MEETING AGENDA

1. Project Updates
2. Study Alternatives
3. Evaluation Measures
4. Next Steps
PROJECT UPDATES
### Project Kick-Off
- Purpose and Need
- Existing Conditions Assessment
- Existing Conditions
- Assessment

**PLANNING PROCESS**
- Winter 2014

### Existing Conditions
- Definition of Alternatives
- Preliminary Screening of Alternatives
- Definition of Evaluation Measures

**Fall 2014**

### Definition of Alternatives
- Evaluation of Alternatives
- Results of Evaluation
- Draft Environmental Assessment

**Winter 2015**

### Evaluation of Alternatives
- Preferred Alternative
- Final Environmental Assessment

**Spring 2015**

### Environmental Assessment

### Public Process
- May 22
  - 4:00 – 8:00 PM
  - Public Kick-off Meeting
  - Landmark Mall
- October 22
  - 6:30 – 8:30 PM
  - Transitway Options Pavillion at Mark Center

**PUBLIC PROCESS**
- 18 Months

**WEST END TRANSITWAY**

**WE ARE HERE**
Public Workshop – October 22, 2014

• Location: Pavilion at Mark Center
• Time: 6:30 to 8:30 p.m.

Agenda

• Study Overview and Progress to Date
• Work Groups
  o Review Alternatives
  o Review Evaluation Approach and Preliminary Outcomes
• Work Group Report-out and Discussion
Additional Public Outreach

- Pop-Up Meetings
- Queen of the Apostle
- Mark Center Transit Station
- Van Dorn Metro Station
- Help us get the word out
- Seminary Towers
- Mark Center
- Others suggestions?
2 STUDY ALTERNATIVES
Study Corridor
AA Study Alternatives

• **Build Alternative**
  - Frequent, continuous transit service along Van Dorn and Beauregard Streets
  - Dedicated transit lanes along significant portions of corridor
  - Infrastructure and operational elements to enhance transit operations

• **Transportation Systems Management (TSM) Alternative**
  - Frequent, continuous transit service along Van Dorn and Beauregard Streets
  - New, limited-stop bus service along the entirety of the corridor
  - Some traffic operational enhancements
  - No major capital investment in new infrastructure for dedicated transit lanes

• **No Build Alternative**
  - Transit services in shared lanes similar to current conditions
  - Includes already planned and programmed infrastructure, traffic operational and transit service improvements
Elements of the Alternatives

• Systems Operations
• Infrastructure
• Service
# System Operations

<table>
<thead>
<tr>
<th>Element</th>
<th>No Build Alternative</th>
<th>TSM Alternative</th>
<th>Build Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Signal Priority</td>
<td>Up to 9 locations</td>
<td>Up to 13 locations</td>
<td>All corridor signalized intersections</td>
</tr>
<tr>
<td>Queue Jump Lanes</td>
<td>1 location</td>
<td>1 location</td>
<td>None</td>
</tr>
<tr>
<td>Increased Service</td>
<td>Some</td>
<td>Significant</td>
<td>Significant</td>
</tr>
<tr>
<td>Transit-Dedicated Lanes</td>
<td>None</td>
<td>None</td>
<td>Dedicated Lanes: 2.3 Miles (42% of Alexandria portion) + I-395 HOV Peak Direction (Mark Center to Pentagon – 5.4 Miles Shirlington to Pentagon – 3.4 Miles)</td>
</tr>
<tr>
<td>Stop or Station Improvements</td>
<td>Maintain existing transit stop locations; Stop improvements at 2 locations</td>
<td>Stop consolidation to match Build Alternative station locations; Stop improvements at 2 locations</td>
<td>Significant stations at all transitway stops defined</td>
</tr>
<tr>
<td>Vehicles</td>
<td>Same as agency fleet</td>
<td>Same as agency fleet</td>
<td>Build Alternative-specific</td>
</tr>
</tbody>
</table>
Build Alternative Stations

- Up to two vehicles
- Shelters
- Level or near-level boarding
- Off-board fare collection system
- Service-specific branding
- Real-time service information display

*US 1 Metroway station, Source: www.flickr.com/BeyondDC*
Build Alternative Vehicles

- Service-specific low-floor BRT buses with specific branding

US 1 Metroway vehicle, Source: www.wmata.com
## Infrastructure

<table>
<thead>
<tr>
<th>Element</th>
<th>No Build Alternative</th>
<th>TSM Alternative</th>
<th>Build Alternative</th>
</tr>
</thead>
</table>
| Modifications by Others        | • Right turn lane westbound Edsall Road at South Van Dorn Street  
• Right turn lane northbound South Van Dorn Street at Pickett Street  
• I-395 widening and shoulder improvements  
• Intersection reconstruction at North Beauregard Street and Seminary Road |
| Transit Runningway Modifications | None                | None            | • Dedicated Lanes: 2.3 Miles (42% of Alexandria portion)  
• Curbside dedicated lanes: 0.8 miles  
• Median dedicated lanes: 1.5 miles |
| Other Modifications            | None                | None            | • Shared use bicycle/pedestrian path and streetscape improvements: 6 locations  
• Widen sidewalks: 3 locations |
Build Alternative Runningway
Build Alternative Cross Sections

Curbside dedicated transit lanes

Median dedicated transit lanes
Median Dedicated Transit – US 1 Metroway

Source: www.flickr.com/BeyondDC
Median Dedicated Transit – US 1 Metroway

Source: www.flickr.com/BeyondDC
## 2015 Service

<table>
<thead>
<tr>
<th>Element</th>
<th>No Build Alternative</th>
<th>TSM Alternative</th>
<th>Build Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transitway Corridor Service</td>
<td>• Improved headway: 2 routes</td>
<td>• New Service: 1 route</td>
<td>• New service: 1 route</td>
</tr>
<tr>
<td></td>
<td>• Change in route: 2 routes</td>
<td>• Eliminate Service: 2 routes</td>
<td>• Eliminate Service: 2 routes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Other adjustments: 6 routes</td>
<td>• Other adjustments: 6 routes</td>
</tr>
<tr>
<td>Service Span</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Existing service</td>
<td>• Weekdays: 19 daily hours</td>
<td>• Weekdays: 19 daily hours</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Weekends: 17 daily hours</td>
<td>• Weekends: 17 daily hours</td>
</tr>
<tr>
<td>Travel Time Estimate</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Existing service</td>
<td>• 33 to 40 minutes</td>
<td>• 29 to 35 minutes</td>
</tr>
<tr>
<td>Vehicles Required</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Existing service requirements</td>
<td>• 24-26 peak vehicles on weekdays</td>
<td>• 21-24 peak vehicles on weekdays</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 8 peak vehicles on weekends</td>
<td>• 8 peak vehicles on weekends</td>
</tr>
<tr>
<td>Supporting Bus Service</td>
<td>• New Service: 1 route</td>
<td>• No Build changes, plus:</td>
<td>• No Build changes, plus:</td>
</tr>
<tr>
<td></td>
<td>• Decrease headway: 4 routes</td>
<td>• New service: 1 route</td>
<td>• New service: 1 route</td>
</tr>
<tr>
<td></td>
<td>• Improve headway: 1 route</td>
<td>• Eliminate service: 1 route</td>
<td>• Eliminate service: 1 route</td>
</tr>
<tr>
<td></td>
<td>• Change in route: 1 route</td>
<td>• Change in route: 1 route</td>
<td>• Change in route: 1 route</td>
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<td></td>
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</tbody>
</table>
Proposed Weekday Headways:

**Van Dorn to Pentagon:**
- Green Route – 15 peak/30 midday
- Blue Route – 15 peak/30 midday
- Combined – 7.5 peak/15 midday

**Mark Center-Shirlington:**
- Red Route – 15 peak/15 midday
- Blue Route – 7.5 peak/15 midday
- Combined – 5 peak/7.5 midday

**Service to Pentagon:**
- Green Route – 7.5 peak/15 midday
- Blue Route – 7.5 peak/15 midday
2015 No Build Transit Service
2035 No Build Transit Service
2015 and 2035 TSM and Build Transit Service
3 EVALUATION MEASURES
EVALUATION PROCESS

• Evaluation measures needed to determine performance of alternatives

• Performance of alternatives will determine Locally Preferred Alternative

• Effects of Locally Preferred Alternative will be documented in the Environmental Assessment

1. Identify initial alternatives based on previous studies and resolutions (No Build, TSM, Build)

2. Evaluate refined alternatives (apply full set of evaluation measures to distinguish among Build, TSM, No Build)

3. Document effects of the recommended alternative in Environmental Assessment
DRAFT EVALUATION MEASURES

Transit
- Ridership
- Coverage
- Transit Connectivity
- Transit Operations

Traffic Operations
- Intersection LOS/Delay
- Intersection Queuing
- Vehicular Travel Time

Bicycles and Pedestrians

Land Use

Financial

Environmental
4 NEXT STEPS
AA and EA | NEXT STEPS

October 2014
• Evaluation of Alternatives and Revised Definition of Alternatives
• Public Meeting October 22, 2014 at 6:30 p.m.
• **PAG Meeting** October 23, 2014 at 7:00 p.m.

November 2014
• Build Alternative Concept Engineering
• **PAG Meeting** Date TBD

December 2014
• Alternatives Analysis Report
• Request to Enter Project Development

Thank you!

www.alexandriava.gov/WestEndTransitway