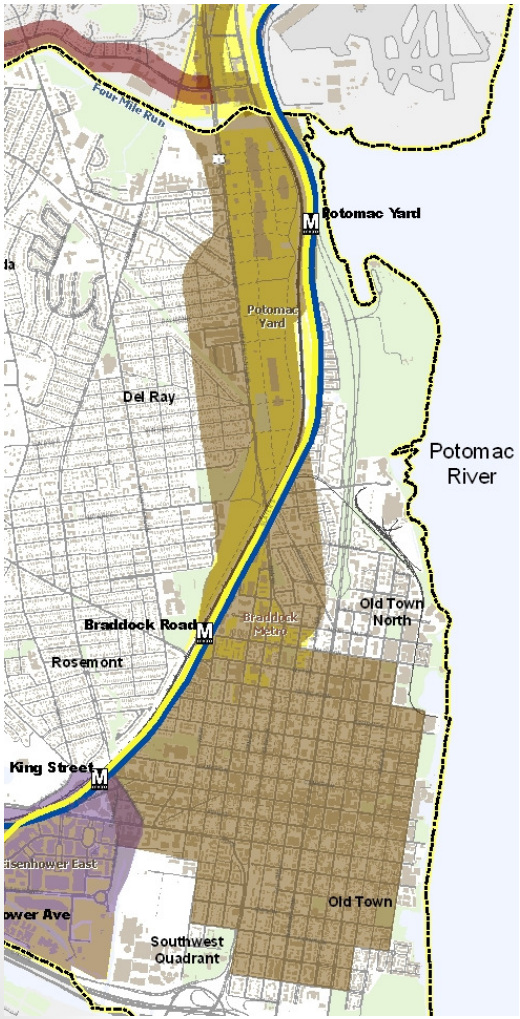
Transitway Corridors A and B

Alexandria Council - June 16, 2012

Corridor A
Route 1 / North-South



- Connects to Arlington and Fairfax County
- Major destinations
  - Old Town
  - Potomac Yard
  - Pentagon
  - Crystal City
  - King Street and Braddock Road Metro

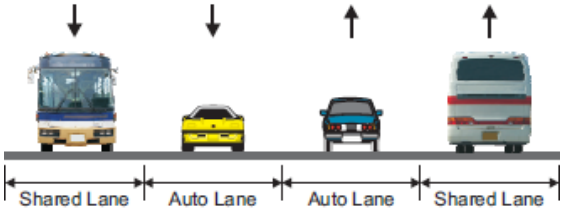
Corridor A – Recommended Strategy

- Complete the adopted CCPY transitway project from Braddock Road Metrorail station to Arlington County
- Use DASH Comprehensive Operations Analysis (COA) to develop a circulator concept for Corridor A in conjunction with the comprehensive review of all transit services within Old Town

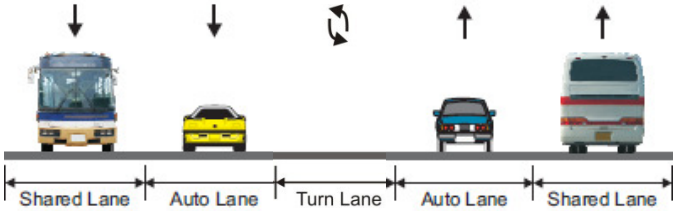
Corridor B Recommendation

Alternative 1a

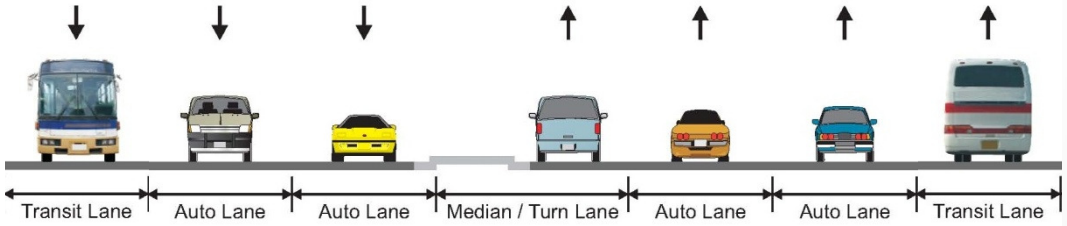
Gordon Street to Wheeler Avenue



S. Quaker Lane to Roth Street



Landmark Mall to Jordan Street,
Roth Street to Taylor Run Parkway, &
Callahan Drive to King Street Metro



Description

- Transit in mixed flow on existing 4-lane segments and in dedicated lanes on existing 6-lane segments
- Transitway uses queue jumps to avoid congestion and reduce disruption to Duke Street traffic
- Adds a WB lane between Jordan Street and Gordon Street, converting service road from two-way to one-way
- Adds a WB lane between Wheeler Ave and S. Quaker Lane
- Realigns EB on-ramp at Telegraph Road and access to adjacent property
- Off-corridor bicycle accommodation
- Pedestrian improvements at station locations

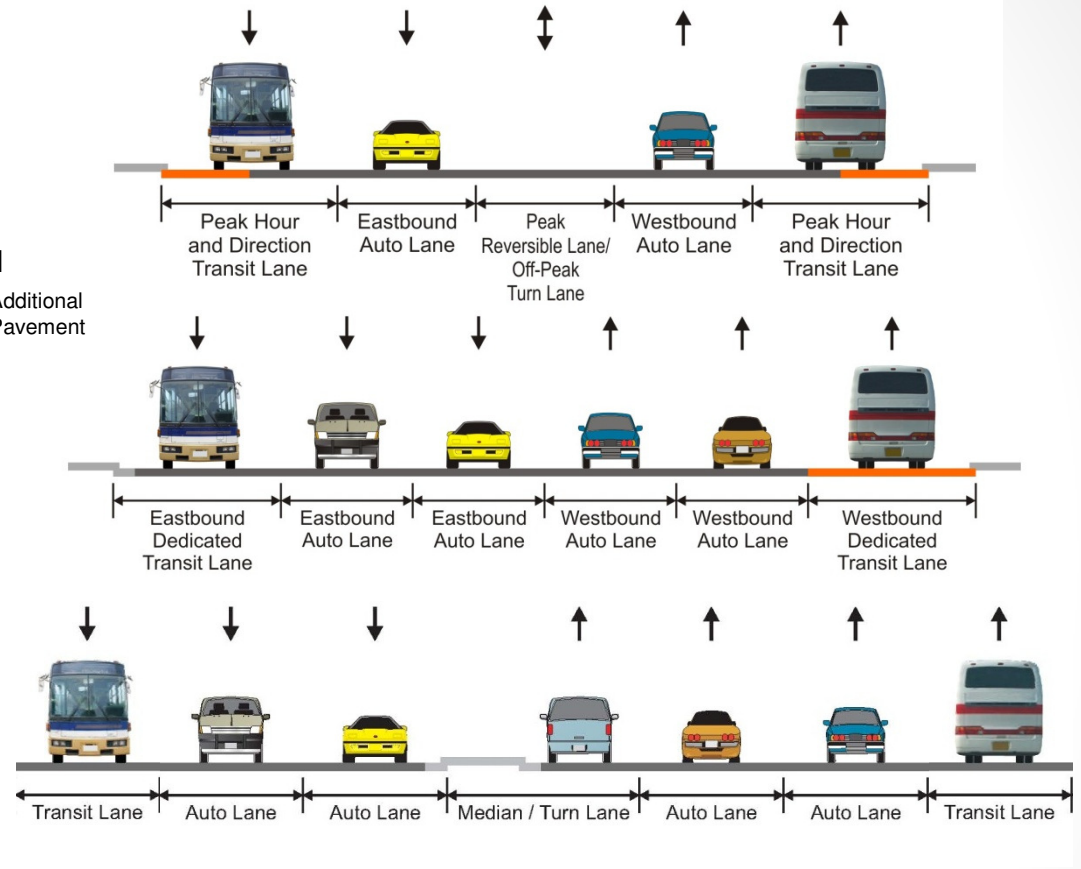
Corridor B Recommendation

Alternative 3c

Jordan Street to Wheeler Avenue

S. Quaker Lane to Roth Street
(Alexandria Commons Area)

Landmark Mall to Jordan Street,
Wheeler Avenue to S. Quaker Lane &
Roth Street to King Street Metro

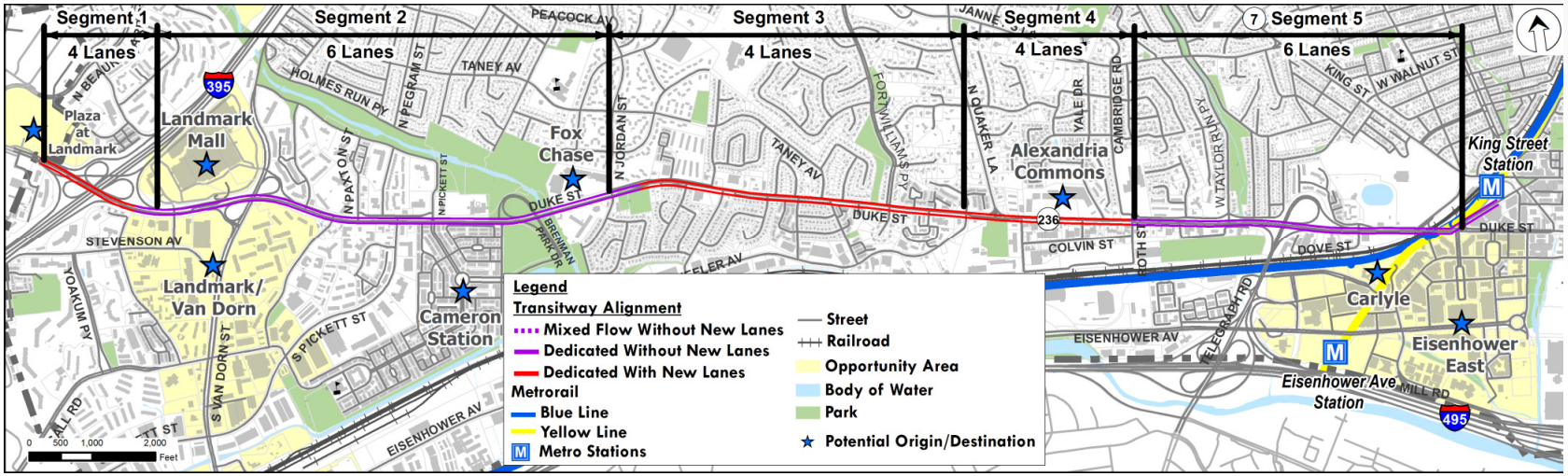


Description

- Travelway identical to Alternative 1A between Landmark Mall and Jordan Street, Roth Street and Taylor Run Parkway, Callahan Drive and King Street Metro
- Travelway widened to approximately 61 feet between Jordan Street and Wheeler Avenue (same width as existing section between Wheeler Avenue and Roth Street)
- Travelway widened to 72 feet between S. Quaker Lane and Roth Street (adds lane to accommodate heavy traffic flow from Quaker Lane to Telegraph Road)
- No left-turn lane during peak periods between Jordan Street and Wheeler Avenue
- Off- and on-corridor bicycle accommodation
- Pedestrian improvements corridor-wide

Corridor B Concepts

Alternative 3: Curb Running in Dedicated Lanes with Reversible Lane



Description

- Alternative 3a – Without Bike Lanes
- Alternative 3b – With Bike Lanes
- Transit running along curb
- Transit in dedicated lanes for segments with 6 lanes
- Reversible lane (Jordan to Wheeler) for general purpose traffic (Peak flow)
- Transit in dedicated lanes in other areas based on peak flow
- Requires widening in 4-lane segments (2 miles total)
- Impacts to property and frontage roads

Thank You

Questions?