

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 11, 2011
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM # 6- STAFF UPDATES

ISSUE: Staff update to Commission on various ongoing projects

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

- A. **TRANSITWAY CORRIDOR FEASIBILITY:** Staff presented the High Capacity Transit Corridor Work Group (CWG) recommendations for Corridor A (Route 1/North-South) and Corridor B (Duke Street) to the Transportation Commission at its May 2, 2012 meeting, and the Transportation Commission provided recommendations for both corridors to be forwarded to the City Council.

For Corridor A, the Transportation Commission stated that the analysis of a circulator bus system within Old Town be sensitive to the residents' concerns and historic infrastructure. Furthermore, the Transportation Commission encouraged additional analysis for east-west connectivity between Corridor B, the Huntington Metrorail station and Maryland via the Woodrow Wilson Bridge, and that community outreach be conducted as part of the analysis, and that findings be presented to the Transportation Commission and City Council. On June 5, 2012, staff presented the CWG and Transportation Commission recommendations to the Planning Commission. The Planning Commission concurred with the CWG, and the Transportation Commission recommendations. In response to comments made by residents during the Public Hearing, the Planning Commission instructed staff to review the process that would need to be followed to remove the section of Corridor A south of Braddock Road Metro from the Transportation Master Plan.

For Corridor B, the Transportation Commission concurred with the recommendation made by the High Capacity Transit Corridor Work Group (A near term implementation of Alternative 1a, shared transit lanes in the four lane sections, and a long term implementation of Alternative 3c, adding a center lane between S. Jordan Street and Wheeler Avenue for reversible general purpose traffic during the peak period, and a turn lane during the off-peak period, and transit lanes along the outside lane).

The Planning Commission concurred with both the CWG and the Transportation Commission. In addition, the Planning Commission recommended that the Corridor B improvements (related to Alternative 3c) have minimal impacts to businesses and homeowners along Duke Street, and noted that a bicycle facility along Duke Street be accommodated only if studies demonstrate that the streetscape can still be enhanced.

On June 16, 2012, staff presented the recommendations for Corridors A and B to the City Council and held a public hearing. Following the public hearing, the Council approved the recommendations as made by the Planning Commission. Council asked that staff hold meetings with the CWG and Transportation Commission to review changes and prepare an amendment to Transportation Master Plan for Corridor A (South of Braddock Metrorail station). The proposed amendment changes will be presented to the CWG and Transportation Commissions in Fall 2012, prior to being presented to the Planning Commission and Council.

- A. **BRAC-133 UPDATE**: Construction for the Short-term Improvements has started. Design and right-of-way acquisition for the implementation of the Mid-term improvements is underway.

The City of Alexandria has not received the Transportation Management Plan monitoring report from Washington Headquarters Services (WHS). The Mayor sent a letter to WHS requesting prompt submittal of the report.

The Federal Highway Administration (FHWA) issued a Finding of No Significant Impact (FONSI) for the HOV/Transit ramp at Seminary Road/I-395. FHWA has not issued a finding yet with respect to allowing or not allowing right turns at the top of the ramp in the morning, and left turns from westbound Seminary Road in the afternoon. A decision on this issue is expected by the end of July 2012.

Ridership on the Pentagon and King Street Metro Express routes continue to be high. The following graphics show the ridership levels from these two routes.

Traffic volumes have increased slightly since the opening of the BRAC-133 facility. The attached graphics show the measured queues for the AM and PM peak hours.

ATTACHMENTS:

Attachment 1: BRAC-133 Queuing Conditions (AM/PM Peak Hours)

Figure 1: WMATA Express Weekly Ridership

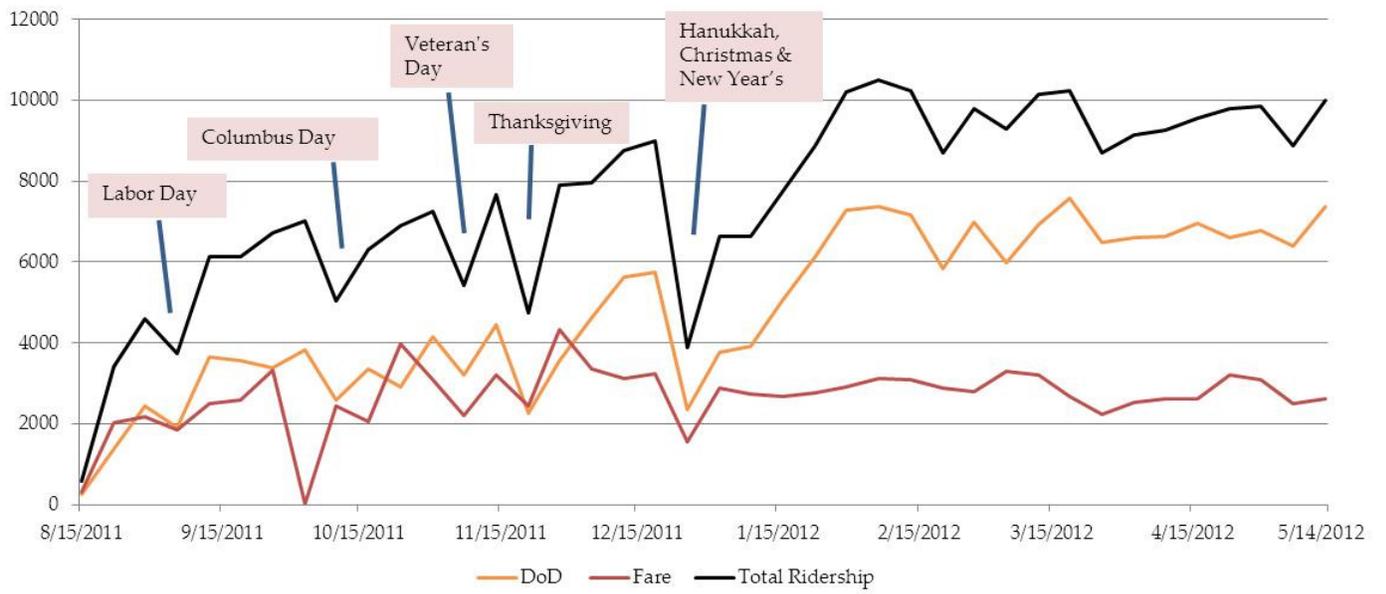


Figure 2: DASH Express Weekly Ridership

