



DOCKET ITEM #9

Master Plan Amendment #2012-0007
Amendment to the Transportation Master Plan

Issue: Consideration of Proposed Amendments to the Transportation Master Plan related to the Transportation Master Plan related to transit way corridors A (Route 1/North-South area), B (Duke St/Eisenhower Ave area) and C (Van Dorn St. and Beauregard St. area).	Planning Commission Hearing:	November 8, 2012
	City Council Hearing:	November 17, 2012
Staff: Richard Baier, P.E., T&ES; Steve Sindiong, T&ES		

CITY COUNCIL ACTION, NOVEMBER 17, 2012: City Council approved the Planning Commission recommendation.

PLANNING COMMISSION ACTION, NOVEMBER 8, 2012: On a motion by Commissioner Fossum, seconded by Commissioner Robinson, the Planning Commission initiated the Master Plan Amendment.

On a motion by Commissioner Fossum, seconded by Commissioner Robinson, the Planning Commission voted to adopt the resolution to amend the Transportation Master Plan as recommended. The motion carried on a vote of 6 to 0. Chairman Komoroske was absent.

Reason: The Planning Commission agreed with the staff analysis. Mr. Robinson noted that the planning process since the development of the Transportation Master Plan has been long but successful, and thanked the citizens for their input throughout the process.

Speakers:

Poul Hertel, resident, spoke in support of the staff recommendation, and the need for neighborhood and transportation planning to be sensitive to the fabric of the community.

Leslie Zupan, resident and president of the West Old Town Citizens Association, spoke in support of the staff recommendation.

Sarah Becker, resident, spoke in support of the staff recommendation, and noted that the analysis of a circulator in Old Town should minimize impacts to the residents and homes within Old Town.

Heidi Ford, resident, spoke in support of the staff recommendation.

I. DISCUSSION

The City's 2008 Transportation Master Plan, and the City Council's 2010 Strategic Plan identify high capacity transitways within the City as high priority projects. The Transportation Master Plan identifies a network of High Capacity Transitways in three of Alexandria's most important travel corridors. These transitways will allow frequent and reliable transit service to existing and future development areas and to local and regional transit hubs. These transitways (which represent the corridors served and not necessarily the actual transitway alignment) include:

- Corridor A: Route 1 / North-South
- Corridor B: Duke Street / Eisenhower Avenue
- Corridor C: Van Dorn / Beauregard

The transitways are part of a larger regional system of high capacity transit between major activity centers, transit facilities, high density mixed use areas and employment centers. The three transitways being planned in Alexandria provide improved connectivity to major activity areas within Alexandria, and connectivity to regional destinations such as the Pentagon, Shirlington, and Fairfax County.

II. BACKGROUND

A. Transitway Corridors Feasibility Study

In 2010, the City began the Transitway Corridors Feasibility Study to analyze the feasibility and implementation of the three transitways. The primary goals of the study were to develop concepts and identify a mode technology for each corridor, identify a specific alignment for each corridor, review the financial feasibility and develop planning level cost estimates for the preferred operation for each corridor, and identify implementation actions needed for each corridor.

The High Capacity Transit Corridor Work Group (CWG) was created to provide input to such issues as route alignments, cross-sections, methods of operation, type of vehicles, land use considerations, ridership, and financial implications. The CWG held 14 public meetings throughout the course of the project. An opportunity for public comment was provided at all meetings, and staff received public comments through other efforts as well, including via the project webpage, e-mails and letters.

Corridor A – Route 1 / North-South: The focus of analysis for Corridor A was to enhance local mobility and connectivity within Old Town and existing Metrorail stations at Braddock Road and King Street. At their December 15, 2012 meeting, the CWG recommended that no dedicated transitway be constructed on Corridor A south of Braddock Road Metrorail station, and that in the near term, the City examine a potential circulator route within Old Town.

At its May 2, 2012 meeting, the Transportation Commission stated that the analysis of a circulator within Old Town should be sensitive to the residents' concerns and historic infrastructure. Furthermore, the Transportation Commission encouraged additional analysis for east-west connectivity between Corridor B, the Huntington Metrorail station and Maryland via the Woodrow Wilson Bridge, emphasized the need for community outreach as part of the analysis, and asked that the findings be presented to the Transportation Commission and City Council.

At its June 5, 2012 meeting, the Planning Commission concurred with the CWG and the Transportation Commission recommendations. In response to comments made by residents during the Public Hearing, the Planning Commission instructed staff to review the process that would need to be followed to remove the section of Corridor A south of Braddock Road Metro from the Transportation Master Plan. The City Council held a public hearing related to the recommendation for Corridor A on June 13, 2012. Following the public hearing, the Council approved the Planning Commission recommendation, and directed staff to come back with proposed amendments to the Transportation Master Plan.

Corridor B – Duke Street / Eisenhower Avenue: Early in the planning process, Duke Street (rather than Eisenhower Avenue) was selected by the CWG as the preferred alignment for a dedicated transitway, based upon an evaluation of preliminary screening criteria, feedback from the CWG, and public input. At the same time, it was recommended that existing transit service along Eisenhower Avenue be improved through additional transit service and improved passenger amenities. At its March 15, 2012 meeting, the CWG recommended initiating Bus Rapid Transit along Duke Street through the implementation of Alternative 1a (a combination of dedicated curbside transit lanes in existing six-lane sections, and shared curbside lanes in four lane sections). Following implementation of Alternative 1a, the City should proceed with implementation of Alternative 3c (dedicated curbside transit lanes in existing six-lane sections, and a reversible lane between Jordan Street and Roth Street), and continue to examine a bicycle facility along Duke Street.

At its May 2, 2012 meeting, the Transportation Commission concurred with the recommendation made by the CWG. At its June 2, 2012 meeting, the Planning Commission concurred with both the CWG and the Transportation Commission. In addition, the Planning Commission recommended that the Corridor B improvements (related to Alternative 3c) have minimal impacts to businesses and homeowners along Duke Street, and noted that a bicycle facility along Duke Street be accommodated only if studies demonstrate that the streetscape can still be enhanced.

The City Council held a public hearing related to the recommendation for Corridor B on June 13, 2012. Following the public hearing, the Council approved the Planning Commission recommendation.

Corridor C – Van Dorn / Beauregard: A recommendation for Corridor C was made by the CWG at its May 17, 2011 meeting. The recommendation was for the implementation Alternative D (Bus Rapid Transit in dedicated lanes between Van Dorn Metrorail Station and the Pentagon), until such time that Alternative G (Streetcar in dedicated lanes between Van Dorn Metrorail

Station and the Pentagon) becomes feasible. The Transportation Commission and Planning Commissions each held a public hearing and provided recommendations for Corridor C.

The City Council held a public hearing on September 17, 2011, and following the public hearing, approved the CWG recommendation, with a caveat that the Corridor C transitway provide an improved connection to the Northern Virginia Community College (NVCC).

III. STAFF ANALYSIS

A. Proposed Amendments to the Transportation Master Plan

The general alignments of Corridors A, B and C were approved as part of the 2008 adopted Transportation Master Plan and are a Citywide transportation facility with Citywide transportation and land use implications, that are also coordinated with the regional planned transportation and transit system.

Since the completion of the Transitway Corridors Feasibility Study, and the recommendations by the Council for all three corridors, staff was requested to bring forward proposed amendments to the Transportation Master Plan to reflect the adopted recommendations by the City Council.

The following is the specific language that is proposed to be added to the Transportation Master Plan for each corridor:

Corridor A – Route 1 / North-South Recommendation: *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 – Duke Street / Eisenhower Avenue Recommendation: *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.*

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 C – Van Dorn / Beauregard Recommendation: *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.*

On October 3, 2012, staff held a joint Transportation Commission/CWG meeting to propose language to be added to the Transportation Master Plan. A motion to approve the proposed amendments with a minor edit to the Transportation Master Plan related to Corridors A, B and C was made, seconded and approved. The edit approved by the Transportation Commission and the CWG changed the language for Corridor B to say “Alternative 3c may be a subsequent phase of transitway implementation on Duke Street.”

Staff is not recommending the edit approved by the Transportation Commission/CWG as it does not reflect the original recommendation approved by the CWG, Transportation Commission, Planning Commission, and City Council.

IV. STAFF RECOMMENDATION

Staff recommends the following:

1. That the Planning Commission receive a staff update on the proposed amendments to the Transportation Master Plan related to the approved Transitway recommendations for Corridors A, B, and C, and hold a Public Hearing;
2. That the Planning Commission, following the Public Hearing, approve the proposed amendments to the Transportation Master Plan as stated below and forward to Council for approval.

Corridor A – Route 1 / North-South Recommendation: 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 – Duke Street / Eisenhower Avenue Recommendation: 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.

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 C – Van Dorn / Beauregard Recommendation: 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.

Master Plan Amendment #2012-0007
Amendments to the Transportation Master Plan

- Attachments:
1. Corridor A Recommendations
 2. Corridor B Recommendations
 3. Corridor C Recommendations

RESOLUTION NO. MPA 2012-0007

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the Planning Commission initiated an amendment to the **Transportation Master Plan** chapter of the Master Plan on **November 8, 2012** for changes to the recommendations for each of the three transitway corridors; and

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revision and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on November 8, 2012 with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **Transportation Master Plan**; and
2. The proposed amendment is generally consistent with the overall goals and objectives of the Master Plan and with the specific goals and objectives set forth in the **Transportation Master Plan** chapter of the Master Plan; and
3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the **Transportation Master Plan**; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the **Transportation Master Plan** chapter of the Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The following amendment is hereby adopted in its entirety as an amendment to the **Transportation Master Plan** chapter of the Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

Corridor A – Route 1 / North-South Amendment: 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 – Duke Street / Eisenhower Avenue Recommendation: 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.

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.

Master Plan Amendment #2012-0007
Resolution
Amendments to the Transportation Master Plan

Corridor C – Van Dorn / Beauregard Recommendation: 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.

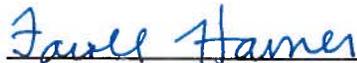
2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 8th day of November, 2012.



John Komoroske, Chairman
Alexandria Planning Commission
H. STEWART DUNN, JR.

ATTEST:



Faroll Hamer, Secretary

Transitway Corridor A (Route 1 / North-South) Recommendations

Recommendation by High Capacity Transit Corridor Work Group (CWG), December 15, 2011

The following motion was passed by the High Capacity Transit Corridor Work Group at its December 15, 2011, meeting, regarding transit in Corridor A:

Whereas the Alexandria Comprehensive Transportation Master Plan conceptually envisioned the eventual location of high capacity transit in dedicated lanes in the portion of Corridor A south of Braddock METRO Station; and

Whereas the High Capacity Transit Corridor Work Group was appointed to recommend methods for implementing the Alexandria Comprehensive Transportation Master Plan to City Council;

Be it hereby resolved that the High Capacity Transit Corridor Work Group recommends that there be no dedicated-lane high capacity transit on the portion of Corridor A south of Braddock METRO Station. Instead, the High Capacity Transit Corridor Work Group recommends that resources 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.

Recommendation by Transportation Commission, May 2, 2012

At the May 2, 2012, Transportation Commission meeting, a public hearing was held on the recommendation made by the High Capacity Transit Corridor Work Group (CWG) for the implementation of Corridor A (Route 1/North-South). The following motion was moved, seconded and approved by the Transportation Commission:

The Alexandria Transportation Commission concurs with the recommendation made by the High Capacity Transit Corridor Work Group in the following Resolution that the Work Group adopted on December 15, 2011:

“Whereas the Alexandria Comprehensive Transportation Master Plan conceptually envisioned the eventual location of high capacity transit in dedicated lanes in the portion of Corridor A south of Braddock METRO Station; and

“Whereas the High Capacity Transit Corridor Work Group was appointed to recommend methods for implementing the Alexandria Comprehensive Transportation Master Plan to City Council;

“Be it hereby resolved that the High Capacity Transit Corridor Work Group recommends that there be no dedicated-lane high capacity transit on the portion of Corridor A south of Braddock METRO Station. Instead, the High Capacity Transit Corridor Work Group recommends that resources 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.”

After careful review of the high capacity transit options in the portion of Corridor A south of the Braddock METRO Rail Station, the Transportation Commission has determined that dedicated right-of-way transit is not viable on the streets of Old Town.

The Transportation Commission recommends that City Council explore the expansion of East-West connections between Old Town and the existing MetroRail Stations as the most effective way to encourage transit use in this area. Any such connections made must be done with maximum sensitivity to residents' concerns and the historic infrastructure in Old Town. The Transportation Commission further recommends that City Council direct City staff to engage in community outreach on this matter and that at least one public hearing be held by the Transportation Commission on any proposal regarding East-West connectivity before any action to implement such is taken.

While the Work Group considered and ultimately rejected all three proposed “build” options for the portion of Transit Corridor A south of Braddock METRO Rail Station (i.e., (1) West Street, (2) Patrick/Henry Street, and (3) Washington Street), the Transportation Commission urges City staff to explore additional connectivity from Transit Corridor B into Fairfax County via the Huntington MetroRail Station, and into Maryland via the Wilson Bridge, and to present all findings to the Transportation Commission and City Council on any potential “build” options identified.

(NOTE: This was approved by a vote of 6 to 1, with both Council members abstaining, by the Transportation Commission on May 2, 2012.)

Recommendation by Planning Commission, June 5, 2012

At the June 5, 2012 Planning Commission meeting, a public hearing was held on the recommendation made by the High Capacity Transit Corridor Work Group (CWG) for the implementation of Corridor A (Route 1/North-South). The following motion was moved, seconded and approved by the Planning Commission:

The Planning Commission reaffirmed support for the motions for Corridor A that were passed by both the High Capacity Transit Corridor Work Group, and the Transportation Commission.

(NOTE: This was approved by a vote of 5 to 0 by the Planning Commission on June 5, 2012.)

Recommendation by Council, June 13, 2012

At the June 13, 2012 Council meeting, a public hearing was held on the recommendations made by the CWG, Transportation Commission and Planning Commission for the implementation of Corridor A. The Council adopted the recommendation by the Planning Commission.

Transitway Corridor B (Duke Street) Recommendations

Corridor B (Duke Street) Recommendation by High Capacity Transit Corridor Work Group, March 15, 2012

The following motion was passed by the High Capacity Transit Corridor Work Group at its March 15, 2012, meeting, regarding transit in Corridor B:

"The combination of Duke Street Alternatives 1a and 3c, are the preferred approach for phased implementation of a dedicated transitway in Corridor B. Alternative 1a would be the first phase of transitway implementation on Duke Street. It would create dedicated 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. 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.

Alternative 3c 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 transit lane in the peak hour and peak direction of traffic flow during the a.m. and p.m. peak periods along Duke Street. Alternative 3c should continue to examine a bicycle facility along Duke Street along with corridor-wide pedestrian improvements. However, the Work Group believes that bicycles should be accommodated in this corridor if studies demonstrate that the streetscape can still be enhanced."

Recommendation by Transportation Commission May 2, 2012

At the May 2, 2012 Transportation Commission meeting, a public hearing was held on the recommendation made by the High Capacity Transit Corridor Work Group (CWG) for the implementation of Corridor B (Duke Street). The following motion was moved, seconded and approved by the Transportation Commission:

The Alexandria Transportation Commission concurs with the recommendation made by the High Capacity Transit Corridor Work Group in the following Resolution that the Work Group adopted on March 15, 2012:

"The combination of Duke Street Alternatives 1a and 3c, are the preferred approach for phased implementation of a dedicated transitway in Corridor B. Alternative 1a would be the first phase of transitway implementation on Duke Street. It would create dedicated 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. 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.

Alternative 3c 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 transit lane in the peak hour and peak direction of traffic flow during the a.m. and p.m. peak periods along Duke Street. Alternative 3c should continue to examine a bicycle facility along Duke Street along with corridor-wide pedestrian improvements. However, the Work Group believes that bicycles should be accommodated in this corridor if studies demonstrate that the streetscape can still be enhanced.

(NOTE: This was approved by a vote of 7 to 0, with both Council members abstaining, by the Transportation Commission on May 2, 2012.)

Recommendation by Planning Commission, June 5, 2012

At the June 5, 2012 Planning Commission meeting a public hearing was held on the recommendation made by the CWG for the implementation of Corridor B. The following motion was moved and seconded, and approved by the Planning Commission. The motion passed on a vote of 5 to 0.

The Planning Commission reaffirmed support for the motions for Corridor B that were passed by both the High Capacity Transit Corridor Work Group, and the Transportation Commission, provided that Alternative 3c has minimal impacts to businesses and homeowners. In addition, the following language (underlined) should be added to the original motion passed by the High Capacity Transit Corridor Work Group:

"The combination of Duke Street Alternatives 1a and 3c, are the preferred approach for phased implementation of a dedicated transitway in Corridor B. Alternative 1a would be the first phase of transitway implementation on Duke Street. It would create dedicated 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. 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.

Alternative 3c 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 transit lane in the peak hour and peak direction of traffic flow during the a.m. and p.m. peak periods along Duke

Street. Alternative 3c should continue to examine a bicycle facility along Duke Street along with corridor-wide pedestrian improvements. However, the Work Group believes that bicycles should be accommodated in this corridor only if studies demonstrate that the streetscape can still be enhanced."

(NOTE: This was approved by a vote of 5 to 0 by the Planning Commission on June 5, 2012)

Recommendation by Council, June 13, 2012

At the June 13, 2012 Council meeting, a public hearing was held on the recommendations made by the CWG, Transportation Commission and Planning Commission for the implementation of Corridor B. The Council adopted the recommendation by the Planning Commission.

Transitway Corridor C (Van Dorn / Beaugard) Recommendations

Recommendation by High Capacity Transit Corridor Work Group, May 19, 2011

The following motion was passed by the High Capacity Transit Corridor Work Group (CWG) at its May 19, 2011 meeting, regarding transit in Corridor C:

Alternative D is the preferred alternative for phased implementation of transit in dedicated lanes in Corridor C until such time as Alternative G becomes feasible and can be implemented. 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 for dedicated lanes as discussed in the Transportation Master Plan.

Recommendation by Transportation Commission, September 7, 2011

At the September 7, 2011 Transportation Commission meeting, a public hearing was held on the recommendation made by the CWG for the implementation of Corridor C. The following motion was moved, seconded and unanimously approved by the Transportation Commission:

The Transportation Commission recommends that the City Council adopt the recommendation of the CWG for Corridor C, with two caveats:

- 1) *The alignment be optimized to better serve the Northern Virginia Community College (NVCC), and;*
- 2) *Recommend that the Transportation Commission be tasked to identify decision criteria, evaluate and monitor the transition from Alternative D (Bus Rapid Transit in dedicated lanes) to Alternative G (Streetcar in dedicated lanes), and periodically report the progress to the City Council.*

Recommendation by Planning Commission, September 8, 2011

At the September 8, 2011 Planning Commission meeting, a public hearing was held on the recommendation made by the CWG for the implementation of Corridor C. The following motion was moved, seconded and unanimously approved by the Planning Commission:

The Planning Commission reaffirmed support for transit in Corridor C on an expedited basis and believes that there should be bus rapid transit running in dedicated lanes. The Commission had insufficient information on the non-transportation planning elements to form any further judgment.

Recommendation by Council, September 16, 2011

At the September 17, 2011 Council meeting, a public hearing was held on the recommendations made by the CWG, Transportation Commission and Planning Commission for the implementation of Corridor C. The Council adopted the recommendation by the CWG with an amendment that the alignment be optimized to better serve the NVCC.