

DRAFT**City of Alexandria Long-Range Plan**

July 10, 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	

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
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	