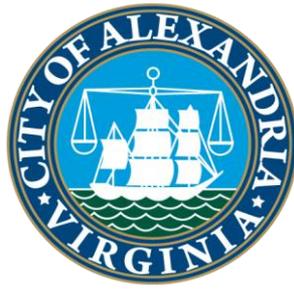


# **Transportation Commission**

February 18, 2015

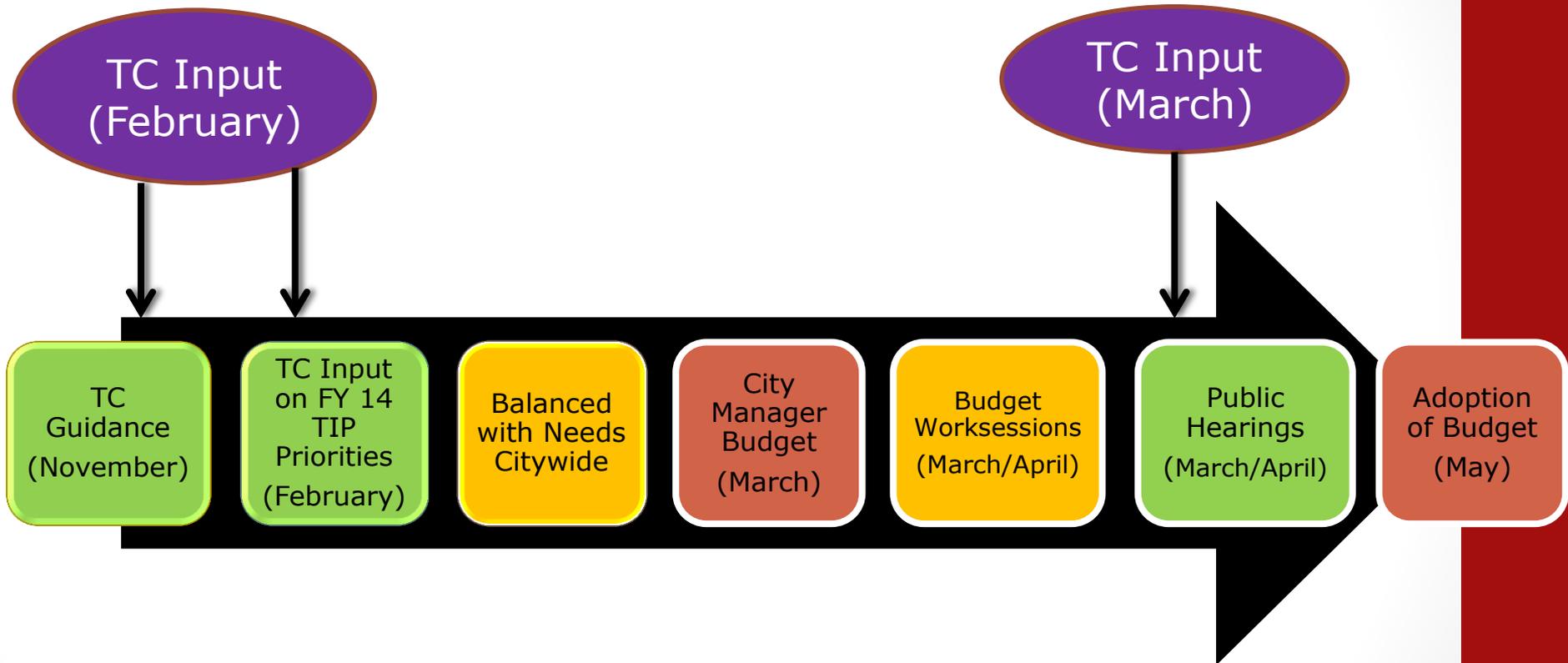


# **FY 2016-2025 CIP PUBLIC HEARING**

Agenda Item #2



# Budget Process



**Ongoing coordination with  
OMB**



# Factors Influencing FY16 Budget

- Revenues lower than expected
- WMATA operating and capital programs putting significant pressure on transportation budget



# Changes to Operating Budget Being Considered

- Projects being considered for deferral, reduction or elimination
  - Operating funding for expanded Capital Bikeshare program
  - DASH expansion service
- Capitalizing staff positions
- Funding for WMATA operating costs



# Changes to Capital Budget Being Considered

- Projects being considered for deferral, reduction or elimination
  - DASH fleet expansion
  - Van Dorn Metrorail Station Area Improvements
  - Mt. Vernon Avenue/Russell Road Intersection project
  - Old Cameron Run Trail project
  - Backlick Run Multi-Use Path
- Significant funding for WMATA capital program



# Staff Prioritization of Projects

1. DASH service and fleet expansion
2. Capital Bikeshare expansion
3. Van Dorn Metrorail Station Area Improvements
4. Old Cameron Run Trail project
5. Backlick Run Multi-Use Path
6. Mt. Vernon Avenue/Russell Road Intersection project

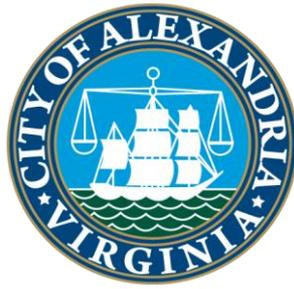


# Budget Calendar

- **March 3, 2015** Proposed Budget Presentation by CMO
- **March 18, 2015** Transportation Commission Public Hearing
- **March 23, 2015** City Council Public Hearing on FY2016 Budget (Livable Area)
- **April 9, 2015** CIP Worksession
- **May 7, 2015** Final Budget Adoption

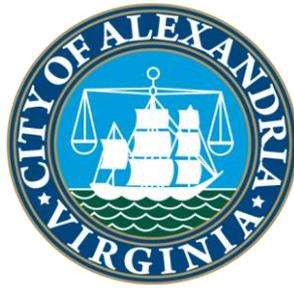
Thank You

**QUESTIONS?**



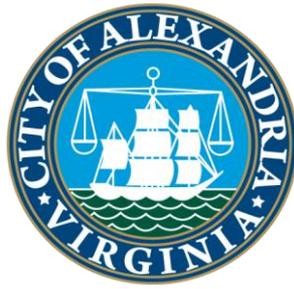
# **UPDATES TO RECEIVE (CONSENT)**

Agenda Item #3



# **COMMISSION UPDATES**

Agenda Item #4



# **POTOMAC YARD METRORAIL STATION EIS**

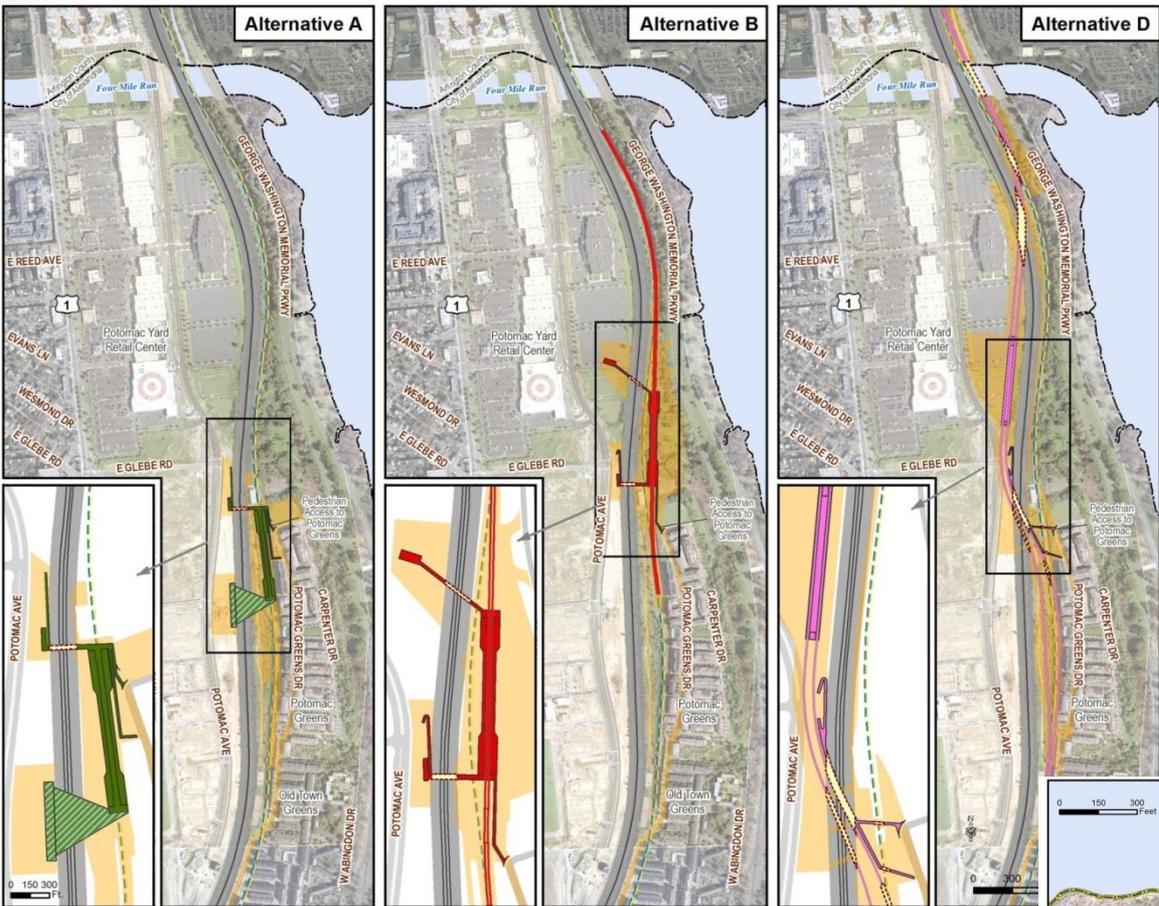
Agenda Item #5



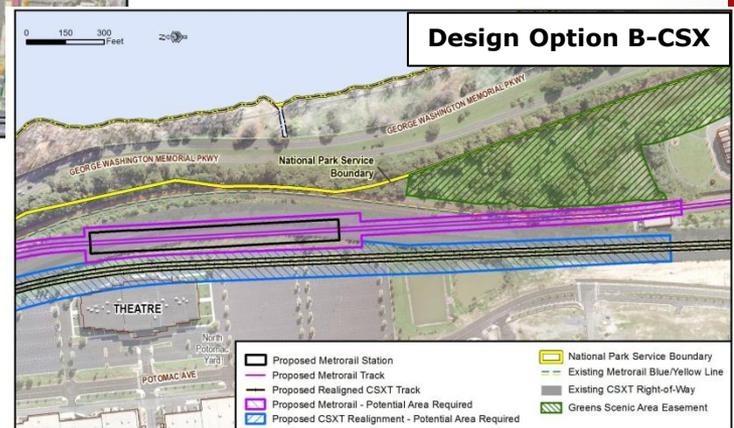
# Agenda

- Status of DEIS
- Key Impact Areas
- Overview of Outreach Plans
- Comment Opportunities
- Next Steps

# Status of Draft Environmental Impact Statement (DEIS)



- Finalizing DEIS
  - Incorporating National Park Service, Federal Transit Administration, and City comments
- Anticipated public release first quarter 2015



# Key Impact Areas to Consider

- Transportation
- Construction access
- Visual resources
- Noise and vibration
- Neighborhoods
- Local plans
  - Transportation Master Plan
- Secondary and cumulative impacts
- Wetlands





# Transportation: Preliminary Findings

Alt	Roads	Traffic*	Rail Ops	Rail Ridership (2040)	Transit	Bike/ Ped	Park- ing	Airport
<b>No Build</b>	No effect	Rt 1/E Glebe LOS E in AM/PM peak (2040)	No impact	No change	CCPY Additional changes to DASH/ WMATA routes	24-hour access between PY and PG/OTG	No effect	No effect
<b>Alt A</b>	No effect	No effect	One additional non-peak 8-car train required on Yellow Line	10,000	No effect beyond No Build	No effect beyond No Build	No effect	No effect
<b>Alt B</b>	No effect	No effect		11,300				
<b>B-CSX</b>	No effect	No effect		10,000				
<b>Alt D</b>	No effect	No effect		10,000				

\* Requires a two LOS grade change if LOS A/B/C or one level if LOS D/E/F to denote impact

PY – Potomac Yard

PG/OTG – Potomac Greens/Old Town Greens Neighborhood(s)



# Purpose & Need: Preliminary Findings

Evaluation Measure	No Build Alternative	Build Alternatives			
		Alternative A	Alternative B	B-CSX Design Option	Alternative D
<b>Project Purpose: Improving regional transit accessibility</b>					
Regional transit access to Potomac Yard	No	Yes	Yes	Yes	Yes
<b>Project Need: Providing additional transportation choices for residents and workers</b>					
Number of residents within ½ mile of regional transit station (2040)	0	15,200	19,800	16,700	16,500
Number of employees within ¼ mile of regional transit station (2040)	0	17,100	24,400	12,000	13,200
<b>Project Need: Increasing the share of transit and other non-auto trips</b>					
Daily automobile trips shifted to transit (2040)	Base	5,100	6,700	5,200	5,200
Non-auto mode share for trips in the Potomac Yard area (2040)	29%	34%	34%	34%	34%
<b>Project Need: Supporting City of Alexandria redevelopment plans</b>					
Total Potomac Yard development volume (square feet) permitted under approved plans	9.250 million	9.250 million	13.075 million	9.250 million	9.250 million

\* Numbers in the above table assume development permitted under approved plans



# Overview of Outreach Plans

Phase	Timeframe
Pre-Draft Environmental Impact Statement (DEIS) Release <ul style="list-style-type: none"><li>• Overview of key issues</li></ul>	Winter 2015
DEIS Release <ul style="list-style-type: none"><li>• Detailed review of DEIS</li></ul>	Winter/Spring 2015
Staff Recommendation <ul style="list-style-type: none"><li>• Discussion of staff recommendation</li></ul>	Spring 2015
Preferred Alternative	Spring 2015



# Community Open Houses

- **Timeframe:** Following release of Draft Environmental Impact Statement (DEIS)
- **Purpose:** Help the public understand details of the DEIS
- **Format:** Open house format – come and go as you please
- Two or three open houses, focused on specific resource areas
- Sponsored by Potomac Yard Metrorail Implementation Work Group (PYMIG)



# Outreach Opportunities

- Public, civic association, board & commission meetings
- Public hearings
- Infographic
- City and project websites
- Mayor Euille Today
- Video on public access/Channel 70
- Farmer's markets
- Social media (Facebook/Twitter)
- Local Motion program
- Earth Day events
- Newspapers/media announcements

## WHY DO WE NEED A Potomac Yard METRO STATION?

**THE CITY IS GROWING**

population **↑ 35%**  
jobs **↑ 46%**  
(projection over the next 30 years)

**METRO WILL ATTRACT TRANSIT-ORIENTED DEVELOPMENT**

residential (units) **7,100**  
office (sf) **4.2 M**  
retail (sf) **768 K**  
net new development (sf) **13.1 M**  
(projection over the next 30 years)

**80%+** of all office building construction in the region is taking place within **1/4 mi.** of a Metro station

**GIVE PEOPLE TRANSPORTATION CHOICES**

**M metro** maximizes the number of people taking transit to and from the Potomac Yard area

enables an environment where people can walk, bike, and take transit for their daily needs

removes thousands of cars from the congested Route 1 corridor every day

**CREATE A GREAT COMMUNITY AND REGIONAL DESTINATION**

civic space  
public parks  
shopping  
recreational paths  
entertainment

**THIS IS HOW WE PAY FOR THE METRO**

up to **26 K** new jobs in Potomac Yard  
over **3 to 1** revenue gain to cost  
up to **\$2.0 B** net new tax revenue to City  
(projection over the next 30 years)

Developer contributions  
Federal state & federal grants  
Special tax district revenue  
Net new tax revenue from development

**ZERO** Cost to City General Fund budget

TESAlexandriaVA @AlexandriaVAgov alexandria.gov/potomacyard

## FREQUENTLY ASKED Potomac Yard QUESTIONS

**WHERE ARE WE IN THE PROCESS?**

**Current EIS Process**

IS Scoping & Alternatives Reorganization (2011) → Draft EIS (2012-2015) → Public Hearing & Comment on Draft EIS (Spring 2015) → Final EIS (Fall 2015) → Record of Decision (Q1 2016)

We are here

**Ongoing Agency Coordination and Public Involvement**

**WHO'S INVOLVED?**

- City of Alexandria** project sponsor and joint lead agency
- Federal Transit Administration** lead federal agency, because the City will be seeking federal funding for a portion of the project
- Washington Metropolitan Area Transit Authority** cooperating agency because they would operate the station once it is built
- National Park Service** cooperating agency because of its role in administering the George Washington Memorial Parkway (GWMP)

**WHAT ARE THE ALTERNATIVES?**

- No-Build** includes the existing transportation network plus projects within the study area that will be in place by 2040
- A** located generally within the existing Metrorail Reservation site at the north end of Potomac Greens
- B** located north of Potomac Greens between the GWMP and the CSX railroad tracks
- Design Option B-CSX** a refinement of Alternative B, the station would be located between the GWMP and CSX tracks relocated to the west
- D** located west of the CSX railroad tracks near the existing Potomac Yard Shopping Center

**HOW TO SUBMIT COMMENTS**

The Potomac Yard Metrorail Station EIS team wants to hear from you! If you have questions, suggestions, or comments - or if you would like to be added to the project e-mail list - please contact us at: [comments@potomacyardmetro.com](mailto:comments@potomacyardmetro.com)

TESAlexandriaVA @AlexandriaVAgov alexandria.gov/potomacyard

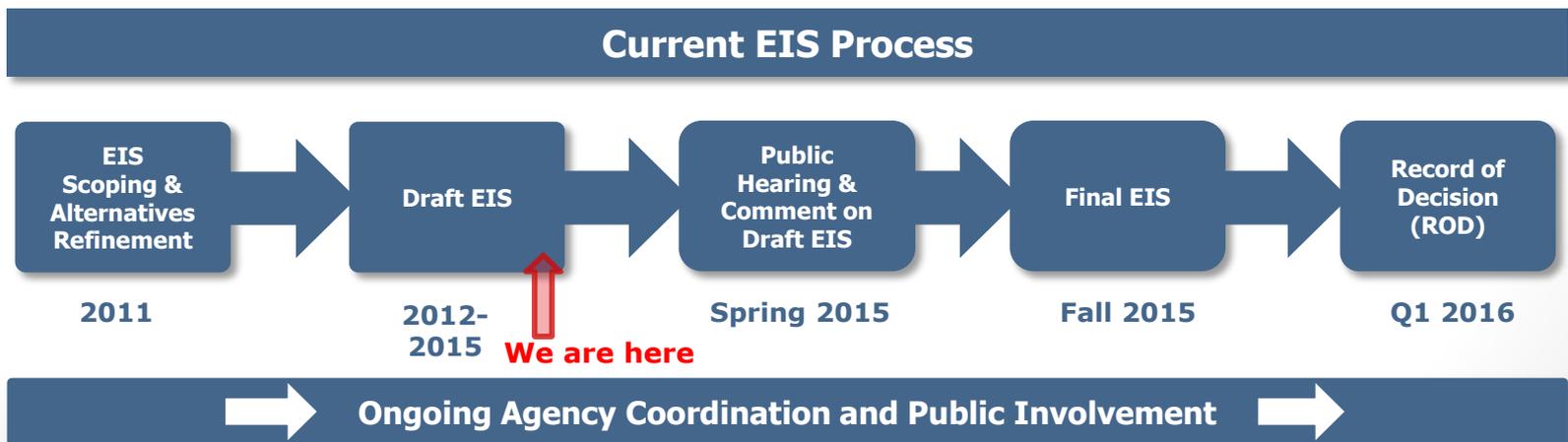


# Opportunities for Comment on the Draft Environmental Impact Statement

- In writing:
  - Emails to [comments@potomacyardmetro.com](mailto:comments@potomacyardmetro.com)
  - Letters to address provided in DEIS
  - Comment cards at public meetings
    - Workshops
    - Board and Commission meetings
- In person:
  - City Council public hearing
  - WMATA/NEPA public hearing

# Next Steps

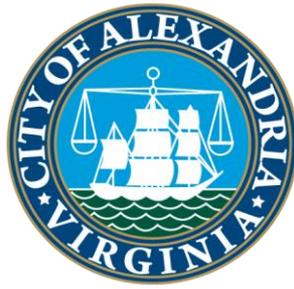
- Final review and sign-off of Draft Environmental Impact Statement (DEIS) by Federal Transit Administration and National Park Service (First Quarter 2015)
- Public release of DEIS (First Quarter 2015)
- Preferred alternative decision by City Council (Second Quarter 2015)
- Complete Final EIS (Fourth Quarter 2015)
- Record of Decision (First Quarter 2016)





Thank You

**QUESTIONS?**



# **PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE**

Agenda Item #6



# Project Deliverables

## 1) Pedestrian and Bicycle Chapters of Transportation Master Plan

- Vision, Goals and Objectives
- Strategies
- Project Prioritization Criteria

## 2) Pedestrian and Bicycle Master Plan Appendices

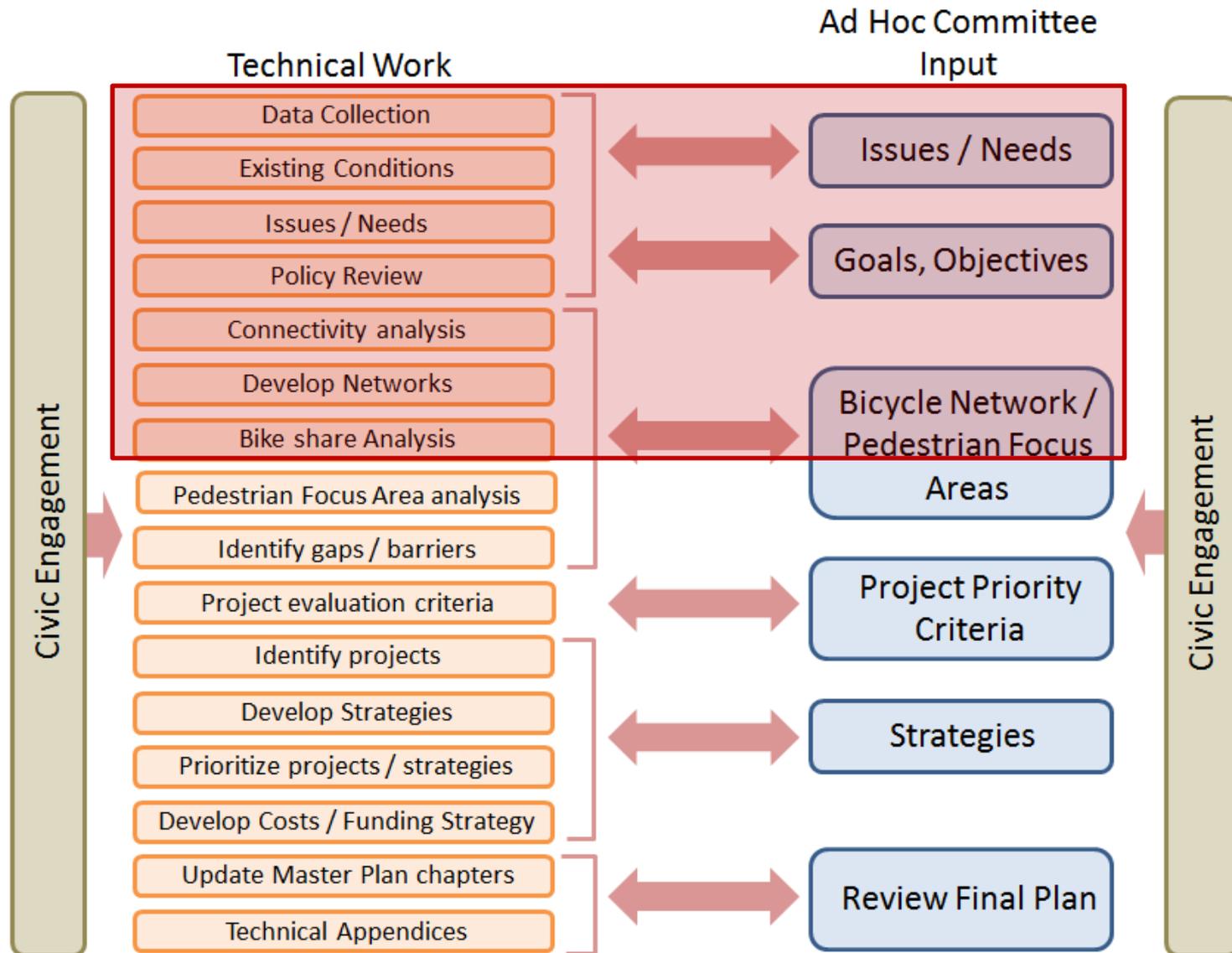
- Existing Conditions, Issues, Needs
- Bike and Pedestrian projects
- Implementation (Project phasing, costs, funding)

## 3) Complete Streets Design Guidelines

- Reference for staff, developers, and community



# Ad Hoc Committee Input



# Goals and Objectives Section of Plan: How Comments Were Addressed



- New Objectives
  - Maintenance added to safety objectives
  - Platinum level Walk Friendly Community and Platinum level Bike Friendly Community added to encouragement objectives
- Strengthened Performance Measures
  - Added percentage of children biking to school
  - Changed specific measurements
  - Added policy to have targets approved annually
- Specific projects and strategies to be included in the plan
- Balanced pedestrian and bicycle goals and objectives
- Safety goal as highest priority
- Will develop definitions in a glossary

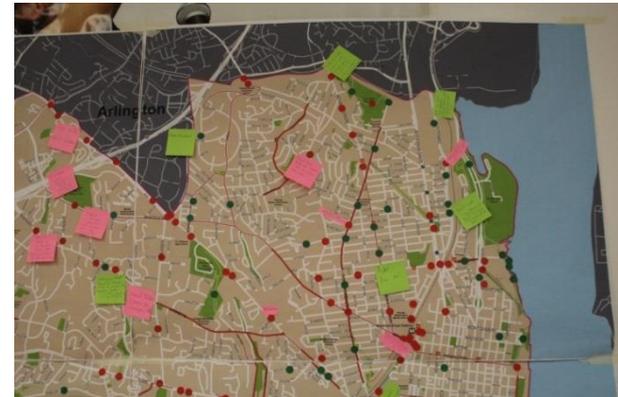
# Additional Ad Hoc Committee Input (February 4, 2015)



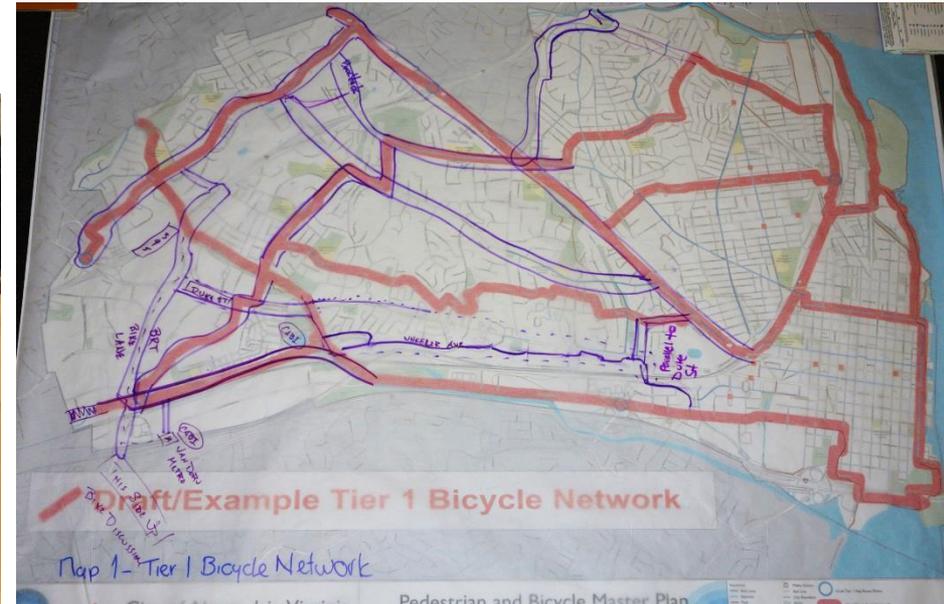
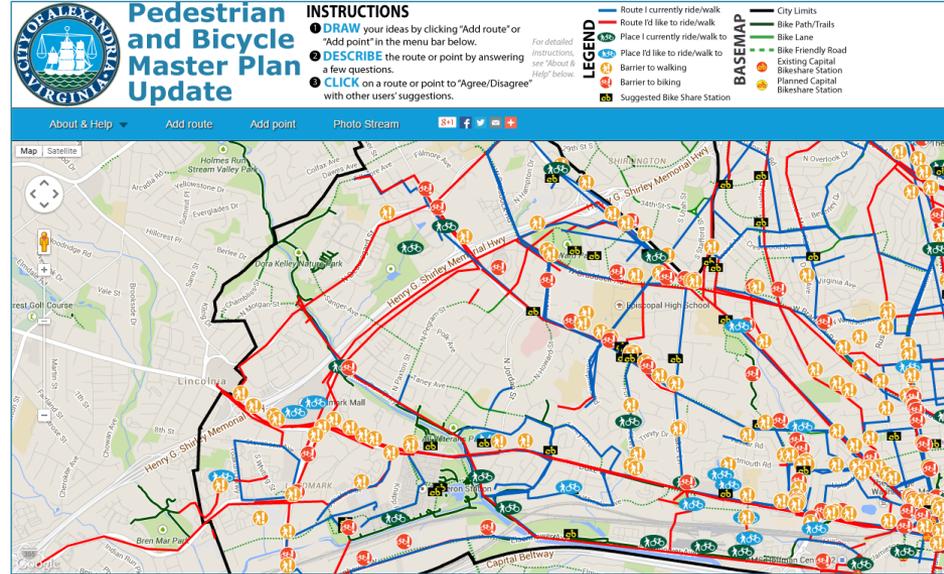
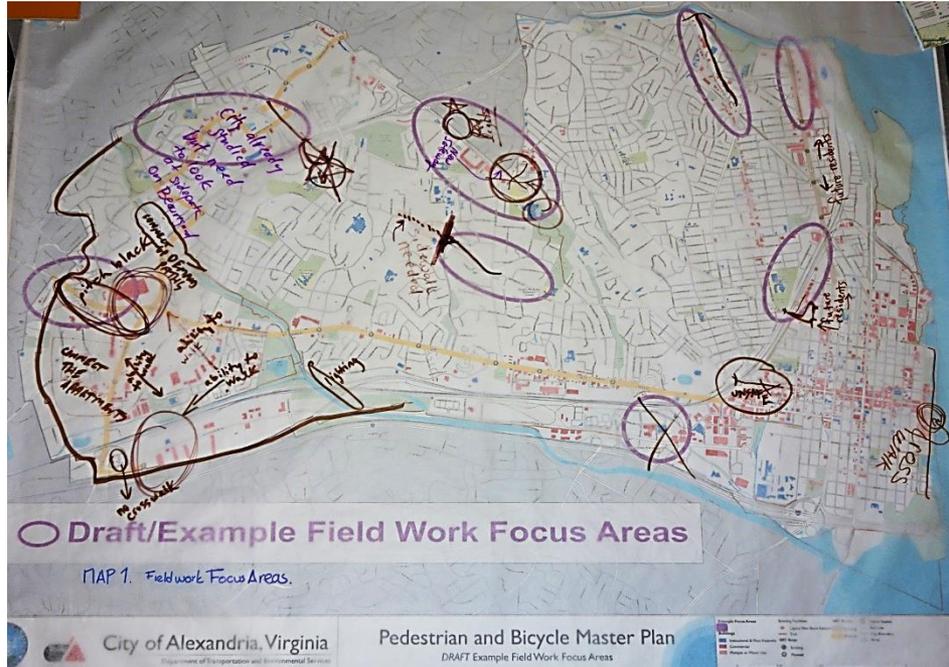
- Need to specifically call out “persons with disabilities, older adults, and children” in vision statements
- Recommend additional research on Vision Zero policy; Revise safety goal to say “Eliminate pedestrian / bicycle fatalities and injuries”
- Consider additional Education goal performance measures
- Change Engineering objective to ensure sidewalks on both sides of streets

# Pedestrian Focus Areas

- A finite number of intersections or short corridors that will be the focus of project field work
- Places with a combination of:
  - High demand
  - High public interest/concern
- Avoid places where recent or ongoing plans/studies address pedestrian issues



# What We Heard





# General Themes

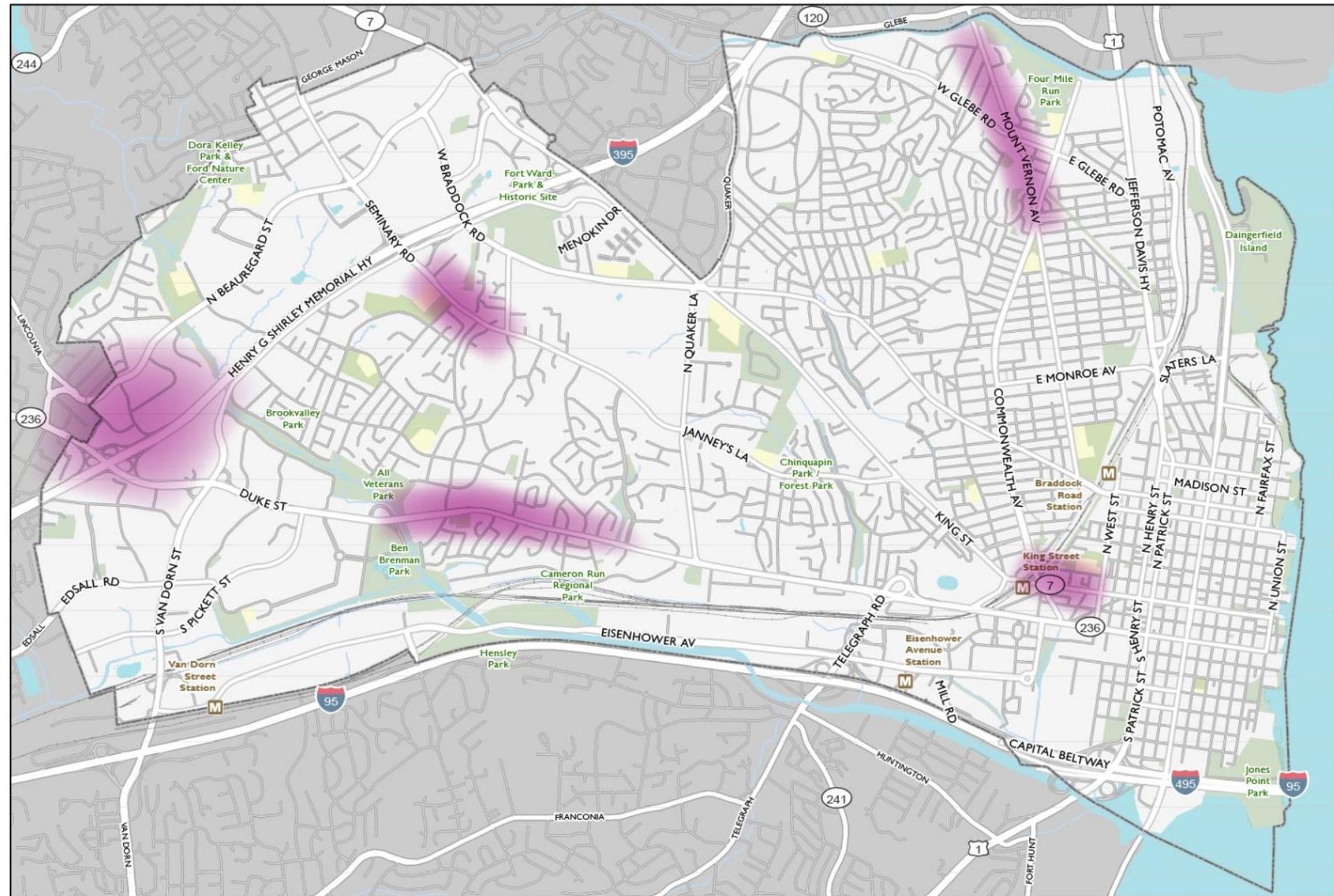
- Freeway Interchanges/Major Barriers
- Schools and Neighborhoods
- Transit Access and Integration
- Neighborhood Main Streets
- Suburban Commercial Connectors
- Trail/Roadway Transitions

# Pedestrian Focus Area Fieldwork



- General conditions for walking and biking
- Pedestrian desire lines
- Significant ADA issues
- General sidewalk assessment
  - Gaps
  - Surface condition
  - Obstructions and barriers
  - Driveway design and placement
  - Buffers
- Crossings
  - Crosswalks
  - Pedestrian signals
  - Ramps
- Connections to destinations within area





## Pedestrian Focus Areas

- Focus Areas
- City Boundary
- Parks

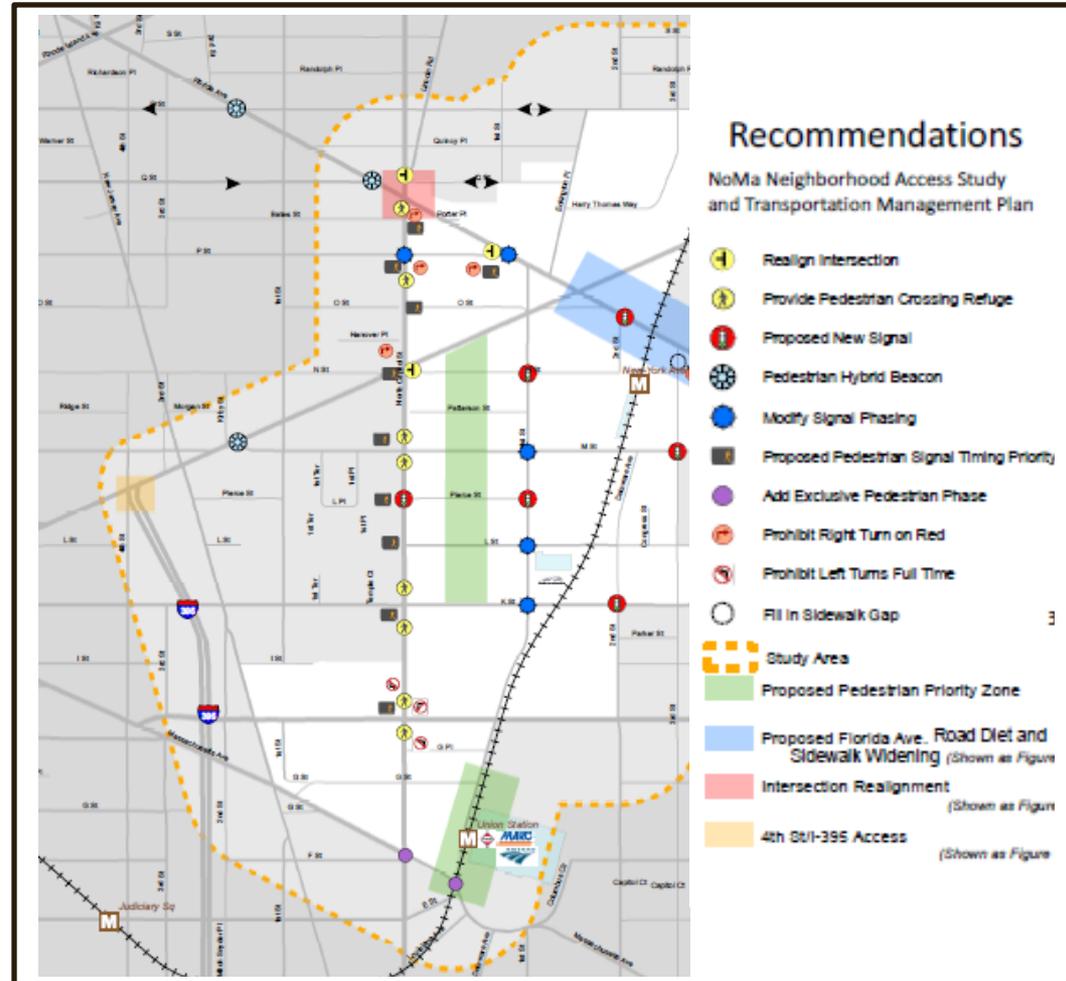


Date: 1/20/2015



# Types of Recommendations

- Sidewalk gaps
- Consolidate and rebuild driveways
- Reconstruct curb ramps
- Signal improvements
- Crossing improvements
- Bicycle facilities
- Landscaping and buffering



# Next Steps





Thank You

**QUESTIONS?**