



Transportation Commission

January 5, 2011



Agenda Item #2

Funding Update



Funding Update

- **City Council:**
 - Considered modifying Transportation Management Plan program
- **Commonwealth Transportation Board:**
 - Approving Alexandria's request to reprogram some funds, including \$1m from Clermont Connector to Potomac Yard
- **Transportation Planning Board:**
 - Held signing ceremony for TIGER grant which will fund Potomac Yard Transitway and some transit improvements in Beauregard / Van Dorn corridor
- **WMATA:**
 - Adopted resolution on five recommendations related to WMATA reorganization; Requesting legal guidance on two recommendations
 - Set up Governance Committee to develop bylaws (to be done within 60 days)

Funding Update

- Northern Virginia Transportation Commission:
 - Negotiating with Commonwealth of Virginia concerning WMATA governance issues
- Northern Virginia Regional Commission:
 - Passed resolution (Dec 16) to send proposal to FHWA for a Northern Virginia Dynamic Ridesharing Program
 - Proposal is aimed at reducing BRAC related traffic impacts
 - FHWA suggested partnering with Dulles Airport authority and DDOT



Agenda Item #3

WMATA Governance



WMATA Governance

- WMATA has experienced a number of highly publicized operational setbacks.
- Suggestions that WMATA's governance structure is a key to some recent issues
- Various groups have had recent proposals to change WMATA's governance structure

WMATA Governance

- The following have presented governance proposals:
 - Metropolitan Washington Council of Governments (MWCOCG) and the Washington Board of Trade (BOT)
 - WMATA Riders' Advisory Council
 - Virginia proposal
 - WMATA Board proposal

WMATA Governance

- The Essential Elements of the MWCOG/BOT Proposal
 - A WMATA Governance Commission which will supervise WMATA's Board,
 - 2 Year Term for WMATA Board Chair
 - Make WMATA GM a CEO
 - Restructure WMATA's Board to have Virginia's Governor appoint someone to the Board.

WMATA Governance

- MWCOCG/BOT Proposal (Cont.)
 - No Alternate Board Members
 - Jurisdictional Veto Minimized
- Rider's Advisory Council Proposal
 - WMATA Board should include government officials.
 - Clear high standards should be set for the WMATA Board

WMATA Governance

- Riders' Advisory Proposal (Continued)
 - Board should focus on high-level policy
 - Board should act as a regional body, not as individuals.
 - GM should be a CEO
 - Board requires clear and accessible public input process

WMATA Governance

- Other proposals:
 - Virginia officials discussing possibility of giving Governor one appointee on the Board, with the other three seats allocated in some manner.
 - The WMATA Board decided to implement five of the MWCOG/BOT proposals, have asked legal advice on two, and have set up a Governance Committee.

WMATA Governance

- Signatories of Compact have endorsed it and asked staff to develop a proposal in 45 days
- It is imperative that Alexandria becomes engaged in the discussion quickly
- Most of the proposals call for Alexandria to lose or dramatically reduce our representation on the WMATA Board
- Alexandria staff have developed a proposal for WMATA governance which retains Alexandria's place on WMATA's Board and gives Alexandria a voting member

WMATA Governance

- Alexandria Staff Recommendation
 - Create an Ad Hoc Committee to help facilitate governance changes
 - Increase number of voting members on WMATA Board to 5 from each jurisdiction and 2 from the Federal Government
 - Alternates become full Board members
 - Board chair every two years, rotated among Board members

WMATA Governance

- Alexandria Staff Recommendation (Continued)
 - Ability to create an executive committee
 - No jurisdictional veto, except in annual budget or CIP adoption if all members in a jurisdiction did not vote YES.
 - Establish long-term integrated funding strategy
 - Turn WMATA GM into CEO



Agenda Item #4

Priority Transportation Projects



Public Outreach

No.	Association / Group	Date Held	Public Comment	Subcommittee Recommendation
Meetings Held to Date				
1	Chamber of Commerce	9/16/2010		
2	Old Town Civic Association	10/13/2010		
3	Environmental Policy Commission	10/18/2010		
4	Watergate & Landmark Meeting	10/21/2010		
5	AEDP (Board Members)	10/28/2010		
6	Transportation Commission	11/3/2010	Add queue jumps and TSP technology to DASH service improvements	Will add as a sub-project to DASH bus service enhancements project
			Expand King St. Trolley service to Carlyle area	Will change Trolley project description to talk generally about Trolley service enhancement
			Coalition for Smarter Growth: Add bike projects to Tier 1 list	Tier 1 projects are more regional in nature
7	Cameron Station Comty Assoc.	11/8/2010		
8	West Old Town Citizens Assoc.		Add improved access to Braddock Road Metro	This project was not as high a priority to be added to the Commercial Real Estate Tax list at this time. May be evaluated for future years.
		11/11/2010		
9	Community-wide Meeting	11/11/2010		
10	Eisenhower Partnership	11/17/2010		
11	Rosemont Civic Association	11/18/2010		
12	Federation of Civic Associations	11/30/2010		
13	Carlyle Towers	12/2/2010	Eisenhower-Duke connector should be added	This project does not have community consensus at this time
14	Cameron Station Civic Assoc.	12/2/2010		
15	Community-wide Meeting		King/Beauregard, small area plan, extending to include other intersection improvements in the vicinity of the project	This project could be done through Corridor 'C' improvements or as CIP spot improvements
		12/8/2010		
16	NVBIA and NAIOF	12/9/2010	Add 10 minute headways to King Street trolley as a project	Will change Trolley project description to talk generally about Trolley service enhancement
			Expand Del Ray Trolley to Arlandria as redevelopment occurs	Will change Trolley project description to talk generally about Trolley service enhancement
17	Seminary Hill Association	12/9/2010		
18	North Ridge Citizens Assoc.	12/13/2010	King St/Braddock/Quaker Lane improvements should be added to list	Because there are no construction funds available yet, this project should be added to the list
			Should implement light rail instead of streetcar on the Beauregard/Van Dorn corridor	Mode selection would be made through the Transitway Corridor Feasibility Study
			Additional north-south access to Eisenhower Avenue should be added	This project does not have community consensus at this time

Tier 1 Project List

	Name	Description	Cost	Current Funding	Estimated Start
	TIER ONE				
1	Eisenhower Avenue Metrorail Platform Extension	Construction of station entrance north of Eisenhower Avenue, as development occurs, to provide direct pedestrian access to the station without the need to cross Eisenhower Avenue.	More than \$5 million	\$1.9M Federal Funds	1-5 years
2	Transit Corridor 'C' /Beauregard/Van Dorn Street	Consistent with the City's 2008 Transportation Master Plan, this project is to construct high-capacity transit facilities in dedicated lanes generally along the the Van Dorn/Beauregard corridor between the Van Dorn Metro station and the border with Arlington to the north.	More than \$5 million		5-10 years
3	Transit Corridor 'A'/ Route 1- CCPY Streetcar	Conversion of the Crystal City-Potomac Yard dedicated busway along the Route 1 corridor (between North City limit and Braddock Road) to a streetcar system.	More than \$5 million		5-10 years
4	Landmark Transit Station	As part of the redevelopment of the Landmark Mall site and consistent with the City's 2008 Transportation Master Plan, this project is for the construction of an intermodal transit station at, or near, the intersection of transit corridors 'B' and 'C' in the vicinity of Landmark Mall.	\$1-5 million		5-10 years
5	Transit Corridor 'B' /Duke Street	Consistent with the City's 2008 Transportation Master Plan, this project is to construct high-capacity transit facilities in dedicated lanes generally along the the Duke Street corridor between the western City limit and Old Town.	More than \$5 million		10+ years
6	DASH bus service enhancements system-wide	System-wide enhancements to DASH bus service along priority bus routes. The goal is to provide urban bus service with 15-minute headways. This project would fund additional buses to provide those headways. In addition the expansion of service will include new bus routes and new types of bus service that may include circulators and express or limited-stop service. An additional element of this project would include Transit Signal Priority (TSP) and queue jumps where warranted and feasible throughout the City.	More than \$5 million		1-5 years

Tier 2 Project List

TIER TWO					
	Name	Description	Cost	Current Funding	Estimated Start
7	King Street Trolley service expansion	Implement Trolley service expansion improvements that may include a connection between the Del Ray neighborhood and Metro station(s) and Old Town with possible future extension to Arlandria, as well as improved headways on the existing King Street Trolley route.	\$1-5 million		1-5 years
8	Holmes Run Greenway/Eisenhower East Shared-Use Path Improvements	Improvements to Holmes Run Greenway between Beaugard Avenue and N. Ripley Street and construction of a trail connection from Mill Road at Eisenhower Avenue to South Payne Street.	More than \$5 million	\$250,000 Federal Funds	5-10 years
9	Redesign intersection of Mt. Vernon & Russell Road.	Construction of intersection improvements identified in the Arlandria Small Area Plan including gateway features to the neighborhood, pedestrian upgrades and revised intersection geometry to improve functionality.	Less than \$1 million		5-10 years
10	High priority multi-use paths	Multi-use path projects to provide increased bicycle connectivity including a trail along Backlick Run- Construction of a shared use path between Boothe Park west to the Fairfax County line.	\$1-5 million		5-10 years
11	Complete Streets Project- Van Dorn Street	Widen Van Dorn Street over Duke Street to accommodate pedestrians and provide multi-modal facilities consistent with the City's 2008 Transportation Plan.	\$1-5 million		5-10 years
12	Complete Streets Project- Holland Lane extension	Construct extension of Holland Lane south from Eisenhower Avenue to Old Cameron Run Channel. The roadway extension would be a complete street providing multi-modal facilities for all users.	Less than \$1 million		5-10 years
13	Complete Streets Project- Duke Street	This project includes the construction of a fifth lane along Duke Street from Wheeler Avenue to Jordan Street to accommodate safe left turns to adjacent residences and businesses along Duke Street. Raised medians should be used at various locations to protect left turning vehicles, to restrict some turning movements and to provide pedestrian safety refuges.	\$1-5 million		5-10 years
14	High Street construction	Construction of New High Street west of and parallel to Van Dorn Street from West End Town Center to Pickett Street, including Duke Street grade separated crossing	\$1-5 million		5-10 years
15	Multimodal bridge from Van Dorn Metro to Pickett	Construction of multimodal bridge and roadway, from Van Dorn Metro to Pickett Street.	\$1-5 million		10+ years
16	King / Braddock / Quaker Intersection Improvements	This project would provide construction funds to improve this congested intersection through intersection redesign and transit improvements. The project is currently funded for preliminary design.	More than \$5 million		5-10 years



Agenda Item #5

CIP Update



Changes to FY 2011 CIP

PUBLIC TRANSPORTATION AND TRAFFIC CONTROL

- DASH Bus Fleet Replacements
- **Potomac Yard Metrorail Station (funding update)**
- Hybrid Bus/Trolley Battery Packs
- Bus Shelters
- ADA Access
- WMATA Capital
- Crystal City Potomac Yard BRT
- Potomac Yard Metrorail Station
- King Street Metro Parking Lot and Bus Loading Lane
- SAFETEA-LU Projects

STREET, BRIDGE, NON-MOTORIZED TRANSPORTATION & SHARED USE PATHS

- **Shared Use Paths (additional funding requested)**
- **Non-Motorized Transportation Mobility (additional funding requested)**
- **Non-Motorized Transportation Safety (additional funding requested)**
- Eisenhower Widening
- King/Quaker Lane/Braddock Road
- King/Beauregard Intersection
- **Parking Meter Technologies (new CIP)**
- **Route One Transitway Transition (new CIP)**

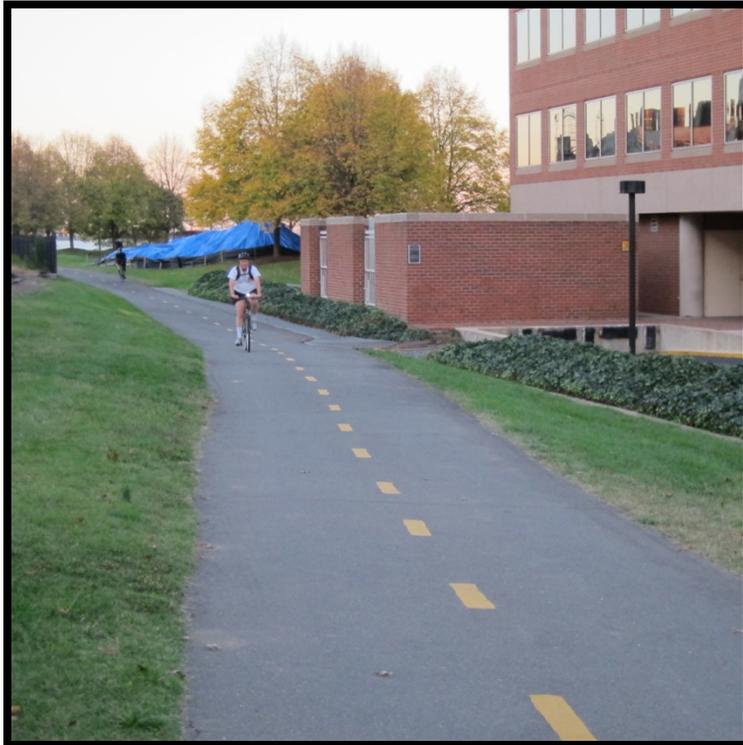
1. Potomac Yard Metrorail Station



- Federal NEPA process is first phase of Potomac Yard Metrorail Station
- NEPA requires an Environmental Impact Statement (EIS)
- EIS cost is approximately \$2.5 million
- Funding for EIS:
 - \$900,000 in remaining funds from the WMATA Metrorail Feasibility Study
 - \$1 million from VDOT

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
TOTAL COSTS											
Special Revenue	\$900,000	\$1,000,000									\$1,900,000

2. Shared Used Paths



- Requesting \$195,000 increase over 10 years for path maintenance
- Special revenues and grants are used for enhancement of the network.

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Design/Engineering	\$100,000										\$100,000
Construction	\$150,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$1,275,000
TOTAL COSTS											\$1,375,000

3. Non-Motorized Transportation Mobility



- Requesting \$780,000 increase over 10 years for spot improvements
- Capital funds for maintenance of sidewalks, curbs, gutters, crossings, and access ramps
- Grants are used for new mobility enhancements

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
TOTAL COSTS	\$250,000	\$250,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$350,000	\$350,000	\$350,000	\$3,050,000

4. Non-Motorized Transportation Safety



- Requesting over \$1 million increase over ten years for spot improvements
- Capital funds for signals, markings, signs, crossing islands, bicycle parking, and detection devices at intersections
- Grants are used for new safety enhancements

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
TOTAL COSTS	\$200,000	\$200,000	\$200,000	\$250,000	\$500,000	\$500,000	\$500,000	\$500,000	\$600,000	\$600,000	\$4,050,000

5. Parking Meter Technologies



- New CIP project
- Will fund:
 - Purchase and install multispace meters
 - Online permitting system
 - Real-time parking management
 - Parking studies
 - Performance parking
 - Pay-by-phone parking
 - Parking enforcement technologies
 - Annual monitoring of parking utilization in the Old Town and Del Ray areas
 - Parking study for Residential Permit Parking program
 - Study and implementation of new technologies in City-owned lots and garages
 - Interactive online parking applications

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
TOTAL COSTS	\$200,000	\$200,000	\$200,000	\$200,000			\$500,000				\$1,300,000

6. Route One Transitway Transition



- New CIP project
- Funding to construct the transition on Route One from East Glebe Road to Wesbond Avenue
- Accommodation of Route One widening
- Accommodation of the Crystal City-Potomac Yard Transitway

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
Design/Engineering	\$50,000										
Construction	\$550,000										
TOTAL COSTS	\$600,000										\$600,000



Agenda Item #6

Project Matrix



Project Matrix Information

- Project type
- Project
- Project description
- Prior year unallocated
- Prior year allocated
- FY2011-FY2020 budgeted funding
- Project cost
- Funded
- Unfunded
- Grant
- In approved budget
- Operating or capital
- Budget/CIP project name
- Grant funding by individual grant:
 - CMAQ/RSTP
 - FTA
 - NRVC
 - VDOT
 - State Urban Funds
 - SAFETEA-LU
 - TIGER
 - AARA
 - FHWA
 - Developer
- Grant funding source
- Grant name
- UPC
- Notes



Agenda Item #7

Complete Streets Update



What is 'Complete Streets'?



- A policy adopted by jurisdictions that future roadway projects will safely accommodate all users – pedestrians, bicyclists, transit vehicles and motorists
- Primarily new projects but, like ADA, applied to 'retrofit' projects

Policy Framework

- ‘Complete Streets’ in 2008
Transportation Master Plan
- 2010 **Strategic Plan**, Goal 3,
Objective: Ensure safe, accessible travel... on Complete Streets with design and implementation that is context-sensitive
- 2010 **Environmental Action Plan**, Goal 1: Short-Term Action to adopt a ‘Complete Streets’ resolution by 2011
- **Small Area Plans**
- **Bicycle and Pedestrian Mobility Plan**

How We Got Here

- Transportation Commission requests background from staff- January 2010
- Staff supportive of resolution, clarifies that the intent of Complete Streets is typically met in retrofit and new projects – particularly in the planning stage
- Commission requests resolution and ordinance. City Attorney consulted- draft language developed.
- Transportation Commission proposed additional changes, adopted its own resolution calling for Council to adopt an ordinance in July 2010

Checklist for Development & Streets

- Development of ‘Complete Streets’ checklist and Street Design Manual must be included in work program.
 - Transit Routes
 - Long Range Transportation Plan (LRP)
 - Small Area Plans
 - Bicycle and Pedestrian Mobility Plan
 - Eco-City Plan
 - Others

Educating Staff

- Complete Streets trainings and educational materials available to staff
- Incorporated with T&ES Project Management Manual development
- Staff training and workshops similar to Americans with Disabilities Act

Challenges

- Adopting a ‘Complete Streets’ ordinance may mean:
 - Added planning and implementation time
 - Added capital cost
 - Added staff resources

Recommendations

- **Adopt a ‘Complete Streets’ resolution**
 - Make Complete Streets practices a routine part of daily operations
- **Develop a ‘Complete Streets’ checklist**
 - Ensures accommodation of all modes and persons with disabilities as appropriate and feasible
- Conduct **training on Complete Streets Best Practices** to pertinent staff
- **Update Transportation Commission** on City’s progress toward meeting strategic goals for travel by all



Agenda Item #8

Staff Updates



Recommended BRAC-133 Short / Mid Term Improvements

