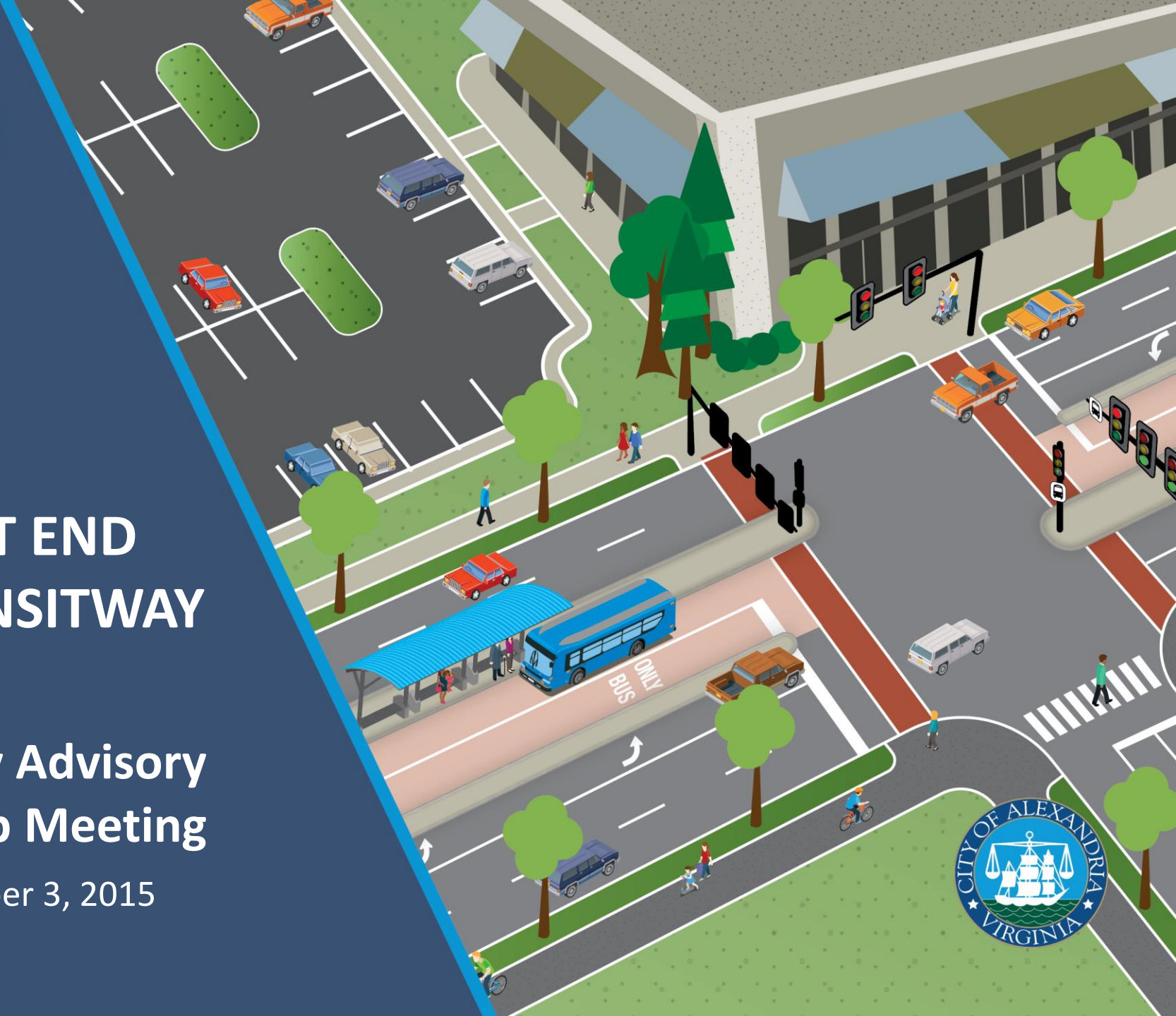




WEST END TRANSITWAY

Policy Advisory Group Meeting

December 3, 2015



MEETING AGENDA

1 Project Background

2 West End Transitway Key Elements

3 Completing the Current Phase of Work

4 Next Steps

5 Discussion

6 Resolution of Support



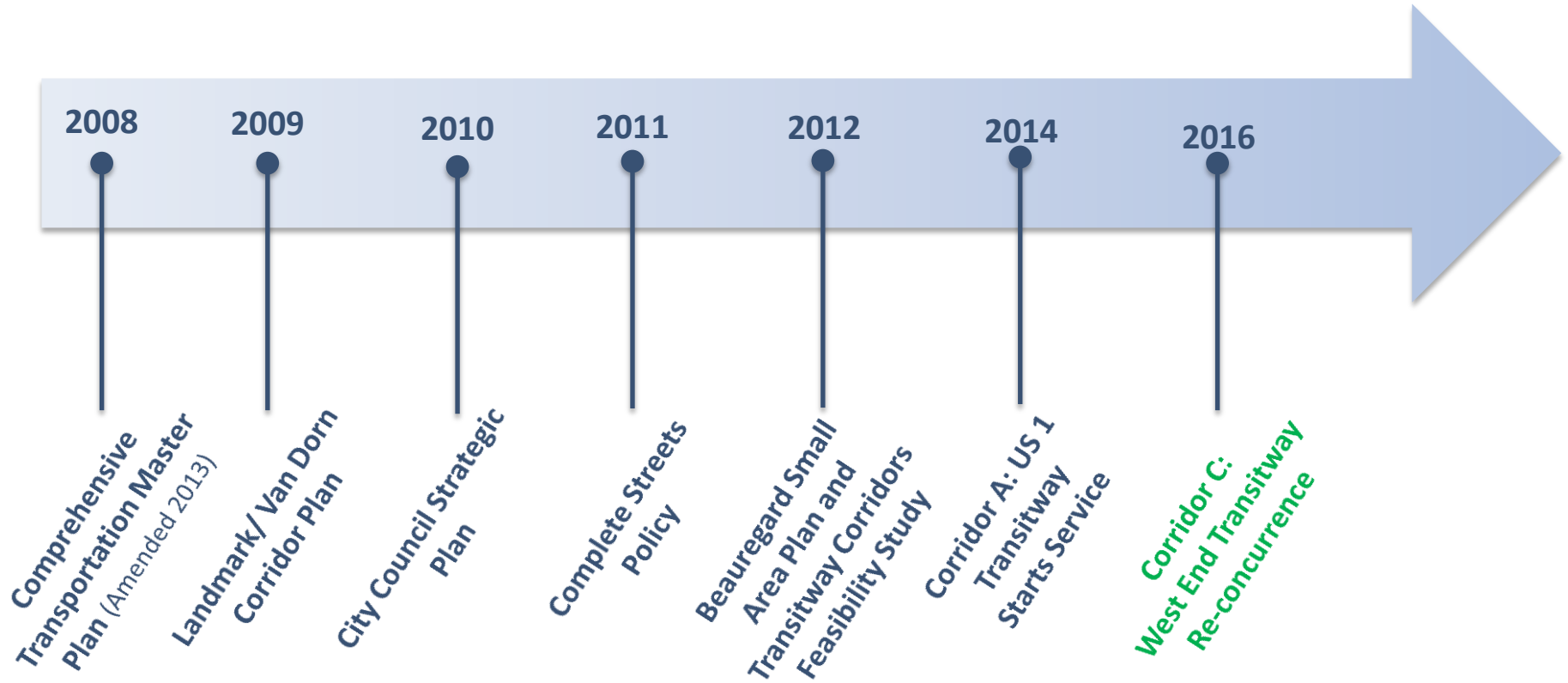
WEST END TRANSITWAY



1

PROJECT BACKGROUND

History of Transitway Decision Making



High Capacity Transit Corridors Study (2011)

- Participants
 - High Capacity Transit Corridor Work Group
 - City residents
 - City staff and leadership
- Resolutions of Support
 - High Capacity Transit Corridor Work Group
 - Transportation Commission
 - Planning Commission
 - City Council
 - 2 caveats to be addressed in future work

West End Transitway (Current Effort)

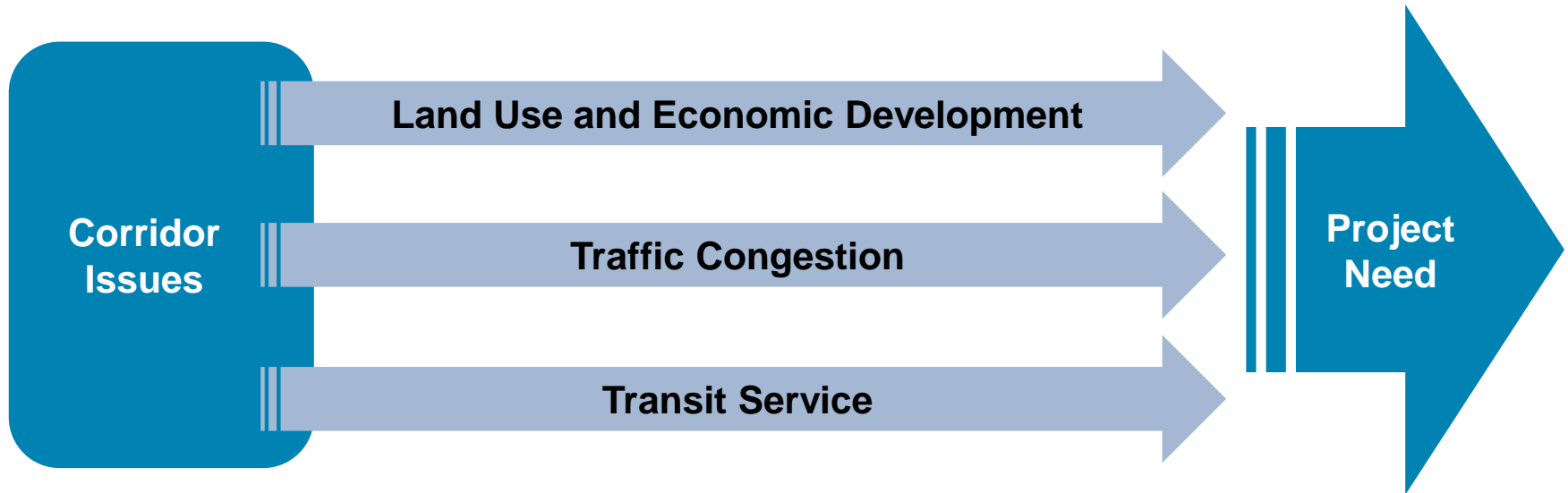
- Advance West End Transitway project and address Corridor Work Group caveats through:
 - Environmental document
 - Conceptual engineering plans (10% design)
 - Capital and operating costs
 - Re-concurrence of 'Resolution of Support'



WEST END TRANSITWAY



Project Purpose and Need



Primary Goals of Current Work Underway

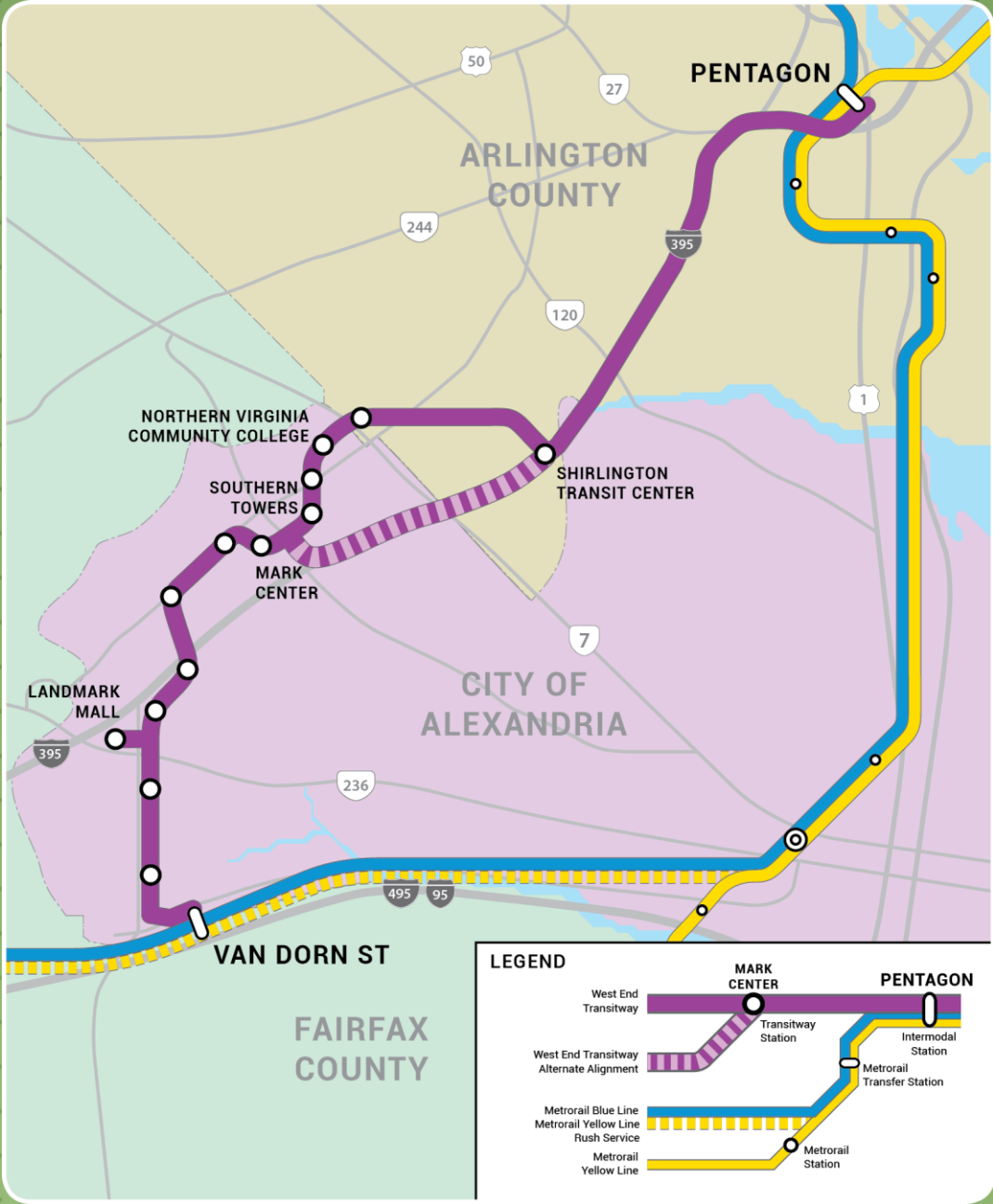
- Re-concurrence by the City of the **Locally-Preferred Alternative** defining:
 - Transit technology
 - Route
 - Configuration
 - Refined planning-level project cost estimate
- Approved **environmental document**
 - Decision is made by Federal Transit Administration in cooperation with other supporting agencies
- *The current work underway will not result in not a final engineering design, operating plan, phasing plan, or financial plan → those things come later.*



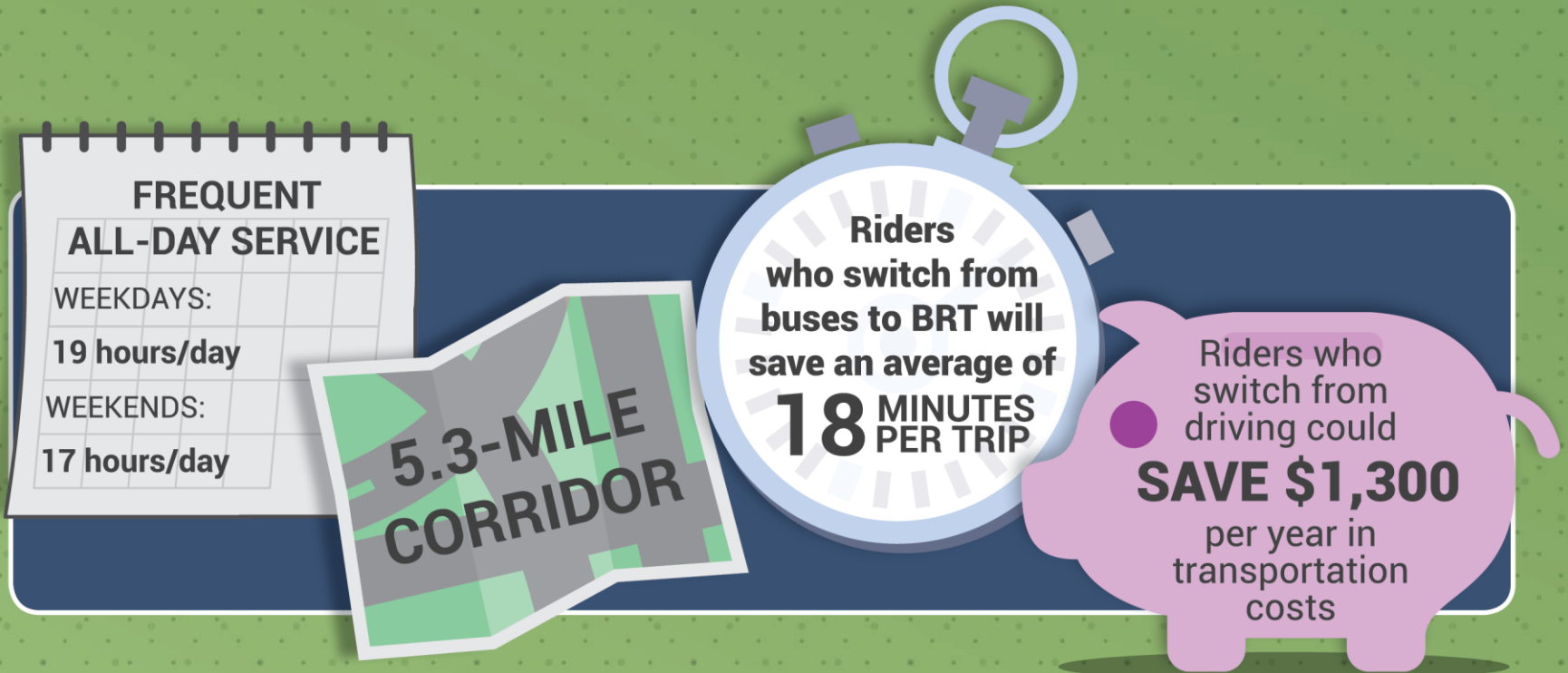
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WEST END TRANSITWAY KEY ELEMENTS





By the Numbers





Better traffic operations at

18

INTERSECTIONS



2.3 miles of sidewalk improvements



2.3 miles of new bikeways



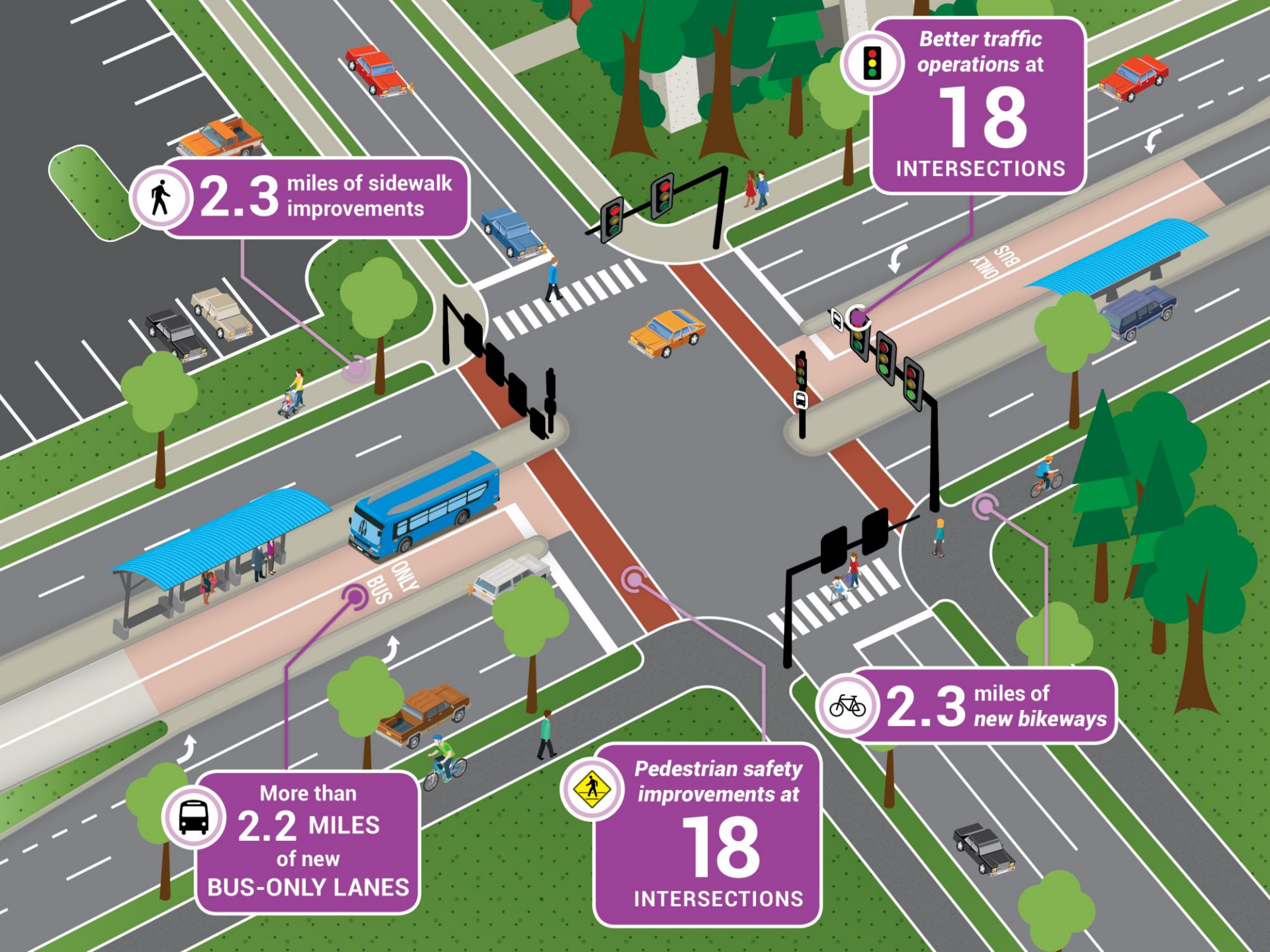
More than **2.2 MILES** of new **BUS-ONLY LANES**



Pedestrian safety improvements at

18

INTERSECTIONS



3

COMPLETING THE CURRENT PHASE OF WORK



WEST END TRANSITWAY



Project Policy Guidance

- Minimize Impact to Private Property
- Minimize Parking Impacts
- Avoid Reconstruction of Bridges
- Avoid Parklands
- Avoid Natural Resources
- Comply with New Stormwater Regulations
- Consistency with Existing Land Use and Adopted Plans



Recent Coordination

- City Council
- Transportation Commission
- Planning Commission
- Parks and Recreation Commission
- Environmental Policy Commission
- Bicycle and Pedestrian Advisory Committee
- Budget and Fiscal Affairs Committee
- Alexandria Transit Company (DASH) Board of Directors
- DASH and WMATA
- Arlington County
- Fairfax County
- Southern Towers
- Summers Grove



WEST END TRANSITWAY



2012 Council Resolution: Caveats Addressed

Caveats	Action Taken	Transitway Recommendation
<p>Optimize alignment to better serve the Northern Virginia Community College (NVCC)</p>	<p>Evaluated multiple station location and alignment alternatives</p>	<p>To enhance access to NVCC, project includes:</p> <ul style="list-style-type: none"> - Pedestrian safety/accommodation enhancements at Braddock Road - Stations at Fillmore and Braddock - Build Alternative does not preclude other (potential future) services from directly serving main campus
<p>Monitor transition from Alternative D (Bus Rapid Transit) to Alternative G (Streetcar)</p>	<p>No action required at this time by the current project</p>	<p>Transportation Commission to discuss when appropriate</p>

Other Key Items Addressed




Key Item	Action Taken	Transitway Recommendation
Provide Adequate Bicycle Accommodation on S. Van Dorn Street	Multiple alternatives evaluated	<ul style="list-style-type: none"> • Selected cross-sectional alternative with multiuse path along one side where corridor is modified • Updated layout to best address comments received (path width, intersection/driveway-related features)
Minimize Parking/Property Impacts on Van Dorn Street near Sanger Avenue	Multiple alternatives evaluated	<ul style="list-style-type: none"> • Select alternative that reduces parking/property impacts from 33 spaces lost to 3 spaces lost. Land owner (JBG) supports this alternative as does the community.
Minimize Right-of-Way/Property Impacts along S. Van Dorn Street	Multiple alternatives evaluated	<ul style="list-style-type: none"> • Establish future policy ROW line • Phased cross section implementation establishing location of permanent Transitway and providing minimum adequate bike/ped accommodations through corridor constrictions • Require redevelopment/development to build/provide funds for/ construct full cross section consistent with adopted plans (policies)
Minimize residential use parking impacts (overall)	Adjusted alignment and cross section	<ul style="list-style-type: none"> • Reduced impacts along Van Dorn street (vicinity of Stevenson) and along Beauregard Street
Establish Landmark Mall-related Alignment	Multiple alternatives evaluated	<ul style="list-style-type: none"> • Alignment will enter mall property and connect to the transit center • Locate station at or adjacent to transit center

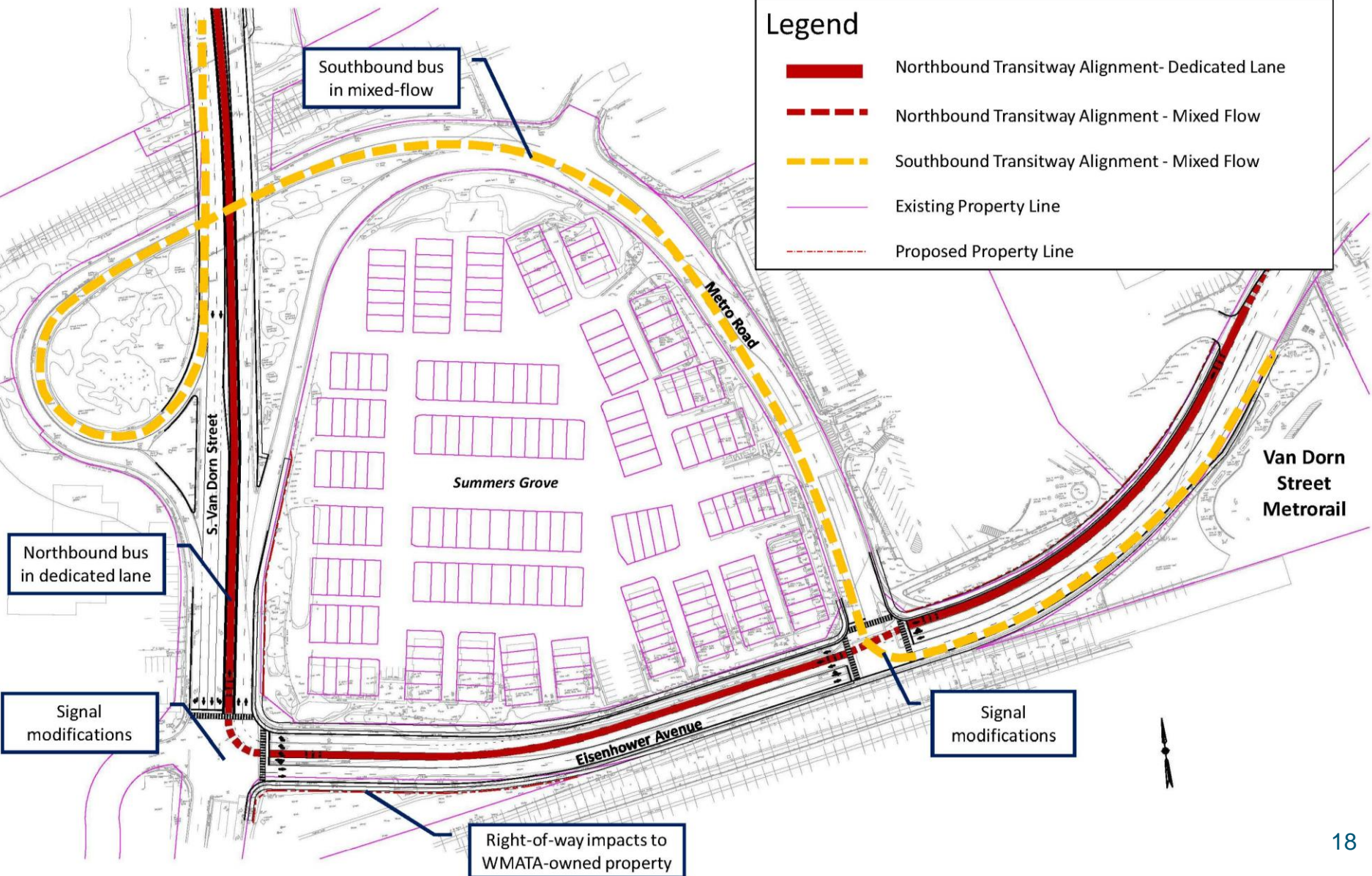
Other Key Items Addressed

Key Item	Action Taken	Transitway Recommendation
Confirm that Van Dorn Metrorail Station has Adequate Bus Capacity	Worked with WMATA on station capacity for buses	<ul style="list-style-type: none"> • Stop buses within Metrorail station bus facility • Confirmed that station can support Transitway buses
Stormwater Compliance of Project	Assessed project's ability to meet current requirements	<ul style="list-style-type: none"> • Manage stormwater within right of way (ROW) • Identification of specific treatments in specific locations occurs in design phase • May also afford the city stormwater management credits (will need future confirmation)
Match Beauregard Plan SAP adopted interim ROW	Adjusted corridor layout/alignment	<ul style="list-style-type: none"> • Match Small Area Plan (SAP) interim ROW
Optimize Southern Terminus Alignment (Metro Road)	Adjusted corridor alignment	<ul style="list-style-type: none"> • Two-directional bus routing along Metro Road • Reduced traffic impacts at Van Dorn Road/Eisenhower Avenue • Reduced impacts along Eisenhower Avenue
Minimize Parking/Property Impacts at Southern Towers	Multiple feasible alternatives being evaluated	<ul style="list-style-type: none"> • Refine during next phase of design: <ul style="list-style-type: none"> ○ Bus operations and access to transit ○ Traffic operations and parking impacts • No expected negative impact to West End Transitway Project or Southern Towers

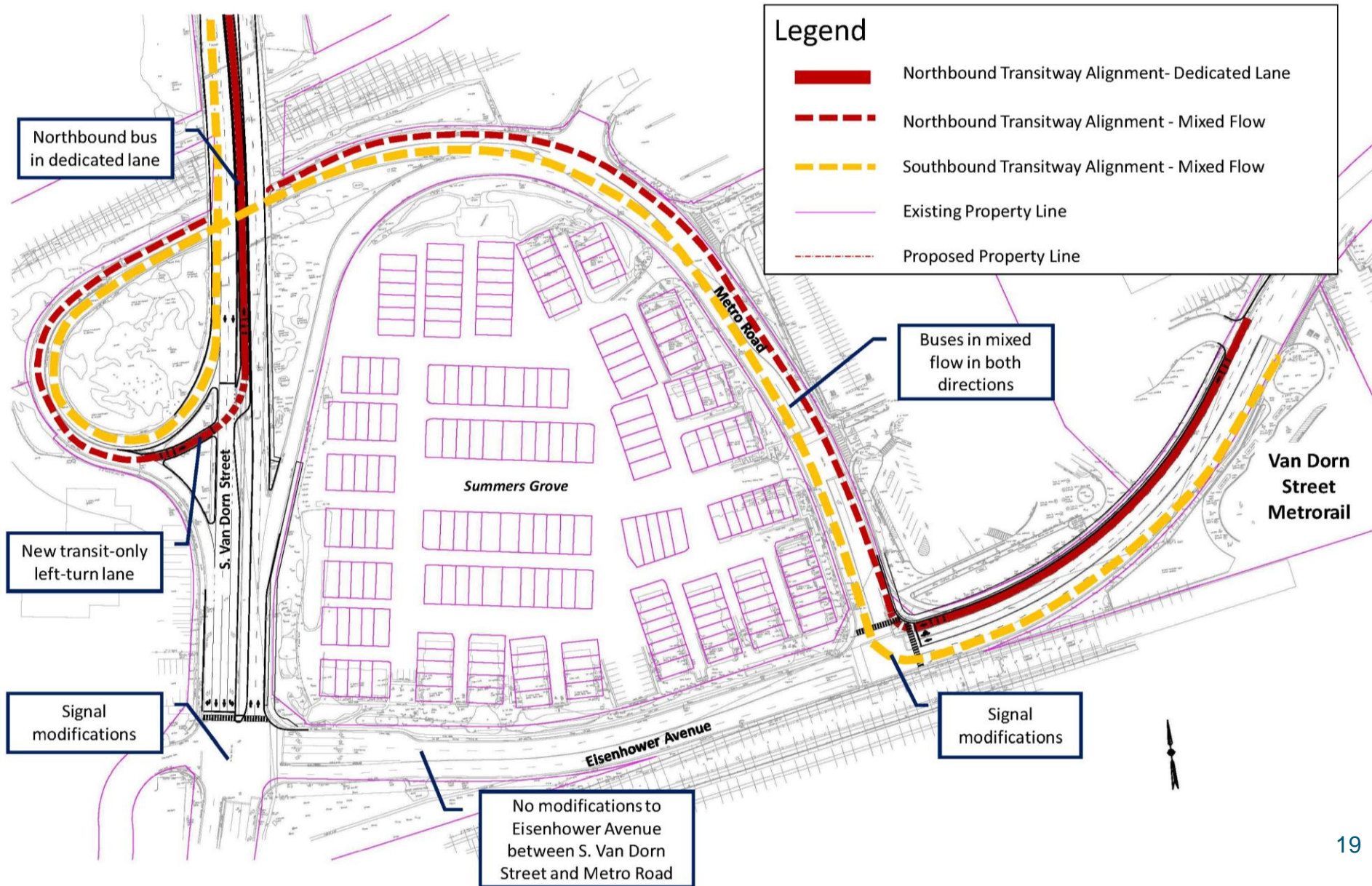
Metro Road – Preliminary Concept

Legend

-  Northbound Transitway Alignment- Dedicated Lane
-  Northbound Transitway Alignment - Mixed Flow
-  Southbound Transitway Alignment - Mixed Flow
-  Existing Property Line
-  Proposed Property Line



Metro Road – Preferred Alignment



Metro Road – Summary of Evaluation

Criteria	Design Option	
	Eisenhower & Metro Road	Bi-Directional Along Metro Road
Transit access	Best – Improves accommodation along Eisenhower Avenue	Good – No ped/bike enhancements to Eisenhower Avenue
Transit visibility	Best – Highly visible along Eisenhower Avenue	Good – Highly visible, but along less-traveled Metro Road
Transit travel time (in minutes) between Van Dorn Metrorail Station and Edsall Road	Best – Shorter travel time	Good – Slightly longer travel time (+/- 40 sec)
Traffic operations quality at S. Van Dorn Street/ Eisenhower Avenue intersection in seconds of delay - AM (PM)	Good – Transit operation adds to delay at intersection (+/- 23 sec)	Best – No additional delay to intersection
Construction effects	Good – Requires additional widening of one block of Eisenhower Avenue	Best – Best uses existing infrastructure
Cost	Good – Approximately \$1 million more than Option 2	Best – Approximately \$1 million less than Option 1
Local community impact	Good – Within ROW, but reduces existing buffer between Eisenhower Ave and Summers Grove	Best – No change to roadways along Summers Grove

Environmental Documentation

Key Topics

- Land Acquisition
- Compliance with Local Plans, Land Use, & Zoning
- Neighborhoods & Community Facilities
- Economic Development
- Environmental Justice
- Secondary & Cumulative Effects
- Transportation
- Construction Effects

Continuous coordination with FTA on development of Documented Categorical Exclusion (CE)



Environmental Findings

- No impacts to:
 - Air quality
 - Cultural Resources and Section 106 (National Historic Preservation Act)
 - Noise levels
 - Parks
 - Streams (no direct impact)
 - Vibration
- Improved stormwater quality and reduced quantity in keeping with Virginia Water Control Law
- Net increase in number of trees
- Visual resources changes consistent with City-adopted plans
- Hazardous and contaminated materials sites further analyzed prior to construction



Project and Operating Costs

- Refining initial cost estimates
 - Project cost estimates based on concept engineering

Item	Cost (2015 Dollars)
Capital Construction (includes Roadway, stations, systems, ROW & utilities)	\$60 to 70 million
Fleet (buses, including spares)	\$17 to 19.5 million
Project Development (design, fees, permitting, legal, surveys, testing, etc.)	\$16 to 18.5 million
<i>Contingency</i>	<i>\$28 to 32 million</i>
Total Project Cost	\$121 to 140 million

- Range of operating cost (\$5 to 9 million) based on route and schedule assumptions

Funding Plan

- Funding sources and budget process
 - Highly rated in NVRTA list of projects for regional funding
 - Anticipated application for Federal Transit Administration capital grant
 - City will work with Commonwealth regarding potential transit funding through I-395 HOT lane project



Draft Capital Funding Plan

Funding Source	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	TOTAL
NVTA 70%	\$ 2,400,000	\$ 7,000,000	\$ 20,000,000	\$ 20,000,000	\$ 12,740,000				\$ 62,140,000
FTA (Small Starts)			\$ 20,000,000	\$ 20,000,000	\$ 10,660,000				\$ 50,660,000
Private Capital Contributions						\$ 2,600,000	\$ 12,100,000	\$ 12,500,000	\$ 27,200,000
TOTAL	\$ 2,400,000	\$ 7,000,000	\$ 40,000,000	\$ 40,000,000	\$ 23,400,000	\$ 2,600,000	\$ 12,100,000	\$ 12,500,000	\$ 140,000,000

- **Notes:**

- Ranked #2 transit project by NVTA (FY15-16 Funding Program)
- Funding distribution reflects realistic implementation timeframe
- Provides flexibility for a phased implementation (if needed)

Administrative Work Items to Complete

- Environmental document submittal to FTA
- Updates to overall project documentation
- Commission and Council re-concurrence of Transitway project resolution



4

NEXT STEPS

Future Project Development Steps, *Beyond the Current Work Underway*

- *City participation in I-395 HOT lane project*
- Additional engineering
- Detailed financial plan
- Construction
- Operation



5

DISCUSSION



WEST END TRANSITWAY



6

WEST END TRANSITWAY RESOLUTION OF SUPPORT

Policy Advisory Group: Resolution of Support

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 each of the following key issues which were requested by City bodies to be brought to resolution during a subsequent planning effort:

Issue: The alignment be optimized to better serve the Northern Virginia Community College (NVCC)

Resolution: Alignment location maintained; however, pedestrian safety and accommodation improvements included in project to respond to access improvement needs expressed by NVCC

Issue: 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: 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, 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.

PUBLIC MEETING

Open house to answer questions about the overall project and next steps