



Transportation Commission

September 17, 2014

7:00 PM

City Hall, Council Work Room (2nd Floor)

AGENDA

1. Minutes of the July 23, 2014 Meeting
2. Updates to Receive (Consent)
 - Funding Update
 - Potomac Yard Metrorail Station
 - Route 1 Transitway
 - West End Transitway
 - Lower King Street Multimodal Feasibility Study
 - Pedestrian and Bicycle Master Plan Update
 - Eisenhower West Transportation Study
 - Oakville Triangle
 - Parking Ratio Study
3. 2014 Transportation Long Range Plan – **Public Hearing**
4. Memorial Circle Transportation Plan and Environmental Assessment
5. Commission Updates
6. 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, October 15, at 7:00 PM in the Council Work Room (City Hall, 2nd Floor).

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request an accommodation may contact the Department of Transportation and Environmental Services at 703-746-4086 or TTY/TTD 703-838-5056.



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9-17-14

City of Alexandria

Transportation Commission

Regular Meeting

July 23, 2014
7:00 p.m.
Sister Cities Room 1101

MINUTES

Commissioners Present: Mayor William Euille, Councilman Tim Lovain, Jake Jakubek, Jerry King, Nathan Macek, and Monica Starnes

Staff Present: Karen Callaham – T&ES, Sandra Marks – T&ES, Steve Sindiong - T&ES, Allan Fye – T&ES, Marti Reinfeld – T&ES, Susan Eddy – P&Z

Chair Nathan Macek called the Transportation Commission meeting to order at 7:05 pm. Mr. Macek acknowledged a group of boy scouts from Alexandria Troop 129 attending the meeting to fulfill a Communications merit badge.

1. **June 23, 2014 Meeting Minutes**

Chair Nathan Macek asked for changes or edits to the June 18, 2014 minutes. He offered corrections to item 3, and that it should be refer to *Sanger Avenue and I-395* and not *Sanger Avenue and I-495*. Also in item 5, Chair Macek's noted that his comments should refer not only to the Route 1 Transitway and HOV lanes but Washington Street HOV lanes. There being no additional edits, a motion to approve the minutes was made by Jerry King, seconded by Monica Starnes, and voted on and unanimously approved.

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

The Commission received a Funding Update, and updates on Potomac Yard Metrorail Station, Route 1 Transitway, Pedestrian and Bicycle Master Plan Update, and Eisenhower West Transportation Study. Chair Macek asked Kevin Posey, the Transportation Commission's designee to the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Group, to give an update on that group's activities. Mr. Posey stated their initial meeting provided project background. He also stated there was tension regarding the Royal Street bicycle project, and that it was erroneously reported as cancelled. Mr. Posey also reported discussions regarding the City following the State's guideline for allowing bicyclists on sidewalks. The consensus was that there needs to be a carving out of space for pedestrians and bicyclists within the right of way. Mr. Posey also suggested that the City consider National Association of City Transportation Officials (NACTO) guidelines. There were no additional requests to discuss any other staff updates. The Commission accepted the updates.

3. West End Transitway

T&ES staff Marti Reinfeld introduced Allan Fye as the new Project Manager for the West End Transitway. Mr. Fye gave an update on the West End Transitway Alternatives Analysis/Environmental Assessment (AA/EA). He spoke about ongoing and planned public outreach and stakeholder coordination. Previous outreach included a July 16, 2014 event at the Van Dorn Plaza Shopping Center and a July 17, 2014 event at the Van Dorn Metro Station. He stated the next public meeting would be in October 2014 and that the Policy Advisory Group (PAG) established by Council has their first meeting scheduled for Wednesday, July 30, 2014. The AA/EA process will be carrying forward the work of the Transitway Corridors Feasibility Study. The AA/EA has identified several issues that require additional analysis and policy decisions by the City. Mr. Fye revealed the eight design options and discussed recommendations based on analysis provided by the consultant team, discussion with City staff, and project team members. Section 106 / Cultural Resources Analysis is one element of the EA process that documents the historic and cultural resources along the corridor and recommends mitigation strategies, if necessary. This effort will require extensive coordination with the Federal Transit Administration (FTA) and Mr. Fye stated that this is scheduled to begin in August 2014. Chair Macek said the Transportation Commission received a letter from the Pedestrian and Bicycle Advisory Committee (BPAC) regarding the incorporation of Complete Streets principles into projects and assurances that access to transit for pedestrians and bicyclists be an integral part of the West End Transitway. Chair Macek asked staff how that was being addressed in the study. Mr. Fye reported that the needs laid out in the letter are issues that are a priority of City staff as well. He went on to give examples how staff is mindful to accommodate pedestrians and bicyclist paths across the corridor.

4. Commission Updates

Councilman Lovain reported he was given permission to start new grant rounds and begin solicitation in August for the Coordinated Human Service Transportation Plan for seniors and those with disabilities by the Transportation Planning Board. He will be attending a Metropolitan Washington Council of Governments (MWCOG) retreat on July 26, 2014 to discuss how all the regional plans fit together. MAP-21 requires all metropolitan planning organizations (MPOs) to have transit representation.

5. 2014 Transportation Long Range Plan

T&ES staff Sandra Marks and Steve Sindiong gave an update of the draft 2014 Long Range Transportation Plan (LRP). To apprise those who are unaware, the LRP is an unconstrained list of unfunded capital transportation projects, programs and studies. The Project Matrix is a constrained list of transportation projects for which full or partial funding has been identified. Projects are only on one list. At the last meeting, staff proposed to remove the "Programs" element of the LRP since these programs are now generally covered through the City's Complete Streets program. Also at the last meeting, the Commission requested that staff review additional information on the need for the project to redesign intersection of Mt. Vernon Avenue at Four Mile Road. However, the project is no longer supported by staff and is recommending the removal of this project from the "Projects" list. A public hearing on the LRP update will be held during the September 17, 2014 Commission meeting, and a recommendation on the LRP update is anticipated following the public hearing. Chair Macek recommended that the Livability criteria scores on the matrix be adjusted and if there is a consensus among Commissioners, that adjustment could lead to a reordering of the projects. After discussions among Commissioners and staff, Commissioner Jakubek made a motion to rescore the two livability criteria of the Royal Street Bikeway, each to 4.5, and move the Glebe Road Bridge and the Four Mile Road

Pedestrian Bridge and the Eisenhower Metro platform projects to the study list. The motion was seconded by Commissioner Starnes, voted on and unanimously approved.

6. RSTP/CMAQ Update and Priority Setting

T&ES staff Marti Reinfeld gave an update on the FY2015 – FY2020 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) project funding requests. She reiterated that CMAQ funds are allocated to metropolitan regions that do not meet Clean Air Act regulations. These funds must be used for activities that improve air quality only. RSTP funds are flexible funds that can be used for a wide range of regional transportation activities. The annual funding allocations for the entire region typically total approximately \$30 million for CMAQ funds and \$40 million for RSTP funds. The Northern Virginia Transportation Authority (NVTA) distributes the funds to the jurisdictions based on jurisdiction requests. For the last two years, a six-year plan has been approved by the Transportation Commission and Council and forwarded to NVTA. After the submission to NVTA in 2013, several external circumstances resulted in changes to the proposed program. As a result, staff recommended funding DASH vehicle purchases using NVTA 30% funds and transferring existing CMAQ funds from DASH vehicle purchases to other eligible projects, including Backlick Run, Old Cameron Run, and future phases of ITS Integration. Staff submitted a request for several transfers in June 2014 that require NVTA approval. The request also included transfers that would better align the program with the September 2013 program recommended by the Transportation Commission.

7. Transportation Commission Structure

Chair Macek suggested that the Commission have a discussion regarding the future structure of the Commission, to determine if it is feasible to add additional at large citizen representatives to the Transportation Commission. Having additional members would allow for greater participation of Commission members to serve on the various committees or follow the regional planning efforts. Commissioner Starnes made a motion to request City Council to receive their endorsement to change the membership of the Commission by adding one at large citizen east of Quaker Lane and a at large citizen west of Quaker Lane. Upon receiving an endorsement from Council, an ordinance will be needed to amend the code, and receive approval from the City Council. The motion was seconded by Commissioner King, voted on and unanimously approved.

8. Other Business

The Transportation Commission Annual Report was written by staff, edited by Chair Macek and circulated among Commissioners. Chair Macek asked for any edits, comments or changes to the report. There being no edits, Commissioner King made a motion to approve the report, which was seconded by Commissioner Jakubek, voted on and unanimously approved.

T&ES staff Steve Sindiong handed out an updated Commission Work Plan, which provides an overview of all of the agenda items to be brought to the Commission over the entire year. It is staff's goal to update the Work Plan on a quarterly basis.

Commissioner Jakubek made a motion to adjourn the meeting. The motion was seconded by Commissioner King, and there being no objection, the meeting was adjourned at 9:45 p.m.

MEMORANDUM

DATE: SEPTEMBER 17, 2014
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

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

RECOMMENDATION: That the Commission receive the items for consent.

A. FUNDING UPDATE

No meetings were held on the new Capital Funding Agreement in August to fund WMATA capital activities from FY 2017 through FY 2023. A meeting is scheduled in September to review substantive issues regarding this agreement.

Since the Commonwealth’s budget was passed without provisions restricting the use of NVTA 70 percent funds, the City is preparing applications for the funds it was awarded in FY 2014.

NVTA is beginning the process of developing a method for rating all projects (highways, transit, intelligent transportation systems, and non-motorized projects) in the FY 2014, FY 2015, and FY 2016 expenditure plan. The NVTA has received \$769,618,810 in requests for 70 percent funds and will receive approximately \$350,000,000 of funding from the three regional sources from FY 2015 through the end of FY 2016. The method being proposed involves passing a project through three tiers of evaluation. It is NVTA’s intent that this evaluation methodology be approved by the NVTA board at its October 2014 meeting

The NVTA has changed the dates of submission for RSTP/CMAQ funds from September 30, 2014 to December 17, 2014. The submission date was changed to permit NVTA to have a better estimate of expected RSTP/CMAQ funds.

B. POTOMAC YARD METORAIL STATION EIS

Staff is continuing to work with WMATA, the Federal Transit Administration, and the National Park Service to finalize the Draft EIS so it can be released for public review and comment. The next Potomac Yard Metrorail Station Implementation Group (PYMIG) meeting is scheduled for October 23, 2014.

Background: The Potomac Yard Metrorail Station project is an infill Metrorail station located between the National Airport and Braddock Road Metrorail stations on the Blue and

Yellow lines in the vicinity of the Potomac Yard Development.

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

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

The ribbon-cutting for the Crystal City/Potomac Yard Transitway was held on Saturday, August 23, 2014. The ceremony was attended by members of City Council and representatives from a variety of regional agencies. Mayor Euille served as the master of ceremonies and provided opening remarks. Remarks were also made by representatives from Arlington County, the Transportation Planning Board, the Federal Transit Administration, the Virginia Department of Rail and Public Transportation, and WMATA.

Metroway service between the Braddock Road and Crystal City Metrorail stations began on August 24, 2014. During the first week of operations, daily ridership was 30 percent above the average daily ridership on the 9S route, which Metroway replaced. In addition, drivers have reported that they are pleased with the route.

Background: During the first round of TIGER grants, the City received \$8.5 million to design and construct the Route 1 Transitway between Monroe Avenue and East Glebe Road. The City compiled additional grant funding and \$5.2 million in local funding to design/construct various elements of the Transitway project. The total cost of the Transitway including vehicles is approximately \$20 million.

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

D. WEST END TRANSITWAY

The West End Transitway (WET) Policy Advisory Group (PAG) met for the first time on July 30, 2014. City staff and the project consultant team presented an overview of the project, an overview of the Alternatives Analysis/Environmental Assessment (AA/EA) process required in order to apply for federal funds, and defined the role of the PAG and project next steps.

PAG members were presented with eight locations along the corridor where design option decisions will be made in order to define the Bus Rapid Transit (BRT) build option. PAG members and members of the public asked questions and provided comments about several of the design options. Several of the design options require additional technical analysis and that work is ongoing.

The project team also presented technical, data-driven evaluation measures that will be used to compare the three options under review: No Build, Transportation System Management (TSM), and Build – BRT.

Representatives from the Alexandria Bike / Pedestrian Advisory Committee (BPAC) attended the meeting and requested that the WET include bike and pedestrian facilities and improved access to the corridor from neighboring areas. City staff accepted an invitation to attend the September 15, 2014 BPAC meeting to discuss bicycle and pedestrian opportunities along the corridor.

Upcoming WET Meetings

- **Interagency Technical Advisory Committee to be held Tuesday, September 16 from 2:30PM to 4:30PM, City Hall, Room 2000, 301 King Street.**
- **Second West End Transitway Policy Advisory Group meeting to be held Thursday, September 18 from 6:30 - 8:30 p.m, City Hall, Sister Cities Room 1101, 301 King Street.**
- **Second Public Meeting to be held Thursday, October 16 from 6:30 - 8:30 p.m, Pavilion at Mark Center (5708 Merton Court, Alexandria, VA 22311)**
- **Third West End Transitway Policy Advisory Group Meeting to be held Thursday, October 23, 2014.**

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

For more information on the West End Transitway, please visit:
<http://www.alexandriava.gov/westendtransitway>

E. LOWER KING STREET MULTIMODAL FEASIBILITY STUDY

Four functional alternatives for the Lower King Street Multimodal Study were presented at a public meeting on May 29, 2014, including:

- **Do nothing/existing configuration**
- **Open to traffic**
- **Pedestrian only street**
- **Pedestrian only street with transit access**

While input varied at the public meeting, there was significant oral comment regarding the potential impact of removal of on-street parking to adjacent residential streets. Since then, staff has refined alternatives to incorporate public input, and prepared an additional alternative that would open the street to traffic, and include widening of the sidewalks while still preserving some on-street parking. Recommendations will be brought to the Transportation Commission, Waterfront Commission, Traffic and Parking Board this fall, and the City Council in the first quarter of 2015.

Background: In response to the Waterfront Commission recommendation on the Union Street Corridor Study, the City began the Lower King Street Multimodal Feasibility Study in January 2014. The purpose of the study is to analyze and identify impacts associated with various shared street concepts for the 100 block (Union to Lee Streets) of King Street, including limited vehicular access, and improved pedestrian access. The study will identify traffic and circulation improvements, operational and maintenance needs, an implementation timetable and process, and budgetary requirements to convert the 100 block of King Street into a shared street to allow the public to enjoy as a meeting and gathering place, and for dining, shopping, and a range of programmed activities. The study will be coordinated with the other projects in the vicinity including the unit block of King Street. The study will

include an analysis of circulation (vehicular, pedestrian, bicycle), trolley access, bus (including tour bus) circulation and pick up/drop off, loading access, parking (on-street, garage access, valet, passenger drop off/pick-up areas), and emergency vehicle access.

F. PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE

The project consultant (Toole Design Group) is in the process of collecting data to identify the existing conditions, and is in the process of developing guiding principles for the Complete Streets Design Guidelines. In addition, a number of civic engagement tools have been developed that are available to the public. These include an online crowdsourcing map (wikimap) and an online survey to provide input on and bicycle needs. Both the wikimap and survey are on the project website and will be available through early October.

Upcoming meetings:

- **The first public meeting will be held at 7:00 pm, Tuesday, September 30, 2014 at the Minnie Howard campus (Media Room) of TC Williams High School, 3801 W. Braddock Road.**
- **The second Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee meeting will be held at 7:00 pm, Thursday, October 9, 2014 at TC Williams High School, 3330 King Street.**

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

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

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

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

G. EISENHOWER WEST TRANSPORTATION STUDY

A community meeting was held on July 28, 2014 at the Beatley Library which focused on “visioning” for the SAP area. The transportation study consultant is continuing to work on data collection, analysis of existing conditions, and analysis of multimodal bridge alignment options. A Steering Committee meeting was held on September 8, 2014 at Samuel Tucker Elementary School. The next community meeting will occur on September 29, 2014 at 7pm at Beatley Central Library.

Background: The Eisenhower West Transportation Study is being conducted in conjunction with the Eisenhower West Small Area Plan (SAP). A Steering Committee has been formed for the SAP and Transportation Study to provide guidance on various issues, including the identification of future land use thresholds within the SAP area. The Transportation Study began in spring 2014 and is anticipated to be complete by spring 2015. The Transportation Study will serve as the transportation element/analysis of the SAP, which will include the analysis of various land use scenarios to be further explored in the SAP, and will conduct additional analysis of the multi-modal bridge concept that was recommended in the Landmark/Van Dorn Corridor Plan (adopted in 2009) to identify a more specific alignment. The multi-modal bridge would provide a direct connection between the Van Dorn Metrorail station and Pickett Street, and serve future anticipated development. In addition, the Transportation Study will include an update to the 1993 Clermont Avenue Interchange with I-95 Environmental Assessment (EA). The update will re-analyze a “No Build” alternative of the Clermont Avenue connector (Eisenhower Avenue to Duke Street) to determine if the connector is still needed, based on current planned land uses and transportation improvements.

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

H. OAKVILLE TRIANGLE/ROUTE 1 CORRIDOR PLAN

City Council directed staff to begin a planning effort that includes Oakville Triangle and adjacent properties as well as the Route 1 corridor north and south of the site. A community Advisory Group was established to assist in developing Plan principles for the site regarding potential land uses, open space, sustainability, transportation and connectivity, and potential community benefits, among other topics. The corridor study will review features such as streetscaping, undergrounding of utilities, and potential redevelopment sites along the western portion of Route 1. The corridor study will help to establish a unified streetscape for Route 1 and an integrated approach to potential redevelopment along Route 1.

Staff will be looking at potential connections to adjacent communities and analyzing transportation impacts of the development. The next Advisory Group meeting will be held on Monday, September 22, 2014 at 7 PM at the Mt. Vernon Recreation Center

I. PARKING RATIO STUDY

Staff is in the process of finalizing draft recommendations for the Parking Ratio Study. The next Parking Ratio Study Task Force Meeting will be held on October 22, 2014 at 7 PM, with the location to be announced. Staff will bring draft recommendations to the Planning Commission, Transportation Commission and City Council work sessions in the fall. A public meeting will be held in December to present Parking Ratio Study Task Force recommendations. Staff is planning to present the final recommendations

and findings of the study to Council in the first quarter of 2015.

Background: The study conducted in-house by TES and P&Z staff. The purpose of the study is to right size parking and update existing parking requirements for new residential multi-family development projects while minimizing spillover effect into nearby on-street spaces. City Council established a task force of nine representatives from various stakeholder groups to provide feedback to staff on proposed recommendations. More information is available at <http://www.alexandriava.gov/ParkingStudies>

City of Alexandria, Virginia

MEMORANDUM

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9-17-14

DATE: SEPTEMBER 17, 2014
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES
SUBJECT: AGENDA ITEM #3 - 2014 UPDATE TO THE TRANSPORTATION LONG RANGE PLAN

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

RECOMMENDATION: That the Transportation Commission (Commission) hold a public hearing, and approve the draft update of the 2014 LRP.

DISCUSSION: At the July 23, 2014 Commission meeting, staff reviewed the proposed additions and deletions to the 2014 LRP Update and Commission initial ranking of priorities. The updates include the following project additions:

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

In addition, the following changes were recommended by the Commission:

- The “Mt. Vernon Avenue at East / West Glebe Road intersection improvement” project should be moved from the 2013 LRP “Programs” list to the “Projects” list.
- The “Redesign of the intersection of Mt. Vernon Avenue and Four Mile Road” (2013 LRP Program # 8) will be removed from the LRP as the project is no longer supported by staff because it would result in a decrease of usable park space without a significant benefit. The project was initially intended to provide better access to the park from Mt. Vernon Avenue, but the park design has been revised to allow for additional pedestrian access off of Mt. Vernon Avenue.
- Remove the “Programs” element of the LRP since these programs are now generally covered through the City’s Complete Streets program. Staff requested that the Commission members individually score / prioritize the LRP project list.

Upon review of the proposed changes at the July 23, 2014 meeting, the Commission recommended the following changes for the 2014 LRP:

- The Glebe Road Bridge and Four Mile Run pedestrian bridge (2013 LRP Project #3) be moved from the project list to the studies list.
- The Eisenhower Avenue Metrorail Platform Extension (2013 LRP Project #10) be moved from the project list to the studies list.

The Commission also recommended increasing the “Livability” criteria scores of the Royal Street Bikeway project.

ATTACHMENTS:

- Draft 2014 LRP Project List
- Draft 2014 LRP Studies List
- LRP Scoring Criteria

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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 Arlandria 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

No.	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

City of Alexandria Long-Range Plan
July 24, 2014

DRAFT

Studies

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
1	Pedestrian safety improvements at Route 1/Fayette Street, at Route 1/First Street, and at Braddock/Wythe/West intersections	Study should evaluate and propose improvements to pedestrian safety, accessibility and comfort for pedestrians wishing to cross the streets and to access Metro. Considerations may include, among others, traffic management, signals, new crosswalks and pedestrian refuge islands.	Braddock SAP	Study	Streets	Cost		Not Started		
2	Carpool and Car sharing Study	Establish incentives and restrictions that encourage developers to plan carpool and car sharing parking	Braddock SAP	Study	Parking			On Hold		This will be evaluated as part of a BMN Parking study
3	Study the feasibility of a pedestrian connection between the Metro station and the Northern Gateway through the Braddock Place Development	Because of the poor quality of the existing pedestrian route along the service road, a recommended route would take pedestrians through Braddock Place plaza and potentially between the Meridian apartment tower and the northernmost office building. The study must determine if the route could be made ADA-accessible, how pedestrians would move across the flow of drop-off traffic, and whether the property owner would support a public easement through an area that is currently blocked by a fence.	Braddock SAP	Study	Pedestrian			Not Started		
4	Study the feasibility of a walking route along the road parallel to the Metro embankment to also include transit and bike	If the pedestrian improvement through Braddock Place is infeasible, improvement and widening of the narrow four-foot sidewalk along the Metro embankment is warranted. Narrowing the adjacent service road from approximately 25' to 22' curb-to-curb between the Braddock Metro station and First Street should be studied.	Braddock SAP	Study	Pedestrian			On Hold	Yes	Timing dependent on availability of funds
5	Evaluate Madison, Montgomery, and Queen Streets to determine feasibility of conversion from one- to two-way streets	Evaluate Madison, Montgomery and Queen streets to determine if two-way conversion is feasible. Two-way streets would improve the environment for pedestrians and bikes, and improve residential development along Madison and Montgomery and retail space along Queen Street.	Braddock SAP	Study	Streets			Not Started		Timing dependent on availability of funds
6	Explore possibility of Montgomery Street as a transit route between the Metro station and other north-south routes	Explore the possibility of Montgomery Street as a transit route between the Braddock Metro station and other north-south routes. Although this one-way street is currently used as a DASH route, the future redevelopment of the blocks along both sides of Montgomery Street create an opportunity to redesign it as both more pedestrian- and transit friendly.	Braddock SAP	Study	Transit			Not Started		Timing dependent on availability of funds. The DASH COA recommends Montgomery Street as a portion of an Old Town Circulator, operating in the westbound direction.
7	Edsall Road from Van Dom 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 Dom 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	
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		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.
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.

9-17-14

ALEXANDRIA TRANSPORTATION COMMISSION

PROPOSED CRITERIA FOR PRIORITIZING CITY TRANSPORTATION PROJECTS

PRIORITIZATION METHODOLOGY

The City of Alexandria's Transportation Division maintains a list of Transportation Projects as a part of the City Master Plan. This list, called the Transportation Long Range Plan (LRP), is unconstrained in that funding for the projects on it has not been identified, and it includes ALL of the Transportation Projects that have been approved by the City Council as part of the City Master Plan. The Transportation LRP also includes Transportation Projects that are part of the:

- ❖ Pedestrian and Bicycle Mobility Plan
- ❖ Bicycle Transportation and Multi-Use Trail Master Plan
- ❖ Small Area Plans
- ❖ Special area and corridor plans

Any Transportation Project proposed that is not specifically recommended in any of these plans must be consistent with City goals and policies including the:

- ❖ Mayor and Council Strategic Plan
- ❖ Master Plan and all sub-plans listed above
- ❖ Eco-City Charter

Long Range Plan (LRP)
Proposed long-range Transportation Projects with no funding identified

Once Transportation Projects are included on the LRP, they will be prioritized according to the following seven criteria using a five-point ranking schema.

I. LIVABILITY
The environmental and social quality of an area as perceived by residents, employees of local businesses, and visitors to the area

Positive impacts on neighborhood livability may include:

- ❖ improved access to community facilities, services, convenience shopping, transit and regional transportation facilities
- ❖ a safer and more pleasant walking environment
- ❖ more attractive streetscape
- ❖ traffic calming

Negative impacts on neighborhood livability may include:

- ❖ increased noise and neighborhood traffic
- ❖ local air pollution
- ❖ hazards to pedestrians and cyclists
- ❖ cut-through traffic on neighborhood streets
- ❖ spillover parking

WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON LIVABILITY IN THE AFFECTED AREA?
5 *Major improvement*
4 *Moderate improvement*
3 *No net impact*
2 *Moderate deterioration*
1 *Major deterioration*

WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON THE OVERALL LIVABILITY IN THE CITY OF ALEXANDRIA?
5 *Major improvement*
4 *Moderate improvement*
3 *No net impact*
2 *Moderate deterioration*
1 *Major deterioration*

II. CONNECTIVITY

The ability to reach desired goods, services, activities and destinations

Connectivity is a measure of the interconnectedness of the transportation system. Systems with high connectivity generally provide a number of choices of routes between destinations and relatively short travel distances.

Factors that increase connectivity and reduce travel time include:

- ❖ small block size
- ❖ direct access
- ❖ redundancy
- ❖ modal options (car, pedestrian, bicycle, transit)
- ❖ optimizing signals
- ❖ bike sharing/car sharing

Factors that impede connectivity include:

- ❖ railroads
- ❖ rivers and streams
- ❖ freeways
- ❖ cul-de-sacs
- ❖ medians
- ❖ turn restrictions
- ❖ frontage roads

WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON NEIGHBORHOOD CONNECTIVITY AND THE CITY AS A WHOLE?

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

WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON REGIONAL MOBILITY?

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

III. LAND USE AND ECONOMIC DEVELOPMENT

Projects that promote compact development patterns and/or promote economic development

The project focuses investment where jobs and households are located and/or served. The project encourages mixed-use, transit-oriented, compact development and discourages dispersed, low-density, single-use, automobile dependent land use patterns.

The project is in an area with existing or planned development that creates opportunity for economic development.

HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR EXISTING OR PROPOSED POPULATION AND EMPLOYMENT CENTERS?

- 5 *Very Well*
- 4 *Moderately Well*
- 3 *No Impact*
- 2 *Poorly*
- 1 *Very Poorly*

HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR OPPORTUNITIES FOR ECONOMIC DEVELOPMENT?

- 5 *Very Well*
- 4 *Moderately Well*
- 3 *No Impact*
- 2 *Poorly*
- 1 *Very Poorly*

IV. MULTIMODAL CHOICES

Project creates multimodal choices for travelers including travel by foot, bicycle, transit or car

Major improvements may include:

- ❖ Roadway widening
- ❖ High Occupancy Vehicle (HOV) lanes
- ❖ Transit service improvements such as improved frequency or other capacity enhancements
- ❖ Construction of bicycle or pedestrian facilities

Minor improvements may include:

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

DOES PROJECT IMPROVE OR ADD MULTIMODALITY?

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

V. INFRASTRUCTURE

Projects that address major maintenance for aging transportation infrastructure

Proposed project may have an effect on aging transportation infrastructure via rehabilitation, or by increasing demand on deteriorating systems.

DOES THE PROJECT IMPROVE AGING TRANSPORTATION INFRASTRUCTURE?

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

VI. OPERATIONS AND TECHNOLOGY

Projects that improve system efficiency through the appropriate use of technology

These projects improve system efficiency and can improve capacity without making physical changes to the transportation network. These projects may include:

- ❖ Signal optimization
- ❖ Transit technology
- ❖ Transit priority
- ❖ Real time transit information

DOES THE PROJECT IMPROVE SYSTEM EFFICIENCY THROUGH AN APPROPRIATE USE OF TECHNOLOGY?

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

VII. REDUCE SINGLE OCCUPANCY VEHICLE (SOV) TRAVEL

Projects that encourage non-SOV mode share

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

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

DOES THE PROJECT ENCOURAGE NON-SOV TRAVEL?

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

Transportation Improvement Plan (TIP)

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

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

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

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

I. SAFETY

Project increases public safety by reducing the number and severity of vehicular crashes and creating a safer environment for all users of transportation network

Safety effects are typically measured by changes in the number and severity of vehicular crashes. Vehicle speed is a significant factor in the severity of all crashes, but is particularly important in the rate of fatalities in crashes involving pedestrians and cyclists. Emergency vehicle access and protection from crime may also be safety considerations in design and location of transportation facilities.

WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON CRASH RISKS AND SAFETY?

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

II. FUNDING

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

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

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

III. ONGOING COSTS

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

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

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

IV. URGENCY

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

WHAT IS THE URGENCY OF THE PROJECT?

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

City of Alexandria, Virginia

MEMORANDUM

4
9-17-14

DATE: SEPTEMBER 17, 2014
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES
SUBJECT: AGENDA ITEM #4 – GEORGE WASHINGTON MEMORIAL PARKWAY
MEMORIAL CIRCLE TRANSPORTATION PLAN / ENVIRONMENTAL
ASSESSMENT

ISSUE: The National Parks Service is initiating a Transportation Plan and Environmental Assessment (EA) for the Memorial Circle area of the George Washington Memorial Parkway.

RECOMMENDATION: That the Transportation Commission (Commission) receive an update on the transportation plan and the environmental assessment.

DISCUSSION: Staff from the National Parks Service (NPS) will provide an update to the Commission on a transportation plan and an environmental assessment for the Memorial Circle area of the George Washington Memorial Parkway. Memorial Circle is located in Arlington County east of Arlington Cemetery, and immediately west of the Memorial Bridge.

The purpose of the plan is to reduce conflicts between trail, walkway and roadway users and to increase overall visitor safety, while maintaining the memorial character of the area and improving mobility for vehicles, pedestrians and bicyclists.

The project area is heavily used by motorists, cyclists, and pedestrians both for recreation and for commuting (or other local travel). The circle is often part of funeral routes processing to Arlington National Cemetery. The Mount Vernon Trail travels through the project area along the waterfront, contributing greatly to the bicycle and pedestrian use within the circle.

The heavy use of the transportation facilities within the project area contribute to a number of safety concerns, especially at the six un-signalized, at-grade crosswalks within the vicinity of the circle.

Information on the project is available at www.nps.gov/gwmp

ATTACHMENTS:

- Project Informational Flyer

UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE
 DENVER SERVICE CENTER - STEVE CULVER, TRANSPORTATION
 12795 WEST ALAMEDA PARKWAY
 PO Box 25287
 DENVER CO 80225-0287

OFFICIAL BUSINESS
 PENALTY FOR PRIVATE USE \$300



FIRST-CLASS MAIL
 POSTAGE & FEES PAID
 NATIONAL PARK SERVICE
 PERMIT NO. G-83

Planning Timeline

2014		2015		2016	
Fall	Winter	Spring	Summer-Winter	Spring	Summer
<ul style="list-style-type: none"> Data Collection & Pilot Projects PUBLIC SCOPING NPS Reviews Comments 	<ul style="list-style-type: none"> Alternatives Development, Including an Alternatives Planning Charrette 	<ul style="list-style-type: none"> Public Review of Preliminary Alternatives 	<ul style="list-style-type: none"> Alternatives Refinement Analysis of Environmental Impacts of Alternatives 	<ul style="list-style-type: none"> Public Review of the Plan/Environmental Assessment 	<ul style="list-style-type: none"> NPS Decision Document

GET INVOLVED!!

This is your chance to be a part of the legacy.

Help us spread the word, and comment on the proposed alternatives for improving transportation in and around Memorial Circle.

Online
parkplanning.nps.gov/gwmp

OR

by Mail
 Superintendent
 Re: Memorial Circle Plan/EA
 Turkey Run Park
 McLean, VA 22101

What's Next?

After receiving and reviewing the public and agency comments collected during this comment period, the planning team will consider the comments in conjunction with previous studies and newly collected data (through traffic counts and some pilot projects such as the rectangular rapidly flashing beacons used this past winter) to create a preliminary set of alternatives. This set of alternatives will be presented to the public during another public comment period (currently anticipated to take place in spring of 2015).

Stay Informed!

Project updates will be posted on the web at:
www.nps.gov/gwmp
 and
parkplanning.nps.gov/gwmp

George Washington Memorial Parkway

National Park Service
 U.S. Department of the Interior



Memorial Circle

Transportation Plan and Environmental Assessment

4 attachment 1
9-17-14

The National Park Service (NPS) is starting a Transportation Plan and Environmental Assessment (plan/EA) for the Memorial Circle area of the George Washington Memorial Parkway (the park). The purpose of the plan is to reduce conflicts between trail, walkway, and roadway users and to increase overall visitor safety, while maintaining the memorial character of the area and improving mobility for vehicles, pedestrians, and bicycles.

The project area is heavily used by motorists, cyclists, and pedestrians both for recreation and for commuting (or other local travel). The Circle is often part of the funeral procession route to Arlington National Cemetery. The Mount Vernon Trail travels through the project area along the waterfront, contributing greatly to the bicycle and pedestrian use within the Circle.

The heavy use of the roads, bridges, trails, and sidewalks within the project area contribute to a number of safety concerns, especially at the six un-signalized, crosswalks within the vicinity of the circle.

I encourage you to get involved with the process and add your voice to the planning for the Memorial Circle area. NPS staff will be present at a number of community events this summer and will be providing information on site to spread the word about this important project. You can find out more, submit comments, and get project updates on our website at www.nps.gov/gwmp or parkplanning.nps.gov/gwmp.

Sincerely,

Alexcy Romero
 Superintendent



How You Can Be Involved

The park welcomes your input on what the current issues are within the project area and potential ideas for how safety and circulation could be improved while maintaining the memorial character of the area.

On-Site Informational Booth

Park staff will be available in or near Memorial Circle to provide information on the project and on how you can provide comments. Look for staff during the following dates and times:

- September 9, 7am to 10am
- September 10, 11am to 2pm
- September 11, 3pm to 6:30pm

Please note that these dates are subject to change due to weather. For the latest information, please check the park's website: www.nps.gov/gwmp

Community Events and Meetings

Park staff will be attending the following community events and meetings:

- Arlington Co. Transportation Commission, September 4
- Alexandria Farmers Market, September 13

How to Comment

Please submit comments online at:
parkplanning.nps.gov/gwmp

Comments can also be mailed to:
 Alexcy Romero, Superintendent
 Re: Memorial Circle Plan/EA
 Turkey Run Park
 McLean, VA 22101

**Comments are requested
 by September 30, 2014**

PROJECT PURPOSE

The purpose of the plan is to develop a set of recommendations that would reduce conflicts between trail, walkway, and roadway users and to increase overall visitor safety. Recommendations should also strive to maintain the memorial character of the area and to improve mobility for motorists, pedestrians, and cyclists. The project is needed because of the following issues:

- orientation and wayfinding as users travel through the project area can be overwhelming, confusing, or lacking depending on the destination and route of individual users
- existing infrastructure design includes elements that are not intuitive and provide limited accommodation for the needs of the many site users
- the issues described above associated with orientation, wayfinding, and infrastructure contribute to the safety risks within the project area because of the heavy use of the site by both commuters and recreational visitors in cars, on bikes, and on foot

ISSUES IN THE PROJECT AREA

Safety

- The project area is heavily used by motorists, pedestrians, and cyclists for both commuting and recreation.
- The expectations of motorists, pedestrians, and cyclists approaching crosswalks in the project area may place each of these modes in conflict with each other. Cyclists and pedestrians may expect approaching vehicular traffic to reduce their speed and yield, but drivers may expect to be able to speed up on certain approaches.
- In general, the speed of traffic causes safety concerns where paths in traffic cross or merge. These maneuvers occur in limited space and include interactions between motorists, pedestrians, and cyclists.

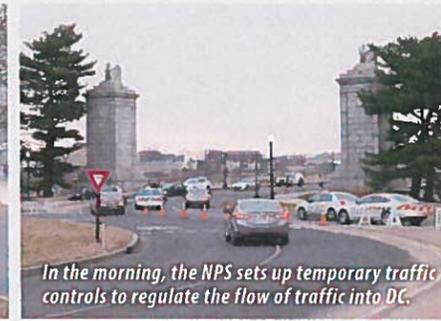
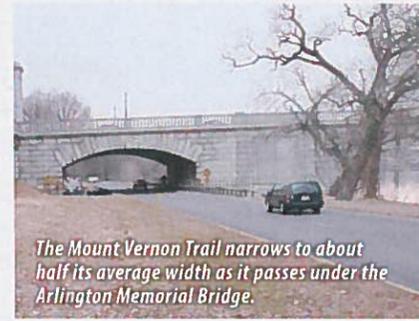


Orientation & Wayfinding

- Visitors within the project area may not be aware that they are in a unit of the national park system. There are no signs that educate recreational visitors to the project area on the circle's historical and cultural values.
- The complicated vehicular traffic pattern in the project area requires drivers to make quick decisions, causing them to rapidly change lanes and to merge with other traffic. In less than a mile, there are 10 traffic merges.
- Roads within the study area serve multiple destinations, some of which have multiple options for routes. This may contribute to motorist confusion as they drive through the project area.
- Within the study area there is little wayfinding to direct pedestrians and cyclists to tourist attractions, major trails, and other designated paths.

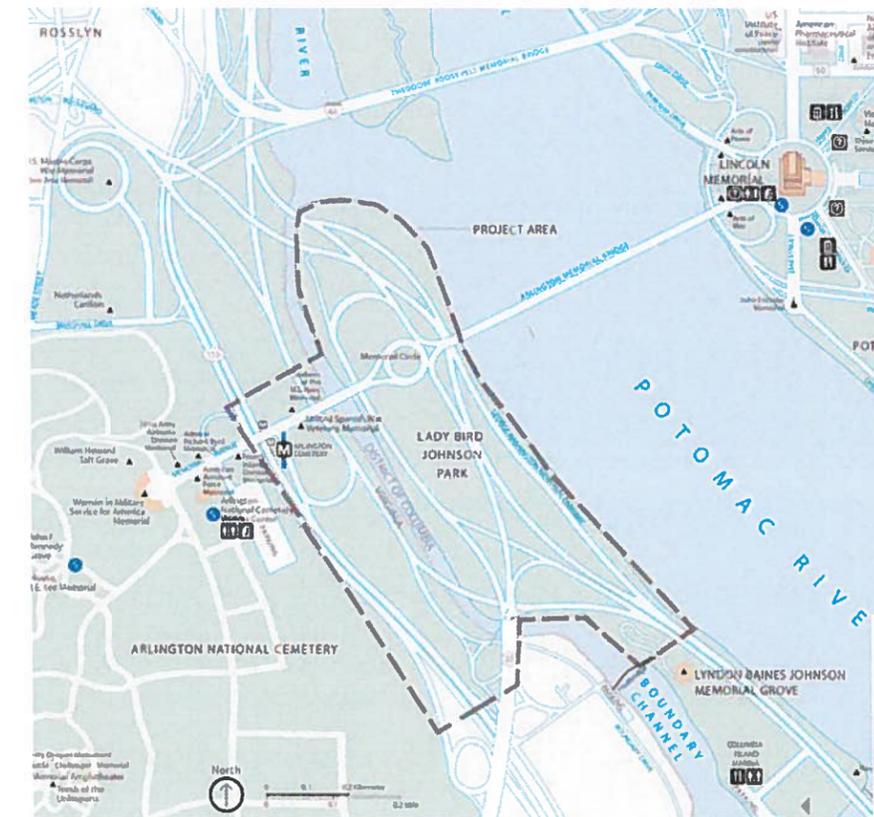
Infrastructure

- The Mount Vernon Trail narrows to 4.5 feet (half the average width of the trail) as it crosses under Arlington Memorial Bridge.
- To handle morning commuter traffic, a section of the circle must be manually barricaded each morning until the peak traffic dissipates. Northbound traffic approaching the circle from Washington Boulevard (Route 27) and from a spur from the northbound parkway (Route 0508A) is channeled over the Arlington Memorial Bridge.
- Because of the location of existing crosswalks and sidewalks/trails, many visitors use social trails (unofficial trails created by users of the project area) to connect to the Mount Vernon Trail which leads to trail users crossing roads in unsafe areas.



PROJECT AREA

The NPS will be evaluating options for improving the project area outlined in the figure below. This includes Memorial Circle and its many connections with the surrounding roadways and landmarks.



Site History and Significance

Over the years many changes have been made to the circulation patterns around Memorial Circle, but the changes have respected the memorial character and the culturally significant features including the views and vistas, Mount Vernon Memorial Highway/George Washington Memorial Parkway, Arlington Memorial Bridge and Memorial Avenue corridor, Arlington National Cemetery and the western extent of the National Mall.

In addition to serving a heavy flow of commuters and recreational users, the circle continues to act as an important connection along the corridor between the Lincoln Memorial and Arlington National Cemetery and is often used as a staging area for funeral processions. During development of potential improvements in the project area, the planning team will carefully consider how to maintain the memorial character of the site while providing improvements to safety, infrastructure and wayfinding.

