



Braddock Metro Neighborhood Plan

City of Alexandria, Department of Planning & Zoning
www.alexandriava.gov/planningandzoning 703.838.4666

TRANSPORTATION QUESTIONS AND ANSWERS

Below are the answers to a series of questions about transportation posed during recent Braddock Neighborhood planning meetings.

What is BRT?

- “BRT” is an acronym for “bus/rapid transit” and is the form of transit service planned for the new line which will run between the Pentagon and Braddock Road Metrorail Stations.
- For information about the Crystal City/Potomac Yard BRT project, see www.ccpytransit.com/index.html and www.ci.alexandria.va.us/tes/development_studies.html. For more information about BRT systems generally, see www.nbrti.org.

How definite is the BRT project?

- The City is committed to the project which has been planned since 2000.
- The alignment for the CC/PY BRT Project south of the Monroe Street Bridge to the Braddock Road Metro Station has not been finalized.

Who will be served by the CC/PY BRT Project?

- The attached map shows the areas of service within ¼ mile radius of potential BRT stations, some of which are not within ¼ mile of the Metro station locations.
- The highest ridership on the corridor is projected to occur at the Pentagon, Pentagon City, Braddock Road Metro, Potomac Yard and eastern Del Ray stops. The attached chart shows projected ridership on the Crystal City/Potomac Yard BRT project amounting to approximately 30,000 daily passengers.
- When development is completed within Arlington and Alexandria, Potomac Yard is projected to create an estimated 60,000 new trips within the area, and the BRT will remove many of those trips from area roads, particularly from Route 1.
- Secondly, BRT will enable people within the Braddock Metro Neighborhood who work or shop in Potomac Yard to travel there without adding a car to local traffic.

What part of the Crystal City/Potomac Yard BRT Project is within the Braddock Metro Neighborhood?

- The portion of the BRT between the Monroe Street Bridge and the Braddock Metro Station is within the study area.
- The alignment is currently shown as running south along Route 1 to First Street, west on First Street to Fayette, south on Fayette to Madison, and west on Madison to the Braddock Metro Station.
- This portion of the route can be adjusted if there is a feasible alternative.



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- One alternative discussed by at least one of the groups at the Community Charrette was extending the route west on First Street to the railroad/Metro tracks and then south along the service road that borders the Metro tracks.

What is the difference between the Crystal City/Potomac Yard BRT Project and the high capacity transit corridor proposed by the Transportation Task Force?

- The Transportation Task Force is recommending a high capacity transit corridor to run north and south within the eastern part of the City in the general vicinity of Route 1. The Plan also calls for similar high capacity corridors along almost all major arterial roadways within the city.
- Although some people call this proposal, “BRT,” it is not a BRT system. It is a concept only, and has not been planned or approved.
- No decision has been made about these high capacity corridors yet.
- The concept of a high capacity transit corridor will require extensive study to determine its alignment, its feasibility and its mode (bus, trolley, rail).
- Public hearings on the Draft Master Plan chapter (on Transportation) which contains the Task Force recommendations are now tentatively scheduled for early 2008.

Will either the BRT or the Task Force proposal remove existing on-street parking?

- As to the Crystal City/Potomac Yard BRT alignment south of the Monroe Street Bridge, two stop locations have been proposed, but not yet finalized. They could require removal of up to three parking spaces each. However, bus stops are not typically located in front of existing homes, so it is not anticipated that parking in front of anyone’s home will be removed.
- The transit corridor plan proposed by the Transportation Task Force is too conceptual at this time to address the issue of on-street parking. The City recognizes that on-street parking is important to the neighborhood .

What portion of Route 1 traffic is regional traffic?

- Based on studies completed as part of the Woodrow Wilson Bridge project, approximately 60% of traffic along Route 1 is regional, as opposed to local, traffic.

What is the definition of "out of control" as used to describe Route 1 traffic?

- We are unable to identify the author of this quote.
- Brandon Nevers, Kittelson & Associates, described the Route 1 transportation network, especially in the area of King and Duke Streets, during the evening rush hour, as saturated and showed pictures of the streets being backed up with traffic.
- He explained that the system cannot get more saturated, although the peak "hour" could be lengthened by continued growth in the region, especially in Fairfax south of the City.



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How can the city reconcile taking away a lane on Route 1 for a dedicated transit lane on a street that is "out of control"?

- There is no plan to remove a lane of traffic from Route 1 within the Braddock Metro area.
- Although the draft Transportation Plan recommends a dedicated lane for the high capacity transit corridor in the eastern part of the City, it is not a specific plan, and there is no current design that requires the removal of a lane.

Are there other examples of a BRT/Premium Transit Service running parallel to a Metro rail line?

- Yes, In Los Angeles, the Wilshire BRT route (one of the first two LA implemented) runs along the same street (Wilshire Blvd) that a branch of the Metro Red Line runs underneath. The outer part of Cleveland's Euclid BRT route will parallel the Red Line rail rapid transit route. The El Cerrito portion of AC Transit's San Pablo Avenue BRT route parallels BART. The Silver (BRT) Line runs next to the elevated Orange (heavy rail) line in downtown Boston. In San Francisco, the F Market streetcar operates at grade from the Embarcadero to Castro Street with both the Muni light rail and BART heavy rail below Market Street.
- The creation of a bus system parallel or close to a rail line is purposeful because it enhances the rail system and reduces vehicle trips in the area. Rail systems such as Metro require long distances between stops to maximize efficiency. Surface transit systems, including BRT, streetcars or buses, allow closer stop spacing to collect and distribute passengers on short local trips. These transit options are less expensive, more flexible and can bring more people to the rail line, thus making a rail system more effective.

For more information, please contact Rich Baier or Tom Culpepper, Transportation and Environmental Services at 703.838.4966 or email rich.baier@alexandriava.gov and tom.culpepper@alexandriava.gov, or Kathleen Beeton, Department of Planning and Zoning at 703-.838.4666 or Kathleen.beeton@alexandriava.gov.