



Transportation Commission

March 16, 2016

7:00 PM

City Hall, Council Work Room (2nd Floor)

AGENDA

1. Minutes of the February 17, 2016 Meeting
2. Updates to Receive (Consent)
 - Funding Update
 - Potomac Yard Metrorail Station
 - King Street Metrorail Station
 - Eisenhower Avenue Metrorail Station
 - Old Town North Small Area Plan
 - Complete Streets design guidelines
 - Motorcoach Task Force
 - King Street Complete Streets
 - Route 1 Metroway
3. Commission Updates
4. Pedestrian and Bicycle Master Plan – **Public Hearing**
5. FY 2017-26 Budget – **Public Hearing**
6. 2016 Council Strategic Plan
7. 2016 Transportation Long Range Plan – Guidance
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, April 20, at 7:00 PM in the Council Work Room (City Hall, 2nd Floor).

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City of Alexandria

Transportation Commission

Regular Meeting

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

MINUTES

Commissioners Present: Chair Jerry King, Commissioner David Brown, Councilman John Chapman, Commissioner Jake Jakubek, Commissioner Ryan Jones, Vice-Chair Nathan Macek, Commissioner Stephen Klejst, Commissioner James Lewis, Councilman Timothy Lovain, Commissioner Christine Michaelis, Commissioner Annika Moman

Staff Present: Allan Fye – T&ES, Yon Lambert – T&ES, Patrick Reed - T&ES, Steve Sindiong - T&ES and Karen Callahan – T&ES, Carrie Beech - P&Z, Jim Maslanka – T&ES, and Carrie Sanders – T&ES, Hillary Orr – T&ES, Pierre Holloman – T&ES

Chair Jerry King called the Transportation Commission meeting to order at 7:00 pm.

1. **January 20, 2016 Meeting Minutes**

Chair Jerry King announced there would be a public hearing on agenda item number 4 and speaker forms are available for the public. He gave instructions for use of the speaker forms. He also gave instructions to Commissioners for having items added to the agenda. He welcomed new Commissioners including Councilman Chapman and Commissioners David Brown and Ryan Jones. Chair King asked if there were any additions or changes to the January 20, 2016 minutes. There being no edits, Vice Chair Nathan Macek made a motion to approve the January minutes which was seconded by Commissioner James Lewis, voted on and unanimously approved by the Commission.

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

The Commission received Funding Updates and Project Updates on the Potomac Yard Metrorail Station; the Route 1 Metroway; the Pedestrian and Bicycle Master Plan; the King Street Metrorail Station; the Eisenhower Avenue Metrorail Station; the Seminary Road / Quaker Lane Speed Limit Pilot Project; the Motorcoach Task Force; the Old Town North Small Area Plan; the Old Town Area Parking Study; and the Ad Hoc Advisory Group on Confederate Memorials and Street Names.

Steve Sindiong of T&ES reported that the Motorcoach Task Force meeting tentatively scheduled for February 24 will be postponed until a date in March to be determined. Acting Deputy Director of Transportation Carrie Sanders reported that on February 9, City Council received the Parking Management work plan for the Old Town Area Parking Study and staff will begin working on a

schedule of short and long term work items. Commissioner Lewis inquired about the Commission's recommendation to Council to reform the process for staff not being able to amend residential parking permit zones. Ms. Sanders reported that Council added that as a work item to the City-wide parking plan to look at how staff may be able to initiate those types of changes.

3. Commission Updates

Commissioner Stephen Klejst reported that DASH's Real Time Bus Information and Vehicle Locator System's pilot program will begin in April for a one month trial period and the roll out for the public should be in late April or May.

Commissioner Michaelis reported that the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee's final meeting will be February 25, 2016 at 7 p.m. at City Hall, Sister Cities conference room 1101. The draft plan will be presented to the Advisory Committee at that meeting.

Councilman Lovain reported that the Transportation Planning Board (TPB) held discussions on the I-395 Express Lanes project after its presentation on project submissions of the 2016 Constrained Long Range Plan (CLRP) amendment.

Commissioner Lewis indicated the Ad Hoc Advisory Group on Confederate Memorials and Street Names will hold its third meeting in City Hall on Wednesday, January 27, 2016 from 7 p.m. to 9 p.m. He announced public feedback will continue to be received until the January 27 meeting date.

4. West End Transitway – Public Hearing

T&ES Acting Deputy Director Carrie Sanders introduced T&ES staff member Allan Fye as the Project Manager for the West End Transitway. Ms. Sanders stated that the Transportation Commission is charged with the oversight of the implementation of the Transportation Master Plan and that the West End Transitway is one of the main items in the Master Plan.

Mr. Fye reported that the Transportation Master Plan identified three key transit corridors for high-quality, frequency, and capacity transit service expansion in the City to improve transit services to more areas of the City. Since the City Council resolution in 2012 that made recommendations for each corridor as part of the Transitway Corridor Feasibility Study, the work performed on the West End Transitway has focused on a technical analysis on three alternatives; a Build, a No Build and a Transportation Systems Management (TSM) alternative. Work on completing the required environmental documentation to clear the project for further advancement and potential Federal funding has also taken place. At this point, staff is seeking re-concurrence from City Council on a Locally Preferred Alternative which is to connect the Van Dorn Metrorail Station and the Pentagon Metrorail Station via Bus Rapid Transit (BRT) within dedicated lanes along a significant portion of the corridor.

In 2014, City Council passed a resolution to establish the West End Transitway Policy Advisory Group to provide policy and technical guidance. At their sixth and final meeting, the group voted to advance the Build Alternative. The Build Alternative includes frequent and continuous transit service along Van Dorn and Beauregard Streets with dedicated transit lanes along significant portions of corridor. The Build Alternative would not require City capital funds. It provides numerous benefits to transit and other vehicular and non-vehicular users of the corridor. It offers the City considerable environmental benefits such as an opportunity for long-term tree canopy coverage through streetscape enhancements. The Build Alternative's contribution to stormwater quality and quantity management is significant and includes sections of Van Dorn Street and Beauregard Street. It will include dedicated lanes, queue jump lanes, full amenity stations (near-

level boarding, real time bus information, and off-board fare collection) and transit signal priority and safety improvements at intersections, improved sidewalks, and new bicycle facilities. City Council's 2012 Resolution had two stipulations. One was to improve better transit service to the Northern Virginia Community College (NVCC) campus. The recommendation includes stops at Fillmore Avenue and Braddock Road to serve the campus. The other stipulation was to be mindful of the possibility of a conversion from BRT to Streetcar in the long run.

The City has received \$2.4 million from the Northern Virginia Transportation Authority (NVTA) to advance the project to the design phase. The City has also applied for an additional \$7 million from NVTA funds for design work. A decision of these additional funds is anticipated in July 2016. During the design phase, the City will advance the physical and infrastructure design for right-of-way and stations, develop a more refined financial plan for capital investment and operating costs, and continue to work with stakeholders to advance the project. Staff is also exploring federal and state funding and private capital contributions.

The next steps are City Council re-concurrence of the locally preferred alternative which can be expected by spring 2016. The City will move forward with the defined Build Alternative toward operation through project development which includes completion of the project's environmental document, commitment of funding, and completion of design, engineering, phasing, permitting, financial planning, bidding, and construction leading to the initiation of service.

After Commission discussion, the Public Hearing was opened. Carol James of 1000 North Vale Street in Alexandria indicated she does not support the plan. She suggested that the West End Transitway will exacerbate the existing problems at North Van Dorn Street and Sanger Avenue. That intersection has an "F" rating under today's condition and is not compliant with the Americans with Disabilities Act (ADA). She asked how an intersection that is not ADA compliant qualifies for federal funds. She stated the northbound traffic on Van Dorn Street will have to make a 90 degree left turn across all BRT lanes. She stated it will integrate a section of 20 or more parking spaces forcing cars to back into or pull into spaces through the BRT lanes. A second speaker, Kathleen Burns of the West End community lives two blocks from Van Dorn Street. She stated she was past president of Brookville Seminary Valley Civic Association and past Vice President of West End Business Association. She stated that City meetings are very poorly publicized and offered suggestions. The West End Transitway design is not neighborhood friendly. Three schools require children to cross Van Dorn Street and that is not reflected in the plan. She encouraged the City Council to not approve the draft plan. The Van Dorn Street and Sanger Avenue intersection has never been resolved successfully. The public hearing was closed.

Staff reported that eNews is used, the City website, Facebook, and twitter is used to publicize the meetings. The West End Transitway project has a link on the City homepage that has been there since the project's inception. All of the meetings of the West End Transitway Advisory Group were held in the West End. To address the parking issue cited during the Public Hearing, Mr. Fye stated the current plan impacts 3-5 parking spaces. He reported at that location is a service road within private property currently owned by a developer and real estate manager (JBG). The locally preferred alternative proposes to change the parking into reverse angled parking. The project is being designed to include ADA standards and the existing conditions at the intersection of Van Dorn at Sanger Avenue are ADA compliant. The signal poles on the sidewalks will be removed during construction to make way for the improved design and traffic signals.

During further discussion, Commissioner Jakubek expressed his concerns regarding the project. He stated the TSM was the best of the three alternatives. Commissioners Brown, Klejst and Macek spoke in favor of the locally preferred alternative. Commissioner Macek made a motion for the

Commission to endorse the proposal for the West End Transitway including the recommendations of the West End Transitway Policy Advisory Group and their resolution in support of advancement to the design phase, and recommend that City Council provide funding through the City budget process for other potential work task considerations. Commissioner Lewis seconded the motion and amended the motion adding to explore improving the Sanger Avenue and Van Dorn Street intersection making it more ADA compliant. The motion was voted on and approved by an 8-1 vote, with Commissioner Jakubek voting against the motion.

5. NVTa TransAction Plan

T&ES staff Pierre Holloman gave an overview on the Northern Virginia Transportation Authority's (NVTa) TransAction Plan. In July 2002, the Virginia General Assembly created the NVTa and charged it with developing a Northern Virginia Regional Transportation Plan. State law requires that the plan be updated every five years. This TransAction update will be the first update since the passage of transportation funding House Bill (HB) 2313. This is significant as all projects funded with 70% regional funds, as provided in accordance with HB 2313, must be included in the NVTa's Long-Range Transportation Plan. When adopted, the TransAction update will provide a multi-modal guide for transportation investments in Northern Virginia and will be the mechanism through which over \$1 billion will be allocated to much needed regional transportation improvements between FY 2018- FY 2023. Staff will seek input from the Transportation Commission in the summer of 2016 regarding any missing projects to be included in the draft TransAction plan, and to provide an update to the Commission on the plan development.

6. Complete Streets Program Update

T&ES staff Hillary Orr gave an update on Complete Streets program. She reported that the Alexandria Complete Streets Design Guidelines is drafted and will be released in spring 2016. The City installed the region's first Advisory Bike Lanes on Potomac Greens Drive. The King Street Bike Lane project received an award from the Washington Area Bicyclist Association (WABA) for The Best Bicycle Infrastructure project in Virginia. Eight automated bicycle and pedestrian counters have been installed on trails around the City and one automated bicycle counter in an on-street bike lane. Over five lane miles of on-street bicycle facilities have been installed over the past year. She cited the list of infrastructure improvements and major complete streets projects completed in 2015.

Ms. Orr stated when a roadway project is altered through the City's Capital Improvement Program (CIP) an evaluation of the street is conducted in order to determine the best way to accommodate and install complete street designs for all street users. All major projects are vetted through a community engagement process that includes public meetings, project updates via email and posting up-to-date information on a project website. Ms. Orr named the grant funded projects completed, under construction and anticipated 2016 spring and summer start dates for those and infrastructure projects. The Commission discussion included the need to address trash containers being placed in bike lanes, and the need to have additional budget for Complete Streets in order to maintain the current expenditure rate / implementation of projects.

7. I-395 Hot Lanes Update

Ms. Sanders introduced Amanda J. Baxter of the Virginia Department of Transportation (VDOT). Ms. Baxter stated she is leading the National Environmental Policy Act (NEPA) effort on the I-395 Hot Lanes project. Joining her was Todd Horsley of Department of Rail and Public Transportation (DRPT). Ms. Baxter stated VDOT is working towards building a regional express lane network and actively reaching out to City civic and community associations. The existing I-95 express lanes end at Turkeycock Run. VDOT is proposing to convert the existing HOV lanes from Turkeycock Run north to the Eads Street interchange into tolled express lanes. They

propose to convert the two existing reversible High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes and add a third HOT lane. She stated this third lane will not significantly affect the footprint of the highway. An Active Traffic Management System that monitors the traffic flow and can set the best speed limit for the current flow of traffic will be installed. Signage and toll systems, and sound walls will be installed. VDOT proposes to improved connections between the proposed I-395 express lanes and the Eads Street interchange. She stated DRPT will conduct a multimodal study. She also spoke about VDOT's and TransUrban's responsibilities and Framework Agreement to extend the I-395 express lanes. She revealed the Environmental Assessment (EA) public information meeting is anticipated for April 2016 with the release of the draft EA anticipated in late summer 2016. Construction is expected to begin in spring 2017 and be completed in summer 2019.

Mr. Todd Horsley cited DRPT will be conducting a corridor-wide multimodal Transportation Demand Management (TDM)/transit study. The goal is to develop a list of transit services and TDM programs to be funded with future toll revenues. He stated one of the items in the VDOT and Transurban's Framework Agreement calls for a dedicated annual transit investment to be carved out of the tolls revenues when the tolls begin to be collected in 2019. That amount is still being negotiated. The multimodal TDM/transit study is in the procurement process and will be released for bid soon as the study must be completed by December 2016. The scope will comprise the area from Eads Street to the end of the HOT lanes in Stafford County and parallel commuting corridor routes.

8. Other Business

Ms. Sanders indicated a Transportation Commissioner volunteer is needed to represent the Commission on the North Potomac Yard Small Area Plan.

The Commission also suggested that a future meeting be held at the Traffic Operations Center on Business Center Drive, so that the Commission can learn more about the operation.

Vice Chair Macek made a motion to adjourn the meeting at 9:00 pm. This motion was seconded by Commissioner Michaelis, voted on and unanimously approved by the Commission.

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 16, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

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

RECOMMENDATION: That the Commission receive the items for consent.

A. FUNDING UPDATE

Washington Area Transit Authority (WMATA)

WMATA is evaluating the proposed budget that was presented at the WMATA Finance and Administration Committee meeting in December, 2015. On March 4, 2016, jurisdictional staff and WMATA staff met to discuss the proposed budget. The budget currently does not call for fare increases or subsidy increases for the basic operating budget at this time, but long term debt is expected to be issued in 2017, which will likely require a debt service payment.

Most recently, the general manager of WMATA proposed an \$898.8 million capital program for FY 2017 to fund critical safety and state of good repairs investments. This is a change from the \$1.12 billion dollar asked in the original submittal. The goal is for WMATA to lead in spending for the program instead of lagging as it had in previous years. This amount would also reduce the long term debt issued to the region for FY 2017 from \$287.7 to \$58.3 million to support the program. Staff will continue to update the Transportation Commission as the WMATA FY 2017 capital program budget process continues.

The WMATA Comprehensive Funding Agreement (CFA) one-year extension of the current agreement is still pending negotiations by the jurisdictions. The goal is to have jurisdictions to agree to the new CFA by April 2016.

Northern Virginia Transportation Authority (NVTA)

NVTA staff is reviewing CMAQ/RSTP applications for funding for FY 2022. VDOT is developing ratings for all 70% funds being proposed for FY 2017 in accordance with the provisions of HB599. The evaluations are scheduled to be completed by April 2016.

Northern Virginia Transportation Commission (NVTC)

NVTC Resolution #2298 authorizes NVTC staff to submit state operating and capital transit assistance applications to the Virginia Department of Rail and Public Transportation (DRPT) on behalf of NVTC's five WMATA jurisdictions for their local bus systems, and the NVTC jurisdictions' share of WMATA subsidies. The applications for the five WMATA jurisdictions total \$568.8 million in eligible operating costs and \$192.5 million in total capital expenses. The City of Alexandria has submitted \$12.4 million in capital applications, \$72 million in operating applications, and \$16.8 million in applications for DASH.

The resolution also authorizes NVTC to submit state assistance applications on behalf of VRE. For the northern Virginia district, this includes \$51.1 million in eligible operating costs, \$79.1 million in total capital costs, and \$1.5 million in preliminary engineering costs under DRPT's Rail Enhancement Fund.

Department of Rail and Public Transportation (DRPT)

Grant applications were submitted on February 1, 2016 through the Northern Virginia Transportation Commission (NVTC) for transit capital and operating; state match assistance for the West End Transitway design; Van Dorn Metrorail Station improvements; and, the replacement of DASH buses.

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

B. POTOMAC YARD METRORAIL STATION

The Federal Transit Administration (FTA) and the National Park Service (NPS) are currently reviewing the second draft of the Final Environmental Impact Statement (EIS). Once the document has been reviewed by the agencies and has been determined as meeting legal sufficiency requirements, it will be released for public review and comment, followed by Records of Decision (RODs) from FTA and NPS.

The design process for the Metrorail station is continuing. The next meeting of the Potomac Yard Metrorail Implementation Work Group (PYMIG) will be held on March 17, 2016. The meeting will include discussions of station architecture and materials, the concept design for Potomac Yard Park, and temporary construction impacts.

On February 23, City Council authorized the City Manager to submit a Letter of Interest for a loan of approximately \$88 million through the Transportation

Infrastructure Finance and Innovation Act (TIFIA) to assist in partially funding the construction of the Metrorail station. A TIFIA loan would be similar to the \$50 million Virginia Transportation Infrastructure Bank (VTIB) loan the City was previously awarded. Like VTIB, a TIFIA loan offers more flexible repayment terms and more favorable interest rates than the City could secure on the bond market.

Background: The Potomac Yard Metrorail Station project is an infill Metrorail station located between the National Airport and Braddock Road Metrorail stations on the Blue and Yellow lines in the vicinity of the Potomac Yard Development.

For more information on the project, please visit www.alexandriava.gov/potomacyard.

C. KING STREET METRORAIL STATION

City, DASH and WMATA staff have been working to complete the items required for the design-build contract package, which is expected to be advertised in mid to late-spring 2016. The package will include a plan for the temporary locations for transportation services currently using the facility, as well as a comprehensive outreach strategy to help the public understand where and how to access those services.

Background: The King Street Metrorail Station is Alexandria's largest transit facility and requires significant updates, expansions, and safety improvements. The City began addressing these needs by requesting that WMATA conduct a feasibility study for rebuilding the access facilities at the lot in 2006. The result of this study was released in March, 2008. Through an extensive vetting process with the general public and stakeholders, the City developed a design for the station that improves non-motorized access, bus access, shuttle and taxi access, short term rental car access, and aesthetics. In 2012, the design was endorsed by the Transportation Commission, the City Council, and the Planning Commission. After approval, the design was refined, and the City determined that some of the features of the facility needed to meet City standards rather than WMATA standards. A long discussion between WMATA and the City resulted in a decision that allowed the facility to be designed using City standards. WMATA gave the City a permanent easement to construct a transit facility, if the City maintained the facility in perpetuity. After this agreement, a more detailed design was produced for the facility and the cost was higher than budgeted. The improvement was placed in the FY 2016 CIP budget process, and eventually acquired sufficient funding to be constructed.

D. EISENHOWER AVENUE METRORAIL STATION

The Eisenhower Avenue Metrorail Station is proceeding as the City's Department of Project Implementation (DPI) is assembling all of the information needed for the project's design consultant to develop a set of 60% plans for the improvements, which will be submitted to WMATA for review in spring 2016.

Background: The Eisenhower Avenue Metrorail Station project will use Federal Transit Authority (FTA) and Commonwealth funds to reconstruct the Eisenhower Metrorail station entrance to include improved amenities for transit patrons such as better weather

protection and a prominent plaza. This improvement is necessary to accommodate all of the high-intensity growth adjacent and/or in close proximity to the station.

E. OLD TOWN NORTH SMALL AREA PLAN

The City will be conducting three phases of transportation analyses. During the winter/spring (phase 1), staff will be doing a preliminary analysis of the potential two-way conversion of Madison/Montgomery Streets, identifying potential railbanking needs / considerations of the Norfolk Southern rail spur, streetscape improvement needs, and street connectivity options. Over the spring/summer (phase 2), staff will compile the recommendations of all applicable developer traffic studies and will conduct a parking analysis. During the fall/winter (phase 3), a larger, more detailed transportation study is anticipated that will incorporate proposed land use changes. The Infrastructure and Environmental Sustainability/Transportation Subcommittee held its first meeting on February 10, 2016. Some of the key concerns noted were the need for a parking analysis, connectivity to the Braddock Metrorail station, improved connectivity to the George Washington Parkway, issues related to the potential two-way conversion of Madison and Montgomery Streets, street connectivity and access to/within the NRG site, and the potential use of the Norfolk Southern rail spur.

Background: The current Old Town North Small Area Plan was adopted in 1992. The planning effort to update this small area plan began in September 2015 with the appointment of an Advisory Group and is anticipated to conclude in January 2017 with the Plan adoption. As part of this process, a week-long charrette was held in November to identify issues, needs, and ideas for a broad range of categories including transportation, housing, land use, and open space. For more information on the Old Town North Small Area Plan, please visit: <http://www.alexandriava.gov/86032>

F. COMPLETE STREETS DESIGN GUIDELINES

Work on the development of Complete Street Design Guidelines continues with the document to be completed in early summer 2016. The Guidelines are tailored to the unique character of Alexandria and provide design direction based on the context of a street and the surrounding area. This document will serve as technical guidance to City staff, developers and the community when planning new streets or retrofitting existing streets. The guidelines aim to be an inclusive resource for all elements pertaining to street design.

Background: As part of the original Complete Streets Policy that was approved in 2011, the development of street design guidelines was encouraged. The development of the Alexandria Complete Streets Design Guidelines are being undertaken in conjunction with the Pedestrian and Bicycle Master Plan Update.

G. MOTORCOACH TASK FORCE

The City Manager has appointed representatives to the Motorcoach Task Force, a group comprised of citizen associations, citizens at-large, the tourism/motorcoach industry, and the hotel industry. In addition, three of four Commission and Board

representatives have been selected by their respective Commissions. The Task Force's first meeting was held on March 10, 2016. This meeting included an overview of the group's charter and the scope of its mission. The meeting also included a discussion of potential locations to address future loading/unloading and parking needs.

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

H. KING STREET COMPLETE STREETS PROJECT

Staff has been conducting outreach to the public over the past few months on three proposed design options that were developed based on community input. Through the AlexEngage process, over 750 survey responses on proposed options have been received, and public comment continues with the upcoming public meeting and receipt of comments [online](#). Later this spring, a public meeting will be held to seek comments on a recommended option for the design of this roadway. The project will also be presented to the Traffic and Parking Board in late spring/early summer.

Background: King Street, between Radford Street and Janney's Lane, is being resurfaced this summer and was therefore identified for Complete Streets improvements. Two public meetings have been held already and staff has met with resident groups on two different occasions. An online survey for the project received responses from over 750 people and staff received over 200 additional comments through this process and via the comment form posted on the project website.

I. METROWAY

Metroway continues to show strong ridership growth In January 2016, Metroway carried an average of 1,632 riders each weekday, 24 percent higher than the previous January. On-time performance for Metroway buses is 96 percent.

Phase II of Metroway is expected to open in spring 2016. This phase will include dedicated lanes in the Arlington portion of the corridor to 26th Street, with additional bus-only lanes during rush hour from 26th Street to the Crystal City Metrorail Station. Phase II will also see the service extended to Pentagon City.

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. The Alexandria portion of the facility, also known as the Crystal City/Potomac Yard Transitway, opened in August 2014.

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

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 16, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, ACTING DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM # 4 – PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE

ISSUE: Provide an update to the Transportation Commission on the draft Pedestrian and Bicycle Master Plan.

RECOMMENDATION: Staff recommends the following:

1. That the Commission receive an update on the Pedestrian and Bicycle Master Plan, and proposed amendment to the Transportation Master Plan, and hold a public hearing;
2. That the Transportation Commission, following the public hearing, provide a recommendation to the Planning Commission to approve the proposed amendment to the Pedestrian and Bicycle chapters of the Transportation Master Plan.

BACKGROUND: The City's 2008 Transportation Master Plan envisions a transportation system that encourages the use of alternative modes of transportation, reduces dependence on the automobile, and promotes a balance between travel efficiency and quality of life. The Master Plan includes both a Pedestrian chapter, and a Bicycle chapter.

Given the many pedestrian and bicycle projects and initiatives completed over the past five years, including the approval of a number of Small Area Plans, the Bikeshare Program, as well as the adoption of the Complete Streets Policy (adopted in 2011), the City is conducted an effort to incorporate these additions into an updated Pedestrian and Bicycle Master Plan. The master plan includes:

- Updated Bicycle and Pedestrian chapters of the City's Transportation Master Plan
 - Vision, goals and objectives, bike network, high priority projects and strategies
- Transportation Master Plan appendices

- Supporting documentation, such as progress report, civic engagement summary, case study summaries, and a more detailed list of projects and phasing.

The 2008 Transportation Master Plan will be amended to replace the existing Pedestrian and Bicycle chapter with the new chapters and accompanying appendices. These chapters and appendices will also supersede the 2008 Pedestrian and Bicycle Mobility Plan. The Complete Street Design Guidelines is a separate technical guidance document for staff that does not require approval or an amendment to the Transportation Master Plan.

The City began the Pedestrian and Bicycle Master Plan project in April 2014, and the Council approved Resolution 2608 to establish an Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee (Ad Hoc Advisory Committee). The role of the Ad Hoc Advisory Committee was to make recommendations to City staff on the update of the Pedestrian and Bicycle Master Plan, including identifying issues and needs, providing input on policy recommendations, input on the bicycle network, input on project prioritization criteria, and input on project recommendations.

In October, 2015, staff provided an update to the Transportation Commission on the civic engagement process, the bicycle network, the pedestrian case study areas, strategies and priority projects. These draft recommendations were based on input received through an extensive civic engagement process, and the Ad Hoc Advisory Committee. During the fall of 2015, staff presented the draft recommendations to Council and a number of other Commissions and boards, such as the Environmental Policy Commission, the Park and Recreation Commission, the Planning Commission, Alexandria City Public Schools (ACPS), and the Alexandria Bicycle and Pedestrian Advisory Committee. The input received through these meetings was used toward developing a preliminary draft plan released on January 14, which included some revisions to the strategies, priority projects and bike network. Additional information on the plan, including the draft plan and appendices can be found at www.alexandriava.gov/pedbikeplan

DISCUSSION: On January 14, 2016, the City released the preliminary draft of the Pedestrian and Bicycle Master Plan, and used the AlexEngage process to receive public input. AlexEngage received 415 individual responses, and the City received a number of other comments on the draft plan through other means.

On February 25, the Ad Hoc Advisory Committee reviewed the revisions to the plan, and endorsed the plan, emphasizing the need to implement a Vision Zero program, encouraging transparency on the progress of plan implementation, and prioritizing the need for funding the plan (Attachment 1). The following sections provide more information on the key plan elements, and updates since the last presentation to the Transportation Commission in October 2015.

Bicycle Network

A draft bicycle network was developed to enable safe bicycle travel in and between all City

neighborhoods. The network also improves connectivity between key destinations in Alexandria and destinations in neighboring jurisdictions. The draft network links these destinations and was designed to appeal to bicycle riders of different ages and abilities. The draft bicycle network includes a range of facility types such as enhanced bicycle corridors, shared roadways, and trails.

The draft plan includes a number of changes since the last presentation to the Commission, that includes the addition to the network within the Eisenhower West area (since this plan was approved in late 2015), the addition of E. Reed Avenue as a shared roadway, and changing some roadways from shared to enhanced bicycle corridors, based on additional analysis. There were also corrections to the Potomac Yard area, as well as additional improvements near Slaters Lane and the Monroe Street bridge.

In addition, the plan was revised to include additional language emphasizing the importance of low-stress bicycle facilities, such as protected bike lanes, buffered bike lanes and sidepaths.

Pedestrian Case Study Areas

Five Case Study Areas were initially chosen for an analysis of common pedestrian infrastructure challenges that exist in Alexandria today, such as non-compliance with ADA standards, conflicts between modes, access, difficult intersection crossings, lighting, and other safety issues. These Case Study Areas were selected because they represent certain themes or issues that are found throughout the City. Since October of 2015, an additional case study was added in the vicinity of Commonwealth Avenue at Braddock Road. This case study was added due to a pedestrian fatality that occurred at this intersection in fall 2015, and staff determined there was a need to better look at the issues, needs and potential improvements within this area.

Bicycle and Pedestrian Strategies

Draft strategies have been developed for pedestrian and bicycle modes. These strategies identify specific measures that the City should undertake to achieve the vision, goals, and objectives, which also respond to the key issues and needs that were identified early in the planning process. For both the pedestrian and bicycle elements, there are engineering strategies and policy and program strategies. Some of the key updates to the strategies since October 2015 are as follows:

- **Pedestrian Engineering Strategy #8: Reduce conflicts between bikes, pedestrians and other users on the sidewalk.** A new sub-bullet was added to address potential revisions to the City code to address these other types of users, such as skateboarders.
- **Pedestrian Program/policy Strategy #11: Conduct an evaluation of traffic fatalities and develop a Vision Zero program that outlines the framework, budget and staffing needed to work toward eliminating pedestrian and bicycle related deaths in Alexandria.** This strategy was revised to as “...eliminating pedestrian and bicycle related deaths and serious injuries...” In addition, this strategy was moved up as

Pedestrian Program/policy Strategy #1.

- **Pedestrian (and Bicycle) Engineering Strategy #6: Provide ongoing maintenance and repair of the pedestrian (and bicycle) network.** These strategies were revised to note that the maintenance practices within the City and external would be developed, and also include debris other than snow.
- **Bicycle Program/policy Strategy #12: Partner with local bicycle groups to support bicycle education, outreach and promotion amongst underrepresented groups including women and non-English speaking communities.** This strategy was revised as "...including women, senior citizens and non-English speaking communities."

Implementation and Priority Projects

Based on input received through AlexEngage, the plan has been revised to include additional language regarding implementation of the project recommendations. The language focuses on implementation of recommendations within the Case Study areas, the immediate steps to develop a Vision Zero policy and program, pursuing funding from grants and through the City's budget process to begin implementation of priority projects, and leveraging repaving and development opportunities to implement pedestrian focused improvements in areas not covered by the Case Studies.

The implementation section of the Pedestrian and Bicycle chapter includes high priority projects for sidewalks, on-street bicycle facilities, and trails. The priority projects were determined based on the identification of all projects needed to fill existing gaps and barriers, using evaluation criteria that was reviewed by the staff, Advisory Committee and public, and endorsed by the Advisory Committee. The evaluation criteria included factors such as safety, existing or potential demand, connectivity, and geography.

Based on additional input that was received during the fall of 2015, there were some changes made to the priority projects that included revisions to the project segments and additional analysis. The pedestrian priority project list included an additional sidewalk project on Commonwealth Avenue north of Braddock Road. The bicycle priority project list was revised to combine a number of priority projects, including projects on the Van Dorn/Beauregard corridor, and along Duke Street, to be more consistent with the future transitways along those corridors. In addition, two new bicycle priority projects were added to the priority list, including Seminary Road (between Quaker Avenue and I-395), and Mt. Vernon Avenue.

Proposed Amendment to the Transportation Master Plan

The amendment to the Transportation Master Plan will be to replace the existing Pedestrian and Bicycle chapters within the plan, with the new Pedestrian and Bicycle chapter and accompanying appendices. The updated Transportation Master Plan and appendices will also supersede the 2008 Pedestrian and Bicycle Mobility Plan.

Next Steps

The amendment to the Transportation Master Plan will be presented to the Planning Commission for approval on April 5, 2016. This will be followed by a Council public hearing on April 16, at which time staff will ask for Council approval of the plan and Transportation Master Plan amendment.

ATTACHMENTS:

Memorandum from Ad Hoc Advisory Committee to T&ES

March 7, 2016

Mr. Yon Lambert, Director
Transportation & Environmental Services
City of Alexandria
301 King Street
Alexandria, VA 22314

Dear Mr. Lambert,

As Chair of the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee (Advisory Committee), I am pleased to inform you that the Advisory Committee endorsed the final draft of the updated Master Plan at its final meeting on February 25, 2016.

The Advisory Committee was established in April 2014 in order to provide guidance to City staff on all aspects of the Master Plan update, including the planning process, civic engagement process, vision, and engineering and policy strategies. Over the course of approximately 18 months, the committee members participated in valuable discussions at 10 meetings and considered extensive citizen input received thru two public meetings, 3 special outreach events, more than 400 AlexEngage survey responses and nearly 400 wikimap comments. As articulated in remarks made by each committee member during the final discussion on February 25, 2016, the resulting product is an invaluable plan that clearly lays out a powerful vision for walking and bicycling in Alexandria that serves the needs of all users, and of all ages and abilities.

The Advisory Committee emphasized the following key points in the final discussion surrounding endorsement of the plan:

- The City should be commended for the special emphasis on *Vison Zero*, an initiative that is intended to reduce the number of traffic fatalities and serious injuries by making safety a top priority for every user of the transportation system.
- The City should routinely update citizens on the status of the efforts outlined in the plan through a report card or other similar product that encourages transparency.
- In order to successfully achieve the vision outlined in the updated Master Plan, it is essential that T&ES and other City departments aggressively pursue a variety of funding sources to assist in implementation.
- The City implemented a robust civic engagement process for this effort that resulted in incredibly valuable feedback. The committee feels it is important to continue to engage the public as much as possible as individual projects within this plan are implemented across the city.

On behalf of the Advisory Committee, I would like to commend City staff and the consultant team on delivering an updated Master Plan that will result in profound improvements to the health, safety, sustainability and comfort of our great city.

Thank you for the opportunity to serve as the Chair of this important Advisory Committee. I truly look forward to enjoying countless new walking and bicycling amenities in our community in the years to come.

Sincerely,

A handwritten signature in blue ink that reads "J. Hovis". The signature is written in a cursive, flowing style.

Jennifer Hovis

Chair and Citizen at Large

Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 16, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, ACTING DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 - FY 2017 – FY 2026 PROPOSED TRANSPORTATION BUDGET

ISSUE: Provide an overview of the proposed FY 2017 - FY 2026 transportation budget, highlighting significant changes from the FY 2016 - FY 2025 adopted budget.

RECOMMENDATION: That the Transportation Commission hold a public hearing, and review and provide comment on the proposed FY 2017 - FY 2026 transportation budget.

BACKGROUND: Each year the City Manager presents a proposed City Budget to the City Council for consideration and action. As part of the budget process, a ten-year Capital Improvement Program (CIP) is developed, programming funding for major capital projects in the City. Funding for the CIP comes from the City's general fund, grants and other non-City sources of funding including developer contributions. The City Manager presented the proposed FY 2017-2026 budget to City Council on February 23, 2016 and the entire document is posted to the City website here: <http://alexandriava.gov/Budget>. The FY 2017 - FY 2026 Transportation and Transit Summary is in Attachment 1 and is also posted to the City website here: <https://preview.alexandriava.gov/budget/info/default.aspx?id=89952>

As part of the Council's Strategic Plan, one of the objectives is to *develop local, reliable funding mechanisms to support a fiscally constrained transportation plan*. In FY 2011, the Council approved a 2.2 cent reservation of the property tax to fund transportation projects. This funding has provided the opportunity to fund many of the projects on the Long Range Transportation Plan (LRP) over the next ten years. However, there are still a number of unmet funding needs and the WMATA funding needs continue to put significant pressure on the transportation budget.

DISCUSSION: WMATA's operating and capital programs are putting significant pressure on City funding sources—and transportation sources in particular—and as a result, the transportation budget focuses on maintenance of infrastructure and existing services.

In October and November 2015, the City conducted public outreach and hosted four public meetings. Community input through this process influenced City's Council's budget guidance, the City Manager's Budget Priorities, and the proposed budget. In part due to this engagement, the proposed budget incorporated five priorities: 1) Housing Affordability; 2) Parking Management & Traffic Management; 2) Generating new General Fund Revenues; 4) Investment in Information Technology; and 5) Pre-Kindergarten and/or Childcare Programs. Some of the significant changes being considered in the proposed transportation budget are outlined below.

Selected Operating Changes:

- A new parking planner position added for the City-wide implementation of new parking management strategies and initiatives;
- An addition of \$500,000 of contingent reserve funding for traffic enforcement and parking adjudication;
- Capital Bikeshare funding increased by \$160,000 to operate three existing stations and 13 stations to be installed in the summer of 2016, for a total of 16 new stations in calendar year 2016;
- A reduction in the sidewalk maintenance operations funding that will increase the length of repair time from an average of 12 months to 18 months;
- A new traffic engineer position added to implement the City's new Intelligent Transportation Systems (ITS) Initiatives;
- A decrease in the base DASH operating subsidy, including the King Street Trolley, by \$137,059. This does not include the AT 1 Service improvements outlined below;
- DASH operations funding for expansion of AT1 service is proposed to begin in FY 2017 instead of FY 2019 to accommodate peak hour service enhancements for AT 1 at a total cost of \$319,921;
- King Street Trolley decrease in operating subsidy by \$38,487;
- WMATA contribution decrease by \$894,540

Selected Capital Changes:

- Old Cameron Run Trail project increase at \$6,000,000 through proposed House Bill Two funds;
- An addition of \$1,000,000 for the Broadband Transportation Security Administration (TSA) Communications Link project through proposed House Bill Two funds
- Shared Use Paths reduction at \$300,000 every other year to be consistent with maintenance funding trends;
- Sidewalk Maintenance increase at \$300,000 every other year;
- An addition of \$200,000 in FY 2017 for parking wayfinding to implement recommendations from the Old Town Area Parking Study Work Group;
- An addition of \$500,000 to conduct the Eisenhower West/Landmark Van Dorn Infrastructure Study to work toward the vision of the Eisenhower West Small Area Plan and Landmark/Van Dorn Corridor Plan;
- West End Transitway increase of \$48,300,000, where proposed federal funding was included into the projection for the out years;
- Intelligent Transportation Systems (ITS) Integration project increase of \$7,000,000 through proposed House Bill Two funds

Upcoming meetings:

Throughout March/April Budget Work Sessions

April 26, 2016 Preliminary Add /Delete (Council Legislative meeting)

May 2, 2016 Final Add / Delete Budget Work Session

May 5, 2016 Final Budget Adoption

ATTACHMENTS: FY 2017 - FY 2026 Transportation and Transit Summary

TRANSPORTATION AND TRANSIT INFRASTRUCTURE

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Transportation & Transit Infrastructure Proposed FY 2017 – 2026 Capital Improvement Program Summary of All Projects

Note: Projects with \$0 total funding are active capital projects funded in prior CIPs that do not require additional resources.

	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL FY 17-26
Fixed Transportation Equipment											
Citywide Parking - Parking Study	150,000	0	0	0	0	0	0	0	0	0	150,000
Citywide Parking - Parking Technologies	0	110,000	200,000	0	400,000	0	0	0	0	0	710,000
Citywide Trans. Mgmt. Tech. - Broadband TSA Communications Link	1,000,000	0	0	0	0	0	0	0	0	0	1,000,000
Citywide Trans. Mgmt. Tech. - Intelligent Transportation Systems (ITS) Integration	1,918,000	7,000,000	0	0	0	0	0	0	0	0	8,918,000
Citywide Trans. Mgmt. Tech. - Traffic Control Upgrade	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	0	900,000
Citywide Trans. Mgmt. Tech. - Transportation Technologies	175,000	250,000	250,000	0	0	0	0	250,000	0	0	925,000
Fixed Transportation Equipment	850,000	1,450,000	850,000	850,000	850,000	850,000	2,350,000	850,000	850,000	850,000	10,600,000
Citywide Transportation Management System (SCOOT/Tdi)	0	0	0	0	0	0	0	0	0	0	0
Fixed Transportation Equipment Total	4,193,000	8,910,000	1,400,000	950,000	1,350,000	950,000	2,450,000	1,200,000	950,000	850,000	23,203,000
High Capacity Transit Corridors											
Route 1 Transitway - Metroway Construction	0	0	500,000	0	0	0	0	0	0	0	500,000
Route 1 Transitway (NEPP)	0	0	500,000	500,000	500,000	0	0	0	0	0	1,500,000
Transit Corridor "B" - Duke Street (Incl. Duke St Complete St)	0	0	0	210,000	0	2,100,000	2,000,000	15,000,000	0	0	19,310,000
Transit Corridor "C" - West End Transitway	7,000,000	40,000,000	40,000,000	23,400,000	2,600,000	12,100,000	12,500,000	0	0	0	137,600,000
Transit Corridor "C" - Transit Priority	0	0	0	0	0	0	0	0	0	0	0
High Capacity Transit Corridors Total	7,000,000	40,000,000	41,000,000	24,110,000	3,100,000	14,200,000	14,500,000	15,000,000	0	0	158,910,000

Transportation & Transit Infrastructure Proposed FY 2017 – 2026 Capital Improvement Program Summary of All Projects

Note: Projects with \$0 total funding are active capital projects funded in prior CIPs that do not require additional resources.

	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL FY 17-26
Non-Motorized Transportation											
Backlick Run Multi-Use Paths	0	0	200,000	1,918,000	0	0	0	0	0	0	2,118,000
Bicycle Parking at Metro Stations	350,000	0	0	0	0	0	0	0	0	0	350,000
BRAC Neighborhood Protection Plan	0	0	0	0	0	0	0	0	0	0	0
Cameron & Prince Bicycle & Pedestrian Facilities	0	0	0	0	0	0	0	0	0	0	0
Capital Bikeshare	675,000	699,313	368,174	402,000	350,000	0	0	0	0	0	2,494,487
Complete Streets	830,000	830,000	1,170,000	830,000	830,000	830,000	830,000	830,000	830,000	830,000	8,640,000
Edsall and South Pickett Pedestrian Imprv.	0	0	0	0	0	0	0	0	0	0	0
Holmes Run Greenway	0	0	0	0	0	0	0	0	0	0	0
Mt. Vernon Trail @ East Abingdon	0	0	0	0	0	0	0	0	0	0	0
Old Cameron Run Trail	0	2,095,000	6,000,000	0	0	0	0	0	0	0	8,095,000
Safe Routes to Schools	0	0	0	0	0	0	0	0	0	0	0
Shared-Use Paths	0	300,000	0	300,000	0	300,000	0	300,000	0	300,000	1,500,000
Sidewalk Capital Maintenance	950,000	300,000	600,000	300,000	600,000	300,000	600,000	300,000	600,000	0	4,550,000
Transportation Master Plan Update	0	500,000	0	0	0	0	0	0	0	0	500,000
Van Dorn/Beauregard Bicycle Facilities	0	0	250,000	1,171,000	0	0	0	0	0	0	1,421,000
Wilkes Street Bikeway	0	0	0	0	0	0	0	0	0	0	0
Pedestrian & Bicycle Master Plan Update	0	0	0	0	0	0	0	0	0	0	0
Non-Motorized Transportation Total	2,805,000	4,724,313	8,588,174	4,921,000	1,780,000	1,430,000	1,430,000	1,430,000	1,430,000	1,130,000	29,668,487
Public Transit											
Bus Shelters and Benches	0	270,000	0	0	600,000	0	0	0	0	0	870,000
DASH Bus Fleet Replacements	3,900,000	3,900,000	4,050,000	4,050,000	2,800,000	3,375,000	2,100,000	2,800,000	2,100,000	0	29,075,000
DASH Hybrid Bus and Trolley Battery Pack Replacement	150,000	250,000	300,000	350,000	350,000	400,000	500,000	550,000	450,000	450,000	3,750,000
DASH NEPP Implementation	0	0	0	450,000	750,000	0	0	0	0	0	1,200,000
DASH Real Time Bus Information System	0	0	0	0	0	0	0	0	0	0	0
King Street Metrorail Station Area Improvements	0	0	0	0	0	0	0	0	0	0	0
Landmark Transit Station	0	0	0	0	0	0	600,000	5,400,000	0	0	6,000,000
Potomac Yard Metrorail Station	270,000,000	0	0	0	0	0	0	0	0	0	270,000,000
South Eisenhower Metrorail Station - South Entrance	0	0	0	0	0	0	0	0	0	0	0
Van Dorn Metrorail Station Area Imprv.	1,500,000	800,000	0	0	0	0	0	0	0	0	2,300,000
WMATA Capital Contributions	1,750,000	7,500,000	14,300,000	13,900,000	15,900,000	11,500,000	11,500,000	11,500,000	11,500,000	11,500,000	110,850,000
Public Transit Total	277,300,000	12,720,000	18,650,000	18,750,000	20,400,000	15,275,000	14,700,000	20,250,000	14,050,000	11,950,000	424,045,000

Transportation & Transit Infrastructure Proposed FY 2017 – 2026 Capital Improvement Program Summary of All Projects

Note: Projects with \$0 total funding are active capital projects funded in prior CIPs that do not require additional resources.

	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL FY 17-26
Streets & Bridges											
Bridge Repairs	300,000	700,000	300,000	700,000	300,000	700,000	300,000	700,000	300,000	700,000	5,000,000
City Standard Construction Specifications	0	0	0	0	0	0	0	0	0	0	0
East Glebe & Route 1	0	3,000,000	0	0	0	0	0	0	0	0	3,000,000
Eisenhower Avenue Roadway Improvements	0	0	0	0	0	0	0	0	0	0	0
EW & LVD Implementation - High Street Design/Engineering	0	0	0	0	0	0	500,000	0	0	0	500,000
King & Beaugard Intersection Improvements	0	0	0	0	0	0	0	0	0	0	0
King/Quaker Lane/Braddock Rd. Intersection	0	0	0	0	0	0	0	0	0	0	0
Madison & Montgomery Reconstruction	0	0	0	0	0	0	0	0	0	0	0
Route 1 @ E. Reed Intersection Improvements	0	0	0	0	0	0	0	0	0	0	0
Seminary Road at Beaugard Street Ellipse	0	3,500,000	16,200,000	16,700,000	0	0	0	0	0	0	36,400,000
Street Reconstruction & Resurfacing of Major Roads	5,300,000	5,300,000	5,500,000	5,500,000	5,500,000	5,500,000	5,000,000	5,300,000	5,300,000	5,300,000	53,500,000
Van Dorn Metro Multimodal Bridge (w/ Eisenhower West)	0	200,000	300,000	0	0	0	0	0	0	0	500,000
Streets & Bridges Total	5,600,000	12,700,000	22,300,000	22,900,000	5,800,000	6,200,000	5,800,000	6,000,000	5,600,000	6,000,000	98,900,000
Total	296,898,000	79,054,313	91,938,174	71,631,000	32,430,000	38,055,000	38,880,000	43,880,000	22,030,000	19,930,000	734,726,487

Transportation Improvement Program (TIP) Proposed FY 2017 – 2026 Sources & Uses

In FY 2012, City Council approved funding equal to 2.2 cents on the base real estate tax rate and additional General Fund cash capital to create a Transportation Improvement Program (TIP) for the purpose of expanding transportation infrastructure and transit options throughout the City. As part of the FY 2015 budget process, as the City realized new revenue from NVTAs 70% and 30% sources, the definition of the TIP was expanded for any transportation related expenditure. Expanding this definition has allowed the City to direct TIP resources toward the maintenance of its existing transportation infrastructure while using the new NVTAs funding, private development contributions, and the continued use of TIP proceeds to advance expanded transportation and transit infrastructure and services throughout the City. The TIP funds capital improvements, operating costs, and debt service on General Obligation Bonds issued in FY 2013. Details of the fund revenues, operating expenditures and capital projects are included below.

Details of Revenues

Transportation Improvement Program (TIP) Revenues	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 17-FY26
TIP Reserved Real Estate Tax Rate	\$8,350,335	\$8,617,546	\$8,893,307	\$9,177,893	\$9,471,586	\$9,774,676	\$10,087,466	\$10,410,265	\$10,743,393	\$11,087,182	\$96,613,649
TIP Cash Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIP Cash Reprogrammed from Prior Years	\$325,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$325,000
TIP General Obligation Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIP General Obligation Bonds Reprogrammed from Prior Years	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000
Fund Balance Carryover	\$0	\$0	\$176,965	\$0	\$0	\$0	\$570,145	\$403,107	\$420,367	\$925,970	\$2,496,554
Reimbursed TIP Funds (NVTAs)	\$0	\$1,000,000	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
Total TIP Revenues	\$9,425,335	\$9,617,546	\$9,470,272	\$9,177,893	\$9,471,586	\$9,774,676	\$10,657,611	\$10,813,372	\$11,163,761	\$12,013,152	\$101,585,203

Summary of Operating Expenditures, Debt Service and Capital Projects

Transportation Improvement Program Expenditure Overview	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 17-FY26
TIP Operating (Current + Expanded)	\$4,947,842	\$4,884,555	\$4,992,156	\$5,438,725	\$5,555,971	\$5,685,599	\$5,807,671	\$5,920,158	\$6,037,234	\$6,112,630	\$55,382,541
TIP Operating - WMATA (Added FY 2016)	\$1,378,028	\$2,774,069	\$2,613,668	\$2,692,228	\$2,286,182	\$2,757,008	\$2,752,419	\$2,747,691	\$2,742,822	\$2,737,807	\$25,481,922
TIP Capital Projects	\$2,500,000	\$1,200,000	\$1,300,000	\$500,000	\$1,100,000	\$250,000	\$1,200,000	\$1,250,000	\$1,000,000	\$1,000,000	\$11,300,000
TIP Debt Service (2013 \$6.75M Bond Issuance)	\$599,466	\$581,957	\$564,449	\$546,940	\$529,432	\$511,923	\$494,415	\$475,156	\$457,735	\$443,798	\$5,205,271
Total TIP Expenditures	\$9,425,336	\$9,440,581	\$9,470,273	\$9,177,893	\$9,471,586	\$9,204,531	\$10,254,504	\$10,393,005	\$10,237,791	\$10,294,236	\$97,369,734

**Transportation Improvement Program (TIP)
Proposed FY 2017 – 2026 Sources & Uses**

Details of Operating Expenditures and Debt Service (Continued)

Transportation Improvement Program (TIP) Projects (Base Operating Beginning FY 2015)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 17-FY26
Capital Bikeshare (Phases I & II)	\$192,850	\$195,743	\$198,679	\$201,659	\$204,684	\$207,754	\$210,871	\$214,034	\$217,244	\$220,503	\$2,064,020
Bus Shelter Maintenance	\$144,232	\$146,395	\$148,591	\$150,820	\$153,082	\$155,378	\$157,709	\$160,075	\$162,476	\$164,913	\$1,543,670
Street Repair Budget	\$721,158	\$731,975	\$742,954	\$754,099	\$765,410	\$776,891	\$788,545	\$800,373	\$812,379	\$824,564	\$7,718,348
DASH Expansion (AT 6, AT8, AT9 expansion implemented)	\$1,632,120	\$1,656,602	\$1,681,451	\$1,706,673	\$1,732,273	\$1,758,257	\$1,784,631	\$1,811,400	\$1,838,571	\$1,866,150	\$17,468,126
Expanded Trolley Operations	\$203,863	\$206,921	\$210,025	\$213,175	\$216,372	\$219,618	\$222,912	\$226,256	\$229,650	\$233,095	\$2,181,886
Transportation Implementation Staff - T&ES Positions	\$199,240	\$205,217	\$211,374	\$217,715	\$224,246	\$230,974	\$237,903	\$245,040	\$252,391	\$259,963	\$2,284,063
Transportation Implementation Staff - DPI Positions	\$440,095	\$453,298	\$466,897	\$480,904	\$495,331	\$510,191	\$525,496	\$541,261	\$557,499	\$574,224	\$5,045,196
Urban Planner III (T&ES G/F) & 0.5 Wayfinding	\$175,894	\$181,171	\$186,606	\$192,204	\$197,970	\$203,909	\$210,027	\$216,327	\$222,817	\$229,502	\$2,016,428
Traffic Engineer (TES)	\$152,760	\$157,343	\$162,063	\$166,925	\$171,933	\$177,091	\$182,403	\$187,876	\$193,512	\$199,317	\$1,751,222
Parking Planner (TES)	\$131,972	\$135,931	\$140,009	\$144,209	\$148,536	\$152,992	\$157,581	\$162,309	\$167,178	\$172,194	\$1,512,911
Indirect Costs to General Fund	\$473,738	\$264,440	\$272,373	\$280,544	\$288,961	\$297,629	\$306,558	\$315,755	\$325,228	\$325,229	\$3,150,455

Transportation Improvement Program (TIP) Projects (Expanded Operating - FY 2017 & Beyond)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 17-FY26
Capital Bikeshare Expansion Operations (Phase III)	\$160,000	\$164,800	\$169,744	\$174,836	\$180,081	\$185,484	\$191,048	\$196,780	\$202,683	\$208,764	\$1,834,221
DASH Expansion (AT 1 peak improvements)	\$319,921	\$324,720	\$329,591	\$334,534	\$339,552	\$344,646	\$349,815	\$355,063	\$360,389	\$365,794	\$3,424,025
DASH Bus Future Expansion (AT8 and AT1 Weekend Headways)	\$0	\$0	\$0	\$346,774	\$351,976	\$357,255	\$362,614	\$368,053	\$373,574	\$346,775	\$2,507,021
Trail Maintenance	\$0	\$0	\$10,000	\$10,000	\$20,000	\$40,000	\$50,000	\$50,000	\$50,000	\$50,001	\$280,001
King Street Station Operations	\$0	\$60,000	\$61,800	\$63,654	\$65,564	\$67,531	\$69,556	\$69,556	\$71,643	\$71,643	\$600,947
TIP Operating Costs (Current + Expanded)	\$4,947,842	\$4,884,555	\$4,992,156	\$5,438,725	\$5,555,971	\$5,685,599	\$5,807,671	\$5,920,158	\$6,037,234	\$6,112,630	\$55,382,541

TIP Debt Service	\$599,466	\$581,957	\$564,449	\$546,940	\$529,432	\$511,923	\$494,415	\$475,156	\$457,735	\$443,798	\$5,205,271
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**Transportation Improvement Program (TIP)
Proposed FY 2017 – 2026 Sources & Uses**

Details of Capital Projects

Transportation Improvement Program (TIP) Projects Subsection/Project	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 17-FY26
High Capacity Transit Corridors											
N/A	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public Transit											
DASH Bus Fleet Replacements (TIP Bonds)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
King Street Metrorail Station Area (TIP Bonds)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
King Street Metrorail Station Area (Reprogrammed TIP Cash)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Van Dorn Metrorail Station Area Improv. (TIP Bonds)	\$750,000	\$0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000
Van Dorn Metrorail Station Area Improv. (Reprogrammed TIP Cash)	\$325,000	\$0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$325,000
WMATA Capital Contributions (TIP Bonds)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WMATA Capital Contributions (TIP Cash)	\$1,100,000	\$750,000	\$750,000	\$500,000	\$1,100,000	\$250,000	\$0	\$0	\$0	\$0	\$4,450,000
Streets & Bridges											
Street Reconstruction & Resurfacing/Major Rd. (TIP Cash)	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$1,000,000	\$1,000,000	\$1,000,000	\$3,700,000
Duke Street Reconstruction (TIP Bonds)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
High Street Construction (TIP Cash)	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000
City Standard Construction Specifications (TIP Cash)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Non-Motorized Transportation											
Parking Ratio Study (TIP Cash)	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
Old Cameron Run Trail (TIP Bonds)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Van Dorn Multimodal Bridge (TIP Cash)	\$0	\$200,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
Mt. Vernon Trail @ East Abingdon (TIP Bonds)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Mt. Vernon Trail @ East Abingdon (TIP Cash)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fixed Transportation Equipment											
Transportation Technologies (TIP Cash)	\$175,000	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$925,000
Transportation Technologies (TIP Bonds)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City Council Contingency											
Council Contingency for Trans. Commission Priorities (TIP Bonds)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total CIP Transportation Improvement Program	\$2,500,000	\$1,200,000	\$1,300,000	\$500,000	\$1,100,000	\$250,000	\$1,200,000	\$1,250,000	\$1,000,000	\$1,000,000	\$11,300,000

**Northern Virginia Transportation Authority (NVTA) – 30% Funds
Proposed FY 2017 – 2026 Sources and Uses
Revenues, Operating Expenditures, and Capital Projects**

Revenues/Expenditures	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 17 - 26
Revenues											
NVTA 30%	\$6,583,000	\$6,701,494	\$6,822,121	\$6,944,919	\$7,069,928	\$7,197,186	\$7,326,736	\$7,458,617	\$7,592,872	\$7,729,544	\$71,426,416
Fund Balance Carryover		\$0	\$128,494	\$327,615	\$224,534	\$546,462	\$0	\$543,736	\$722,553	\$1,387,421	
Subtotal, Available Revenue	\$6,583,000	\$6,701,494	\$6,950,615	\$7,272,534	\$7,294,462	\$7,743,648	\$7,326,736	\$8,002,353	\$8,315,425	\$9,116,964	\$71,426,416
Capital Details											
DASH Bus Fleet Replacements	\$3,250,000	\$3,250,000	\$4,050,000	\$3,375,000	\$2,125,000	\$2,700,000	\$1,400,000	\$2,100,000	\$1,400,000	\$0	\$23,650,000
WMATA Capital Contributions	\$650,000	\$1,750,000	\$1,000,000	\$1,500,000	\$650,000	\$1,500,000	\$2,250,000	\$2,000,000	\$2,300,000	\$2,300,000	\$15,900,000
Subtotal, Capital Projects	\$3,900,000	\$5,000,000	\$5,050,000	\$4,875,000	\$2,775,000	\$4,200,000	\$3,650,000	\$4,100,000	\$3,700,000	\$2,300,000	\$39,550,000
Operating Details											
Additional WMATA Subsidy (Base Ops)	\$2,683,000	\$1,573,000	\$1,573,000	\$1,573,000	\$1,573,000	\$1,143,648	\$1,573,000	\$1,573,000	\$1,573,000	\$1,573,000	\$16,410,648
Transit Corridor "C" - West End Transitway Operations	\$0	\$0	\$0	\$600,000	\$2,400,000	\$2,400,000	\$1,560,000	\$1,606,800	\$1,655,004	\$1,704,654	\$11,926,458
Subtotal, Operating	\$2,683,000	\$1,573,000	\$1,573,000	\$2,173,000	\$3,973,000	\$3,543,648	\$3,133,000	\$3,179,800	\$3,228,004	\$3,277,654	\$28,337,106
Total, Operating & Capital	\$6,583,000	\$6,573,000	\$6,623,000	\$7,048,000	\$6,748,000	\$7,743,648	\$6,783,000	\$7,279,800	\$6,928,004	\$5,577,654	\$67,887,106

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 16, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, ACTING DEPUTY DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES

SUBJECT: AGENDA ITEM #6 – 2016 COUNCIL STRATEGIC PLAN

ISSUE: Provide an update to the Transportation Commission on the process for drafting an updated City Strategic Plan.

RECOMMENDATION: That the Transportation Commission receive an update on the process for drafting an updated City Strategic Plan.

BACKGROUND: The Alexandria City Council Strategic Plan was adopted in September 2004 and updated in January 2006 and June 2010. The 2010 updated City Strategic Plan was intended to be in effect until 2015. The City Strategic Plan (the “Plan”) is an opportunity for the newly installed City Council to work with members of the community to update the City’s strategic direction and priorities for the period of FY 2017- FY 2022. City Council approved the general outline for a proposed spring 2016 process to draft the Plan. This memorandum outlines the process for updating the Strategic Plan, including content, development, community engagement, and timeframe. Council feedback and direction from the numerous adopted Master Plans and Small Area Plans will inform this update of the prior City Strategic Plan.

DISCUSSION: The attached schedule shows the phases for public and stakeholder engagement. Several tracks of engagement are highlighted in the diagram including online engagement, community meetings, a community survey, board and commission meetings, and updates to City Council. Below is a description of the outlined process.

1.) **February: Plan Launch**

The Plan kicked off with a communications launch in late February 2016. The new City Strategic Plan web page serves as the clearinghouse for information on the Plan and related engagement activities. The web page includes the City’s previous strategic plans, the update’s proposed process and timeline, engagement opportunities, and the role of the community and other stakeholders in the planning process.

The website launch was paired with community outreach through eNews, social media, video, distribution of flyers/postcards, and direct outreach to key stakeholders such as

community organizations, civic and homeowner associations, and City boards and commissions.

The participation of Alexandria's boards and commissions—including the Transportation Commission—is essential to this planning process. As part of the Plan launch, boards and commissions are being informed about the upcoming process and asked to assist with disseminating information to their respective networks. Some boards and commissions will be engaged more actively in the process through community meetings and by providing insight on the existing City plans that will inform the Plan.

Simultaneously, this planning process is actively using the AlexEngage online tool to complement community meetings. The first online survey asks the community to identify what is most important and is open until March 20.

2.) March: Visioning

A community visioning meeting was held on March 14 to identify concerns, successes, and where participants would like to see Alexandria headed in the next six years.

Discussion from this session along with feedback from the first AlexEngage online forum will be analyzed and distilled into key themes that become the foundation for the Plan. Also, the results of the community public opinion survey undertaken in late 2015 and early 2016 will be known and released in March.

3.) April and May: Refining Vision and Goals

The next community meeting will be held in April or May 2016. The key themes identified during the March visioning meeting will be used to refine the Plan's vision and develop goals, keeping in mind:

- Important approved plans identified with boards and commissions
- Previous strategic plans

This meeting may be scheduled for a Saturday in order to have enough time to solicit, distill, and refine feedback all in one session. AlexEngage will be used after the meeting to replicate the community meeting for those who are interested but unable to attend the meeting.

4.) June: Prioritization

After developing the vision and goals, a community meeting will be held to determine which measured outcomes are priorities. In this meeting, the City's performance data will be shared to provide context for the discussion including results of the community survey.

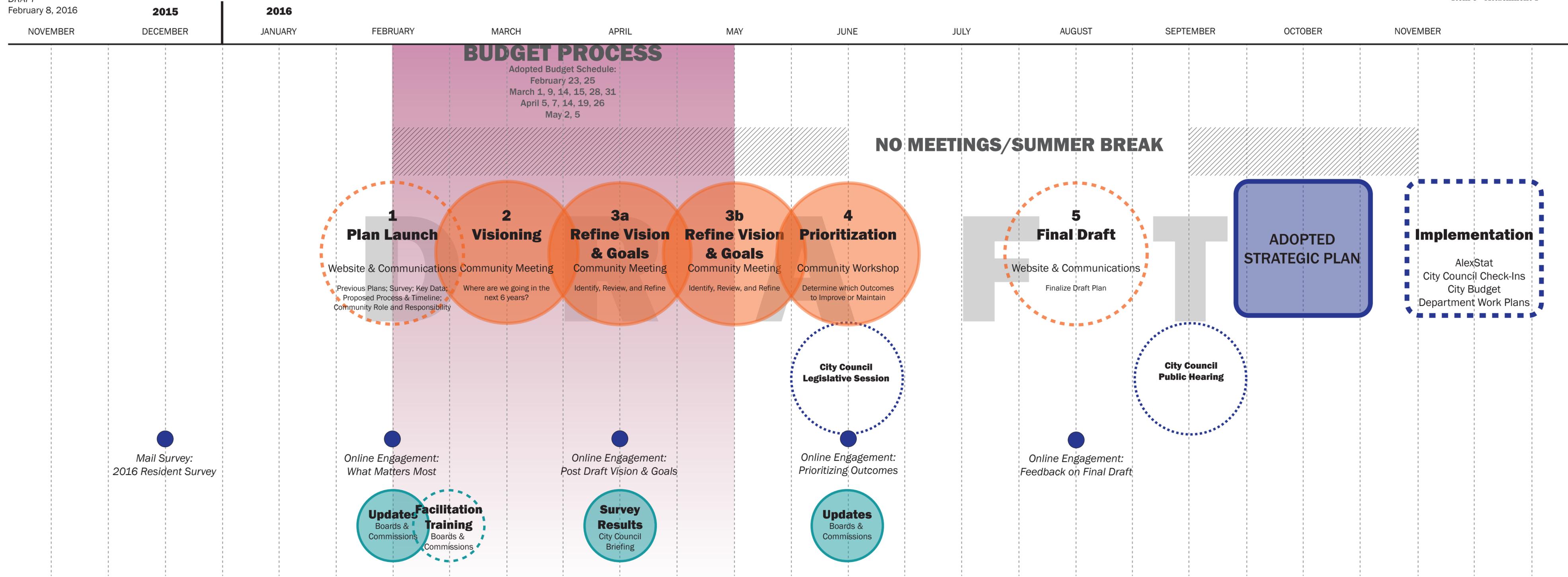
AlexEngage will be used to virtually replicate the activity at the community meeting for those who are interested in participating but unable to attend. In addition, the Transportation Commission will receive an update on the Plan. Also in June, the City Council will have a legislative session wherein the draft Plan will be discussed to receive input and feedback on the content and priorities prior to developing the final draft.

5.) August: Final Draft

Over the summer, staff will work to finalize a draft based on previous community and City Council meetings. This final draft, once completed, will be released to the community for their review and comment.

In September 2016, the draft City Strategic Plan will be considered for adoption by City Council. The refined engagement schedule outlined above enables the City's Results Alexandria performance management system to align with the City's Strategic Plan by reflecting its vision, goals, and community values, and by providing measurable outcomes with targets that can help staff identify and solve problems, track progress, and celebrate successes.

ATTACHMENT: Draft Engagement Schedule



City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 16, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: CARRIE SANDERS, ACTING DEPUTY DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES

SUBJECT: AGENDA ITEM #7 – 2016 TRANSPORTATION LONG RANGE PLAN

ISSUE: 2016 update to the Transportation Long Range Plan (LRP)

RECOMMENDATION: That the Transportation Commission (Commission) provide guidance on the 2016 LRP

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 the Commission updates the LRP transportation projects and studies from plans adopted since the last update. Additional projects not captured in the previous LRP, or projects and studies no longer relevant, can also be removed if they have been completed or funded in the City's CIP.

As part of the 2015 LRP update, the Commission approved updated evaluation criteria, adding "safety" as a new evaluation measure.

DISCUSSION: As part of the 2015 LRP Update, the Commission noted the following items to be considered as part of the 2016 LRP Update.

- Develop project sheets for each project that provide more detailed information of projects;
- Consider having a work session to review all of the projects prior to having Commissioners do their individual scoring;
- Consider packaging projects that are similar. An example includes the two intersection improvements (Braddock at Van Dorn Street; Beauregard at Braddock) within proximity

- to each other that were originated from the same plan (i.e., Beauregard Small Area Plan);
- As part of the 2016 LRP update, the Commission should work with staff on more specific safety improvements that are needed on Seminary Road at Janney's Lane / Quaker Lane (2015 LRP Project Rank #28);
 - Consider removing projects and/or studies that are no longer pertinent, even if they remain in a prior approved plan.

A number of recent plans have been approved, or are likely to be approved prior to the completion of the 2016 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 or studies that are currently unfunded or have not been added to the CIP, and should be added to the 2016 LRP. A key consideration for the Commission will need to determine how these projects are organized, and added to the LRP.

Staff is recommending the following as preliminary changes to the 2016 LRP:

- Remove any projects or studies that are either completed, shown to be not feasible through additional analysis already completed, or should be combined with another existing funded project;
- Existing or proposed projects such as roadways that are dependent on the timing of redevelopment proposals should be moved to a separate list, and not prioritized. These projects may also be implemented through developer requirements or contributions;
- For projects from a specific approved plan, such as a small area plan, consider consolidating projects that are similar, or within proximity of each other;
- New projects to add to the LRP (from approved plans) should be major projects that are unfunded, and that are not anticipated to be implemented through another funding source. For example, a number of priority projects identified in the Pedestrian and Bicycle Master Plan are currently in the Capital Improvement Program, or are anticipated to be implemented through the Complete Streets program.

ATTACHMENTS:

1. Approved 2015 LRP – Projects List
2. Approved 2015 LRP – Studies List
3. LRP Project Prioritization Criteria
4. Example LRP Project Sheet

APPROVED

PROJECTS

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

PROJECTS

2015 Rank	No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
	16	Corridor A Circulator Transit Service	Provide scale appropriate Circulator transit service in Corridor A south of Braddock Road Metrorail station that focuses on east-west connectivity between the existing Metrorail stations and Old Town.		Project	Transit	\$1-5 million	1-5 years	Not Started	No	
	17	Bicycle Parking at Waterfront	Provide additional bicycle parking on the waterfront in Oronoco Bay Park and near the foot of King Street with more racks and/or covered bicycle shelters.	Waterfront SAP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	
	18	Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	Project may be dependent on redevelopment within the block / area.
	19	Edsall Road Connector to Farrington Avenue and South Pickett Street	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	1992 TMP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	As development takes place in Alexandria or Fairfax County between Edsall Road and Pickett Street or along Farrington Avenue. To be further evaluated in Eisenhower West Plan.
	20	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	
	21	South Van Dorn Street Improvements at the City Limits	Construction of an additional lane to the southbound roadway from the Metrorail access ramp to the I-95 interchange. An additional lane should be added to the northbound roadway from the I-95 interchange to the Metro access ramp.	1992 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	No	This action will provide improved access to and from the Van Dorn Metrorail Station and the Eisenhower Valley.
	22	Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	Eisenhower East SAP	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	Project to be completed as part of Hoffman warehouse parcel redevelopment.
	23	West End Transit <u>Shop Commuter Hub</u>	Construct a new transit <u>shop</u> commuter <u>hub or kiosk</u> on the west end of Alexandria <u>at the future West End Transit Center</u> to support transit, alternative transportation and non-Single Occupancy Vehicle (SOV) travel	TDM Plan	Project	Transit	Less than \$1 million	5-10 years	Not Started	Yes	
	24	Van Dorn at Braddock Road Intersection Improvement	Replace the shared thru/left turn lanes along NB and SB Van Dorn Street with separate left turn lanes - One left, one thru and one shared thru/right lane for both NB and SB directions. Add protected permissive left turn phasing along NB and SB Van Dorn St.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
	25	Beauregard Street at W. Braddock Road Intersection Improvement	Change dual left to single left on westbound Braddock Road and replace the left-turn lane with a thru lane.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
	26	New Road to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	
	27	Clermont Interchange with I-95 and connection to Eisenhower Avenue	Study or consider this interchange and the connecting roadways that will improve access to the Cameron Valley and the Eisenhower Corridor	Eisenhower East SAP	Project	Streets	More than \$5 million	10+ years	Not Started	No	The City Council recognized the critical need for improved access to the Eisenhower Valley and requested that the State investigate a connection between I-95 (the Capital Beltway) and Eisenhower Avenue. The project will need to undergo an update of environmental analysis to determine the project viability. The Eisenhower West Transportation Study includes an update the 1993 Environmental Assessment to determine if the connector between Eisenhower Ave. and Duke Street is still needed.
	28	Quaker Lane at Seminary Road/Janneys Lane Intersection Improvement	Provide dual northbound Quaker Lane left turn lanes onto Seminary Road, and provide a dedicated right turn lane for eastbound Seminary Road.		Project	Streets	\$1-5 million	1-5 years	Not Started	Yes	This intersection capacity improvement project is needed to accommodate current and future BRAC related traffic. The EB Seminary Road approach to this intersection has been a standing issue because both right turning and through traffic share a single lane. The high volume of right turning vehicles overloads this lane creating operational problems and queues. This problem is expected to worsen as BRAC becomes fully occupied and the west end further develops. In the 1990's a project was funded as part of the "Tell it To City Hall" program to address the eastbound Seminary Road problem. Due to budget cuts and other priorities this project never materialized. The northbound Quaker Lane left turn movement is very heavy and the queue of left turning traffic many times extends into the through lanes. The performance of this movement is expected to further degrade as BRAC becomes fully occupied and further development occurs in the west end of Alexandria. <u>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. As part of the 2016 LRP Update, the City will review the project to determine the operational needs and safety improvements.</u>

* *Projects in red/underlined are new projects added for 2015*

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

City of Alexandria Long-Range Plan

July 23, 2015

APPROVED**Studies**

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

Studies

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

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

ALEXANDRIA TRANSPORTATION COMMISSION

CRITERIA FOR PRIORITIZING CITY TRANSPORTATION PROJECTS FOR THE
UNCONSTRAINED LONG RANGE PLAN (UPDATED MAY, 2015)

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
- ❖ Transportation 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

The following prioritization methodology provides the Transportation Commission with a starting point for prioritizing projects. However, the annual LRP update process also relies on a discussion by the full Commission to determine the relative importance of each project. Therefore, the individual or combined scores as a result of the prioritization exercise do not necessarily reflect the final project prioritization.

As projects from the LRP are considered for the City's annual constrained budget (Capital Improvement Program), there are a number of other criteria that are typically considered by staff, including:

- ❖ Funding / opportunities to leverage non-City funds, and impact to the City's operating budget
- ❖ Anticipated maintenance and operating costs
- ❖ Urgency or critical need related to system failure, major development, or economic development

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.

1. 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
- ❖ improves accessibility for persons with disabilities
- ❖ helps to improve the health and well-being of residents and visitors

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

1A. 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*

1B. 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*

2. 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

2A. 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*

2B. 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*

3. 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.

3A. 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*

3B. 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*

4. MODE CHOICE

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 and amenities such as improved frequency or other capacity enhancements
- ❖ Construction of bicycle or pedestrian facilities
- ❖ Car / Bikeshare programs

Minor improvements may include:

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

4A. DOES THE PROJECT IMPROVE OR ADD MULTIMODALITY?

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

4B. DOES THE PROJECT ENCOURAGE NON-SOV TRAVEL?

- 5 Greatly encourages*
- 4 Moderately encourages*
- 3 No impact*
- 2 Moderately discourages*
- 1 Greatly discourages*

5. 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, or has the opportunity to apply best environmental practices and update to meet accessibility standards.

5A. DOES THE PROJECT IMPROVE AGING TRANSPORTATION INFRASTRUCTURE?

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

6. 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

6A. 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*

7. 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, and improves the overall perception of safety within the surrounding environment.

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. Other safety considerations include design that will provide for a real or perceived improved safety of the user.

7A. 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*

7B. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON PERCEIVED PERSONAL SAFETY?

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

Royal Street Neighborhood Bikeway

Document Subsection: 2016 Transportation Long Range Project List
Project Source: 2008 Transportation Master Plan

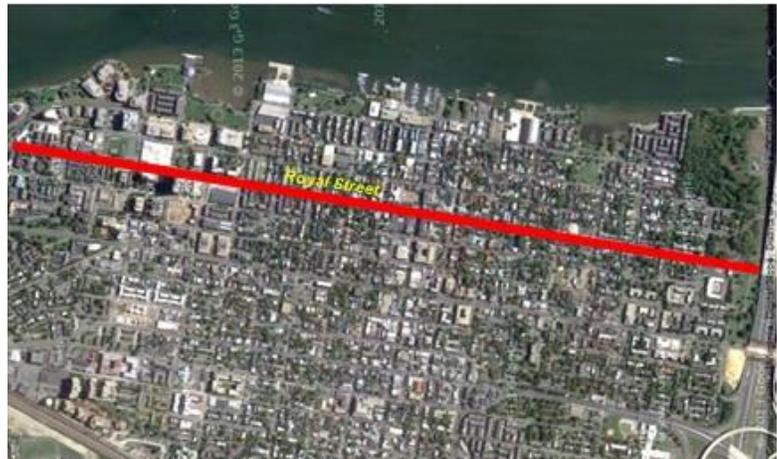
2015 Project Rank: 8

Royal Street Bikeway					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Bicycle	Less than \$1 Million	1-5 Years	Not Started	No

Project Description and Note

Construct bicycle improvements along Royal Street between Jones Point and Bashford Street, which may include signage, traffic calming and other measures to improve north-south bicycle travel within Old Town.

Project was recommended in the Transportation Master Plan and the Waterfront Small Area Plan.



Proposed bikeway on Royal Street

Relationship to Other Initiatives

- Recommended in the Pedestrian and Bicycle Master Plan Update

Transportation Master Plan

- **Bicycle Goal # 1: Engineering**
The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists' needs.
- **Bicycle Goal # 4: Enforcement and Safety**
The City will create a safe bicycling environment through effective law enforcement and implementation of bicycle safety enhancements.