



Northern Virginia North-South Corridor Master Plan Additional Study Information

What is a Corridor of Statewide Significance?

In the VTRANS 2035 plan (2009), Corridors of Statewide Significance were named for the first time. Legislation the same year solidified the status of these corridors within the Commonwealth.

Corridors of Statewide Significance must meet the following criteria:

- Involve multiple modes or be a freight corridor extending beyond an individual region;
- Connect regions, states, or major activity centers;
- Provide a high level or volume of transport; and
- Have a unique statewide function or fulfill a statewide goal.

A Corridor of Statewide Significance is defined as, “An integrated, multimodal network of transportation facilities that connect major centers of activity within and through the Commonwealth and promote the movement of people and goods essential to the economic prosperity of the State.”

The Commonwealth Transportation Board is responsible for designating Corridors of Statewide Significance. The Office of Intermodal Planning and Investment, housed within the Office of the Secretary of Transportation, is responsible for studying these corridors.

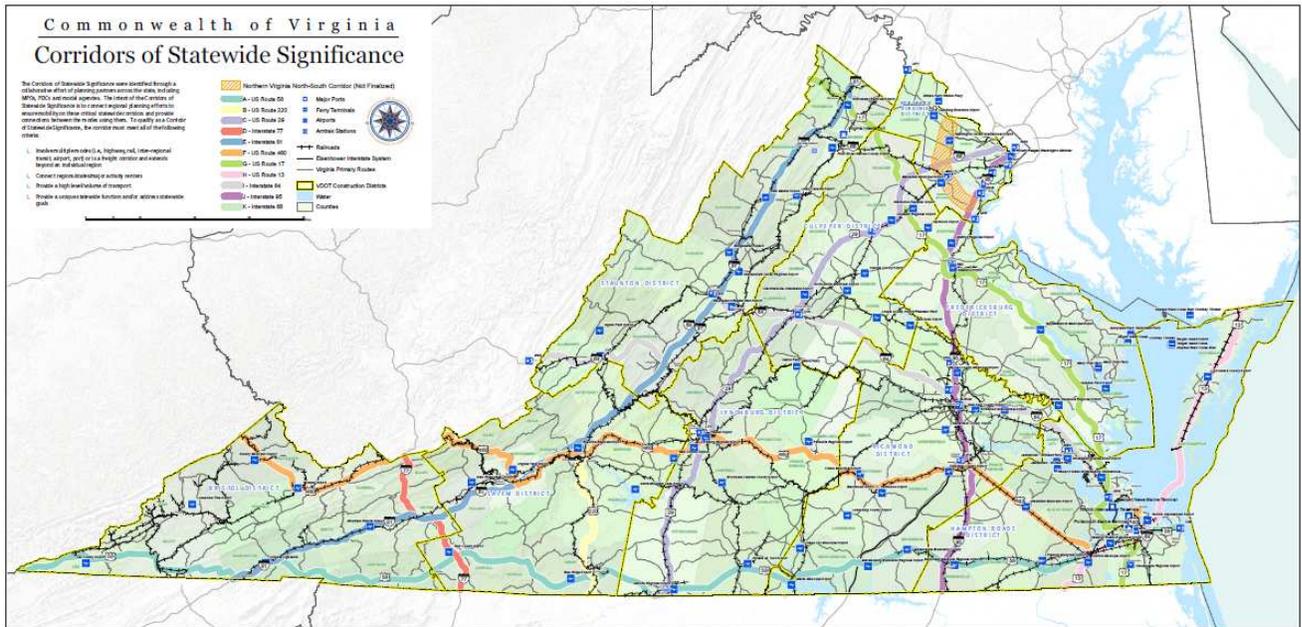
What is the purpose of the Northern Virginia North-South Corridor Master Plan Study and what is the study process?

The purpose of this study is to document existing plans related to the corridor, project future multimodal travel conditions, identify corridor needs based on technical analysis, and present recommendations for how the corridor should be improved in the future to promote the movement of people and goods essential to the economic prosperity of the State. At the beginning of the study, a corridor vision, goals, and objectives were established and the final recommendations will tie back to these guiding elements. The study’s final recommendations for the corridor will discuss their potential environmental and economic impact and will include an implementation action plan for making the recommendations a reality.

What are the other Corridors of Statewide Significance within the Commonwealth?

The 12 Corridors of Statewide Significance span the entire Commonwealth, as shown in the below list and map.

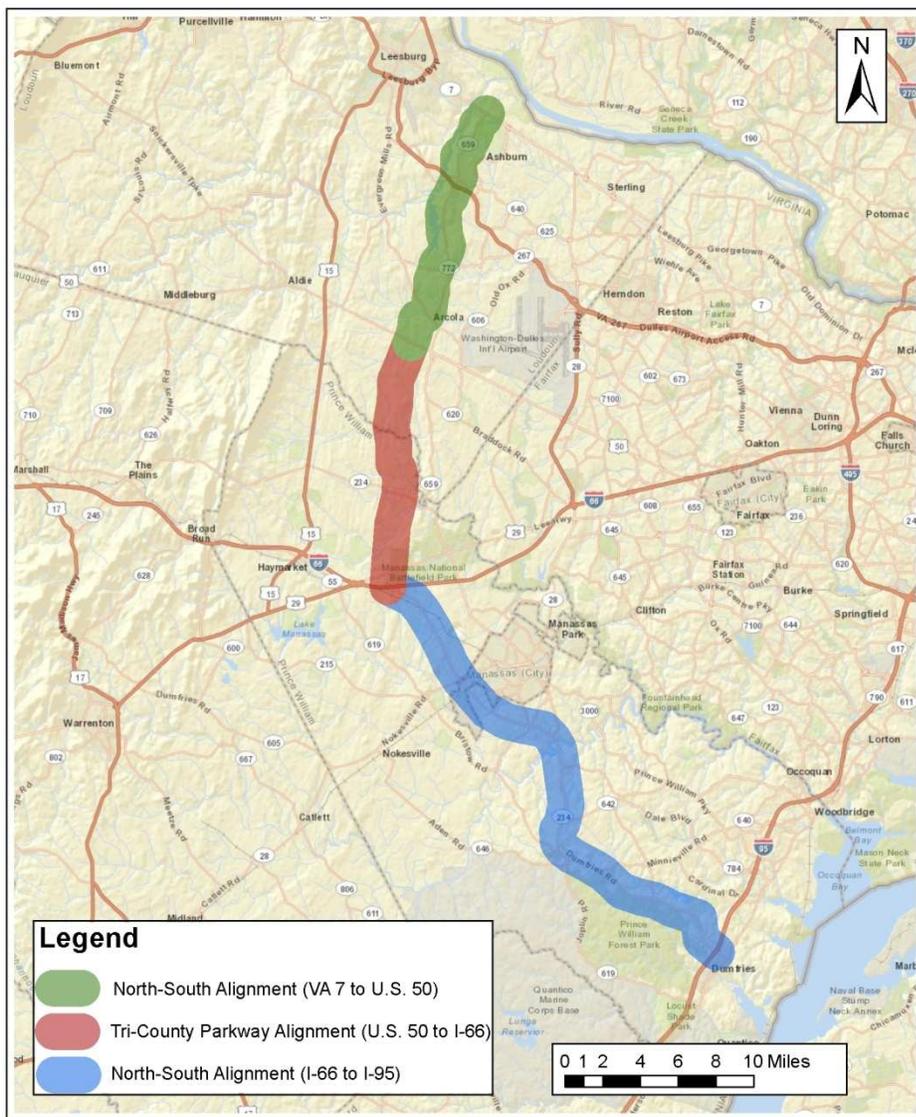
- Coastal Corridor (U.S. 17)
- Crescent Corridor (I-81)
- East-West Corridor (I-64)
- Eastern Shore Corridor (Route 13)
- Heartland Corridor (U.S. 460)
- North Carolina to WV Corridor (U.S. 220)
- Northern Virginia Corridor (I-66)
- Seminole Corridor (U.S. 29)
- Southside Corridor (U.S. 58)
- Washington to NC Corridor (I-95)
- Western Mountain Corridor (I-77)
- Northern Virginia North-South Corridor (new)



How is the Northern Virginia North-South Corridor defined?

In its resolution of May 18, 2011, the Commonwealth Transportation Board defined the corridor as: “the area generally east and west of the Route 234/Prince William Parkway and the CTB-approved location of the Tri-County Parkway between Route 95 and 50, and connections to the Dulles Greenway and Route 7...”

The corridor is approximately 45 miles in length, and a map of the corridor is shown below.



What are the goals of the Northern Virginia North-South Master Plan Study?

The study goals are based on existing statewide and local plans within the study area. They are:

- Support economic growth;
- Maintain existing assets and promote safe travel;
- Support multimodal investment; and
- Foster environmental stewardship.

What primary transportation needs have been identified within the corridor?

- Ensure adequate multimodal capacity and access to Dulles Airport and the surrounding area, including the travel needs for both people and goods (freight);
- Accommodate projected high employment and population growth within the corridor over the next 30 years, and the associated growing need for north-south travel movements;
- Connect the corridor by transit and other more sustainable transportation modes such as high occupancy vehicles and bicycle/pedestrian trails; and
- Protect environmental, community, and historical resources in any future plans for the corridor.

What does the study assume as the future 2040 baseline condition for the corridor?

The study assumes that the Washington metropolitan region's financially Constrained Long-Range Plan (CLRP) will be constructed as it is currently adopted through 2040. Based on the CLRP, it assumes that the Tri-County Parkway will be constructed and will connect north of U.S. 50 via Northstar Boulevard and Belmont Ridge Road (VA 659) to VA 7. It also assumes the closure of the roadways inside Manassas National Battlefield Park and the construction of the Battlefield Bypass, as these also are included in the regional CLRP.

What alternatives are being studied?

Two alternatives are being defined during the Corridor Master Plan process. The two alternatives include elements of existing local plans and in some cases additional elements will be included, in order to address the study's goals and objectives. The alternatives consider peak-period (weekday morning and evening) High-Occupancy Toll (HOT) lanes, additional connectivity to Dulles Airport and the surrounding high-growth areas west of the airport, expanded connectivity of transit in the corridor and an expanded network of bicycle and pedestrian trails within the corridor. Comments received from the public along with consideration of transportation analysis results of the two initial alternatives will be used to recommend a third or refined alternative.

How will the alternatives be evaluated?

Alternatives 1 and 2 are measured against specific performance measures that are directly related to the goals and objectives of the study. The components of those alternatives, that best address the study goals and objectives along with public input, will be used to develop a refined alternative recommendation for the future of the Northern Virginia North-South Corridor.

What happens after the Corridor Master Plan planning process is complete?

The Corridor Master Plan document will include an implementation action plan describing how the Commonwealth, its agencies (VDOT, DRPT, Aviation), Counties (Loudoun and Prince William), and other regional bodies (Metropolitan Washington Airports Authority, Metropolitan Washington Council of Governments Transportation Planning Board) can work together to achieve the recommendations of the Corridor Master Plan. These may include adding the corridor recommendations to county comprehensive plans, beginning environmental processes under NEPA, and identifying a financing strategy to secure funds to construct new multimodal facilities.

How can the public participate in the process?

The Office of Intermodal Planning is hosting two public meetings in December in Loudoun County and Prince William County.

The Office of Intermodal Planning and Investment will be posting a series of newsletters to its web site, <http://www.vtrans.org>.