

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 20, 2024

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #9 – 2024 TRANSPORTATION LONG RANGE PLAN
SCORING FINALIZATION

ISSUE: 2024 update to the Transportation Long Range Plan (LRP)

RECOMMENDATION: That the Transportation Commission hold a public hearing and approve the 2024 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 or are partially funded. Once projects on the LRP receive full funding, they are moved from the unconstrained LRP to the City’s constrained Capital Improvement Program (CIP).

Every two years, the Commission updates and reprioritizes transportation projects and studies included in the LRP 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. When grant opportunities are announced, staff use the LRP to evaluate potential projects. They assess the project elements and the grant evaluation criteria to identify promising candidates for funding.

DISCUSSION: The 2024 LRP update incorporates changes based on the Commission meetings held in the spring of 2024. These changes include the removal, consolidation, or reclassification of several projects and studies to a new developer contingent list.

At the April Commission meeting, staff provided an overview of the draft 2024 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 2024 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. 2024 LRP – Commissioners’ Project Scores
2. Final 2024 LRP Project Prioritization List
3. Final 2024 LRP – Developer Contingent Project List
4. Final 2024 LRP – Studies List

2024 Long Range Plan Final Project Scores

Proj. ID	2018 Rank	2020 Rank	2022 Rank	2024 DRAFT Ranking	2024 Ranking	Name	Dan Beattie	Leslie Catherwood	Casey Kane	Tim Lovain	Jody Manor	Jim Maslanka	Melissa McMahan	Matthew McManus	Average Score	Staff Priority
P-1	3	3	4	1	1	Upper King Street Multimodal Redesign (Quaker Lane to N. Hampton)	75	76	60	72	62	58	60	73	67.0	1
P-14	5	6	3	3	2	Trail projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	75	76	63	70	59	62	55	65	65.6	2
P-10	9	14	17	4	3	Norfolk Southern Rail spur in OTN converted into multi-use path	75	67	57	68	65	63	60	69	65.5	1
P-3	11	7	8	12	4	Madison Street Bike facility	77	76	60	66	63	49	58	75	65.5	2
P-12	17	12	9	6	5	Multimodal Bridge over Norfolk Southern Tracks to Connect Eisenhower Avenue and S. Pickett Street	71	74	61	68	61	58	60	70	65.4	3
P-20	NA	NA	6	2	6	I-395 Bicycle and Pedestrian Bridge	75	61	59	72	58	62	62	70	64.9	2
P-22	NA	NA	7	5	7	Safe Routes to Schools Walk Audit Implementation	74	65	62	72	54	58	56	74	64.4	1
P-2	10	13	11	11	8	Commonwealth Avenue nonmotorized bridge	71	75	59	69	61	53	59	68	64.4	3
P-13	2	2	1	7	9	Priority Sidewalk AND BICYCLE projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	71	64	65	71	47	63	63	70	64.3	1
P-5	12	4	2	8	10	Sanger Avenue Bridge	71	74	64	70	49	61	54	71	64.3	3
P-11	15	9	15	13	11	Connection between Potomac Yard Park to Mount Vernon Trail	73	78	60	67	58	51	54	71	64.0	3
P-17	NA	5	5	17	12	Permanent Pedestrian Crossing Improvements on Eisenhower Avenue at Metrorail Station	71	72	60	72	43	57	56	79	63.8	1
P-19	NA	NA	9	15	13	Union Street Pedestrian and Safety Enhancements	63	69	58	68	59	58	59	73	63.4	2
P-23	NA	NA	14	9	14	Vision Zero High Crash Intersection Improvements	67	65	61	72	54	58	60	69	63.3	1
P-24 (New)	NA	NA	NA	10	15	West End Transitway Phase 2	61	69	60	72	56	60	56	67	62.6	2
P-25 (New)	NA	NA	NA	22	16	Mill Road	56	76	61	66	45	57	64	67	61.5	2
P-21	NA	NA	12	14	17	Telegraph Road Bicycle & Pedestrian Connection	70	54	60	67	56	55	63	67	61.5	3
P-4	14	10	13	16	18	Non-motorized bridge over Cameron Run	69	55	58	68	60	50	56	69	60.6	2
P-18	20	19	18	23	19	I-395 access to West End Town Center	59	64	48	68	50	62	58	69	59.8	1
P-24 (New)	NA	NA	NA	19	20	Eisenhower Pipeline Study Recommendations	76	55	54	67	43	59	56	63	59.1	1
P-6	18	17	20	21	21	S. Van Dorn Intersection Improvements	59	45	60	67	49	58	52	69	57.4	3
P-8	19	16	21	25	22	Edsall Road Connector to Farrington Avenue and South Pickett Street (Farrington connector)	61	62	55	67	39	51	52	69	57.0	3
P-24 (New)	NA	NA	NA	18	23	Duke and Van Dorn - East	72	43	58	65	47	61	55	54	56.9	1
P-16	NA	11	16	20	24	Interim Bike Facility on Eisenhower Ave	55	42	60	69	58	51	53	66	56.8	2
P-25 (New)	NA	NA	NA	24	25	Shirlington Circle	62	53	51	66	43	56	56	59	55.8	2
P-14	8	18	19	26	26	Commonwealth Ave. Green Street	53	63	53	66	23	50	55	70	54.1	3

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

City of Alexandria 2024 Long-Range Plan

PROJECTS

ID	2018 Rank	2020 Rank	2022 Rank	2024 Rank	Name	Description	Source	Year plan was adopted	Mode	Cost	Estimated Start	Status	In COG Equity Emphasis Area?	Relationship to Other Initiatives
P-1	3	3	4	1	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 high volumes and speeds, and a history of pedestrian fatalities.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	2021	Pedestrian	\$-10 million	Mid-Term	Not Started	No	Yes
P-14	5	6	3	2	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	2021	Ped/bike	> \$50 million	Long-Term	Ongoing	Partially	Yes
P-10	9	14	17	3	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 separated pedestrian and bicycle path through the planned linear park.	Old Town North SAP	2017	Ped/bike	\$10- 50 million	Mid-Term	Not Started	No	Yes
P-12	17	12	9	4	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	2015	Multimodal	> \$50 million	Long-Term	Not Started	No	Yes
P-20	NA	NA	6	5	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	2021	Ped/bike	\$10- 50 million	Long-Term	Not Started	Yes	Yes
P-3	11	7	8	6	Madison Street Bike facility	This project provides east-west connectivity in North Old Town and to the Mt. Vernon Trail at 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	2021	Bicycle	\$1-5 million	Short-Term	Not Started	No	No
P-2	10	13	11	7	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Ed Street.	Four Mile Run Restoration Plan	2014	Bicycle	5-10 million	Mid-Term	Not Started	Yes	Yes
P-13	2	2	1	8	Priority Sidewalk and Bicycle projects in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan	Sidewalk projects that were recommended in the Pedestrian and Bicycle Chapter of the Alexandria Mobility Plan.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	2021	Pedestrian	\$10- 50 million	Long-Term	Ongoing	Partially	Yes
P-5	12	4	2	9	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	2021	Streets	> \$50 million	Mid-Term	Not Started	Yes	Yes
P-22	NA	NA	7	10	Safe Routes to Schools Walk Audit Implementation	Implement recommendations of the Safe Routes to School Walk Audits.	Pedestrian and Bicycle Chapter of Alexandria Mobility Plan	2021	Ped/bike	\$10- 50 million	Short-Term	Not Started	Partially	Yes
P-11	15	9	15	11	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	2017	Ped/bike	> \$50 million	Long-Term	Not Started	No	Yes
P-23	NA	NA	14	12	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	2017	Streets	\$10- 50 million	Short-Term	Ongoing	Partially	Yes
P-24 (New)	NA	NA	NA	13	West End Transitway Phase 2	Complete infrastructure upgrades (such as bus only lanes) when right-of-way is available	Alexandria Mobility Plan	2021	Transit	> \$50 million	Long-Term	Not Started	No	Yes
P-19	NA	NA	9	14	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	2012	Streets	\$1-5 million	Short-Term	Not Started	No	Yes
P-17	NA	5	5	15	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	2019	Pedestrian	\$1-5 million	Long-Term	Not Started	No	Yes
P-21	NA	NA	12	16	Telegraph Road Bicycle & Pedestrian Connection	Rec. #74 Provide a safe and accessible pedestrian and bicycle connection for people of all ages a 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	2019	Ped/bike	\$10- 50 million	Mid-Term	Not Started	No	Yes
P-25 (New)	NA	NA	NA	17	Mill Road	Provide mobility, access, and safety improvements for all modes on Mill Road between Eisenhower Avenue and Slovall Street.	Alexandria Mobility Plan	2021	Ped/Bike	\$10- 50 million	0-10 years	Not Started	No	Yes
P-4	14	10	13	18	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	2015	Pedestrian	\$10- 50 million	Mid-Term	Not Started	No	No
P-24 (New)	NA	NA	NA	19	Eisenhower Pipeline Study Recommendations	Improve accessibility, congestion, and safety at the intersection of Eisenhower Avenue and S Van Dorn Street. Provide improved safety, accessibility, and connections along Eisenhower Avenue between Van Dorn Street Mill Road	VDOT Pipeline Project	2024	Vehicle, Pedestrian, Bike, Transit	\$10- 50 million	0-10 years	Ongoing	Yes (Parts)	Yes
P-18	20	19	18	20	I-395 access to West End Town Center Duke and Van Dorn - East	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	2021	Streets	\$10- 50 million	Mid-Term	Not Started	Yes	Yes
P-24 (New)	NA	NA	NA	21		Convert the interchange to an intersection in improve pedestrian and transit access	Duke Street in Motion Planning Study		Ped/Bike, Transit	\$10- 50 million	Mid-Term	Not Started	Yes	Yes
P-6	18	17	20	22	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 Plan	Eisenhower West Small Area Plan	2015	Streets	\$10- 50 million	Mid-Term	Not Started	No	Yes
P-16	NA	11	16	23	Interim Bike Facility on Eisenhower Ave	Rec #75: Explore options for an interim bike facility on Eisenhower Avenue.	Eisenhower East	2019	Bicycle	5-10 million	0-10 years	Not Started	No	Yes
P-25 (New)	NA	NA	NA	24	Shirlington Circle	Coordinated project with VDOT and Arlington County to improve the safety of the I-395 Shirlington Rotary by eliminating the weave areas along the interior rotary circle. This involves reconfiguring ramps from I-395 and in the rotary circle	VDOT Traffic Study	2021	Vehicle	> \$50 million	0-10 years	Ongoing	No	Yes
P-8	19	16	21	25	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 provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	Eisenhower West Small Area Plan	2015	Streets	> \$50 million	Long-Term	Not Started	No	Yes
P-14	8	18	19	26	Commonwealth Ave. Green Street	Move the Commonwealth Ave. turnout 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	2014	Pedestrian	\$10- 50 million	Mid-Term	Not Started	Yes	No

City of Alexandria 2024 Transportation

Long-Range Plan

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
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	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	More than \$5 million	Started
D-14	Eisenhower East SAP Bicycle and Pedestrian Facilities	Rec #65 and 73 (with developers)	Eisenhower East	Project	Bicycle	Less than \$1 million	Not Started
D-15	Four Mile Run Trail Extension - Mt. Vernon Avenue to Glebe Road	Extend the Four Mile Run Trail from Mt. Vernon Avenue to Glebe Road.	Four Mile Run Restoration	Project	Bicycle	More than \$5 million	Not Started
D-16	Old Cameron Run Trail	Extend the Old Cameron Run Trail between Hoofs Run and Mill Road.	Eisenhower East Small Area Plan	Project	Bicycle	More than \$5 million	Not Started
D-17	Beauregard Multiuse Trail	Extend the multiuse trail on North Beauregard Street from Fillmore Avenue to North Armistead Street.	Alexandria Mobility Plan, Beauregard Small Area Plan	Project	Bicycle	More than \$5 million	Not Started

City of Alexandria 2024 Long-Range Plan

Studies

No.	Name	Description	Source	Category	Mode	Timeframe	Cost	Estimated Start	Status
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	Less than \$1 million		On Hold
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	Less than \$1 million		Not Started
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			Not Started
S-6	Explore Potential for Northern Entrance of Eisenhower Avenue Metrorail Station	Rec #75	Eisenhower East	Study	Transit	5-10 years	More than \$5 million	0-20 years	Not Started
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	Less than \$1 million	0-5 years	Not Started
S-9	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 accomodations.	Arlandria-Chirilagua SAP	Study	Streets	1-5 years	Less than \$1 million	0-5 years	Not Started