

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 21, 2012

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER

SUBJECT: CONSIDERATION OF KING STREET METRORAIL STATION DESIGN

**ISSUE:** Consideration of an action to endorse the proposed King Street Access Improvement Project to be constructed with the available budget.

**RECOMMENDATION:** That City Council authorize this project to proceed as outlined by staff and depicted in Attachment 1.

**DISCUSSION:** The King Street Metrorail Station site is a major transit point to Alexandria for many visitors and tourists, and shapes their impressions of the City. As a primary transportation hub for the City, this site assists tourism, serves residents, employers and employees, and helps to define the multi-modal character of the City. There are approximately 9,306 average weekday riders boarding at the station, adding up to well over two million riders in 2011. It is the largest transit facility in the City.

The King Street Metrorail Station provides multi-modal transportation such as Metro and DASH buses, the King Street Trolley, bicycles (including the forthcoming Capital Bikeshare station), carshare, taxis, private shuttles, and individual automobiles. Also, the Virginia Railway Express (VRE) and Amtrak station is located a short distance from the King Street Metrorail Station. Staff recognized a number of years ago that the current layout was less than optimal and the lot required significant work to make it safer for an urban environment. Staff requested that WMATA conduct a study of the feasibility of rebuilding the access facilities at the lot in 2006. The result of this study was released in March 2008 with an initial estimated cost of \$4.2 million for the improvements. Collectively, from 2006 to 2010, staff obtained Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funding in the amount of \$4.45 million (\$250,000 above 2008 initial estimate) for this project.

In the spring of 2010, staff requested WMATA (in conjunction with its consultant) to design and rebuild the facility. A number of public meetings were held to get public input to refine the preliminary concepts developed in 2006. Staff worked with WMATA and its consultant to modify the original concept to address comments made by the public and members of the Transportation Commission. Some of the modifications included in the design were enhancements to pedestrian and bicycle facilities, additional landscaping, bus waiting areas, larger bus bays, and additional bus layover spaces. These enhancements increased the cost of the

project. In order to accommodate these increased costs, Council approved an additional \$2.2 million for the project in the FY 2012 Adopted Budget (Transportation Improvement Program Funding). Staff also obtained an additional \$300,000 in CMAQ funding for the project. The project budget was estimated at a cost of \$6.959 million (Attachment 1). Approximately \$4.759 million from grants and \$2.200 million from the City’s Transportation Improvement Program were available to fund the project.

Cost Item	Cost Estimate
Mobilization/Demobilization	\$519,120
Demolition, Excavation, Backfill, Grading and Stone Base	\$456,703
Maintenance of Traffic	\$91,237
Paving	\$438,361
Sidewalks and Curbs	\$437,019
Bus Shelters, Kiss & Ride Shelters, Bike Facilities, Message Boards	\$456,645
Landscape	\$150,679
Traffic Signal Improvements	\$33,866
Utilities	\$118,236
Drainage, Erosion and Sediment Control	\$377,953
Structural	\$245,784
Electrical	\$354,318
Design, Engineering Services, Project Management and Construction Inspection	\$2,118,189
Contingencies	\$1,086,028
Bonds and Insurance	\$74,862
<b>Total</b>	<b>\$6,959,000</b>

In March 2012, staff presented a base King Street Metrorail Station project that had been value engineered with some of the enhancements that the project budget could not accommodate to the Transportation Commission. The Transportation Commission considered the base plan, as well as all of the enhancements raised during the public process, and concluded at their March 7, 2012, meeting that they would endorse the concept as shown in Attachment 1 which is estimated to cost \$6.959 million. The vote was 6-0 with one absentee. Council members do not vote. The Commission weighed the transportation capital budgetary constraints and the public testimony from the Alexandria Commission for People with Disabilities member for concrete versus brick sidewalk sections and determined that the base plan could accomplish the program goals adequately.

As stated earlier, there were several enhancements proposed by various stakeholders that, if implemented, raise the cost estimate above the budgeted \$6.959 million. The additional enhancements, which were eliminated from the original scope, totaled \$933,000. These additions would have increased the total cost of the project to \$7.892 million and are depicted on Attachment 2. The enhancements are the following:

1. Minimize impacts to station operation constructing the project in six phases (\$433,000)
2. High Quality Kiss and Ride shelters (\$110,000)
3. Dynamic message boards at bus shelters (\$150,000)
4. Brick sidewalk on Diagonal Road instead of the concrete sidewalk (\$240,000)

Staff from the departments of Transportation and Environmental Services and Planning and Zoning believe that the project is consistent with the Transportation Master Plan, the Small Area Plan for King Street and the King Street Retail Strategy, as well as the goals of Eco-City Alexandria and the Wayfinding Plan. Council’s Strategic Goal areas 1 and 3 (Economic Development and Transportation) are also supported by this lot reconstruction. Improvements at the King Street Metrorail Station also support the continued growth envisioned for Carlyle, as well as the Braddock Road Metrorail Station and Eisenhower Avenue Metrorail Station.

**FISCAL IMPACT:** The cost of the base project without the additional enhancements, as described previously, is estimated at \$6.959 million. The project has the following funding sources:

	<u>Cost</u>
CMAQ (Federal and Commonwealth Match)	\$2,540,000
RSTP (Federal and Commonwealth Match)	\$2,120,000
Local Funds	\$99,100
Transportation Improvement Program	<u>\$2,200,000</u>
Total of Existing Funding	\$6,959,000

If the additional enhancements had been included, the project cost would be \$7.892 million. If Council was interested in funding some or all of the currently unfunded enhancements, the City could reprogram \$933,000 of State Urban funds from the Mill Road Extension Project to the King Street Access Improvements project to pay for the additional items if desired. The reallocation of these State Urban Funds to other City transportation purposes will be considered as part of FY 2014 CIP preparation process.

**STAFF:**

- Bruce Johnson, Chief of Staff
- Mark Jinks, Deputy City Manager
- Richard J. Baier, P.E., LEED AP, Director, T&ES
- Farroll Hamer, Director, P&Z
- Abi Lerner, P.E., Deputy Director, T&ES
- Antonio J. Baxter, Division Chief of Administration, T&ES
- Jim Maslanka, T&ES

- Attachment 1: King Street Metrorail Design - Proposed Alternative
- Attachment 2: King Street Metrorail Design – Concept Which Includes All Features Requested by the Public
- Attachment 3: Letter from Transportation Commission Regarding the King Street Metrorail Improvement

Attachment 1 King Street Metrorail Design-Proposed Alternative  
 Cost= \$6,959,000



- 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
  - I KISS AND RIDE SHELTERS
- PAVED MATERIAL LEGEND**
- STAMPED CONCRETE - 24" x36"
  - 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

APPROVED SPECIAL USE PERMIT NO. \_\_\_\_\_  
 DEPARTMENT OF PUBLIC UTILITIES  
 DATE \_\_\_\_\_  
 SITE PLAN NO. \_\_\_\_\_  
 CONTRACT NO. \_\_\_\_\_  
 CONTRACT NO. \_\_\_\_\_  
 CONTRACT NO. \_\_\_\_\_  
 CONTRACT NO. \_\_\_\_\_



REFERENCE DRAWINGS		REVISIONS	
NUMBER	DESCRIPTION	DATE	BY

  

DESIGNED	DATE	
DRAWN	DATE	
CHECKED	DATE	
APPROVED	DATE	

  

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY	DATE	
DEPARTMENT OF OPERATIONS SERVICES	DATE	
OFFICE OF ENGINEERING SERVICE	DATE	
APPROVED	DATE	
DATE		

  

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY	DATE	
DEPARTMENT OF OPERATIONS SERVICES	DATE	
OFFICE OF ENGINEERING SERVICE	DATE	
APPROVED	DATE	
DATE		

EXPANSION OF  
 THE KING STREET STATION BUS FACILITY  
 COLOR SITE PLAN - ALT. 3

SCALE 1"=40'  
 DRAWING NO.  
 SHEET NO.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
 DEPARTMENT OF OPERATIONS SERVICES  
 OFFICE OF ENGINEERING SERVICE  
 G.F.P. JOINT VENTURE  
 1000 15TH AVENUE, SUITE 2000, DENVER, CO 80202  
 SUBMITTED DATE  
 APPROVED DATE  
 CHECKED DATE  
 PROJECT MANAGER



**Alexandria Transportation Commission  
301 King Street  
Alexandria, VA 22314**

Mayor William D. Euille and Members of City Council  
City Hall  
301 King Street  
Alexandria, VA 22314

March 12, 2012

Re: King Street/Old Town Metro Station Project Funding

Dear Mayor Euille and Members of City Council:

At its March 7, 2012 meeting, staff presented to the Transportation Commission (Commission) an update on the King Street/Old Town Metrorail station design and funding. This project is currently funded at \$6.95 million, of which \$2.2 million is funded through the City's 10-year Transportation Expansion Program, and \$4.75 million is funded through RSTP and CMAQ funds. Staff conducted public outreach in 2011 to the Transportation Commission, the public and various other stakeholder groups. A number of enhancements were requested and incorporated into the design, including enhanced pedestrian and bicycle facilities, bus waiting areas, provision of larger bus bays and additional bus layover spaces. However, the City Manager informed the Commission via staff that several features and construction processes that were requested by these stakeholders could not be accommodated within the proposed budget.

Staff presented two alternative design options to the Transportation Commission, each of which eliminated or deferred certain design components in order to keep the project within a lower budget. Both options included elimination of a six-phase construction approach in favor of a more intensive, two-phase construction process. Deferrals and/or elimination were proposed for the kiss-and-ride shelters, dynamic bus transit message boards, and the 12' sidewalk adjacent to the rail track. This latter item would be narrowed, in part due to physical space constraints. Option 1 eliminated the brick sidewalk on Diagonal Street and replaced it with a concrete sidewalk. Option 2 eliminated the seven bus layover locations and replaced them with two layover locations.

The King Street Metrorail station redevelopment project has been designated as a top priority project by the Transportation Commission by means of its established vetting criteria. Some of the design options suggested for elimination are, in our view, of vital importance to the success of this project. At its March meeting, the Commission moved to recommend that staff proceed with Option 1, but with the following changes:

1. Maintain the kiss-and-ride shelters to protect patrons from dangerous weather conditions.
2. Eliminate all brick sidewalks and replace them with more ADA-friendly (Americans with Disabilities Act) stamped concrete.
3. Ensure that there is a safe pedestrian crossing across King Street at Cameron Street.

These improvements could be accommodated within the current budget. We appreciate your consideration of the Commission's request to review this important project.

Sincerely,



Kevin Posey  
Chair, Alexandria Transportation Commission  
cc: Alexandria Transportation Commission

16  
3-27-12

**Jackie Henderson**

**From:** Lee Hernly <leehernly@me.com>  
**Sent:** Tuesday, March 27, 2012 2:43 PM  
**To:** William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones  
**Subject:** COA Contact Us: King Street Metro redesign  
**Attachments:** ATT00001.txt

**COA Contact Us: Mayor, Vice Mayor, and Council Members**

**Time:** [Tue Mar 27, 2012 14:43:15] **Message ID:** [38054]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Lee  
**Last Name:** Hernly  
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Unit 806  
**City:** Alexandria  
**State:** VA  
**Zip:** 22314  
**Phone:** 703-541-8134  
**Email Address:** [leehernly@me.com](mailto:leehernly@me.com)

**Subject:** King Street Metro redesign  
Dear Mr. Mayor and members of City Council,

A measure is before you tonight at your legislative session about the redesign of the King Street Metro station.

While there are some good things in the latest design of the Metro station, there still are many issues that neither City staff nor Metro has taken into account.

- Comments:**
1. City staff has mentioned at community meetings that the extra bus bays are needed to cut down on the doubling up of buses that occurs. While no one is disputing the extra need, after observing the bus bays the last year or so, currently buses only double up when one of the buses is late due to traffic.
  2. The latest design has space for as many as eight shuttle buses. Currently, the max number of shuttle buses that services this station is four at any one time. This has been told to City staff who have ignored this observation.

### 3. The latest

design removes parking from the station and adds a one lane kiss and ride

lane. I asked City staff about this and they said at one of the community meetings that the parking lot at the station is 'under utilized.' Over the last eighteen months though, it has been observed that as many as 177 cars

(not taxi's) utilize this parking lot to pick up Metrorail & bus passengers in the PM rush hour. This is over and above the lot that holds about 20 cars which is normally full M-F in the afternoon and evening. This design is going to create a bottleneck on Diagonal which currently backs up in the A.M. and P.M. rush hour now.

Both City staff and Metro

have been asked about this at various community meetings and this issue has

gone ignored.

### 4. Parking is being taken up along Diagonal Road around

the station according to the design. Considering that the parking along here is used by businesses in this section of Alexandria as well as the Embassy Suites hotel (whose guests use a number of spaces along here daily)

and considering the lack of overall street parking in Alexandria in general, this does not seem like a good use of space. This has been told to

City staff at various community meetings and has gone ignored.

### 5.

Lastly, in regards to the kiss and ride lane, the latest design tries to forbid anyone from turning left onto Diagonal Road from the station. IMHO,

this is going to cause a LOT of problems considering that as much as 88% of

the traffic (cars only, no buses or taxis included) turns left onto Diagonal out of the station. This needs to be re-thought before committing taxpayer funds to build the project.

I'm not saying a redesign shouldn't

happen but, this redesign desperately needs to be re-looked at before the City or Metro spends over \$6 million dollars of taxpayer funds on this

project.

Thank you for your time and consideration on this  
matter.

Sincerely,

Lee Hernly