



*Transportation Commission Meeting*

**June 20, 2024**

**7:00PM**

**Sister Cities Conference Room – City Hall  
301 King Street**

**AGENDA**

- |   |           |
|---|-----------|
| 1. Public Comment (Not to exceed 10 min)  | 7:00-7:05 |
| 2. Minutes of the May 15 meeting  | 7:05-7:07 |
| 3. <b>Discussion Item:</b> WMATA Better Bus Network Redesign                    | 7:07-7:25 |
| 4. <b>Action Item:</b> AlexWest Small Area Plan Mobility Recommendations        | 7:25-7:45 |
| 5. <b>Public Hearing:</b> Charging and Fueling Infrastructure Grant Application | 7:45-7:55 |
| 6. <b>Public Hearing:</b> FY 2030 SMART SCALE Grant Applications                | 7:55-8:05 |
| 7. <b>Public Hearing:</b> Safe Streets and Roads for All Grant Application      | 8:05-8:15 |
| 8. <b>Public Hearing:</b> USDOT Smart Grant Application                         | 8:15-8:25 |
| 9. <b>Public Hearing:</b> Transportation Long Range Plan Scoring Finalization   | 8:25-8:35 |
| 10. Commissioner Updates  | 8:35-8:45 |
| 11. Items for Consent   | 8:45-8:55 |
| A. Duke Street at West Taylor Run   |           |
| B. Duke Street Projects Update  |           |
| C. King-Bradlee   |           |
| D. Maintenance of Traffic Update  |           |
| 12. Other Business  | 8:55-9:00 |
| A. July Meeting   |           |
| B. Updating By-laws   |           |

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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.*

*Next Meeting: WEDNESDAY, September 18, 2024*

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The June 20, 2024, meeting of the Transportation Commission is being held at 7:00 p.m. in the Sister Cities Conference Room on the first floor of City Hall (301 King Street) and electronically. Members of the Transportation Commission and staff are participating either in-person or from a remote location through video conference call on Zoom. The meeting can be accessed in person or via Zoom by registering at the following link:

[https://zoom.us/webinar/register/WN\\_hLQfjHtST\\_ihXZP6eTF8XA](https://zoom.us/webinar/register/WN_hLQfjHtST_ihXZP6eTF8XA)

Or by phone: 301 715 8592  
Meeting ID: 916 4868 8918  
Passcode: 068073

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 6/20/2024 to [christopher.ziemann@alexandriava.gov](mailto:christopher.ziemann@alexandriava.gov).

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request accommodation may contact the Department of Transportation and Environmental Services at 703-746-4083 or TTY/TTD 703-838-5056.



**City of Alexandria**  
Transportation Commission

May 15, 2024  
7:01 p.m.

**MINUTES**

**Commissioners Present:** Chair Melissa McMahon, Vice Chair Matthew McManus, Commissioner James Maslanka, Commissioner Casey Kane, Commissioner Leslie Catherwood, Commissioner Tim Lovain

**Staff Present:** Christopher Ziemann – Transportation Planning Division Chief, Megan Oleynik & Alex Boulden (Permits and Inspections Division of TES), Carson Lucarelli – Transportation Planning Division,

Audio/Visual presentation is available online:

<https://www.alexandriava.gov/TransportationCommission>

Chair McMahon called the Transportation Commission meeting at 7:01 p.m.

1. **Public Comment Period** **00:00:56**  
**Motion to close public hearing:** Commissioner Kane  
**Second:** Commissioner Maslanka  
**Motion carries unanimously.**
  
2. **April Minutes** **00:01:19**  
**Commissioner Kane:** “ ... ‘The fact that we've got these three connections we want to ensure that the project expands to capture those three connections,’ is what I was trying to say as opposed to just musing about the three connections”  
- It is important for Commissioners to speak towards the microphone as much as possible because the audio can be difficult to hear.  
**Motion to approve the minutes with the revisions incorporated based on Commissioner Kane's comments:** Commissioner Manor  
**Second:** Commissioner Lovain  
**Motion carries unanimously.**
  
3. **DISCUSSION ITEM: Maintenance of Traffic** **00:04:39**  
**ISSUE:** Megan Oleynik, senior engineer with the Permits and Inspections Division of TES, presents on the maintenance of traffic (MOT) plans.

**RECOMMENDATION:** That the Commission receive this presentation.

**DISCUSSION:** Megan Oleynik discusses the process of how maintenance of traffic plans are reviewed, approved, implemented, and inspected; and considerations that go into whether or not traffic plans are approved, what is being done to improve those processes, and addressing concerns

about cyclists and pedestrians.

#### **Commissioner Kane**

- Concerns about discrepancies between the process and the actual implementation, specifically referencing issues with accessing the Virginia Department of Transportation Work Zone Pedestrian and Bicycle Guidance links. Being unable to access the P&B guidance document makes it hard to hold contractors accountable to the guidance standards that the document is supposed to outline. If trying to improve traffic plans, a good place to start would be making the materials accessible.
- What is the process to inspect a site for MOT adherence? - The development site inspectors have all the approved documents, and should be reviewing what was approved when they do their inspections.
- Suggested adding a feature on the permit guidelines page for the public to easily report complaints or provide feedback.
- Raised concerns about waivers for projects less than seven days, emphasizing the importance of safety regardless of project duration.

#### **Chair McMahon**

- Are the penalties for violations great enough? Encourages staff to look at making penalties more effective/impressive.
- Cars are prioritized over pedestrians in street infrastructure projects, leading to poor pedestrian/bicycle accommodations. Emphasized the importance of prioritizing pedestrian safety and accessibility over car convenience.
- Need for transparency in development plans and suggested using technology for automated data collection to improve efficiency.

#### **4. Discussion Item: Alex Moves Travel Survey**

**00:39:35**

**ISSUE:** Carson Lucarelli presents the biannual transportation survey.

**RECOMMENDATION:** That the Commission receive this presentation.

**DISCUSSION:** Carson Lucarelli presented the biannual transportation survey, highlighting the methodology, respondent demographics, and the preference for modes of transportation to work.

#### **Chair McMahon and Commissioner Kane**

- Emphasized the importance of parking subsidies and their impact on encouraging alternative modes of transportation.

#### **Commissioner Catherwood**

- People are viewing walking and biking as recreational and not as a valid mode of transportation.

#### **Chair McMahon**

- Important to make sure our city has the infrastructure, the lighting, and the culture to support walking and biking all the time.
- Concern about the impact of household vehicle ownership on mode split in Northern Virginia, highlighting the preference for cars when available and the need to promote alternative transportation options.

#### **Commissioner Maslanka**

- Next time the survey is done, there should be questions that glean the racial demographics

**Commissioner Kane**

- Concerns raised about safety in school commutes, mentioning issues with car violence and the need to make Safe Routes to School program more effective

**5. Discussion Item: Transportation Long Range Plan Scoring Discussion**

**01:10:55**

**RECOMMENDATION:** That the Transportation Commission approve the proposed updated scoring criteria and updated Project, Developer Project, and Studies lists for the LRP

**Chair McMahon**

- The structure of the score system leads to a lot of the scores falling in the middle
- In the future, projected finish time may need to be considered in scoring
- It is sometimes difficult to connect localized projects to regional connectivity
- The sustainability item was also difficult because so many of these projects have sustainability. Next time, this item could be given more points to ensure that projects that support the Energy and Climate Action Plan score higher.

**Commissioner Lovain**

- Considered the projected finish time for projects during scoring and questions the fairness of including them in the priority list.

**Commissioner Kane**

- How do we proceed with large projects that are very far out in the future like the Multi-modal Bridge? Sometimes the complexity of projects is difficult for residents to understand.

**Commissioner McManus**

- How much weight does the Commission vote have? – When TES staff decides on which projects to apply for funding, the Commission prioritization plays a role in which projects staff selects.

**6. Commissioner Updates**

**01:34:30**

**Commissioner Kane**

- Eisenhower West / Landmark Van Dorn Implementation advisory meeting last week, updates on a couple projects:
  - o Landmark Overlook is moving along. Hotel and medical complex are pending further work, but the duplexes and townhouses will be started first. It is expected to commence soon.
  - o Stevenson Avenue Project is redeveloping existing property there, and a bike lane is being added in front of the complex on Stevenson.
  - o South Pickett Street corridor improvements project: the city is looking at some concepts there to potentially add bike lanes to improve the safety of folks on the sidewalks and then narrow it to two travel lanes with a center left turn repurpose to include bike lanes, it is contentious because of the amount of car dealerships.

**Commissioner Maslanka**

- Will be attending a virtual meeting for the King-Bradlee Corridor Project.

**Commissioner McManus**

- Governor's budget passed and Metro is fully funded with no cutbacks on service.

**7. Items on Consent**

**01:50:49**

**A. Transportation Grant Funding Database**

**Commissioner Kane**

- The website is a wonderful addition to the project

**8. Other Business**

**01:54:27**

- The meeting next month will be on a Thursday, June 20<sup>th</sup> because of the Juneteenth holiday

At 8:58 pm, the Transportation Commission adjourned.

DRAFT

# City of Alexandria, Virginia

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## MEMORANDUM

DATE: JUNE 20, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #3 – WMATA BETTER BUS NETWORK REDESIGN

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**ISSUE:** Staff from the Washington Metropolitan Area Transit Authority (WMATA) will present to the Commission on the Better Bus Network Redesign (BBNR) Project in the context of the current public engagement period.

**RECOMMENDATION:** That the Commission receive the presentation, provide feedback on the proposed bus network, and encourage others to provide feedback before the July 15<sup>th</sup> deadline.

**BACKGROUND:** In late 2019, the Washington Area Bus Transformation Project recommended a comprehensive redesign of the Metro bus network as one of the action items to improve bus service throughout the region. In the Summer of 2022, Metro commenced the Better Bus Network redesign project. Phase 1 of the project gathered feedback in Fall 2022 from across the region on the needs and priorities for a new bus network. Phase 2 of the project presented the region a Visionary Bus Network in the Spring of 2023 for public comment. The Visionary Bus Network was a representation of the bus network that would fulfill all the region's needs reasonably accommodated by transit. The Visionary Network represented a 30% increase in transit service across the region. The new network also builds upon the Alexandria Transit Vision network implemented in 2021, making the number of modifications smaller within the City due to prior adjustments associated with the Alexandria Transit Vision Plan.

**DISCUSSION:** Metro is currently conducting public outreach on Phase 3 of the Better Bus Network Redesign. Public outreach began on May 13<sup>th</sup> and will continue through July 15<sup>th</sup>. This round of outreach focuses on a proposed new network using the same level of resources as the current Metrobus network. As a result, this proposed route network required several decisions about trade-offs since every transit need cannot be met with only the resources available in the current network, with a goal to use the region's current transit resources as efficiently as possible to benefit the highest number of riders while also focusing on equity. Highlights of the new network include a new connection between King Street Station, Fairlington, Shirlington and Ballston, a more direct connection between Potomac Yard and Ballston and new peak-period express service between the West End and Downtown DC. Key reductions include a reduction

in all day frequency in the Van Dorn Street corridor and elimination of service on Taney Avenue (currently peak-period only.)



# City of Alexandria, Virginia

## MEMORANDUM

**DATE:** JUNE 20, 2024

**TO:** MEMBERS OF THE TRANSPORTATION COMMISSION

**FROM:** MICHAEL D’ORAZIO, URBAN PLANNER, DEPARTMENT OF PLANNING AND ZONING

**SUBJECT:** AGENDA ITEM #4 – ALEXANDRIA WEST SMALL AREA PLAN UPDATE; REQUEST FOR ENDORSEMENT

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**ISSUE:** Transportation Commission consideration of the AlexWest Plan draft transportation recommendations.

**RECOMMENDATION:** That the Transportation Commission endorse the Draft AlexWest Plan transportation recommendations as consistent with the Alexandria Mobility Plan (AMP).

**BACKGROUND:** In Fiscal Year 2023, City Council prioritized the [Alexandria West planning](#) process to update the long-term vision for the 1992 Alexandria West Small Area Plan and to integrate the 2012 Beauregard Small Area Plan (BSAP). The Alexandria West Plan area accounts for approximately 13% of the City’s land area and 17% of the City’s population. Notably, 38% of the City’s market-affordable units are located within the Plan area. This planning update allows the City to address issues facing the community, such as housing vulnerability and affordability, transportation network gaps, and the need for adequate open space.

The Alexandria West planning process was officially launched in November 2022. Since then, City staff have engaged over 1,500 community members and over 30 community organizations.

In March 2024, staff presented the draft transportation-related recommendations to the Transportation Commission. Since then, staff incorporated feedback from residents and the Commission to develop updated recommendations and correlating maps and figures. The final draft Plan will be released for public comment on June 25.

**DISCUSSION:** Staff will present an update of the Alexandria West draft transportation-related recommendations and a request for a letter of endorsement.

The Plan addresses five main topics: Land Uses, Housing, Mobility, Public Parks and Open Space, and Sustainability. Each topic area has associated recommendations, figures and maps. All mobility-related recommendations, figures and maps are attached with this memo.

The Mobility recommendations encourage a robust transportation network that provides safe access for all users, including pedestrians, bicyclists, transit users, and drivers. The street network map includes a number of new connections, in addition to those previously proposed in the Beauregard Small Area Plan. Of note are the planned streets that are solely located within the Focus Area, an area where staff anticipates a concentration of redevelopment and growth.

Since the last update to the Transportation Commission, a portion of the Northern Virginia Community College (NVCC) campus has been incorporated into the Focus Area. NVCC is an important community and regional asset located in the Plan area, with 14,000 students attending annually. The Plan recommends the potential development of the lower campus, including the provision of a new street from E. Campus Drive to Dawes Avenue, new public parks, and market-rate and affordable housing, all within walking distance of a planned West End Transitway stop along N. Beauregard Street. This development presents a generational opportunity to stitch the college back into the fabric of the neighborhood rather than remaining a separate facility.

The Plan recommendations also include more guidance on an enhanced transit facility at Southern Towers and safety improvements at the intersection of Seminary Road and North Beauregard Street. In addition, the Plan recommends intersections and corridors in the AlexWest area that warrant further evaluation for multimodal safety, access, and connectivity improvements.

Because of the large scale of the AlexWest Plan area, the Plan provides neighborhood level guidance for sites within the Focus Area. Neighborhood maps and development tables summarize the vision for the neighborhoods within the Focus Area and include the proposed land uses, street networks, and public parks and open space.

Finally, the Plan's implementation chapter documents all of the tasks entailed in the recommendations, specifying timeframe, responsibility, funding source and priority level.

The recommendations in the Plan are consistent with the guiding principles and overarching policies of the AMP, such as promoting an equitable transportation network for all users and highlighting the need for a safe and well-connected network.

**NEXT STEPS:** The draft Plan will be released on June 25 at a community open house, with a public comment period through August 1. The final draft Plan will be scheduled for Planning Commission and City Council consideration in September 2024.

**ATTACHMENT:**

Attachment 1 – AlexWest Maps and Recommendations

Attachment 2 – Draft Endorsement Letter



Alexandria Transportation Commission  
301 King Street  
Alexandria, VA 22314  
703.746.4025

[www.alexandriava.gov](http://www.alexandriava.gov)

Phone:

Honorable Mayor Wilson and Members of City Council  
City Hall  
301 King Street  
Alexandria, VA 22314

June 20, 2024

Re: Transportation Elements of Alexandria West Small Area Plan Update

Dear Mayor Wilson, Members of City Council and Members of the Planning Commission:

At its June 20, 2024, meeting, the Alexandria Transportation Commission reviewed the Alexandria West Small Area Plan's draft transportation recommendations. The Commission moved to endorse the recommendations in the plan as consistent with the Alexandria Mobility Plan (AMP).

During discussion of the recommendations, the Transportation Commission highlighted the following:

The Alexandria West Small Area Plan builds upon the West End Transitway by promoting density along the alignment of the route, as well as supporting and aligning with the components of the Alexandria Mobility Plan that will improve transportation and access in Alexandria.

The Transportation Commission was created by Council to advocate and promote the development of balanced transportation systems in the City through oversight of the implementation of the Transportation Chapter of the City's adopted Master Plan. Our action was conducted to fulfill that oversight obligation.

The Commission appreciates your consideration of its input on this project, and we look forward to the implementation of the Alexandria West Small Area Plan Update.

Sincerely,

Melissa McMahon  
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission  
City Manager James Parajon  
Adriana Castañeda, Director, T&ES  
Hillary Orr, Deputy Director, T&ES

Christopher Ziemann, Division Chief, T&ES

DRAFT

# City of Alexandria, Virginia

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## MEMORANDUM

DATE: JUNE 20, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: RYAN FREED, CLIMATE ACTION OFFICER

SUBJECT: AGENDA ITEM #5 – CHARGING AND FUELING INFRASTRUCTURE  
GRANT APPLICATION

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**ISSUE:** The City is proposing to apply to the U.S. Department of Transportation (USDOT) for Round 2 of the Charging and Fueling Infrastructure (CFI) Grant Program to deploy publicly accessible electric vehicle charging infrastructure.

**RECOMMENDATION:** That the Transportation Commission endorse a letter to City Council in support of the Round 2 Charging and Fueling Infrastructure Grant Program application.

**BACKGROUND** The CFI Discretionary Grant Program is a competitive grant program created by President Biden’s Bipartisan Infrastructure Law to strategically deploy electric vehicle charging and alternative fueling infrastructure in communities and along designated Alternative Fuel Corridors (AFCs). The Bipartisan Infrastructure law provides \$2.5 billion over five years with up to \$1.3 billion in the Round 2 CFI this funding opportunity. The U.S. DOT will prioritize community projects that expand access to electric vehicle charging infrastructure in (1) rural areas, (2) low- and moderate-income neighborhoods, (3) communities with low ratios of private parking spaces, and (4) communities with high ratios of multi-unit dwellings. Grant applications are evaluated by the DOT with considerations including safety; climate change, resilience, and sustainability; equity, community engagement, and the Justice40 initiative; workforce development, job quality, and wealth creation; and lastly fulfilling the CFI programs vision. Community projects have a minimum award value of \$500,000 and a maximum award value of \$15 million.

**DISCUSSION:**

In May 2021, the City finalized the Electric Vehicle Charging Infrastructure Readiness Strategy (EVRS), which acts as a roadmap for meeting the electric vehicle charging infrastructure and technical needs of City residents, workforce members, and visitors. The EVRS will help promote electric vehicle adoption so the community can benefit from the City’s electric vehicle ecosystem since Alexandria residents are adopting electric vehicles at a rate faster than the national average.

The proposed CFI grant applications will support the implementation of the EVRS recommendations through the installation of publicly accessible Level 2 and Direct Current Fast

Chargers at multiple sites across the City, such as public parks, and libraries. The chargers will be installed in areas that will benefit disadvantaged communities and serve areas with a high concentration of multi-unit dwellings and limited off-street parking.

The DOT encourages applicants to partner with private organizations upon award to complete the proposed projects. These grant terms indicate that applicants can require these private partners to provide the 20% cost share match requirement for the charging installations. Upon award of the grant, the City will conduct a competitive procurement to select project partners to support the charger installation and will require those project partners to provide the 20% cost share. The City will demonstrate the availability of the full required cost share to support the grant application, with an understanding that the City will require competitively procured private partners to meet the project cost share requirements. The City is developing a franchise agreement to partner with a vendor to install, own, and operate EV chargers at no cost to the City. That franchise is being designed to be consistent with federal procurement processes, so that vendor may be eligible to partner with the City on a CFI award.

The City is including the following activities in the project application:

- **Charging Infrastructure Installation Projects**
  - **Public charging infrastructure installations** (Up to \$13.75M): Costs for the design, installation, operation, and maintenance of publicly accessible chargers at multiple sites throughout the City.
  
- **Other Projects**
  - **Vehicle-to-Building Pilot** (Up to \$400K): Implement bi-directional charging capabilities at one of the charging sites to allow a DASH battery electric bus to act as a mobile generator that can provide power to a shelter facility (e.g., recreation center) during a power outage.
  - **Workforce Development** (Up to \$450K): Participate in regional efforts to develop workforce development programs that will create good paying jobs and support wealth creation, consistent with the US DOT's Equity Action Plan.
  - **Community Engagement and Outreach Activities** (Up to \$400K): Educational and community engagement activities that support the use of electric vehicles as associated charging infrastructure.

The maximum total project amount is \$15 million, but staff will continue to refine the project budget request based on the grant criteria and the City's needs for publicly accessible charging infrastructure. It is likely that the final grant request will be lower than \$15 million.

**ATTACHMENT:**

Attachment 1: DRAFT Endorsement Letter

## **AlexWest Draft Mobility Recommendations**

June 20, 2024

### **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.

### **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.).

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.

### **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.

### **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.”

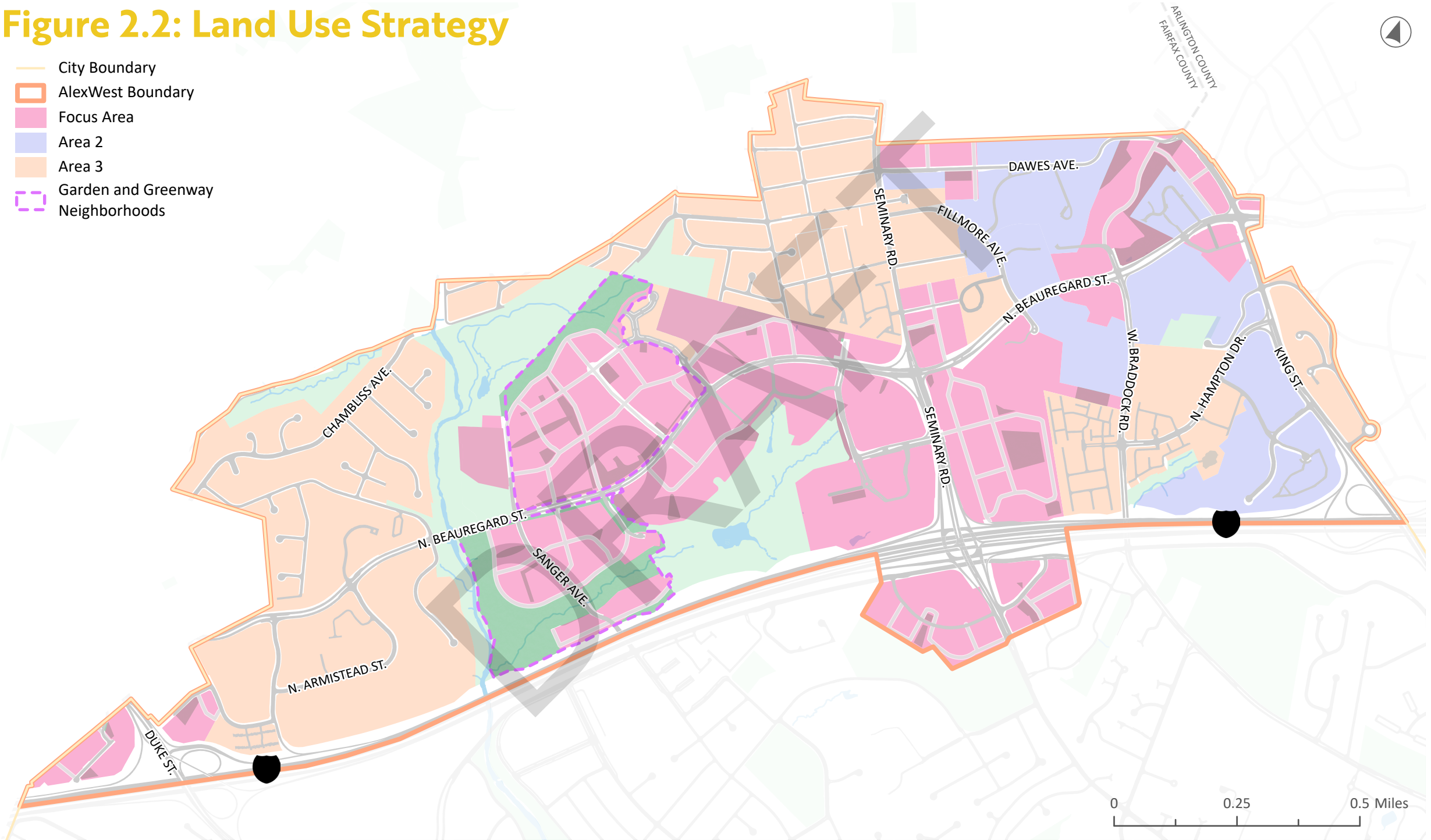
39. Development will provide all necessary transit access and amenities to mitigate the impact caused by the development.

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










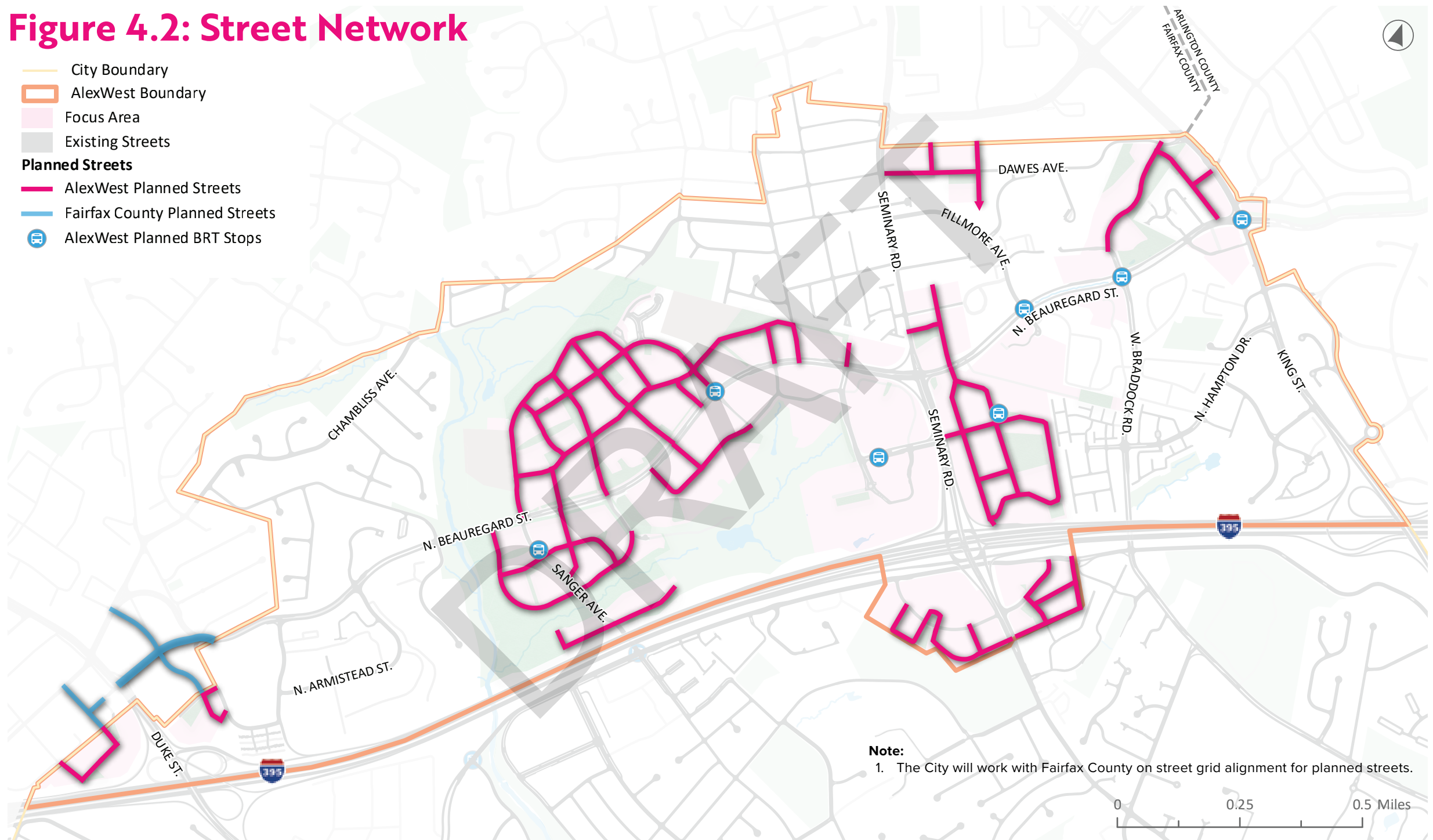
# Figure 2.2: Land Use Strategy

- City Boundary
- AlexWest Boundary
- Focus Area
- Area 2
- Area 3
- Garden and Greenway Neighborhoods



# 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.

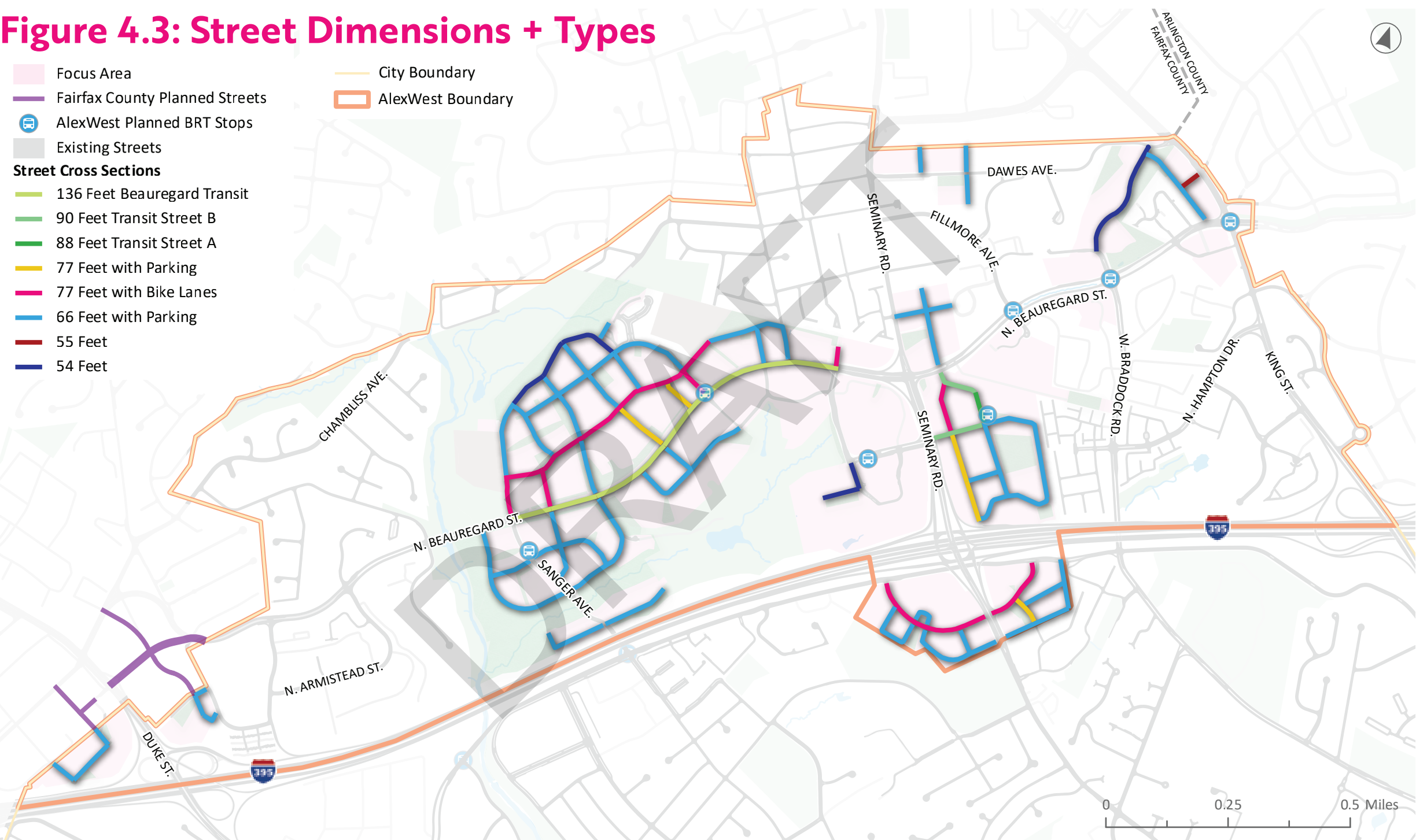


# Figure 4.3: Street Dimensions + Types

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

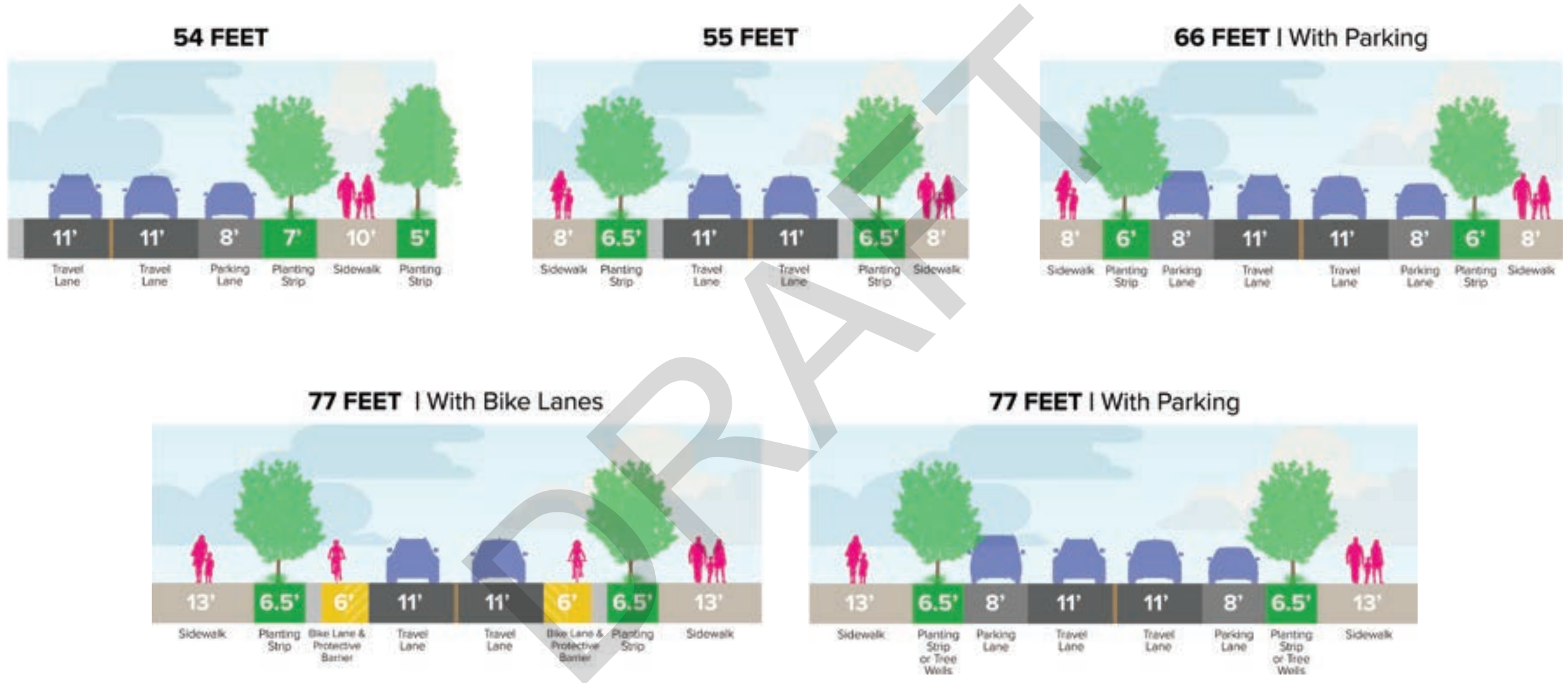
- City Boundary
- AlexWest Boundary

- 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



The final design and configuration of the street cross sections in **Figure 4.4** will be subject to compliance with the intent of the AlexWest Plan.

