

RESOLUTION NO. 2520

Resolution Denoting the City of Alexandria Position with Respect to the Design and Operation of the Northbound I-395/Seminary Road HOV/Transit Ramp

WHEREAS, the Federal Highway Administration has issued a Finding of No Significant Impact (FONSI) for the I-395 HOV/Transit Ramp at Seminary Road; and

WHEREAS, the City Council has previously discussed the benefits associated with the construction of the HOV/Transit ramp; and

WHEREAS, the City Council agreed in January 2012 and June 2012 that the HOV/Transit ramp should be operated in a way that precludes northbound right turns at the top of the ramp in the morning and westbound left turns in the afternoon; and

WHEREAS, the analysis of traffic operations indicates that 80 vehicles are expected to turn right at the top of the ramp in the morning and 225 westbound vehicles are expected to turn left onto the ramp in the afternoon in 2015, and 100 vehicles are forecast to turn right in the morning and 300 are expected to turn left in the afternoon in 2035; and

WHEREAS, safety conditions immediately east of the Seminary Road interchange, where there are sensitive land uses including a middle school and a library, would be negatively affected by the addition of traffic if full movements are allowed on the HOV/Transit ramp, and

WHEREAS, pedestrian counts taken at the intersection of Seminary Road and Library Lane indicate that more than 100 pedestrians cross this intersection during the AM and PM peak hours; and

WHEREAS, the traffic volumes may exceed the forecasts in the future; and

WHEREAS, the Federal Highway Administration will be making a technical determination with respect to the ramp operation.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF ALEXANDRIA, VIRGINIA

That the City Council of Alexandria, Virginia:

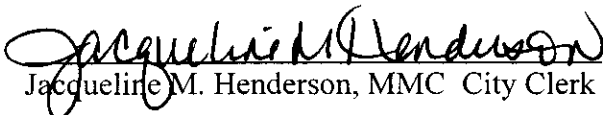
1. Endorses the design and construction of the I-395 HOV/Transit ramp precluding northbound right turns in the morning and westbound left turns in the afternoon, consistent with City Council's previous position.
2. If the Federal Highway Administration determines that the option that does not preclude northbound right turns in the morning and westbound left turns in the afternoon is the one to be implemented, the City of Alexandria requests that the following tasks/measures be undertaken.
 - a) VDOT should not permit turning options to be operational until traffic studies are completed post construction to justify the efficiency and effects on nearby neighborhoods and such studies shall use the following criteria:
 - i. Determine safety impacts to intersections between Beauregard Street and Seminary Road to Pickett Street and Seminary Road;
 - ii. Take vehicular and pedestrian counts annually for a period of two years prior to any proposed allowance for turning movements. Counts should be taken during the AM and PM peak period for three days in late September between Beauregard Street and Seminary Road to Pickett Street and Seminary Road. Project maximum queue lengths for each of the approaches during the peak hours and project impacts to pedestrian movements;

- iii. Collect accident data for corridor segment described above for a period of two years prior to any proposed allowance for turn movements and analyze future trends given the additional vehicular volumes associated with these turning movements; and
 - iv. Calculate the level of service for the AM and PM peak hour given the additional vehicular volumes associated with these additional turning movements.
- b) Implement mitigation measures if anyone of the following are met:
- i. The Seminary Road and Library Lane intersection level of service deteriorates to below "D" ("E" or "F"), as defined in the latest version of the Highway Capacity Manual, during the AM or PM peak hour;
 - ii. The queue on either of the Seminary Road approaches at Library Lane extends beyond the next signalized intersection; and
 - iii. Vehicle/pedestrian accidents or accident rates increase to a level that is more than 20 percent higher when compared to the average of other signalized intersections along Seminary Road between I-395 and North Quaker Lane or vehicle/pedestrian accidents or accident rates increase to a level that is more than 50 percent higher when compared to the baseline accidents and accident rates at the intersection of Seminary Road and Library Lane established at a time immediately prior to the opening of the HOV/Transit ramp.
- c) Focus the mitigation measures on addressing traffic operations and safety deficiencies. In the event no options can be implemented to address the safety and operations issues, the Virginia Department of Transportation and/or the City will approach the Federal Highway Administration and request that the northbound right turns be precluded in the morning and westbound left turns be precluded in the afternoon.
- d) FHWA and VDOT agree, in writing, at the time of the determination that if any one of the mitigation criteria listed in (2) (e) i, ii or iii above are met that FHWA and VDOT will approve the implementation of mitigation measures which would include construction, or other measures, to preclude the AM peak right turn and the PM peak left turn from and to the HOV/Transit ramp.
- e) The counts, analysis and assessment of mitigation measures will be conducted by the Virginia Department of Transportation and will be reviewed by Federal Highway and the City of Alexandria. If funding is identified, construction of mitigation measures will be the responsibility of the Virginia Department of Transportation and should occur in a reasonable timeframe after the need for the improvement is identified.
- f) The City reserves the right to implement safety measures in or around Seminary Road to preserve and protect public safety.

Adopted: September 15, 2012


WILLIAM D. EUILLE MAYOR

ATTEST:


Jacqueline M. Henderson, MMC City Clerk