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

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

Legend

- Existing Bicycle Facility
- Off Street
- On Street
- Additional Pavement
- Peak Hour and Direction Transit Lane
- Eastbound Auto Lane
- Peak Reversible Lane/Off-Peak Turn Lane
- Westbound Auto Lane
- Westbound Dedicated Transit Lane
- Transit Lane
- Auto Lane
- Median/Turn Lane
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