



# *Transportation Commission*

**April 18, 2018**

**7:00 PM**

**City Council Workroom (City Hall, 2<sup>nd</sup> Floor)**

## **AGENDA**

1. Public Comment Period (not to exceed 15 min)
2. Minutes of the March 28, 2018 Meeting
3. Updates to Receive (Consent)
  - A. Funding Update
    - WMATA
    - Legislative
      - Transit Projects
      - Gas Tax
      - Fiscal Cliff
  - B. Potomac Yard Metro Station Update
  - C. Vision Zero update
  - D. Metro Shutdown – Stations south of National Airport
  - E. Embark Richmond Highway
4. Commission Updates
5. Transportation Long Range Plan Work Session
  - Share-use Path Network Presentation
6. Other business

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***Public hearing items are so noted on the agenda.*** The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to [transportationcommission@alexandriava.gov](mailto:transportationcommission@alexandriava.gov) in advance of or after the meeting.

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*Next Meeting: Wednesday, May 16, 2018 at 7:00 PM in City Council Workroom (City Hall, 2<sup>nd</sup> Floor).*

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**City of Alexandria**  
Transportation Commission

**Regular Meeting**

March 28, 2018  
7:00 p.m.  
Council Workroom

**MINUTES**

**Commissioners Present:** Chair Stephen Klejst, Vice-Chair Melissa McMahon, Commissioner Bruce Marsh, Commissioner David Brown, Commissioner Alyia Gaskins, Commissioner Oscar Gonzalez, Commissioner Jake Jakubek, Commissioner James Lewis.

**Staff Present:** Hillary Orr - T&ES, Mary Martin - Public Works Services, Ramiro Alberto Rios - Transportation Planning, Quance Lawson - Transportation Planning.

Chairman Stephen Klejst called the Transportation Commission meeting to order at 7:00 pm.

**1. Public Comment Period**

Chairman Klejst opened the Public Comment Period. Alexandria resident Maureen Dugan expressed concerns for herself and her neighbors regarding the Route 1 South Affordable Housing project regarding traffic congestion in the Southwest end of Old Town and increasing density on several blocks along Route one in Old Town. Dugan requested that the city consider looking at the overall traffic in Old Town and potential solutions to mitigate it.

**2. February 21 Meeting Minutes**

Commissioner Jakubek asked staff to add comments to page three regarding the bridge pier discussion on the Norfolk Southern Multi-Modal Bridge update. Vice-Chair McMahon made a motion to approve the minutes as modified. Commissioner Jake Jakubek seconded the motion and the Commission unanimously approved.

**3. Updates to Receive (Consent Items)**

Commissioner Marsh asked T&ES staff to elaborate on the Dockless Bikeshare update. Ramiro Rios, T&ES Principal Planner, stated that City Staff is currently researching how other cities have set up legal and management frameworks for dockless bikeshare systems. The District of Columbia is finalizing reports on their Dockless Bikeshare pilot program, once completed staff plans to analyze their findings and make a better-informed decision. Hillary Orr added that there is an upcoming National City forum to discuss Dockless

Bikeshare experiences. Chairman Klejst asked if there are more than one DC Dockless bike companies and when their pilot program will end. Vice-Chair McMahan stated that there are about six companies in DC and their initial study period will end in April or May.

Vice Chair McMahan provided a brief background and update on the Route 1 South Affordable Housing Strategy. There is a possibility that contracts for these affordable housing units may not be renewed in view of a 2019 expiration date. City staff initiated a strategy to potentially help property owners retain their affordable housing agreements. McMahan and Ms. Dugan participated in several community outreach activities. McMahan emphasized that the traffic in this area is quite severe and many community members suggest reconfiguring the plan to incorporate more traffic calming tools. Chair Klejst asked to clarify if the traffic concerns are based on regional or local traffic patterns. Orr stated that the traffic congestion seems to be primarily regional traffic through Alexandria. Commissioner Gaskins asked where we are in the process and what are some of the short-term solutions. McMahan stated that the timeline is to present to City Council in June 2018. However, staff is still looking at community input and alternatives and this process may delay the timeline. Orr added that some of the short-term actions may be done in the first few years of the project's implementation, but larger action items will require funding. Jose Ayala, Neighborhood Planning Staff clarified that this plan is not a small area plan but a strategic plan to address affordable housing and bicycle and pedestrian safety. Commissioner Gonzalez asked about the timeline to get some of the short-term action items completed. Orr reiterated that some of these projects could be completed in the first two years of the project's implementation. McMahan asked how feasible it would be to do street striping. Orr stated that Route 1 was recently repaved and may require more design plan and funding than expected. Commissioner Gaskins asked how Vision Zero priorities overlaps into this Route 1 area. Orr stated that there are several high crash intersections identified along this corridor and staff plans to prioritize improvements in those areas. The Commission asked about parking and pedestrian crossing along Route 1. Orr stated that staff is implementing high visibility crosswalks in several intersections and implementing Leading Pedestrian Interval signals in various intersections.

#### **4. Commission Updates**

Commissioner Jakubek reported that the Eisenhower West-Landmark Van Dorn Implementation Advisory Group will meet on May 24, 2018. Commissioner Jakubek will provide more updates as they become available.

Chairman Stephen Klejst reported that Alexandria Transit Company (DASH) will hold a public hearing on the FY 2019 Transit Development Program on April 11, 2018 at Alexandria City Hall, to discuss proposed changes. In addition, the Potomac Yard Metrorail Station Project will hold a community meeting on April 4, 2018 at Charles Houston Recreation Center.

#### **5. Resurfacing and Complete Streets**

Mary Martin, T&ES Public Works Services Division Chief, provided an update on the current paving program and its coordination efforts with Complete Streets. In 2014, City Council transferred a significant amount of funds from the operating budget to the Capital Improvement Program (CIP) to help pave more streets throughout the city. A pavement schedule is developed using a tri-annual rating system where each street is analyzed and given a Paving Condition Index (PCI). Commissioner Oscar Gonzalez asked if the PCI rating could be increased based on the number of additional multi-modal improvements.

Staff responded that the PCI is only based on the condition of the road. McMahon asked if there are resources to help repair potholes. Staff stated that there is currently a [pothole patrol initiative](#) in place to help mitigate potholes within in the city.

Hillary Orr, T&ES Deputy Director, added that staff will initiate a new community-based survey this spring that will allow residents to suggest improvements to upcoming repaving projects. Commissioner Gaskins asked if there has been a timeline developed for community outreach. Orr stated that staff will have a live website that will be updated regularly along with E-NEWS web blasts. Commissioner Brown asked how the residents will know what options are available to them. Orr stated that the website will include a checklist and pictures to illustrate what each improvement will look like. Chairman Klejst asked if the pavement survey will be connected to the Call-Click-Connect website. Orr stated that the Call-Click-Connect website is generally used for work order and maintenance requests where the repaving survey will primarily focus on repaving and re-striping suggestions. Commissioner Brown asked about the general timeline target is for repaving streets. Martin stated that the standard is every eight to ten years.

## **6. Transportation Long Range Plan Process**

Ramiro Ríos, Principal Planner and Transportation Commission Liaison, provided an overview of the City's Transportation Long Range Plan (LRP) process. The LRP is a prioritized list of unfunded transportation projects, programs and studies created and prioritized by the Transportation Commission. Once developed, the project list will be proposed to City Council for CIP approval. Rios provided a proposed 2018 LRP Schedule and asked the commission for guidance on the approval process. Staff proposes to move the CIP approval to December 2018 instead of June 2019. Given the changes in the CIP approval, a Public Hearing to adopt the Transportation Long Range Plan would have to be held in June 2018.

McMahon asked if the projects must be in the LRP in order to be considered for CIP funding. Staff stated that they cannot speak to each project and each funding source. Orr stated that the Commonwealth Transportation Board will hold a public hearing on April 26, 2018 to get input for the FY2019 plan. The city plans to bring forth some larger unfunded projects. Commissioner Lewis asked if it will be helpful to breakdown the list by cost amount. Orr stated that the main objective is to have one list. Rios stated staff plans to provide deliverables as soon as they become available. Commissioner Gaskins asked if there was more opportunity for public feedback during the last LRP process. Commissioner Jakubek stated that the Transportation Commission Public Comment period allows for public feedback on any topic including the LRP. Commissioner Lewis described the previous LRP process. Chairman Klejst asked if staff could send out the criteria requirements for each project before next meeting.

## **7. Other Business**

Chair Klejst asked commissioners to contact city staff in the event of an absence and asked staff to provide a brief presentation on Commission duties. At 8:36 pm, James Lewis made a motion to adjourn the meeting. The motion was seconded by Commissioner Brown and unanimously approved.

# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: APRIL 18, 2018

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, and T&ES STAFF

SUBJECT: AGENDA ITEM #3 – ITEMS FOR CONSENT

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**ISSUE:** Staff update to Transportation Commission on various ongoing projects.

**RECOMMENDATION:** That the Commission receive the items for consent.

**A. Legislative and Funding Update:**

WMATA Legislation to Provide Dedicated Funding - The Virginia General Assembly reconvened on April 10 and will consider amendments by the Governor related to WMATA Dedicated Funding. The General Assembly passed legislation providing WMATA with \$154M in annual capital funding, but the impact to jurisdictions' NVTAs 30% funds is significant. For Alexandria, this translates in a loss of approximately \$2.2M from the City's annual 30% program, the primary funding source for the DASH Fleet Replacement program.

The General Assembly has until April 18 to act on any proposed legislative amendments. City staff will track the proposed amendments and, once the legislation is finalized and signed into law, determine the overall impact to the City. Since this is a continually evolving process, Staff will provide an up-to-date report at the Commission meeting.

Gas Tax – In a separate bill, the General Assembly adopted the installation of a floor on the regional gas tax which effectively guarantees a minimum amount of revenue from the regional gas tax. A portion of the revenue will be dedicated to WMATA as part of the overall annual dedicated funding package and a portion will be dedicated to VRE (Virginia Railway Express) for capital and operating needs.

Transit Capital Fiscal Cliff – The Commonwealth provides capital funding through DRPT's (Department of Rail and Public Transportation) Transit Capital Grant Program to support and encourage capital investment in local transit systems. The grant program is funded through statewide transportation revenue and capital bonds. The funding from bonds will expire in FY19, resulting in a significant reduction in funding available for the capital grant program. These capital grants are a vital source of funding to support the City's investment in WMATA.

During the 2018 Legislative Session, the General Assembly did not act to address the fiscal

cliff. It is assumed that the fiscal cliff issue will be revisited in the 2019 General Assembly Short Session.

**B. Potomac Yard Metro Station Update:**

At its regular meeting on April 10, the Alexandria City Council will review updates on the new Potomac Yard Metrorail Station project, in anticipation of approving a new funding agreement to enable the Washington Metropolitan Area Transit Authority (WMATA) to award a construction contract.

The project's initial budget of \$268.1 million was based on construction cost estimates in 2015. Since that time, sharp increases in the prices of concrete, steel and labor have combined with a shortage of qualified subcontractors in demand for many major transportation projects in the region and nationwide. WMATA received initial bids in March 2017 that significantly exceeded the project's initial budget.

The City and WMATA asked vendors to explore design changes and other savings opportunities to make the project more cost-effective, and vendors submitted revised proposals to WMATA in February 2018. The revised proposals, which are still being reviewed by WMATA and the City, are lower than the original proposals but still higher than the initial project budget. The revised project budget is \$320 million, representing the new \$290 million agreement to provide funds to WMATA for construction, and \$30 million in additional City costs.

The station will be funded through a variety of sources – including the \$1.1 billion in new tax revenue gained primarily from development in Potomac Yard over the next 30 years; regional transportation authority grants; developer contributions; and special tax district revenue – without the need for any local money from the City's General Fund. This means most residents and businesses in Alexandria will not have to contribute existing local tax revenues to the station's construction.

The funding plan for the station currently includes two special tax districts. The "Tier I" district includes commercial properties in the north and central areas of Potomac Yard, and took effect in 2011. The "Tier II" district includes the residential properties in the southern end of Potomac Yard, and is not scheduled to take effect until the new station opens. City Council will consider a staff recommendation on April 10 to eliminate the Tier II district and replace the equivalent project funding with right-of-way easement revenue from a new underground power line proposed for construction along Potomac Avenue.

Once City Council approves the new funding agreement and WMATA awards the contract, the contractor will apply for an amendment to the previously approved development special use permit for the station to incorporate the cost-saving solutions. This process will include extensive public outreach in fall 2018 and consideration of all stakeholder feedback. The permit amendment must be approved by the City's Planning Commission, Board of Architectural Review, and City Council. The National Park Service will also review any revisions to the station design. The Potomac Yard Metrorail Implementation Group will continue to meet on a regular basis throughout the project and will provide the forum for community and stakeholder input, feedback and project updates as it did during the initial planning and design phases.

Construction activities are expected to begin in late 2018, with the new station in service in late 2021 or early 2022.

The Potomac Yard area represents one of the most significant redevelopment opportunities for Alexandria, with the potential to achieve the vision for an urban mix of uses near transit. The new Metrorail station, to be built on Metrorail's Yellow and Blue Lines between the existing Braddock Road and Ronald Reagan Washington National Airport stations, will provide an extensive range of benefits for Alexandria and the surrounding community. The station, which will provide walkable access to regional transportation systems for neighborhoods in the northeast portion of the city, is expected to generate billions of dollars in new private sector investment, and support 26,000 new jobs and 13,000 new residents.

**C. Vision Zero Update:**

Staff has been working diligently on a number of items related to the Vision Zero Action Plan. Staff is currently working on finalizing the list of Year 1 Engineering Priorities which is under review by the engineering and operations teams within T&ES. Staff has established and is making progress with working groups for Enforcement, Communications, Engineering and Data action items on.

Year 1 Action Item highlights include:

- Completed: Revision and adoption of the Maintenance of Traffic process called the Open Sidewalks Policy that prioritizes pedestrian safety and access in construction zones.
- Substantial Progress: Integration of Vision Zero educational materials into the defensive driving course for all City Employees is under development and will begin this spring. Substantial progress has been made on this action item.

**D. Metro Shutdown:**

On April 2, transportation blog Greater Washington published an article about a potential future capital project by WMATA that would require the entire Metrorail system south of Reagan Washington Airport to be closed for 90 days.

To date, official details of the proposed shutdown have not yet been made available. At this time, WMATA has only notified the City it needs to make much-needed upgrades and repairs to the tracks, switches, communication systems, signals, power systems, and station platforms along the Blue and Yellow Lines in Alexandria. With so much work occurring at the same time, it may be necessary to shut down significant sections of the Metrorail system.

The City recognizes that the scale of this work will necessarily impact Metrorail service. Similar to the response to SafeTrack, the City will ensure there is adequate notice ahead of Metrorail disruptions and will provide information about transportation alternatives. WMATA has stated that bus bridges will be part of the solution, but it is too early to discuss scope or even understand the impacts. In the meantime, the City will urge WMATA to phase the work and limit closures where practicable.

## **E. Embark Richmond Highway**

On March 20, 2018, the Fairfax County Board of Supervisors adopted the Planning Commission's recommendation to amend the Comprehensive Plan in support of the Embark Richmond Highway initiative. [Embark Richmond Highway](#) (Plan Amendment 2015-IV-MV1) is a Fairfax County initiative that aims to provide a multimodal transportation system that is inviting for pedestrians, bicyclists, transit users, and drivers that will create opportunities for economic development along the Richmond Highway Corridor. This effort responds to recommendations from the [Route 1 Multimodal Alternatives Analysis](#), conducted by the Virginia Department of Rail and Public Transportation (DRPT) and refines the recommendations from the study to provide more detailed guidance in the Comprehensive Plan for the implementation of transit in the corridor.

The approximately 10.4-mile corridor stretches from North Kings Highway at Huntington Avenue/Telegraph Road to the Fairfax County Parkway near Fort Belvoir. The plan promotes revitalization through mixed-use transit-oriented development, urban design guidelines that prioritize people and the public realm, and Complete Street principles to develop the corridor. These principles are paired with the following major infrastructure recommendations:

- Widening Richmond Highway from four to six lanes;
- Providing separate bicycle and pedestrian facilities on both sides of the roadway; and,
- Preserving a wide median to accommodate future planned Bus Rapid Transit (BRT).

The plan amendment changes the land use mix along the corridor. In terms of net new potential development over the next 30 years, the plan amendment results in about 13,000 more residents (about 6,100 units) and about 8,000 fewer jobs than would have been allowed under the previously approved comprehensive plan. This represents an 8% increase in *activity density*, which is a calculation of the total population and jobs within a land area divided by the size of the land area.



# *City of Alexandria, Virginia*

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## **MEMORANDUM**

DATE: APRIL 18, 2018

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: WORK SESSION ITEM – 2018 TRANSPORTATION LONG RANGE PLAN

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**ISSUE:** 2018 update to the Transportation Long Range Plan (LRP)

**RECOMMENDATION:** That the Transportation Commission (Commission) review the proposed 2018 LRP project and study lists and provide feedback.

**BACKGROUND:** As part of its responsibility to develop and maintain a comprehensive Transportation Long Range Plan (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 not captured in the previous LRP, or projects and studies no longer relevant, can also be removed if they have been completed or funded in the City’s CIP.

As part of the 2015 LRP update, the Commission approved updated evaluation criteria, adding “safety” as a new evaluation measure. In 2016, the Commission provided guidance to staff on the 2016 LRP update that will be used again in the development of the 2018 LRP. The guidance included the following:

- Remove any projects or studies that are either completed, shown to be not feasible through additional analysis already completed, or should be combined with another existing funded project;
- Existing or proposed projects such as roadways that are dependent on the timing of redevelopment proposals should be moved to a separate list, and not prioritized. These projects may also be implemented through developer requirements or contributions;
- For projects from a specific approved plan, such as a small area plan, consider consolidating projects that are similar, or within proximity of each other;

- New projects to add to the LRP (from approved plans) should be major projects that are unfunded, and that are not anticipated to be implemented through another funding source. For example, a number of priority projects identified in the Pedestrian and Bicycle Master Plan are currently in the Capital Improvement Program, or are anticipated to be implemented through the Complete Streets program.

Staff has put together a list of projects and studies, and removed and consolidated projects that are no longer relevant for the 2018 LRP.

**DISCUSSION:** Staff would like to initiate the 2018 LRP project discussion and receive guidance from the Transportation Commission.

A number of recent Small Area and smaller plans have been recently approved and new projects have been identified since the 2016 LRP exercise, including projects within the Eisenhower West Small Area Plan, and Oakville Triangle-Route 1 Corridor Plan. These plans include a significant number of recommended transportation projects or studies that are currently unfunded or have not been added to the CIP and are being added to the 2018 LRP.

**ATTACHMENTS:**

1. 2016 LRP – Final Approved Projects List
2. 2016 LRP – Final Approved Developer Contingent Project List
3. 2016 LRP – Final Approved Studies List
4. LRP Project Prioritization Criteria

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 <b>scale appropriate</b> 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	

PROJECTS

2016 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
<a href="#">P-13*</a>	<a href="#">Van Dorn St (Kenmore to Braddock Rd) Sidewalk</a>	<a href="#">Construct new sidewalk along the west side of Van Dorn Street. This project improves pedestrian safety and connectivity in west Alexandria.</a>	<a href="#">Pedestrian and Bicycle Master Plan</a>	<a href="#">Project</a>	<a href="#">Pedestrian</a>	<a href="#">\$1-5 million</a>	<a href="#">5-10 years</a>	<a href="#">Not Started</a>	<a href="#">No</a>	
<a href="#">P-15</a>	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.
<a href="#">P-16</a>	<a href="#">Madison Street Bike facility</a>	<a href="#">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.</a>	<a href="#">Pedestrian and Bicycle Master Plan</a>	<a href="#">Project</a>	<a href="#">Bicycle</a>	<a href="#">Less than \$1 million</a>	<a href="#">1-5 years</a>	<a href="#">Not Started</a>	<a href="#">No</a>	<a href="#">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.</a>
<a href="#">P-17</a>	<a href="#">Eisenhower Avenue Enhanced Transit Service</a>	<a href="#">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.</a>	<a href="#">Eisenhower West Small Area Plan; Transitway Corridor Feasibility Study</a>	<a href="#">Project</a>	<a href="#">Transit</a>	<a href="#">\$1-5 million</a>	<a href="#">5-10 years</a>	<a href="#">Not Started</a>	<a href="#">Yes</a>	<a href="#">This project would fund the capital improvements associated with enhanced transit service, including additional buses, transit signal priority, and improved transit shelters.</a>
<a href="#">P-18*</a>	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.
<a href="#">P-18*</a>	<a href="#">Non-motorized bridge over Cameron Run</a>	<a href="#">Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.</a>	<a href="#">Eisenhower West Small Area Plan</a>	<a href="#">Project</a>	<a href="#">Pedestrian</a>	<a href="#">More than \$5 million</a>	<a href="#">5-10 years</a>	<a href="#">Not Started</a>	<a href="#">No</a>	
<a href="#">P-20</a>	<a href="#">Holmes Run Trail on south side of Holmes Run from Ripley St to N. Pickett St.</a>	<a href="#">Construct a new trail along the south side of Holmes Run to provide improved connectivity of the existing trail system.</a>	<a href="#">Pedestrian and Bicycle Master Plan</a>	<a href="#">Project</a>	<a href="#">Pedestrian</a>	<a href="#">Less than \$1 million</a>	<a href="#">5-10 years</a>	<a href="#">Not Started</a>	<a href="#">No</a>	<a href="#">This is a priority project in the Pedestrian and Bicycle Master Plan.</a>
<a href="#">P-21</a>	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).
<a href="#">P-22</a>	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 ( <a href="#">Coordinate with the Fitzgerald Square improvements</a> ).	Waterfront SAP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	
<a href="#">P-23</a>	<a href="#">Commonwealth Ave. Green Street</a>	<a href="#">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.</a>	<a href="#">Four Mile Run Restoration Plan</a>	<a href="#">Project</a>	<a href="#">Pedestrian</a>	<a href="#">Less than \$1 million</a>	<a href="#">5-10 years</a>	<a href="#">Not Started</a>	<a href="#">No</a>	
<a href="#">P-24</a>	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. <a href="#">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.</a>
<a href="#">P-25</a>	<a href="#">Braddock Road Intersection Improvements (Consolidated 15-24, 15-25)</a>	<a href="#">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)</a>	<a href="#">Beauregard SAP</a>	<a href="#">Project</a>	<a href="#">Streets</a>	<a href="#">\$1-5 million</a>	<a href="#">5-10 years</a>	<a href="#">Not Started</a>	<a href="#">Yes</a>	<a href="#">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.</a>
<a href="#">P-26</a>	<a href="#">S. Van Dorn Intersection Improvements</a>	<a href="#">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.</a>	<a href="#">Eisenhower West Small Area Plan</a>	<a href="#">Project</a>	<a href="#">Streets</a>	<a href="#">\$1-5 million</a>	<a href="#">5-10 years</a>	<a href="#">Not Started</a>	<a href="#">Yes</a>	
<a href="#">P-27</a>	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	
<a href="#">P-28</a>	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.

**PROJECTS**

2016 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
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*

**Studies**

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
S-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		
S-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
S-3	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. <a href="#">This is being analyzed as part of the Old Town North Small Area Plan in 2016.</a>
S-4	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 oneway 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. <a href="#">This is being analyzed as part of the Old Town North Small Area Plan in 2016.</a>
S-5	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	<a href="#">The North Potomac Yard Small Area Plan, being updated in 2016 will include this analysis.</a>
S-6	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	<a href="#">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.</a>
S-7	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	<a href="#">This will be evaluated as part of the Dangerfield Island Master Plan in 2016 / 2017.</a>
S-8	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		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.
S-9	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	
S-10	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.

**Studies**

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
S-11	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.
S-12	<u>Pedestrian connection parallel to Fayette Street connecting the Braddock Metrorail station with the Northern Gateway area. (Consolidated 15-3, 15-4)</u>	<u>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.</u>	<u>Braddock SAP</u>	<u>Study</u>	<u>Pedestrian</u>			<u>Not Started</u>		<u>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.</u>
S-13	<u>Braddock Road Multimodal Connections</u>	<u>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.</u>	<u>Braddock Metro Neighborhood Plan</u>	<u>Study</u>	<u>Pedestrian</u>	<u>More than \$5 million</u>	<u>10+ years</u>	<u>Not Started</u>	<u>No</u>	<u>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.</u>

Projects in red are those added in 2016

**PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT**

Proj. No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
D-1	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center <u>superstop</u> shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	<u>Less than \$1 million</u>	5-10 years	Not Started	Yes	This project will construct an intermodal <u>superstop terminal</u> which will be in close proximity to the Potomac Yard Metrorail station, and will be connected to it. This <u>station superstop</u> will serve as the location where <u>Route 1 Metroway</u> <u>CCPY-Transitway</u> buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard. <u>The location of this facility will be identified as part of the Potomac Yard North Small Area Plan Update in 2016. This project was moved from the 2015 Projects list.</u>
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	5-10 years	Not Started	Yes	<u>This project was moved from the 2015. Projects list.</u>
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	5-10 years	Not Started	Yes	Project may be dependent on redevelopment within the block / area. <u>This project was moved from the 2015 Projects list.</u>
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	10+ years	Not Started	Yes	Project to be completed as part of Hoffman warehouse parcel redevelopment. <u>This project was moved from the 2015 Projects list.</u>
D-5	New Road <u>from Route 1</u> to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Restoration Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	<u>This project was moved from the 2015 Projects list.</u>
D-6	<u>Realigned Eisenhower Avenue from Covanta to Metro Road</u>	<u>Straighten/ realign Eisenhower Avenue between the Covanta plant and a new North-South road one block east of Metro Road</u>	<u>Eisenhower West Small Area Plan</u>	<u>Project</u>	<u>Streets</u>	<u>More than \$5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>No</u>	<u>This project was recommended to improve the street grid, and provide for better opportunities for the redevelopment of the WMATA site. It would be implemented as part of the redevelopment of the WMATA property, and would be contingent on timing of that project.</u>
D-7	<u>Realignment of Metro Loop Road and new grid west of Van Dorn Street</u>	<u>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.</u>	<u>Eisenhower West Small Area Plan</u>	<u>Project</u>	<u>Streets</u>	<u>More than \$5 million</u>	<u>5-10 years</u>	<u>Not Started</u>	<u>No</u>	<u>This project was recommended to improve the street grid, and provide better opportunities for redevelopment west of Van Dorn Street, and improve overall connectivity. The removal of the southbound loop ramps would be contingent on development of the parcels on the west side of Van Dorn Street. The northbound ramp realignment could be done at a separate time and is not necessarily contingent on redevelopment of property.</u>

*Projects in red / underlined are new projects added for 2016, or changes from 2015*



**ALEXANDRIA TRANSPORTATION COMMISSION**

**CRITERIA FOR PRIORITIZING CITY TRANSPORTATION PROJECTS FOR THE  
UNCONSTRAINED LONG RANGE PLAN (UPDATED MAY, 2015)**

**PRIORITIZATION METHODOLOGY**

The City of Alexandria's Transportation Division maintains a list of Transportation Projects as a part of the City Master Plan. This list, called the Transportation Long Range Plan (LRP), is unconstrained in that funding for the projects on it has not been identified, and it includes ALL of the Transportation Projects that have been approved by the City Council as part of the City Master Plan. The Transportation LRP also includes Transportation Projects that are part of the:

- ❖ Pedestrian and Bicycle Mobility Plan
- ❖ Transportation Master Plan
- ❖ Small Area Plans
- ❖ Special area and corridor plans

Any Transportation Project proposed that is not specifically recommended in any of these plans must be consistent with City goals and policies including the:

- ❖ Mayor and Council Strategic Plan
- ❖ Master Plan and all sub-plans listed above
- ❖ Eco-City Charter

The following prioritization methodology provides the Transportation Commission with a starting point for prioritizing projects. However, the annual LRP update process also relies on a discussion by the full Commission to determine the relative importance of each project. Therefore, the individual or combined scores as a result of the prioritization exercise do not necessarily reflect the final project prioritization.

As projects from the LRP are considered for the City's annual constrained budget (Capital Improvement Program), there are a number of other criteria that are typically considered by staff, including:

- ❖ Funding / opportunities to leverage non-City funds, and impact to the City's operating budget
- ❖ Anticipated maintenance and operating costs
- ❖ Urgency or critical need related to system failure, major development, or economic development

**Long Range Plan (LRP)**  
*Proposed long-range Transportation Projects with no funding identified*

Once Transportation Projects are included on the LRP, they will be prioritized according to the following seven criteria using a five-point ranking schema.

**1. LIVABILITY**  
The environmental and social quality of an area as perceived by residents, employees of local businesses, and visitors to the area

Positive impacts on neighborhood livability may include:

- ❖ improved access to community facilities, services, convenience shopping, transit and regional transportation facilities
- ❖ a safer and more pleasant walking environment
- ❖ more attractive streetscape
- ❖ traffic calming
- ❖ improves accessibility for persons with disabilities
- ❖ helps to improve the health and well-being of residents and visitors

Negative impacts on neighborhood livability may include:

- ❖ increased noise and neighborhood traffic
- ❖ local air pollution
- ❖ hazards to pedestrians and cyclists
- ❖ cut-through traffic on neighborhood streets
- ❖ spillover parking

**1A. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON LIVABILITY IN THE AFFECTED AREA?**  
*5 Major improvement*  
*4 Moderate improvement*  
*3 No net impact*  
*2 Moderate deterioration*  
*1 Major deterioration*

**1B. WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON THE OVERALL LIVABILITY IN THE CITY OF ALEXANDRIA?**  
*5 Major improvement*  
*4 Moderate improvement*  
*3 No net impact*  
*2 Moderate deterioration*  
*1 Major deterioration*

## **2. CONNECTIVITY**

The ability to reach desired goods, services, activities and destinations

Connectivity is a measure of the interconnectedness of the transportation system. Systems with high connectivity generally provide a number of choices of routes between destinations and relatively short travel distances.

Factors that increase connectivity and reduce travel time include:

- ❖ small block size
- ❖ direct access
- ❖ redundancy
- ❖ modal options (car, pedestrian, bicycle, transit)
- ❖ optimizing signals
- ❖ bike sharing/car sharing

Factors that impede connectivity include:

- ❖ railroads
- ❖ rivers and streams
- ❖ freeways
- ❖ cul-de-sacs
- ❖ medians
- ❖ turn restrictions
- ❖ frontage roads

**2A. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON NEIGHBORHOOD CONNECTIVITY AND THE CITY AS A WHOLE?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

**2B. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON REGIONAL MOBILITY?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

**3. LAND USE AND ECONOMIC DEVELOPMENT**

Projects that promote compact development patterns and/or promote economic development

The project focuses investment where jobs and households are located and/or served. The project encourages mixed-use, transit-oriented, compact development and discourages dispersed, low-density, single-use, automobile dependent land use patterns.

The project is in an area with existing or planned development that creates opportunity for economic development.

**3A. HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR EXISTING OR PROPOSED POPULATION AND EMPLOYMENT CENTERS?**

- 5 Very Well*
- 4 Moderately Well*
- 3 No Impact*
- 2 Poorly*
- 1 Very Poorly*

**3B. HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR OPPORTUNITIES FOR ECONOMIC DEVELOPMENT?**

- 5 Very Well*
- 4 Moderately Well*
- 3 No Impact*
- 2 Poorly*
- 1 Very Poorly*

**4. MODE CHOICE**

Project creates multimodal choices for travelers including travel by foot, bicycle, transit or car

Major improvements may include:

- ❖ Roadway widening
- ❖ High Occupancy Vehicle (HOV) lanes
- ❖ Transit service improvements and amenities such as improved frequency or other capacity enhancements
- ❖ Construction of bicycle or pedestrian facilities
- ❖ Car / Bikeshare programs

Minor improvements may include:

- ❖ Intersection reconstruction/improvement
- ❖ Access and parking improvements

**4A. DOES THE PROJECT IMPROVE OR ADD MULTIMODALITY?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No impact*
- 2 Minor deterioration*
- 1 Major deterioration*

**4B. DOES THE PROJECT ENCOURAGE NON-SOV TRAVEL?**

- 5 Greatly encourages*
- 4 Moderately encourages*
- 3 No impact*
- 2 Moderately discourages*
- 1 Greatly discourages*

**5. INFRASTRUCTURE**

Projects that address major maintenance for aging transportation infrastructure

Proposed project may have an effect on aging transportation infrastructure via rehabilitation, or by increasing demand on deteriorating systems, or has the opportunity to apply best environmental practices and update to meet accessibility standards.

**5A. DOES THE PROJECT IMPROVE AGING TRANSPORTATION INFRASTRUCTURE?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No impact*
- 2 Minor deterioration*
- 1 Major deterioration*

**6. OPERATIONS AND TECHNOLOGY**

Projects that improve system efficiency through the appropriate use of technology

These projects improve system efficiency and can improve capacity without making physical changes to the transportation network. These projects may include:

- ❖ Signal optimization
- ❖ Transit technology
- ❖ Transit priority
- ❖ Real time transit information

**6A. DOES THE PROJECT IMPROVE SYSTEM EFFICIENCY THROUGH AN APPROPRIATE USE OF TECHNOLOGY?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

**7. SAFETY**

Project increases public safety by reducing the number and severity of vehicular crashes and creating a safer environment for all users of transportation network, and improves the overall perception of safety within the surrounding environment.

Safety effects are typically measured by changes in the number and severity of vehicular crashes. Vehicle speed is a significant factor in the severity of all crashes, but is particularly important in the rate of fatalities in crashes involving pedestrians and cyclists.

Emergency vehicle access and protection from crime may also be safety considerations in design and location of transportation facilities. Other safety considerations include design that will provide for a real or perceived improved safety of the user.

**7A. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON CRASH RISKS AND SAFETY?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*

**7B. WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON PERCEIVED PERSONAL SAFETY?**

- 5 Major improvement*
- 4 Moderate improvement*
- 3 No net impact*
- 2 Moderate deterioration*
- 1 Major deterioration*