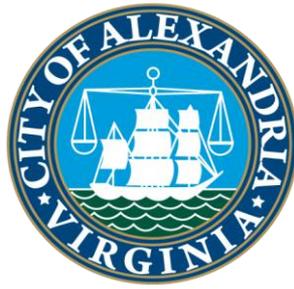


# Council

November 17, 2012



# **Proposed Transportation Master Plan Amendments**

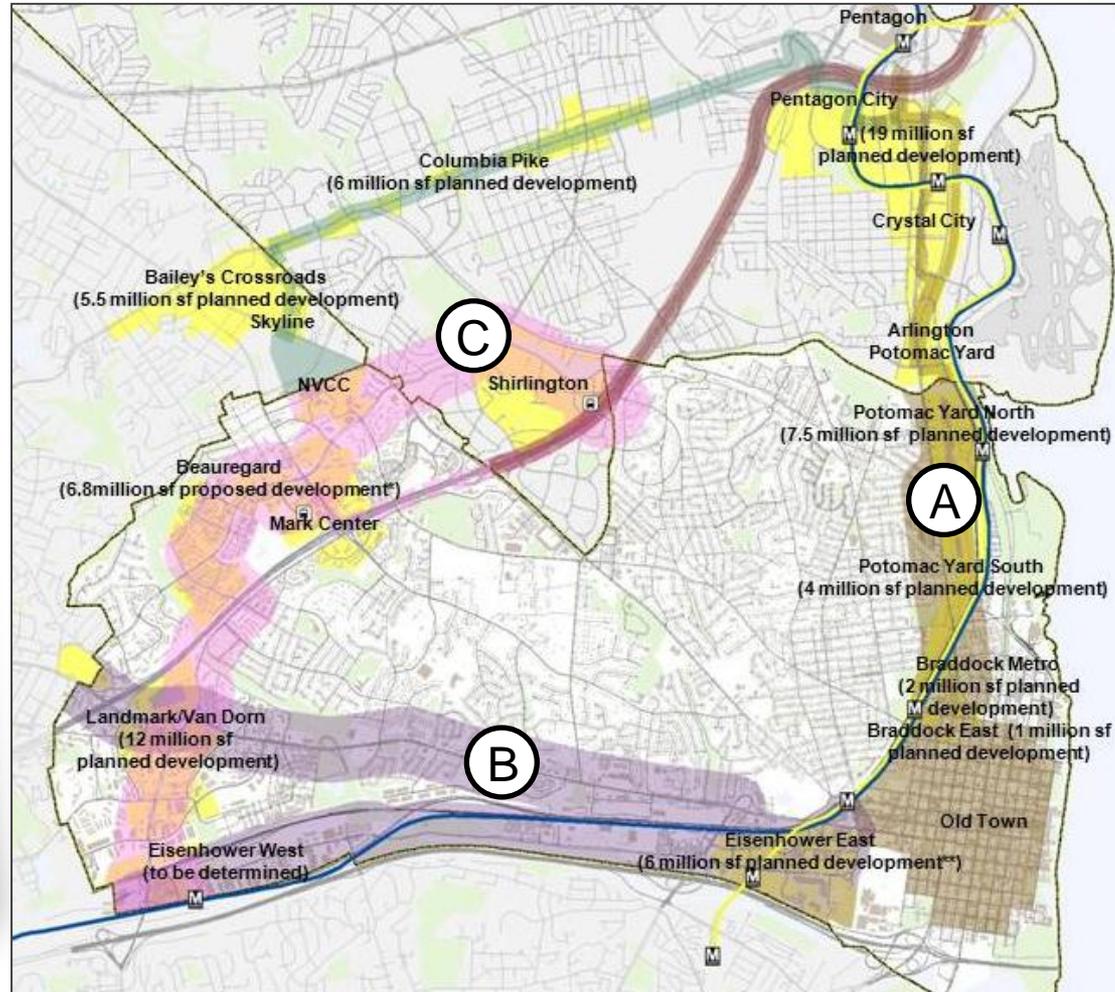
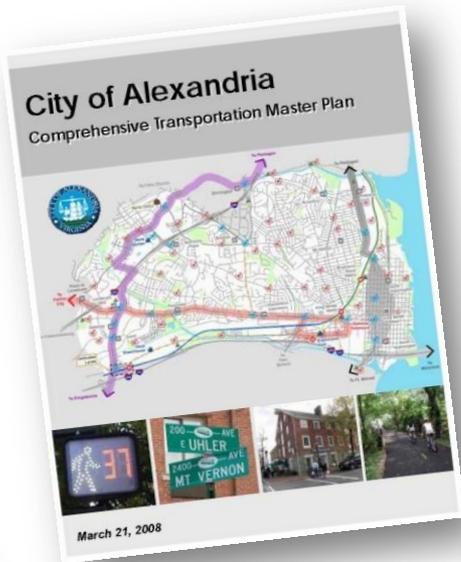
## **PUBLIC HEARING**

Agenda Item #\_

# Introduction

- Transportation Master Plan (2008) recommended three transit corridors
- Transitway Corridors Feasibility Study (2012) made recommendations for each corridor
- Corridor Work Group, Transportation Commission and Planning Commission made recommendations for each corridor
- Council approved recommendation for each corridor
- Council directed staff to come back with amendments to the Transportation Master Plan related to Corridor A
- Staff proposes to amend the Transportation Master Plan to reflect the Council approved recommendations for each corridor

# City Transit Initiative





# Corridor A – Recommendations

- December 15, 2011 – CWG Recommended that no dedicated transitway be built south of Braddock Metrorail Station, and analysis be conducted for a circulator system in Old Town (to connect to Metrorail stations).
- May 2, 2012 – Transportation Commission concurred with CWG, and encouraged analysis of circulator be sensitive to issues / resident concerns in Old Town.
- June 5, 2012 – Planning Commission concurred with CWG and Transportation Commission recommendations and instructed staff to review process needed to remove Corridor A dedicated transitway south of Braddock Metrorail station from the Transportation Master Plan.
- **June 13, 2012 – Council approved Planning Commission recommendation.**



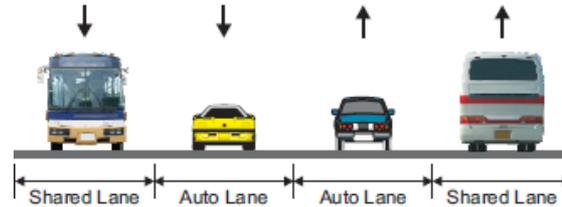
# Corridor B – Recommendations

- March 15, 2012 – CWG Recommended initiating BRT along Duke Street using Alternative 1a, and eventually proceed with Alternative 3c, while also continuing to examine a bicycle facility along Duke Street.
- May 2, 2012 – Transportation Commission concurred with CWG.
- June 5, 2012 – Planning Commission concurred with CWG and Transportation Commission recommendations, and recommended that Alternative 3c have minimal impacts to businesses and homeowners, and that a bicycle facility along Duke Street be accommodated only if studies show the streetscape can be preserved.
- **June 13, 2012 – Council approved Planning Commission recommendation.**

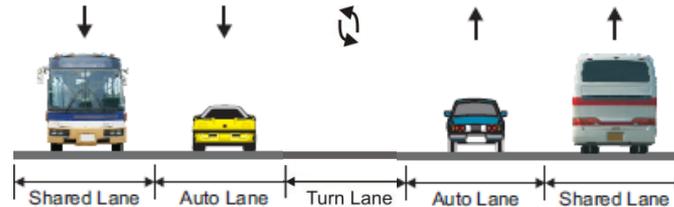
# Corridor B Recommendation

## Alternative 1a

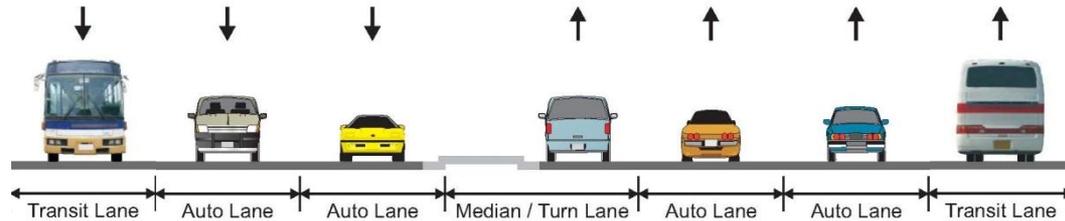
Gordon Street to Wheeler Avenue



S. Quaker Lane to Roth Street



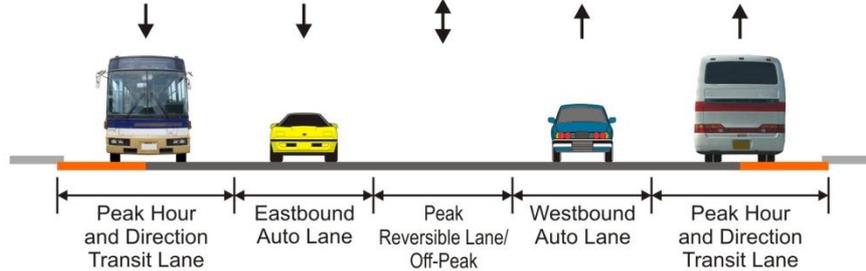
Landmark Mall to Jordan Street,  
Roth Street to Taylor Run Parkway, &  
Callahan Drive to King Street Metro



# Corridor B Recommendation

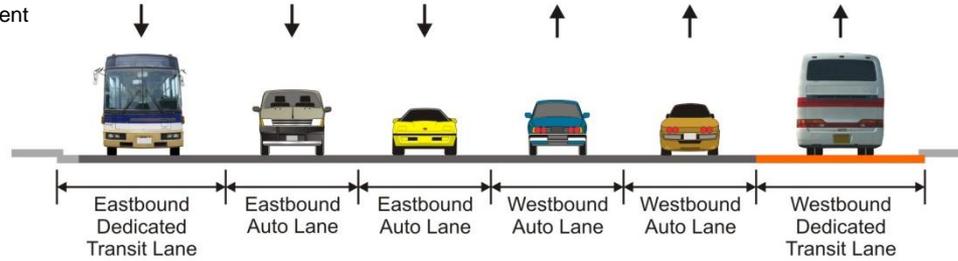
## Alternative 3c

Jordan Street to Wheeler Avenue

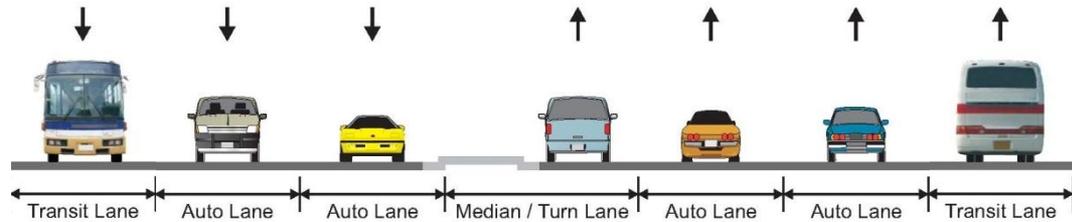


**Legend**  
 Additional Pavement

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





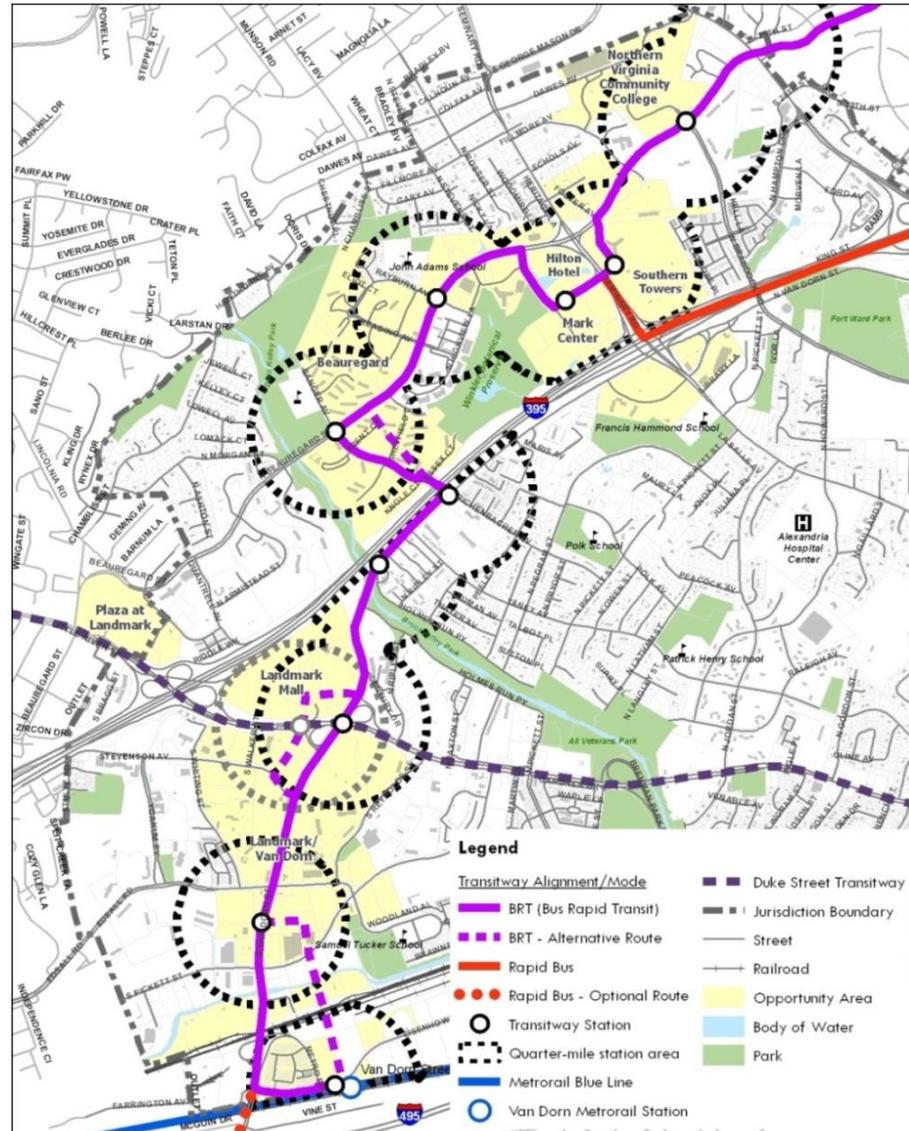
# Corridor C – Recommendations

- May 17, 2011 – CWG Recommended implementation of Alternative D until such time that Alternative G is feasible.
- September 7, 2011 – Transportation Commission (TC) concurred with CWG and recommended an alignment to better serve NVCC, and that the TC be tasked with identifying decision criteria for transition to Alt. G.
- September 8, 2011 – Planning Commission reaffirmed support for BRT in dedicated lanes on Corridor C.
- **September 16, 2011 – Council approved the recommendation by the CWG with amendment that the alignment be optimized to better serve NVCC.**

# Corridor C

## Near Term Recommendation

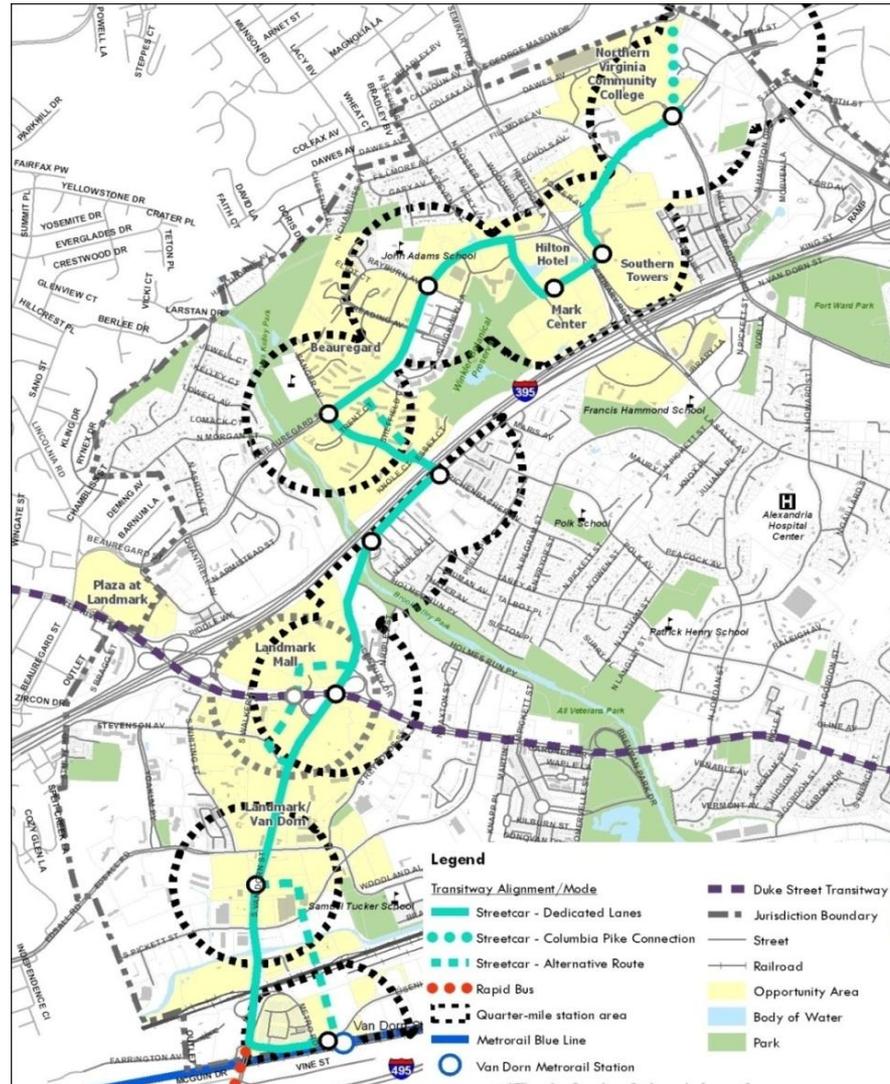
Bus Rapid Transit in  
Dedicated Lanes from Van  
Dorn Metro to Pentagon



# Corridor C

## Long Term Recommendation

**Alternative G (Long Term)**  
**Streetcar in Dedicated Lanes**  
**from Van Dorn Metro to**  
**Pentagon via Columbia Pike**





# Recent Actions and Next Steps

- October 3, 2012 – Transportation Commission Approved Staff Recommendation with minor edit
- November 8, 2012 – Planning Commission Approved Staff Recommendation
- November 17, 2012 – City Council Hearing