

# *City of Alexandria, Virginia*

---

## **MEMORANDUM**

DATE: NOVEMBER 18, 2015  
TO: MEMBERS OF THE TRANSPORTATION COMMISSION  
FROM: T&ES STAFF  
SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

---

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

**RECOMMENDATION:** That the Commission receive the items for consent.

### **A. FUNDING UPDATE**

**Washington Area Metropolitan Transit Authority (WMATA)** – At the November 5, 2015 WMATA Finance and Administrative Committee meeting, the Committee gave the first approval of the FY 2017 State of Good Repair recommendations. If approved by the entire WMATA Board later in the month, the following State of Good Operations changes will impact Alexandria, starting in 2016:

- Route 9A will be eliminated.
- Route 10A will be restructured to pick up most of the productive mileage served by Route 9A.
- Change Route 10E so that it will start at Hunting Towers, and will travel to Rosslyn, after servicing the Pentagon.
- Route 21 A and Route 21D will be restructured to make it possible for WMATA to eliminate Route 18E and 18F.
- Route 10B will have improved service on Sunday.
- Route 29N will have improved service on Saturday and Sunday.

**Virginia House Bill Two (HB2)** – The City submitted the following projects for funding under HB2 before the deadline of September 30, 2015:

- Broadband Link for West Eisenhower - \$1,000,000
- DASH (Alexandria Transit Company) Transit Technology - \$1,829,000
- Old Cameron Run - \$6,000,000
- Traffic Adaptive Signal Control - \$7,000,000

These projects, along with all others submitted in the Commonwealth are currently being reviewed. Scores for all projects will be released at the January 2016 Commonwealth

Transportation Board meeting.

**Commonwealth Transportation Board (CTB)** – In order to determine the transportation needs of the Commonwealth, the CTB—through the Virginia Office of Intermodal Planning and Investment—is developing VTrans 2040, the Commonwealth’s long-range multimodal transportation plan. The plan will be developed in two phases and will result in the production of two companion documents: the VTrans2040 Vision and the VTrans2040 Multimodal Transportation Plan. The first phase was released as a draft in April 2015 and is expected to be completed by the end of this calendar year and the second phase is expected to be completed in calendar year 2016. Work is continuing on VTrans 2040.

**B. KING STREET METRORAIL STATION**

**The City, WMATA and the design consultant have come to an agreement upon how the rest of the work can proceed. Design work should resume in November, 2015.**

**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 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 FY2016 CIP budget process, and eventually acquired sufficient funding to be constructed.

**C. EISENHOWER AVENUE METRORAIL STATION**

**The three party memorandum of understanding, which governs this project, has been signed by all parties City of Alexandria, WMATA and the private developer.. The signed MOU will be used to guide the development of a scope for design work, and development of a Request for Proposal for design work.**

**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.

**D. EISENHOWER AVENUE WIDENING**

**The contract for Right-of-Way (ROW) acquisition services was awarded in October 2015. The ROW acquisition process has started and a kickoff meeting was held. Final plan preparation will continue but plans cannot be finalized until after completion of**

**the ROW acquisition process. Construction is estimated to begin in spring of 2017 and is estimated to take 18 months.**

**Background:** This project creates a multi-modal environment and enhances safety for pedestrians, bicyclists, and motorists. The at-grade improvements consist of dual left turns at the Eisenhower/Mill Road intersection on westbound Eisenhower Avenue, upgrading the receiving lanes on Mill Road to accept the dual left turns from Eisenhower Avenue, converting the traffic circle at Eisenhower and Holland to a "T" intersection from John Carlyle Street to Holland Lane, upgrading the street lighting and sidewalks in front of the Simpson property, and full width resurfacing of Eisenhower Avenue between Holland Lane and Mill Road.

In order to facilitate the utility relocation and avoid delays to the contractor during an on-going contract, a two-phase approach was developed to allow a portion of the road improvements to be constructed in order to facilitate the utility relocations prior to construction of the major project elements. The Phase I improvements consist of grading, curb and gutter, and retaining walls that must be constructed to allow for the utility relocations. The Phase II improvements include: an additional turn lane in each direction on King Street, medians, curb and gutter, sidewalks, pavement, drainage, storm water management, traffic signal and crosswalk upgrades.

**E. KING STREET / BEAUREGARD INTERSECTION IMPROVEMENT**

**The Phase I bid closed and was evaluated in October. Only one bid was received and came in much higher than the estimate. The bid package is being revised and will be re-advertised in January 2016. If an acceptable responsive bid is received, a contract will be awarded for Phase I of the project.**

**The Phase I construction is anticipated to begin in spring 2016 and is estimated to be completed in fall 2016. Utility relocation is expected to take 10 -12 months, with completion anticipated in summer 2017. Phase II construction is anticipated to begin in summer 2017 and is estimated to be completed in late 2018.**

**Background:** This project creates a multi-modal environment, enhances safety for pedestrians and motorists, and provides for traffic flow improvements at the King Street and North Beauregard Street intersection. Improvements include additional left turn lanes in each direction on King Street, medians, and a 10' shared use path on portions of King Street. The improvements will increase capacity and safety through the corridor. Once completed, this project will provide a safer intersection with transportation infrastructure for bicyclists and pedestrians, supporting the City's Complete Streets Policy. Completion of this project will also help mitigate some of the BRAC-133 impacts.

**F. WEST END TRANSITWAY**

**The Project Team's ongoing activities include:**

- **Preparation of the Environmental Documentation,**
- **Refining capital and operating costs,**
- **Submitting the application for FY 2017 NVT A 70% funds for the Design phase,**

- Briefing various City Commissions and project stakeholders,
- Incorporation of feedback from Commissions and stakeholders, and
- Preparation for Policy Advisory Group (PAG) Meeting #6.

Upcoming Meetings & Briefings	Date
Environmental Policy Commission	September 28, 2015
Planning Commission	October 6, 2015
City Council Update (Update Only, No Action)	October 13, 2015
Parks & Recreation Commission (Memo Update)	October 15, 2015
Alexandria Transit Company / DASH Board	November 11, 2015
Budget & Fiscal Affairs Advisory Committee	November 17, 2015
Policy Advisory Group (PAG) Meeting #6	December 3, 2015

**Technical work for the West End Transitway will be completed by fall 2015. The project schedule anticipates endorsement by the Policy Advisory Group this winter. The endorsement of the policy advisory group will then be shared with City Commissions—including the Transportation Commission—to solicit further feedback and endorsement. Project re-concurrence by City Council is expected in spring 2016.**

**Background:** In December 2013, the City kicked off an Alternatives Analysis / Environmental Assessment (AA/EA) for the West End Transitway (also referred to as Corridor C) as part of the Federal NEPA Process. The AA/EA will analyze and refine the alignment as defined by the CWG and City Council and to identify any impacts and potential mitigation associated with the recommended alternative. The study is partially funded by a grant from the Federal Transit Administration (FTA) and is the first step towards applying for a federal Small Starts grant for project design and construction.

For more information on the West End Transitway, please visit:  
<http://www.alexandriava.gov/westendtransitway>

**G. VICTORY CENTER / TSA TRANSPORTATION MANAGEMENT AND IMPROVEMENT**

**In August 2015, the General Services Administration (GSA) awarded a 15 year lease to shift the 3,400 employee Transportation Security Administration (TSA) to Victory Center, located on Eisenhower Avenue. The Development Special Use Permit (DSUP) approved in 2013 for the development of the site requires a Transportation Master Plan, Traffic Control Plan, parking management plan, and nearly \$1 million in streetscape and intersection improvements. These improvements must be in place prior to occupancy of the TSA. The Transportation Management Plan requires improved transit shelters, a carshare program, onsite bicycle parking, lockers and showers, and a Transportation Management Plan coordinator.**

**Background:** In 2013, over 1 million square feet of office space was approved for the Victory Center site, which will host the Transportation Security Administration (TSA), per an announcement by the General Services Administration in August 2015. During development application review in 2013, a number of requirements were tied to the Victory Center's development in order to comprehensively address the transportation needs of TSA's future office workers. More information about this process and data related to the transportation needs of TSA's employees can be found in attachment 1.

The City is currently in the process of developing the Eisenhower West Small Area Plan. This effort will include a comprehensive transportation study of the area that will ultimately result in a number of recommended non-motorized, transit, and roadway transportation improvements for the Eisenhower West planning area. In concert, these improvements will mitigate some of the congestion resulting from the TSA site.

**ATTACHMENTS:**

Attachment 1: Victory Center / TSA Summary of Transportation Requirements

Attachment 1

## **Victory Center/TSA Summary of Transportation Requirements**

November 2015

In 2013, over 1 million square feet of office space was approved as part of the Development Special Use Permit (DSUP) for the Victory Center site, which will host the Transportation Security Administration (TSA). During development application review, a number of requirements were tied to the development in order to comprehensively address the transportation needs of future office workers, including:

- Transportation Management Plan (TMP)
- Traffic Control Plan
- Parking Management Plan
- Nearly \$1 million in streetscape and intersection improvements<sup>1</sup>

Beyond Victory Center's development application, the City is currently in the process of developing the Eisenhower West Small Area Plan. This effort will include a comprehensive transportation study of the area. The transportation study's traffic model will analyze various land use scenarios, all of which account for the impact of the TSA site. The study's scenarios also consider new street designs that improve connectivity and encourage walking and bicycling, including trails and bikeways throughout the plan area.

The study will result in a number of recommended non-motorized and roadway transportation improvements for the Eisenhower West area. Potential transit-related improvements include the West End Transitway and enhanced transit service along Eisenhower Avenue. In concert, these improvements will mitigate some of the congestion resulting from the TSA site.

For many years, the City had considered a roadway connecting I-495 to Duke Street called the Clermont Connector. In 1997, the first phase opened, which connected I-495 to Eisenhower Avenue. Over a number of decades, various roadway alignments were explored. In 1993, an Environmental Assessment recommended a preferred location for the second phase of the Connector, located immediately west of Cameron Station connecting from Eisenhower Avenue to S. Pickett Street at Edsall Road.

---

<sup>1</sup> A full list of requirements is shown in Figure 3 below. These requirements would be in place prior to Transportation Security Administration occupying the building.

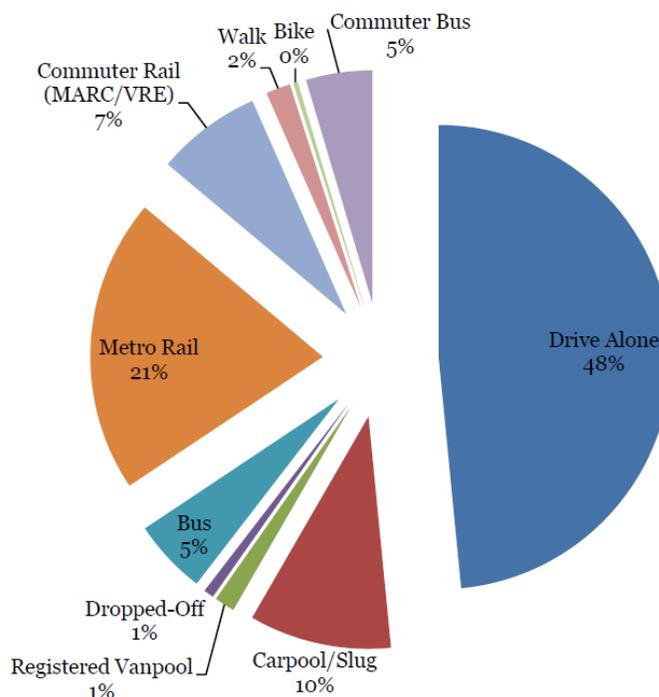
The 2009 Landmark / Van Dorn Corridor Plan recommended a multimodal bridge that would provide dedicated lanes for transit and improve non-motorized facilities in the general vicinity of the Connector's recommended phase two alignment. The City is requesting that VDOT not build the second phase of the Clermont Connector because the multimodal bridge could potentially be constructed in the same vicinity. This multimodal bridge would accommodate dedicated transit lanes, vehicle lanes, and a protected bikeway. It would serve future development at Victory Center, including TSA's offices.

### Commute Methods of Employees at Existing TSA Location in Arlington

The TSA Lease Consolidation Traffic Technical Report (June 2015) included an employee commuter survey. The survey indicated the following travel mode patterns of existing employees that commute to work on a regular basis:

- 48% of employees drive alone
- 21% of employees use Metrorail
- 10% of employees carpool
- 7% of employees use Commuter rail (MARC / VRE)
- 5% of employees use commuter bus
- 5% of employees use local bus
- 2% of employees walk to work
- 1% of employees use a vanpool
- 1% of employees are dropped off

**Figure 1 - Existing TSA employee Commute Mode**



The survey also asked employees to identify their home's zip code. The figure below shows the density of employees' residences by zip code. As seen in the figure, higher densities of employees live in south Arlington County, west Alexandria, southeast Fairfax County, western portions of Fairfax County, southern Prince William County, eastern portions of Loudoun County, and eastern portions of Prince Georges County. The survey also demonstrated that high densities surrounded the Victory Center site.

**Figure 2 - TSA Employee Residence Locations**

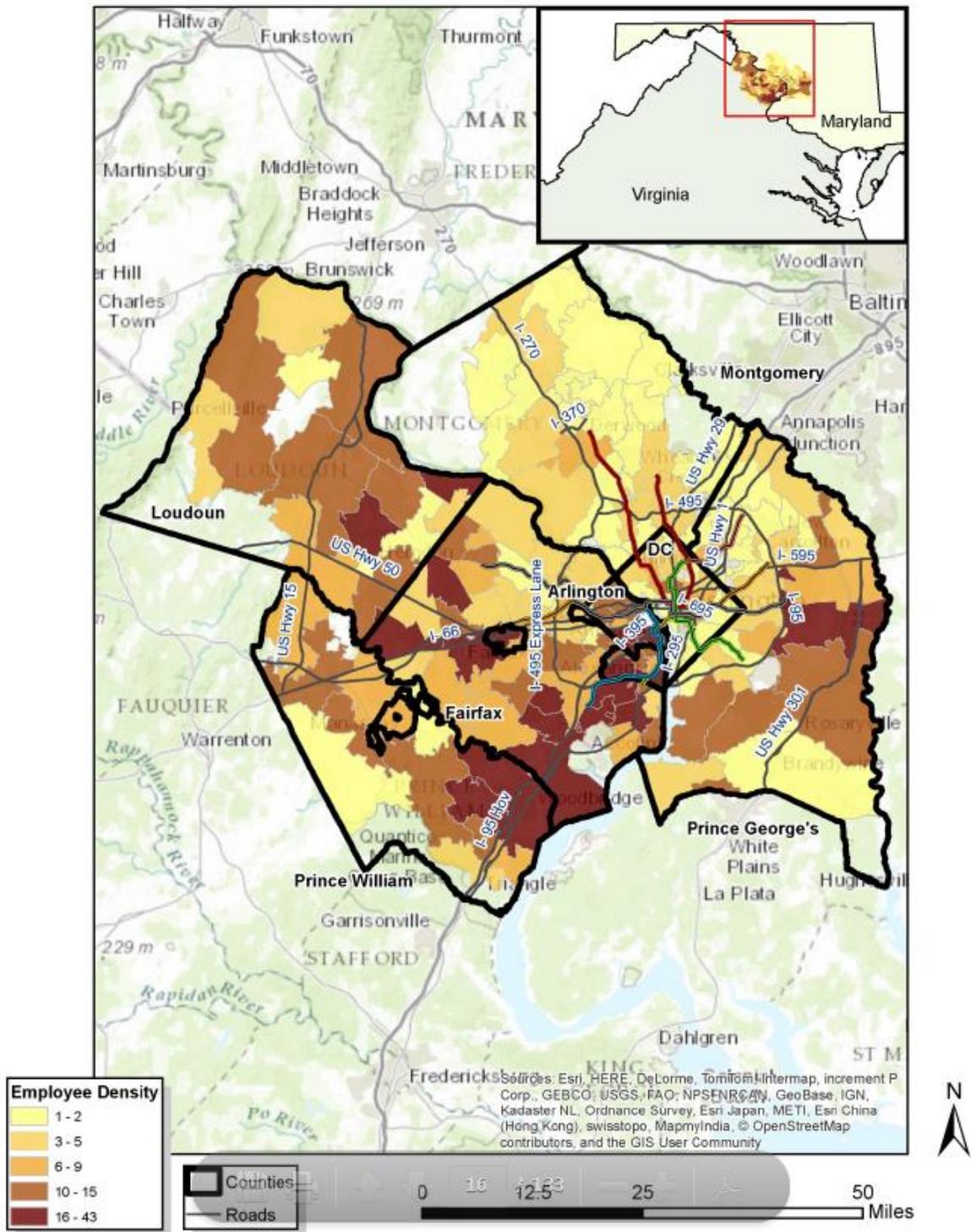


Figure 3

### **Transportation Improvements Tied to Victory Center Approval**

- Traffic Control Plan and Parking Management Plan
- Warrant study for new traffic signals at the driveways to Buildings 2 and 3, and if warranted by study, applicant will fund installation of traffic signals prior to occupancy of buildings 2 and 3
- Contribution of approximately \$793,000 to Eisenhower Improvement Fund
- \$100,000 for intersection improvements, including pedestrian improvements at those intersections
- Comprehensive Transportation Management Plan including:
  - Promotion of transit, carsharing and rideshare
  - Minimum 20% discount for transit fare media
  - Bus shelters at site with real time transit info
  - Carshare program with at least two parking spaces
  - Carpool/vanpool spaces (5% of all parking spaces)
  - Bicycle Parking, lockers, showers
  - Transportation Management Plan Coordinator and annual fund toward implementing the Transportation Management Plan at \$0.254 per square foot of commercial space