

WEST END TRANSITWAY

Policy Advisory Group Meeting #3



October 23, 2014

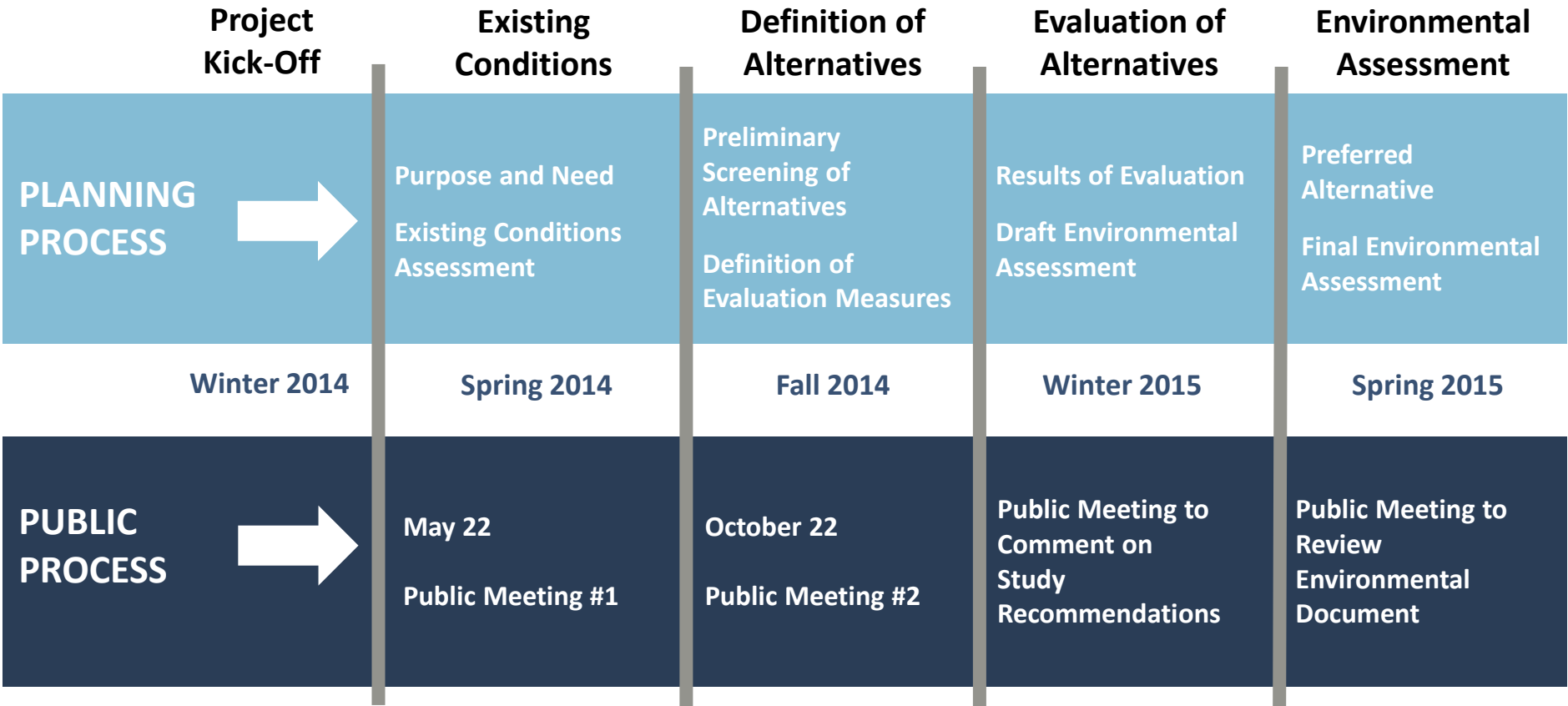
ALEXANDRIA ACCELERATED

MEETING AGENDA

- 1 Project Progress
- 2 Public Meeting Observations
- 3 Station Location Discussion
- 4 Preliminary Evaluation of Alternatives
- 5 Discussion and Next Steps



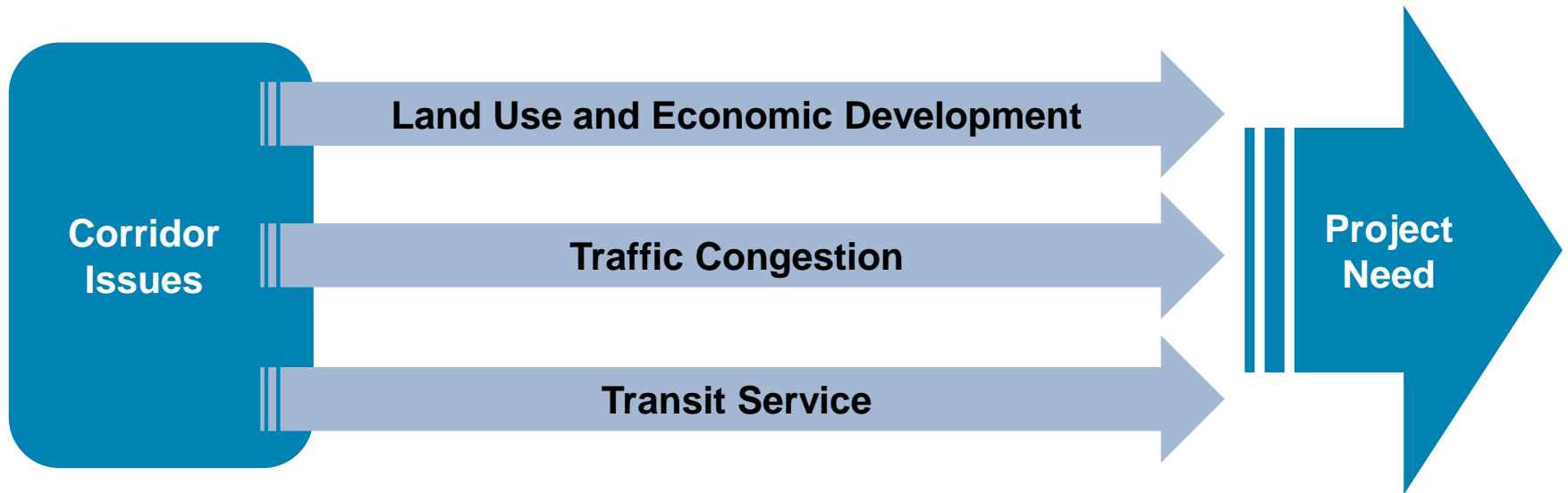
AA and EA | Timeline



18 Months



PROJECT NEED



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



- 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



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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**



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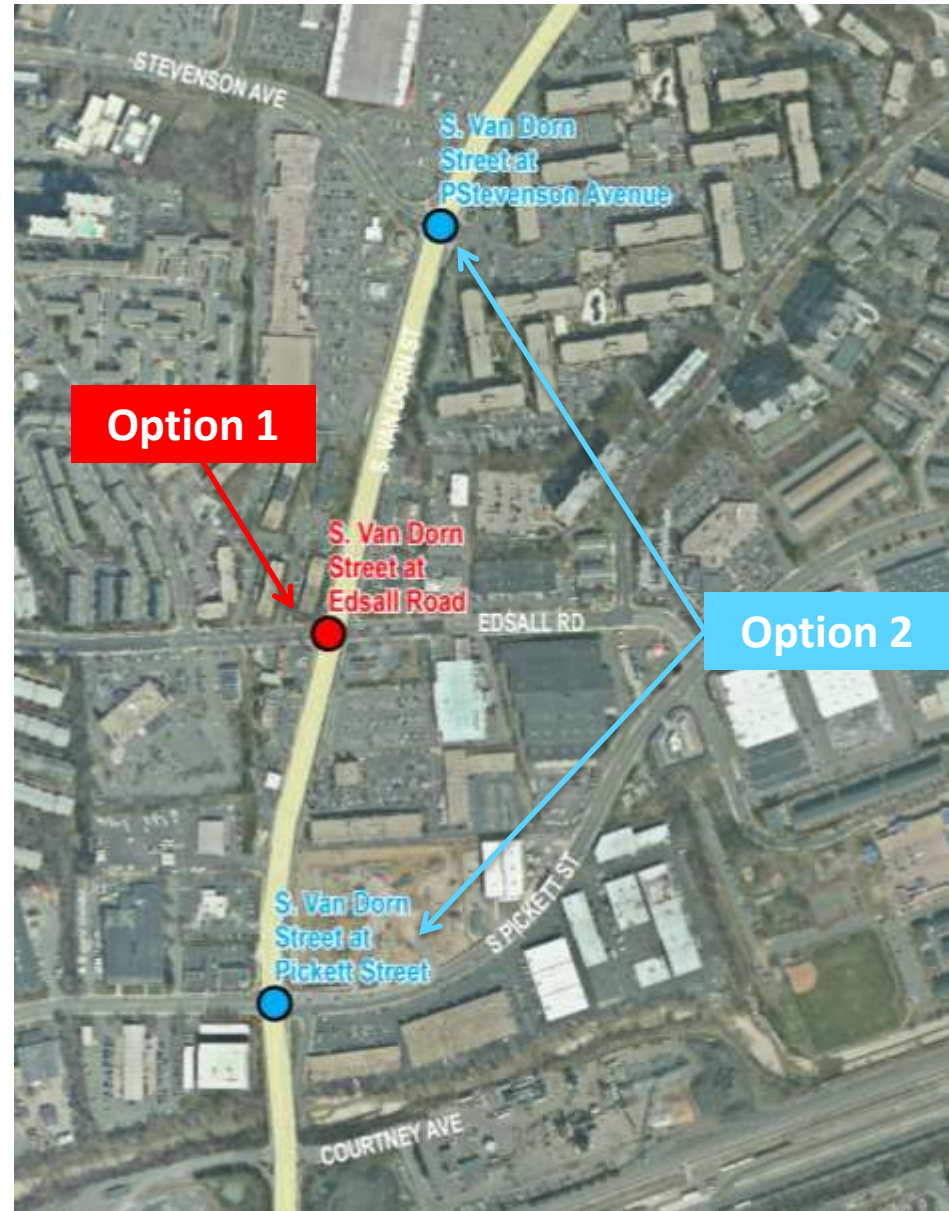
STATION LOCATIONS



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

Consideration		Edsall Road Station Option		Pickett & Stevenson Stations Option	
Property		○	Station contributes to minor additional impact on adjacent commercial and/or residential properties	⊙	Stations do not create impact beyond that related to transitway runningway needs
Walk Coverage		○	Longer walk from areas immediately south of Duke Street and north of railroad corridor	●	Better coverage to the corridor overall
Access Quality		○	Station would be at widest intersection in corridor with longest pedestrian crossing	●	Stations located at “normal” types of intersections in corridor
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	Coverage	○	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

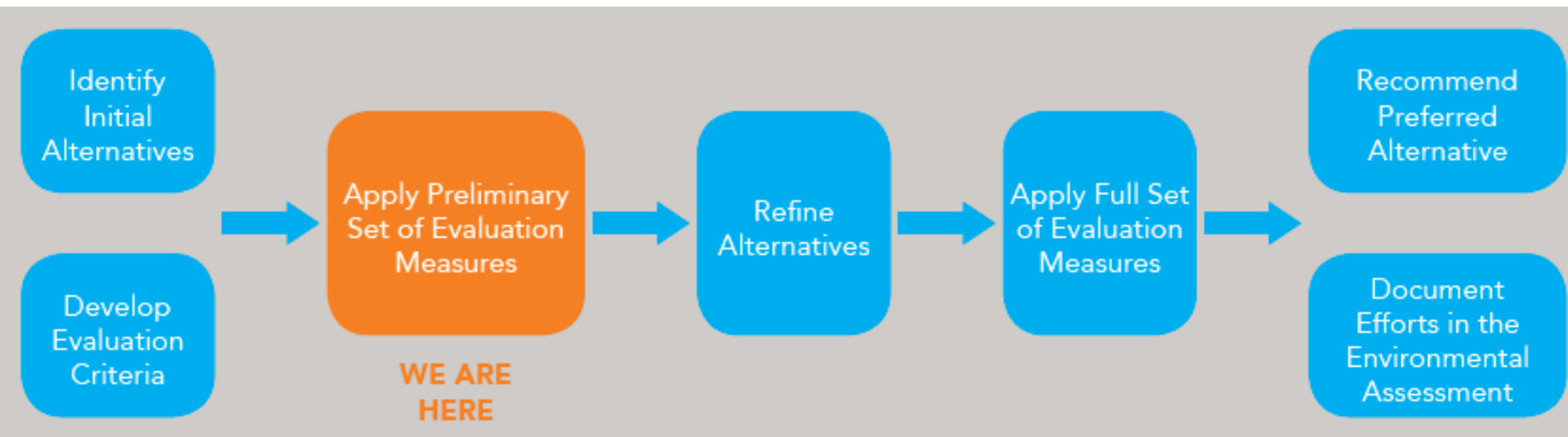


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**PRELIMINARY EVALUATION
OF ALTERNATIVES**



DRAFT EVALUATION MEASURES



- Estimated Ridership
- Transit Travel Times
- Other Transportation Modes
- Land Use Considerations
- Natural, social, and physical environment
- Financial

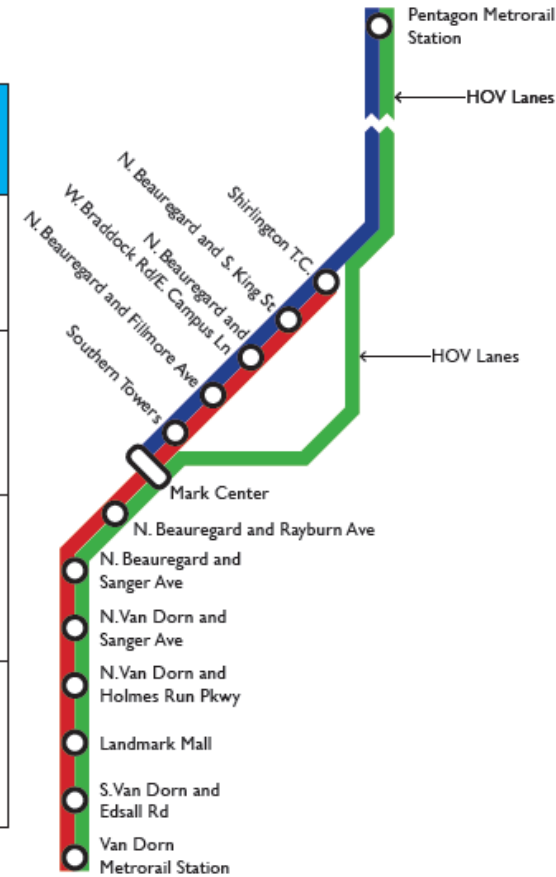


2015 PRELIMINARY TRANSIT PERFORMANCE

Corridor Peak Hour Travel Time

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

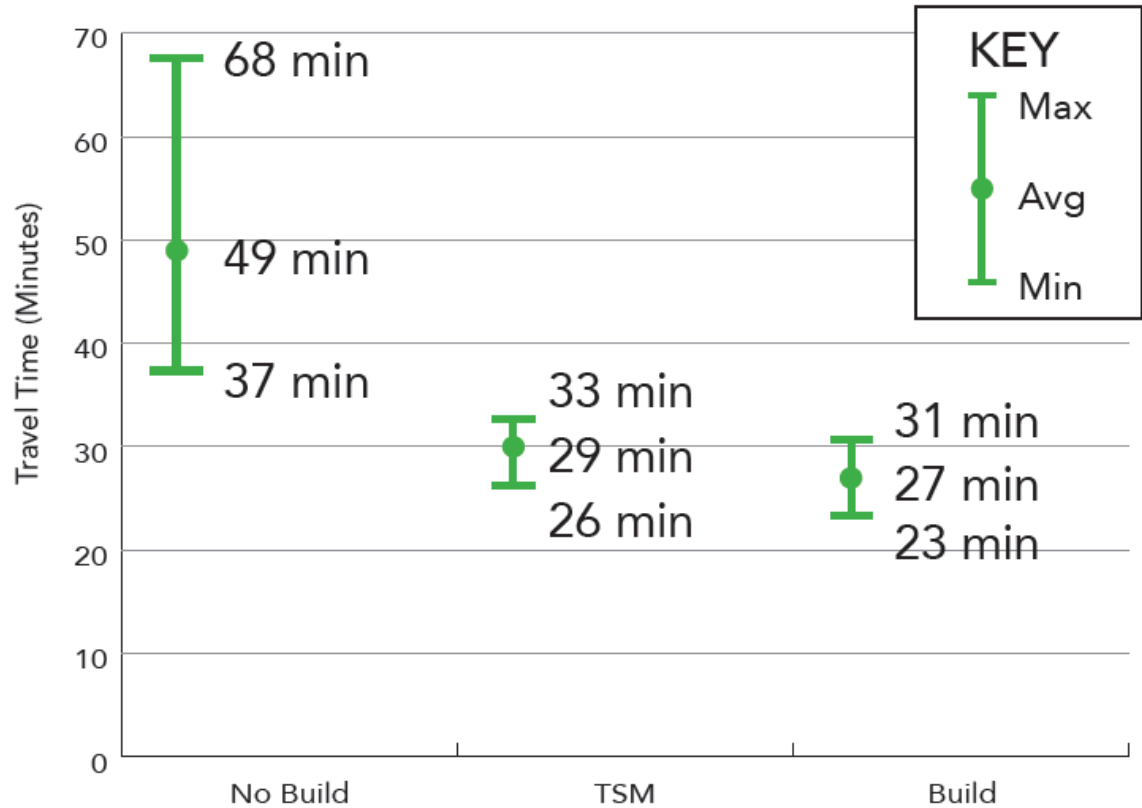
Note: Ranges represent AM and PM travel time estimates.



Transit Reliability

Generally,

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

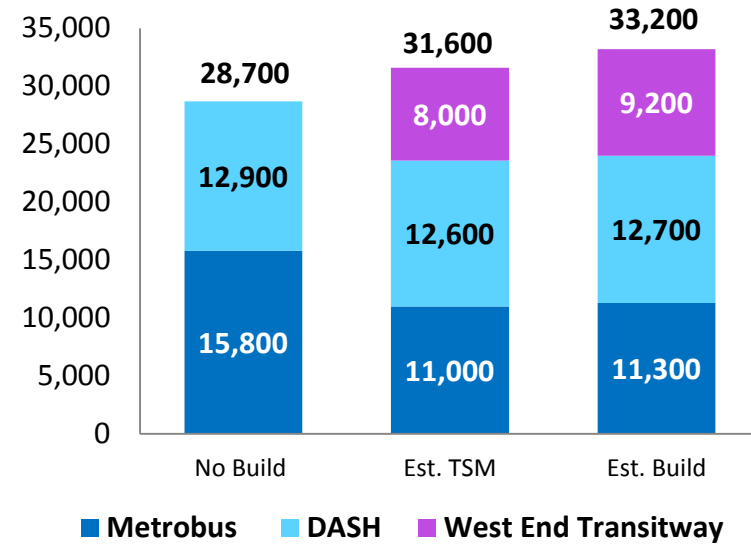


Estimated Transit Travel Times: Van Dorn to Pentagon via Mark Center Northbound AM Peak



Estimated Ridership

Description	No Build	TSM	Build
Metrobus	15,800	11,000	11,300
DASH	12,900	12,600	12,700
West End Transitway	--	8,000	9,200
Total Corridor	28,700	31,600	33,200



Key Intersection Features

Intersection	No Build Features (AM/PM LOS)		TSM Features (AM/PM LOS)		Build Features (AM/PM LOS)	
1 Van Dorn Street & Eisenhower Avenue	No Change		No Change		Signal Preemption and Dedicated Lanes	
	D	C	D	C	D	D
2 Van Dorn Street & Sanger Avenue	Signal Preemption		Signal Preemption		Signal Preemption and Dedicated Lanes	
	C	D	D	D	D	E
3 Beaugard Street & Sanger Avenue	Signal Priority		Signal Priority		Signal Preemption and Dedicated Lanes	
	E	E	E	E	F	F
4 Beaugard Street & King Street	No Change		No Change		No Change	
	C	C	C	C	C	C



Signal Priority: Buses receive additional "green time".
 Signal Preemption: Buses activate transit green signal.



PRELIMINARY BIKE/PED PERFORMANCE

Measure	Description	No Build	TSM	Build
Bicycle and Pedestrian	New/Improved Sidewalks	None	None	Shared use bicycle/ pedestrian path, widened sidewalks, and streetscape improvements in locations of transit improvements
	New/Improved Bicycle Facilities	None	None	



PRELIMINARY LAND USE CONSIDERATIONS

Comparison of Selected Land Use Criteria

Description	No Build	TSM	Build
Allowable Development (Beauregard Small Area Plan and Landmark/Van Dorn Corridor Plan)	Beauregard SAP Cap at 1.5M sq ft Landmark/Van Dorn at 0.75M sq ft	Combined Plans: 9M sq ft allowed	Combined Plans: 9M sq ft allowed
Helps Achieve Small Area Plan Vision	Does not contribute	Contributes somewhat	Complements vision



Potential Property and Parking Impacts

Measure	Description	No Build & TSM	Build
Potential Property Impacts	Additional Right-of-way Required	None	3.3 acres
	Potential Property Acquisition	None	1 property
Potential Parking Impacts	Commercial Parking Spaces Impacted	None	112 spaces
	Residential Parking Spaces Impacted	None	30 spaces
	On-street Parking Spaces Impacted	None	None



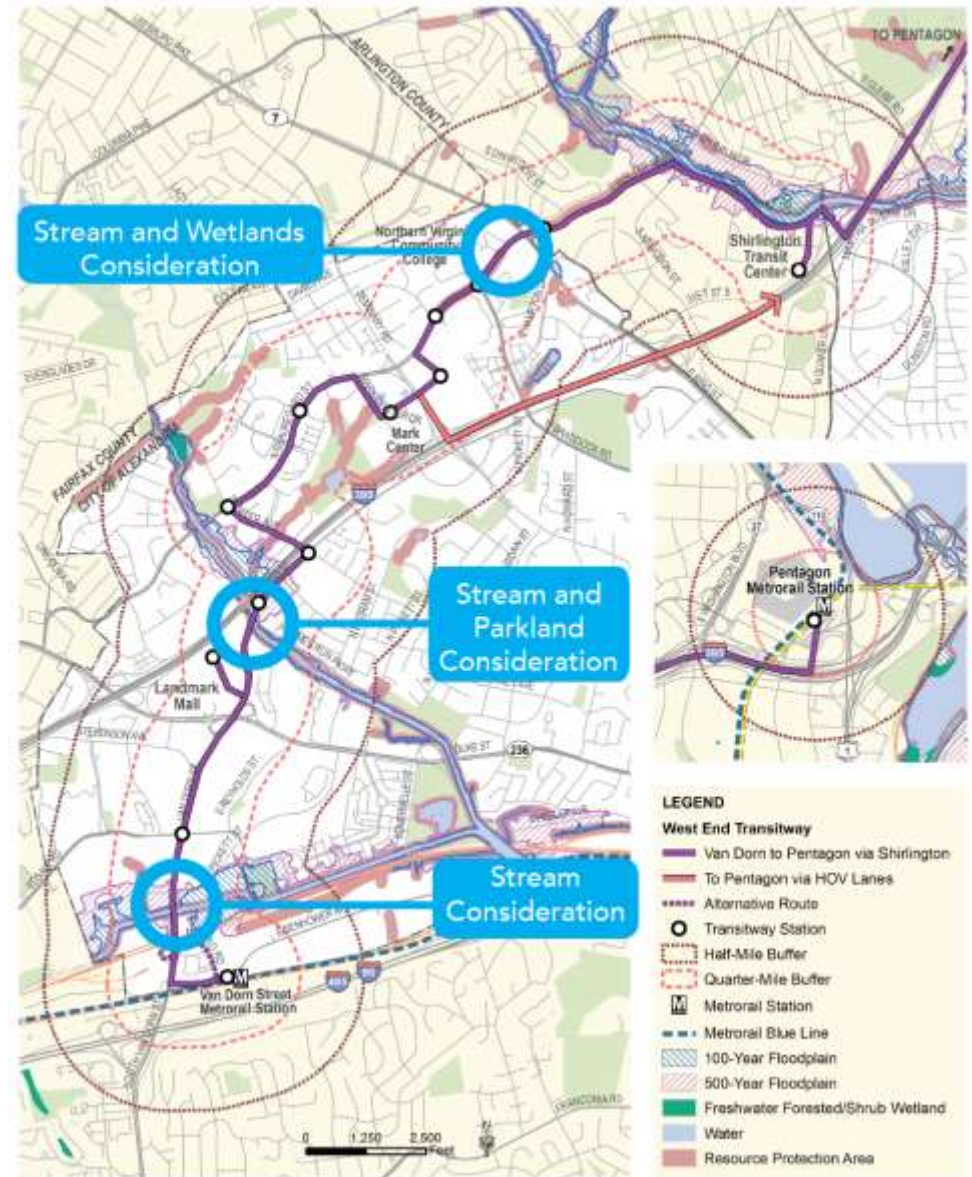
- Low Income/Minority Populations: Moderate (TSM) to High (Build) Benefits
- Air Quality: Moderate benefits (TSM and Build)
- Community Facilities: Little to no impact
- Cultural Resources: Little to no impact
- Noise and Vibration Levels: Little to no impact



PRELIMINARY NATURAL ENVIRONMENT EVALUATION

Project Alternatives would have little to no impact on:

- Parks
- Streams
- Wetlands and Floodplains
- Threatened and Endangered Species



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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

