

TPB Data Request for Fiscal Year 2011 TIGER Regional Grant Application

TPB staff is assembling an application for regional rail station (Metrorail and commuter rail) access improvements to compete for a United States Department of Transportation (USDOT) Fiscal Year 2011 (FY 2011) Transportation Investment Generating Economic Recovery (TIGER) grant. Please identify potential components of this application package and provide information on your proposed projects according to the questions below.

The questions are derived from USDOT guidance on the FY 2011 TIGER Program as published on July 1, 2011. This is only an initial solicitation to review and verify project criteria for inclusion in the regional application; projects taken forward as part of the application will require the provision of much more detailed information, particularly for the required benefit-cost analyses (BCAs).

Please submit all project information **by close of business on Wednesday, August 10, 2011.**

Please submit this form to both Eric Randall (erandall@mwkog.org), 202-962-3254 and Sarah Crawford (scrawford@mwkog.org), 202-962-3237. Please contact us with any questions. An initial review meeting will take place on Wednesday, August 17, at 10:00 a.m. at MWCOG.

Contact Information:

1. Contact Name:	Jennifer Fioretti, Planning Program Coordinator
2. Implementing Jurisdiction:	Arlington County, Virginia
3. Phone Number:	(703) 228-4967
4. Email Address:	jfioretti@arlingtonva.us

Short project description (25 words or less):

Arlington County: Army Navy Drive Multimodal Access Improvement Project

Cost: \$3 million

The project re-conceives 3,300' of Army Navy Drive, providing a wider, safer sidewalk, a physically-separated two-way cycle track, and safer street cross section that will support a future streetcar.

Collectively, the capital improvements will enhance multimodal access to three major activity centers.

TPB Core Criteria for the Selection of Projects:

Please describe below how the proposed project meets the criteria developed for the TPB application

1. Projects should be located within ½ mile of a rail transit station. A rail transit station may be commuter rail or Metrorail, and may be existing or currently under construction.

The project is located within ½ mile of three Metrorail stations: Pentagon, Pentagon City, and Crystal City. In addition, it is located within ½ mile of the Crystal City VRE station. It is within close proximity to the Washington National Airport and National Airport Metrorail station.

2. Projects should be located in existing, under-utilized, or emerging employment or housing centers.

The project is located in Arlington's Pentagon City and is adjacent to Arlington's Crystal City, both of which are experiencing renewed development, growth, and investment.

Guided by the Pentagon City Phased Development Site Plan (PDSP), the Pentagon City area is developing a rich mix of office, retail, and residential uses to create a high-density, transit-oriented mixed use community. The County is currently reviewing the PenPlace site plan, approximately 10 acre parcel bounded by S. Fern St., Army Navy Drive, S. Eades St., and the future extension of 12th St. S. The developer's current proposal would include up to 5 new buildings with approximately 2,400,000 square feet of office, 300 hotel room and 80,000 square feet of retail. The proposed transit oriented mixed use development would complement the approved approximate 3,000 unit residential mixed use project approved to the south of the site on the Metropolitan Park block. When construction is complete, the multi-phase Metropolitan Park Residential Development bounded by S. Fern Street, S. Eades St., 12th St S. and 15th Street S., will deliver 3,200 housing units, 100,000 SF of neighborhood retail on 16 acres of land. Another significant development in the area includes the Pentagon Centre PDSP approved in 2008, which called for the construction of 489,911 SF of office and 33,500 square feet of retail for Phase 1, and 287,000 SF of office, 293,000 SF of retail, 600 housing units, and 250 hotels rooms for Phase 2.

In 2010, the County adopted a long-range sector plan for Crystal City. The planning initiative was in response to BRAC recommendations, which called for the relocation of 17,000 jobs from Arlington to nearby military bases. As a result of the loss of employment, 4.2 million square feet of office space will be vacated.

The approved Crystal City sector plan anticipates an increase in overall density of 61% by 2050, with an increased proportion of residential uses. The plan calls for 13.5 MSF (million square feet) of net new development, with nearly 6.8 MSF in net new residential uses (6,795 new units of 1,000 SF each). Office space is expected to increase by 4.45 MSF; an additional 1.77 MSF in new hotel rooms will be created. The net results will be 13,000 new residents (for a total of 26,000), 15,000 new office employees (for 52,000 total), with a net increase in daytime population of 20,240 (for a total daytime population of 63,000), and a nighttime population of 33,000 residents and visitors. This increased density and activity in the area will dramatically increase demand for all connections to transportation and recreation. To support the future growth and ensure transportation choice in the area, strategic transportation

improvements will be needed that provide for effective travel and mobility within Crystal City and between major local and regional activity centers.

The project is also located within close proximity to major County capital projects, which further underscore the critical importance of the project area including: 1) construction of the new Long Bridge Park, a new state of the art aquatic, health and fitness facility and park located at the north end of Crystal City, scheduled to open in September 2011; 2) renewal of South Hayes Street in the heart of Pentagon City, scheduled for construction in 2012; 3) a major planning effort to establish fixed-rail transit along Columbia Pike; located just NW of the Project, with stations in Pentagon City and Crystal City; and 4) the initial launch site of Arlington's Capital Bikeshare system in September 2010.

3. Projects should demonstrate support and coordination with local development. An ideal project would be a component of a larger project funded by a developer, a local jurisdiction, or a state DOT that exemplifies the regional goal of balanced growth, including reverse commute or selling the same seat twice on the region's rail transit system. Local and/or private matching funds of at least 20 percent are required.

Arlington County is committed to revitalizing Pentagon City and Crystal City, and as such target investments that yield the greatest good, not only from a transportation perspective, but also in terms of overall quality of life. This project is one of Arlington's priorities, as it will make it easier and safer for residents, workers and visitors to access major activity centers within the County and the region. The project grows out of Arlington's Master Transportation Plan process, and also fully supports the Federal Highway Administration's *14th Street Bridge Corridor EIS*, which aims to improve conditions for pedestrian and bicycle access to river crossings as part of a long list of mitigation efforts to reduce the environmental effects of transportation in the region.

The USDOT / FHWA mitigation efforts to improve bicycle and pedestrian access in the vicinity of the 14th Street bridge include the reconstruction of a segment of South Joyce Street, which is the companion project to Arlington County's Army Navy Drive Multimodal Access Improvement Project. The S. Joyce Street Project will go to construction in the Spring of 2012. The project will improve shared sidewalks and bikeways, and will reserve a dedicated right of way for future fixed-rail transit. As part of the project, USDOT / FHWA provided preliminary engineering support for the County's Army Navy Drive Project, which is currently at 30% design.

Engineering estimates for the originally-envisioned combined project on S. Joyce Street and Army Navy Drive approached \$7 Million. When the Joyce Street phase was separated out and brought to 95% design, the engineer's estimate for that phase amounted to approximately \$1.5 M, to come from Federal and State funds. The (approximately) \$5.5 M needed to build the resulting stand-alone Army Navy Drive project is the subject of this application; the County has \$210,000 available immediately for design work, and accepts the need to provide at least 20 percent matching funds overall.

4. Projects should provide replicable regional examples that are innovative in design, concept, and/or implementation. Projects should be multimodal, multi-jurisdictional, multi-partnered and difficult to implement under other "modal" funding sources.

This project proposes building the region's first separated two-way cycle track. While this type of facility is common in other parts of the world, especially in northern Europe, and has some precedent in North America; particularly in Montreal, this would be the first purpose-built cycle track in the Metropolitan Washington, DC area, and the first in the Commonwealth of Virginia. By narrowing the very wide existing street cross section of Army Navy Drive, space will be created for greatly improved conditions for pedestrians along an improved sidewalk, and a new alignment will be created for a dedicated bicycle facility. This will be done without negatively affecting motor vehicle operations, and while assuring a good fit for the anticipated fixed-rail streetcar line in the corridor.

The Pentagon City area is an urban multi-modal activity center, and is becoming even more so. As a major shopping, residential, hotel, and office center, it sees large numbers of pedestrians on a daily basis. It is already a major transit hub, with four Metrorail stations, a VRE regional rail station, the Pentagon Bus Terminal and Washington National Airport all within ½ mile. Pentagon City is bounded by major highways: Interstate 395 to the north, and US Route 1, locally called Jefferson Davis Highway, to the east. The development of the County's new Long Bridge Park, immediately to the East, will increase demand for recreation and active transportation. Pentagon City, Crystal City, and Long Bridge Park are gateways to the National Park Service's Mt. Vernon Trail along the Potomac – a premier regional shared-use facility. Crystal City and Pentagon City launched Arlington's Capital Bikeshare program in 2010. That bicycle transit system continues to grow and meet the needs for short term cycle trips.

The anticipated cycle track facility proposed for Army Navy Drive is difficult to implement under existing modal funding in part because it is costly to build in prime urban settings, and in part because there are few precedents in this country for this type of bicycle accommodation. Neither the MUTCD nor AASHTO guidelines provide all the standards necessary to design and engineer cycle tracks. However, Arlington, as an affiliate member of NACTO (National Association of City Transportation Officials), will employ the current best practices embodied in that organization's recent *Urban Bikeway Design Guidelines*. Together with international best practices as embodied in reference standards such as the Dutch *Design Manual for Bicycle Traffic*, we are confident we can build a safe, convenient, and exemplary urban bicycle facility.

5. Project planning should be largely complete, including National Environmental Policy Act (NEPA) requirements.

This project originated as a need to improve bicycle and pedestrian access and connectivity in the vicinity of the Pentagon Reservation, immediately north of Army Navy Drive. This Federal installation, a number of major limited-access highways (including Interstate I-395), waterways, Arlington National Cemetery, and National Park Service property all constrain the ability of cyclists and pedestrians to reach shopping, residences, recreational resources (e.g. Mt. Vernon Trail), and Potomac River crossings.

Beginning in 2006, partly as a consequence of the sweeping BRAC process, a Federal Environmental Impact Study undertook a review of measures to improve river crossings in the 14th Street Bridge corridor. That study identified approximately 100 mitigating measures, including a number of specific bicycle and pedestrian access and mobility improvement projects.

Working closely with Federal Highway Administration planners and engineers, County planners have developed the present project as the preferred alternative for bicycle and pedestrian access and mobility in the area. It builds on and updates project #2-7 of the County's Bicycle Element of the Master Transportation Plan. It works in concert with the recently-completed Crystal City long-range sector plan,

in anticipating the explosive growth expected in that part of the County in coming decades.

The project is currently at 30% design, with an estimated budget of \$5.5 Million. A companion project to provide new bicycle and pedestrian facilities along South Joyce Street, immediately adjacent to Army Navy Drive, is scheduled for construction in 2012 (see attached map). It will be funded (at a cost of \$1.5 Million) and will be built by FHWA and VDOT.

Project Details:

1. Total project cost:

\$5.5 Million (See Engineer's Estimate for details)

Please provide a preliminary list of project components and projected costs separately.

2. Total TIGER request (may be up to 80 percent of Total Project Cost in #1):

\$3 Million

3. Amount of local match being provided (must be at least 20 percent). Please provide the source(s) of the match:

\$2.5 Million will be provided through local bond funding.

4. If applicable, source(s) of other funds not included in the TIGER request (such as other federal funds used to complete overall financing package):

A congressional allocation of \$210,000 is available for immediate use. This was made available for bicycle and pedestrian improvements in the vicinity of the Pentagon.

5. The "sustainable source of revenue for long-term operations and maintenance":

Operations and maintenance obligations will be met through local funds, specifically the County's secondary roads maintenance funding (as part of state transportation support) and local Pay As You Go (PAYGo) Maintenance funding.

Environmental Approvals

1. Is a NEPA process required? If required, when will NEPA be initiated and what is the estimated time required for completion of NEPA?

Yes. Because this project grows out of a federal Environmental Impact Statement, as one of a range of

suggested mitigation efforts, a categorical exclusion determination is expected within one year.

2. Please provide links to any environmental studies or other documents prepared for the project component(s):

The 14th Street Bridge Corridor EIS has been a major environmental study of the Potomac River bridges undertaken by the Eastern Federal Lands division of USDOT / FHWA. The notice of intent was published in the Congressional Record in 2006, which began a multi-year-long period of study and public consultation. The study is reaching its conclusions, and includes a large number of suggested mitigation measures, including a range of bicycle and pedestrian access improvements.

Link to the original notice of intent: <http://edocket.access.gpo.gov/2006/pdf/E6-11338.pdf>

For further information contact the EIS project manager:

Jack Van Dop, Senior Technical Specialist,
Federal Highway Administration,
21400 Ridgetop Circle, Sterling, VA 20166,
Telephone 703-404-6282

3. Please describe any completed, planned, or anticipated coordination with Federal and State agencies for NEPA or other environmental (e.g., historic preservation, etc.) approvals:

In addition to coordination with and support from the 14th Street Bridge Corridor EIS team mentioned above, Arlington also works closely with the National Park Service in the area, and concluded an Environmental Assessment of the area immediately surrounding the new Long Bridge Park site, the adjacent Roaches Run Waterfowl Sanctuary. The County regularly coordinates with federal (FHWA, Department of Defense, National Park Service) and state (primarily VDOT) partner agencies.

Additional Criteria / Information

1. Please describe any land use coordination undertaken to determine specific project components:

This project fully takes into account the continued urbanization envisioned by the County's General Land Use Plan for Pentagon City and Crystal City. Specifically, it will introduce an urban-style dedicated bicycle facility on the urban (south) side of Army Navy Drive in the vicinity of the Pentagon. It will provide the kind of premier pedestrian and bicycling environment envisioned in the long-range sector plan for Crystal City, and will compliment the investments in regional bike sharing made by the County.

The project will provide improved mobility and access for workers, residents, and visitors in this vital area of the County. It will improve connections to transit and recreational opportunities for County residents approaching from the north, west, and south. It will support and be

supported by a range of other major capital projects, including: the Route 110 Trail reconstruction (an on-going County Transportation Enhancement Project); the Columbia Pike Multi-Modal project (anticipated fixed-rail streetcar project); the County's new Long Bridge Park; the National Park Service's Humpback Bridge reconstruction; the Hayes Street streetscape reconstruction in Pentagon City; the Washington Boulevard Trail shared-use path improvements; and the expansion of the regional Capital Bikeshare bicycle transit program, launched in Crystal City and Pentagon City in September 2010.

2. For project components, please describe any specific safety improvements:

The project will build a dedicated bicycle-only corridor along the urbanized side of Army Navy Drive. This will be separate from the travelway of the street and distinct and separate from the parallel pedestrian sidewalk. Although this is an uncommon facility type in North America, it is well-known in other parts of the world, and provides a safety benefit.

Separate signal phases will be provided for bicycle movements at intersections.

3. Has the project location been the topic of any local planning efforts which involved community participation? If so, please elaborate.

The need for pedestrian bicycle improvements in the vicinity of the Pentagon were anticipated in the County's Master Transportation Plan's Bicycle Element, adopted in 2008. That master planning process involved extensive public participation. As a result of increasing resistance on the part of Department of Defense to encourage bicycle through-traffic on the Pentagon Reservation, County and Federal transportation planners have shifted their attention to improving pedestrian and bicycle access along travel corridors adjacent to the Pentagon Reservation like the S. Joyce Street – Army Navy Drive.

In so doing, this project taps the great enthusiasm for multi-modal and trail improvements expressed in other community processes, primarily the Environmental Assessment done as part of the development of Long Bridge Park, and the long-range large scale sector planning effort for Crystal City, completed in 2010.

4. For project components, please describe any innovative technologies being used:

The proposed cycle track along the south side of Army Navy Drive will be the first example in the region and in the Commonwealth of Virginia, of a type of dedicated bicycle facility common in other parts of the world. As such, it will be an innovative translation of a proven, but unfamiliar facility type, to a typical North American urban setting. We will use the latest best practices drawn from outstanding American and European examples.

Even the use of separate, dedicated bicycle signal phases, which will be required at intersections, will be innovative in the American context.