Transportation Commission

June 1, 2011

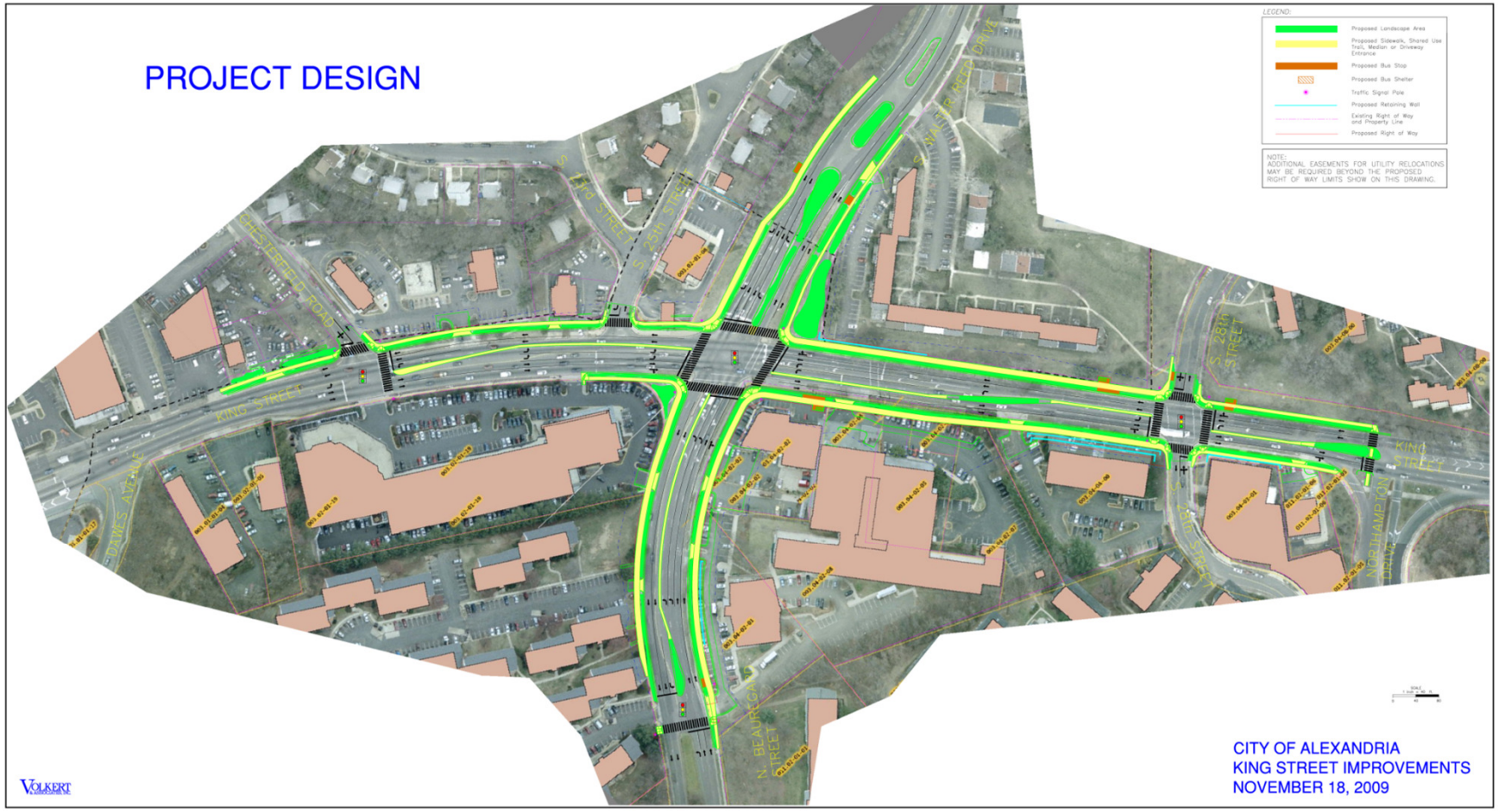
Agenda Item #2

King Street / Beauregard Street Improvement Project

Project Objectives and Benefits

- Create a multi-modal environment
- Promote safety for pedestrians and motorists
  - Add off-street shared-use paths and upgrade sidewalks
  - Add 6-ft. landscaped buffers between street and sidewalks
  - Eliminate slip lanes
  - Install pedestrian signals
- Increase capacity
  - Add additional eastbound and westbound left-turn lanes on King Street
  - Add raised medians with landscaping
- Improve operational efficiency
  - Upgrade signals
  - Optimize and coordinate signal timing
  - New signal at Branch Avenue

Project Design



Right-of-Way Process

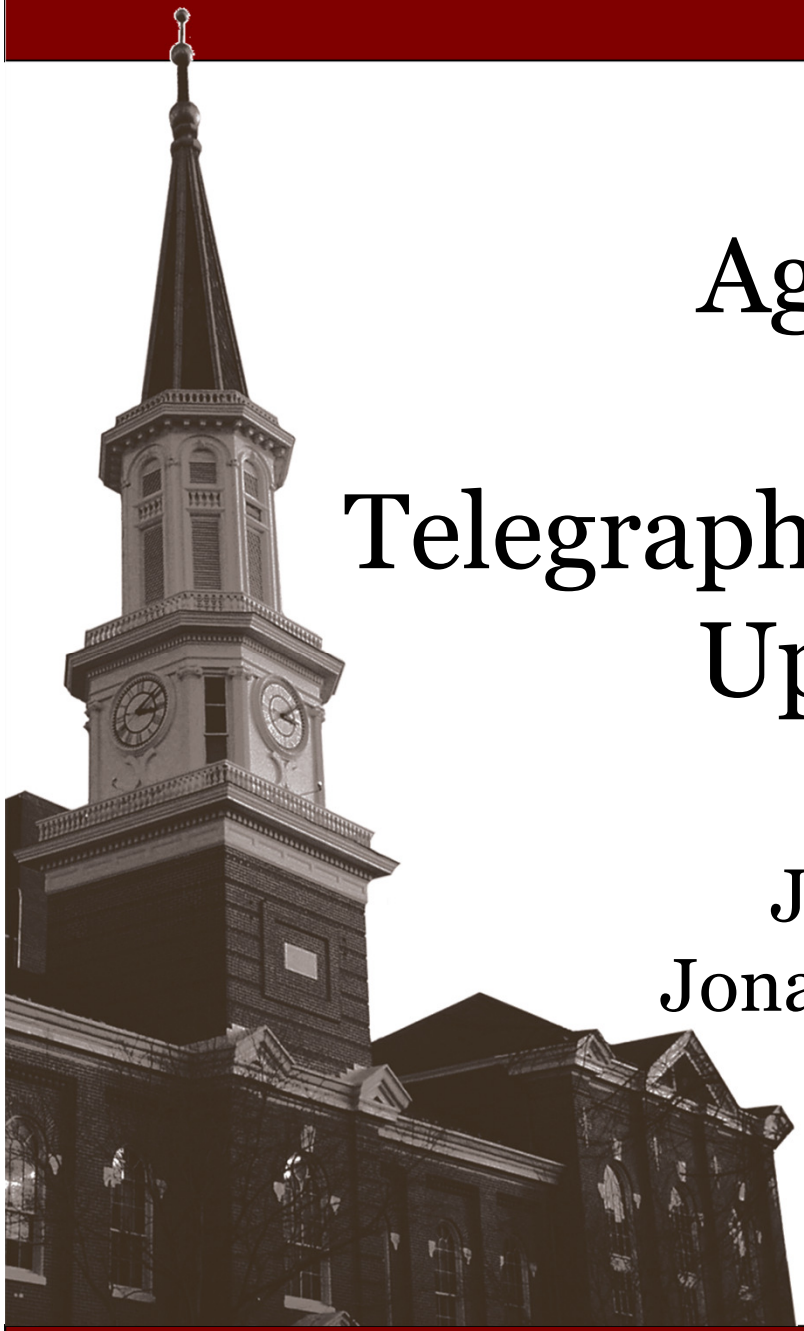
- Design Public Hearing Council Resolution-March 2010
- Federal Authorization to begin property acquisition-October 2010
- Must follow Federal/State right of way acquisition process
- Allocation for R/W funds-November 2010
- Property Appraisals- January-May 2011
- Planning Commission 9.06 approval-June 2011
- Council Resolution to begin property acquisition– June 2011
- Written Offers- Summer 2011

Schedule / Funding

- Right of Way Acquisition Summer 2011- Spring 2012
- Utility Relocation Summer 2012
- Advertisement Fall 2012
- Road Construction Spring 2013-Spring 2015

- PROJECT IS FUNDED BY A COMBINATION OF FEDERAL, STATE AND CITY FUNDS

- THE TOTAL PROJECT COST IS: $14.6M



Agenda Item #3

Telegraph Road Improvements Update – VDOT

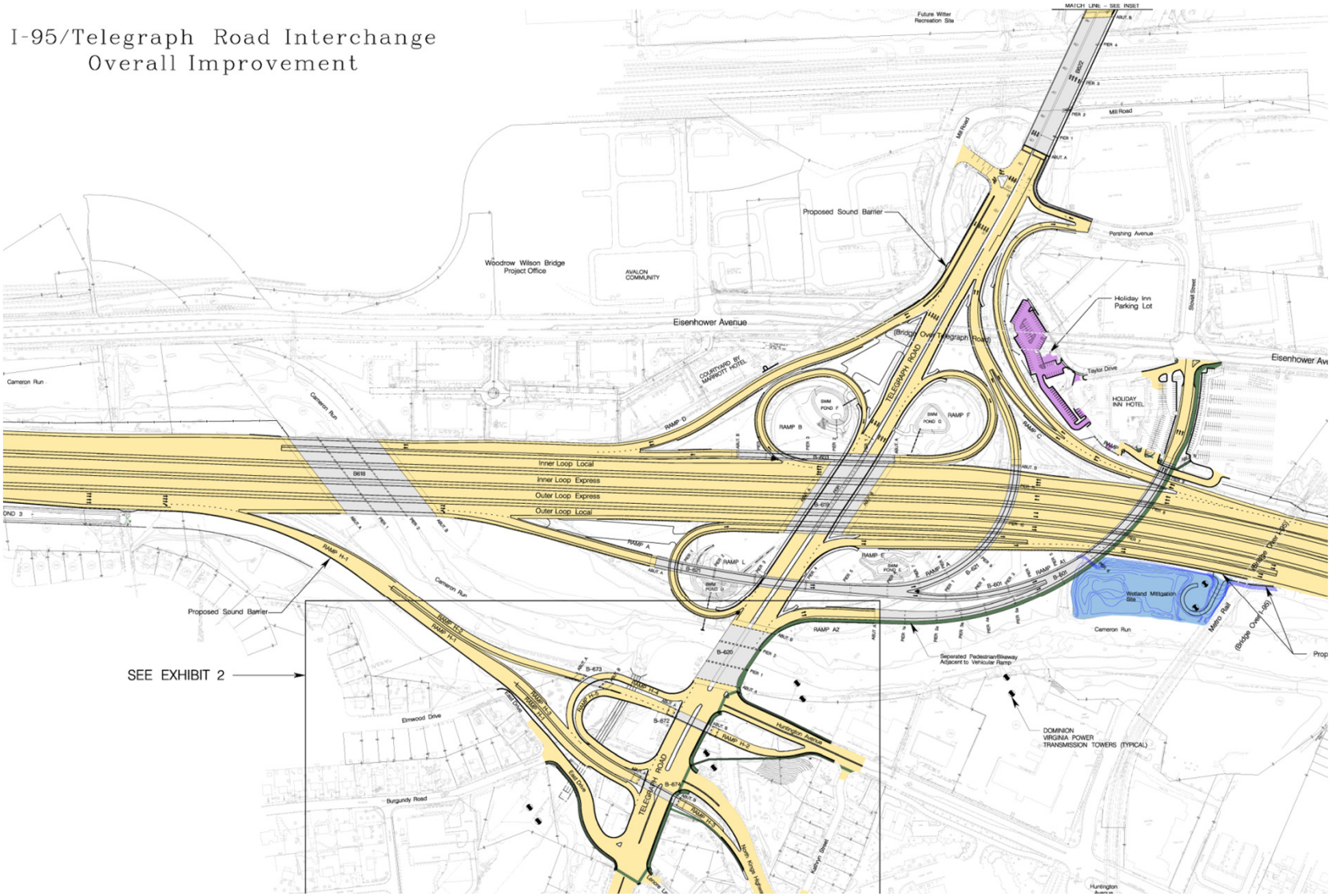
John D. Lynch, PE
Jonathan A Jacobsen, PE

Agenda

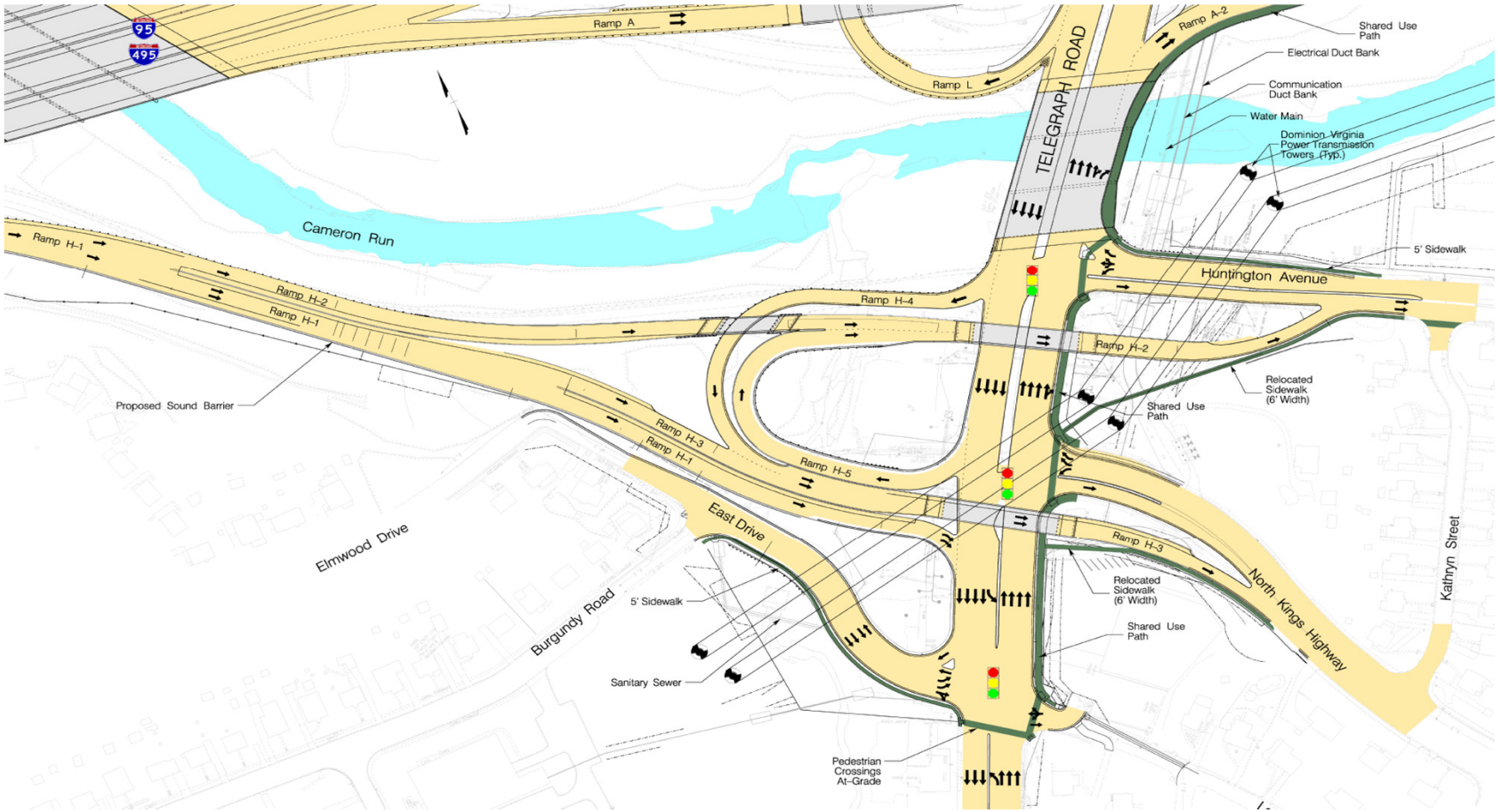
- Project Scope & Current Status
- Schedule Status
- Long Term Impacts
- Short Term Impacts
- Goals for 2011

I-95 / Telegraph Rd Interchange

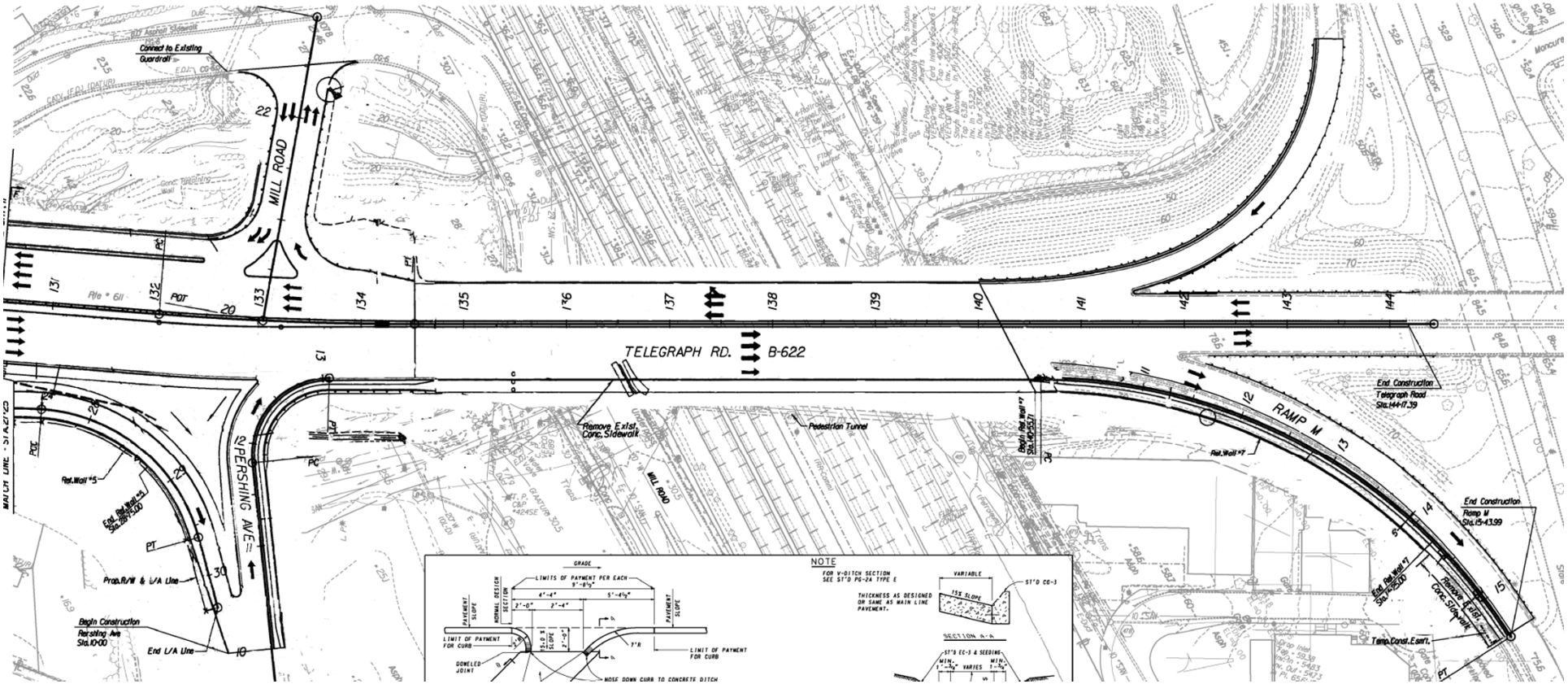
Telegraph Road Interchange Improvements



Detail south of Beltway



Improvements to Bridge over Railroads



As of February 23, 2011

Schedule Status

- Work on final contract began February 2008
- 75% work completed
- 61% time completed
- Contract completion date: June 30, 2013
- On track for substantial completion late 2012

Long Term Impacts

- Beltway at three lanes, each loop, from Eisenhower Connector to east of Telegraph Road
- Telegraph lanes restricted East Drive/Lenore Lane to Duke Street
- Night and off peak day time lane and ramp closures

Short Term Impacts

- Telegraph closed N & S Duke St to Beltway
  - Accommodates WMATA restrictions for bridge demo and construction
  - Weekends of June 3-5 and July 29-31
  - Two more weekends, in future
- Westbound Pershing closed at Telegraph
  - Construction of Pershing tie-in to widened Telegraph Rd bridge over railroads
  - July – September, 2011
  - Detour via Eisenhower and Holland Lane

Goals for 2011

- Complete Express Lanes of Beltway
- Complete all Beltway ramps
- Complete first two of three stages of Telegraph Rd bridge over Cameron Run
- Complete first stage of Telegraph Rd bridge over railroads

Agenda Item #4

Funding Update

Funding Update

- City Council:
  - Passed budget dedicating additional increment of property tax to transportation.
  - Resolution passed endorsing City's application of a Safe Routes to Schools grant application.

- Commonwealth Transportation Board:
  - Communicated to CTB regarding City's eligibility for transit funding from CTB as a result of budget passed by Council on May 2, 2011.

- Transportation Planning Board:
  - Approved a TIP amendment to perform study of viability of transit on Woodrow Wilson bridge.
  - Received report on governance of several transit agencies in other metropolitan areas.

Funding Update

- WMATA:
  - Discussed proposed bylaw and procedure changes with members of Governors and Mayors workgroup and MWGOG/BOT Task Force.
  - Received information on criteria to develop new station names – Station names must be submitted to WMATA by Sept. 2011
- NVTC:
  - Provided presentation on real-time bus information system.
  - Discussed aspects of BRAC relocations.

Agenda Item #5
King Street Metrorail Station Improvements

King Street Access Improvements

- We received comments from several groups interested in the King Street Access Improvements. We received comments from the following:
  - Transportation Commission (*May 4 Meeting*)
  - General Public (*May 4 Public Hearing*)
  - WMATA Internal Staff
  - City and DASH Staff

King Street Access Improvements

Following are some of the key comments we received:

- Transportation Commission-
  - Is the kiss-and ride space adequate?
  - How will wayfinding be provided?
- General Public
  - Alexandria Commission on People with Disabilities- Sidewalk material
  - Bicyclists- Bicycling features could be improved.
  - Taxi Drivers- Need more taxi spaces

King Street Access Improvements

- WMATA Internal Review
  - Bricks are not a good material for people with disabilities.
  - Concern that movement for buses from Diagonal to Daingerfield to King Street Station might be difficult for buses to make.
  - Current plan leaves little room for expansion
  - Bike parking should be shifted to provide more eyes on the bikes.

King Street Access Improvements

- City and DASH Staff
  - More layover space should be provided
  - Provide additional space for shuttles/school buses
  - While brick will be used on the perimeter of the site, it will be set in concrete to eliminate some concerns brought up by people with disabilities.
  - King Street/Daingerfield/Diagonal, Duke /Diagonal and Daingerfield /Duke should have intersection analyses to review vehicular and pedestrian movements.
  - Ensure that trees are provided in accordance with City criteria

Agenda Item #6

Long Range Transportation Plan (LRP)

Agenda Item #7

Ten-Year Transportation Project Plan

Ten-Year Transportation Project Plan

- The Council did not approve a proposed commercial transportation add-on tax; instead, part of the base real estate tax paid by all property owners will be reserved and used to fund transportation.

- It is estimated that the increased funding approved by Council will generate transportation funding of $13.5 million in FY 2012 and $110 million in cash over 10 years.

Ten-Year Transportation Project Plan (Plan)

- $144.8 Million over ten years ($29.5 less than proposed 12.5¢ tax)
- No State-law restrictions (can be used for operations of funded projects)
- Priorities maintained

Changes to Plan

- **Transit Corridor 'A' BRT Rolling Stock:** new project to purchase BRT branded buses for CCPY
- **Transit Corridor 'A" Streetcar Conversion (Route 1)** : Funding delayed
- **Landmark Transit Station**: Funding delayed
- **Transportation Technologies**: Funding reduced by 50%

Changes to Plan

- **Old Cameron Run Trail**: Funding delayed
- **Backlick Run Multi-Use Paths**: Funding delayed
- **Mt. Vernon Avenue/Russell Road Intersection**: Funding delayed

Changes to Plan

- An additional $200,000 starting in FY 2012 to Trolley Operations to increase service on King Street Trolley.
- $1 Million annually for operations of the transit corridors Citywide.

Projects Removed from Plan

- Streetcar Maintenance Facility
- Bradlee Transit Center

Transportation Improvement Program - Multiyear Project Plan
FY 2012 - FY 2021

Capital Subtotals by Mode

Transportation Program Summary of CIP Subsections	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
High Capacity Transit Corridors	$3,700,000	$7,400,000	$5,000,000	$5,000,000	*$2,700,000*	*$1,800,000*	*$10,000,000*	*$10,000,000*	*$2,250,000*	*$2,250,000*	$50,100,000
Peak Period Bus Service	5,850,000	0	3,500,000	2,600,000	*0*	*0*	*0*	*0*	*0*	*0*	11,950,000
Transit Station Improvements	2,200,000	0	0	0	*0*	*0*	*600,000*	*2,700,000*	*3,700,000*	*0*	9,200,000
Non-Motorized Transportation Initiatives	350,000	3,550,000	250,000	750,000	*3,450,000*	*3,250,000*	*250,000*	*250,000*	*250,000*	*1,250,000*	13,600,000
Street Enhancements and Extensions	600,000	5,400,000	0	100,000	*900,000*	*0*	*0*	*0*	*210,000*	*3,100,000*	10,310,000
Total CIP Transportation Tax Expenditures	**$12,700,000**	**$16,350,000**	**$8,750,000**	**$8,450,000**	***$7,050,000***	***$5,050,000***	***$10,850,000***	***$12,950,000***	***$6,410,000***	***$6,600,000***	**$95,160,000**

Details by Project

Transportation Program Projects (Continued) Subsection/Project	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
High Capacity Transit Corridors											
1. Transit Corridor "C" Construction	$2,100,000	$7,400,000	$5,000,000	$5,000,000	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	$19,500,000
2. Transit Corridor "A" Widening	600,000	0	0	0	*0*	*0*	*0*	*0*	*0*	*0*	600,000
3. Transit Corridor "A" BRT Rolling Stock	0	0	0	0	*2,000,000*	*0*	*0*	*0*	*0*	*0*	2,000,000
4. Transit Corridor "A" Streetcar Conversion	1,000,000	0	0	0	*0*	*0*	*0*	*0*	*2,250,000*	*2,250,000*	5,500,000
5. Transit Corridor "B" Construction	0	0	0	0	*700,000*	*1,800,000*	*10,000,000*	*10,000,000*	*0*	*0*	22,500,000
Peak Period Bus Service											
6. DASH Fleet Expansion	5,850,000	0	0	2,600,000	*0*	*0*	*0*	*0*	*0*	*0*	8,450,000
7. Expanded Trolley/Circulator/Transit Service	0	0	3,500,000	0	*0*	*0*	*0*	*0*	*0*	*0*	3,500,000
Transit Station Improvements											
8. King Street Station Improvements	2,200,000	0	0	0	*0*	*0*	*0*	*0*	*1,000,000*	*0*	3,200,000
9. Landmark Transit Station	0	0	0	0	*0*	*0*	*600,000*	*2,700,000*	*2,700,000*	*0*	6,000,000
Non-Motorized Transportation Initiatives											
10. Holmes Run Greenway/Eisenhower East	250,000	3,300,000	0	0	*0*	*0*	*0*	*0*	*0*	*0*	3,550,000
11. Transportation Technologies	100,000	250,000	250,000	250,000	*250,000*	*250,000*	*250,000*	*250,000*	*250,000*	*250,000*	2,350,000
12. Old Cameron Run Trail	0	0	0	500,000	*3,000,000*	*0*	*0*	*0*	*0*	*0*	3,500,000
13. Backlick Run Multi-Use Paths	0	0	0	0	*200,000*	*3,000,000*	*0*	*0*	*0*	*0*	3,200,000
14. Van Dorn Metro Multimodal Bridge	0	0	0	0	*0*	*0*	*0*	*0*	*0*	*1,000,000*	1,000,000
Street Enhancements and Extensions											
15. King/Quaker/Braddock Intersection	600,000	5,400,000	TBD	0	*0*	*0*	*0*	*0*	*0*	*0*	6,000,000
16. Mt. Vernon Ave/Russell Road Intersection	0	0	0	100,000	*900,000*	*0*	*0*	*0*	*0*	*0*	1,000,000
17. Duke Street Complete Streets	0	0	0	0	*0*	*0*	*0*	*0*	*210,000*	*2,100,000*	2,310,000
18. High Street Construction	0	0	0	0	*0*	*0*	*0*	*0*	*0*	*1,000,000*	1,000,000
Total CIP Transportation Program Expenditures	**$12,700,000**	**$16,350,000**	**$8,750,000**	**$8,450,000**	***$7,050,000***	***$5,050,000***	***$10,850,000***	***$12,950,000***	***$6,410,000***	***$6,600,000***	**$95,160,000**

Details of Operating Expenditures

Transportation Program Operating Expenditures	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Dedicated Transit Corridor Operations	$0	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$9,000,000
DASH Bus Expanded Service	0	1,332,000	1,332,000	1,332,000	1,768,000	1,933,000	1,933,000	1,933,000	1,933,000	1,933,000	15,429,000
Expanded Trolley/Circulator Service	700,000	1,000,000	1,000,000	700,000	700,000	700,000	700,000	700,000	700,000	700,000	7,600,000
Transportation Implementation Staff	$164,009	$147,900	$150,858	$153,875	*$156,953*	*$160,092*	*$163,294*	*$166,559*	*$169,891*	*$173,288*	*$1,606,719*
Total Transportation Program Operating Costs	**$864,009**	**$3,479,900**	**$3,482,858**	**$3,185,875**	***$3,624,953***	***$3,793,092***	***$3,796,294***	***$3,799,559***	***$3,802,891***	***$3,806,288***	**$33,635,719**
Transportation Program Debt Service	**$0**	**$196,143**	**$887,032**	**$1,329,607**	***$1,609,751***	***$1,778,347***	***$1,887,640***	***$2,228,604***	***$2,596,134***	***$2,629,307***	**$15,142,564**
Transportation Investments TBD	**$0**	**$0**	**$0**	**$0**	***$0***	***$0***	***$0***	***$0***	***$236,507***	***$660,223***	**$896,730**

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY 12-FY 21
Grand Total, Transportation Program	**$13,564,009**	**$20,026,043**	**$13,119,890**	**$12,965,482**	***$12,284,704***	***$10,621,439***	***$16,533,934***	***$18,978,163***	***$13,045,532***	***$13,695,818***	**$144,835,013**

Agenda Item #8

Staff Updates