



# Transportation Commission

March 7, 2012



# Agenda Item #2

# Funding Update



# Funding Update

- City Council:
  - Approved (on Feb 28) funding for Alexandria portion of a High Capacity Transit study for Route 7 Corridor.
  - Approved allocation of \$600,000 from Metrorail Station FY2012 CIP account for funding of Potomac Yard Metrorail Station EIS
  - Held work session with DASH – Feb 28, 2012
- Commonwealth Transportation Board:
  - Passed resolution (on Feb 15) authorizing the Commissioner to enter into a Memorandum of Agreement with Dept. of Army, FHWA, and the City to execute roadway improvements at Mark Center.

# Funding Update

- **TPB:**
  - Approved addition of several projects into FY2013-18 TIP and the CLRP. They include: BRT service on Corridor C and building an auxiliary lane on I-395 NB between Duke St. and Seminary Rd.
- **WMATA:**
  - WMATA Board received comments from Tri-State Oversight Committee regarding safety at WMATA.
  - Conducted Fare Increase hearings from Feb 27-March 7
- **NVTC:**
  - Held joint meeting with NVTa (Feb 9) to discuss legislative issues and pass regional application of DRPT funds.
  - Discussed (on March 1) proposal to include Loudoun County into WMATA after Dulles Phase 2 is completed.



## Agenda Item #3

# Transportation Budget Overview



# February 22, 2012 City Council Work Session

- Capital Improvement Program (CIP) Priorities
- Proposed FY 2013 – 2022 CIP Summary and CIP Funding Plan
- Overview of Projects and Transportation Funding
- Transportation Improvement Program (TIP)

# Capital Improvement Program Summary by Strategic Goal

## Goal 1 – Land Use & Economic Development

- Potomac Yard Metrorail Station
- Small Area Plan Implementation including accelerating \$0.5 million planned in FY 2014 to FY 2013 for the Waterfront Small Area Plan

## Goal 3 – Transportation

- Continuation of Transportation Improvement Program approved by City Council in FY 2012

# Capital Improvement Program

## Summary of Changes to Proposed Plan

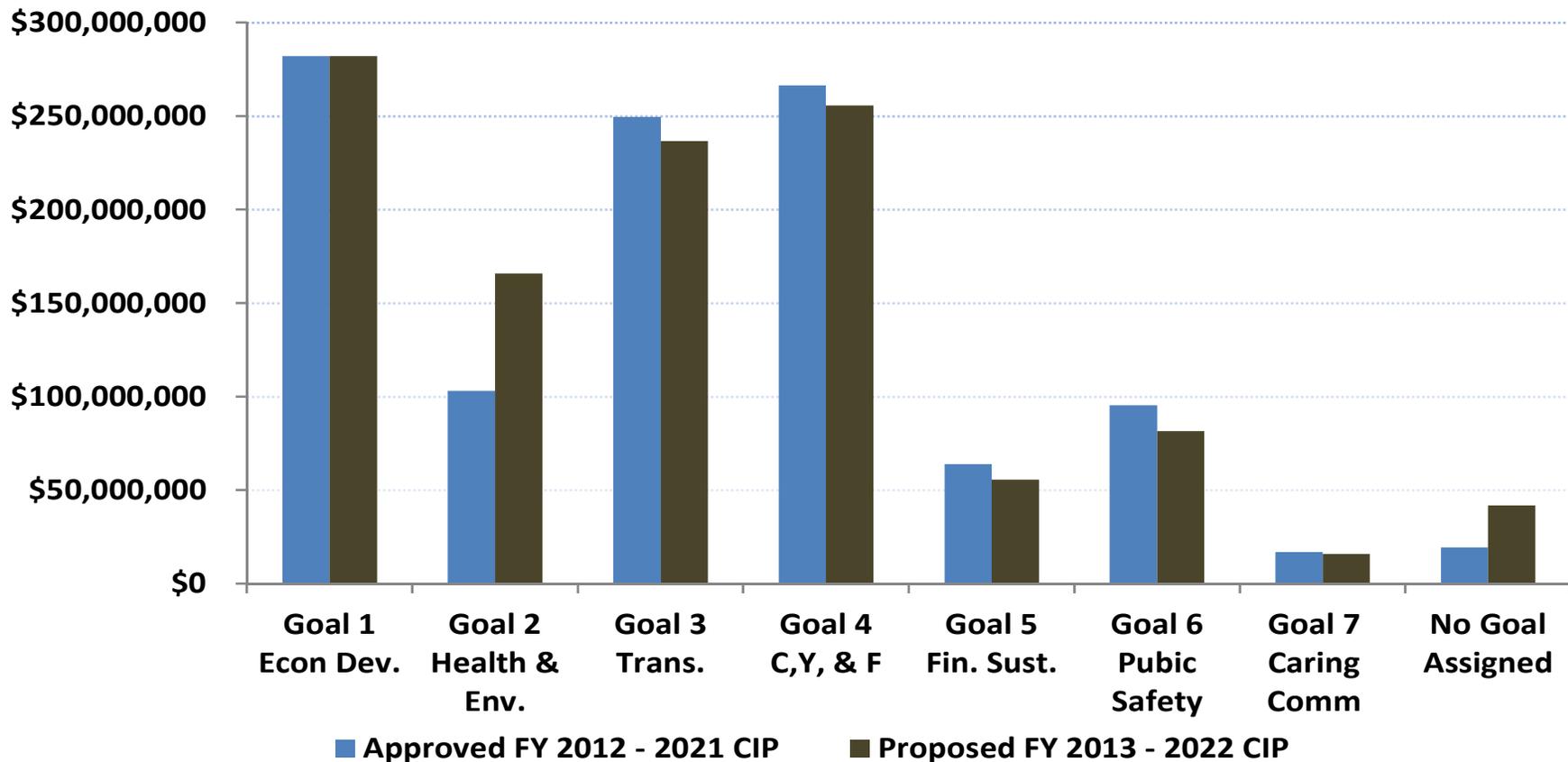
**Increase of \$38.2 million over the Approved FY 2012-2021 CIP**

Major Drivers of Increase/Decrease	Net \$ Amount Change
Sanitary Sewers capacity related projects and fully funding Holmes Run I & I	\$74.4 million
Program additional non-City funding (State and Federal Grants)	\$6.8 million
Increase open space funding	\$3.7 million
Majority of Fire Station 210/Impound Lot funded in FY 2012 (\$3.0 remaining in FY 2013 including \$1.0 million for adequate project contingency)	(\$8.2 million)
Fewer capital projects because of increased projected transit expenses (e.g. Transit Corridor “A”) as part of the FY 2013-2022 Transportation Improvement Program	(\$28.2 million)
FY 2022 funding less than FY 2012 funding	(\$10.5 million)
Net of other project increases and decreases over the ten-year plan	\$0.2 million
<b>Total</b>	<b>\$38.2 million</b>

# Capital Improvement Program

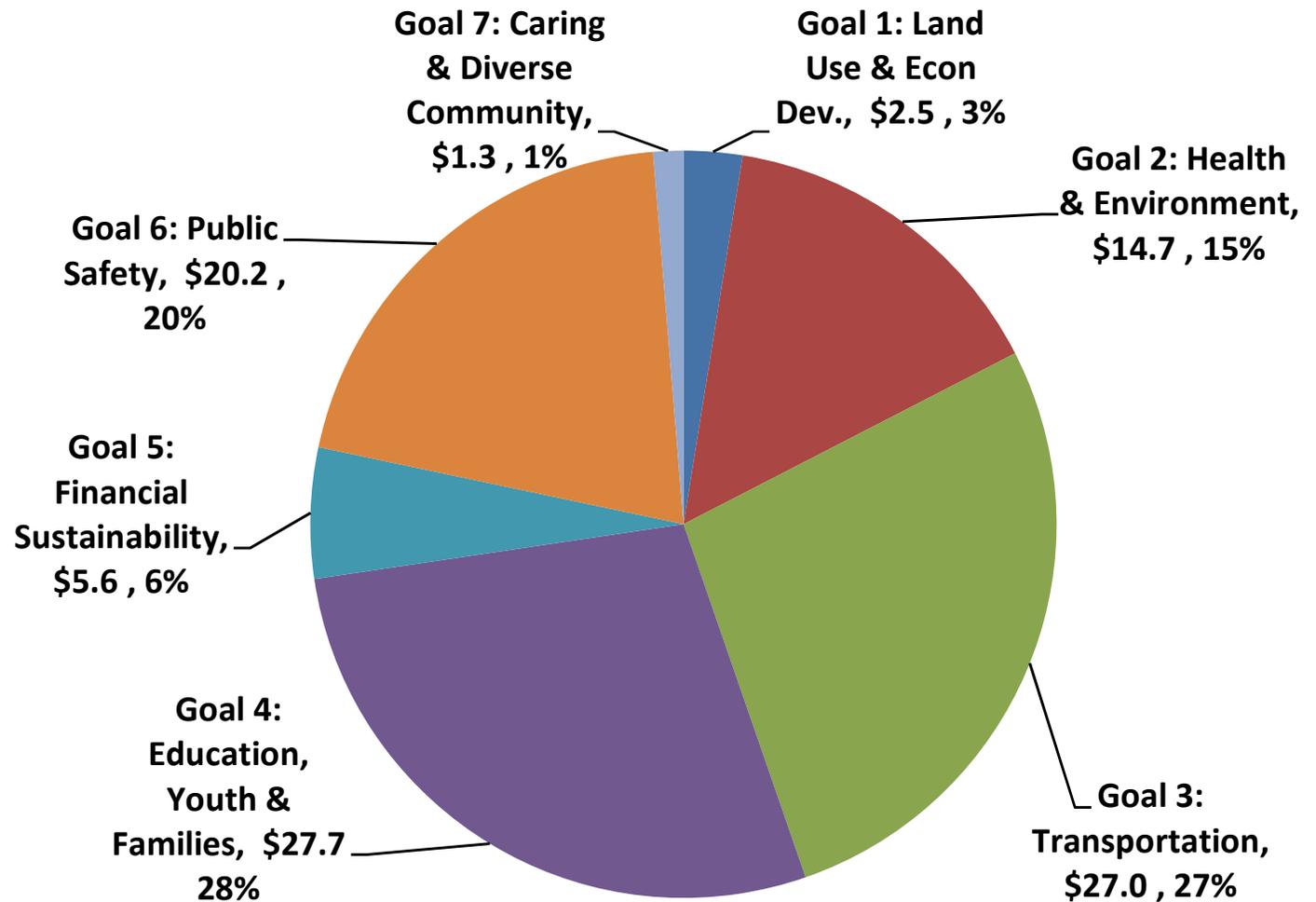
## CIP Expenditures by Strategic Goal Group

FY 2012 - 2021 CIP Compared to FY 2013 - 2022 CIP

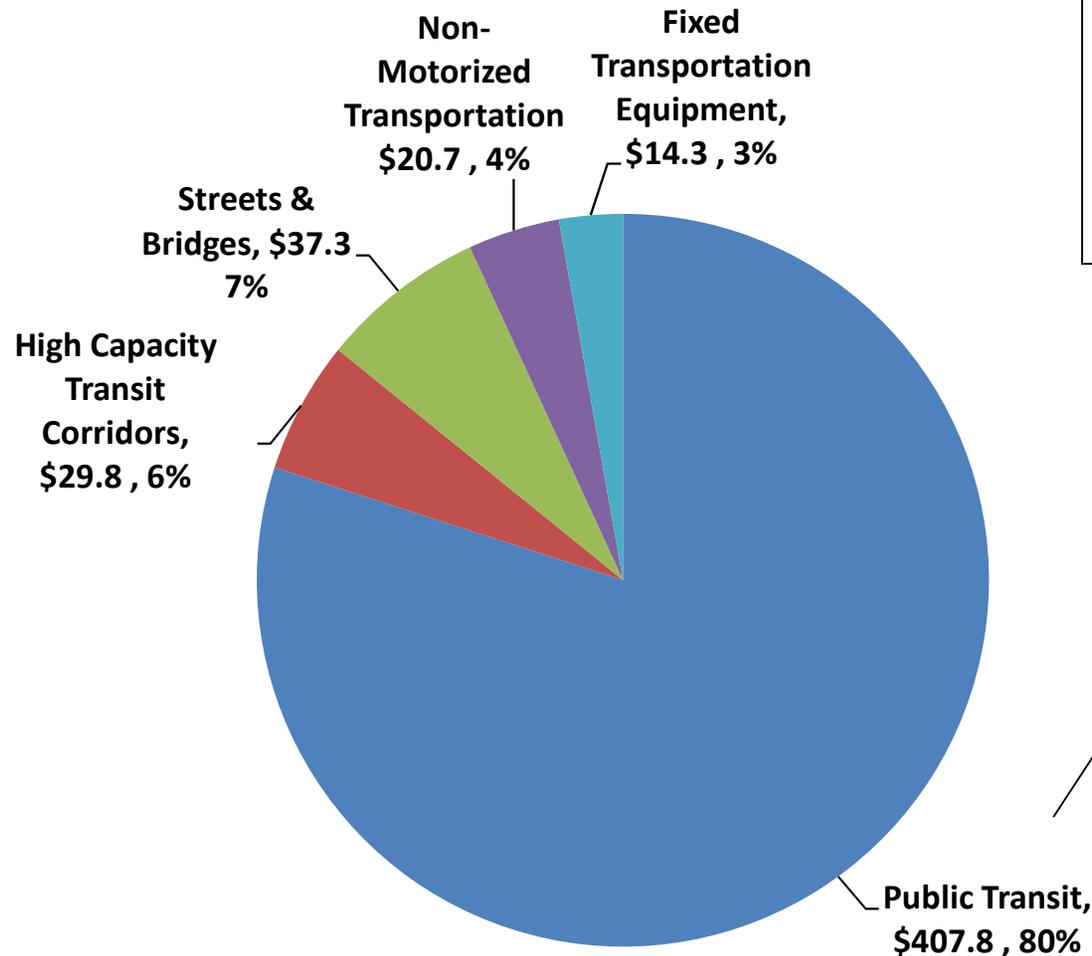


# Capital Improvement Program FY 2013 Proposed Project Expenditures

By Strategic  
Goal Group in  
FY 2013  
\$99.0 Million  
(\$ in millions)



# Capital Improvement Program Ten-Year Transportation & Transit Projects



Transportation & Transit Projects  
\$509.9 million including Potomac Yard Metrorail Station  
(\$ in millions)

- P.Y. Metrorail Station - \$273.8
- WMATA Capital - \$73.7
- DASH Bus Replacement - \$44.3 (\$16.1 State & Federal Sources)

# Capital Improvement Program

## \*Transportation Projects

- Potomac Yard Metrorail Station – Overview and Environmental Impact Statement update presented to City Council at February 28 City Council meeting
- WMATA capital contribution - \$73.7 million through FY 2022
- DASH bus replacement - \$44.3 million (local funding \$28.2 million; \$16.1 State and Federal funding) through FY 2022
- Bridge repairs - \$3.3 million through FY 2022
- Replacement of fixed traffic equipment (e.g. mast arms, signals) - \$10.6 million through FY 2022
- Continuation of grant funding for Capital Bikeshare program - \$1.26 million through FY 2018

**\*Does not include Transportation Improvement Program projects**

# Transportation Improvement Program

Transportation Improvement Program (TIP)

Approved by City Council beginning FY 2012

# Transportation Commission Recommendations

- Maintain funding priorities/levels from FY 2012 Expanded Transportation Funding (\$93M over ten years)
- Limit funding adjustments within Expanded Transportation Funding and Base CIP (Other)
- Maintain funding for highest priorities set by Transportation Commission

# Transportation Improvement Program Proposed Changes to 10-Year Plan

- Trolley Expansion
- Corridor C funding (overall schedule unchanged)
- Corridor B and Landmark Transit Station and reduced funding
- Trail projects
- DASH expansion
- Placeholder projects shifted to FY 2022

# Transportation Improvement Program Operating Costs FY 2013 – FY 2022

\$ in millions

Project	FY 12-21 Approved	FY 13-22 Proposed	\$ Change
Transit Corridor “A” Operations	\$9.0	\$17.0	\$8.0
Transit Corridor “B” Operations	\$0.0	\$0.0	\$0.0
Transit Corridor “C” Operations	\$0.0	\$14.4	\$14.4
DASH Bus Expanded Service	\$15.4	\$21.6	\$6.2
Expanded Trolley/Circulator/Transit Service	\$7.6	\$7.0	(\$0.6)
Transportation Implementation Staff	\$1.6	\$1.5	(\$0.1)

# Transportation Improvement Program Capital Projects FY 2013 – FY 2022

Comparison of total project funding from the Approved FY 2012-2021 TIP to the Proposed FY 2013-2022 TIP. Cost estimates included funding approved in FY 2012.

**\$ in millions**

Project	Original Funding (FY 12-21 Approved)	Revised Funding (FY 13-22 Proposed)	\$ Change
Transit Corridor “C” Construction	\$19.5	\$18.4	(\$1.1)
Transit Corridor “C” BRT Rolling Stock	\$0.0	\$5.0	\$5.0
Transit Corridor “A” Widening	\$0.6	\$0.6	\$0.0
Transit Corridor “A” BRT Rolling Stock	\$2.0	\$4.0	\$2.0
Transit Corridor “C” Streetcar Conversion	\$5.5	\$4.0	(\$1.5)
Transit Corridor “B” Construction	\$22.5	\$0.7	(\$21.8)
DASH Fleet Expansion	\$6.5	\$8.7	\$2.2
Expanded Trolley/Circulator/Transit Service	\$3.5	\$2.8	(\$0.7)

# Transportation Improvement Program Capital Projects FY 2013 – FY 2022

Project	Original Funding (FY 12-21 Approved)	Revised Funding (FY 13-22 Proposed)	\$ Change
King Street Station Improvements	\$3.2	\$3.4	\$0.2
Landmark Transit Station	\$6.0	\$5.0	(\$1.0)
Holmes Run Greenway	\$3.55	\$3.55	\$0.0
Transportation Technologies	\$2.35	\$2.6	\$0.25
Old Cameron Run Trail	\$3.5	\$3.5	\$0.0
Backlick Run Multi-Use Paths	\$3.2	\$3.2	\$0.0
Van Dorn Multi-Modal Bridge	\$1.0	\$0.5	(\$0.5)
King/Quaker Braddock Intersection	\$6.0	\$6.0	\$0.0
Mt. Vernon Ave/Russell Rd Intersection	\$1.0	\$1.0	\$0.0
Duke Street Complete Streets	\$2.31	\$2.31	\$0.0
High Street Construction	\$1.0	\$0.5	(\$0.5)

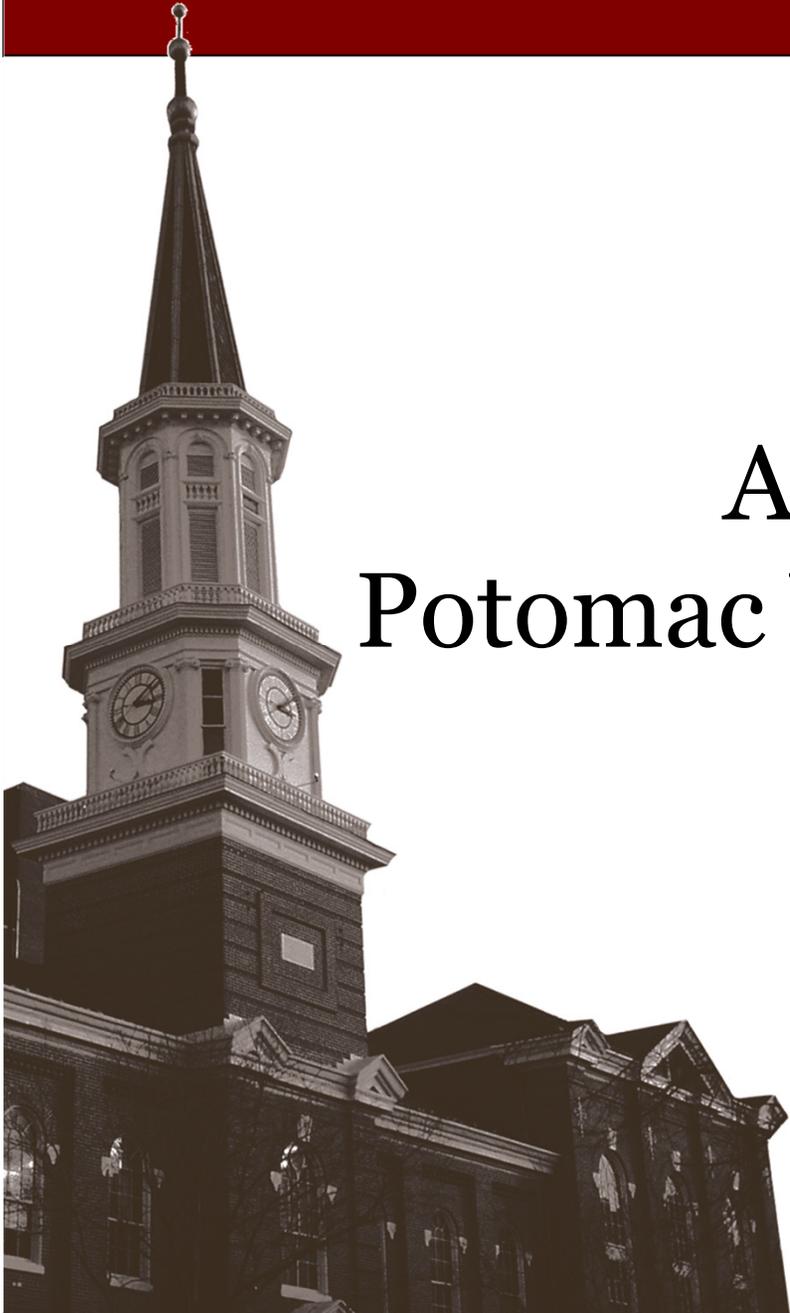
THANK YOU

COMMENTS / QUESTIONS?



# Agenda Item #4

## Potomac Yard Metrorail Station





# Agenda Item # 5- King Street Metro Design/Funding *Public Hearing*



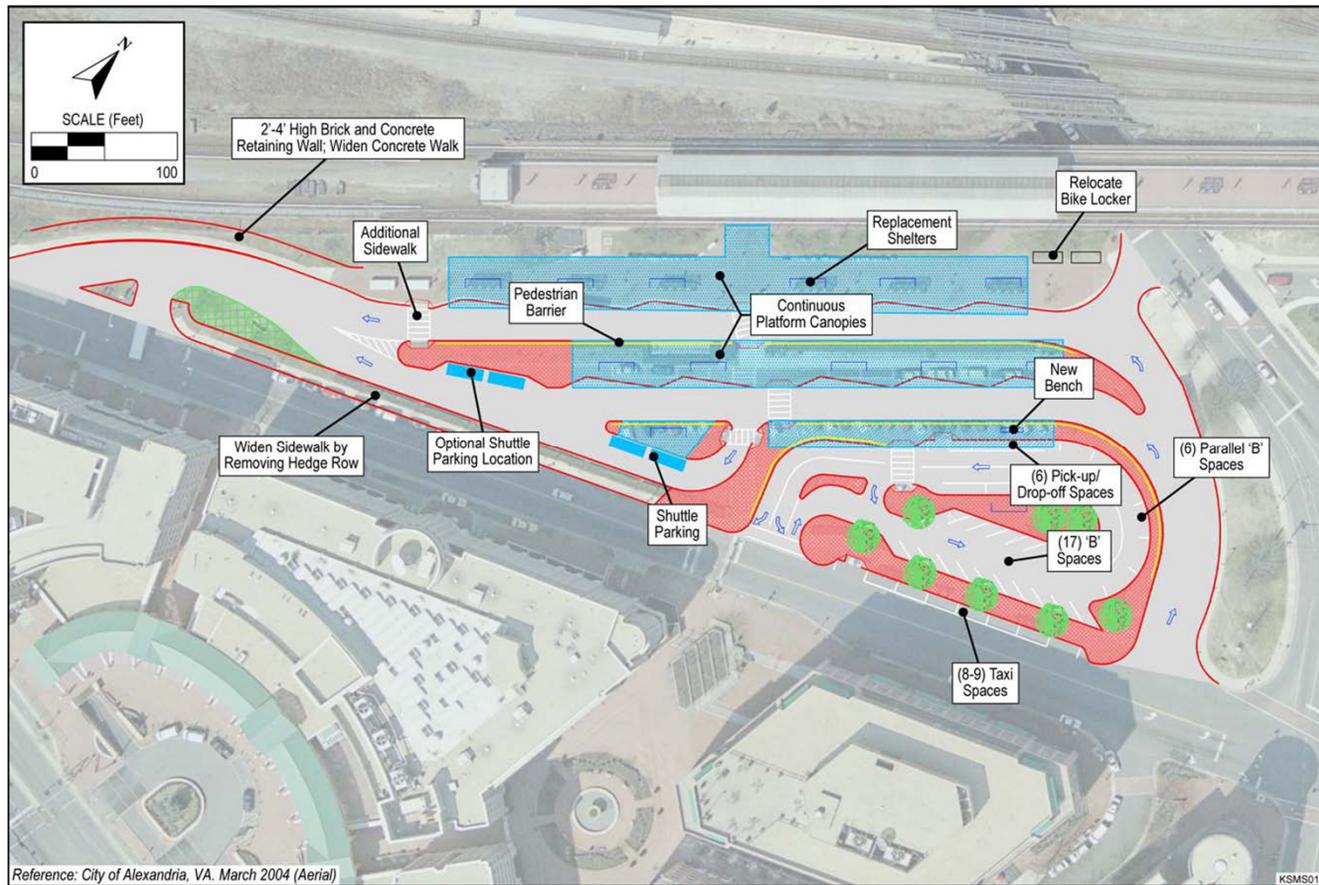
# King Street Metro Existing Conditions



# King Street Metro Design/Funding

- The City has been in the process of improving the access facilities at the King Street Metrorail station since 2006.
- The City worked with WMATA to develop a concept design in 2008 for the station.

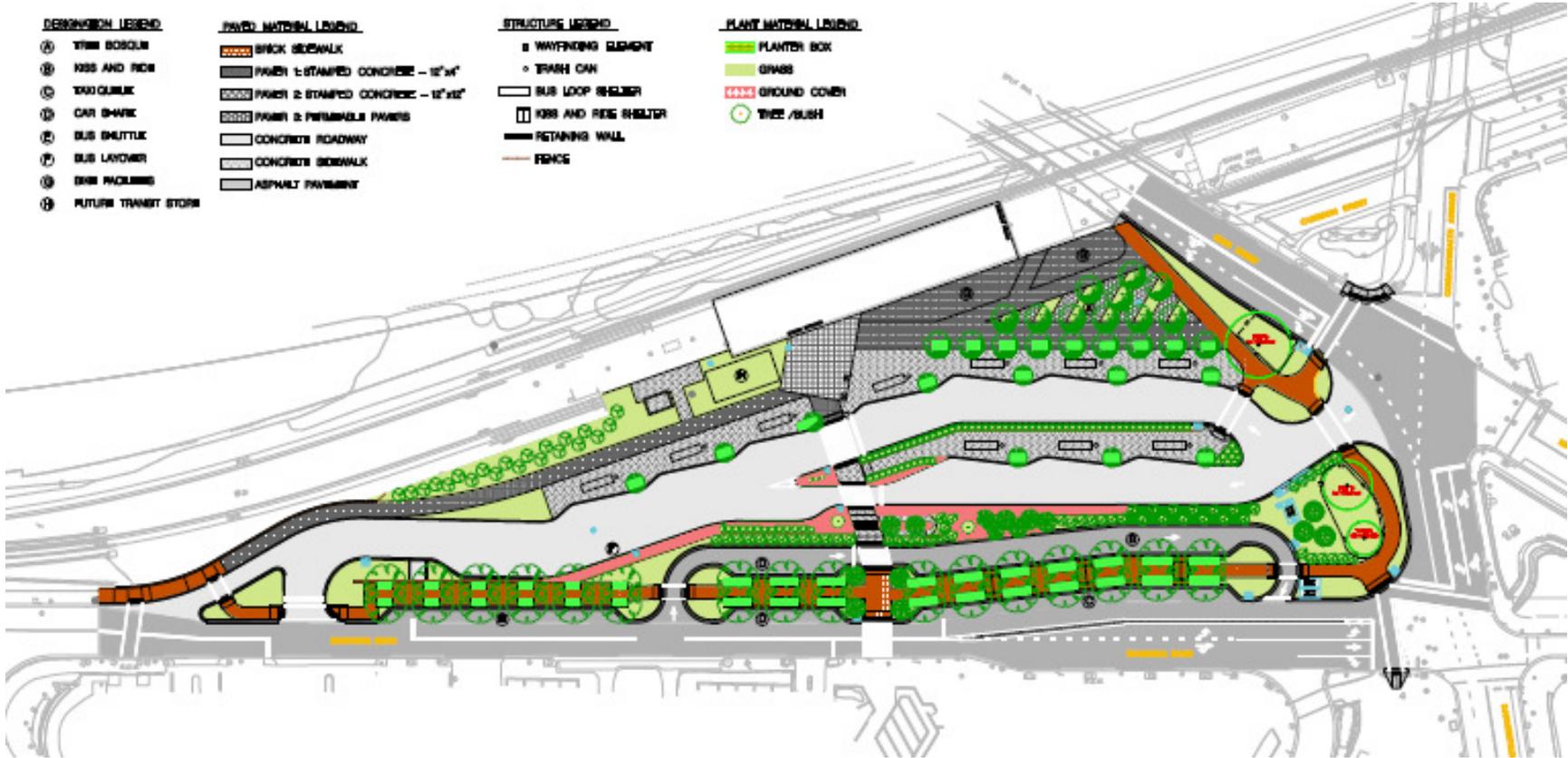
# King Street Metro-2008 Design



# King Street Metro Design/Funding

- The City of Alexandria reviewed this initial design with many internal and external stakeholders and developed a series of concepts to address specific issues.
- The initial project budget was \$4.45 million. This was supplemented by \$300,000 of Bonus CMAQ funds and \$2.2 million of City Transportation Improvement Funds.

# January, 2012 Design Concept



# King Street Metro Design/Funding

- The total project budget for this project is \$6.95 million.
- The 60% Design would cost \$8.1 million to build.
- The City, WMATA, and its consultants developed two designs, which would defer or eliminate some features previously requested, to meet the project budget.

# Alternative 1- Items to be Eliminated or Deferred

- Minimize impacts to station operations by constructing the project in 6 phases- \$433,000.
- Kiss-and-Ride Shelters-\$276,000
- Dynamic Message Boards at bus shelters-\$139,000
- Provide a 12 foot sidewalk parallel to the tracks on the south side of the project-\$200,000
- Brick sidewalk on Diagonal instead of concrete-\$139,000

# Alternative 1- Plan

**DESIGNATION LEGEND**

- (A) TREE BOSQUE
- (B) KISS AND RIDE
- (C) TAXI QUEUE
- (D) CAR SHARE
- (E) BUS SHUTTLE
- (F) BUS LAYOVER
- (G) BIKE FACILITIES
- (H) FUTURE TRANSIT STORE

**PAVED MATERIAL LEGEND**

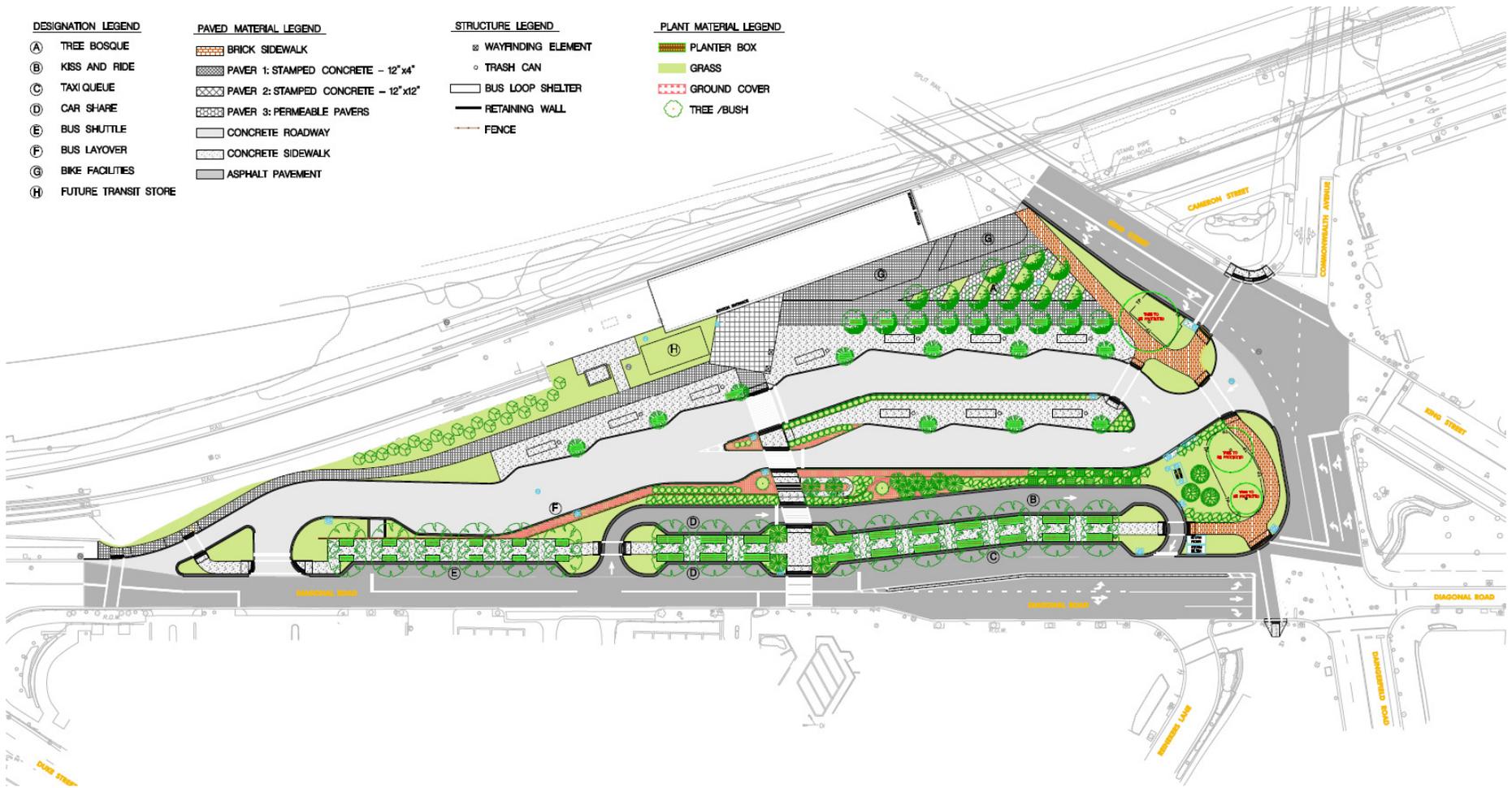
- BRICK SIDEWALK
- PAVER 1: STAMPED CONCRETE - 12"x4"
- PAVER 2: STAMPED CONCRETE - 12"x12"
- PAVER 3: PERMEABLE PAVERS
- CONCRETE ROADWAY
- CONCRETE SIDEWALK
- ASPHALT PAVEMENT

**STRUCTURE LEGEND**

- WAYFINDING ELEMENT
- TRASH CAN
- BUS LOOP SHELTER
- RETAINING WALL
- FENCE

**PLANT MATERIAL LEGEND**

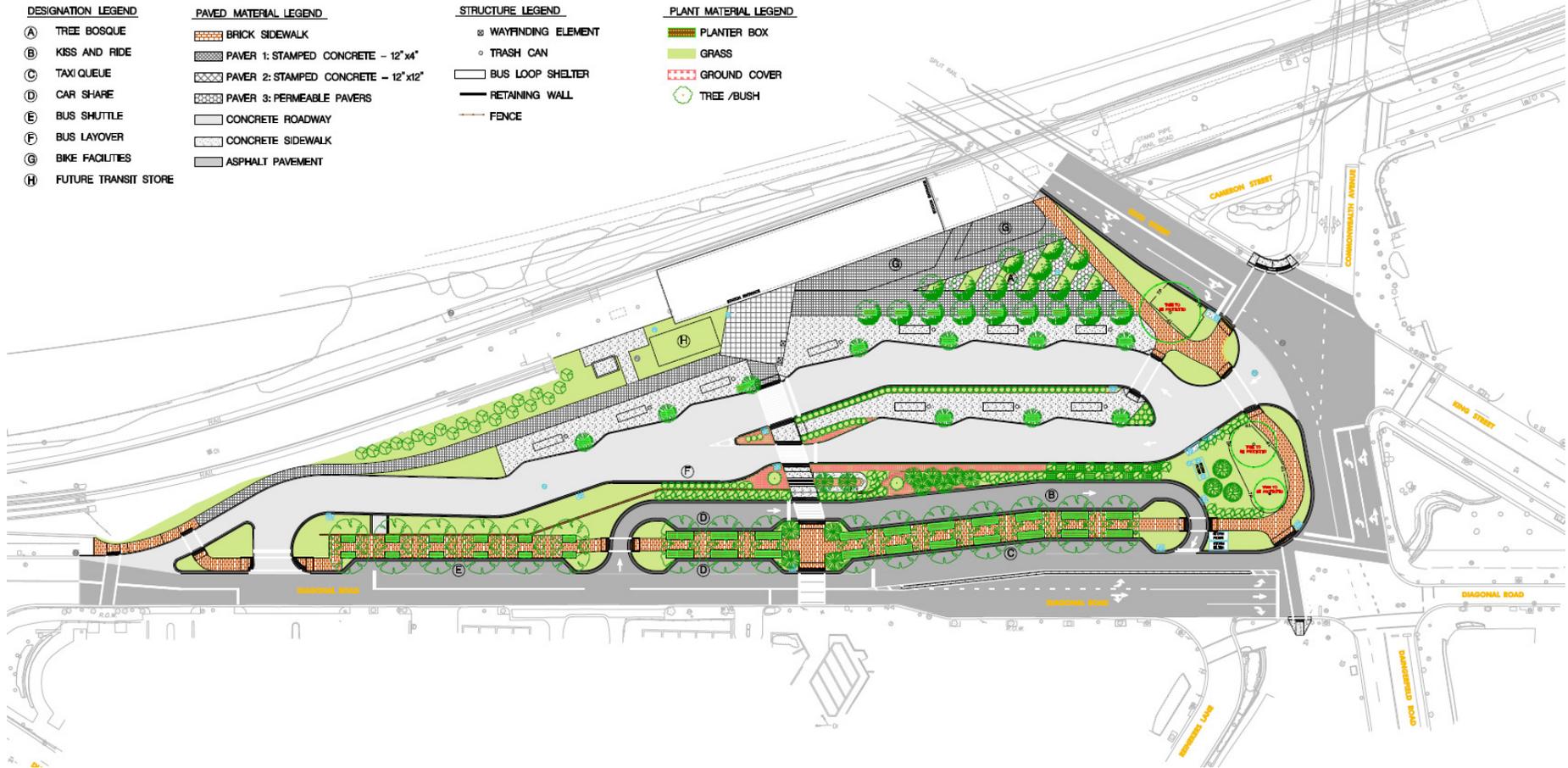
- PLANTER BOX
- GRASS
- GROUND COVER
- TREE /BUSH



# Alternative 2- Items to be Eliminated or Deferred

- Minimize impacts to station operations by constructing the project in 6 phases- \$433,000.
- Kiss-and-Ride Shelters-\$276,000
- Dynamic Message Boards at bus shelters-\$139,000
- Provide a 12 foot sidewalk parallel to the tracks on the south side of the project-\$200,000
- Build 7 layover locations for buses rather than 2-\$140,000

# Alternative 2-Plan



THANK YOU

COMMENTS / QUESTIONS?

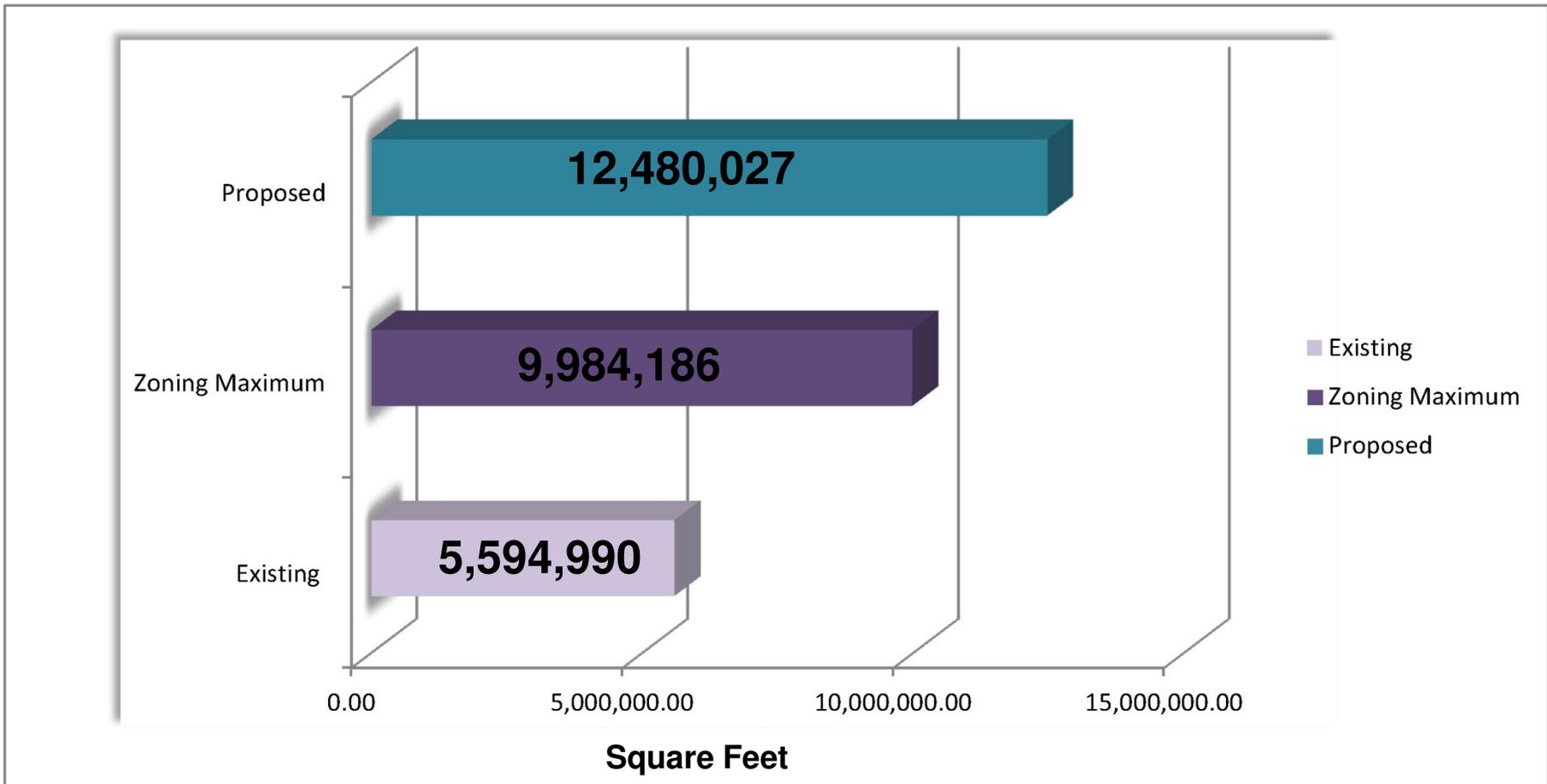


# Agenda Item #6

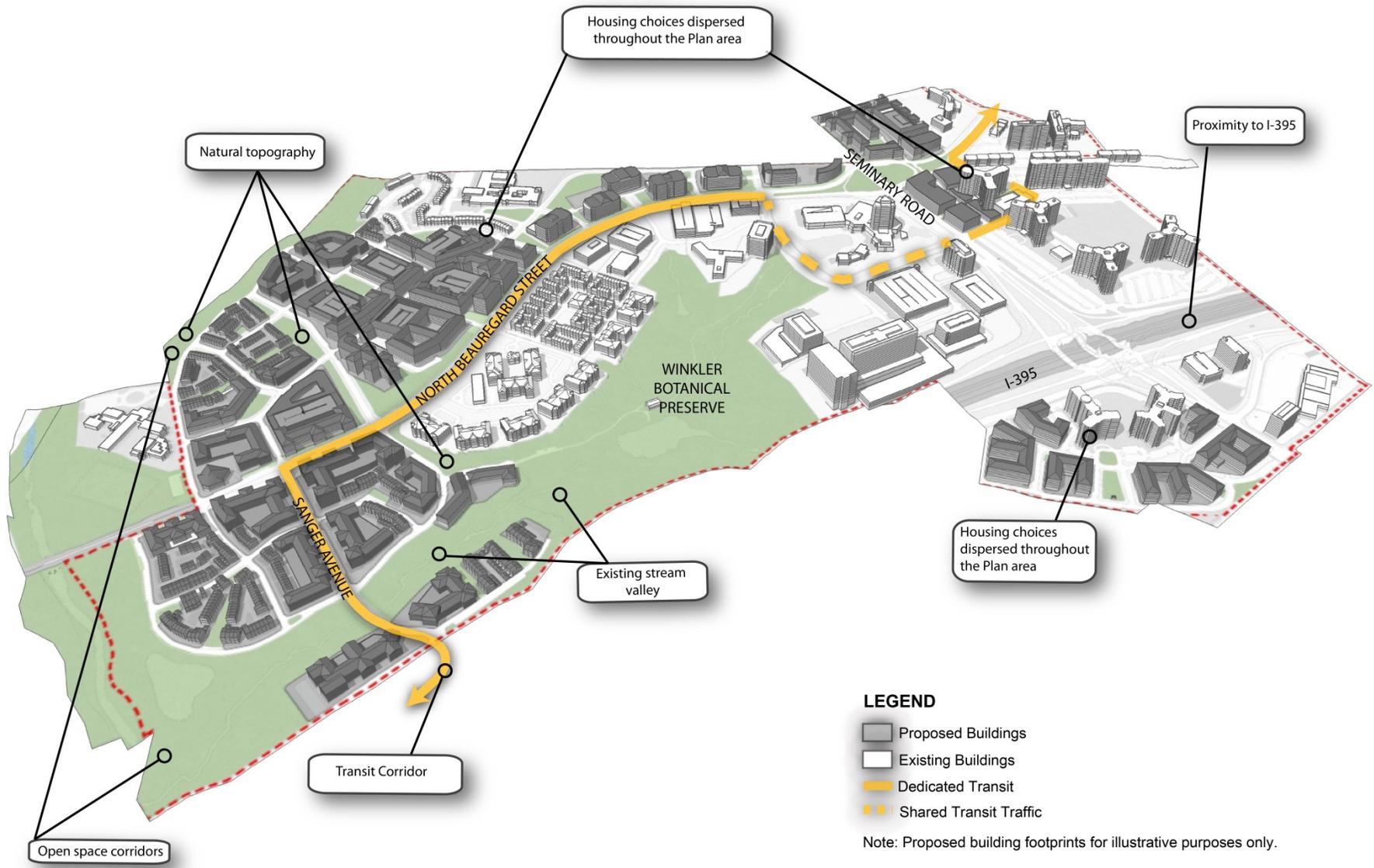
## Beauregard Small Area Plan *Public Hearing*



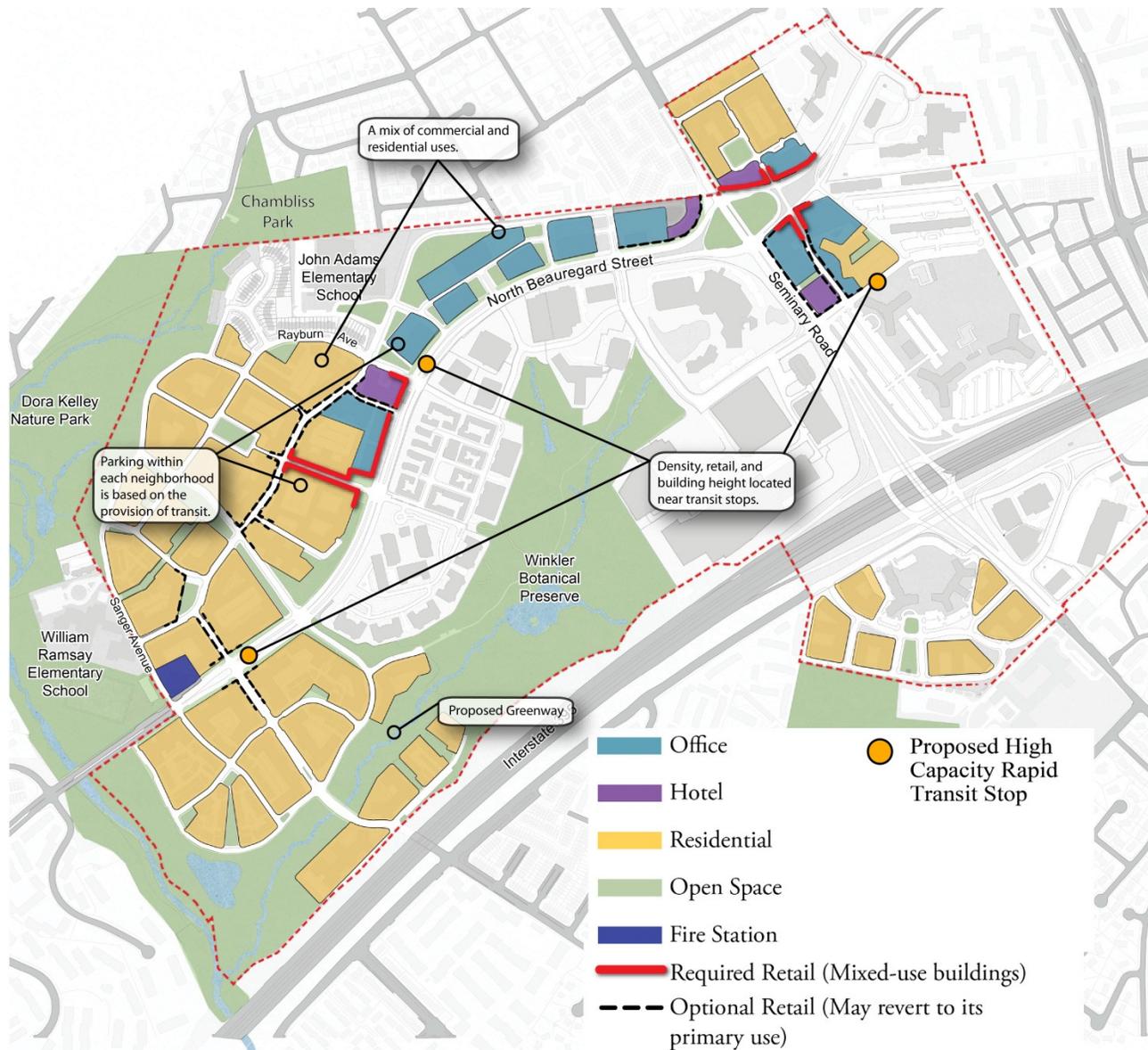
# Development Summary



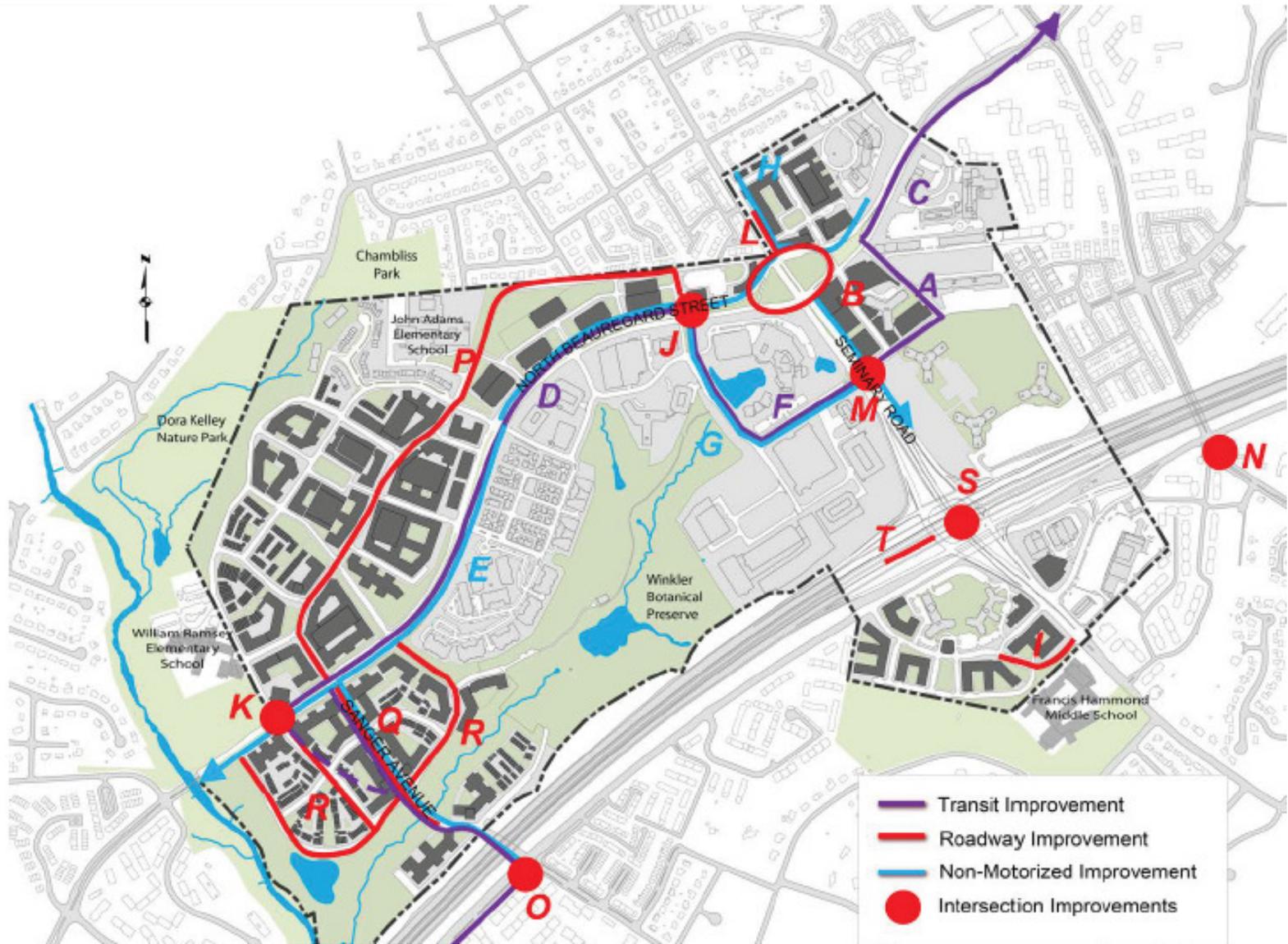
# Plan and Existing Site Elements



# Overall Land Use Strategy



# Recommended Improvements



# What we Heard from the Community

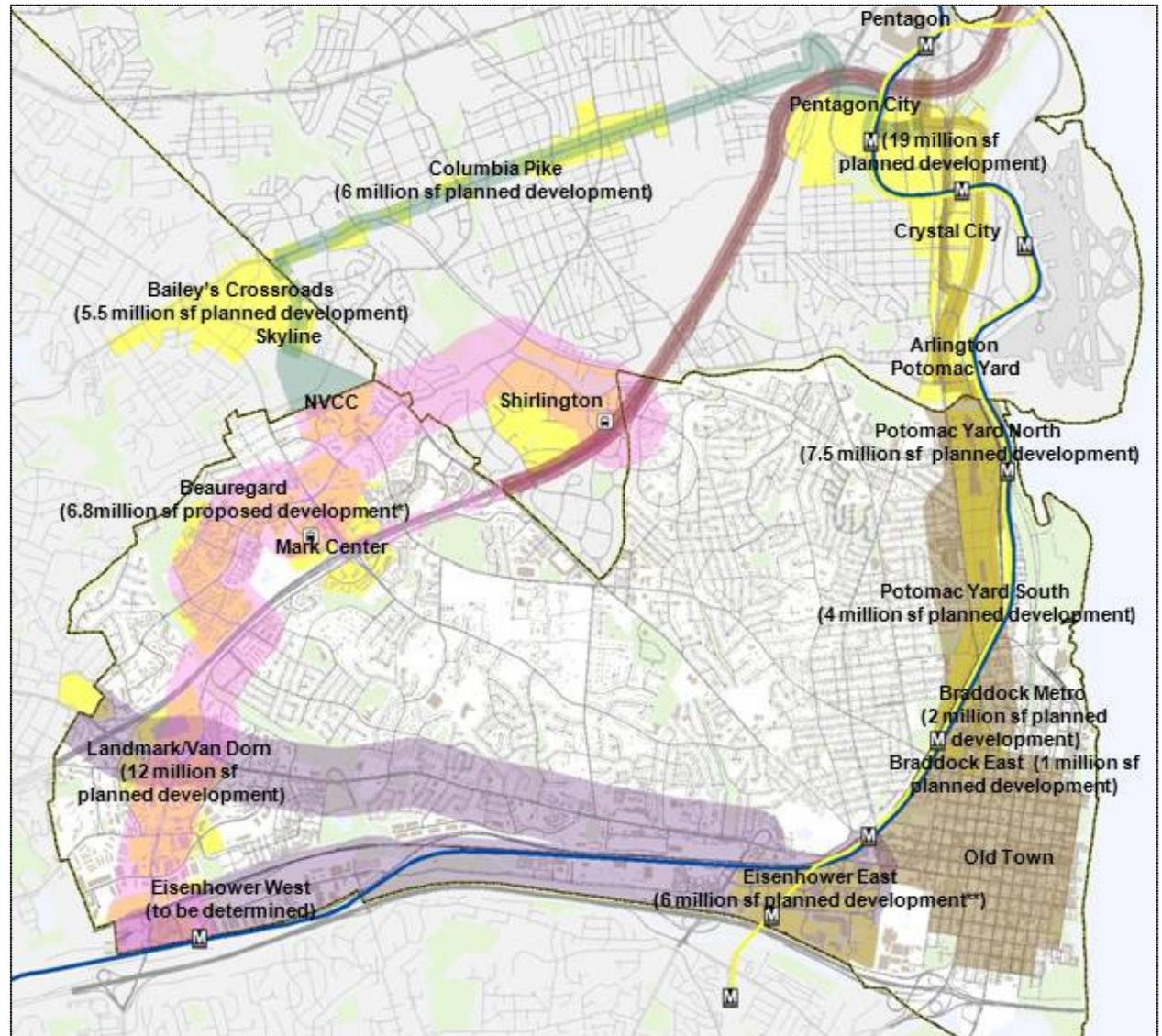
- Minimize impacts of development
- Infrastructure in place prior to development
- Develop a comprehensive multi-modal approach

# Traffic Analysis Scenarios

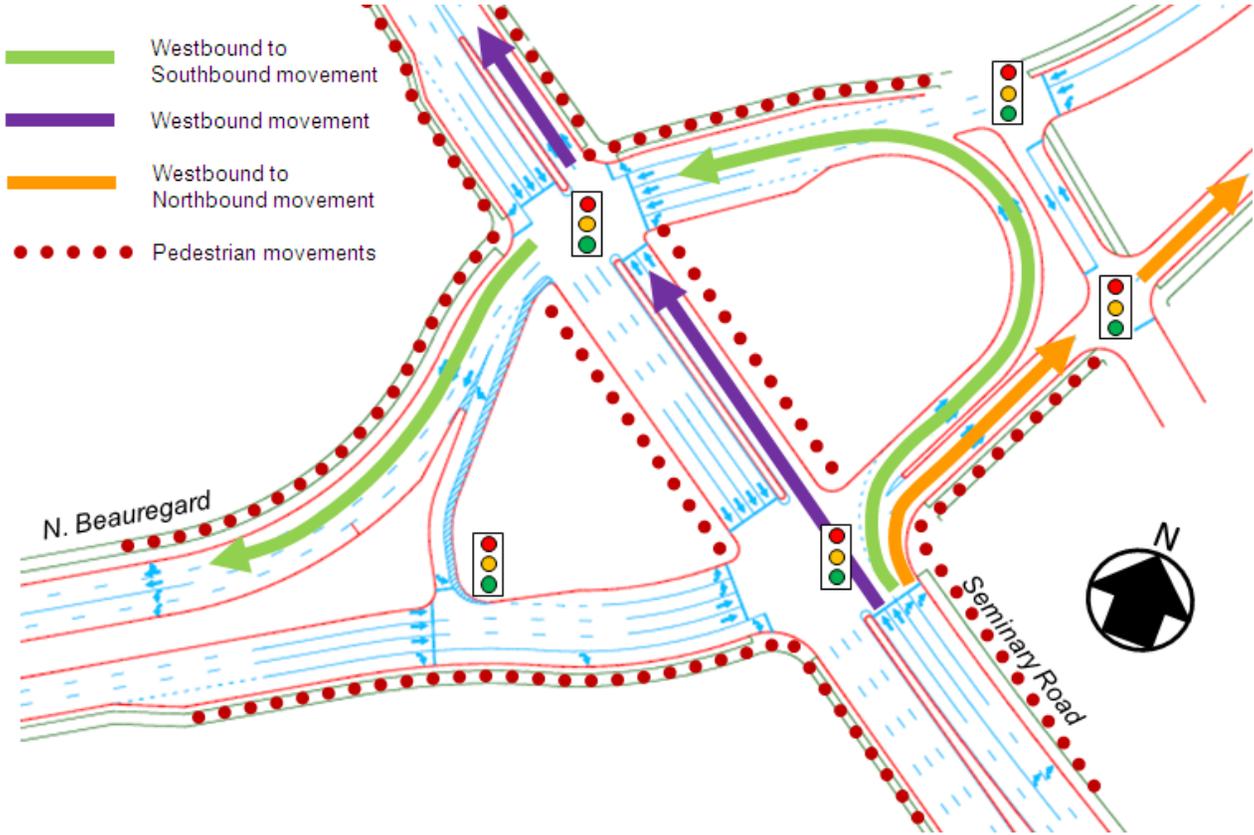
- Existing Condition (2010)
- 2035 Baseline
- 2035 Market Demand

## Assumptions:

- Transitway
- VDOT Short / Long Term Improvements
- Multi-modal
- Regional Growth



# What are the benefits of the Ellipse?

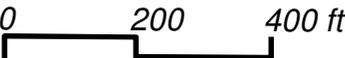


- Traffic operations are better in 2035 with development and the ellipse, as compared to 2035 with no ellipse under current zoning

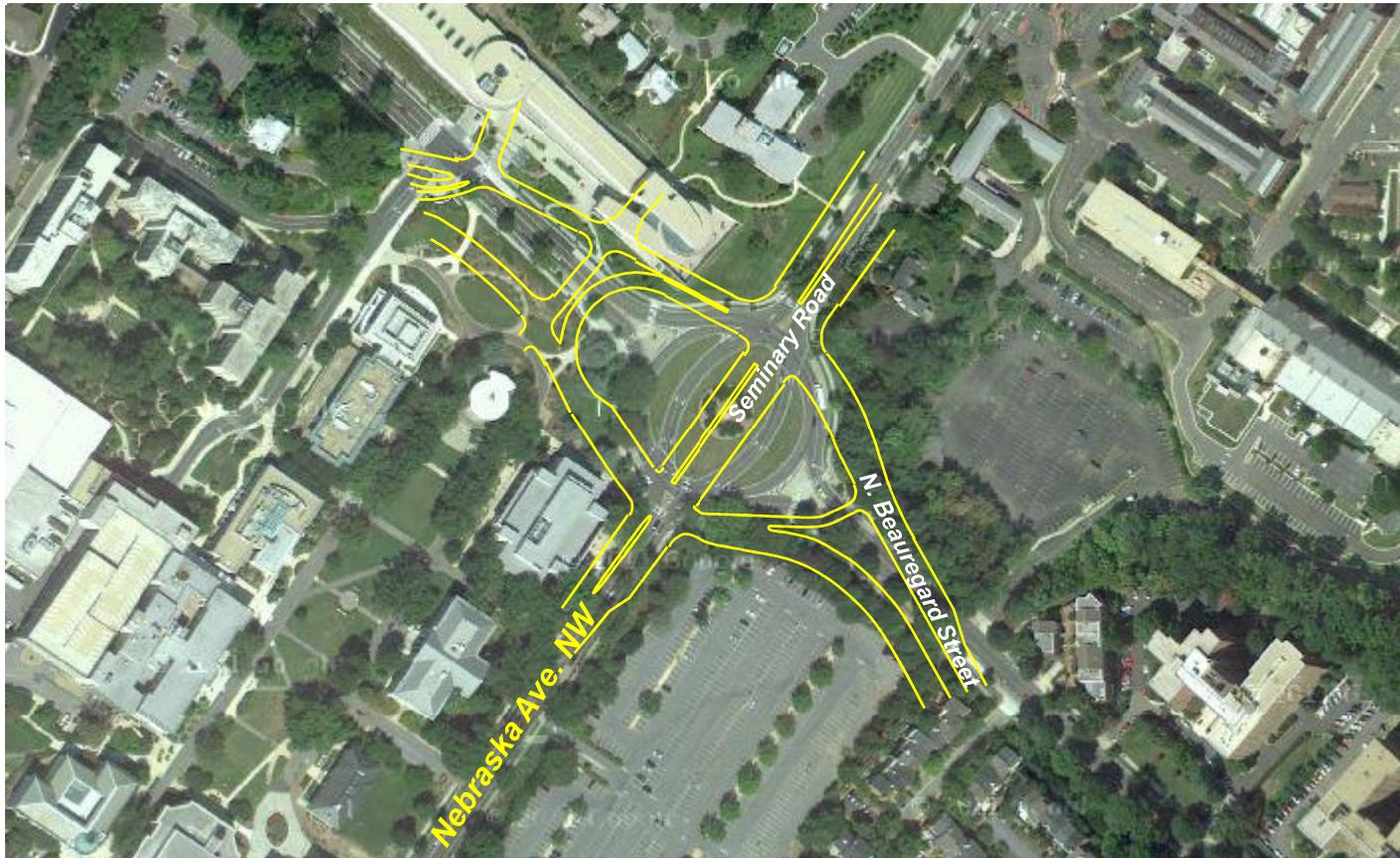
# Ellipse Layout



Note: Yellow lines represent curb edge



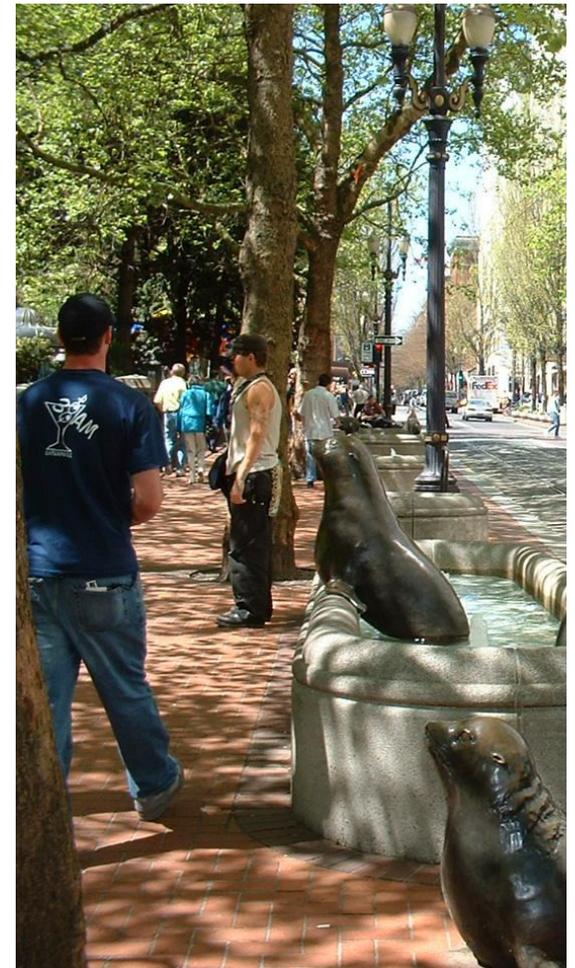
# Regional Examples (Ward Circle)



0 200 400 ft

# Pedestrian Circulation

- Provide safe and convenient pedestrian connections and trails between neighborhoods, activity centers and transit
- Proposed network provides connections to adjacent neighborhoods and trails



# Pedestrian Network

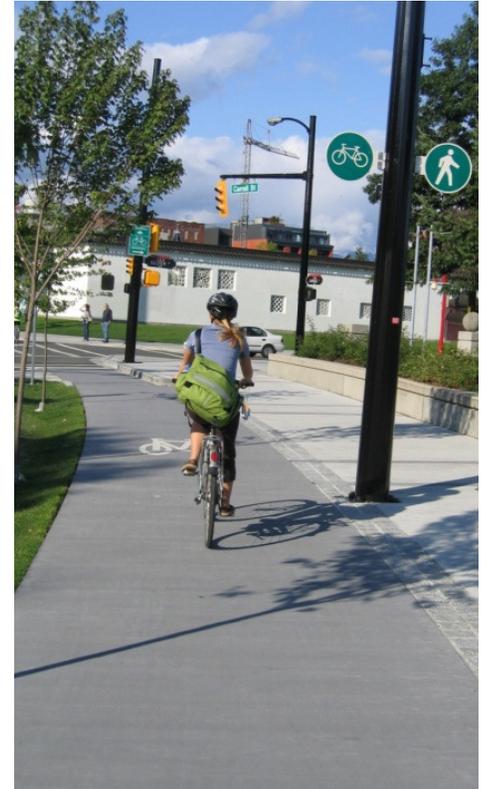


**LEGEND:**

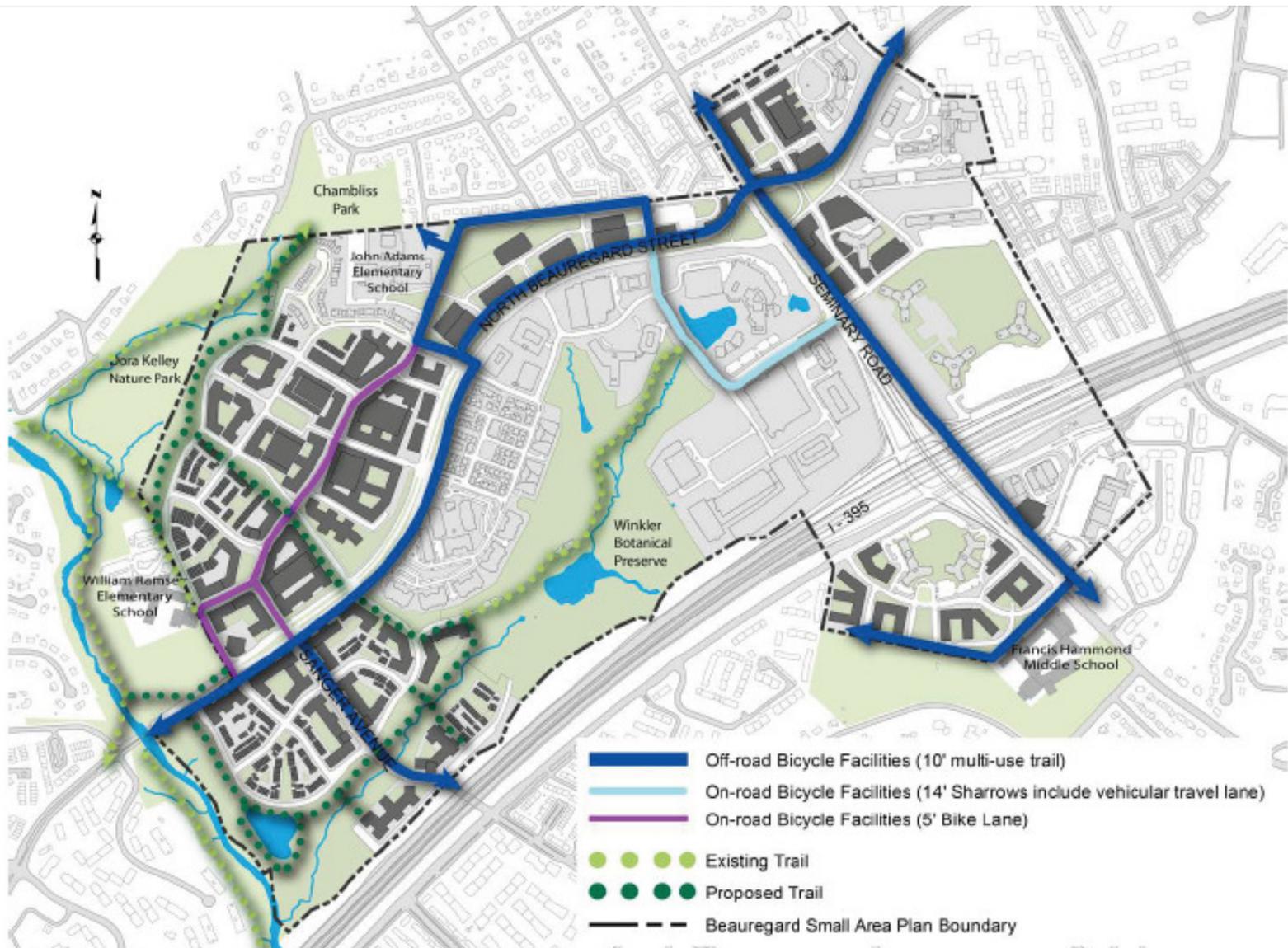
- Multi-Use Path
- Off-street Pedestrian Path
- Sidewalk
- Pedestrian signal
- Retail Node
- Transit Station
- School
- Recreation / Open Space

# Bicycle Circulation

- Provide a comprehensive bicycle network using on-street and off-street facilities, to connect activity centers
- Provide bicycle parking on-street and in residential retail and commercial development
- Encourage bikesharing at key locations



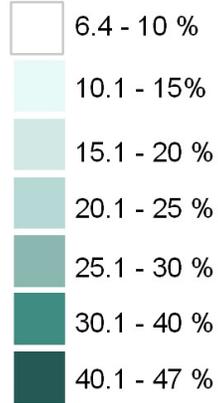
# Bicycle Network



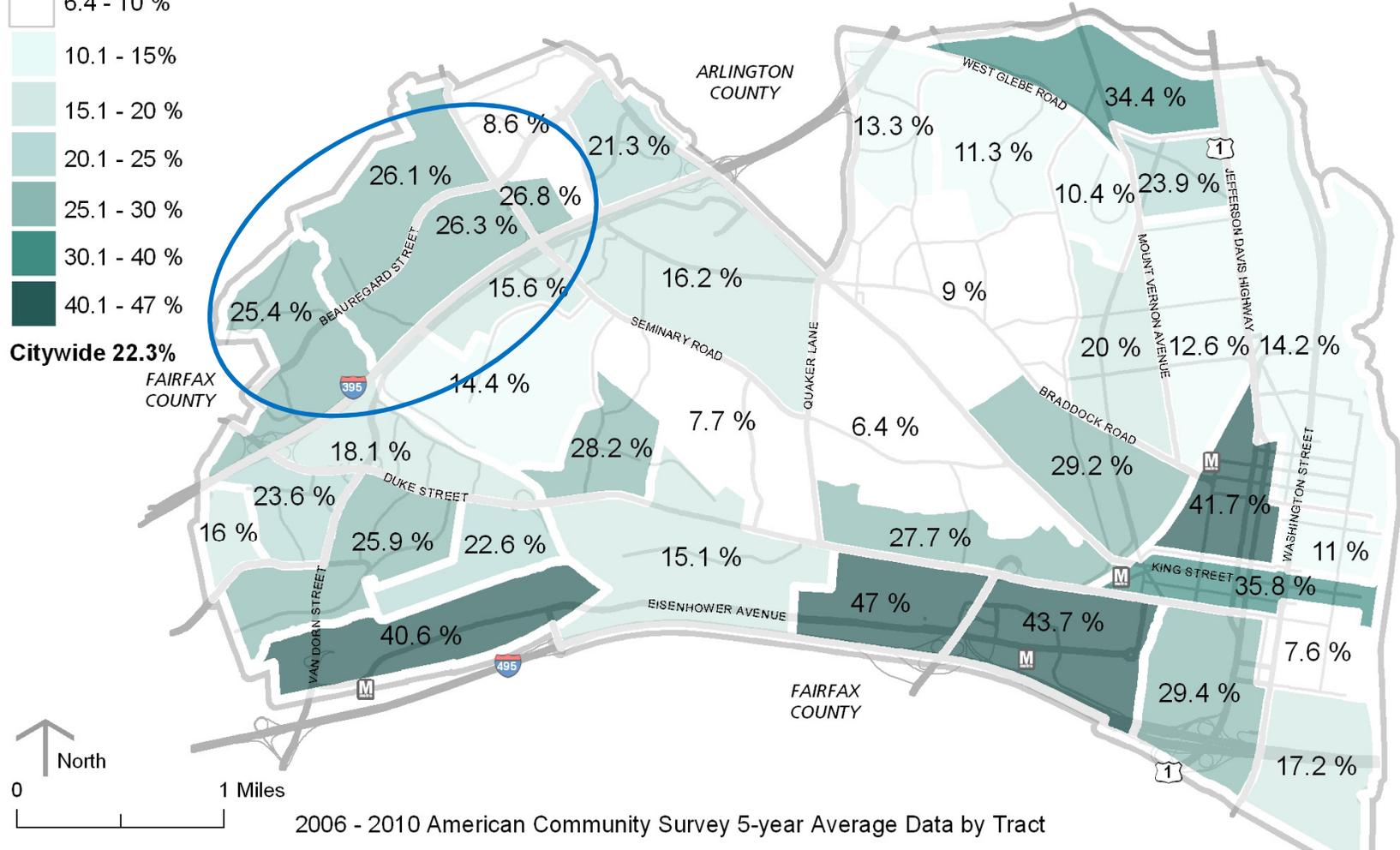
# Transit Ridership

Percent of Workers Commuting by Transit

Percent of Workers Commuting by Public Transportation

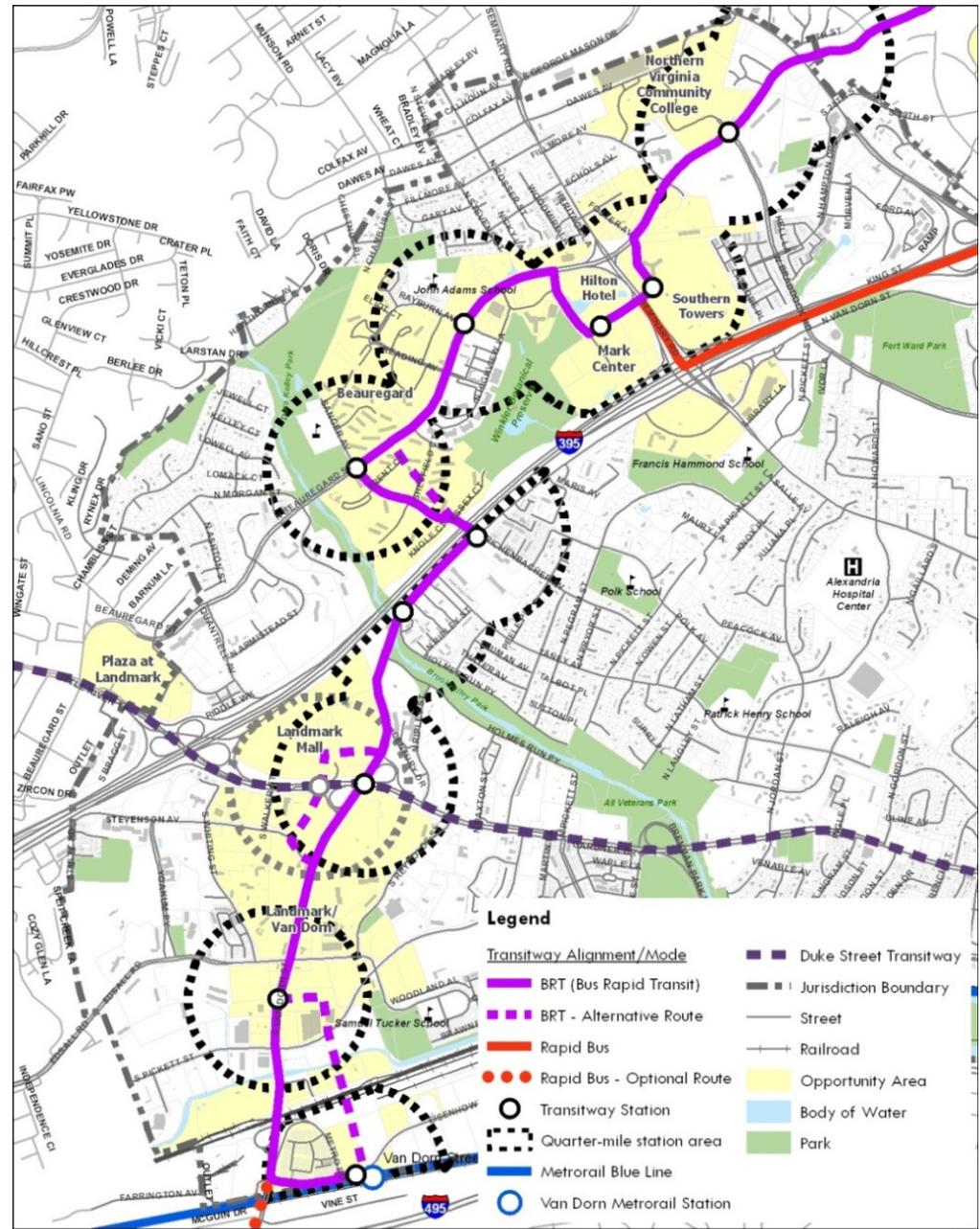


Citywide 22.3%



2006 - 2010 American Community Survey 5-year Average Data by Tract

# Corridor C Transitway Alignment



# Transit Network

- Construct dedicated Transitway connecting the Van Dorn Metrorail Station to Shirlington and the Pentagon
- Five minute walk to Transit service provided in all of Plan Area
- Maintain robust local transit service
- Reconfigure some local routes to improve connectivity to Transitway



# Parking Management

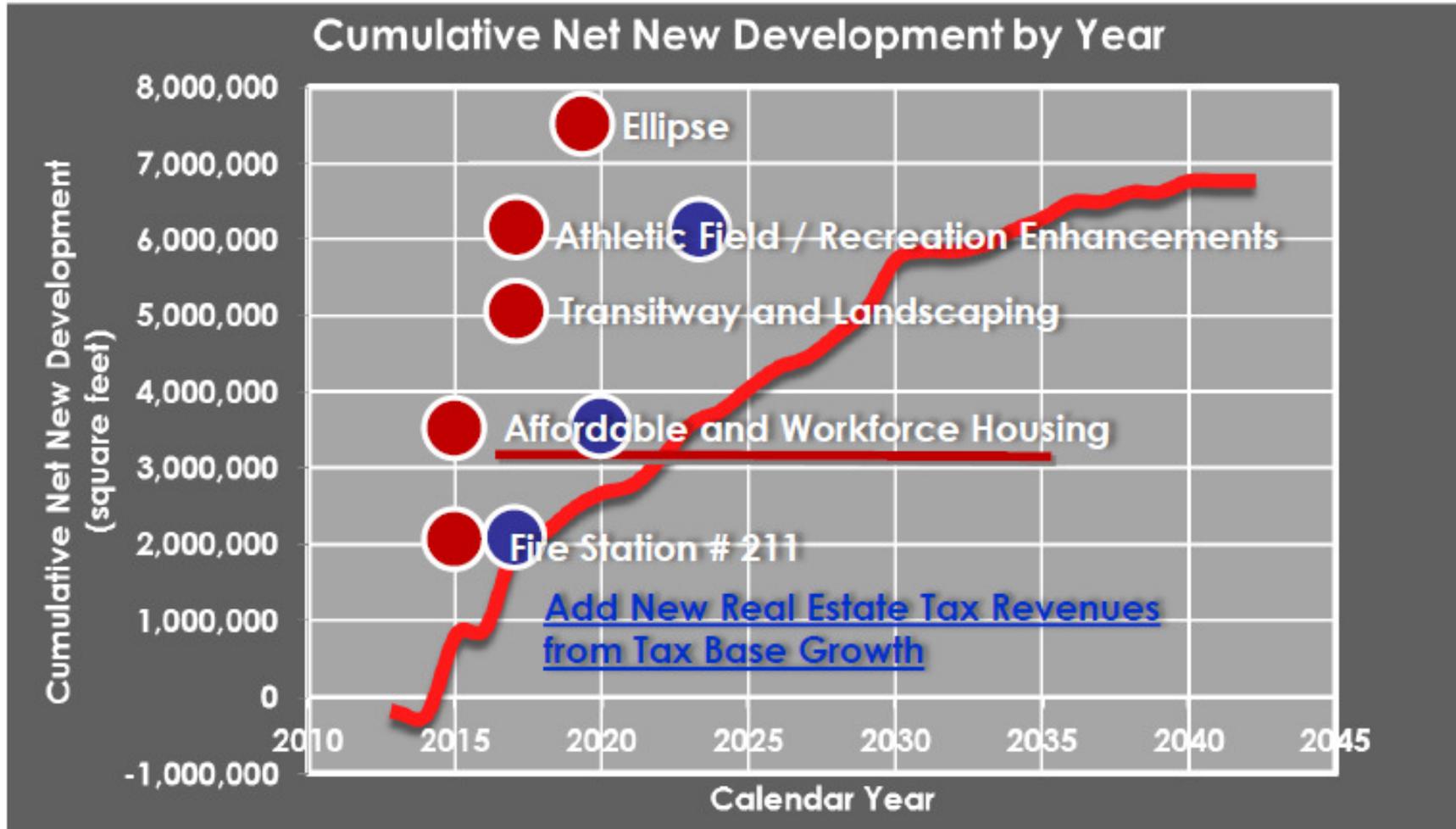
- Parking maximums
- Employ smart parking technologies in garages including variable pricing and available parking space technology
- Market rate parking for all uses, including unbundling of residential parking
- Shared Parking



# Transportation Demand Management

- Future development will be required to participate in a Transportation Management Plan (TMP) District
- Strategies include transit incentives, priority vanpool and carpool parking
- Plan requires new developments to establish carsharing
- Plan encourages electric vehicle charging stations at key locations

# Implementation



# Next Steps

- **March 8<sup>th</sup> @ 7 PM:** **School Board Meeting**
- **March 8<sup>th</sup> @ 7 PM:** **Parks & Recreation Commission**
- **March 12<sup>th</sup> @ 7 PM:** **Beauregard Community Meeting**  
(Land Use / Open Space; Housing and Transportation)
- **April 2:** **Town Hall Meeting**

**THANK YOU**

**COMMENTS / QUESTIONS?**



# Agenda Item #7

## Staff Updates

