



# City of Alexandria

## Transportation Commission

### Regular Meeting

January 4, 2012  
7:30 p.m.  
City Council Workroom

### MINUTES

**Commissioners Present:** Mayor William D. Euille, Donna Fossum, Jesse Jennings, Kevin Posey, Phil Voorhees, Louisa Ward, and Justin Wilson

**Staff Present:** Chris Bever – OMB, Karen Callahan – T&ES, Jeff Farner – P&Z, Steve Kaii-Ziegler – P&Z, Abi Lerner -T&ES, Sandra Marks – T&ES, Jim Maslanka - T&ES, Steve Sindiong - T&ES

**City Council Present:** Del Pepper

A quorum being present, the Chair called the Transportation Commission meeting to order at 7:30pm.

#### 1. **November 2, 2011 Minutes**

The Chair asked if there were any comments, additions or corrections to be made to the October minutes. Commissioner Fossum commented that a note be placed in the minutes indicating the two councilmen on the Transportation Commission are ex-officio and do not have a vote in a quorum. Approval of the minutes was recommended. A motion was made to approve, seconded, and unanimously approved.

#### 2. **Funding Update**

T&ES staff, Abi Lerner reported:

City Council adopted a Master Plan amendment to change land use designation and approved a rezoning DSUP to construct a new Safeway at 3527 King Street.

Commonwealth Transportation Board awarded a \$20m TIGER III grant to support the I-95 HOT Lane project and continuing to seek support for an auxiliary lane on I-395 between Duke St. and Seminary Rd. in the Constrained Long Range Plan (CLRP).

WMATA's Board Governance Work Group released final report on WMATA Governance. Report suggested changes such as smaller board committees, term limits, multi-year appointments of board chairs, and board appointment criteria. Report did not address the number of people on the Board, or Alternate roles.

NVTC passed resolution permitting VRE to enter into agreement with VDOT to construct pedestrian tunnel between King Street Metrorail Station and Union Station.

### **3. King Street Metro Station Design/Funding (Opened to Public Comment)**

T&ES staff Abi Lerner reported on the timeline of the project since 2006. After the City placed the proposal out for public review, several changes were desired. This resulted in several redesigns which increased the cost of the project by \$1.9 million. As a result of this cost increase, options for the project now include not doing the project, value engineering the project scale, phase improvements, or find additional funding. Staff was able to locate \$2.4 million in transferable urban funds from the Mill Road Extension project that should have been built in conjunction with the Woodrow Wilson project. Commissioner Fossum made a motion to transfer the \$1.9 million in funds from the Mill Road Extension project to the King Street Metro Station Design project. The motion was voted on and carried with 1 Commissioner abstaining.

### **4. FY 2013 CIP Update**

T&ES staff Abi Lerner gave the Transportation Commission an update and asked the Commission for guidance on the preparation of the FY 2013 CIP consistent with input from the Transportation Commission. Commissioner Wilson made a motion for approval of the draft FY 2013 CIP for inclusion in the City Manager's FY 2013 budget. The motion was seconded, voted on and unanimously approved.

### **5. Staff Updates**

**CRYSTAL CITY-POTOMAC YARD TRANSITWAY** – A kickoff meeting with the Route 1 Bus Rapid Transitway design/build project was held in January, 2012. The contract for the Design/Build work was awarded to Lane Construction Corporation. The preliminary design is underway, and a detailed schedule for the project should be available in January 2012. Construction of the transitway is anticipated to begin in mid-2012 and will be coordinated with the widening of Route 1 northbound lanes being completed as part of the Potomac Yard Development.

**Transitway Corridor Feasibility Study** – Analysis of the Corridor B transitway is ongoing.. For corridor A, the High Capacity Transit Corridor Work Group (CWG) passed a resolution at its December 15, 2011 meeting that there be no dedicated-lane high capacity transit on the portion of corridor south of the Braddock Road Metrorail Station. Instead, the CWG recommends that resources be used to explore the possibility of putting circulator buses/trolleys or other forms of conventional transit in this portion of the City. For corridor B, the CWG generally favored alternative B (Curb running in Mixed Flow and Dedicated Lanes) at its November 17, 2011 meeting. The next step is to have a narrowed set of alternatives analyzed using the secondary screening criteria, and the report / analysis brought back to the CWG at its January 19, 2012 meeting. Once a recommendation is made by the CWG for Corridor B, both recommendations will be brought to the City Council ( anticipated in May, 2012) for approval, following input by both the Transportation and Planning Commissions.

**Waterfront Plan** – There are a number of transportation elements associated with the Waterfront plan. For vehicles, there is a need to improve parking wayfinding signage and optimize signals on Washington Street; transit recommendations include the creation of a multimodal hub at the Waterfront and expanding the King Street Trolley operating hours and frequency; pedestrian recommendations include pedestrian safety improvements, pedestrian

signals at Washington Street intersections and closure of the block of King/Union to cars; bicycle recommendations include a delineation of the urban section of the Mount Vernon Trail, improving signage and wayfinding and providing safe and accessible bicycle parking facilities. There also is a need to incorporate a Water Taxi stop into design of Waterfront. The Waterfront Workgroup will submit recommendations to Council at their work session on January 10 and a public hearing is scheduled for January 21, 2012.

**Local Motion** - City staff will be bringing consideration of a grant application and resolution for FY 2013 funding for the continuation of the City of Alexandria Transportation Demand Management (TDM) Program, also known as Local Motion, and to fund the Public Transportation Intern program to the City Council at their January 10, 2012 meeting. TDM is the application of policies and strategies that attempt to change travel behavior (how, when and where people travel) in order to increase the efficiency of the City's transportation system. The City has operated a TDM program since 1981 and each year has applied for, and received funds from the Commonwealth of Virginia. The TDM program administers TDM based programs and is coordinated by the City's Transportation Planning Division in the Department of Transportation and Environmental Services (T&ES).

**6. Commission Updates**

No Commission updates were provided.

There being no further business, a motion to adjourn was made at 09:05p.m., seconded and unanimously accepted.