

Studies

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	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	Study	Streets	Less than \$1 million		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	Study	Transit	\$ 200,000		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.		Study	Streets	Less than \$1 million		Not Started	Yes	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	Project	Streets	<u>More than \$5 million</u>	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. This study has not changed since 2016 and staff proposes to reprioritize in 2018 LRP
S-5	<u>Pedestrian connection parallel to Fayette Street connecting the Braddock Metrorail</u>	<u>Study the feasibility of a pedestrian route through Braddock Place plaza and between the Meridian apartment tower and the</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</u>