

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 19, 2020

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 4 – HIGH CAPACITY TRANSIT CORRIDORS UPDATE

ISSUE: Staff update to Transportation Commission on the status of the High Capacity Transit Corridor Projects.

RECOMMENDATION: That the Commission receive the update.

BACKGROUND: In the 2008 Transportation Master Plan, the City identified three high capacity transit corridors that were then reaffirmed in the 2012 Transit Corridors Feasibility Study. The first Bus Rapid Transit (BRT) corridor was implemented along Route 1 in 2014. The City has been working to fund and advance the other two corridors, and the Department of Transportation & Environmental Services (T&ES) has now added a new staff member dedicated to the implementation these projects.

DISCUSSION: The Bus Rapid Transit (BRT) Program Manager, is working to advance projects on all three transit corridors.

Corridor A: Metroway Extension With \$5 million of funding from the Amazon Incentive Package and the upcoming developments of the Potomac Yard Metro Station and the impending development in the North Potomac Yard Small Area Plan, planning has begun for the final improvements to the existing Metroway line in Alexandria. The final components for the corridor include:

- Extending the dedicated transit lanes on US Rt. 1 two blocks to the north to Evans Lane
- Construction of the permanent northbound station at East Glebe Road and Rt. 1
- Construction of new stations near the new Potomac Yard Metrorail station
- Construction of new stations near the new Virginia Tech campus
- Planning and design of the dedicated transit lanes along Potomac Avenue

Corridor B: Duke Street The city was awarded \$12 million in NVTVA funding to start an Alternatives Analysis and Environmental studies on the Duke Street corridor between Landmark Mall and the King Street Metrorail station. The original planning for this project took place in 2012 during the Transit Corridors Feasibility Study. In the upcoming year, staff will lead an extensive public outreach effort building on the concepts of the original study. Transit

improvements are the primary focus of this effort, but bike and pedestrian access and safety will also be a part of this corridor study. The alternatives identified in 2012 will be reviewed as well as other alternatives identified by the public during the alternative's analysis process.

Following the public outreach and alternatives development phase of the planning process is completed, a complete environmental analysis will be conducted to meet the National Environmental Policy Act (NEPA) act. Upon completion and federal approval of the environmental documentation, a phasing plan and initial design will begin. The Alternatives Analysis and environmental study will begin in summer 2020 and continue through mid-late 2022.

Additional funding requests are pending for this project. The City applied for \$75 million in NVTAF funding in 2019 and is awaiting a determination. The design phased implementation construction schedules for this project are to be determined based on future funding availability.

Corridor C: West End Transitway In October 2019, the City and DASH implemented service improvements and new branding to the existing AT1 route that runs between Van Dorn Metro and Seminary Plaza via Landmark Mall, Lincolnia, Mark Center, and Southern Towers. This is an early step in implementing the City's long-term plan to bring BRT service from the West End to the Pentagon along the West End Transitway.

After several years of planning, environmental analysis and public outreach, the City is moving forward with design of the first phase of improvements to the corridor. The procurement process is underway to hire an engineering firm to develop construction plans for phase 1 which focuses on Transportation System Management (TSM) improvements. These include:

- Installation of Traffic Signal Priority (TSP) system at 20 intersections
- Roadway improvements near Van Dorn Metro station, including a NB dedicated transit lane and queue-jump
- SB queue-jump at Beauregard / Sanger Avenue
- Intersection improvements at Beauregard and West Braddock
- ADA pedestrian improvements to stations
- New mid-block crossing at Sanger Avenue and Trent Court with a Rapid Flash Beacon (RFB)
- Intersection improvements at King and Beauregard
- Permanent and interim station design at 10 locations

Approximately \$74 million has been awarded to the implementation of the West End Transitway from a variety of local, state, and federal funds. Funding is available to design and construct the Phase 1 improvements, including station improvements in Southern Towers. The City is applying for additional funding for station improvements in the redeveloped Landmark Mall site. Other improvements and right-of-way acquisition will be ongoing as properties adjacent to the corridor are re-developed.