



**DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES**

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**Transportation Planning Division**

**MEETING MINUTES FROM SEPTEMBER 15, 2011 HIGH CAPACITY TRANSIT CORRIDOR  
WORK GROUP MEETING**

**To:** High Capacity Transit Corridor Work Group  
**From:** Jim Maslanka, City of Alexandria, T&ES; Steve Sindiong, City of Alexandria, T&ES  
**Meeting Date:** September 15, 2011  
**Time:** 7:00 p.m. to 9:00 p.m.  
**Meeting Location:** Charles Houston Recreation Center, Multi-Purpose Room  
**Subject:** Transitway Corridor Feasibility Study High Capacity Transit Corridor Work Group Meeting 9  
**Attendees:** **Corridor Work Group:** Councilman Paul Smedberg (Co-Chair), Councilman Rob Krupicka (Co-Chair), Donna Fossum, Dak Hardwick, Poul Hertel, John Komoroske, Anna Bentley  
**City of Alexandria staff:** Abi Lerner (Deputy Director, T&ES), Jim Maslanka (T&ES), Steve Sindiong (T&ES), Danielle Parker (T&ES), Susan Gygi (T&ES), Jeff Farner (Deputy Director, P&Z)  
**Consultants:** David Whyte (Kimley-Horn), Erin Murphy (Kimley-Horn)  
**Members of the Public:** 34 citizens signed in

**Agenda**

*Corridor A (Duke Street/Eisenhower) Discussion*

1. Introduction (*10 minutes*)
  - a. Opening Remarks –*Councilman Smedberg, CWG Co-Chair*
  - b. Meeting Objectives and Goals – *Abi Lerner, T&ES*
2. August 18 Meeting Minutes – *Abi Lerner, T&ES (5 minutes)*
3. Corridor A Discussion – *Kimley-Horn (90 minutes)*
  - a. Existing Conditions and Land Use
  - b. CWG Input on Existing Conditions / Land Use
  - c. Public Input on Existing Conditions and Land Use
  - d. Review proposed Evaluation Criteria
  - e. Alignments
  - f. CWG Input on Criteria and Alignments
  - g. Public Input on Alignments

4. Logistics and Next Steps – *Abi Lerner, T&ES (10 minutes)*
  - a. Next Meeting Date
  - b. Next Meeting Topics
  - c. Upcoming Meetings Related to Corridor C Implementation

## Summary of Discussion

### Introduction

- Goal of the meeting:
  - Review existing conditions for Corridor A, review evaluation criteria, and discuss alignment options.

### August 18 Minutes

- Due to the meeting duration, the August 18 minutes were not discussed. They will be discussed for approval at the October 20 CWG meeting.

### Corridor A (Route 1 / North-South) Discussion on Existing Conditions and Alignment Options

- Presentation by David Whyte
- CWG Comment
  - ***Councilman Paul Smedberg***
    - Need some modified DASH service that is well branded, and unique to the characteristics of Old Town.
    - Need to look south of our border, such as Huntington Metro, and in Fairfax along Route 1 to Fort Belvoir.
    - Need to start looking at east to west, from Old Town toward Braddock.
    - Need to understand if we are building the transitway to get to Metro, or somewhere else. If it is to get to Metro, we don't need to do anything.
  - ***Councilman Rob Krupicka***
    - Would like to know the existing headways for transit routes, and average speeds.
    - Would like to have good service along the REX line, and have a way to connect it to the future Route 9X.
    - Options include: 1) Put as many buses between King Street and Braddock Metro; 2) Provide dedicated lanes; 3) Live with existing conditions; 4) provide marginal improvements at the edges.
  - ***Anna Bentley***
    - Is fine with the population and employment density data – feel it is reliable.
  - ***Donna Fossum***
    - Would be interesting to re-examine existing routes as a circulator
    - Population and employment densities should be refined, by block level.
    - Is there any origin/destination data? It would be good to know where people are coming from and going to.
    - The yellow line should be extended to Fairfax County / Fort Belvoir.
    - One size does not fit all – Each corridor is different. Not sure what we are trying to do. Old Town is a special place.
  - ***Dak Hardwick***
    - Transit in Savannah is good, but loud.

- What is the legal obligation in terms of modifying either Route 1 or GW Parkway?
  - If north-south travel is a regional transit priority, then some of the associated funding should come from outside Alexandria.
  - Transit Signal Priority (TSP) is needed, especially where travel speeds are slow.
  - Branded buses are important.
  - In California, there are barriers that restrict traffic during certain parts of the day.
- **Poul Hertel**
    - Why is the 2030 population density showing high density in northeast Old Town? The use of census tracts is misleading. *Response – New data can be in the form of Floor to Area ratios (FAR), or by block level. New data will be posted on the project webpage and an e-mail will be sent.*
    - The Transportation Master Plan looked at regional connections – a lot of traffic is coming from outside of the City. We cannot and should not try to accommodate the thru traffic.
    - DASH service is unreliable – it often shows up late.
    - The circulator in D.C. works well.
    - We should not go out of our way to accommodate thru traffic.
    - Need to understand how High Capacity Transit would benefit the City’s residents.
    - The only way people will use transit is if it is faster than a car.
  - **John Komoroske**
    - Need to understand Alexandria traffic vs. thru traffic.
    - Like idea of connecting King Street metro to Braddock metro.
    - Like the idea of circulators.
- **Public Comment** on Corridor A Existing Conditions and Alignment Options
    - With REX service, riders aren’t looking to connect to Braddock metro.
    - Very opposed to High Capacity Transit on Route 1 – what are other solutions? If there is a need for connectivity between REX and Braddock metro, give funds to Metro. If riders get off and walk, there would be no charge. Consider a rail spur to the waterfront near the power plant.
    - A purpose of historic districts is to preserve the architecture. Disappointed that the City is not considering preservation of neighborhoods, but instead accommodating outside people.
    - Instead of having dedicated lanes through Old Town, a higher priority should be getting people to use Metro.
    - DASH buses are often empty. They should be smaller.
    - Would like more east-west opportunities.
    - What is the real need for the connection between King Street metro and Braddock metro?
    - Isn’t the purpose of the Crystal City Potomac Yard transitway to get people to metro?
    - The people who will be making sacrifices need to clearly understand the reasons and need for high capacity transit.
    - Having buses on Patrick Street will become a nuisance for the adjacent homes. Alexandria taxes should not be used to accommodate outside users.
    - Is the alignment needed to get people to metro, or is it to serve thru traffic?
    - A conditional goal should be to not widen any right-of-way through Old Town.
    - Does current public transit serve tourists well?
    - How do we know the current automobile users will switch to transit?
    - Why are we doing anything? What are we trying to achieve?
    - What happened to the original impetus of Corridor A, and serving Fort Belvoir?
    - Washington Street is better than Patrick Street
    - Like the idea of a circulator, not a north-south alignment.
    - Need an origin/destination study.
    - Everything in the study has been based on assumptions – we need facts.

- There seems to be a lot of contradictions being stated by the City, especially on why the high capacity transit is needed.
- For the next meeting, please tell us exactly what the problem is we are trying to solve.
- What is Fairfax County planning to do?

#### **Corridor A Discussion on Preliminary Evaluation Criteria**

- Due to insufficient time availability, there was no discussion on the preliminary screening criteria.

#### **Logistics and Next Steps**

- The next meeting for Corridor B will be on Thursday, October 20, 2011.
- Updates on Corridor C:
  - September 17 – Council Public Hearing / Recommendation