

DRAFT

City of Alexandria Long-Range Plan

April 21, 2016

Studies

2015 No.	2016 No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
15-1		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		
15-2		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
15-3		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		STUDY REMOVED AND COMBINED WITH PROJECT #15-4
15-4		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 STUDY REMOVED AND COMBINED WITH PROJECT #15-3.
15-5		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. This is being analysed as part of the Old Town North Small Area Plan in 2016.
15-6		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 one-way 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. The DASH COA recommends Montgomery Street as a portion of an Old Town Circulator, operating in the westbound direction. This is being analyzed as part of the Old Town North Small Area Plan in 2016.
15-7		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		STUDY REMOVED. THE EISENHOWER WEST SMALL AREA ANALYZED THESE INTERSECTIONS AND MADE OTHER RECOMMENDATIONS, NOW ADDED TO THE 2016 PROJECT LIST.
15-8		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		STUDY REMOVED. IMPROVEMENTS HAVE BEEN IMPLEMENTED THROUGH COMPLETE STREETS PROGRAM.
15-9		Traffic Impacts Analysis in Potomac Yard	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	The North Potomac Yard Small Area Plan, being updated in 2016 will include this analysis.
15-10		East-West connectivity in Potomac Yard	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	The Route 1 / Oakville Triangle Corridor Plan analyzed east-west improvements. In addition, the North Potomac Yard Small Area Plan, being updated in 2016 will include this analysis.

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15-11		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	This will be evaluated as part of the Dangerfield Island Master Plan in 2016 / 2017. 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.
15-12		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		
15-13		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	
15-14		Glebe Road Bridge and Four Mile Run pedestrian bridge	Conduct a study for demolishing the 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. A new pedestrian/bicycle bridge over Four Mile Run would be built where existing W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	This project will require substantial additional study for feasibility/need/etc. and substantial coordination with Arlington. Arlington County is currently implementing a project at the intersection of S. Glebe Road and W. Glebe Road that includes signalization, improved crosswalks and markings. In 2014, the Commission recommended this project to be moved from the projects list to the Studies category.
15-15		Eisenhower Avenue Metrorail Improved access	Conduct a study to determine how to implement improved pedestrian access from the north side of Eisenhower Avenue to the Eisenhower Metrorail station entrance on the south side of Eisenhower Avenue.	1992 TMP	Project	Transit	More than \$5 million	1-5 years	In Progress	Yes	Initially, this project was for an extension of the Eisenhower Metrorail station platform to the north side of Eisenhower Avenue in conjunction with adjacent redevelopment. 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. The City has determined that the existing platform provides adequate capacity, and the cost for extending the platform would outweigh the benefit. City Council directed staff not to pursue this project at this time. In 2014, the Commission recommended this project be moved to the Studies category.
	NEW	Pedestrian connection parallel to Fayette Street connecting the Braddock Metrorail station with the Northern Gateway area.	Study the feasibility of a pedestrian route through Braddock Place plaza and between the Meridian apartment tower and the northernmost office building. The study will consider ADA-accessibility, pedestrian safety crossing flow of drop-off traffic, and feasibility of a public easement through a privately owned area currently blocked by a fence. If this option is infeasible, study options for improvement and widening of the narrow four-foot sidewalk along the Metro embankment to achieve similar connectivity.	Braddock SAP	Study	Pedestrian			Not Started		This new project combined 2015 projects 15-3 and 15-4 because they are both within the same vicinity and aim to achieve the same goal of improving pedestrian and bicycle connectivity from Braddock Metro to the Northern Gateway.
	NEW	Braddock Road Multimodal Connections	Study the feasibility of building a tunnel connection under the freight rail tracks from the Braddock Road station itself. Such a tunnel would provide a new station entry from the west, minimizing the distance pedestrians must walk to access the station from the west.	Braddock Metro Neighborhood Plan	Study	Pedestrian	More than \$5 million	10+ years	Not Started	No	This project was previously included in the City's CIP, but was removed in 2016 and therefore should be added back as a study in the Transportation Long Range Plan.