

City of Alexandria, Virginia

MEMORANDUM

DATE: JANUARY 4, 2011
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM # 5- STAFF UPDATES

ISSUE: Staff update to Commission on various ongoing projects

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

- A. **CRYSTAL CITY-POTOMAC YARD TRANSITWAY:** A kickoff meeting with the Route 1 Bus Rapid Transitway design/build team (Lane Construction Corporation / STV) was held. The preliminary design is underway, and a detailed schedule for the project should be available in early January 2012. Construction of the transitway is anticipated to begin in mid-2012 and will be coordinated with the widening of Route 1 northbound lanes being completed as part of the Potomac Yard Development.
- B. **TRANSITWAY CORRIDOR FEASIBILITY:** The study has been proceeding with analysis for Corridors A (Route 1/North-South), and B (Duke Street/Eisenhower Avenue).

For Corridor A, a number of alignment options were presented to the High Capacity Transit Corridor Work Group (CWG) including use of West Street, Route 1, and Washington Street. In general, both the community and the CWG have opposed a dedicated transitway through Old Town, but have supported a circulator that would provide improved service between the waterfront and the Braddock Road and King Street Metrorail stations. The project team reviewed the concepts and input received from the CWG and the public. Based on the input, a recommendation was made by staff and the consultant to the CWG at its December 15, 2011 meeting that would do the following:

- Complete the adopted Crystal City-Potomac Yard transitway project from Braddock Road Metrorail station to Arlington County
- Extend hours of operation and coverage of the King Street Trolley
- Use the DASH Comprehensive Operations Analysis (COA) to develop a circulator concept for Corridor A in conjunction with the comprehensive review of all transit services within Old Town.

After reviewing the analysis and recommendation, the following resolution was passed by the CWG at its December 15, 2011 meeting:

“Whereas the Alexandria Comprehensive Transportation Master Plan conceptually envisioned the eventual location of high capacity transit in dedicated lanes in the portion of Corridor A south of Braddock METRO Station; and

Whereas the High Capacity Transit Corridor Work Group was appointed to recommend methods for implementing the Alexandria Comprehensive Transportation Master Plan to City Council;

Be it hereby resolved that the High Capacity Transit Corridor Work Group recommends that there be no dedicated-lane high capacity transit on the portion of Corridor A south of Braddock METRO Station. Instead, the High Capacity Transit Corridor Work Group recommends that resources be used to explore the possibility of putting circulator buses/trolleys or other forms of conventional and scale appropriate transit in this portion of the City.”

For Corridor B, a CWG meeting was held on November 21, 2011 where a number of alternatives for alignment / runningway options along Duke Street were presented. These included:

- Alternative A – Curb Running in Mixed Flow
- Alternative B – Curb Running in Mixed Flow and Dedicated lanes
- Alternative C – Curb Running in Dedicated lanes without new lanes
- Alternative D – Curb Running in Dedicated lanes with new lanes
- Alternative E – Median Running in Dedicated lanes without new lanes
- Alternative F – Median Running in Dedicated lanes with new lanes

In general, the CWG favored alternative B. The next step is to have a narrowed set of alternatives analyzed using the secondary screening criteria, and the report / analysis brought back to the CWG at its January 19, 2012 meeting. Once a recommendation is made by the CWG for Corridor B, both recommendations will be brought to the City Council (anticipated in Spring 2012) for approval, following input by both the Transportation and Planning Commissions.

- C. **WATERFRONT PLAN:** City staff has been working with the Mayor appointed Waterfront Workgroup to bring recommendations for the Waterfront Plan to the City Council for consideration in January 2012. A Council Worksession is scheduled for January 10, 2012 and a Public Hearing is scheduled for January 21, 2012.

The Plan addresses a number of issues relating to parking and circulation and makes a series of recommendations that address wayfinding, bicycle and pedestrian circulation and safety, and parking management. The Plan used the Old Town Parking Study as the basis for parking recommendations looking at wayfinding to direct parkers to parking facilities and eliminate unnecessary ‘cruising’ for on street spaces, differential parking pricing and

valet parking to maximize parking supply. The Plan recommends having representation from the Waterfront Workgroup on the Old Town Parking Implementation group. Part of the work of that group will be to make recommendations on residential parking protections for the Waterfront as part of a Citywide review of the residential permit parking program.

The Workgroup made a number of additional recommendations including a comprehensive Union Street Corridor study, consideration of closing the unit block of King Street to vehicular traffic, and improving bicycle facilities from the Mt. Vernon trail through the core of the Waterfront Plan area.

- D. LOCAL MOTION:** City staff will be bringing consideration of a grant application and resolution for FY 2013 funding for the continuation of the City of Alexandria Transportation Demand Management (TDM) Program, also known as Local Motion, and to fund the Public Transportation Intern program to the City Council at their January 10, 2012 meeting.

The City has operated a TDM program since 1981 and each year has applied for, and received funds from the Commonwealth of Virginia. The TDM program administers TDM based programs and is coordinated by the City's Transportation Planning Division in the Department of Transportation and Environmental Services (T&ES).

TDM is the application of policies and strategies that attempt to change travel behavior (how, when and where people travel) in order to increase the efficiency of the City's transportation system. The practice of TDM supports the City Council's 2010 Strategic Plan Goal 3: *A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians* and several goals outlined in the 2008 Transportation Master Plan. Through the use of incentives, education, and marketing, TDM encourages travelers to shift from single occupancy vehicle (SOV) trips by personal automobile to trips by other modes of travel (i.e. DASH bus, VRE), or to trips that occur at a more efficient time, route, or place. TDM measures directly benefit the environment by reducing CO² emissions, support the Eco-City Charter, improved public health, stronger communities, and a more prosperous and livable Alexandria.

The attached Report provides details and data related to Local Motion programming over the last year and outlines achievements and measures of success as well as opportunities for growth and improved delivery of services. Staff continues to develop improved tracking for program activities to better help staff accurately gauge program effectiveness.

Attachment 1: Local Motion Report