



Transportation Commission

July 22, 2015

7:00 PM

City Hall, Council Work Room (2nd Floor)

AGENDA

1. Minutes of the June 17, 2015 Meeting
2. Updates to Receive (Consent)
 - Funding Update
 - Pedestrian and Bicycle Master Plan Update
 - Eisenhower West Transportation Study
 - Old Town Area Parking Study
3. Commission Updates
4. 2016 General Assembly Session – Legislative Proposals
5. 2015 Transportation Long Range Plan – **Public Hearing**
6. Alexandria Transit Development Plan- **Public Hearing**
7. West End Transitway
8. Other business

Public hearing items are so noted on the agenda. The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to transportationcommission@alexandriava.gov in advance of or after the meeting.

Next Meeting: Wednesday, September 16, at 7:00 PM in the Council Work Room (City Hall, 2nd Floor).

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City of Alexandria

Transportation Commission

Regular Meeting

June 17, 2015
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Councilman Lovain, Scott Anderson, Christine Michaelis, Annika Moman, Jake Jakubek, Jerry King, James Lewis, Nathan Macek and Maria Wasowski

Staff Present: Carrie Beach – P&Z, Karen Callaham – T&ES, Yon Lambert – T&ES, Ramond Robinson – T&ES, Steve Sindiong - T&ES, Carrie Sanders – T&ES, Raymond Mui - DASH

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

1. May 11, 2015 Meeting Minutes

Chair Macek called the meeting to order and asked if there were any updates or changes to the May 11, 2015 minutes. There being no edits, Commissioner King made a motion to approve the minutes which was seconded by Commissioner Anderson, voted on and unanimously approved by the Commission.

2. Updates To Receive (Consent Items)

The Commission received updates on the funding of various ongoing projects, the Eisenhower West Transportation Study, the Potomac Yard Metrorail Station, the Old Town Area Parking Study (OTAPS) Work Group and the Pedestrian and Bicycle Master Plan Update. Commissioners King, Anderson and Jakubek stated concerns about the proposed bicycle facility along Van Dorn Street as part of the West End Transitway (WET). Staff Steve Sindiong noted that as part of the WET Transitway project, the proposed design for Van Dorn Street includes an interim shared use path on the east side of the street that can be accommodated within the existing right-of-way, and that a wider shared use path will be accommodated as future redevelopment occurs. Staff will bring an update on the WET and proposed bicycle facility to the July Commission meeting.

Commissioner Scott inquired about Norfolk Southern Railway approving the proposed Multimodal Bridge. Mr. Sindiong stated City staff met with Norfolk Southern staff on June 3, 2015. Norfolk Southern agreed to continue discussions with the City toward developing a workable solution. T&ES Staff Ramond Robinson gave an update on the Transportation Commission's request of DASH and the Alexandria Transit Company (ATC) to prioritize their

projects in advance of the \$930,000 Transportation Improvement Program (TIP) funds being dispersed. The ATC Board submitted a list of technology capital projects that were part of their 2016 Transit Development Program (TDP). The Transportation Commission agreed it would submit an official letter to ATC informing them that a decision on TIP priorities would be made once the Commission meets with the Council in the fall, discussing all transportation projects.

3. Commission Updates

Commissioner Macek reported that the Old Town Area Parking Study (OTAPS) Workgroup is concentrating on ways to encourage long term employee parking in the garages, encourage turnover on the commercial metered spaces, and encourage a residential parking policy to allow residents to be able to park a reasonable distance from their home. The group is currently working through a number of recommendations. There has been a consensus on enforcement, increased meter hours west of Alfred Street recommendations from two hours to three hours. The group has two more meetings before forwarding their recommendation to the Transportation Commission. Commissioner Jakubek provided an update on the West End Transitway (WET) project, noting that at the last WET Policy Advisory Group meeting, staff presented the near term and long term plans for Van Dorn Street, and stated his concern with the current design.

Commissioner Michaelis reported the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee is continuing to discuss pedestrian and bicycle strategies, pedestrian case study issues and needs, and will have its next meeting on August 12, 2015. Ms. Michaelis also noted the concerns of Seminary Valley residents of the increasing volumes and accidents on Seminary Road and Quaker Lane, and recommended that these issues be brought to a future Commission meeting.

Councilman Lovain reported the Transportation Planning Board (TPB) staff is currently developing a regional list of unfunded transportation projects which could not be included in the Constrained Long Range Plan (CLRP), in order to determine how they can be used in regional planning and analysis and potentially prioritized.

4. Alexandria Transit Development Plan

Ramond Robinson introduced Mr. Chris Bell of AECOM who is the consultant for the development of the Alexandria Transit Development Plan (TDP). Mr. Bell gave an overview of the TDP process and requirements. The TDP is funded and managed by the Department of Rail and Public Transportation (DRPT) who requires any transit agency providing transit service in Virginia to develop a six-year Transit Development Plan (TDP). The TDP will serve as a policy document intended to guide and inform capital and operating funding decisions for all transit services that operate in the City of Alexandria. The TDP will help improve the efficiency and effectiveness of public transportation service. The T&ES Transit Services division, DASH, and Washington Metropolitan Area Transit Authority (WMATA) staff are members of the Project Management Team (PMT) responsible for providing data and feedback and reviewing project deliverables. The draft TDP should be completed by July 2015. Staff will provide a draft copy and summary of the TDP to the Commission prior to the July Commission meeting. Staff will seek an endorsement by the Transportation Commission, and Alexandria Transit Company (ATC) Board of Directors, prior to approval by the City Council in the fall.

5. Transportation Long Range Plan

T&ES staff Steve Sindiong reminded the Commission that the Transportation Long Range Plan (LRP) is an unconstrained plan that includes projects and/or studies that do not have any funding.

In early June the Commissioners were given an opportunity to individually score / rank the projects. Mr. Sindiong provided an overview of the result of the scoring exercise. After presenting the results, the Commission discussed the project rankings. The Commission recommended that because the three Mt. Vernon related projects are important safety projects, they should be moved up, to follow the Pedestrian/bicycle connection from Potomac Yard to Four Mile Run Trail project. In addition, the Commission asked staff to redefine the West End Transit Shop project, given that the Old Town Transit shop is now closed. Finally, the Commission discussed the feasibility of the Seminary Road at Janneys/Quaker Lane intersection improvement, and asked staff for additional information on the need for the project. Staff will bring back the revised project list at the July Commission meeting, hold a Public Hearing and ask for the Commission to approve the 2015 LRP.

6. Other Business

Commissioner Jakubek spoke of his appreciation for the City providing striping, traffic lights and pedestrian signals at an intersection near his home.

Steve Sindiong stated the regularly scheduled July Commission meeting must be rescheduled due to Commissioner's vacation schedules. It was decided to send a meeting poll to all Commissioners with a range of dates to find an agreeable date.

Commissioner King made a motion to adjourn the meeting, and the motion was seconded by Commissioner Moman. There being no objection, the meeting was adjourned at 9:35 p.m.

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 22, 2015
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

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

RECOMMENDATION: That the Commission receive the items for consent.

A. FUNDING UPDATE

Washington Area Metropolitan Transit Authority (WMATA) – WMATA amended its FY2016-FY2021 Capital Improvement Program on June 25, 2015 to procure 220 additional series 7000 rail cars which will primarily be used to replace the problematic 5000 series cars. WMATA will need to pay the Federal Transit Administration (FTA) the value of these cars upon their retirement, since they will be retired early. These actions will not affect the capital subsidy the City will pay in FY2016.

Since several issues still need to be resolved, this purchase will be done under the existing Capital Funding Agreement, which will expire on June 30, 2016. Work will proceed over this year to determine funding levels and other provisions of a new Capital Funding Agreement.

Northern Virginia Transportation Authority (NVTA) – Work continued on Standard Project Agreements for the three FY2015-FY2016 projects approved by the NVTA in April 2015:

- Potomac Yard Metrorail station - \$1,500,000
- West End Transitway - \$2,400,000
- Implementation of Transit Signal Priority (TSP) on Duke Street - \$190,000

Virginia House Bill 2 (HB 2) – At the Commonwealth Transportation Board (CTB) meeting on June 17, 2015 a statewide process was adopted for HB2 funds. These are discretionary funds which the CTB will allocate to projects which are of statewide significance.

At its June meeting, the CTB approved the evaluation factors including congestion mitigation, economic development, accessibility, safety, environmental quality, and land use and how they will be applied to provide scores. The Virginia Department of Transportation (VDOT) and Department of Rail and Public Transit (DRPT) held workshops on July 9 and

10, 2015 to provide guidance in the process of submitting applications for HB2 funds. If additional information about the HB2 process is desired it can be obtained at:

<http://www.virginiahb2.org/resources.html>

Commonwealth Transportation Board (CTB) - The CTB adopted the final Six-Year Program on June 16, 2015, after receiving comments from public hearings. The CTB also adopted the statewide HB2 process on June 17, 2015. The CTB has approved DRPT's FY16 Six-Year Improvement Program (SYIP). The projection shows allocations of \$3.37 billion over six years. The breakdown of the \$3.37 billion over six years is \$1.735 billion for Mass Transit Fund/\$2.816 billion for Public Transportation Allocation/\$558 million for Rail Allocation. Attached you will find detailed information for the DRPT's FY16 Six-Year Improvement Program (SYIP). Alexandria received all of the funds it expected to receive from VDOT and DRPT in the (SYIP).

The FY16 Six-Year Improvement Program (SYIP) and more information is available at: <http://www.drpt.virginia.gov/media/1636/fy16-syip-final-approved-6-17-2015.pdf>

U.S. Congress – The U.S. House of representatives passed several bills which cut funding for transit. One of the bills cut \$50 million from the \$150 million allocation WMATA has been allocated annually by the federal government, to pay the cost of critical capital needs. The U.S. Senate has not adopted a comparable Transportation bill as of yet.

B. PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE

The vision, goals and objectives, existing conditions and progress report have been completed. A draft citywide bicycle network has been developed and is available on the project webpage. Individual bicycle and pedestrian projects are currently being prioritized using evaluation criteria reviewed by the Committee. At the June 8, 2015 Ad Hoc Advisory Committee meeting, the draft pedestrian “engineering” strategies were presented, along with issues and recommendations identified for the five pedestrian case study areas. The policy and program strategies are currently being developed, and will be presented to the Ad Hoc Advisory Committee at their next meeting on August 12, 2015. Over the summer, staff will attend a number of events such as farmers markets to receive feedback on the bicycle network and pedestrian and bicycle strategies. A public meeting is scheduled for September 24, 2015 to receive input on the network, strategies and project priorities.

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

incorporate these additions into an updated Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines.

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

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

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

C. EISENHOWER WEST TRANSPORTATION STUDY

The transportation analysis of existing conditions and future (2040) baseline conditions has been completed. The 2040 Build scenario modeling is currently underway, and will be analyzed both with and without the multimodal bridge. In addition, a 2040 Build scenario with mitigation will also be analyzed. The results of the 2040 Build scenarios will be presented to the project Steering Committee at its September 9 meeting. The next Steering Committee meeting is scheduled for July 27, 2015.

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

D. OLD TOWN AREA PARKING STUDY (OTAPS)

The OTAPS Work Group will hold their final meeting on August 11th to review and endorse the draft recommendations that have been discussed over the last seven months. These recommendations and a final report will be presented to the Transportation Commission, the Traffic and Parking Board, and the City Council in the fall.

Background: The Old Town Area Parking Study (OTAPS) Work Group was formed to develop consensus on strategies identified by the Waterfront Small Area Plan and recommendations from the 2009 Old Town Area Parking Study. The final 2012 OTAPS report was submitted to Council in February 2013, and reports are posted online at alexandriava.gov/ParkingStudies. The Work Group was reconvened in 2015 to review parking meter restrictions and residential parking policies in Old Town and updated results of the 2014 Old Town parking occupancy study. The Work Group has met monthly since January and has discussed a number of tools to address residential and commercial parking issues in the study area. All of the 2015 OTAPS Work Group meeting materials are posted on this website.

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 22, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #4 - LEGISLATIVE PROPOSALS FOR THE 2016
GENERAL ASSEMBLY SESSION

ISSUE: Legislative proposals for the 2016 General Assembly Session.

RECOMMENDATION: Provide proposals for Legislative Package for the 2016 General Assembly Session, for Council consideration.

DISCUSSION: The 2016 General Assembly Session will begin on January 13, 2016, and end on March 12, 2016. In anticipation of the Session each year, the Legislative Director is requesting input from the Transportation Commission for the Legislative Package. Proposals will be included in the City's draft Legislative Package which will be presented to Council on October 27, 2015 for their consideration. A Council public hearing on the proposed 2016 Legislative Package will be held on November 14, and it is anticipated that the Council will adopt the package on November 24, 2015.

The last time that the Transportation Commission recommended legislative proposals was on September 7, 2013. At that time, the Commission recommended the following proposals, which were consistent with proposals recommended by the Commission on September 7, 2011:

- 1) Endorse consideration of new revenue sources
- 2) Oppose changes to any formula basis that would reduce funding for Alexandria and Northern Virginia
- 3) Support a "Stop for Pedestrians" policy if introduced by another jurisdiction.

The Commission is not required to make any proposals, if they do not feel any are warranted. All proposals by the Commission are due by September 1, 2015, and therefore staff is requesting recommendations at the July 22 Commission meeting, since the Commission does not meet during August.

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 22, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 - 2015 UPDATE TO THE TRANSPORTATION LONG RANGE PLAN

ISSUE: 2015 update to the Transportation Long Range Plan (LRP)

RECOMMENDATION: That the Transportation Commission (Commission) hold a public hearing, and approve the 2015 LRP.

DISCUSSION: At the June 17, 2015 Commission meeting, staff reviewed the proposed additions and deletions to the 2015 LRP Update and Commission initial ranking of priorities, using updated prioritization criteria recommended by a subcommittee of the Commission, and approved by the full commission. The 2015 updates include the following project additions:

- Mt. Vernon at Four Mile Road – Construct pedestrian / bicycle improvements as well as vehicular circulation improvements within the vicinity of the intersection of Mount Vernon Avenue and Four Mile Road. *(This project was removed from the 2014 LRP, but on October 15, 2014, the Transportation Commission approved this new language, and requested the project to be added to the 2015 LRP).*
- Mt. Vernon at Russell Road Intersection Improvements - safety improvements identified in the Arlandria Small Area Plan. *(This project was in the FY 2015-2024 CIP, but removed from the FY 2016-2025 CIP and therefore it is being added to the LRP).*
- DASH Bus Expansion – Purchase additional buses for the DASH fleet to accommodate future enhanced transit service. *(This project was in the FY 2015-2024 CIP, but removed from the FY 2016-2025 CIP and therefore it is being added to the LRP).*

Projects to be deleted from Transportation Long Range Plan:

- Prince Street / Cameron Street Bicycle Facility – Construction of a bicycle facility on both Prince Street and Cameron Street within Old Town. *(This project is now included in the FY 2016-2025 CIP).*

On June 17, 2015 the Commission reviewed the results of the individual prioritization exercise, and provided a number of recommendations as part of the project prioritization.

The Commission agreed that safety was an important issue along Mt. Vernon Avenue, and therefore, the following project ranking adjustments should be made:

- 2015 Project rank #7 (Mt. Vernon Avenue at Russell Road) – Adjust the ranking to follow 2015 Project rank #4 (Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail)
- 2015 Project rank #10 (Mt. Vernon at Four Mile Road) – Adjust the ranking to follow the adjusted Mt. Vernon at Russell Road project.
- 2015 Project rank #14 (Mt. Vernon Avenue at East/West Glebe Road intersection improvements) – Adjust the ranking to follow the adjusted Mt. Vernon at Four Mile Road project.

The Commission also discussed the feasibility of the Quaker Lane at Seminary Road/Janney's Lane intersection improvement (2015 Project rank #28), and requested that staff come back to the Commission with more information about the project to determine if it is needed. The intersection capacity improvement project was recommended to accommodate current and future BRAC related traffic, especially the high eastbound to southbound and northbound to westbound volumes. In March 2013, the Seminary Hill Association discussed the project and sent a letter to the Council opposing the project, and requested additional study over a wider area, an origin-destination study, and additional options, including a center lane on Quaker between King Street and Seminary Road. The I-395 High Occupancy Vehicle (HOV) lane is currently under construction and will be completed in Spring of 2015. During the morning peak, northbound I-395 motorists will be able to use the ramp, and in the evening, motorists on Seminary Road will be able to access the HOV lanes heading south on I-395. The ramp will not prohibit traffic from making right turns onto Seminary Road during the morning peak. City staff recommend to keep the project on the LRP list until after the I-395 HOV ramp is completed and operational, to see the impacts of traffic going to and coming from the ramp.

The Commission also discussed the feasibility of the West End Transit Shop (2015 Project rank #23) given that the City has closed the Old Town Transit Store and developed a mobile store. The intent of the project is to provide additional commute information, passes and SmartBenefits once a new West End transit center (currently in the FY2015 Capital Improvement Program) is constructed at the Landmark Mall. The Commission asked that staff develop a revised project definition that more clearly states the project purpose. This has been completed as shown in Attachment 1.

ATTACHMENTS:

- Draft 2015 LRP Project List
- Draft 2015 LRP Studies List

PROJECTS

2015 Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
1	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes	This project will construct an intermodal terminal which will be in close proximity to the Potomac Yard Metrorail station, and will be connected to it. This station will serve as the location where CCPY Transitway buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard.
2	DASH Bus expansion	This project provides for the purchase of additional buses for the DASH fleet. In 2014, DASH Comprehensive Operations Analysis was completed which serves as the basis for the planned expansion of the DASH Fleet. The findings of that analysis will determine the specific uses for the expansion vehicles, which have a 12-year life span.	DASH COA	Project	Transit	More than \$5 million	1-5 years	Not Started	No	This project was previously in the City's FY 2015 CIP. During the FY 2016-2025 budget process, the project was recommended for removal from the CIP. Therefore, the project is being moved back to the LRP.
3	Van Dorn Street bridge widening	Widening of Van Dorn Street over Duke Street to accommodate pedestrians.	Landmark/Van Dorn SAP	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes	At time of long term (Phase 2) development of Landmark Mall or Van Dorn Street reconstruction
4	Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail	Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail	Potomac Yard SAP	Project	Bicycle	\$1-5 million	5-10 years	Not Started	Yes	
5	Mt. Vernon Avenue at Russell Road	Safety improvements identified in the Arlandria Small Area Plan. The existing intersection geometry and parking configuration adjacent to the intersection creates unsafe conditions for vehicle movement as well as pedestrian and bicycle activity. The intersection accommodates a large number of bicyclists and pedestrians and has a history of pedestrian and vehicle crashes	Arlandria Plan	Project	Streets	\$1-5 million	1-5 years	Not Started	No	This project was previously in the City's FY 2015 CIP. During the FY 2016-2025 budget process, the project was recommended for removal from the CIP. Therefore, the project is being moved back to the LRP.
6	Mt. Vernon at Four Mile Road	Construct pedestrian, bicycle improvements as well as vehicular circulation improvements within the vicinity of the intersection of Mount Vernon Avenue and Four Mile Road.	Arlandria Plan	Project	Streets	Less than \$1 million	1-5 years	Not Started	No	During the 2014 LRP Update, this project was initially recommended to be moved from the prior year (2013) Programs list to the 2014 Projects list. The Commission requested that staff review additional information on the need for the project. The project was initially intended to provide better access to the park from Mt. Vernon Avenue, but the park design has been revised to allow for additional pedestrian access off of Mt. Vernon Avenue. At its Sep. 17, 2014 meeting, the Commission recommended removal of the project for 2014, but requested additional clarification on whether the Mt. Vernon Avenue at Four Mile Road project should move back to the project list in 2015. The Commission asked staff to revise the language of the project to reflect exactly what it will entail and add it to the 2015 project list list.
7	Mt. Vernon Avenue at East/West Glebe Road intersection improvements	It is recommended that traffic improvements be implemented at this intersection, including signalization, channelization for turning movements, and accommodations for pedestrians.	1992 TMP	Project	Pedestrian	Less than \$1 million	2-5 Years	Not Started	Yes	The 2013 LRP identified this as a Program. It was identified in the Arlandria Plan. This project cannot be constructed prior to redevelopment due to issues such as location of curb cuts
8	Royal Street Bikeway	Construct bicycle Improvements along Royal Street between Jones Point and Bashford Street, that may include signage, traffic calming and other measures to improve north-south bicycle travel within Old Town.	2008 TMP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	Project was recommended in the Transportation Master Plan and the Waterfront Small Area Plan.
9	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	Four Mile Run Plan	Project	Bicycle	More than \$5 million	5-10 years	Not Started	Yes	This project is identified as a demonstration project in the Four Mile Run Plan. It is currently being designed but has no construction funding identified.
10	Pedestrian improvements at King Street and waterfront area	Limit vehicular access to the unit block of King Street and the Strand, between Prince and King Streets, and potentially to the 100 block of King Street to emergency vehicles, deliveries (limited hours), motorcoaches and the King Street trolley. The Strand would also be open to vehicles accessing the parking garages and lots that have entrances on this block. In addition, enlarge the pedestrian hub at King Street and Union Street. Consider eliminating on-street parking along the unit block of King and at the immediate intersection of King and Union Street.	Waterfront SAP	Project	Pedestrian	Less than \$1 million	5-10 years	Not Started	No	
11	Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	2008 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes	The Transportation Master Plan identified three transitway corridors, including Corridor C (West End Transitway).
12*	Bradlee Transit Center	Construction of the Bradlee Transit Center. The project will provide bus facilities for a number of bus routes serving the area. The improvements will include bus shelters and enhanced service information, bus circulation, bicycle parking and transit amenities.	TDM Plan	Project	Transit	Less than \$1 million	1-5 years	Not Started	Yes	Enhanced bus shelters are being constructed in conjunction with the redevelopment of the Safeway site adjacent to the station. Enhanced pedestrian access may be needed. It is anticipated that a major facility will not be built.
12*	Van Dorn Circulator Transit Service	Provide Circulator transit service in the Van Dorn area to provide a connection between the Van Dorn Metrorail station and the Landmark Mall. The DASH route AT7 would terminate at the Van Dorn Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
12*	Eisenhower East Circulator Transit Service	Provide Circulator transit service in the Eisenhower East area to provide a connection between the King Street Metrorail station and the Eisenhower Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.

PROJECTS

2015 Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
15	Holmes Run Trail at Morgan Street	Construct a pedestrian and bicycle bridge where the Holmes Run Trail crosses Holmes Run at Morgan Street.	2008 TMP	Project	Pedestrian	\$1-5 million	1-5 years	Not Started	Yes	Recommended in 2008 Transportation Master Plan. Part of comprehensive process to upgrade the Holmes Run Trail, as shown by the completion of the Chambliss pedestrian and bicycle crossing on Holmes Run and the Holmes Run Trail at Ripley Street pedestrian and bicycle crossing under design.
16	Corridor A Circulator Transit Service	Provide scale appropriate Circulator transit service in Corridor A south of Braddock Road Metrorail station that focuses on east-west connectivity between the existing Metrorail stations and Old Town.		Project	Transit	\$1-5 million	1-5 years	Not Started	No	
17	Bicycle Parking at Waterfront	Provide additional bicycle parking on the waterfront in Oronoco Bay Park and near the foot of King Street with more racks and/or covered bicycle shelters.	Waterfront SAP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	
18	Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	Project may be dependent on redevelopment within the block / area.
19	Edsall Road Connector to Farrington Avenue and South Pickett Street	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	1992 TMP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	As development takes place in Alexandria or Fairfax County between Edsall Road and Pickett Street or along Farrington Avenue. To be further evaluated in Eisenhower West Plan.
20	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	
21	South Van Dorn Street Improvements at the City Limits	Construction of an additional lane to the southbound roadway from the Metrorail access ramp to the I-95 interchange. An additional lane should be added to the northbound roadway from the I-95 interchange to the Metro access ramp.	1992 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	No	This action will provide improved access to and from the Van Dorn Metrorail Station and the Eisenhower Valley.
22	Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	Eisenhower East SAP	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	Project to be completed as part of Hoffman warehouse parcel redevelopment.
23	West End Transit Shop Commuter Hub	Construct a new transit shop commuter hub or kiosk on the west end of Alexandria at the future West End Transit Center to support transit, alternative transportation and non-Single Occupancy Vehicle (SOV) travel	TDM Plan	Project	Transit	Less than \$1 million	5-10 years	Not Started	Yes	
24	Van Dorn at Braddock Road Intersection Improvement	Replace the shared thru/left turn lanes along NB and SB Van Dorn Street with separate left turn lanes - One left, one thru and one shared thru/right lane for both NB and SB directions. Add protected/permissive left turn phasing along NB and SB Van Dorn Street.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
25	Beauregard Street at W. Braddock Road Intersection Improvement	Change dual left to single left on westbound Braddock Road and replace the left-turn lane with a thru lane.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
26	New Road to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	
27	Clermont Interchange with I-95 and connection to Eisenhower Avenue	Study or consider this interchange and the connecting roadways that will improve access to the Cameron Valley and the Eisenhower Corridor	Eisenhower East SAP	Project	Streets	More than \$5 million	10+ years	Not Started	No	The City Council recognized the critical need for improved access to the Eisenhower Valley and requested that the State investigate a connection between I-95 (the Capital Beltway) and Eisenhower Avenue. The project will need to undergo an update of environmental analysis to determine the project viability. The Eisenhower West Transportation Study includes an update the 1993 Environmental Assessment to determine if the connector between Eisenhower Ave. and Duke Street is still needed.
28	Quaker Lane at Seminary Road/Janneys Lane Intersection Improvement	Provide dual northbound Quaker Lane left turn lanes onto Seminary Road, and provide a dedicated right turn lane for eastbound Seminary Road.		Project	Streets	\$1-5 million	1-5 years	Not Started	Yes	This intersection capacity improvement project is needed to accommodate current and future BRAC related traffic. The EB Seminary Road approach to this intersection has been a standing issue because both right turning and through traffic share a single lane. The high volume of right turning vehicles overloads this lane creating operational problems and queues. This problem is expected to worsen as BRAC becomes fully occupied and the west end further develops. In the 1990's a project was funded as part of the "Tell it To City Hall" program to address the eastbound Seminary Road problem. Due to budget cuts and other priorities this project never materialized. The northbound Quaker Lane left turn movement is very heavy and the queue of left turning traffic many times extends into the through lanes. The performance of this movement is expected to further degrade as BRAC becomes fully occupied and further development occurs in the west end of Alexandria. In March 2013, the Seminary Hill Association discussed the project and sent a letter to the Council opposing the project, and requested additional study over a wider area, an origin-destination study, and additional options, including a center lane on Quaker between King Street and Seminary Road. City staff recommend keeping the project on the list until after the I-395 HOV ramp is completed and operational, to see the impacts of traffic going to and coming from the ramp.

PROJECTS

2015 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
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Projects in red/underlined are new projects added for 2015

* *Project priorities for these projects resulted in a tied score*

City of Alexandria Long-Range Plan

June 18, 2015

DRAFT**Studies**

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
1	Pedestrian safety improvements at Route 1/Fayette Street, at Route 1/First Street, and at Braddock/Wythe/West intersections	Study should evaluate and propose improvements to pedestrian safety, accessibility and comfort for pedestrians wishing to cross the streets and to access Metro. Considerations may include, among others, traffic management, signals, new crosswalks and pedestrian refuge islands.	Braddock SAP	Study	Streets	Cost		Not Started		
2	Carpool and Car sharing Study	Establish incentives and restrictions that encourage developers to plan carpool and car sharing parking	Braddock SAP	Study	Parking			On Hold		This will be evaluated as part of a BMN Parking study
3	Study the feasibility of a pedestrian connection between the Metro station and the Northern Gateway through the Braddock Place Development	Because of the poor quality of the existing pedestrian route along the service road, a recommended route would take pedestrians through Braddock Place plaza and potentially between the Meridian apartment tower and the northernmost office building. The study must determine if the route could be made ADA-accessible, how pedestrians would move across the flow of drop-off traffic, and whether the property owner would support a public easement through an area that is currently blocked by a fence.	Braddock SAP	Study	Pedestrian			Not Started		
4	Study the feasibility of a walking route along the road parallel to the Metro embankment to also include transit and bike	If the pedestrian improvement through Braddock Place is infeasible, improvement and widening of the narrow four-foot sidewalk along the Metro embankment is warranted. Narrowing the adjacent service road from approximately 25' to 22' curb-to-curb between the Braddock Metro station and First Street should be studied.	Braddock SAP	Study	Pedestrian			On Hold	Yes	Timing dependent on availability of funds
5	Evaluate Madison, Montgomery, and Queen Streets to determine feasibility of conversion from one- to two-way streets	Evaluate Madison, Montgomery and Queen streets to determine if two-way conversion is feasible. Two-way streets would improve the environment for pedestrians and bikes, and improve residential development along Madison and Montgomery and retail space along Queen Street.	Braddock SAP	Study	Streets			Not Started		Timing dependent on availability of funds
6	Explore possibility of Montgomery Street as a transit route between the Metro station and other north-south routes	Explore the possibility of Montgomery Street as a transit route between the Braddock Metro station and other north-south routes. Although this oneway street is currently used as a DASH route, the future redevelopment of the blocks along both sides of Montgomery Street create an opportunity to redesign it as both more pedestrian- and transit friendly.	Braddock SAP	Study	Transit			Not Started		Timing dependent on availability of funds. The DASH COA recommends Montgomery Street as a portion of an Old Town Circulator, operating in the westbound direction.
7	Edsall Road from Van Dorn Street to South Pickett Street	Study this section of roadway to determine improvements for the corridor to relieve congestion at the two intersections, including consideration of a grade separation at Edsall Road and Van Dorn Street.	1992 TMP	Study	Streets			Not Started		
8	Commonwealth and Reed Avenue signal and pedestrian upgrades	Study the intersection of Commonwealth and Reed Avenue to determine the need for signalization and pedestrian upgrades.	Potomac Yard SAP	Study	Streets			Not Started		
9	Traffic Impacts Analysis in Potomac Yard	Study, develop and implement a comprehensive phased approach to address traffic impacts in neighborhoods adjacent to development and other impacted neighborhoods.	Potomac Yard SAP	Study	Streets			Not Started	Yes	
10	East-West connectivity in Potomac Yard	New east-west connectivity or comparable street, circulation, and/or transit improvements, should be explored as part of any proposed development and/or any future planning efforts for properties to the west of Route 1.	Potomac Yard SAP	Study	Streets			Not Started	Yes	

City of Alexandria Long-Range Plan*June 18, 2015***DRAFT****Studies**

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
11	Pedestrian / Bicycle connection from Potomac Yard to Mt. Vernon Trail	Explore future connection from Landbay K across the George Washington Memorial Parkway to the Mt. Vernon Trail.	Potomac Yard SAP	Study	Pedestrian			Not Started	Yes	
12	Eisenhower Valley Metro Station	Construct a new Metro station in the Eisenhower Valley (Blue Line) between King Street Station and Van Dorn station	2008 TMP	Study	Transit			Not Started		Per the TMP, any small area plan that includes land in the Eisenhower Valley and proposes an increase in density beyond what is currently approved shall provide for a City-directed study of the desirability and feasibility of the development and funding of an additional Metrorail Station. If a City-directed feasibility study concludes and City Council agrees that a new Metrorail station is viable and desirable, then any proposals to add additional density to the Eisenhower Valley sections of the above mentioned plans must include a specific plan to support the development of an additional Metrorail station on Eisenhower Avenue to serve the Valley.
13	HOV lanes	Explore opportunities to enhance the use of high-occupancy vehicle (HOV) lanes as a traffic management strategy for periods of peak travel demand. Study existing HOV travel lanes to determine if changes in their operations would improve traffic flow during peak travel periods. Evaluate opportunities for implementation of additional or expanded HOV travel lanes or reduction of existing HOV travel lanes on City streets.		Study	Streets	Less than \$1 million		Not Started	Yes	
14	Glebe Road Bridge and Four Mile Run pedestrian bridge	Conduct a study for demolishing the existing W. Glebe Road vehicular bridge over Four Mile Run and portions of W. Glebe Road, and construct a new vehicular bridge to the east (aligned with Valley Drive), and realign W. Glebe Road. A new pedestrian/bicycle bridge over Four Mile Run would be built where existing W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	This project will require substantial additional study for feasibility/need/etc. and substantial coordination with Arlington. Arlington County is currently implementing a project at the intersection of S. Glebe Road and W. Glebe Road that includes signalization, improved crosswalks and markings. In 2014, the Commission recommended this project to be moved from the projects list to the Studies category.
15	Eisenhower Avenue Metrorail Improved access	Conduct a study to determine how to implement improved pedestrian access from the north side of Eisenhower Avenue to the Eisenhower Metrorail station entrance on the south side of Eisenhower Avenue.	1992 TMP	Project	Transit	More than \$5 million	1-5 years	In Progress	Yes	Initially, this project was for an extension of the Eisenhower Metrorail station platform to the north side of Eisenhower Avenue in conjunction with adjacent redevelopment. The City has received over \$2 million in federal funding to begin to plan for the reconfiguration and expansion of the platform of this station to the north side of Eisenhower. The City estimates that over \$16 million in additional funding is needed. The City has determined that the existing platform provides adequate capacity, and the cost for extending the platform would outweigh the benefit. City Council directed staff not to pursue this project at this time. In 2014, the Commission recommended this project be moved to the Studies category.

Studies shown in red / underlined were moved in 2014 from the Projects list to the Studies list.

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 22, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #6 – ALEXANDRIA TRANSIT DEVELOPMENT PLAN

ISSUE: Update on City of Alexandria Transit Development Plan (TDP)

BACKGROUND: The Department of Rail and Public Transportation (DRPT) requires any City or transit agency providing transit service in Virginia to develop a six-year TDP. A TDP is used to help transit operators around the country improve their efficiency and effectiveness by identifying the need and required resources for modifying and enhancing services provided to the general public. These plans also provide a solid foundation for funding requests and feed directly into the programming process. An approved TDP is a prerequisite for state operating and capital assistance and applying for DRPT-funded grant opportunities.

Consultant support for the development of the City's TDP is funded and managed by DRPT staff. Transportation and Environmental Services (T&ES) – Transit Services, DASH, and Washington Metropolitan Area Transit Authority (WMATA) staff are members of the Project Management Team and have been responsible for providing data and feedback and reviewing project deliverables.

The TDP will serve as a policy document intended to guide and inform capital and operating funding decisions for all transit services that operate in the City of Alexandria, including DASH, Metrobus, Metrorail, MetroAccess, DOT Paratransit, Fairfax Connector, Virginia Railways Express (VRE), and Amtrak.

To date the project team has developed an overview of existing conditions, reviewed and provided feedback on the origin and destination patterns for trips to and from the City, and is engaged in an ongoing discussion to develop reasonable, fiscally constrained transit funding scenarios. Upon completion and approval of the TDP, the City will provide an annual update to

DRPT that will include the status of capital projects and any service enhancements that have been implemented.

The project team has provided a Draft version and summary of the TDP in advance of the July 22, 2015 Transportation Commission meeting. Feedback from the Transportation Commission will be incorporated into the Final TDP and the project team will be seeking an endorsement by the Commission prior to seeking an endorsement by both the Alexandria Transit Company Board and Council.

Alexandria Transit Development Plan
Summary

1.0 Introduction/Background

Completion of the Alexandria Transit Development Plan (TDP) is being completed based on a Virginia Department of Rail and Public Transportation (DRPT) requirement that any public transit agency receiving operating or capital assistance funds from the Commonwealth must complete a TDP every six years. The purpose of the TDP is to assist DRPT in resource planning for public transportation funding as well as ensuring that local agencies are productively utilizing state funding.

Typically the TDP covers a single transit agency but this TDP covers all public transit operators within Alexandria, given the wide range of providers within the City.

The TDP contains seven chapters, with chapters 1-3 primarily focused on current conditions for each transit operator in the City while chapters 4-7 focus on future conditions, including desired service expansions and the funding required to support expansions.

Public transportation providers covered in the TDP include:

- Alexandria Transit DASH
- City of Alexandria DOT paratransit service
- King Street Trolley
- WMATA Metrobus and Metrorail
- Virginia Railway Express

2.0 Chapter 1 – Overview of Transit System

This chapter provides a description of each public transportation provider in Alexandria. For DASH and Metrobus service, hours of service and service frequency for each route are summarized, with system maps for each provided. For DOT paratransit service, hours of service, service area, and eligibility requirements are summarized. For VRE and Metrorail, a general description of each service is provided.

3.0 Chapter 2 – Goals, Objectives, and Standards

This chapter summarizes the City's public transportation goals and objectives as well as WMATA and DASH service standards. These summaries provide an understanding of the guiding framework for public transportation in the City and thus also a framework for the City's future public transportation needs and requirements.

4.0 Chapter 3 – Service Evaluation

This chapter contains a detailed evaluation of existing service within Alexandria. Some key points identified in the analysis include:

- Peer Analysis – DASH was compared against comparable transit agencies relative to cost of service, cost effectiveness and productivity. DASH performed very well, ranking first or second in all evaluation categories relative to peers.
- Service Coverage – Nearly the entire City of Alexandria has access to a transit service, based on a ¼ mile walk shed. This coverage generally remains consistent over the entire week, including weekends.

- Hours of Service – Hours of service on DASH and Metrobus are robust and reflect the urban nature of the City. No major deficiencies with hours of service were identified.
- Service Frequency – In many instances service frequencies on both DASH and Metrobus did not meet generally accepted standards for an urban area and are not robust enough that a person could randomly arrive at a stop and be assured a bus would arrive in a reasonable amount of time.
- Transit Coverage of Major Trip Flows – A detailed analysis of potential unmet transit demand was completed in this chapter. This analysis consisted of evaluating transit coverage of major trip flows into major activity centers within Alexandria, from Alexandria to regional activity centers outside the city, and within Alexandria. The analysis showed that, overall, major trip flows to, from and within Alexandria are generally well served by transit. Of note is that the West End Transitway will serve many of the major trip generating portions of the City.

Chapter 4 – Service Expansion Projects

This chapter summarizes public transportation projects that have been identified for potential implementation within the City. Key service expansion initiatives include:

- DASH service expansion – DASH completed its Comprehensive Operations Analysis (COA) in 2014. The COA identified a range of improvements including:
 - Service and route restructuring in Old Town to create a more customer friendly route structure as well as to improve route productivity.
 - Service and route restructuring in the Van Dorn and Beauregard Corridor areas, in conjunction with the West End Transitway.
 - A new circulator in the Eisenhower East area for internal circulation as well as connections to Metrorail Stations
 - Significant improvements in service frequencies in order to make the service more convenient and to reflect the urban nature of the City
- The West End Transitway
- Potential cost-neutral service modifications on Metrobus service within the City

Chapter 5 – Operations Plan

This chapter outlines those service expansion projects identified in Chapter 4 that are proposed for implementation. Two funding scenarios for DASH, one very conservative relative to amount of funding that would be available to support expansion, and one with a little more robust growth assumptions, were utilized for this analysis.

Under the conservative assumptions, no DASH service expansion would occur. Under the more robust scenario, service frequency improvements would occur on the AT1 on both weekdays and weekends but there would be no other improvements.

On Metrobus, one potential cost-neutral service change was identified that will go to the public in September. This would involve service cuts on the 9A Line and the utilization of the savings to improve service on the 10B and 29 Lines.

DOT paratransit service is meeting all trip demand and therefore there would be no changes in DOT service levels.

Chapter 6 – Capital Improvement Program

This chapter outlines capital improvements to support existing and potential future service expansions. Key capital items include:

- Improvements to Metrorail Stations and bus stops
- Automatic Vehicle Location and additional passenger information and operations control capabilities based on the AVL foundation
- DASH fleet replacements
- DASH fleet expansion to support service expansions
- Electronic fare payment improvements
- High Capacity corridors including West End Transitway and Duke Street corridor

Chapter 7 – Financial Plan

This chapter outlines the financial plans that were used as a framework for understanding what funding would be available to support existing service and potential service expansion for each operator. This includes subsidy growth assumptions and assumptions about increases in operating expenses.

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 22, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #7 – WEST END TRANSITWAY

ISSUE: Update on the West End Transitway Alternatives Analysis and Environmental Assessment

RECOMMENDATION: That the Transportation Commission (Commission) receive the update.

DISCUSSION: The City's Transportation Master Plan, adopted by Council in 2008, identified three priority corridors that would offer high-quality, high capacity, and reliable transit service along three corridors, including: US 1 (Corridor A), Duke Street (Corridor B), and Van Dorn/Beauregard (Corridor C), now referred to as the West End Transitway.

In 2012, the City completed Transitway Corridors Feasibility Study which resulted in recommendations such as route alignment, cross-sections, methods of operation, vehicle type, land use, ridership, and early-stage cost estimates for all three corridors.

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

City Council created the West End Transitway Policy Advisory Group (PAG) to provide feedback and project guidance to City staff and the project team. All PAG meetings have been open to the public and have been the venue for public feedback and dialogue. Feedback from the PAG and the public has influenced design and operating decisions made throughout the AA / EA process.

The West End Transitway project has made significant progress since the last Transportation Commission briefing on October 14, 2014, including:

- Two Policy Advisory Group (PAG) meetings to receive input on the conceptual engineering drawings, including multi-modal facilities along the corridor such as bike facilities, methods to ensure compliance with new stormwater regulations, traffic signal operations at key intersections, parking impacts, and Transitway operations along the entire corridor;
- Extensive internal coordination between City departments as part of the conceptual engineering task including: Planning and Zoning, T&ES , and Department of Project Implementation (DPI);
- Coordination with the VA Route 7 Corridor Study being conducted by Northern Virginia Transportation Commission (NVTC) – providing data and feedback to ensure that any proposed transit improvements along the VA Route 7 corridor are complimentary to the West End Transitway and City priorities;
- Updating the Interagency Technical Advisory Committee (ITAC), composed of technical staff from local, regional, and Federal project stakeholders; and
- Coordination with the Federal Transit Authority (FTA) and State Environmental Agencies regarding the development of the EA.

On July 8, 2015, City staff and members of the Project Team met with Commission members and representatives from the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) to discuss pedestrian and bicycle safety and design concerns. The project team will incorporate the feedback received into the conceptual engineering work.

The West End Transitway Project Team continues to coordinate with all internal and external stakeholders to advance the project towards a Locally Preferred Alternative (LPA) decision by City Council in early (Winter) 2016.