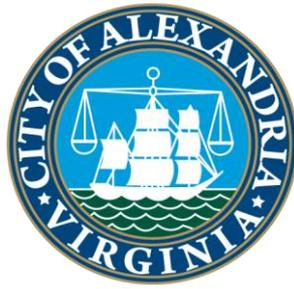


Transportation Commission

June 15, 2016



COMMISSION MINUTES: April 2016 Meeting

Agenda Item #1



Updates to Receive (Consent)

Agenda Item #2

City of Alexandria Coordination

- ➔ Shared data from West End Transitway AA (Alternatives Analysis) study
- ➔ Staff part of the Envision 7 TAC (Technical Advisory Committee)
- ➔ Benefits to Alexandria:
 - ➔ Leverage investment in the West End Transitway by sharing stations along North Beauregard between King Street and the Mark Center
 - ➔ Intersection of two high-capacity BRT services in the City's West End
 - ➔ City served by a growing BRT network in Northern Virginia

Selected Alternative BRT – Tysons to Mark Center

- ➔ Connectivity to EFC is very strong (38% increase over ridership estimates without the connection)
- ➔ Connection along Beauregard to Mark Center supports the City of Alexandria's transit capital program
- ➔ BRT is a more cost-effective and competitive option



Recommended Alternative

Bus Rapid Transit...



connects
Tysons and
Mark
Center...

with a
connection
at East
Falls
Church

ENVISION  ROUTE 7

Next Steps

- ➔ Public Outreach – throughout June 2016
- ➔ NVTC Commission Resolution to advance project at July 2016 Commission meeting
- ➔ Next Phase:
 - ➔ Identify Funding for Conceptual Engineering / Right of Way Analysis / Updated Capital Cost Estimate
 - ➔ Identify Project Lead Agency
 - ➔ Ongoing Coordination with Jurisdictions



Vision Zero is a recognition that traffic fatalities are preventable, and a commitment to ensure that no one is killed or seriously injured in traffic.

Key Principles

- Traffic deaths and injuries are preventable; therefore, none are acceptable.
- People will make mistakes; the transportation system should be designed so those mistakes aren't fatal.
- Safety is the primary consideration in transportation decision-making.
- Traffic safety solutions must be addressed holistically.

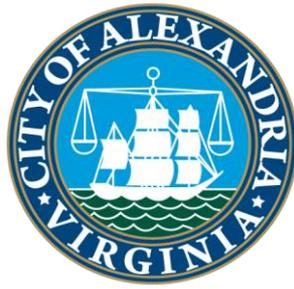
Transportation Master Plan

- *Conduct an evaluation of traffic fatalities and develop a Vision Zero program that outlines the framework, budget and staffing needed to work toward eliminating pedestrian and bicycle related deaths and serious injuries in Alexandria*



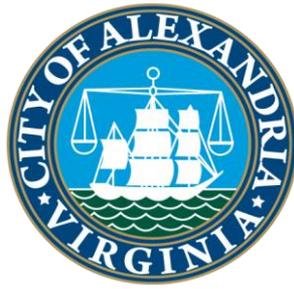
Commission Role

- Form a subcommittee to work with staff to develop a policy to be adopted by Council that supports a Vision Zero program in Alexandria



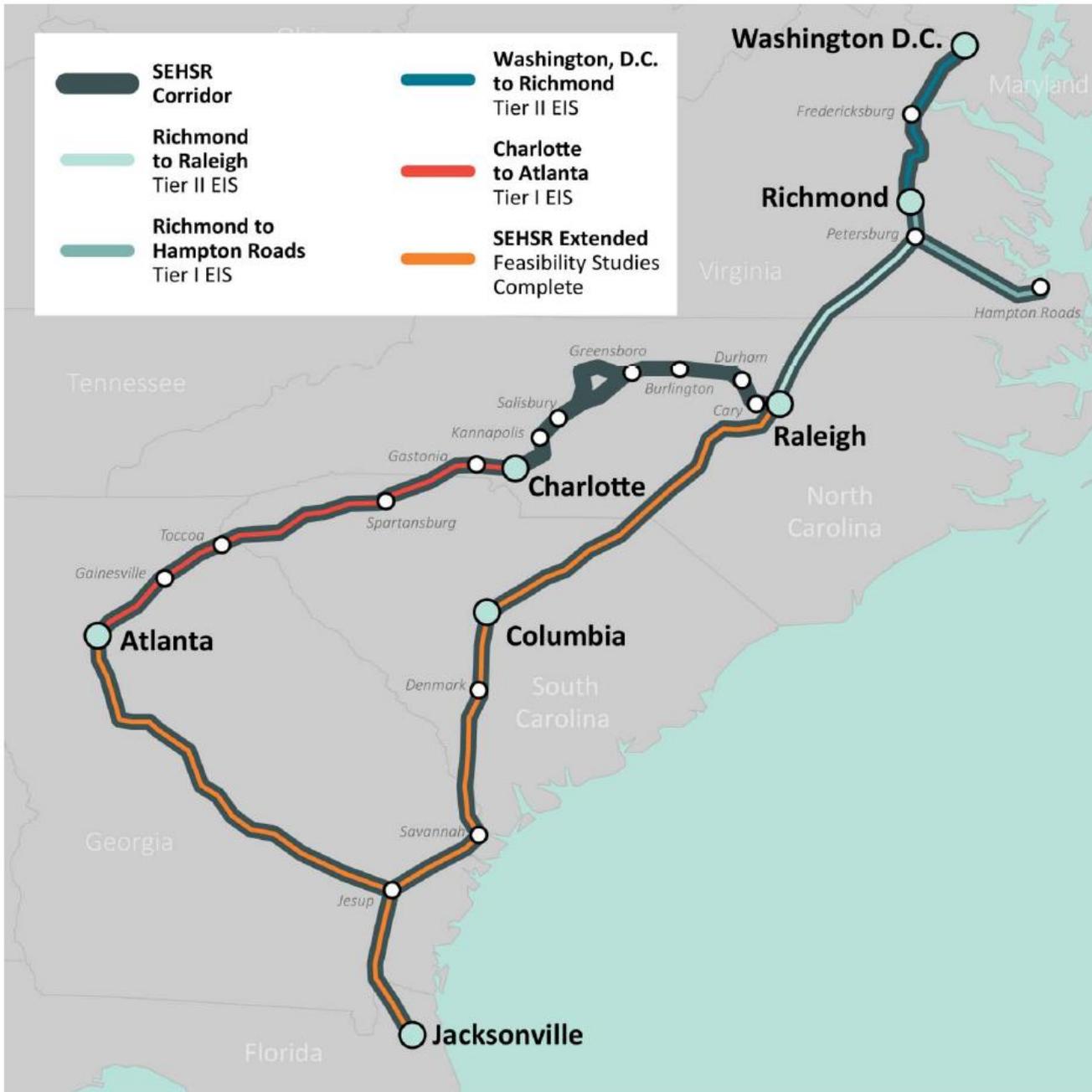
Commission Updates

Agenda Item #3



DC to Richmond High Speed Rail Project

Agenda Item #4



Southeast High Speed Rail (SEHSR)



2



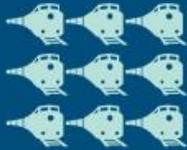
Corridor Overview

- 123-mile corridor
- Follows CSX's rail line
- Shared freight rail and passenger rail corridor
- Amtrak provides intercity passenger rail service
- Virginia Railway Express provides commuter rail service

Project Purpose & Need

 **Improve Reliability** 

Improve on-time performance

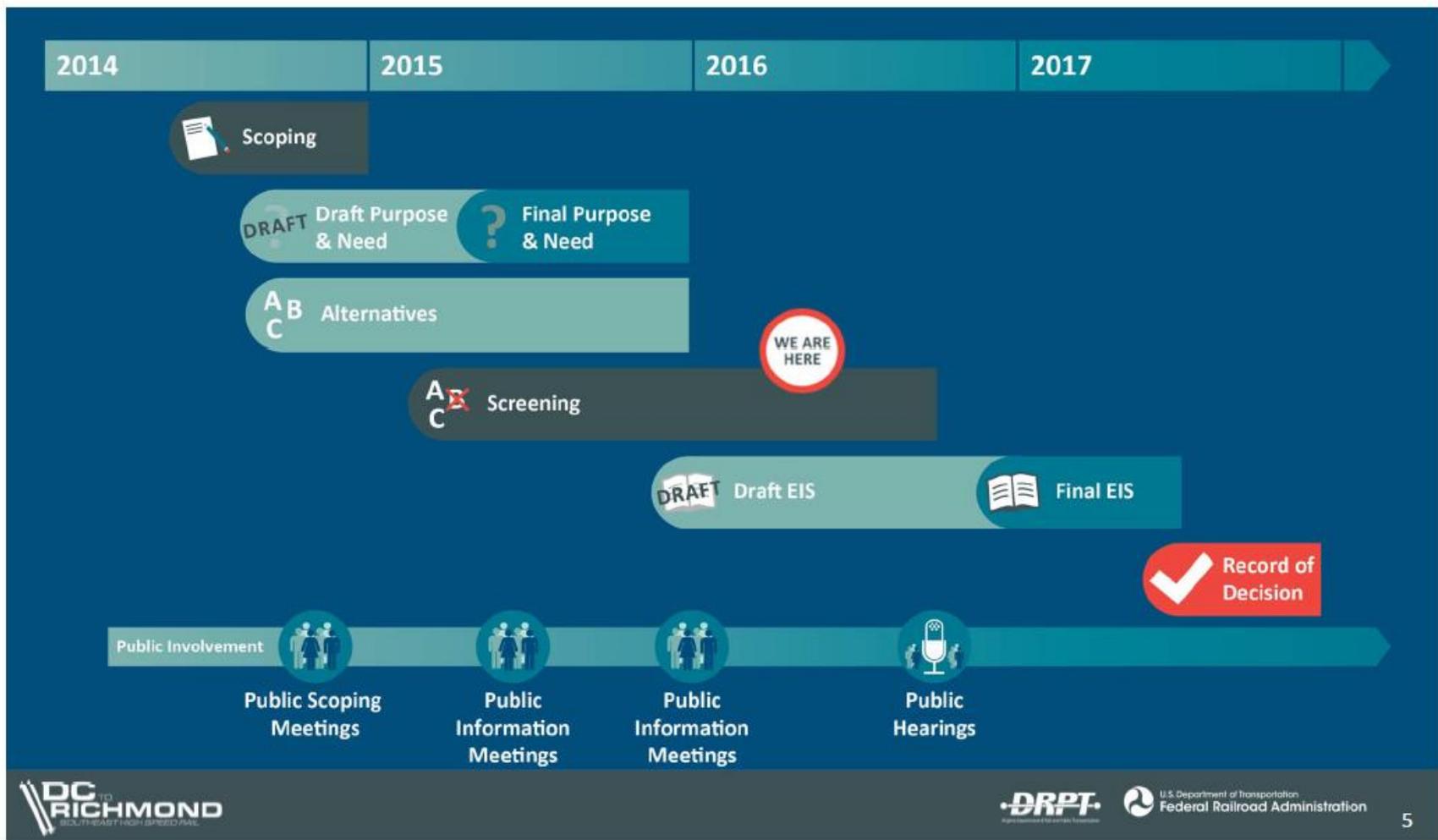
 **Increase Frequency** 

Add up to 9 round trips daily

 **Reduce Travel Time** 

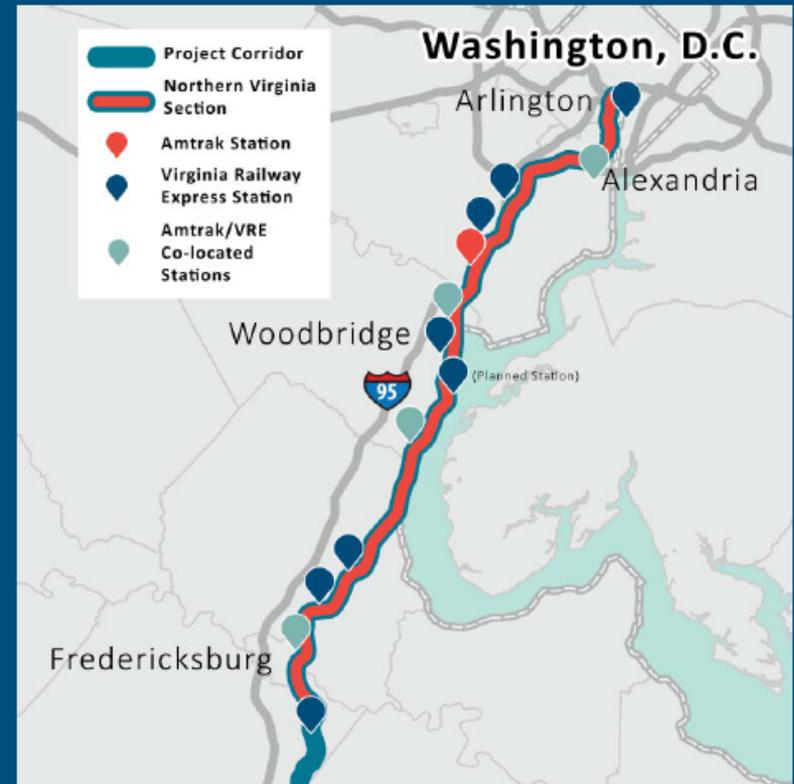
Improve trip times

A Look Back | Progress To Date



Northern Section

- Constraints
 - Waterways
 - Parks/wildlife refuges
 - Urban areas
 - Topography
- Limited opportunity for increased speed
- Add track for capacity
- Possible Fredericksburg bypass

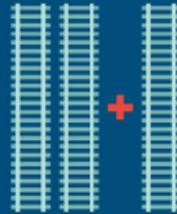


Northern Section Alternatives Carried Forward



- No Build

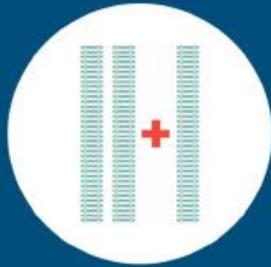
- Maintain existing number of tracks
- No service additions
- Maintain current operations
- Minor track improvements



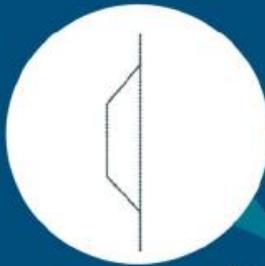
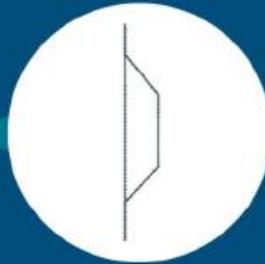
- Build

- Add track parallel to existing tracks
- Modify curves to improve speed

Washington, D.C.



Fredericksburg



Ashland

Richmond



Summary of Alternatives Carried Forward

Key Dates and Contact Information

DC2RVA Draft Environmental Impact Statement Release
Estimated Fall 2016

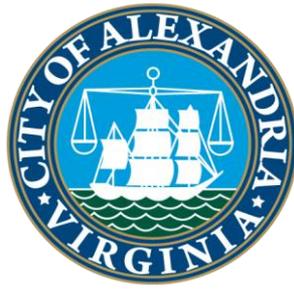


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Virginia Department of Rail and Public Transportation
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www.dc2rvarail.com





Transportation Improvement Program (TIP) Balance

Agenda Item #5



Background

- Operational efficiencies through WMATA State of Good Operations Report resulted in a Transportation Improvement Program (TIP) balance of \$566,000 in the FY 2017 budget
- City Council requested staff to work with Transportation Commission funding priority for this balance
- For projects with immediate FY 2017 budget needs

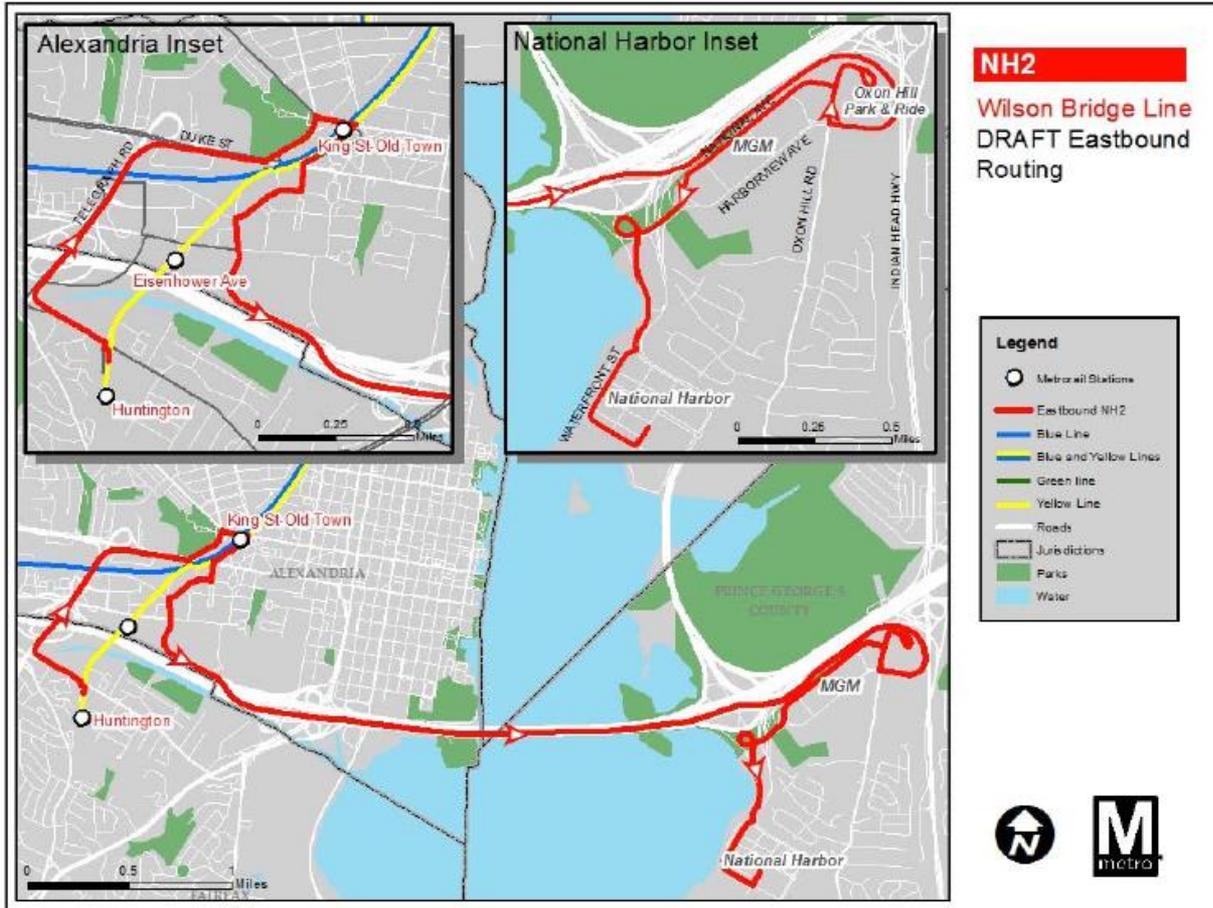


Growing Demand for Transit Service Across the River

- National Harbor opened 2008, Tanger Outlets in 2013
- MGM Casino to open November 2016 with two convention centers, casino, seven hotels, restaurants, theatre, and 3,800 residents
- Alexandria-King Street area includes US District Court, Patent and Trade Office, one million+ sq. ft. of office space, eight hotels, theatre, and multiple transit connections
- Transportation plans for Fairfax, Alexandria, and Prince George's County recommend adding this transit connection



Proposed Service



- Buses in each direction every 30 minutes
- Service 6:00AM to 1:00AM, 7 days/week



Projected Costs and Funding

- Projected annual operating cost: \$2.9 million
- Projected initial annual ridership: 230,000
- Annual subsidy: \$2.6 million
- Proposed annual contribution of \$500,000 from National Harbor developer (Peterson Group) to offset costs
- MDOT, City of Alexandria and Fairfax County to share remaining costs

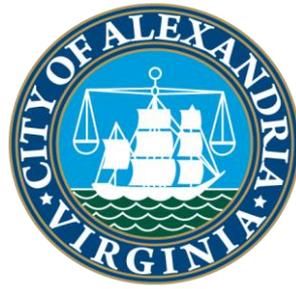




Next Steps

- If NH2 is approved:
 - Service operated as a pilot October 2016 to June 2017 (nine months), reimbursable project created to support service in FY2017
 - Service evaluation in spring 2017 to assess ridership, cost recovery, future demand, and demographics of riders (including Title VI equity analysis)
- If successful and Board approves as permanent, service would be incorporated as regular regional route in FY2018 with subsidy impact for all jurisdictions





House Bill Two

Agenda Item #6



Background

- Allocations for FY 2017 – FY 2021 finalized by Commonwealth Transportation Board on June 15th
- FY 2022 – FY 2023 applications due September 30, 2016
- Commonwealth Transportation Board final approval on FY 2022 – FY 2023 applications in June 2017
- Focus on expansion projects
- Estimated \$400M for statewide program
- \$40M - \$80M for northern Virginia
- City can apply for both programs

NoVA Project Scoring

- Congestion mitigation is the highest weighted factor
 - Factor Weight Congestion mitigation 45%
 - Land use 20%
 - Accessibility 15%
 - Environmental quality 10%
 - Economic development 5%
 - Safety 5%



Draft Projects

| Priority | Project | Preliminary Cost Estimates |
|----------|---|----------------------------|
| 1 | West End Transitway | \$20,000,000 |
| 2 | DASH Bus and Facility Expansion | \$7,000,000 |
| 3 | Duke Street at Telegraph Road Ramp Widening | \$10,000,000 |
| 4 | Traffic Adaptive Signal Control Fiber-Optic | \$7,000,000 |
| 5 | Backlick Run Trail | \$3,882,000 |
| | Total Combined Request | \$47,882,000 |

West End Transitway

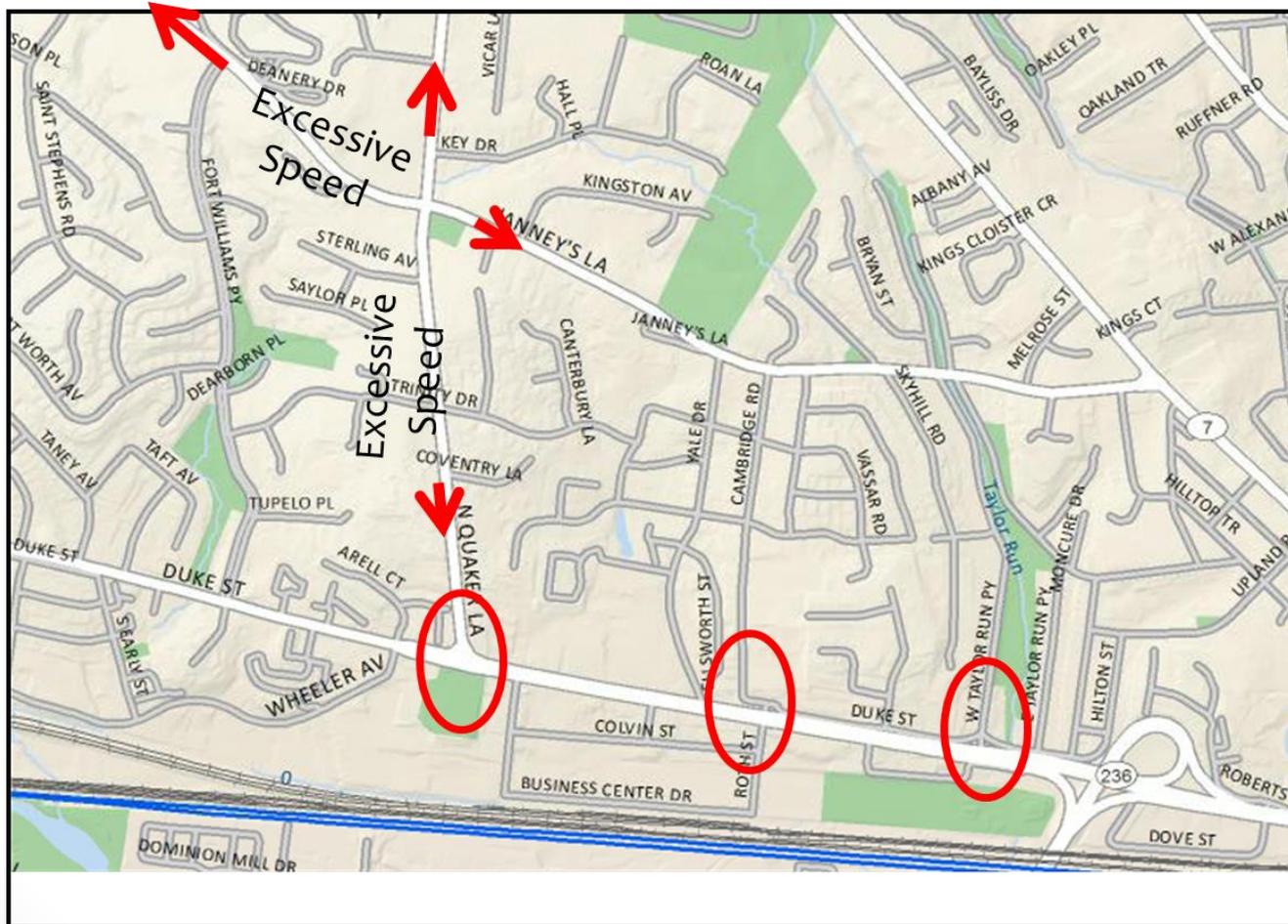


DASH Bus & Facility Expansion

- DASH expansion buses
- Expansion of existing facility to accommodate planned growth
- Operational and safety enhancements



Duke Street at Telegraph Road Ramp Widening





Duke Street at Telegraph Road Ramp Widening

Goal: Reduce cut-through commuter traffic due to queuing on Duke Street.

Public Process:

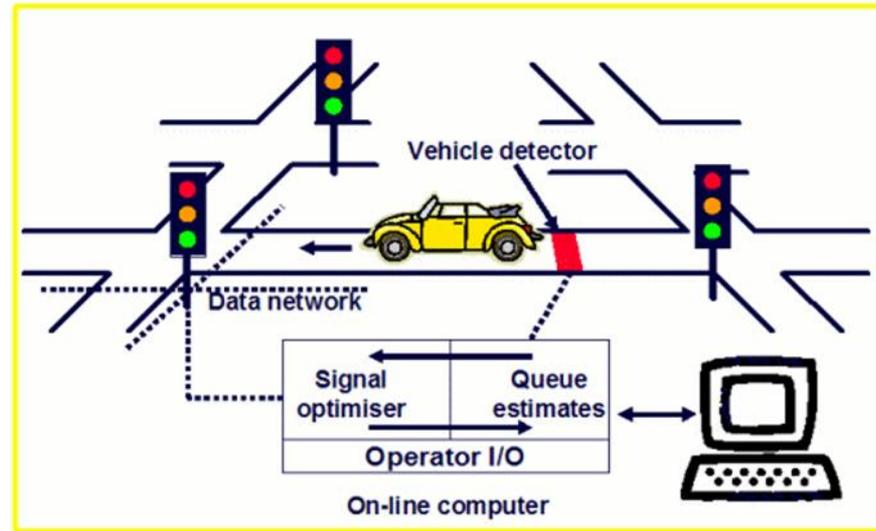
- 3 community meetings, Spring-Summer 2015
- Online survey on policy/improvement proposals, October 2015

Duke Street at Telegraph Road Ramp Widening

- \$10m adds additional lane to southbound Telegraph Road entry ramp.
- Increases efficiency on Duke to reduce temptation to cut-through neighborhoods.

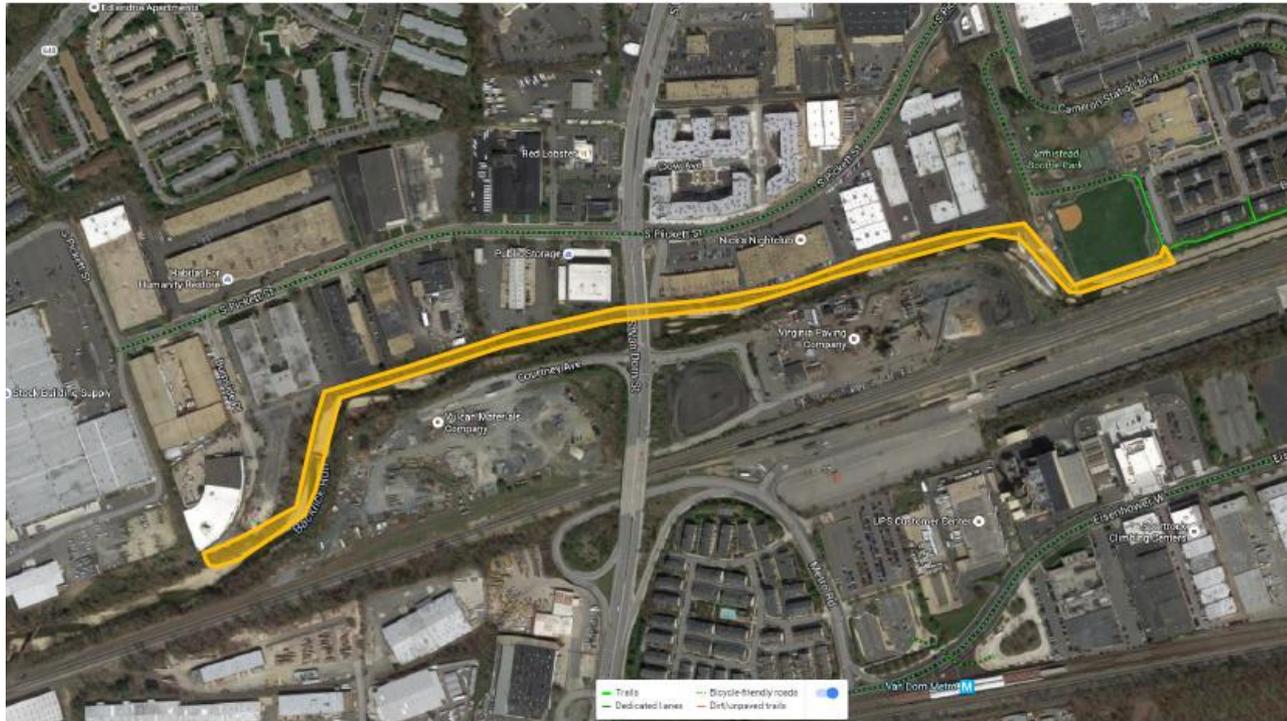


Traffic Adaptive Signal Control Fiber Optic

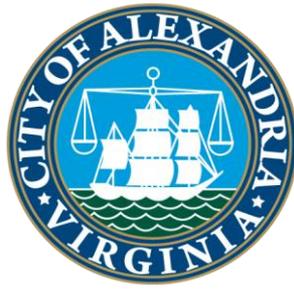


- Reduce congestion by optimizing traffic signal operation
- Project will improve traffic flow through the City of Alexandria by implementing a traffic signal system that can optimize traffic signal operation based on the actual traffic flow in real-time

Backlick Run Trail



- Project proposes to construct a shared-use path along Backlick Run from Boothe Park West to the Fairfax County Line
- Connects City's trail network to the Van Dorn Metrorail Station
- Pedestrian and Bicycle Master Plan project



2016 Transportation Long Range Plan

Agenda Item #7

Long Range Transportation Plan

- **Goals:**
 - review the ranking of projects prioritized by the Transportation Commission
 - potentially finalize the screening of projects

| Month | Potential Action |
|-----------|---|
| June | Initial Screening of Projects |
| July | Finalize Screening of Projects |
| September | Public Hearing & Adoption of LRP by Transportation Commission |

| Month | Potential Action |
|-------|--|
| June | Initial Screening of Projects & Finalize Screening of Projects |
| July | Public Hearing & Adoption of LRP by Transportation Commission |

2016 LRP New Projects

- Two new projects based on consolidation of 2015 projects
- 14 projects from recently approved plans
 - Eisenhower West Small Area Plan
 - Route 1 / Oakville Triangle Corridor Plan
 - Pedestrian and Bicycle Master Plan
 - Four Mile Run Restoration Plan (*project removed from Complete Streets program*)



Commission Input – May 18

- Quaker at Seminary – Separate out the traffic project from the pedestrian / safety improvements
- Consider removing the Bradley Transit Center project
- Consider adding the Seminary Valley Traffic Study to the 2016 LRP



2016 Draft Commission Rankings

| 2015 | 2016 | |
|--------------|------------|--|
| 3 | 1 | Van Dorn Street bridge widening |
| 2 | 2 | DASH Bus expansion |
| 12* | 3 | Van Dorn Circulator Service |
| <u>NEW</u> | 4 | <u>King Street Sidewalk (Quaker Lane to N. Hampton)</u> |
| 12* | 5 | Eisenhower East Transit Circulator |
| <u>NEW</u> | 6 | <u>Seminary Road Safety Improvements (Quake Lane to Ft. Williams Pkwy)</u> |
| 16 | 7 | Corridor A Circulator transit service |
| <u>NEW</u> | 8 | <u>Seminary Road Bicycle facility (N. Van Dorn to Quaker Lane)</u> |
| <u>NEW</u> | 9 | <u>N. Jordan Street Sidewalk (Howard Street to Seminary Road)</u> |
| 9 | 10 | Commonwealth Avenue Non-motorized bridge |
| 8 | 11 | Royal Street Bikeway |
| <u>5,6,7</u> | 12 | <u>Mt. Vernon Street Intersection Improvements</u> |
| 15 | 13* | Pedestrian improvements at King Street at waterfront |
| <u>NEW</u> | 13* | <u>Van Dorn Street Sidewalk (Kenmore to Braddock Road)</u> |
| <u>NEW</u> | 15 | <u>Route 1 Intersection Improvements</u> |
| <u>NEW</u> | 16 | <u>Madison Street Bicycle Facility</u> |
| <u>NEW</u> | 17 | <u>Eisenhower Avenue Enhanced Transit Service</u> |
| 15 | 18* | Holmes Run Trail at Morgan Street |
| <u>NEW</u> | 18* | <u>Non-Motorized Bridge over Backlick Run</u> |
| <u>NEW</u> | 20 | <u>Holmes Run Trail on South side of Holmes Run (Ripley St. to N. Pickett St.)</u> |

*indicates tied ranking



2016 Draft Commission Rankings (Cont.)

| 2015 | 2016 | |
|--------------|-----------|---|
| 11 | 21 | Sanger Avenue Bridge |
| 17 | 22 | Bicycle parking at waterfront |
| <u>NEW</u> | 23 | <u>Commonwealth Avenue Green Street</u> |
| 19 | 24 | Edsall Road connector to Farrington Avenue and S. Pickett Street |
| <u>24,25</u> | 25 | <u>Braddock Road Intersection Improvements</u> |
| <u>NEW</u> | 26 | <u>S. Van Dorn Intersection Improvements</u> |
| 20 | 27 | I-395 Access to West End Town Center |
| 27 | 28 | Clermont Interchange with I-95 and connection to Eisenhower Avenue |
| 28 | 29 | Quaker Lane at Seminary Road / Janney's Lane Intersection Improvement |

*indicates tied ranking

Next Steps

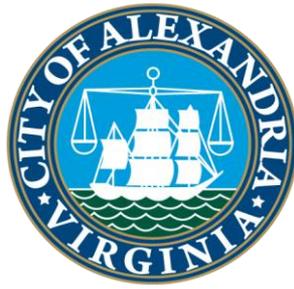
- Course of action dependent on action tonight at June meeting.

| Month | Potential Action |
|-----------|---|
| June | Initial Screening of Projects |
| July | Finalize Screening of Projects |
| September | Public Hearing & Adoption of LRP by Transportation Commission |

| Month | Potential Action |
|-------|--|
| June | Initial Screening of Projects & Finalize Screening of Projects |
| July | Public Hearing & Adoption of LRP by Transportation Commission |



Thank You



Other Business

Agenda Item #8