

**CITY COUNCIL WORK SESSION
ON
POTOMAC YARD TRANSIT

TUESDAY, SEPTEMBER 28, 2010
5:30 PM
COUNCIL WORKROOM**

AGENDA

- I. Welcome and Opening Comments William D. Euille, Mayor
- II. Coordination Between Alexandria and Arlington County and Planned October 14 Joint Meeting Mark Jinks, Deputy City Manager

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

Council Discussion
- IV. Potomac Yard Metrorail Station¹ Rich Baier, Director, T&ES
Abi Lerner, Deputy Director, T&ES

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

Council Discussion
- 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.

WS
9-28-10

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

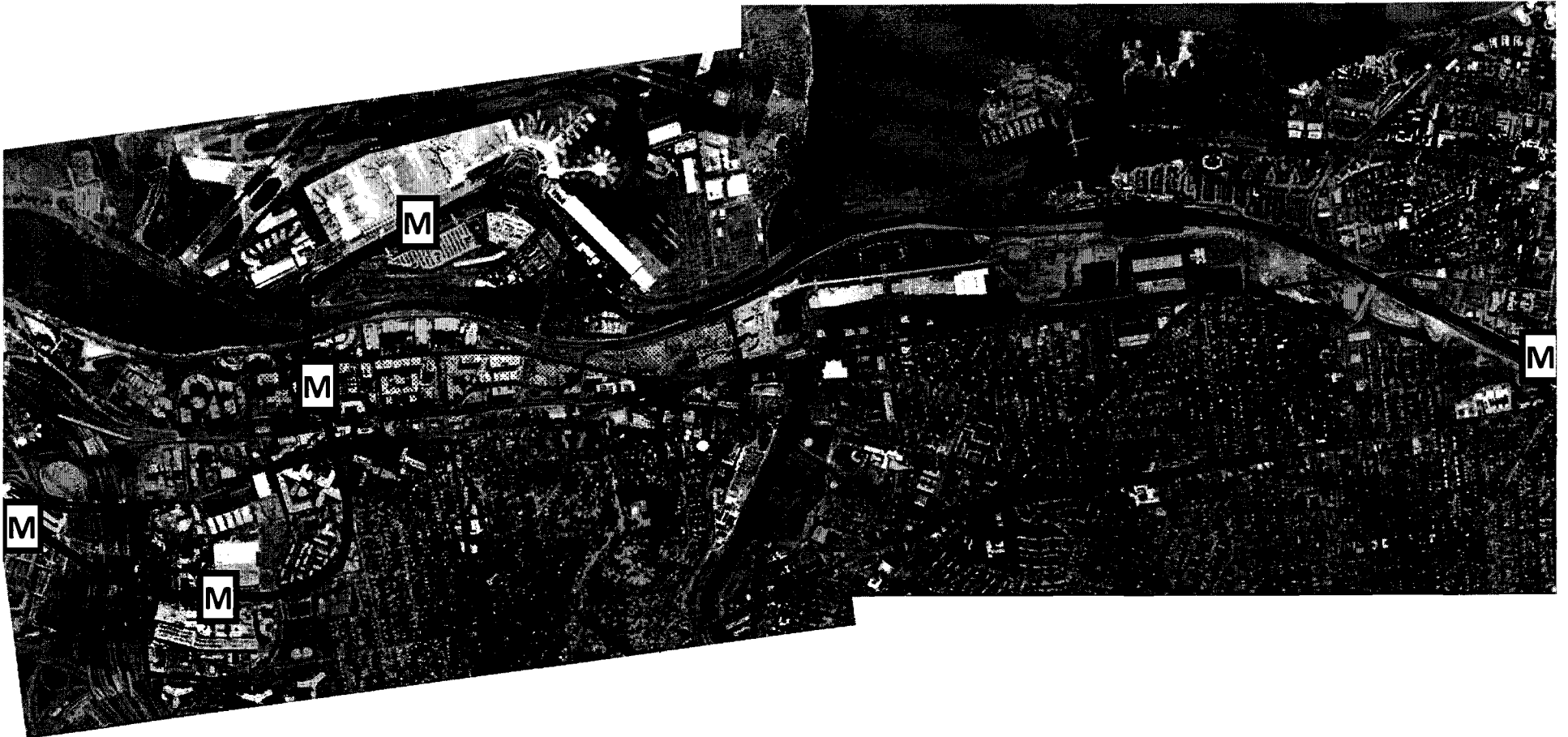
Crystal City-Potomac Yard Transitway

- 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.

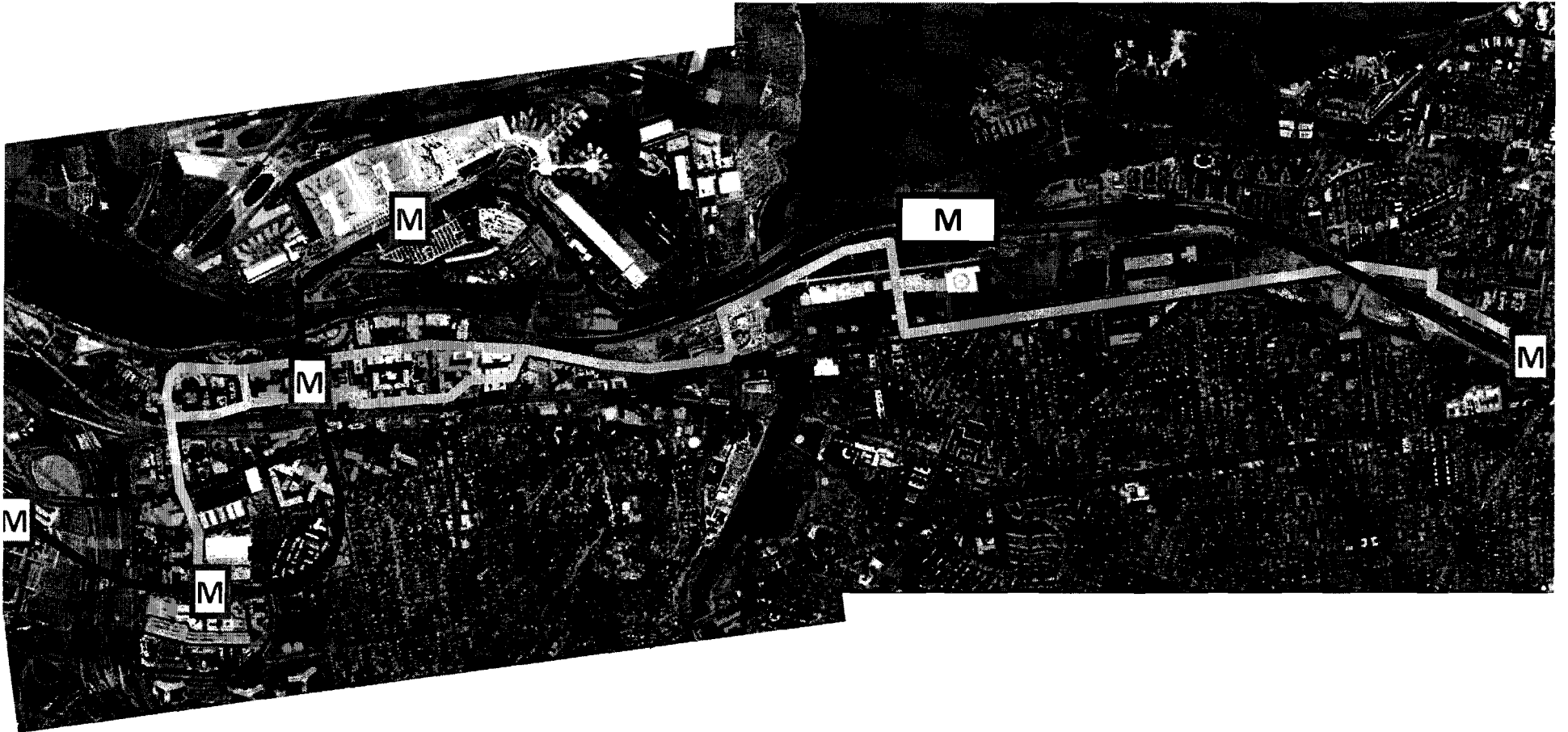
Existing Transit Service

Weekday bus boardings (DASH & WMATA): 6,800

Weekday rail boardings: 58,400



Planned Transit Service



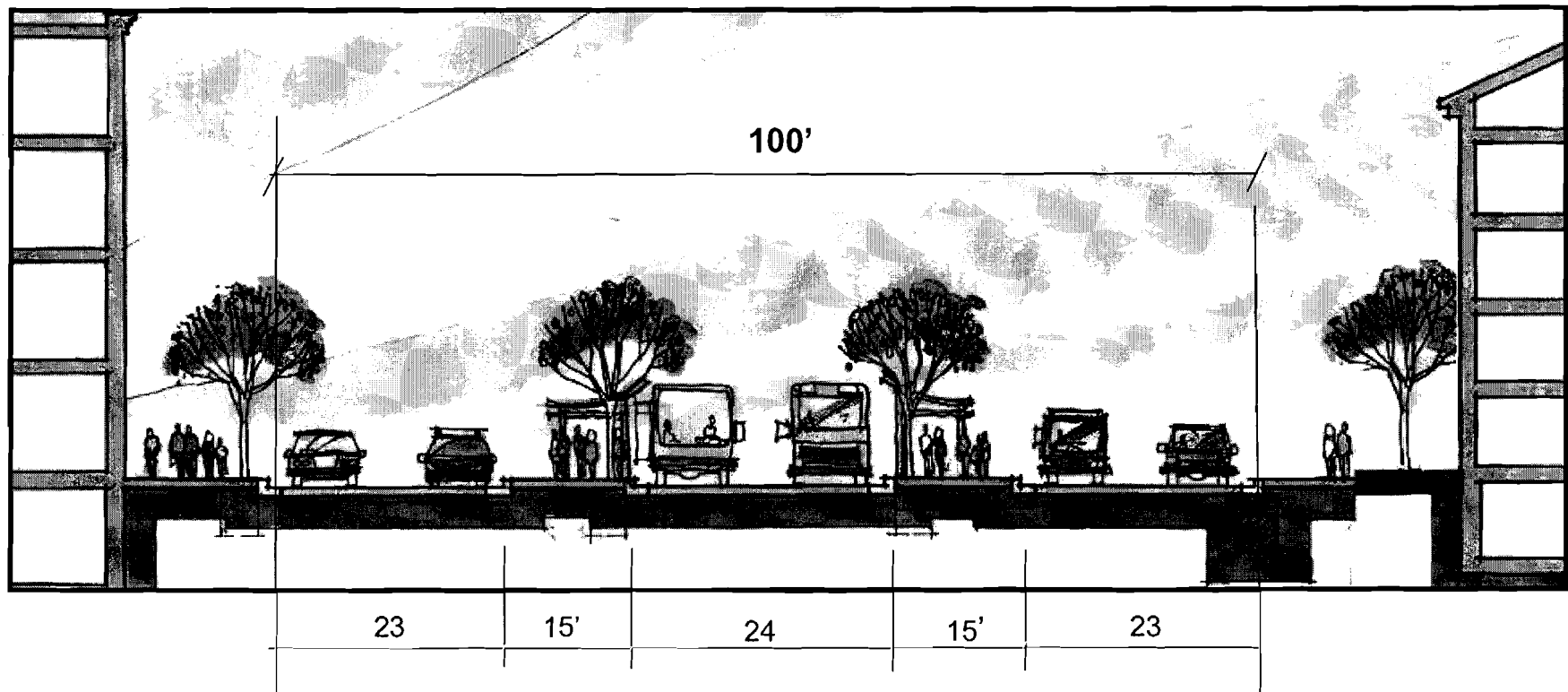
Past Milestones – Federal Funding Crystal City-Potomac Yard Transitway

- 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

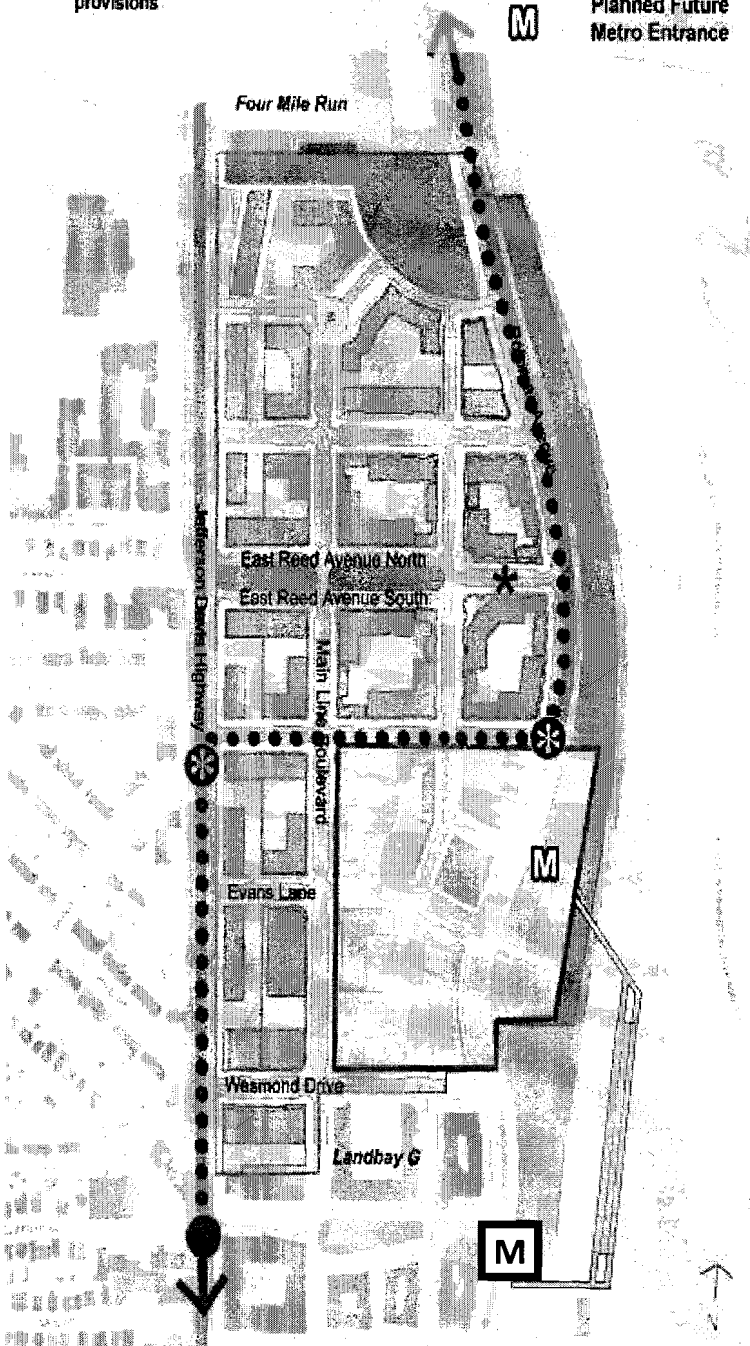
Crystal City-Potomac Yard Transitway Route 1 Cross-section



required by any applicable state and provisions.



Planned Future Metro Entrance



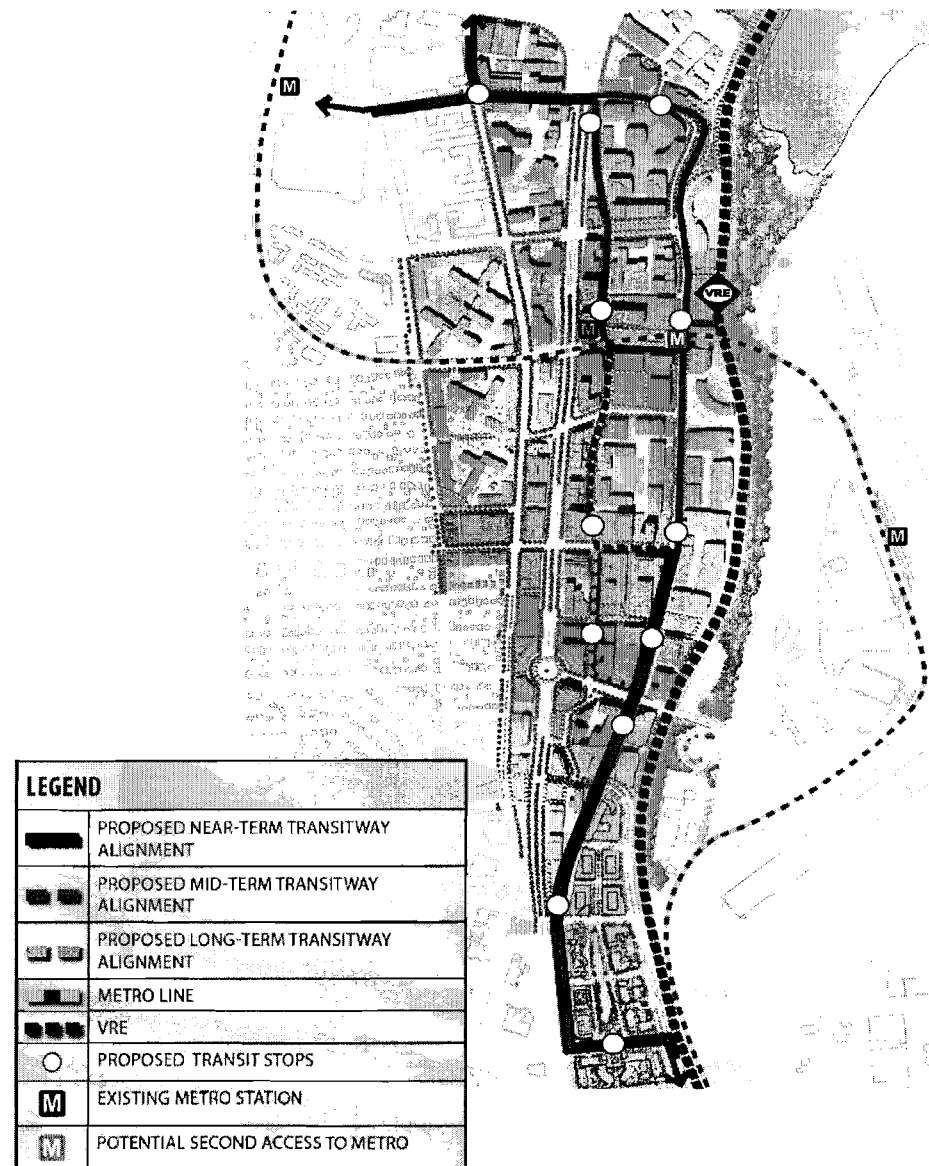
Crystal City-Potomac Yard Changed Alignment through North Potomac Yard

Current Work Program

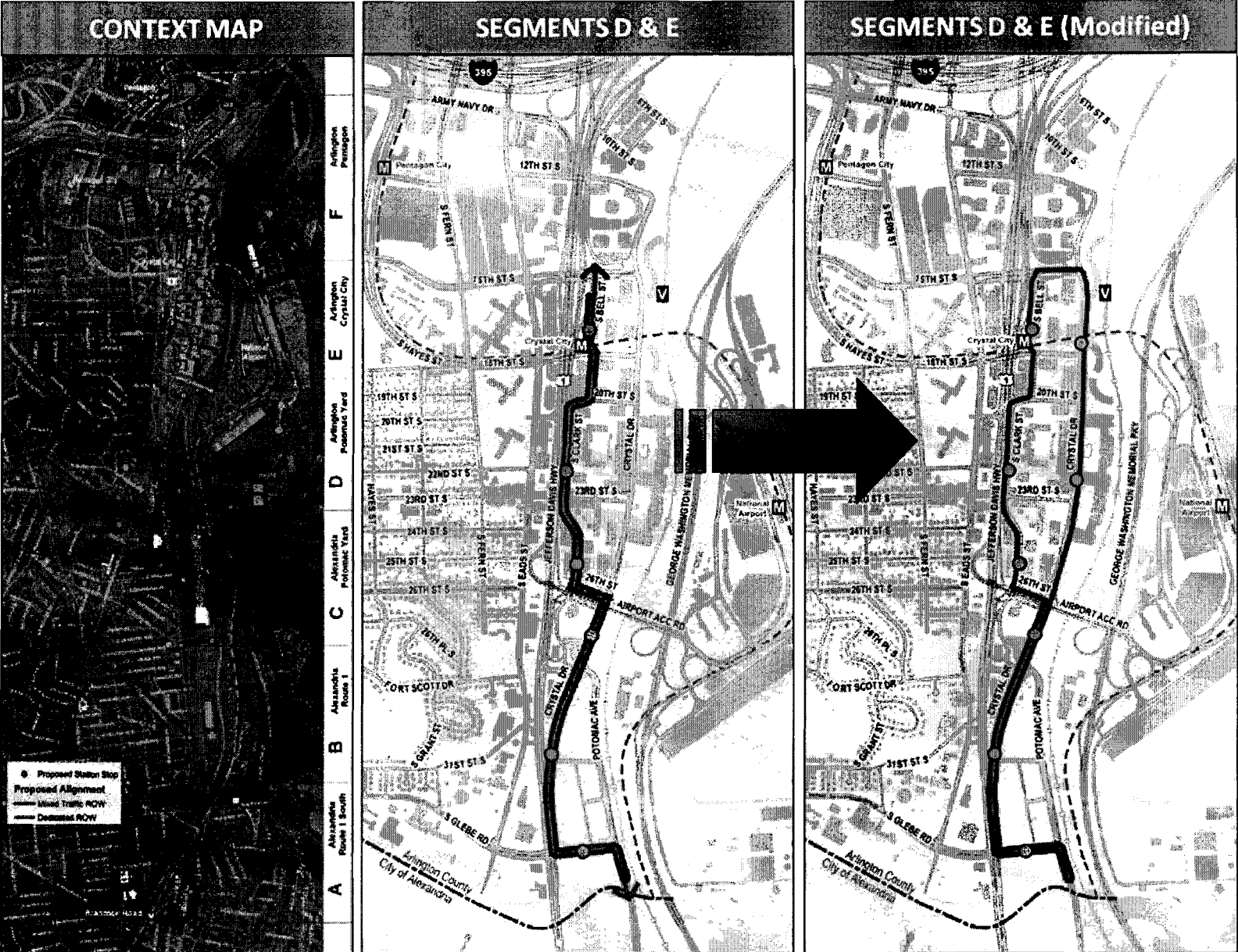
- NEPA
- Sustainability
- Design
 - Potential Future streetcar accommodation
 - Alignment through Land Bay F
 - Interim bus operation
- Funding

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

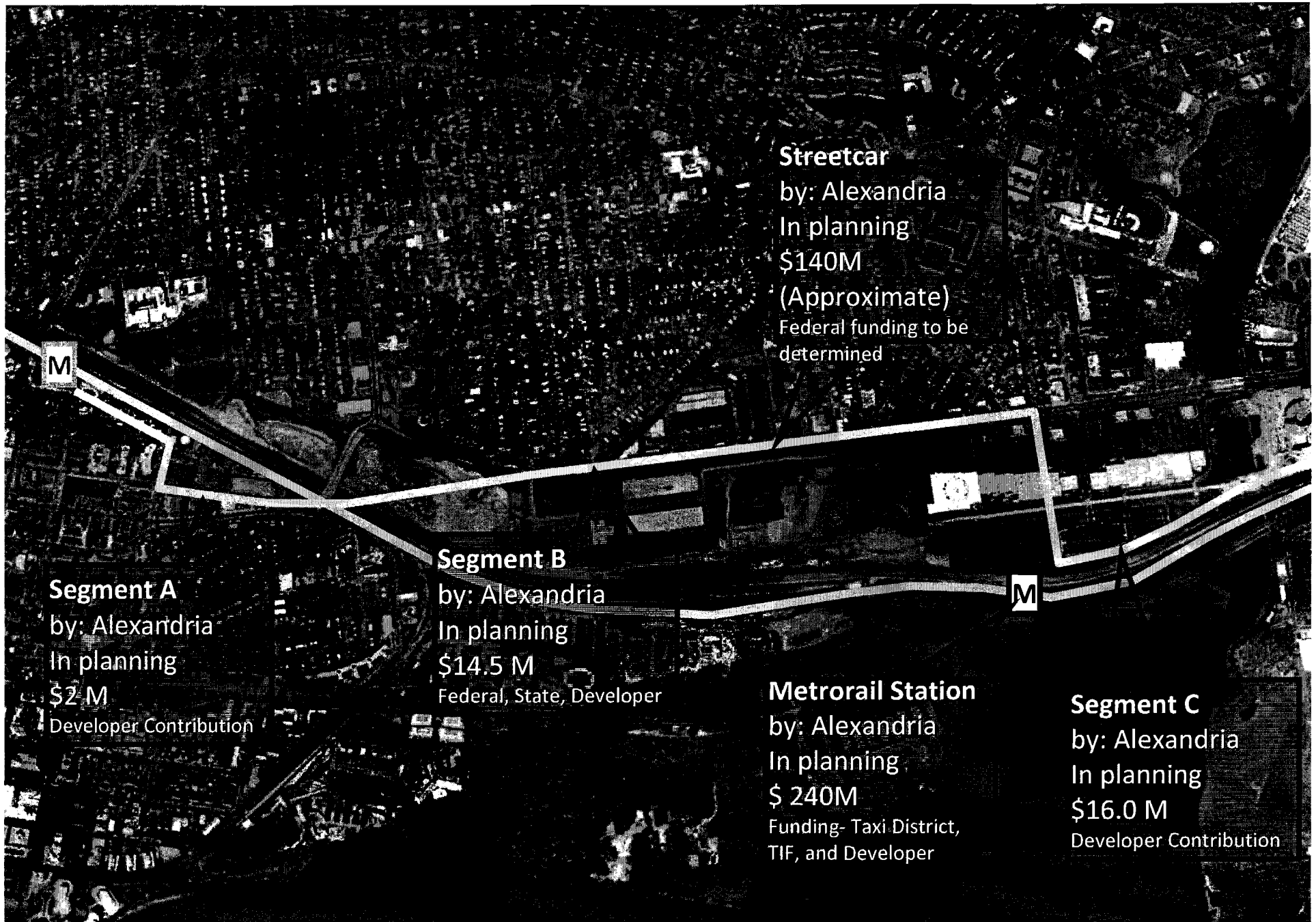


Project Funding

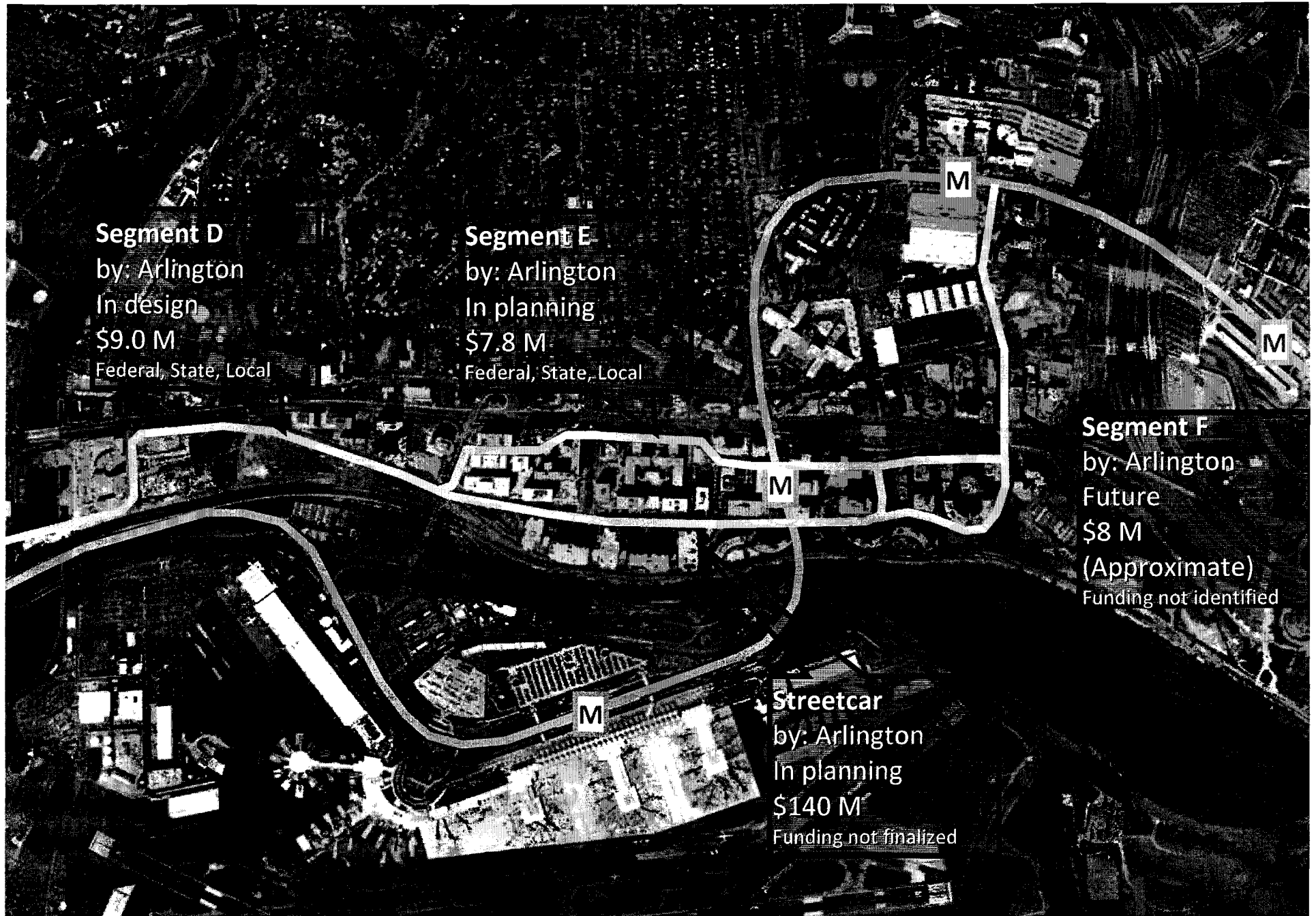
Potomac Yard Transitway

- 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



Arlington County Potomac Yard Transit Cost Estimates



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.

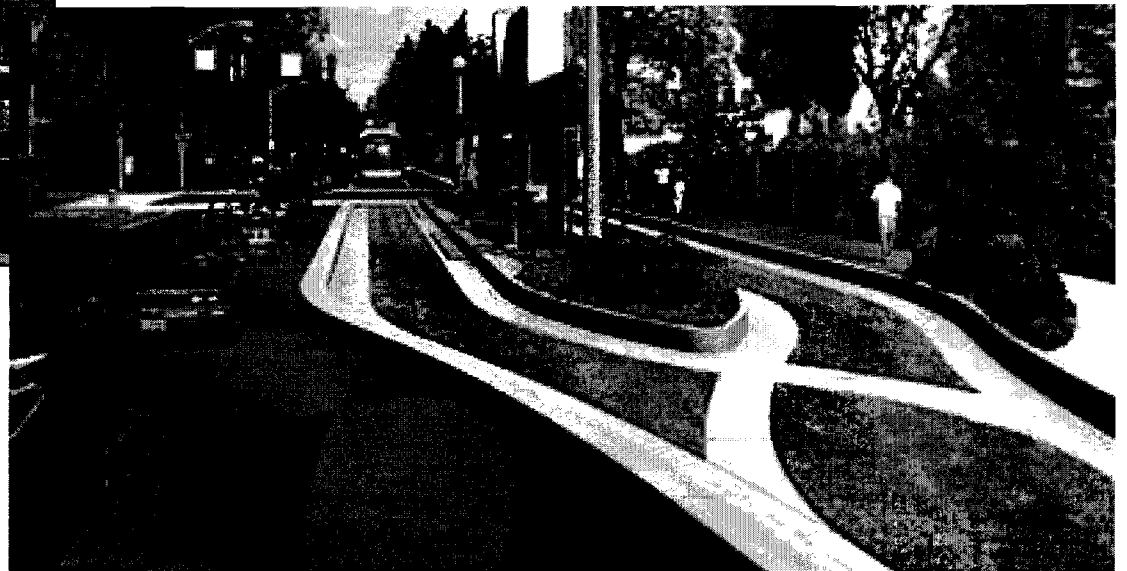
Project Funding

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.

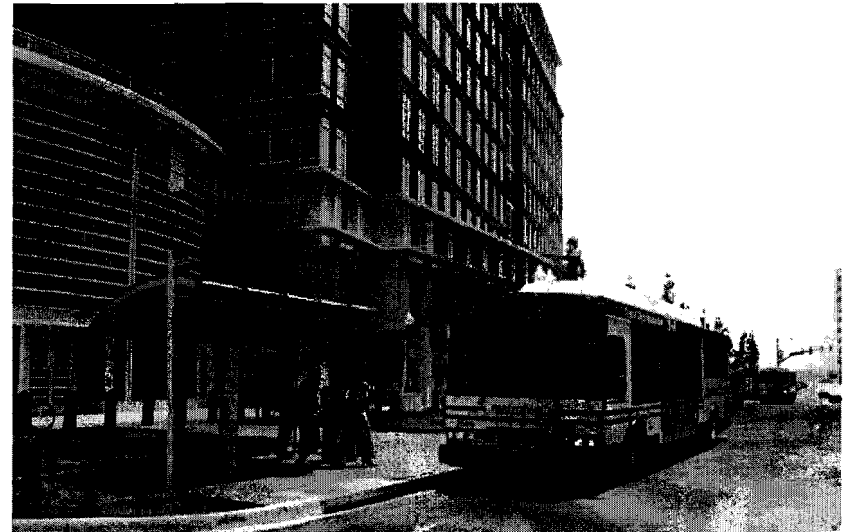
Work Program – Design

- 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

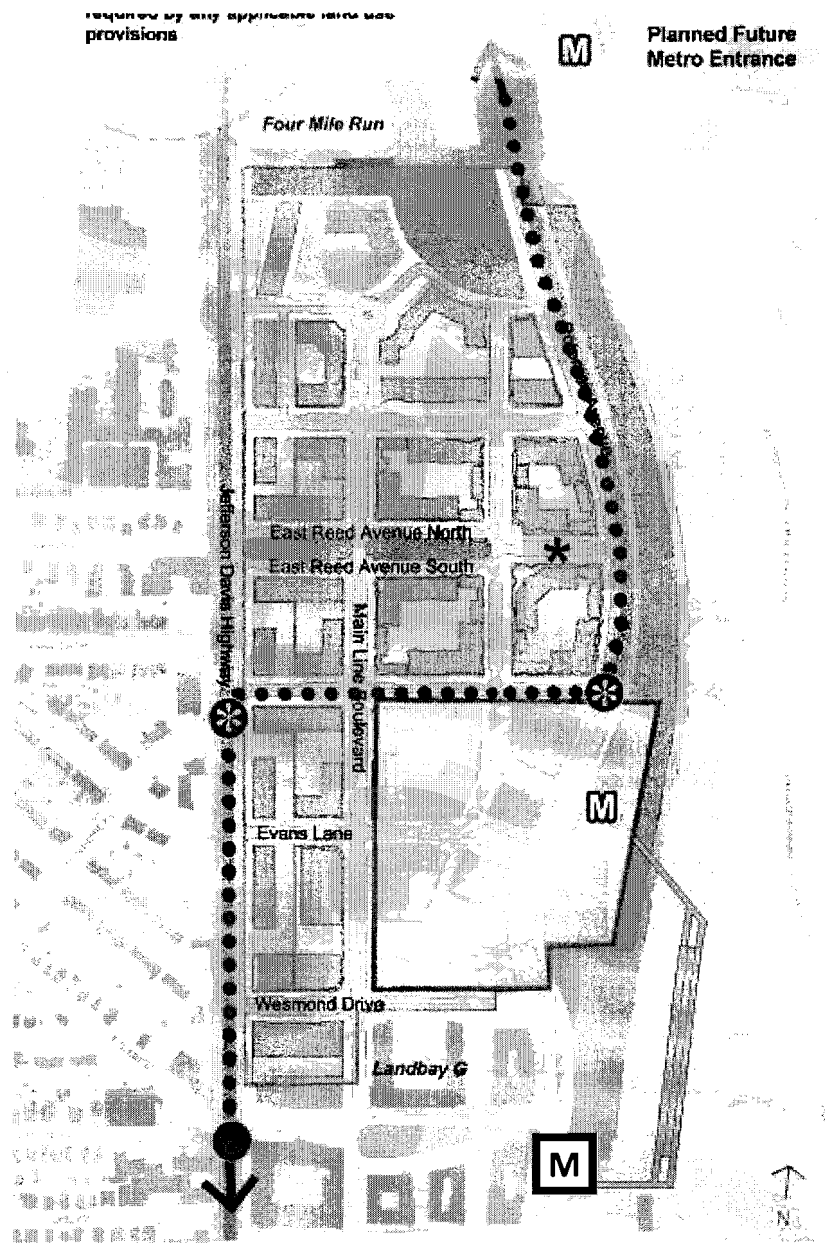
Next Steps – Implementation Timelines

- 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*

TASKS	2010	2011	2012	2013	2014	2015	2016
Alexandria endorses move to EIS phase, WMATA approves budget for EIS	X						
EIS Scoping Process	■						
Analysis of Environmental Conditions and Project Impacts	▶						
Draft EIS			X				
FTA/City of Alexandria/WMATA Public Hearing			X				
WMATA approves Public Hearing Staff Report and amends Mass Transit Plan			X				
Final EIS				X			
Record of Decision (ROD)				X			
WMATA Board approves Project Budget and issues Design/Build RFP				X			
WMATA awards Design/Build Contract					X		
Design/Build Contract					▶		
Station Opens							X

*Adapted from the Potomac Yard Metrorail Station Concept Development Study, February 3, 2010

Potomac Yard Metrorail Station

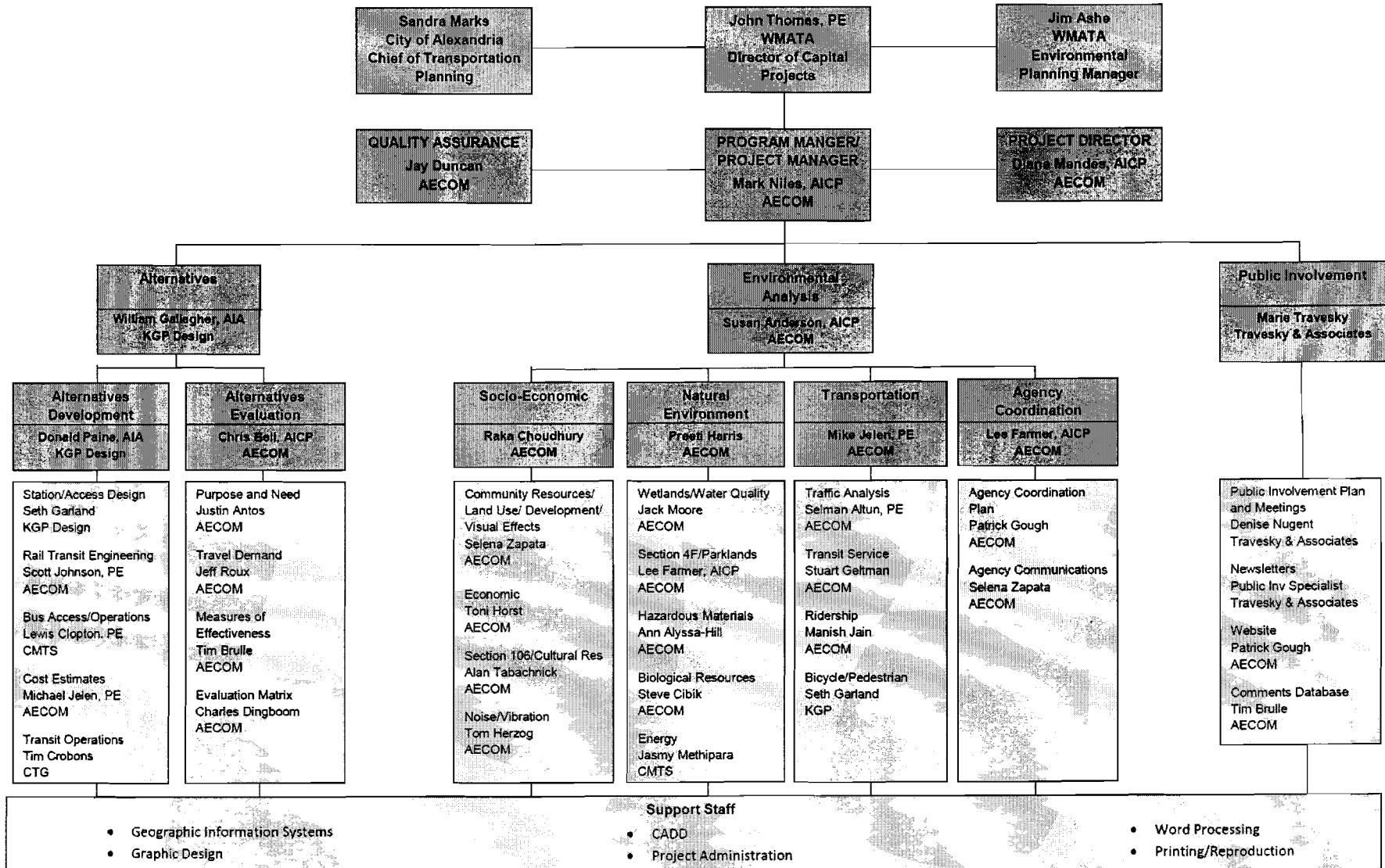
First Phase Timeline

EIS Initiation/Scoping

Scoping Process Steps and Schedule

TASKS	Months				
	1	2	3	4	5
Project Initiation Letter	■				
Coordination Plan	■				
Purpose and Need Summary	■				
Alternatives Definition	■	■			
Initial Methodology Report	■	■			
Notice of Intent/Scoping Booklet	■	■			
Notice of Intent Publication			■		
Scoping Meetings			■		
Scoping Report			■	■	■

DRAFT
WMATA ON-CALL PLANNING CONSULTANT SERVICES
POTOMAC YARD INFILL STATION EIS



Support Staff

- Geographic Information Systems
- CADD
- Word Processing
- Graphic Design
- Project Administration
- Printing/Reproduction

Council Discussion

Citywide High Capacity Corridor Study

Background Overview – Guiding Policies

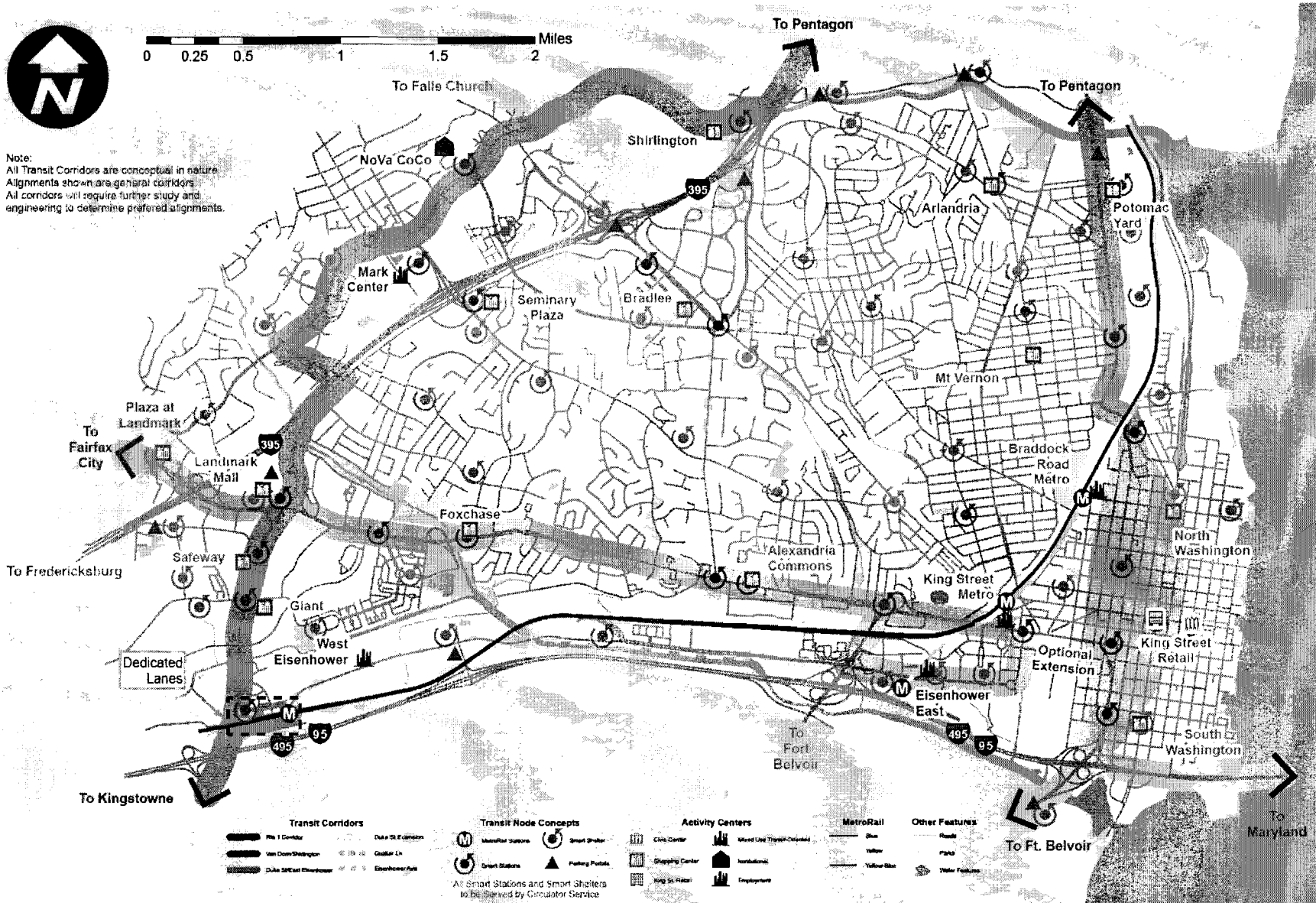
- CDD #10 – Potomac Yard/Potomac Greens Small Area Plan (1999)
- Alexandria Transportation Master Plan (2008)
 - 3 High Capacity Transit Corridors
- Mayor and Council’s Strategic Goals
 - Strategic Plan Goal #3- A Multi-modal transportation network that supports sustainable land use and provides internal 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

					
Transit-type/	Standard Bus	Rapid Bus	Moderate Investment BRT	High Investment BRT	Streetcar
Running-way	With traffic	With traffic, may have queue jump lanes	With traffic or dedicated lanes	Dedicated lanes	With traffic or dedicated lanes
Vehicle	Standard bus	Bus (may use special "branded" vehicles)	Special bus (low floor, branded, rail-like)		Railcar (low floor)
Operating Speeds	Low	Moderate	Moderate-high	High	Low to moderate
Typical Stop Spacing	1 to 2 city blocks		¼ to ½ mile		1 to 2 city blocks
Fare Collection	On vehicle		Off-board at station (some on-board)		
Vehicle Priority	None	Queue jump and TSP	TSP and signal preemption		
Passenger Information	Limited to some locations	Some	Real-time arrivals information at most stops/stations		
Accessibility	Lift required	Level boarding (most cases)			
Cost	Low	Moderate	Moderate-high	High	
Branding	System-level (except circulators)	Some	Route or service-specific		
Development Incentive	Limited	Some	Moderate	Considerable	
Time to Construct	Short	Short to moderate		Moderate to long	
Stops/ Stations					

TYPES OF PRIORITY TRANSIT TREATMENTS

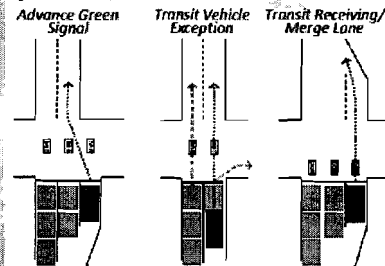
1: Intelligent Transportation Systems

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 → add a few seconds of green time for approaching transit
- If signal is red → truncate red phase for approaching transit
- Evaluate on-time performance → 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

2: Dedicated Running Way

	Dedicated	Mixed Traffic
Transit Vehicle Speeds	↑	↓
Transit Travel Time	↓	↑
Impact on General-use Vehicles	Capacity reduced if regular lane is replaced with transit-only lane	Stopped transit vehicles impede traffic
Right-of-Way	Impact if new lanes are constructed	

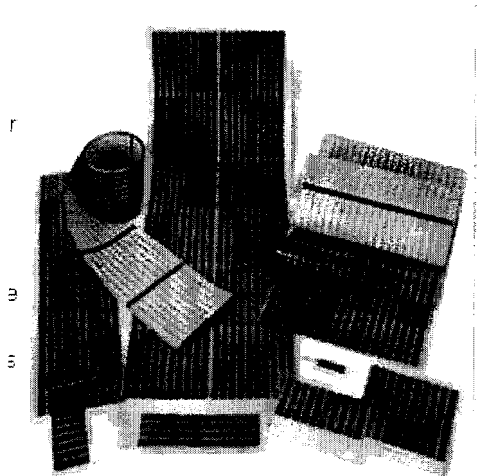
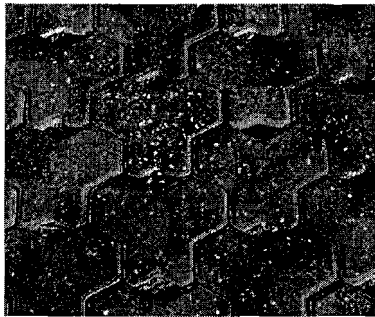
3: Stop/Station/Vehicle Features

Off-board fare collection and level boarding reduce dwell time at stops/stations



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

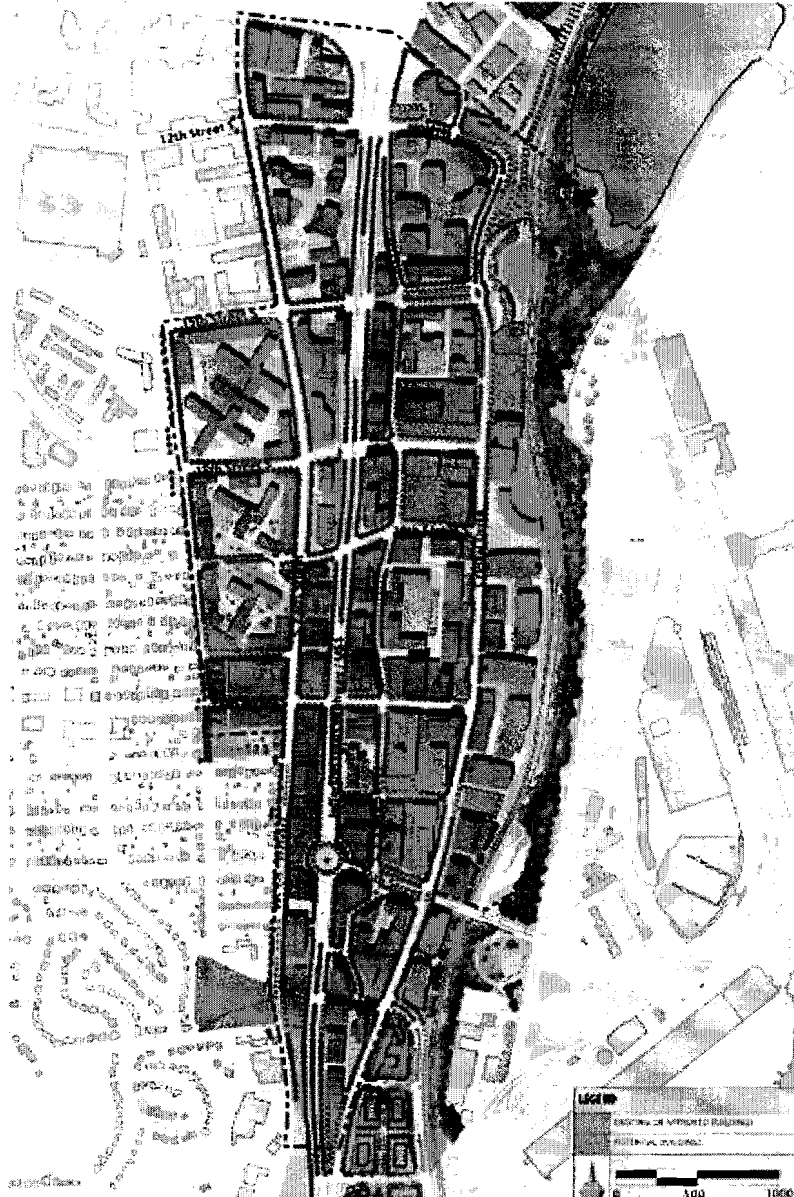
Past Milestones – Development Updates

- 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

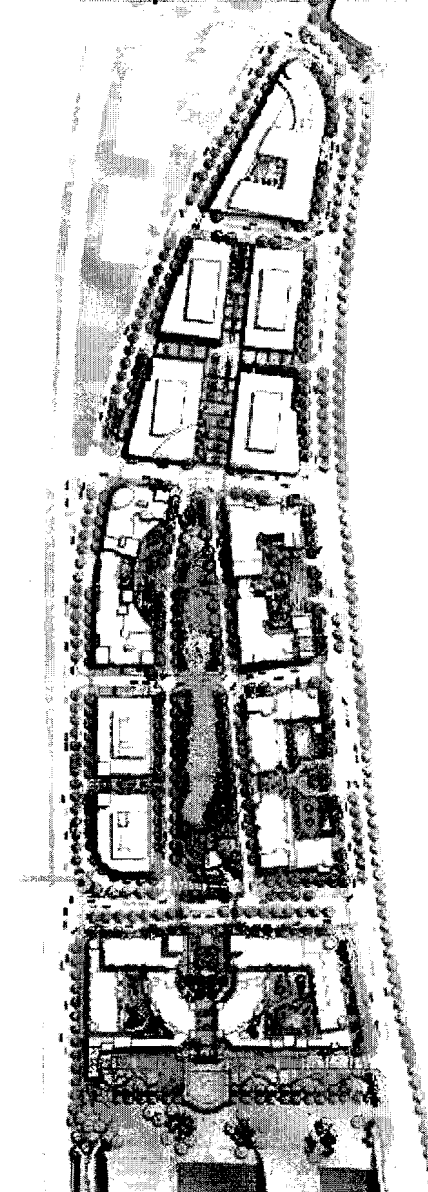
Past Milestones – Development Updates

Arlington Potomac Yard – Phased

Arlington Crystal City – Illustrative Plan 2050

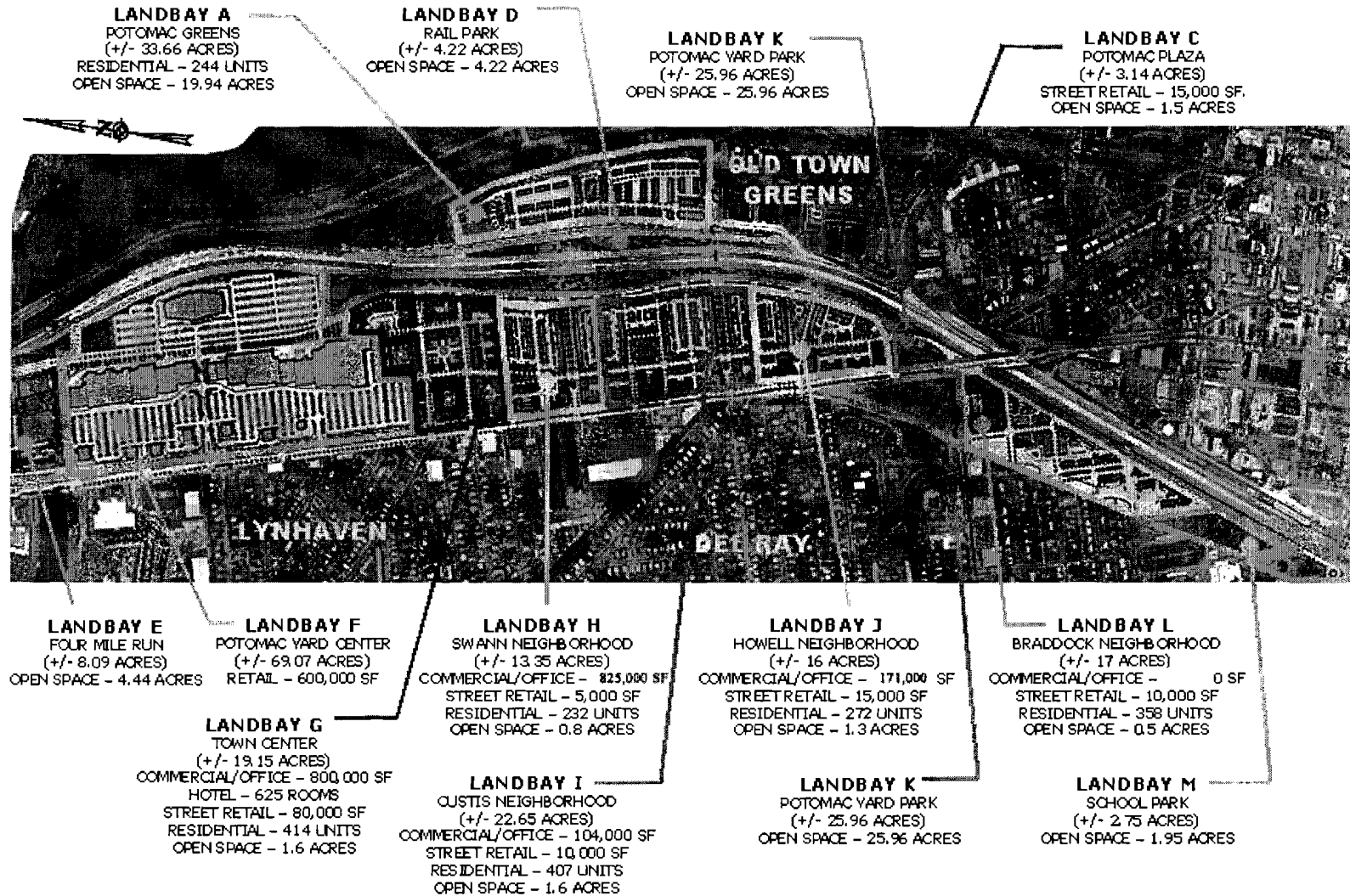


Development Site Plan



Past Milestones – Development Updates

Potomac Yard – Alternative Concept Plan



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

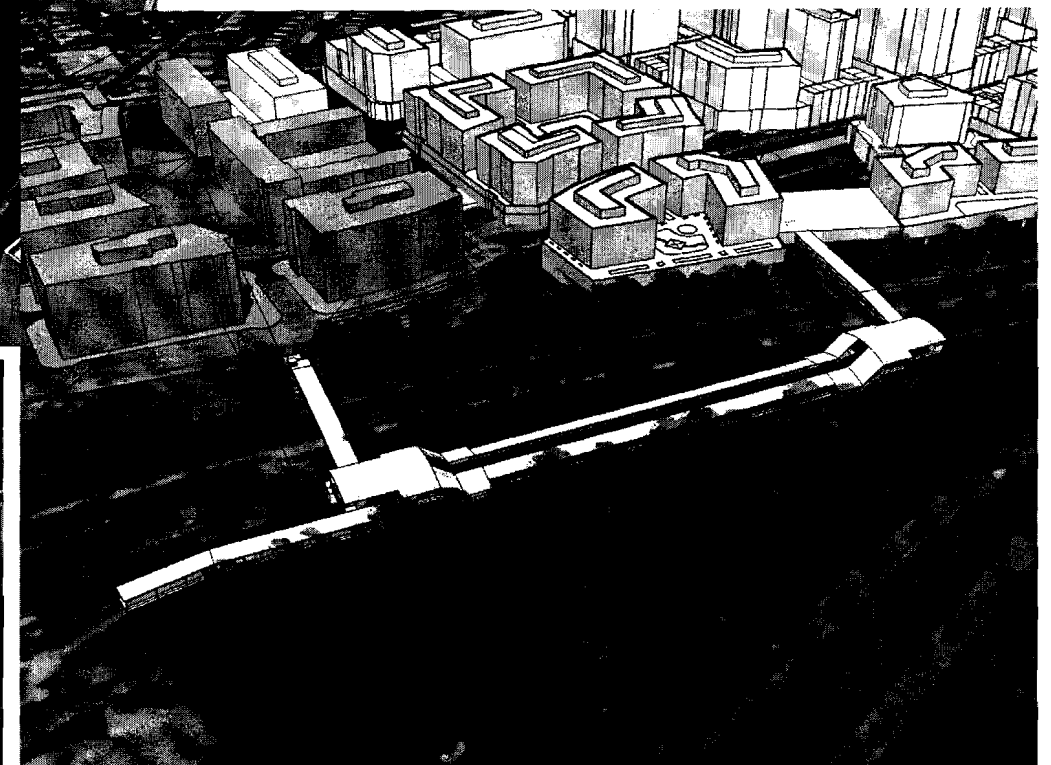
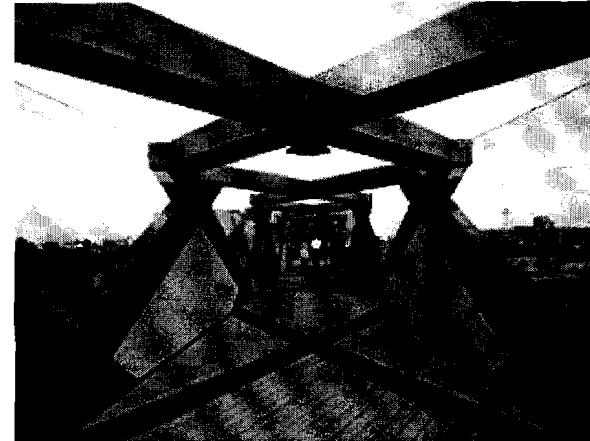
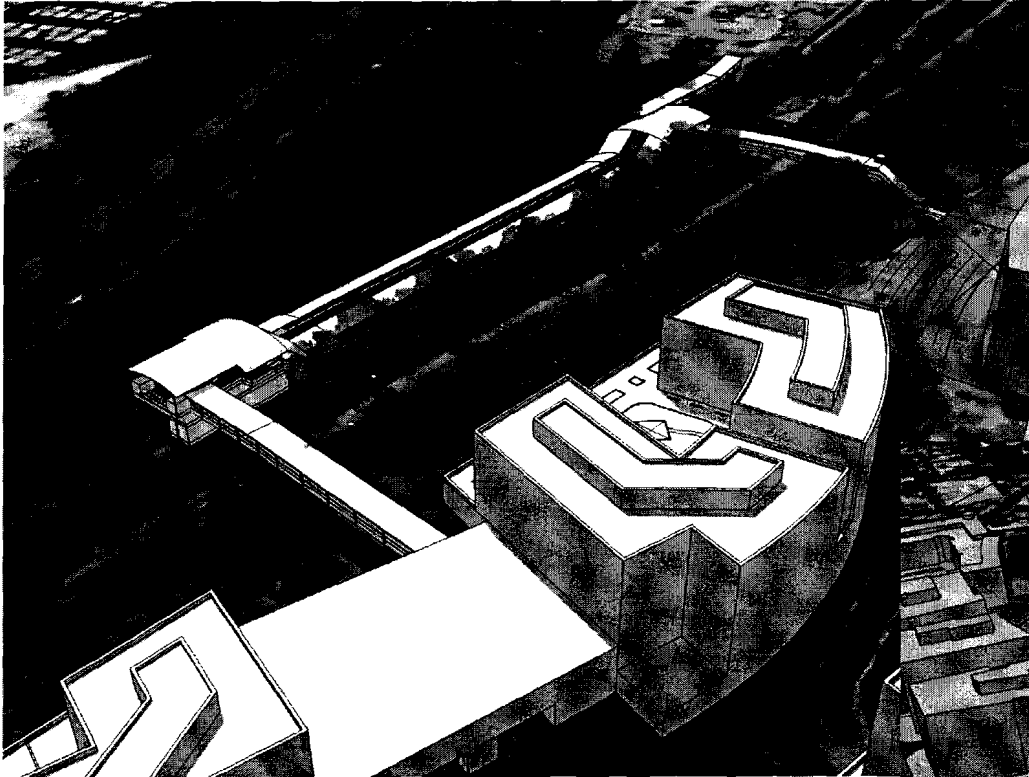
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- Environmental studies completed in 2007 for whole corridor
- Categorical Exclusion (CE) issued for Minimum Operable Segment (MOS) in Arlington
- Categorical Exclusion (CE) not issued for Alexandria section

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

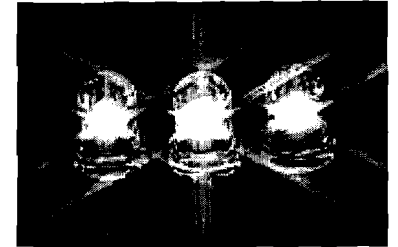


Crystal City Potomac Yard Transitway Changed Circumstances in Alexandria



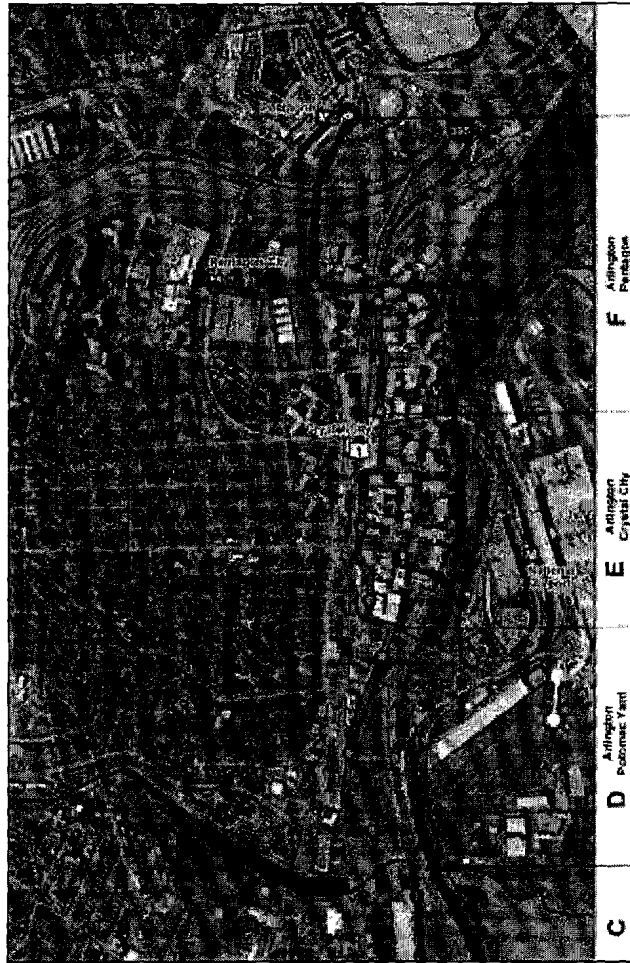
Work Program – Sustainability Study

- 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



Legend

- VRE Station
- Metro Station
- Blue Metro Line
- Yellow Metro Line
- VRE Railroad
- Proposed Station Stop

Planned Alignment

- Mixed Traffic ROW
- Dedicated ROW
- Columbia Pike Transit (Proposed)

0 0.1 0.2 Miles

