

PROJECTS

2015 Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
1	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	This project will construct an intermodal terminal which will be in close proximity to the Potomac Yard Metrorail station, and will be connected to it. This station will serve as the location where CCPY Transitway buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard.
2	DASH Bus expansion	This project provides for the purchase of additional buses for the DASH fleet. In 2014, DASH Comprehensive Operations Analysis was completed which serves as the basis for the planned expansion of the DASH Fleet. The findings of that analysis will determine the specific uses for the expansion vehicles, which have a 12-year life span.	DASH COA	Project	Transit	More than \$5 million	1-5 years	Not Started	No	This project was previously in the City's FY 2015 CIP. During the FY 2016-2025 budget process, the project was recommended for removal from the CIP. Therefore, the project is being moved back to the LRP.
3	Van Dorn Street bridge widening	Widening of Van Dorn Street over Duke Street to accommodate pedestrians.	Landmark/Van Dorn SAP	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	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	
5	Mt. Vernon Avenue at Russell Road	Safety improvements identified in the Arlandria Small Area Plan. The existing intersection geometry and parking configuration adjacent to the intersection creates unsafe conditions for vehicle movement as well as pedestrian and bicycle activity. The intersection accommodates a large number of bicyclists and pedestrians and has a history of pedestrian and vehicle crashes	Arlandria Plan	Project	Streets	\$1-5 million	1-5 years	Not Started	No	This project was previously in the City's FY 2015 CIP. During the FY 2016-2025 budget process, the project was recommended for removal from the CIP. Therefore, the project is being moved back to the LRP.
6	Mt. Vernon at Four Mile Road	Construct pedestrian, bicycle improvements as well as vehicular circulation improvements within the vicinity of the intersection of Mount Vernon Avenue and Four Mile Road.	Arlandria Plan	Project	Streets	Less than \$1 million	1-5 years	Not Started	No	During the 2014 LRP Update, this project was initially recommended to be moved from the prior year (2013) Programs list to the 2014 Projects list. The Commission requested that staff review additional information on the need for the project. The project was initially intended to provide better access to the park from Mt. Vernon Avenue, but the park design has been revised to allow for additional pedestrian access off of Mt. Vernon Avenue. At its Sep. 17, 2014 meeting, the Commission recommended removal of the project for 2014, but requested additional clarification on whether the Mt. Vernon Avenue at Four Mile Road project should move back to the project list in 2015. The Commission asked staff to revise the language of the project to reflect exactly what it will entail and add it to the 2015 project list list.
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	Project	Pedestrian	Less than \$1 million	2-5 Years	Not Started	Yes	The 2013 LRP identified this as a Program. It was identified in the Arlandria Plan. This project cannot be constructed prior to redevelopment due to issues such as location of curb cuts
8	Royal Street Bikeway	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 Transportation Master Plan and the Waterfront Small Area Plan.
9	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	More than \$5 million	5-10 years	Not Started	Yes	This project is identified as a demonstration project in the Four Mile Run Plan. It is currently being designed but has no construction funding identified.
10	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, and potentially to the 100 block of King Street 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	
11	Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	2008 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes	The Transportation Master Plan identified three transitway corridors, including Corridor C (West End Transitway).
12*	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. Enhanced pedestrian access may be needed. It is anticipated that a major facility will not be built.
12*	Van Dorn Circulator Transit Service	Provide Circulator transit service in the Van Dorn area to provide a connection between the Van Dorn Metrorail station and the Landmark Mall. The DASH route AT7 would terminate at the Van Dorn Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
12*	Eisenhower East Circulator Transit Service	Provide Circulator transit service in the Eisenhower East area to provide a connection between the King Street Metrorail station and the Eisenhower Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.

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15	Holmes Run Trail at Morgan Street	Construct a pedestrian and bicycle bridge where the Holmes Run Trail crosses Holmes Run at Morgan Street.	2008 TMP	Project	Pedestrian	\$1-5 million	1-5 years	Not Started	Yes	Recommended in 2008 Transportation Master Plan. Part of comprehensive process to upgrade the Holmes Run Trail, as shown by the completion of the Chambliss pedestrian and bicycle crossing on Holmes Run and the Holmes Run Trail at Ripley Street pedestrian and bicycle crossing under design.
16	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	
17	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	
18	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.
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.
20	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	
21	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.
22	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.
23	West End Transit Shop Commuter Hub	Construct a new transit shop commuter hub or kiosk on the west end of Alexandria at the future West End Transit Center 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	
24	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	
25	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	
26	New Road to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	
27	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. The Eisenhower West Transportation Study includes an update the 1993 Environmental Assessment to determine if the connector between Eisenhower Ave. and Duke Street is still needed.
28	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. In March 2013, the Seminary Hill Association discussed the project and sent a letter to the Council opposing the project, and requested additional study over a wider area, an origin-destination study, and additional options, including a center lane on Quaker between King Street and Seminary Road. City staff recommend keeping the project on the list until after the I-395 HOV ramp is completed and operational, to see the impacts of traffic going to and coming from the ramp.

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Projects in red/underlined are new projects added for 2015

* *Project priorities for these projects resulted in a tied score*