Transit Initiatives in the Braddock Metro Small Area

Crystal City/Potomac Yard Transit Corridor Project

1. Joint initiative of Alexandria and Arlington County.

2. Outgrowth of the Crystal City/Potomac Yard Area Transportation Study completed in 1999. Concluding that street improvements alone could not adequately serve the Potomac Yard area (Alexandria and Arlington), study recommended developing high-capacity transit service in the area.

3. An alternatives analysis completed in 2003 examined alternative transit services and alignments. Locally preferred services and alignment were identified, and projected benefits justified continuing the project development process.

4. Based on Federal Transit Administration (FTA) guidance, an interim service plan was developed in 2005. Plan based on developing high-capacity, bus-based transit (bus rapid transit) service.

5. Project was added to Alexandria’s master plan in 2006 (MPA 2005-0006) and amended in 2007 (MPA 2007-0001).


7. Project is now beginning the final stage of development (engineering, refinement and delivery) with service on Alexandria segments expected to begin in 2009.

For Additional Information:

- Crystal City/Potomac Yard Area Transportation Study (SJR 406, HJR 567), October 1999.
- Crystal City/Potomac Yard Corridor Transit Alternatives Analysis, March 2003.
- Crystal City/Potomac Yard Corridor Interim Improvement Project, December 2005.

http://alexandriava.gov/tes/development_studies.html
Citywide Transit Corridors Proposal

1. The draft update of the transportation element of the city’s master plan includes a proposal to develop 17+ miles of dedicated transit right-of-way (exclusive transit lanes) in three primary corridors.

2. The three primary corridors are Route 1, Duke Street and Van Dorn/ Beauregard. Secondary corridors are Eisenhower Avenue and Quaker Lane.

3. This proposal is at the early concept stage. Specific routes, corridor configurations and transit modes are not yet proposed.

4. The updated transportation element will be submitted to the Planning Commission and City Council for consideration in early 2008.

For Additional Information:


http://alexandriava.gov/tes/policy_and_program/transportation_policy.html#reports
PROJECT DEVELOPMENT PROCESS - MAJOR TRANSIT PROJECTS

Phase I: Concept
- MASTER PLAN
  - Land Use/Transportation
  - Goals & Objectives

- PROJECT IDENTIFICATION
  - Priority List

- CORRIDOR FEASIBILITY STUDY
  - Project Sponsor
  - Conceptual Alignment
  - Station Locations
  - Environmental SCAN
  - Fatal Flaw Analysis

Outcomes:
- Corridor Definition
- Technology Alternatives
- Alignment Alternatives
- Operating Strategy

Next Steps:
- Seek Federal Funding?
- Planning & Development

Phase II: Planning & Development
- PUBLIC INVOLVEMENT
  - Public Meetings
  - Local Officials Meetings
  - Gather Alternatives Input
  - Present Environmental Findings

- ALTERNATIVES ANALYSIS
  - Scoping
  - Initial Engineering
  - Screening
  - Detailed Definition/Costs
  - Transit Mode Choice/Demand Model (MPO)
  - Locally Preferred Alternative
  - Regional Plan Update CLFP, TIP

Outcomes:
- Assumptions
- Typical Sections
- Initial Design Standards
- Initial Operating Plan
- Network Assumptions
- Policy, Institutional, and financial strategy options

Next Step:
- Preliminary Engineering

Phase III: Engineering, Refinement & Delivery
- PRELIMINARY ENGINEERING
  - Plan & Profile Drawings (90% Plans)
  - Refined Operating Plan
  - Revised O&M Costing

- FINAL DESIGN
  - Final Technology Assumptions
  - Plan & Profile Drawings
  - Station Conceptual Designs
  - Proposed Design Specifications
  - Refined Operating Plan
  - Final O&M Costing

- CONSTRUCTION
  - Construction Management Plan
  - System Integration and Testing

Outcome:
- Project Completion

Begin Revenue Operations

ENTIRE PROCESS CAN TAKE FROM 6 TO 10 YEARS