

**CITY COUNCIL WORK SESSION
WITH THE
PLANNING COMMISSION
TO DISCUSS THE STATUS OF THE MONROE AVENUE BRIDGE PROJECT**

TUESDAY, JANUARY 24, 2006

5:30 P.M.

CITY COUNCIL WORK ROOM

AGENDA

- | | | |
|----|---|--|
| 1. | Welcome and Introductions | William D. Euille, Mayor |
| 2. | Overview of Monroe Ave Access options | Rich Baier, Transportation and Environmental Services Director

Emily Baker, Transportation and Environmental Services Deputy Director |
| 3. | Overview of direct pedestrian access options | Rich Baier and Emily Baker |
| 4. | Discussion of January 11, 2006 Community Workshop | |
| 5. | City Council and Planning Commission Discussion | |
| 6. | Conclusion and next steps | Rich Baier and Emily Baker |

Individuals with disabilities who require assistance or special arrangements to participate in the City Council Work Session may call the City Clerk and Clerk of Council's Office at 703-838-4500 (TTY/TDD 703-838-5056). We request that you provide a 48-hour notice so that the proper arrangements may be made.

Questions raised by the Community at the December 12, 2005 Monroe Avenue Bridge Meeting with Responses

Construction

1. What is the sediment, erosion and rainwater collection plan?

Response: Sediment, erosion and stormwater runoff control measures will be installed around the construction site in compliance with Article 13 of the City of Alexandria Code and Title 10.1 Section 500 of the Code of Virginia. A sediment and erosion control plan has been submitted to the City of Alexandria for review to determine compliance with such regulations. Upon approval, the contractor will install necessary control measures including silt fences, sediment traps and sediment basins. As part of the construction, a permanent stormwater management system, including sand filters and ponds, will be installed pursuant to City regulations to control runoff after construction.

2. What are "acceptable" noise levels during construction and pile driving?

Response: The City regulates the impacts of construction and pile driving by limiting the hours of such activity through its noise ordinance. Pursuant to Article 5 of the City of Alexandria Code, construction activity may occur Monday through Friday from 7:00 a.m. – 6:00 p.m. and on Saturday from 9:00 a.m. – 6:00 p.m. Pile driving activity may occur Monday through Friday from 9:00 a.m. – 6:00 p.m. and on Saturday from 10:00 a.m. – 4:00 p.m. No construction activity is permitted on Sundays or on those holidays specified in the City of Alexandria Code. The contractor does not anticipate pile driving activity on Saturday, but reserves the right to do so if weather or other delays occur. Occasional night work may be required due to restrictions imposed by the railroad and WMATA for working around the tracks. If so, such instances would require a special permit from the City and noise mitigation measures will be required. In addition, the community will be notified in advance of any night activity.

3. Will nearby buildings sustain structural damage from pile driving?

Response: Based upon soil conditions as determined through engineering studies, proposed construction techniques, and the distance between the pile driving activity and the nearby buildings, structural damage to nearby buildings is not anticipated. As an additional safeguard, the contractor will monitor vibrations with seismic equipment and take appropriate measures to stay within industry guidelines for acceptable vibration levels. The contractor will address identified concerns on a case by case basis.

4. Which direction will the construction trucks travel and will the haul route take them through Old Town Alexandria?

Response: The designated haul route to the site will be from Interstate 395, east along West Glebe Road to East Glebe Rd and southbound along Route 1 to the project site. Haul routes from the site will be the reverse.

5. Will a barrier or safety fence be placed on Route 1 during construction to mitigate the impact dust and dirt from construction will have on adjacent properties?

Response: A temporary safety fence will be placed along the Route 1 improvement work zone. If adjacent hazards exist, barriers will be used for the protection of traffic. In addition, the sediment, erosion and stormwater run off measures will be implemented as identified in #1 to protect adjacent properties from dirt and debris. Other measures will be used to control dust as necessary.

6. Is a sound wall for noise abatement planned during Route 1/Monroe Avenue construction adjacent to Simpson Field?

Response: There will not be a sound wall for noise abatement during the Route 1/Monroe Avenue construction adjacent to Simpson Field.

7. What is the penalty clause for the contractors for not finishing the project on time?

Response: The construction contract between Potomac Yard Development LLC ("PYD") and Shirley Contracting provides for financial penalties to the contractor if the bridge project is not completed on schedule.

8. Will the community liaison group be able to address construction regulation enforcement?

Response: The community liaison group will be a forum to bring forward and discuss construction issues that impact the quality of life with the City and the contractor. To the extent that regulations are not being adhered to, the liaison group provides an opportunity for citizens to bring these issues to the attention of the City and the contractor and will supplement the City's ongoing enforcement of applicable regulations. In addition, the City will have a full time on-site engineer for inspection and oversight purposes to ensure compliance.

9. Will there be a dedicated website for comments/issues during construction?

Response: Yes, comments can be registered on www.potomacyardalexandria.com for response by PYD or the City or for

discussion with Community Liaison Team, as appropriate. In addition, there are two official points of contact for any questions. Kevin Hall, the on-site project contact for PYD, may be reached at 703-592-0276. Emily Baker, City Engineer, is the City's contact and may be reached on the City's dedicated line for the Monroe Avenue Bridge project at 703-836-0498.

10. Will there be additional traffic signals on Monroe Avenue during the construction and/or after construction is complete?

Response: There will be no additional traffic signals on Monroe Avenue during the construction. There will be a new signal for the Monroe Avenue intersection with Main Street after construction is complete.

11. When will Potomac Avenue be constructed within the Potomac Yard development?

Response: PYD current plans are to construct Potomac Avenue by January 2008.

12. Why can't construction start at another point and then go to Slater's Lane later?

Response: The Slater's Lane intersection with Route 1 is a primary conflict point due to the fact that the existing bridge and the proposed bridge intersect with Slater's Lane at the same location. As such, significant work in this area will be required to reconfigure the abutment, demolish the existing bridge and complete the construction of the new bridge and new Slater's Lane intersection. Because of the complexity of the work to be done, construction activity will be necessary in this area for 30 months. Construction activities will also be occurring at the other end of the bridge simultaneously in an effort to minimize the overall duration of construction, it is not possible to accelerate the schedule for construction in the Slater's Lane area. That being said, the contractor continues to evaluate potential options for maintenance of traffic to reduce the duration of the Slater's Lane detour. They are working closely with the City to explore alternatives.

Parks & Recreation

13. Will the dog park at Simpson Field remain open during and/or after construction?

Response: During the demolition of the existing Monroe Avenue Bridge and abutment, the dog park at Simpson Field will be closed intermittently for safety purposes.

14. Is the Potomac Yard Development team involved in the Four Mile Run planning process to create connectivity and consistency?

Response: PYD has participated in and will continue to participate in the Four Mile Run planning process, which is a joint effort between Arlington and Alexandria. The planning process for Landbay K, Potomac Yard Linear Park, is currently in the conceptual design phase. Connectivity with the Four Mile Run area is an essential component of the Landbay K plan.

15. Will the soccer fields remain part of the Potomac Yard development?

Response: The interim soccer fields will remain in place until the two new multipurpose fields are constructed on the open space area to be created adjacent to Simpson field.

16. Will the gardens at Monroe Avenue be destroyed by construction?

Response: No, the gardens adjacent to the YMCA will be unaffected by the construction.

Pedestrians and Bicycles

17. How will pedestrians get from Slater's Lane to Monroe Avenue during construction? After construction?

Response: Pedestrian access will be maintained on the bridge (existing or new) throughout the construction project. After construction, pedestrian access will be provided on both sides of the new bridge. In addition, the eastern pedestrian walk will be wide enough to accommodate bicycles. The sidewalks on the bridge will connect to existing sidewalks leading to Slater's Lane and Monroe Avenue.

18. Will there be a direct pedestrian connection from the Bridge to Monroe Avenue. If there is a pedestrian connection, can there be an elevator at this location?

Response: The City is currently evaluating the feasibility of a direct pedestrian connection from the bridge to Monroe Avenue. Alternatives will be considered at a community workshop to be held at 7:00 pm on January 11, 2006 at GW Middle School in the cafeteria.

19. How will pedestrians and bicycles connect to the George Washington Parkway trails via Slaters Lane both during construction and after the construction is completed?

Response: During construction, pedestrian and bicycle connections from Monroe Avenue to Slaters Lane will be maintained across either the

existing or new bridge. After construction, in addition to the 6' sidewalk on the west side of the bridge, there will be a new 10' path on the east side of the bridge which will connect to the existing improvements along Slaters Lane for access to the G.W. Parkway trail. In addition, a new paved trail will be provided along the Slaters Lane slip ramp for access to Route 1 southbound, to enhance the pedestrian/bicycle experience. This trail will be separated from vehicular traffic.

20. How will pedestrians access the Braddock Road Metro?

Response: Access to the Braddock Road Metro from Del Ray will not be impacted. Access to the Braddock Road Metro from Northeast during construction will also not be impacted. While there will be intermittent sidewalk closures during the construction activity, pedestrian connectivity will be maintained at all times. In addition, the City is currently installing a new pedestrian signal on Route 1 at First Street to further enhance pedestrian safety and connectivity to the Braddock Road Metro station. Finally, the contractor will be installing a new pedestrian connection along the west side of the Slater's Lane slip ramp under the bridge to southbound Route 1 as part of the construction of the bridge.

Public Transportation

21. How will Metro Bus Routes 9A and 9B be detoured during construction?

Response: Since connections between Route 1 and Slaters Lane/Powhatan Street will be impacted by the bridge construction, some detouring of these routes will be necessary. The initial plan was to detour these routes between Route 1/Slaters Lane and Washington Street south via Montgomery and Madison to Columbus and Powhatan. This plan would avoid lengthening these routes, but would necessitate changes in service from 9A to 9B at some existing bus stops and possible relocation of other stops.

A preferred alternative that is currently under review by WMATA, is to maintain existing service on the 9A and 9B routes by using longer detour routes as follows:

- The 9A southbound route would be detoured from Route 1/Slaters Lane south on Route 1 to Madison, east on Madison to Columbus, north to Slaters via Powhatan, east on Slaters to West Abingdon, then south to Washington returning to the existing route.
- The northbound 9A route would follow this same detour in the reverse direction, returning to Route 1 via Montgomery Street.
- The 9B route would be detoured between Route 1/Slaters and Slaters/Powhatan via Route 1, Montgomery and Madison, Columbus and

Powhatan, essentially following the same detour as the 9A. Otherwise, this route would be unaffected.

The City will coordinate with WMATA to provide advance notice to riders of upcoming changes in the routes or bus stop locations and the information will also be posted on the project website.

After construction, the existing bus stop at Monroe Avenue and Route 1, served by Routes 9A, 9B and 9E will be relocated to the intersection of Route 1 and Potomac Avenue in the general vicinity of the current bus stop.

22. Did the City consider adding transit and was public transportation discussed before they approved Potomac Yard?

Response: Yes. The 1999 approvals for Potomac Yard contemplated the potential for future transit, including accommodating future transit lanes, bus service to the Braddock Road Metro from Potomac Yard as well as reservation of a site for a potential metrorail station. In addition, the City and Arlington County have been studying regional transit solutions in the Route 1 corridor since.

23. Will a metro stop be added between Crystal City and Braddock Road? Will the developer pay for it?

Response: During the public planning process for Potomac Yard, various development scenarios were considered that had associated public transit options based upon the level of density. The high density plan would have provided for a metrorail station funded by the developer. However, during the public planning process, the community and City Council determined that a medium density plan was preferable and acknowledged that approval of that level of density could not include a developer funded metrorail station. However, the 1999 approvals for Potomac Yard did require that a portion of land within Landbay K be reserved for a potential future metrorail station. The approvals also permitted temporary improvements within the reservation area as part of the development of the Landbay K linear park. Based on the approved density for Potomac Yard, it is unlikely that a Metro station will be built at this location. However, if and when WMATA decides to construct a station in this location, such construction would be funded by sources other than the developer.

24. Can sound barriers be worked into the bridge design to attenuate the noise from the anticipated high speed Amtrak Acela?

Response: Sound barriers are not included in the bridge design. Any noise barrier required to accommodate high speed rail service through this

corridor would be addressed at the time the rail infrastructure would be redesigned for the high speed service.

25. Is the Route 1 BRT part of the Potomac Yard development plan?

Response: Route 1 BRT is not part of the Potomac Yard development plan. The 1999 approvals for Potomac Yard did, however, anticipate a potential future transit system and provided that the owner could not undertake any activities within any of the rights-of-way that were shown in the concept plan that would preclude the construction or operation of a light rail or other similar transit system. Transit alternatives along Route 1 are being considered by the City through a separate community process.

Transportation/Traffic/Detour Issues

26. Why must Slater's Lane remain closed during the duration of the construction?

Response: Given that both the existing and straightened bridges connect with Route 1 at Slaters Lane, the bridge abutment requires major modifications at this location. Closing the movements at this intersection is necessary to allow the contractor to safely demolish and reconstruct the necessary bridge elements at this location. The contractor and the City are currently revisiting construction methods and detours to minimize the necessary closure to the extent possible.

27. What did the traffic study say about the pre-and post- construction traffic levels on Howell and Bellefonte versus Monroe Avenue due to the new configuration of Monroe Avenue under Route 1? What traffic calming measures will be implemented along Howell and Bellefonte Avenues?

Response: The traffic study for Potomac Yard addressed the framework streets, which include Howell and Monroe Avenues but not Bellefonte, as it is not a framework street. Based on the proposed intersection of Monroe Avenue with Main Street, during the morning and evening peak hours, approximately 35 additional vehicles will travel on Howell Avenue and approximately 250 additional vehicles will travel on Monroe Avenue. These numbers are based on the full build out of Potomac Yard and not just the new configuration following construction of the bridge. Upon completion of the Route 1 improvements, access to Bellefonte Avenue to and from Route 1 will be right-in right-out only.

Based upon the traffic study for Potomac Yard, the increased level of vehicles on Howell Avenue will not be significant. However, through its neighborhood traffic calming program, the City will continue to work with Del Ray and other neighborhoods on traffic related impacts that may

develop. Additional information regarding neighborhood traffic calming may be found on the City's website www.alexandriava.gov.

28. Will the detour streets be monitored for traffic patterns and speed control? What violations will trigger enforcement?

Response: Traffic volumes on detour streets as well as other neighborhood streets will be monitored during the bridge construction. In coordination with the contractor, traffic controls will be implemented as necessary to mitigate significant impacts on the neighborhood.

29. Is there anything that can be done to add stop signs at La Grande Avenue between Howell and Bellefonte based upon existing problems with speeding in this location?

Response: The City has a process for evaluating whether stop signs are warranted based upon traffic engineering standards. This intersection has been previously analyzed for a stop sign and did not meet the warrants at that time. Residents may request that the City reevaluate the intersection through its established process for stop sign requests.

30. Will there be signage and signal adjustments for the Madison and Montgomery detours during construction?

Response: Detour signage will be placed along all detour routes, including Madison and Montgomery, and in other advance locations to advise drivers of upcoming affected roads and intersections. The contractor will maintain the signs for visibility throughout the project and will update the signage as detour routes are modified or eliminated. Similarly, the City will monitor traffic flow and adjust signal timings to facilitate detoured traffic movements, as necessary. Turn restrictions will also be adjusted to accommodate detours as necessary.

31. Is one lane coming off of Route 1 southbound onto Monroe Avenue adequate for the anticipated level of traffic?

Response: Yes. Currently there is only one lane exiting from southbound Route 1 onto Monroe Avenue and traffic volumes after construction are not anticipated to greatly differ. As such, the proposed configuration is adequate to accommodate anticipated traffic levels.

32. What will the speed levels on Route 1 and the Monroe Avenue Bridge be during construction? After construction?

Response: Speeds will remain at 35 mph as currently posted both during construction and after.

33. How will residents coming from Del Ray on Monroe Avenue access Slater's Lane during construction? After construction?

Response: As discussed at the December 12th community meeting, left turns onto Slaters Lane from Route 1 southbound will be prohibited throughout the duration of construction. This left turn movement will be reopened after construction is complete.

During the first phase of construction residents will continue to use Monroe Avenue to access Route 1 south. From Route 1 south, vehicles will turn left onto Madison Street, left onto Columbus, left onto Powhatan Street and continue to Slaters Lane.

During the last half of the project, while the existing bridge is being demolished, vehicles will not have access to Route 1 from Monroe Avenue. Vehicles will access Route 1 via Mt. Vernon Avenue to either Glebe Road to the north or, Braddock Road/Wythe Street to the south. Once on Route 1, vehicles will travel south or north to Madison Street and follow the detour as outlined above.

After completion of the bridge construction, residents will once again be able to directly access Slaters Lane from Route 1 southbound. Monroe Avenue will extend further to the east and intersect with Main Street where residents will make a left and continue to Potomac Avenue. At Potomac Avenue, traffic heading to Slaters Lane will make a left and will arrive at a new signalized intersection at Route 1. Residents will make a left onto Route 1 southbound and will quickly arrive at the Slaters Lane intersection.

Staff is currently reevaluating the Monroe Avenue connection to Route 1 and will discuss options with the Community at the January 11th meeting mentioned above. In addition, as mentioned above, the City is working with the contractor to reevaluate turning restrictions at Slater's Lane during construction.

34. How long will traffic be diverted onto Powhatan Street?

Response: Based upon the current construction sequencing, local neighborhood traffic will be diverted onto Powhatan Street for the duration of the project. However, in response to community concerns, the contractor and the City are reevaluating the construction sequencing to potentially reduce the duration of the Slaters Lane access closure. This, in turn, should reduce the duration of detoured local neighborhood traffic using Powhatan Street. Non-local traffic traveling between Route 1 and the GW Parkway will be detoured to the Madison/Montgomery one-way pair.

35. Will Howell and Bellefonte remain open during construction?

Response: Yes, Howell and Bellefonte will remain open during construction. However, periodic daytime closures along Route 1 at the intersections with Howell and Bellefonte may be necessary for certain construction operations (i.e. paving).

36. Will traffic divert from Monroe Avenue onto Howell and Bellefonte after the completion of construction due to the new configuration?

Response: The goal of the reconfigured access to and from Monroe Avenue is to provide greater connectivity to Main Street and Potomac Avenue and to improve safety and traffic flow at the intersection of Monroe Avenue and Route 1. As such, traffic is not anticipated to divert from Monroe Avenue to Howell and Bellefonte after the completion of construction. However, in response to community concerns, the contractor and the City are reevaluating the Monroe Avenue connection to Route 1. Potential alternatives will be considered at the community workshop to be held by the City on January 11, 2006.

37. Can the slip ramp under the bridge (at Slaters Lane) be connected onto Fayette Street and made reversible during the construction?

Response: While it is technically possible to create such a connection, the land between the slip ramp and Fayette Street is privately owned. As such, the City does not have the ability to make any improvements on this property. In addition, there are concerns regarding the feasibility of such a connection based upon the existing topography.

38. Can traffic calming be provided along Powhatan Street?

Response: In coordination with the NorthEast Citizens Association, the City has completed two major traffic calming projects on Powhatan Street. These traffic calming projects reduced Powhatan Street to one lane in each direction. Traffic along Powhatan Street will be monitored throughout the duration of the detour and additional traffic calming measures may be implemented if needed to regulate speed.

39. Will Howell Avenue continue across Route 1 into the new Potomac Yard development?

Response: Yes. Howell Avenue is one of the primary framework streets that will connect Del Ray to Potomac Yard. Other framework streets include Custis Avenue, Swann Avenue and Glebe Road.

40. Why doesn't Monroe Avenue connect to the new bridge?

Response: During design of the new road network in Potomac Yard and the straightened Monroe Avenue Bridge, many community benefits were discussed as reasons for supporting the straightened bridge with the newly aligned Monroe Avenue. Those benefits are centered around the areas of land use, recreation, transportation and aesthetics. Based on the many considerations, the City and the community determined that an at-grade connection below the new bridge was the desirable configuration. However, as mentioned previously, alternatives are currently being reevaluated and will be discussed at the Community workshop on January 11th.

41. Will traffic levels on all of the streets between Monroe Avenue and East Glebe be monitored during construction?

Response: Yes. Traffic levels will be monitored by the City and contractor throughout the duration of the bridge construction. The Community Liaison Team will also provide a forum for members to bring forward any concerns, including traffic impacts, resulting from the bridge construction.

Surrounding Businesses

42. How will residents of Marina Towers drive to CVS or the Potomac Yard retail center during construction? After construction?

Response: Residents will travel west on Montgomery Street, right on Route 1 north and through to Monroe Avenue or the Potomac Yard retail center. During the demolition of the existing bridge, residents will need to take a left onto Route 1 south, right on Wythe to Mt Vernon Avenue and right on Monroe to get to CVS or continue straight and take a right on E. Glebe Road to get to the Potomac Yard retail center.

43. Will customers be able to access businesses in construction areas?

Response: Access to businesses within construction areas will be maintained.

44. How will the new retail center on Slater's Lane be affected by traffic detours?

Response: Access to the new retail center along Slaters Lane will be accommodated through the traffic detours described previously. In addition, as stated previously, the City and the contractor are reevaluating the duration of the closure of access to Slaters Lane from the bridge. Finally, the City and contractor will be working with the new retail center

business owners throughout construction to mitigate impacts of the bridge construction on the businesses.

Miscellaneous

45. Will the view of the Washington Monument and Capitol Dome be obscured from the bridge by Potomac Yard buildings?

Response: The view of the Washington Monument and Capitol Dome may be obstructed by buildings within Potomac Yard, both in Alexandria and in Arlington.

46. Why aren't VDOT and Federal Highways involved in the project team?

Response: Roads within the City of Alexandria, including Route 1, are owned and maintained by the City. As such, VDOT and the Federal Highways have no jurisdiction. There is no state or federal funding involved in this project.

47. Why are we straightening the Monroe Avenue Bridge?

Response: The reasons for straightening the Monroe Avenue Bridge are outlined in detail in the Memorandum to City Council, dated December 28, 2005. This Memorandum is attached.

48. What will be done with the property south of Monroe Avenue on the Potomac Yard development site?

Response: The portion of Potomac Yard south of realigned Monroe Avenue is designated "Landbay L" on the approved concept plan and is planned for retail, residential and office space development.

WS
1-24-06

375 South Reynolds Street #301
Alexandria, Virginia 22304
January 13, 2006

Eric Wagner, Chairman
City of Alexandria Planning Commission
301 King Street
Alexandria, Virginia 22314

Dear Mr. Wagner:

We are writing in regard to a letter sent to you by Amanda Babcock, Chairperson, Alexandria Commission on Persons with Disabilities (ACPD). Her letter contains misleading information and deliberately misstates facts. The letter was written for Ms. Babcock by ACPD member Chet Avery, and was prompted by a phone call to Mr. Avery from Rich Baier, Director of Transportation and Environmental Services.

We are members of ACPD. This letter is not from the commission, it is from us as private citizens. As private citizens, we have been attending public hearings on the Monroe Avenue Bridge. We have attended as private citizens, because we have not been authorized to participate as members of ACPD. No one from ACPD was authorized to represent ACPD at these meetings. We attended these meetings on our own initiative. You will recall we spoke at the Planning Commission meeting in January. As chairperson and a member of the ACPD sub-committee on accessibility enhancement, our attendance at these meetings as private citizens has been included in our sub-committee reports to the commission. This is recorded in the minutes of ACPD meetings. In Ms. Babcock's letter, Mr. Avery states, "ACPD has had discussions on the Monroe Avenue Bridge..." This statement is false. ACPD has not had any discussions on the Monroe Avenue Bridge. In fact, Ms. Babcock and Mr. Avery effectively stifled any discussions that might have otherwise occurred. Mr. Avery went so far as to send an e-mail to the entire commission and others, saying that these reports were "not interesting."

In Ms. Babcock's letter, Mr. Avery goes on to write, "... ACPD will be monitoring options that are being considered by the Planning Commission under the terms of the T&ES-ACPD agreement..." This would lead you to believe that members of the commission are given an opportunity to review T&ES projects. We have attached a copy of this agreement. It was signed by Mr. Avery and Mr. Baier. As you can see, this agreement limits the review of T&ES projects to one person. The full commission is not permitted to participate in the review. The review is not done in a public meeting, and obviously, no one from the public is given an opportunity to comment. In his activities as a member of ACPD, Mr. Avery has routinely and knowingly violated FOIA regulations. In our opinion, this agreement between Mr. Avery and Mr. Baier is not in the spirit of open government. It does not facilitate community based planning.

Many months ago, the sub-committee requested information on the Monroe Avenue Bridge. This request was made by the sub-committee chairperson through the commission city staff. There was no response from T&ES. Another request was made, and again, no response from T&ES. Ms. Babcock's letter, written by Mr. Avery, would lead you to believe that T&ES has or would have worked with the commission on the Monroe Avenue Bridge. In fact,

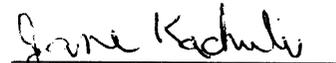
January 13, 2006

no one on the commission, not even one person, has worked on the Monroe Avenue Bridge with T&ES. Further, T&ES did not respond to e-mail requests for information about the Monroe Avenue Bridge from the commission city staff.

We are shocked that after not responding to direct requests for information from commission city staff, Mr. Baier would call Mr. Avery, and prompt him to write this misleading letter. We are also concerned that this phone call to Mr. Avery was made by Mr. Baier perhaps because he was troubled by our participation in public meetings as persons who have disabilities.

Sincerely,


Laura A. Lantzy
Chairperson, ACPD-AEC


Jane Kachulis
Member, ACPD-AEC

Attachment

Cc: The Mayor and Members of City Council
James Hartmann, City Manager
Larry Robinson, Ad Hoc Transportation Policy and Program Task Force

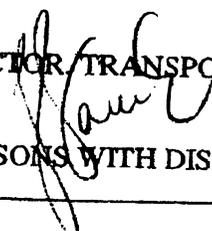
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City of Alexandria, Virginia

MEMORANDUM OF UNDERSTANDING

DATE: NOVEMBER 6, 2003

TO: CHET AVERY, CHAIR, ALEXANDRIA COMMISSION FOR PERSONS WITH DISABILITIES (ACPD)

FROM: RICHARD J. BAIER, P.E., DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES 

SUBJECT: ACCOMMODATIONS FOR PERSONS WITH DISABILITIES

Purpose: To provide the greatest opportunity for the inclusion of accommodations for persons with disabilities within public infrastructure projects designed and, or managed by the City of Alexandria's Transportation and Environmental Services (T&ES) Department.

Background: It has come to the attention of the Director of the T&ES Department as well as the Alexandria Commission for Persons with Disabilities (ACPD) that there is a greater need for the inclusion of accommodations for those members of our community that have special needs. It is agreed upon that the plans review during the design phase will more easily allow for accommodations and/or redesign to be considered. Further, consideration of the accommodation and any design changes resulting there from must be done in the context of the project budget and follow traditional design standards.

Process: Plans subject for review by ACPD are plans involving infrastructure and accessibility to the general public which are under the purview of T&ES. A Plans review notice will be forwarded from an engineer in T&ES under the direction of the City Engineer directly to an appropriate designee as chosen by the ACPD Chair at the 35% design level of the project wherever possible. The "review notice" will state the name of the project, the project manager or engineer, the pertaining contact information of the project manager (phone number and office location). The City in turn will need to receive written review comments within two weeks from the date on the "review notice". For complex projects, additional review time may be provided as mutually agreed to by T&ES and ACPD. The ACPD comments may be faxed or emailed to the project engineer but must be in written form to be included in the compilation of comments being considered. The comments shall address accommodation needs and should not consider issues outside of the traditional scope of the ACPD. The project manager will be available to answer questions about the project from the designee as chosen by the ACPD Chair, but T&ES staff may not be available to attend meetings with ACPD to discuss each project.

Special Exception: Infrastructure work which is maintenance oriented or of an emergency nature will not be included in this process.

I accept: _____ Date: _____
Chet Avery, Chair

cc: Emily A. Baker, P.E., City Engineer
Thomas H. Culpepper, P.E., Deputy Director/Transportation & Transit

WS

1-24-06



CITY MANAGER'S OFFICE
ALEXANDRIA, VA

DEPARTMENT OF RECREATION, PARKS
AND CULTURAL ACTIVITIES

JAN 23 P 12:28

Kirk Kincannon
Director

1108 Jefferson Street
Alexandria, Virginia 22314-3999

Phone (703) 838-4343
Fax (703) 838-6344

Park and Recreation Commission

January 23, 2006

The Honorable Bill Euille
Vice Mayor Redella Pepper
Councilman Ludwig Gaines
Councilman K. Rob Krupicka
Councilman Andrew Macdonald
Councilman Paul Smedberg
Councilwoman Joyce Woodson

Re: Athletic Fields at Potomac Yard and the Bridge Realignment

Dear Mayor and City Council:

At our January 19, 2006 meeting the Park and Recreation Commission had a briefing from staff about the current discussion regarding the straightening of the Monroe Street Bridge. Though the start of construction is eminent we understand there are still concerns about some aspects of the approved design that have resulted in several recent community meetings. We want to reiterate that despite the current discussions, there is a very important need for the two full sized athletic fields at Potomac Yard and any plans under serious consideration relative to the development of Potomac Yard must accommodate these fields.

The Park and Recreation Commission wishes to make clear that consistently through the many community meetings leading up to City Council approval of the Potomac Yard Master Plan our participation and goal was to achieve an equitable amount of open space at the Yard, providing a spectrum of types of public open space ranging from active recreation fields to small neighborhood parks. Most importantly at one end of that spectrum we knew we needed to accommodate several full sized athletic fields at this location. At the time of the master plan approval we knew we had a field shortage in the City which would only become more acute over time. We often spoke of these Potomac Yard fields as being necessary to meet the increased demand that would come just from the new residences being built at the Yard. Without these fields, the pressure on other fields across town, already overused, would be greater.

The consistent and often stated policy goal of the Park and Recreation Commission in this development process, and supported by the City Council, was to accommodate two full size active recreation fields in a location abutting Simpson Park. A parcel of about seven acres was allocated in the approved plan for this use with the caveat that this parcel might be converted to a new elementary school if needed in the future.

Early on in this project the developer built these two fields in a temporary location. Used heavily during the ensuing years, these have proved to be some of the best fields in town. The sports community and this Commission know it will be a short amount of time until these temporary fields are removed from service due to the realignment of the Monroe Street Bridge and construction at the Yard. We have accepted that and have been looking forward to beginning the design process for the permanent replacement fields. We understand that the approved alignment of the bridge reduced the size of the field area to just under six acres. The configuration of that piece of land is now an odd shape to accommodate the bridge alignment, making it barely possible to fit the two full fields in this location. Though a challenge, we have been assured it can be done.

At our meeting we were told that some of the alternatives being discussed relative to the realignment of the bridge at this time now show various connecting road alignments that would eliminate one or both of the promised full sized athletic fields that have been planned in this area abutting Simpson Field.

The Park and Recreation Commission would support any alignment that preserves the two full sized fields in this location, including the already approved plan, and strongly opposes any configuration that would downsize or eliminate either of these two fields. We cannot state this strongly enough. The recreational opportunities for our children and adults in this City far into the future cannot take a back seat to road alignment at this location. Surely the engineers can find a way to accommodate both. If the fields were already in place, the roads would be designed around them. That is the approach that must now be taken. We have been told the fields cannot be accommodated elsewhere on the Potomac Yard site. They have been approved and they have been in operation in a temporary location for years. In the final analysis, we cannot lose them.

If we may be of any further help in this important matter, please contact me.

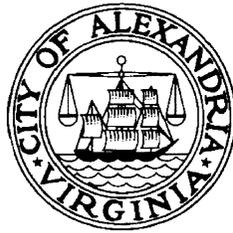
Sincerely,



Judy R. Guse-Noritake
Chair, Park and Recreation Commission
703.739.9366, Ext. 105

Cc: Jim Hartmann
Kirk Kincannon
Rich Baier
Eileen Folgerty
Planning Commission Members
Park and Recreation Commission Members
Youth Sports Advisory Council

City of Alexandria



Monroe Avenue Bridge

January 11, 2006
Community Workshop

January 11, 2006
Monroe Ave. Bridge Community Workshop

The following is a summary of the Community Workshop Exercises on the Monroe Avenue Bridge that were held on January 11, 2006, in the George Washington Middle School cafeteria. The summary includes an overview of the community workshop, a description of the workshop exercises and documentation of the written comments collected from the working group tables.

This workshop summary will be distributed to the workshop attendees. It will also be presented to the Planning Commission and City Council in advance of further evaluation of these options.

Agenda

The purpose of this workshop was to collect community input on two issues associated with the straightening on the Monroe Ave Bridge. The data from the workshop is summarized in this document and will be presented to the Planning Commission and City Council.

Listed below was the agenda for the January 11 meeting:

- Overview of Monroe Avenue Bridge Project
- Exercise 1: Monroe Avenue Access to/from Route 1
- Exercise 2: Direct Pedestrian Connection from the bridge
- Construction Update

Exercise 1: Monroe Avenue Access to/from Route 1

City staff provided a presentation on the issue of accessing Route 1 to and from Monroe Avenue. Four options were presented for consideration, including the approved design. After the presentation, each table was given large copies of each option as well as a large sheet for recording comments. The attendees received the following instructions:

- Select one person to be the recorder for the table.
- Review the four options for accessing Route 1 to/from Monroe Ave.
- Discuss the advantages and disadvantages of each option and record the comments on the sheet provided.
- Select an option that is preferred by the group and describe why.

Exercise 1: Results

Eleven tables participated in the exercise. None of the options emerged as a strong favorite. Below is a summary of the preferred option votes recorded from each table:

- **Option 1:** Approved Monroe Ave. Alignment: **Three tables** recorded a majority in support of Option 1.
- **Option 2:** Two-Way slip ramp: **Two tables** recorded a majority in support of Option 2.
- **Option 3:** Realigned Monroe Avenue: **Three tables** recorded a majority in support of Option 3.
- **Option 4:** Elevated Monroe Embankment: **One table** recorded a majority in support of Option 4.

Two tables did not record a supported option.

Listed below are the advantages and disadvantages recorded from each of the tables by Option:

Option 1- Approved Alignment:

Advantages:

- Better option for maximizing open space
- Best for school site
- Maximum open space and parking
- Three options for northbound traffic (Rt. 1, Main Street, Potomac Avenue)
- Least impact to school site
- Maximum flexibility for future land use

Disadvantages:

- Traffic pattern is more difficult
- It could increase neighborhood cut-through traffic
- Will cause more traffic on Howell & Bellefonte
- Problematic for southbound traffic, especially during rush hour
- Distance to travel to YMCA parking lot
- Longer route to Route 1 - harder to go east/west traffic - more cut through traffic
- Too confusing & difficult & major impact on traffic
- A possible future school should not be a driver in decision
- Bad for pedestrians, longer route
- Pedestrian traffic from NorthEast takes too long to get to Monroe Avenue
- Longer for buses and commuter routes

Additional Comments:

- Consider making side streets dead end
- Might be possible to restrict Howell & Bellefonte
- Limit green time
- No thru traffic
- Howell Avenue access differs from original
- Why wasn't it considered to build the railroad tracks over Route 1? Then we could have access to the land underneath.
- Move forward with approved option
- Need to look at pedestrian/bike access to GW Parkway
- Chance to test stop signs, signals and other facilities

Option 2 - Two-way Slip Ramp:

Advantages:

- Offers 2 way traffic from/onto Rt 1 or Potomac Yard
- Gives best option for bike riding
- Through lane allows easier access to Del Ray from NE
- Ease cut-through traffic on Howell & Bell. & Custis
- Easy access for school/park field
- Provides multiple road options
- Better pedestrian access
- Slower traffic
- NE more access (options) to Del Ray

Disadvantages:

- More direct access to Monroe, more through traffic
- Bad for pedestrians
- Only adds very little time to get to Route 1 S. by car vs. option 1
- Very inefficient use of land
- No improvement over Option 1
- Potential for more accidents (poor geometrics)
- Tight/windy roads
- Curvy and possibly dangerous
- Do not use: cuts into park space & makes it less useable
- Lose space - Head on accident waiting to happen
- May impair emergency vehicle access

- Two-way slip ramp has dangerous turn, emergency vehicle access may be impaired by 2-way slip ramp
- Ramp to Route 1 very narrow
- School option eliminated

Additional Comments:

- 2nd best option if Option 1 does not work.
- Tunnel access to field? (Landbay “L”)
- Additional signal probably necessary
- feel like “NIMBY”

Option 3 - Re-aligned Monroe Avenue:

Advantages:

- Pedestrian access between field/school
- Faster access- appealing design
- Better pedestrian access
- May give City more flexibility in land use for Landbay K.
- Most preferred - leaves access to route 1 w/o traffic impairment
- Better traffic pattern
- Should improve pedestrian access to Main Street
- Allows dev. Access more directly to Monroe(ie: more traffic from Potomac Ave, Main St, Rt. 1)
- Great connection to Crystal City
- Preserves open space

Disadvantages:

- Marginal- eliminates valuable options outlined in 2
- Kids crossing busy road to school
- Bad for peds
- Bisects park & school
- Concern for children crossing, sight lines on bends of Monroe Avenue
- Negatively affects usable space for park and school.
- Lose space- Road bad for future school - Cuts Simpson Park in half.
- School option eliminated
- Pedestrian access drops into no where (need new path to Monroe Avenue)
- Funnels traffic from development and Crystal City into Del Ray
- Decrease in school space
- Can't reach Potomac Yard development without going thru Route 1 intersection

Additional Comments:

- Explore option of gaining/trading for Landbay L to get land for school site
- Specific use of Park needs to be determined
- Option if Option 1 does not work

Option 4 – Elevated Monroe Embankment:**Advantages:**

- Shorter access going south
- Best for direct pedestrian/bike access: Del Ray to NE
- Improved East-West pedestrian access
- Improved southbound vehicle access
- School property intact
- Slow down Route 1 traffic (both sides of Route 1 stop for Monroe Ave/Slaters Lane access)

Disadvantages:

- Waste of additional money and construction time
- Unsightly ramp
- Only right turn does not allow two-way traffic
- Only solves half of the problem (going to route 1 south)
- \$10 million cost to the City
- Inefficient use of land
- Out of place
- No northbound access to Route 1
- Longer construction period
- Untenable
- Strange construction
- Awkward and expensive
- Lose space - no good pedestrian access
- No way
- Makes no sense with regard to land use and traffic
- Possible merge issue as incoming traffic from Monroe may try to cross over to Slaters
- No safe access from the ramp
- Bad for school
- Don't like this option and did not spend any time on it
- Don't like size of bridge
- No, don't support
- Could back up Route 1 so cars bail out earlier in neighborhood
- No votes

Additional Comments:

- Does City pay for additional cost? If yes, more money and time are a problem

Exercise 2: Direct Pedestrian Connection from the bridge

City staff provided a presentation on the issue of direct pedestrian connection from the bridge to Monroe Avenue. After the presentation, each table was given large copies of each option as well as a large sheet for recording comments. The attendees received the following instructions:

- Select one person to be the recorder for the table.
- Discuss the following three questions and record your results.
 1. Should there be a direct pedestrian connection from the bridge to Monroe Avenue?

If yes, then:

2. Should the pedestrian connection be ADA accessible?
3. Which of the drawings does your table prefer?

Exercise 2: Results

Eleven tables participated in the exercise.

Question 1:

Six tables indicated YES, they supported a direct pedestrian connection.

Four tables indicated NO, they did not support a direct pedestrian connection.

One table was undecided.

Comments favoring the direct pedestrian connection:

- Very serious safety problems crossing Route 1 & Potomac Avenues, cars do not yield to pedestrians on right on red
- Anything (i.e. 2 minutes) that discourages pedestrians is BAD.
- Needs to be well lit with minimum of 2 footcandles
- Why not one on each side?

Comments against the direct pedestrian connection:

- Vandalism
- Bikers, Skaters
- Any option only 2 minute gain

- 2-5 minute savings, not worth it.
- The types of people who would benefit: elderly, handicapped, youth would also probably be reluctant to go under the bridge.
- No, but we would like to see a stronger, safer pedestrian/bike access between Route 1 and Slaters Lane.
- Not good cost/benefit

Other Comments:

- Depends on bridge design
- Why not a pedestrian connection on each side?
- No cost data available
- Will more pedestrians be going on east or west side?

Question 2:

Five tables indicated YES, the connection should be ADA accessible.

Four tables indicated NO, the connection should not be ADA accessible.

Two of the tables that answered “NO” to Question 1 did not respond to Question 2.

Question 3:

Option 1 – Sidewalk on Bridge:

Five tables supported Option 1.

Comments:

- Other options could always be added later
- Better than alternates 2-4
- Will bicycles be accommodated?
- Police prefer this option
- After discussion, the other options are not worth saving 2 minutes

Option 2 – Ramp Under Bridge:

One table supported Option 2.

Comments:

- Would be more appealing if this did not jam against bridge- but rather “floated”- perhaps over pond
- Police officer raises crime issues
- Others believe this is ugly and unsafe

- Doesn't save much time
- Safety issue
- Cleanest, visibly intuitive, foot traffic does not cross Route 1
- Easy neighborhood access
- No, not safe
- Will cause pollution in water table/pond
- Skateboarders dream come true
- Possible accidents w/ pedestrians & autos
- Unsafe
- Isolated
- Don't like
- No access to northbound traffic

Option 3 – Ramp on Monroe Avenue Side of Bridge:
One table supported Option 3.

Comments:

- Should be designed as gateway in appearance
- More pedestrian traffic will make passage safer
- Skateboarders dream come true
- Too difficult to push wheel chair up ramp
- Doesn't save much time
- Even if meets ADA regulation, its not very usable because of distance
- Aesthetic impact
- Huge monstrosity
- Not cost effective
- Possible pedestrian accidents if autos miss turns or peds/bikes/skateboards don't slow down at end of ramp
- Still must cross Route 1
- Most Direct access from Del Ray to METRO
- Best design, open to all pedestrian traffic
- Strongly prefer
- No access to southbound traffic
- Suggest better design - get some consultant to help with European examples
- Ugly!

Option 4 – Stairway:
One table supported Option 4.

Comments:

- Could be art project
- Another skateboarders dream
- May be ok if a ramp rather than stairs
- Police prefers on east side rather than west side so vehicular traffic can see pedestrians
- Yes, we prefer this idea.
- Most direct access from Del Ray to METRO
- Not ADA - elevator?
- Steps too burdensome even for many regular pedestrians
- Most pleasing, less expensive, the cost of option 3 could be used to put another spiral on the opposite side of the bridge
- Not accessible for ADA or strollers
- Aesthetic impact
- Elevator for ADA – pedestrians

Three tables did not express support for any of the options.




Monroe Avenue Bridge

City Council & Planning Commission Joint Worksession

January 24, 2006



Issues

- Monroe Avenue Access to Route 1
- Direct Pedestrian Connection

Monroe Avenue Bridge
City Council & Planning Commission Joint Worksession

January 24, 2006



Recent Community Input

- November 21, 2005 – PWBA Meeting
- December 6, 2005 - Planning Commission Worksession & Public Hearing
- December 12, 2005 - Community Meeting
- January 5, 2006 – Community Liaison Team Meeting
- January 11, 2006 – Community Workshop

Monroe Avenue Bridge
City Council & Planning Commission Joint Worksession

January 24, 2006



January 11, 2006 Community Workshop

Community Feedback

- Discuss Options
- Record Comments and Preferences

Monroe Avenue Bridge
City Council & Planning Commission Joint Worksession

January 24, 2006



Monroe Avenue Access

Issues:

- Access from Monroe Avenue to Route 1
- Neighborhood Connectivity
- Neighborhood Cut-Thru Traffic
- Expansion of Simpson Field
- Future School Site

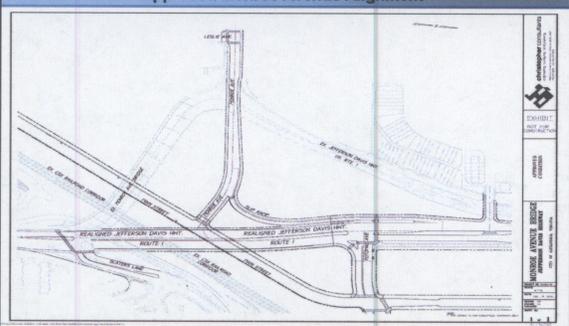
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January 24, 2006



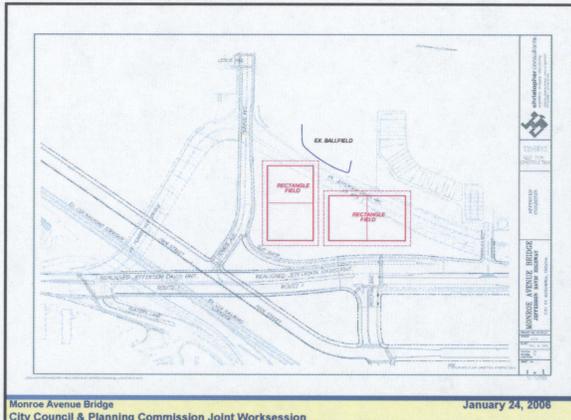
OPTION 1- Monroe Avenue Access

Approved Monroe Avenue Alignment



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January 24, 2006



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Community Workshop

Monroe Avenue Access - Option 1

- Three tables had majority preference

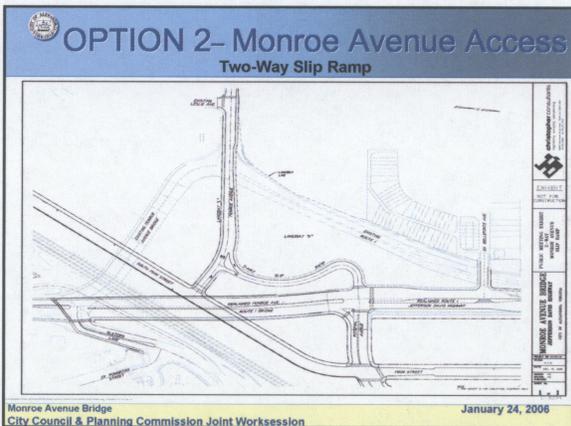
Advantage:

- Maximize open space & school site

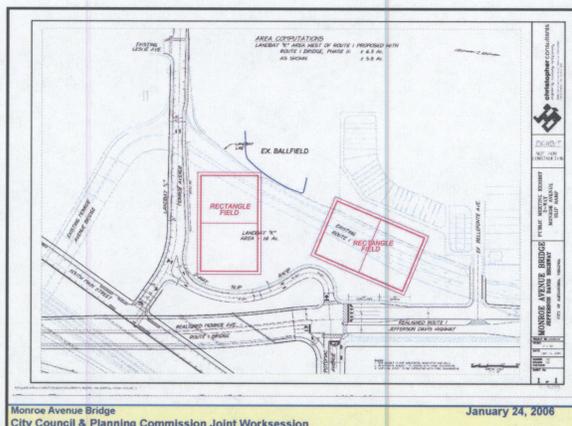
Disadvantage:

- Complicated traffic pattern, increase cut-thru traffic, longer route

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 January 24, 2006



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Community Workshop

Monroe Avenue Access – Option 2

- Two tables had majority preference

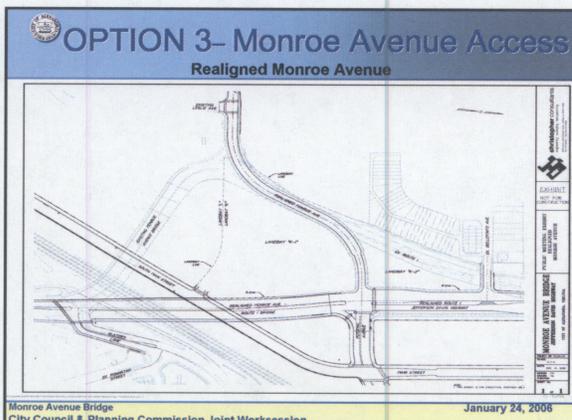
Advantages:

- Better access to Del Ray from NorthEast
- Eases cut-thru traffic, slows traffic

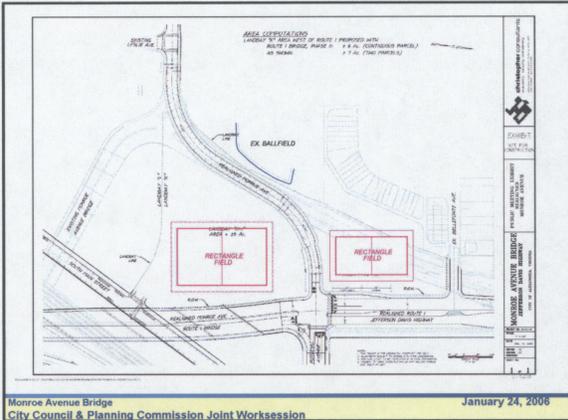
Disadvantages:

- Only saves a little time over Option 1
- Could bring more traffic onto Monroe from Potomac Yard
- Dangerous geometry
- Makes park space less useable

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 January 24, 2006



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 January 24, 2006



Community Workshop

Monroe Avenue Access – Option 3

- Three tables had majority preference

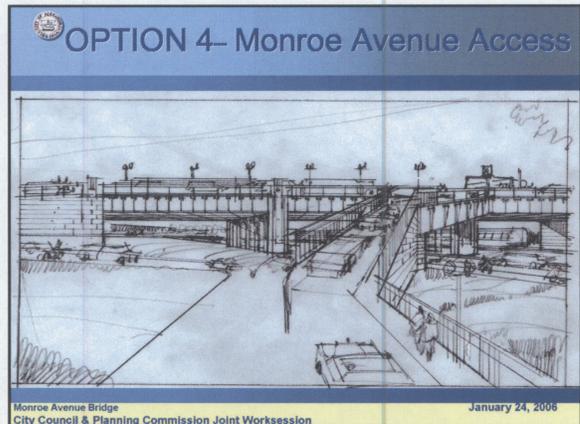
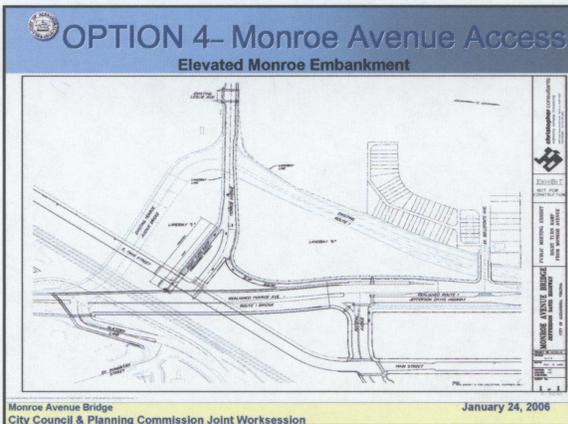
Advantages:

- Faster access, better pedestrian access
- Eliminates cut-thru traffic

Disadvantages:

- Bisects park and school site
- Funnels traffic into Del Ray

Monroe Avenue Bridge
 City Council & Planning Commission Joint Worksession
 January 24, 2006



Community Workshop

Monroe Avenue Access – Option 4

- One table had slight majority preference, most tables wanted to eliminate this option

Advantages:

- Shorter access going South
- Improved pedestrian access
- Leaves school site & park intact

Disadvantages:

- Waste of money and construction time
- Unsightly ramp
- Bad decision for land use
- Ruled out immediately

Monroe Avenue Bridge
 City Council & Planning Commission Joint Worksession
 January 24, 2006

Monroe Avenue Access Staff Recommendations

- Construct approved Monroe Avenue alignment
- Reserve right-of-way for Two-Way Slip Ramp
- Construct Two-Way Slip Ramp in future if deemed necessary

Monroe Avenue Bridge
 City Council & Planning Commission Joint Worksession
 January 24, 2006

Direct Pedestrian Connection

Issues:

- Safety
- ADA accessibility
- Aesthetics
- Walking distance saved

Monroe Avenue Bridge
City Council & Planning Commission Joint Worksession
January 24, 2008

OPTION 1 – Direct Pedestrian Connection
Sidewalk on Bridge

Monroe Avenue Bridge
City Council & Planning Commission Joint Worksession
January 24, 2008

OPTION 2 – Direct Pedestrian Connection
Ramp Under Bridge

OPTION 2
Stormwater Pond
Elevation of East side of Bridge

Monroe Avenue Bridge
City Council & Planning Commission Joint Worksession
January 24, 2008

OPTION 3 – Direct Pedestrian Connection
Ramp on Monroe Avenue Side of Bridge

OPTION 3
Hoarce Avenue
Elevation of West side of Bridge

Monroe Avenue Bridge
City Council & Planning Commission Joint Worksession
January 24, 2008

OPTION 4 – Direct Pedestrian Connection
Stairway

OPTION 4
Hoarce Avenue
Elevation of West side of Bridge

Monroe Avenue Bridge
City Council & Planning Commission Joint Worksession
January 24, 2008

Community Workshop
Direct Pedestrian Connection

Should there be a direct pedestrian connection from the bridge to Monroe Avenue?

Six tables indicated YES	Four tables indicated NO
• Concerned about safely crossing Route 1	• Concerned about vandalism, skateboarders
• Two minute time saving is helpful for pedestrians	• Two to five minute savings isn't worth the cost

Monroe Avenue Bridge
City Council & Planning Commission Joint Worksession
January 24, 2008

Community Workshop

Pedestrian Connection

Should the pedestrian connection be ADA accessible?

Five tables indicated YES Four tables indicated NO

- Want access for disabled and baby strollers
- Alternate access provided

Monroe Avenue Bridge
City Council & Planning Commission Joint Worksession January 24, 2006

Community Workshop

Pedestrian Connection

Which option is preferred?

- Five tables supported Option 1
- One table supported Option 2
- One table supported Option 3
- One table supported Option 4

Monroe Avenue Bridge
City Council & Planning Commission Joint Worksession January 24, 2006

Additional Pedestrian Connectivity

Monroe Avenue Bridge
City Council & Planning Commission Joint Worksession January 24, 2006

Direct Pedestrian Connection Staff Recommendation

- Option 1 – No direct connection
- Additional pedestrian connectivity along Slaters Lane Slip Ramp
- Future pedestrian bridge across railroad tracks

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Next Steps

- Planning Commission Public Hearing February 7, 2006
- City Council Public Hearing February 25, 2006

Monroe Avenue Bridge
City Council & Planning Commission Joint Worksession January 24, 2006

THANK YOU

City of Alexandria, Virginia logo

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 28, 2005

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: JAMES K. HARTMANN, CITY MANAGER *J*

FROM: RICHARD J. BAIER, P.E., DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES *ATB by RJB*

SUBJECT: FOLLOW UP FROM MONROE AVENUE BRIDGE COMMUNITY MEETING ON DECEMBER 12, 2005.

As a follow up to the community meeting on the Monroe Avenue Bridge construction held on Monday, December 12, staff has prepared the following information to address several issues and questions that were raised. This memo also lays out the process over the next few months to resolve these issues.

BACKGROUND

Public Approvals and Participation

In 1999, City Council approved a development plan for the Potomac Yard/Potomac Greens Coordinated Development District (CDD). The approved plan incorporated two possible alternatives for development on the southern portion of the site. The first alternative, called the "Concept Plan," kept the existing Monroe Avenue Bridge in its present configuration, and added a connection (by means of a bridge) between the proposed spine road (Potomac Avenue) and Route 1 at the eastern end of the Monroe Avenue bridge immediately north of Slaters Lane (Attachment 1). The second alternative, called the "Alternative Concept Plan," replaced the existing Monroe Avenue bridge with a new bridge on a straightened Route 1 alignment with an at-grade Monroe Avenue intersection (Attachment 2).

In 1999, staff supported and recommended the "Alternative Concept Plan" approach, with its straightened bridge, citing substantial land use and transportation benefits to the City. Significant public participation occurred in the approval of the Potomac Yard development plan. The plan was the culmination of almost ten years of community planning processes initiated by the land owner and, alternatively, the City. The approved Concept Plan ultimately garnered strong community support, with 65 speakers at the Planning Commission hearing on the Plan, most speaking in support and most of those in support speaking for the straightened bridge. The

Planning Commission, along with its recommendation of approval for the Potomac Yard Concept Plan, specifically noted in their action their support for the straightened bridge concept.

The 1999 development approval provided a mechanism for the City to choose to move forward with the "Alternative Concept Plan", including the straightened bridge. That mechanism involved evaluating the cost difference between the two plans and determining that the City would agree to pay that cost difference.

After City Council's approval of the Potomac Yard development plan in September 1999, staff worked with the Potomac Yard team to undertake the analysis necessary for the City's decision. As a follow up from previous community involvement on the Potomac Yard plan, in May, 2000, the City held another community meeting with Commonwealth Atlantic Properties (a previous owner of Potomac Yard) to review alternative designs for the Monroe Avenue Bridge under the Concept Plan and Alternative Concept Plan. Approximately two hundred people attended this meeting, providing valuable comments that were considered during the design process.

After several meetings with individual community and civic associations, an additional community meeting was held on the bridge alternatives on October 24, 2002. Approximately one hundred people attended. The majority of those who attended expressed to staff their support of the straightened bridge alternative. Comment forms were provided to all attendees, and only eighteen comment forms were returned to staff either at the meeting or subsequently mailed in. Out of those eighteen comments, fourteen expressed support for the straightened bridge alternative, only four expressed support for keeping the existing bridge with the spine road connection. Five of the attendees expressed concern about the lack of direct pedestrian access from the sidewalk on the bridge to Monroe Avenue in Del Ray.

In November, 2002, the Del Ray Citizen's Association presented a memo to City Council outlining their priorities for the City's budget. They listed the straightening of the Monroe Avenue Bridge as their top priority.

In January, 2003, City Council held a public hearing on whether to adopt the "Alternative Concept Plan" and assume the City's share of the construction cost as defined in the development approval, for straightening the Monroe Avenue Bridge. There were eleven public speakers, ten of whom spoke in support of the straightening of the bridge. At that meeting, the NorthEast Citizens' Association presented a resolution in support of the proposed straightened bridge, as they explained that this was their preferred option over the "Concept Plan". Their resolution included a provision that a direct pedestrian access from the bridge to the extended Monroe Avenue be provided. City Council unanimously approved the straightened bridge alternative and incorporated the provisions of the NorthEast Citizen's Association resolution in the approval.

In January, 2005, Potomac Yard Development, LLC, the current owner of Potomac Yard, agreed to assume the City's share of the cost for the straightening of the Monroe Avenue Bridge.

Community Benefits

Throughout the community process for approval of the straightening of the Monroe Avenue Bridge, there were many community benefits that were discussed as reasons for supporting the straightening of the bridge. Those benefits centered around the areas of land use, recreation, transportation and aesthetics. Each of these areas is discussed in more detail below.

Land Use Benefits: The elevated bends in the roadway at each end of the present Monroe Avenue bridge, once necessary to span the shortest distance across the original rail tracks, today serve no useful purpose and creates an undesirable separation of Old Town from the Del Ray. The straightened bridge and reconfigured local street system south of Monroe Avenue transforms the southern portion of the Potomac Yard site from a series of isolated land uses located on a dead end street into a more cohesive development which forms a natural extension of the surrounding neighborhood.

The straightened bridge plan results in less severe grades around this area because the length of the bridge span is reduced and the embankment for Monroe Avenue is eliminated, allowing Monroe Avenue to be at-grade. The reconfigured Monroe Avenue would go under the straightened Route One, connecting directly with the new main street of Potomac Yard, becoming part of a more neighborhood oriented network of streets from which Route One would then be accessed. While today, Monroe Avenue ramps to an unattractive terminus at the bridge; the straightened bridge allows Monroe Avenue to be lowered to grade with Simpson Field park and bordered by new street trees, sidewalks and pedestrian scale decorative street lights, connecting to the future Main Street within Potomac Yard. The straightened roadway also allows the new City athletic fields to be located in the greatly enlarged Simpson Field rather than on a disconnected parcel beneath the existing bridge.

The straightened bridge design allows the entire portion of Potomac Yard south of Howell Avenue to be developed as an extension of the existing neighborhoods, knitting the new with the old through extension of the street grid and providing access to Potomac Yard and its green space to the existing neighborhoods. With the straightened bridge, new development on the portion of the tract south of the bridge will relate better to the existing neighborhoods to the west. The heights and scale of the new development at Potomac Yard will have a much better relationship to the small townhomes of the existing neighborhood because the new blocks within Potomac Yard are smaller, in scale with existing neighborhoods, and the street vistas of the existing neighborhood will continue through Potomac Yard.

Recreational Benefits: The reconfiguration of land around the bridge under the alternative concept allows the two proposed athletic fields at Monroe Avenue Bridge to be located on the west side of Route 1 in an expanded Simpson Field. Without the straightened bridge, the fields at Monroe Avenue are directly across Route One from the Simpson field recreational complex but the fields are neither visible nor accessible from Simpson field.

This reconfigured land adjacent to the existing Simpson Field was also anticipated by the approved Potomac Yard development plan to be a possible future school site. If the Monroe Avenue Bridge is not straightened, the availability of a suitable alternative school site then becomes an issue.

Transportation Benefits: The straightened bridge provides transportation benefits including increased safety, improved access, circulation and connectivity, less delay, and increased transit service options.

The straightened bridge effectively eliminates a high accident intersection within the City, Route 1 at Monroe Avenue. Since January, 2003, 57 collisions have occurred at this intersection. Seventy-five percent of these were related to the reduced intersection sight distance created by the pronounced horizontal curvature of northbound Route 1. Reconfiguration of Monroe Avenue to intersect with South Main Street eliminates this design deficiency.

When evaluating the "Alternative Concept Plan" compared to the "Concept Plan", with the intersection created by Potomac Avenue connecting to the existing bridge, the straightened bridge will provide enhanced safety at the intersection of Route 1 and Slaters Lane. The intersection with Potomac Avenue, Slaters Lane and Route 1 created by the "Concept Plan" would be geometrically similar to the King/Quaker/Braddock intersection, and would be more difficult for drivers to understand and navigate safely. In addition, pedestrian movements will be less safe and there will be more traffic conflict points, thereby increasing the potential for collisions and injuries.

The straightened bridge typical roadway section includes four twelve-foot through lanes and two auxiliary lanes. The auxiliary lanes were added after meetings with the community and civic associations. One such lane is a northbound right-turn lane which will accommodate traffic turning right from Slaters Lane and on to Route 1. The lane continues the length of the bridge to Potomac Avenue and avoids the weaving and merging of local traffic with the through traffic of Route 1. The second auxiliary lane is a Route 1 southbound left-turn lane onto Slaters Lane. This left-turn lane is carried the length of the bridge to avoid the current Monroe Avenue left-turn lane constraint, where there is an existing left-turn lane which cannot be lengthened to accommodate the left turn volume. Additional transportation features include a ten-foot, multi-purpose recreational trail on the east side and a six-foot pedestrian sidewalk on the west side.

Vehicular, pedestrian and bicycle movements are all enhanced by the straightening of the bridge. Elimination of the pronounced horizontal curvature of Route 1 serves to smooth traffic flow along Route 1. Additional pedestrian/bicycle paths and greater connectivity among these paths enhances these movements throughout the area. The pedestrian/bike path provided on the east side of the straightened bridge improves continuity for travel along northbound Route 1. Improved grid-type connections in the land bays J and K, which are allowed by the straightened bridge, increase connectivity within the area, thereby reducing the need for larger internal roadways, provide more routing alternatives for local and regional transit service and offer better access to individual parcels.

The increased number of street-level roadways and pedestrian/bike facilities increase the opportunities for neighborhood interaction. Reconfiguration of the Monroe Avenue connection to Route 1 eliminates the physical barrier created by the existing Monroe Avenue ramp.

Aesthetic Benefits: Straightening the bridge on Route One has positive functional and aesthetic impacts, replacing a bridge that now functions as a physical barrier with a boulevard that can connect, rather than divide, the community. Much community discussion centered around the need to create a bridge with identity, that provides a focal point for the community. The City Council docket memo from the January, 2003 meeting, prepared by the T&ES and P&Z departments, describes an eastern terminus of the new Monroe Avenue is at Main Street and is on a visual axis with the graceful arches of the new Route One bridge set in Potomac Yard Park. The pond and landscaping surrounding the northern bridge abutment will physically tie the streetscape and open space in the new Potomac Yard to the existing neighborhoods.

The proposed bridge has been consciously designed to reflect the simple early 20th Century Art Deco detailing prevalent on buildings along Mount Vernon Avenue, and particularly at the landmark GW Middle school nearby. The structure supporting the bridge girders is a series of formed concrete arches, recalling historic Washington area bridges, capped by highly articulated cast, textured concrete Art Deco style piers at each end. The abutments are cast with a masonry pattern to soften the surfaces and reduce their visual mass. A custom metal handrail and decorative light fixtures along wide sidewalks will make crossing the proposed bridge a much more pleasant experience for pedestrians and bicyclists. The intent was to create a bridge which was a focal point of urban design yet was composed of elements which were human scale.

COMMUNITY CONCERNS

At the December 12th, 2005 community meeting, staff made a presentation of the construction of the bridge, the construction schedule and potential impacts to the community. This included a discussion of impacts to traffic and detours at the intersections of Slaters Lane and Route 1, and Monroe Avenue and Route 1. About 300 people attended the meeting and 37 people asked questions at the end of the presentation. A summary of the questions, and responses to those questions, is being prepared and will be provided under separate cover. This summary will also be provided to all of the meeting attendees.

The questions are being grouped into categories to clarify the responses. The questions generally fall into the categories of Construction, Parks & Recreation, Pedestrians and Bicycles, Public Transportation, Transportation/Traffic, Surrounding Businesses, and Miscellaneous.

Slaters Lane Changes: One area of concern to many of the speakers was the need to eliminate several turning movements at the intersection of Slaters Lane and Route 1 for the duration of the construction project. Because both the existing and straightened bridges connect with Route 1 at Slaters Lane, the bridge abutment requires major modifications at this location. Closing the movements at this intersection is necessary to allow the contractor to safely demolish and reconstruct the necessary bridge elements at this location.

Because of the concerns expressed at the meeting, staff is working with the contractor to revisit the construction methods at this location to minimize these necessary closures to the extent possible. The contractor is currently evaluating this, and staff will be able to address changes to the proposed closure early in January.

Monroe Avenue Access: Another area of concern to identified by speakers was the inability to connect from Monroe Avenue directly onto the new bridge. After the straightened bridge has been completed, Monroe Avenue will extend beneath the bridge and connect with South Main Street. There will still be access to Route 1 via South Main Street and Potomac Avenue, but it will not be as direct as the current configuration.

As a result of several comments received after the community meeting, staff is reevaluating the Monroe Avenue connection to Route 1. One option being evaluated is an elevated ramp connection from Monroe Avenue to the southbound lanes of Route 1. A second option being evaluated is modifying the proposed ramp from southbound Route 1 onto Monroe Avenue to accommodate two-way traffic between Monroe Avenue and Route 1. Each of these options will have advantages and disadvantages when compared to the current plan. Staff is currently evaluating these advantages and disadvantages, such as impacts on the adjacent parkland and visual impacts to the straightened bridge. We will be presenting these options to the community for input in mid-January.

PEDESTRIAN CONNECTION

As discussed above, City Council included the recommendation from NorthEast Citizens Association for a direct pedestrian access from the bridge to the extended Monroe Avenue as part of their approval of the straightened Monroe Avenue Bridge. Since that approval, staff has evaluated the options and feasibility for providing that connection.

There are several challenges that must be addressed in accommodating this pedestrian connection. One challenge is providing a pedestrian connection on the side of the bridge that does not detract from the aesthetic elements of the bridge. Another challenge is providing a connection that is clearly in view and does not create a public safety hazard. The final challenge is to maximize the walking distance saved while providing accessibility for disabled users.

After a comprehensive analysis, staff's recommendation was that the alternatives for providing the direct pedestrian connection were not in keeping with the aesthetic goals of the straightened bridge. In addition, the Police raised concerns to T&ES staff about the safety of potential users of the pedestrian connection. Finally, the calculations performed based on the ADA accessible alternatives determined that the amount of walking time saved by utilizing the pedestrian connection was only two minutes. Staff presented these challenges to the Planning Commission during a worksession on December 6, along with staff's recommendation to eliminate the pedestrian connection from the bridge.

At that time, some of the Commission members questioned the need to provide for ADA access. While providing ADA access is not required from a legal standpoint as alternative access would be provided via the longer sidewalk route, staff didn't want to recommend construction of a major infrastructure element that was not accessible to our entire community. The Planning Commission asked to staff to look at an option with a staircase, that would not be ADA accessible, and present all of the options to the community for discussion. The question was also raised as to whether an elevator could be provided. Staff believes that an elevator option would create serious maintenance concerns for a mechanical structure exposed to the elements. The Police also raised serious concerns about safety within an enclosed elevator space.

Staff is planning a community workshop on January 11th, 2006, at George Washington Middle School to present these options for the pedestrian connection to the community and discuss the advantages and disadvantages of these options. Staff will also utilize this community workshop to discuss the alternate access scenarios for Monroe Avenue at Route 1 as discussed above.

NEXT STEPS

Staff is scheduling a number of meetings to address the issues associated with the straightening of the Monroe Avenue Bridge discussed above.

The first meeting will be with the Monroe Avenue Bridge Community Liaison Group, a community outreach group being organized by Potomac Yard Development to provide on-going dialogue with the community on construction related issues. The first meeting of the Liaison Group is being scheduled for January 5th. This meeting will be held at the Mt. Vernon Recreation Center at 7 pm. At this meeting, Potomac Yard Development, the contractor and staff will address the questions raised at the December 12th community meeting. This will include a discussion of access at Slaters Lane during construction.

Staff will also be holding a community workshop on the Pedestrian Connection alternatives as well as the Monroe Avenue Access alternatives on January 11th. This meeting will be held in the cafeteria at George Washington Middle School at 7 pm.

Staff is proposing to bring forward a recommendation on the Pedestrian Connection to the Planning Commission at their Public Hearing on February 7th. At that time, staff will present the feedback received from the community at the workshop on January 11th. Staff would then bring the recommendation of the Planning Commission to the City Council at the Public Hearing on February 25th.

TRANSIT IN THE POTOMAC YARD CORRIDOR

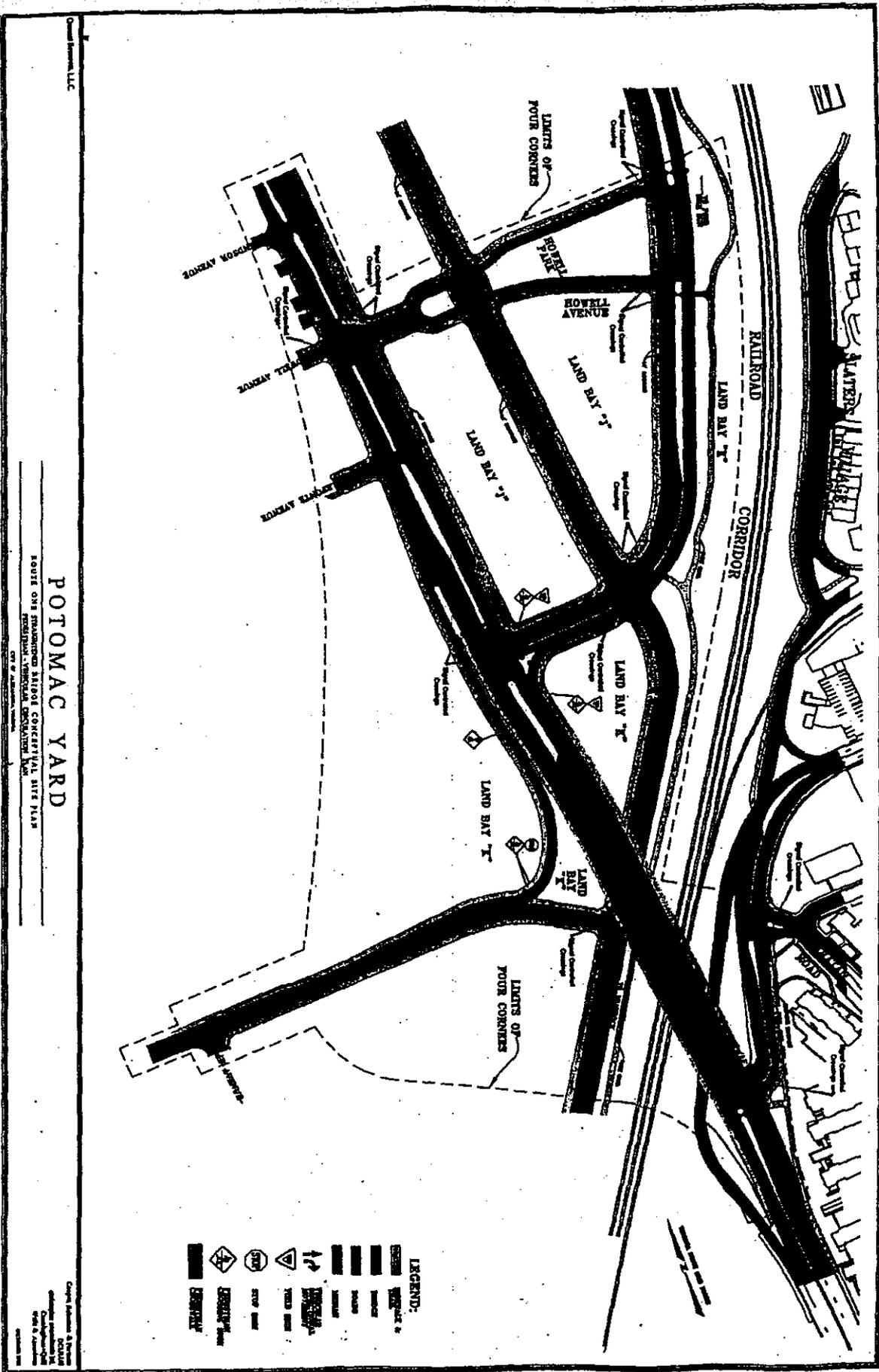
During the worksession with Planning Commission on December 6th, staff also presented information on transit in the Route 1/Potomac Yard corridor. Staff is currently setting up a series of community meetings to further discuss these options. These meetings will proceed independently of the Monroe Avenue Bridge community meetings.

Staff will continue to keep the City Council advised of the analysis related to the Pedestrian Connection, the access at Monroe Avenue, and the access at Slaters Lane during construction. If you have specific questions about any of these issues, please contact me.

Attachments:

1. Concept Plan
2. Alternative Concept Plan
3. Rendering of New Bridge

cc: Eileen Fogarty, Director, Planning & Zoning
Kirk Kincannon, Director, Recreation, Parks & Cultural Activities
Emily A. Baker, P.E., City Engineer, T&ES
Tom Culpepper, P.E., PhD., Deputy Director of Transportation, T&ES



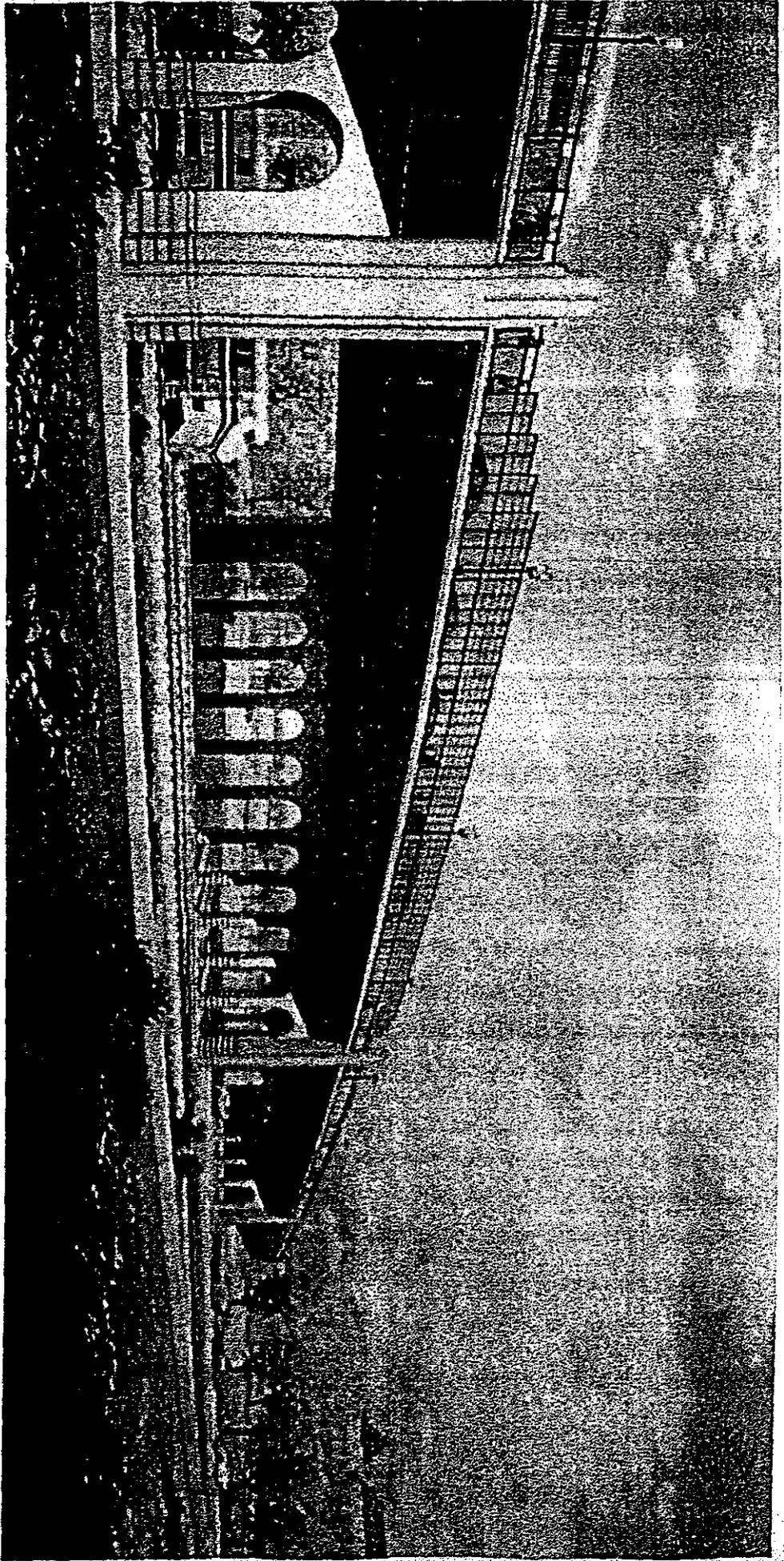
POTOMAC YARD

ROUTE ONE SHARED-USE BIPOLE CONCEPTUAL SITE PLAN
 PREPARED BY: VERDECA CONSULTANTS, INC.
 DATE: 07/20/2010

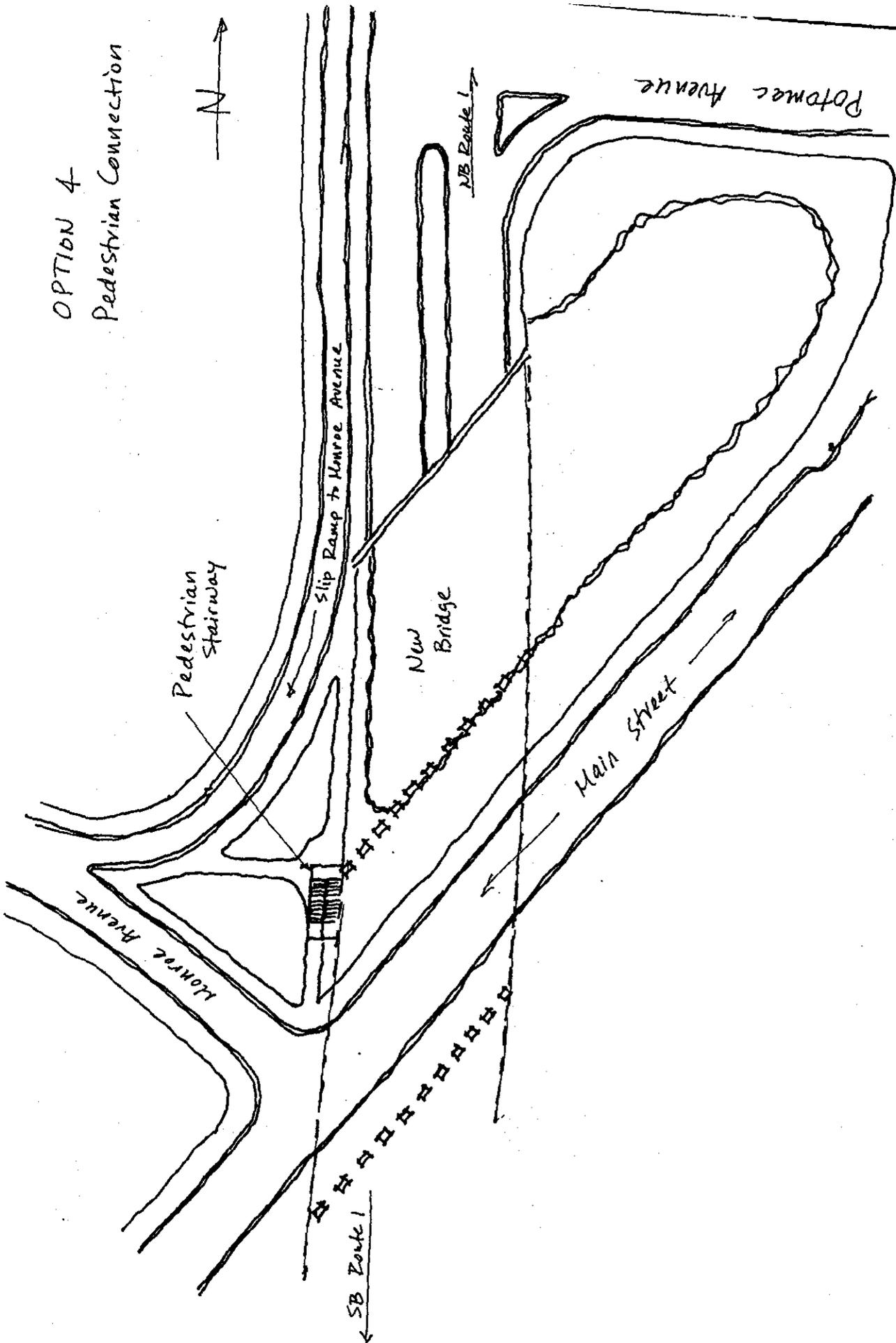
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- LEGEND:
- RIGHT-OF-WAY
 - STREET
 - ROAD
 - LANE
 - PATH
 - TRAIL
 - YARD
 - DRIVE
 - ALLEY
 - EASEMENT
 - UTILITY
 - STRUCTURE
 - WALL
 - FENCE
 - BARRIER
 - GATE
 - SIGN
 - LIGHT
 - POLE
 - TOWER
 - MAST
 - FLAG
 - MONUMENT
 - MARKER
 - BENCH
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 - EMBANKMENT
 - TRENCH
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 - UNDERPASS
 - RAILROAD
 - CORRIDOR
 - BOUNDARY
 - LIMIT

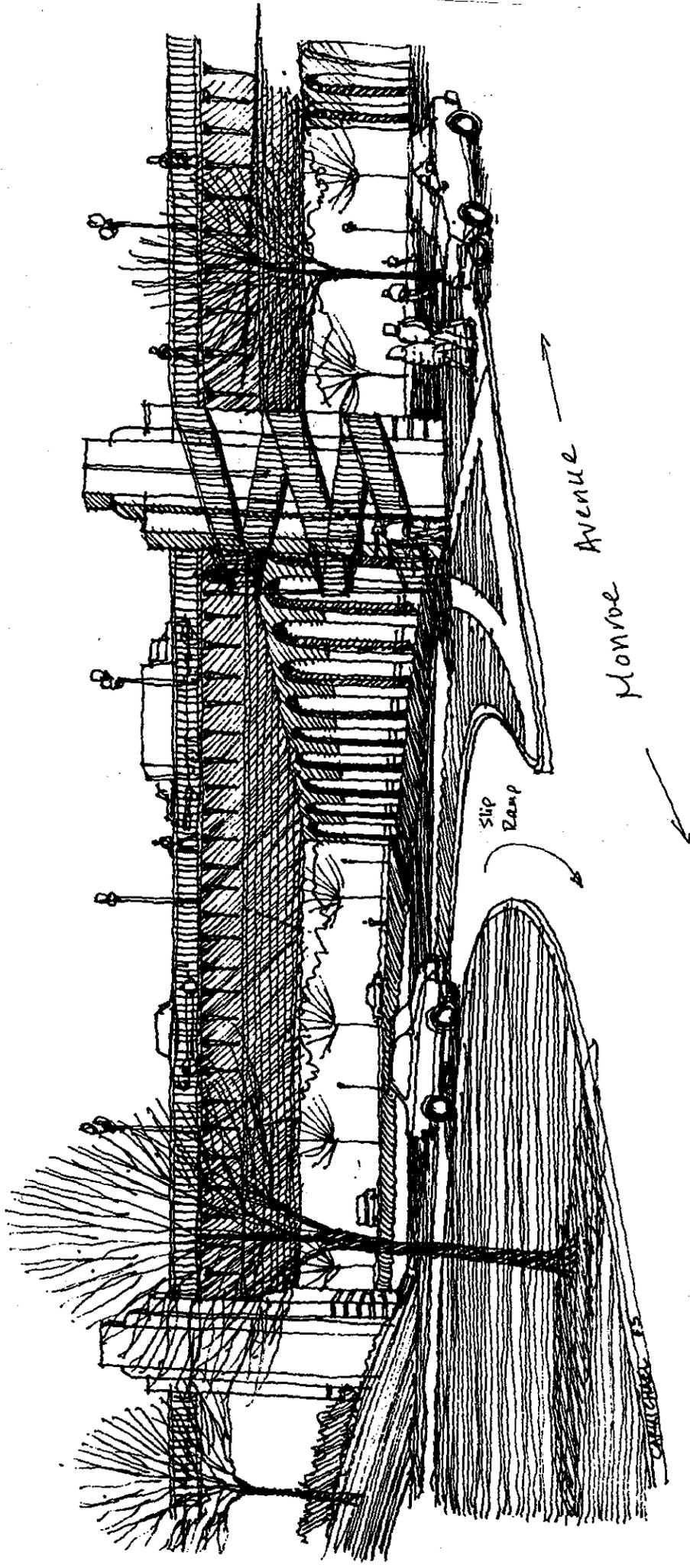
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 TEL: 202-462-1000
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OPTION 4
Pedestrian Connection

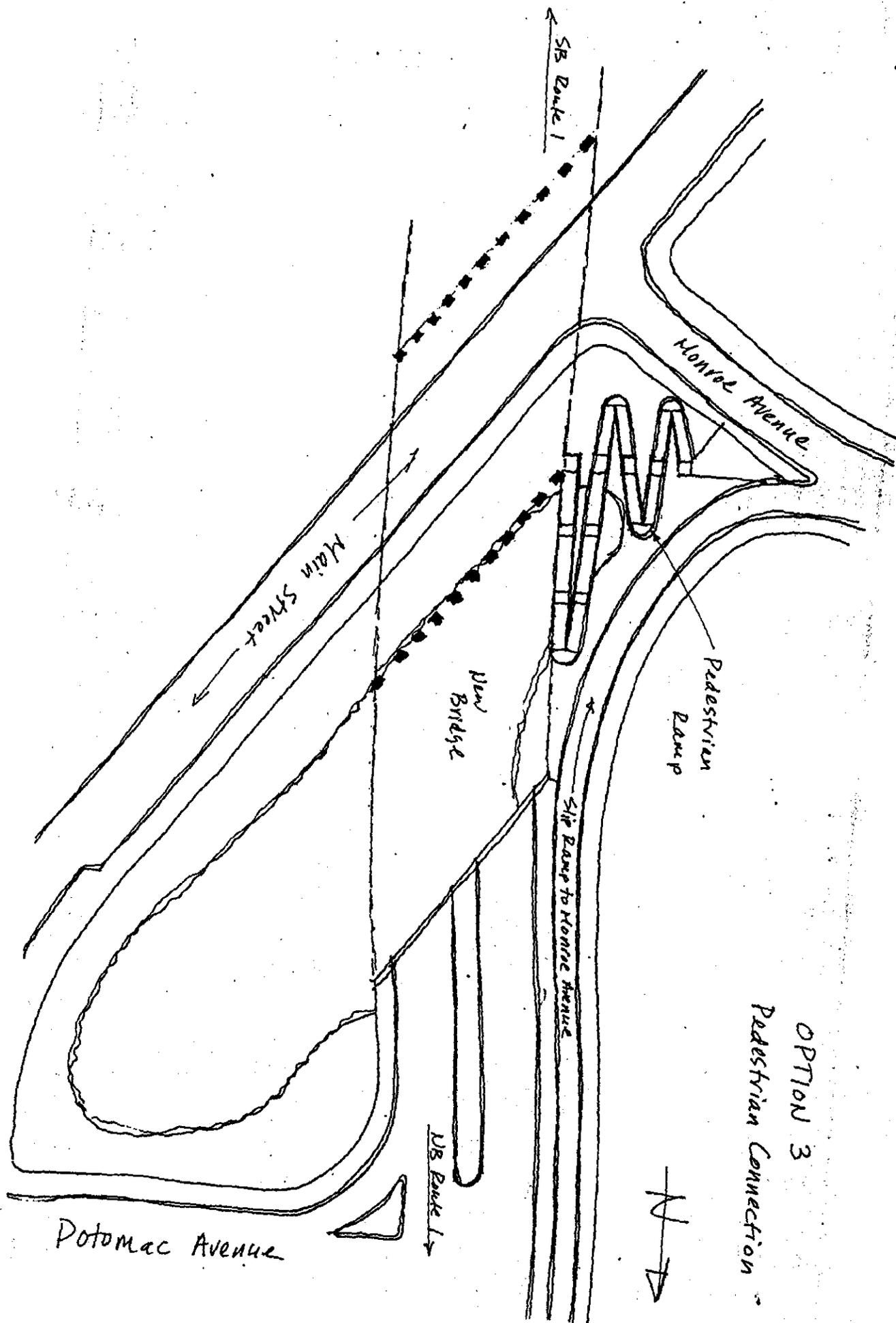


OPTION 4
Pedestrian Connection



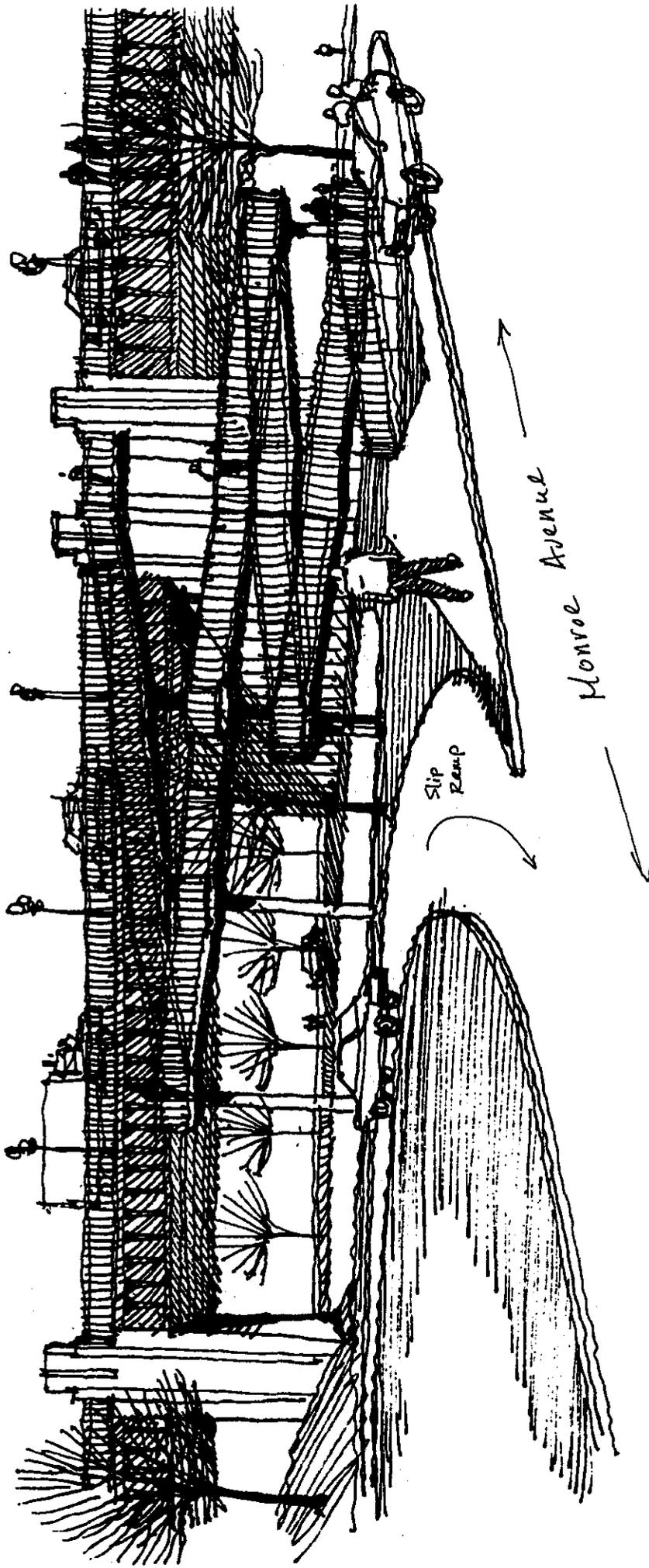
Monroe Avenue

West Elevation



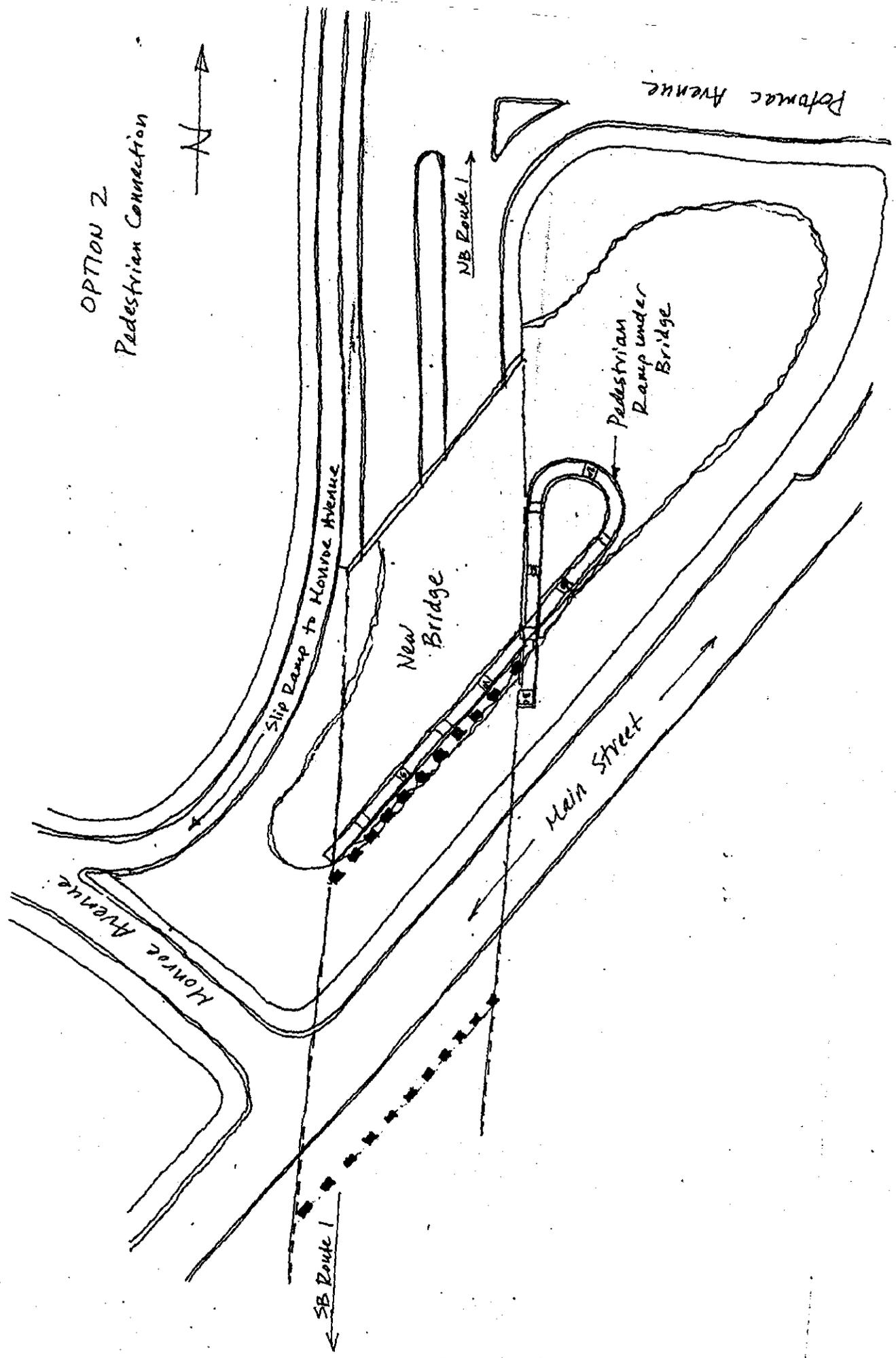
OPTION 3
Pedestrian Connection

OPTION 3
Pedestrian Connection

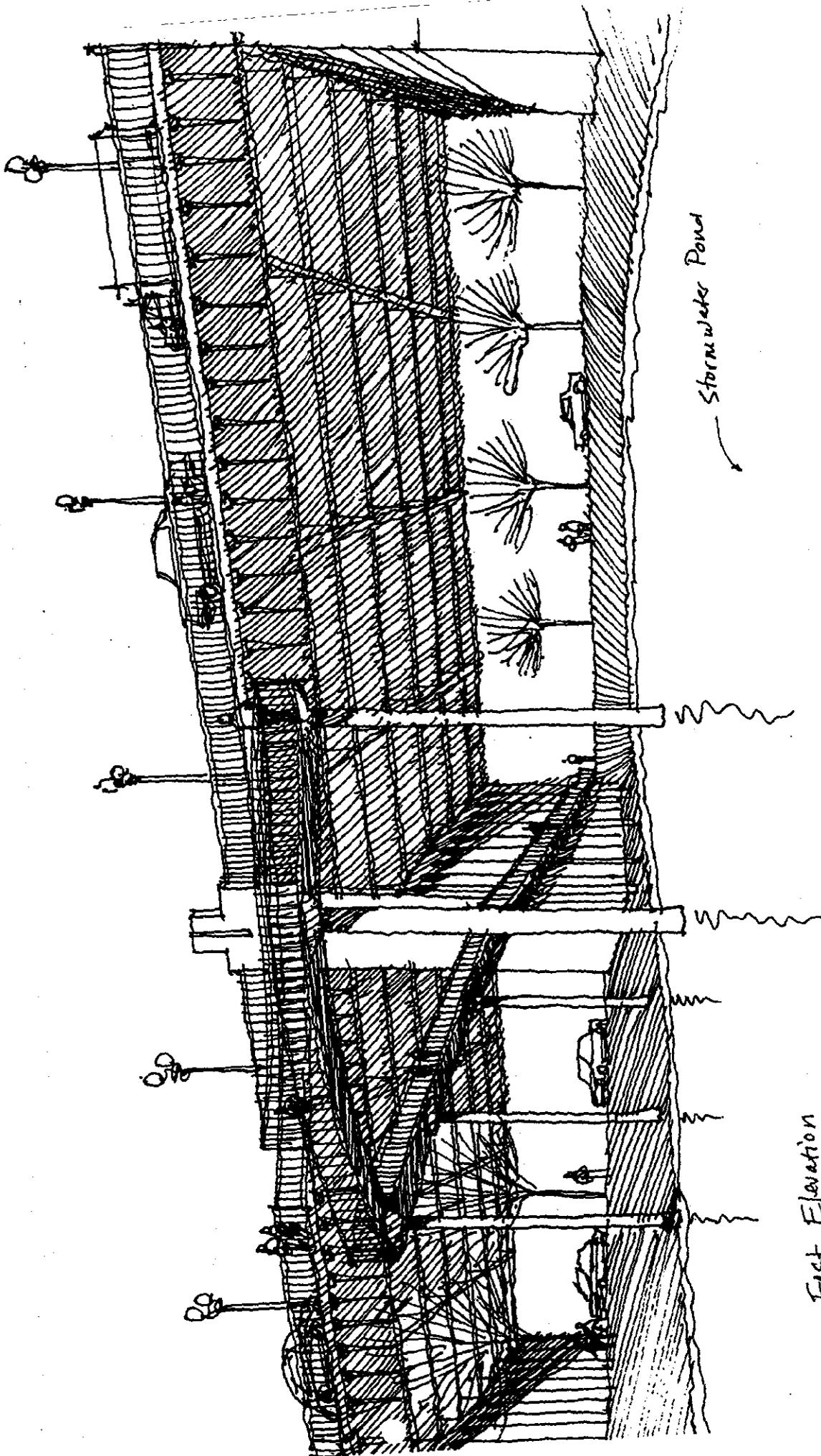


West Elevation

OPTION 2
Pedestrian Connection



OPTION 2
Pedestrian Connection



Stormwater Pond

East Elevation



EXHIBIT
 NOT FOR
 CONSTRUCTION

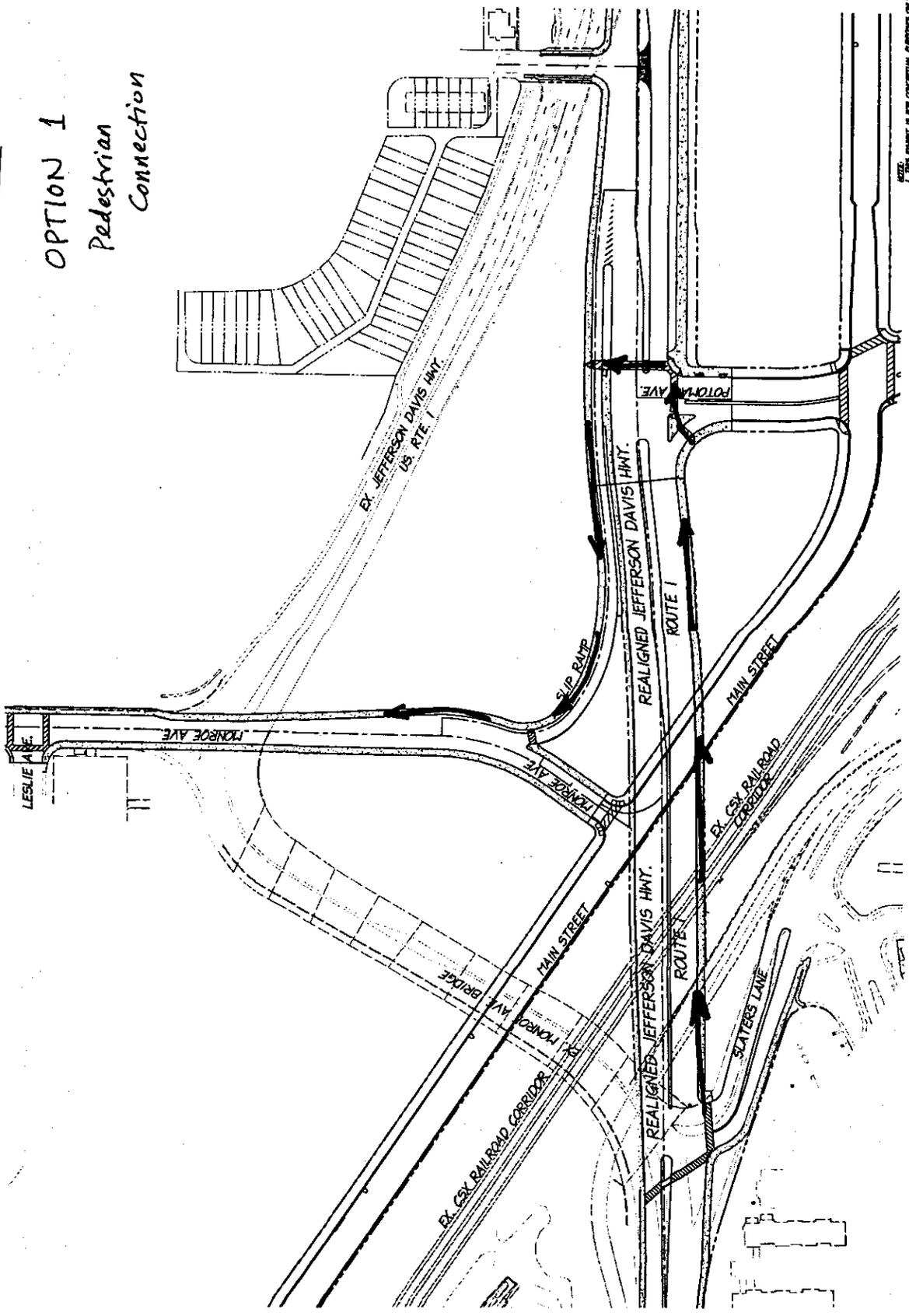
APPROVED
 CONDITION

MONROE AVENUE BRIDGE
 JEFFERSON DAVIS HIGHWAY
 CITY OF ALEXANDRIA, VIRGINIA

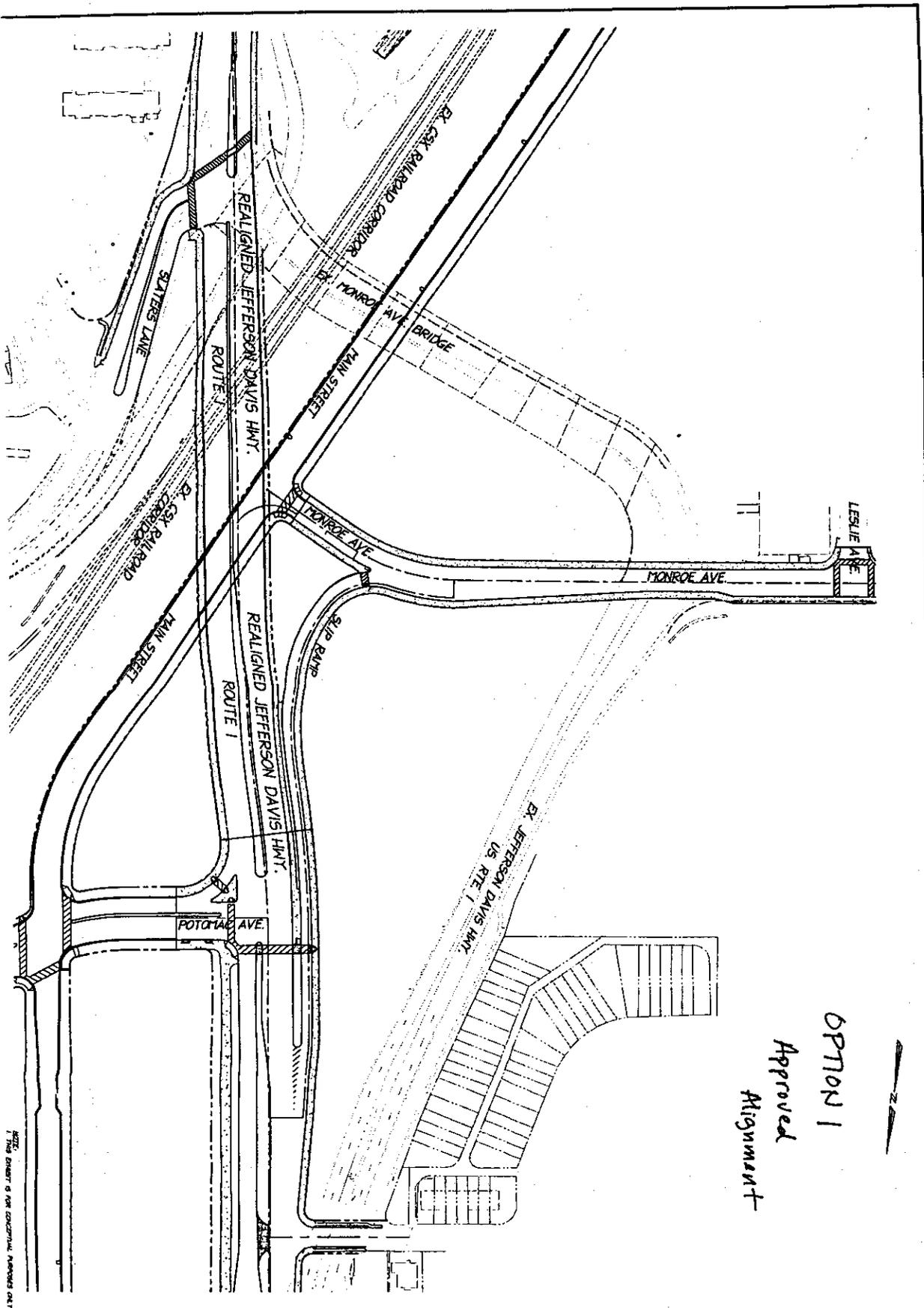
PROJECT NO.	DATE	BY	CHK.
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REVISION	NO.	DATE	BY

1 of 1

OPTION 1
 Pedestrian
 Connection



NOTE: THIS DRAWING IS FOR CONCEPTUAL PURPOSES ONLY.



OPTION 1
 Approved
 Alignment

PROJECT NO. 2008-01 DATE: DEC. 14, 2008 DRAWN BY: [Name] CHECKED BY: [Name] REVISION:	MONROE AVENUE BRIDGE JEFFERSON DAVIS HIGHWAY CITY OF ALEXANDRIA, VIRGINIA	APPROVED CONDITION Option 1	EXHIBIT NOT FOR CONSTRUCTION	 christopher consultants engineering • surveying • land planning <small>2000 South Street, Suite 200, Alexandria, VA 22304-2000 TEL: 703.596.1000 • FAX: 703.596.1000</small>
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THIS SHEET IS FOR CONCEPTUAL PURPOSES ONLY.