

LRP - Studies

City of Alexandria Long-Range Plan

June 1, 2011

Studies

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
1	Pedestrian safety improvements at Route 1/Fayette Street, at Route 1/First Street, and at Braddock/Wythe/West intersections	Study should evaluate and propose improvements to pedestrian safety, accessibility and comfort for pedestrians wishing to cross the streets and to access Metro. Considerations may include, among others, traffic management, signals, new crosswalks and pedestrian refuge islands.	Braddock SAP	Study	Streets	Cost		Not Started		
2	Parking study	Comprehensive study of City parking supply, demand and parking policies. Evaluate existing on-street parking restrictions and parking for existing residents.	Mt. Vernon King Street Plan Braddock SAP	Study				Ongoing		
3	Carpool and Car sharing Study	Establish incentives and restrictions that encourage developers to plan carpool and car sharing parking	Braddock SAP	Study				On Hold		This will be evaluated as part of a BMN Parking study
4	Establish requirements for bicycle parking (on and off-street)	Require the provision of bicycle parking (both on and off-street), as described in the Bicycle and Pedestrian Mobility Plan	Braddock SAP	Study				On Hold		This will be evaluated as part of a BMN Parking study
5	Study the feasibility of a pedestrian connection between the Metro station and the Northern Gateway through the Braddock Place Development	Because of the poor quality of the existing pedestrian route along the service road, a recommended route would take pedestrians through Braddock Place plaza and potentially between the Meridian apartment tower and the northernmost office building. The study must determine if the route could be made ADA-accessible, how pedestrians would move across the flow of drop-off traffic, and whether the property owner would support a public easement through an area that is currently blocked by a fence.	Braddock SAP	Study				Not Started		
6	Study the feasibility of a walking route along the road parallel to the Metro embankment to also include transit and bike	If the pedestrian improvement through Braddock Place is infeasible, improvement and widening of the narrow four-foot sidewalk along the Metro embankment is warranted. Narrowing the adjacent service road from approximately 25' to 22' curb-to-curb between the Braddock Metro station and First Street should be studied.	Braddock SAP	Study				On Hold	Yes	Timing dependent on availability of funds
7	Evaluate Madison, Montgomery, and Queen Streets to determine feasibility of conversion from one- to two-way streets	Evaluate Madison, Montgomery and Queen streets to determine if two-way conversion is feasible. Two-way streets would improve the environment for pedestrians and bikes, and improve residential development along Madison and Montgomery and retail space along Queen Street.	Braddock SAP	Study				Not Started		Timing dependent on availability of funds
8	Explore possibility of Montgomery Street as a transit route between the Metro station and other north-south routes	Explore the possibility of Montgomery Street as a transit route between the Braddock Metro station and other north-south routes. Although this oneway street is currently used as a DASH route, the future redevelopment of the blocks along both sides of Montgomery Street create an opportunity to redesign it as both more pedestrian- and transit friendly.	Braddock SAP	Study				Not Started		Timing dependent on availability of funds
9	Study potential for non-motorized tunnel beneath rail tracks at Braddock Station	To enhance connectivity across the tracks and to encourage Metro use by Del Ray and Rosemont residents, study the feasibility of building a tunnel connection under the freight rail tracks from the Braddock Road station itself. A tunnel would provide a grand new station entry from the west, saving pedestrians walking time by eliminating the existing need to walk south to the Braddock Road underpass to reach the station.	Braddock SAP	Study				Not Started		
10	Design Holland Lane Extension		Eisenhower East SAP	Study				Not Started		
11	Design Metro Station Road (Eisenhower)		Eisenhower East SAP	Study				Not Started		
12	Edsall Road from Van Dorn Street to South Pickett Street	Study this section of roadway to determine improvements for the corridor to relieve congestion at the two intersections, including consideration of a grade separation at Edsall Road and Van Dorn Street.	1992 TMP	Study				Not Started		
13	Design and construction of Edsall/Pickett intersection Commonwealth and Reed Avenue signal and	Evaluate, Design and Reconstruct intersection of Edsall Road and Pickett Street Study the intersection of Commonwealth and Reed Avenue to	Landmark/Van Dorn SAP	Study				Not Started		Coordinate with adjacent development and Metro bridge

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14	pedestrian upgrades	determine the need for signalization and pedestrian upgrades.	Potomac Yard SAP	Study				Not Started		
15	Traffic Impacts Analysis in Potomac Yards	Study, develop and implement a comprehensive phased approach to address traffic impacts in neighborhoods adjacent to development and other impacted neighborhoods.	Potomac Yard SAP	Study				Not Started		
16	East-West connectivity in Potomac Yards	New east-west connectivity or comparable street, circulation, and/or transit improvements, should be explored as part of any proposed development and/or any future planning efforts for properties to the west of Route 1.	Potomac Yard SAP	Study				Not Started		
17	Pedestrian / Bicycle connection from Potomac Yard to Mt. Vernon Trail	Explore future connection from Lankbay K across the George Washington Memorial Parkway to the Mt. Vernon Trail.	Potomac Yard SAP	Study				Not Started		
18	Eisenhower Valley Metro Station	Construct a new Metro station in the Eisenhower Valley (Blue Line) between King Street Station and Van Dorn station	2008 TMP	Study				Not Started		Per the TMP, any small area plan that includes land in the Eisenhower Valley and proposes an increase in density beyond what is currently approved shall provide for a City-directed study of the desirability and feasibility of the development and funding of an additional Metrorail Station. If a City-directed feasibility study concludes and City Council agrees that a new Metrorail station is viable and desirable, then any proposals to add additional density to the Eisenhower Valley sections of the above mentioned plans must include a specific plan to support the development of an additional Metrorail station on Eisenhower Avenue to serve the Valley.