

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 15, 2022

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: MEGAN OLYNIK, LONG RANGE PLANNER, T&ES

SUBJECT: AGENDA ITEM #4 – 2022 TRANSPORTATION LONG RANGE PLAN

ISSUE: 2022 update to the Transportation Long Range Plan (LRP)

RECOMMENDATION: That the Transportation Commission hold a public hearing and approve the 2022 LRP update.

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

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

DISCUSSION: The 2022 LRP update includes changes based on the guidance provided by the Commission at the 2022 retreat and spring Commission meetings including a number of projects and studies that have been removed, consolidated or moved to a new developer contingent list.

At the April 2022 Commission retreat, staff introduced the LRP process and Commissioners discussed updates the scoring criteria used to rank projects. At the April 2022 regular Commission meeting, staff provided an overview of the draft 2022 LRP project list, developer contingent list and studies list, and the Commission finalized the updated scoring criteria. Before the May Transportation Commission meeting, Commissioners individually reviewed the draft 2022 LRP and prioritized the projects using the criteria discussed during the September meeting. At the May meeting, Commissioners discussed the results of the individual prioritization exercise, and the public was invited for comment on the draft results. Commissioners provided

any adjustments to their individual scores to staff following the meeting.

The final LRP project scores can be found in Attachment 1. The final prioritized project list, developer list, and studies list are available in Attachments 2, 3, and 4, respectively.

ATTACHMENTS:

1. 2022 LRP – Project Scores
2. Final 2022 LRP Project Prioritization List
3. Final 2022 LRP – Developer Contingent Project List
4. Final 2022 LRP – Studies List

Transportation Long Range Plan - Commissioner Scores

Proj. ID	2018 Rank	2020 Rank	2022 Rank	Name	Oscar Gonzalez	Casey Kane	Jody Manor	Bruce Marsh	Jim Maslanka	Melissa McMahan	Matthew McManus	Bill Pugh	Final Average Score
P-13	2	2	1	Priority Sidewalk projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	71	54	75	64	67	59	71	57	64.8
P-5	12	4	2	Sanger Avenue Bridge	68	55	62	62	68	55	68	60	62.3
P-14	5	6	3	Trail projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	66	54	65	64	63	61	65	57	61.9
P-1	3	3	4	Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	68	54	59	65	60	58	66	58	61.0
P-17	NA	5	5	Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	66	52	69	58	63	53	69	55	60.6
P-20 (New)	NA	NA	6	I-395 Bicycle and Pedestrian Bridge	65	51	63	63	56	61	60	64	60.4
P-22 (New)	NA	NA	7	Safe Routes to Schools Walk Audit Recommendation Implementation	53	56	63	62	67	62	56	60	59.9
P-3	11	7	8	Madison Street Bike facility	70	51	67	60	52	54	68	56	59.8
P-12	17	12	9	Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	68	51	63	61	54	55	71	54	59.6
P-19 (New)	NA	NA	9	Union Street Pedestrian and Safety Enhancements	65	50	75	54	54	51	71	57	59.6
P-2	10	13	11	Commonwealth Avenue non-motorized bridge	68	48	63	63	53	55	71	51	59.0
P-21 (New)	NA	NA	12	Telegraph Road Bicycle & Pedestrian Connection	63	53	63	60	55	58	63	56	58.9
P-4	14	10	13	Non-motorized bridge over Cameron Run	68	48	63	63	48	51	68	58	58.4
P-23 (New)	NA	NA	14	Vision Zero High Crash Intersection Improvements	69	55	63	60	52	57	50	58	58.0
P-11	15	9	15	Connection between Potomac Yard Park to Mount Vernon Trail	68	51	63	59	49	52	62	53	57.1
P-16	NA	11	16	Interim Bike Facility on Eisenhower Ave	68	54	63	56	43	53	53	57	55.9
P-10	9	14	17	Norfolk Southern Rail spur in OTN converted into multi-use path	62	49	63	57	58	53	45	50	54.6
P-18	20	19	18	I-395 access to West End Town Center	39	43	63	57	54	53	71	53	54.1
P-14	8	18	19	Commonwealth Ave. Green Street	53	49	63	52	36	52	29	52	48.3
P-6	18	17	20	S. Van Dorn Intersection Improvements	39	45	63	51	45	46	45	41	46.9
P-8	19	16	21	Edsall Road Connector to Farrington Avenue and South Pickett Street (Farrington connector)	29	44	63	50	42	45	40	53	45.8

Tier 1 High priority for Staff
Tier 2 Medium priority for Staff
Tier 3 Low priority for Staff

PROJECTS

ID	2018 Rank	2020 Rank	2022 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	In COG Equity Emphasis Area?	Relationship to Other Initiatives
P-13	2	2	1	Priority Sidewalk projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	Sidewalks projects that were recommended in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Pedestrian	More than \$5 million	10+ years	Ongoing	Partially	Yes
P-5	12	4	2	Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes	Yes
P-14	5	6	3	Trail projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	Multi-use trail projects including crossing improvements recommended in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Ped/bike	More than \$5 million	10+ years	Ongoing	Partially	Yes
P-1	3	3	4	Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	Construct new sidewalks along the north and south sides of King Street, including over I-395, where missing. This project improves important pedestrian safety and connectivity along a street with higher volumes and speeds, and a history of pedestrian fatalities.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	No	Yes
P-17	NA	5	5	Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	Rec #69: Provide an enhanced pedestrian crossing on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 15.	Eisenhower East	Project	Pedestrian	\$1-5 million	10+ years	Not Started	No	Yes
P-20 (New)	NA	NA	6	I-395 Bicycle and Pedestrian Bridge	Provide a bicycle and pedestrian bridge from the Landmark Site/West End Town Center to the west side of I-395.	Landmark/Van Dorn SAP	Project	Ped/bike	More than \$5 million	10+ years	Not Started	Yes	Yes
P-22 (New)	NA	NA	7	Safe Routes to Schools Walk Audit Recommendation Implementation	Implement recommendations of the Safe Routes to School Walk Audits planned for FY23.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Ped/bike	\$1-5 million	1-5 years	Not Started	Partially	Yes
P-3	11	7	8	Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail and Braddock Metrorail Station. Madison Street would be an enhanced bicycle corridor that may remove one travel lane.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	No
P-12	17	12	9	Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	The Multimodal Bridge provides a multimodal connection between Eisenhower Avenue and development (new and existing) North of Pickett Street.	Eisenhower West Small Area Plan	Project	Multimodal	More than \$5 million	10+ years	Not Started	No	Yes
P-19 (New)	NA	NA	9	Union Street Pedestrian and Safety Enhancements	Implement pedestrian and safety improvements outlined in the Union Street Corridor Study including improved crosswalks at King Street/Union Street, exploring shared streets for portions of Union Street, raised intersections and crosswalks, additional traffic control and management.	Union Street Corridor Study	Project	Streets	More than \$5 million	1-5 years	Not Started	No	Yes
P-2	10	13	11	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	Yes
P-21 (New)	NA	NA	12	Telegraph Road Bicycle & Pedestrian Connection	Rec. #74 Provide a safe and accessible pedestrian and bicycle connection for people of all ages and abilities between Witter Field and the Eisenhower area via improvements to the existing tunnel connection at Mill Road or another comparable connection.	Eisenhower East SAP	Project	Ped/bike	More than \$5 million	5-10 years	Not Started	No	Yes
P-4	14	10	13	Non-motorized bridge over Cameron Run	Construct a non-motorized bridge across Cameron Run between the Eisenhower Valley and Cameron Station / Ben Brenman Park.	Eisenhower West Small Area Plan	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	No	No
P-23 (New)	NA	NA	14	Vision Zero High Crash Intersection Improvements	Address safety issues at high crash intersections throughout the City as identified using Vision Zero's data analysis (Added to the 2020 LRP mid-cycle in November 2021 as an unranked project).	Vision Zero Action Plan	Project	Streets	Less than \$1 million	1-5 years	Ongoing	Partially	Yes
P-11	15	9	15	Connection between Potomac Yard Park to Mount Vernon Trail	Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.	North Potomac Yard SAP	Project	Ped/bike	More than \$5 million	10+ years	Not Started	No	Yes
P-16	NA	11	16	Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	Eisenhower East	Project	Bicycle	Less than \$1 million	0-10 years	Not Started	No	Yes
P-10	9	14	17	Norfolk Southern Rail spur in OTN converted into multi-use path	Improve the Norfolk Southern rail corridor adjacent to the former power plant site to include a separated pedestrian and bicycle path through the planned linear park.	Old Town North SAP	Project	Ped/bike	More than \$5 million	5-10 years	Not Started	No	Yes
P-18	20	19	18	I-395 access to West End Town Center	Modify the northbound I-395 Ramp to eastbound Duke Street to mitigate weaving conflicts between drivers from the ramp and on Duke Street and provide direct access from the ramp to the eastbound Duke Street left turn lane at the South Walker Street intersection into the new Landmark development and INOVA Hospital.	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes	Yes
P-14	8	18	19	Commonwealth Ave. Green Street	Move the Commonwealth Ave. turnabout to the entrance at the parking lot and convert the 0.25 acres of underused portion of Commonwealth along the edge of field #2 to a working open space.	Four Mile Run Restoration Plan	Project	Pedestrian	Less than \$1 million	5-10 years	Not Started	Yes	No
P-6	18	17	20	S. Van Dorn Intersection Improvements	Intersection improvements along S. Van Dorn Street at Edsall Road (Add WB right turn lane), Eisenhower Avenue (Add EB thru lane, WB thru lane), and future Main Street. These intersection improvements are needed in the long term to support additional density planned in Eisenhower West.	Eisenhower West Small Area Plan	Project	Streets	\$1-5 million	5-10 years	Not Started	No	Yes
P-8	19	16	21	Edsall Road Connector to Farrington Avenue and South Pickett Street (Farrington connector)	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	Eisenhower West Small Area Plan	Project	Streets	More than \$5 million	10+ years	Not Started	No	Yes

PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT

Proj. No.	Name	Description	Source	Category	Mode	Cost	Status
D-1	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	Less than \$1 million	Started
D-2	Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail	Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail	Potomac Yard SAP	Project	Bicycle	\$1-5 million	Not Started
D-3	Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dorn Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	\$1-5 million	Not Started
D-4	Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	Eisenhower East SAP	Project	Streets	\$1-5 million	Not Started
D-5	New Road from Route 1 to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Restoration	Project	Streets	\$1-5 million	Not Started
D-6	Realigned Eisenhower Avenue from Covanta to Metro Road	Straighten/ realign Eisenhower Avenue between the Covanta plant and a new North-South road one block east of Metro Road	EW/Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Ongoing
D-7	Realignment of Metro Loop Road and new grid west of Van Dorn Street	Connect Metro Road to a new North-South road; Reconfigure the existing northbound ramp from Van Dorn to have a "T" intersection with Metro Road; Remove the existing southbound loop ramp from Van Dorn Street, and reconfigure it as an urban grid of streets.	EW/Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Ongoing
D-8	Construct new shared-use path along the waterfront of the former power plant site	Construct a new trail within the expanded waterfront open space on the former power plant site, as generally depicted in Figure 5.03, to separate the existing pedestrian and bicycle trail.	Old Town North Small Area Plan	Project	Bicycle	\$1-5 million	Not Started
D-9	Develop grid of streets in former power plant site	Provide a compact grid of streets in the former power plant site in alignment with, and connecting to the established street grid in Old Town North. North Fairfax, North Royal, and North Pitt Streets will be extended into the former power plant site as generally depicted in Figures 5.01 and 5.06.	Old Town North Small Area Plan	Project	Streets	More than \$5 million	Started
D-10	Mount Vernon Trail along East Abingdon Drive	Construct a new multi-use path connection on the Mount Vernon Trail along E. Abingdon Dr. between Slaters Ln and Norfolk Southern's rail tracks to the south of Slaters Ln.	Old Town North Small Area Plan	Project	Ped/Bike	\$1-5 million	Started

PROJECTS DEPENDENT ON PRIVATE DEVELOPMENT

Proj. No.	Name	Description	Source	Category	Mode	Cost	Status
D-11	Connection to Mount Vernon Trail along future water from east of Fairfax St. to Slaters Lane	Construct new multi-use path connection along future waterfront park between east of Fairfax Street to Slaters Ln. Portion of such connection currently exist, but would have to be improved/reconstructed once the old energy plan site is developed	Old Town North Small Area Plan	Project	Ped/Bike	\$1-5 million	Not Started
D-12	Segments of Backlick Run on developer property along Backlick Run stream	Backlick Run multi-use path runs from Armistead Booth Park to the City limits with Fairfax Co. to the West. Several segments of the trail run along private property in process of redevelopment.	EW/Landmark/Van Dorn SAP	Project	Ped/Bike	\$1-5 million	Not Started
D-13	New High Street	New High Street: The Plan recommends a new "High Street" that will connect the core of the Landmark Mall redevelopment to the balance of the West End Town Center across Duke Street. It then continues south to Pickett Street as a local-serving alternative to Van Dorn Street. Along the way, it greatly improves local connectivity while creating considerable market value for the adjacent parcels. North of Stevenson Avenue, New High Street will also accommodate dedicated lanes for the new Van Dorn Street transit line as it makes its way through the core of the West End Town Center.	EW/Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Not Started
D-14	Duke Street and North Van Dorn Street Redesign	Includes streetscape improvements plus a shared use path along Van Dorn Street	EW/Landmark/Van Dorn SAP	Project	Streets		Started
D-17	Eisenhower East SAP Bicycle and Pedestrian Facilities	Rec #65 and 73 (with developers)	Eisenhower East	Project	Bicycle	Less than \$1 million	Not Started
D-18 (NEW)	Removal of Ramp Structure over Duke Street	10.1.10 - Remove ramp and reconfigure Duke Street	EW/Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	Started

Studies

No.	Name	Description	Source	Category	Mode	Timeframe
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	1-5 years
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.	Alexandria Mobility Plan (carried over from 2008 Transportation Master Plan)	Study	Streets	5-10 years
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 existing W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Project	Streets	1-5 years
S-5	Pedestrian connection parallel to Fayette Street connecting the Braddock Metrorail station with the Northern Gateway area.	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.	Braddock SAP	Study	Pedestrian	5-10 years
S-6	Explore Potential for Northern Entrance of Eisenhower Avenue Metrorail Station	Rec #75	Eisenhower East	Study	Transit	5-10 years
S-7	South Patrick Street Sound Wall	Work with VDOT to study the feasibility of enhanced landscaping and/or screening for the existing sound walls on South Patrick Street, and removing and/or modifying the sound wall at the intersection of Franklin Street and South Patrick Street.	South Patrick Street Affordable Housing Study	Study	Streets	10+ years
S-8	Low Stress Bicycle Network	Determine the feasibility of a low-stress multi-modal, connective bicycle network to increase bicycle mode share	EAP2040	Study	Bicycle	1-5 years
S-9 (NEW)	Glebe Road Corridor Analysis	Review right-of-way and laneage along East/West Glebe Road in the Arlandria-Chirilagua neighborhood to determine appropriate bicycle, pedestrian, and vehicular accommodations.	Arlandria-Chirilagua SAP	Study	Streets	1-5 years