

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 19, 2002

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: PHILIP SUNDERLAND, CITY MANAGER

SUBJECT: BUDGET MEMO # 30: BRADDOCK ROAD IMPROVEMENTS

In the summer and fall of 2000, the Department of Transportation and Environmental Services (T&ES) held a series of meetings with the community (residents from Rosemont, Del Ray, Inner City and Colecroft attended the meetings, as well as Planning & Zoning and Parks and Recreation staff attended). The meetings were prompted by community concerns relating to the Virginia Department of Transportation (VDOT) widening project along Braddock Road between Mt. Vernon Avenue and West Street. Issues included pedestrian safety, intersection design of Braddock Road at West Street and Mt. Vernon Avenue, as well as landscaping and parking issues.

The group developed several alternative concepts and listed below are the three finalists:

Concept A - Retain the existing six-foot median and two lanes of traffic in each direction and modify the intersection of Mt. Vernon Avenue and Braddock Road, as well as the intersection of Braddock Road and West Street;

Concept B-1 - Modify the existing median to twelve feet, retain two travel lanes in each direction, and redesign the aforementioned intersection (see attached concept rendering).

Concept B-2 - Modify the existing median and convert the existing two lane each direction roadway to a single lane each direction with on-street parking.

Due to safety and operational concerns with the conversion of the facility to one lane each direction, the group preferred to eliminate B-2, and Concept A was deemed less beneficial as to landscaping and pedestrian safety. Alternate B-1 kept the two lanes in each direction between Mt. Vernon Avenue and West Street but modified the streets at the intersections. Alternate B-1 was the favored alternate although there was discussion that the group wanted to be involved with further design. The continuous right turn in front of Colcroft was eliminated and the radial return on the other side of the West St./ Braddock Road intersection (along the Metro) was altered to make it more pedestrian friendly while accommodating existing transit needs. The

proposed 12-foot median would be replanted to accommodate large trees and promote better pedestrian refuge at the crosswalk serving the plaza, as well as the trail to Metro crosswalk.

It was discussed that the concept would need further community input during the design process and that the design issue would be considered during the FY 2003 budget process. During the preparation of this year's FY 2003 to FY 2008 Capital Improvements Program (CIP), funding of \$1.7 million was considered, but because it was ranked as a lower priority in comparison to other capital projects, it was not funded in this year's CIP. A concept design would cost \$150,000 and a better preliminary estimate for construction can be determined in the design phase.

Attachment: Concept B-1 rendering

Staff: Mark Jinks, Assistant City Manager
Rich Baier, T&ES Director
Morgan Routt, OMB Analyst

Ultimate Configuration Preferred Alternate

Note: Keep Existing Curb

Note: Match Existing Curb

Braddock Road

Wylie St.

West St.

Mount Vernon Ave.

