

2016 Transportation Long Range Plan

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2016 Transportation Long Range Plan

Projects

DASH Bus Expansion

Document Subsection: 2016 Transportation Long Range Project List
Project Source: DASH Comprehensive Operational Analysis

ID Code: P-1
2015 Project Rank: 2

DASH Bus Expansion					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Transit	> \$5 million	1-5 Years	Not Started	No



Project Description and Note

This project provides for the purchase of additional buses for the DASH fleet, and expansion of the DASH Maintenance facility to accommodate the additional buses. 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.

Relationship to Other Initiatives

This project was previously in the City’s FY2015 CIP. During the FY2016-2025 budget process, the project was recommended for removal from the CIP; therefore, the project is being moved back to the LRP.

Transportation Master Plan

- **Transit Goal:**
 Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.

Van Dorn Street Bridge Widening

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Landmark/ Van Dorn Small Area Plan

ID Code: P-2
2015 Project Rank: 3

Van Dorn Street Bridge Widening					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Pedestrian	> \$5 million	5-10 Years	Not Started	Yes

Project Description and Note

This project will widen the Van Dorn Street bridge over Duke Street to accommodate pedestrians.

The project should be constructed at the time of long term (phase 2) development of Landmark Mall or Van Dorn Street reconstruction.



Van Dorn Street bridge over Duke Street

Relationship to Other Initiatives

- To be coordinated with the long term redevelopment of the Landmark Mall
- Recommended in the Pedestrian and Bicycle Master Plan Update

Transportation Master Plan
<ul style="list-style-type: none"> • Pedestrian Goal: Engineering The City will provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably between places and destinations. • Pedestrian Goal: Safety The City will create a safe, well-maintained, comfortable and enjoyable pedestrian environment that encourages walking and is accessible for people of all ages and abilities.

Royal Street Bikeway

Document Subsection: 2016 Transportation Long Range Project List
Project Source: 2008 Transportation Master Plan

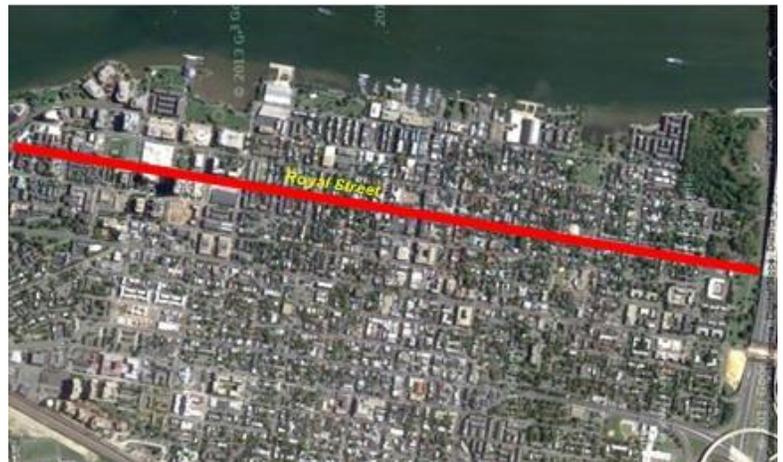
ID Code: P-3
2015 Project Rank: 8

Royal Street Bikeway					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Bicycle	< \$1 million	1-5 Years	Not Started	Yes

Project Description and Note

Construct bicycle improvements along Royal Street between Jones Point and Bashford Street, which may include signage, traffic calming and other measures to improve north-south bicycle travel within Old Town.

Project was recommended in the Transportation Master Plan and the Waterfront Small Area Plan. The project is being analyzed further as part of the City’s ongoing road resurfacing scheduled for 2018.



Proposed bikeway on Royal Street

Relationship to Other Initiatives

- 2016 Pedestrian and Bicycle Master Plan Update
- Old Town North Small Area Plan (Underway)

Transportation Master Plan

- **Bicycle Goal: Engineering**
 The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists’ needs.
- **Bicycle Goal: Safety**
 The City will create a safe, well-maintained bicycling environment that encourages bicycling as an enjoyable and convenient mode of travel and recreation for riders of all ages and abilities.

Commonwealth Avenue Non-Motorized Bridge

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Four Mile Run Restoration Plan

ID Code: P-4
2015 Project Rank: 9

Commonwealth Avenue Non-Motorized Bridge					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Bicycle	> \$5 million	5-10 Years	Not Started	Yes

Project Description and Note

Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.

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.

Relationship to Other Initiatives

- 2016 Pedestrian and Bicycle Plan Master Plan Update



proposed non-motorized bridge to accommodate pedestrians and bicycles

Transportation Master Plan
<ul style="list-style-type: none"> • Bicycle Goal: Engineering The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists' needs. • Bicycle Goal: Safety The City will create a safe, well-maintained bicycling environment that encourages bicycling as an enjoyable and convenient mode of travel and recreation for riders of all ages and abilities.

Pedestrian Improvements at King Street and Waterfront Area

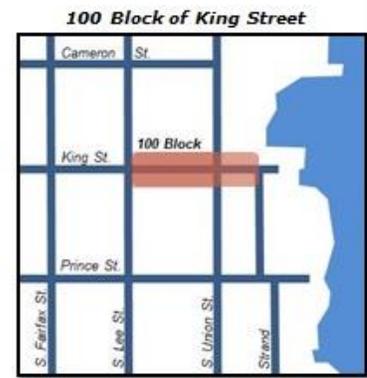
Document Subsection: 2016 Transportation Long Range Project List
Project Source: Waterfront Small Area Plan

ID Code: P-5
2015 Project Rank:10

Pedestrian Improvement at King Street and Waterfront Area					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Pedestrian	> \$1 million	5-10 Years	Not Started	No

Project Description and Note

This project would 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, this project proposal enlarges the pedestrian hub at King Street and Union Street, contemplates eliminating on-street parking along the unit block of King and at the immediate intersection of King and Union Street.



proposed pedestrian improvement at King Street & Union Street

Notes:

- The Lower King Street Multi modal Feasibility Study examined several alternatives for a shared street concept along the 100 blocks of King Street

Transportation Master Plan

- **Pedestrian Goal: Engineering**
 The City will provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably between places and destinations.

- **Pedestrian Goal: Safety**
 The City will create a safe, well-maintained, comfortable and enjoyable pedestrian environment that encourages walking and is accessible for people of all ages and abilities.

Sanger Avenue Bridge

Document Subsection: 2016 Transportation Long Range Project List
Project Source: 2008 Transportation Master Plan

ID Code: P-6
2015 Project Rank: 11

Sanger Avenue Bridge					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Streets	> \$5 million	5-10 Years	Not Started	Yes

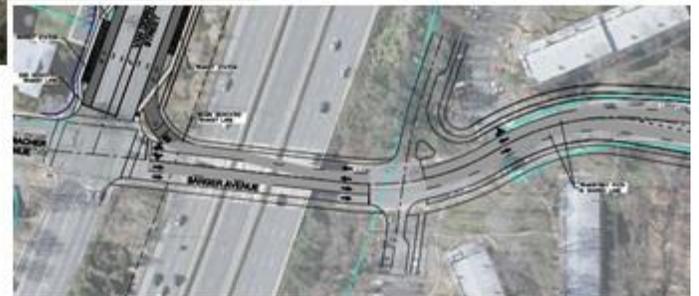
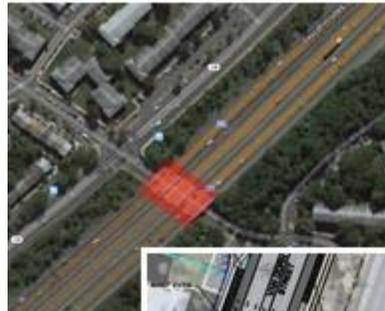
Project Description and Note

Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.

The Transportation Master Plan identified three transitway corridors, including Corridor C (West End Transitway).

Relationship to Other Initiatives

- West End Transitway
- 2016 Pedestrian and Bicycle Master Plan



Proposed location for the Sanger Avenue bridge

Transportation Master Plan

- **Transit Goal:**
 Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.

Van Dorn Circulator Transit Service

Document Subsection: 2016 Transportation Long Range Project List
Project Source: DASH Comprehensive Operations Analysis

ID Code: P-7
2015 Project Rank: 12*

Van Dorn Circulator Transit Service					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Transit	\$1-5 million	1-5 Years	Not Started	Yes

Project Description and Note

This project provides 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.

This project covers capital costs only.

Relationship to Other Initiatives

- Eisenhower West Small Area Plan



The proposed travel route for Van Dorn transit service

Transportation Master Plan

- **Transit Goal:**
 Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.

Eisenhower East Circulator Transit Service

Document Subsection: 2016 Transportation Long Range Project List
Project Source: DASH Comprehensive Operations Analysis

ID Code: P-8
2015 Project Rank: 12*

Eisenhower East Circulator Transit Service					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Transit	\$1-5 million	1-5 Years	Not Started	Yes

Project Description and Note

This project provides circulator transit service in the Eisenhower East area to provide a connection between the King Street Metrorail station and the Eisenhower Metrorail station.

This project covers capital costs only.



Eisenhower circulator providing connection between King Street Metrorail Station and Eisenhower Metrorail station

Transportation Master Plan

- **Transit Goal:**
 Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.

Holmes Run Trail at Morgan Street

Document Subsection: 2016 Transportation Long Range Project List
Project Source: 2008 Transportation Master Plan

ID Code: P-9
2015 Project Rank: 15

Holmes Run Trail at Morgan Street					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Pedestrian	\$1-5 million	1-5 Years	Not Started	Yes

Project Description and Note

This project proposes to construct a pedestrian and bicycle bridge where the Holmes Run Trail crosses Holmes Run at Morgan Street.

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.

Relationship to Other Initiatives

- Pedestrian and Bicycle Master Plan Update



Holmes Run Trail for pedestrians and bicycles

Transportation Master Plan

- **Pedestrian Goal: Engineering**
 The City will provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably between places and destinations.

- **Pedestrian Goal: Safety**
 The City will create a safe, well-maintained, comfortable and enjoyable pedestrian environment that encourages walking and is accessible for people of all ages and abilities.

Corridor A Circulator Transit Service

Document Subsection: 2016 Transportation Long Range Project List
Project Source: DASH Comprehensive Operations Analysis

ID Code: P-10
2015 Project Rank: 16

Corridor A Circulator Transit Service					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Transit	\$1-5 million	1-5 Years	Not Started	No

Project Description and Note

This project provides scale appropriate circulator transit service in Corridor A south of Braddock Road Metrorail station that focuses on east-west connectivity between the existing Metrorail stations and Old Town.

Relationship to Other Initiatives

- Transitway Corridor Feasibility Study
- Old Town North Small Area Plan (Underway)



potential circulator to connect existing Metrorail stations and Old Town

Transportation Master Plan

- **Transit Goal:**
 Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.

Bicycle Parking at Waterfront

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Waterfront Small Area Plan

ID Code: P-11
2015 Project Rank: 17

Bicycle Parking at Waterfront					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Bicycle	< \$1 million	1-5 Years	Not Started	No

Project Description and Note

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. This implementation of this project should be coordinated with improvements to Fitzgerald Square.

Relationship to Other Initiatives

- Fitzgerald Square development



Additional bicycle parking with covered shelters

Transportation Master Plan

- **Bicycle Goal: Engineering**
 The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists' needs.

- **Bicycle Goal: Encouragement**
 The City will promote bicycling as a means of improving transportation circulation, transit access, public health, environmental quality and recreation, with the ultimate goal of increasing bicycling trips as a percent of all travel in Alexandria.

Edsall Road Connector to Farrington Avenue and South Pickett Street

Document Subsection: 2016 Transportation Long Range Project List
Project Source: 1992 Transportation Master Plan

ID Code: P-12
2015 Project Rank: 19

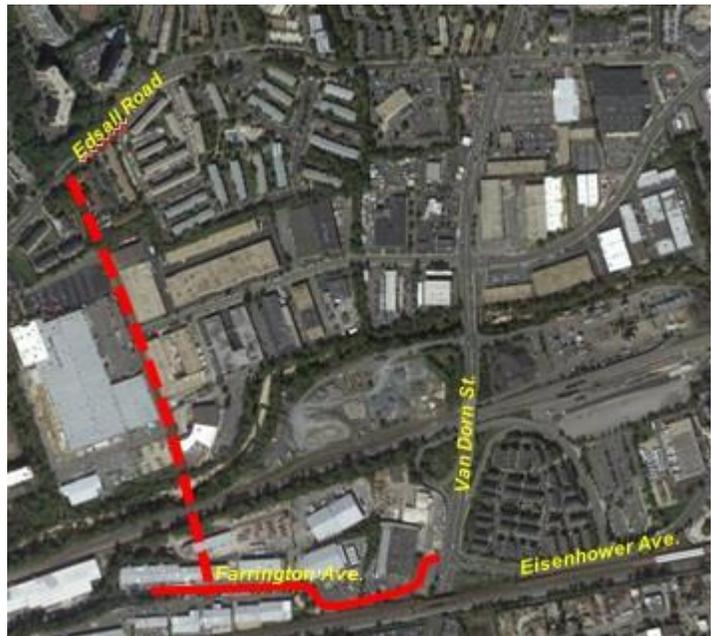
Edsall Road Connector to Farrington Avenue and South Pickett Street					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Streets	> \$5 million	10+ Years	Not Started	Yes

Project Description and Note

This project proposes the 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.

This project would be necessary as development occurs in Alexandria or Fairfax County between Edsall Road and Pickett Street or along Farrington Avenue. This project was further evaluated in Eisenhower West Small Area Plan. The project would require both public and private developer funding sources. More analysis will be conducted as part of the Eisenhower/Van Dorn Implementation Plan.

The future roadway would include enhanced bicycle facilities.



Edsall Rd. connector to Farrington Ave. and South Pickett St.

Relationship to Other Initiatives

- Eisenhower West Small Area Plan
- Landmark/Van Dorn – Eisenhower West Implementation Plan (Underway)
- Pedestrian and Bicycle Master Plan Update

Transportation Master Plan
<ul style="list-style-type: none"> • Neighborhood Traffic Calming Program Goal #2. Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan (i.e. local streets, residential collectors, primary collectors).

I-395 Access to West End Town Center

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Landmark/ Van Dorn Small Area Plan

ID Code: P-13
2015 Project Rank: 20

I-395 Access to West End Town Center					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Streets	> \$5 million	10+ Years	Not Started	Yes

Project Description and Note

The project proposed to improve direct access from I-395 ramps to the West End Town Center.

Relationship to Other Initiatives

- Long term redevelopment of the Landmark Mall



I-395 Access to West End Town Center

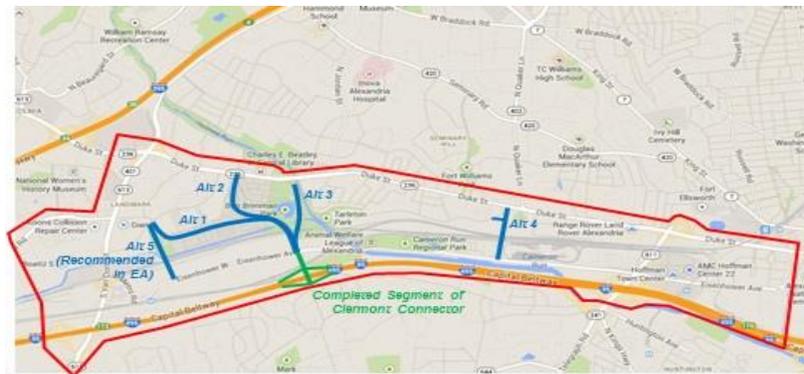
Transportation Master Plan
<ul style="list-style-type: none"> • Neighborhood Traffic Calming Program Goal #2. Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan (i.e. local streets, residential collectors, primary collectors).

Clermont Interchange with I-95 and connection to Eisenhower Avenue

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Eisenhower East Small Area Plan

ID Code: P-14
2015 Project Rank: 27

Clermont Interchange with I-95 and connection to Eisenhower Avenue					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Streets	> \$5 million	10+ Years	Not Started	No



Clermont interchange with I-95 and connection to Eisenhower Avenue

Project Description:

This project proposes a study of this interchange and its connecting roadways to improve access to the Cameron Valley and the Eisenhower Corridor. 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 its environmental analysis to determine the project viability. The Eisenhower West Transportation Study includes an update of the 1993 Environmental Assessment to determine whether the connector between Eisenhower Avenue and Duke Street is still needed. This project may be removed if deemed unnecessary after completion of the Environmental Assessment.

Relationship to Other Initiatives

- Eisenhower West Small Area Plan

Transportation Master Plan

- **Neighborhood Traffic Calming Program Goal #2.**

Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan (i.e. local streets, residential collectors, primary collectors).

Quaker Lane at Seminary Road/Janneys Lane Intersection Improvement

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Base Realignment and Closure Development

ID Code: P-15
2015 Project Rank: 28

Quaker Lane at Seminary Road/Janneys Lane Intersection Improvement					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Streets	\$1-5 Million	1-5 Years	Not Started	Yes

Project Description and Note

Provide dual northbound Quaker Lane left turn lanes onto Seminary Road, and provide a dedicated right turn lane for eastbound Seminary Road.

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. 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,



Seminary Rd. at Quaker Lane

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. As part of the 2016 LRP Update, the City will review the project to determine the operational needs and safety improvements.

Relationship to Other Initiatives

- I-395 at Seminary Rd. High Occupancy Vehicle Ramp Project
- Base Realignment and Closure (BRAC) Redevelopment

Transportation Master Plan
<ul style="list-style-type: none"> • Neighborhood Traffic Calming Program Goal #2 Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan (i.e. local streets, residential collectors, primary collectors).

Mt. Vernon Avenue Intersection Improvements

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Arlandria Small Area Plan

ID Code: P-16 (New)
2015 Project Ranks: 5, 6 & 7

Mt. Vernon Avenue Intersection Improvements					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Streets	\$1-5 million	1-5 Years	Not Started	Yes

Project Description and Note

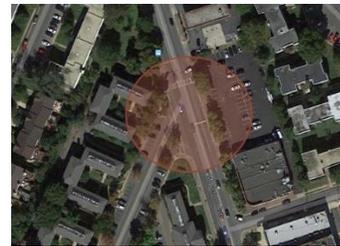
This project covers three intersection improvements identified by the Arlandria Small Area Plan:

- Intersection of Mt. Vernon Avenue & Russell Road
- Intersection of Mt. Vernon Avenue & Four Mile Road
- East-West Glebe Road improvements at Mt. Vernon Avenue intersection

These improvements would be made to improve pedestrian and bicycle safety, and vehicular circulation.

Relationship to Other Initiatives

- N/A – This project consolidates three different projects identified in the previous LRP as they are within the same general vicinity.



Mt. Vernon & Russell Road



Mt. Vernon & Four Mile Run



Mt. Vernon & Glebe

Transportation Master Plan

- **Neighborhood Traffic Calming Program Goal #2**
 Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan (i.e. local streets, residential collectors, primary collectors).

Braddock Road Intersection Improvements

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Beauregard Small Area Plan

ID Code: P-17 (New)
2015 Project Rank: 24 & 25

Braddock Road Intersection Improvements					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Streets	\$1-5 Million	5-10 Years	Not Started	Yes

Project Description and Note

This projects consolidates former two previous Long Range Plan projects on Braddock Road. The project proposes replacing the shared thru/left turn lanes along NB and SB Van Dorn Street with separate left turn lanes: one left; one thru; and, one shared thru/right lane for both NB and SB directions. The project adds protected permissive left turn phasing along NB and SB Van Dorn Street. The project also proposes converting a dual left lane into a single left lane and thru lane on the westbound side of Braddock Road at Beauregard Street.



Van Dorn Street and Braddock Road intersection

Relationship to Other Initiatives

- West End Transitway



Beauregard Street and West Braddock Road intersection

Transportation Master Plan

- **Neighborhood Traffic Calming Program Goal #2.**

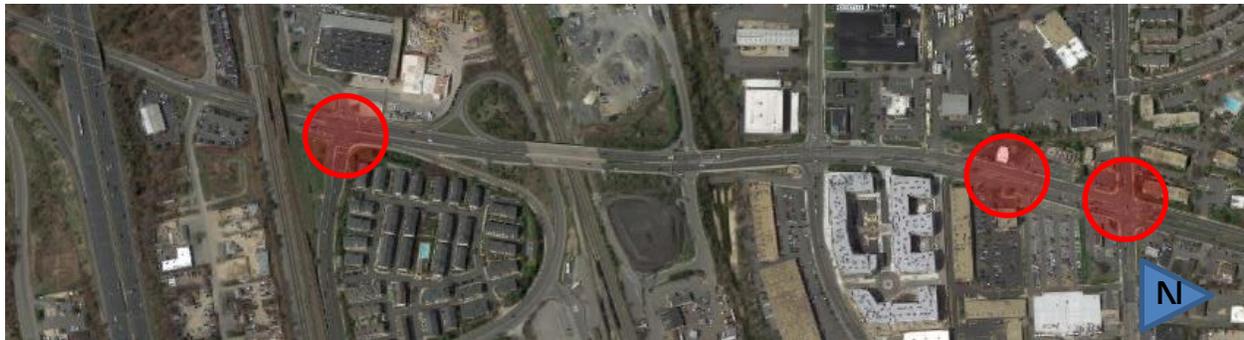
Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan (i.e. local streets, residential collectors, primary collectors).

S. Van Dorn Street Intersection Improvements

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Eisenhower West Small Area Plan

ID Code: P-18 (New)
2015 Project Rank: New

S. Van Dorn Street Intersection Improvements					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Streets	\$1-5 million	5-10 Years	Not Started	Yes



intersection improvement locations

Project Description and Note

This project proposes intersection improvements along S. Van Dorn Street. The project will provide an additional westbound right turn lane at the intersection of S. Van Dorn and Edsall, additional eastbound and westbound thru lanes at Eisenhower Avenue, and may address necessary improvements at the intersection of future Main Street if necessary (proposed—dependent on development). These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.

Relationship to Other Initiatives

- West End Transitway
- Landmark/Van Dorn - Eisenhower West Implementation Plan (Underway)

Transportation Master Plan

- **Neighborhood Traffic Calming Program Goal #2.**

Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan (i.e. local streets, residential collectors, primary collectors).

Eisenhower Avenue Enhanced Transit Service

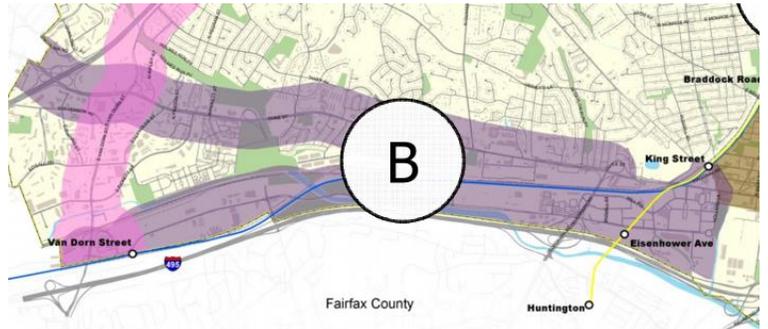
Document Subsection: 2016 Transportation Long Range Project List
Project Source: Eisenhower West Small Area Plan

ID Code: P-19 (New)
2015 Project Rank: New

Eisenhower Avenue Enhanced Transit Service					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Streets	\$1-5 million	5-10 Years	Not Started	Yes

Project Description and Note

This project proposes enhanced transit service along Eisenhower Avenue between the Van Dorn Metrorail station and the Eisenhower Avenue Metrorail station, including 15 min peak headways and 30 min offpeak headways. Project implementation requires the acquisition of two new buses, new shelters, transit signal priority, and real time information.



Transitway Corridor B as studied under the City’s Transitway Corridor Feasibility Study initiative

The project would fund capital improvements associated with enhanced transit service, including additional buses, transit signal priority, and improved transit shelters.

Relationship to Other Initiatives

- Transitway Corridor Feasibility Study
- DASH Comprehensive Operations Analysis

Transportation Master Plan

- **Transit Goal:**
 Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.

Non-Motorized Bridge over Cameron Run

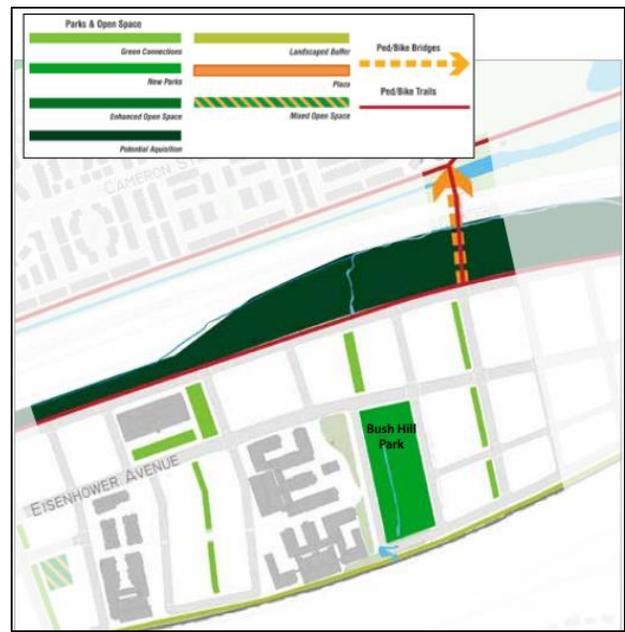
Document Subsection: 2016 Transportation Long Range Project List
Project Source: Eisenhower West Small Area Plan

ID Code: P-20 (New)
2015 Project Rank: New

Non-Motorized Bridge over Cameron Run					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Pedestrian	> \$5 million	5-10 Years	Not Started	No

Project Description and Note

Construct a non-motorized bridge over Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.



potential alignment of proposed bridge

Transportation Master Plan

- **Pedestrian Goal: Engineering**
 The City will provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably between places and destinations.
- **Pedestrian Goal: Safety**
 The City will create a safe, well-maintained, comfortable and enjoyable pedestrian environment that encourages walking and is accessible for people of all ages and abilities.

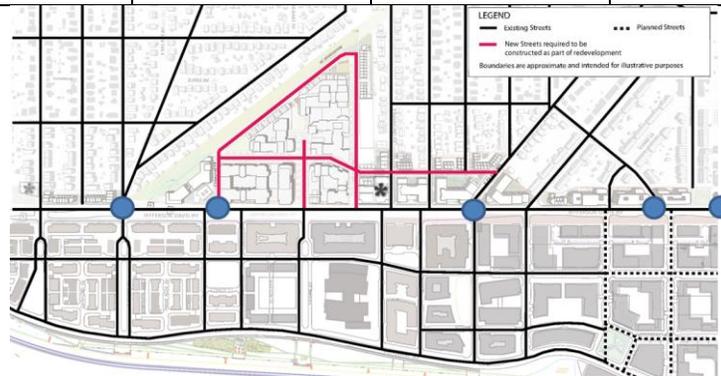
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Route 1 Intersection Improvements

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Route 1 / Oakville Triangle Corridor Plan

ID Code: P-21 (New)
2015 Project Rank: New

Route 1 Intersection Improvements					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Streets	> \$5 million	5-10 Years	Not Started	Yes



location of proposed intersection improvements

Project Description and Note

This project proposes intersection improvements along Route 1, including:

- 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
- Fannon - add an actuated pedestrian signal
- Montrose – Add traffic signal; additional safety improvements at Motrose/Ashby/E. Glebe Road

Aspects of this project may be funded through development contributions or an incremental tax.

Relationship to Other Initiatives

North Potomac Yard Small Area Plan / Update (Underway)

Transportation Master Plan
<ul style="list-style-type: none"> • Neighborhood Traffic Calming Program Goal #3. Increase access, safety, comfort and convenience for pedestrians and bicyclists by changing the culture of neighborhood street use from “cars first” to “people first.”

King Street (Quaker Lane to N. Hampton) Sidewalk

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Pedestrian and Bicycle Master Plan

ID Code: P-22 (New)
2015 Project Rank: New

King Street (Quaker Lane to N. Hampton) Sidewalk					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Pedestrian	>\$5 million	5-10 Years	Not Started	Yes

Project Description and Note

This project proposes the construction of 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.



proposed sidewalk on King Street over I-395

Relationship to Other Initiatives

- This project could be coordinated with an enhanced bicycle facility, which was also recommended in the Pedestrian and Bicycle Master Plan Update.

Transportation Master Plan

- **Pedestrian Goal: Engineering**
 The City will provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably between places and destinations.

- **Pedestrian Goal: Safety**
 The City will create a safe, well-maintained, comfortable and enjoyable pedestrian environment that encourages walking and is accessible for people of all ages and abilities.

Van Dorn Street (Kenmore to Braddock Road) Sidewalk

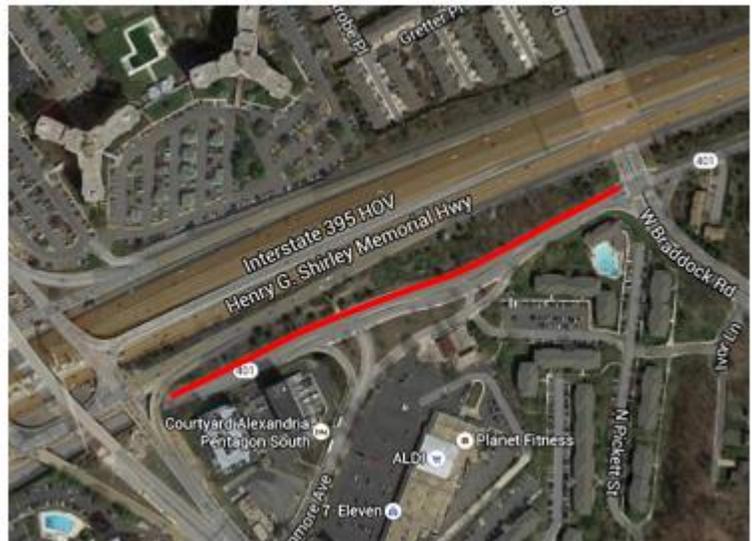
Document Subsection: 2016 Transportation Long Range Project List
Project Source: Pedestrian and Bicycle Master Plan

ID Code: P-23 (New)
2015 Project Rank: New

Van Dorn Street (Kenmore to Braddock Road) Sidewalk					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Pedestrian	\$1-5 million	5-10 Years	Not Started	Yes

Project Description and Note

This project proposes the construction of a new sidewalk along the west side of Van Dorn Street. This project improves pedestrian safety and connectivity in West Alexandria.



proposed sidewalk on west side of Van Dorn Street

Transportation Master Plan

- **Pedestrian Goal: Engineering**
 The City will provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably between places and destinations.
- **Pedestrian Goal: Safety**
 The City will create a safe, well-maintained, comfortable and enjoyable pedestrian environment that encourages walking and is accessible for people of all ages and abilities.

Seminary Road Safety Improvements (from Quaker Lane to Fort Williams Parkway)

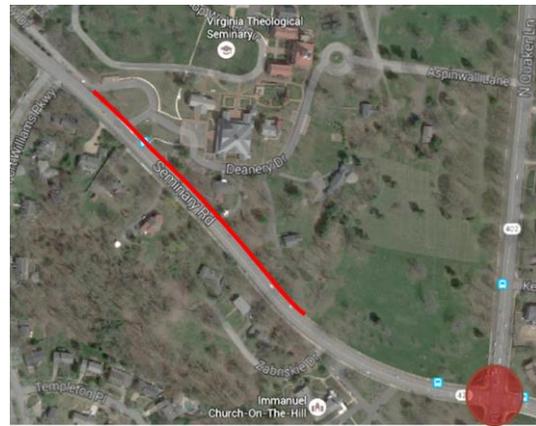
Document Subsection: 2016 Transportation Long Range Project List
Project Source: Pedestrian and Bicycle Master Plan

ID Code: P-25 (New)
2015 Project Rank: New

Seminary Road Safety Improvements (from Quaker Lane to Fort Williams Parkway)					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Pedestrian	\$1-5 million	5-10 Years	Not Started	Yes

Project Description and Note

This project proposes the construction of new sidewalk along the north side of Seminary Road where they are missing. The project also proposes other pedestrian safety improvements. The project provides connectivity to the Episcopal High School, and to the Virginia Theological Seminary.



sidewalk on north side from Zabriskie to Ft. Williams Pkwy & intersection improvements at Seminary and Quaker

Relationship to Other Initiatives

- This priority project could be potentially coordinated with the enhanced bicycle facility on Seminary Road (new).

Transportation Master Plan

- **Pedestrian Goal: Engineering**
 The City will provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably between places and destinations.

- **Pedestrian Goal: Safety**
 The City will create a safe, well-maintained, comfortable and enjoyable pedestrian environment that encourages walking and is accessible for people of all ages and abilities.

Seminary Road Bicycle Facility (from N. Van Dorn Street to Quaker Lane)

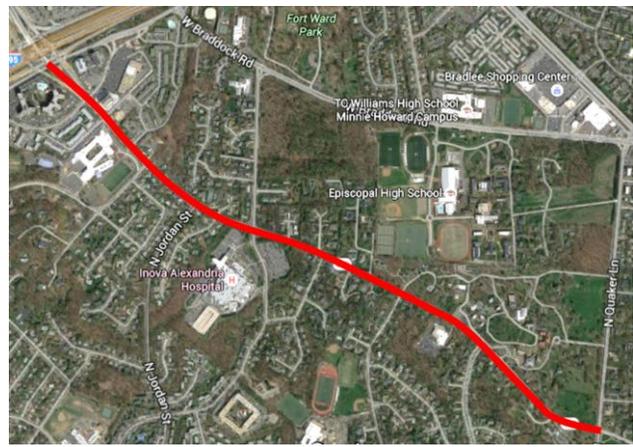
Document Subsection: 2016 Transportation Long Range Project List
Project Source: Pedestrian and Bicycle Master Plan

ID Code: P-26 (New)
2015 Project Rank: New

Seminary Road Bicycle Facility (from N. Van Dorn Street to Quaker Lane)					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Bicycle	\$1-5 million	5-10 Years	Not Started	Yes

Project Description and Note

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.



location of proposed enhanced facility

Relationship to Other Initiatives

- This priority project could be potentially coordinated with the sidewalk project on the north side of Seminary Road (New)

Transportation Master Plan

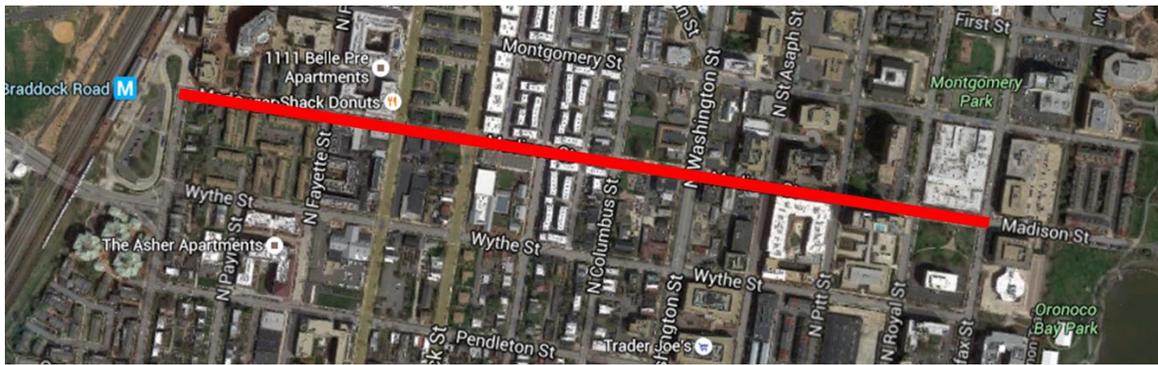
- **Bicycle Goal: Engineering**
 The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists' needs.
- **Bicycle Goal: Safety**
 The City will create a safe, well-maintained bicycling environment that encourages bicycling as an enjoyable and convenient mode of travel and recreation for riders of all ages and abilities.

New Madison Street Bicycle Facility

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Pedestrian and Bicycle Master Plan

ID Code: P-27 (New)
2015 Project Rank: New

New Madison Street Bicycle Facility					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Pedestrian	<\$5 million	5-10 Years	Not Started	Yes



proposed location of enhanced facility

Project Description and Note

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.

This project is called out as a priority project in the City’s Pedestrian and Bicycle Master Plan.

Relationship to Other Initiatives

- Old Town North Small Area Plan

Transportation Master Plan
<ul style="list-style-type: none"> • Bicycle Goal: Engineering The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists’ needs. • Bicycle Goal: Safety The City will create a safe, well-maintained bicycling environment that encourages bicycling as an enjoyable and convenient mode of travel and recreation for riders of all ages and abilities.

Holmes Run Trail on South Side of Holmes Run (from Ripley Street to N. Pickett Street)

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Pedestrian and Bicycle Master Plan

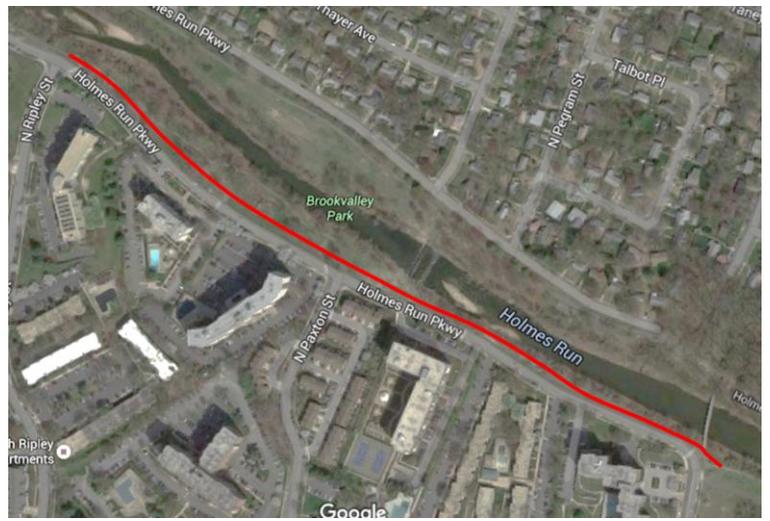
ID Code: P-28 (New)
2015 Project Rank: New

Holmes Run Trail on South Side of Holmes Run (from Ripley Street to N. Pickett Street)					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Pedestrian	<\$1 million	5-10 Years	Not Started	Yes

Project Description and Note

This project proposes the construction of a new trail along the south side of Holmes Run to provide improved connectivity of the existing trail system.

Per the Pedestrian and Bicycle Master Plan, this project is a priority trail project.



proposed trail on south side of Holmes Run

Transportation Master Plan
<ul style="list-style-type: none"> <p>• Pedestrian Goal: Engineering The City will provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably between places and destinations.</p> <p>• Pedestrian Goal: Safety The City will create a safe, well-maintained, comfortable and enjoyable pedestrian environment that encourages walking and is accessible for people of all ages and abilities.</p>

Commonwealth Avenue Green Street

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Four Mile Run Restoration Plan

ID Code: P-29 (New)
2015 Project Rank: New

Commonwealth Avenue Green Street					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project	Pedestrian	< \$1million	5-10 Years	Not Started	No

Project Description and Note

This project proposes moving the Commonwealth Avenue turnabout to the entrance at the parking lot and converting the .25 acres of the underused portion of Commonwealth along the edge of field #2 to an operational open space.

Relationship to Other Initiatives

- New Road from Route 1 to Four Mile Run Park (D-5)



proposed green street on Commonwealth (just north of roundabout)

Transportation Master Plan

- **Pedestrian Goal: Engineering**
 The City will provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably between places and destinations.

- **Pedestrian Goal: Safety**
 The City will create a safe, well-maintained, comfortable and enjoyable pedestrian environment that encourages walking and is accessible for people of all ages and abilities.

2016 Transportation Long Range Plan

Projects Contingent on Private Development

(Not Scored In 2016)

Potomac Yard Intermodal Transit Center

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Potomac Yard Small Area Plan

ID Code: D-1
2015 Project Rank: 1

Potomac Yard Intermodal Transit Center					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project <i>Dependent on Private Development</i>	Transit	< \$1 million	5-10 Years	Not Started	Yes

Project Description and Note

This project will construct an intermodal superstop terminal that will be in close proximity to the Potomac Yard Metrorail station. This station superstop will serve as the location where Route 1 Metroway buses (or potentially streetcars) and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard. The location of this facility will be identified as part of the Potomac Yard North Small Area Plan Update in 2016.

In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station.



intermodal facility's superstop bus shelter, complete with real-time travel information

Relationship to Other Initiatives

- Potomac Yard Metrorail Station
- North Potomac Yard Small Area Plan / Update (Underway)

Transportation Master Plan

- **Transit Goal:**
 Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.

Pedestrian / Bicycle Connection From Potomac Yard to Four Mile Run Trail

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Potomac Yard Small Area Plan

ID Code: D-2
2015 Project Rank: 4

Pedestrian/ Bicycle Connection from Potomac Yard to Four Mile Run Trail					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project <i>Dependent on Private Development</i>	Bicycle	\$1-5 million	5-10 Years	Not Started	Yes

Project Description and Note

This project is contingent on private development. This project will provide a future pedestrian/ bicycle connection from Landbay K to the Four Mile Run Trail.

Relationship to Other Initiatives

- Pedestrian and Bicycle Master Plan Update
- North Potomac Yard Small Area Plan Update (Underway)



Proposed pedestrian / bicycle connection

Transportation Master Plan

- **Bicycle Goal: Engineering**
 The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists' needs.
- **Bicycle Goal: Safety**
 The City will create a safe, well-maintained bicycling environment that encourages bicycling as an enjoyable and convenient mode of travel and recreation for riders of all ages and abilities.

Library Lane Extension

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Beauregard Small Area Plan

ID Code: D-3
2015 Project Rank: 18

Library Lane Extension					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project <i>Dependent on Private Development</i>	Streets	\$1-5 million	5-10 Years	Not Started	Yes

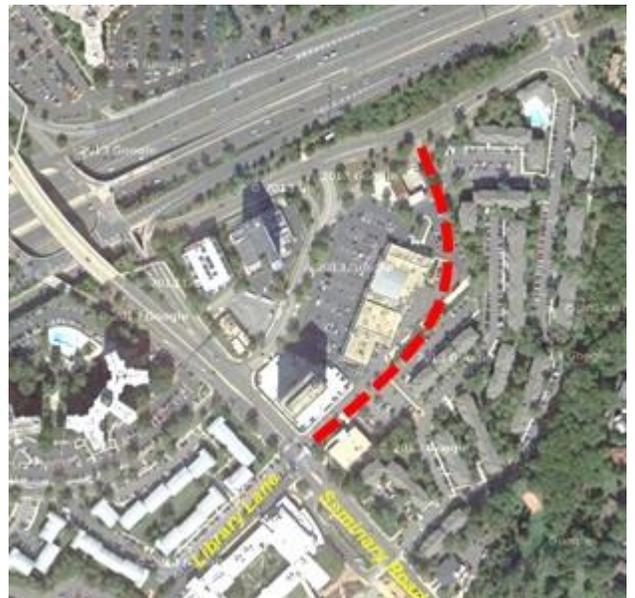
Project Description and Note

This project extends Library Lane north of Seminary Road to connect to Van Dorn Street. The project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.

This project is contingent on development in the area.

Relationship to Other Initiatives

- Contingent on Private Redevelopment



Library Lane extension

Transportation Master Plan

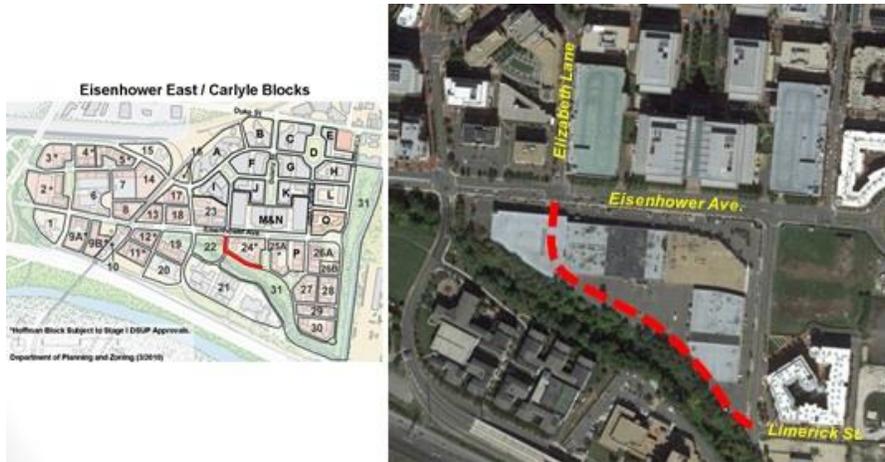
- **Neighborhood Traffic Calming Program Goal #2.**
 Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan (i.e. local streets, residential collectors, primary collectors).

Elizabeth Lane Extension

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Eisenhower East Small Area Plan

ID Code: D-4
2015 Project Rank: 22

Lane Extension					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
<i>Project Dependent on Private Development</i>	Streets	\$1-5 million	10+ Years	Not Started	Yes



proposed Elizabeth Lane Extension

Project Description and Note

This project proposes an extension of Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.

The project is contingent on development, and will potentially be completed as part of Hoffman warehouse parcel redevelopment.

Relationship to Other Initiatives

- Old Cameron Run Trail Project
- Contingent on Private Redevelopment

Transportation Master Plan
<ul style="list-style-type: none"> • Neighborhood Traffic Calming Program Goal #2. <p>Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan (i.e. local streets, residential collectors, primary collectors).</p>

New Road from Route 1 to Four Mile Run Park

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Four Mile Run Restoration Plan

ID Code: D-5
2015 Project Rank: 26

New Road from Route 1 to Four Mile Run Park					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project <i>Dependent on Private Development</i>	Streets	\$1-5 Million	10+ Years	Not Started	Yes

Project Description and Note

This project proposes the construction of a new road from Route 1 to Four Mile Run Park.

Relationship to Other Initiatives

- Commonwealth Avenue Green Street (P-29)



New road to Four Mile Run Park

Transportation Master Plan

- **Neighborhood Traffic Calming Program Goal #3.**
 Increase access, safety, comfort and convenience for pedestrians and bicyclists by changing the culture of neighborhood street use from “cars first” to “people first.”

Realignment of Eisenhower Avenue (from Covanta to Metro Road)

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Eisenhower West Small Area Plan

ID Code: D-6 (New)
2015 Project Rank: New

Realignment of Eisenhower Avenue (from Covanta to Metro Road)					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project <i>Dependent on Private Development</i>	Streets	> \$5 million	5-10 Years	Not Started	No



Project Description and Note

This project proposes straightening and realigning Eisenhower Avenue between the Covanta plant and a new North-South road one block east of Metro Road.

The 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.

Relationship to Other Initiatives

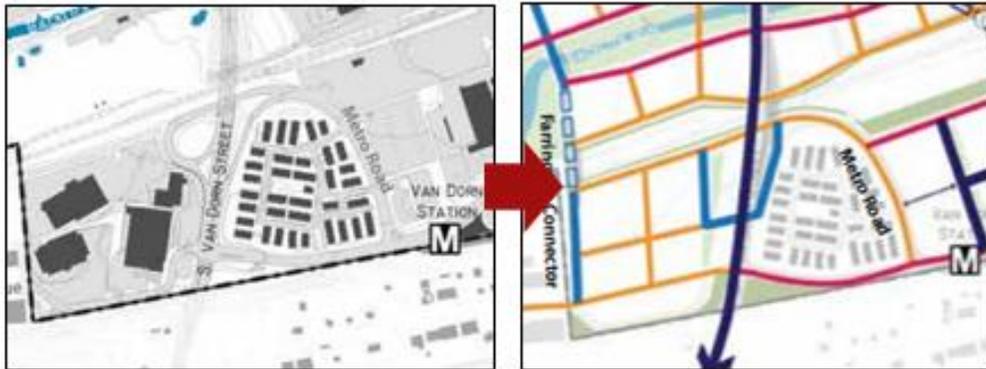
- Redevelopment of the WMATA site

Realignment of Metro Loop Road and New Grid west of Van Dorn Street

Document Subsection: 2016 Transportation Long Range Project List
Project Source: Eisenhower West Small Area Plan

ID Code: D-7 (New)
2015 Project Rank: New

Realignment of Metro Loop Road and New Grid west of Van Dorn Street					
Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives
Project <i>Dependent on Private Development</i>	Streets	> \$5 million	5-10 Years	Not Started	No



Project Description and Note

This project proposes connecting Metro Road to a new north-south road. The project scope includes reconfiguring the existing north bound ramp from Van Dorn to have a “T” intersection with Metro Road. The project also proposes the removal of the existing southbound loop ramp from Van Dorn Street to create an urban street grid.

This project was recommended to:

- improve the street grid;
- 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 private 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.

Relationship to Other Initiatives

- Edsall Road Connector to Farrington Avenue and S. Pickett Street (P-12)