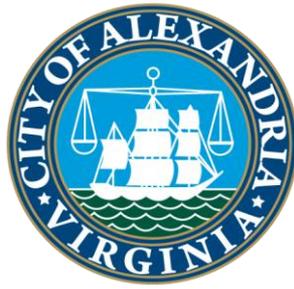


Council

November 17, 2012



Proposed Transportation Master Plan Amendments

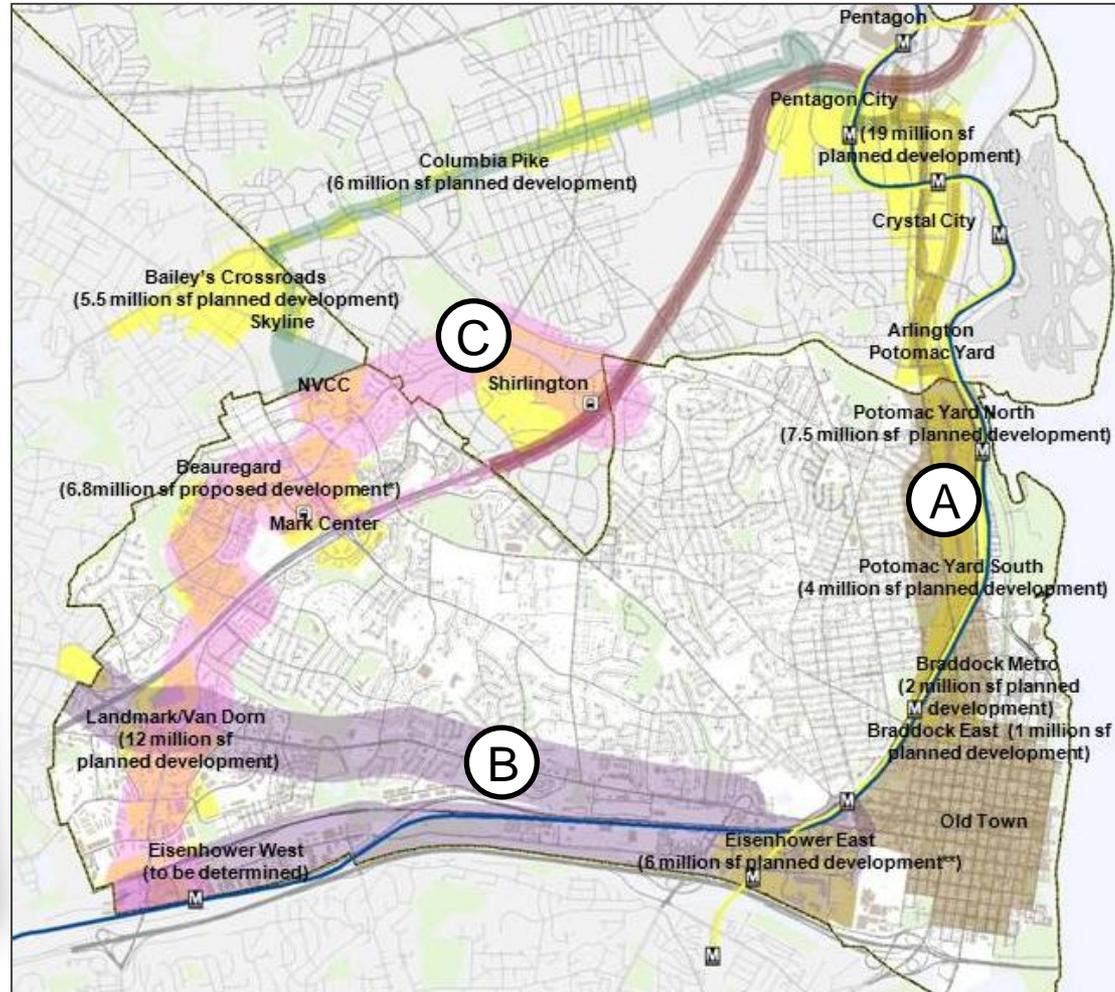
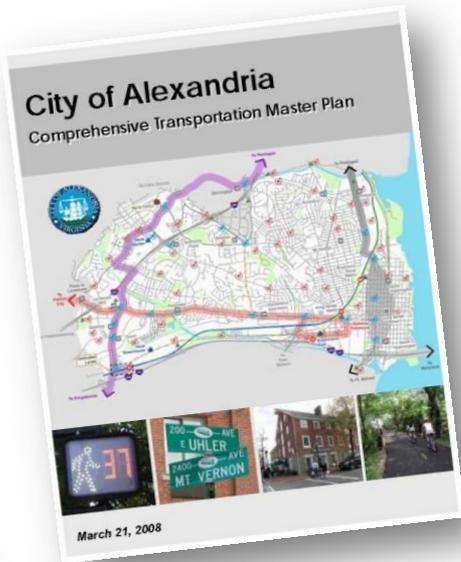
PUBLIC HEARING

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.**



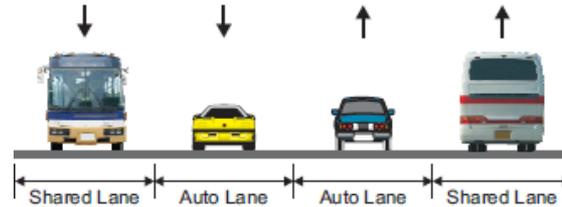
Corridor B – Recommendations

- 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.**

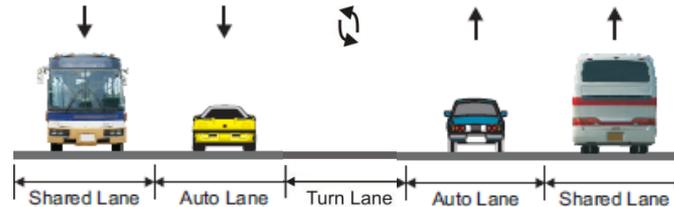
Corridor B Recommendation

Alternative 1a

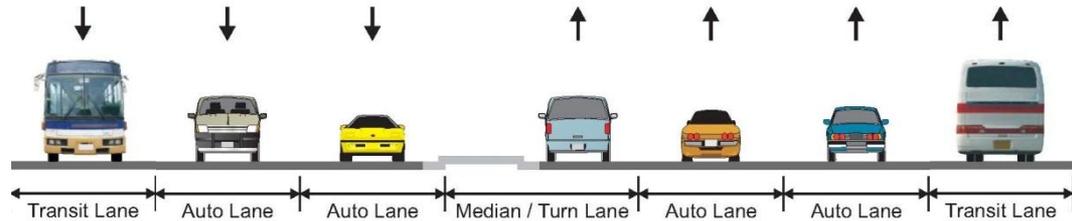
Gordon Street to Wheeler Avenue



S. Quaker Lane to Roth Street



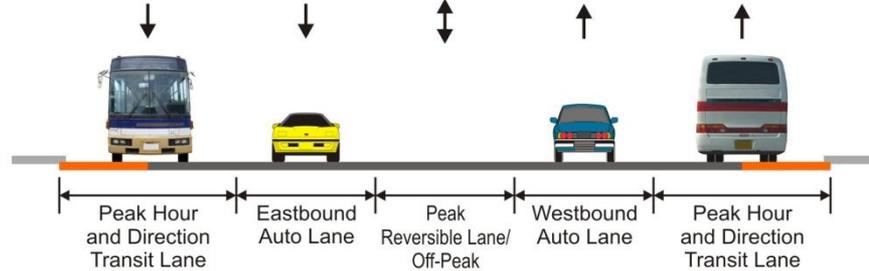
Landmark Mall to Jordan Street,
Roth Street to Taylor Run Parkway, &
Callahan Drive to King Street Metro



Corridor B Recommendation

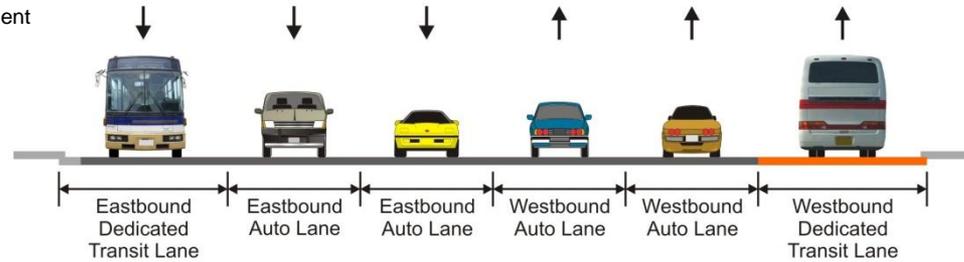
Alternative 3c

Jordan Street to Wheeler Avenue

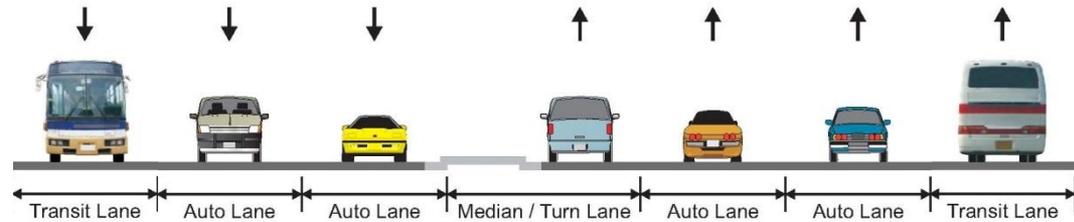


Legend
 Additional Pavement

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





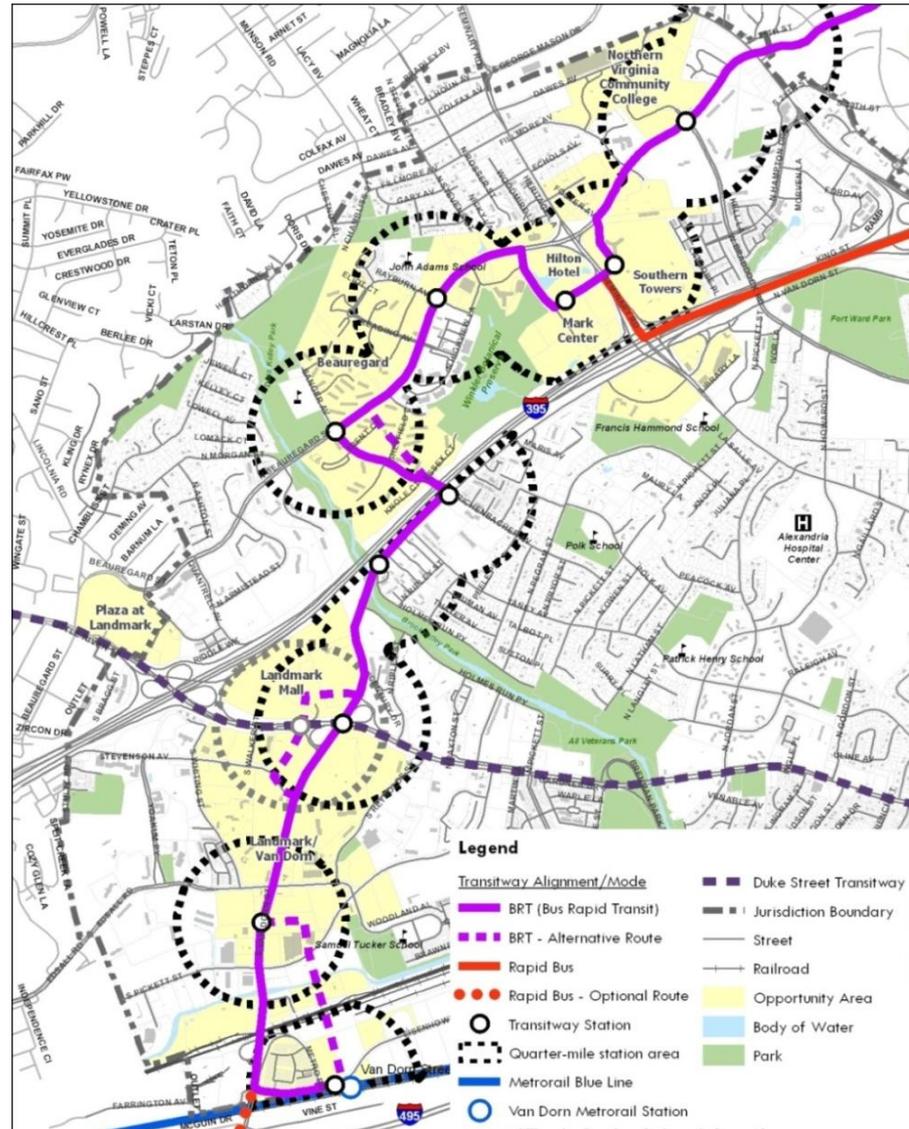
Corridor C – Recommendations

- 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

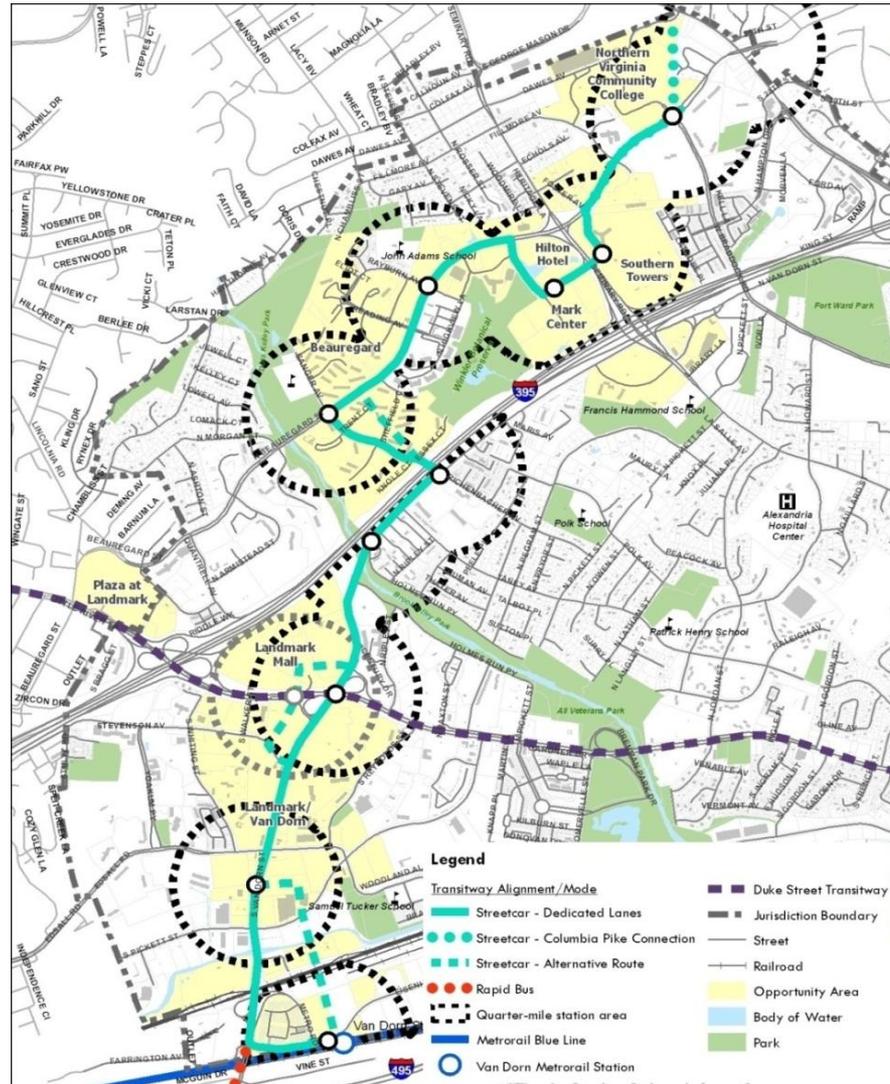
Bus Rapid Transit in
Dedicated Lanes from Van
Dorn Metro to Pentagon



Corridor C

Long Term Recommendation

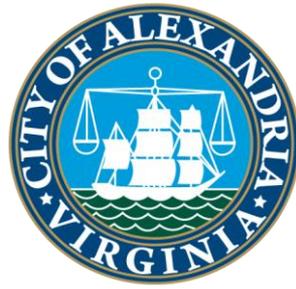
Alternative G (Long Term)
Streetcar in Dedicated Lanes
from Van Dorn Metro to
Pentagon via Columbia Pike





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



BACKUP SLIDES



Corridor A – Recommended Strategy

- Complete the adopted CCPY transitway project from Braddock Road Metrorail station to Arlington County
- No dedicated transitway south of Braddock Road Metrorail Station
- 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 A – Proposed Transportation Master Plan Amendment Language

"There shall not be a dedicated-lane for high capacity transit on the portion of Corridor A south of the Braddock Metrorail Station. Instead, resources should be used to explore the possibility of putting circulator buses/trolleys or other forms of conventional and scale appropriate transit in this portion of the City. East-west connections between Old Town and the existing Metrorail stations is the most effective way to encourage transit use in this area. These connections should be done with maximum sensitivity to the residents' concerns and the historic infrastructure in Old Town, and community outreach should be undertaken before any action to implement is taken".



Corridor B – Proposed Transportation Master Plan Amendment Language

"Alternative 1a (in the Transitways Corridor Feasibility Study) should be the first phase of transitway implementation on Duke Street. It would create dedicated curbside transit lanes in existing six-lane sections of Duke Street between Landmark Mall and Jordan Street and between Roth Street and Diagonal Road. In the remaining section of Duke Street between Jordan Street and Roth Street, transit would operate in mixed flow in the curb lanes. A parallel off-corridor bicycle facility should be examined to accommodate bicyclists along Duke Street and improved pedestrian facilities would be provided at intersections and near transit stations. Preliminary implementation should prioritize enhanced pedestrian safety and improvements at Taylor Run Parkway.



Corridor B – Proposed Transportation Master Plan Amendment Language (Continued)

"Alternative 3c (in the Transitways Corridor Feasibility Study) would be the subsequent phase of transitway implementation on Duke Street. It would build on Alternative 1a by widening Duke Street to provide a reversible lane between Jordan Street and Roth Street. The reversible lane would be configured to allow Duke Street to accommodate a dedicated curbside transit lane in the peak hour and peak direction of traffic flow during the a.m. and p.m. peak periods along Duke Street (while still providing two general purpose lanes for peak directions). Alternative 3c should continue to examine a bicycle facility along Duke Street along with corridor-wide pedestrian improvements. However, bicycles should be accommodated in this corridor only if studies demonstrate that the streetscape can still be enhanced".

Corridor B Recommendation

Alternative 3C – Costs and Characteristics

Planning-Level Cost Estimate

- Capital: \$39 million
- Fleet (25-year): \$16 million
- ROW: \$4 million
- Operating (25-year): \$60 million

Physical Characteristics

- Low-floor BRT vehicles
- Dedicated (curbside) lanes
- Off-board fare collection
- Service specific branding and identity
- Substantial transit stations

Operational Characteristics

- Transit signal priority at intersections
- Real-time service information
- 7.5-minute peak period headways
- 15-minute off-peak headways
- 18 hours of service (Monday through Saturday)
- 12 hours of service on Sunday
- Peak period travel time of 19 minutes (one-way from Landmark Mall to King Street Metrorail Station)
- 2035 Weekday Ridership estimate of 9,000 to 13,000 riders per day



Corridor C – Proposed Transportation Master Plan Amendment Language

"Bus Rapid Transit (BRT) in Dedicated lanes between the Van Dorn Metrorail Station and the Pentagon via Shirlington (Alternative D in the Transitway Corridors Feasibility Study) is the preferred alternative for phased implementation of transit in dedicated lanes in Corridor C until such time that Streetcar (Alternative G in the Transitway Corridors Feasibility Study) may become feasible and can be implemented. The Alternative D alignment should be optimized to better serve the Northern Virginia Community College (NVCC). This course of action is consistent with the Council's recent decision to provide dedicated lane transit along the segment of Corridor A that is north of Braddock Road. Evaluation and analysis will continue of Alternative D in preparation for future implementation of Alternative G. Construction of transit in Corridor C shall be the first priority of Alexandria's transportation projects. Each subsequent corridor shall be evaluated separately regarding the need to acquire additional right-of-way".