

City of Alexandria Long-Range Plan										Land Use			
Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes	How well does project focus investment near existing or proposed population or employment?	How well does project focus investment near opportunities for economic development?	
8	Eisenhower Avenue Metrorail Platform Extension	Construction of station entrance north of Eisenhower Avenue as development occurs to provide direct pedestrian access to the station without the crossing of Eisenhower Avenue.	1992 TMP	Project	Transit	More than \$5 million	1-5 years	In Progress	Yes	The Eisenhower Avenue Metro Station can only be accessed from the South side of Eisenhower Avenue, but a great deal of existing and future development is taking place on the north side of this street—much of it federal office space. Not only is the existing limited station access unsafe; it discourages transit use. The City has received over \$2 million in federal funding to begin to plan for the reconfiguration and expansion of the platform of this station to the north side of Eisenhower. The City estimates that over \$16 million in additional funding is needed, and would appreciate additional federal assistance. This is our highest priority heavy rail funding request. Project in concept development. Construction to follow widening of Eisenhower Avenue.	4	4	8
11	Streetscape improvements to Mount Vernon Avenue	Streetscape improvements along Mt. Vernon Avenue from Glebe to northern City limit including street furniture, crosswalks, public art, public amenities and loading areas	Arlandria SAP	Project	Pedestrian	Less than \$1 million	1-5 years	In Progress	Yes		4	4	8
2	Transit Corridor 'C' /Van Dorn Street reconstruction	Reconstruction of Van Dorn Street from the railway crossing to the entrance to the existing Landmark Mall (future West End Town Center) to accommodate dedicated transit lanes and streetscape improvements.	2008 TMP	Project	Transit	More than \$5 million	5-10 years	Not Started	Yes	At time of development or transit system implementation \$4.2 million in federal funds requested to implement this service. The Van Dorn-Beauregard transit corridor is sometimes referred to as the Kingstowne-Pentagon service. This new service would serve the Washington Headquarters Services facility at the Mark Center, which is scheduled to open in 2011.	5	5	10
3	Landmark Transit Station	Construction of intermodal Transit Station at or Near Landmark Mall to serve the transfer point of the 'B' and 'C' transit corridors.	2008 TMP	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes	At time of development or transit system implementation	5	5	10
4	Potomac Yard Metrorail Station	Construction of new inline Metrorail Station in Potomac Yard.	1992 TMP	Project	Transit	More than \$5 million	5-10 years	Not Started	Yes	Multi-phase project to begin with Environmental Study. Right-of-way reserved for proposed infill station. Approved Alternative Concept Plan for Potomac Yard does not require construction of this station. Estimated cost of construction is \$250 million.	5	5	10
5	Holmes Run Greenway/Eisenhower East Shared-Use Path Improvements	Improvements to Holmes Run Greenway between Beauregard Avenue and N. Ripley Street and construction of a trail connection from Mill Road at Eisenhower Avenue to South Payne Street.	2008 TMP	Project	Bicycle	More than \$5 million	5-10 years	Not Started	No	One portion of the path currently provides access under Interstate 395 and Van Dorn Street via a tunnel and underpass. The trail also crosses Beauregard Street at grade. In 2010, the City will begin two engineering studies. One will examine feasibility of making major improvements to the trail to address safety and accessibility of the crossings, tunnels and intersections. This study is expected to develop preliminary design plans and cost estimates. A second study will explore feasibility of building the trail from Mill Road to South Payne Street on the Old Cameron Run Channel. The City requests multi-year funding for this project in the reauthorization of SAFETEA-LU.	4	4	8
6	Redesign intersection of Mt. Vernon & Russell Road.	Construction of intersection improvements including pedestrian upgrades and revised intersection geometry.	Arlandria SAP	Project	Streets	Less than \$1 million	5-10 years	Not Started	Yes		5	5	10
9	Van Dorn Street bridge widening	Widening of Van Dorn Street over Duke Street to accommodate pedestrians		Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes	At time of development of Landmark Mall or Van Dorn Street reconstruction	4	4	8
10	Backlick Run multipurpose trail	Construction of shared use path between Boothe Park west to Fairfax County line.	Landmark/Van Dorn SAP	Project	Bicycle	\$1-5 million	5-10 years	Not Started	Yes	As funding becomes available from development or other sources	4	3	7
12	High Street construction	Construction of New High Street west of and parallel to Van Dorn Street from West End Town Center to Pickett Street, including Duke Street grade separated crossing	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes	At time of development, completed as needed by City	4	5	9
14	Construct Metro Station Road (Eisenhower)		Eisenhower East SAP	Project	Streets	More than \$5 million	5-10 years	Not Started	No		4	4	8

18	Interstate-95 Service Road Between U.S. Route 1 and Telegraph Road With Connections to Mill Road	Construction of two-lane service road along the north side of I-95 to improve access to Eisenhower Valley between the U.S. Route 1 and Telegraph Road Interchanges.	1992 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	No	Additional access ramps to the valley from the Beltway at Mill Road will absorb a significant portion of traffic destined to the developments in the corridor and will relieve some of the congestion at the interchanges and along U.S. Route 1 and on Duke Street. Although this will be an Interstate Highway System project, requiring no funding from the City, the project may be funded by developers in the valley to accelerate construction and is a requirement of the Carlyle project. The City Council has indicated to VDOT their desire to have this access provided to the Valley (King Street/Eisenhower Avenue Metro Station Small Area Plan).	4	4	8
19	South Van Dorn Street Improvements at the City Limits	Construction of an additional lane to the southbound roadway from the Metrorail access ramp to the I-95 interchange. An additional lane should be added to the northbound roadway from the I-95 interchange to the Metro access ramp.	1992 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	No	This action will provide improved access to and from the Van Dorn Metrorail Station and the Eisenhower Valley.	3	3	6
1	Transit Corridor 'B' /Duke Street reconstruction- I-395 to Van Dorn	Reconstruction of Duke Street from I-395 to Van Dorn Street interchange to accommodate dedicated transit lanes.	2008 TMP	Project	Transit	More than \$5 million	10+ years	Not Started	Yes	At time of development or transit system implementation	5	5	10
7	Multimodal bridge from Van Dorn Metro to Pickett	Construction of multimodal bridge and roadway, from Van Dorn Metro to Pickett Street	Landmark/Van Dorn SAP	Project	Bicycle	More than \$5 million	10+ years	Not Started	Yes		4	4	8
13	Duke Street (Route 236) from Wheeler Avenue to Jordan Street	Construction of a fifth lane to accommodate safe left turns to adjacent residences and businesses along Duke Street. Raised medians should be used at various locations to protect left turning vehicles, to restrict some turning movements and to provide pedestrian refuge	1992 TMP	Project	Streets	More than \$5 million	10+ years	Not Started	No		4	3	7
15	Clermont Interchange with I-95 and connection to Eisenhower Avenue	This interchange and the connecting roadways will improve access to the Cameron Valley and the Eisenhower Corridor.	Eisenhower East SAP	Project	Streets	More than \$5 million	10+ years	Not Started	No	The City Council recognized the critical need for improved access to the Eisenhower Valley and requested that the State investigate a connection between I-95 (the Capital Beltway) and Eisenhower Avenue. The City Council has indicated to VDOT their support of the interchange. (King St./Eisenhower Ave. Metro Station Small Area Plan).	4	4	8
16	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes		5	5	10
17	Construct Holland Lane Extension	Extension of Holland Lane south from Eisenhower Avenue to Old Cameron Run Channel	Eisenhower East SAP	Project	Streets	More than \$5 million	10+ years	Not Started	No		5	5	10
20	Edsall Road Connector to Farrington Avenue and South Pickett Street	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve sections of South Van Dorn Street to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	1992 TMP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes		3	3	6

LRP - Programs

City of Alexandria Long-Range Plan									
Programs									
Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
Access to Transit	Pedestrian facility improvements within 1/16th mile of conventional bus stops, 1/8 mile of future high-capacity transit routes and 1/2 mile of all Metrorail stations.	2008 Bike-Ped Mobility Plan	Program	Pedestrian	More than \$5 million	0-2 Years	In Progress	No	Timing dependent on availability of funds
Parking technology	Increase the use of information technology to provide real-time parking location and availability information, specifically Multi-Space Meters	2008 TMP, King Street, Eisenhower	Program	Streets	\$1-5 million	0-2 Years	In Progress	No	
Transportation Demand Management (TDM)	Expand TDM program to include the following: A- City stipend- similar to its transit subsidy- for employees who bicycle or walk to work at least four times a week. B-Reformat the alternative transportation website. C- Develop new and enhance existing education programs to market and educate the public on TDM strategies.	2008 TMP	Program	Transit	\$1-5 million	0-2 Years	Ongoing	No	
Improved Metrobus and DASH Service	Continue to provide improvements and additional DASH and Metrobus service as demand warrants, connecting residential and employment centers, and Metrorail stations	1992 TMP	Program	Transit	More than \$5 million	0-2 Years	Ongoing	No	
Bicycle Racks	Add 500 bicycle racks (including ample covered parking sites) and create a revolving fund to accommodate partial contributions to bicycle parking at focus bicycle parking areas as identified on the Bicycle Facilities Update map.	2008 TMP	Program	Bicycle	Less than \$1 million	0-2 Years	Not Started	No	
Bike racks on buses	Add bike racks to all transit vehicles that operate in the City- specifically all DASH buses- by 2009	2008 TMP	Program	Bicycle	Less than \$1 million	0-2 Years	Not Started	No	
Improve Bicycle Connectivity	Improve bike connectivity between Mt. Vernon Avenue and Braddock Metro Station, improve bike connectivity between Hunting Terrace and Old Town, under Woodrow Wilson Bridge	2008 TMP, Mt. Vernon, Hunting Terrace	Program	Bicycle	\$1-5 million	0-2 Years	In Progress	No	
Community Pathways	Provide pedestrian facilities in neighborhood commercial centers and residential neighborhoods that are not listed in other programs but are critical to cohesion of city neighborhoods.	2008 Bike-Ped Mobility Plan	Program	Pedestrian	\$1-5 million	0-2 Years	Ongoing	No	Timing dependent on availability of funds
On-Street Bikeways	Improve more than 60 miles of new on-road bicycle facilities to provide access and improve safety. Goal set in 2008 Transportation Master Plan to add 2 miles of bikeways and pilot new/innovative bicycle projects on an annual basis. A- 2008- shared bicycle/transit lane. B- 2009- Bicycle boulevard. C- 2010- Raised bicycle lane	2008 Bike-Ped Mobility Plan	Program	Pedestrian	\$1-5 million	0-2 Years	In Progress	No	Timing dependent on availability of funds
Off-Street Trails	Provide 18+ miles of new trails or side paths. This project does not include grade separated crossings.	2008 Bike-Ped Mobility Plan	Program	Pedestrian	More than \$5 million	0-2 Years	In Progress	No	Timing dependent on availability of funds
Provide missing curb ramps, crosswalks, and street lights at intersections throughout the Braddock Metro Plan Area		Braddock Metro	Program	Pedestrian	\$1-5 million	0-2 Years	Ongoing	Yes	
Provide street trees, pedestrian-scale sidewalk lighting, and bicycle facilities on "walking streets"		Braddock Metro	Program	Pedestrian	\$1-5 million	0-2 Years	Not Started	Yes	- Timing dependent on availability of funds
Provide street trees, pedestrian-scale sidewalk lighting, and bicycle facilities on non-"walking streets"		Braddock Metro	Program	Pedestrian	More than \$5 million	0-2 Years	Not Started	Yes	- Walking street improvements will be prioritized by BIAG; Task will be coordinated with redevelopment activities; Timing dependent on availability of funding
Incorporate technology into all aspects of transportation infrastructure	Improve mobility on the City's arterial streets through the development of a comprehensive policy for incorporating technology into all aspects of transportation infrastructure. Redesign signal timings and coordination to coincide with the main flow of traffic during peak periods. Install traffic response program using roadway sensors to adjust signal timings according to directional traffic flow	2008 TMP	Program	Streets	\$1-5 million	0-2 Years	Ongoing	No	
Improve safety at signalized intersections	Use signal technology and sensors to reduce speeding on arterial streets. Use cameras and law enforcement and signal timing to minimize red-light running. Convert all pedestrian signals to countdown signals. Install signal pre-emption for emergency vehicles and transit.	2008 TMP	Program	Streets	\$1-5 million	0-2 Years	Ongoing	No	
Bus Shelter Program	Continue the bus shelter program for transit riders at heavy boarding points	1992 TMP, Hunting Terrace		Transit	\$1-5 million	0-2 Years	Ongoing	No	
Mt. Vernon Avenue at East/West Glebe road intersection improvements	It is recommended that traffic improvements be implemented at this intersection, including signalization, channelization for turning movements, and accommodations for pedestrians.	1992 TMP	Program	Pedestrian	Less than \$1 million	2-5 Years	Not Started	Yes	Identified in Arlandria Plan
Redesign intersection of Mt. Vernon and Four Mile Road.	Construct cul-de-sac from Bruce Street into Park and construct new 'T' intersection	Arlandria Plan	Program	Streets	Less than \$1 million	2-5 Years	Not Started	No	
HOV lanes	Explore opportunities to enhance the use of high-occupancy vehicle (HOV) lanes as a traffic management strategy for periods of peak travel demand. Study existing HOV travel lanes to determine if changes in their operations would improve traffic flow during peak travel periods. Evaluate opportunities for implementation of additional or expanded HOV travel lanes or reduction of existing HOV travel lanes on City streets.		Program	Streets	Less than \$1 million	2-5 Years	Not Started	Yes	