VIRGINIA RAILWAY EXPRESS
MANASSAS PARK STATION
PARKING EXPANSION

Public Meeting
June 20, 2017
AGENDA

- Project Status
- Schematic Design
- Circulation
- Traffic Analysis
- Next Steps
- Cost Estimate

Proposed Garage Location
**PROJECT PHASES**

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**ALTERNATIVES ANALYSIS**
- Identify Goals
- Develop Alternatives
- Select Preferred Alternative(s)

**PRELIMINARY DESIGN & NEPA**
- Conduct NEPA Analysis
- Adopt Preferred Alternative
- Design Parking Garage (30%)
- Finalize Cost Estimate and Funding Plan

**FINAL DESIGN**
- Complete Detailed Design and Construction Documents

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**PROJECT PHASES**

**We are here**

**July 2016 – Feb 2017**
**February – August 2017**
**September 2017 – June 2018**
BIRD’S EYE VIEW OF PROPOSED GARAGE

FOR ILLUSTRATIVE PURPOSES ONLY
CIRCULATION - PEDESTRIAN

To Platform

Pedestrian Pathways
BRIDGE v. TUNNEL OPTIONS

Considerations -
✓ Supported by site topography
✓ Needs limited excavation
✓ Obvious pedestrian connection
✓ Closer connection to larger portion of parking
  - Partially open to the weather

✓ Bridge

Considerations -
✓ Weather protected pedestrian crossing
  - Less obvious pedestrian connection
  - Longer walking distance
  - Requires ventilation
  - Higher cost
  - May require more coordination with Norfolk Southern

Tunnel
VIEW FROM PLATFORM
DESIGN PARAMETERS

- **8.5’ wide by 18’ long spaces**
- **Digital counters** installed to indicate available spaces
- Provide **publicly accessible grade-separated access** across the tracks
- Minimum **track clearance** of 23.5’ for pedestrian bridge
- Incorporate **brick or stone** into façade design
- Allow for a **future second platform**
- **Bike parking** provided in garage
TRAFFIC ANALYSIS

- Analysis at three intersections along Manassas Drive

- Key Considerations:
  - Parking will be in two locations helping **distribute the traffic to Park Center Court and Railroad Drive**
  - In 2040, trains could carry about **25-30%** more passengers which represents a modest increase over existing traffic
TRAFFIC ANALYSIS RESULTS

- Euclid Avenue, Park Center Court, and Railroad Drive intersections will operate at **level of service B or C**

- **Queue (back-up) on Park Center Court** after a PM Train arrival would be a maximum of **450 feet**

- Consider approaches to discourage **cut-through traffic** in the existing **City Hall Parking lot**
NEXT STEPS

- Apply for zoning waiver for 8.5-ft wide parking spaces
- Prepare additional preliminary design drawings *(Structural, elevations, grading, stormwater, and utilities)*
- Finalize traffic analysis
- Prepare environmental documentation
- Update cost estimate
## ESTIMATED COST*

<table>
<thead>
<tr>
<th>Cost Item</th>
<th>Estimated Cost</th>
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</thead>
<tbody>
<tr>
<td>Project Development</td>
<td>$ 700,000</td>
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<tr>
<td>Final Design</td>
<td>$ 1,800,000</td>
</tr>
<tr>
<td><strong>Construction</strong></td>
<td></td>
</tr>
<tr>
<td>Parking facility <em>(560 spaces @ $18,000 per space)</em></td>
<td>$ 10,080,000</td>
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<tr>
<td>Pedestrian Bridge &amp; Equipment</td>
<td>$ 2,334,000</td>
</tr>
<tr>
<td>Sitework</td>
<td>$ 2,216,000</td>
</tr>
<tr>
<td><strong>Professional Services and Allowances</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$ 1,084,000</td>
</tr>
<tr>
<td><strong>Unallocated Contingency (30%)</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$ 5,464,000</td>
</tr>
<tr>
<td><strong>TOTAL ESTIMATED COSTS</strong></td>
<td><strong>$ 23,678,000</strong></td>
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</tbody>
</table>

*Cost estimate is based on schematic design and will be refined as design advances. No right-of-way costs were included.
YOUR INPUT IS REQUESTED

- Would you plan to park in the new parking garage or the existing surface lot in the future?
- Are the proposed finishes and building materials appropriate for this garage?
- What other features would you like to see included in the garage?
- Would you feel safe using the garage and pedestrian bridge to access the VRE platform?
- Do you have any other questions or comments?

Please send written comments by July 3, 2017
Via email: ssoneji@vre.org
Or via mail Attention: Sonali Soneji
Virginia Railway Express, 1500 King St, Suite 202, Alexandria, VA 22314
QUESTIONS?

VRE Project Manager: SONALI SONEJI
Ph: 703.838.5432   Email: ssoneji@vre.org

VRE Project Engineer: NORINE WALKER
Ph: 703.838.5443   Email: nwalker@vre.org

PROJECT WEBSITE:
www.vre.org/development/manassas-park-station-parking-expansion
ADDITIONAL INFORMATION
VIRGINIA RAILWAY EXPRESS
Manassas Park Station Parking Expansion
# TRAFFIC ANALYSIS - LEVEL OF SERVICE

Euclid Ave, Park Center Court and Railroad Drive will operate at the following Level of Service:

<table>
<thead>
<tr>
<th>EXISTING TRAFFIC OPERATIONS SUMMARY</th>
<th>Vehicle Delay (seconds)</th>
<th>LOS</th>
<th>Vehicle Delay (seconds)</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manasss Dr. and Euclid Ave.*</td>
<td>77.5</td>
<td>E</td>
<td>40.7</td>
<td>D</td>
</tr>
<tr>
<td>Manassas Dr. and Park Center Court</td>
<td>6.2</td>
<td>A</td>
<td>8.4</td>
<td>A</td>
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<tr>
<td>Manassas Dr. and Railroad Dr.</td>
<td>16.1</td>
<td>B</td>
<td>30.3</td>
<td>C</td>
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</table>

*Analysis done prior to Euclid Ave. and Manassas Drive Intersection improvements were completed.

<table>
<thead>
<tr>
<th>2027 BUILD TRAFFIC OPERATIONS SUMMARY</th>
<th>Vehicle Delay (seconds)</th>
<th>LOS</th>
<th>Vehicle Delay (seconds)</th>
<th>LOS</th>
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</thead>
<tbody>
<tr>
<td>Manasss Dr. and Euclid Ave.</td>
<td>30.9</td>
<td>C</td>
<td>28.9</td>
<td>C</td>
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<tr>
<td>Manassas Dr. and Park Center Court</td>
<td>10.8</td>
<td>B</td>
<td>20.4</td>
<td>C</td>
</tr>
<tr>
<td>Manassas Dr. and Railroad Dr.</td>
<td>14.9</td>
<td>B</td>
<td>25.1</td>
<td>C</td>
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## Level of Service Criteria

<table>
<thead>
<tr>
<th>Signalized Level of Service</th>
<th>Signal Delay per Vehicle (sec/veh)</th>
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<tbody>
<tr>
<td>A</td>
<td>&lt; 10.0</td>
</tr>
<tr>
<td>B</td>
<td>&gt; 10.0 and &lt; 20</td>
</tr>
<tr>
<td>C</td>
<td>&gt;20.0 and &lt;35.0</td>
</tr>
<tr>
<td>D</td>
<td>&gt;35.0 and &lt;55.0</td>
</tr>
<tr>
<td>E</td>
<td>&gt;55.0 and &lt;80.0</td>
</tr>
<tr>
<td>F</td>
<td>&gt;80.0</td>
</tr>
</tbody>
</table>