



Transportation Commission

April 19, 2017

7:00 PM

City Hall, Council Work Room (2nd Floor)

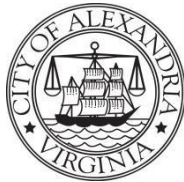
AGENDA

1. Minutes of the March 15, 2016 Meeting
2. Updates to Receive (Consent)
 - **WMATA Final Budget FY2018**
 - **Vision Zero**
 - RPP eligibility for Residents of New Developments
 - 72-Hour Parking Rule
3. Commission Updates
4. Transportation Long Range Plan (LRP)
5. North Potomac Yard Small Area Plan Update
6. Other business
 - Change in venue due to construction June – September to Sister Cities 1101

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, May 17, at 7:00 PM in the Council Work Room (City Hall, 2nd Floor).

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



City of Alexandria

Transportation Commission

Regular Meeting

March 15, 2017
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Chair Jerry King, Commissioner David Brown, Commissioner Ryan Jones, Commissioner James Lewis, Commissioner Christine Michaelis, Commissioner Melissa McMahon, Commissioner Carolyn Schroeder, Commissioner Ryan Jones, and Commissioner Jake Jakubek

Staff Present: Allan Fye – T&ES, Carrie Sanders – T&ES, Yon Lambert – T&ES , Christopher Ziemann – T&ES, Charonne Gray -T&ES

Chair Jerry King called the Transportation Commission meeting to order at 7:02 pm.

1. **March Meeting Minutes**

Chair Jerry King asked if there were any edits to the minutes. Chair King and Commissioner Steven Klejst submitted changes to the minutes. Chair King asked staff if they had changes to submit for the minutes. A motion to accept the changes was made by Commissioner Klejst and seconded by Commissioner McMahon. The minutes were unanimously approved.

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

Chair King stated to the Commission that the Consent Items are not action items. The purpose is to give the Commission updates on various projects. Meeting materials are submitted a week early before the actual Commission meeting and will likely not change. Discussion will be limited on the Consent items, with the purpose of focusing more attention to the Action Items. If there is a topic on which a Commissioner would like more information, staff is available to discuss.

Commissioner Klejst described how the Dash Board conducts its meetings: Director Yon Lambert reports on the outcome of the Director's Report, which takes 10 – 15 minutes. The report is submitted in advance to board members which reduces the amount of time spent during the Dash Board meetings. Commissioner Klejst suggested that this same method be adopted for a better use of the Commissioner's time.

3. **Commission Updates**

The Commission received updates on WMATA's Safe Track project. Acting Transit Division Chief Allan Fye informed the Commission that WMATA's surge is on schedule. During a telephone call on Tuesday, March 13, 2017, WMATA and Mr. Fye discussed possible delays due to the inclement weather. Personnel assigned to Safe Track were reassigned to snow removal to ensure the rail system remained operational. WMATA's intentions are to extend Safe Track work into off-hours to ensure they finish work within the dates they established for the public. Any work delayed due to inclement weather will be put into the maintenance schedule.

Commissioner Ryan Jones provided updates on the North Potomac Yard Advisory Group. The Group will provide a draft of the Transportation Chapter which will be presented to the Commission explaining the transportation analysis and results in April 2017.

Commissioner Jake Jakubek notified the Commission that the Landmark Eisenhower Group was to meet on Thursday, February 22, 2017 but the meeting was rescheduled. A new meeting date will be provided at a later time.

Commissioner Steve Klejst stated February was Josh Baker's first full month as General Manager at DASH and the transition has gone well. Cheiko Clark is a newly selected Board member. She is a full time employee at the Patent Office and is a resident of Alexandria. She has served on the Board in Washington, D.C. and comes with a great deal of experience.

Richard Lawrence is replacing Emily Baker as one of the City Representatives to the Board.

Commissioner Melissa McMahon reminded the Commission that the Commercial Parking Standards Task Force starts next week on March 21, 2017 at 7:00 pm located at City Hall in the Council Work Room. For those who are interested in attending, this will be the first kick-off meeting.

4. FY 2018-27 Budget

Deputy Director Carrie Sanders introduced Christopher Ziemann as the new Division Chief of Transportation Planning replacing Steve Sindiong who is now the Transit Capital Program Manager working under the direction of Acting Transit Division Chief Allan Fye.

Christopher Ziemann spoke to the Commission about his past experiences working for the District of Columbia Department of Transportation for four (4) years where he lead the 15th Street protected bike lane project, conducted motorcoach and traffic calming studies, and worked with public space management. For the City of Chicago, he served as the Bus Rapid Transit Project Manager for several years. Most recently, he was a Fellow working with transit agencies in Hamburg, Germany.

Deputy Director Carrie Sanders provided FY 2018 – FY 2027 Transportation Budget updates. Staff is requesting that the Transportation Commission review and provide guidance to the City Council for consideration and action on the FY 2018 – FY 2027 budget. Each year the Transportation and Environmental Services (T&ES) department requests that the Transportation Commission review the economic conditions of the capital budget. The budget development process for the City Departments began in September 2016, and in October 2016 the Commission provided initial budget guidance.

The current budget priorities are Schools: increasing school funding to address the capacity and capital maintenance needs of Alexandria City Public Schools (ACPS); WMATA: increasing capital investment needs; State of Good Repair: protecting the City's investments in existing public facilities and infrastructure; and Economic Development: continuing planning and implementation of high

priority City projects and economic development initiatives. The proposed budget is \$2 billion over a 10 year span for the Alexandria Capital Improvement Program (CIP). The proposed 10 year CIP includes substantially increased funding of \$160.6 million to improve Metro safety and reliability, a \$144 million increase for funding school capital projects, and \$386 million for accelerated combined sewer projects. The DASH and transit capital funding in the proposed CIP includes \$26 million for DASH bus fleet replacement and will allow the purchase of four buses. In FY 2018 there was a decrease in funding by \$650,000. The proposed CIP includes \$3.8 million for hybrid buses and trolley battery pack replacement. Additional funding is for DASH technology and electronic fare payment, city bus shelters, and benches.

In the City's FY17-26 CIP (Capital Improvement Program), the Potomac Yard Metrorail station is funded at \$285M, including prior year funding; \$270M of which is funded in FY17. The West End Transitway is a high capacity BRT (Bus Rapid Transit) project that will provide segments of dedicated lanes, improved traffic and transit signal systems, full BRT stations, and bike / pedestrian improvements between the Van Dorn Metrorail Station and the border of Arlington (King Street at N. Beauregard). In the FY17-26 CIP, the project is funded from a variety of sources, including: Developer Contributions, \$27.2 million; NVTA (Northern Virginia Transportation Authority) 70% Funds, \$62.1 million; State/Federal Grants, \$51.6 million; and TIP (Transportation Improvement Program) Funds, \$2.1 million. The planned NVTA 70% Funds and FTA (Federal Transit Administration) grants are not yet secured.

A budget for Public Safety and Transportation was proposed to fill Police vacancies and add additional steps at the top of the pay scale for General, Police, Fire, Fire Marshalls, Medics, and Deputy Sheriff employees. The proposed funding also includes the Complete Streets program with a budget of \$75,000 for Vision Zero implementation.

Director Yon Lambert updated the Commission on the City Council's vote on March 14th to advertise a tax increase to \$1.13 and pursue a new Joint Municipal Facilities planning effort with ACPS. The current budget proposal rate is \$0.027 to \$1.10 per \$100.00 of assessed value and maintains a 2.2 cent reservation for transportation. Commission McMahon inquired about the estimated cost if Council was to fully fund the school CIP. Staff stated it was \$0.06.

The State of Good Repair is a key priority that protects the existing investments with a focus on facilities and infrastructure. The CIP proposed budget is \$51.6 million and the proposed capital budget is \$5.3 million. An additional \$1.5 million in city funds is invested over the planned FY 2017 – 2026 approved CIP to address the State revenue sharing shortfall.

There are multiple budget work sessions in progress: a preliminary Add/Delete discussion on Tuesday, April 25, 2017; a final Add/Delete discussion on Monday, May 1, 2017; the Livable, Green, and Prospering City work session on Tuesday, March 21, 2017; and a special adoption Budget Meeting on Thursday, May 4, 2017.

Chair King expressed some concerns regarding the budget and stated that the best way to change our emphasis is to change funding priorities on the operational and capital budgets, for example street resurfacing in conjunction with Complete Streets. It is suggested that the Complete Streets guidelines be used to plan street resurfacing. If the guidelines are not used during the planning phase of a resurfacing project, there is a possibility that it will not be done for another ten years.

Commission Schroder inquired to Staff about the Old Cameron Run Trail for \$2.8 million. The trail is in the Eisenhower Valley area and runs between Brooks Run and the Eisenhower Metro Station.

Staff noted there is not a trail at this time but plans for design and construction will be in the future. The project is currently funded for \$6.9 million total and funding from the grant is \$6.8 million which is a \$100,000 increase from the previous TIP.

Funding for the Van Dorn multi-modal project was requested through the Virginia Department of Transportation (VDOT) Smart Scale program for \$20 million. \$200,000 is for the bridge which will come out of the next fiscal year budget.

The proposed budget allocated for the Complete Streets program is \$452,000. After accounting for staff expenses, less than 50% of the funding is available for projects in FY 2016 and FY 2017. The Complete Streets program was funded at a \$100,000 reduction from the previous year. Staff explained that Council approved a onetime funding increase for FY 2017 but not for FY 2018.

Staff provided the Commission a progress report which highlights the Transportation and Environmental Services goals. Prior year capital funds remain for Complete Streets, totaling approximately \$1 million. Much of this amount is already reserved for projects.

The Commission approved edits to the letter to Council providing guidance on the FY 2018 budget for Staff to prepare.

5. Other Business

Carrie Sanders introduced Mr. Durham to the Commission to present the Bicycle and Pedestrian Advisory Committee (BPAC)'s Safe Routes to School project in conjunction with Alexandria City Public Schools (ACPS). In recent years, the City of Alexandria and ACPS has made a significant effort to make walking and biking safer. The implementation of the City's Complete Streets program under the leadership of the program's manager and coordinator includes features such as safer pedestrian crossings and integrated bike lanes. The adoption of the new Bicycle and Pedestrian Chapters of the Transportation Plan in April 2016 has an increased emphasis on safety, measureable goals, and objectives. Another part of the City's initiative is the completion of numerous sidewalk projects, installation of pedestrian crossing signals, installation of over 30 Capital Bikeshare stations, increased enforcement of traffic laws, and the initiation of walk audits for all Alexandria Elementary Schools with the completion of three school audits in 2016 and the remaining school audits to be completed by Spring 2017.

The most compelling evidence of Alexandria's enduring commitment to making streets safer is the City's adoption of the Vision Zero Policy in January 2017. The City has initiated the development of its own action plan for achieving its Vision Zero policy goal of eliminating traffic deaths and serious injuries by 2028.

ACPS initiatives in recent years include Safe Routes to School; supporting a health and wellness goal in the ACPS 2015 – 2020 Strategic Plan; updating school health policies to explicitly promote walking and biking; hiring an instructor to educate students in health, physical education, and family life education; and initiating the Bicycles in the Schools (BITS) program to incorporate bicycling skills and safety training into Physical Education programs.

The Commission approved the endorsement of the Safe Routes to Schools grant application for the ACPS as consistent with the Transportations Master Plan.

At 9:00 pm, Commissioner McMahan made a motion to adjourn the meeting. The motion was second by Commissioner Michaelis, voted on and unanimously approved by the Commission.

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 19, 2017
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM #2 – ITEMS FOR CONSENT

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

RECOMMENDATION: That the Commission receive the items for consent.

A. WMATA (Washington Metropolitan Area Transit Authority)

On March 23, 2017 the WMATA Board approved the FY18 Operating (\$1.825B) and Capital (\$1.25B) budgets, the FY18-23 Capital Improvement Program (\$7.2B), and a one-year extension to the Capital Funding Agreement (CFA). The operating budget includes a fare increase for Metrobus and Metrorail, a reduction in Metrobus and Metrorail service, internal management actions, and increased jurisdictional subsidies. The capital budget focuses investments on state of good repair, safety, and system reliability projects and programs.

Beginning July 1, 2017, the following changes will occur. Please note the Alexandria-specific impacts:

- Metrobus Fare:
 - Base fare increase from \$1.75/trip to \$2/trip
 - Senior/Disabled fare increase from \$0.85/trip to \$1/trip
- Metrorail Fare:
 - Peak fare increase of \$0.10
 - off-peak fare increase of \$0.25
- MetroAccess:
 - Maximum fare remains \$6.50
- Metrobus Service Changes:
 - Elimination of the 28X (Leesburg Pike Limited Line) and 7X (Lincolnia-Mark Center-Southern Towers-Pentagon) ,
 - Improvements to the 28A (Leesburg Pike Line) and 7W (Lincolnia-Mark Center-Southern Towers-Pentagon)
- Metrorail Service Changes:
 - Widen Yellow Line peak headway from 6 minutes to 8 minutes,

- Improve Blue Line peak headways from 12 minutes to 8 minutes.
- Elimination of Yellow Rush Plus service.
- Midnight closure of the Metrorail system is permanent.

Background: WMATA is a vital piece of transportation infrastructure in the City and a catalyst for economic development. The City contributes to WMATA’s annual Operating budget to provide Metrobus, Metrorail, and MetroAccess service and Capital budget to improve and maintain and safe, reliable system.

B. VISION ZERO

The Vision Zero Action Plan is currently underway and anticipated to be completed by Fall 2017. The City has awarded a contract to the team of Nspiregreen and Toole Design Group to assist City staff in the development of the Action Plan.

In May, City staff and consultants have planned five “pop-up” events in the community to engage people in conversations on traffic safety, including their concerns, and increase awareness of Vision Zero. The pop-up events will occur throughout the City. In addition, an online AlexEngage survey and online data crowd-sourcing map will also be used in the community engagement process.

Staff will continue to provide periodic updates to the Transportation Commission on the development of the Vision Zero Action Plan, and seek the Commission’s endorsement the Plan upon its completion in fall 2017.

Background: On January 24, 2017, the City of Alexandria adopted Vision Zero with the goal of eliminating all traffic deaths and serious injuries by 2028. City Council directed the City Manager City to form an interdepartmental working group to develop a Vision Zero Action Plan for future consideration by Council, based upon a comprehensive analysis of traffic deaths and injuries in Alexandria, which would identify associated funding needed for the City to reach this goal. For more information, please visit: <https://www.alexandriava.gov/VisionZero>

C. RESIDENTIAL PARKING PERMIT DISTRICT ELIGIBILITY FOR RESIDENTS OF NEW DEVELOPMENT

Staff has prepared a draft policy which attempts to standardize when residents of new development should be ineligible for on-street parking permits. The policy proposes considering each development based on two specific criteria and if either instance is met, the residents would be ineligible for permits. The criteria are (1) if the average on-street occupancy is 85% or higher at the time of approval, or (2) if more than 50% of the total occupied ground floor street frontage is a non-residential use. The Planning Commission held a public hearing on April 6th and recommended approval of the policy with a vote of 5 to 2. The Council will review this draft policy on April 25th at their legislative meeting.

Background: Last spring, through the Citywide Parking Work Plan, the Council asked staff to develop a policy that addressed the issue of whether or not residents of new development should be eligible for on-street parking permits through the residential permit parking program. This

issue had been discussed at the public hearings for a number of recent development approvals and the Council felt a policy was needed to help address this issue for future developments.

To develop this policy, staff collected parking occupancy data around the developments that were approved with and without the restriction to determine if the goal of protecting parking for existing residents was achieved through the restriction. While the average occupancies for both sets of development were fairly similar (ranging between 60-67%), staff also found that in some cases where residents were eligible for permits, they were purchasing them even though they had access to off-street parking. Acknowledging this information, staff felt it was important that the parking conditions near a site and the design of a development be considered when determining resident eligibility for on-street permits. Additional information is available online at: www.alexandriava.gov/ParkingStudies.

D. 72 HOUR PARKING RULE

At its March 27, 2017 meeting the Traffic and Parking Board unanimously recommended that the Director of Transportation and Environmental Services advance the consideration of a proposed ordinance to City Council. The ordinance proposal would amend City Code section 10-4-8 to implement a pilot exemption program. As proposed, an exemption would allow a City resident's vehicle to park beyond the 72-hour limit for a maximum of two weeks. A vehicle could be provided a maximum of four exemptions per year, and two contiguous exemptions may be sought to allow for an individual to park up to a maximum of four weeks in one location. City Council will consider the proposal at its April 25 meeting. Should it be the pleasure of the Council to advance the proposal, it will be docketed for Council's May 9 legislative meeting and Council's May 13 public hearing.

Background: The City is in the process of reviewing City Code Section 10-4-8, which is known as the "72 hour rule". This rule prohibits vehicles from parking within the public right of way for a period of more than 72 hours. The rule applies to everyone--even residents who are parking in front of their homes or residents with parking permit stickers. When the Alexandria Police Department receives complaints about violations, an officer is dispatched to respond to the situation. An officer returns three business days later to check on the vehicle's status. If the vehicle has moved, no action is taken. If the vehicle has not been moved, the officer issues a \$25 citation and, when warranted, places notification on the car indicating that the vehicle will be impounded if it is not removed. The City is reviewing this rule per Council direction. As written, the rule supports parking availability by encouraging turnover, but can generate neighbor vs. neighbor disputes. For more information, please see the project website: <https://www.alexandriava.gov/tes/info/default.aspx?id=95263>

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 19, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #4 – TRANSPORTATION LONG RANGE PLAN (LRP)

ISSUE: Decision on modification of the Transportation Long Range Plan prioritization process to biennial.

RECOMMENDATION: That the Transportation Commission discuss and provide guidance to staff concerning the proposal to modify the existing annual prioritization of unfunded capital projects to a biennial process.

BACKGROUND: 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 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 constrained Capital Improvement Program (CIP).

Each year Staff updates the LRP to include transportation projects from adopted plans and studies and other projects identified since the last update. Also, projects and studies may be removed from the LRP if they are no longer relevant, have been completed, or funded in the City's CIP.

The 2016 LRP update includes changes based on the guidance provided by the Commission at its April 20, 2016 work session. This includes a number of projects and studies that have been removed, consolidated, or moved to a new developer contingent list. A number of plans were approved since the 2015 LRP, including the Eisenhower West Small Area Plan, Oakville Triangle-Route 1 Corridor Plan, and Pedestrian and Bicycle Master Plan Update. All of these plans include a significant number of recommended transportation projects and studies that are currently unfunded or have not been added to the CIP. They have been organized in a manner consistent with the guidance provided by the Commission.

DISCUSSION: Several factors indicate that revising the LRP in 2017 will not have a significant impact on decisions to add projects to the CIP. Whereas the 2016 LRP process considered many new capital improvement projects from then-recently completed plans, there have been few new projects since the finalization of the 2016 LRP. However, several events will take place over the

next 9-12 months that would make such an effort fruitful in 2018, including: approval of the North Potomac Yard Small Area Plan Update and the Old Town North Small Area Plan Update; funding decisions by the CTB (Commonwealth Transportation Board) regarding SMART SCALE; completion of NVTA's (Northern Virginia Transportation Authority) Transaction Update; and NVTA approval of a multi-year funding plan for regional 70% funds. In addition, because of urgent priorities such as school facilities, increasing WMATA capital and operating costs, and combined-sewer outfall improvements, it is highly unlikely that additional funding will become available for currently unfunded capital projects. Furthermore, organizations regionally are beginning to adapt biennial cycles. For example, the Metropolitan Washington Council of Governments (MWCOG) has decided to conduct the regional air quality conformity analysis for the CLRP (Constrained Long Range Plan) biennially instead of annually due to the high cost and significant amount of staff resources required. Finally, because of the limited public value that such an exercise may have this year, Commission and Staff resources can be diverted to other efforts that may produce a higher value for transportation City-wide.

ATTACHMENTS:

- 2016 Final/Approved Transportation Long Range Plan Projects
- 2016 Final/Approved Transportation Long Range Plan Studies
- 2016 Final/Approved Transportation Long Range Plan Developer-contingent projects

PROJECTS

2016 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
P-1	Van Dorn Street bridge widening	Widening of Van Dorn Street over Duke Street to accommodate pedestrians.	Landmark/Van Dorn SAP	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes	At time of long term (Phase 2) development of Landmark Mall or Van Dorn Street reconstruction
P-2	DASH Bus expansion	This project provides for the purchase of additional buses for the DASH fleet, <u>and expansion of the DASH Maintenance facility to accommodate the additional buses.</u> In 2014, DASH Comprehensive Operations Analysis was completed which serves as the basis for the planned expansion of the DASH Fleet. The findings of that analysis will determine the specific uses for the expansion vehicles, which have a 12-year life span.	DASH COA	Project	Transit	More than \$5 million	1-5 years	Not Started	No	This project was previously in the City's FY 2015 CIP. During the FY 2016-2025 budget process, the project was recommended for removal from the CIP. Therefore, the project is being moved back to the LRP.
P-3	Van Dorn Circulator Transit Service	Provide Circulator transit service in the Van Dorn area to provide a connection between the Van Dorn Metrorail station and the Landmark Mall. The DASH route AT7 would terminate at the Van Dorn Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
P-4	<u>King St (Quaker Lane to N. Hampton) Sidewalk</u>	<u>Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.</u>	<u>Pedestrian and Bicycle Master Plan</u>	<u>Project</u>	<u>Pedestrian</u>	<u>More than \$5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>Yes</u>	<u>Could be coordinated with an enhanced bicycle facility which was also recommended in the Pedestrian and Bicycle Master Plan as a priority project.</u>
P-5	Eisenhower East Circulator Transit Service	Provide Circulator transit service in the Eisenhower East area to provide a connection between the King Street Metrorail station and the Eisenhower Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
P-6	<u>Seminary Road From Quaker Lane to Ft. Williams Pkwy Safety Improvements</u>	<u>Construct new sidewalk along the north side of Seminary Road where missing, and other pedestrian safety improvements. Provides connectivity to the Episcopal High School, and to the Virginia Theological Seminary.</u>	<u>Pedestrian and Bicycle Master Plan</u>	<u>Project</u>	<u>Pedestrian</u>	<u>\$1-5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>Yes</u>	<u>This is a priority project in the Pedestrian and Bicycle Master Plan. It could be coordinated with an enhanced bicycle facility which was also recommended in the Pedestrian and Bicycle Master Plan as a priority project. Consider combining with Seminary (Van Dorn to Quaker) bicycle project, below.</u>
P-7	Corridor A Circulator Transit Service	Provide scale appropriate Circulator transit service in Corridor A south of Braddock Road Metrorail station that focuses on east-west connectivity between the existing Metrorail stations and Old Town.	<u>Transitway Corridor Feasibility Study / DASH COA</u>	Project	Transit	\$1-5 million	1-5 years	Not Started	No	
P-8	<u>Seminary Road from N Van Dorn St to Quaker Lane bicycle facility</u>	<u>Construct an enhanced bicycle corridor (Specific facility type to be determined through further study) to provide improved east-west connectivity and linkage with the existing bike lane on Janneys Lane.</u>	<u>Pedestrian and Bicycle Master Plan</u>	<u>Project</u>	<u>Bicycle</u>	<u>\$1-5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>Yes</u>	<u>This is a priority project in the Pedestrian and Bicycle Master Plan. It includes the previous project #15-28 (Seminary at Quaker intersection improvement). It could be coordinated with the sidewalk project on the north side of Seminary Road. Consider combining with Seminary (Quaker to Ft. Williams Pkwy) pedestrian project, above.</u>
P-9	<u>N. Jordan St from Howard St to Seminary Road Sidewalk</u>	<u>Construct new sidewalk along the east side of N. Jordan Street where missing. Provides connectivity between multifamily residential uses and Seminary Road and Hammond Middle School.</u>	<u>Pedestrian and Bicycle Master Plan</u>	<u>Project</u>	<u>Pedestrian</u>	<u>\$1-5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>No</u>	-
P-10	<u>Route 1 Intersection Improvements</u>	<u>Intersections improvements along Route 1, including Route 1 at E. Reed (Modify WB lanes from an exclusive left turn lane and shared thru-right lane to exclusive left, thru and right lanes), Custis (Modify EB/WB from shared left, thru, right lanes to exclusive left turn lanes and shared thru/right lanes). Add an actuated pedestrian signal and crosswalk at Route 1 and Fannon Street. Add a new signal at Route 1 and Montrose, and make safety improvements at Montrose/Ashby / E. Glebe Road.</u>	<u>Route 1 / Oakville Triangle Small Area Plan</u>	<u>Project</u>	<u>Streets</u>	<u>More than \$5 million</u>	<u>1-5 years</u>	<u>Not Started</u>	<u>Yes</u>	<u>These projects would likely be funded through developer contributions or incremental tax.</u>
P-11	Royal Street Bikeway	Construct bicycle Improvements along Royal Street between Jones Point and Bashford Street, that may include signage, traffic calming and other measures to improve north-south bicycle travel within Old Town.	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. <u>The project is being further analyzed as part of the Old Town North Small Area Plan in 2016, and should be implemented as part of the road resurfacing scheduled for 2018.</u>
P-12	<u>Mt. Vernon Avenue Intersection Improvements (Consolidated 15-5, 15-6, 15-Z)</u>	<u>Intersection improvements along Mt. Vernon Avenue at Russell Road, Four Mile Road, and E/W. Glebe Road. Improvements would be made to improve pedestrian and bicycle safety, and vehicular circulation.</u>	<u>Arlandria SAP</u>	<u>Project</u>	<u>Pedestrian</u>	<u>\$1-5 million</u>	<u>1-5 years</u>	<u>Not Started</u>	<u>Yes</u>	<u>This new project consolidates previous 2015 projects 15-5, 15-6 and 15-7, since these are all intersection safety improvements along Mt. Vernon Avenue within the same general vicinity.</u>
P-13*	Pedestrian improvements at King Street and waterfront area	Limit vehicular access to the unit block of King Street and the Strand, between Prince and King Streets, and potentially to the 100 block of King Street to emergency vehicles, deliveries (limited hours), motorcoaches and the King Street trolley. The Strand would also be open to vehicles accessing the parking garages and lots that have entrances on this block. In addition, enlarge the pedestrian hub at King Street and Union Street. Consider eliminating on-street parking along the unit block of King and at the immediate intersection of King and Union Street.	Waterfront SAP	Project	Pedestrian	\$1-5 million	5-10 years	Not Started	No	

PROJECTS

2016 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
P-13*	Van Dorn St (Kenmore to Braddock Rd) Sidewalk	Construct new sidewalk along the west side of Van Dorn Street. This project improves pedestrian safety and connectivity in west Alexandria.	Pedestrian and Bicycle Master Plan	Project	Pedestrian	\$1-5 million	5-10 years	Not Started	No	
P-15	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	Four Mile Run Restoration 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.
P-16	Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	Pedestrian and Bicycle Master Plan	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	This is a priority project in the Pedestrian and Bicycle Master Plan. The Madison Street enhanced bicycle facility is also being analyzed as part of the Old Town North Small Area Plan.
P-17	Eisenhower Avenue Enhanced Transit Service	Provide enhanced transit service along Eisenhower Avenue between the Van Dorn Metrorail station and Eisenhower Ave. Metrorail station, including 15 min peak headway and 30 min offpeak headway. Would require two new buses, new shelters, Transit Signal Priority, real time information.	Eisenhower West Small Area Plan; Transitway Corridor Feasibility Study	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes	This project would fund the capital improvements associated with enhanced transit service, including additional buses, transit signal priority, and improved transit shelters.
P-18*	Holmes Run Trail at Morgan Street	Construct a pedestrian and bicycle bridge where the Holmes Run Trail crosses Holmes Run at Morgan Street.	2008 TMP	Project	Pedestrian	\$1-5 million	1-5 years	Not Started	Yes	Recommended in 2008 Transportation Master Plan. Part of comprehensive process to upgrade the Holmes Run Trail, as shown by the completion of the Chambliss pedestrian and bicycle crossing on Holmes Run and the Holmes Run Trail at Ripley Street pedestrian and bicycle crossing under design.
P-18*	Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	Eisenhower West Small Area Plan	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	No	
P-20	Holmes Run Trail on south side of Holmes Run from Ripley St to N. Pickett St.	Construct a new trail along the south side of Holmes Run to provide improved connectivity of the existing trail system.	Pedestrian and Bicycle Master Plan	Project	Pedestrian	Less than \$1 million	5-10 years	Not Started	No	This is a priority project in the Pedestrian and Bicycle Master Plan.
P-21	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).
P-22	Bicycle Parking at Waterfront	Provide additional bicycle parking on the waterfront in Oronoco Bay Park and near the foot of King Street with more racks and/or covered bicycle shelters (Coordinate with the Fitzgerald Square improvements).	Waterfront SAP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	
P-23	Commonwealth Ave. Green Street	Move the Commonwealth Ave. turnabout to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	Four Mile Run Restoration Plan	Project	Pedestrian	Less than \$1 million	5-10 years	Not Started	No	
P-24	Edsall Road Connector to Farrington Avenue and South Pickett Street	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	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. The Eisenhower West Small Area Plan further examined this project which would require both public and developer funding, and more detailed roadway design and analysis will be conducted as part of the Eisenhower West/Landmark Van Dorn Implementation Plan.
P-25	Braddock Road Intersection Improvements (Consolidated 15-24, 15-25)	Intersection improvement at Braddock Road and Van Dorn Street (Replace the shared thru/left turn lanes along NB and SB Van Dorn St with separate left, thru, thru/right lanes, and protected permissive left turn phasing along NB and SB Van Dorn), and intersection improvement at Braddock Road and Beauregard Street (Change WB Braddock dual left to a single left, and thru lanes)	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	This new project consolidates previous 2015 projects 15-24 and 15-25 since these are all intersection safety improvements along Braddock Road that were recommended in the Beauregard Small Area Plan. Interim intersection improvements at Van Dorn / Braddock are being made as part of the N. Van Dorn Complete Streets project.
P-26	S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	Eisenhower West Small Area Plan	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
P-27	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	
P-28	Clermont Interchange with I-95 and connection to Eisenhower Avenue	Study or consider this interchange and the connecting roadways that will improve access to the Cameron Valley and the Eisenhower Corridor	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.

PROJECTS

2016 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
P-29	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.	<u>BRAC Development</u>	Project	Streets	\$1-5 million	1-5 years	Not Started	Yes	<p>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.</p> <p>The northbound Quaker Lane left turn movement is very heavy and the queue of left turning traffic many times extends into the through lanes. The performance of this movement is expected to further degrade as BRAC becomes fully occupied and further development occurs in the west end of Alexandria. In March 2013, the Seminary Hill Association discussed the project and sent a letter to the Council opposing the project, and requested additional study over a wider area, an origin-destination study, and additional options, including a center lane on Quaker between King Street and Seminary Road. The project will remain on the list until after the I-395 HOV ramp is completed and operational, and a review of traffic and safety impacts has been completed.</p>

Projects in red/underlined are new projects added for 2016

FINAL / APPROVED

City of Alexandria Long-Range Plan
September 22, 2016

Studies

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
S-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		
S-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
S-3	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. This is being analyzed as part of the Old Town North Small Area Plan in 2016.
S-4	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. This is being analyzed as part of the Old Town North Small Area Plan in 2016.
S-5	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	The North Potomac Yard Small Area Plan, being updated in 2016 will include this analysis.
S-6	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	The Route 1 / Oakville Triangle Corridor Plan analyzed east-west improvements. In addition, the North Potomac Yard Small Area Plan, being updated in 2016 will include this analysis.
S-7	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	This will be evaluated as part of the Dangerfield Island Master Plan in 2016 / 2017.
S-8	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.
S-9	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	
S-10	Glebe Road Bridge and Four Mile Run pedestrian bridge	Conduct a study for demolishing the existing W. Glebe Road vehicular bridge over Four Mile Run and portions of W. Glebe Road, and construct a new vehicular bridge to the east (aligned with Valley Drive), and realign W. Glebe Road. A new pedestrian/bicycle bridge over Four Mile Run would be built where existing W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	This project will require substantial additional study for feasibility/need/etc. and substantial coordination with Arlington. Arlington County is currently implementing a project at the intersection of S. Glebe Road and W. Glebe Road that includes signalization, improved crosswalks and markings. In 2014, the Commission recommended this project to be moved from the projects list to the Studies category.

Studies

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
S-11	Eisenhower Avenue Metrorail Improved access	Conduct a study to determine how to implement improved pedestrian access from the north side of Eisenhower Avenue to the Eisenhower Metrorail station entrance on the south side of Eisenhower Avenue.	1992 TMP	Project	Transit	More than \$5 million	1-5 years	In Progress	Yes	Initially, this project was for an extension of the Eisenhower Metrorail station platform to the north side of Eisenhower Avenue in conjunction with adjacent redevelopment. The City has received over \$2 million in federal funding to begin to plan for the reconfiguration and expansion of the platform of this station to the north side of Eisenhower. The City estimates that over \$16 million in additional funding is needed. The City has determined that the existing platform provides adequate capacity, and the cost for extending the platform would outweigh the benefit. City Council directed staff not to pursue this project at this time. In 2014, the Commission recommended this project be moved to the Studies category.
S-12	<u>Pedestrian connection parallel to Fayette Street connecting the Braddock Metrorail station with the Northern Gateway area. (Consolidated 15-3, 15-4)</u>	<u>Study the feasibility of a pedestrian route through Braddock Place plaza and between the Meridian apartment tower and the northernmost office building. The study will consider ADA-accessibility, pedestrian safety crossing flow of drop-off traffic, and feasibility of a public easement through a privately owned area currently blocked by a fence. If this option is infeasible, study options for improvement and widening of the narrow four-foot sidewalk along the Metro embankment to achieve similar connectivity.</u>	<u>Braddock SAP</u>	<u>Study</u>	<u>Pedestrian</u>			<u>Not Started</u>		<u>This new project combined 2015 projects 15-3 and 15-4 because they are both within the same vicinity and aim to achieve the same goal of improving pedestrian and bicycle connectivity from Braddock Metro to the Northern Gateway.</u>
S-13	<u>Braddock Road Multimodal Connections</u>	<u>Study the feasibility of building a tunnel connection under the freight rail tracks from the Braddock Road station itself. Such a tunnel would provide a new station entry from the west, minimizing the distance pedestrians must walk to access the station from the west.</u>	<u>Braddock Metro Neighborhood Plan</u>	<u>Study</u>	<u>Pedestrian</u>	<u>More than \$5 million</u>	<u>10+ years</u>	<u>Not Started</u>	<u>No</u>	<u>This project was previously included in the City's CIP, but was removed in 2016 and therefore should be added back as a study in the Transportation Long Range Plan.</u>

Projects in red are those added in 2016

PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT

Proj. No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
D-1	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center <u>superstop</u> shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	<u>Less than \$1 million</u>	5-10 years	Not Started	Yes	This project will construct an intermodal <u>superstop terminal</u> which will be in close proximity to the Potomac Yard Metrorail station, and will be connected to it. This <u>station superstop</u> will serve as the location where <u>Route 1 Metroway CCOPY-Transitway</u> buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard. <u>The location of this facility will be identified as part of the Potomac Yard North Small Area Plan Update in 2016. This project was moved from the 2015 Projects list.</u>
D-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	<u>This project was moved from the 2015. Projects list.</u>
D-3	Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	Project may be dependent on redevelopment within the block / area. <u>This project was moved from the 2015 Projects list.</u>
D-4	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. <u>This project was moved from the 2015 Projects list.</u>
D-5	New Road <u>from Route 1</u> to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Restoration Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	<u>This project was moved from the 2015 Projects list.</u>
D-6	<u>Realigned Eisenhower Avenue from Covanta to Metro Road</u>	<u>Straighten/ realign Eisenhower Avenue between the Covanta plant and a new North-South road one block east of Metro Road</u>	<u>Eisenhower West Small Area Plan</u>	<u>Project</u>	<u>Streets</u>	<u>More than \$5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>No</u>	<u>This project was recommended to improve the street grid, and provide for better opportunities for the redevelopment of the WMATA site. It would be implemented as part of the redevelopment of the WMATA property, and would be contingent on timing of that project.</u>
D-7	<u>Realignment of Metro Loop Road and new grid west of Van Dorn Street</u>	<u>Connect Metro Road to a new North-South road; Reconfigure the existing northbound ramp from Van Dorn to have a "T" intersection with Metro Road; Remove the existing southbound loop ramp from Van Dorn Street, and reconfigure it as an urban grid of streets.</u>	<u>Eisenhower West Small Area Plan</u>	<u>Project</u>	<u>Streets</u>	<u>More than \$5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>No</u>	<u>This project was recommended to improve the street grid, and provide better opportunities for redevelopment west of Van Dorn Street, and improve overall connectivity. The removal of the southbound loop ramps would be contingent on development of the parcels on the west side of Van Dorn Street. The northbound ramp realignment could be done at a separate time and is not necessarily contingent on redevelopment of property.</u>

Projects in red / underlined are new projects added for 2016, or changes from 2015

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 19, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – NORTH POTOMAC YARD SMALL AREA PLAN

ISSUE: Endorsement of the North Potomac Yard Small Area Plan Update for consistency with the Transportation Master Plan.

RECOMMENDATION: That the Transportation Commission receive the update on the North Potomac Yard Small Area Plan Update, hold a public hearing, and endorse the Plan Update for its consistency with the Transportation Master Plan.

BACKGROUND: The North Potomac Yard Small Area Plan (SAP) was approved in 2010. The SAP provides a planning blueprint to guide public and private investment and development decisions in the northern portion of Potomac Yard (also called Landbay F). As written in 2010, *“The Plan focuses on the creation of dynamic urban forms, a complementary mix of land uses, community amenities, and a range of housing opportunities. The Plan is a framework to create one of the most sustainable series of neighborhoods within the region, known for its outstanding Four Mile Run waterfront, parks, public transportation, innovative architecture, environmentally sustainable design and practices, and incorporation of Alexandria’s rich history and culture.”*

In 2015, the North Potomac Yard developer representative indicated a desire to begin the process for redevelopment of the North Potomac Yard, which may necessitate amendments to the 2010 North Potomac Yard Small Area Plan and Design Standards. A North Potomac Yard Advisory Group was established by Council in February 2016. The Advisory Group serves as the community engagement forum to review the Plan and proposed amendments. The Advisory Group began meeting in April 2016, and has held a total of 11 meetings.

The original SAP as adopted in 2010 includes approximately 7.5 million square feet of mixed use development east of Route 1, between Arlington County and E. Glebe Road. The original plan envisioned a realigned Potomac Avenue that would run parallel to the rail tracks, separating a linear park (Landbay K) from the development west of Potomac Avenue within Landbay F. The transportation strategy was designed to facilitate a significant mode shift – from private autos to alternative, more sustainable means of transportation, consistent with the City’s Transportation Master Plan. Recommendations include strategies to manage transportation demand, expand the

street grid and multimodal connectivity, provide additional transit capacity, incorporate an expansive bicycle and pedestrian network and create a culture of people first. The transportation network includes a future Potomac Yard Metrorail station, a dedicated high-capacity transit corridor (Metroway) along Route 1, Silver Meteor Avenue and Potomac Avenue, and improved north-south and east-west pedestrian and bicycle facilities with improved connectivity to the regional trail system.

Throughout the SAP Update process, a number of scenarios have been developed and reviewed by the Advisory Committee. The Advisory Committee has recommended Option 2 that aligns Potomac Avenue through the center of the development on its current alignment. This option provides an additional 1.5 acres of open space, creates a more active and pedestrian friendly space at the future Potomac Yard Metro station (north entrance), allows for a phased development of the Potomac Avenue and Transitway, maximizes ridership for the Metroway, and provides flexibility of for continued study of the design and character of Potomac Avenue.

With Option 2, the total land use numbers under full buildout is similar to the 2010 adopted plan (7.5 million square feet), however, Option 2 includes nearly double the amount of office space, a reduced amount of retail space, less residential use, and more specificity with certain land uses including a gym, and restaurant uses.

A first phase of development, anticipated to be completed by 2021, will be located to the east of Potomac Avenue that includes a mixture of retail, office, hotel and residential uses. The transitway will operate along Route 1, Evans Lane and Potomac Avenue in mixed traffic, and an intermodal transit stop will be located within proximity to the future Potomac Yard Metrorail station. Phase 2 will include additional development between Route 1 and Potomac Avenue, and is anticipated to be fully built out by 2040. The full buildout assumes that the transitway will be built to accommodate transit in dedicated lanes.

A North Potomac Yard community meeting will be held on April 18 from 6:00pm to 8:00 pm at the Station at Potomac Yard (650 Maskell Street), and an Advisory Committee meeting will be held on April 26 from 7:00pm to 9:00pm at the Station at Potomac Yard. The planning effort is anticipated to conclude in June 2017 with the Plan's adoption by Council, after endorsement by the Transportation Commission on April 19, and approval by the Planning Commission in June. More information on the plan can be found at: <https://www.alexandriava.gov/PotomacYardPlan>

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

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

The Plan Update is consistent with the goals included within the City's Transportation Management Plan (2008). It accommodates a multi-modal transportation system by establishing a transportation

framework consistent with the Complete Streets Policy (adopted in 2011) that prioritizes pedestrians, bikes and transit. It incorporates the Route 1 Metroway to serve the neighborhoods, ensuring an easy walk to transit stations, as well as a good connection to the future Potomac Yard Metrorail station. The improved transportation system also expands bicycle and pedestrian options by providing additional facilities (trails, sidewalks, bike facilities and bikeshare stations), and improves pedestrian and bicycle connectivity within the plan area to adjacent neighborhoods. The Plan improves overall vehicular mobility by creating a more connected and urban roadway network, designed in a grid layout to provide better circulation and connectivity for all modes of travel. It also improves a number of intersections to accommodate vehicular traffic.

Transportation Analysis

The comprehensive transportation study undertaken in the development of the Plan Update examined the transportation impacts within the defined Plan area, and extended beyond the Plan boundaries to include a total of 19 intersections in the study.

The transportation analysis examines the impacts of the changes in land use, the new roadway network, but also builds in background and approved development that has changed since the 2010 adopted plan, including South Potomac Yard, and the approved land uses and transportation network from the Route 1 / Oakville Triangle Corridor Plan. In addition, the updated transportation analysis is much more rigorous than the previous analysis, using a microsimulation model (VISSIM), and also takes into consideration the Metroway service that has been operational since 2014.

The study assumed a full buildout by the year 2040, an interim (Phase 1) development by year 2021, and assumes changes in regional traffic patterns over those periods. It compares the proposed land use and roadway network under the Plan update for both horizon years, with the 2010 approved plan. All future redevelopment applications associated with the proposed development will require additional traffic studies to analyze specific impacts based on specific development plans for each site. Each will include additional transportation data available at that time and more refined development information. The future studies will also update the traffic impacts associated with specific development and refine the recommended improvements to the transportation plan.

The traffic analysis assumes a number of planned transportation improvements that would be completed at the time of opening of the first phase of development, including the Potomac Yard Metrorail station, and intersection improvements at Route 1 / East Reed Avenue, and at Route / E. Glebe Road, and pedestrian and bicycle trail within Landbay K, as well as other transportation improvements recommended in the Route 1 / Oakville Triangle Corridor Plan. The 2040 full buildout also assumes additional improvements, including a much more connected street grid, Metroway operations within dedicated lanes along Potomac Avenue, and additional pedestrian and bicycle improvements to provide connectivity to uses and activity centers, including the Metrorail station.

A key consideration that has been raised by the Advisory Committee is the character of Potomac Avenue both during the interim Phase 1 condition, and the full buildout condition. The Advisory Committee has recommended that Potomac Avenue be designed to be a north-south multimodal urban street that prioritizes pedestrians, bikes, transit and cars in that order. The future design considerations will include a generous (20-25') streetscape on each side, facilitation of safe pedestrian crossings, on-street parking where feasible, a street design that facilitates neighborhood

connectivity on each side of the street, and Metroway service that maximizes accessibility and ridership.

Regardless of whether or at what density North Potomac Yard is redeveloped, Route 1 will operate at capacity in areas during the commuter peak period. With the recommended multimodal transportation network, most intersections will operate acceptably with exception of the intersections of Route 1 / E. Reed Avenue, Route 1 / Potomac Avenue, and Route 1 at the entrance to the Toyota dealership. There is a negligible difference in traffic operations for 2040 under the updated Plan, as compared to the Plan approved in 2010.

The significant investments in the multimodal transportation network already planned and recommended in the Plan such as the new Metrorail station and dedicated transit lanes will create the substantial capacity to move people and accommodate increases in travel demand associated with continued development in Alexandria as well as in Potomac Yard specifically.

The Transportation Commission is tasked with reviewing and endorsing the Plan Update to ensure its consistency with the City's Transportation Master Plan. Attachment 1 compares the Plan Update with the 2010 approved plan, and their consistency with the goals in the City's Transportation Master Plan.

ATTACHMENTS:

North Potomac Yard SAP Update comparison to Transportation Master Plan

North Potomac Yard Small Area Plan Update - Comparison to Transportation Master Plan
Transportation and Environmental Services, April 19, 2017

TRANSPORTATION MASTER PLAN GOALS:	WITH THE 2010 ADOPTED PLAN	WITH THE PLAN UPDATE
Transit		
<p>Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.</p>	<p>With the 2010 Plan, the Route 1 Metroway would use the alignment currently planned, using E. Glebe Road and a realigned Potomac Avenue. This alignment requires that stations be at the far east side of the development, and creates a longer walking distance to Route 1 and areas west. The future Potomac Yard Metro station would be located on the east side of Potomac Avenue, requiring pedestrians and bicyclists to cross a major, wide arterial before accessing the development area. Connectivity between local transit service, Route 1 Metroway and the Potomac Yard Metrorail station would be accommodated through an intermodal facility.</p>	<p>The Plan Update keeps Potomac Avenue along its current alignment. The Metroway is anticipated to use Wesmond Drive instead of Evans, allowing for the Metroway stop to be closer to the future Potomac Yard Metrorail station entrance. Using the current alignment of Potomac Avenue also allows for Metroway stops to be more centrally located within the development, and closer to Route 1 and areas west. Keeping the current Potomac Avenue alignment also allows pedestrians and bicyclists to access greater areas of the development without having to immediately cross Potomac Avenue. Connectivity between local transit service, Route 1 Metroway and the Potomac Yard Metrorail station would be accommodated within the urban fabric of adjacent redevelopment.</p>
Pedestrian		
<p>Engineering: The City will provide a continuous, connected and accessible network that enables pedestrians - particularly children and those with mobility impairments - to move safely and comfortably between places and destinations.</p>	<p>The 2010 Plan provides for a good pedestrian network and street grid that facilitates good pedestrian connectivity, including connections to South Potomac Yard, and areas west of Route 1. A drawback of the 2010 Plan is that it requires pedestrians to cross a wide, busy Potomac Avenue to access the Potomac Yard Metrorail Station.</p>	<p>The Plan Update recommends an improved street grid that will facilitate better pedestrian connectivity, similar to the 2010 Plan. However, the Plan Update improves pedestrian connectivity from the Potomac Yard Metrorail station to the plan area, by dispersing pedestrians to activity centers prior to Potomac Avenue, and also includes specific parameters for the design of Potomac Avenue to minimize the width of pedestrian crossings, and includes regular signalized intersections along Potomac Avenue to better facilitate pedestrian crossings. The Plan Update also recommends separating pedestrians and bicycles on the trail network within the park in Landbay K. The Plan update also includes the requirement to follow the City's Complete Street design guidelines that include ways to improve pedestrian design and safety.</p>

**North Potomac Yard Small Area Plan Update - Comparison to Transportation Master Plan
Transportation and Environmental Services, April 19, 2017**

TRANSPORTATION MASTER PLAN GOALS:	WITH THE 2010 ADOPTED PLAN	WITH THE PLAN UPDATE
<p>Encouragement: The City will encourage mobility for all pedestrians, regardless of age or ability, by promoting walking as a means of improving health and increasing transit usage.</p>	<p>The 2010 Plan includes an improved street grid and associated pedestrian facilities will help to encourage walking between uses and to transit. The Plan also requires an extension of Four Mile Run trail to improve access to the Mt. Vernon Trail. The new facilities will be constructed to be ADA accessible, attractive, and convenient, and therefore encourage users of all ages and abilities to access uses. A drawback is that the plan requires pedestrians to cross a wide, busy Potomac Avenue to access the Metrorail station and park, which could discourage use of these facilities.</p>	<p>The Plan Update also maintains the improved street grid and trail system and associated pedestrian facilities will help to encourage walking between uses and to transit. The new facilities will be constructed to be ADA accessible, attractive, and convenient, and therefore encourage users of all ages and abilities to access uses. In addition, the proposed design for Potomac Avenue, allows for easier access to the Metrorail station, and recommendations for safer pedestrian design will further encourage and promote transit use as well as encourage healthy activities.</p>
<p>Education: The City will develop a Safe Routes to School Program and awareness initiatives that address pedestrian safety, rights and responsibilities.</p>	<p>The 2010 Plan includes improved pedestrian facilities that are ADA accessible, separated from autos and have an improved streetscape. In addition, the Plan includes improved connections to the future potential school within the plan area. These recommended improvements are compatible with a Safe Routes to School program.</p>	<p>The Plan Update includes improved pedestrian facilities that are ADA accessible, separated from autos and have an improved streetscape. In addition, the Plan includes improved connections to the future potential school within the plan area. These recommended improvements are compatible with a Safe Routes to School program.</p>
<p>Safety: The City will create a safe pedestrian environment through effective law enforcement and implementation of pedestrian safety countermeasures.</p>	<p>The 2010 Plan recommends a compact layout with a mixture of land uses, improved road grid, that will result in direct, visible pedestrian zones with additional crosswalks. It recommends widened sidewalks and trails that are ADA accessible, and buffered from vehicles. The 2010 Plan also requires funding for traffic calming in neighborhoods west of Route 1, that will improve safety for pedestrians. One drawback of the 2010 Plan is that it realigns Potomac Avenue along the eastern edge, where the east-west streets terminate onto a wide street. This requires pedestrians to cross a wide street to access the metrorail station, and park within Landbay K. These improvements will encourage pedestrian activity, improve pedestrian visibility, and help to reduce auto speeds, thereby improving overall pedestrian safety.</p>	<p>The Plan Update is consistent in developing a compact layout with a mixture of land uses, improved road grid, wide, accessible sidewalks and trails. The Plan Update also requires the funding for traffic calming improvements west of Route 1. In addition, the Plan Update improves pedestrian connectivity from the Potomac Yard Metrorail station to the plan area, by dispersing pedestrians to activity centers prior to Potomac Avenue, and also includes specific parameters for the design of Potomac Avenue to minimize pedestrian crossing width, and regular signalized intersections along Potomac Avenue to better facilitate pedestrian crossings. The Plan Update also recommends separating pedestrians and bicycles on the trail network within the park in Landbay K. also requires funding for traffic calming in neighborhoods west of Route 1, that will improve safety for pedestrians. Finally, the Plan update recommends a shared street separating the park from the development, designed to slow down vehicles and act as a front door to the park. These improvements will encourage pedestrian activity, improve pedestrian visibility, and help to reduce auto speeds, thereby improving overall pedestrian safety.</p>
<p>Bicycle</p>		

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Transportation and Environmental Services, April 19, 2017**

TRANSPORTATION MASTER PLAN GOALS:	WITH THE 2010 ADOPTED PLAN	WITH THE PLAN UPDATE
<p>Engineering: The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve bicyclists needs.</p>	<p>The 2010 Plan recommends a comprehensive network of bicycle facilities, including an extended Potomac Avenue trail linking Braddock Road Metro area to North Potomac Yard, an extended Four Mile Run Trail to connect to the Mt. Vernon Trail, and improved on- and off-street bicycle facilities to provide good east-west and north-south bicycle connectivity.</p>	<p>The Plan Update also includes the extended Potomac Avenue trail, extended Four Mile Run Trail, and improved east-west and north-south bicycle connectivity. The Plan Update has identified the east-west streets of Tide Lock Street, Silver Meteor, and Wesmond Street to have bicycle facilities. It recommends north-south bicycle facilities on Route 1 and along Potomac Avenue. The Plan Update requires new streets to follow the Complete Street design guidelines, includes the addition of shared streets, such as along the linear park, and reinforces the separation of pedestrian and bicycles on trails. The Plan also recommends bicycle parking at major activity centers, including Bike Share stations located at major activity centers within each neighborhood in the Plan area.</p>
<p>Encouragement: The City will seek to increase bicycle usage and bicycle-transit connections through targeted outreach and encouragement.</p>	<p>The City's Transportation Master Plan includes objectives such as integration of bicycles with transit, and providing bicycle accommodations through development review, as well as targeted outreach. The 2010 plan includes improved connectivity between bikes and other uses, including transit, bike parking, and the requirement for a Transportation Management Plan that would include strategies to encourage and increase bicycle usage.</p>	<p>The Plan Update is consistent with the 2010 plan, but includes additional recommendations that encourage bicycle usage. The Plan Update requires new streets to follow the Complete Street design guidelines, includes the addition of shared streets, such as along the park, reinforces the separation of pedestrian and bicycles on trails, and also includes the requirement of bikeshare stations, that will encourage bicycle use.</p>
<p>Education: The City will develop and implement targeted Safe Routes to School programs as well as additional programs for adult cyclists, and motorists.</p>	<p>The City's Transportation Master Plan includes objectives such as education, bicycle registration and outreach. The 2010 Plan recommends improved bicycle facilities throughout the Plan area, that are compatible with a Safe Routes to School program. Other recommended programs in the City's Transportation Master Plan, such as education, providing bicycle maps, and outreach would continue to be implemented.</p>	<p>The Plan Update is consistent with the 2010 plan. In addition, the improved bicycle connectivity, complete street design guideline requirements, and bikeshare stations will be beneficial toward a Safe Routes to School program.</p>
<p>Safety: The City will create a safe bicycle environment and reduce user conflict on shared-use paths through effective law enforcement, detailed crash analysis and implementation of bicycle safety countermeasures.</p>	<p>The objectives identified in the City's Transportation Master Plan to meet this goal would continue to be implemented. The 2010 Plan improves on the street grid, and provides dedicated bicycle facilities throughout the plan area to improve bicycle safety, resulting in greater awareness of bicycles by motorists, and overall improved safety for bicyclists.</p>	<p>The Plan Update is consistent with the 2010 Plan, but improves safety by requiring use of the Complete Street design guidelines, separating pedestrians from bicycles on the trail within Landbay K, and recommending a more pedestrian and bicycle friendly design of Potomac Avenue, with a grid that crosses the street through signalized intersections.</p>

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TRANSPORTATION MASTER PLAN GOALS:	WITH THE 2010 ADOPTED PLAN	WITH THE PLAN UPDATE
<i>Streets and Neighborhood Protection (Traffic Calming)</i>		
Provide protection to residential neighborhoods from traffic operating at excessive speeds and excessive volumes of traffic.	The 2010 Plan recommends a street grid that will include traffic control at intersections. The grid and streets will be designed in a manner to reduce vehicular speeds, especially on residential streets, and will be consistent with the Complete Streets design guidelines. Features include narrowed lanes, wide sidewalks and non-motorized paths, pedestrian crosswalks, bulbouts, on-street parking, and varying pavement materials. These features will provide greater emphasis toward pedestrians, thereby reducing conflicts with autos and improving overall pedestrian safety. The Plan also includes funding toward traffic calming improvements for neighborhoods west of Route 1.	The Plan Update is consistent with the 2010 Plan. However, it also builds on the 2010 plan through the addition of the shared street along the park, that will be designed to slow vehicles. The plan also keeps Potomac Avenue on its current alignment, but requires it to be designed in a manner to better control traffic and improve pedestrian safety.
Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan.	The 2010 Plan recommends an improved stree grid results in an addition of local streets where traffic would travel at a slower speed. Arterials such as Route 1 and Potomac Avenue are redesigned in a manner to improve connectivity and safety for all modes, including improved pedestrian crossings, and improved transit connectivity.	The Plan Update is consistent with the 2010 Plan. However, it also builds on the 2010 plan through the addition of the shared street along the park, that will be designed to slow vehicles. The plan also keeps Potomac Avenue on its current alignment, but requires it to be designed in a manner to better control traffic and improve pedestrian safety, which is an improvement over the 2010 plan.
Increase access, safety, comfort and convenience for pedestrians and bicyclists by changing the culture of neighborhood street use from "cars first" to "people first".	The 2010 Plan recommends a compact layout with a mixture of land uses, and improved street grid, and safe, accessible, attractive and safe pedestrian and bicycle facilities. A key feature of the plan is to provide a more human scaled, memorable place that focuses on people, and neighborhood nodes. These features will encourage more walking and biking between uses, and to transit, improve pedestrian visibility, and help to reduce auto speeds, thereby creating a culture of "people first".	The Plan Update is consistent with the 2010 Plan. However, it also builds on the 2010 plan through the requirement to use the City's Complete Street design guidelines that prioritize pedestrians and bicyclists. The plan update also includes the addition of the shared street along the park, that will be designed to slow vehicles and give greater priority to pedestrians and bicyclists. The plan also keeps Potomac Avenue on its current alignment, but requires it to be designed in a manner to better control traffic and improve pedestrian and bicycle safety, which is an improvement over the 2010 plan.
Base the expenditure of public resources on need.	The 2010 Plan anticipates the redevelopment of most of the area within the Plan area. The expense attributed toward the development of the majority of streets / blocks, pedestrian and bicycle facilities would primarily be bourne by the developer, and developer contributions were also required for some improvements such as Metroway, the Potomac Yard Metrorail station, traffic calming west of Route 1, intersection improvements on Route 1, and improvements along Four Mile Run.	The Plan Update is consistent with the 2010 Plan. However, it also builds on the 2010 plan through the requirement of developer contributions toward bikeshare stations at key activity centers.

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<p>Foster a collaborative working relationship between the City staff and neighborhood residents in the development of traffic calming measures.</p>	<p>The Complete Streets program includes funding for traffic calming projects. As part of the program, staff identifies projects based on citizen requests and if the street warrants traffic calming measures. Staff conducts outreach with area residents for input prior to project implementation. The 2010 Plan requires a monetary contribution of approximately \$1 million (in 2010 dollars, and increased annually for inflation) from the developer toward traffic calming improvements on streets west of Route 1.</p>	<p>The Plan Update is consistent with the 2010 Plan. City staff would conduct outreach with residents in neighborhoods west of Route 1 for specific traffic calming improvements, prior to the occupancy of development within North Potomac Yard.</p>
Parking		
<p>A comprehensive parking management strategy that is fully integrated with the City's plans for transit, streets, bicycles and pedestrians and functions in coordination with these plans - furthering the City's overall goals and wider transportation vision.</p>	<p>Today, the area is dominated by light industrial and to a lesser extent, residential uses, and the transportation system is focused on the automobile, which results in the need to provide extensive parking. The area includes onstreet parking and large surface lots. On-street parking is located in residential areas such as Cameron Station. Without the plan, some issues such as spillover parking on residential streets, and an overall lack of a parking structure could continue, but may be partially or incrementally alleviated as individual properties are redeveloped.</p>	<p>The Small Area Plan recommends a mixture of uses near high capacity transit, such as the West End Transitway, and the Van Dorn Metrorail station. The proposed multi-modal transportation system will result in a greater share of persons who will walk, bike or ride transit. These characteristics thus allow for lower parking requirements (per the City's recently amended residential parking requirements), and opportunities for shared parking. The Plan recommends that parking spaces be efficiently managed to maximize turnover of spaces, and include smart parking technologies and shared parking. A parking management plan will be required for developments as they occur, which could include measures such as unbundled residential / mixed-use parking. On-street spaces may be metered and be part of a performance parking program.</p>