MEETING AGENDA

1. Project Progress
2. Public Meeting Observations
3. Station Location Discussion
4. Preliminary Evaluation of Alternatives
5. Discussion and Next Steps
Project Kick-Off | Existing Conditions | Definition of Alternatives | Evaluation of Alternatives | Environmental Assessment

**PLANNING PROCESS**
- Winter 2014: Purpose and Need, Existing Conditions Assessment
- Spring 2014: Preliminary Screening of Alternatives, Definition of Evaluation Measures
- Fall 2014: Results of Evaluation
- Winter 2015: Draft Environmental Assessment
- Spring 2015: Preferred Alternative, Final Environmental Assessment

**PUBLIC PROCESS**
- May 22: Public Meeting #1
- October 22: Public Meeting #2
- May 22: Public Meeting to Comment on Study Recommendations
- October 22: Public Meeting to Review Environmental Document

18 Months

**WE ARE HERE**
PROJECT NEED

Corridor Issues

- Land Use and Economic Development
- Traffic Congestion
- Transit Service

Project Need
AA STUDY ALTERNATIVES

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

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

• No Build Alternative
  o Transit services in shared lanes similar to current conditions
  o Includes already planned and programmed infrastructure, traffic operational and transit service improvements
AA and EA | PROJECT OUTCOMES

- Policy Decision
  - Locally Preferred Alternative selected by City Council
    - Transit Technology
    - Alignment
    - Configuration
    - Project Cost Estimate

- Project Finance Strategy

- Approved Environmental Document
  - Finding by FTA after review by federal and state agencies
Proposed LPA Recommendation & Decision Process

• PAG Recommendation to Transportation Commission
• Transportation Commission Recommendation to City Council
• Planning Commission Recommendation to City Council
• Work Session with City Council
• Public Hearing
• Selection of LPA by City Council
2 PUBLIC MEETING OBSERVATIONS
SUMMARY OF OBSERVATIONS

Alternatives

• All-day, frequent service important
• Simple-legible service important
• Land use and transit are interdependent
• Address concerns about constrained R-O-W on Van Dorn Street
• Address traffic issues at N. Van Dorn & Sanger Ave
• Concern about parking impacts along N. Van Dorn near Sanger Avenue
• Service needs to connect transit centers, to other transit services, and to major corridor destinations
SUMMARY OF OBSERVATIONS

Evaluation Measures

• Consider measuring total corridor person throughput
• Travel time important
• Ridership/frequency/cost all related
• Traffic operations important – cannot unduly impact car traffic
• Cost/finance very important – need to be able to afford this over the long-term
3 STATION LOCATIONS
S. VAN DORN STREET STATION LOCATIONS

Two Potential Options

1. One station at Edsall Road – matches current plans
2. Two stations at Stevenson Avenue and at Pickett Street
## COMPARISON

<table>
<thead>
<tr>
<th>Consideration</th>
<th>Edsall Road Station Option</th>
<th>Pickett &amp; Stevenson Stations Option</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Property</strong></td>
<td>Station contributes to minor additional impact on adjacent commercial and/or residential properties</td>
<td>Stations do not create impact beyond that related to transitway runningway needs</td>
</tr>
<tr>
<td><strong>Walk Coverage</strong></td>
<td>Longer walk from areas immediately south of Duke Street and north of railroad corridor</td>
<td>Better coverage to the corridor overall</td>
</tr>
<tr>
<td><strong>Access Quality</strong></td>
<td>Station would be at widest intersection in corridor with longest pedestrian crossing</td>
<td>Stations located at “normal” types of intersections in corridor</td>
</tr>
</tbody>
</table>
| **Station Spacing**      | Van Dorn to Edsall = 1.1 mi  
Van Dorn to Landmark Mall = 0.8 mi                                                     | Van Dorn to Pickett = 0.8 mi  
Pickett to Stevenson = 0.5 mi  
Stevenson to Landmark Mall = 0.6 mi                                                                  |
| **Ridership Effects**    | Fewer people and jobs served in a convenient walking distance                              | More people and jobs served in a convenient walking distance                                          |
| **Travel Time**          | Shorter travel time                                                                      | Longer travel time (+ 30 seconds)                                                                     |
| **Development Coordination** | Good coordination with development in Edsall Road vicinity, but less so approaching Eisenhower and Stevenson | Better coverage and coordination with development throughout corridor                                |

**KEY**  
○ Low  
⊙ Medium  
● High
PRELIMINARY EVALUATION OF ALTERNATIVES
DRAFT EVALUATION MEASURES

- Estimated Ridership
- Transit Travel Times
- Other Transportation Modes
- Land Use Considerations
- Natural, social, and physical environment
- Financial
## 2015 PRELIMINARY TRANSIT PERFORMANCE

### Corridor Peak Hour Travel Time

<table>
<thead>
<tr>
<th>Alignment</th>
<th>No Build</th>
<th>TSM</th>
<th>Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>Van Dorn to Pentagon (Green)</td>
<td>37 - 57 minutes (1 transfer)</td>
<td>32 - 36 minutes (no transfers)</td>
<td>28 - 33 minutes (no transfers)</td>
</tr>
<tr>
<td>Van Dorn to Shirlington (Red)</td>
<td>52 - 70 minutes (1 transfer)</td>
<td>28 - 31 minutes (no transfers)</td>
<td>23 - 28 minutes (no transfers)</td>
</tr>
<tr>
<td>Mark Center to Pentagon (Blue)</td>
<td>26 - 51 minutes (1 transfer)</td>
<td>20 - 22 minutes (no transfers)</td>
<td>19 - 22 minutes (no transfers)</td>
</tr>
</tbody>
</table>

Note: Ranges represent AM and PM travel time estimates.
2015 PRELIMINARY TRANSIT PERFORMANCE

Transit Reliability

Generally,
- No Build: Low
- TSM: Improved
- Build: High

Estimated Transit Travel Times: Van Dorn to Pentagon via Mark Center Northbound AM Peak
## Estimated Ridership

<table>
<thead>
<tr>
<th>Description</th>
<th>No Build</th>
<th>TSM</th>
<th>Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrobus</td>
<td>15,800</td>
<td>11,000</td>
<td>11,300</td>
</tr>
<tr>
<td>DASH</td>
<td>12,900</td>
<td>12,600</td>
<td>12,700</td>
</tr>
<tr>
<td>West End Transitway</td>
<td>--</td>
<td>8,000</td>
<td>9,200</td>
</tr>
<tr>
<td>Total Corridor</td>
<td>28,700</td>
<td>31,600</td>
<td>33,200</td>
</tr>
</tbody>
</table>

![Bar chart showing estimated ridership for each description]
## 2015 Preliminary Traffic Performance

### Key Intersection Features

<table>
<thead>
<tr>
<th>Intersection</th>
<th>No Build Features (AM/PM LOS)</th>
<th>TSM Features (AM/PM LOS)</th>
<th>Build Features (AM/PM LOS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Van Dorn Street &amp; Eisenhower Avenue</td>
<td>No Change</td>
<td>No Change</td>
<td>Signal Preemption and Dedicated Lanes</td>
</tr>
<tr>
<td>Van Dorn Street &amp; Sanger Avenue</td>
<td>Signal Preemption</td>
<td>Signal Preemption</td>
<td>Signal Preemption and Dedicated Lanes</td>
</tr>
<tr>
<td>Beauregard Street &amp; Sanger Avenue</td>
<td>Signal Priority</td>
<td>Signal Priority</td>
<td>Signal Preemption and Dedicated Lanes</td>
</tr>
<tr>
<td>Beauregard Street &amp; King Street</td>
<td>No Change</td>
<td>No Change</td>
<td>No Change</td>
</tr>
</tbody>
</table>

Signal Priority: Buses receive additional “green time”.
Signal Preemption: Buses activate transit green signal.
## PRELIMINARY BIKE/PED PERFORMANCE

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
<th>No Build</th>
<th>TSM</th>
<th>Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle and Pedestrian</td>
<td>New/Improved Sidewalks</td>
<td>None</td>
<td>None</td>
<td>Shared use bicycle/pedestrian path, widened sidewalks, and streetscape improvements in locations of transit improvements</td>
</tr>
<tr>
<td></td>
<td>New/Improved Bicycle Facilities</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>
## PRELIMINARY LAND USE CONSIDERATIONS

### Comparison of Selected Land Use Criteria

<table>
<thead>
<tr>
<th>Description</th>
<th>No Build</th>
<th>TSM</th>
<th>Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allowable Development (Beauregard Small Area Plan and Landmark/Van Dorn Corridor Plan)</td>
<td>Beauregard SAP Cap at 1.5M sq ft Landmark/Van Dorn at 0.75M sq ft</td>
<td>Combined Plans: 9M sq ft allowed</td>
<td>Combined Plans: 9M sq ft allowed</td>
</tr>
<tr>
<td>Helps Achieve Small Area Plan Vision</td>
<td>Does not contribute</td>
<td>Contributes somewhat</td>
<td>Complements vision</td>
</tr>
</tbody>
</table>
### Potential Property and Parking Impacts

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
<th>No Build &amp; TSM</th>
<th>Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential Property Impacts</td>
<td>Additional Right-of-way Required</td>
<td>None</td>
<td>3.3 acres</td>
</tr>
<tr>
<td></td>
<td>Potential Property Acquisition</td>
<td>None</td>
<td>1 property</td>
</tr>
<tr>
<td>Potential Parking Impacts</td>
<td>Commercial Parking Spaces Impacted</td>
<td>None</td>
<td>112 spaces</td>
</tr>
<tr>
<td></td>
<td>Residential Parking Spaces Impacted</td>
<td>None</td>
<td>30 spaces</td>
</tr>
<tr>
<td></td>
<td>On-street Parking Spaces Impacted</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>
PRELIMINARY SOCIAL ENVIRONMENT EVALUATION

• Low Income/Minority Populations: Moderate (TSM) to High (Build) Benefits
• Air Quality: Moderate benefits (TSM and Build)
• Community Facilities: Little to no impact
• Cultural Resources: Little to no impact
• Noise and Vibration Levels: Little to no impact
Project Alternatives would have little to no impact on:

- Parks
- Streams
- Wetlands and Floodplains
- Threatened and Endangered Species
5 DISCUSSION AND NEXT STEPS
DISCUSSION AND NEXT STEPS

• Winter 2014/2015
  - Alternatives Analysis Report
  - Request to Enter FTA Project Development

• Spring 2015
  - Environmental Assessment
  - Conceptual Engineering
  - Refined Cost Estimation
  - Financial Planning
  - Selection of LPA by City Council

www.alexandriava.gov/WestEndTransitway