

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 15, 2017

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: T&ES STAFF

SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various ongoing projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. SAFETRACK

Safetrack Surge #13 has begun. This surge runs March 4 to April 9 and has been broken into two segments. The first segment, March 4 to April 1, involves continuous single tracking on both Yellow and Blue lines between Braddock Rd and Van Dorn / Huntington. The second segment, April 2 to April 9, involves continuous single tracking on Yellow Line between King St-Old Town and Huntington.

- DASH, WMATA and the City all worked collaboratively to update service;
- Details continuously updated on City's (<https://www.alexandriava.gov/SafeTrack>) and WMATA's website (<https://www.wmata.com/service/SafeTrack.cfm>)

B. VISION ZERO

The Vision Zero Action Plan is currently underway and anticipated to be completed by Fall 2017. City staff has formed an interdepartmental working group to develop the action plan and had its first meeting on February 27. The City has posted a Request for Qualifications (RFQ) for a consultant to assist during this process. A consultant will be on board by the end of the month.

A series of three community workshops for the Vision Action Plan is scheduled to occur in April. Workshops will occur on April 10 at Cora Kelly Recreation Center, April 12 at William Ramsay Recreation Center, with the date and location of the third meeting to be determined. The purpose of the workshops is to inform the participants of Vision Zero, as well as to engage the community in a discussion about current safety concerns in the City. Members of the Transportation Commission are encouraged to participate in these workshops. In addition, an online AlexEngage survey and online data crowd-sourcing map will also be used in the community engagement process.

Staff will continue to provide periodic updates to the Transportation Commission on the development of the Vision Zero Action Plan, and ask them to endorse the Plan upon its completion in fall 2017.

C. KING STREET METRORAIL STATION

Although final design is now essentially complete, staff from the Department of Transportation & Environmental Services (T&ES) and Washington Metropolitan Area Transit Authority (WMATA) have been working closely to resolve several remaining technical issues, including utility relocations prior to construction. One notable change moving forward is that, per mutual agreement between the City and WMATA, the City Department of Project Implementation (DPI) is assuming responsibility for procurement and construction project management. With the change, the City will be in a stronger position to control the implementation schedule and maintain direct oversight of project costs. T&ES and DPI are in the process of developing an updated project schedule which will be shared this spring with City Council and the public. T&ES, WMATA, and DASH will also work closely to lead an extensive public outreach effort ahead of the construction phase of the project and during the construction phase.

D. 395 EXPRESS LANES

VDOT has accepted a proposal from Transurban to deliver an eight-mile extension of the I-395 Express Lanes from Turkeycock Run near Edsall Road in Alexandria to the Washington, D.C. line. Plans to extend the Express Lanes began in November 2015 under a Framework Agreement in accordance with the 95 Express Lanes Comprehensive Agreement between the Virginia Department of Transportation and Transurban, its private partner and operator of the 95 and 495 Express Lanes. After meeting specific project-delivery and financial criteria, including a competitive procurement for a design-build partner, and yearly payment of \$15 million (to be escalated annually) for transit improvements and traffic demand strategies in the corridor, the Commonwealth has approved Transurban's proposal to finance, design, build, maintain and operate the 395 Express Lanes extension. Project components include:

- Yearly payment of \$15 million, to be escalated annually, for transit improvements and traffic demand strategies in the corridor
- Converting and upgrading the existing High Occupancy Vehicle (HOV) lanes to express lanes from the current Express Lanes northern terminus at Edsall Road to the D.C. line
- Adding a third reversible lane from Edsall Road to just south of Eads Street near the Pentagon
- Improving the Eads Street Interchange and transit and carpool access at the Pentagon
- Adding a fourth regular southbound lane on I-395 between Duke Street and Edsall Road
- Rehabilitating five bridges over I-395
- New sound walls to protect neighboring communities

Construction is expected to begin this summer and scheduled to be complete by fall 2019. As early as this week, crews will begin preliminary work such as geotechnical investigations and surveying. Construction will occur largely within VDOT's right-of-way; some work such as sound walls may require access to areas adjacent to the project corridor.

E. HOLMES RUN GREENWAY

The Holmes Run Bike Trail project provides improvements to a portion of the existing pedestrian and bicycle network along a section of Holmes Run Trail between the 395 overpass and Ripley Street. The project involves replacement of the existing Holmes Run fair weather crossing with a new pedestrian / bicycle bridge, and an on-street bicycle route to be used as an alternative to the Holmes Run trail during flood events. Also included is the restoration of a portion of the Holmes Run to a more natural condition. The construction contract for this project has been awarded and the contractor has begun mobilizing. The construction is anticipated to take one year.

F. INTELLIGENT TRANSPORTATION SYSTEMS – PHASE II

Phase II of the Intelligent Transportation System (ITS) integration is underway and construction is expected to be complete this fall. The Intelligent Transportation Systems (ITS) project includes the construction and installation of conduit and a broadband fiber network along arterial roadways to improve the consistency and efficiency of traffic management, incident detection, and incident responses as well as position the city to interface with autonomous vehicles when they go into production. This project will allow staff to use real time information to efficiently manage the City's transportation system and field operations, improving overall service.

Phase I installed over 7,000 linear feet of conduit in the West End. In Phase II, over 25,438 linear feet will be installed along Route 1, Washington Street, King Street and other roads. Phase III, anticipated to begin late 2019, includes connecting many traffic signals to the broadband fiber network, upgrades to the traffic center and the installation of more cameras to cover a broader area of the City.