AGENDA

I. Welcome and Opening Comments
   William D. Euille, Mayor

II. Coordination Between Alexandria and Arlington County and Planned October 14 Joint Meeting
   Council Discussion
   Mark Jinks, Deputy City Manager

III. Crystal City-Potomac Yard Transitway
    Council Discussion
    Abi Lerner, Deputy Director, T&ES

IV. Potomac Yard Metrorail Station
    Council Discussion
    Rich Baier, Director, T&ES
    Abi Lerner, Deputy Director, T&ES

V. Citywide High Capacity Corridor Study
   Council Discussion
   Jim Maslanka, Chief, Transit/T&ES

VI. Conclusion and Final Remarks
    City Council

Individuals with disabilities who require assistance or special arrangements to participate in the City Council Work Session may call the City Clerk and Clerk of Council’s Office at 703-746-4500 (TTY/TDD 838-5056). We request that you provide a 48-hour notice so that the proper arrangements may be made.

1 Discussion will be on the Environmental Impact Statement (EIS) process and not on the proposed special tax district.
High Capacity Transitways
Crystal City-Potomac Yard Transit

City Council Work Session
City of Alexandria

September 28, 2010
Presentation Outline

- Coordination Between Alexandria and Arlington County and Planned October 14 Joint Meeting
- The Crystal City-Potomac Yard Transitway
- Potomac Yard Metrorail Station
- Citywide High Capacity Transit Corridor Study
Coordination Between Alexandria and Arlington County and Planned October 14 Joint Meeting
Coordination with Arlington County

- Joint initiatives
  - Sustainability study
  - Joint earmarks
  - CCPY
  - Beauregard-Columbia Pike trans

- Staff have been meeting monthly for past year
- Increased communication and coordination
- Joint Manager meeting in spring 2010
- Joint City Council-Arlington Board Meeting on October 14, 2010
Council Discussion
Crystal City-Potomac Yard Transitway
Background Overview

Crystal City-Potomac Yard Transitway

- Purpose
- Project History
- Guiding Policies
- Project Description
Background Overview – Project History
Crystal City-Potomac Yard Transitway

• Crystal City/Potomac Yard Transit Alternatives Analysis (2003)

• Crystal City/Potomac Yard Interim Transit Improvements Implementation Strategy (2005)

• Environmental Analysis and Documentation (2007)
  – National Environmental Policy Act – requirements for federal funding

  – Environmental studies completed in 2007 for whole corridor

  – Categorical Exclusion (CE) issued for Minimum Operable Segment (MOS) in Arlington

  – Categorical Exclusion (CE) not issued for Alexandria section since location of the transitway in median or curb side had not been established.
Existing Transit Service

Weekday bus boardings (DASH & WMATA): 6,800
Weekday rail boardings: 58,400
Planned Transit Service
Past Milestones – Federal Funding
Crystal City-Potomac Yard Transitway

- Includes local, state match
- Shared Federal Grants
  - $3.5 million awarded
- Arlington’s Federal Grants
  - $6.2 million awarded
- Alexandria’s Federal Grants
  - $13.8 million awarded
Crystal City Potomac Yard Transitway

- Alexandria’s new plan for North Potomac Yard (Land Bay F)
  - Proposed higher land use density
- Alexandria’s refinement of the Transitway alignment
  - Planning for transitway in median along Route 1
  - Realignment of transitway to be consistent with Braddock Metro Neighborhood Plan
  - Transitway alignment through Land Bay F
- Planning for a Potomac Yard Metrorail Station
- TIGER Grant of $8.5 million applied for and received for initial busway segment on Route 1 from Monroe to E. Glebe
Crystal City-Potomac Yard Transitway
Route 1 Cross-section
Crystal City-Potomac Yard Changed Alignment through North Potomac Yard
Current Work Program

- NEPA
- Sustainability
- Design
  - Potential Future streetcar accommodation
  - Alignment through Land Bay F
  - Interim bus operation
- Funding
Crystal City Potomac Yard Transitway

- Arlington’s adopted policy framework and conceptual plan for new Crystal City Sector Plan
  - Phasing of major redevelopment with increased density during next 40+ years
  - Substantial change in the roadway network
  - Build and use a transitway first to be used as a busway.
  - Then development of a streetcar in a realigned transitway
Crystal City Potomac Yard Transitway
Changed Circumstances in Arlington
Work Program – NEPA

- FTA guidance that inclusion of track in initial construction could:
  - Bias future modal alternatives analyses, jeopardizing Federal funding
  - Require mitigation of reasonably foreseeable environmental impacts
  - Change the Class of Action -> Re-do NEPA document -> Delay project
Project Funding
Potomac Yard Transitway

- The Alternatives Analysis study in 2003 indicated that a bus transitway was a technically feasible way of serving new development in Potomac Yard.
- Sufficient funding, primarily from Federal and Commonwealth sources to build a facility in Potomac Yard.
- The Crystal City-Potomac Yard Transitway in Alexandria has received $14.97 million of funds from the federal government and Commonwealth of Virginia.
Alexandria Potomac Yard Transit Cost Estimates

Segment A
by: Alexandria
In planning
$2M
Developer Contribution

Segment B
by: Alexandria
In planning
$14.5M
Federal, State, Developer

Streetcar
by: Alexandria
In planning
$140M
(Approximate)
Federal funding to be determined

Metrorail Station
by: Alexandria
In planning
$240M
Funding: Taxi District, TIF, and Developer

Segment C
by: Alexandria
In planning
$16.0M
Developer Contribution
Arlington County Potomac Yard Transit Cost Estimates

Segment D
by: Arlington
In design
$9.0 M
Federal, State, Local

Segment E
by: Arlington
In planning
$7.8 M
Federal, State, Local

Segment F
by: Arlington
Future
$8 M
(Approximate)
Funding not identified

Streetcar
by: Arlington
In planning
$140 M
Funding not finalized
Project Funding
Crystal City - Potomac Yard Transitway

• The funding is adequate to fund a transitway using buses, which is an approved use which came out of an alternatives analysis project.
• Some of these funds would have to be relinquished if we do not develop a design-build contract to build the transitway by September 30, 2011.
• In order to build a streetcar using Federal funds, it must be the result of an alternatives analysis process.
• For both Alexandria and Arlington County to build a streetcar, using federal funds, they must conduct an alternatives analysis and an environmental assessment.
Project Funding
Crystal City - Potomac Yard Transitway

- Arlington County has issued a Request for Proposals (RFP) to conduct an Alternatives Analysis, with streetcars as a mode in Potomac Yard. A note in the RFP indicates that Alexandria may be added to the study.

- Alexandria staff needs direction by the end of October, 2010 from City Council whether they want the City to join Arlington in doing an Alternatives Analysis including a streetcar mode.

- Potomac Yard requires some type of high-capacity transit in it to maintain its attractiveness as a transit-oriented community. Current funds can only be used for a bus facility in this corridor, staff recommends that a transitway be constructed for buses now, in the interim, which can be converted to a streetcar in the future.
Work Program – Design

- Running way alignment through Land Bay F – Potomac Avenue
Work Program – Interim Bus Operation

• Before the build-out of Land Bay F in Alexandria

• Issues:
  - Operating support
  - Operator
  - Branding
  - Easements from property owner for interim routing
  - Completion of Potomac Avenue bridge over Four Mile Run
  - Costs and Funding

• Timing
Work Program – Funding

- Identifying additional Federal, State, and local funding for project

- How to utilize joint earmarks
  - Bus procurement?
  - Branding work?
  - Running way connection between City and County?

- Funding for potential streetcar conversion
  - Jurisdictional decisions
  - Role of local, state, and Federal funding
  - NEPA clearance
  - Federal grant opportunities

- Additional cost for streetcar accommodation
Next Steps - Implementation

• Develop Staff Recommendations
  – Sustainable design practices
  – Potential conversion to streetcar
  – Transitway routing through Land Bay F

• Coordination efforts
  – Elected officials briefings
  – Public input
  – Develop more refined joint timeline
  – Develop interim bus service and operation plan
  – Define decision maker steps related to ultimate transit mode
Next Steps – Implementation Timelines

- Arlington Busway to be built and start operation by 2012.
- Alexandria Busway to be built by end of 2013. Transit service will commence to Braddock Road.
- Arlington issued a Streetcar Environmental RFP in August, 2010 which Alexandria may join.
- Work on streetcar environmental document will be completed in 2014.
- Construction of streetcar scheduled to be completed in 2017, and service should begin.
Council Discussion
Potomac Yard Metrorail Station
Potomac Yard Metrorail Station
# Potomac Yard Metrorail Station Draft Timeline

## Project Implementation Schedule*

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Alexandria endorses move to EIS phase. WMATA approves budget for EIS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EIS Scoping Process</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Analysis of Environmental Conditions and Project Impacts</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Draft EIS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FTA/City of Alexandria/WMATA Public Hearing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WMATA approves Public Hearing Staff Report and amends Mass Transit Plan</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final EIS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Record of Decision (ROD)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WMATA Board approves Project Budget and issues Design/Build RFP</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WMATA awards Design/Build Contract</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Design/Build Contract</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Station Opens</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Adapted from the Potomac Yard Metrorail Station Concept Development Study, February 3, 2010*
## Potomac Yard Metrorail Station
### First Phase Timeline

#### EIS Initiation/Scoping

<table>
<thead>
<tr>
<th>Scoping Process Steps and Schedule</th>
<th>Months</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TASKS</strong></td>
<td>1</td>
</tr>
<tr>
<td>Project Initiation Letter</td>
<td></td>
</tr>
<tr>
<td>Coordination Plan</td>
<td></td>
</tr>
<tr>
<td>Purpose and Need Summary</td>
<td></td>
</tr>
<tr>
<td>Alternatives Definition</td>
<td></td>
</tr>
<tr>
<td>Initial Methodology Report</td>
<td></td>
</tr>
<tr>
<td>Notice of Intent/Scoping Booklet</td>
<td></td>
</tr>
<tr>
<td>Notice of Intent Publication</td>
<td></td>
</tr>
<tr>
<td>Scoping Meetings</td>
<td></td>
</tr>
<tr>
<td>Scoping Report</td>
<td></td>
</tr>
</tbody>
</table>
Council Discussion
Citywide High Capacity Corridor Study
Background Overview – Guiding Policies

• CDD #10 – Potomac Yard/Potomac Greens Small Area Plan (1999)

• Alexandria Transportation Master Plan (2008)
  – 3 High Capacity Transit Corridors

• Mayor and Council’s Strategic Goals
  – Strategic Plan Goal #3- A Mulit-modal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians.
  – OBJECTIVE #4 Increase transit options for locally oriented and through trips emphasizing interjurisdictional coordination.
  – Initiative (a) Finalize planning and begin construction on Corridor A (Potomac Yard Transitway)
  – -Initiative (b) Begin formal planning and engineering on Corridor C (Beauregard)
ALEXANDRIA’S TRANSIT CORRIDORS STUDY

- High Capacity Transit Corridors:
  - Corridor A (North-South Corridor)
  - Corridor B (Duke Street)
  - Corridor C (Van Dorn-Beauregard)

- The City has contracted with consultants to study the feasibility of these high-capacity transit corridors.
Background Overview – Guiding Policies
Alexandria Transportation Master Plan: Transit Corridors
ALEXANDRIA’S TRANSIT CORRIDORS STUDY

- The study is analyzing the following:
  - Routes and corridors
  - Regional connections
  - Operational strategies.
  - Mode technologies
  - Stop locations
  - Integration with Land Use and Development
  - Implementation Considerations

- This study should be completed by next fall.
- The City Manager has established a Work Group to advise staff on policy issues related to the study.
### GENERAL TRANSIT CHARACTERISTICS

<table>
<thead>
<tr>
<th>Transit-type/Transit Option</th>
<th>Standard Bus</th>
<th>Rapid Bus</th>
<th>Moderate Investment BRT</th>
<th>High Investment BRT</th>
<th>Streetcar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Running way</td>
<td>With traffic</td>
<td>With traffic may have queue jump lanes</td>
<td>With traffic or dedicated lanes</td>
<td>Dedicated lanes</td>
<td>With traffic or dedicated lanes</td>
</tr>
<tr>
<td>Vehicle</td>
<td>Standard bus (may use special &quot;branded&quot; vehicles)</td>
<td>Special bus (low floor, branded, rail-like)</td>
<td>Railcar (low floor)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Speeds</td>
<td>Low</td>
<td>Moderate</td>
<td>Moderate-high</td>
<td>High</td>
<td>Low to moderate</td>
</tr>
<tr>
<td>Typical Stop Spacing</td>
<td>1 to 2 city blocks</td>
<td>¾ to ¾ mile</td>
<td>1 to 2 city blocks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ticket collection</td>
<td>On vehicle</td>
<td>Off-board at station (some on-board)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle Priority</td>
<td>None</td>
<td>Queue jump and TSP</td>
<td>TSP and signal preemption</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Information</td>
<td>Limited to some locations</td>
<td>Some</td>
<td>Real-time arrivals information at most stops/stations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessibility</td>
<td>Lift required</td>
<td>Level boarding (most cases)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cost</td>
<td>Low</td>
<td>Moderate</td>
<td>Moderate-high</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Branding</td>
<td>System-level (except circulators)</td>
<td>Some</td>
<td>Route or service-specific</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development Incentive</td>
<td>Limited</td>
<td>Some</td>
<td>Moderate</td>
<td>Considerable</td>
<td></td>
</tr>
<tr>
<td>Time to Construct</td>
<td>Short</td>
<td>Short to moderate</td>
<td>Moderate to long</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stops/Stations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TYPES OF PRIORITY TRANSIT TREATMENTS

**Signal Coordination**
- Connect signal controllers
- Implement signal timing plans to efficiently move peak direction traffic while minimizing off-peak delay to the extent possible
- Coordinated signals improve overall traffic flow

**Queue Jump**
- For mixed traffic lanes
- Allow transit vehicle to bypass queue at intersection

**Transit Signal Priority**
- Adjusted signal timings to efficiently advance transit vehicle
- If signal is green, but about to turn red \( \rightarrow \) add a few seconds of green time for approaching transit
- If signal is red \( \rightarrow \) truncate red phase for approaching transit
- Evaluate on-time performance \( \rightarrow \) adjust timings based on transit being ahead of or behind schedule

**Signal Preemption**
- Signal automatically turns green for all approaching transit vehicles
- Severe impact on other traffic as well as issues with pedestrians

**TRANSPORTATION SYSTEMS**

1. **Intelligent Transportation Systems**
   - Dedicated
   - Mixed Traffic
   - Transit Vehicle Speeds
   - Transit Travel Time

2. **Dedicated Running Way**
   - Capacity reduced if regular lane is replaced with transit-only lane
   - Stopped transit vehicles impede traffic
   - Impact if new lanes are constructed

3. **Stop/Station/Vehicle Features**
   - Off-board fare collection and level boarding reduce dwell time at stops/stations
   - Wheelchair lift
   - On-board fare collection
   - Level boarding
Portion of the Work Program – Sustainability Study (Advances City’s Eco-City Initiative)

- Joint funding and joint effort
- Incorporating sustainable elements into final design
Council Discussion
Thank You
Additional Background Slides
STATUS REPORT ON ALEXANDRIA-ARLINGTON COUNTY TRANSIT INITIATIVES

• Since 2004, Alexandria and Arlington County staff have been meeting to coordinate activities between the two jurisdictions, especially in Potomac Yard.

• Over the last year and a half, joint efforts have intensified as more projects have come on line which require cooperation from the two jurisdictions.

• This year, Arlington County invited our participation in a Technical Advisory Working group for the Columbia Pike Streetcar, which we are now attending.

• As an adjunct of the previous effort, Arlington County is now inviting us to meetings involving building a combination of a maintenance yard and instructional facility at Northern Virginia Community College in Alexandria. We are assisting with community involvement in the process as well as critiquing various options.
Background Overview – Purpose
Crystal City-Potomac Yard Transitway

- Provide high-capacity, high-quality transit to serve growth in the Crystal City / Potomac Yard corridor
- Connect new development to the existing Metrorail system
- Set the stage for long-term improvements
- Joint project between Alexandria and Arlington
Background Overview – Project Description
Crystal City-Potomac Yard Transitway

- Transitway planned alignment and stations

- Alexandria’s 3 sections with 3-4 stations in each section:
  - Potomac Yard (Land Bay F) section
  - Route 1 section – Monroe to East Glebe
  - South Route 1 section

- Arlington’s 3 sections with 3 stops in each section:
  - Potomac Yard (PY) section
  - Crystal City (CC) section
  - Pentagon City (PC) section with optional extension to Pentagon
Past Milestones – Development Updates

- Alexandria
  - North Potomac Yard Small Area Plan
  - Reservation for Metrorail station in Potomac Yard
  - Build-Out of Alexandria’s Potomac Yard

- Arlington
  - Crystal City Sector Plan Update
  - Build-Out of Arlington’s Potomac Yard
Past Milestones – Development Updates
Arlington Potomac Yard – Phased

Arlington Crystal City – Illustrative Plan 2050

Development Site Plan
Past Milestones – Development Updates

Potomac Yard – Alternative Concept Plan

**LANDBAY A**
POTOMAC GREENS
(+/- 32.66 ACRES)
RESIDENTIAL – 244 UNITS
OPEN SPACE – 19.94 ACRES

**LANDBAY D**
RAIL PARK
(+/- 4.22 ACRES)
OPEN SPACE – 4.22 ACRES

**LANDBAY K**
POTOMAC YARD PARK
(+/- 25.96 ACRES)
OPEN SPACE – 25.96 ACRES

**LANDBAY C**
POTOMAC PLAZA
(+/- 3.14 ACRES)
STREET RETAIL – 15,000 SF.
OPEN SPACE – 1.5 ACRES

**LANDBAY E**
FIVE MILE RUN
(+/- 8.09 ACRES)
OPEN SPACE – 4.44 ACRES

**LANDBAY F**
POTOMAC YARD CENTER
(+/- 69.07 ACRES)
RETAIL – 600,000 SF

**LANDBAY H**
SWANN NEIGHBORHOOD
(+/- 13.35 ACRES)
COMMERCIAL/OFFICE – 123,000 SF
STREET RETAIL – 15,000 SF
RESIDENTIAL – 232 UNITS
OPEN SPACE – 0.8 ACRES

**LANDBAY J**
HOWELL NEIGHBORHOOD
(+/- 16 ACRES)
COMMERCIAL/OFFICE – 171,000 SF
STREET RETAIL – 15,000 SF
RESIDENTIAL – 272 UNITS
OPEN SPACE – 1.3 ACRES

**LANDBAY L**
BRADDOCK NEIGHBORHOOD
(+/- 17 ACRES)
COMMERCIAL/OFFICE – 0 SF
STREET RETAIL – 10,000 SF
RESIDENTIAL – 358 UNITS
OPEN SPACE – 0.5 ACRES

**LANDBAY M**
SCHOOL PARK
(+/- 2.75 ACRES)
OPEN SPACE – 1.95 ACRES

**LANDBAY G**
TOWN CENTER
(+/- 19.15 ACRES)
COMMERCIAL/OFFICE – 804,000 SF
HOTEL – 625 ROOMS
STREET RETAIL – 80,000 SF
RESIDENTIAL – 414 UNITS
OPEN SPACE – 1.6 ACRES

**LANDBAY I**
CUSTIS NEIGHBORHOOD
(+/- 22.65 ACRES)
COMMERCIAL/OFFICE – 104,000 SF
STREET RETAIL – 10,000 SF
RESIDENTIAL – 407 UNITS
OPEN SPACE – 1.6 ACRES

**LANDBAY N**
OPEN SPACE – 0.55 ACRES

**LANDBAY O**
OPEN SPACE – 0.8 ACRES

**LANDBAY P**
OPEN SPACE – 0.65 ACRES

**LANDBAY Q**
OPEN SPACE – 0.4 ACRES

**LANDBAY R**
OPEN SPACE – 0.3 ACRES

**LANDBAY S**
OPEN SPACE – 0.2 ACRES

**LANDBAY T**
OPEN SPACE – 0.1 ACRES

Note: Sizes of Landbay J, K & L are staff estimates and require additional engineering design to determine exact sizes.
Past Milestones – Environmental
Crystal City-Potomac Yard Transitway

- National Environmental Policy Act – requirements for federal funding

- Environmental studies completed in 2007 for whole corridor

- Categorical Exclusion (CE) issued for Minimum Operable Segment (MOS) in Arlington

- Categorical Exclusion (CE) not issued for Alexandria section
Work Program – Status of NEPA

• Changed Circumstances

  – Arlington: Updating environmental document for changed alignment in Crystal City

  – Alexandria: Continuation of environmental document for Alexandria project limits
Crystal City Potomac Yard Transitway
Changed Circumstances in Alexandria
Work Program – Sustainability Study

- Consultant assisting with developing ideas about sustainable design and implementation practices
- Workshop conducted March 5, 2010
- Broader staff coordination ongoing
JIM UPDATE

Background Overview – Project Description