



Transportation Commission

September 16, 2015

6:00 PM

City Hall, Council Work Room (2nd Floor)

AGENDA

1. Minutes of the July 15, 2015 Meeting
2. Updates to Receive (Consent)
 - Funding Update
 - Potomac Yard Metrorail Station
 - Eisenhower West Transportation Study
 - Pedestrian and Bicycle Master Plan Update
 - Route 7 at I-395 (VDOT Project)
 - Complete Streets Update
 - Ferry Study
 - King Street Metrorail Station
3. Commission Updates
4. Other Business
5. HB 2 Grant Applications
6. Transportation Improvement Program (TIP) Balance Project Funding
7. Proposed WMATA Bus Service Changes – **Public Hearing**
8. Old Town Area Parking Study - **Public Hearing**
9. Oakville Triangle / Route 1 Corridor Plan - **Public Hearing**
10. NVTA Call for 70% Regional Projects – **Public Hearing**

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, October 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

July 22, 2015
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Nathan Macek, Christine Michaelis, Annika Moman, Jake Jakubek, Stephen Klejst, Jerry King, James Lewis, Nathan Macek and Maria Wasowski

Commissioners Excused: Councilman Lovain, Scott Anderson, Maria Wasowski

Commissioners Absent: Mayor William Euille

Staff Present: Karen Callaham – T&ES, Ramond Robinson – T&ES, Sandra Marks – T&ES, Steve Sindiong - T&ES, Allan Fye – T&ES, Brandi Collins – P&Z, Bernard Caton – CMO

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

1. June 17, 2015 Meeting Minutes

Chair Nathan Macek called the meeting to order. He asked if there were any updates or changes to the June 17, 2015 minutes. He stated he submitted typographical edits in advance of the meeting. There being no additional edits, Commissioner King made a motion to approve the minutes, which was seconded by Commissioner Moman. The Commission unanimously approved the motion.

2. Updates To Receive (Consent Items)

The Commission received updates on the funding of various ongoing projects including the Pedestrian and Bicycle Master Plan Update, the Eisenhower West Transportation Study, and the Old Town Area Parking Study. Commissioner Macek had requested a chart of grant funding projects and asked staff to orient the Commissioners about the chart. Staff Sandra Marks responded that the chart incorporates the Six-Year Improvement Program (SYIP), which contains funded transportation projects proposed for development or study over the next six years, Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Surface Transportation Program (RSTP) projects that the Commission recommends to Council, and any additional grants. Commissioner Macek requested that the chart be updated for the September meeting to reflect not only SYIP, CMAQ and RSTP funds, but all of the different funds obtained from the State, such as Rideshare. Commissioner Macek wanted confirmation on public outreach planned for the Pedestrian and Bicycle Master Plan Update. Staff Steve Sindiong reported that in August, outreach will be performed at the Old Town Farmer's

Market, West End Farmers Market, and the First Thursday event in Del Ray. Additionally, the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee will meet on August 12. Mr. Sindiong stated that the Commission will be updated on the planned outreach at the Commission's September 16 meeting. He added that there will be a public meeting on September 24, 2015. Commissioner Macek reported that the Old Town Area Parking Study (OTAPS) Work Group will be meeting on August 11, 2015 to determine the priority of the Work Group's recommendations. He added that the strategies of the group encourage people to use long term parking in garages, quick turnover parking at meters in commercial areas, and make space available for residents to park in their neighborhoods.

3. Commission Updates

There were no updates offered by the Commissioners.

4. 2016 General Assembly Session – Legislative Proposals

The City's Legislative Director, Bernard Caton, gave a brief update on the Legislative Proposals process for the upcoming General Assembly session. He stated the process begins annually in May with a memo inviting suggestions from all Boards, Commissions, Councils, and Departments. Suggestions are compiled in a draft legislative package, which is presented to Council for their consideration. Afterwards City Council holds a public hearing on the proposed Legislative Package in November prior to its adoption. . The last time that the Transportation Commission recommended legislative proposals was in September 2013. The Commission decided to re-endorse the three 2013 proposals and add a proposal to recommend prioritization criteria for House Bill 2 projects based on the City's vision and emphasis for transit and multi-modal mobility. Commissioner King made a motion that staff prepares a letter detailing the Transportation Commission's recommendations for the City's 2016 Legislative Package. The motion was seconded by Jake Jakubek, voted on, and unanimously approved.

5. 2015 Transportation Long Range Plan (LRP) - Public Hearing

T&ES staff member Steve Sindiong reminded the Commission that the LRP is a list of unconstrained projects and/or studies that do not have any funding. In April, staff provided the Commission with an overview on the LRP process. In May, the LRP Subcommittee reviewed and updated the prioritization criteria and added safety as a criteria. Afterwards, Commissioners individually scored the projects. At the June 17 meeting, an overview was provided of the Commissioners rankings, and the Commission provided additional input. The Commission discussed the revised project priorities. Commissioner Michaelis noted that there are safety issues along Seminary Road and on Quaker Lane. She requested that the Seminary at Janney's Lane project have additional language to include safety needs for pedestrians and bicyclists, and that in the meantime, the City continue to look at short term safety improvements through the Complete Streets program.

Following the Commission discussion, a public hearing was opened. Mr. Dino Drudi of 315 N. West Street stated the Old Town Transit Store should not have been allowed to close. He stated he has to go to Arlington County to upload his employer transit benefits. He suggested that Commuter Direct, which is run by Arlington County, be allowed to take over the Old Town Transit store. The hearing was closed, and Commissioner King made a motion to approve the LRP as prioritized by the Commission and work with staff to develop additional safety improvement projects in the vicinity of Quaker Lane-Seminary Road. In addition, staff should work to find a location for the sale of rail fare media in the vicinity of King Street Station. The motion was seconded by James Lewis, voted on, and unanimously approved

6. Alexandria Transit Development Plan – Public Hearing

T&ES staff member Ramond Robinson gave an update on the Alexandria Transit Development Plan (TDP). He stated the City's consultant, who is funded and managed by the Department of Rail and Public Transportation (DRPT), gave an overview of Alexandria's TDP plan at the June 17 Commission meeting. An approved six-year TDP plan is required by DRPT to apply for DRPT-funding opportunities and State operating and capital assistance. It is also a requirement for any City or transit agency providing all transit services that operate in Virginia. The TDP plan will help transit operators improve efficiency and effectiveness by identifying needs and required resources. An overview of the plan was given to the Commissioners: the draft plan was presented and a detailed summary of each chapter was provided. The TDP project team has recommended implementing the West End Transitway and Potomac Yard Metro CIP projects, continuing to search for new funding opportunities, and as funding becomes available, implementing service enhancements that are detailed within the TDP. Feedback from the Transportation Commission will be incorporated into the final TDP plan and the project team will seek an endorsement from the Commission prior to seeking an endorsement from the Alexandria Transit Company Board and City Council.

After the presentation, the Chair opened the Public Hearing. There being no comments during the Public Hearing, the Commissioners voiced their questions, opinions and concerns. Chair Macek requested to see more detailed information on WMATA route 9A service changes and its impact to Hunting Towers. In addition, he suggested that the 2.4% inflation rate per year assumed in the TDP may be understating the likely growth cost, and suggested that a longer period of time be used for analysis. Commissioner Klejst made a motion to endorse the TDP as presented with a follow-up by staff on comments provided. There being no objections, the motion was seconded by Commissioner Jakubek, voted on, and unanimously approved.

7. West End Transitway Alternatives Analysis / Environmental Assessment (AA/EA)

T&ES staff member Allan Fye stated the overall purpose of the West End Transitway project is to provide an attractive alternative to the private automobile, thereby minimizing traffic congestion. The project also seeks to offer a simple route structure, improved travel speed, frequent all-day service using quality facilities, and many other non-transit improvements.

Mr. Fye introduced Mr. David Whyte of Kimley-Horn and Mr. Jason Mumford of AECOM as part of the West End Transitway AA/EA project team. Mr. Mumford gave an update stating that City Council made high capacity transit corridors a priority in the Strategic Plan in 2010. The AA / EA began in 2013 and is still underway. It examines a range of transit alternatives and documents the effect of each alternative on humans and the natural environment. Mr. Mumford additionally detailed the benefits of each of the build alternatives. Mr. Whyte added that the implementation project team is at a stage where a policy decision—choosing the preferred alternative—has to be made by the City. He added an approved environmental document is also necessary, and that decision is made by the Federal Transit Administration (FTA) in cooperation with other supporting agencies. The goal of the project is to connect the Pentagon, Shirlington Transit Center, Mark Center, Landmark Mall and Van Dorn Metrorail station. The project has established two route service patterns that will be refined. One route pattern connects Van Dorn Metrorail to the Pentagon via Shirlington Transit Center. The other route is faster, connecting Van Dorn Metrorail station to the Pentagon via the Mark Center and I-395 HOV lanes. Mr. Whyte indicated the project group had received feedback about bike and pedestrian safety concerns along Van Dorn Street. As a result, the multi-use path design was

modified at intersections to improve safety and visibility, and the project group is in the process of making relevant changes to the conceptual engineering documents. He stated that the project group is documenting all of the different concerns of City departments, citizens, the FTA, and Board and Commission members heard during meetings for consideration when the project arrives at those phases of the design. Mr. Whyte added that the project is still in the implementation stage and that the current work underway is not at a stage that will result in a final engineering design, operating plan, phasing plan, or financial plan. Mr. Whyte indicated that the project group has addressed the recommendations of the Transitway Corridor Feasibility Study related to Corridor C. Out of that study, alternative D (Bus Rapid Transit) is the preferred alternative for Corridor C. He gave a list of technical work items that require completion, as well as planned upcoming community outreach initiatives.

8. Other Business

Chair Macek requested that future minutes denote which Commissioners were excused, and which were unexcused. He also reminded the Commission that there will not be a meeting in August, and the next meeting will be on September 16, 2015.

A motion was made by Commissioner Jakubek to adjourn the meeting, and was seconded Commissioner King. There being no objection, the meeting was adjourned at 9:20 p.m.

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 16, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 - CONSIDERATION OF HOUSE BILL TWO GRANT APPLICATIONS

ISSUE: Consideration of Grant Applications to the Virginia Department of Transportation (VDOT) and Department of Rail and Public Transit (DRPT) for Transportation Projects eligible Under House Bill Two (HB2).

RECOMMENDATION: That the Transportation Commission:

1. Approve submission of \$16.3 million in HB2 transportation grant applications to VDOT and DRPT for the following projects (projects would be submitted individually and prioritized in the following order):
 - a. \$1.8 million for DASH technology;
 - b. \$1 million for broadband communications infrastructure associated with the Transportation Security Administration site;
 - c. \$7 million for adaptive traffic signal controls;
 - d. \$6 million for Old Cameron Run Trail; and,
 - e. \$500,000 for the Farrington Connector Feasibility Study

BACKGROUND: In 2014, HB2 was signed into law. The law 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 HB2 is to ensure the state invests limited tax dollars into projects that meet critical transportation needs. For FY 2017 through FY 2022, there is \$500 million available for high priority projects statewide, and \$100 million available for the Northern Virginia District.

Over the summer, staff from VDOT and DRPT developed and refined an application process for HB2 grants. The process was completed in July and the application period for projects opened August 1 with all applications due by September 30, 2015. 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 2015. In January 2016, a list of all submitted projects and their scores will be submitted to the CTB, posted on-line, and will be

available for public comment.

In April 2016, the draft Six Year Plan will be released by the CTB, followed by public hearings to gather input. The CTB is expected to make its final decision on which projects to fund through HB2 by July 2016. It has not been determined yet whether the HB2 project application and evaluation process will be conducted annually or biannually, however, the CTB is considering a biannual solicitation.

The CTB will use the following factors to score submitted projects: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use. The Board will assign different weights 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 HB2 process. The prioritized project list includes:

1. DASH Technology: \$1,829,000 requested for a DASH smart yard bus tracking system, computer automated dispatch and automated vehicle location system, automatic voice annunciators, and automated passenger counting systems for DASH buses.
2. Broadband Communications Link for Transportation Security Administration Site: \$1 million requested to help mitigate the impacts of the proposed Transportation Security Administration (TSA) development on Eisenhower Avenue. The new TSA site will require the installation of two new traffic signals which would be provided by the developer. However, additional communications infrastructure is needed to connect these new signals with the City's existing traffic signal system. This project would install the following:
 - a. Communications conduit and fiber optic cable between Van Dorn Street and Clermont Avenue;
 - b. Traffic cameras at key locations along Eisenhower Avenue to monitor TSA traffic; and,
 - c. Communication network infrastructure to connect the new and existing traffic signals and provide synchronization along Eisenhower Avenue to mitigate the impacts of TSA related traffic.
3. Traffic Adaptive Signal Control: \$7 million requested to reduce congestion on the City of Alexandria's transportation network by continuously optimizing traffic signal operation. The current traffic signal control system utilizes 30-year-old control technology and is not capable of adapting to changing conditions that occur on an almost daily basis. This project would:
 - a. Upgrade the central control hardware and software for 250 traffic signals;
 - b. Upgrade the traffic signal controllers in the field;
 - c. Install vehicle sensing technology and cameras;
 - d. Utilize technology to track traffic conditions and collect historical trends; and

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 16, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, DEPUTY DIRECTOR, and T&ES

SUBJECT: AGENDA ITEM #6 - FY 2016 REPROGRAMMING OF TRANSPORTATION IMPROVEMENT PROGRAM FUND BALANCE OF \$930,000

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

RECOMMENDATION: That the Transportation Commission (Commission) recommends the following priorities to Council for the TIP balance:

1. \$200,000 for Sidewalk Capital Maintenance
2. \$500,000 for the Holmes Run Greenway to supplement the VDOT grant for construction
3. \$230,000 for King/Beauregard Intersection Project

DISCUSSION: City Council (Council) approved the FY 2016 Budget on May 7, 2015. In developing the FY 2016 budget, WMATA's operating and capital programs put significant pressure on City funding sources, and in particular, its transportation sources. Due to uncertainty in the level of funding that would be required for WMATA, staff initially budgeted conservatively. This resulted in a fund balance of \$930,000 in the FY 2016 budget adopted by Council. Prior to adoption of the budget, Council directed staff to work with the Commission and Council in the fall to identify potential transportation projects that could be funded with the \$930,000 remaining in the TIP.

The TIP fund balance will allow us to fund smaller-scale projects and initiatives. Staff continues to explore additional funding sources to fill in the funding gap created by the increased WMATA funding demand (Attachment 1). Staff is pursuing HB2 funding for more significant transit and multimodal projects, roadway projects, including DASH technology requests shared with the Transportation Commission in the spring (Attachment 2).

Because this funding is for projects with 2016 implementation, the funding priorities were selected based on immediate fiscal year 2016 needs and time sensitive grant requirements tied to project grant funding. In addition, some projects, such as the DASH Bus Expansion, require funding beyond the \$930,000 TIP balance to expand DASH. Capital Bikeshare was not considered for this funding because the FY 2016 budget fully funded this project for fiscal year 2016, though there are operating funding needs for this project beginning in fiscal year 2017,

which will be proposed in the FY 2017 budget.

Proposed Priorities

Sidewalk Capital Maintenance: By federal law, the City is required to make sidewalks and adjacent curb ramps accessible when doing any alterations (i.e. repaving) to the streets. Thus, the sidewalk maintenance account must be funded proportionate to the street resurfacing budget, which has grown in recent years. The current City sidewalk operating budget does not provide funding sufficient to reconstruct accessible concrete or brick sidewalks, so this project provides funding to supplement the on-going repairs with reconstruction funding. Adding funding to this project also furthers the Complete Streets Program and Complete Streets Policy by providing safer walkways for street users.

Holmes Run Greenway: This project involves the construction of significant upgrades to existing facilities along the Holmes Run Greenway, running north from North Ripley Street to the point beneath Interstate 395. The existing facilities currently provide access under Interstate 395 and Van Dorn Street via a tunnel, underpass, fair weather crossing and concrete trail system built into the concrete sidewall embankments lining the flood channel of Holmes Run. The trail is currently in very poor condition, is poorly lit, and has slippery and unsafe conditions for users.

In last year's budget, the project scope was scaled back from \$6.5 million to \$4.4 million. As the project approaches the final design phase, construction estimates for the scaled back project have come in higher than initially projected. Additional funding allocated from the TIP balance will allow the City to construct this project. It is critical that this project be completed or there is risk that the City will lose VDOT funding.

King/Beauregard Intersection Project: This project creates a multi-modal environment, enhances safety for pedestrians and motorists, and provides for traffic flow improvements at King Street and Beauregard Street. The project will add an additional left turn lane in each direction on King Street, medians, and a 10' shared use path on portions of King Street. The improvements will increase capacity and safety through the corridor.

Once completed, this project will provide for a safer intersection, with additional transportation infrastructure for bicyclists and pedestrians, furthering the City's Complete Streets Policy and Program. Completion of this project will also help mitigate some of the BRAC- 133 impacts. It is critical that this project be completed or there is risk that the City will lose VDOT funding. The construction budget is \$7.6 million. The project is being constructed in two phases. Phase I is estimated at \$1.5 million and will be constructed in the spring of 2016. Phase II is in final design and the construction is estimated at \$6.1 million. The additional funding is to ensure we have enough funding to construct the Phase II improvements. Recent construction estimates have come in higher than projected and this additional funding will allow us to construct this project.

ATTACHMENTS:

Attachment 1: March 18, 2015 Transportation Commission CIP Agenda Item

Attachment 2: June 22, 2015 Letter from Transportation Commission to Alexandria Transit Company Board Chair

- e. Use adaptive signal control to improve transit operations.
- 4. Old Cameron Run Trail: \$6 million requested to increase pedestrian and bicycle connectivity in an area of the City where new development and population growth is occurring. The project would construct a shared-use path between Eisenhower Avenue near Telegraph Road to on-road bicycle facilities that link to the Mount Vernon Trail, addressing a major gap in the City's trail system.
- 5. Farrington Connector Feasibility Study: \$500,000 requested to evaluate the feasibility of the extension of Farrington Avenue in the Eisenhower West Planning Area. The study would assess how this connection would serve future development in the Eisenhower West area, provide increase connectivity, relieve congestion on Van Dorn Street, and increase efficiency of the West End Transitway on Van Dorn Street.

MEMORANDUM

DATE: MARCH 18, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #3 - FY 2016 – FY 2025 TRANSPORTATION BUDGET

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

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

BACKGROUND: Each year the City Manager presents a proposed City Budget to the City Council for consideration and action. As part of the budget process, a ten-year Capital Improvement Program (CIP) is developed, programming funding for major capital projects in the City. Funding for the CIP comes from the City’s general fund, grants and other non-City sources of funding including developer contributions. The City Manager presented the proposed FY 2016-2025 budget to City Council on March 3, and the entire document is posted to the City website here: <http://alexandriava.gov/Budget>. The FY 2016- FY 2025 Transportation and Transit Summary is in Attachment 1 and is also posted to the City website here: http://alexandriava.gov/uploadedFiles/budget/info/budget2016/11_Transportation_Summary_Proposed.pdf.

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

DISCUSSION: Because revenues are projected to come in lower than expected, and WMATA’s operating and capital programs are putting significant pressure on City funding sources, and transportation sources in particular, the transportation budget focuses on maintenance of infrastructure and existing services and defers and reduces some capital projects in order to reach target funding. A description of the projects that have been reduced, deferred, or eliminated is in Attachment 2. The significant changes being considered in the proposed budget are outlined below.

Operating:

- Operating funding to expand Capital Bikeshare was eliminated in the proposed FY 2016 budget, total of \$3,394,983
- DASH operating subsidy increased by \$88,000 in the FY 2016 (proposed)
- DASH operations funding for expanded service was reduced by \$14,098,006 , severely reducing expansion of DASH routes
- Potomac Yard Principal Planner capitalized from the Potomac Yard Capital project, reducing the Potomac Yard capital project budget in FY 2016
- The Complete Streets Principal Planner and Complete Streets Coordinator capitalized from the Complete Streets capital project, reducing the Complete Streets capital project budget in FY 2016 (proposed)
- Capital:
 - DASH expansion buses were eliminated in the FY 2016 budget (proposed), total of \$13,650,000
 - Mt. Vernon Avenue/Russell Road Intersection project was eliminated at \$1,250,000
 - Old Cameron Run Trail project was reduced by \$1,405,000
 - Backlick Run Multi-Use Path was reduced by \$1,090,000
 - WMATA capital program was increased by \$59,150,000

Upcoming meetings:

March 23, 2015 CIP Worksession

April 9, 2015 City Council Public Hearing on FY2016 Budget (Livable, Green & Prospering Focus Area)

May 7, 2015 Final Budget Adoption

ATTACHMENTS: FY 2016 - FY 2025 Transportation and Transit Summary
Projects Descriptions for Projects Deferred, Reduced or Eliminated



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Phone: 703.746.4025

www.alexandriava.gov

Mr. Paul Abramson, Chair of Board of Directors
Alexandria Transit Company
3000 Business Center Drive
Alexandria, VA 22314

June 22, 2015

Re: Transportation Improvement Program (TIP) Candidate projects

Dear Mr. Abramson:

At the Transportation Commission meeting held on June 17, 2015, staff provided the priorities recommended by the Alexandria Transit Company (ATC) Board of Directors for technology capital projects to be potentially funded by the City's Transportation Improvement Program (TIP), which was approved by Council on May 7, 2015.

The Transportation Commission will be having a joint meeting with the City Council in the fall to discuss and identify priorities for funding transportation projects within the TIP. Prior to that meeting, city staff will be working with the Commission to identify other potential transportation projects. The Commission will review both the DASH prioritized list along with other transportation projects, and will discuss these projects at the joint Council / Transportation Commission meeting.

The Commission appreciates the work conducted by the ATC Board of Directors in identifying and prioritizing these projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Nathan M. Macek". The signature is stylized and cursive.

Nathan M. Macek
Chair, Alexandria Transportation Commission

Cc: Sandy Modell, General Manager, Alexandria Transit Company

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 16, 2015

TO: TRANSPORTATION COMMISSION

FROM: TRANSPORTATION AND ENVIRONMENTAL SERVICES

SUBJECT: AGENDA ITEM #7 - WMATA'S PROPOSED STATE OF GOOD OPERATIONS CHANGES

ISSUE: Consideration of WMATA's State of Good Operations (SOGO) service change proposals which would affect residents of the City of Alexandria.

RECOMMENDATION: That the Transportation Commission:

- (1) Receive information about the proposed WMATA SOGO bus service changes
- (2) Provide comments regarding these service changes.

BACKGROUND: WMATA annually reviews all of its bus services to determine if there are ways to reallocate resources in a budget neutral manner to give better bus service in areas where it is needed and to trim services in areas where it is not. WMATA is currently in the process of soliciting opinions about bus services changes which may go into effect in 2016. WMATA is initiating a number of direct communications with patrons who will be affected by these changes such as pop-up meetings at major transit stops, rider interviews on services, public hearings, and web surveys. The following is a detailed description of each change:

Route 9A is proposed for elimination. This is an all-day service which connects the Pentagon with Huntington Metrorail station with a routing that uses Eads Street, Jefferson-Davis Highway, Powhatan Street, Washington Street, Gibbon Street, Route 1, and Huntington Avenue. This service has generally had fairly low ridership. Metroway, 10A, and 10B, and DASH Route AT2 provide good bus service in most of the areas served by this route. By eliminating this route some of its resources can be transferred to a redesigned Route 10A. The concern of City staff is that more information is needed regarding the number of riders potentially affected by this change, and that WMATA will not be providing any service on Jefferson Davis Highway, north of East Glebe Road, and will stop providing service on Powhatan Avenue.

Route 10A is proposed for service changes. Currently this route travels from the Pentagon to Hunting Towers by Eads Street, Army-Navy Drive, Joyce Street, 15th Street, Eads St. 23rd St. Mt. Vernon Avenue, Pendleton Street, and Washington Street. This service will use its current alignment, but an extension will be made to the Huntington Metro using Gibbon, Route 1, and

Huntington Avenue. WMATA is proposing to increase the service on Route 10B to compensate for the loss of 10A service to Hunting Towers.

Routes 10R and 10S are proposed for elimination. This route serves as extension of some formerly 10A trips from the Pentagon to Rosslyn. This was done to provide an alternative transit option from the Route 1 and Mt. Vernon corridors to the Rosslyn-Ballston corridor. This service does not appear to be used very well.

Route 21A and Route 21D service changes are proposed. Currently these routes are peak-only express routes which provide express transit service from the area of Alexandria south of Duke Street and west of S. Reynolds. It is a reimbursable route which means that Alexandria pays the entire cost of the route. WMATA has a proposal to modify this route so that it would serve the Bren Mar Park area of Fairfax County, allowing WMATA to eliminate Routes 18E and 18F. The City of Alexandria and WMATA are evaluating concepts of the route, which could result in reduced costs for the city.

Routes 7A, 7H, 7X and 7Y late night service reductions are proposed. Portions of Route 7H in Fairfax County will be eliminated, while 7X service will actually be increased in Alexandria. Several options are posed for Route 7Y to make it faster. One option is to eliminate service between 18th and I St. NW and the Convention Center, The second option is to bypass the Pentagon. The third option to us the 14th Street Bridge, to DC rather than the Roosevelt Bridge.

Route 28X truncation is proposed. Currently it is a limited stop, peak hour only service from Tysons Corner to the Mark Center. The Department of Defense has been providing much of the funding for this service, and has told WMATA that they may not be able to provide the current level of funding in the future. One option is to decrease headways to every 30 minutes from the existing 15 minutes. Another would start the service at the East Falls Church Metro station and use Roosevelt Boulevard, Route 7, George Mason Drive, and Seminary Road to get to the Mark Center.

Route 10B and 29N service increase is proposed. The SOGO proposal calls for 10B services to operate every 15 minutes, rather than every 30 minutes during the peak hour, to compensate for the loss of service to Hunting Towers. Route 29N is proposed to operate every 30 minutes, rather than every 60 minutes on Saturday and Sunday.

Route 5A elimination is proposed. The final SOGO proposal which would affect Alexandrians, even though the service is not in Alexandria is eliminating Route 5A. This route provides express service from L'Enfant Plaza in the District of Columbia, Rosslyn, in Arlington County, and Dulles Airport.

The next steps of the SOGO process are to continue to have jurisdictional meetings throughout September/ October 2015.

- WMATA staff will share feedback with jurisdictions regarding proposed changes - October 2015.
- WMATA Staff will prepare a docket for the Board approval based on jurisdictional

feedback and concurrence - November/December 2015

- WMATA will share the board approved changes in Spring 2016 and implement in Summer 2016

For more information regarding the SOGO changes please see the links below:

<http://www.wmata.com/bus/BetterBus.cfm>

<http://www.wmata.com/bus/VAMapsTranslations.pdf>

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 16, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

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

SUBJECT: AGENDA ITEM #8 – OLD TOWN AREA PARKING STUDY

ISSUE: The purpose of this memo is to provide an update on the recommendations of the Old Town Area Parking Study (OTAPS) Work Group.

RECOMMENDATION: That the Transportation Commission receive an update on recommendations made by the OTAPS Work Group and hold a public hearing on the OTAPS Work Group recommendations.

BACKGROUND: One of the recommendations of the 2012 Work Group was to monitor on-street and off-street parking to determine areas that have exceeded the 85% parking occupancy threshold. In the fall of 2014, the City collected this data and the OTAPS Work Group was reconvened in early 2015 to review updated parking occupancy data in the Old Town and develop recommendations related to metered parking and residential permit parking in the study area. The Work Group met monthly from January 2015 through August 2015.

DISCUSSION: Over the past eight months, the Work Group has discussed a variety of tools that could be used to address parking issues within the study area. The 2015 Work Group identified the following goals for improving parking management in the study area:

- Encourage short-term visitors to park in metered areas rather than residential blocks;
- Encourage long-term visitors to use transit and park in off-street garages and surface lots;
- Preserve parking on residential blocks for residents and guests;
- Encourage compliance at meters and in residential parking districts.

Attachment 1 provides a summary of the tools discussed that are related to each parking management goal and the various options that could be used to implement each specific tool. Staff noted both the majority and minority positions expressed by Work Group members in the summary, as well any formal motions that were made during the meetings.

ATTACHMENTS:

Attachment 1: 2015 OTAPS Work Group Recommendations (dated August 13, 2015)

2015 OTAPS Work Group Recommendations

Parking Management Goal	#	Parking Management Tool Considered by OTAPS Work Group	2015 OTAPS Work Group Recommendation (Majority)	Minority Comments	Notes	FY 2017 Budget Impact
Encourage short term visitors to park in metered areas rather than residential blocks	1	Maximum Time Limit for Meters	(1) Extend maximum time limit for meters <u>west</u> of Alfred Street from 2 to 3 hours* (OTAPS WG motion - 4/29) (2) Extend maximum time limit for meters <u>east</u> of Alfred Street from 2 to 3 hours.		Part 1 of this recommendation as already been implemented.	Low
	2	End Time for Meters	(1) End meter times at 7 pm for meters <u>west</u> of Alfred Street (OTAPS WG motion - 4/29) (2) No change to the end time for meters <u>east</u> of Alfred Street.	Two WG members were not supportive of ending meters times at 7 pm for any location in the study area since this would decrease turnover in the evening.		High
	3	Ticket fees	Reduce the ticket fees for meter violations, but maintain the current fee for residential parking violations.		New tool discussed 6/24/15	Medium
	4	Meter rates	No change to the meter rates recommended.		New tool discussed 6/24/15	N/A
Encourage long term visitors to use transit and park in off-street garages and surface lots	5	Garage/Surface Lot Pricing and Payment	(1) Adjust the pricing of the City garages and surface lots to be less than the cost of parking at a meter. (2) Reduce the rates at City garage and surface lots on weekends and evenings. (3) Make City owned surface lots available for long term parking and coordinate the hours of operation with the meters hours. (4) Coordinate operations, maintenance, and policies of facilities between City departments.			High
	6	Wayfinding	(1) Provide/promote digital wayfinding with parking garage information through mobile apps and websites and maintain a current City parking map. (2) Direct staff to add additional parking wayfinding signage consistent with the City's Wayfinding Plan guidelines. (3) Explore adding appropriate real-time information for garage signs.			High
	7	Information and Marketing	Direct staff to work with Visit Alexandria and AEDP to provide better marketing of transit and parking options available in the City, including the City's Pay by Phone feature.			Low
	8	Employee Parking and Transit Programs	(1) Provide more off-street parking options for City employees on the waitlist by increasing the number of monthly garage spaces in City garages or applying the City's garage subsidy to private garages. (2) Direct staff to help facilitate coordination with private garage owners for garage spaces and promoting transit programs for private employers.	Some WG members did not support subsidizing employee parking. Some WG members supported increasing transit benefits, although the majority did not think the cost would create a significant change in behavior for employees.		Medium to High
	9	Transit Service	(1) Explore adding morning trolley hours and reducing headways. (2) Optimize DASH routes operating in Old Town. (3) Optimize transit fare policy in Old Town with consideration of a fare free transit zone.		New tool discussed 8/13/15	Low
Preserve parking on residential blocks for residents and guests	10	Pay by Phone Payment in Residential Areas	Implement a pilot program for adding a pay-by-phone payment requirement for residential blocks following public engagement with the residents of the proposed blocks. The pay-by-phone payment requirement would not apply to residents of the district where that block is located nor would apply to those resident's guests.	One WG member supported a staff initiated pilot program because they felt it could be more successful and provide data needed to encourage other blocks to apply this tool.	Many WG members supported the use of this tool, but felt it was appropriate to ensure the process for the pilot program was initiated by residents.	Low
	11	Resident Only Parking	Do not implement resident only parking.	Some WG members supported this recommendation as a way to ensure parking for residents.		N/A
	12	Restrictions on New Development	No universal restriction be placed on the availability of residential parking permits in new residential developments in districts 1-5 and each DSUP be considered on its own merits with respect to the issuance of residential parking permits. (OTAPS WG motion 5/27)	Some WG members did not support this recommendation since they felt it was not responsive to the City Council's request for guidance, was not equitable to residents of new developments, and changed the existing practice of allowing residents of new developments to be eligible for residential parking permits.		Low
	13	Limit Residential Parking Permits	Do not limit the number of residential parking permits.	Two WG members were supportive of limiting the number of residential parking permits.		N/A
	14	Residential Parking Permit Fees	Maintain the current residential parking permit fees for the first and second vehicle registered to a household but increase the fee for any additional vehicles.	Two WG members were concerned about this recommendation as they saw the increase in permit fees as a financial burden on households with three or more registered vehicles		Low
	15	Time limits for residential permit parking districts	Amend the City Code to allow one hour parking as an option for residents to request through the residential permit parking district process.	Some WG members were concerned about use of this tool without clear criteria for when and where to allow it. Widespread implementation of one-hour time limits on residential blockfaces could create additional parking issues by severely limiting parking options for visitors requiring one to two hours of parking.	If this tool was approved, it would still require residents to initiate the request and review by the TPB. As part of that review, staff would evaluate whether the location and occupancy trends warranted shorter time period.	Low
	16	Adjust district boundaries	Reexamine current district boundaries to determine if a smaller district adjacent to King Street would be appropriate.		New tool discussed 6/24/15	Low
	17	Staff initiated process for amending/changing residential permit parking districts	No change to the process for amending/creating residential permit parking districts	One WG member felt a staff initiated process -- in parallel to the existing resident-initiated process -- would allow for more consistent parking regulations block-to-block that would be less confusing to residents and visitors alike.	New tool discussed 6/24/15	N/A
Encourage compliance at meters and in residential parking districts	18	Enforcement	(1) Increase funding to modernize citation/enforcement equipment (2) Increase funding to support additional PEOs (3) Reinstate the adjudication process (OTAPS WG motion 5/27)			High

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 16, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

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

SUBJECT: AGENDA ITEM #9 – OAKVILLE TRIANGLE/ROUTE 1 CORRIDOR PLAN

ISSUE: Update on the Oakville Triangle/Route 1 Corridor Plan

RECOMMENDATION: That the Transportation Commission receive an update on the Oakville Triangle/Route 1 Corridor Plan (Plan), hold a public hearing, review the Plan for consistency with the Transportation Master Plan, and endorse the Plan.

BACKGROUND: City Council directed staff to begin a planning effort that includes Oakville Triangle and adjacent properties as well as the Route 1 corridor north and south of the site. A community Advisory Group was established to assist in developing Plan principles for the site regarding potential land uses, open space, sustainability, transportation and connectivity, and potential community benefits, among other topics.

The Plan establishes a long-term (20 year) vision and framework for the planning area. It addresses future infrastructure, land uses, open space and affordable housing, and is intended to guide public and private investment. The Plan enables connections between people and their jobs, the urban and natural environment, and the planned Potomac Yard Metrorail station. It builds on the strengths of the planning area, the industrial heritage, the character of the adjoining neighborhoods, the transitway and Metrorail station, and the planned and existing uses within Potomac Yard. In addition to setting a framework for the type, scale, and compatibility of anticipated development, the long-term vision for the area also establishes a plan for amenities and improvements.

The Plan will review features such as streetscaping, undergrounding of utilities, and potential redevelopment sites along the western portion of Route 1. The Plan will help to establish a unified streetscape for Route 1 and an integrated approach to potential redevelopment along Route 1.

DISCUSSION: In conjunction with the planning process, a transportation study was completed in March 2015 that examines the impacts of the proposed plan on the transportation network.

One of the key principles of the Plan is to ensure a multi-modal transportation system with multiple, attractive transportation options. To that end, staff conducted a transportation analysis that considered community concerns shared early in the planning process, such as bicycle and pedestrian connectivity, traffic issues at Route 1 and Glebe Road, and traffic calming.

The Plan is consistent with the goals included within the City's Transportation Management Plan (2008), as well as recommendations from the 1992 Potomac West Small Area Plan. It accommodates a multi-modal transportation system by establishing a transportation framework consistent with the Complete Streets Policy (adopted in 2011) that prioritizes pedestrians, bikes and transit. It incorporates the Route 1 Metroway to serve the neighborhoods, ensuring an easy walk to transit stations along Route 1 at Swann Avenue, East Custis Avenue and East Glebe Road. The improved transportation system also expands bicycle and pedestrian options by providing additional facilities (trails, sidewalks, bike lanes and bikeshare stations), and improves pedestrian and bicycle connectivity within the plan area to adjacent neighborhoods. The Plan improves overall vehicular mobility by creating a more connected and urban roadway network, designed in a grid layout to provide better circulation and connectivity for all modes of travel. It also improves a number of intersections to accommodate vehicular traffic. The Plan recommends a comprehensive transportation strategy that makes improvements to all of the transportation systems.

Transportation Analysis

The comprehensive transportation study undertaken in the development of this Plan examined the transportation impacts within the defined Plan area, and extended beyond the Plan boundaries to include 13 intersections in the study.

The transportation analysis is a planning-level study that evaluates the impacts associated with the Plan. The study assumed a full buildout by the year 2027, and assumes changes in regional traffic patterns over that period. All future redevelopment applications associated with the proposed development will require additional traffic studies to analyze specific impacts based on specific development plans for each site. Each will include additional transportation data available at that time and more refined development information. The future studies will also update the traffic impacts associated with specific development and refine the recommended improvements to the transportation plan.

The traffic analysis assumed a number of planned transportation improvements that would be completed at the time of opening of the first phase of development, including the Potomac Yard Metrorail station, and intersection improvements at Route 1 / East Reed Avenue, and at Route 1 / Swann Avenue.

The analysis assumes increases in traffic attributed to regional growth, including approved development in the Plan area by 2027, such as in North and South Potomac Yard. The Plan enhances roadway connectivity in and through the Plan area via pedestrian and bicycle improvements which provide travel choices in terms of route and mode.

The study showed that with the construction of all the recommended transportation improvements, the transportation network operates more efficiently in the 2027 Development Scenario than the 2027 Baseline (no development) Scenario. This is largely due to a number of factors that contribute to improved traffic operations under the 2027 development scenario, including:

- Improved east-west connectivity, including additional opportunities to access East Glebe Road;
- An interconnected roadway network and mix of land uses, resulting in a greater shift to other modes, such as walking and transit; and
- Comprehensive multi-modal transportation improvements, including an interconnected street grid, and a transitway, both of which improve mobility and traffic operations.

Some of the key transportation recommendations that are assumed as part of the full buildout of the development include the following:

- A transportation network that includes a new street grid, including a new north-south road between Fannon and East Glebe, to distribute vehicular traffic, improve traffic flow, and improve pedestrian, bicycle and transit connectivity;
- An improved bicycle network that includes enhanced bicycle facilities along Swann Avenue to connect to Potomac Yard, the Mt. Jefferson Trail, and the Del Ray neighborhood;
- Bicycle parking and bike share stations;
- An improved pedestrian network that includes improved sidewalks along all streets within the plan area that provide connectivity to parks, commercial uses, transit and regional trail facilities;
- An additional pedestrian crossing across Route 1 between East Custis Avenue and East Glebe Road to improve pedestrian access from the site to Potomac Yard and the future Potomac Yard Metrorail station;
- A new signal at the intersection of Route 1 and Montrose Avenue to improve east-west connectivity;
- Improvements, such as traffic calming, along Montrose Avenue, and improvements at the intersection of Montrose Avenue at East Glebe/Ashby, to be coordinated with the new signal at Route 1 and Montrose Avenue;
- Improvements to intersections along Route 1, such as modification of lane configurations;
- Recommendations related to parking management, including the establishment of performance parking, smart parking technology, and sharing of parking spaces;
- Transportation Management Plan (TMP) strategies such as a TMP District, transit incentives, vanpool and carpool sharing, car share, electric vehicle charging stations, and TMP monitoring

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 16, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

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

SUBJECT: AGENDA ITEM #10 – APPROVAL OF THE CITY’S PROPOSED FY 2017 TRANSPORTATION PROJECT LIST REQUEST FOR NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (NVTA) 70 PERCENT FUNDS

ISSUE: Consideration of the City of Alexandria’s proposed program of projects for submission to NVTA for 70 percent funding in FY 2017.

RECOMMENDATION: That the Transportation Commission approve the FY 2017 proposed transportation project request as listed in Attachment 1.

BACKGROUND: In the spring of 2015, NVTA approved the following program of projects for the City of Alexandria:

FY 2015

- Potomac Yard Metrorail Station - \$500,000
- Transit Corridor “B” Duke Street Transit Signal Priority - \$190,000

FY 2016

- Potomac Yard Metrorail Station - \$1,000,000
- Transit Corridor C- Beauregard/West End Transitway - \$2,400,000

The projects are to only be funded from 70 percent funds and will be included in the FY 2017- FY 2026 Capital Improvements Program. Alexandria received 70% funding for all of the projects it requested in FY 2015 and FY 2016, with the exception of the \$500,000 requested for a Real Time Traffic Adaptive Control feasibility study.

DISCUSSION: In the fall of 2015, NVTa will formally request applications for 70% funds for FY 2017 projects. The City of Alexandria's application for FY 2017 is consistent with the ten-year plan approved by the City Council in January 2014, with exception to the request for Transit Corridor C – Beauregard/West End Transitway. For this project, staff proposes moving \$12,740,000 from FY 2017 to FY 2020, with a remaining budget of \$7,000,000 for FY 2017. The reason for this adjustment is to reflect a revised phasing of the West End Transitway project (Transit Corridor "C" Beauregard). As a result, the City of Alexandria's proposed application, shown in Attachment 1, includes the following:

- Potomac Yard Metrorail Station - \$66,000,000
- Transit Corridor C – Beauregard/West End Transitway - \$7,000,000

ATTACHMENTS:

Attachment 1 – Proposed NVTa 70 Percent Funds Funding Request

NVTA 70 Percent Funds: Proposed 10-Year Plan - Revised August, 2015

	FY 14 Approved	FY 15 Approved	FY 16 Approved	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Total FY 15-24
Bus Shelters and Benches	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$450,000
DASH Fleet Expansion	\$3,250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$3,250,000
Landmark Transit Station	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$600,000	\$5,400,000	\$6,000,000
Potomac Yard Metrorail Station	\$2,000,000	\$500,000	\$1,000,000	\$66,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$69,500,000
Route 1 Transitway	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$600,000
Transit Corridor "A" - Streetcars	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$3,000,000	\$0	\$0	\$0	\$0 \$3,000,000
Transit Corridor "B" - Duke Street	\$60,000	\$190,000	\$0	\$0	\$0	\$0	\$0 \$210,000	\$0	\$2,100,000	\$2,000,000	\$15,000,000	\$19,560,000
Transit Corridor "C" - Beauregard	\$0	\$0	\$2,400,000	\$7,000,000	\$20,000,000	\$20,000,000	\$12,740,000	\$0	\$0	\$0	\$0	\$0 \$62,140,000
Real-Time Traffic Adaptive Control	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$0
NVTA 70% Total	\$6,360,000	\$690,000	\$3,400,000	\$73,000,000	\$20,000,000	\$20,000,000	\$12,950,000	\$3,000,000	\$2,100,000	\$2,600,000	\$20,400,000	\$164,500,000

9/11/2015