

Transitway Corridors A and B

Alexandria Council - June 13, 2012

Corridor A

Route 1 / North-South

- Connects to Arlington and Fairfax County
- Major destinations
 - Old Town
 - Potomac Yard
 - Pentagon
 - Crystal City
 - King Street and Braddock Road Metro





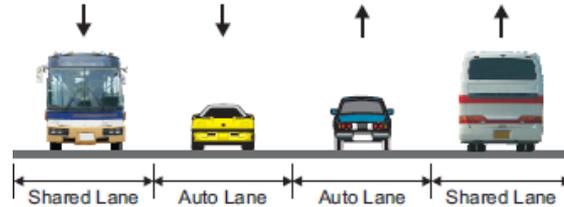
Corridor A – Recommended Strategy

- Complete the adopted CCPY transitway project from Braddock Road Metrorail station to Arlington County
- Use DASH Comprehensive Operations Analysis (COA) to develop a circulator concept for Corridor A in conjunction with the comprehensive review of all transit services within Old Town

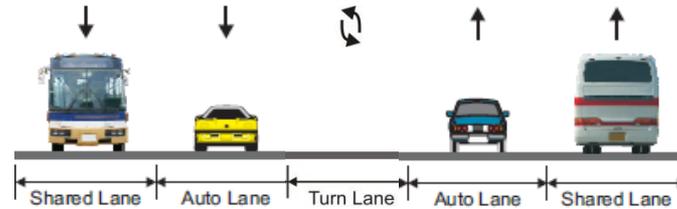
Corridor B Recommendation

Alternative 1a

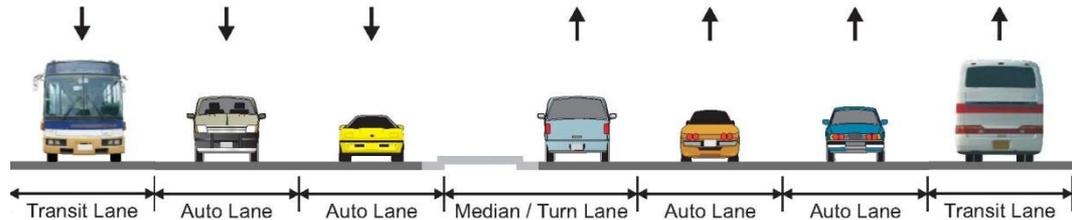
Gordon Street to Wheeler Avenue



S. Quaker Lane to Roth Street



Landmark Mall to Jordan Street,
Roth Street to Taylor Run Parkway, &
Callahan Drive to King Street Metro



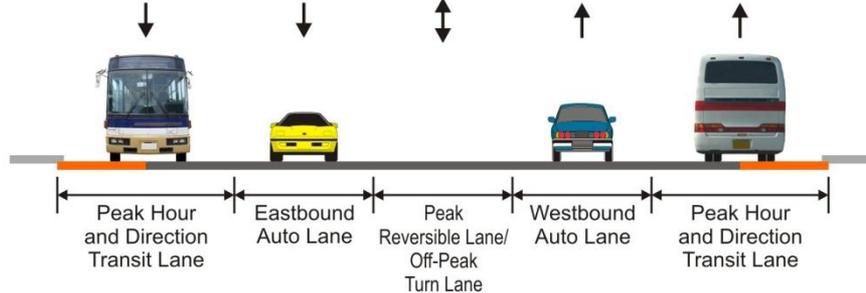
Description

- Transit in mixed flow on existing 4-lane segments and in dedicated lanes on existing 6-lane segments
- Transitway uses queue jumps to avoid congestion and reduce disruption to Duke Street traffic
- Adds a WB lane between Jordan Street and Gordon Street, converting service road from two-way to one-way
- Adds a WB lane between Wheeler Ave and S. Quaker Lane
- Realigns EB on-ramp at Telegraph Road and access to adjacent property
- Off-corridor bicycle accommodation
- Pedestrian improvements at station locations

Corridor B Recommendation

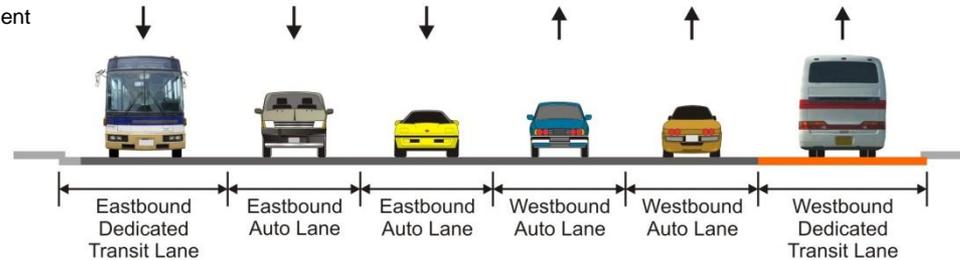
Alternative 3c

Jordan Street to Wheeler Avenue

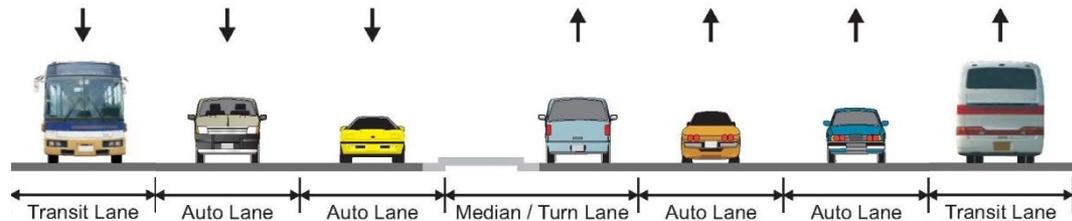


Legend
 Additional Pavement

S. Quaker Lane to Roth Street
(Alexandria Commons Area)



Landmark Mall to Jordan Street,
Wheeler Avenue to S. Quaker Lane &
Roth Street to King Street Metro

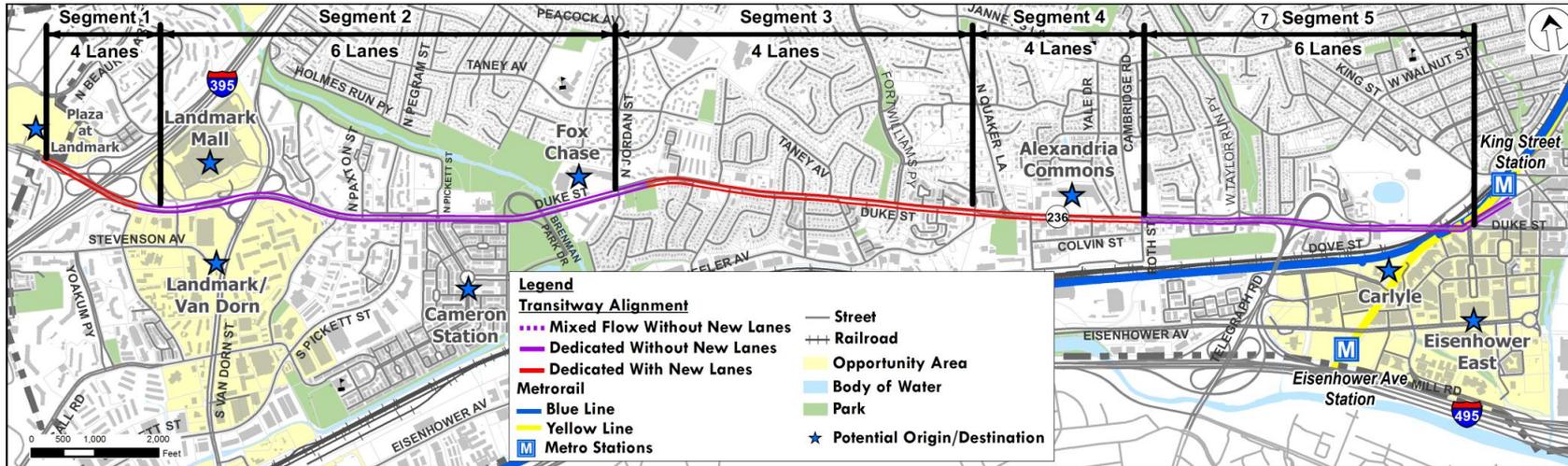


Description

- Travelway identical to Alternative 1A between Landmark Mall and Jordan Street, Roth Street and Taylor Run Parkway, Callahan Drive and King Street Metro
- Travelway widened to approximately 61 feet between Jordan Street and Wheeler Avenue (same width as existing section between Wheeler Avenue and Roth Street)
- Travelway widened to 72 feet between S. Quaker Lane and Roth Street (adds lane to accommodate heavy traffic flow from Quaker Lane to Telegraph Road)
- No left-turn lane during peak periods between Jordan Street and Wheeler Avenue
- Off- and on-corridor bicycle accommodation
- Pedestrian improvements corridor-wide

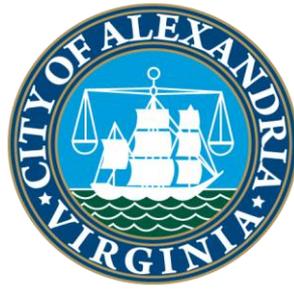
Corridor B Concepts

Alternative 3: Curb Running in Dedicated Lanes with Reversible Lane



Description

- Alternative 3a – Without Bike Lanes
- Alternative 3b – With Bike Lanes
- Transit running along curb
- Transit in dedicated lanes for segments with 6 lanes
- Reversible lane (Jordan to Wheeler) for general purpose traffic (Peak flow)
- Transit in dedicated lanes in other areas based on peak flow
- Requires widening in 4-lane segments (2 miles total)
- Impacts to property and frontage roads



Thank You

Questions?

18
6-16-12

Old Town Civic Association
P.O. Box 1213
Alexandria, Virginia 22313

June 16, 2012

Mayor William D. Euille
City Hall
Alexandria, Virginia 22314

Dear Mayor Euille, Vice Mayor Donley, and Members of City Council:

Re: June 16, 2012 AGENDA ITEM #18 – Public Hearing and Consideration of a request for approval of transit way corridors A (Route 1/North-South).

The Old Town Civic Association's Board of Directors supports Concept 1: the "No Build" option for Transit way Corridor A, as indicated in figure 3.1 in the High Capacity Transit Corridor Work Group's "Corridor A Technical Report, dated December 2011." In our view, this concept is the most pedestrian friendly and will have the least impact on the citizens' of Old Town as it -will not deflect through traffic onto parallel north/south residential streets, requires no right-of-way enlargements, loss of on-street parking, or reduced sidewalk widths.

We therefore support the December 15, 2011, Resolution of the High Capacity Transit Corridor Work Group, recommending that there be "*no dedicated-lane high capacity transit on the portion of Corridor A south of Braddock METRO Station*" and that "*resources be used to explore the possibility of putting circulator bus/trolleys or other forms of conventional and scale appropriate transit in this portion of the City.*"

In addition, the OTCA Board strongly endorses the following recommendations:

- The Transportation Commission's recommendation that City Council explore the expansion of east-west connections between Old Town and the existing Metro Stations, with properly sized connector buses, as the most effective way to encourage transit use in this area.
- The Planning Commission's recommendation, made in response to public comments at the June 5 public hearing, that City staff review the process to be followed to remove, once and for all, the section of Corridor A south of Braddock Road Metro station from the Transportation Master Plan, and to bring a recommendation on this issue to the Commission during the Fall of 2012.
- OTCA would also urge you to make it clear that the temporizing words "at this time" and a closing statement in the report suggesting that this issue could be revisited in the future, whenever that future might arrive, be stricken. The no-build option should not be left open for future tinkering. In that fashion, all north-south streets in Old Town, not just Patrick and Henry, will avoid having a Damocles' sword hanging over them in perpetuity. There are indeed times when a decision must be made, as clearly as possible, so all can move on.

Thank you.

Respectfully submitted,

Yvonne Weight Callahan, President
Old Town Civic Association



100+ year old homes sit less than 7 ft from the street.

Size of an average bus shelter exceeds the space that separates many West Old Town homes from the street



18
6-16-12

A statement by Bert Ely to the Alexandria City Council
June 16, 2012

**Council should permanently bar additional
modes of north-south transit in Corridor A**

Mr. Mayor and members of Council, I am Bert Ely and I am here this afternoon to address the Corridor A issue. Although I am a director of the Old Town Civic Association, I am speaking today only for myself.

Like others who will speak on this docket item, I strongly support the “no build” option for Corridor A. However, I am quite concerned by a statement about Corridor A in the very last paragraph, on page 37, of a Transitway Corridor Feasibility Study completed last December. Attached to my statement is a copy of the cover of that study as well as page 37.

Below is that paragraph, in full. I will read only portions of it

Future Considerations

Currently, planning and implementation of high-capacity transit in Corridor A south of the Braddock Road Metrorail station is not a priority for Alexandria. Planning of new high-capacity and –quality surface transit is not being pursued further for Corridor A

at this time. In the long-term, Corridor A (north-south) is likely to be an important link in the region's high-capacity and -quality surface transit network. MWCOG, WMATA, Fairfax County, and Arlington County have adopted plans to develop transit facilities and services to connect to Corridor A at its north and south termini. Reliable, continuous, convenient, and direct transit between Crystal City and southern Fairfax County has the potential to provide an additional travel mode choice for travelers in the US 1 corridor and has the potential to help manage through travel demand on Patrick and Henry Streets in Old Town Alexandria. Alexandria will continue to monitor transportation, land use and development, and regional planning and policy conditions as they relate to Corridor A. In the future, the city **may** undertake future transit and transportation planning initiatives to respond to changing conditions in the corridor.

I highlighted the words, “at this time” and “may,” because those words convey the sense that the “no build” option for Corridor A is only temporary. That sense of temporary is reinforced by the last sentence in the paragraph, “In the future the city may undertake future transit and transportation planning initiatives to respond to changing conditions in the corridor.” That future could be tomorrow, next week, next year, or whenever.

While I appreciate the desire of many not to have streetcars and BRT on Patrick and Henry, that same desire applies equally to all through north-south streets east of the Metro tracks, from West Street to Union Street. Any attempt to provide increased mass-transit capacity on these streets, whether with streetcars or BRT, will greatly damage and possibly destroy the urbanity, walkability, and urban fabric of Old Town, characteristics that give Old Town its unique appeal to both residents and visitors, including tourists who are so vital to Alexandria's economy and the City's finances.

Rather than increasing the transit or traffic capacity of Patrick, Henry, Washington, Fayette, or whatever other north-south street the traffic engineers might have in mind, increased people-traffic passing through Old Town to points north and south must be funneled through on Metro. That is why the "no build" option should be the permanent option for Corridor A, not merely a temporary option, as the Feasibility Study strongly infers with the words, "at this time." I strongly urge Council, when acting today, to state that the "no build" option for Corridor A south of Braddock is to be the permanent state of affairs and not merely a temporary condition.

Thank you for your time. I welcome your questions.

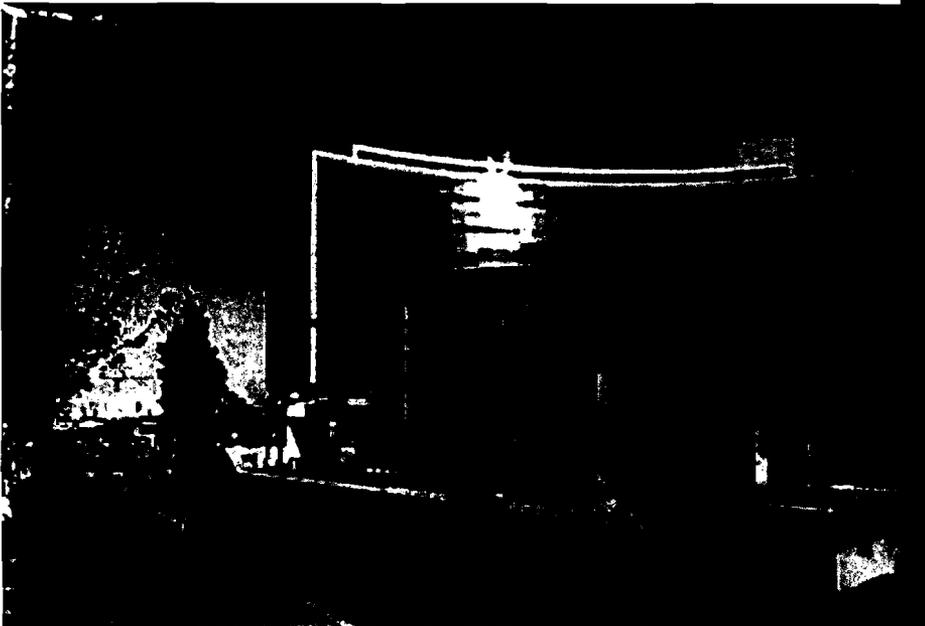
Draft
City of Alexandria

Transitway Corridor Feasibility Study

Corridor A



December 2011



services in detail and will provide detailed recommendations.

The concept illustrated in Figure 5.1 shows a bidirectional circulator operating along Madison Street, Fairfax Street, King Street, and West Street. The circulator would connect to the King Street and Braddock Road Metrorail stations and also would connect to City Hall, where many of DASH's existing services stop. The service would operate bidirectionally to minimize travel time and distance for patrons.

The concept illustrated in Figure 5.2 also shows a bidirectional circulator. The route is slightly longer than the concept shown in Figure 5.1. To extend the reach of the circulator to south Old Town, the circulator would extend south of King Street on Washington Street, to Franklin Street and Gibbon Street (depending on direction), and then onto Fairfax Street. Like the first concept, this circulator would connect to the Braddock Road and King Street Metrorail stations as well as City Hall. Differing from the first concept, this concept would better serve south Old Town and the neighborhood commercial area of south Washington Street.

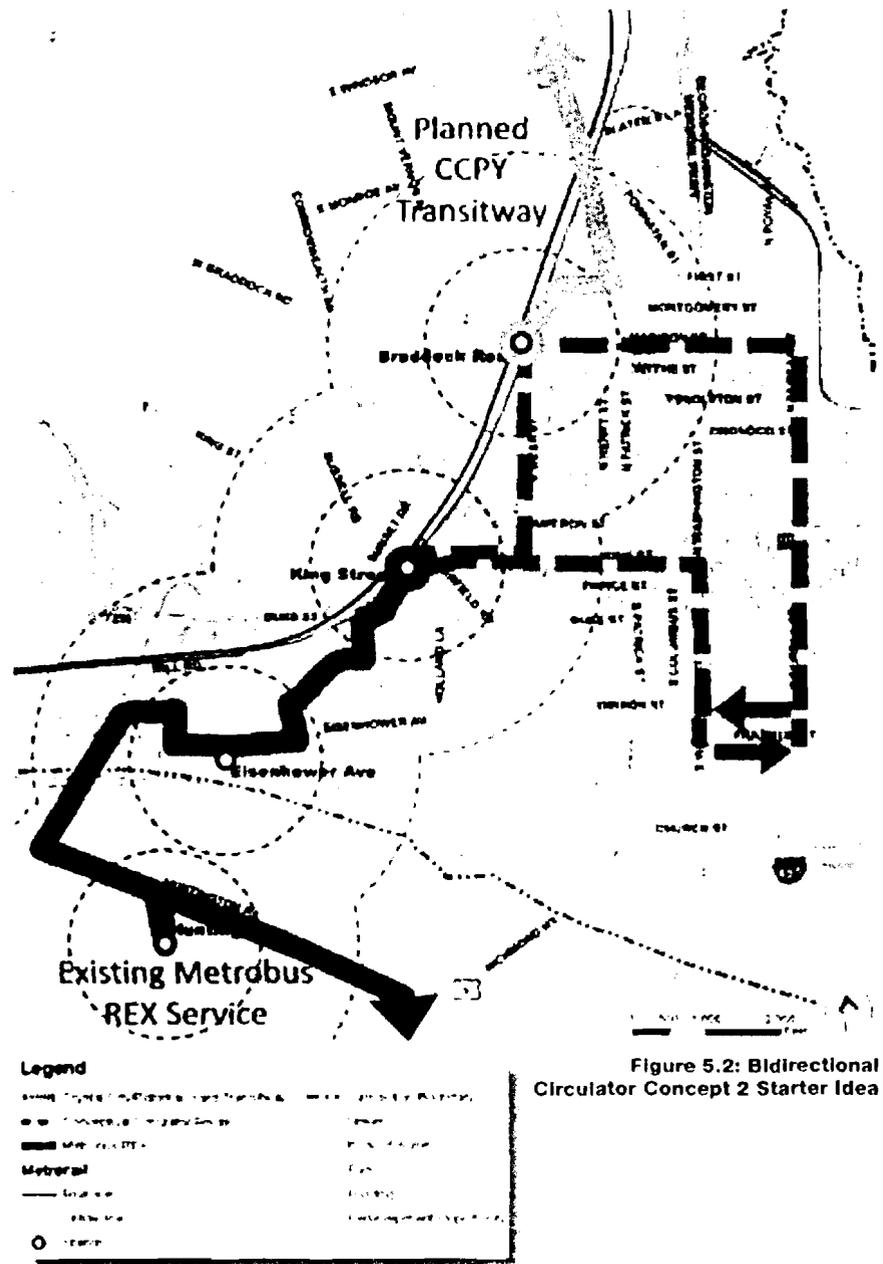


Figure 5.2: Bidirectional Circulator Concept 2 Starter Idea

Future Considerations

Currently, planning and implementation of high-capacity transit in Corridor A south of the Braddock Road Metrorail station is not a priority for Alexandria. Planning of new high-capacity and -quality surface transit is not being pursued further for Corridor A at this time. In the long-term, Corridor A (north-south) is likely to be an important link in the region's high-capacity and -quality surface transit network. MWCOG, WMATA, Fairfax County, and Arlington County have adopted plans to develop transit facilities and services to connect to Corridor A at its north and south termini. Reliable, continuous, convenient, and direct transit between Crystal City and southern Fairfax County has the potential to provide an additional travel mode choice for travelers in the US 1 corridor and has the potential to help manage through travel demand on Patrick and Henry Streets in Old Town Alexandria. Alexandria will continue to monitor transportation, land use and development, and regional planning and policy conditions as they relate to Corridor A. In the future, the city may undertake future transit and transportation planning initiatives to respond to changing conditions in the corridor.

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6-16-12

DOCKET ITEM #18: CORRIDOR A

**ILLUSTRATIONS FOR TESTIMONY OF
LESLIE ZUPAN, PRESIDENT
WEST OLD TOWN CITIZENS ASSOCIATION**

JUNE 16, 2012

**EXISTING TRANSPORTATION SERVICES IN
WEST OLD TOWN ALEXANDRIA
May 2012**



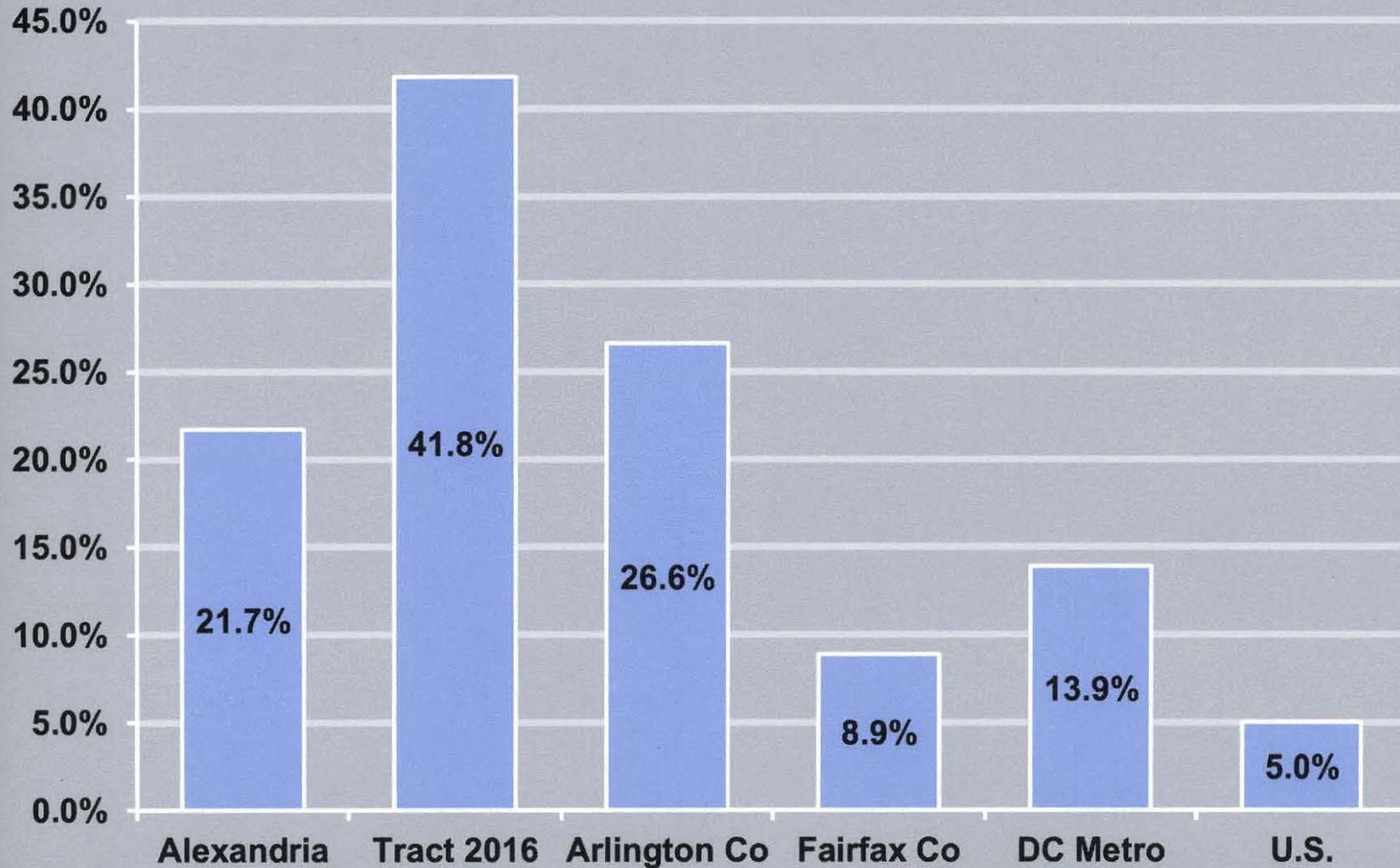
- DASH Service
- WMATA Service
- Metrorail Service
- Trolley Service

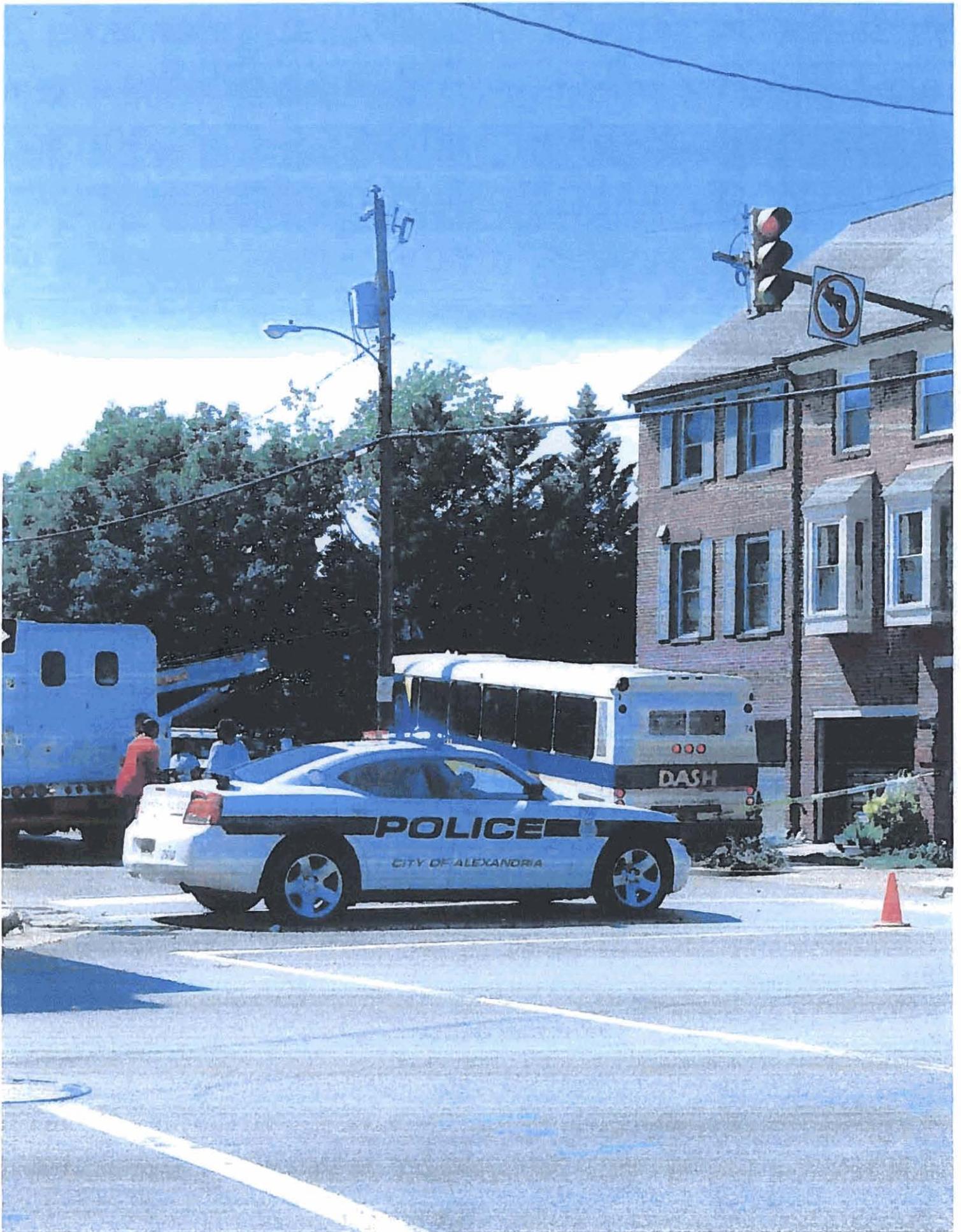
Bus routes include:

**DASH AT2, AT3/4, AT4, AT5, AT7, AT8
WMATA 9A, 9B, 10A, 10B, 10E, 29N, 29K**

Private shuttle service from Braddock Road Metro Station to Canal Center and Transpotomac Plaza V (departs every 20 minutes in morning and evening rush hour, every 30 minutes during off-peak hours)

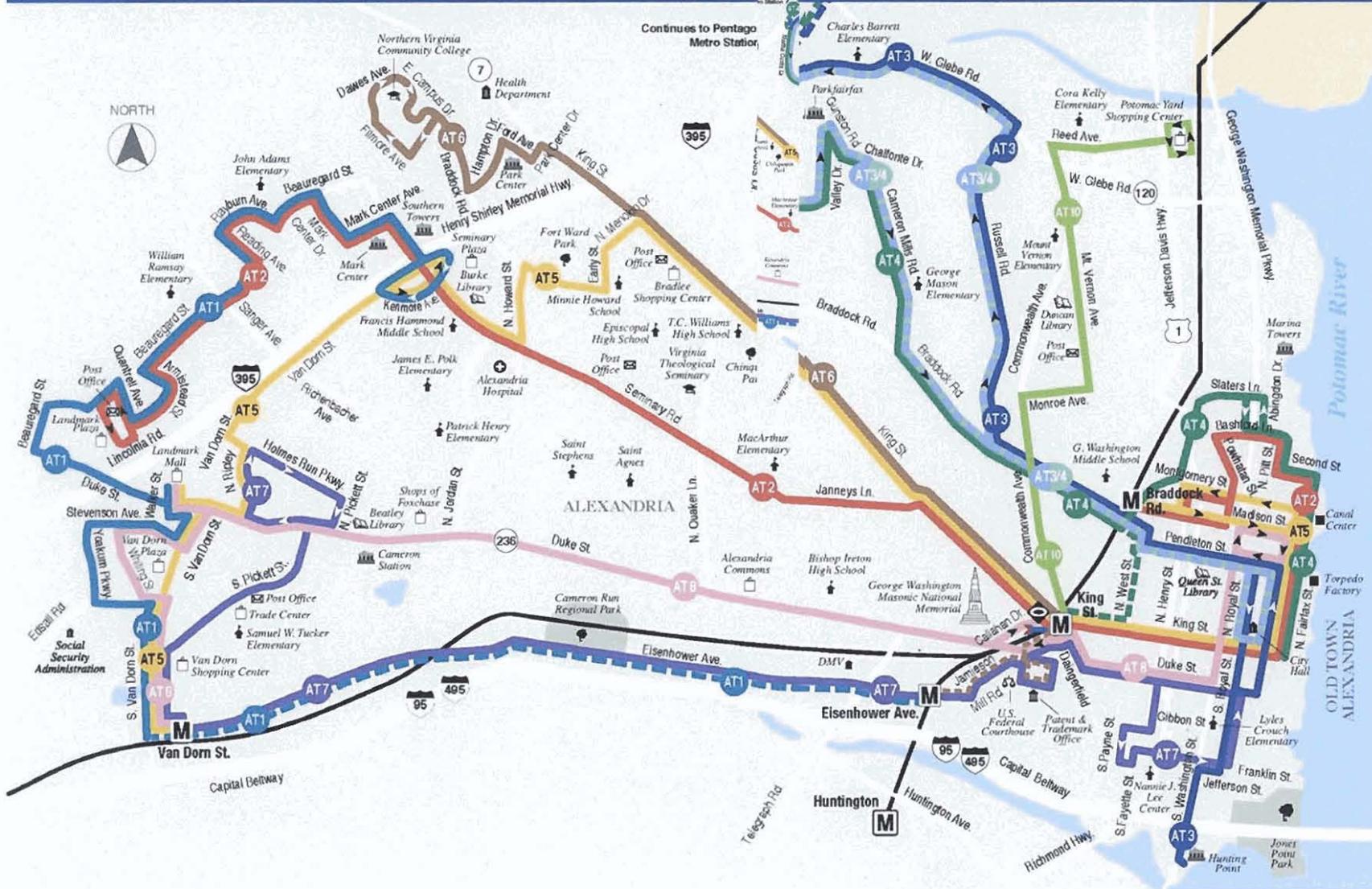
Percent of Workers Taking Public Transportation to Work American Community Survey 2005-2009 5-year Average





May 29, 2012
mid-dell

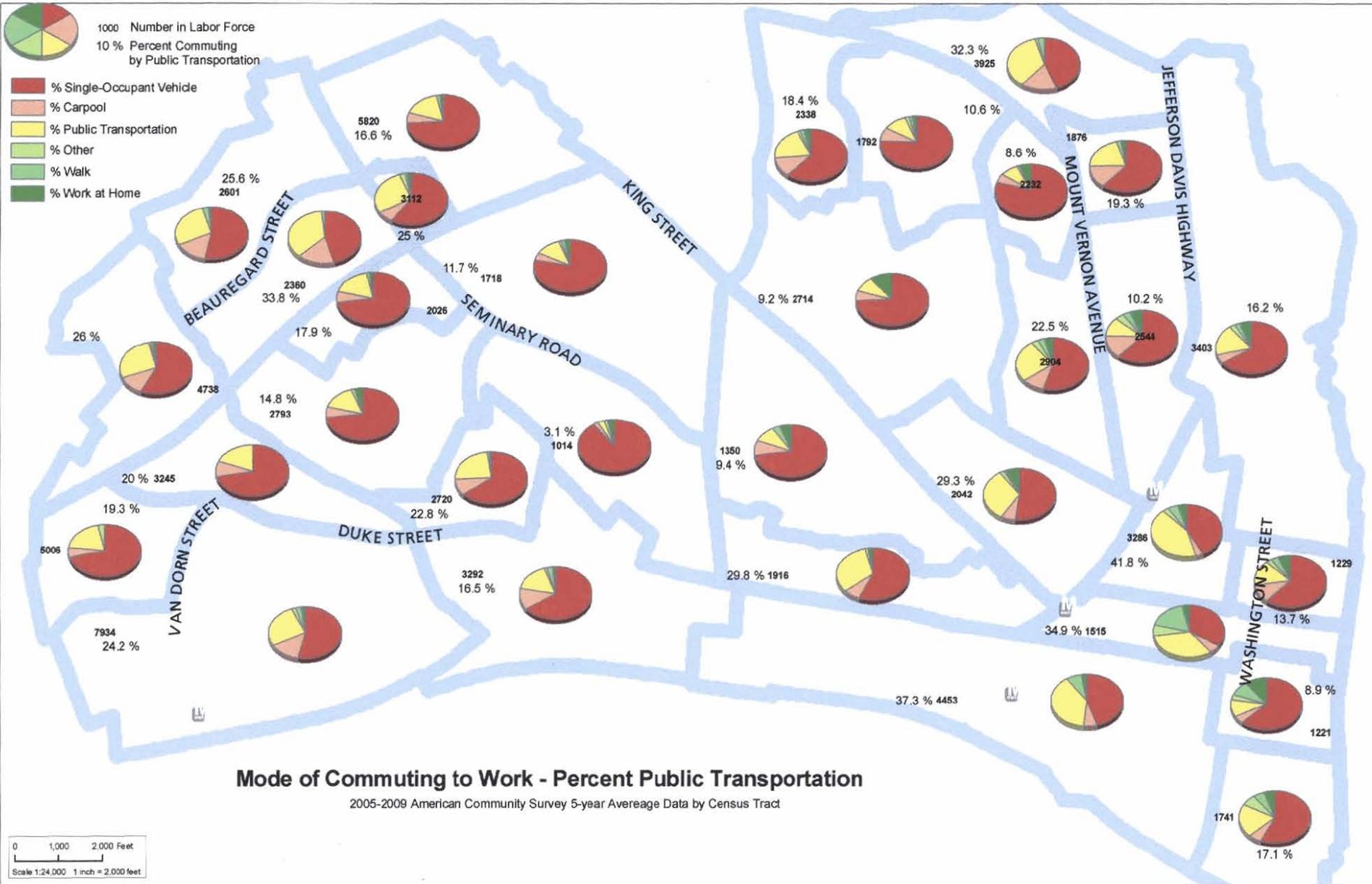
DASH SYSTEM MAP



ROUTE LEGEND

- AT1
- AT2
- AT3
- AT4
- AT3/4
- AT5
- AT6
- AT7
- AT8
- AT10

- Service Extension
- Metro Station
- VRE Station
- Amtrak
- Hospital



18
6-16-12

Mayor Euille, members of Council, ladies and gentlemen,

I am Kevin H Posey, Chair of the Alexandria Transportation Commission. I am here today to summarize the Commission's recommendations for Transitway Corridor B and the southern section of Transitway Corridor A. Our recommendations were made following a public hearing on both corridors in early May.

For Corridor A, the Commission concurs with the recommendation of the Corridor Work Group that dedicated right-of-way transit should not be constructed south of Braddock Metro Station ~~due to the potential disruption to Old Town neighborhoods~~. Instead, we recommend that the City explore with Old Town residents the possibility of east-west circulator options per these residents' suggestions during the Corridor Work Group proceedings. We also recommend that at least one public hearing before the Transportation Commission be held before any options are settled upon.

As to the issue of connectivity with Fairfax County along the Route 1 corridor, we recommend that Corridor B, which is primarily an east-west corridor, be extended south from the Carlyle area to Huntington Metro. This will allow a direct connection to Fairfax County's transit proposal, which is to end at this same Metro station.

As far as the rest of Corridor B, the Commission endorses the Corridor Work Group's recommendation to begin implementation via Alternative 1a, which uses shared lanes for transit on the four lane sections of Duke Street and dedicated lanes on the six lane sections. This would be followed by a transition to Alternative 3c, which will add a reversible center lane for transit to the four lane sections of Duke. The commission recommends that pedestrian connectivity be improved along this corridor throughout the implementation process, especially at dangerous intersections such as that at West Taylor Run and Duke.

Finally, the Commission concurs with the Corridor Work Group that the creation of bike facilities parallel to Duke Street during the implementation of Alternative 1a be explored. During implementation of Alternative 3c, we recommend that bikes be accommodated along Duke Street if at all possible so that residents and businesses along Duke may take advantage of this increasingly-popular transportation mode.

Thank you for your consideration.

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18
6-16-12

Jackie Henderson

From: Timothy Elliott <tselliott422@hotmail.com>
Sent: Friday, June 15, 2012 4:48 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Corrdior A
Attachments: 279e28474403b1b39fde7bf1fc347262.doc; ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Fri Jun 15, 2012 16:47:55] **Message ID:** [40126]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Timothy
Last Name: Elliott
Street Address: 422 So. Fairfax St.
City: Alexandria
State: VA
Zip: 22314
Phone:
Email Address: tselliott422@hotmail.com
Subject: Corrdior A
Comments: see the attached, please
Attachment: 279e28474403b1b39fde7bf1fc347262.doc

Timothy S. Elliott
422 So. Fairfax St.
Alexandria, VA 22314-3810

tselliott422@hotmail.com

June 15, 2012

To the Mayor, Members of City Council and City Manager:

With regard to your consideration of transportation matters tomorrow, June 16, 2012, particularly Corridor A (docket item 16), I regret that I cannot be in town to appear before you. While I do not know what others will say, I am a bit disturbed by the last paragraph of the report dated December 2011.

I attended the meeting of the Transportation Work Group when it considered Corridor A, heard the presentations to the group and, while I did not agree with everything said, it was clear that virtually all of the speakers saw no need to have any form of transit linking the King St. and Braddock Rd. Metro stations. At best some thought a circulator bus system might be helpful; few pointed out that the Dash system already functions as that. The Work Group recommended the “no build” alternative for Corridor A and suggested studying the need for some sort of circulator system (which in my mind could include the existing Dash system).

I did appear at the meeting of the Transportation Commission, when it considered the recommendations of the Work Group. The staff presentation relayed the Work Group recommendation, but without any statement by staff as to its agreement or disagreement with the recommendation. When my turn to speak came, I suggested that both the Commission and the citizens ought to know if the staff had a recommendation different from that of the work group. After I spoke a member of the Commission asked the staff to clear up the confusion about whether the staff agreed with the Work Group recommendation. Staff said unequivocally that they agreed with the Work Group recommendation and that was the only recommendation being presented.

Now I see that the last paragraph of the report is stating that the no build alternative may only be temporary, by saying that it is recommended only “at this time”. The paragraph also says that other jurisdictions have made their plans so as to link to the north and south termini of Corridor A, those termini being the King St. and Braddock Rd. Metro stations, which is essentially all that was left to be considered by the Work Group and the Transportation Commission other than the no build alternative. I understand that the Metro system operates between the two stations, so I cannot for the life of me understand why we need to add a new (and intrusive) mode of transportation between the two. If there is any benefit to be gained by some sort of rapid transit system, it is to move larger numbers of people by means other than surface vehicles. Metro does this – so I wonder why we would need a substitute for Metro operating where Metro already operates.

I, therefore, recommend that you adopt nothing more than the recommendation of the Work Group, which was the recommendation of the staff to the Transportation Commission and thereby put this entire needless exercise to rest once and for all time. Alternatively, you could adopt the no build alternative and leave a study of a circulator system for a future time.

Respectfully submitted,

Timothy S. Elliott

18
6-16-12

Jackie Henderson

From: Vicki Penn <vpenn@comcast.net>
Sent: Friday, June 15, 2012 7:00 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: fifth lane on Duke Street
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Fri Jun 15, 2012 07:00:16] Message ID: [40103]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Vicki
Last Name: Penn
Street Address: 52 S. French St.
City: Alexandria
State: VA
Zip: 22304
Phone: 703-751-4351
Email Address: vpenn@comcast.net
Subject: fifth lane on Duke Street

I understand that there is to be public hearing on June 16th regarding the creation of a fifth lane on Duke Street between Jordan St., and Wheeler Ave. I have lived in this neighborhood for 21 years and have very seldom if ever experienced a traffic jam in this portion of Duke St. unless there has been a serious accident. Going east, beyond Ft. Williams Pkwy. to Wheeler Ave., which is maybe a quarter of a mile, there is occasionally traffic backed up to get to Quaker Lane but certainly not west of Ft. Williams. To

Comments: take the service road, islands, trees, medians, etc. from Jordan to Cockrell Ave. is ridiculous. That portion of the roadway does not back up and you do not gain anything. Perhaps expanding the road from Cockrell to Taylor Run would make sense since that is always backed up during rush hour. If you are not going to expand that portion of the road, then what will you accomplish besides destroying the neighborhoods for those who live along Duke St.? For those cars making turns onto roads coming off of Duke

St., I have never waited longer than a minute to make a turn and traffic does not back up as a result of people making turns to any extent. To put in this turn lane at the expense of the destruction of the neighborhood aesthetics doesn't seem like the right thing to do. You will put home fronts right on the edge of a major road with no buffers in between. Not only will it look bad and decrease the value of those homes, I find it hard to believe that it also will not put those homes at risk from traffic accidents and then damage to personal property which I would think the City should then be liable for- additionally I find it hard to believe that in austere financial times the City can find money to do this project especially when it is not necessary for traffic flow. Surely there are more critical needs within the City! I find it amazing that T&ES reported that residents of this community were in favor of this development when they have never asked the neighborhood for their input or support, and the opposition that was presented back in January seems to have been completely ignored. You should not base your decision solely on the T&ES inaccurate representation of the community's position on this proposal.

Respectfully submitted for your consideration-

Vicki Penn

18
6-16-12

Jackie Henderson

From: Jeffrey Holt <jdholt1971@gmail.com>
Sent: Wednesday, June 13, 2012 10:09 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Master Transportation Plan Corridor A Language
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Wed Jun 13, 2012 10:08:58] **Message ID:** [40047]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Jeffrey
Last Name: Holt
Street Address: 423 N. Patrick St.
City: Alexandria
State: VA
Zip: 22314
Phone: 703-517-4939
Email Address: jdholt1971@gmail.com
Subject: Master Transportation Plan Corridor A Language

Thank you for your continued service and efforts to make Alexandria a city worth calling home. As an active-duty military member and homeowner on Patrick Street North, I followed the Corridor A proceedings over the past year during my deployment to Afghanistan with great interest. I am writing to ask you how many meetings it will take to re-affirm the decisions of the planning commission on the no-build option for Corridor A? A commission of experts has reached a no-build decision repeatedly. The idea of using Route 1 as a high-capacity corridor through Old Town is dangerous, de-values homes, damages neighborhood dynamics and degrades the historic aspects of Old Town that are the main draw for both tourism and homebuyers. The fact that the language has not already officially been removed reeks of interests outside of Old Town and Alexandria. In your meeting tonight, please keep that in mind. You are representing the people of Alexandria. You are representing people like me that are willing to pay over \$600,000 for tiny homes on an already congested street. I bought my home knowing

that I would be living on a busy street, and I was fine with it because we have parking on both sides of the street and my block has a sense of community that I have never experienced anywhere else in the country. I am one of the Old Town residents greatly impacted by any decision regarding transportation Route 1 and I appreciate the response of lawmakers who take their constituents' interests to heart. I also appreciate that you are willing to listen to the opinions of the public on this matter. I have yet to hear one Old Town resident in favor of using Route 1 as a high-capacity corridor, so if the idea doesn't appeal to any residents of Old Town, then how could it possibly be in our interest and who, in reality, would it actually benefit? I look forward to the summary and rationale of your decisions on 16 June to the public.