

PROJECTS

| 2016 Rank | Name | Description | Source | Category | Mode | Cost | Estimated Start | Status | Relationship to Other Initiatives | Notes |
|-----------|--|--|---|----------------|-------------------|------------------------------|-------------------|--------------------|-----------------------------------|---|
| P-1 | 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 |
| P-2 | DASH Bus expansion | This project provides for the purchase of additional buses for the DASH fleet, <u>and expansion of the DASH Maintenance facility to accommodate the additional buses.</u> 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. |
| P-3 | 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. |
| P-4 | <u>King St (Quaker Lane to N. Hampton) Sidewalk</u> | <u>Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.</u> | <u>Pedestrian and Bicycle Master Plan</u> | <u>Project</u> | <u>Pedestrian</u> | <u>More than \$5 million</u> | <u>5-10 years</u> | <u>Not Started</u> | <u>Yes</u> | <u>Could be coordinated with an enhanced bicycle facility which was also recommended in the Pedestrian and Bicycle Master Plan as a priority project.</u> |
| P-5 | 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. |
| P-6 | <u>Seminary Road From Quaker Lane to Ft. Williams Pkwy Safety Improvements</u> | <u>Construct new sidewalk along the north side of Seminary Road where missing, and other pedestrian safety improvements. Provides connectivity to the Episcopal High School, and to the Virginia Theological Seminary.</u> | <u>Pedestrian and Bicycle Master Plan</u> | <u>Project</u> | <u>Pedestrian</u> | <u>\$1-5 million</u> | <u>5-10 years</u> | <u>Not Started</u> | <u>Yes</u> | <u>This is a priority project in the Pedestrian and Bicycle Master Plan. It could be coordinated with an enhanced bicycle facility which was also recommended in the Pedestrian and Bicycle Master Plan as a priority project. Consider combining with Seminary (Van Dorn to Quaker) bicycle project, below.</u> |
| P-7 | 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. | <u>Transitway Corridor Feasibility Study / DASH COA</u> | Project | Transit | \$1-5 million | 1-5 years | Not Started | No | |
| P-8 | <u>Seminary Road from N Van Dorn St to Quaker Lane bicycle facility</u> | <u>Construct an enhanced bicycle corridor (Specific facility type to be determined through further study) to provide improved east-west connectivity and linkage with the existing bike lane on Janneys Lane.</u> | <u>Pedestrian and Bicycle Master Plan</u> | <u>Project</u> | <u>Bicycle</u> | <u>\$1-5 million</u> | <u>5-10 years</u> | <u>Not Started</u> | <u>Yes</u> | <u>This is a priority project in the Pedestrian and Bicycle Master Plan. It includes the previous project #15-28 (Seminary at Quaker intersection improvement). It could be coordinated with the sidewalk project on the north side of Seminary Road. Consider combining with Seminary (Quaker to Ft. Williams Pkwy) pedestrian project, above.</u> |
| P-9 | <u>N. Jordan St from Howard St to Seminary Road Sidewalk</u> | <u>Construct new sidewalk along the east side of N. Jordan Street where missing. Provides connectivity between multifamily residential uses and Seminary Road and Hammond Middle School.</u> | <u>Pedestrian and Bicycle Master Plan</u> | <u>Project</u> | <u>Pedestrian</u> | <u>\$1-5 million</u> | <u>5-10 years</u> | <u>Not Started</u> | <u>No</u> | - |
| P-10 | <u>Route 1 Intersection Improvements</u> | <u>Intersections improvements along Route 1, including Route 1 at E. Reed (Modify WB lanes from an exclusive left turn lane and shared thru-right lane to exclusive left, thru and right lanes), Custis (Modify EB/WB from shared left, thru, right lanes to exclusive left turn lanes and shared thru/right lanes). Add an actuated pedestrian signal and crosswalk at Route 1 and Fannon Street. Add a new signal at Route 1 and Montrose, and make safety improvements at Montrose/Ashby / E. Glebe Road.</u> | <u>Route 1 / Oakville Triangle Small Area Plan</u> | <u>Project</u> | <u>Streets</u> | <u>More than \$5 million</u> | <u>1-5 years</u> | <u>Not Started</u> | <u>Yes</u> | <u>These projects would likely be funded through developer contributions or incremental tax.</u> |
| P-11 | 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. <u>The project is being further analyzed as part of the Old Town North Small Area Plan in 2016, and should be implemented as part of the road resurfacing scheduled for 2018.</u> |
| P-12 | <u>Mt. Vernon Avenue Intersection Improvements (Consolidated 15-5, 15-6, 15-Z)</u> | <u>Intersection improvements along Mt. Vernon Avenue at Russell Road, Four Mile Road, and E/W. Glebe Road. Improvements would be made to improve pedestrian and bicycle safety, and vehicular circulation.</u> | <u>Arlandria SAP</u> | <u>Project</u> | <u>Pedestrian</u> | <u>\$1-5 million</u> | <u>1-5 years</u> | <u>Not Started</u> | <u>Yes</u> | <u>This new project consolidates previous 2015 projects 15-5, 15-6 and 15-7, since these are all intersection safety improvements along Mt. Vernon Avenue within the same general vicinity.</u> |
| P-13* | 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 | \$1-5 million | 5-10 years | Not Started | No | |

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| P-13* | Van Dorn St (Kenmore to Braddock Rd) Sidewalk | Construct new sidewalk along the west side of Van Dorn Street. This project improves pedestrian safety and connectivity in west Alexandria. | Pedestrian and Bicycle Master Plan | Project | Pedestrian | \$1-5 million | 5-10 years | Not Started | No | |
| P-15 | Commonwealth Avenue nonmotorized bridge | Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street. | Four Mile Run Restoration 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. |
| P-16 | Madison Street Bike facility | This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane. | Pedestrian and Bicycle Master Plan | Project | Bicycle | Less than \$1 million | 1-5 years | Not Started | No | This is a priority project in the Pedestrian and Bicycle Master Plan. The Madison Street enhanced bicycle facility is also being analyzed as part of the Old Town North Small Area Plan. |
| P-17 | Eisenhower Avenue Enhanced Transit Service | Provide enhanced transit service along Eisenhower Avenue between the Van Dorn Metrorail station and Eisenhower Ave. Metrorail station, including 15 min peak headway and 30 min offpeak headway. Would require two new buses, new shelters, Transit Signal Priority, real time information. | Eisenhower West Small Area Plan; Transitway Corridor Feasibility Study | Project | Transit | \$1-5 million | 5-10 years | Not Started | Yes | This project would fund the capital improvements associated with enhanced transit service, including additional buses, transit signal priority, and improved transit shelters. |
| P-18* | 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. |
| P-18* | Non-motorized bridge over Cameron Run | Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park. | Eisenhower West Small Area Plan | Project | Pedestrian | More than \$5 million | 5-10 years | Not Started | No | |
| P-20 | Holmes Run Trail on south side of Holmes Run from Ripley St to N. Pickett St. | Construct a new trail along the south side of Holmes Run to provide improved connectivity of the existing trail system. | Pedestrian and Bicycle Master Plan | Project | Pedestrian | Less than \$1 million | 5-10 years | Not Started | No | This is a priority project in the Pedestrian and Bicycle Master Plan. |
| P-21 | 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). |
| P-22 | 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 (Coordinate with the Fitzgerald Square improvements). | Waterfront SAP | Project | Bicycle | Less than \$1 million | 1-5 years | Not Started | No | |
| P-23 | Commonwealth Ave. Green Street | Move the Commonwealth Ave. turnabout to the entrance at the parking lot and convert the .25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space. | Four Mile Run Restoration Plan | Project | Pedestrian | Less than \$1 million | 5-10 years | Not Started | No | |
| P-24 | 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. The Eisenhower West Small Area Plan further examined this project which would require both public and developer funding, and more detailed roadway design and analysis will be conducted as part of the Eisenhower West/Landmark Van Dorn Implementation Plan. |
| P-25 | Braddock Road Intersection Improvements (Consolidated 15-24, 15-25) | Intersection improvement at Braddock Road and Van Dorn Street (Replace the shared thru/left turn lanes along NB and SB Van Dorn St with separate left, thru, thru/right lanes, and protected permissive left turn phasing along NB and SB Van Dorn), and intersection improvement at Braddock Road and Beauregard Street (Change WB Braddock dual left to a single left, and thru lanes) | Beauregard SAP | Project | Streets | \$1-5 million | 5-10 years | Not Started | Yes | This new project consolidates previous 2015 projects 15-24 and 15-25 since these are all intersection safety improvements along Braddock Road that were recommended in the Beauregard Small Area Plan. Interim intersection improvements at Van Dorn / Braddock are being made as part of the N. Van Dorn Complete Streets project. |
| P-26 | S. Van Dorn Intersection Improvements | Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West. | Eisenhower West Small Area Plan | Project | Streets | \$1-5 million | 5-10 years | Not Started | Yes | |
| P-27 | 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 | |
| P-28 | 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. |

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| P-29 | 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. | <u>BRAC Development</u> | Project | Streets | \$1-5 million | 1-5 years | Not Started | Yes | <p>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.</p> <p>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. The project will remain on the list until after the I-395 HOV ramp is completed and operational, and a review of traffic and safety impacts has been completed.</p> |

Projects in red/underlined are new projects added for 2016