



Transportation Commission

November 2, 2011





Agenda Item #2

Funding Update



Funding Update

- City Council:
 - Adopted recommendation of Transportation Commission to adopt bike share program.
 - Authorized staff to submit application for revenue sharing funds to rehabilitate Duke Street from N. Quaker Lane to S. Walker Street.
- Commonwealth Transportation Board:
 - City prepared letter of testimony to CTB on the current 6-Year Plan and the FY2013-18 Plan (being developed)
- Transportation Planning Board:
 - Received information on the Draft 2011 CLRP, and the Draft Air Quality Assessment.
 - Received report on “Street Smart” Pedestrian and Bicycle Safety Program

Funding Update

- WMATA:
 - Board held public hearings on proposals to change WMATA services in cost-neutral fashion.
 - Two proposed services include mid-day services from Bradlee Center to Parkfairfax; and extension of Route 28x to Mark Center.
 - Public hearing regarding Metrorail Station name changing on November 2, 2011.
- NVTC:
 - Agreed to Appoint Mr. Jim Dyke (an appointee of Gov. Jim McDonald) to the WMATA Board in January, 2012.
 - Gave NVTC director approval to sign amendment to the Master Agreement with DPRT which allows Commonwealth funds to flow to NVTC jurisdictions.

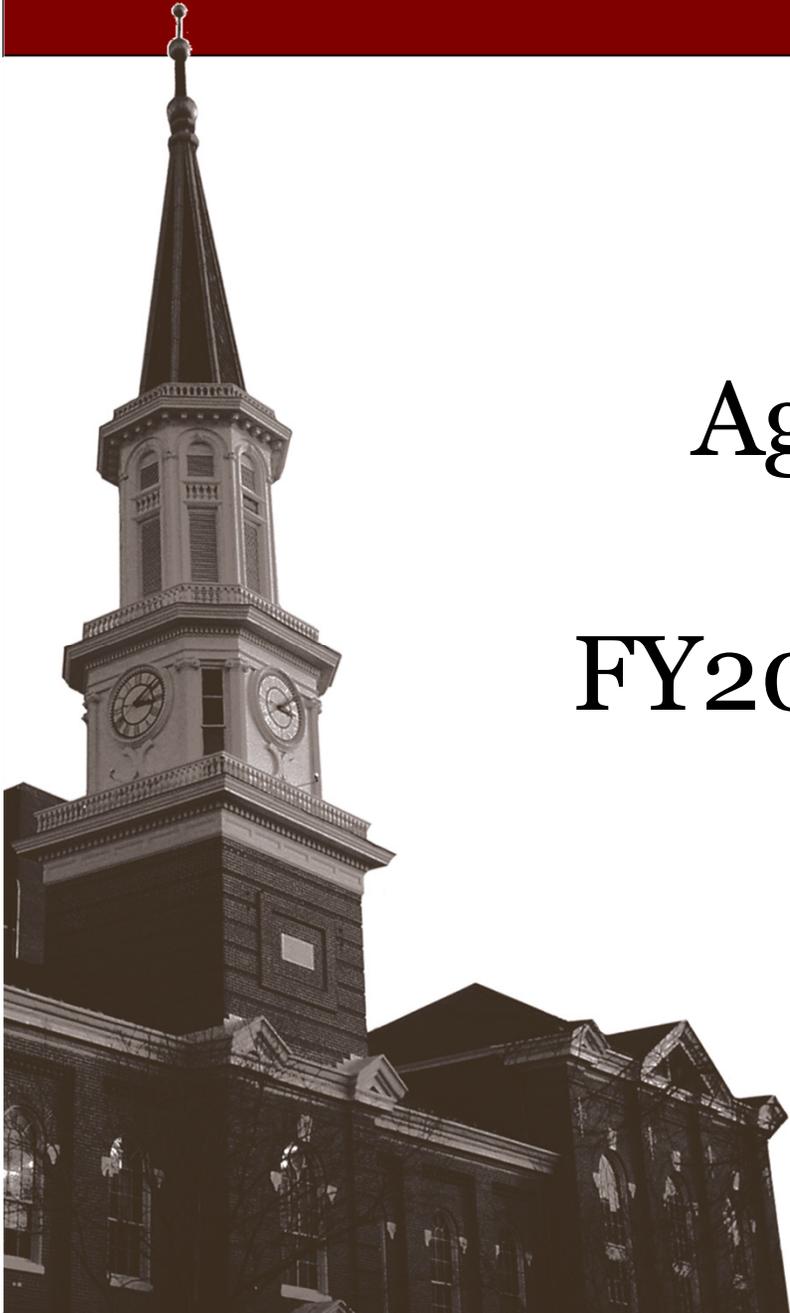
Funding Update

- NVTA:
 - Staff considered the proposed allocation plan for FY2013-FY2018 CMAQ and RSTP funds.
- Federal Funding Updates:
 - City was formally awarded \$800,000 of FTA Alternatives Analysis funds, to advance the Corridor C project.



Agenda Item #3

FY2013 CIP Proposal



DASH Bus Replacement

FUNDING SOURCE	Previous Allocation	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Urban Funds	\$3,656,000	\$670,000	\$1,955,000	\$400,000	\$0	\$0	\$0	\$0
¹ CMAQ/RSTP	\$4,300,000	\$1,300,000	\$1,950,000	\$2,660,000	\$2,030,000	\$2,080,000	\$2,820,000	\$2,160,000
City Funds	\$0	\$0	\$0	\$1,400,000	\$2,400,000	\$1,200,000	\$4,200,000	\$4,200,000
TOTAL	\$7,956,000	\$1,970,000	\$3,905,000	\$4,460,000	\$4,430,000	\$3,280,000	\$7,020,000	\$6,360,000
BUSES	² 12	3	6	6	6	5	11	10
DASH Replacement Schedule	-	7	6	8	9	3	6	10
Annual Deficit/Surplus	-	-4	0	-2	-3	+2	0	0
Overall Deficit/Surplus	-	-2	-2	-4	-7	-5	0	0

¹ FY 2013 - 2018 CMAQ/RSTP Funding plan recently approved by Transportation Commission/City Council. These funds will be programmed into the FY 2013 – 2022 CIP.

² Ten buses have already been ordered.

FY 2012-21 CIP Funding

Funding Category	Total FY 12-21
Potomac Yard Funding	\$275,000,000
¹ Non-City (CMAQ, Urban Funds, etc.)	\$20,845,000
² Expanded Transportation Funding - Reserved 2.2 Cents + Add. Cash Capital	\$93,210,000
Base CIP - WMATA	\$72,200,000
³ Base CIP - DASH Bus Repl. (City Funds)	\$24,000,000
Base CIP - Other	\$39,465,857
TOTAL TRANSPORTATION FUNDING	\$524,720,857

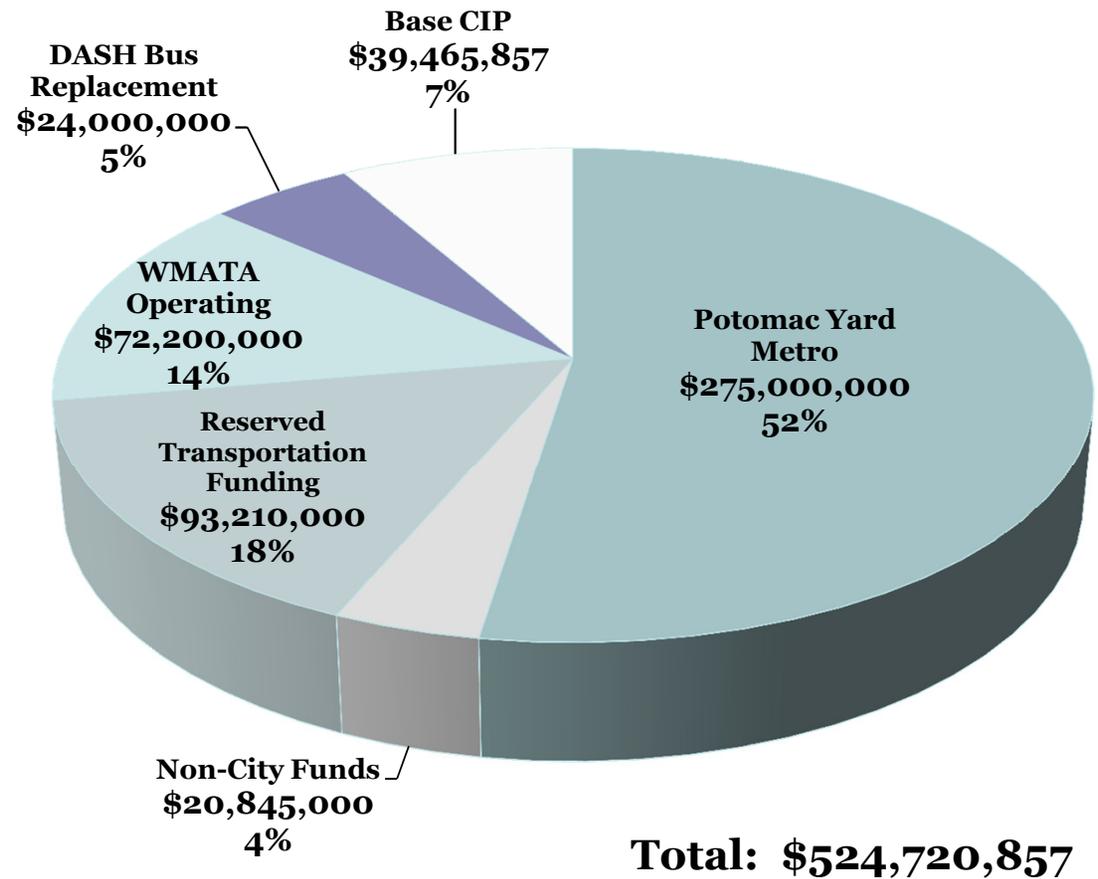
¹ Does not include Proposed FY 2013 - 2018 CMAQ/RSTP funding - was not included in the FY 2012 - 2021 CIP.

² This represents additional capital funding approved by City Council for expanded Transit and Transportation Infrastructure as part of the FY 2012 - 2021 CIP. It includes the reserved 2.2 cents on the base real estate tax rate, additional reserved cash capital for transportation, and GO Bonds backed by the 2.2 real estate tax rate.

³ This only includes City Funds used for the replacement of DASH buses.

Transportation CIP Funding FY 2012-21

Funding Category	Total
Potomac Yard Funding	52%
Expanded Transportation Funding - Reserved 2.2 Cents + Add. Cash Capital	18%
Base CIP – WMATA	14%
Base CIP - Other	7%
Base CIP - DASH Bus Replacement (City Funds)	5%
Non-City (CMAQ, Urban Funds, etc.)	4%



Base CIP (Other) Projects

FY 2012-2021

• ADA Access	\$100,000
• Street/Alley Reconstructions & Extensions	\$3,700,000
• Non-Motorized Transportation (Complete St.)	\$2,275,857
• Non-Motorized Transportation (Safety)	\$3,300,000
• Shared-Use Paths	\$1,180,000
• Fixed Transportation Equipment	\$10,600,000
• Retrofit Traffic Lights with LED Technology	\$250,000
• Hybrid Bus / Trolley Battery Packs	\$1,350,000
• Bridge Repairs	\$3,600,000
• Miscellaneous Undergrounding	\$860,000
• Madison & Montgomery Reconstruction	\$6,750,000
• Street Reconstructions TBD	\$5,500,000
TOTAL	\$39,465,857

Transportation Commission Guidance

- Maintain funding priorities/levels from FY 2012 Expanded Transportation Funding (\$93M over ten years)
- Limit funding adjustments within Expanded Transportation Funding and Base CIP (Other)
- Maintain funding for highest priorities set by Transportation Commission

FY 2013 CIP Proposal for Transportation Commission Consideration (as of 10/5/11)

- 1. Bus Shelters and Benches**
- 2. Shared Use Paths**
- 3. Non-Motorized Transportation Complete Streets**
- 4. Non-Motorized Transportation Safety**
- 5. Fixed Equipment**
- 6. Transportation Technologies**
- 7. DASH Buses**

1. Bus Shelters and Benches



- Funds for bus bench installation
- Bench installation is separate from the grant to install shelters



2. Shared Used Paths



- Requesting funds for path maintenance
- Special revenues and grants are used for enhancement of the network

3. Non-Motorized Transportation (Complete Streets)



- Requesting funds for spot improvements
- Capital funds for maintenance of sidewalks, curbs, gutters, crossings, and access ramps
- \$250,000 in FY 2013 for development of Complete Streets Design Guidelines
- Grants are used for new mobility enhancements

4. Non-Motorized Transportation (Safety)



- Requesting funds 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



5. Fixed Equipment



- Maintenance, upgrade, and replacement of signs, signals, and meters

6. Transportation Technologies



- Signal operations, traffic cameras, transit signal priority, queue jumps, real time transit information, and parking technologies

FY 2013 CIP Proposal for Transportation Commission Consideration (as of 10/5/11)

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- 2. Shared Use Paths**
- 3. Non-Motorized Transportation Complete Streets**
- 4. Non-Motorized Transportation Safety**
- 5. Fixed Equipment**
- 6. Transportation Technologies**
- 7. DASH Buses**

Process

- TC sub-committee review
- Public Hearing October 2011
- TC sub-committee review
- TC Recommendation to staff
- Winter- presentation of Budget to Council
- Spring- Public hearings, TC recommendation
- May- Budget adoption

THANK YOU

COMMENTS / QUESTIONS?



Agenda Item #4

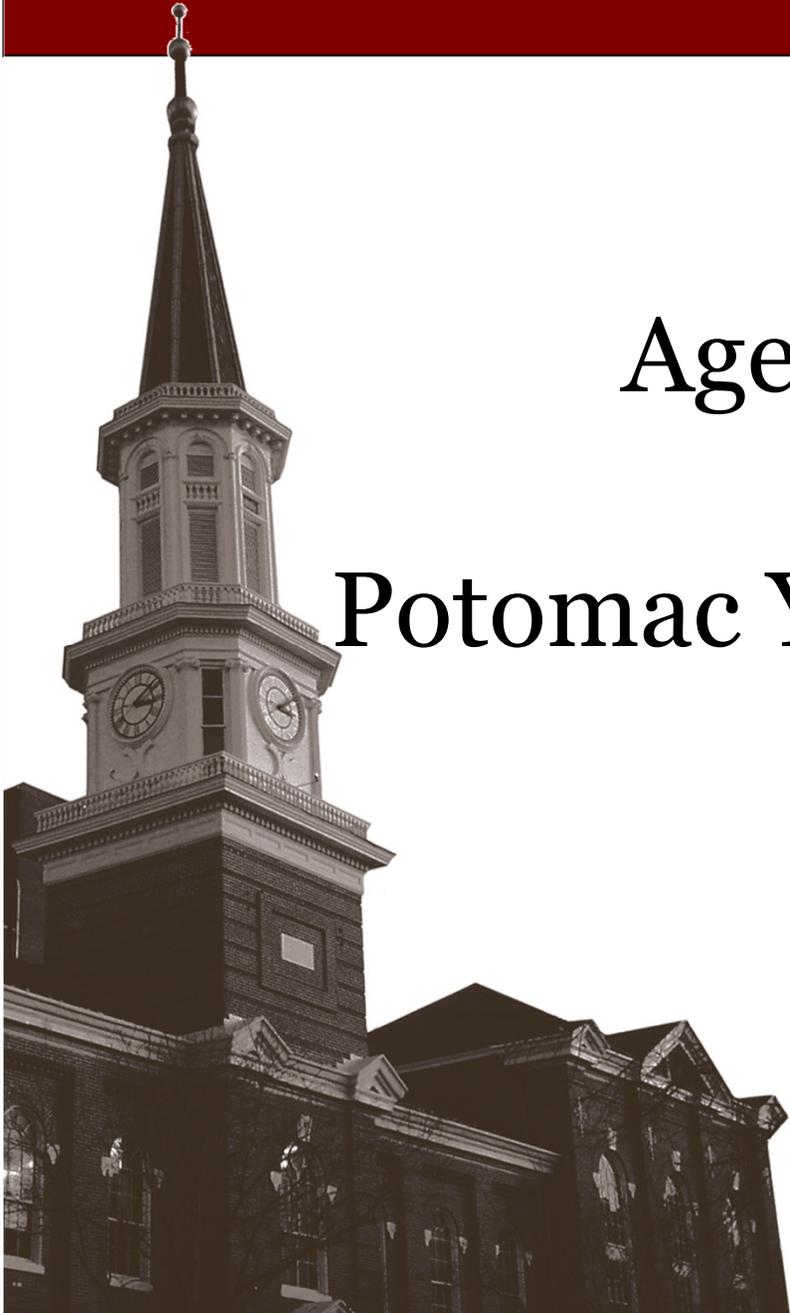
DASH Update





Agenda Item #5

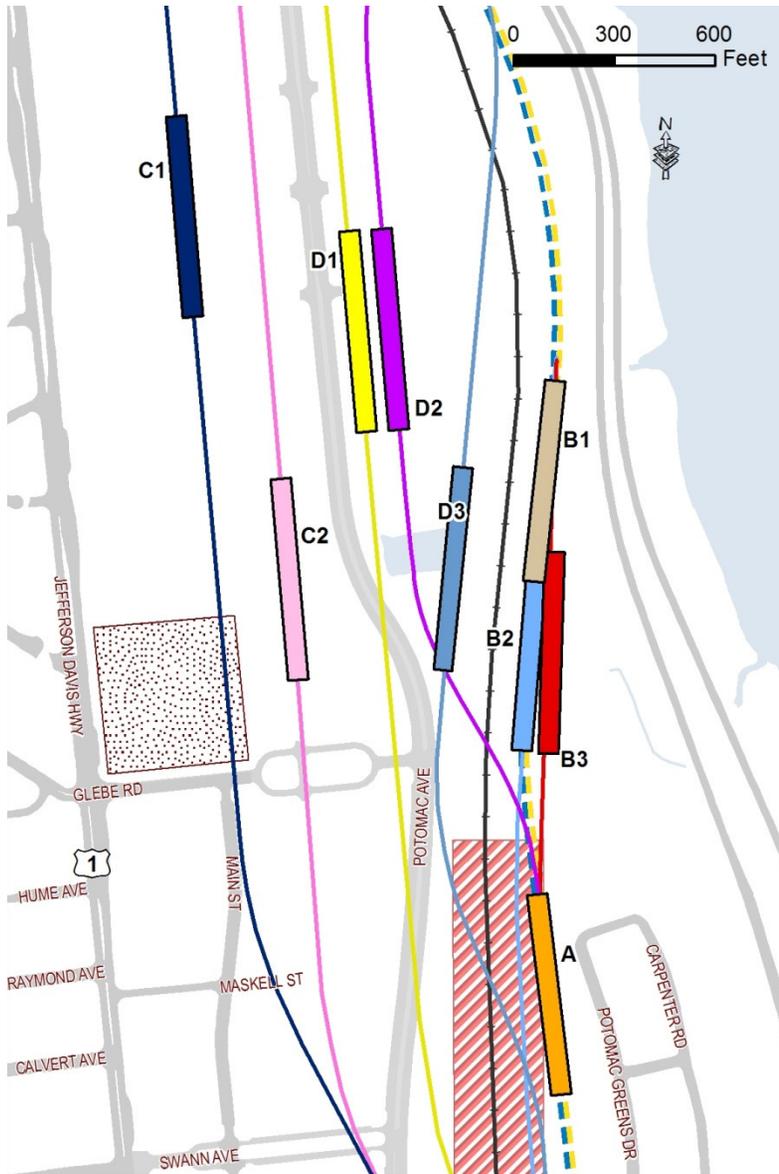
Potomac Yard Metro Station Update



Process to Date

1. Potomac Yard Metrorail Station Concept Development Study (February, 2010)
2. Scoping Process
 - a. Scoping Public Meeting – February, 2011
 - b. Draft Scoping Document – May, 2011
 - c. Final Scoping Document – June 2011
3. Potomac Yard Metrorail Implementation Working Group (PYMIG) established by City Council on June 28, 2011
4. First meeting of (PYMIG) – June 30, 2011 – Alternatives Scoping
4. Screening Document (October 2011)
5. Second meeting of PYMIG – October 26, 2011

Alternatives Identified During Scoping



Station Alternatives

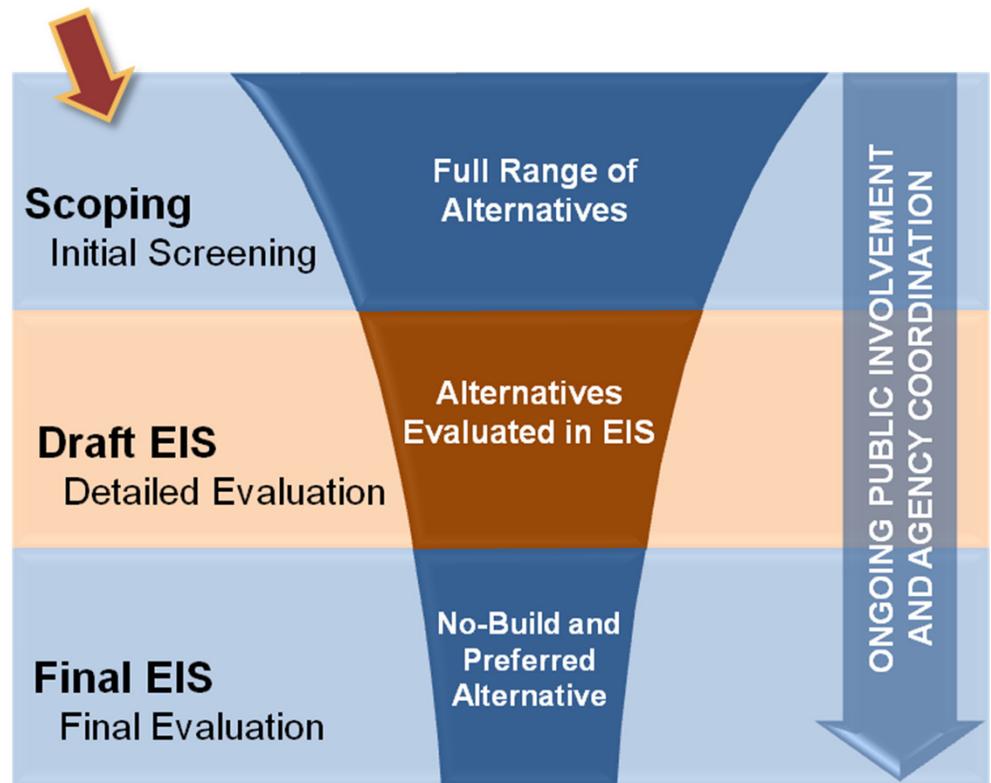
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|----------------|----------------------------|
| Alternative A | Alternative E1 |
| Alternative B1 | Alternative E2 |
| Alternative B2 | VRE Alternative |
| Alternative B3 | Parking Garage Alternative |
| Alternative C1 | Blue Line |
| Alternative C2 | Green Line |
| Alternative D1 | Orange Line |
| Alternative D2 | Yellow Line |
| Alternative D3 | CSX Railroad |

Source: City of Alexandria

POTOMAC YARD METRORAIL STATION EIS

Screening Criteria

- 1. Purpose and Need**
- 2. Consistency with Land Use and Development Plans**
- 3. Technical Feasibility**



Screening Criteria

Project Purpose and Need

Improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system

Does the station alternative:

- Provide new access to Metrorail?
- Serve population and employment growth?
- Accommodate travel demand and improve air quality?
- Enhance transportation and pedestrian safety?

Screening Criteria

Consistency with Land Use and Development Plans

Is the station alternative consistent with:

- *North Potomac Yard Small Area Plan?*
 - Supports redevelopment of retail center
 - Establishes a walkable urban environment

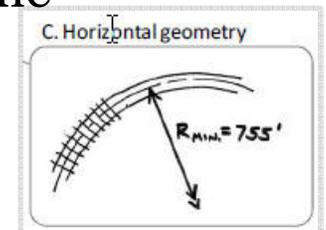
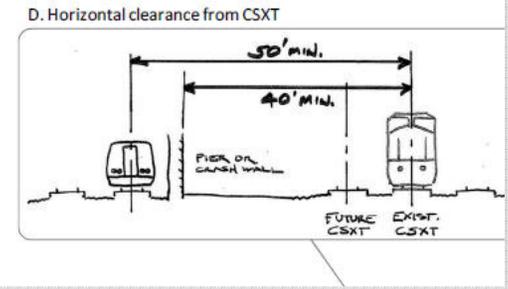
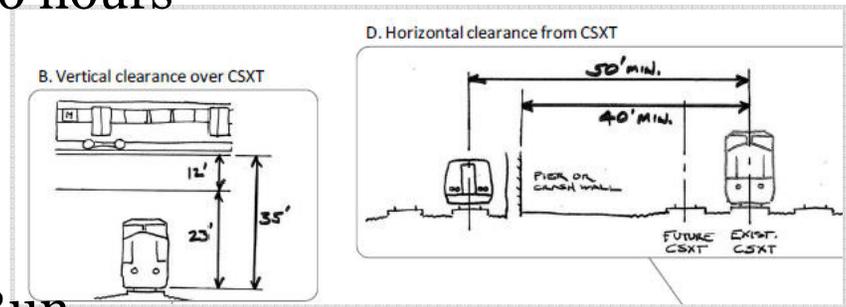
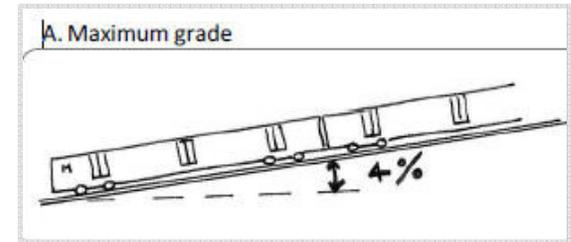
- *Potomac Yard Coordinated Development District (CDD #10) Concept Plan?*
 - Promotes mixed-use redevelopment
 - Focuses density on the Town Center

Screening Criteria

Technical Feasibility

Does the alternative comply with WMATA Design Policies and Standards?

- Metrorail out of service maximum of 76 hours
- Maximum grade of 4%
- Vertical clearance
 - 35 feet over CSXT
 - 25 feet under CSXT or Four Mile Run
- Horizontal geometry for 45 mph speed
- Horizontal clearance
 - 50 feet from at-grade Metro centerline to CSXT centerline
 - 40 feet from Metro bridge pier to centerline of CSXT when on structure



Screening of Build Alternatives

Build Alternatives from Scoping

A U	A G	A A
B1 U	B1 G	B1 A
B2 U	B2 G	B2 A
B3 U	B3 G	B3 A
C1 U	C1 G	C1 A
C2 U	C2 G	C2 A
D1 U	D1 G	D1 A
D2 U	D2 G	D2 A
D3 U	D3 G	D3 A
E1 U	E1 G	E1 A
E2 U	E2 G	E2 A
VRE Station		
Bus Alternative		
Parking Garage		

Consistency with Purpose and Need

A U	A G	A A
B1 U	B1 G	B1 A
B2 U	B2 G	B2 A
B3 U	B3 G	B3 A
C1 U	C1 G	C1 A
C2 U	C2 G	C2 A
D1 U	D1 G	D1 A
D2 U	D2 G	D2 A
D3 U	D3 G	D3 A
E1 U	E1 G	E1 A
E2 U	E2 G	E2 A
VRE Station		
Bus Alternative		
Parking Garage		

Consistency with Land Use and Development Plans

A U	A G	A A
B1 U	B1 G	B1 A
B2 U	B2 G	B2 A
B3 U	B3 G	B3 A
C1 U	C1 G	C1 A
C2 U	C2 G	C2 A
D1 U	D1 G	D1 A
D2 U	D2 G	D2 A
D3 U	D3 G	D3 A

Technical Feasibility

A U	A G	A A
B1 U	B1 G	B1 A
B2 U	B2 G	B2 A
B3 U	B3 G	B3 A
C1 U		C1 A
C2 U		C2 A
D1 U		D1 A
D2 U		D2 A
D3 U		D3 A

Alt U	Underground alternative	Alt A	Aerial alternative
Alt G	At-grade alternative	Alt X	Alternative screened out

Station Location Zones



LEGEND

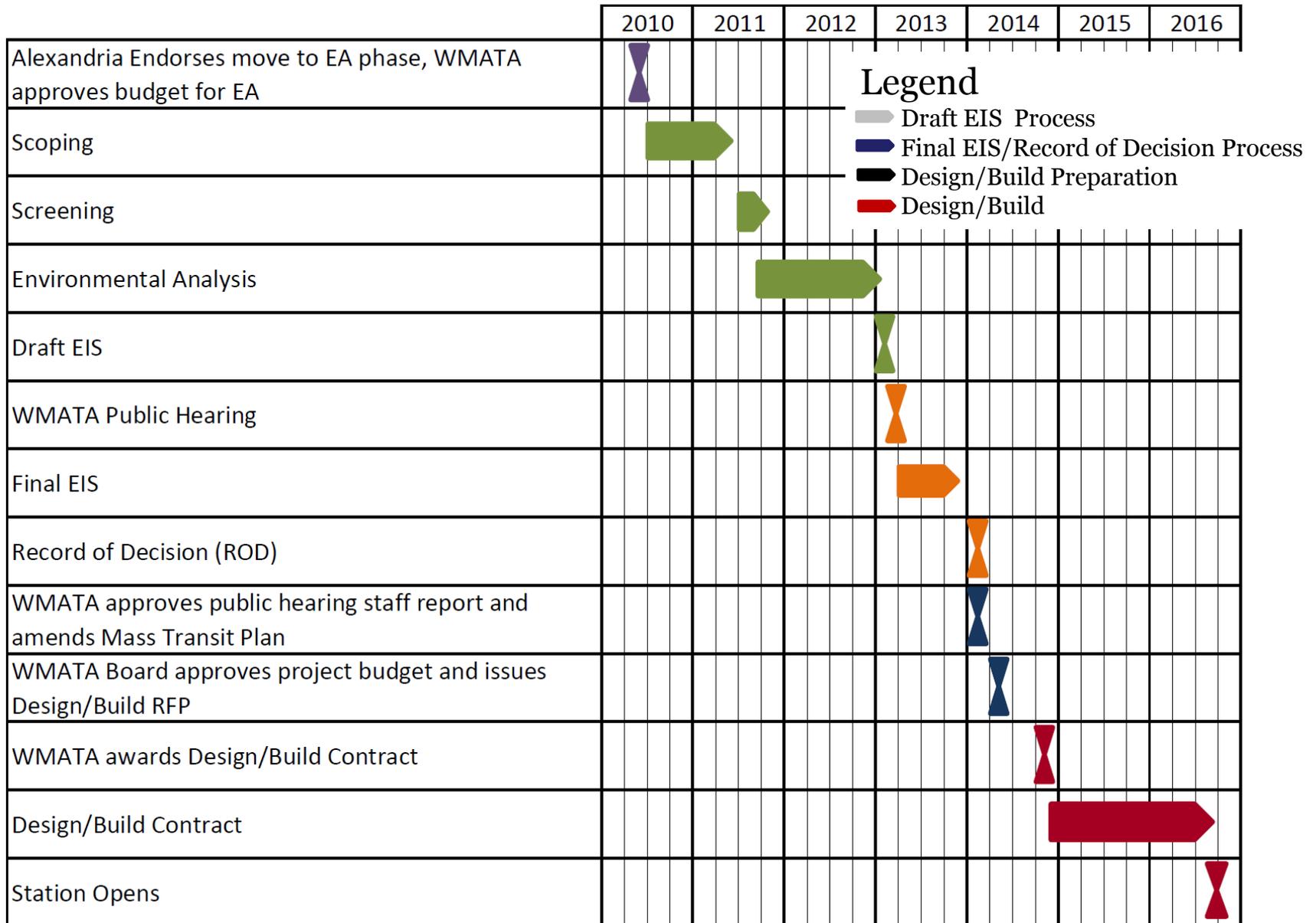
- Zone A
- Zone B
- Zone D
- Existing Metrorail Blue/Yellow Line
- CSX Railroad

Next Steps – Environmental Analysis

- Neighborhood and community resources
- Noise and vibration
- Historic and cultural resources
- Parks and parklands
- Water resources, wetlands, habitats, and climate change
- Air quality (including greenhouse gases)
- Real estate acquisitions and displacements



Potomac Yard Metro Timeline



THANK YOU

COMMENTS / QUESTIONS?



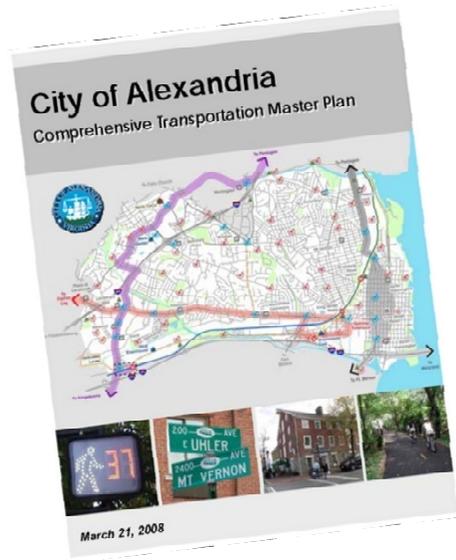
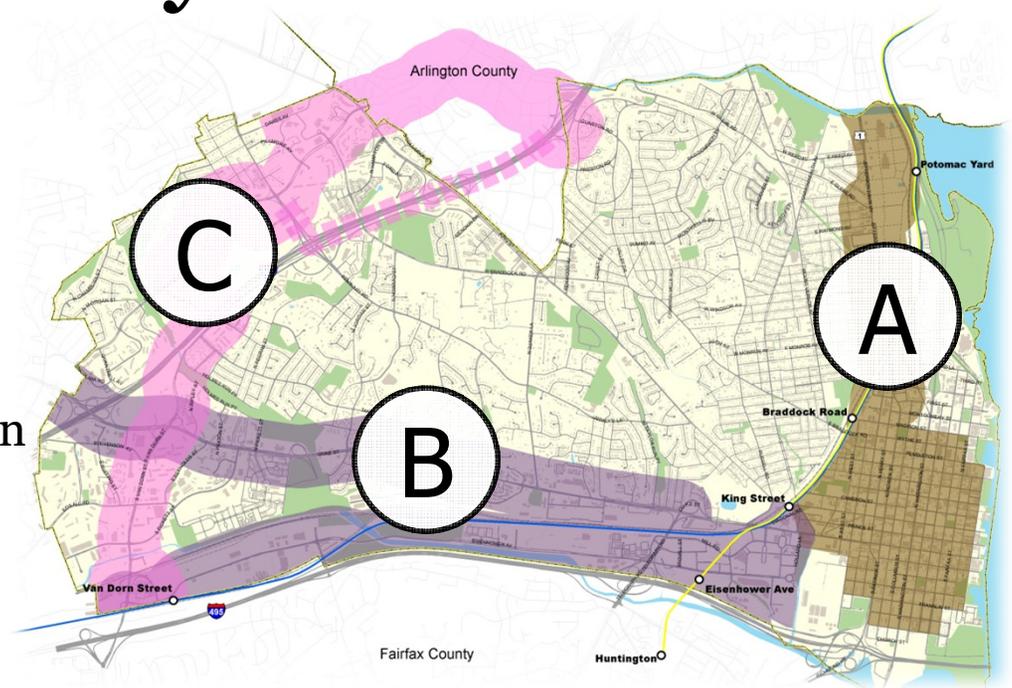
Agenda Item #6

Transitway Corridor Feasibility Study – Corridors A and B



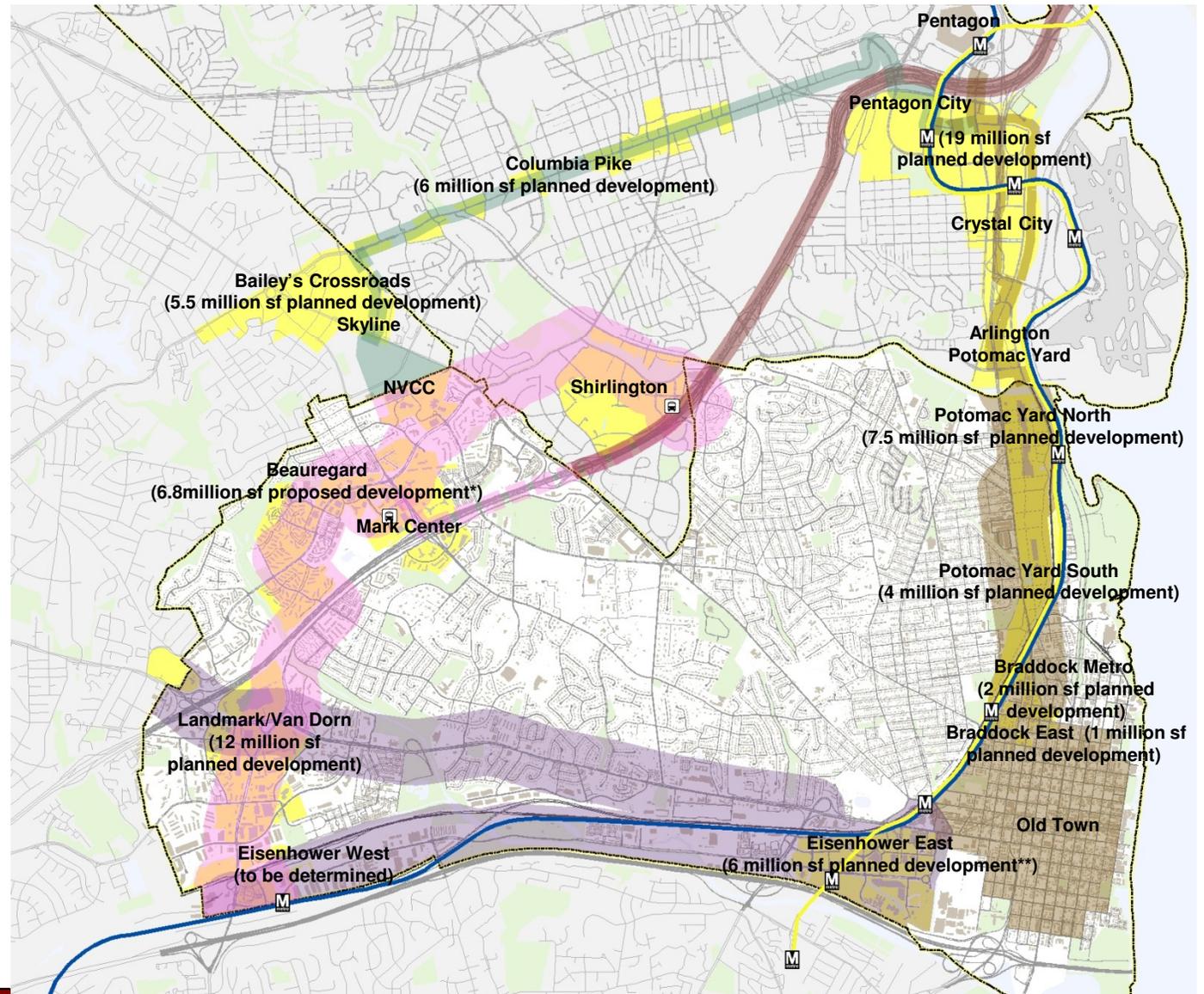
City Transitway Initiative

- **Transitways identified by Transportation Master Plan**
 - Corridor A: North-South
 - Corridor B: Duke/Eisenhower
 - Corridor C: Beauregard/Van Dorn



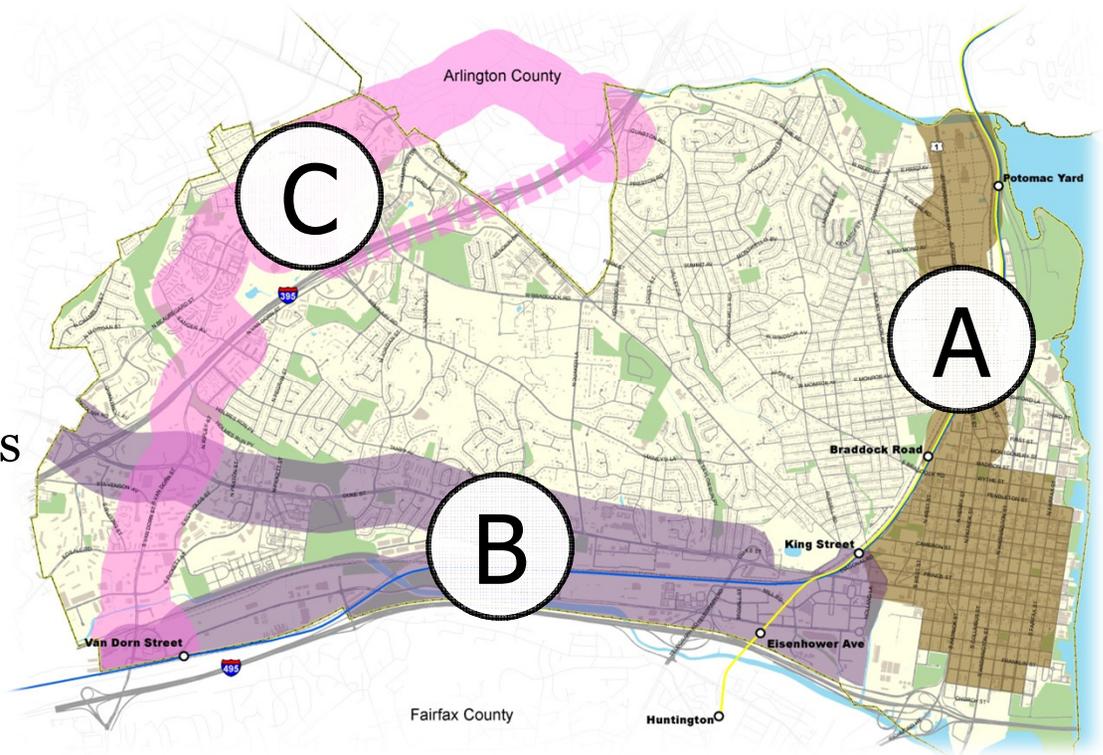
Land Use and Transportation Connectivity

- Beaugard corridor plan
- Braddock Metro & Braddock East plans
- Columbia Pike Initiative
- Crystal City plan
- Eisenhower East plan
- Eisenhower West area development
- Landmark/Van Dorn corridor plan
- Mark Center plan
- Metrorail Blue & Yellow lines
- NVCC Community College master plan
- Old Town
- Pentagon
- Pentagon City development
- Potomac Yard plans (Arlington and Alexandria)
- Shirlington



Objectives of this Planning Study

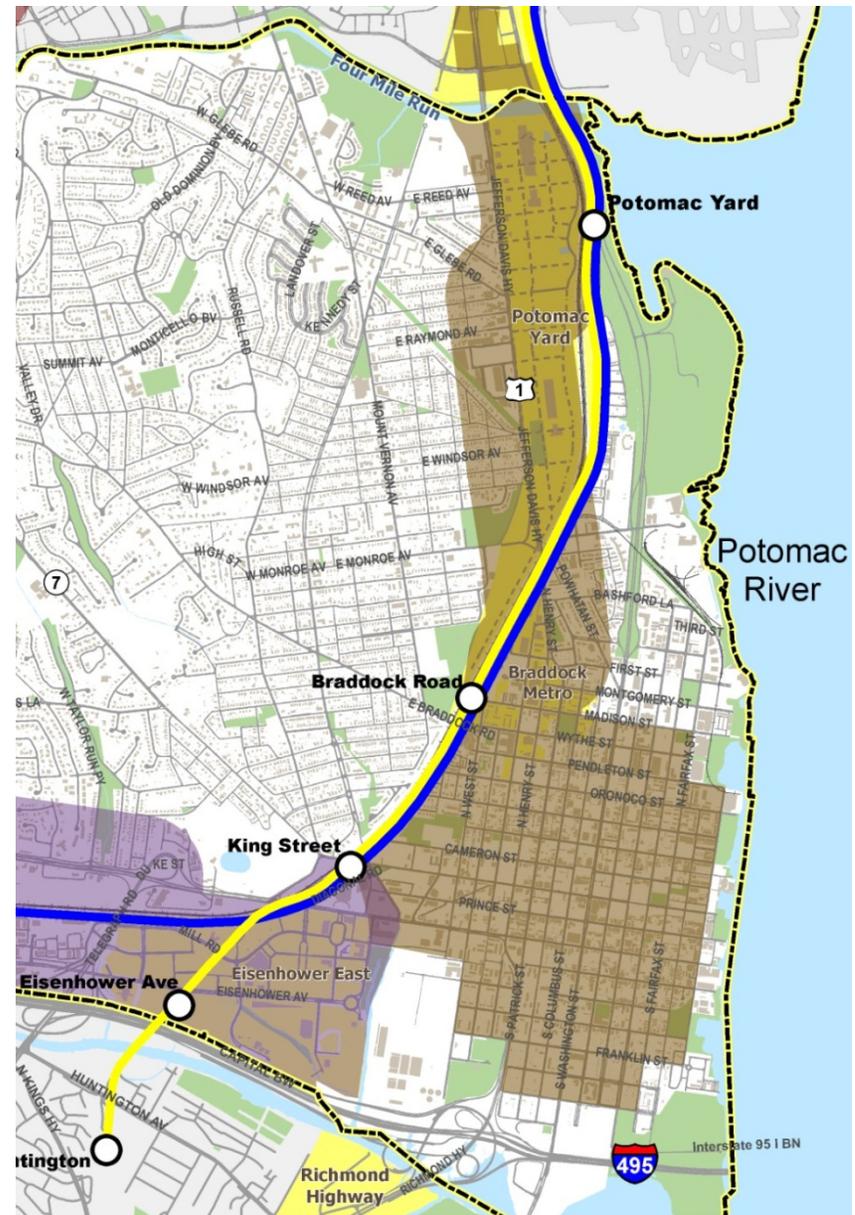
- For each transitway
 - General configuration
 - Preferred transit mode technology
 - Operating plan
 - Potential station locations
 - Action plan
(environmental documentation, funding levels/request, design, operations, governance, etc.)



CORRIDOR A (NORTH-SOUTH)

Corridor A: North-South

- Connects to Regional Activity Centers
- Major Destinations
 - Old Town
 - Potomac Yard
 - Pentagon
 - Crystal City
 - King Street Metrorail Station
 - Braddock Road Metrorail Station



North-South Transit Service

Legend

--- City of Alexandria Line

Metrorail

Yellow Line

Blue Line

Bus

DASH Bus

Metrobus

Metrobus REX

0 0.25 0.5 Miles



Existing Area Transit Ridership

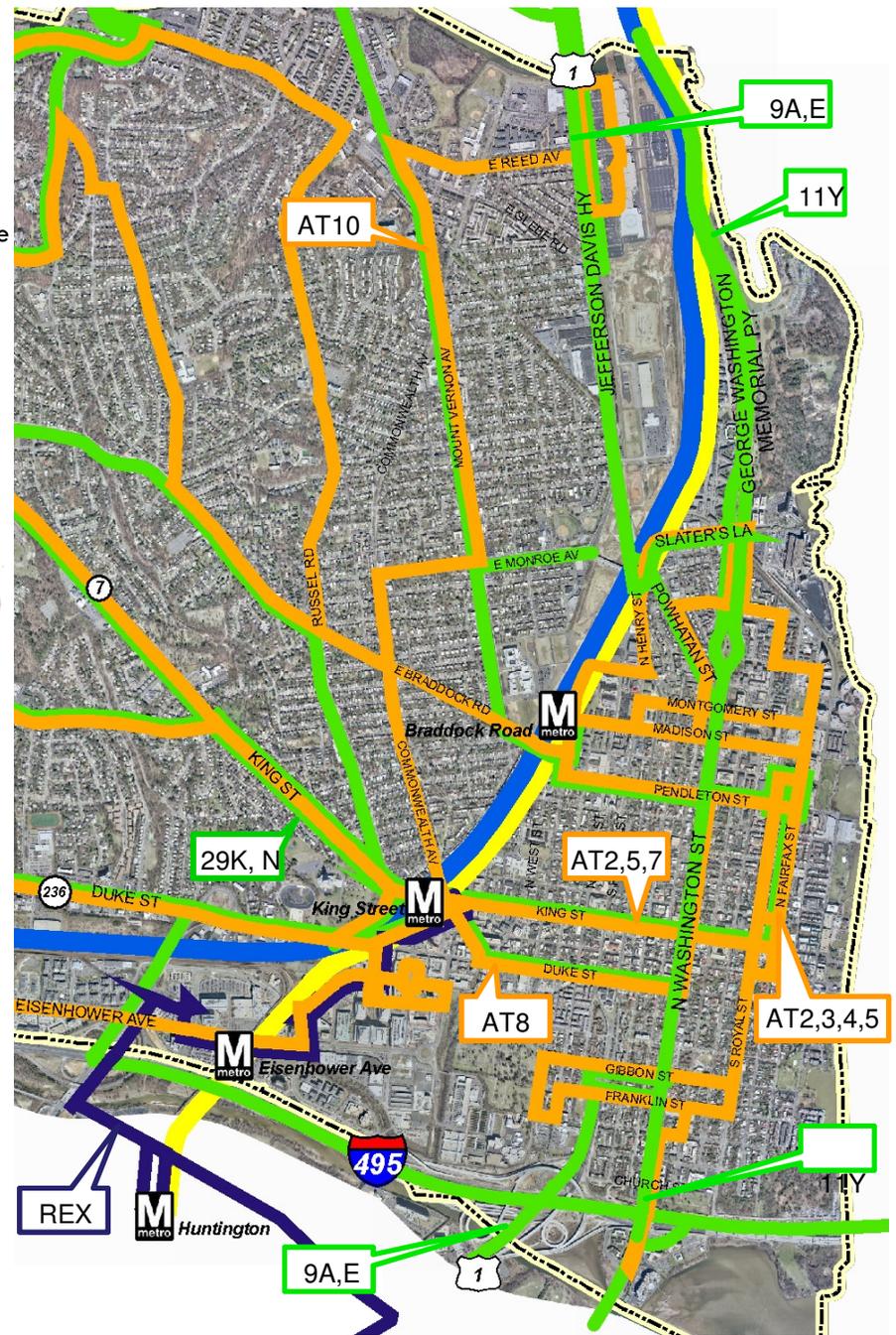
Average Weekday Metrorail Ridership: 58,400

Average Weekday VRE Ridership: 650 (approx.)

Average Weekday Bus Ridership

- Routes AT2 (King St, Fairfax St, others): 2,035
- Routes AT3 (Washington St, Royal/Fairfax, Pendleton St, others): 976
- Route AT4 (N. Fairfax St, others): 912
- Route AT5 (King St, Fairfax St, Madison/Montgomery, others): 2,063
- Route AT7 (King, Payne/Royal, Eisenhower Ave): 1,015
- Route AT8 (Duke St, Royal St): 2,628
- Route AT 10 (Commonwealth Ave, Mt Vernon Ave, others): 731
- Metrobus Route 9A-E (Washington St, Jefferson Davis Hwy): 1,788
- Metrobus Route 11Y (Washington St, George Washington Pkwy): 378
- Metrobus Routes 29K,N (Duke St, others): 2,272
- Metrobus REX (Eisenhower Ave, Telegraph Rd): 3,685

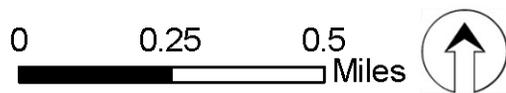
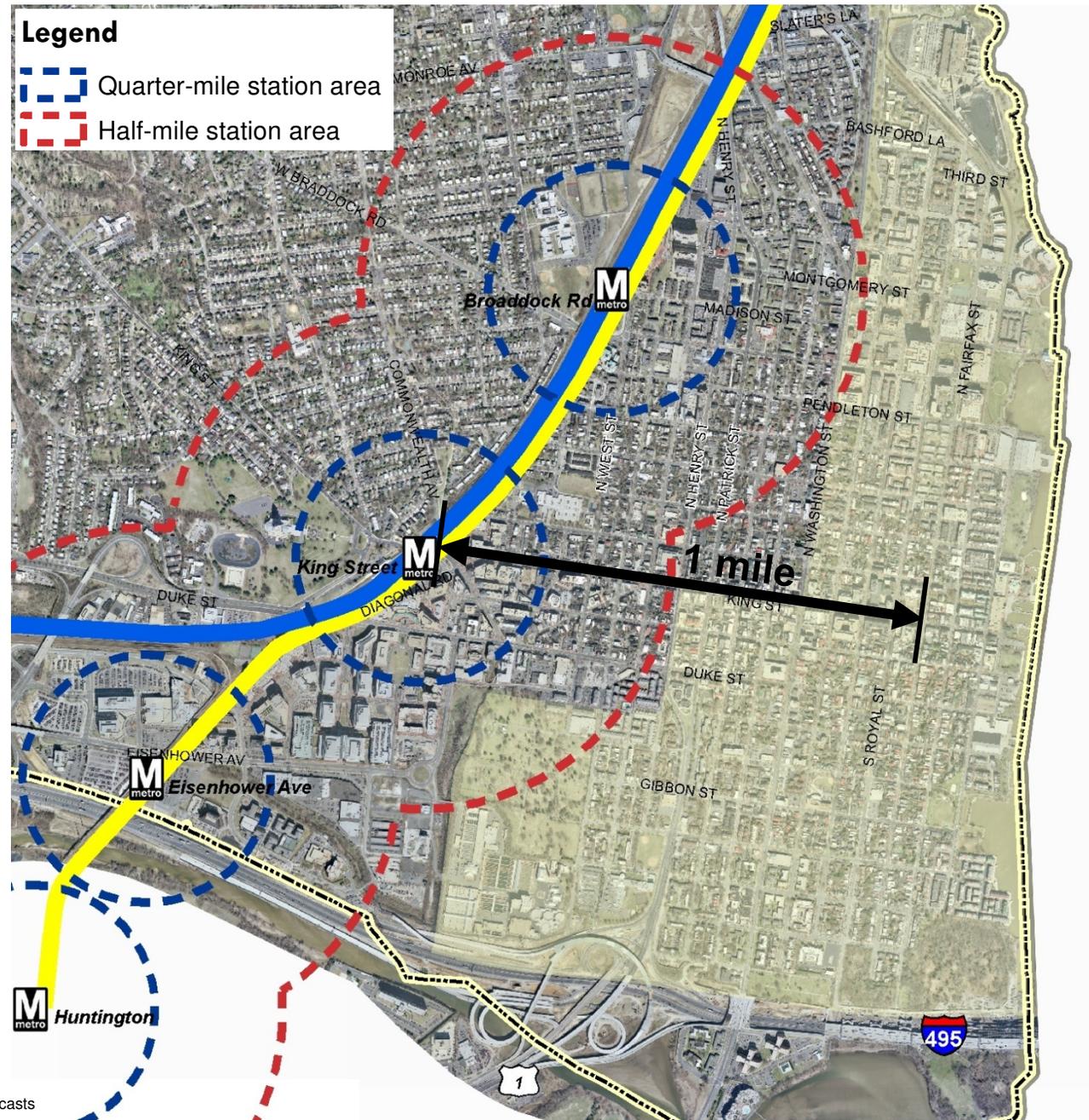
DASH ridership 2011, WMATA ridership 2009, VRE ridership 2010



2010 Land Use

Area that does not have a high-capacity transit station within 1/2 mile:

- 6,100 households (60% of “Old Town” total)
- 10,800 people (55% of “Old Town” total)
- 21,000 total employees (48% of “Old Town” total)
- 5,400 retail employees (60% of “Old Town” total)
- 12,300 office employees (44% of “Old Town” total)



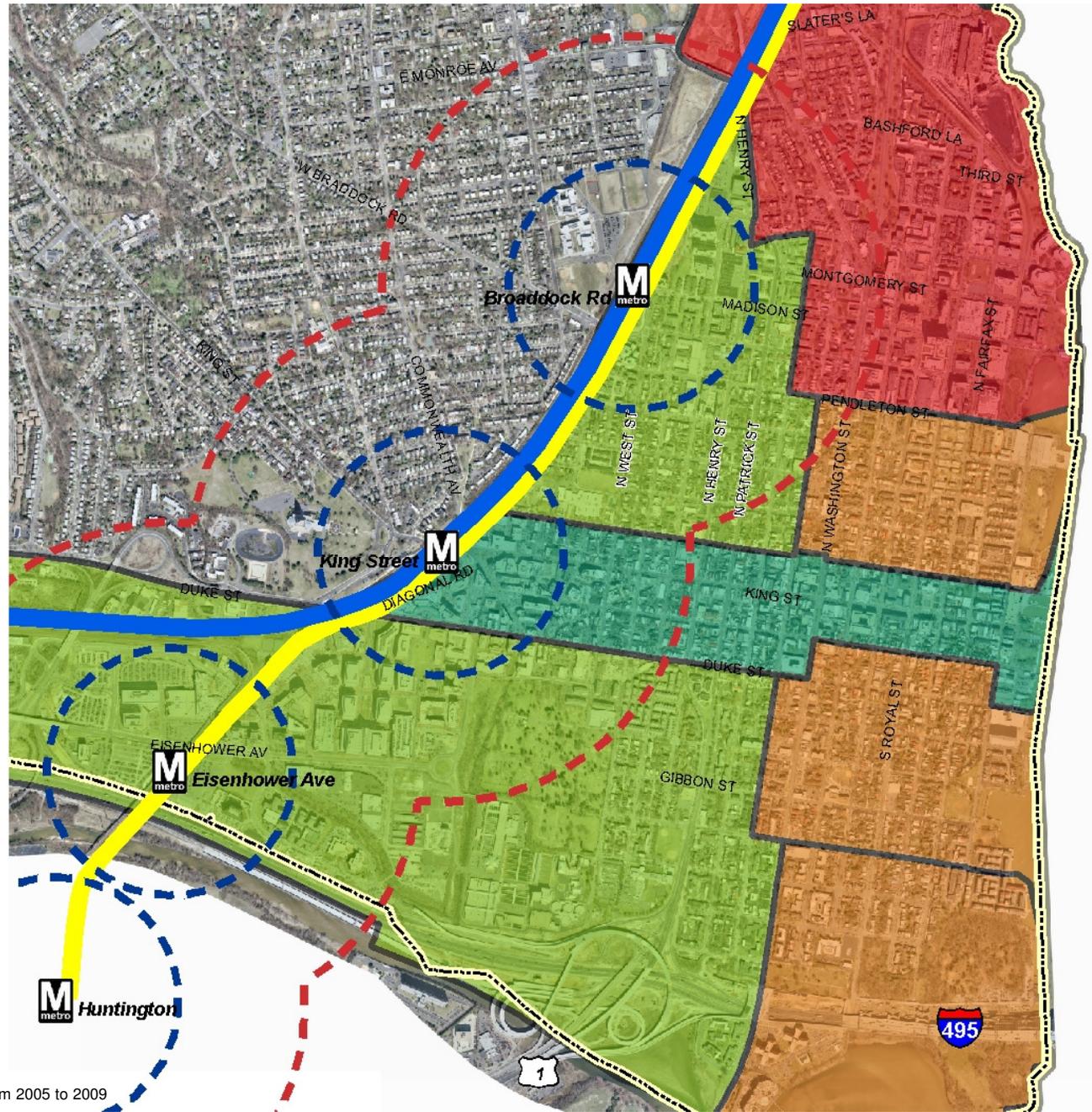
Source: Metropolitan Washington Council of Governments Round 8 Forecasts

Mode Choice

Legend

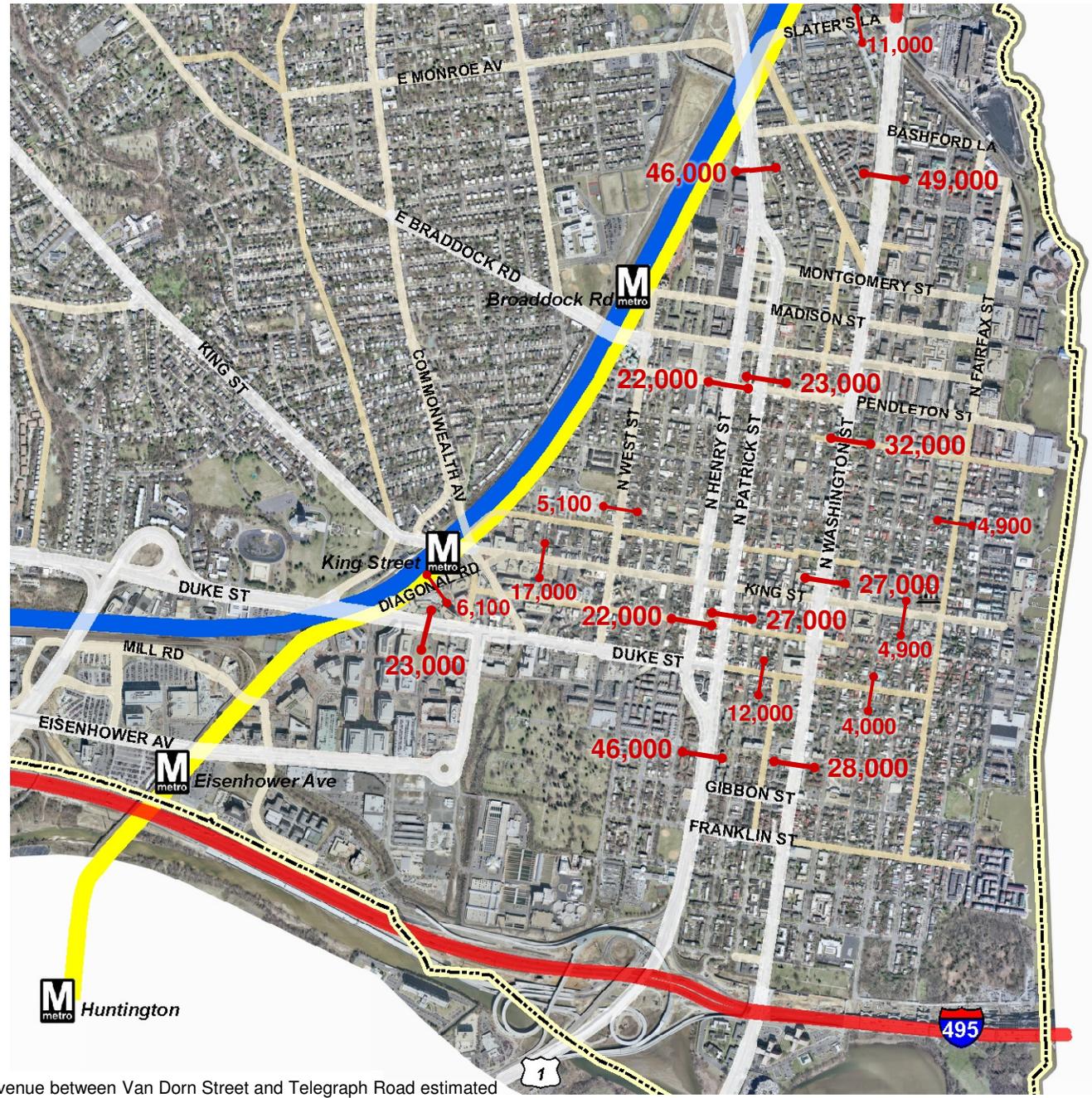
Residents who Drove Alone to Work

- Up to 35 Percent
- 35 to 45 Percent
- 45 to 55 Percent
- 55 to 65 Percent
- Greater than 65 Percent
- Quarter-mile station area
- Half-mile station area

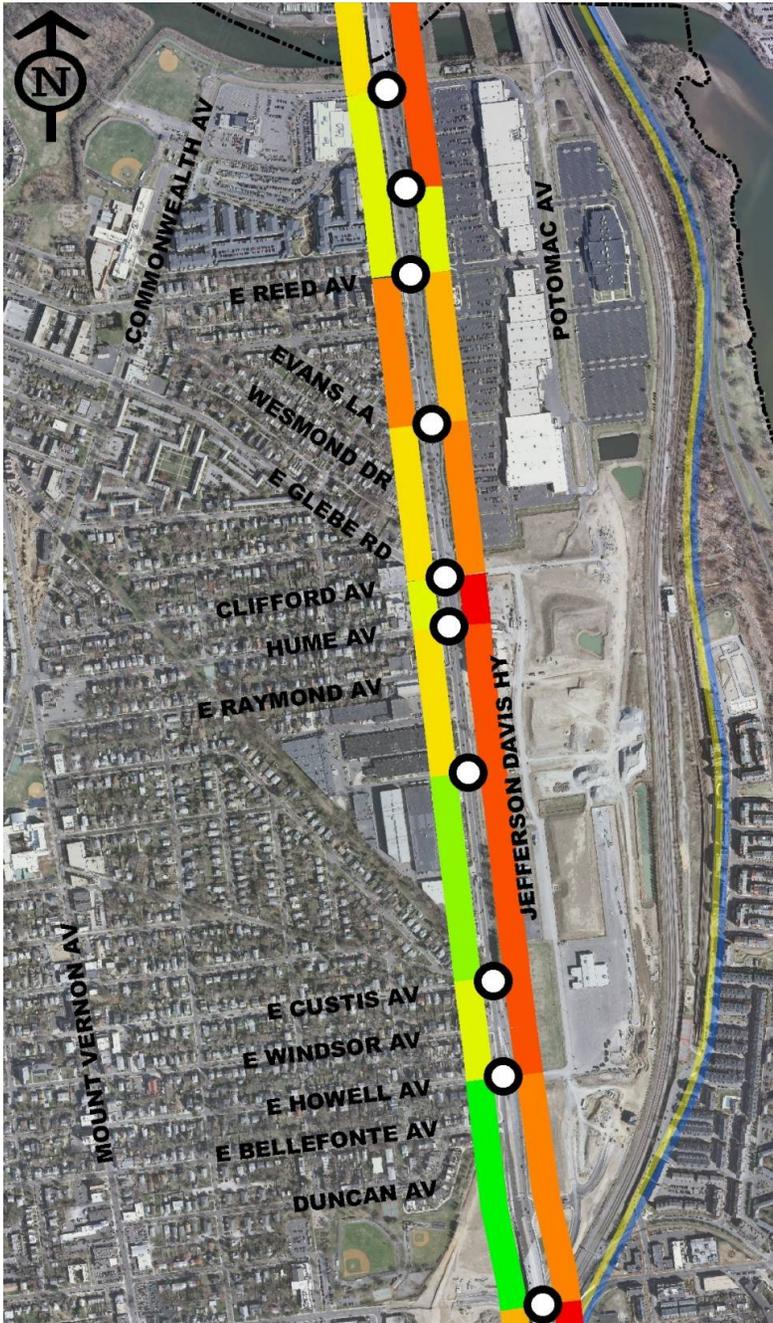


Source: United States Census America Community Survey Results from 2005 to 2009

Daily Traffic Volumes



Source: 2009 VDOT AADT, *Daily traffic on Eisenhower Avenue between Van Dorn Street and Telegraph Road estimated



Route 1 - Arlington to Monroe Avenue Bridge

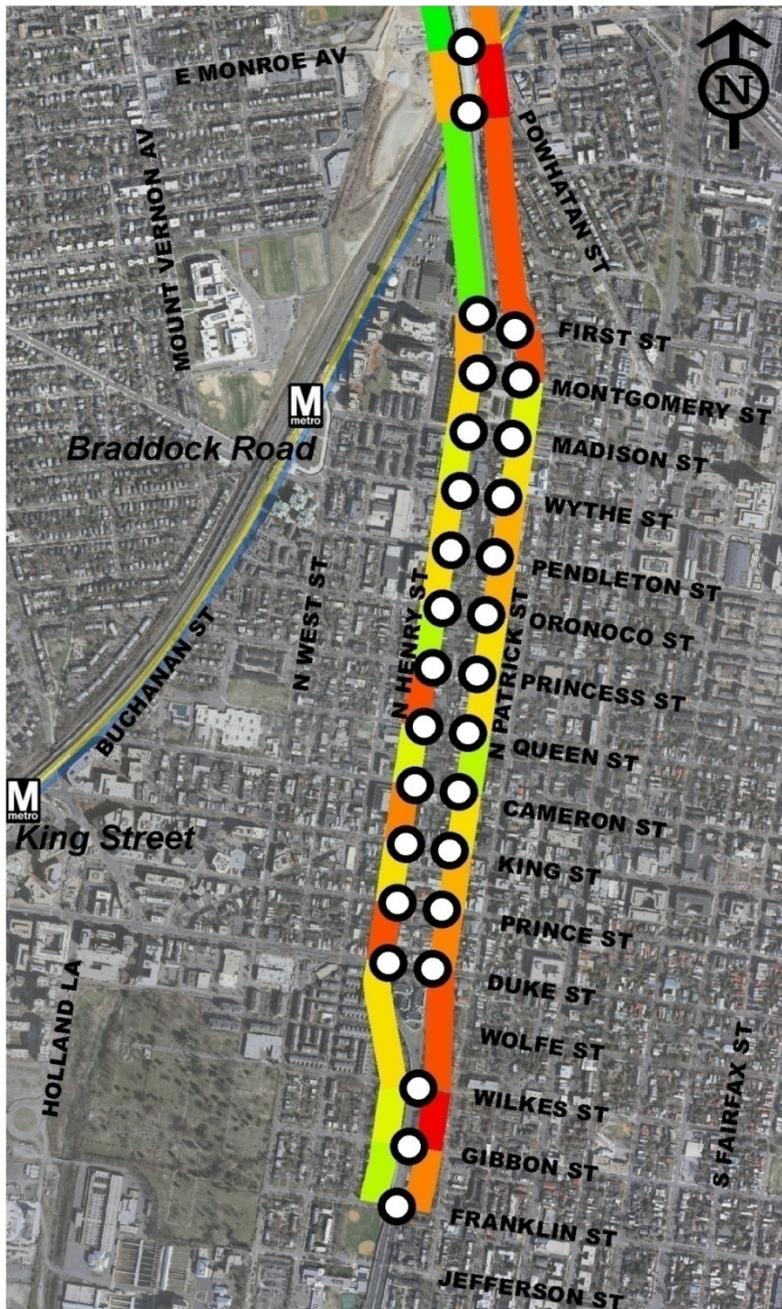
A.M. Peak Period Travel Time

- Distance: 1.6 miles
 - Northbound: 12 minutes
 - Southbound: 4 minutes

Legend

- / Signalized Intersection
- Corridor Travel Speed Range
- Low (less than 20 mph)
- Moderate
- High (greater than 25 mph)

Data Collected: Fall 2010



Route 1 - Monroe Avenue Bridge to Franklin Street A.M. Peak Period Travel Time

- Distance: 1.7 miles
 - Northbound: 7 minutes
 - Southbound: 5 minutes

Legend

- / Signalized Intersection
- Corridor Travel Speed Range
- Red: Low (less than 20 mph)
- Yellow: Moderate
- Green: High (greater than 25 mph)

Data Collected: Fall 2010



Route 1 - Arlington to Monroe Avenue Bridge

P.M. Peak Period Travel Time

- Distance: 1.6 miles
 - Northbound: 6 minutes
 - Southbound: 5 minutes

Legend

- / Signalized Intersection
- Corridor Travel Speed Range
- Low (less than 20 mph)
- Moderate
- High (greater than 25 mph)

Data Collected: Fall 2010



Route 1 - Monroe Avenue Bridge to Franklin Street P.M. Peak Period Travel Time

- Distance: 1.6 miles
 - Northbound: 5 minutes
 - Southbound: 25 minutes

Legend

- / Signalized Intersection
- Corridor Travel Speed Range
- Low (less than 20 mph)
- Moderate
- High (greater than 25 mph)

Data Collected: Fall 2010

Washington Street –Montgomery Street to Franklin Street

A.M. Peak Period Travel Time

Distance: 1.1 miles

Northbound (GP lane): 10 minutes

Northbound (HOV lane): 7 minutes

P.M. Peak Period Travel Time

Distance: 1.1 miles

Southbound (GP lane): 8 minutes

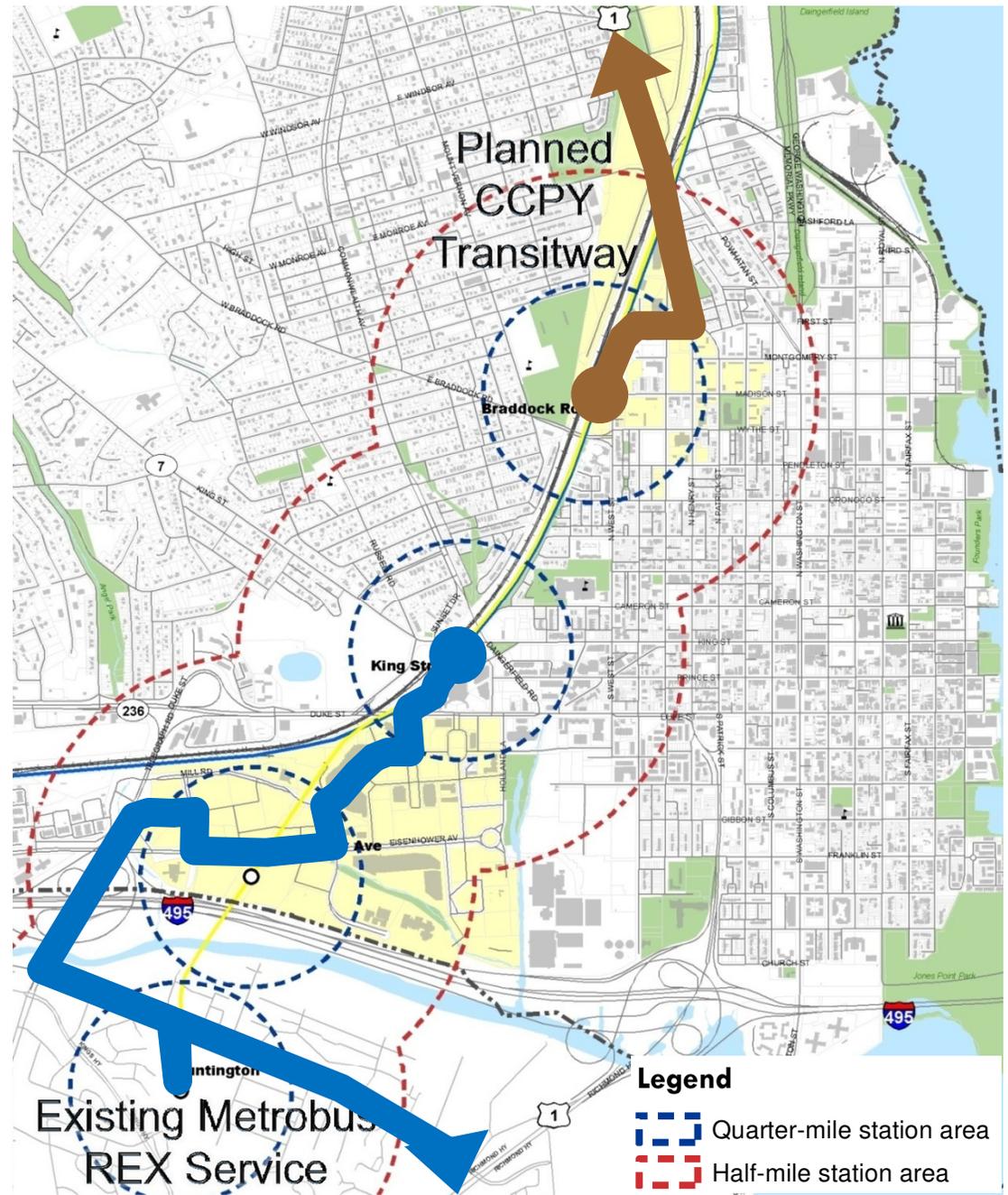
Southbound (HOV lane): 7 minutes

Data Collected: Fall 2011

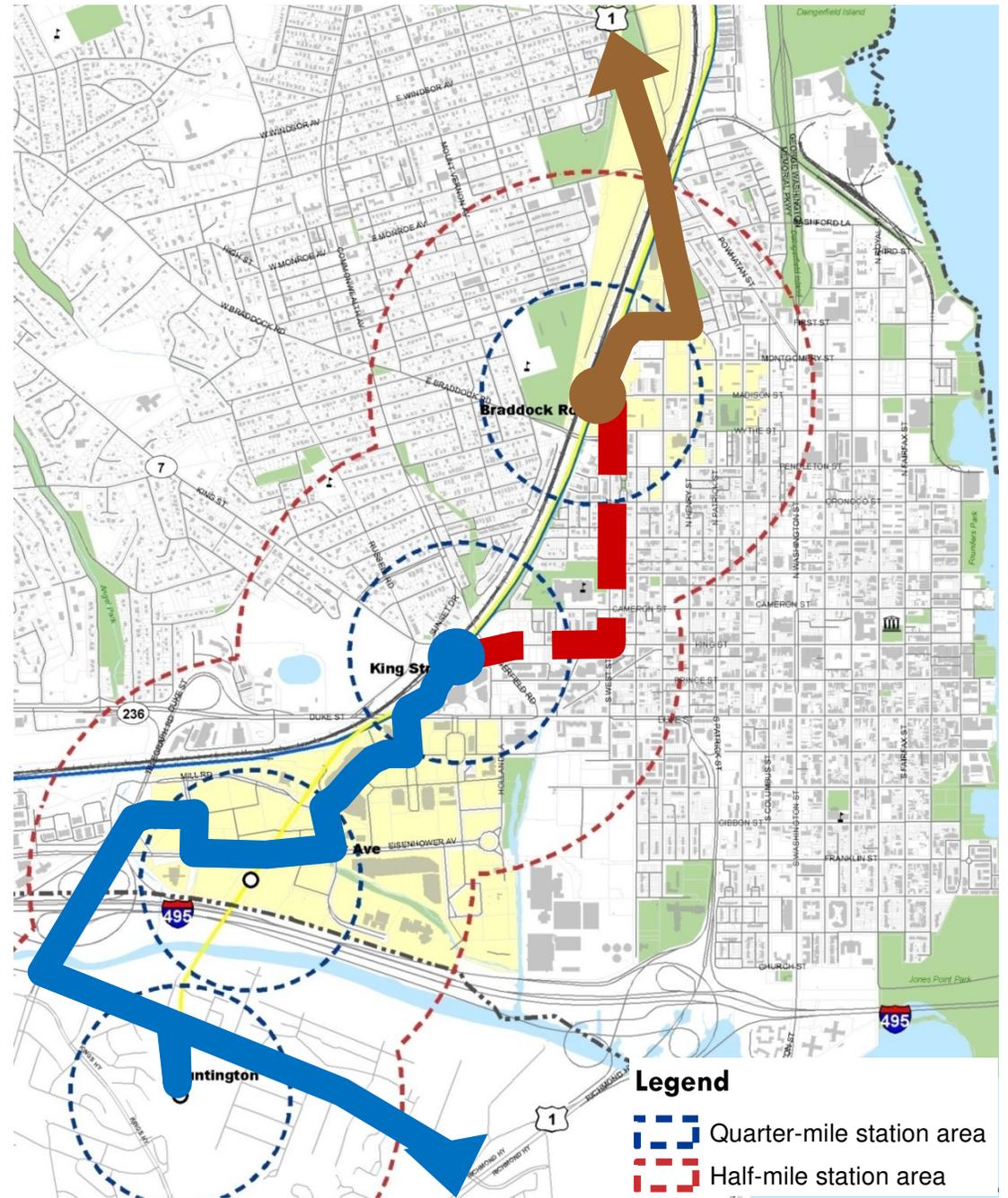
Preliminary Comments

- **Concerns:**
 - Existing traffic volumes
 - Streetscapes
 - Maintain on-street parking
 - Route 1 Sidewalks too narrow for transit users
 - Old Town already has high transit usage
 - What will transit in Corridor A accomplish?
 - There has never been a scheduled transit route along US Route 1 in Old Town
 - A significant amount of traffic through Old Town comes to and from Maryland

Corridor A Existing and Planned High-Capacity Transit



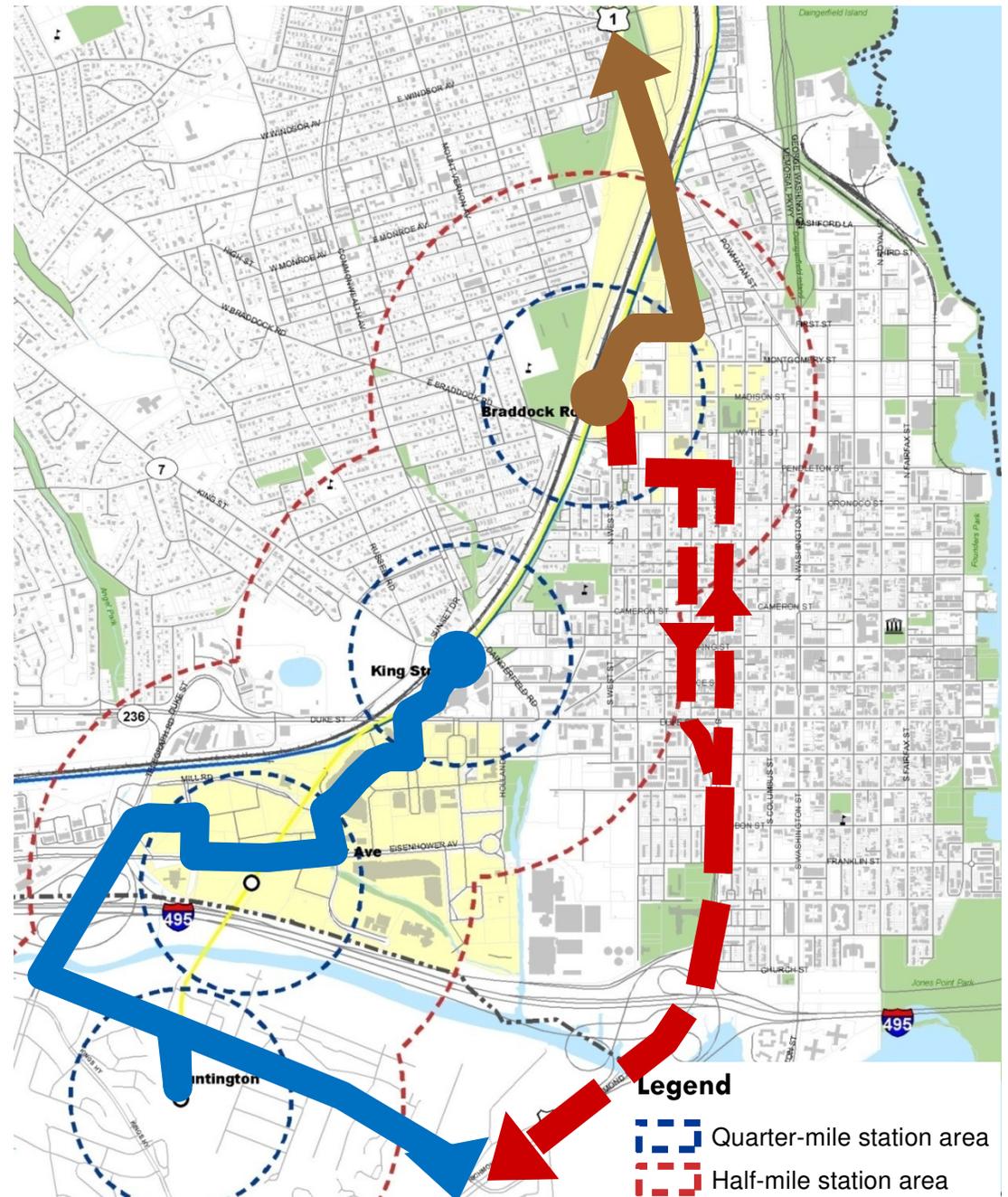
West Street



Patrick and Henry Streets

Starter Options

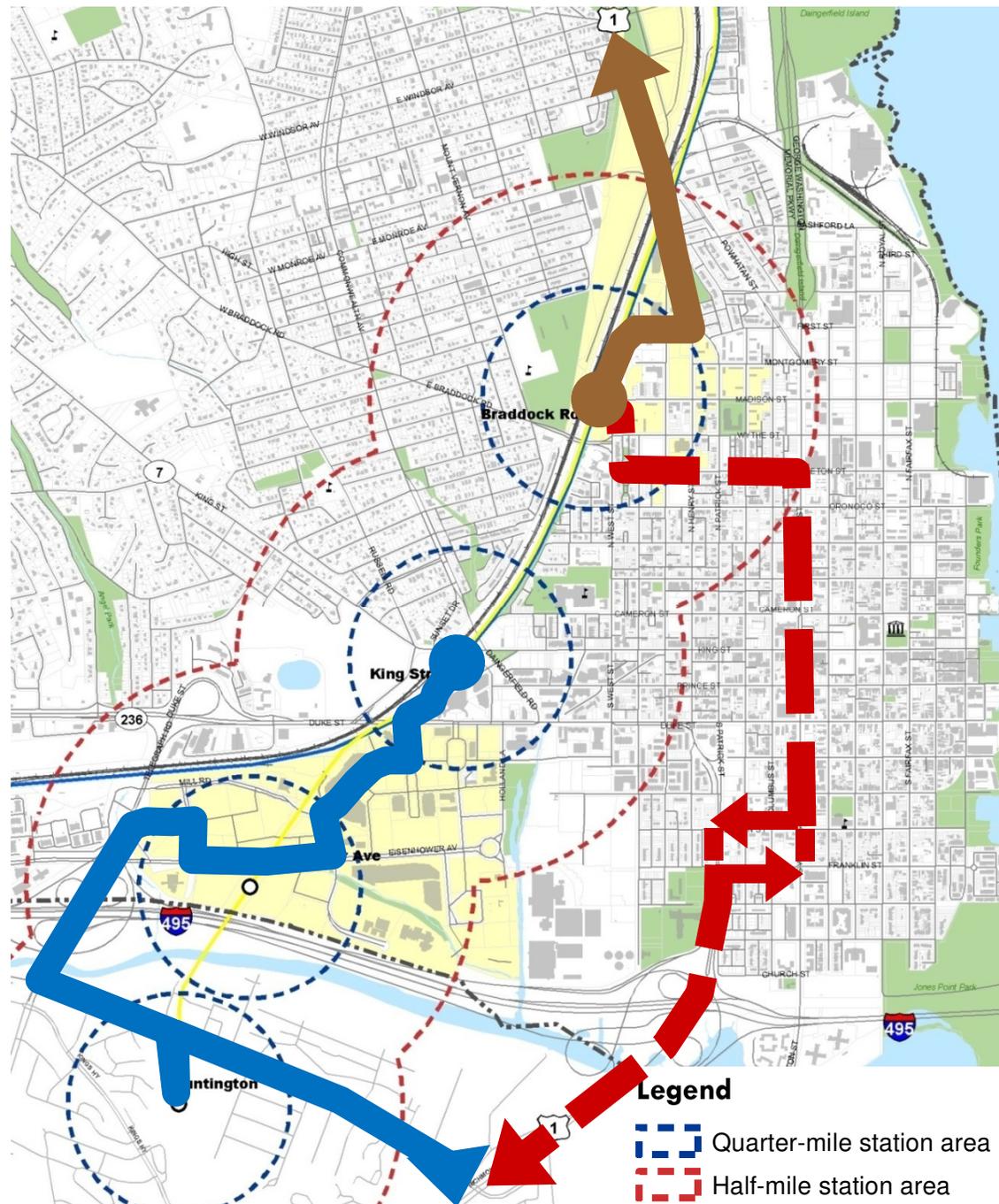
- CCPY (Route 9X) Extension
- REX Extension/Spur
- Convert HOV lane to HOV 3+ and transit
- Convert HOV lane to transit only



Washington Street

Starter Options

- CCPY (Route 9X) Extension
- REX Extension/Spur
- Convert HOV lane to HOV 3+ and transit
- Convert HOV lane to transit only

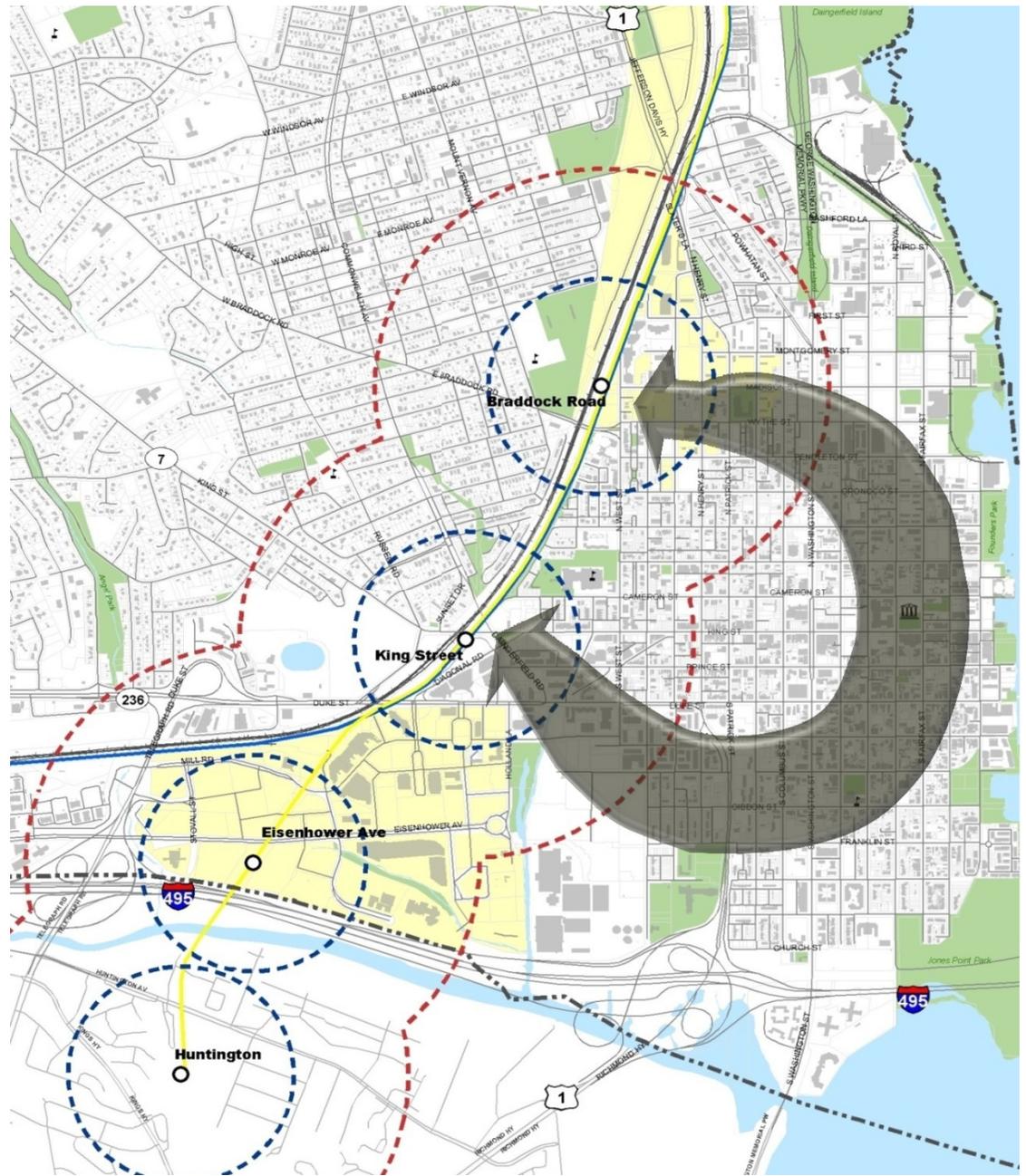


Comments heard at September 15 CWG Meeting

- What are we trying to achieve?
- Don't do anything
- Extend Yellow line to Fort Belvoir
- Don't focus on accommodating regional traffic
- Develop a circulator in Old Town
- Don't impact historic character of Old Town
- Look at ways to get people to use Metro
- Prefer Washington Street over Route 1

Circulator Concept

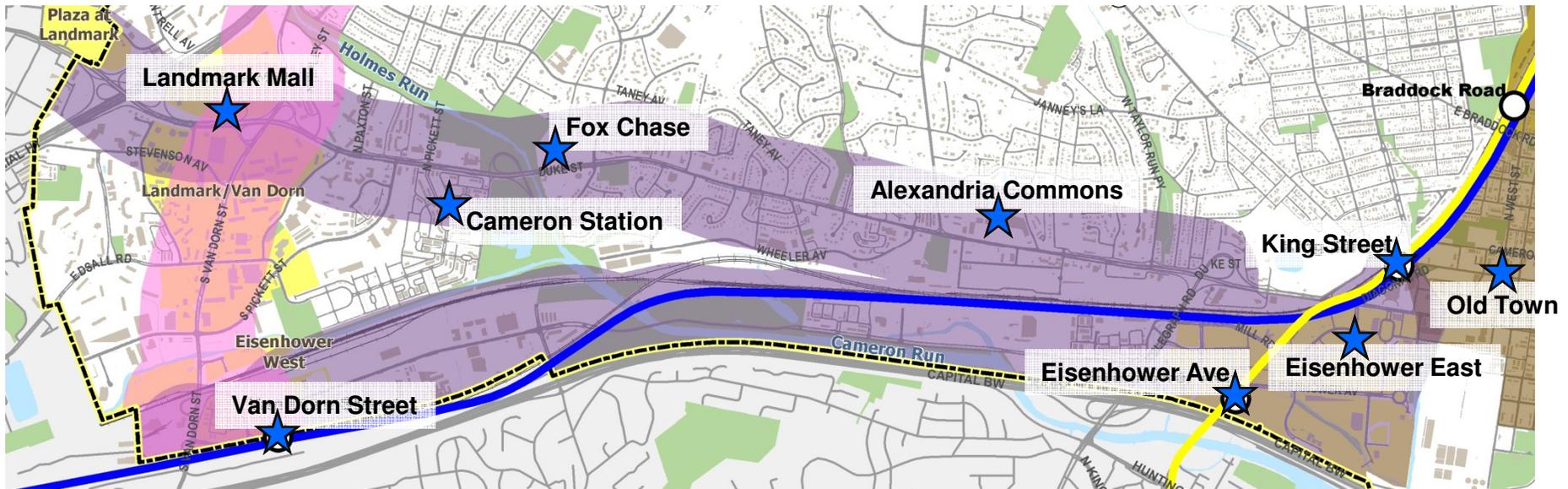
To be studied as part of the DASH Comprehensive Operational Analysis



Corridor A Next Steps

- Review concepts and public input
- Prepare Technical Memorandum
- CWG Meeting in December

CORRIDOR B (DUKE STREET)



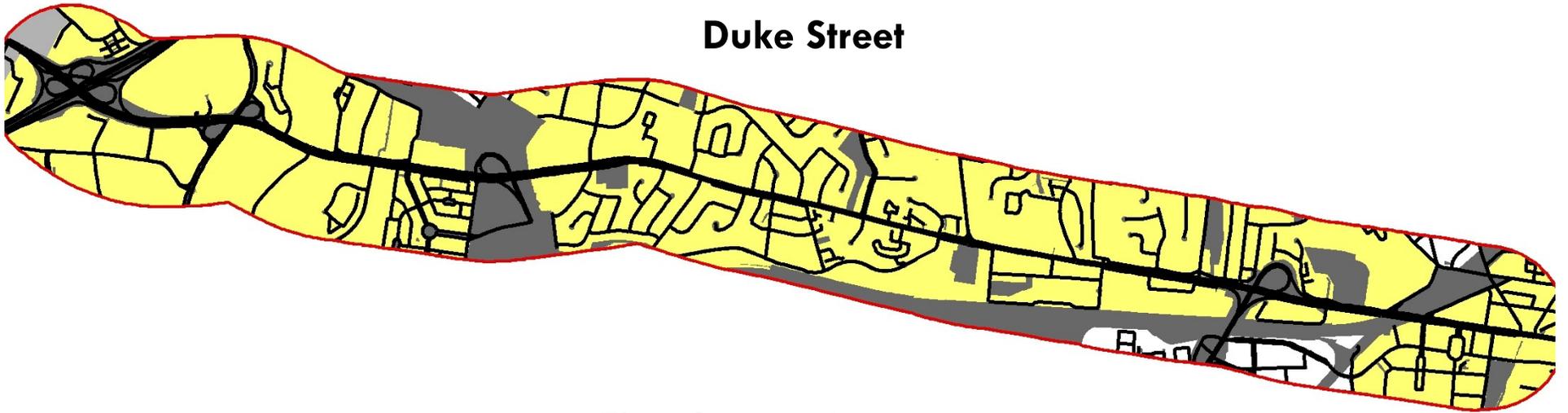
Corridor B: Duke/Eisenhower

- Major destinations
 - Eisenhower East
 - Landmark Mall Area
 - Cameron Station
 - Fox Chase
 - Alexandria Commons
 - Old Town
 - Van Dorn Metro
 - King Street Metro
 - Eisenhower Avenue Metro

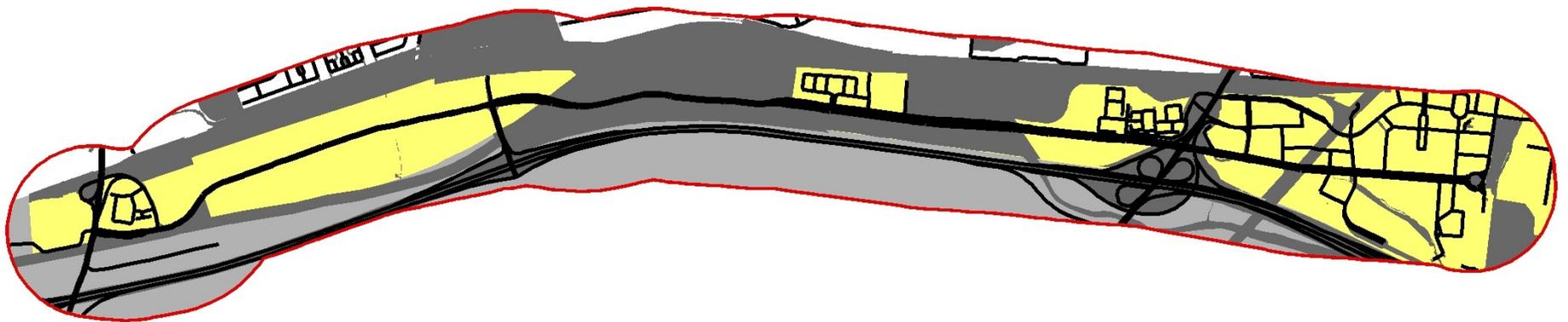


Physical Conditions

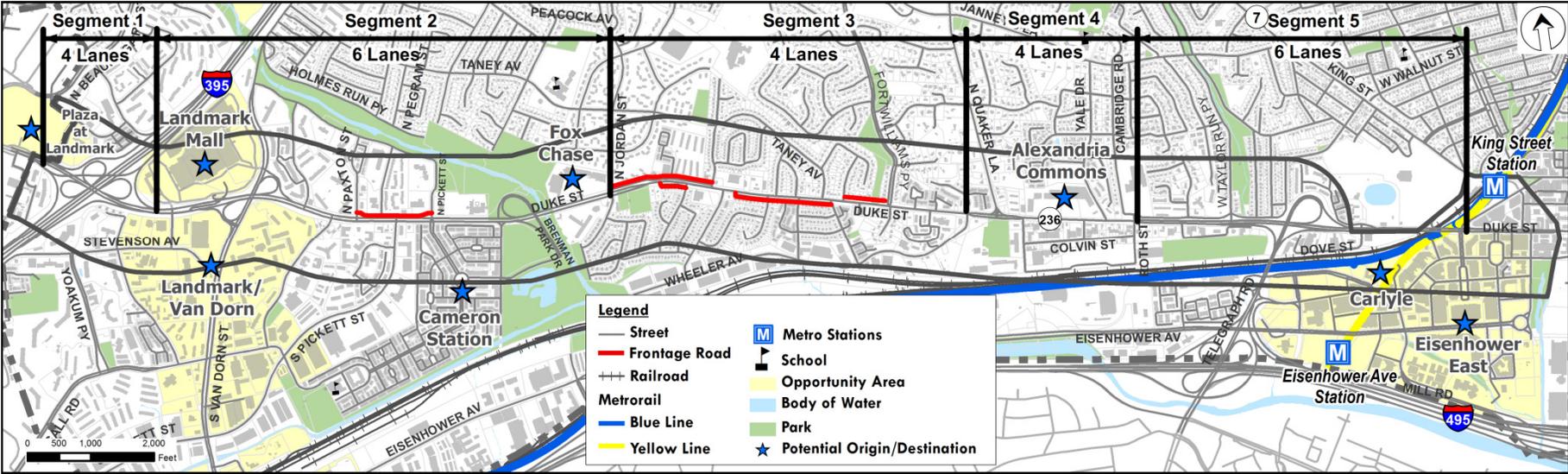
Duke Street



Eisenhower Avenue



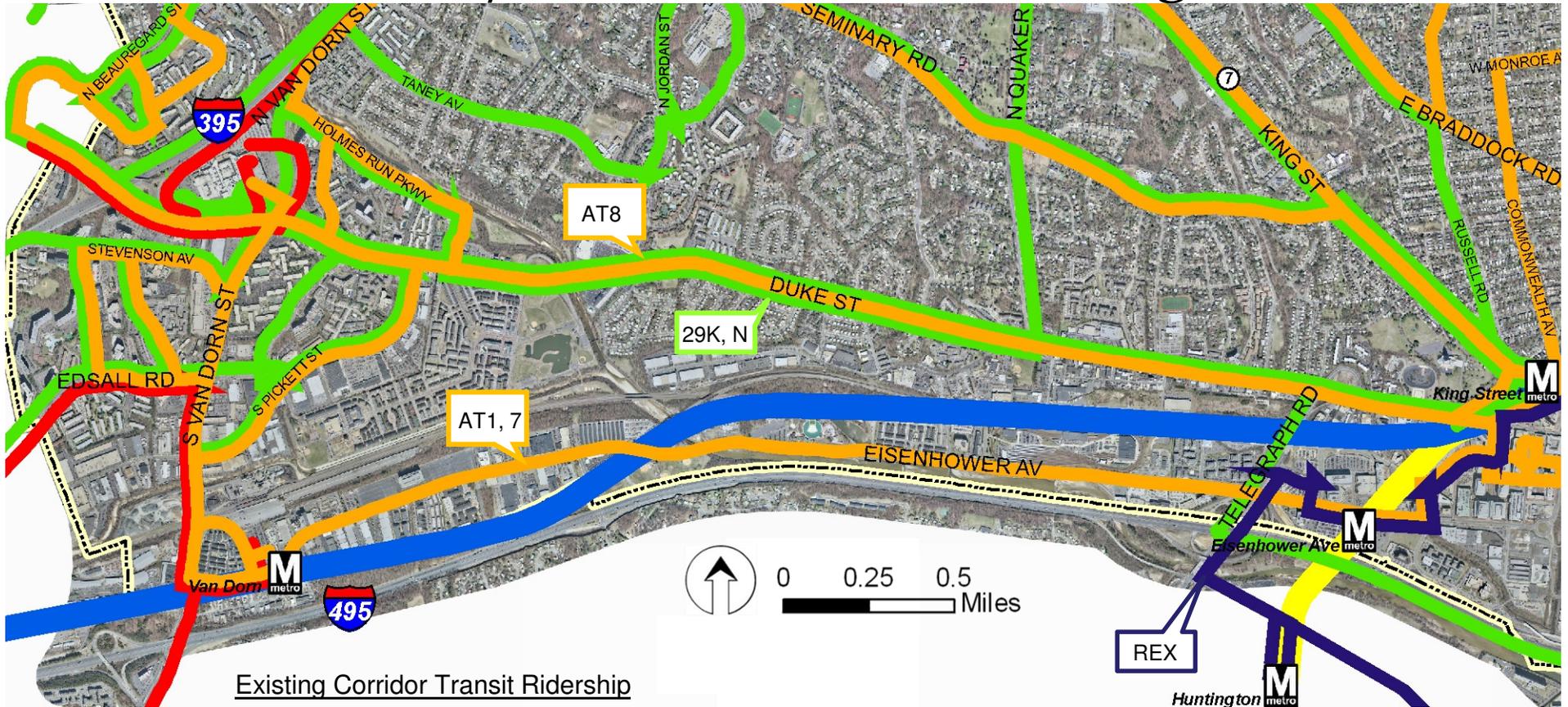
Duke Street Conditions



Duke Street study corridor consists of 5 distinct segments:

- Segment 1 – Oasis Drive to Landmark Mall
- Segment 2 – Landmark Mall to Jordan Street
- Segment 3 – Jordan Street to West of Quaker Lane
- Segment 4 – West of Quaker Lane to Roth Street
- Segment 5 – Roth Street to King Street Station

Duke/Eisenhower Transit Usage

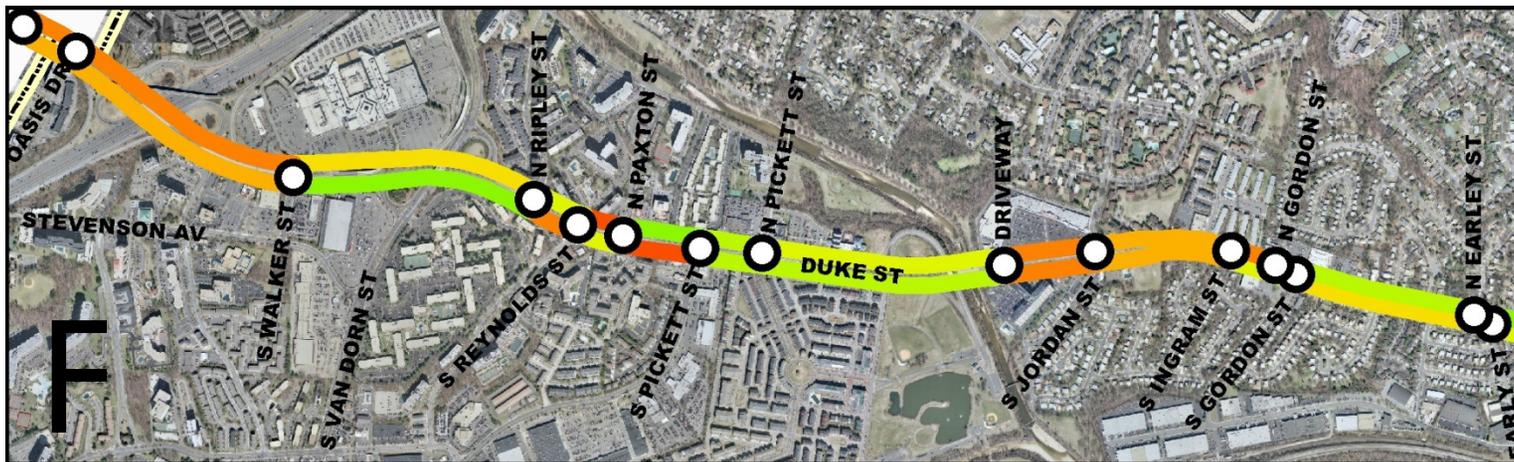


Average Weekday DASH Ridership Route AT1: 1,765
 Average Weekday DASH Ridership Route AT7: 1,015
 Average Weekday DASH Ridership Route AT8: 2,628
 Average Weekday WMATA Ridership Route 29K,N: 2,272
 Average Weekday WMATA Metrobus REX: 3,685

DASH ridership 2011, WMATA ridership 2009



AM Peak Period Travel Speeds



Legend

/ Signalized Intersection

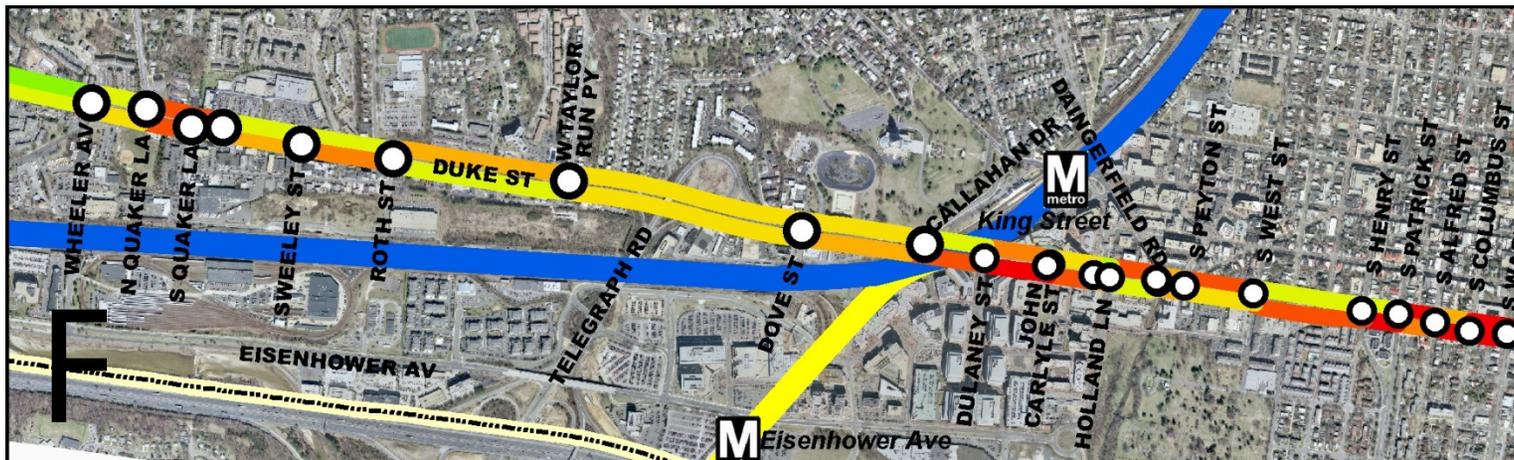
Corridor Travel Speed Range

Low (less than 20 mph)

Moderate

High (greater than 25 mph)

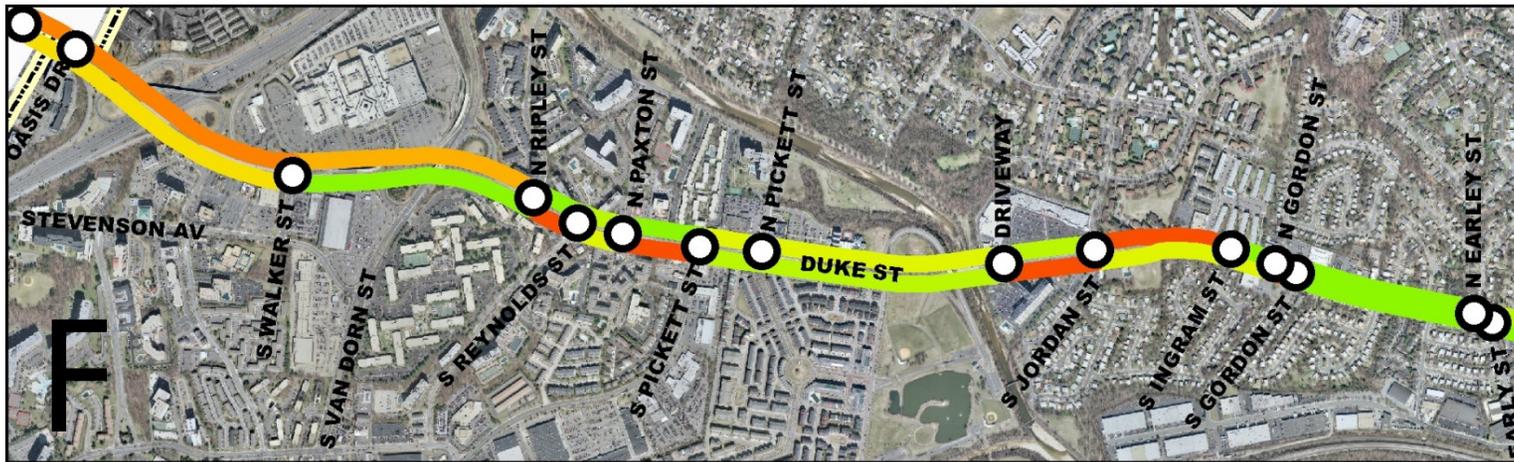
Note: Vehicles traveling along Eisenhower Avenue were observed to travel at or near the posted speed limit.



Duke Street Data Collected: Fall 2010

- Distance: 5.3 miles
 - Eastbound: 21 minutes
 - Westbound: 19 minutes

PM Peak Period Travel Speeds



Legend

/ Signalized Intersection

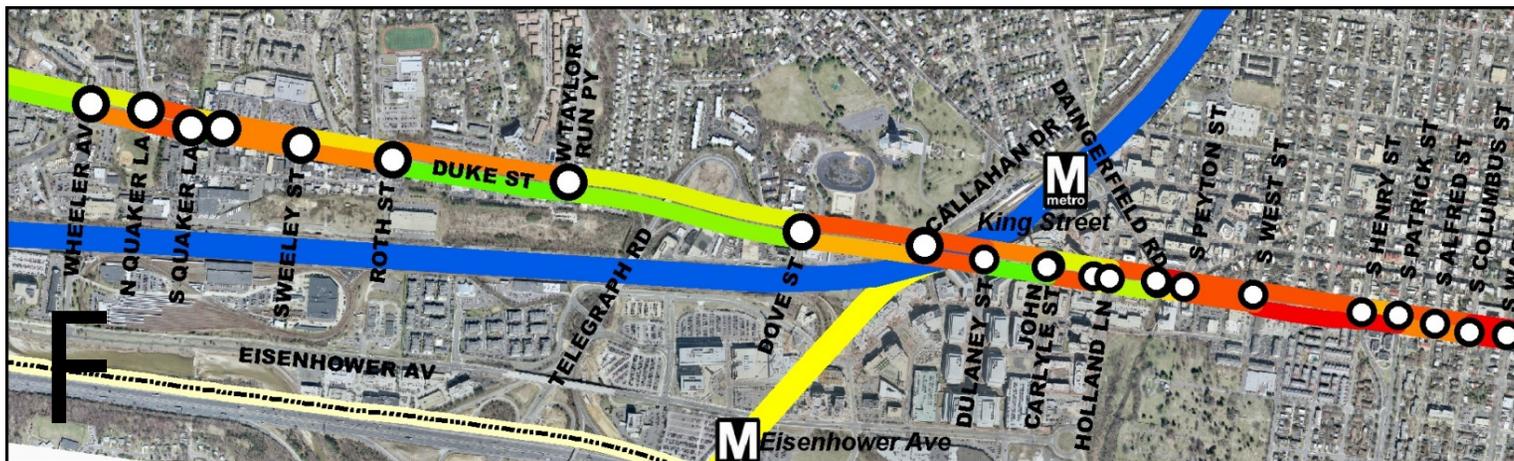
Corridor Travel Speed Range

Low (less than 20 mph)

Moderate

High (greater than 25 mph)

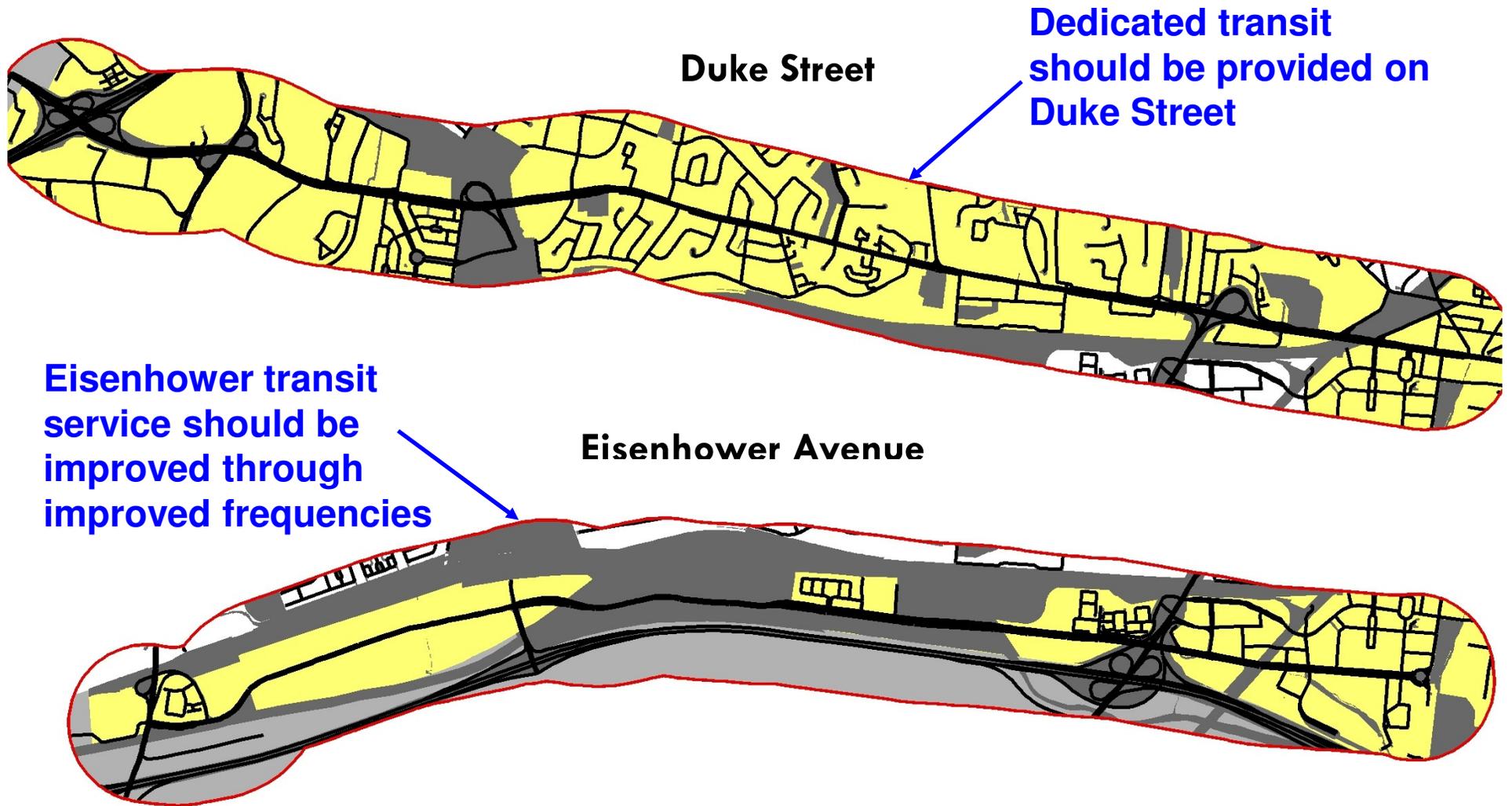
Note: Vehicles traveling along Eisenhower Avenue were observed to travel at or near the posted speed limit.



Duke Street Data Collected: Fall 2010

- Distance: 5.3 miles
 - Eastbound: 23 minutes
 - Westbound: 24 minutes

Alignment decision (Aug 18, 2011)



Potential Preliminary Screening Criteria

• Corridor C Criteria

- Service to Regional Destinations
- Service to Population, Employment, and Retail in the Corridor
- Transit Connectivity
- Transit Travel Time
- Alignment Quality
- Property Impacts
- Traffic Flow Impact
- Capital Cost

• Corridor B Criteria

- Transit Travel Time
- Transit Connectivity
- Runningway Configuration
- Avoidance of Congestion
- Priority
- Phasing
- Streetscape
- Open Space Impacts
- Property Impacts
- Noise and Vibration
- Traffic Flow
- Multimodal Accommodatin
- Parking
- Cost
- Funding

Comments heard at August 18 CWG Meeting

- Dedicated transit should be served on Duke Street
- Provide enhanced transit service on Eisenhower
- Need to consider traffic impacts on 4-lane sections of Duke St.
- Need to connect Duke Street to Van Dorn Metro
- Consider streetscape impacts on Duke Street
- Improve pedestrian connections / facilities on Duke Street
- Don't impact residential areas along Duke Street

Corridor B Next Steps

- Develop alignment concepts
- Conduct preliminary screening
- Input from CWG / Public on November 17

THANK YOU

COMMENTS / QUESTIONS?