

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: MAY 18, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, ACTING DEPUTY DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES

SUBJECT: WORK SESSION ITEM – 2016 TRANSPORTATION LONG RANGE PLAN

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**ISSUE:** 2016 update to the Transportation Long Range Plan (LRP)

**RECOMMENDATION:** That the Transportation Commission (Commission) review the proposed 2016 LRP project and study lists and provide feedback.

**BACKGROUND:** As part of its responsibility to develop and maintain a comprehensive Transportation Long Range Plan (LRP) that identifies the City’s long-range transportation needs, the Commission first adopted an LRP in April 2010. The LRP is an unconstrained list of all transportation related capital projects and studies identified in City plans and policies. Projects on the LRP have no identified funding source. Once projects on the LRP receive partial or full funding, they are moved from the unconstrained LRP to the City’s constrained Capital Improvement Program (CIP).

Each year the Commission updates the LRP transportation projects and studies from plans adopted since the last update. Additional projects not captured in the previous LRP, or projects and studies no longer relevant, can also be removed if they have been completed or funded in the City’s CIP.

As part of the 2015 LRP update, the Commission approved updated evaluation criteria, adding “safety” as a new evaluation measure.

At the April 20, 2016 Commission work session, the Commission provided guidance to staff on the 2016 LRP update. The guidance included the following:

- Remove any projects or studies that are either completed, shown to be not feasible through additional analysis already completed, or should be combined with another existing funded project;
- Existing or proposed projects such as roadways that are dependent on the timing of redevelopment proposals should be moved to a separate list, and not prioritized. These projects may also be implemented through developer requirements or contributions;

- For projects from a specific approved plan, such as a small area plan, consider consolidating projects that are similar, or within proximity of each other;
- New projects to add to the LRP (from approved plans) should be major projects that are unfunded, and that are not anticipated to be implemented through another funding source. For example, a number of priority projects identified in the Pedestrian and Bicycle Master Plan are currently in the Capital Improvement Program, or are anticipated to be implemented through the Complete Streets program.

Staff reviewed with the Commission the potential projects and studies to be removed, consolidated, or moved to a developer contingent list.

**DISCUSSION:** The draft 2016 LRP update includes changes based on the guidance provided by the Commission at its April 20, 2016 work session. This includes a number of projects and studies that have been removed, consolidated or moved to a developer contingent list.

A number of recent plans have been recently approved since the 2015 LRP, including the Eisenhower West Small Area Plan, Oakville Triangle-Route 1 Corridor Plan, and Pedestrian and Bicycle Master Plan Update. All of these plans include a significant number of recommended transportation projects or studies that are currently unfunded or have not been added to the CIP, and are being added to the 2016 LRP. They have been organized in a manner consistent with the guidance provided by the Commission.

- ATTACHMENTS:**
1. Draft 2016 LRP – Projects List
  2. Draft 2016 LRP – Developer Contingent Project List
  3. Draft 2016 LRP – Studies List
  4. LRP Project Prioritization Criteria

**ALEXANDRIA TRANSPORTATION COMMISSION**

**CRITERIA FOR PRIORITIZING CITY TRANSPORTATION PROJECTS FOR THE  
UNCONSTRAINED LONG RANGE PLAN (UPDATED MAY, 2015)**

**PRIORITIZATION METHODOLOGY**

The City of Alexandria's Transportation Division maintains a list of Transportation Projects as a part of the City Master Plan. This list, called the Transportation Long Range Plan (LRP), is unconstrained in that funding for the projects on it has not been identified, and it includes ALL of the Transportation Projects that have been approved by the City Council as part of the City Master Plan. The Transportation LRP also includes Transportation Projects that are part of the:

- ❖ Pedestrian and Bicycle Mobility Plan
- ❖ Transportation Master Plan
- ❖ Small Area Plans
- ❖ Special area and corridor plans

Any Transportation Project proposed that is not specifically recommended in any of these plans must be consistent with City goals and policies including the:

- ❖ Mayor and Council Strategic Plan
- ❖ Master Plan and all sub-plans listed above
- ❖ Eco-City Charter

The following prioritization methodology provides the Transportation Commission with a starting point for prioritizing projects. However, the annual LRP update process also relies on a discussion by the full Commission to determine the relative importance of each project. Therefore, the individual or combined scores as a result of the prioritization exercise do not necessarily reflect the final project prioritization.

As projects from the LRP are considered for the City's annual constrained budget (Capital Improvement Program), there are a number of other criteria that are typically considered by staff, including:

- ❖ Funding / opportunities to leverage non-City funds, and impact to the City's operating budget
- ❖ Anticipated maintenance and operating costs
- ❖ Urgency or critical need related to system failure, major development, or economic development

**Long Range Plan (LRP)**

*Proposed long-range Transportation Projects with no funding identified*

Once Transportation Projects are included on the LRP, they will be prioritized according to the following seven criteria using a five-point ranking schema.

**1. LIVABILITY**

The environmental and social quality of an area as perceived by residents, employees of local businesses, and visitors to the area

Positive impacts on neighborhood livability may include:

- ❖ improved access to community facilities, services, convenience shopping, transit and regional transportation facilities
- ❖ a safer and more pleasant walking environment
- ❖ more attractive streetscape
- ❖ traffic calming
- ❖ improves accessibility for persons with disabilities
- ❖ helps to improve the health and well-being of residents and visitors

Negative impacts on neighborhood livability may include:

- ❖ increased noise and neighborhood traffic
- ❖ local air pollution
- ❖ hazards to pedestrians and cyclists
- ❖ cut-through traffic on neighborhood streets
- ❖ spillover parking

**1A. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON LIVABILITY IN THE AFFECTED AREA?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

**1B. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON THE OVERALL LIVABILITY IN THE CITY OF ALEXANDRIA?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

## 2. CONNECTIVITY

The ability to reach desired goods, services, activities and destinations

Connectivity is a measure of the interconnectedness of the transportation system. Systems with high connectivity generally provide a number of choices of routes between destinations and relatively short travel distances.

Factors that increase connectivity and reduce travel time include:

- ❖ small block size
- ❖ direct access
- ❖ redundancy
- ❖ modal options (car, pedestrian, bicycle, transit)
- ❖ optimizing signals
- ❖ bike sharing/car sharing

Factors that impede connectivity include:

- ❖ railroads
- ❖ rivers and streams
- ❖ freeways
- ❖ cul-de-sacs
- ❖ medians
- ❖ turn restrictions
- ❖ frontage roads

**2A. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON NEIGHBORHOOD CONNECTIVITY AND THE CITY AS A WHOLE?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

**2B. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON REGIONAL MOBILITY?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

**3. LAND USE AND ECONOMIC DEVELOPMENT**

Projects that promote compact development patterns and/or promote economic development

The project focuses investment where jobs and households are located and/or served. The project encourages mixed-use, transit-oriented, compact development and discourages dispersed, low-density, single-use, automobile dependent land use patterns.

The project is in an area with existing or planned development that creates opportunity for economic development.

**3A. HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR EXISTING OR PROPOSED POPULATION AND EMPLOYMENT CENTERS?**

- 5 *Very Well*
- 4 *Moderately Well*
- 3 *No Impact*
- 2 *Poorly*
- 1 *Very Poorly*

**3B. HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR OPPORTUNITIES FOR ECONOMIC DEVELOPMENT?**

- 5 *Very Well*
- 4 *Moderately Well*
- 3 *No Impact*
- 2 *Poorly*
- 1 *Very Poorly*

**4. MODE CHOICE**

Project creates multimodal choices for travelers including travel by foot, bicycle, transit or car

Major improvements may include:

- ❖ Roadway widening
- ❖ High Occupancy Vehicle (HOV) lanes
- ❖ Transit service improvements and amenities such as improved frequency or other capacity enhancements
- ❖ Construction of bicycle or pedestrian facilities
- ❖ Car / Bikeshare programs

Minor improvements may include:

- ❖ Intersection reconstruction/improvement
- ❖ Access and parking improvements

**4A. DOES THE PROJECT IMPROVE OR ADD MULTIMODALITY?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No impact*
- 2 Minor deterioration*
- 1 Major deterioration*

**4B. DOES THE PROJECT ENCOURAGE NON-SOV TRAVEL?**

- 5 Greatly encourages*
- 4 Moderately encourages*
- 3 No impact*
- 2 Moderately discourages*
- 1 Greatly discourages*

**5. INFRASTRUCTURE**

Projects that address major maintenance for aging transportation infrastructure

Proposed project may have an effect on aging transportation infrastructure via rehabilitation, or by increasing demand on deteriorating systems, or has the opportunity to apply best environmental practices and update to meet accessibility standards.

**5A. DOES THE PROJECT IMPROVE AGING TRANSPORTATION INFRASTRUCTURE?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No impact*
- 2 Minor deterioration*
- 1 Major deterioration*

**6. OPERATIONS AND TECHNOLOGY**

Projects that improve system efficiency through the appropriate use of technology

These projects improve system efficiency and can improve capacity without making physical changes to the transportation network. These projects may include:

- ❖ Signal optimization
- ❖ Transit technology
- ❖ Transit priority
- ❖ Real time transit information

**6A. DOES THE PROJECT IMPROVE SYSTEM EFFICIENCY THROUGH AN APPROPRIATE USE OF TECHNOLOGY?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

## **7. SAFETY**

Project increases public safety by reducing the number and severity of vehicular crashes and creating a safer environment for all users of transportation network, and improves the overall perception of safety within the surrounding environment.

Safety effects are typically measured by changes in the number and severity of vehicular crashes. Vehicle speed is a significant factor in the severity of all crashes, but is particularly important in the rate of fatalities in crashes involving pedestrians and cyclists.

Emergency vehicle access and protection from crime may also be safety considerations in design and location of transportation facilities. Other safety considerations include design that will provide for a real or perceived improved safety of the user.

**7A. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON CRASH RISKS AND SAFETY?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

**7B. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON PERCEIVED PERSONAL SAFETY?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

PROJECTS

2015 Rank No.	2016 Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
15-2		DASH Bus expansion	This project provides for the purchase of additional buses for the DASH fleet, <a href="#">and expansion of the DASH Maintenance facility to accommodate the additional buses</a> . In 2014, DASH Comprehensive Operations Analysis was completed which serves as the basis for the planned expansion of the DASH Fleet. The findings of that analysis will determine the specific uses for the expansion vehicles, which have a 12-year life span.	DASH COA	Project	Transit	More than \$5 million	1-5 years	Not Started	No	This project was previously in the City's FY 2015 CIP. During the FY 2016-2025 budget process, the project was recommended for removal from the CIP. Therefore, the project is being moved back to the LRP. <a href="#">UPDATED TO INCLUDE DASH MAINTENANCE FACILITY EXPANSION.</a>
15-3		Van Dorn Street bridge widening	Widening of Van Dorn Street over Duke Street to accommodate pedestrians.	Landmark/Van Dorn SAP	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes	At time of long term (Phase 2) development of Landmark Mall or Van Dorn Street reconstruction
15-5		Mt. Vernon Avenue at Russell Road	<del>Safety improvements identified in the Arlandria Small Area Plan. The existing intersection geometry and parking configuration adjacent to the intersection creates unsafe conditions for vehicle movement as well as pedestrian and bicycle activity. The intersection accommodates a large number of bicyclists and pedestrians and has a history of pedestrian and vehicle crashes</del>	Arlandria Plan	Project	Streets	\$1-5 million	1-5 years	Not Started	No	<del>This project was previously in the City's FY 2015 CIP. During the FY 2016-2025 budget process, the project was recommended for removal from the CIP. Therefore, the project was moved back to the LRP. <a href="#">REMOVE INDIVIDUAL PROJECT AND CONSOLIDATE WITH PROJECT 15-6 AND 15-7</a></del>
15-6		Mt. Vernon at Four Mile Road	<del>Construct pedestrian, bicycle improvements as well as vehicular circulation improvements within the vicinity of the intersection of Mount Vernon Avenue and Four Mile Road.</del>	Arlandria Plan	Project	Streets	Less than \$1 million	1-5 years	Not Started	No	<del>During the 2014 LRP Update, this project was initially recommended to be moved from the prior year (2013) Programs list to the 2014 Projects list. The Commission requested that staff review additional information on the need for the project. The project was initially intended to provide better access to the park from Mt. Vernon Avenue, but the park design has been revised to allow for additional pedestrian access off of Mt. Vernon Avenue. At its Sep. 17, 2014 meeting, the Commission recommended removal of the project for 2014, but requested additional clarification on whether the Mt. Vernon Avenue at Four Mile Road project should move back to the project list in 2015. The Commission asked staff to revise the language of the project to reflect exactly what it will entail and add it to the 2015 project list list. <a href="#">REMOVE INDIVIDUAL PROJECT AND CONSOLIDATE WITH PROJECT 15-5 AND 15-7</a></del>
15-7		Mt. Vernon Avenue at East/West Glebe Road intersection improvements	It is recommended that traffic improvements be implemented at this intersection, including signalization, channelization for turning movements, and accommodations for pedestrians.	Arlandria SAP	Project	Pedestrian	Less than \$1 million	2-5 Years	Not Started	Yes	The 2013 LRP identified this as a Program. It was identified in the Arlandria Plan. This project cannot be constructed prior to redevelopment due to issues such as location of curb cuts. <a href="#">REMOVE INDIVIDUAL PROJECT AND CONSOLIDATE WITH PROJECT 15-5 AND 15-6</a>
15-8		Royal Street Bikeway	Construct bicycle Improvements along Royal Street between Jones Point and Bashford Street, that may include signage, traffic calming and other measures to improve north-south bicycle travel within Old Town.	2008 TMP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	Project was recommended in the Transportation Master Plan and the Waterfront Small Area Plan. <a href="#">The project is being further analyzed as part of the Old Town North Small Area Plan in 2016, and should be implemented as part of the road resurfacing scheduled for 2018.</a>
15-9		Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	Four Mile Run Restoration Plan	Project	Bicycle	More than \$5 million	5-10 years	Not Started	Yes	This project is identified as a demonstration project in the Four Mile Run Plan. It is currently being designed but has no construction funding identified.
15-10		Pedestrian improvements at King Street and waterfront area	Limit vehicular access to the unit block of King Street and the Strand, between Prince and King Streets, and potentially to the 100 block of King Street to emergency vehicles, deliveries (limited hours), motorcoaches and the King Street trolley. The Strand would also be open to vehicles accessing the parking garages and lots that have entrances on this block. In addition, enlarge the pedestrian hub at King Street and Union Street. Consider eliminating on-street parking along the unit block of King and at the immediate intersection of King and Union Street.	Waterfront SAP	Project	Pedestrian	Less than \$1 million	5-10 years	Not Started	No	
15-11		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	2008 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes	The Transportation Master Plan identified three transitway corridors, including Corridor C (West End Transitway).
15-12*		Bradlee Transit Center	Construction of the Bradlee Transit Center. The project will provide bus facilities for a number of bus routes serving the area. The improvements will include bus shelters and enhanced service information, bus circulation, bicycle parking and transit amenities.	TDM Plan	Project	Transit	Less than \$1 million	1-5 years	Not Started	Yes	Enhanced bus shelters are being constructed in conjunction with the redevelopment of the Safeway site adjacent to the station. Enhanced pedestrian access may be needed. It is anticipated that a major facility will not be built.
15-12*		Van Dorn Circulator Transit Service	Provide Circulator transit service in the Van Dorn area to provide a connection between the Van Dorn Metrorail station and the Landmark Mall. The DASH route AT7 would terminate at the Van Dorn Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
15-12*		Eisenhower East Circulator Transit Service	Provide Circulator transit service in the Eisenhower East area to provide a connection between the King Street Metrorail station and the Eisenhower Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
15-15		Holmes Run Trail at Morgan Street	Construct a pedestrian and bicycle bridge where the Holmes Run Trail crosses Holmes Run at Morgan Street.	2008 TMP	Project	Pedestrian	\$1-5 million	1-5 years	Not Started	Yes	Recommended in 2008 Transportation Master Plan. Part of comprehensive process to upgrade the Holmes Run Trail, as shown by the completion of the Chambliss pedestrian and bicycle crossing on Holmes Run and the Holmes Run Trail at Ripley Street pedestrian and bicycle crossing under design.
15-16		Corridor A Circulator Transit Service	Provide <b>scale appropriate</b> Circulator transit service in Corridor A south of Braddock Road Metrorail station that focuses on east-west connectivity between the existing Metrorail stations and Old Town.	<a href="#">Transitway Corridor Feasibility Study / DASH COA</a>	Project	Transit	\$1-5 million	1-5 years	Not Started	No	<a href="#">The Alexandria Transit Development Plan recommends implementation in _____.</a>
15-17		Bicycle Parking at Waterfront	Provide additional bicycle parking on the waterfront in Oronoco Bay Park and near the foot of King Street with more racks and/or covered bicycle shelters ( <a href="#">Coordinate with the Fitzgerald Square improvements</a> ).	Waterfront SAP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	

PROJECTS

2015 Rank No.	2016 Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
15-19		Edsall Road Connector to Farrington Avenue and South Pickett Street	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	1992 TMP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	As development takes place in Alexandria or Fairfax County between Edsall Road and Pickett Street or along Farrington Avenue. <del>To be further evaluated in Eisenhower West Plan. The Eisenhower West Small Area Plan further examined this project which would require both public and developer funding, and more detailed roadway design and analysis will be conducted as part of the Eisenhower West/Landmark Van Dorn Implementation Plan.</del>
15-20		I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	
15-24		South Van Dorn Street Improvements at the City Limits	Construction of an additional lane to the southbound roadway from the Metrorail access ramp to the I-95 interchange. An additional lane should be added to the northbound roadway from the I-95 interchange to the Metro access ramp.	1992 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	No	<del>This action will provide improved access to and from the Van Dorn Metrorail Station and the Eisenhower Valley. PROJECT REMOVED. IT WAS NOT RECOMMENDED AS PART OF THE EISENHOWER WEST SMALL AREA PLAN.</del>
15-23		West End Transit Shop Commuter Hub	Construct a new transit commuter hub or 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	TDM Plan	Project	Transit	Less than \$1 million	5-10 years	Not Started	Yes	PROJECT REMOVED. IT WILL BE INCORPORATED INTO THE LANDMARK TRANSIT CENTER PROJECT, CURRENTLY FUNDED IN THE CIP.
15-24		Van Dorn at Braddock Road Intersection Improvement	Replace the shared thru/left turn lanes along NB and SB Van Dorn Street with separate left turn lanes. One left, one thru and one shared thru/right lane for both NB and SB directions. Add protected permissive left turn phasing along NB and SB Van Dorn St.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	REMOVE INDIVIDUAL PROJECT AND CONSOLIDATE WITH PROJECT 15-25.
15-25		Beauregard Street at W. Braddock Road Intersection Improvement	Change dual left to single left on westbound Braddock Road and replace the left turn lane with a thru lane.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	REMOVE INDIVIDUAL PROJECT AND CONSOLIDATE WITH PROJECT 15-24.
15-27		Clermont Interchange with I-95 and connection to Eisenhower Avenue	Study or consider this interchange and the connecting roadways that will improve access to the Cameron Valley and the Eisenhower Corridor	Eisenhower East SAP	Project	Streets	More than \$5 million	10+ years	Not Started	No	The City Council recognized the critical need for improved access to the Eisenhower Valley and requested that the State investigate a connection between I-95 (the Capital Beltway) and Eisenhower Avenue. The project will need to undergo an update of environmental analysis to determine the project viability. The Eisenhower West Transportation Study includes an update the 1993 Environmental Assessment to determine if the connector between Eisenhower Ave. and Duke Street is still needed. CAN BE REMOVED AFTER THE EA IS COMPLETED, ANTICIPATED IN SPRING 2016
15-28		Quaker Lane at Seminary Road/Janneys Lane Intersection Improvement	Provide dual northbound Quaker Lane left turn lanes onto Seminary Road, and provide a dedicated right turn lane for eastbound Seminary Road.								This intersection capacity improvement project is needed to accommodate current and future BRAC related traffic. The EB Seminary Road approach to this intersection has been a standing issue because both right turning and through traffic share a single lane. The high volume of right turning vehicles overloads this lane creating operational problems and queues. This problem is expected to worsen as BRAC becomes fully occupied and the west end further develops. In the 1990's a project was funded as part of the "Tell it To City Hall" program to address the eastbound Seminary Road problem. Due to budget cuts and other priorities this project never materialized. The northbound Quaker Lane left turn movement is very heavy and the queue of left turning traffic many times extends into the through lanes. The performance of this movement is expected to further degrade as BRAC becomes fully occupied and further development occurs in the west end of Alexandria. In March 2013, the Seminary Hill Association discussed the project and sent a letter to the Council opposing the project, and requested additional study over a wider area, an origin-destination study, and additional options, including a center lane on Quaker between King Street and Seminary Road. The project will remain on the list until after the I-395 HOV ramp is completed and operational, and a review of traffic and safety impacts has been completed. As part of the 2016 LRP Update, the City will review the project to determine the operational needs and safety improvements. REMOVE INDIVIDUAL PROJECT AND ADD AS PART OF NEW SEMINARY ROAD (QUAKER TO FT WILLIAMS PKWY) PEDESTRIAN PROJECT.
NEW		<a href="#">Mt. Vernon Avenue Intersection Improvements</a>	<a href="#">Intersection improvements along Mt. Vernon Avenue at Russell Road, Four Mile Road, and E.W. Glebe Road. Improvements would be made to improve pedestrian and bicycle safety, and vehicular circulation.</a>	<a href="#">BRAC Development</a>	Project	Streets	\$1-5 million	1-5 years	Not Started	Yes	<a href="#">This new project consolidates previous 2015 projects 15-5, 15-6 and 15-7, since these are all intersection safety improvements along Mt. Vernon Avenue within the same general vicinity.</a>
NEW		<a href="#">Braddock Road Intersection Improvements</a>	<a href="#">Intersection improvement at Braddock Road and Van Dorn Street (Replace the shared thru/left turn lanes along NB and SB Van Dorn St with separate left, thru, thru/right lanes, and protected permissive left turn phasing along NB and SB Van Dorn), and intersection improvement at Braddock Road and Beauregard Street (Change WB Braddock dual left to a single left, and thru lanes)</a>	<a href="#">Arlandria SAP</a>	Project	Pedestrian	\$1-5 million	1-5 years	Not Started	Yes	<a href="#">This new project consolidates previous 2015 projects 15-24 and 15-25 since these are all intersection safety improvements along Braddock Road that were recommended in the Beauregard Small Area Plan. Interim intersection improvements at Van Dorn / Braddock are being made as part of the N. Van Dorn Complete Streets project.</a>
NEW		<a href="#">S. Van Dorn Intersection Improvements</a>	<a href="#">Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.</a>	<a href="#">Eisenhower West Small Area Plan</a>	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
NEW		<a href="#">Eisenhower Avenue Enhanced Transit Service</a>	<a href="#">Provide enhanced transit service along Eisenhower Avenue between the Van Dorn Metrorail station and Eisenhower Ave. Metrorail station, including 15 min peak headway and 30 min offpeak headway. Would require two new buses, new shelters, Transit Signal Priority, real time information.</a>	<a href="#">Eisenhower West Small Area Plan; Transitway Corridor Feasibility Study</a>	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes	<a href="#">This project would fund the capital improvements associated with enhanced transit service, including additional buses, transit signal priority, and improved transit shelters.</a>

PROJECTS

2015 Rank No.	2016 Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
		<a href="#">NEW Non-motorized bridge over Cameron Run</a>	<a href="#">Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.</a>	<a href="#">Eisenhower West Small Area Plan</a>	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	No	
		<a href="#">NEW Route 1 Intersection Improvements</a>	<a href="#">Intersections improvements along Route 1, including Route 1 at E. Reed (Modify WB lanes from an exclusive left turn lane and shared thru-right lane to exclusive left, thru and right lanes), Custis (Modify EB/WB from shared left, thru, right lanes to exclusive left turn lanes and shared thru/right lanes). Add an actuated pedestrian signal and crosswalk at Route 1 and Fannon Street. Add a new signal at Route 1 and Montrose, and make safety improvements at Montrose/Ashby / E. Glebe Road.</a>	<a href="#">Route 1 / Oakville Triangle Small Area Plan</a>	Project	Streets	\$1-5 million	1-5 years	Not Started	Yes	<a href="#">These projects would likely be funded through developer contributions or incremental tax.</a>
		<a href="#">NEW King St (Quaker Lane to N. Hampton) Sidewalk</a>	<a href="#">Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.</a>	<a href="#">Pedestrian and Bicycle Master Plan</a>	Project	Pedestrian	\$1-5 million	5-10 years	Not Started	Yes	<a href="#">Could be coordinated with an enhanced bicycle facility which was also recommended in the Pedestrian and Bicycle Master Plan as a priority project.</a>
		<a href="#">NEW Van Dorn St (Kenmore to Braddock Rd) Sidewalk</a>	<a href="#">Construct new sidewalk along the west side of Van Dorn Street. This project improves pedestrian safety and connectivity in west Alexandria.</a>	<a href="#">Pedestrian and Bicycle Master Plan</a>	Project	Pedestrian	\$1-5 million	5-10 years	Not Started	No	
		<a href="#">NEW N. Jordan St from Howard St to Seminary Road Sidewalk</a>	<a href="#">Construct new sidewalk along the east side of N. Jordan Street where missing. Provides connectivity between multifamily residential uses and Seminary Road and Hammond Middle School.</a>	<a href="#">Pedestrian and Bicycle Master Plan</a>	Project	Pedestrian	\$1-5 million	5-10 years	Not Started	No	-
		<a href="#">NEW Seminary Road From Quaker Lane to Ft. Williams Pkwy Safety Improvements</a>	<a href="#">Construct new sidewalk along the north side of Seminary Road where missing, and other pedestrian safety improvements. The project may also include intersection improvements at Seminary / Quaker Lane (dual NB left turn lanes and an EB right turn lane). Provides connectivity to the Episcopal High School, and to the Virginia Theological Seminary.</a>	<a href="#">Pedestrian and Bicycle Master Plan</a>	Project	Pedestrian	\$1-5 million	5-10 years	Not Started	Yes	<a href="#">This is a priority project in the Pedestrian and Bicycle Master Plan. It could be coordinated with an enhanced bicycle facility which was also recommended in the Pedestrian and Bicycle Master Plan as a priority project. Consider combining with Seminary (Van Dorn to Quaker) bicycle project, below.</a>
		<a href="#">NEW Seminary Road from N Van Dorn St to Quaker Lane bicycle facility</a>	<a href="#">Construct an enhanced bicycle corridor (Specific facility type to be determined through futher study) to provide improved east-west connectivity and linkage with the existing bike lane on Janneys Lane.</a>	<a href="#">Pedestrian and Bicycle Master Plan</a>	Project	Bicycle	\$1-5 million	5-10 years	Not Started	Yes	<a href="#">This is a priority project in the Pedestrian and Bicycle Master Plan. It includes the previous project #15-28 (Seminary at Quaker interesection improvement). It could be coordinated with the sidewalk project on the north side of Seminary Road. Consider combining with Seminary (Quaker to Ft. Williams Pkwy) pedestrian project, above.</a>
		<a href="#">NEW Madison Street Bike facility</a>	<a href="#">This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.</a>	<a href="#">Pedestrian and Bicycle Master Plan</a>	Project	Bicycle	\$1-5 million	1-5 years	Not Started	No	<a href="#">This is a priority project in the Pedestrian and Bicycle Master Plan. The Madison Street enhanced bicycle facility is also being analyzed as part of the Old Town North Small Area Plan.</a>
		<a href="#">NEW Holmes Run Trail on south side of Holmes Run from Ripley St to N. Pickett St.</a>	<a href="#">Construct a new trail along the south side of Holmes Run to provide improved connectivity of the existing trail system.</a>	<a href="#">Pedestrian and Bicycle Master Plan</a>	Project	Pedestrian	\$1-5 million	5-10 years	Not Started	No	<a href="#">This is a priority project in the Pedestrian and Bicycle Master Plan.</a>
		<a href="#">NEW Commonwealth Ave. Green Street</a>	<a href="#">Move the Comonwealth Ave. turnout to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.</a>	<a href="#">Four Mile Run Restoration Plan</a>	Project	Pedestrian	Less than \$1 million	5-10 years	Not Started	No	

**PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT**

2015 Rank No.	2016 Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
15-1		Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit <del>center</del> <b>superstop</b> shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	Less than \$1 million	5-10 years	Not Started	Yes	This project will construct an intermodal <b>superstop terminal</b> which will be in close proximity to the Potomac Yard Metrorail station, and will be connected to it. This <del>station</del> <b>superstop</b> will serve as the location where <b>Route 1 Metroway CPHY-Transitway</b> buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard. <u>The location of this facility will be identified as part of the Potomac Yard North Small Area Plan Update in 2016.</u> <b>MOVED FROM 2015 PROJECTS LIST</b>
15-4		Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail	Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail	Potomac Yard SAP	Project	Bicycle	\$1-5 million	5-10 years	Not Started	Yes	<b>MOVED FROM 2015 PROJECTS LIST</b>
15-18		Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	Project may be dependent on redevelopment within the block / area. <b>MOVED FROM 2015 PROJECTS LIST</b>
15-22		Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	Eisenhower East SAP	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	Project to be completed as part of Hoffman warehouse parcel redevelopment. <b>MOVED FROM 2015 PROJECTS LIST.</b>
15-26		New Road <b>from Route 1</b> to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Restoration Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	<b>MOVED FROM 2015 PROJECTS LIST.</b>
<b>NEW</b>		<u>Realigned Eisenhower Avenue from Covanta to Metro Road</u>	<u>Straighten/ realign Eisenhower Avenue between the Covanta plant and a new North-South road one block east of Metro Road</u>	<u>Eisenhower West Small Area Plan</u>	<u>Project</u>	<u>Streets</u>	<u>More than \$5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>No</u>	<u>This project was recommended to improve the street grid, and provide for better opportunities for the redevelopment of the WMATA site. It would be implemented as part of the redevelopment of the WMATA property, and would be contingent on timing of that project. If added, this project should be included in the "Developer contingent" project list.</u>
<b>NEW</b>		<u>Realignment of Metro Loop Road and new grid west of Van Dorn Street</u>	<u>Connect Metro Road to a new North-South road; Reconfigure the existing northbound ramp from Van Dorn to have a "T" intersection with Metro Road; Remove the existing southbound loop ramp from Van Dorn Street, and reconfigure it as an urban grid of streets.</u>	<u>Eisenhower West Small Area Plan</u>	<u>Project</u>	<u>Streets</u>	<u>More than \$5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>No</u>	<u>This project was recommended to improve the street grid, and provide better opportunities for redevelopment west of Van Dorn Street, and improve overall connectivity. The removal of the southbound loop ramps would be contingent on development of the parcels on the west side of Van Dorn Street. The northbound ramp realignment could be done at a separate time and is not necessarily contingent on redevelopment of property.</u>

## DRAFT

## City of Alexandria Long-Range Plan

April 21, 2016

## Studies

2015 No.	2016 No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
15-1		Pedestrian safety improvements at Route 1/Fayette Street, at Route 1/First Street, and at Braddock/Wythe/West intersections	Study should evaluate and propose improvements to pedestrian safety, accessibility and comfort for pedestrians wishing to cross the streets and to access Metro. Considerations may include, among others, traffic management, signals, new crosswalks and pedestrian refuge islands.	Braddock SAP	Study	Streets	Cost		Not Started		
15-2		Carpool and Car sharing Study	Establish incentives and restrictions that encourage developers to plan carpool and car sharing parking	Braddock SAP	Study	Parking			On Hold		This will be evaluated as part of a BMN Parking study
15-3		Study the feasibility of a pedestrian connection between the Metro station and the Northern Gateway through the Braddock Place Development	<del>Because of the poor quality of the existing pedestrian route along the service road, a recommended route would take pedestrians through Braddock Place plaza and potentially between the Meridian apartment tower and the northernmost office building. The study must determine if the route could be made ADA-accessible, how pedestrians would move across the flow of drop-off traffic, and whether the property owner would support a public easement through an area that is currently blocked by a fence.</del>	Braddock SAP	Study	Pedestrian			Not Started		STUDY REMOVED AND COMBINED WITH PROJECT #15-4
15-4		Study the feasibility of a walking route along the road parallel to the Metro embankment to also include transit and bike	<del>If the pedestrian improvement through Braddock Place is infeasible, improvement and widening of the narrow four-foot sidewalk along the Metro embankment is warranted. Narrowing the adjacent service road from approximately 25' to 22' curb-to-curb between the Braddock Metro station and First Street should be studied.</del>	Braddock SAP	Study	Pedestrian			On Hold	Yes	Timing dependent on availability of funds <a href="#">STUDY REMOVED AND COMBINED WITH PROJECT #15-3.</a>
15-5		Evaluate Madison, Montgomery, and Queen Streets to determine feasibility of conversion from one- to two-way streets	Evaluate Madison, Montgomery and Queen streets to determine if two-way conversion is feasible. Two-way streets would improve the environment for pedestrians and bikes, and improve residential development along Madison and Montgomery and retail space along Queen Street.	Braddock SAP	Study	Streets			Not Started		Timing dependent on availability of funds. <a href="#">This is being analysed as part of the Old Town North Small Area Plan in 2016.</a>
15-6		Explore possibility of Montgomery Street as a transit route between the Metro station and other north-south routes	Explore the possibility of Montgomery Street as a transit route between the Braddock Metro station and other north-south routes. Although this one-way street is currently used as a DASH route, the future redevelopment of the blocks along both sides of Montgomery Street create an opportunity to redesign it as both more pedestrian- and transit friendly.	Braddock SAP	Study	Transit			Not Started		Timing dependent on availability of funds. The DASH COA recommends Montgomery Street as a portion of an Old Town Circulator, operating in the westbound direction. <a href="#">This is being analyzed as part of the Old Town North Small Area Plan in 2016.</a>
15-7		Edsall Road from Van Dorn Street to South Pickett Street	<del>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.</del>	1992 TMP	Study	Streets			Not Started		STUDY REMOVED. THE EISENHOWER WEST SMALL AREA ANALYZED THESE INTERSECTIONS AND MADE OTHER RECOMMENDATIONS, NOW ADDED TO THE 2016 PROJECT LIST.
15-8		Commonwealth and Reed Avenue signal and pedestrian upgrades	Study the intersection of Commonwealth and Reed Avenue to determine the need for signalization and pedestrian upgrades.	Potomac Yard SAP	Study	Streets			Not Started		STUDY REMOVED. IMPROVEMENTS HAVE BEEN IMPLEMENTED THROUGH COMPLETE STREETS PROGRAM.
15-9		Traffic Impacts Analysis in Potomac Yard	Study, develop and implement a comprehensive phased approach to address traffic impacts in neighborhoods adjacent to development and other impacted neighborhoods.	Potomac Yard SAP	Study	Streets			Not Started	Yes	<a href="#">The North Potomac Yard Small Area Plan, being updated in 2016 will include this analysis.</a>
15-10		East-West connectivity in Potomac Yard	New east-west connectivity or comparable street, circulation, and/or transit improvements, should be explored as part of any proposed development and/or any future planning efforts for properties to the west of Route 1.	Potomac Yard SAP	Study	Streets			Not Started	Yes	<a href="#">The Route 1 / Oakville Triangle Corridor Plan analyzed east-west improvements. In addition, the North Potomac Yard Small Area Plan, being updated in 2016 will include this analysis.</a>

**DRAFT**

**City of Alexandria Long-Range Plan**

**April 21, 2016**

**Studies**

2015 No.	2016 No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
15-11		Pedestrian / Bicycle connection from Potomac Yard to Mt. Vernon Trail	Explore future connection from Landbay K across the George Washington Memorial Parkway to the Mt. Vernon Trail.	Potomac Yard SAP	Study	Pedestrian			Not Started	Yes	<a href="#">This will be evaluated as part of the Dangerfield Island Master Plan in 2016 / 2017.</a>  Per the TMP, any small area plan that includes land in the Eisenhower Valley and proposes an increase in density beyond what is currently approved shall provide for a City-directed study of the desirability and feasibility of the development and funding of an additional Metrorail Station. If a City-directed feasibility study concludes and City Council agrees that a new Metrorail station is viable and desirable, then any proposals to add additional density to the Eisenhower Valley sections of the above mentioned plans must include a specific plan to support the development of an additional Metrorail station on Eisenhower Avenue to serve the Valley.
15-12		Eisenhower Valley Metro Station	Construct a new Metro station in the Eisenhower Valley (Blue Line) between King Street Station and Van Dorn station	2008 TMP	Study	Transit			Not Started		
15-13		HOV lanes	Explore opportunities to enhance the use of high-occupancy vehicle (HOV) lanes as a traffic management strategy for periods of peak travel demand. Study existing HOV travel lanes to determine if changes in their operations would improve traffic flow during peak travel periods. Evaluate opportunities for implementation of additional or expanded HOV travel lanes or reduction of existing HOV travel lanes on City streets.		Study	Streets	Less than \$1 million		Not Started	Yes	
15-14		Glebe Road Bridge and Four Mile Run pedestrian bridge	Conduct a study for demolishing the existing W. Glebe Road vehicular bridge over Four Mile Run and portions of W. Glebe Road, and construct a new vehicular bridge to the east (aligned with Valley Drive), and realign W. Glebe Road. A new pedestrian/bicycle bridge over Four Mile Run would be built where existing W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	This project will require substantial additional study for feasibility/need/etc. and substantial coordination with Arlington. Arlington County is currently implementing a project at the intersection of S. Glebe Road and W. Glebe Road that includes signalization, improved crosswalks and markings. In 2014, the Commission recommended this project to be moved from the projects list to the Studies category.
15-15		Eisenhower Avenue Metrorail Improved access	Conduct a study to determine how to implement improved pedestrian access from the north side of Eisenhower Avenue to the Eisenhower Metrorail station entrance on the south side of Eisenhower Avenue.	1992 TMP	Project	Transit	More than \$5 million	1-5 years	In Progress	Yes	Initially, this project was for an extension of the Eisenhower Metrorail station platform to the north side of Eisenhower Avenue in conjunction with adjacent redevelopment. The City has received over \$2 million in federal funding to begin to plan for the reconfiguration and expansion of the platform of this station to the north side of Eisenhower. The City estimates that over \$16 million in additional funding is needed. The City has determined that the existing platform provides adequate capacity, and the cost for extending the platform would outweigh the benefit. City Council directed staff not to pursue this project at this time. In 2014, the Commission recommended this project be moved to the Studies category.
	<b>NEW</b>	<a href="#">Pedestrian connection parallel to Fayette Street connecting the Braddock Metrorail station with the Northern Gateway area.</a>	<a href="#">Study the feasibility of a pedestrian route through Braddock Place plaza and between the Meridian apartment tower and the northernmost office building. The study will consider ADA-accessibility, pedestrian safety crossing flow of drop-off traffic, and feasibility of a public easement through a privately owned area currently blocked by a fence. If this option is infeasible, study options for improvement and widening of the narrow four-foot sidewalk along the Metro embankment to achieve similar connectivity.</a>	Braddock SAP	Study	Pedestrian			Not Started		<a href="#">This new project combined 2015 projects 15-3 and 15-4 because they are both within the same vicinity and aim to achieve the same goal of improving pedestrian and bicycle connectivity from Braddock Metro to the Northern Gateway.</a>
	<b>NEW</b>	<a href="#">Braddock Road Multimodal Connections</a>	<a href="#">Study the feasibility of building a tunnel connection under the freight rail tracks from the Braddock Road station itself. Such a tunnel would provide a new station entry from the west, minimizing the distance pedestrians must walk to access the station from the west.</a>	Braddock Metro Neighborhood Plan	Study	Pedestrian	More than \$5 million	10+ years	Not Started	No	<a href="#">This project was previously included in the City's CIP, but was removed in 2016 and therefore should be added back as a study in the Transportation Long Range Plan.</a>



## *Transportation Commission*

The Transportation Commission will hold a Work Session at 6:00 p.m. in the City Council Work Room to discuss the Transportation Long Range Plan (LRP), in which it will discuss the draft LRP list

**May 18, 2016**

**7:00 PM**

**City Hall, Council Work Room (2<sup>nd</sup> Floor)**

### **AGENDA**

1. Minutes of the April 20, 2016 Meeting
2. Updates to Receive (Consent)
  - Funding Update
  - WMATA Operating Funds priorities
  - Vision Zero
  - Route 1 Metroway
  - King Street Metrorail Station
  - Eisenhower Avenue Metrorail Station
  - King Street / Beauregard Street Improvement
  - West End Transitway
  - Motorcoach Task Force
  - OTAPS
  - Old Town North Small Area Plan
  - I-395 Express Lanes
3. Commission Updates
4. FY 2017 70% Program – **Town Hall**
5. NVTa TransAction Update
6. King Street Complete Streets
7. Potomac Yard Metrorail Station
8. WMATA Safe Track Plan
9. Other business

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**Public hearing items are so noted on the agenda.** The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to [transportationcommission@alexandriava.gov](mailto:transportationcommission@alexandriava.gov) in advance of or after the meeting.

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*Next Meeting:* Retreat: Wednesday, June 1 at 6:00 PM at 2900 Business Center Drive; Regular Meeting: Wednesday, June 15 at 7:00 PM in the Council Work Room (**City Hall, 2<sup>nd</sup> Floor**).

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The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request an accommodation may contact the Department of Transportation and Environmental Services at 703-746-4086 or TTY/TTD 703-838-5056.



# City of Alexandria

## Transportation Commission

### Regular Meeting

April 20, 2016  
7:00 p.m.  
Council Workroom

### MINUTES

**Commissioners Present:** Chair Jerry King, Commissioner David Brown, Commissioner Jake Jakubek, Commissioner Ryan Jones, Vice-Chair Nathan Macek, Commissioner Stephen Klejst, Commissioner James Lewis, Councilman Timothy Lovain, Commissioner Christine Michaelis

**Commissioner Absent:** Councilman John Chapman

**Staff Present:** Patrick Reed - T&ES, Steve Sindiong -T&ES, Karen Callaham – T&ES, Mary Catherine Collins - P&Z, Lee Farmer – T&ES, Carrie Sanders – T&ES, Hillary Orr – T&ES, Ramond Robinson – T&ES, Raymond Mui - DASH

Chair Jerry King called the Transportation Commission meeting to order at 7:00 pm.

#### 1. **March 16, 2016 Meeting Minutes**

Chair Jerry King announced there would be a public hearing on agenda item number 5 and speaker forms are available for the public. He gave instructions for use of the speaker forms. He asked if there were any edits of the March 2016 minutes. Vice Chair Nathan Macek indicated on page 4 that public hearing speaker Dino Drudi's last name was misspelled. He also stated Mr. Drudi's comments should be edited to state projects like Royal Street are *not* welcomed by the people who live on those streets. There being no more edits, Commissioner Kleist made a motion to approve the minutes as revised. The motion seconded by Commissioner Brown, voted on and unanimously approved by the Commission.

#### 2. **Updates to Receive (Consent Items)**

The Commission received Funding and Project Updates on the Potomac Yard Metrorail Station; the Route 1 Metroway; the King Street Metrorail Station; the Eisenhower Avenue Metrorail Station; the West End Transitway; the Motorcoach Task Force; the Old Town Area Parking Study (OTAPS); the Pedestrian and Bicycle Master Plan; the Old Town North Small Area Plan; the Seminary Road / Quaker Lane Speed Limit Pilot Project; and the City Strategic Plan. T&ES staff Carrie Sanders reported that the Arlington County portion of the Route 1 Metroway opened April 17, 2016 and that City Staff will be closely tracking that performance. She also stated the Pedestrian and Bicycle Master Plan, and amendment to the City's Master Plan was adopted by City

Council on April 16, 2016. Vice Chair Nathan Macek questioned at what point the City would file for federal Small Starts funding for the West End Transitway. Acting Deputy Director Sanders replied that a letter of intent is currently being worked on and staff plans to apply for Small Starts funding in the next fiscal year. T&ES Transit Division Chief Ramond Robinson added that the application for Small Starts funding can be filed at any time. The plan is to file the precursor for the Small Starts funding following the completion of the Alternative Analysis/Environmental Documentation. Afterwards the goal is to work with the Federal Transit Administration to find out their opinion on how our project will fare and receive pointers for our submittal. In the meantime, staff will work to close out the current administrative phase while working with the City's Department of Project Implementation (DPI) to advance the project into the design phase. Chair King asked if there were temporary locations for motorcoach parking since other locations have already been eliminated. T&ES staff Patrick Reed replied that the Robinson Terminal North spaces will be unavailable starting in June, but that the existing Masonic Memorial and St. Asaph Street locations are able to accommodate all Motorcoach parking. Chair King noted that the bike path at the north end of Old Town along the rail spur should be made wider once the railroad tracks are removed. T&ES Acting Transportation Planning Division Chief Steve Sindiong responded that is being discussed as part of the Old Town North Small Area Plan. Vice Chair Macek asked if the OTAPS pilot program will be heard by the Transportation Commission and Traffic and Parking Board before being heard by City Council. Acting Deputy Director Sanders replied it will be heard by both bodies before being heard by Council. Vice Chair Nathan Macek stated that the Pedestrian and Bicycle Master Plan as amended should be added to the second column of the 2017-2022 Strategic Plan worksheet staff distributed at the March 2016 meeting. He also stated the Commission's main charge is the Comprehensive Transportation Master Plan which is impacted by all the small area plans. He added he wanted to make sure the connection between the transportation portions of the small area plan's land use is added in the details.

### **3. Commission Updates**

Chair King introduced Alan Dinsmore of the Commission on Aging. Mr. Dinsmore provided an overview to the Transportation Commission regarding concerns the Commission on Aging has regarding transportation issues of the elderly. He identified the issues of seniors and the necessary Complete Streets and budgetary actions needed. He stated that nationwide, approximately 8.5 million seniors depend on transportation by provided by others. Data for Alexandria reflects the numbers of seniors asking for transportation is about 80 percent of the request we get for volunteers. A lot of these seniors have recently given up driving. They need social activities but never used public transportation, or ridden a bicycle recently Mr. Dinsmore indicated senior citizens are living healthier lives live longer and communities must adapt. The Commission on Aging is working on applying for the World Health Organization's Age-Friendly Cities initiative. The initiative is an attempt to identify how a City would go about making City services friendlier to older people. Securing this designation would raise the profile of the issues of the elderly to those who are not aware.

Commissioner Jake Jakubek reported that Bicycle Pedestrian Advisory Committee (BPAC) received an update that the speed reduction on Seminary and Quaker Lanes has been effective. The Alexandria Police Department (APD) indicated they have written an ample amount of speeding tickets. However, APD has a shortage on officers for that duty. Mr. Sindiong indicated a letter to the Transportation Commission was received asking why the speed limit wasn't reduced on Quaker Lane north of King Street. He indicated that portion of Quaker Lane is partly in Arlington which has a speed limit of 30 miles per hour. The City had previously requested that Arlington lower the speed limit to 25 mph but was not successful. Two different speed limits cannot be used on the same street.

Commissioner James Lewis reported the Ad Hoc Advisory Group on Confederate Memorials and Street Names has completed the public hearing process. Comments can still be made on the City's website.

Vice Chair Macek announced there are two vacancies on the Environmental Policy Commission (EPC). An EPC representative will be appointed to the Transportation Commission to fill the position vacated by Annika Moman.

#### **4. Capital Bikeshare**

T&ES staff Hillary Orr provided highlights of the City's Bikeshare Program. She stated that membership has increased by 40 percent since 2014. Trips have increased by 50 percent during the same period. The City's system is continually expanding. In summer 2016, Alexandria will be adding thirteen more stations for a total of 32. City Council approved CIP funding for the program up to 32 stations. Capital costs for expansion are comprised of federal grants and developer contributions. CMAQ funds allow for an average of 8 new stations per year from FY 2017 to FY 2022, totaling of up to 75 stations. Revenues and user fees have covered an average of 63 percent of operating costs, exceeding the initial goal of 30 percent. Funding to operate future stations beyond the programmed 32 must be considered through the FY 2018 budget process. The operating cost recovery is expected to decrease with the expansion of the system. The assumption of operating costs of \$10,000 per station per year is still anticipated for fiscal year 2017 despite the reduction in pricing. A new contract with the existing contractor provided a cost reduction of 25% from current pricing. Staff is working to secure private funds to operate the system through Transportation Management Programs (TMP's) and developer contributions as well as possible sponsorship opportunities to further reduce the cost to the City. The Commission discussed that a number of health services have moved to the West End, and the need to start expanding there. In addition, the Rosemont station should be close to retail. Staff should also consider ways to improve marketing Capital Bikeshare. Staff will come back to the Transportation Commission in the fall, prior to presenting an update to Council.

#### **5. FY 2017-26 Budget – Public Hearing**

Councilman Lovain reported that staff posted its response on the City website to a question posed by City Council. The question was if the Council raised the tax rate a second and third cent, and spends on all of the tax toward capital, how citizens would recommend it be spent. Under the additional tax, the City Manager came up with a list of \$10.2 million dollars in capital spending for FY 2017 including \$2.7 million for transportation (\$730,000 in additional Complete Street funding, \$1.4 million in additional DASH purchases, \$570,000 additional street reconstruction and resurfacing plus funds for some non-transportation items).

T&ES Acting Deputy Director Carrie Sanders provided an overview of the key changes to the FY17 operating and capital budget. She stated that the preliminary add/delete budget discussion would be held during the Council Legislative meeting on April 26. The final add/delete budget would be a Council work session on May 2 with the adoption of the budget occurring on May 5.

Chair King called the public meeting to order. City resident Carol James stated at the Transportation Commission meeting in February 2016, the Chairman said there were plans to redo the I-395 underpass on Sanger at Van Dorn. Further inquiries regarding that statement turned up no plan. During City Council in March, staff stated this underpass has been discussed in meetings by the City with VDOT over the past five years and will be a continuing matter of discussion. That was in contradiction to what she was told during the Transportation Commission. The community is not

getting the right information from anyone. Chair King reported a Sanger Avenue bridge project is on the Transportation Long Range Plan list. The cost is over \$5 million and funding has not been secured.

Chair King closed the public hearing. Vice Chair Macek made a motion for staff to compose a letter from the Commission to City Council addressing the following: 1) capital needs are important; 2) the City Manager’s proposed approach includes a good balance between transportation and other needs; 3) encourage Council to increase the property tax by three cents; 4) all of the additional tax should go toward capital projects; 5) transportation projects should receive a fair share of the tax; 6) the Commission supports the concept provided by the City Manager. The motion was seconded by Stephen Klejst, voted on and unanimously approved.

**6. Other Business**

City Council passed a resolution for the establishment of the Eisenhower West/Landmark Implementation Advisory Group. A Transportation Commission representative is needed to serve on the group. Commissioner Jake Jakubek volunteered for the position.

The Transportation Commission retreat dates and times are being polled. The agenda will include a facilitator paid for by the Department.

Commissioner Michaelis made a motion to adjourn the meeting. This motion was seconded by Vice Chair King, voted on and unanimously approved by the Commission. The meeting was closed at 8:50 p.m.

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: MAY 18, 2016  
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 Transit Authority (WMATA)**

In April 2016, the WMATA Board approved the FY 2017 capital budget. The total planned FY 2017 capital expenditures for the FY 2017 are \$950 million (as compared to the original December 2015 proposal of \$1.13 billion) and are supported by Federal Transit Administration (FTA) grant programs and a one-year extension of the current Capital Funding Agreement (CFA).

In the third quarter of FY 2016, WMATA achieved a positive net operating position of \$31.5 million (a gross operating position of \$54.6 million less \$23 million of planned preventive maintenance expenses transferred to the capital budget). Operating expenses for the first three quarters of FY 2016 were \$95.8 million below budget, while operating revenues were or \$41.2 million below budget.

The positive operating expense is the result of savings in salary/wages, services, fuel, and utilities. The operating revenues are unfavorable to the budget primarily due to decreased ridership and fare revenue on rail and bus. Metro is focused on improving system safety and increasing service reliability in order to rebuild rider trust and encourage ridership.

There were two significant events during the third quarter that impacted Metro's operating budget:

- The 'Jonas' blizzard in January resulted in financial impact estimated at \$14 million.
- The March 16 cable fire incident at McPherson Square station that necessitated a one day closure for emergency safety inspections. This resulted in a passenger revenue loss estimated at approximately \$2 million, while operating costs for overtime were approximately \$500,000

## Northern Virginia Transportation Commission (NVTC)

### **Transform 66 – Inside the Beltway Toll Funding**

The City submitted an application to fund the installation and operation of real time multimodal transportation information screens at key transportation and employment locations. The City requested \$190,000 in funding with a local match of \$10,000 and a total project budget of \$200,000.

NVTC has scored the projects and initiated public hearings on the applications. The next public hearing is scheduled for May 18, 2016 at the Wiehle-Reston Metrorail station.

Following the public hearings, NVTC will submit a program of projects to the Commission for its approval at the June 2016 NVTC Commission meeting. Upon approval, the program will be forwarded to the Commonwealth Transportation Board (CTB) for final approval.

**Background:** The City's transportation program has many sources of funding from federal, state, regional, and local sources. City staff coordinates regularly with representatives from each agency listed above to discuss funding opportunities from state and regional sources and the City's funding obligations for WMATA.

### **B. WMATA OPERATIONS BALANCE**

**As a result of operational efficiencies through the State of Good Operations Report for FY 2017, there is a balance of \$566,000 that was initially anticipated to go toward the City's operation contribution to WMATA. Therefore, with the new balance, the Council has requested that the staff work with the Transportation Commission to identify project priorities that the balance should be used toward. Staff will come back to the Commission later this year with some candidate projects, and ask the Commission to identify priority projects.**

**Background:** See the detailed information above, under the WMATA update.

### **C. VISION ZERO**

**Staff is proposing to work with the Transportation Commission to develop a Vision Zero Policy for Alexandria in upcoming months. The intent of this program is to expand on existing efforts and investments, as well as include new strategies to eliminate traffic fatalities and serious injuries and improve safety for all roadway users. Dedicated staff time and funding will be essential to the success of this program.**

**Background:** Vision Zero is an international program based in the idea that all traffic fatalities and serious injuries are preventable. Vision Zero combines engineering, education, enforcement and other strategies to address traffic safety issues, with the express goal of eliminating traffic-related fatalities and serious injuries. The Pedestrian and Bicycle Chapters of the Transportation Master Plan (amended on May 10, 2016) recommend conducting an evaluation of traffic fatalities and developing a Vision Zero policy and program that outlines the framework, budget, and staffing needed to work towards eliminating pedestrian and bicycle related deaths and serious injuries in Alexandria.

#### **D. ROUTE 1 METROWAY**

**The performance monitoring plan for the TIGER grant that partially funded construction of the Route 1 Transitway (Metroway) requires grantees to conduct a rider survey approximately two years after the project has been completed. The survey will provide valuable data on how transit ridership has changed along the Route 1 corridor since the opening of Metroway. The survey will take place in early June and will include hard-copy surveys handed out to passengers at high-ridership stops. The information to be collected includes:**

- **Origin-to-destination travel patterns**
- **Travel purposes**
- **Mode of access to (and egress from) Metroway**
- **Socio-economic characteristics**
- **Customer satisfaction**

**Metroway ridership continues to show strong growth. With the opening of the Arlington section of the Transitway in April, Metroway has had its highest average weekday ridership since opening. The April 2016 average of 1,788 riders per weekday was 35% higher than in April 2015.**

**Background:** During the first round of TIGER grants, the City received \$8.5 million to design and construct the Route 1 Transitway between Monroe Avenue and East Glebe Road. The City compiled additional grant funding and \$5.2 million in local funding to design/construct various elements of the Transitway project. The total cost of the Transitway, including vehicles, is approximately \$20 million. The Alexandria portion of the facility, also known as the Crystal City/Potomac Yard Transitway, opened in August 2014.

#### **E. KING STREET METRORAIL STATION**

**The King Street Metrorail Station is going through its final phase to get to 100% design. Currently the design consultant is finalizing the changes based on city comments. City, DASH, and WMATA staff have also been working to complete the items required for the design-build contract package. The package will include a plan for the temporary locations for transportation services currently using the facility, as well as a comprehensive outreach strategy to help the public understand where and how to access those services. Per the last meeting with WMATA staff, the bid package for the design-build contract should be complete this summer.**

**Background:** The King Street Metrorail Station is Alexandria's largest transit facility and requires significant updates, expansions, and safety improvements. The City began addressing these needs by requesting that WMATA conduct a feasibility study for rebuilding the access facilities at the lot in 2006. The result of this study was released in March 2008. Through an extensive vetting process with the general public and stakeholders, the City developed a design for the station that improves non-motorized access, bus access, shuttle and taxi access, short-term rental car access, and aesthetics. In 2012, the design was endorsed by the Transportation Commission, the City Council, and the Planning Commission. After approval, the design was refined, and the City determined that some of the features of the facility needed to meet City standards rather than WMATA standards. A long discussion between WMATA and the City resulted in a decision that allowed the facility to be designed using City standards. WMATA

gave the City a permanent easement to construct a transit facility, and the City agreed to maintain the facility in perpetuity. After this agreement, a more detailed design was produced for the facility and the cost was higher than budgeted. The improvement was placed in the FY 2016 CIP budget process, and eventually acquired sufficient funding to be constructed.

#### **F. EISENHOWER AVENUE METRORAIL STATION**

**The Eisenhower Avenue Metrorail Station is proceeding as the City's Department of Project Implementation (DPI) has moved to 100% design of the traffic and transit elements. Currently the proposed grading on the WMATA plaza plan has been revised to coordinate with previous grading adjustments. With these adjustments, the entire Eisenhower Metro Plaza and proposed street network project as envisioned by the Memorandum of Understanding (MOU) will be comprehensively designed. These efforts will help move the project closer to the construction phase, once the developer has a definitive decision on the property.**

**Background:** The Eisenhower Avenue Metrorail Station project will use Federal Transit Authority (FTA) and Commonwealth funds to reconstruct the entrance of the Eisenhower Metrorail station, which will include improved amenities for transit patrons such as better weather protection and a prominent plaza. This improvement is necessary to accommodate all of the high-intensity growth adjacent and/or in close proximity to the station.

#### **G. KING STREET/BEAUREGARD STREET IMPROVEMENT**

**The bid for Phase I of this project was awarded to Sagres Construction in late April 2016. A pre-construction meeting is scheduled in May with the contractor. A public meeting is scheduled for May 24<sup>th</sup> to discuss the construction schedule and impacts. Construction of Phase I will begin in summer 2016 and is estimated to be completed by the end of 2016. For Phase II of the project, the design plans have reached 90%.**

**Background:** This project creates a multi-modal environment, enhances safety for pedestrians and motorists, and provides for traffic flow improvements at the King Street and North Beauregard Street intersection. Improvements include additional left turn lanes in each direction on King Street, medians, and a 10' shared use path on portions of King Street. The improvements will increase capacity and safety through the corridor. Once completed, this project will provide a safer intersection with transportation infrastructure for bicyclists and pedestrians, supporting the City's Complete Streets Policy. Completion of this project will also help mitigate some of the BRAC-133 impacts.

#### **H. WEST END TRANSITWAY**

**Staff is working on the following tasks to complete the Alternative Analysis (AA) / Environmental Documentation Phase and transition to the design phase: review of the Alternatives Analysis report; review and submission of the Environmental Documentation to the Federal Transit Administration (FTA) in the summer of 2016; coordination with FTA to enter Project Development (PD); and, coordination with the City's Department of Project Implementation (DPI) to develop scopes of work for the design phase.**

**At the April 2016 Transportation Commission meeting, a request was made for an updated project schedule related to project advancement and a future application for**

**Small Starts funding. (Attachment 1) provides this information. Please note that this schedule is subject to change based on completion of the current phase and funding availability.**

**Background:** In December 2013, the City kicked off an Alternatives Analysis (AA) / Environmental Documentation process for the West End Transitway (also referred to as Corridor C) as part of the Federal NEPA Process. The AA/Environmental Documentation will analyze and refine the alignment as defined by the Corridor Work Group (CWG) and City Council in 2012, and will identify any impacts and potential mitigation associated with the recommended alternative. The study is partially funded by a grant from the FTA and is the first step towards applying for a federal Small Starts grant for project design and construction.

**I. MOTORCOACH TASK FORCE**

**The two data collection tasks have been completed and data are being compiled and evaluated. Data from task two (an on-street parking occupancy study of potential future motorcoach loading/unloading and short term spaces), along with additional evaluation indicators, will be presented to the Motorcoach Task Force at their second meeting on May 31, 2016.**

**Background:** Due to pending development along the Waterfront and within Old Town, the City faces the loss of three of its current short-term motorcoach parking locations (15 spaces total), as well as the loss of space used for unloading and loading on the Strand where queuing occurs during the peak season. This loss necessitated a re-examination of motorcoach parking and loading/unloading spaces. The Ad Hoc Motorcoach Task Force, which operated 2004-2005 and 2008-2010, has been reconstituted, and will provide input to staff regarding future short-term parking and loading/unloading locations.

**J. OLD TOWN AREA PARKING STUDY (OTAPS)**

**Staff is currently developing a pilot program for a residential pay by phone program per the recommendations of the OTAPS Work Group. The Traffic and Parking Board (TPB) will be reviewing the proposal at their May 23, 2016 meeting and providing feedback before the program is formally reviewed at the June TPB meeting. If recommended by the TPB, the Council would review the proposal in the fall of 2016.**

**Additional funding for parking wayfinding was included in the FY 2017 budget. Staff is evaluating existing locations with wayfinding signage to determine where additional signage would be most useful.**

**Background:** At their legislative meeting on February 9, 2016, the Council voted to receive the revised parking management work plan that summarizes the recommendations of the OTAPS Work Group and outlines the timeline for consideration of each recommendation. This action allows staff to begin review and work on the short term recommendations. A summary of the Work Group's recommendations was presented to the Transportation Commission in September 2015. All of the 2015 OTAPS Work Group meeting materials are posted online at: <http://alexandriava.gov/tes/info/default.aspx?id=77053>.

**K. OLD TOWN NORTH SMALL AREA PLAN**

**Staff is currently studying Phase 1 items, which includes a preliminary analysis of the**

**potential two-way conversion of Madison/Montgomery Streets, identifying potential railbanking needs / considerations of the Norfolk Southern rail spur, streetscape improvement needs, street connectivity options, and considerations for transit in the area. This analysis was presented to the Old Town North Infrastructure and Environmental Sustainability/Transportation Subcommittee on April 13, 2016.**

**Work has also begun on Phase 2 (parking study) and Phase 3 (transportation study). Staff has developed a scope of work and will be working with a consultant this May to collect parking occupancy data at on-street and select off-street locations in the study area. This data will help identify on-street areas where parking demand is high and will also evaluate garages for potential shared parking. Staff has also developed a scope of work to issue this summer for a consultant to do a larger, more detailed transportation study that will incorporate proposed land use changes and potential changes to the street network such as one-way street conversions and new street connections into NRG.**

**Background:** The current Old Town North Small Area Plan was adopted in 1992. The planning effort to update this small area plan began in September 2015 with the appointment of an Advisory Group and is anticipated to conclude in January 2017 with the Plan adoption. As part of this process, a week-long charrette was held in November to identify issues, needs, and ideas for a broad range of categories including transportation, housing, land use, and open space. The transportation analysis for this update will be conducted in three phases over the planning period. For more information, please visit: <http://www.alexandriava.gov/86032>

#### **L. I-395 EXPRESS LANES**

**The Virginia Department of Transportation (VDOT) hosted a public meeting in Alexandria on April 13, 2016. The meeting provided attendees with an overview of: the proposal to convert existing High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes along I-395 to the DC border; the roles and responsibilities of the Commonwealth and TransUrban; and the Transit / Transportation Demand Management (TDM) study.**

**Approximately 100 members of the public attended and, after a presentation by VDOT, asked questions of VDOT, DRPT, and TransUrban.**

**City staff is participating in both the Environmental Assessment (EA) and the Transit/TDM studies and will provide regular update to the Transportation Commission on this VDOT project.**

**Background:** On November 20, 2015 the Secretary of Transportation sent a letter to the City and other jurisdictions noting the State's planned action to improve travel along the I-395 Corridor. VDOT will conduct an Environmental Assessment (EA) to analyze the conversion of the existing HOV lanes to dynamically priced Express lanes into Washington D.C. DRPT will conduct a Transit / Transportation Demand Management (TDM) study to identify transit, carpool, vanpool and other demand management strategies to improve travel along the corridor.

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: MAY 18, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, ACTING DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #4 – NORTHERN VIRGINIA TRANSPORTATION  
AUTHORITY FY 2017 REGIONAL REVENUE FUND PROGRAM

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**ISSUE:** Proposed Northern Virginia Transportation Authority (NVTA) FY 2017 Regional Revenue Fund Program.

**RECOMMENDATION:** That the Transportation Commission hold a town hall, and provide feedback on the proposed NVTA FY 2017 Regional Revenue Fund Program.

**BACKGROUND:** The FY 2017 Regional Revenue Fund Program contains regional projects that are funded by the NVTA's 70% regional funds. At its meeting on September 24, 2015, the NVTA issued a call for projects to be evaluated under the HB599 process as part of its FY 2017 Regional Revenue Fund Program. The HB599 process assigned a numerical rating to each candidate project submitted by the NVTA, which provided an indication of the relative level of congestion relief attributable to each submitted project. To be eligible for funding using the NVTA's Regional Revenue Funds, all candidate projects must have a HB599 rating. The HB599 evaluation was conducted independently by a consultant team managed by the Virginia Department of Transportation (VDOT). A total of 24 candidate projects, submitted by localities and agencies, were evaluated under the HB599 process, including:

- 13 roadway improvement/widening projects;
- 6 transit projects
- 2 interchange construction projects
- 1 Intelligent Transportation System (ITS) traveler information project, and;
- 1 combined bike, pedestrian, and transit project.

After projects were evaluated under HB599, NVTA staff developed quantitative scores by incorporating the HB599 rating for each project, 45% of the total project score; and eight other criteria based on criteria from NVTA's TransAction 2040 long range transportation plan (Project Readiness, Reduce VMT, Safety, Connectivity, Improved Bike/Pedestrian, Management, and Cost Sharing), 55% of the total project score. In addition to the HB599 and NVTA ratings, each project was evaluated by a formula that measured Congestion Reduction Relative to Cost (CRRC) ratios, which measured the hours of delay savings from HB599 data divided by the total project cost.

Qualitative considerations were also included in the evaluation of each, project. Qualitative considerations included: continuity of project funding cost sharing, geographic and modal balance, and projects which were also seeking funding under HB2 and the Northern Virginia Transportation Commission’s (NVTC) Transform 66 Multimodal program.

**DISCUSSION:** The final HB 599 rating for the out-year of 2040, the scores from the eight criteria for each project, and a ratio of congestion reduction relative to cost, and qualitative considerations were used by NVTA staff to help determine NVTA staff’s recommended project list.

In September 2015, the Transportation Commission approved the following project list for NVTA’s consideration as part of the FY 2017 Regional Revenue Fund Program:

- Potomac Yard Metrorail Station (\$66M requested for the FY 2017 Regional Revenue Fund Program)
- West End Transitway (\$7M requested for the FY 2017 Regional Revenue Fund Program)

Based on the approach used by NVTA staff, the Potomac Yard Metrorail Station received a combined HB599 and NVTA quantitative score of 66.20, which was the third highest scored project out of 24 evaluated for the FY 2017 Regional Revenue Fund Program, and a CRRC score of 0.08 which ranked seventeenth out of the 24 evaluated projects. The West End Transitway received a score of 49.00 which was the tenth highest scored project out of 24evaluated, and a CRRC score of 0.05 which ranked eighteenth out of the 24 evaluated projects. The project which received the highest combined HB599 and NVTA quantitative score out of the 24 evaluated was the I-66/Route 28 Interchange Improvements Project, which received a score of 73.57; however, the project which received the highest CRRC score was the Lee Highway Corridor ITS Enhancements project which received a 1.56 Based on the combined HB599 and NVTA quantitative score and the ratio of congestion reduction relative to cost, NVTA staff has recommended the following projects to be included for the NVTA’s FY 2017 Regional Revenue Fund Program(this list will be revised based on several factors including: a recommendation by the NVTA Finance Committee to issue bonds; decisions made during the allocation of funding for projects which are also seeking funds from HB2 and NVTC’s Transform 66 Multimodal program, public comments, and any new data which would result in a revised evaluation): :

Project	Locality/Agency	Phases Funded	Funding Request
I-66/Route 28 Interchange Improvements	Fairfax County	Des, Eng, Env, ROW, Con	\$370,000,000
Potomac Yard Metrorail Station	City of Alexandria	Design, Construction (Des-Build)	\$66,000,000
Metrorail Blue Line Traction Power Upgrades	WMATA	Eng, Con	\$17,549,000
Route 7 Widening Phase I (Colvin Forest Drive to Jarrett Valley Drive)	Fairfax County	ROW	\$10,000,000
Widen Route 28 to Six Lanes (234 to Linton Hall Road)	Prince William County	Construction	\$10,000,000

Route 286 Fairfax County Parkway Widening (Route 123 to Route 29)	Fairfax County	ROW	\$10,000,000
Route 28 Widening (Prince William County Line to Route 29)	Fairfax County	Des, Eng, Env, ROW, Con	\$5,000,000
Lee Highway ITS Enhancements	Arlington	Des, Eng, ROW, Con	\$3,000,000
VRE Manassas Park Station Parking Expansion	VRE	Des, Eng, Env	\$2,000,000

All 24 projects that were evaluated and scored will be included as part of the NVTA’s request for public comments and will also be included as part of NVTA’s public hearing materials (Attachment 1). The NVTA will hold its public hearing on the proposed FY 2017 Regional Revenue Fund Program on Thursday, June 9, 2016 at the NVTA office, open house between 6:00 – 7:00 pm, public hearing starting at 7:00 pm.

Materials on the proposed FY 2017 Regional Revenue Fund Program as well as information on the methodology used to develop project scores are posted on the NVTA site:

<http://www.thenovaauthority.org/>. The NVTA is also accepting comments online via a public comment period which runs from May 13 – June 17, 2016. Following the public hearing and closure of the public comment period, all public input will be summarized by NVTA staff and reviewed by the NVTA Projects and Programming Committee at their July 1, 2016 meeting. The NVTA is expected to vote on the approval of the FY 2017 program at its July 14, 2016 meeting. As the Transportation Commission has endorsed the two projects the City submitted for consideration for the NVTA FY 2017 Regional Revenue Program, it is important for the Transportation Commission, City elected officials, and public to provide public comments, at this meeting, online, and/or at the June 9, 2016 public hearing.

**ATTACHMENTS:**

Attachment 1- NVTA Candidate Projects for Draft FY2017 Program

Attachment 2- NVTA Staff Recommendations

Candidate Projects for Draft FY2017 Program

CANDIDATE PROJECTS				Phases Funding Requested	HB599 (2040) Project reduces roadway congestion	Project will be advanced as a result of FY17 Program funding	Project reduces vehicle-miles traveled	Project improves the safety of the transportation system	Project improves connections between multiple Activity Centers	Project connects jurisdictions and modes	Project supports multiple use development patterns in a walkable/bikeable environment	Project improves the management and operation of existing facilities through technology applications	Project leverages private or other outside funding	Weighted NVTA Quantitative Score	NVTA Quant Score Rank	Congestion reduction to total project cost (CRRC) ratio*	CRRC Rank	Total Project Cost	NVTA Request
Item #	Map Ref #	Jurisdiction/ Agency	Project Description		45	15	5	5	5	5	10	5	5	100					
1	6R	Arlington	Lee Highway Corridor ITS Enhancements	Des, Eng, ROW, Con	9.8									51.08	7	1.56	1	\$ 3,000,000	\$ 3,000,000
10	3M	Fairfax	Route 28 Widening (PWC Line to Route 29)	Des, Eng, Env, ROW, Con	56.3									65.34	5	0.52	2	\$ 68,910,000	\$ 5,000,000
19	3P	Manassas	Sudley Road Westbound Third Lane (Godwin Dr to Dorsey Cir)	Des, Eng, Env, ROW, Con	8.3									37.07	23	0.40	3	\$ 7,400,000	\$ 7,400,000
23	3Q	VRE	VRE Manassas Park Station Parking Expansion	Des, Eng, Env	7.4									33.33	24	0.40	3	\$ 19,600,000	\$ 2,000,000
18	6W	Falls Church	Bikeshare Connections to Orange and Silver Line Metrorail Stations, Falls Church	Des, Eng, ROW, Con, Acq	2.2									47.66	12	0.36	5	\$ 2,000,000	\$ 2,000,000
11	5D	Fairfax	Route 286 Fairfax County Parkway Widening (Route 123 to Route 29)	ROW	42.7									49.22	9	0.33	6	\$ 82,400,000	\$ 10,000,000
15	3N	Prince William	Widen Route 28 to Six Lanes (Route 234 to Linton Hall Road)	Con	19.7									47.20	15	0.32	7	\$ 28,774,000	\$ 10,000,000
5	9P	Fairfax	Fairfax Connector Bus Purchases (11 buses) for Service Expansion	Acq	4.1									40.18	19	0.30	8	\$ 5,500,000	\$ 5,500,000
14	8BB	Prince William	Widen Route 1 to Six Lanes (Featherstone Road to Mary's Way)	Con	33.4									58.36	6	0.26	9	\$ 85,725,000	\$ 11,000,000
24	8FF	WMATA	Metrorail Blue Line Traction Power Upgrades	Eng, Con	45.8									65.61	4	0.25	10	\$ 62,150,000	\$ 17,549,000
9	1S	Fairfax	Route 7 Widening Phase I (Colvin Forest Dr to Jarrett Valley Dr)	ROW	54.6									66.24	2	0.18	11	\$ 135,900,000	\$ 10,000,000
7	6T	Fairfax	I-66/Route 28 Interchange Improvements	Des, Eng, Env, ROW, Con	78.3									73.57	1	0.16	12	\$ 385,000,000	\$ 370,000,000
4	7D	Fairfax	Braddock Road HOV Widening (Burke Lake to I-495)	Des, Eng, Env	23.6									40.62	18	0.14	13	\$ 62,300,000	\$ 6,200,000
2	8Y	Arlington	Crystal City Streets: 12th St Transitway, Clark/Bell Realignment, and Intersection Improvements	Des, Eng, Env, Con	4.6									48.74	11	0.13	14	\$ 11,600,000	\$ 11,600,000
20	8EE	Dumfries	Widen Route 1 to Six Lanes (Brady's Hill Road to RT234)	ROW	27.7									47.47	13	0.13	14	\$ 168,766,000	\$ 16,500,000
3	6S	Arlington	East Falls Church Regional Connections and Access Project	Des, Eng, Env, Con, Acq	2.2									49.32	8	0.12	16	\$ 6,500,000	\$ 6,500,000
17	8DD	Alexandria	Potomac Yard Metrorail Station	Des, Con (Design-Build)	36.0									66.20	3	0.08	17	\$ 287,484,000	\$ 66,000,000
16	8CC	Alexandria	West End Transitway	Des, Eng	16.3									49.00	10	0.05	18	\$ 142,415,000	\$ 7,000,000
22	1U	Leesburg	Route 7 (East Market Street) / Battlefield Parkway Interchange	Con	14.2									43.06	16	0.05	18	\$ 58,000,000	\$ 37,000,000
8	8AA	Fairfax	Widening US1 Richmond Highway (Mt Vernon Hwy to Napper Rd)	Eng, ROW	35.1									47.46	14	0.03	20	\$ 215,000,000	\$ 5,000,000
13	6V	Prince William	Widen Route 15 to Four Lanes (Route 55 to south of RR tracks) & Construct RR Overpass	Des, ROW, Con	3.5									39.91	20	0.03	20	\$ 45,000,000	\$ 20,000,000
12	6U	Fairfax	Seven Corners Ring Road Improvements	Des, Eng, Env, ROW	9.0									39.05	21	0.03	20	\$ 52,100,000	\$ 5,000,000
6	8Z	Fairfax	Frontier Drive Extension and Braided Ramps	Des, Eng, Env, ROW	9.9									37.79	22	0.03	20	\$ 84,500,000	\$ 15,000,000
21	1T	Herndon	East Elden Street Improvements and Widening Project	ROW, Con	2.5									42.79	17	0.01	24	\$ 35,600,000	\$ 18,700,000
<b>TOTAL</b>																		<b>\$ 2,055,624,000</b>	<b>\$ 667,949,000</b>

Notes: \* Unit for this ratio is Reduction in Annual Person Hours of Delay per Dollar

Legend:

	High
	Medium
	Low

Des: Design  
 Eng: Engineering  
 Env: Environmental  
 ROW: Right of Way  
 Con: Construction  
 Acq: Acquisition

# NVTA Staff Recommendations

	Map Ref #	Jurisdiction	Project (Continuation/New)	Phases Funded	FY2017 Program Request
1	6R	Arlington	Lee Highway Corridor ITS Enhancements (New)	Des, Eng, ROW, Con	\$3,000,000
10	3M	Fairfax	Route 28 Widening (PWC Line to Route 29) (Continuation)	Des, Eng, Env, ROW, Con	\$5,000,000
23	3Q	VRE	VRE Manassas Park Station Parking Expansion (Continuation)	Des, Eng, Env	\$2,000,000
11	5D	Fairfax	Route 286 Fairfax County Parkway Widening (Route 123 to Route 29) (Continuation/New)	ROW	\$10,000,000
15	3N	Prince William	Widen Route 28 to Six Lanes (Route 234 to Linton Hall Road) (Continuation)	Con	\$10,000,000
24	8FF	WMATA	Metrorail Blue Line Traction Power Upgrades (New)	Eng, Con	\$17,549,000
9	1S	Fairfax	Route 7 Widening Phase I (Colvin Forest Dr to Jarrett Valley Dr) (New)	ROW	\$10,000,000
7	6T	Fairfax	I-66/Route 28 Interchange Improvements (New)	Des, Eng, Env, ROW, Con	\$370,000,000
17	8DD	Alexandria	Potomac Yard Metrorail Station (Continuation)	Des, Con (Des-Build)	\$66,000,000
					<b>\$493,549,000</b>

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: MAY 18, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, ACTING DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – NORTHERN VIRGINIA TRANSPORTATION  
AUTHORITY TRANSACTION PLAN UPDATE: RECOMMENDED PROJECT  
LIST

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**ISSUE:** Proposed recommended project list for the Northern Virginia Transportation Authority's (NVTA) TransAction Plan Update.

**RECOMMENDATION:** That the Transportation Commission endorse the recommended project list to be included in the draft NVTA TransAction Plan Update.

**BACKGROUND:** In July 2002, the Virginia General Assembly created the NVTA and charged it with developing a Northern Virginia Regional Transportation Plan. State law requires that this plan be updated every five years. The last update was completed in November 2012 when the NVTA Board adopted the TransAction 2040 Regional Transportation Plan. At its meeting on July 23, 2015, the NVTA Board selected AECOM as its consultant to update Northern Virginia's regional transportation plan. The TransAction Plan Update was officially launched at the November 12, 2015 NVTA Board meeting. The TransAction Plan Update will be the first update since the passage of transportation funding House Bill (HB) 2313. This is significant as all projects funded with 70% regional revenues, as provided in accordance with HB 2313, must be included in the NVTA's regional transportation plan. This update will build on the vision and goals developed for the previous TransAction 2040 Plan to reduce congestion and improve quality of life in Northern Virginia. The update is expected to take approximately two years to complete, with a draft TransAction Plan Update expected in spring 2017. When adopted, the TransAction Plan Update will provide a multi-modal guide for transportation investments in Northern Virginia and will be the mechanism through which over \$1 billion will be allocated to much needed regional transportation improvements between FY 2018- FY 2023.

**DISCUSSION:** Staff provided an overview of the TransAction Plan Update to the Transportation Commission at its February 17, 2016 meeting. At that time, staff noted that it would seek the Transportation Commission's input in the list of recommended projects that would be provided for consideration and evaluation as part of the TransAction Plan update. As part of this process, AECOM met with each NVTA locality, including Alexandria as well as with staff from the Virginia Railway Express, the Washington Metropolitan Area Transit Authority, and the Potomac and

Rappahannock Transportation Commission, and reviewed local comprehensive plans to develop a draft list of projects that may have a regional impact. Projects are not included on this if the project is being implemented or constructed by a locality or transit agency other than the City of Alexandria or the project is already under construction. Staff also believed there were synergies between quite a number of projects, and therefore those projects are packaged as one project. Attachment 1 includes a recommended project list.

**ATTACHMENTS:**

Attachment 1 - Recommend Project List

## Recommended TransAction Project List

	Project Name	Project Description	Project Facility	Start Point	End Point
1	South Van Dorn Street Improvements	South Van Dorn Street improvements to improve access between the Metrorail station and I-95	South Van Dorn Street	Van Dorn Metrorail station	I-95
2	Duke Street Transitway	Construct a four-mile segment of the high-capacity transitway on Duke Street within Alexandria, including widening Duke Street from Wheeler Ave. to Jordan St. with reversible center lane.	Duke Street	King St Metro	Fairfax County Line
3	DASH Transit Service Enhancements and Expansion	DASH Transit Service Enhancements, including new cross-town services and funding for additional buses to expand service on existing and new routes, circulators and trolleys within and between activity centers; expand bus storage facilities; transit stop improvements; upgrade to new and/or upgraded regional fare system including new fare collection technology; Provide transit service connection between Eisenhower Metrorail Station and King Street Metrorail Station; Provide transit service connection between Van Dorn Metrorail Station and the Landmark Mall vicinity; Provide east-west transit service between Braddock Rd Metrorail Station and Old Town / King St. Metrorail Station	Transit Service	Citywide	
4	West End Transitway	Construct a four-mile segment of the dedicated bus lanes between the Van Dorn Metro station and Arlington County. This project will also provide pedestrian and bike facilities -in the corridor	I-95/I-395 HOT/HOV Lanes	Van Dorn Metrorail station	Pentagon
5	King Street Metro-Alexandria Union Station Improvements	Implement multimodal improvements at the King Street Metro station, including improved access to parking lot and bus facilities, construction of new shelters, and a planned transit store; construction of a new pedestrian tunnel between Alexandria Union Station and the King Street Metrorail station, platform and other improvements at Alexandria Union Station	King Street Metro & Alexandria Union (VRE & Amtrak) station		
7	Alexandria Bike and Ped Trails Construction and Reconstruction	Reconstruct Holmes Run Trail from North Ripley Street to I-395; Construct trails along local streets in the Alexandria portion of the corridor; Construct pedestrian and bicycle bridge over Holmes Run at Morgan St; Implement and construct projects in the City's Ped Bike Plan	Holmes Run Trail & Alexandria local streets		
8	Alexandria ITS Projects	Funding for transportation technologies to improve system efficiencies in the City of Alexandria, Real-Time Adaptive Control and Data Management System - Build out and improve Traffic Signal System with fiber-optics; transit signal priority	Citywide	City of Alexandria	City of Alexandria
9	Alexandria Bus Network ITS	Install Automatic Vehicle Location (AVL) technology on DASH bus to provide real-time arrival info, computer-aided dispatch, automated passenger counters (APC) and automated garage mapping system.	Alexandria	Alexandria	
10	Landmark Transit Station Improvements	Construct a-transit center on the Landmark Mall site, construct transit commuter hub or kiosk at the future West End Transit Center	Landmark Mall		
11	Potomac Yard Metrorail Station	Construct Potomac Yards Metrorail infill station	Potomac Yards Metrorail Station		
12	Bradlee Transit Center	Construct Bradlee Transit Center to provide bus facilities, including bus shelters, enhanced service information, transit amenities, and bicycle parking.	Bradlee Transit Center		
13	Arlandria/Del Ray/Lynhaven/Potomac Yard Roadway, Bike/Ped, Improvements	Traffic improvements for the intersection of Mt Vernon Ave and E/W Glebe Rd, including signalization, accomodation for pedestrians and turn lane channelization. Construct improvements at Mt Vernon/Four Mile Rd intersection, including ped/bike improvements; Construct bike/ped bridge over four mile run between Commonwealth Ave and Eads St; Mt Vernon Ave/Russell Rd intersection safety improvements to accommodate pedestrian and bicyclists, may entail intersection and parking confirguation redesign. Construct a pedestrian/bicycle link from the Potomac Yard Trail to connect to the Four Mile Run trail on the south side of Four Mile Run, and to the Mt. Vernon Trail; Oakville Triangle improvement projects	Mt Vernon Ave		
14	Royal St Bikeway	Construct bicycle improvements along Royal St between Jones Point and Bashford St, include signage, traffic calming	Royal St. Bikeway	Jones Point	Bashford St

15	Widen Sanger Ave Underpass	Widen the Sanger Ave underpass beneath I-395 to accommodate future transitway and non-motorized facilities	Sanger Ave	I-395	
16	West End Alexandria Roadway Improvements	South Van Dorn Street improvements to improve access between the Metrorail station and I-95; Construct a multimodal bridge from Van Dorn Metro station to Pickett Street; Extend Library Ln North to Connect with Van Dorn St; ellipse at Beauregard and Seminary; Replace shared left/thru turn lanes along NB and SB Van Dorn St with separate left turn lanes. Add protected, permissive left turn lane along NB and SB Van Dorn; Widen Van Dorn St Bridge over Duke St to accommodate pedestrians; Replace shared left/thru turn lanes along NB and SB Van Dorn St with separate left turn lanes. Add protected, permissive left turn lane along NB and SB Van Dorn; Construct new roadway along Fairfax County Line to connect Edsall Rd, S Pickett St, Farrington Ave; Intersection improvements along Van Dorn Street at Eisenhower, Edsall, Pickett; Straightening Eisenhower; High Street Addition	West End of Alexandria		
17	Metro Station Improvements within the City of Alexandria	Redesign kiss-and-ride, reconfigure bus loading area to accommodate West End Transitway. Improvements to station to accommodate East Eisenhower development, including renovation of bus loop, new pedestrian plaza, bus shelter canopies, and real-time bus arrival info displays	Van Dorn Street Metro Station & Eisenhower Metro Station		
18	King/Quaker/Braddock Intersection Improvements	Construct intersection improvements at King St, Quaker Lane, and Braddock Road	King Street/ Quaker Ave/ Braddock Road		

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: MAY 18, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM #6 – KING STREET COMPLETE STREETS

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**ISSUE:** King Street Complete Streets project update.

**RECOMMENDATION:** That the Transportation Commission receive the update and endorse the proposed King Street Complete Streets project.

**BACKGROUND:** A section of King Street between Radford Street and Janney's Lane is being resurfaced this summer and was subsequently identified for Complete Streets improvements in accordance with the City's Complete Streets Policy. At an initial public meeting in November 2015, the public provided the following feedback on issues to address with the new street design:

- Difficult to cross King Street
- Pedestrian safety concerns near TC Williams High School
- High vehicle speeds along King Street
- Distances between street crossings
- Limited time for pedestrians to cross at lights
- Unsafe bicycle conditions
- Poor access to bus stops
- Improvements needed at intersections
- Ensure that the travel times for drivers are maintained
- Need to change character of the roadway

**DISCUSSION:** Based on the community input, staff developed three alternatives for public feedback, including which are shown in Attachment 1.

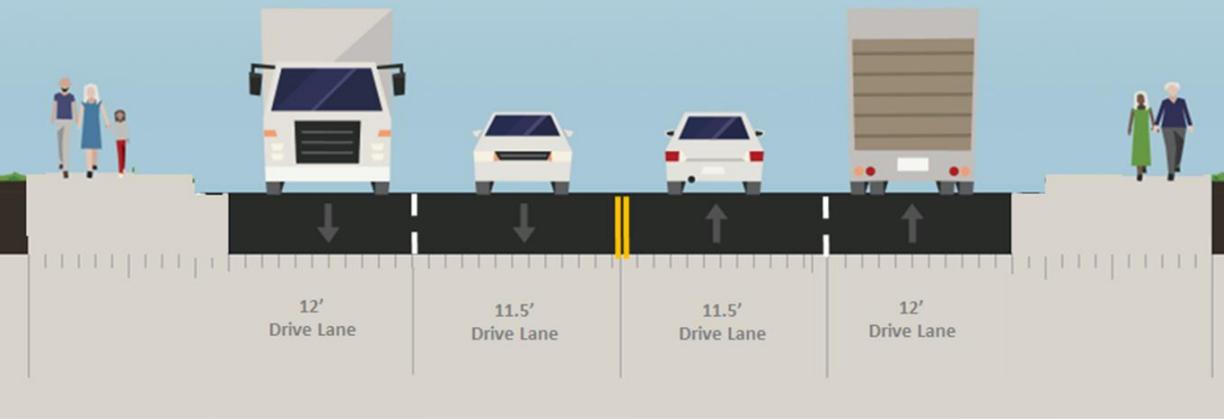
Staff conducted a robust public outreach process on the three proposed design options. Through the AlexEngage process, over 750 survey responses on proposed options have been received, and staff received over 200 additional comments through outreach meetings and via the comment form posted on the project website. Staff provided a presentation to the Transportation Commission at its March 16, 2016 meeting of the three options and the results of the AlexEngage process.

A third public meeting was held on April 21, 2016 to present the Complete Streets design option (Option 3) as the preferred option and to gather feedback on this proposal. The Complete Streets design option is the preferred option based on community input through the online survey as well as numerous meetings and discussions with the community, affected residents, civic associations, boards and commissions, and TC Williams High School.

**ATTACHMENTS:** King Street Complete Street Options



# Option 1 Complete Street Maintenance



# Option 2 Pedestrian & Accessibility Intersection Enhancements



# Option 3 Complete Street Corridor Improvements

# *City of Alexandria, Virginia*

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## MEMORANDUM

DATE: MAY 18, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM #7 – POTOMAC YARD METRORAIL STATION

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**ISSUE:** Approval of the Development Special Use Permit (DSUP) and associated zoning approvals for the Potomac Yard Metrorail Station.

**RECOMMENDATION:** That the Transportation Commission recommend to the Planning Commission and City Council approval of the DSUP and associated zoning approvals for the Potomac Yard Metrorail Station.

**BACKGROUND:** Potomac Yard represents one of the most significant redevelopment opportunities for the City with the potential to achieve the vision for an urban mix of uses near transit. The construction of a Metrorail station has been the center of discussion in regard to transportation and land use planning for Potomac Yard for many years, most recently in the adopted 2008 Citywide Transportation Master Plan and the 2010 North Potomac Yard Small Area Plan.

In 2011, the City of Alexandria initiated an Environmental Impact Statement (EIS) under National Environmental Policy Act (NEPA) for construction of the proposed Potomac Yard Metrorail Station. The lead Federal agency for the EIS has been the Federal Transit Administration (FTA) and the City has been the project co-lead and sponsor. WMATA and the National Park Service (NPS) have been cooperating agencies. As part of this process, a Draft EIS was released for public review and comment in spring 2015. City Council selected Alternative B as the preferred alternative on May 20, 2015.

**DISCUSSION:** Since selection of the preferred alternative, staff have been working to complete the Final EIS and are at the same time developing the conceptual design for incorporation into the DSUP application as well as the documents required for the Request for Proposals (RFP) for the design-build contract that is expected to be advertised in summer 2016.

The Final EIS is expected to be released for public review by mid-June 2016. Any new, substantive comments received will be addressed in the Record of Decision (ROD) issued by the FTA, which is the lead federal agency. The NPS will also issue a ROD. The RODs are expected in summer 2016.

Since fall 2015, WMATA and City staff have been developing the conceptual design for the station,

as well as the set of standards, requirements, and expectations that the design-build contractors will use to develop their bids. The design process has included a series of meetings to solicit public input, as well as regular meetings with the Board of Architectural Review and the Park and Recreation Commission, and monthly updates to City Council. The design has also included input from staff of the NPS, the Commission on Fine Arts, and the National Capital Planning Commission.

Alternative B as approved by City Council includes two entrances. The northern entrance would serve Potomac Yard, while at the southern end there would be entrances to Potomac Yard and Potomac Greens, connected by a pedestrian/bicycle bridge between the two neighborhoods. The exact location of the northern entrance will be determined in coordination with the North Potomac Yard Small Area Plan Update that is currently underway. On the Potomac Yard side, the southern entrance is aligned with East Glebe Road, to facilitate access to the station and make use of existing pedestrian signals. On the Potomac Greens side, the entrance is at the northern end of the neighborhood, along the western edge of Potomac Greens Park. All entrances will include significant bicycle parking. Any bus access will use the northern entrance. There will be no kiss-and-ride or park-and-ride facilities provided, as the primary modes of access for this station are anticipated to be walking and biking.

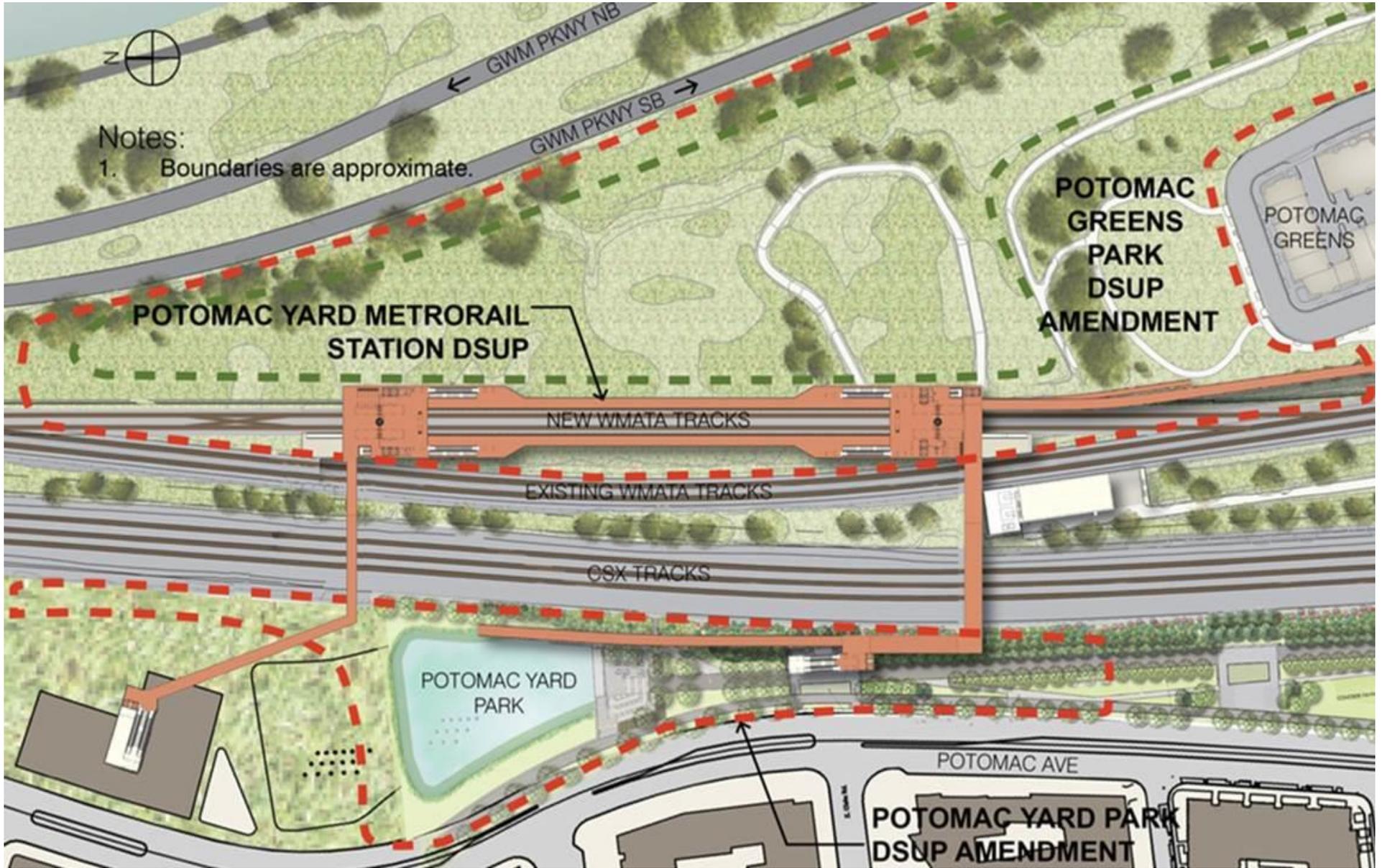
Residents in Potomac Greens, Old Town Greens, and Potomac Yard have expressed concern that Metrorail riders will utilize neighborhood streets to park. It is likely that residents will choose to institute residential permit parking to alleviate this concern. In addition, residents have expressed concerns about traffic impacts from riders being dropped off at the station – this includes residents of Lynhaven who are concerned about impacts to the intersection of East Glebe Road and Route 1. The traffic analysis performed as part of the EIS does not show the station generating a significant amount of automobile traffic; however, the analysis does show a degradation in Level of Service at East Glebe Road and Route 1. Since that analysis was performed, the City has completed the Route 1 / Oakville Triangle Corridor Plan, which includes a number of projects intended to improve the performance of that intersection. The traffic analysis performed as part of the Oakville Triangle plan showed that these projects would result in improved transportation network performance.

Overall, the addition of a Metrorail station at Potomac Yard will enhance the transportation network in the Route 1 corridor by adding a regional connection to the Metrorail system which will provide an attractive alternative to the automobile for regional trips. It will also support the development of the densities and mix of uses in Potomac Yard that create a walkable and bikeable community for daily needs.

**ATTACHMENT:**

Attachment 1 - Potomac Yard Metrorail Station Site Plan

# Site Plan for the Potomac Yard Metrorail Station with City Approvals



# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: MAY 18, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, ACTING DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #8 – WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) SAFE TRACK PLAN PROPOSAL

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**ISSUE:** Provide an update to the Transportation Commission on the Safe Track Plan Proposal.

**RECOMMENDATION:** That the Commission receive the following update.

**BACKGROUND:** In FY 2016, the National Transportation Safety Board (NTSB) and Federal Transit Authority (FTA) recommended a series of improvements to bring the Metrorail system into a state of good repair. While in the interim WMATA has made significant strides to address these items, balance of service needs and maintenance needs do not provide enough time to get WMATA to achieving the NTSB or FTA directives. In order to achieve the directives of NTSB and FTA, WMATA is looking to institute 15 Safety Surges that will require single tracking and segment closures for several weeks. The duration of the Safe Track Plan is slated to last a year in duration. The goal is to fit three years of work into one year.

**DISCUSSION:** The Safe Track Plans seeks to put forth a massive effort to address safety recommendations and rehabilitate the Metrorail system on an accelerated time frame. The results of the Safe Track Plan will result in the following improvements:

- Installation of new boots and seals on 3<sup>rd</sup> rail cables (NTSB)
- Replacement of 12,000 insulators
- Remove 3<sup>rd</sup> rail expansion joints underground
- Eliminate all temporary gauge bars that prevent track spreading
- Replace 48,000 wooden ties
- Replace approximately 36,000 direct fixation fasteners
- Clearing of 87,000 linear feet of drain
- Repair tunnel leaks

WMATA staff has dedicated up to 40 vehicles and 60 operators to assist in providing shuttles and bus bridges. WMATA with assistance of the jurisdictions are looking to provide additional support at selected stations. WMATA will work to strategically position extra trains and personnel to have quick response to customers. In addition, WMATA will request to have assistance from the jurisdictions to assist with capacity if needed. Impacts to Alexandria will take place for a duration of 68 days based on the current Safe Track Plan. During this time WMATA and the jurisdiction will work to put service plans together to assist in the mitigation of the affected Metrorail areas. City staff has begun internal meetings to discuss various options regarding impacts to the City. City staff is evaluating alternative satellite parking facilities and shuttles, traffic management strategies and telework options for City employees.

In the near future, WMATA staff will work with City staff to promote a robust outreach plan to provide to customers. In addition to the communication plan, staff hopes to receive information pertaining to the impacts of the operation and capital budget for both the remainder of FY 2016 and FY 2017. City staff will also like to have an understanding of the direct and indirect costs associated with the Safe Track Plan, and what impacts it has toward the region.

As this information becomes available and the plan is finalized, staff will continue to provide the Transportation Commission with updates.