

**CITY COUNCIL WORK SESSION  
WITH THE AD HOC TRANSPORTATION TASK FORCE**

**TUESDAY, APRIL 11, 2006**

**5:30 P.M.**

**COUNCIL WORK ROOM**

**AGENDA**

- |    |                                 |  |
|----|---------------------------------|--|
| 1. | Welcome and Introductions       | Mayor William D. Euille<br>Task Force Chairman Larry Robinson                          |
| 2. | City-wide Transit Concept       | Task Force Members<br>Transportation and Environmental<br>Services staff<br>Consultant |
| 3. | Plan Status and Next Steps      | Larry Robinson<br>Transportation and Environmental<br>Services Director Rich Baier     |
| 4. | Council Comments and Discussion |  |

*Individuals with disabilities who require assistance or special arrangements to participate in the City Council Work Session may call the City Clerk and Clerk of Council's Office at 703-838-4500 (TTY/TDD 703-838-5056). We request that you provide a 48-hour notice so that the proper arrangements may be made.*

WS  
4-11-06

# City of Alexandria

City Council / Ad Hoc Transportation  
Policy and Program Task Force

Work Session

April 11, 2006

# Visioning Alternative Concepts

Lane Transit District BRT Demo Project  
Eugene - Springfield



# Citywide Transit Concept

## Goals

Focus on Internal Connectivity

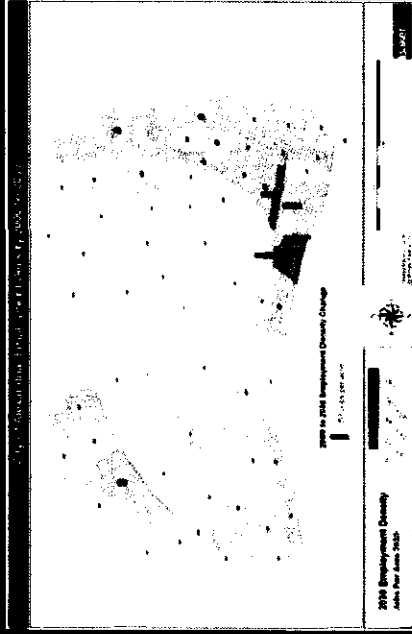
Provide Alternatives to Reduce Impact of Through Traffic



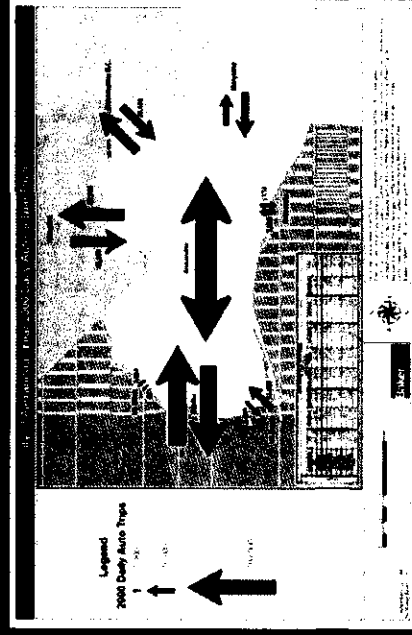
# Citywide Transit Concept

## Background Data

Employment Density 2000 / 2030



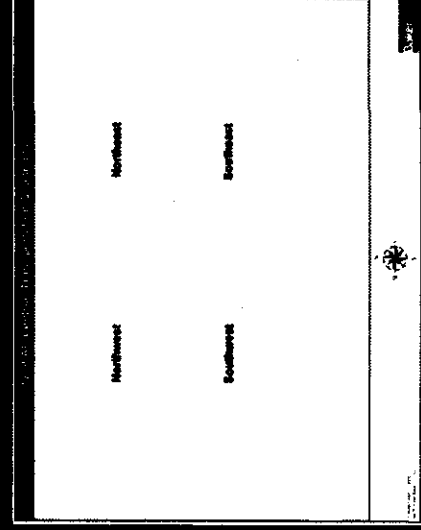
Automobile Trips 2000 / 2030



Population Density 2000 / 2030



Trips by Quadrant 2000 / 2030



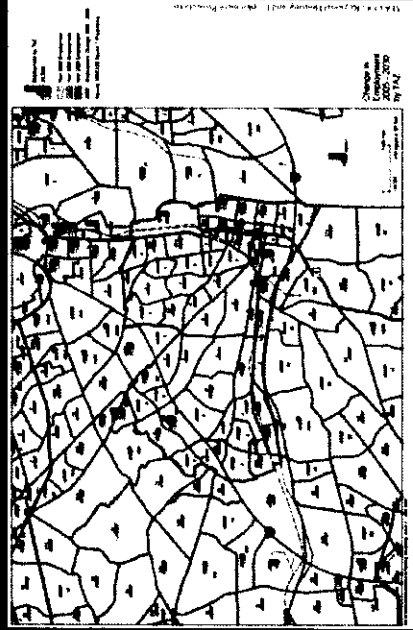
# Citywide Transit Concept

## Background Data

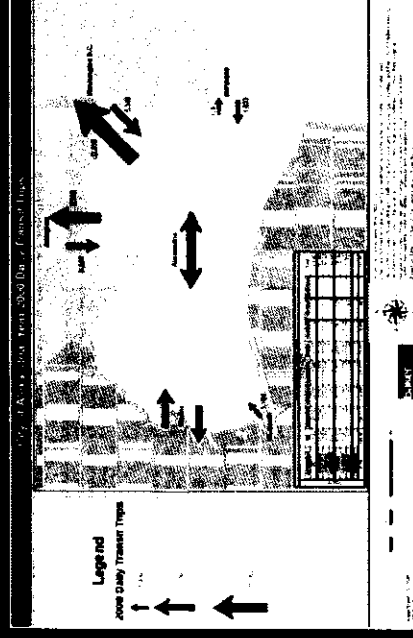
Dwelling Units 2005 - 2030



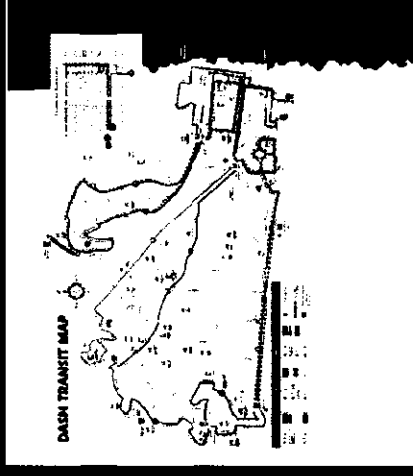
Employment 2005 - 2030



Transit Trips 2000 / 2030



DASH Transit Map



# Citywide Transit Concept

## Transportation Technology Primer

**City of Alexandria - Transportation Task Force** 2007

**TRANSPORTATION TECHNOLOGY PRIMER**

**Lead Use Intensity** **Higher: Low Performance Effectiveness**

**Regal Transit Modes**

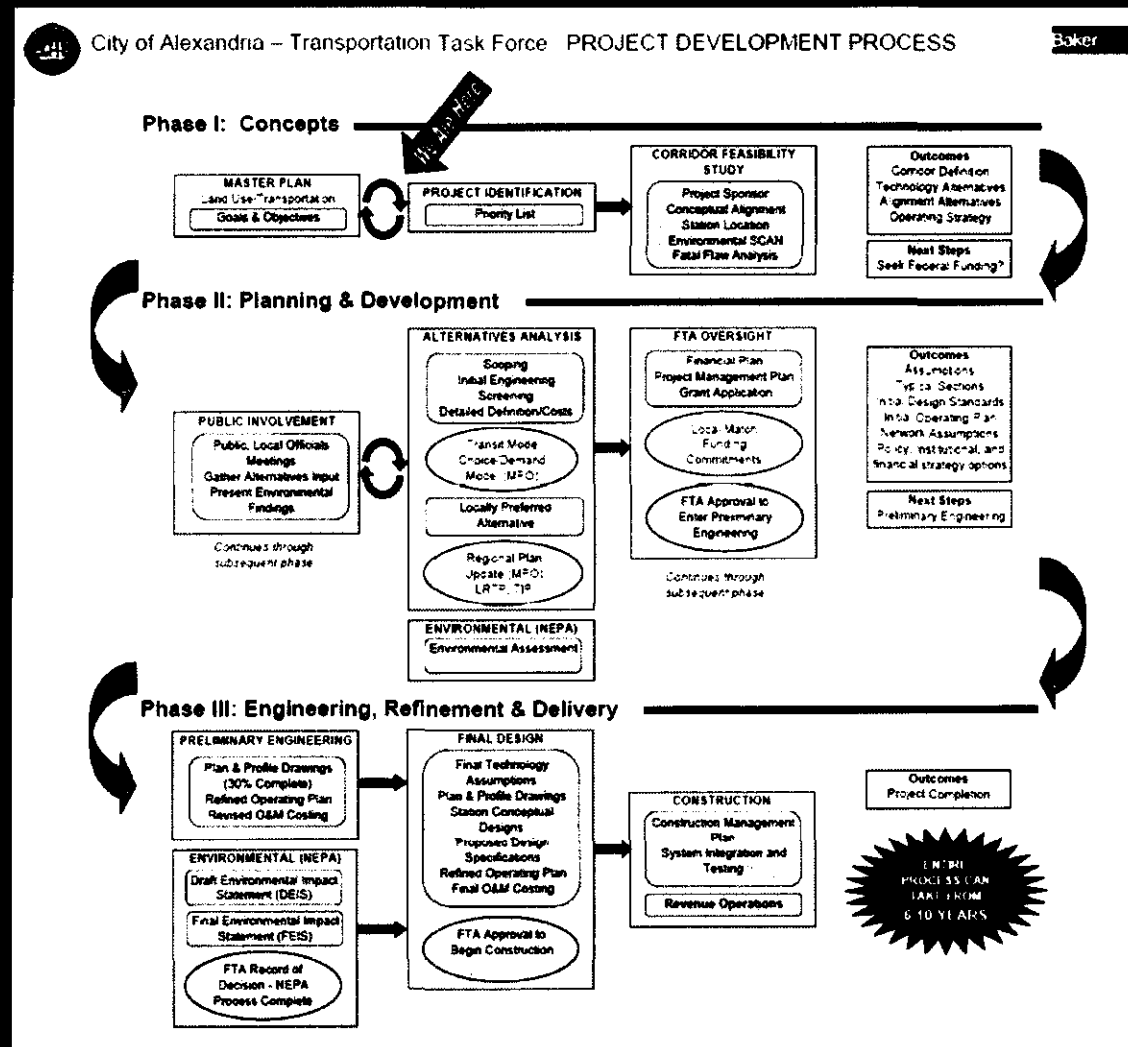
**Policy Technology Indicators**

<p><b>SHUTTLE BUS</b></p> <p><b>Characteristics:</b></p> <ul style="list-style-type: none"> <li>Uses compact transit vehicles</li> <li>High transit frequency</li> <li>Low cost</li> <li>Low capacity</li> <li>Low speed</li> <li>Low reliability</li> <li>Low accessibility</li> <li>Low capacity</li> <li>Low speed</li> <li>Low reliability</li> <li>Low accessibility</li> </ul> <p><b>Applications:</b></p> <ul style="list-style-type: none"> <li>Central Business Districts</li> <li>Lower density urban areas</li> <li>Inter-city</li> <li>Low density</li> <li>Low speed</li> <li>Low reliability</li> <li>Low accessibility</li> </ul>	<p><b>BUS EXPRESS BUS</b></p> <p><b>Characteristics:</b></p> <ul style="list-style-type: none"> <li>High capacity</li> <li>High speed</li> <li>High reliability</li> <li>High accessibility</li> <li>High capacity</li> <li>High speed</li> <li>High reliability</li> <li>High accessibility</li> </ul> <p><b>Applications:</b></p> <ul style="list-style-type: none"> <li>High density urban areas</li> <li>High speed</li> <li>High reliability</li> <li>High accessibility</li> </ul>	<p><b>STREET CAR</b></p> <p><b>Characteristics:</b></p> <ul style="list-style-type: none"> <li>High capacity</li> <li>High speed</li> <li>High reliability</li> <li>High accessibility</li> <li>High capacity</li> <li>High speed</li> <li>High reliability</li> <li>High accessibility</li> </ul> <p><b>Applications:</b></p> <ul style="list-style-type: none"> <li>High density urban areas</li> <li>High speed</li> <li>High reliability</li> <li>High accessibility</li> </ul>	<p><b>BUS RAPID TRANSIT</b></p> <p><b>Characteristics:</b></p> <ul style="list-style-type: none"> <li>High capacity</li> <li>High speed</li> <li>High reliability</li> <li>High accessibility</li> <li>High capacity</li> <li>High speed</li> <li>High reliability</li> <li>High accessibility</li> </ul> <p><b>Applications:</b></p> <ul style="list-style-type: none"> <li>High density urban areas</li> <li>High speed</li> <li>High reliability</li> <li>High accessibility</li> </ul>	<p><b>LIGHT RAIL TRANSIT</b></p> <p><b>Characteristics:</b></p> <ul style="list-style-type: none"> <li>High capacity</li> <li>High speed</li> <li>High reliability</li> <li>High accessibility</li> <li>High capacity</li> <li>High speed</li> <li>High reliability</li> <li>High accessibility</li> </ul> <p><b>Applications:</b></p> <ul style="list-style-type: none"> <li>High density urban areas</li> <li>High speed</li> <li>High reliability</li> <li>High accessibility</li> </ul>
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**Lower: Low Performance Effectiveness** **Higher: Low Performance Effectiveness**

# Citywide Transit Concept

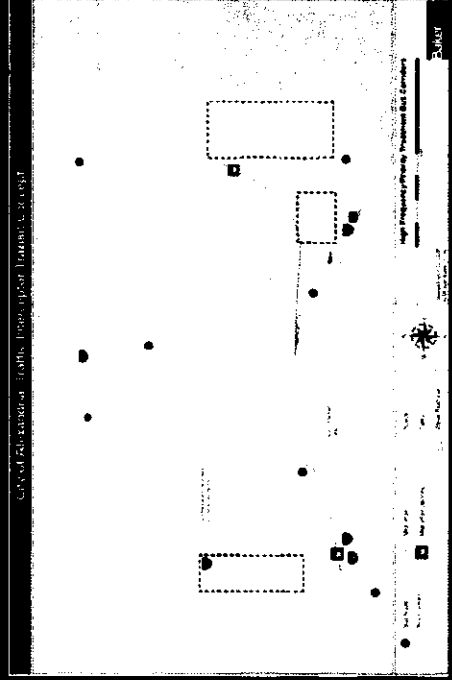
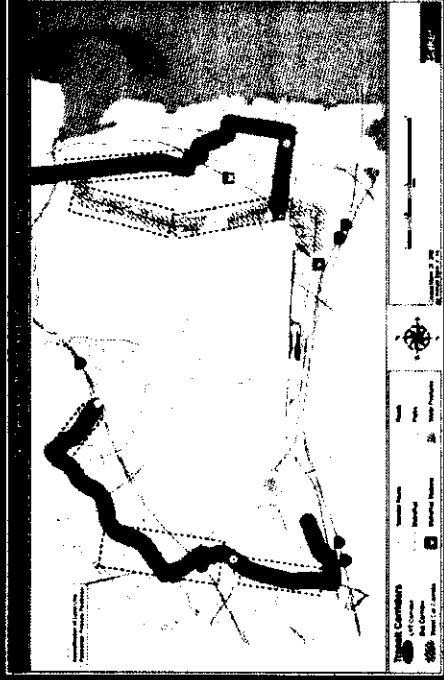
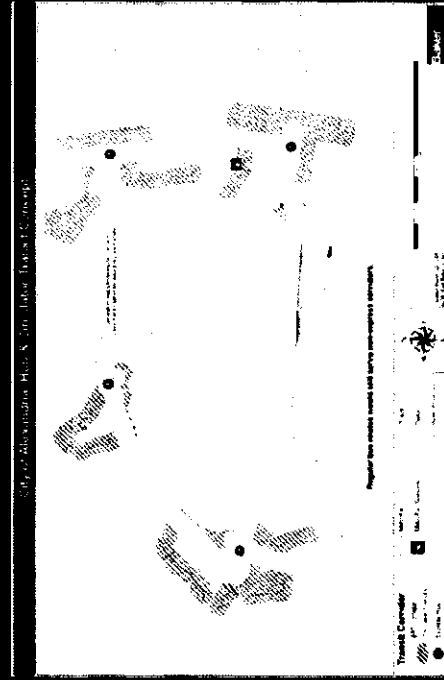
## Project Development Process





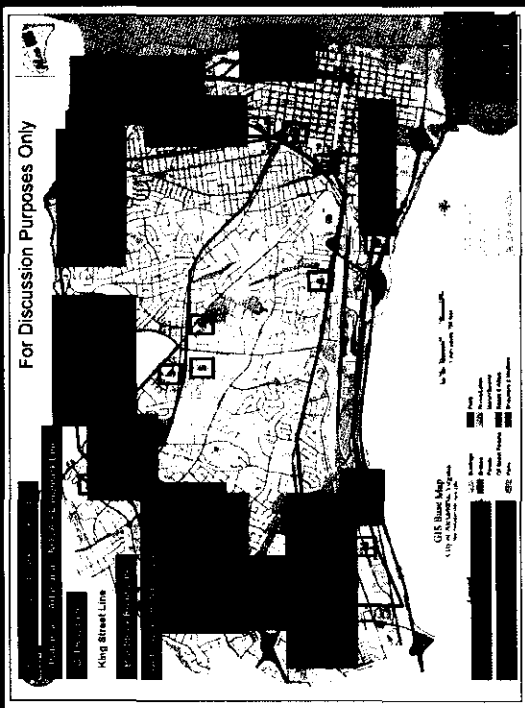
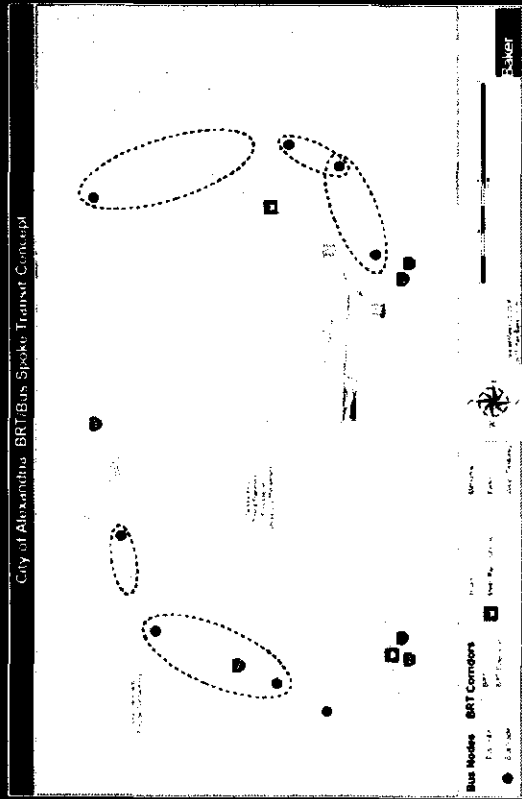
# Citywide Transit Concept

## Concept Development



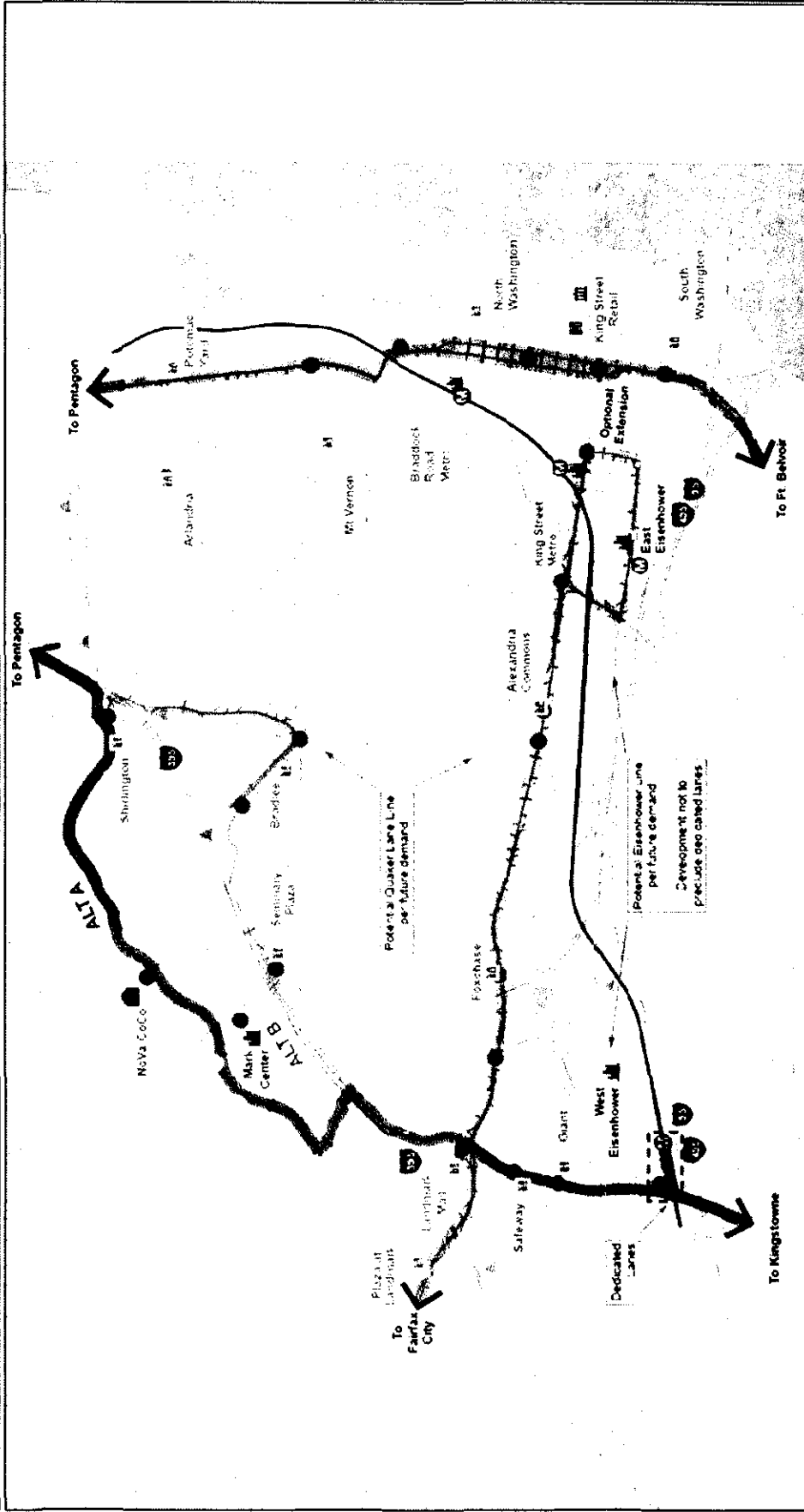
# Citywide Transit Concept

## Concept Development



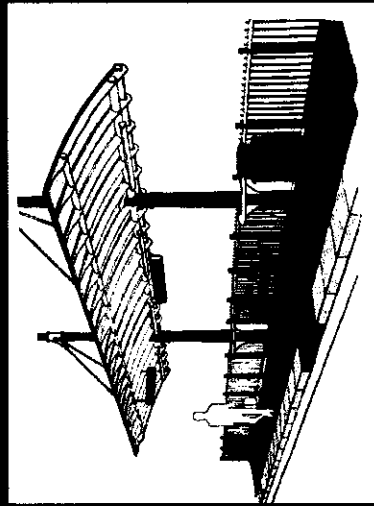
# Citywide Transit Concept

## City of Alexandria: Transportation Task Force Transit Concept



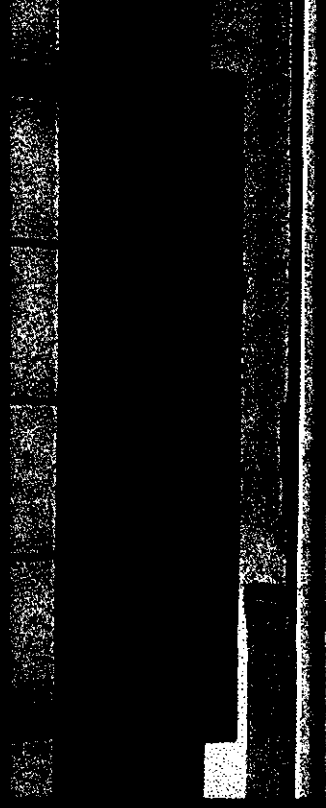
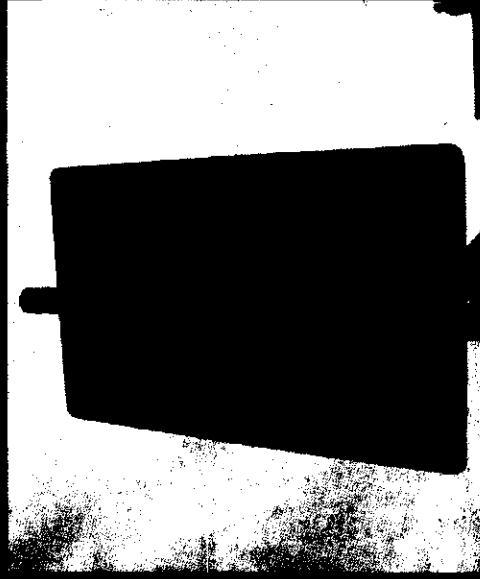
# Citywide Transit Concept

## Smart Stations & Smart Shelters



# Citywide Transit Concept

Supporting Elements  
Cooperation & Coordination with DASH  
Enhanced/Competitive Level of Transit Service  
Incentives & Disincentives



# Plan Status & Next Steps

Finalize Transit Concept	+ 1 month
Develop Bicycle & Pedestrian Elements (Following meeting/workshop model used for transit)	+ 2 months
Finalize Goals, Objectives & Strategies	+ 3 months
Finalize Street Element and Corridor Classification	+ 4-5 months
Final Transportation Plan Document	+ 6-7 months
Submission to Planning Commission and City Council	

# Comments & Discussion