

City of Alexandria Long-Range Plan (2018) Project Scoring September 16, 2020																				
PROJECTS					Livability		Connectivity		Land Use		Mode Choice		Infrastructure	Operations and Technology	Safety		Equity		Total	
Proj. No.	2018 Rank	2020 Rank	Name	Description	1a	1b	2a	2b	3a	3b	4a	4b	5a	6a	7a	7b	8a	8b		
					What is the impact on livability in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	Does investment near existing or proposed population or employment focus investment near opportunities for economic development?	Does the project improve or add multimodality?	Does the project encourage non-SOV travel?	Does the project improve aging infrastructure?	Does the project improve system efficiency through an appropriate use of technology?	What effect will the project have on crash risks and safety?	What effect will the project have on perceived personal safety?	What is the impact of the proposed project on equity?	What is the impact of the proposed project on geographic equity?			
P-4	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.	5	4	4	3	4	3	5	5	4	3	4	5	4	4	57	
P-15	10		Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	4	4	4	3	4	3	4	4	3	3	3	4	3	3	49	
P-16	11		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.	5	5	5	4	5	5	5	5	3	3	4	5	5	4	63	
P-18	14		Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	5	4	5	4	4	4	5	5	3	3	4	4	4	4	58	
P-21	12		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	5	4	4	4	4	4	5	5	4	3	4	5	5	5	61	
P-23	8		Commonwealth Ave. Green Street	Move the Commonwealth Ave. turnaround 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.	4	3	4	3	4	4	4	4	4	3	3	4	3	3	50	
P-24	19		Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector)	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 Dom Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dom Street Metrorail Station.	4	4	5	4	4	5	4	4	3	3	4	4	3	4	55	
P-26	18		S. Van Dom Intersection Improvements	Intersection improvements along S. Van Dom 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.	3	3	3	3	4	3	3	3	3	3	3	3	3	4	44	
P-27	20		I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	3	3	3	4	4	4	2	3	3	3	3	3	3	3	44	
P-30	9		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.	4	3	4	3	5	4	4	4	5	3	3	4	3	3	52	
2018-15	15		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.	4	3	4	3	4	4	4	4	3	3	3	4	3	3	49	
2018-17	17		Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	4	4	5	4	5	5	5	5	3	3	4	4	4	4	59	
2018-2	2		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.	5	4	5	4	4	4	5	5	4	3	5	5	5	5	63	
2018-5	5		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 complies at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	5	5	5	4	4	4	5	5	3	3	4	5	4	5	61	
NEW1			Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	5	4	4	3	5	5	5	5	4	3	4	4	4	4	59	
NEW2			Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	4	4	4	4	5	5	5	4	3	3	4	5	4	3	57	
NEW3			Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15 in the EE Plan.	5	4	5	4	5	5	5	5	3	3	4	5	4	3	60	
NEW4			S. Patrick Street Pedestrian Improvements	Extending S. Patrick Street median south of Franklin Street/other traffic calming. P39 of South Patrick Affordability Strategy	4	4	4	3	4	3	4	4	3	3	4	5	5	4	54	
NEW5			Landmark Transit Center	10.1.17: Provide an urban transit hub within the neighborhood as generally depicted in Figure 9 (of Chapter 10 of the Landmark/Van Dom 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.	4	5	5	5	5	5	5	5	4	4	4	4	5	5	65	

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				What is the impact on livability in the affected area?			What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	focus investment near existing or proposed population or employment?	focus investment near opportunities for economic development?	Does the project improve or add multimodality?	Does the project encourage non-SOV travel?	Does the project improve aging infrastructure?	Does the project improve system efficiency through an appropriate use of technology?	What effect will the project have on crash risks and safety?	What effect will the project have on perceived personal safety?	What is the impact of the proposed project on equity?	What is the impact of the proposed project on geographic equity?		
P-4	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.	4	4	4	3	3	3	4	5	3	3	4	5	5	4	4	54	
P-15	10		Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	4	4	4	4	3	3	5	5	3	3	4	5	4	4	4	55	
P-16	11		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.	5	4	5	4	5	5	5	5	3	3	5	5	4	4	4	62	
P-18	14		Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	4	4	4	3	3	3	4	5	3	3	4	4	4	4	4	52	
P-21	12		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	4	4	4	4	4	4	4	5	4	4	4	4	4	4	4	57	
P-23	8		Commonwealth Ave. Green Street	Move the Commonwealth Ave. turnaround 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.	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	43	
P-24	19		Edsall Road Connector to Farrington Avenue and South Pickett Street (farrington connector)	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.	2	5	4	4	4	4	3	3	4	4	3	3	3	3	3	49	
P-26	18		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.	4	5	5	5	4	4	3	3	5	3	4	4	3	3	3	55	
P-27	20		I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	4	5	5	5	5	5	3	3	3	3	3	3	3	3	3	53	
P-30	9		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.	5	4	5	4	4	4	5	5	4	3	5	5	4	4	4	61	
2018-15	15		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.	5	4	5	4	5	5	5	5	3	3	5	5	4	4	4	62	
2018-17	17		Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	4	4	4	4	5	5	5	5	3	3	5	5	4	4	4	60	
2018-2	2		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.	5	4	4	4	4	4	5	5	4	3	4	5	4	4	4	59	
2018-5	5		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 complies at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	5	4	4	4	3	3	5	5	3	3	5	5	4	4	4	57	
NEW1			Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	3	3	3	3	4	4	3	3	5	3	4	3	3	3	3	47	
NEW2			Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	4	4	4	4	4	4	5	5	3	3	3	3	4	4	4	54	
NEW3			Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15 in the EE Plan.	4	4	4	4	4	4	3	3	4	4	5	5	5	5	5	58	
NEW4			S. Patrick Street Pedestrian Improvements	Extending S. Patrick Street median south of Franklin Street/other traffic calming, P39 of South Patrick Affordability Strategy	4	3	4	3	4	4	4	4	4	3	4	4	4	4	4	53	
NEW5			Landmark Transit Center	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 on-street parallel spaces.	4	4	5	5	5	5	5	5	4	5	4	4	4	4	4	4	63

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					What is the impact on livability in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	Does the project focus investment near existing or proposed population or employment?	Does the project focus investment near opportunities for economic development?	Does the project improve or add multimodality?	Does the project encourage non-SOV travel?	Does the project improve aging infrastructure?	Does the project improve system efficiency through an appropriate use of technology?	What effect will the project have on crash risks and safety?	What effect will the project have on perceived personal safety?	What is the impact of the proposed project on equity?	What is the impact of the proposed project on geographic equity?	
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P-15	10		Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	4	4	5	5	3	3	4	4	2	1	3	3	3	3	47
P-16	11		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.	4	4	4	3	3	3	4	4	2	1	4	4	3	3	46
P-18	14		Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	5	4	5	4	4	4	5	4	3	1	4	4	3	0	50
P-21	12		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	5	5	5	4	5	3	5	5	5	1	4	4	5	5	61
P-23	8		Commonwealth Ave. Green Street	Move the Commonwealth Ave. turnaround 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.	5	3	4	2	3	3	3	3	3	1	3	3	3	3	42
P-24	19		Edsall Road Connector to Farrington Avenue and South Pickett Street (Farrington connector)	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.	4	3	4	4	3	4	4	4	2	1	3	3	4	4	47
P-26	18		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.	4	3	4	3	4	4	3	3	4	1	3	3	3	3	45
P-27	20		I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	4	3	3	3	4	4	3	2	2	1	3	3	3	3	41
P-30	9		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.	5	4	5	4	4	4	5	5	4	1	4	4	3	3	55
2018-15	15		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.	5	5	3	4	4	4	5	5	2	1	4	4	3	3	52
2018-17	17		Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	5	4	5	3	4	4	5	4	2	1	3	4	3	4	51
2018-2	2		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.	5	5	5	2	4	4	5	5	3	1	4	4	4	4	55
2018-5	5		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 comprises at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	4	4	4	4	3	3	5	5	2	1	4	4	4	4	51
NEW1			Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	5	5	5	3	4	4	3	3	4	1	3	3	3	3	49
NEW2			Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	5	4	5	4	4	4	5	5	4	1	3	4	3	4	55
NEW3			Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15 in the EE Plan.	5	4	5	5	5	4	4	4	3	1	4	4	3	3	54
NEW4			S. Patrick Street Pedestrian Improvements	Extending S. Patrick Street median south of Franklin Street/other traffic calming, P39 of South Patrick Affordability Strategy	4	3	5	3	5	4	5	5	3	1	4	4	4	4	54
NEW5			Landmark Transit Center	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.	4	4	4	3	4	4	4	5	2	1	2	2	3	4	46

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Proj. No.	2018 Rank	2020 Rank	Name	Description	1a	1b	2a	2b	3a	3b	4a	4b	5a	6a	7a	7b	8a	8b	
					What is impact on livability in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	Investment near existing or proposed population or employment?	How well does project focus investment near opportunities for economic development?	Does the project improve or add multimodality?	Does the project encourage non-SOV travel?	Does the project improve aging infrastructure?	Does the project improve system efficiency through an appropriate use of technology?	What effect will the project have on crash risks and safety?	What effect will the project have on perceived personal safety?	What is the impact of the proposed project on equity?	What is the impact of the proposed project on geographic equity?	
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P-15	10		Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	4	4	5	3	3	3	5	5	3	3	3	4	4	4	53
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P-21	12		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	5	5	5	5	4	4	5	5	3	3	5	5	5	5	64
P-23	8		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.	5	5	3	3	4	3	3	3	4	3	3	3	4	4	50
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2018-5	5		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 comprises at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	5	4	4	3	4	3	5	5	3	3	5	5	4	3	56
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NEW2			Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	4	3	4	3	5	5	4	4	3	3	4	4	3	3	52
NEW3			Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #60: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15 in the EE Plan.	4	3	4	3	5	5	3	4	3	3	4	4	4	4	53
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Proj. No.	2016 Rank	2020 Rank	Name	Description	1a	1b	2a	2b	3a	3b	4a	4b	5a	6a	7a	7b	8a	8b		
					What is impact on livability in the affected area?	What is the impact on livability in Alexandria?	What is the effect on neighborhood connectivity and the City as a whole?	What is the effect on regional mobility?	Investment near existing or proposed population or employment?	Investment near transportation or economic development?	Does the project improve or add multimodality?	Does the project encourage non-SOV travel?	Does the project improve aging infrastructure?	Does the project improve system efficiency through an appropriate use of technology?	What is effect will the project have on crash rate and safety?	What effect will the project have on perceived personal safety?	What is the impact of the proposed project on equity?	What is the impact of the proposed project on geographic equity?		
P-4	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.	5	3	5	2	4	4	4	5	3	1	5	4	4	4	4	53
P-15	10		Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	4	4	5	3	5	5	5	4	2	1	2	2	3	3	48	
P-16	11		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.	4	3	5	2	3	3	5	4	2	1	4	4	3	2	45	
P-18	14		Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	4	3	5	2	4	4	5	5	1	1	3	3	4	4	48	
P-21	12		Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	5	3	5	3	4	3	4	4	4	1	4	4	4	4	52	
P-23	8		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 lot #2 to a working open space.	4	4	2	3	4	4	2	2	1	1	2	2	3	3	37	
P-24	19		Edsall Road Connector to Farrington Avenue and South Pickett Street (Farrington connector)	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 Dom Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dom Street Metrorail Station.	4	3	5	4	4	3	1	1	3	2	3	3	4	4	44	
P-26	5		S. Van Dom Intersection Improvements	Intersection improvements along S. Van Dom 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.	3	3	4	5	4	4	2	1	4	4	3	2	3	3	45	
P-27	20		I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center (With developer)	2	2	3	3	4	5	1	1	4	2	2	2	3	4	38	
P-30	9		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.	4	3	3	3	3	3	4	4	2	1	4	3	1	1	39	
2018-15	15		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.	5	5	4	4	4	4	5	5	1	1	2	2	3	2	47	
2018-17	17		Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Metro and other development (new and existing) North of Pickett Street.	5	4	5	3	3	3	5	5	3	2	3	3	4	4	52	
2018-2	2		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.	4	4	4	2	3	3	5	5	4	1	4	4	3	3	49	
2018-5	5		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 complies at least 7 of the 10 prioritized projects that call for the construction of 4.8 miles of new trails.	4	4	4	4	3	3	5	5	3	1	5	4	3	3	51	
NEW1			Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	3	2	3	1	4	4	2	1	4	1	2	2	4	4	37	
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).	3	2	2	3	3	4	4	4	1	2	1	2	2	2	35	
NEW2			Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	5	4	4	2	4	4	5	5	2	2	4	4	2	2	49	
NEW3			Interim and Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #89: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15 in the EE Plan.	4	3	4	3	4	4	4	3	2	1	5	5	2	2	46	
NEW4			S. Patrick Street Pedestrian Improvements	Extending S. Patrick Street median south of Franklin Street/other traffic calming; P39 of South Patrick Affordability Strategy	4	4	4	3	2	2	3	3	4	2	3	3	3	3	43	
NEW5			Landmark Transit Center	10.1.11: Provide an urban transit hub within the neighborhood as generally depicted in Figure 9 (of Chapter 10 of the Landmark/Van Dom SAP) to serve as a stop and transfer point for bus rapid transit, DASH, and Metro Bus service. Bus stops will be provided as on-street parallel spaces.	5	4	5	4	4	4	4	4	2	2	1	1	4	4	48	

