

# City Council Retreat

November 3, 2001

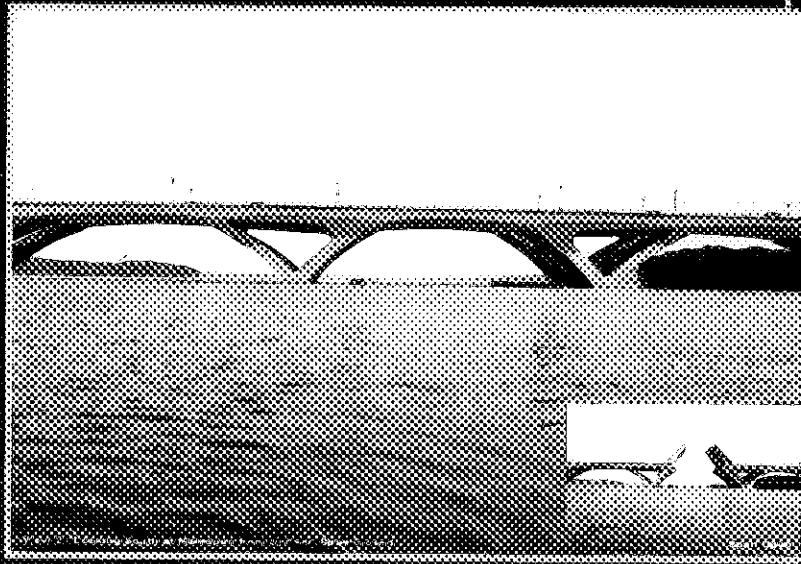
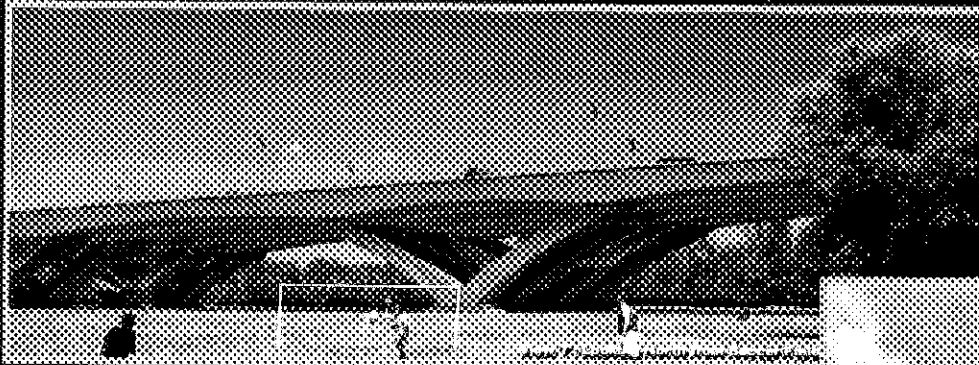
## Department of Transportation and Environmental Services Projects Update

- Woodrow Wilson Bridge
  - Monroe Avenue Bridge
  - Eisenhower Avenue-to-Duke Street Connector
  - Comprehensive Transportation Policy and Program
    - Traffic Calming



By Richard J. Baier, Director

# Woodrow Wilson Bridge Update



# Woodrow Wilson Bridge

Time Line for Contracts and Events 2001 - 2007

| Contracts                | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
|--------------------------|------|------|------|------|------|------|------|
| Foundations              | █    |      |      |      |      |      |      |
| Superstructure           |      | █    |      |      |      |      |      |
| Ground Stabilization     |      | █    |      |      |      |      |      |
| Demolition               |      | █    |      |      |      |      |      |
| Tie-In                   |      |      | █    |      |      |      |      |
| Route 1 Interchange      |      |      |      | █    |      |      |      |
| Events/Decisions         |      |      |      |      |      |      |      |
| South Street Closing     |      | █    |      |      |      |      |      |
| Noise Abatement Measures |      | █    |      |      |      |      |      |



# Woodrow Wilson Bridge

Foundations Contract – May 2001 – Spring 2003

- Construction of 53 of the 64 piers and the driving of 1000 of the 1608 piles in Jones Point Park and the Potomac River.
- Under the Foundations Contract, pile driving in Jones Point Park completed by the end of 2001, and continuing in the Potomac River until early 2003.
- Work is three weeks behind schedule; contractor is working on Sundays in the Potomac River to catch up.



# Woodrow Wilson Bridge

Superstructure Contract – December 2001 –  
December 2006

- **Construction of the new twin span bridge, deck, and operator's tower which includes:**
  - Demolition of the old bridge when the outer loop of the new twin span bridge is completed.
  - Construction of the remaining 11 piers (608 piles) and the new inner loop bridge.
  - Signing and marking of the new bridge.



# Woodrow Wilson Bridge

Summary of Pile Driving and Pier Construction in Jones Point Park and the Potomac River for the Entire Project

|                              | Foundations Contract |                  | Superstructure Contract |                  |
|------------------------------|----------------------|------------------|-------------------------|------------------|
|                              | Piers                | Piles            | Piers                   | Piles            |
| Jones Point Park (JPP) Piers | 10                   | 362 (Concrete)   | 10                      | 362 (Concrete)   |
| Jones Point Park Abutment    |                      |                  |                         | 132 (Concrete)   |
| Potomac River Piers*         | 43                   | 638 (Steel Pipe) | 1                       | 12 (Steel Pipe)  |
| Maryland Abutment            |                      |                  |                         | 102 (Steel Pipe) |
| <b>Total</b>                 | <b>53</b>            | <b>1000</b>      | <b>11</b>               | <b>608</b>       |

\*Includes 4 piers, 60 piles at water's edge in JPP and subject to JPP time restriction.



# Woodrow Wilson Bridge

## Ground Stabilization Contract – December 2001 – June 2003

- Increase the strength of the soil for construction by compressing and removing moisture from marine clay.
- Requires trucking in 400,000 tons of soil to the Route 1 Interchange area and major utility relocation.
- Contract for construction of the Route 1 Interchange begins August 2003 and ends April 2007.



# Woodrow Wilson Bridge

Building Demolition Contract – February 2002  
– October 2002

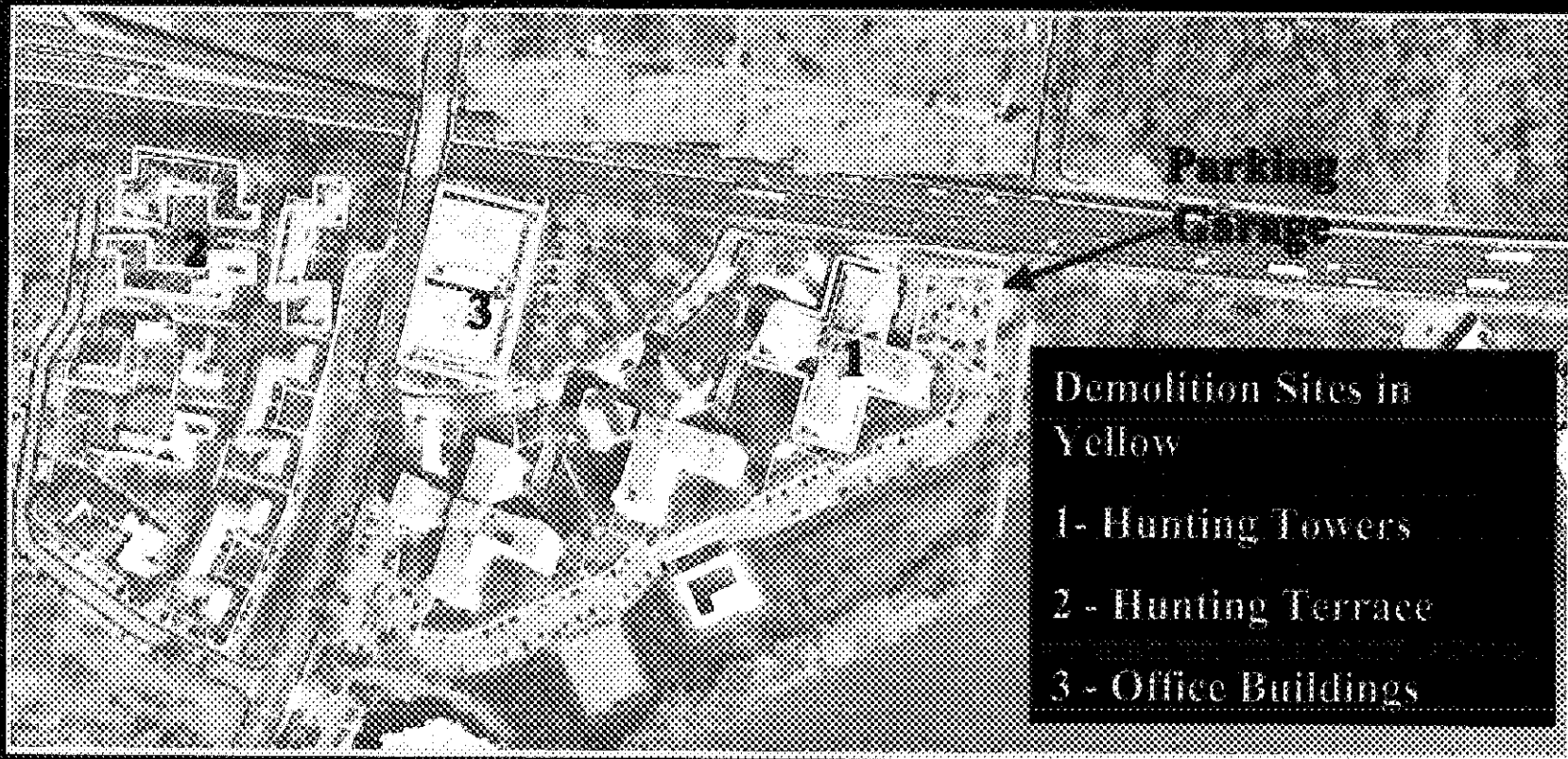
- Includes one Hunting Towers Building (#3), three Hunting Terrace buildings, and two office buildings.
- As of mid-October, approximately 300 relocations had occurred, which is about 87% of the total.





# Woodrow Wilson Bridge

Demolition Contract 2002 (One Hunting Towers Building, Three Hunting Terrace Buildings, and Two Office Buildings)



# Woodrow Wilson Bridge

Tie-In Contract- October 2002 to  
January 2005

- **Connects the existing Virginia Beltway to the newly constructed outer loop bridge and includes:**
  - Relocation of all traffic from old Bridge to outer loop of the new Bridge.
  - Construction of Urban Deck and South Washington Street streetscape.
  - Existing Freedmen's Cemetery Restoration.



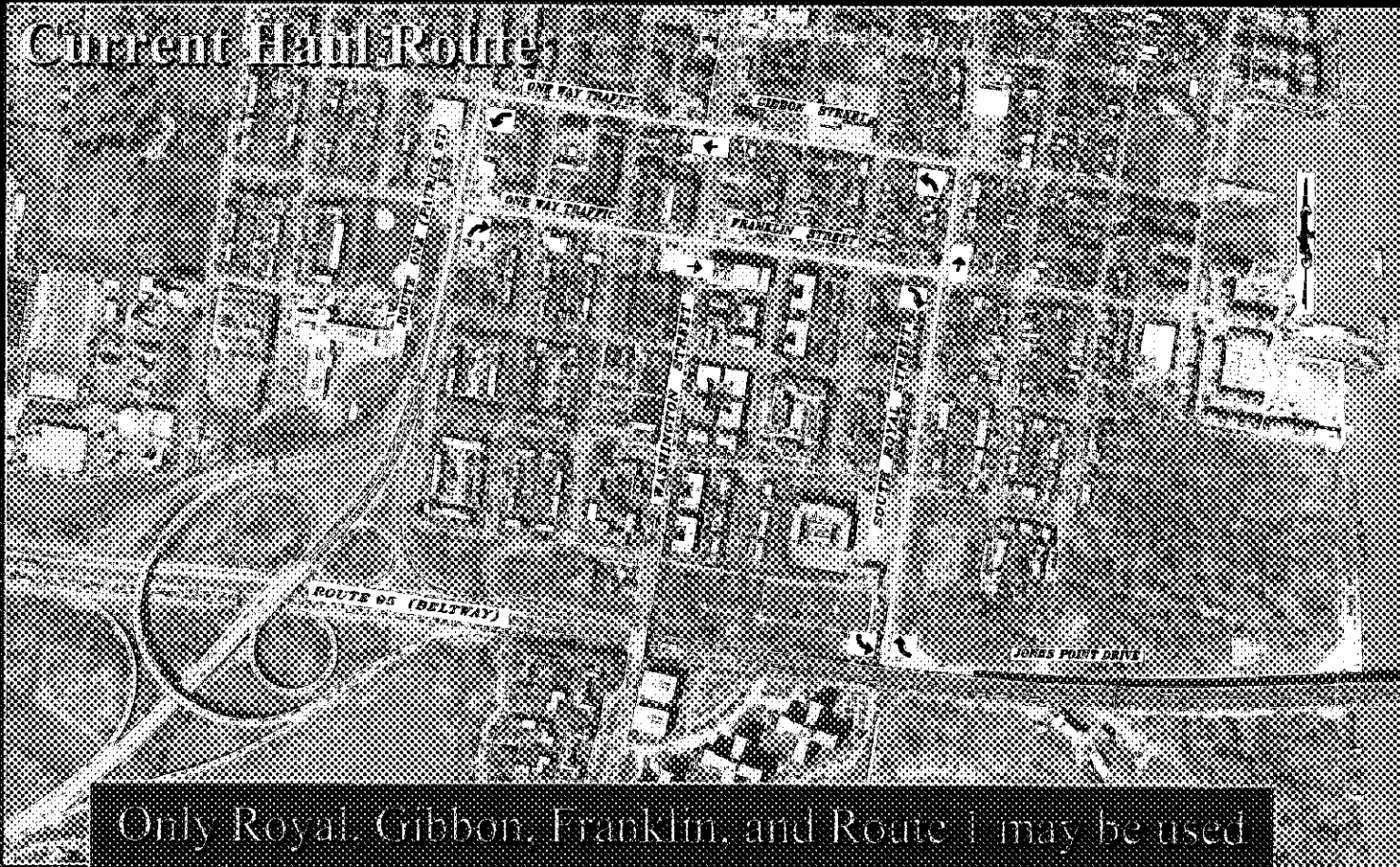
# Woodrow Wilson Bridge

## Bridge Project Proposed Closing of South Street

- City awaiting traffic study from the Bridge Project to determine the impact of the closing of South Street.
- Bridge Project plan calls for keeping South Street open only to emergency vehicles, pedestrians and bicyclists.
- If South Street is closed, City staff would work with St. Mary's School to determine alternate transportation route, since 60% of children come from south of Alexandria.
- Process: Bridge Project submits request to close the street. Request submitted to the Traffic and Parking Board in November, Planning Commission (if it is considered as part of a vacation) and to City Council.



# Woodrow Wilson Bridge



# Woodrow Wilson Bridge

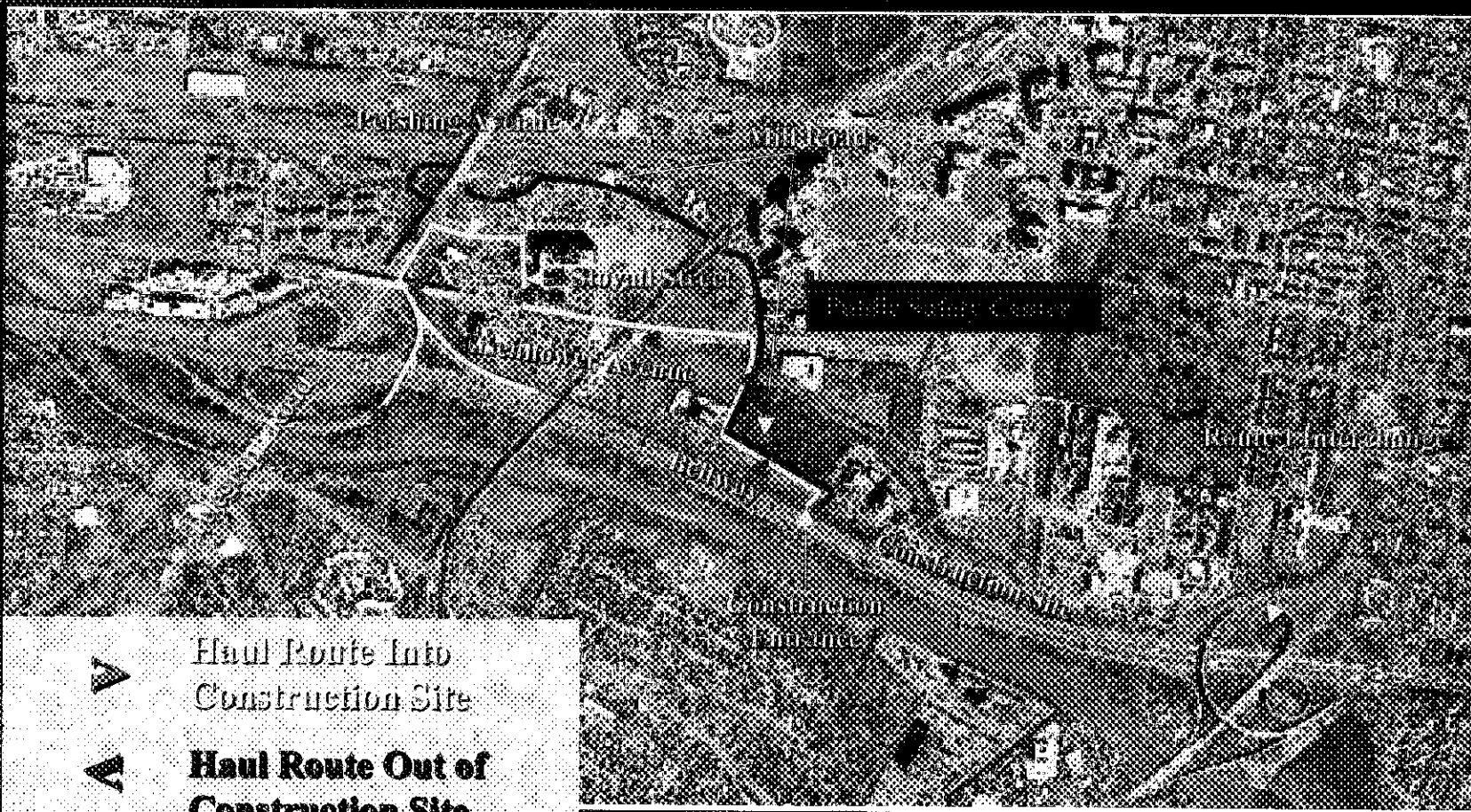
Proposed Haul Route for Demolition and Tie-in  
Contracts



*Transportation & Environmental Services*

# Woodrow Wilson Bridge

## Proposed Haul Route for Remedial Ground Stabilization Contract



- ▼ Haul Route Into Construction Site
- ▲ Haul Route Out of Construction Site



# Woodrow Wilson Bridge Noise Abatement

- Residents west of Washington Street agreed to concept of noise walls for Patrick Street and Church Street extending to South Washington Street.
- VDOT's final decision on Noise Mitigation east of Washington Street, which may include extending the barrier wall on the bridge 1300 feet and/or in-structure improvements, is pending.
- Noise mitigation proposals for properties south of the Beltway (Hunting Towers, Hunting Terrace, Porto Vecchio) are still pending.



# Woodrow Wilson Bridge

Proposed Location of Noise Walls for Patrick Street and Church Street





# Woodrow Wilson Bridge

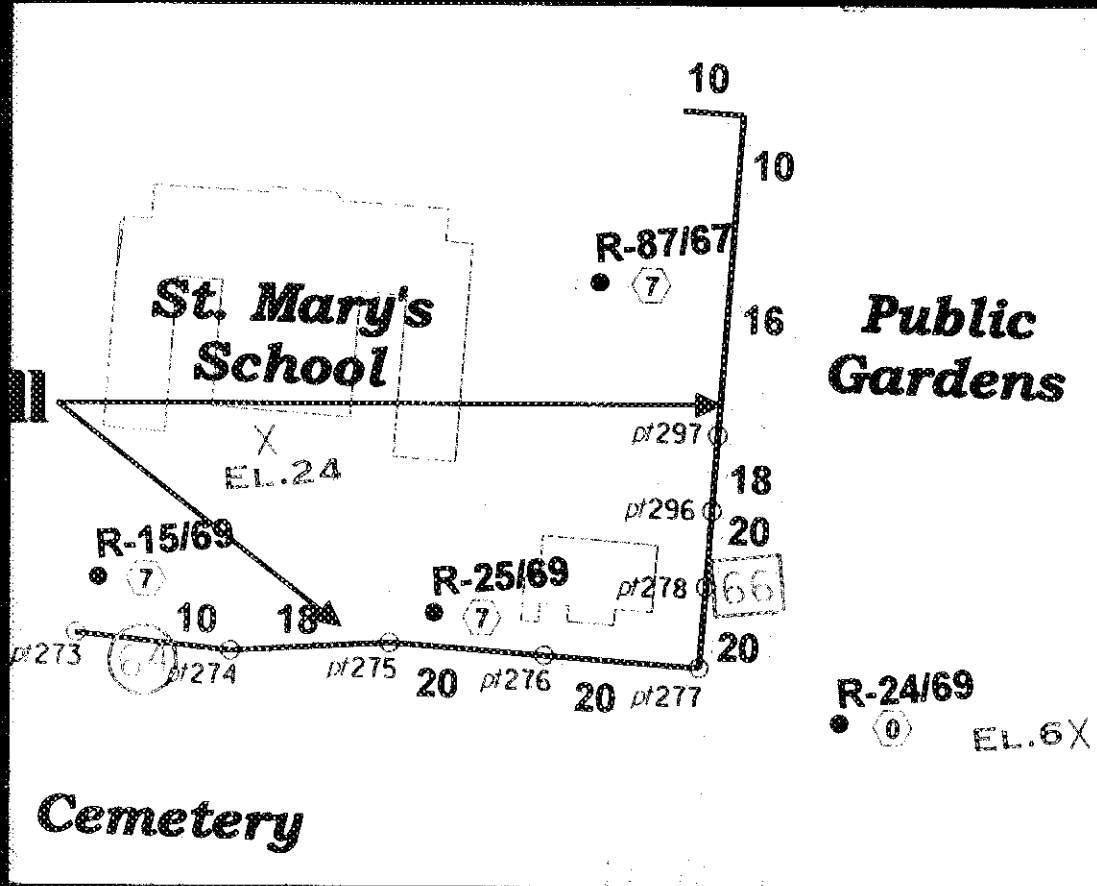
## Extending the Noise Barrier Wall on the Woodrow Wilson Bridge

- **Provides Effective Noise Abatement for:**
  - Yates Gardens
  - St. Mary's School
- **VDOT's Major Concerns:**
  - Aesthetic Impacts (blocks view, alters Bridge image)
  - Possible Safety Issues
    - Bike and Pedestrian Way
    - Tunnel Effect
  - Impact on Roadway Maintenance



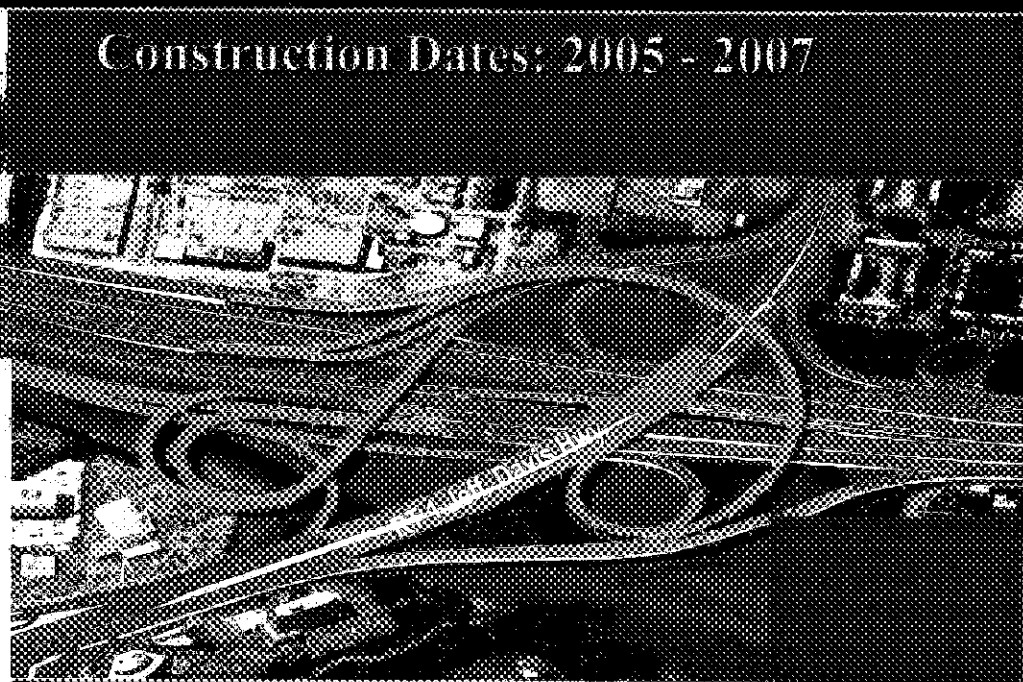
# Woodrow Wilson Bridge

## VDOT's Proposal for Noise Barrier around St. Mary's School



# Woodrow Wilson Bridge Mill Road Connector

Construction Dates: 2005 - 2007



- **Connects Mill Road with future Beltway express lanes.**
- **Elevated ramps to cross Public Safety Center (PSC) frontage.**
- **Parking spaces will be available below the ramps for PSC employees at completion.**
- **PSC access and parking are ongoing issues.**
- **Major utility relocations required.**



# Woodrow Wilson Bridge Neighborhood Task Force

- Created by City Council in June 2000 to monitor construction impacts on residents and to advocate measures to mitigate negative impacts.
- Adopted the “Good Neighbor” Policy requiring contractors to:
  - Use the smallest possible construction footprint;
  - Limit hours of construction and pile driving in Jones Point Park;
  - Use quieter, more efficient pile driving hammers;
  - Protect the City’s streets by designating haul routes and requiring City permits for hauling materials;



# Woodrow Wilson Bridge Neighborhood Task Force

- Prohibit parking or storage of materials on City streets and medians; and
  - Prohibit truck traffic in front of St. Mary's School and Lyles-Crouch Traditional Academy when students are being dropped off and picked up.
- 
- Prepared the Woodrow Wilson Bridge Brochure "Protect Our Community," which was mailed to over 7,000 households in the Project area.
  - Currently monitoring the noise issues and aggressively advocating for effective mitigation measures.



# Monroe Avenue Bridge Project

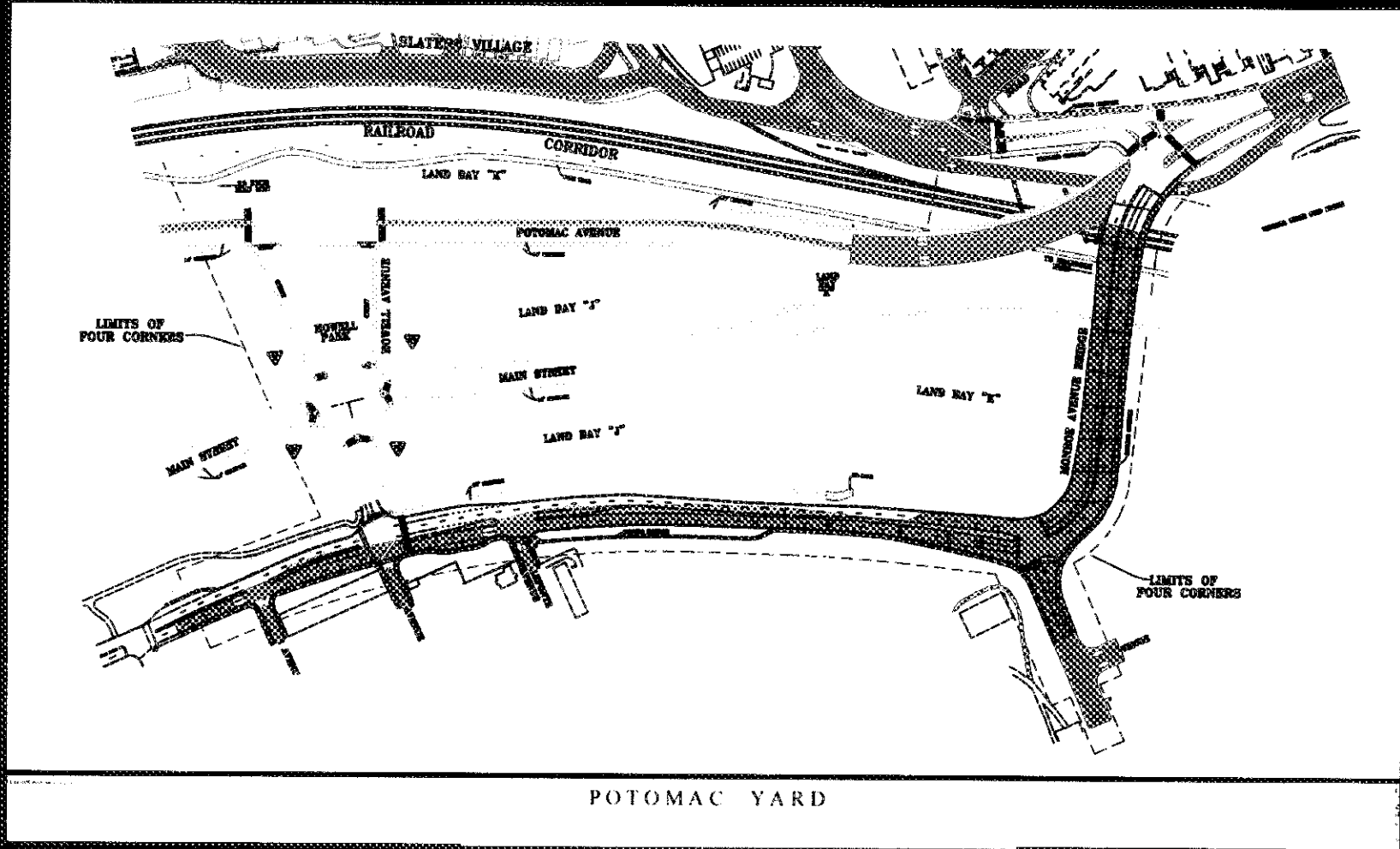
City Council approval in 1999 of Potomac Yard Development included:

1. A “Concept Plan” which keeps the existing Monroe Avenue Bridge and adds a new connection with Potomac Avenue at Slater’s Lane.
2. An “Alternative Concept Plan” which replaces and realigns the existing Monroe Avenue Bridge.



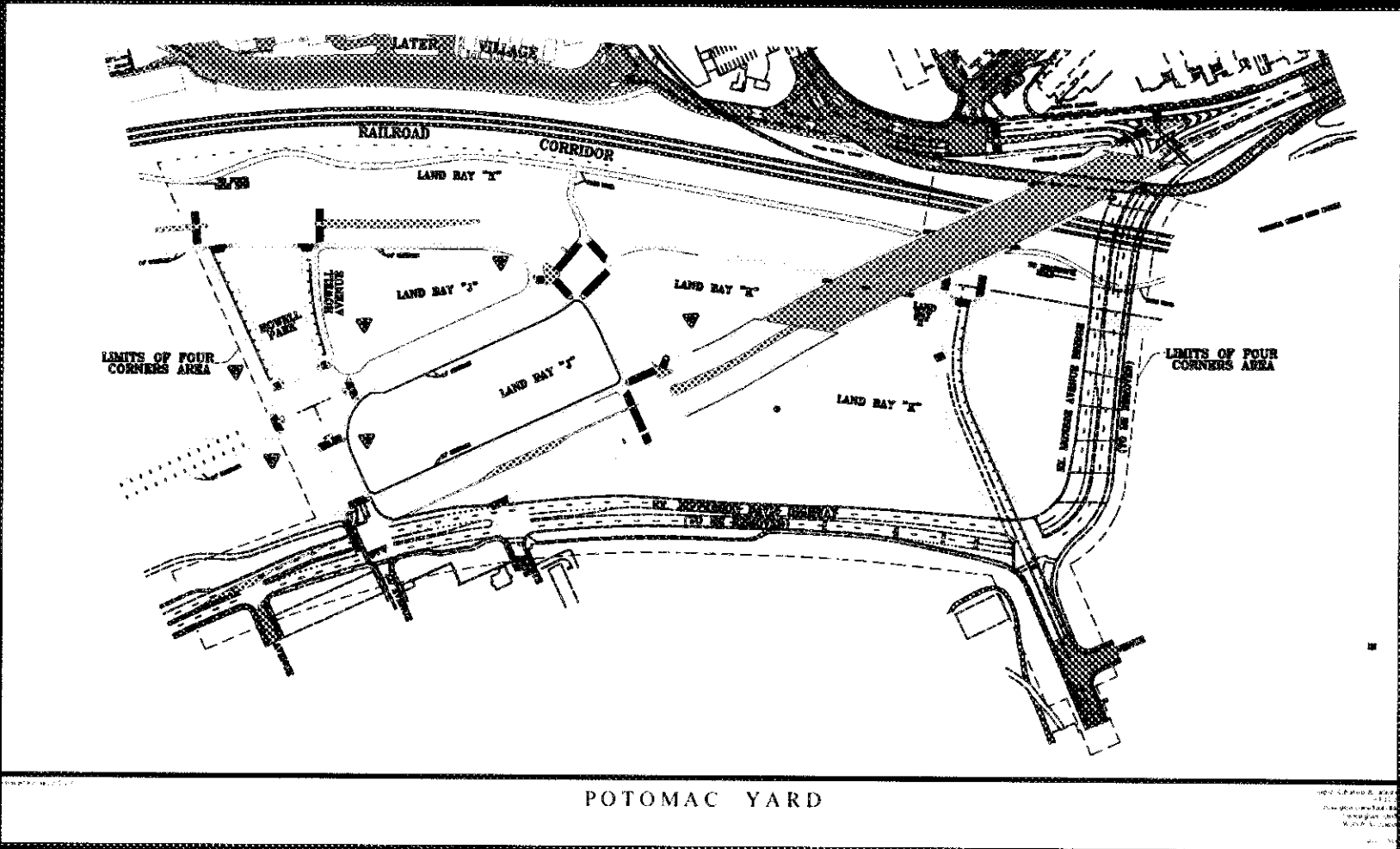
# Monroe Avenue Bridge Project

Concept Plan - Existing Bridge Remains



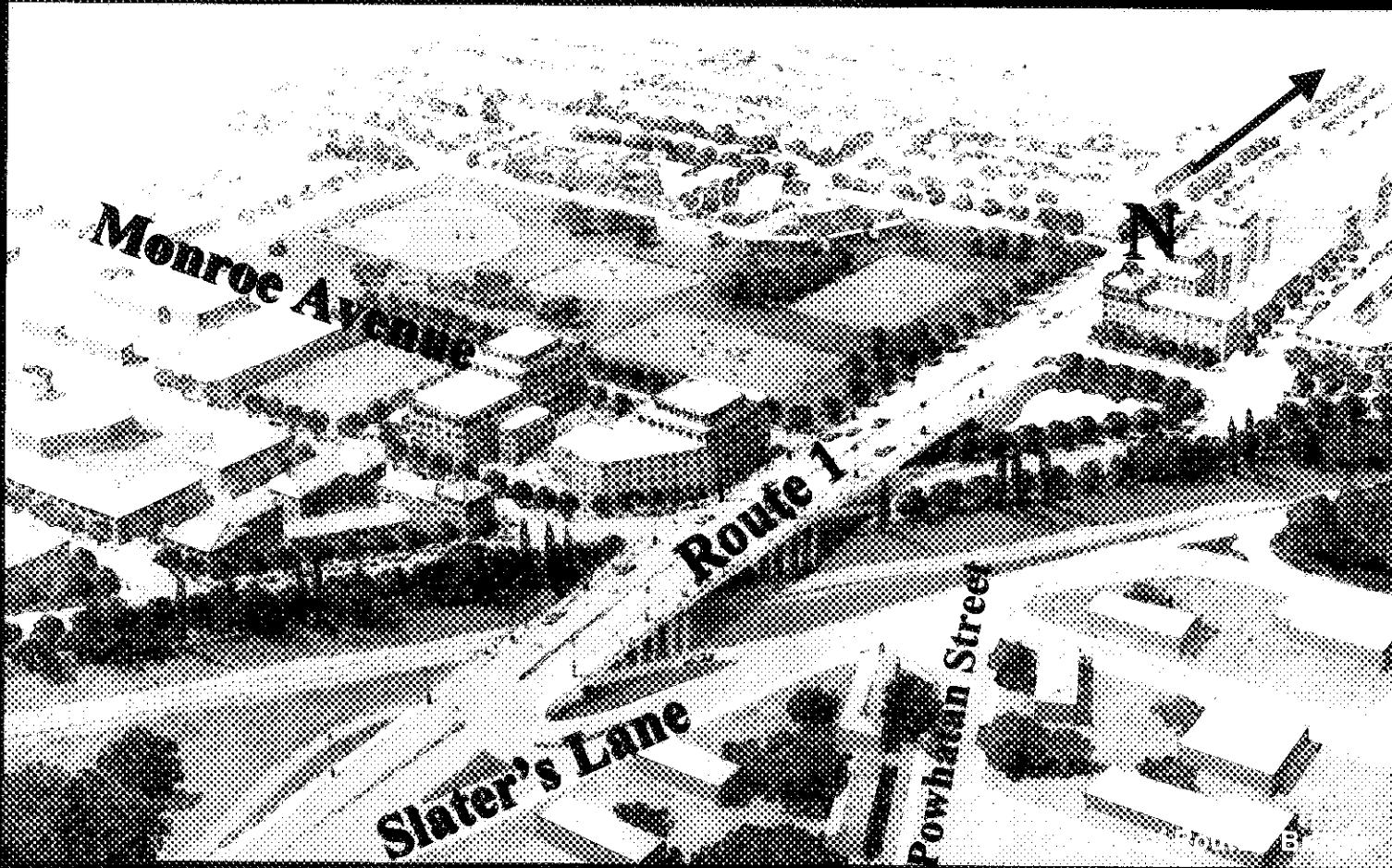
# Monroe Avenue Bridge Project

## Alternate Concept Plan - Straightened Alignment

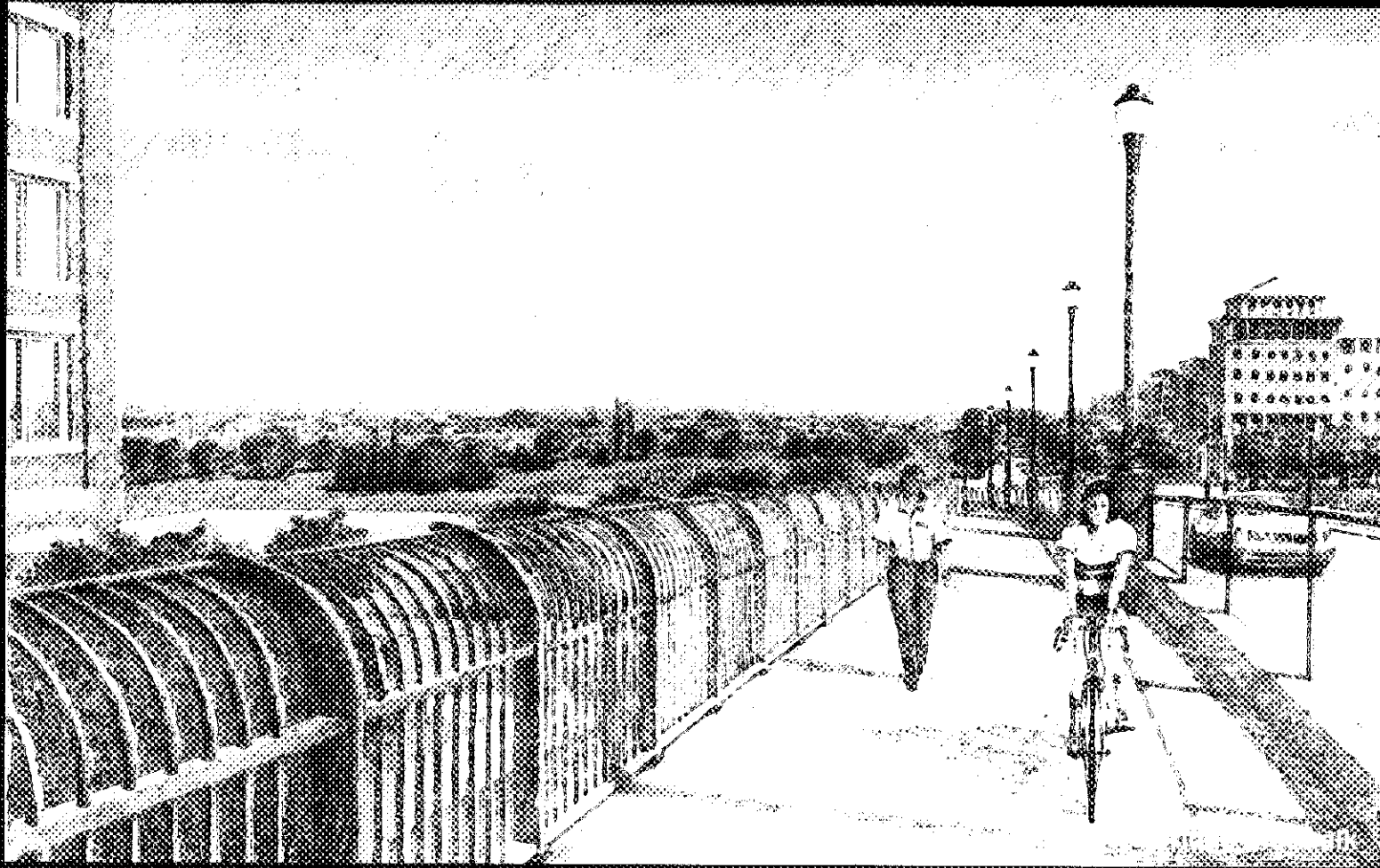




# Rendering of Straightened Route 1



# Rendering of Straightened Route 1



# Monroe Avenue Bridge Project

## Decision Timeline

- Developer to provide City with cost estimates for both concept plans by mid-November.
- City has up to 150 days to approve cost estimates (can be extended as needed to resolve differences).
- Once cost estimates are approved, City has 90 days to determine whether to assume responsibility for the cost difference between the “Concept Plan” and the “Alternate Concept Plan.”
- Staff to present City Council with financial plan and staff recommendation in mid to late 2002.
- \$29 million programmed in VDOT’s Six Year Plan.



# Monroe Avenue Bridge

## Construction Timeline

If City Council approves the "Alternate Concept" Financial Plan, then the "Concept Plan" is no longer viable and the actual construction of the bridge is triggered by any one of the following events:

- 800,000 sq. ft. of office development.
- 1,750,000 sq. ft. of any development within the Coordinated Development District (CDD).
- 3,250,000 sq. ft. of any development within the CDD of the City and/or the Arlington County portion of the Potomac Yard development.

If City Council does not approve the "Alternate Concept Plan," the "Concept Plan" remains the operative plan.



# Eisenhower Avenue-To-Duke Street Connector



# Eisenhower Avenue-To-Duke Street Connector

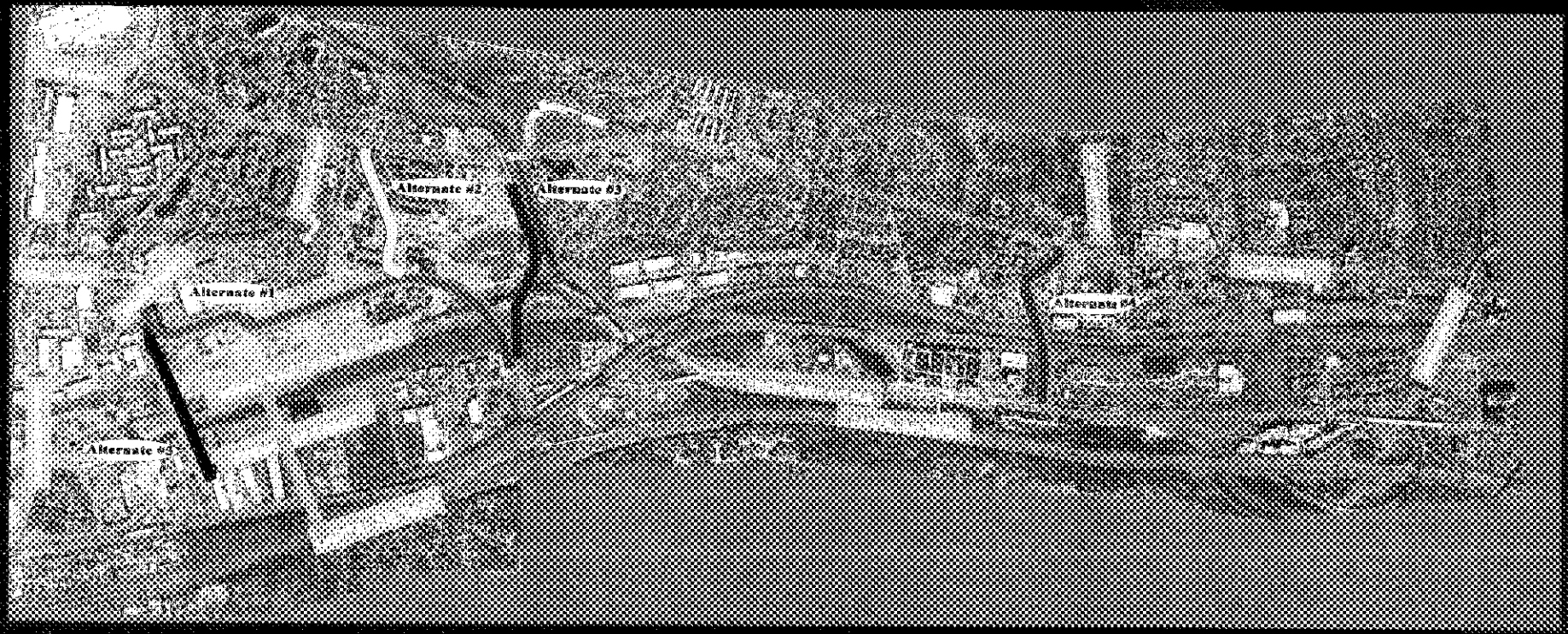
## Overview of Issues

- **Traffic Projections**
- **Why Alexandria May Need a Connector**
- **Challenges Associated with a Connector**



# Eisenhower Avenue-To-Duke Street Connector

Five Alternatives from the 1993 VDOT Environmental Assessment



# Eisenhower Avenue-To-Duke Street Connector Task Force

City Council Created Task Force in  
March 2001 to do the Following:

- Review Alternate 5.
- Review No Build Alternative.
- Review additional alternate alignments to Duke Street that may be feasible between Telegraph Road and South Van Dorn Street.
- Analyze each of the above alternates from an economic development, environmental, traffic, neighborhood impact and financial standpoint and make recommendations to City Council no later than June 2002.





# Eisenhower Avenue-To-Duke Street Connector Task Force

Attendees at Citizen Information Meeting on  
September 26, 2001

**In or Near Study Area**

Study Area

**Outside Study Area**

Carlyle • Del Ray • Hall Place • Kingstowne (Fairfax County)  
Lynhaven • Old Town North • Palmer Place • Seminary Hill  
Seminary Road • Attorney • Developer • VDOT



# Eisenhower Avenue-To-Duke Street Connector Task Force



The six connector alternates selected by the Task Force on October 4, 2001, for in-depth analysis, in addition to the “no-build” alternative.



# Eisenhower Avenue-To-Duke Street Connector Task Force

## Description of the Six Connector Alternates Currently Undergoing Analysis

- A1 –Similar to the 1993 Environmental Assessment (EA) alternate #5. Begins on the north at the intersection of Pickett Street and Edsall Road; follows the road that leads to the entrance to Cameron Station; turns slightly west to run along the western edge of the Armistead L. Boothe Park to minimize the impact on the park; crosses the CSX and Metro tracks and terminates on Eisenhower Avenue just to the east of the Waste-to-Energy facility.
- A2 –Similar to A1 except for the northern termini. Begins on Pickett Street south of the intersection with Edsall Road to avoid the park; goes through the commercial buildings and a portion of the asphalt plant before crossing the CSX and Metro tracks; and ends at the same Eisenhower termini as A1.



# Eisenhower Avenue-To-Duke Street Connector Task Force

## The Six Connector Alternates Currently Undergoing Analysis (cont.)

- B1 –Similar to the 1993 Environmental Assessment (EA) alternate #3. Uses the existing interchange in the Cameron Station area, runs south along the eastern edge of Ben Brenman Park and finishes on Clermont Avenue. Traffic going north to east will use a ramp which connects with the bridge over Holmes Run.
- B2 –Similar to B1, except traffic going north to east will use a ramp which connects with Wheeler Avenue.
- C –Similar to EA alternate #4 (referred to as the Bluestone Connector). Uses the intersection of Wheeler and Duke Street as the northern termini; uses some portion of the roadway along the City maintenance facility (to minimize impacts), and crosses the CSX and Metro rail lines to connect with Bluestone.



# Eisenhower Avenue-To-Duke Street Connector Task Force

## The Six Connector Alternates Currently Undergoing Analysis (cont.)

- **D** – Uses the intersection of Roth and Duke Streets as the northern termini. Runs straight across the CSX and Metro rail lines, and across the current Woodrow Wilson Bridge VDOT staging area to Eisenhower Avenue.



# Eisenhower Avenue-To-Duke Street Connector Task Force

## Remainder of Task Force Study Schedule

- Six Connector Alternates and “No-Build” Analysis – October 2001 - January 2002.
- Second Citizen Information Meeting - February 2002.
- Task Force Develops Conclusions and Recommendations - March - April 2002.
- Task Force forwards report to City Council – June 2002.
- If City Council approves a connector alternate, the earliest construction could begin is four to five years from the date of Council’s approval.



# Comprehensive Transportation Policy and Program

On April 21, 2001, City Council authorized staff to proceed with the development of a Citywide Comprehensive Transportation Policy and Program.



# Comprehensive Transportation Policy and Program

The Goals for a Citywide Comprehensive Transportation Policy & Program are as follows:

- Protect the quality of life in residential neighborhoods by keeping through traffic moving efficiently on City arterials and primary collectors and off local streets;
- Define the primary function of the City's major roadways as carriers of vehicles traveling through the City or as carriers of local traffic, and develop measures that increase the efficiency and possibly the capacity of defined roadways; and
- Reduce the number of vehicles on City roadways by means of public transportation, car pooling and other forms of non-vehicle transportation.





# Comprehensive Transportation Policy and Program

## Study Phases

- Phase I      Collect Data and Assess Conditions.
- Phase II     Identify Transportation Improvements and Actions.
- Phase III    Develop a Transportation Policy and Program.
- Phase IV    Implement the Transportation Program and Evaluate the Results.

*Phases I – IV will take approximately 30 months, with completion of Phase IV by January 1, 2004, and implementation of the transportation program starting in FY 2005.*



# Comprehensive Transportation Policy and Program

## Immediate and Continuing Improvements

### Traffic:

- Conduct annual traffic signal re-timing to focus on east/west travel corridors that serve employment centers, e.g., traffic signal progression on Duke Street.
- Put video cameras at designated intersections to count vehicles.
- Install better directional signage, including internally illuminated signs.
- Assess current HOV lanes and time restrictions such as the HOV lanes on Washington Street.
- Review by Police and T&ES to continue and expand Gridlock Reduction Intervention Program (GRIP).



# Comprehensive Transportation Policy and Program

## Immediate and Continuing Improvements

### Transit:

- Increase bike and pedestrian access to metro stations.
- Provide signal pre-emption for buses on appropriate routes.
- Identify new DASH circular route serving metro stations and activity centers.
- Install information kiosks for bus schedules, metro information.
- Acquire property for expansion of DASH.



# Comprehensive Transportation Policy and Program

## Immediate and Continuing Improvements

### Pedestrian:

- Increase visibility of crosswalks, e.g., in-pavement lighting.
- Expand the use of countdown pedestrian signals.
- Install audible pedestrian signals.
- Consider extending the no parking area at intersections of high pedestrian activity to improve visibility and safety.

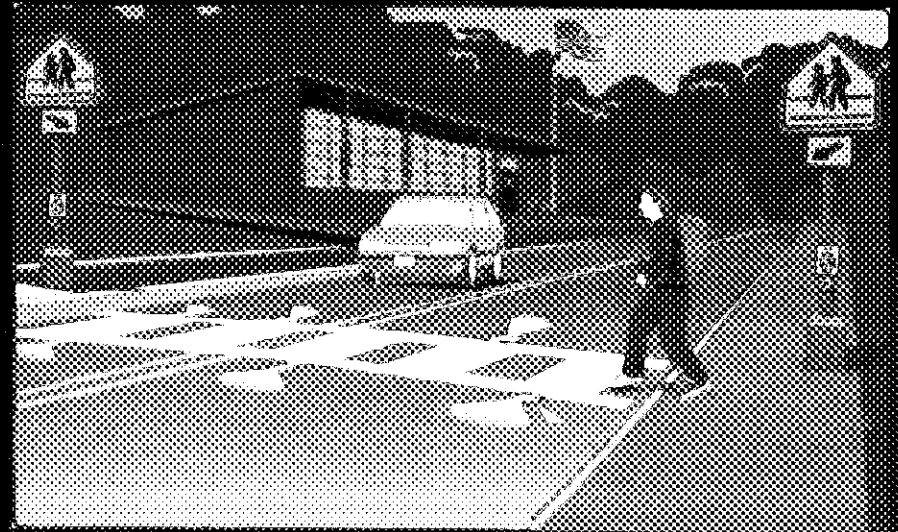


# Comprehensive Transportation Policy and Program

## Immediate and Continuing Improvements



Countdown Pedestrian Signal

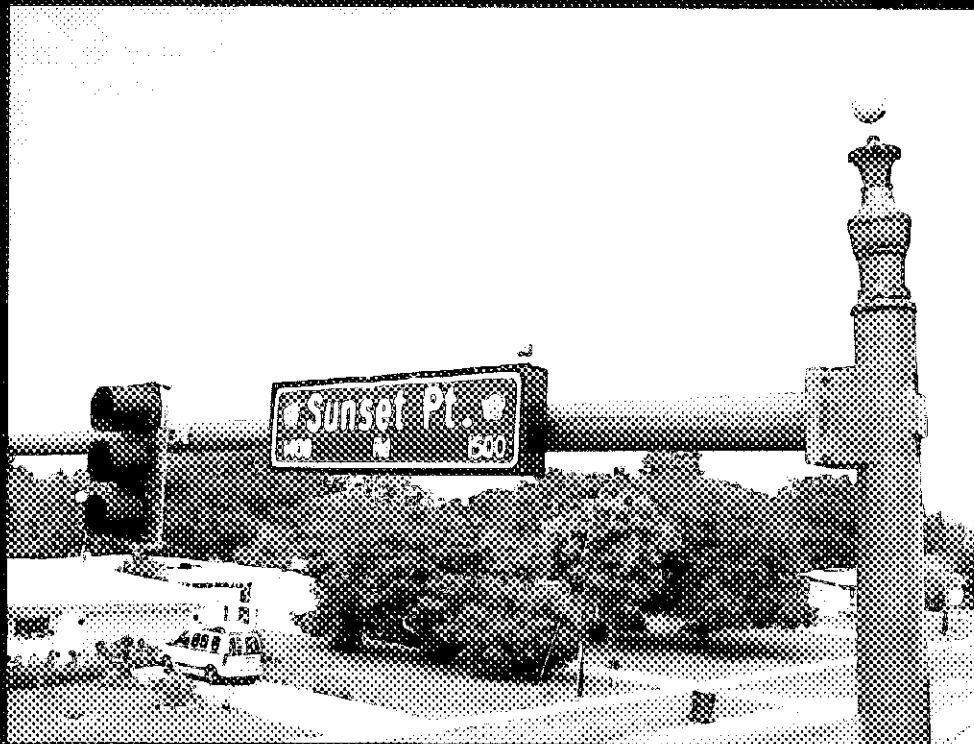


In-pavement Lighting



# Comprehensive Transportation Policy and Program

## Immediate and Continuing Improvements



Internally Illuminated Street Signs



# Traffic Calming Initiatives

- Traffic calming is a combination of measures that reduces the impact of motor vehicles on residential streets by altering driver behavior which results in a better quality of life for the neighborhood.
- The primary goal of traffic calming is speed reduction and secondarily volume reduction on our local streets.
- Reductions in speed of 5-10 mph are typical for the type of speed tables we are installing.



# Traffic Calming Initiatives

## Criteria for evaluating the need for traffic calming measures

- Speed of traffic – Does the average vehicle speed exceed the posted limit by 5 –10 mph?
- Volume of traffic – Does the street have a higher volume of traffic than a comparably classified street in the immediate area?
- Number of crosswalks – What is the potential for pedestrian/vehicle conflicts?
- Number of pedestrians crossing the street – Are there large numbers of pedestrians crossing the street at various times of the day and are sidewalks available on both sides of the street?
- Number of accidents – How many accidents have occurred within a specified period of time, and what is the nature of those accidents?
- Proximity to schools- Is the street on a school walk route?





# Traffic Calming Initiatives

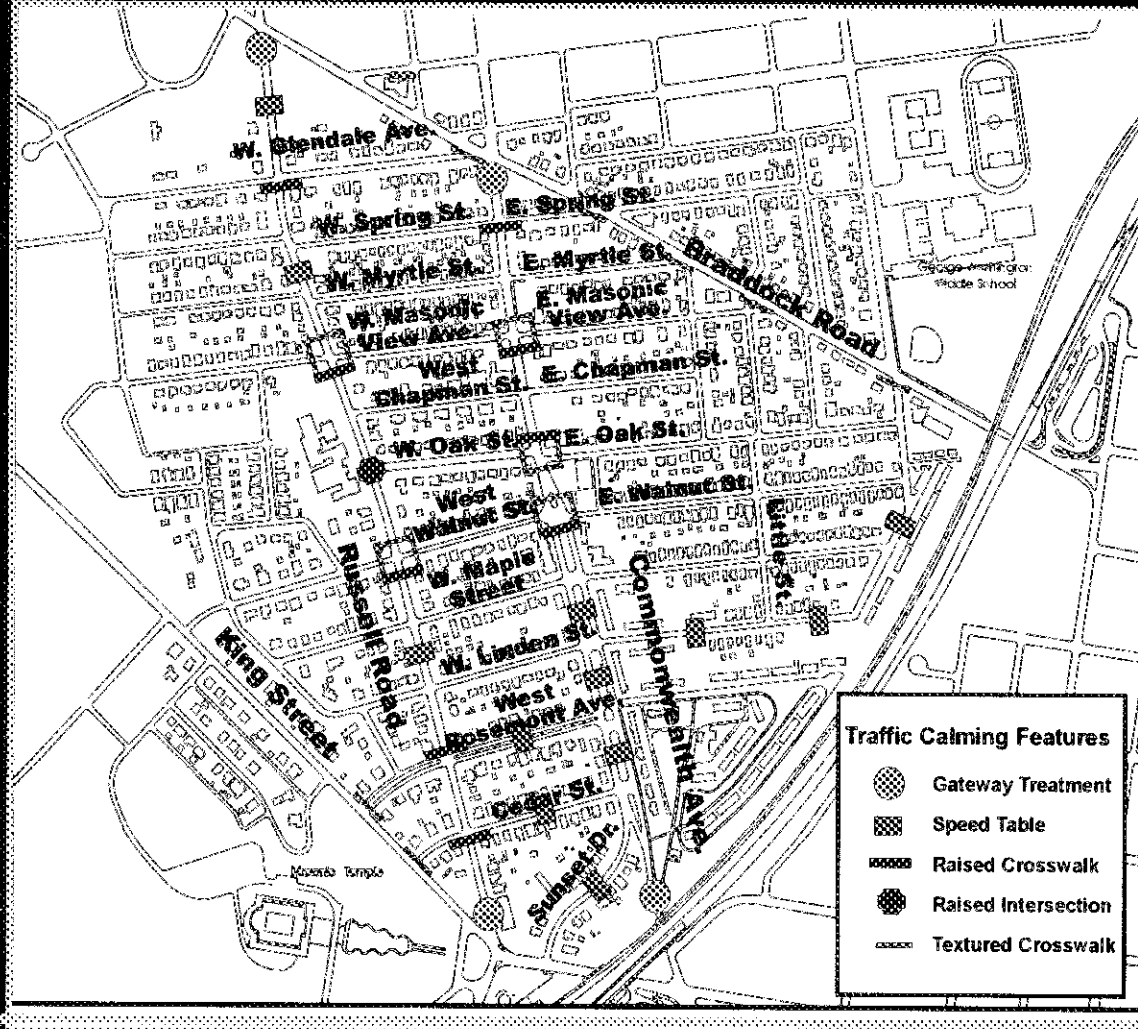
Traffic Calming devices have been installed in the following neighborhoods:

- Rosemont (Russell Road and Commonwealth Avenue between King Street/Cameron Street and Braddock Road)
- Del Ray (400 and 500 blocks of East Monroe Avenue)
- Northridge (1400 and 1600 blocks of Crestwood Drive)
- Parkfairfax (1000 – 1200 blocks of Martha Custis and Valley Drives – in front of Charles Barrett Elementary School)



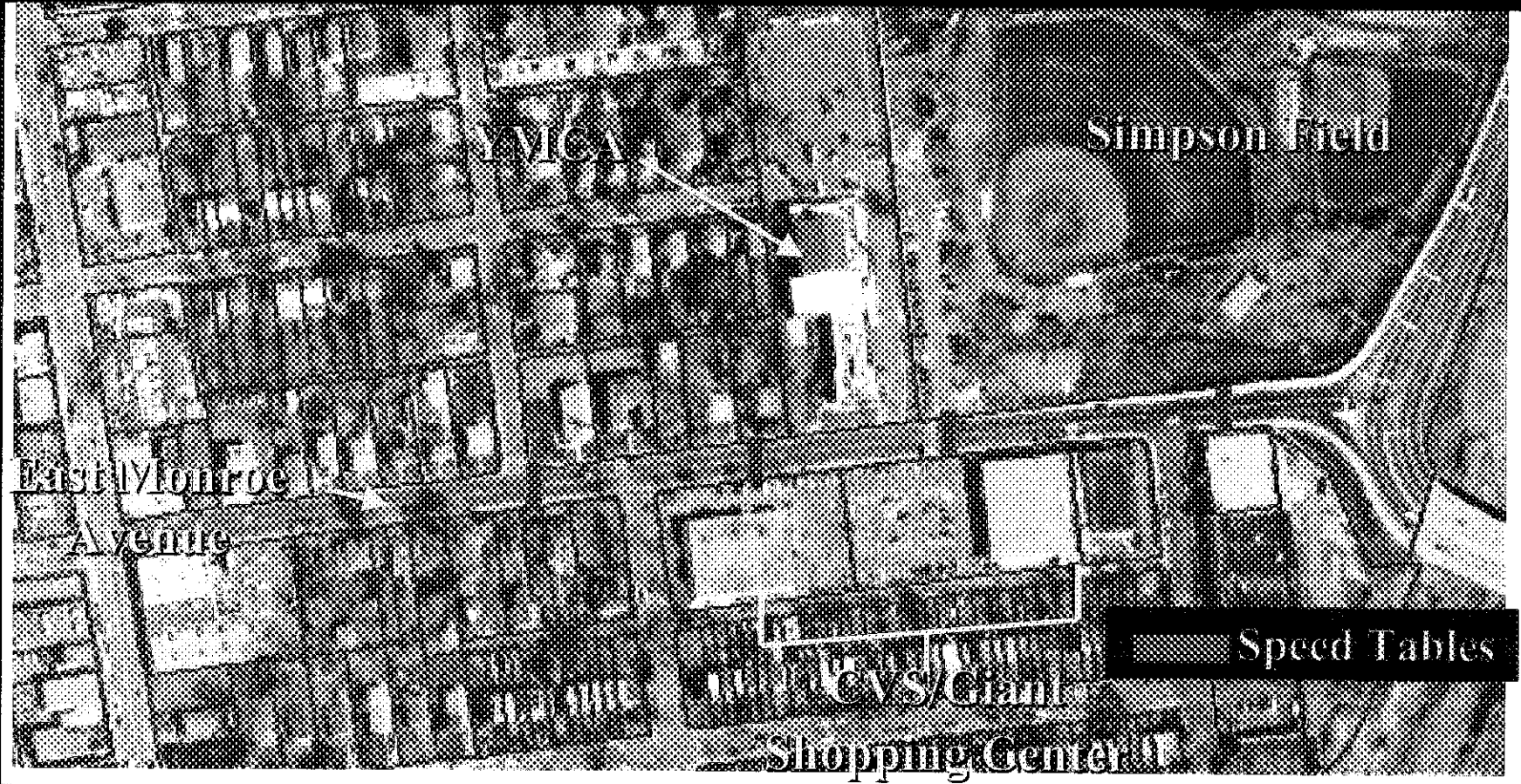
# Traffic Calming Initiatives

## Rosemont



# Traffic Calming Initiatives

Del Rey (400 and 500 Blocks of East Monroe Avenue)



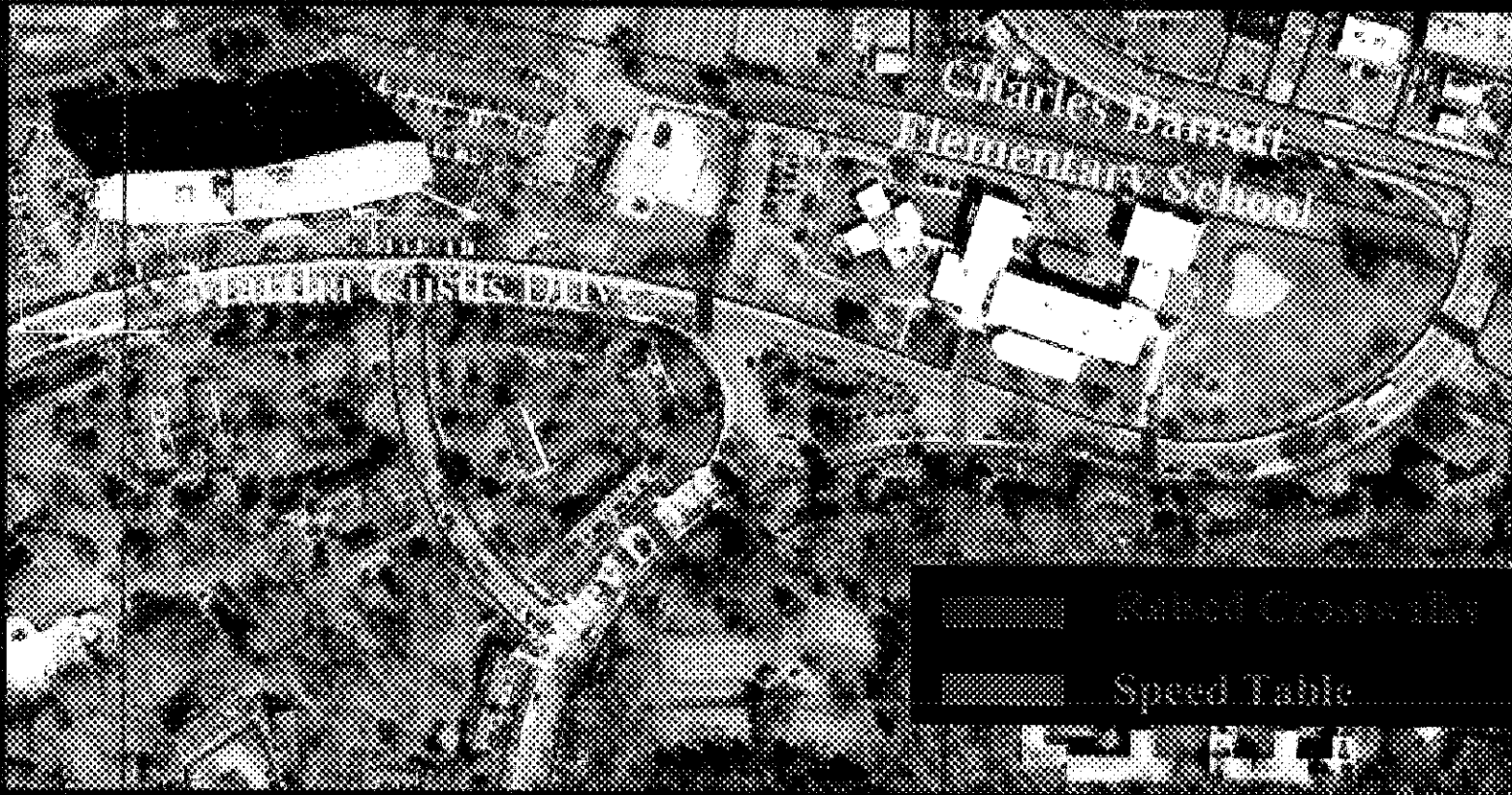
# Traffic Calming Initiatives

Northridge (1400 and 1600 blocks of Crestwood Drive)



# Traffic Calming Initiatives

Parklirfax (1000-1200 Blocks of Martha Custis and Valley Drives)



# Traffic Calming Initiatives

## Results of Traffic Calming Initiatives

- **Rosemont Neighborhood: Russell Road** speed decreased from 37mph to 22 mph.
- **Del Ray Neighborhood: East Monroe Avenue** speed decreased from 42 mph to 19 mph.
- **Northridge Neighborhood: Crestwood Drive** speed decreased from 26 mph to 20 mph.
- **Parkfairfax Neighborhood (Charles Barrett Elementary School): Martha Custis Drive** speed decreased from 32 mph to 25 mph and **Valley Drive** speed decreased from 32 mph to 25 mph.



# Traffic Calming Initiatives

## Impact of Traffic Calming Initiative on Requests for the Installation of Stop Signs

| <u>Year</u> | <u>Number of Requests<br/>for Stop Signs</u> |
|-------------|--|
|-------------|--|

|      |    |
|------|----|
| 1999 | 7  |
| 2000 | 17 |
| 2001 | 5  |



# Traffic Calming Initiatives

## Next Steps

- Because of the popularity of this program, all traffic calming funds have been allocated for the current fiscal year.
- T&ES is developing an application process to respond to neighborhood requests and to prioritize the allocation of funding for next fiscal year, beginning July 1, 2002, and beyond.
- Neighborhoods interested in the City's Traffic Calming Program will submit an application which will be evaluated by staff and then prioritized.
- The City has included in its state legislative package a recommendation to allow the use of urban system funds for traffic calming.





**THANK YOU**

**Working Today**

**for a**

**Better Tomorrow**

