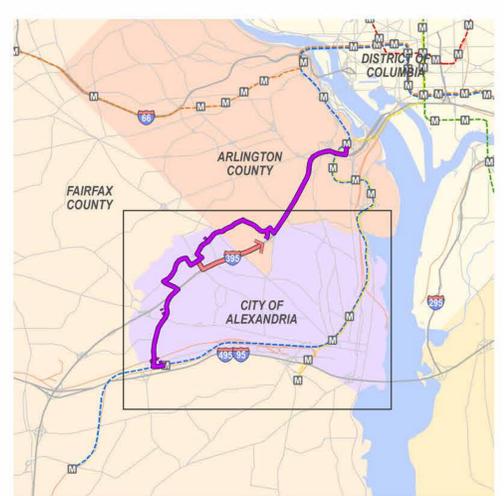
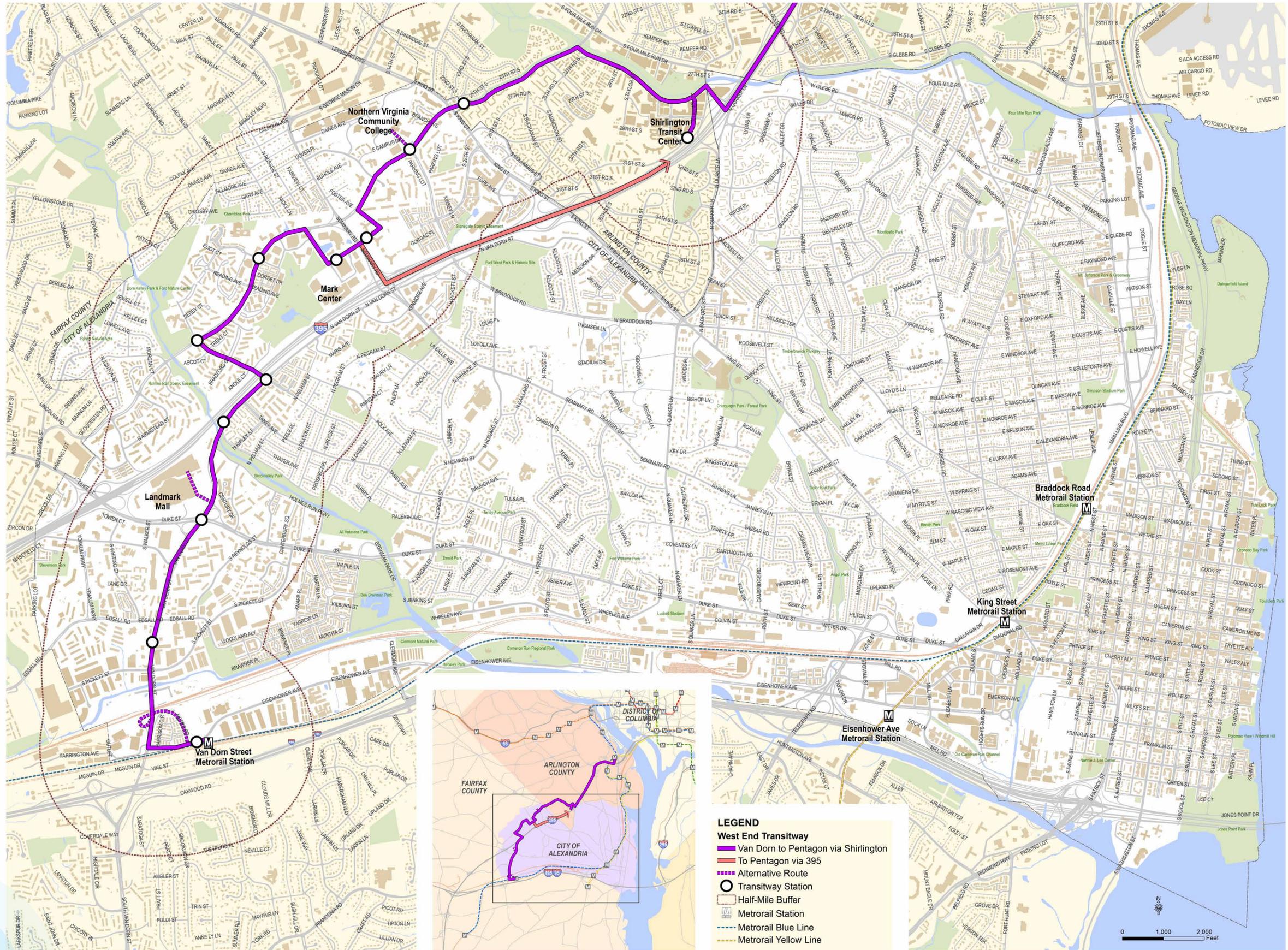


WHERE DO YOU ● Live ● Work/Study ● Shop ?



LEGEND

- West End Transitway**
 - Van Dorn to Pentagon via Shirlington (Purple line)
 - To Pentagon via 395 (Red line)
 - Alternative Route (Dashed purple line)
- Transitway Station (White circle)
- Half-Mile Buffer (White circle)
- Metrorail Station (M icon)
- Metrorail Blue Line (Blue dashed line)
- Metrorail Yellow Line (Yellow dashed line)



TRANSPORTATION PLANS IN THE WEST END

This board provides an overview of planning efforts involving transportation that provide a framework for the West End Transitway.

RECENT TRANSPORTATION PLANNING

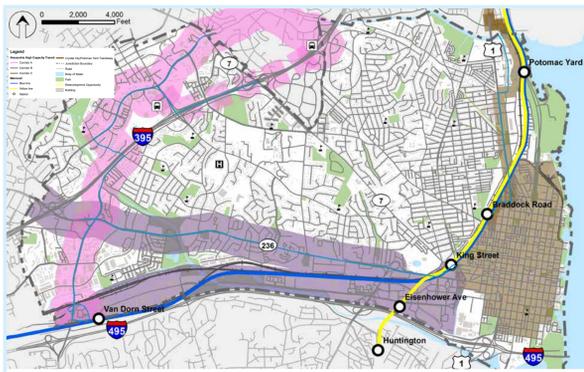
Transportation Master Plan (2008)

Landmark/Van Dorn Corridor Plan (2009)

Beauregard Small Area Plan (2012)

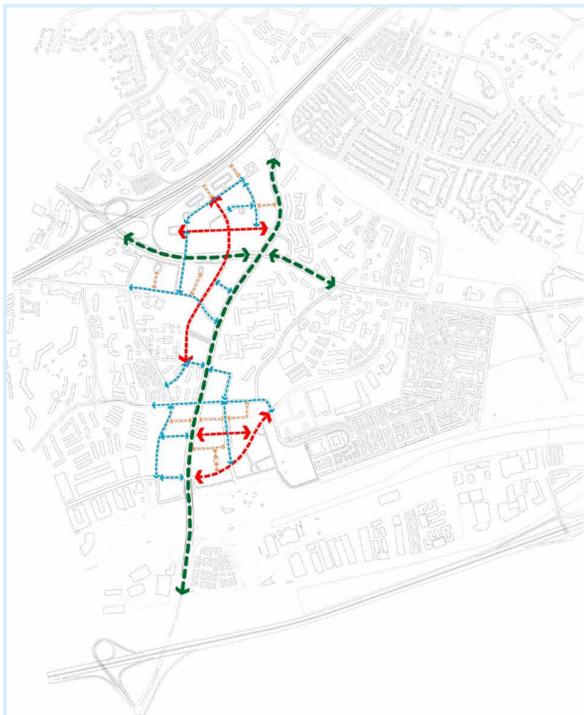
Alexandria Transitway Corridors Feasibility Study (2012)

West End Transitway Study (2014)



▲ Transportation Master Plan recommended primary transit network

TRANSPORTATION MASTER PLAN (TMP)
Van Dorn/Beauregard designated as Corridor C in the primary transit network

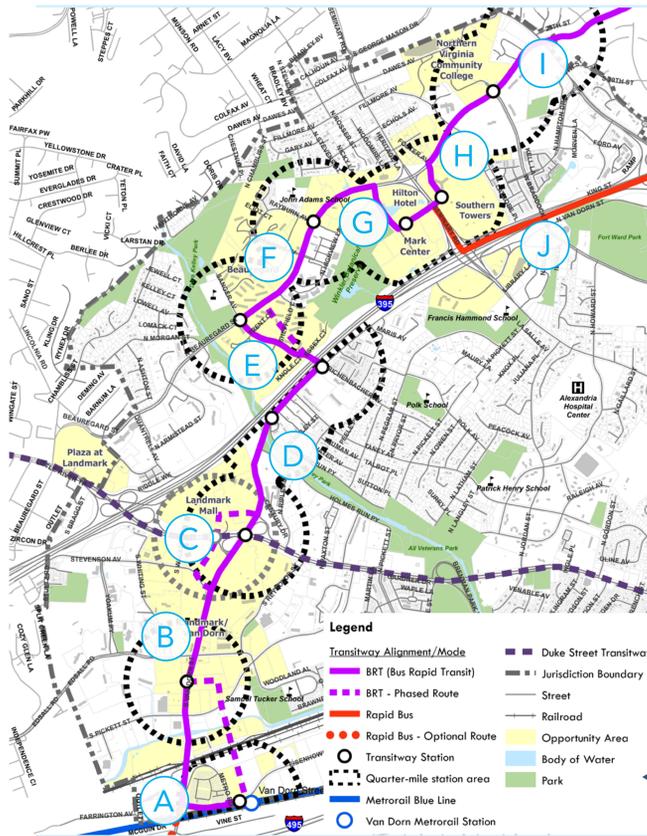


▲ The plan's recommended street network

LANDMARK/VAN DORN CORRIDOR PLAN

Vision for a lively, walkable, urban mixed-use community

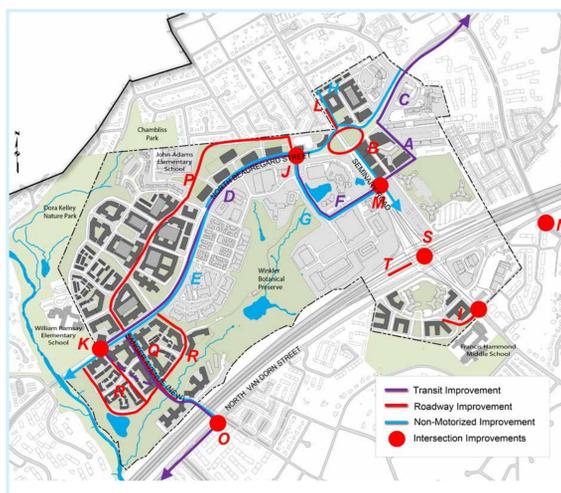
- Transportation recommendations:
- Transit in dedicated right-of-way, consistent with the Transportation Master Plan (TMP)
 - Transit transfer center in West End Town Center (Landmark Mall area)
 - Local circulator and express bus service
 - New local streets/street connections
 - Pedestrian and bicycle accommodations



TRANSITWAY CORRIDORS FEASIBILITY STUDY

- Studied transitway feasibility and alternatives for Van Dorn/Beauregard corridor
- Recommended corridor alignment and configuration for Van Dorn and Beauregard Streets and transit mode technology (median-running bus rapid transit [BRT]):
 - A. Southern terminus: Van Dorn Metrorail Station with potential future extension to Fairfax County
 - B. Median-running dedicated transitway on Van Dorn Street between Eisenhower Avenue and Stevenson Avenue
 - C. Mixed-flow operation on Stevenson Avenue and in the short-term, through Landmark Mall
 - D. Curb-running dedicated lane operation on Van Dorn Street between Landmark Mall and Sanger Avenue
 - E. Median-running dedicated transitway on relocated Sanger Avenue between Van Dorn Street and Beauregard Street
 - F. Median-running dedicated transitway on Beauregard Street between Sanger Avenue and Mark Center Drive
 - G. Mixed-flow operation on Mark Center Drive
 - H. Dedicated lane operation through Southern Towers
 - I. Mixed-flow operation on Beauregard Street from Southern Towers to Route 7; and
 - J. Transitway divides at Mark Center – one line travels to the Pentagon via I-395 and one line travels to the Pentagon via the Shirlington Bus Transit Center
- Recommended real-time service information, station infrastructure, transit signal priority, level boarding, and other features.
- Identified cost and implementation implications

◀ Transitway Corridors Feasibility Study recommended transit concept (Alternative D)



▲ Plan recommended transportation network

BEAUREGARD SMALL AREA PLAN

Vision for a series of new urban neighborhoods containing a mix of uses, open spaces, and a diversity of housing opportunities that will be compatible with adjacent neighborhoods

- Transportation recommendations:
- High-capacity BRT in dedicated lanes along Beauregard Street
 - Expanded local and circulator bus service
 - Ellipse at Seminary Road and Beauregard Street
 - New local streets
 - Pedestrian and bicycle accommodations

TRANSITWAY CORRIDOR WORK GROUP STATEMENT AND CITY COUNCIL RESOLUTION

Recommendation by High Capacity Transit Corridor Work Group, May 19, 2011

Alternative D [BRT] is the preferred alternative for phased implementation of transit in dedicated lanes in Corridor C until such time as Alternative G [streetcar] becomes feasible and can be implemented. This course of action is consistent with the Council's recent decision to provide dedicated lane transit along the segment of Corridor A that is north of Braddock Road. Evaluation and analysis will continue of Alternative D in preparation for future implementation of Alternative G. Construction of transit in Corridor C shall be the first priority of Alexandria's transportation projects. Each subsequent corridor shall be evaluated separately regarding the need to acquire additional right-of-way for dedicated lanes as discussed in the Transportation Master Plan.

Recommendation by Planning Commission, September 8, 2011

The Planning Commission reaffirmed support for transit in Corridor C on an expedited basis and believes that there should be bus rapid transit running in dedicated lanes. The Commission had insufficient information on the non-transportation planning elements to form any further judgment.

Recommendation by Transportation Commission, September 7, 2011

The Transportation Commission recommends that the City Council adopt the recommendation of the CVWG [Corridor Work Group] for Corridor C, with two caveats:

- 1) The alignment be optimized to better serve the Northern Virginia Community College (NVCC), and;
- 2) Recommend that the Transportation Commission be tasked to identify decision criteria, evaluate and monitor the transition from Alternative D (Bus Rapid Transit in dedicated lanes) to Alternative G (Streetcar in dedicated lanes), and periodically report the progress to the City Council.

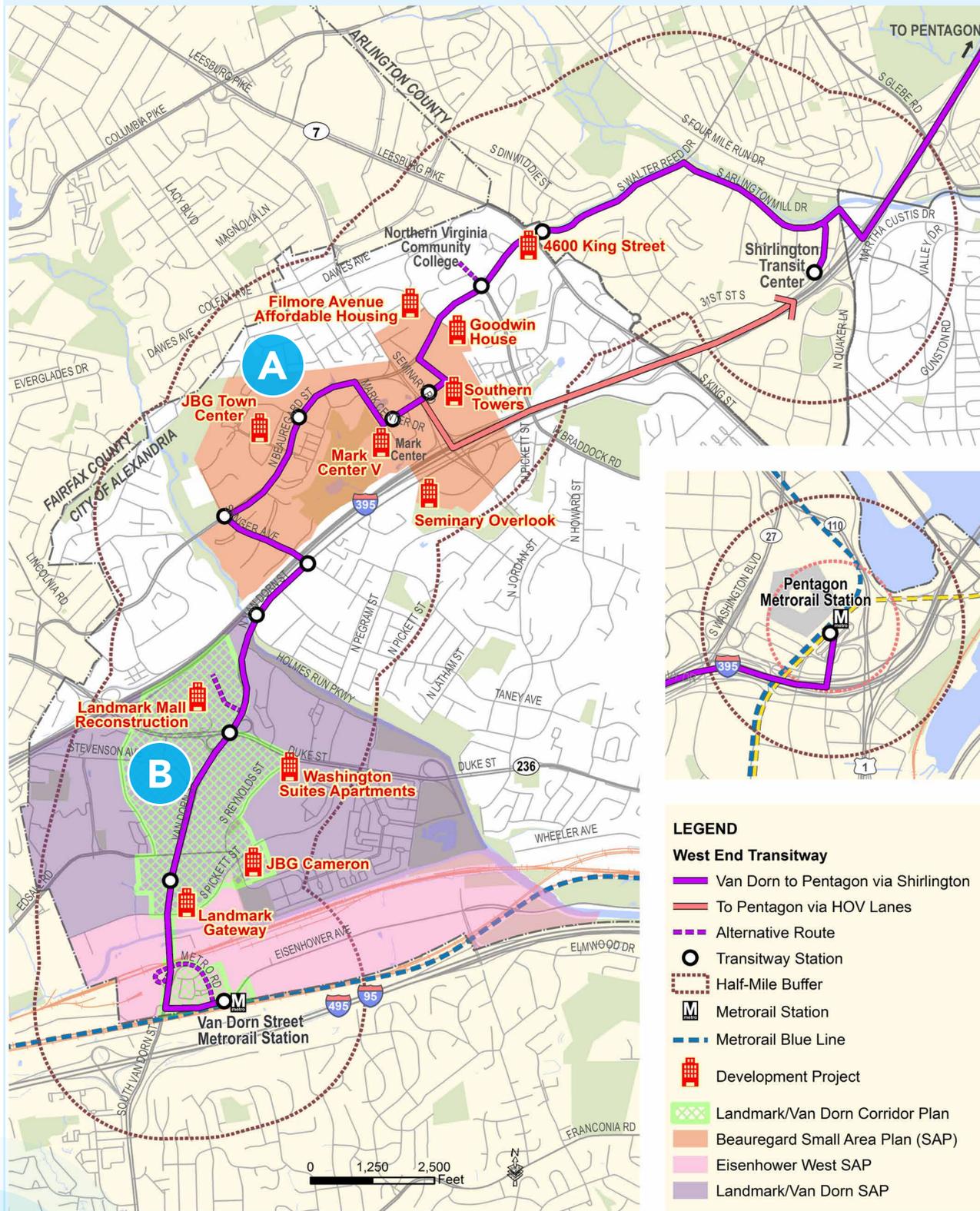
Recommendation by City Council, September 17, 2011

City Council adopted the recommendation of the High Capacity Corridor Work Group, with the addition that the alignment be optimized to better serve the Northern Virginia Community College.



LAND USE PLANS IN THE WEST END

PROPOSED DEVELOPMENT PROJECTS



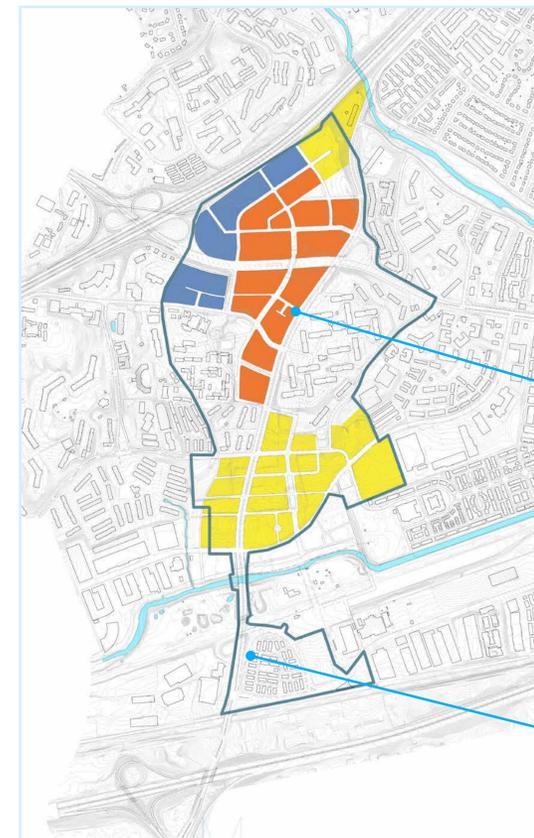
A BEAUREGARD SMALL AREA PLAN (2012)

- **Existing:** Approximately 6 million square feet of development
- **Proposed:** Approximately 12.5 million square of development expected by 2040



B LANDMARK/VAN DORN CORRIDOR PLAN (2009)

- **Existing:** Approximately 5 million square feet of development
- **Proposed:** Approximately 11 to 14 million square feet of development expected by 2030



Landmark Mall



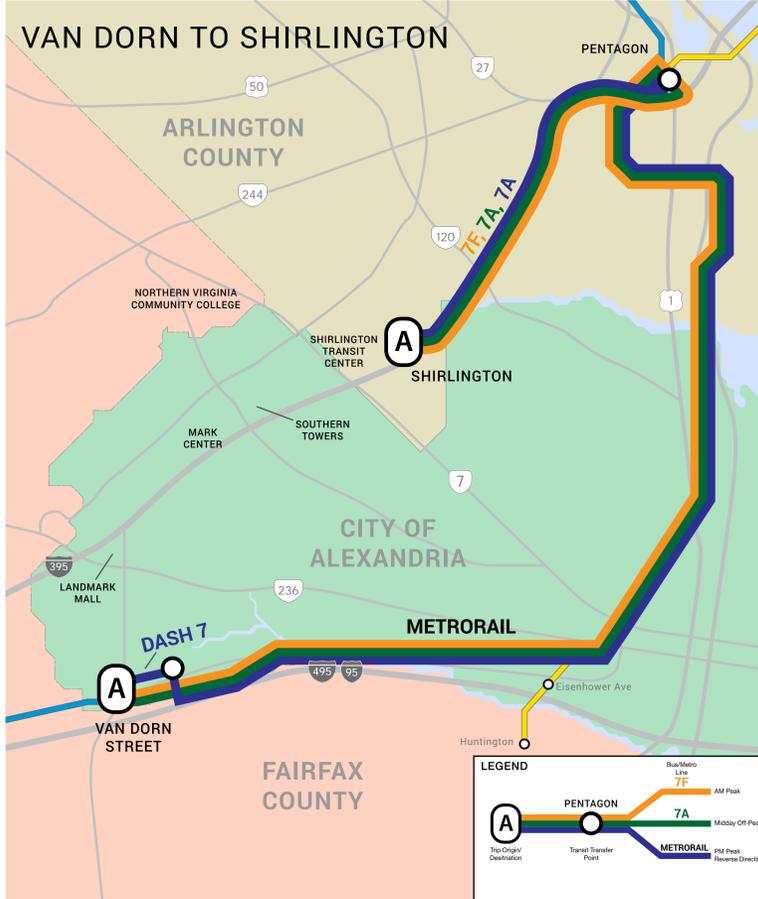
Landmark Gateway

Proposed Land Use Plan

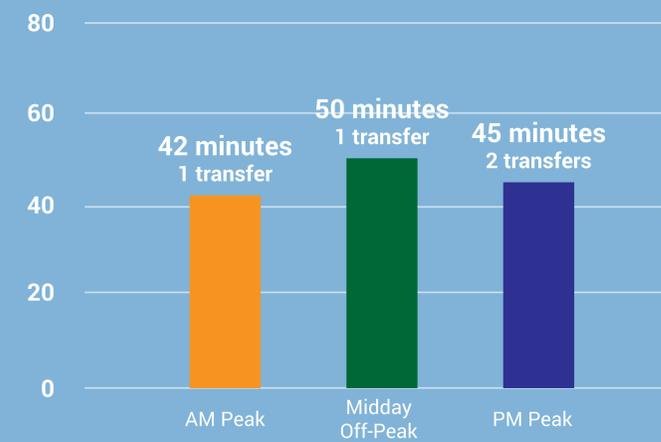


CURRENT TRANSIT SERVICE EXAMPLE: ORIGINS AND DESTINATIONS

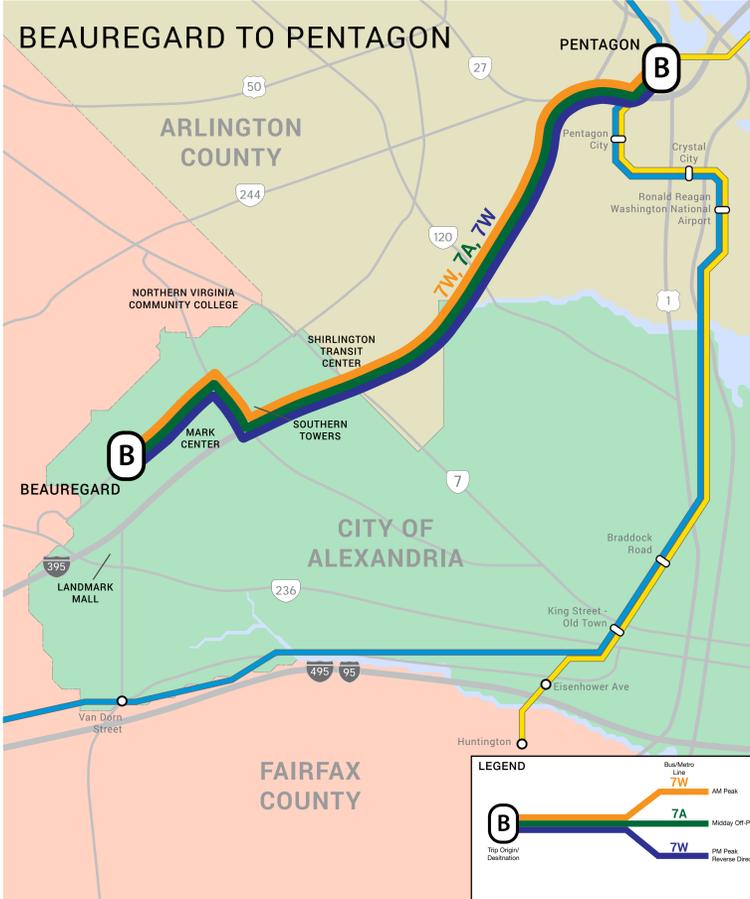
TRIP A



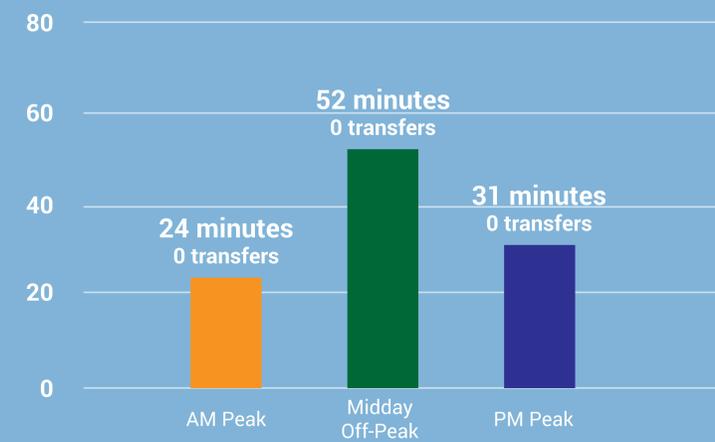
Journey Time by Time of Day



TRIP B



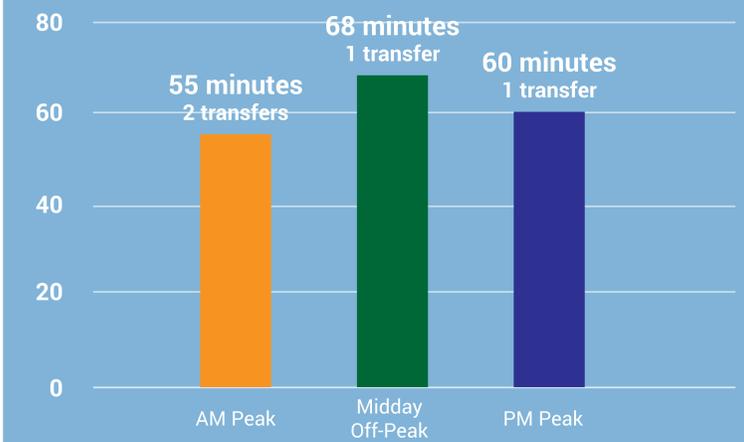
Journey Time by Time of Day



TRIP C



Journey Time by Time of Day



Notes and Assumptions:

¹WMATA Trip Planner was used to estimate journey times.

²WMATA Trip Planner also shows DASH routes.

³Assumes that the riders for all of the routes start from the origin at 8:00 AM, 1:00 PM, and 5:30 PM.

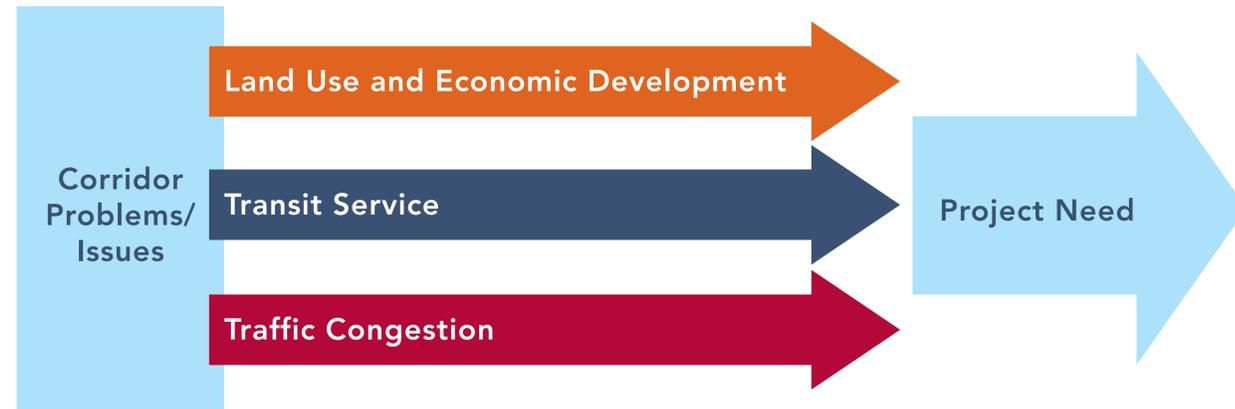
⁴Journey time includes time waiting for the bus from the start of the trip and time spent in transit.

⁵Walking distance from the last bus stop to the destination ranges from 0 - 0.15 miles.



CORRIDOR ISSUES AND PROJECT NEEDS

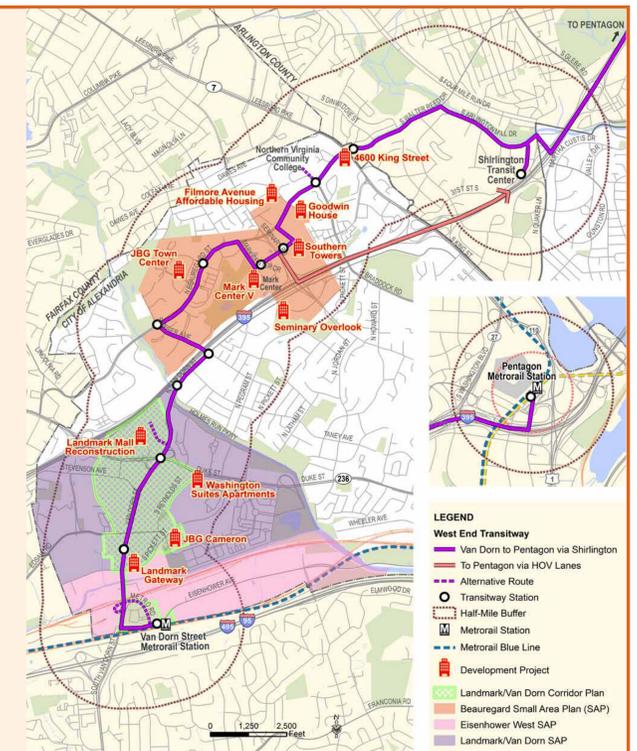
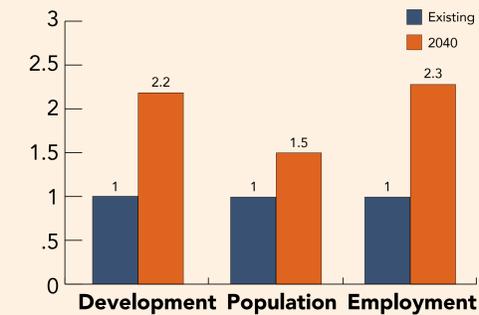
WHY DO WE NEED THE WEST END TRANSITWAY?



LAND USE AND ECONOMIC DEVELOPMENT

- Existing transportation and transit infrastructure is not adequate to support future land use changes
- Residential and commercial development is anticipated to increase from 11.0 million square feet to approximately 23.5 – 25.5 million square feet
- Projected population growth to 2035: 53%
- Projected employment growth to 2035: 130%

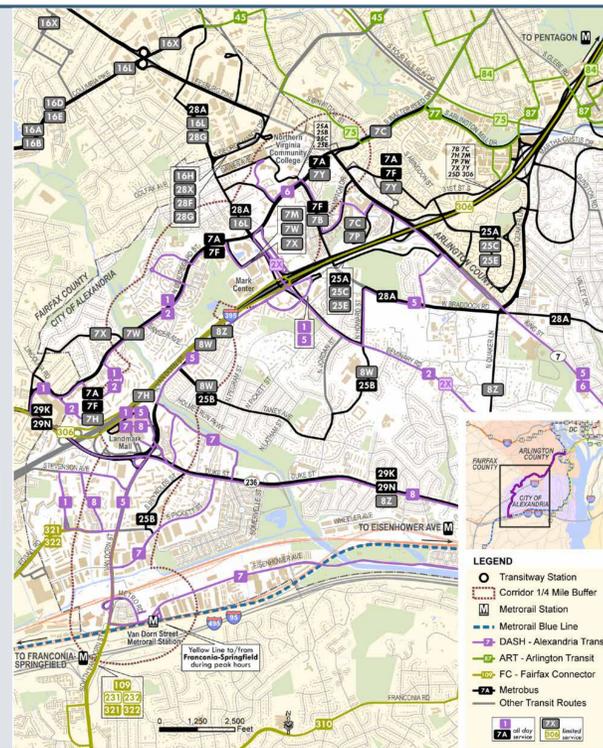
Existing and Future Development, Population, and Employment



TRANSIT SERVICE

- Significant unmet transit demand
 - 360,000 daily trips generated in the corridor
 - 31% have destinations in the corridor but only 2% of trips use transit
- Transit network not unified
 - Routes operate at low frequencies along portions of the corridor
 - Transfers between routes lead to longer travel times

Route	Description	Weekday Freq. (in minutes)		
		Peak Direction	Reverse Direction	Midday Off Peak
A11	Eisenhower/Van Dorn Metro - Seminary Plaza	30	30	30
A72	Lincolnia - Broadbalk Metro	30	30	30
A73K	Mark Center - Broadbalk Metro	20	20	n/a
A75	Landmark Mall/Van Dorn Metro - Broadbalk Metro	20	30	30
A78	Van Dorn Metro/Landmark Mall - King St/Old Town Metro/Old Town	20	20	60
Washington Metropolitan Area Transit Authority (Metrolink)				
7A, F, Y	Lincolnia North Arlington Line	7.5	7.5	20
7B, C, H, P, W, X	Pentagon Line	5	20	n/a
7M	Mark Center-Pentagon Line	10	15	15
85, W, Z	Fairfax-Seminary Valley Line	5	20	n/a
25A, C, D, E	Baileys Bridge-Pentagon Line	10-15	10-15	60
25B	Landmark-Baileys Line	30	30	60



Destinations for All Trips Originating in the Study Area



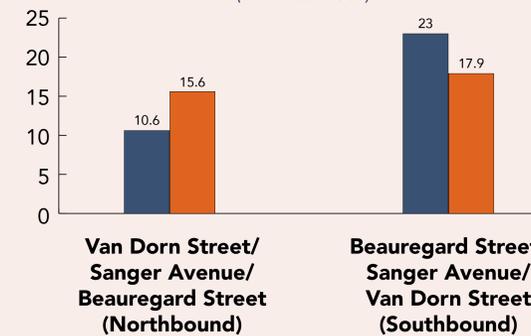
Transit Share of All Trips Originating in the Study Area



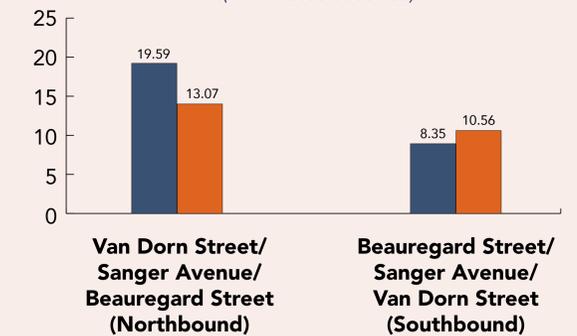
TRAFFIC CONGESTION

- Traffic congestion leads to delays and unpredictable travel times for motorists
- Peak hour traffic congestion leads to delays and reduced reliability for transit services
- Without additional transportation investment, future higher-density land uses will result in more traffic congestion

Peak A.M. and P.M. Travel Speeds (in miles/hour)



Peak A.M. and P.M. Travel Times (in minutes.seconds)



TIMELINE FOR ALTERNATIVES ANALYSIS AND ENVIRONMENTAL ASSESSMENT



WEST END TRANSITWAY ALTERNATIVES

(Clockwise beginning with top-left):
Transit Signal Priority; Bus Queue Jumps;
Existing DASH Bus Stop.

NO BUILD

Real Time Information

Transit Shared Lanes

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

BRT Center Alignment

BRT Stop

BRT Lane Treatment

BUS RAPID TRANSIT (BRT)

NO BUILD ALTERNATIVE

Assumes no new major transit investment in the corridor. Transit services would generally operate as they do today. The following corridor modifications are already programmed and funded and would be included in this alternative:

- Transit Signal Priority (TSP) at 8 intersections
- Enhanced shelters at 2 locations
- Queue jump lanes at 2 intersections

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) ALTERNATIVE

Optimizes transit operations and people's experience with transit through generally low-cost changes to the study corridor. Transit would continue to share lanes with general vehicle traffic. This alternative may include:

- Additional Transit Signal Priority at intersections
- Additional Queue Jump lanes where space is available
- Enhanced shelters and service information
- Reconfigured transit service operations

BUILD ALTERNATIVE (BUS RAPID TRANSIT)

Makes a strategic investment in corridor-wide measures to improve transit service quality, capacity, reliability, and frequency. This alternative may include:

- Dedicated transit runningway for the majority of the corridor
- Extensive use of technology to benefit riders and operations
- Enhanced passenger amenities
- Increased service frequency and directness

LEVEL OF INVESTMENT

For additional information, please refer to the Transit Technology display



TRANSIT SYSTEM AND MODE ELEMENTS

SYSTEM ELEMENTS

RUNNINGWAYS

- **Mixed-Flow**
 - Transit travels in same lanes as other vehicles
 - Reduces speed and increases travel time for transit
- **Dedicated Lanes**
 - Transit travels in a lane separate from other vehicles
 - Lanes may be physically separated or denoted by pavement types/markings
- **Combination of Lane Types**
 - Practical solution due to varying right-of-way constraints
 - Combination of mixed flow and dedicated lanes

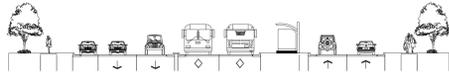


Figure A.1: Schematic illustration of a Median Running Configuration

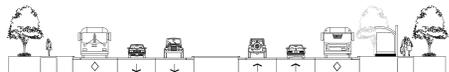


Figure A.2: Schematic illustration of a Side Running Configuration

	Advantages	Disadvantages
Median Running	<ul style="list-style-type: none"> • Easier to enforce completely dedicated lanes • Can be served with conventional right side boarding and alighting buses • No conflicts with right-turns, parking maneuvers, and bicycles 	<ul style="list-style-type: none"> • May impact some left-turn access • Higher construction and maintenance costs • Requires all pedestrians to make a street crossing to reach station
Side Running	<ul style="list-style-type: none"> • Easier to co-locate BRT stations with local bus stops • Easier pedestrian access to stations 	<ul style="list-style-type: none"> • May conflict with on-street parking and right-turning vehicles • Difficult to enforce exclusive transit use • Conflict with local bus service/stops

PASSENGER INFORMATION SYSTEMS

- **Static:** Published schedules and routes
- **Real-time:** Up-to-date vehicle location and arrival information
- Pre-trip
- On-vehicle



OFF-BOARD FARE COLLECTION

- Fare collected before boarding
- Validated upon entering station or through enforcement
- Increases service efficiency by reducing boarding time
- Allows boarding through all doors



TRANSIT STOPS AND STATIONS

	Amenities	Location
Basic Stop/Station	<ul style="list-style-type: none"> • Bench • Simple Shelter • Lighting • Static service information • Trash can • Accessible 	<ul style="list-style-type: none"> • 300 to 600 feet apart • Curbside • Near or far side at intersections
Enhanced Stop/Station	<ul style="list-style-type: none"> • Purpose-designed for a line or service • Substantial shelter • Large waiting area • Real time service information • Off-board fare collection (optional) • Weather-protected area • Level boarding 	<ul style="list-style-type: none"> • 1/4 to 1/2 mile apart • Curb or median • Tend to be at major activity generators



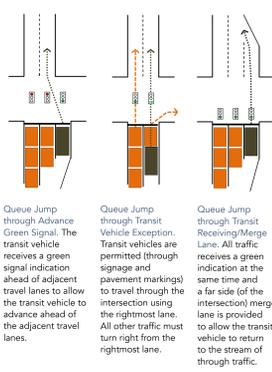
◀ Bus Shelter, Toronto, Canada



◀ Transit Station, Cleveland, OH

QUEUE JUMP LANES

- Used in mixed-flow runningways
- Allow transit vehicles to bypass traffic back-ups
- Several distinct lane/signal configuration (diagrams on right)



TECHNOLOGY

- **Traffic Signal Coordination** – Managing traffic signals to improve flow of general traffic
- **Transit Signal Priority (TSP)** – Tactic used to reduce delay of transit vehicles caused by traffic signals
- **Automated Vehicle Location (AVL)**

TRANSIT VEHICLES

Transit Vehicle Characteristics

	Regular Bus	Articulated Bus	40-foot BRT Bus	60-foot BRT Bus	80-foot BRT Bus	Streetcar	Light Rail Transit
Length	40 feet	60 feet	40 feet	60 feet	80 feet	66 feet	80 to 95 feet
Seated Passenger Capacity	40 to 45 passengers	65 passengers	35 to 40 passengers	60 passengers	40 to 70 passengers	30 passengers	60 to 65 passengers
Maximum Passenger Capacity	65 to 75 passengers	100 to 120 passengers	55 to 70 passengers	90 to 110 passengers	110 to 130 passengers	170 passengers	230 passengers

Source: TCRP Report 90 and 100

TRANSIT MODE TECHNOLOGIES AND ELEMENTS



Element	Local and Express Bus			Bus Rapid Transit		Streetcar	Light Rail Transit
	Loop	Line-Haul	Express	Rapid Bus	Light BRT / Full BRT		
Typical Service Area	Urban/Suburban - specific area	Urban/Suburban - corridor	Urban/Suburban - point-to-point	Urban/Dense Suburban			
Running way	Mixed		Mixed (may have queue jump lanes)	Mixed (may have queue jump lanes)	Mixed & Dedicated	Mostly dedicated	Mixed / Dedicated
Vehicle	Standard bus			Bus (may use special "branded" vehicles)	Special bus (low floor, branded, rail like)	Railcar (low floor)	Railcar
Operating Speeds	Low	Moderate	Moderate	Moderate	Moderate-High	High	Low to Moderate / High
Typical Frequency (headway)	Varies Widely			10 (peak) and 15 minute (off-peak)			15 minute (minimum)
Implementation Cost	Low	Low	Low	Moderate	Moderate-High	High	High-Very High / Very High
Branding	System-level (unless circulator)	System-level (unless circulator)	System-level (with some route)	Some	Route or service-specific		
Stops/ Stations							
Spacing	1 to 2 city blocks to 1/4 mile		1/2 mile or more	1/4 to 1/2 mile (approximate)			1 to 2 urban blocks (or more) / 1/2 to 1 mile or more
Facilities	Bus stop			Enhanced bus stop	Purpose-built stop with extensive amenities	Station with extensive amenities	Station with extensive amenities / Substantial station
Amenities	Signs, benches, lighting, trash can, shelter, paved waiting area, route information, crosswalk, and similar			Signs, benches, lighting, trash can, shelter, paved waiting area, route information, crosswalk, off-board fare collection, bicycle parking, real-time service information, wayfinding, and landscaping			
Fare Collection	On-board			On-board (may use off-board)	Off-board (may use on-board in limited instances)		
Technology	Limited (some online/handheld-based arrivals information and limited transit signal priority)			TSP	TSP and real-time arrivals information	Signal preemption (some), TSP, and real-time arrivals information	
Accessibility	Lift likely to be required at most stops			Level boarding at most stations/stops			

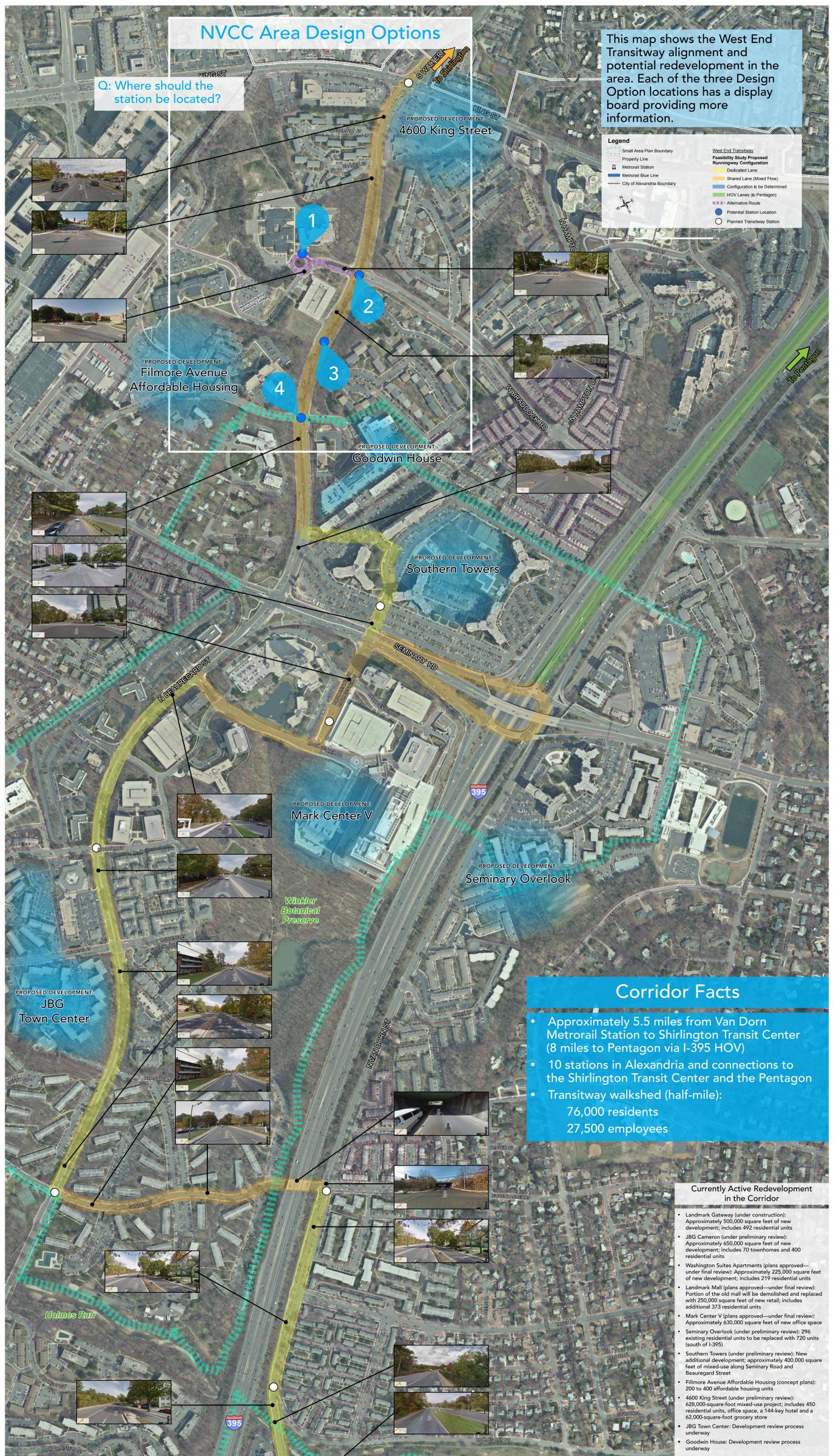
Source: Kimley-Horn and Associates, Inc., 2014.

BRANDING AND IDENTIFICATION

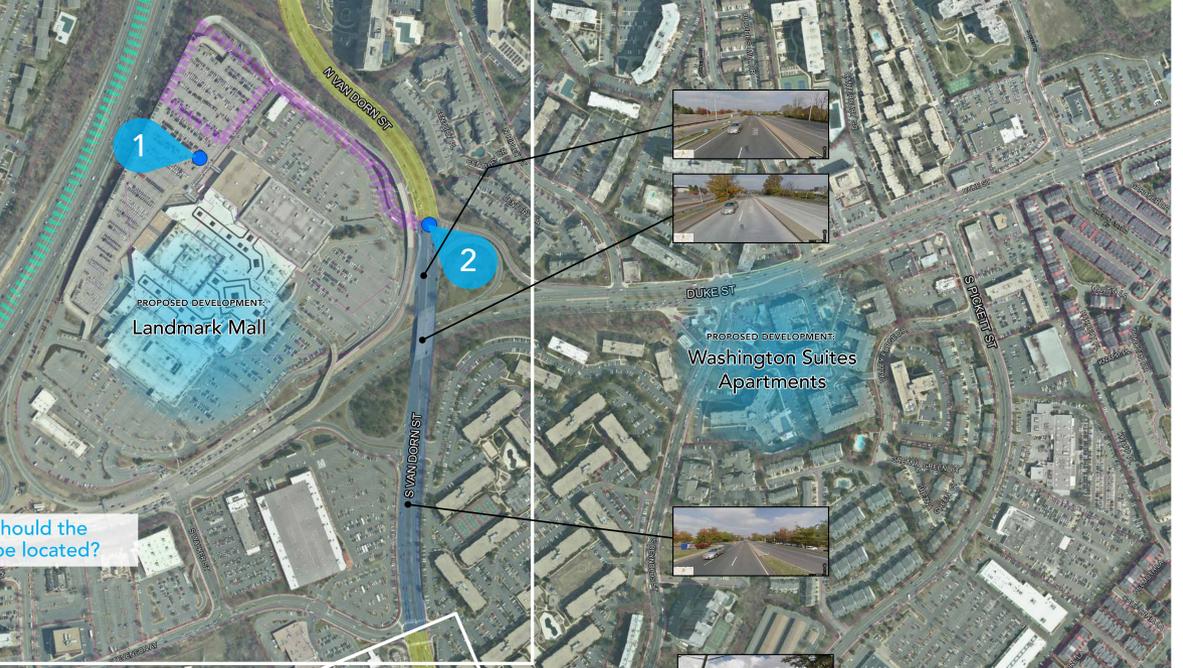
- Specific design standards
- Improves recognition of service
- Attract new riders



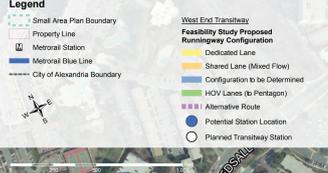
WEST END TRANSITWAY



Landmark Mall Area Design Options



This map shows the West End Transitway alignment and potential redevelopment in the area. Each of the three Design Option locations has a display board providing more information.



Van Dorn Street Design Options



WEST END TRANSITWAY – DESIGN OPTIONS

INTRODUCTION

The design options boards display a set of alternatives for three specific locations along the corridor. These alternatives refer to either station location or transitway configuration (the cross-section of the street). There is a board for each location that discusses the advantages and disadvantages of each option.

The three locations are:

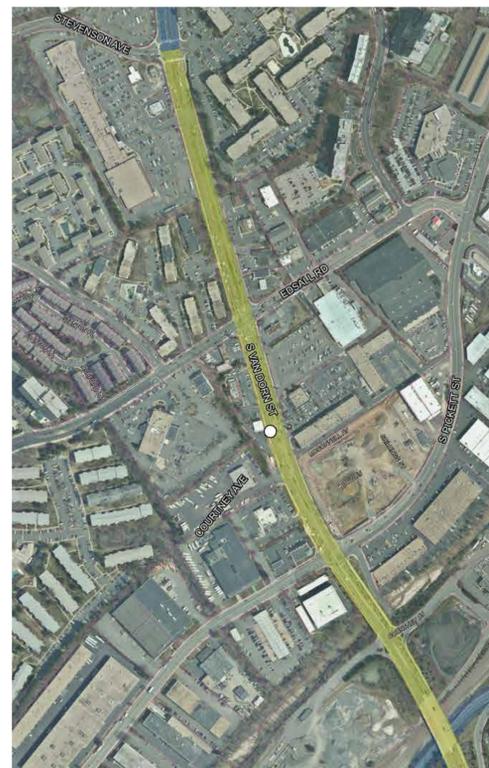
Northern Virginia Community College (NVCC) Station Location



Landmark Mall Station Location



Van Dorn Street Transitway Configuration

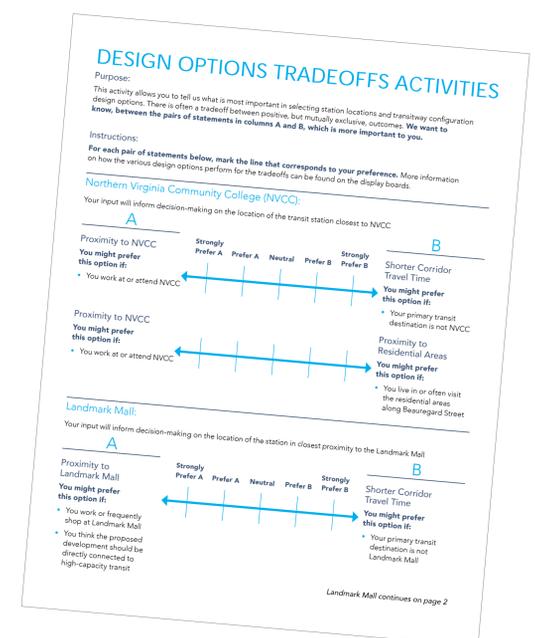


UNDERSTANDING TRADEOFFS

Selecting one design option versus others involves tradeoffs, such as giving up proximity to increase travel speed. The public's preferences will inform decision-making toward a preferred transitway design.

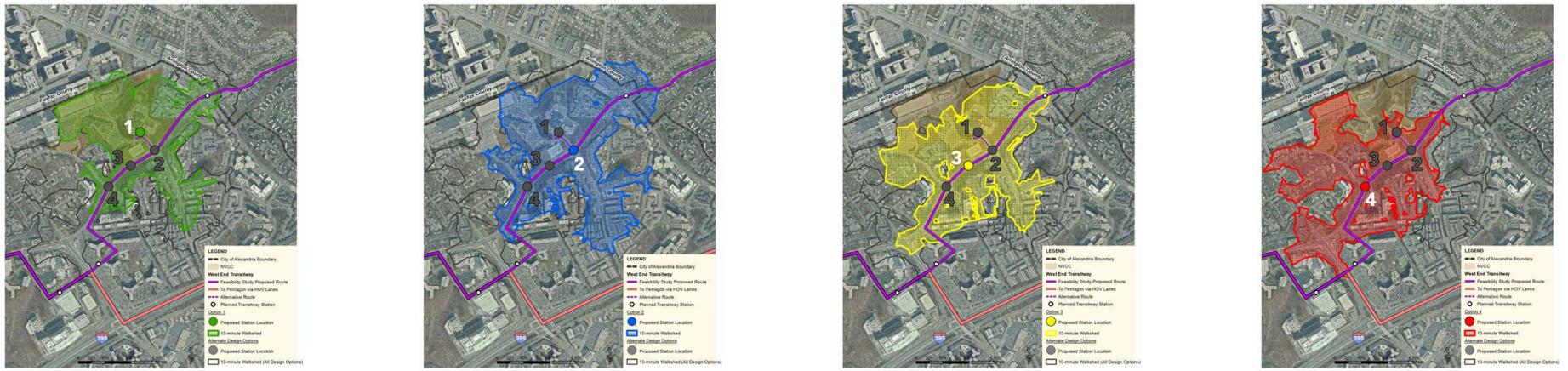
PROVIDE INPUT:

1. Take out your "Design Options Tradeoffs Activity" handout (or take one from the pile below).
2. Review the boards to learn about the advantages and disadvantages of each design option.
3. On the handout, find the corresponding location and indicate your preference for each set of tradeoffs.
4. Make sure to provide input for each of the three locations.



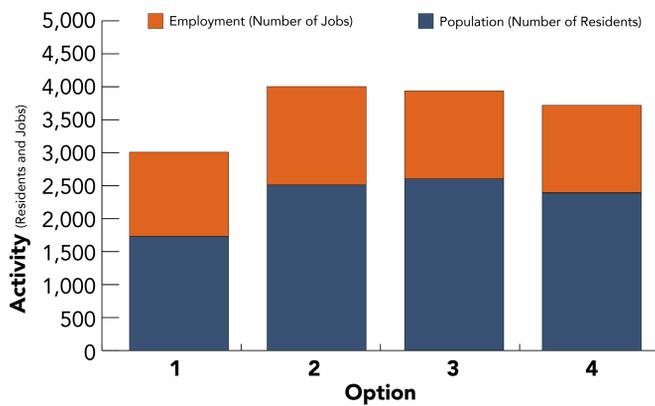
DESIGN OPTIONS for Northern Virginia Community College

Previous planning recommended further analysis of how to best serve Northern Virginia Community College (NVCC) and the surrounding areas. Five options for station locations are highlighted on this board.

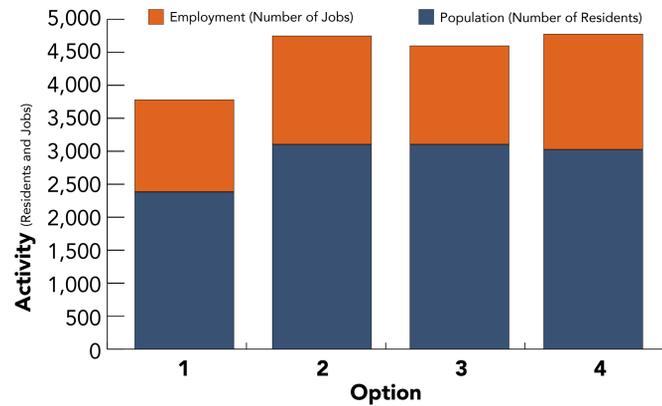


Each shape represents the approximate distance that can be reached in a 10-minute walk from the station of the corresponding color

2010 Population and Employment in 10-Minute Walkshed



2035 Population and Employment in 10-Minute Walkshed



DESIGN OPTIONS

OPTION	PROS	CONS
<p>1 Station at the cul-de-sac of E. Campus Drive</p>	<ul style="list-style-type: none"> Most direct access to NVCC Not likely to impact the Lucky Run stream along Beauregard Street 	<ul style="list-style-type: none"> Increased travel time (approximately five to six minutes) and operating cost Cul-de-sac would require physical modifications
<p>2 Station at the intersection of Beauregard Street and E. Campus Drive</p>	<ul style="list-style-type: none"> Closest to NVCC along Beauregard Street Does not impact travel times 	<ul style="list-style-type: none"> Could potentially impact the Lucky Run stream along Beauregard Street Indirect access to NVCC
<p>3 Mid-block station on Beauregard Street between E. Campus Drive and Fillmore Avenue</p>	<ul style="list-style-type: none"> Serves the highest number of existing residents Does not impact travel times 	<ul style="list-style-type: none"> Could potentially impact the Lucky Run stream along Beauregard Street Indirect access to NVCC
<p>4 Station at the intersection of Beauregard Street and Fillmore Avenue</p>	<ul style="list-style-type: none"> Closest to the potential future Fillmore Avenue affordable housing development Directly serves existing and proposed development east and west of Beauregard Street Does not impact travel times 	<ul style="list-style-type: none"> Could potentially impact the Lucky Run stream along Beauregard Street Indirect access to NVCC

TRADEOFFS

Shorter Corridor Travel Time

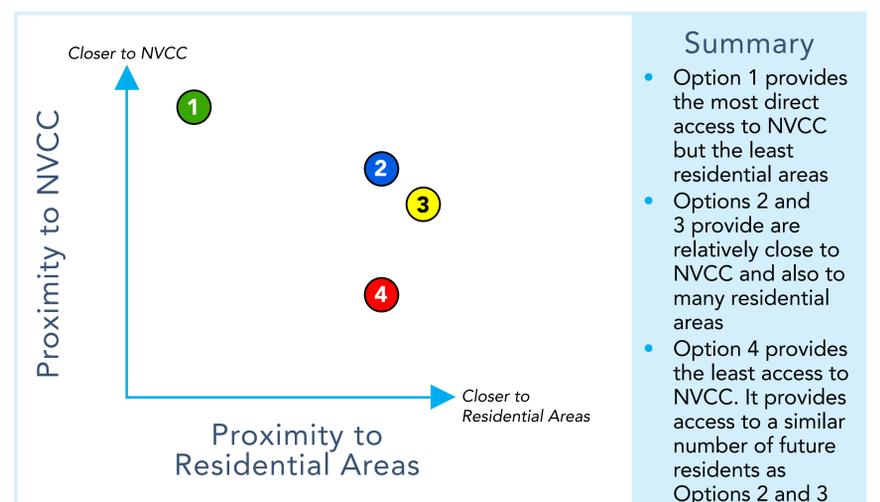
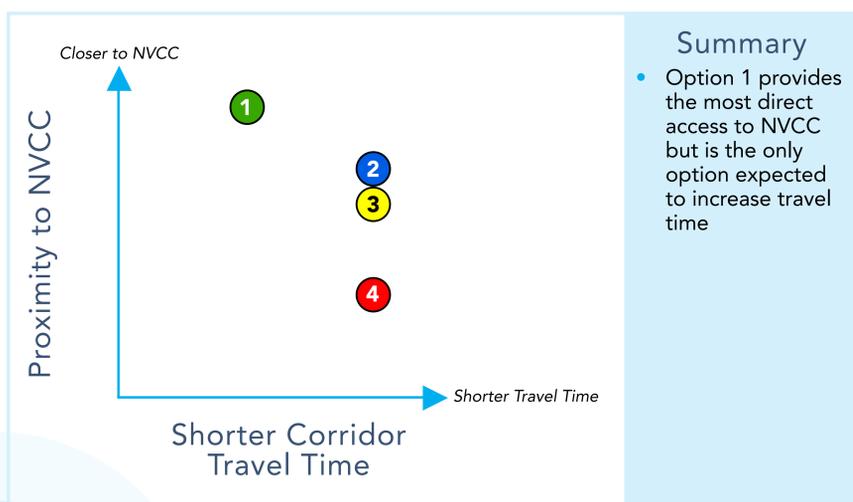
One of the most important factors to riders' use of transit is travel time. Locating the station on the NVCC campus, off Beauregard Street, would cause an increase in travel time for the overall transit route due to time lost in turning and increased route length.

Proximity to NVCC

The faculty, staff, and students at NVCC could benefit from direct access to the West End Transitway. The closer the station is located to campus, the more likely it is that college-related ridership will increase. Longer walks and steep hills could discourage riders from using the transitway if the station is located on Beauregard Street.

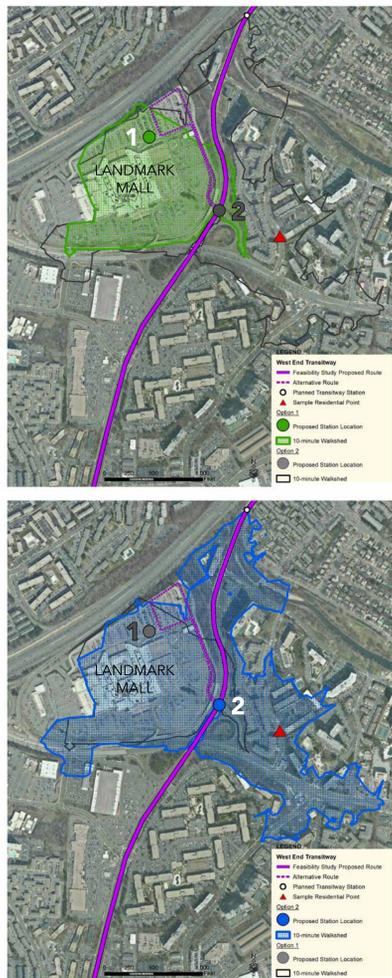
Proximity to Residential Areas

The prospect of convenient access to transit stations is one of the factors that can increase ridership. It could also spur development and increase property values for existing residents. Station options along Beauregard would provide the closest access to the existing and proposed residential areas, including affordable housing communities.

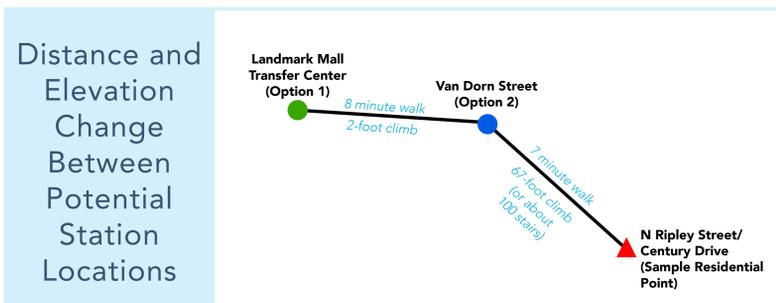


DESIGN OPTIONS for Landmark Mall

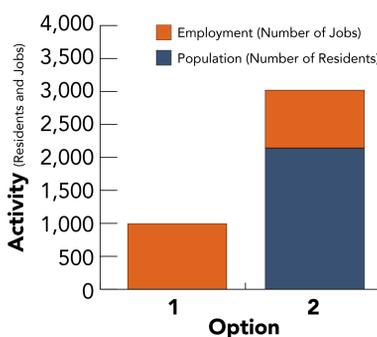
Landmark Mall serves as a retail center and a transfer point for local bus routes. Portions of the Landmark Mall property have been approved for mixed-use redevelopment with an associated transit center. The mall's distance from Van Dorn Street provides a challenge to serve the mall site without significantly increasing corridor travel time. Two potential station locations are highlighted on this board.



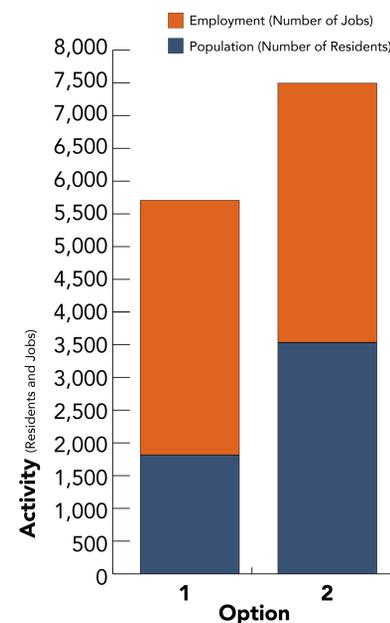
Each shape represents the approximate distance that can be reached in a 10-minute walk from the station of the corresponding color



2010 Population and Employment in 10-Minute Walkshed



2035 Forecast Population and Employment in 10-Minute Walkshed



DESIGN OPTIONS

OPTION	PROS	CONS
<p>1 Landmark Mall Loop</p>	<ul style="list-style-type: none"> Direct access to Landmark Mall and future development Meets the vision of the City of Alexandria's Landmark/Van Dorn Corridor Plan Serves existing DASH transit center 	<ul style="list-style-type: none"> Increased travel time by approximately six to eight minutes Serves no existing residential units within a 10-minute walk
<p>2 Station along Van Dorn Street</p>	<ul style="list-style-type: none"> Lower overall corridor travel time Serves existing and proposed development along Van Dorn Street 	<ul style="list-style-type: none"> Does not directly link the Landmark Mall site with high-capacity transit Located at a grade-separated intersection with limited pedestrian infrastructure

TRADEOFFS

Proximity to Transit Transfer Facility

Many riders use the existing DASH transfer facility at the mall and may use the proposed transit center in the future to transfer to other local or regional bus routes. The proposed transit center is likely to also serve the proposed Duke Street transitway.

Proximity to Mall & Proposed Development

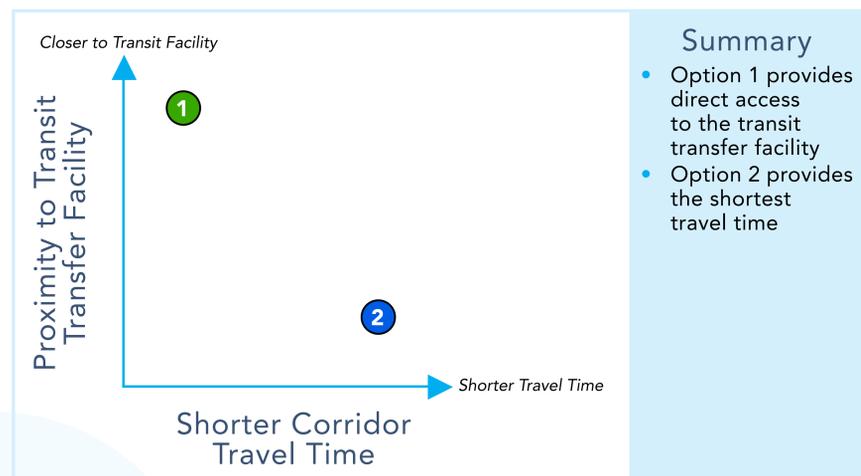
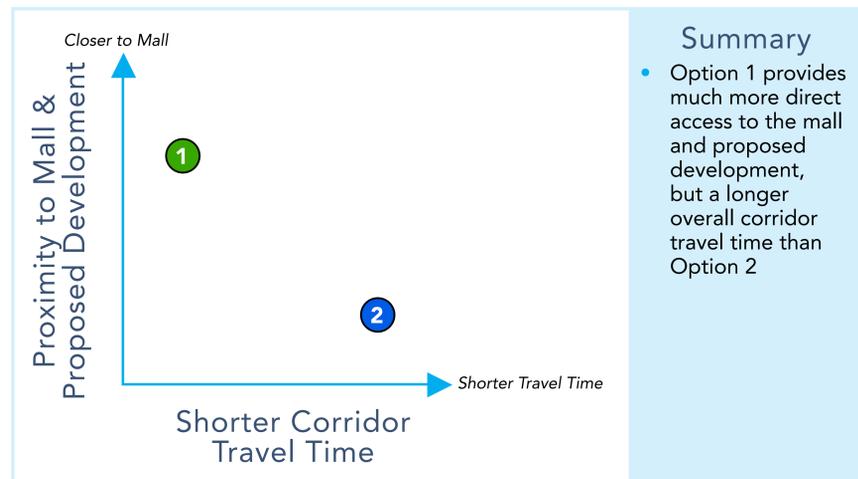
In the City of Alexandria's Landmark/Van Dorn Small Area Plan, the Landmark Mall site is designated for mixed-use development served by high-capacity transit. Locating the station in the site would realize this vision and serve the dramatic increase in residents, jobs, retail, and entertainment expected at the mall site.

Shorter Corridor Travel Time

One of the most important factors to riders' use of transit is travel time. Locating the station at the mall transit center, off Van Dorn Street, would cause an increase in travel time for the overall transit route due to time lost in turning and increased route length.

Proximity to Residential Areas Along Corridor

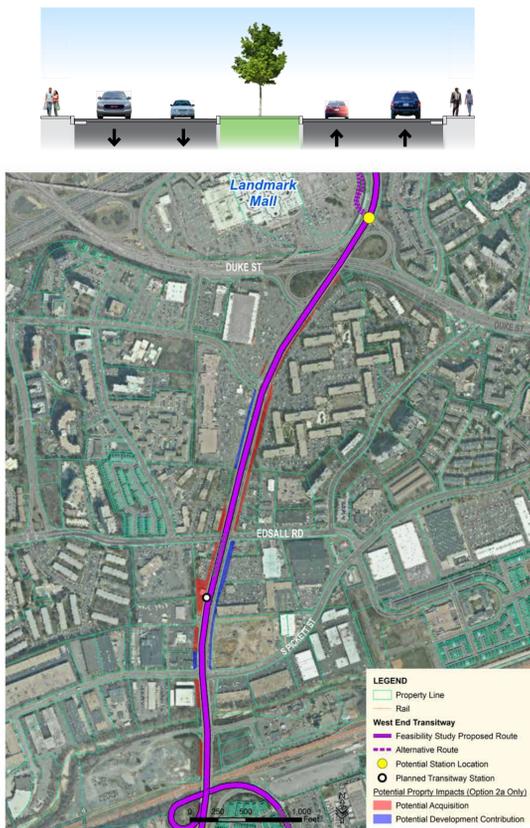
The prospect of convenient access to transit stations is one of the factors that can increase ridership. It could also spur development and increase property value for existing residents. Station options along Van Dorn Street would provide the closest access for the existing and proposed residential areas.



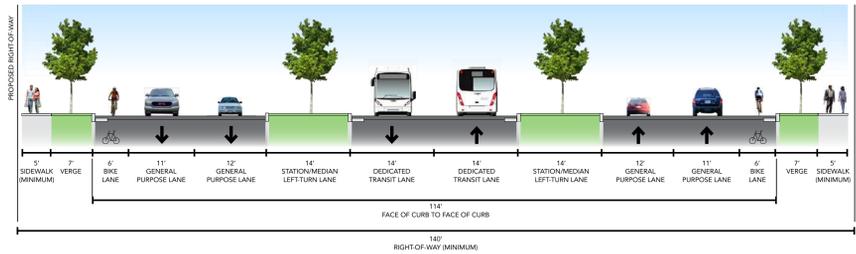
DESIGN OPTIONS for Van Dorn Street

The segment of Van Dorn Street between Courtney Avenue and Landmark Mall generally has a four-lane, divided cross-section and is about one mile long. The recommended alternative from the Transitway Corridors Feasibility Study would add dedicated guideway for transit operations, maintain existing lanes for general-purpose traffic, and create a complete streetscape. This cross-section would impact surrounding properties. Three options are under consideration for this segment of the corridor:

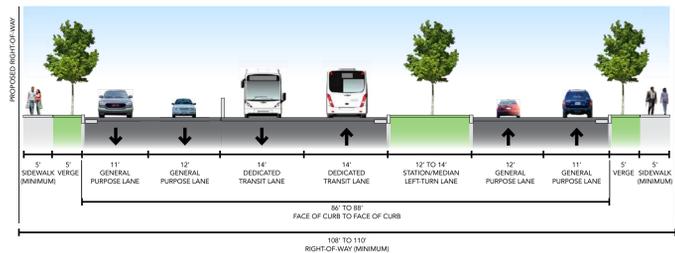
Existing Cross-Section:



2a Complete Street: The street would be widened to create a “complete street” consistent with the feasibility study recommended alternative. It would have dedicated transit lanes, medians, bike lanes, wide sidewalks, and landscaping.



2b Compromise Widening: The street would be widened to a lesser degree than Option 2a. It would have dedicated transit lanes, a median, sidewalks, and landscaping that meet minimum standards.



DESIGN OPTIONS

OPTION	PROS	CONS
<p>1 Maintain Existing Cross-Section – Transit would operate in lanes shared with general traffic</p>	<ul style="list-style-type: none"> No property impacts anticipated Least expensive option 	<ul style="list-style-type: none"> Increase in travel time by approximately one to three minutes Decrease in travel time reliability Does not provide dedicated bicycle facilities or improved sidewalks
<p>2a Complete Street Transit operates in dedicated lanes buffered by wide medians</p>	<ul style="list-style-type: none"> Consistent with vision set by City of Alexandria residents and leaders in previous planning Provides dedicated lanes for transit Provides safe and physically attractive facilities for bicycles and pedestrians 	<ul style="list-style-type: none"> City will need to acquire right-of-way Higher capital costs than Option 1
<p>2b Compromise Widening Transit operates in dedicated lanes</p>	<ul style="list-style-type: none"> Provides dedicated lanes for transit Provides improved facilities for pedestrians 	<ul style="list-style-type: none"> City will need to acquire right-of-way Higher capital cost than Option 1 (but less than Option 2a) Does not provide dedicated bicycle facilities Narrower verge and one less median than Option 2a

TRADEOFFS

Corridor Travel Time and Reliability

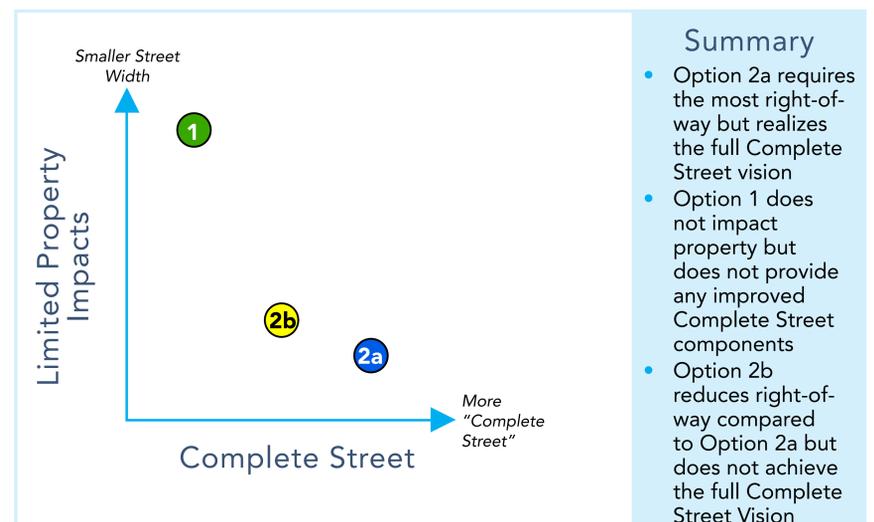
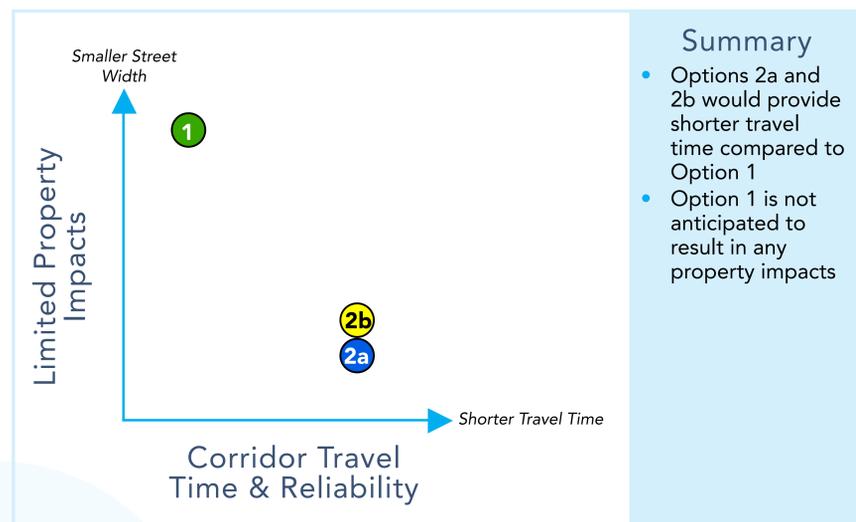
One of the most important factors that influence riders’ use of transit is their travel time to their destination. Widening Van Dorn Street to provide dedicated transit lanes (without reducing the number of general traffic lanes) would provide a shorter and more reliable travel time.

Limited Property Impacts

Widening Van Dorn Street would require partial acquisition of some properties along the road. While some of the right-of-way could be provided by developers, others also would require purchasing. The maps above show potential property impacts associated with Option 2a.

Complete Streets

Previous planning efforts established a vision, which outlines a “Complete Street” that provides dedicated transit lanes, medians, bike lanes, wide sidewalks, and landscaping. Complete Streets provide safe, functional, and physically attractive environments for all street uses, and can promote development.

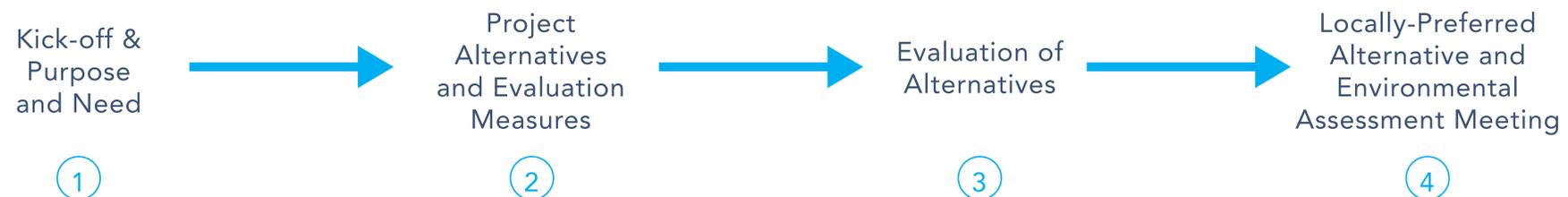


PUBLIC ENGAGEMENT

WHAT'S THE BEST WAY TO SHARE WEST END TRANSITWAY PROJECT INFORMATION AND ENGAGE WITH YOU?

Potential Engagement Activities: Please use the 4 dot stickers provided to indicate which activities you would like to see for the West End Transitway Project and during which stage of the project those activities should occur.

CURRENTLY PLANNED PUBLIC MEETINGS



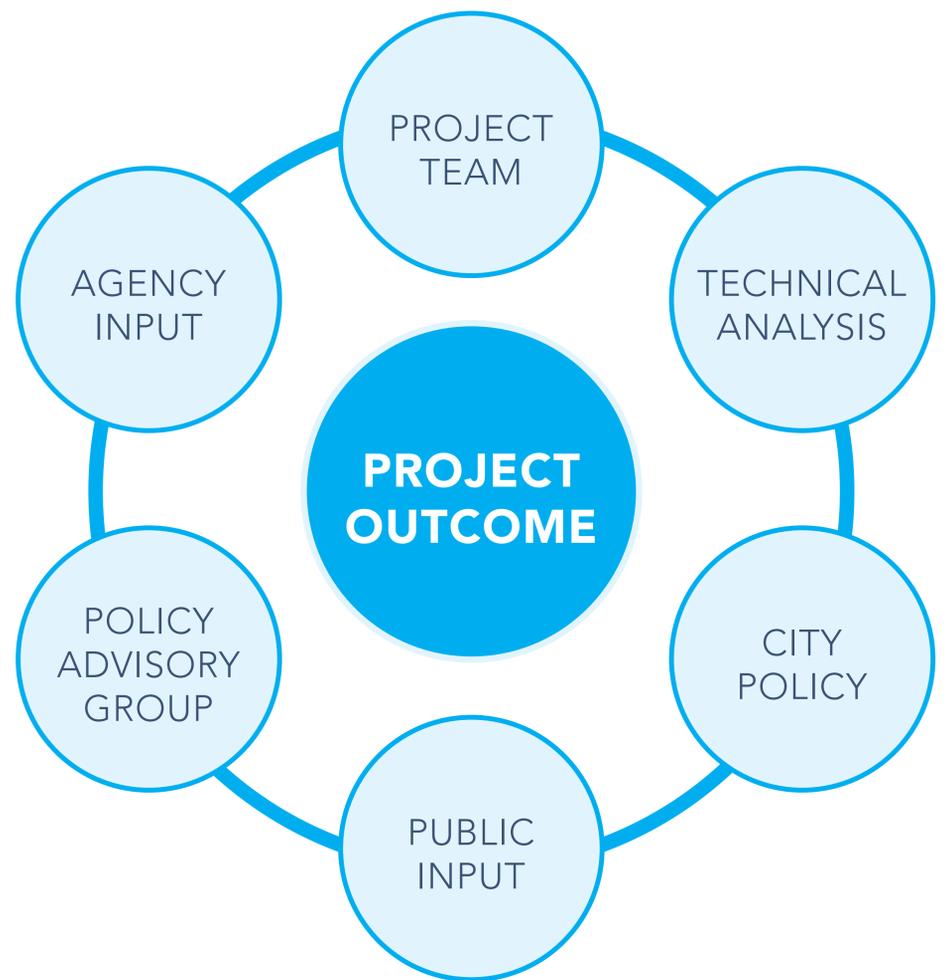
ACTIVITY	PROJECT STAGE			WHERE AND WHEN (day of the week and/ or time of day) would you like to meet?	HOW WOULD YOU LIKE TO BE NOTIFIED (email, text, Twitter, etc.)?
	Between Public Meetings 1 and 2	Between Public Meetings 2 and 3	Between Public Meetings 3 and 4		
Office Hours at Coffee Shops, Libraries, etc.					
Project Briefings at Community Meetings, Places of Worship, or Other Locations					
Outdoor Pop-Up Meetings					
Paper and Online Surveys					
Walking Tour of the Corridor					
Public Worksops					



Have other ideas? Please describe them on your comment sheet.

PUBLIC INVOLVEMENT

How input feeds the
planning process ►



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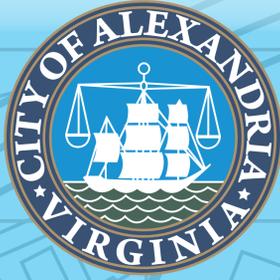
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For questions or comments about the project,
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WEST END



TRANSITWAY

PUBLIC MEETING

ALEXANDRIA ACCELERATED

