

EXHIBIT NO. 1

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City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 8, 2012

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER 

SUBJECT: CONSIDERATION OF RECOMMENDATIONS OF THE HIGH CAPACITY CORRIDOR WORK GROUP FOR TRANSIT CORRIDOR A (ROUTE 1/NORTH-SOUTH) and TRANSIT CORRIDOR B (DUKE STREET)

ISSUE: Consideration of the High Capacity Transit Corridor A (Route 1/North-South) and Transit Corridor B (Duke Street) recommendations of the High Capacity Transit Corridor Work Group (CWG) (Attachments 1 and 2).

RECOMMENDATION: Staff recommends that City Council:

Receive the report of the High Capacity Corridor Work Group (CWG), thank the CWG for their efforts, and after holding a public hearing on June 16, 2012, adopt the recommendations in the CWG report related to Transitway Corridor A (Route 1/North-South) and Transitway Corridor B (Duke Street), as modified by the Transportation and Planning Commissions (as discussed in Attachments 1 and 2).

Summary of Transportation and Planning Commission Actions

For Corridor A, the Transportation Commission stated that the analysis of a circulator within Old Town be sensitive to the residents' concerns and historic infrastructure. Furthermore, the Transportation Commission encouraged additional analysis for east-west connectivity between Corridor B, the Huntington Metrorail station and Maryland via the Woodrow Wilson Bridge, and that community outreach be conducted as part of the analysis, and that findings be presented to the Transportation Commission and City Council. The Planning Commission concurred with the High Capacity Transit Corridor Work Group, and the Transportation Commission recommendation. In response to comments made by residents during the public hearing, the Planning Commission instructed staff to review the process that would need to be followed to remove the section of Corridor A south of Braddock Road Metro from the Transportation Master Plan. Staff will bring a recommendation on this issue to the Planning Commission during the Fall of 2012.

For Corridor B, the Transportation Commission concurred with the recommendation made by the High Capacity Transit Corridor Work Group. The Planning Commission concurred with both the High Capacity Transit Corridor Work Group and the Transportation Commission. In

addition, the Planning Commission recommended that the Corridor B improvements (related to Alternative 3c) have minimal impacts to businesses and homeowners along Duke Street, and noted that a bicycle facility along Duke Street be accommodated only if studies demonstrate that the streetscape can still be enhanced.

DISCUSSION: The City's 2008 Transportation Master Plan and the City Council's 2010 Strategic Plan identify the development of high capacity transitways within the City as high priority projects. The Transportation Master Plan identifies a network of High Capacity Transitways in three of Alexandria's most important travel corridors. These transitways will allow frequent and reliable transit service to existing and future development areas and to local and regional transit hubs. These transitways (which represent the corridors served and not necessarily the actual transitway alignment) are shown in Attachment 2 and include:

- Corridor A: Route 1 / North-South
- Corridor B: Duke Street / Eisenhower Avenue
- Corridor C: Van Dorn / Beauregard

The transitways are part of a larger regional system of high-capacity transit between major activity centers, transit facilities, high density mixed use areas and employment centers. All three of the transitways being planned for in Alexandria provide connectivity to major activity areas within Alexandria, and connectivity to regional destinations such as the Pentagon, Shirlington, and Fairfax County.

The City is currently analyzing the feasibility and implementation of the three transitways as part of the Transitway Corridor Feasibility Study, which began in fall 2010. The evaluation of the three transitway corridors was conducted with the assistance of an advisory group called the Corridor Working Group (CWG) co-chaired by Councilman Paul Smedberg and Councilman Rob Krupicka. The Transitway Corridor Feasibility Study includes the following:

1. Development of concepts to provide enhanced transit services;
2. Evaluation of different transit mode technologies (bus, enhanced bus, bus rapid transit, and streetcar);
3. Evaluation of alternatives for transit operations considering median and side running configurations;
4. Evaluation of the trade-offs between mixed traffic and dedicated lane facilities;
5. Identification of overall corridor implementation action plans to inform and guide future study and engineering efforts for each corridor;
6. Coordination with environmental permitting agencies to discuss the likely scope of future environmental documentation to be required based on the type of funding to be sought;
7. Coordination with adjacent localities and regional agencies; and
8. Review of financial feasibility of alternatives.

The first phase of the analysis focused on Corridor C, due to the completion and opening of the BRAC-133 facility, and the related Beauregard Corridor land-use planning effort. A recommendation for Corridor C was made by the CWG at its May 17, 2011, meeting. The recommendation was for the implementation Alternative D (Bus Rapid Transit in dedicated lanes between Van Dorn Metrorail Station and the Pentagon), until such time that Alternative G

(Streetcar in dedicated lanes between Van Dorn Metrorail Station and the Pentagon) becomes feasible. The City Council held a public hearing on September 17, 2011, and following the public hearing, approved the CWG recommendation, with a caveat that the Corridor C transitway provide an improved connection to the Northern Virginia Community College (NVCC). Staff is in the process of initiating an Alternatives Analysis / Environmental Assessment (AA/EA) for Corridor C which is required to be completed in order to receive federal funding. The Corridor C Transitway is anticipated to begin operation by 2017.

High Capacity Transit Corridor Work Group

Given the City-wide importance of implementing the Transportation Master Plan and to ensure an open and transparent process, a work group was created to provide input to such issues as route alignments, cross-sections, methods of operation, type of vehicles, land use considerations, ridership, and financial implications. The group, known as the High Capacity Transit Corridor Work Group (CWG) includes: two members of City Council, one representative from the Planning Commission, one representative of the Transportation Commission, one representative of the Budget and Fiscal Affairs Advisory Commission, one representative of the Chamber of Commerce, two residents appointed by the Federation of Civic Associations, and one resident with transit planning expertise.

The CWG held a total of 14 public meetings throughout the course of the project. Three of the meetings focused on Corridor A, and six focused on Corridor B. An opportunity for public comment was provided at all meetings, and staff has received public comments through other efforts as well, including via the project webpage, e-mails and letters. In order to enhance public input, the CWG allowed public participation twice during the meetings. Public input was solicited first after staff and the consultant presentations were completed. Subsequently, input was requested after deliberations by the CWG members were completed to help the CWG members finalize their recommendations. All public comments related to Corridors A and B provided to date have been forwarded to the CWG and a summary of the key issues and constraints identified by the consultant and public are attached as part of this memorandum (Attachment 4).

Corridor A – Route 1 / North-South

Analysis for Corridor A included a review of existing conditions, an assessment of corridor needs, and the development of concepts. Four concepts were developed and initially reviewed with the CWG. These four concepts are described in the Corridor A Technical Report (dated December 2011). The four concepts considered included:

- **Concept 1: No Build**
- **Concept 2: West Street**
- **Concept 3: Patrick Street / Henry Street**
- **Concept 4: Washington Street**

The concepts were initially reviewed to identify the advantages and disadvantages of each. The concepts would typically be evaluated using more detailed screening criteria. The screening criteria include four broad categories including 1) effectiveness; 2) impacts; 3) cost effectiveness; and 4) financial feasibility. In the case of Corridor A, the study team recognized that the development of a transit service and infrastructure for additional north-south through transit service south of the Braddock Road Metrorail station was not a priority by either the CWG or the public. The public and the CWG expressed a strong desire to focus on transportation solutions to enhance local mobility and connectivity within Old Town and existing Metrorail stations at Braddock Road and King Street. Therefore, the four concepts did not proceed through the more detailed screening analysis.

The technical report, dated December, 2011, was prepared by the consultant and recommended that a circulator service within Old Town be further analyzed in the near term as part of the City's Comprehensive Operations Analysis. The report recommended that in the long term, the City should continue to monitor transportation, land use and development, and regional policy and planning conditions as they relate to Corridor A.

Corridor A Recommendation by High Capacity Transit Corridor Work Group

Based on the analysis described above, at their December 15, 2011, meeting, the CWG recommended that no dedicated transitway be constructed on Corridor A south of Braddock Road Metrorail station, and that in the near term, and that the City should examine a potential circulator route within Old Town. Such a circulator service would be analyzed as part of the Comprehensive Operations Analysis of bus service that will begin in the summer 2012. The following motion was made and approved by the CWG:

"Whereas the Alexandria Comprehensive Transportation Master Plan conceptually envisioned the eventual location of high capacity transit in dedicated lanes in the portion of Corridor A south of Braddock METRO Station; and Whereas the High Capacity Transit Corridor Work Group was appointed to recommend methods for implementing the Alexandria Comprehensive Transportation Master Plan to City Council;

Be it hereby resolved that the High Capacity Transit Corridor Work Group recommends that there be no dedicated-lane high capacity transit on the portion of Corridor A south of Braddock METRO Station. Instead, the High Capacity Transit Corridor Work Group recommends that available resources be used to explore the possibility of putting circulator buses/trolleys or other forms of conventional and scale appropriate transit in this portion of the City".

Corridor B – Duke Street / Eisenhower Avenue

Analysis for Corridor B included a review of existing conditions, an assessment of corridor needs, development of alternatives and screening criteria, and analysis of the alternatives using screening criteria.

Transitway alignment alternatives were developed for Corridor B (the Duke Street/Eisenhower

Avenue corridor). The three alignments were evaluated to weigh the benefit of a transitway along Duke Street, Eisenhower Avenue, or a combination of Duke Street and Eisenhower Avenue. Duke Street was selected as the preferred alignment for a dedicated transitway, based upon an evaluation of preliminary screening criteria, feedback from the CWG, and public input. At the same time, it was recommended that existing transit service along Eisenhower Avenue be improved through additional transit service and improved passenger amenities.

For the Duke Street preferred alignment, six preliminary transitway alternatives were initially evaluated. The alternatives varied by the number of lanes and manner in which transit and general purpose lanes were accommodated, but had identical termini. Based on CWG and public input, the six alternatives were narrowed to four refined alternatives for more detailed screening. These four alternatives are described in the Corridor B Technical Report, (dated December 2011). The four alternatives included:

- **Alternative 1:** Existing Lane Configuration
- **Alternative 2:** Uses Service Road Right-of-Way
- **Alternative 3:** Reversible Lane to Allow Dedicated Transit Lanes
- **Alternative 3 Variation:** Reversible Lane to Allow Peak Period Dedicated Transit Lanes
- **Alternative 4:** Median Running

All of the alternatives include pedestrian enhancements, especially at transit stations. Screening criteria included four broad categories including 1) effectiveness; 2) impacts; 3) cost effectiveness; and 4) financial feasibility. The screening criteria are further described in the Corridor B Technical Report (dated April, 2012). As a result of the secondary evaluation, Alternative 1 and a variation of Alternative 3 were selected for further investigation. The CWG expressed interest for a more detailed impact evaluation of these alternatives both with and without on-street bike lanes. The provision of bike facilities would be consistent with the City's Complete Streets Policy, which was adopted by Council in April 2011. The alternatives were redefined as:

- **Alternative 1a:** Existing Lane Configuration (without bike accommodation)
- **Alternative 1b:** Existing Lane Configuration (with bike accommodation)
- **Alternative 3a:** Reversible Lane (without bike accommodation)
- **Alternative 3b:** Reversible Lane (with bike accommodation)

At its February 16, 2012, meeting the CWG expressed interest in an option that combined Alternative 3b (where space is available for bike lanes) and Alternative 3a (where bike facilities are provided along a parallel route to Duke Street). This option became known as **Alternative 3c**.

After the completion of the detailed screening, staff worked with the consultant to develop a recommendation for Corridor B, based on the screening evaluation, and input from the CWG, staff, and the public. A technical memorandum dated April, 2012, summarizes the recommendation for a preliminary preferred alternative and phasing strategy that was presented to the CWG for consideration.

Corridor B Recommendation by High Capacity Transit Corridor Work Group

Based on the analysis described above, at their March 15, 2012 meeting, the CWG recommended a phased approach to implementation of an effective transit operation with minimized property impacts. The recommendation included initiating Bus Rapid Transit along Duke Street through the implementation of Alternative 1a, but examined an off-Duke Street, parallel bicycle facility. Following implementation of Alternative 1a, the City should proceed with implementation of Alternative 3c, and continue to examine a bicycle facility along Duke Street.

The following motion was made and approved by the CWG:

"The combination of Duke Street Alternatives 1a and 3c, are the preferred approach for phased implementation of a dedicated transitway in Corridor B. Alternative 1a would be the first phase of transitway implementation on Duke Street. It would create dedicated transit lanes in existing six-lane sections of Duke Street between Landmark Mall and Jordan Street and between Roth Street and Diagonal Road. In the remaining section of Duke Street between Jordan Street and Roth Street, transit would operate in mixed flow. A parallel off-corridor bicycle facility should be examined to accommodate bicyclists along Duke Street and improved pedestrian facilities would be provided at intersections and near transit stations. Preliminary implementation should prioritize enhanced pedestrian safety and improvements at Taylor Run Parkway.

Alternative 3c would be the subsequent phase of transitway implementation on Duke Street. It would build on Alternative 1a by widening Duke Street to provide a reversible lane between Jordan Street and Roth Street. The reversible lane would be configured to allow Duke Street to accommodate a dedicated transit lane in the peak hour and peak direction of traffic flow during the a.m. and p.m. peak periods along Duke Street. Alternative 3c should continue to examine a bicycle facility along Duke Street along with corridor-wide pedestrian improvements. However, the Work Group believes that bicycles should be accommodated in this corridor if studies demonstrate that the streetscape can still be enhanced".

Consistency with Land Use and Small Area Plans

Corridor A

Under this proposal, the transit vehicles cross the Monroe Avenue bridge and would turn east on First Street to the service road located along the Metro rail tracks and to the Braddock Road Metrorail station. The transit vehicles north of the bridge to the Metrorail station will be within shared lanes.

This approach is consistent with the Braddock Metro Neighborhood Plan, which states the "transit route will operate along the Route 1 corridor between the Pentagon and the Braddock Road station and offer transit access to and from the areas between these two Metro stations that are spaced over three miles apart... As to the portion of the alignment that is within the Braddock Metro neighborhood, the community has expressed a preference for the transit route to be located along the service road

adjacent to the Metro Rail tracks after and connecting with First Street at Route 1. The final transit alignment is contingent on right-of-way access to the service road and operational analysis, such as turning radii.” The plan also states that some members of the community also “expressed opposition to bus rapid transit and any potential transit corridors in any location within the Braddock Metro neighborhood.

The location and routing of Corridor A is consistent with the planning that occurred as part of the Braddock Metro Neighborhood Plan. In fact, as part of the recently approved Braddock Gateway proposal, a condition was added to incorporate a station as part of the development proposal in anticipation of the transit route. First Street and the Metrorail service road will not be widened. The location, route and character of the proposed route are consistent with the Braddock Metro Neighborhood Plan and recent development approvals.

Corridor B

The planned corridor is within the Taylor Run and Seminary Hill and Landmark/Van Dorn Small Area Plans. The proposed transit improvements are generally within the existing right of way. The zoning adjacent to the transit corridor generally consists of relatively low-density commercial zones such as C-G and C-L, and lower density residential zones such as R-8 and RB. The area within the Landmark/Van Dorn Plan anticipates CDD zoning as part of the potential redevelopment within the Plan. The proposed transitway would be an extension of the transitway planned as part of the future redevelopment of the Landmark Mall.

Process

Generally, significant planned capital road and transit improvements within the City are included in a Master Plan when approved by the Planning Commission and City Council. In this case, the general alignments of Corridors A and B were approved as part of the 2008 adopted Transportation Master Plan and are a City-wide transportation facility with City-wide transportation and land-use implications. Given the importance of these transit facilities and their broad citywide benefit, staff is recommending a phased implementation strategy for each of the three transitway corridors already approved in the Transportation Master Plan.

After the specific alignments are approved by City Council, transitway elements including landscaping, streetscape and shelters will require subsequent briefing to the Planning Commission and the Transportation Commission and consideration and approval by City Council. This approach provides the community and stakeholders the opportunity to review and comment on the proposed transitway.

Conclusion

The proposed transitways along all three corridors will significantly improve transit speed and reliability through areas of the City that are positioned for redevelopment and increased employment and population. These transitways were discussed extensively as part of the 2008 Transportation Master Plan. The Council’s Strategic Plan includes an objective to increase transit options for locally-oriented trips emphasizing inter-jurisdictional coordination. The recommendation by the CWG is a necessary implementation component of the Master Plan. Staff supports the recommendations for Corridors A and B, as they balance many of the goals of

the City and the existing and planned development for these areas of the City. As with all implementation measures, the City often must balance competing objectives, including transit, cost and neighborhood context.

Next Steps

Once a final Council decision is made, the Corridor A and B projects can proceed to the next phases. For Corridor A, this would include the analysis of a circulator within Old Town, as part of the Comprehensive Operations Analysis, scheduled to begin in summer 2012. For Corridor B, the next step would be to conduct an Alternatives Analysis / Environmental Assessment (AA/EA). Since Corridor B is a lower priority than Corridor C, the AA / EA is not anticipated to begin until 2018. Following the AA/EA, if funding is in place, the project will move into design, right-of-way acquisition and construction.

FISCAL IMPACT: For Corridor A, there will be a lesser amount of capital funds required to implement the recommendation of the CWG. If an additional circulator service is implemented in Old Town, the operating cost of this service could be around \$1 million annually. This is only an estimate, and the actual alignment, service patterns, and the manner that existing transit services are modified to accommodate this service will be determined by the Comprehensive Operational Analysis.

For Corridor B, the planning level capital cost estimate to implement Bus Rapid Transit as part of Option 3c is \$39 million. These estimates do not include right-of-way costs, maintenance facility, rolling stock or ongoing operating costs. The funding sources would likely primarily be City CIP and developer monies, as well as federal assistance in addition to local funding. Given the state of federal transportation funding and the fact that the federal funds for this purpose are competitively awarded, there is a high degree of uncertainty regarding substantial future federal transportation funding.

ATTACHMENTS:

Attachment 1: Corridor A Recommendation by CWG, Transportation Commission and Planning Commission

Attachment 2: Corridor B Recommendation by CWG, Transportation Commission and Planning Commission

Attachment 3: City Transitway Initiatives

Attachment 4: Summary of Key Issues and Constraints (Corridors A and B)

STAFF:

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Steve Sindiong, Principal Transportation Planner, T&ES

Implementation of Transitway Corridor A (Route 1 / North-South)

Recommendation by High Capacity Transit Corridor Work Group (CWG)

The following motion was passed by the High Capacity Transit Corridor Work Group at its December 15, 2011, meeting, regarding transit in Corridor A:

Whereas the Alexandria Comprehensive Transportation Master Plan conceptually envisioned the eventual location of high capacity transit in dedicated lanes in the portion of Corridor A south of Braddock METRO Station; and

Whereas the High Capacity Transit Corridor Work Group was appointed to recommend methods for implementing the Alexandria Comprehensive Transportation Master Plan to City Council;

Be it hereby resolved that the High Capacity Transit Corridor Work Group recommends that there be no dedicated-lane high capacity transit on the portion of Corridor A south of Braddock METRO Station. Instead, the High Capacity Transit Corridor Work Group recommends that resources be used to explore the possibility of putting circulator buses/trolleys or other forms of conventional and scale appropriate transit in this portion of the City.

Recommendation by Transportation Commission

At the May 2, 2012, Transportation Commission meeting, a public hearing was held on the recommendation made by the High Capacity Transit Corridor Work Group (CWG) for the implementation of Corridor A (Route 1/North-South). The following motion was moved, seconded and approved by the Transportation Commission:

The Alexandria Transportation Commission concurs with the recommendation made by the High Capacity Transit Corridor Work Group in the following Resolution that the Work Group adopted on December 15, 2011:

“Whereas the Alexandria Comprehensive Transportation Master Plan conceptually envisioned the eventual location of high capacity transit in dedicated lanes in the portion of Corridor A south of Braddock METRO Station; and

“Whereas the High Capacity Transit Corridor Work Group was appointed to recommend methods for implementing the Alexandria Comprehensive Transportation Master Plan to City Council;

“Be it hereby resolved that the High Capacity Transit Corridor Work Group recommends that there be no dedicated-lane high capacity transit on the portion of Corridor A south of Braddock METRO Station. Instead, the High Capacity Transit Corridor Work Group recommends that resources be used

to explore the possibility of putting circulator buses/trolleys or other forms of conventional and scale appropriate transit in this portion of the City.”

After careful review of the high capacity transit options in the portion of Corridor A south of the Braddock METRO Rail Station, the Transportation Commission has determined that dedicated right-of-way transit is not viable on the streets of Old Town.

The Transportation Commission recommends that City Council explore the expansion of East-West connections between Old Town and the existing MetroRail Stations as the most effective way to encourage transit use in this area. Any such connections made must be done with maximum sensitivity to residents' concerns and the historic infrastructure in Old Town. The Transportation Commission further recommends that City Council direct City staff to engage in community outreach on this matter and that at least one public hearing be held by the Transportation Commission on any proposal regarding East-West connectivity before any action to implement such is taken.

While the Work Group considered and ultimately rejected all three proposed “build” options for the portion of Transit Corridor A south of Braddock METRO Rail Station (i.e., (1) West Street, (2) Patrick/Henry Street, and (3) Washington Street), the Transportation Commission urges City staff to explore additional connectivity from Transit Corridor B into Fairfax County via the Huntington MetroRail Station, and into Maryland via the Wilson Bridge, and to present all findings to the Transportation Commission and City Council on any potential “build” options identified.

(NOTE: This was approved by a vote of 6 to 1, with both Council members abstaining, by the Transportation Commission on May 2, 2012.)

Recommendation by Planning Commission

At the June 5, 2012 Planning Commission meeting, a public hearing was held on the recommendation made by the High Capacity Transit Corridor Work Group (CWG) for the implementation of Corridor A (Route 1/North-South). The following motion was moved, seconded and approved by the Planning Commission:

The Planning Commission reaffirmed support for the motions for Corridor A that were passed by both the High Capacity Transit Corridor Work Group, and the Transportation Commission.

(NOTE: This was approved by a vote of 5 to 0 by the Planning Commission on June 5, 2012.)

Implementation of Transitway Corridor B (Duke Street)

Corridor B (Duke Street) Recommendation by High Capacity Transit Corridor Work Group

The following motion was passed by the High Capacity Transit Corridor Work Group at its March 15, 2012, meeting, regarding transit in Corridor B:

"The combination of Duke Street Alternatives 1a and 3c, are the preferred approach for phased implementation of a dedicated transitway in Corridor B. Alternative 1a would be the first phase of transitway implementation on Duke Street. It would create dedicated transit lanes in existing six-lane sections of Duke Street between Landmark Mall and Jordan Street and between Roth Street and Diagonal Road. In the remaining section of Duke Street between Jordan Street and Roth Street, transit would operate in mixed flow. A parallel off-corridor bicycle facility should be examined to accommodate bicyclists along Duke Street and improved pedestrian facilities would be provided at intersections and near transit stations. Preliminary implementation should prioritize enhanced pedestrian safety and improvements at Taylor Run Parkway.

Alternative 3c would be the subsequent phase of transitway implementation on Duke Street. It would build on Alternative 1a by widening Duke Street to provide a reversible lane between Jordan Street and Roth Street. The reversible lane would be configured to allow Duke Street to accommodate a dedicated transit lane in the peak hour and peak direction of traffic flow during the a.m. and p.m. peak periods along Duke Street. Alternative 3c should continue to examine a bicycle facility along Duke Street along with corridor-wide pedestrian improvements. However, the Work Group believes that bicycles should be accommodated in this corridor if studies demonstrate that the streetscape can still be enhanced."

Recommendation by Transportation Commission

At the May 2, 2012 Transportation Commission meeting, a public hearing was held on the recommendation made by the High Capacity Transit Corridor Work Group (CWG) for the implementation of Corridor B (Duke Street). The following motion was moved, seconded and approved by the Transportation Commission:

The Alexandria Transportation Commission concurs with the recommendation made by the High Capacity Transit Corridor Work Group in the following Resolution that the Work Group adopted on March 15, 2012:

"The combination of Duke Street Alternatives 1a and 3c, are the preferred approach for phased implementation of a dedicated transitway in Corridor B. Alternative 1a would be the first phase of transitway implementation on Duke Street. It would create dedicated transit lanes in existing six-lane sections of Duke Street between Landmark Mall and Jordan Street and between Roth Street and Diagonal Road. In the remaining section of Duke Street between Jordan Street and Roth Street, transit would operate in mixed flow. A parallel off-corridor bicycle facility should be examined to accommodate bicyclists along Duke Street and Improved pedestrian facilities would be provided at intersections and near transit stations.

Preliminary implementation should prioritize enhanced pedestrian safety and improvements at Taylor Run Parkway.

Alternative 3c would be the subsequent phase of transitway implementation on Duke Street. It would build on Alternative 1a by widening Duke Street to provide a reversible lane between Jordan Street and Roth Street. The reversible lane would be configured to allow Duke Street to accommodate a dedicated transit lane in the peak hour and peak direction of traffic flow during the a.m. and p.m. peak periods along Duke Street. Alternative 3c should continue to examine a bicycle facility along Duke Street along with corridor-wide pedestrian improvements. However, the Work Group believes that bicycles should be accommodated in this corridor if studies demonstrate that the streetscape can still be enhanced.”

(NOTE: This was approved by a vote of 7 to 0, with both Council members abstaining, by the Transportation Commission on May 2, 2012.)

Recommendation by Planning Commission

At the June 5, 2012 Planning Commission meeting a public hearing was held on the recommendation made by the CWG for the implementation of Corridor B. The following motion was moved and seconded, and approved by the Planning Commission. The motion passed on a vote of 5 to 0.

The Planning Commission reaffirmed support for the motions for Corridor B that were passed by both the High Capacity Transit Corridor Work Group, and the Transportation Commission, provided that Alternative 3c has minimal impacts to businesses and homeowners. In addition, the following language (underlined) should be added to the original motion passed by the High Capacity Transit Corridor Work Group:

“The combination of Duke Street Alternatives 1a and 3c, are the preferred approach for phased implementation of a dedicated transitway in Corridor B. Alternative 1a would be the first phase of transitway implementation on Duke Street. It would create dedicated transit lanes in existing six-lane sections of Duke Street between Landmark Mall and Jordan Street and between Roth Street and Diagonal Road. In the remaining section of Duke Street between Jordan Street and Roth Street, transit would operate in mixed flow. A parallel off-corridor bicycle facility should be examined to accommodate bicyclists along Duke Street and improved pedestrian facilities would be provided at intersections and near transit stations. Preliminary implementation should prioritize enhanced pedestrian safety and improvements at Taylor Run Parkway.

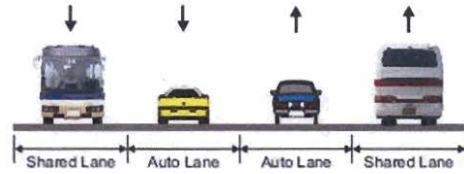
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Street to accommodate a dedicated transit lane in the peak hour and peak direction of traffic flow during the a.m. and p.m. peak periods along Duke Street. Alternative 3c should continue to examine a bicycle facility along Duke Street along with corridor-wide pedestrian improvements. However, the Work Group believes that bicycles should be accommodated in this corridor only if studies demonstrate that the streetscape can still be enhanced.”

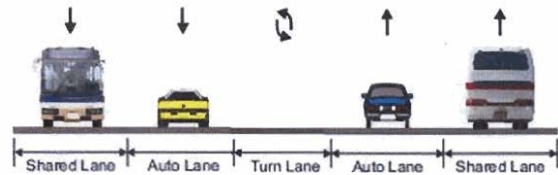
(NOTE: This was approved by a vote of 5 to 0 by the Planning Commission on June 5, 2012)

Alternative 1A

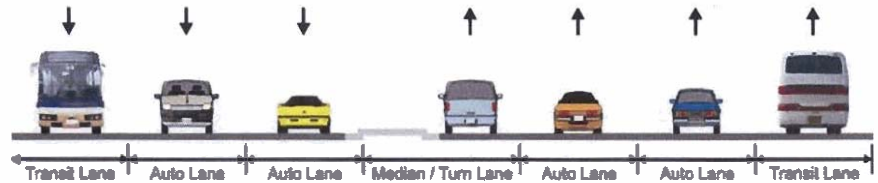
Gordon Street to Wheeler Avenue



S. Quaker Lane to Roth Street



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



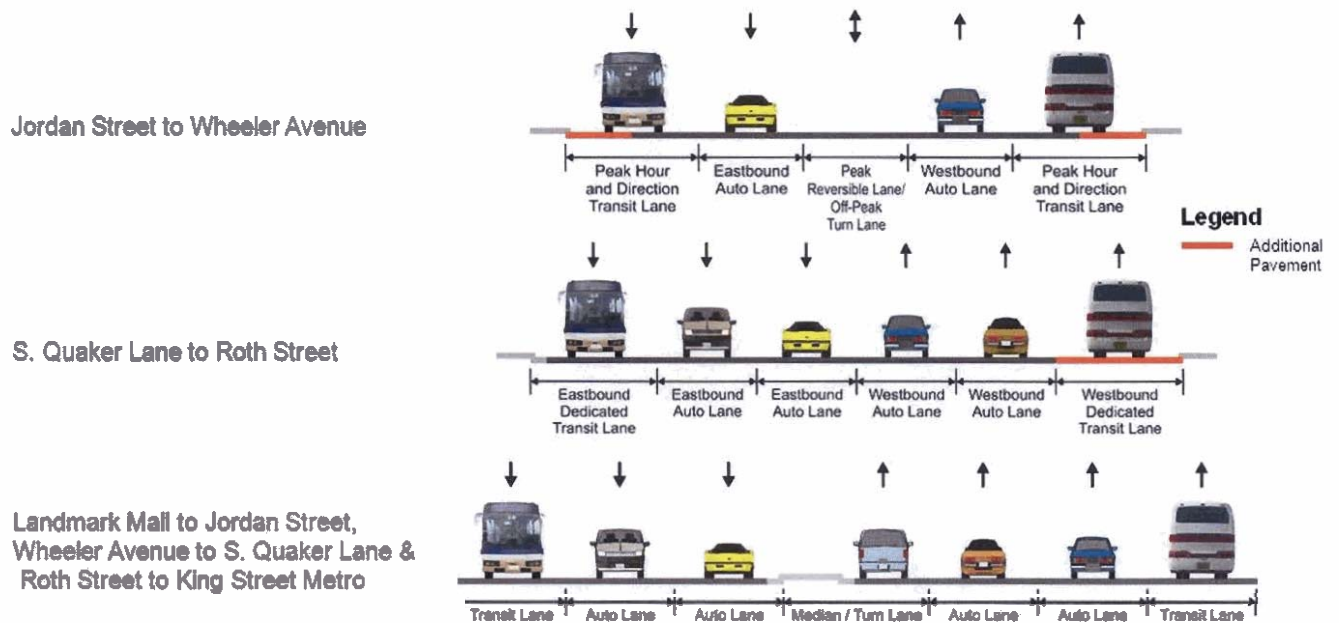
Description

- Transit in mixed flow on existing 4-lane segments and in dedicated lanes on existing 6-lane segments. Curb lanes would also allow right-turns for general purpose traffic.
- Transitway uses queue jumps to avoid congestion and reduce disruption to Duke Street traffic.

Adds a westbound lane between Jordan Street and Gordon Street, converting service road from two-way to one-way.

- Adds a westbound lane between Wheeler Ave and S. Quaker Lane.
- Realigns eastbound on-ramp at Telegraph Road and access to adjacent property
- Examines an off-Duke Street facility / route to accommodate bicyclists.

Alternative 3C



Description

- Travelway identical to Alternative 1a between Landmark Mall and Jordan Street, Roth Street and Taylor Run Parkway, Callahan Drive and King Street Metrorail Station.
- 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-Duke (parallel) bicycle facility, and examines a Duke Street bicycle facility (such as bike lanes, cycle track or multi-use path).

Alternative 3C – Costs and Characteristics

Planning-Level Cost Estimate

- Capital: \$39 million
- Fleet (25-year): \$16 million
- ROW: \$4 million
- Operating (25-year): \$60 million

Physical Characteristics

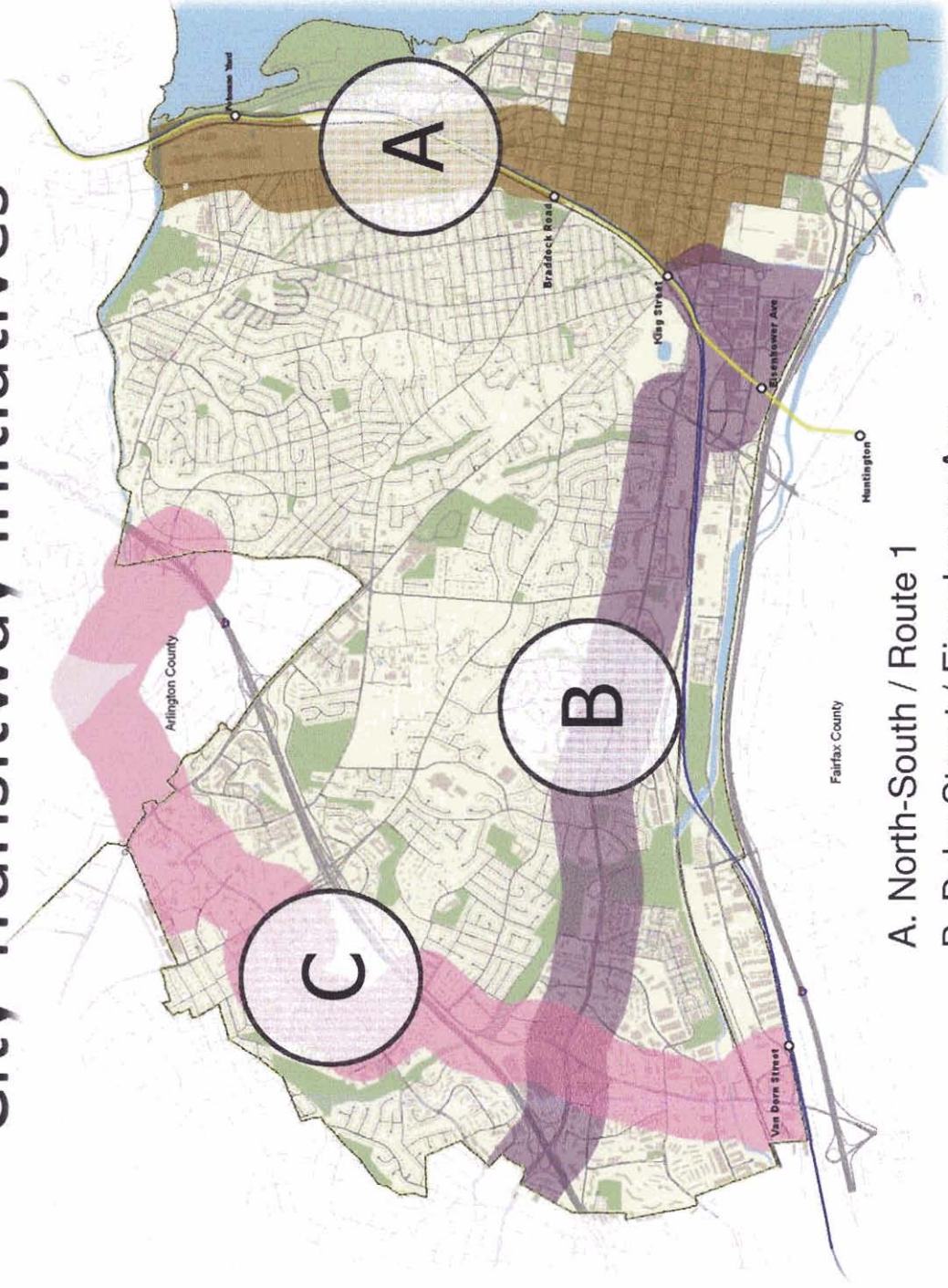
- Low-floor BRT vehicles
- Dedicated (curbside) lanes
- Off-board fare collection
- Service specific branding and identity
- Substantial transit stations

Operational Characteristics

- Transit signal priority at intersections
- Real-time service information
- 7.5-minute peak period headways
- 15-minute off-peak headways
- 18 hours of service (Monday through Saturday)
- 12 hours of service on Sunday
- Peak period travel time of 19 minutes (one-way from Landmark Mall to King Street Metrorail Station)
- 2035 Weekday Ridership estimate of 9,000 to 13,000 riders per day

Cost Estimate Note: Planning level cost estimates are shown in year 2012 dollars and do not include additional contingency or escalation to a future year mid-point of construction. Totals listed do not include costs for major utility relocations/new service, or the capital costs for roadway/streetscape improvements that may be implemented concurrently, but are not required for the transit project.

City Transitway Initiatives



- A. North-South / Route 1
- B. Duke Street / Eisenhower Ave
- C. Beauregard/Van Dorn

Transitway Corridor Feasibility Study
Summary of Key Issues and Constraints for Corridors A and B

Corridor A (Route 1/North-South) Key Issues and Constraints

- Significant travel demand (local and regional) in the north-south direction in east Alexandria
- Significant peak period congestion on US 1 (Patrick and Henry Streets) and Washington Street
- Narrow rights-of-way compared to functional needs of streets
- Narrow travel lanes on Route 1
- Narrow sidewalks and lack of room for shelters
- Impacts to Streetscapes
- Noise, vibration and Air quality impacts, especially to historic structures
- Compatibility with Land Use and Historic Character
- Impacts to existing on-street parking
- Limited enforcement of HOV lanes
- Location of Metrorail stations doesn't

Corridor B (Duke Street) Key Issues and Constraints

- Transit is needed to support future growth
- Need to coordinate with future development including Landmark Mall
- Congestion in the area between Quaker Lane and Telegraph Road, and need to maintain capacity
- Constrained areas with only 4 lanes (Jordan to Roth Street)
- Service roads are valued by the community (Need for trash pickup, deliveries, parking)
- Streetscape Impacts along Duke Street

- Pedestrian safety, especially across Duke Street, such as at Taylor Run Parkway
- Concern of Right-of-way impacts to private properties
- Lack of east-west bicycle facilities along or near Duke Street
- Need improved multi-modal connectivity to Eisenhower Avenue
- Need for a multi-phased approach to implementing the transitway
- Need dedicated lanes for system effectiveness