



Transportation Commission

The Transportation Commission will hold a Vision Zero Subcommittee work Session at 6:00 p.m. in the City Council Work Room to discuss the Vision Zero Policy. This session is open to the public.

July 20, 2016

7:00 PM

City Hall, Council Work Room (2nd Floor)

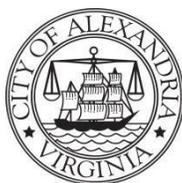
AGENDA

1. Minutes of the June 15, 2016 Meeting
2. Updates to Receive (Consent)
 - Funding Update
 - 2016 Transportation Long Range Plan
 - WMATA SAFETRACK Plan
 - Eisenhower West - Landmark Van Dorn Implementation
 - Motorcoach Task Force
 - Potomac Yard Metrorail Station
3. Commission Updates
4. SMART SCALE (House Bill 2) Grant Applications
5. Old Town North Small Area Plan Update
6. Other Business

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

Next Meeting: Wednesday, September 21, at 7:00 PM in the Council Work Room (City Hall, 2nd Floor).

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



City of Alexandria

Transportation Commission

Regular Meeting

June 15, 2016
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Chair Jerry King, Commissioner David Brown, Commissioner Ryan Jones, Vice-Chair Nathan Macek, Commissioner Christine Michaelis, and Commissioner Jake Jakubek

Commissioners Absent: Councilman Chapman, Councilman Lovain, Commissioner Stephen Klejst, and Commissioner James Lewis

Staff Present: Allan Fye – T&ES, Yon Lambert – T&ES, Raymond Mui – DASH, Patrick Reed - T&ES, Ramond Robinson – T&ES, and Carrie Sanders – T&ES

Chair Jerry King called the Transportation Commission meeting to order at 7:07pm. He thanked Commissioners for volunteering their time on the Commission.

1. **May 18, 2016 Meeting Minutes**

Chair Jerry King asked if there were any edits to the May meeting minutes. Vice Chair Macek stated he had emailed typographical edits to staff. He added that he would like to add a sentence to the King Street Metrorail Station project under “Updates to Receive.” He asked staff to amend the minutes to read “Macek reiterated that the public should have an opportunity to weigh in on plans for temporary construction staging before decisions are finalized by the City.” Commissioner Michaelis stated under the NVTVA Transaction update, she wanted to clarify that the motion she made to amend the original motion was contingent on an analysis of whether or not the Bradlee Transit Center would be removed from the Long Range Plan.

There being no additional edits, a motion to approve the minutes was made by Vice Chair Macek, seconded by Commissioner Michaelis, voted on, and unanimously approved by the Commission.

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

The Commission received Funding Updates and Project Updates on the WMATA Operating Funds priorities; Vision Zero; the Route 1 Metroway; the King Street Metrorail Station; the Eisenhower Avenue Metrorail Station; the King Street / Beaugard Street Improvement; the West End Transitway; the Motorcoach Task Force; the Old Town Area Parking Study; the Old Town North

Small Area Plan; and the I-395 Express Lanes.

Chair King inquired about bike parking design details of the Potomac Yard Metrorail station. T&ES Acting Deputy Director Carrie Sanders replied the plan has not progressed to that stage. She added it will be brought before the Commission as the design progresses.

Vice Chair Macek questioned the status of vetting plans for the interim use of the King Street Metrorail Station. T&ES Transit Services Division Chief Ramond Robinson replied that the design of the plan is currently at the 95% stage. He indicated there are no structural modifications involved and that the trees and lighting locations are being determined. He added the bid package includes a traffic plan. Ramond showed the Commissioners a draft staging plan of the site. He indicated the work will be completed in two phases. Daingerfield Road parking will be removed to locate bus bays with shelters at intervals along the street. The kiss and ride will be discontinued for the duration of construction. Bus bays will be available on King Street, including one bay for the Trolley.

T&ES Acting Deputy Director Carrie Sanders stated staff is working on Old Town North Small Area Plan's parking study. Sanders stated that from June 23-25 an Old Town North Mini-Charrette will be held at 66 Canal Center Plaza on the 2nd floor. The purpose of this mini-charrette is to develop a preliminary draft illustrative design and related draft policy narrative. The transportation study of the plan is in a later phase and is anticipated to begin during the summer. She recommended the Commission invite the Chair of the group, Maria Wasowski, to give the Commission an update at a future meeting.

Carrie reminded Commissioners that Virginia Department of Transportation (VDOT) presented the Commission with an overview of the I-395 Express Lanes project. VDOT is currently working on the project's transportation demand management and transportation study. There were public hearings last spring and a public meeting is scheduled for this fall. The Commission requested staff invite VDOT back in October to provide an update on the project.

T&ES staff Allan Fye indicated jurisdictional staff has arrived at a recommended alternative for the Envision Route 7 study. In July, the Northern Virginia Transportation Commission (NVTC) will endorse staff's recommendation to advance it for further study. It has not been determined which jurisdiction will take the lead on the project. Vice Chair Macek asked if it would be appropriate for the City to endorse staff's recommendation as it is similar to the Commission advisement to NVTC when they came before the Transportation Commission a few months prior. Commissioner Jakubek made a motion to compose a letter to NVTC indicating support of the Envision Route 7 recommended alternative. The motion was seconded by Ryan Jones, voted on and unanimously approved.

Vice Chair Macek stated Virginia Railway Express (VRE) information is missing from the City's Safe Track Plan outreach. One can transfer to Metro at any one of the VRE stations. He added the City can be a leader and provide the information about the VRE costs, how and where to purchase tickets, and VRE scheduling information relevant to Alexandria's employees and residents.

Commissioner Jones handed out the North Potomac Yard Small Area Plan presentation from June 6, 2016. He noted the alignment options for Potomac Avenue. He stated the Transportation Commission is tasked with two major transportation decisions: 1) making sure the options proposed for Potomac Avenue are compared fairly, and; 2) and the locations of the Metrorail landing and Metroway BRT loading and unloading.

Acting Deputy Director Carrie Sanders stated that as part of the Pedestrian Bicycle Master Plan Update, staff was tasked to conduct an evaluation of traffic fatalities and develop a Vision Zero program. She indicated the need for staff to work with the Commission to develop a Vision Zero subcommittee and a policy that would be adopted by City Council. Chair King and Commissioner Michaelis volunteered to be members of the subcommittee.

3. Commission Updates

Vice Chair Macek applauded the King-Beauregard Intersection Improvement Project. He announced the groundbreaking ceremony on Saturday, June 18 at 8 a.m. on the southeast corner of the intersection of King Street and N. Beauregard Street in the parking lot of the Abramson Shopping Center.

Commissioner Dave Brown shared that he represents citizens in Montgomery County on land use and zoning issues. On behalf of the citizen's against Metro's purple line, he had filed a case challenging the adequacy of the environmental impact analysis of Maryland's proposed light rail project. He compared the thought process and discussions behind the Transportation Commission's citizens' recommendations as being comparable to the values of citizens he represents. Chair King reported that he spoke to Northern Virginia Transportation Authority regarding funding for the West End Transitway and the Potomac Yard Metrorail station.

4. D.C. to Richmond High Speed Rail Project

T&ES Transit Services Division Chief Ramond Robinson gave an overview on the D.C.-to-Richmond (DC2RVA) High-Speed Rail Project. The DC2RVA project crosses a 123-mile corridor from D.C. to Richmond. It would follow the CSX rail line and be a shared freight and passenger rail corridor with Amtrak and VRE. The high speed rail would reduce travel time and improve trip times. It will be part of a five-state network of high speed rail corridor under development, stretching southward from Washington through Richmond to Raleigh, Charlotte, Atlanta and Jacksonville. The states, the Federal Railroad Administration (FRA), and the Federal Highway Administration (FHWA) jointly completed a Tier I Environmental Impact Statement (EIS) in 2002 with a final EIS expected in 2017. The project is in the process of evaluating alternatives and rail options and has moved into the Draft Environmental Impact Statement phase. The Department of Rail and Public Transportation (DRPT) is engaged in a Tier II EIS process that will evaluate the benefits, costs, and environmental effects of several possible alternatives. In the fall of 2016, DRPT staff will present the results of the Draft EIS to the Transportation Commission and hold a public hearing.

5. House Bill 2

T&ES Acting Deputy Director Carrie Sanders stated that HB2 was signed into law in 2014. It requires the Commonwealth Transportation Board (CTB) to develop and implement a measurable and clear ranking process for making funding decisions for capacity enhancing projects within the six-year improvement program. The goal of HB2 is to ensure the state invests limited tax dollars into projects that meet critical transportation needs. The first round of HB2 provided funds to projects from FY 2017 – FY 2021. The second round of HB2 seeks funding for projects for FY 2022 – FY 2023. Staff has developed the following list of projects for the second round of HB2 in order of priority and based on the guidelines and criteria outlined in the HB2 process. They are the West End Transitway - \$20,000,000; the DASH Bus and Facility Expansion – \$7,000,000; the Duke Street at Telegraph Road Ramp Widening - \$10,000,000; the Traffic Adaptive Signal Control Fiber Optic - \$7,000,000; and the Backlick Run Trail - \$3,882,000.

6. The Commission provided feedback on the proposed projects, and recommended that the Telegraph Road ramp project be removed from consideration for this particular funding source, since it is not yet included in any City transportation plans. **Transportation Improvement Program (TIP)**

Balance

T&ES acting Deputy Director Carrie Sanders stated as a result of operational efficiencies through the Washington Metropolitan Transit Authority (WMATA) State of Good Operations Report for FY 2017, there was a Transportation Improvement Program (TIP) balance of \$566,000. City Council had requested that staff work with the Transportation Commission to identify project funding priorities to expend this balance. Staff proposes to use the \$566,000 TIP balance to support the proposed National Harbor/MGM NH-2 pilot service by WMATA. If the National Harbor/MGM Grand NH-2 is approved, the pilot WMATA service would operate from October 2016 to June 2017. The proposed pilot would operate from 6:00am to 1:00am weekdays and weekends. Buses would run in each direction every 30 minutes, connecting Huntington and King Street Metrorail stations in Virginia with the Oxon Hill Park-and-Ride, MGM Hotel, and downtown National Harbor in Maryland. Vice Chair Macek made a motion to recommend City Council support the development of the NH-2 Metro bus route to National Harbor Maryland connecting Huntington Metro, King Street Metro, National Harbor, MGM Casino and the Oxon Hill Park and Ride lot with consideration that the route be revisited to optimize connections between King Street Metro and National Harbor and the MGM Casino instead of initially linking to the Park and Ride lot. His motion also recommended that Council's recommendation for the use of the TIP funds be contingent on developer contributions from the Peterson Group. The motion was seconded by Commissioner Michaelis, voted on and unanimously approved.

7. **2016 Transportation Long Range Plan (LRP)**

T&ES staff Patrick Reed reviewed the draft Transportation Commission ranking scores of the 2016 LRP project list. It was decided finalizing the screening of the projects could take place at the July meeting. He announced the Mt. Vernon Avenue and Braddock Road intersection improvement projects were added to the list based on consolidation of the 2015 projects. He reported there are 14 new projects from recently approved plans which had an effect on the rankings. After discussions, the Commission directed staff to demonstrate a revised scoring methodology and switch the order of the Route 1 Intersection Improvements project with the Commonwealth Avenue Non-motorized bridge project. The Commission agreed to finalize the screening of projects at the July meeting.

8. **Other Business**

An email will be sent to Commissioners to take a poll on availability for the July meeting to ensure a quorum.

Vice Chair Macek announced he will be resigning from the Transportation Commission after the July meeting. City Council has appointed him to the Waterfront Commission.

Commissioner Jakubek made a motion to adjourn the meeting. This motion was seconded by Commissioner Michaelis, voted on and unanimously approved by the Commission.

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 20, 2016

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 Metropolitan Area Transit Authority (WMATA)

Beginning in Fall 2016, the City will be working with WMATA and regional funding partners to develop a six-year Capital Funding Agreement (CFA). The CFA is a multi-year agreement to fund the capital needs for Metrorail, Metrobus, and MetroAccess. The current CFA expires in June 2017.

In June, the WMATA Finance Committee approved the initiation of a pilot bus service between the King Street Metro and the National Harbor. Funding for this service will be provided by the jurisdictions served and private developers. City Council passed a resolution on June 28, 2016 to pay Alexandria's share of the expenses in FY2017. This service is slated to begin in October 2016.

Northern Virginia Transportation Authority (NVTA)

The City submitted two applications for FY17 funds: \$66M for the Potomac Yard Metrorail station and \$7M for the West End Transitway. On July 14 the NVTA Board approved the final FY17 funding program, which includes twelve projects in Northern Virginia. The approved program provides \$66M for the Potomac Yard Metrorail station, but did not provide any funding for the West End Transitway. The reasoning for NVTA's selection of the projects include HB599 and NVTA project scores, congestion relative to cost, public comments, qualitative considerations, geographic diversity, and jurisdictional equity.

Northern Virginia Transportation Commission (NVTC)

At the July 2016 meeting, the Commission voted unanimously to endorse the staff recommendation for the Envision 7 project – Bus rapid Transit (BRT) from Tysons to the Mark Center via the East Falls Church Metrorail station. Project next steps include identifying funding to perform Conceptual Engineering work and continue coordination with corridor

jurisdictions. The Envision 7 project is an opportunity to leverage the City's investment in the West End Transitway and to support the growing network of high capacity transit services in Northern Virginia.

FAST Lane

On July 8, Governor McAuliffe announced that the Commonwealth was awarded \$165 million to fund several Atlantic Gateway projects along the I-95 / I 395 corridor. The grant leverages public and private sector investments and will fund rail, road, technology, and transit projects. Projects within the City include additional track connecting Alexandria to the Long Bridge, rail operational improvements that will enhance VRE service and providing safety and capacity improvements on I-395. Staff will continue to coordinate with Commonwealth staff as these projects advance. (<https://www.washingtonpost.com/news/dr-gridlock/wp/2016/07/08/what-to-expect-from-virginias-atlantic-gateway-projects/>)

The National Park Service (NPS) also received \$90 million for improvements to the Memorial Bridge, an important transportation link between Northern Virginia and the District of Columbia.

Background: The City's transportation program has many sources of funding from federal, state, regional, and local sources. City staff coordinates regularly with representatives from each agency listed above to discuss funding opportunities from state and regional sources and the City's funding obligations for WMATA.

B. TRANSPORTATION LONG RANGE PLAN

At the June 15, 2016 Transportation Commission meeting, the Commission recommended that two projects be swapped in their order, including Route 1 intersection improvements, and the Commonwealth Avenue non-motorized bridge. Attachment 1 is a revised priority ranking with these changes. In addition, one of the Commission members asked if staff could prepare a revised scoring methodology. The original scoring methodology—which has been used in previous years—summed the commissioners' scores to create a composite score for each project, and then ranked these composite scores. The requested revised methodology ranks each commissioner's individual score, creating a set of project rankings for each commissioner. The rank of each project is then determined by summing the ranks (not the scores) of each commissioner. The revised methodology resulted in similar project rankings, with an average difference (shift up or down in rank) of 1.79. Attachment 2 provides a comparison between the original rankings and revised rankings. To be consistent with previous years, the City will use the previous year's ranking system and input from June's meeting to establish project priority.

Background: Each year, the Transportation Commission provides input on an update to the City's Long Range Plan. The Long Range Plan is a financially-unconstrained list of capital improvement projects that have no dedicated funding source but have been recommended by City master plans, small area plans, or Task Force efforts. Should funding become available, the City will use this plan to inform its decisions on project priority.

C. WMATA SAFETRACK PLAN

The City has engaged in an extensive outreach and communications program in

coordination with WMATA and Arlington County, including regular eNews, social media, and website updates. Additional Metrobus, DASH, and ART (Arlington County's transit system) service was provided to supplement the rail shuttle service used to bridge each rail closure.

WMATA will provide a complete report of the activities completed during Surges #3 and #4. Staff will continue to work with WMATA and DASH to plan for later surges that will impact the City. The next surge is scheduled for August 20 to September 5, 2016.

Background: SafeTrack is an initiative of the Washington Metropolitan Area Transit Authority (WMATA), which operates the Metrorail, Metrobus, and MetroAccess system in the District of Columbia, Maryland, and Virginia. The focus of SafeTrack is a work plan to address safety recommendations and rehabilitate the Metrorail system to improve safety and reliability. SafeTrack accelerates three years' worth of track work into less than a year, mostly from June 2016 through March 2017. As a result, the plan significantly expands maintenance time on weeknights, weekends and midday hours. A key element of SafeTrack is that the entire Metrorail system will close at midnight, seven days a week. For more information, please visit: <https://www.alexandriava.gov/SafeTrack>

D. EISENHOWER WEST - LANDMARK VAN DORN IMPLEMENTATION

The Ad Hoc Advisory Group will hold its first meeting on September 13, 2016 (location TBD). Staff is currently developing the scope of work for the infrastructure plan. The Infrastructure Plan Concept Design Phase will require a full survey, utility investigation, right of way, geotechnical report and a 20 percent roadway concept plan for the required streets. In addition, staff is in the procurement process for the air quality analysis related to concerns regarding the future construction of tall buildings near the Covanta facility. This modeling exercise will provide more specific height and dispersion areas and, in coordination with Covanta, identify potential mitigation strategies to reduce impacts or constraints.

Background: In order to achieve the vision for the area encompassed by the Eisenhower West Small Area Plan and Landmark/Van Dorn Corridor Plan, a number of studies and analyses are needed to initiate implementation. On March 29, 2016 the City Council established an Ad Hoc Eisenhower West/Landmark Van Dorn Implementation Advisory Group. The mission of this group is to provide guidance to staff on the infrastructure and funding plans and related follow-up studies.

E. MOTORCOACH TASK FORCE

The Motorcoach Task Force held its third meeting on July 11, 2016. At this meeting, Task Force members reviewed and discussed the viability of four different enforcement policies, reviewed demand at existing loading locations, and reviewed the vehicular parking data for potential future motorcoach loading locations. The four enforcement policies discussed included 1) a continuation of the ambassador program; 2) changes to Call.Click.Connect that will allow staff to collect and monitor motorcoach issues; 3) updates to the City ordinance to bring allowed idling time and fine amounts into alignment with State regulations, and; 4) formal quarterly outreach to operators and school systems that make use of the City's existing motorcoach facilities.

During its third meeting, the Task Force agreed to a revised schedule, which potentially adds a fifth meeting to its workplan. The fourth meeting will be devoted to discussions of pricing and management strategies, and the fifth meeting will be devoted to voting on draft recommendations for both locations and policies if they cannot be done during the fourth meeting.

Background: Due to pending development along the Waterfront and within Old Town, the City faces the loss of all three of its current short-term motorcoach parking locations (15 spaces total), as well as the loss of space used for unloading and loading on the Strand where queuing occurs during the peak season. This loss necessitated a re-examination of motorcoach parking and loading/unloading spaces. The Ad Hoc Motorcoach Task Force, which operated 2004-2005 and 2008-2010, will provide input to staff regarding future short-term parking and loading/unloading locations. More information is available at <https://www.alexandriava.gov/MotorcoachTaskForce>

F. POTOMAC YARD METRORAIL STATION

On June 16, City Council unanimously approved the Development Special Use Permits, Master Plan Amendment, and Map Amendment (rezoning) necessary for the station to move forward.

The review period for the Final Environmental Impact Statement (EIS) ended on July 11, 2016. Now that the review period has ended, the National Park Service (NPS) and the Federal Transit Administration (FTA) may each prepare and issue a Record of Decision (ROD). These documents are expected in the next several months. WMATA will advertise the design-build contract following issuance of the NPS ROD.

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

ATTACHMENTS

Attachment 1 – 2016 Long Range Plan Revised Project Priorities

Attachment 2 – 2016 Long Range Plan Revised Scoring Methodology

City of Alexandria 2016 Long-Range Plan: Transportation Commission Draft Prioritization

June 21, 2016

PROJECTS

Proj No	2016 Rank No.	Name	Description	TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	T.C. AVG	STD. DEV.	HIGH	LOW
P-2	1	Van Dorn Street bridge widening	Widening of Van Dorn Street over Duke Street to accommodate pedestrians.	58	56	47	50	51	48	52	45	58		51.7	4.8	58	45
P-1	2	DASH Bus expansion	This project provides for the purchase of additional buses for the DASH fleet, <u>and expansion of the DASH Maintenance facility to accommodate the additional buses.</u> 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.	58	60	48	44	51	45	55	43	60		51.6	6.9	60	43
P-7	3	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.	58	49	48	45	56	50	52	44	60		51.3	5.6	60	44
P-22	4	<u>King St (Quaker Lane to N. Hampton) Sidewalk</u>	<u>Construct 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.</u>	45	59	48	54	55	50	49	48	53		51.2	4.4	59	45
P-8	5	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.	58	49	46	44	56	48	51	44	60		50.7	6.0	60	44
P-25	6	<u>Seminary Road From Quaker Lane to Ft. Williams Pkwy Safety Improvements</u>	<u>Construct new sidewalk along the north side of Seminary Road where missing, and other pedestrian safety improvements. Provides connectivity to the Episcopal High School, and to the Virginia Theological Seminary</u>	46	60	44	49	57	43	48	49	58		50.4	6.3	60	43
P-10	7	Corridor A Circulator Transit Service	Provide scale appropriate Circulator transit service in Corridor A south of Braddock Road Metrorail station that focuses on east-west connectivity between the existing Metrorail stations and Old Town.	58	38	47	48	56	47	52	44	58		49.8	6.8	58	38
P-26	8	<u>Seminary Road from N Van Dorn St to Quaker Lane bicycle facility</u>	<u>Construct an enhanced bicycle corridor (Specific facility type to be determined through further study) to provide improved east-west connectivity and linkage with the existing bike lane on Janneys Lane.</u>	43	59	42	51	58	44	48	41	60		49.6	7.7	60	41
P-24	9	<u>N. Jordan St from Howard St to Seminary Road Sidewalk</u>	<u>Construct 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.</u>	45	59	44	49	52	43	49	48	54		49.2	5.1	59	43
P-21	10	<u>Route 1 Intersection Improvements</u>	<u>Intersections improvements along Route 1, including Route 1 at E. Reed (Modify WB lanes from an exclusive left turn lane and shared thru-right lane to exclusive left, thru and right lanes), Custis (Modify EB/WB from shared left, thru, right lanes to exclusive left turn lanes and shared thru/right lanes). Add an actuated pedestrian signal and crosswalk at Route 1 and Fannon Street. Add a new signal at Route 1 and Montrose, and make safety improvements at Montrose/Ashby / E. Glebe Road.</u>	49	48	43	48	54	46	46	41	60		48.3	5.7	60	41

City of Alexandria 2016 Long-Range Plan: Transportation Commission Draft Prioritization

June 21, 2016

PROJECTS

Proj No	2016 Rank No.	Name	Description	TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	T.C. AVG	STD. DEV.	HIGH	LOW
P-3	11	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.	38	60	48	54	53	47	48	32	60		48.9	9.3	60	32
P-16	12	Mt. Vernon Avenue Intersection Improvements (Consolidated 15-5, 15-6, 15-7)	Intersection improvements along Mt. Vernon Avenue at Russell Road, Four Mile Road, and E./W. Glebe Road. Improvements would be made to improve pedestrian and bicycle safety, and vehicular circulation.	47	48	50	49	46	46	49	45	59		48.8	4.2	59	45
P-5	13*	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.	54	60	48	50	43	46	50	28	59		48.7	9.6	60	28
P-23	13*	Van Dorn St (Kenmore to Braddock Rd) Sidewalk	Construct new sidewalk along the west side of Van Dorn Street. This project improves pedestrian safety and connectivity in west Alexandria.	45	59	43	50	49	42	49	48	53		48.7	5.2	59	42
P-4	15	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	41	60	47	48	51	48	50	41	56		49.1	6.2	60	41
P-27	16	Madison Street Bike facility	This project 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.	42	60	42	52	46	44	51	37	58		48.0	7.8	60	37
P-19	17	Eisenhower Avenue Enhanced Transit Service	Provide enhanced transit service along Eisenhower Avenue between the Van Dorn Metrorail station and Eisenhower Ave. Metrorail station, including 15 min peak headway and 30 min offpeak headway; Would require two new buses, new shelters, Transit Signal Priority, real time information.	53	36	51	42	52	41	51	44	58		47.6	7.1	58	36
P-9	18*	Holmes Run Trail at Morgan Street	Construct a pedestrian and bicycle bridge where the Holmes Run Trail crosses Holmes Run at Morgan Street.	40	60	42	48	42	45	49	39	55		46.7	7.1	60	39
P-20	18*	Non-motorized bridge over Backlick Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	40	60	41	50	50	43	47	41	48		46.7	6.4	60	40
P-28	20	Holmes Run Trail on south side of Holmes Run from Ripley St to N. Pickett St.	Construct a new trail along the south side of Holmes Run to provide improved connectivity of the existing trail system.	39	36	42	53	52	46	45	39	58		45.6	7.4	58	36
P-6	21	Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	55	36	46	41	32	50	52	34	60		45.1	9.9	60	32

City of Alexandria 2016 Long-Range Plan: Transportation Commission Draft Prioritization

June 21, 2016

PROJECTS

Proj No	2016 Rank No.	Name	Description	TC 1	TC 2	TC 3	TC 4	TC 5	TC 6	TC 7	TC 8	TC 9	TC 10	T.C. AVG	STD. DEV.	HIGH	LOW
P-11	22	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 (<u>Coordinate with the Fitzgerald Square improvements</u>).	36	60	41	45	34	45	50	34	57		44.7	9.6	60	34
P-29	23	<u>Commonwealth Ave. Green Street</u>	<u>Move the Commonwealth Ave. turnabout to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.</u>	39	42	40	36	46	44	36	37	56		41.8	6.4	56	36
P-12	24	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.	38	48	40	36	45	41	45	40	28		40.1	5.9	48	28
P-17	25	<u>Braddock Road Intersection Improvements (Consolidated 15-24, 15-25)</u>	<u>Intersection improvement at Braddock Road and Van Dorn Street (Replace the shared thru/left turn lanes along NB and SB Van Dorn St with separate left, thru, thru/right lanes, and protected permissive left turn phasing along NB and SB Van Dorn), and intersection improvement at Braddock Road and Beauregard Street (Change WB Braddock dual left to a single left, and thru lanes)</u>	47	22	35	37	53	40	41	41	34		38.9	8.7	53	22
P-18	26	<u>S. Van Dorn Intersection Improvements</u>	<u>Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.</u>	47	22	42	40	39	43	43	41	31		38.7	7.6	47	22
P-13	27	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center	44	36	35	36	47	40	45	39	24		38.4	6.9	47	24
P-14	28	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	34	12	37	26	56	42	41	39	26		34.8	12.4	56	12
P-15	29	Quaker Lane at Seminary Road/Janney's Lane Intersection Improvement	Provide dual northbound Quaker left turn lanes onto Seminary Road, and provide a dedicated right turn lane for eastbound Seminary Road.	38	24	31	28	12	43	38	41	26		31.2	9.9	43	12

Projects in red/underlined are new projects added for 2016

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

City of Alexandria 2016 Long-Range Plan: Transportation Commission Draft Prioritization - Revised Methodology

June 28, 2016

PROJECTS			REVISED RANKING METHODOLOGY STATS					ORIGINAL SCORING STATS				COMPARISON TABLE		
Proj No	Name	Project Type	AVG RANK	SUM	STD. DEV.	HIGH	LOW	T.C. AVG	STD. DEV.	HIGH	LOW	ORIGINAL RANK	REVISED RANK	DELTA
P-2	Van Dorn Street bridge widening	Pedestrian	7.1	64	4.8	1.0	14	51.7	4.8	58	45	1	2	1
P-1	DASH Bus expansion	Transit	7.1	64	7.1	1.0	19	51.6	6.9	60	43	2	2	0
P-7	Van Dorn Circulator Transit Service	Transit	5.6	50	6.2	1.0	17	51.3	5.6	60	44	3	1	2
P-22	King St (Quaker Lane to N. Hampton) Sidewalk	Pedestrian	7.9	71	6.9	1.0	21	51.2	4.4	59	45	4	5	1
P-8	Eisenhower East Circulator Transit Service	Transit	7.4	67	6.3	1.0	19	50.7	6.0	60	44	5	4	1
P-25	Seminary Road From Quaker Lane to Ft. Williams Pkwy Safety Improvements	Pedestrian	9.6	86	6.8	1.0	19	50.4	6.3	60	43	6	7	1
P-10	Corridor A Circulator Transit Service	Transit	8.0	72	6.2	1.0	21	49.8	6.8	58	38	7	6	1
P-26	Seminary Road from N Van Dorn St to Quaker Lane bicycle facility	Bicycle	10.8	97	6.9	1.0	18	49.6	7.7	60	41	8	11	3
P-24	N. Jordan St from Howard St to Seminary Road Sidewalk	Pedestrian	12.3	111	5.3	2.0	20	49.2	5.1	59	43	9	14	5
P-4	Commonwealth Avenue nonmotorized bridge	Pedestrian & Bicycle	10.9	98	6.1	1.0	20	49.1	6.2	60	41	10	12	2
P-3	Royal Street Bikeway	Bicycle	10.2	92	10.6	1.0	28	48.9	9.3	60	32	11	8	3
P-16	Mt. Vernon Avenue Intersection Improvements (Consolidated 15-5, 15-6, 15-7)	Pedestrian, Bicycle & Vehicular	10.3	93	5.5	2.0	20	48.8	4.2	59	45	12	9	3

City of Alexandria 2016 Long-Range Plan: Transportation Commission Draft Prioritization - Revised Methodology

June 28, 2016

PROJECTS			REVISED RANKING METHODOLOGY STATS					ORIGINAL SCORING STATS				COMPARISON TABLE		
Proj No	Name	Project Type	AVG RANK	SUM	STD. DEV.	HIGH	LOW	T.C. AVG	STD. DEV.	HIGH	LOW	ORIGINAL RANK	REVISED RANK	DELTA
P-5	Pedestrian improvements at King Street and waterfront area	Pedestrian	10.7	96	9.4	1.0	29	48.7	9.6	60	28	13	10	3
P-23	Van Dorn St (Kenmore to Braddock Rd) Sidewalk	Pedestrian	13.6	122	7.0	2.0	24	48.7	5.2	59	42	13	18	5
P-21	Route 1 Intersection Improvements	Vehicular & Pedestrian	11.7	105	5.8	1.0	21	48.3	5.7	60	41	15	13	2
P-27	Madison Street Bike facility	Bicycle	13.0	117	8.0	1.0	24	48.0	7.8	60	37	16	16	0
P-19	Eisenhower Avenue Enhanced Transit Service	Transit	12.4	112	8.5	1.0	26	47.6	7.1	58	36	17	15	2
P-9	Holmes Run Trail at Morgan Street	Pedestrian & Bicycle	15.7	141	7.0	1.0	25	46.7	7.1	60	39	18	20	2
P-20	Non-motorized bridge over Backlick Run	Pedestrian & Bicycle	15.7	141	7.7	1.0	23	46.7	6.4	60	40	18	20	2
P-28	Holmes Run Trail on south side of Holmes Run from Ripley St to N. Pickett St.	Pedestrian & Bicycle	15.2	137	7.2	3.0	23	45.6	7.4	58	36	20	19	1
P-6	Sanger Avenue Bridge	Transit, Bicycle & Pedestrian	13.2	119	11.3	1.0	28	45.1	9.9	60	32	21	17	4
P-11	Bicycle Parking at Waterfront	Bicycle	17.7	159	9.1	1.0	28	44.7	9.6	60	34	22	22	0

City of Alexandria 2016 Long-Range Plan: Transportation Commission Draft Prioritization - Revised Methodology

June 28, 2016

PROJECTS			REVISED RANKING METHODOLOGY STATS					ORIGINAL SCORING STATS				COMPARISON TABLE		
Proj No	Name	Project Type	AVG RANK	SUM	STD. DEV.	HIGH	LOW	T.C. AVG	STD. DEV.	HIGH	LOW	ORIGINAL RANK	REVISED RANK	DELTA
P-29	<u>Commonwealth Ave. Green Street</u>	<u>Vehicular & Pedestrian</u>	22.0	198	4.1	16.0	29	41.8	6.4	56	36	23	25	2
P-12	Edsall Road Connector to Farrington Avenue and South Pickett Street	Vehicular	23.0	207	3.2	17.0	26	40.1	5.9	48	28	24	26	2
P-17	<u>Braddock Road Intersection Improvements (Consolidated 15-24, 15-25)</u>	<u>Vehicular</u>	20.8	187	8.0	9.0	28	38.9	8.7	53	22	25	24	1
P-18	<u>S. Van Dorn Intersection Improvements</u>	<u>Vehicular</u>	20.4	184	6.3	10.0	27	38.7	7.6	47	22	26	23	3
P-13	I-395 access to West End Town Center	Vehicular	23.2	209	4.2	17.0	29	38.4	6.9	47	24	27	27	0
P-14	Clermont Interchange with I-95 and connection to Eisenhower Avenue	Vehicular	23.7	213	8.3	3.0	29	34.8	12.4	56	12	28	28	0
P-15	Quaker Lane at Seminary Road/Janney's Lane Intersection Improvement	Vehicular	24.8	223	5.7	12.0	29	31.2	9.9	43	12	29	29	0

Projects in red/underlined are new projects added for 2015

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

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 20, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #4 – SMART SCALE GRANT PROJECTS

ISSUE: Review of draft projects proposed to be submitted to the Virginia Department of Transportation (VDOT) and Department of Rail and Public Transit (DRPT) for FY 2022-FY 2023 SMART SCALE Funding (formerly House Bill Two [HB2] Funding).

RECOMMENDATION: That the Transportation Commission endorse the following projects (projects would be submitted individually and prioritized in the following order):

- 1) West End Transitway - \$20,000,000
- 2) DASH Bus and Facility Expansion – \$7,000,000
- 3) Traffic Adaptive Signal Control Fiber-Optic - \$7,000,000
- 4) Backlick Run Trail - \$3,882,000
- 5) Van Dorn Multi-Modal Bridge - \$10,000,000

BACKGROUND: In 2014, HB2 was signed into law, and in June 2016, the program was renamed SMART SCALE. SMART stands for System Management Allocation of Resources for Transportation and SCALE stands for the six road project scoring attributes: Safety, Congestion mitigation, Accessibility, Land use, Environmental and economic development. SMART SCALE requires the Commonwealth Transportation Board (CTB) to develop and implement a quantifiable and transparent prioritization process for making funding decisions for capacity enhancing projects within the six-year improvement program. The goal of SMART SCALE is to ensure the state invests limited tax dollars into projects that meet critical transportation needs. At their meeting on June 14, 2016, the CTB approved the FY 2017-2022 Six-Year Improvement Program (SYIP). The \$14.6 billion SYIP includes \$1.6 billion for 163 SMART SCALE projects across the Commonwealth. All 163 projects in the program are fully funded, including details for design, right-of-way, and construction. As part of this allocation, the City received \$5,295,000 in SMART SCALE funding for the Old Cameron Run Trail, \$7,000,000 for the citywide Traffic Adaptive Signal Control project, and \$1,000,000 for the Broadband Link for West Eisenhower Ave project.

The second round of SMART SCALE will be for projects seeking funding for FY 2022 – FY 2023. The application period will open on August 1, 2016 and all applications will be due by September 30, 2016. After applications are submitted, staff from VDOT and DRPT will screen candidate

projects to determine if they qualify to be scored. Selected projects will be scored in the fall and winter 2016. In January 2017, a list of all submitted projects and their scores will be submitted to the CTB and will be posted on-line. In April or May 2017, the draft Six Year Plan will be released by the CTB, followed by public hearings and a public comment period to gather input. The CTB is expected to make its final decision on which projects to fund through the second round of SMART SCALE in June 2017.

The following factors will be used to score submitted projects: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use. Different weights will be assigned to such factors based on a project's location within a region of the state. Within Northern Virginia, congestion mitigation is the highest weighted factor at 45%; land use at 20%; accessibility at 15%; environmental quality at 10%; economic development at 5%; and safety at 5%.

DISCUSSION: Staff has developed the following list of projects, in order of priority, based on the guidelines and criteria outlined in the SMART SCALE process. Staff would like the Transportation Commission's endorsement of the following project list:

- West End Transitway - \$20,000,000 – Will provide permanent Transitway improvements through Southern Towers and transit center enhancements.
- DASH Bus and Facility Expansion – \$7,000,000 - DASH bus fleet expansion and facility expansion to accommodate increased bus fleet, provide expanded services on existing routes and new services on new/restructured routes.
- Traffic Adaptive Signal Control Fiber Optic - \$7,000,000 - Project will improve traffic flow through the City of Alexandria by implementing a traffic signal system that can optimize traffic signal operation based on the actual traffic flow in real-time.
- Backlick Run Trail - \$3,882,000 - Extend the existing Backlick Run Trail to the west along the north side of Backlick Run to the Alexandria / Fairfax County line. This project is recommended in the Eisenhower West Small Area Plan, and is also a priority trail project in the Pedestrian and Bicycle chapter of the Transportation Master Plan. This project is partially funded in the FY16-25 Capital Improvement Program (CIP) budget.
- Van Dorn Metro Multi-Modal Bridge - \$10,000,000 – This project is for a bridge connection between the Van Dorn Metrorail station and S. Pickett Street. The bridge will accommodate bicycles, pedestrians, high capacity transit (as part of the future West End Transitway), and potentially motor vehicles. This project was initially identified in the Landmark / Van Dorn Corridor Plan, and further studied and recommended in the Eisenhower West Small Area Plan. The project is partially funded in the City's FY16-25 CIP budget. The requested budget would be used for design and right-of-way acquisition.

After receiving feedback from the Commission regarding potential Smart Scale projects, the Telegraph Road ramp project was removed from consideration for this particular funding source and since it is not yet included in any City transportation plans. Based on additional discussion, the project would likely not meet the project-readiness requirement at this time.

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 20, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – OLD TOWN NORTH SMALL AREA PLAN UPDATE

ISSUE: Receive an update on the Old Town North Small Area Plan Update.

RECOMMENDATION: That the Transportation Commission receive the update on the Old Town North Small Area Plan Update.

BACKGROUND: The current Old Town North Small Area Plan was adopted in 1992. The planning effort to update this small area plan began in September 2015 with the appointment of an Advisory Group and is anticipated to conclude in January 2017 with the Plan's adoption. As part of this process, a week-long charrette was held in November 2016 to identify issues, needs, and ideas for a broad range of categories including transportation, housing, land use, and open space. The transportation analysis for this update will be conducted in three phases over the planning period. The first phase of analysis was conducted in spring 2016 and included a preliminary examination of the potential two-way conversion of Madison and Montgomery Streets, identifying potential railbanking needs and considerations of the Norfolk Southern rail spur, streetscape improvement needs, street connectivity options, and considerations for transit in the area. The second phase of analysis was conducted in spring/summer 2016 and included a parking study to determine the existing parking utilization (on-street and certain off-street locations) in the Old Town North area, and preliminary recommendations. The third phase of analysis, to be conducted in fall 2016, is a more detailed transportation study that identifies the traffic impacts associated with the proposed land use changes. The third phase will include recommendations related to streets, non-motorized improvements, transit improvements and parking. A mini-charrette occurred from June 23-25, which was used to begin developing small area plan recommendations based on the community input received to date. The recommendations will be used as inputs for scenarios in the larger transportation study (Phase 3).

For more information, please visit: <http://www.alexandriava.gov/86032>

DISCUSSION: Staff has completed the Phase 1 and Phase 2 transportation analysis, which has been presented to the Advisory Committee. A summary of some of the key results from these phases follows below:

Madison / Montgomery Two-Way Conversion (Phase 1)

The Transportation Long Range Plan (LRP) includes a study to evaluate the conversion of Madison and Montgomery Streets from one-way to two-way operation. In addition, because Montgomery Street is proposed as a commercial/retail corridor, a two-way operation has been recommended as being vital to the success of the retail corridor. Converting the streets would require new or modified traffic signals and conduits, new four-way stop configurations, potential utility impacts, and intersection improvements such as at Washington Street and Montgomery that could include a potential southbound left turn and/or westbound left turn. The traffic study in Phase 3 will include more in-depth analysis of the needs and traffic impacts.

Madison Street was recommended in the Pedestrian and Bicycle Master Plan as an enhanced bicycle facility. The potential conversion for Madison Street would need to be coordinated with the development of the enhanced bicycle corridor to determine impacts and potential design solutions, and will also be analyzed in the traffic study. Transit would continue to operate on Madison and Montgomery as it does now with any possible conversions.

Streetscape Improvements / Royal Street Neighborhood Bikeway (Phase 1)

Staff have been developing preliminary streetscape improvements for the study area that include possible improvements such as wider sidewalks, bulb-outs, landscaping, trees and stormwater management improvements. The recently approved Pedestrian and Bicycle Master Plan recommends a neighborhood bikeway on Royal Street to connect the north and south ends of the Mt. Vernon Trail. This bikeway would function as an additional north-south route, parallel to Union Street, through Old Town. The neighborhood bikeway would create a more direct and comfortable route for bicyclists using tools such as traffic calming measures, signage, pedestrian improvements, and streetscape improvements.

Norfolk Southern Rail Spur / Railbanking (Phase 1)

The existing rail spur that connects from the mainline through Old Town North to Pendleton Street is owned by Norfolk Southern. Staff has been evaluating options to use the spur for other uses, such as a linear park and improved non-motorized facility, or for transit. One option involves the railbanking process. Railbanking is a federal program where the rail right of way is preserved and kept intact as a rail corridor in case rail service needs to be reinstated in the future. In the interim the land can be used by a public agency or non-profit for a public use such as a trail. In general, the likelihood of restarting rail service is typically very small. Many public trails, including the Capital Crescent Trail in DC are the result of the railbanking process. Staff has had preliminary discussions with Norfolk Southern about using the railbanking process for the rail corridor and Norfolk Southern indicated they do not see a need to continue this segment in the future. However, they would like to preserve an active status of the line to accommodate work related to decommissioning the NRG site, including demolition, remediation, and redevelopment.

Transit Considerations (Phase 1)

During the charrette process, citizens suggested the consideration of the Norfolk Southern rail spur for high capacity transit, such as a streetcar, light rail, or Bus Rapid Transit (BRT). If the City were to construct these types of transit options, the City would be required to purchase the rail right-of-way, rather than pursue rail banking due to the heavy investment required of such systems. Staff have conducted a preliminary evaluation for using the right of way for a potential street car, light rail, or BRT. Staff have concluded that it is not feasible to use the right-of-way for this type of transit for a number of reasons: 1) it would be challenging to connect to either the Braddock Road

or future Potomac Yard metrorail stations; 2) it is unlikely that a high capacity transit along this corridor would generate enough ridership due to the adjacent land uses and density; and 3) the project would likely lack competitiveness for federal funding due to the cost to benefit ratio among other federal criteria. Instead, staff recommends using the existing street grid, and future streets within the NRG site, to improve transit service and connectivity to metrorail stations. This recommendation does not preclude longer term use of the spur/right-of-way for a transit service should the right-of-way be fully purchased.

Parking Study (Phase 2)

The parking study (Phase 2 analysis) for Old Town North is complete. Data was collected during May, and the consultant is in the process of preparing summary and preliminary recommendations. The study collected occupancy data for on-street parking on all the streets in the planning area and eight off-street parking locations. The observed peak for on-street parking was 72% occupied, which occurred on a weekday evening. The Friday evening and Saturday peaks were 52% and 67%, respectively. While this indicates there is available parking within the entire study area, the study noted several blocks with parking occupancies above 85%. Many of these were blocks around the retail uses, of which many are currently unrestricted parking. With regard to off-street parking, the peak occupancy for each of the eight garages that were surveyed was well below 85%, indicating there is a substantial amount of vacant parking in these garages. The consultant's recommendations will address implementing shared parking and new meter or time restricted on-street parking locations.

Phase 3 – Transportation Study

The City staff has worked with the Advisory Committee to identify future development sites, including the NRG site, land uses and densities, the Plan's street network, and population and employment projections. The proposed development, street layout, and population and employment projections will be used in Phase 3 for the transportation study's 2040 build scenario. The City is in the process of selecting a consultant for the transportation study, and anticipates to begin Phase 3 in summer 2016. Phase 3 is expected to be completed by late 2016. The 2040 Build scenario will be compared with existing conditions, and a 2040 baseline scenario, which only assumes current planned and programmed improvements and developments. The transportation study will also conduct additional analysis for the two-way conversion of Madison-Montgomery, non-motorized connections and impacts, parking needs, and additional mitigation measures.