Transportation Commission

May 11, 2015

UPDATES TO RECEIVE

Agenda Item #2

COMMISSION UPDATES

Agenda Item #3

POTOMAC YARD METRORAIL STATION EIS

Agenda Item #4

Role of Transportation Commission

- Determine if the staff recommendation is consistent with the City's 2008 Transportation Master Plan
- Provide comments on preferred alternative
- Comments will be forwarded to City Council

2008 Transportation Master Plan: Vision

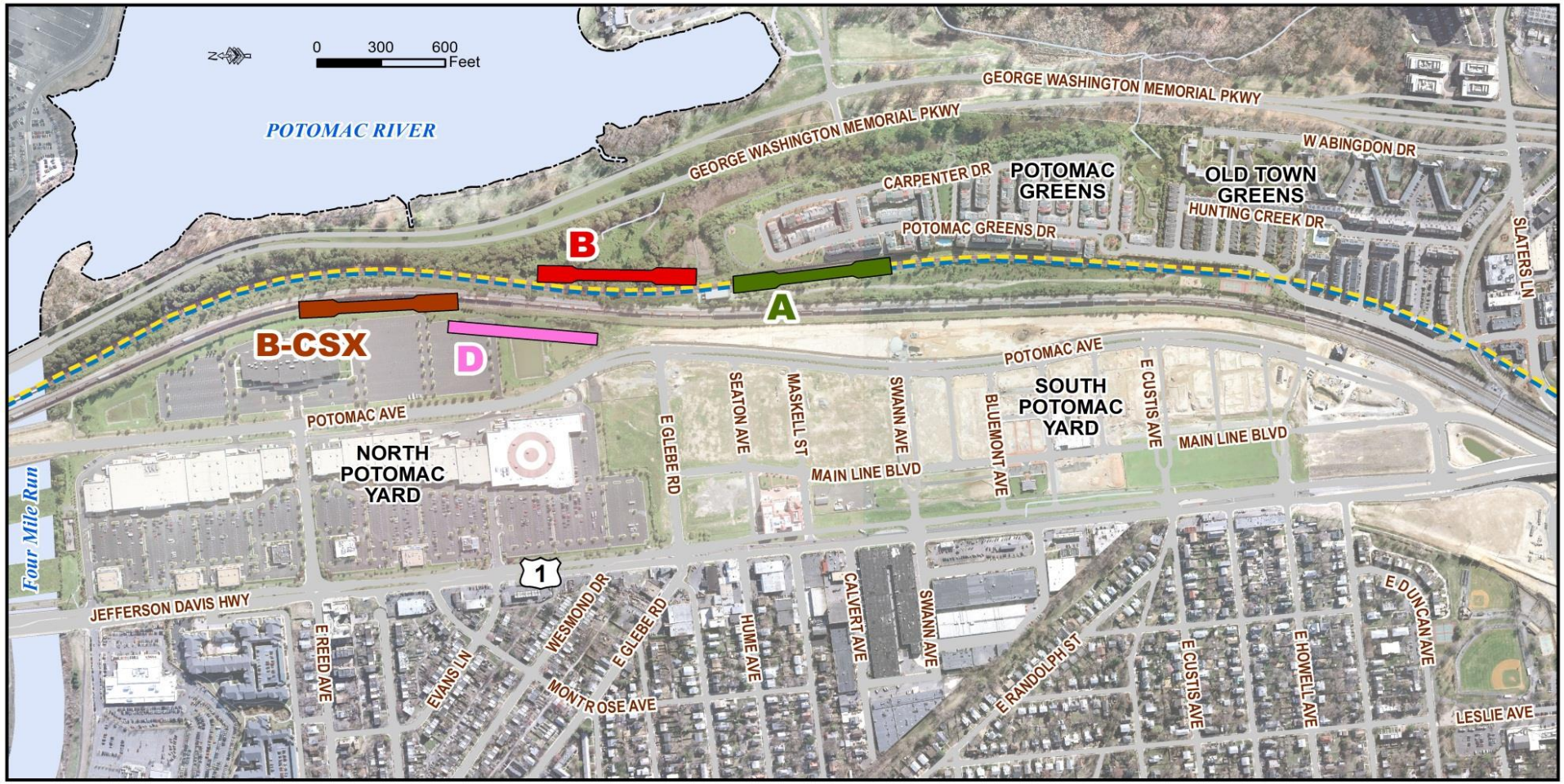
- A transportation system that encourages the use of alternative modes of transportation, reducing dependence on the private automobile

- A transportation system that leads to the establishment of transit-oriented, pedestrian friendly village centers, focused on neighborhood preservation and increased community cohesion, forming a more urban, vibrant and sustainable Alexandria

- A balance between travel efficiency and quality of life, providing Alexandrians with transportation choice, continued economic growth and a healthy environment

Potomac Yard

Build Alternatives Considered
(in addition to No Build Alternative)



LEGEND

- Alternative A Station Location
- Alternative B Station Location
- B-CSX Design Option Station Location
- Alternative D Station Location
- Existing Metrorail Blue/Yellow Line

Note: Trackwork and Bridges not shown

Alternative B

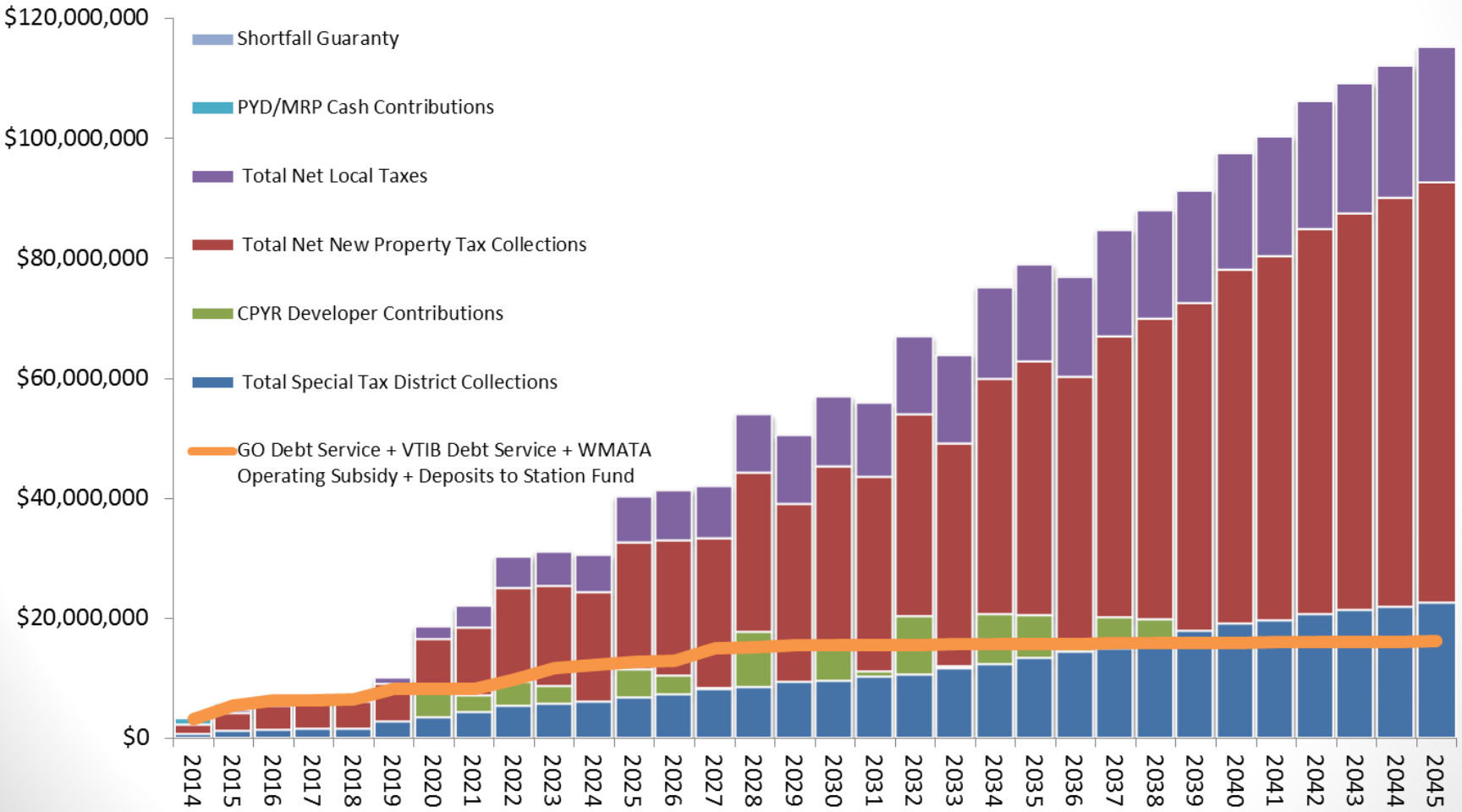
- Provides maximum accessibility to the Metrorail station

Alternative B

- Provides the most transportation benefit
  - 11,300 daily trips on Metro
  - 34% daily trips using transit, walking, or bike
  - 5,000 daily auto trips removed from the road

Alternative B

- Results in $1.5 billion in net revenue to the City over 30 years

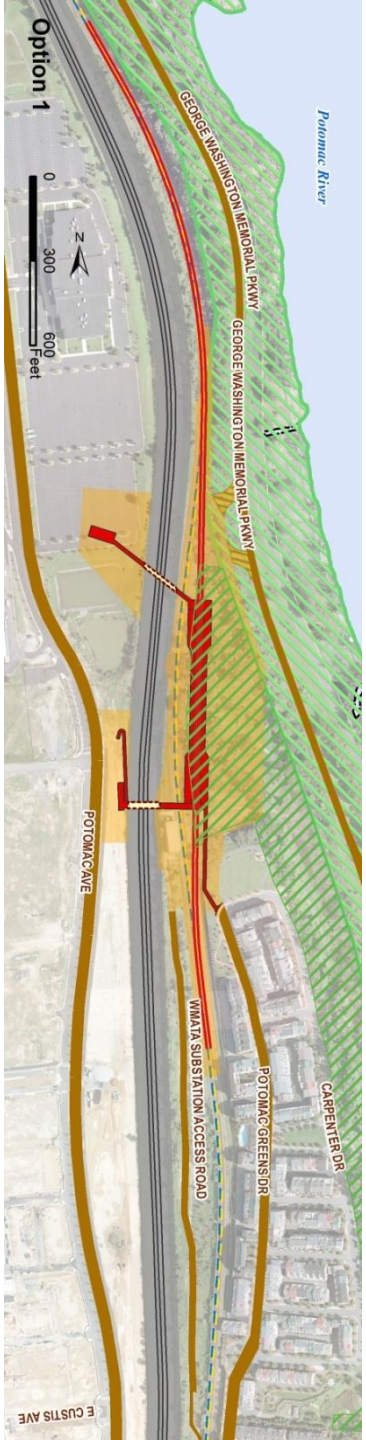


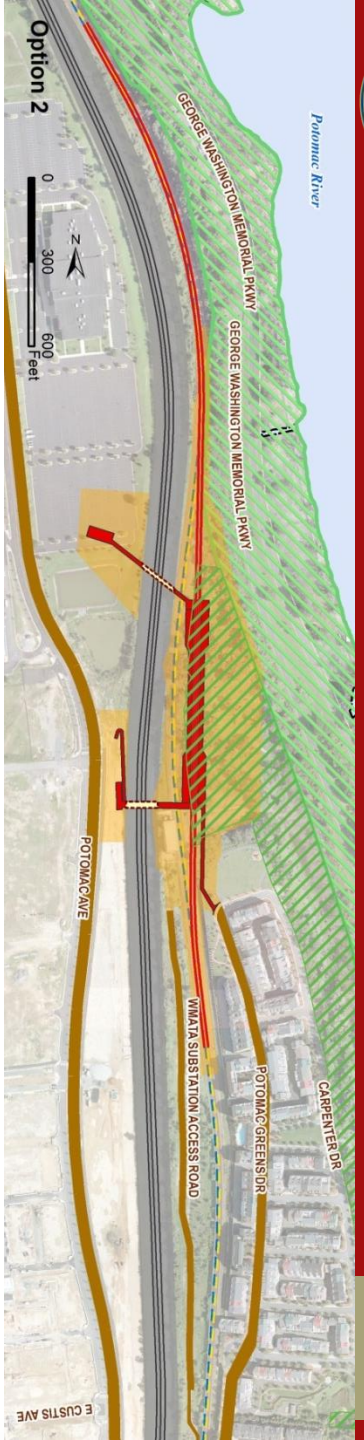
George Washington Memorial Parkway Mitigation

- ONLY applies for Alternative B
- Framework for a "net benefit agreement" between the City and NPS
  - Landscaping to screen station
  - NPS participation in station design
  - Potomac Yard height, lighting, signage protection
  - City would exchange large portion of Potomac Greens Park for needed NPS land
    - Puts parkland under single ownership and management
  - Stormwater management plan and improvements
  - Daingerfield Island master plan and improvements
  - Repairs and improvements to Mount Vernon Trail
  - Other benefits to GWMP

Construction Access

- Two construction access options evaluated:
  - Option 1 **includes** driveways connecting to the GWMP
  - Option 2 **excludes** driveways connecting to the GWMP
- Staff recommends Construction Access Option 2





Parking and Traffic

- The station will be designed as an urban station
- Most riders will access the station on foot or via bike, or will transfer to Metrorail from buses
- Staff recommends working with adjacent communities to establish residential parking zones to discourage commuter parking

Staff Recommendation

- Staff recommends the Transportation Commission endorse the selection of Alternative B on the basis of consistency with the City's 2008 Transportation Master Plan

Next Steps

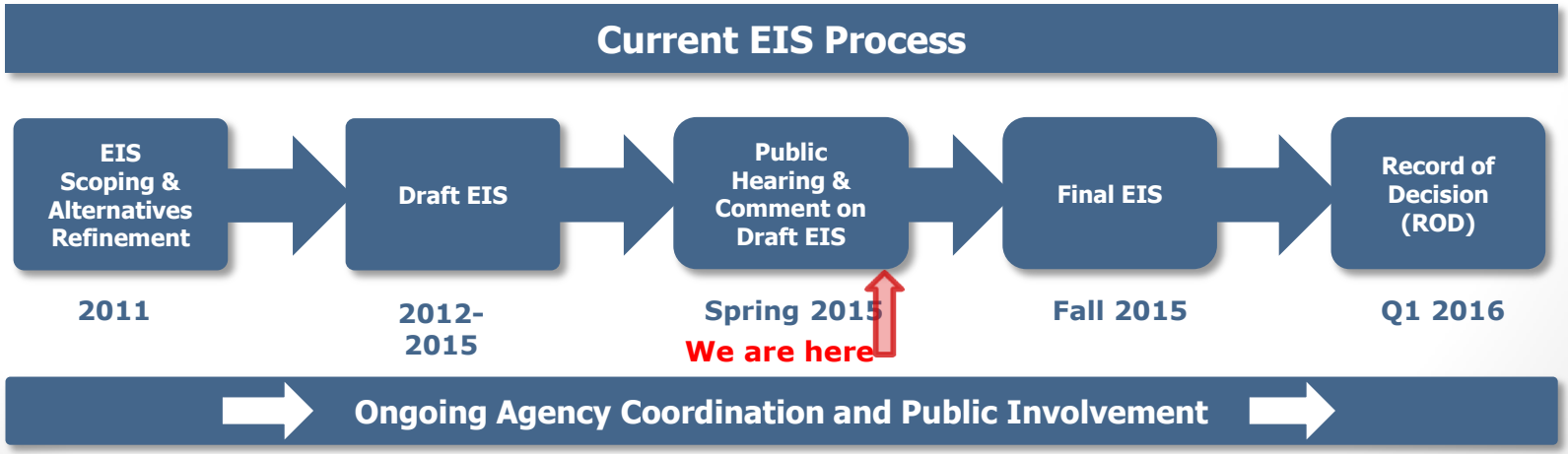
- Staff recommendation will be discussed at board, commission, and committee meetings in May
- City Council public hearing:

  Saturday, May 16, 2015

  9:30 a.m.

  City Council Chambers

  Alexandria City Hall
- Preferred alternative decision by City Council on May 20
- Complete Final Environmental Impact Statement (Fourth Quarter of 2015)
- Record of Decision (First Quarter of 2016)



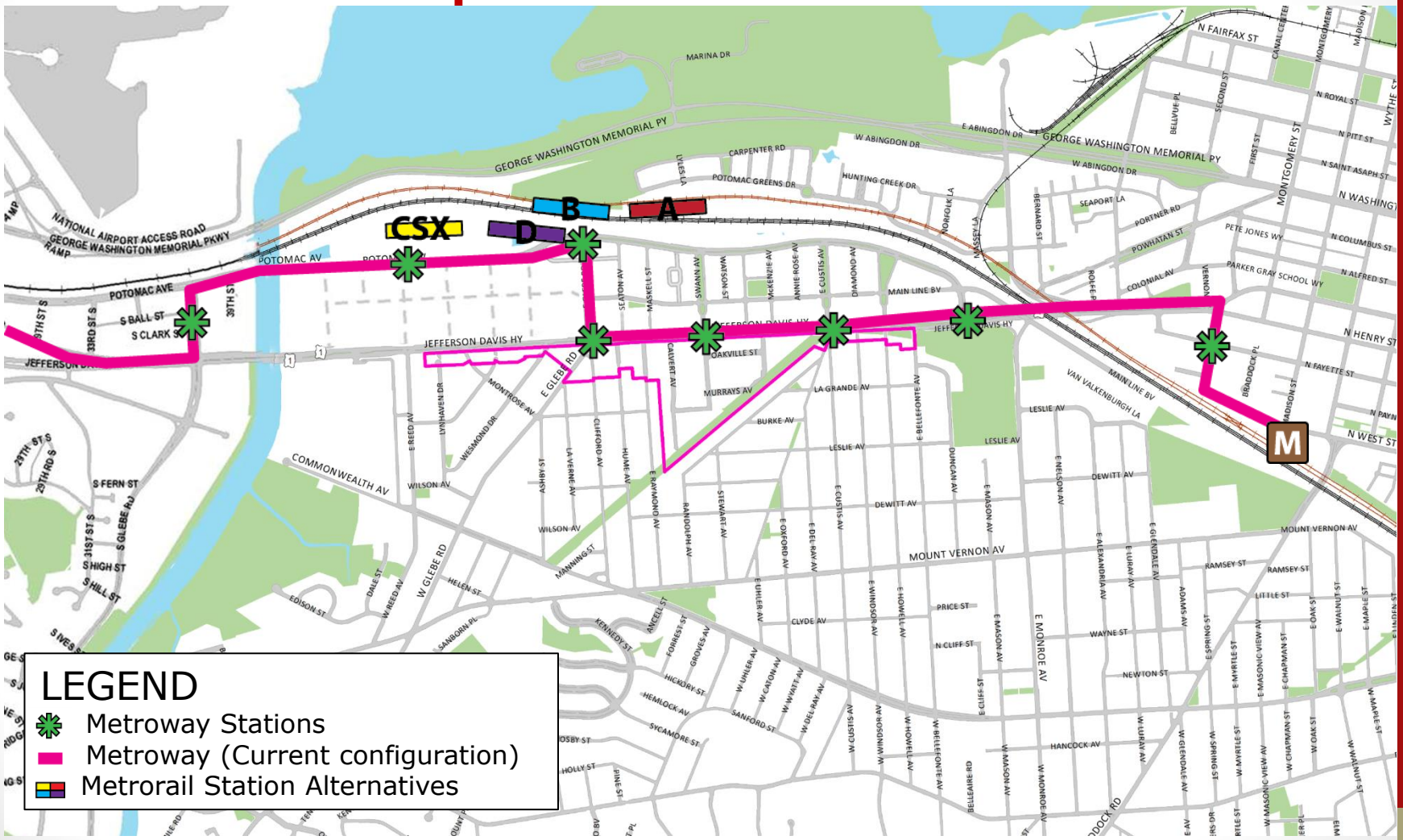
Questions?

For more information, visit:
www.alexandriava.gov/PotomacYard

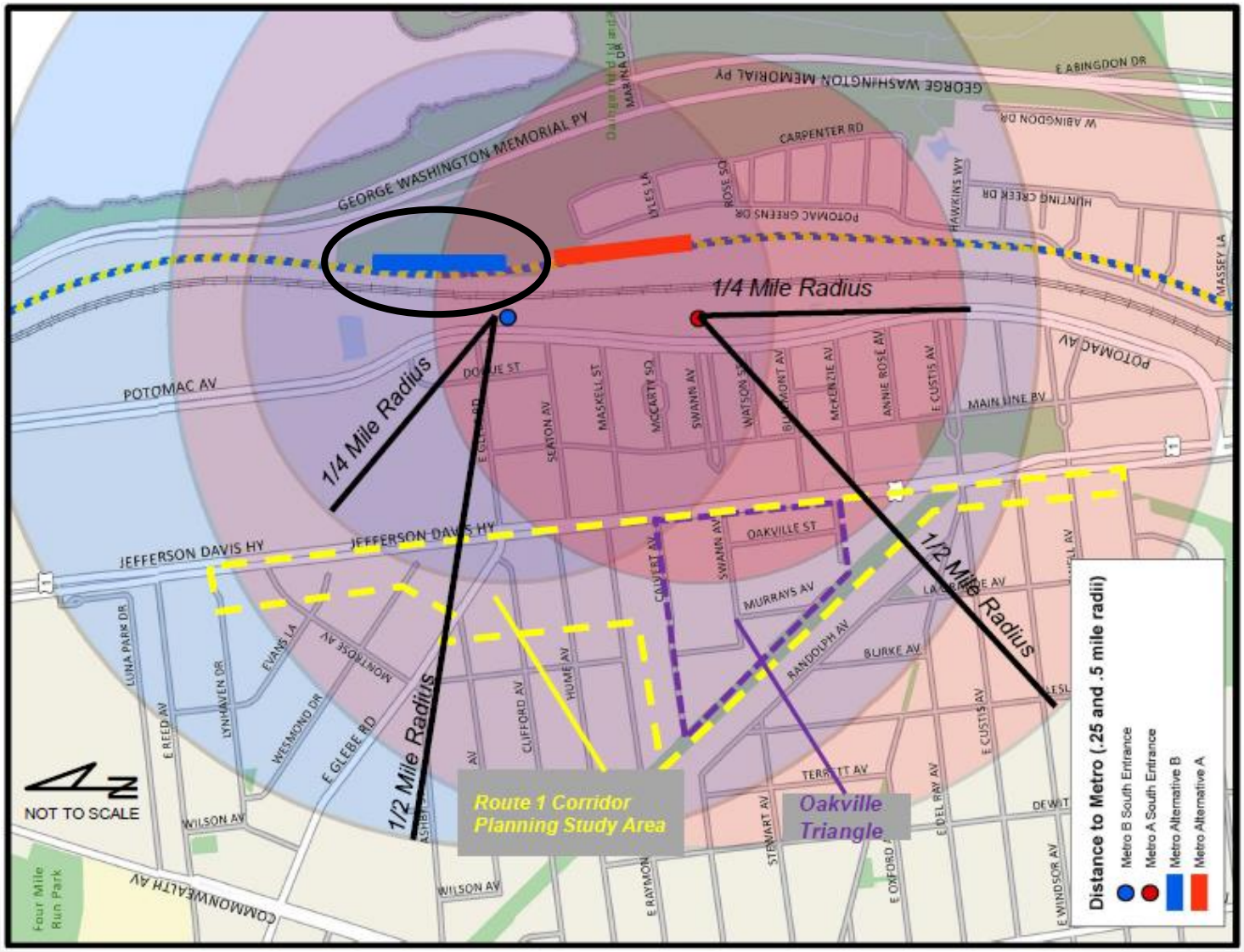
OAKVILLE TRIANGLE / ROUTE 1 CORRIDOR PLAN

Agenda Item #5

Existing and Future Transportation Network

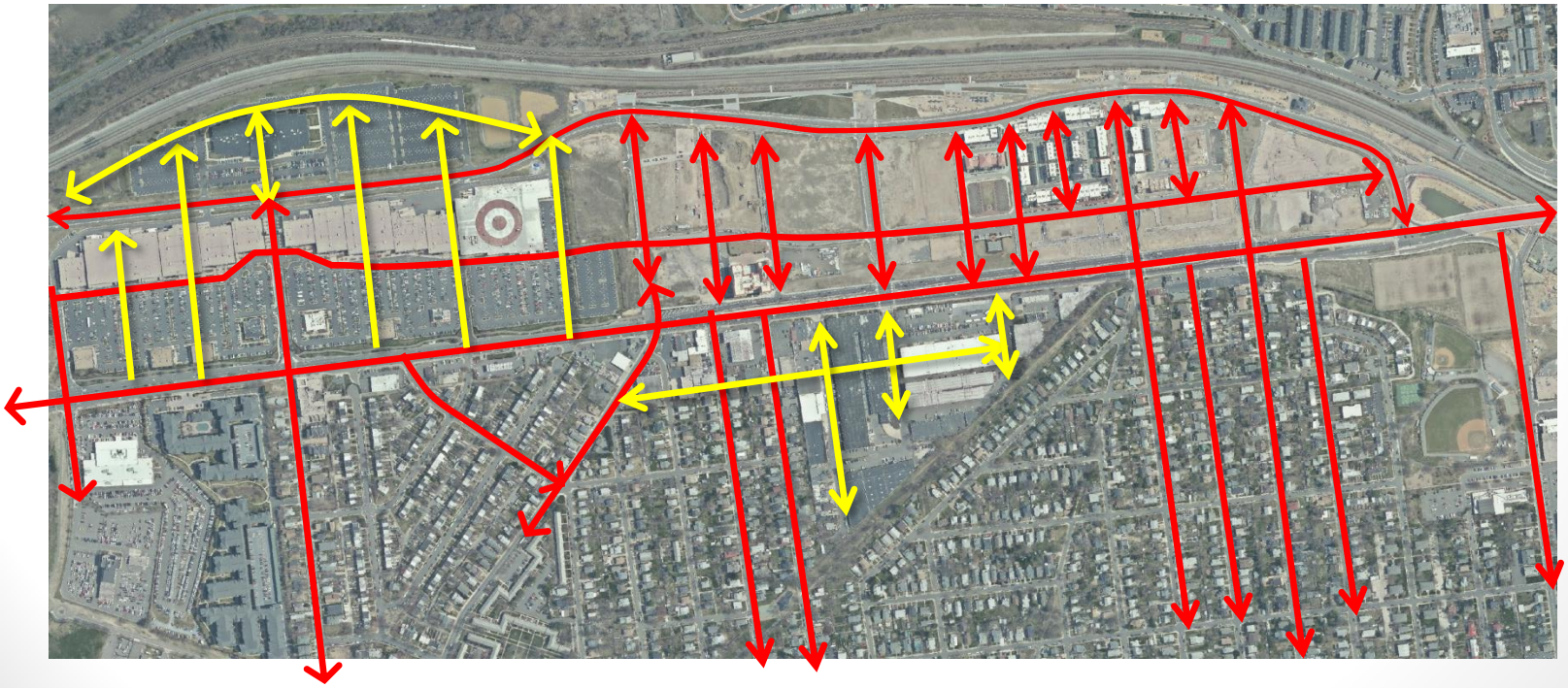


Proximity to Potomac Yard Metrorail Station



Transportation Infrastructure: Existing vs. Future

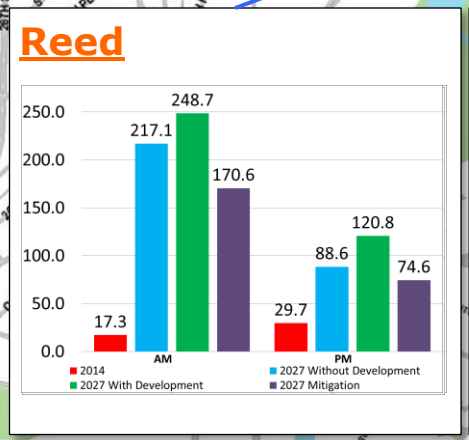
- Local bus service
- Dedicated Transitway with enhanced bus service
- Limited connectivity west of Route 1
- Incomplete bicycle and pedestrian network
- Metro Station
- Enhanced bicycle and pedestrian network (on and off street)
- Additional connectivity

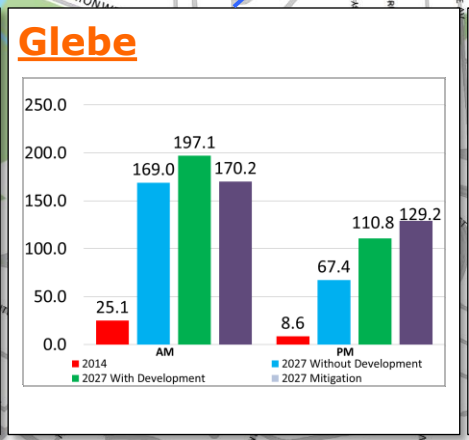


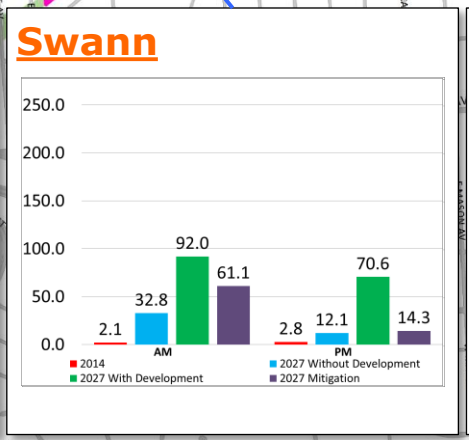
Future Development Assumptions

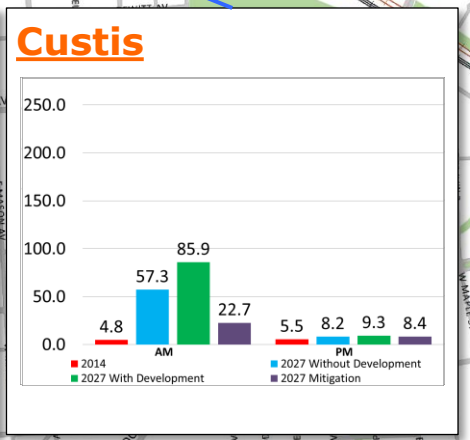
- Development:
  - **1.5M SF (Oakville)**
  - **1M SF (Rest of plan area)**
- Background Development:
  - **Approximately 7.3M SF**
- Potomac Yard Metrorail station
- Enhanced bicycle and pedestrian network

Northbound and Southbound Route 1 Through Movement Delays









Legend (measured by time in seconds per vehicle):

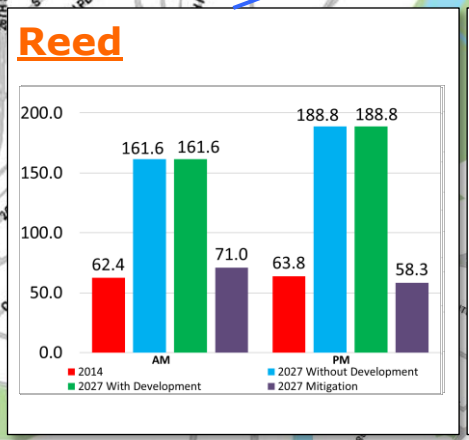
2014 AM Northbound/PM Southbound Peak Hour Vehicle Delays

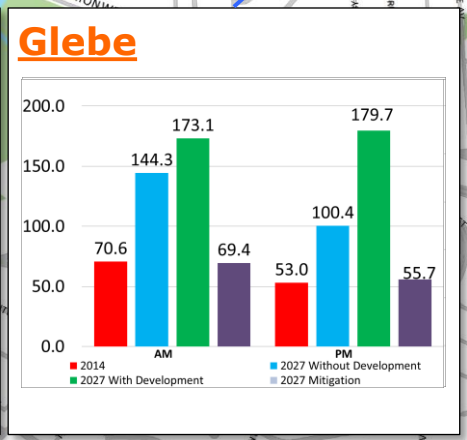
2027 Without Development AM Northbound/PM Southbound Peak Hour Vehicle Delays

2027 With Development AM Northbound/PM Southbound Peak Hour Vehicle Delays

2027 Mitigation AM Northbound/PM Southbound Peak Hour Vehicle Delays

Eastbound Approach Delays





Legend (measured by time in seconds per vehicle):

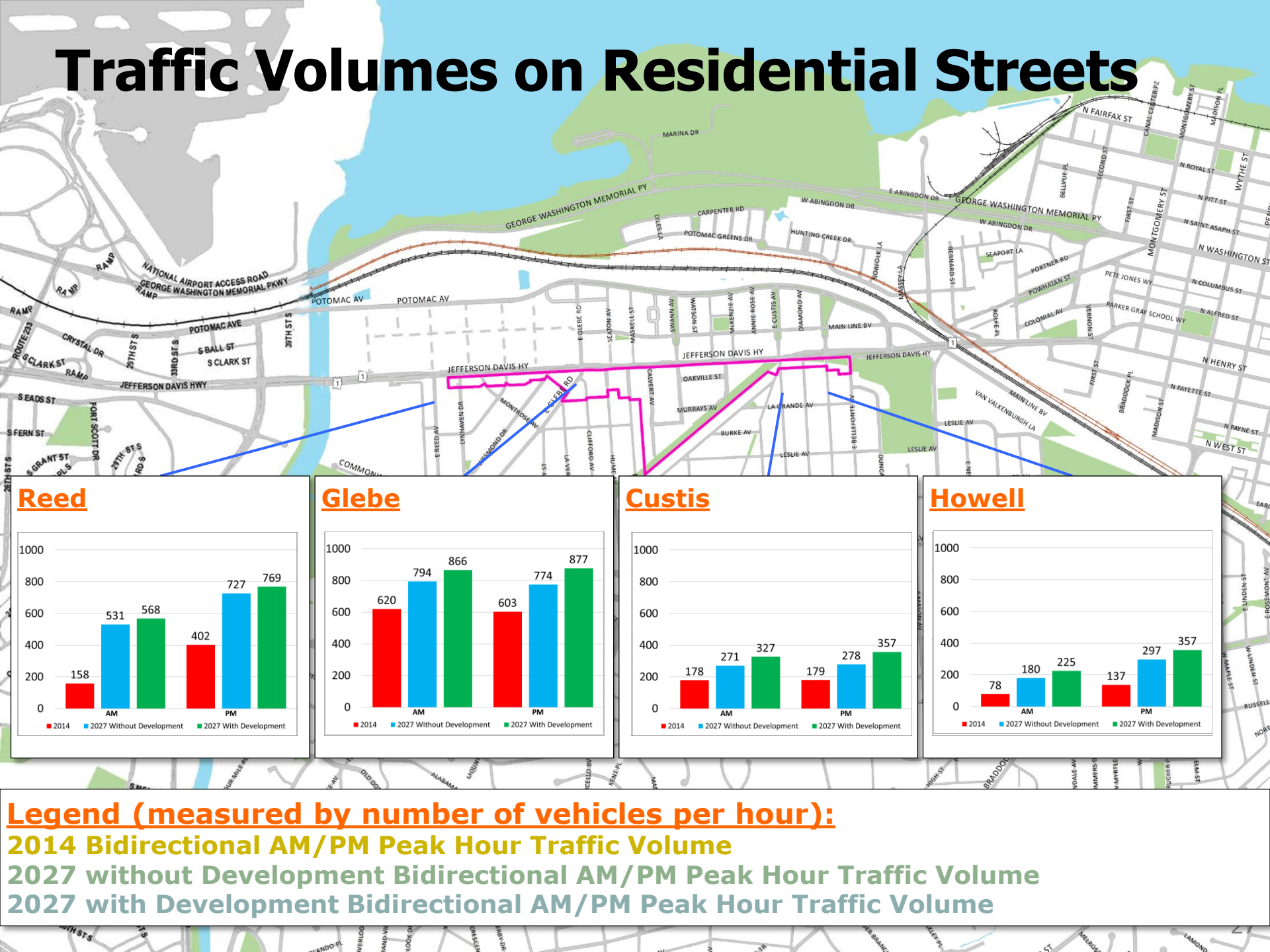
2014 AM/PM Eastbound Approach Peak Hour Vehicle Delays

2027 Without Development AM/PM Eastbound Approach Peak Hour Vehicle Delays

2027 With Development AM/PM Eastbound Approach Peak Hour Vehicle Delays

2027 Mitigation AM/PM Eastbound Approach Peak Hour Vehicle Delays

Traffic Volumes on Residential Streets



Reed

Glebe

Custis

Howell

Legend (measured by number of vehicles per hour):

2014 Bidirectional AM/PM Peak Hour Traffic Volume

2027 without Development Bidirectional AM/PM Peak Hour Traffic Volume

2027 with Development Bidirectional AM/PM Peak Hour Traffic Volume

Findings

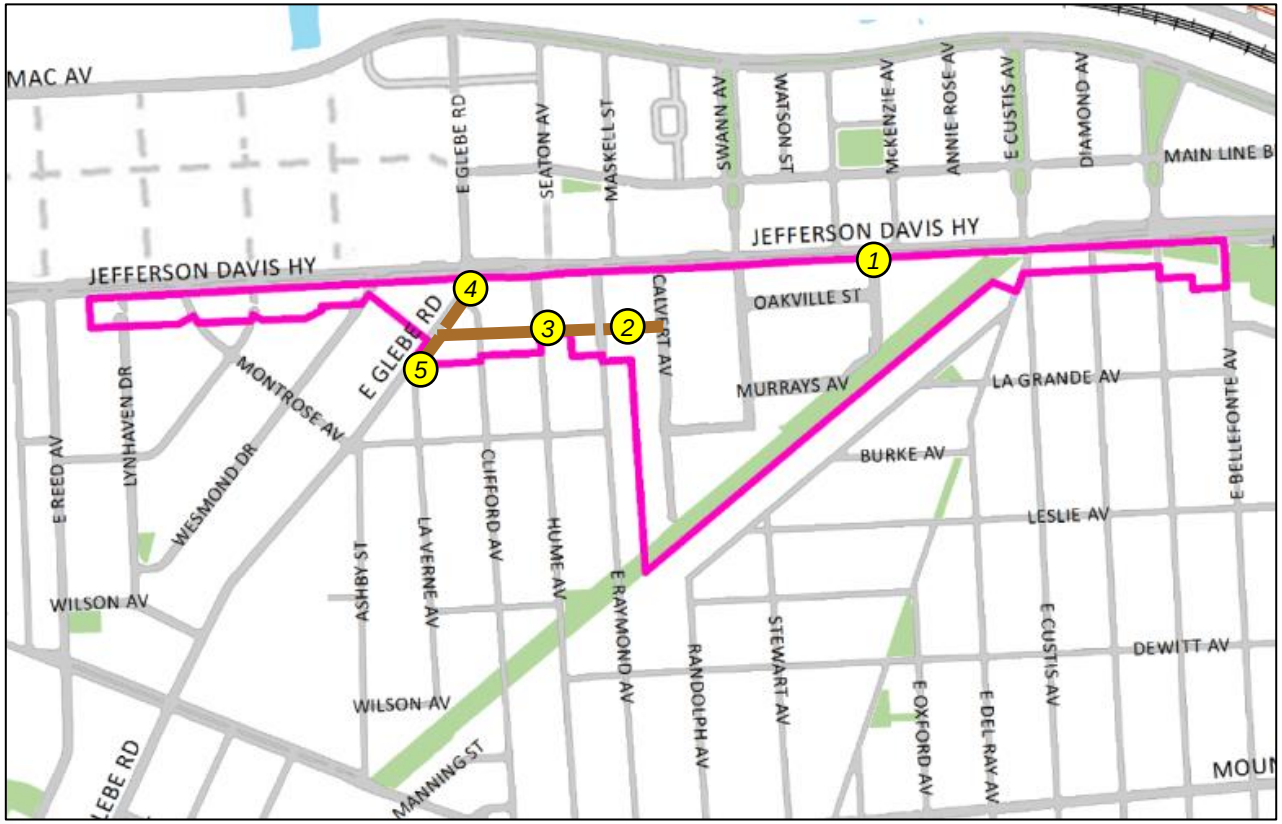
FUTURE- NO BUILD

- Congested Intersections:
  - Route 1 / E. Reed
  - Route 1 / Glebe

FUTURE- BUILD:

- Congested Intersections:
  - Route 1 / E. Reed
  - Route 1 / Glebe

Improvements Under Study



1. Pedestrian crossing at Fannon St.
2. N-S Road (Calvert to Raymond)
3. N-S Road (Raymond to Glebe)
4. Glebe Improvements (Phase 1)
5. Glebe Improvements (Phase 2)

Phasing of Improvements

Phase I

- Signal modifications
- N-S road Calvert to Raymond
- E. Glebe/ Rte. 1 Phase I
- Pedestrian crossing at Fannon Street

Phase II

- Lane modifications on Custis at Route 1
- N-S road Raymond to E. Glebe
- E. Glebe/Rte. 1 Phase II

Additional Study

- Access for development parcels along Route 1
- Additional east-west connectivity north of E. Glebe
- Development triggers
- Truck access
- Turning movements from Glebe Road to N-S Road
- Parking impacts

Thank You

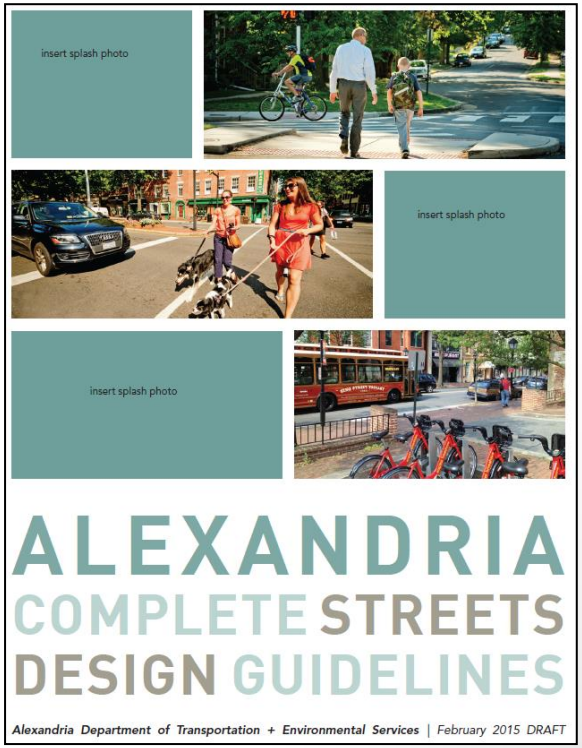
QUESTIONS?

COMPLETE STREETS UPDATE

Agenda Item #6

Program Accomplishments

- Awarded a $400,000 grant for pedestrian improvements at transit stops
- Drafted The Alexandria Complete Streets Design Guidelines
- Developed a Speed Cushion Program
- Received award The Best Bicycle Infrastructure in Virginia for the King Street Bike Lane Project
- Provided Complete Streets training for Maintenance staff



Installed Bicycle Facilities

King Street

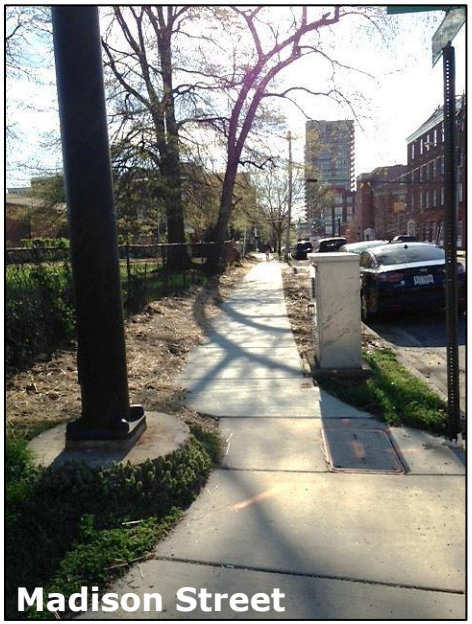
Jamieson Avenue

Bike Fix-it Station

Bike/Ped Counter

Traffic Calming & Pedestrian Safety Improvements

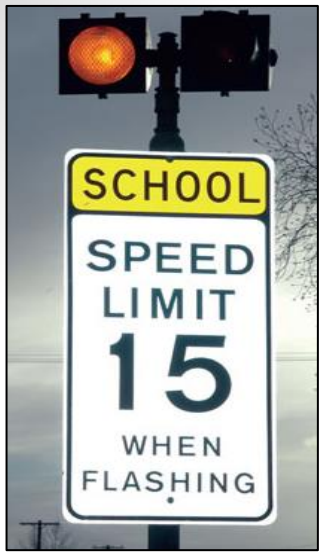
Russell Road Traffic Calming


Madison Street

Eisenhower Ave HAWK

Glebe Road at Florence Drive

Safe Routes to School



Upcoming Projects

Complete Streets Projects		Pedestrian Safety	Bicycle Facilities	Traffic Calming	Transit & Pedestrian Accessibility
On Street	**Between**				
Construction Projects					
Monroe Avenue	Leslie Avenue to Stonewall Road	X	X	X	X
Wheeler Avenue	South Gordon Street to Duke Street		X	X	
Potomac Greens Drive	Massey Avenue to Carpenter Avenue	X	X	X	
Stevenson Avenue	Whiting Street to Stulz Avenue	X	X	X	X
Wilkes Street	Payne Street to Royal Street	X	X		
North Hampton Drive	King Street to Braddock Road	X	X	X	X
Janneys Lane	East to West Taylor Run Parkway	X		X	X
Speed Cushion Projects					
Martha Custis Drive	Lyons Lane to Holmes Lane			X	
West Abingdon Drive	Bashford Lane to Second Street			X	
Sidewalk Projects					
Crestwood Drive	Kenwood Drive to Valley Drive	X			
Duke Street	Oasis Drive to Walker Street	X			
Dawes Avenue	Stephens Street to Seminary Road	X			
Design Projects					
North Van Dorn Street	Seminary Road to Menokin Drive	X	X	X	X
Mount Vernon Trail	Slaters Lane to Bashford Lane	X	X		
King Street	Callahan Drive to Sunset Drive	X	X		X
King Street	Janneys Lane to Quaker Lane	X	X	X	X
Cameron & Prince Streets	King Street Metro to Waterfront	X	X	X	X

FY 2016 Resurfacing

	Section	Avg PCI
Proposed FY16 Paving Schedule	Taney Ave from Van Dorn St to the Dead end	33.13
	Wheeler Ave from Duke St to the Dead-end	29.80
	Monroe Ave from Stonewall Rd to Leslie Ave	39.00
	Janneys Lane from Cloverway to King St	33.00
	E. Taylor Run Pkwy from Duke St. to Dead End	45.20
	Yoakum Parkway from Edsall Rd to Stevenson Ave	36.00
	* N Hampton Dr from Ford Ave to King St	23.50
	* Duke St. from N. Quaker Ln. to S. Jordan St.	40.00
	S. Van Dorn St. from S. Pickett St. to Edsall Rd	41.00
	N. Van Dorn St. from Seminary Rd. to Menokin Dr.	41.00
	N./ S. Columbus St. from Green St. to Oronoco St.	46.00
	Eisenhower Ave. from Bluestone Rd. to Mill Rd.	40.60
	CityWide Alley Resurfacing	< 10
	King St from Menokin Dr. to Janney's Lane	36.43
	TOTAL	**37.35**

Complete Streets Projects

*Complete Streets Policy exceptions

Thank You

QUESTIONS?

TRANSPORTATION LONG RANGE PLAN

Agenda Item #7

Long Range Transportation Plan (LRP)

LRP- *Unconstrained* list of transportation projects, programs and studies

1. Project List – capital projects which are not funded (prioritized by the Transportation Commission)

2. Program List (Removed in 2014)

3. Studies List

Derivation of LRP Projects / Studies

- Pedestrian and Bicycle Mobility Plan (to be updated with Pedestrian and Bicycle Master Plan)
- Small Area Plans
- Special Area and Corridor Plans
- Studies / Plans from other departments

Consistency with City Goals / policies

- Council Strategic Plan
- Transportation Master Plan
- Eco-City Charter

Proposed Project Additions

- Mt. Vernon at Four Mile Road *(Previously on Programs list, and redefined based on Commission input)*
- Mt. Vernon at Russell Road *(Removed from FY 2016-2025 CIP)*
- DASH Bus expansion *(Removed from FY 2016-2025 CIP)*

Proposed Project Deletions

- Prince Street / Cameron Street Bicycle facility *(Added to FY 2016-2025 CIP)*

Proposed LRP Schedule

May	Updates to criteria / scoring procedure (Subcommittee) Review draft of LRP project / study changes
June	Review of initial screening of projects Project prioritization adjustments
July	Final proposed LRP Public input Adoption of LRP by Transportation Commission

Thank You

QUESTIONS?