City of Alexandria, Virginia

Route 1 BRT
Concept Station Designs

Public Meeting
June 14, 2012

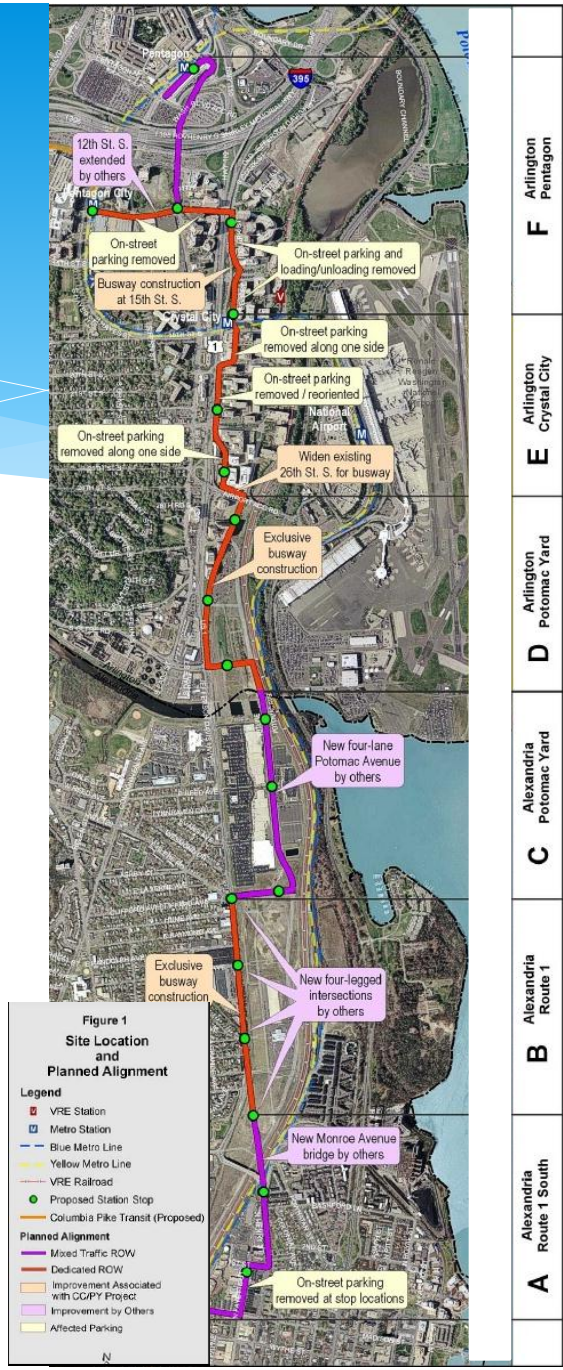
Purpose of Meeting/Agenda

- Overview of Route 1 Bus Rapid Transitway
- Review of Conceptual Station Designs
- Next Steps
- Feedback on Conceptual Station Designs/ Public Comments

Route 1 Today

Overview

- Crystal City/Potomac Yard Area Transportation Study (1999) – included improved transit services in the 5-mile Route 1 Corridor from Pentagon City to Braddock Road Metrorail Stations
- City Council approved a Bus Rapid Transit (BRT) facility in Route 1 within the median (April 2011)
- TIGER grant - $8.5 million
- Route 1 BRT is a portion of the CCPY (Segment B) from Potomac Avenue to East Glebe Road
- Design-Build: November 2011
- Construction: July 2012
- Operations: December 2013

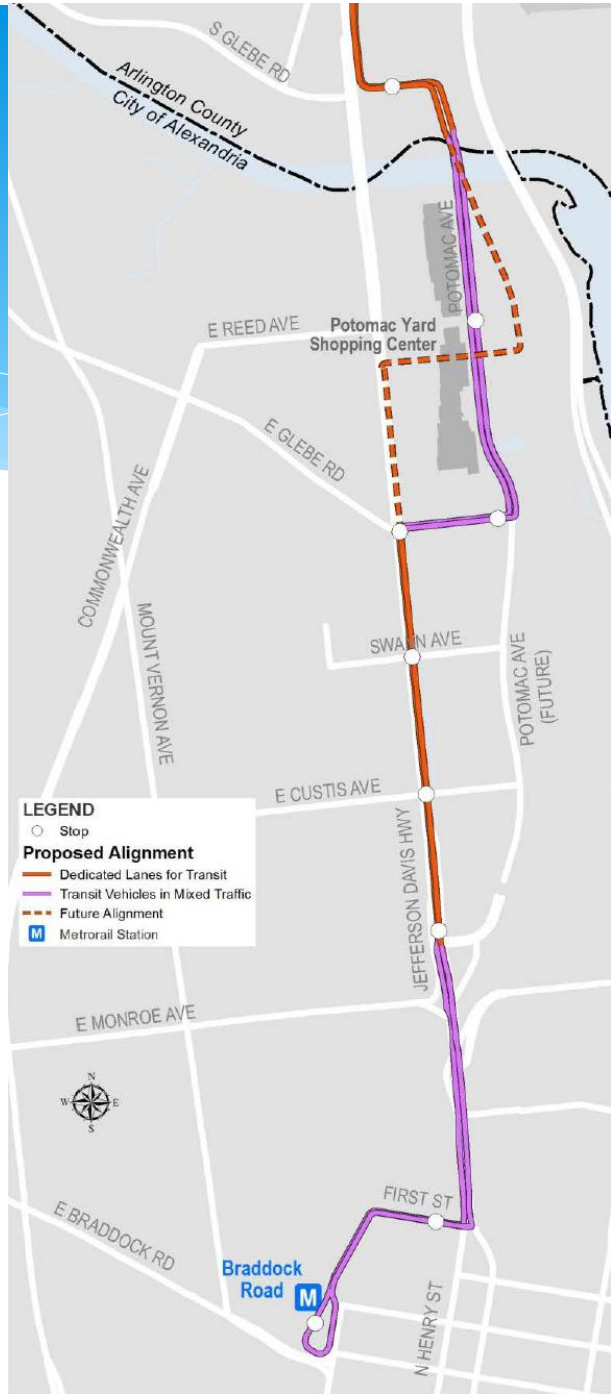


Land Use

Mount Vernon Ave.
Commonwealth Ave.
Route 1
Route 1
E. Glebe Rd
E. Custis Ave.
Potomac Ave.
Potomac Yard Metro (Proposed)
Potomac River
Potomac River
Legend
Metro Location
BRT Station
BRT Route
Dedicated Lanes
Future Alignment
In Traffic
Quarter Mile BRT Walkshed
Quarter Mile Metro Walkshed
Half Mile Metro Walkshed
Land Use
Hotel
Municipal
Office
Office - Residential
Residential
Open Space
Retail

Project Specifics

- Route 1
  - Northbound widened by Potomac Yard Developer
  - Existing northbound lanes repurposed to transit lanes
  - Southbound lanes remain untouched
- 2-lane transit-only corridor
- 12-foot landscaped medians on either side
- Medians taper to allow left-turn lanes at signalized intersections
- 7 stations:
  - East Glebe Road – SB only (NB located in Potomac Yard)
  - East Swann Avenue – two stations – far side
  - East Custis Avenue – two station – far side
  - Potomac Avenue – two stations – both on north side of intersection.



Access to/from Route 1

Right-in/right-out required at:

- Hume Avenue
- Raymond Avenue
- Calvert Avenue
- Fannon Street
- Windsor Avenue
- Bellefonte Avenue

Signalized intersections:

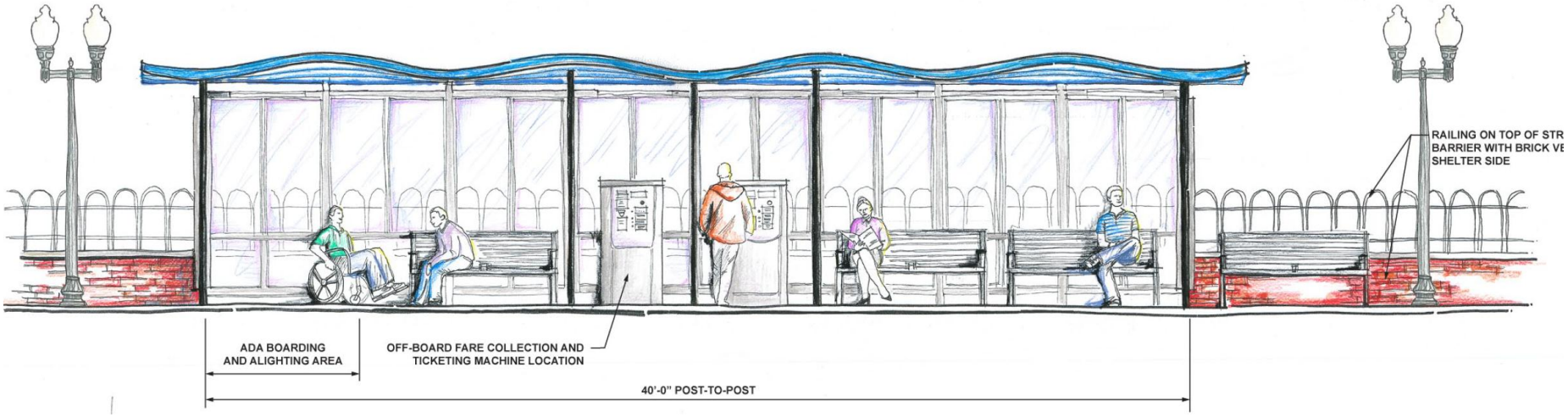
- East Glebe Road
- Swann Avenue
- Custis Avenue
- Howell Avenue
- Potomac Avenue

Schematic of Route 1 in Vicinity of Transit Stops

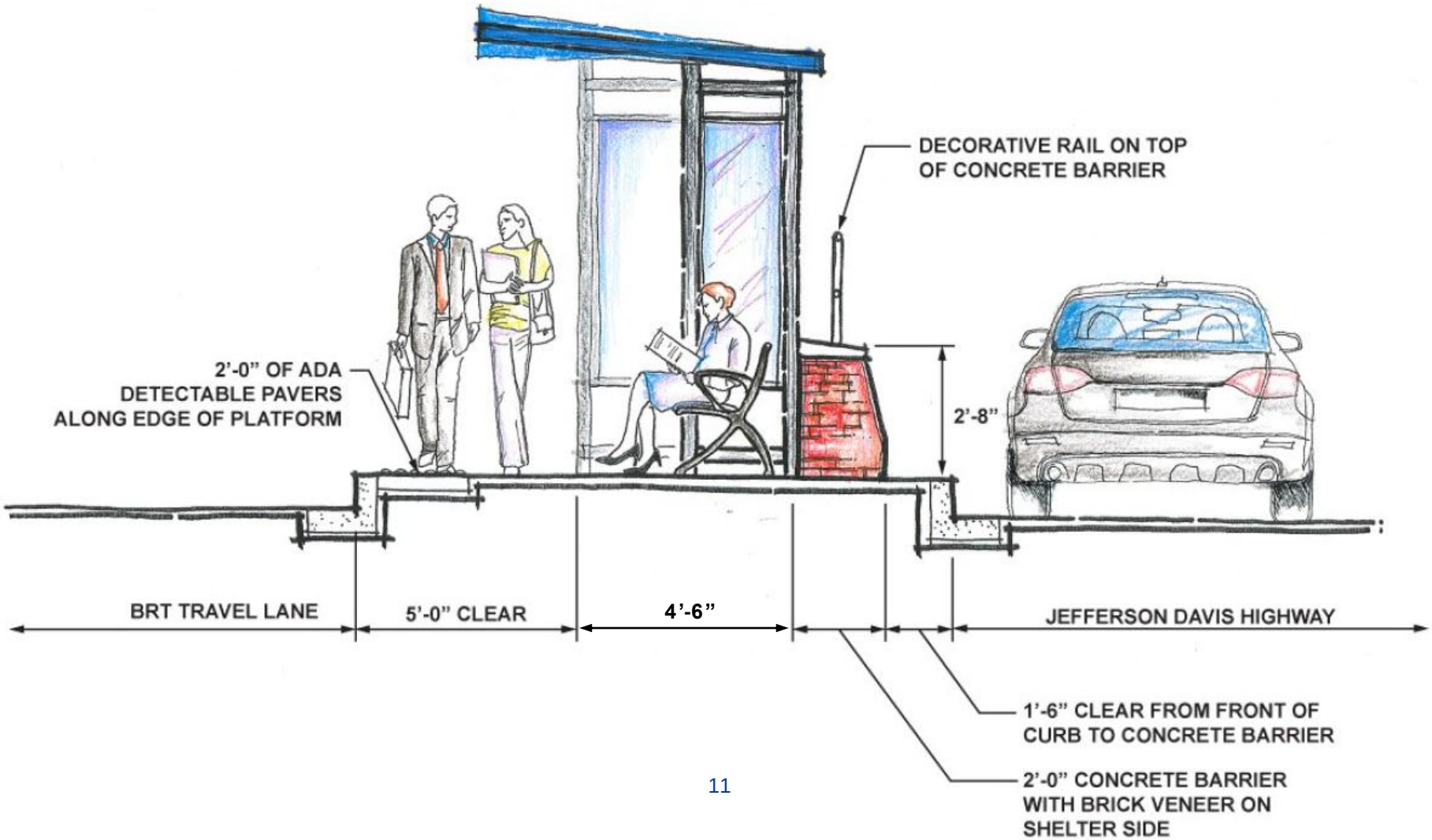
Guiding Criteria

- Strong brand for the corridor
- Reflects Alexandria culture and identity
- Safety/security
- Pedestrian circulation
- Cost/budget
- Strong, identifiable roof
- Protection from the elements
- Lighting
- Inclusion of off-board fare collection and real time information
- Energy efficiency

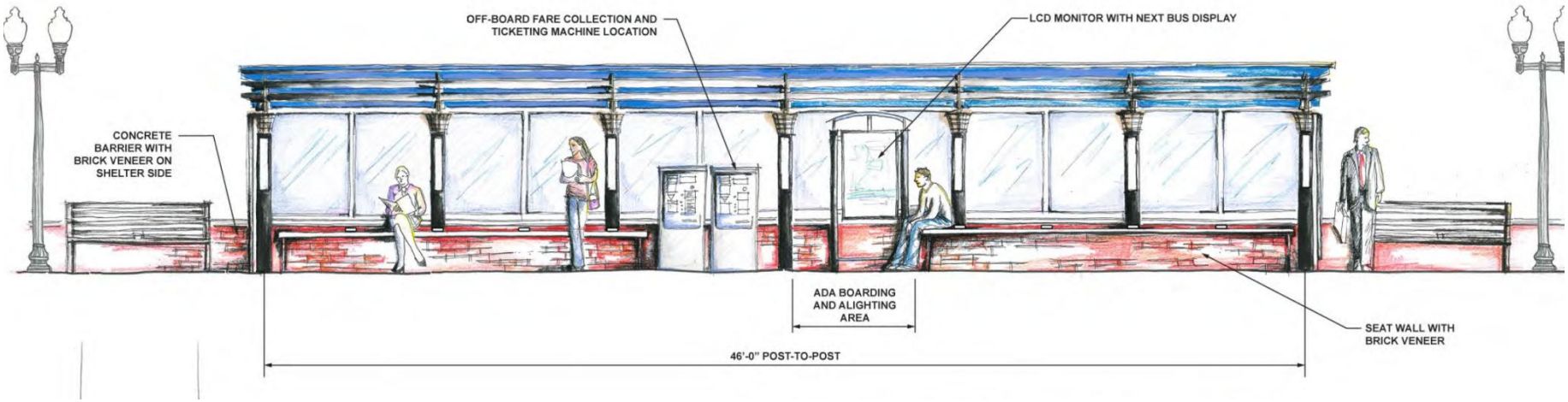
Option 1


RAILING ON TOP OF STR
BARRIER WITH BRICK VE
SHELTER SIDE
ADA BOARDING
AND ALIGHTING AREA
OFF-BOARD FARE COLLECTION AND
TICKETING MACHINE LOCATION
40'-0" POST-TO-POST

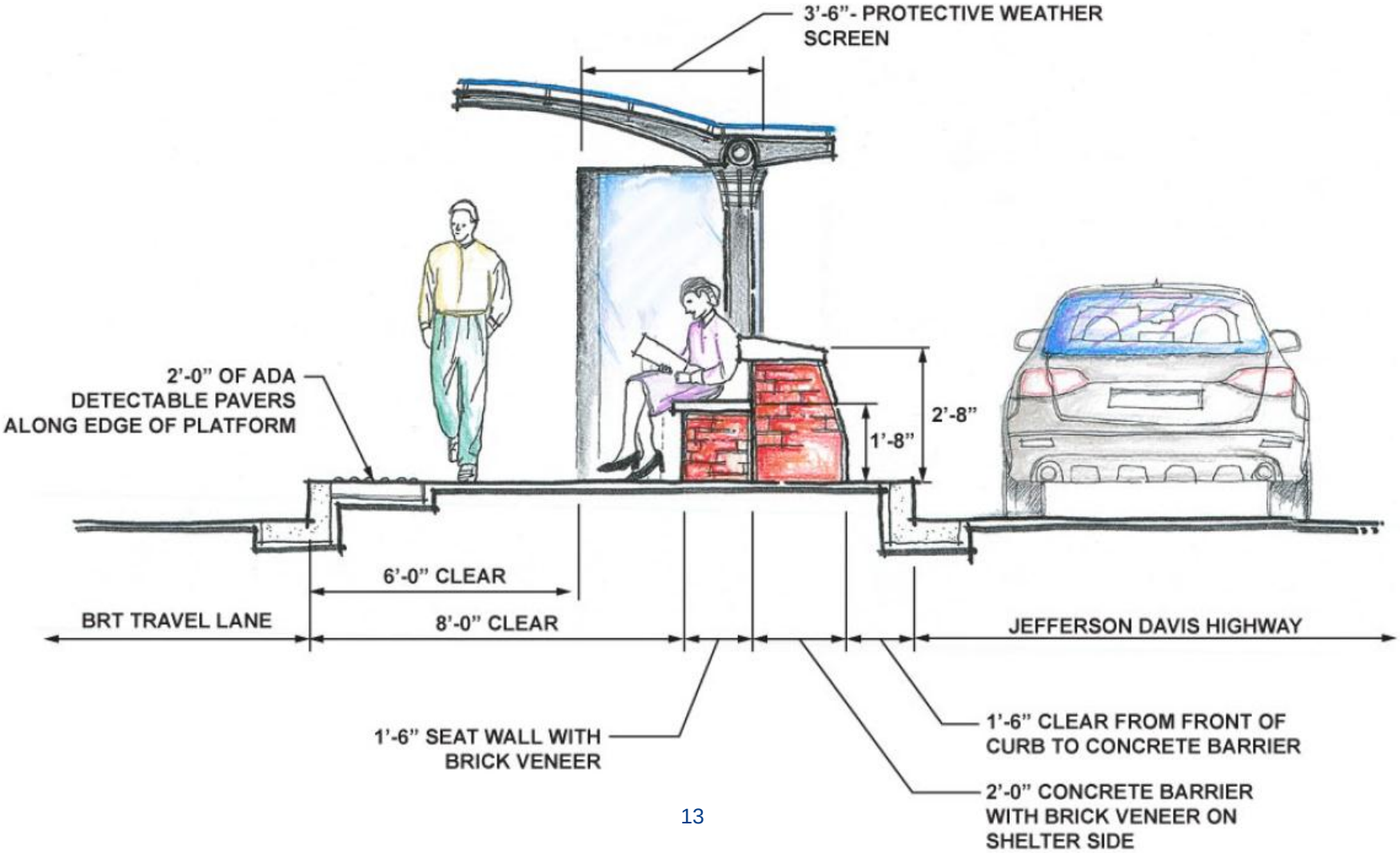
Option 1


DECORATIVE RAIL ON TOP
OF CONCRETE BARRIER
2'-0" OF ADA
DETECTABLE PAVERS
ALONG EDGE OF PLATFORM
2'-8"
BRT TRAVEL LANE
5'-0" CLEAR
4'-6"
JEFFERSON DAVIS HIGHWAY
1'-6" CLEAR FROM FRONT OF
CURB TO CONCRETE BARRIER
2'-0" CONCRETE BARRIER
WITH BRICK VENEER ON
SHELTER SIDE

Option 2


OFF-BOARD FARE COLLECTION AND TICKETING MACHINE LOCATION
LCD MONITOR WITH NEXT BUS DISPLAY
CONCRETE BARRIER WITH BRICK VENEER ON SHELTER SIDE
ADA BOARDING AND ALIGHTING AREA
SEAT WALL WITH BRICK VENEER
46'-0" POST-TO-POST

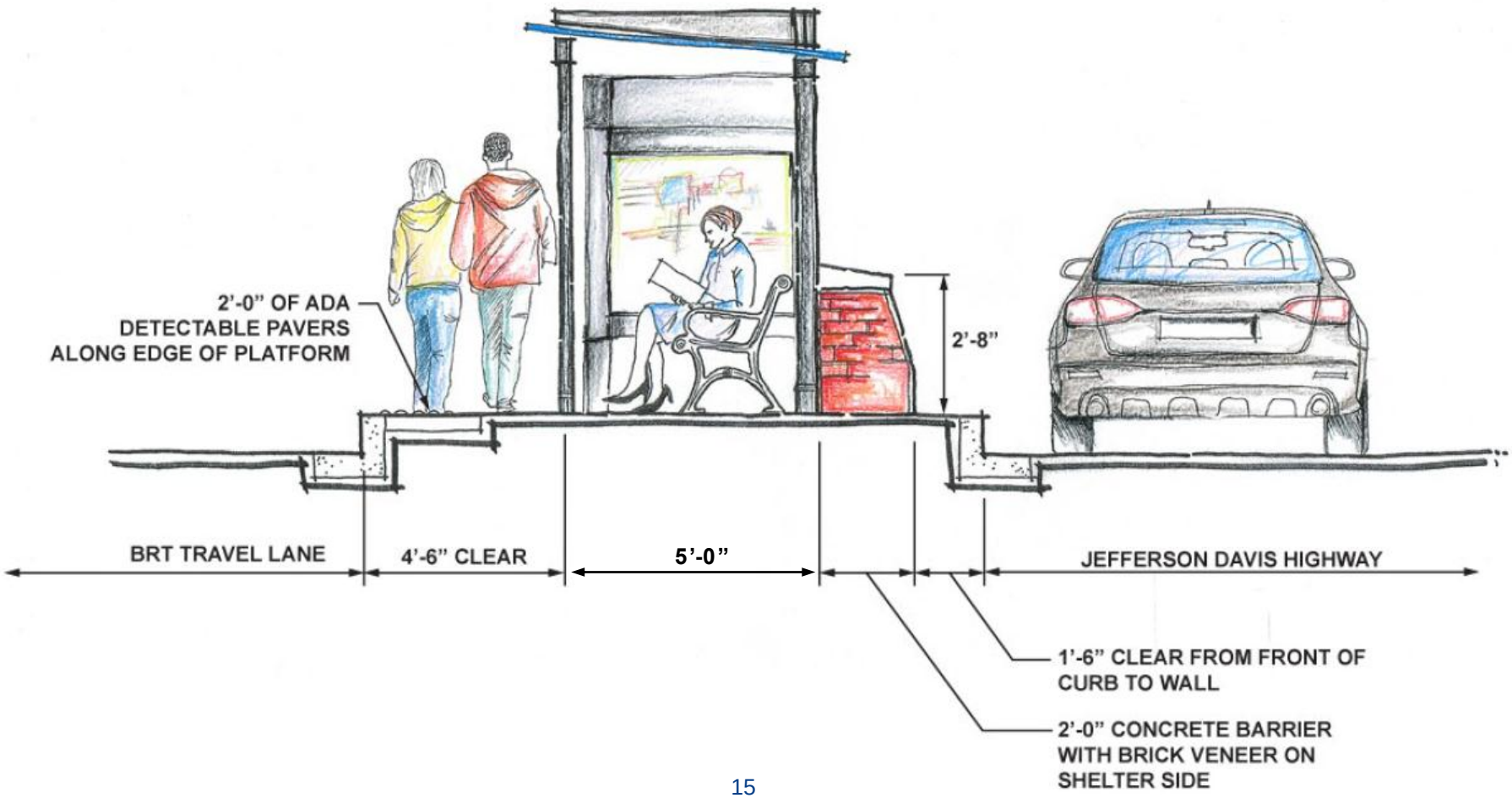
Option 2


3'-6"- PROTECTIVE WEATHER SCREEN
2'-0" OF ADA DETECTABLE PAVERS ALONG EDGE OF PLATFORM
2'-8"
1'-8"
6'-0" CLEAR
BRT TRAVEL LANE
8'-0" CLEAR
JEFFERSON DAVIS HIGHWAY
1'-6" SEAT WALL WITH BRICK VENEER
1'-6" CLEAR FROM FRONT OF CURB TO CONCRETE BARRIER
2'-0" CONCRETE BARRIER WITH BRICK VENEER ON SHELTER SIDE

Option 3

26'-1" POST-TO-POST
ADA BOARDING
AND ALIGHTING AREA
OFF-BOARD FARE COLLECTION AND
TICKETING MACHINE LOCATION
26'-1" POST-TO-POST

Option 3


2'-0" OF ADA
DETECTABLE PAVERS
ALONG EDGE OF PLATFORM
2'-8"
BRT TRAVEL LANE
4'-6" CLEAR
5'-0"
JEFFERSON DAVIS HIGHWAY
1'-6" CLEAR FROM FRONT OF
CURB TO WALL
2'-0" CONCRETE BARRIER
WITH BRICK VENEER ON
SHELTER SIDE

Guiding Criteria by Shelter Option

Shelter Option	Branding for the Corridor	Reflects Alexandria culture and identity	Safety/Security	Pedestrian circulation	Cost/budget	Strong, identifiable roof	Protection from the elements	Lighting	Off-board fare collection and real-time info	Energy efficiency
		✓	✓	✓	✓	✓	✓	✓	✓	✓
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
			✓	✓	✓	✓	✓	✓	✓	✓

Next Steps

- July 2012: Begin construction of Transitway
- September 2012: Present Concept Station Design to Planning Commission
- September 2012: Present Concept Station Design to City Council
- December 2013: Opening of Route 1 BRT between Potomac Avenue and East Glebe Road

For more information on this project or other capital or planning projects in Potomac Yard:

www.alexandriava.gov/potomacyard

THANK YOU

COMMENTS / QUESTIONS?