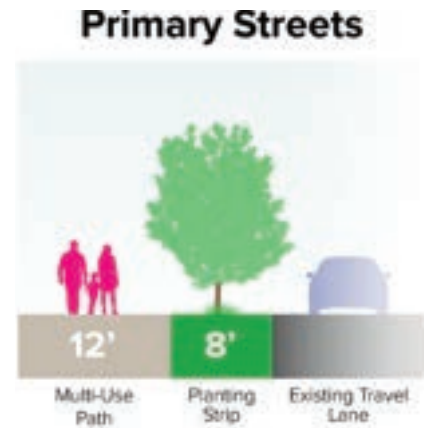
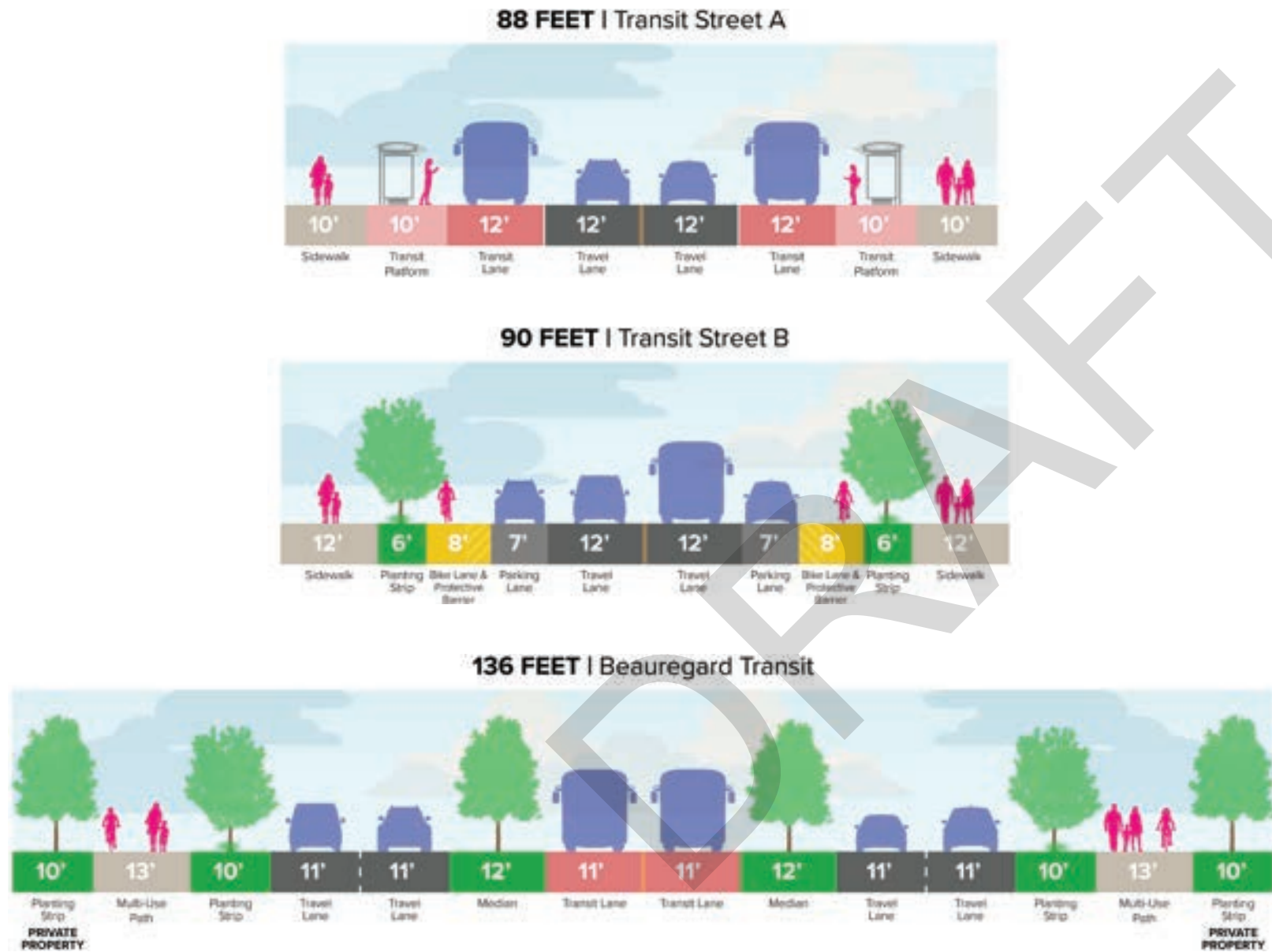


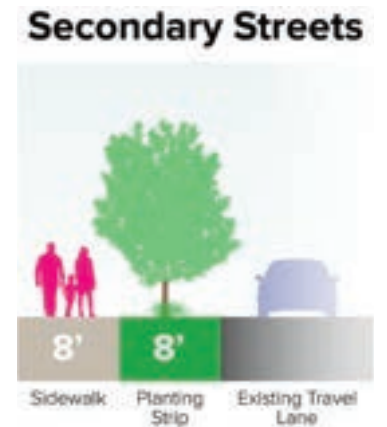
Figure 4.5: Street Dimensions + Types



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

Primary Streets in the Plan Area:

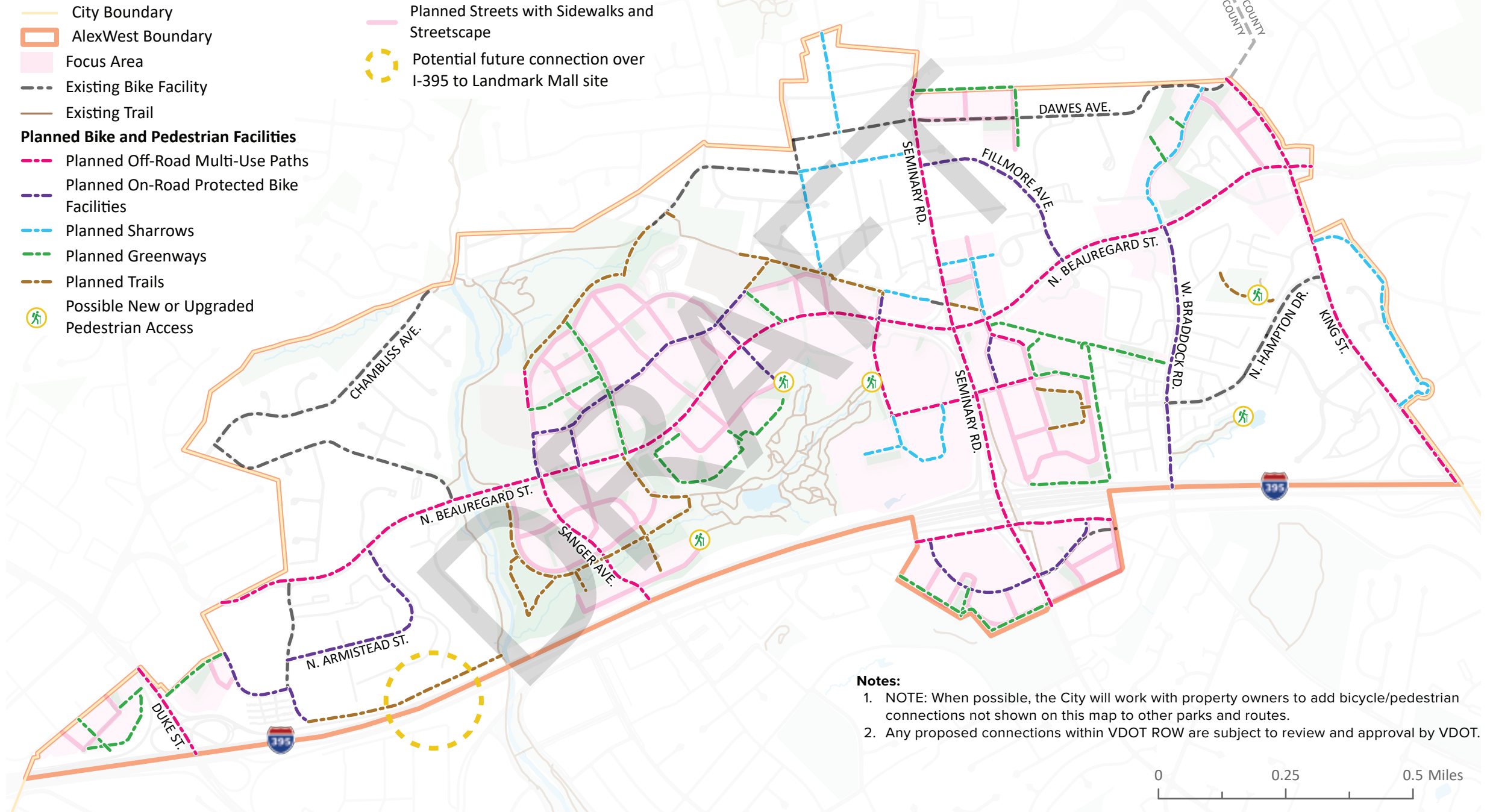
- Duke Street
- King Street
- N. Beauregard Street
- Sanger Avenue
- Seminary Road



Secondary: 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 4.6: Pedestrian + Bike Network



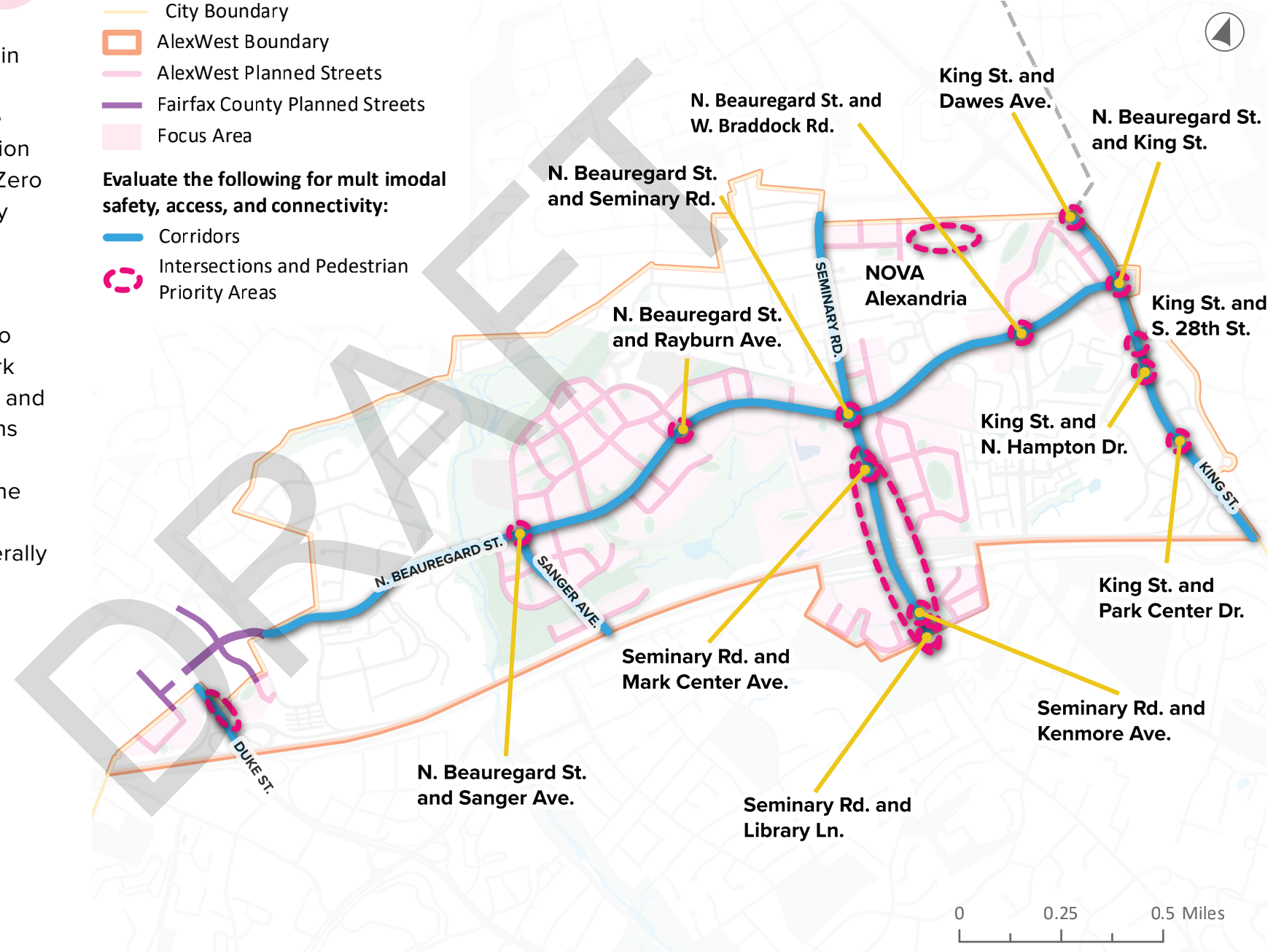


Enhanced Safety for All Users

Several corridors in the Plan area, including certain intersections along King Street, Seminary Road, and Sanger Avenue, among other locations, have been identified for improvements based on collision frequency data, consistent with the City's Vision Zero goal to eliminate fatalities from traffic collisions by 2028.

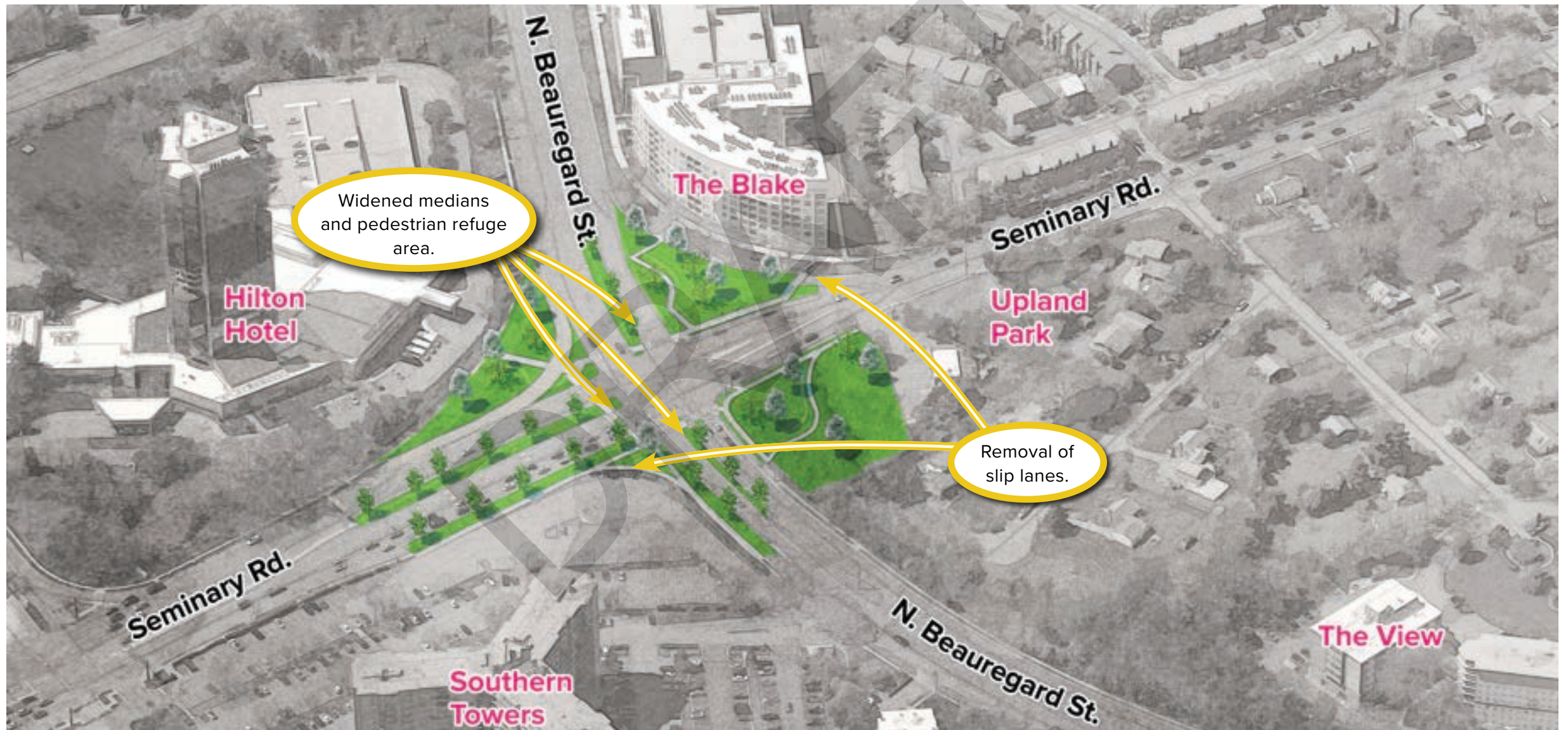
The locations identified are at high-volume intersections along wide roadways, which are also known as "high crash corridors." The City will work with property owners and other partners to study and address mobility-related issues at the intersections and along the corridors identified in **Figure 4.9: Safety Enhancements Study Areas**. In addition, the City will explore options for improving safety and accessibility for all users on Seminary Road, generally from Mark Center Drive to Library Lane.

Figure 4.9: Safety Enhancements Study Areas



The Plan recommends a redesign of the intersection of N. Beauregard Street and Seminary Road to address the intent of the Plan to better accommodate all users, provide safety measures that increase the comfort and visibility of pedestrians and bicyclists, enhance the streetscape, and maintain ease of access for public transit and vehicles to pass through. Elements of these intersection improvements can be seen in **Figure 4.10: Seminary Road + North Beauregard Street**. The area on the northeast corner of the intersection may be configured differently as discussed within **Chapter 8: Neighborhoods**.

Figure 4.10: Seminary Road + North Beauregard Street

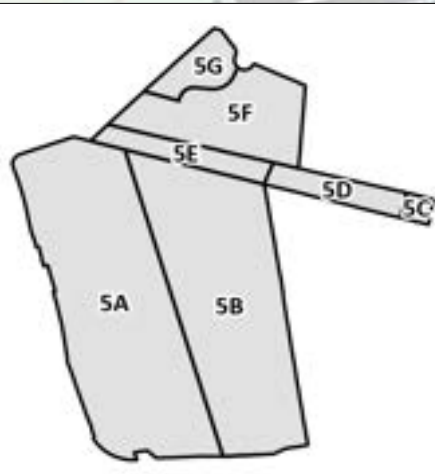
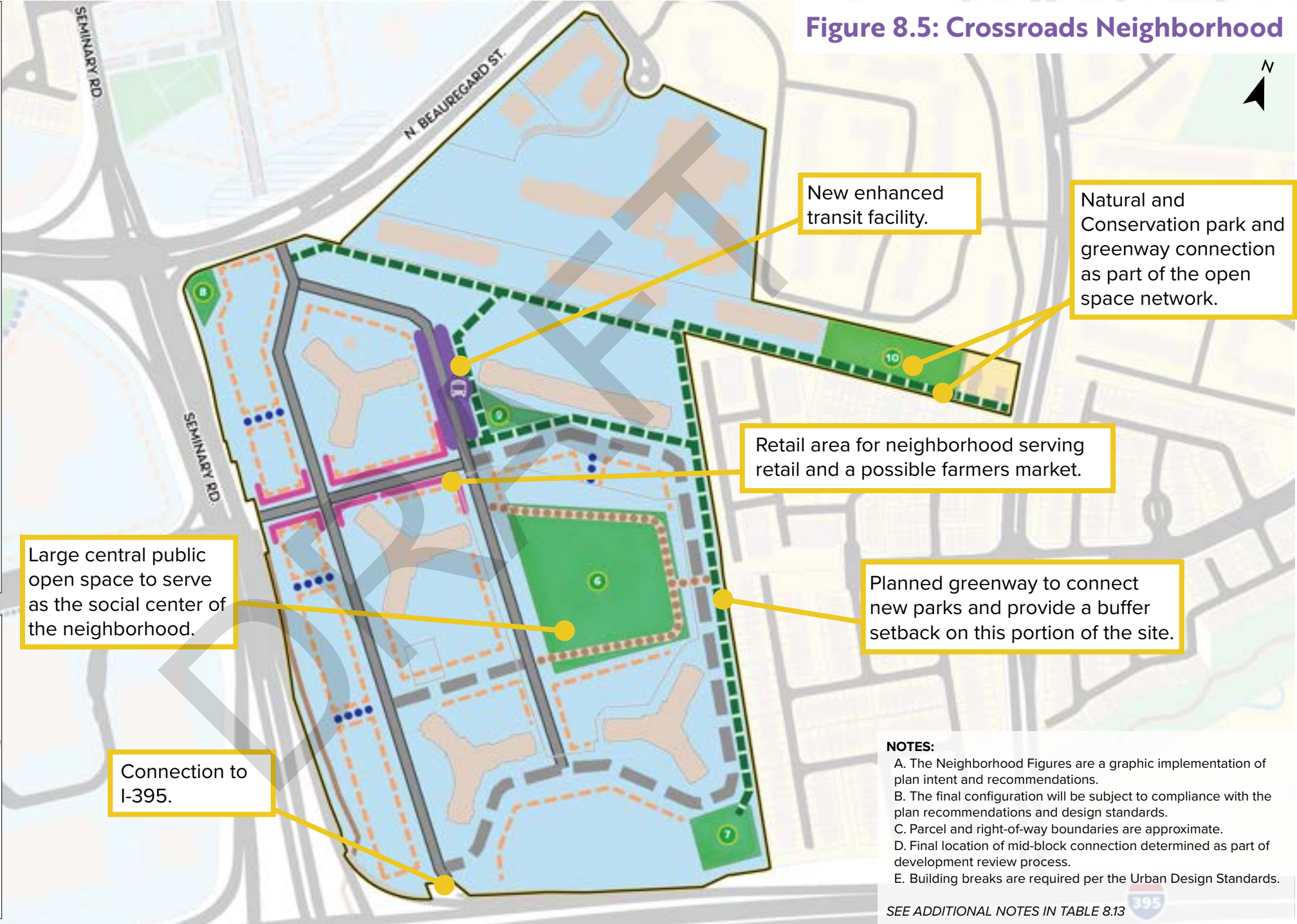


Rendering is for illustrative purposes only.

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



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

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Phone: 703.746.4025

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

June 20, 2024

Re: **Endorsement of Grant Application for Round 2 of the Charging and Fueling Infrastructure Discretionary Grant Program**

Dear Mayor Wilson and Members of City Council:

At its June 20 meeting, the Transportation Commission voted to endorse a grant application for Round 2 of the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program from the U.S. Department of Transportation (USDOT). The proposed application will bring critical charging infrastructure to support the growing adoption of electric vehicles.

The City is a leader in advancing transportation electrification in the region. The City has developed an Electric Vehicle Charging Infrastructure Readiness Strategy (EVRS) to act as a roadmap to meet the electric vehicle charging infrastructure and technical needs of City residents, workforce members, and visitors as electric vehicle adoption increases. The EVRS includes 31 recommendations that will build an effective, innovative, and sustainable electric vehicle ecosystem. The EVRS includes recommendations around meeting the charging demand of the community, workforce development, and equity, which can be accelerated by the CFI Program.

The Transportation Commission supports staff's proposal to request funding to implement the EVRS recommendations through the installation of publicly accessible electric vehicle chargers at multiple sites across the City, such as public parks, libraries, and recreation centers. The chargers will be located in areas that will benefit disadvantaged communities and serve areas with a high concentration of multi-unit dwellings and limited off-street parking. The City of Alexandria residents are adopting electric vehicles at a rate faster than the national average, and this project will help meet the needs of the community.

The Transportation Commission understands the CFI requires a 20% local match, and that if the City's grant request is awarded, the match would be up to \$3 million. The grant terms indicate that private project partners can be required to provide the local match. If the City cannot secure

private project partner funding, the match will be funded through the Citywide Electric Vehicle Charging Station CIP project, which has over \$3 million in funds from FY 2024 through FY 2027.

The Transportation Commission appreciates the opportunity to review staff's proposal and to provide its endorsement to Council.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Melissa McMahon
Chair, Alexandria Transportation Commission

CC: Alexandria Transportation Commission
Jim Parajon, City Manager
Emily Baker, Deputy City Manager
Julian Gonsalves, Assistant City Manager
Adriana Castañeda, Director, Transportation and Environmental Services
Ryan Freed, Climate Action Officer, Office of Climate Action
Amy Posner, Electric Vehicle Planner, Office of Climate Action
Samantha Heitsch, Sustainability Coordinator, Office of Climate Action
Christopher Ziemann, Division Chief, Transportation Planning, Transportation and Environmental Services
Philippe Simon, Grants Coordinator, Transportation and Environmental Services

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 20, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #6 – CONSIDERATION OF ENDORSEMENT OF THE FY 2030 SMART SCALE GRANT APPLICATION

ISSUE: Consideration of a resolution to support Grant Applications to the Virginia Department of Transportation (VDOT) for FY 2030 – FY 2031 SMART SCALE projects.

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.

BACKGROUND: In 2014, HB2 was signed into law, and in June 2016, the program was renamed SMART SCALE. SMART stands for System Management Allocation of Resources for Transportation and SCALE stands for the six-road project scoring attributes: Safety, Congestion Mitigation, Accessibility, Land Use, Environmental and Economic development. State law assigns different weights to factors based on a project's location within a region of the state. Within Northern Virginia, the recently updated factors are as follows: congestion mitigation is the highest weighted factor at 45%; accessibility at 25%, environmental quality at 10%, safety is 15% and economic development at 5% each. The goal of SMART SCALE is to ensure the state invests limited tax dollars into projects that meet critical transportation needs. The state will make awards in June 2025 for projects scheduled for implementation in FY 2030 - FY 2031. To date, the City and DASH have been awarded approximately \$153 million in SMART SCALE funding for projects (Attachment 2).

DISCUSSION: Based on the guidelines and criteria outlined in the SMART SCALE process, staff assess previously approved unfunded or underfunded projects that align with the timing of SMART SCALE funding and criteria. Staff identified three City projects as viable and competitive candidates for this round of funding. Full project submissions are due on August 1, 2024. Staff will develop more detailed cost estimates over the next several months and in coordination with VDOT staff. The City is requesting approval to apply for up to the maximum amounts noted for each project.

Project 1: King Street-Bradlee Safety and Mobility Enhancements: Up to \$20 Million – [This project](#) will construct improvements to the access road and intersections along King Street

between Quaker Lane and Menokin Drive. The design will include wider sidewalks, a separated path for people biking, e-biking, and scooting, safety improvements at intersections, and accessible and enhanced transit stops.

Staff have been working with the community since Fall 2023 to understand concerns with the roadway, develop conceptual design options, and identify improvements. The project team has met with several nearby communities, hosted two online feedback forms, and held three public meetings.

A [preferred concept](#) was shared with the Community on May 16 which included a roadway configuration converted the access road in front of the shopping center between South Taylor Street and Menokin Drive to a one-way westbound street with a dedicated transit lane. The Traffic and Parking Board will consider this project on June 24. Should the Board recommend a one-way configuration, City Council would consider this project in Fall 2024. This project currently has funding available for design.

Project 2: Eisenhower Avenue and Van Dorn Street Improvements: Up to \$20 Million – [This project](#) will improve operations at the intersection of Eisenhower Avenue and Van Dorn Street by relocating left turns through Metro Road, which is being utilized at about 10% capacity during the evening peak hour. Even with the additional traffic on Metro Road, the road is still operating at 20% capacity. This change utilizes existing infrastructure to improve traffic delays at this intersection and reduce congestion on Van Dorn Street while making space available to improve intersection safety. The expected improvements in traffic, based on future traffic volumes, the proposed improvements are expected to alleviate congestion better with a higher benefit-to-cost ratio than the Multimodal Bridge.

The project also includes new and wider sidewalks as well as a separate path for people biking, e-biking, and scooting, which provides safer options for people getting to transit and the Van Dorn Metrorail Station. This project is the result of a [corridor-wide safety study](#) led by VDOT and conducted in collaboration with the City and funded through our Pipeline Study grant. The study began in Summer 2023 and included three phases of public outreach to better understand the concerns of the community, provide design options for feedback, and incorporate that input into the preferred concepts that would advance to design and construction, should they be funded. Staff will seek shorter-term funding to advance other safety recommendations along the corridor, and the SMART SCALE application will fund the design, right-of-way, and construction phases of the project west of the Metrorail Station. Staff are currently working with community members from the Summers Grove neighborhood to discuss improvements to Metro Road that could be implemented with resurfacing as a result of additional traffic utilizing this street. This recommendation is also consistent with the [West End Transitway](#) project and the NVT A 70% project that will provide multimodal facilities on the South Van Dorn Street Bridge.

Project 3: Duke Street and Route 1 Intersection Improvements: Up to \$5 Million – [This project](#) will design and implement safety improvements at the intersections of Duke Street and South Patrick Street & Henry Street. These improvements include constructing medians, redesigning the slip lane for safety, installing curb extensions, performing stormwater management, installing landscaping, and upgrading traffic signals and street lighting. This

project was identified through the Vision Zero Program’s [High Crash Intersection map](#), which was developed through a citywide crash analysis completed in early 2022. In Fall 2022, the study and [concept designs](#) were initiated through Metropolitan Washington Council of Governments (MWCOG) grant. The study included two phases of community outreach to identify concerns with the intersections and incorporate feedback on design options. At its March 25, 2024, public hearing, the Traffic and Parking Board approved the concepts. Staff is looking to advance interim safety measures, and the SMART SCALE application would fund the longer-term design, right-of-way (as needed), and construction phases of the project.

I-395 Shirlington Rotary and South Glebe Road – Since 2018, the City has worked with the Virginia Department of Transportation (VDOT) and Arlington County on a [study to improve safety at the I-395 Shirlington Rotary & South Glebe Road Interchange](#) that includes recommendations within the City of Alexandria. The goal of the study was to improve safety at this interchange by eliminating the vehicular weaving issues. The recommendations include reconfiguring the approaching ramps within the interchange and from I-395 to “T” more into Quaker Lane. A traffic signal will be installed at each new “T” intersection with Quaker Lane to better manage the traffic weave. Over the past year, City staff have coordinated with NVTA, VDOT, and Arlington County to develop a project application to fund the recommendations of the study. The funds would be managed by NVTA, and the project would be constructed by VDOT.

ATTACHMENTS:

Attachment 1: DRAFT Transportation Commission Letter of Endorsement

Attachment 2: Previous SMART SCALE Project Awards



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Phone: 703.746.4025

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

June 20, 2024

Re: **Endorsement of Consideration of FY 2030 SMART SCALE Funding Requests**

Dear Mayor Wilson and Members of City Council:

At its June 20 meeting, the Transportation Commission voted to endorse the staff-recommended list of four projects for pre-application for grant funding for the FY 2030 SMART SCALE program. The proposed application for the three City projects and one DASH project would include up to \$45 million for the following requests:

1. King Street-Bradlee Safety and Mobility Enhancements: Up to \$20 Million
2. Eisenhower Avenue and Van Dorn Street Improvements: Up to \$20 Million
3. Duke Street and Route 1 Intersection Improvements: Up to \$5 Million

Additionally, the Commission voted to endorse the joint application from NVTA and Arlington County to improve the Shirlington Rotary, which would have a positive effect on Alexandria.

Transportation Commission is aware that because the timeline for submissions of pre-applications is significantly sooner than the application deadline, staff will develop more detailed cost estimates over the next several months, and that the amounts above are maximum funding requests.

The Transportation Commission appreciates the opportunity to review staff recommendations for SMART SCALE funding, as well as to provide its endorsement to Council.

May you have any questions; do not hesitate to contact me.

Sincerely,

Melissa McMahon
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Jim Parajon, City Manager
Emily Baker, Deputy City Manager
Adriana Castañeda, Director, T&ES
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Division Chief, Transportation Planning

| Smart Scale Funding FY 2022 - FY 2027 | | | | | | | | |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|-----------------------|
| Project Name | PRIOR YEAR | FY22 | FY23 | FY24 | FY25 | FY26 | FY27 | PROJECT TOTAL |
| Old Cameron Run Trail | \$ 2,732,000 | | | | \$ 1,000,000 | \$ 1,273,000 | \$ 2,541,000 | \$ 7,546,000 |
| Safety and Capacity Enhancements (Duke St. and West Talor Run) | \$ 2,045,000 | | | \$ 3,700,000 | | | | \$ 5,745,000 |
| Broadband Link for Eisenhower Avenue | \$ 1,000,000 | | | | | | | \$ 1,000,000 |
| Traffic Adaptive Signal Comntrol | \$ 7,010,000 | \$ 5,266,000 | \$ 2,410,000 | | | | | \$ 14,686,000 |
| West End Transitway | \$ 2,934,000 | \$ 4,505,000 | \$ 4,029,000 | | | | | \$ 11,468,000 |
| DASH Bus Service and Facility Expansion | \$ 7,008,000 | \$ 3,421,000 | \$ 2,928,000 | \$ 1,281,000 | | | | \$ 14,638,000 |
| Access Impovements to the Landmark Transit Hub | \$ - | | | \$ 3,950,000 | \$ 2,384,000 | | | \$ 6,334,000 |
| Citywide TSP on Major Corridors | \$ - | | | \$ 374,000 | \$ 1,736,000 | | | \$ 2,110,000 |
| West End Transitway Corridor Investments | \$ - | | | \$ 23,610,000 | \$ 33,590,000 | | | \$ 57,200,000 |
| DASH Zero Emission Fleet Expansion | \$ - | | | \$ 4,960,000 | \$ 7,040,000 | | | \$ 12,000,000 |
| Route 1 and Glebe | \$ - | | | | | \$3,112,946 | | \$ 3,112,946 |
| Route 1 South Median | \$ - | | \$ 2,235,000 | \$ 1,000,000 | \$ 1,046,000 | | | \$ 4,281,000 |
| Landmark Mall Transit Center | \$ - | | | | | \$ 12,997,059 | | \$ 12,997,059 |
| SMART Scale Total | \$ 22,729,000 | \$ 13,192,000 | \$ 11,602,000 | \$ 38,875,000 | \$ 46,796,000 | \$ 17,383,005 | \$ 2,541,000 | \$ 153,118,005 |

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 20, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #7 - SAFE STREETS AND ROADS FOR ALL GRANT APPLICATION

ISSUE: The City is proposing to apply Program to the U.S. Department of Transportation (USDOT) for the Safe Streets and Roads for All (SS4A) Planning and Demonstration grant to support Vision Zero safety initiatives.

RECOMMENDATION: That the Transportation Commission endorse a letter to City Council in support of the Safe Streets and Roads for All (SS4A) Program application (Attachment 1).

BACKGROUND: The Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary grant program with \$5 billion in appropriated funds from FY 2022 to 2026. Up to \$1 billion is available in FY 2024. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the National Roadway Safety Strategy and the USDOT's goal of zero deaths and serious injuries on our nation's roadways. SS4A grants fund programs to make roads safer for all users by providing resources to communities for developing and implementing safety plans. The program includes funding for Planning and Demonstration grants. Award amounts will be based on total estimated project costs, and \$461 million must be awarded for planning and demonstration grants.

In FY 2023, the City was awarded a SS4A Planning grant of \$1 million to conduct high-crash intersection audits, concept planning, and community engagement at seven locations.

In 2017, the City adopted a [Vision Zero Policy](#) accompanied by an [Action Plan](#) with the goal of eliminating traffic fatalities and severe injuries by 2028. As part of that plan, portions of Eisenhower Avenue were identified as one of the City's [high-injury corridors](#).

DISCUSSION: This project is the result of a [corridor-wide safety study](#) led by VDOT and conducted in collaboration with the City and funded through our Pipeline Study grant. The study began in Summer 2023 and included three phases of public outreach to better understand the concerns of the community, provide design options for feedback, and incorporate that input into the preferred concepts that would advance to design and construction, should they be funded. The study identified critical safety concerns raised by the community. These include

speeding, cut-through traffic, inadequate walkways, trails, and bike paths, as well as limited and unsafe crossing opportunities. In response, a series of roadway safety enhancements have been proposed to address these issues in the short- and long-term. To implement interim improvements along the corridor, the City is seeking funding from the SS4A grant, with a proposed budget of up to \$750,000. These funds will be utilized to redesign the Eisenhower Avenue Corridor from Mill Road (West) to Metro Road and implement recommendations derived from the Eisenhower Avenue Transportation Study.

The project aims to enhance safety and accessibility for all modes of transportation, aligning with the goals outlined in the [Eisenhower West Small Area Plan](#). Specifically, the plan calls for separate paths for people walking and biking, which will be realized through future redevelopment efforts. In the interim, this project seeks to address existing gaps in the network and mitigate the risks associated with high speeds and limited crossing opportunities. Various roadway redesign options were explored, including lane adjustments, parking additions, and design options for people biking or scooting. Feedback from the community, along with traffic studies and City policies, will inform a final design, which will be considered by the Traffic and Parking Board in Summer or Fall 2024. Based on the feedback to date, the proposed design will likely reconfigure the roadway to accommodate all users, improve traffic flow, provide center turn lanes, provide more and safer crossing opportunities, and allow for the installation of separated paths for people biking, e-biking, and scooting.

The project team has conducted two rounds of online feedback from the general public and has conducted targeted outreach with key stakeholders, including adjacent businesses, community/homeowner groups, the Eisenhower Landmark Van Dorn Implementation Advisory Group, and the Eisenhower Partnership. As the design options progress, staff will continue to work with these groups.

The project aligns with the SS4A grant's objectives to promote safety on public roadways and prevent crashes resulting in death or serious injury. Furthermore, it supports the City's Vision Zero Action Plan by targeting safety improvements on high-injury corridors and intersections. Additionally, the project advances the goals of the Alexandria Mobility Plan to create a safe and comfortable environment for walking and biking and enhance access to transit, which aligns with recommendations from the Eisenhower West Small Area Plan.

SS4A grants require a 20% local match. If the City's grant request is awarded, the match would be up to \$150,000 and would be funded through Northern Virginia Transportation Authority (NVTA) 30% fund or the GoAlex Fund.

ATTACHMENT:

Attachment 1: DRAFT Transportation Commission Letter of Endorsement



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Phone: 703.746.4025

www.alexandriava.gov

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

June 20, 2024

Re: Endorsement of Grant Application for the FY 2024 Safe Streets and Roads for All Grant Program

Dear Mayor Wilson and Members of City Council:

At its June meeting, the Transportation Commission voted to endorse the City's application for the Safe Streets & Roads for All (SS4A) program of the U.S. Department of Transportation (USDOT) for a Planning and Demonstration grant to support Vision Zero Safety Initiatives. The City's goal of this project is to enhance safety and accessibility for all modes of transportation, aligning with the goals outlined in the Eisenhower West Small Area Plan. The Eisenhower Avenue Transportation Study, conducted jointly by the Virginia Department of Transportation (VDOT) and the City, identified critical safety concerns raised by the community. To implement interim improvements along the corridor the City is seeking funding from the SS4A program with a proposed budget of up to \$750,000.

The Transportation Commission understands the SS4A grant program requires a 20% local match, and that if the City's grant request is awarded, the match would be approximately \$150,000. The match would be funded through the Northern Virginia Transportation Authority (NVTA) 30% fund balance.

The Transportation Commission enthusiastically supports staff proposal to request funding for this planning project which supports many of the City's goals within the Vision Zero Action Plan by targeting high-injury corridors and intersections. The project will advance the goals of the Alexandria Mobility Plan while aligning with the grants objectives to promote safety on public roadways and prevent crashes resulting in death or serious injury.

Sincerely,

Melissa McMahon
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
City Manager James F. Parajon
Adriana Castañeda, Director, T&ES
Hillary Orr, Deputy Director, Transportation, T&ES
Christopher Ziemann, Division Chief, Transportation Planning, T&ES

DRAFT

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 20, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION

SUBJECT: AGENDA ITEM #8 – USDOT SMART GRANT APPLICATION

ISSUE: The City is proposing to apply for the 2024 Strengthening Mobility and Revolutionizing Transportation Program (SMART) discretionary grant program to the United States Department of Transportation (USDOT) to address asset management challenges through detection technology.

RECOMMENDATION: That Transportation Commission endorses a letter to City Council in support of the SMART Grant application (Attachment 1).

BACKGROUND: The USDOT's SMART Grant Program offers funding for projects that use technology to improve transportation safety and efficiency. The program is funded at \$100 million annually for fiscal years 2022-2026. SMART grants are awarded through a two-stage process. In stage one, eligible entities can apply for grants of up to \$2 million to develop their projects. Stage two grants of up to \$15 million are available to expand projects that successfully complete stage one. The program is designed to encourage innovation in transportation systems and communities. It funds projects that use new and existing technologies to address real-world transportation challenges.

Stage 1 SMART grants fund projects to develop plans for implementing new transportation technologies. The goal is to either create a strong implementation plan with clear performance measures or decide not to proceed if challenges arise (barriers, limitations, underperformance).

The program prioritizes projects that improve safety, reliability, resilience, equity, climate, and partnerships. Ideally, projects will be scalable, promote data sharing, workforce development, and clear measurement of success. This program aligns with goals of the City's [Smart Mobility Program](#), [Smart Mobility Framework](#) and Strategy 5 of Alexandria's Mobility Plan Smart Mobility Chapter: *Develop a framework for pilot projects to test new modes, infrastructure or initiatives.*

DISCUSSION: Alexandria's proposal aims to tackle asset management challenges through AI-enabled detection technology, such as phones or cameras mounted to City vehicles that traverse our streets daily. The project seeks to establish a dynamic, real-time inventory of pavement

conditions, striping, and traffic signs. This initiative aims to improve road repaving prioritization fairness, digitize roadway signs for maintenance and policy communication, and learn about future needs for safe autonomous vehicle deployment.

Currently, the city assesses pavement conditions every three years with video scanning that creates a snapshot in time of the City's pavement. This leads to outdated information due to rapid changes caused by utility work. Additionally, reliance on resident-submitted 311 tickets for identifying potholes and repairs leads to an inequitable distribution of resources. The project aims to shift the process to a more proactive approach to maintaining City infrastructure by continuously monitor pavement conditions using existing city vehicles' routes, such as buses or garbage trucks, enhancing service delivery equity and roadway condition accountability.

Furthermore, Alexandria lacks a real-time inventory of traffic signs. The proposed technology can detect roadway quality while simultaneously mapping sign locations, readability, and reflectivity. Various vendors offer similar technologies using different detection and recording methods.

One challenge that Alexandria and many other City's face is that multiple vendors claim to do this type of scanning and data analysis. However, often the products are not as developed or reliable as the vendor claims. This Planning Grant builds off a [model the City's Smart Mobility Team developed](#) in coordination with the [Virginia Tech Transportation Institute](#) (VTTI) to collect information on City streets and utilize researchers to ground truth the data and share which tools are able to provide reliable data. The data can then be shared back to the companies to improve their technology. The data from this civic-academic-private partnership can be shared with other cities across the country, and the model can be replicated to produce even more information for City information sharing.

The proposed project will assess multiple vendors' accuracy in a pilot area. Upon identifying a suitable tool, the Stage 2 Implementation Grant would scale up the project. The Virginia Tech Transportation Institute's expertise, a collaborative City partner on Smart Mobility projects, will again play a crucial role in ensuring the new tools' accuracy.

ATTACHMENT:

Attachment 1: DRAFT Transportation Commission Letter of Endorsement



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Phone: 703.746.4025

www.alexandriava.gov

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

June 20, 2024

Re: Endorsement of SMART Grant Application for Detection Technology

Dear Mayor Wilson and Members of City Council:

At its June meeting, the Transportation Commission voted to endorse the City's application for the SMART grant program for the Stage 1 Planning funds for technology upgrades to assist with asset management. The City's goal of this project is to build a dynamic and real inventory of three asset areas: pavement conditions, painted roadway lines, and traffic signs. This funding will enable a more equitable process for triaging road repaving and digitizing the City's roadway lines and signs for preventative maintenance and clear communication of policies. It will also lay the groundwork for the safe future deployment of autonomous vehicles, which are dependent on well-maintained roadways, pavement markings, and traffic signs.

We enthusiastically support funding for this planning project which supports many of the City's Smart Mobility Framework goals, including helping the City address current needs for better road conditions and traffic sign maintenance, but also positions the City at the forefront of technological advancements for a more livable and efficient tomorrow.

Sincerely,

Melissa McMahan
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
City Manager James F. Parajon

Adriana Castañeda, Director, T&ES

Hillary Orr, Deputy Director, Transportation, T&ES

Christopher Ziemann, Division Chief, Transportation Planning, T&ES

DRAFT

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 20, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #9 – 2024 TRANSPORTATION LONG RANGE PLAN
SCORING FINALIZATION

ISSUE: 2024 update to the Transportation Long Range Plan (LRP)

RECOMMENDATION: That the Transportation Commission hold a public hearing and approve the 2024 LRP update.

BACKGROUND: As part of its responsibility to develop and maintain a comprehensive LRP that identifies the City’s long-range transportation needs, the Commission first adopted an LRP in April 2010. The LRP is an unconstrained list of all transportation related capital projects and studies identified in City plans and policies. Projects on the LRP have no identified funding source or are partially funded. Once projects on the LRP receive full funding, they are moved from the unconstrained LRP to the City’s constrained Capital Improvement Program (CIP).

Every two years, the Commission updates and reprioritizes transportation projects and studies included in the LRP from plans adopted since the last update. Additional projects and studies not captured in the previous LRP may be added and projects and studies no longer relevant may be removed if they have been completed or funded in the City’s CIP. When grant opportunities are announced, staff use the LRP to evaluate potential projects. They assess the project elements and the grant evaluation criteria to identify promising candidates for funding.

DISCUSSION: The 2024 LRP update incorporates changes based on the Commission meetings held in the spring of 2024. These changes include the removal, consolidation, or reclassification of several projects and studies to a new developer contingent list.

At the April Commission meeting, staff provided an overview of the draft 2024 LRP project list, developer contingent list and studies list, and the Commission finalized the updated scoring criteria. Before the May Transportation Commission meeting, Commissioners individually reviewed the draft 2024 LRP and prioritized the projects using the criteria discussed during the September meeting. At the May meeting, Commissioners discussed the results of the individual prioritization exercise, and the public was invited for comment on the draft results. Commissioners provided any adjustments to their individual scores to staff following the

meeting.

The final LRP project scores can be found in Attachment 1. The final prioritized project list, developer list, and studies list are available in Attachments 2, 3, and 4, respectively.

ATTACHMENTS:

1. 2024 LRP – Commissioners’ Project Scores
2. Final 2024 LRP Project Prioritization List
3. Final 2024 LRP – Developer Contingent Project List
4. Final 2024 LRP – Studies List

2024 Long Range Plan Draft Project Scores

| Proj. ID | 2018 Rank | 2020 Rank | 2022 Rank | 2024 DRAFT Ranking | 2024 Ranking | Name | Dan Beattie | Leslie Catherwood | Casey Kane | Tim Lovain | Jody Manor | Jim Maslanka | Melissa McMahan | Matthew McManus | Average Score | Staff Priority |
|------------|-----------|-----------|-----------|--------------------|--------------|--|-------------|-------------------|------------|------------|------------|--------------|-----------------|-----------------|---------------|----------------|
| P-1 | 3 | 3 | 4 | 1 | 1 | Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton) | 75 | 75 | 60 | 72 | 62 | 58 | 60 | 71 | 67.0 | 1 |
| P-14 | 5 | 6 | 3 | 3 | 2 | Trail projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan | 75 | 76 | 63 | 70 | 59 | 62 | 55 | 65 | 65.6 | 2 |
| P-10 | 9 | 14 | 17 | 4 | 3 | Norfolk Southern Rail spur in OTN converted into multi-use path | 75 | 67 | 57 | 68 | 65 | 63 | 60 | 60 | 65.5 | 1 |
| P-3 | 11 | 7 | 8 | 12 | 4 | Madison Street Bike facility | 77 | 76 | 60 | 68 | 63 | 49 | 58 | 75 | 65.5 | 2 |
| P-12 | 17 | 12 | 9 | 6 | 5 | Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street | 71 | 74 | 61 | 68 | 61 | 58 | 60 | 70 | 65.4 | 3 |
| P-20 | NA | NA | 6 | 2 | 6 | I-395 Bicycle and Pedestrian Bridge | 75 | 61 | 62 | 72 | 68 | 62 | 62 | 70 | 64.9 | 2 |
| P-22 | NA | NA | 7 | 5 | 7 | Safe Routes to Schools Walk Audit Implementation | 74 | 65 | 62 | 72 | 68 | 58 | 56 | 74 | 64.4 | 1 |
| P-2 | 10 | 13 | 11 | 11 | 8 | Commonwealth Avenue nonmotorized bridge | 71 | 75 | 59 | 69 | 61 | 53 | 59 | 68 | 64.4 | 3 |
| P-13 | 2 | 2 | 1 | 7 | 9 | Priority Sidewalk AND BICYCLE projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan | 71 | 64 | 65 | 71 | 47 | 63 | 63 | 70 | 64.3 | 1 |
| P-5 | 12 | 4 | 2 | 8 | 10 | Senger Avenue Bridge | 71 | 74 | 64 | 70 | 49 | 61 | 54 | 71 | 64.3 | 3 |
| P-11 | 15 | 9 | 15 | 13 | 11 | Connection between Potomac Yard Park to Mount Vernon Trail | 69 | 78 | 60 | 67 | 58 | 51 | 54 | 71 | 64.0 | 3 |
| P-17 | NA | 5 | 5 | 17 | 12 | Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metroal Station | 69 | 70 | 60 | 72 | 43 | 57 | 74 | 79 | 63.8 | 1 |
| P-19 | NA | NA | 9 | 15 | 13 | Union Street Pedestrian and Safety Enhancements | 63 | 69 | 64 | 68 | 59 | 58 | 59 | 71 | 63.4 | 2 |
| P-23 | NA | NA | 14 | 9 | 14 | Viason Zero High Crash Intersection Improvements | 67 | 67 | 61 | 72 | 54 | 58 | 60 | 64 | 63.3 | 1 |
| P-24 (New) | NA | NA | NA | 10 | 15 | West End Transitway Phase 2 | 61 | 69 | 60 | 72 | 56 | 60 | 56 | 67 | 62.6 | 2 |
| P-25 (New) | NA | NA | NA | 22 | 16 | Mill Road | 56 | 76 | 61 | 66 | 45 | 57 | 64 | 67 | 61.5 | 2 |
| P-21 | NA | NA | 12 | 14 | 17 | Telegraph Road Bicycle & Pedestrian Connection | 69 | 54 | 60 | 67 | 56 | 55 | 63 | 67 | 61.5 | 3 |
| P-4 | 14 | 10 | 13 | 16 | 18 | Non-motorized bridge over Cameron Run | 69 | 55 | 58 | 68 | 60 | 50 | 56 | 69 | 60.8 | 2 |
| P-18 | 20 | 19 | 18 | 23 | 19 | I-395 access to West End Train Center | 59 | 64 | 48 | 68 | 50 | 62 | 58 | 69 | 59.8 | 1 |
| P-24 (New) | NA | NA | NA | 19 | 20 | Eisenhower Pipeline Study Recommendations | 76 | 55 | 54 | 67 | 43 | 58 | 54 | 63 | 59.1 | 1 |
| P-6 | 18 | 17 | 20 | 21 | 21 | S. Van Dorn section Improvements | 59 | 45 | 60 | 67 | 49 | 58 | 52 | 69 | 57.4 | 3 |
| P-8 | 19 | 16 | 21 | 25 | 22 | Edwall Road Connector to Farrington Avenue and South Pickett Street (Farrington connector) | 61 | 62 | 55 | 67 | 39 | 51 | 52 | 69 | 57.0 | 3 |
| P-24 (New) | NA | NA | NA | 18 | 23 | Duke and Van Dorn - East | 72 | 43 | 58 | 65 | 47 | 61 | 55 | 54 | 56.9 | 1 |
| P-16 | NA | 11 | 16 | 20 | 24 | Interim Bike Facility on Eisenhower Ave | 55 | 42 | 60 | 69 | 58 | 51 | 53 | 66 | 56.8 | 2 |
| P-25 (New) | NA | NA | NA | 24 | 25 | Shirlington Circle | 62 | 53 | 51 | 66 | 43 | 56 | 54 | 59 | 55.8 | 2 |
| P-14 | 8 | 18 | 19 | 26 | 26 | Commonwealth Ave. Green Street | 53 | 63 | 53 | 66 | 23 | 50 | 55 | 70 | 54.1 | 3 |

Tier 1 High priority for Staff
 Tier 2 Medium priority for Staff
 Tier 3 Low priority for Staff

Tier 1 High priority for Staff
 Tier 2 Medium priority for Staff
 Tier 3 Low priority for Staff

City of Alexandria 2024 Long-Range Plan

PROJECTS

| ID | 2018 Rank | 2020 Rank | 2022 Rank | 2024 Rank | Name | Description | Source | Year plan was adopted | Mode | Cost | Estimated Start | Status | In COG Equity Emphasis Area? | Relationship to Other Initiatives |
|------------|-----------|-----------|-----------|-----------|--|--|--|-----------------------|------------------------------------|-----------------|-----------------|-------------|------------------------------|-----------------------------------|
| P-1 | 3 | 3 | 4 | 1 | Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton) | Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with high volumes and speeds, and a history of pedestrian fatalities. | Pedestrian and Bicycle Chapter of Alexandria Mobility Plan | 2021 | Pedestrian | \$10 million | Mid-Term | Not Started | No | Yes |
| P-14 | 5 | 6 | 3 | 2 | Trail projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan | Multi-use trail projects including crossing improvements recommended in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan | Pedestrian and Bicycle Chapter of Alexandria Mobility Plan | 2021 | Ped/bike | > \$50 million | Long-Term | Ongoing | Partially | Yes |
| P-10 | 9 | 14 | 17 | 3 | Norfolk Southern rail spur in OTN converted into multi-use path | Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle path through the planned linear park. | Old Town North SAP | 2017 | Ped/bike | \$10-50 million | Mid-Term | Not Started | No | Yes |
| P-12 | 17 | 12 | 9 | 4 | Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street | The Multimodal Bridge provides a multimodal connection between Eisenhower Avenue and development (new and existing) North of Pickett Street. | Eisenhower West Small Area Plan | 2015 | Multimodal | > \$50 million | Long-Term | Not Started | No | Yes |
| P-20 | NA | NA | 6 | 5 | I-395 Bicycle and Pedestrian Bridge | Provide a bicycle and pedestrian bridge from the Landmark Site West End Town Center to the west side of I-395. | Landmark/Van Dom SAP | 2021 | Ped/bike | \$10-50 million | Long-Term | Not Started | Yes | Yes |
| P-3 | 11 | 7 | 8 | 6 | Madison Street Bike facility | This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrolink Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane. | Pedestrian and Bicycle Chapter of Alexandria Mobility Plan | 2021 | Bicycle | \$1-5 million | Short-Term | Not Started | No | No |
| P-2 | 10 | 13 | 11 | 7 | Commonwealth Avenue nonmotorized bridge | Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street. | Four Mile Run Restoration Plan | 2014 | Bicycle | \$10 million | Mid-Term | Not Started | Yes | Yes |
| P-13 | 2 | 2 | 1 | 8 | Priority Sidewalk and Bicycle projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan | Sidewalk projects that were recommended in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan. | Pedestrian and Bicycle Chapter of Alexandria Mobility Plan | 2021 | Pedestrian | \$10-50 million | Long-Term | Ongoing | Partially | Yes |
| P-5 | 12 | 4 | 2 | 9 | Sanger Avenue Bridge | Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities. | Pedestrian and Bicycle Chapter of Alexandria Mobility Plan | 2021 | Streets | > \$50 million | Mid-Term | Not Started | Yes | Yes |
| P-22 | NA | NA | 7 | 10 | Safe Routes to Schools Walk Audit Implementation | Implement recommendations of the Safe Routes to School Walk Audits. | Pedestrian and Bicycle Chapter of Alexandria Mobility Plan | 2021 | Ped/bike | \$10-50 million | Short-Term | Not Started | Partially | Yes |
| P-11 | 15 | 9 | 15 | 11 | Connection between Potomac Yard Park to Mount Vernon Trail | Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail. | North Potomac Yard SAP | 2017 | Ped/bike | > \$50 million | Long-Term | Not Started | No | Yes |
| P-23 | NA | NA | 14 | 12 | Vision Zero High Crash Intersection Improvements | Address safety issues at high crash intersections throughout the City as identified using Vision Zero's data analysis (Added to the 2020 LRP mid-cycle in November 2024 as an unranked project). | Vision Zero Action Plan | 2017 | Streets | \$10-50 million | Short-Term | Ongoing | Partially | Yes |
| P-24 (New) | NA | NA | NA | 13 | West End Transitway Phase 2 | Complete infrastructure upgrades (such as bus only lanes) when right-of-way is available | Alexandria Mobility Plan | 2021 | Transit | > \$50 million | Long-Term | Not Started | No | Yes |
| P-19 | NA | NA | 9 | 14 | Union Street Pedestrian and Safety Enhancements | Implement pedestrian and safety improvements outlined in the Union Street Corridor Study including improved crosswalks at King Street/Union Street, exploring shared streets for portions of Union Street, raised intersections and crosswalks, additional traffic control and management. | Union Street Corridor Study | 2012 | Streets | \$1-5 million | Short-Term | Not Started | No | Yes |
| P-17 | NA | 5 | 5 | 15 | Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrolink Station | Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrolink Station consistent with Figure 15. | Eisenhower East | 2019 | Pedestrian | \$1-5 million | Long-Term | Not Started | No | Yes |
| P-21 | NA | NA | 12 | 16 | Telegraph Road Bicycle & Pedestrian Connection | Rec. #74: Provide a safe and accessible pedestrian and bicycle connection for people of all ages and abilities between Wheat Field and the Eisenhower area via improvements to the existing tunnel connection at Mill Road or another comparable connection. | Eisenhower East SAP | 2019 | Ped/bike | \$10-50 million | Mid-Term | Not Started | No | Yes |
| P-25 (New) | NA | NA | NA | 17 | Mill Road | Provide mobility, access, and safety improvements for all modes on Mill Road between Eisenhower Avenue and Stovall Street. | Alexandria Mobility Plan | 2021 | Ped/Bike | \$10-50 million | 0-10 years | Not Started | No | Yes |
| P-4 | 14 | 10 | 13 | 18 | Non-motorized bridge over Cameron Run | Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cemetery Station / Ben Brennan Park. | Eisenhower West Small Area Plan | 2015 | Pedestrian | \$10-50 million | Mid-Term | Not Started | No | No |
| P-24 (New) | NA | NA | NA | 19 | Eisenhower Pipeline Study Recommendations | Improve accessibility, congestion, and safety at the intersection of Eisenhower Avenue and S Van Dom Street. Provide improved safety, accessibility, and connections along Eisenhower Avenue between Van Dom Street/Mill Road | VDOT Pipeline Project | 2024 | Vehicle, Pedestrian, Bike, Transit | \$10-50 million | 0-10 years | Ongoing | Yes (Parts) | Yes |
| P-18 | 20 | 19 | 18 | 20 | I-395 access to West End Town Center Duke and Van Dom - East | Modify the northbound I-395 Ramp to eastbound Duke Street to mitigate weaving conflicts between drivers from the ramp and on Duke Street and provide direct access from the ramp to the eastbound Duke Street left turn lane at the South Walker Street intersection into the new Landmark development and INOVA Hospital. | Landmark/Van Dom SAP | 2021 | Streets | \$10-50 million | Mid-Term | Not Started | Yes | Yes |
| P-24 (New) | NA | NA | NA | 21 | | Convert the interchange to an intersection to improve pedestrian and transit access | Duke Street in Motion Planning Study | 2023 | Ped/Bike, Transit | \$10-50 million | Mid-Term | Not Started | Yes | Yes |
| P-6 | 18 | 17 | 20 | 22 | S. Van Dom Intersection Improvements | Intersection improvements along S. Van Dom Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West. | Eisenhower West Small Area Plan | 2015 | Streets | \$10-50 million | Mid-Term | Not Started | No | Yes |
| P-16 | NA | 11 | 16 | 23 | Interim Bike Facility on Eisenhower Ave Shirlington Circle | Rec #75: Explore options for an interim bike facility on Eisenhower Avenue. | Eisenhower East | 2019 | Bicycle | \$10 million | 0-10 years | Not Started | No | Yes |
| P-25 (New) | NA | NA | NA | 24 | | Coordinated project with VDOT and Arlington County to improve the safety of the I-395 Shirlington Rotary by eliminating the weave areas along the interior rotary circle. This involves reconfiguring ramps from I-395 and in the rotary circle | VDOT Traffic Study | 2021 | Vehicle | > \$50 million | 0-10 years | Ongoing | No | Yes |
| P-8 | 19 | 16 | 21 | 25 | Edsall Road Connector to Farrington Avenue and South Pickett Street (Farrington connector) | Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dom Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dom Street Metrolink Station. | Eisenhower West Small Area Plan | 2015 | Streets | > \$50 million | Long-Term | Not Started | No | Yes |
| P-14 | 8 | 18 | 19 | 26 | Commonwealth Ave. Green Street | Move the Commonwealth Ave. turnabout to the entrance at the parking lot and convert the 0.25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space. | Four Mile Run Restoration Plan | 2014 | Pedestrian | \$10-50 million | Mid-Term | Not Started | Yes | No |

**City of Alexandria 2024 Transportation
Long-Range Plan**

DRAFT

PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT

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

| | | | | | | | |
|------|--|--|-------------------------------------|---------|----------|-----------------------|-------------|
| D-11 | Connection to Mount Vernon Trail along future water from east of Fairfax St. to Slaters Lane | Construct new multi-use path connection along future waterfront park between east of Fairfax Street to Slaters Ln. Portion of such connection currently exist, but would have to be improved/reconstructed once the old energy plan site is developed | Old Town North Small Area Plan | Project | Ped/Bike | \$1-5 million | Not Started |
| D-12 | Segments of Backlick Run on developer property along Backlick Run stream | Backlick Run multi-use path runs from Armistead Booth Park to the City limits with Fairfax Co. to the West. Several segments of the trail run along private property in process of redevelopment. | EW/Landmark/Van Dorn SAP | Project | Ped/Bike | \$1-5 million | Not Started |
| D-13 | New High Street | New High Street: The Plan recommends a new "High Street" that will connect the core of the Landmark Mall redevelopment to the balance of the West End Town Center across Duke Street. It then continues south to Pickett Street as a local serving alternative to Van Dorn Street. Along the way, it greatly improves local connectivity while creating considerable market value for the adjacent parcels. North of Stevenson Avenue, New High Street will also accommodate dedicated lanes for the new Van Dorn Street transit line as it makes its way through the core of the West End Town Center. | EW/Landmark/Van Dorn SAP | Project | Streets | More than \$5 million | Not Started |
| D-14 | Duke Street and North Van Dorn Street Redesign | Includes streetscape improvements plus a shared use path along Van Dorn Street | EW/Landmark/Van Dorn SAP | Project | Streets | | Started |
| D-17 | Eisenhower East SAP Bicycle and Pedestrian Facilities | Rec #65 and 73 (with developers) | Eisenhower East | Project | Bicycle | Less than \$1 million | Not Started |
| D-18 | Removal of Ramp Structure over Duke Street | 10.1.10 – Remove ramp and reconfigure Duke Street | EW/Landmark/Van Dorn SAP | Project | Streets | More than \$5 million | Started |

Studies

| No. | Name | Description | Source | Category | Mode | Timeframe | Cost | Estimated Start | Status |
|-----|--|---|--|----------|------------|------------|-----------------------|-----------------|-------------|
| S-1 | Pedestrian safety improvements at Braddock/Wythe/West intersections | Study would evaluate and propose improvements to pedestrian safety, accessibility and comfort for pedestrians wishing to cross the streets and to access Metro. Considerations may include, among others, traffic management, signals, new crosswalks and pedestrian refuge islands. | Braddock SAP | Study | Streets | 1-5 years | Less than \$1 million | | On Hold |
| S-3 | HOV lanes | Explore opportunities to enhance the use of high-occupancy vehicle (HOV) lanes as a traffic management strategy for periods of peak travel demand. Study existing HOV travel lanes to determine if changes in their operations would improve traffic flow during peak travel periods. Evaluate opportunities for implementation of additional or expanded HOV travel lanes or reduction of existing HOV travel lanes on City streets. | Alexandria Mobility Plan (carried over from 2008 Transportation Master Plan) | Study | Streets | 5-10 years | Less than \$1 million | | Not Started |
| S-4 | Glebe Road Bridge and Four Mile Run Pedestrian Bridge | Conduct a study for demolishing the existing W. Glebe Road vehicular bridge over Four Mile Run and portions of W. Glebe Road, and construct a new vehicular bridge to the east (aligned with Valley Drive), and realign W. Glebe Road. A new pedestrian/bicycle bridge over Four Mile Run would be built where existing W. Glebe Road vehicular bridge (to be demolished) is located. | Four Mile Run Plan | Project | Streets | 1-5 years | More than \$5 million | 10+ years | Not Started |
| S-5 | Pedestrian connection parallel to Fayette Street connecting the Braddock Metrorail station with the Northern Gateway area. | Study the feasibility of a pedestrian route through Braddock Place plaza and between the Meridian apartment tower and the northernmost office building. The study will consider ADA-accessibility, pedestrian safety crossing flow of drop-off traffic, and feasibility of a public easement through a privately owned area currently blocked by a fence. If this option is infeasible, study options for improvement and widening of the narrow four-foot sidewalk along the Metro embankment to achieve similar connectivity. | Braddock SAP | Study | Pedestrian | 5-10 years | | | Not Started |
| S-6 | Explore Potential for Northern Entrance of Eisenhower Avenue Metrorail Station | Rec #75 | Eisenhower East | Study | Transit | 5-10 years | More than \$5 million | 0-20 years | Not Started |
| S-7 | South Patrick Street Sound Wall | Work with VDOT to study the feasibility of enhanced landscaping and/or screening for the existing sound walls on South Patrick Street, and removing and/or modifying the sound wall at the intersection of Franklin Street and South Patrick Street. | South Patrick Street Affordable Housing Study | Study | Streets | 10+ years | | | |
| S-8 | Low Stress Bicycle Network | Determine the feasibility of a low-stress multi-modal, connective bicycle network to increase bicycle mode share | EAP2040 | Study | Bicycle | 1-5 years | Less than \$1 million | 0-5 years | Not Started |
| S-9 | Glebe Road Corridor Analysis | Review right-of-way and laneage along East/West Glebe Road in the Arlandria-Chirilagua neighborhood to determine appropriate bicycle, pedestrian, and vehicular accommodations. | Arlandria-Chirilagua SAP | Study | Streets | 1-5 years | Less than \$1 million | 0-5 years | Not Started |

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 20, 2024
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: HILLARY ORR, DEPUTY DIRECTOR, TRANSPORTATION
SUBJECT: AGENDA ITEM # 11 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. Duke Street at West Taylor Run

On Monday, May 20, staff presented to the Traffic and Parking board the City's preferred concept for the Duke Street at West Taylor Run project pertaining to the right-turn location and service road configuration. City staff recommendation was to relocate the right-turn location to the east of East Taylor Run Parkway and maintain a two-way service road, which was in alignment with preferences expressed from the adjacent community. Based on comments submitted and voiced at the Traffic and Parking Board and from Board members, the Traffic and Parking Board recommended to relocate the right-turn lane east of East Taylor Run Parkway but reconfigure the service road to one-way with separated facility for people biking, e-biking, and scooting.

B. Duke Street Projects Update

Over that last quarter, staff has been advancing the Duke Street Transitway in several aspects.

- Staff has completed the basis of an alternative delivery method to accelerate the design and construction for the Duke Street Corridor. The project team has worked on solicitations for an owner-advisor to help with the design and sequencing of the project.
- In addition to procurement, staff has evaluated the section 2B construction (dedicated eastbound queue jump for buses to pass the more commonly congested area, as well as improved signal sequencing at both North Quaker Lane and South Quaker Lane) and right-of-way issues and will be focusing on improving the edge features, such as wider sidewalks, and transit station.
- Finally, staff will present the final preferred alternatives for Cambridge Road intersection and the Duke Street service road between West Taylor Run Parkway and Cambridge Road to the Traffic and Parking Board on June 24.

C. King-Bradlee Update

On Thursday, May 16, staff hosted a virtual community meeting to present the City's preferred design concept for the King Street-Bradlee Safety & Mobility Enhancements Project, identifying

Alternative 2: One-Way Traffic & Bus Lane as the preferred design. This concept converts a portion of the access road, between South Taylor Street and Menokin Drive, to one-way traffic with a dedicated bus lane, along with strategic safety and mobility improvements in the entire study area. Alternative 2 was identified as the preferred option as it scored best under the metrics of minimizing traffic delays, safety for all roadway users, improvements to transit operations and improvements for bicycle facilities.

This recommendation follows months of planning, community engagement, analysis and conceptual design. The project goals were to improve mobility, safety and access for all roadway users, install safer pedestrian and bicycle facilities, improve stormwater, and maintain or enhance transit facilities. Staff will present the recommendations to the Traffic & Parking Board for consideration at its June 24 Public Hearing. More information is available on the [project webpage](#).

D. Maintenance of Traffic Update

At the May 15 Transportation Commission Meeting, staff from the Permits and Inspections Division presented on Maintenance of Traffic (MOT) Plans and Considerations in the City. Commissioners expressed concerns that some of the information on the relevant webpages were out of date and that there was no information regarding where community members could reach out about concerns regarding MOT plans. The [TES Permits](#) and [Maintaining Pedestrian and Bicycle Access During Construction](#) pages now have up-to-date links to VDOT references and provide information about sharing concerns about MOT plans via Alex311 through “ROW Access & Construction Issues.” In response to Commissioner comments, Permits and Inspections staff are also coordinating with the Smart Mobility team in Transportation Engineering to discuss potential technologies that could assist with MOT inspections and enforcement.