

# Evaluation of Alternatives

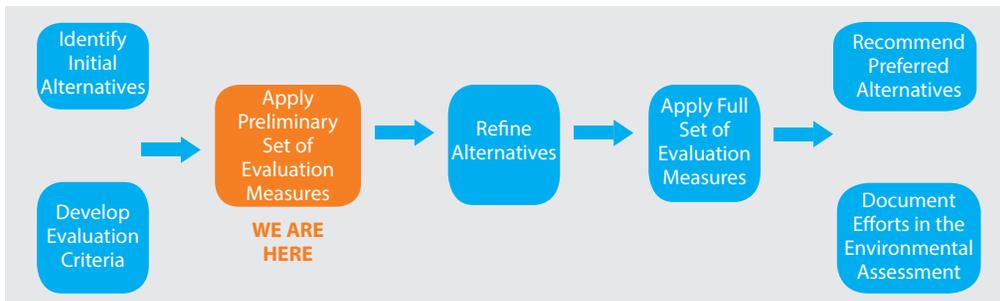
The **objectives** of the West End Transitway are to:

- Provide a direct, reliable, higher-speed, higher-capacity transit service
- Connect with the existing and future regional transit network
- Curtail growth in traffic congestion
- Respond to proposed development projects
- Serve as a catalyst for continued economic development
- Lead to a cost effective project
- Avoid or minimize negative impacts to the community and environment

Project objectives are reflected in the **evaluation measures** shown below:

Transit	Ridership	Residents within Station Walkshed	Jobs within Station Walkshed	Number of Transfers	Travel Time
Level of Service	Intersection Level of Service	Intersection Queuing	Vehicular Travel Time	Existing vs New/Improved Sidewalks	Bicycle Facilities Proposed
Land Use	Development	Complements Small Area Plans			
Physical	Right-of-Way	Parking			
Socio-Economic	Low-Income / Minority Populations	Community Facilities	Cultural Resources	Noise and Vibration	Air Quality
Natural	Parkland	Streams	Wetlands and Floodplains	Threatened and Endangered Species	
Financial	Capital Costs	Operating Costs			

The phases of the **evaluation process** are shown below:



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For questions or comments email [allan.fye@alexandriava.gov](mailto:allan.fye@alexandriava.gov) or (703) 746-4151



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# ALEXANDRIA WEST END TRANSITWAY



Median Dedicated Transit-US 1 Metroway

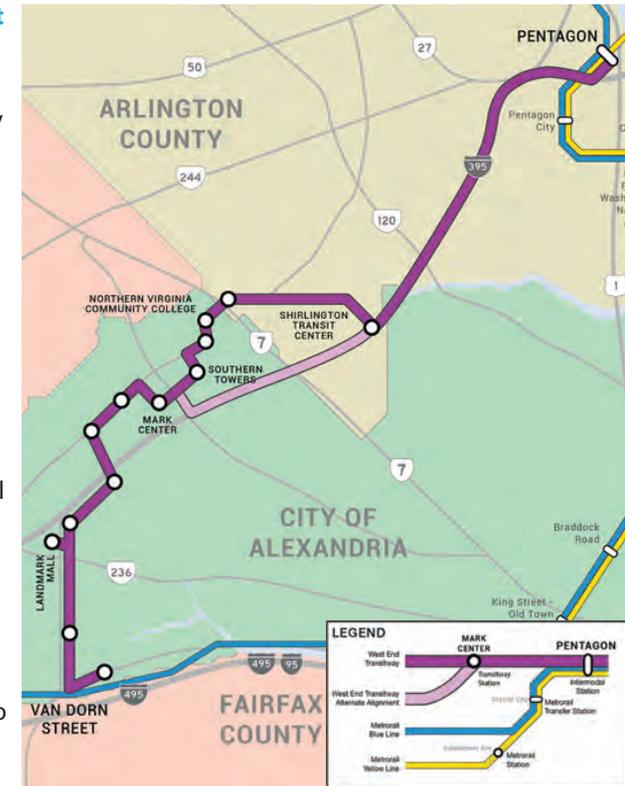
The **West End Transitway Project**

will improve mobility through the Van Dorn/Beauregard corridor by providing a fast and high-capacity transit line between the Van Dorn Metrorail station and transit centers at Landmark Mall, Mark Center, Shirlington and Pentagon.

The Alternatives Analysis portion of the study evaluates different solutions to identify one alternative to be recommended for implementation.

An Environmental Assessment will comprehensively assess potential socio-economic, environmental and transportation effects of the proposed improvements.

The study is concurrently advancing concept engineering to refine project cost estimates and funding plans.



**LEGEND**

- West End Transitway
- West End Transitway Alternate Alignment
- Metrorail Blue Line
- Metrorail Yellow Line
- Metrorail Station
- Intermediate Station
- Metrorail Transfer Station

# Study Alternatives

The West End Transitway Project will evaluate the following transit improvement options:

No Build Alternative	Transportation Systems Management (TSM) Alternative	Build Alternative
<ul style="list-style-type: none"> <li>Transit operates in mixed traffic</li> <li>Includes already planned and programmed infrastructure and operations</li> </ul>	<ul style="list-style-type: none"> <li>Frequent, continuous transit service along Van Dorn and Beauregard Streets</li> <li>New, limited-stop bus service along the full corridor</li> <li>Some traffic operational enhancements</li> <li>No major capital investment in new infrastructure for dedicated transit lanes</li> </ul>	<ul style="list-style-type: none"> <li>Frequent, continuous transit service along Van Dorn and Beauregard Streets</li> <li>Dedicated transit lanes along significant portions of corridor</li> <li>Infrastructure and operational elements to enhance transit operations</li> </ul>
		
	<p>KEY TRANSIT ELEMENTS include:</p> <ul style="list-style-type: none"> <li>New branded West End service</li> <li>Frequent service</li> <li>Consolidated stops</li> <li>Real-time passenger information</li> </ul>	<p>KEY TRANSIT ELEMENTS include:</p> <ul style="list-style-type: none"> <li>Dedicated lanes for transit</li> <li>New branded West End Transitway service</li> <li>Frequent service</li> <li>Consolidated high-amenity stops</li> <li>Real-time passenger information</li> </ul>

# Build Alternative: Proposed Runningway Configurations

Within the City of Alexandria, the **Build Alternative** for the West End Transitway would include dedicated transit lanes along significant portions of corridor, transit in mixed traffic, and transit in I-395 HOV lanes as shown below.

