



## *Transportation Commission*

**October 21, 2015**

**7:00 PM**

**City Hall, Council Work Room (2<sup>nd</sup> Floor)**

### **AGENDA**

1. Minutes of the September 16, 2015 Meeting
2. Updates to Receive (Consent)
  - Funding Update
  - Potomac Yard Metrorail Station
  - Arlington Transit Development Plan
  - King Street Metrorail Station
  - Eisenhower Avenue Metrorail Station
  - Eisenhower Avenue widening)
  - King Street / Beauregard Street Improvement
  - West End Transitway
  - VRE Pedestrian Tunnel
  - Envision Route 7
3. Commission Updates
4. Eisenhower West Small Area Plan – **Public Hearing**
5. FY2017-2026 Budget Guidance
6. Transportation Improvement Program (TIP) Balance Project Funding
7. Pedestrian and Bicycle Master Plan Update
8. Other business

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***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](mailto:transportationcommission@alexandriava.gov) in advance of or after the meeting.***

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***Next Meeting: Wednesday, November 18, at 7:00 PM in the Council Work Room (City Hall, 2<sup>nd</sup> Floor).***

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*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

### Regular Meeting

September 16, 2015

7:00 p.m.

Council Workroom

### MINUTES

**Commissioners Present:** Councilman Lovain, Chair Nathan Macek, Scott Anderson, Christine Michaelis, Jake Jakubek, and Stephen Klejst

**Commissioners Excused:** Jerry King, James Lewis, Annika Moman

**Commissioners Absent:** Mayor William Euille

**Staff Present:** Carrie Beach- P&Z, Karen Callaham- T&ES, Lee Farmer-T&ES, Ray Hayhurst-T&ES, Lisa Jaatinen-T&ES, Yon Lambert- T&ES, Raymond Mui-DASH, Patrick Reed-T&ES, Ramond Robinson -T&ES, Carrie Sanders-T&ES, Steve Sindiong -T&ES

Chair Nathan Macek called the Transportation Commission meeting to order at 7:08 pm.

#### 1. July 22, 2015 Meeting Minutes

Commissioner Macek called the meeting to order. He asked if there were any edits to the July 22, 2015 minutes. There being no edits, Commissioner Anderson made a motion to approve the minutes, which was seconded by Commissioner Jake Jakubek and unanimously approved by the Commission.

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

The Commission received updates on the funding of various ongoing projects: 1) the Potomac Yard Metrorail Station; 2) the Eisenhower West Transportation Study; 3) the Pedestrian and Bicycle Master Plan Update; 4) the Route 7 at I-395 VDOT Project; 5) the Complete Streets Update; 6) the Ferry Study; and 7) King Street Metrorail Station. Commissioner Macek asked to be updated on the Potomac Yard Metrorail Station. Staff member Lee Farmer stated that initially the function of the Potomac Yard Metrorail Implementation (PYMIG) Work Group was to ensure a thorough technical analysis of the new Metrorail station and ensure full coordination with other City efforts. That process is being finalized and a conceptual design of the station is ongoing. City Council approved a change in the composition and responsibilities of the Work Group. This change will enable PYMIG to function as a forum for public engagement through station opening. The change will also allow the group to consider issues that will arise as the project moves into design and construction. The Work Group will be expanded from six to nine members. One of the City Council seats will be removed in order for

the Work Group structure to include one representative from the City's Parks and Recreation Commission. The Work Group will also add one community representative from the neighborhoods east of the CSX tracks within the Potomac Yard Small Area Plan area, one community representative from west of the CSX tracks within the Potomac Yard Small Area Plan area, one at-large business representative with an interest in the project, and one at-large community representative with an interest in the project.

Commissioner Jakubek inquired about the Route 7 at I-395 VDOT Project, which implements pedestrian improvements. T&ES staff member Lisa stated she and two other T&ES staff members previously met at VDOT's request regarding pedestrian improvements for the project. The purpose of the project is to rehabilitate the Route 7 (King Street) Bridge over I-395. The bridge has six lanes of traffic with a raised median in the center. There is a pedestrian crossing at Menokin Drive that travels from the side to the middle. It becomes narrow and unsafe as it nears Park Center Drive. Staff and VDOT discussed keeping the median in the middle but widening or repositioning it to allow landscape and buffer areas on the sides. Additionally, staff and VDOT discussed the placement of jersey barriers or 54" high fencing for the section that evolves onto the bridge. Finally, staff and VDOT discussed placing a signal at one of the streets to facilitate crossings. VDOT informed staff that their consultant will look at complete streets alternatives and perhaps incorporate some of staff's suggestions. Construction on the project will not begin until 2018; therefore, VDOT will continue to hold community meetings on the project. Commissioner Jakubek asked about the possibility of placing a sidewalk on the side as opposed to the center. Ms. Jaatinen replied that VDOT will be using the project's maintenance funds for the pedestrian improvements but additional funding would be needed to place a sidewalk on the side. Commissioner Macek asked why VDOT chose to open the bridge in one direction during construction instead of a single lane in each direction. Ms. Jaatinen responded that currently the project is in the conceptual stages. She noted that the City will be working closely with VDOT and could potentially discuss choices about construction closures during the permitting process.

Councilman Lovain reported that the Northern Virginia Regional Commission (NVRC) is very interested in a commuter ferry service. NVRC performed a market analysis that suggested a port on King Street had strong market potential. The City responded to the report, noting that it generally supports the concept of utilizing the Potomac River as a regional transportation corridor; however, the City's position is that Old Town Alexandria cannot absorb the commuter parking associated with the implementation of a port on King Street.

Commissioner Macek stated that the City and WMATA had negotiated site control during the previous King Street Metrorail Station development site plan approval process. Control of the Kiss-n-Ride and taxi stand area will be transferred to the City through a permanent easement to the City, while WMATA will retain site control over the bus bay portion of the site. Under the new agreement, WMATA will hold the land title to both sites. The City will now be able to incorporate its desired safety and design elements and maintain the property according to its own standards. Such improvements and the reconfiguration of the existing parking lot were unanimously approved by the Planning Commission

### **3. Commission Updates**

There were no updates offered by the Commissioners.

#### **4. Other Business**

T&ES staff member Carrie Sanders reported that Sandra Marks has resigned from her position with the City. As a result, Ms. Sanders will serve in Ms. Mark's position as Acting Deputy Director of Transportation. Subsequently, T&ES staff member Steve Sindiong will serve in Ms. Sander's position as Acting Division Chief of the Transportation Planning Division.

T&ES Director Yon Lambert spoke about the Community Meeting on Pedestrian Safety held at Maury Elementary School on September 14, 2015. The meeting was held in response to the pedestrian fatality that occurred at the intersection of Commonwealth Avenue and Braddock Road. Members of Council, City staff, and the Police were in attendance to answer questions and listen to community concerns regarding pedestrian safety in City neighborhoods. All comments will be tabulated and short term action items will be implemented in the vicinity of the accident.

#### **5. HB 2 Grant Applications**

T&ES staff member Carrie Sanders gave an overview of House Bill Two (HB2). She stated the ultimate goal of HB2 is to ensure the best use of limited transportation funds. For FY 2017 through FY 2022, \$500 million is available for high priority projects statewide and \$100 million is available for the Northern Virginia District. The City must submit its HB2 application by September 30, 2015. In January 2016, a list of all submitted projects and their scores will be submitted to the Commonwealth Transportation Board (CTB). The CTB will post the submitted projects online for public comment. In April 2016, the draft Six Year Plan will be released, followed by public hearings to gather input. The Board is expected to make its final decision on which projects to fund through HB2 by July 2016. Ms. Sanders revealed the list of projects staff proposes to submit for City Council approval. The projects are based on the guidelines and criteria outlined in the HB2 process. Commissioner Anderson made a motion to endorse the prioritized list of transportation projects that staff will request for funding through the HB2 grant application process. The motion was seconded by Commissioner Jakubek and unanimously approved.

#### **6. Transportation Improvement Program (TIP) Balance Project Funding**

T&ES staff member Carrie Sanders reported that in developing the FY 2016 budget, the Washington Metropolitan Area Transportation Authority's (WMATA) operating and capital programs placed substantial pressure on the City's transportation funding sources. As it is not possible for the City to project the exact amount of funding required for WMATA, the Transportation Improvement Program (TIP) contained a surplus balance of \$930,000 in the FY2016 budget. This balance will allow staff to fund smaller-scale projects and initiatives. Staff proposed the Commission recommend City Council to distribute the balance between three projects: 1) sidewalk capital maintenance, 2) the Holmes Run Greenway and 3) the King/Beauregard intersection project. Staff proposed a joint work session with City Council at their legislative meeting on October 27. Staff and the Commissioners will discuss the work session's logistics before October 27.

#### **7. Proposed WMATA Bus Service Changes – Public Hearing**

WMATA Assistant Manager of Bus Service Planning Al Hines and Virginia Bus Service Planner Andre Stafford presented proposed State of Good Operation service changes. WMATA annually assesses its bus services to determine whether or not these services are meeting WMATA productivity standards. The first proposed change discussed was the elimination of route 9-A as a large portion of the route is duplicated by Metroway service. The

10-A route is proposed for modification at its tail end to provide an alternative between South Old Town and Huntington Station, which 9-A currently serves. WMATA proposed to eliminate the 10-R and 10-S route from Pentagon to Rosslyn stating that productivity is low on this route. WMATA proposed to revise routes 21-A and 21-D express service from Southwest Alexandria to Pentagon in order for a local system to take over that route. There is also a proposal for miscellaneous changes to the late night service on the Beauregard Street routes 7A, 7H, 7X, and 7Y. The 28-X route is a peak hour only service from Tysons Corner to the Mark Center. WMATA proposed to start this route at the East Falls Church Metro Station and terminate at the Mark Center. WMATA proposed for the outbound services to operate every 15 minutes rather than every 30 minutes during the peak hour to compensate for the loss of the 10-A route. Route 29N is proposed to operate every 30 minutes rather than every 60 minutes on Saturday and Sunday. There is also a proposal to eliminate route 5A, which many Alexandria residents use although it is not an Alexandria route. This route provides express service from L'Enfant Plaza in the District of Columbia, Rosslyn, in Arlington County, and Dulles Airport.

The next steps in the process are to continue to have jurisdictional meetings throughout September and October 2015. The WMATA staff will share feedback with jurisdictions regarding proposed changes in October. The WMATA staff will prepare a docket for their Board's approval based on jurisdictional feedback and concurrence in November or December. WMATA will share the Board approved changes in Spring 2016 and implement modified services in Summer 2016.

A public hearing was opened. Amy Vander Vliet of 800 S. Washington Street spoke during the public hearing. Vander Vliet is in favor of keeping the 10-R. She has used the route 10 bus lines during rush hour to Rosslyn for the past 9 years. She recommended advertising to encourage and inform citizens about the bus lines from Alexandria to Rosslyn. She stated the 10-R is not reflected on the Rosslyn Station bus boards. Ms. Vander Vliet stated that if someone is at the Rosslyn Station, there is no indication that the route 10 bus line to Alexandria is an option. There being no other comments, the hearing was closed. Commissioner Jakubek made a motion, which was seconded by Commissioner Klejst, to send a letter to WMATA endorsing the recommended bus service changes with the exception of changes to the 10-R. The Commission recommended retaining some services on the current 10-R route to serve existing users. The Commission also recommended improving outreach to riders to make them aware of bus lines parallel to the Metrorail blue line corridor. The motion was voted on and unanimously approved.

## **8. Old Town Area Parking Study - Public Hearing**

T&ES staff member Ray Hayhurst updated the Commission about the Old Town Area Parking Study. He indicated the 2015 OTAPS Work Group was reconvened to review updated data and develop recommendations related to metered parking and residential permit parking in the study area. He outlined the recommendations of the 2015 OTAPS Work Group and the next steps. The Work Group issued the following recommendations: 1) improve parking management in the study area; 2) encourage short-term visitors to park in metered areas rather than residential blocks; 3) encourage long-term visitors to use transit and park in off-street garages and surface lots; 4) preserve parking on residential blocks for residents and guests; 5) encourage compliance at meters and in residential parking districts. The Work Group's next steps are to prioritize its recommendations for a presentation before the Traffic and Parking Board and City Council. There being no public speakers, Commissioner Anderson made a motion to endorse the recommendations of the Work Group while emphasizing the need for

better wayfinding for garages, the need for better parking enforcement, implementation of the Old Town DASH circulator, the pay by phone residential parking pilot, and the staff initiated process for amending and changing residential parking permit districts. The motion was seconded by Commissioner Michaelis and unanimously approved.

**9. Oakville Triangle / Route 1 Corridor Plan - Public Hearing**

T&ES staff member Steve Sindiong gave an update on the project and asked that the Commissioners review the corridor plan for consistency with the Transportation Master Plan, as well as endorse the corridor plan. Mr. Sindiong spoke about the transportation analysis and how the Plan's comprehensive transportation study examined the transportation impacts within the Plan area and beyond the Plan boundaries. Mr. Sindiong discussed the Plan's key transportation recommendations, including the pedestrian network, improvements in the bicycle network, transportation demand management strategies, and the different phases of the improvements. Mr. Sindiong detailed the key goals of the Transportation Master Plan and how the Corridor Plan responds to the Transportation Master Plan. Mr. Sindiong introduced Planning and Zoning staff member Carrie Beach. Ms. Beach stated that the planning area consists of exclusively commercial and industrial properties on the west side of Route 1, and provided an overview of the Advisory Group process and other elements of the civic engagement process. She indicated that there is also a corresponding planning process ongoing for the Mt. Jefferson Park being led by the Department of Recreation, Parks and Cultural Activities (RPCA). She spoke about the balance of mixed uses of the plan, affordable housing, and the proximity of the plan to the future Potomac Yard Metrorail Station, the Metroway, and the strategic goal to have development near transit. A public hearing was opened, but here being no public comments, was closed. Commissioner Anderson made a motion to endorse the plan as it is consistent with the Transportation Master Plan. The motion was seconded by Commissioner Klejst and unanimously approved.

**10. NVTA Call for 70% Regional Projects – Public Hearing**

T&ES staff member Ramond Robinson gave an overview of House Bill 2313 that levies additional taxes and a fee in planning districts that meet population, motor vehicle registration and transit ridership criteria. As of July 1, 2013, only the Northern Virginia and Hampton Roads planning districts meet the criteria. The additional revenues generated in Northern Virginia through these new taxes and fees are deposited into a fund managed by Northern Virginia Transportation Authority (NVTA). Thirty percent of the funds are distributed directly to member localities for use on transportation projects. The remaining 70 percent of the funds will be distributed by NVTA and used for regional transportation projects. For the FY2017 requests, staff recommends Potomac Yard Metro receive \$66 million and the West End Transitway receive \$7 million. A public hearing was opened, but here being no public comments, was closed. Commissioner Jakubek made a motion to endorse staff recommendation on NVTA Call for 70% Regional Projects which was seconded by Commissioner Anderson, voted on and unanimously approved.

A motion was made by Commissioner Michaelis to adjourn the meeting, and seconded by Commissioner Jakubek. There being no objection, the meeting was adjourned at 9:30 p.m.

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: OCTOBER 21, 2015  
TO: MEMBERS OF THE TRANSPORTATION COMMISSION  
FROM: T&ES STAFF  
SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

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**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)** – WMATA reviewed ridership and revenue projections as inputs to the FY 2017 proposed budget. While WMATA is scheduled to implement some type of fare increase in FY 2017, the following factors will make raising revenues problematic:

- WMATA rail ridership has been dropping annually since 2010
- Bus ridership is showing limited growth
- MetroAccess ridership is starting to grow again
- Low inflation
- Competition with other modes, including telework.
- Lower federal transit benefit
- Challenges in providing consistent levels of service

WMATA and the jurisdictions have been working on a new Comprehensive Funding Agreement (CFA). The new agreement will replace the old CFA due to expire June 30, 2016. Capital needs of WMATA, including those identified by the National Transportation Safety Board (NTSB) and the Federal Transit Administration, will need to be reviewed to develop the agreement.

**Virginia House Bill Two (HB2)** – The Commonwealth Transportation Board (CTB) adopted a statewide process for HB2 funds during their June 17, 2015 meeting. These are discretionary funds that the CTB will allocate to projects that are capacity enhancing within the Commonwealth’s Six Year Improvement Program (SYIP).

The City submitted the following projects for funding under HB2 before the deadline of September 30, 2015.

- Broadband Link for West Eisenhower \$1,000,000
- DASH (Alexandria Transit Company) Transit Technology \$1,829,000
- Old Cameron Run \$6,000,000
- Traffic Adaptive Signal Control \$7,000,000

**Commonwealth Transportation Board (CTB)** – In order to determine the transportation needs of the Commonwealth, the CTB—through the Virginia Office of Intermodal Planning and Investment—is developing VTrans 2040, the Commonwealth’s long-range multimodal transportation plan. The plan will be developed in two phases and will result in the production of two companion documents: the VTrans2040 Vision and the VTrans2040 Multimodal Transportation Plan. The first phase was released as a draft in April 2015 and is expected to be completed by the end of this calendar year and the second phase is expected to be completed in calendar year 2016.

## **B. POTOMAC YARD METORAIL STATION EIS**

**On September 29, 2015, City Council approved the restructuring of the Potomac Yard Metrorail Implementation Work Group (PYMIG), adding three community members, a business community representative, and a representative from the Parks and Recreation Commission. The next PYMIG meeting will be on October 28 at Charles Houston Recreation Center. This meeting will be the first of a series of meetings focusing on conceptual design of the station.**

**WMATA anticipates releasing the Request for Proposals for the design-build contract next summer. The project activities over the next year will focus not only on completing the environmental process, but also on developing a conceptual design for the station to include in the design-build documents. The design process will include a series of meetings to solicit public input, as well as regular updates to the Transportation Commission, Planning Commission, the Parks and Recreation Commission, the Board of Architectural Review, and City Council. The public process will be supported by a design team consisting of consultants and City staff, WMATA, and the National Park Service (NPS).**

**City and WMATA staff are continuing to work on the Final Environmental Impact Statement (FEIS) document, as well as related processes required for effects to cultural resources and wetlands. It is anticipated that the FEIS will be circulated publicly in the winter, with a Record of Decision closing out the process in the second quarter of 2016. Staff has completed the first of a series of quarterly newsletters for Potomac Yard Metrorail Station. The newsletter will be distributed to households and businesses east**

**of Mount Vernon Ave and north of Slaters Lane /Monroe Ave.**

**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](http://www.alexandriava.gov/potomacyard).

**C. ARLINGTON TRANSIT DEVELOPMENT PLAN**

**Arlington is in the process of updating their Transit Development Plan (TDP). Since the City now operates services into Arlington at Shirlington and the Pentagon, and may operate additional service in the future, Arlington has requested that the City be one of their partners in developing the plan. The City will share its own recently completed TDP and be available for discussions with Arlington.**

**Background:** All transit agencies in Virginia that receive Commonwealth funds are required by the Department of Rail and Public Transportation (DRPT) to submit a Transit Development Plan, which details all plans for transit in the community. Alexandria provided its draft plan for review by the Transportation Commission in the Summer of 2015.

**D. KING STREET METRORAIL STATION**

**After the Development Special Use Permit (DSUP) was extended, staff began negotiations with WMATA and the design consultant to resume the final design work for the project. It should resume shortly, and should be finished in early 2016. Staff will continue to reach out to adjoining stakeholders to inform them of the project's progress.**

**Background:** The King Street Metrorail station is Alexandria's largest transit facility, and requires significant updates, expansions, and safety improvements. The City began addressing these needs by requesting WMATA conduct a feasibility study for rebuilding the access facilities at the lot in 2006. The result of this study was released in March, 2008. Through an extensive vetting process with the general public and stakeholders, the City developed a design for the station that improves non-motorized access, bus access, shuttle and taxi access, short term rental car access, and aesthetics. In 2012, the design was endorsed by the Transportation Commission, the City Council, and the Planning Commission. After approval, the design was refined, and the City determined that some of the features of the facility needed to meet City standards rather than WMATA standards. A long discussion between WMATA and the City resulted in a decision that allowed the facility to be designed using City standards. WMATA gave the City a permanent easement to construct a transit facility, if the City maintained the facility in perpetuity. After this agreement, a more detailed design was produced for the facility, and the cost was higher than budgeted. The improvement was placed in the FY2016 CIP budget process, and eventually acquired sufficient funding to be constructed.

**E. EISENHOWER AVENUE METRORAIL STATION**

**In order to construct this project, a three-party memorandum of understanding (MOU) needs to be signed by WMATA, the City, and the adjoining private developer. After the MOU has been signed, the City's Department of Project Implementation (DPI) will review the document to make sure that a revised design contract will include all items in the MOU. The revised contract will then be released, and the City will begin design**

**on the project in early 2016.**

**Background:** The Eisenhower Avenue Metrorail Station project will use Federal Transit Authority (FTA) and Commonwealth funds to reconstruct the Eisenhower Metrorail station entrance to include improved amenities for transit patrons such as better weather protection and a prominent plaza. This improvement is necessary to accommodate all of the high-intensity growth adjacent and/or in close proximity to the station.

#### **F. EISENHOWER AVENUE WIDENING**

**The City received Right-of-Way (ROW) authorization from the Virginia Department of Transportation (VDOT) on September 16<sup>th</sup>, 2015. Staff anticipates awarding the contract for ROW acquisition services in October 2015, after which the ROW acquisition process will be initiated. Final plan preparation will continue, but plans cannot be finalized until after completion of the ROW acquisition process. Construction is estimated to begin in spring of 2017 and is estimated to take 18 months.**

**Background:** This project creates a multi-modal environment and enhances safety for pedestrians, bicyclists, and motorists. The at-grade improvements consist of dual left turns at the Eisenhower/Mill Road intersection on westbound Eisenhower Avenue, upgrading the receiving lanes on Mill Road to accept the dual left turns from Eisenhower Avenue, converting the traffic circle at Eisenhower and Holland to a "T" intersection from John Carlyle Street to Holland Lane, upgrading the street lighting and sidewalks in front of the Simpson property, and full width resurfacing of Eisenhower Avenue between Holland Lane and Mill Road.

#### **G. KING STREET / BEAUREGARD INTERSECTION IMPROVEMENT**

**In order to facilitate the utility relocation and avoid delays to the contractor during an on-going contract, a two-phase approach was developed. This approach allows a portion of the road improvements to be constructed in order to facilitate the utility relocations prior to construction of the major project elements. Bid packages for Phase I of the project were approved by VDOT. Phase I was advertised for construction on September 21, 2015. The bid opening for Phase I construction is scheduled for October 21. If an acceptable responsive bid is received, a contract will be awarded for Phase I of the project.**

**Phase I construction is anticipated to begin in spring 2016 and is estimated to be completed in fall 2016. Utility relocation is expected to take 10 -12 months, with completion anticipated in summer 2017. Phase II construction is anticipated to begin in summer 2017 and is estimated to be completed in late 2018.**

**Background:** This project creates a multi-modal environment, enhances safety for pedestrians and motorists, and provides for traffic flow improvements at the King Street and North Beauregard Street intersection. Improvements include additional left turn lanes in each direction on King Street, medians, and a 10' shared use path on portions of King Street. The improvements will increase capacity and safety through the corridor. Once completed, this project will provide a safer intersection with transportation infrastructure for bicyclists and pedestrians, supporting the City's Complete Streets Policy. Completion of this project will also help mitigate some of the BRAC-133 impacts.

## **H. WEST END TRANSITWAY**

The Project Team's ongoing activities include:

- **Continuing work to develop the Environmental Documentation – the class of action is now a Documented Categorical Exclusion (CE) based on a review of current findings and coordination with FTA**
- **Refining capital and operating costs**
- **Finalizing conceptual engineering documents**
- **Providing project updates to City Council and various City Commissions (see table below)**
- **Public outreach and coordination with stakeholders**

<b>Upcoming Meetings &amp; Briefings</b>	<b>Date</b>
Environmental Policy Commission	September 28, 2015
Planning Commission	October 6, 2015
City Council Update (Update Only, No Action)	October 13, 2015
Parks & Recreation Commission (Memo Update)	October 15, 2015
Alexandria Transit Company / DASH Board	November 11, 2015
Budget & Fiscal Affairs Advisory Committee	November 17, 2015
Policy Advisory Group (PAG) Meeting #6	December 3, 2015

**Technical work for the West End Transitway will be completed by fall 2015. The project schedule anticipates endorsement by the Policy Advisory Group and City Commissions in winter 2015/2016 and project re-concurrence by City Council in spring 2016. The current project schedule is included in Attachment 1.**

**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>

## **I. VIRGINIA RAILWAY EXPRESS (VRE) PEDESTRIAN TUNNEL**

**The VRE pedestrian tunnel is in the process of beginning to solicit the opinions of stakeholders. On October 7, 2015 VRE will present the project at the Alexandria Board of Architectural Review. On October 13, 2015, VRE will present before the Upper King Street Neighborhood Association with more community input sessions to follow. VRE is hoping to receive 60% plans before the end of the calendar year.**

**Background:** The VRE has received money from VDOT and from Northern Virginia Transportation Authority (NVTA) to build an accessible passageway between Alexandria Union Station and the King St-Old Town Metrorail station. There is currently a tunnel for part of the distance, but it is inaccessible to people with disabilities. VRE has reviewed

various options and has decided that building a new accessible tunnel in close proximity to the current one will provide an accessible passageway, and will allow people with disabilities to access all platforms at the station through the use of elevators. VRE has completed a 30% design of the project, and is receiving comments about it.

#### **J. ENVISION ROUTE 7**

**The next step for Northern Virginia Transportation Commission (NVTC) and its consultants is to give the general public the opportunity to see the results of the Alternative Analysis. This will be done at three meetings in the region, with the first in Alexandria. The meetings and locations are the following:**

- **November 7, 7-9 PM Alexandria Health Department Building, 4480 King Street, 5<sup>th</sup> Floor Conference Room, Alexandria, VA 22302**
- **November 10, 7-9 PM Mary Ellen Henderson Middle School Cafeteria, 7130 Leesburg Pike Falls Church, VA 22043**
- **November 18, 7-9 PM Glen Forest Elementary School Cafeteria. 5829 Glen Forest Sr., Falls Church, VA 22041**

**Background:** The Northern Virginia Transportation Commission (NVTC) received some funds from the Federal Transit Administration to do an Alternative Analysis of high-capacity transit in the Route 7 corridor from Tysons Corner to Alexandria. The project was split into two phases. First, a consultant ran a preliminary feasibility analysis of the need for such a service, as well as analyzed possible origins, destinations, and modes of travel. After completion, NVTC received 70% funds from the NVTA to finish its study and develop a set of recommendations. The consultant has been working on demand forecasts and cost projections for several alternatives.

For more information on the Envision Route 7 visit the project's website:  
[EnvisionRoute7.com](http://EnvisionRoute7.com)

#### **ATTACHMENTS:**

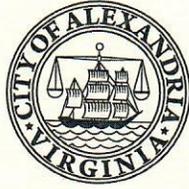
West End Transitway Project Schedule

# ALEXANDRIA WEST END TRANSITWAY PROJECT

## Draft Public/Stakeholder Outreach and Project Re-concurrence Process

	2015						2016					
Public Meetings & Commission Briefings	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	
<b>MEETINGS</b>												
● Planning Commission		①				<div style="border: 2px solid blue; padding: 5px;">                     ② 2<sup>nd</sup> Briefing, If Needed                      ②                      ②                 </div>						
● Environmental Policy Commission	①											
● Budget and Fiscal Affairs			①						②			
● Environmental Document Outreach				●								
○ ATC / DASH Board			○									
● Parks & Recreation Commission		●										
Public / Stakeholder Outreach	<div style="border: 2px solid blue; padding: 5px; display: inline-block;">Ongoing</div>											

	2015						2016				
Project Re-concurrence Process	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July
<b>MEETINGS</b>											
● Project Advisory Group			⑥	⑦							
● Transportation Commission					⑤						
● City Council		①			②	<div style="border: 2px solid orange; padding: 5px; display: inline-block;">Briefings</div>		③			
● Public Hearing							①				



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City Manager

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October 14, 2015

Mr. Nathan Macek, Chair  
Alexandria Transportation Commission  
724 Franklin Street  
Alexandria, VA 22314

Dear Mr. ~~Macek~~ <sup>Nate</sup>:

At its September 29 meeting, City Council adopted the attached resolution to establish an Ad Hoc Advisory Group on Confederate Memorials and Street Names. The resolution directs the City Manager to appoint the seven members of the Advisory Group, with two members appointed at-large and one member appointed from each of the Alexandria Human Rights Commission, the Historic Alexandria Resources Commission, the Alexandria Society for the Preservation of Black Heritage, the Alexandria Planning Commission, and the Alexandria Transportation Commission.

The functions of the Advisory Group are to:

1. Attend scheduled Advisory Group meetings, which shall be open to the public.
2. Bring community values, knowledge, and ideas into its discussions and considerations.
3. Develop recommendations on actions, if any, that it believes City Council should consider with respect to:
  - a. The status of the Appomattox statue on South Washington Street;
  - b. The name of Jefferson Davis Highway in the City of Alexandria;
  - c. The names of the many streets within the City that are named after Confederate generals and military leaders; and
  - d. A specific policy on flying of any flags on property owned or under the control of the City.
4. Hold one or more public hearings to solicit comments from the public on the issues relating to Confederate memorials.

The Advisory Group will meet on an ad hoc basis, including holding one or more public hearings, and is to complete its work and forward its recommendations to City Council no later than March 15, 2016.

Mr. Nathan Macek

October 14, 2015

Page 2

Please provide a recommendation for a representative from the Alexandria Transportation Commission to the Advisory Group, no later than October 30, 2015. I have asked Craig Fifer, Director of Communications and Public Information, to provide staff support to the Advisory Group and coordinate the appointment of members. You may contact Craig at [craig.fifer@alexandriava.gov](mailto:craig.fifer@alexandriava.gov) or 703.746.3965 to provide your recommendation or to obtain additional information. If you know of other individuals who may be interested in serving in the two at-large positions on the Advisory Group, please encourage them to submit the application for appointment at [www.alexandriava.gov/Confederate](http://www.alexandriava.gov/Confederate).

Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark B. Jinks", is written over a horizontal line. A vertical line extends downwards from the end of the signature.

Mark B. Jinks  
City Manager

Attachment: Resolution Establishing an Ad Hoc Advisory Group on Confederate Memorials and Street Names

cc: Steve Sindiong, Principal Planner, Transportation & Environmental Services

**RESOLUTION NO. 2689**

**WHEREAS**, the Alexandria City Council has received a report on City symbols, signs, and memorials relating to the Confederacy; and

**WHEREAS**, Alexandria City Council has decreed that Confederate flags will no longer be flown by the City in City rights-of-way; and

**WHEREAS**, Alexandria City Council wishes to establish an Ad Hoc Advisory Group on Confederate Memorials and Street Names to review and recommend any actions that should be taken with respect to these street names and memorials; and

**WHEREAS**, the Ad Hoc Advisory Group on Confederate Memorials and Street Names shall advise City Council on any actions it may wish to take with respect to (1) the status of the *Appomattox* statue on South Washington Street; (2) the name of Jefferson Davis Highway in the City of Alexandria; (3) the names of the many streets named after Confederate generals and military leaders; (4) a specific policy with respect to the flying of any flags on property owned or under the control of the City; and

**WHEREAS**, a diverse and knowledgeable group of City residents can assist in making recommendations with respect to these memorials;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALEXANDRIA, VIRGINIA:**

1. That there is hereby established the Ad Hoc Advisory Group on Confederate Memorials and Street Names (the "Advisory Group").

2. That the Advisory Group shall consist of 7 members, and these members (one each) shall come from the following entities:

- Alexandria Human Rights Commission
- Historic Alexandria Resources Commission
- Alexandria Society for the Preservation of Black Heritage
- Planning Commission
- Transportation Commission

In addition, the City Manager shall appoint two citizen members at large.

3. That the City Manager, after seeking recommendations from these commissions and associations, as well as self-nominations by Alexandria residents who wish to serve as members at large, shall appoint the seven members for the Advisory Group;

4. That, in making its appointments, the City Manager shall endeavor to ensure that in aggregate, the Advisory Group membership is representative of the diversity of interests in the issues before it;

5. That the City Manager shall appoint a chair for the Advisory Group;

6. That the City Manager shall confirm all Advisory Group members through an appointment letter;

7. That the City Manager shall provide staff support to the Advisory Group;

8. That the functions of the Advisory Group shall be to:

- a. Attend scheduled Advisory Group meetings, which shall be open to the public;
- b. Bring community values, knowledge, and ideas into its discussions and considerations;
- c. Develop recommendations on actions, if any, that it believes City Council should consider with respect to (1) the status of the *Appomattox* statue on

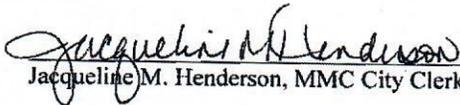
- South Washington Street; (2) the name of Jefferson Davis Highway in the City of Alexandria; (3) the names of the many streets within the City that are named after Confederate generals and military leaders; (4) a specific policy on flying of any flags on property owned or under the control of the City;
- d. Hold one or more public hearings to solicit comments from the public on the issues relating to Confederate memorials; and

9. That the Advisory Group shall meet on an ad hoc basis, complete its work and forward its recommendations to City Council no later than March 15, 2016.

Adopted: September 29, 2015

  
WILLIAM D. EULLE MAYOR

ATTEST:

  
Jacqueline M. Henderson, MMC City Clerk

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

**DATE:** OCTOBER 21, 2015

**TO:** MEMBERS OF THE TRANSPORTATION COMMISSION

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

**SUBJECT:** AGENDA ITEM #4 – EISENHOWER WEST SMALL AREA PLAN

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**ISSUE:** Update on the Eisenhower West Small Area Plan.

**RECOMMENDATION:** That the Transportation Commission receive an update on the Eisenhower West Small Area Plan (Plan), hold a public hearing, review the Plan for consistency with the Transportation Master Plan, and endorse the Plan.

**BACKGROUND:** In 2013, City Council directed staff to begin a planning effort for the Eisenhower West area of the City. Council established a Steering Committee to assist in developing plan principles for the plan area regarding potential land uses, open space, sustainability, transportation and connectivity, potential community benefits, and other topics.

The Eisenhower West Small Area Plan (“Plan”) establishes a long-term (25 year) vision and development framework for the planning area. It addresses future land use, transportation and connectivity, parks and open space, building character, environmental sustainability, and implementation next steps. The Plan is intended to guide public and private investment in the plan area. Plan strategies build on existing assets of the area including the Van Dorn Metrorail Station, access to Interstate 495, Ben Brenman Park, and the mix of land uses. In addition to establishing a needed framework for connectivity and development, the Plan also identifies a series of next steps for recommended implementation strategies.

This Plan serves to provide an overarching vision for Eisenhower West with supporting guidelines and recommendations. It was developed through an extensive community and stakeholder engagement process guided by *What’s Next Alexandria* and supported by planning-level analyses of major elements including urban design, land use, transportation, parks and open space, energy, environment, and market economics. Economic development and corresponding

implementation strategies were of particular focus in order to capitalize on the area's proximity to Metrorail and the Beltway, and to be responsive to changing conditions in the plan area.

**DISCUSSION:** In conjunction with the planning process, a transportation study was completed that examines the impacts of the proposed plan on the transportation network. One of the key principles of the Plan is to ensure a multi-modal transportation system with multiple, attractive transportation options. To that end, staff conducted a transportation analysis that considered community concerns shared early in the planning process, such as bicycle and pedestrian connectivity, traffic issues at Route 1 and Glebe Road, and traffic calming.

The Plan is consistent with the goals included within the City's Transportation Management Plan (2008), the City's Complete Streets policy (2011), as well as recommendations from the 2009 Landmark / Van Dorn Corridor Plan (a portion of which is within the Eisenhower West Small Area Plan). It accommodates a multi-modal transportation system by establishing a transportation framework consistent with the Complete Streets Policy (adopted in 2011) that prioritizes pedestrians, bikes, and transit. It incorporates the West End Transitway, and expands upon recommendations in the DASH Comprehensive Operations Analysis (COA), completed in 2014. The plan was also coordinated with the ongoing Pedestrian and Bicycle Master Plan update, and includes a comprehensive network of pedestrian and bicycle facilities (trails, sidewalks, bike lanes and bikeshare stations), and improves pedestrian and bicycle connectivity within the plan area to adjacent neighborhoods. The Plan improves overall vehicular mobility by creating a more connected and urban roadway network, designed in a grid layout to provide better circulation and connectivity for all modes of travel. It includes additional north-south connectivity through new roadways (Multimodal bridge, Farrington Avenue Connector), and additional non-motorized connections across Backlick Run and the Norfolk Southern rail line. It also improves a number of intersections to accommodate vehicular traffic that are proposed as mitigation. The Plan recommends a comprehensive transportation strategy that makes improvements to all of the transportation systems.

One of the key concepts of the Plan is to create an urban mixed-use environment that reduces dependency on the automobile and prioritizes walking, biking, and transit use. To achieve this end, the Plan takes advantage of the Van Dorn Metrorail station and multiple, attractive existing and future multi-modal transportation options. While traffic in the Plan area will continue to increase over time, resulting in a larger number of failing intersections than under the 2040 Baseline scenario, the Plan-recommended improvements also result in better connectivity and more transportation options as well as improved access to the Van Dorn Metrorail station. Subsequent CDD zoning will require phasing of infrastructure with development to ensure that the improvements are timed to coordinate with development. This approach is similar to other recent plans such as North Potomac Yard and Beauregard.

## **Multimodal Bridge**

The plan envisions a multimodal bridge to connect the Van Dorn Metrorail Station to South Pickett Street, as initially recommended in the Landmark Van Dorn Corridor Plan (2009). The bridge will serve as a future connection for the West End Transitway, providing dedicated transit lanes between the station and South Pickett Street, and connecting buses to South Van Dorn Street. In addition, the bridge will include ample width for pedestrians and bicycles, improving multimodal connectivity between the station and existing and future development areas to the north.

During the Small Area Planning process, a number of alignment options for the bridge were identified and evaluated to help inform the decision on the preferred alignment for the multimodal bridge. Outreach was conducted with all of the affected property owners, including the Norfolk Southern railroad. During this outreach process, the City learned that the bridge alignment options could affect the railroad's long term plan for expanding its Thoroughbred Bulk Transfer (TBT) facility. The City will continue to work with Norfolk Southern, and additional detailed engineering will be conducted during the proposed implementation planning phase to help determine a preferred bridge alignment. The Eisenhower West Small Area Plan does not identify a specific preferred alignment, and all alignment options and other potential solutions are still open for discussion and additional analysis.

## **Transportation Analysis**

As part of the effort to review the feasibility of the proposed Plan, staff conducted a transportation analysis that considered:

- Bicycle and pedestrian connectivity
- Access to existing and future transit
- Existing and increasing levels of traffic and cut-through traffic in adjoining neighborhoods
- Additional north-south connectivity across the Norfolk Southern railroad

The transportation analysis is a planning-level study that evaluates the impacts associated with the Plan. The transportation study limits were larger than the boundary of the Plan area in order to be consistent with the boundary that was defined in the Clermont Avenue Interchange with I-95 Environmental Assessment, completed in 1993. The analysis examined fourteen existing intersections within the Small Area Plan boundary, and an additional 36 existing intersections within the full transportation study boundary, but outside the Plan area. Additional intersections created by new roadways under the Plan (Build) scenarios were also analyzed. The study assumes full build-out of the Plan area by the year 2040 and assumes changes in regional traffic patterns over that period. The analysis also assumes increases in traffic attributed to regional growth including approved development in the Plan area by 2040.

It should be noted that all future redevelopment applications associated with the Plan will require additional traffic studies to analyze specific impacts based on the development plans for each site, and will include new transportation data and development information available at that time. The future studies will update the traffic impacts associated with specific development and refine the recommended improvements to the transportation plan.

The 2040 Baseline scenario assumes a number of planned transportation improvements that are included in the City's Transportation Master Plan, the Capital Improvement Program (CIP), City's Transportation Long Range Plan, and the regional Constrained Long Range Plan (CLRP), such as the Multi-modal bridge, the Farrington Avenue connector, the future High Street, the City's three transitways including the West End Transitway, and improved DASH service including a new Van Dorn circulator. A 2040 Build scenario was conducted with, and without the Multimodal bridge to determine impacts if the bridge cannot ultimately be constructed, and included additional improvements, such as a new street grid developed as part of the plan. The West End Transitway is planned to use the future Multimodal Bridge when completed. For the scenario without the bridge, it was assumed that Van Dorn Street would need to be widened between S. Pickett Street and Eisenhower Avenue to accommodate the West End Transitway, as well as improved non-motorized facilities.

Based on the results of the 2040 Build scenario analysis, mitigation measures were identified to improve traffic operations, and the two scenarios were then tested with the mitigation. The mitigation measures were primarily intersection improvements, especially at Van Dorn Street at Eisenhower Avenue, and intersections along Van Dorn Street. Another mitigation improvement includes enhanced transit service along Eisenhower Avenue between the Van Dorn Metrorail station and the Eisenhower Metrorail station. This enhanced service could include improved transit headways, extended hours of operation, improved shelters, and transit signal priority.

The Plan recommends a comprehensive transportation strategy and improvements to the transportation system to support the proposed development as outlined below:

- Transportation network that includes a new street grid to distribute vehicular traffic, improve traffic flow, and improve pedestrian, bicycle, and transit connectivity;
- Additional north-south connections over the Norfolk Southern railroad, including the Multi-modal bridge, Farrington Connector, and additional non-motorized crossings;
- Improved pedestrian network that includes improved, safe sidewalks along all streets within the plan area to provide connectivity to parks, commercial uses, transit and regional trail facilities;
- Improved bicycle network that includes enhanced bicycle facilities along Eisenhower Avenue, S. Pickett Street, Van Dorn Street, Farrington Connector, the Multi-modal bridge and Clermont Avenue;
- Bicycle parking and proposed bikeshare stations within each neighborhood and at major activity centers throughout the Plan area;

- Improved transit including the West End Transitway, a realigned Van Dorn Circulator, improved transit headways on DASH routes, and enhanced transit service along Eisenhower Avenue between the Van Dorn Metrorail station and Eisenhower Metrorail station;
- Parking management, including the establishment of performance parking, smart parking technology, and shared parking; and
- Transportation Management Plan (TMP) strategies such as a TMP District, transit incentives, vanpool and carpool sharing, car share, electric vehicle charging stations, and TMP monitoring.

The results of the traffic analysis show that additional development beyond Baseline levels generates additional traffic necessitating capacity improvements to mitigate the traffic impacts. The multi-modal bridge is a key transportation improvement that is needed to improve multi-modal connectivity and improve overall traffic operations. Without the bridge, there are more intersections that fail than with the bridge both with and without the additional mitigation improvements. If the multi-modal bridge is not constructed, then Van Dorn Street would need to be widened to accommodate the West End Transitway and improved pedestrian and bicycle facilities. The intersection of Eisenhower Avenue at Van Dorn Street is expected to experience congestion and delay under the 2040 Baseline alternative; however, under the 2040 Build scenario with the multi-modal bridge and other mitigation improvements, the operation improves significantly at that intersection. In general, the 2040 Build scenario with the multi-modal bridge, and with the additional mitigation, results in lower overall intersection delays and improved travel times along Van Dorn Street and Eisenhower Avenue as compared to the 2040 Build scenario without the bridge, or without the mitigation.

**ATTACHMENTS:**

Transportation Master Plan Goal comparison to Eisenhower West SAP

**Eisenhower West Small Area Plan - Comparison to Transportation Master Plan**  
**Transportation and Environmental Services, October 13, 2015**

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
<b>Transit</b>		
<p>Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.</p>	<p>Without the plan, it is assumed that the West End Transitway, and the Duke Street Transitway (Corridor B) will be constructed. Local transit services would remain as currently operated or planned, including a new Van Dorn circulator. Without the plan, there will be lower land use densities, land uses with less compatibility with transit, and a lack of pedestrian connectivity that result in poor use of existing or planned transit improvements.</p>	<p>The Small Area Plan includes a mixture of land uses with higher densities and improvements to facilitate improved connectivity between modes, including a multi-modal bridge that will improve non-motorized and transit access to the Van Dorn Metrorail station. The plan also encourages higher densities within close proximity to the Van Dorn Metrorail station which will encourage greater use of transit. In addition, the plan recommends a realigned Van Dorn circulator to provide better access to areas west of Van Dorn Street, and enhanced transit service on Eisenhower Avenue between the Van Dorn Metrorail station and Eisenhower Metrorail station.</p>
<b>Pedestrian</b>		
<p><b>Engineering:</b> The City will provide a continuous, connected and accessible network that enables pedestrians - particularly children and those with mobility impairments - to move safely and comfortably between places and destinations.</p>	<p>The City's current Transportation Master Plan identifies specific pedestrian improvements within the plan area, including the Multi-modal bridge, and extension of the Backlick Run trail, and intersection improvements at locations such as Van Dorn Street at Eisenhower Avenue. The current pedestrian facilities are limited, and many streets and uses are not connected by safe pedestrian facilities. There is a lack of north-south connectivity, especially over Backlick Run and the Norfolk-Southern rail line. The street network is disconnected and the narrow and non-ADA compliant pedestrian facilities can discourage people from walking. Without the plan, the limited network would remain.</p>	<p>The Small Area Plan recommends an improved street grid that will facilitate better pedestrian connectivity, especially north-south connectivity. Pedestrian connections are also proposed to provide access between Cameron Station and adjacent neighborhoods. In addition to the Multi-modal bridge, non-motorized paths are recommended to connect recreation and open spaces, transit facilities, and adjacent neighborhoods. New pedestrian facilities would be designed in a manner that is ADA accessible, provides separation from autos, and have attractive streetscapes. These facilities will provide better and safer accessibility for all users.</p>
<p><b>Encouragement:</b> The City will encourage mobility for all pedestrians, regardless of age or ability, by promoting walking as a means of improving health and increasing transit usage.</p>	<p>The current pedestrian facilities are limited. Without the plan, this limited network would remain thereby promoting more vehicular trips, and discouraging healthy activities.</p>	<p>The improved street grid and associated pedestrian facilities will help to encourage walking between uses and to transit. The new facilities will be constructed to be ADA accessible, attractive, and convenient, and therefore encourage users of all ages and abilities to access uses. This in turn will help to promote transit use as well as encourage healthy activities.</p>
<p><b>Education:</b> The City will develop a Safe Routes to School Program and awareness initiatives that address pedestrian safety, rights and responsibilities.</p>	<p>Today, there is a disconnect between many residential areas and schools (Samuel Tucker Elementary School) within the surrounding neighborhoods and many of the pedestrian facilities are not ADA compliant or are in poor condition. These existing conditions can discourage walking to schools. Without the plan, there is no guarantee that pedestrian improvements would be made within the plan area.</p>	<p>The Small Area Plan includes improved pedestrian facilities that are ADA accessible, separated from autos and have an improved streetscape. In addition, the Plan includes improved connections to schools and recreation centers from within the plan area, and to surrounding neighborhoods. These recommended improvements are more compatible with a Safe Routes to School program than the existing conditions.</p>

**Eisenhower West Small Area Plan - Comparison to Transportation Master Plan**  
**Transportation and Environmental Services, October 13, 2015**

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
<p><b>Safety:</b> The City will create a safe pedestrian environment through effective law enforcement and implementation of pedestrian safety countermeasures.</p>	<p>The current pedestrian facilities are limited (see above). Without the plan, this limited network would remain. An auto focused environment results in a higher likelihood of conflicts between pedestrians and autos, and therefore impacts pedestrian safety.</p>	<p>The Plan recommends a compact layout with a mixture of land uses, improved road grid, that will result in direct, visible pedestrian zones with additional crosswalks. It recommends widened sidewalks and trails that are ADA accessible, and buffered from vehicles. The plan also includes improved pedestrian crossings at arterials, additional north-south non-motorized connections across Backlick Run and the Norfolk-Southern rail line. These improvements will encourage pedestrian activity, improve pedestrian visibility, and help to reduce auto speeds, thereby improving overall pedestrian safety.</p>
<b>Bicycle</b>		
<p><b>Engineering:</b> The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve bicyclists needs.</p>	<p>Today, there are limited bicycle facilities within the plan area or surrounding area, including the Backlick Run trail. While there are designated on-street facilities such as on Eisenhower Avenue and S. Pickett Street, they are currently not marked (such as a bikelane or sharrow). The Transportation Master Plan includes an extension of Backlick Run Trail to Fairfax County, the Multi-modal bridge, and a non-motorized trail along the south side of the Norfolk-Southern rail line. It also recommends an on-street facility along S. Van Dorn Street. The West End Transitway project is planning for a sidepath along the east side of Van Dorn Street.</p>	<p>The Small Area Plan recommends a comprehensive network of bicycle facilities beyond those identified in the Transportation Master Plan. These include making Eisenhower Avenue a "Great Street" that would include a sidepath for bicyclists, and the implementation of enhanced bicycle facilities along Van Dorn Street, Farrington Avenue, Metro Road, Cameron Station Boulevard, S. Pickett Street, and additional non-motorized trails that would cross Backlick Run and the Norfolk-Southern rail line, connecting Eisenhower Avenue to Cameron Station and Ben Brenman Park. The Plan also recommends bicycle parking at major activity centers, including Bike Share stations located at major activity centers within each neighborhood in the Plan area.</p>
<p><b>Encouragement:</b> The City will seek to increase bicycle usage and bicycle-transit connections through targeted outreach and encouragement.</p>	<p>The City's Transportation Master Plan includes objectives such as integration of bicycles with transit, providing bicycle accommodations through development review, Bike to Work Day, promoting health, and partnering with local businesses.</p>	<p>The objectives identified in the City's Transportation Master Plan to meet this goal would continue to be implemented. In addition, the specific bicycle improvements recommended in the Plan, such as the improved connectivity to all uses and transit, and policies related to parking and bikeshare, and Transportation Management Plan strategies will help to increase bicycle usage and connections to transit.</p>

## Eisenhower West Small Area Plan - Comparison to Transportation Master Plan

Transportation and Environmental Services, October 13, 2015

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
<p><b>Education:</b> The City will develop and implement targeted Safe Routes to School programs as well as additional programs for adult cyclists, and motorists.</p>	<p>The City's Transportation Master Plan includes objectives such as education, bicycle registration and outreach. However, the general lack of a comprehensive, connected bicycle system within the plan area, and connectivity to adjacent neighborhoods, discourages students from riding bicycles to school. Without the plan, there are no planned improvements to the bicycle network.</p>	<p>The Small Area Plan recommends improved bicycle facilities throughout the Plan area. It includes improved connections to Samuel Tucker Elementary School and other potential future schools. These recommended improvements are compatible with a Safe Routes to School program. Other recommended programs in the City's Transportation Master Plan, such as education, providing bicycle maps, and outreach would continue to be implemented.</p>
<p><b>Safety:</b> The City will create a safe bicycle environment and reduce user conflict on shared-use paths through effective law enforcement, detailed crash analysis and implementation of bicycle safety countermeasures.</p>	<p>The Transportation Master Plan includes objectives to meet this goal, including educational programs, traffic enforcement of both cars and bicycles, adequately reporting crash incidents, and targeting key intersections and conflict points for adequate improvements.</p>	<p>The objectives identified in the City's Transportation Master Plan to meet this goal would continue to be implemented. However, it is anticipated that the improved street grid and bicycle facilities recommended in the Plan will result in greater awareness of bicycles by motorists, and overall improved safety for bicyclists.</p>
<b><i>Streets and Neighborhood Protection (Traffic Calming)</i></b>		
<p>Provide protection to residential neighborhoods from traffic operating at excessive speeds and excessive volumes of traffic.</p>	<p>The City's current Transportation Master Plan identifies limited improvements within the plan area, such as intersection improvements focused on pedestrian safety (Van Dorn Street at Eisenhower Avenue, Van Dorn Street at S. Pickett Street, etc.). While the Transportation Master Plan includes goals and measures related to traffic calming, there are no specific improvements identified within the Plan area. Without the Plan, most of the street configuration and pedestrian facilities may remain as they are today, but there are opportunities for residents to request additional traffic calming measures.</p>	<p>The Small Area Plan recommends a street grid that will include traffic control at intersections. The grid and streets will be designed in a manner to reduce vehicular speeds, especially on residential streets, and will be consistent with the Complete Streets design guidelines. Features include narrowed lanes, wide sidewalks and non-motorized paths, pedestrian crosswalks, bulbouts, on-street parking, and varying pavement materials. These features will provide greater emphasis toward pedestrians, thereby reducing conflicts with autos and improving overall pedestrian safety.</p>
<p>Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan.</p>	<p>The Transportation Master Plan currently identifies Eisenhower Avenue, Van Dorn Street, Edsall Road, and Duke Street as an arterial; and S. Pickett Street as a primary collector, and all other streets as local streets. Without the Small Area Plan, the only other streets that would be added to the classification system are current planned streets such as the Multi-modal bridge, and Farrington Connector.</p>	<p>The Small Area Plan recommends some changes to the roadway classification. The improved grid results in an addition of local streets where traffic would travel at a slower speed, and some new collector roadways. Arterials and collectors would be redesigned in a manner to improve connectivity and safety for all modes, such as a sidepath along both Eisenhower Avenue, and Van Dorn Street.</p>

**Eisenhower West Small Area Plan - Comparison to Transportation Master Plan**  
**Transportation and Environmental Services, October 13, 2015**

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
<p>Increase access, safety, comfort and convenience for pedestrians and bicyclists by changing the culture of neighborhood street use from "cars first" to "people first".</p>	<p>The City's current Transportation Master Plan recommends limited improvements for pedestrians and bicyclists within the plan area. These include the Multi-modal bridge, safety improvements at some intersections, and the Backlick Run trail extension. While these improvements will help to encourage use of other modes, there area is still dominated by superblocks and an overall auto oriented character. Therefore ability to change to a "people first" culture is less likely without the Small Area Plan.</p>	<p>The Small Area Plan recommends a compact layout with a mixture of land uses, and improved street grid, and safe, accessible, attractive and safe pedestrian and bicycle facilities. A key feature of the plan is to provide a more human scaled, memorable place that focuses on people, such as the Great Street concept along Eisenhower Avenue, and neighborhood nodes, such as at the Van Dorn Metrorail Station. These features will encourage more walking and biking between uses, and to transit, improve pedestrian visibility, and help to reduce auto speeds, thereby creating a culture of "people first".</p>
<p>Base the expenditure of public resources on need.</p>	<p>Without the Plan, the current planned major transportation projects include the Multi-modal bridge, the Farrington Avenue Connector, the Backlick Run trail extension, and the West End Transitway. While individual frontage improvements or mitigation improvements could be required for individual developments, the piecemeal development would result in a lack of a coordinated infrastructure plan.</p>	<p>The Small Area Plan anticipates the redevelopment of most of the area within the Plan area, with exception of Cameron Station. The expense attributed toward the development of the majority of streets / blocks would be borne by the developer, and developer contributions are also anticipated for some of the major improvements such as enhanced transit along Eisenhower Avenue, the Multi-modal bridge (or Van Dorn Street widening), and bridges built as part of the Farrington Avenue Connector.</p>
<p>Foster a collaborative working relationship between the City staff and neighborhood residents in the development of traffic calming measures.</p>	<p>The Complete Streets program includes funding for traffic calming projects. As part of the program, staff identifies projects based on citizen requests and if the street warrants traffic calming measures. Staff conducts outreach with area residents for input prior to project implementation. Without the plan, potential projects could still be requested by residents, but would need to be evaluated for implementation based on thresholds such as volume and accident history.</p>	<p>The Small Area Plan recommends a road system designed in a manner to reduce vehicular speeds, especially on residential streets. Features include narrowed lanes, pedestrian crosswalks, on-street parking, bulbouts, enhanced bicycle facilities, and varying pavement materials. These initially constructed traffic calming features will reduce the need to implement future traffic calming elements.</p>

**Eisenhower West Small Area Plan - Comparison to Transportation Master Plan**  
**Transportation and Environmental Services, October 13, 2015**

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
<b>Parking</b>		
<p>A comprehensive parking management strategy that is fully integrated with the City's plans for transit, streets, bicycles and pedestrians and functions in coordination with these plans - furthering the City's overall goals and wider transportation vision.</p>	<p>Today, the area is dominated by light industrial and to a lesser extent, residential uses, and the transportation system is focused on the automobile, which results in the need to provide extensive parking. The area includes onstreet parking and large surface lots. On-street parking is located in residential areas such as Cameron Station. Without the plan, some issues such as spillover parking on residential streets, and an overall lack of a parking structure could continue, but may be partially or incrementally alleviated as individual properties are redeveloped.</p>	<p>The Small Area Plan recommends a mixture of uses near high capacity transit, such as the West End Transitway, and the Van Dorn Metrorail station. The proposed multi-modal transportation system will result in a greater share of persons who will walk, bike or ride transit. These characteristics thus allow for lower parking requirements (per the City's recently amended residential parking requirements), and opportunities for shared parking. The Plan recommends that parking spaces be efficiently managed to maximize turnover of spaces, and include smart parking technologies and shared parking. A parking management plan will be required for developments as they occur, which could include measures such as unbundled residential / mixed-use parking. On-street spaces may be metered and be part of a performance parking program.</p>

# City of Alexandria, Virginia

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## MEMORANDUM

DATE: OCTOBER 21, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 5 - FY 2017-2026 CIP UPDATE

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**ISSUE:** Update on FY 2017 - FY 2026 City Capital Improvement Program (CIP).

**RECOMMENDATION:** That the Transportation Commission (Commission) receive the update and provide guidance to staff for preparation of the FY 2017 budget for inclusion in the City Manager's FY 2017 budget.

**DISCUSSION:** 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 that programs funding for major capital projects in the City. Funding for CIP comes from the City's general fund, grants, and other non-City sources of funding such as developer contributions.

One of the objectives of the Council's Strategic Plan is to *develop local, reliable funding mechanisms to support a fiscally constrained transportation plan*. In 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 2013, House Bill 2313 was signed into law which levies additional taxes and fees to generate additional revenue for transportation projects. Taking into account this new funding source, in November 2014 the Commission recommended the following initial policy guidance to staff for the FY 2016-25 CIP:

- Preserve the 2.2 cent transportation reservation in order to comply with maintenance-of-effort requirements, maintain flexibility, and to offset previous loss of state urban funds.
- Commit adequate operating funds to provide the project management, procurement, and staff resources necessary to implement new capital projects and programs.
- Consider capitalizing staff positions that are directly related to capital project implementation, as allowable, in order to utilize capital funds and reduce impacts on the operating budget.
- Maintain funding for the City's highest priorities, as determined by Transportation Commission.
- Allocate Northern Virginia Transportation Authority (NVTA) 70% funds for high priority major capital investments with regional impacts, with an emphasis on leveraging

non-city funds and/or accelerating project delivery.

- Utilize funding sources with least restrictions on project eligibility (i.e. CMAQ, RSTP, and NVTA 30% funds) for non-motorized projects, project development, ADA improvements, maintenance and operations.
- Pursue discretionary grant funding for transportation projects, including state capital assistance and federal New Starts, Small Starts, and TIGER grants.
- Ensure adequate funding for the Alexandria Police Department to enforce the proper use of High Occupancy Vehicle (HOV) lanes on Route 1 and Washington Street.
- Ensure that City transportation funding levels are maintained or increased above the maintenance-of-effort requirements of HB2313 to provide new transportation capacity and enhanced transportation services and programs while also maintaining existing assets in a state of good repair.
- Recognizing that regional transportation, including WMATA transit service, is a priority that should not fall entirely on the transportation budget but rather a shared cost, the Council should explore opportunities to help fund the regional transit needs beyond the City's transportation resources.

In addition to considering this guidance from last year in developing the FY 2016 budget, WMATA's operating and capital programs put significant pressure on City funding sources, and in particular, its transportation sources. As a result, through the upcoming FY 2017 budget, it will be necessary to once again assess WMATA's operating and capital impact and consider this through the budget process.

An analysis was completed to determine the percentage of the total CIP funding that was budgeted for each mode of transportation over a historical period (FY 2009 through FY 2016, Attachment 1). Over the past eight years, the funding and percentage of total CIP funding that has been allocated toward both non-motorized and transit projects has generally increased. The funding increased significantly in 2012 when the Real Estate Tax (TIP) was included as part of the budget. These changes are consistent with the priorities set forth in the 2008 Transportation Master Plan and Transportation Commission guidance.

Staff anticipates taking Transportation Commission guidance, and bringing back CIP priorities in December 2015 or January 2016 for consideration by the Transportation Commission, followed by a public hearing at the February 2016 Transportation Commission meeting.

#### **Attachment 1: CIP Budget by mode**

### CIP Historical Breakdown by Transportation Mode

<b>CIP Year</b>	<b>Transit</b>	<b>Non-Motorized</b>	<b>Streets &amp; Bridges</b>	<b>Fixed Transp. Equipment</b>	<b>TOTAL</b>
2009 Amount	\$31,707,486	\$966,702	\$36,763,581	\$7,580,706	\$77,018,475
2009 Percentage	41%	1%	48%	10%	100%
2010 Amount	\$45,467,567	\$2,886,588	\$34,661,500	\$6,384,000	\$89,399,655
2010 Percentage	51%	3%	39%	7%	100%
2011 Amount	\$33,716,000	\$7,100,000	\$28,870,000	\$8,430,000	\$78,116,000
2011 Percentage	43%	9%	37%	11%	100%
2012 Amount	\$105,745,000	\$19,255,857	\$39,320,000	\$13,200,000	\$177,520,857
2012 Percentage	60%	11%	22%	7%	100%
2013 Amount	\$90,157,750	\$24,185,857	\$37,320,000	\$14,285,000	\$165,948,607
2013 Percentage	54%	15%	22%	9%	100%
2014 Amount	\$92,578,378	\$23,027,071	\$66,315,679	\$13,887,019	\$195,808,147
2014 Percentage	47%	12%	34%	7%	100%
2015 Amount	\$168,672,560	\$27,974,000	\$100,793,000	\$16,725,000	\$314,164,560
2015 Percentage	54%	9%	32%	5%	100%
2016 Amount	\$165,279,229	\$25,227,685	\$100,581,500	\$15,503,063	\$306,591,477
2016 Percentage	54%	8%	33%	5%	100%
8-Year Average Percentage	52%	9%	32%	7%	100%

NOTE: Transit excludes funding for Potomac Yard Metrorail station, and WMATA Capital funds

2009-2011 CIP did not include Real Estate Tax for Transportation Improvements

2016 CIP Amount includes the TIP Balance as recommended by staff

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: OCTOBER 21, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM # 6 – TRANSPORTATION IMPROVEMENT PROGRAM (TIP) BALANCE ALLOCATION

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**ISSUE:** Reprogramming of Transportation Improvement Program (TIP) balance of \$930,000 in the FY 2016 budget.

**RECOMMENDATION:** That the Transportation Commission (Commission) receive the update and provide guidance to staff regarding the reprogramming of Transportation Improvement Program (TIP) balance of \$930,000 in the FY 2016 budget.

**DISCUSSION:** City Council approved the FY 2016 Budget on May 7, 2015. In developing the FY 2016 budget, WMATA's operating and capital programs put significant pressure on City funding sources, and in particular, its transportation sources. Due to uncertainty in the level of funding that would be required for WMATA, staff initially budgeted conservatively. This resulted in a fund balance of \$930,000 in the FY 2016 budget adopted by Council. Prior to adoption of the budget, Council directed staff to work with the Commission and Council in the fall to identify potential transportation projects that could be funded with the \$930,000 remaining in the TIP. The proposed reprogramming of the TIP balance was reviewed by the Transportation Commission at its September meeting, and adjustments were made to account for DASH Technology needs in the TIP balance request. Because this funding is for projects with FY 2016 implementation, funding priorities were developed for consideration based on immediate FY 2016 needs. Proposed funding priorities follow below.

**Sidewalk Capital Maintenance:** By federal law, the City is required to make sidewalks and adjacent curb ramps accessible when doing any alterations (i.e. repaving) to the streets. Thus, sidewalk maintenance must be funded proportionately to the street resurfacing budget, which has grown in recent years. The current operating budget does not provide sufficient funding to reconstruct accessible concrete or brick sidewalks. This project provides \$200,000 in funding to supplement on-going repairs with reconstruction funding that additionally functions to improve pedestrian safety. The funding will reduce the backlog of sidewalk maintenance requests, allowing the city to fulfill approximately 15 requests for sidewalk maintenance.

**Holmes Run Greenway:** This project involves the construction of significant upgrades to existing facilities along the Holmes Run Greenway, running north from North Ripley Street to the point beneath Interstate 395. The existing facilities currently provide access under Interstate 395 and Van Dorn Street via a tunnel, underpass, fair weather crossing, and concrete trail system built into the concrete sidewall embankments lining the flood channel of Holmes Run. The trail is currently in very poor condition, is poorly lit, and has slippery and unsafe conditions. With the project approaching final design, the cost estimate has been refined, and \$500,000 will be needed to begin construction later this fiscal year. This project is funded primarily through a VDOT grant, which has deadlines in FY 2016 for the project to move into the construction phase.

**DASH Technologies:** To improve the efficiency of the DASH system, this \$230,000 project funds the purchase and installation of Automated Passenger Counter (APC) technology on a total of 20 buses and 5 trolleys. The project is a component of the larger Automated Vehicle Location (AVL) Real Time Bus Information System project, which is currently being implemented.

This technology will provide DASH with reliable, stop specific passenger boarding and alighting data. This data is essential for accurate reporting, farebox ridership validation, route evaluation, and development and scheduling. Implementation of the APC technology will help DASH improve routing and scheduling, and will help DASH provide better service to customers. The use of APC technology in transit has been proven to improve efficiency and reduce operating costs while reducing the reliance and costs associated with outside consultants and temporary resources. This project was also included in the City's recent House Bill Two (HB2) grant application; however, because of the immediate need to fund this project, and because of the uncertainty in obtaining funds through the competitive HB2 grant process, staff proposes reprogramming TIP funds for this purpose. The DASH technology application for HB2 is scalable, and funding—if awarded—could go to other projects listed on the application.

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: OCTOBER 21, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 7– PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE

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**ISSUE:** Provide an update to the Transportation Commission on the Pedestrian and Bicycle Master Plan.

**RECOMMENDATION:** That the Commission receive the following update.

**BACKGROUND:** The City is updating the Pedestrian and Bicycle Master Plan and developing 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). At the February 18, 2015 Transportation Commission meeting, staff provided an overview of the project and its civic engagement process. Staff also provided an overview of the Plan’s vision, goals, objectives, and associated performance measures.

**DISCUSSION:** Since February of this year, the project has proceeded with the development of a draft bicycle network, pedestrian case study area recommendations, draft priority projects, and draft pedestrian and bicycle strategies. The following sections provide more information on these elements. A public meeting was held on September 24, 2015 to provide an overview of these plan elements and receive public input.

### **Bicycle Network**

A draft bicycle network was developed to enable safe bicycle travel in and between all City neighborhoods. The network also improves connectivity between key destinations in Alexandria and destinations in neighboring jurisdictions. The draft network links these destinations and was designed to appeal to bicycle riders of different ages and abilities. The draft bicycle network

includes a range of facility types such as enhanced bicycle corridors, shared roadways, and trails. The draft network was developed based on input from the public, the Advisory Committee, and City staff. Staff performed fieldwork to identify vehicular speeds, volumes, traffic mix, existing curb / street dimensions, on-street parking, driveways, and adjacent land uses to inform the development of the draft network. The draft bicycle network is shown in Attachment 1.

### **Pedestrian Case Study Areas**

Five Case Study Areas were chosen for an analysis of common pedestrian infrastructure challenges that exist in Alexandria today, such as non-compliance with ADA standards, conflicts between modes, access, difficult intersection crossings, lighting, and other safety issues. These Case Study Areas were selected because they represent certain themes or issues that are found throughout the City. While the focus was on pedestrian infrastructure, some localized bicycle issues/improvements have also been noted. The five case study areas include I-395 and Landmark Mall, Hammond Middle School, Duke Street, Mt. Vernon Avenue, and King Street near I-395. The consultant conducted a comprehensive walkthrough of each case study area to assess existing issues and identify infrastructure improvements.

### **Bicycle and Pedestrian Priority Projects**

The Pedestrian and Bicycle chapter of the Transportation Master Plan will include high priority projects for sidewalks, on-street bicycle facilities, and trails. The priority projects were determined based on the identification of all projects needed to fill existing gaps and barriers, using evaluation criteria that was reviewed by the staff, Advisory Committee and public, and endorsed by the Advisory Committee. The evaluation criteria included factors such as safety, existing or potential demand, connectivity, and geography. Each category was given a weight, with safety having the highest weight. The priority projects are shown in Attachment 2 and 3.

### **Bicycle and Pedestrian Strategies**

Draft strategies have been developed for pedestrian and bicycle modes. These strategies identify specific measures that the City should undertake to achieve the vision, goals, and objectives, which also respond to the key issues and needs that were identified early in the planning process. For both the pedestrian and bicycle elements, there are engineering strategies and policy and program strategies. Some of the key strategies address maintenance of the pedestrian and bicycle facilities, access and safety, reducing conflicts between pedestrians and bicycles, and conducting additional education and outreach. The draft strategies are shown in Attachment 4.

### **Complete Streets Design Guidelines**

Development of the Complete Streets Design Guidelines is underway. These guidelines clarify design options for new and upgraded streets throughout the City. The document provides the development community, City staff, and the community with a comprehensive source of reference for street designs.

**Next Steps**

This fall, staff will solicit input on the Plan's draft elements from various groups including the Planning Commission, Bicycle and Pedestrian Advisory Committee (BPAC), Environmental Policy Commission, Parks & Recreation Commission, and Alexandria Community Public Schools (ACPS). Staff will develop a draft plan based on the input received, and is anticipates releasing this draft in the winter. Public input on the draft plan will be received through the AlexEngage process. The final plan will be presented to the Transportation Commission, Planning Commissions, and City Council in the spring of 2016 for endorsement and adoption.

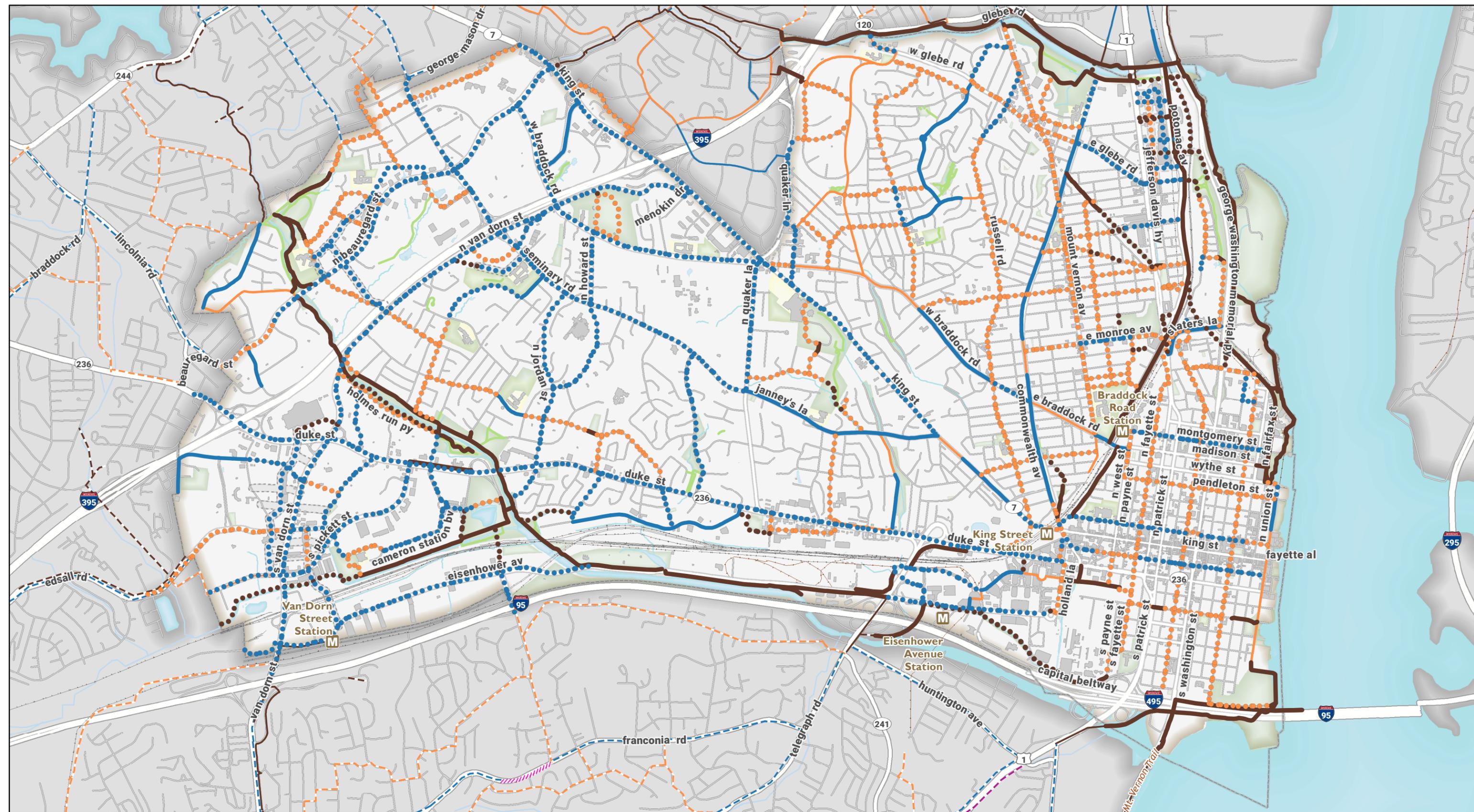
**ATTACHMENTS:**

Attachment 1: Draft Bicycle Network

Attachment 2: Draft Bicycle Priority Projects

Attachment 3: Draft Pedestrian Priority Projects

Attachment 4: Draft Pedestrian and Bicycle Strategies



City of Alexandria, Virginia



Department of Transportation and Environmental Services

# DRAFT Recommended Bicycle Network

## Alexandria Pedestrian and Bicycle Master Plan

- |                            |                            |                        |
|----------------------------|----------------------------|------------------------|
| <b>Bike Facility Group</b> | <b>Existing Facilities</b> | <b>M</b> Metro Station |
| Trail                      | Bike Lane                  | Future Street          |
| Shared Roadway             | Sharrow                    |                        |
| Enhanced Bicycle Corridor  | Trail                      |                        |
|                            | Unpaved Nature Trail       |                        |



## Alexandria Pedestrian and Bicycle Master Plan Update - Priority Projects\* (September 2, 2015)

### Priority On-Street Bicycle Projects

Rank No.**	Street	Segment	Recommendation	Notes
1	Madison Street / West Street / Oronoco Street	West Street to Mt. Vernon Trail / Union Street	Provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane; Oronoco Street would include shared on-street facilities.	Coordinate with Pavement program. Would need to do traffic study to determine facility type and the right sizing of the travel lanes. Also coordinate with the Old Town North Small Area Plan.
2	Royal Street	Jones Point Drive to Bashford Lane	Neighborhood bikeway to provide north-south connectivity in Old Town and provide link for the Mt. Vernon Trail. This improvement would provide a safer and more desirable route for bicyclists, leading to less walking and bicycling conflicts on Union Street and parallel sidewalks.	Additional analysis needed to determine treatments, which may include traffic calming, signage and other methods to slow vehicles and give priority to bicyclists. Coordinate with the Old Town North Small Area Plan.
3	Van Dorn Street	Eisenhower Avenue to Sanger Avenue	Enhanced bicycle corridor (Specific facility type to be determined through further study) to provide north-south connectivity in west Alexandria and provide a connection to the Van Dorn Metrorail station. A sidepath on the east side of Van Dorn Street is recommended.	This improvement is being coordinated with the West End Transitway project, currently underway.
4	Duke Street	Callahan Drive to W. Taylor Run Parkway	Enhanced bicycle corridor (Specific facility type to be determined through further study) to provide east-west connectivity in central Alexandria. This facility will be beneficial in providing connectivity to the future transitway corridor along Duke Street.	This improvement will need to be coordinated with the analysis and design of the Duke Street transitway (Corridor B).
5	Prince / Cameron Streets	Reinkers Lane to Union Street	Bike lanes to provide east-west connectivity in Old Town and as a connection between the King Street Metrorail Station and the waterfront.	This project is currently in the City's Capital Improvement Program. Will be coordinated with the Pavement program.
6	Beauregard Street	Holmes Run Parkway to King Street	Enhanced bicycle corridor (Specific facility type to be determined through further study) to provide north-south connectivity in west Alexandria and the West End Transitway. A minimum 10' sidepath along either side of Van Dorn Street is recommended.	This facility was planned during the Beauregard Small Area Plan and is being further defined as part of the West End Transitway project, currently underway.
7	Payne / Fayette Streets	Old Cameron Run Trail to Slaters Lane	Shared on-street facility or neighborhood bikeway to provide north-south connectivity in west Old Town and improved connections to the Old Cameron Run Trail and Mt. Vernon Trail.	Additional analysis needed to determine treatments, which may include traffic calming, signage and other methods to slow vehicles and give priority to bicyclists.
8	S. Pickett Street	City/County line to Duke Street	Enhanced bicycle corridor (Specific facility type to be determined through further study) to provide east-west connectivity in west Alexandria. Also provides connectivity to the future Multi-modal bridge which will connect to the Van Dorn Metrorail station.	This improvement is being coordinated with the Eisenhower West Small Area Plan.
9	King Street	Janney's Lane to Menokin Drive	Enhanced bicycle corridor (Specific facility type to be determined through further study) to provide east-west connectivity in central and west Alexandria. Provides a connection to existing bike lanes on King Street east of Janney's Lane and connects to the Bradlee shopping area.	Additional analysis is needed to determine treatment, which may include a bicycle lane, or protected / buffered bicycle lane. This improvement would be coordinated with road resurfacing. Additional analysis is needed to determine if right sizing of travel lanes is feasible.
10	Duke Street	S. Quaker Lane to Holmes Run	Enhanced bicycle corridor (Specific facility type to be determined through further study) to provide east-west connectivity in central / west Alexandria. This facility will be beneficial in providing connectivity to the future transitway corridor along Duke Street.	This improvement will need to be coordinated with the analysis and design of the Duke Street transitway (Corridor B).

### Priority Trail Projects (Shared Pedestrian and Bicycle)

1	Holmes Run Trail	South side of Holmes Run between Ripley Street and N. Pickett Street	Construct a new trail along the south side of Holmes Run to provide improved connectivity of the existing trail system.	
2	Cameron Run Trail	Cameron Station to Fairfax County	Extend the existing Cameron Run Trail to the west along the north side of Cameron Run to the Alexandria / Fairfax County line.	This project is currently funded in the City's Capital Improvement Program. Additional analysis and design is needed to determine exact alignment. This project is being coordinated with the Eisenhower West Small Area Plan.
3	Old Cameron Run Trail	Eisenhower Avenue / Stovall St. to where approximately Holland Lane alignment is located	Construct a new trail from Eisenhower Avenue at Stovall Lane to the east along future development in Eisenhower East, continuing along the south side of the Alex Renew plant where the previous trail was located. This trail provides an important connection from Eisenhower East and the Eisenhower Metrorail station to Old Town and the Mt. Vernon Trail.	This project is currently funded in the City's Capital Improvement Program. Additional analysis and design is needed to determine exact alignment.

\* Project priorities were based on evaluation criteria that was endorsed by the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee

\*\* Project rankings are based on the total score received based on the evaluation, however, the rankings are subject to change based on additional input.

## Alexandria Pedestrian and Bicycle Master Plan Update - Priority Projects\* (September 2, 2015)

### Priority Pedestrian Projects

Rank No.**	Street	Segment	Recommendation	Notes
1	King Street	Quaker Lane to N. Hampton Drive	New sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.	
2	Van Dorn Street	Kenmore Avenue to the north of Braddock Road	New sidewalk along the west side of Van Dorn Street. This project improves pedestrian safety and connectivity in west Alexandria.	Additional analysis needed to determine treatments, which may include traffic calming, signage and other methods to slow vehicles and give priority to bicyclists. No removal of parking or travel lane is anticipated. Coordinate with the Old Town North Small Area Plan.
3	Payne Street / Jefferson St.	300 block of S. Payne St.; 700 block of S. Payne St.; 1200 block of Jefferson St.	New sidewalk on the east side of the 300 block of S. Payne Street where missing; new sidewalk on the east side of the 700 block of S. Payne Street where missing; new sidewalk on the south side of the 1200 block of Jefferson Street where missing.	
4	Cameron Station Boulevard	S. Pickett Street to Armistead Boothe Park	New sidewalk on the east side of Cameron Station Boulevard where missing. Provides an important connection to Armistead Boothe Park / Cameron Station and future redevelopment along S. Pickett Street and areas to the north.	Will be constructed as part of adjacent redevelopment. Being coordinated with the Eisenhower West Small Area Plan.
5	Fayette Street	Route 1 and First Street	New sidewalk on the west side of Fayette Street, south of Route 1 to First Street.	Was recommended in the Braddock Metro Station Small Area Plan. May be constructed as part of future redevelopment.
6	Eisenhower Avenue	Van Dorn Street to Van Dorn Metrorail Station	New sidewalk on the south side of Eisenhower Avenue where missing. Provides an important connection to the Van Dorn Metrorail Station.	Being coordinated with the West End Transitway and the Eisenhower West Small Area Plan. Will be constructed as part of the West End Transitway project.
7	N. Paxton Street	North of Duke Street	New sidewalk on the west side of N. Paxton Street along the curve. Provides connectivity between residential along N. Paxton Street to Duke Street.	
8	N. Jordan Street	Howard Street to Seminary Road	New sidewalk along the east side of N. Jordan Street where missing. Provides connectivity between multifamily residential uses and Seminary Road and Hammond Middle School.	
9	Russell Road	King Street to W. Cedar Street	New sidewalk along the west side of Russell Road where missing. Provides connectivity between the Rosemont neighborhood and Union Station and King Street Metrorail station.	
10	Seminary Road	West of Quaker Lane to west of Ft. Williams Parkway	New sidewalk along the north side of Seminary Road where missing. Provides connectivity to the Episcopal High School, and to the Virginia Theological Seminary.	

\* Project priorities were based on evaluation criteria that was endorsed by the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee

\*\* Project rankings are based on the total score received based on the evaluation, however, the rankings are subject to change based on additional input.

## DRAFT Strategies - Alexandria Pedestrian and Bicycle Master Plan (revised 10/06/15)

NOTE: The strategies relate to issues identified through field work and observations, comments received from the public through in person and online means, comments during Ad Hoc Committee meetings, and input from the PMT, TAC and other stakeholders.

### Pedestrian Engineering Strategies

1. Apply the Complete Streets Design Guidelines for all new development and future capital improvement projects.
  - a. Regularly utilize the Design Guidelines for direction regarding sidewalk width and materials, sidewalk buffers, street trees and other green features, wayfinding, street furnishings, methods for activating the pedestrian experience and other topics related to the pedestrian environment.
  - b. Incorporate the Design Guidelines into City policies (i.e. subdivision regulations) and development review process as required by 2011 Complete Streets policy.
2. Close sidewalk gaps and improve sidewalks where needed.
  - a. Implement the prioritized new sidewalk recommendations (see Appendix X), and increase the annual capital budget for new sidewalks to allow for construction of these sidewalks. Continue to address narrow sidewalks through redevelopment.
  - b. Use the Complete Street Design Guidelines or other applicable, adopted City plans to determine sidewalk width and design for all new and reconstructed sidewalks.
  - c. Ensure a clear pedestrian zone on sidewalks by inspecting and enforcing right-of-way encroachment. Promote the use of Call.Click.Connect for reporting maintenance issues on City property (e.g. vegetation management, sidewalk upheavals, etc.).
  - d. Develop a citizen petition process for new, citizen-requested sidewalks on neighborhood residential streets.
3. Prioritize and standardize curb ramp upgrades and other ADA improvements.
  - a. Provide ADA accessible curb ramps at every intersection and ensure that curb ramps align with crosswalks where feasible, in conjunction with reconstruction of streets, or development opportunities. See the Complete Streets Design Guidelines for more information on curb ramps.
  - b. Provide pedestrian pushbuttons at all actuated signals (signals that do not automatically provide a pedestrian phase). Pedestrian pushbuttons should be easily activated and conveniently located near each end of the crosswalk. Install accessible pedestrian signals (i.e. audible tones, speech messages, detectable arrow indications and/or vibrating surfaces) at all new pedestrian signals, as is the recommended Federal standard (see *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way*).
  - c. Develop a phased approach for assessing ADA needs throughout the City, starting with areas near schools and transit stops and stations. Request dedicated and sufficient funding to implement the ADA upgrades identified through these studies.
  - d. Maintain a continuous, level and clearly delineated pedestrian path across driveways-prioritizing new sidewalks and areas of higher levels of pedestrian activity. Limit or consolidate the number and width of driveways where possible. See the Complete Streets Design Guidelines for more information on driveway design.

4. Improve safety and access through and across major barriers including freeways, waterways and rail corridors.
  - a. In high-speed areas such as those near freeway interchanges, use enhanced design elements to improve:
    - i. **Safety:** Provide high-visibility crosswalks, pedestrian-activated signals and ample crossing time for pedestrians at intersections. Crossing islands should be considered where the crossing distance is greater than 50'. Design features to slow vehicles should also be used, including narrower travel lanes and speed feedback signs. Preferred crossing locations should be highly apparent to pedestrians so that they are encouraged to use the safest locations.
    - ii. **Comfort:** Wider sidewalks and buffers should be used.
    - iii. **Pedestrian visibility:** Areas with poor visibility for pedestrians should be evaluated for possible street reconfiguration including narrowing turning radii, installing bulb outs, reorienting intersection geometry, strategic parking removal or other design changes.

Partner with VDOT as needed for improvements in these areas. See Complete Streets Design Guidelines for more information about these strategies.
  - b. Identify locations that need enhanced pedestrian connections over rail tracks, freeways, waterways and other barriers to connect key destinations/attractors (i.e. near existing and future Metrorail stations, mixed-use development sites or commercial districts). Encourage at-grade crossings whenever possible to support pedestrian activity at the street level. Partner with CSX, WMATA or others to ensure that connections are created. Ensure adequate lighting and ADA access on bridges and tunnels.
  - c. Provide wayfinding to guide pedestrians to crossings of major barriers.
5. Improve crossing conditions, especially in areas with high pedestrian demand, for all new development and future capital improvement projects.
  - a. Evaluate current signal timing practices and revise, as needed, to minimize pedestrian crossing delay while maintaining vehicle throughput.
  - b. Prioritize select angled intersections with high crash rates and long crossing distances to reduce pedestrian exposure and increase visibility for and of pedestrians.
  - c. Prioritize the installation of new/improved pedestrian-scale street lights in areas near schools, transit stops/stations, parks, senior centers and commercial districts. See Complete Streets Design Guidelines for more information about street lighting design, use and placement.
  - d. Discourage slip ramps as part of new roadway or development projects. As opportunities arise through roadway improvements or development, improve or eliminate existing slip ramps.
6. Prioritize ongoing maintenance and repair of the pedestrian network.
  - a. Develop internal and external practices to improve snow and trash removal on streets and trails, prioritizing popular commuter trails. Work with the National Park Service to formalize a partnership related to maintenance and snow removal on the Mount Vernon Trail.
  - b. Promote Call-Click-Connect as a means for residents to report maintenance and safety concerns. Address reported issues as part of routine staff activities, prioritizing areas near schools, transit stops/stations, parks and senior centers.

7. Improve access and safety for all users on trails; particularly at entrance/exit points.
  - a. Remove unnecessary bollards, signs or obstructions that create choke-points at trailheads.
  - b. Widen trail access points and segments that experience higher volumes of pedestrian and bicycle traffic. Use pavement markings in these areas to delineate separate spaces for each user group.
  - c. Use signage, pavement markings and surface treatments to create simple and obvious paths of travel for bicyclists entering and exiting trails.
  - d. Provide wayfinding at access points and key interior trail junctions/intersections to aid navigation.
8. Reduce conflicts between bikes, pedestrians and other users on sidewalks.
  - a. In areas with significant pedestrian traffic, provide dedicated, on-street bicycle facilities on roadways (or on parallel roadways when needed).
  - b. Explore revisions to the City code to better define and address conflicts between pedestrians, bicyclists, drivers and other users, such as skateboarders.
9. Improve walkability, connectivity and ADA access to transit.
  - a. Prioritize pedestrian improvements such as new/widened sidewalks, curb ramp upgrades and high visibility crosswalks near transit stops/stations.
  - b. Encourage transit providers to locate transit stops close to signalized intersections. See Complete Streets Design Guidelines for more information about bus stop design, bus shelters and related features.
10. Improve walkability, connectivity and ADA access near schools and parks.
  - a. Prioritize pedestrian improvements such as new/widened sidewalks, curb ramp upgrades, sidewalk buffers and high-visibility crosswalks near these key destinations. Also employ traffic calming measures, based on assessments of need, in these areas.
  - b. Partner with ACPS and APD to conduct school zone audits. Dedicate adequate staffing and funding to complete school audits and implement identified improvements.
  - c. Partner with the Department of Recreation, Parks and Cultural Activities to evaluate access to parks.

## Pedestrian Program and Policy Strategies

1. Pursue funding to oversee education and outreach for pedestrian/multimodal transportation safety initiatives citywide.
2. Regularly conduct construction inspections to ensure safe, convenient and accessible pedestrian accommodations are provided during all phases of construction.
3. Develop an annual report card with information on the performance targets identified in this Plan, as well as those identified by the Office of Performance Accountability related to bicycling and walking.
  - a. **Make the report card available on the City website and promote through listserves, social media and local organizations.**
4. Explore a pilot Open Streets Event to encourage active transportation and lifestyles.
  - a. **Use the event to increase education about Complete Streets, health benefits, transportation options and programs in Alexandria, and innovative facility types.**
5. Evaluate the use of the employee alternative transportation benefits program, and expand promotion efforts related to the program.
6. Pursue funding for high priority pedestrian projects.
7. Partner with the Alexandria Health Department and ACPS to identify funding and prioritize programs related to active transportation and lifestyles.
8. Continue to provide training for appropriate City staff on national ADA design standards, Complete Streets and other best practices.
9. Partner with Local Motion and the Alexandria Police Department to build upon the Streets Smarts campaign and other similar efforts that promote pedestrian safety, rights and responsibilities, as well as the benefits of active transportation.
10. Continue to improve pedestrian access within and through large properties such as shopping centers and multifamily housing complexes through partnerships with developers/landowners, small area plans and the development review process.
11. Conduct an evaluation of traffic fatalities and develop a Vision Zero program that outlines the framework, budget and staffing needed to work towards eliminating pedestrian and bicycle related deaths in Alexandria.
12. Strive for Gold designation in the *Walk Friendly Community* program of the Pedestrian and Bicycle Information Center through implementation of the pedestrian projects and strategies presented in this Plan.

## Bicycle Engineering Strategies

1. Add new bicycle lanes, signed bicycle routes and shared lane markings to expand the on-street bicycle network.
  - a. Focus implementation efforts on the priority projects presented in this Plan and on opportunities related to repaving or redevelopment.
2. Implement and evaluate separated bike lanes and neighborhood bikeways on City streets where appropriate.
  - a. Identify corridors in the 2015 Bicycle Network to serve as priority locations for separated bike lanes and neighborhood bikeway projects. Conduct public outreach, evaluate right-of-way, parking impacts and other design considerations as needed. Evaluate these new separated bike lanes and neighborhood bikeway projects in order to optimize the design, operations, maintenance, safety and usage. Use findings from the evaluation to expand and refine the Complete Streets Design Guidelines related to separated bike lanes and neighborhood greenways in Alexandria, and to inform the design of future projects. Share lessons learned with national partners to contribute to the emerging state of practice related to low-stress bicycle facility design.
3. Improve access and safety for all users on trails, particularly at entrance/exit points.
  - a. Remove unnecessary bollards, signs or obstructions that create choke-points at trailheads.
  - b. Widen trail access points and segments that experience higher volumes of pedestrian and bicycle traffic. Use pavement markings in these areas to delineate separate spaces for each user group or direction of travel.
  - c. Use signage, pavement markings and surface treatments to create simple and obvious paths of travel for bicyclists entering and exiting trails.
  - d. Provide wayfinding at access points and key interior trail junctions/intersections to aid navigation.
4. Use innovative designs and bicycle-specific treatments at intersections to improve safety and provide a more continuous, low-stress experience for people biking.
5. Increase the availability of bicycle parking throughout Alexandria.
  - a. Prioritize locations for installing bicycle parking racks in the public right-of-way with an emphasis on commercial areas, parks, libraries, schools, and transit stops/stations.
  - b. Continue to install bike parking corrals in on-street parking spaces with the goal of installing new corrals each year.
  - c. Ensure that all City-sponsored events have bicycle parking and increase the number of City events that provide bike valet services.
  - d. Regularly review the City's bicycle parking guidelines and revise as needed to reflect increasing bicycling or other changes.
6. Prioritize ongoing maintenance and repair of the bicycle network.
  - a. Develop internal and external maintenance practices to improve snow and trash removal on streets and trails, prioritizing popular commuter routes. Work with the National Park Service to formalize a partnership related to maintenance and snow removal on the Mount Vernon Trail.
  - b. Promote Call-Click-Connect as a means for residents to report maintenance and safety concerns. Address reported issues as part of routine staff activities, prioritizing areas near schools, transit stops/stations, parks and senior centers.

7. Improve bicycle access to transit.

- a. When building out the citywide bicycle network, prioritize facility improvements that create continuous, low-stress connections to bus, Metroway and rail stations in Alexandria. Continue partnering with WMATA and DASH to implement access improvements near transit facilities.
- b. Incorporate bicycle access and bicycle parking near stations as critical elements of design plans for future transitway corridors and stations.

8. Improve signage and wayfinding for people biking.

- a. Develop a citywide system for installing bicycle wayfinding on signed bike routes, near transit and in activity centers.
- b. Review streets for potential applications of regulatory and advisory signs at intersections and along existing and new bicycle facilities. Possible sign types may include “Bicycles May Use Full Lane,” “Cross Traffic Does Not Stop,” and “Right turning traffic Yield to Bikes.”

9. Continue to expand the citywide Capital Bikeshare system using the phasing strategy presented in this Plan as well as other opportunities that arise related to redevelopment. Seek additional funding opportunities to support maintenance, operations and system expansion.

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## Bicycle Program and Policy Strategies

1. Regularly conduct construction inspections to ensure safe, convenient and accessible bicycle accommodations are provided during all phases of construction.
2. Conduct post-construction development inspections to ensure that new bicycle facilities, including bike parking, is installed and appropriately designed.
3. Develop an annual report card with information on the performance targets identified in this Plan, as well as those identified by the Office of Performance Accountability related to bicycling and walking.
  - a. **Make the report card available on the City website and promote through listserves, social media and local organizations.**
4. Incorporate key bicycle commuting routes into the existing map that shows the current status of maintenance and snow removal on City streets/facilities.
5. Explore a pilot Open Streets Event to encourage active transportation and lifestyles.
  - a. **Use the event to increase education about Complete Streets, health benefits, transportation options and programs in Alexandria.**
6. Evaluate the use of the employee alternative transportation benefits program, and expand promotion efforts related to the program.
7. Pursue funding for high priority bicycle projects.
8. Conduct a biennial citywide survey to learn more about the non-commute transportation habits of Alexandria residents and employees.
9. Partner with the Alexandria Health Department and Alexandria City Public Schools to identify funding and prioritize programs related to active transportation and lifestyles.
10. Continue to provide staff training on Complete Streets Design Guidelines and other bicycle-related topics as needed.
11. Partner with Local Motion and the Alexandria Police Department to build upon the Streets Smarts campaign and other similar efforts that promote bicycle safety, rights and responsibilities, as well as the benefits of active transportation.
12. Partner with local bicycle groups to support bicycle education, outreach and promotion amongst underrepresented groups including women, senior citizens and non-English speaking communities.
13. Recognize the City's existing *Bicycle Friendly Businesses* (from the League of American Bicyclists' program) on the Local Motion website, in order to promote and support businesses that provide bike parking and take others steps to support bicycling.
14. Strive for Gold designation in the League of American Bicyclists *Bicycle Friendly Community* program through implementation of the bicycle network and other strategies presented in this Plan.