

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: JULY 22, 2015  
TO: MEMBERS OF THE TRANSPORTATION COMMISSION  
FROM: T&ES STAFF  
SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

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**ISSUE:** Staff update to Transportation Commission on various ongoing projects.

**RECOMMENDATION:** That the Commission receive the items for consent.

### **A. FUNDING UPDATE**

**Washington Area Metropolitan Transit Authority (WMATA)** – WMATA amended its FY2016-FY2021 Capital Improvement Program on June 25, 2015 to procure 220 additional series 7000 rail cars which will primarily be used to replace the problematic 5000 series cars. WMATA will need to pay the Federal Transit Administration (FTA) the value of these cars upon their retirement, since they will be retired early. These actions will not affect the capital subsidy the City will pay in FY2016.

Since several issues still need to be resolved, this purchase will be done under the existing Capital Funding Agreement, which will expire on June 30, 2016. Work will proceed over this year to determine funding levels and other provisions of a new Capital Funding Agreement.

**Northern Virginia Transportation Authority (NVTA)** – Work continued on Standard Project Agreements for the three FY2015-FY2016 projects approved by the NVTA in April 2015:

- Potomac Yard Metrorail station - \$1,500,000
- West End Transitway - \$2,400,000
- Implementation of Transit Signal Priority (TSP) on Duke Street - \$190,000

**Virginia House Bill 2 (HB 2)** – At the Commonwealth Transportation Board (CTB) meeting on June 17, 2015 a statewide process was adopted for HB2 funds. These are discretionary funds which the CTB will allocate to projects which are of statewide significance.

At its June meeting, the CTB approved the evaluation factors including congestion mitigation, economic development, accessibility, safety, environmental quality, and land use and how they will be applied to provide scores. The Virginia Department of Transportation (VDOT) and Department of Rail and Public Transit (DRPT) held workshops on July 9 and

10, 2015 to provide guidance in the process of submitting applications for HB2 funds. If additional information about the HB2 process is desired it can be obtained at:

<http://www.virginiahb2.org/resources.html>

**Commonwealth Transportation Board (CTB)** - The CTB adopted the final Six-Year Program on June 16, 2015, after receiving comments from public hearings. The CTB also adopted the statewide HB2 process on June 17, 2015. The CTB has approved DRPT's FY16 Six-Year Improvement Program (SYIP). The projection shows allocations of \$3.37 billion over six years. The breakdown of the \$3.37 billion over six years is \$1.735 billion for Mass Transit Fund/\$2.816 billion for Public Transportation Allocation/\$558 million for Rail Allocation. Attached you will find detailed information for the DRPT's FY16 Six-Year Improvement Program (SYIP). Alexandria received all of the funds it expected to receive from VDOT and DRPT in the (SYIP).

The FY16 Six-Year Improvement Program (SYIP) and more information is available at: <http://www.drpt.virginia.gov/media/1636/fy16-syip-final-approved-6-17-2015.pdf>

**U.S. Congress** – The U.S. House of representatives passed several bills which cut funding for transit. One of the bills cut \$50 million from the \$150 million allocation WMATA has been allocated annually by the federal government, to pay the cost of critical capital needs. The U.S. Senate has not adopted a comparable Transportation bill as of yet.

## **B. PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE**

**The vision, goals and objectives, existing conditions and progress report have been completed. A draft citywide bicycle network has been developed and is available on the project webpage. Individual bicycle and pedestrian projects are currently being prioritized using evaluation criteria reviewed by the Committee. At the June 8, 2015 Ad Hoc Advisory Committee meeting, the draft pedestrian “engineering” strategies were presented, along with issues and recommendations identified for the five pedestrian case study areas. The policy and program strategies are currently being developed, and will be presented to the Ad Hoc Advisory Committee at their next meeting on August 12, 2015. Over the summer, staff will attend a number of events such as farmers markets to receive feedback on the bicycle network and pedestrian and bicycle strategies. A public meeting is scheduled for September 24, 2015 to receive input on the network, strategies and project priorities.**

**Background:** The City is conducting an update of the Pedestrian and Bicycle Master Plan, and development of the Complete Streets Design Guidelines, which will be completed in late 2015. The City completed both the Transportation Master Plan, and a Pedestrian and Bicycle Mobility Plan in 2008 which is data rich and serves as an implementation tool for the Transportation Master Plan. Since that time, staff has completed many important projects to improve walking and bicycling in the City, and many more are currently underway. In 2011, the City adopted a Complete Streets Policy which expanded staff to include a full time Complete Streets Coordinator, and initiated a Capital Bikeshare Program (Bikeshare Program), both of which continue to expand citywide. Given the many pedestrian and bicycle projects and initiatives completed over the past five years, including the Bikeshare Program, as well as the adoption of the Complete Streets Policy, the City will undertake an effort to

incorporate these additions into an updated Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines.

The purpose of this update to the City's Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines will be to:

- Develop a non-motorized system that addresses the needs of all users (pedestrians, bicyclists, vehicles, and transit riders) and is consistent with the Transportation Master Plan that encourages transportation options, reducing dependence on the private automobile;
- Develop both a bicycle and pedestrian network and hierarchy, based on identification of major activity centers or destinations (including existing and projected development and Metrorail and fixed transit stations); and
- Develop a framework for implementing non-motorized policies and projects citywide

More information is available at: [www.alexandriava.gov/pedbikeplan](http://www.alexandriava.gov/pedbikeplan)

#### **C. EISENHOWER WEST TRANSPORTATION STUDY**

**The transportation analysis of existing conditions and future (2040) baseline conditions has been completed. The 2040 Build scenario modeling is currently underway, and will be analyzed both with and without the multimodal bridge. In addition, a 2040 Build scenario with mitigation will also be analyzed. The results of the 2040 Build scenarios will be presented to the project Steering Committee at its September 9 meeting. The next Steering Committee meeting is scheduled for July 27, 2015.**

**Background:** The Eisenhower West Transportation Study is being conducted in conjunction with the Eisenhower West Small Area Plan (SAP). A Steering Committee has been formed for the SAP and Transportation Study to provide guidance on various issues, including the identification of future land use thresholds within the SAP area. The Transportation Study began in spring 2014 and is anticipated to be complete by spring 2015. The Transportation Study will serve as the transportation element/analysis of the SAP, which will include the analysis of various land use scenarios to be further explored in the SAP, and will conduct additional analysis of the multi-modal bridge concept that was recommended in the Landmark/Van Dorn Corridor Plan (adopted in 2009) to identify a more specific alignment. The multi-modal bridge would provide a direct connection between the Van Dorn Metrorail station and Pickett Street, and serve future anticipated development. In addition, the Transportation Study will include an update to the 1993 Clermont Avenue Interchange with I-95 Environmental Assessment (EA). The update will re-analyze a "No Build" alternative of the Clermont Avenue connector (Eisenhower Avenue to Duke Street) to determine if the connector is still needed, based on current planned land uses and transportation improvements. More information is available at: [www.alexandriava.gov/eisenhowerwest](http://www.alexandriava.gov/eisenhowerwest)

#### **D. OLD TOWN AREA PARKING STUDY (OTAPS)**

**The OTAPS Work Group will hold their final meeting on August 11<sup>th</sup> to review and endorse the draft recommendations that have been discussed over the last seven months. These recommendations and a final report will be presented to the Transportation Commission, the Traffic and Parking Board, and the City Council in the fall.**

**Background:** The Old Town Area Parking Study (OTAPS) Work Group was formed to develop consensus on strategies identified by the Waterfront Small Area Plan and recommendations from the 2009 Old Town Area Parking Study. The final 2012 OTAPS report was submitted to Council in February 2013, and reports are posted online at [alexandriava.gov/ParkingStudies](http://alexandriava.gov/ParkingStudies). The Work Group was reconvened in 2015 to review parking meter restrictions and residential parking policies in Old Town and updated results of the 2014 Old Town parking occupancy study. The Work Group has met monthly since January and has discussed a number of tools to address residential and commercial parking issues in the study area. All of the 2015 OTAPS Work Group meeting materials are posted on this website.