

# **Transportation Commission**

July 20, 2016



# **COMMISSION MINUTES: June 2016 Meeting**

Agenda Item #1



# **Updates to Receive (Consent)**

Agenda Item #2



# 2016 Draft Commission Rankings - July

2015	2016 (Based on June 15 TC Meeting)	
3	<b>1</b>	Van Dorn Street bridge widening
2	<b>2</b>	DASH Bus expansion
12*	<b>3</b>	Van Dorn Circulator Service
<u>NEW</u>	<b>4</b>	<u>King Street Sidewalk (Quaker Lane to N. Hampton)</u>
12*	<b>5</b>	Eisenhower East Transit Circulator
<u>NEW</u>	<b>6</b>	<u>Seminary Road Safety Improvements (Quake Lane to Ft. Williams Pkwy)</u>
16	<b>7</b>	Corridor A Circulator transit service
<u>NEW</u>	<b>8</b>	<u>Seminary Road Bicycle facility (N. Van Dorn to Quaker Lane)</u>
<u>NEW</u>	<b>9</b>	<u>N. Jordan Street Sidewalk (Howard Street to Seminary Road)</u>
<u>NEW</u>	<b>10</b>	<u>Route 1 Intersection Improvements</u>
8	<b>11</b>	Royal Street Bikeway
<u>5,6,7</u>	<b>12</b>	<u>Mt. Vernon Street Intersection Improvements</u>
15	<b>13*</b>	Pedestrian improvements at King Street at waterfront
<u>NEW</u>	<b>13*</b>	<u>Van Dorn Street Sidewalk (Kenmore to Braddock Road)</u>
9	<b>15</b>	Commonwealth Avenue Non-motorized bridge
<u>NEW</u>	<b>16</b>	<u>Madison Street Bicycle Facility</u>
<u>NEW</u>	<b>17</b>	<u>Eisenhower Avenue Enhanced Transit Service</u>
15	<b>18*</b>	Holmes Run Trail at Morgan Street
<u>NEW</u>	<b>18*</b>	<u>Non-Motorized Bridge over Backlick Run</u>
<u>NEW</u>	<b>20</b>	<u>Holmes Run Trail on South side of Holmes Run (Ripley St. to N. Pickett St.)</u>

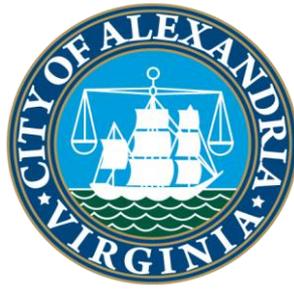
\*indicates tied ranking

# 2016 Draft Commission Rankings – July (Cont.)



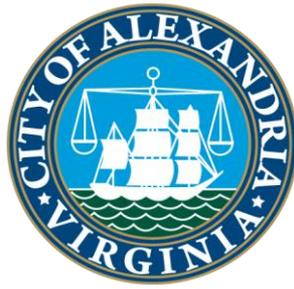
2015	2016	
11	<b>21</b>	Sanger Avenue Bridge
17	<b>22</b>	Bicycle parking at waterfront
<u>NEW</u>	<b>23</b>	<u>Commonwealth Avenue Green Street</u>
19	<b>24</b>	Edsall Road connector to Farrington Avenue and S. Pickett Street
<u>24,25</u>	<b>25</b>	<u>Braddock Road Intersection Improvements</u>
<u>NEW</u>	<b>26</b>	<u>S. Van Dorn Intersection Improvements</u>
20	<b>27</b>	I-395 Access to West End Town Center
27	<b>28</b>	Clermont Interchange with I-95 and connection to Eisenhower Avenue
28	<b>29</b>	Quaker Lane at Seminary Road / Janney's Lane Intersection Improvement

\*indicates tied ranking



# Commission Updates

Agenda Item #3



# **SMART SCALE (formerly HB2) Project List**

Agenda Item #4



# Background

- SMART SCALE allocations for FY 2017 – FY 2021 finalized by Commonwealth Transportation Board (CTB) on June 15, 2016, awarded the following:
  - \$5,295,000 for Old Cameron Run Trail
  - \$7,000,000 for Citywide Traffic Adaptive Signal Control
  - \$1,000,000 for Broadband Link for West Eisenhower Ave
- FY 2022 – FY 2023 applications due September 30, 2016
- CTB's final approval on FY 2022 – FY 2023 allocations expected in June 2017
- Focus on expansion projects
- Estimated \$400M for Statewide Program and \$40M - \$80M for Northern Virginia District Grant Program
  - *City can apply for both programs*

# SMART SCALE Evaluation

- Factor Weights & Measures for NoVA:
  - **Congestion Mitigation 45%**
    - Person throughput and Person hours of delay
  - **Land use 20%**
    - Land use policy consistency
  - **Accessibility 15%**
    - Access to jobs, Access to jobs for disadvantage populations, Access to multimodal choices
  - **Environmental Quality 10%**
    - Air quality & energy environmental effect, Impact to natural and cultural resources
  - **Economic Development 5%**
    - Support for economic development, Intermodal access and efficiency, Travel time reliability
  - **Safety 5%**
    - Number of fatal & severe injury crashes, Rate of fatal & severe injury crashes



# FY22-FY23 Draft Projects

Priority	Project	Preliminary Cost Estimates
1	West End Transitway	\$20,000,000
2	DASH Bus and Facility Expansion	\$7,000,000
3	Traffic Adaptive Signal Control Fiber-Optic	\$7,000,000
4	Backlick Run Trail	\$3,882,000
5	Multi-Modal Bridge	\$10,000,000
	<b>Total Combined Request</b>	<b>\$47,882,000</b>

# West End Transitway

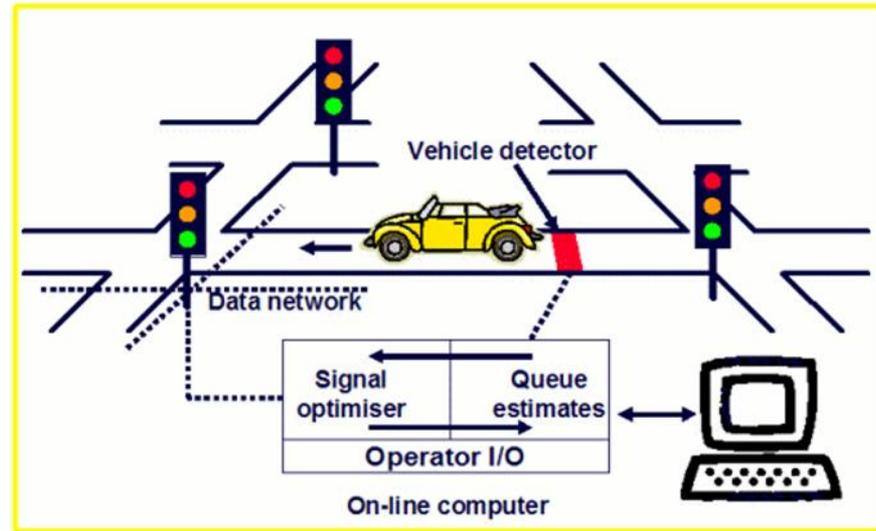


# DASH Bus & Facility Expansion

- DASH expansion buses
- Expansion of existing facility to accommodate planned growth
- Operational and safety enhancements

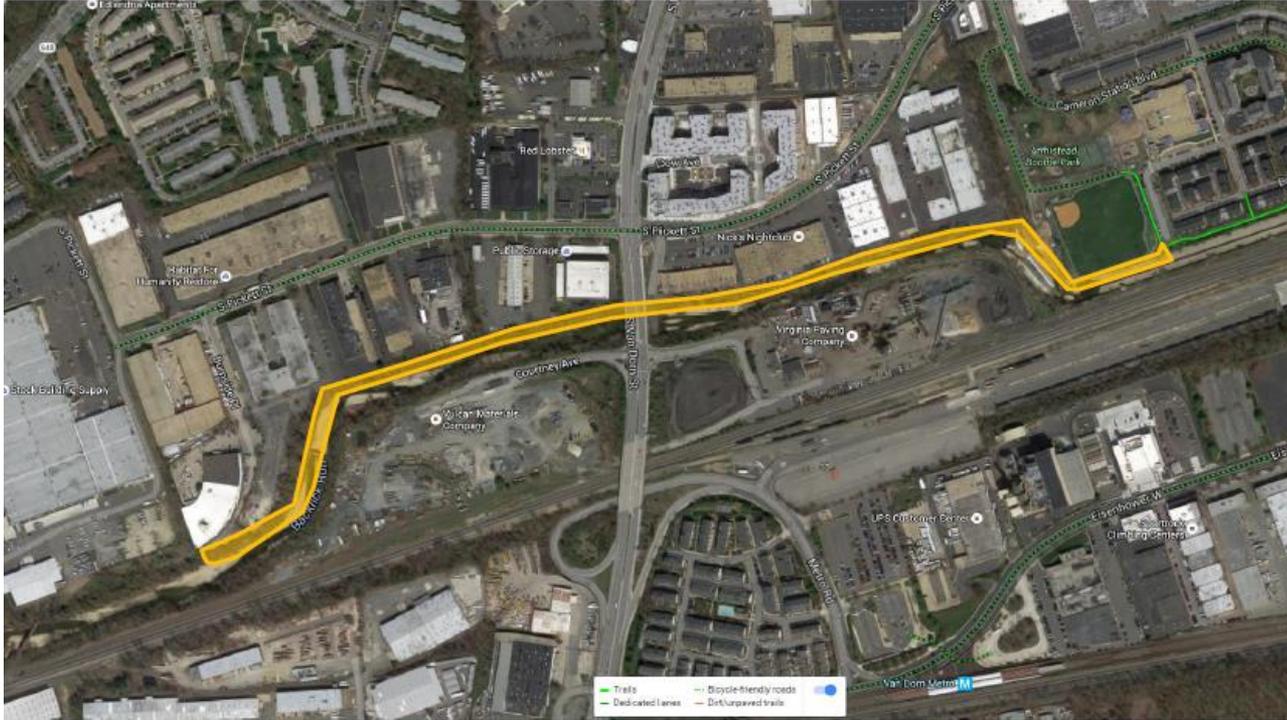


# Traffic Adaptive Signal Control Fiber Optic



- Reduce congestion by optimizing traffic signal operation
- Project will improve traffic flow through the City of Alexandria by implementing a traffic signal system that can optimize traffic signal operation based on the actual traffic flow in real-time

# Backlick Run Trail



- Project proposes to construct a shared-use path along Backlick Run from Boothe Park West to the Fairfax County Line
- Connects City's trail network to the Van Dorn Metrorail Station
- Pedestrian and Bicycle Master Plan project

# Multi-Modal Bridge

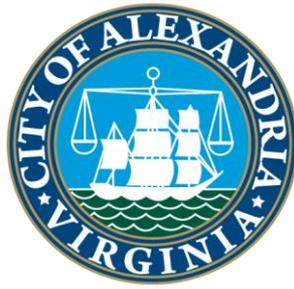


- Future Planned Road
- Current Development
- Future Trail

- Project is for a new bridge to accommodate transit, pedestrians, bicyclists and vehicles between the Van Dorn Metrorail Station and S. Pickett Street
- Recommended in the Van Dorn Corridor Plan and further studied in the Eisenhower West Small Area Plan
- City currently working with Norfolk Southern
- Alignment to be determined in Eisenhower Implementation Plan

# Questions

- Please visit <http://vasmartscale.org/> for more information!



# **Old Town North Small Area Plan Update**

Agenda Item #5

# OTN SAP UPDATE PLANNING AREA BOUNDARY



1974 City of Alexandria Master Plan – Goals and objectives to guide transformation of this industrial area to a mixed use urban neighborhood.

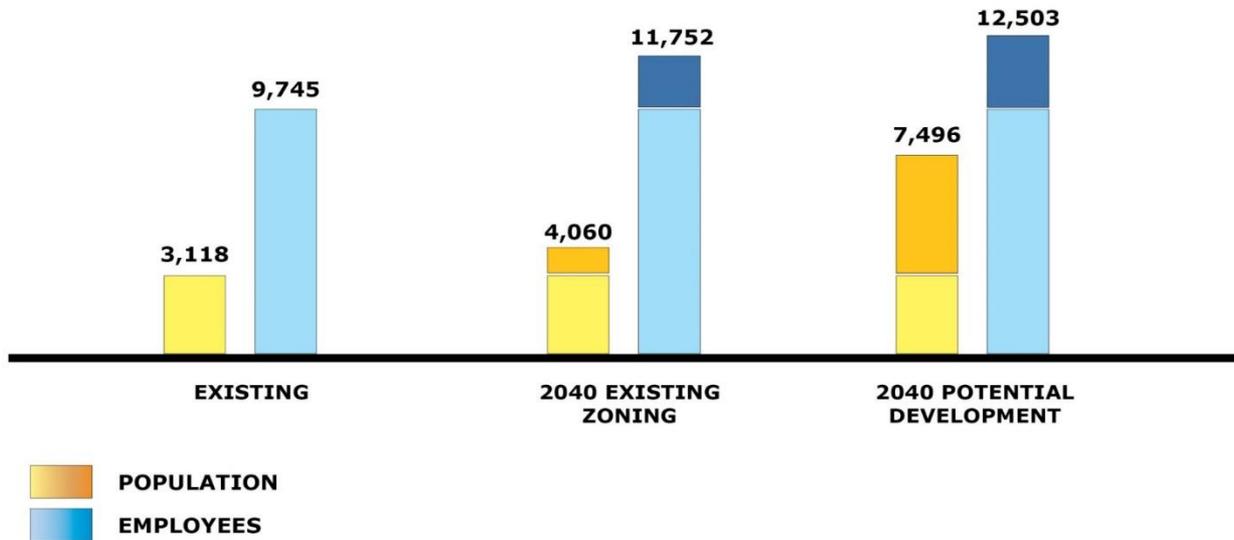
1992 OTN SAP – Provided urban design and zoning tools to further facilitate the transformation of OTN as a mixed use urban neighborhood.

2017 OTN Update – To guide anticipated new development over the next 20 years in a manner consistent with the goals of the 1974 and 1992 Plans and the overall desire to further create and sustain a vital, balanced, mixed use urban neighborhood.

200 Acres with Right of Way.

# OTN SAP UPDATE DEMOGRAPHICS

POTENTIAL POPULATION - EMPLOYMENT  
GROWTH



# OTN SAP UPDATE DEVELOPMENT

## Known Development Sites at the Start of the Planning Process

### OLD TOWN NORTH

KNOWN RE-DEVELOPMENT & DEVELOPMENT SITES  
June 16, 2016

#### FUTURE POTENTIAL SITES

1. NRG-PRGS
2. Crowne Plaza Hotel
3. Craddock Site

#### REQUESTS FOR PROPOSALS

4. WMATA Bus Barn
5. ARHA Properties

#### PENDING APPLICATIONS/APPROVAL

6. 801 N. Fairfax (Residential Conversion)

#### APPROVED AND/OR UNDER CONSTRUCTION

7. Canal Center - Public Improvements/ Garage Enhancements
8. Robinson Terminal North
9. Health Department
10. The Mill - Annex Building
11. 700 N. Washington (Former Travelodge)
12. 800-802 N Washington (Towne Motel)
13. ABC/Giant Site
14. Old Colony Inn

#### RECENTLY CONSTRUCTED

15. The Mill - Renovation/Conversion
16. Harris Teeter/ The Kingsley
17. The Oronoco
18. Printers Row

\*These are sites as they have been identified at the start of the planning process.



# OTN SAP SCHEDULE

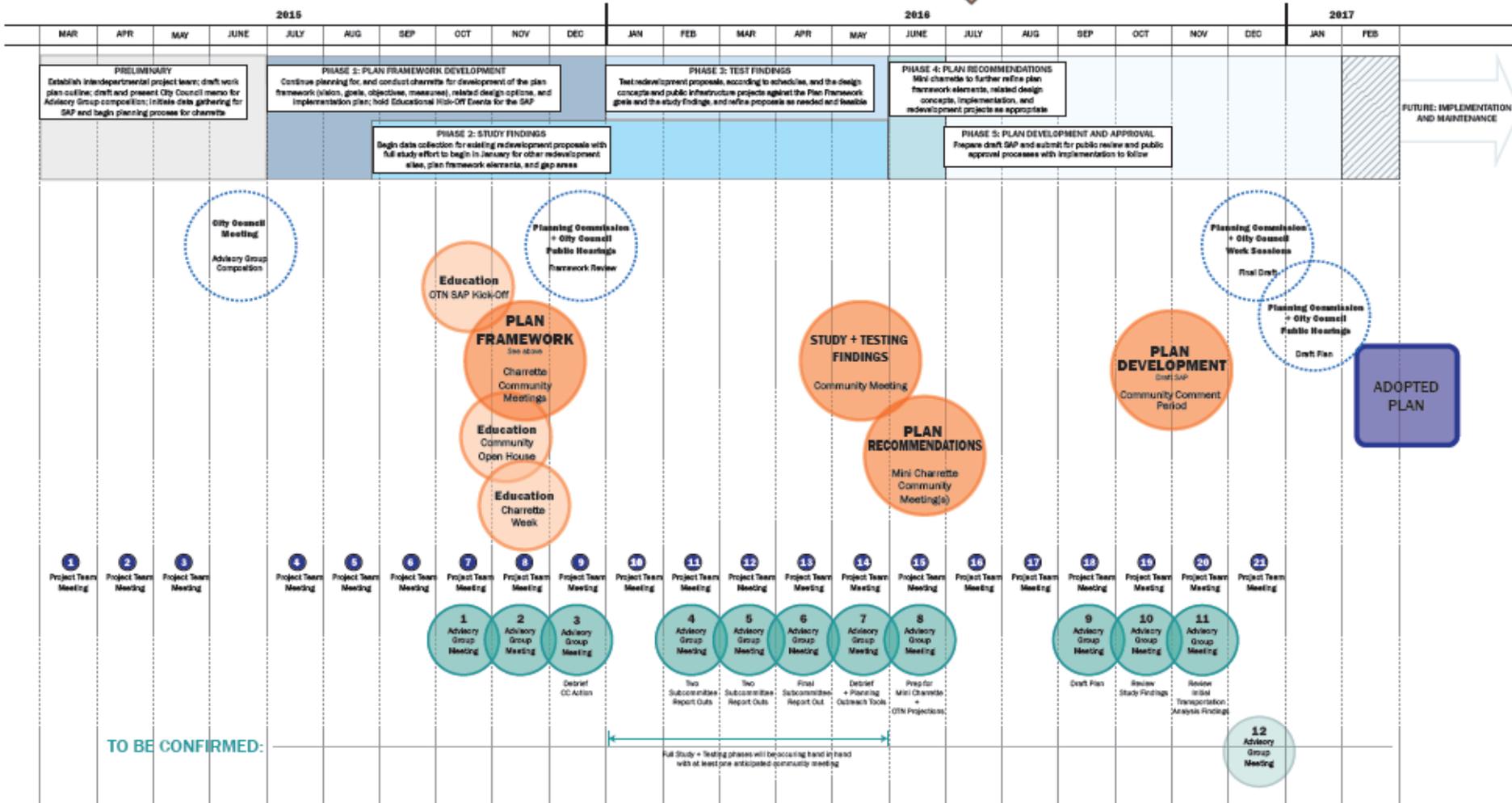


## WORK PLAN DIAGRAM OLD TOWN NORTH SMALL AREA PLAN UPDATE

WE ARE HERE



Last Updated July 15, 2016



\* This Work Plan is subject to change and will be updated accordingly as the planning process continues. Last Updated 07/15/2016



# OTN SAP UPDATE PLANNING AREA ADVISORY GROUP

## **Collaborative Process**

- City Project Team – P&Z, TES, RPCA, Archaeology, Housing
- OTN SAP Update Advisory Group
- OTN and Alexandria Communities

## **OTN SAP Update Advisory Group**

- Maria Wasowski, Chair (Planning Commission and Transportation Commission)
- Steven Arabia (Property Owner Representative)
- Engin Artemel (Community Representative – At Large)
- Scott Barstow (Environmental Policy Commission)
- Anna Bentley (Community Representative – At Large)
- Chip Carlin (Board of Architectural Review – Old & Historic District)
- Elizabeth Chimento (Community Representative - At Large)
- Herbert J. (Herb) Cooper-Levy (Community Representative - At Large)
- Austin Flajser (Property Owner Representative)
- Stephen Goodman (Community Representative – Homeowner Associations/At-Large)
- Carolyn Griffin (Community Representative – At Large)
- Kevin Harris (Community Representative – Alexandria Redevelopment & Housing Authority Residents)
- Marie McKenney Tavernini (Urban Design Advisory Committee)
- Bruce M. Machanic (Business Representative)
- Carlos Mejias (Business Representative)
- Jesse O'Connell (Park and Recreation Commission)
- Thomas F. Soapes (Community Representative - NOTICe)
- David Speck (Alexandria Economic Development Partnership)
- Jeff Strup (Property Owner Representative)
- Christa Watters (Community Representative – Homeowner Associations/At-Large)

# OTN SAP UPDATE PLANNING CATEGORIES AND SUBCOMMITTEE STRUCTURE

- OTN SAP Update Planning Categories
  - Planning, Urban Design and Land Use
  - Transportation
  - Housing
  - Infrastructure and Environmental Sustainability
  - Open Space, Recreation, and Cultural Activities
  - Historic Preservation
  - Economic Development
- OTN SAP Update Advisory Group Subcommittees
  - Planning, Urban Design and Land Use & Housing Subcommittee
  - Infrastructure and Environmental Sustainability & Transportation Subcommittee
  - Open Space, Recreation, and Cultural Activities & Historic Preservation Subcommittee
  - Economic Development Subcommittee



# OTN SAP UPDATE CURRENT STATUS

- OTN SAP UPDATE FIVE PHASES
  - Phase I – Plan Framework Phase (Fall 2015)
    - *5-Day Charrette - Development of Vision, Principles, Goals and Concepts.*
  - Phase II – Study Phase (Winter/Spring 2016)
    - *Study concepts from Phase I for feasibility.*
  - Phase III – Testing Phase (Winter 2015-2016/Spring 2016)
    - *Test concepts from Phase I for feasibility.*
  - ✓ Phase IV – Plan Recommendations (Summer 2016)
    - Mini-Charrette – Draft Illustrative Design and Draft Policies.
    - Additional Studies Continue.
  - Phase V – Plan Development/Community Comment Period/Adoption (Summer 2016 - Fall/Winter 2016-2017) with Implementation to follow.



# 2008 Transportation Master Plan Goals

- Provide transportation choices that combine different modes of travel into a seamless, comprehensive and coordinated transportation system
- Make walking the safest, most convenient and enjoyable way to get around Alexandria
- Make bicycling an integral part of the transportation system
- Create multimodal corridors that protect and enhance the character of the City and its neighborhoods
- Implement a comprehensive parking management strategy that is integrated with the City's plans for transit, streets, bicycles and pedestrians

# OTN SAP Transportation Principles

- Further encourage an integrated multimodal transportation network using the existing street grid, and grid extensions where necessary, to promote a healthy, auto independent lifestyle



# Themes from Public Meeting # 1 and Charrette

- Foster neighborhood walkability
- Improve connectivity between Marina Towers and GW Parkway and Old Town
- Strengthen transit, pedestrian and bicycle connections links to Metrorail stations
- Use of tracks for trail or transit
- Connectivity
- Streetscape improvements

# Transportation Analysis

- Phase 1 (Spring 2016)
  - Streetscape improvements
  - Connectivity / Trails / Street Extensions
  - Railbanking
  - Preliminary transit considerations
  - Preliminary review of One-way street conversion
- Phase 2 (Summer 2016)
  - Parking Study
  - Compilation of Developer traffic studies
- Phase 3 (Fall 2016)
  - Transportation Study
    - Traffic
    - Two-way conversions
    - Parking
    - Transit
    - Pedestrian/Bicycle Needs

# Phase 1 (Spring 2016)

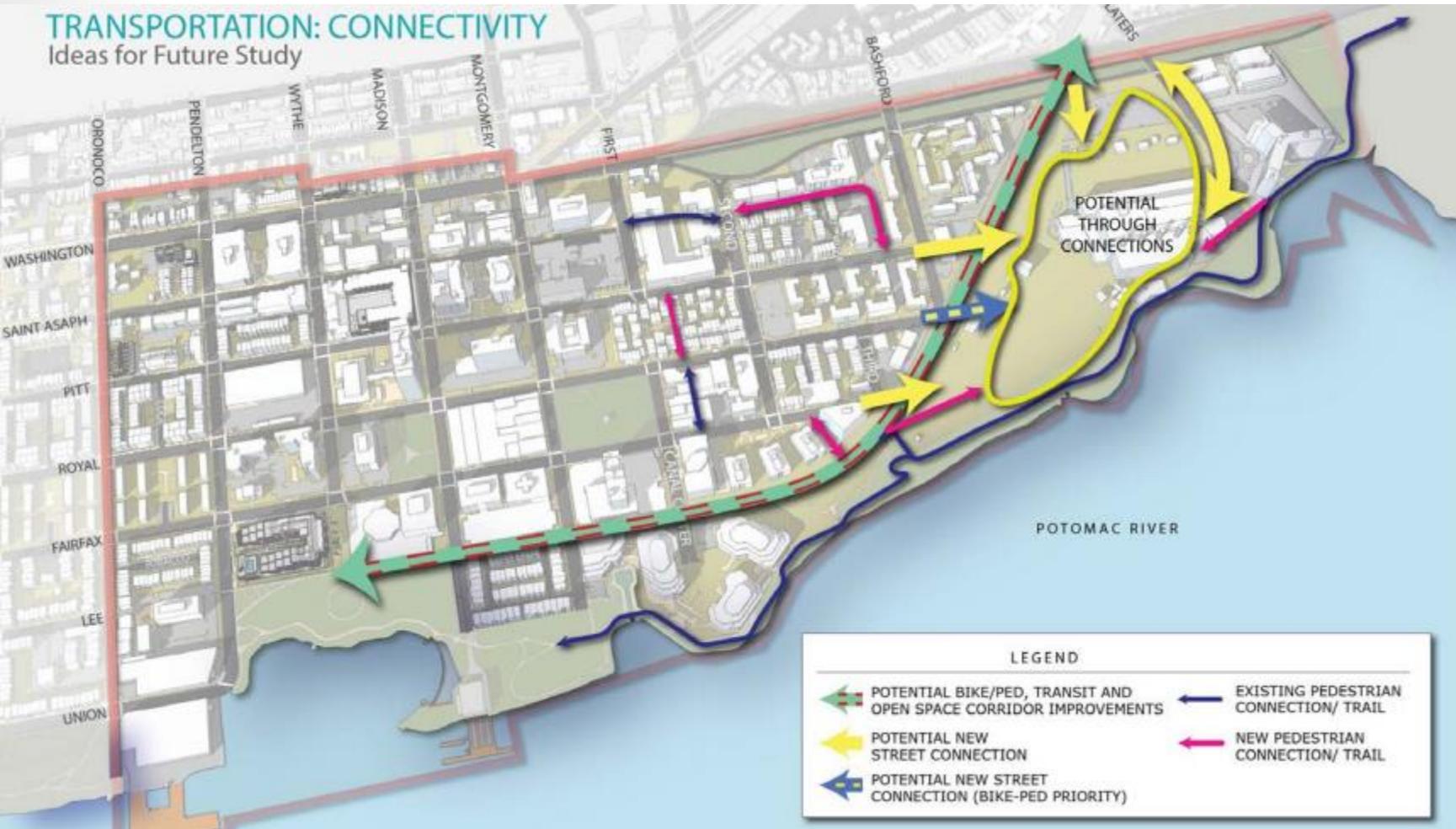
- Streetscape improvements
- Connectivity / Trails / Street Extensions
- Railbanking
- Preliminary transit considerations
- Preliminary review of One-way street conversion

# Connectivity

Phase 1



## TRANSPORTATION: CONNECTIVITY Ideas for Future Study



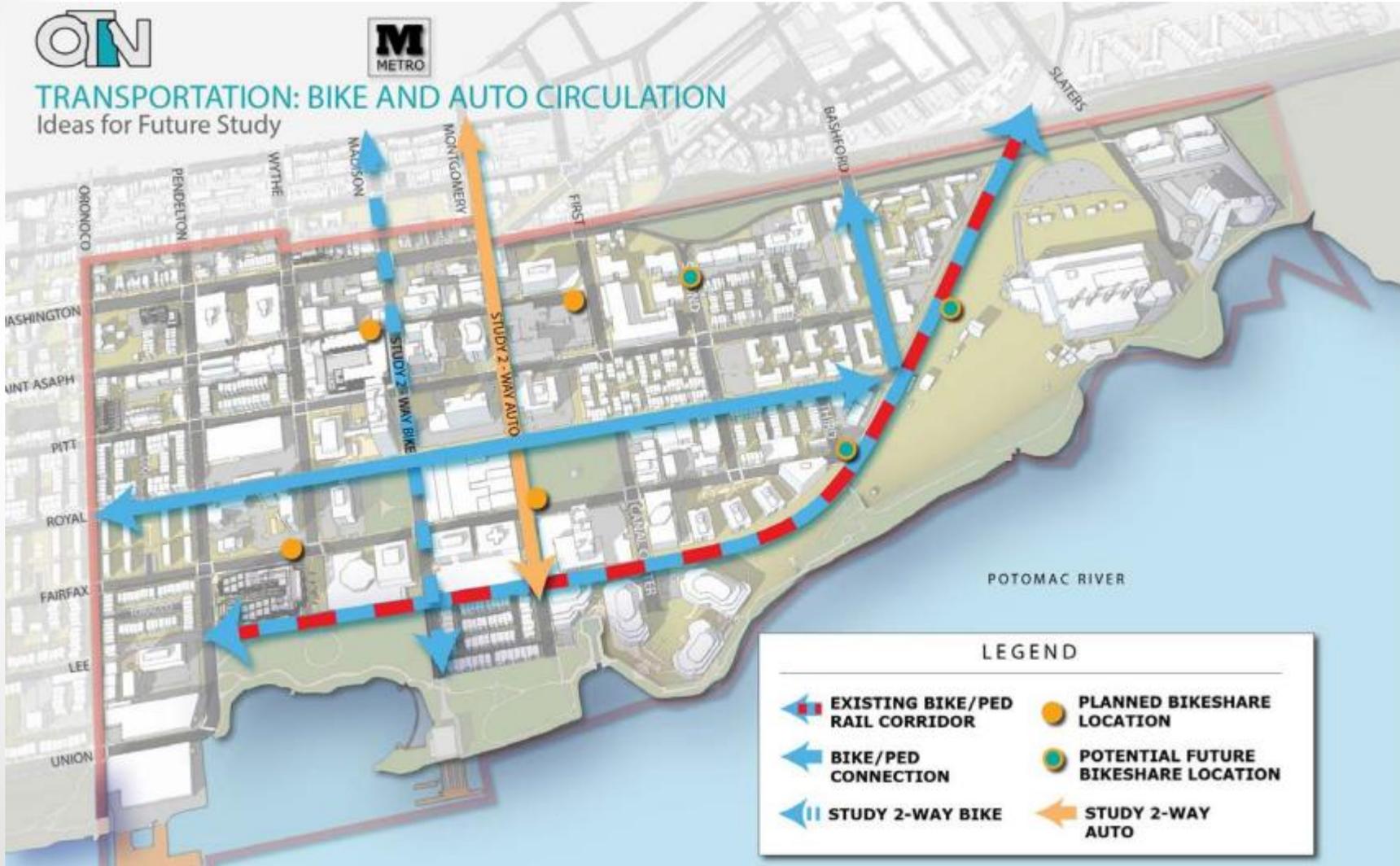


# Connectivity



## TRANSPORTATION: BIKE AND AUTO CIRCULATION

Ideas for Future Study





# Trails / Open Space



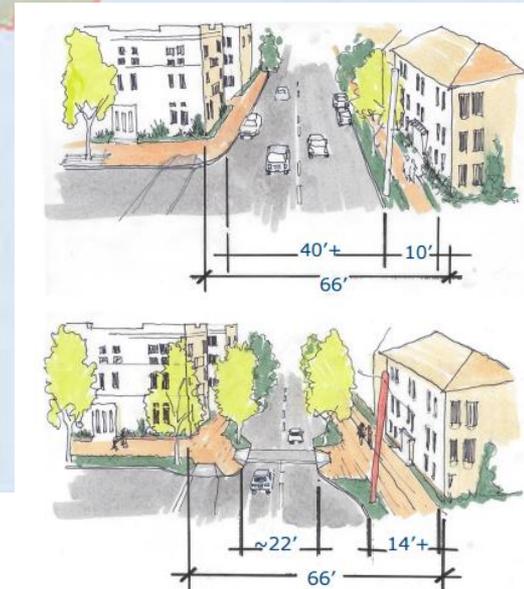
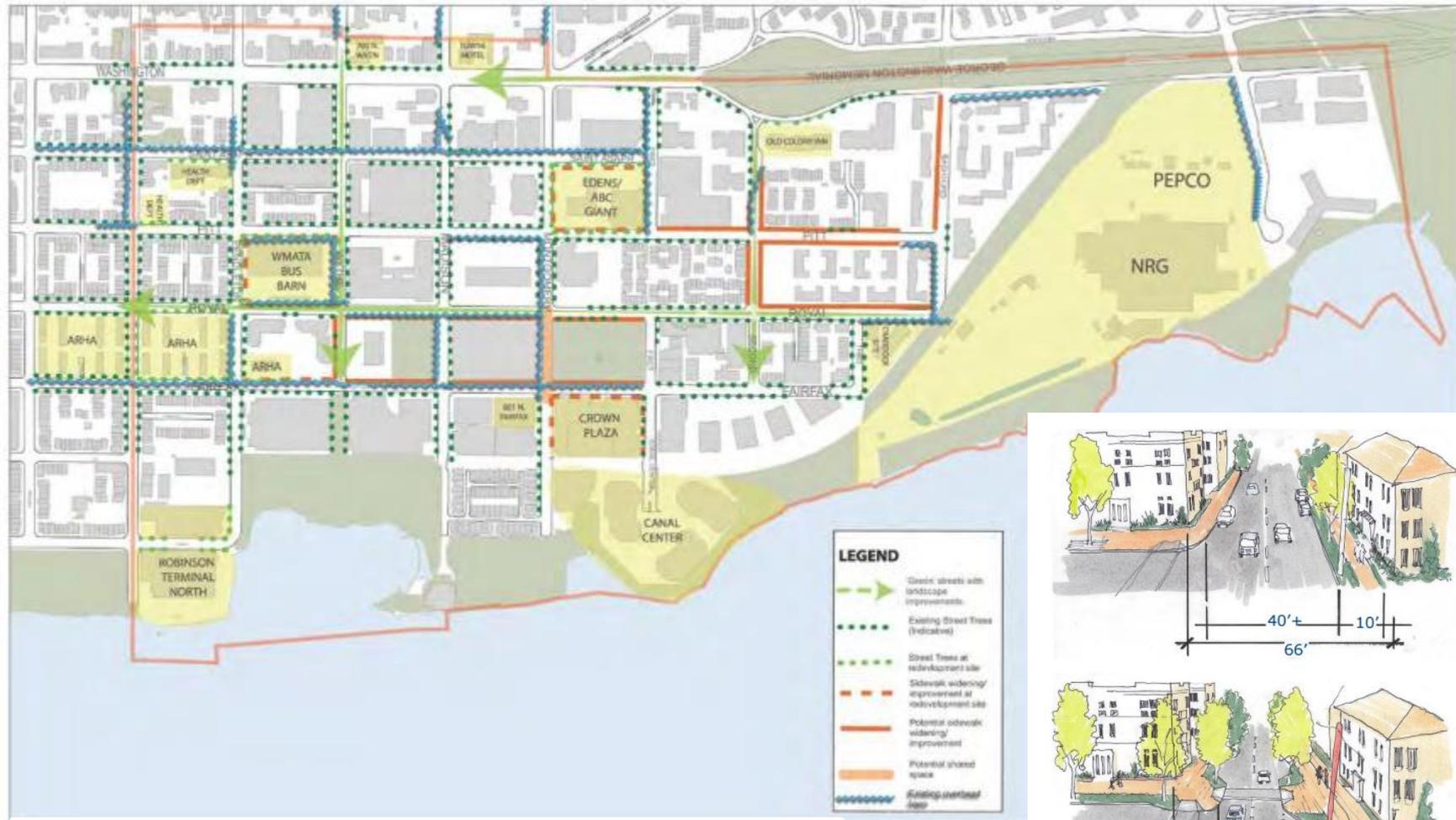


# Streetscape

- Wider sidewalks
- Narrower travel lanes where feasible
- Place making improvements
- Undergrounding utilities
- Enhance tree canopy
- Additional landscaping at select locations

# Streetscape

Phase 1



# Streetscape - Sidewalks



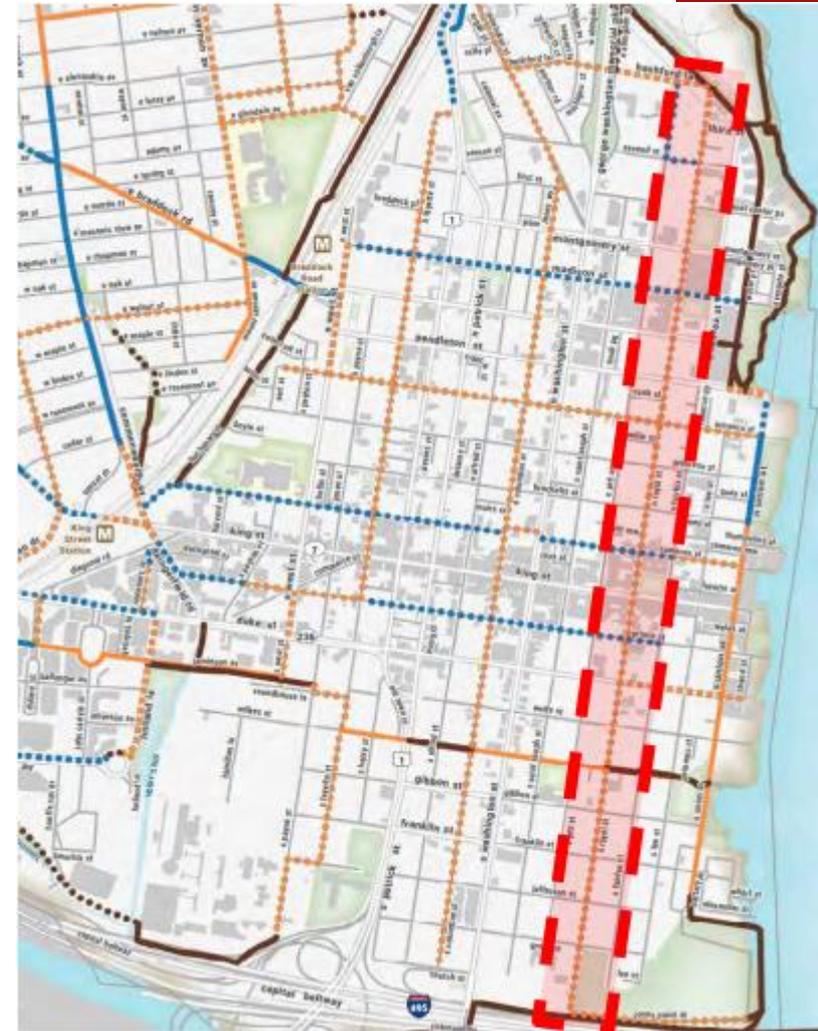
- Improving pedestrian and bike environments
- Linking green spaces and Activity Centers

# Proposed Royal Street Neighborhood Bikeway

*Phase 1*



- Provides north-south connectivity through Old Town to the Mt. Vernon Trail
- Creates a more direct and comfortable route for bicyclists, leading to less pedestrian, vehicle and bicycle conflicts on Union St.
- Identified in Pedestrian & Bicycle Master Plan Update and previous plans
- Additional analysis, design and community input needed





# NS Spur / Railbanking

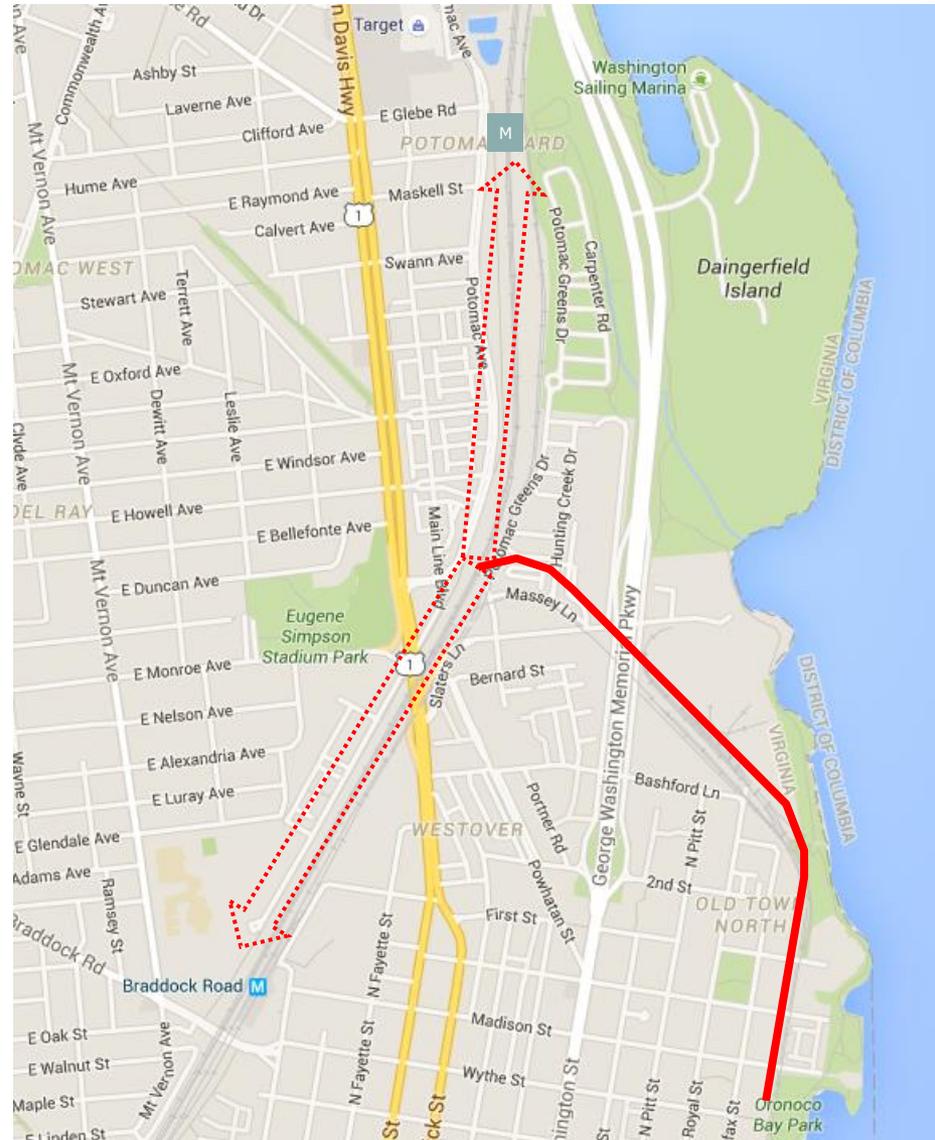
- Community suggested potential use of NS rail spur for high capacity transit and / or linear park
- Staff has confirmed ownership with Norfolk Southern
- Short-term – NS wants to keep line active until NRG is decommissioned. NRG may use line for demo and construction.
- Long term – NS has not indicated a need for the line – potential City use through Railbanking or acquisition
- Next steps – Confirm a process with NS to ensure the area is ultimately available for public / City use and discuss potential for interim uses and street crossings while still in NS ownership
- Staff recommends use in near term for linear park
- Consider expansion of transit on local streets but not preclude long term use of spur for high capacity transit

# High Capacity Transit Analysis

Phase 1



- What is the Origin and Destination?
  - Braddock Road Metro
  - Potomac Yard Metro
  - Robinson Terminal North
- Does it connect to the main rail line?
- Who/how many people will it serve?
- Does transit on the rail spur accomplish something transit on local streets can't?



# High Capacity Transit Analysis

**Phase 1**



- City has established 3 high capacity transit corridors through extensive analysis and public input
- High capacity transit service using the rail corridor in OTN would not meet minimum Federal funding criteria (BRT or rail transit)
- Local bus / trolley service is feasible, more easily funded, and would best serve new development areas



# High Capacity Transit Analysis

*Phase 1*



- City resources are limited, so cost of any higher capacity transit modes would fall on the City
- Any significant transit investment within the ROW likely to require ownership of ROW
- Planning effort does not preclude future transit improvements



# Proposed Royal Street Neighborhood Bikeway

Phase 1

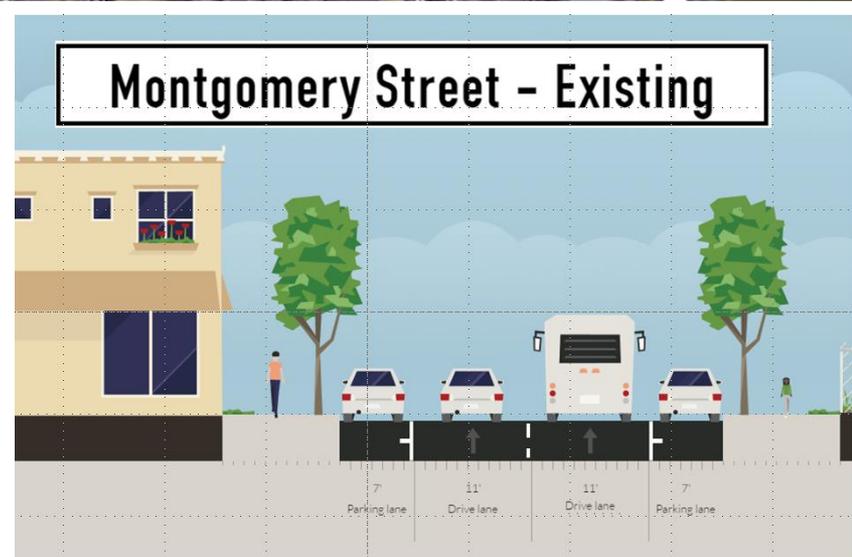
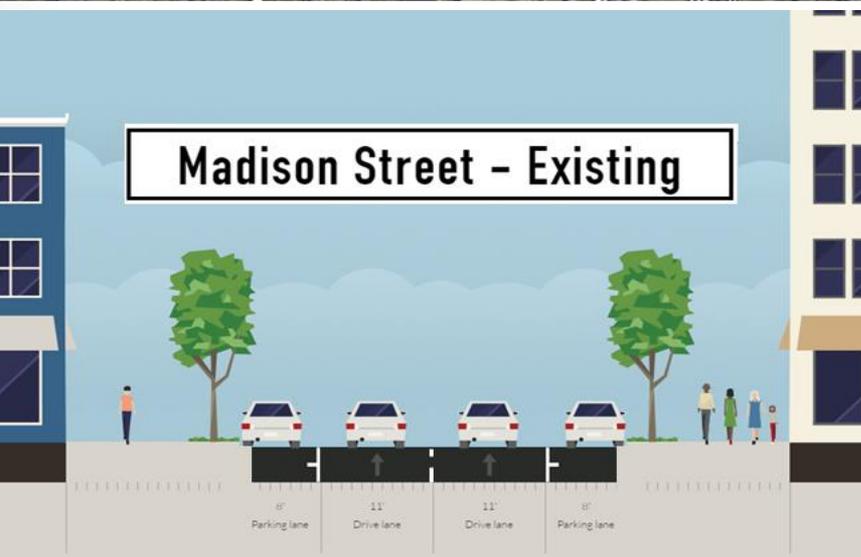


- **Route Planning:** Direct access to destinations
- **Signs and Pavement Markings:** Easy to find and to follow
- **Speed Management:** Slow motor vehicle speeds
- **Volume Management:** Low or reduced motor vehicle volumes
- **Minor Street Crossings:** Minimal bicyclist delay, where possible
- **Major Street Crossings:** Safe and convenient crossings
- **Offset Crossings:** Clear and safe navigation
- **Green Infrastructure:** Enhancing environments



# Proposed One-way Street Conversion

Phase 1



# Proposed One-way Street Conversion (Madison Street)

*Phase 1*



- Designated as an Enhanced Bikeway in the Bike/Ped Plan
- Protected bike lanes from Braddock Metro to Waterfront
- Additional analysis, design and community input needed
- Will review operational impacts with OTN transportation study



# Proposed One-way Street Conversion (Montgomery Street)

- Considerations for two-way traffic
  - 5 intersections will require new or modified traffic signals and conduit to allow eastbound traffic
    - May need to do signal warrant for Pitt and Montgomery
  - 4 intersections will require new four-way stop configuration
  - Potential utility impacts (stormwater, sewer, electric poles, etc.)
  - Impacts to level of service

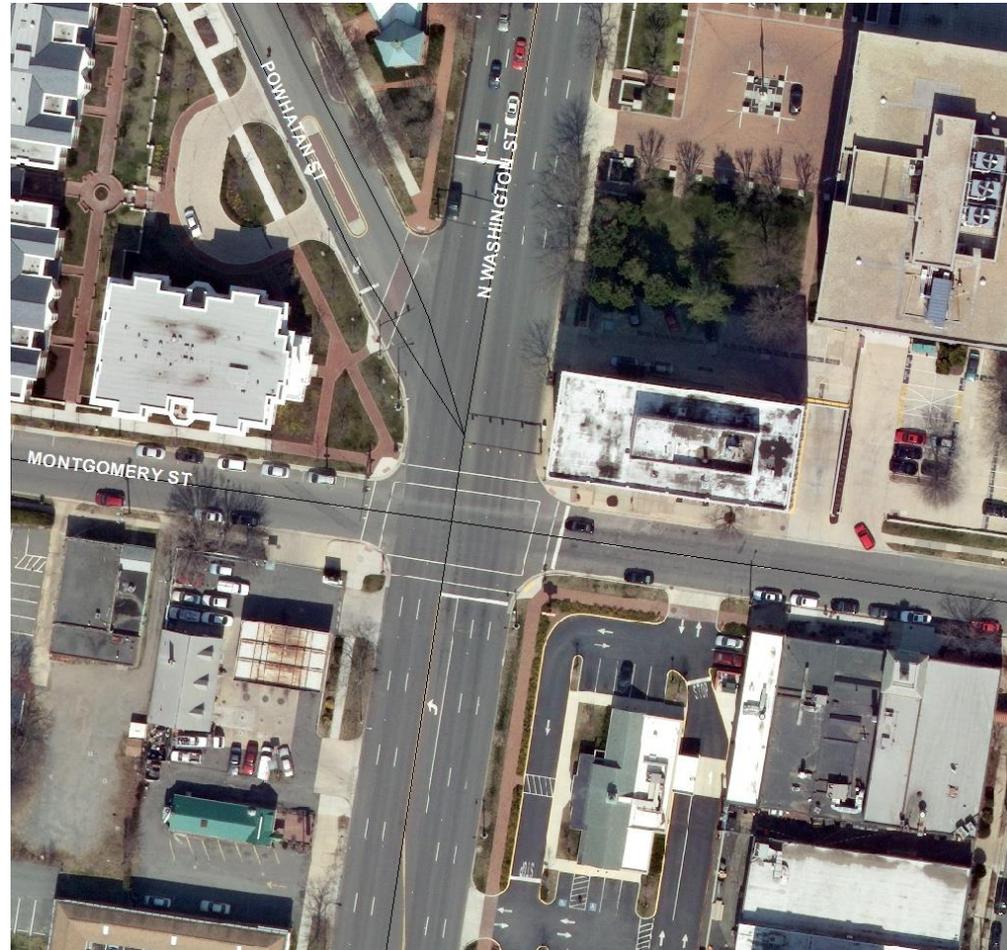
# Proposed One-way Street Conversion (Montgomery Street)

*Phase 1*



Intersection of Montgomery and Washington considerations:

- Left turn on southbound Washington
- Left turn lane on westbound Montgomery
- Powhatan access



# Phase 2 (Summer 2016)

- Parking Study
- Existing Development Impacts



# Parking

- On-street and off-street parking occupancies were collected in May 2016
- On-Street Observations:
  - The peak parking occupancy for the entire study area (72%) occurred on a weekday evening at 6:00 pm
  - Some blocks were observed at 85% or higher occupancy
    - Blocks around Montgomery Center (many are unrestricted)
      - Turnover analysis of these blocks showed very little turnover, with some cars parked in the same location the entire day
      - Origin and Destination analysis shows only 1% of the vehicles parked on-street are from Old Town North
    - N. Pitt St between Second and Bashford (primarily residential area with District 9 restrictions)





# Parking

- Consultant is preparing draft final report and recommendations for consideration in the Small Area Plan Update, addressing:
  - Confirmation of parking supply and utilization
  - Shared parking opportunities
  - Potential metered zones
  - Potential expansion of time restrictions to heavily occupied blocks



# Development Projects

- Compiling results and recommendations from recent development transportation studies:
  - Harris Teeter (2011)
  - Robinson Terminal North (2014)
  - Towne Motel (2015)
  - Edens/ABC-Giant (2015)
  - Old Colony Inn (2015)

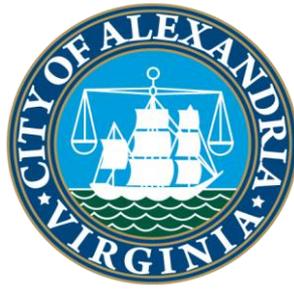


# Development Projects

- With the exception of Washington Street, streets within the study area operate at acceptable Levels of Service (currently and with future development)
- Several approaches at the following intersections along Washington Street operate at LOS E or F
  - Wythe
  - Pendleton
  - Madison
  - Montgomery
- All of the studies recommend signal improvements (Edens development contributing towards improvements)

# Phase 3 (Fall 2016)

- Transportation Study
  - Traffic analysis
  - Recommended mitigation
  - Pedestrian / bicycle needs
  - Transit recommendations
  - Parking recommendations



# Other Business

Agenda Item #6