



EXPANDING THE NETWORK

ALEXANDRIA, VIRGINIA



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Overview

- Project
- Context
- Corridors
- Land Use Coordination
- Concepts
- Outreach and Coordination
- Results



Context

- Physical
- Policy
- Need

- Core of the region
- Major road network heavily congested and impractical to improve for SOVs
- City focused on multimodal solutions
- City looking opportunistically toward transit to help move people and encourage high-quality urban development

- **Transit Captive** – people in this group do not have access to a car or are unable to drive. Reliant on transit for mobility.

Services are typically designed to serve this group

- **Choice** – people in this group may have access to a car, but instead choose to use transit to meet their mobility needs.

Could be very large market if services were made attractive

- **Auto Captive** – this group has *little to no inclination to use transit* – trips do not lend themselves to transit or the trip maker does not want to use transit

Targets

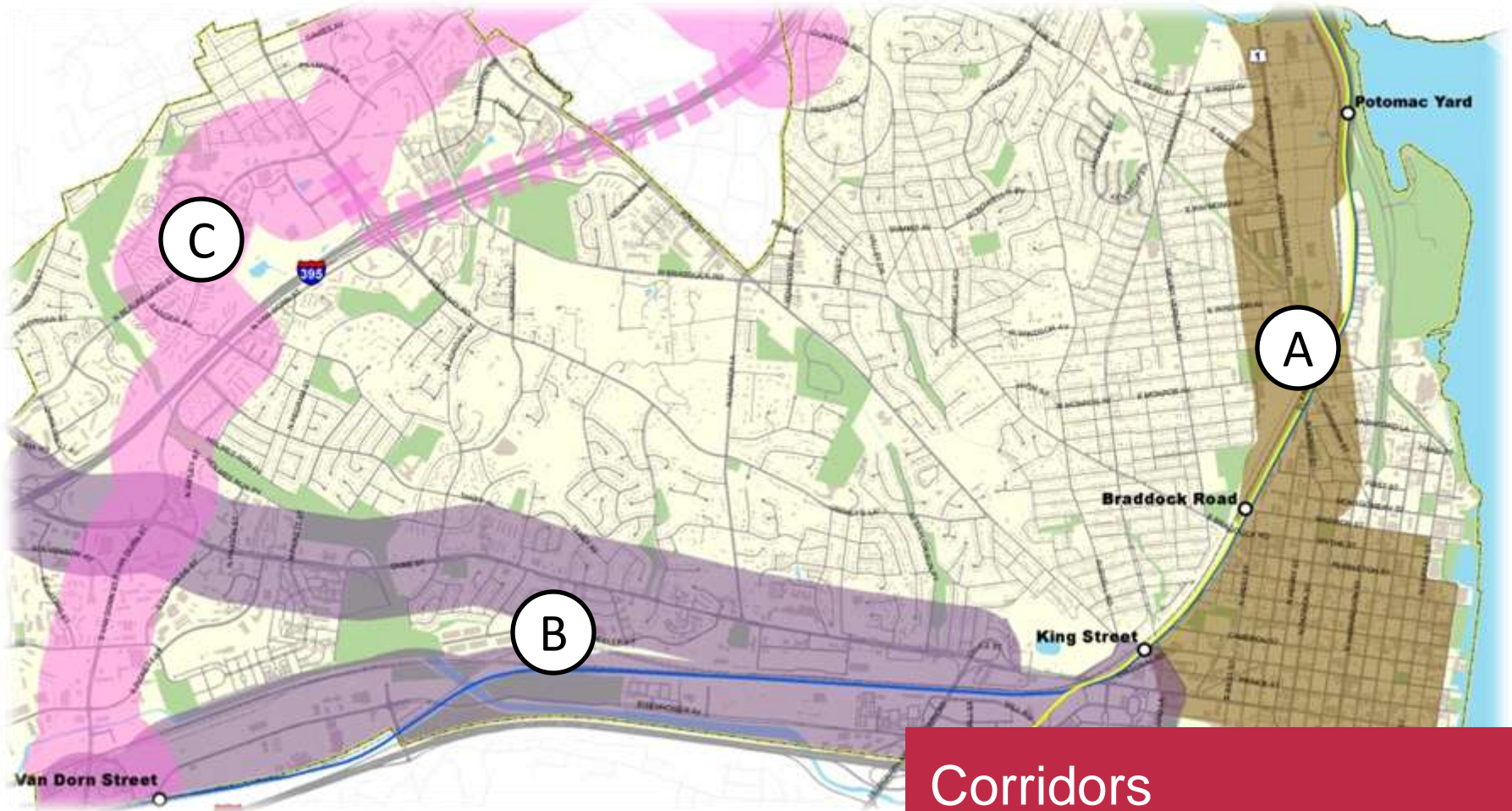
- Serving transit dependent
- Design to attract choice riders
- Generate financial support through patronage
- Plan for the ultimate system



Attractive System

- Fast and efficient
- Accommodating
- Permanent
- Identifiable
- First class

- **Fast and efficient.** Congestion free runningway, direct services, short headways
- **Accommodating.** High level of passenger amenities
- **Permanent.** Investment in permanent runningway and facilities
- **Identifiable.** Easy to recognize transit brand
- **First class.** High-quality design and implementation



Corridors

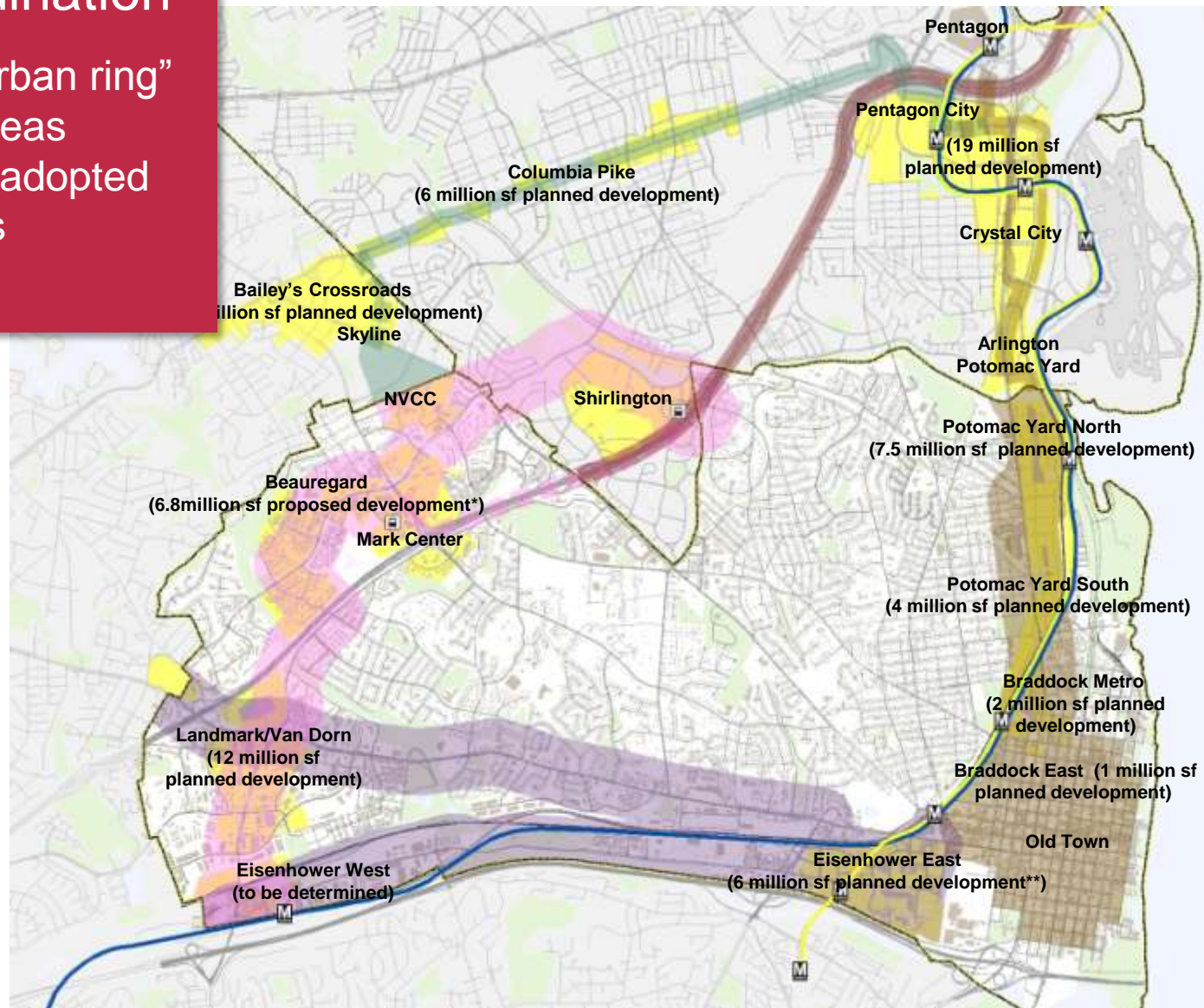
- A. East Side (US 1 & Old Town)
- B. Duke /Eisenhower
- C. Beauregard /Van Dorn

- Common vision to have high-capacity transit in each corridor
- Connections to major regional transit (Metrorail)
- Tailored solutions
 - Context and physical conditions
 - Purpose of corridor
 - Interconnectivity with region/other jurisdictions

Land Use Coordination

- Connecting the “urban ring”
- Highest density areas
- Coordination with adopted and ongoing plans

- More than 55 million square feet of mixed use development
- Transit critical to accommodating future development
- Transit critical to maintaining people’s mobility
- Quality of life

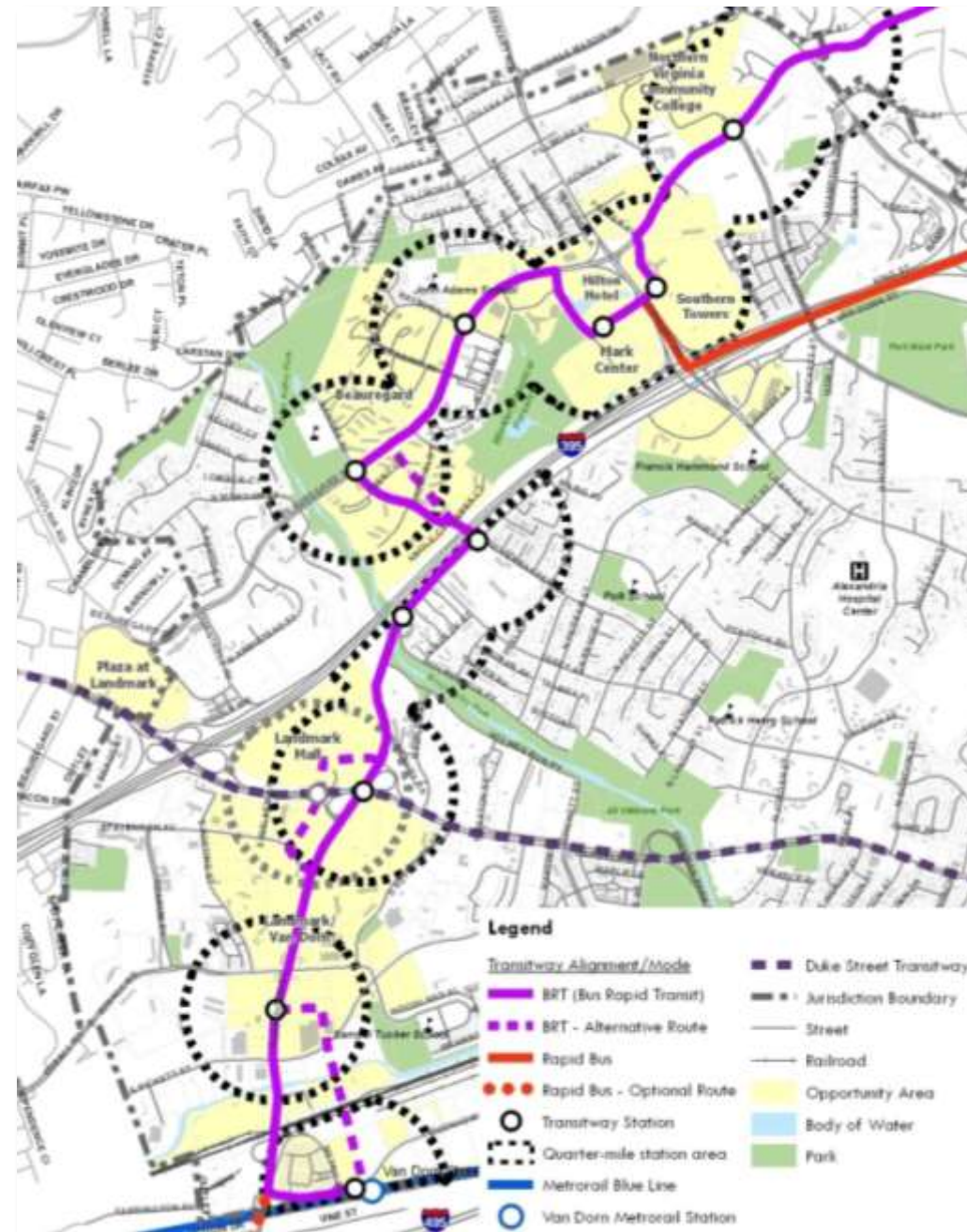


- Significant coordination with planning along Beauregard Street and the adopted Landmark/Van Dorn Corridor Plan
- Serves key attractors and generators
- Supports regional connectivity

- Full Bus Rapid Transit
- Median running (~80% dedicated)
- Effective & flexible
- Minimal physical impacts
- Cost effective
- Convertible at a later time if desired

Concept: Corridor C

- Alignment
- Runningway
- Mode technology





Highlights

Physical Characteristics

- Low-floor BRT vehicles
- Dedicated lanes (~80% of corridor)
- Off-board fare collection
- Service specific branding and identity
- Substantial transit stations
- Level boarding

Operational Characteristics

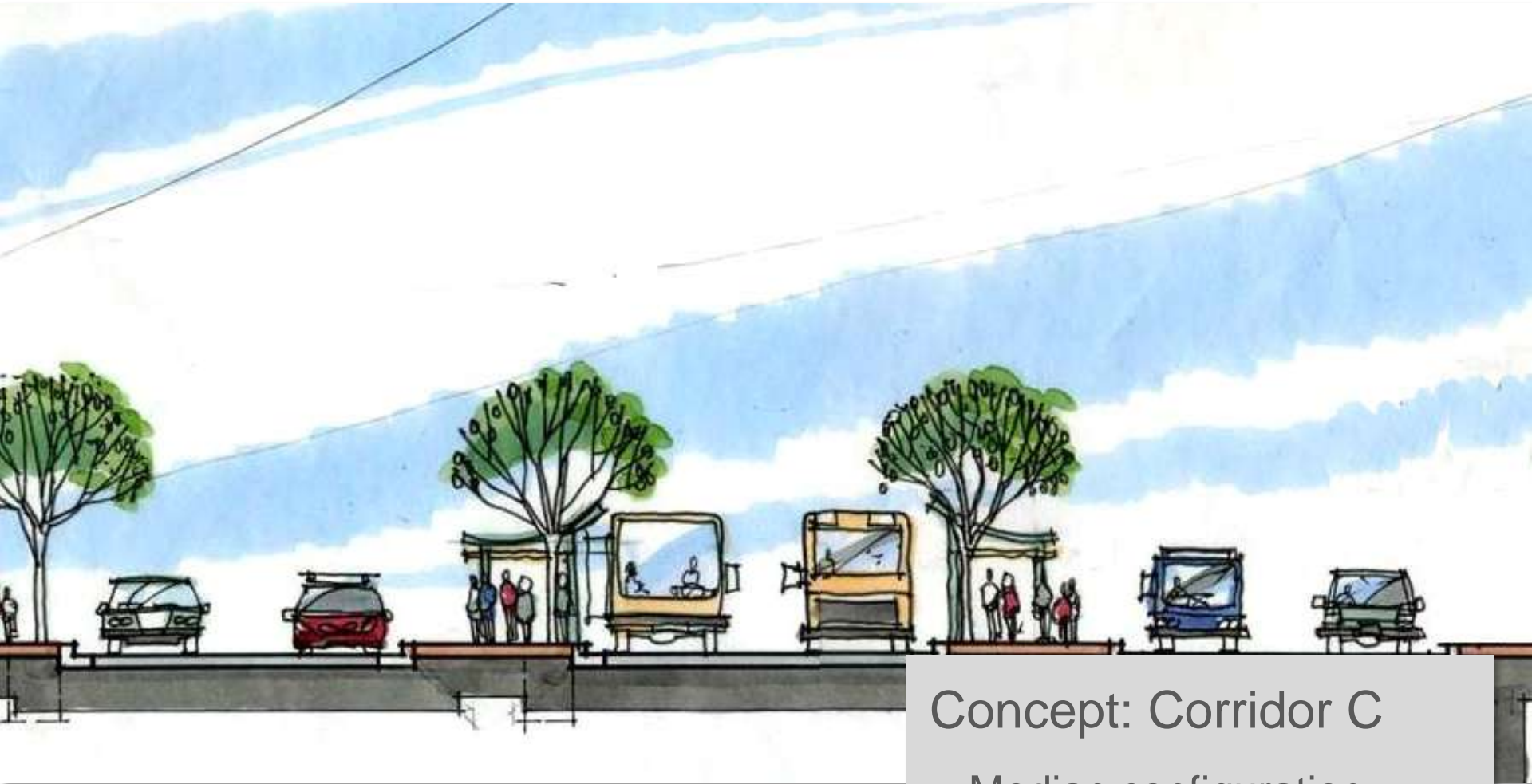
- Transit signal priority at intersections
- Real-time service information
- 15-minute peak period headways
- 20-minute off-peak headways
- 18 hours of service (Monday through Saturday)
- 12 hours of service on Sunday

Planning-Level Cost Estimate¹

- Capital: \$48 million
- Fleet (25-year): \$20 million
- ROW²: \$33 million
- Operating (25-year): \$60 million

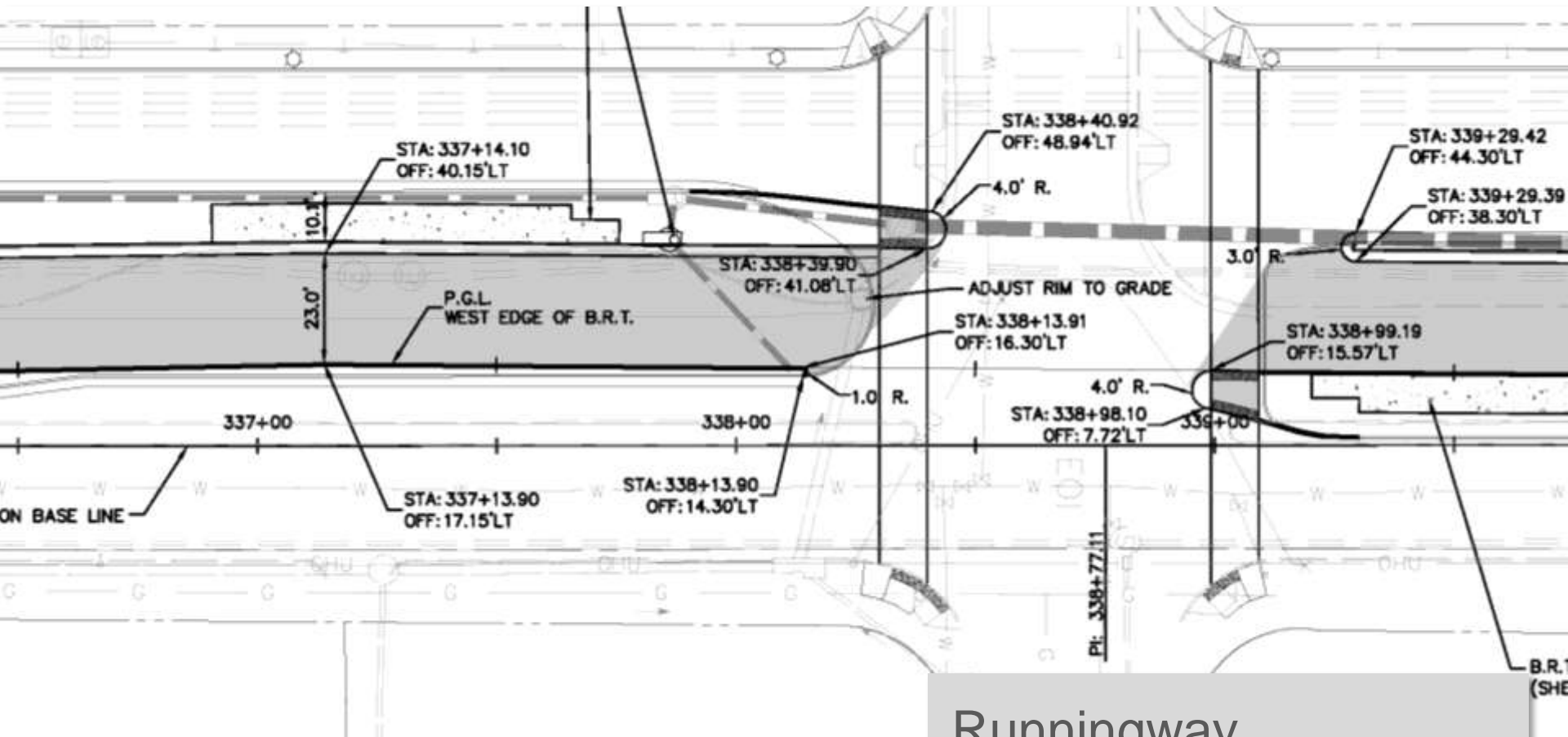
Notes

1. Planning level cost estimates are shown in year 2010 dollars and do not include additional contingency or escalation to a future year mid-point of construction. Totals listed do not include costs for major utility relocations/new service, or the capital costs for roadway/streetscape improvements that may be implemented concurrently, but are not required for the transit project. Alignments designated as "optional" or "phased" are not included in the cost.
2. Right of way costs do not include property along Eisenhower Avenue, within Northern Virginia Community College, or in locations where development contribution is expected.



Concept: Corridor C

- Median configuration
- Barrier separated
- “Straight”
- Phaseable



Runningway

- Barrier separated dedicated runningway
- Double median cross section
- Deliberately planned to provide space for future conversion to rail if financially feasible and/or needed
- Integrated complete street design

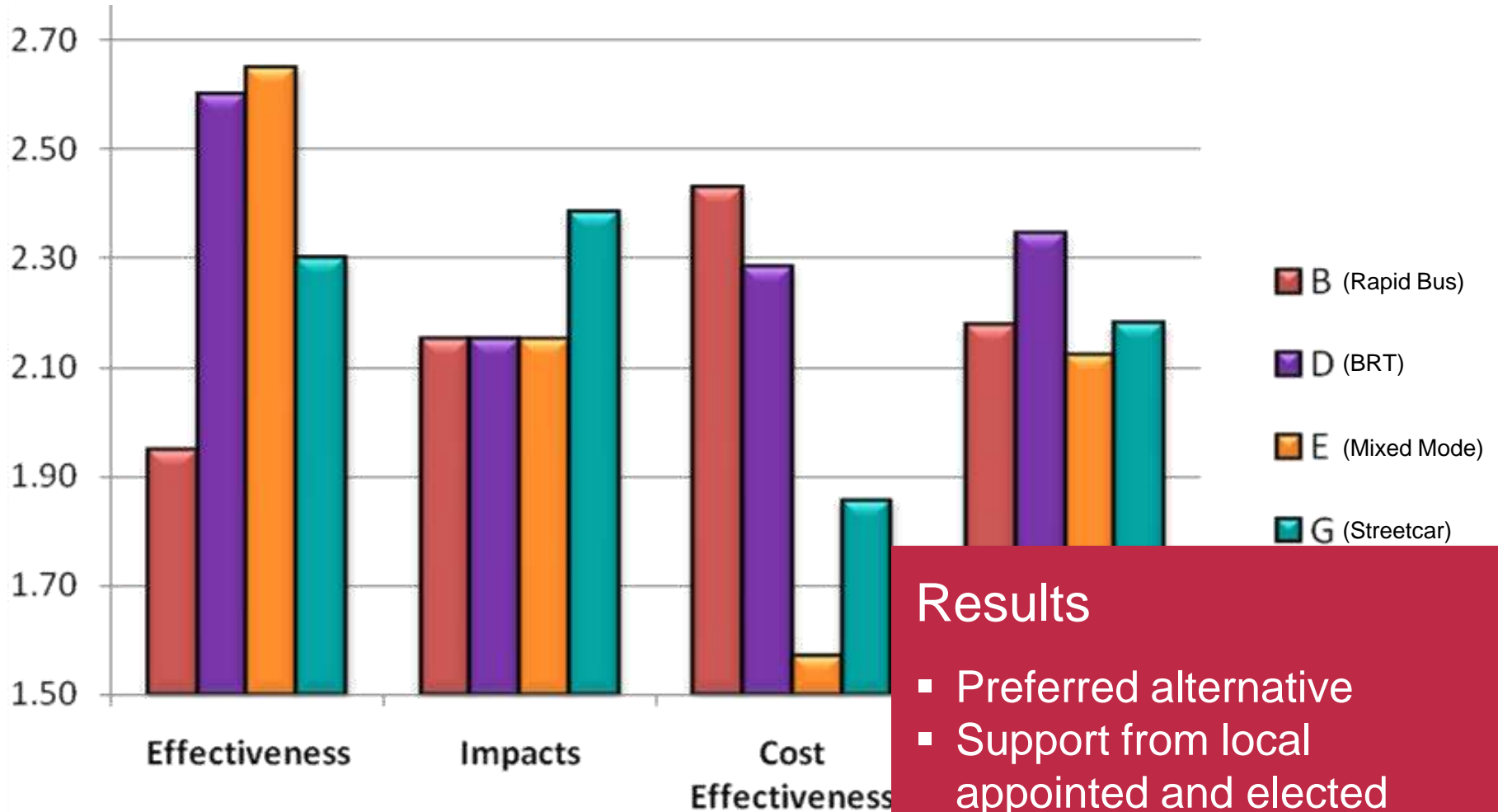
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Outreach & Coordination

- Corridor working group
- Public
- Elected & appointed officials
- Land owners/developers

- Diverse views and backgrounds
- Iterative collaborative process
- Strong and comprehensive educational component of the outreach
- Open discussion with study work group and public



Results

- Preferred alternative
- Support from local appointed and elected bodies
- Potential for partnerships in implementation

- Considerable discussion on local funding availability and City capacity to fund comprehensive system
- Significant discussions about potential partnership opportunities
- Developing action plan



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THANK YOU