

1 **Corridor B – Duke Street / Eisenhower Avenue Recommendation:** Alternative 1a (in the
2 Transitway Corridors Feasibility Study) should be the first phase of transitway
3 implementation on Duke Street. It would create dedicated curbside transit lanes in existing
4 six-lane sections of Duke Street between Landmark Mall and Jordan Street and between Roth
5 Street and Diagonal Road. In the remaining section of Duke Street between Jordan Street and
6 Roth Street, transit would operate in mixed flow in the curb lanes. A parallel off-corridor
7 bicycle facility should be examined to accommodate bicyclists along Duke Street and
8 improved pedestrian facilities would be provided at intersections and near transit stations.
9 Preliminary implementation should prioritize enhanced pedestrian safety and improvements
10 at Taylor Run Parkway.
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12 Alternative 3c (in the Transitway Corridors Feasibility Study) would be the subsequent phase
13 of transitway implementation on Duke Street. It would build on Alternative 1a by widening
14 Duke Street to provide a reversible lane between Jordan Street and Roth Street. The
15 reversible lane would be configured to allow Duke Street to accommodate a dedicated
16 curbside transit lane in the peak hour and peak direction of traffic flow during the a.m. and
17 p.m. peak periods along Duke Street (while still providing two general purpose lanes for peak
18 directions). Alternative 3c should continue to examine a bicycle facility along Duke Street
19 along with corridor-wide pedestrian improvements. However, bicycles should be
20 accommodated in this corridor only if studies demonstrate that the streetscape can still be
21 enhanced.
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23 On Page 1-9 of the Transportation Master Plan, add the following paragraph after the second
24 paragraph on that page:
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26 **Corridor C – Van Dorn / Beauregard Recommendation:** Bus Rapid Transit (BRT) in
27 Dedicated lanes between the Van Dorn Metrorail Station and the Pentagon via Shirlington
28 (Alternative D in the Transitway Corridors Feasibility Study) is the preferred alternative for
29 phased implementation of transit in dedicated lanes in Corridor C until such time that
30 Streetcar (Alternative G in the Transitway Corridors Feasibility Study) may become feasible
31 and can be implemented. The Alternative D alignment should be optimized to better serve
32 the Northern Virginia Community College (NVCC). This course of action is consistent with
33 the Council's recent decision to provide dedicated lane transit along the segment of Corridor
34 A that is north of Braddock Road. Evaluation and analysis will continue of Alternative D in
35 preparation for future implementation of Alternative G. Construction of transit in Corridor C
36 shall be the first priority of Alexandria's transportation projects. Each subsequent corridor
37 shall be evaluated separately regarding the need to acquire additional right-of-way.
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39 Section 2. That the director of planning and zoning be, and hereby is, directed to
40 record the foregoing master plan map amendments, as part of the Transportation Master Plan
41 Chapter of Master Plan of the City of Alexandria, Virginia.
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43 Section 3. That all provisions of the Transportation Master Plan Chapter of the
44 Master Plan of the City of Alexandria, Virginia, as may be inconsistent with the provisions of
45 this ordinance be, and same hereby are, repealed.
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