

PROJECTS

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
1	Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail	Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail	Potomac Yard SAP	Project	Bicycle	\$1-5 million	5-10 years	Not Started	Yes	
2	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes	
3	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 long term (Phase 2) development of Landmark Mall or Van Dorn Street reconstruction
4	Bicycle Parking at Waterfront	Provide additional bicycle parking on the waterfront in Oronoco Bay Park and near the foot of King Street with more racks and/or covered bicycle shelters.	Waterfront SAP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	
5	Corridor A Circulator Transit Service	Provide scale appropriate Circulator transit service in Corridor A south of Braddock Road Metrorail station that focuses on east-west connectivity between the existing Metrorail stations and Old Town.		Project	Transit	\$1-5 million	1-5 years	Not Started	No	
6	West End Transit Shop	Construct a new transit shop on the west end of Alexandria to support transit, alternative transportation and non-Single Occupancy Vehicle (SOV) travel	TDM Plan	Project	Transit	Less than \$1 million	5-10 years	Not Started	Yes	
7	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. City Council directed staff not to pursue this project at this time.
8	Pedestrian improvements at King Street and waterfront area	Limit vehicular access to the unit block of King Street and the Strand, between Prince and King Streets, to emergency vehicles, deliveries (limited hours), motorcoaches and the King Street trolley. The Strand would also be open to vehicles accessing the parking garages and lots that have entrances on this block. In addition, enlarge the pedestrian hub at King Street and Union Street. Consider eliminating on-street parking along the unit block of King and at the immediate intersection of King and Union Street.	Waterfront SAP	Project	Pedestrian	Less than \$1 million	5-10 years	Not Started	No	
9	Bradlee Transit Center	Construction of the Bradlee Transit Center. The project will provide bus facilities for a number of bus routes serving the area. The improvements will include bus shelters and enhanced service information, bus circulation, bicycle parking and transit amenities.	TDM Plan	Project	Transit	Less than \$1 million	1-5 years	Not Started	Yes	Enhanced bus shelters are being constructed in conjunction with the redevelopment of the Safeway site adjacent to the station.
10	Transit Corridor A – Transitway from Braddock Road to King Street	Construction of extension of CCPY Transitway south of Braddock Road to connect to King Street station	2008 TMP	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes	This project was identified in the 2008 Transportation Master Plan. In 2012 the High Capacity Transit Corridor Workgroup (CWG), Transportation Commission (TC), Planning Commission (PC) and City Council recommended that the Braddock Road Metrorail Station be the southern terminus of Corridor A. The portion of Corridor A south of Braddock Road remains on the LRP as an unfunded capital project. Consistent with the CWG, TC, PC and Council approval, a Circulator bus service project has been added to the LRP as a new project.
11	Van Dorn at Braddock Road Intersection Improvement	Replace the shared thru/left turn lanes along NB and SB Van Dorn Street with separate left turn lanes - One left, one thru and one shared thru/right lane for both NB and SB directions. Add protected/permissive left turn phasing along NB and SB Van Dorn Street.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
12	Beauregard Street at W. Braddock Road Intersection Improvement	Change dual left to single left on westbound Braddock Road and replace the left-turn lane with a thru lane.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	

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13	Quaker Lane at Seminary Road/Janneys Lane Intersection Improvement	Provide dual northbound Quaker Lane left turn lanes onto Seminary Road, and provide a dedicated right turn lane for eastbound Seminary Road.		Project	Streets	\$1-5 million	1-5 years	Not Started	Yes	This intersection capacity improvement project is needed to accommodate current and future BRAC related traffic. The EB Seminary Road approach to this intersection has been a standing issue because both right turning and through traffic share a single lane. The high volume of right turning vehicles overloads this lane creating operational problems and queues. This problem is expected to worsen as BRAC becomes fully occupied and the west end further develops. In the 1990's a project was funded as part of the "Tell it To City Hall" program to address the eastbound Seminary Road problem. Due to budget cuts and other priorities this project never materialized. The northbound Quaker Lane left turn movement is very heavy and the queue of left turning traffic many times extends into the through lanes. The performance of this movement is expected to further degrade as BRAC becomes fully occupied and further development occurs in the west end of Alexandria.
14	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	
15	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	
16	Clermont Interchange with I-95 and connection to Eisenhower Avenue	Study or consider this interchange and the connecting roadways that 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 project will need to undergo an update of environmental analysis to determine the project viability.
17	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.
18	Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	Eisenhower East SAP	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	Project to be completed as part of Hoffman warehouse parcel redevelopment.
19	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 traffic congestion on sections of South Van Dorn Street and 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	As development takes place in Alexandria or Fairfax County between Edsall Road and Pickett Street or along Farrington Avenue. To be further evaluated in Eisenhower West Plan.
*	Prince Street / Cameron Street Bicycle Lanes	Construction of new protected bicycle lanes (cycle track) on both Prince Street and Cameron Street within Old Town. Would require removal of one travel lane and new signals.	Complete Streets Policy	Project	Bicycle	Less than \$1 million	5-10 years	Not Started	No	Identified as Complete Streets project consistent with City's Complete Streets policy
*	Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	Project may be dependent on redevelopment within the block / area.
*	Royal Street Bicycle Boulevard	Construct bicycle Improvements along Royal Street between Jones Point and Bashford Street, that may include signage, traffic calming and other measures to improve north-south bicycle travel within Old Town.	2008 TMP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	Project was recommended in the Pedestrian and Bicycle Master Plan, and the Union Street Corridor Study.
*	Glebe Road bridge	Demolish existing W. Glebe Road vehicular bridge over Four Mile Run and portions of W. Glebe Road, and construct a new vehicular bridge to the east (aligned with Valley Drive), and realign W. Glebe Road.	Four Mile Run Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	
*	Four Mile Run pedestrian bridge	Construct new pedestrian/bicycle bridge over Four Mile Run where existing W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Project	Bicycle	Less than \$1 million	10+ years	Not Started	Yes	
*	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	Four Mile Run Plan	Project	Bicycle	Less than \$1 million	5-10 years	Not Started	Yes	This project is identified as a demonstration project in the Four Mile Run Plan
*	New Road to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Plan	Project	Bicycle	\$1-5 million	10+ years	Not Started	Yes	
* These projects are proposed for the 2013 update to the LRP and have not been prioritized										

DRAFT**City of Alexandria Long-Range Plan****May 8, 2013****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	Carpool and Car sharing Study	Establish incentives and restrictions that encourage developers to plan carpool and car sharing parking	Braddock SAP	Study	Parking			On Hold		This will be evaluated as part of a BMN Parking study
3	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—The City has standards / guidelines for parking and works with developers to ensure adequate parking
4	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	Pedestrian			Not Started		
5	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	Pedestrian			On Hold	Yes	Timing dependent on availability of funds
6	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	Streets			Not Started		Timing dependent on availability of funds
7	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	Transit			Not Started		Timing dependent on availability of funds
8	Design Holland Lane Extension	Extension of Holland Lane south from Eisenhower Avenue to Old-Cameron Run Channel	Eisenhower East SAP	Study	Streets			Not Started		The Holland Lane extension is being constructed by the adjacent development. It will be a private street with a public access easement.
9	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	Streets			Not Started		
10	Design and construction of Edsall/Pickett intersection	Evaluate, Design and Reconstruct intersection of Edsall Road and Pickett Street	Landmark/Van Dorn SAP	Study	Streets			Not Started		Coordinate with adjacent development and Metro bridge
11	Commonwealth and Reed Avenue signal and pedestrian upgrades	Study the intersection of Commonwealth and Reed Avenue to determine the need for signalization and pedestrian upgrades.	Potomac Yard SAP	Study	Streets			Not Started		
12	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	Streets			Not Started	Yes	
13	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	Streets			Not Started	Yes	
14	Pedestrian / Bicycle connection from Potomac Yard to Mt. Vernon Trail	Explore future connection from Landbay K across the George Washington Memorial Parkway to the Mt. Vernon Trail.	Potomac Yard SAP	Study	Pedestrian			Not Started	Yes	

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15	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	Transit			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.
16	Van Dorn Metro Station Access and Circulation Study	Study to conduct the operating and capital needs at the Van Dorn Metrorail station		Study	Transit	Less than \$1 million		Not Started		The Van Dorn Metro station does not have the capacity to accommodate the existing bus and shuttle needs. In addition, there are safety issues between pedestrians and vehicles. Increased development near the station, including the BRAC-133 facility, will result in additional demand and more constraints. The study will determine how to accommodate additional buses, shuttles, vehicles and pedestrians. In addition, joint development opportunities will be examined. <u>WMATA is conducting a study (to be completed by end of 2013) to identify short term solutions. The City's study will likely focus on long term solutions and land use.</u>
17	Transit Corridor A - Circulator Bus Service in Old Town	Study a circulator bus service to provide improved east-west connections within Old Town and to the King Street and Braddock Metrorail Stations. To be analyzed as part of the DASH Comprehensive Operations Analysis	2008 TMP	Study	Transit	Less than \$1 million		In Progress		In 2012 the Transit Corridor Workgroup and Transportation Commission recommended terminating Corridor 'A' at Braddock Road Metrorail Station. The portion of Corridor 'A' south of Braddock Road remains on the LRP as an unfunded capital project.
18	Revise the current parking requirements for properties located within 2,000 feet of Braddock Metro		Braddock Metro	Study	Bicycle	Less than \$1 million		Not Started		
19	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.		Study	Streets	Less than \$1 million		Not Started	Yes	

LRP - Programs

City of Alexandria Long-Range Plan
May 8, 2013

DRAFT

Programs

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
1	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	
2	City Bicycle and Trail and Recreation Facility Map	Update the City Bicycle and Trail and Recreation Facility Map in 2007 and every year after that		Program	Bicycle			Not Started	No	
3	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
4	Off-Street Trails	Provide 18+ miles of new trails or side paths. This project does not include grade separated crossings. The program includes bicycle facilities on Beauregard between King Street and Seminary.	2008 Bike-Ped Mobility Pla Program		Pedestrian	More than \$5 million	0-2 Years	In Progress	No	Timing dependent on availability of funds
5	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	
6	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
7	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
8	Install speed tables, 700 block Four Mile Road		Arlandria Plan	Program	Streets	Less than \$1 million	2-5 Years	Not Started	No	
9	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	
10	Corridor Improvements	Road Diets, corridor efficiency and safety improvements at locations such as King Street and Seminary Road.		Program	Streets	More than \$5 million		Not Started	No	Identified as a need by Transportation Commission