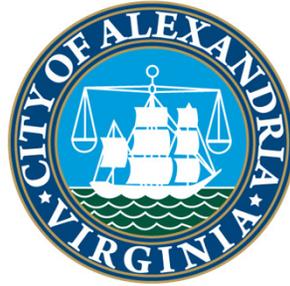


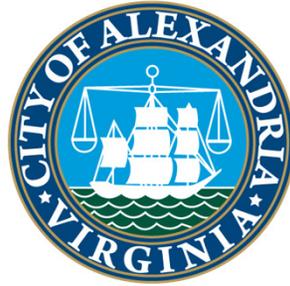
Transportation Commission

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



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.



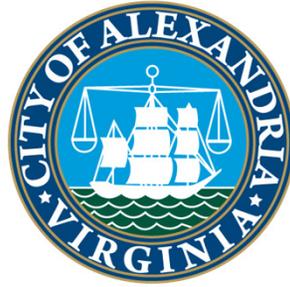
Transportation Master Plan

- *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*



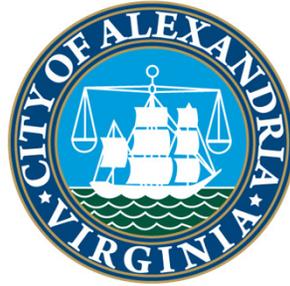
Commission Role

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



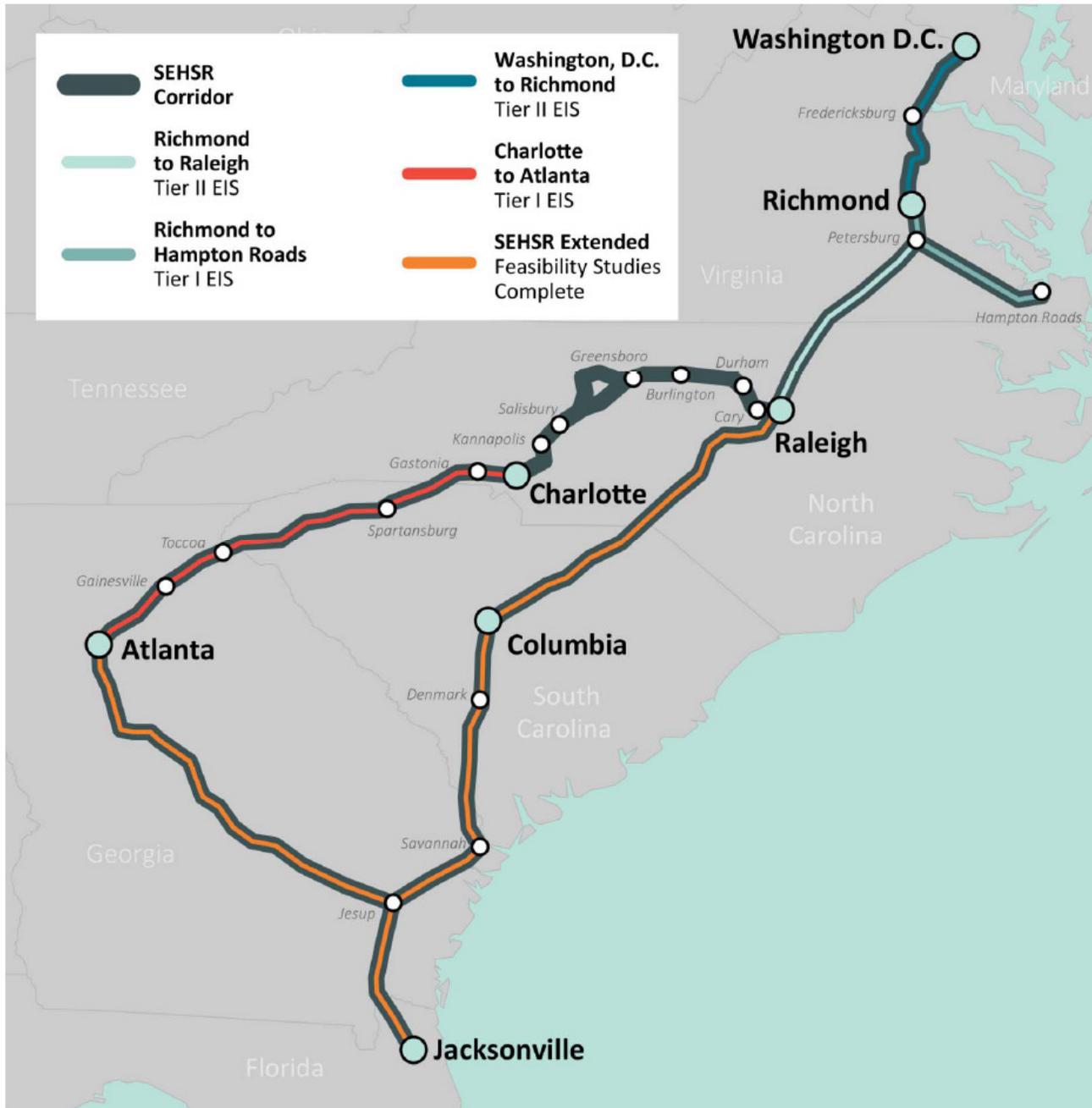
Commission Updates

Agenda Item #3

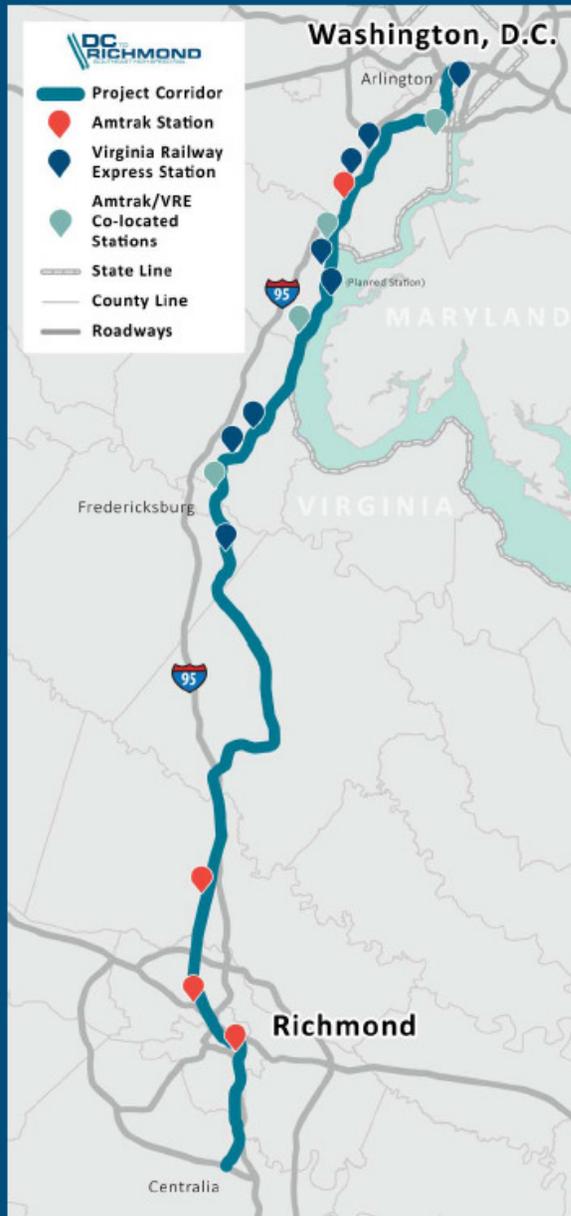


DC to Richmond High Speed Rail Project

Agenda Item #4



Southeast High Speed Rail (SEHSR)



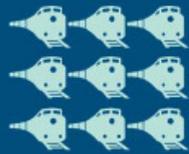
Corridor Overview

- 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

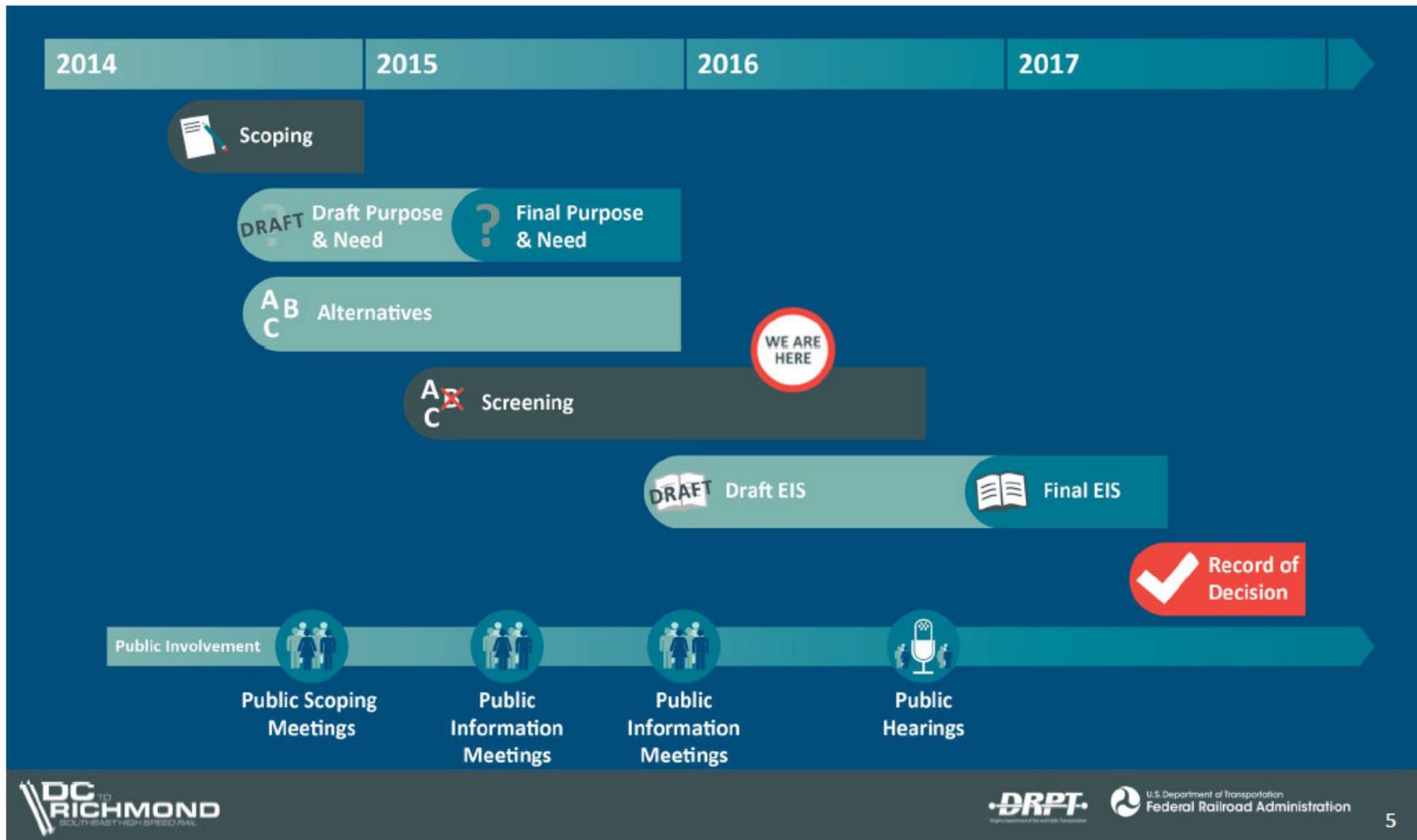
 **Increase Frequency** 

Add up to 9 round trips daily

 **Reduce Travel Time** 

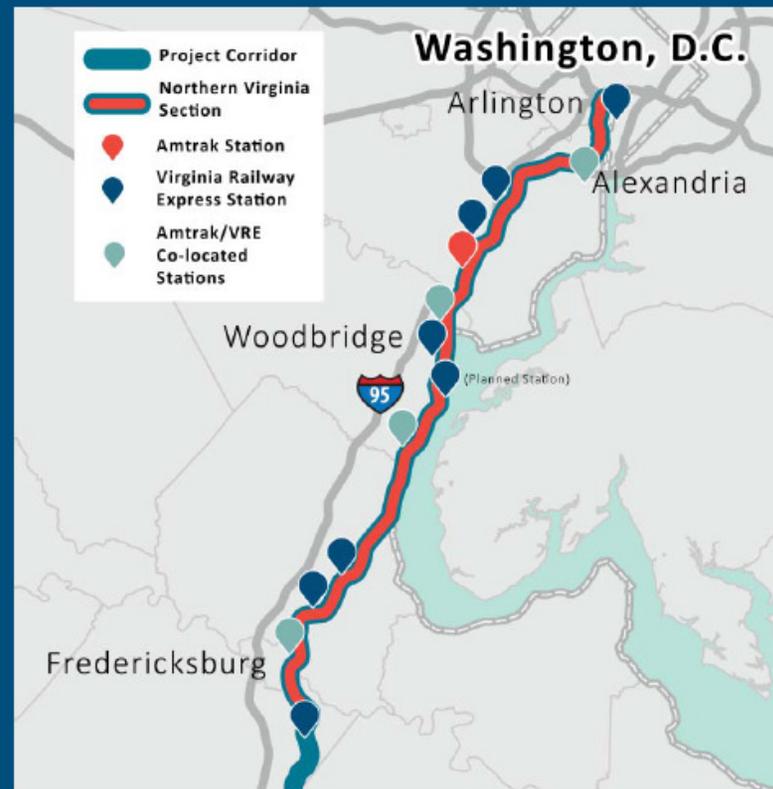
Improve trip times

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



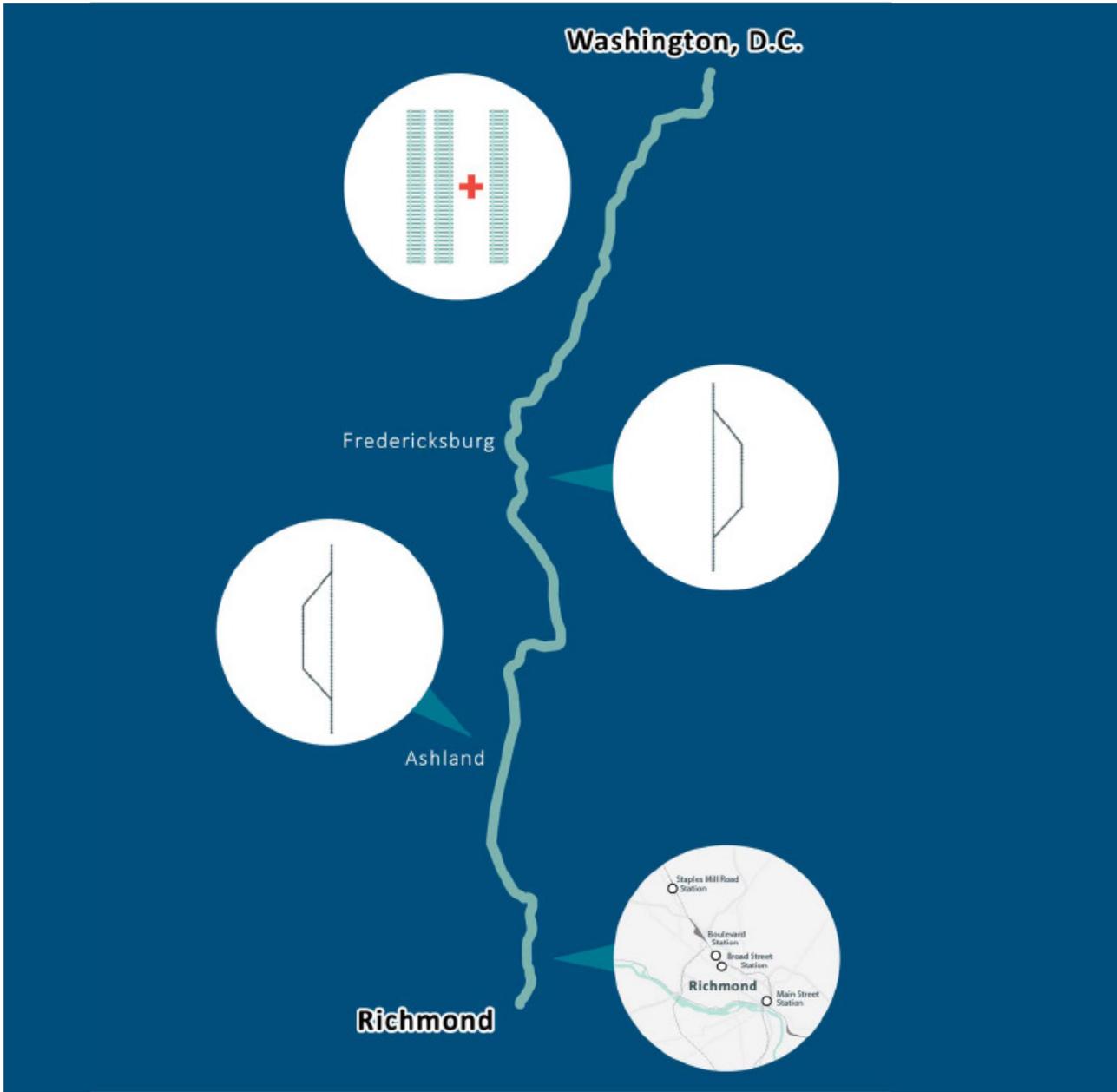
- **No Build**

- 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



Summary of Alternatives Carried Forward



Key Dates and Contact Information

DC2RVA Draft Environmental Impact Statement Release
Estimated Fall 2016

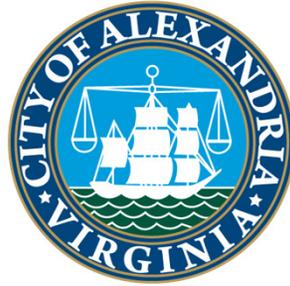


Emily Stock
Virginia Department of Rail and Public Transportation
Manager of Rail Planning
Tel. 804-786-1052
Emily.Stock@drpt.virginia.gov



www.drpt.virginia.gov
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

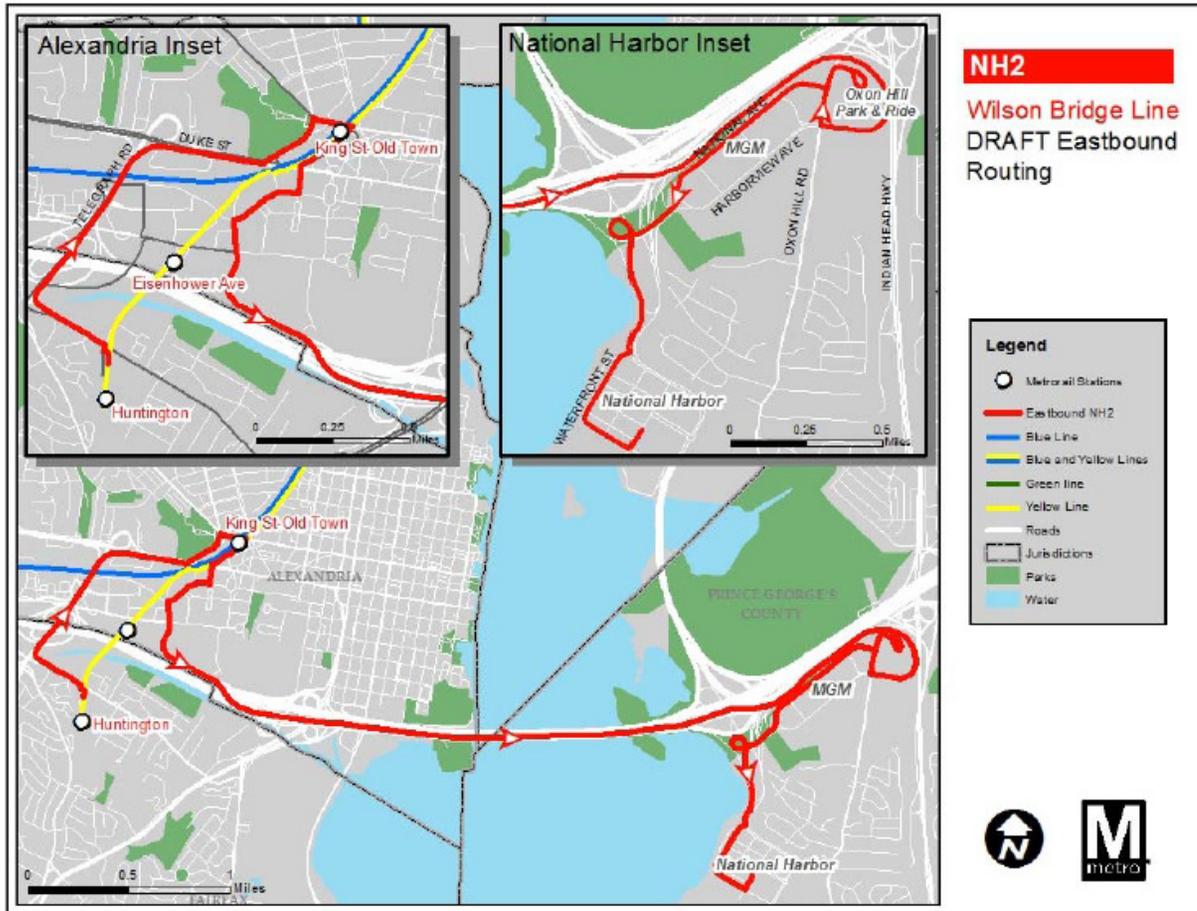


Growing Demand for Transit Service Across the River

- 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

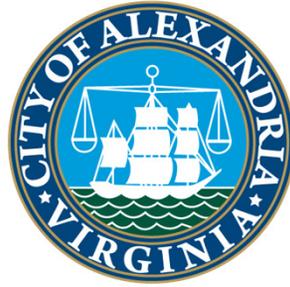




Next Steps

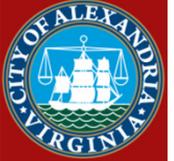
- If NH2 is approved:
 - Service operated as a pilot October 2016 to June 2017 (nine months), reimbursable project created to support service in FY2017
 - Service evaluation in spring 2017 to assess ridership, cost recovery, future demand, and demographics of riders (including Title VI equity analysis)
- 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%

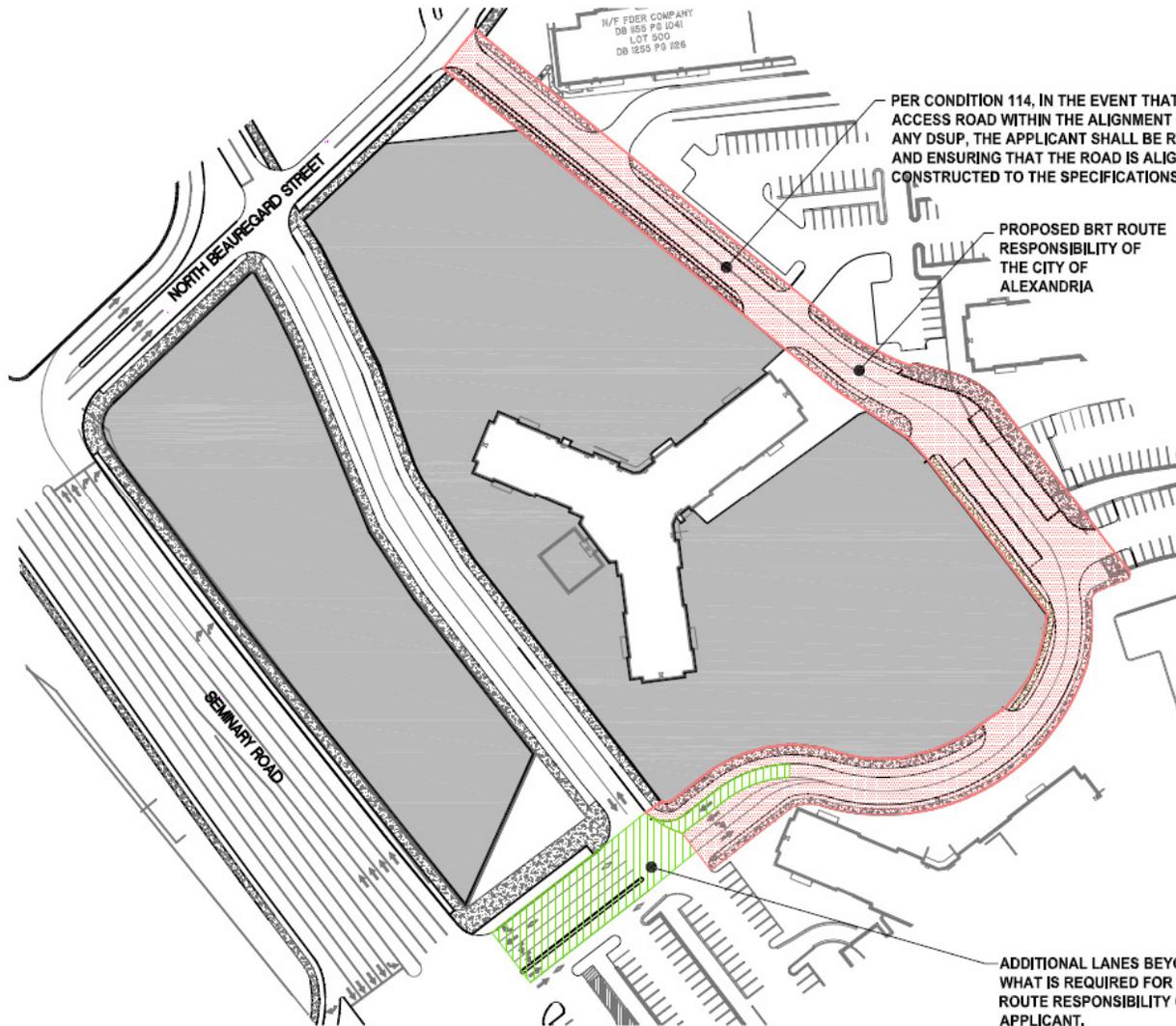


Draft Projects

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



PER CONDITION 114, IN THE EVENT THAT THE APPLICANT REQUIRES A TEMPORARY ACCESS ROAD WITHIN THE ALIGNMENT OF THE PROPOSED TRANSITWAY AS PART OF ANY DSUP, THE APPLICANT SHALL BE RESPONSIBLE FOR CONSTRUCTING THIS ROAD AND ENSURING THAT THE ROAD IS ALIGNED WITH THE FUTURE TRANSITWAY AND CONSTRUCTED TO THE SPECIFICATIONS OF THE FUTURE TRANSITWAY.

PROPOSED BRT ROUTE
RESPONSIBILITY OF
THE CITY OF
ALEXANDRIA

ADDITIONAL LANES BEYOND
WHAT IS REQUIRED FOR BRT
ROUTE RESPONSIBILITY OF
APPLICANT.

LEGEND

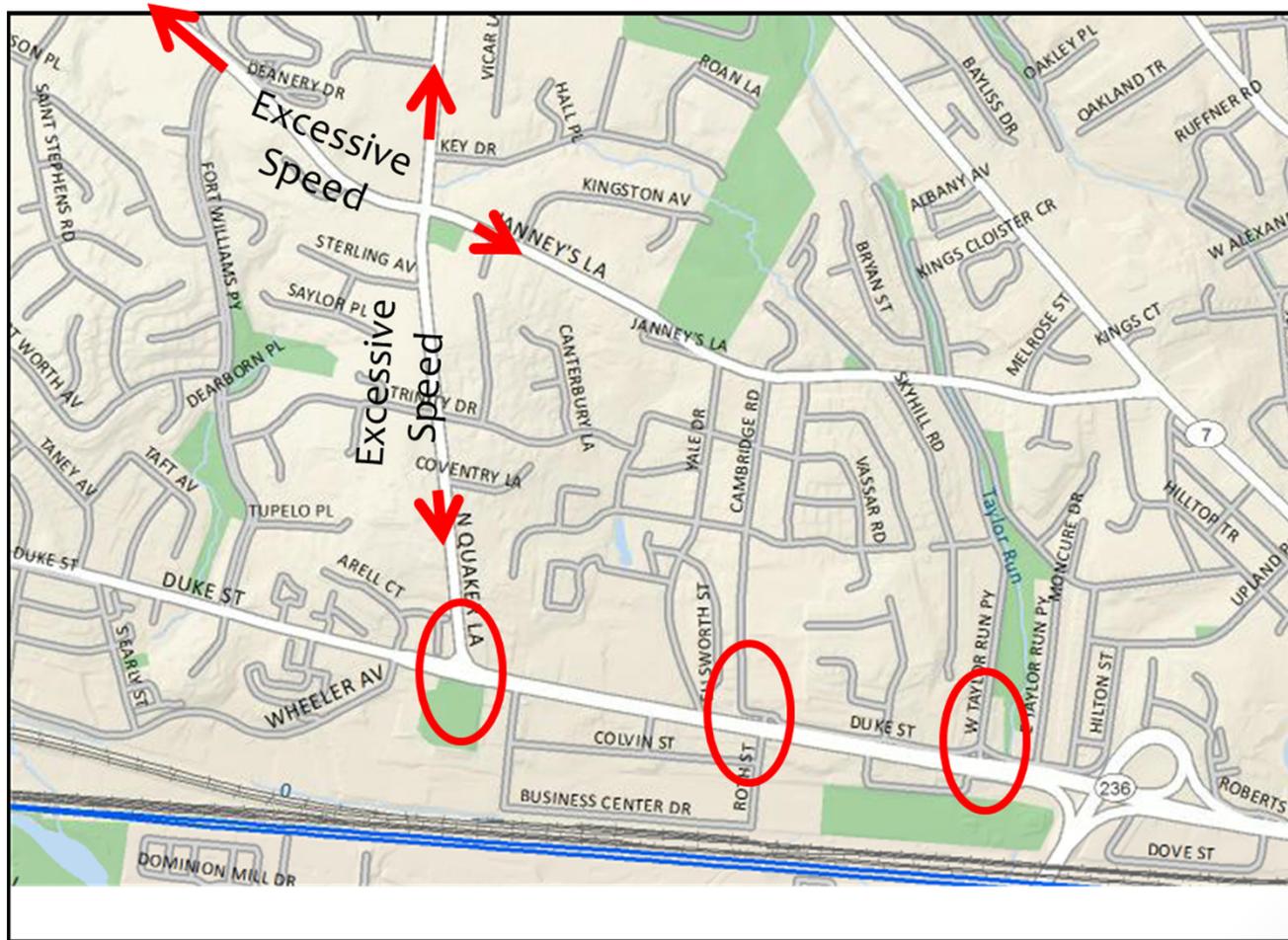
-  COST RESPONSIBILITY CITY OF ALEXANDRIA
-  COST RESPONSIBILITY OF APPLICANT

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:

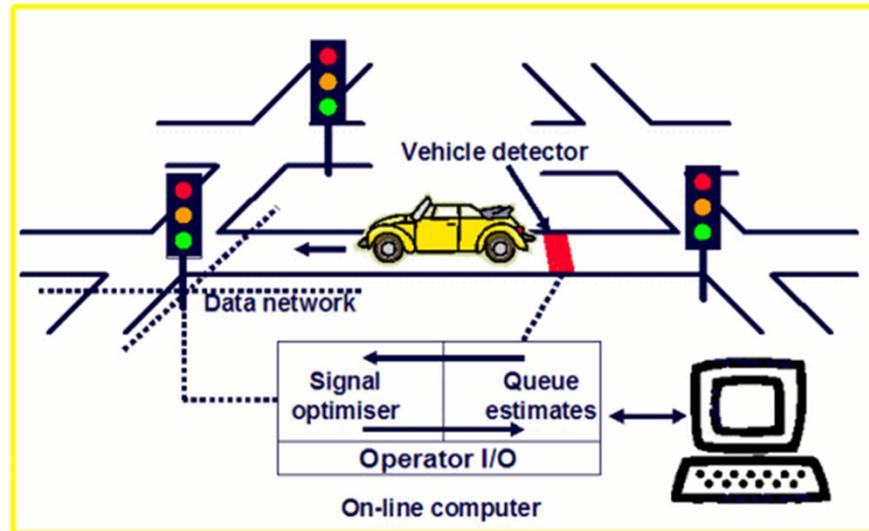
- 3 community meetings, Spring-Summer 2015
- Online survey on policy/improvement proposals, October 2015

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.

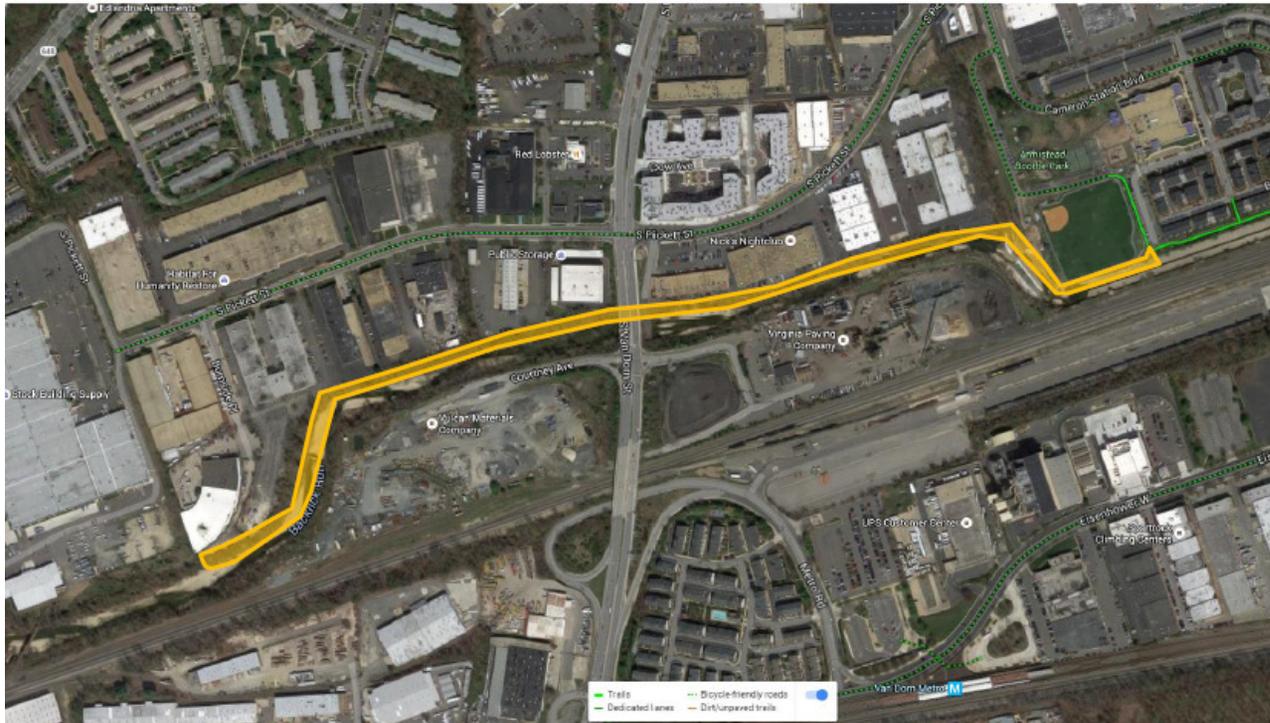


Traffic Adaptive Signal Control Fiber Optic

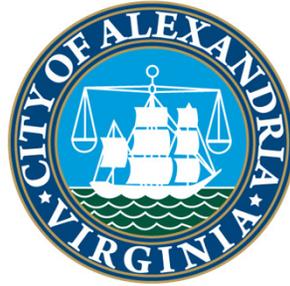


- Reduce congestion by optimizing traffic signal operation
- Project will improve traffic flow through the City of Alexandria by implementing a traffic signal system that can optimize traffic signal operation based on the actual traffic flow in real-time

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 Bradlee Transit Center project
- Consider adding the Seminary Valley Traffic Study to the 2016 LRP

2016 Draft Commission Rankings



2016	2017	
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.)



2016	2017	
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

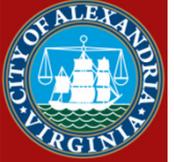
- Course of action dependent on action tonight at June meeting.

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



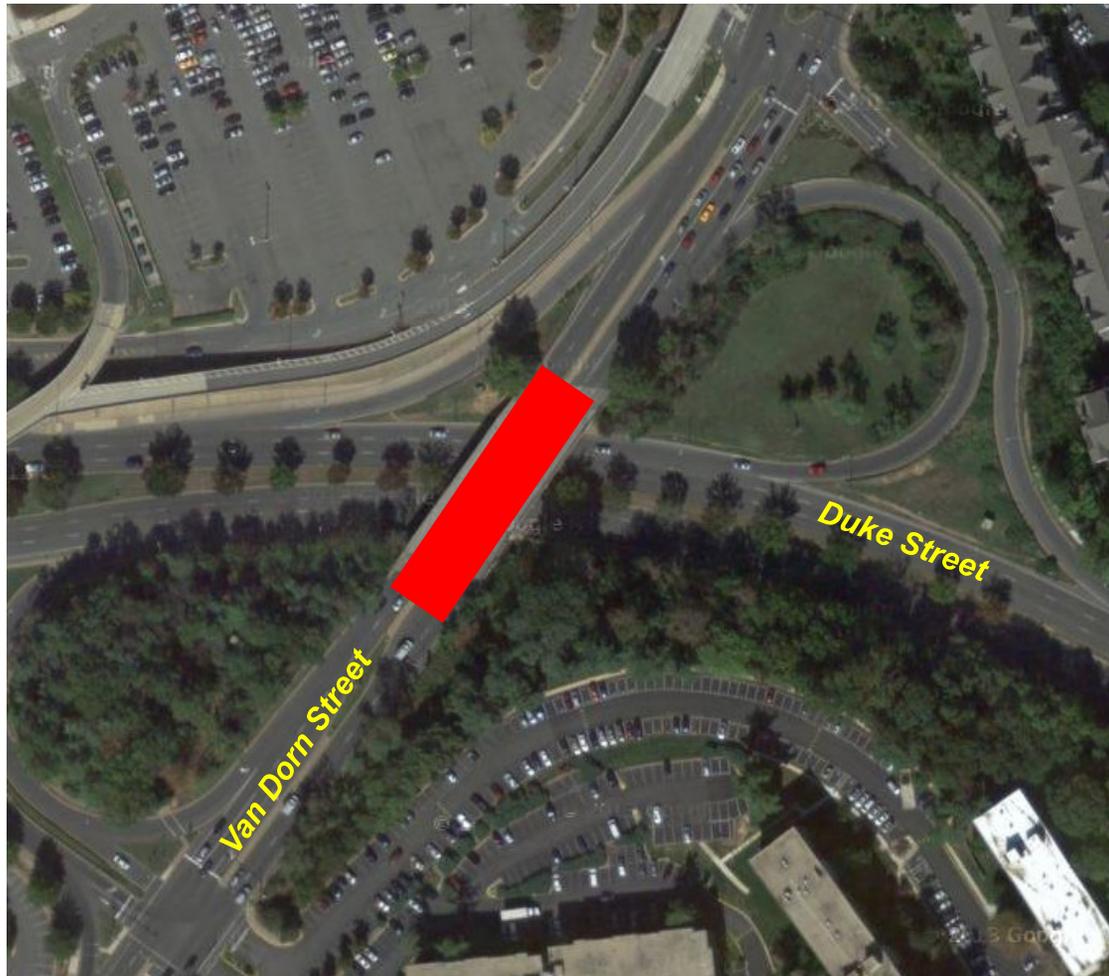
P-1

Enhanced DASH Transit Service



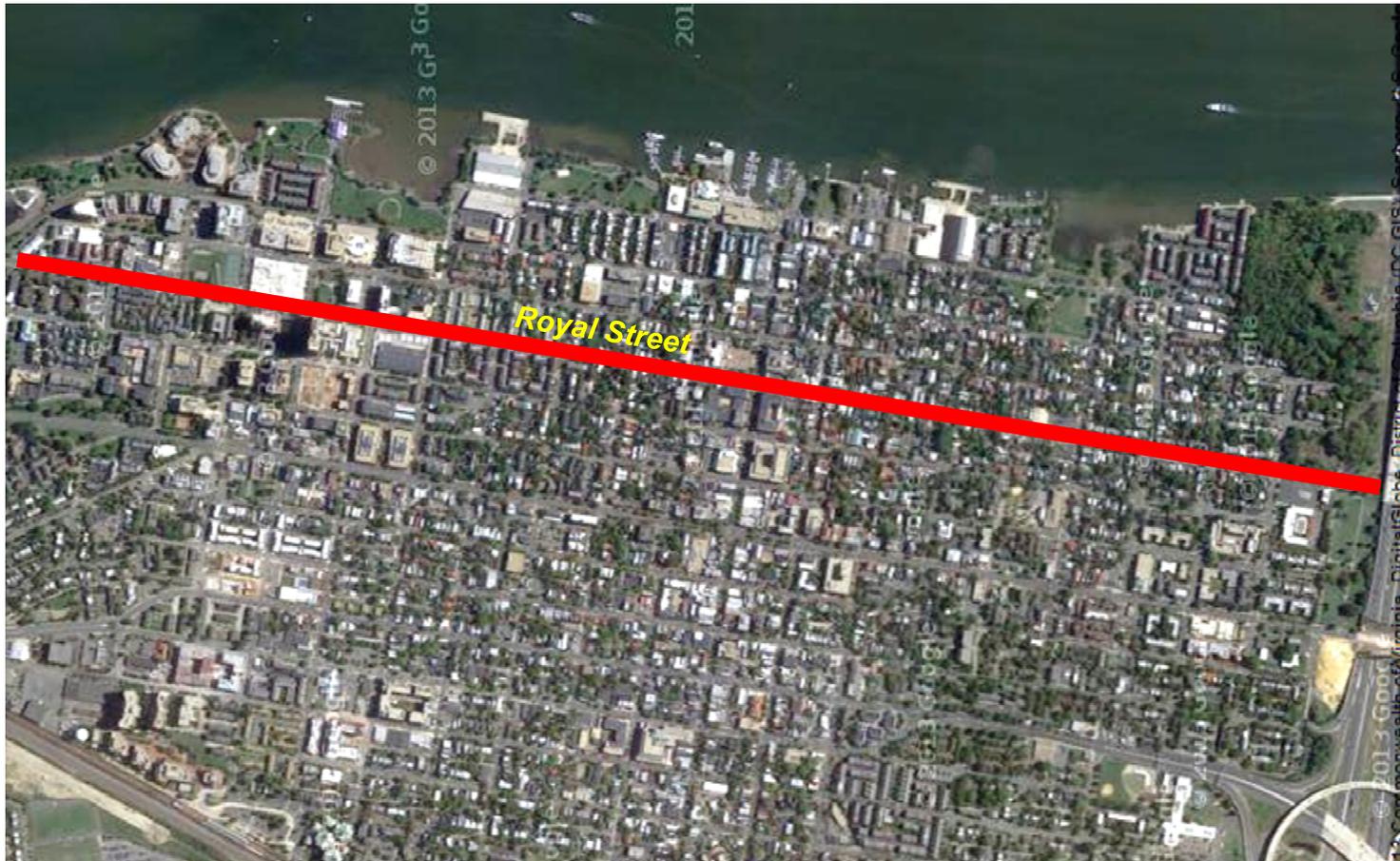
P-2

Van Dorn Street Bridge Widening



P-3

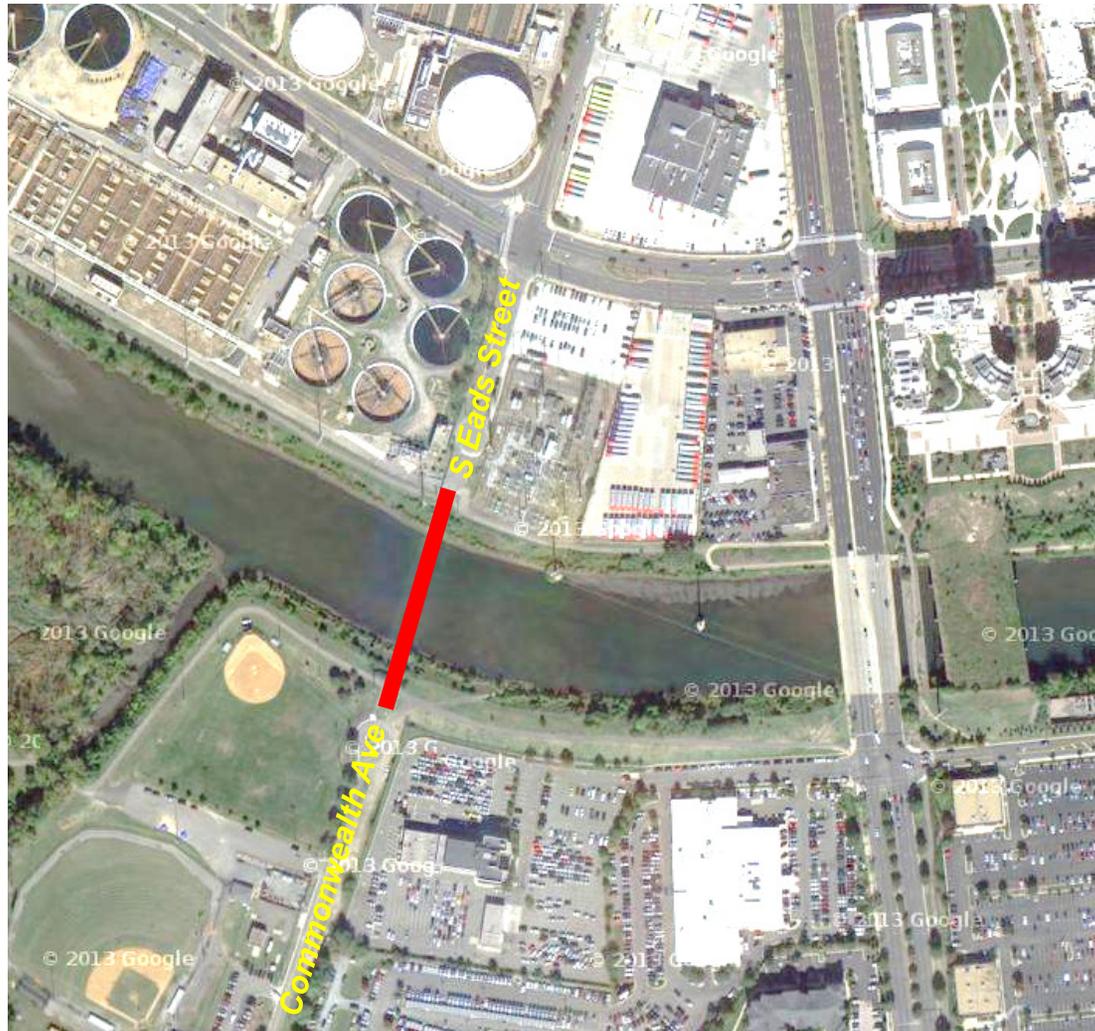
Royal Street Neighborhood Bikeway



← North

P-4

Commonwealth Avenue Non-motorized Bridge

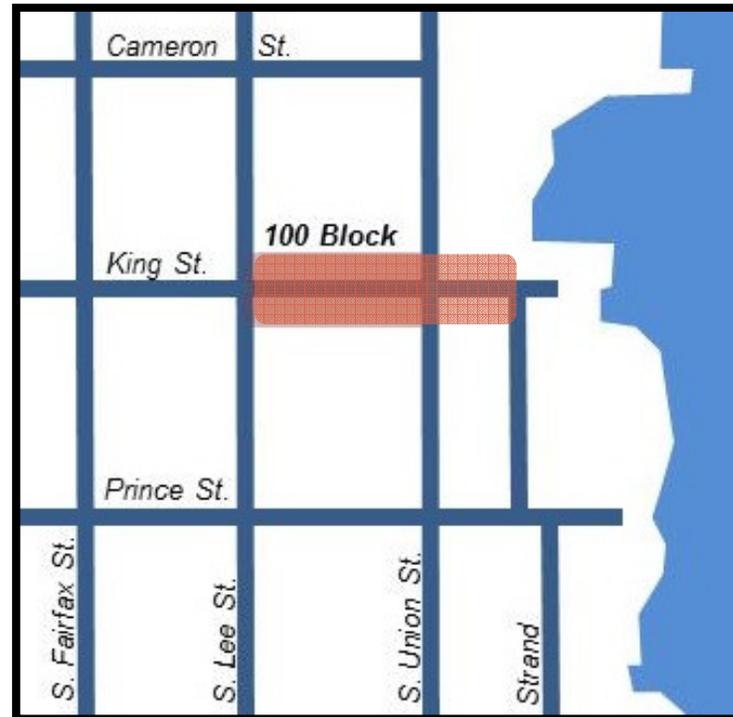


P-5

Pedestrian Improvements at Waterfront

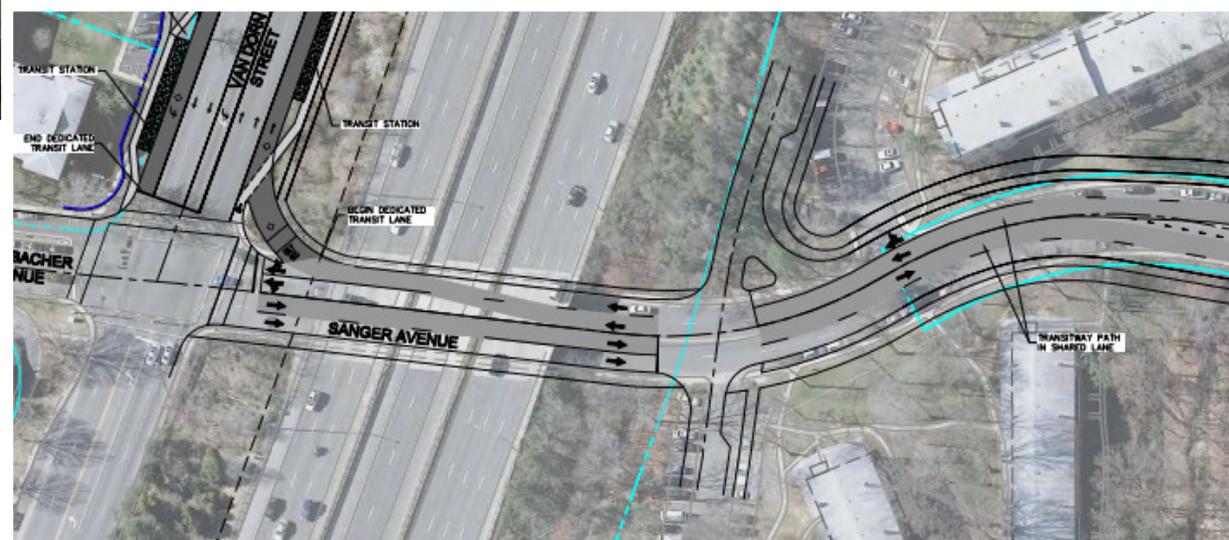
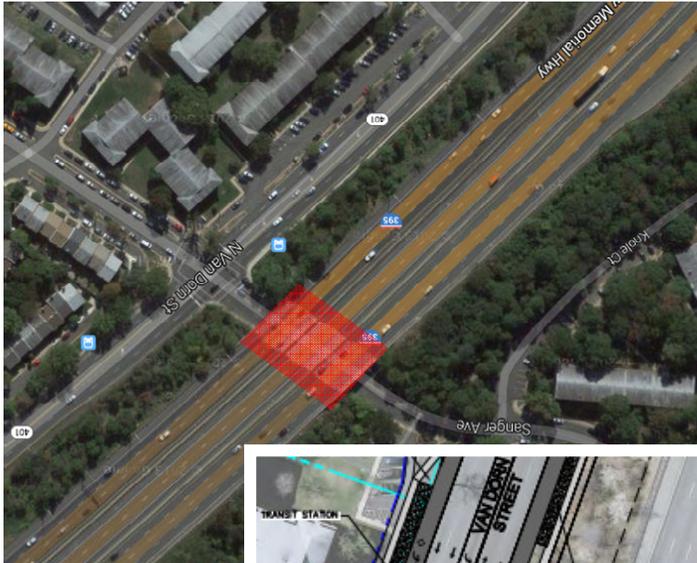


100 Block of King Street



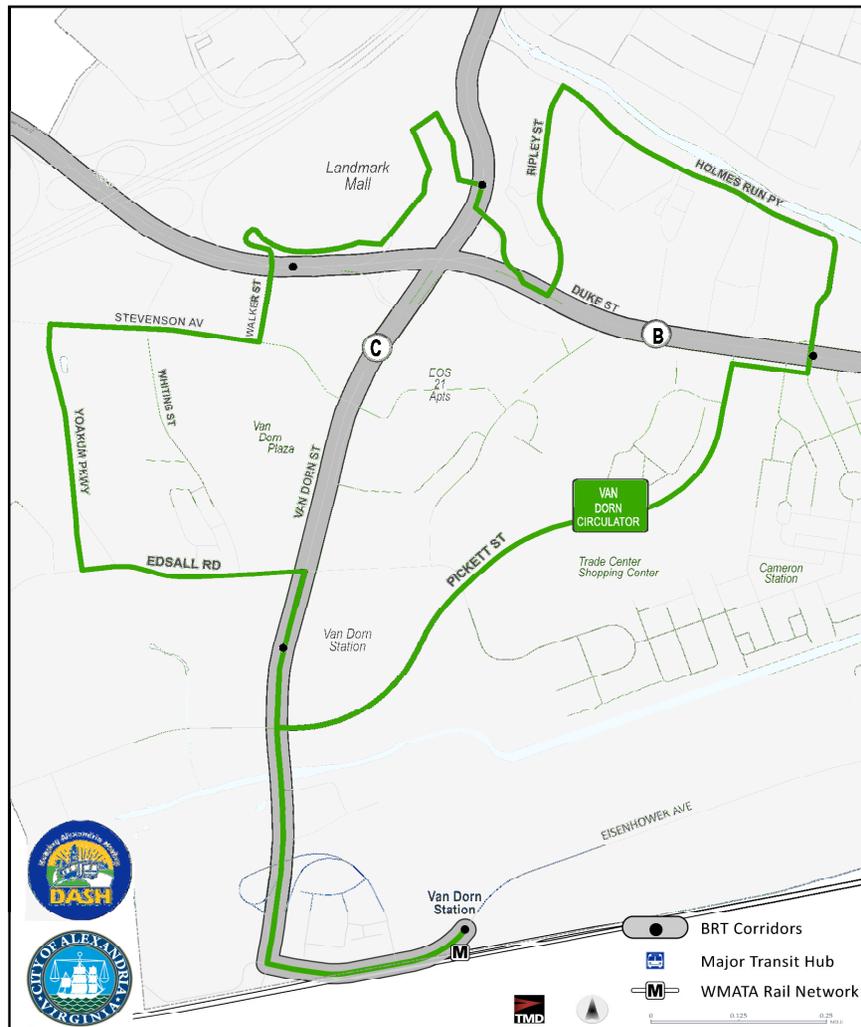
P-6

Sanger Avenue Bridge



P-7

Van Dorn Circulator



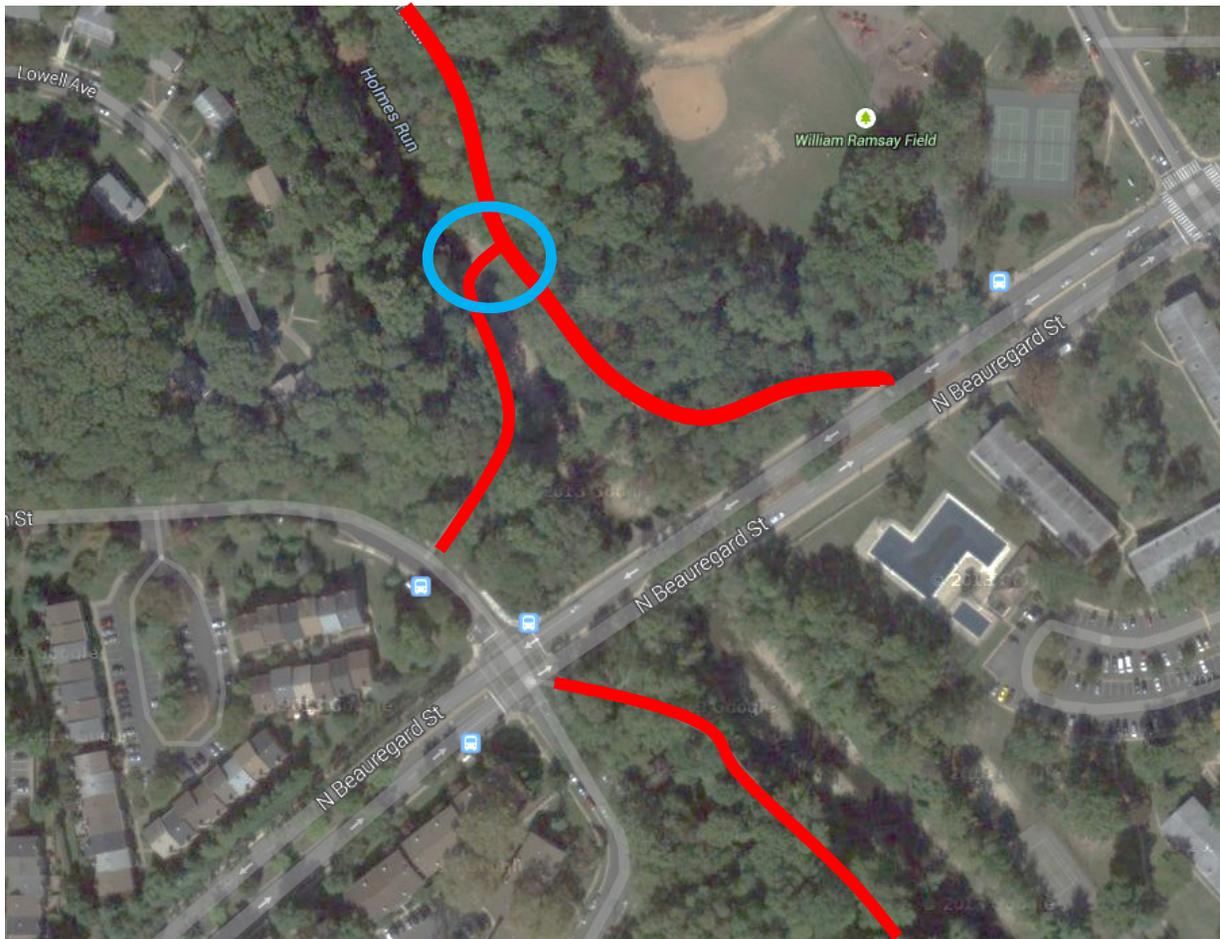
P-8

Eisenhower East Circulator



P-9

Holmes Run Trail at Morgan Street



P-10

Corridor A Circulator Transit Service



- Combination of AT2 and AT5 will provide a 10 minute peak and 15 minute off-peak frequency

P-11

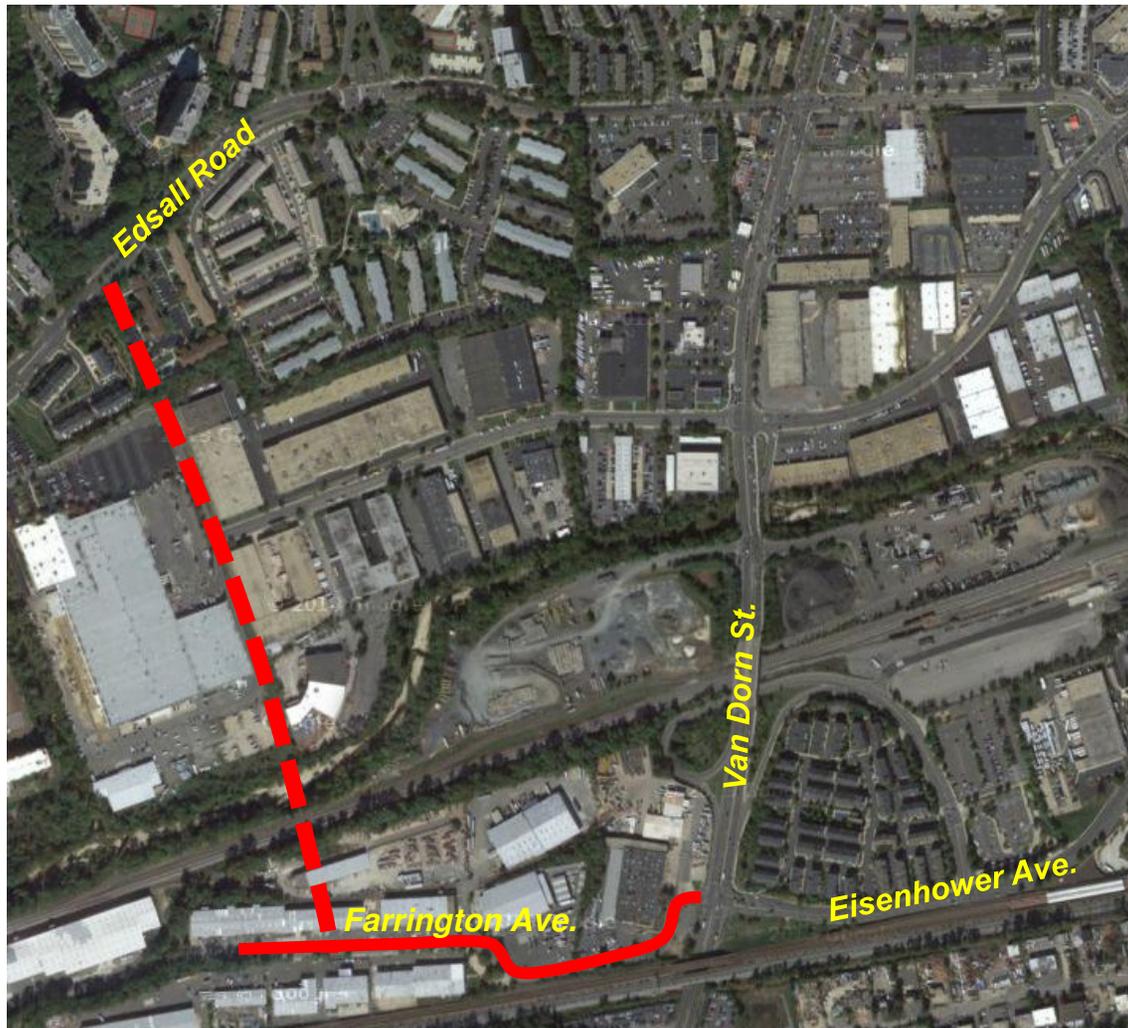
Bicycle Parking at Waterfront



- To be coordinated with the Waterfront Small Area Plan implementation

P-12

Edsall Road Connector to Farrington Ave.



P-13

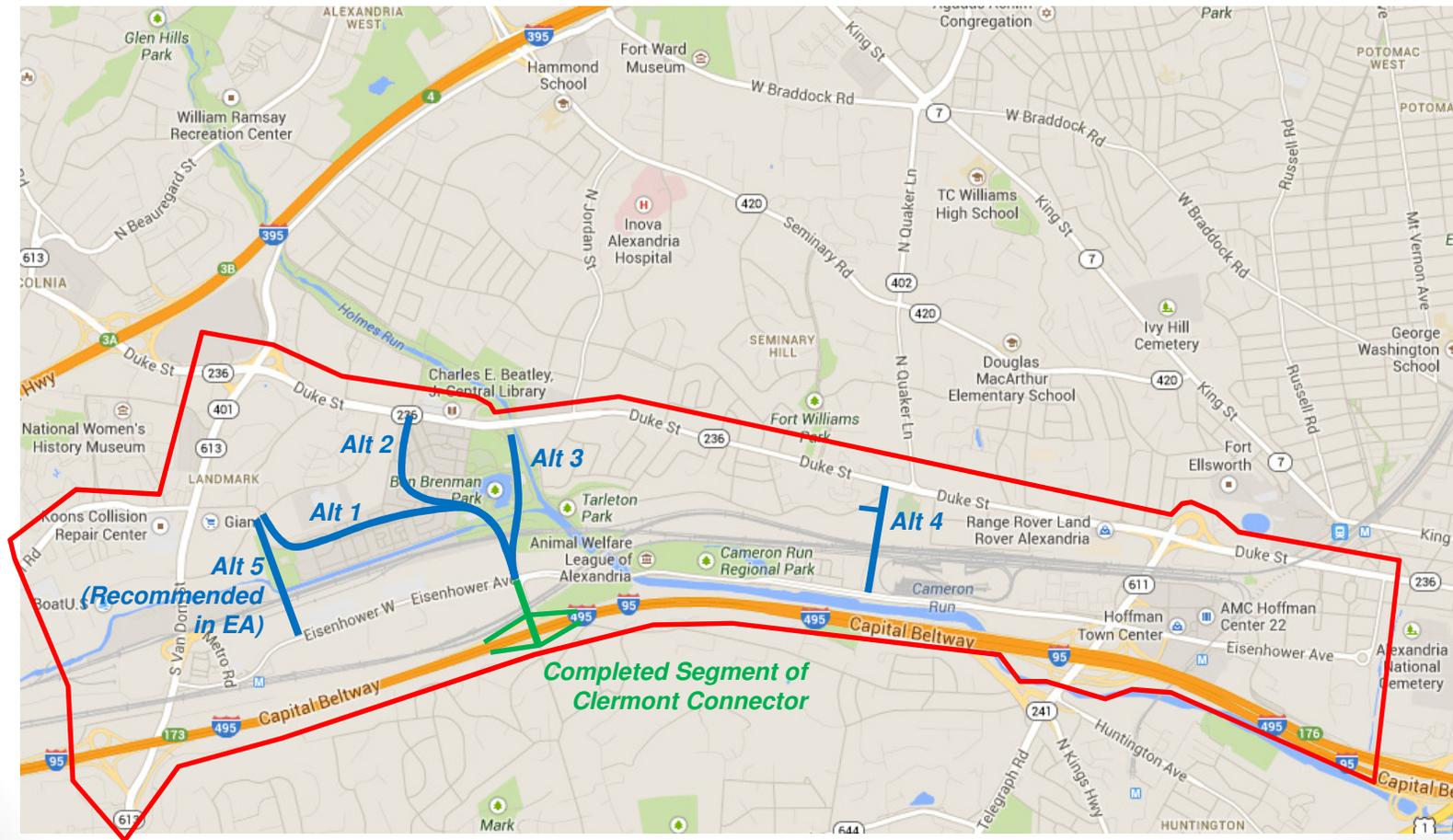
I-395 Access to West End Town Center





P-14

Clermont Interchange with I-95



— 1993 Environmental Assessment Alternative

P-15

Quaker / Seminary / Janney's Intersection



P-16

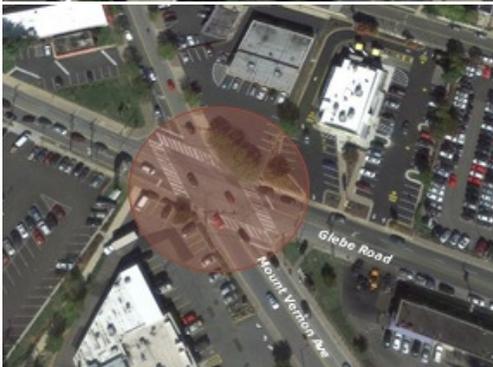
Mt. Vernon Avenue Intersection Improvements



Mt. Vernon at Russell Road



Mt. Vernon at Four Mile Road



Mt. Vernon at Glebe Road

P-17

Beauregard Road Intersection Improvements



P-18

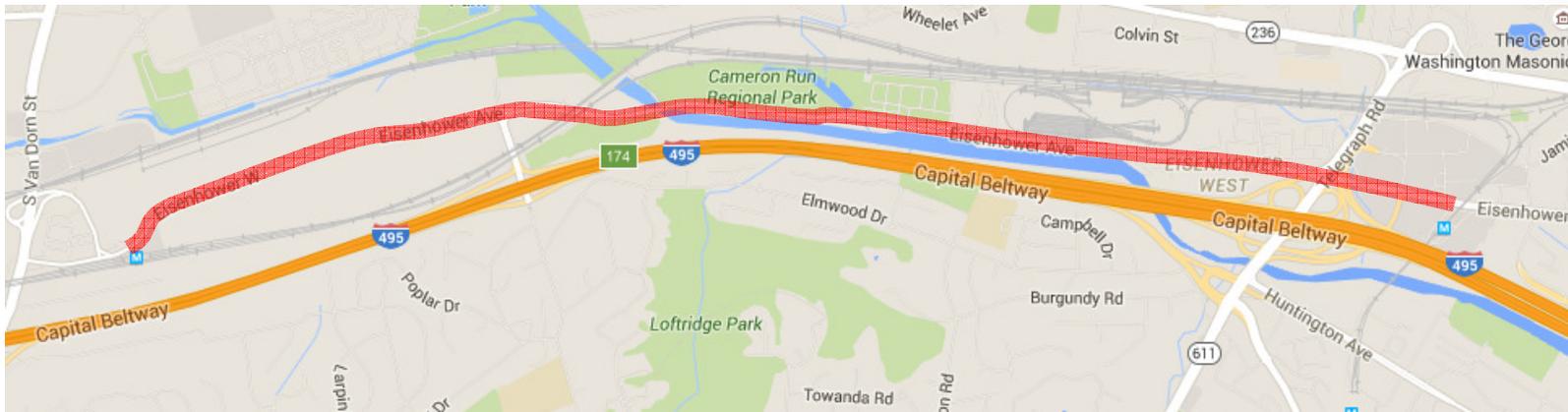
Van Dorn Intersection Improvements



- Van Dorn at Edsall (Add WB right turn lane)
- Van Dorn at New Main Street (Add WB right turn lane)
- Van Dorn at Eisenhower (Add EB/WB Thru lane)

P-19

Eisenhower Avenue Enhanced Transit Service



- Recommended in Eisenhower West Small Area Plan
- Between Van Dorn Metrorail station and Eisenhower Ave. Metrorail station
- 15 min peak headway and 30 min off-peak headway
- Requires two new buses
- New shelters
- Transit Signal Priority
- Real time information

P-20

Non-Motorized Bridge over Backlick Run

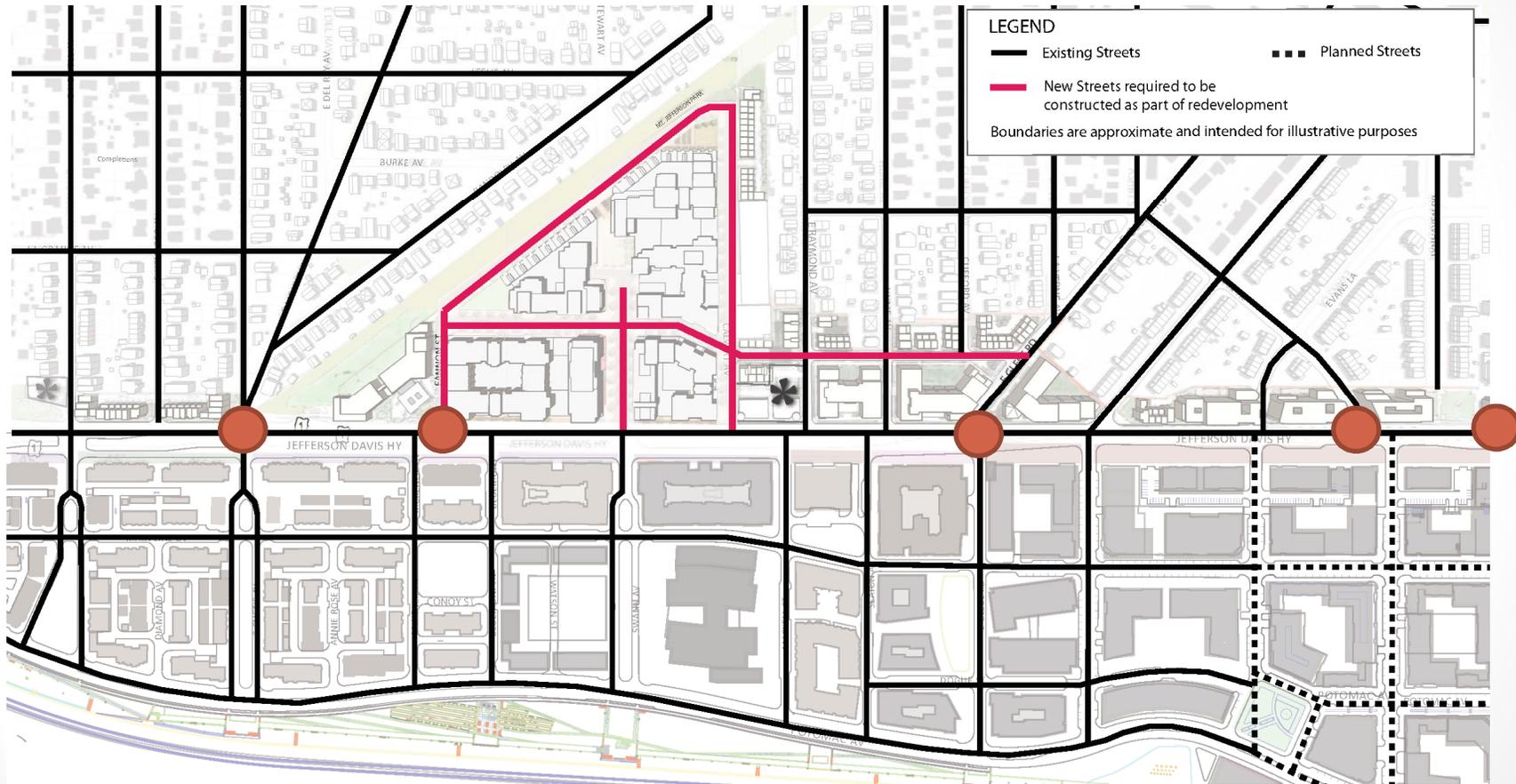


- Recommended in Eisenhower West Small Area Plan
- Connects Eisenhower Valley and Ben Brenman Park / Cameron Station



P-21

Route 1 Intersection Improvements

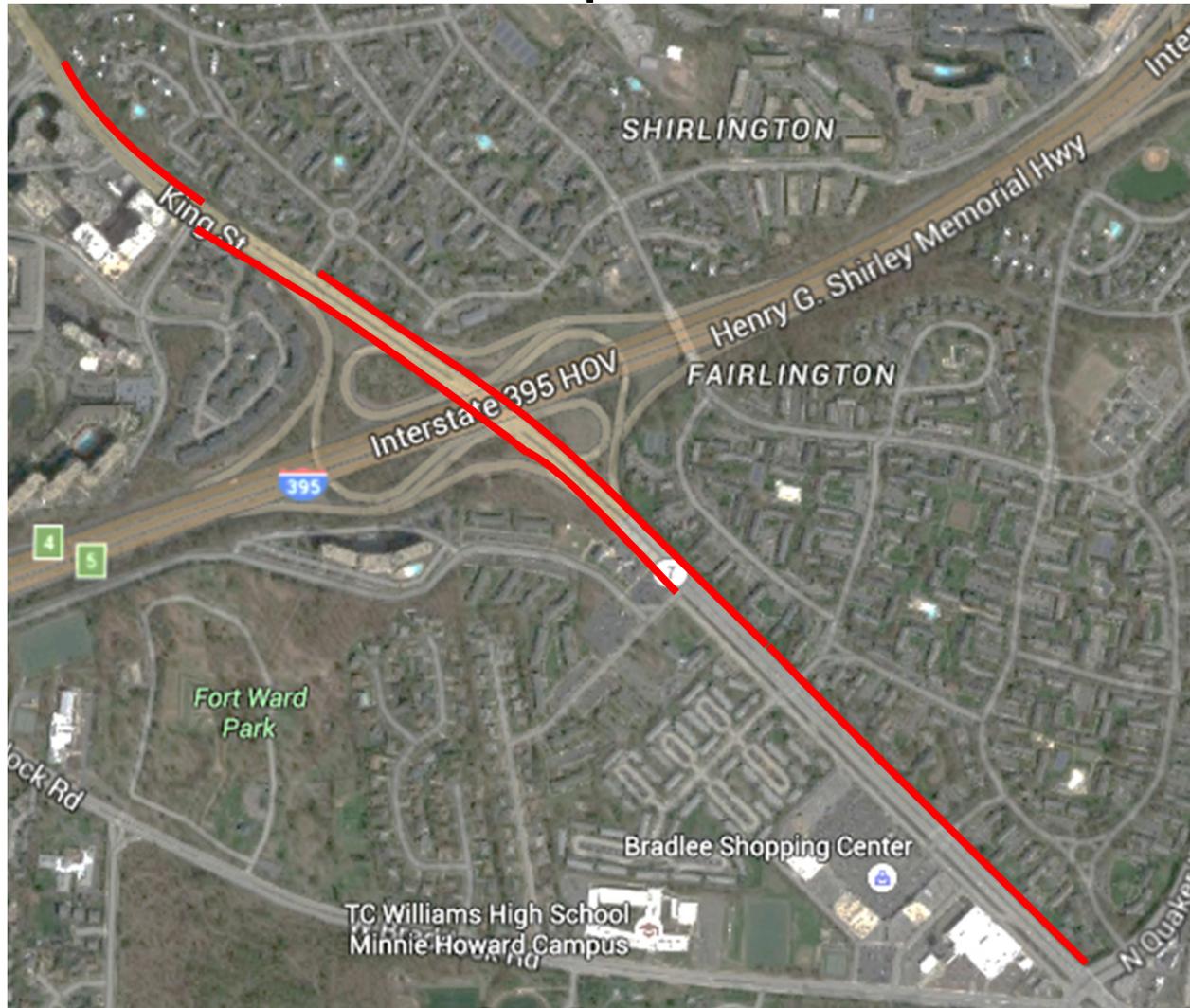


- Route 1 / Custis
- Route 1 / Fannon (Pedestrian signal)
- Route 1 / E. Glebe

- Route 1 / Montrose
- Route 1 / E. Reed

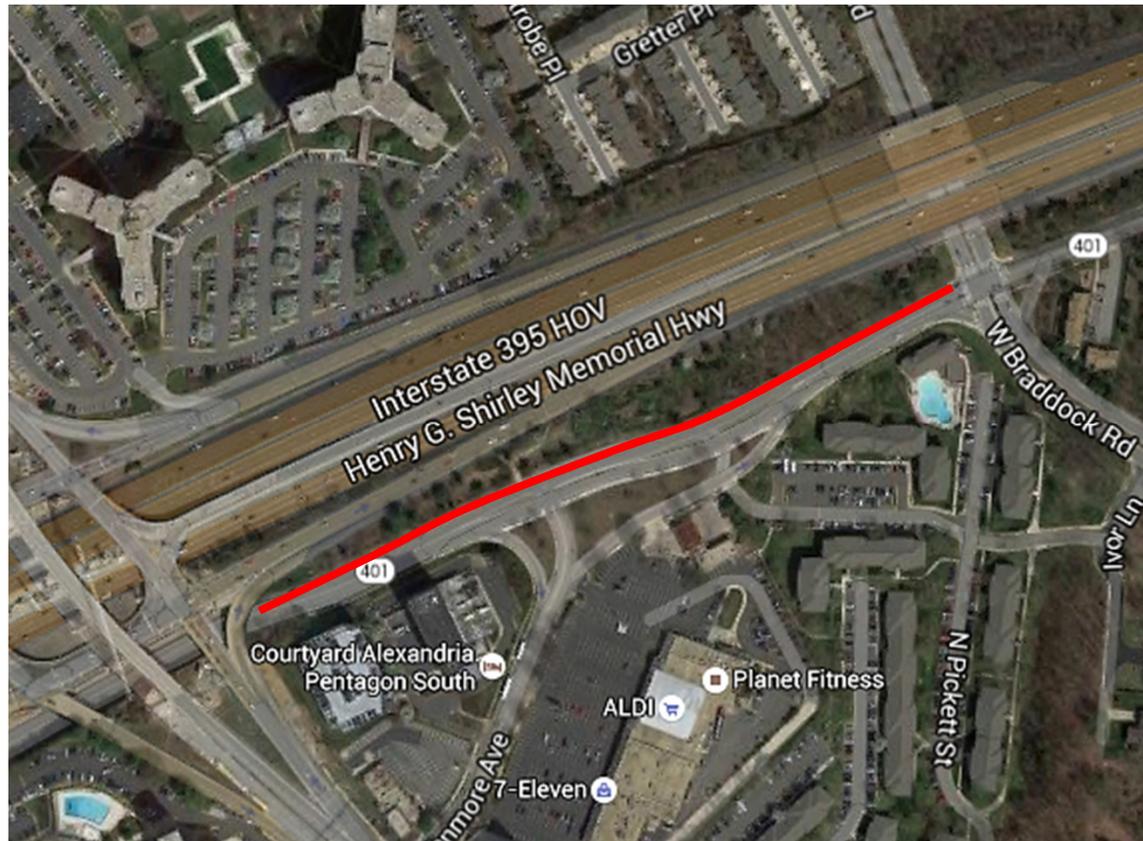
P-22

King Street Sidewalk, Quaker Lane to N. Hampton



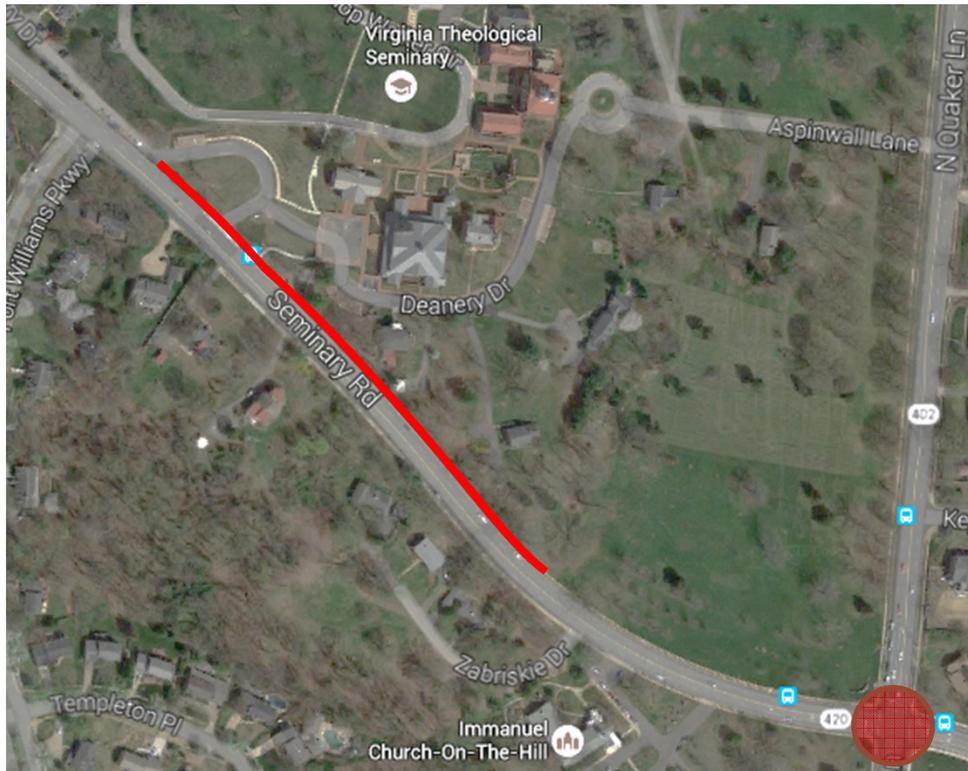
P-23

Van Dorn Sidewalk, Kenmore to Braddock



P-25

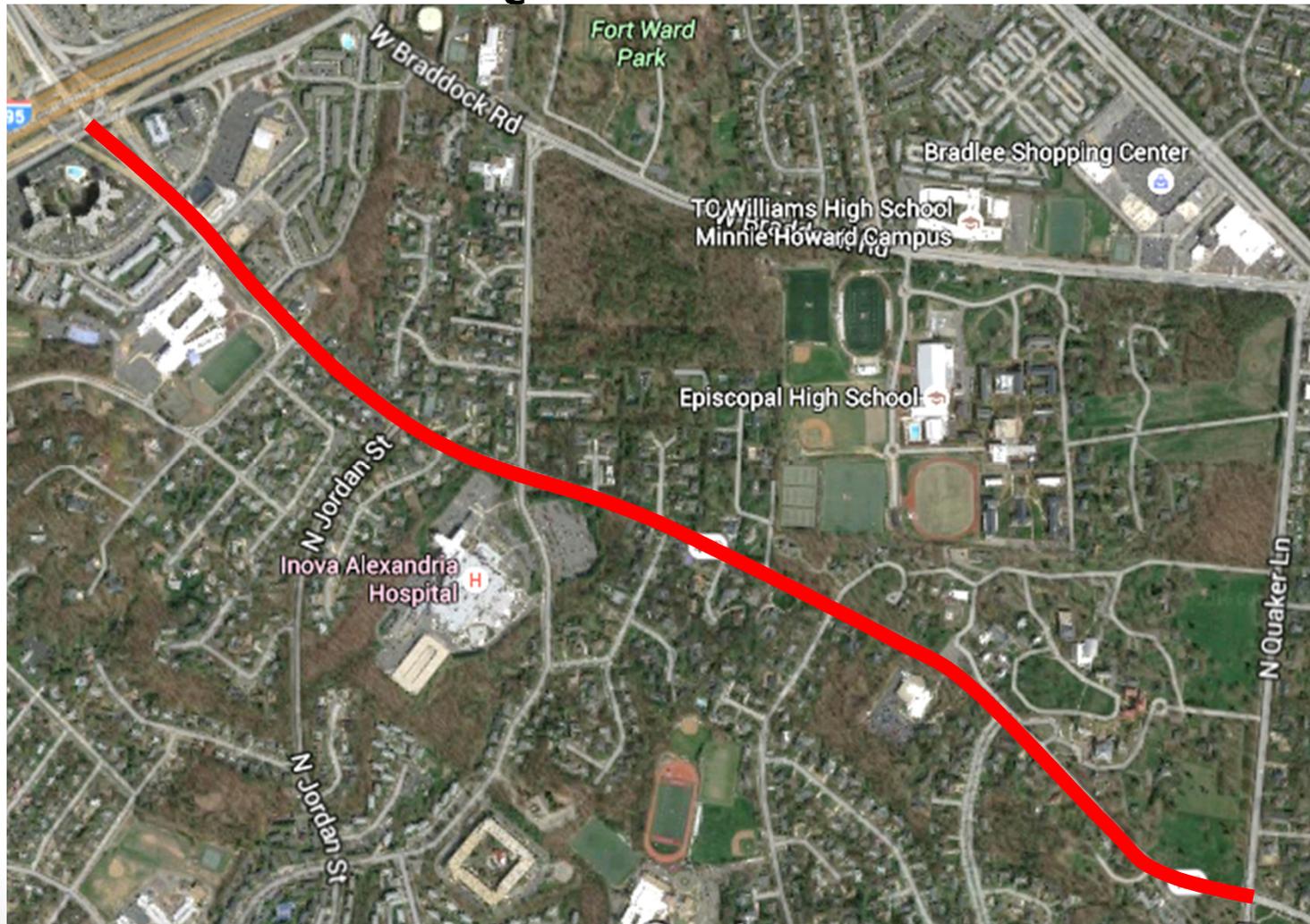
Seminary Road Safety Improvements, Quaker Lane to Ft. Williams Pkwy



- Sidewalk on north side from Zabriskie to Ft. Williams Pkwy.
- Intersection improvements at Seminary and Quaker

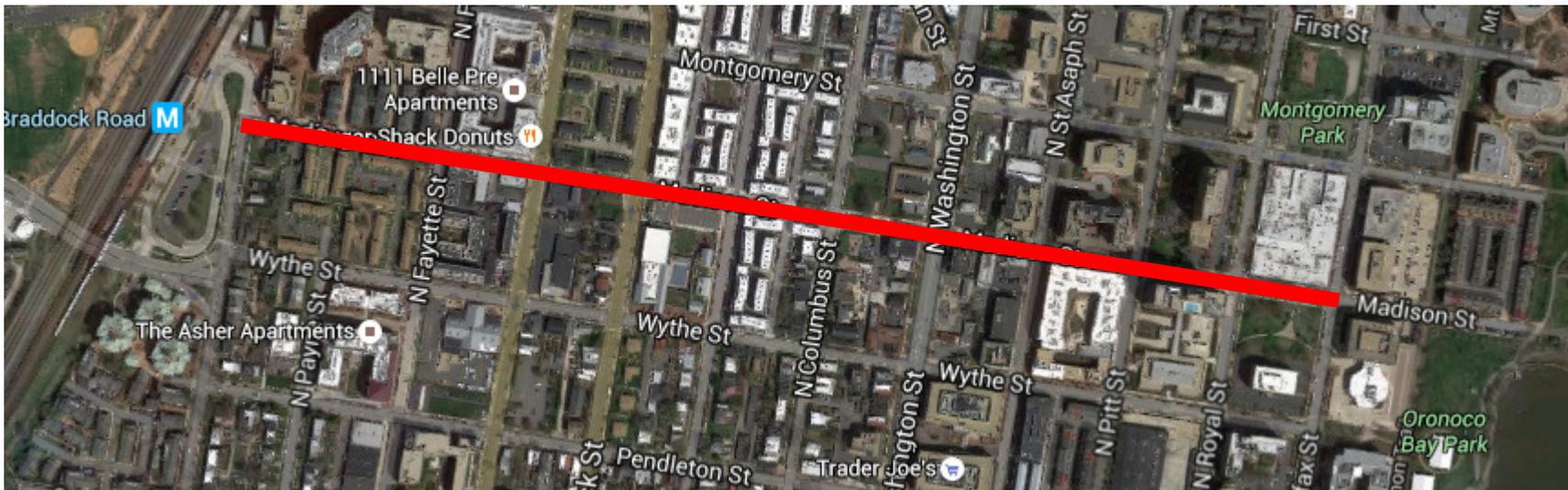
P-26

Seminary Road Bicycle Facility, N. Van Dorn to Quaker Lane



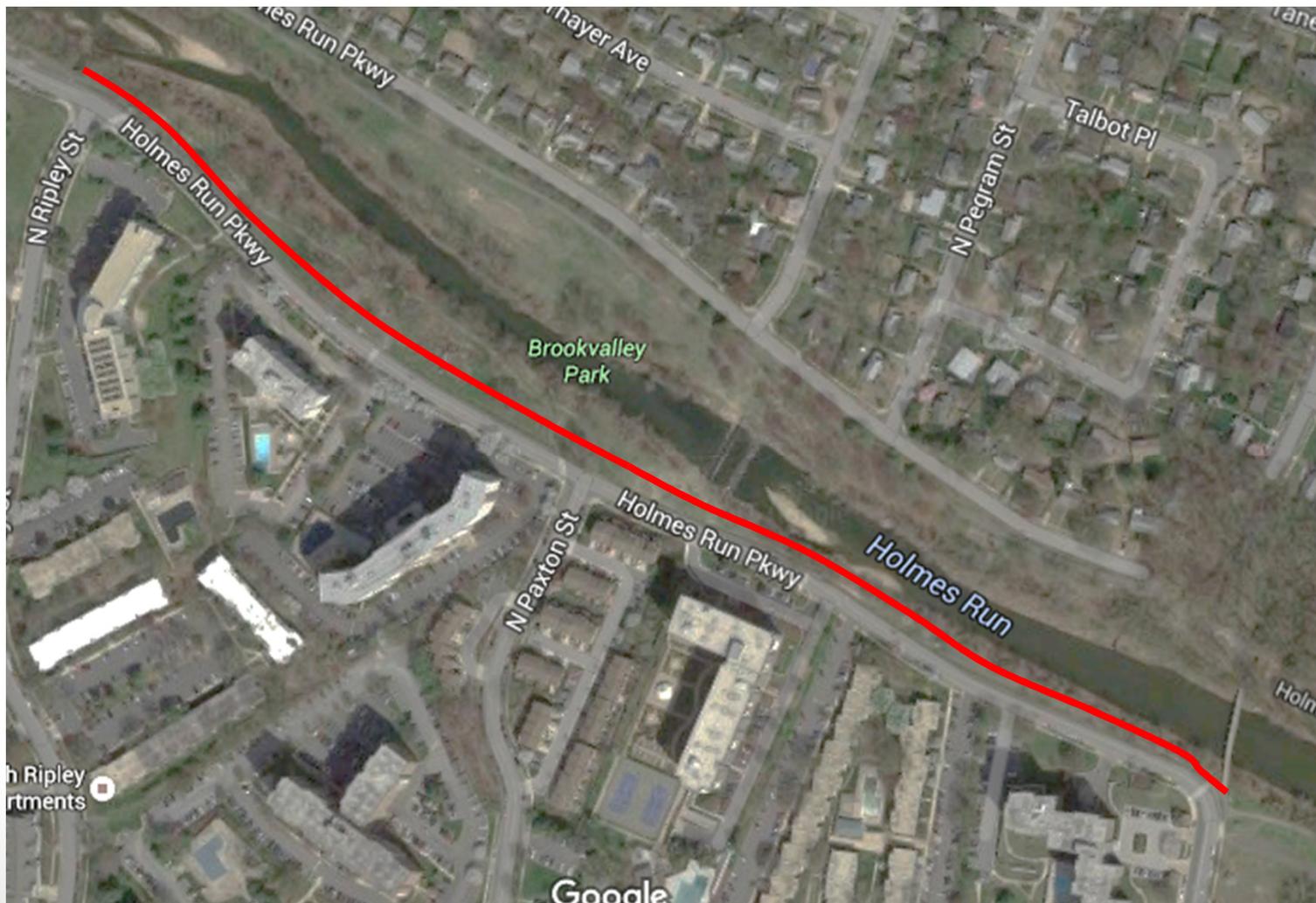
P-27

Madison Street Bicycle Facility



P-28

Trail on south side of Holmes Run (Ripley St. to N. Pickett)



P-29

Commonwealth Avenue Green Street





Other Business

Agenda Item #8