



Transportation Commission

June 18, 2014

7:00 PM

City Hall, Council Work Room (2nd Floor)

AGENDA

1. Minutes of the May 21, 2014 Meeting
2. Updates to Receive (Consent)
 - Funding Update
 - Route 1 Transitway
 - Lower King Street Multimodal Feasibility Study
 - Capital Bikeshare Expansion
3. 2014 Transportation Long Range Plan
4. Commission Updates
5. Route 1 Transitway / HOV Lane Enforcement
6. Paving Schedule and Complete Streets
7. Pedestrian and Bicycle Master Plan Update
8. Other business

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

Next Meeting: Wednesday, July 16, 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.



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City of Alexandria Transportation Commission

Regular Meeting

May 21, 2014
7:00 p.m.
City Council Work Room

MINUTES

Commissioners Present: Kerry Donley, Jerry King, James Lewis, Nathan Macek, Monica Starnes, Councilman Tim Lovain, Maria Wasowski

Staff Present: Karen Callaham – T&ES, Sandra Marks – T&ES, Hillary Poole - T&ES, Steve Sindiong - T&ES, Mark Jinks – CMO, Carrie Beach - P&Z, Jeff Farner – P&Z, Raymond Mui – DASH

Chair Nathan Macek called the Transportation Commission meeting to order at 7:04 pm.

1. March and April 2014 Meeting Minutes

Chair Nathan Macek asked for changes or edits to the March and April minutes. Chair Macek was reminded of the edits he offered that the April 2, 2014 minutes should reflect that the Commissioners present were in support of the DASH Comprehensive Operations Analysis (COA) and specifically the circulator and cross town routes. He also offered minor grammatical edits to the April 2 minutes. There being no further edits, Commissioner Kerry Donley made a motion to approve the minutes and Commissioner Jerry King seconded the motion. There being no objections, the motion to approve the minutes was voted on and unanimously approved.

2. Updates To Receive (Consent Items)

The Commission received updates on the Funding Update, Potomac Yard Metrorail Station, Route 1 Transitway, Capital Bikeshare, Pedestrian and Bicycle Master Plan Update, and Pedestrian Improvements to Transit Stops. Staff Sandra Marks informed the group that the digital and physical model of the Potomac Yard Metrorail Station would be on display in the Vola Lawson Lobby in City Hall until the first week in June 2014. Each week during the display will feature one of the alternatives. Commissioner Wasowski thanked staff for the Potomac Yard Transitway informational signage at the project on Jefferson Davis Highway. She also inquired as to next steps for the Potomac Yard Transitway and was told landscaping and concrete pouring for platforms is ongoing, structural steel will be arriving soon for the shelters and test runs will begin in August with startup expected in September. There were no additional requests from Commissioners to discuss any other staff updates. The Commission accepted the updates.

3. Commission Updates

Commissioner Kerry Donley reported the Parking Standards for New Development Projects Task Force had its second meeting. He indicated that staff presented data collection results and shared some initial findings, recommendations and local and nationwide best practices with the group. Chair Macek inquired of Commissioner Donley if DASH was procuring a new trolley. Commissioner Donley indicated DASH in fact was procuring a new trolley in substitution for a bus that was slated for replacement. Commissioner Starnes offered the Environmental Policy Commission discussed the work of the City's greenhouse gas emissions policy at their last meeting. Commissioner Wasowski stated there will be an Open House on May 22 at Landmark Community Center on the West End Transitway. James Lewis, the new Traffic & Parking Board representative on the Transportation Commission introduced and qualified himself. Chair Macek recited the list of Transportation Commission representatives on other boards, commission and committees whose focus is of interest to the Transportation Commission. Kevin Posey is the designee on the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee, and Maria Wasowski on the Eisenhower West Steering Committee. The Transportation Commission citizen (west of Quaker Lane) appointee will be the Commission's representative for the West End Transitway Advisory Group. Chair Macek indicated that the DASH Board representative has been jointly represented by Kerry Donley however, a primary appointee is needed. He also stated a couple of at-large people were needed to represent the Transportation Commission.

4. Lower King Street Multimodal Feasibility Study

T&ES Steve Sindiong introduced Tina Fink, of Toole Design Group, and Lauren Kauffman of Toole Design Group. Toole Design Group was selected as the consultant for the Lower King Street Multimodal Feasibility Study. As part of the Waterfront Commission recommendations on the Union Street Corridor Study, the Commission requested that staff study a street closure along Union Street between Cameron Street and Prince Street, and in the unit and 100 blocks of King Street, including limited vehicular access, and improved pedestrian access. Civic outreach has included the business community, resident stakeholder groups, Bicycle and Pedestrian Advisory Committee (BPAC), the Transportation Commission, and Waterfront Commission to date. Future updates will also be given to the Planning Commission, and Traffic and Parking Board. Based on input from stakeholders, the project consultant, in coordination with the project management team, has developed three functional alternatives including an open street with wider sidewalks, a pedestrian only street, and a pedestrian street that still allows for trolleys. Toole Design Group presented an overview of the alternatives and initial analysis. The Commission made a number of suggestions, including the need to direct cars where to park, the potential for flexible / seasonal closures, and concern about the impact to on-street parking. The alternatives will be presented at a public meeting on May 29, 2014 (6:30 – 8:30 p.m.) in City Hall, Sister Cities room to receive public input on the alternatives.

5. Parking Ratio Study

T&ES staff Sandra Marks, updated the Transportation Commission on the purpose of the study which is to evaluate existing City parking standards in light of current demand and to propose revised parking standards for new development. The study will be conducted in two phases with Phase I, being the residential development study which is already underway. An evaluation of the parking standards for new retail, commercial, and office development will be part of Phase II. The study includes conducting an existing parking occupancy survey to determine peak residential parking utilization at 17 residential developments selected based on their proximity to a Metrorail station, its walk score, transit accessibility, availability of on-street parking, and car

ownership, etc. In addition, as a part of the data collection, staff researched national and regional best practices, looking at local and national parking trends and policies. The data collection was completed in December 2013. In January 2014, Council established an Advisory Task Force to assist and support City staff in communicating the efforts, outcomes, and directives of the citywide parking study by reporting back to the commissions, boards, and groups that they represent. The primary role of the Task Force is to provide input to City staff on revisions to the City's parking standards for new development projects and develop consensus on recommendations for parking standards for new development projects.

6. West End Transitway (Corridor C) Alternatives Analysis / Environmental Assessment

T&ES staff Lee Farmer gave an update on the West End Transitway Alternatives Analysis/Environmental Assessment (AA/EA) and asked the Commission to appoint a member of the Transportation Commission to serve on the West End Transitway AA/EA Policy Advisory Group (PAG). In 2010, the City began the Transitway Corridors Feasibility Study. As part of the study, a High Capacity Transit Corridor Work Group (CWG) was formed to provide input on issues such as route alignment, cross-sections, method of operation, vehicle type, land use, ridership, and financial implications for all three corridors. Alternative D, Bus Rapid Transit in dedicated lanes between the Pentagon and Van Dorn Metrorail station is the preferred alternative for phased implementation of transit in dedicated lanes in Corridor C (West End Transitway) until such time as Alternative G (Streetcar in dedicated lanes between the Pentagon and Van Dorn Metrorail station, via Columbia Pike) becomes feasible and can be implemented. Council adopted the recommendation of the CWG, adding that the project consider how to optimize the alignment to better serve the Northern Virginia Community College (NVCC). The three alternatives that the AA/EA will evaluate include a no build alternative (that includes the existing and planned transportation network); a Transportation Systems Management (TSM) alternative that includes system improvements such as transit-signal priority, but stops short of a major capital investment such as dedicated lanes; and a build alternative including dedicated transit lanes along most of the corridor between the Van Dorn Metrorail Station and the Pentagon.

7. 2014 Update to the Transportation Long Range Plan (LRP)

T&ES staff Sandra Marks informed the Commissioners that the Transportation Commission annually updates the transportation list of long range plans, programs and studies from plans adopted since the last update and additional projects not captured in the previous LRP. She explained the process of prioritization and how the LRP is an unconstrained list of transportation projects, programs and studies and the Project Matrix is a constrained list for which full or partial funding has been identified. Projects will only appear on one list. This year, new projects include three proposed circulator routes based on recommendations in the DASH Comprehensive Operations Analysis; a new bridge over Sanger Avenue at I-495 to better accommodate future Bus Rapid Transit and non-motorized users; and a new Holmes Run Trail Bridge. Staff is also recommending removal of the "Programs" list since most of these projects can be implemented through the City's Complete Streets Program. The Commission recommended that staff prepare maps for each project to better identify where they are located, and that project number 8 on the Programs list (Redesign of Mt. Vernon at Four Mile Run) be added to the Project list.

8. Other Business

Chair Macek noted that he would like a future discussion on the structure of the Transportation Commission, including the potential to add more At large positions in the long term to allow for more people to serve on the various committees.

There being no objection, the meeting was adjourned at 9:35.

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 18, 2014
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

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6-18-14

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

RECOMMENDATION: That the Commission receive the items for consent.

A. FUNDING UPDATE

The WMATA Board approved a capital budget for FY 2015 on May 22, 2014. It included \$25 million from both the Commonwealth of Virginia and local jurisdictions for the Momentum 2025 plan. The total regional commitment is \$75 million for FY 2015.

NVTA 70 percent funds have not been spent yet because the state legislature may add provisions which could affect how these funds are spent. We are awaiting the approval of the final Commonwealth budget.

The Transportation Planning Board is scheduled to release a draft Constrained Long Range Plan this summer, with planned adoption in September 2014. This plan must be approved by this date to allow any federal transportation funds to be expended.

The Commonwealth Transportation Board is scheduled to adopt the FY 2015-FY 2020 Six Year Improvement Plan at its meeting on June 18th. Based upon the inputs of those giving testimony, DRPT has modified the Six-Year Plan. It will provide funds for a New Electronic Payment Program (NEPP) (the successor to WMATA's current SmarTrip Card system) implementation program at the Northern Virginia Transportation Commission (NVTC), and the plan will provide more operating funds to those, such as Alexandria, who are partners in the WMATA compact, by changing the method of counting people using WMATA. The new method counts the number of people who board and de-board in Virginia. The old method only counted the number of times Virginians entered the system.

B. CRYSTAL CITY/POTOMAC YARD (ROUTE 1) TRANSITWAY

Construction is continuing on the Route 1 Transitway. Recent activities included:

- **Planting of trees, juniper plants, roses, and other plants**
- **Installation of station platforms**
- **Installation of street lighting and pedestrian signals**
- **Installation of steel structures for the northbound and southbound stations at Route 1 and Potomac Avenue**

Upcoming work will include completion of the landscaping, installation of high visibility crosswalks, and installation of shelters. The project will be completed this summer.

Background: During the first round of TIGER grants, the City received \$8.5 million to design and construct the Route 1 Transitway between Monroe Avenue and East Glebe Road. The City compiled additional grant funding and \$5.2 million in local funding to design/construct various elements of the Transitway project. The total cost of the Transitway including vehicles is approximately \$20 million.

For more information on the Route 1 Transitway project please see visit:
<http://www.alexandriava.gov/tes/info/default.aspx?id=58644>

C. LOWER KING STREET MULTIMODAL FEASIBILITY STUDY

Four functional alternatives for the 100 block of King Street are being considered. The alternatives include:

- **Do nothing/existing configuration**
- **Open to traffic**
- **Pedestrian only street**
- **Pedestrian only street with transit access**

The alternatives have been evaluated against goals and values that were developed with community input (see exhibit on next page). At a public meeting on May 29, 2014, the alternatives were presented for public comment. In addition, an overview of the project purpose and goals, summary of the civic outreach conducted to date, existing conditions and key issues identified, as well as the design options for the alternatives were discussed. After the presentation, attendees were asked to fill out a comment form to provide feedback and preferences on the information presented. While input varied at the public meeting, there was significant oral comment regarding the potential impact of removal of on-street parking to adjacent residential streets. Attached is a Civic Engagement summary that has been conducted for the Study. The project will include additional outreach this summer, and refinement of alternatives based on public input. Recommendations will be brought to the Transportation Commission, Waterfront Commission, Traffic and Parking Board, and the City Council.

		GOALS & VALUES				
		Increase Walking Space	Increase Outdoor Dining and Retail	Provide Direct and Efficient Trolley Service	Minimize Impacts to Residential Streets	Improve User Comfort and Safety at Intersections
OPTIONS	Existing/No Build (open to all users)			✓	✓	
	Open to Traffic (wider sidewalks or flush)	✓	✓	✓	✓	✓
	Pedestrian Only	✓	✓			✓
	Pedestrian & Trolley Only	✓	✓	✓		✓

Background: In response to the Waterfront Commission recommendation on the Union Street Corridor Study, the City began the Lower King Street Multimodal Feasibility Study in January 2014. The purpose of the study is to analyze and identify impacts associated with various shared street concepts for the 100 block (Union to Lee Streets) of King Street, including limited vehicular access, and improved pedestrian access. The study will identify traffic and circulation improvements, operational and maintenance needs, an implementation timetable and process, and budgetary requirements to convert the 100 block of King Street into a shared street to allow the public to enjoy as a meeting and gathering place, and for dining, shopping, and a range of programmed activities. The study will be coordinated with the other projects in the vicinity including the unit block of King Street. The study will include an analysis of circulation (vehicular, pedestrian, bicycle), trolley access, bus (including tour bus) circulation and pick up/drop off, loading access, parking (on-street, garage access, valet, passenger drop off/pick-up areas), and emergency vehicle access.

D. CAPITAL BIKESHARE

The expansion of Capital Bikeshare in Alexandria, along with other regional and national bike share systems have been delayed as a result of the bankruptcy and new ownership of PBSC. Because the prolonged delays in equipment production, the jurisdictions that own Capital Bikeshare have worked with Alta Bicycle Share to potentially secure gently used equipment. The purchase of the equipment would result in a cost savings to the City, and carries an equipment warranty from the vendor if the used equipment can be secured. It is expected that Alexandria’s expansion of eight stations to be located in Del Ray and Carlyle will be completed this summer.

Background: The jurisdictions that own Capital Bikeshare stations - Washington, D.C., Arlington County, the City of Alexandria, and Montgomery County have each contracted with Alta Bicycle Share to operate and maintain the Capital Bikeshare system. Alta Bicycle Share also operates bike share systems in Boston, New York City, Chicago, the Bay Area,

Columbus, and Chattanooga. An equipment and technology supplier to Alta Bicycle Share is Public Bike System Company (PBSC). PBSC, located in Montreal, Canada, filed for bankruptcy protection in January 2014. On April 11, 2014, PBSC was purchased by another company. Staff continues to monitor the transition closely and will share information on the buyer's plans for PBSC and how that will affect Alexandria and the Capital Bikeshare operations and expansion.

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Lower King Street Multimodal Feasibility Study Preliminary Civic Engagement Activities



Civic engagement is a key element of the Lower King Street Multimodal Feasibility Study. It allows for community members and other stakeholders to participate in decisions that shape the City of Alexandria. A stakeholder is someone who has an interest or stake in any particular project.

The following pages provide an overview of the outreach performed for the civic engagement elements between January 2014 through the May 2014 of the Lower King Street Multimodal Feasibility Study. The civic engagement efforts during this phase included the following civic engagement tools and meetings:

Project Website

A project website (www.alexandriava.gov/76226) has been set up to inform community members and other stakeholders of upcoming public meetings, meeting presentations, and commission and council briefings, as well as to keep them up-to-date about the schedule and notified about recently completed project deliverables.

Waterfront Commission Meeting, February 18, 2014

City staff and the project consultant provided an overview of the study, including the project purpose, project scope of work, schedule and civic engagement activities to the Waterfront Commission at its February 18, 2014 meeting. Commission members were asked to provide input on what they felt were the most important issues to consider.

Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) Meeting, February 18, 2014

City staff provided an overview of the study, including the project purpose, project scope of work, schedule and civic engagement activities to the Alexandria Bicycle and Pedestrian Advisory Committee at its February 18, 2014 meeting. Committee members were asked to provide input on what they felt were the most important issues to consider.

Transportation Commission Meeting, March 5, 2014

City staff provided an overview of the study, including the project purpose, project scope of work, schedule and civic engagement activities to the Transportation Commission at its March 5, 2014 meeting. Commission members were asked to provide input on what they felt were the most important issues to consider.

Walking Tour with Business Representatives, March 10, 2014

A walking tour of the study area for business representatives of the 100 block and surrounding blocks was conducted on the morning of March 10, 2014 to allow business representatives to learn more about the project and provide input on issues and concerns. Flyers were hand delivered to businesses within the Unit block, 100 and 200 blocks of King Street, and along the 100 blocks of North and South Union, Lee and Fairfax Streets, inviting them to participate in the walking audit, as well as inviting them to the March 20, 2014 public meeting.

Focus Group Meetings, March 10, 2014

Three separate focus group meetings were held on March 10, 2014, to identify key issues and needs in the study area. Focus groups are typically a small number of people (typically between 4 and 15 people) brought together with a moderator to focus on a specific topic. Focus groups aim at a discussion to share their point of view to produce preferences and beliefs that may or may not be representative of the general population. The focus groups included a resident focus group, a business focus group, and a City staff focus group. The project team reached out to various members of the community to participate in the focus groups, including civic associations, business organizations, individual business representatives, and a diversity of City staff, such as the Fire Department, transportation maintenance, and transit staff to provide input on various issues related to the 100 block of King Street.

Public Meeting, March 20, 2014

A public meeting was held on Thursday, March 20, 2014 from 6:30 – 8:30 p.m. at City Hall to provide information on the project, discuss pedestrian malls and shared street concepts, and receive input from the public. A presentation was held at the beginning of the meeting followed by table exercises to allow for input on issues and needs. The presentation was posted to the project website. Following the meeting, an evaluation form was provided to allow participants the ability to comment on the format and success of the meeting and make suggestions for future meetings.

Transportation Commission Meeting, May 21, 2014

City staff and project consultant provided an update on the project and presented the operational options, trolley re-routing options and future traffic analysis results to the Transportation Commission at its May 21, 2014 meeting. Commission members were asked to provide feedback on the materials presented.

Public Meeting, March 29, 2014

A public meeting was held on Thursday March 29, 2014 from 6:30 – 8:30 p.m. at City Hall to provide a project update, present both operational and design options and discuss impacts to trolley operations, future traffic analysis with and without closure of the 100 block of King Street. A presentation was held at the beginning of the meeting followed by a discussion of concerns and issues with the options presented. Attendees filled out a comment form to gauge the level of comfort with options presented. The presentation was posted to the project website.

Future Civic Engagement Activities

The project will continue to include additional civic engagement opportunities, including outreach to additional groups during summer 2014 and meetings with various Commissions, Committees and Council in Fall 2014 where a recommendation will be proposed.

Alexandria Waterfront Commission
Presentation on Lower King Street Multimodal Feasibility Study – February 18, 2014

The following input was provided by the Waterfront Commission members:

- It will be important to reach out to residents.
- For meetings, staff should provide handout flyers to residents within one to two blocks of the 100 block.
- When the pilot project for closing the 100 block was done (in 2006), there was confusion.
- With restrictions, there will be more congestion in the area.
- One option may be to widen the sidewalks and remove on-street parking.
- How to accommodate motor coaches is an important issue. While motor coaches use the streets during a limited time of the year, they are an important part of the local economy.
- The parking spaces for restaurants need to be considered.
- Concerned about changing what is already a vital area of the City. The mix of traffic and people helps add to the vitality of the area.
- Parking will be a critical issue.
- There may be an issue with how deliveries are accommodated.
- Consider making the improvements on a trial basis.
- Consider allowing for dining in the middle of the street, thereby opening space on the sidewalks and improving delivery.
- Need to coordinate with other projects such as bike improvements on north-south streets.
- The alley south of King Street (Swifts Alley) is public, but there are current issues with deliveries.
- There is a loading zone at Prince Street at Union Street.

**Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) Meeting
Presentation on Lower King Street Multimodal Feasibility Study – February 18, 2014**

The following input was provided by the BPAC members:

- It is important to understand how many people actually arrive to shops by using cars, vs. using transit, walking or biking. How will the study evaluate this?
- It is important to know what the trolley ridership is in the area, and by time of day and year
- It would be good to understand how far people will typically park to go to the shops
- In 2006, there was a trial closure of the street that was successful. There have been many examples of successful pedestrian streets in other areas, particularly in Europe.
- The study will need to identify how bicyclists will be delivered to the area.
- It would be good to know during the 2006 closure if tax receipts went up or down, and compare this with the perception of the business owners.
- The 2006 closure was implemented poorly – it didn't really have a proper design of where pedestrians should be, or outdoor dining, etc.
- Need to make sure that pedestrians are the primary user accommodated, bicyclists should come second.
- Important to understand how the shared street concepts would affect traffic circulation, especially within the adjacent neighborhoods.
- If the shared street concept is implemented, will there be more outdoor seating available, especially for restaurants?
- The city should look at low impact development standards, such as using rainwater for other uses.
- If motorized vehicles are allowed on Union Street, there should be a restriction on the number of commercial vehicles.
- The City should look at other cities where shared streets have been implemented correctly in order to understand the economic impacts.
- North – south bicycle access is currently pretty good, such as on Union Street. However, there needs to be better east-west bicycle access in Old Town.
- With the trolley, the City should consider doing all or nothing. Not sure it makes sense to have a trolley share the street with pedestrians due to safety issues. DASH is currently looking at potentially ending the trolley at City Hall.
- It's important to benchmark what other cities have done – what has worked well, vs. not worked well, and what is applicable to Alexandria. Why have shared streets worked or not worked?
- In order for a shared street to be successful, there needs to be permanent and quality information provided, for example, directing cars where to go and park, and the same with bicycles. Need to clearly delineate where the different users should be.
- There needs to be a bike corral at the west end of the block near Lee Street.

**Alexandria Transportation Commission
Presentation on Lower King Street Multimodal Feasibility Study – March 5, 2014**

The following input was provided by the Transportation Commission members:

- The 2006 pilot project allowed restaurants to move their dining to the street; in general the citizens and OTCA liked the outcome; some of the businesses felt that it impacted their sales
- Make sure to review the previous surveys to see what the issues were.
- It will be very important as part of this study to do a lot of outreach to businesses
- Need to identify exactly what the problem was with the 2006 project, and determine ways to mitigate the issues
- Need to get the concept right; the 2006 project was thrown together at the last minute – think about what will make a good environment, such as street furniture
- One commissioner felt that it should be “all or nothing”; if you close it to cars, it should be permanent, not just seasonal or weekends. It is difficult to change people’s behavior if it is temporary.
- With the 2006 pilot project, the loss of parking was a big issue. Need to show (through the Old Town Parking Study) that there are viable parking options and there is plenty of capacity.
- More recently, people have been changing their commute patterns; people, especially younger people, want a more urban environment that is walkable.
- Need to present the concepts in a way that make it enticing to businesses – such as improving pedestrian accessibility, and enhancing the businesses. This should be a goal of the study.
- It will be important to maintain trolley access to the waterfront – this is also something that improves accessibility for businesses.
- It would be helpful to have feedback from the businesses that were affected from the 2006 pilot project.
- The concepts or the City should include incentives to the businesses, such as larger signage or more tables.
- When developing concepts, think about the possibility of expanding the concept to other blocks incrementally.
- Need to make sure parking at other locations is visible, through signage and wayfinding.

Walking Tour and Focus Group Meetings – March 10, 2014

Key Comments heard during walking tour and focus group meetings:

- Case studies of other shared streets or pedestrians malls are important. Both successes and failures are helpful to compare and contrast to Lower King Street.
- Last closure was poorly planned and executed. Need to develop a well-managed, attractive and functional design with quality finishes and good programming.
- Design solution needs to be flexible to match the dynamic nature of the street.
- The design solution needs to be sustainable – need to define who will manage and maintain. City? Merchants? Residents? BID?
- Management of deliveries is critical; current loading zones are not sufficient. Alleys are an underutilized asset.
- Need to carefully determine best approach to maintain or adjust motorcoach and trolley access. Consider impacts to resident streets, businesses, walkability and sight lines.
- Stakeholders are generally in support of making Lower King Street more walkable and pedestrian-friendly and understand that there are trade-offs (i.e. parking removal is likely).
- Continued improvement to parking management is essential to the success of Lower King Street.
- Need to address the safety and congestion issues at the intersection of King & Union Streets.

The following pages provide a list of Walking Tour attendees, Focus Group Meeting invitees and attendees, and a summary of business outreach.

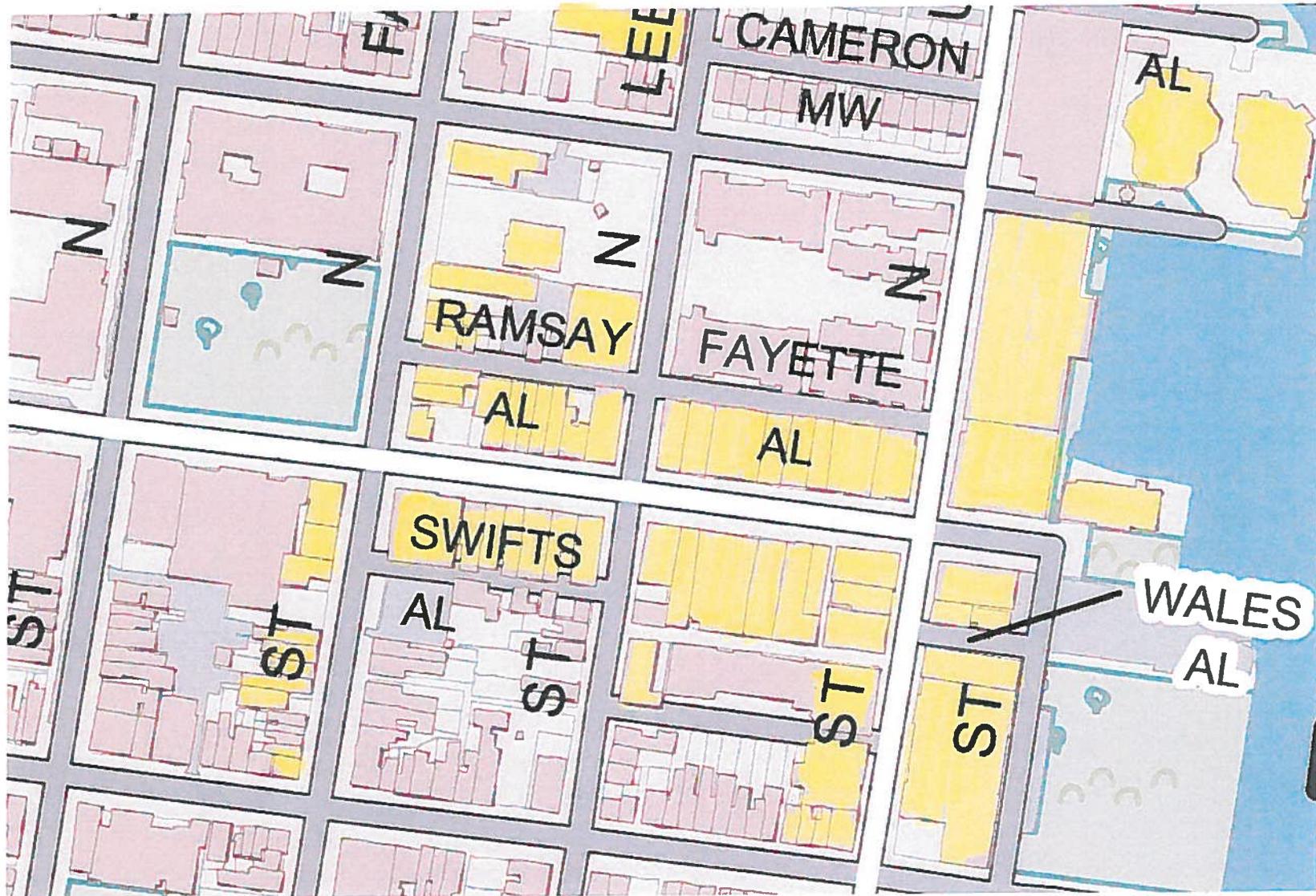
Walking Tour Participation

Name	Representing	Type of Business
Wali Zadrán	Il Porto	Restaurant
Robert J Test, Esq.	Attorney	Attorney
Carol Supplee	Imagine Artwear	Retail
John Long	Alexandria Chamber of Commerce	Business
Patricia Washington	Alexandria Convention and Visitors Association	Tourism
Janet Barnet	Old Town Business and Professional Association	Business Group
Yvonne Callahan	Old Town Civic Association	Neighborhood
Stephanie Schaffer	Lou Lou	Retail
Charles Lindsay	The Creamery	Retail
Jeffrey Albert	Decorium Gifts	Retail
Nancy Williams	Alexandria, Planning & Zoning Dept.	City
Steve Sindiong	Alexandria, Transportation & Environmental Services	City
Christina Mindrup	Alexandria Economic Development Partnership	Business Group
Ken Ray	Toole Design Group	Consultant
Christina Fink	Toole Design Group	Consultant

Focus Group Invitees (*indicates attendance)

Name	Representing
Group 1 - Citizens (4pm to 5pm)	
Yvonne Weight Callahan	Old Town Civic Association
Tim Elliott	Old Town Civic Association
Jerry King*	Transportation Commission
William Schuyler*	Traffic & Parking Board
Donna Browning*	Commission on Persons with Disabilities
Jim Durham*	Bicycle and Pedestrian Advisory Committee, Vice Chair
Jonathan Krall	Bicycle and Pedestrian Advisory Committee
Stephen Mutty	Waterfront Commission
David Speck*	Waterfront Commission
Group 2 - Businesses / Tourism (1pm to 2pm)	
Stephanie Landrum*	Alexandria Economic Development Partnership
Val Hawkins*	Alexandria Economic Development Partnership
John Long*	Alexandria Chamber of Commerce, President
Carol Supplee	Old Town Business and Professional Association
Charlotte Hall*	Old Town Business and Professional Association
Patricia Washington*	Alexandria Convention and Visitors Association, President
Elizabeth Todd	Boutique District
Vic Parra	United Motorcoach Association
Bill Reagan*	Small Business Development Center
Charles Lindsey	The Creamery
Eric Wallner*	Torpedo Factory, Director
Suzanne Bethel	Art League, Director
Group 3 - City Staff (2:30pm to 3:30pm)	
Various Staff	Transportation & Environmental Services - Planning Transportation & Environmental Services - Transit Transportation & Environmental Services - Transit Transportation & Environmental Services - Traffic Transportation & Environmental Services - Strategic Management Transportation & Environmental Services - Maintenance Planning & Zoning Recreation, Parks and Cultural Activities General Services Police Department Fire Department Communications

Lower King Street – Business Outreach



Businesses highlighted on this map (in addition to those on the unit block of Prince Street, not shown) were invited to participate in the walking tour and first public meeting (via the attached flyer), in addition to typical outreach via the City's website.



Lower King Street Multi-Modal Feasibility Study

What is the Lower King Multi-Modal Feasibility Study?

The Lower King Street Multi-Modal Feasibility Study was requested by the Alexandria Waterfront Commission during the Waterfront Planning process. This study will identify impacts of various roadway concepts to the 100 block (between Union and Lee Streets), including a larger pedestrian zone, and limiting vehicle access along the 100 block of King Street.

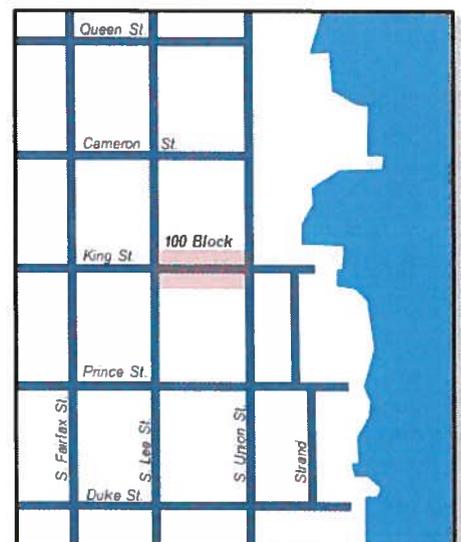


Key areas of assessment will include: vehicular circulation, parking, loading, pedestrian and bicycle circulation, transit circulation, tour bus operations, passenger pick up/drop off, and emergency access, operations and maintenance. This study is being coordinated with a separate City project, which is examining the closure of the Unit block (between the Strand and Union Street) of King Street. A key goal of the assessment will be to highlight the 100 block of King Street as an important gateway for those arriving in Old Town via the water and as the gateway to a revitalized 21st century Waterfront for those travelling east along King Street.

Public Participation

The project will be having ongoing opportunities for input from businesses, residents, and other stakeholders. Check the project website for ongoing meetings.

- **Business Group Walking Tour - Monday, March 10**
(Greeting: 8-9 am) (Tour: 9-10 am)
The project management team will be conducting a walking tour of the project area with interested stakeholders, including businesses, to discuss potential project concepts, and to receive input on the concepts and issues important to you.
- **If you would like to attend the walking tour, please RSVP** to Steve Sindiong, Project Manager at 703.746.4047 or Steve.Sindiong@alexandriava.gov
- **Public Open House – Thurs, March 20, 6:30 – 8:30pm**
Alexandria City Hall, Sister Cities Room 1101
301 King Street, Alexandria, VA DASH Routes AT2,3,5



Contact Information

Visit the project website online: www.alexandriava.gov/76226

Contact: Steve Sindiong, Project Manager at 703.746.4047 or Steve.Sindiong@alexandriava.gov



Lower King Street Multi-Modal Feasibility Study

If you would like to be added to our contact list to receive future project updates, please contact Steve Sindiong at 703.746.4047 or by e-mail at : steve.sindiong@alexandriava.gov, or fill out the information below, and mail to:

Steve Sindiong, City of Alexandria, Transportation Planning
421 King Street, Suite 300 Alexandria, VA 22314

Name: _____ E-Mail Address: _____

Business Name (If Applicable): _____

Address: _____ Tel No.: _____



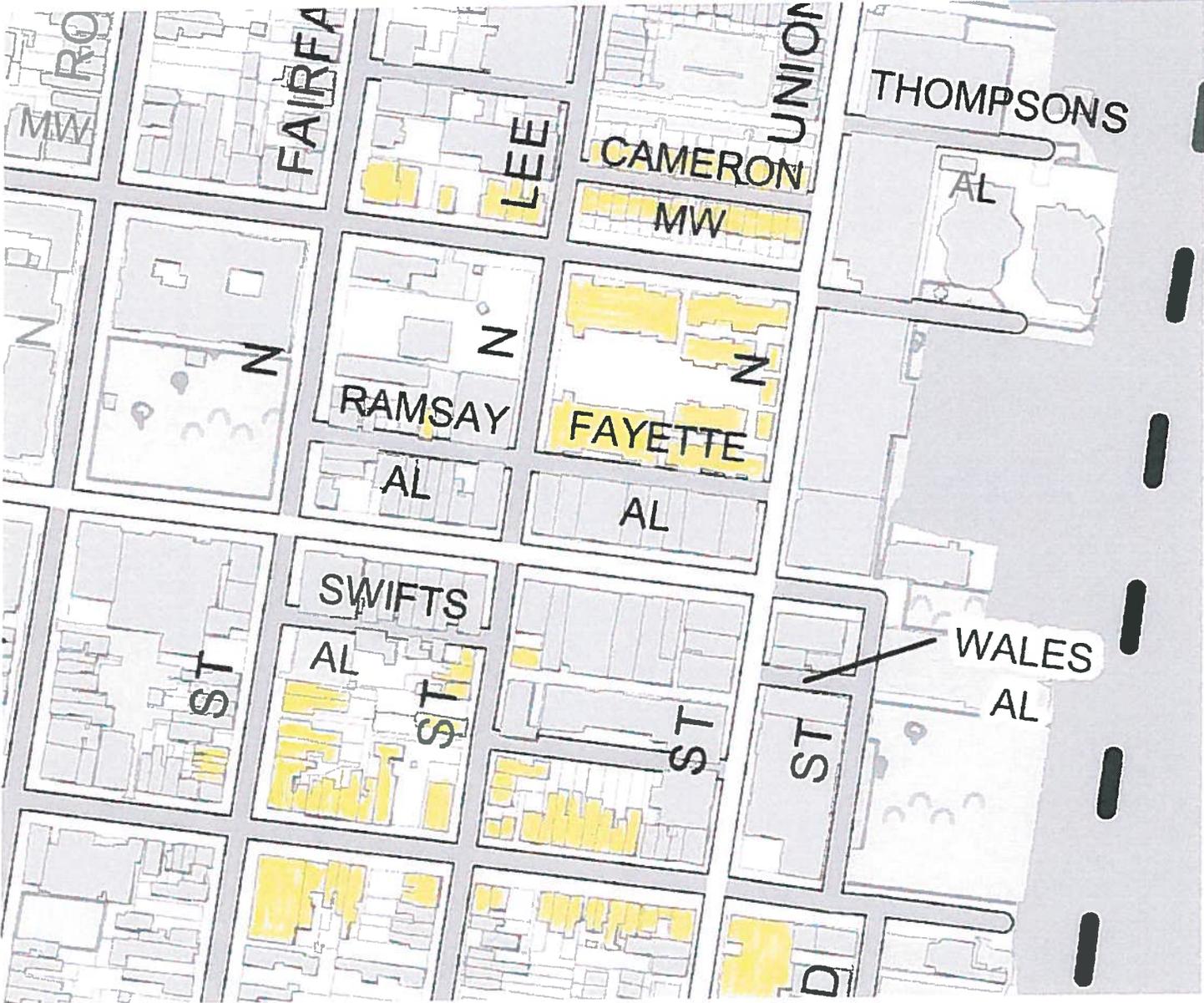
If you will be attending the Walking Tour, please start to think about the following questions that will be addressed during the tour

1. *How does the use and demand of Lower King Street change by time of year, day of week, time of day, etc.?*
2. *What elements of the Lower King Street currently work well? What elements do not currently work and need to be changed or removed? What immediate improvements do you want to see in the next 5 years?*
3. *Are there any improvements to these streets or their intersections that we need to take into consideration when looking at options for Lower King Street?*
4. *If you had to reprioritize the street, how would you rank the modes of transportation, by level of importance for their business? (pedestrians, bicycles, cars, transit, etc.)*
5. *What do you value most about your neighborhood / Lower King Street? What should be different in 15 years?*

Public Meeting
Presentation on Lower King Street Multimodal Feasibility Study – March 20, 2014

Flyers were hand delivered to businesses (see business outreach flyer on previous page) and residents near the study area as shown on the following page. The City also advertised the public meeting on the City's website, through E-News, and invitations by email to those on the project listserve.

Lower King Street – Residential Outreach



Residents highlighted on this map were invited to attend the first public meeting (via the attached flyer), in addition to typical outreach via the City's website.

At the meeting, the attendees were asked to provide input via two interactive exercises.

The first exercise collected visual preferences by allowing attendees to select streetscape designs of example shared streets and pedestrian places that they liked and disliked by placing a green or red dot, respectively, on the photo. The following page summarizes the responses.

The second exercise asked attendees about their likes and dislikes of King Street today. Attendees also provided written comments on their vision for the future of Lower King Street. Generally, attendees:

- Expressed interested in a shared street and / or pedestrian-only street, though some preferred the existing design of King Street;
- Emphasized the importance of a high-quality, attractive streetscape with seating and outdoor dining;
- Shared concerns with conflicts between modes today and in the future.
- Shared concerns regarding the loss of on-street parking and the impact to adjacent residential streets.

The following are additional comments provided by community members in attendance:

- The 500-600 blocks of King Street were closed to vehicles for a couple years in the 1950's or 1960's and businesses closed.
- Need to address how to handle motorcycles.
- Parking will be removed within the 1/4 mile of lower King Street with redevelopment.
- Concerned about impact to Lee Street, which is narrow in the area.
- Would like resident-only parking from 6 PM to 7 AM.
- Prefer no change.
- Do not want bicycles on street.
- A Pedestrian only street should not include bicyclists.
- Like eating/dining on the street.
- Don't like how little space is currently available for pedestrians.
- Prefer no curb.
- Bicycles should be able to ride in the "trolley way."
- Like the texture/changes in color on the street.
- Like benches.
- Support the idea of a shared street , but believe there are different ways to approach it.
- Like pedestrian only or limited vehicle access.
- Should have bollards or barricades at each end of the street.
- Support high-quality streetscape.
- Prefer curb.
- Glad the City is doing this project.
- Prefer concept of shared street.
- Understand there may be trade-offs, like parking removal.
- Consider impacts to businesses.
- Prefer a flexible design.

**Public Meeting
Presentation on Lower King Street Multimodal Feasibility Study – May 29, 2014**

Flyers were hand delivered to businesses and residents (See business outreach and resident flyers shown previously) near the study. The City also advertised the public meeting on the City’s website, through E-News, and invitations by email to those on the project listserve.

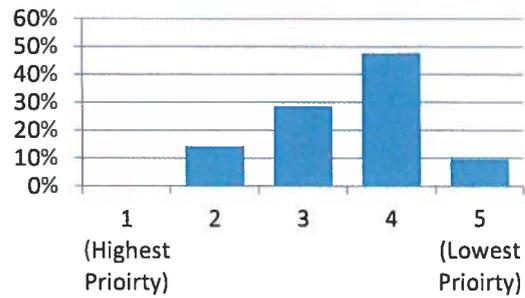
A presentation was given that provided an overview of the project purpose and goals, summary of the civic outreach conducted to date, existing conditions and key issues identified, and four alternatives for the 100 block. The alternatives include: Do Nothing/Existing configuration; Open to Traffic; Pedestrian Only street; Pedestrian Only with Transit Access. A number of design options for the alternatives were also presented. After the presentation, attendees were asked to fill out a comment form to provide feedback and preferences on the information presented. In the presentation, several goals and values were presented that are being used to evaluate options for the 100 block of King Street. Attendees were asked to rank each of the goals and values with 1 being the highest priority and 5 being the lowest. The following charts provide a summary of the results. Note: the results summarized below only reflect comment forms collected at the May 29th meeting.

Ranking of Goals / Values by Public Meeting Participants (Comment forms)

<p><u>Increase Walking Space</u></p> <p>More than half ranked “Increase Walking Space” as the highest priority (1) and about one-quarter ranked it has the second-highest priority (2).</p>	<table border="1"> <caption>Data for 'Increase Walking Space' Chart</caption> <thead> <tr> <th>Priority Rank</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1 (Highest Priority)</td> <td>52%</td> </tr> <tr> <td>2</td> <td>25%</td> </tr> <tr> <td>3</td> <td>12%</td> </tr> <tr> <td>4</td> <td>0%</td> </tr> <tr> <td>5 (Lowest Priority)</td> <td>8%</td> </tr> </tbody> </table>	Priority Rank	Percentage	1 (Highest Priority)	52%	2	25%	3	12%	4	0%	5 (Lowest Priority)	8%
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<p><u>Increase Outdoor Dining and Retail</u></p> <p>The responses for “Increase Outdoor Dining and Retail” were spread across all priority ranks with the lower priority ranks receiving slightly more votes. About 25% of respondents ranked it as highest (1) or second-highest priority (2) while about 55% ranked it as second-lowest (4) or lowest priority (5).</p>	<table border="1"> <caption>Data for 'Increase Outdoor Dining and Retail' Chart</caption> <thead> <tr> <th>Priority Rank</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1 (Highest Priority)</td> <td>15%</td> </tr> <tr> <td>2</td> <td>10%</td> </tr> <tr> <td>3</td> <td>20%</td> </tr> <tr> <td>4</td> <td>25%</td> </tr> <tr> <td>5 (Lowest Priority)</td> <td>35%</td> </tr> </tbody> </table>	Priority Rank	Percentage	1 (Highest Priority)	15%	2	10%	3	20%	4	25%	5 (Lowest Priority)	35%
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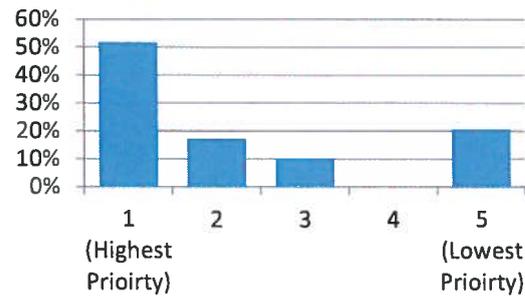
Provide Direct and Efficient Trolley Service

Many ranked "Provide Direct and Efficient Trolley Service" as a lower priority with about 10% ranked it as the lowest priority (5) and about 45% ranked as the second-lowest priority (4). No respondents ranked it as the highest priority (1).



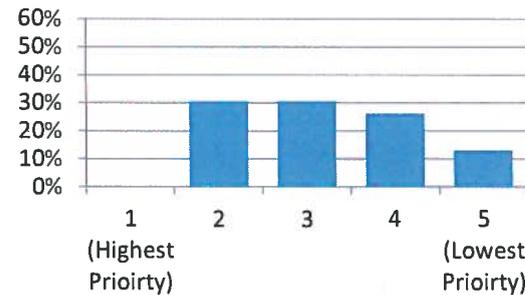
Minimize Impacts to Residential Streets

More than half ranked "Minimize Impacts to Residential" as the highest priority (1) while about 20% ranked it as the lowest-priority (5).

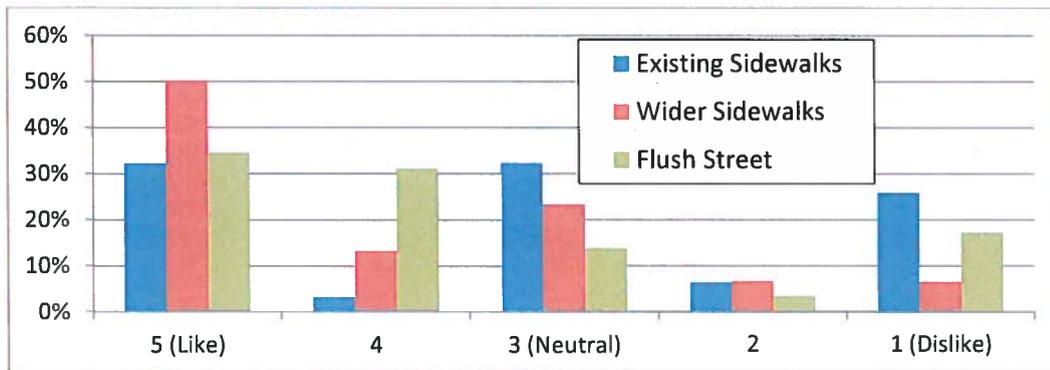


Improve User Comfort at Intersections

The responses for "Improve User Comfort at Intersections" were split between several priority ranks. No one ranked it as the highest priority (1). About 30% ranked it at the second-highest priority (2) and the neutral priority (3). About 25% ranked it as the second-lowest priority (4) and about 15% ranked it as the lowest priority (5).

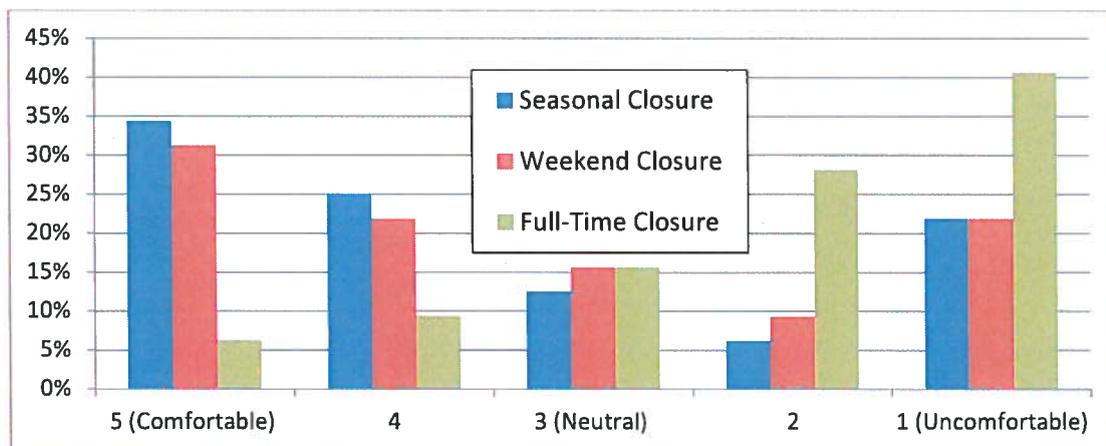


Attendees were asked to rank the design options presented with like (5) and dislike (1). The three options included: Existing Sidewalks (blue), which maintains the road as it is today, Wider Sidewalks (red), which removes parking to provide for a wider sidewalk, and Flush Street (green), which removes the curb and provides a flush street.



Responses for Existing Sidewalks were mixed with about 30% for each “5 (Like)”, “3 (Neutral)” and “1 (Dislike)”. About 50% of respondents liked wider sidewalks and about 25% were neutral. The majority of respondents liked the flush street with a total of 65% indicating either “5 (Like)” or “4”.

Attendees were asked their level of comfort with several closure options for the 100 block of King Street: seasonal closure (blue), weekend closure (red) and full-time closure (green).



Generally, respondents were uncomfortable with a full-time closure. Results for seasonal and weekend closures were similar with respondents being slightly more comfortable with a seasonal closure: about 60% were comfortable (5) or moderately comfortable (4) with a seasonal closure while about 50% were comfortable (5) or moderately comfortable (4) with a weekend closure.

Additional comments included:

- Local residents generally want to minimize impacts to residential streets, like the existing design and are uncomfortable with the idea of closure
- Residents concerned about parking
- Waterfront Commissioners and Alexandria residents (outside of Old Town) tend to place greater emphasis on increasing walking space
- One (also a Waterfront Commissioner) commented that he/she wants to see coordination with the Waterfront Plan
- A Waterfront Commissioner/Council member commented that less technical/more descriptive language and photos of existing example streets be used
- Concerns about loss of parking and increased traffic on Prince, Duke, and Lee Streets
- Need careful thought about public outreach if partial closures are enacted
- One resident suggested prohibiting non-resident parking within a six-block radius
- A Waterfront Commissioner wants more information on stormwater runoff



Lower King Street Concepts Comment Form

Your comments are very important to us. Please share your ideas with us by completing this sheet and returning it at the end of the meeting.

Your affiliation (check all that apply):

- Old Town Business Owner
- Old Town Resident
- Alexandria Resident
- Waterfront Commissioner
- Other _____

Rank the project goals in order of importance (1st to 5th):

- _____ Increase Walking Space
- _____ Increase Outdoor Dining and Retail
- _____ Provide Direct and Efficient Trolley Service
- _____ Minimize Impacts to Residential Streets
- _____ Improve User Comfort at Intersections

Do you think there are any goals missing? If so, what?

What do you like and dislike about the following functional options:

	Likes	Dislikes
Open to All Users	_____	_____
Pedestrian & Trolley	_____	_____
Pedestrian Only	_____	_____

What do you think of the following design options (circle one number per line):

	Like	Neutral			Dislike	Why?
Existing	5	4	3	2	1	_____
Wider Sidewalks	5	4	3	2	1	_____
Flush Street	5	4	3	2	1	_____

How comfortable are you with the following options (circle one number per line):

	Comfortable	Neutral			Uncomfortable	Why?
Seasonal Closure	5	4	3	2	1	_____
Weekend Closure	5	4	3	2	1	_____
Full-Time Closure	5	4	3	2	1	_____

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 18, 2014
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SANDRA MARKS, ACTING DEPUTY DIRECTOR, T&ES
SUBJECT: AGENDA ITEM #3 - 2014 UPDATE TO THE TRANSPORTATION LONG RANGE PLAN

3
6-18-14

ISSUE: 2014 update to the Transportation Long Range Plan (LRP)

RECOMMENDATION: That the Transportation Commission (Commission) review the draft update of the 2014 LRP.

DISCUSSION: As part of its responsibility to develop and maintain a comprehensive Transportation Long Range Plan (LRP) that identifies the City's long-range transportation needs, the Commission first adopted an LRP in April 2010. The LRP is an unconstrained list of all transportation related capital projects, programs and studies identified in City plans and policies. Projects on the LRP have no identified funding source. Once projects on the LRP receive partial or full funding, they are moved from the unconstrained LRP to the City's CIP.

Each year the Transportation Commission updates the LRP transportation projects, programs and studies from plans adopted since the last update and additional projects not captured in the previous LRP.

At the May 21, 2014 Commission meeting, staff introduced the proposed additions and deletions to the 2014 LRP Update. The updates include the following project additions:

- Two proposed circulator routes, based on recommendations in the DASH Comprehensive Operations Analysis;
- A new bridge over Sanger Avenue at I-495 to better accommodate future Bus Rapid Transit and non-motorized users; and
- A new Holmes Run trail bridge

In addition, two projects are proposed to be moved from the "Programs" list to the "Projects" list, including:

- Mt. Vernon Avenue at East/West Glebe Road intersection improvements;
- Redesign intersection of Mt. Vernon Avenue and Four Mile Road

Finally, staff is proposing to remove the "Programs" element of the LRP since these programs

are now generally covered through the City's Complete Streets program. Staff requested that the Commission members individually score / prioritize the LRP project list. At its June 18, 2014 meeting, the full Commission will review the priorities for the new projects.

A public hearing on the LRP update will be held during the July 16, 2014 Commission meeting, and a recommendation on the LRP update is anticipated following the public hearing.

ATTACHMENT: Draft 2014 LRP and Scoring Criteria

3.1
6-18-14

City of Alexandria Long-Range Plan
June 5, 2014

DRAFT

PROJECTS

Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
1	Royal Street Bicycle Boulevard / Bikeway	Construct bicycle improvements along Royal Street between Jones Point and Bashford Street, that may include signage, traffic calming and other measures to improve north-south bicycle travel within Old Town.	2008 TMP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	Project was recommended in the Transportation Master Plan and the Waterfront Small Area Plan, Pedestrian and Bicycle Master Plan, and the Union Street Corridor Study .
2	Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail	Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail	Potomac Yard SAP	Project	Bicycle	\$1-5 million	5-10 years	Not Started	Yes	
3	Glebe Road Bridge and Four Mile Run pedestrian bridge	Demolish existing W. Glebe Road vehicular bridge over Four Mile Run and portions of W. Glebe Road, and construct a new vehicular bridge to the east (aligned with Valley Drive), and realign W. Glebe Road. Construct new pedestrian/bicycle bridge over Four Mile Run where existing W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	This project will require substantial additional study for feasibility/need/etc. and substantial coordination with Arlington. Arlington County is currently implementing a project at the intersection of S. Glebe Road and W. Glebe Road that includes signalization, improved crosswalks and markings.
4*	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes	This project will construct an intermodal terminal which will be in close proximity to the Potomac Yard Metrorail station, and will be connected to it. This station will serve as the location where CCOPY Transitway buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard.
4*	Van Dom Street bridge widening	Widening of Van Dom Street over Duke Street to accommodate pedestrians	Landmark/Van Dom SAP	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes	At time of long term (Phase 2) development of Landmark Mall or Van Dom Street reconstruction
5	Bicycle Parking at Waterfront	Provide additional bicycle parking on the waterfront in Oronoco Bay Park and near the foot of King Street with more racks and/or covered bicycle shelters.	Waterfront SAP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	
6	Corridor A Circulator Transit Service	Provide scale appropriate Circulator transit service in Corridor A south of Braddock Road Metrorail station that focuses on east-west connectivity between the existing Metrorail stations and Old Town.		Project	Transit	\$1-5 million	1-5 years	Not Started	No	
7	Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dom Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	Project may be dependent on redevelopment within the block / area.
8	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	Four Mile Run Plan	Project	Bicycle	More than \$5 million	5-10 years	Not Started	Yes	This project is identified as a demonstration project in the Four Mile Run Plan. It is currently being designed but has no construction funding identified.
9	West End Transit Shop	Construct a new transit shop on the west end of Alexandria to support transit, alternative transportation and non-Single Occupancy Vehicle (SOV) travel	TDM Plan	Project	Transit	Less than \$1 million	5-10 years	Not Started	Yes	
10*	Prince Street / Cameron Street Bicycle Facility Lanes	Construction of a bicycle facility new protected bicycle lanes (cycle-track) on both Prince Street and Cameron Street within Old Town. Would require removal of one travel lane and new signals.	2008 TMP	Project	Bicycle	Less than \$1 million	5-10 years	Not Started	No	Identified as Complete Streets project consistent with City's Complete Streets policy
10*	Eisenhower Avenue Metrorail Platform Extension	Construction of station entrance north of Eisenhower Avenue as development occurs to provide direct pedestrian access to the station without the crossing of Eisenhower Avenue.	1992 TMP	Project	Transit	More than \$5 million	1-5 years	In Progress	Yes	The Eisenhower Avenue Metro Station can only be accessed from the South side of Eisenhower Avenue, but a great deal of existing and future development is taking place on the north side of this street—much of it federal office space. Not only is the existing limited station access unsafe; it discourages transit use. The City has received over \$2 million in federal funding to begin to plan for the reconfiguration and expansion of the platform of this station to the north side of Eisenhower. The City estimates that over \$16 million in additional funding is needed. City Council directed staff not to pursue this project at this time.
11	Pedestrian improvements at King Street and waterfront area	Limit vehicular access to the unit block of King Street and the Strand, between Prince and King Streets, and potentially to the 100 block of King Street to emergency vehicles, deliveries (limited hours), motorcoaches and the King Street trolley. The Strand would also be open to vehicles accessing the parking garages and lots that have entrances on this block. In addition, enlarge the pedestrian hub at King Street and Union Street. Consider eliminating on-street parking along the unit block of King and at the immediate intersection of King and Union Street.	Waterfront SAP	Project	Pedestrian	Less than \$1 million	5-10 years	Not Started	No	
12	Bradlee Transit Center	Construction of the Bradlee Transit Center. The project will provide bus facilities for a number of bus routes serving the area. The improvements will include bus shelters and enhanced service information, bus circulation, bicycle parking and transit amenities.	TDM Plan	Project	Transit	Less than \$1 million	1-5 years	Not Started	Yes	Enhanced bus shelters are being constructed in conjunction with the redevelopment of the Safeway site adjacent to the station. Enhanced pedestrian access may be needed. It is anticipated that a major facility will not be built.

PROJECTS

Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
13	Van Dom at Braddock Road Intersection Improvement	Replace the shared thru/left turn lanes along NB and SB Van Dom Street with separate left turn lanes - One left, one thru and one shared thru/right lane for both NB and SB directions. Add protected/permissive left turn phasing along NB and SB Van Dom Street.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
14	Beauregard Street at W. Braddock Road Intersection Improvement	Change dual left to single left on westbound Braddock Road and replace the left-turn lane with a thru lane.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
15	Quaker Lane at Seminary Road/Janneys Lane Intersection Improvement	Provide dual northbound Quaker Lane left turn lanes onto Seminary Road, and provide a dedicated right turn lane for eastbound Seminary Road.		Project	Streets	\$1-5 million	1-5 years	Not Started	Yes	This intersection capacity improvement project is needed to accommodate current and future BRAC related traffic. The EB Seminary Road approach to this intersection has been a standing issue because both right turning and through traffic share a single lane. The high volume of right turning vehicles overloads this lane creating operational problems and queues. This problem is expected to worsen as BRAC becomes fully occupied and the west end further develops. In the 1990's a project was funded as part of the "Tell it To City Hall" program to address the eastbound Seminary Road problem. Due to budget cuts and other priorities this project never materialized. The northbound Quaker Lane left turn movement is very heavy and the queue of left turning traffic many times extends into the through lanes. The performance of this movement is expected to further degrade as BRAC becomes fully occupied and further development occurs in the west end of Alexandria.
16	New Road to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	
17	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	
18	Clermont Interchange with I-95 and connection to Eisenhower Avenue	Study or consider this interchange and the connecting roadways that will improve access to the Cameron Valley and the Eisenhower Corridor	Eisenhower East SAP	Project	Streets	More than \$5 million	10+ years	Not Started	No	The City Council recognized the critical need for improved access to the Eisenhower Valley and requested that the State investigate a connection between I-95 (the Capital Beltway) and Eisenhower Avenue. The project will need to undergo an update of environmental analysis to determine the project viability. The Eisenhower West Transportation Study includes an update the 1993 Environmental Assessment to determine if the connector between Eisenhower Ave. and Duke Street is still needed.
19	South Van Dom Street Improvements at the City Limits	Construction of an additional lane to the southbound roadway from the Metrorail access ramp to the I-95 interchange. An additional lane should be added to the northbound roadway from the I-95 interchange to the Metro access ramp.	1992 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	No	This action will provide improved access to and from the Van Dorn Metrorail Station and the Eisenhower Valley.
20	Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	Eisenhower East SAP	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	Project to be completed as part of Hoffman warehouse parcel redevelopment.
21	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 Dom Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	1992 TMP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	As development takes place in Alexandria or Fairfax County between Edsall Road and Pickett Street or along Farrington Avenue. To be further evaluated in Eisenhower West Plan.
22	Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	2008 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes	The Transportation Master Plan identified three transitway corridors, including Corridor C (West End Transitway).
23	Mt. Vernon Avenue at East/West Glebe Road intersection improvements	It is recommended that traffic improvements be implemented at this intersection, including signalization, channelization for turning movements, and accommodations for pedestrians.	1992 TMP	Project	Pedestrian	Less than \$1 million	2-5 Years	Not Started	Yes	The 2103 LRP identified this as a Program. It was identified in the Arlandria Plan. This project cannot be constructed prior to redevelopment due to issues such as location of curb cuts. Recommended in 2008 Transportation Master Plan. Part of comprehensive process to upgrade the Holmes Run Trail, as shown by the completion of the Chambliss pedestrian and bicycle crossing on Holmes Run and the Holmes Run Trail at Ripley Street pedestrian and bicycle crossing under design.
24	Holmes Run Trail at Morgan Street	Construct a pedestrian and bicycle bridge where the Holmes Run Trail crosses Holmes Run at Morgan Street.	2008 TMP	Project	Pedestrian	\$1-5 million	1-5 years	Not Started	Yes	
25	Eisenhower East Circulator Transit Service	Provide Circulator transit service in the Eisenhower East area to provide a connection between the King Street Metrorail station and the Eisenhower Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
26	Van Dorn Circulator Transit Service	Provide Circulator transit service in the Van Dorn area to provide a connection between the Van Dorn Metrorail station and the Landmark Mall. The DASH route AT7 would terminate at the Van Dorn Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
27	Redesign intersection of Mt. Vernon and Four Mile Road.	Construct cul-de-sac from Bruce Street into Park and construct new 'T' intersection	Arlandria Plan	Project	Streets	Less than \$1 million	2-5 Years	Not Started	No	Moved from the Programs List

Project priorities (except for projects 22-27) are from 2013
 * Project priorities for these projects resulted in a tied score

City of Alexandria Long-Range Plan

June 18, 2014

DRAFT

Studies

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

LRP - Studies

City of Alexandria Long-Range Plan
June 18, 2014

DRAFT

Studies

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
13	Eisenhower Valley Metro Station	Construct a new Metro station in the Eisenhower Valley (Blue Line) between King Street Station and Van Dorn station	2008 TMP	Study	Transit			Not Started		Per the TMP, any small area plan that includes land in the Eisenhower Valley and proposes an increase in density beyond what is currently approved shall provide for a City-directed study of the desirability and feasibility of the development and funding of an additional Metrorail Station. If a City-directed feasibility study concludes and City Council agrees that a new Metrorail station is viable and desirable, then any proposals to add additional density to the Eisenhower Valley sections of the above mentioned plans must include a specific plan to support the development of an additional Metrorail station on Eisenhower Avenue to serve the Valley.
14	Van Dorn Metro Station Access and Circulation Study	Study to conduct the operating and capital needs at the Van Dorn Metrorail station		Study	Transit	Less than \$1 million		Not Started		The Van Dorn Metro station does not have the capacity to accommodate the existing bus and shuttle needs. In addition, there are safety issues between pedestrians and vehicles. Increased development near the station, including the BRAG-133 facility, will result in additional demand and more constraints. The study will determine how to accommodate additional buses, shuttles, vehicles and pedestrians. In addition, joint development opportunities will be examined. WMATA is conducting a study (to be completed by end of 2013) to identify short term solutions. The City's study will likely focus on long term solutions and land use. This study was completed in April 2014.
15	Transit Corridor A - Circulator Bus Service in Old Town	Study a circulator bus service to provide improved east-west connections within Old Town and to the King Street and Braddock Metrorail Stations. To be analyzed as part of the DASH Comprehensive Operations Analysis	2008 TMP	Study	Transit	Less than \$1 million		In Progress		In 2012 the Transit Corridor Workgroup and Transportation Commission recommended terminating Corridor 'A' at Braddock Road Metrorail Station. The portion of Corridor 'A' south of Braddock Road remains on the LRP as an unfunded capital project. A circulator concept for Old Town was recommended as part of the DASH Comprehensive Operations Analysis, completed in May 2014.
16	Revise the current parking requirements for properties located within 2,000 feet of Braddock Metro		Braddock Metro	Study	Bicycle	Less than \$1 million		Not Started		This study should be deleted because the City is currently conducting a citywide parking ratio study.
17	HOV lanes	Explore opportunities to enhance the use of high-occupancy vehicle (HOV) lanes as a traffic management strategy for periods of peak travel demand. Study existing HOV travel lanes to determine if changes in their operations would improve traffic flow during peak travel periods. Evaluate opportunities for implementation of additional or expanded HOV travel lanes or reduction of existing HOV travel lanes on City streets.		Study	Streets	Less than \$1 million		Not Started	Yes	

3.3
6-18-14

Programs

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
1	Improve Bicycle Connectivity	Improve bike connectivity between Mt. Vernon Avenue and Braddock Metro Station, improve bike connectivity between Hunting Terrace and Old Town, under Woodrow Wilson Bridge.	2008 TMP, Mt. Vernon, Hunting Terrace	Program	Bicycle	\$1.5 million	0-2 Years	In Progress	No	Included in the City's Complete Streets Program.
2	Community Pathways	Provide pedestrian facilities in neighborhood commercial centers and residential neighborhoods that are not listed in other programs but are critical to cohesion of city neighborhoods.	2008 Bike-Ped Mobility Plan	Program	Pedestrian	\$1.5 million	0-2 Years	Ongoing	No	Included in the City's Complete Streets Program. Timing dependent on availability of funds
3	Off Street Trails	Provide 18+ miles of new trails or side paths. This project does not include grade separated crossings. The program includes bicycle facilities on Beauregard between King Street and Seminary.	2008 Bike-Ped Mobility Pla Program	Program	Pedestrian	More than \$5 million	0-2 Years	In Progress	No	Included in the City's Complete Streets Program. Timing dependent on availability of funds
4	Braddock Metro Plan Area	Provide missing curb ramps, crosswalks, and street lights at intersections throughout the Braddock Metro Plan Area	Braddock Metro	Program	Pedestrian	\$1.5 million	0-2 Years	Ongoing	Yes	Included in the City's Complete Streets Program.
5	"walking streets"	Provide street trees, pedestrian scale sidewalk lighting, and bicycle facilities on non-	Braddock Metro	Program	Pedestrian	More than \$5 million	0-2 Years	Not Started	Yes	Included in the City's Complete Streets Program. Walking street improvements will be prioritized by BIAG. Task will be coordinated with redevelopment activities. Timing dependent on availability of funding
6	Mt. Vernon Avenue at East/West Globe road intersection improvements	It is recommended that traffic improvements be implemented at this intersection, including signalization, channelization for turning movements, and accommodations for pedestrians.	1992 TMP	Program	Pedestrian	Less than \$1 million	2-5 Years	Not Started	Yes	Moved to Projects list, Identified in Arlandria Plan
7	Install speed tables, 700 block Four Mile Road		Arlandria Plan	Program	Streets	Less than \$1 million	2-5 Years	Not Started	No	Included in the City's Complete Streets Program.
8	Redesign intersection of Mt. Vernon and Four Mile Road.	Construct cul de sac from Bruce Street into Park and construct new 'T' intersection	Arlandria Plan	Program	Streets	Less than \$1 million	2-5 Years	Not Started	No	Move to Projects List
9	Corridor Improvements	Road Diets, corridor efficiency and safety improvements at locations such as King Street and Seminary Road.		Program	Streets	More than \$5 million		Not Started	No	Included in the City's Complete Streets Program. Identified as a need by Transportation Commission

3.4
6-18-14

ALEXANDRIA TRANSPORTATION COMMISSION

PROPOSED CRITERIA FOR PRIORITIZING CITY TRANSPORTATION PROJECTS

PRIORITIZATION METHODOLOGY

The City of Alexandria's Transportation Division maintains a list of Transportation Projects as a part of the City Master Plan. This list, called the Transportation Long Range Plan (LRP), is unconstrained in that funding for the projects on it has not been identified, and it includes ALL of the Transportation Projects that have been approved by the City Council as part of the City Master Plan. The Transportation LRP also includes Transportation Projects that are part of the:

- ❖ Pedestrian and Bicycle Mobility Plan
- ❖ Bicycle Transportation and Multi-Use Trail Master Plan
- ❖ Small Area Plans
- ❖ Special area and corridor plans

Any Transportation Project proposed that is not specifically recommended in any of these plans must be consistent with City goals and policies including the:

- ❖ Mayor and Council Strategic Plan
- ❖ Master Plan and all sub-plans listed above
- ❖ Eco-City Charter

Long Range Plan (LRP)

Proposed long-range Transportation Projects with no funding identified

Once Transportation Projects are included on the LRP, they will be prioritized according to the following seven criteria using a five-point ranking schema.

I. LIVABILITY

The environmental and social quality of an area as perceived by residents, employees of local businesses, and visitors to the area

Positive impacts on neighborhood livability may include:

- ❖ improved access to community facilities, services, convenience shopping, transit and regional transportation facilities
- ❖ a safer and more pleasant walking environment
- ❖ more attractive streetscape
- ❖ traffic calming

Negative impacts on neighborhood livability may include:

- ❖ increased noise and neighborhood traffic
- ❖ local air pollution
- ❖ hazards to pedestrians and cyclists
- ❖ cut-through traffic on neighborhood streets
- ❖ spillover parking

WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON LIVABILITY IN THE AFFECTED AREA?

- 5 *Major improvement*
- 4 *Moderate improvement*
- 3 *No net impact*
- 2 *Moderate deterioration*
- 1 *Major deterioration*

WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON THE OVERALL LIVABILITY IN THE CITY OF ALEXANDRIA?

- 5 *Major improvement*
- 4 *Moderate improvement*
- 3 *No net impact*
- 2 *Moderate deterioration*
- 1 *Major deterioration*

II. CONNECTIVITY

The ability to reach desired goods, services, activities and destinations

Connectivity is a measure of the interconnectedness of the transportation system. Systems with high connectivity generally provide a number of choices of routes between destinations and relatively short travel distances.

Factors that increase connectivity and reduce travel time include:

- ❖ small block size
- ❖ direct access
- ❖ redundancy
- ❖ modal options (car, pedestrian, bicycle, transit)
- ❖ optimizing signals
- ❖ bike sharing/car sharing

Factors that impede connectivity include:

- ❖ railroads
- ❖ rivers and streams
- ❖ freeways
- ❖ cul-de-sacs
- ❖ medians
- ❖ turn restrictions
- ❖ frontage roads

WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON NEIGHBORHOOD CONNECTIVITY AND THE CITY AS A WHOLE?

- 5 *Major improvement*
- 4 *Moderate improvement*
- 3 *No net impact*
- 2 *Moderate deterioration*
- 1 *Major deterioration*

WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON REGIONAL MOBILITY?

- 5 *Major improvement*
- 4 *Moderate improvement*
- 3 *No net impact*
- 2 *Moderate deterioration*
- 1 *Major deterioration*

III. LAND USE AND ECONOMIC DEVELOPMENT

Projects that promote compact development patterns and/or promote economic development

The project focuses investment where jobs and households are located and/or served. The project encourages mixed-use, transit-oriented, compact development and discourages dispersed, low-density, single-use, automobile dependent land use patterns.

The project is in an area with existing or planned development that creates opportunity for economic development.

HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR EXISTING OR PROPOSED POPULATION AND EMPLOYMENT CENTERS?

- 5 *Very Well*
- 4 *Moderately Well*
- 3 *No Impact*
- 2 *Poorly*
- 1 *Very Poorly*

HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR OPPORTUNITIES FOR ECONOMIC DEVELOPMENT?

- 5 *Very Well*
- 4 *Moderately Well*
- 3 *No Impact*
- 2 *Poorly*
- 1 *Very Poorly*

IV. MULTIMODAL CHOICES

Project creates multimodal choices for travelers including travel by foot, bicycle, transit or car

Major improvements may include:

- ❖ Roadway widening
- ❖ High Occupancy Vehicle (HOV) lanes
- ❖ Transit service improvements such as improved frequency or other capacity enhancements
- ❖ Construction of bicycle or pedestrian facilities

Minor improvements may include:

- ❖ Intersection reconstruction/improvement
- ❖ Access and parking improvements

DOES PROJECT IMPROVE OR ADD MULTIMODALITY?

- 5 *Major improvement*
- 4 *Moderate improvement*
- 3 *No impact*
- 2 *Minor deterioration*
- 1 *Major deterioration*

V. INFRASTRUCTURE

Projects that address major maintenance for aging transportation infrastructure

Proposed project may have an effect on aging transportation infrastructure via rehabilitation, or by increasing demand on deteriorating systems.

DOES THE PROJECT IMPROVE AGING TRANSPORTATION INFRASTRUCTURE?

- 5 *Major improvement*
- 4 *Moderate improvement*
- 3 *No impact*
- 2 *Minor deterioration*
- 1 *Major deterioration*

VI. OPERATIONS AND TECHNOLOGY

Projects that improve system efficiency through the appropriate use of technology

These projects improve system efficiency and can improve capacity without making physical changes to the transportation network. These projects may include:

- ❖ Signal optimization
- ❖ Transit technology
- ❖ Transit priority
- ❖ Real time transit information

DOES THE PROJECT IMPROVE SYSTEM EFFICIENCY THROUGH AN APPROPRIATE USE OF TECHNOLOGY?

- 5 *Major improvement*
- 4 *Moderate improvement*
- 3 *No impact*
- 2 *Moderate deterioration*
- 1 *Major deterioration*

VII. REDUCE SINGLE OCCUPANCY VEHICLE (SOV) TRAVEL

Projects that encourage non-SOV mode share

These projects encourage non-SOV travel through the provision of mode choices. These projects may include:

- ❖ Improved or new transit service and/or transit amenities
- ❖ Bicycle and pedestrian facilities
- ❖ High Occupancy Vehicle (HOV) lanes
- ❖ Car/Bike share programs

DOES THE PROJECT ENCOURAGE NON-SOV TRAVEL?

5 Greatly encourages

4 Moderately encourages

5 No impact

2 Moderately discourages

1 Greatly discourages

Transportation Improvement Plan (TIP)

The list of proposed projects likely to be funded in whole or in part within six years of the current Fiscal Year (FY)

As part of the City's yearly budget process, the Transportation Commission will provide the City Manager with a recommended list of projects that is constrained in that it will ultimately need to include sources of funding for all projects. This list will be included in the Capital Improvement Plan (CIP).

In preparing this list, the projects from the LRP with the highest priority will be re-evaluated using the LRP criteria and re-prioritized, if necessary, to take into account any changes in the project and/or updated project information and the criteria below.

Once the highest priority projects have been re-evaluated, funding for each project will be identified to complete the constrained TIP recommendation.

I. SAFETY

Project increases public safety by reducing the number and severity of vehicular crashes and creating a safer environment for all users of transportation network

Safety effects are typically measured by changes in the number and severity of vehicular crashes. Vehicle speed is a significant factor in the severity of all crashes, but is particularly important in the rate of fatalities in crashes involving pedestrians and cyclists. Emergency vehicle access and protection from crime may also be safety considerations in design and location of transportation facilities.

WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON CRASH RISKS AND SAFETY?

- 5 *Major improvement*
- 4 *Moderate improvement*
- 3 *No net impact*
- 2 *Moderate deterioration*
- 1 *Major deterioration*

II. FUNDING

Projects will be evaluated based on construction and associated costs, opportunities to leverage non-City funds, and the impact on the City's operating budget

WHAT IS THE POTENTIAL FOR OBTAINING NON-CITY FUNDING FOR THE PROJECT?

- 5 *High*
- 4 *Moderately High*
- 3 *Neutral*
- 2 *Moderately Low*
- 1 *Low*

III. ONGOING COSTS

Projects evaluated based on the anticipated level of maintenance and operating costs

WHAT IS THE EFFECT OF THE PROJECT ON MAINTENANCE AND OPERATING COSTS?

- 5 *Major reduction*
- 4 *Moderate reduction*
- 3 *Neutral*
- 2 *Moderate increase*
- 1 *Large increase*

IV. URGENCY

Project evaluated on its critical need related to system failure, major development, economic development or another factor

WHAT IS THE URGENCY OF THE PROJECT?

- 5 *High*
- 4 *Moderately High*
- 3 *Neutral*
- 2 *Moderately Low*
- 1 *Low*

City of Alexandria, Virginia

MEMORANDUM

5
6-18-14

DATE: JUNE 18, 2014
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SANDRA MARKS, ACTING DEPUTY DIRECTOR, T&ES
SUBJECT: AGENDA ITEM #5 – ROUTE 1 TRANSITWAY AND HOV LANE ENFORCEMENT

ISSUE: Enforcement of the Route 1 Transitway and High Occupancy Vehicle (HOV) lanes.

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

DISCUSSION: At previous meetings, the Commission requested that staff provide an update on existing enforcement of the Route 1 HOV lanes, and future enforcement of the Route 1 Transitway.

Route 1 Transitway

On June 11, 2014 City Council approved on first hearing the proposed Ordinance enabling dedication of transitways for transit vehicles and emergency vehicles only and set the Ordinance for public hearing, second reading, and final passage on Saturday, June 14, 2014.

The Crystal City Potomac Yard Transitway is a five-mile high-capacity transit corridor connecting Pentagon City and Braddock Road Metrorail stations. Service is expected to start in summer 2014. Much of the service will operate in dedicated transit lanes, providing residents, workers, and visitors with a fast, convenient, and comfortable connection to the regional Metrorail network, the emerging Potomac Yard developments, and key employment nodes.

The initial segment of the corridor is under construction along Route 1 between Potomac Avenue and East Glebe Road. Transit vehicles will operate in exclusive right-of-way along this segment. The project includes enhanced stations, off-board fare collection, transit signal priority, and real-time passenger information. The Washington Metropolitan Area Transit Authority (WMATA) will operate new premium transit service under the brand *Metroway*. Dedicated transit lanes are key components of the new service. These transit lanes will allow buses to travel freely, unrestricted by the heavy congestion in the corridor.

The Crystal City Potomac Yard Transitway will be the first corridor in the region to make use of dedicated transitways that are physically separated from general traffic. The proposed addition of Title 10, Chapter 3, Section 17 would enable City Council to designate transitways for the exclusive use of transit vehicles and sets fines for unauthorized use of the transitway.

Route 1 High Occupancy Vehicle (HOV) Lanes

A representative of the City of Alexandria Police Department will attend the June 18, 2014 Transportation Commission meeting to discuss current methods of enforcement of the HOV lanes and answer questions of the Commission.

ATTACHMENT:

Attachment 1: Ordinance 13-3-17

Introduction and first reading:
Public hearing:
Second reading and enactment:

5.1
6-18-11

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain Title 10 (MOTOR VEHICLES AND TRAFFIC), Chapter 3 (OPERATION OF VEHICLES), Article A (GENERAL PROVISIONS) of The Code of the City of Alexandria, Virginia, 1981, as amended, by adding a new Section 10-3-17 regarding creation of and enforcement within dedicated transitways.

Summary

The proposed ordinance sets for the authority for creating dedicated transitways and the enforcement of and penalties related thereto.

Sponsor

N/A

Staff

Mark Jinks, Deputy City Manager
Richard J. Baier, PE, LEED AP, Director, T&ES
Sandra Marks, T&ES
Marti Reinfeld, T&ES
Lee Farmer, T&ES
Christopher P. Spera, Deputy City Attorney

Authority

§2.03(a), Alexandria City Charter

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None

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ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Title 10 (MOTOR VEHICLES AND TRAFFIC), Chapter 3 (OPERATION OF VEHICLES), Article A (GENERAL PROVISIONS) of The Code of the City of Alexandria, Virginia, 1981, as amended, by adding a new Section 10-3-17 regarding creation of and enforcement within dedicated transitways.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Chapter 3 of Title 10 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained by adding the following new Section 10-3-17, as follows:

(All new language)

Sec. 10-3-17 Dedicated Transitways

- (a) The city council, by resolution, may designate lanes designed and constructed for such purposes as full time transitways for the exclusive use of designated buses and other transit vehicles. No vehicles other than designated buses and other transit vehicles shall, for any purpose, enter or travel in a designated transitway, except at the express direction of law enforcement or by emergency vehicles pursuant to a protocol to be established by the City.
- (b) Transitways shall be at all times reserved for use in the manner set forth in section (a) above.
- (c) Signs designating transitways shall be plainly posted along the entire route and at every possible ingress/egress point.
- (d) Any person operating a vehicle in a transitway in violation of this section shall be guilty of a traffic infraction that is not a moving violation. Upon conviction, such infractions shall be punishable as follows:
 - (1) for a first offense, by a fine of \$200;
 - (2) for a second offense within a period of five years from the first offense, by a fine of \$500;
 - (3) for a third offense within a period of five years of the first offense, by a fine of \$750; and
 - (4) for a fourth or subsequent offense within a period of five years of the first offense, by a fine of \$1,000.

City of Alexandria, Virginia

MEMORANDUM

6
6-18-14

DATE: JUNE 18, 2014
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SANDRA MARKS, ACTING DEPUTY DIRECTOR, T&ES
SUBJECT: AGENDA ITEM #6 – PAVING SCHEDULE AND COMPLETE STREETS

ISSUE: Update on the paving schedule and associated Complete Streets projects.

RECOMMENDATION: That the Transportation Commission receive the update.

BACKGROUND: In March 2013, T&ES provided an update to the Transportation Commission on the ongoing development of a paving management program and multi- year paving schedule. Since that time, staff has completed a condition assessment of the City's road and alley infrastructure. This assessment has been used to develop a paving management program and a proposed three year paving schedule which was included in the FY 2015- FY 2024 Capital Improvement Plan (CIP) which was approved by City Council on May 1, 2014.

DISCUSSION: The City of Alexandria maintains and manages more than 560 lane miles of paved streets to ensure the safe and efficient movement of people, goods and services. The City's FY 2015 CIP includes \$4,493,000 in funding for the reconstruction and resurfacing of major roads, typically arterials and collector roads. Approximately 20 percent of City streets are arterials and 11 percent are primary collectors, while 69 percent are local and residential streets. Because arterial and collector routes are generally wider with greater traffic volumes and heavier truck traffic, maintenance of arterials and collectors comprises a significant share of the City's overall street maintenance operating budget.

In addition to the CIP budget, the FY 2015 Operating Budget for Street and Sidewalk Maintenance is \$3,845,084. As part of the \$3.845 million total budget, \$1.0 million is designated for local/residential street patching and pothole repair. The \$1.0 million is utilized for smaller spot repairs, typically one block or less, and thus the scope of work cannot be programmed as easily so it represents an operating and not a capital expenditure. In other words, the major resurfacing projects represent a significant long-term capital investment, while the smaller maintenance projects are part of the everyday cost of maintaining the City's streets.

T&ES focuses its limited resurfacing funds on streets that are in most need. When selecting streets to be paved, staff begins with an objective pavement rating index calculated by a computer model. The City in 2013 used a specialized contractor to objectively prioritize all 560 lane miles of roads according to accepted industry standards. The City's contractor assesses all

streets in the City in order to generate a numerical measure called a Pavement Condition Index (PCI) for every block evaluated. Using a scale from 100 for brand new pavement down to 1, the worst possible condition, the City then develops a priority based system for resurfacing. The PCI is based on a streets' ride quality, cracking, presence of potholes or utility cuts, raveling, streaking, wash-boarding, shoving, etc. The streets are then placed into "bands" that generally characterize their overall condition. The chart below explains the relationship between the road conditions, PCI and definitions:

Condition	PCI	Definition
Good	86-100	Stable, no cracking, no patching and no deformation. Very good riding qualities.
Satisfactory	71-85	Stable, minor cracking, generally hairline and hard to detect. Minor patching and possibly some minor deformation evident. Dry or light colored appearance. Good riding qualities. Rutting less than ½”.
Fair	56-70	Generally stable, minor areas of structural weakness evident. Cracking is easier to detect, patches evident. Cracking is easier to detect, patched but not excessively. Deformation more pronounced and easily noticed. Ride qualities are good to acceptable.
Poor	41-55	Areas of instability, marked evidence of structural deficiency, large crack patterns (alligating) heavy and numerous patches, deformation very noticeable. Riding qualities range from acceptable to poor.
Very Poor/Serious	11-40	Pavement in extremely deteriorated condition. Numerous areas of instability. Majority of section showing structural deficiency. Ride quality is poor.
Failed	0-10	Pavement structure failed. All of section showing severe structural deficiency.

In the 2013 assessment, the City's average PCI was 58 with nearly 50 percent of street sections at or below 60. This assessment was used to develop a proposed three year paving schedule which was included in the approved FY 2015- FY 2024 CIP document.

In addition to major resurfacing projects staff also uses the pavement management system to determine locations for local/ residential street patching work and preventative maintenance activities. In FY 2014, staff piloted the use of crack sealing technology as a preventative means to extend the life of asphalt. To date this program shows success, and as a result, staff will continue using this method as well as other preventative maintenance strategies.

Figures 1-3 below list the streets that have been included in the approved FY 2015- FY 2024 CIP for major street/multi-block resurfacing. It is important to note that these lists are tentative and may change due to utility, development, and other City projects, contract cost variance or other unforeseen conditions.

Annual resurfacing is coordinated with the City's Complete Streets program to implement Complete Streets improvements on the roadway in conjunction with the paving. On April 2, 2014 staff presented a Complete Streets Program update to the Transportation Commission and provided an overview of the coordination that occurs with the street surfacing. Each roadway in Figures 1-3 is evaluated to determine if improvements to the roadway can be made in conjunction with the paving to enhance safety, accessibility and mobility for all roadway users. The recommendations of the Transportation Master Plan and the Pedestrian and Bicycle Mobility

Plan is used to guide street improvements. Some of the improvements include new or upgraded crosswalks, sidewalks, curb ramps, signage, bus stop accessibility improvements, and on-street bicycle facilities.

Due to the increasing lane miles of resurfacing approved in the FY 2015 budget, Complete Streets projects associated with resurfacing must be prioritized to be accomplished within the resources available. Projects are prioritized by plan recommendations, crash data, street classification, activity centers, and distance from pedestrian generators such as schools, parks and transit. For the proposed FY 2015 paving schedule, Complete Streets improvements are planned for the intersection of Yoakum Parkway and Stevenson Avenue, Monroe Avenue between Stonewall and Leslie Avenue, Wheeler Avenue between Duke Street and the dead end, and the intersection of Janney's Lane and Taylor Run Parkway. In addition, staff will study King Street, between Janney's Lane and Quaker Lane, and Taney Avenue from Van Dorn Street to the dead end to gather more information about roadway and sidewalk conditions. Complete Streets improvements for Royal Street, between Gibbon Street and Jones Point Drive are currently on hold.

Figure 1 – Proposed FY 2015 Paving Schedule

		Avg PCI	Estimated Cost	Proposed CIP Funding
Section				
Proposed FY15 Paving Schedule	E. Howell from Mt Vernon to Jefferson Davis Hwy	25.50	\$84,000.00	
	Duncan Ave from Mt Vernon Ave to Bellefonte	27.75	\$111,000.00	
	N Gordon St from Duke St to the dead end	29.00	\$80,000.00	
	Wheeler Ave from Duke St to the dead end	29.80	\$500,000.00	
	W Bellefonte Ave from Russell Rd to Jefferson Davis Hwy	31.20	\$150,000.00	
	Eisenhower Ave from S. Van Dorn to Clermont Ave	31.33	\$550,000.00	
	Princess St from N Columbus St to Cameron St via Buchanan St	34.00	\$180,000.00	
	N. Pitt St. from Bashford Ln to Pendleton St.	31.00	\$140,000.00	
	Beauregard from Mark Center Dr to Lincolnia Rd	34.75	\$700,000.00	
	Ridge Rd from Crestwood Dr to Braddock Rd	17.50	\$90,000.00	
	Janneys Lane from Cloverway to King St	33.00	\$150,000.00	
	Taney Ave from Van Dorn St to the dead end	33.13	\$410,000.00	
	Yoakum Parkway from Edsall Rd to Stevenson Ave	36.00	\$180,000.00	
	N Hampton Dr from Ford Ave to King St	23.50	\$150,000.00	
	King St from Radford St. to Janney's Lane	36.43	\$460,000.00	
	Royal St from Gibbon St to Jones Point Dr	36.50	\$175,000.00	
	Monroe Ave from Stonewall Rd to Leslie Ave	39.00	\$250,000.00	
	TOTAL	31.14	\$4,360,000.00	\$4,493,000.00

Figure 2 – Proposed FY 2016 Paving Schedule

		Avg PCI	Estimated Cost	Proposed CIP Funding
Section				
Proposed FY16 Paving Schedule	Duke St. from N. Quaker Ln. to S. Jordan St.	40.00	\$520,000.00	
	Prince St. from Dangerfield Rd. to S. Columbus St.	35.00	\$208,000.00	
	S. Van Dorn St. from S. Pickett St. to Edsall Rd.	45.00	\$170,000.00	
	N. Van Dorn St. from Seminary Rd. to Menokin Dr.	41.00	\$250,000.00	
	Eisenhower Ave. from Bluestone Rd. to Mill Rd.	40.60	\$480,000.00	
	E. Taylor Run Pkwy from Duke St. to Dead End	45.20	\$170,000.00	
	S./ N. Jordan St Entire Length	31.00	\$450,000.00	
	Cambridge Rd. from Duke St. to Janney's Ln	30.00	\$140,000.00	
	Braxton Pl. Entire Length	18.00	\$50,000.00	
	Hilltop Terrace Entire Length	27.00	\$50,000.00	
	Putnam Pl. Entire Length	26.50	\$60,000.00	
	Westview Terrace Entire Length	40.00	\$50,000.00	
	E. Oxford Ave Entire Length	37.00	\$110,000.00	
	E./ W. Myrtle St. Entire Length	35.00	\$100,000.00	
	Dawes Ave. from King St. to Seminary Rd.	28.00	\$140,000.00	
	CityWide Alley Resurfacing	< 10	\$300,000.00	
	Hume Ave. Entire Length	38.00	\$80,000.00	
	Raymond Ave. Entire Length	42.50	\$80,000.00	
	Fordham Rd. Entire Length	21.50	\$60,000.00	
	Farm Rd./ Wellington Rd. from Chalfonte Dr. to Circle Terrace	43.20	\$180,000.00	
TOTAL	34.97	\$3,648,000.00	\$3,975,000.00	

Figure 3 – Proposed FY 2017 Paving Schedule

		Avg PCI	Estimated Cost	Proposed CIP Funding
Section				
Proposed FY17 Paving Schedule	E Windsor Ave from Russell Rd to Jefferson Davis Hwy	34.63	\$140,000.00	
	Russell Rd. from Mt. Vernon Ave. to Masonic View Ave.	42.25	\$900,000.00	
	Cameron St. from Union St. to Buchanan St.	44.50	\$200,000.00	
	Mt. Vernon Ave. from Braddock Rd. to Hume Ave.	42.00	\$420,000.00	
	Randolph Ave. Entire Length	25.50	\$140,000.00	
	E. Braddock from Russell Rd. to N. West St.	38.50	\$180,000.00	
	N./ S. Columbus from Green St. to Oronoco St.	37.50	\$300,000.00	
	CityWide Alley Resurfacing	< 20	\$300,000.00	
	Pickett St. from Van Dorn St. to Valley Forge	44.60	\$300,000.00	
	Kennedy St./ Landover Rd. Entire Length	23.50	\$200,000.00	
	N. Pickett from Polk Ave. to Dead End	44.20	\$80,000.00	
	N./ S. Henry St. from Slater's Ln. to Franklin St.	48.00	\$500,000.00	
	Pendleton St. Entire Length	42.50	\$200,000.00	
	N. Owen St. Entire Length	47.50	\$60,000.00	
	St. Stephens Rd Entire Length	28.80	\$140,000.00	
	Colonel Ellis Ave. Entire Length	31.20	\$50,000.00	
	Chambliss St. Length in City	38.50	\$80,000.00	
	Francis Hammond/ Skyhill Rd.	32.50	\$100,000.00	
	W. Timber Branch Pkwy. From Braddock Rd. to Dead End	44.25	\$100,000.00	
	Taney Ave. from N. Early St. to N. Gordon St.	32.50	\$80,000.00	
	Leslie Ave. from Randolph Ave. to Duncan Ave.	25.50	\$140,000.00	
E. Glebe Rd. from Jefferson Davis Hwy to Russell Rd	46.50	\$200,000.00		
TOTAL	37.85	\$4,810,000.00	\$5,200,000.00	

City of Alexandria, Virginia

MEMORANDUM

7
6-18-14

DATE: JUNE 18, 2014
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: SANDRA MARKS, ACTING DEPUTY DIRECTOR, T&ES
SUBJECT: AGENDA ITEM #7 – PEDESTRIAN AND BICYCLE MASTER PLAN
UPDATE / COMPLETE STREETS DESIGN GUIDELINES

ISSUE: Pedestrian and Bicycle Master Plan Update and Complete Streets Design Guidelines

RECOMMENDATION: That the Transportation Commission receive the report.

DISCUSSION: In 2008, the City completed both the Transportation Master Plan, and a Pedestrian and Bicycle Mobility Plan. The Pedestrian and Bicycle Mobility Plan serves as an implementation tool for the Transportation Master Plan. Since that time, staff has completed many important projects to improve walking and bicycling in the City, and many more are currently underway. In 2011, the City adopted a Complete Streets Policy which expanded staff to include a full time Complete Streets Coordinator. In 2012, Capital Bikeshare launched in Alexandria, with planned expansion in 2014. Given the many pedestrian and bicycle projects and initiatives completed over the past five years, the City will undertake an effort to incorporate these additions into an updated Pedestrian and Bicycle Master Plan.

In summary, the purpose of the update to the City’s Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines is to:

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

In developing the bicycle and pedestrian networks hierarchy and framework, the following principles and objectives should be considered:

- Respect the character of existing neighborhoods
- Balance needs of all users

- Develop criteria to prioritize public pedestrian and bicycle improvements
- Identify and resolve key gaps in the walking and bicycling network; and
- Plan for Capital Bikeshare expansion
- Raise the City's "Walk Friendly Community" and "Bicycle Friendly Community" award levels to Platinum. Currently Alexandria is designated as silver level "Walk Friendly Community" by the UNC Highway Safety Research Center and Alexandria was also designated as a silver level "Bicycle Friendly Community" by the League of American Bicyclists.

Three key end products will be prepared as part of the project, including:

- Updated Bicycle and Pedestrian chapters of the City's Transportation Master Plan
 - Policies and networks;
- Transportation Master Plan appendices that includes supporting documentation;
- Complete Streets Design Guidelines

Civic Engagement

An extensive civic engagement plan will be prepared as part of the project, that is consistent with the principles of the City's civic engagement process known as *What's Next Alexandria*. A number of outreach tools will be used including public meetings, social media, online surveys, crowdsourcing map(s), pop-up events, and temporary street modifications showing potential pedestrian and bicycle improvements using the sub consultant "Team Better Block." A project webpage, www.alexandriava.gov/pedbikeplan, has been developed to keep the public informed of the schedule, issues, materials and project process.

On April 8, 2014, the Council approved a resolution to establish an Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee (Advisory Committee) that will consist of 12 members. The Advisory Committee, appointed by the City Manager, includes various members of city commissions including a designee of the Transportation Commission, a representative of the Bicycle and Pedestrian Advisory Committee (BPAC), three at large citizen representatives, one design professional representative, and one business representative. The Advisory Committee will provide recommendations during the Update of the Pedestrian and Bicycle Master Plan and Complete Streets Design Guidelines planning process. The Committee's main role will be to provide guidance on issues including:

- Identifying pedestrian and bicycle issues and needs
- Providing input on policy recommendations
- Providing input on the development of the pedestrian and bicycle networks
- Providing input on project recommendations and design standards
- Providing input on development of criteria for prioritizing project recommendations.

The Advisory Group will hold its first meeting on June 25, 2014 from 7:00 p.m. to 9:00 p.m. at City Hall, Room 1101 (Sister Cities). Advisory Committee meetings will be open to the public.