Transportation Commission

September 21, 2016

COMMISSION MINUTES: July 2016 Meeting

Agenda Item #1

Updates to Receive (Consent)

Agenda Item #2

Commission Updates

Agenda Item #3

2016 Transportation Long Range Plan
PUBLIC HEARING

Agenda Item #4

Long Range Transportation Plan

- Goal for tonight is to hold a public hearing and approve the 2016 Transportation Long Range Plan

2016 Long Range Plan Process

1. April 20 – Staff provided an overview on the LRP process and received guidance
2. May 18 – Staff provided TC overview of new project / studies lists
3. Early Summer – Commissioners individually scored projects
4. June 15 – Overview of initial Commission ranking and additional Commission Input
5. July 20 – TC Approved evaluation methodology
6. Sep 21 – TC Public Hearing / Approval

2016 Draft Commission Project Rankings

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

*indicates tied ranking

2016 Draft Commission Project Rankings

2015	**2016**	
11	**21**	Sanger Avenue Bridge
17	**22**	Bicycle parking at waterfront
NEW	**23**	Commonwealth Avenue Green Street
19	**24**	Edsall Road connector to Farrington Avenue and S. Pickett Street
24,25	**25**	Braddock Road Intersection Improvements
NEW	**26**	S. Van Dorn Intersection Improvements
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

Thank You

I-395 Express Lanes

Agenda Item #5

I-395 Express Lanes Northern Extension Project

Alexandria Transportation Commission
September 21, 2016

Susan Shaw, PE, Megaprojects Director,
Virginia Department of Transportation

Amanda Baxter, Special Projects Manager
Virginia Department of Transportation

Todd Horsley
Virginia Department of Rail and Public Transportation

Meeting Agenda

- Project Update
- Eads Street improvements design concept
- Key findings of draft Environmental Assessment
- Key traffic findings
- Update on the 95/395 Transit and Traffic Demand Management Study
- Project schedule

Existing Conditions

- Lack of capacity and congestion on I-395 between the current Express Lanes terminus near Edsall Road and Washington DC

- Access challenges to and from the Pentagon at the Eads Street Interchange

- Lack of capacity on Eads Street ramp

Purpose and Need

- Develop a transportation solution that improves roadway conditions throughout the corridor by:
  - Reducing congestion
  - Providing additional travel choices
  - Improving travel predictability
  - Improving roadway safety

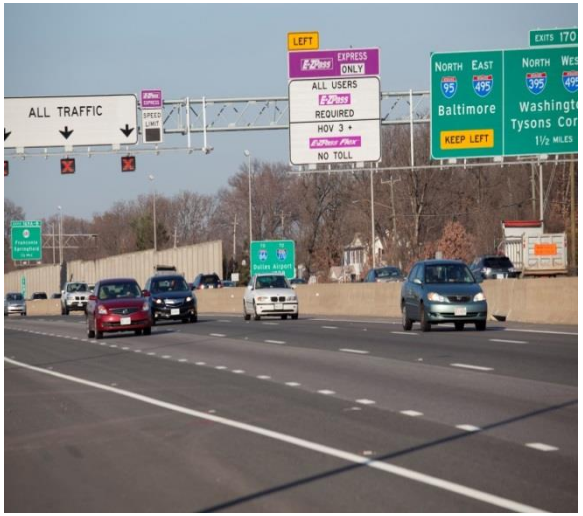
Project Background

- Comprehensive Agreement executed in 2012 with 95 Express Lanes, LLC (95 Express) for 95 Express Lanes contemplated potential future development of the Northern Express Lanes in the I-395 corridor
- In November 2015, VDOT and 95 Express signed a Development Framework Agreement outlining roles and responsibilities
- VDOT is working to finalize the scope
- The toll project will provide long-term transit investment through an annual transit payment
- Improvements to be built largely within VDOT's right of way

Atlantic Gateway: Partnering to Unlock the I-95 Corridor (FASTLANE/TIGER Grants)

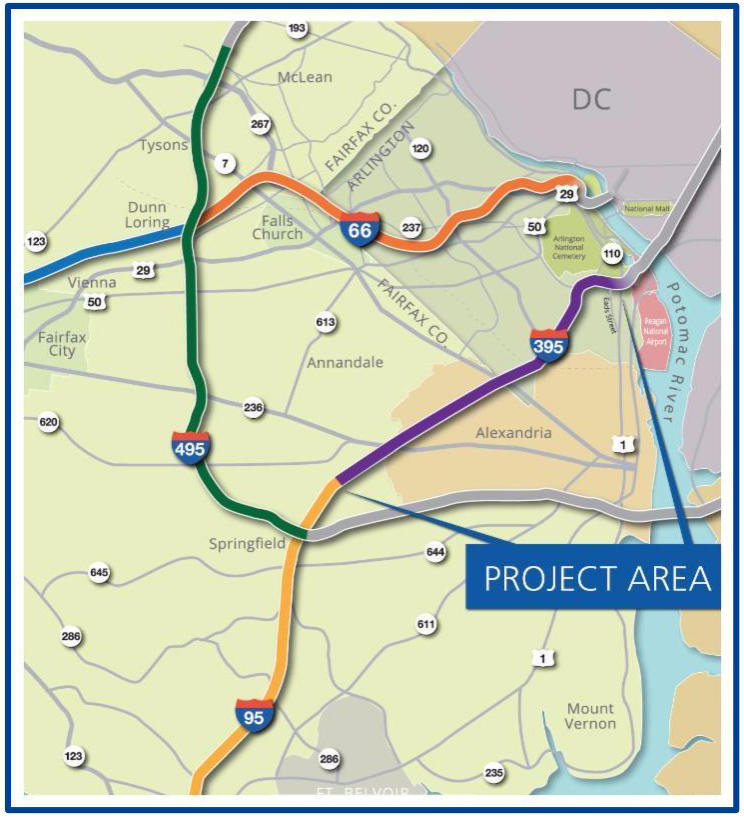
Virginia selected to receive $165 million dollar federal grant to improve more than 50 miles of the I-95/I-395 Corridor from Fredericksburg to the Pentagon.

- Extending I-95/I-395 Express Lanes
  - North to the Pentagon (~ 7 miles)
  - South to Fredericksburg (~ 10 miles)
- Improving commuter rail service on VRE and Amtrak
  - Third track construction in Fairfax County (~ 8 miles)
  - Improvements to Long Bridge (Potomac Crossing) (~ 6 miles)
- Increases Capacity on Interstate General Purpose Lanes
  - Eliminates bottleneck on I-395 at Duke Street
  - Adds new lanes across Rappahannock
- Expanding bus service and commuter parking spaces in the corridor



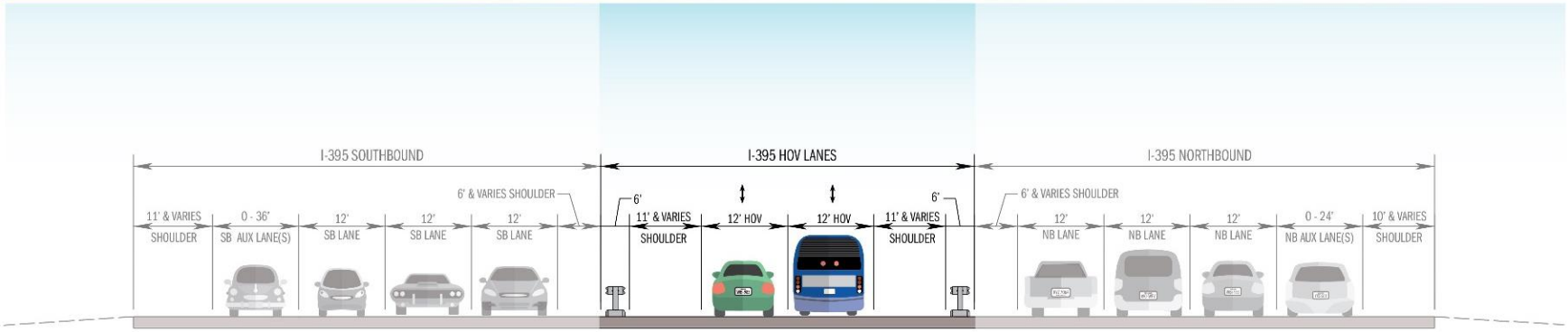
Project Scope

- Expand and convert the two existing reversible High Occupancy Vehicle (HOV) lanes on I-395 to three managed High Occupancy Toll (HOT) or Express Lanes for eight miles along I-395 from north of Edsall Road to the vicinity of Eads Street near the Pentagon
- Provide improved connections between the proposed I-395 Express Lanes and Eads Street
- Install signage, toll systems, and an Active Traffic Management System
- Provide sound walls
- Conduct a Transit/TDM Study to identify candidate projects

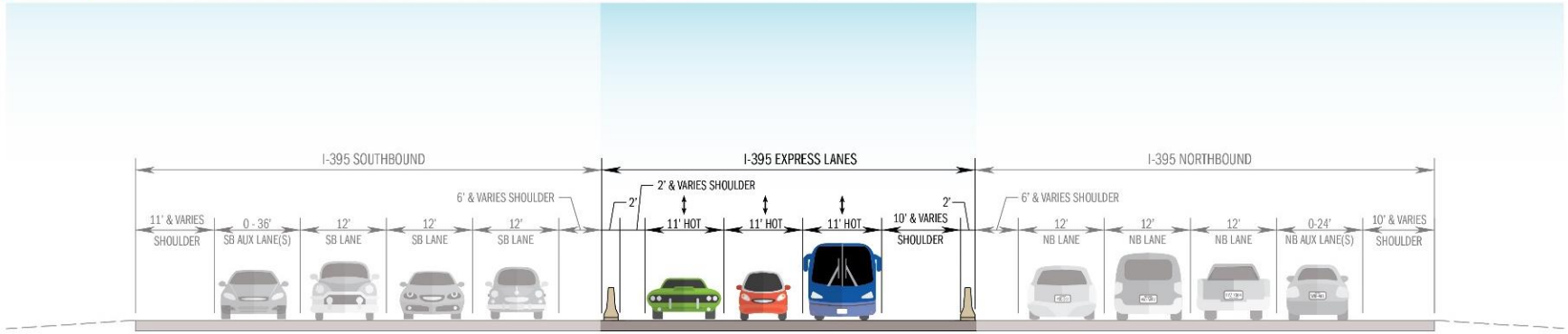


Typical Section

Existing Condition



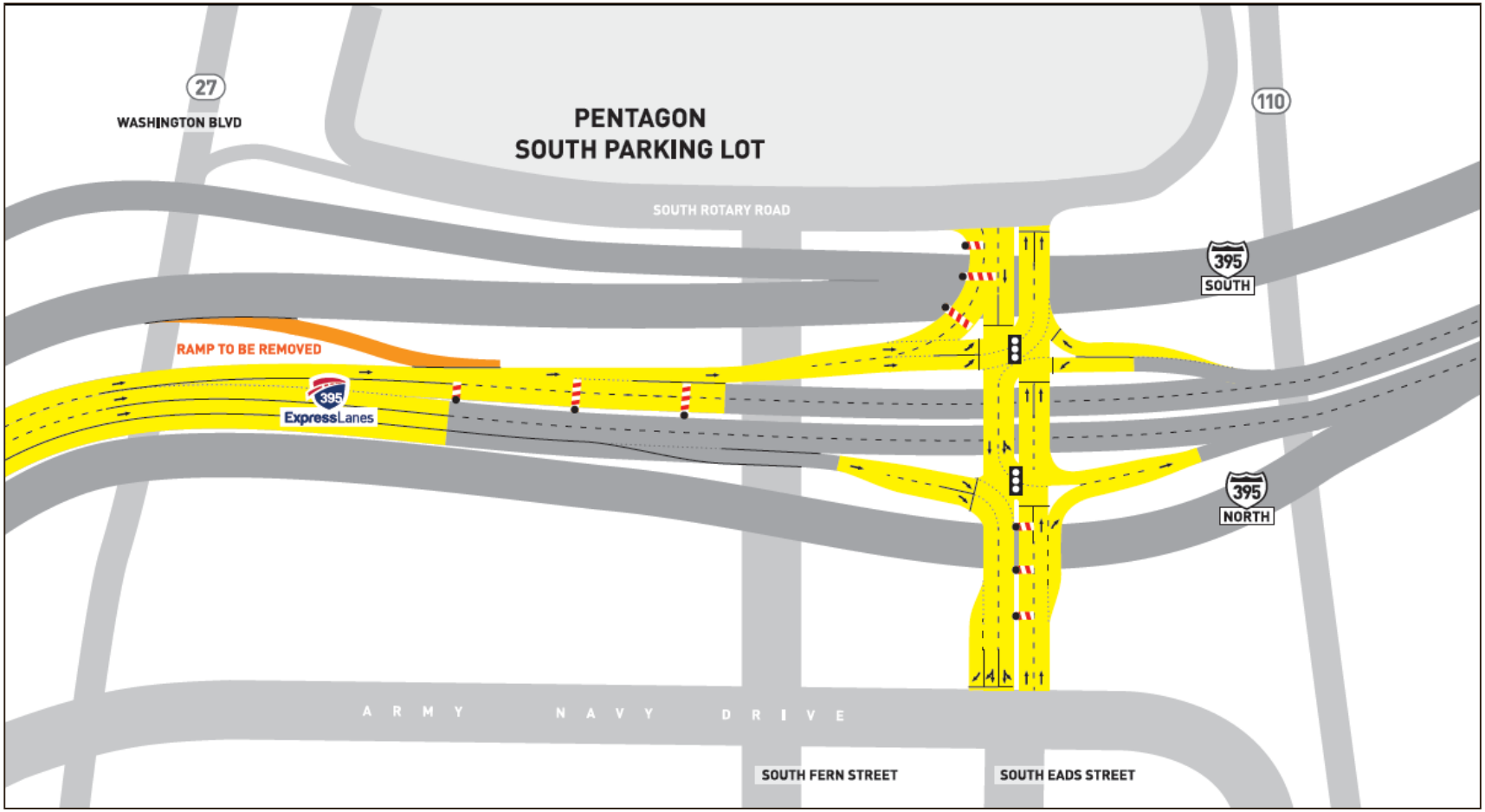
Proposed Condition



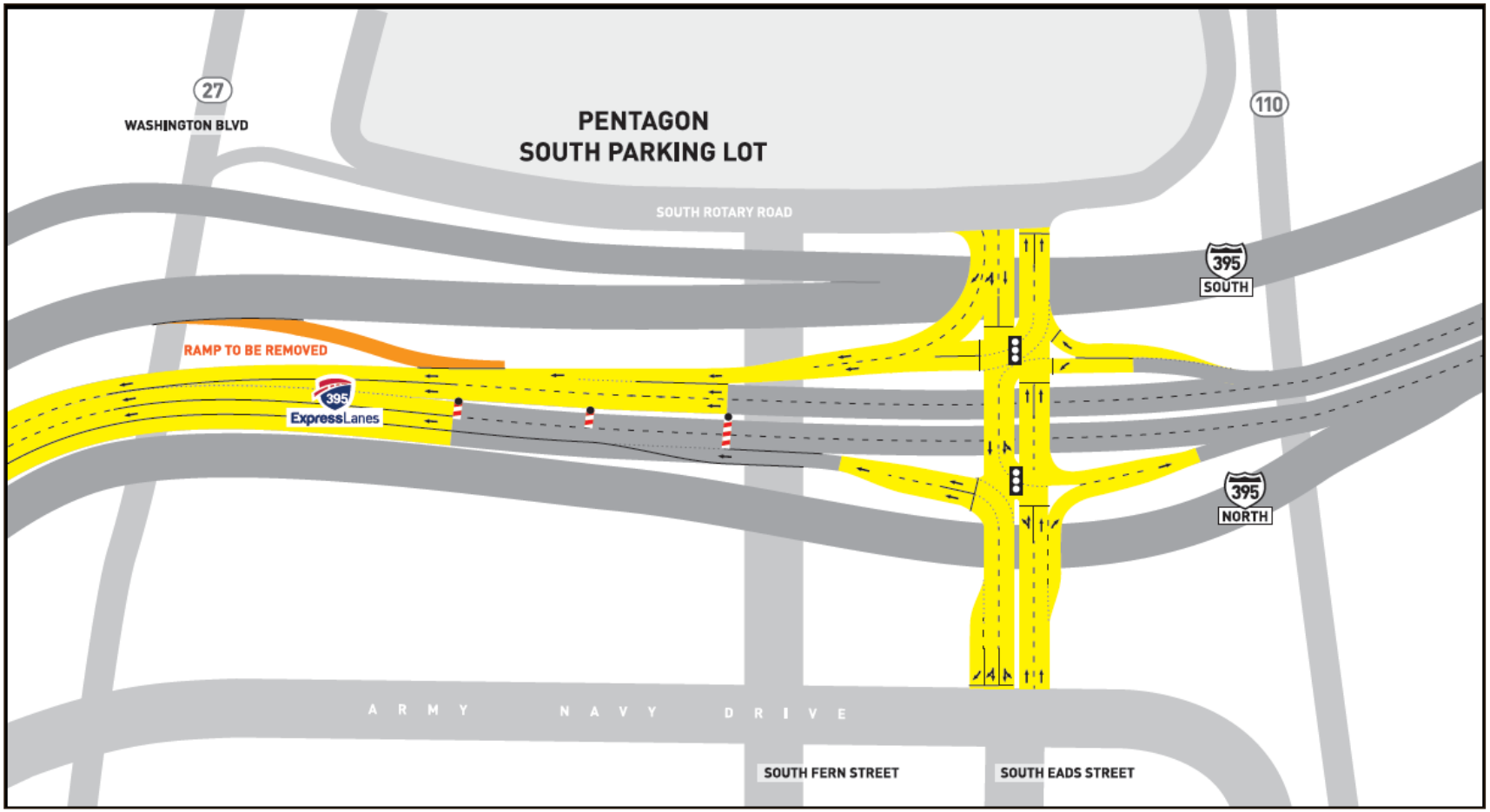
Express Lanes Access

- All existing access points to remain the same – except for Eads Street Interchange
- Capacity and operational improvements at Eads Street Interchange under evaluation
- Seminary Road South facing ramp remains limited to HOV-only at all times

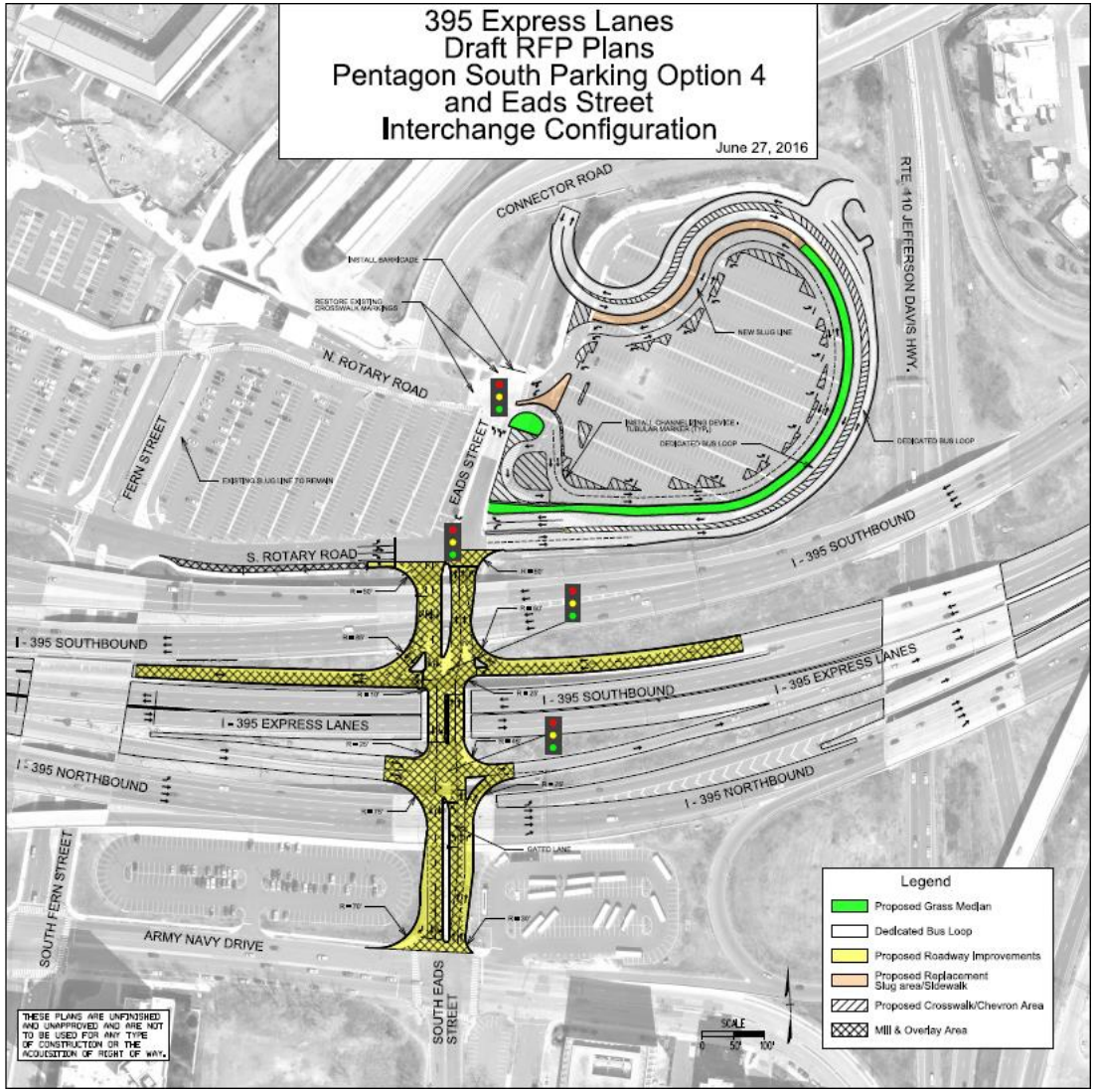
Eads Street Interchange Concept
AM Operation



Eads Street Interchange Concept
PM Operation



Pentagon South Parking Option 4 and Eads Street Interchange



Partner Roles and Responsibilities

VDOT and DRPT	95 Express
Environmental Assessment	Preliminary Engineering and Design
Interchange Modification Report (IMR)	Cost Estimating
Federal, State and Local Agency Coordination	Finance Plan
Transit/TDM Study	Design-Build Procurement
Public Outreach to Support Environmental Assessment	Community and Public Outreach for I-395 Express Lanes

VDOT Virginia Department of Transportation · DRPT

Environmental Assessment

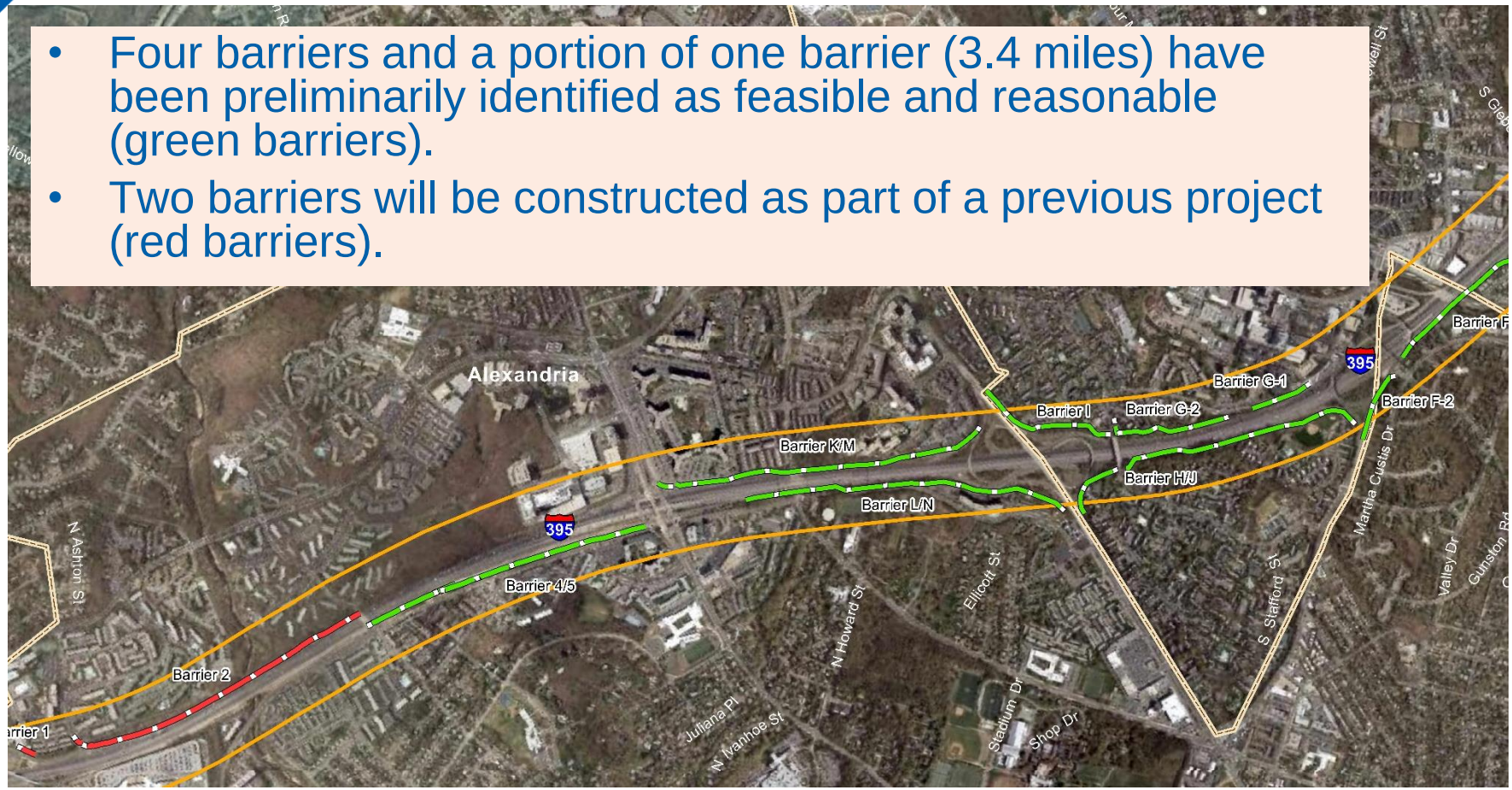
- VDOT prepared Environmental Assessment (EA)
  - Draft Environmental Assessment available at **Virginiadot.org/395express** on September 12, 2016
  - Technical Studies include:
    - Traffic Analysis and Forecasting
    - Air Analysis
    - Noise Analysis
    - Indirect and Cumulative Effects
    - Cultural and Natural Resources
  - Public Information Meeting in April 2016
  - Public Hearings on October 24 and 26, 2016

Environmental Assessment Findings

Environmental Resource	Resource Summary
Property Impacts	No relocations or displacements. 5.3 acres of easements.
Environmental Justice	No disproportionate impacts.
Land Use, Community Facilities, and Recreational Resources	No substantial impacts.
Cultural Resources	No adverse effect. 5.06 acres of property may be impacted by noise barriers.
Air Quality	No adverse impacts to ambient air quality and no violation of NAAQS.
Noise	Impact to 2,857 noise-sensitive receptors. 8.1 miles of barriers have preliminarily been identified as being feasible and reasonable.
Wetlands and Streams	Impacts to 0.004 acres of wetlands.
Floodplains	Impacts to 0.09 acres of 100-year floodplains and 0.01 acres of 500-year floodplains.
Wildlife and Habitat	Minimal Impact.
Threatened, Endangered, and Special Status Species	No adverse effects to the Northern Long Eared Bat and the Dwarf Wedgemussel. Anadromous Fish Use areas mapped downstream of the study area may require time-of-year restrictions.
Hazardous Materials	8 sites of elevated environmental concern. Sites will be managed and handled in accordance with federal, state, and local procedures.
Indirect and Cumulative Effects	Minimal impacts since the proposed improvements are to an existing facility within existing right of way in an environment that is highly developed.
Section 4(f)	If right of way impacts occur to historic properties, the Section 4(f) use would likely be considered a de minimis impact.

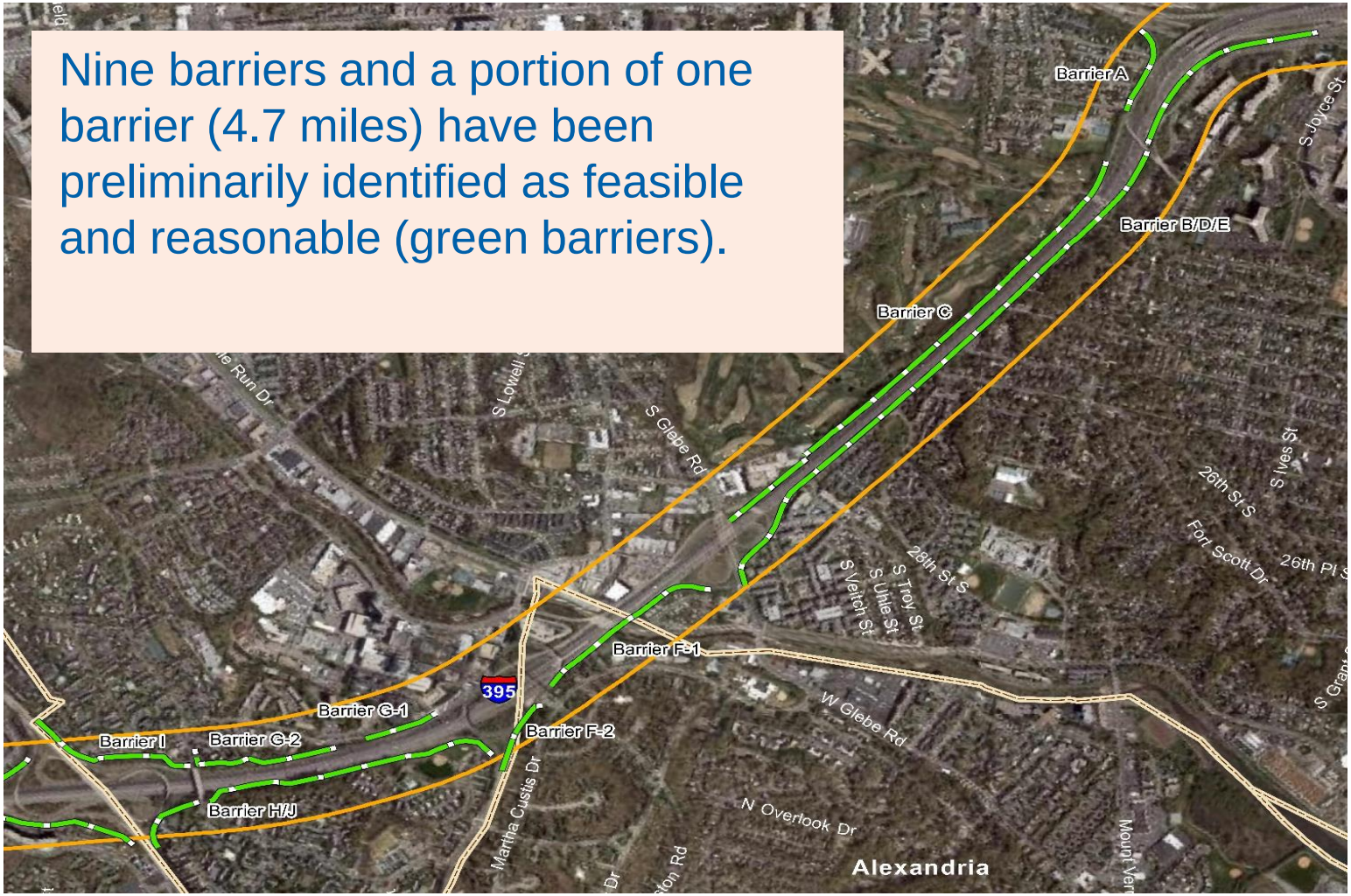
Noise Barriers within Alexandria

- Four barriers and a portion of one barrier (3.4 miles) have been preliminarily identified as feasible and reasonable (green barriers).
- Two barriers will be constructed as part of a previous project (red barriers).



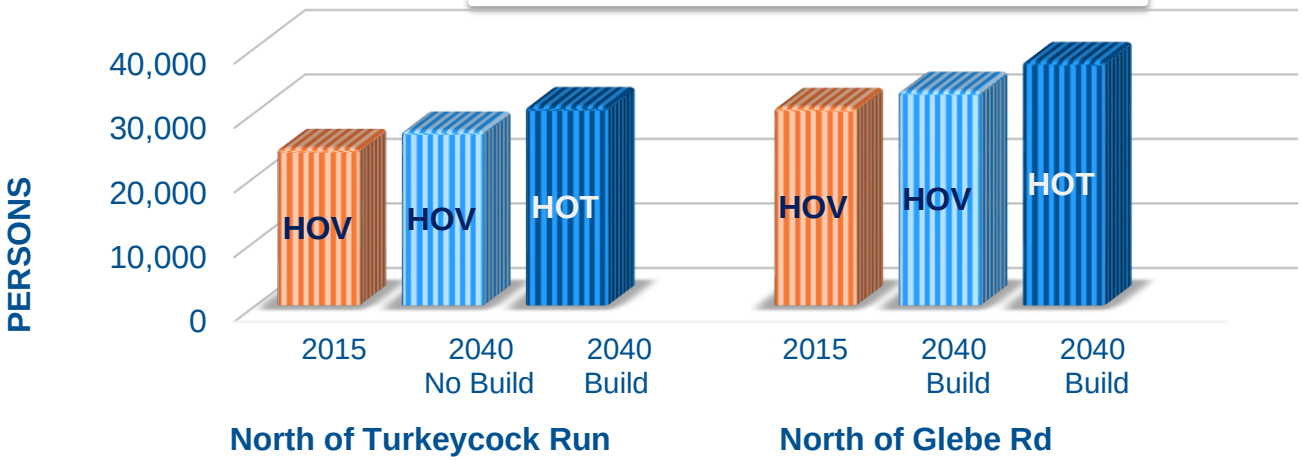
Noise Barriers within Arlington

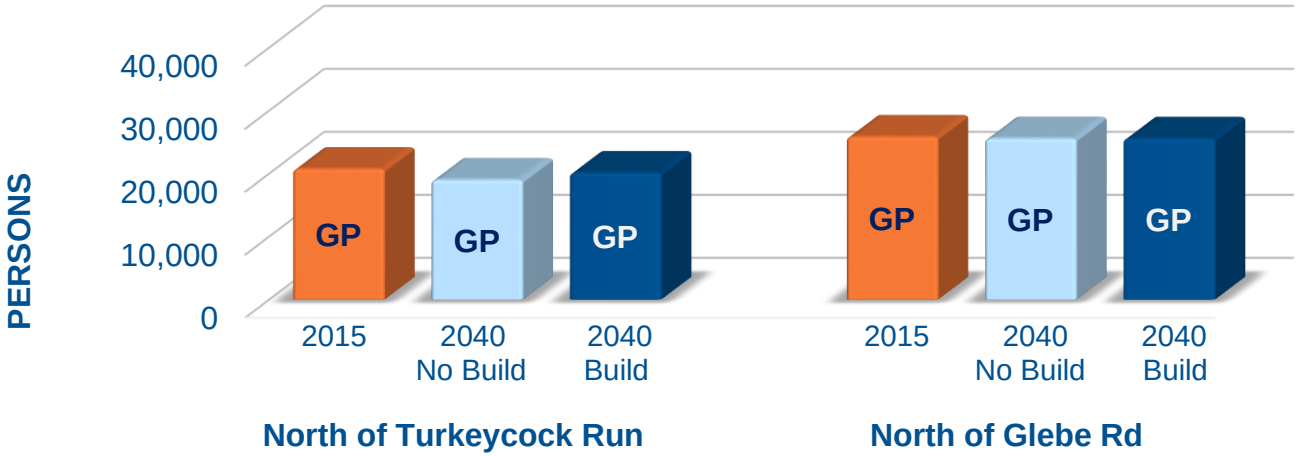
Nine barriers and a portion of one barrier (4.7 miles) have been preliminarily identified as feasible and reasonable (green barriers).



Northbound AM Peak Period (6 AM – 9 AM) Person Throughput Comparison

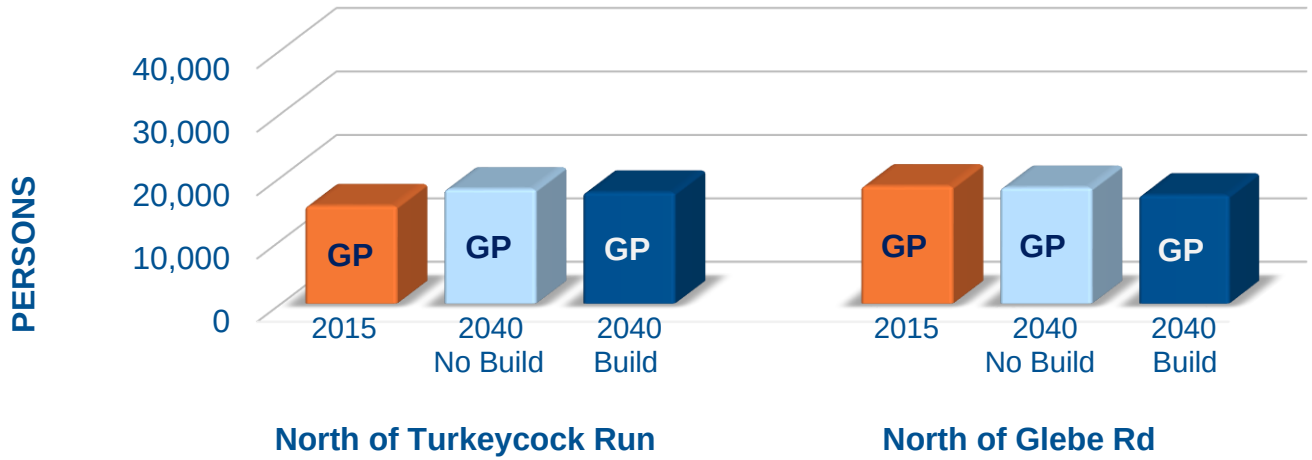
2040 Build Conditions (All Lanes): 4,600 – 4,900 (8-11%) Increase





Southbound PM Peak Period (3 PM – 6 PM) Person Throughput Comparison

2040 Build Conditions (All Lanes): 6,050 – 10,450 (15 - 26%) Increase

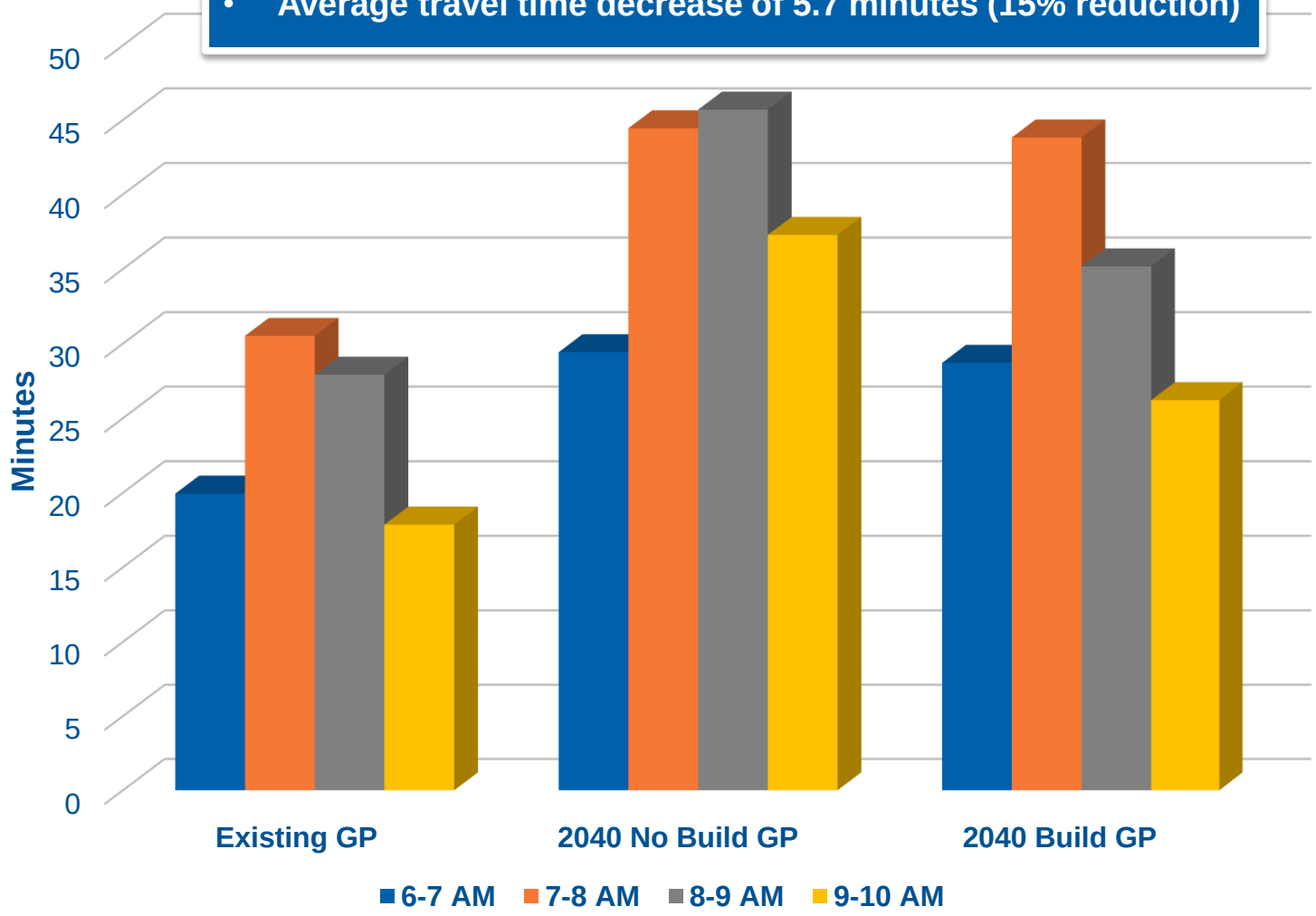


Northbound I-395 Travel Times – AM Peak

South of Edsall Rd to North of HOV Lane Terminus in DC

2040 Build Condition vs. 2040 No Build Condition:

- **Travel times decrease 11 min from 8 AM to 10 AM**
- **Average travel time decrease of 5.7 minutes (15% reduction)**

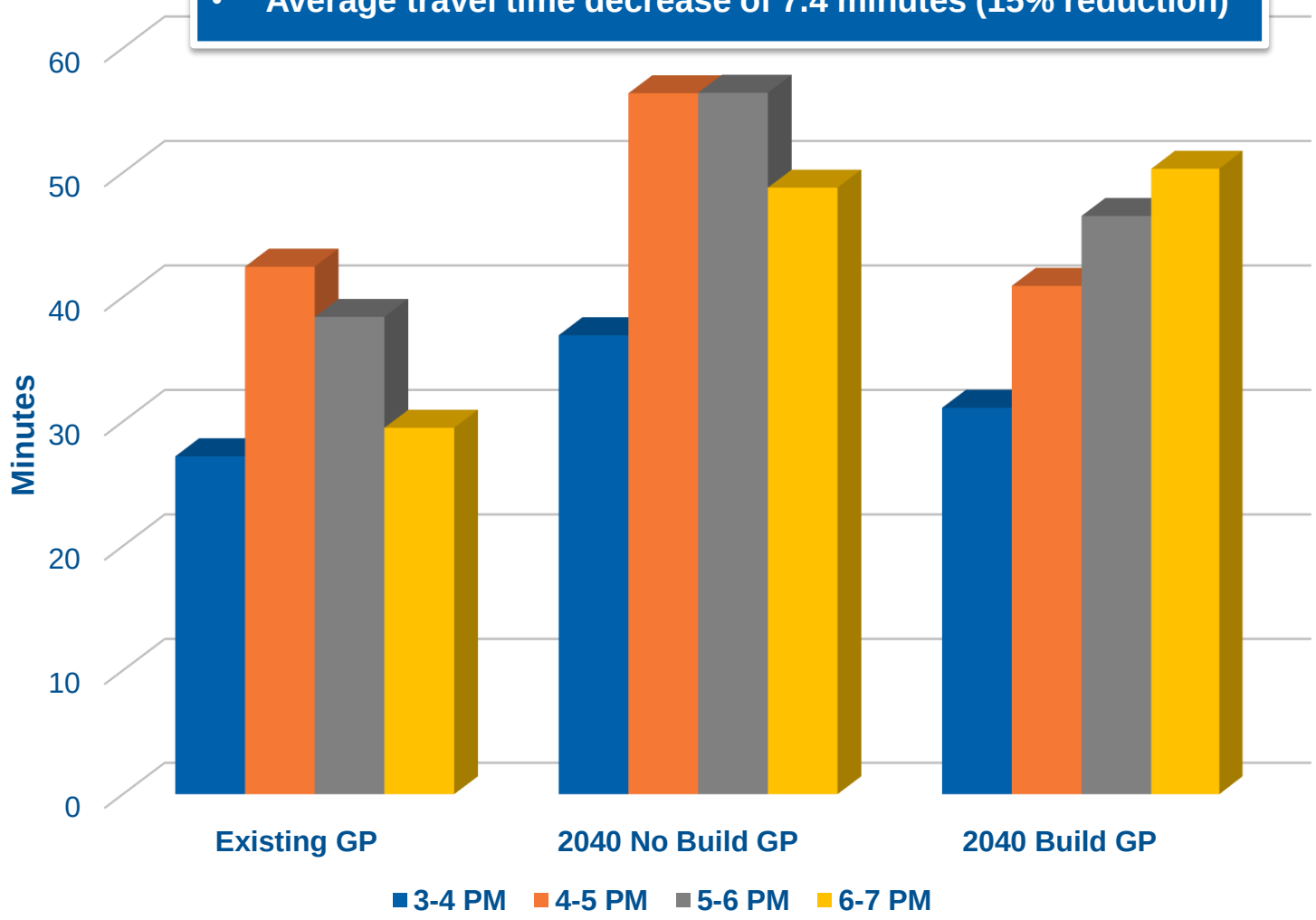


Southbound I-395 Travel Times – PM Peak

South of Edsall Rd to North of HOV Lane Terminus in DC

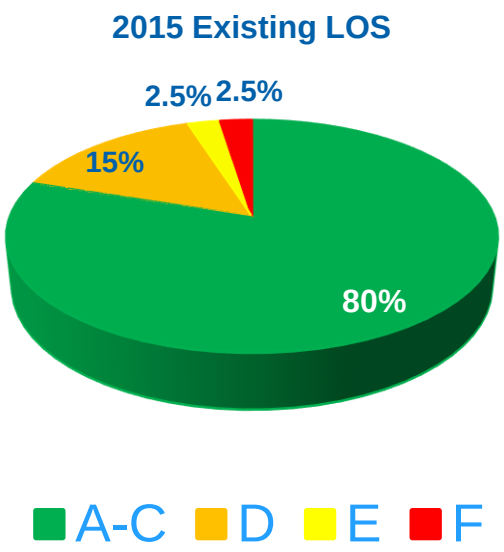
2040 Build Condition vs. 2040 No Build Condition:

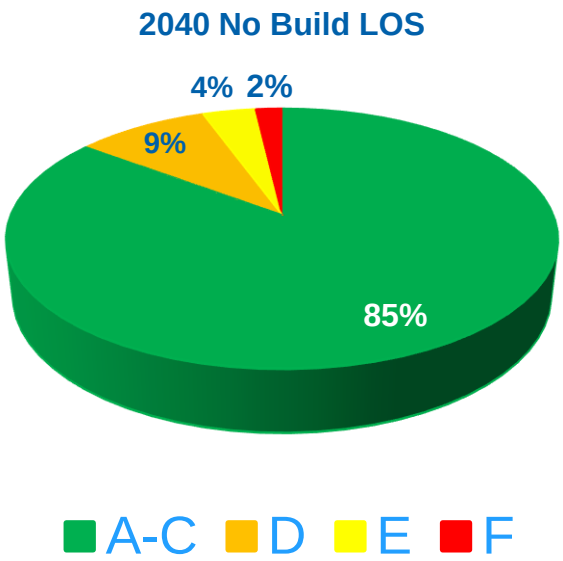
- **Travel times decrease 10 - 16 min from 4 PM to 6 PM**
- **Average travel time decrease of 7.4 minutes (15% reduction)**

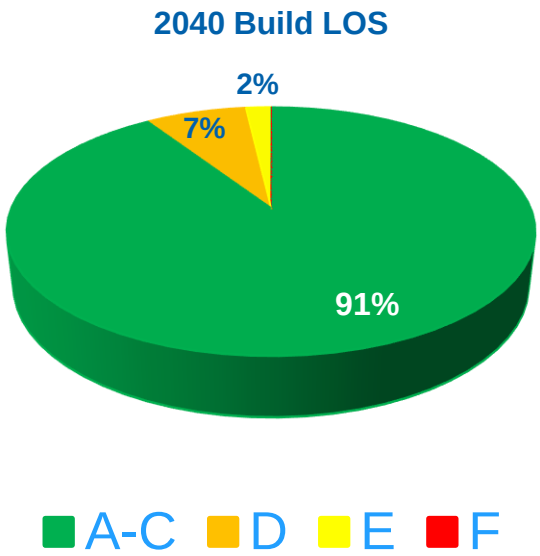


AM Peak Hour Level of Service Study Intersections

- 55 intersections evaluated
- Overall improvement in LOS in 2040 Build Condition
  - Reduced number of intersections operating at LOS E/F
  - Eads Street Interchange Improvements eliminate several deficient intersections







Project Benefits

- **Move More People**
  - 35 - 50% increase in traffic volumes in HOT lanes; relieves General Purpose lanes
  - Move more than 13,000 more people in PM peak (north of Glebe Rd)
- **Reduce Congestion**
  - Average 6 to 8 minute travel time reduction in General Purpose Lanes
  - 15% reduction in travel times in General Purpose lanes
  - Increasing capacity on I-395 reduces diversion of traffic to arterial roadways
- **Expand Travel Choices**
  - Promote HOV throughout the day (currently no incentive to HOV during off-peak)
  - Allow all motorists to continue north on the HOT lanes at Turkeycock Run or enter the southbound HOT lanes exiting DC
- **Increase Reliability**
  - Reduce congestion in HOT lanes before and after current HOV restricted periods
- **Improve Safety**
  - Increased capacity will reduce the potential for congestion-related crashes
  - Increase safety at Eads Street interchange (eliminate southbound weave)

I-95/I-395 Transit and TDM Study

- DRPT is leading the development of a new I-95/I-395 Transit/Transportation Demand Management (TDM) Study in coordination with key stakeholders including:
  - Cities of Alexandria and Fredericksburg
  - Arlington, Fairfax, Prince William, Spotsylvania and Stafford Counties
  - Northern Virginia Transportation Commission (NVTC)
  - Potomac and Rappahannock Transportation Commission (PRTC)
  - VRE and WMATA

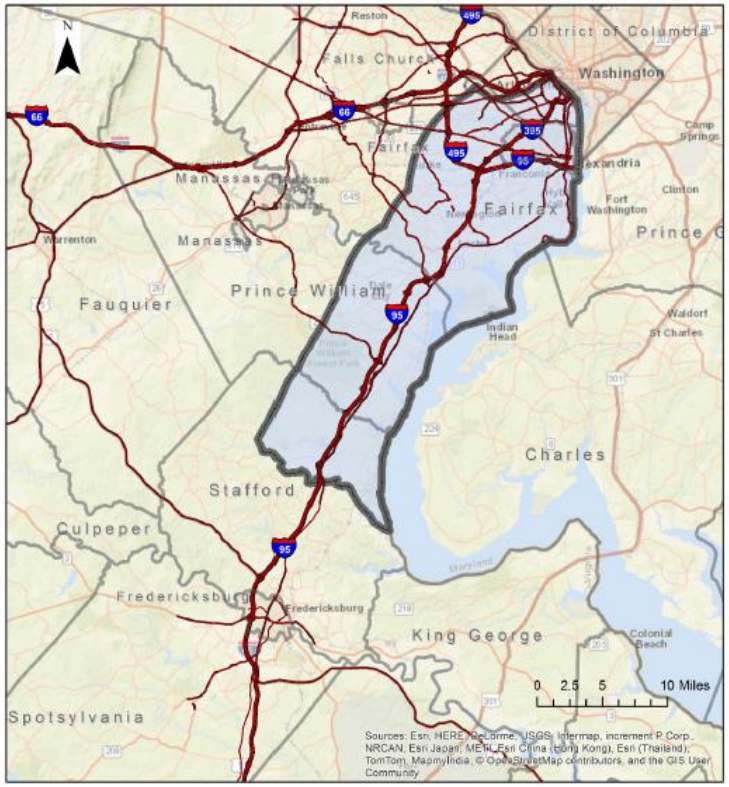
I-95/I-395 Transit/TDM Eligible Projects and Funding

- Eligible projects will increase mobility and move more people along I-95 and I-395 and benefit toll payers in the I-395 corridor.
- Example projects:
  - Enhanced service on existing routes
  - New local and commuter bus service
  - Transit capital (bus and rail) projects
  - Park and ride lots
  - TDM program enhancements
  - Technology supporting transit/TDM

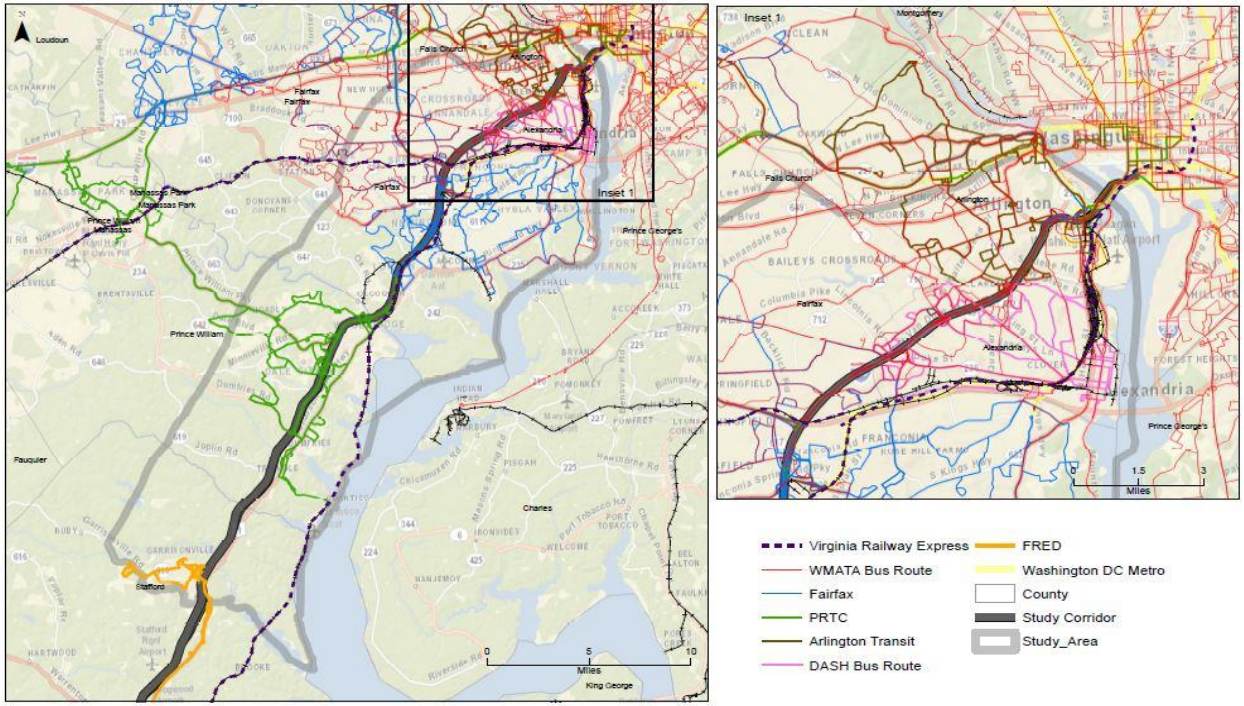
- The Commonwealth will commit that at least $15 million will be provided annually through toll revenues for I-95/I-395 Transit and TDM initiatives.

I-95/I-395 Transit/TDM Study Area and Markets

- Project study area extends from the southern terminus of the I-95 Express Lanes (at Garrisonville Road) north to the Potomac River and includes:
  - Parallel commuting corridors
  - Alternative modes of travel
- Transit/TDM services, programs, or facilities that are being studied include those that:
  - Use I-95 and/or I-395 and serve work destinations within the study area inside the Beltway (including downtown DC)
  - Increase person throughput but do not use I-95 or I-395
  - Provide direct access to services in the corridor that increase person throughput or travel choices in the study area



Existing Transit Service



- **WMATA – Metrorail & Metrobus**
- **Alexandria – DASH**
- **Arlington – ART**
- **Fairfax – Connector**
- **PRTC – OmniRide & Metro Direct**
- **Fredericksburg/Stafford – FRED**
- **Martz Commuter Bus**
- **VRE / Amtrak**

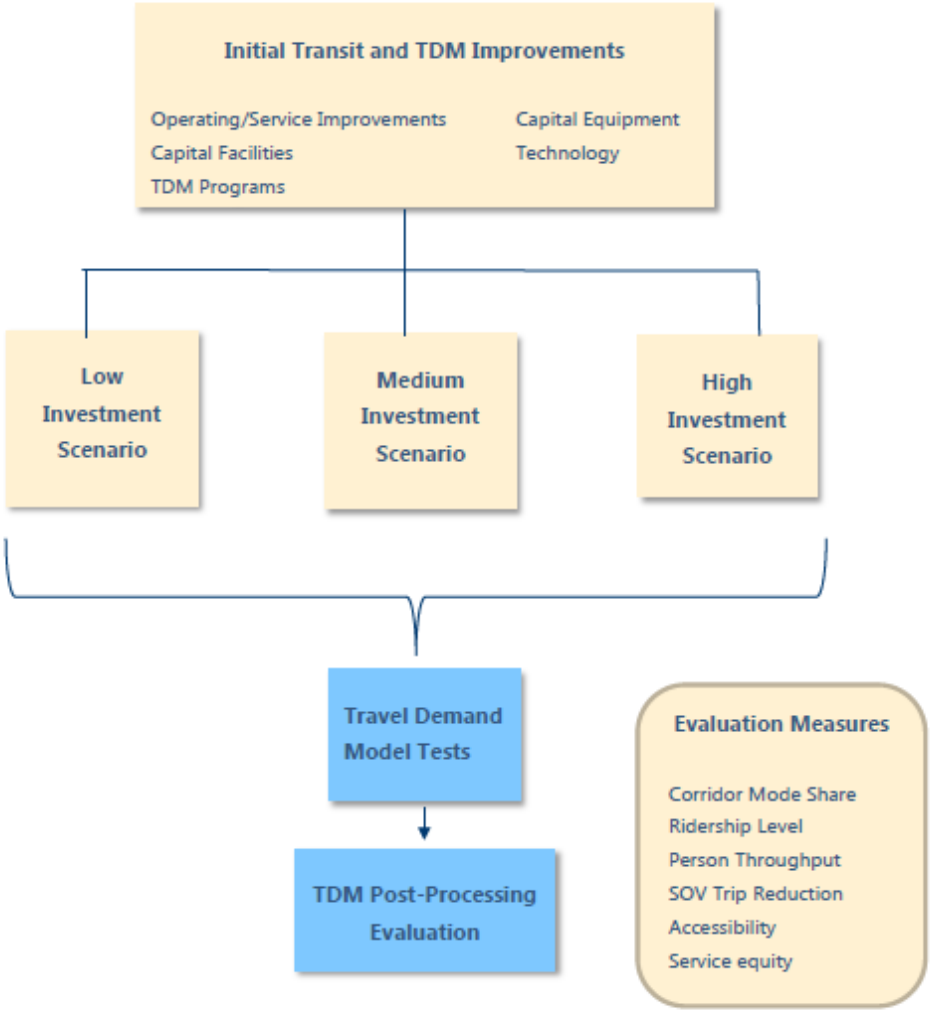
Evaluation Framework

Baseline - Current transit service levels with 2040 CLRP projects and I-395 Express Lanes

Low Investment Scenario – Baseline + improvements to existing services

Medium Investment Scenario – Low Scenario + new services

High Investment Scenario – Medium Scenario + major capital projects



Public Outreach Update

- Meetings with key stakeholder groups and elected officials
  - Alexandria Transportation Commission briefing on September 21
  - Arlington County Transportation Commission on September 29
  - Arlington County Board on October 15 or 18
  - Pentagon
  - District Department of Transportation
  - Northern Virginia Transportation Commission (NVTC)
  - Potomac and Rappahannock Transportation Commission (PRTC)
- Community Briefings with 95 Express partner
- Coordination with planned projects along the corridor
- **Virginiadot.org/395express** project website and opportunity to sign-up for updates

Key Milestones

Key Milestones	Begin Dates
Public Outreach and Technical Coordination	Ongoing
Begin NEPA – Environmental Assessment	January 2016
Begin Transit/TDM Study	April 2016
Public Information Meetings	April 11 and 13, 2016
Public Hearing	October 24 and 26, 2016
Regional Long-Range Plan Decision	November 2016
Final NEPA Decision	December 2016
Final Transit/TDM Study	December 2016
Final Financial Agreement	January 2017
Begin Construction (95 Express)	Summer 2017
Project Completion (95 Express)	Summer 2019

I-395 South Widening
Duke Street to Edsall Road

I-395

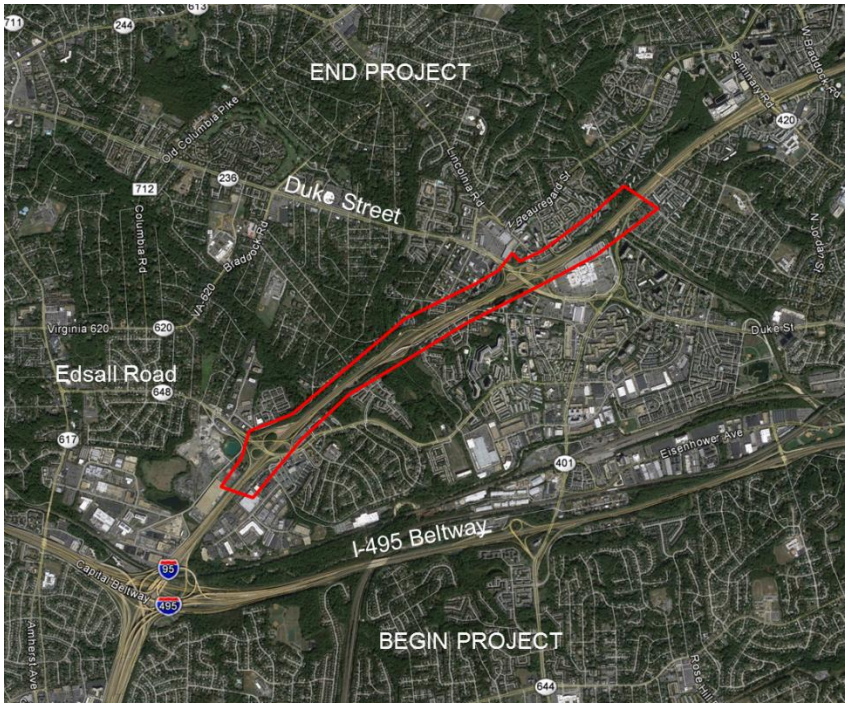
- Widen Southbound I-395 from 3 lanes to 4 lanes between Duke Street and Edsall Road

Edsall Road Interchange

- Replace existing Edsall Westbound to I-395 Southbound Loop Ramp with new signalized intersection

Duke Street Interchange

- Replace existing I-395 Southbound to Duke Eastbound Loop Ramp with new signalized intersection



Upcoming Public Hearings
I-395 Corridor

I-395 Express Lanes Northern Extension
Public Hearing on draft Environmental Assessment and Design

Monday, October 24, 2016 (6:30–8:30 p.m. Presentation at 7 p.m.)
Wakefield High School Cafeteria
1325 S. Dinwiddie Street
Arlington, VA 22206

Wednesday, October 26, 2016 (6:30–8:30 p.m. Presentation at 7 p.m.)
Francis C. Hammond Middle School
4646 Seminary Road
Alexandria, VA 22206

I-395 South Widening – Duke Street to Edsall Road
Public Hearing

Thursday, October 27, 2016 (6:30–8:30 p.m.)
Bren Mar Park Elementary School
6344 Beryl Rd
Alexandria, VA 22312

Thank you

Virginiadot.org/395express

For more information
and to sign up for updates

Other Business

Agenda Item #6