

Transportation Commission

April 15, 2015

7:00 PM

City Hall, Council Work Room (2nd Floor)

AGENDA

1. Minutes of the March 18, 2015 Meeting
2. Updates to Receive (Consent)
 - Funding Update
 - Potomac Yard Metrorail Station (Lee)
 - Route 1 Transitway
 - Transit Store
 - Pedestrian and Bicycle Master Plan Update
 - FY2016-25 CIP
3. Commission Updates
4. Commission Discussion with Transportation Director
5. WMATA Operations Planning Process
6. Eisenhower West Transportation Study
7. Transportation Long Range Plan
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, May 11, 2015, at 7:00 PM in the Council Chambers (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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4-15-15

City of Alexandria

Transportation Commission

Regular Meeting

March 18, 2015
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Mayor William Euille, Scott Anderson, Christine Michaelis, Annika Moman, Jake Jakubek, Jerry King, Stephen Klejst, James Lewis, Nathan Macek and Maria Wasowski

Staff Present: Carrie Beach – P&Z, Karen Callahan – T&ES, Brandi Collins – P&Z, Allan Fye – T&ES, Pierre Holloman – T&ES, Yon Lambert – T&ES, Sandra Marks – T&ES, Raymond Mui – DASH, Ramond Robinson – T&ES, Carrie Sanders – T&ES, Steve Sindiong - T&ES

Chair Nathan Macek called the Transportation Commission meeting to order at 7:00 pm.

1. February 18, 2015 Meeting Minutes

Chair Macek called the meeting to order and asked if there were any edits to the February 18, 2015 minutes. Chair Macek also offered edits to upcoming City budget public hearing dates that had changed. Commissioner Wasowski inquired as to why her request for the Eisenhower West Plan to be placed on an upcoming Transportation Commission agenda was not in the minutes. Staff agreed to edit the minutes to reflect those changes. Chair Macek stated his concern is that citizen oversight should occur at the City level before WMATA concepts of schedule changes are formalized. Commissioner Anderson made a motion to approve the minutes which was seconded by Commissioner Klejst, voted on and unanimously approved by the Commission.

2. Updates To Receive (Consent Items)

The Commission received updates on the funding of various ongoing projects, the Route 1 Metroway, the Potomac Yard Metrorail Station, the West End Transitway, DASH Transit Development Plan, Old Town Area Parking Study Work Group, and the Oakville Triangle Small Area Plan. Commissioner Anderson inquired about an extra station shown on the Metroway map in Alexandria. Staff indicated it was a future station and would make a request that the map reflect it as such. Commissioner Michaelis asked that since WMATA is not spending capital funds at the rate it projected and \$20 million was removed from their capital request for FY 2016, will the City's contribution to WMATA decrease. T&ES Transit Division Chief Ramond Robinson answered that this is currently under review by City and WMATA staff. T&ES staff, Allan Fye, provided an overview of the proposed slip lane at Van Dorn Street at S. Pickett Street. He noted that the City does not have an official policy on slip lanes, but that the City tries to

remove them when possible. As part of the West End Transitway project, it was recommended to add the pedestrian refuge due to the widened length of Van Dorn Street. To respond to public input, the project team is recommending the future slip lane be modified to a more urban condition with a stop sign at the intersection. T&ES staff, Sandra Marks, also noted that the City will look at the issue of slip lanes as part of the policy recommendations in the Pedestrian and Bicycle Master Plan Update.

3. FY 2016-2025 Capital Improvement Program – Public Hearing

T&ES staff, Carrie Sanders provided an overview of the considerations for the FY 2016 – FY 2025 transportation budget and highlighted significant changes from the FY 2015 – FY 2024 adopted budget. She reported that factors that influenced the FY 2016 budget were lower than expected revenues and WMATA’s operating and capital programs placed significant pressure on the City’s transportation budget. Citizens Randy Cole and Jim Durham spoke during the public hearing. After their testimony, discussion among Commissioners followed.

Commissioner King made a motion to inform City Council of recommendations by the Transportation Commission: 1) In the event that the City’s capital or operating contributions to WMATA are lower than currently budgeted, or cost savings on other transportation programs are realized, funds should revert to the TIP to fund other transportation priorities; 2) The Commission supports the expansion of Capital Bikeshare as an important element of the City’s transportation system, connecting people to transit and enhancing mobility and active transportation in the City. The Commission requests that Council approve a budget that includes full funding for the operating cost of this expansion; 3) If WMATA contributions remain as currently budgeted, the City should consider other reductions within the budget to fund operating costs for the sixteen additional Capital Bikeshare stations. If funding is not available for all 16 additional stations, the Commission recommends phased implementation of Capital Bikeshare expansion; 4) The expansion of DASH service is a high priority of the Transportation Commission. The City Manager’s proposed transportation budget anticipates very limited expansion of DASH service over the next 10 years. DASH is a critical element in moving people efficiently, supporting the City’s development plans and promoting economic sustainability. Robust funding for capital and operating costs of DASH expansion is the Commission’s the second highest priority if additional funding becomes available; 5) Additional analysis should be conducted to determine if DASH could operate services currently operated by WMATA at a lower operating cost, especially during the weekend and off-peak periods where no capital investment is required; 6) The Old Cameron Run trail project is a higher priority than the Backlick Run trail project, and the Commission recommends consolidating funding for both projects to support construction of Old Cameron Run Trail. The Backlick Run Trail remains a priority, and should be added back to the City’s Transportation Long Range Plan (LRP). The motion was seconded by Commissioner Wasowski, voted on and unanimously approved.

4. Parking Ratio Study - Public Hearing

T&ES staff Carrie Sanders indicated the Parking Ratio Study is a result of the Transportation Master Plan parking section which states to manage parking in the City efficiently. The first phase is to evaluate multi-family residential parking. The second phase of the project is to evaluate parking standards for new retail, commercial, and office development. Staff recommends that the draft recommendations be approved as a text amendment to the Zoning Ordinance and replace existing parking requirements for multi-family housing citywide. Implementation of the proposed new parking standards will be supported by a “Guidelines Document”. Resident Paul Bickmore spoke during the public hearing and stated that the

proposed amendment is encouraging, but is a modest start toward “right-sized” parking, and that the City should re-examine multi-family residential parking needs in five years. After his testimony, discussion among Commissioners followed. Commissioner Anderson made a motion to increase transparency for citizens by endorsing the Parking Ratio Study recommendations and to recommend a text amendment to the Zoning Ordinance to replace existing parking requirements for multi-family housing citywide to encourage less use of cars and reduce the need for developers asking for parking reductions, and to provide right size parking needs for the City. The motion was seconded by Commissioner Jakubek, voted on and unanimously approved.

5. NVTA 70% Projects (FY15 / 16) – Town Hall

T&ES staff Sandra Marks gave an overview of how all of the taxes and fees collected under HB 2313 is sent to the Northern Virginia Transportation Authority (NVTA). Once received by the NVTA, those funds are divided into 70% regional or 30% local funds. The regional funds are disbursed to NVTA who uses a selection process to decide on which projects to fund. In January 2014, the Transportation Commission endorsed the West End Transitway; the Potomac Yard Metrorail Station; the Duke Street Transit Signal; and the Real-Time Adaptive Traffic Control and Data Management System Study for inclusion in NVTA’s FY 2015 – FY 2016 Two Year Program funded projects. Based on the selection criteria used by NVTA, the West End Transitway was the highest scored transit project in the FY 2015 – FY 2016 program. The Potomac Yard Metrorail Station was the second highest scored transit project. The Real-Time Adaptive Traffic Control and Data Management System Study was not recommended for funding. NVTA will accept and review public comments through April 12, 2015. Mr. Robinson urged Commissioners to send in comments for support of the City’s projects as a group or individually. The public hearing will be held on March 25, 2015 at NVTA offices in Fairfax. The two year program will be voted on at NVTA’s April 23, 2015 meeting. Staff asked the Commission to endorse the recommended projects for the FY 2015-2016 Two Year program. Commissioner King made a motion to endorse NVTA’s prioritization method and the resulting priorities. The motion was seconded by Commissioner Anderson, voted on and unanimously approved.

6. Commission Updates

Chair Macek introduced the newest Transportation Commission member, Annika Moman to the group.

7. Other Business

Ms. Marks stated that according to the Transportation Commission by-laws, the chair and vice chair positions are voted for annually. Thereby, a vote for chair and vice chair is in order. Commissioner Anderson nominated Nate Macek as Chair. The Commission voted to have Nate Macek remain as Chair. Commissioner Jakubek nominated Jerry King to remain as Vice Chair. The Commission voted to have Mr. King remain as Vice Chair.

Chair Macek appointed Commissioner Michaelis to serve as a Transportation Commission representative on the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee.

Chair Jakubek made a motion to adjourn the meeting, and the motion was seconded by Commissioner Anderson. There being no objection, the meeting was adjourned at 9:55 p.m.

City of Alexandria, Virginia

MEMORANDUM

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4-15-15

DATE: APRIL 15, 2015
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

The Washington Area Metropolitan Transit Authority (WMATA) continues to hold meetings to discuss the proposed FY 2016 Operating and Capital Budgets, which were proposed in December 2014, and since modified. After receiving negative feedback regarding service cuts and fare increases, WMATA staff developed a proposal in which jurisdictional subsidies were brought down \$35.5 million from the General Manager's original proposal, without employing service cuts or fare increases. Thus there are no WMATA service cuts proposed for Alexandria. A public hearing was held at WMATA's offices on April 7, 2015. This hearing was held to gather testimony for the following items: the pricing of a few Metrorail station parking lots is proposed to be changed, the TransitLink card (employed by some people coming from commuter rail roads) is proposed to be eliminated, and the proposed Capital Improvement Plan is being reviewed.

WMATA continues to hold discussions with regional funding partners to determine the language and funding amount which should be contained within a regional Comprehensive Funding Agreement (CFA). Jurisdictional staff is awaiting more information from WMATA. The Secretaries of Transportation of Virginia, Maryland, and the District of Columbia have agreed to fund the purchase of 220 rail cars for WMATA. The use of these cars (expansion, replacement, or some combination of both) has not been determined as of yet.

The Northern Virginia Transportation Authority (NVTA) has developed an initial set of FY 2015 and FY 2016 recommendations for funding 70% projects which are regionally significant. Two of Alexandria's projects, the Potomac Yard Metrorail station and the West End Transitway received the second and third highest ratings of all NVTA 70% projects during this set of evaluations. Implementing Transit Signal Priority (TSP) on Duke Street was also recommended for funding. Alexandria projects

generally received favorable reviews from those who provided testimony. The final disposition for the FY2015 and FY2016 plan will be provided at the April 23, 2015 NVTA meeting.

VDOT staff continued developing proposals for a rating system for major projects funded by Commonwealth funds as prescribed by HB2.

VDOT and DRPT have evaluated the proposals for grant funding for FY2016. They are finishing their proposal to develop a draft Six-Year Program, which will be approved by the Commonwealth Transportation Board (CTB) on April 15th. The CTB will hold its Northern Virginia public hearing on the program at the VDOT Northern Virginia offices on April 28th.

B. POTOMAC YARD METORAIL STATION EIS

The Draft Environmental Impact Statement (DEIS) is available for review and public comment through May 18, 2015. Three Community Open Houses were held in late March/early April (March 31, April 8, April 13) to provide a venue for members of the public to learn about the results of the DEIS analysis. Staff anticipates releasing a staff recommendation for the preferred alternative in late April, with a decision by City Council following closure of the comment period on May 18. During this period boards and commissions will be asked to comment on the elements of the recommendation within their purview, and a public hearing will be held on May 16. The Transportation Commission will review the staff recommendation at a special meeting on May 11.

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. METROWAY (ROUTE 1)

Installation of real-time bus arrival signs at the seven stations within the Route 1 Transitway was completed in March. Ridership continues to hold steady, and is expected to grow with the opening of new multi-family buildings in Potomac Yard and the completion of Arlington's portion of the Crystal City Potomac Yard Transitway.

Phase 2 of the Transitway is scheduled to open in the spring of 2015 when the dedicated lanes from the Arlington County line to the Crystal City Metrorail Station are complete.

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:

D. TRANSIT STORE

The current location of the Alexandria Transit Store by the King Street Metro will be closing on June 19, 2015. In place of a traditional “brick and mortar” facility, staff is creating a mobile cart that would be more nimble in service delivery and reach a wider audience while continuing to serve as a high-quality multi-modal transportation resource. Customers will be able to purchase bus passes, add money to your SmarTrip card, sign up for Guaranteed Ride Home, and get commuting advice. The mobile store will have a fixed schedule each month and will be present at Alexandria special events throughout the year. Schedules and updates will be available at www.alexandriava.gov/LocalMotion.

Background: The Alexandria Transit Store (ATS) is the face of Alexandria’s Local Motion program, which promotes and supports transportation options including transit, walking, biking, carpooling, and other transportation options to reduce congestion, improve air quality, and make Alexandria more livable for residents and more attractive for business. The ATS has been in operation since 2003 and is funded entirely with CMAQ/RSTP grant funds. The ATS is located on Diagonal Road across from the King Street Metrorail Station and operates from 7:00am to 7:00pm, Monday through Friday. DASH has been staffing the ATS since 2003, managing the day-to-day operations of the store in partnership with Local Motion and the Department of T&ES.

Staff is evaluating additional mobile resources including a more permanent vehicle or mobile unit. At that time, the cart will be used in conjunction with the vehicle or can travel separately if Local Motion services are needed at two locations concurrently.

E. PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE

The vision, goals and objectives, existing conditions and progress report have been completed for the Pedestrian and Bicycle Master Plan, and were presented at the February 4, 2015 Ad Hoc Advisory Committee meeting. The bicycle network is in the process of being developed, and the proposed draft network for the west side of Alexandria will be presented at the next Ad Hoc Advisory Committee meeting. The project consultant is also in the process of conducting field work for the development of recommendations within the pedestrian focus areas. The next Ad Hoc Advisory Committee meeting will be held on April 16, 2015 at William Ramsey Center at 6:30 p.m.

Background: The City is conducting an update of the Pedestrian and Bicycle Master Plan, and development of the Complete Streets Design Guidelines, 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.

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

F. FY 2016-2025 CAPITAL IMPROVEMENT PROGRAM

Staff presented the City Manager's proposed FY 2016-2025 budget to the Transportation Commission at its March 18, 2015 meeting. The transportation budget focused on maintenance of infrastructure and existing services and defers and reduces some capital projects in order to reach target funding, due to lower projected revenues and requests from WMATA for additional funding. At the March 18 meeting, the Commission held a public hearing, and recommended that Council consider a number of changes to the transportation budget, including funding operating costs for Capital Bikeshare expansion, and noted the importance of increasing capital and operating costs for DASH expansion, and placed a higher priority on the Old Cameron Run trail, over the Backlick Run trail. These recommendations and others were formalized in a letter to Council. The Council held a work session on March 23, 2015, and held a public hearing on April 9, 2015. The Council is anticipated to adopt the final budget on May 7, 2015.

Background: Each year the City Manager presents a proposed City Budget to the City Council for consideration and action. As part of the budget process, a ten-year Capital Improvement Program (CIP) is developed, programming funding for major capital projects in the City. Funding for the CIP comes from the City's general fund, grants and other non-City sources of funding including developer contributions.

City of Alexandria, Virginia

MEMORANDUM

5
4-15-15

DATE: APRIL 15, 2015
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM # 5 – WMATA OPERATIONS PLANNING PROCESS

ISSUE: Washington Metropolitan Area Transit Authority (WMATA) bus operations planning process and interface with the City of Alexandria.

RECOMMENDATION: That the Commission receive the update and provide input on process of City interface with WMATA operations planning.

BACKGROUND: The Transportation Commission requested that staff provide them with a summary of the types of operational bus planning work WMATA does, and how Alexandria staff interfaces with these activities. The Alexandria Transit Company Board of Directors updated its bylaws in 2013 to revise the board membership and include additional duties of the board. These duties include receiving updates and providing comment to City staff on transit-related matters, including:

- a. BRT/Transitway operational policy and coordination with other jurisdictions and transit agencies;
- b. DOT Paratransit policy and fares;
- c. Metrobus fare and route changes; and
- d. Implementation of transit infrastructure within the City (excluding Metrorail).

DISCUSSION: WMATA manages several operational planning activities regarding their bus services on a regular and ad hoc basis. They include the following groups of activities:

- 1) State of Good Operations (SOGO) Analyses of Bus Services
- 2) Budget Service Planning Proposals
- 3) Detailed Line Analyses
- 4) Detailed Analyses of Specific Issues
 - Metrobus Transit Service Guidelines Study
 - Metrobus Network Effectiveness Study
 - Metrobus Late Night Service Study
- 5) Ad Hoc Transit Analyses

State of Good Operations Analyses of the Performance and Structure of Existing Services

On a monthly basis, WMATA produces ridership counts similar to that illustrated in Attachment 1, which show the ridership of each bus route in comparison with its ridership in the same month of the previous year. This provides an early warning that bus services are either getting too crowded or are not being used efficiently. These monthly reports are provided to the City's representative on the Jurisdictional Coordination Committee.

On an annual basis, WMATA reviews all of its bus services to determine if they could be more efficiently provided. A recent illustration of the supporting documentation WMATA generates is provided in Attachment 2. This review consists of analyzing monthly data, and a detailed examination of the efficiency of all services, which looks at factors including ridership and revenue.

With all of this information, WMATA bus planning staff initiates their annual SOGO analysis. The goal of this analysis is to better allocate resources, so that overcrowded bus services are relieved while underutilized services are trimmed. All of this is done with the assumption that no additional bus operations funds will be provided to WMATA. WMATA develops a set of proposals, in consultation with jurisdictional staff, for better utilization of bus services. A proposal is developed in the spring or early summer, and is brought before the WMATA Board in the summer to approve a set of public hearings. The actual public hearings are held in the Fall, and an extensive public participation effort is mounted by WMATA.

Budget Service Planning Proposals

The SOGO process is the annual process WMATA uses to fine-tune its existing bus services outside of the budget process, since those recommendations do not have a fiscal impact. At times, WMATA's service planning staff is requested to provide proposals which will help bring WMATA's costs down to permit it to be more affordable for all subsidizing jurisdictions as part of the budget process. WMATA uses some of its SOGO work as a basis of these discussions, but much more dramatic proposals might be suggested to balance the budget. Unfortunately, in recent years, City staff has not received information about potential service cuts until they are released to the general public. City staff responds as quickly as possible if any of these ideas are not feasible.

Detailed Line Analyses

More detailed planning analysis is performed on some lines to obtain specific detailed information about the line through public participation and the analysis of data. These analyses identify the strategic needs for program and facilities; review capacity, productivity, reliability, and quality of service indicators; and recommend changes that will improve service for the subject Metrobus Routes.

Detailed Analyses of Specific Issues

WMATA currently has specialized studies in a few areas, which are likely to impact WMATA's service evaluation in the future:

- Metrobus Transit Service Guidelines Study
(reviewing items such as: bus stop spacing, fare policy/media, service change process, branding and bus stop amenities)

- Metrobus Network Effectiveness
- Metrobus late Night Service Analysis

Ad Hoc Service Analyses

WMATA bus planning has responded to both the instructions of upper management and of jurisdictions to analyze a variety of service planning issues, such as:

- Can WMATA bus services provide an alternative to the Metrorail Blue Line?
- Should Metrobus service to National Harbor be increased?
- How can problems with Route 11Y be addressed?
- Can some routes currently served by WMATA be better served by DASH?

WMATA and City of Alexandria Interface:

Alexandria staff meets regularly with WMATA staff to develop annual operations plans and other operations planning documents, to make bus services in Alexandria and in the region more effective and efficient. City staff analyze impacts on current transit patrons, whether the changes will help or hinder the City's future transportation and land use goals, whether the affected service is cost effective, and if such a proposal can be effectively worked out with neighboring regional partners.

Alexandria staff will work with the Alexandria Transit Board to ensure that materials are shared in a timely manner to have comprehensive discussions about transit operations in Alexandria and provide input to staff. Where budgetary or major policy discussions are necessary, the Transportation Commission will be briefed and have an opportunity to provide input and guidance.

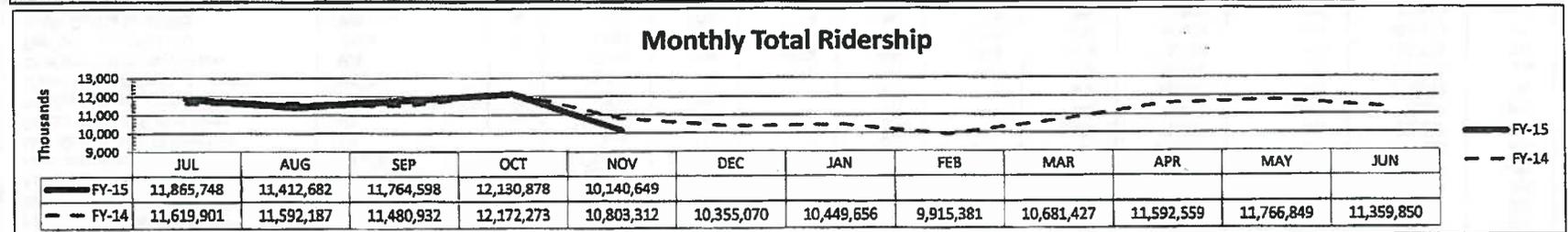
ATTACHMENT: Ridership Counts

Metrobus Monthly Ridership Bus Line, Sector and Jurisdictional Summary November 2014 - Preliminary

| Metrobus Monthly Ridership | Route(s) | Svc Note | Nov-14 Wkdy Avg | % Chng. Prev. Year | Nov-14 Sat Avg | % Chng. Prev. Year | Nov-14 Sun Avg | % Chng. Prev. Year | Nov-14 System Total | % Chng. Prev. Year | YTD FY-2015 | % Chng. Prev. Year |
|--------------------------------------|----------|----------|--------------------|-----------------------|-------------------|-----------------------|-------------------|-----------------------|------------------------|-----------------------|-------------------|-----------------------|
| Days Operated | | | 18 | -5% | 6 | 0% | 6 | 20% | 30 | 0% | | |
| Sector 1 Subtotal - Western DC | All | | 21,993 | 11% | 10,503 | 22% | 6,712 | 28% | 500,124 | 10% | 2,670,158 | 9% |
| Sector 2 Subtotal - Central DC | All | | 84,228 | -4% | 47,357 | -2% | 33,221 | 4% | 2,003,374 | -5% | 11,122,341 | -2% |
| Sector 3 Subtotal - Northeastern DC | All | | 20,579 | -7% | 10,131 | 1% | 6,675 | 1% | 471,251 | -8% | 2,657,245 | -4% |
| Sector 4 Subtotal - Eastern DC | All | | 48,390 | -4% | 26,781 | -3% | 18,136 | 3% | 1,140,750 | -6% | 6,331,644 | 1% |
| Sector 5 Subtotal - Southeastern DC | All | | 36,335 | -22% | 18,923 | -28% | 13,138 | -28% | 846,402 | -25% | 5,095,518 | -13% |
| Sector 6 Subtotal - Downtown DC | All | | 25,975 | 21% | 16,078 | 32% | 11,496 | 46% | 632,994 | 22% | 3,220,504 | 15% |
| Sector S Subtotal - Special Service | All | | 590 | -31% | 0 | 0% | 0 | 0% | 10,626 | -34% | 51,983 | -20% |
| DC TOTAL | | | 238,090 | -4% | 129,774 | -2% | 89,376 | 2% | 5,605,521 | -6% | 31,149,393 | -1% |
| Sector 7 Subtotal - Western NOVA | All | | 22,245 | -8% | 12,474 | -5% | 7,103 | 0% | 517,867 | -10% | 3,017,959 | -6% |
| Sector 8 Subtotal - Central NOVA | All | | 25,535 | 2% | 14,777 | 4% | 8,757 | 15% | 601,476 | 0% | 3,401,656 | 4% |
| Sector 9 Subtotal - Eastern NOVA | All | | 22,193 | -8% | 7,739 | -1% | 4,406 | 7% | 473,547 | -9% | 2,755,764 | -3% |
| VA TOTAL | | | 69,973 | -4% | 34,989 | -1% | 20,266 | 8% | 1,692,890 | -6% | 9,178,379 | -2% |
| Sector 10 Subtotal - Southern PGC | All | | 13,100 | -5% | 6,443 | 1% | 3,808 | 0% | 298,125 | -7% | 1,740,137 | 2% |
| Sector 11 Subtotal - Central PGC | All | | 20,596 | -4% | 10,274 | 0% | 5,309 | 10% | 466,467 | -6% | 2,688,802 | 5% |
| Sector 12 Subtotal - Northern PGC | All | | 16,530 | -5% | 7,958 | -7% | 3,186 | -4% | 386,243 | -9% | 2,147,615 | 1% |
| Sector 13 Subtotal - E. MGC/W. PGC | All | | 35,503 | -3% | 19,844 | -2% | 12,070 | 1% | 833,905 | -5% | 4,827,942 | 1% |
| Sector 14 Subtotal - W. MGC. | All | | 39,921 | -4% | 24,726 | -7% | 17,864 | -1% | 977,498 | -8% | 5,585,287 | -1% |
| MD-TOTAL | | | 125,650 | -4% | 69,245 | -4% | 42,237 | -1% | 2,942,238 | -6% | 16,989,783 | 1% |
| METROBUS JURISDICTIONAL TOTAL | | | 433,713 | -4% | 234,008 | -3% | 151,879 | 2% | 10,140,649 | -6% | 57,314,555 | -1% |

| Metrobus Service Plans | Wkdy Avg | % Chng. | Sat Avg | % Chng. | Sun Avg | % Chng. | System | % Chng. | YTD | % Chng. |
|------------------------------------|----------------|------------|----------------|------------|----------------|-----------|-------------------|------------|-------------------|------------|
| AIRPORT | 1,237 | -26% | 849 | -38% | 948 | -23% | 33,046 | -28% | 204,578 | -23% |
| BASIC SERVICE PLAN | 15,152 | -4% | 890 | -19% | 280 | -1% | 283,781 | -9% | 1,643,840 | -3% |
| EXPRESS | 7,037 | -11% | 0 | 0% | 0 | 0% | 127,918 | -15% | 790,255 | -6% |
| FULL SERVICE PLAN | 137,187 | -5% | 69,011 | -2% | 39,083 | 1% | 3,122,286 | -7% | 17,795,028 | -1% |
| HIGH RIDERSHIP SERVICES | 46,614 | -3% | 26,430 | -6% | 17,695 | 1% | 1,103,790 | -6% | 6,167,465 | 0% |
| PRIORITY CORRIDOR NETWORK | 225,898 | -4% | 136,829 | -2% | 93,875 | 4% | 5,459,202 | -5% | 30,656,049 | 0% |
| SUPPLEMENTAL SERVICE | 590 | -31% | 0 | 0% | 0 | 0% | 10,626 | -34% | 57,340 | -17% |
| METROBUS SERVICE PLAN TOTAL | 433,713 | -4% | 234,008 | -3% | 151,879 | 2% | 10,140,649 | -6% | 57,314,555 | -1% |

| Metrobus Allocation | Wkdy Avg | % Chng. | Sat Avg | % Chng. | Sun Avg | % Chng. | System | % Chng. | YTD | % Chng. |
|----------------------------------|----------------|------------|----------------|------------|----------------|-----------|-------------------|------------|-------------------|------------|
| REGIONAL | 358,469 | -4% | 208,028 | -3% | 135,444 | 3% | 8,507,657 | -5% | 47,952,041 | 0% |
| NON REGIONAL | 75,244 | -7% | 27,980 | -2% | 16,436 | 2% | 1,632,992 | -10% | 9,362,514 | -2% |
| METROBUS ALLOCATION TOTAL | 433,713 | -4% | 234,008 | -3% | 151,879 | 2% | 10,140,649 | -6% | 57,314,555 | -1% |



**Metrobus Monthly Ridership
Bus Line, Sector and Jurisdictional Summary
November 2014 - Preliminary**

| Metrobus Monthly Ridership | Route(s) | Svc Note | Nov-14 Wkdy Avg | % Chng. Prev. Year | Nov-14 Sat Avg | % Chng. Prev. Year | Nov-14 Sun Avg | % Chng. Prev. Year | Nov-14 System Total | % Chng. Prev. Year | YTD FY-2015 | % Chng. Prev. Year |
|--|-------------------|----------|--------------------|--------------------------|-------------------|--------------------------|-------------------|--------------------------|---------------------------|--------------------------|------------------|--------------------------|
| Pennsylvania Avenue** | 32,34,36 | m | 7,531 | -53% | 3,941 | -63% | 2,191 | -70% | 172,349 | -58% | 1,410,997 | -36% |
| Pennsylvania Avenue Limited | 39 | | 918 | 6% | 0 | 0% | 0 | 0% | 16,528 | 1% | 97,815 | 8% |
| Stanton Road | 94 | | 1,782 | 16% | 838 | 3% | 468 | -3% | 39,548 | 10% | 195,033 | 2% |
| Anacostia-Congress Heights** | A2,6,7,8,42,46,48 | f | 10,124 | -10% | 6,149 | -1% | 4,541 | -3% | 246,380 | -10% | 1,326,879 | -5% |
| Anacostia-Fort Drum** | A4,W5 | rr@ | 3,501 | -8% | 1,468 | -17% | 1,008 | -9% | 77,873 | -12% | 431,730 | 5% |
| M.L. King Jr. Ave. Limited Line | A9 | | 656 | 9% | 0 | 0% | 0 | 0% | 11,802 | 4% | 70,052 | 9% |
| Fairfax Village-L'Enfant Plaza | V5 | @ | 304 | -20% | 0 | 0% | 0 | 0% | 5,479 | -24% | 30,258 | -30% |
| Shipley Terrace-Ft. Drum** | W1 | i | 1,246 | 5% | 0 | 0% | 0 | 0% | 22,431 | -1% | 114,647 | 2% |
| United Medical Center-Anacostia | W2,3 | | 2,544 | -1% | 1,422 | -6% | 932 | -7% | 59,920 | -5% | 321,476 | 0% |
| Deanwood-Alabama Avenue | W4 | j | 5,500 | -4% | 3,732 | -3% | 2,958 | 14% | 139,132 | -4% | 798,612 | 7% |
| Garfield-Anacostia Loop | W6,8 | e | 2,085 | -12% | 1,374 | -4% | 1,041 | -8% | 52,019 | -12% | 280,479 | -7% |
| South Capitol St. Limited | W9 | k | 163 | -17% | 0 | 0% | 0 | 0% | 2,941 | -21% | 17,540 | 152% |
| Sector 5 Subtotal - Southeastern DC | | | 36,335 | -22% | 18,923 | -28% | 13,138 | -28% | 846,402 | -25% | 5,095,518 | -13% |
| Friendship Heights - Southeast** | 30N,30S | i | 5,139 | 100% | 4,316 | 100% | 3,362 | 100% | 138,573 | 100% | 486,885 | 100% |
| U Street-Garfield | 90,92,93 | | 12,330 | -2% | 7,867 | 0% | 5,497 | 9% | 302,124 | -3% | 1,640,724 | -1% |
| Sibley Hospital - Stadium-Armory | D6 | | 4,624 | -2% | 2,129 | -13% | 1,329 | -2% | 103,987 | -6% | 590,512 | -4% |
| Anacostia-Eckington | P6 | | 3,882 | -6% | 1,766 | -7% | 1,308 | -9% | 88,310 | -8% | 502,383 | -2% |
| Sector 6 Subtotal - Downtown DC | | | 25,975 | 21% | 16,078 | 32% | 11,496 | 46% | 632,994 | 22% | 3,220,604 | 15% |
| Wilson Boulevard | 1A,B,E,Z | (SL) | 3,658 | 2% | 2,514 | 9% | 1,522 | 25% | 90,054 | 2% | 515,145 | 5% |
| Fair Oaks-Fairfax Boulevard | 1C | (SL) | 860 | 5% | 647 | 2% | 575 | 8% | 22,807 | 3% | 129,624 | 8% |
| Washington Boulevard -Dunn Loring | 2A | (SL)@ | 2,468 | 33% | 1,474 | 68% | 667 | 6% | 57,272 | 31% | 328,486 | 34% |
| Fair Oaks-Jermantown Rd | 2B | (SL)@ | 948 | -40% | 567 | -48% | 0 | 0% | 20,465 | -44% | 121,589 | -38% |
| Tysons Corner-Dunn Loring | 2T | (SL)@ | 476 | -35% | 379 | -18% | 221 | -5% | 12,171 | -32% | 72,672 | -28% |
| Lee Highway-Falls Church | 3A | (SL) | 2,148 | -12% | 1,111 | -3% | 557 | 17% | 48,675 | -12% | 282,072 | -7% |
| Pimmit Hills-Falls Church | 3T | (SL) | 649 | -12% | 229 | -28% | 0 | 0% | 13,061 | -18% | 76,796 | -14% |
| Lee Highway-Farragut Square | 3Y | | 406 | -6% | 0 | 0% | 0 | 0% | 7,310 | -11% | 45,864 | -5% |
| Pershing Drive-Arlington Boulevard | 4A,B | (SL) | 1,661 | -9% | 794 | 10% | 425 | 5% | 37,217 | -10% | 211,515 | -10% |
| DC-Dulles** | 5A | rr@ | 853 | -27% | 527 | -27% | 532 | -26% | 21,710 | -28% | 138,029 | -23% |
| Chain Bridge Road | 16K,L | (SL) | 497 | 13% | 0 | 0% | 0 | 0% | 8,950 | 7% | 54,804 | 18% |
| George Mason-Tysons Corner | 15M | (SL)@ | 241 | 29% | 0 | 0% | 0 | 0% | 4,331 | 22% | 28,656 | 38% |
| McLean-Crystal City | 23A,B,T,W | n(S) | 3,480 | -12% | 2,219 | -10% | 1,213 | -16% | 82,868 | -14% | 468,490 | -11% |
| McLean Hamlet-East Falls Church | 24T | (S) | 0 | -100% | 0 | 0% | 0 | 0% | 0 | -100% | 2,521 | -87% |
| Annandale-East Falls Church | 26A | (SL) | 524 | 100% | 0 | 0% | 0 | 0% | 9,436 | 0% | 53,790 | 100% |
| Tysons Corner-West Falls Church | 26T | (S) | 0 | -100% | 0 | 0% | 0 | 0% | 0 | -100% | 11,967 | -83% |
| Ballston-Farragut Square | 38B | | 3,395 | -9% | 2,013 | -16% | 1,392 | -2% | 81,540 | -12% | 475,909 | -8% |
| Sector 7 Subtotal - Western NOVA | | | 22,245 | -6% | 12,474 | -5% | 7,103 | 0% | 517,667 | -10% | 3,017,959 | -6% |
| Arlington-Union Station | 13Y | o | 0 | 0% | 60 | -21% | 59 | 21% | 709 | 2% | 3,654 | -24% |
| Columbia Pike | 16A,B,D,E,J,P | | 5,630 | -4% | 4,398 | 3% | 2,779 | 0% | 144,399 | -4% | 803,911 | -2% |
| Columbia Pike-Federal Triangle | 16X | | 978 | 10% | 0 | 0% | 0 | 0% | 17,991 | 3% | 108,957 | 10% |
| Columbia Heights West-Pentagon City | 16G,H,K | | 3,710 | -2% | 2,611 | 2% | 1,592 | 16% | 91,997 | -3% | 511,339 | 3% |
| Annandale-Skyline City-Pentagon | 16L | | 167 | -4% | 0 | 0% | 0 | 0% | 2,998 | -9% | 19,654 | 8% |
| Columbia Pike-Farragut Square | 16Y | | 1,721 | 6% | 0 | 0% | 0 | 0% | 30,978 | 1% | 185,649 | 1% |
| Barcroft-South Fairlington | 22A,B | | 1,402 | -2% | 532 | 14% | 0 | 0% | 28,432 | -5% | 168,657 | -4% |
| Ballston-Bradlee-Pentagon | 25A,C,D,E | | 1,261 | -8% | 407 | -5% | 366 | 32% | 27,336 | -9% | 155,993 | -5% |
| Landmark-Ballston | 25B | | 1,257 | -3% | 658 | 0% | 0 | 0% | 26,578 | -7% | 157,674 | 4% |
| Leesburg Pike | 28A | (SL) | 4,647 | 8% | 4,669 | 6% | 3,279 | 4% | 131,329 | 6% | 727,700 | 10% |
| Leesburg Pike Limited | 28X | (SL) | 1,089 | -3% | 0 | 0% | 0 | 0% | 19,598 | -8% | 120,004 | 2% |

**Metrobus Monthly Ridership
Bus Line, Sector and Jurisdictional Summary
November 2014 - Preliminary**

| Metrobus Monthly Ridership | Route(s) | Svc Note | Nov-14 Wkdy Avg | % Chng. Prev. Year | Nov-14 Sat Avg | % Chng. Prev. Year | Nov-14 Sun Avg | % Chng. Prev. Year | Nov-14 System Total | % Chng. Prev. Year | YTD FY-2015 | % Chng. Prev. Year |
|--|---------------|----------|--------------------|--------------------------|-------------------|--------------------------|-------------------|--------------------------|---------------------------|-----------------------|------------------|--------------------------|
| Annandale | 29C,E,G,H,X | | 989 | -7% | 0 | 0% | 0 | 0% | 18,064 | -12% | 110,825 | -5% |
| Alexandria-Fairfax** | 29K,N | SL-p | 2,684 | 25% | 1,443 | 7% | 684 | 0% | 61,069 | 25% | 327,639 | 21% |
| Sector 8 Subtotal - Central NOVA | | | 25,535 | 2% | 14,777 | 4% | 8,757 | 15% | 601,476 | 0% | 3,401,656 | 4% |
| Lincolnia-North Fairlington** | 7A,E,F,Y | SL-q | 3,325 | 1% | 1,500 | -2% | 887 | -2% | 74,172 | -3% | 419,203 | 3% |
| Lincolnia-Park Center-Pentagon | 7B,C,H,P,W,X | r | 1,534 | 3% | 0 | 0% | 0 | 0% | 27,750 | -2% | 164,285 | 0% |
| Mark Center-Pentagon | 7M | | 1,511 | -17% | 0 | 0% | 0 | 0% | 27,200 | -21% | 171,810 | -8% |
| Foxchase-Seminary Valley | 8S,W,Z | s | 1,098 | 3% | 0 | 0% | 0 | 0% | 20,022 | -3% | 122,151 | 1% |
| Huntington-Pentagon | 9A,E | | 1,330 | -19% | 897 | -17% | 648 | -5% | 33,211 | -19% | 195,068 | -14% |
| Metroway Potomac Yard** | MWY-1 | t | 1,373 | 28% | 352 | 100% | 239 | 100% | 28,257 | 36% | 136,257 | 21% |
| Hunting Point-Pentagon | 10A,E,R,S | u | 2,229 | 4% | 1,189 | -8% | 730 | 2% | 51,637 | 0% | 298,737 | 7% |
| Hunting Point-Ballston | 10B | v | 2,326 | -4% | 1,744 | 2% | 1,110 | 17% | 58,996 | -3% | 326,027 | -5% |
| Mt Vernon Express** | 11Y | w | 388 | -16% | 0 | 0% | 0 | 0% | 6,987 | -21% | 44,638 | -9% |
| Kings Park | 17A,B,F,M | | 357 | -2% | 0 | 0% | 0 | 0% | 6,547 | -7% | 43,017 | 1% |
| Kings Park Express | 17G,H,K,L | | 1,084 | -11% | 0 | 0% | 0 | 0% | 19,563 | -16% | 113,999 | -8% |
| Springfield | 18E,F | | 169 | -23% | 0 | 0% | 0 | 0% | 3,041 | -27% | 18,379 | -14% |
| Orange Hunt | 18G,H,J | | 625 | -7% | 0 | 0% | 0 | 0% | 11,256 | -12% | 89,599 | -5% |
| Burke Centre | 18P,R,S | | 668 | -9% | 0 | 0% | 0 | 0% | 12,205 | -13% | 76,913 | -2% |
| Landmark-Pentagon | 21A,D | @ | 416 | -35% | 0 | 0% | 0 | 0% | 7,609 | -38% | 47,502 | -30% |
| Skyline City | 28F,G | | 426 | -28% | 0 | 0% | 0 | 0% | 7,829 | -31% | 50,625 | -14% |
| Richmond Highway Express | REX (R99) | | 2,943 | -12% | 2,057 | -7% | 792 | -9% | 70,076 | -14% | 422,305 | -6% |
| Springfield Circulator | TAGS (S80,91) | | 390 | -6% | 0 | 0% | 0 | 0% | 7,189 | -11% | 35,269 | -7% |
| Sector 9 Subtotal - Eastern NOVA | | | 22,193 | -6% | 7,739 | -1% | 4,406 | 7% | 473,547 | -9% | 2,755,764 | -3% |
| Clinton | C11,13 | | 437 | -12% | 0 | 0% | 0 | 0% | 7,859 | -16% | 50,291 | -7% |
| Hillcrest Heights | C12,14 | | 710 | -1% | 223 | -8% | 0 | 0% | 14,113 | -7% | 81,851 | 6% |
| Oxon Hill-Suitland | D12,13,14 | | 4,414 | -6% | 2,926 | 1% | 1,619 | -3% | 106,729 | -7% | 611,091 | -1% |
| Marlow Heights-Temple Hills | H11,12,13 | | 1,502 | 8% | 678 | -1% | 401 | -3% | 33,506 | 3% | 190,409 | 14% |
| Marlboro Pike | J11,12,13 | | 979 | -6% | 835 | -6% | 563 | 4% | 26,003 | -6% | 149,331 | 8% |
| Forestville | K11,12,13 | | 1,914 | -1% | 889 | -6% | 588 | -11% | 43,318 | -5% | 254,940 | 1% |
| National Harbor | NH1,3 | x@ | 795 | -6% | 892 | 22% | 636 | 24% | 23,484 | 2% | 135,889 | 22% |
| Oxon Hill-Fort Washington | P17,18,19 | | 1,110 | -9% | 0 | 0% | 0 | 0% | 20,261 | -14% | 125,136 | -4% |
| Bock Road | W13,14 | | 693 | -8% | 0 | 0% | 0 | 0% | 12,725 | -12% | 77,087 | -8% |
| Camp Springs-Indian Head Highway | W15 | | 243 | -24% | 0 | 0% | 0 | 0% | 4,569 | -27% | 28,455 | -19% |
| Indian Head Express | W19 | | 303 | -29% | 0 | 0% | 0 | 0% | 5,558 | -32% | 35,657 | -23% |
| Sector 10 Subtotal - Southern PGC | | | 13,100 | -6% | 6,443 | 1% | 3,808 | 0% | 298,125 | -7% | 1,740,137 | 2% |
| Martin Luther King Jr. Highway** | A11,12 | y-rr | 3,002 | 0% | 1,678 | -6% | 1,168 | 5% | 71,103 | -3% | 393,836 | 6% |
| Bowie State University | B21,22 | | 864 | 1% | 0 | 0% | 0 | 0% | 16,023 | -4% | 87,442 | 2% |
| Bowie-Belair | B24,25 | | 952 | -5% | 0 | 0% | 0 | 0% | 17,864 | -9% | 106,609 | -5% |
| Bowie-New Carrollton | B27 | @ | 233 | -16% | 0 | 0% | 0 | 0% | 4,190 | -20% | 25,777 | -3% |
| Crofton-New Carrollton | B29,31 | | 252 | -6% | 0 | 0% | 0 | 0% | 4,542 | -11% | 28,745 | 3% |
| Central Avenue | C21,22,26,29 | | 2,317 | -12% | 987 | -9% | 507 | 5% | 50,872 | -14% | 323,843 | -1% |
| Central Supplemental Service | C27 | | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 5,357 | 26% |
| Pointer Ridge | C28 | | 460 | -9% | 0 | 0% | 0 | 0% | 8,635 | -13% | 53,358 | -1% |
| Ardwick Industrial Park Shuttle | F12 | @ | 712 | 12% | 0 | 0% | 0 | 0% | 13,510 | 9% | 79,045 | 33% |
| Sheriff Road-Capitol Heights | F14 | | 2,330 | -9% | 830 | -12% | 0 | 0% | 46,922 | -13% | 283,143 | 1% |
| Eastover-Addison Road | P12 | | 6,068 | 2% | 5,157 | 7% | 2,871 | 17% | 157,991 | 2% | 876,237 | 10% |
| District Heights-Suitland | V12 | | 1,870 | -12% | 845 | -2% | 496 | -4% | 41,698 | -14% | 234,877 | -2% |
| District Heights-Seat Pleasant | V14,15 | | 1,536 | -7% | 778 | -7% | 168 | 5% | 33,317 | -10% | 190,533 | 1% |
| Sector 11 Subtotal - Central PGC | | | 20,596 | -4% | 10,274 | 0% | 5,309 | 10% | 466,467 | -6% | 2,688,802 | 5% |
| Rhode Island Avenue-New Carrollton | 84 | | 1,961 | -3% | 930 | 6% | 576 | -7% | 44,336 | -5% | 258,397 | 1% |
| Laurel Express | 87 | z | 755 | -10% | 0 | 0% | 0 | 0% | 14,052 | -14% | 83,403 | -8% |
| Laurel | 89,89M | aa | 876 | 3% | 0 | 0% | 0 | 0% | 16,451 | -2% | 98,298 | 12% |

Agenda Item 5-Attachment 2-Page 2

Attachment A

FY 15 BUS PRODUCTIVITY REPORT, REGIONAL LINE PERFORMANCE SUMMARY

| Bus Line Descriptions | | | | | Performance Criteria Ranking | | | | | Annual Data | | | | | | |
|---|-------------|---------|-------|--------------|------------------------------|--------|-------|-------|------|-------------------------|---------------------|--------------------|-------------------------|------------------------------|----------------------|----------------------|
| Line Name | Route(s) | Line ID | State | Service Days | <=45% | <50% | <55% | <60% | <65% | Unmet Perform. Criteria | Total Annual Riders | Total Annual Trips | Total Annual Rev. Miles | Total Annual Operating Costs | Total Annual Revenue | Total Annual Subsidy |
| George Mason-Tysons Corner | 15M | 24 | VA | W | 265 | 7.38% | 13.68 | 8.8 | 0.8 | 5 | 66,595 | 7,530 | 84,200 | \$983,274 | \$72,588 | \$910,685 |
| Arlington-Union Station | 13Y | 39 | VA | Sa,Su | 0 | 7.75% | 12.98 | 8.5 | 1.1 | 5 | 6,748 | 758 | 6,238.08 | \$94,874 | \$7,350 | \$97,524 |
| Pinebluff Hills-Falls Church | 3T | 121 | VA | W,Sa | 692 | 8.60% | 11.58 | 10.0 | 1.1 | 4 | 184,292 | 18,495 | 168,047 | \$2,335,293 | \$200,878 | \$2,134,414 |
| Tysons Corner-Dawn Loring | 2T | 127 | VA | W,Sa,Su | 522 | 11.03% | 8.79 | 10.8 | 1.2 | 4 | 174,815 | 16,221 | 140,037 | \$1,726,871 | \$190,545 | \$1,536,323 |
| South Capital St. Limited | WY9 | 587 | DC | W | 181 | 10.30% | 9.49 | 10.0 | 2.1 | 4 | 45,374 | 4,518 | 21,393 | \$478,949 | \$49,458 | \$430,491 |
| Camp Springs-Indian Head Highway | W15 | 40 | MD | W (Sat/Hol) | 261 | 12.99% | 7.30 | 18.6 | 1.6 | 3 | 66,246 | 3,570 | 42,404 | \$556,064 | \$72,209 | \$483,856 |
| MacArthur Boulevard-Georgetown | 05 | 37 | DC | W (Sat/Hol) | 312 | 15.19% | 6.09 | 22.1 | 2.8 | 3 | 78,680 | 3,558 | 28,420 | \$564,686 | \$85,761 | \$478,925 |
| Fair Oaks-Fairfax Boulevard | 1C | 139 | VA | W,Sa,Su | 840 | 18.29% | 7.15 | 17.0 | 1.2 | 3 | 304,095 | 17,259 | 251,159 | \$2,505,868 | \$331,464 | \$2,174,404 |
| Wisconsin Avenue Limited | 37 | 100 | DC | W | 678 | 13.84% | 6.78 | 27.1 | 4.0 | 2 | 170,087 | 6,275 | 42,570 | \$1,339,381 | \$185,395 | \$1,153,987 |
| Fair Oaks-Jermantown Rd | 2B | 128 | VA | W,Sa | 1,061 | 15.50% | 5.94 | 20.9 | 1.6 | 2 | 296,842 | 14,237 | 183,840 | \$2,087,746 | \$323,558 | \$1,764,188 |
| Fairfax Village-L'Enfant Plaza | V5 | 57 | DC | W | 320 | 16.89% | 5.36 | 17.8 | 3.1 | 2 | 80,400 | 4,518 | 25,667 | \$518,743 | \$87,636 | \$431,107 |
| Glover Park-Federal Triangle | 01 | 23 | DC | W (Sat/Hol) | 440 | 17.27% | 5.22 | 24.4 | 4.3 | 2 | 111,623 | 4,570 | 26,202 | \$703,401 | \$121,451 | \$581,949 |
| Ivy City-Dupont Circle | 03 | 48 | DC | W (Sat/Hol) | 438 | 18.05% | 4.94 | 27.3 | 4.4 | 2 | 110,720 | 4,056 | 25,264 | \$667,415 | \$170,685 | \$496,730 |
| Annapdale | 29C,E,G,H,X | 8 | VA | W (Sat/Hol) | 1,105 | 30.88% | 7.10 | 14.9 | 1.0 | 2 | 279,418 | 18,766 | 266,911 | \$2,868,291 | \$685,755 | \$1,882,525 |
| MT Vernon Express | 11Y | 157 | VA | W | 416 | 39.21% | 4.92 | 29.7 | 1.8 | 2 | 104,507 | 3,514 | 59,434 | \$845,009 | \$331,288 | \$513,721 |
| Chain Bridge Road | 15K,L | 27 | VA | W | 530 | 15.94% | 5.75 | 18.3 | 1.4 | 1 | 133,133 | 7,279 | 96,926 | \$910,162 | \$145,115 | \$765,048 |
| Annapdale-East Falls Church | 26A | 692 | VA | W | 562 | 17.04% | 5.31 | 20.1 | 2.0 | 1 | 140,959 | 7,028 | 69,981 | \$901,707 | \$153,666 | \$748,062 |
| Pershing Drive-Arlington Boulevard | 4A,B | 94 | VA | W,Sa,Su | 1,775 | 17.53% | 5.13 | 14.8 | 2.4 | 1 | 510,383 | 34,430 | 215,081 | \$3,173,295 | \$556,318 | \$2,616,977 |
| Hilcrest Heights | K12,14 | 63 | MD | W,Sa | 754 | 17.68% | 5.08 | 13.2 | 2.1 | 1 | 204,381 | 15,504 | 98,608 | \$1,260,256 | \$222,776 | \$1,037,480 |
| Balston-Bradlee-Pentagon | 25A,C,D,E | 92 | VA | W,Sa,Su | 1,362 | 17.85% | 5.02 | 17.0 | 1.7 | 1 | 388,702 | 22,906 | 228,137 | \$2,374,037 | \$423,695 | \$1,950,352 |
| M.L. King Jr. Ave. Limited Line | A9 | 111 | DC | W | 740 | 17.91% | 5.00 | 28.5 | 2.9 | 1 | 185,706 | 6,526 | 63,187 | \$1,130,491 | \$202,419 | \$928,072 |
| Leesburg Pike Limited | 28X | 23 | VA | W | 1,176 | 18.43% | 4.82 | 27.3 | 2.4 | 1 | 295,153 | 10,793 | 122,415 | \$1,745,721 | \$321,717 | \$1,424,004 |
| Lee Highway-Farragut Square | 3Y | 138 | VA | W | 423 | 19.82% | 4.41 | 30.7 | 4.2 | 1 | 106,162 | 3,514 | 25,253 | \$583,897 | \$115,716 | \$468,180 |
| Convention Center- S.W. Waterfront | 74 | 119 | DC | W,Sa,Su | 1,798 | 20.31% | 4.28 | 10.8 | 3.8 | 1 | 523,177 | 48,456 | 138,012 | \$2,808,160 | \$570,263 | \$2,237,897 |
| Annapdale-Skyline City-Pentagon | 16L | 521 | VA | W | 210 | 27.99% | 2.80 | 35.0 | 3.2 | 1 | 52,756 | 1,506 | 16,531 | \$205,408 | \$57,504 | \$147,905 |
| Oxon Hill-Fert Washington | P17,18,19 | 68 | MD | W (Sat/Hol) | 1,170 | 31.70% | 6.83 | 21.4 | 1.3 | 1 | 295,162 | 13,770 | 232,236 | \$2,951,317 | \$935,664 | \$2,015,653 |
| Stanton Road | 94 | 141 | DC | W,Sa,Su | 1,597 | 33.36% | 2.18 | 10.8 | 5.8 | 1 | 478,464 | 44,154 | 82,055 | \$1,563,560 | \$521,526 | \$1,042,014 |
| Rock Road | W13,14 | 580 | MD | W (Sat/Hol) | 732 | 35.23% | 5.83 | 21.3 | 1.4 | 1 | 185,048 | 8,670 | 130,218 | \$1,664,975 | \$586,602 | \$1,078,373 |
| DC-Dulles | 5A | 129 | VA | W,Sa,Su | 901 | 63.87% | 3.97 | 15.4 | 0.5 | 1 | 294,437 | 19,164 | 583,873 | \$2,742,729 | \$1,751,901 | \$990,828 |
| Subtotal Not Meeting All Performance Criteria | 29 | | | | 21,760 | 22.07% | 55.56 | 19.81 | 1.69 | 89 | 5,870,862 | 371,585 | 3,474,306 | \$42,292,851 | \$9,630,876 | \$32,661,976 |

City of Alexandria, Virginia

MEMORANDUM

6
4-15-15

DATE: APRIL 15, 2015
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES
SUBJECT: AGENDA ITEM #6 - 2015 UPDATE TO THE TRANSPORTATION LONG RANGE PLAN

ISSUE: 2015 update to the Transportation Long Range Plan (LRP)

RECOMMENDATION: That the Transportation Commission receive an update on the process for the update of the 2015 LRP.

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

Each year the 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. In 2014, the "programs" list was removed from the LRP because the programs are generally covered within the City's Complete Streets program.

The Transportation Commission has indicated the need to review the current prioritization criteria that is applied to the projects list. These criteria are included in Attachment 1. An LRP Subcommittee of the Transportation Commission shall review the criteria and propose any revisions to the full Commission at its May meeting. In addition, staff will present a draft list of changes proposed for the 2015 LRP.

ATTACHMENTS: LRP Prioritization Criteria
2014 Approved Transportation Long Range Plan

6 attachment 1

4-15-15

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

6 attachment 2
4-15-15

PROJECTS

| 2014 Rank No. | Name | Description | Source | Category | Mode | Cost | Estimated Start | Status | Relationship to Other Initiatives | Notes |
|---------------|--|--|-----------------------|----------------|-------------------|------------------------------|-------------------|--------------------|-----------------------------------|---|
| 1 | 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 CCPY Transitway buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard. |
| 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 | Royal Street Bikeway | Construct bicycle improvements along Royal Street between Jones Point and Bashford Street, that may include signage, traffic calming and other measures to improve north-south bicycle travel within Old Town. | 2008 TMP | Project | Bicycle | Less than \$1 million | 1-5 years | Not Started | No | Project was recommended in the Transportation Master Plan and the Waterfront Small Area Plan. |
| 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> | <u>1992 TMP</u> | <u>Project</u> | <u>Pedestrian</u> | <u>Less than \$1 million</u> | <u>2-5 Years</u> | <u>Not Started</u> | <u>Yes</u> | <u>The 2013 LRP identified this as a Program. It was identified in the Alexandria Plan. This project cannot be constructed prior to redevelopment due to issues such as location of curb cuts</u> |
| 5 | 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 |
| 6 | Prince Street / Cameron Street Bicycle Facility | Construction of a bicycle facility on both Prince Street and Cameron Street within Old Town. | 2008 TMP | Project | Bicycle | Less than \$1 million | 5-10 years | Not Started | No | |
| 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. | | Project | Transit | \$1-5 million | 1-5 years | Not Started | No | |
| 7* | <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> | <u>DASH COA</u> | <u>Project</u> | <u>Transit</u> | <u>\$1-5 million</u> | <u>1-5 years</u> | <u>Not Started</u> | <u>Yes</u> | <u>Costs are capital cost only.</u> |
| 9 | 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. |
| 10* | 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. |
| 10* | <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> | <u>2008 TMP</u> | <u>Project</u> | <u>Streets</u> | <u>More than \$5 million</u> | <u>5-10 years</u> | <u>Not Started</u> | <u>Yes</u> | <u>The Transportation Master Plan identified three transitway corridors, including Corridor C (West End Transitway).</u> |
| 12 | <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> | <u>DASH COA</u> | <u>Project</u> | <u>Transit</u> | <u>\$1-5 million</u> | <u>1-5 years</u> | <u>Not Started</u> | <u>Yes</u> | <u>Costs are capital cost only.</u> |
| 13 | 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 | |
| 14 | Library Lane Extension | Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment. | Beauregard SAP | Project | Streets | \$1-5 million | 5-10 years | Not Started | Yes | Project may be dependent on redevelopment within the block / area. |
| 15 | 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 | |
| 16 | <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> | <u>2008 TMP</u> | <u>Project</u> | <u>Pedestrian</u> | <u>\$1-5 million</u> | <u>1-5 years</u> | <u>Not Started</u> | <u>Yes</u> | <u>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.</u> |
| 17 | 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 | |

PROJECTS

| 2014 Rank | Name | Description | Source | Category | Mode | Cost | Estimated Start | Status | Relationship to Other Initiatives | Notes |
|-----------|---|--|-----------------------|----------|---------|-----------------------|-----------------|-------------|-----------------------------------|--|
| 18 | Edsall Road Connector to Farrington Avenue and South Pickett Street | Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station. | 1992 TMP | Project | Streets | More than \$5 million | 10+ years | Not Started | Yes | As development takes place in Alexandria or Fairfax County between Edsall Road and Pickett Street or along Farrington Avenue. To be further evaluated in Eisenhower West Plan. |
| 19* | South Van Dorn Street Improvements at the City Limits | Construction of an additional lane to the southbound roadway from the Metrorail access ramp to the I-95 interchange. An additional lane should be added to the northbound roadway from the I-95 interchange to the Metro access ramp. | 1992 TMP | Project | Streets | More than \$5 million | 5-10 years | Not Started | No | This action will provide improved access to and from the Van Dorn Metrorail Station and the Eisenhower Valley. |
| 19* | 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 | I-395 access to West End Town Center | Direct access from I-395 ramps to West End Town Center | Landmark/Van Dorn SAP | Project | Streets | More than \$5 million | 10+ years | Not Started | Yes | |
| 22* | 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. | Beauregard SAP | Project | Streets | \$1-5 million | 5-10 years | Not Started | Yes | |
| 22* | 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 | |
| 24 | 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 | |
| 25 | 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. |
| 26 | 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. |

Projects in red/underlined are new projects added for 2014

* Project priorities for these projects resulted in a tied score

6 attachment 3
4-15-15City of Alexandria Long-Range Plan
September 18, 2014

APPROVED

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 oneway 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 | Commonwealth and Reed Avenue signal and pedestrian upgrades | Study the intersection of Commonwealth and Reed Avenue to determine the need for signalization and pedestrian upgrades. | Potomac Yard SAP | Study | Streets | | | Not Started | | |
| 9 | Traffic Impacts Analysis in Potomac Yard | Study, develop and implement a comprehensive phased approach to address traffic impacts in neighborhoods adjacent to development and other impacted neighborhoods. | Potomac Yard SAP | Study | Streets | | | Not Started | Yes | |
| 10 | East-West connectivity in Potomac Yard | New east-west connectivity or comparable street, circulation, and/or transit improvements, should be explored as part of any proposed development and/or any future planning efforts for properties to the west of Route 1. | Potomac Yard SAP | Study | Streets | | | Not Started | Yes | |

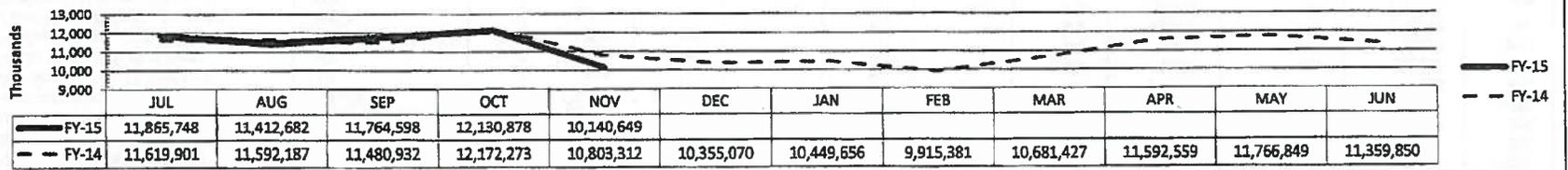
Metrobus Monthly Ridership
Bus Line, Sector and Jurisdictional Summary
November 2014 - Preliminary

| Metrobus Monthly Ridership | Route(s) | Svc Note | Nov-14 Wkdy Avg | % Chng. Prev. Year | Nov-14 Sat Avg | % Chng. Prev. Year | Nov-14 Sun Avg | % Chng. Prev. Year | Nov-14 System Total | % Chng. Prev. Year | YTD FY-2015 | % Chng. Prev. Year |
|--------------------------------------|----------|----------|--------------------|-----------------------|-------------------|-----------------------|-------------------|-----------------------|------------------------|-----------------------|-------------------|-----------------------|
| Days Operated | | | 18 | -5% | 6 | 0% | 6 | 20% | 30 | 0% | | |
| Sector 1 Subtotal - Western DC | All | | 21,993 | 11% | 10,503 | 22% | 6,712 | 28% | 500,124 | 10% | 2,670,158 | 9% |
| Sector 2 Subtotal - Central DC | All | | 84,228 | -4% | 47,357 | -2% | 33,221 | 4% | 2,003,374 | -5% | 11,122,341 | -2% |
| Sector 3 Subtotal - Northeastern DC | All | | 20,579 | -7% | 10,131 | 1% | 6,675 | 1% | 471,251 | -8% | 2,657,245 | -4% |
| Sector 4 Subtotal - Eastern DC | All | | 48,390 | -4% | 26,781 | -3% | 18,136 | 3% | 1,140,750 | -6% | 6,331,644 | 1% |
| Sector 5 Subtotal - Southeastern DC | All | | 36,335 | -22% | 18,923 | -28% | 13,138 | -28% | 846,402 | -25% | 5,095,518 | -13% |
| Sector 6 Subtotal - Downtown DC | All | | 25,975 | 21% | 16,078 | 32% | 11,496 | 46% | 632,994 | 22% | 3,220,504 | 15% |
| Sector S Subtotal - Special Service | All | | 590 | -31% | 0 | 0% | 0 | 0% | 10,626 | -34% | 51,983 | -20% |
| DC TOTAL | | | 238,090 | -4% | 129,774 | -2% | 89,376 | 2% | 5,605,521 | -6% | 31,149,393 | -1% |
| Sector 7 Subtotal - Western NOVA | All | | 22,245 | -8% | 12,474 | -5% | 7,103 | 0% | 517,867 | -10% | 3,017,959 | -6% |
| Sector 8 Subtotal - Central NOVA | All | | 25,535 | 2% | 14,777 | 4% | 8,757 | 15% | 601,476 | 0% | 3,401,656 | 4% |
| Sector 9 Subtotal - Eastern NOVA | All | | 22,193 | -8% | 7,739 | -1% | 4,406 | 7% | 473,547 | -9% | 2,755,764 | -3% |
| VA TOTAL | | | 69,973 | -4% | 34,989 | -1% | 20,266 | 8% | 1,692,890 | -6% | 9,178,379 | -2% |
| Sector 10 Subtotal - Southern PGC | All | | 13,100 | -5% | 6,443 | 1% | 3,808 | 0% | 298,125 | -7% | 1,740,137 | 2% |
| Sector 11 Subtotal - Central PGC | All | | 20,596 | -4% | 10,274 | 0% | 5,309 | 10% | 466,467 | -6% | 2,688,802 | 5% |
| Sector 12 Subtotal - Northern PGC | All | | 16,530 | -5% | 7,958 | -7% | 3,186 | -4% | 386,243 | -9% | 2,147,615 | 1% |
| Sector 13 Subtotal - E. MGC/W. PGC | All | | 35,503 | -3% | 19,844 | -2% | 12,070 | 1% | 833,905 | -5% | 4,827,942 | 1% |
| Sector 14 Subtotal - W. MGC. | All | | 39,921 | -4% | 24,726 | -7% | 17,864 | -1% | 977,498 | -8% | 5,585,287 | -1% |
| MD TOTAL | | | 125,650 | -4% | 69,245 | -4% | 42,237 | -1% | 2,942,238 | -6% | 16,989,783 | 1% |
| METROBUS JURISDICTIONAL TOTAL | | | 433,713 | -4% | 234,008 | -3% | 151,879 | 2% | 10,140,649 | -6% | 57,314,555 | -1% |

| Metrobus Service Plans | Wkdy Avg | % Chng. | Sat Avg | % Chng. | Sun Avg | % Chng. | System | % Chng. | YTD | % Chng. |
|------------------------------------|----------------|------------|----------------|------------|----------------|-----------|-------------------|------------|-------------------|------------|
| AIRPORT | 1,237 | -26% | 849 | -38% | 948 | -23% | 33,046 | -28% | 204,578 | -23% |
| BASIC SERVICE PLAN | 15,152 | -4% | 890 | -19% | 280 | -1% | 283,781 | -9% | 1,643,840 | -3% |
| EXPRESS | 7,037 | -11% | 0 | 0% | 0 | 0% | 127,918 | -15% | 790,255 | -6% |
| FULL SERVICE PLAN | 137,187 | -5% | 69,011 | -2% | 39,083 | 1% | 3,122,286 | -7% | 17,795,028 | -1% |
| HIGH RIDERSHIP SERVICES | 46,614 | -3% | 26,430 | -6% | 17,695 | 1% | 1,103,790 | -6% | 6,167,465 | 0% |
| PRIORITY CORRIDOR NETWORK | 225,898 | -4% | 136,829 | -2% | 93,875 | 4% | 5,459,202 | -5% | 30,656,049 | 0% |
| SUPPLEMENTAL SERVICE | 590 | -31% | 0 | 0% | 0 | 0% | 10,626 | -34% | 57,340 | -17% |
| METROBUS SERVICE PLAN TOTAL | 433,713 | -4% | 234,008 | -3% | 151,879 | 2% | 10,140,649 | -6% | 57,314,555 | -1% |

| Metrobus Allocation | Wkdy Avg | % Chng. | Sat Avg | % Chng. | Sun Avg | % Chng. | System | % Chng. | YTD | % Chng. |
|----------------------------------|----------------|------------|----------------|------------|----------------|-----------|-------------------|------------|-------------------|------------|
| REGIONAL | 358,469 | -4% | 208,028 | -3% | 135,444 | 3% | 8,507,657 | -5% | 47,952,041 | 0% |
| NON REGIONAL | 75,244 | -7% | 27,980 | -2% | 16,436 | 2% | 1,632,992 | -10% | 9,362,514 | -2% |
| METROBUS ALLOCATION TOTAL | 433,713 | -4% | 234,008 | -3% | 151,879 | 2% | 10,140,649 | -6% | 57,314,555 | -1% |

Monthly Total Ridership



**Metrobus Monthly Ridership
Bus Line, Sector and Jurisdictional Summary
November 2014 - Preliminary**

| Metrobus Monthly Ridership | Route(s) | Svc Note | Nov-14 Wkdy Avg | % Chng. Prev. Year | Nov-14 Sat Avg | % Chng. Prev. Year | Nov-14 Sun Avg | % Chng. Prev. Year | Nov-14 System Total | % Chng. Prev. Year | YTD FY-2015 | % Chng. Prev. Year |
|--|-------------------|----------|--------------------|--------------------------|-------------------|--------------------------|-------------------|--------------------------|---------------------------|--------------------------|------------------|--------------------------|
| Pennsylvania Avenue** | 32,34,36 | m | 7,531 | -53% | 3,941 | -63% | 2,191 | -70% | 172,349 | -58% | 1,410,997 | -36% |
| Pennsylvania Avenue Limited | 39 | | 918 | 6% | 0 | 0% | 0 | 0% | 16,528 | 1% | 97,815 | 8% |
| Stanton Road | 94 | | 1,782 | 16% | 838 | 3% | 468 | -3% | 39,548 | 10% | 195,033 | 2% |
| Anacostia-Congress Heights** | A2,6,7,8,42,46,48 | f | 10,124 | -10% | 6,149 | -1% | 4,541 | -3% | 246,380 | -10% | 1,326,879 | -5% |
| Anacostia-Fort Drum** | A4,W5 | rr@ | 3,501 | -8% | 1,468 | -17% | 1,008 | -9% | 77,873 | -12% | 431,730 | 5% |
| M.L. King Jr. Ave. Limited Line | A9 | | 656 | 9% | 0 | 0% | 0 | 0% | 11,802 | 4% | 70,052 | 9% |
| Fairfax Village-L'Enfant Plaza | V5 | @ | 304 | -20% | 0 | 0% | 0 | 0% | 5,479 | -24% | 30,258 | -30% |
| Shipley Terrace-Ft. Drum** | W1 | i | 1,246 | 5% | 0 | 0% | 0 | 0% | 22,431 | -1% | 114,647 | 2% |
| United Medical Center-Anacostia | W2,3 | | 2,544 | -1% | 1,422 | -6% | 932 | -7% | 59,920 | -5% | 321,476 | 0% |
| Deanwood-Alabama Avenue | W4 | j | 5,500 | -4% | 3,732 | -3% | 2,958 | 14% | 139,132 | -4% | 798,612 | 7% |
| Garfield-Anacostia Loop | W6,8 | e | 2,085 | -12% | 1,374 | -4% | 1,041 | -8% | 52,019 | -12% | 280,479 | -7% |
| South Capitol St. Limited | W9 | k | 163 | -17% | 0 | 0% | 0 | 0% | 2,941 | -21% | 17,540 | 152% |
| Sector 5 Subtotal - Southeastern DC | | | 36,335 | -22% | 18,923 | -28% | 13,138 | -28% | 846,402 | -25% | 5,095,518 | -13% |
| Friendship Heights - Southeast** | 30N,30S | i | 5,139 | 100% | 4,316 | 100% | 3,362 | 100% | 138,573 | 100% | 486,885 | 100% |
| U Street-Garfield | 90,92,93 | | 12,330 | -2% | 7,867 | 0% | 5,497 | 9% | 302,124 | -3% | 1,640,724 | -1% |
| Sibley Hospital - Stadium-Armory | D6 | | 4,624 | -2% | 2,129 | -13% | 1,329 | -2% | 103,987 | -6% | 590,512 | -4% |
| Anacostia-Eckington | P6 | | 3,882 | -6% | 1,766 | -7% | 1,308 | -9% | 88,310 | -8% | 502,383 | -2% |
| Sector 6 Subtotal - Downtown DC | | | 25,975 | 21% | 16,078 | 32% | 11,496 | 46% | 632,994 | 22% | 3,220,604 | 15% |
| Wilson Boulevard | 1A,B,E,Z | (SL) | 3,658 | 2% | 2,514 | 9% | 1,522 | 25% | 90,054 | 2% | 515,145 | 5% |
| Fair Oaks-Fairfax Boulevard | 1C | (SL) | 860 | 5% | 647 | 2% | 575 | 8% | 22,807 | 3% | 129,624 | 8% |
| Washington Boulevard -Dunn Loring | 2A | (SL)@ | 2,468 | 33% | 1,474 | 68% | 667 | 6% | 57,272 | 31% | 328,486 | 34% |
| Fair Oaks-Jermantown Rd | 2B | (SL)@ | 948 | -40% | 567 | -48% | 0 | 0% | 20,465 | -44% | 121,589 | -38% |
| Tysons Corner-Dunn Loring | 2T | (SL)@ | 476 | -35% | 379 | -18% | 221 | -5% | 12,171 | -32% | 72,672 | -28% |
| Lee Highway-Falls Church | 3A | (SL) | 2,148 | -12% | 1,111 | -3% | 557 | 17% | 48,675 | -12% | 282,072 | -7% |
| Pimmit Hills-Falls Church | 3T | (SL) | 649 | -12% | 229 | -28% | 0 | 0% | 13,061 | -18% | 76,796 | -14% |
| Lee Highway-Farragut Square | 3Y | | 406 | -6% | 0 | 0% | 0 | 0% | 7,310 | -11% | 45,864 | -5% |
| Pershing Drive-Arlington Boulevard | 4A,B | (SL) | 1,661 | -9% | 794 | 10% | 425 | 5% | 37,217 | -10% | 211,515 | -10% |
| DC-Dulles** | 5A | rr@ | 853 | -27% | 527 | -27% | 532 | -26% | 21,710 | -28% | 138,029 | -23% |
| Chain Bridge Road | 16K,L | (SL) | 497 | 13% | 0 | 0% | 0 | 0% | 8,950 | 7% | 54,804 | 18% |
| George Mason-Tysons Corner | 15M | (SL)@ | 241 | 29% | 0 | 0% | 0 | 0% | 4,331 | 22% | 28,656 | 38% |
| McLean-Crystal City | 23A,B,T,W | n(S) | 3,480 | -12% | 2,219 | -10% | 1,213 | -16% | 82,868 | -14% | 468,490 | -11% |
| McLean Hamlet-East Falls Church | 24T | (S) | 0 | -100% | 0 | 0% | 0 | 0% | 0 | -100% | 2,521 | -87% |
| Annandale-East Falls Church | 26A | (SL) | 524 | 100% | 0 | 0% | 0 | 0% | 9,436 | 0% | 53,790 | 100% |
| Tysons Corner-West Falls Church | 26T | (S) | 0 | -100% | 0 | 0% | 0 | 0% | 0 | -100% | 11,967 | -83% |
| Ballston-Farragut Square | 38B | | 3,395 | -9% | 2,013 | -16% | 1,392 | -2% | 81,540 | -12% | 475,909 | -8% |
| Sector 7 Subtotal - Western NOVA | | | 22,245 | -6% | 12,474 | -5% | 7,103 | 0% | 517,667 | -10% | 3,017,959 | -6% |
| Arlington-Union Station | 13Y | o | 0 | 0% | 60 | -21% | 59 | 21% | 709 | 2% | 3,654 | -24% |
| Columbia Pike | 16A,B,D,E,J,P | | 5,630 | -4% | 4,398 | 3% | 2,779 | 0% | 144,399 | -4% | 803,911 | -2% |
| Columbia Pike-Federal Triangle | 16X | | 978 | 10% | 0 | 0% | 0 | 0% | 17,991 | 3% | 108,957 | 10% |
| Columbia Heights West-Pentagon City | 16G,H,K | | 3,710 | -2% | 2,611 | 2% | 1,592 | 16% | 91,997 | -3% | 511,339 | 3% |
| Annandale-Skyline City-Pentagon | 16L | | 167 | -4% | 0 | 0% | 0 | 0% | 2,998 | -9% | 19,654 | 8% |
| Columbia Pike-Farragut Square | 16Y | | 1,721 | 6% | 0 | 0% | 0 | 0% | 30,978 | 1% | 185,649 | 1% |
| Barcroft-South Fairlington | 22A,B | | 1,402 | -2% | 532 | 14% | 0 | 0% | 28,432 | -5% | 168,657 | -4% |
| Ballston-Bradlee-Pentagon | 25A,C,D,E | | 1,261 | -8% | 407 | -5% | 366 | 32% | 27,336 | -9% | 155,993 | -5% |
| Landmark-Ballston | 25B | | 1,257 | -3% | 658 | 0% | 0 | 0% | 26,578 | -7% | 157,674 | 4% |
| Leesburg Pike | 28A | (SL) | 4,647 | 8% | 4,669 | 6% | 3,279 | 4% | 131,329 | 6% | 727,700 | 10% |
| Leesburg Pike Limited | 28X | (SL) | 1,089 | -3% | 0 | 0% | 0 | 0% | 19,598 | -8% | 120,004 | 2% |

**Metrobus Monthly Ridership
Bus Line, Sector and Jurisdictional Summary
November 2014 - Preliminary**

| Metrobus Monthly Ridership | Route(s) | Svc Note | Nov-14 Wkdy Avg | % Chng. Prev. Year | Nov-14 Sat Avg | % Chng. Prev. Year | Nov-14 Sun Avg | % Chng. Prev. Year | Nov-14 System Total | % Chng. Prev. Year | YTD FY-2015 | % Chng. Prev. Year |
|--|---------------|----------|--------------------|--------------------------|-------------------|--------------------------|-------------------|--------------------------|---------------------------|--------------------------|------------------|--------------------------|
| Annandale | 29C,E,G,H,X | | 989 | -7% | 0 | 0% | 0 | 0% | 18,064 | -12% | 110,825 | -5% |
| Alexandria-Fairfax** | 29K,N | SL-p | 2,684 | 25% | 1,443 | 7% | 684 | 0% | 61,069 | 25% | 327,639 | 21% |
| Sector 8 Subtotal - Central NOVA | | | 25,535 | 2% | 14,777 | 4% | 8,757 | 15% | 601,476 | 0% | 3,401,656 | 4% |
| Lincolnia-North Fairlington** | 7A,E,F,Y | SL-q | 3,325 | 1% | 1,500 | -2% | 887 | -2% | 74,172 | -3% | 419,203 | 3% |
| Lincolnia-Park Center-Pentagon | 7B,C,H,P,W,X | r | 1,534 | 3% | 0 | 0% | 0 | 0% | 27,750 | -2% | 164,285 | 0% |
| Mark Center-Pentagon | 7M | | 1,511 | -17% | 0 | 0% | 0 | 0% | 27,200 | -21% | 171,810 | -8% |
| Foxchase-Seminary Valley | 8S,W,Z | s | 1,098 | 3% | 0 | 0% | 0 | 0% | 20,022 | -3% | 122,151 | 1% |
| Huntington-Pentagon | 9A,E | | 1,330 | -19% | 897 | -17% | 648 | -5% | 33,211 | -19% | 195,068 | -14% |
| Metroway Potomac Yard** | MWY-1 | t | 1,373 | 28% | 352 | 100% | 239 | 100% | 28,257 | 36% | 136,257 | 21% |
| Hunting Point-Pentagon | 10A,E,R,S | u | 2,229 | 4% | 1,189 | -8% | 730 | 2% | 51,637 | 0% | 298,737 | 7% |
| Hunting Point-Ballston | 10B | v | 2,326 | -4% | 1,744 | 2% | 1,110 | 17% | 58,996 | -3% | 326,027 | -5% |
| Mt Vernon Express** | 11Y | w | 388 | -16% | 0 | 0% | 0 | 0% | 6,987 | -21% | 44,638 | -9% |
| Kings Park | 17A,B,F,M | | 357 | -2% | 0 | 0% | 0 | 0% | 6,547 | -7% | 43,017 | 1% |
| Kings Park Express | 17G,H,K,L | | 1,084 | -11% | 0 | 0% | 0 | 0% | 19,563 | -16% | 113,999 | -8% |
| Springfield | 18E,F | | 169 | -23% | 0 | 0% | 0 | 0% | 3,041 | -27% | 18,379 | -14% |
| Orange Hunt | 18G,H,J | | 625 | -7% | 0 | 0% | 0 | 0% | 11,256 | -12% | 89,599 | -5% |
| Burke Centre | 18P,R,S | | 668 | -9% | 0 | 0% | 0 | 0% | 12,205 | -13% | 76,913 | -2% |
| Landmark-Pentagon | 21A,D | @ | 416 | -35% | 0 | 0% | 0 | 0% | 7,609 | -38% | 47,502 | -30% |
| Skyline City | 28F,G | | 426 | -28% | 0 | 0% | 0 | 0% | 7,829 | -31% | 50,625 | -14% |
| Richmond Highway Express | REX (R99) | | 2,943 | -12% | 2,057 | -7% | 792 | -9% | 70,076 | -14% | 422,305 | -6% |
| Springfield Circulator | TAGS (S80,91) | | 390 | -6% | 0 | 0% | 0 | 0% | 7,189 | -11% | 35,269 | -7% |
| Sector 9 Subtotal - Eastern NOVA | | | 22,193 | -6% | 7,739 | -1% | 4,406 | 7% | 473,547 | -9% | 2,755,764 | -3% |
| Clinton | C11,13 | | 437 | -12% | 0 | 0% | 0 | 0% | 7,859 | -16% | 50,291 | -7% |
| Hillcrest Heights | C12,14 | | 710 | -1% | 223 | -8% | 0 | 0% | 14,113 | -7% | 81,851 | 6% |
| Oxon Hill-Suitland | D12,13,14 | | 4,414 | -6% | 2,926 | 1% | 1,619 | -3% | 106,729 | -7% | 611,091 | -1% |
| Marlow Heights-Temple Hills | H11,12,13 | | 1,502 | 8% | 678 | -1% | 401 | -3% | 33,506 | 3% | 190,409 | 14% |
| Marlboro Pike | J11,12,13 | | 979 | -6% | 835 | -6% | 563 | 4% | 26,003 | -6% | 149,331 | 8% |
| Forestville | K11,12,13 | | 1,914 | -1% | 889 | -6% | 588 | -11% | 43,318 | -5% | 254,940 | 1% |
| National Harbor | NH1,3 | x@ | 795 | -6% | 892 | 22% | 636 | 24% | 23,484 | 2% | 135,889 | 22% |
| Oxon Hill-Fort Washington | P17,18,19 | | 1,110 | -9% | 0 | 0% | 0 | 0% | 20,261 | -14% | 125,136 | -4% |
| Bock Road | W13,14 | | 693 | -8% | 0 | 0% | 0 | 0% | 12,725 | -12% | 77,087 | -8% |
| Camp Springs-Indian Head Highway | W15 | | 243 | -24% | 0 | 0% | 0 | 0% | 4,569 | -27% | 28,455 | -19% |
| Indian Head Express | W19 | | 303 | -29% | 0 | 0% | 0 | 0% | 5,558 | -32% | 35,657 | -23% |
| Sector 10 Subtotal - Southern PGC | | | 13,100 | -6% | 6,443 | 1% | 3,808 | 0% | 298,125 | -7% | 1,740,137 | 2% |
| Martin Luther King Jr. Highway** | A11,12 | y-rr | 3,002 | 0% | 1,678 | -6% | 1,168 | 5% | 71,103 | -3% | 393,836 | 6% |
| Bowie State University | B21,22 | | 864 | 1% | 0 | 0% | 0 | 0% | 16,023 | -4% | 87,442 | 2% |
| Bowie-Belair | B24,25 | | 952 | -5% | 0 | 0% | 0 | 0% | 17,864 | -9% | 106,609 | -5% |
| Bowie-New Carrollton | B27 | @ | 233 | -16% | 0 | 0% | 0 | 0% | 4,190 | -20% | 25,777 | -3% |
| Crofton-New Carrollton | B29,31 | | 252 | -6% | 0 | 0% | 0 | 0% | 4,542 | -11% | 28,745 | 3% |
| Central Avenue | C21,22,26,29 | | 2,317 | -12% | 987 | -9% | 507 | 5% | 50,872 | -14% | 323,843 | -1% |
| Central Supplemental Service | C27 | | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 5,357 | 26% |
| Pointer Ridge | C28 | | 460 | -9% | 0 | 0% | 0 | 0% | 8,635 | -13% | 53,358 | -1% |
| Ardwick Industrial Park Shuttle | F12 | @ | 712 | 12% | 0 | 0% | 0 | 0% | 13,510 | 9% | 79,045 | 33% |
| Sheriff Road-Capitol Heights | F14 | | 2,330 | -9% | 830 | -12% | 0 | 0% | 46,922 | -13% | 283,143 | 1% |
| Eastover-Addison Road | P12 | | 6,068 | 2% | 5,157 | 7% | 2,871 | 17% | 157,991 | 2% | 876,237 | 10% |
| District Heights-Suitland | V12 | | 1,870 | -12% | 845 | -2% | 496 | -4% | 41,698 | -14% | 234,877 | -2% |
| District Heights-Seat Pleasant | V14,15 | | 1,536 | -7% | 778 | -7% | 168 | 5% | 33,317 | -10% | 190,533 | 1% |
| Sector 11 Subtotal - Central PGC | | | 20,596 | -4% | 10,274 | 0% | 5,309 | 10% | 466,467 | -6% | 2,688,802 | 5% |
| Rhode Island Avenue-New Carrollton | 84 | | 1,961 | -3% | 930 | 6% | 576 | -7% | 44,336 | -5% | 258,397 | 1% |
| Laurel Express | 87 | z | 755 | -10% | 0 | 0% | 0 | 0% | 14,052 | -14% | 83,403 | -8% |
| Laurel | 89,89M | aa | 876 | 3% | 0 | 0% | 0 | 0% | 16,451 | -2% | 98,298 | 12% |

Agenda Item 5- Attachment 2-Page 1

Attachment A

FY 15 BUS PRODUCTIVITY REPORT, REGIONAL LINE PERFORMANCE SUMMARY

| Total System Regional Performance Criteria | Line Count | Jurisdiction | Weekly Daily Riders | Less Than 1/3 System Avg | Less Than 1/2 System Avg | Greater Than Twice System Avg | Riders per Rev Trip | Riders per Rev Mile | Less Than 1/3 System Avg |
|--|------------|--------------|---------------------|--------------------------|--------------------------|-------------------------------|---------------------|---------------------|--------------------------|
| | | | | | | | \$2.49 | 33.7 | |
| System Avg | | | 3,646 | 31.76% | | \$2.49 | 33.7 | | 4.0 |
| Threshold | | | 456 | 15.68% | | \$4.80 | 11.2 | | 1.3 |

| Total System Regional Performance By Jurisdiction | Line Count | Jurisdiction | Weekly Daily Riders | Less Than 1/3 System Avg | Less Than 1/2 System Avg | Greater Than Twice System Avg | Riders per Rev Trip | Riders per Rev Mile | Total Line Criteria | Total Annual Riders | Total Annual Trips | Total Annual Rev. Miles | Total Annual Operating Costs | Total Annual Revenue | Total Annual Subsidy |
|---|------------|--------------|---------------------|--------------------------|--------------------------|-------------------------------|---------------------|---------------------|---------------------|---------------------|--------------------|-------------------------|------------------------------|----------------------|----------------------|
| | 42 | DC | 213,653 | 34.38% | | \$2.08 | 34.7 | 5.3 | 210 | 64,953,259 | 1,874,104 | 12,325,851 | \$205,944,722 | \$70,799,051 | \$135,145,671 |
| | 37 | VA | 68,133 | 24.46% | | \$3.70 | 25.1 | 2.5 | 185 | 20,487,974 | 811,788 | 8,149,492 | \$180,076,060 | \$24,474,221 | \$75,691,639 |
| | 27 | MD | 101,693 | 33.57% | | \$2.22 | 40.4 | 3.6 | 135 | 31,487,356 | 778,892 | 8,774,839 | \$105,203,445 | \$35,320,055 | \$69,883,390 |
| | 106 | Total | 383,479 | 31.76% | | \$2.49 | 33.7 | 4.0 | 530 | 116,928,589 | 3,464,784 | 29,250,182 | \$411,224,226 | \$130,593,327 | \$280,630,899 |

| Subtotal Not Meeting 1 or More Performance Criteria By Jurisdiction | Line Count | Jurisdiction | Weekly Daily Riders | Less Than 1/3 System Avg | Less Than 1/2 System Avg | Greater Than Twice System Avg | Riders per Rev Trip | Riders per Rev Mile | Unmet Perform. Criteria | Total Annual Riders | Total Annual Trips | Total Annual Rev. Miles | Total Annual Operating Costs | Total Annual Revenue | Total Annual Subsidy |
|---|------------|--------------|---------------------|--------------------------|--------------------------|-------------------------------|---------------------|---------------------|-------------------------|---------------------|--------------------|-------------------------|------------------------------|----------------------|----------------------|
| | 9 | DC | 8,495 | 19.89% | | \$4.39 | 14.1 | 3.9 | 18 | 1,794,031 | 126,631 | 452,775 | \$9,775,766 | \$1,944,594 | \$7,831,172 |
| | 16 | VA | 11,944 | 22.50% | | \$6.05 | 16.4 | 1.3 | 35 | 3,339,993 | 203,440 | 2,518,065 | \$26,084,173 | \$5,869,632 | \$20,215,141 |
| | 4 | MD | 2,917 | 28.29% | | \$6.15 | 18.1 | 1.5 | 6 | 750,838 | 41,514 | 503,466 | \$6,432,613 | \$1,817,250 | \$4,615,363 |
| | 29 | Total | 21,360 | 22.77% | | \$6.56 | 15.8 | 1.7 | 59 | 5,873,862 | 371,585 | 3,474,306 | \$42,292,551 | \$9,630,476 | \$32,661,676 |

| Subtotal Meeting All Performance Criteria By Jurisdiction | Line Count | Jurisdiction | Weekly Daily Riders | Less Than 1/3 System Avg | Less Than 1/2 System Avg | Greater Than Twice System Avg | Riders per Rev Trip | Riders per Rev Mile | Met Perform. Criteria | Total Annual Riders | Total Annual Trips | Total Annual Rev. Miles | Total Annual Operating Costs | Total Annual Revenue | Total Annual Subsidy |
|---|------------|--------------|---------------------|--------------------------|--------------------------|-------------------------------|---------------------|---------------------|-----------------------|---------------------|--------------------|-------------------------|------------------------------|----------------------|----------------------|
| | 33 | DC | 207,154 | 35.10% | | \$2.02 | 36.1 | 5.3 | 192 | 63,169,227 | 1,747,473 | 11,873,076 | \$196,168,956 | \$68,854,457 | \$127,314,499 |
| | 21 | VA | 56,189 | 25.14% | | \$3.24 | 26.1 | 3.0 | 150 | 17,068,961 | 608,348 | 5,631,427 | \$73,991,887 | \$16,605,169 | \$55,386,698 |
| | 23 | MD | 98,177 | 33.92% | | \$2.12 | 41.7 | 3.7 | 129 | 30,736,518 | 737,378 | 8,271,373 | \$98,770,832 | \$33,502,805 | \$65,268,027 |
| | 77 | Total | 361,520 | 32.79% | | \$2.23 | 35.9 | 4.0 | 471 | 110,974,706 | 3,093,199 | 25,775,876 | \$368,931,675 | \$120,962,451 | \$247,969,223 |

Agenda Item 5-Attachment 2-Page 2

FY 15 BUS PRODUCTIVITY REPORT, REGIONAL LINE PERFORMANCE SUMMARY

| Bus Line Descriptions | | | | | Performance Criteria Ranking | | | | | Annual Data | | | | | | |
|---|-------------|---------|-------|--------------|------------------------------|--------|-------|-------|------|-------------------------|---------------------|--------------------|-------------------------|------------------------------|----------------------|----------------------|
| Line Name | Route(s) | Line ID | State | Service Days | <=45% | <50% | <55% | <60% | <65% | Unmet Perform. Criteria | Total Annual Riders | Total Annual Trips | Total Annual Rev. Miles | Total Annual Operating Costs | Total Annual Revenue | Total Annual Subsidy |
| George Mason-Tysons Corner | 15M | 24 | VA | W | 265 | 7.38% | 13.68 | 8.8 | 0.8 | 5 | 66,595 | 7,530 | 84,200 | \$983,274 | \$72,588 | \$910,685 |
| Arlington-Union Station | 13Y | 39 | VA | Sa,Su | 0 | 7.75% | 12.98 | 8.5 | 1.1 | 5 | 6,748 | 758 | 6,238.08 | \$94,874 | \$7,350 | \$97,524 |
| Pinebluff Hills-Falls Church | 3T | 121 | VA | W,Sa | 692 | 8.60% | 11.58 | 10.0 | 1.1 | 4 | 184,292 | 18,495 | 168,047 | \$2,335,293 | \$200,878 | \$2,134,414 |
| Tysons Corner-Dawn Loring | 2T | 127 | VA | W,Sa,Su | 522 | 11.03% | 8.79 | 10.8 | 1.2 | 4 | 174,815 | 16,221 | 140,037 | \$1,726,871 | \$190,545 | \$1,536,323 |
| South Capital St. Limited | WY9 | 587 | DC | W | 181 | 10.30% | 9.49 | 10.0 | 2.1 | 4 | 45,374 | 4,518 | 21,393 | \$478,949 | \$49,458 | \$430,491 |
| Camp Springs-Indian Head Highway | W15 | 40 | MD | W (Sat/Hol) | 261 | 12.99% | 7.30 | 18.6 | 1.6 | 3 | 66,246 | 3,570 | 42,404 | \$556,064 | \$72,209 | \$483,855 |
| MacArthur Boulevard-Georgetown | 05 | 37 | DC | W (Sat/Hol) | 312 | 15.19% | 6.09 | 22.1 | 2.8 | 3 | 78,680 | 3,558 | 28,420 | \$564,686 | \$85,761 | \$478,925 |
| Fair Oaks-Fairfax Boulevard | 1C | 139 | VA | W,Sa,Su | 840 | 18.29% | 7.15 | 17.0 | 1.2 | 3 | 304,095 | 17,259 | 251,159 | \$2,505,868 | \$331,464 | \$2,174,404 |
| Wisconsin Avenue Limited | 37 | 100 | DC | W | 678 | 13.84% | 6.78 | 27.1 | 4.0 | 2 | 170,087 | 6,275 | 42,570 | \$1,339,381 | \$185,395 | \$1,153,987 |
| Fair Oaks-Jermantown Rd | 2B | 128 | VA | W,Sa | 1,061 | 15.50% | 5.94 | 20.9 | 1.6 | 2 | 296,842 | 14,237 | 183,840 | \$2,087,746 | \$323,558 | \$1,764,188 |
| Fairfax Village-L'Enfant Plaza | V5 | 57 | DC | W | 320 | 16.89% | 5.36 | 17.8 | 3.1 | 2 | 80,400 | 4,518 | 25,667 | \$518,743 | \$87,636 | \$431,107 |
| Glover Park-Federal Triangle | 01 | 23 | DC | W (Sat/Hol) | 440 | 17.27% | 5.22 | 24.4 | 4.3 | 2 | 111,623 | 4,570 | 26,202 | \$703,401 | \$121,451 | \$581,949 |
| Ivy City-Dupont Circle | 03 | 48 | DC | W (Sat/Hol) | 438 | 18.05% | 4.94 | 27.3 | 4.4 | 2 | 110,720 | 4,056 | 25,264 | \$667,415 | \$170,685 | \$496,730 |
| Annapdale | 29C,E,G,H,X | 8 | VA | W (Sat/Hol) | 1,105 | 30.88% | 7.10 | 14.9 | 1.0 | 2 | 279,418 | 18,766 | 266,911 | \$2,868,291 | \$685,755 | \$1,882,525 |
| MT Vernon Express | 11Y | 157 | VA | W | 416 | 39.21% | 4.92 | 29.7 | 1.8 | 2 | 104,507 | 3,514 | 59,434 | \$845,009 | \$331,288 | \$513,721 |
| Chain Bridge Road | 15K,L | 27 | VA | W | 530 | 15.94% | 5.75 | 18.3 | 1.4 | 1 | 133,133 | 7,279 | 96,926 | \$910,162 | \$145,115 | \$765,048 |
| Annapdale-East Falls Church | 26A | 692 | VA | W | 562 | 17.04% | 5.31 | 20.1 | 2.0 | 1 | 140,959 | 7,028 | 69,981 | \$901,707 | \$153,646 | \$748,062 |
| Pershing Drive-Arlington Boulevard | 4A,B | 94 | VA | W,Sa,Su | 1,775 | 17.53% | 5.13 | 14.8 | 2.4 | 1 | 510,383 | 34,430 | 215,081 | \$3,173,295 | \$556,318 | \$2,616,977 |
| Hilcrest Heights | K12,14 | 63 | MD | W,Sa | 754 | 17.68% | 3.08 | 13.2 | 2.1 | 1 | 204,381 | 15,504 | 98,608 | \$1,260,256 | \$222,776 | \$1,037,480 |
| Balston-Bradlee-Pentagon | 25A,C,D,E | 92 | VA | W,Sa,Su | 1,362 | 17.85% | 5.02 | 17.0 | 1.7 | 1 | 388,702 | 22,906 | 228,137 | \$2,374,037 | \$423,695 | \$1,950,352 |
| M.L. King Jr. Ave. Limited Line | A9 | 111 | DC | W | 740 | 17.91% | 5.00 | 28.5 | 2.9 | 1 | 185,706 | 6,526 | 63,187 | \$1,130,491 | \$202,419 | \$928,072 |
| Leesburg Pike Limited | 28X | 23 | VA | W | 1,176 | 18.43% | 4.82 | 27.3 | 2.4 | 1 | 295,153 | 10,793 | 122,415 | \$1,745,721 | \$321,717 | \$1,424,004 |
| Lee Highway-Farragut Square | 3Y | 138 | VA | W | 423 | 19.82% | 4.41 | 30.7 | 4.2 | 1 | 106,162 | 3,514 | 25,253 | \$583,897 | \$115,716 | \$468,180 |
| Convention Center- S.W. Waterfront | 74 | 119 | DC | W,Sa,Su | 1,798 | 20.31% | 4.28 | 10.8 | 3.8 | 1 | 523,177 | 48,456 | 138,012 | \$2,808,160 | \$570,263 | \$2,237,897 |
| Annapdale-Skyline City-Pentagon | 16L | 521 | VA | W | 210 | 27.99% | 2.80 | 35.0 | 3.2 | 1 | 52,756 | 1,506 | 16,531 | \$205,408 | \$57,504 | \$147,905 |
| Oxon Hill-Fert Washington | P17,18,19 | 68 | MD | W (Sat/Hol) | 1,170 | 31.70% | 6.83 | 21.4 | 1.3 | 1 | 295,162 | 13,770 | 232,236 | \$2,951,317 | \$935,664 | \$2,015,653 |
| Stanton Road | 94 | 141 | DC | W,Sa,Su | 1,597 | 33.36% | 2.18 | 10.8 | 5.8 | 1 | 478,464 | 44,154 | 82,055 | \$1,563,540 | \$521,526 | \$1,042,014 |
| Rock Road | W13,14 | 580 | MD | W (Sat/Hol) | 732 | 35.23% | 5.83 | 21.3 | 1.4 | 1 | 185,048 | 8,670 | 130,218 | \$1,664,975 | \$586,602 | \$1,078,373 |
| DC-Dulles | 5A | 129 | VA | W,Sa,Su | 901 | 63.87% | 3.97 | 15.4 | 0.5 | 1 | 294,437 | 19,164 | 583,873 | \$2,742,729 | \$1,751,901 | \$990,828 |
| Subtotal Not Meeting All Performance Criteria | 29 | | | | 21,760 | 22.07% | 55.56 | 19.81 | 1.69 | 89 | 5,870,862 | 371,585 | 3,474,306 | \$42,292,851 | \$9,630,876 | \$32,661,976 |

6 attachment 2
4-15-15

PROJECTS

| 2014 Rank No. | Name | Description | Source | Category | Mode | Cost | Estimated Start | Status | Relationship to Other Initiatives | Notes |
|---------------|---|--|--------------------------|-------------------------|----------------------------|---------------------------------------|----------------------------|-----------------------------|-----------------------------------|---|
| 1 | 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 CCPY Transitway buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard. |
| 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 | Royal Street Bikeway | Construct bicycle improvements along Royal Street between Jones Point and Bashford Street, that may include signage, traffic calming and other measures to improve north-south bicycle travel within Old Town. | 2008 TMP | Project | Bicycle | Less than \$1 million | 1-5 years | Not Started | No | Project was recommended in the Transportation Master Plan and the Waterfront Small Area Plan. |
| 4 | 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 |
| 5 | 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 |
| 6 | Prince Street / Cameron Street Bicycle Facility | Construction of a bicycle facility on both Prince Street and Cameron Street within Old Town. | 2008 TMP | Project | Bicycle | Less than \$1 million | 5-10 years | Not Started | No | |
| 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. | | Project | Transit | \$1-5 million | 1-5 years | Not Started | No | |
| 7* | Van Dorn Circulator Transit Service | Provide Circulator transit service in the Van Dorn area to provide a connection between the Van Dorn Metrorail station and the Landmark Mall. The DASH route AT7 would terminate at the Van Dorn Metrorail station. | DASH COA | Project | Transit | \$1-5 million | 1-5 years | Not Started | Yes | Costs are capital cost only. |
| 9 | 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. |
| 10* | 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. |
| 10* | 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). |
| 12 | Eisenhower East Circulator Transit Service | Provide Circulator transit service in the Eisenhower East area to provide a connection between the King Street Metrorail station and the Eisenhower Metrorail station. | DASH COA | Project | Transit | \$1-5 million | 1-5 years | Not Started | Yes | Costs are capital cost only. |
| 13 | 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 | |
| 14 | Library Lane Extension | Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment. | Beauregard SAP | Project | Streets | \$1-5 million | 5-10 years | Not Started | Yes | Project may be dependent on redevelopment within the block / area. |
| 15 | 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 | |
| 16 | Holmes Run Trail at Morgan Street | Construct a pedestrian and bicycle bridge where the Holmes Run Trail crosses Holmes Run at Morgan Street. | 2008 TMP | Project | Pedestrian | \$1-5 million | 1-5 years | Not Started | Yes | Recommended in 2008 Transportation Master Plan. Part of comprehensive process to upgrade the Holmes Run Trail, as shown by the completion of the Chambliss pedestrian and bicycle crossing on Holmes Run and the Holmes Run Trail at Ripley Street pedestrian and bicycle crossing under design. |
| 17 | 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 | |

PROJECTS

| 2014 Rank | Name | Description | Source | Category | Mode | Cost | Estimated Start | Status | Relationship to Other Initiatives | Notes |
|-----------|---|--|-----------------------|----------|---------|-----------------------|-----------------|-------------|-----------------------------------|--|
| 18 | Edsall Road Connector to Farrington Avenue and South Pickett Street | Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station. | 1992 TMP | Project | Streets | More than \$5 million | 10+ years | Not Started | Yes | As development takes place in Alexandria or Fairfax County between Edsall Road and Pickett Street or along Farrington Avenue. To be further evaluated in Eisenhower West Plan. |
| 19* | South Van Dorn Street Improvements at the City Limits | Construction of an additional lane to the southbound roadway from the Metrorail access ramp to the I-95 interchange. An additional lane should be added to the northbound roadway from the I-95 interchange to the Metro access ramp. | 1992 TMP | Project | Streets | More than \$5 million | 5-10 years | Not Started | No | This action will provide improved access to and from the Van Dorn Metrorail Station and the Eisenhower Valley. |
| 19* | 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 | I-395 access to West End Town Center | Direct access from I-395 ramps to West End Town Center | Landmark/Van Dorn SAP | Project | Streets | More than \$5 million | 10+ years | Not Started | Yes | |
| 22* | 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. | Beauregard SAP | Project | Streets | \$1-5 million | 5-10 years | Not Started | Yes | |
| 22* | 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 | |
| 24 | 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 | |
| 25 | 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. |
| 26 | 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. |

Projects in red/underlined are new projects added for 2014

* Project priorities for these projects resulted in a tied score

6 attachment 3
4-15-15City of Alexandria Long-Range Plan
September 18, 2014

APPROVED

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 oneway 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 | Commonwealth and Reed Avenue signal and pedestrian upgrades | Study the intersection of Commonwealth and Reed Avenue to determine the need for signalization and pedestrian upgrades. | Potomac Yard SAP | Study | Streets | | | Not Started | | |
| 9 | Traffic Impacts Analysis in Potomac Yard | Study, develop and implement a comprehensive phased approach to address traffic impacts in neighborhoods adjacent to development and other impacted neighborhoods. | Potomac Yard SAP | Study | Streets | | | Not Started | Yes | |
| 10 | East-West connectivity in Potomac Yard | New east-west connectivity or comparable street, circulation, and/or transit improvements, should be explored as part of any proposed development and/or any future planning efforts for properties to the west of Route 1. | Potomac Yard SAP | Study | Streets | | | Not Started | Yes | |

Studies

| No. | Name | Description | Source | Category | Mode | Cost | Estimated Start | Status | Relationship to other initiatives | Notes |
|-----|---|---|---------------------------|----------------|----------------|------------------------------|------------------|--------------------|-----------------------------------|---|
| 11 | Pedestrian / Bicycle connection from Potomac Yard to Mt. Vernon Trail | Explore future connection from Landbay K across the George Washington Memorial Parkway to the Mt. Vernon Trail. | Potomac Yard SAP | Study | Pedestrian | | | Not Started | Yes | 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. |
| 12 | Eisenhower Valley Metro Station | Construct a new Metro station in the Eisenhower Valley (Blue Line) between King Street Station and Van Dorn station | 2008 TMP | Study | Transit | | | Not Started | | |
| 13 | HOV lanes | Explore opportunities to enhance the use of high-occupancy vehicle (HOV) lanes as a traffic management strategy for periods of peak travel demand. Study existing HOV travel lanes to determine if changes in their operations would improve traffic flow during peak travel periods. Evaluate opportunities for implementation of additional or expanded HOV travel lanes or reduction of existing HOV travel lanes on City streets. | | Study | Streets | Less than \$1 million | | Not Started | Yes | |
| 14 | <u>Glebe Road Bridge and Four Mile Run pedestrian bridge</u> | <u>Conduct a study for demolishing the existing W. Glebe Road vehicular bridge over Four Mile Run and portions of W. Glebe Road, and construct a new vehicular bridge to the east (aligned with Valley Drive), and realign W. Glebe Road. A new pedestrian/bicycle bridge over Four Mile Run would be built where existing W. Glebe Road vehicular bridge (to be demolished) is located.</u> | <u>Four Mile Run Plan</u> | <u>Project</u> | <u>Streets</u> | <u>\$1-5 million</u> | <u>10+ years</u> | <u>Not Started</u> | <u>Yes</u> | <u>This project will require substantial additional study for feasibility/need/etc. and substantial coordination with Arlington. Arlington County is currently implementing a project at the intersection of S. Glebe Road and W. Glebe Road that includes signalization, improved crosswalks and markings. In 2014, the Commission recommended this project to be moved from the projects list to the Studies category.</u> |
| 15 | <u>Eisenhower Avenue Metrorail improved access</u> | <u>Conduct a study to determine how to implement improved pedestrian access from the north side of Eisenhower Avenue to the Eisenhower Metrorail station entrance on the south side of Eisenhower Avenue.</u> | <u>1992 TMP</u> | <u>Project</u> | <u>Transit</u> | <u>More than \$5 million</u> | <u>1-5 years</u> | <u>In Progress</u> | <u>Yes</u> | <u>Initially, this project was for an extension of the Eisenhower Metrorail station platform to the north side of Eisenhower Avenue in conjunction with adjacent redevelopment. The City has received over \$2 million in federal funding to begin to plan for the reconfiguration and expansion of the platform of this station to the north side of Eisenhower. The City estimates that over \$16 million in additional funding is needed. The City has determined that the existing platform provides adequate capacity, and the cost for extending the platform would outweigh the benefit. City Council directed staff not to pursue this project at this time. In 2014, the Commission recommended this project be moved to the Studies category.</u> |

Studies shown in red / underlined were moved in 2014 from the Projects list to the Studies list.

City of Alexandria, Virginia

MEMORANDUM

7
4-15-15

DATE: APRIL 15, 2015
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES
SUBJECT: AGENDA ITEM # 7 – EISENHOWER WEST SMALL AREA PLAN /
TRANSPORTATION STUDY

ISSUE: Provide an update to the Transportation Commission of the Eisenhower West Small Area Plan and Transportation Study.

RECOMMENDATION: That the Commission receive the following update and confirm consistency with the Transportation Master Plan.

BACKGROUND: The City is conducting the Eisenhower West Small Area Plan (SAP), and related Eisenhower West Transportation Study. The FY 2014 Interdepartmental Work Program approved by City Council on May 29, 2013 identified the Eisenhower West SAP as the next major land use planning effort which began in Spring 2014, with an anticipated completion and Council approval scheduled for late 2015. City Council directed staff to begin this initiative in order to have an up-to-date plan for how the area can take advantage of its location near transit and regional road networks, and improve connectivity and the quality of life in the plan area. The Eisenhower West SAP is a long range plan for the southwest portion of the City (bounded by the city boundaries on the west and south, Holmes Run to the east, and Duke and S. Pickett Streets to the north, see **Attachment 1**) that will result in a new plan that outlines the community's vision for Eisenhower West and steps to achieving this vision. The SAP will include a land use plan, a framework of roads, bicycle/pedestrian connections and parks, community facilities, and implementation strategies.

Eisenhower West Transportation Study

Prior to the launch of the Eisenhower West Small Area Planning effort, T&ES began the associated Eisenhower West transportation study which includes the following key components:

- 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;
- Conduct additional analysis of the Multi-modal bridge concept that was recommended in the Landmark/Van Dorn Corridor Plan (adopted in 2009);

The transportation study boundary is much more extensive than the Small Area Plan boundary, and is bordered by the city boundary to the south, Holland Lane to the east, Duke Street to the north, and the city boundary to the west (See **Attachment 1**).

Eisenhower West Steering Committee

The City Manager appointed 12 members of the community to the Eisenhower West Small Area Plan Steering Committee, which was established by City Council on December 10, 2013. The Committee will provide guidance on the Eisenhower West Small Area Plan process, specifically focusing on the civic engagement process, agenda setting, outreach and communications, and some technical content elements, such as the project scope as well as development scenarios for consideration in the Eisenhower West Transportation Study. Commissioner Wasowski is the Transportation Commission representative on the Steering Committee.

Civic Engagement

The City has held to date a total of ten (10) Steering Committee meetings, all of which are open to the public, and five (5) community meetings. The input from the meetings will play an integral part in drafting the final plan.

DISCUSSION: The transportation study will include an analysis of existing conditions, 2040 baseline conditions (which includes only approved or programmed transportation improvements and land uses), and 2040 build conditions. It will ultimately identify the impacts associated with each scenario, and will identify the multi-modal transportation improvements needed for the Build scenario, including a proposed street network, pedestrian and bicycle facilities / connections, and transit improvements.

Existing Conditions

The existing conditions report summarizes an extensive review of the current state of the traffic operating conditions, transportation infrastructure (including pedestrian and bicycle facilities), transit service (bus and Metrorail), and freight and passenger railroad operations. In general, the study area has limited connectivity due to major east-west barriers including Backlick Run, the Norfolk Southern railroad, the CSX railroad, and Interstate 495. These barriers limit north-south connectivity for both vehicles and non-motorized users. Connectivity is also inhibited due to large superblocks and a general lack of a street grid, with the exception of the Cameron Station neighborhood. The Van Dorn metrorail station has approximately 3,400 discrete riders per weekday (equivalent to about 6,800 trips per weekday). Approximately 70% of daily riders arrive by car (personal, or dropped off), or shuttle. There is little additional room to accommodate more of these types of riders, as the existing parking lot at the Van Dorn Station is at capacity. There is also limited capacity for additional shuttles. Future density in land use surrounding the station would likely be able to be accommodated within the station. Therefore, the best way to accommodate additional riders to the station would be through conversion of existing vehicular trips to walking, biking and bus. Improving pedestrian and bicycle connectivity from surrounding areas to the station would help to encourage access to the station for these modes.

The results of the traffic analyses of the existing traffic operations during the AM and PM peak hours show that most intersections, overall, operate at satisfactory levels of service (that is, level

of service (LOS) D or better). However, many of these intersections still have minor street approaches or individual turning movements that operate worse than LOS D.

The Existing Conditions report is available at

[http://www.alexandriava.gov/uploadedFiles/planning/info/EisenhowerWest/EWTS%20Existing%20Cond%20Rpt%20-%20REV%20FINAL%20-%2001.21.2015%20\(1\).pdf](http://www.alexandriava.gov/uploadedFiles/planning/info/EisenhowerWest/EWTS%20Existing%20Cond%20Rpt%20-%20REV%20FINAL%20-%2001.21.2015%20(1).pdf)

2040 Baseline Conditions

The 2040 baseline traffic conditions report is in the process of being completed, which will identify the traffic impacts associated with planned and approved transportation improvements and land uses assumed to be completed by the year 2040. A series of transportation improvements are assumed in the 2040 baseline model, that have a direct impact to traffic operations, including:

- Transitway corridors A (Route 1 Metroway), B (Duke Street) and C (West End Transitway);
- Improved transit service frequencies recommended in the DASH Comprehensive Operations Analysis, and proposed transit circulators (Van Dorn circulator; Eisenhower East circulator) recommended in the DASH Comprehensive Operations Analysis;
- Planned roadway and transit projects including:
 - Eisenhower Avenue improvements (near Holland Lane)
 - Future High Street
 - Multimodal bridge
 - Intersection improvements at S. Pickett / Edsall Road
 - Elizabeth Lane extension
 - Farrington Avenue connection to Edsall Road
 - Roadway grid identified in the Landmark Van Dorn Corridor Plan (Pickett Place)
 - Existing developer mitigation projects, including intersection improvements at Van Dorn Street at Edsall Road, and Van Dorn Street at S. Pickett Street;

The draft 2040 Baseline conditions report has been completed and is being reviewed by the City and Virginia Department of Transportation (VDOT). It is anticipated that the 2040 Baseline Conditions report will be finalized by early May 2014.

2040 Build Conditions

The 2040 future build conditions analysis will be completed after the 2040 Baseline conditions is completed. The 2040 Build model will include the transportation improvements identified in the 2040 Baseline, and will build in additional proposed land uses and streets. Through the civic engagement process, the project has developed a draft land use, a street network, and proposed bicycle and pedestrian improvements for the Small Area Plan. These are shown in **Attachments 2 thru 4**. The primary streets within the future street network will be included in the 2040 Build model. The results of the traffic analysis will provide a preliminary measure to determine if additional transportation improvements are needed to support the proposed land use, and or if a lower intensity land use scenario is needed for additional analysis. The 2040 Build analysis is anticipated to be completed in Summer 2015.

Multimodal Bridge Analysis

A multi-modal bridge was proposed in the 2008 Landmark Van Dorn Corridor Plan. Extensive field work and analysis was conducted to identify potential alignments for a future multimodal bridge. The analysis will ultimately identify a preferred alignment and cross-section for the multimodal bridge. The purpose of the multimodal bridge is to provide improved pedestrian, bicycle and transit connectivity between the Van Dorn Metrorail station, and areas to the north of the Norfolk Southern railroad, including Cameron Station and future development areas. The analysis initially identified seven alignment options, which were then narrowed to five alignment options because two of the options did not improve pedestrian and bicycle connectivity.

The bridge is assumed to include one transit lane in each direction, which would be the future routing of the West End Transitway, sidewalks on both sides of the bridge, and an enhanced bicycle corridor. In addition, the bridge could potentially include a general purpose travel lane in each direction. The maximum width of the bridge would be approximately 100 feet. Preliminary traffic analysis was conducted to determine the likely traffic impacts associated with allowing general purpose traffic to use the bridge. The analysis determined that approximately 11,000 vehicles per day would use the bridge, and would provide some benefit to the intersection of Eisenhower Avenue and Van Dorn Street. For the purpose of evaluation, it is assumed that the bridge will include one general purpose lane in each direction. The project team has met with all of the potential affected property owners to discuss impacts and their plans, and the alignment options are in the process of being evaluated using criteria related to walkability and bikeability, traffic / transportation, environmental, property impacts and cost. In addition, Norfolk Southern Railroad is also reviewing the alignment options to determine any impact to the railroad's near or long term operations plans. The bridge alignment analysis is anticipated to be completed by early May, 2015. The multimodal bridge options are shown in **Attachment 5**.

Next Steps

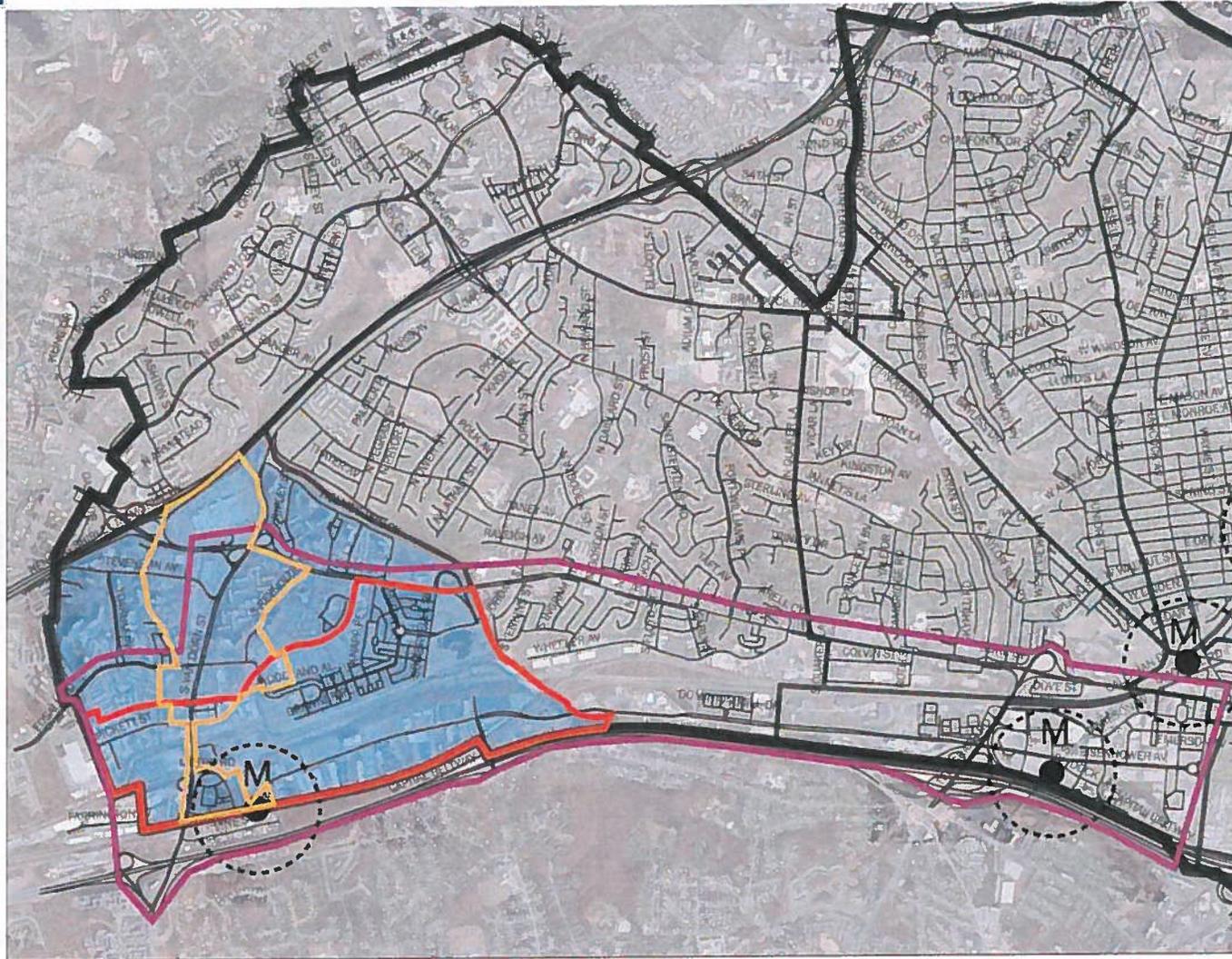
The City will be completing the 2040 Baseline conditions, and multi-modal bridge analysis over the next month, and then begin the 2040 Build scenario analysis. A Steering Committee meeting is scheduled for April 27, 2015, which will focus on open space and infrastructure (stormwater, sewer and energy). Another future Steering Committee, likely in May (date to be determined) will focus on transportation issues. A community meeting is scheduled for July 2015, which will present the draft plan.

ATTACHMENTS:

- Eisenhower West boundaries
- Eisenhower West proposed land use concept (Draft)
- Eisenhower West proposed street network (Draft)
- Eisenhower West proposed bicycle facility network (Draft)
- Multimodal Bridge Alignment Options

4-15-15

Transportation & Small Area Plan Boundary



1 Mile



Landmark/ Van Dorn
Small Area Plan



Landmark/Van Dorn Corridor
Plan Boundary (Overlay)



Small Area Plan
Boundary

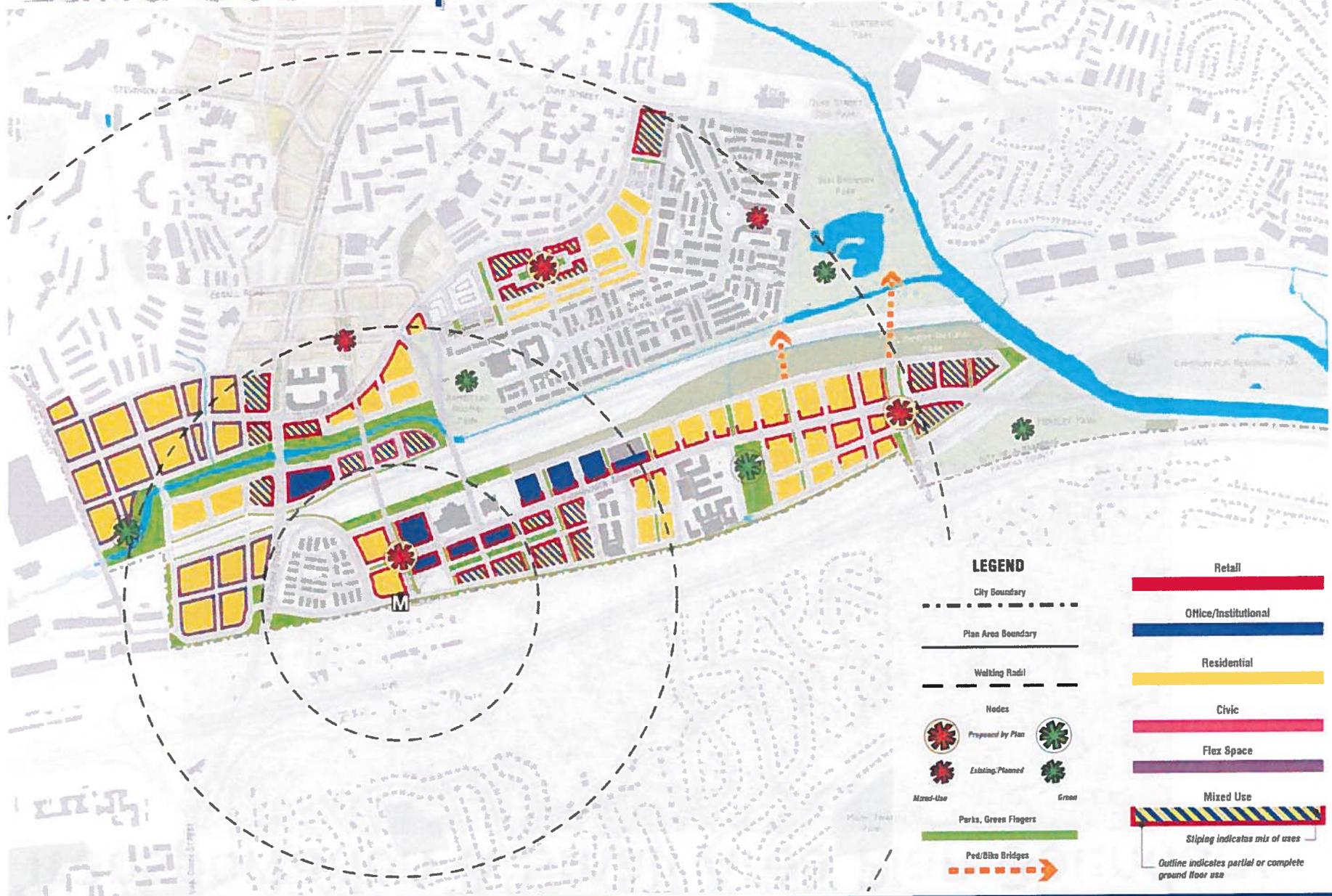


Transportation Study
Boundary

EISENHOWER WEST



Land Use Proposal

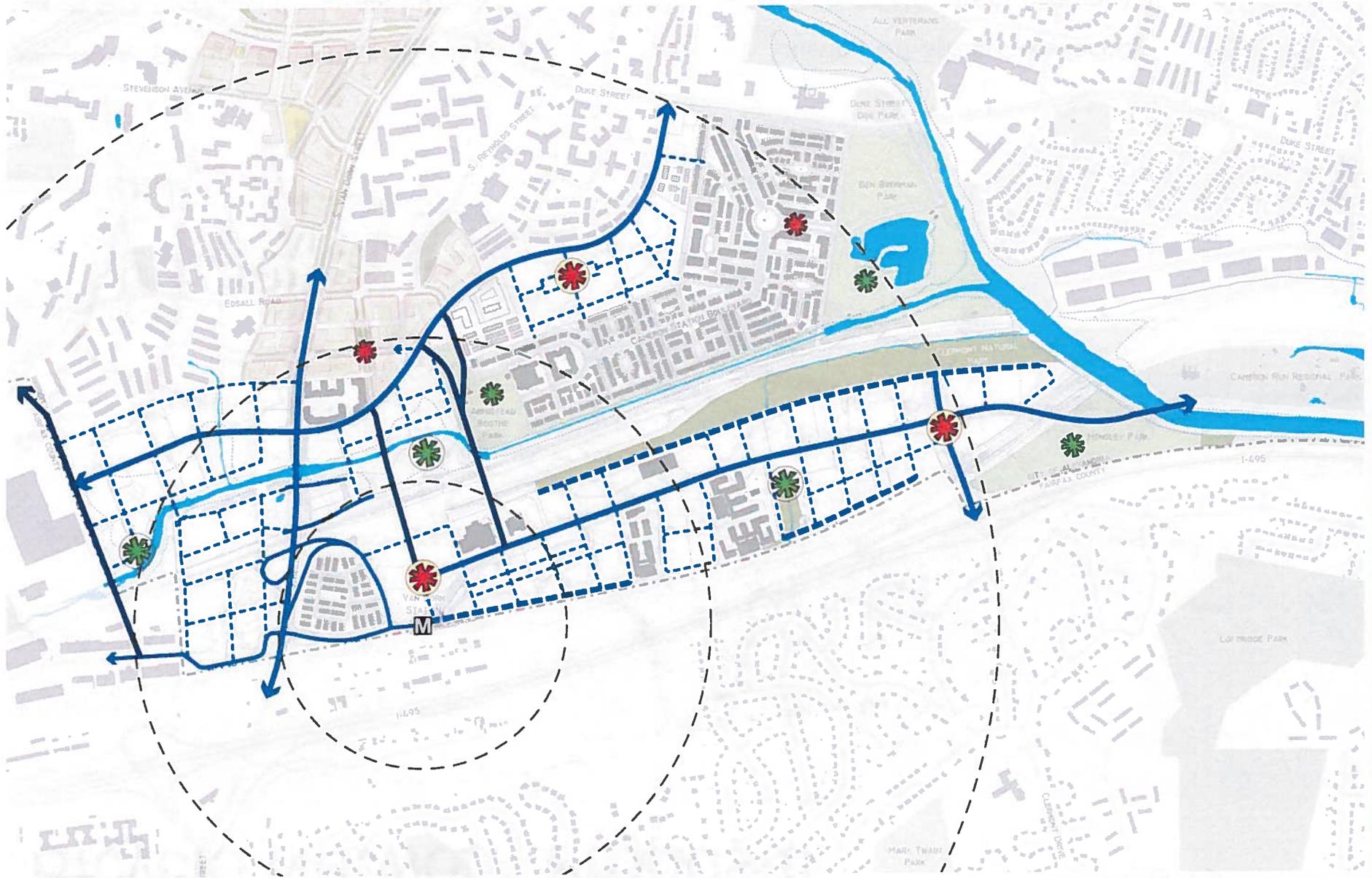


EISENHOWER WEST



4-15-15

Street Network Proposal

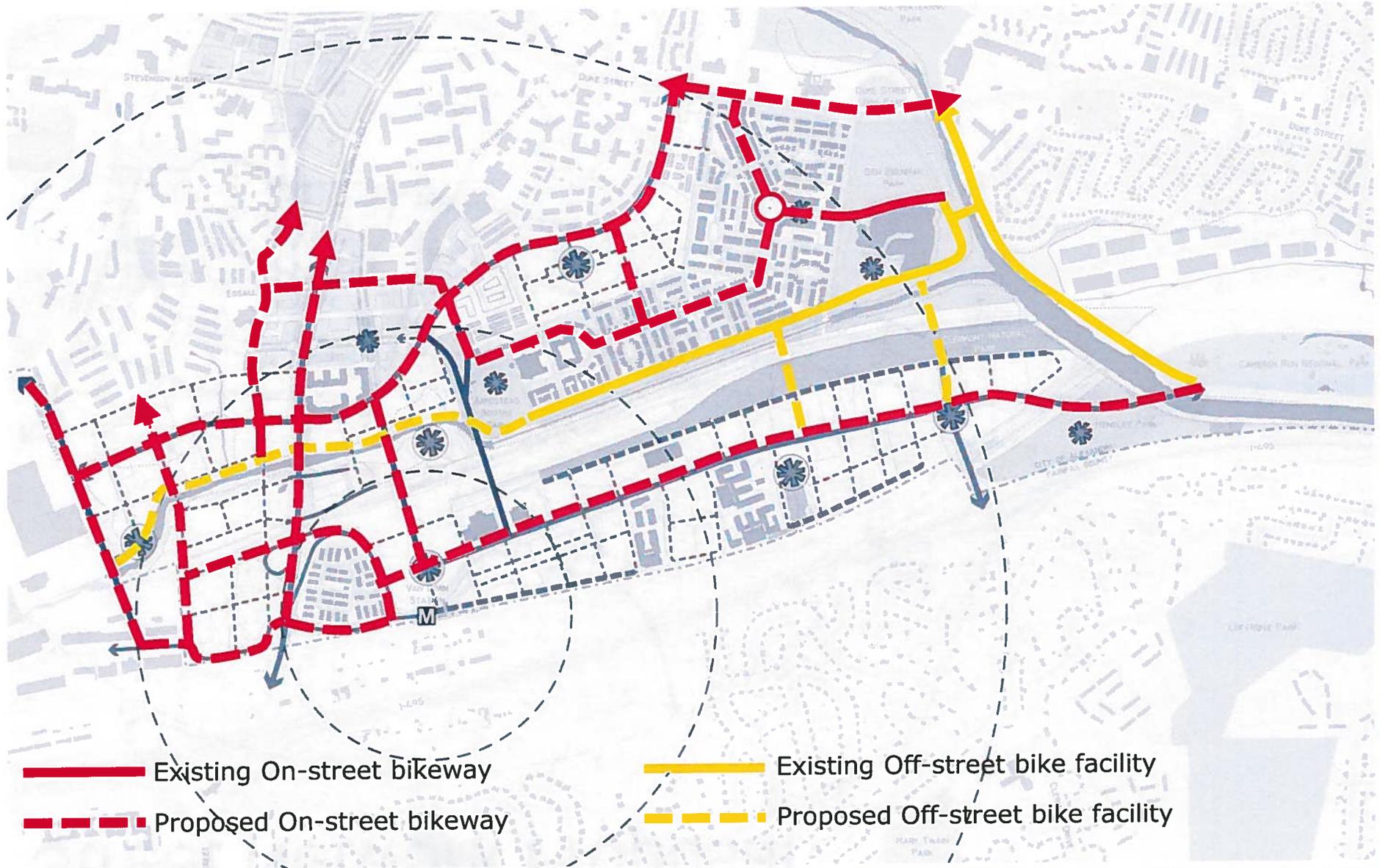


EISENHOWER WEST



4-15-15

Bicycle Network Proposal



EISENHOWER WEST



4-15-15

Multi-Modal Bridge Options

