



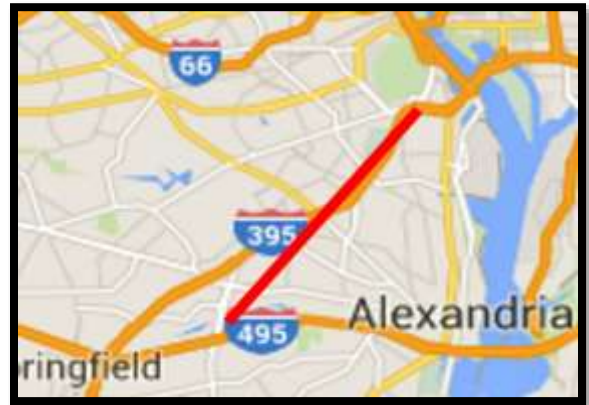
Project Description Form – 8CC

Basic Project Information

Submitting Jurisdiction/Agency: City of Alexandria

Project Title: West End Transitway

Project Location: A transitway operating between Van Dorn Metro Station and the Pentagon using two alignments. The first travels from the Van Dorn Metro to the Pentagon using Eisenhower Avenue, Van Dorn Street, Sanger Avenue, Beauregard Street, Mark Center Drive, Seminary Road, and I-395 to get to the Pentagon. The second branch travels from the Van Dorn Metro to the Pentagon using Eisenhower Avenue,



Van Dorn Street, Sanger Avenue, Beauregard Street, Mark Center Drive, through Southern Towers, Beauregard Street, Walter Reed Drive, Arlington Mill Drive, Shirlington Transit Center, and I-395 to get to the Pentagon.

Project Description: The West End Transitway (WET) will provide frequent, reliable transit service connecting major activities in the City of Alexandria to the region. The WET will connect to two Metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center). The WET will support ongoing and additional redevelopment activity along the corridor and will improve the build environment to serve all users (pedestrians, bicyclists, transit riders, and drivers). The project will be the second Transitway constructed in Alexandria.

Project Milestones

Project Milestones by Project Phase:

- **Engineering:** January, 2017 start- December, 2017 completed
- **Environmental Work:** March, 2014-April, 2016
- **Design:** January, 2017 start- December, 2017 completed
- **Right of Way Acquisition:** June, 2017 Start-June, 2018 completed
- **Construction:** September, 2018 Start-June, 2021 completed
- **Capital Asset Acquisitions:**
- **Other:**

Project Analysis Summary

NVTA Score	<input type="text"/>	Rank	<input type="text"/>
Congestion Reduction Relative to NVTA Cost	<input type="text"/> hours saved/\$ million	Rank	<input type="text"/>
Congestion Reduction Relative to Total Cost	<input type="text"/> hours saved/\$ million	Rank	<input type="text"/>

Project Cost

Requested NVTA FY2017 Funds: \$7,000,000

Total Cost to Complete Project: \$142,414,938

Project Phases	Requested NVTA FY2017 Funds	Other Sources of Funding	Total Cost by Phase
Engineering	\$3,500,000	\$1,200,000 (NVTA FY15-FY16)	\$4,700,000 (FY2015-FY2016-FY2017)
Environmental Work		\$2,414,938 (FTA-State-City)	\$2,414,938 (FY2014-FY2015-FY2016)
Design	\$3,500,000	\$1,200,000 (NVTA FY15-FY16)	\$4,700,000 (FY2015-FY2016-FY2017)
Right of Way Acquisition		\$27,200,000 (Private Developer Contributions)	\$27,200,000 (FY2018)
Construction		\$50,660,000 (Future FTA Small Starts) \$40,740,000 (Future NVTA Paygo)	\$91,400,000 (FY2019-FY2021)
Capital Asset Acquisitions		\$12,000,000 (Future NVTA)	\$12,000,000 (FY2019)
Other			
TOTAL	\$7,000,000	\$135,414,938	\$142,414,938

Project Impacts

What regional benefit(s) does this project offer? Frequent, reliable transit service between two Metro stations (Van Dorn and Pentagon); connections to major, regional employment centers (Pentagon and Mark Center), connects major transit and activity centers (Van Dorn Metro, Landmark Mall, Mark Center Transit Center, Southern Towers, Shirlington Transit Center, and Pentagon Transit Center), potential for service extensions into Fairfax County and Arlington.

How will the project reduce congestion? Dedicated lanes on key segments of the corridor remove buses from general purpose lanes and improve vehicular operations. Provides an alternative travel mode in the I-395 corridor by providing frequent and high-capacity transit service which can attract discretionary travelers.

How will the project increase capacity? High frequency service will increase the total amount of transit service available across the corridor, provide a one seat ride along the entire corridor, and supplement existing local service.

How will the project improve auto and pedestrian safety? Pedestrian safety will be improved by redesigning the entire corridor into a more urban style and will include improved crosswalks, pedestrian countdown signals, wider sidewalks / multi-use paths (where possible), and remove suburban-style slip lanes (where possible). Pedestrian safety will be improved at 18 intersections. Auto safety will be improved by improving overall operations for all users along the corridor, removing buses from general purposes along the most congested portions of the corridor, and by improving traffic signal operations

How will the project improve regional connectivity? This project will provide connections to several major nodes of regional activity, including the Pentagon, the Mark Center, Southern Towers, the Van Dorn Metro, and possibly the new TSA Headquarters at the Victory Center.

How will the project improve bicycle and pedestrian travel options? Pedestrian safety will be improved by redesigning the entire corridor into a more urban style and will include improved crosswalks, pedestrian countdown signals, wider sidewalks / multi-use paths (where possible), and remove suburban-style slip lanes (where possible). This project will build 2.3 miles of new sidewalks. The City will also increase options for bicycling in the corridor, by building multi-use paths parallel to some roads in the corridor, such as a major path which will be built parallel to Beauregard Street. This project will build 2.3 miles of new bikeways in the corridor.

How will the project improve the management and operation of existing facilities through technology applications? This project will implement transit signal priority, to facilitate bus movements through the corridor through technology, at 18 intersections in the corridor.

Additional Information in Support of This Project

<http://www.alexandriava.gov/WestEndTransitway>