

3/29/2016 EXECUTIVE SESSION MOTION
(Beginning or end of docket)

Madam Mayor, I move that the City Council convene in closed executive session at this time to discuss the use or investment of public resources where bargaining is involved where, if made public, the financial interests of the City would be adversely affected; specifically, negotiations regarding a utility agreement and City informational infrastructure; and the possible investment of public funds through incentives for economic development pursuant to Section 2.2-3711(A)(6) of the Code of Virginia.

POST EXECUTIVE SESSION MOTIONS

Madam Mayor, I move that the City Council reconvene in open session.

Madam Mayor, I move that the City Council adopt the resolution previously circulated to Council.

Madam Mayor, I move that we adjourn.

March 24, 2016

NOTICE OF ANNUAL MEETING

The Annual Meeting of the stockholders will be held on March 29, 2016 at 6:45 p.m. at City Hall for the following purposes and to review the following items:

1. Election of the Board of Directors.
2. Selection of an independent outside auditor.
3. Update on the DASH Bus Real Time Bus Information System.
4. Update on the DASH Plan Ahead...Pay It Forward Initiative.
5. Such other business as may come before the meeting.

MEMORANDUM for the Honorable Mayor and Members of City Council.

There are 9 members of the Board of Directors, who are elected for one-year terms. The present members are:

Paul Abramson
Yon Lambert (City T&ES designee)
Kerry Donley
Emily Baker (City Manager's designee)
David Kaplan
Stephen Klejst
Meredith MacNab
Laura Triggs (City Finance designee)
David Max Williamson

OUTSIDE AUDITOR

By agreement with the City of Alexandria, ATC accounts are maintained by the City's Department of Finance and are audited as a part of the City's annual audit. If the City's outside auditor is also ATC's outside auditor, the ATC audit can be done without duplication of effort or cost. It is therefore recommended that the City's outside auditor, when it is selected, be designated ATC's outside auditor.



Paul R. Abramson
Chairman

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3-29-16



March 28, 2016

Mayor Silberberg and Members of the City Council
301 King Street
Alexandria, VA 22314

RE: West End Transitway

Dear Mayor Silberberg and Members of the City Council:

Snell Properties and our partners, Caruthers Properties, own Southern Towers in Alexandria's West End. We are writing to express our continued support for the West End Transitway. Over the past few months, we have monitored the Alternatives Analysis and Environmental Documentation stage of the planning process. We are keenly interested in the Transitway and other transit improvements given the large number of residents at Southern Towers who rely on transit on a daily basis (40-50% of our community).

We wholly agree with Staff's recommendation to eliminate from further consideration the consolidation of all three existing bus stops at Southern Towers into one location at the Graham (Berkeley) location (as considered in Local Bus Service Modification 1 in the Southern Towers Bus Circulation Options memorandum). We believe that would significantly inconvenience our residents, and the loss of parking in this option would be unacceptable to us. That said, the same report notes in the "Conclusions & Next Steps" that we would be interested in exploring the possibility of consolidating our three existing bus stops into two primary transit locations. We would welcome further exploring that concept in future studies or planning efforts and believe it would be a benefit both to transit operations and to our property.

We are grateful to have been included in the process particularly with issues regarding BRT and bus operations at Southern Towers. Alexandria City Staff should be commended for their efforts at outreach and coordination with community stakeholders. Allan Fye has led the process well through this phase and has been helpful as we've had questions and comments about the project. We believe that improved transit access/operations in the West End and specifically at Southern Towers are critical to our future prospects.

We look forward to our future involvement in the planning of the West End Transitway.

Sincerely,

Peter Colarulli
Owners Representative

Tel 703.524.4800
SnellProperties.com

4600 North Fairfax Drive, Suite 1000, Arlington, VA 22203

To: Mayor Allison Silberberg and Members of Council

From: Judy Cooper, President, and the Board of Directors of BSVCA

Re: West End Transitway and Docket Item #7

Date: March 28, 2016

This letter is in reference to consideration of a Resolution for Re-concurrence of the Locally Preferred Alternative for the West End Transitway, Item #7 for the March 29, 2016 City Council Meeting. The Brookville-Seminary Valley Civic Association Board of Directors is opposed to this Resolution and requests a NO vote on this resolution. The West End Transitway (WET) project is flawed in numerous ways.

Excessive road constructions –

There is a perfect storm of current and planned road constructions in the West End including the VDOT Seminary Road Project, WET, VDOT/Transurban Express Lanes, Route 7 over I-395 Bridge Rehabilitation, and the P. Henry PK-8 construction (road impact). The Landmark Mall project is on the horizon with construction and its future road usage impacting traffic. Planning and implementation for these projects minimally will span the years from 2013 – 2020, where the West End lives in a virtual construction zone.

Levels of Service (LOS) at two key intersections –

The WET runs through local streets and parallel or perpendicular to many of VDOT's current and planned projects. According to the "Patrick Henry School and Recreation Center Traffic Impact study (Draft)," where data is supplied by the City, VDOT, Wells + Associates, ACPS, et al, N. Van Dorn St. (NVD) and Seminary Rd. are considered four-lane urban minor arterial roads with posted speed limits of 35 mph. (Note: As of March 25, Seminary Rd. is posted at 25 mph.) The WET proposes to have Bus Rapid Transit (BRT), with some areas of increased speed from the Van Dorn Metro to the Pentagon Metro. Locally, the intersections on NVD with Taney and Richenbacher Avenues have been rated with Levels of Service (LOS) of E for AM peak hours (Taney) and PM peak hours (Richenbacher). In 2018, without the proposed development of Patrick Henry, Richenbacher/NVD remain at LOS E. With development, Richenbacher/NVD will still be LOS E. By 2018, with buildout and Landmark Mall redeveloped, the

intersection Richenbacher/NVD will remain LOS E for PM, and Taney/NVD – LOS E for AM peak hours. There is insufficient information about vehicles queues currently, and no LOS projection for the proposed WET.

What does this data mean? It means that at Richenbacher/NVD, with its proposed WET bus station, is and will continue to operate at LOS E. Taney and Richenbacher both are access roads to P. Henry ES and Polk ES and each will operate at LOS E for a peak period during the day. Taney could serve as a quick exit out of the BRT path for vehicles due to the resulting lane changes when approaching Richenbacher/NVD station. This will increase traffic on Taney and toward P. Henry PK-8.

At the Richenbacher/NVD intersection, the BRT will pull in at a station on the corner of this intersection and make a left hand turn across five lanes of traffic in order to turn onto Sanger Ave. and then Beauregard St. The time frame for this, and also a possible pedestrian crossing prior or after the turn, will cause a long delay for traffic.

BRT Stations and Lane Changes –

While discussing the Richenbacher/NVD bus station, there are six bus stations planned from Van Dorn Metro to and including the Richenbacher/NVD bus station. This is an approximate two mile segment of road with five planned stations after the VD Metro. How fast can that commute be when one could stop at each station?

For the same two miles along South to North VD, there are eight (8) changes in lane configurations, which include dedicated in one direction or both directions, and mixed traffic. This provides a confusing and twisting choices for drivers of other vehicles in both directions and impact the proposed efficiency of the BRT plan. (See page 5 from the March 29 presentation for WET diagram of stations and lanes.) At the WET PAG meetings there was minimal discussion of the southbound return loop after the S. Pickett St. BRT.

P. Henry's required Transportation Management Plan (TMP) -

In the draft P. Henry Traffic Plan, it was noted that the P. Henry rebuild project is a Tier 3 project and thus requires its own TMP. Shouldn't this plan be developed prior to any consideration of dedicated lanes for the BRT? A Complete Streets Project, from N. Pegram St. to N. Latham St. along Taney with a change in street usage, planned for this summer (2016) includes providing facilities for people who

walk, bike, ride transit or drive cars. Before any road changes on Taney, shouldn't this project be evaluated with respect to the planned TMP for P. Henry and the proposed WET and the Taney/NVD intersection?

Loss of green space and bicycle lanes –

Bicycle lanes that will be added in various places range from 10 to 12 feet in width, via right of way requirements in some areas. This will eliminate green space and numerous trees. Widening roads to accommodate the BRT stations will also cause a loss of trees. In the WET PAG fact sheet of Dec. 3, 2015, they claimed that long-term tree canopy coverage will increase due to streetscape enhancements. Not considered are all of the trees that will be destroyed in the widening process along NVD and Beauregard St. and the fact that it takes years for trees to attain the height of those destroyed.

Process issues – alternatives and communication –

Throughout all WET PAG meetings there was little discussion of all three alternatives and a focus on the Build Alternative. This focus is supported by all of the materials distributed at the meetings with the obvious choice of the Build Option. This was noted in a recent BSVCA email to the Transportation Commission. Communication with stakeholders was consistently difficult since all meetings were held in the same location and room with unacceptable acoustics and visual presentations of information. Those in attendance constantly requested that the PAG and/or presenters talk into the microphone, speak up, and complained about the overhead ventilation system and noise. It is difficult to be an observer or participant in an event when you have difficulty seeing or hearing the presentation and discussion. The location was never changed. View and listen to the meetings on the City website and note the lack of clarity of the meetings.

Locally preferred alternative?

Some of the flaws of this project have been noted. It is not locally preferred and it is fraught with misconceptions about the neighborhood, impact of current and planned road and building constructions, retention of green space, currently impacted intersections, and quality of life for the residents. Please vote NO.

Dear Mayor and City Council Members,

You are going to be taking up the West End Transitway. I would like to share some concerns. During the discussions about BRAC, Beauregard, the various VDOT projects, and the Transitway local residents keep sending the same messages please keep as many trees and as much green space as possible. Please do not pave over our community. Please help to make the pedestrian and vehicle traffic safer and more efficient for local residents. Please provide transit that places an emphasis on the needs and concerns of LOCAL RESIDENTS not just the people who are commuters going to work in our area, or just driving through it. Please accommodate our concern for expanded and reliable bus service that makes the best use of tax dollars for the local residents that are providing them. Please provide accommodation for bikes that is safe and where local residents want it to be.

1. The Transitway Route and Widening Van Dorn/ Beauregard to Eight Lanes - The first concerns about the West End Transitway came up during our consideration of the Beauregard Plan. At that time both Seminary Hill Civic Association and the Seminary Valley Civic Association in testimony presented to Council indicated that they were deeply concerned about doubling Van Dorn and Beauregard to eight lanes of traffic. Both the civic associations and individual residents expressed these concerns. Additionally many people indicated that they thought the route up Beauregard to Little River Turnpike would have been wider and would have avoided the narrow turn under 395 at Sanger.

Although the City tried to secure funding from VDOT for the widening of Sanger under 395 the state turned down this proposal. As Carol James has pointed out in her communications with you this is still a major problem and that because the road is so narrow at this location it is not ADA compliant.

During earlier deliberations we had been told that while most of Van Dorn would have multiple lanes there would be some areas where this would not occur. Sanger in the Hamlets area was not doubled but in spite of local concerns planners deemed it essential that these two blocks of Van Dorn between Holmes Run and the intersection of Van Dorn and Sanger had to be widened with turning lanes added.

2. Safety and Speed Along Van Dorn – The speed limit along Van Dorn is 45 MPH. This is too fast. This is a heavily traveled route and traffic has become much more dense. It is also a highly populated area with many children as well as adults. Local residents have long complained about safety especially at the intersection of Sanger/Richenbacker and Van Dorn. We were successful in getting the planners to keep most of the parking in this part of Van Dorn next to Willow Run by pointing out the critical need for parking and that it was ludicrous to try to have pull in or back in parking on such a highly trafficked road with such a high posted speed. But this is still a very unsafe area for pedestrians. We need to slow down the traffic.

3. Bike Lanes- As you are aware I am a strong supporter of bikes and have advocated to have more bike stations in the West End but my neighbors and I are very frustrated that the City seems determined to have a bike lane up Van Dorn to Landmark even though this is not the preferred bike route for local residents. We get on our bikes and go down to Homes Run Park, over the bridge past the library to Duke. We do this because it is an easier more scenic route and includes many commercial and community locations we are interested in. For the life of me I cannot understand why planners do not listen to the views of LOCAL residents. Note that for years planners have put in paths where pedestrians have worn a path in the ground indicating where they want to go. Why don't the planners do the same when residents indicate where they bike? Too often it appears that the plans are made so that planners can secure state and federal funding for bike paths along the planned route regardless of where local residents would like the bike path to go. While a few bikers may want to go straight up Van Dorn to Landmark the vast majority of bikers will find it too steep.

Now it is proposed that a shared bike and pedestrian route will be in the area next to the VDOT retaining wall on the 395 side of Van Dorn. This is an area that local residents hoped would be green space with grass, trees and a decorative wrought iron fence which VDOT approved. Now this will be upended. There will be a broad expanse of concrete and competition between pedestrians and bikers. Given that this is a major bus stop pedestrians should have priority. Also the retaining wall is designed to have soil banked up on it both to brace the wall and to allow the water from the weep holes in the wall to drain into the soil below the soil line. Since the weep holes are quite high up on the wall it would appear that the bike/pedestrian path would have to be raised quite high above the roadbed. How will that function? Also we are concerned that water running off the banked hill behind the retaining wall could end up on the cement walk/bike path and become icy in the winter.

Finally residents asked VDOT for the more attractive fence to improve the look of the neighborhood. There is currently a chain link fence. But VDOT approved one that looks like a wrought iron fence. We also wanted the fence to insure that graffiti was not sprayed on the decorative retaining wall. With the bike/pedestrian path now right up against the retaining wall there will be no protection to keep people from spraying the wall with graffiti. This is a major problem further on Van Dorn up by Seminary.

4. Loss of Trees -During every discussion in this area local residents have indicated that they are concerned about the loss of trees. This was a major issue during discussions of the Beauregard Plan and in our battles with VDOT over their wholesale ravaging of the tree cover along Van Dorn to accommodate the Auxiliary Lane on 395.

We were able to get VDOT to plant 750 replacement trees but the plans for the two block area next to Willow Run for the Transitway still are still not adequate. Earlier drawings and representations indicated that there would be a center

median with trees and trees along both sides of the road along the Transitway. But the designs for Van Dorn in this location involve much more asphalt than trees. And the center median with trees has been eclipsed with only a small island back toward Holmes Run. There are widened turning lanes at the intersection which we have been told are necessary for moving the traffic as quickly as possible through our neighborhood to accommodate people going from the Van Dorn Metro to BRAC.

In addition all of the existing street trees in this area have been cut down because of compacted earth and disease. We have been told that they will be replaced by elms that are supposed to be more hardy than the traditional variety but we do not know where they will be placed. We do not know if these trees will be put in now or if this will be delayed until the proposed Transitway is to be built. Given the strong interest in the community for having a nice dense tree canopy I would encourage that the City work to get them planted as soon as possible and that they work with the community regarding placement and number of the trees. Since there has been a severe decrease in green space to accommodate the roadbed and the pedestrian/ bike path we need to do everything to accommodate as many trees as possible.

5. Timing of the Light at Van Dorn and Richenbacker/Sanger - Local residents have asked for years to have the timing of this light improved both to facilitate traffic and pedestrian safety. We have been told that this could only be done in conjunction with all of the other lights along the route. In point of fact light timing and improved bus service could accomplish most of the objectives laid out in transitway plans without the huge expense of putting in the expanded lanes for the transitway.

I am an avid supporter of mass transit and have argued in support of expanding bus service not just at rush hour but also during evenings and on weekends and establishing circulator bus routes in the area. The availability of this kind of frequent, readily available, bus service would help get cars off the road and help local residents. Instead there has been an emphasis on moving traffic as rapidly as possible during rush hours. Couldn't we concentrate on what is most cost effective and listen more closely to what local residents have indicated their priorities are?

Thank you for your consideration,

Shirley

Shirley Downs
1007 North Vail Street
Alexandria, VA 22304
Email: Shirley-downs@comcast.net
Phone: 703-845-7958

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3-29-16

SD

From: Shirley's Comcast shirley-downs@comcast.net
Subject: Fwd: West End Transitway - Intersection of N Van Dorn / Richenbacher / Sanger
Date: March 29, 2016 at 5:10 PM
To: Allison Silberberg Allison.Silberberg@Alexandriava.gov, Justin Wilson Justin.Wilson@Alexandriava.gov, Del Pepper Del.Pepper@Alexandriava.gov, Paul Smedberg Paul.Smedberg@Alexandriava.gov, Timothy Lovain Timothy.Lovain@alexandriava.gov, Willie Bailey willie.bailey@alexandriava.gov
Bcc: Dick and Shirley shirley-downs@comcast.net

Dear Mayor and Council Members ,

I previously sent you a memo related to outstanding concerns about the West End Transitway. I am forwarding you this graphic of the area of Van Dorn which I referenced in my letter because this graphic is not included in the materials that City Staff included in their package on the Transitway. Viewing this while you are deliberating will help you to understand the issues I have raised. The angled parking is now on the other side of the median on the side of Van Dorn next to Willow Run. This change insured more parking spaces for the community and improved the safety of those who are parking. So good job for the City they did respond on that issue.

But as you can see there is no center median with trees. There is only one little green space toward the back in the center. Therefore planting as many trees as possible on either side is going to be vitally important. And as you can see what I called the bike/pedestrian path the City has labeled the Multi-use Path. Once again land that is of great value to the community is going to be occupied by cement and this runs right over to the retaining wall. What residents wanted and fought for is green space, street trees, and an attractive fence to enhance the street and shield the retaining wall from graffiti.

You may wish to ask the staff to provide you with the measurements for each of the lanes, the grassy medians on each side and the width of the multi-use path to better understand this configuration. It really would be helpful if pedestrians, green space and trees were the priority here. Have the bikes go over the easier less costly route over to Duke via Holmes Run Parkway. By the way your former colleague Mayor Donley, who is a major and dedicated biker, takes this route via Holmes Run Park just like the rest of us. My preference is to send the bike traffic this way and forgo the shared use path but if you are bound and determined to insist on having a bike route up Van Dorn to Landmark for these couple of blocks could the route be down on the roadbed on the street. This combined with a slower speed on the route as local residents want would make it much safer for all of us.

I realize that the speed of the busses and auto traffic on the Transitway route have been of greatest concern to the traffic planners but this is not the priority of local residents who want green space and a safe, slower pace in this important and densely crowded street in a compact residential neighborhood.

Please help us.

Shirley Downs
703-845-7958

Begin forwarded message:

From: Allan Fye <nathaniel.fye@alexandriava.gov>
Subject: West End Transitway - Intersection of N Van Dorn / Richenbacher / Sanger
Date: May 5, 2015 at 5:16:58 PM EDT
To: Shirley <shirleydowns@verizon.net>

Shirley,

Here is the recommended layout of the intersection of N van Dorn/Sanger/Richenbacher. The impact to parking is 3 to 5 spaces and JBG has indicated that they are OK with that impact, especially since we were able to reduce the impact from 30 to 40 spaces down to 3 to 5.

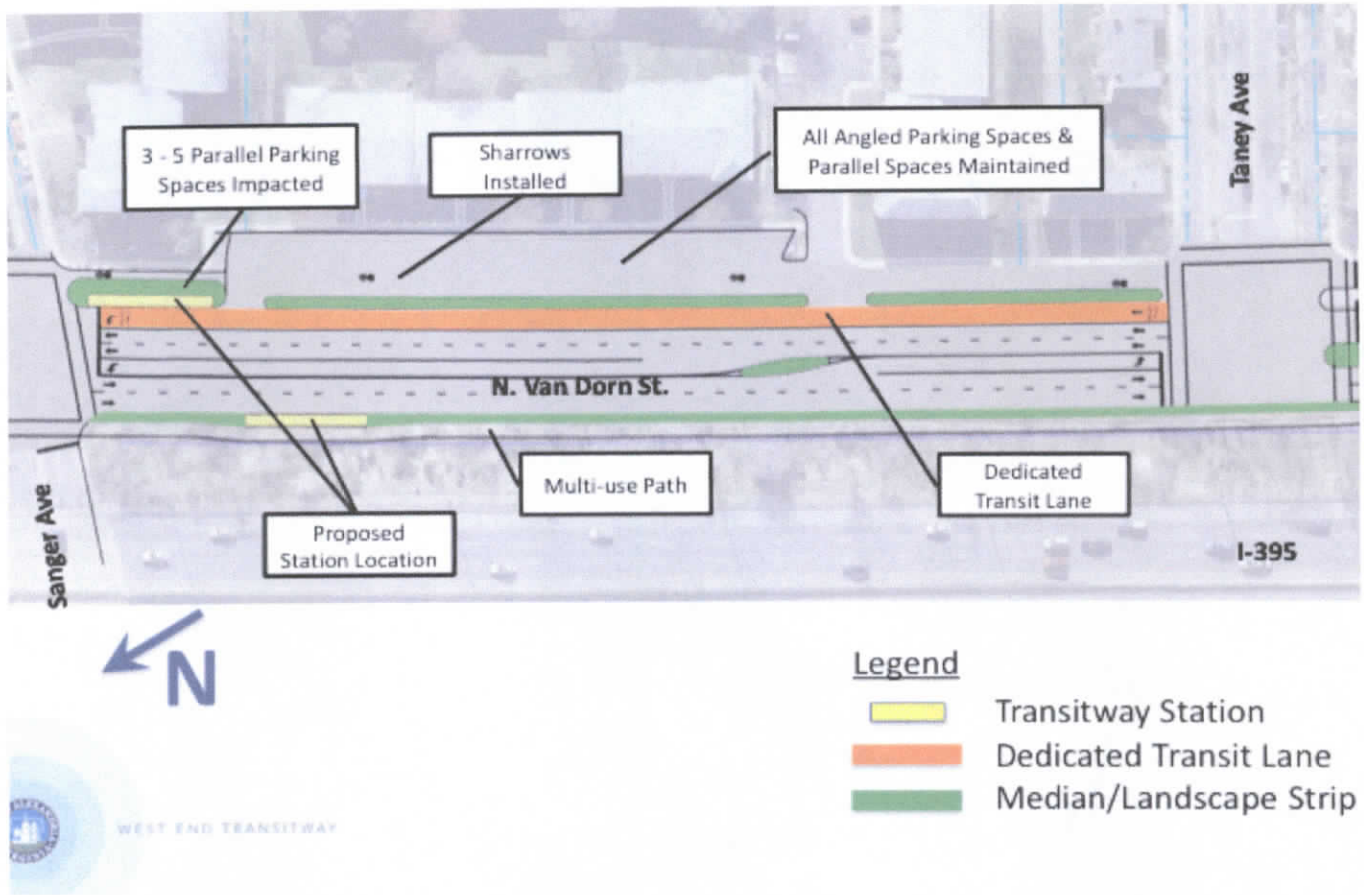
Let me know if you have any questions.

Thanks.

Allan Fye
Principal Planner
City of Alexandria
Transportation and Environmental Services (T & ES)
Transit Services

allan.fye@alexandriava.gov

VAN DORN STREET AT SANGER AVENUE Project Recommended Design Concept



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3-29-16

Gloria Sitton

From: Jackie Henderson
Sent: Tuesday, March 22, 2016 10:59 AM
To: Gloria Sitton
Subject: FW: Support for the "Build" Alternative of the West End Transitway

Follow Up Flag: Follow up
Flag Status: Flagged

From: Dak Hardwick [mailto:dakhardwick@gmail.com]
Sent: Sunday, March 20, 2016 4:44 PM
To: Allison Silberberg; Justin Wilson; Paul Smedberg; Timothy Lovain; Del Pepper; John Chapman; Willie Bailey
Cc: Jackie Henderson; Mark Jinks; Yon Lambert; Allan Fye
Subject: Support for the "Build" Alternative of the West End Transitway

Mayor Silberberg and Members of Council -

At your March 29 City Council meeting, it is my understanding that the docket will include an action item for the West End Transitway project. You will be asked to "re-concur" on the project in order for staff to continue to their work. In particular, you will be asked to endorse the "build" alternative for the transitway. **I urge you to support the "build" alternative for this project.**

I have had the opportunity to serve on both the original Transit Working Group (which examined all three high capacity transit corridors) that developed this project as well as the Policy Advisory Group that advised on the implementation of the West End Transitway. I am the only person to have served on both groups and have seen this project move from concept to its current status over the past few years. Having spent a considerable amount of time working on this project, **I can assure you that the "build" alternative for the West End Transitway is the only viable option for consideration.**

First, the "build" alternative is the only alternative that allows Alexandria to fully leverage Federal, state and private financial resources to almost completely offset the cost of construction. Other options you will be presented (e.g., TSM) require Alexandria to contribute significant amounts of CIP funding over the course of the next few years in order to realize less benefits. Like you, I am quite aware of the demands put on the City's CIP, which is why the West End Transitway project has been designed to maximize outside financial resources that can contribute to the project without significant outlays from City sources. From a financial standpoint, it is the most cost-effective, long-term option available.

Second, the "build" alternative delivers a variety of other benefits no other alternative can deliver. Enhancements to existing streetscapes, improvements in bike/ped facilities, improvements in traffic signals and roadways are all major capital items that will be included in the "build" alternative. The TSM option simply does not provide the enhanced benefits that the "build" option provides. In addition, the "build" alternative allows Alexandria to make improvements to its stormwater infrastructure using outside money, a benefit TSM cannot offer. In essence, it's a "two for one" project that we should fully implement.

Finally, the "build" alternative realizes a vision of the Landmark/Van Dorn and Beauregard area that was developed by the community and endorsed by Council. The "build" option will enhance the transit infrastructure for a rapidly growing area of the city and allows us to realize an economic development vision for West Alexandria that is critical to ensuring the City-wide, long-term financial growth. There will be dedicated lanes in areas where the highest level of development is needed (or anticipated), thus concentrating the highest level of activity where we want that activity to be. It will also bring enhanced transit service to an area that desperately needs new options given the anticipated rise in population over the next 15-30 years.

Having been associated with this project for nearly 5+ years, it is my assessment that the "build" option is the only viable option and I urge you to support its full implementation.

Thank you for the opportunity to provide input to you on this critical project. Please let me know if you have any questions.

Regards,

Dak Hardwick
Member, West End Transitway Policy Advisory Group

Dak Hardwick
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