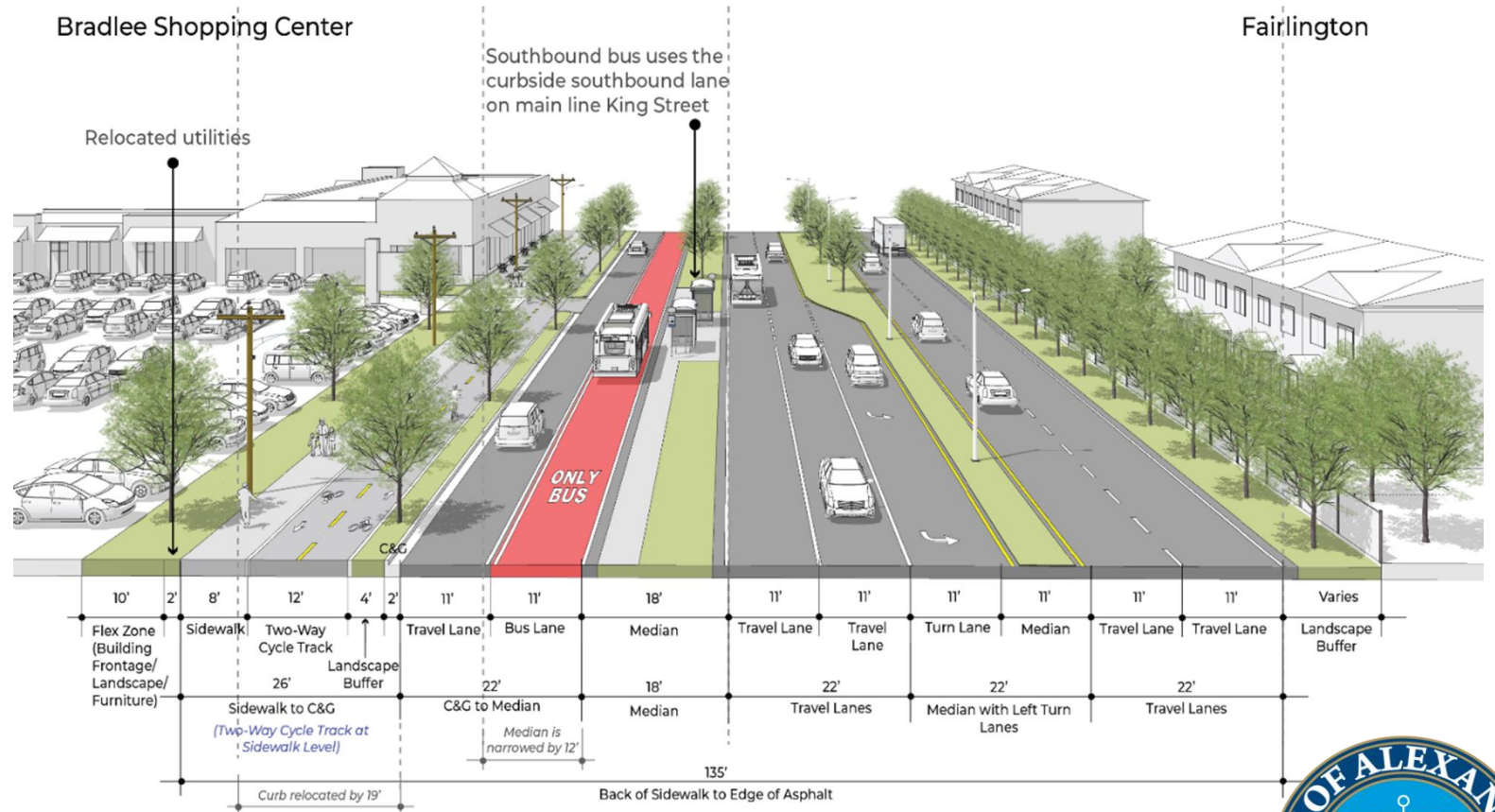
Two-way cycle track and widened sidewalk meet Alexandria Mobility Plan goals and improve safety



One-way traffic and dedicated bus lane in access road improve bus reliability and vehicular safety



Up to \$20 million



# Project 2: Eisenhower Avenue and Van Dorn Street Improvements



# Project 3: Duke Street and Route 1 Intersection Improvements



# Shirlington Rotary/South Glebe





# Summary of *Maximum* Funding Requests



# Next Steps



# Recommendation

That the Transportation Commission endorse a letter to City Council in support of the FY 2030 – FY 2031 SMART SCALE applications and in support of the joint application with Northern Virginia Transportation Authority (NVTA) and Arlington County for the Shirlington Rotary.



# Public Hearing: Safe Streets and Roads for All Grant

Agenda Item 6



# Public Hearing: USDOT Smart Grant

Agenda Item 7



# Public Hearing: Transportation Long Range Plan Scoring Finalization

Agenda Item 8



# Commissioner Updates

Agenda Item #8



# Commission Members

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# Items for Consent

Agenda Item 9



# Other Business

Agenda Item #10



# Other Business

- July Meeting
- By-Law Update



# Adjourn Transportation Commission Meeting

Next meeting: September 18, 2024

