Transportation Commission

April 16, 2016

2016 Transportation Long Range Plan

Work Session

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. Studies List

Proposed Schedule

April	Overview / Guidance / Methodology for LRP update
May	Review draft of new LRP projects / Removed projects (Study Session?)
June	Initial screening of projects
July	Finalize screening of projects (Draft LRP)
Sept.	Public Hearing Adoption of LRP by Transportation Commission

Commission Feedback

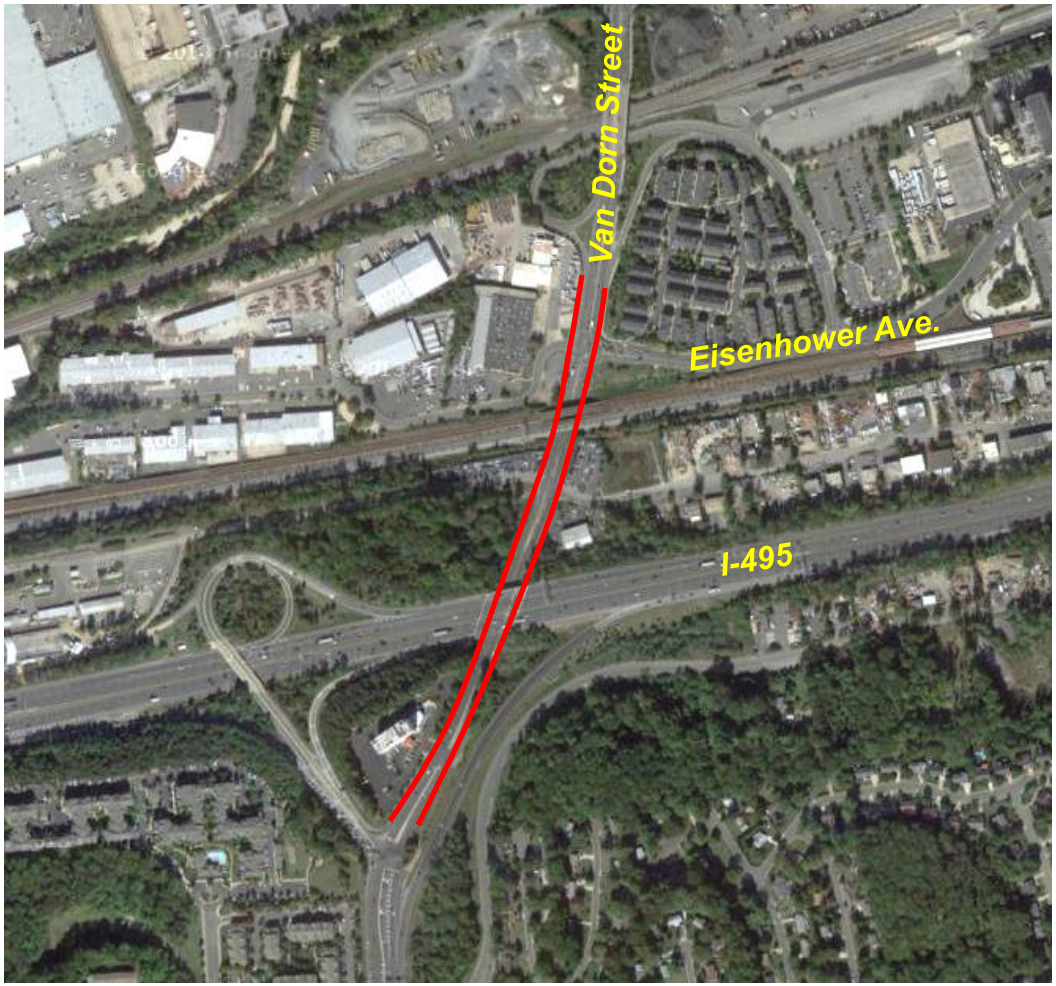
- Develop project worksheets
- Hold work session to review projects
- Consider packaging similar projects
- Seminary / Quaker Lane project – identify specific safety improvements
- Consider removing projects no longer pertinent

Staff Response

- Remove projects or studies completed, not feasible or that can be funded
- Place "developer contingent" projects in separate table – Not scored
- Consolidate similar related projects
- New projects would be major, unfunded projects, and not anticipated to be funded through another source

Projects for Removal

#21 - South Van Dorn Street Improvements



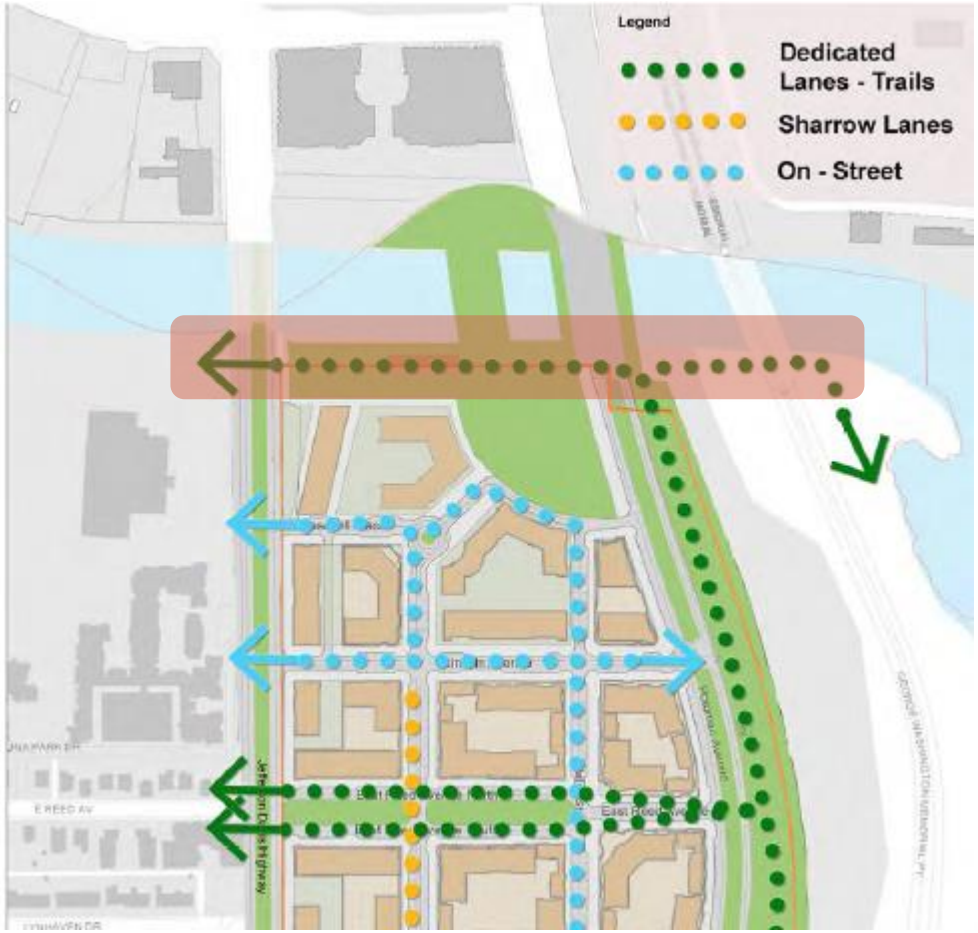
Projects for Removal

#23 – West End Transit Commuter Hub

Construct a new transit commuter hub/kiosk on the west end of Alexandria at the future West End Transit Center to support transit, alternative transportation and non-Single Occupancy Vehicle (SOV) travel (No specific location determined at this time)

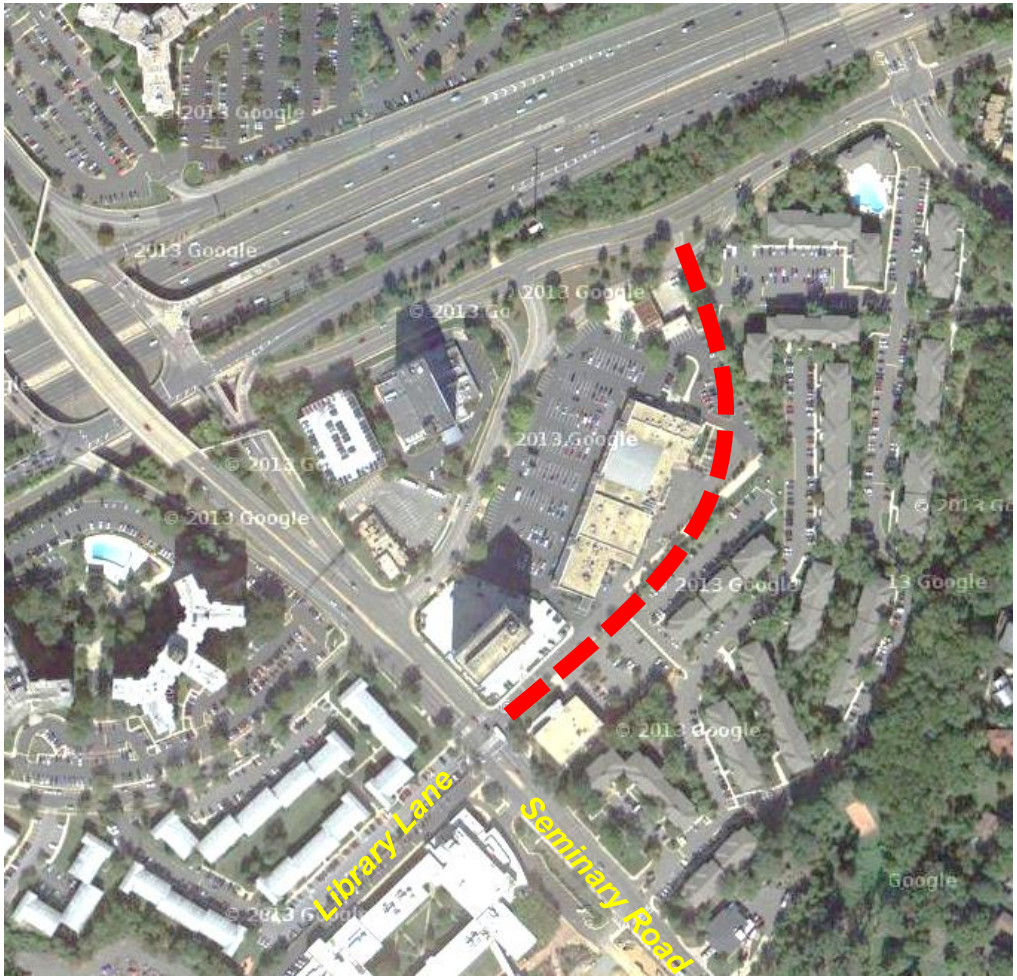
Projects for Development Contingent List

#4 - Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail



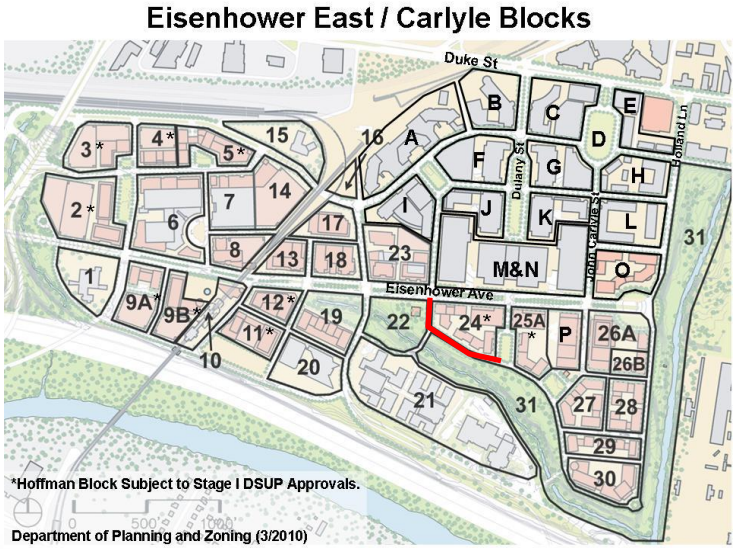
Projects for Development Contingent List

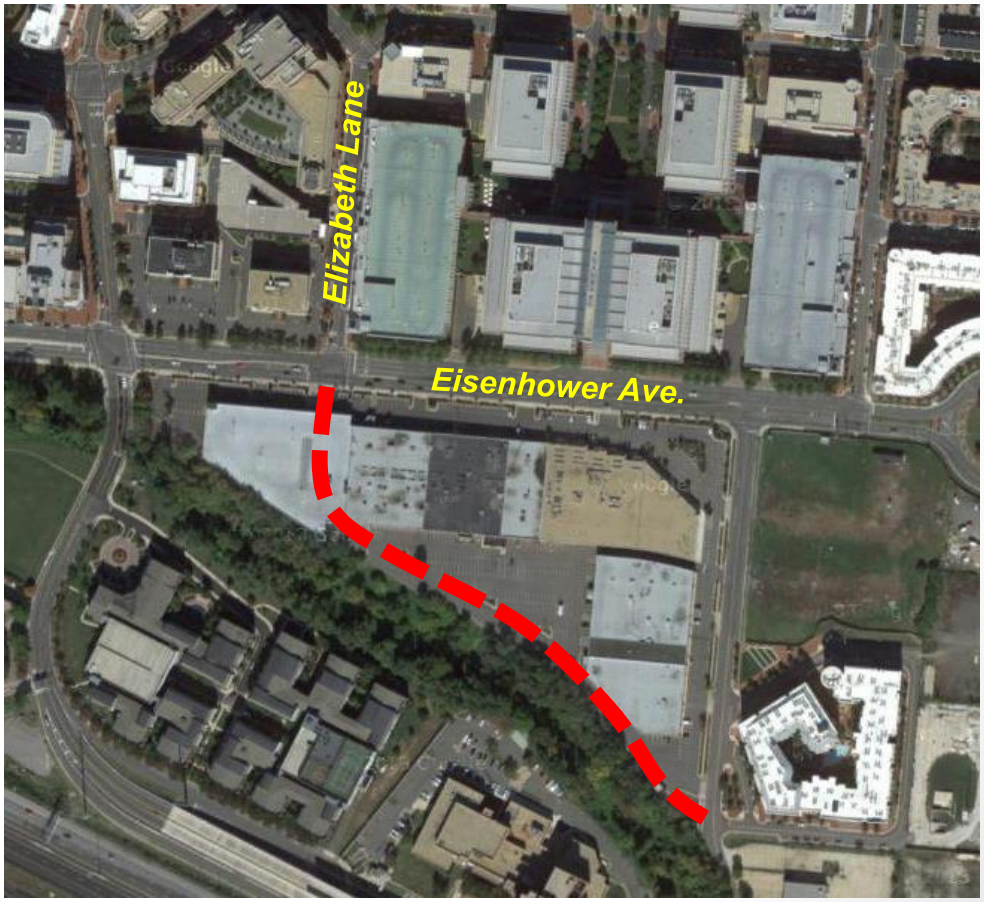
#18 – Library Lane Extension



Projects for Development Contingent List

#22 – Elizabeth Lane Extension





Projects for Development Contingent List

#26 – New road to Four Mile Run Park

Projects for Consolidation

#24 – Van Dorn at Braddock

#25 – Beauregard at Braddock

Studies for Removal

#7 – Edsall from Van Dorn to S. Pickett

Study this section of roadway to determine improvements for the corridor to relieve congestion at the two intersections, including consideration of a grade separation at Edsall Road and Van Dorn Street. *– NOT RECOMMENDED IN THE EISENHOWER WEST SMALL AREA PLAN*

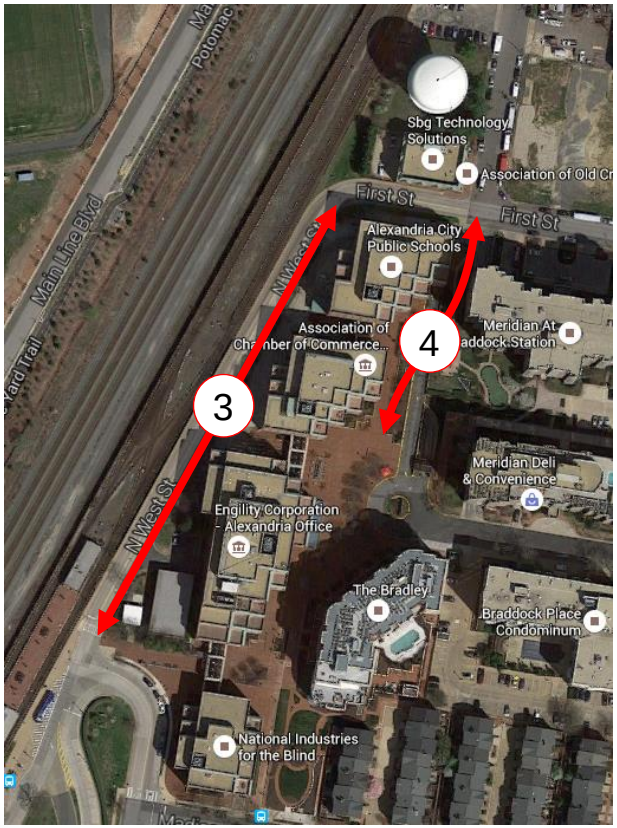
#8 – Commonwealth Ave / Reed Ave Signal

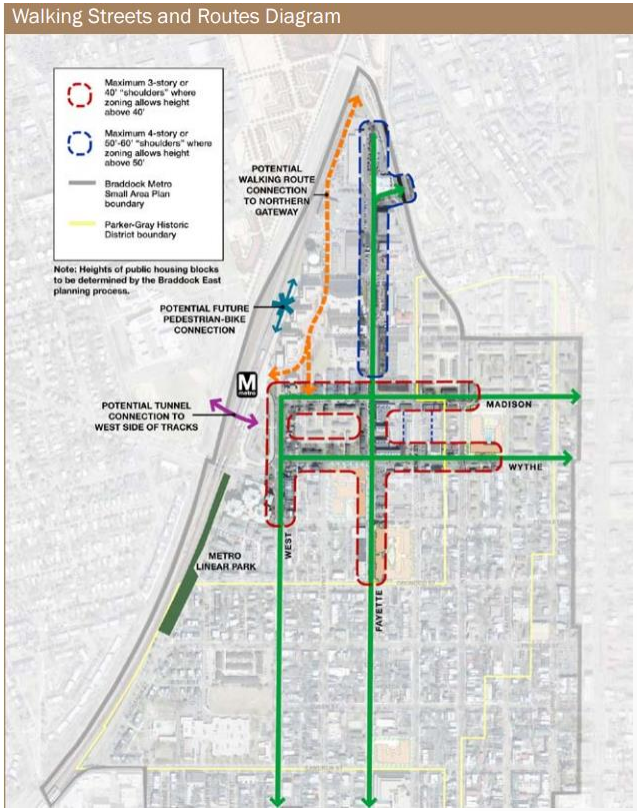
Study the intersection of Commonwealth and Reed Avenue to determine the need for signalization and pedestrian upgrades. *– COMPLETED THRU COMPLETE STREETS PROGRAM*

Studies to be Consolidated

#3 – Feasibility of a pedestrian connection between the Metro Station and the Northern Gateway through Braddock Place Development

#4 – Feasibility of a walking route along the road parallel to the Metro Embankment to also include transit and bike





Transportation Commission

April 16, 2016

COMMISSION MINUTES: March 2016 Meeting

Agenda Item #1

Updates to Receive

Agenda Item #2

Commission Updates

Agenda Item #3

Capital Bikeshare

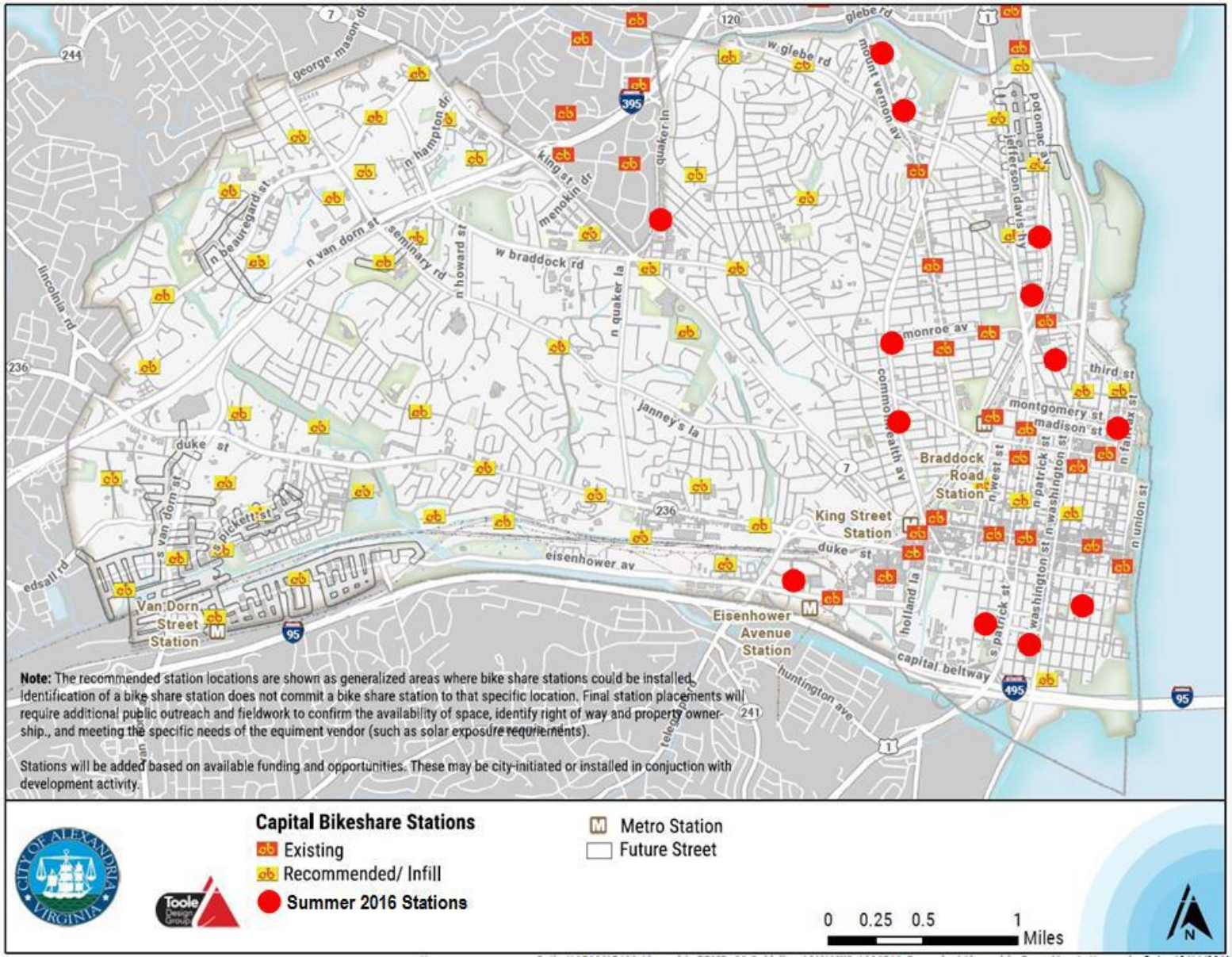
Agenda Item #4

Capital Bikeshare Highlights

Capital Bikeshare in Alexandria
August 2012 - January 2016

Members	
Annual, Monthly & Daily Key	2,856
1-day members	14,044
3-day members	718
Trips	
Trips, starting in Alexandria	106,575
Average trip length (miles)	1.72
Average trip duration (mins)	23
Reported crashes	1
Unrecovered thefts	0
Finances	
Total expenses	$1,026,621
Total revenues	$643,377
Net operating cost	$383,244
Public Subsidy per trip	$3.60
Cost Recovery	63%

Expansion



Note: The recommended station locations are shown as generalized areas where bike share stations could be installed. Identification of a bike share station does not commit a bike share station to that specific location. Final station placements will require additional public outreach and fieldwork to confirm the availability of space, identify right of way and property ownership., and meeting the specific needs of the equiment vendor (such as solar exposure requriements).
Stations will be added based on available funding and opportunities. These may be city-initiated or installed in conjuction with development activity.
Capital Bikeshare Stations
Existing
Recommended/ Infill
Summer 2016 Stations
Metro Station
Future Street
0 0.25 0.5 1 Miles
Van Dorn Street Station
Eisenhower Avenue Station
King Street Station
Braddock Road Station

Expansion Process

- Fall 2016 – Staff report to City Council on initial 32 stations with request to proceed with future expansion of the program
  - Proposed operational funding for out year expansion by year in FY 2018 budget

Capital Costs – Grant Funded

FY 2017 – FY 2022 CMAQ-RSTP Proposed Program

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
New Electronic Payment Program	$0	$0	$0	$0	$100,000	$1,000,000
Transportation Demand Management	$638,000	$493,000	$526,000	$600,000	$600,000	$650,000
Bike Sharing	$650,000	$699,000	$368,000	$402,000	$350,000	$400,000
Parking Technologies	$0	$110,000	$200,000	$0	$407,000	$450,000
Bus Shelters	$0	$0	$0	$0	$600,000	$500,000
ITS Integration	$0	$0	$0	$0	$0	$1,000,000
Commuter Outreach	$0	$600,000	$0	$0	$600,000	$0
Transit Analysis Study	$0	$0	$0	$500,000	$0	$0
Transitway Enhancements	$0	$0	$500,000	$500,000	$454,491	$0
Braddock Road Multimodal Connections	$0	$500,000	$0	$0	$0	$0
Bicycle and Pedestrian Improvements	$0	$0	$340,000	$0	$0	$0
Van Dorn-Beauregard Bicycle Facility	$0	$0	$250,000	$1,171,000	$0	$0
Backlick Run	$0	$200,000	$1,919,000	$0	$0	$0
Old Cameron Run	$2,095,000	$0	$0	$0	$0	$0
Transportation Master Plan	$0	$0	$0	$0	$500,000	$0
Bike Parking	$350,000	$0	$0	$0	$0	$0
DASH Bus Replacement Funds*	$0	$940,000	$0	$450,000	$0	$0
CMAQ/RSTP Subtotal	**$3,733,000**	**$3,542,000**	**$4,103,000**	**$ 3,623,000**	**$3,611,491**	**$4,000,000**

*CMAQ funds sponsored by the FHWA cannot be used to buy buses. Funds will be reallocated through the NVTA reprogramming process.

Operational Funding – TIP Funding

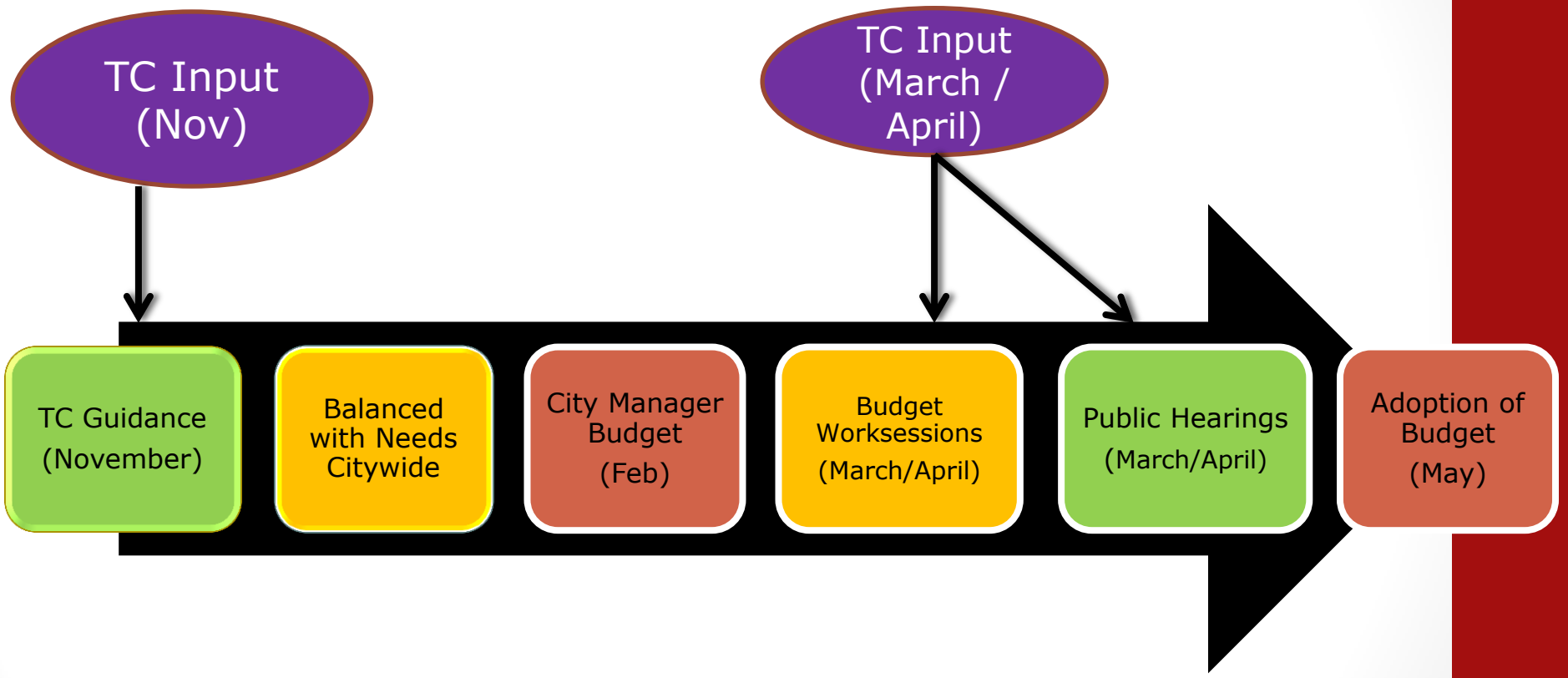
- Currently at 63% cost recovery through membership and user fees
  - TIP funds cover 37%

- How do we reduce City funds for operations?
  - Decrease operating costs anticipated based on new contract with Motivate
  - Contributions from TMPs
    - Currently $103,000 to be budgeted over five years
  - Sponsorship opportunities

FY2017-2026 Budget: Public Hearing

Agenda Item #5

Budget Process



Ongoing coordination with OMB

Key Changes to Operating Budget

1. New parking planner position funded
2. Addition of $500k reserve to fund traffic enforcement and parking adjudication
3. New traffic engineer position funded (ITS)
4. Capital bikeshare funding increased by $160k to operate existing stations
5. Reduction in sidewalk maintenance operations
6. DASH operating subsidy decreased by $137,059 in FY 2017 (Does not include AT1 expansion)
7. DASH operations funding for expansion of AT1 moved up to FY 2017 to accommodate peak service - $320k
8. WMATA contribution decrease in FY 2017 of $895k

Key Changes to Capital Budget

1. Complete Streets funding remains consistent
   - $8,640,000 over 10 years
2. Old Cameron Run Trail – Additional $6M (HB2)
3. Reduction in Shared Use Paths - $300k every other year
4. Increase in Sidewalk Maintenance - $300k every other year
5. Additional parking wayfinding - $200,000
6. Eisenhower West Infrastructure Phasing - $500,000
7. West End Transitway – Increase of $48M (Federal funding)
8. ITS Integration – Increase of $7M (HB2)
9. Addition of $1M for Broadband TSA Communications link (HB2 funds)

Commission Input – March 16

1. Contributions to WMATA should be made using funds from other sources rather than TIP
2. If additional resources are available through additional tax or removing WMATA contributions from the TIP:

    1. Apply the first $1 million toward the Complete Streets program
    2. Remaining resources should go toward funding priority projects in the Transportation Long Range Plan (LRP)

Budget Calendar

- **April 26, 2016** Preliminary Add / Delete
- **May 2, 2016** Final Add / Delete
- **May 5, 2016** Final Budget Adoption

Thank You

QUESTIONS?

Other Business

Agenda Item #6