Transportation Commission

October 15, 2014
7:00 PM
City Hall, Council Work Room (2nd Floor)

AGENDA

1. Minutes of the September 17, 2014 Meeting

2. Updates to Receive (Consent)
   - Funding Update
   - Potomac Yard Metrorail Station
   - Metroway (Route 1)
   - Lower King Street Multimodal Feasibility Study
   - Pedestrian and Bicycle Master Plan Update
   - Eisenhower West Transportation Study
   - Oakville Triangle
   - Parking Ratio Study
   - Capital Bikeshare

3. Commission Updates

4. West End Transitway

5. 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, November 19, 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

10-15-14

Regular Meeting

September 17, 2014
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Mayor William Euille, Councilman Tim Lovain, Jake Jakubek, Jerry King, James Lewis, Nathan Macek, Maria Wasowski

Staff Present: Karen Callaham – T&ES, Sandra Marks – T&ES, Carrie Sanders – T&ES, Lee Farmer – T&ES, Allan Fye – T&ES, Marti Reinfeld – T&ES
Others Present: Kate Barrett, National Parks Service

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

1. **July 23, 2014 Meeting Minutes**
   Chair Nathan Macek called the meeting to order and if there were any changes to the June 23, 2014 minutes. There being additional edits, a motion to approve the minutes was made by Commissioner King, seconded by Commissioner Jakubek, voted on and unanimously approved.

2. **Updates To Receive (Consent Items)**
   The Commission received updates on the following: Funding Update; Potomac Yard Metrorail Station; Metroway (Route 1); West End Transitway; Lower King Street Multimodal Feasibility Study; Pedestrian and Bicycle Master Plan Update; Eisenhower West Transportation Study; and Oakville Triangle and the Parking Ratio Study. Chair Macek asked if there were any questions or discussions on any items on the consent calendar. Commissioner King noted his appreciation for City staff's citizen outreach for the West End Transitway. There were no additional requests to discuss any other updates; therefore, the Commission accepted the updates.

3. **2014 Transportation Long Range Plan (LRP) – Public Hearing**
   Staff Sandra Marks reiterated that the LRP is a unconstrained list of transportation projects, programs and studies and that the Project Matrix is a constrained list of transportation projects for which full or partial funding has been identified. She gave a brief history of the 2014 LRP and recommendations from the Commission to change the rankings, change the livability score, remove the "Program" category, and deletions and additions of projects. After the recap, the Public Meeting was opened. Chair Macek explained clarification is needed on whether the Mt. Vernon Avenue at Four Mile Road project should move back to the project list. After

discussion among the Commissioners, it was decided to move forward with a vote on the LRP and have staff revise the language of the project to reflect exactly what it will entail and rescore it on the list, and add it back to the list as part of the 2015 LRP update. Commissioner Wasowski made a motion which was seconded by Commissioner King to adopt the LRP as recommended by the Commission in July with additional direction for staff to address the Mt. Vernon Avenue intersection improvements adjacent to the Four Mile Run Park as part of the 2015 LRP Update.

4. **Memorial Circle Transportation Plan and Environmental Assessment (EA)**
Kate Barrett of the National Park Service (NPS) attended the meeting and reported that NPS is proposing to improve the Memorial Circle portion of the George Washington Memorial Parkway. She stated the purpose is to reduce conflicts between trail, walkway, and roadway users. Another reason is to increase overall visitor safety, while maintaining the memorial character of the area and improving mobility for vehicles, pedestrians, and bicycles. She stated NPS is conducting public scoping to gather citizen's thoughts and ideas at the inception of the planning and EA process. She spoke about the evolution of the Memorial Circle from the early 1930's to current times. Commissioner Jakubek made a motion which was seconded by Commissioner King, to compose a letter of endorsement offering Complete Street options from the Commission. The letter will go through staff to Council as a recommendation then forwarded as comments to the NPS.

5. **Commission Updates**
Mayor Euille reported there is a special session of the General Assembly on September 18, 2014. He also stated that he has accepted leadership roles as President of the Virginia Municipal League (VML), Chairman of the Board of Council of Governments, and Chairman of the Board of the Northern Virginia Transportation Authority. A memo was drafted to Council and is under review in the City Manager's office regarding additional seats on the Transportation Commission. Commissioner Lovain reported that the Transportation Planning Board (TPB) adopted an updated Participation Plan. The Participation Plan focuses on tailoring outreach and involvement activities to the "involved" public, the "informed" public, and the "interested" public. The TPB will also be voting on the constrained Long Range Plan at the next meeting. He indicated he will be participating in the Community Leadership Institute that trains citizens in understating transportation issues. Commissioner Lewis reported that recommendations from the Parking Ratio Study should be forthcoming from the Traffic & Parking Board next month.

6. **Other Business**
Chair Macek asked staff for an update on staff changes within the Department. Staff Sandra Marks informed the Commission that Rich Baier and Marti Reinfeld have resigned their positions. Sandra has been upgraded to Deputy Director of Transportation; Carrie Sanders is Acting Division Chief of Transportation Planning; Allan Fye is the new Corridor C/West End Transitway Principal Planner; Ray Hayhurst is an Urban Planner who will be assisting with the West End Transitway and the Potomac Yard Metro. Yon Lambert is the Acting Director of the Department and Jeffrey DuVal is Acting Deputy Director/Operations in Yon's stead. Jeremy Hassan is Acting Division Chief of Public Works Services in Jeffrey Duval's role. The Metroway ridership has a weekday ridership of 1,500 per day, exceeding the Metrobus 9-S by 50%. It has not changed Metrobus 9-A ridership. The City's Transportation Master Plan is 5 years old and has been entered in the CIP budget request for revamping.

Chair Macek made a motion to adjourn the meeting. There being no objection, the meeting was adjourned at 8:15 p.m.

DRAFT

City of Alexandria, Virginia

MEMORANDUM

2
10-15-14

DATE: OCTOBER 15, 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

Washington Area Metropolitan Transit Authority (WMATA) and Northern Virginia Transportation Commission (NVTC) held meetings with regional partners in September to review substantive issues regarding the WMATA Capital Funding Agreement to fund WMATA capital activities from FY 2017 through FY 2023. Meetings among the jurisdictional partners will be scheduled approximately every two weeks to develop this agreement.

On October 14, 2014, staff will bring before the City Council a resolution to accept some of the Northern Virginia Transportation Authority (NVTA) regional transportation 70 percent funds awarded in FY 2014, in preparation for a formal application later in the year. NVTA has finalized a set of criteria to rate 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. The NVTA's passed this evaluation methodology at its Board Meeting on October 9, 2014.

The Commonwealth has been collecting less funding for transportation than originally projected. As a consequence of this, the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) have developed a modified six-year improvement plan. The Commonwealth Transportation Board (CTB) will be holding a set of hearings on these proposed modifications to the Six-Year Plan, as well as determining transportation needs of the Commonwealth. The hearing for Northern Virginia will occur on October 16, 2014. Attached to this Transportation Commission docket item is a draft set of comments the City is proposing to transmit to the CTB.

The NVTA has changed the dates of submission for RSTP/CMAQ funds from September 30, 2014 to December 17, 2014. A call for projects was sent out in early October 2014. A draft CMAQ/RSTP program for the City will be submitted to the Transportation Commission at its November 2014 meeting.

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 Environmental Impact Statement 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 at 6 pm at City Hall, 301 King Street.

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

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

C. METROWAY (ROUTE 1)

Metroway service continues between the Braddock Road and Crystal City Metrorail stations with daily ridership at 30 percent above the average daily ridership on the 9S route, which Metroway replaced. Staff is continuing to work on implementing additional elements including real-time bus arrival information and off-board fare collection. Phase 2 of the Crystal City Potomac Yard Transitway is scheduled to open next spring 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

D. LOWER KING STREET MULTIMODAL FEASIBILITY STUDY

Since the May 29 public meeting, where four functional alternatives were presented, 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. Staff has presented the refined alternatives to representatives of the Old Town Civic Association (OTCA) on August 11, 2014 and to representatives of the business community on October 1, 2014 for input. Staff will also present to the full Old Town Business and Professional Association (OTBPA) on October 21, and the full OTCA on November 21. Recommendations will be brought to the Transportation Commission for a public hearing at its November meeting, and the Waterfront Commission, Traffic and Parking Board later this year, 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.

E. PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE

The project consultant, Toole Design Group, is continuing to collect data to identify the existing conditions, and prepare a progress report of facilities that have been completed since the 2008 Pedestrian and Bicycle Mobility Plan and the 2008 Transportation Master Plan. The consultant is also working to develop guiding principles and street typologies for the Complete Streets Design Guidelines. The civic engagement tools that have been developed to provide input on pedestrian and bicycle needs, including the online survey and wikimap which have collectively received over 750 respondents, will be available through the end of October.

The project's first public meeting was held on September 30, 2014, to introduce the project, and get additional input on pedestrian and bicycle issues and needs. Approximately 60 persons attended the meeting. The second Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee was held on October 9, 2014. At that meeting, a debrief of the public meeting was provided, and the Committee provided input on pedestrian and bicycle goals and objectives, existing conditions and issues and needs.

Background: The City is conducting an update of the Pedestrian and Bicycle Master Plan, and development of the Complete Streets Design Guidelines, which will be completed in late 2015. The City completed both the Transportation Master Plan, and a Pedestrian and Bicycle Mobility Plan in 2008 which is data rich and serves as an implementation tool for the

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

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

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

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

F. EISENHOWER WEST TRANSPORTATION STUDY

A community meeting was held on September 29, 2014 to review the project goals, and discuss areas where nodes, connectivity and green connections should be made. For the transportation study, the consultant is refining the existing conditions report, and continuing to analyze multimodal bridge options. Staff is meeting with a number of property owners that may be affected by the bridge alignment options. The consultant will begin working on the 2040 baseline alternative once a feasible bridge alignment is determined. The next steering committee meeting will be held on November 10, 2014 at 7pm at the Cameron Station Great Room, and the next community meeting will occur on December 8, 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

G. OAKVILLE TRIANGLE/ROUTE 1 CORRIDOR PLAN

City staff will be following up on potential connections to adjacent communities and analyzing transportation impacts of the small area plan at the next Advisory Group meeting on Monday, October 27, 2014 with an open house at 6PM and meeting to begin at 7 PM location TBD.

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.

H. 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 p.m., 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 purpose of the parking ratio study, which has been conducted by Transportation and Environmental Services and Planning and Zoning staff, 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

I. CAPITAL BIKESHARE

Eight Capital Bikeshare stations were installed the week of August 18, 2014 in Carlyle and Del Ray, doubling the size of the Capital Bikeshare network in Alexandria. There has been a 100 percent increase in number of trips per month for September 2014 compared to September 2013, as a result of doubling the size of the system in Alexandria as well as an overall growth in ridership. There have been 50,000 trips and over 79,000 miles ridden since Capital Bikeshare launched in Alexandria in 2012. Comments on future station locations are being gathered through the update to the Pedestrian and Bicycle Master Plan interactive map. Staff will bring a draft map of future station locations to the Transportation Commission for review in early 2015.

Background: The jurisdictions that own Capital Bikeshare stations - Washington, D.C.,

Arlington County, the City of Alexandria, and Montgomery County have each contracted with Alta Bicycle Share to operate and maintain the Capital Bikeshare system. Alta Bicycle Share also operates bike share systems in Boston, New York City, Chicago, the Bay Area, Columbus, and Chattanooga. An equipment and technology supplier to Alta Bicycle Share is Public Bike System Company (PBSC). PBSC, located in Montreal, Canada, filed for bankruptcy protection in January 2014. On April 11, 2014, PBSC was purchased by another company. Staff continues to monitor the transition closely and will share information on the buyer's plans for PBSC and how that will affect Alexandria and the Capital Bikeshare operations and expansion.

Item 2 attachment 1

10-15-14

October 16, 2014

The Honorable Chair and Members
Commonwealth Transportation Board
1111 East Broad Street, Room 3054
Richmond, Virginia 23219

Re: Commonwealth Transportation Board (CTB) Testimony Letter

Dear Secretary Layne and Members of the Commonwealth Transportation Board:

This letter presents the City of Alexandria's ("the City") comments on the proposed FY2016 to FY2021 Six-Year Improvement Program.

As you know, the City is working towards a transportation system that encourages the use of alternative modes of transportation and reduces dependence on the private automobile. We have been building this multi-modal network with the Commonwealth's support, and it is resulting in the establishment of transit-oriented, pedestrian friendly village centers, forming a more urban, vibrant and sustainable City and Northern Virginia region. Continued leadership and funding from the Commonwealth is essential to the realization of this vision.

- In the past, the City has asked the CTB to identify new, dedicated funding sources for transportation. We are very appreciative of the work of the General Assembly and CTB in approving and starting to implement HB2313, which provides a real opportunity to address the backlog of transportation projects that are critical to our region's connectivity and economy. The success of HB2313 relies on continued coordination at all levels of government, particularly as the Virginia Department of Transportation (VDOT) implements HB 599 and HB 2. We urge the CTB and VDOT to work closely with the Northern Virginia Transportation Authority (NVTA) to refine a methodology for rating projects in a transparent and timely manner.

- Approximately $60 million a year of bond funds have been invested by the Commonwealth in major capital investments. It is our understanding that this significant source of funding will expire in 2018, unless the Commonwealth takes action to replace

these funds. We would urge the CTB and the legislature to address this issue before it drastically affects the Department of Rail and Public Transportation's (DRPT's) ability to invest in needed transit infrastructure.

- We do understand that transportation revenues at the state and regional levels are not being received in the amount originally projected. We appreciate the efforts VDOT, DRPT, and the CTB have made to minimize impacts on the jurisdictions in Virginia who have received FY2015 funds. We would also urge that careful measures be used to adjust the Six-Year Program in future years to provide scarce resources to meritorious projects.

- We agree with the continuing efforts of DRPT to implement the statewide transit assistance formula and we extend our thanks to them for working with the region to address concerns regarding how Metrorail ridership is counted, which is essential to the new operations formula.

- The City requests that $1 million of the surplus Seminary Road HOV ramp funds be allocated to resolving a major fire suppression design issue caused by overzealous value engineering on the Woodrow Wilson Bridge. The current dry pipe system unnecessarily increases response times, which increases risk to the bridge and its users until first responders arrive. Given the dollar amount of the Six-Year Program, this is a small amount in comparison to the multi-billion value of the Woodrow Wilson Bridge, which is at risk.

- We acknowledge the assistance the Commonwealth has provided in improving vehicular access to the Department of Defense, Mark Center BRAC-133 site, including the programming of significant monies for a transit ramp from the HOV lanes at I-395 to Seminary Road and the construction of short and mid-term improvements at the site. Since the construction of the HOV ramp is imminent, we would ask that the CTB fund interim pedestrian connections across the Seminary Road Bridge, which are needed for school children who walk from high-density residential areas on the north side of I-395 to the middle school on the south side of I-395.

- We appreciate the continued Commonwealth support of regional and local transit services, including Metrorail and Metrobus service in the City. In particular, we are appreciative of the Commonwealth's $50 million match to the federal Passenger Rail Investment and Improvement (PRIIA) grant, which funds the Washington Metropolitan Area Transit Authority's capital improvements. We ask that the Commonwealth continue to provide the funding to ensure that our rail system is in a state of good repair.

- WMATA adopted its 10-year strategic plan-*Momentum or METRO 2025,* which calls for a number of critical investments in transit over the next decade. In the next six years alone, WMATA is seeking an additional $444 million in funding from the Commonwealth and Northern Virginia localities for the *METRO 2025* program. This is in addition to the current stream of state and local capital funds which flow to WMATA annually. As WMATA continues to discuss the long-term implementation and funding of *METRO 2025*, we ask that the CTB consider significant additional long-term funding assistance for this plan as a signature economic investment in the region's future and the impact this has on the state's tax receipts.

- We thank the CTB for all of its assistance in funding the local portion of the new Metroway bus service in the Route 1 corridor in Alexandria and Arlington. This is the region's first use of dedicated lanes for local bus service. We are currently performing an Environmental Assessment of the West End Transitway on Van Dorn and Beauregard. If a Build Alternative is chosen we plan on working with DRPT to develop a solid financing plan which would include seeking significant federal assistance.

- The City supports the continuation and expansion of VDOT's revenue-sharing program. This program allows localities to match state funding to make crucial improvements to the local street and highway system.

- The City has made significant enhancements to its bicycle and pedestrian network over the last several years, offering residents and commuters additional transportation options. Federal and state funding have been critical to the success of these programs. We urge the CTB to continue funding for bicycle and pedestrian facilities at a high level in the Six-year Transportation Program.

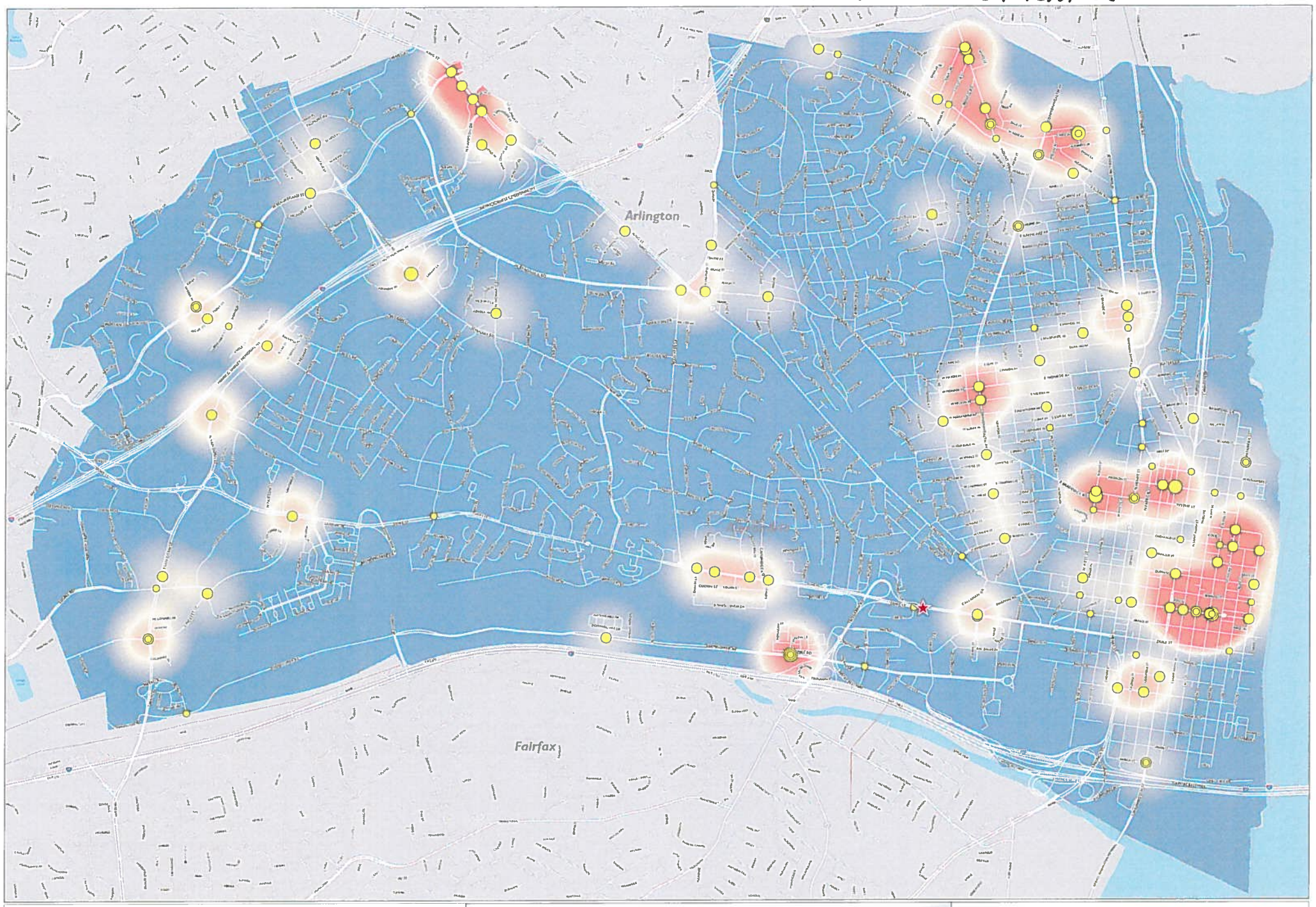
We want to thank the CTB, VDOT staff and DRPT staff for your time, efforts, and dedication in seeking solutions to the Commonwealth's many complex transportation issues.

Sincerely,

William D. Euille
Mayor

cc: The Honorable Members of the City Council
Rashad M. Young, City Manager
Mark Jinks, Deputy City Manager
Yon Lambert, Acting Director, T&ES
Sandra Marks, Deputy Director of Transportation, T&ES

Item 2 attachment 2



City of Alexandria, Virginia

Department of Transportation and Environmental Services

Bicycle Crashes

Alexandria Police Department Incident Data, June 2004 - May 2014

High

None

Fatality

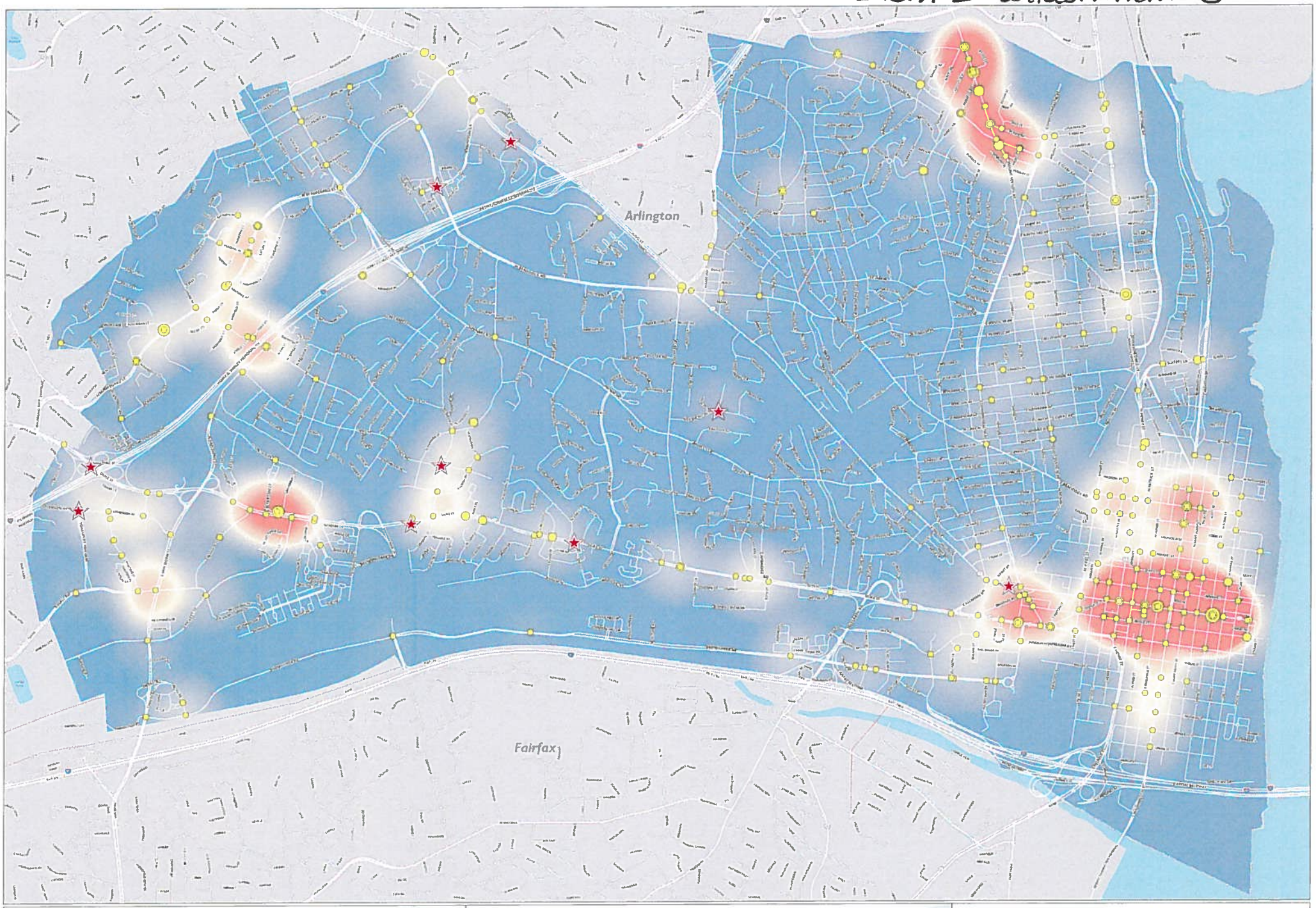
Injuries

0

1

2

Item 2 attachment 3



City of Alexandria, Virginia

Department of Transportation and Environmental Services

Toole Design Group

Pedestrian Crashes

Alexandria Police Department Incident Data, June 2004 - May 2014

High

None

Fatality

Injuries

0

5

N

Exported 10/9/2014

City of Alexandria, Virginia

MEMORANDUM

4
10-15-14

DATE: October 15, 2014

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

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

SUBJECT: AGENDA ITEM #4 – WEST END TRANSITWAY (CORRIDOR C) ALTERNATIVES ANALYSIS/ENVIRONMENTAL ASSESSMENT UPDATE

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

RECOMMENDATION: That the Transportation Commission:

1. Receive an update on planned public outreach and stakeholder coordination,
2. Receive an update on Definition of Alternatives and Evaluation Measures analysis, and
3. Receive an update on project next steps.

BACKGROUND: The City's Transportation Master Plan, adopted by Council in 2008, identified three priority corridors that would offer high-quality, high capacity, and reliable transit service along three corridors: US Route 1, Duke Street/Eisenhower Avenue, and Van Dorn Street /Beauregard Street.

In 2010, the City conducted the Transitway Corridor Feasibility Study which resulted in recommendations such as route alignment, cross-sections, methods of operation, vehicle type, land use, ridership, and early-stage cost estimates for all three corridors.

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

DISCUSSION:

Public Outreach and Stakeholder Coordination
The City will host the second AA/EA public meeting at 6:30 p.m. on October 22, 2014 at the Pavilion at Mark Center (5708 Merton Court, Alexandria, VA, 22311). The meeting will include a project status update, an overview of the three alternatives being studied, a presentation of the initial results of applying the evaluation measures to each alternative, and project next steps. The meeting format will feature many opportunities for attendees to provide comments and feedback.

Leading up to the public meeting, the project team is working with organizations along the Corridor to advertise the meeting, including: JBG Properties, Southern Towers apartment complex, the Mark Center, and Northern Virginia Community College. Project team members are also distributing flyers and rack cards to businesses, schools, libraries, recreational centers, and at key bus facilities such as Van Dorn Metrorail station, Landmark Mall Transit Center, Mark Center Transit Center, and Pentagon Transit Center.

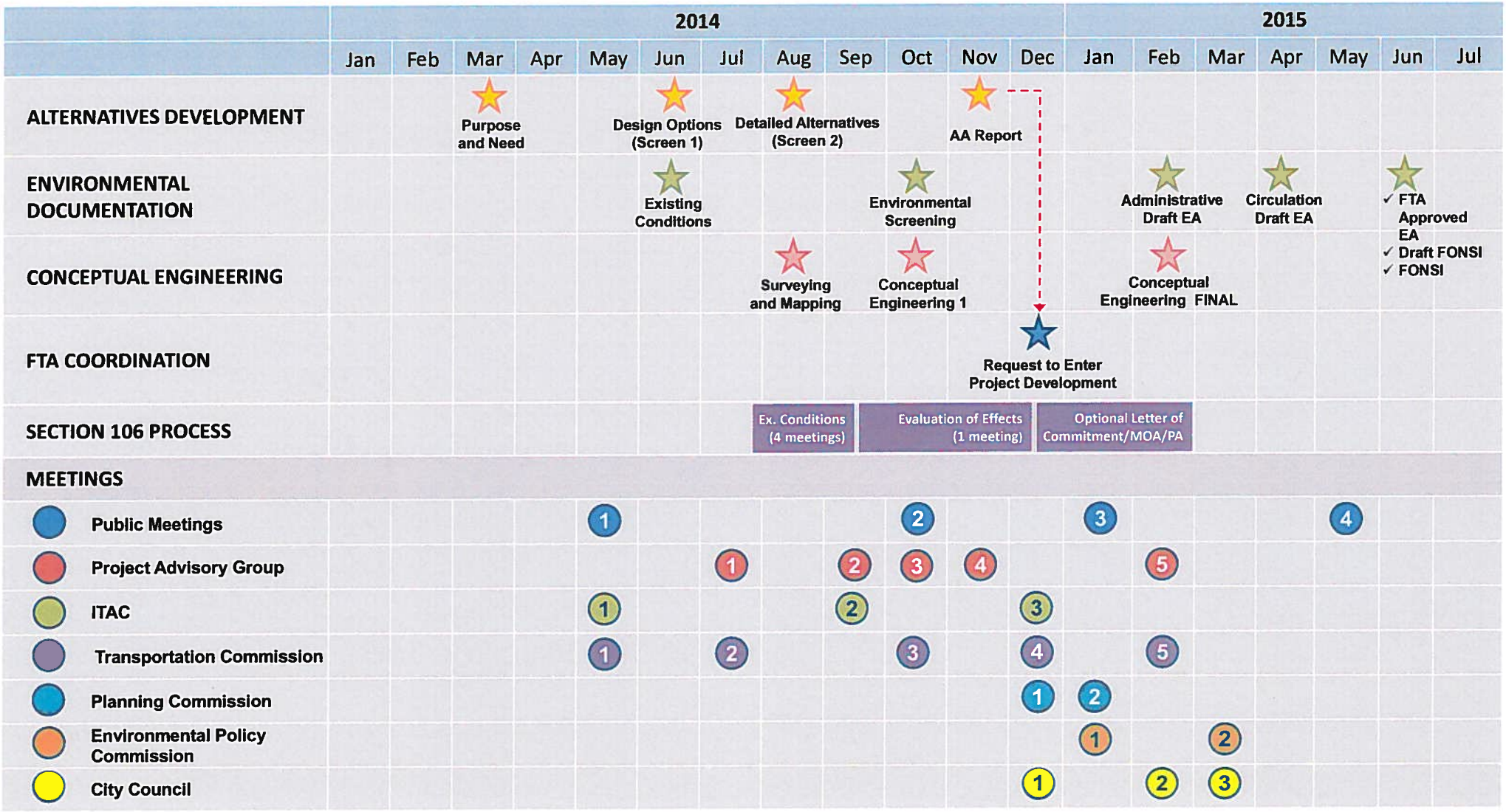
Since the last Transportation Commission briefing in July 2014, the West End Transitway Policy Advisory Group has met twice to discuss design options that refine the corridor alignment, evaluation measures used to evaluate each alternative, service patterns, and the definition of the three study alternatives. The next West End Policy Advisory Group meeting is scheduled for 7 p.m. on Thursday, October 23, 2014 at City Hall, 301 King Street. The meeting will focus on the results of the evaluation measures and the feedback received from the October 22nd public meeting.

Definition of Alternatives and Evaluation Measures
The Definition of Alternatives is a key step in the AA process since it defines the core physical and operational attributes of each alternative. As the evaluation measures are applied to each alternative, the differences between each alternative becomes clearer and the continuum of cost and benefits becomes more pronounced. The results of the analysis will provide the basis for the eventual selection of a Locally Preferred Alternative.

Section 106 / Cultural Resources
At the request of FTA staff, the City hosted a corridor tour for representatives from FTA and the Virginia Department of Historic Resources (VDHR). The goal of the tour was to identify any potential environmental, cultural, historic, and environmental justice impacts along the corridor. After the tour, representatives from FTA and VDHR had further discussions, and informed the project team that they did not identify any issues along the corridor, and that the Section 106 process could potentially be streamlined. Any final decisions by FTA and VDHR related to the Section 106 process will be reflected in the Environmental Assessment.

FISCAL IMPACT: The AA/EA is being funded through federal grants. The support provided by staff will be conducted within the allocated operational budgets for each department, and the support provided by consultants has been assumed in their contract.

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

#4 attachment 1
10-15-14

ALEXANDRIA WEST END TRANSITWAY PROJECT
Technical Work Schedule