

memo

To **Mayor Justin Wilson**
Vice-Mayor Elizabeth Bennett-Parker
Members of the Alexandria City Council

Date September 10th, 2019

From **Brent McKenzie**
Public Affairs Manager, Transurban

Re **Seminary road traffic analysis study – status update**

Section .01 *Summary/Background*

In preparation for the opening of the 395 Express Lanes, the operator of the Lanes, Transurban, began to look for additional ways to optimize operations and further reduce congestion in the corridor. One idea that was discussed was converting the south-facing Seminary Road HOV-3 ramp, built as part of the Mark Center project, to become part of the Express Lanes network. This is the only exit/entry point in the HOV system not converting. The ramp at Seminary Road that grants a traveler access to the lanes when traveling north will be part of the Express Lanes system.

To gauge potential impacts of conversion, Transurban began a collaborative study with the Virginia Department of Transportation and the City of Alexandria. Kimley-Horn, a national leader in road design and analysis, was contracted to conduct the study. Working with VDOT and Alexandria the group set out an initial area for study, collected data, and began to build out the traffic model. In addition to that work, Transurban began community outreach to neighborhoods along Seminary Road.

At an update meeting with VDOT and the City in spring of 2019, the group expanded the scope of the study to include additional trip types, intersections, and arterial roads. After further analysis, Transurban and Kimley-Horn determined that this additional scope required supplementary data collection and work to calibrate the model. Due to this expansion of the scope, the study is on-going and unfortunately, not far enough along to provide an initial report on the findings. The additional time needed to undertake this work will be worthwhile as it will assist the City and community in their evaluation of impacts.

Throughout the process, Transurban has sought to be transparent, working closely with VDOT and the City and even offering community members access to review the scope and methodology of the study. Data collected for this study was utilized by City staff in their Seminary Road Complete Streets presentations and staff has built in what they believe to be a “worst case scenario,” should the ramp convert, into their analysis and recommendation that the council will consider on Saturday.

We are available to answer any questions you may have.

Section .02. *Status*

The traffic analysis is 75% complete. The expanded scope that was agreed on by Transurban, VDOT and the City in spring of 2019 has required additional time to collect the necessary data and calibrate the model.

Results are anticipated for delivery to VDOT and the City in the fall of 2019. Following their peer review, input, and guidance final results will be made available to the Council and the community.

Section .03 *Timeline*

Completed steps and current status:

1. Data gathering was collected from December 2018 to February 2019. A number of types of data were required to carry out the analysis, including:
 - 1.1. Traffic counts taken by the consultant in the field
 - 1.2. Travel Times along freeways and general peak field traffic observations
 - 1.3. Signal timing data from VDOT and the City of Alexandria
 - 1.4. Street lite and INRIX probe data
 - 1.5. Historical crash/incident data
2. March – April 2019: Evaluation of Data Collected and post-processing
3. April 2019: Streetlite data and conduct existing conditions analysis
4. May 2019 – Traffic Simulation model development
5. May 2019 – Update meeting with VDOT and City of Alexandria (scope expanded)
6. June - July 2019 – Traffic model update with added scope + additional intersection signal timing data collection from VDOT and City
7. August – September 2019: Traffic Simulation Model calibration
8. September 2019: Build case analysis
9. Results of the study will be shared in fall 2019 with the City of Alexandria