

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 16, 2020

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #4 – 2020 TRANSPORTATION LONG RANGE PLAN

ISSUE: 2020 update to the Transportation Long Range Plan (LRP)

RECOMMENDATION: That the Transportation Commission hold a public hearing and approve the 2020 LRP update.

BACKGROUND: As part of its responsibility to develop and maintain a comprehensive LRP that identifies the City’s long-range transportation needs, the Commission first adopted an LRP in April 2010. The LRP is an unconstrained list of all transportation related capital projects and studies identified in City plans and policies. Projects on the LRP have no identified funding source. Once projects on the LRP receive partial or full funding, they are moved from the unconstrained LRP to the City’s constrained Capital Improvement Program (CIP).

Every two years, the Commission updates the LRP transportation projects and studies from plans adopted since the last update. Additional projects and studies not captured in the previous LRP may be added and projects and studies no longer relevant may be removed if they have been completed or funded in the City’s CIP. City staff refer to the LRP when there are calls for grant funded projects and consider the projects against the grant evaluation criteria to determine which might be good candidates for funding.

DISCUSSION: The 2020 LRP update includes changes based on the guidance provided by the Commission at its fall work sessions including a number of projects and studies that have been removed, consolidated or moved to a new developer contingent list.

Several plan updates have been approved since the 2018 LRP including Eisenhower East, Landmark/Van Dorn, and the South Patrick Street Housing Affordability Study. These plans recommended transportation projects and studies that are currently unfunded and have been added to the 2020 LRP. They have been organized in a manner consistent with the guidance provided by the Commission.

At the September 18, 2020 Commission work session, staff provided an overview of the draft 2020 LRP project list, developer contingent list and studies list. Before the October

Transportation Commission meeting, Commissioners individually reviewed the draft 2020 LRP, and prioritized the projects using the criteria discussed during the September meeting. On October 21, 2020 the Commission had a fruitful discussion over the results of the individual prioritization exercise that resulted in minor adjustments. At the November meeting, Commissioners reviewed the revised scores and agreed to shift an additional project from the developer list to the prioritized project list: the I-395 Bike/Ped Bridge to the Landmark Mall site due to the need for City funding for the project. Commission members subsequently scored this project. The final scores can be found in Attachment 1. The final prioritized project list, developer list, and studies list are available in Attachments 2, 3, and 4, respectively.

ATTACHMENTS:

1. 2020 LRP – Project Scores
2. Final 2020 LRP Project Prioritization List
3. Final 2020 LRP – Developer Contingent Project List
4. Final 2020 LRP – Studies List

PROJECTS

ID	2018 Rank	2020 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
19	NEW5	1	Landmark Transit Hub	10.1.17. Provide an urban transit hub within the neighborhood as generally depicted in Figure 9 (of Chapter 10 of the Landmark/Van Dorn SAP) to serve as a stop and transfer point for bus rapid transit, DASH, and Metro Bus service. Bus stops will be provided as onstreet parallel spaces.	Landmark/Van Dorn SAP	Project	Transit	More than \$5 million	0-10 years	Not Started	Yes
14	5	2	Priority bike trail projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Bike and multi-use trail projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project compiles at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	Pedestrian and Bicycle Master Plan	Project	Ped/bike	More than \$5 million	10+ years	On Hold	Yes
1	3	3	Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	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.	Pedestrian and Bicycle Master Plan	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes
5	12	4	Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	Pedestrian and Bicycle Master Plan	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes
17	NEW3	5	Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15.	Eisenhower East	Project	Pedestrian	\$1-5 million	10+ years	Not Started	Yes
6	8	6	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
20	NEW6	7	395 Bike Ped Bridge	Pursue VDOT and all applicable agency approvals for a pedestrian/ bicycle bridge connection over I-395 as generally depicted in Figure 10 of the Landmark Van Dorn Small Area Plan as part of a joint effort between the City and the property owner.	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes
3	11	8	Madison Street Bike facility	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
18	NEW4	9	S. Patrick Street Pedstrian Improvements	Extending S. Patrick Street median south of Franklin Street/other traffic calming. P39	S. Patrick Street Housing Strategy	Project	Streets	Less than \$1 million	20+ years	Not Started	Yes
9	20	10	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes
4	14	11	Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and	Eisenhower West Small	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	No
16	NEW2	12	Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	Eisenhower East	Project	Bicycle	Less than \$1 million	0-10 years	Not Started	Yes
13	2	13	Priority Sidewalk projects in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan	Sidewalks projects were prioritized for the 2016 update to the Ped/Bike Chapter of the Master Plan. This project is to continue completing improvements for a total of 11.5 miles of new/improved sidewalks.	Pedestrian and Bicycle Master Plan	Project	Pedestrian	More than \$5 million	10+ years	Ongoing	Yes
2	10	14	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
12	17	15	Multimodal Bridge over Norfolk Southern Tracks to Connect	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other	Eisenhower West Small	Project	Multimodal	More than \$5 million	10+ years	Not Started	Yes
15	NEW1	16	Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street.	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes
7	19	17	Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector)	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.	Eisenhower West Small Area Plan	Project	Streets	More than \$5 million	10+ years	Not Started	Yes
10	9	18	Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle paths through the planned linear park.	Old Town North SAP	Project	Ped/bike	More than \$5 million	5-10 years	Not Started	Yes
8	18	19	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
11	15	20	Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	North Potomac Yard SAP	Project	Ped/bike	More than \$5 million	10+ years	Not Started	Yes

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PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT

Proj. No.	Name	Description	Source	Category	Mode	Cost	Status
D-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	Less than \$1 million	Started
D-2	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	Not Started
D-3	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	Not Started
D-4	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	Not Started
D-5	New Road from Route 1 to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Restoration	Project	Streets	\$1-5 million	Not Started
D-6	Realigned Eisenhower Avenue from Covanta to Metro Road	Straighten/ realign Eisenhower Avenue between the Covanta plant and a new North-South road one block east of Metro Road	EW/Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Ongoing
D-7	Realignment of Metro Loop Road and new grid west of Van Dorn Street	Connect Metro Road to a new North-South road; Reconfigure the existing northbound ramp from Van Dorn to have a "T" intersection with Metro Road; Remove the existing southbound loop ramp from Van Dorn Street, and reconfigure it as an urban grid of streets.	EW/Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Ongoing
D-8	Construct new shared-use path along the waterfront of the former power plant site	Construct a new trail within the expanded waterfront open space on the former power plant site, as generally depicted in Figure 5.03, to separate the existing pedestrian and bicycle trail.	Old Town North Small Area Plan	Project	Bicycle	\$1-5 million	Not Started
D-9	Develop grid of streets in former power plant site	Provide a compact grid of streets in the former power plant site in alignment with, and connecting to the established street grid in Old Town North. North Fairfax, North Royal, and North Pitt Streets will be extended into the former power plant site as generally depicted in Figures 5.01 and 5.06.	Old Town North Small Area Plan	Project	Streets	More than \$5 million	Not Started
D-10	Mount Vernon Trail along East Abingdon Drive	Construct a new multi-use path connection on the Mount Vernon Trail along E. Abingdon Dr. between Slaters Ln and Norfolk Southern's rail tracks to the south of Slaters Ln.	Old Town North Small Area Plan	Project	Ped/Bike	\$1-5 million	Started

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Proj. No.	Name	Description	Source	Category	Mode	Cost	Status
D-11	Connection to Mount Vernon Trail along future water from east of Fairfax St. to Slaters Lane	Construct new multi-use path connection along future waterfront park between east of Fairfax Street to Slaters Ln. Portion of such connection currently exist, but would have to be improved/reconstructed once the old energy plan site is developed	Old Town North Small Area Plan	Project	Ped/Bike	\$1-5 million	Not Started
D-12	Segments of Backlick Run on developer property along Backlick Run stream	Backlick Run multi-use path runs from Armistead Booth Park to the City limits with Fairfax Co. to the West. Several segments of the trail run along private property in process of redevelopment.	EW/Landmark/Van Dorn SAP	Project	Ped/Bike	\$1-5 million	Not Started
D-13 (NEW)	New High Street	New High Street: The Plan recommends a new "High Street" that will connect the core of the Landmark Mall redevelopment to the balance of the West End Town Center across Duke Street. It then continues south to Pickett Street as a local-serving alternative to Van Dorn Street. Along the way, it greatly improves local connectivity while creating considerable market value for the adjacent parcels. North of Stevenson Avenue, New High Street will also accommodate dedicated lanes for the new Van Dorn Street transit line as it makes its way through the core of the West End Town Center.	Eisenhower West-Van Dorn	Project	Streets	More than \$5 million	Not Started
D-14 (NEW)	Duke Street and North Van Dorn Street Redesign	Includes streetscape improvements plus a shared use path along Van Dorn Street	Landmark/Van Dorn SAP	Project	Streets		Not Started
D-15 (NEW)	Telegraph Road Bicycle & Pedestrian Tunnel	Rec #74 Provide a safe and accessible pedestrian and bicycle connection for people of all ages and abilities between Witter Field and the Eisenhower area via improvements to the existing connection at Mill Road or another comparable connection.	Eisenhower East		Bicycle	More than \$5 million	Not Started
D-16 (NEW)	Eisenhower East SAP Bicycle and Pedestrian Facilities	Rec #65 and 73 (with developers)	Eisenhower East		Bicycle	Less than \$1 million	Not Started

Studies

No.	Name	Description	Source	Mode	Status	Notes
S-1	Pedestrian safety improvements at Braddock/Wythe/West intersections	Study would 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	Streets	On Hold	This study was carried over from 2016 LRP
S-2	Eisenhower Valley Metro Station Feaibility Study	Construct a new Metro station in the Eisenhower Valley (Blue Line) between King Street Station and Van Dorn station	2008 TMP	Transit	Not Started	Since the last major TMP update, the City has adopted the Eisenhower West Small Area Plan and has made several amandments to the Eisenhower East Small Area Plan. Each plan features a Metrorail station as a central transportation hub and additional non-motorized transprotation options to support SAP implementation. The purpose of this feasibility study is to determine whether an infill Metrorail station is feasible (planning, cost, technical, policy, etc.) given the existing SAPs and land use along the Eisenhower Avenue corridor that is not included in the SAPs.
S-3	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.	2008 TMP	Streets	Not Started	This study was carried over from 2016 LRP
S-4	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 exsting W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Streets	Not Started	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.
S-5	Pedestrian connection parallel to Fayette Street connecting the Braddock Metrorail	Study the feasibility of a pedestrian route through Braddock Place plaza and between the Meridian apartment tower and the	Braddock SAP	Pedestrian	Not Started	
NEW1	Explore Potential for Northern Entrance of Eise	Pending new development materializes, study the feasibility and benefit of a northern entrance to the station. Work with VDOT to study the feasibility of enhanced landscaping and/or screening for the existing sound walls on South Patrick Street, and removing and/or modifying the sound wall at the intersection of Franklin	Eisenhower East	Transit	Not Started	
NEW2	South Patrick Street Sound Wall	Street and South Patrick Street.	South Patrick Street Afford	Streets	Not Started	
NEW3	Low Stress Bicycle Network	Determine the feasibility of a low-stress multi-modal, connective bicycle network to increase bicycle mode share.	EAP2040	Bicycle	Not Started	