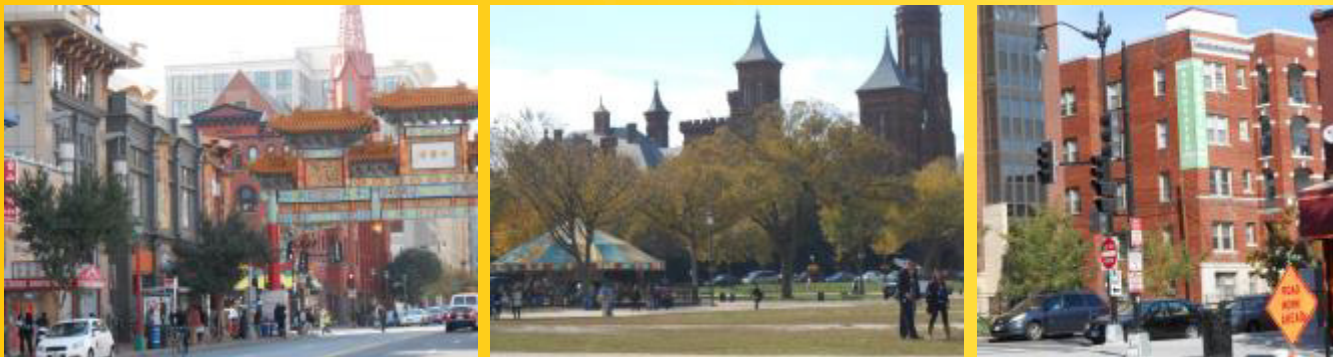


For Meeting Use Only
DO NOT REMOVE



North-South Corridor Planning Study



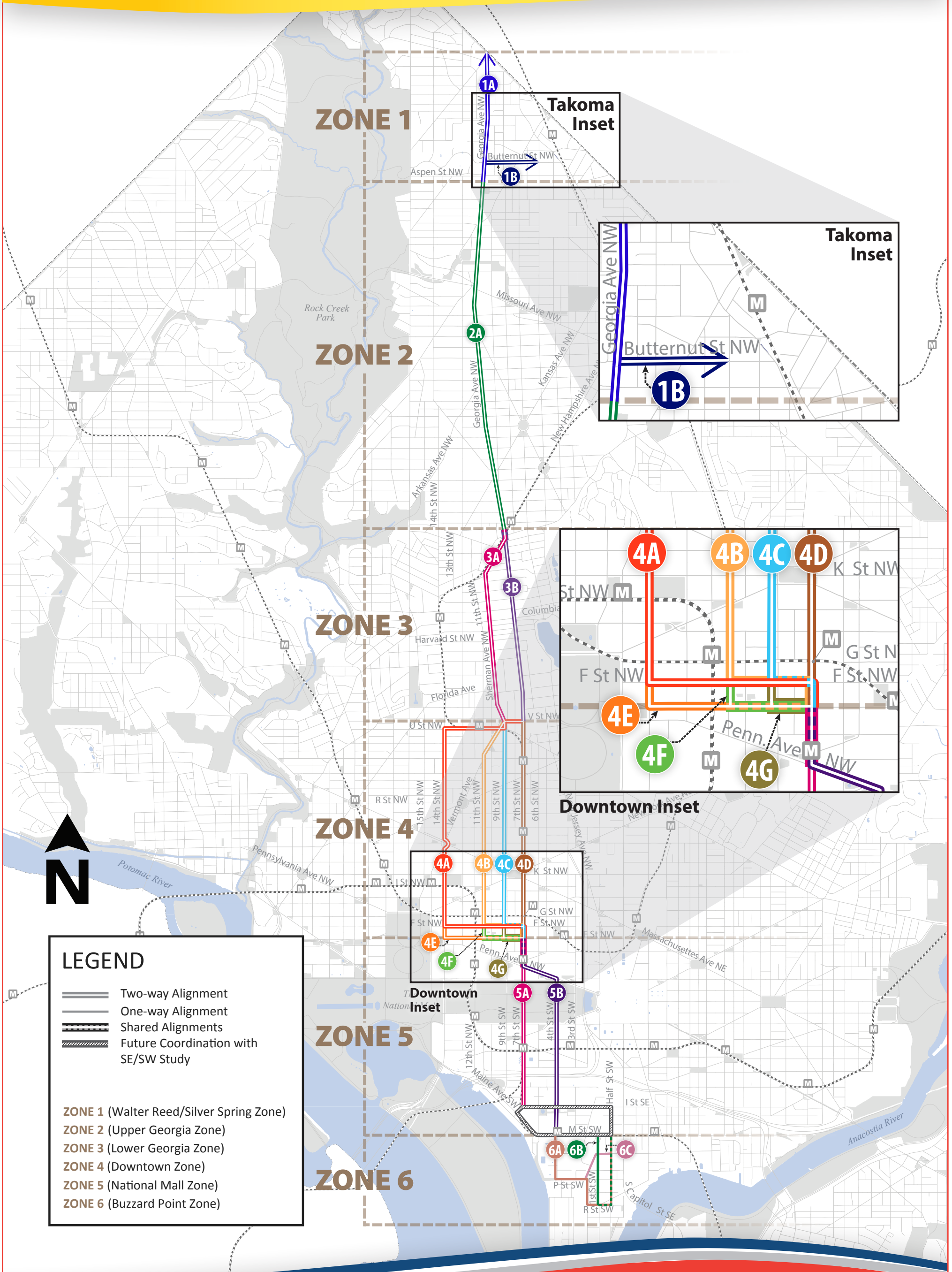
Public Meeting Series 2

February 18-20, 2014

Conceptual Alignments and
Proposed Cross Section & Plan
View Options

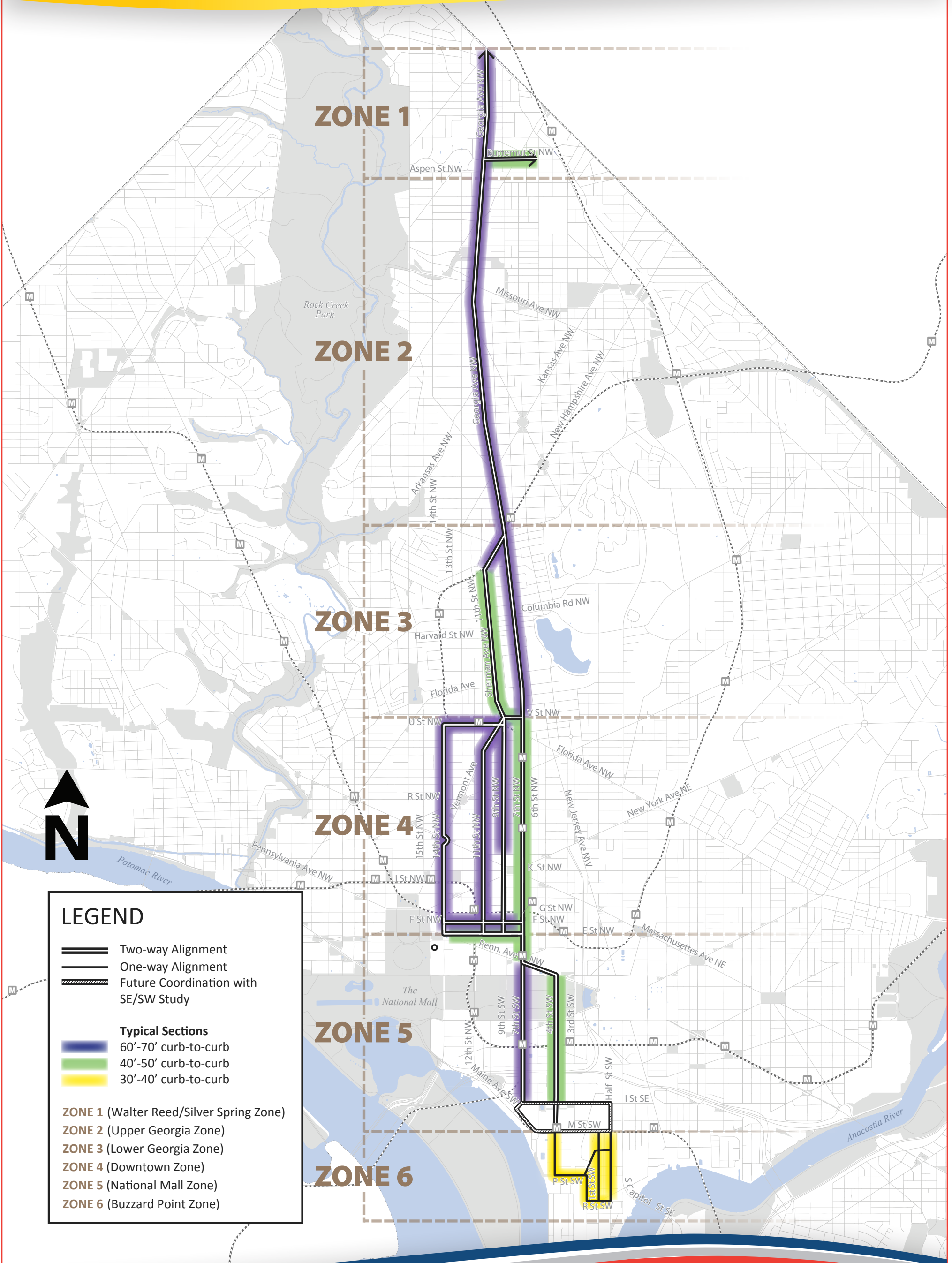
North-South Corridor Planning Study

Conceptual Alignments by Analysis Zones



North-South Corridor Planning Study

Cross Section/Plan View Locations



LEGEND

- Two-way Alignment
- One-way Alignment
- Future Coordination with SE/SW Study

Typical Sections

- 60'-70' curb-to-curb
- 40'-50' curb-to-curb
- 30'-40' curb-to-curb

ZONE 1 (Walter Reed/Silver Spring Zone)
ZONE 2 (Upper Georgia Zone)
ZONE 3 (Lower Georgia Zone)
ZONE 4 (Downtown Zone)
ZONE 5 (National Mall Zone)
ZONE 6 (Buzzard Point Zone)

North-South Corridor Planning Study

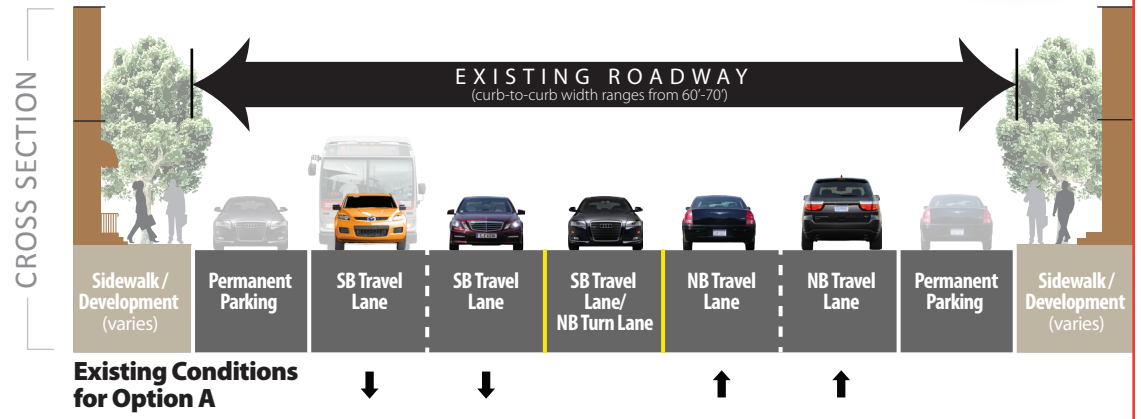
Proposed Improvements - Cross Sections/Plan View

60'-70' Options

A EXISTING CONDITIONS

Travel Lanes with Permanent Parking

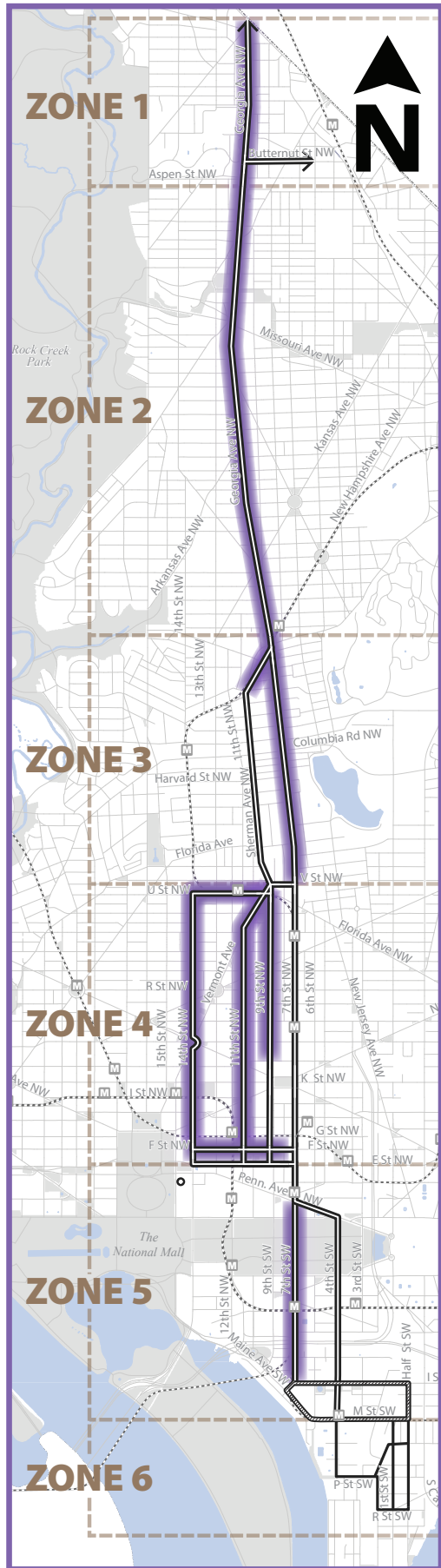
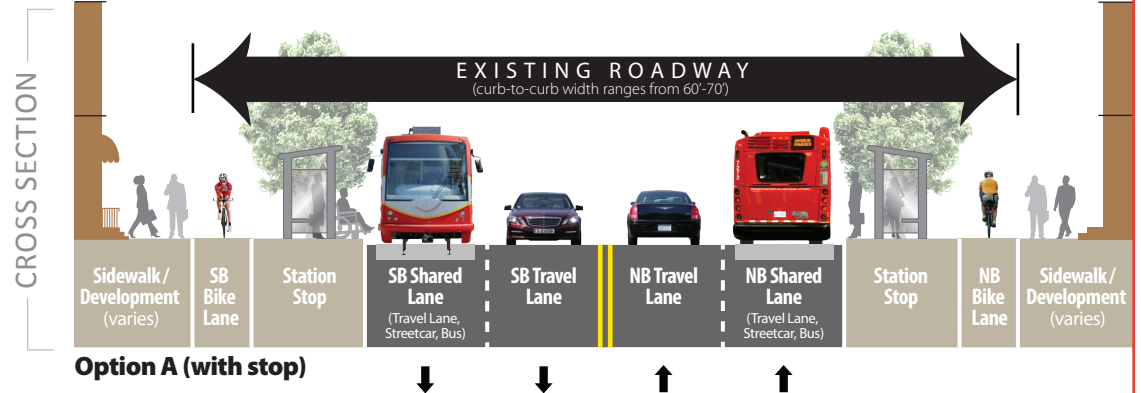
- Typically 70' Curb-to-Curb
- 4 Travel Lanes
- 1 Turn Lane
- Permanent Parking on both sides



A PROPOSED IMPROVEMENTS

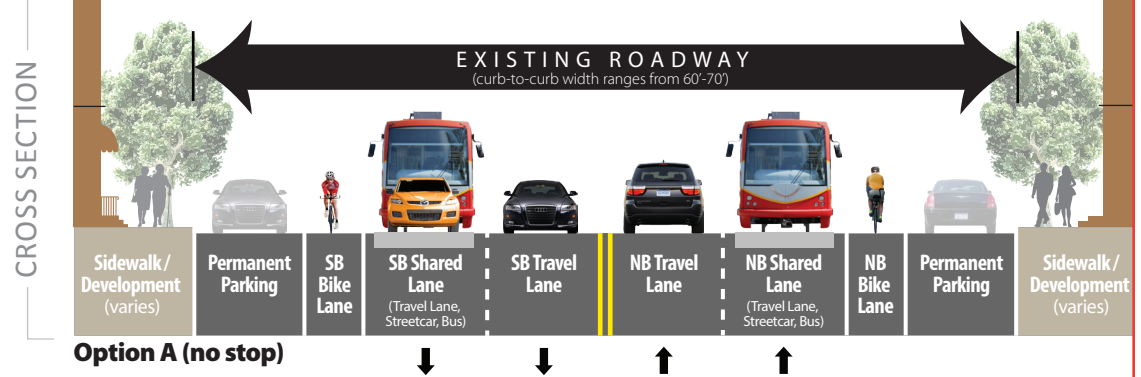
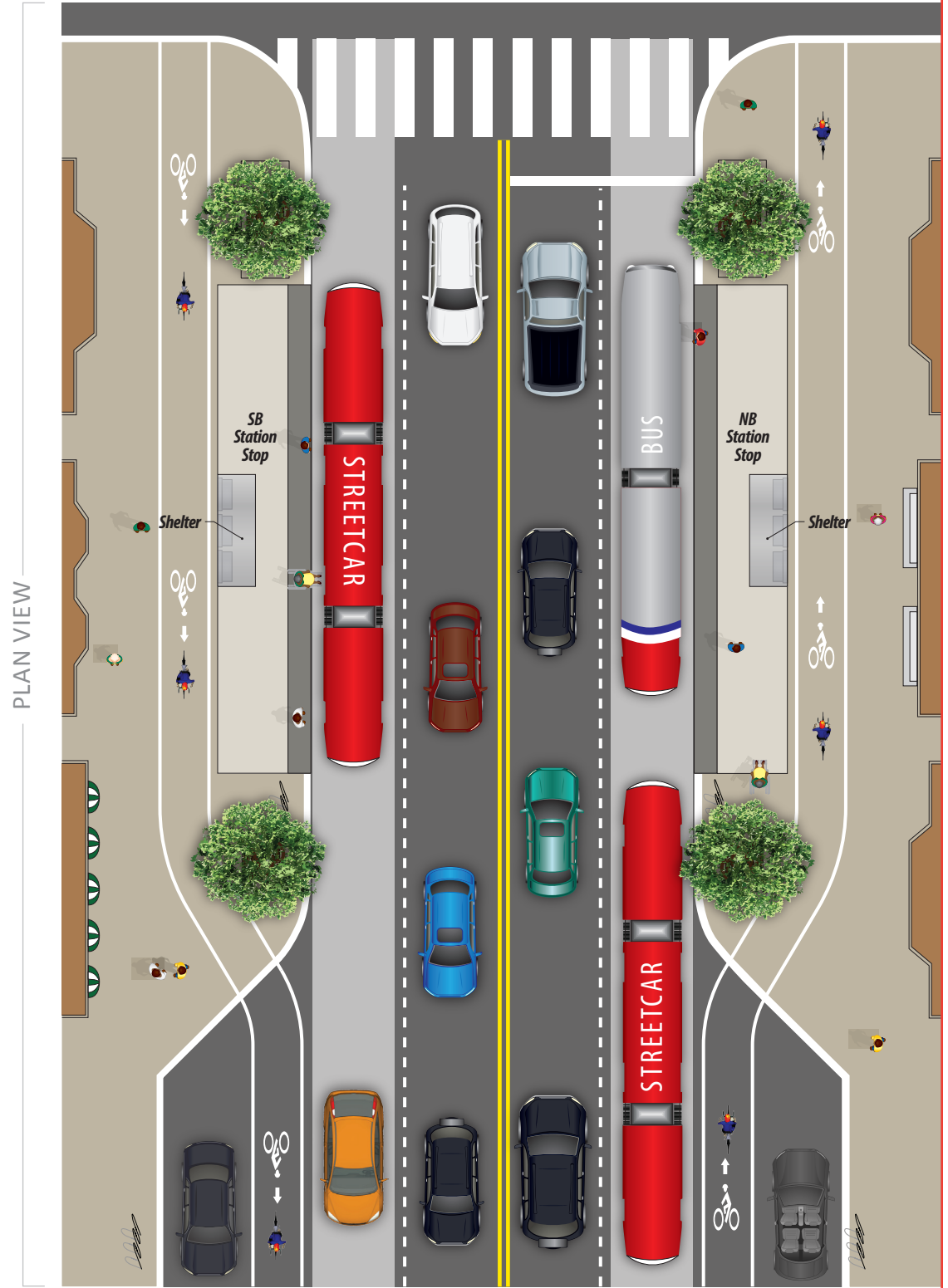
Streetcar in Shared Lane with Bike Lanes and Parking

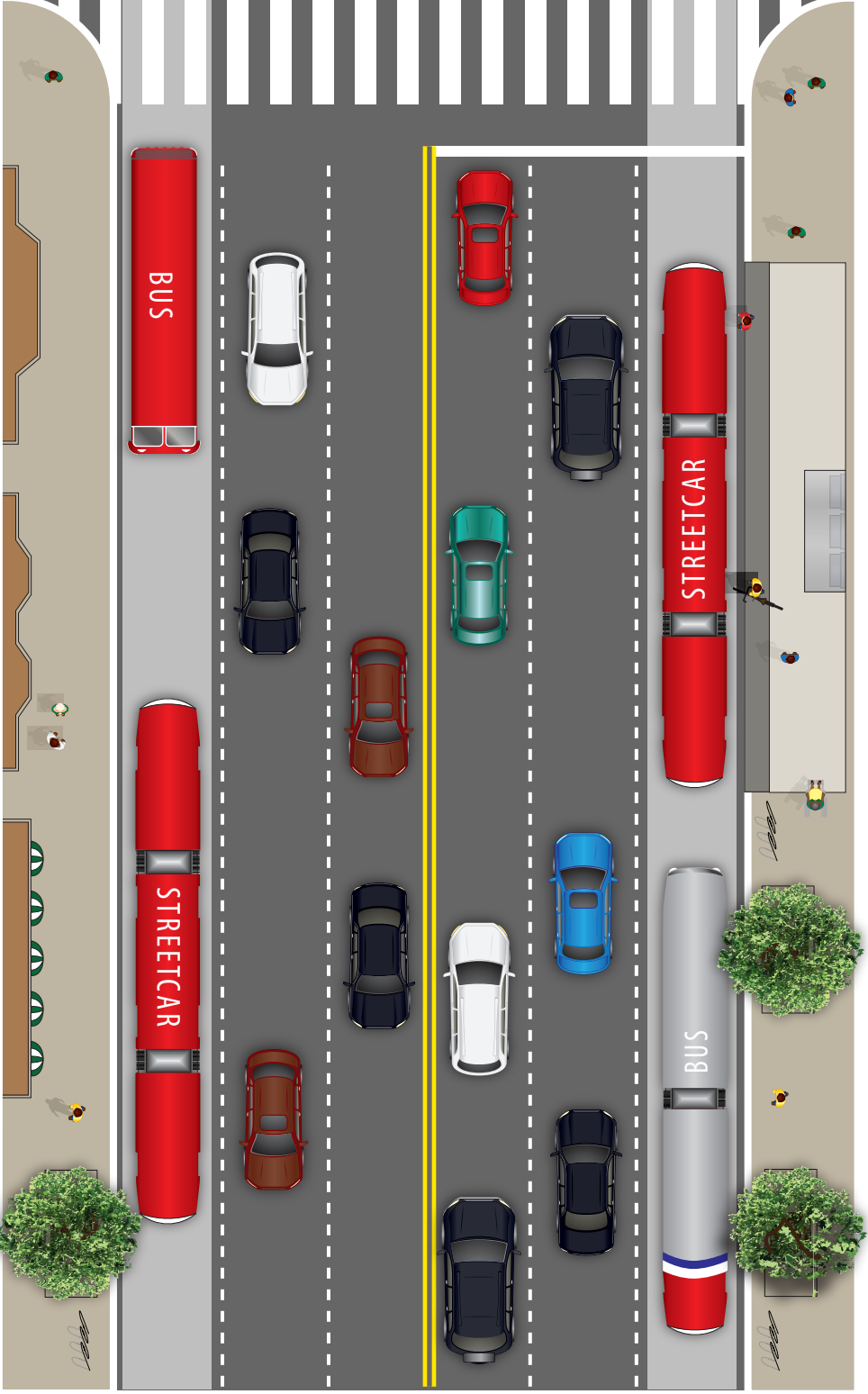
- Bulb Out Stops
- Parking on both sides
- 70' Option Retains both Parking Lanes



LEGEND

- Two-way Alignment
- One-way Alignment
- Future Coordination with SE/SW Study
- Typical Sections 60'-70' curb-to-curb





North-South Corridor Planning Study

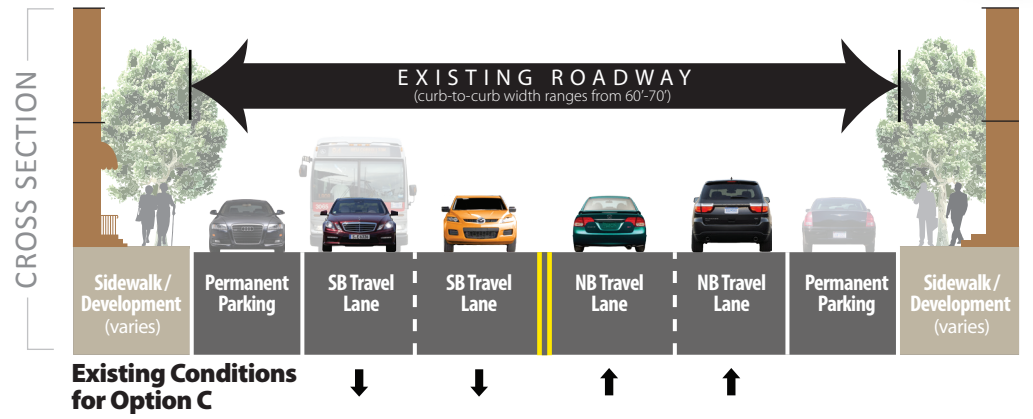
Proposed Improvements - Cross Sections/Plan View

60'-70' Options

C EXISTING CONDITIONS

Travel Lanes with Permanent Parking

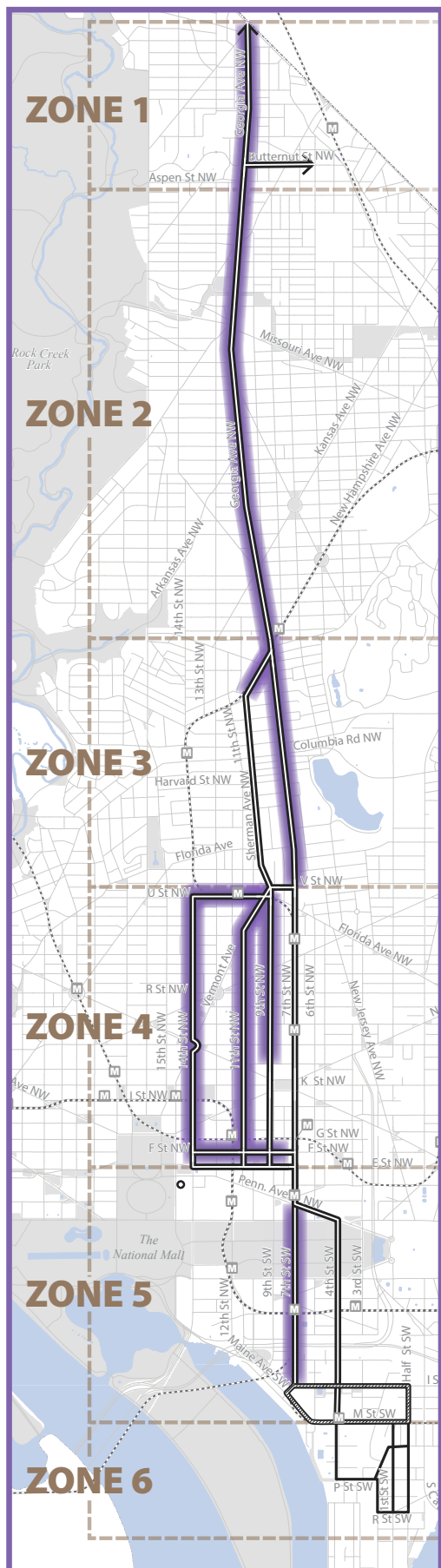
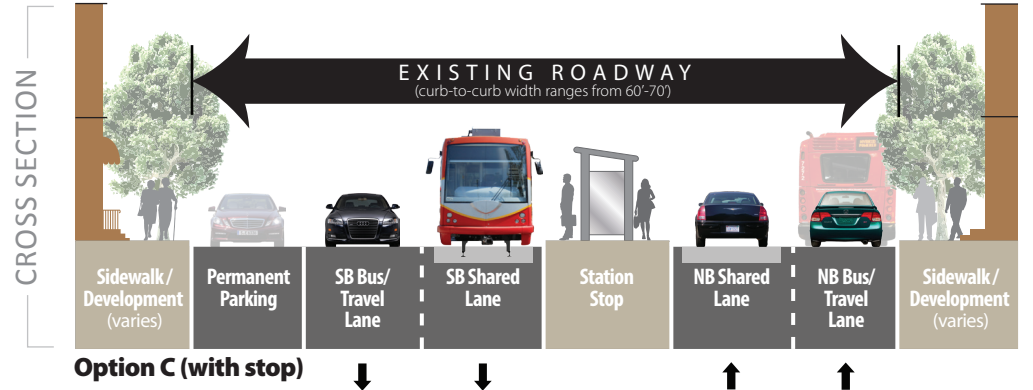
- Typically 60' Curb-to-Curb
- 4 Travel Lanes
- Permanent Parking on both sides



C PROPOSED IMPROVEMENTS

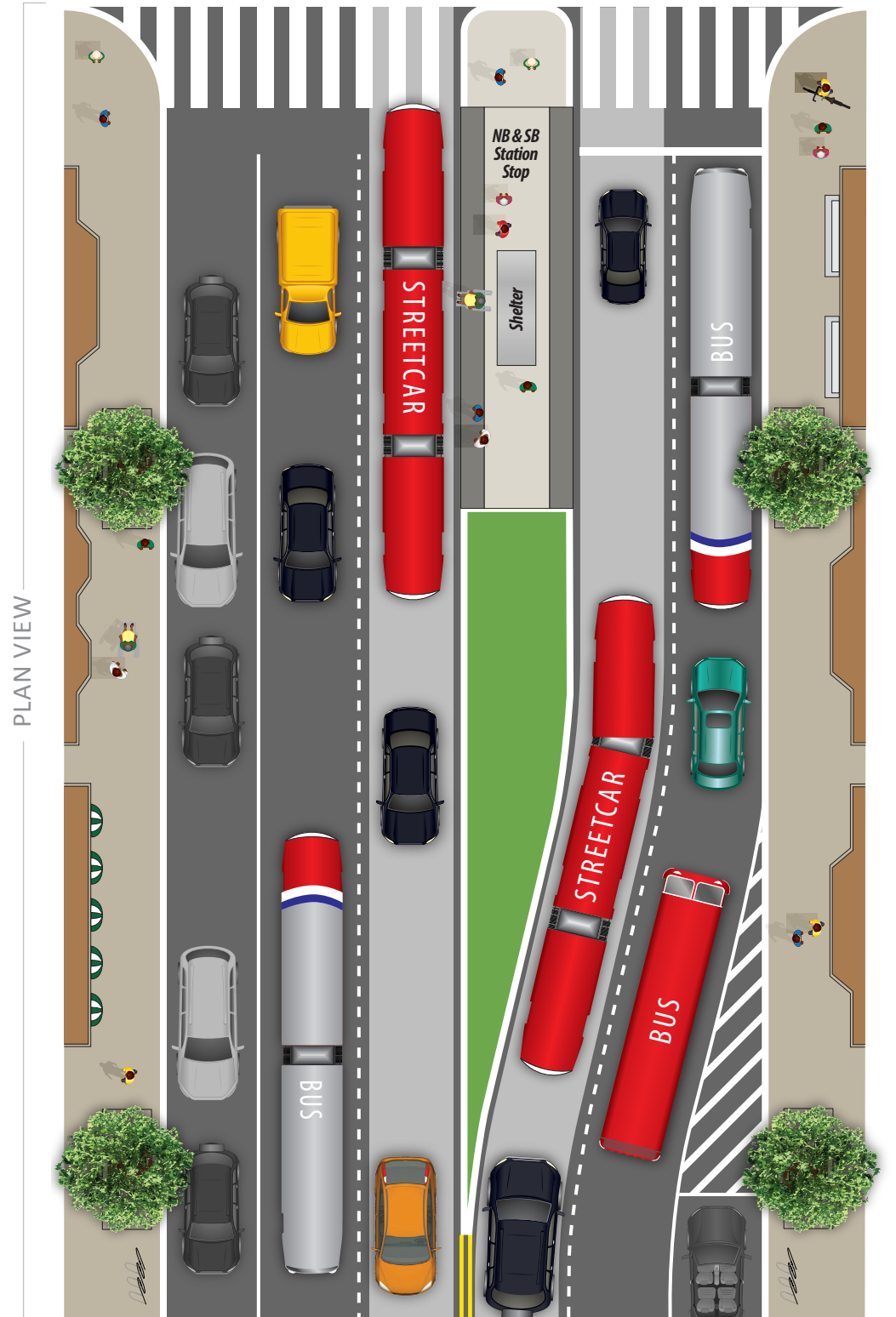
Streetcar in Shared Lane with Center Stop and Parking

- Center Stops
- Parking on both sides



LEGEND

- Two-way Alignment
- One-way Alignment
- Future Coordination with SE/SW Study
- Typical Sections 60'-70' curb-to-curb

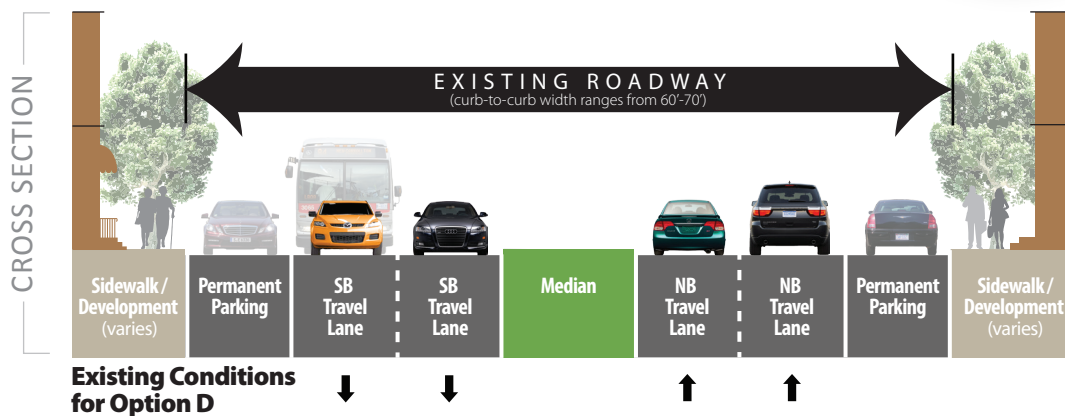


D

EXISTING CONDITIONS

Travel Lanes with Permanent Parking and a Median

- Typically 70' Curb-to-Curb
- 6 Travel Lanes
- Permanent Parking on both sides
- Median

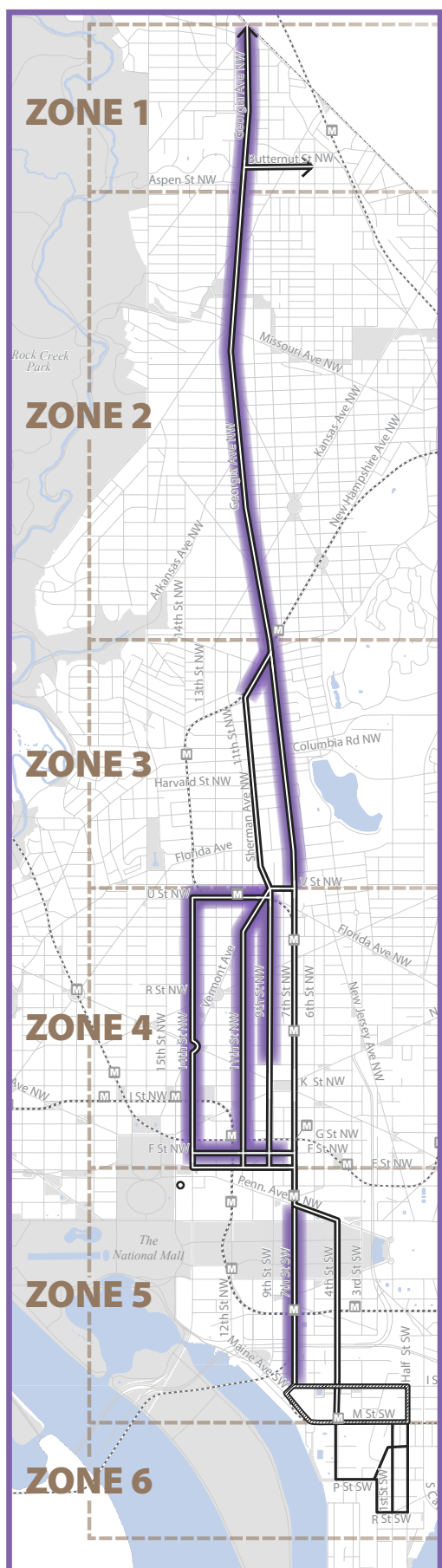
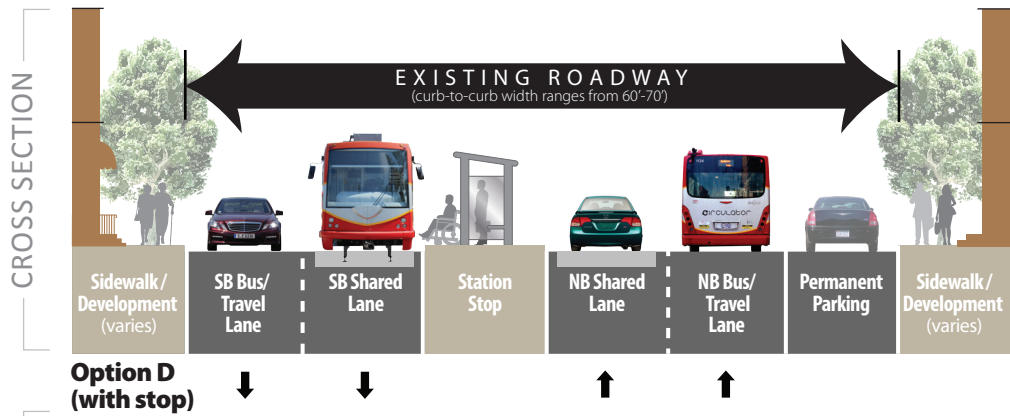


D

PROPOSED IMPROVEMENTS

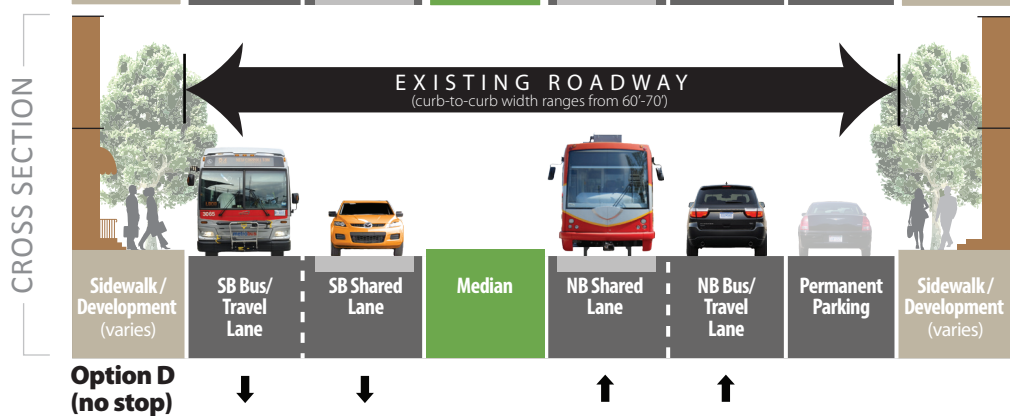
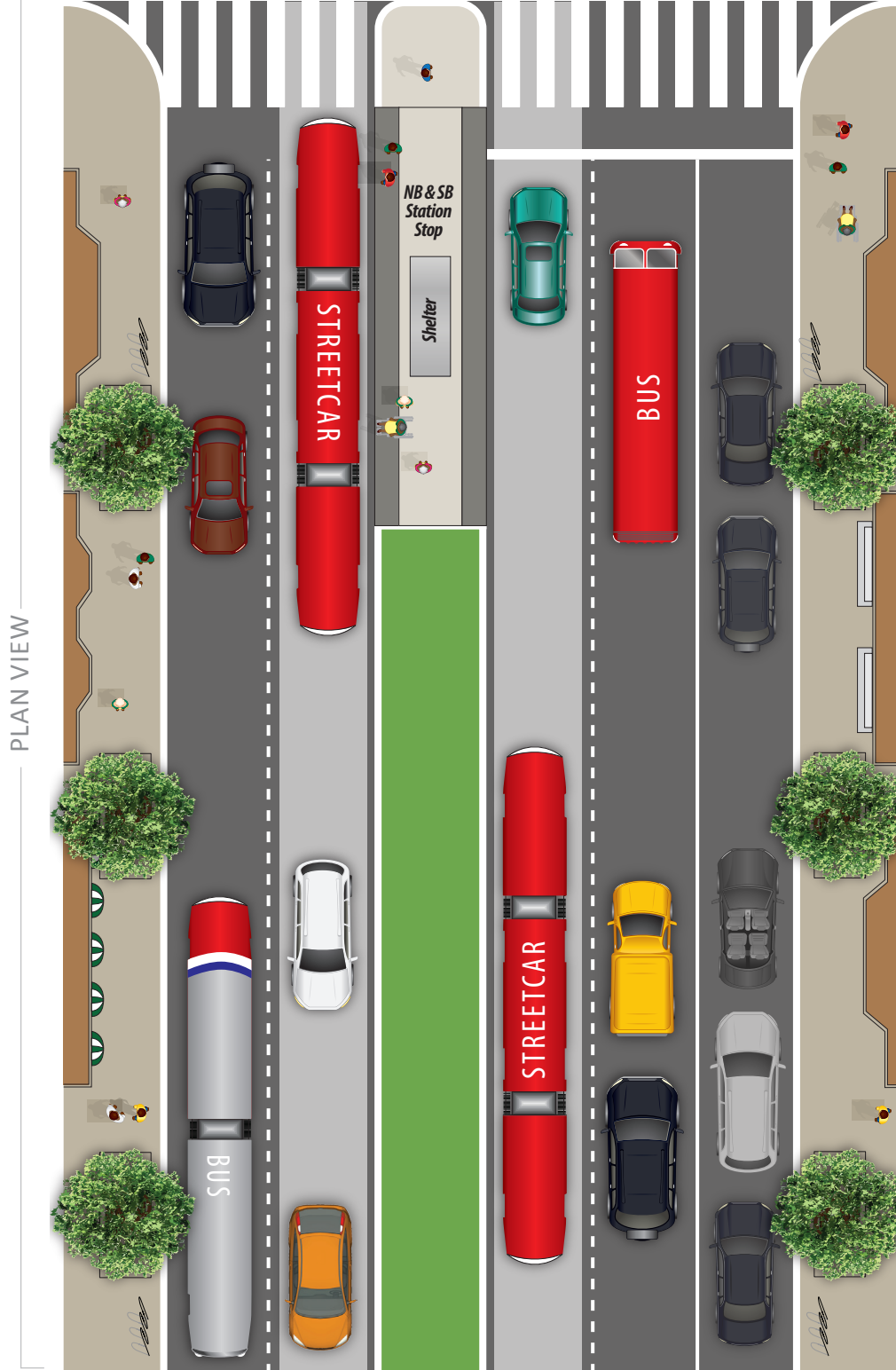
Streetcar in Shared Lane with Center Stop and Parking on One Side

- Center Stops
- Parking on one side



LEGEND

- Two-way Alignment
- One-way Alignment
- Future Coordination with SE/SW Study
- Typical Sections 60'-70' curb-to-curb



North-South Corridor Planning Study

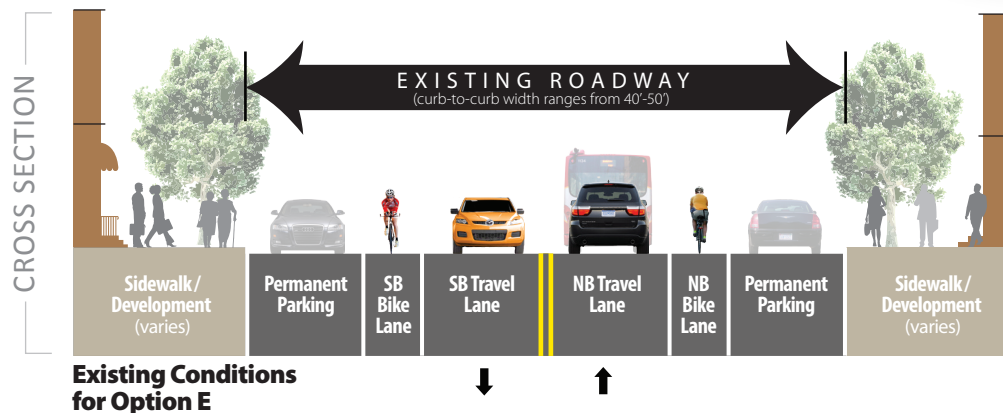
Proposed Improvements - Cross Sections/Plan View

50'-60' Options

E EXISTING CONDITIONS

Travel Lanes with Permanent Parking and a Median

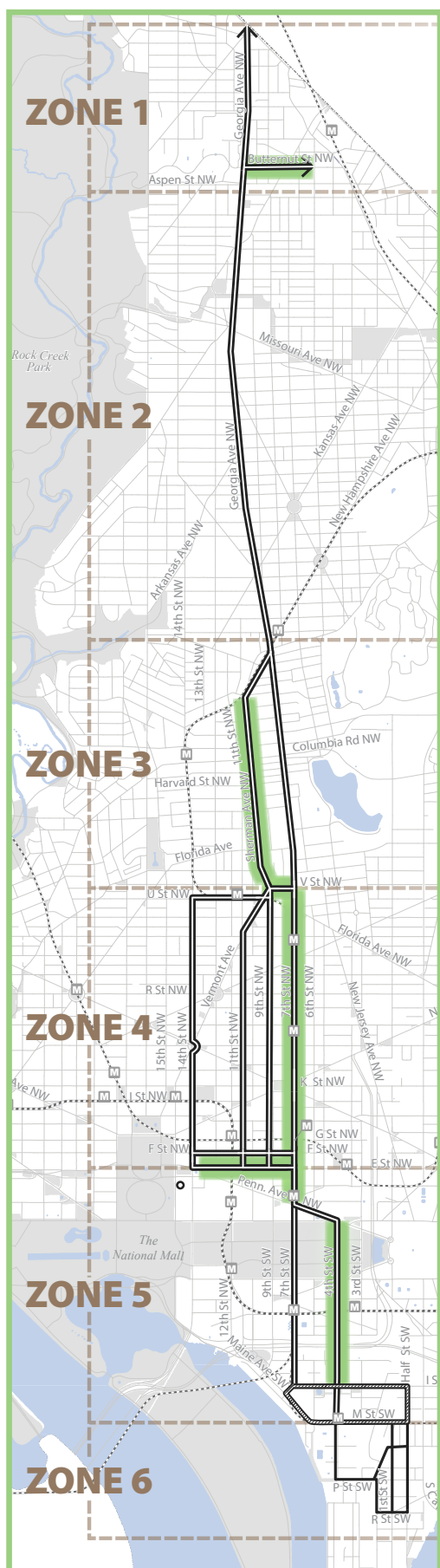
- Typically 50' Curb-to-Curb
- Two Travel Lanes
- Permanent Parking on both sides
- Bike Lanes



E PROPOSED IMPROVEMENTS

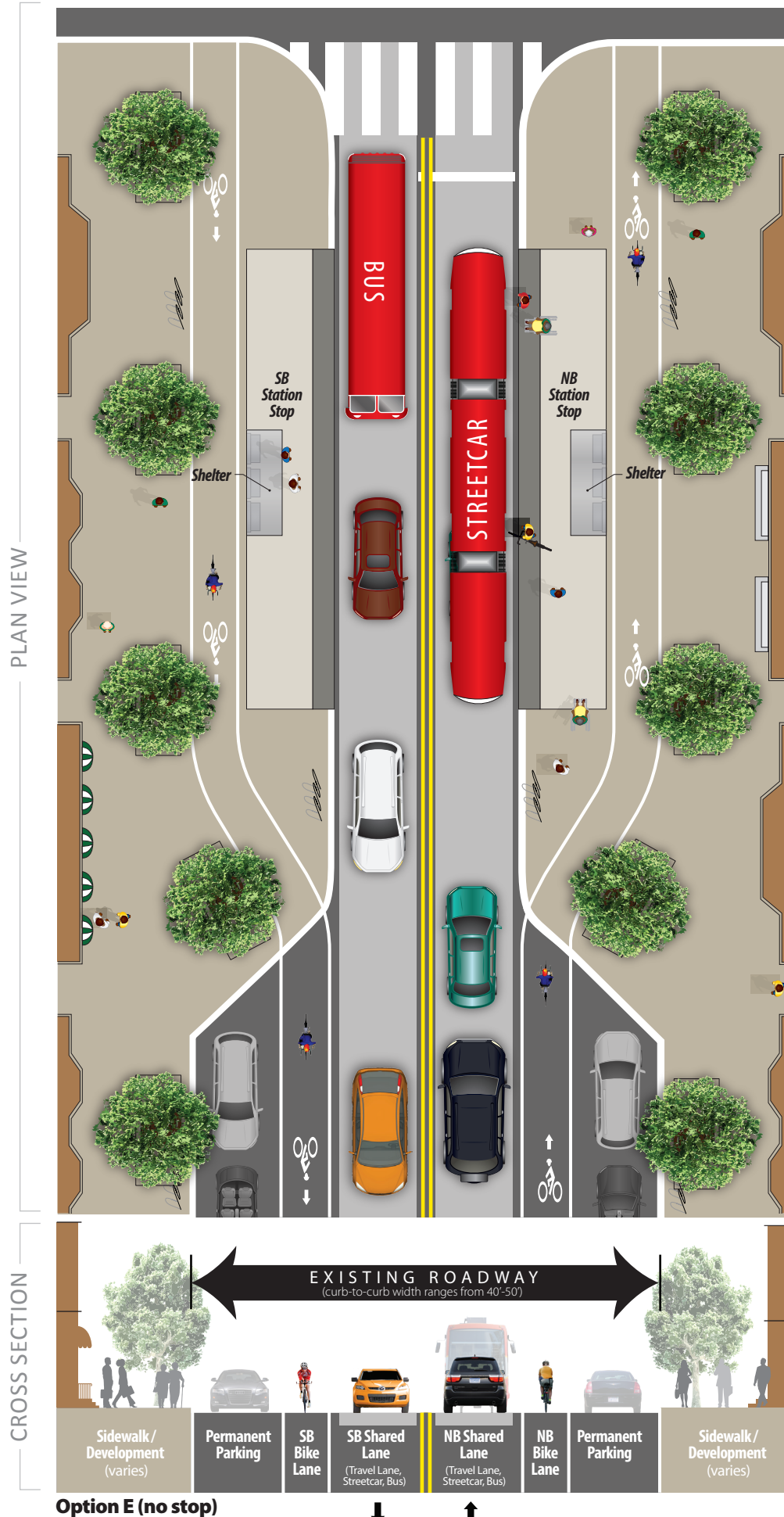
Streetcar in Shared Lane with Bike Lanes and Parking

- Bulb Out Stops
- Parking on Both Sides



LEGEND

- Two-way Alignment
- One-way Alignment
- Future Coordination with SE/SW Study
- Typical Sections 60'-70' curb-to-curb



North-South Corridor Planning Study

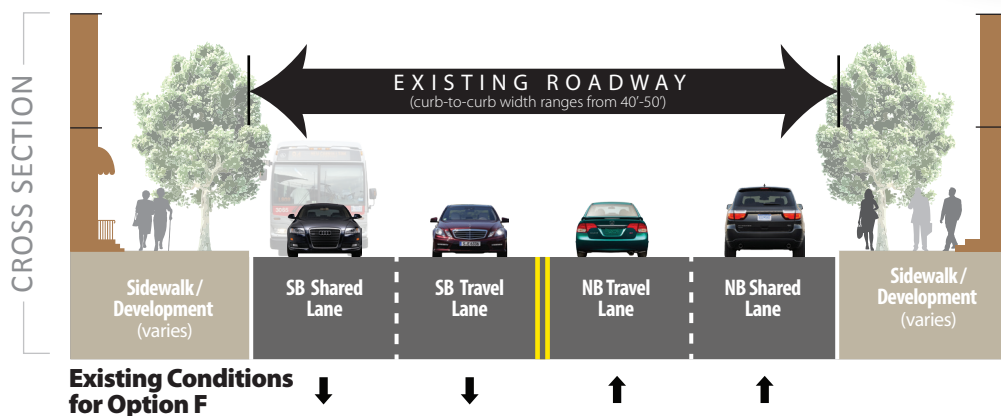
Proposed Improvements - Cross Sections/Plan View

50'-60' Options

F EXISTING CONDITIONS

Travel Lanes and No Parking

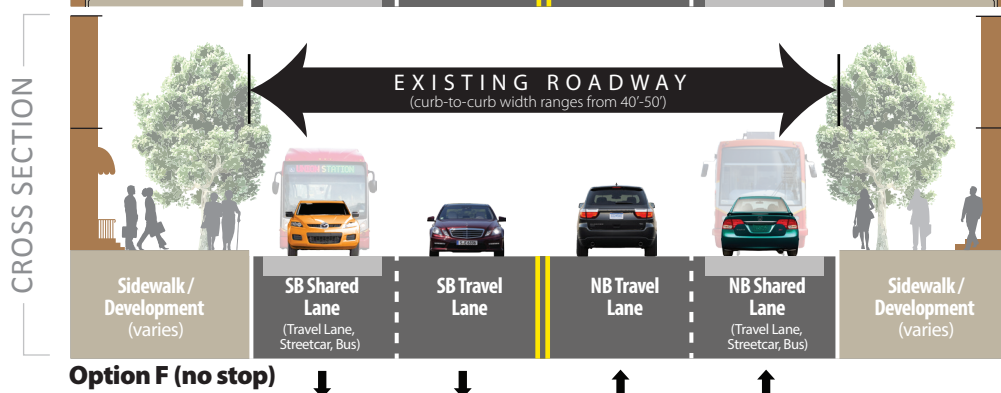
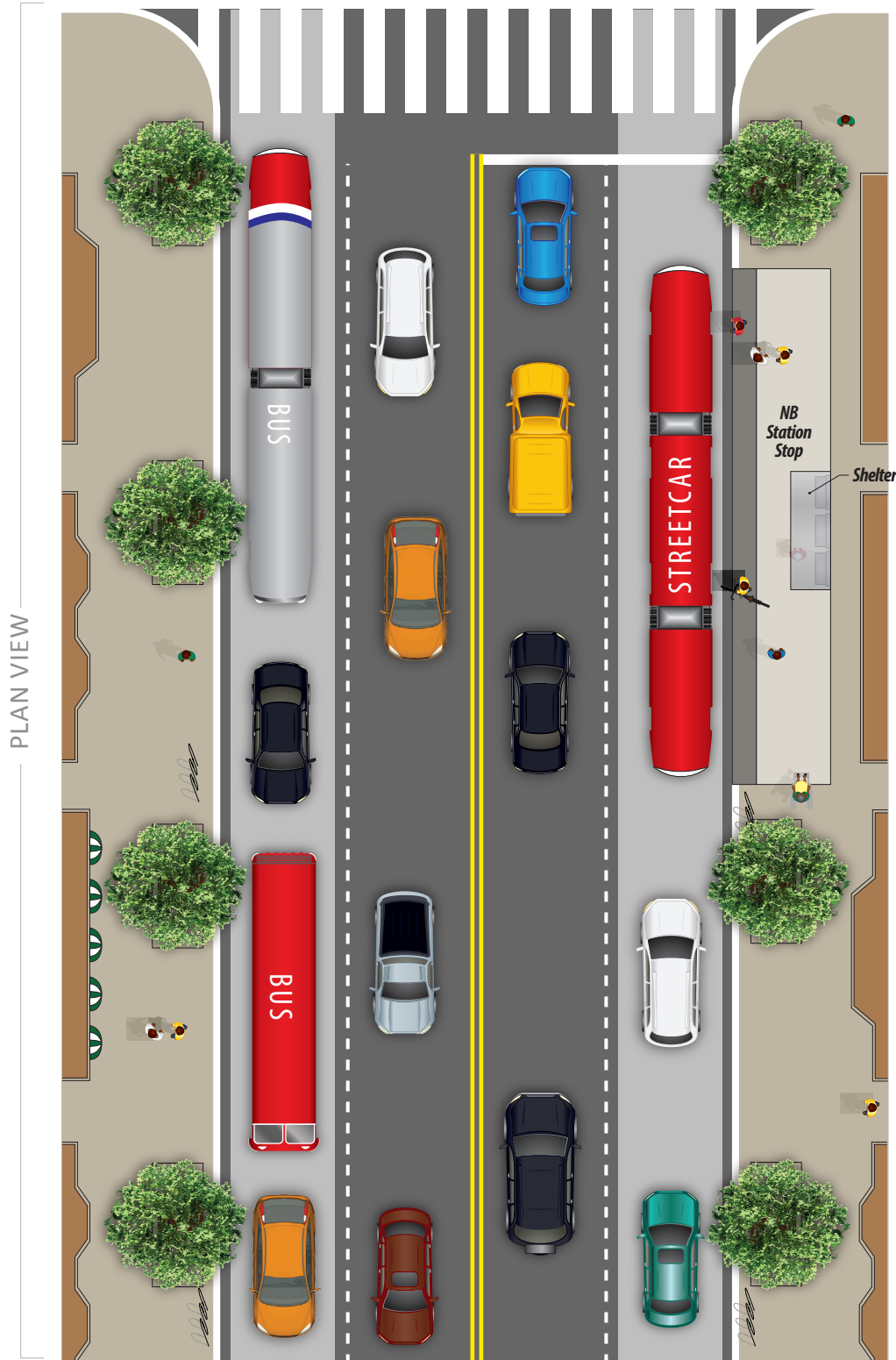
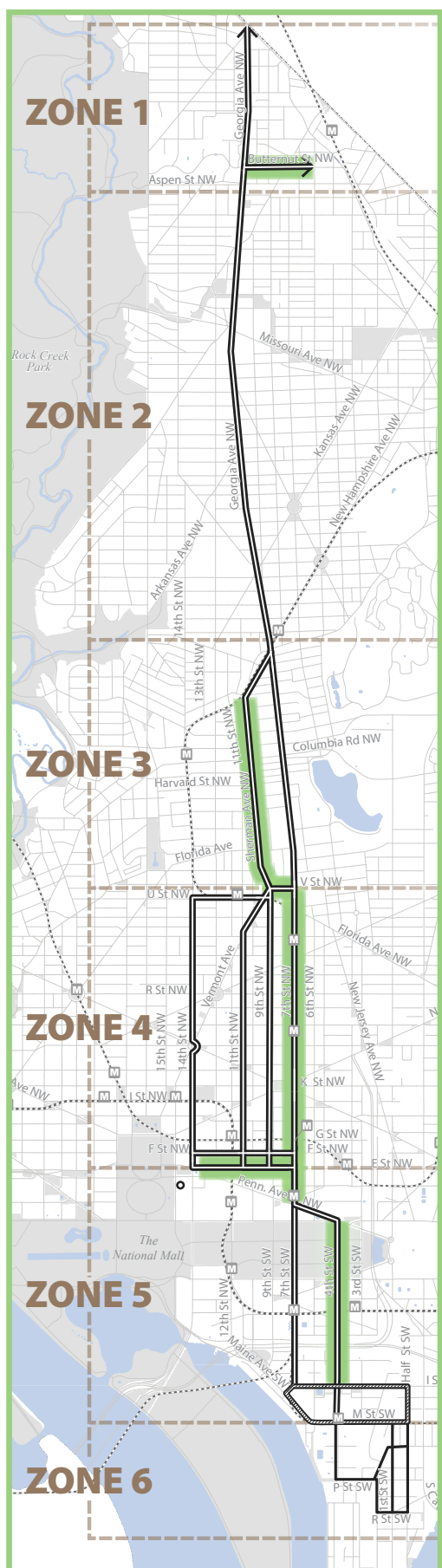
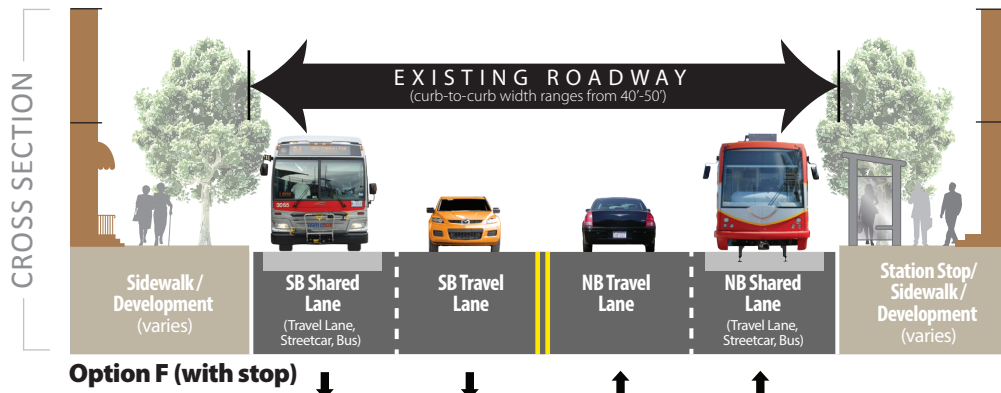
- Typically 40' Curb-to-Curb
- 4 Travel Lanes
- No Parking



F PROPOSED IMPROVEMENTS

Streetcar in Shared Lane and No Parking

- Curb Side Stops
- Shared Lane
- Parking Eliminated



North-South Corridor Planning Study

Proposed Improvements - Cross Sections/Plan View

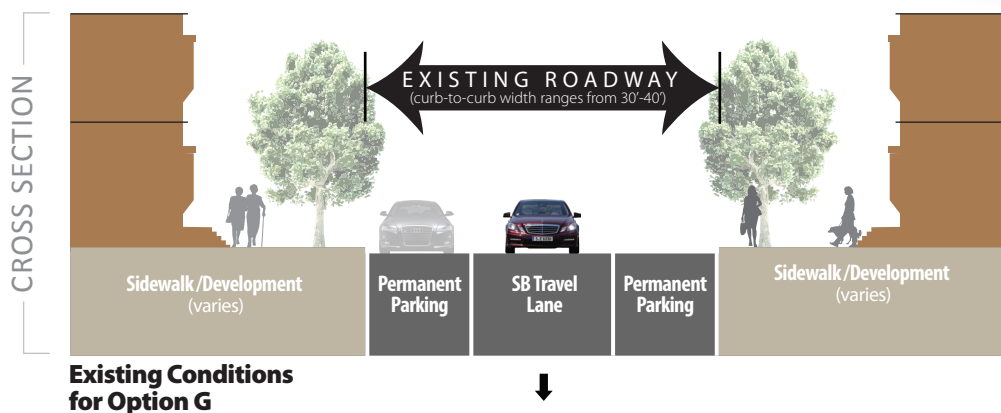
30'-40' Options

G

EXISTING CONDITIONS

One Travel Lane with Permanent Parking (one-way street)

- Typically 30' Curb-to-Curb
- Travel Lane in one direction
- Permanent Parking on both sides

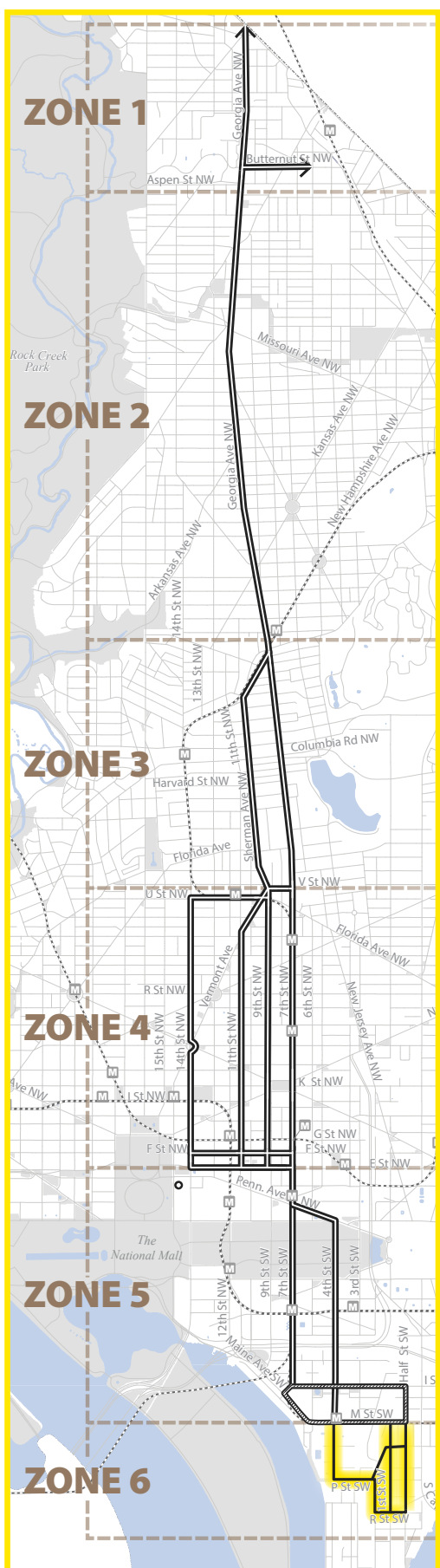
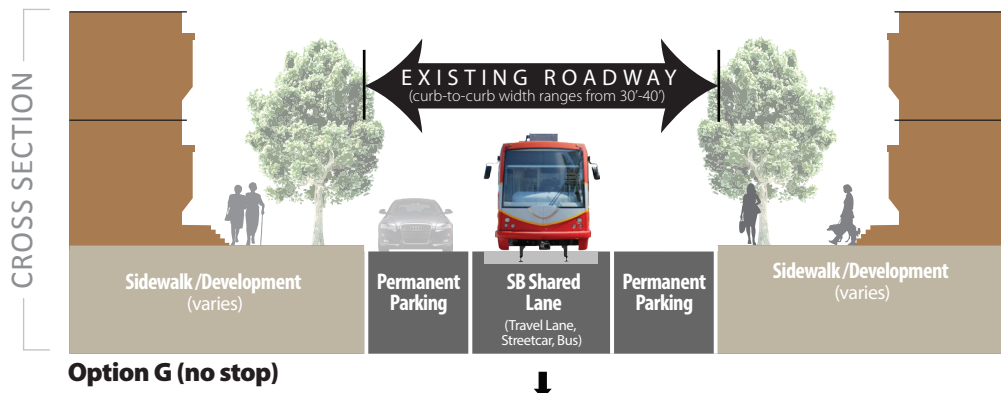


G

PROPOSED IMPROVEMENTS

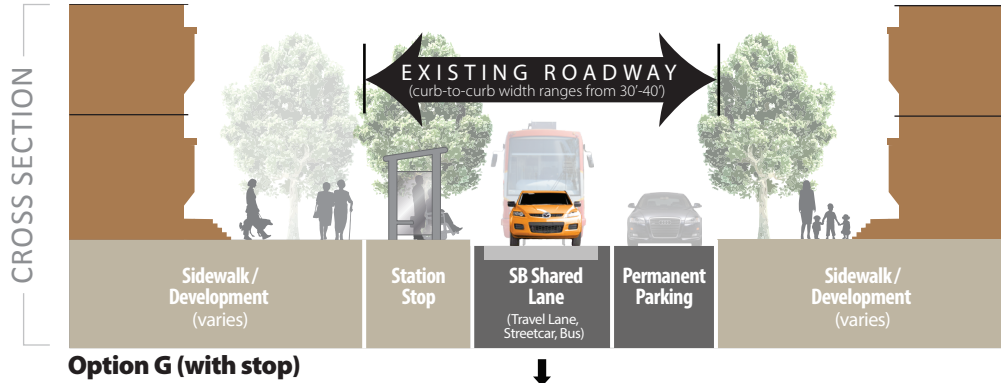
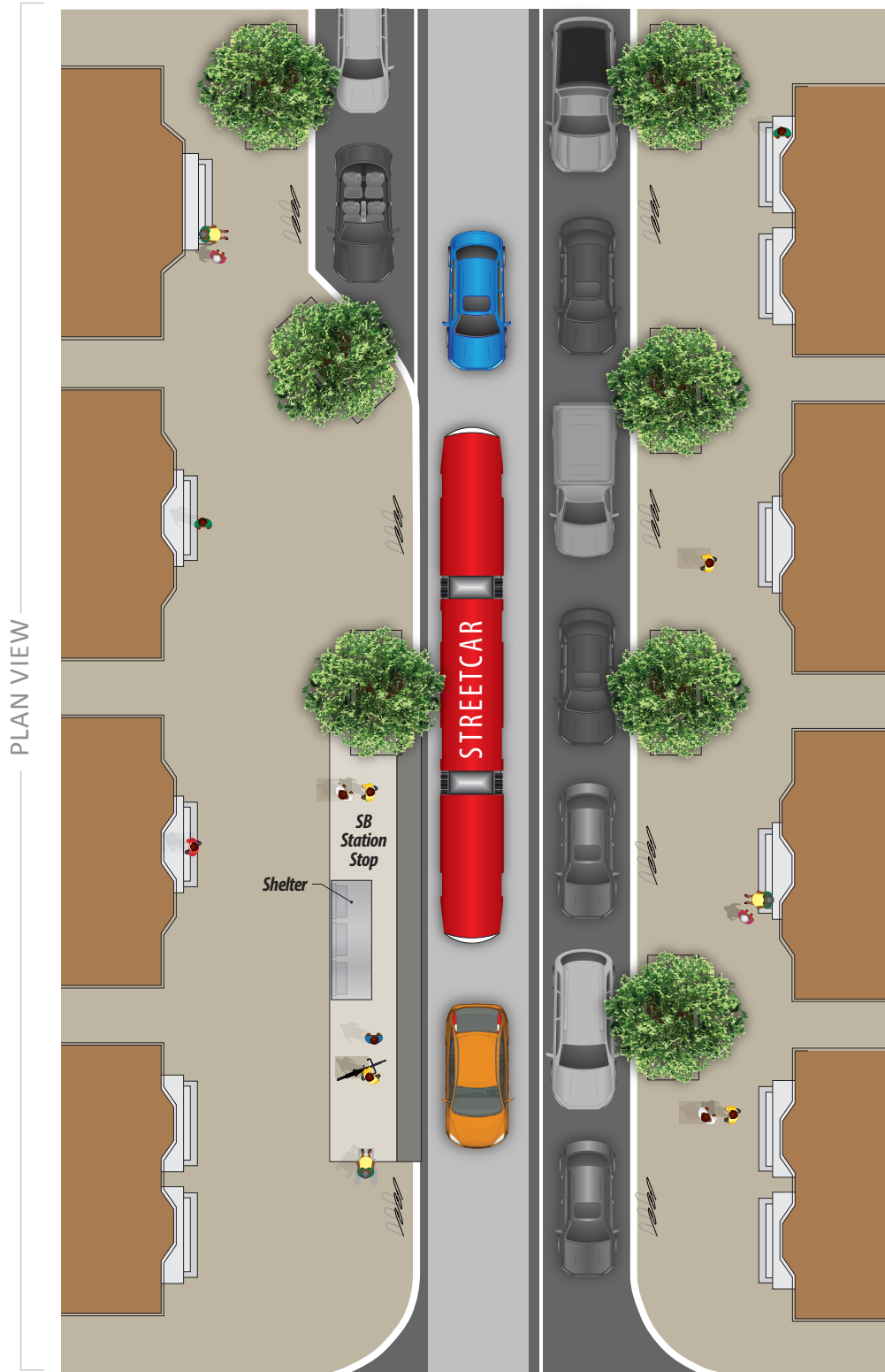
Streetcar in Shared Lane with Parking (one-way street)

- Bulb Out Stops
- Parking on both sides
- One-Way Traffic



LEGEND

- Two-way Alignment
- One-way Alignment
- Future Coordination with SE/SW Study
- Typical Sections 60'-70' curb-to-curb



North-South Corridor Planning Study

Proposed Improvements - Cross Sections/Plan View

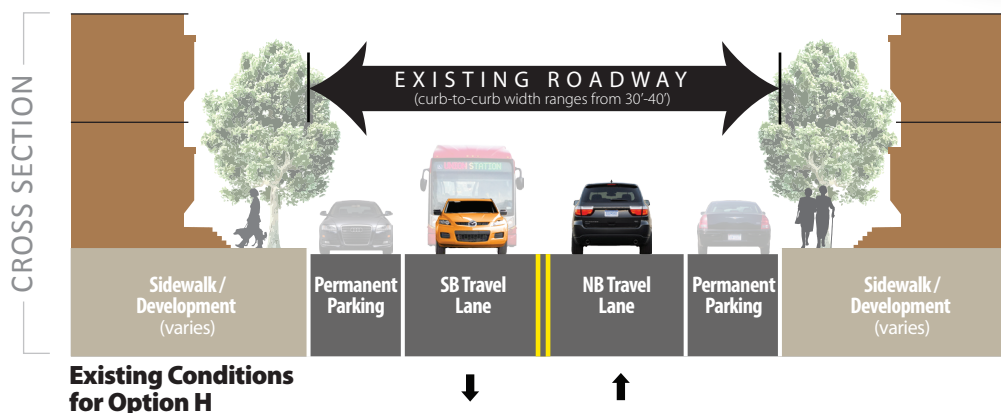
30'-40' Options

H

EXISTING CONDITIONS

Two Travel Lanes with Permanent Parking

- Typically 40' Curb-to-Curb
- Travel Lanes in both directions
- Permanent Parking on both sides



H

PROPOSED IMPROVEMENTS

Streetcar in Shared Lane and Parking on Both Sides

- Bulb Out Stops
- Parking on both sides

