



Capital Program, Planning and Real Estate Committee

Item III - A

July 14, 2016

**Approval for a Public Hearing on
Proposed Improvements to King St-Old Town Station Bus Loop**

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
201764

Resolution:
☒ Yes ☐ No

TITLE:

King St. Project Public Hearing

PRESENTATION SUMMARY:

King St–Old Town Metro Station Public Hearing for Bus Loop Reconfiguration

PURPOSE:

Obtain Board approval to conduct a public hearing for the proposed King St-Old Town Station Bus Loop Reconfiguration Project.

DESCRIPTION:

Key Highlights:

Bus service at the King St.-Old Town Station is projected to increase. The ability to increase the number of buses at the station is limited by number of available bus bays.

Background and History:

The City of Alexandria (The City) funded a planning study, prepared by Metro, to determine whether the existing bus loop facilities could be increased to allow for operation of more buses. After concluding that additional bus bays could be provided, The City and Metro entered into a Reimbursable Project Agreement to implement the proposed revisions.

Discussion:

The King St-Old Town Station currently provides the riding public a 6 bay bus loop, short-term metered parking, and a taxi stand area. Buses serving the station include Metro buses, City of Alexandria's City's Dash, King Street Trolley, and various private shuttles. The proposed reconfiguration will increase the number of bus bays from 6 to 10; however, since the amount of available land is fixed, increasing the number of bus bays will come at the expense of short-term, metered parking. The proposed configuration provides for a kiss-and-ride, a shuttle bus drop off area, and a taxi stand.

The 30 short-term parking meters generated the following revenue in recent years:

FY 2013: \$21,492

FY 2014: \$16,222

FY 2015 \$20,418

During development of the design for the proposed reconfigured bus loop, the City of Alexandria expressed a desire to have certain architectural features at the station. WMATA agreed to include those features in the design on the condition the City of Alexandria maintain them; therefore, the loss of revenue from the removal of the parking meters will be somewhat offset by a reduction in Metro's maintenance expense for the station.

The WMATA Compact requires the conducting of a public hearing before implementing a service reduction such as the proposed elimination of short-term, metered parking.

FUNDING IMPACT:

Reimbursable funds.	
Project Manager:	John D. Thomas
Project Department/Office:	ENG
Comment:	No immediate budgetary impact associated with public hearing. If approved, this reimbursable project will be funded by the City of Alexandria. Removal of parking meters will result in gross revenue loss of approximately \$20,000 annually, to be partially offset by reduced maintenance expenses.

TIMELINE:

Previous Actions	January 2010: Board approved a reimbursable Project for the King St-Old Town Bus Loop Reconfiguration Project
Anticipated actions after presentation	September 2016: Conduct Public Hearing December 2016: Close the Public Hearing Process

RECOMMENDATION:

Approve conducting Public Hearing for proposed revisions to King St-Old Town Station bus loop and kiss & ride



Washington Metropolitan Area Transit Authority

Approval to Hold Public Hearing for King St-Old Town Station Bus Loop Reconfiguration Project

Capital Programming, Planning and Real Estate Committee

July 14, 2016

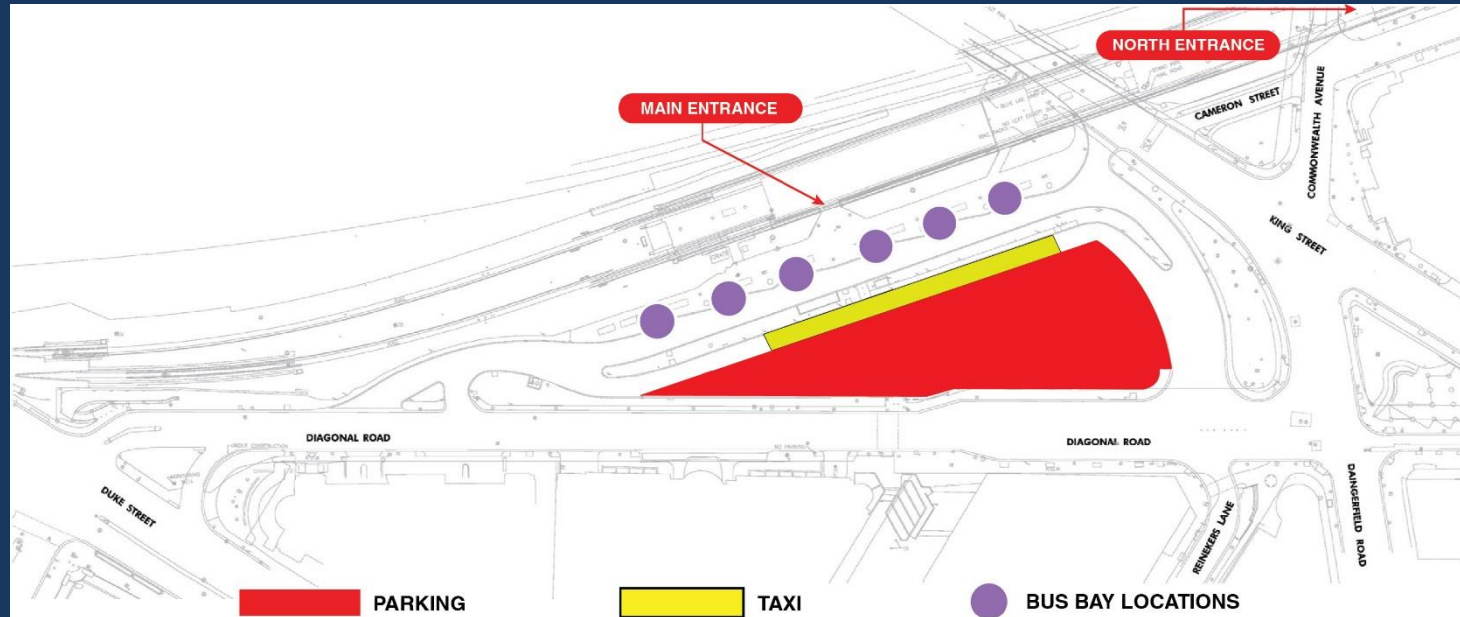


Purpose

Obtain Board approval to conduct Public Hearing for proposed revisions to King St-Old Town Station bus loop and kiss & ride



Existing Configuration



- Existing site:
 - ✓ 6 bus bays
 - ✓ metered short term parking
 - ✓ taxi area
- Goal: increase number of bus bays



Existing Configuration





Background

- The City of Alexandria and WMATA co-authored a report that offered a design that would meet the goal of increasing the number of bus bays at the King Street Station
- Space limitations dictate that some element at station will have to be sacrificed to expand number of busbays
- The existing metered parking is proposed to be eliminated as part of the reconfiguration of facilities at the station

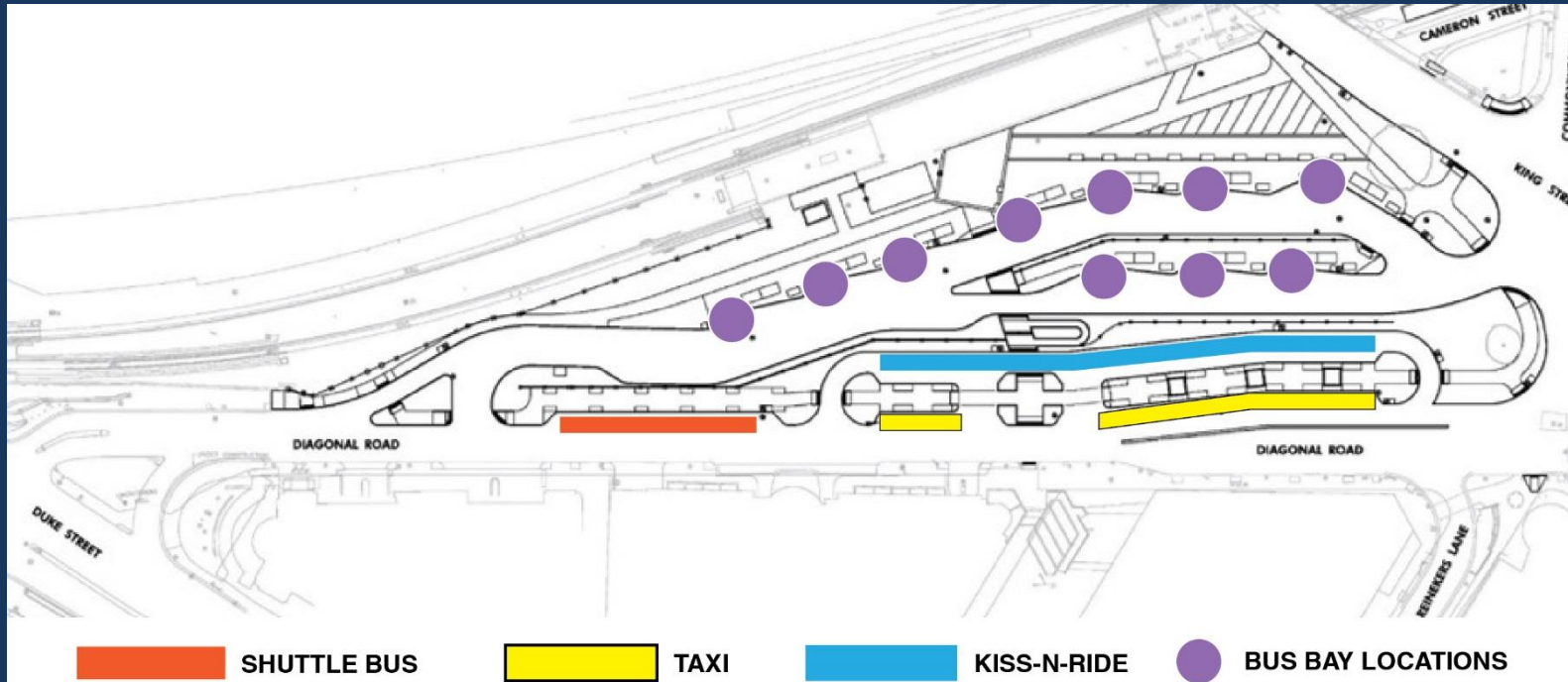


Background

- Compact Public Hearing required due to proposed elimination of parking
- 30 meters available for short term parking
- Recent parking revenue history:

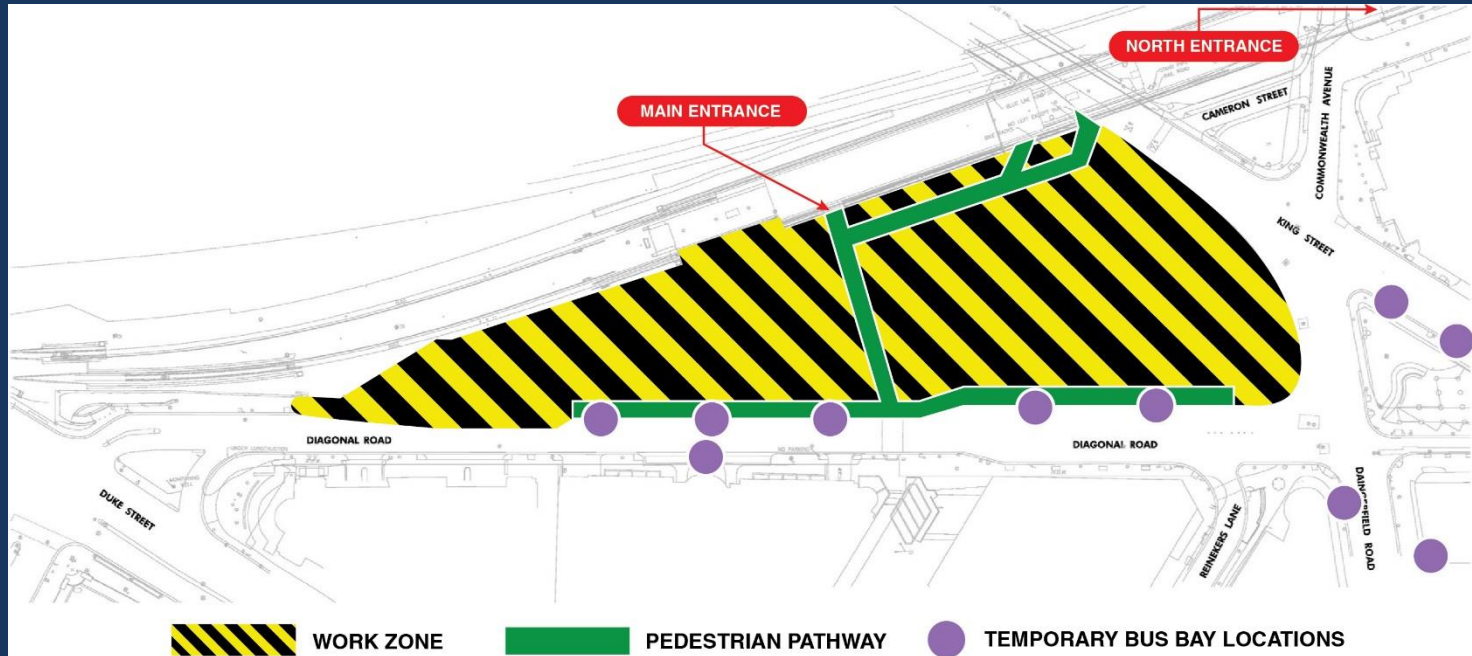
FY	Revenue
2013	\$21,492
2014	\$16,222
2015	\$20,418

Proposed Configuration



- Proposed configuration:
 - ✓ 10 bus bays and no parking
 - ✓ Shuttle bus parking along Diagonal Rd.
 - ✓ Kiss-n-Ride and taxi accommodations along Diagonal Rd.

1st Phase Construction

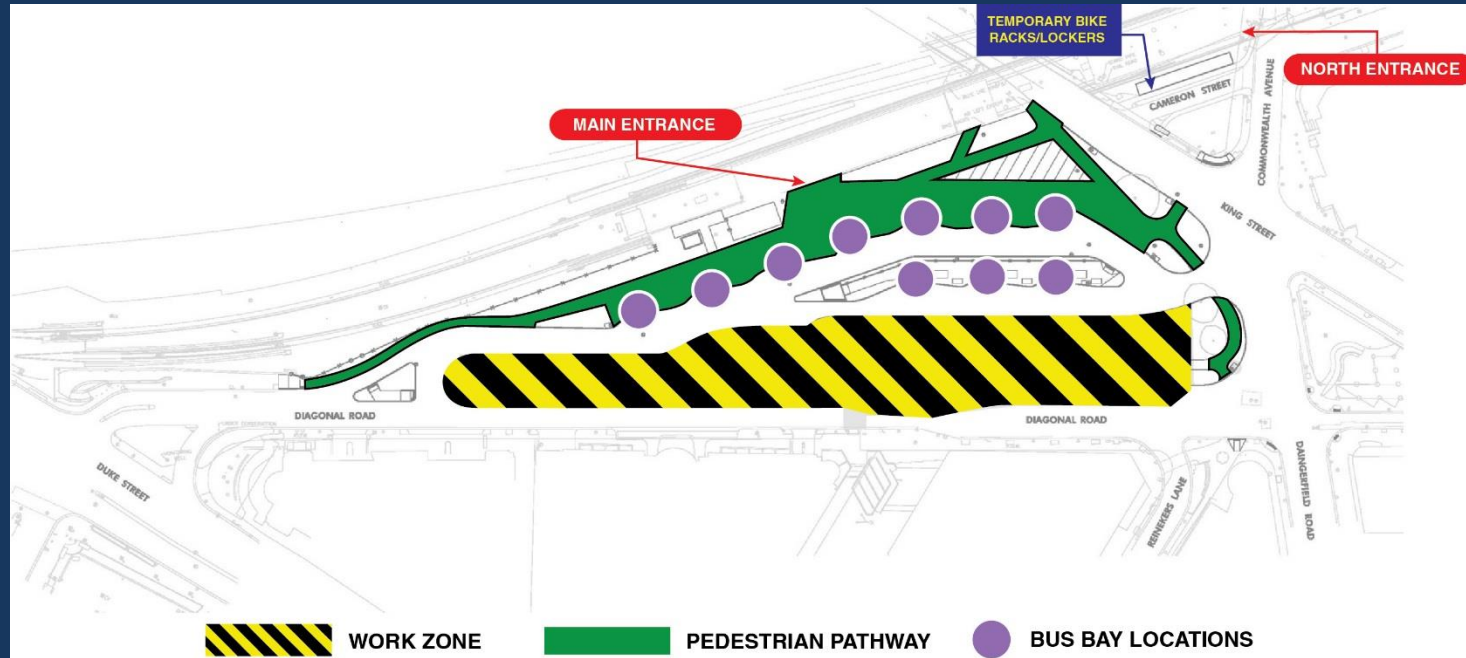


Vehicle Access	Closed
Bus Access	Accommodated
Parking, shuttle buses, and Kiss-n-Ride	Eliminated



Temporary Bus Bay Sample Rendering

2nd Phase Construction



Vehicle Access	Closed
Bus Access	Accommodated in new bus bays
Parking, shuttle buses, and Kiss-n-Ride	Still not accommodated



New Bus Bay Shelter



Recommendation

Approve conducting Public Hearing for proposed revisions to King St-Old Town Station bus loop and kiss & ride

SUBJECT: APPROVAL TO CONDUCT A PUBLIC HEARING FOR THE KING ST-OLD TOWN
STATION BUS LOOP RECONFIGURATION PROJECT

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The City of Alexandria requested Washington Metropolitan Area Transit Authority (WMATA) technical support for the study of the feasibility of reconfiguring the bus loop and kiss and ride at the King St-Old Town Metro Station; and

WHEREAS, In Resolution 2010-03, the Board of Directors approved and established a reimbursable project entitled King Street Station Bus Loop Reconfiguration Project ("Project"); and

WHEREAS, The City of Alexandria has identified and provided funds to WMATA for the Project; and

WHEREAS, The City of Alexandria and WMATA developed a design to reconfigure the bus loop and kiss and ride at King St-Old Town Metro Station that accomplishes the Project goal of increasing the quantity of bus bays but eliminates the short-term metered parking at the station; and

WHEREAS, If constructed, the King St-Old Town bus loop reconfiguration would modify the Mass Transit Plan by eliminating the parking, thus requiring a public hearing pursuant to the WMATA Compact; now, therefore be it

RESOLVED, That, in accordance with Sections 13-15 of the WMATA Compact, the Board of Directors authorizes the conducting of a public hearing on the Project at King St-Old Town Station, which proposes elimination of short-term metered parking at King St-Old Town Station from the Mass Transit Plan; and be it further

RESOLVED, That the General Manager and Chief Executive Officer (GM/CEO), in coordination with the Board of Directors, will establish the date, time and location of the hearing on the King St-Old Town Station Project; and be it further

RESOLVED, That the Board of Directors authorizes the GM/CEO to release the Public Hearing Staff Report regarding the King St-Old Town Station Project for public comment, as soon as the Staff Report is available, subject to later submission of the Staff Report

Supplement, with final staff recommendations to the Board of Directors for its approval. All Board members will receive the Staff Report concurrently with its release for public review; and be it finally

RESOLVED, That this Resolution shall be effective 30 days after adoption in accordance with § 8(b) of the WMATA Compact.

Reviewed as to form and legal sufficiency,

A handwritten signature in blue ink, appearing to read "Mark R. Pohl", is written over a horizontal line.

Mark R. Pohl
Acting General Counsel

WMATA File Structure Nos.:

12.7.2 Master Plans/Mass Transit Plan (including transit zone modifications)

18.8 Public Hearings and Meetings