

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 1, 2011

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM # 8 - STAFF UPDATES

ISSUE: Staff update to Commission on various ongoing projects

RECOMMENDATION: That the Transportation Commission (Commission) receive the staff update.

A. BRAC-133 UPDATE:

- ✓ On May 26, 2011 Congress passed the National Defense Authorization Act of 2012 which includes authorization for the Secretary of Defense to delay full occupancy and/or opening of seven BRAC facilities for one year. Also included is a provision restricting parking capacity to 1,000 spaces pending completion of specific road improvements to mitigate traffic impacts to existing levels. This legislation must now pass the Senate before going to the President for signature.
- ✓ VDOT has committed to \$80 million in funding for Long-term road improvements, which may include a HOV/Transit Ramp at I-395 and Seminary Road, with a design/build process to expedite construction. This includes a determination by the FHWA to require an Environmental Assessment (EA) for the NEPA environmental documentation. VDOT is retaining a consultant to handle the NEPA work.
- ✓ The Army has transferred \$20 million to FHWA to fund the Short and Mid-term road improvements at key intersections adjacent to the Mark Center. FHWA has concurred with the VDOT recommendation that the appropriate NEPA documentation for this project is a Categorical Exclusion, and the Eastern Federal Lands Division of FHWA has agreed to oversee and manage the NEPA process, the preliminary design and the procurement for this project.
- ✓ An agreement has been executed for DASH to provide enhanced transit services between the King Street Metro Station and the Mark Center. DoD will subsidize the service so their employees and contractors can ride for free, and others can ride on a fare basis. This enhances transit opportunities for residents of the City and generally reduces SOV use.
- ✓ DoD and WMATA have agreed in principle to an express shuttle service between the

Pentagon and the Mark Center, structured similarly to the DASH arrangement with DoD. The City will serve as a pass-through conduit for the funding. An agreement is being prepared to establish this arrangement.

- ✓ City Council approved the ordinance amendments establishing a new daytime parking district in response to anticipated neighborhood parking encroachment issues resulting from the BRAC-133 facility. Implementation is scheduled for June and July.
- ✓ In April, TES staff began conducting traffic counts at several locations throughout the West End neighborhoods to document existing volumes and speed to establish a baseline as a part of the effort to determine the need and locations for traffic calming measures in anticipation of potential cut-through traffic from the workers at the BRAC-133 facility. These counts will be completed before school lets out.
- ✓ Occupancy of the BRAC-133 facility is set to begin August 9, 2011.

B. TRANSITWAY CORRIDOR FEASIBILITY STUDY

Work has been focused on the development of transitway concepts for Corridor C (Beauregard / Van Dorn). Since the last update to the Commission at its April 6 meeting, staff have been working with the consultant to develop a recommendation for Corridor C, based on an evaluation of the screening criteria, and input from the High Capacity Transit Corridor Work Group (CWG), staff and the public. A technical memorandum (dated May 12, 2011) was prepared by the consultant that recommended a preliminary preferred alternative and phasing strategy. The recommendation was that Alternative D (Bus Rapid Transit connecting to the Pentagon / Pentagon City and Shirlington) is the preferred alternative for implementation of transit in dedicated lanes in Corridor C. Alternative D should be constructed in a manner that does not preclude future implementation of streetcar in the corridor.

The recommendation was presented to the CWG and public at the May 19 CWG public meeting. During the meeting, the project team heard comments from both the public and CWG. The following motion was made and approved by the CWG:

"Alternative D is the preferred alternative for phased implementation of transit in dedicated lanes in Corridor C until such time as Alternative G becomes feasible and can be implemented. This course of action is consistent with the Council's recent decision to provide dedicated lane transit along the segment of Corridor A that is north of Braddock Road. Evaluation and analysis will continue of Alternative D in preparation for future implementation of Alternative G. Construction of transit in Corridor C shall be the first priority of Alexandria's transportation projects. Each subsequent corridor shall be evaluated separately regarding the need to acquire additional right-of-way for dedicated lanes as discussed in the Transportation Master Plan."

Staff will present the preliminary preferred recommendation for Corridor C to the Council at a Study Session on June 14, and at a Council public hearing in September, where the Council will make its final recommendation. Once a final recommendation is made, the Corridor C implementation plan will be finalized.

The existing conditions for Corridors A (North-South) and B (Duke Street) have been documented, including major activity centers, transit service, and travel times. This information was presented at the May 19 CWG meeting. During the meeting, the project team received input from the CWG and public on issues related to Corridors A and B. Over the next month, the consultant and staff will prepare concepts for Corridors A and B, and the concepts will be presented to the CWG at its July 21 meeting. Information on the project, including the May 12 technical memorandum for Corridor C, can be found at the project webpage: www.alexandriava.gov/highcapacitytransit