APPLICATION #: ALX-018

Application Status: Submitted

Date Submitted: 10/01/2021

Local Priority: 1

1: GENERAL PROJECT INFORMATION

1.1: Primary TransAction ID

42 - West End Transitway

1.2: Secondary TransAction IDs

197 - West End Alexandria Roadway Improvements

1.3: What is the primary TransAction corridor segment in which this project is physically located?

10-2 Columbia Pike/Braddock Road - I-495 to Pentagon

1.4: What other TransAction corridor segments is this project physically located in?

1.5: Project Title

West End Transitway Phase 1b

1.6: Project Subtitle

South Van Dorn Street and Bridge Design

1.7: Primary Supported Mode

Bus

1.8: Secondary Supported Modes

Bike and Pedestrian

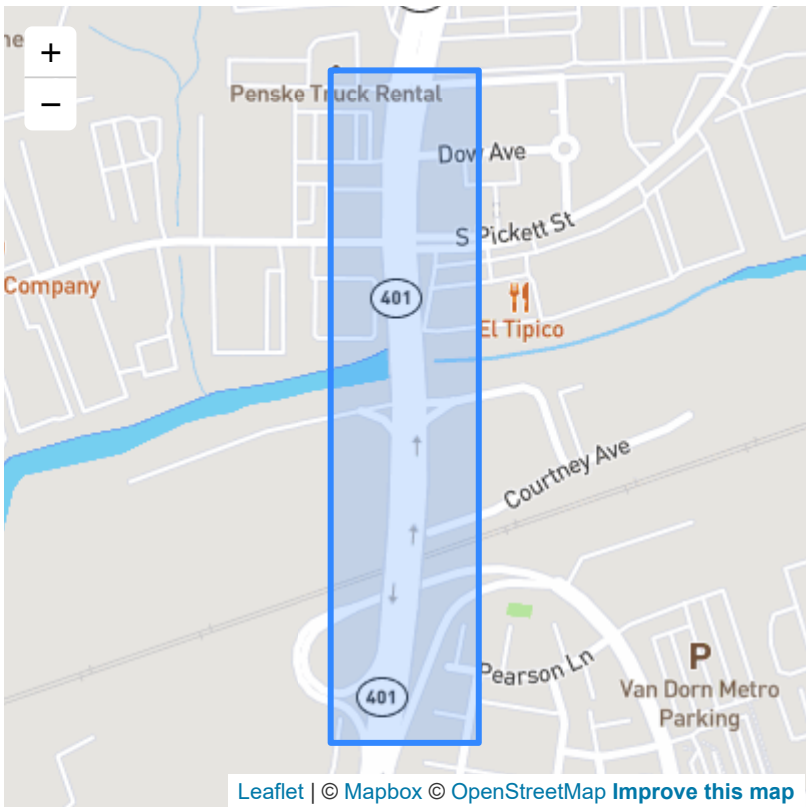
1.9: Project Description

This project will design South Van Dorn Street and the Van Dorn bridges between Metro Road and McConnell Avenue to accommodate dedicated transit lanes for the future West End Transitway as well as improve non-motorized facilities along the bridges for better connections between new developments, transit stops/stations and the Van Dorn Metrorail station. Design would include structural, civil and traffic engineering as well as community engagement, environmental work, staff time and substantial contingency funds. The existing Van Dorn Street bridge currently includes a narrow sidewalk along the east side, and no bicycle facilities. In 2016, the City completed the West End Transitway Alternatives Analysis and the Environmental Documentation was completed in 2017. A conceptual plan for the full build out of the transitway included dedicated bus lanes on Van Dorn Street for the transitway from Metro Road to the north and maintained existing vehicle travel lanes. The Eisenhower West Small Area Plan also recommends multimodal improvements to the South Van Dorn Street bridge. In FY 2022, the City will conduct a feasibility study that looks at traffic, concept options and develops more refined cost estimates to better understand the level of funding needed for design and construction in future years. Beginning the design of this portion of the transitway, where the City has already acquired right of way makes the City very competitive for construction funds for this project.

1.10: Project Location Text

The project is located on South. Van Dorn Street between Metro Road and McConnell Avenue

1.11: Project Location Map



1.12: Local Priority

1

1.13: Does this project support Metro or VRE core capacity?

Yes

1.14: Project URL

https://www.alexandriava.gov/WestEndTransitway

https://www.alexandriava.gov/EisenhowerWest

2: PROJECT TIMEFRAMES

2.1: Timeframes by Phase

	START	END
Study	FY2022	FY2023
Design/Engineering/Environmental	FY2026	FY2028
ROW and Utilities	N/A	N/A
Construction	N/A	N/A
Asset Acquisition	N/A	N/A

2.2: Potential Delay Risk Factors

Potential risks include environmental impacts, particularly associated with the crossing of Backlick Run, right-of-way acquisition, coordination with the adjacent Metro Rail line and commercial railroads, constructability issues, and maintenance of traffic during construction. These will not impact the design portion of the project.

2.3: For Design-Build project, estimated date for funding verification

3: COST AND FUNDING

3.1: Total Cost by Phase and Fiscal Year

Year	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
FY2022	$70,000.00	$0.00	$0.00	$0.00	$0.00	$70,000.00
FY2023	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
FY2024	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
FY2025	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
FY2026	$0.00	$5,000,000.00	$0.00	$0.00	$0.00	$5,000,000.00
FY2027	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
FY2028	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Totals	$70,000.00	$5,000,000.00	$0.00	$0.00	$0.00	$5,070,000.00

3.2: NVTA Funding Request by Phase and Fiscal Year of Expenditure

Year	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
FY2026	$0.00	$5,000,000.00	$0.00	$0.00	$0.00	$5,000,000.00
FY2027	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
FY2028	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Totals	$0.00	$5,000,000.00	$0.00	$0.00	$0.00	$5,000,000.00

3.3: Other Secured Funding Sources

Year	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
TOTAL COST	$70,000.00	$5,000,000.00	$0.00	$0.00	$0.00	$5,070,000.00
NVTA FUNDS APPLIED	$0.00	$5,000,000.00	$0.00	$0.00	$0.00	$5,000,000.00
Local	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
TOTAL OTHER	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
GAP	$70,000.00	$0.00	$0.00	$0.00	$0.00	$70,000.00

3.4: Other Sources Applied for But Not Yet Secured

The City has not applied for any other funding at this time

3.5: Other Sources under consideration for applying for any gap remaining

No other funding sources are being considered for the design phase of this project. The City will seek future funds toward construction.

4: PROJECT IMPACTS

4.1: Which facilities will experience capacity increases and/or how will this result in improved traffic flow/transit services?

The project will improve transit speed and reliability on South Van Dorn Street, and improve connectivity to the Van Dorn Metrorail Station. The South Van Dorn Street corridor is heavily congested, and transit vehicles are mixed with general purpose traffic. This corridor will be used by the future West End Transitway, and is a corridor with high transit usage. The design will add transit capacity by adding dedicated transit lanes to accommodate Bus Rapid Transit. The buses removed from the General Purpose lanes will allow for more capacity for general purpose vehicles. The project will add non-motorized capacity along this portion of the corridor that is currently lacking in adequate pedestrian and bicycle facilities. Today, there is only a narrow sidewalk along the east side of the South Van Dorn Street bridge, and there are no bicycle facilities. Non-motorized connectivity is difficult between the Van Dorn Metrorail Station and Eisenhower West area to the developing areas to the north of Backlick Run.

4.2: What congestion problem does the project address and how will it reduce congestion?

This project will improve bus transit speed and reliability at the southernmost portion of the West End Transitway and on this high transit ridership corridor. It will also allow for better bicycle and pedestrian access to the Van Dorn Metrorail station and the bus transit service available at that station. The dedicated bus lanes will improve bus reliability and speed on this high transit ridership corridor. Removing buses from general purpose lanes will also help to reduce congestion in those lanes. With increasing density in Fairfax County to the south, this project will help make bus transit a more competitive mode to single occupancy vehicles with improved travel time for transit riders for both jurisdictions.

4.3: Provide current and forecasted traffic/ridership data with and without the project.

		COUNT	YEAR	SOURCE/EXPLANATION
Data For: Existing facility	**Current**	42000	2019	VDOT
Data Type: AADT	**Future Without Project**	45000	2035	West End Transitway Environmental Assessment
Data Frequency: Daily	**Future With Project**	42700	2035	West End Transitway Environmental Assesment

4.4: How will the project improve regional connectivity between/within regional activity centers and jurisdictions?

The project will provide design infrastructure to support frequent, reliable, and dedicated transit service along the West End Transitway corridor, connecting major activity centers including the redeveloped Landmark Mall site, Mark Center, Shirlington Transit Center, and the Pentagon. The project will also connect to the planned Duke Street Bus Rapid Transit line at Landmark Mall, providing a 2-seat connection to that corridor and Old Town Alexandria. The project is located on the border with the Franconia area of Fairfax County and will help make transit a more attractive alternative to the residents of the neighborhoods within walking distance of the West End Transitway.

4.5: How will the project improve integration between modes & systems?

The project will include the design of dedicated transit lanes, bicycle facilities and pedestrian facilities, which today are either lacking or inadequate. The new transit lanes will improve transit connectivity, speed and reliability between the Van Dorn Metrorail Station and activity centers to the north of Backlick Run, including the future redeveloped Landmark Mall. The proposed non-motorized facilities will help improve / facilitate access of pedestrians and bicyclists to BRT transit stops and stations, including the Van Dorn Metrorail station. The transitway will also include transit signal priority, which will enable reduced delay of transit vehicles (and emergency vehicles) through intersections. The proposed transit lanes and non-motorized facilities will support the first phase of the West End Transitway, because the they can be implemented with independent utility, and would improve Phase 1 operation of the West End Transitway, and also potential Phase 2 improvements north of McConnell Avenue.

4.6: Is safety the primary purpose of this project?

No

4.7: How will the project improve safety?

N/A

4.8: What synergies exist between this project and other projects **your jurisdiction/agency** is applying for this SYP update cycle?

The City is applying for funding for the Holmes Run bridge at Morgan Street. This bridge improvement will provide improved non-motorized access to the future West End Transitway.

4.9: What synergies exist between this project and other projects **other jurisdictions/agencies** is applying for this SYP update cycle?

There are no known related projects to this application being applied for by any other jurisdictions or agencies in this SYP Update.

4.10: What synergies exist between this project and other projects **previously approved** for NVTA regional revenues?

There are synergies with projects from the FY18-23 SYP including Duke Street Transitway environmental / design (ID 41), Phase 1 of West End Transitway (same project ID 42), DASH Fleet / Facility expansion (ID 85), and DASH technology needs (ID 194). All of these projects further enhance the City's Bus Rapid Transit network as recommended in the City's Transportation Master Plan, and improve regional mobility / connectivity.

4.11: If this project includes traffic signal enhancements, please explain what signal timing philosophy will be used, and how this will be coordinated with neighboring signals (including in adjacent jurisdictions).

This corridor will incorporate traffic adaptive signal control with transit signal priority. Traffic adaptive control continually monitors traffic in the corridor and adjusts traffic signal operation to optimize traffic flow along the corridor. Transit vehicles will communicate with traffic signals and ask for priority when needed. Traffic signals will adjust their operation to accommodate the priority request with minimal to no impacts to traffic.

4.12: If this project includes transit signal priority, please explain how signal timing changes will be coordinated with the jurisdiction/agency responsible for signal timing.

The City of Alexandria has jurisdiction over all of the traffic signals included in the West End Transitway. This project will work closely with the City’s traffic signal staff to ensure that the transit priority operation will work seamlessly with traffic signal operation and coordination. Staff has experience successfully completing a number of transit signal priority projects with in the City.

5: OTHER INFORMATION

5.1: Is this project included in the current CLRP?

Yes

5.2: Title of the project in CLRP

West End Transitway

5.3: CLRP ID

CE2930

5.4: Project VDOT UPC Number, if existing

115532

5.5: Project DRPT Number, if existing

5.6: Is this project included in the current TIP?

Yes

5.7: Title of the project in TIP?

West End Transitway

5.8: TIP ID

5506

5.9: List internet links to any additional information in support of this project

https://www.alexandriava.gov/WestEndTransitway

https://www.alexandriava.gov/uploadedFiles/planning/info/masterplan/City_Master_Plan_Map/EWSAPCurrent.pdf

https://www.alexandriava.gov/EisenhowerWest

6: ATTACHMENTS

Attachments

File Name: FY 26 NVTA 70%_WET Ph 2.pdf

Attachment Type: Project sketch
Date Added: 09/29/2021
https://novagateway.org/Home/GetFile/531?attachment_type=Attachments

File Name: Eisenhower West SAP.pdf

Attachment Type: Zoning
Date Added: 09/29/2021
https://novagateway.org/Home/GetFile/532?attachment_type=Attachments

File Name: S Van Dorn Development Map_210923_DRAFT_SS+JA.pdf

Attachment Type: Other
Date Added: 09/29/2021
https://novagateway.org/Home/GetFile/533?attachment_type=Attachments

7: CERTIFICATIONS

7.1: Submitter Agreed to all Terms if project is approved for funding:

- ✔ Commit all necessary operations/maintenance funds
- ✔ Adhere closely to approved SPA Appendix A and B, or provide timely updates on a regular basis and as needed in the event of schedule changes, scope changes, etc.
- ✔ Provide a monthly status report on project progress to NVTA staff
- ✔ Provide NVTA staff with timely notice of project-related public events such as information meetings and hearings, allowing NVTA members and staff to attend, track, occasionally participate in, and publicize such events. Timely notice means providing schedule and location information to NVTA staff when such events are in the early planning stage;
- ✔ Include NVTA logo and a partnership statement as appropriate on all public-facing materials such as websites, media releases/advisories, presentations, reports, handouts, display boards, and construction signage. An example of the partnership statement is 'project is (jointly) funded by the Northern Virginia Transportation Authority'. If the public-facing materials include detailed information regarding funding sources and amounts, the NVTA funding amount shall be explicitly included
- ✔ Provide NVTA with appropriate insurance certification and keep the certificates up to date
- ✔ Coordinate with NVTA staff to ensure accurate and complete reimbursement requests for timely processing
- ✔ Coordinate with NVTA staff before finalizing any third party administration agreement with another agency for project administration (NVTA may not recognize or be able to participate in such agreements);
- ✔ Adhere to all relevant NVTA Policies.

7.2: Staff Point of Contact

Name: Mark Schnaufer
Title: BRT Program Manager
Email: mark.schnaufer@alexandriava.gov
Phone: 703-213-8177

7.3: PIO Point of Contact

Name: Camila Olivares
Title: Senior Communications Officer
Email: camila.olivares@alexandriava.gov
Phone: 703-541-9594

7.4: Digital Signature

Mark Schnaufer

7.5: Date

10/01/2021

RESOLUTIONS

Primary - Certified Copy of your Board/Council resolution in support of the application

File Name: Res No 3022.pdf

https://novagateway.org/Home/GetFile/376?attachment_type=PrimaryResolutions

Supporting - Signed copy of Board/Council resolution in support of the application

Clarification Requests

There have been no clarification requests submitted.