

TRANSITWAY CORRIDOR FEASIBILITY STUDY



703-370-DASH
ROUTE DESTINATION
2 LINCOLNIA
5 VAN DORN ST 3A
7 LANDMARK MALL

NOR

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



High Capacity Transit Corridor Work Group
December 15, 2011 Meeting

Corridor A



T&ES



Kimley-Horn
and Associates, Inc.

Goals of Today's Meeting

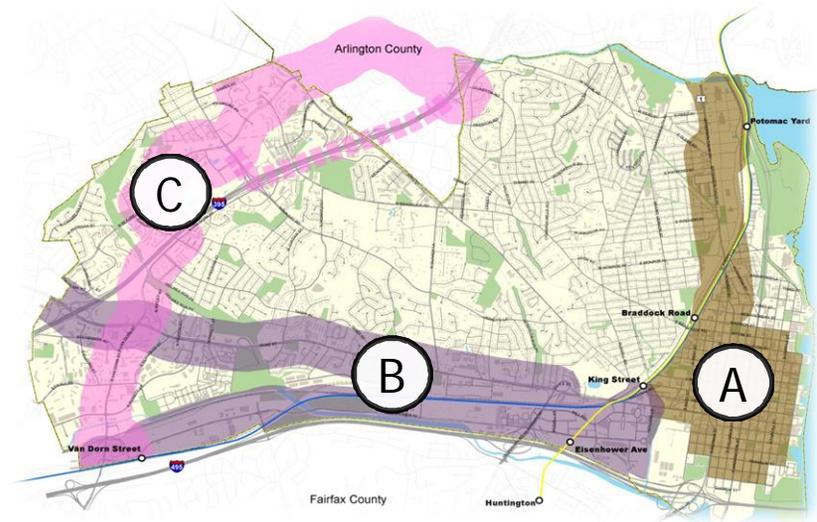
- Recap of previous work
 - Context: Local and Regional Transitway Initiatives
 - Summary of Corridor A Issues and Challenges
 - Summary of Previously Presented Alignment Concepts
 - Summary of CWG and Public Input
- Develop a strategy to move forward



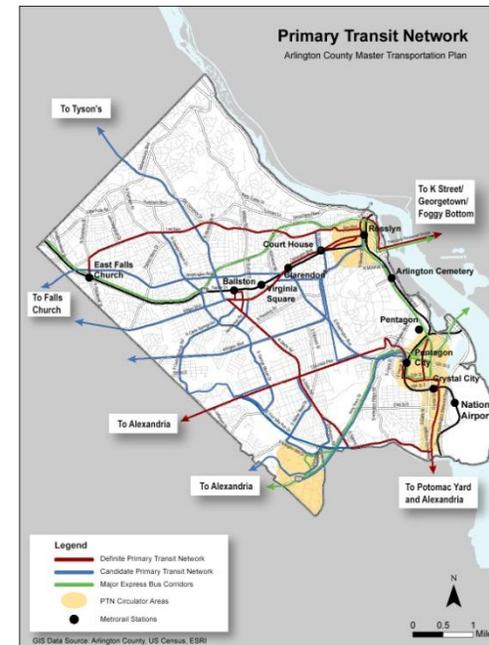
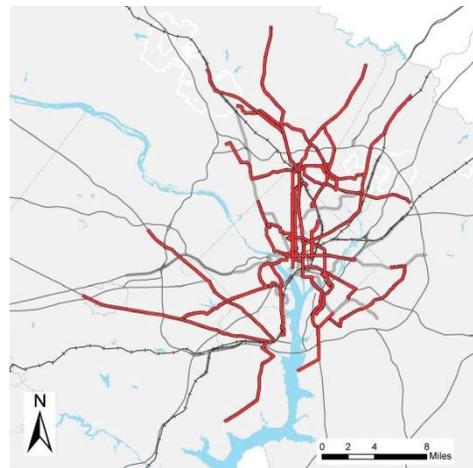
TRANSITWAY CORRIDOR FEASIBILITY STUDY

Transitway Initiatives

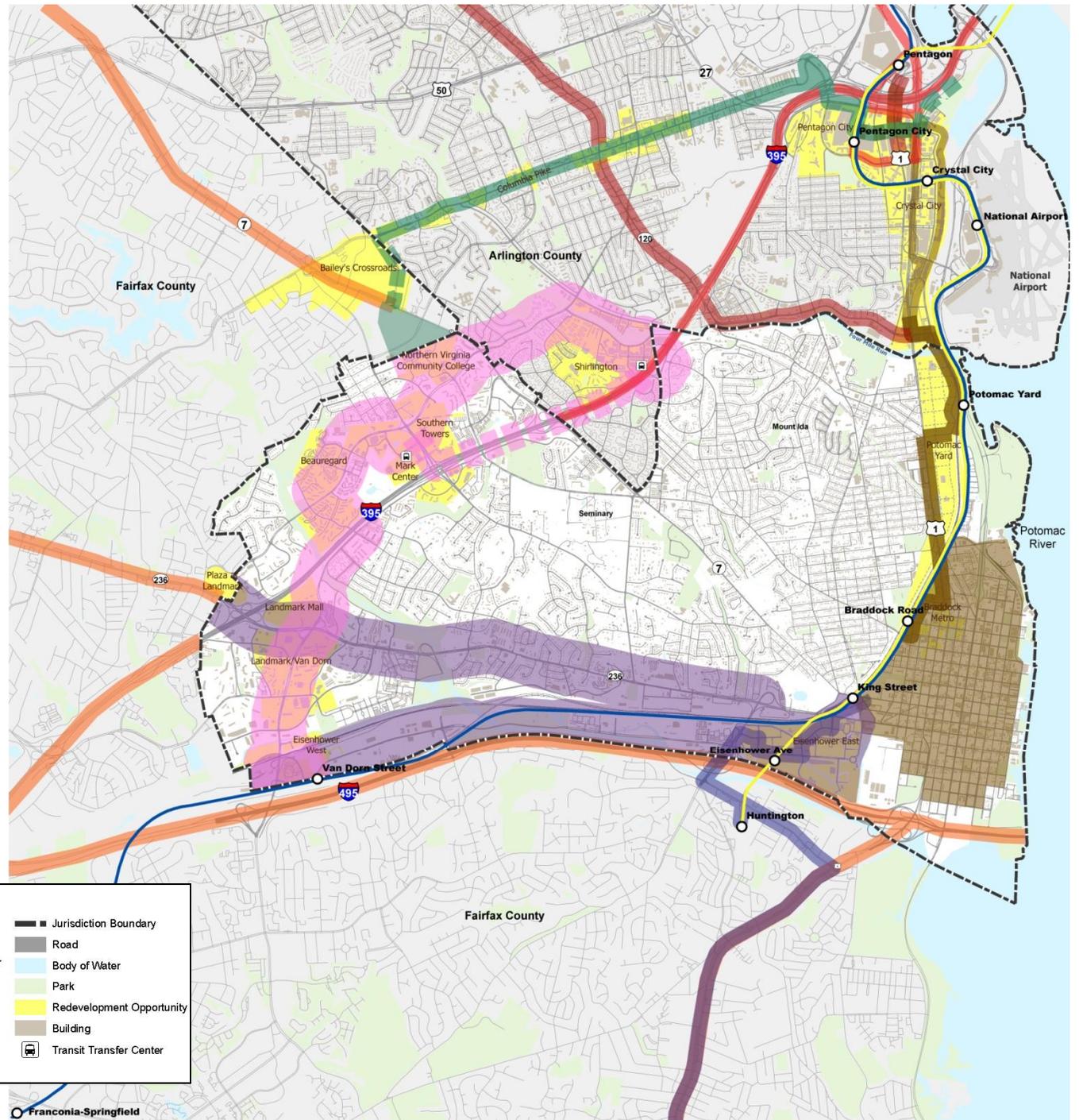
- Alexandria Transitway Corridors
- Arlington County Primary Transit Network
- Fairfax County High Quality Transit Network (and Enhanced Public Transit Corridors)
- WMATA Priority Corridor Network
- MWCOG Priority Bus Network



1. Columbia Pike (Pike Ride)
2. Richmond Highway Express (REX)
3. Georgia Ave./7th St.
4. Crystal City-Potomac Yard
5. Southern Ave. Metro-National Harbor
6. Wisconsin Ave./Pennsylvania Ave.
7. University Blvd./East-West Highway
8. Sixteenth St. (DC)
9. Leesburg Pike
10. Veirs Mill Rd.
11. New Hampshire Ave.
12. H St./Benning Rd.
13. Georgia Ave. (MD)
14. Greenbelt-Twinbrook
15. East-West Highway (Prince George's)
16. Anacostia-Congress Heights
17. Little River Tpke./Duke St.
18. Rhode Island Ave. Metro to Laurel
19. Mass Ave./U St./Florida Ave./8th St./MLK Ave.
20. Rhode Island Ave.
21. Eastover-Addison Rd. Metro
22. Colesville Rd./Columbia Pike - MD US 29
23. Fourteenth St. (DC)
24. North Capitol St.



Regional Transitway Corridors (Alexandria Context)



Legend	
Alexandria High Capacity Transit	Fairfax County
Corridor A	Metrobus REX
Corridor B	Enhanced Public Transportation Corridor
Corridor C	Arlington County Primary Transit Network
Metrail	Crystal City/Potomac Yard Transitway
Blue Line	Columbia Pike Transit
Yellow Line	Other Primary Transit Corridor
Station	Express Bus Corridor
	Jurisdiction Boundary
	Road
	Body of Water
	Park
	Redevelopment Opportunity
	Building
	Transit Transfer Center

Summary of Regional Transportation Challenges

- Existing
 - Significant congestion on major travel routes
 - Through trips diverted onto US 1 and Washington Street
 - Events, incidents, and weather increase congestion on interstates and arterials
 - VRE capacity
 - Bus operations hindered by congestion
- Future
 - Increased congestion on the region's major highway network
 - Worsening regional air quality
 - Limited ability to increase single-occupant vehicle capacity in urban core
 - Core capacity of Metrorail
 - VRE capacity



Summary of Local Transportation Challenges

- Significant travel demand (local and regional) in the north-south direction in east Alexandria
- Significant peak period congestion on US 1 (Patrick and Henry Streets) and Washington Street
- Narrow rights-of-way compared to functional needs of streets
- Narrow travel lanes
- Narrow sidewalks
- On-street parking
- Limited enforcement of HOV lanes
- Location of Metrorail stations



Other Local Challenges

- Historic character of Old Town Alexandria
- Preservation of streetscapes
- Noise and vibration of traffic on historic structures
- Air quality
- Compatibility with land use
- Population and employment density



Travel Pattern Evaluation

- Used Longitudinal Employment-Household Dynamics database from U.S. Census Bureau
 - Analyzes existing home-based work trips between defined geographic areas
- US 1 Corridor in Alexandria/Arlington
 - Of those working in the corridor, 97% live outside the corridor
 - More than 3,100 near-southeast Fairfax County residents work in the corridor
 - Of those living in the corridor, 19% are employed within the corridor
- Data demonstrates that there is an existing market for the type of service that a Corridor A could provide



Conceptual Regional Transitway System Goals

- Improve local and regional mobility
- Expand local and regional high-capacity and –quality transit service coverage to/for:
 - Inter- and intra-jurisdictional trips
 - Unserved and underserved transit demand
 - Manage vehicular travel demand growth
 - Sustainably increase mobility
- Provide transit capacity to complement Metrorail and help with core capacity issues



Conceptual Corridor A Transportation Goals

- Increase high-capacity and –quality transit connectivity and service coverage in Alexandria
- Increase transit availability to north-south travelers along the US 1 corridor
- Connect to Metrorail, VRE, Amtrak, CCPY transitway, and Fairfax County's Future High Quality Transit Network
- Offer an additional attractive alternative to single-occupant vehicle travel in Corridor A

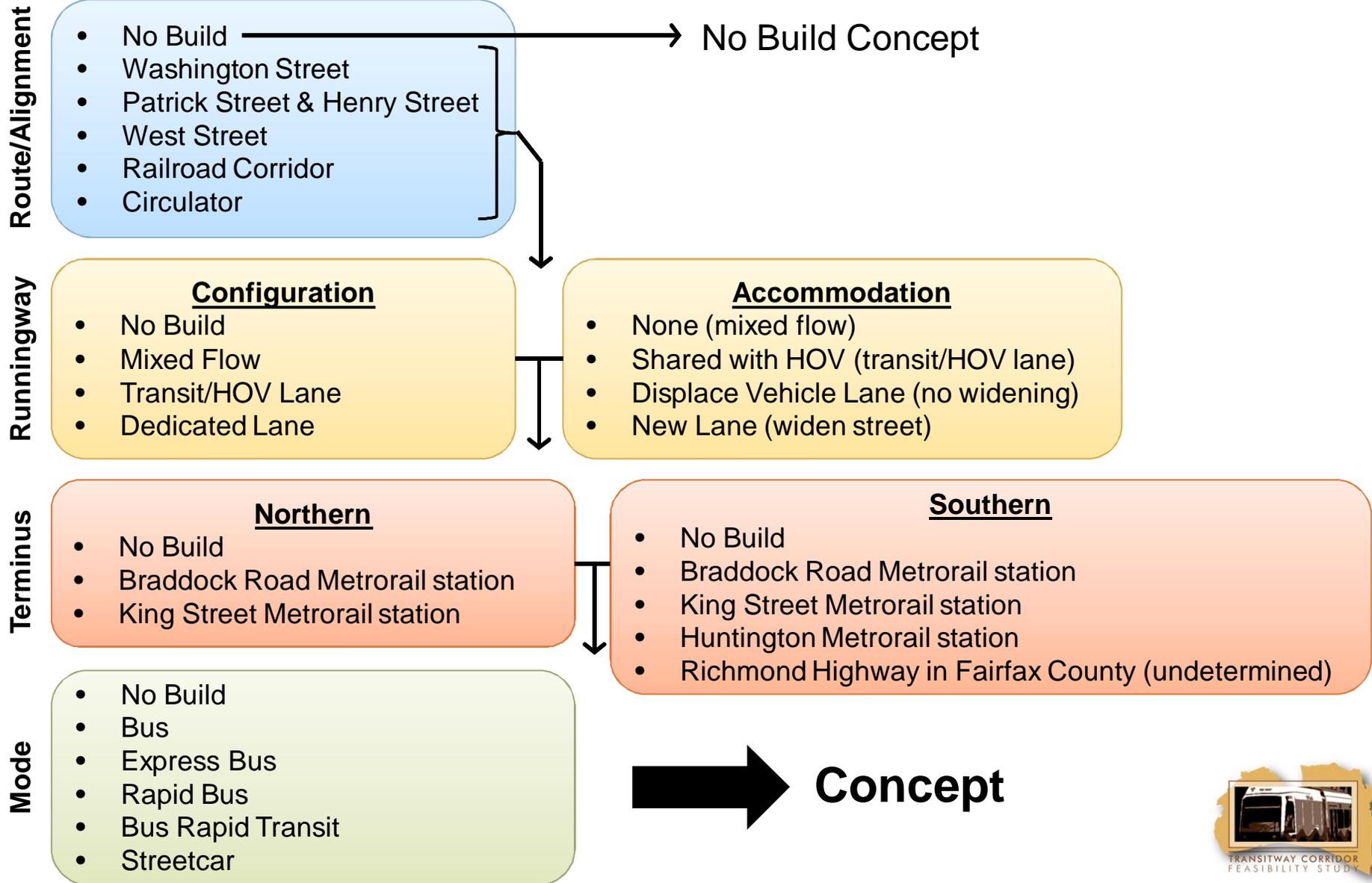


Potential Benefits of Corridor A Transitway

- Direct service to destinations not served by Metrorail
- Better access to destinations between Metrorail stations along the blue-yellow lines
- Increased high-capacity and –quality transit service coverage in east Alexandria
- Increased number of travel choices in the US 1 corridor (Fairfax County, Arlington County, and Alexandria)
- Increased connectivity to Metrorail, VRE, and Amtrak

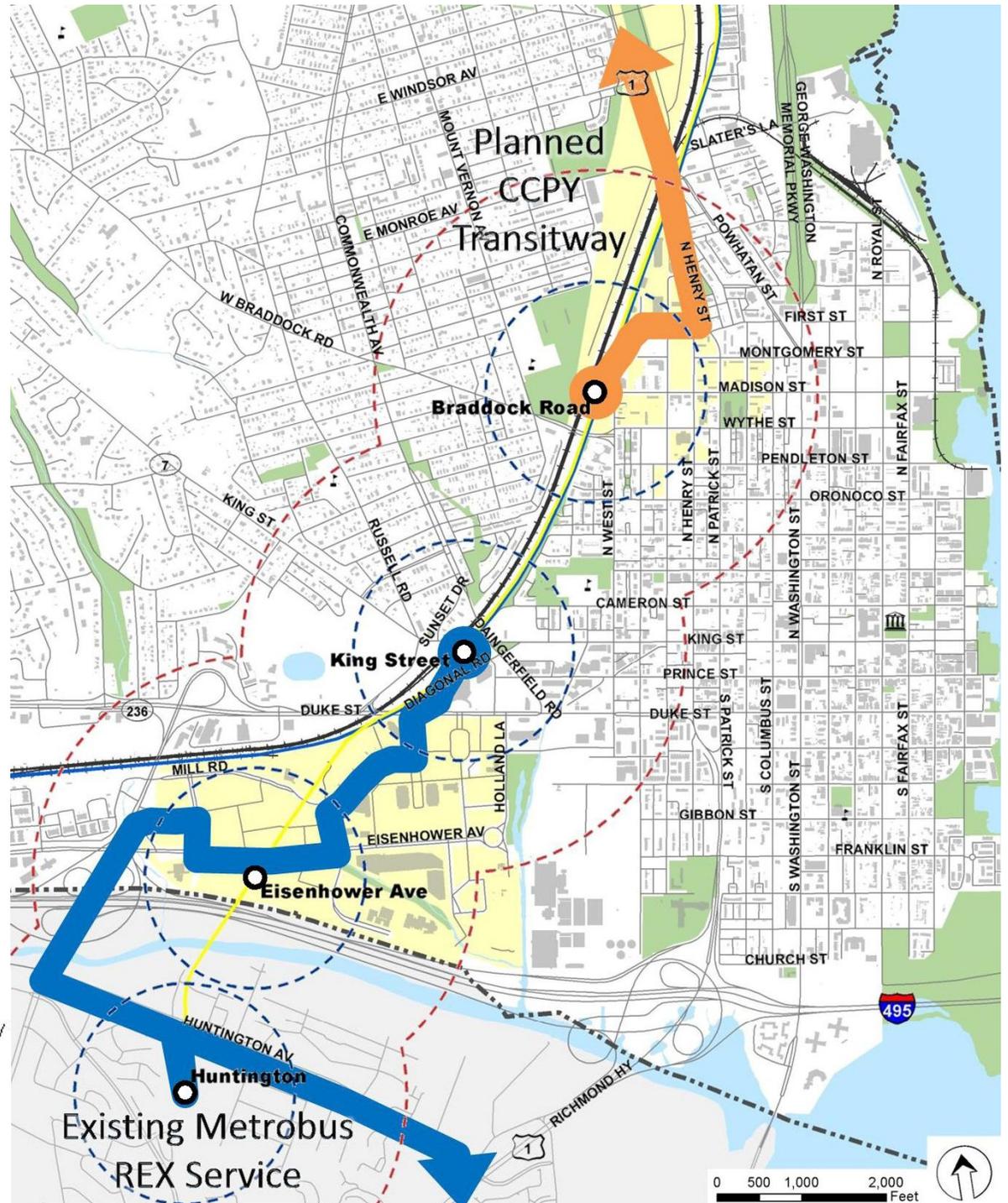


Transitway Concept Building Blocks



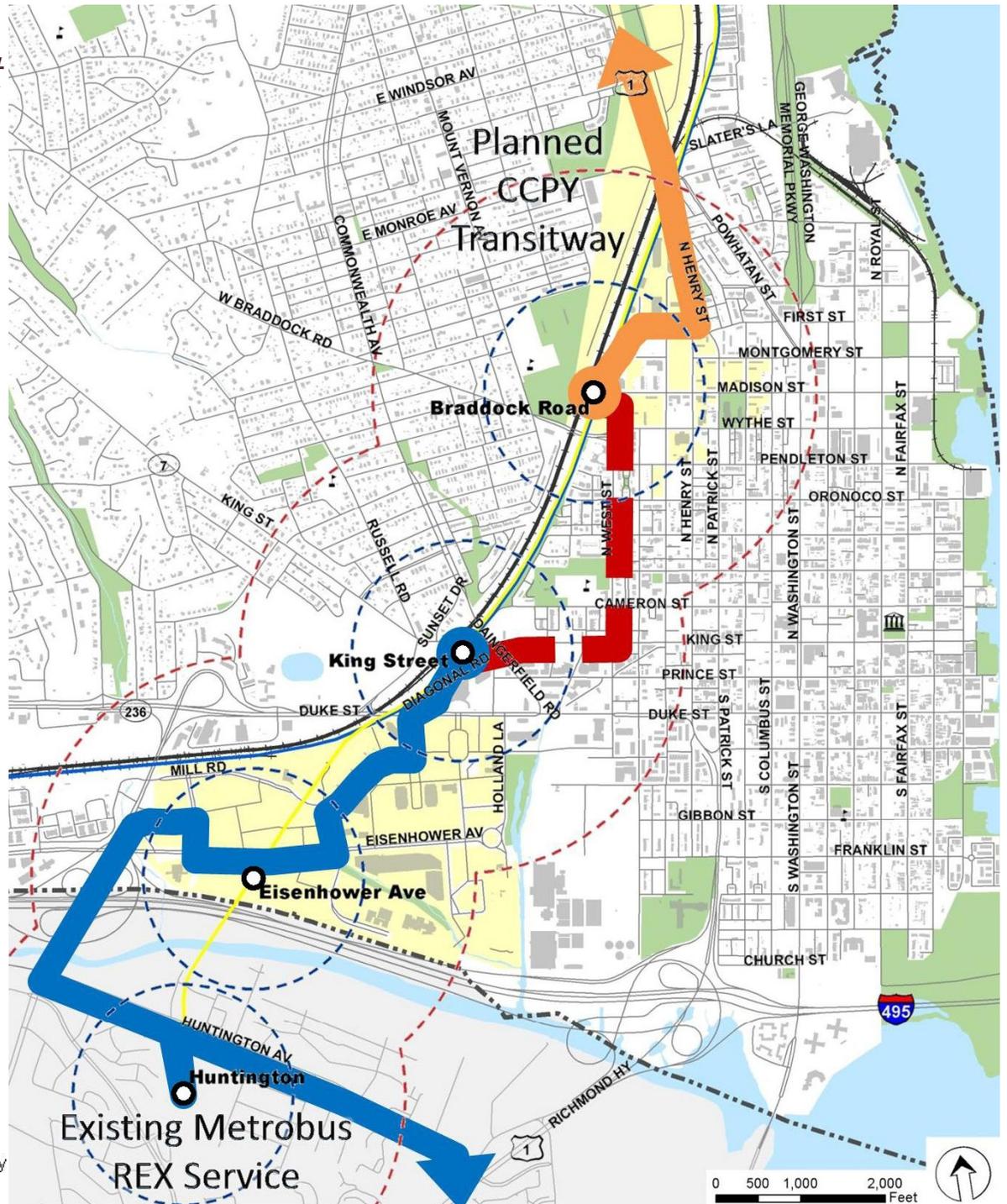
Concept 1: No Build

- Currently planned CCPY transitway
- Existing REX Service



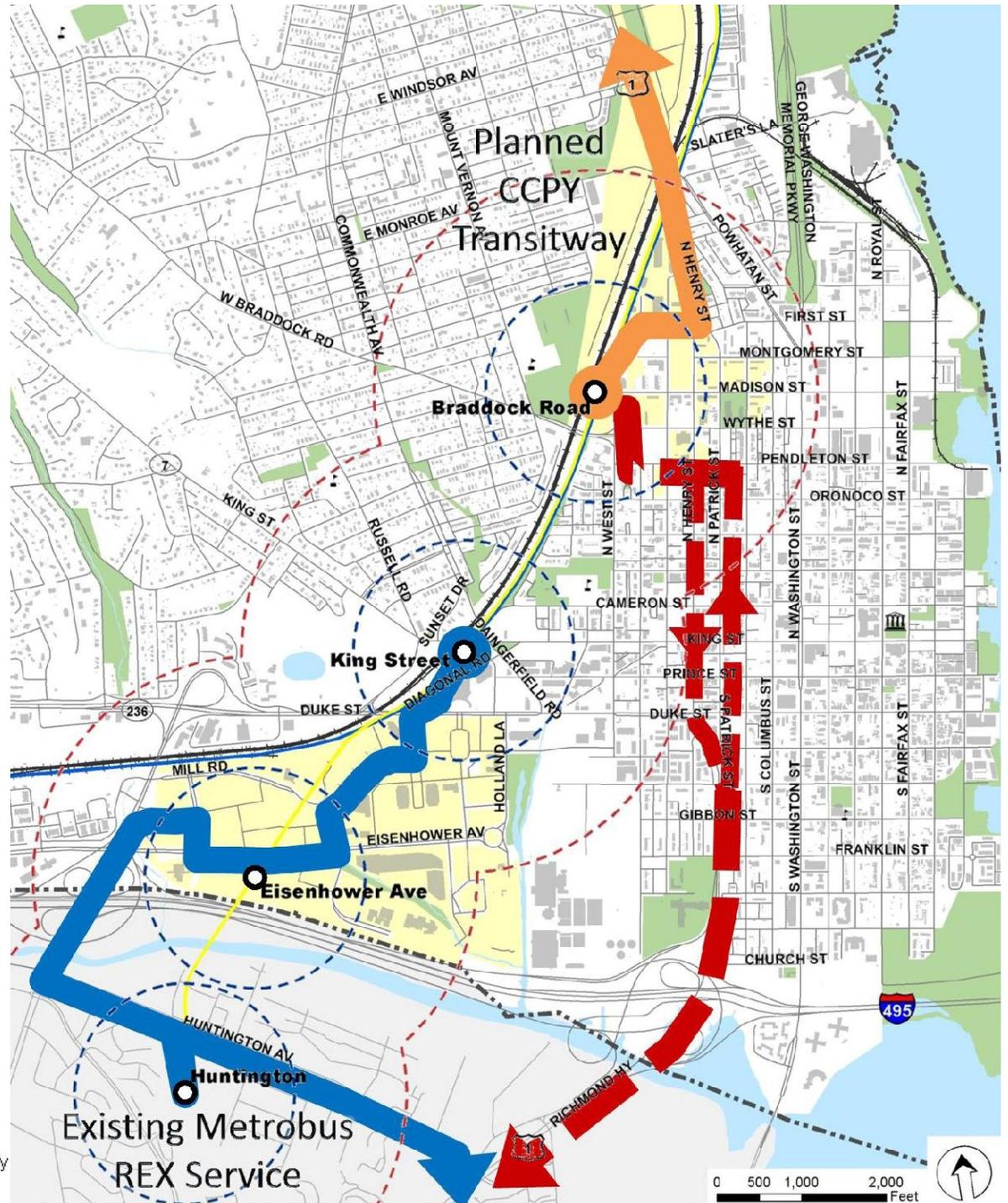
Concept 2: West Street

- Currently planned CCPY transitway
- Existing REX Service
- New service along West Street
 - Extension of CCPY,
 - Extension of REX
 - New service



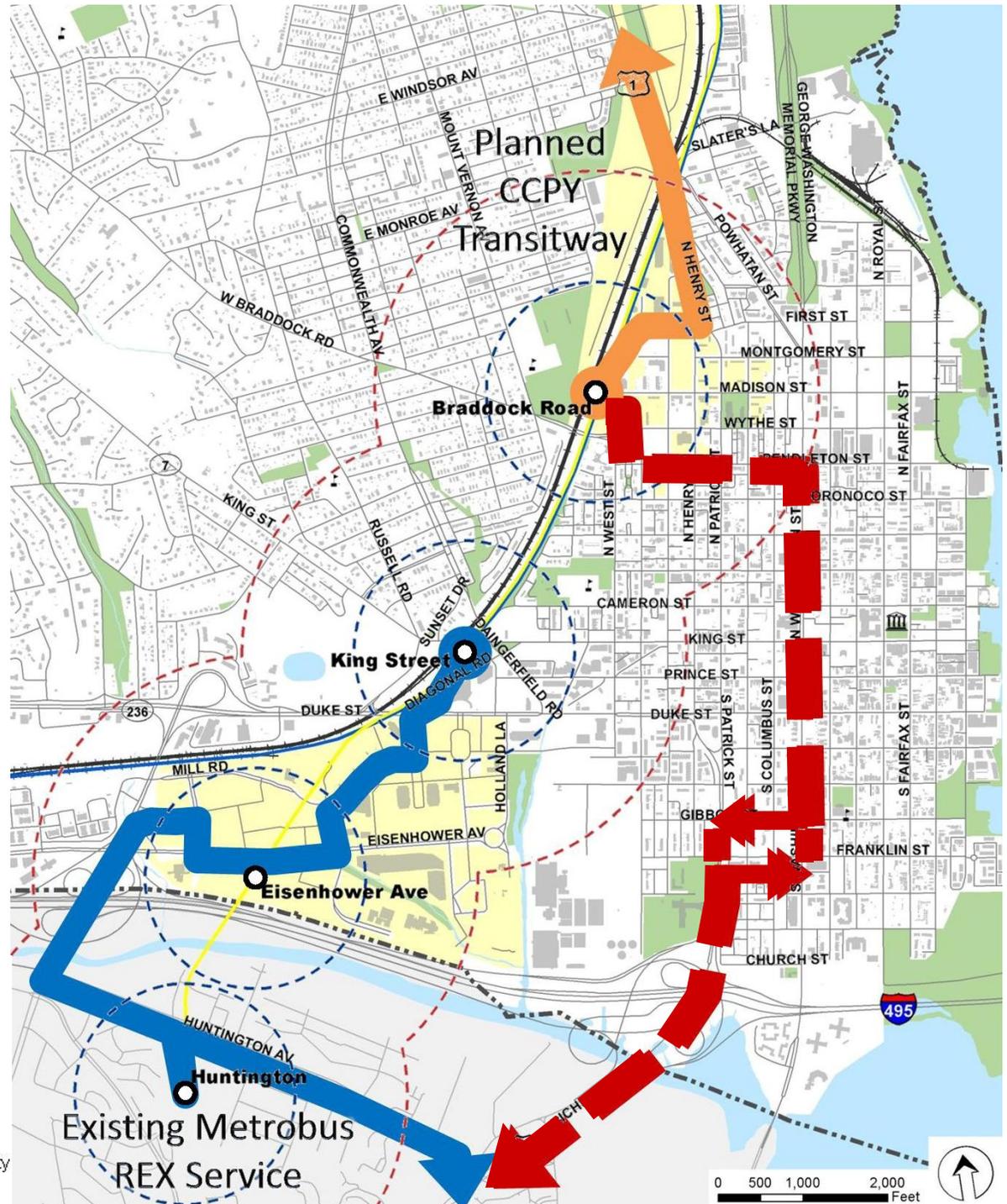
Concept 3: Patrick & Henry Streets

- Currently planned CCPY transitway
- Existing REX Service
- New service along West Street
 - Extension of CCPY,
 - Spur of REX
 - New service



Concept 4: Washington Street

- Currently planned CCPY transitway
- Existing REX Service
- New service along West Street
 - Extension of CCPY,
 - Spur of REX
 - New service

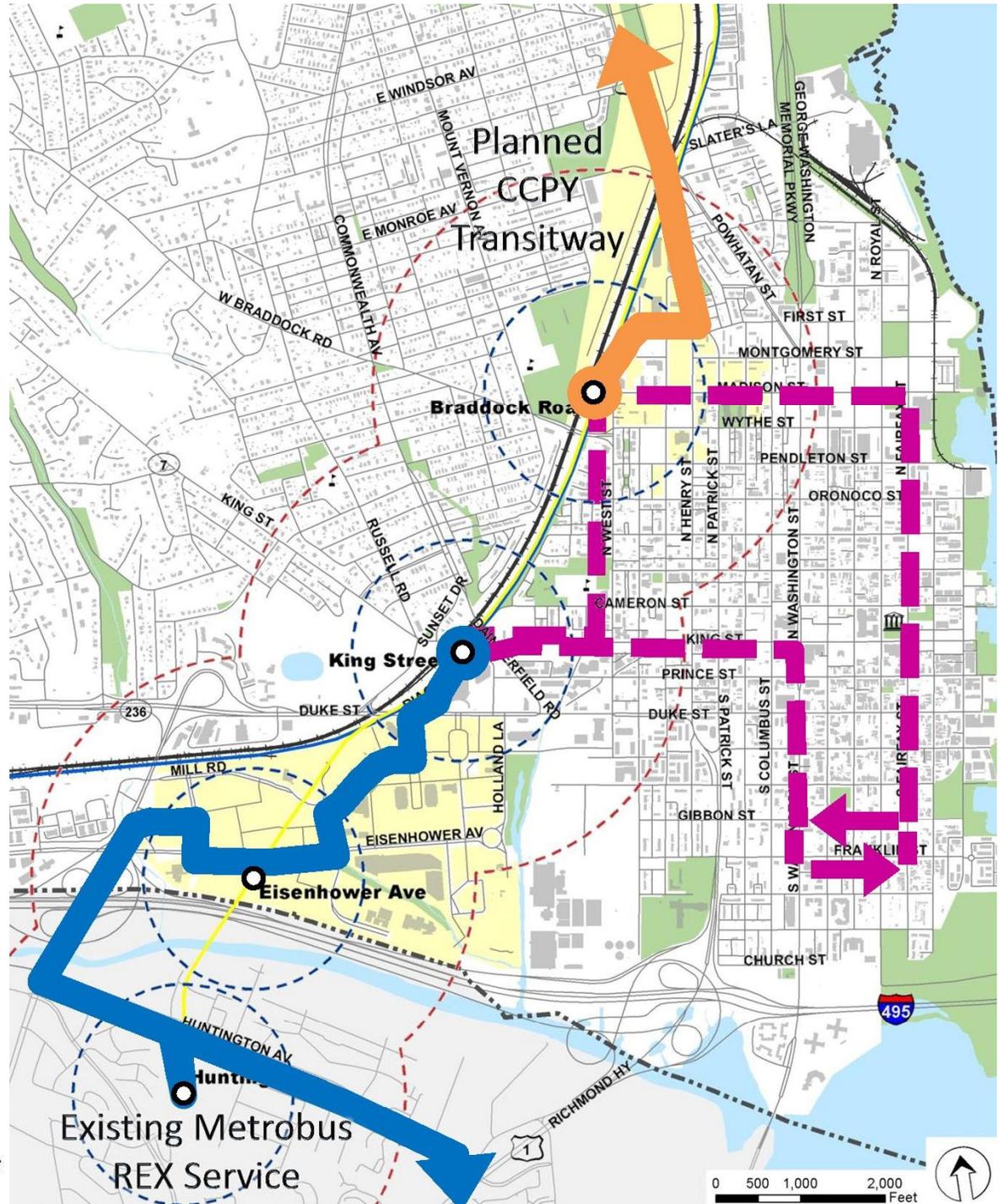


Legend

- | | | | |
|--------------|---------------------------------------|--|---------------------------|
| | Crystal City/Potomac Yard Transitway | | Jurisdiction Boundary |
| | Conceptual High Capacity Transit Link | | Street |
| | Metrobus REX | | Body of Water |
| Metro | | | Park |
| | Blue line | | Building |
| | Yellow line | | Redevelopment Opportunity |
| | Station | | |

Concept 5: Circulator

- Currently planned CCPY transitway
- Existing REX Service
- Conceptual circulator route



Public Comments

- Themes
 - Uncertainty of travel patterns and potential users
 - Corridor will mainly serve non-Alexandrians
 - Corridor A is already well-served by Metrorail
 - Adding transit to already narrow travel lanes on Patrick and Henry Streets will make conditions worse for residents
 - Streetscape and neighborhood character preservation
 - No widening
 - No on-street parking impacts
 - Noise and vibration impacts to old and historic structures is a major concern



Public Comments (continued)

- Ideas
 - Focus on connectivity to Metrorail, not through trips
 - High-quality circulator is the local priority
 - Future service should be continuous (no transfers)
 - Future service should cross Woodrow Wilson Bridge into Maryland
 - Extend Metrorail Yellow Line to Ft. Belvoir as an alternative to extending transitway through Old Town
 - Consider a transit connection using the rail spur to the waterfront
 - Consider a transit connection along the Metrorail right-of-way



Corridor Work Group Comments

- 33.5 million square feet of development is coming to the Route 1 corridor and it is already saturated with traffic
- DASH service are inconsistent and indirect in Old Town
- Do no harm to Old Town
- Coordinate with neighboring jurisdictions to take advantage of transit opportunities



Corridor Work Group Comments (continued)

- Ideas/Thoughts
 - Circulator or no build scenario
 - Transit in mixed flow
 - Transit travel time must be reliable, fast, and convenient to be successful
 - Additional east-west transit connections
 - Enhancement of REX service and connection to future CCPY service
 - Extension of Metrorail Yellow Line in Fairfax County



Findings

- Development of a service and infrastructure concept in Corridor A south of Braddock Road was a low priority for the public engaged during the study
- Transitway development in Corridors B and C appear to be a higher priority than in Corridor A



Recommended Strategy

- Complete the adopted CCPY transitway project from Braddock Road Metrorail station to Arlington County
- Extend hours of operation and coverage of the King Street Trolley
- Use DASH Comprehensive Operations Analysis (COA) to develop a circulator concept for Corridor A in conjunction with the comprehensive review of all transit services within Old Town



DISCUSSION

Project information is available at
www.alexandriava.gov/HighCapacityTransit

