



Transportation Commission

July 23, 2014

7:00 PM

City Hall, Council Work Room (2nd Floor)

AGENDA

1. Minutes of the June 18, 2014 Meeting
2. Updates to Receive (Consent)
 - Funding Update
 - Potomac Yard Metrorail Station
 - Route 1 Transitway
 - Pedestrian and Bicycle Master Plan Update
 - Eisenhower West Transportation Study
3. West End Transitway
4. Commission Updates
5. 2014 Transportation Long Range Plan
6. RSTP/CMAQ Update and Priority Setting
7. Transportation Commission Structure
8. Other business

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 in advance of or after the meeting.

Next Meeting: Wednesday, September 17, at 7:00 PM in the Council Work Room (City Hall, 2nd Floor).

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.



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7-23-14

City of Alexandria

Transportation Commission

Regular Meeting

June 18, 2014
7:00 p.m.
City Council Work Room

MINUTES

Commissioners Present: Mayor William Euille, Jake Jakubek, Jerry King, James Lewis, Nathan Macek, Monica Starnes, Maria Wasowski,

Staff Present: Karen Callaham – T&ES, Sandra Marks – T&ES, Steve Sindiong - T&ES, Carrie Sanders – T&ES, Yon Lambert – T&ES, Jeffrey Duval – T&ES, Lee Farmer – T&ES, Captain Don Hayes – Police Dept.

Chair Nathan Macek called the Transportation Commission meeting to order at 7:05 pm.

1. **May 21, 2014 Meeting Minutes**

Chair Nathan Macek asked for changes or edits to the May 21, 2014 minutes. There being no edits, a motion to approve the minutes was made by Jerry King, seconded by Maria Wasowski, voted on and unanimously approved.

2. **Updates To Receive (Consent Items)**

The Commission received updates on Funding, the Route 1 Transitway, Lower King Street, Multimodal Feasibility Study and Capital Bikeshare Expansion. Chair Macek inquired about the WMATA Capital Budget and the \$25 million from the State and local jurisdictions. Staff Sandra Marks clarified that the Virginia jurisdictions contributed \$15.9 million which was matched by the Department of Rail and Public Transportation (DRPT) for the full \$25 million. The City's share of that was \$2.6 million. The regional share of spending was \$75 million. Commissioner Starnes inquired about the opening date of the Route 1 Transitway. Staff responded that late August is still the target opening date. Commissioner Wasowski inquired about lower King Street and if feedback was received from shop owners regarding the 2006 traffic experiment of closing the street. Staff reported many of the shop owners from 2006 are no longer in the area. However, substantial outreach on the idea of closing the streets was performed with the current shop owners with a fair amount of support from them. Commissioner King asked if whatever traffic changes were decided on turned out to cause congestion, what would the City's option be. Staff reported that all options would be flexible. Mayor Euille suggested that depending on the recommended option, the City should consider it

being potentially extended to Fairfax Street. There were no additional requests from Commissioners to discuss any other staff updates. The Commission accepted the updates.

3. 2014 Transportation Long Range Plan

Staff is requesting that the Commission review the draft 2014 update of the Transportation Long Range Plan (LRP). This is an unconstrained list of all transportation related capital projects, programs and studies identified in City plans and policies that 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 CIP list. Each year the Transportation Commission updates the LRP transportation projects, programs and studies from plans adopted since the last update and additional projects not captured in the previous LRP. At the May 21, 2014 Commission meeting, staff introduced the proposed additions and deletions to the 2014 LRP update. The updates include two proposed circulator routes recommended in the DASH Comprehensive Operations Analysis; a new bridge over Sanger Avenue at I-495 to better accommodate future Bus Rapid Transit and non-motorized users; a new Holmes Run trail bridge; Mt. Vernon Avenue at East/West Glebe Road intersection improvements; and redesign intersection of Mt. Vernon Avenue and Four Mile Road. Staff is proposing to remove the "Programs" element of the LRP list since these programs are now generally covered through the City's Complete Streets program. The Commission requested that staff conduct additional analysis on the Mt. Vernon Avenue and Four Mile Road project to identify the issues and needs. The Commission also noted that the Clermont Connector project be moved to the lowest priority. The Commission requested that they have additional time for review of the LRP, and that they have further discussion at the July meeting, and that the public hearing and approval be moved to September 2014.

4. Commission Updates

Commissioner Starnes reported that the Environmental Policy Commission voted in James Kapsis as the new chair. Commissioner Wasowski reported the Eisenhower West End Steering Advisory Group had its first public meeting on June 16. Commissioner King reported that the Potomac Yard Metro Implementation Work Group (PYMIG) will meet on June 26 to discuss revenue impacts. Chair Macek reported that the Parking Ratio Study Task Force had its third meeting and provided direction on crafting recommendations for policy changes.

5. Route 1 Transitway / High Occupancy Vehicle (HOV) Lane Enforcement

The Commission had requested that staff provide an update on existing enforcement of the Route 1 HOV lanes, and future enforcement of the Route 1 Transitway. T&ES staff Lee Farmer noted that the Crystal City Potomac Yard Transitway will be the first corridor in the region to make use of dedicated transitways that are physically separated from general traffic and sets fines for unauthorized use of the transitway. Signage is in place that state authorized use for transit only. Fines are \$200 for the first offense of unauthorized use up to \$1,000 for the fourth offense. The Commission discussed potential use of transit funding programs toward enforcement of the transitway. Regarding the Route 1 HOV lanes, Captain Don Hayes of the Police Department noted that due to limited staff resources, the department patrols the HOV lanes when resources are available. For the year 2014, the department has issued 108 tickets to date with many of the violations occurring at King and Henry Streets. Chair Macek suggested that the I-495 ramp at Church Street is not as big a priority as the Route 1 Transitway or HOV lanes, and suggested that the Police Department consider spending less resources toward enforcement of that location to be used toward enforcement of Route 1.

6. Paving Schedule and Complete Streets

T&ES staff Jeffrey Duval spoke about how the City funds the asphalt resurfacing program and prioritizes resurfacing of streets. In 2013, T&ES focused its limited resurfacing funds on streets that are in most need. When selecting streets to be paved, staff begins with an objective pavement rating index calculated by a computer model. The City hired a contractor to objectively prioritize all 560 lane miles of roads according to accepted industry standards. The City's contractor assessed all streets in the City in order to generate a numerical measure called a Pavement Condition Index (PCI). Using a scale from 100 for brand new pavement down to 1, the worst possible condition, the City then developed a priority based system for resurfacing. The PCI is based on a streets' ride quality, cracking, presence of potholes or utility cuts, raveling, streaking, wash-boarding, shoving, etc. The streets are then placed into "bands" that generally characterize their overall condition. In addition to major resurfacing projects, staff also uses the pavement management system to objectively set the schedule for citywide pavement improvements. In FY 2014, staff piloted the use of crack sealing technology as a preventative means to extend the life of asphalt. To date this program shows success, and staff will continue using this method as well as other preventative maintenance strategies. Annual resurfacing is coordinated with the City's Complete Streets program to implement Complete Streets improvements on the roadway in conjunction with the paving. Some of the improvements include new or upgraded crosswalks, sidewalks, curb ramps, signage, bus stop accessibility improvements, and on-street bicycle facilities. Complete Streets projects associated with resurfacing are prioritized by plan recommendations, crash data, street classification, activity centers, and distance from pedestrian generators such as schools, parks and transit. The Commission discussed using permeable materials for alleyways. The Commission also suggested that as part of the civic engagement process, consider how vehicles interact with sharrows. Jim Durham in the audience suggested that the City consider shifting the Royal Street repaving until after a study has been completed on recommended bicycle facilities.

7. Pedestrian and Bicycle Master Plan Update

T&ES staff Steve Sindiong provided an overview of the update to the Pedestrian and Bicycle Master Plan and Complete Streets Design Guidelines. In 2008, the City completed both the Transportation Master Plan, and a Pedestrian and Bicycle Mobility Plan. The Pedestrian and Bicycle Mobility Plan serves as an implementation tool for the Transportation Master Plan. In 2011, the City adopted a Complete Streets Policy. The purpose of the update to the City's Pedestrian and Bicycle Master Plan is a need for more directive policies, to incorporate the 2011 Complete Streets Policy, to incorporate Capital Bikeshare / Expansion, to incorporate recent Small Area Plans/ Design Guidelines, for connectivity to transit, and plan for more on-street bicycle facilities. To that end, the deliverables will be updated Bicycle and Pedestrian chapters of the City's Transportation Master Plan focusing on policies and networks; Transportation Master Plan appendices that includes supporting documentation, and Complete Streets Design Guidelines. On April 8, 2014, City Council approved a resolution to establish an Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee (Advisory Committee) that will provide guidance, help with civic engagement and provide recommendations during the update of the Pedestrian and Bicycle Master Plan and Complete Streets Design Guidelines planning process. The first Advisory Committee meeting will be held on June 25, 2014. The Commission noted that when looking at future bikeshare stations, consider transit use and cultural centers.

8. Other Business

Commissioner King suggested that the City consider doing an update of the Transportation Master Plan. The City will be looking at this as part of the FY 2016 budget process.

The Commission recommended that staff consider an alternate date for the July meeting since many of the Commissioners will not be able to attend the scheduled July 16 date.

There being no objection, the meeting was adjourned at 9:45 p.m.

City of Alexandria, Virginia

MEMORANDUM

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7-23-14

DATE: JULY 23, 2014
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various ongoing projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. FUNDING UPDATE

Discussions on a new Capital Funding Agreement to fund WMATA capital activities from FY2017 through FY2023 have begun. Discussions will involve the level of funding participating agencies will provide to promote WMATA’s State of Good Operations and the Momentum 2025 plan.

Since the Commonwealth’s budget was passed without provisions restricting the use of NVT 70 percent funds, the City is preparing applications for the funds it was awarded in FY2014.

The project evaluation process required by HB599 is proceeding. Staff was provided with a preliminary set of results for the highway and Intelligent Transportation System (ITS) projects that have been evaluated for the remainder of FY2014, and for FY2015, and FY2016. Transit projects were not rated by this process. The preliminary results of the evaluation process include a basic set of scores, which may be modified in a more detailed set of scores. The results will be released in November, 2014. All of the Alexandria projects submitted were transit projects, except one ITS project, for Real-Time Adaptive Traffic Control and Management. Scores were assigned a low, medium, and high score for both 2020 and 2040. Alexandria’s ITS project received a medium score in both 2020 and 2040.

The Commonwealth Transportation Board (CTB) adopted the FY 2015-FY 2020 Six Year Improvement Plan at its meeting on June 18th, 2014. It incorporated all of the features which had been previously discussed with the Transportation Commission. The Department of Rail and Public Transportation (DRPT) is working quickly to provide funds allocated by this plan to transit agencies throughout the Commonwealth.

The Northern Virginia Transportation Commission (NVTC) and DRPT are beginning to make agencies aware of the so called “fiscal cliff” which will occur in 2018, if a new bonding authority is not provided to DRPT by the Legislature by 2018. If this is not

resolved, State transit capital funding will be roughly cut in half.

B. POTOMAC YARD METORAIL STATION EIS

The Potomac Yard Metrorail Station Implementation Group (PYMIG) held a meeting on June 26, 2014. The meeting included an update on the status of various conversations with WMATA, Federal Transit Administration (FTA), and National Parks Service (NPS) on moving the Draft EIS forward. The FTA agreed that the B-CSX Alternative should not be fully evaluated as part of the Draft EIS and that Alternative D should also be moved to “Alternatives Considered but Not Carried Forward”. This leaves Alternative A and Alternative B as the alternatives that the public will review with the release of the Draft EIS. The meeting also included a discussion of the key issues in the Draft EIS and federal regulations other than NEPA that will need to be addressed, including wetlands, parks, cultural resources, development, and noise and vibration impacts.

Staff is working on an updated financial analysis which will be shared with PYMIG by the end of the summer. The next PYMIG meeting will be held in the fall. The project schedule includes release of the Draft EIS for public review and comment in Fall 2014, with a Locally Preferred Alternative decision by City Council in Winter 2015.

Background: The Potomac Yard Metrorail Station project is an infill Metrorail station located between the National Airport and Braddock Road Metrorail stations on the Blue and Yellow lines in the vicinity of the Potomac Yard Development.

For more information on the project, please visit www.alexandriava.gov/potomacyard.

C. CRYSTAL CITY/POTOMAC YARD (ROUTE 1) TRANSITWAY

Construction is almost complete on the Route 1 Transitway. The runningway and landscaping are complete, as are the station platforms and structural steel. High-visibility crosswalks were installed earlier this month. Installation of the shelter panels is underway. Service will begin on August 24 between the Braddock Road Metrorail station and Crystal City.

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.

For more information on the Route 1 Transitway project please see visit:
<http://www.alexandriava.gov/tes/info/default.aspx?id=58644>

D. PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE

The City has hired a consultant (Toole Design Group) to conduct the Pedestrian and Bicycle Master Plan Update and Complete Streets Design Guidelines, and work began on the project in May, 2014. The Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee held its first meeting on June 25, 2014 to review the role of the Committee,

receive an overview of the project and Civic Engagement Plan, and to provide input on what will be important as part of the plan. The next Committee meeting will be in early October. Meanwhile, the consultant is collecting data and evaluating existing conditions, and preparing for public outreach over the Summer, including an online survey and wikimap. A public meeting is scheduled for September 30, 2014.

Background: The City is conducting an update of the Pedestrian and Bicycle Master Plan, and development of the Complete Streets Design Guidelines Manual, which will be completed in late 2015. The City completed both the Transportation Master Plan, and a Pedestrian and Bicycle Mobility Plan in 2008 which is data rich and serves as an implementation tool for the Transportation Master Plan. Since that time, staff has completed many important projects to improve walking and bicycling in the City, and many more are currently underway. In 2011, the City adopted a Complete Streets Policy which expanded staff to include a full time Complete Streets Coordinator, and initiated a Capital Bikeshare Program (Bikeshare Program), both of which continue to expand citywide. Given the many pedestrian and bicycle projects and initiatives completed over the past five years, including the Bikeshare Program, as well as the adoption of the Complete Streets Policy, the City will undertake an effort to incorporate these additions into an updated Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines Manual.

The purpose of this update to the City's Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines Manual will be to:

- Develop a non-motorized system that addresses the needs of all users (pedestrians, bicyclists, vehicles, and transit riders) and is consistent with the Transportation Master Plan that encourages transportation options, reducing dependence on the private automobile;
- Develop both a bicycle and pedestrian network and hierarchy, based on identification of major activity centers or destinations (including existing and projected development and Metrorail and fixed transit stations); and
- Develop a framework for implementing non-motorized policies and projects citywide

More information is available at: www.alexandriava.gov/pedbikeplan

E. EISENHOWER WEST TRANSPORTATION STUDY

The City has selected RK&K to conduct the Eisenhower West Transportation Study, which is currently in the process of identifying existing conditions, and an analysis of the multimodal bridge (identified in the Landmark/Van Dorn Corridor Plan) between Eisenhower Avenue and S. Pickett Street. The multimodal bridge analysis will include an identification and analysis of specific alignment options and cross-sections. The first community meeting was held on June 16, 2014 to introduce the project. On June 30, the Steering Committee held its fourth meeting, and an overview was provided on the existing transportation conditions and there was a discussion on the multimodal bridge. The second community meeting will be held on July 28, 2014 at the Beatley Library which will focus on "visioning" for the SAP area.

Background: The Eisenhower West Transportation Study is being conducted in conjunction with the Eisenhower West Small Area Plan (SAP). A Steering Committee has been formed for the SAP and Transportation Study to provide guidance on various issues, including the identification of future land use thresholds within the SAP area. The Transportation Study

began in Spring 2014 and is anticipated to be complete by Spring 2015. The Transportation Study will serve as the transportation element/analysis of the SAP, which will include the analysis of various land use scenarios to be further explored in the SAP, and will conduct additional analysis of the multi-modal bridge concept that was recommended in the Landmark/Van Dorn Corridor Plan (adopted in 2009) to identify a more specific alignment. The multi-modal bridge would provide a direct connection between the Van Dorn Metrorail station and Pickett Street, and serve future anticipated development. In addition, the Transportation Study will include an update to the 1993 Clermont Avenue Interchange with I-95 Environmental Assessment (EA). The update will re-analyze a “No Build” alternative of the Clermont Avenue connector (Eisenhower Avenue to Duke Street) to determine if the connector is no longer needed, based on current planned land uses and transportation improvements.

More information is available at: www.alexandriava.gov/eisenhowerwest

City of Alexandria, Virginia

MEMORANDUM

3
7-23-14

DATE: JULY 23, 2014

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, ACTING DEPUTY DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES

SUBJECT: AGENDA ITEM #3 – WEST END TRANSITWAY (CORRIDOR C) ALTERNATIVES ANALYSIS/ENVIRONMENTAL ASSESSMENT UPDATE

ISSUE: Update on the West End Transitway (Corridor C) Alternatives Analysis/Environmental Assessment (AA/EA)

RECOMMENDATION: That the Transportation Commission:

1. Receive an update on planned public outreach and stakeholder coordination,
2. Receive an update on analysis of Design Options carried forward from the Transitway Feasibility Study, and
3. Receive an update of the Section 106 / Cultural Resources Analysis.

BACKGROUND: The City's Transportation Master Plan, adopted by Council in 2008, identified three priority corridors that would offer high-quality, high capacity, and reliable transit service within the City. These three corridors (US 1, Duke Street/Eisenhower Avenue, and Van Dorn/Beauregard) connect existing and future development areas that have high densities of residential land use, major activity and employment centers, and connectivity to regional transit including the City's existing and future Metrorail stations.

In 2010, the City began the Transitway Corridor Feasibility Study. As part of the study, a High Capacity Transit Corridor Work Group (CWG) was formed to provide input on issues such as route alignment, cross-sections, methods of operation, vehicle type, land use, ridership, and financial implications for all three corridors.

In December 2013, the City kicked off an Alternatives Analysis (AA) and Environmental Assessment (EA) to analyze and refine the alignment as defined by the CWG and City Council and to identify any impacts and potential mitigation associated with the recommended alternative. The study is partially funded by a grant from the Federal Transit Administration (FTA) and is the first step towards applying for a federal Small Starts grant for project design and construction.

DISCUSSION:

Public Outreach and Stakeholder Coordination

The City hosted the first AA/EA public meeting on May 22, 2014 at Landmark Mall. The meeting introduced the project scope and schedule and provided an overview of the AA/EA process. The meeting provided the 30+ attendees with an opportunity to comment on the existing corridor, transit needs along the corridor, and opportunities for improved service in the study area. The next Public Meeting is scheduled for October 2014.

The project team hosted two 'pop-up' style outreach events to wrap up the first stage of public outreach. The 'pop-up' style outreach is a test run designed to improve our ongoing outreach to Title VI residents along the corridor. The team handed out project flyers, FAQs, and engaged willing participants in a short survey:

- July 16, 2014 – participated in a Van Dorn Plaza Shopping Center open house event from 4:30PM to 7:30PM.
- July 17, 2014 – Van Dorn Metro Station from 4:30PM to 6:30PM.

City Council Resolution No. 2605 established a Policy Advisory Group (PAG) composed of nine members: one developer representative, two transit professionals, three community representatives, and one representative from each of the following: Transportation Commission, Planning Commission, and Budget and Fiscal Affairs Advisory Committee.

The Policy Advisory Group (PAG) membership was approved on July 22, 2014. City Staff is working with members to schedule the 1st PAG meeting this summer. The agenda for the 1st meeting includes an introduction to the project, an overview of the AA/EA process, and discussion of the Design Options being presented to the Commission.

Attachment #1 includes a Project Schedule and planned public outreach and stakeholder coordination efforts.

Design Options Analysis

The AA/EA process is carrying forward the work of the Transitway Corridors Feasibility Study. The Feasibility Study identified several issues that require additional analysis and policy decisions by the City. Attachment #2 provides a summary of the eight design option issues and a recommendation for each. The recommendations are based on analysis provided by the consultant team, discussion with City staff, and Project Team members. Each design option and its associated recommendation will be presented at the Transportation Commission meeting and will be open for discussion, questions, and input.

Section 106 / Cultural Resources

Dovetail, the Cultural Resources expert on the consultant team, has prepared a Project Approach memo for this effort. The memo was forwarded to FTA for comments and the Project Team is working with FTA to schedule a meeting to discuss the approach and seek guidance on other AA/EA elements to ensure that the project will be ready for a future Small Starts application.

ATTACHMENTS:

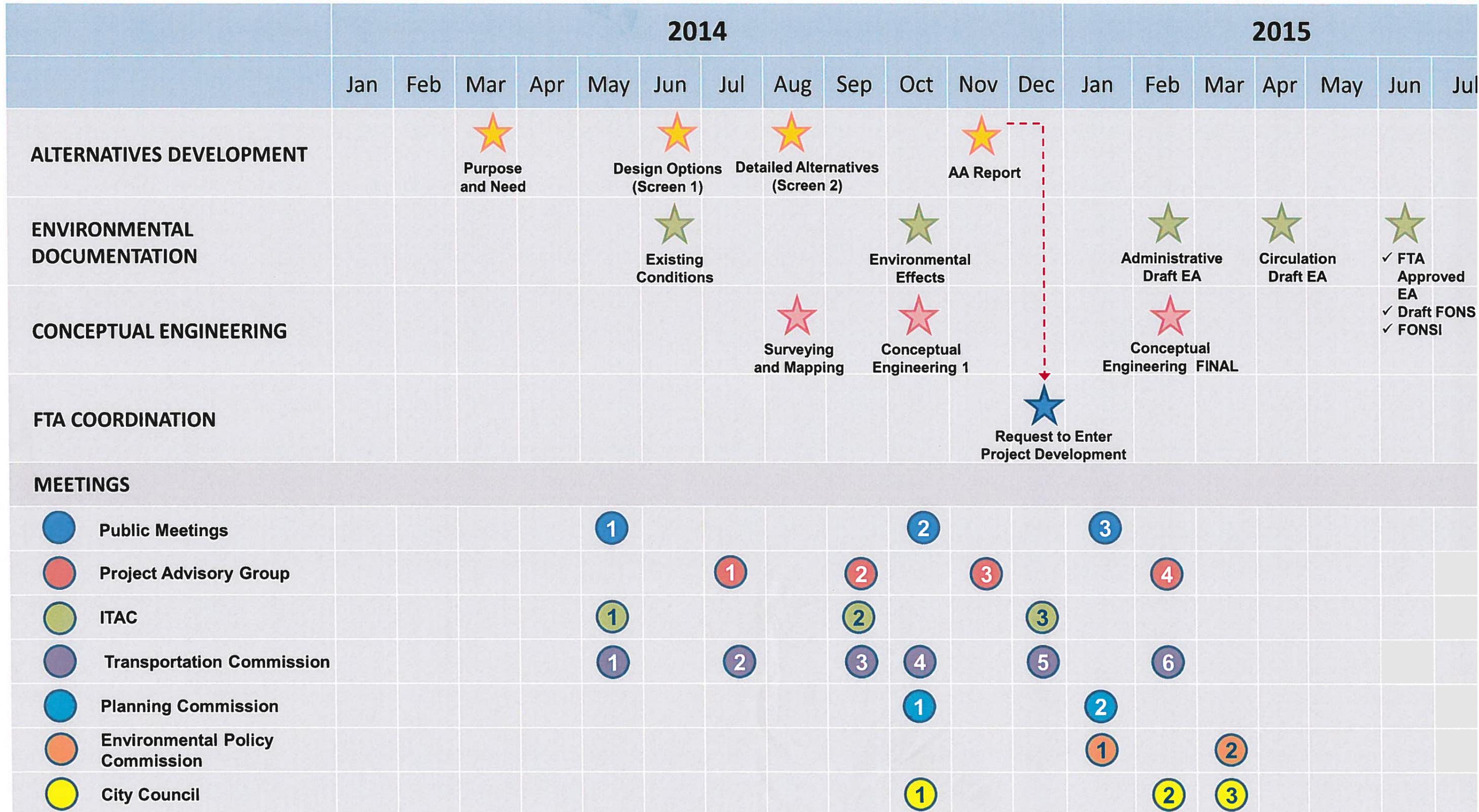
Attachment 1: Project Schedule, including Public Outreach and Stakeholder Coordination

Attachment 2: Summary of Design Options Recommendations

ALEXANDRIA WEST END TRANSITWAY PROJECT

Technical Work Schedule

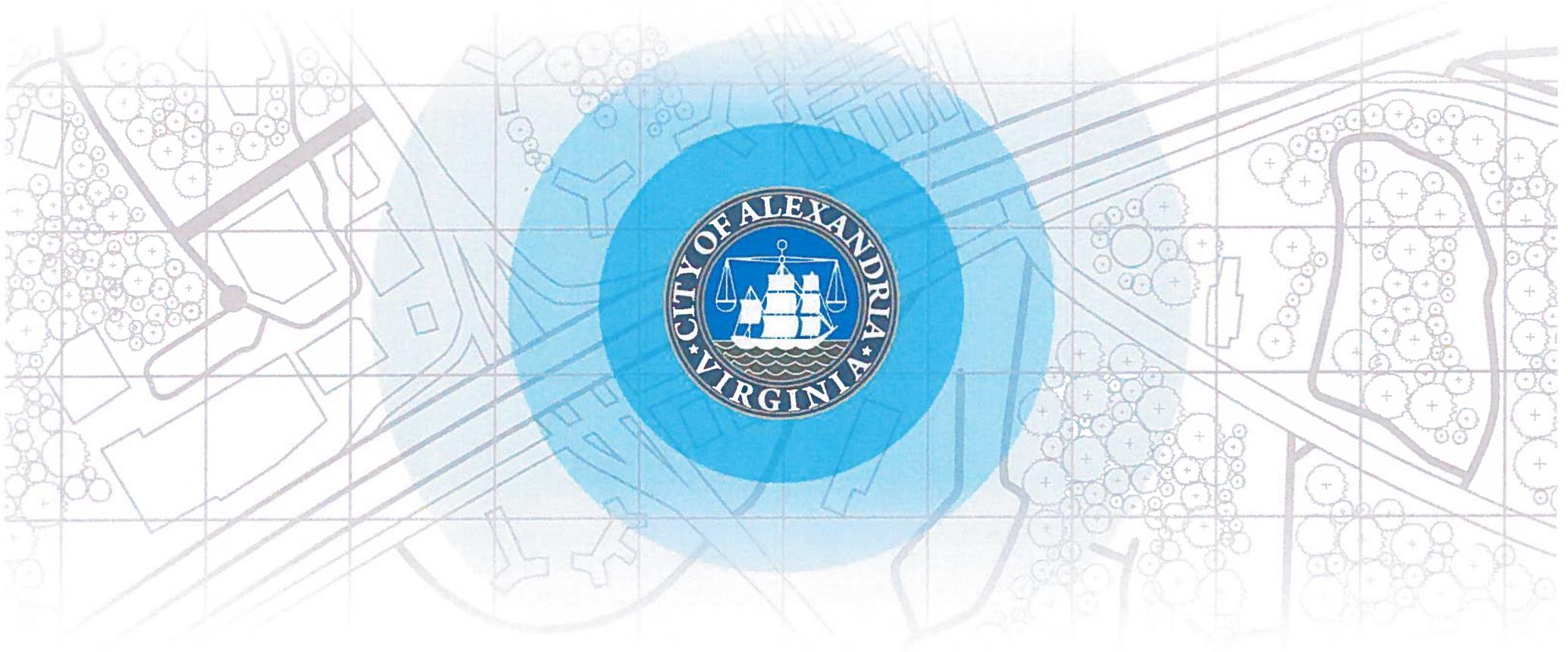
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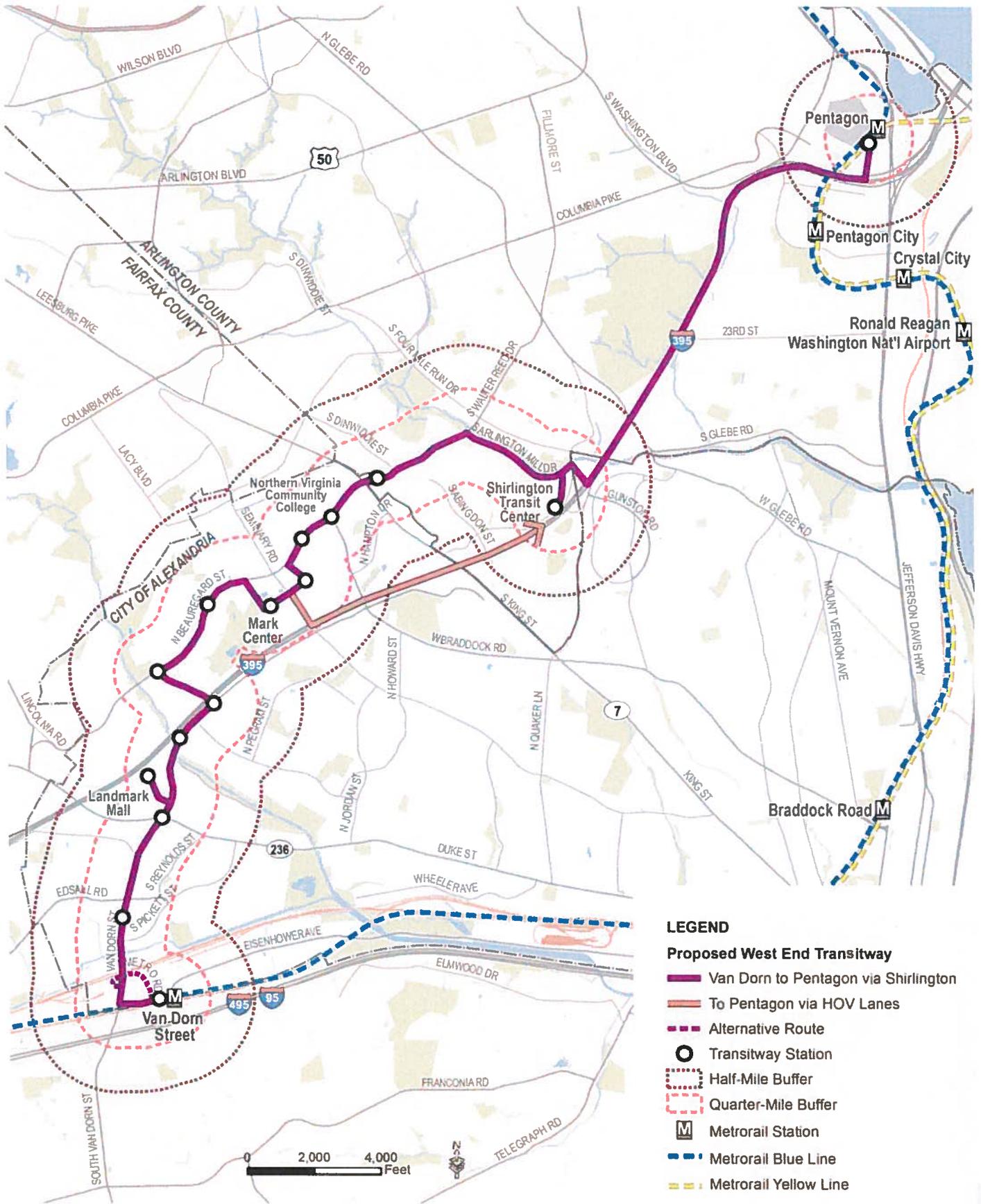
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WEST END TRANSITWAY

ATTACHMENT # 2



ALEXANDRIA ACCELERATED



LEGEND

Proposed West End Transitway

- Van Dorn to Pentagon via Shirlington
- To Pentagon via HOV Lanes
- - - Alternative Route
- Transitway Station
- ⋯ Half-Mile Buffer
- ⋯ Quarter-Mile Buffer
- M Metrorail Station
- Metrorail Blue Line
- Metrorail Yellow Line



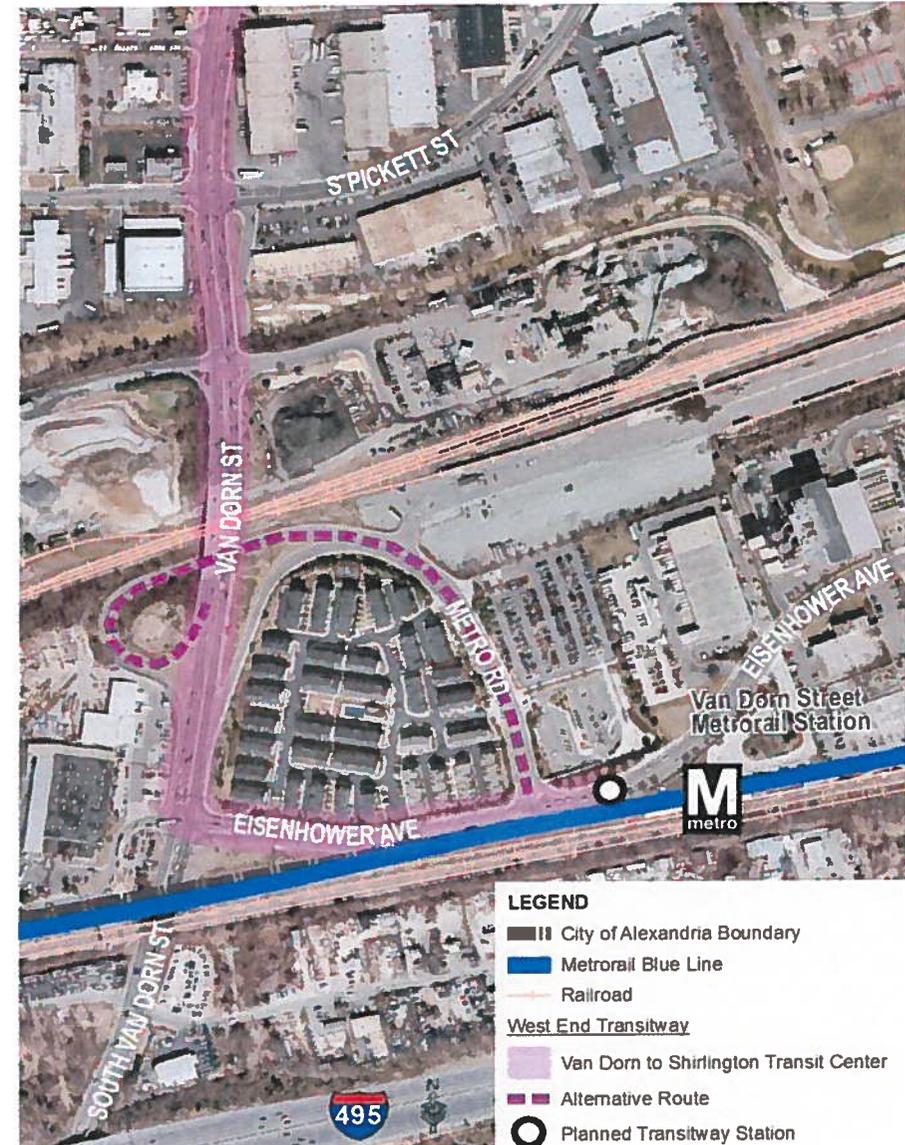
Design Options Summary

Design Option	Recommendation
1. Van Dorn Metro Station	Additional technical analysis as part of the AA/EA Process
2. S. Van Dorn (Courtney Ave to Landmark Mall)	Consultant team refining options to provide a Complete Street while minimizing acquisition
3. Landmark Mall	Provide service into the mall
4. Holmes Run	Additional technical analysis as part of the AA/EA Process
5. Intersection of N. Van Dorn & Sanger Ave.	Additional technical analysis as part of the AA/EA Process
6. Sanger Ave. from N. Van Dorn to Beauregard	Additional technical analysis as part of the AA/EA Process
7. Southern Towers	Operate along existing routing until construction of transitway
8. NVCC Station	Two stations: Beauregard @ Fillmore and Beauregard @ W. Braddock



Design Option – Map Reference #1

- *Location:* Van Dorn Metro Station
- *Purpose of Design Option:* Evaluate operational and physical benefits to traffic and transit operations among two transit routing alternatives to access the Van Dorn Metrorail station
- *Recommendation:* additional technical analysis as part of the AA/EA process



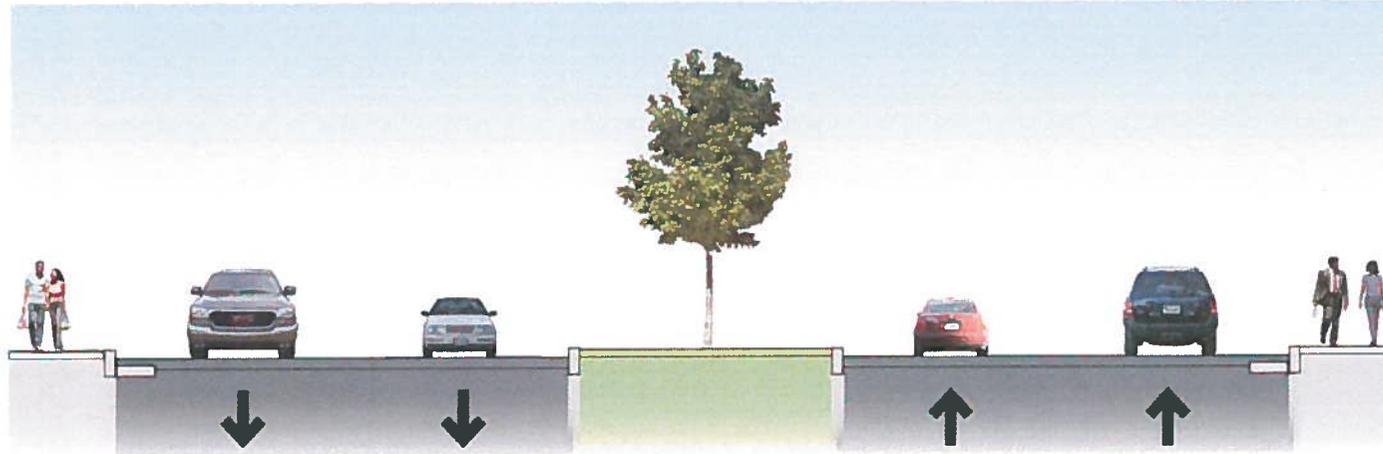
Design Option – Map Reference #2

- *Location:* South Van Dorn Street (Courtney Ave to Landmark Mall)
- *Purpose of Design Option:* Determine the cross-section of S. Van Dorn street and whether the transitway will operate in dedicated lanes
- *Recommendation:* provide a Complete Street along the corridor while minimizing land acquisition

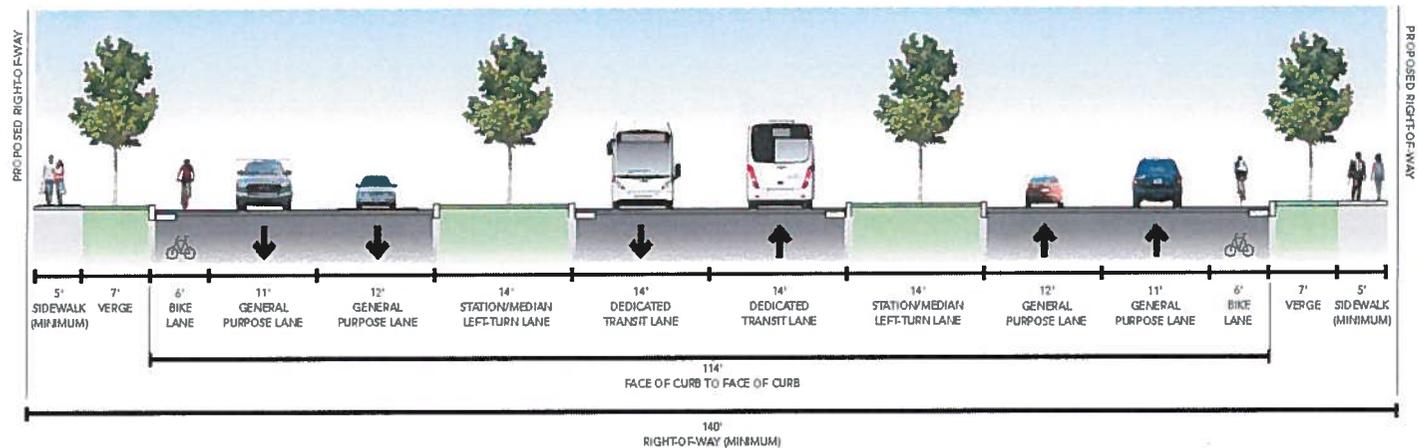


Design Option – Map Reference #2

- Existing

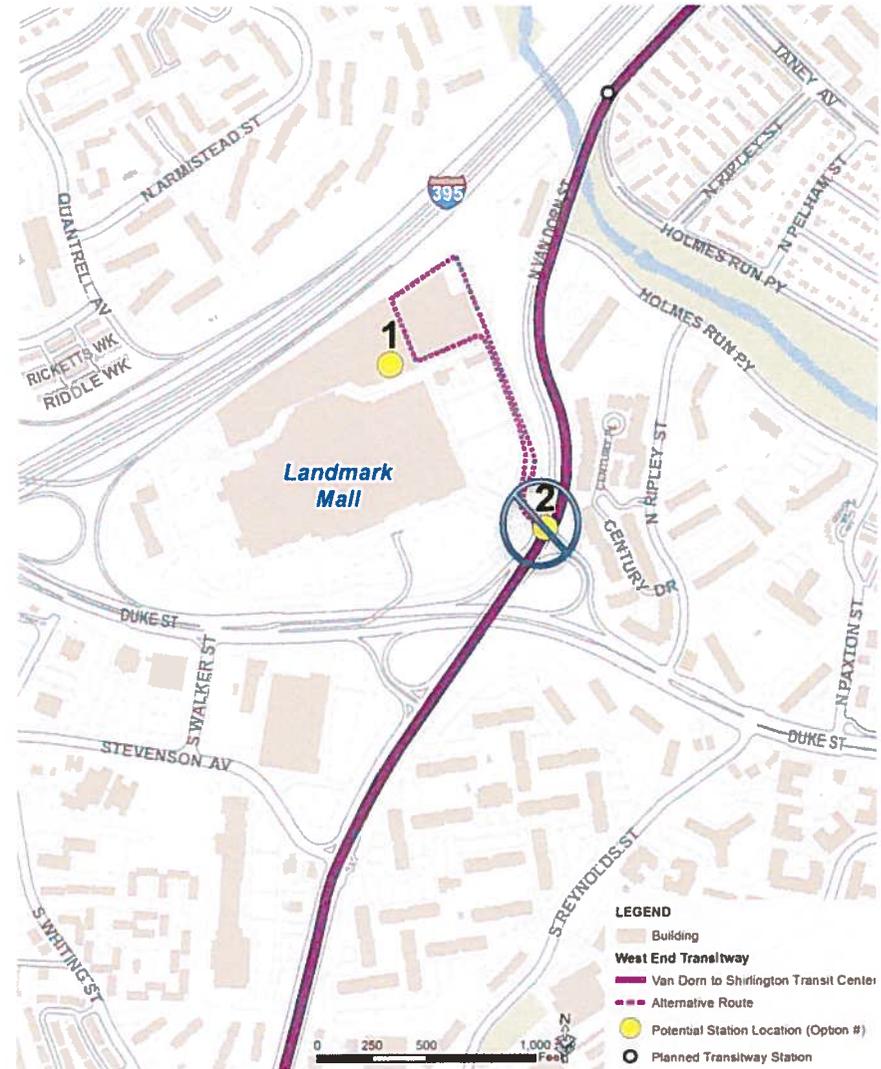


- Potential



Design Option – Map Reference #3

- *Location:* Landmark Mall
- *Purpose of Design Option:* Determine the location of the station and transitway alignment in the Landmark Mall area
- *Recommendation:* Landmark Mall Loop



Design Option – Map Reference #4

- *Location:* Holmes Run
- *Purpose of Design Option:* Identify optimal transit operational strategy within existing right-of-way and traffic demands on Van Dorn Street adjacent to Holmes Run
- *Recommendation:* additional technical analysis as part of the AA/EA process



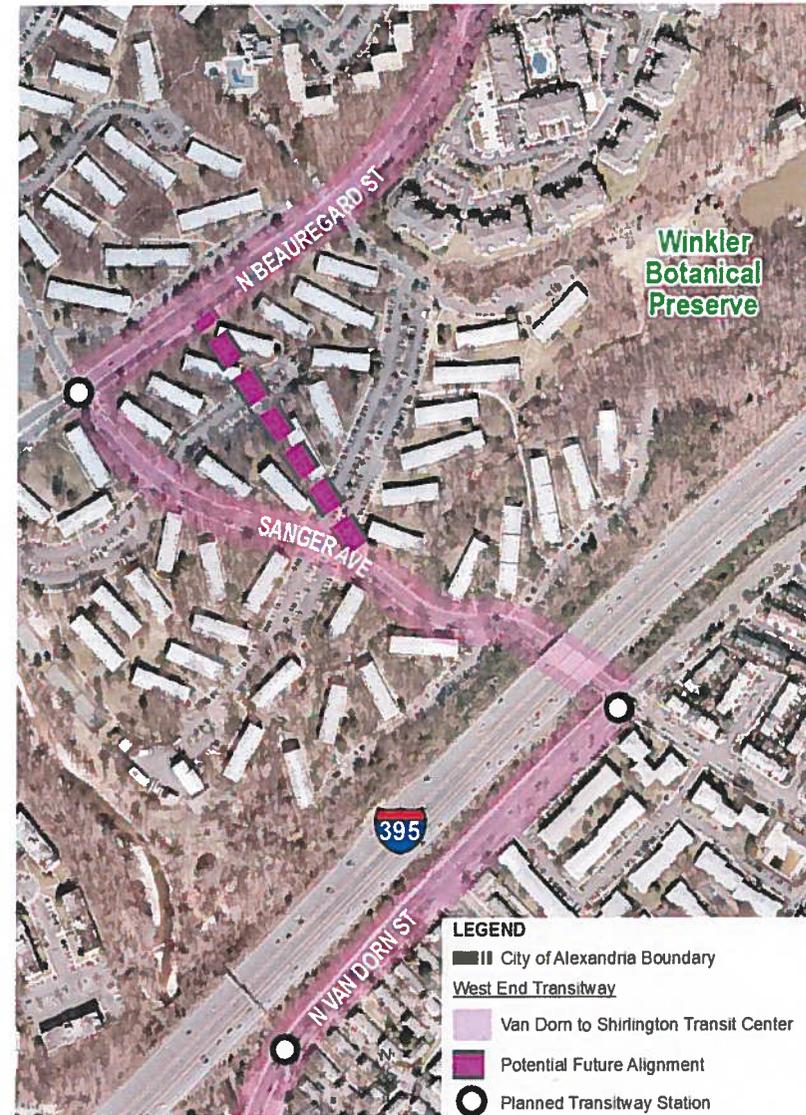
Design Option – Map Reference #5

- *Location:* Intersection of N. Van Dorn St. and Sanger Ave.
- *Purpose of Design Option:* Identify optimal transit operational strategy within existing right-of-way and traffic demands on intersection
- *Recommendation:* additional technical analysis as part of the AA/EA process



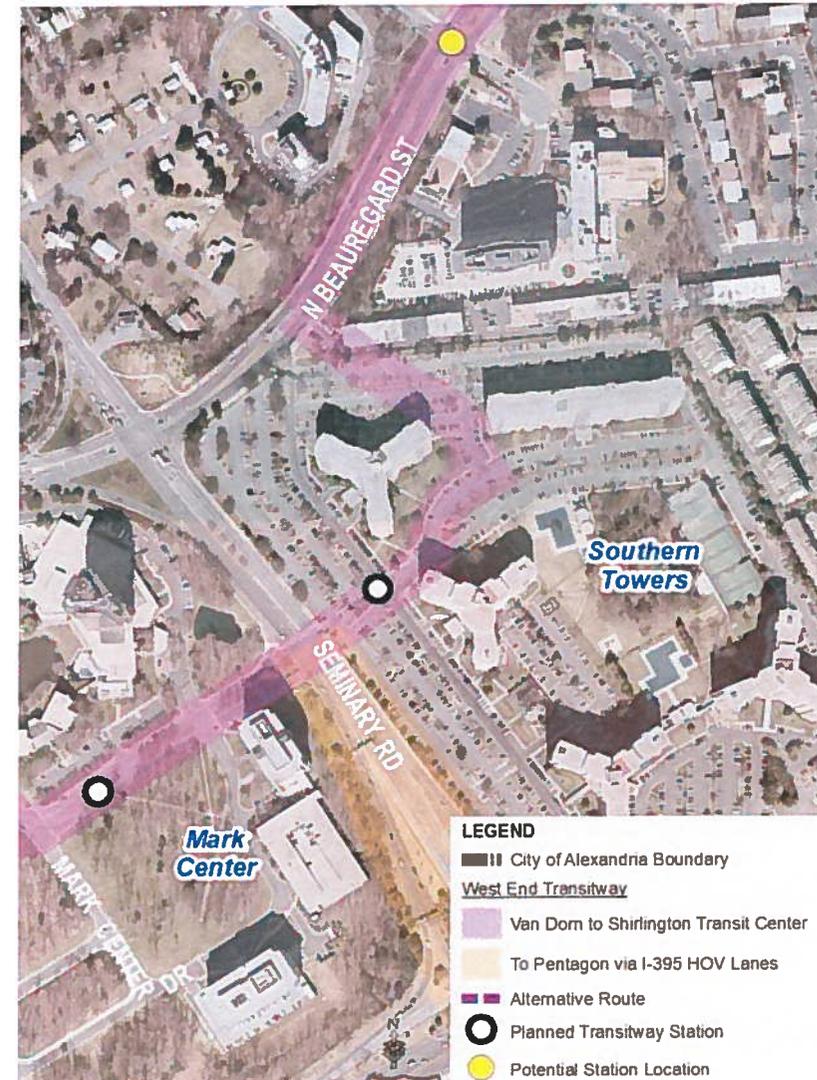
Design Option – Map Reference #6

- *Location:* Sanger Ave. between N. Van Dorn and Beauregard
- *Purpose of Design Option:* Evaluate parking policy changes along Sanger Avenue, identify possible operational strategies to improve transit performance along Sanger Avenue and at the I-395 underpass
- *Recommendation:* additional technical analysis as part of the AA/EA process



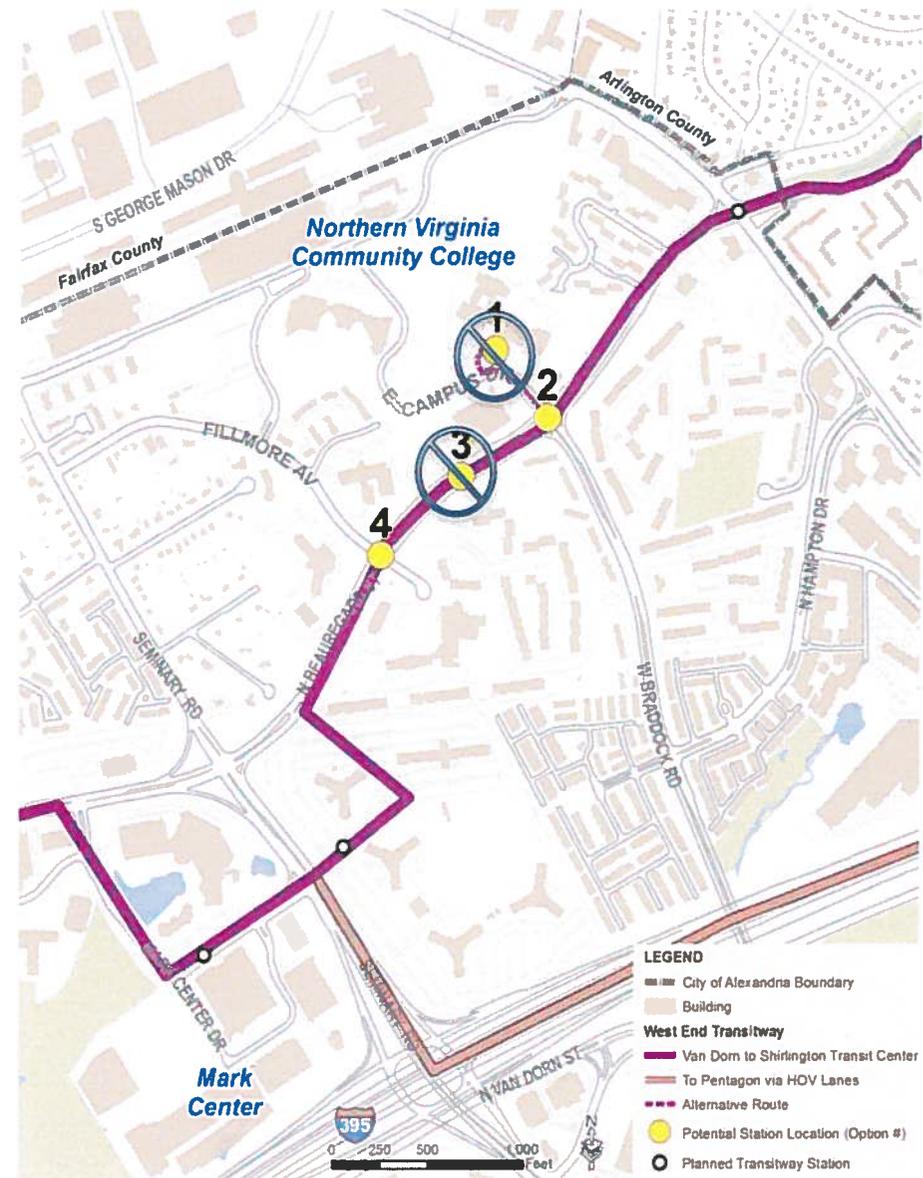
Design Option – Map Reference #7

- *Location:* Southern Towers
- *Purpose of Design Option:* Confirm the final alignment through Southern Towers in coordination with ongoing site development planning
- *Recommendation:* Transit service will operate along existing service patterns until construction of dedicated ROW



Design Option – Map Reference #8

- *Location:* Northern Virginia Community College
- *Purpose of Design Option:* Determine station location and transitway alignment in the NVCC campus area
- *Recommendation:* Station at intersection of Beauregard & W. Braddock, also station at Beauregard & Fillmore Ave.



City of Alexandria, Virginia

MEMORANDUM

5
7-23-14

DATE: JULY 23, 2014
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SANDRA MARKS, ACTING DEPUTY DIRECTOR, T&ES
SUBJECT: AGENDA ITEM #5 - 2014 UPDATE TO THE TRANSPORTATION LONG RANGE PLAN

ISSUE: 2014 update to the Transportation Long Range Plan (LRP)

RECOMMENDATION: That the Transportation Commission (Commission) review the draft update of the 2014 LRP.

DISCUSSION: At the May 21, 2014 Commission meeting, staff introduced the proposed additions and deletions to the 2014 LRP Update. The updates included the following project additions:

- Two proposed circulator routes, based on recommendations in the DASH Comprehensive Operations Analysis;
- A new bridge over Sanger Avenue at I-495 to better accommodate future Bus Rapid Transit and non-motorized users; and
- A new Holmes Run trail bridge

In addition, two projects were proposed to be moved from the “Programs” list to the “Projects” list, including:

- Mt. Vernon Avenue at East/West Glebe Road intersection improvements;
- Redesign intersection of Mt. Vernon Avenue and Four Mile Road

Finally, staff is proposing to remove the “Programs” element of the LRP since these programs are now generally covered through the City’s Complete Streets program. Staff requested that the Commission members individually score / prioritize the LRP project list.

At the June 18, 2014 Commission meeting, staff provided an overview of the Commission rankings (priorities) and answered questions on specific projects. The Commission requested that staff review additional information on the need for Project No. 27 (Redesign intersection of Mt. Vernon Avenue at Four Mile Road). Staff have discussed the project with the Department of Planning & Zoning. The project is no longer supported by staff because it would result in a decrease of usable park space without a significant benefit. 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. Therefore, staff is recommending the removal of this project from the "Projects" list.

In addition, the Commission scores have been revised to include Commissioner Jakubek's scores, and Project No. 18 (Clermont Avenue Interchange / Extension) has been moved to the lowest priority as requested by the Commission.

A public hearing on the LRP update will be held during the September 17, 2014 Commission meeting, and a recommendation on the LRP update is anticipated following the public hearing.

ATTACHMENTS:

- Revised Draft 2014 LRP
- LRP Project scores by Transportation Commission
- LRP Scoring Criteria

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7-23-14

City of Alexandria Long-Range Plan
July 1, 2014

DRAFT

PROJECTS

Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
1	Royal Street Bicycle Boulevard / 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, Pedestrian and Bicycle Master Plan, and the Union Street Corridor Study .
2	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	
3	Glebe Road Bridge and Four Mile Run pedestrian bridge	Demolish 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. Construct new pedestrian/bicycle bridge over Four Mile Run where existing W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Project	Streets	\$1-5 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.
4*	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes	This project will construct an intermodal terminal which will be in close proximity to the Potomac Yard Metrorail station, and will be connected to it. This station will serve as the location where CCNY Transitway buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard.
4*	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
5	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.	Waterfront SAP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	
6	Corridor A Circulator Transit Service	Provide scale appropriate 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.		Project	Transit	\$1-5 million	1-5 years	Not Started	No	
7	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.	Beaugard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	Project may be dependent on redevelopment within the block / area.
8	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	Four Mile Run 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.
9	West End Transit Shop	Construct a new transit shop on the west end of Alexandria 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	
10*	Prince Street / Cameron Street Bicycle Facility Lanes	Construction of a bicycle facility, new protected bicycle lanes (cycle-track) on both Prince Street and Cameron Street within Old Town. Would require removal of one travel lane and new signals.	2008 TMP	Project	Bicycle	Less than \$1 million	5-10 years	Not Started	No	Identified as Complete Streets project consistent with City's Complete Streets policy
10*	Eisenhower Avenue Metrorail Platform Extension	Construction of station entrance north of Eisenhower Avenue as development occurs to provide direct pedestrian access to the station without the crossing of Eisenhower Avenue.	1992 TMP	Project	Transit	More than \$5 million	1-5 years	In Progress	Yes	The Eisenhower Avenue Metro Station can only be accessed from the South side of Eisenhower Avenue, but a great deal of existing and future development is taking place on the north side of this street—much of it federal office space. Not only is the existing limited station access unsafe; it discourages transit use. 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. City Council directed staff not to pursue this project at this time.
11	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	
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.

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PROJECTS

Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
13	Van Dom at Braddock Road Intersection Improvement	Replace the shared thru/left turn lanes along NB and SB Van Dom 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 Dom Street.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
14	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	
15	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.		Project	Streets	\$1-5 million	1-5 years	Not Started	Yes	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.
16	New Road to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	
17	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center	Landmark/Van Dom SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	
18	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.
19	South Van Dom 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	This action will provide improved access to and from the Van Dom Metrorail Station and the Eisenhower Valley.
20	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.
21	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 Dom Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dom 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. To be further evaluated in Eisenhower West Plan.
22	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).
23	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.	1992 TMP	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 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.
24	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	
25	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.
26	Van Dom Circulator Transit Service	Provide Circulator transit service in the Van Dom area to provide a connection between the Van Dom Metrorail station and the Landmark Mall. The DASH route AT7 would terminate at the Van Dom Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
27	Redesign intersection of Mt. Vernon and Four Mile Road.	Construct cul-de-sac from Bruce Street into Park and construct new T-intersection	Arlandria Plan	Project	Streets	Less than \$1 million	2-5 Years	Not Started	No	Moved from the Programs List Staff no longer support this project as it would result in a decrease in usable parkland without a significant public benefit. The current Four Mile Run Park expansion site (located along Mt. Vernon Avenue and adjacent to the area of the recommended improvement) provides for additional points of visual and pedestrian access and entry to the park.

Project priorities (except for projects 22-27) are from 2013
* Project priorities for these projects resulted in a tied score

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City of Alexandria Long-Range Plan
June 18, 2014

DRAFT

Studies

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
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		
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
3	Study the feasibility of a pedestrian connection between the Metro station and the Northern Gateway through the Braddock Place Development	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.	Braddock SAP	Study	Pedestrian			Not Started		
4	Study the feasibility of a walking route along the road parallel to the Metro embankment to also include transit and bike	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.	Braddock SAP	Study	Pedestrian			On Hold	Yes	Timing dependent on availability of funds
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
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.
7	Edsall Road from Van Dorn Street to South Pickett Street	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.	1992 TMP	Study	Streets			Not Started		
8	Design and construction of Edsall/Pickett intersection	Evaluate, Design and Reconstruct intersection of Edsall Road and Pickett Street	Landmark/Van Dorn SAP	Study	Streets			Not Started		This project is currently under design and will be constructed using a VDOT grant
9	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. 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		
10	Traffic Impacts Analysis in Potomac Yards	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	
11	East-West connectivity in Potomac Yards		Potomac Yard SAP	Study	Streets			Not Started	Yes	
12	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	

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7-23-14

Studies

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
13	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		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.
14	Van Dorn Metro Station Access and Circulation Study	Study to conduct the operating and capital needs at the Van Dorn Metrorail station		Study	Transit	Less than \$1 million		Not Started		The Van Dorn Metro station does not have the capacity to accommodate the existing bus and shuttle needs. In addition, there are safety issues between pedestrians and vehicles. Increased development near the station, including the BRAC-133 facility, will result in additional demand and more constraints. The study will determine how to accommodate additional buses, shuttles, vehicles and pedestrians. In addition, joint development opportunities will be examined. WMATA is conducting a study (to be completed by end of 2013) to identify short term solutions. The City's study will likely focus on long term solutions and land use. This study was completed in April 2014.
15	Transit Corridor A - Circulator Bus Service in Old Town	Study a circulator bus service to provide improved east-west connections within Old Town and to the King Street and Braddock Metrorail Stations. To be analyzed as part of the DASH Comprehensive Operations Analysis	2008 TMP	Study	Transit	Less than \$1 million		In Progress		In 2012 the Transit Corridor Workgroup and Transportation Commission recommended terminating Corridor 'A' at Braddock Road Metrorail Station. The portion of Corridor 'A' south of Braddock Road remains on the LRP as an unfunded capital project. A circulator concept for Old Town was recommended as part of the DASH Comprehensive Operations Analysis, completed in May 2014.
16	Revise the current parking requirements for properties located within 2,000 feet of Braddock Metro		Braddock Metro	Study	Bicycle	Less than \$1 million		Not Started		This study should be deleted because the City is currently conducting a citywide parking ratio study.
17	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	

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7-23-14

**City of Alexandria Long-Range Plan
July 1, 2014**

DRAFT

Programs

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
1	Improve Bicycle Connectivity	Improve bike connectivity between Mt. Vernon Avenue and Braddock Metro Station, improve bike connectivity between Hunting Terrace and Old Town, under Woodrow Wilson Bridge.	2008 TMP, Mt. Vernon, Hunting Terrace	Program	Bicycle	\$1.5 million	0-2 Years	In Progress	No	Included in the City's Complete Streets Program.
2	Community Pathways	Provide pedestrian facilities in neighborhood commercial centers and residential neighborhoods that are not listed in other programs but are critical to cohesion of city neighborhoods.	2008 Bike-Ped Mobility Plan	Program	Pedestrian	\$1.5 million	0-2 Years	Ongoing	No	Included in the City's Complete Streets Program. Timing dependent on availability of funds
3	Off-Street Trails	Provide 18+ miles of new trails or side-paths. This project does not include grade-separated crossings. The program includes bicycle facilities on Beauregard between King Street and Seminary.	2008 Bike-Ped Mobility Plan	Program	Pedestrian	More than \$5 million	0-2 Years	In Progress	No	Included in the City's Complete Streets Program. Timing dependent on availability of funds
4	Braddock Metro Plan Area	Provide missing curb ramps, crosswalks, and street lights at intersections throughout the Braddock Metro Plan Area	Braddock Metro	Program	Pedestrian	\$1.5 million	0-2 Years	Ongoing	Yes	Included in the City's Complete Streets Program.
5	Walking Streets	Provide street trees, pedestrian scale sidewalk lighting, and bicycle facilities on non-"walking streets"	Braddock Metro	Program	Pedestrian	More than \$6 million	0-2 Years	Not Started	Yes	Included in the City's Complete Streets Program. Walking street improvements will be prioritized by BIAG. Task will be coordinated with redevelopment activities. Timing dependent on availability of funding.
6	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.	1992-TMP	Program	Pedestrian	Less than \$1 million	2-5 Years	Not Started	Yes	Moved to Projects list, Identified in Arlandria Plan
7	Install speed tables, 700 block Four Mile Road		Arlandria Plan	Program	Streets	Less than \$1 million	2-5 Years	Not Started	No	Included in the City's Complete Streets Program. Move to Projects List: Staff no longer support this project as it would result in a decrease in usable parkland without a significant public benefit. The current Four Mile Run Park expansion site (located along Mt. Vernon Avenue and adjacent to the area of the recommended improvement) provides for additional points of visual and pedestrian access and entry to the park.
8	Redesign intersection of Mt. Vernon and Four Mile Road	Construct cul-de-sac from Bruce Street into Park and construct new 'T' intersection	Arlandria Plan	Program	Streets	Less than \$1 million	2-5 Years	Not Started	No	Included in the City's Complete Streets Program, Identified as a need by Transportation Commission
9	Corridor Improvements	Road Diets, corridor efficiency and safety improvements at locations such as King Street and Seminary Road.		Program	Streets	More than \$6 million		Not Started	No	

City of Alexandria Long-Range Plan
July 15, 2014

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7-23-14

PROJECTS - TRANSP COMM. SCORES				Livability		Connectivity		Land Use		Multi modal Choices	Infrastructure	Operations and Technology	Reduce SOV	Total	
TC No.	New Rank	2013 Rank	Name	Description	What is impact on livability in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	How well does project focus investment near existing or proposed population or employment?	How well does project focus investment near opportunities for economic development?	Does the project improve or add multimodality?	Does the project improve aging infrastructure? I'm including improvement in functionality	Does the project improve system efficiency through an appropriate use of technology?	Does the project encourage non-SOV travel?	
1	4*		Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station	4.7	4.6	4.9	4.9	4.6	4.3	4.9	2.9	3.9	4.9	44.3
2	3		Glebe Road Bridge and Four Mile Run pedestrian bridge	Demolish 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. Construct new pedestrian/bicycle bridge over Four Mile Run where existing W. Glebe Road vehicular bridge (to be demolished) is located.	4.7	4.6	4.9	4.7	3.9	4.0	4.6	4.9	3.7	4.3	44.1
3	2		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	4.4	4.4	4.6	4.3	4.3	4.3	4.9	3.6	3.6	4.9	43.1
4			<u>Mt. Vernon Avenue at East/West Glebe Road intersection improvements</u>	<u>It is recommended that traffic improvements be implemented at this intersection, including signalization, channelization for turning movements, and accommodations for pedestrians.</u>	4.6	4.0	4.4	4.0	4.3	4.3	4.3	4.4	3.9	3.4	41.6
5	4*		Van Dorn Street bridge widening	Widening of Van Dorn Street over Duke Street to accommodate pedestrians	4.4	4.3	4.3	4.0	4.3	3.9	4.9	3.9	3.6	4.0	41.4
6	11*		Prince Street / Cameron Street Bicycle Facility Lanes	Construction of <u>a bicycle facility new protected bicycle lanes (cycle track)</u> on both Prince Street and Cameron Street within Old Town. <u>Would require removal of one travel lane and new signals.</u>	4.3	4.4	4.3	3.7	3.9	3.9	4.7	3.9	3.6	4.6	41.1
7*	7		Corridor A Circulator Transit Service	Provide scale appropriate 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.	4.3	4.3	4.7	4.0	4.3	4.0	4.1	2.9	3.6	4.7	40.9
7*	NA		<u>Van Dorn Circulator Transit Service</u>	<u>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.</u>	4.4	3.9	4.4	4.1	4.6	4.1	4.3	3.1	3.3	4.6	40.9
9*	1		Royal Street Bicycle Boulevard / 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.	4.0	4.0	4.3	3.9	3.6	3.9	4.6	4.1	3.6	4.9	40.7
9*	14		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.	4.4	4.1	4.4	4.1	4.3	3.4	4.6	3.0	3.6	4.7	40.7

July 15, 2014

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7-23-14

PROJECTS - TRANSP COMM. SCORES				Livability		Connectivity		Land Use		Multi modal Choices	Infrastructure	Operations and Technology	Reduce SOV	Total		
TC Rank	New Rank	No.	Name	Description	What is impact on livability in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	focus investment near existing or proposed population or employment?	How well does project focus investment near opportunities for economic development?	Does the project improve or add multimodality?	Does the project improve aging infrastructure? I'm including improvement in functionality	Does the project improve system efficiency through an appropriate use of technology?	Does the project encourage non-SOV travel?		
		11	11*	Eisenhower Avenue Metrorail Platform Extension	Construction of station entrance north of Eisenhower Avenue as development occurs to provide direct pedestrian access to the station without the crossing of Eisenhower Avenue.	4.3	3.6	4.1	3.9	4.7	4.0	4.1	3.0	3.4	4.1	39.3
		12*	9	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	4.6	4.1	4.3	3.9	3.7	3.4	4.4	2.7	3.4	4.6	39.1
		12*	NA	<u>Sanger Avenue Bridge</u>	<u>Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.</u>	4.1	3.6	4.4	3.6	4.4	4.1	4.1	3.9	3.1	3.7	39.1
		14	NA	<u>Eisenhower East Circulator Transit Service</u>	<u>Provide Circulator transit service in the Eisenhower East area to provide a connection between the King Street Metrorail station and the Eisenhower Metrorail station.</u>	4.4	3.6	4.3	3.4	4.4	4.4	3.9	2.9	3.3	4.1	38.7
		15	6	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.	3.9	4.1	3.6	3.6	3.6	3.6	4.7	2.9	2.7	4.7	37.3
		16	8	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.	4.3	4.0	4.6	3.6	4.4	4.0	3.4	3.4	2.7	2.7	37.1
		17	13	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, <u>and potentially to the 100 block of King Street</u> 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.	4.3	3.7	3.3	3.0	4.0	4.0	3.9	3.4	3.0	4.1	36.7
		18	NA	<u>Holmes Run Trail at Morgan Street</u>	<u>Construct a pedestrian and bicycle bridge where the Holmes Run Trail crosses Holmes Run at Morgan Street.</u>	3.9	3.6	3.9	3.4	3.7	3.1	4.4	2.9	3.0	4.1	36.0
		19	10	West End Transit Shop	Construct a new transit shop on the west end of Alexandria to support transit, alternative transportation and non-Single Occupancy Vehicle (SOV) travel	3.6	3.3	3.7	3.9	3.6	3.6	4.4	2.7	2.7	4.4	35.9
		20	23	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.	4.0	3.4	4.1	3.4	3.9	3.9	2.9	3.0	3.1	3.0	34.7

July 15, 2014

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PROJECTS - TRANSP COMM. SCORES				Livability		Connectivity		Land Use		Multi modal Choices	Infrastructure	Operations and Technology	Reduce SOV	Total
TC Rank No.	2013 Rank No.	Name	Description	What is impact on livability in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	focus investment near existing or proposed population or employment?	How well does project focus investment near opportunities for economic development?	Does the project improve or add multimodality?	Does the project improve aging infrastructure? I'm including improvement in functionality	Does the project improve system efficiency through an appropriate use of technology?	Does the project encourage non-SOV travel?	
21	21	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.	3.4	3.4	3.9	4.0	3.4	3.9	2.9	3.9	3.0	2.0	33.7
21	22	Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	3.9	3.1	4.0	3.3	3.9	3.9	3.0	3.0	3.1	2.6	33.7
23	19	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center	3.7	3.1	3.4	3.4	4.0	4.0	2.4	3.7	3.3	1.9	33.0
24*	15	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 Street.	3.6	3.1	3.7	3.4	2.9	2.9	2.6	3.6	3.3	2.3	31.3
24*	18	New Road to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	2.9	3.1	3.6	3.6	3.6	3.6	2.6	3.1	3.0	2.3	31.3
26	16	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.	3.3	3.3	3.6	3.4	3.0	2.9	2.4	3.7	3.3	2.1	31.0
27	17	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.	3.4	3.4	3.9	3.4	3.1	2.3	2.4	3.4	2.9	2.3	30.6
NA	NA	Redesign intersection of Mt. Vernon and Four Mile Road.	Construct cul-de-sac from Bruce Street into Park and construct new 'T' intersection	2.8	2.8	2.5	2.3	2.5	2.8	2.3	2.3	2.0	2.2	24.7
28	20	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	3.9	3.6	3.9	3.4	3.7	3.1	4.4	2.9	3.0	4.1	36.0

* Denotes a tied score
New (Red) projects not ranked in 2013 column

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ALEXANDRIA TRANSPORTATION COMMISSION
PROPOSED CRITERIA FOR PRIORITIZING CITY TRANSPORTATION PROJECTS

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
- ❖ Bicycle Transportation and Multi-Use Trail 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

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.

I. 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

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

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*

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*

II. 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

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*

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*

III. 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.

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*

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*

IV. MULTIMODAL CHOICES

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 such as improved frequency or other capacity enhancements
- ❖ Construction of bicycle or pedestrian facilities

Minor improvements may include:

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

DOES PROJECT IMPROVE OR ADD MULTIMODALITY?

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

V. 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.

DOES THE PROJECT IMPROVE AGING TRANSPORTATION INFRASTRUCTURE?

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

VI. 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

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*

VII. REDUCE SINGLE OCCUPANCY VEHICLE (SOV) TRAVEL

Projects that encourage non-SOV mode share

These projects encourage non-SOV travel through the provision of mode choices. These projects may include:

- ❖ Improved or new transit service and/or transit amenities
- ❖ Bicycle and pedestrian facilities
- ❖ High Occupancy Vehicle (HOV) lanes
- ❖ Car/Bike share programs

DOES THE PROJECT ENCOURAGE NON-SOV TRAVEL?

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

Transportation Improvement Plan (TIP)

The list of proposed projects likely to be funded in whole or in part within six years of the current Fiscal Year (FY)

As part of the City's yearly budget process, the Transportation Commission will provide the City Manager with a recommended list of projects that is constrained in that it will ultimately need to include sources of funding for all projects. This list will be included in the Capital Improvement Plan (CIP).

In preparing this list, the projects from the LRP with the highest priority will be re-evaluated using the LRP criteria and re-prioritized, if necessary, to take into account any changes in the project and/or updated project information and the criteria below.

Once the highest priority projects have been re-evaluated, funding for each project will be identified to complete the constrained TIP recommendation.

I. 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

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.

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

II. FUNDING

Projects will be evaluated based on construction and associated costs, opportunities to leverage non-City funds, and the impact on the City's operating budget

WHAT IS THE POTENTIAL FOR OBTAINING NON-CITY FUNDING FOR THE PROJECT?

- 5 High
- 4 Moderately High
- 3 Neutral
- 2 Moderately Low
- 1 Low

III. ONGOING COSTS

Projects evaluated based on the anticipated level of maintenance and operating costs

WHAT IS THE EFFECT OF THE PROJECT ON MAINTENANCE AND OPERATING COSTS?

- 5 Major reduction
- 4 Moderate reduction
- 3 Neutral
- 2 Moderate increase
- 1 Large increase

IV. URGENCY

Project evaluated on its critical need related to system failure, major development, economic development or another factor

WHAT IS THE URGENCY OF THE PROJECT?

- 5 High
- 4 Moderately High
- 3 Neutral
- 2 Moderately Low
- 1 Low

City of Alexandria, Virginia

MEMORANDUM

6
7-23-14

DATE: JULY 23, 2014

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, ACTING DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #6 – UPDATE ON FY2015 – FY 2020 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) AND REGIONAL SURFACE TRANSPORTATION PROGRAMS (RSTP)

ISSUE: Update on the FY2015 – FY2020 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) project funding requests.

RECOMMENDATION: That the Transportation Commission receive the update on changes to the FY2015 – FY2020 CMAQ/RSTP program and provide input on FY2021 CMAQ/RSTP priorities.

DISCUSSION: Since 1993-1994, the Commonwealth has allocated CMAQ and RSTP funding to the northern Virginia region. CMAQ funds are allocated to metropolitan regions that do not meet Clean Air Act regulations. These funds must be used for activities that improve air quality and cannot be used to increase the capacity of roadways. The new federal transportation legislation (MAP-21) placed considerable emphasis on diesel engine retrofits and other efforts that underscore the priority on reducing fine particle pollution (PM 2.5). RSTP funds are very flexible funds that can be used for a wide range of regional transportation activities.

The annual funding allocations for the entire region typically total approximately \$30 million for CMAQ funds and \$40 million for RSTP funds. The Northern Virginia Transportation Authority (NVTA) distributes the funds to the jurisdictions based on jurisdiction requests.

In 2012, the Commonwealth adopted its first multi-year plan for CMAQ and RSTP funds. For the last two years, a six-year plan has been approved by Transportation Commission and Council and forwarded to NVTA.

The Transportation Commission and City Council approved a FY2015 – FY2020 CMAQ/RSTP funding in September 2013 (Attachment 1). The requests were reviewed by jurisdictional staff and a recommended set of projects was submitted to the NVTA Board for approval. Following the City's submission, several circumstances resulted in changes to the proposed program:

1. In the past, the City was able to transfer funds amongst already-approved projects in addition to adding an additional year of funding, and this is what the Transportation Commission and City Council approved. For the FY2015 – FY2020 program, VDOT decided to accept proposals for new FY2020 funds only and did not allow any transfers among approved FY2015 – FY2019 projects.
2. In the fall of FY2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) signed an agreement requiring that all FHWA funds intended for transit vehicle purchases (including CMAQ funds) be flexed to FTA. DASH, however, cannot accept FTA funds.
3. The City received new Commonwealth transportation dollars (NVTAs 30% and 70% funds), creating an opportunity for staff to evaluate how to most efficiently use City and grant funds.
4. City Council approved the use of the Transportation Improvement Program (TIP) funding for broader transportation related expenditure. Significant TIP funding was directed to street resurfacing and new funding sources needed to be identified for several projects previously funded through the TIP.
5. The Six Year Improvement Program adopted by the Commonwealth Transportation Board in June 2014 reflected reductions in CMAQ funds that affected several City projects.¹

To address the issues above, during the FY2015 budget process, staff recommended funding DASH vehicle purchases using NVTAs 30% funds and transferring existing CMAQ funds from DASH vehicle purchases to other eligible projects, including Backlick Run, Old Cameron Run, and future phases of ITS Integration. Because these are changes from the City's original FY2015 – FY2020 submission, the fund transfers require NVTAs approval. Staff submitted a request for several transfers in June 2014. The request also included transfers that would better align the program with the September 2013 program recommended by the Transportation Commission (Attachment 2).

¹ These reductions were not captured in the FY2015 – FY2024 CIP and will be updated during the FY2016 budget process.

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FY2015-FY2020 CMAQ-RSTP Program - City September 2013 Submission

	FY15	FY16	FY17	FY18	FY19	FY20
DASH Bus Replacement	\$ 3,250,000	\$ 2,100,000	\$ 2,870,000	\$ 2,160,000	\$ 1,950,000	\$ 1,400,000
Bike Sharing	\$ 484,000	\$ 500,000	\$ 500,000	\$ 270,000	\$ 300,000	\$ 320,000
Bike Parking	\$ -	\$ 50,000	\$ 500,000	\$ -	\$ 100,000	\$ 100,000
Transit Store	\$ -	\$ 600,000	\$ -	\$ 600,000	\$ -	\$ -
Transit Analysis Study	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000
Transportation Demand Management	\$ 500,000	\$ 500,000	\$ 550,000	\$ 560,000	\$ 600,000	\$ 600,000
Transitway Enhancements	\$ 100,000	\$ -	\$ -	\$ -	\$ 500,000	\$ -
Braddock Road Multimodal Connections	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -
Parking Technologies	\$ -	\$ -	\$ -	\$ 110,000	\$ 200,000	\$ 500,000
Bicycle and Pedestrian Improvements	\$ -	\$ -	\$ -	\$ -	\$ 340,000	\$ -
Van Dorn-Beauregard Bicycle Facility	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 1,250,000
Parking Ratio Study	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 4,534,000	\$ 4,250,000	\$ 4,420,000	\$ 4,200,000	\$ 4,240,000	\$ 4,670,000

Attachment 2 - FY2015-2020 CMAQ-RSTP Program: Approved and Proposed Reallocation

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7-23-14

FY2015 - FY2020 CMAQ-RSTP Program - Approved by NVTA (Winter 2014)

	FY15	FY16	FY17	FY18	FY19	FY20
CMAQ/RSTP						
DASH Bus Replacement	\$ 2,050,000	\$ 2,043,063	\$ 2,870,000	\$ 2,160,000	\$ 2,160,000	\$ 1,400,000
Bike Sharing	\$ 407,211	\$ -	\$ -	\$ 213,063	\$ 264,250	\$ 300,000
Bike Parking	\$ -	\$ 25,000	\$ 225,000	\$ -	\$ 100,000	\$ 100,000
Transit Store	\$ -	\$ 500,000	\$ -	\$ 560,000	\$ -	\$ -
Transit Analysis Study	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Transportation Demand Management	\$ 500,000	\$ 500,000	\$ 700,000	\$ 560,000	\$ 600,000	\$ 600,000
Transitway Enhancements	\$ 100,000	\$ -	\$ -	\$ -	\$ 500,000	\$ -
Braddock Road Multimodal Connections	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Parking Technologies	\$ -	\$ -	\$ -	\$ 110,000	\$ 200,000	\$ -
Bicycle and Pedestrian Improvements	\$ -	\$ -	\$ -	\$ -	\$ 340,000	\$ -
Van Dorn-Beauregard Bicycle Facility	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 819,372
CMAQ/RSTP Subtotal	\$ 4,057,211	\$ 3,068,063	\$ 3,795,000	\$ 3,603,063	\$ 4,164,250	\$ 3,719,372

FY2015 - FY2020 CMAQ-RSTP Program - City Proposed Reallocation (Summer 2014)

	FY15	FY16	FY17	FY18	FY19	FY20
CMAQ/RSTP						
DASH Bus Replacement	\$ -	\$ -	\$ -	\$ 940,000	\$ -	\$ 430,000
Bike Sharing	\$ 407,211	\$ -	\$ 500,000	\$ 693,063	\$ 264,250	\$ 320,000
Bike Parking	\$ -	\$ 50,000	\$ 500,000	\$ -	\$ 100,000	\$ 100,000
Transit Store	\$ -	\$ 600,000	\$ -	\$ 600,000	\$ -	\$ -
Transit Analysis Study	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Transportation Demand Management	\$ 500,000	\$ 500,000	\$ 700,000	\$ 560,000	\$ 600,000	\$ 600,000
Transitway Enhancements	\$ 100,000	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
Braddock Road Multimodal Connections	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -
Parking Technologies	\$ -	\$ -	\$ -	\$ 110,000	\$ 200,000	\$ -
Bicycle and Pedestrian Improvements	\$ -	\$ -	\$ -	\$ -	\$ 340,000	\$ -
Van Dorn-Beauregard Bicycle Facility	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 1,269,372
ITS Integration II	\$ 2,550,000	\$ 1,918,063	\$ -	\$ -	\$ -	\$ -
Backlick Run	\$ -	\$ -	\$ -	\$ 200,000	\$ 1,910,000	\$ -
Old Cameron Run	\$ -	\$ -	\$ 2,095,000	\$ -	\$ -	\$ -
CMAQ/RSTP Subtotal	\$ 4,057,211	\$ 3,068,063	\$ 3,795,000	\$ 3,603,063	\$ 4,164,250	\$ 3,719,372

City of Alexandria, Virginia

MEMORANDUM

7
7-23-14

DATE: JULY 23, 2014
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SANDRA MARKS, ACTING DEPUTY DIRECTOR, T&ES
SUBJECT: AGENDA ITEM #7 – TRANSPORTATION COMMISSION STRUCTURE

ISSUE: Structure of the Transportation Commission

RECOMMENDATION: That the Transportation Commission (Commission) have a discussion on the structure of the Transportation Commission.

DISCUSSION: The Chair has suggested that the Commission have a discussion regarding the future structure of the Commission, to determine if it is feasible to add additional citizen representatives should be added. Having additional members would allow for greater participation of Commission members to serve on the various committees or follow the regional planning efforts.

If the Commission determines that it would like to add additional members, the Commission would need to contact a member of the City Council to receive their endorsement of sending forward an amendment to the City code to change the membership of the Commission. Upon receiving an endorsement, the City would need to create an ordinance to amend the code, and receive approval from the City Council.