Steering Committee

November 10th, 2014
Meeting Agenda

• Welcome and Meeting Goals
• West End Transitway Overview
• Transportation Study Update
• Synthesis of Community Meeting #3
• What’s Next
Meeting Goals

• Receive updates on related projects
• Provide feedback on multimodal bridge options
• Provide feedback on Community Meeting #3 framework
Work Program: Phasing, Key Meetings, & Online Engagement
Schedule

- **Today**: Steering Committee Meeting #7: Transportation
- **December 8th**: Community Meeting #4: Conceptual Land Use Options
- **December 2014 - February 2015**: Refine Options
- **March 2015**: Planning Commission and City Council Work Sessions
- **Summer 2015**: Final Draft Plan
- **Fall 2015**: Plan Adopted by City Council
Coordinated Park & Open Space Plan

Cameron Run
Existing Conditions

- Off-street trails
- On-street trails
- Inaccessible natural areas
- Non recreational use
- Active recreational use
- Passive recreational use
West End Transitway
Project Description

• Evaluating Three Alternatives
  – No Build
  – TSM (Transportation Systems Management)
  – Build – BRT

• Evaluation Measures applied to each alternative define the benefits and impacts of each alternative
Project Outcomes

• LPA – Locally Preferred Alternative
  – Decision by City Council:
    • Transit Technology, Alignment, Configuration
    • Includes updated Capital and Operating Costs

• Project Finance Strategy

• Approved Environmental Document
AA and EA Timeline

**PLANNING PROCESS**
- **Project Kick-Off**
  - Winter 2014
- **Existing Conditions**
  - Spring 2014
  - Purpose and Need
  - Existing Conditions Assessment
- **Definition of Alternatives**
  - Fall 2014
  - Preliminary Screening of Alternatives
  - Definition of Evaluation Measures
- **Evaluation of Alternatives**
  - Winter 2015
  - Results of Evaluation
  - Draft Environmental Assessment
- **Environmental Assessment**
  - Spring 2015
  - Preferred Alternative
  - Final Environmental Assessment

**PUBLIC PROCESS**
- **May 22**
  - Public Meeting #1
- **October 22**
  - Public Meeting #2
- **Public Meeting to Comment on Study Recommendations**
- **Public Meeting to Review Environmental Document**

**WE ARE HERE**
Overlap with Eisenhower West SAP

• Two Transitway stations in the SAP study area:
  – Van Dorn Metro Station
  – S Van Dorn @ Pickett Street

• Coordination with Other Studies:
  – WMATA Bike/Ped Access to Van Dorn
  – Eisenhower West Transportation Study
Next Steps

• Winter 2014/2015
  – Alternatives Analysis Report
  – Request to Enter FTA Project Development

• Spring 2015
  – Environmental Assessment
  – Conceptual Engineering
  – Refined Cost Estimation (Capital and Operating)
  – Selection of LPA by City Council
Proposed Construction and Operation

- Proposed Construction: 2017 to 2019
- Proposed Start of Operations: 2019 to 2020

- Dependent on:
  - Funding
  - Design and Engineering
  - ROW Acquisition
Next Meeting

• 4\textsuperscript{th} Policy Advisory Group (PAG) Meeting
  – Thursday, December 18, 2014
  – Time: 6:30PM to 8:30PM
  – Location: TBD

• Visit project website for updates:

  http://alexandriava.gov/WestEndTransitway
Transportation Study Update

• Overview of transportation study scope
• Outline of where we are in the study
• Existing Conditions - key findings
• WMATA Bike/Ped Access Study & Van Dorn Metro Accessibility Study
• Multimodal bridge options
• Next Steps
What is a Transportation Study?

1. Describe Existing Conditions (traffic, transit, bicycle, pedestrian)
2. Define Future Background Conditions
3. Define Development Assumptions
4. Assign Traffic
5. Analyze Traffic Conditions
6. Identify Mitigation
Transportation Study Components

**Existing Conditions**
- June 2014

**Multimodal Bridge Analysis**
- Fall / Winter 2014

**2040 Baseline Analysis**
- Fall 2014

**Clermont Ave Interchange EA Update**
- Early 2015

**Land Use Concept**
- Winter 2014

**Model 2040 Land Use Concepts**
- Fall / Winter 2014

**Recommendations and Costs**
- Spring 2015

**Final Reports**
- Summer 2015

**Visioning**
- Summer/Fall 2014

**Informs Land Use Planning**
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**Informs Economic/Infrastructure Analysis**
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What we’ve heard so far

- Circulation and Connectivity Goal – Eisenhower West will have safe, efficient and linked pedestrian, bicycle, transit and vehicular connectivity
- Improve connectivity
  - To Van Dorn Metrorail Station
  - Improved grid (Medium scaled grid)
  - Multimodal Bridge
  - Edsall Road connection
  - Pedestrian and bicycle connectivity
- Multimodal bridge is important – highest priority is pedestrians
- Improve bicycle facilities/connections to Van Dorn Metro and on Duke Street
- Improve transit options; Connect to regional transit
- Transit circulators / Use of Shuttles
- Make Van Dorn Metro station a hub for modes; improve circulation and parking
- Improve traffic flow on Van Dorn Street and Duke Street
- No cut through traffic in Seminary Hill / Quaker Hill
Existing Traffic Operations

- Morning Peak Hour Travel Times and Speeds

The Posted Speed Limit on Eisenhower Ave, Van Dorn St, and Duke St is 35 MPH.
Existing Traffic Operations

• Evening Peak Hour Travel Times and Speeds

The Posted Speed Limit on Eisenhower Ave, Van Dorn St, and Duke St is 35 MPH.
Van Dorn Metro Bike and Pedestrian Access Improvements Study

- Led by WMATA, Requested by Fairfax County
- Coordination with Fairfax Co. and Alexandria
- Goal is to provide safe, convenient and functional connections between Metro Station and areas across I-495 to the south and southwest
- Develop alternatives for short and long term alternatives
- Evaluate alternatives
- Develop Implementation Plan
- Coordinate with Eisenhower West SAP
- Currently evaluating existing conditions
Van Dorn Metro Station Kiss & Ride Shuttle Bus Access Improvement Study

• Led by WMATA, Completed April 2014
• Coordination with Fairfax Co. and Alexandria
• Goal is to develop design improvements to accommodate current/future shuttle demand and buses
• Daily station boardings (3,590 avg. 2012 weekday)
• 12 bus routes use bus bay area
• 41 shuttles per AM peak hour (Avg) / 59 by 2030 (+63%)
• 46% access station by bus or shuttle / 18% kiss & ride
• Need more room for taxi waiting and shuttles
• Conflicts between pedestrians, shuttles and taxis
• Developed alternatives / Next step is alternative selection and design
• City to fund improvements ($1.8m in CIP – 2017/18)
Van Dorn Metro Station Kiss & Ride Shuttle Bus Access Improvement Study
Multimodal Bridge

- Landmark/Van Dorn Corridor Plan 2009
- Create a connected grid system
- Safe, convenient pedestrian & bike access to Metro station
- Improve transit ridership
- Improved access to Cameron Station
- Buses avoid Van Dorn St
- Alignment and cross-section not determined
- Recommended feasibility analysis
- Development pressures require that alignment and cross-section be determined
Bridge Analysis - General Purpose Traffic (2040)

- Initial results show bridge would likely carry 500-600 general purpose vehicles in each direction during AM/PM peak hours.
- Peak hour direction is NB in the AM and SB during the PM, but no significant differences in volume.
- In 2040 bridge is likely to carry approx. 11,000 general purpose vehicles per day.
- Largest vehicle increase percentages seen on Edsall between Van Dorn and Pickett.
- Increase in volume on Eisenhower between Clermont and bridge.
Cross – Section (Maximum)

Typical ROW Width at grade – 84’

Typical ROW Width on fill – 100’

Typical ROW Width on bridge – 100’
Existing Walkability

- Within ½ mile walkability to Van Dorn Station
- Within ¾ mile walkability to Van Dorn Station
Multimodal Bridge Options
Walkability

Existing

Option 1

Option 2A

Option 2B

Option 3A

Option 3B

Within ½ mile walkability to Van Dorn Station

Within ¾ mile walkability to Van Dorn Station

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Walkability

Existing  Option 4A  Option 4B

Within ½ mile walkability to Van Dorn Station

Within ¾ mile walkability to Van Dorn Station
Option 1

Strengths
- Connects to existing planned road
- Good connectivity to the north / development
- Significantly improves walkability to Metro station
- Ties directly to Metro station
- Short / direct alignment
- Crosses Norfolk Southern at right angle
- Potential connection to future trail

Weaknesses
- Impacts to Moore and UPS properties
- Impact to Virginia Paving operations
- Potential impact to Ethanol Transloading
- Less direct connectivity to Cameron Station
Option 2a

Strengths
- Connects to existing planned road
- Good connectivity to the north / development
- Good connectivity to Cameron Station
- Significantly improves walkability to Metro station
- Ties directly to Metro station
- Potential connection to future trail
- Uses edge of Armistead Boothe Park (Stays within Set aside)
- Less impact to Virginia Paving operations

Weaknesses
- More circuitous route
- Crosses Norfolk Southern at angle
- Impacts to UPS property
- Potential impact to Ethanol Transloading
Option 2b

Strengths
- Connects to Edsall Road
- Good connectivity to the north / development
- Good connectivity to Cameron Station
- Significantly improves walkability to Metro station
- Ties directly to Metro station
- Potential connection to future trail
- Less impact to Virginia Paving operations

Weaknesses
- More circuitous route
- Crosses Norfolk Southern at angle
- Impacts to UPS property
- Impact to Armistead Boothe Park/playground
- Potential impact to Ethanol Transloading
- Impact to properties at Edsall
- Encourages vehicles from Cameron Station
Option 3a

Strengths
• Connects to existing planned road
• Good connectivity to the north / development
• Good connectivity to Cameron Station
• Significantly improves walkability to Metro station
• Crosses Norfolk Southern at right angle
• Potential connection to future trail
• Uses edge of Armistead Boothe Park (Stays within ROW Set Aside)
• No impact to Virginia Paving operations

Weaknesses
• Does not tie directly to Metro Station
• Requires relocation of Pistol Range
• Close proximity to Covanta and fire station driveways
• Impact to Covanta power station
Option 3b

Strengths
- Connects to Edsall Road
- Good connectivity to the north / development
- Good connectivity to Cameron Station
- Significantly improves walkability to Metro station
- Crosses Norfolk Southern at right angle
- Uses edge of Armistead Boothe Park (Stays within ROW Set Aside)
- Potential connection to future trail
- No impact to Virginia Paving operations

Weaknesses
- Does not tie directly to Metro station
- Requires relocation of pistol range
- Impact to properties at Edsall
- Encourages vehicles from Cameron Station
- Close proximity to Covanta and fire station driveways
Option 4a

**Strengths**
- Connects to existing planned road
- Good connectivity to the north / development
- Good connectivity to Cameron Station
- Potential connection to future trail
- No impact to Virginia Paving operations

**Weaknesses**
- Does not tie directly to Metro station
- More circuitous route
- Minimal improvement to walkability to Metro station
- Could impact Covanta operations (Driveway)
- Crosses Norfolk Southern at angle
- Impacts to UPS parking area
- Impact to Armistead Boothe Park including ball field

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**Map**
- **Future Planned Road**
- **Current Development**
- **Future Trail**
Option 4b

Strengths
- Connects to existing planned road
- Good connectivity to the north / development
- Good connectivity to Cameron Station
- Potential connection to future trail
- No impact to Virginia Paving operations
- Uses Victory Center lot

Weaknesses
- Does not tie directly to Metro station
- More circuitous route
- Minimal improvement to walkability to Metro station
- Crosses Norfolk Southern at angle
- Impact to Armistead Boothe Park including ball field
Options for Further Analysis
Evaluation Criteria

- Walkability and Bikeability
  - Length, travel time, grade, Walk shed
- Traffic / Transportation
  - Transit travel time, traffic operations, emergency access
- Constructability
  - Railroad impacts, Utilities
- Environmental
  - Parkland, floodplain, noise, visual, Utility impacts
- Cost (Order of Magnitude)
- Property Impacts
  - Partial or total takes, Use of reserved ROW
Next Steps

- Begin 2040 Baseline Alternative analysis
- Continue analysis of Multimodal Bridge
- Continue Clermont Ave Interchange with I-95 EA Update
- Develop Land Use Scenarios
Questions & Feedback
Synthesis of Community Meeting #3
Common Themes

- **Centers/Nodes**: Most groups thought a few nodes/centers were appropriate, with the largest node at Van Dorn Metro station and two smaller nodes at Victory Center and along Pickett Street.

- **Connections**: Most groups thought the appropriate grid of connections for the plan area was a medium-scaled grid, which would allow for a few new streets throughout the plan area and the potential for a finer grain of blocks on in some key areas; Many groups suggested more bike and pedestrian connections over the train tracks.

- **Green Connections**: Most groups agreed that connecting the existing parks through new trails was important and creating a greenway along the south side of Backlick Run would provide further recreation opportunities and connectivity.
Synthesis of Community Meeting #3
Synthesis of Community Meeting #3
Synthesis of Community Meeting #3
Draft Framework Plan

• Are we headed in the right direction?

• Are we missing anything?

• What do you like about it?
What’s Next

Community Meeting #4: Conceptual Land Use Options

- Monday, December 8\textsuperscript{th}, 2014, 7:00-8:30 pm
- Location: Beatley Central Library