



Transportation Commission

February 18, 2015

7:00 PM

City Hall, Council Work Room (2nd Floor)

AGENDA

1. Minutes of the January 21, 2015 Meeting
2. FY 2016-2025 CIP – **Public Hearing**
3. Updates to Receive (Consent)
 - Funding Update
 - Metroway
 - Complete Streets
 - Old Town Parking Study Work Group
4. Commission Updates
5. Potomac Yard Metrorail Station EIS
6. Pedestrian and Bicycle Master Plan Update
7. 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, March 18, 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.



City of Alexandria Transportation Commission

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2-18-15

Regular Meeting

January 21, 2015
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Councilman Tim Lovain, Scott Anderson, Jerry King, Stephen Klejst, Nathan Macek, and Maria Wasowski

Staff Present: Karen Callaham – T&ES, Sandra Marks – T&ES, Steve Sindiong – T&ES, Carrie Sanders – T&ES, Yon Lambert – T&ES, Susan Eddy – P&Z, Chris Bever - OMB

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

1. December 17, 2014 Meeting Minutes

Chair Nathan Macek called the meeting to order and if there were any edits to the December 2014 minutes. There being no edits, Commissioner King made a motion to approve the minutes which was seconded by Commissioner Klejst, voted on and unanimously approved.

2. Updates To Receive (Consent Items)

The Commission received updates on funding of various ongoing projects, the Potomac Yard Metrorail Station, the Metroway, Pedestrian and Bicycle Master Plan and the Eisenhower West Transportation Study. Chair Macek asked if there were any questions or discussions on any items on the consent calendar. There being none, the Consent Items updates were accepted by the Commission.

3. Route 7 Alternatives Analysis Phase 2

T&ES staff Sandra Marks introduced Claire Randall of the Northern Virginia Transportation Commission (NVTC). Ms. Randall introduced consultants Mike Flood and Chris Gay of Parsons Brinckerhoff (PB), and Kate Mattice of NVTC. Ms. Randall reported that Phase 2 of the Route 7 study had begun. The project is a multi-agency effort. She indicated there is a technical advisory committee that includes representatives from all the NVTC jurisdictions, Department of Rail and Public Transportation (DRPT), Virginia Department of Transportation (VDOT), Washington Metropolitan Area Transportation Authority (WMATA) and the Federal Transportation Authority (FTA). Ms. Randall specified that Phase 2 will involve more public outreach than Phase 1 had. In Phase 2, the expectation is to answer what the boundaries are for the project, the appropriate mode, the appropriate alignment, and funding options. Mr. Flood

gave an update on Phase I that included a number of surveys that engaged the public. The findings showed that there is support for rapid transit. Citizens want better access to major hubs like Tysons Corner and Washington, DC. They also have a need for on and off peak transit travel to adjacent jurisdictions. The surveys also revealed concern about traffic congestion in the corridor. He indicated a portion of the original study was about whether aligning the corridor to East Falls Church and/or the City of Alexandria. The mode options are light rail transit (LRT), bus rapid transit (BRT) and transportation system management (TSM). Street cars and heavy rail was dismissed. The alternatives are a no build, transit TSM, a BRT from Tysons Corner to King Street Metrorail Station via East Falls Church Metrorail Station, BRT from Tysons Corner to the Van Dorn Metrorail Station via East Falls Church Metrorail Station, LRT from Tysons Corner to the Van Dorn Metrorail Station via East Falls Church Metrorail Station or BRT from Tysons Corner to the Van Dorn Street Metrorail Station. Mr. Flood indicated there will be a robust outreach effort to the City of Falls Church, Alexandria, and Arlington as well as to elected officials, appointed Board, Committee and Commission members, agency's senior staff, and public and community stakeholders. Key deliverables will include ridership forecasts for each alignment, cost estimates, alternative evaluations, a project implementation plan and a draft report.

4. Commission Updates

Chair Macek asked Commissioners if there were items of interest to report from the respective groups they represent as members of the Transportation Commission. Councilman Lovain reported that at the Metropolitan Washington Council of Governments Transportation Planning Board (TPB) January 21 meeting, VDOT briefed the Board on proposed comprehensive improvements for I-66. VDOT proposes to add two new projects on I-66. The first project inside the Capital Beltway would convert I-66 to a managed Express Lanes facility, with dynamic, congestion based tolling in both directions during the morning and evening peak periods by 2040. The second project would reconfigure I-66 outside the Beltway between I-495 and US Route 15 to have three general-purpose lanes and two managed express lanes in each direction and to be completed by 2040. The TPB also approved funding for nine endorsed grant recommendations under the Enhanced Mobility of Seniors and Individuals with Disabilities program of FTA and an amendment to the TIP to include those projects. They also adopted Resolution R12-2015 to approve the 2014 Bicycle and Pedestrian Plan for the National Capital Region.

Chair Macek reported a work session on parking standards for new development was held by the Planning Commission on January 6, 2015. The Commission was generally receptive to the concept. He indicated that Council will hold a work session on January 27, 2015. The Parking Standards for New Development Projects Task Force will hold their 5th meeting on February 12, 2015. Mr. Macek also stated that he has reviewed the Interdepartmental Work Program, and urged staff that projects need to stay on schedule so that other future projects can move forward.

Kevin Posey, the Transportation Commission's representative on the Pedestrian and Bicycle Master Plan Advisory Committee, gave an update. He stated the next meeting of the Ad Hoc Committee is Feb 4 at 7pm. He felt the most productive event of the group was a walking tour of the neighborhood surrounding TC Williams High School. During the walk, staff and the consultant pointed out issues such as faded crosswalks, high speed turn radii, wide highways and poorly placed curb ramps for the disabled. He added that meetings have not been productive for reasons such as too much time being spent on educating the community on Complete Streets

design tools and methodologies, prolonging agenda items and leaving no time for discussion among the Ad Hoc Committee members.

5. WMATA Operations Planning Process

This item is being deferred to a future date.

6. FY 2016-2025 CIP Update

T&ES staff Sandra Marks introduced Chris Bever, of the City's Office of Management and Budget (OMB). Mr. Bever gave an overview of the budget process. The process began in November 2014, when OMB received guidance from the City Manager and City Council. Towards the end of December 2014, City departments, with guidance from the City Manager, submitted their budgets. Starting in early January 2015, OMB began studying the numbers. Lower revenues and a requested \$4 million increase in WMATA contributions are examples of what causes budgetary tradeoffs. Tradeoffs will be worked on throughout February until the City Manager finalizes the draft budget. This year, more civic engagement will be taking place to give citizens an opportunity to provide feedback on their priorities on the budget before the City Manager proposes the Operating and Capital budget on March 3, 2015. The civic engagement meeting that will cover transportation issues will be held on February 5, 2015. A public presentation on the budget by staff and the City Manager will take place on March 16, 2015. The City Council public hearing on the budget is scheduled for March 23, 2015. Work sessions will follow until the Operating and Capital budget is adopted on May 7, 2015. Staff will provide a detailed CIP budget proposal at the Transportation Commission's February 18, 2015 Public Hearing, and will hold another Transportation Commission public hearing on April 15, 2015. Chair Macek stated that he is interested in knowing how the capital budget changes may impact the operating budget, especially transportation services. The Commission also requested that staff send the draft budget to the Commission as soon as it is released, prior to the April 15 public hearing.

7. Other Business

T&ES staff Steve Sindiong gave an overview of the Commission's 2015 work program. The work program will be placed on the Commission webpage. Mr. Sindiong also reported that the Alexandria Transit Company (ATC) Board position is still open for a Transportation Commission representative. Chair Macek inquired if any Commissioner was willing to serve as the Commission's representative on the ATC Board. Commissioner Anderson volunteered to be the Commission's representative. Vice Chair King discussed the enforcement of High Occupancy Vehicle (HOV) lanes on Washington Street and Route 1, and if there is a way to have grant money used toward enforcement. The Commission recommended that the letter sent to Council on Commission guidance for the FY 2016-25 budget also be sent to the Police Department, to make sure they are aware of the Commission's guidance on the need for enforcement of the HOV lanes.

Vice Chair King made a motion to adjourn the meeting, and the motion was seconded by Commissioner Wasowski. There being no objection, the meeting was adjourned at 8:50 p.m.

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 18, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #2 - DRAFT FY 2016 – FY 2025 TRANSPORTATION BUDGET

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2-18-15

ISSUE: Provide an overview of the considerations for the FY 2016 – FY 2025 transportation budget, highlighting significant changes from the FY2015 – FY2024 adopted budget.

RECOMMENDATION: That the Transportation Commission hold a public hearing on the draft FY 2016 – FY 2025 transportation budget.

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.

As part of the Council's Strategic Plan, one of the objectives is to *develop local, reliable funding mechanisms to support a fiscally constrained transportation plan*. In FY 2011, the Council approved a 2.2 cent reservation of the property tax to fund transportation projects. This funding has provided the opportunity to fund many of the projects on the Long Range Transportation Plan (LRP) over the next ten years. In addition, House Bill 2313 was signed into law and levies additional taxes and fees to generate additional revenue for transportation projects. However, there are still a number of unmet funding needs and the WMATA funding needs are putting significant pressure on the transportation budget.

DISCUSSION: Because revenues are projected to come in lower than expected, and WMATA's operating and capital programs are putting significant pressure on City funding sources, and transportation sources in particular, staff is developing budget scenarios that focus on maintenance of infrastructure and existing services and consider deferral or reduction of capital projects in order to reach target funding.

Management and Budget staff held a community meeting on Thursday, February 4, 2015 to hear from the community on the budget process, tradeoffs and identify community priorities (Attachment).

A number of changes being considered in the proposed FY 2016- 2015 budget are outlined below. The City Manager's proposed budget will be presented to City Council on March 3, 2015.

Operating changes being considered:

- Projects being considered for deferral, reduction or elimination
 - o Operating funding for expanded Capital Bikeshare program
 - o DASH expansion service
- Capitalizing staff positions
- Funding for WMATA operating costs

Capital changes being considered:

- Projects being considered for deferral, reduction or elimination
 - o DASH fleet expansion
 - o Van Dorn Metrorail Station Area Improvements
 - o Mt. Vernon Avenue/Russell Road Intersection project
 - o Old Cameron Run Trail project
 - o Backlick Run Multi-Use Path
- Significant funding for WMATA capital program

As the City Manager finalizes his budget proposal to Council, Transportation staff has proposed the following prioritization of projects being considered for reduction or deferral:

1. DASH service and fleet expansion
2. Capital Bikeshare expansion
3. Van Dorn Metrorail Station Area Improvements
4. Old Cameron Run Trail project
5. Backlick Run Multi-Use Path
6. Mt. Vernon Avenue/Russell Road Intersection project

Staff will provide a detailed presentation based on the City's Manager's proposed budget in March and will hold a public hearing, prior to Council adoption of the budget in May 2015.

Upcoming meetings:

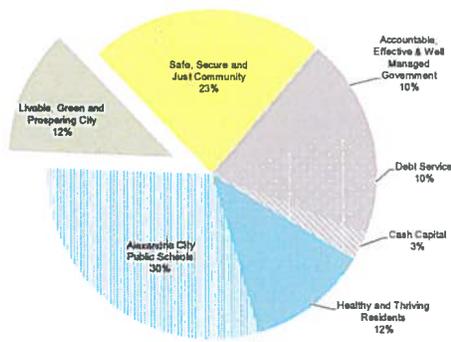
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|-----------------------|---|
| March 3, 2015 | Proposed Budget Presentation by CMO |
| March 18, 2015 | Transportation Commission Public Hearing |
| March 23, 2015 | City Council Public Hearing on FY2016 Budget (Livable Area) |
| April 9, 2015 | CIP Worksession |
| May 7, 2015 | Final Budget Adoption |

ATTACHMENT: Livable, Green and Prospering City Budget

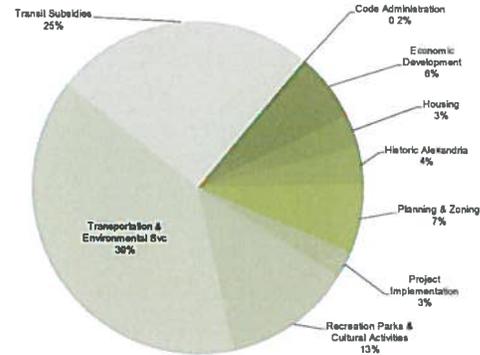
Livable, Green and Prospering City

2 attachment
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FY15 Budget by Focus Area
\$637M (General Fund Only)



FY15 Budget for Livable, Green & Prospering City
\$78.6M (General Fund Only)



Livable, Green and Prospering City: FY2015 Program Budgets (General Fund Only)

Program	FY15 Funding	% of Focus Area Spending	Program Description
Ensure Alexandria supports, retains, and attracts businesses to the City			
Alexandria Economic Development Partnership	\$1,460,000	1.9%	Provides business retention, expansion, and assistance services and implements business attraction initiatives
Small Business Development Center	\$280,000	0.4%	Provides business assistance, educational, and counseling services for small businesses
Alexandria Convention and Visitors Association	\$3,200,000	4.1%	Provides advertising, communications, meeting and convention sales, and a visitor center to increase tourism
Other Economic Development Agencies	\$220,000	0.3%	Provides resources for the Alexandria Marketing Fund, the City's contribution to First Night, and funding for Holiday Lights
Waterfront Operations	\$1,310,000	1.7%	Provides maintenance of City Marina and waterfront operations and improvements
Development Review	\$2,010,000	2.6%	Ensures that proposed development projects are high quality, provide community benefits, are compatible with existing neighborhoods, and meet the City's requirements for transportation, parking, the environment, and more
Increase transportation system mobility, connectivity, and accessibility that supports the City's economy			
DASH/King Street Trolley	\$12,170,000	15.5%	Operates local bus service and a free trolley between King Street Metro and the Waterfront to increase mobility, connectivity, and accessibility
DOT Paratransit	\$1,330,000	1.7%	Offers specialized transportation for persons with disabilities that are not able to use bus or rail
Virginia Railway Express (VRE)	\$130,000	0.2%	Funds VRE commuter rail to improve access to employment opportunities within the City. Funding level is formula-based
WMATA	\$6,380,000	8.1%	Operating subsidy to WMATA bus and rail to enhance access to and from the City. Funding level is formula-based
Multi-Modal Transportation	\$5,420,000	6.9%	Provides and promotes multi-modal transportation solutions and manages parking to meet mobility and economic needs
Traffic & Parking Operations	\$3,340,000	4.2%	Maintains/repairs traffic signals and transportation system infrastructure
Traffic Engineering	\$780,000	1.0%	Conducts traffic studies, manages traffic signal timing, conducts development reviews and oversees City taxi regulations
Transit Services	\$460,000	0.6%	Coordinates with local and regional transit agencies, manages planning and implementation of the City's transit infrastructure
Promote an attractive urban environment that reflects our history and provides well-functioning infrastructure			
Property Maintenance and Nuisance Activities	\$120,000	0.2%	Inspects and regulates residential and commercial properties to ensure buildings are well-maintained. Additional Code Department functions are funded through the Code Administration Special Revenue Fund
Historic Resources	\$2,830,000	3.6%	Provides education, leadership & management, preservation, records management, and visitor services for historic resources
Land Use Services	\$2,140,000	2.7%	Ensures that new businesses minimize neighborhood impacts, ensures new development and renovations in historic districts are consistent with preservation principles, investigates and resolves land use complaints
Neighborhood Planning & Community Development	\$1,170,000	1.5%	Ensures that City's long range plans for development are up-to-date and realistic, coordinated with planned infrastructure (roads, parks, schools, etc.), and reflect the input of Alexandria's residents
Capital Projects	\$2,050,000	2.6%	Implements capital projects and ensures all completed projects function as designed
Park Operations & Capital Development	\$8,650,000	11.0%	Park operations and facility maintenance, park planning, park design, environmental education and natural resources management
Infrastructure Projects & Right-of-Way Permitting	\$4,090,000	5.2%	Reviews development plans, manages the public right of way, and oversees and implements capital projects to ensure completed projects function as designed
Street, Sidewalk & Sewer Maintenance	\$5,660,000	7.2%	Maintains sidewalks and streets, stormwater control devices, fire hydrants, and sewers and responds to winter weather events
Promote neighborhoods that are inclusive and diverse			
Affordable Housing Development & Preservation	\$1,490,000	1.9%	Affordable rental units are developed or preserved through City investment and partnerships with nonprofits, ARHA and other developers. Housing loans are sourced from non-general fund dollars, including housing trust fund/developer contributions and federal grant funds
Home Ownership	\$150,000	0.2%	Offers homebuyer training, lending, asset management, and sales and marketing support for low-, moderate- and workforce-income residents seeking to purchase affordable homes
Housing Rehabilitation	\$120,000	0.2%	Provides financing and loan/grant management for housing rehabilitation and accessibility projects
Landlord Tenant Relations	\$680,000	0.9%	Provides counseling and dispute mediation services for tenants and landlords, performs fair housing testing, and assists impacted tenants with relocation services, including residents of the Beaufort Area
The City has a healthy environment that can be enjoyed by all residents			
Environmental Quality Program	\$1,200,000	1.5%	Provides air pollution control, remediates contaminated land, water quality monitoring, and implements/maintains sewer infrastructure
Resource Recovery & Street Cleaning	\$9,760,000	12.4%	Provides refuse collection, recycling and yard waste collection and street cleaning. Activities partially funded through Solid Waste fee
Livable, Green and Prospering Focus Area Budget		100.00%	\$78,600,000

Please join us to provide feedback about the City's other focus areas during these upcoming Civic Engagement meetings:
Healthy & Thriving Residents - Monday, February 9th (6:30 p.m. - 8:30 p.m.) - Lee Center (1108 Jefferson St.)

All presentations and video of events are available at www.alexandriava.gov/budget

If you have any additional comments or questions regarding this meeting, please submit your inquiry through Call Click Connect (request.alexandriava.gov/CCC).
Search for keyword "Management & Budget"

City of Alexandria, Virginia

MEMORANDUM

3
2-18-15

DATE: FEBRUARY 18, 2015
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM # 3 – 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 modified since. The WMATA Board held a Board Committee meeting on February 12, 2015, in which such measures as bus and rail service reductions, and fare hikes were proposed to reduce the WMATA subsidy request by \$46 million. An across the board fare increase of \$0.10 is proposed. The service requests which could potentially affect Alexandria are eliminating WMATA Route 9A, restructuring Route 10A to substitute for much of the 9A service in the City, eliminating Route 10R and 10S service between Alexandria and Crystal City and Rosslyn, restructuring Route 21A and D, and potentially truncating the REX bus service at the Huntington Metrorail station. The final hearing is scheduled to be adopted by the WMATA Board on February 26th. After it has been approved, WMATA will solicit public opinion in March and April. The Commission will be notified of any activities affecting Alexandrians.

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). Progress on this agreement may be delayed due to the change in administration in Maryland.

The Northern Virginia Transportation Authority (NVTA) has developed an initial set of FY 2015 and FY 2016 recommendations for funding 70% projects. 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. The NVTA Board will consider these recommendations at its meeting on February 26, 2015, and approve a set of projects to be considered at a 5:30 PM public hearing on

March 25, 2015 at the NVTA offices.

B. METROWAY (ROUTE 1)

Staff is continuing to work on implementing additional elements including real-time bus arrival information. The real-time arrival signs have been installed and will be operational by the end of February.

Phase 2 of the Crystal City Potomac Yard 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:
<http://www.alexandriava.gov/tes/info/default.aspx?id=58644>

C. COMPLETE STREETS

In addition to the projects listed below, the Complete Streets Program routinely provides pedestrian and bicycle enhancements throughout the City including the installation of bicycle racks on streets and at schools and parks, new crosswalks, new and upgraded sidewalks, curb ramps and improved accessibility to parks and transit stops. In 2014, the following projects were completed:

- Two Safe Routes to School intersection redesign projects were completed in the fall of 2014. Intersections near Cora Kelly Elementary and George Mason Elementary were redesigned to shorten crossing distances, better align crosswalks and improve sidewalks and connectivity to the schools.
- A traffic calming project was completed along Russell Road. The project included new sidewalks, pedestrian crossings and the installation of speed cushions between Glebe Road and Monticello Avenue.
- The King Street bike lane and pedestrian improvement project was completed in September with the installation of a new signal at Upland Place. The project installed new, green bike lanes along King Street, provided upgraded and enhanced crossing opportunities with new crosswalks and pedestrian signals, and provided traffic calming with striping and installation of a "YOUR SPEED IS" sign.

In 2015, the following projects are slated for implementation in coordination with the City's asphalt resurfacing program:

- The Monroe Avenue Complete Streets Project will be implemented in the summer of 2015, providing new bicycle facilities, pedestrian safety enhancements and safer intersections.
- Pedestrian safety improvements will be installed on Janney's Lane at Taylor Run Parkway, including sidewalks, curb extensions, crosswalks, and bus stop improvements

- **Traffic calming and pedestrian safety upgrades will be installed on Stevenson Avenue at Yoakum Parkway, including medians and pedestrian refuge islands, crosswalks, and the removing parking restrictions to add parking in the peak hour on Stevenson Avenue.**

Additionally, the public outreach for a pedestrian and bicycle safety project at the intersection of King Street, Russell Road and Callahan Drive kicked off this year. Design of this project will continue throughout 2015.

Background: Complete Streets is the term used to describe a comprehensive, integrated transportation network with infrastructure and design that allows for safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, riders and drivers and users of public transportation, as well as drivers of other motor vehicles.

In May 2014, City Council reenacted the Complete Streets Policy which was drafted and initiated by the Alexandria Transportation Commission. Alexandria is a leader in Complete Streets, with the first designated Complete Streets Coordinator in the region, which demonstrates the City's commitment to multimodal transportation and safety.

More information is available at: www.alexandriava.gov/49868

D. OLD TOWN AREA PARKING STUDY

To build upon accomplishments of the 2012 Old Town Area Parking Study (OTAPS) Work Group, and to be responsive to the Waterfront Small Area Plan planning studies and development proposals, the OTAPS Work Group reconvened in January 2015. At their January 28, 2015 meeting, the OTAPS Work Group reviewed recently collected parking utilization data. At the next Work Group meeting on February 25, 2015, the Work Group will review City's metered parking restrictions.

Background: The Old Town Area Parking Study (OTAPS) Work Group was formed to develop consensus on strategies identified by the Waterfront Small Area Plan and recommendations from the 2009 Old Town Area Parking Study. The final 2012 OTAPS report was submitted to Council in February 2013, and reports are posted online at alexandriava.gov/ParkingStudies.

City of Alexandria, Virginia

MEMORANDUM

5
2-18-15

DATE: FEBRUARY 18, 2015
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES
SUBJECT: AGENDA ITEM #5 - POTOMAC YARD METRORAIL STATION UPDATE

ISSUE: Staff update to Transportation Commission on the Potomac Yard Metrorail Station Environmental Impact Statement (EIS).

RECOMMENDATION: That the Commission receive the staff update.

BACKGROUND: The City is evaluating potential locations for an infill Metrorail station along the Blue and Yellow lines between the National Airport and Braddock Road Metrorail stations to serve Potomac Yard. A Metrorail station in the vicinity of Potomac Yard has been included in various plans over the years, including the *Potomac Yard/Potomac Greens Small Area Plan* (1999), the *Transportation Master Plan* (2008), and the *North Potomac Yard Small Area Plan* (2010).

Concurrently with the planning process for North Potomac Yard, the City and the Washington Metropolitan Area Transit Authority (WMATA) collaborated to identify, examine, and screen potential locations for a Potomac Yard Metrorail Station. The *Potomac Yard Metrorail Station Concept Development Study* (2010) analyzed eight potential station locations. The study ultimately recommended further examination of three of the alternatives initially examined. The current Alternative A and Alternative B being examined as part of the current National Environmental Policy Act (NEPA) process are roughly equivalent to the alternatives in the *Concept Development Study* that were recommended for further examination.

The final adopted *North Potomac Yard Small Area Plan* included a requirement for developer contributions to support the funding of the station location shown in the plan (approximately the location of the current Alternative B). The density, height, and land uses in the plan were based on the provision of a Metrorail station. If a Metrorail station is not built in a location at or near the location shown in the plan, then the allowed redevelopment density in North Potomac Yard would decrease from 7.5 million square feet to 3.7 million square feet.

DISCUSSION: The City is currently completing an Environmental Impact Statement as part of the NEPA process. The NEPA process is required for the Metrorail Station project to maintain eligibility for federal financing because some of the alternatives may affect the George Washington Memorial Parkway (GWMP), which is administered by the National Park Service (NPS). The agencies involved in the project include the City as the project sponsor and joint lead

agency; the Federal Transit Administration (FTA) as the lead federal agency, because the City will be seeking federal transportation funding for a portion of the project; WMATA as a cooperating agency because they would operate the station; and NPS as a cooperating agency because of its role in administering the GWMP.

Status of the Draft Environmental Impact Statement

The Environmental Impact Statement is currently under review by FTA and NPS. Once our federal partners have determined that the document is ready for public release, the document will be made available to the public online, with hard copies available for review at City public libraries and City Hall. The public comment period will last approximately two months, with City Council selection of the preferred alternative in the spring.

Public and Stakeholder Coordination

Over the next several months, staff will coordinate with the public, City commissions and committees, and Council to enable robust discussions about the benefits and impacts of the alternatives before council makes a decision regarding the preferred alternative. Staff recognizes that this will be an intense period of public involvement, and is committed to strategies that will enable the conversations necessary to keep the project moving forward. Public input is integral to the process, and input received over the past several years has helped shape the project up to this point. During the public comment period, input received from the public will help to shape the staff recommendation and incorporated into the final Environmental Impact Statement.

The outreach for the Draft Environmental Impact Statement will be structured in stages:

- Prior to the release of the statement, staff will provide updates to key commissions and committees, and will be available to attend civic association meetings by request. The focus will be on making sure participants understand the process and providing a high-level overview of key issues.
- During the first month that the draft statement is available for public review, the focus will be on helping participants understand the details of the document. During this period, the City will hold several “Community Education and Discussion Workshops” which will offer the opportunity for the public to ask detailed questions about the analysis. Each workshop will focus on five to six topic areas, so attendees can learn more about the issues that concern or interest them.
- During the second month of the statement review, the staff recommendation for the preferred alternative will be released and the focus will shift to public discussion and comment on the recommendation.
- After the close of the comment period on the Draft Environmental Impact Statement, City Council will choose the preferred alternative.

Two public hearings will be held during the comment period. One will satisfy the requirements of NEPA and the WMATA Compact, while the other will be a City hearing before City Council.

Opportunities for Comment

The public comment period for the Draft Environmental Impact Statement will last approximately two months, starting with the public release of the document and ending

approximately 10 days following the NEPA/Wmata Compact public hearing. During this period, there will be multiple opportunities to comment on the Draft Environmental Impact Statement, both in writing and in person, including:

- Emails to comments@potomacyardmetro.com
- Letters to Potomac Yard Metrorail Station EIS
P.O. Box 16531
Alexandria, VA 22302
- Comment cards provided at public meetings
- Statements made at the City and NEPA/Wmata Compact public hearings

Members of the public are encouraged to comment specifically on elements or issues that concern them. These comments can influence the details of the preferred alternative, as well as the way the preferred alternative is refined during development of the Final Environmental Impact Statement.

Next Steps

Following selection of a preferred alternative by City Council, work will begin on the Final Environmental Impact Statement. The final statement will refine the preferred alternative and include a more detailed evaluation of the preferred alternative and the No Build Alternative. During this process, the preferred alternative can be modified to mitigate adverse effects. The Final Environmental Impact Statement will identify ways to avoid, minimize, or mitigate adverse impacts.

Following completion of the Final Environmental Impact Statement, FTA and NPS will each issue a Record of Decision. The decision will present the basis for the decision, specify the “environmentally preferable alternative,” and detail the commitments made to avoid, minimize, or mitigate the adverse impacts. Once the Record of Decision has been issued, WMATA will engage a design-build team to design and construct the station.

Metrorail Station Funding Sources

Capital and operating expenses for the Potomac Yard Metrorail Station will be funded using revenue generated by new development in Potomac Yard, and in the case of Alternative B, substantial developer contributions. The City has created the Potomac Yard Metrorail Station Fund to account for and manage the revenues collected for the station. Proceeds from the Fund are used solely for the planning, design, construction, and financing of the station and related infrastructure. Proceeds from the Fund are accounted for separately from other City revenues. Revenue for the Fund comes from:

- Net new tax revenues generated by Potomac Yard development (beyond taxes to pay for City and school services);
- Two special tax districts in Potomac Yard¹; and
- Developer contributions

The financing plan does not rely on the City’s General Fund, and in later years tax revenue from Potomac Yard will substantially exceed annual debt service. Other potential opportunities for

¹ North Potomac Yard special tax district levy initiated. South Potomac Yard special tax district levy to be initiated after the Potomac Yard Metrorail Station opens for service.

federal or state funding include loans through the Transportation Infrastructure Financing Innovation Act (TIFIA) and Northern Virginia Transportation Authority 70 percent funding.

In January, the Commonwealth Transportation Board voted to approve a \$50 million loan from the Virginia Transportation Infrastructure Bank (VTIB) for construction of the station. This loan represents recognition at the state level of the importance of the Potomac Yard Metrorail Station for both its mobility and economic development benefits. The loan has favorable terms which reduce the cost of borrowing over the long-term for the City.

City of Alexandria, Virginia

MEMORANDUM

6
2-18-15

DATE: FEBRUARY 18, 2015
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES
SUBJECT: AGENDA ITEM # 6 – PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE

ISSUE: Provide an update to the Transportation Commission of the Pedestrian and Bicycle Master Plan

RECOMMENDATION: That the Commission receive the following update.

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. In December, 2014, staff provided an update to the Transportation Commission on the Pedestrian and Bicycle Master Plan, including a discussion of the pedestrian and bicycle vision, goals and objectives. At that time, the Commission requested that staff bring back this section of the draft plan once it received full input from the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee (Ad Hoc Committee).

DISCUSSION

Pedestrian and Bicycle Vision, Goals and Objectives

The vision, goals and objectives of the Pedestrian and Bicycle Master Plan provide the overall framework for the planning process, to help guide the development of networks, identify projects and policies, and develop implementation measures.

The project team reviewed the previous goals and objectives from the 2008 Transportation Master Plan with the Ad Hoc Committee at its October 9, 2014 meeting, to receive input on goals and objectives that were important to them. Following the meeting, the project team developed draft vision, goals and objectives based on input from the Ad Hoc Committee, public, and other organizations such the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC). For both the pedestrian and bicycle modes, the goals focused on safety, engineering, education, and encouragement. In addition, draft performance measures for the goals were developed. These were presented to the Ad Hoc Committee at its December 3, 2014 meeting. During the meeting, the Ad Hoc Committee provided comments, including the need for

clarification of terminology, and the need for more measurable numeric targets specifically tied to the goals.

Staff compiled all comments to the document, and provided a response to the comments, which were then forwarded back to the Ad Hoc Committee. Each comment was addressed in one of three ways: 1) comment was incorporated as requested or with modifications; 2) comment was not incorporated and the matrix reflects the reasoning; or 3) comment was too specific for this document and will be considered during the discussion of specific strategies or projects.

The revised vision, goals and objectives were presented to the Ad Hoc Committee at its February 4, 2015 meeting. Some of the key comments during the meeting included:

- Need to specifically address persons with disabilities, older adults and children when discussing persons of all ages and abilities
- Need to include an objective related to the elimination of pedestrian and bicycle related fatalities and injuries. Staff should also conduct additional review of the Vision Zero policy from other jurisdictions to see if it is applicable in Alexandria.
- Need to revise pedestrian engineering objective to say sidewalks should be available on both sides of the street

The revised vision, goals and objectives are shown in **Attachment 1**.

Next Steps

The project will be focusing on the bicycle network and pedestrian focus areas over the next several months, as well as developing project prioritization criteria, and specific strategies to implement the plan. The next Ad Hoc Committee is tentatively scheduled for April 16, 2015 at 7:00 p.m., and the bicycle network and project prioritization criteria will be reviewed with the Committee.

Attachments:

Goals and Objectives

Alexandria Pedestrian and Bicycle Master Plan - Vision, Goals and Objectives

Pedestrian Vision Statement

Walking is vital to the health and mobility of Alexandria's residents, workers and visitors. The City provides safe and accessible streets, intersections and trails, as well as programs and policies that encourage increased walking as a safe and active form of transportation and recreation. Pedestrian facilities, programs and policies foster social equity, ensuring that investments benefit people of all backgrounds, abilities, including children, older adults and persons with disabilities and income levels, as well as geographic equity, ensuring that people throughout the City have access to safe and comfortable places to walk.

1. Safety Goal

The City will create a safe, well-maintained, comfortable and enjoyable pedestrian environment that encourages walking and is accessible for people of all ages and abilities.

Objectives

- 1.1 Ensure that all streets, trails and intersections are accessible, safe and well designed using national best practices for safety and accessibility.
- 1.2 Partner with Alexandria Police Department to improve the safety of pedestrians, cyclists and drivers through effective law enforcement implemented in coordination with other pedestrian-focused programs, policies and pedestrian facility improvements.
- 1.3 Reduce conflicts between pedestrians, vehicles, and bicyclists by implementing a range of pedestrian facility treatments appropriate to a street and its surrounding context.
- 1.4 Eliminate ~~Reduce~~ pedestrian fatalities and injuries citywide.

2. Engineering Goal

The City will provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably between places and destinations.

Objectives

- 2.1 Ensure sidewalks are available on all streets and ~~increase the percentage of streets with sidewalks~~ on both sides.
- 2.2 Make intersections throughout the City safe and comfortable for pedestrians.

2.3 Increase the number and quality of off-street pedestrian connections between adjacent destinations not connected by the street network, such as neighborhoods, multifamily housing developments, shopping districts, parks, schools and trails.

3. Encouragement Goal

The City will promote walking as a means of improving transportation circulation, transit access, public health, environmental quality and recreation, with the ultimate goal of increasing walking trips as a percent of all travel in Alexandria.

Objectives

- 3.1 Encourage and provide incentives for active lifestyles that include regular walking.
- 3.2 Partner with other local and regional organizations to support existing and new programs that promote walking and active lifestyles.
- 3.3 The City will advance to ~~Become~~ a recognized platinum level “walk friendly community” (www.walkfriendly.org)

4. Education Goal

The City will educate users of all transportation modes about pedestrian safety, rights and responsibilities.

Objectives

- 4.1 Initiate targeted outreach that aims to increase adult pedestrians’ and motorists’ knowledge of safe walking and driving behaviors and traffic laws related to pedestrian travel.
- 4.2 Partner with Alexandria public and private schools to implement pedestrian safety education and programs that support increased walking among the City’s youth.
- 4.3 Ensure that education efforts reflect the diversity of the Alexandria community, with messages and programs offered in various languages whenever possible and targeting communities with the greatest need.
- 4.4 Educate public and private sector design professionals, city groups and the public who are involved with Alexandria’s transportation system on Complete Streets principles and design.

A set of draft pedestrian performance measures related to the different goal areas is listed below. Following plan completion, City staff will use the performance measures to annually track progress towards achieving the pedestrian goals and objectives. The chart lists the measure, the agency or department responsible for tracking the measure, the frequency the measure will be updated, and the goal the measure supports. In addition, a policy will be included in the plan that requires a separate report that identifies specific targets for a subset

of performance measures. The targets will be analyzed every two years to determine if they need to be changed. The report will be approved by the Transportation Commission and/or other approved bodies.

<i>Pedestrian Performance Measure</i>	<i>Responsible Department/Group</i>	<i>Frequency</i>	<i>Related Goal</i>
Number of pedestrian-motor vehicle crashes, as well as pedestrian injuries and fatalities	APD	Annually	Safety
Number of intersections that are treated with safety and accessibility improvements	T&ES	Annually	Safety
Percent of signalized intersections with pedestrian countdown signals	T&ES	Annually	Safety / Engineering
Percentage of maintenance requests related to a pedestrian issue that are addressed	T&ES	Annually	Safety / Engineering
Linear feet of new sidewalk, citywide	T&ES	Annually	Engineering
Miles of paved off-street trails, citywide	T&ES	Annually	Engineering
Percent of people walking to work	T&ES	With Census	Encouragement
Number of people who are reached through the Local Motion program	Communications	Annually	Encouragement
Percent of people walking to work at employers participating in Local Motion Transportation Demand Management (TDM) program	T&ES	Annually	Encouragement
Percentage of people walking to transit	Dash/Wmata	TBD	Encouragement/Engineering
Percentage of schools with Safe Routes to School programs and/or offering pedestrian safety education	ACPS	Annually	Education / Safety
Percentage of children walking to school	ACPS	Annually	Education

Bicycle Vision Statement

Bicycling is a convenient, safe, and desirable choice for transportation and recreation trips in Alexandria. The City provides a network of facilities that link important destinations and appeal to bicycle riders of different ages and abilities, including children, older adults, and persons with disabilities, as well as programs and policies that encourage increased bicycling as a safe and active form of transportation and recreation. Bicycle facilities, programs and policies foster social equity, ensuring that investments benefit people of all backgrounds and income levels, as well as geographic equity, ensuring that people throughout the City have access to safe and low-stress places to bike.

1. Safety Goal

The City will create a safe, well-maintained bicycling environment that encourages bicycling as an enjoyable and convenient mode of travel and recreation for riders of all ages and abilities.

Objectives

- 1.1 Reduce conflicts between bicyclists, vehicles, and pedestrians by implementing a range of bicycle facility treatments appropriate to a street and its surrounding context.
- 1.2 Improve the safety of bicyclists and drivers through effective law enforcement implemented in coordination with other bicycle-focused programs, policies and facility improvements.
- 1.3 Eliminate ~~Reduce~~ bicycle fatalities and injuries citywide.

2. Engineering Goal

The City will develop a connected bicycle network that includes both on-street and off-street facilities, as well as support facilities such as bicycle parking, that provide safe, enjoyable and comfortable accommodations for riders of all ages and abilities.

Objectives

- 2.1 Increase the total miles of on-street bicycle facilities to create a citywide network that enables safe bicycle travel in and between all City neighborhoods and from Alexandria to key destinations and bicycle facilities in neighboring jurisdictions.
- 2.2 Develop a citywide network of low-stress bicycle routes that are appealing to lower skilled riders, made up of protected bikeways, trails and neighborhood “slow streets” that connect important destinations and promotes bicycling as a safe and convenient mode of travel.

2.3 Integrate the off-street trail system with the on-street bicycle network by providing wayfinding and well-designed transitions at trail access points, ensuring smooth transitions for bicyclists and minimizing conflicts between users of all travel modes.

3. Encouragement Goal

The City will promote bicycling as a means of improving transportation circulation, transit access, public health, environmental quality and recreation, with the ultimate goal of increasing bicycling trips as a percent of all travel in Alexandria.

Objectives

- 3.1 Encourage and provide incentives for active lifestyles that include bicycling for transportation or pleasure.
- 3.2 Partner with other local and regional organizations to support existing and new programs that promote bicycling and active lifestyles.
- 3.3 The City will advance to ~~Become~~ a platinum level bicycle-friendly community (<http://bikeleague.org/community>).

4. Education Goal

The City will educate users of all transportation modes about bicycle safety, rights and responsibilities.

Objectives

- 4.1 Initiate targeted outreach that aims to increase adult cyclists' and motorists' knowledge of safe bicycling and driving behaviors and safety.
- 4.2 Partner with public and private schools to support bicycle safety education and programs that support increased bicycling among the City's youth.
- 4.3 Educate public and private sector professionals who work on transportation, land use and development issues in Alexandria about Complete Streets principles and design.

A set of draft bicycle performance measures related to the different goal areas is listed below. Following plan completion, City staff will use the performance measures to annually track progress towards achieving the bicycle goals and objectives. The chart lists the measure, the agency or department responsible for tracking the measure, the frequency the measure will be updated, and the goal the measure supports. In addition, a policy will be included in the plan that requires a separate report that identifies specific targets for a subset of performance measures. The targets will be analyzed every two years to determine if they need to be changed. The report will be approved by the Transportation Commission and/or other approved bodies.

<i>Bicycle Performance Measure</i>	<i>Responsible Department/Group</i>	<i>Frequency</i>	<i>Targeted Goal</i>
Number of bicycle-motor vehicle crashes, bicycle-pedestrian crashes as well as bicyclist injuries and fatalities	APD	Annually	Safety
Percentage of maintenance requests related to bicycle issues that are addressed	T&ES	Annually	Safety / Engineering
Miles of on-street bicycle facilities citywide by type	T&ES	Annually	Engineering
Miles of off-street trails citywide	Parks and Recreation	Annually	Engineering
Number of intersections improved with bicycle accommodations (bike boxes, bike signals, bicycle-compatible loop detectors, etc)	T&ES	Annually	Engineering
Number of bike parking spaces installed	T&ES	Annually	Engineering/ Encouragement
Percent of people bicycling to work	T&ES	With Census	Encouragement
Number of bike share trips in Alexandria	T&ES	Annually	Encouragement
Number of people who are reached through the Local Motion program	Communications	Annually	Encouragement
Percentage of schools participating in Safe Routes to School programs and/or offering bicycle safety programs	ACPS	Annually	Education / Safety
Number of adult bicycle safety courses offered	Local Motion	Annually	Education
Percentage of children biking to school	ACPS	Annually	Education