

## GRIDLOCK REDUCTION PROGRAM

Last spring, City Council initiated a pilot program designed to keep ten key City intersections from being blocked during the 3:30 to 6:30 weekday evening rush hour. Intersections at Henry and Prince, Henry and Duke, Henry and King, Henry and Cameron; Washington and Gibbon, Gibbon and Alfred, King and Alfred, King and Patrick, King and Washington, and Duke and West Taylor Run were monitored by police and traffic control officers five days a week, from May to July. During the summer, the program was continued on Thursdays and Fridays during the evening rush hour. Council will consider the staff evaluation of the program in the fall to determine if the program is effective and should be funded year-round.

## WOODROW WILSON BRIDGE

Replacement of the Woodrow Wilson Bridge, one of the region's top transportation priorities, will have a significant impact on Alexandrians, and the City has been active in the discussions about the replacement of the bridge. Congress approved legislation this summer to allow construction of a new 12-lane bridge to begin this fall, and construction is projected to take at least six years. So far, Congress has authorized \$900 million for the project, although total project costs have been estimated to be as much as \$2.5 billion, and plans for the 12-lane bridge (including access ramps connecting the Capitol Beltway and Mill Road near the City's Public Safety Center) are proceeding. While Virginia and Maryland have pledged \$200 million each, there is still an estimated shortfall of up to \$1.2 billion. To reduce costs, certain components of the project may be delayed until additional funding can be obtained.

The bridge's deteriorating steel deck will be replaced by early next year. The \$6 million deck replacement work will be done primarily on week nights and weekends, and project completion is scheduled for next spring.

## MONROE AVENUE BRIDGE

One of the Potomac Yard development plans provides for the realignment of the Monroe Avenue bridge, to improve pedestrian and motorist safety. In May, more than 140 citizens attended a meeting co-hosted by the City and Commonwealth

### *Did You Know?*

\* In 1984, the first fleet of Alexandria's DASH buses consisted of 17 buses, it cost only 50 cents per trip and the average number of weekday riders was 1,200. DASH now has a fleet of 42 buses, charges \$1 per trip and ridership averages 9,500 a day.



### *Did You Know?*

Atlantic Properties, the owner of Potomac Yard, to discuss pedestrian access, bicycling, aesthetic and construction issues regarding the bridge's re-alignment. During its 2000 session, the Virginia General Assembly authorized \$2.6 billion in new transportation projects over the next six fiscal years, including \$14 million for the Monroe Avenue bridge realignment.

### **BRADDOCK ROAD UNDERPASS**

The Braddock Road Underpass project, which was completed in June, has increased the capacity of Braddock Road by adding two additional travel lanes beneath the rail bridge, made the roadway between West Street and Mt. Vernon Avenue safer and more pedestrian friendly, and added significant amenities to the area, including enhanced lighting, brick pavers within the crosswalks and streetscaping. City staff is working with the area residents and businesses to address aesthetic issues and future pedestrian and business needs.

### **PEDESTRIAN SAFETY IMPROVEMENTS**

To enhance pedestrian safety, the City is installing brick paved crosswalks in several areas City-wide, and adding new pedestrian signals that display a countdown clock showing remaining time for pedestrians to cross the roadway in high-volume pedestrian areas such as Duke and North Pickett Streets, and King and Washington Streets.

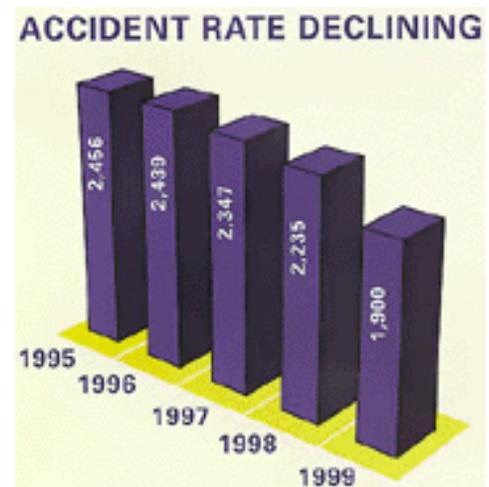
Other improvements being undertaken are new signs and sidewalk and pedestrian safety enhancements in the King Street Metro Station area as a result of a comprehensive study of pedestrian safety and access issues undertaken by the Washington Metropolitan Area Transit Authority in cooperation with the City's King Street Task Force. Concept design work has begun on the construction of a new North Entrance to the King Street Station, a long-term improvement recommended for the area.

### **TRANSIT**

In 1999, the Alexandria Transit Company (DASH) transported 9,500 passengers per day, and ridership continued to increase at an average rate of 5% a year, through increased advertisement and business outreach programs coordinated with the City's Transit Office. Several "talking" buses to assist persons with disabilities were ordered. To encourage transit usage, DASH and the Washington Metropolitan Area Transit Authority have established a regional bus and rail fare and pass system.

### **RED LIGHT TRAFFIC CAMERAS**

\* The City's Department of Transportation and Environmental Services and City contractors spread approximately 28,000 tons of salt, 450 tons of salt/sand mix and 10,000 gallons of liquid calcium chloride to keep the City's streets safe and usable during winter months.



The number of motor vehicle accidents is continuing to drop as the Police Department and the Department of Transportation and Environmental Services work together to implement new initiatives to increase pedestrian and motor vehicle safety.



Nearly three years ago, the City began using automated cameras to reduce red light violations. The City currently has three photo red light traffic camera stations at: Duke and Wheeler, Seminary and Nottingham, and Patrick and Gibbon. During the first two and a half years of the program, more than 30,000 drivers have been fined for violating red lights.



## **TRAFFIC SIGNALIZATION**

The first phase of an upgrade to the City's computerized traffic signal system was completed in 1999. It enables the City-wide system to provide real-time signal coordination, improved arterial progression and a reduction in material costs.

## **TRAFFIC ENFORCEMENT**

In 1999, the Police Department began using four hand-held laser units to supplement traditional radar operations, and give officers the ability to detect violations on high volume, multi-lane highways where radar is less effective.