

TRANSITWAY CORRIDOR FEASIBILITY STUDY



DASH
703-370-DASH
ROUTE 2
DESTINATION
2 LINCOLNIA
5 VAN DORN ST. M.
7 LANDMARK MALL

NOR

DASH
703-370-DASH
NO PARKING
LOADING ZONE
8AM-6PM



High Capacity Transit Corridor Work Group
May 5, 2011 Work Session

Corridor C Transitway Alternatives



Kimley-Horn
and Associates, Inc.

Meeting Objectives

- **Background / Mission of the High Capacity Transit Corridor Work Group**
- **Answer Questions related to Corridor C Alternatives**
- **Public Comments**
- **Next Steps**



Background / Mission of CWG

- **Transportation Master Plan Update (2008)**
 - Ad Hoc Transportation Task Force developed
 - Held series of public meetings throughout Plan update
 - Identifies three specific high capacity transit corridors
- **Council Strategic Plan (2010)**
 - Assesses direction of the City / Strategic actions for realizing goals
 - Goal #3 stresses multi-modal transportation network
 - Includes initiatives to begin formal planning for Corridor C



Background / Mission of CWG

- **Transitway Corridor Feasibility Study (Began 2010)**
 - Builds on Transportation Master Plan
 - Identify / Adopt transit concept and action plan for each corridor
- **High Capacity Transit Corridor Work Group (Established 2010)**
 - Advisory group for Transitway Corridor Feasibility Study
 - Provides input to staff and consultant
 - Reviews technical and financial issues
 - Reviews options and priorities



Project Status

- **Corridor C (Van Dorn / Beauregard)**
 - **Completed existing conditions, needs assessment, and alternatives development**
 - **Completed first and secondary screening of alternatives**
 - **Presented results of secondary screening to Corridor Work Group on March 17**
 - **Will present consultant recommendation in mid May**
 - **Corridor Work Group identify preferred recommendation at May 19 meeting**



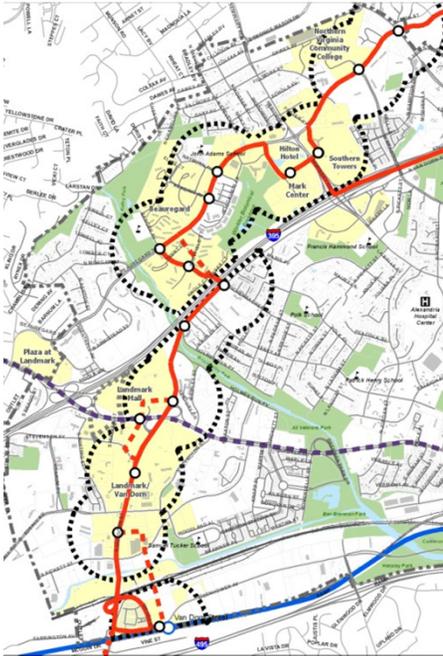
Project Status

- **Corridor A (North-South)**
 - Have collected and analyzed existing conditions
 - Will present existing conditions and identify needs at May 19 meeting
 - Field tour of portion of Corridor A scheduled for May 19
- **Corridor B (Duke Street / Eisenhower Avenue)**
 - Have collected and analyzed existing conditions
 - Will present existing conditions and identify needs at May 19 meeting



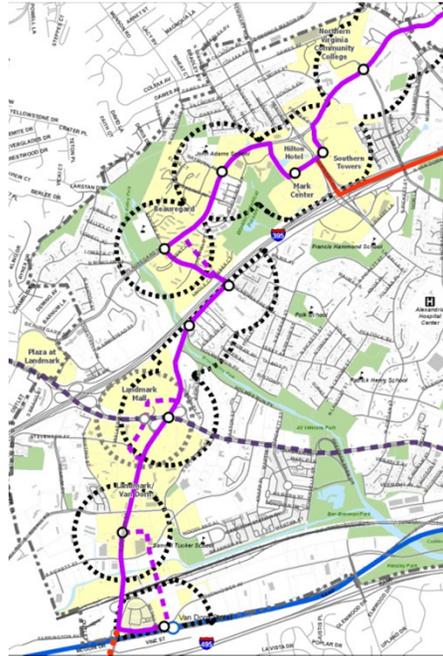
Preliminary Alternatives Selected for Further Evaluation

Alternative B



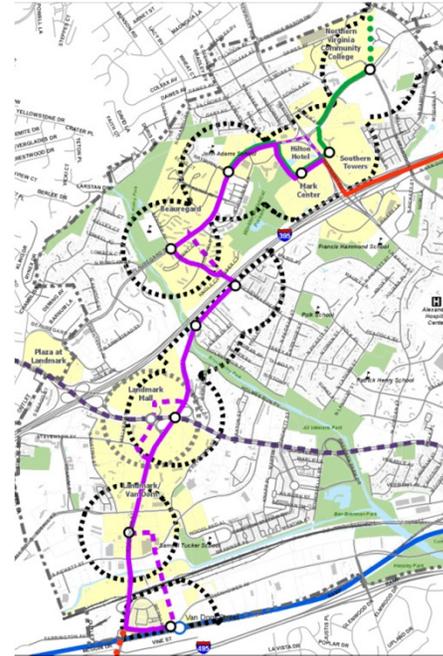
- Possible preliminary phase of any other alternative
- Baseline for evaluation

Alternative D



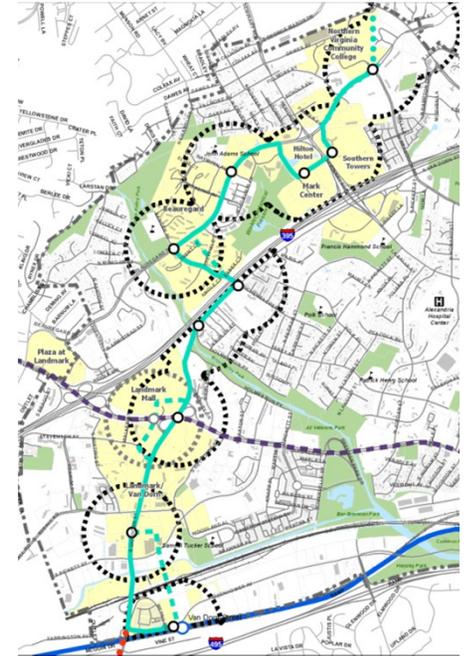
- Support from CWG
- BRT
- Shirlington connection
- Moderate capital cost

Alternative E



- Support from CWG
- BRT and streetcar
- Single seat ride between Columbia Pike and potential Beauregard Town Center
- Moderate-high capital cost

Alternative G



- Public support
- Streetcar option
- Compatibility with Columbia Pike
- High capital cost

Legend			
	Rapid Bus		Phased Route
	Streetcar - Mixed Flow		Optional Route or Columbia Pike Connection
	BRT (Bus Rapid Transit)		Transitway Station
	Streetcar (dedicated lanes)		Quarter-mile station area



Costs and Funding

What do the Capital costs include?

- **Dedicated runningway and associated components**
- **Streetcar maintenance facility**
- **Traction power stations**
- **Utilities associated with transit project**
- **Sidewalks and landscaping as needed**
- **Stations**



Costs and Funding

What funding sources can be used to construct the transitways?

A number of funding sources would need to be explored, and may include:

- City funds dedicated to transportation
- Federal Transportation funds and programs
- Developer contributions
- General funds
- Owner / Operator contributions
- Tax Increment Financing
- Reallocation of current city monies allocated to WMATA and DASH
- Local Improvement District
- Commercial Add-On Tax



System Quality

Will the transitway system be of high quality?

All three corridors will have a high quality system, including:

- Dedicated lanes
- Special, branded vehicles
- Intelligent Transportation Systems (i.e., transit signal priority)
- High quality stations
- Improved pedestrian and bicycle connectivity
- Frequent, reliable service
- Good connectivity / interface with Metro stations



Technology

Can the streetcars, especially Skoda vehicles, operate on steep grades such as Beauregard Street?

Yes. These vehicles can run up to a maximum grade of 9%. WMATA recommends that tracks have a maximum sustained grade of 6%, with an absolute maximum grade of 7.5% on short sections.



Post Study Process

What will be the public process after the Transitway Study is completed?

Upon completion of study and implementation plan, the highest priority corridor would move to the environmental study / stage. This includes a detailed alternatives analysis and environmental assessment as prescribed by the Federal Transit Administration. This process would include a public comment period / public hearings prior to the final preferred recommendations are made.



Coordination with Other Transit Planning

How is Corridor C being coordinated with current WMATA planning efforts for the Beauregard Corridor?

WMATA has recently begun a review of Route 7 lines, with the goal of making the route more efficient in the near term, and to plan for service changes after a HCT service is introduced. The City is keeping WMATA apprised of the Transitway Corridor Feasibility Study and the final recommendation will be conveyed so that service adjustments can be made.



Coordination with other Transit Planning

How would a streetcar be coordinated with the streetcar planning effort underway along Columbia Pike?

- **Arlington/Fairfax Counties are currently analyzing alternatives that extend the Columbia Pike streetcar to the NVCC campus.**
- **Alexandria has expressed its interest in having the Columbia Pike streetcar extended to NVCC regardless of the location of its maintenance facility.**
- **The Alternatives Analysis / Environmental Assessment (AA/EA) will be complete in late 2011.**
- **If the recommendation does not extend the streetcar to NVCC, and the recommendation for Corridor C includes a streetcar, the City would need to examine a connection to the Skyline area as part of its Corridor C AA / EA.**



Right-of-Way

Can dedicated lanes be provided without widening the roadway?

- **It is important that dedicated lanes be provided for any transitway in order to maintain efficient operation of the system.**
- **In some locations where space is constricted, dedicated lanes may not be built.**
- **To build dedicated lanes, the roadway would need to be widened, so that existing vehicular capacity is not reduced. This was an important factor supported in general by the Corridor Work Group and the public.**



OTHER QUESTIONS?



Next Steps

- **Corridor C Consultant Recommendation**
- **May 19 Corridor Work Group Meeting**
 - Corridor C - CWG Recommendation
 - Alternatives A and B Overview, Existing Conditions and Needs
- **Corridor C Refined Analysis**
 - Refined cost estimates
 - Implementation plan
 - Additional Cross-sections



Thank you for your attention!

For access to the information that was presented tonight, as well as other study information, please visit the project website at:

- <http://alexandriava.gov/HighCapacityTransit>

Once there, follow the link for the “[High Capacity Transit Corridor Work Group](#)”

