



## *Transportation Commission*

**February 17, 2016**

**7:00 PM**

**City Hall, Council Work Room (2<sup>nd</sup> Floor)**

### **AGENDA**

1. Minutes of the January 20, 2016 Meeting
2. Updates to Receive (Consent)
  - Funding Update
  - Potomac Yard Metrorail Station
  - Metroway
  - Pedestrian and Bicycle Master Plan
  - King Street Metrorail Station
  - Eisenhower Avenue Metrorail Station
  - Seminary Road / Quaker Lane Speed Limit Pilot Project
  - Motorcoach Task Force
  - Old Town North Small Area Plan
  - Old Town Area Parking Study
  - Ad Hoc Advisory Group on Confederate Memorials and Street Names
3. Commission Updates
4. West End Transitway – **Public Hearing**
5. NVTa TransAction Plan
6. Complete Streets Projects Update
7. I-395 HOT Lanes Overview
8. Other business
  - N. Potomac Yard SAP Update – Advisory Committee
  - Long Range Plan

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**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](mailto:transportationcommission@alexandriava.gov) in advance of or after the meeting.

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*Next Meeting: Wednesday, March 16, at 7:00 PM in the Council Work Room (City Hall, 2<sup>nd</sup> Floor).*

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# City of Alexandria

## Transportation Commission

### Regular Meeting

January 20, 2015

7:00 p.m.

Council Workroom

### MINUTES

**Commissioners Present:** Commissioner Jake Jakubek, Chair Nathan Macek, Vice Chair Jerry King, Commissioner Stephen Klejst, Commissioner James Lewis, Commissioner Christine Michaelis, and Appointed commissioner Dave Brown

**Commissioners Excused:** Commissioner Annika Moman, Councilman Lovain

**Staff Present:** Allan Fye – T&ES, Gabriel Ortiz – T&ES, Patrick Reed - T&ES, Carrie Sanders – T&ES , Ramond Robinson – T&ES, Steve Sindiong -T&ES, Karen Callaham – T&ES, and Carrie Beach - P&Z

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

#### 1. December 16, 2015 Meeting Minutes

Chair Nathan Macek asked if there were any edits to the December 16, 2015 minutes. There being no edits, Commissioner Jerry King made a motion to approve the November minutes, which was seconded by Commissioner Stephen Klejst, voted on and unanimously approved by the Commission.

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

The Commission received funding updates for the following ongoing projects: the West End Transitway, the Pedestrian and Bicycle Master Plan, the Potomac Yard Metrorail Station, the King Street Metrorail Station, the Motorcoach Task Force / Study, and the Seminary Road High Occupancy Vehicle (HOV) Ramp.

T&ES Acting Deputy Director of Transportation Carrie Sanders reported that the Commonwealth Transportation Board (CTB) released the HB2 project scores on January 19, 2016. Analysis and scoring is complete and three of the City's projects were ranked on the list for funding by the CTB. Ms. Sanders reiterated the project application amounts: \$1M for conduit and traffic signal improvements along Eisenhower Avenue; \$7M for the integration of traffic signals into the City's Intelligent Transportation System network, and \$5.2M for the Old Cameron Run Trail.

Chair Macek noted that staff should consider having a future Commission meeting at the Traffic Operations Center, so that Commissioners could see how it operates.

Commissioner Jakubek stated he served on the West End Transitway Policy Advisory Group, which held its sixth and last meeting on December 3, 2015. He added that a project fact sheet was distributed to the group in response to discussions during that meeting. It provided requested information related to the alternatives and provided information on ridership, capital and operating costs, benefits accrued by each alternative, funding and financing consideration. He asked if staff would follow up before the Transportation Commission's vote during the February meeting on why the Transportation Systems Management (TSM) option would not qualify for Federal Transit Administration (FTA) Capital Investment Grant funds and also inquired why the option may not be competitive enough to receive regional and state funds available through Northern Virginia Transportation Authority (NVTA) and Commonwealth processes. He asked how the TSM option would be pursued without the availability of those funds, and also asked if there are alternate funding sources that could be identified for the TSM alternative. He specified the Draft Capital Funding Plan for the Build Option indicated the City could expect \$62,140,000 in 70% NVTA funds, \$50,660,000 in FTA small start funds, and \$27,200,000 in Private Capital Contributions. He pointed out those funds would be more than enough funding for the TSM option. He asked for a similar chart breaking down the cost for all alternatives. He mentioned that Washington, DC used Federal Highway Administration (FHWA) funds for their street car project and wanted to know if those funds could be explored for TSM streetscape improvements. Commissioner Jakubek inquired about the source of funding for bus acquisitions for the West End Transitway and asked if the plan would change depending on the alternative chosen. Commissioner Jakubek additionally asked what costs are involved in the stormwater management improvements for each of the alternatives. Chair Macek requested staff to follow-up Commissioner Jakubek's request, and also include guidance on the FTA Small Starts program. He indicated that staff should highlight what capital improvements would be eligible and state requirements. He also asked staff to include the framework for how flex funds are used in Virginia.

Commissioner Christine Michaelis stated that her community is very concerned about the Seminary Road HOV Ramp and the potential for a significant increase in traffic traveling east on Seminary Road. The community is specifically concerned about the possibility that the ramp may be changed from HOV-3 to HOV-2. Commissioner Michaelis inquired about Seminary Road traffic counts for 2016, noting that the VDOT counts were done during construction and may not reflect normal conditions.

### **3. Commission Updates**

Commissioner Stephen Klejst reported the DASH General Manager reported that the testing for the real time bus data will begin in March with implementation by June. He added that DASH applied for two Virginia Department of Rail and Public Transportation (DRPT) demonstration grants for traffic mitigation and a computer-aided dispatch system.

Commissioner Lewis indicated the Ad Hoc Advisory Group on Confederate Memorials and Street Names will hold its first meeting in City Hall on January 27, 2016 in Sister Cities Room 1101 from 7 - 9 pm. He shared that the meeting's handouts will be posted on the City's City Manager's office webpage.

Commissioner Michaelis reported that at the January 19, 2016 Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee meeting, staff presented the City's draft plan of the Pedestrian and Bicycle Master Plan Update. The draft was well received by most in attendance. She also stated citizens have until January 31, 2016 to go online and provide feedback on the draft plan by visiting AlexEngage, the City's online engagement forum.

David Brown, who will be the new Planning Commission representative on the Transportation Commission, was in attendance. Chair Macek asked Mr. Brown to share his background, including a

list of the other City groups/committees Mr. Brown has served or currently serves. Mr. Brown served on the West End Transitway Policy Advisory Group and is currently a member of the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee.

#### **4. Six Year Transportation Demand Management (TDM) Plan**

T&ES staff member Gabriel Ortiz stated that he is the City's TDM Manager. Mr. Ortiz defined TDM as policies, strategies and programs aimed to reduce the demand-side of congestion. The City's Local Motion program is essential to the City's TDM initiatives and programs. He gave an overview of Local Motion's incentives, events, and services. He stated that the Long Range Transportation Demand Management Plan was initially mandated by DRPT in 2011. A Long Range Plan was required of any jurisdiction receiving annual TDM grant funding. In December 2014, DRPT disseminated a new requirement for grant recipients to develop a six-year Transportation Demand Plan instead of the 25 year plan to more closely align with how transit agencies do their planning and receive funding. In partnership with DRPT, City staff consolidated actions in the adopted master plan to a six-year timeframe. In addition to updated funding information, the six-year plan includes recent developments and changes to the City's TDM Program such as the mobile transit store, collaborations with Arlington County, and the addition of a new marketing and outreach contractor. The City's TDM Strategic Plan for Fiscal Year 2017 – Fiscal Year 2022 will be heard by City Council at its February 23, 2016 meeting. The Commission discussed the need to do more outreach to the school population to reduce vehicular drop off / pick up at schools, and the need for a Virginia Rail Express (VRE) ticket kiosk at the VRE office.

Commissioner James Lewis made a motion to communicate to City Council the Commission's support of TDM marketing efforts, emphasizing the importance the TDM Plan's new marketing and outreach efforts. The Transportation Commission additionally recommended further coordination between the City and Alexandria City Public Schools (ACPS) to encourage ACPS to consider TDM strategies to reduce vehicular commutes and improve traffic management in the vicinity of schools. Finally, the Commission encouraged the Council to identify funding in order to implement the Plan as many of the strategies within the TDM Plan require additional funding for implementation. Commissioner King seconded the motion, which was voted on and approved unanimously by the Commission.

#### **5. WMATA FY 2017 Budget Update**

T&ES staff Ramond Robinson gave a recap of the WMATA FY 2017 budget process. He reiterated WMATA's top priorities: 1) to ensure the safety and security of customers and employees; 2) to regain the trust and satisfaction of current customers; 3) to draw new customers to the system; and, 4) to reduce costs, bring expense growth in-line with expected revenues, and reduce jurisdictional subsidy requirements. He stated the primary challenge in the budget is that expense growth is outpacing revenue growth. This is leading to year-over-year increases in the required jurisdictional operating subsidy. Closing this gap is critical to the long-term financial stability of WMATA.

For its operational budget, WMATA has proposed no fare increases, no service cuts, and for jurisdictional subsidies to remain flat. WMATA has proposed to fund more preventative maintenance activities in the capital budget; reduced the Board efficiency work plan by \$20M and a \$2M administrative reduction.

Metro's proposed FY2017-2021 Capital Improvement Program (CIP) financial plan relies on an anticipated investment of \$6.0 billion from the federal government, state, and local government partners, \$1.1 billion long-term financing, and other sources. This CIP focuses on WMATA's state of good repair by improving the condition of existing facilities and systems, with particular emphasis on projects that minimize life-cycle costs. Metro and the contributing jurisdictions are now focused on completing and executing a one-year extension to the current Capital Funding Agreement (CFA) that expires at the end of FY2016. Under this approach, the existing agreement between WMATA and the jurisdictions would continue through the end of FY2017. The extension would include a 'not to

exceed' amount for required jurisdictional capital contributions (including local match, system performance, and debt) for FY2017. Once the one-year extension is in place, WMATA and the jurisdictions will resume work on a comprehensive multi-year funding agreement, including the addition of Loudoun County in advance of the opening of Silver Line Phase 2.

Next steps include a public hearing and outreach on the CIP and a CFA work session. The approval of the CFA by jurisdictions is needed by March 2016. The budget adoption and approval of the CFA extension is slated for April 2016. In May, WMATA will submit federal grant applications and begin the FY 2017 budget on July 1, 2016.

**6. FY 2017 Interdepartmental Work Program / 2016 Transportation Commission Work Plan**

T&ES staff Steve Sindiong introduced Planning & Zoning (P&Z) staff Carrie Beach. Ms. Beach stated that each year, City departments and agencies that are engaged in long range planning and plan implementation jointly prepare a draft work program for the upcoming fiscal year. Ms. Beach gave a recap of the 2016 projects that were completed and the nine projects to be completed in 2017. She mentioned that the Office of Performance and Accountability (OPA) and P&Z will be kicking off an update to the new City's Strategic Plan this spring which will be brought to the Transportation Commission for feedback on the transportation principles. The last strategic plan update was in 2010. The goal is to have a draft by end of the fiscal year and adoption in September 2016. She spoke about familiar new projects starting in FY 2017 and new projects that have not appeared on any lists. A number of projects on the list are dependent upon funding. The Planning Commission considered this item on January 7, 2016 and was in general agreement with the proposed draft work program. The Planning Commission noted that North Potomac Yard remains a high priority for the City and should proceed in a timely manner. They would also like to see parking addressed on a Citywide basis in the future, especially the parking districts process.

Mr. Sindiong stated that each year, staff provides to the Transportation Commission a calendar year work plan that is reflective of the existing and proposed Interdepartmental Work Program, and includes additional information on transportation programs, funding items, and regional projects. He stated the work plan provides an indication to the Commission of the items that will be brought to them over the course of the calendar year. The Transportation Commission work plan is a working document that is often changed during the course of the year, as project schedules change and other previously unanticipated items are added. Mr. Sindiong provided an overview of the transportation projects on the list and indicated the Commission has received updates on many of them and the Work Program includes additional meeting dates that the projects are anticipated to be brought to the Commission.

**7. Other Business**

Chair Macek indicated the Transportation Commission bylaws state the Commission shall elect its Chair and Vice Chair among its voting members by majority vote at its regular meeting in the month of December. Because of the number of vacancies in December, it was recommended to postpone the elections to January. He stated each officer selected shall serve for a term of one year and no person may serve for more than two consecutive terms in either office. After informing members of the open voting process, nominations were made and the Commission voted. Commissioner King was elected as Chair and Commissioner Macek was elected as Vice Chair.

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

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: FEBRUARY 17, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

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**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. A meeting has been scheduled for March 4, 2016 for jurisdictional and WMATA staff 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.

The WMATA Comprehensive Funding Agreement (CFA) will be a simple one-year extension of the current agreement. This CFA extension calls for \$287.7 in long term debt to be issued by the region in FY2017 to support the program.

#### **Northern Virginia Transportation Authority (NVTA)**

NVTA staff is reviewing CMAQ/RSTP applications for funding for FY 2022. Jurisdictions are scheduled to consider a strawman for these funds in February 2016. 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)**

The low price of gasoline is heavily impacting the regional gas tax, which is collected to sustain public transit in Northern Virginia through allocations made by the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission. As the value of gasoline is taxed rather than the amount sold, revenues

have dropped so much that efforts are underway through the General Assembly to place a floor on the regional gas tax.

### **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, the 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. Many of these sources require that submissions be supplied in November, December, and January. The preceding discussion summarizes the significant deadlines that must be met during this time period.

### **B. POTOMAC YARD METRORAIL STATION**

**City and WMATA staff are working to address comments received on the Final Environmental Impact Statement (EIS) from the National Park Service (NPS) and the Federal Transit Administration (FTA). 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 latest meeting of the Potomac Yard Metrorail Implementation Work Group (PYMIG), held on February 11, 2016 included an update on the station design process, as well as discussion of design concepts for Potomac Greens Park and Potomac Yard Park.**

**City staff are also working on preparation of an application for a loan through the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) program. A TIFIA loan would benefit the project through flexible repayment terms and a favorable interest rate, similar to the Virginia Transportation Infrastructure Bank (VTIB) loan that the City was awarded in 2015.**

**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](http://www.alexandriava.gov/potomacyard).

### **C. METROWAY**

**Metroway continues to show strong ridership growth. Ridership grew 10 percent between September and October 2015. In December 2015, Metroway carried an average of 1,544 riders each weekday, 18 percent higher than the previous December. 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>

#### **D. PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE**

**Staff released a draft of the Pedestrian and Bicycle Master Plan to the public on January 14, 2016 through AlexEngage, at which time the Plan was also transmitted to the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee. The Ad Hoc Committee provided comments at its January 19, 2016 meeting and the AlexEngage survey had over 400 responses. City staff have also received additional comments from the public. The draft plan will be revised to address the comments received, and will be presented to the Ad Hoc Advisory Committee at its February 25, 2016 meeting, at which time staff will be asking for endorsement from the Committee. The updated draft will be presented to the Transportation Commission for endorsement in March, followed by the Planning Commission and Council later in the spring.**

**Background:** The City is conducting an update of the Pedestrian and Bicycle Master Plan, and developing Complete Streets Design Guidelines, which will be completed in early 2016. The purpose of this update to the City's Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines will be to:

- Develop a non-motorized system that addresses the needs of all users (pedestrians, bicyclists, vehicles, and transit riders) and is consistent with the vision of the Transportation Master Plan, which encourages transportation options and reduced dependence on the private automobile;
- Develop both a bicycle network and pedestrian case study areas
- Develop a framework for implementing non-motorized policies and projects citywide

More information is available at: [www.alexandriava.gov/pedbikeplan](http://www.alexandriava.gov/pedbikeplan)

#### **E. KING STREET METRORAIL STATION**

**This project's design team had been meeting weekly in anticipation of a submittal to the City in February, 2016. Meetings have been held with WMATA and DASH to establish temporary locations for the transportation services currently using the**

**facility, and to begin the process of informing the general public of the changes prior to and during the construction.**

**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.

**F. 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 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.

**G. SEMINARY ROAD/QUAKER LANE SPEED LIMIT PILOT PROJECT**

**T&ES and the Alexandria Police Department (APD) proposed an initiative to the Traffic and Parking Board on February 1, 2016 to reduce speed limits, from 35mph to 25mph, and to increase enforcement for both Seminary Road and Quaker Lane. While increased fines for offenders was an option proposed by the community, it was ultimately agreed that this initiative should not include additional fines at this time. With the proposed initiative, the streets will be monitored to evaluate the effectiveness of the speed limit reduction and increased enforcement efforts before an increased fine would be considered.**

**At the February 1, 2016 Traffic and Parking Board meeting, the Board recommended to the City Manager that the speed limits on these roadways be lowered to 25mph and that staff evaluate the effectiveness of the speed limit reduction by measuring actual speed and crash reductions six months after the speed limit reduction occurs.**

**To support the program, in FY 2016, APD will relocate officers from other areas of the City to provide increased enforcement on Seminary Road and Quaker Lane or will allow officers to volunteer for overtime pay.**

**Background:** In the summer of 2015, residents of both Seminary Road and Quaker Lane requested that the City create a program to help reduce speeds on Seminary Road between Kenmore Avenue and Janney's Lane and Quaker Lane between Duke Street and West Braddock Road. Staff attended meetings with the community in June, July and December 2015 to discuss these concerns with the residents and work toward a solution. In a survey with 575 respondents, 47% supported reducing the speed limit and adding an additional fine while 37% opposed. Over 250 residents who live along this corridor signed a petition in favor of this solution. At the most recent public meeting on December 7<sup>th</sup>, 2015, nearly 100 people who live in the area attended, and the response to reducing the speed limit, and increasing enforcement was generally positive. The Department of Transportation and Environmental Services (T&ES) and the Alexandria Police Department (APD) have been working together collaboratively to assess the impact of this community request.

#### **H. MOTORCOACH TASK FORCE**

**The City Manager has appointed representatives to the Motorcoach Task Force representing a number of groups such as 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. The Task Force's first meeting is tentatively scheduled for February 24, 2016. This meeting will include an overview of the group's charter and the scope of its mission. The meeting will also include a discussion of potential loading and unloading locations, as well as evaluation criteria used to select the locations.**

**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 an unloading and loading location on the Strand. 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.

#### **I. OLD TOWN NORTH SMALL AREA PLAN**

**In December 2015, the Council directed staff to proceed with the Study and Testing phases of the Old Town North Small Area Plan update. During these phases, staff and the Advisory Group will be analyzing ideas that were generated during the November 2015 charrette for potential inclusion in the ultimate Plan update. The Advisory Group has broken into subcommittees to explore specific topic areas in more detail. The Infrastructure and Environmental Sustainability/Transportation Subcommittee will be reviewing transportation related ideas. Their first meeting was held on February 10, 2016 and they will report back to the Advisory Group later in the month.**

**As part of these Study and Testing phases, staff will be conducting analyses of parking and traffic conditions in the planning area to determine the impacts of proposed development, mitigation strategies that could be considered, and areas of opportunity for transportation improvements. This analysis is expected to occur in phases over the next twelve months.**

**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>

**J. OLD TOWN AREA PARKING STUDY**

**At their legislative meeting on February 9, 2016, the Council voted to receive the revised parking management work plan that summarizes the recommendations of the OTAPS Work Group and outlines the timeline for consideration of each recommendation. This action allows staff to begin review and work on the short term recommendations. Although the OTAPS Work Group recommended no changes to the process to amend the residential parking permit districts, the Council felt there could be some benefit to implementing a staff initiated process and directed staff to include this as a task in the Citywide parking work plan.**

**Background:** The Old Town Area Parking Study (OTAPS) Work Group was reconvened in 2015 to review parking meter restrictions and residential parking policies in Old Town and updated results of the 2014 Old Town parking occupancy study. The Work Group met eight times between January and August 2015 and discussed a number of tools to address residential and commercial parking issues in the study area. A summary of the Work Group's recommendations was presented to the Transportation Commission in September. All of the 2015 OTAPS Work Group meeting materials are posted online at: <http://alexandriava.gov/tes/info/default.aspx?id=77053>.

**K. AD HOC ADVISORY GROUP ON CONFEDERATE MEMORIALS AND STREET NAMES**

**The Ad Hoc Advisory Group on Confederate Memorials and Street Names (Advisory Group) has met on two occasions. At its first meeting, the Advisory Group reviewed previous public input on the issue as well as an inventory of confederate memorials and street names within the Office of Historic Alexandria also provided background on the City's experience during the Civil War. The group determined plans for comment at future public meetings, and held initial discussions about 1) the cost of changing street signs; 2) the impact such action would have on the US Postal Service; 3) the Reconstruction Period following the Civil War; 4) Current African American heritage activities and assets; 5) the origin of the name of Forrest Street; and, 6) how other cities have handled this issue. At its**

**second meeting, the group held further discussion on the aforementioned issues, and held a public comment period.**

**Background:** On September 29, 2015, City Council unanimously passed a resolution to establish an Ad Hoc Advisory Group on Confederate Memorials and Street Names. The resolution directed the City Manager to appoint the seven members of the Advisory Group, with two members appointed at-large and one member appointed from each of the Alexandria Human Rights Commission, the Historic Alexandria Resources Commission, the Alexandria Society for the Preservation of Black Heritage, the Alexandria Planning Commission, and the Alexandria Transportation Commission. The purpose of the group is to develop recommendations on actions, if any, that the City should consider with respect to 1) the status of the Appomattox statue on South Washington Street; 2) the name of Jefferson Davis Highway within the City of Alexandria; 3) the names of the many streets within the City that are named after Confederate generals and military leaders; and, 4) a specific policy on flying any flags on property owned or under the control of the City. Agendas, meeting summaries, and record of the public comment can be accessed via: <http://www.alexandriava.gov/manager/info/default.aspx?id=87599>

Attachment 1 – City of Alexandria Grant Request Tables

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: FEBRUARY 17, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

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

SUBJECT: AGENDA ITEM #4 – WEST END TRANSITWAY

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**ISSUE:** Consideration of West End Transitway Policy Advisory Group (PAG) Resolution of Support to Advance the Project to the Design Phase

**RECOMMENDATION:** That the Transportation Commission:

1. Hold a public hearing on the recommendations of the PAG
2. Endorse the West End Transitway Policy Advisory Group Resolution of Support (Attachment 1) for advancement of the West End Transitway project into the design phase

**BACKGROUND:** In December 2013, the City initiated an Alternatives Analysis (AA) / Environmental Documentation for the West End Transitway as part of the federal National Environmental Policy Act (NEPA) process. The AA / Environmental Documentation analyze and refines the alignment of the Transitway and identifies any impacts and potential mitigation associated with the refined alignment. City Council established the West End Transitway PAG in 2014 to provide policy and technical guidance related to the Alternatives Analysis (AA) / Environmental Documentation effort required for the project.

**DISCUSSION:** The West End Transitway PAG met six times throughout the study process to provide policy and planning guidance to the project team. Each PAG meeting included a public meeting session to facilitate public input and discussion.

At the final meeting on December 3, 2015, the PAG voted 8-1 to adopt a Resolution of Support for the project. The Resolution recommended that the City advance the refined Build Alternative towards implementation. The Build Alternative, shown in Attachment 2, includes dedicated lanes, queue jump lanes, full amenity stations (near-level boarding, real time bus information, off-board fare collection), transit signal priority, safety improvements at intersections, improved sidewalks, and new bicycle facilities.

A fact sheet on the project, provided to the Policy Advisory Group in December 2015, shown in Attachment 3, compares elements of the Build Alternative with the Transportation Systems Management Alternative. The Transportation Systems Management Alternative provides frequent bus service, enhanced stations, and transit signal priority, but does not include the bicycle and sidewalk improvements and dedicated transit lane elements of the Build Alternative. More detailed comparisons of the alternatives, including projected ridership, transit travel time along the corridor, and capital and operating costs, are shown in Attachment 3. The fact sheet also includes a discussion of additional considerations that may impact project implementation such as potential funding sources for different alternatives, requirements of certain funding sources, and overall multi-modal project benefits.

The City has received \$2.4 million to date from the Northern Virginia Transportation Authority (NVTA) to advance the project to the design phase; the City has also applied for an additional \$7,000,000 from NVTA funds for design work. During the design phase, the City will advance the physical/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.

**Immediate Next Steps:**

- City Council re-concurrence of the Locally Preferred Alternative (LPA) – Spring 2016
- Submission of Environmental Document to Federal Transit Administration (FTA) – Spring 2016
- Administrative completion of current project phase – Summer 2016

Following the completion of the AA / Environmental Documentation phase, the next step is to use \$2.4 million of existing, approved Northern Virginia Transportation Authority 70% funds to advance the project into the design phase.

Attachment 1: West End Transitway PAG Resolution of Support  
Attachment 2: Map of West End Transitway Build Alternative  
Attachment 3: Policy Advisory Group Meeting Follow-up Fact Sheet

# West End Transitway Policy Advisory Group Reconfirmation of Support

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Whereas, the West End Transitway Alternatives Analysis (AA) and Environmental Documentation planning effort was initiated as a result of the 2011 resolutions of support for high-capacity transit operating in dedicated lanes in Corridor C (as defined in the adopted *Transitway Corridors Feasibility Study, 2012*) by the High-Capacity Transit Working Group, Transportation Commission, and City Council;

Whereas, this planning effort has addressed, or deferred due to no action required at this time, each of the following key issues which were requested by City bodies to be brought to resolution during a subsequent planning effort:

## Issues

- The alignment be optimized to better serve the Northern Virginia Community College (NVCC)
- Transportation Commission identify decision criteria and monitor the transition from Alternative D (Bus Rapid Transit) to Alternative G (Rail/Streetcar) and report progress to Council

## Resolution

- Alignment location maintained; however, pedestrian safety and accommodation improvements included in project to respond to access improvement needs expressed by NVCC
- No action required at this time

Whereas, the AA and Environmental Documentation effort has involved significant coordination with and incorporated guidance from local, regional, state, and federal officials;

Whereas, the AA and Environmental Documentation effort has substantively sought, vetted, and incorporated feedback from public and local stakeholders;

Whereas, the AA and Environmental Documentation effort has received and incorporated specific input from the City Council established Policy Advisory Group (PAG);

Whereas, the AA and Environmental Documentation effort has evaluated and provided acceptable concepts addressing specific areas of concern such as: bicycle and pedestrian facilities, safety, property impacts, parking impacts, stormwater impacts, operational feasibility, engineering feasibility, plan and policy compliance; and

Whereas, the defined Build Alternative will continue to be developed in subsequent engineering design and financial planning steps to manage project cost, impacts, benefits, and effectiveness, now, therefore, be it

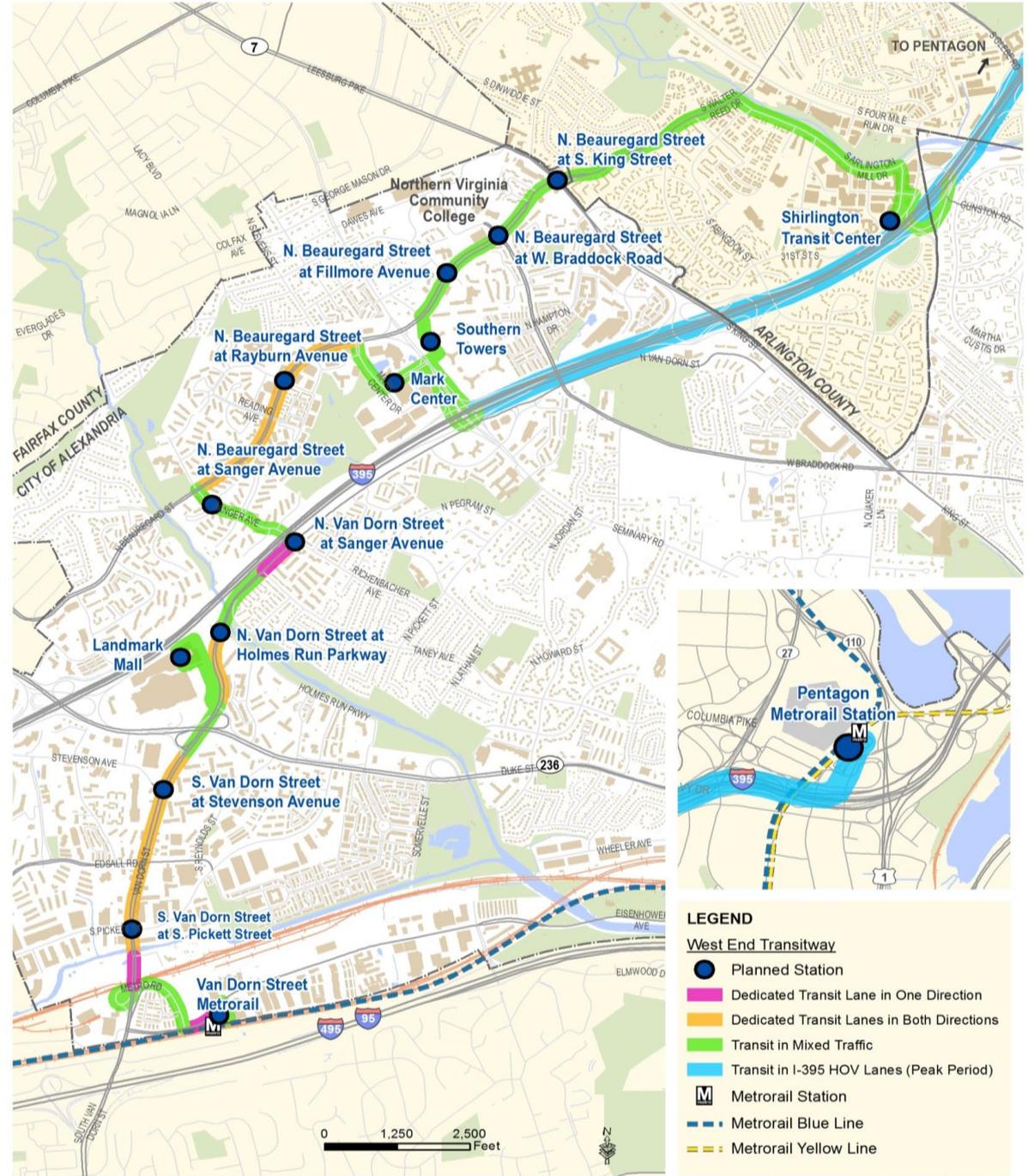
*Resolved*, that the West End Transitway PAG:

- (1) Hereby reconfirms the 2011 resolution of support, confirms that follow-up items in that resolution have been addressed, and recommends the defined Build Alternative for the West End Transitway is the City's preferred approach for high-capacity transit for Corridor C;
- (2) Recommends that the City move the defined Build Alternative forward toward operation through project development which includes completion of the project Environmental Document, commitment of funding, and completion of work activity including design, engineering, phasing, permitting, financial planning, bidding, and construction leading to the initiation of service; and
- (3) Recommends that the Transportation Commission and City Council concur with the West End Transitway PAG's reconfirmations, confirmations, and recommendations as identified in items (1) and (2) above.

# Build Alternative & Stations

## LEGEND

- West End Transitway**
- Planned Station
  - Dedicated Transit Lane in One Direction
  - Dedicated Transit Lanes in Both Directions
  - Transit in Mixed Traffic
  - Transit in I-395 HOV Lanes (Peak Period)
  - Metrorail Station
  - Metrorail Blue Line
  - Metrorail Yellow Line



## LEGEND

- West End Transitway**
- Planned Station
  - Dedicated Transit Lane in One Direction
  - Dedicated Transit Lanes in Both Directions
  - Transit in Mixed Traffic
  - Transit in I-395 HOV Lanes (Peak Period)
  - Metrorail Station
  - Metrorail Blue Line
  - Metrorail Yellow Line

## West End Transitway PAG Meeting Fact Sheet

This fact sheet is compiled in response to discussion during the December 3, 2015 Policy Advisory Group (PAG) Meeting #6 and provides requested information related to the alternatives analyzed during the current phase of study. It provides information on ridership, capital and operating costs, benefits accrued by each alternative, and funding and financing considerations.

### **Transit Service Use (Projected Ridership)**

The following table summarizes forecast ridership for the current (2015) and horizon (2035) years evaluated for each alternative.

Measure	Service	2015			2035		
		No Build	TSM	Build	No Build	TSM	Build
Ridership	<b>DASH + Metrobus</b>	26,400	20,200	20,100	31,900	26,400	26,400
	<b>West End Transitway</b>	--	9,700	11,600	--	12,600	15,200
	<b>Total Corridor</b>	<b>26,400</b>	<b>29,900</b>	<b>31,700</b>	<b>31,900</b>	<b>39,000</b>	<b>41,600</b>

### **Key Operating Characteristics (Travel Time from Van Dorn Metro to Pentagon)**

The following table summarizes transit travel time and reliability among the alternatives evaluated for the current (2015) and horizon (2035) years.

Measure and Metric		2015			2035		
		No Build	TSM	Build	No Build	TSM	Build
Transit Operations	<b>Average Weekday Travel Time – Van Dorn to Pentagon*</b>	<b>51 minutes</b> (1 transfer)	<b>22 minutes</b> (no transfers)	<b>19 minutes</b> (no transfers)	<b>54 minutes</b> (1 transfer)	<b>24 minutes</b> (no transfers)	<b>19 minutes</b> (no transfers)
	<b>Reliability</b>	Low	Improved	High	Low	Improved	High

\*AM Average of All WET Routes for TSM and Build; 2015 and 2035 No Build times based on bus travel times between Van Dorn Metro Station and Pentagon

### **Capital and Operating Costs**

The following table summarizes project (capital, fleet, development, and contingency) and operating cost estimates for each alternative evaluated.

<b>Project Costs (2015 Dollars)*</b>	<b>No Build</b>	<b>TSM</b>	<b>Build</b>
Capital Construction (includes Roadway, stations, systems, ROW & utilities)	n/a	\$15 to 16 million	\$60 to 70 million
Fleet (buses, including spares)	n/a	\$17 to 19.5 million	\$17 to 19.5 million
Project Development (design, fees, permitting, legal, surveys, testing, etc.)	n/a	\$4 to 5 million	\$16 to 18.5 million
<i>Contingency</i>	<i>n/a</i>	<i>\$10 to 12 million</i>	<i>\$28 to 32 million</i>
<b>Total Project Cost</b>	<b>n/a</b>	<b>\$46 to \$52.5 million</b>	<b>\$121 to 140 million</b>

<b>Operating &amp; Maintenance Costs (2015 Dollars)</b>	<b>No Build</b>	<b>TSM</b>	<b>Build</b>
<b>Yearly Total O&amp;M Cost</b>	<b>n/a</b>	<b>\$3.0 to \$9.0 million</b>	<b>\$4.0 to \$9.5 million</b>

*\*Project cost estimates include capital construction (roadway, stations, systems, ROW, and utilities), fleet (buses, including spares), project development (design, fees, permitting, legal, surveys, testing, etc.), and contingency.*

### **Funding Considerations**

In consideration of funding, the assumed sources for the Build Alternative's capital project (non-operating & maintenance) funding are the following:

- NVTA Regional (70%) funds, including the \$2.4 million already committed to the City by NVTA for FY16 to advance the project.
- FTA Capital Investment Grant through the Small Starts program
- Other federal sources such as TIGER funds and other federal sources (bus and bus facilities)
- State funds
- Private funds

Both NVTA 70% funds and any federal transportation funding is highly competitive. As currently planned, the NVTA and private funds could be used as sources of local match for federal funding.

The TSM Alternative would not qualify for FTA Capital Investment Grant funds, which could account for a significant portion of the Build Alternative's project costs. Similarly, the TSM Alternative may not be competitive enough to receive regional and state funds made available through NVTA and Commonwealth processes.

***Other Considerations***

In consideration of funding and finance, the Build Alternative would require no local (City of Alexandria) capital funds. The TSM Alternative would require a different combination of funding and would likely require significant local (City of Alexandria) funds due to federal, state, and regional sources having limited applicability or likelihood for commitment.

Considering multimodal access and accommodation, the Build Alternative provides numerous benefits to transit and also to other vehicular and non-vehicular users of the corridor. New sidewalks, upgraded streetscapes, enhanced bicycle and pedestrian facilities, upgrades traffic signals and roadways all are a part of the Build Alternative, but not other alternatives.

The Build Alternative also offers the city considerable environmental benefits. The increase in opportunity for long-term tree canopy coverage is increased through streetscape enhancements in the Build Alternative. Also, the Build Alternative's contribution to stormwater quality and quantity management is significant and includes long sections of Van Dorn Street and Beauregard Street. The TSM Alternative would be required to make stormwater improvements only where stations are developed.

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: FEBRUARY 17, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

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

SUBJECT: AGENDA ITEM #5 – NORTHERN VIRGINIA TRANSPORTATION AUTHORITY TRANSACTION PLAN

---

**ISSUE:** Provide an update to the Transportation Commission on the TransAction Regional Transportation Plan.

**RECOMMENDATION:** That the Transportation Commission receive an update on the Northern Virginia Transportation Authority's (NVTA) TransAction Plan.

**BACKGROUND:** 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 this plan be updated every five years. The last update was completed in November 2012 when the NVTA Board adopted the TransAction 2040 Regional Transportation Plan. At its meeting on July 23, 2015, the NVTA Board selected AECOM as its consultant to update Northern Virginia's long range transportation plan. The TransAction update officially launched at the November 12, 2015 NVTA Board meeting.

**DISCUSSION:** 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 revenues, as provided in accordance with HB 2313, must be included in the NVTA's Long-Range Transportation Plan.

This update will build on the vision and goals developed for the previous TransAction plan to reduce congestion and improve quality of life in Northern Virginia. This in-depth planning process is expected to take approximately two years to complete, with a draft TransAction plan expected in spring 2017. 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.

The next steps of the project include research and a literature review of best practices, a regional review of currently approved plans, and the development of future scenarios, needs, and

solutions. City staff will seek input from the Transportation Commission in the summer of 2016 regarding the projects to be included in the draft TransAction plan, and to provide an update to the Commission on the plan development.

# City of Alexandria, Virginia

## MEMORANDUM

DATE: FEBRUARY 17, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

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

SUBJECT: AGENDA ITEM #6 - COMPLETE STREETS PROGRAM UPDATE

---

**ISSUE:** Complete Streets Program update, accomplishments during 2015, and upcoming projects.

**RECOMMENDATION:** That the Transportation Commission receive an update on the Complete Streets Program.

**BACKGROUND:** Complete Streets is the term used to describe a comprehensive, integrated transportation network with infrastructure and design that allows for safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, riders and drivers of public transportation, as well as drivers of other motor-vehicles. In April 2014, City Council reenacted its Complete Streets Policy, which was originally drafted and initiated by the Alexandria Transportation Commission in 2011.

**DISCUSSION:** When a roadway project is altered through a development application, the City's Capital Improvement Program (CIP), including resurfacing program or initiated by a citizen request, an evaluation of the street is conducted in order to determine the best way to accommodate all street users. Public outreach has been a crucial step in creating community consensus on the design of roadway projects. 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.

### Complete Streets Initiatives

In addition to requiring Complete Streets infrastructure with new development, City funding allows staff to implement many types of projects including:

- Access to parks, transit & schools
- Complete streets corridors
- Intersection safety improvements
- On-street bicycle facilities
- Sidewalks
- Traffic calming

### Complete Streets 2015 Program Accomplishments

- A study to identify and improve pedestrian access to transit stops in Old Town and Del Ray was completed in 2015, and the design for improvements is currently

- underway;
- The Alexandria Complete Streets Design Guidelines are 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 in Virginia;
- The City installed 8 automated bicycle and pedestrian counters on trails around the City and one automated bicycle counter in an on-street bike lane;
- The City installed over five lane miles of on-street bicycle facilities.

Infrastructure Improvements in 2015

- Construction of approximately 1,530 feet of new sidewalk
- Installed pedestrian countdown signals at five intersections
- Installed rapid flash beacons for uncontrolled crosswalks at five locations
- Installed speed indicator signs along four roadways
- Installed speed cushions on two roadways that applied for traffic calming and met the criteria
  - Martha Custis Drive
  - West Abingdon Drive
- Installed 15MPH Flashing “School Zone” signs at five schools
- Installed new pedestrian infrastructure as part of the Safe Routes to School Program at Polk Elementary
- Major Complete Streets projects were completed along the following corridors:
  - **Monroe Avenue** (Mainline Boulevard to Russell Road): Project included new crosswalks with a rapid flashing beacon, curb extensions, bike racks, on-street bicycle lanes, additional parking, ADA compliant bus stops and speed indicator signs
  - **Wheeler Avenue** (Duke Street to South Gordon Street): Project included installation of on-street bike lanes
  - **Stevenson Avenue** (Whiting Street to Stulz Avenue): Project included upgraded crosswalks with a rapid flashing beacon, planted pedestrian refuge islands, on-street bicycle lanes, additional parking, ADA compliant bus stops and speed indicator signs
  - **North Hampton Drive** (Braddock Road to King Street): Project included new crosswalks, on-street bicycle lanes, additional parking and ADA compliant bus stops
- A major pedestrian safety intersection improvement project was installed at Taylor Run Parkway and Janney’s Lane. The project included a new sidewalk, curb extensions to slow turning vehicles, bus bulbs and ADA compliant bus stops, new crosswalks with a rapid flashing beacon and speed indicator signs.

Grant Funded Projects Update

- *Wilkes Street Bikeway (\$180,000)*: The City’s first Neighborhood Bikeway is complete
- *Old Cameron Run Trail (\$210,000)*: A feasibility study to determine a preferred

alignment for this trail was completed and design will begin when funds are available in FY 2017. Staff applied for a grant to fund construction;

- *Duke Street Sidewalk (\$1,210,000)*: The project, which includes new sidewalks from South Walker Street to Oasis Drive, is under construction;
- *Edsall Road and South Picket Street (\$445,000)*: The pedestrian improvement project which will include pedestrian countdown signals and improved street crossings was awarded for construction and is anticipated to begin in March 2016;
- *New Freedom Grant (\$400,000)*: Design for the project, which will provide ADA improvements to transit stops in Old Town, will be complete in spring 2016;
- *Access to Transit (\$1,237,500)*: A project to provide pedestrian and bicycle improvements at the intersection of King Street, Callahan Drive and Russell Road began the public engagement process;
- *Mount Vernon Trail at East Abingdon (\$750,000)*: This project, which includes improvements to the Mount Vernon Trail between Slaters Lane and Bashford Lane is in design;
- *Safe Routes to School (\$85,000)*: Staff applied for a “mini-grant” to pilot a walk-audit at one school and will be applying for a Transportation/Land-Use Connections grant to fund walk audits for all remaining schools in April 2016;
- *Bicycle Parking Citywide (\$130,000)*: This project will fund new bicycle parking throughout the city and will begin in spring 2016;
- *Bicycle Parking at Metro Stations (\$375,000)*: This project, which will design and construct bicycle parking at the Van Dorn Metro Station and will provide typical designs for bicycle parking along the West End Transitway, will begin in spring 2016.

#### Upcoming Infrastructure Projects (spring and summer 2016)

- **King Street** (Janney’s Lane to Radford Street): Staff has held two public meetings with the community regarding the redesign of King Street to provide multimodal improvements, and an online survey was posted to receive public input on the project. The project will likely include removal of travel lanes to provide major pedestrian improvements at intersections along the corridor and possibly bicycle improvements as well. A design concept will be determined this spring.
- **North Van Dorn Street** (Braddock Road to Menokin Drive): Major pedestrian safety improvements will be provided at the intersections with Braddock Road as well as Menokin Drive. The corridor will be redesigned to include bicycle lanes and pedestrian crossing improvements at bus stops. Staff has met with the community twice, and a design concept will be determined this spring.
- **Duke Street** (North Jordon Street to Quaker Lane): Pedestrian safety improvements will include upgraded crosswalks, curb ramps, pedestrian countdown signals and sidewalk improvements. This project will also include street crossing improvements at the intersection of South Ingram Street.
- **Cameron and Prince Streets** (King Street Metro to Waterfront): The installation of pedestrian signals along these corridors is complete. Bicycle lanes will be installed on both streets in conjunction with resurfacing in summer 2016.

**FISCAL IMPACT:**

The FY 2016 adopted Capital Improvement Program budget for Complete Streets is \$641,000, of which \$264,082 was allocated to fund staff positions. With the ongoing implementation of Complete Streets projects, all adopted funds for FY 2016, as well as any prior year funds for this project will be expended by the end of FY 2016. In FY 2016, the program will have expended twice the amount that was spent in FY 2015—nearly \$1.5 million—on pedestrian and bicycle improvements citywide.

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: FEBRUARY 17, 2016

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

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

SUBJECT: AGENDA ITEM #7 – I-395 HOT LANES UPDATE

---

**ISSUE:** Virginia Department of Transportation (VDOT)-led proposal to convert I-395 High Occupancy Vehicle (HOV) Lanes to High Occupancy Toll (HOT) Lanes

**RECOMMENDATION:** That the Transportation Commission receive an update from VDOT on its project proposal.

**BACKGROUND:** On November 20, 2015, the Virginia Secretary of Transportation sent a letter to the City and other jurisdictions noting the State's planned action to improve travel along the I-395 Corridor. The letter noted the State's intent to initiate an Environmental Assessment to study the conversion/expansion of the existing HOV lanes to dynamically-priced express lanes spanning into Washington D.C. In addition, the state will initiate a transportation demand management study to identify transit, carpool, vanpool and other demand management strategies to improve travel along the corridor. The proposal would include the following:

- Convert existing HOV lanes from Turkeycock Lane north to the Eads Street Interchange to dynamically tolled Express Lanes;
- Provide three through lanes and improve transit service;
- Include guaranteed funding for new / enhanced transit service and carpooling incentives;
- Will not include the construction of a new ramp at the Shirlington Interchange;
- Will maintain HOV-only access at the new Seminary Road ramp;
- Will include a significant public outreach process.

The City of Alexandria has raised a number of questions related to the project, which were included in a letter that was sent to the Secretary of Transportation in early December 2015. The City will work closely with VDOT as well as Arlington and Fairfax Counties in the coming months to further explore this proposal and how it differs from previous ones. Any implications from potential cut-through traffic to Alexandria, especially at Seminary Road, or near Shirlington must be further analyzed.

**DISCUSSION:** The state intends to provide coordination with affected jurisdictions. VDOT is actively reaching out to City civic and community associations. Most recently, a project outreach event conducted by TransUrban, the concessionaire for the I-395/95 HOT lanes project. The event was held as part of the Seminary Hill Civic Association meeting on January 14, 2016. TransUrban provided a high level overview of the HOT lane conversion proposal and answered questions from meeting attendees. VDOT staff was in attendance and answered questions related to VDOT's role in the proposal.

As a part of this project, the Virginia Department of Rail and Public Transportation (DRPT) will be conducting a corridor-wide multimodal TDM/transit study. The multimodal TDM/transit is scheduled to be completed by the end of 2016.

The City will actively participate in the environmental assessment to ensure the City's concerns are addressed, and will be asking VDOT to attend a future Transportation Commission meeting to further discuss the project components and issues.

Attachment 1 – City's Response Letter to VDOT



*City of Alexandria, Virginia*  
*301 King Street, Suite 2300*  
*Alexandria, Virginia 22314*



*William D. Eulle*  
*Mayor*

*City Hall: 703.746.4500*  
*Home: 703.836.2680*  
*Fax: 703.838.6433*  
*william.eulle@alexandriava.gov*

December 10, 2015

The Honorable Aubrey L. Layne Jr.  
Secretary of Transportation  
Commonwealth of Virginia  
Patrick Henry Building  
111 East Broad Street  
Richmond, Virginia 23219

Dear Secretary Layne:

Thank you for your letter regarding the Commonwealth's plans to initiate an environmental assessment to study the conversion and expansion of the existing HOV lanes on I-395 to dynamically priced Express Lanes, and to initiate a transportation demand study to identify transit, carpool, vanpool and other demand management strategies that can improve travel along the I-395 Corridor. We appreciate your outreach on the project and look forward to working with Virginia Department of Transportation (VDOT) on these plans.

Improved utilization of the I-395 corridor is a worthy concept. As you are well aware, as is the case with many concepts, the details of implementation are sometimes the most important and most challenging aspects of a transportation project. As a result, we look forward to working with VDOT in regards to the planned environmental assessment for the dynamically priced Express Lanes. Key to that assessment will be to understand and to minimize and mitigate impacts of this project on City traffic and transit service, as well as in adjacent residential neighborhoods.

A key issue is how this project's benefits can be expanded to be multimodal in nature. It seems logical that the revenue side of this project should also provide benefits to other forms of transportation. This is appropriate since these HOV lanes were originally built as bus-only lanes, and then HOV was added, and now single occupant vehicles are proposed to be added. There is great logic in having excess toll revenues be used to enhance transit services in the corridor. We appreciate the proposed *guaranteed funding* for new and enhanced transit service and look forward to working with VDOT and DRPT on the details of that funding plan.

Below are some initial questions about the project. We realize that you may not have answers to all of the questions now, given that the project is in the early stages. However, we would appreciate it if you could provide as much information as you have, and then provide further information as plans further develop.

1. How will the south facing ramp at Seminary Road, currently under construction and scheduled to open in 2016, operate as HOV only? What enforcement will be done to ensure that this will be the case?

*"Home Town of George Washington and Robert E. Lee"*

The Honorable Aubrey L. Layne Jr.

December 10, 2015

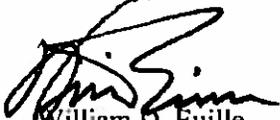
Page 2

2. How will Express Lane access be managed for the north facing ramp at Seminary Road? What enforcement will be done to ensure that these lanes will be HOV and Express Lane only? How will Express Lane access at this ramp impact nearby intersections and surrounding streets, such as Seminary Road?
3. How will Express Lane access be managed for the north facing ramp at Shirlington Road? What enforcement will be done to ensure that these lanes will be HOV and Express Lane only? How will Express Lane access at this ramp impact nearby intersections and surrounding streets?
4. What is the framework for the proposed enhanced transit service along the I-395 corridor? How will this framework affect high capacity transit service, such as the West End Transitway, that the City is planning along this corridor between the Van Dorn Metrorail station and the Pentagon?
5. How will the project affect congestion at the South Eads Street ramp, as well as any potential cut-through traffic that may result of potential congestion, through Alexandria?
6. How will the project affect the City's planned West End Transitway (BRT) at the South Eads Street ramp?
7. How will the proposal enhance safety along the corridor, such as where existing shoulders may be affected or removed?
8. What information do you have on the proposed funding for enhanced transit and carpool incentives, such as the source of funding, and timing of the funding, and if that information is not available, when do you think it will be available?
9. Are there specific plans for the location of the sound walls, and if not, when will that information be available?
10. How will this project be coordinated with the District of Columbia's plans to initiate dynamic tolling on I-395?

The City plans to work closely with VDOT, as well as with Arlington and Fairfax Counties, and other regional partners to further review the proposal, and looks forward to having our questions answered.

Thank you again for the opportunity to be involved. We look forward to working with you, and please do not hesitate to contact me on this matter.

Sincerely,



William D. Euille  
Mayor of Alexandria

cc: The Honorable Members of City Council  
Mary Hynes, Chair, Arlington County Board  
Sharon Bulova, Chair, Fairfax County Board of Supervisors  
Mark B. Jinks, City Manager  
Emily A. Baker, Deputy City Manager  
Yon Lambert, Director, Transportation and Environmental Services



HOPE HALLECK  
CLERK TO THE  
COUNTY BOARD

**ARLINGTON COUNTY, VIRGINIA**  
**OFFICE OF THE COUNTY BOARD**

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December 4, 2015

The Honorable Aubrey Layne  
Secretary of Transportation  
Office of the Secretary of Transportation  
PO Box 1475  
Richmond, VA 23218

Re: I-395 Express lanes.

Dear Secretary Layne,

On behalf of the Arlington County Board, thank you for your November 20, 2015 letter to Fairfax County Chairman Bulova, Alexandria Mayor Euille, and me regarding the Commonwealth's intention to initiate an environmental assessment to study the extension of the I-395 Express lanes north through Arlington to the District of Columbia, and a transportation demand management study to identify multimodal strategies to improve travel in the corridor. Your hard work and willingness to partner with us are very much appreciated.

Having worked with you and your staff to plan what we hope will be a successful I-66 inside the Beltway multimodal project, we're optimistic that a mutually beneficial outcome is possible on I-395.

Although past efforts to bring dynamic tolling to I-395 in Arlington were divisive, our concerns in the past were due to the lack of a detailed impact analysis and to specific implementation details, as opposed to the general concept. Arlington has in the past been receptive to the potential benefits of dynamic tolling as a way to manage highway facilities and improve transit, but only as part of a broad package that legitimately and significantly enhances multimodal services and facilities, over the entire lifetime of the facility.

In many ways, I-395 is a successful corridor now. The corridor carries a tremendous number of people on a variety of modes, both within the I-395 right-of-way and on parallel facilities. Unfortunately, I-395's multimodal nature has degraded over the years, first as the center reversible lanes were converted from bus-only to HOV, and now, potentially, as HOV is converted to allow single-occupant cars. Any successful HOT project on I-395 must ensure that transit service is capable of operating effectively, and is enhanced rather than degraded further.

This is a serious concern. During the planning for now-existing express lane facilities elsewhere in Northern Virginia, previous administrations promised multimodal improvements that never materialized. That cannot be allowed to happen again.

Given the tumultuous history of I-395 planning, and the unique demands of multimodal travel inside the Beltway, the following issues are of particular concern to Arlington as this conversation moves forward:

- 1. Transit and Transportation Demand Management (TDM)**  
Transit and TDM must be an integral part of the project, well-planned and funded with ongoing, stable, and sufficient revenues. The Commonwealth should undertake a comprehensive transit/TDM study, including a detailed transit operations analysis, and commit to using the majority of toll revenue, beyond what is necessary to maintain and operate the facility, to finance multimodal projects. Significant up-front funding should be provided so that transit and other multimodal projects are implemented contemporaneously with the start of tolling.
- 2. Third party concessionaire**  
The involvement of the third party concessionaire raises concerns. The concessionaire's involvement must be strictly defined, and include enforceable protections that ensure the project retains its multimodal focus, its obligation to mitigate unintended consequences on local streets, and funding both during the implementation of tolling and over the long-term.
- 3. Do not harm transit oriented communities**  
This project must not undermine Arlington's successful investment in congestion-reducing transit-oriented development in Pentagon City, Crystal City, or Shirlington. These important mixed-use neighborhoods reduce congestion by focusing on walkable, transit-oriented land uses. The addition of highway-oriented infrastructure and increased traffic into these communities would have the unintended consequence of making it more difficult to walk, bike, and access transit, resulting in more traffic congestion, not less. Providing and maintaining balanced multimodal access to these neighborhoods is essential.

Specifically, we appreciate the call-out of no changes to the off-ramp at Shirlington Circle. Special attention will need to be paid to traffic management and context-sensitive road design at the Eads Street exit, with a particular focus on preserving and enhancing bus access to the Pentagon, where over 1,000 buses connect every weekday, with still other transit connecting at Pentagon City.

- 4. Impact studies**  
Comprehensive traffic and environmental studies are necessary to fully understand the proposed project, including a robust NEPA process that includes a study area extending at least one mile out from the I-395 right-of-way, to include parallel and connecting facilities such as Metro, VRE, Route 1, and Columbia Pike.

**5. Remain within existing right-of-way**

Any changes to the I-395 facility should take place fully within the existing I-395 right-of-way only, and must not negatively impact multimodal infrastructure or service.

**6. Coordinate with DC**

Given the profile of traffic using I-395, we strongly recommend coordination and, if possible, partnership with the District of Columbia, to extend the HOT facility across the Potomac River and to make needed improvements to transit, pedestrian, and bicycle accessibility in the 14<sup>th</sup> Bridge / Long Bridge corridor.

Gaining Arlington's ultimate support for this project will depend, as always, on implementation details such as these. We are heartened to see many of the same issues raised in your November 20th letter, and look forward to coordinating with you on them over the coming months.

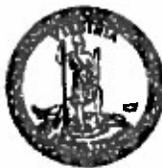
Once again, thank you for your diligent work on behalf of the Commonwealth, and your commitment to producing the best possible transportation network for Northern Virginia.

Sincerely,

A handwritten signature in cursive script that reads "Mary Hynes".

Mary Hynes  
Chair, Arlington County Board

cc Members, Arlington County Board  
William Eulle, Mayor of Alexandria  
Sharon Bulova, Chair, Fairfax County Board of Supervisors



# **COMMONWEALTH of VIRGINIA**

Office of the Governor

Aubrey L. Layne, Jr.  
Secretary of Transportation

November 20, 2015

The Honorable Sharon Bulova  
12000 Government Center Pkwy., Suite 530  
Fairfax, VA 22035

The Honorable William Euille  
301 King St., Room 2300  
Alexandria, VA 22314

The Honorable Mary Hynes  
2100 Clarendon Blvd., Suite 300  
Arlington, VA 22201

Dear Chairman Bulova, Mayor Euille, and Chairman Hynes:

As you know the Interstate 95/395 Corridor is critical to economic competitiveness and development in Northern Virginia. This Corridor serves as the major north-south travel route connecting people to jobs and other opportunities from Fredericksburg to the District and points in-between.

The Commonwealth has taken significant steps to improve portions of this corridor. In 2014 the 95 Express Lanes opened extending the highly successful HOV lanes 9 miles south and providing new travel options for drivers. There have been several enhancements to Virginia Railway Express service, including the first expansion of the system with the recently opened station in Spotsylvania, addition of a new round trip train, construction of a new station at Potomac Shores, and the extension of platforms along the entire Fredericksburg corridor. In addition, over the last three years the Commonwealth has invested \$26 million in new bus service and park-n-ride lots to help move more people along the corridor, and a \$50 million loan from the Virginia Transportation Infrastructure Bank to support construction of a new Metrorail station at Potomac Yards.

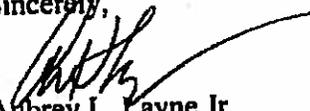
Despite these actions, more needs to be done. The McAuliffe Administration believes that this corridor needs new and expanded transportation options both for drivers, sluggers and transit users.

*The Honorable Sharon Bulova  
The Honorable William Euille  
The Honorable Mary Hynes  
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Page 3*

This proposal in conjunction with the Transform66 projects will provide a network of Express Lanes in Northern Virginia. Connecting Fredericksburg with the District, Manassas and points through the region, this network will be a 'game-changer' for the region by providing a high-speed reliable trip for transit users, carpoolers and drivers alike now and well into the future.

We look forward to working with your jurisdictions and the appropriate regional transit planning organizations to improve travel along the I-395 Corridor.

Sincerely,



Aubrey L. Layne Jr.

**Copy:**

Members of the Alexandria City Council  
Members of the Arlington County Board  
Members of the Fairfax County Board of Supervisors  
Members of the Commonwealth Transportation Board  
Members of the Northern Virginia Transportation Commission  
Members of the Potomac Rappahannock Transportation Commission