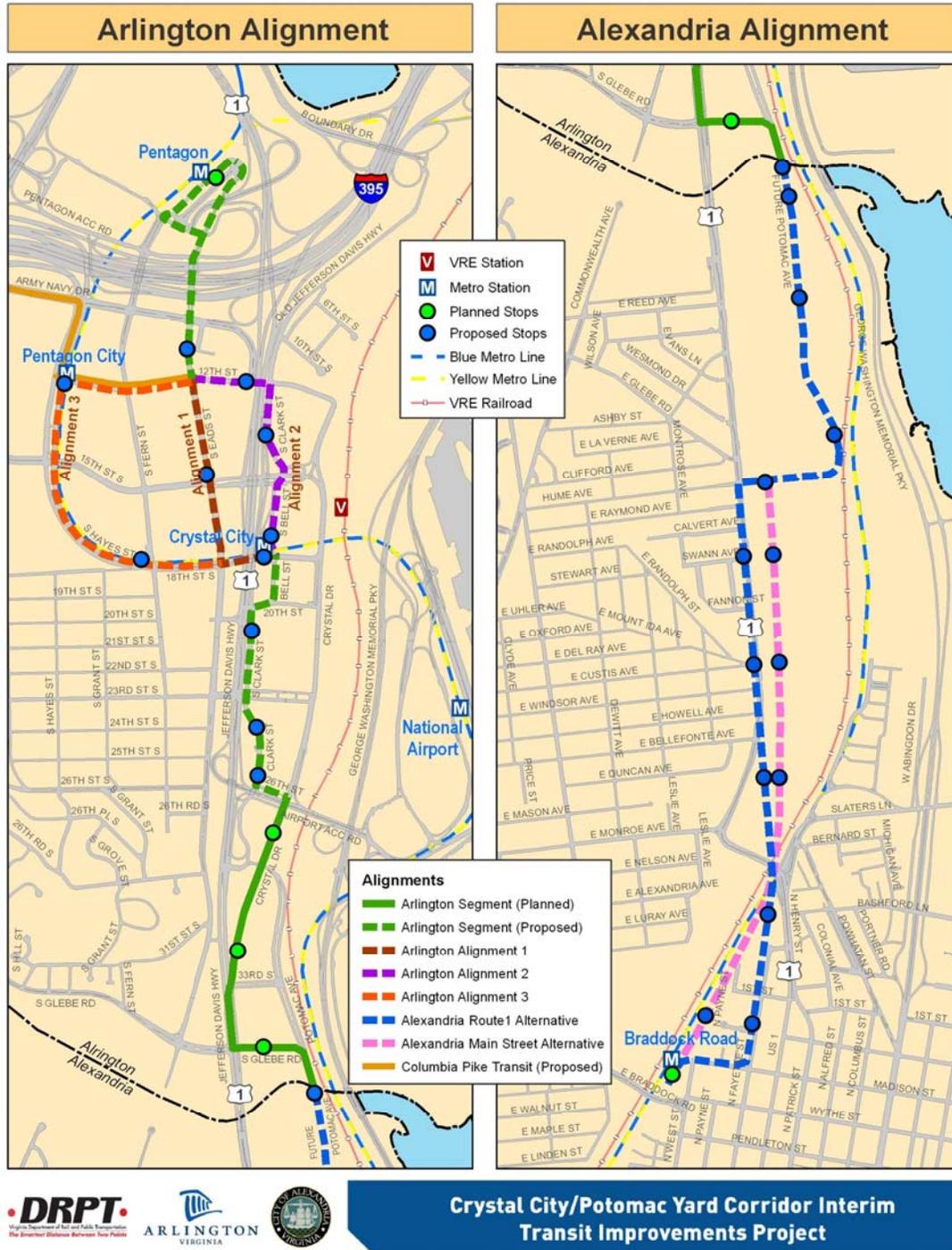


# APPENDIX A

During the study process, several alignment alternatives were considered, as shown below in Figure A-1. These alternatives were refined through consultation with corridor stakeholders, the Technical Advisory Committee, and City and County staff. Results of the evaluation are detailed in the Service Implementation Plan technical memorandum.

**Figure A-1: Alignment Alternatives Considered**

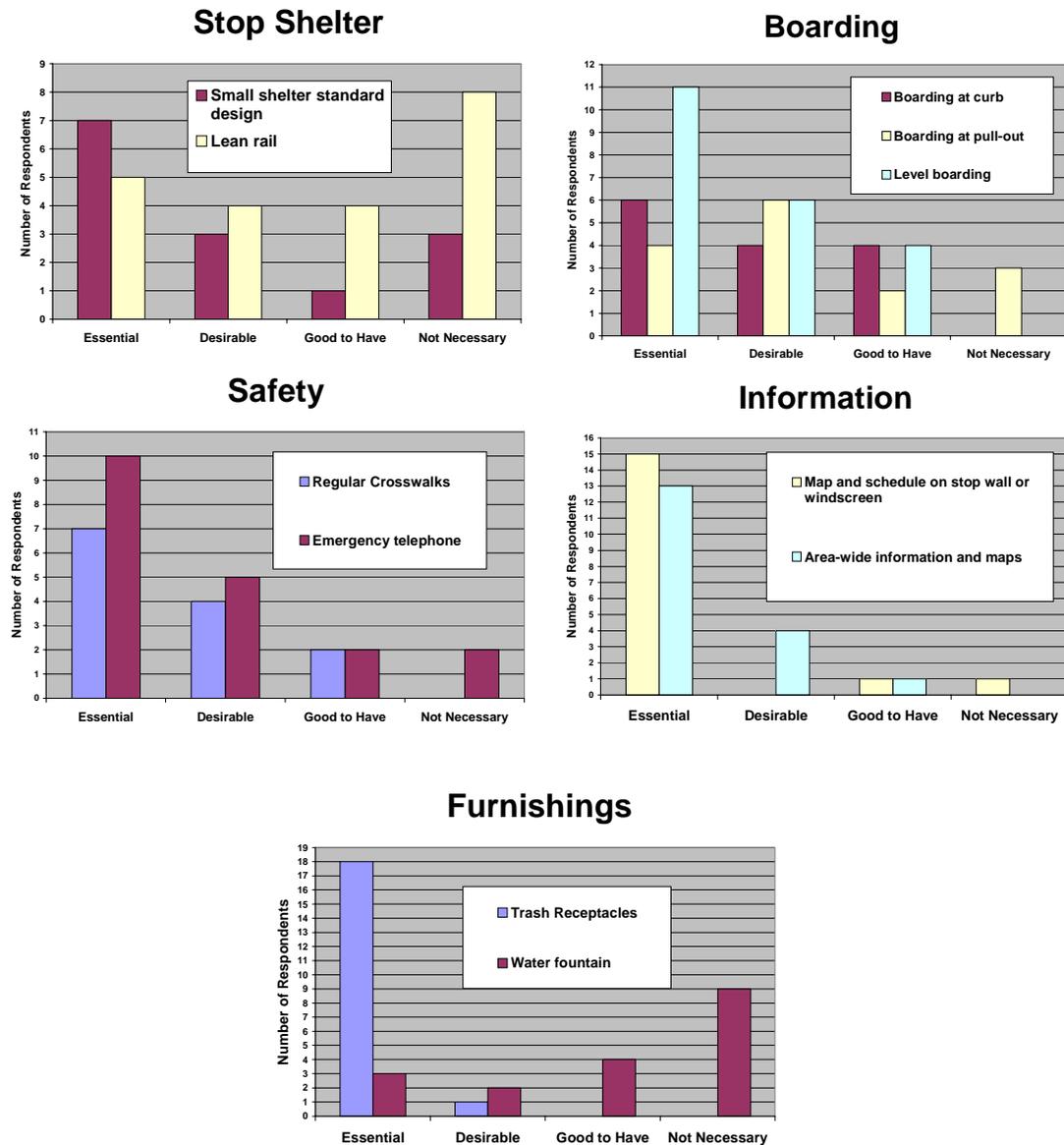


## APPENDIX B

During the implementation workshops stakeholders responded to a survey asking them to rate a range of potential station amenities. Each amenity was presented on the survey form with photos that illustrated basic, intermediate, and advanced levels of design. Respondents then ranked each amenity feature for each level of design based on what they felt were the most important things to have in potential stops. 22 people responded to the survey.

Amenities such as lighting fixtures, passenger information, and certain safety features rated high among those surveyed, while furnishings ranked low. In general, respondents preferred a more advanced level of design in shelters, boarding platforms, and waiting/loading areas. Results are illustrated below in Figure B-1 and Table B-1.

**Figure B-1: Station Stop Amenity Preferences**



**Table B-1: Stop Amenity Preferences**

Stop Amenities						
Amenity/Level	Feature	Ranking & Points				Score
		Essential (3 points)	Desirable (2 points)	Good to Have (1 pt)	Not Necess- sary (0 pts)	Total Points
<b>Shelter</b>						
Basic						
		1	2	3	4	
	Small shelter standard design	7 (21)	3 (6)	1 (1)	3 (0)	28
	Lean rail	5 (15)	4 (8)	4 (4)	8 (0)	27
	Small seating area	8 (24)	2 (4)	1 (1)	5 (0)	29
Intermediate						
	Intermediate shelter standard design	3 (9)	7 (14)	2 (2)	1 (0)	25
	Intermediate shelter custom design	1 (3)	11 (22)	2 (2)	1 (0)	27
	Simple wind screen	9 (27)	7 (14)	0	0	41
Advanced						
	Large shelter custom design	7 (21)	7 (14)	2 (2)	3 (0)	37
	Extensive seating area	7 (21)	1 (2)	6 (6)	4 (0)	29
	Wrap-around wind screen	8 (24)	3 (6)	6 (6)	1 (0)	36
<b>Boarding</b>						
Basic						
		1	2	3	4	
	Boarding at curb	6 (18)	4 (8)	4 (4)	0	30
Intermediate						
	Boarding at pull-out	4 (12)	6 (12)	2 (2)	3 (0)	26
Advanced						
	Level boarding (no step)	11 (33)	6 (12)	4 (4)	0	49
<b>Waiting/Loading</b>						
Basic						
		1	2	3	4	
	Waiting/loading on plain concrete pad	5 (15)	2 (4)	2 (2)	2 (0)	21
	Waiting/loading on existing sidewalk	2 (6)	4 (8)	4 (4)	2 (0)	18
Intermediate						
	Waiting/loading on custom design paving	4 (12)	8 (16)	2 (2)	4 (0)	30
Advanced						
	Waiting/loading on custom design loading area	7 (21)	6 (12)	4 (4)	3 (0)	37
<b>Safety</b>						
Basic						
		1	2	3	4	
	Regular crosswalks	7 (21)	4 (8)	2 (2)	0	31
Intermediate						
	Custom-design crosswalks	8 (24)	2 (4)	1 (1)	5 (0)	29
Advanced						
	Barrier separation from automobile traffic	8 (24)	5 (10)	3 (3)	3 (0)	36
	Loading islands	4 (12)	5 (10)	6 (6)	2 (0)	28
	Emergency telephone	10 (30)	5 (10)	2 (2)	2 (0)	42
<b>Lighting</b>						
Basic						
		1	2	3	4	
	Existing street lighting	9 (27)	1 (2)	1 (1)	2 (0)	30
Intermediate						
	Lighting specific to stop	10 (30)	6 (12)	1 (1)	1 (0)	43
Advanced						
	Special design stop-related lighting	12 (36)	3 (6)	2 (2)	2 (0)	44
<b>Information</b>						
Basic						
		1	2	3	4	
	Stop location sign on pole	12 (36)	0	2 (2)	1 (0)	38
	Stop location sign on shelter	10 (30)	3 (6)	0	2 (0)	36
	Map and schedule on stop wall or windscreen	15 (45)	0	1 (1)	1 (0)	46
Intermediate						
	Custom stop location sign	11 (33)	3 (6)	0	0	39
	Map and schedule on free-standing pylon	8 (24)	5 (10)	1 (1)	0	35
Advanced						
	Real-time information screen	9 (27)	6 (12)	3 (3)	0	42
	Interactive information screen	5 (15)	4 (8)	2 (2)	3 (0)	25
	Area-wide information and maps	13 (39)	4 (8)	1 (1)	0	48
	Information kiosk	5 (15)	3 (6)	5 (5)	1 (0)	26
	Off-bus ticketing	5 (15)	5 (10)	6 (6)	1 (0)	31
<b>Furnishings</b>						
Basic						
		1	2	3	4	
	Trash receptacles	18 (54)	1 (2)	0	0	56
	Minimal stop-related landscaping	6 (18)	4 (8)	1 (1)	1 (0)	27
	Existing street landscaping	3 (9)	2 (4)	5 (5)	1 (0)	18
	Existing street furniture	3 (9)	3 (6)	4 (4)	2 (0)	19
Intermediate						
	Stop-related landscaping	5 (15)	6 (12)	2 (2)	2 (0)	29
	Stop-related furniture	4 (12)	7 (14)	2 (2)	1 (0)	28
Advanced						
	Newspaper racks	3 (9)	4 (8)	7 (7)	5 (0)	24
	Water fountain	3 (9)	2 (4)	4 (4)	9 (0)	17

## APPENDIX C

Station stop sites were evaluated along Route 1 in Alexandria for different transitway and traffic lane configurations. Figures C-1 through C-8 below illustrate the alternatives considered. Aside from the median transitway configuration described in the main body of the report, the station stop variations evaluated consisted of narrow platforms on the sidewalk adjacent to the outside lanes (for curbside transit lanes) or narrow side-platform station stops situated along a transitway running on the eastern side of Route 1. Side platforms would be reduced in size in order to fit within the available right-of-way.

**Figure C-1 (see Fig. 22): Route 1 at East Glebe Road (Curbside Transit Lanes)**

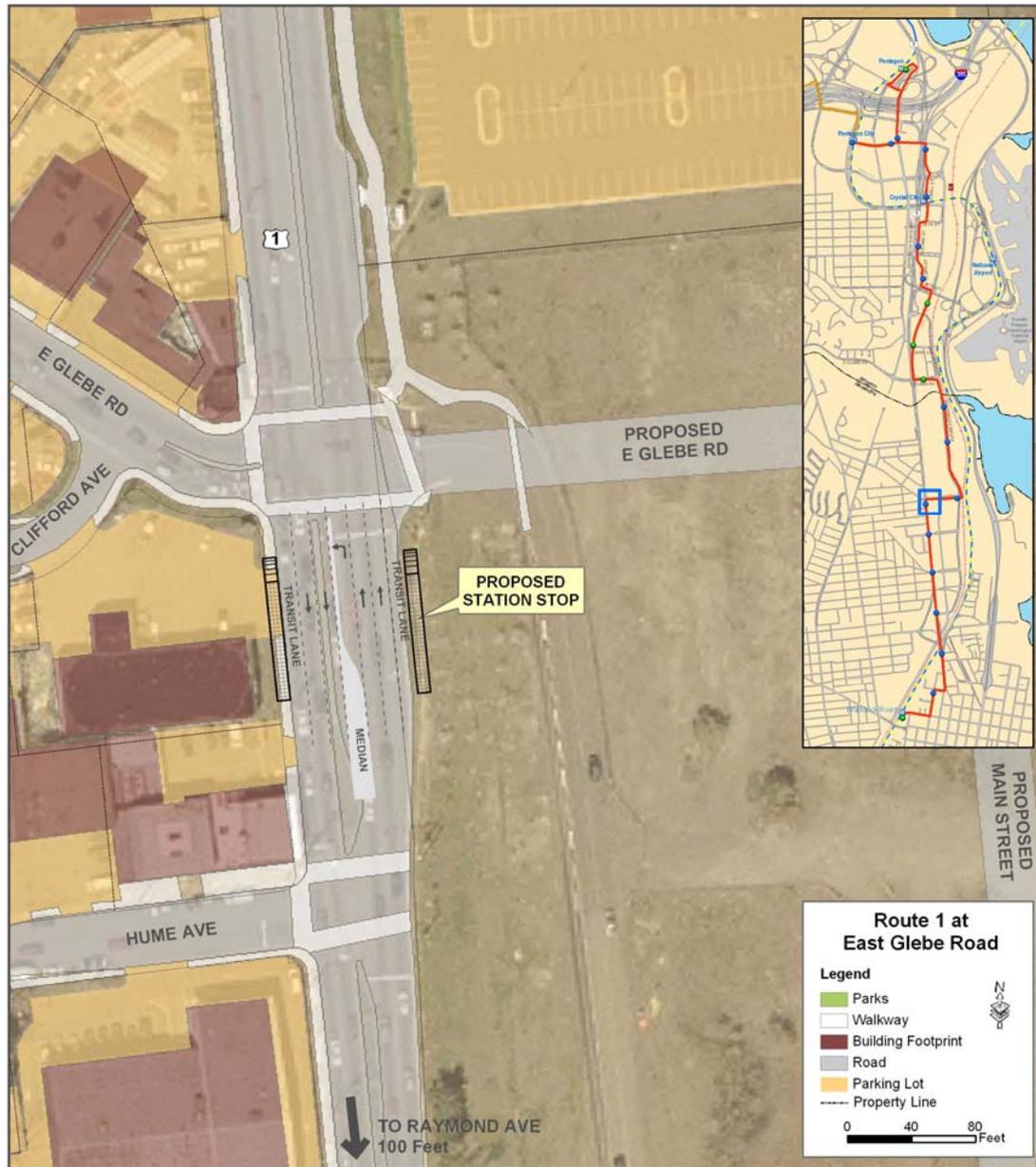


Figure C-2 (see Fig. 22): Route 1 at East Glebe Road (Curbside Transitway)

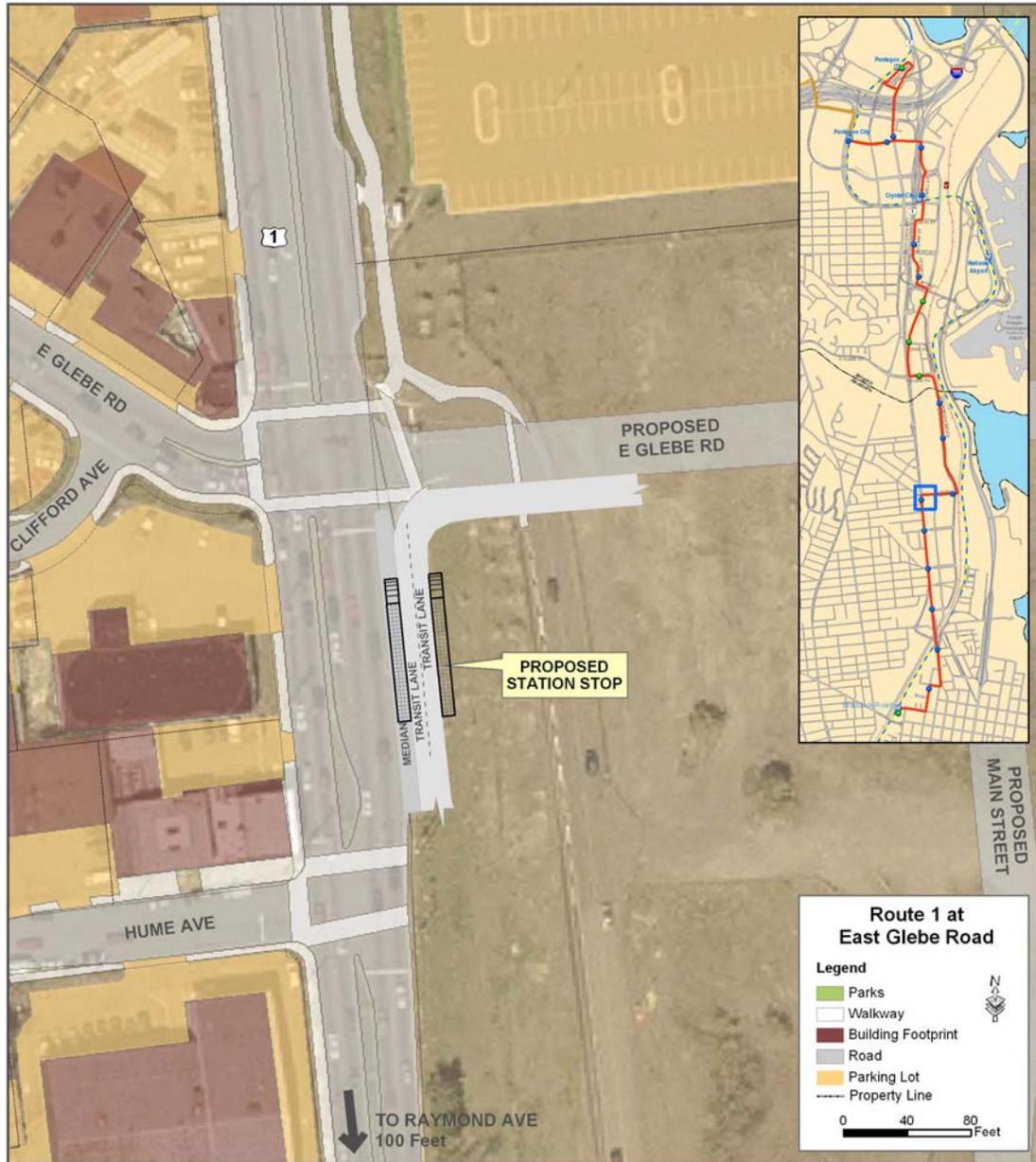


Figure C-3 (see Fig. 23): Route 1 at Swann Avenue (Curbside Transit Lanes)

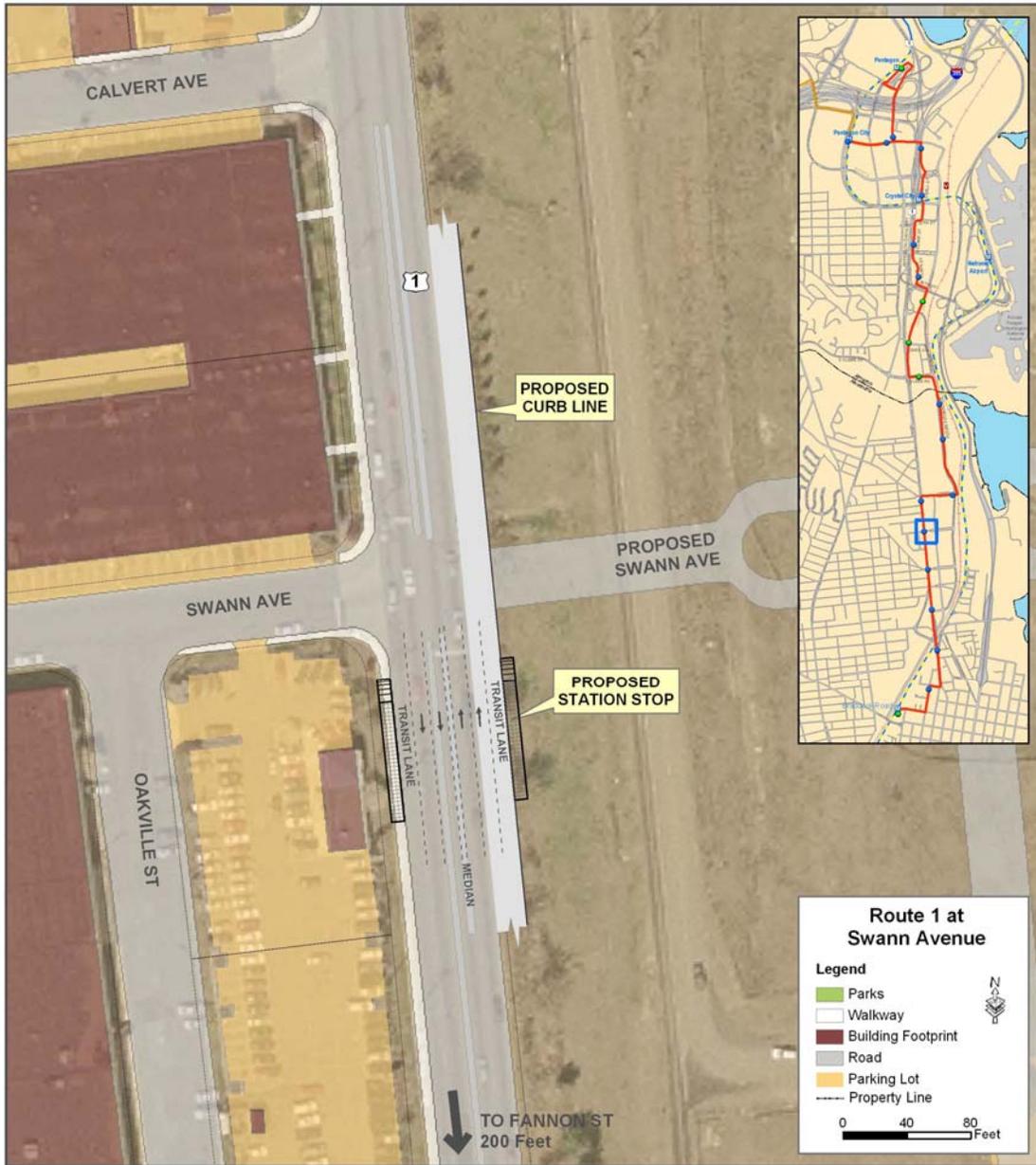
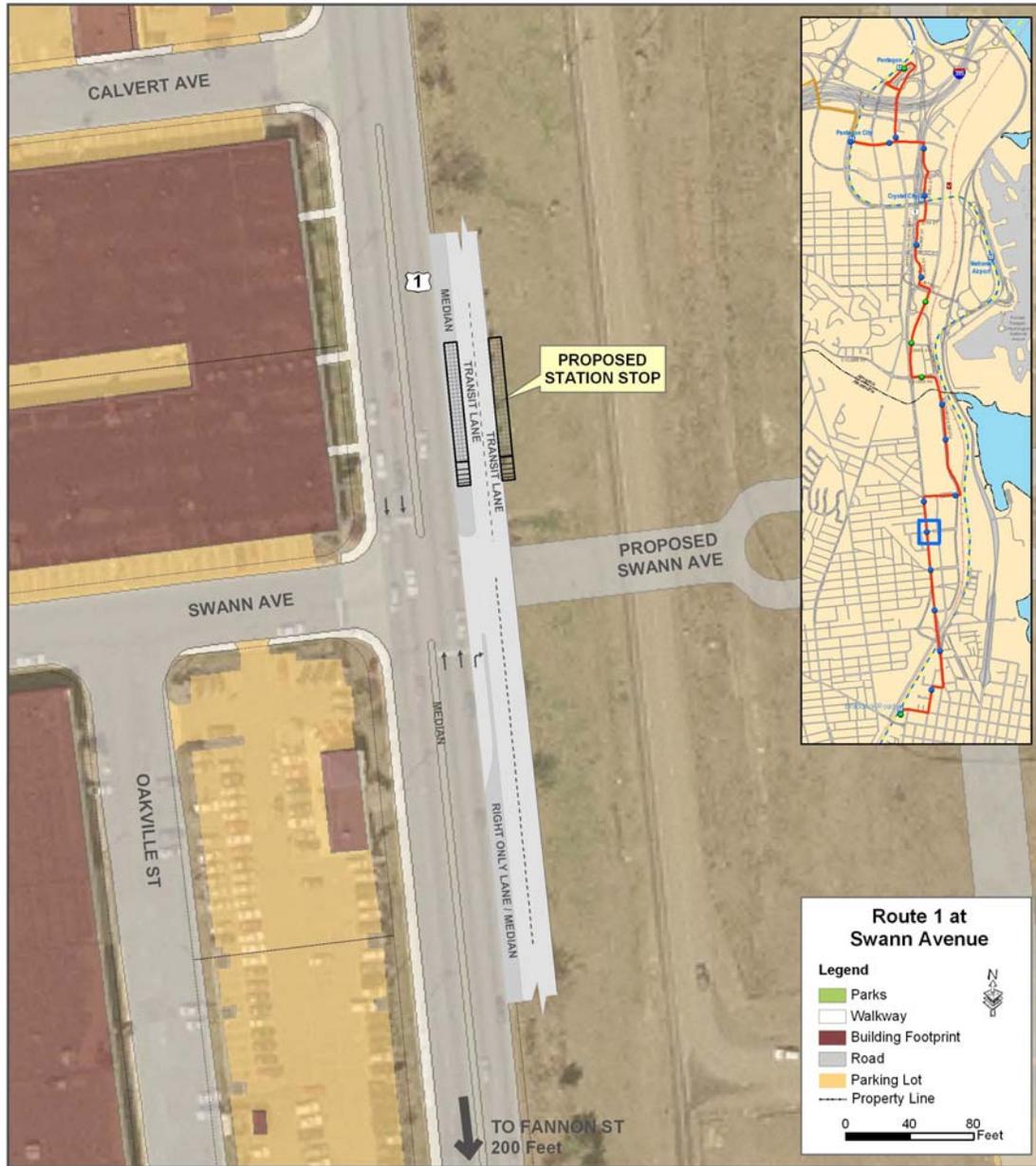
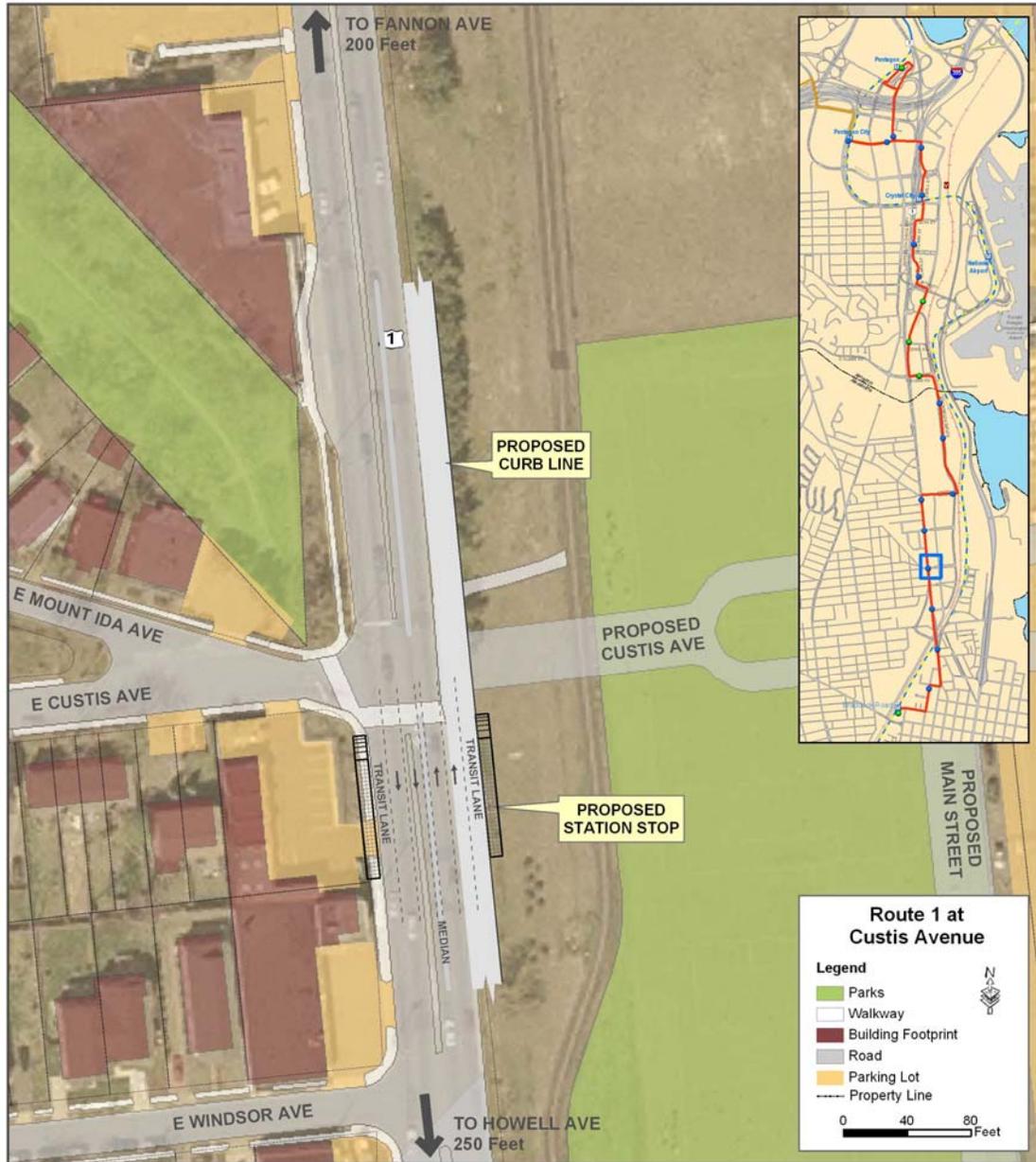


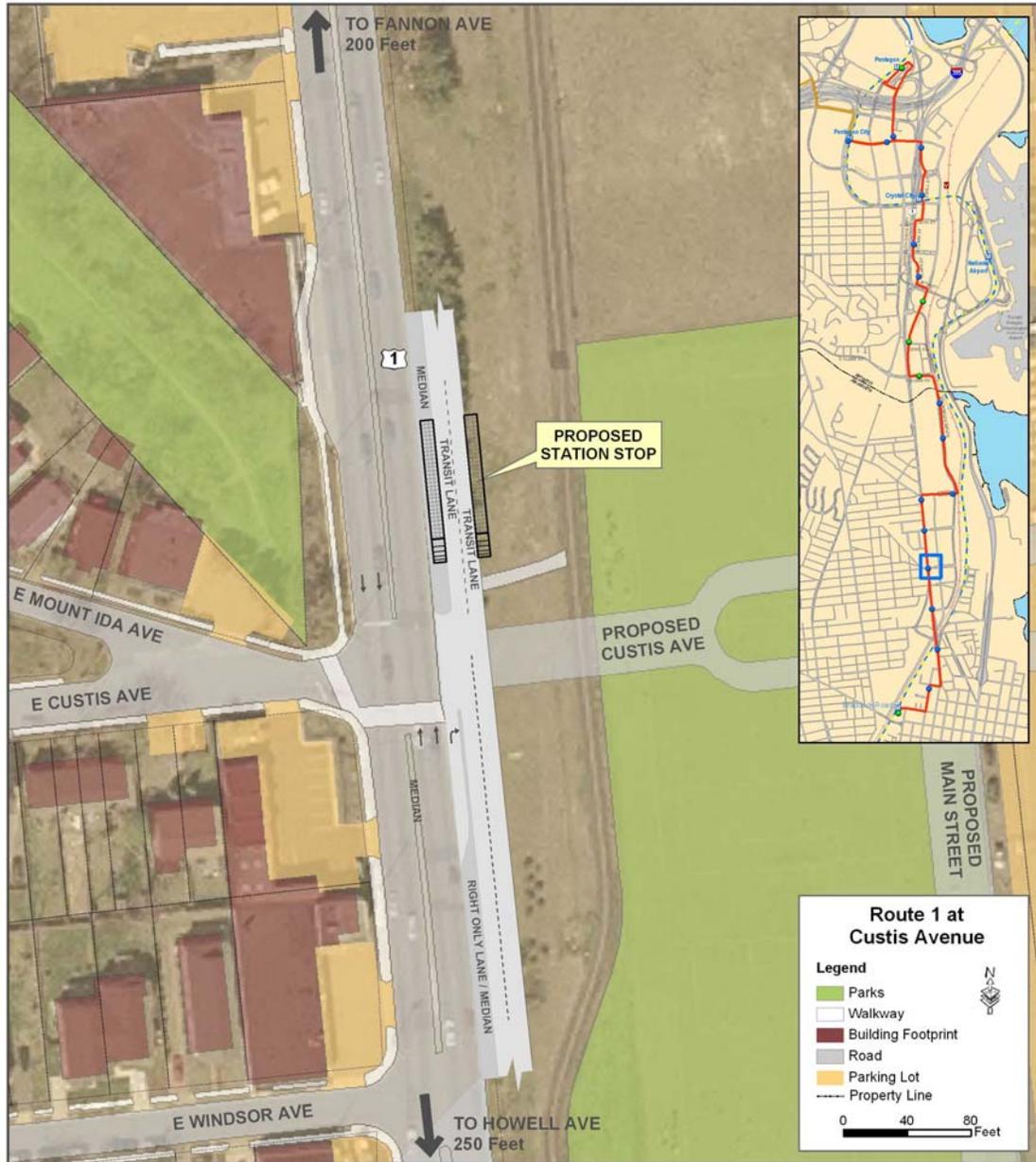
Figure C-4 (see Fig. 23): Route 1 at Swann Avenue (Curbside Transitway)



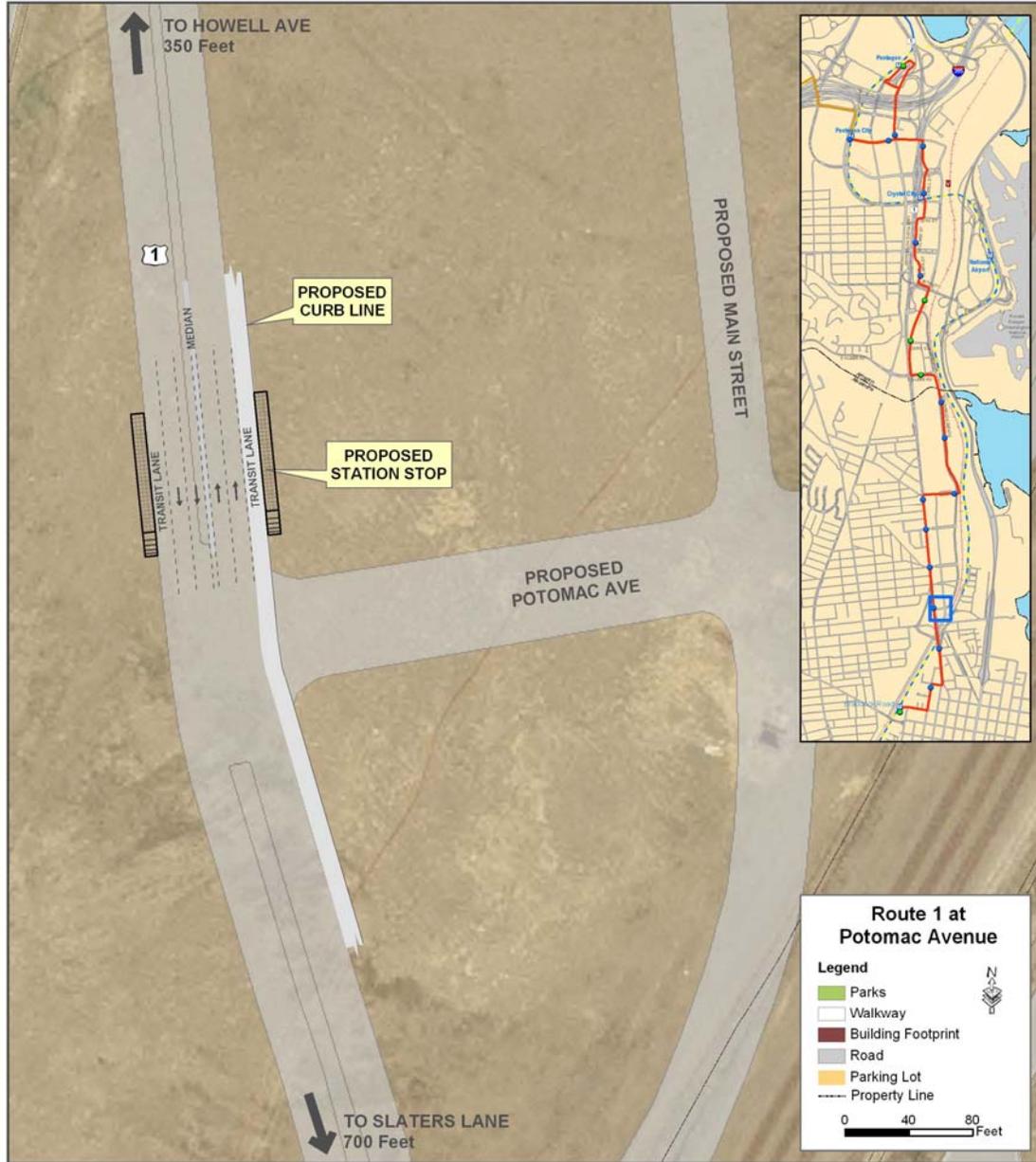
**Figure C-5 (see Fig. 24): Route 1 at East Custis Avenue (Curbside Transit Lanes)**



**Figure C-6 (see Fig. 24): Route 1 at East Custis Avenue (Curbside Transitway)**



**Figure C-7 (see Fig. 25): Monroe Avenue Bridge (Curbside Transit Lanes)**



**Figure C-8 (see Fig. 25): Monroe Avenue Bridge (Curbside Transitway)**

