City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 5, 2011

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: BRUCE JOHNSON, ACTING CITY MANAGER

FROM: RICHARD J. BAIER, P.E., LEED AP, DIRECTOR, T&ES

SUBJECT: STAFF UPDATE ON THE RECOMMENDATIONS TO ADDRESS SAFETY AND TRAFFIC OPERATIONS AT THE KING-QUAKER-BRADDOCK INTERSECTION AND SURROUNDING AREA

In part because of the upcoming Planning Commission and City Council consideration of the proposed Bradlee Safeway redevelopment on December 13, staff wanted to provide you with an update on the recommendations to address safety and traffic operations at the King-Quaker-Braddock intersection and surrounding area.

DISCUSSION: Because of safety and traffic operations issues at the King-Quaker-Braddock intersection and surrounding area, the City conducted a study to assess alternative improvement options and develop recommendations. To date, the study team has held three public meetings and several meetings with stakeholders. The final report for this study was completed in April, 2010. This study provided recommendations to improve pedestrian safety, vehicular safety, transit operations and vehicular movements. The study, which is posted on the T&ES website, recommended the following improvements:

1. Addition of left turn lanes for several approaches at the intersection of King-Quaker-Braddock and closure of the service road parallel to King Street at Quaker Lane (see Attachment 1). Double left turn lanes would be provided from eastbound King Street onto Quaker Lane and onto West Braddock Road; from westbound West Braddock Road onto North Quaker Lane: and from northbound North Quaker Lane onto King Street.

2. Modification of the service road at the intersection of King and Taylor to include a transit center and restriction on a portion of the service road to allow buses only (see Attachment 2)

In early 2011, T&ES staff conducted an assessment of the consultant recommendations. T&ES staff held two meetings with representatives of businesses in the vicinity of the King-Quaker-Braddock intersection. T&ES evaluated the impacts on access and egress to the commercial areas, safety conditions and traffic operations and developed a modified set of conceptual improvements to address the safety and traffic operations issues. The revised improvement concept includes the addition of left turn lanes as described in item 1 above. However, the

revised concept includes modifications to the previously proposed service road improvements to mitigate the impacts on ingress to and egress from the commercial establishments in the vicinity of the King-Quaker-Braddock intersection. The listing below summarizes the revised recommendations.

1. Addition of left turn lanes for several approaches at the intersection of King-Quaker-Braddock (see Attachment 3). Double left turn lanes would be provided from eastbound King Street onto Quaker Lane and onto West Braddock Road; from westbound West Braddock Road onto North Quaker Lane: and from northbound North Quaker Lane onto King Street.

2. Modification of the service road at the intersection of the service road parallel to King Street and North Quaker Lane to allow vehicles to turn right from the service road to North Quaker precluding vehicles to turn right from southbound North Quaker onto the Service Road (see Attachment 3).

3. Modification of the traffic signal at the intersection of King Street and Taylor to include the two legs of the service road as approaches controlled by the traffic signal at this intersection and provision of enhanced transit shelters in the vicinity of this intersection (see Attachment 4).

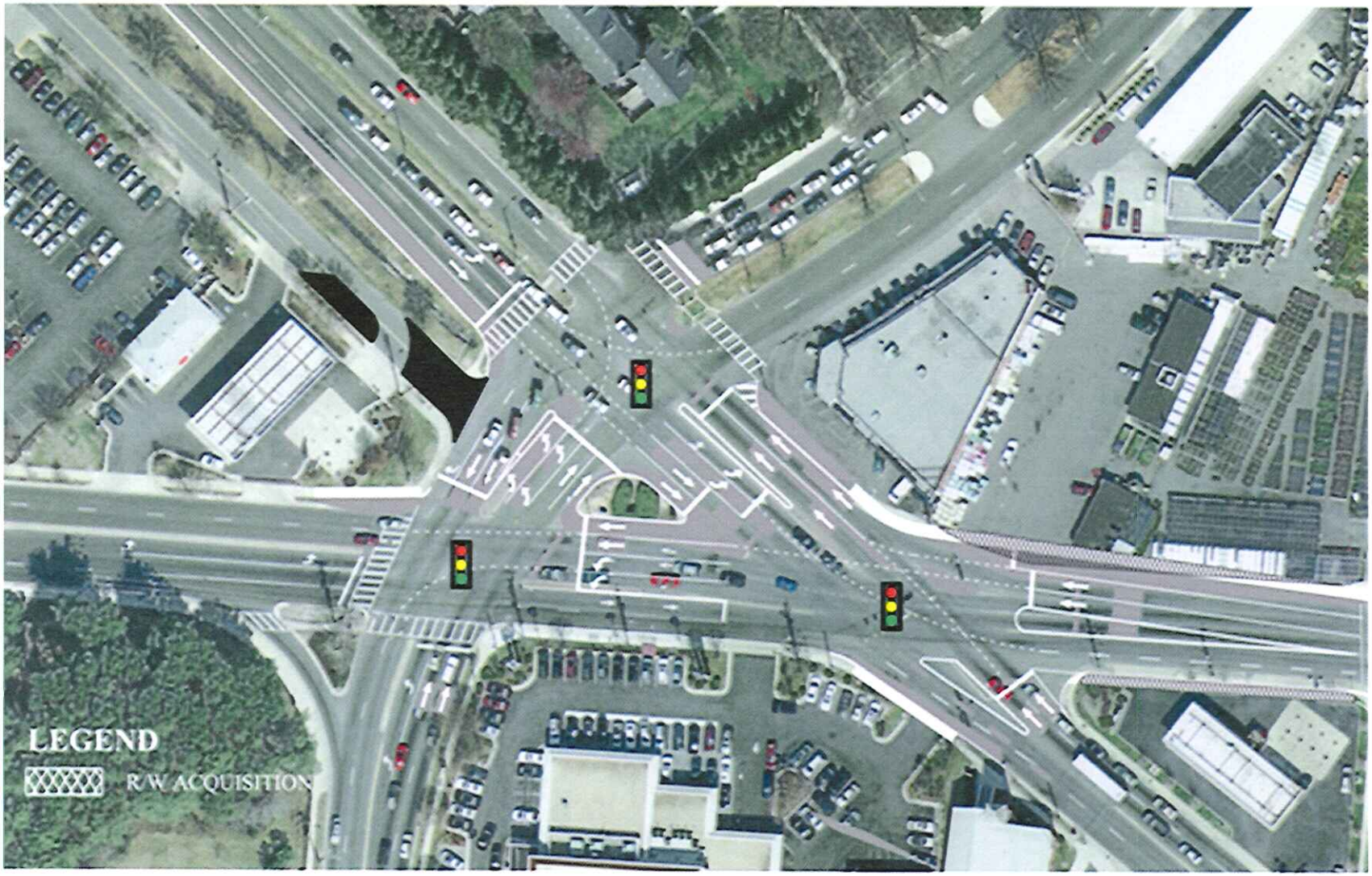
T&ES staff held an additional meeting with representatives of the businesses in the vicinity of the King-Quaker-Braddock intersection on November 10 to present the recommended improvement concepts and discuss next steps in the process. Additionally, staff gave a presentation to the Fairlington Citizens Association Board on the proposed improvements on November 12. Staff will hold a public meeting to present the recommended improvement concepts in January, 2012. This project will require the acquisition of right-of-way from a number of businesses, who may or may not be supportive of these changes once more detailed information about right-of-way impacts is known. The cost of this project is estimated at $6 million and is funded in the 10-Year Transportation Improvement Program approved by Council starting with FY 2012. The project is scheduled for implementation in FY 2013. While this project will assist traffic flow near the proposed redeveloped Safeway, and Safeway has agreed to contribute funds towards these improvements, the Safeway redevelopment is not dependent on this project being implemented.

Please contact me if you have further questions.

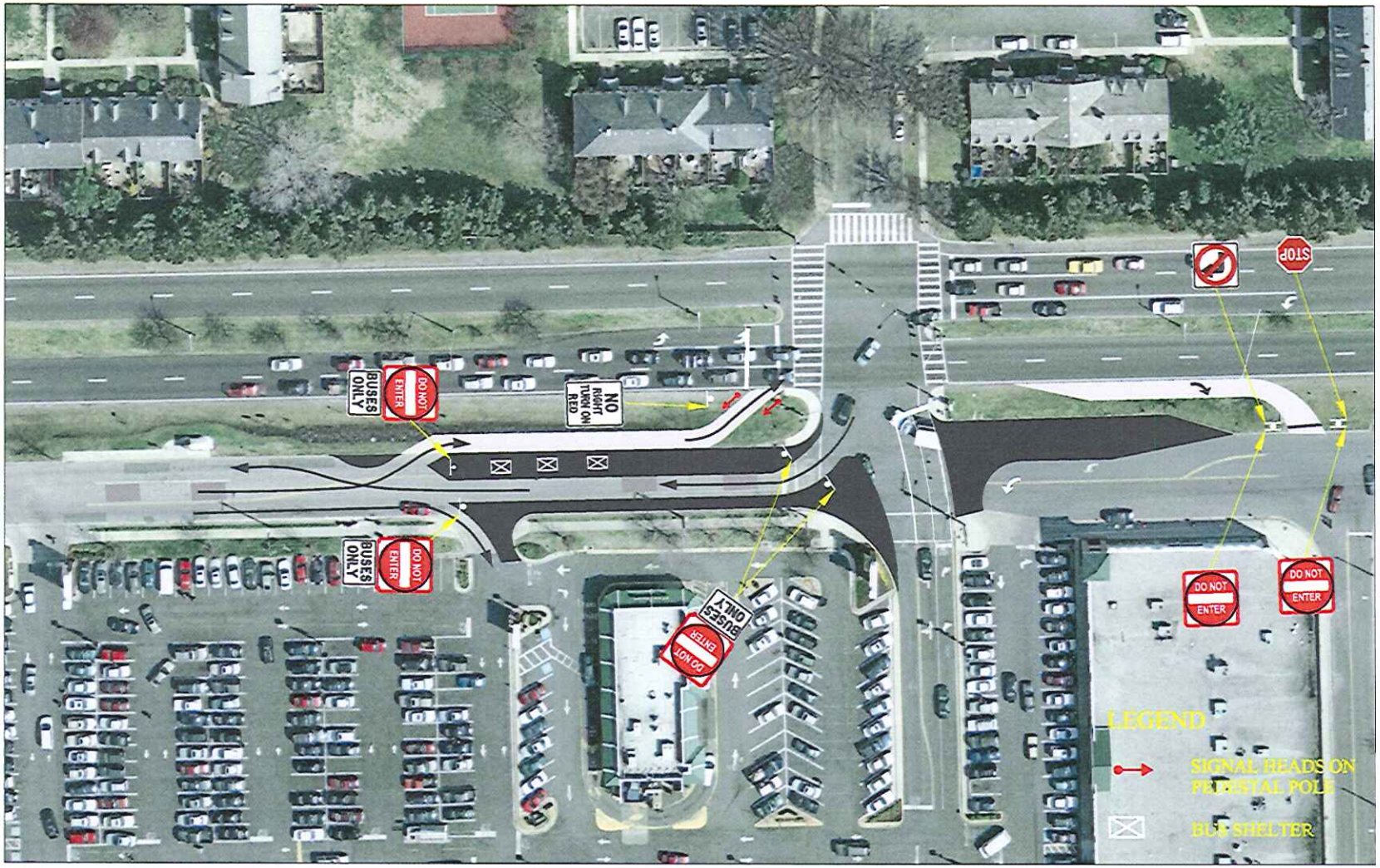
ATTACHMENTS:
Attachment 1: Preliminary King-Quaker-Braddock Intersection Recommended Improvements
Attachment 2: Preliminary King-Taylor Intersection Recommended Improvements
Attachment 3: Revised King-Quaker-Braddock Intersection and Service Road at Quaker Recommended Improvements
Attachment 4: Revised King-Quaker-Braddock Intersection Area Recommended Improvements

cc: Chair and Members, Planning Commission
Mark Jinks, Deputy City Manager
Abi Lerner, P.E., Deputy Director, T&ES

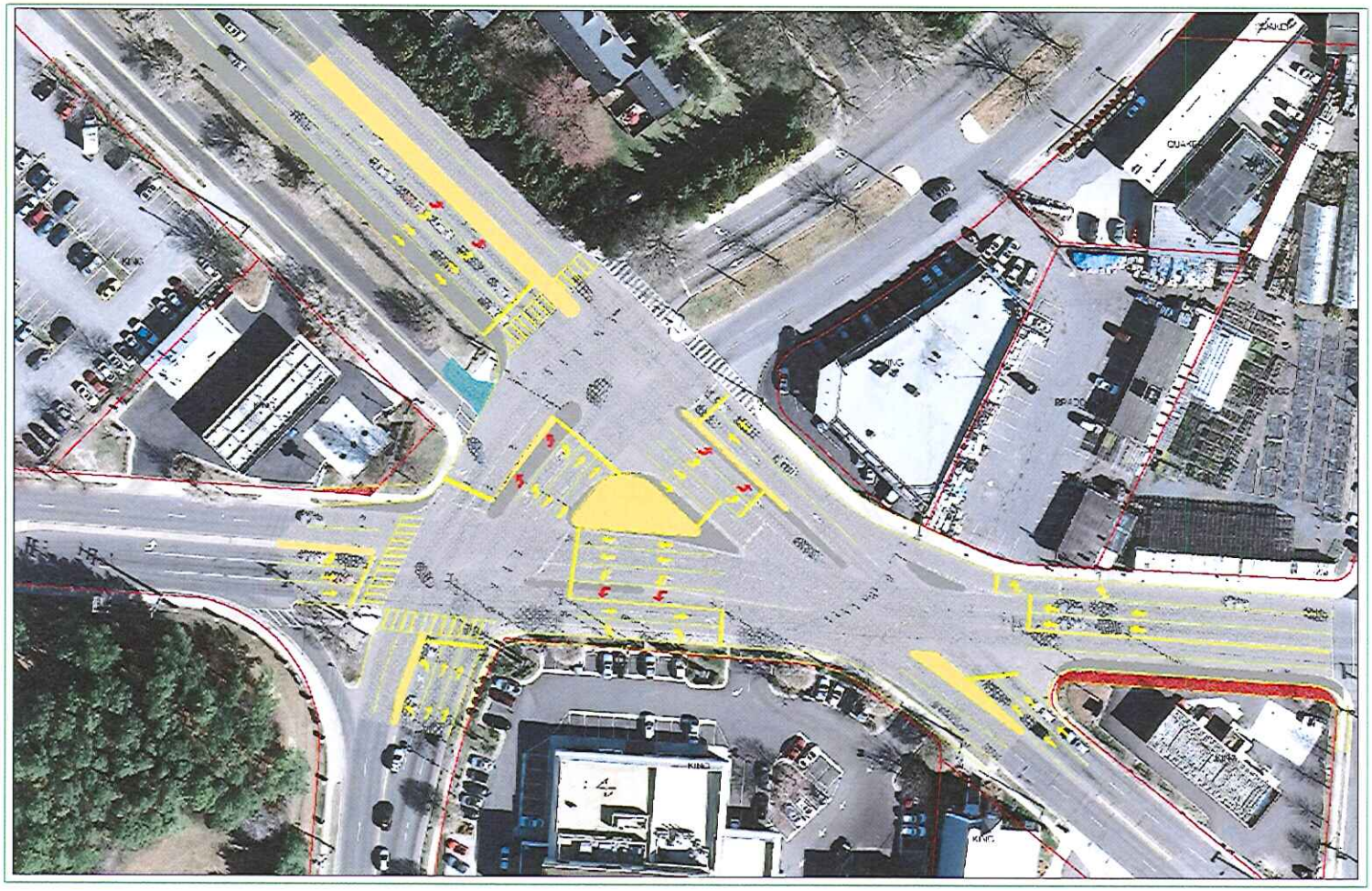
Attachment 1 – Preliminary King-Quaker-Braddock Intersection Recommended Improvements



Attachment 2 – Preliminary King-Taylor Intersection Recommended Improvements



Attachment 3 – Revised King-Quaker-Braddock Intersection and Service Road at Quaker Recommended Improvements



Attachment 4 – Revised King-Quaker-Braddock Intersection Area Recommended Improvements