

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 7, 2011
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM # 5 - STAFF UPDATES

ISSUE: Staff update to Transportation Commission on various ongoing projects

RECOMMENDATION: That the Transportation Commission (Commission) receive the staff update.

A. CRYSTAL CITY-POTOMAC YARD TRANSITWAY

The City received a grant for the Crystal City/Potomac Yard Transitway totaling \$8.5 million. The grant will be allocated for the design/build of the Route 1 Bus Rapid Transitway (BRT) between Monroe Avenue and Potomac Avenue.

The contract with the Design/Build firm of Lane Construction Corporation with STV as their designer was signed on November 30, 2011.

Additionally, the City received a grant of \$990,000 in October, 2011 from the Department of Transportation for design and construction of the BRT stations. This additional funding is outside of the \$8.5 million for the design and construction of the BRT transitway as noted above. The RFP for the station design will be prepared in Winter, 2011 with design to begin in early 2012 and construction to follow after design is complete. Construction is anticipated to be completed in Winter 2013

B. BRAC-133 UPDATE

A BRAC-133 Advisory Group meeting will be held on December 14, 2011 at Alexandria-South Pentagon Courtyard Marriott, 7-9:00 PM. Note the date change to avoid conflict with Winter holidays

C. TRANSITWAY CORRIDOR FEASIBILITY STUDY

For Corridor C (Beauregard / Van Dorn), the project team is proceeding with developing implementation measures and is preparing preliminary plan view drawings for the portion of the transitway within the City of Alexandria. Following completion of the current study, the City will pursue an approach that leads to a Federal Transit Administration (FTA) compliant Alternatives Analysis (AA) and National Environmental Policy Act (NEPA) study

The City was recently awarded a grant from the FTA in the amount of \$800,000 (requiring a City match of \$200,000) to conduct the AA, which is anticipated to begin in early 2012, followed by the environmental review.

In the meantime, the study has been proceeding with analysis for Corridors A (Route 1/North-South), and B (Duke Street/Eisenhower Avenue).

For Corridor A, a number of alignment options were presented to the High Capacity Transit Corridor Work Group (CWG) at its September 15 meeting, including use of West Street, Route 1, and Washington Street. Since then, the project team has been reviewing the concepts and input received from the CWG and the public. A CWG meeting is scheduled for December 15, 2011. At that time, staff will bring its recommendation to the CWG for review and input.

For Corridor B, a CWG meeting was held on November 21, 2011 where a number of alternatives for alignment / runningway options along Duke Street were presented. These included:

- Alternative A – Curb Running in Mixed Flow
- Alternative B – Curb Running in Mixed Flow and Dedicated lanes
- Alternative C – Curb Running in Dedicated lanes without new lanes
- Alternative D – Curb Running in Dedicated lanes with new lanes
- Alternative E – Median Running in Dedicated lanes without new lanes
- Alternative F – Median Running in Dedicated lanes with new lanes

In general, the CWG favored alternative B. The next step is to have a narrowed set of alternatives analyzed using the secondary screening criteria, and the report / analysis brought back to the CWG at its January 19, 2012 meeting.

D. KING STREET STATION NAME CHANGE

Since WMATA is reorganizing its Blue and Yellow Metrorail services in the summer of 2012 to place more Blue Line trains on the Yellow Line Bridge into the District of Columbia, the City and other jurisdictions in the WMATA Compact had the opportunity to request changing the names of Metrorail stations within the City, at a modest cost. WMATA also adopted a set of criteria in June, 2011 to guide this process. Since there had been significant work which established that changing the name of King Street station to King St-Old Town would have potential economic benefits, the City indicated that it desired that the name of the station be changed, and promised to pay for the cost of the change at the station. WMATA staff provided an alternative in which King Street would be in large letters and Old Town would be in a smaller font below it. The WMATA Board considered the City's request, and staff's recommendation and decided that since the City's proposal met all the criteria WMATA established, WMATA would adopt the City's recommendation. This occurred at a special Board meeting on November 3, 2011.