



# Telegraph Road Pedestrian Alternatives Concept Development

Final Report

January 2025

# Table of Contents

- 1 INTRODUCTION ..... 1
  - 1.1 Study Background and Purpose ..... 1
  - 1.2 Study Area ..... 2
- 2 RELEVANT PLANNED PROJECTS ..... 4
  - 2.1 City Plans and Capital Projects ..... 4
    - 2.1.1 Alexandria Fourth Track ..... 4
    - 2.1.2 Duke Street in Motion ..... 4
    - 2.1.3 Duke Street/West Taylor Run Project ..... 4
    - 2.1.4 Eisenhower East Small Area Plan ..... 5
  - 2.2 Active Private Development Projects ..... 6
- 3 EXISTING CONDITIONS ..... 8
  - 3.1 Mobility Network ..... 8
  - 3.2 Parcels ..... 19
  - 3.3 Utilities ..... 21
  - 3.4 Environmental ..... 23
  - 3.5 Summary Of Challenges and Constraints ..... 24
- 4 CANDIDATE ALTERNATIVES (NEAR-TERM) ..... 26
  - 4.1 Selection Criteria ..... 26
  - 4.2 Preliminary Screening ..... 27
  - 4.3 No Build Alternative ..... 28
  - 4.4 Near-term Selected Alternative ..... 30
    - 4.4.1 Cost Estimate ..... 35
- 5 FUTURE OPTIONS (MEDIUM- AND LONG-TERM) ..... 37
  - 5.1 Medium-term Recommendations (2-3 years) ..... 37
  - 5.2 Long-term Recommendations (4-10 years) ..... 38
- 6 NEXT STEPS ..... 41

# 1 Introduction

## 1.1 Study Background and Purpose

As part of the implementation of the Transforming Rail in Virginia program, the Virginia Passenger Rail Authority (VPRA) is leading the Alexandria Fourth Track project to relieve an existing bottleneck and expand rail capacity along a critical portion of the railroad corridor between Washington and Richmond. The Alexandria Fourth Track project will design and construct six miles of track and other rail infrastructure in the City of Alexandria and Arlington County.

The existing freight and passenger rail corridor serves as an impediment to pedestrian and bicycle connectivity between the Eisenhower East neighborhood and the Witter Fields recreational fields in central Alexandria. Currently, there are two routes available to pedestrians and bicyclists traveling between these locations: one is a pedestrian tunnel connection under the railroad tracks and the other is a sidewalk along the Telegraph Road bridge over the rail corridor. The pedestrian tunnel offers a relatively direct connection across the rail corridor but suffers from multiple deficiencies:

- significant drainage issues require detours during rain events;
- limited visibility and substandard lighting create safety concerns for users;
- low clearances preclude bike riding through the tunnel;
- both tunnel entrances can only be accessed by relatively steep stair connections; and
- a general state of disrepair in the tunnel and at the tunnel access points results in an uncomfortable user experience.



LEFT: TYPICAL CONDITIONS IN THE PEDESTRIAN TUNNEL. RIGHT: STAIR CONNECTION TO THE NORTH TUNNEL ENTRANCE.

The Alexandria Fourth Track project will necessitate the permanent closure of the pedestrian tunnel, as the substantial investments needed to bring the tunnel up to modern design standards and meet Americans with Disabilities Act (ADA) requirements are not viable. Furthermore, there are serious cost and constructability concerns associated with upgrading and extending the tunnel while maintaining train and Metro operations during construction. Once construction begins and the tunnel is closed, the Telegraph Road bridge route will be the only way for pedestrians to access Witter Fields from the south and vice-versa.

The purpose of this study is two-fold:

1. Develop one or more alternatives for short-term enhancements to the existing Telegraph Road pedestrian route, with the aim to identify relatively low-cost, tactical improvements that can be implemented in advance of the closure of the pedestrian tunnel.
2. Identify options for more substantial investments in pedestrian and bicycle infrastructure to further enhance the comfort and safety of this connection in the longer term.

## 1.2 Study Area

The study area, located in the central portion of the City near the southern border with Fairfax County, centers on the Telegraph Road bridge over the rail corridor, the southern portion of the Telegraph Road/Duke Street interchange on the north side of the tracks, and the northwesternmost corner of the Eisenhower East neighborhood on the south side of the tracks.

The rail corridor serves as a significant barrier to north-south connectivity, particularly for pedestrians and bicyclists. Aside from the Telegraph Road bridge, the nearest roadway and sidewalk connections across the rail corridor are 0.5 miles to the east and nearly two miles to the west.

The northwest portion of the study area includes Witter Fields, which consist of recreational space and athletic fields owned by the City, and multiple light-industrial properties along the south side of Duke Street. The southern portion of the study area features multiple large, vacant parcels slated for development as part of the further build-out of Eisenhower East. **Figure 1** shows a map of the study area.



FIGURE 1. STUDY AREA



## 2 Relevant Planned Projects

### 2.1 City Plans and Capital Projects

#### 2.1.1 ALEXANDRIA FOURTH TRACK

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The Alexandria Fourth Track project will extend from AF Interlocking in southern Alexandria, where five tracks converge into three, to RO Interlocking in Arlington County just south of the Potomac River. As noted in Section 1 above, the addition of the fourth track will necessitate the permanent closure of the Telegraph Road pedestrian tunnel, as the substantial investments needed to bring the tunnel up to modern design, safety, and accessibility standards are not viable. The Alexandria Fourth Track project is currently in the final engineering design stage. The nearest pedestrian access points that cross the tracks lie 0.5 miles to the east and over 1.5 miles to the west. The tunnel has needed repairs for many years, but the announcement of the addition of the Alexandria Fourth Track highlights the necessity for providing a safe alternative pedestrian route on Telegraph Road.

#### 2.1.2 DUKE STREET IN MOTION

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The Duke Street in Motion project, led by the City of Alexandria, is a large-scale effort consisting of multiple phases intended to reduce congestion and prioritize active transportation and public transit, primarily through dedicated bus rapid transit (BRT) infrastructure and a new BRT route on the corridor. The need for changes to the corridor was first identified in the 2008 Transportation Master Plan and was subsequently featured in the 2012 Transit Corridors Feasibility Study and the 2021 Alexandria Mobility Plan, as peak hour traffic congestion on Duke Street and nearby side streets, poor pedestrian and bicycle connectivity, and more were all deemed significant issues.

The Duke Street Transitway is the central element of Duke Street in Motion and will provide dedicated BRT infrastructure to support the City's vision to create a city-wide, high frequency bus network by 2030. The Duke Street Transitway project will include dedicated BRT lanes along much of Duke Street with separate paths for pedestrians and bicyclists. In the study area, the transitway will feature a dedicated westbound BRT lane, with eastbound buses running in mixed traffic. A westbound BRT station will be located on the near side of the West Taylor Run intersection, and an eastbound BRT station will be located on the southside of Duke Street on the far side of the intersection. The City is currently in the process of procuring a design consultant, and the project is expected to complete construction in 2027.

#### 2.1.3 DUKE STREET/WEST TAYLOR RUN PROJECT

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The Duke Street/West Taylor Run intersection improvement project seeks to improve mobility and reduce congestion, with a particular focus on multimodal safety and limiting cut-through traffic in the vicinity of the intersection. The project features substantial investments to address mobility and safety at the intersection at West Taylor Run Parkway, located just west of the Duke Street / Telegraph Road interchange. The intersection was identified as one of the highest crash intersections in Alexandria in the City's Vision Zero program. In 2021, the City began implementation of a two-phase pilot to test traffic signal timing and intersection design options.



Two project components will directly benefit pedestrians accessing Duke Street via Telegraph Road:

1. A permanent hardening of the separation between eastbound Duke Street and the eastbound ramp onto southbound Telegraph Road will restrict vehicular access to the ramp from West Taylor Run Parkway. This will improve pedestrian safety and comfort by eliminating an existing point of cross-modal conflict and confusion.
2. Pedestrians traveling on the south side of Duke Street will cross the eastbound on-ramp at the signalized West Taylor Run intersection rather than at the existing mid-ramp crosswalk location, which features a Rectangular Rapid Flashing Beacon (RRFB). This improvement, which will tie into the eastbound BRT station infrastructure that will connect seamlessly with the sidewalk segment under Telegraph Road, will substantially reduce pedestrian exposure by providing a protected phase to cross the on-ramp.

## 2.1.4 EISENHOWER EAST SMALL AREA PLAN

Located south of the rail corridor, Eisenhower East is a high-density neighborhood that has seen considerable new development in recent years. Completed in 2020, the Eisenhower East Small Area Plan (EESAP) acts as a blueprint for future development in the community. The EESAP provides design and implementation guidance to enhance pedestrian and bicyclist safety and connectivity in the neighborhood.

- The EESAP recommends a street network that features human-scale blocks and supports connectivity across all transportation modes – consistent with the City's Complete Street Design Guidelines, Vision Zero Action Plan, Transit Vision Plan, and Environmental Action Plan – with developers tasked with implementing these improvements. The plan features street typologies designed to guide future land development, street enhancements, and road design projects, which are anticipated to occur over short- to long-term phases. Within the study area, Mill Road, Pershing Avenue, and Stovall Street are designated as Neighborhood Connectors featuring on-street parking and bike lanes running in both directions with landscaped buffers between the road and pedestrian sidewalks.
- The EESAP outlines a comprehensive approach to enhancing pedestrian and bicycle connectivity and mobility within the study area, recommending the following pedestrian and bicycle network improvements:
  - **Mill Road** is proposed to feature a multi-use trail along the north side and eight-foot sidewalks along the south side as part of redevelopment plans.
  - **Pershing Avenue** is slated to include widened sidewalks along the north side and a new sidewalk along the south side as part of redevelopment plans. The EESAP recommends that Pershing Avenue include shared-lane markings for bicycle use.
  - **Stovall Street** includes a widened sidewalk on the west side as part of redevelopment plans and a dedicated bike facility.

Safety enhancements at the existing signalized intersections may include leading pedestrian intervals, high visibility crosswalks, raised crosswalks, new signalized pedestrian crosswalks, and slip lane removal.

The EESAP also prioritizes enhancing mobility and connectivity to surrounding neighborhoods for pedestrians and bicyclists, with a focus on enhancing the north-south connection.

The EESAP calls for exploring investments to upgrade the existing pedestrian tunnel for improved connectivity between Eisenhower East and Witter Fields and other neighborhoods north of the

rail corridor (note that the plan was finalized prior to VPRA's determination that the pedestrian tunnel would be closed permanently). As an alternative, the plan calls to explore using Telegraph Road or other options for safe pedestrian and bike access to Duke Street and neighborhoods to the north. The EESAP recommends the provision of a "safe and accessible pedestrian and bicycle connection for people of all ages and abilities" between Eisenhower East and Witter Fields, with responsibility for such improvements shared among both developers and the City over a 25- to 30-year timeframe.

## 2.2 Active Private Development Projects

There are two active development projects within the study area:

- **Hoffman Coordinated Development District.** The two blocks that sit between Telegraph Road, Stovall Street, Eisenhower Ave, and Mill Road are being proposed for redevelopment as part of the Coordinated Development District #2 (CDD #2) Conceptual Design Plan. Open space, bike connections, and complete streets will be provided in the CDD per the EESAP guidelines to promote growth and connectivity between the blocks within the Eisenhower East area.
- **Witter Place.** The existing car dealership between Duke Street and Witter Fields is planned for redevelopment into 94 family-sized affordable rental units for 40-60 percent of Area Median Income. In addition to the residential building, the developer, Community Housing Partners, plans to make streetscape enhancements along Duke Street and Witter Drive and a pedestrian connection between the two streets. The development aims to increase affordable housing and offer access to recreation, transportation, shopping, and commercial activities. Construction is planned to begin in Fall 2024 and finish by December 2026. The development will add residents who are expected to rely on active and public transportation along Duke Street and Telegraph Road.

**Figure 2** shows a map of the relevant planned projects in the study area.



FIGURE 2. RELEVANT PLANNED PROJECTS





# 3 Existing Conditions

## 3.1 Mobility Network

This section summarizes data collected and compiled as part of this study effort from the City, the Virginia Department of Transportation (VDOT), and other agencies to describe the physical condition of the mobility network within the study area. The project team also conducted visits to the study area on April 9, 2024, and July 9, 2024, to conduct qualitative assessments of site conditions.

### Pedestrian/Bicycle Facilities

Pedestrian and bicycle facilities provide essential connectivity within the study area and between the Eisenhower East neighborhood and the Witter Fields recreational area. Pedestrian facilities consist of a network of sidewalks, paved multi-use trails, and marked and unmarked pedestrian crossings. Bicycle facilities are limited to paved multi-use trails – some of which do not meet recommended widths for trails per the AASHTO bicycle design standards – and bike routes, which are roadways identified as bicycle-friendly or providing important connections to the bicycle network but lacking dedicated bicycle infrastructure. The existing pedestrian facilities are shown in **Figure 3**, while the existing bicycle facilities are illustrated in **Figure 4**.

FIGURE 3. EXISTING PEDESTRIAN FACILITIES





FIGURE 4. EXISTING BICYCLE FACILITIES



The current rail corridor hinders pedestrian and bicycle connectivity between the Eisenhower East neighborhood and the Witter Fields recreational area. Currently, pedestrians traveling between these locations have two options: one route that utilizes the Telegraph Road pedestrian tunnel to facilitate access under the rail corridor and a longer route that crosses the rail corridor via the multi-use trail on the Telegraph Road bridge (see **Figure 5**).

The existing tunnel route, which is approximately 0.7 miles long, uses the Telegraph Road pedestrian tunnel which runs parallel to the east side of Telegraph Road, extending from the north side of Mill Road to the north side of the railroad right-of-way (ROW). Users must navigate a relatively steep set of concrete stairs to access either end of the pedestrian tunnel. On the north side of the tunnel, the route follows the multi-use trail under the Telegraph Road bridge and continues west along the trail to Duke Street where the multi-use trail transitions to sidewalk along the south side of Duke Street. The route continues west to Witter Drive. The route proceeds south along the sidewalk on the east side of Witter Drive and crosses an unmarked crosswalk to turn back east, utilizing the sidewalk along the south side of Witter Drive to reach the Witter Fields recreational area.

Pedestrians following the tunnel route used to use a shorter, unauthorized path within the railroad right-of-way that extended west from the multi-use trail under the Telegraph Road bridge instead of following the trail north. Desire lines indicate that pedestrians then used a gap in the fence south of the softball field to access Witter Fields and Business Center Drive. However, with the commencement of pre-construction activities for the Alexandria Fourth Track project, the gap in the fence has been closed, making the unauthorized route obsolete.

At approximately one mile in length, the existing authorized pedestrian route is considerably longer than the tunnel route and requires multiple high-traffic crossings. This route starts by traveling west on the multi-use trail along Pershing Avenue to Telegraph Road, then proceeds north over the rail corridor along the Telegraph Road multi-use trail, continuing along the off-ramp towards eastbound Duke Street. It then follows the south side of Duke Street west to Witter Drive, turns south on Witter Drive, and finally proceeds east to reach the Witter Fields recreational area. Pedestrians using this route cross vehicular traffic at both the on-ramp to westbound Duke Street and the on-ramp from Duke Street to southbound Telegraph Road, using marked crosswalks equipped with pedestrian-actuated RRFBs.

This route also serves as the High Water Detour for the pedestrian tunnel, which is prone to flooding and is sometimes impassable during and following storm events. Existing signage at each tunnel entrance directs users to use the alternate route over the Telegraph Road bridge when the tunnel is flooded.



FIGURE 5. EXISTING PEDESTRIAN ROUTES





## Transit Facilities

Alexandria is well-served by multiple rail systems, including Amtrak, Virginia Railway Express (VRE), and Washington Metropolitan Area Transit Authority (WMATA) Metrorail. Located approximately 0.4 miles northeast of the study area, Alexandria Union Station serves Amtrak and VRE trains. Amtrak routes include the Northeast Regional, Cardinal, Crescent, and Silver Meteor, connecting Alexandria to cities along the Eastern Seaboard, the Gulf Coast, and the Midwest. VRE's Fredericksburg and Manassas Lines offer commuter rail service to and from Washington, D.C., and other parts of Northern Virginia.

The closest Metrorail stations to the study area are Eisenhower Avenue, which is located approximately 600 feet south of Pershing Avenue on the Yellow Line, and King Street–Old Town, which is located approximately 0.5 miles east of the Telegraph Road/Duke Street interchange and is served by the Blue and Yellow Lines. These lines facilitate travel to destinations throughout the Washington, D.C. metropolitan area.

Within the study area, DASH (Alexandria Transit Company) and Metrobus (WMATA) provide local bus service. The Duke Street corridor serves four routes: DASH Line 30, Metrobus 28A, and Metrobus 29K/29N, though the Metrobus routes operate limited-stop service and do not serve the stops within the study area. Additionally, two other routes, DASH Line 32 and Metrobus REX, have stops just outside the study area on Eisenhower Avenue.

**Figure 6** illustrates the existing transit facilities within the study area including bus routes and bus stop locations, and **Table 1** offers a summary of the existing bus routes including the peak period headway and the distance from the study area to the nearest bus stop.

FIGURE 6. EXISTING TRANSIT FACILITIES

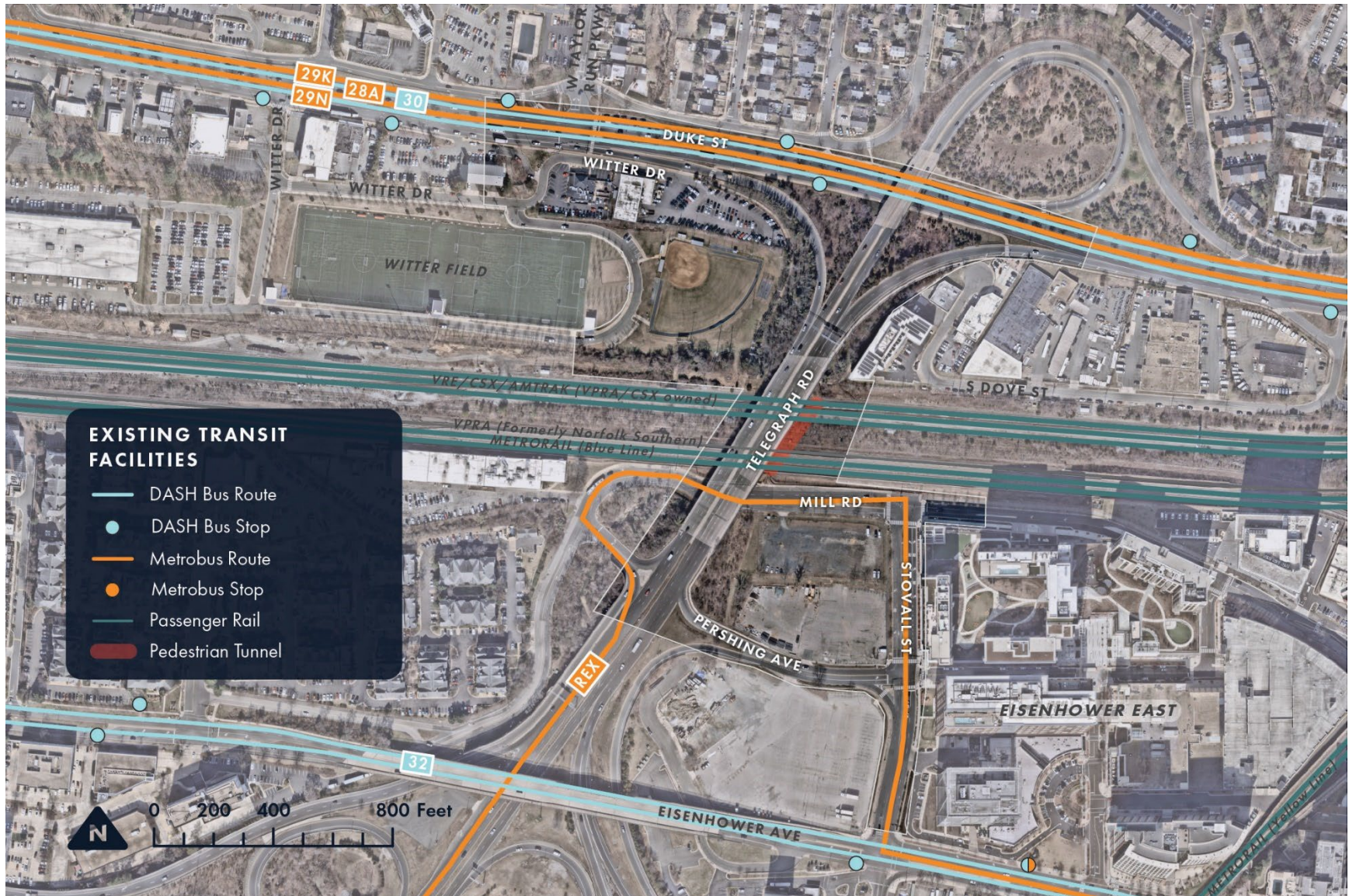




TABLE 1. EXISTING BUS ROUTE INFORMATION

Service/Route	Name	Peak Period Headway (minutes)	Nearest Bus Stop
DASH Line 30	Old Town Circulator	10	Within the project area
Metrobus 28A	Leesburg Pike Line	12	Outside the project area
Metrobus 29K, 29N	Alexandria-Fairfax Lines	20	Outside the project area
DASH Line 32	-	30	Eisenhower Ave & Stovall St
Metrobus REX	Richmond Highway Express	15	Eisenhower Ave & Hoffman St

Source: DASH, WMATA

## Safety and Comfort

The *Telegraph Road Tunnel and Holmes Run Trail Tunnel Existing Conditions and Recommendations Study* (Toole Design Group, 2016) highlights numerous deficiencies in the Telegraph Road pedestrian tunnel, particularly regarding pedestrian safety and accessibility. The tunnel's dimensions, with a height of 7.5 feet and a width ranging from 4.5 feet at the north end to 6 feet at the south end, do not meet national design standards.<sup>1</sup> Additionally, the tunnel and multi-use trail segment under the Telegraph Road bridge suffer from inadequate lighting, which makes it uncomfortable and potentially unsafe, especially outside daylight hours. Drainage issues, marked by standing water and debris, pose further hazards for pedestrians. Neither entrance to the tunnel meets accessibility standards; the north entrance features a steep, angled staircase hindered by dense foliage, and the south entrance is similarly restricted by a staircase.

The project team performed a qualitative assessment of pedestrian comfort for the pedestrian facilities along the existing pedestrian tunnel and authorized pedestrian routes within the study area. Comfort levels were screened as follows: comfortable, somewhat comfortable, and uncomfortable. For pedestrian facilities, the screening factors included:

- **Facility Width:** Sidewalks:  $\geq 5'$ ,  $< 5'$ ; Multi-Use Trails/Sidepaths:  $\geq 10'$ ,  $< 10'$
- **Buffer Width:**  $> 3'$ ,  $0-3'$ , none
- **Surface Condition:** Good, Average, Poor

Of the 17 discrete segments assessed:

- three featured good surface condition, 12 featured average surface condition, and two featured poor surface condition;

<sup>1</sup> AASHTO Pedestrian Guide states that a minimum width of 14 to 16 feet is desirable in urban locations, with a minimum vertical clearance of 8 feet and a desired vertical clearance of 10 feet.

- six featured comfortable facility width (≥5' for sidewalks, ≥10' for trails/sidepaths) and 11 featured uncomfortable facility width; and
- eight featured comfortable buffer width (>3'), one featured somewhat comfortable buffer width (0-3'), and eight featured uncomfortable buffer width (no buffer).

**Table 2** summarizes the assessment of pedestrian comfort for each segment in the study area.

**TABLE 2. PEDESTRIAN COMFORT BY STUDY AREA SEGMENT**

Location		Surface Condition	Facility Width	Buffer Width
Duke Street	South side (Witter Dr to midblock crossing across Duke Street EB ramp to SB Telegraph Road)	●	●	●
	South side between ramps to/from Telegraph Road	●	●	⊗
Mill Road	North side	●	⊗	⊗
	South side	●	⊗	●
Pershing Avenue	South side	●	⊗	●
Stovall Street	West Side North of Pershing	⊗	⊗	●
	West Side South of Pershing	⊗	●	⊗
	East Side North of Pershing	●	●	●
	East Side South of Pershing	●	⊗	●
Telegraph Road NB ramp to Duke Street EB	East side	●	⊗	●
Witter Drive	East Side	●	⊗	●
	South side	●	●	⊗
Pershing Avenue	North side	●	⊗	⊗
Telegraph Road	East Side from Pershing Avenue to bridge over rail corridor	●	⊗	●
	East Side along bridge over rail corridor	●	●	⊗
Duke Street/Telegraph Road Underpass Trail	-	●	⊗	⊗
Telegraph Road Bridge Multi-use Trail	-	●	⊗	⊗

**Comfort Level**

- Comfortable
- ◐ Somewhat Comfortable
- ⊗ Uncomfortable

The project team also performed a qualitative assessment of pedestrian comfort for the pedestrian crossings along the existing pedestrian tunnel and authorized pedestrian routes within the study area. Comfort levels were screened as follows: comfortable, somewhat comfortable, and uncomfortable. For pedestrian crossings, the screening factors included:

- **Number of Lanes Crossed:** 1-3 lanes, 4-5 lanes, 6+ lanes  
*Note: Total number of lanes was used (not lanes per direction); variable does not change with the presence of a raised refuge island.*
- **Posted Speed Limit:** ≤25 mph, 30-35, ≥40 mph
- **Median Type:** Raised Refuge Island, Raised/Hardened Centerline, Painted/None
- **Crosswalk Type:** High Visibility, Standard, Unmarked

Of the nine discrete pedestrian crossings assessed:

- three were rated as comfortable based on number of lanes crossed (1-3 lanes) and six were rates as somewhat comfortable based on number of lanes (4-6 lanes);
- seven were rated as comfortable based on the posted speed limit (≤25 mph) and two were rated as somewhat comfortable based on the posted speed limit (30-35 mph);
- one was rated as somewhat comfortable based on the presence of a raised or hardened centerline, six were rated as uncomfortable due to lack of raised refuge or hardened centerline, and two were not applicable because they carry one-way traffic;
- all nine were rated as comfortable based on the presence of a high visibility crosswalk;
- two were rated as comfortable based on adequate lighting, two were rated as somewhat comfortable based on the presence of some lighting, and five were rated as uncomfortable due to lack of lighting; and
- four featured ADA curb ramps, with five lacking ADA curb ramps.

**Table 3** summarizes the assessment of pedestrian comfort for each pedestrian crossing in the study area.



**TABLE 3. PEDESTRIAN COMFORT BY STUDY AREA PEDESTRIAN CROSSING**

Location	Leg	Crossing Type	No. of Lanes	Posted Speed Limit	Median Type	Crosswalk Marking Type	Lighting	ADA Curb Ramps
Mill Road at Stovall Street	West	Signalized	●	●	●	●	●	✓
	East		●	●	⊗	●	⊗	X
	South		●	●	⊗	●	●	X
Pershing Avenue at Stovall Street	West	Signalized	No marked crossing					
	East		●	●	⊗	●	●	✓
	North		●	●	⊗	●	⊗	✓
	South		●	●	⊗	●	⊗	✓
Telegraph Road NB ramp to Duke Street EB	-	RRFB	●	●	-	●	⊗	X
Duke Street EB ramp to Telegraph Road SB	-	RRFB	●	●	-	●	⊗	X
Witter Drive at Witter Drive	East	Unsignalized	●	●	⊗	●	●	X

Comfort Level

- Comfortable
- Somewhat Comfortable
- ⊗ Uncomfortable

## 3.2 Parcels

The study area features large swaths of public right-of-way on and adjacent to roadways, including the Telegraph Road bridge and Telegraph Road/Duke Street interchange, Duke Street, Witter Drive, Mill Road, Stovall Street, and Pershing Avenue. Ownership of the rail corridor that bisects the study area and runs under the Telegraph Road bridge is divided among VPRA, CSX, and WMATA. The remainder of the parcels in and adjacent to the study area are privately owned, with the exception of the Witter Fields parcel, which is owned by the City. **Figure 7** shows parcel boundaries and ownership in and near the study area.

In considering the feasibility of enhanced and/or new pedestrian connections in the study area, particular attention should be paid to the following locations:

- The boundaries between City of Alexandria property at Witter Fields, the railroad right-of-way to the south, and public right-of-way surrounding the Telegraph Road bridge, which could have implications for a potential new Shared Use Path connection on the south side of the Witter Fields softball field.
- The Hoffman-owned parcels on Pershing Avenue, at the southern end of the existing authorized route.
- The privately-owned parcels along the northeast edge of the study area, including the self-storage facility, adjacent to the existing sidewalk connection on the east side of the Telegraph Road bridge.

FIGURE 7. PARCEL BOUNDARIES AND OWNERSHIP





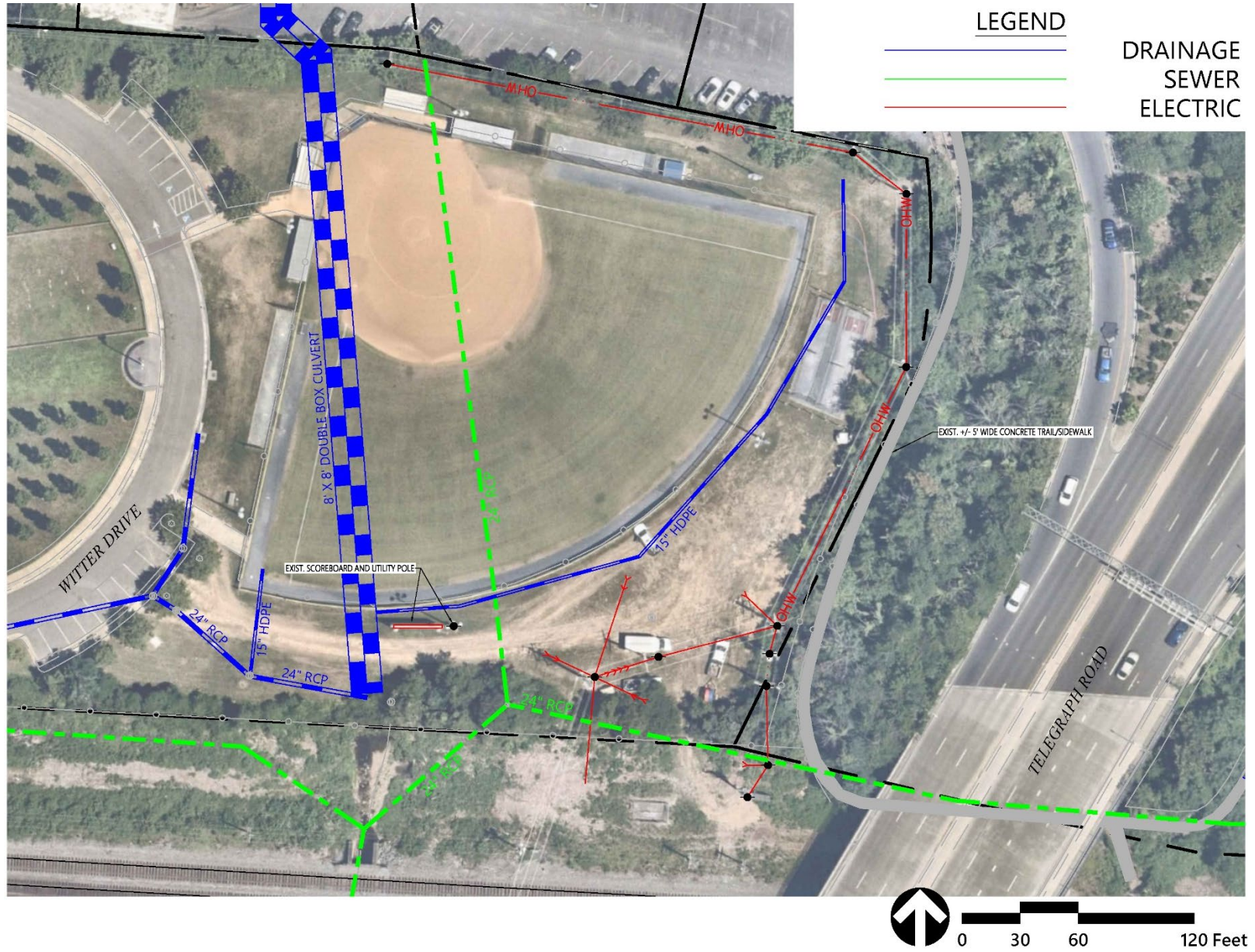
### 3.3 Utilities

The project team compiled available data on existing utilities and stormwater infrastructure in the study area using the 2011 approved site plan for Witter Fields as well as records obtained from utility companies and the City of Alexandria. Using this data, the project team developed a “utility mosaic” for the eastern portion of the Witter Fields parcel (**Figure 8**).

Based on available data on utilities and stormwater infrastructure, the project team found the following:

- A culverted stream (Taylor Run) runs north-south through the east side of the Witter Fields parcel, including under the existing softball field;
- There are multiple subsurface stormwater and sanitary pipes on the east side of the Witter Fields parcel in the vicinity of the softball field;
- Guy wires and utility poles south of the softball field may present an obstruction and should be accounted for and avoided, where possible;
- Curb inlets along Witter Drive represent a potential conflict and should be avoided, where possible; and
- Multiple manholes are present in the southeast portion of the Witter Fields parcel.

FIGURE 8. WITTER FIELDS UTILITY MOSAIC





## 3.4 Environmental

The project team completed an environmental conditions assessment using data from the Virginia Department of Environmental Quality's (VDEQ) Environmental Data Hub, Virginia Department of Historic Resources, U.S. Census, City of Alexandria GIS and Maps, and Federal Emergency Management Agency (FEMA).

### *Floodplains*

A desktop survey of FEMA's Flood Insurance Rate Maps (FIRM) was performed to determine the extent of floodplains within the study area. FEMA FIRM mapped floodplains show the presence of 100-year floodplains within the study area, including in the vicinity of the southern boundary of the Witter Fields parcel along the railroad right-of-way. Impacts to floodplains may require permitting under Sec 6-300 of the City Ordinance.

### *Wetlands and Waterways*

One waterway, Taylor Run, is located within the study area. Taylor Run is classified as a riverine, intermittent, streambed, seasonally flooded system. As indicated in the Utilities section, Taylor Run is culverted within the Witter Fields parcel.

### *Forested Areas*

Several forest stands were observed within the study area, including on the southern and eastern perimeter of the Witter Fields parcel. The City regulates trees and forests under the Urban Forestry Management Program. Additionally, alterations to the landscape should abide by the City of Alexandria Landscape Guidelines and Natural Resource Management Plan.

### *Parklands and Recreational Facilities*

Active transportation improvements in the northern portion of the study area have the potential to impact Witter Fields. Additional coordination with the Alexandria Department of Recreation, Parks & Cultural Activities would be required if there are impacts. An evaluation in accordance with Section 4(f) of the U.S. Department of Transportation Act of 1966 would be required if funding or approvals are anticipated through the U.S. Department of Transportation. Section 6(f) assessment would not be required because Land and Water Conservation Act funds were not used to acquire or improve the park.

### *Historical and Cultural Resources*

The rail corridor, which was part of the Richmond, Fredericksburg and Potomac Railroad (DHR ID #500-0001), has been identified as eligible for listing in the National Register of Historic Places (NRHP). Two archeological sites have been identified within or adjacent to the study area at Witter Fields. A multi-component prehistoric and historic archeological site (44Ax0127) was determined not eligible for the NRHP in 2004. The Bloxham Family Cemetery (44AX0128) has not been evaluated for NRHP eligibility.

The visual assessment of the study area completed on July 9, 2024, indicated that the study area has been heavily graded and it is largely paved to accommodate transportation and vehicle storage functions. Non-paved areas in the vicinity of Telegraph Road have been graded by road and ramp construction associated with Duke Street, Telegraph Road, and railroad construction. There is limited potential for archaeological resources to be located within undeveloped portions of the site.

### 3.5 Summary Of Challenges and Constraints

**Table 4** summarizes the primary study area challenges and constraints identified through the existing conditions assessment. **Figure 9** shows a map of challenges and constraints in the study area.

**TABLE 4. SUMMARY OF CHALLENGES AND CONSTRAINTS**

Resource Area/Element	Challenge/Constraint	Description
Natural Resources	Culverted stream at/near Witter Fields	The desktop review of environmental conditions indicates the presence of a culverted stream through the east side of the Witter Fields property, which could have implications for a Shared Use Path connection in that portion of the study area.
Utilities	Presence of wet and dry utilities	As-built records research for the eastern portion of the Witter Fields parcel shows multiple subsurface stormwater and sanitary pipes, utility poles and guy wires, manhole covers, and curb inlets that represent potential conflicts that need to be coordinated or avoided.
Active Transportation	Substandard pedestrian facilities – multiple locations	Narrow sidewalk widths and sidewalk obstructions impede accessibility and degrade pedestrian comfort in multiple locations in the study area.
Active Transportation	Pedestrian tunnel accessibility	The existing pedestrian tunnel does not meet accessibility standards, as users must navigate stairs to access the tunnel at both the north and south ends.
Parcel Ownership	Private property considerations	Multiple large, privately-owned parcels in the study area – namely the Hoffman Family parcels – represent constraints that need to be accounted for and accommodated in the concept development and design phases for any improved or new pedestrian facilities.
Right-of-Way	Railroad ROW	The railroad ROW adjacent to Witter Fields presents potential permitting and access challenges that need to be coordinated or avoided.



FIGURE 9. MAP OF EXISTING CHALLENGES AND CONSTRAINTS



## 4 Candidate Alternatives (Near-term)

With the impending closure of the Telegraph Road pedestrian tunnel, VPRA is seeking to make near-term investments to enhance the existing pedestrian route across the rail corridor using the Telegraph Road bridge. This section highlights key considerations in selecting near-term pedestrian treatments, screening of preliminary alternatives, and a summary of the selected near-term alternative, including concepts and rough-order-of-magnitude costs for the alternative.

VPRA, in coordination with City of Alexandria, has also identified medium- and long-term options that should be explored to further bolster pedestrian and bicycle connectivity between the Eisenhower East neighborhood and Witter Fields. Those options are summarized in subsequent sections of this report.

### 4.1 Selection Criteria

VPRA considered four key factors in identifying and selecting near-term pedestrian treatments to enhance the existing Eisenhower East-Witter Fields connection.

**Feasibility.** Foremost among the considerations was the need to have near-term improvements in place prior to the closing of the pedestrian tunnel, currently slated for 2027, a timeframe that precludes a significant capital project in the near-term.

**Right-of-way constraints.** In the interest of time and cost, VPRA considered near-term candidate treatments on publicly owned and publicly accessible right-of-way only. This meant avoiding impacts to private property and to the railroad ROW to limit potential cost and timeframe complications around coordination with private property owners, right-of-way acquisition, permitting and/or access.

**Environmental and infrastructure constraints.** Given the relatively tight timeframe for implementation, it is important to avoid design and cost implications related to environmental, utility, or other infrastructure conflicts. As a result, near-term candidate treatments should not require substantial relocation or reconstruction of existing utilities or stormwater management features.

**Active transportation safety and comfort.** The selected alternative should enhance safety and comfort for pedestrians and bicyclists and should not degrade the active transportation user experience relative to the No Build alternative.



## 4.2 Preliminary Screening

At the outset of this study, VPRA identified multiple preliminary options for enhancing pedestrian connectivity between Eisenhower East and Witter Fields upon closure of the pedestrian tunnel. Each preliminary option was then assessed against the selection criteria listed above to determine its viability for further consideration, whether for near-term implementation or for longer-term consideration. Following is a list of preliminary options considered and the justification for eliminating or advancing each option for further consideration.

**Existing Telegraph Road/Duke Street sidewalks.** The existing High Water Detour route using the existing sidewalks on Telegraph Road bridge and along the south side of Duke Street remains a viable option in the absence of the pedestrian tunnel. **VPRA retained this option as the No Build alternative, as it entails no change to the existing condition of these facilities.**

**New Witter Fields connection.** A new Shared Use Path at Witter Fields would reduce the travel distance for pedestrians relative to the length of the existing Telegraph Road/Duke Street connection. Depending on the alignment of the Shared Use Path, this option has the potential to be relatively low-cost and implementable within the constraints (timeframe, cost, right-of-way, environmental, and infrastructure) of the project. **VPRA retained this option as the Selected Near-term Build Alternative.**

**Sidewalk/trail widening.** Multiple segments of the existing pedestrian route on the Telegraph Road bridge and Duke Street feature narrow widths that degrade pedestrian comfort. VPRA considered options for widening existing sidewalk and multi-use trail segments to meet City of Alexandria standards. This option would entail design complexity, such as potential utility relocation or right-of-way impacts, and costs that raised concerns about its feasibility for near-term implementation. **VPRA retained this option for longer-term consideration.**

**Pedestrian tunnel replacement.** As part of the Alexandria Fourth Track Project, VPRA explored options for extending or replacing the existing pedestrian tunnel. A preliminary engineering assessment determined that simply extending the tunnel was infeasible, as the existing tunnel and tunnel access points would need to be completely redesigned and reconstructed to meet accessibility standards. Doing so would entail substantial deleterious impacts to cost and schedule for the Fourth Track Project; however, the benefits would not justify the cost of an updated tunnel connection. **VPRA eliminated this option from further consideration due to complexity and cost concerns.**

**New pedestrian bridge.** VPRA considered a new pedestrian bridge connection across the rail corridor to enhance the active transportation connection between Witter Fields and the Eisenhower East neighborhood. Similar to the tunnel replacement option, this option would entail design complexity, accessibility challenges, right-of-way impacts, and costs that raised serious feasibility and benefit-cost concerns. **VPRA eliminated this option from further consideration due to complexity, right-of-way impacts, and cost concerns.**

**New vertical circulation connection on Telegraph Road bridge.** VPRA considered an option that would construct a new vertical circulation element (stairs, ramping and/or elevator) on the Telegraph Road bridge to connect to the existing multi-use trail under the bridge and thereby substantially shorten the pedestrian route between Witter Fields and Eisenhower East. The right-

of-way impacts and costs associated with this option raised serious feasibility and benefit-cost concerns. **VPRA eliminated this option from further consideration due to right-of-way impacts and cost concerns.**

### 4.3 No Build Alternative

The No Build Alternative represents a future condition in which the Telegraph Road pedestrian tunnel is closed and no action is taken to enhance the active transportation connection between the Eisenhower East neighborhood and Witter Fields. Upon closure of the pedestrian tunnel, the primary pedestrian route between the Eisenhower East neighborhood and Witter Fields will follow the existing sidewalk on the Telegraph Road bridge to traverse the rail corridor. This connection – which doubles as the existing High Water Detour when the pedestrian tunnel floods – uses existing sidewalks on the north side of Pershing Avenue, the east side of Telegraph Road, the south side of Duke Street, and the east side of Witter Drive. **Figure 10** shows the No Build Alternative pedestrian route.

While the No Build Alternative features continuous sidewalks along its full length, multiple factors contribute to a suboptimal experience for active transportation users.

- The connection is approximately a mile in length – nearly 1.5 times the length of the existing pedestrian tunnel route – and features a circuitous path that requires pedestrians to double back in order to reach the sidewalk connection at Witter Drive and Duke Street.
- Pedestrians must cross two high-speed free-flow highway ramps at the Telegraph Road/Duke Street interchange; while both of these crossings feature pedestrian-actuated RRFBs to alert motorists to the presence of pedestrians, they still represent a potential conflict point with high volume fast-moving traffic that substantially reduces pedestrian comfort.
- The existing sidewalk segment on Pershing Avenue just east of Telegraph Road is narrower than the standard four-foot width in some locations, which impedes accessibility and limits pedestrian comfort at the southern end of the No Build alternative.



FIGURE 10. NO BUILD ALTERNATIVE





## 4.4 Near-term Selected Alternative

The existing pedestrian route using the Telegraph Road bridge – the No Build option – has multiple segments with suboptimal conditions for pedestrians and bicyclists. In screening preliminary options, VPRA determined that comprehensively addressing those conditions would require interventions that entail substantially longer implementation timeframes and costs. As a result, any changes to existing pedestrian infrastructure on the route, such as sidewalk and trail widths, were deemed more appropriate for inclusion among medium- and long-term options.

Cost and timeframe constraints led VPRA to focus on candidate treatments that could be implemented prior to the closing of the pedestrian tunnel. Through coordination with City of Alexandria staff, VPRA determined that the most important issue that can be addressed in the near term is the length of the route. As a result, the primary focus of the Near-term Selected Alternative centers on shortening the No Build pedestrian route via a new Shared Use Path connection at Witter Fields. This new segment, which would feature a 10-foot wide pathway, would be approximately 375 feet long and would tie into the existing multi-use trail facility on the east side of the Witter Fields parcel. The remainder of the route for the Near-term Selected Alternative would use existing pedestrian facilities under and adjacent to the Telegraph Road bridge, on the bridge itself, and on Pershing Avenue.

In addition to the new Shared Use Path segment, the Near-term Selected Alternative features wayfinding signage to direct users. This includes placing proposed wayfinding signage at the existing southern access point to the pedestrian tunnel and at key turn and decision points along the route and intersecting facilities to assist in navigation and reduce confusion among active transportation users.

**Figure 11** shows the proposed improvements associated with the Near-term Selected Alternative.

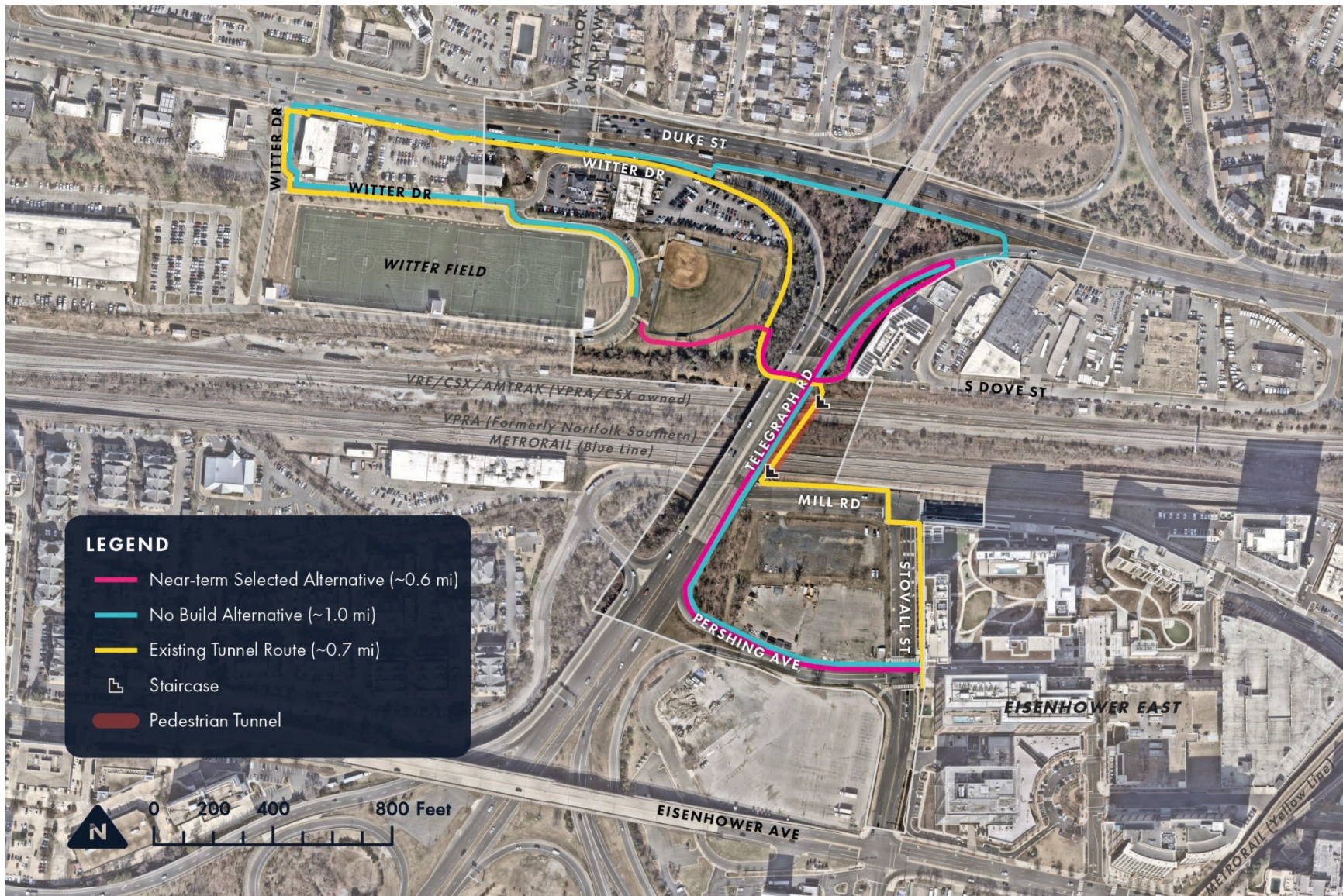
Installing the new Witter Fields Shared Use Path segment would reduce the length of the Eisenhower East-Witter Fields pedestrian route by approximately 0.4 miles, or 40 percent. It also would eliminate the need for pedestrians to cross the free-flow highway ramps at the Telegraph Road/Duke Street interchange. **Figure 12** shows the Near-term Selected Alternative, the No Build Alternative, and the Existing Tunnel Route.

FIGURE 11. NEAR-TERM SELECTED ALTERNATIVE





FIGURE 12. ALL PEDESTRIAN ROUTES (NEAR-TERM SELECTED ALTERNATIVE, NO BUILD ALTERNATIVE, EXISTING TUNNEL ROUTE)





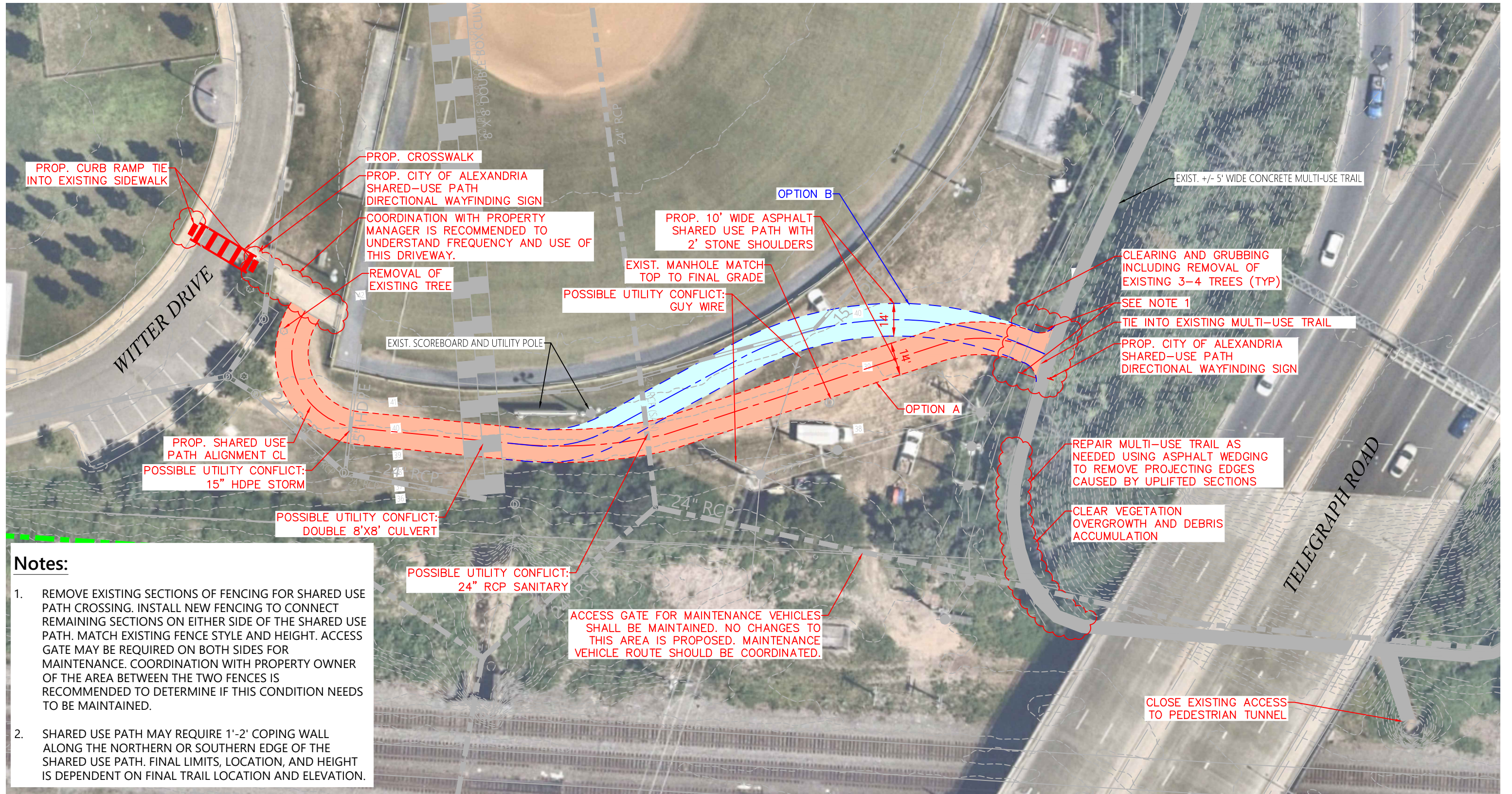
For the new Shared Use Path segment, the project team developed a preliminary concept that accounts for constraints identified through the Existing Conditions assessment and ties into existing pedestrian infrastructure.

- This concept proposes constructing a new Shared Use Path segment south of the Witter Fields softball field. At the western end of the new Witter Fields segment, the Shared Use Path would use the existing maintenance ramp to the softball field and then connect to the existing sidewalk on the west side of Witter Drive via a new curb ramp and crosswalk. At the eastern end of the new segment, the Shared Use Path would tie into the existing multi-use trail on the east side of the Witter Fields parcel, adjacent to the Telegraph Road bridge.
- Tying into the existing facility on the east side of the Witter Fields parcel will require removing an estimated three to four trees and removing/replacing portions of two chain-link fences that run between Witter Fields and the existing multi-use trail. VPRRA should coordinate with the City of Alexandria and any other entities that require access to the space between the fences to determine whether, and in what form, access to that space should be maintained.
- The concept features two options that largely follow the same alignment, except for the area near the existing guy wires that connect to utility poles in the southeast portion of the Witter Fields parcel. In this area, the Option A Shared Use Path alignment runs underneath the guy wires, while Option B features an alignment to the north to avoid the guy wires entirely. Additional investigation and coordination is needed to determine clearance requirements for constructing a Shared Use Path between a guy wire and utility pole, which will have implications for the feasibility of maintaining a 10-foot cross-section through that area.
- The initial due diligence, including the utility mosaic and environmental review, suggest that none of the subsurface utilities represent a conflict with the new Shared Use Path segment.

**Figure 13** shows the preliminary concept for the proposed new Witter Fields Shared Use Path.



**FIGURE 13. PROPOSED WITTER FIELDS SHARED USE PATH SEGMENT CONCEPT**



**Notes:**

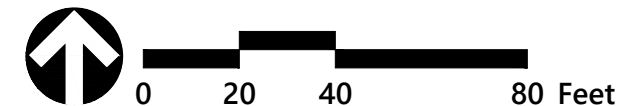
1. REMOVE EXISTING SECTIONS OF FENCING FOR SHARED USE PATH CROSSING. INSTALL NEW FENCING TO CONNECT REMAINING SECTIONS ON EITHER SIDE OF THE SHARED USE PATH. MATCH EXISTING FENCE STYLE AND HEIGHT. ACCESS GATE MAY BE REQUIRED ON BOTH SIDES FOR MAINTENANCE. COORDINATION WITH PROPERTY OWNER OF THE AREA BETWEEN THE TWO FENCES IS RECOMMENDED TO DETERMINE IF THIS CONDITION NEEDS TO BE MAINTAINED.
2. SHARED USE PATH MAY REQUIRE 1'-2' COPING WALL ALONG THE NORTHERN OR SOUTHERN EDGE OF THE SHARED USE PATH. FINAL LIMITS, LOCATION, AND HEIGHT IS DEPENDENT ON FINAL TRAIL LOCATION AND ELEVATION.

# Shared Use Path Concept

## VPRA Telegraph Road Pedestrian Alternatives

### Alexandria, VA

Source:  
Prepared for:  
Date: 11/1/2024



THIS PLAN IS COMPILED FROM AVAILABLE EXISTING INFORMATION AND IS FOR CONCEPTUAL PLANNING ONLY, FURTHER RESEARCH WILL BE REQUIRED TO VERIFY DIMENSIONS, PROPERTY LINES, PHYSICAL CONSTRAINTS ON SITE, AND UTILITIES.





## 4.4.1 COST ESTIMATE

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A Rough Order of Magnitude (ROM) cost estimate developed for the Near-term Selected Alternative indicates that design and construction of the shared use path segment and fabrication and installation of wayfinding signage would cost approximately \$530,000. As this is a ROM cost estimate, further site investigation may be needed to generate a more precise design and construction budget.

**Table 5** summarizes quantities, unit costs, and assumptions used in the ROM cost estimate.

**Table 5. ROM Cost Estimate for Near-term Selected Alternative**



<b>VPRA Telegraph Road Pedestrian Alternatives</b>				
<b>Witter Fields Shared Use Path</b>				
<b>DATE: 12/19/2024</b>				
<i>Item Code Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Totals</i>
DEMO - CONCRETE / SIDEWALK	144	SY	\$ 34.02	\$ 4,898.88
REMOVE EXIST. FENCE	60	LF	\$ 9.48	\$ 568.80
SIDEWALK, CONCRETE 4" (INCLUDED 4" CONCRETE WWF)	10	SY	\$ 64.00	\$ 640.00
SIDEWALK, GRAVEL BASE 4"	10	SY	\$ 16.00	\$ 160.00
TRAIL (INCLUDES PERMEABLE PAVEMENT SYSTEM, EXCAVATION AND GRADING, CONCRETE, AND GRAVEL BASE)	573	SY	\$ 161.00	\$ 92,253.00
TRAIL UNDERDRAIN	280	LF	\$ 25.00	\$ 7,000.00
CG-12 DETECTABLE WARNING SURFACE	2	SY	\$ 369.34	\$ 738.68
CROSSWALK PAVEMENT MARKING - 6" WIDTH, TYPE A	28	LF	\$ 3.11	\$ 87.08
CROSSWALK PAVEMENT MARKING - 24" WIDTH, TYPE A	40	LF	\$ 14.05	\$ 562.00
FENCE FE-CL	16	LF	\$ 43.34	\$ 693.44
GATE FE-G L=16'	1	EA	\$ 2,000.00	\$ 2,000.00
COPING WALL	280	LF	\$ 33.00	\$ 9,240.00
WAYFINDING SIGNS	360	SF	\$ 49.25	\$ 17,730.00
SIGN POST STP-1, 2 1/2", 12 GAUGE	90	LF	\$ 33.99	\$ 3,059.10
EROSION AND SEDIMENT CONTROL	1	LS	\$ 8,000.00	\$ 8,000.00
TRAIL LIGHTING	1	LS	\$ 100,000.00	\$ 100,000.00
			SUBTOTAL Construction	\$ 247,630.98
			Concept Design	\$ 99,710.00
			Contingency (40%)	\$ 99,052.39
			Preliminary Design (5.5%)	\$ 13,619.70
			Final Design (9%)	\$ 22,286.79
			CEI (8%)	\$ 19,810.48
			VPRA Mgmt (7.5%)	\$ 18,572.32
			Testing, Investigations, Misc (2%)	\$ 4,952.62
			Insurance (1.5%)	\$ 3,714.46
			Legal, Permits, and Review Fees (1.5%)	\$ 3,714.46
			SUBTOTAL Non-Construction Costs	\$ 285,433.24
			<b>TOTAL</b>	<b>\$ 533,064.22</b>

**Estimation Notes:**

1. Unit Prices taken from a combination of the 2024 VDOT NOVA District Average Unit Price List, the Fairfax County 2024 Comprehensive Unit Price List, and recent professional experience. No bids have been obtained from contractors specifically for the work described in the above engineer's opinion of probable cost.
2. This opinion of probable cost is based on topographic and utility survey and record data provided by public records. No field run survey was conducted as part of this project.
3. Costs associated with potential utility conflicts have been excluded from this opinion of probable cost.
4. The engineer's opinion of probable cost does not include the use of geotechnical report. It is assumed that no adverse soil conditions will be encountered during construction. Further investigation is recommended to determine quality of soils.
5. The engineer's opinion of probable cost assumes that no adverse environmental conditions exist at the site.
6. Design and management costs include time for stakeholder/property owner engagement and coordination as well as design of the trail.

# 5 Future Options (Medium- and Long-term)

Based on findings from the Existing Conditions assessment, and through coordination with City of Alexandria staff, VPRA has developed recommendations to be explored over a longer time horizon. These recommendations entail candidate treatments intended to further enhance accessibility and comfort on the Eisenhower East-Witter Fields pedestrian route through investments that were not viable in the near term due to complexity and cost constraints. Each of the medium- and long-term recommendations requires further study to assess feasibility based on a variety of factors, including right-of-way availability, cost, design complexity, and other constraints to be identified through additional analysis. The lead responsibility for coordination on planning, design, and construction for medium- and long-term options varies depending on the location and context of the proposed treatment.

## 5.1 Medium-term Recommendations (2-3 years)

VPRA recommends the following actions in the medium term to further enhance active transportation safety, accessibility, and comfort on the Eisenhower East-Witter Fields pedestrian route.

- VDOT Pipeline Study Program.** VDOT's Pipeline Study Program features a structured approach to project identification, prioritization, and preparation in order to position transportation projects for funding through state and federal programs. In the near term, the City of Alexandria should advocate for VDOT Pipeline Study Program involvement along the Telegraph Road corridor with a focus on studying, identifying, and positioning for funding projects that improve overall multimodal safety and potentially enhancing pedestrian safety and accessibility on the Eisenhower East-Witter Fields pedestrian route.

**Lead Stakeholder(s):** VDOT and City of Alexandria

**Planning-level Cost:**<sup>2</sup> \$\$
- Telegraph Road bridge improvements.** Whether as part of the VDOT Pipeline Study Program or through a separate effort, the City of Alexandria should consider studying options for improving pedestrian and bicyclist safety and comfort on the Telegraph Road bridge over the rail corridor, including such treatments as repurposing the northbound

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<sup>2</sup> Planning-level cost ranges for medium- and long-term recommendations:

\$: <\$100,000

\$\$: \$100,000 - \$1 million

\$\$\$: >\$1 million



curbside lane for a two-way cycle track, multi-use trail widening, or installing vertical separation such as flex posts or a permanent barrier between the existing sidewalk and roadway. A two-way cycle track, in particular, has the potential to substantially increase safety and comfort for both pedestrians and bicyclists by providing dedicated space for each mode and thereby reducing cross-modal conflicts on the existing multi-use trail facility.

**Lead Stakeholder(s):** VDOT and City of Alexandria (if conducted through VDOT Pipeline Study Program); City of Alexandria (if a standalone effort)

**Planning-level Cost:** \$\$-\$\$\$

- **Pershing Avenue bike facility.** While developer-led streetscape improvements should substantially enhance active transportation along Pershing Avenue in the long term, in the interim the City of Alexandria should consider providing an on-street bike facility to improve bike connectivity between the Telegraph Road bridge and the core of the Eisenhower East neighborhood.

**Lead Stakeholder:** City of Alexandria

**Planning-level Cost:** \$-\$\$

## 5.2 Long-term Recommendations (4-10 years)

VPRA recommends the following actions in the long term to further enhance active transportation safety, accessibility, and comfort on the Eisenhower East-Witter Fields pedestrian route.

- **Pershing Avenue streetscape improvements.** As part of a proposed multifamily development at 2425 Mill Road (Eisenhower East Block 3), the developer should construct streetscape improvements that will substantially improve the pedestrian experience on Pershing Avenue at the southern end of the Eisenhower East-Witter Fields pedestrian route. Those streetscape improvements will feature eight-foot sidewalk widths, a landscaped buffer strip, a separated bike lane or two-way cycle track on Pershing Avenue, and directional curb extensions with detectable surfaces.

City of Alexandria staff should continue to monitor and review development application(s) for this site to ensure that the developer provides adequate sidewalk width, landscaped buffer, bike facilities, curb extensions and detectable surfaces, and other active transportation treatments on the north side of Pershing Avenue in accordance with EESAP recommendations. City staff should also work with the developer to ensure pedestrian and bicycle facilities constructed as part of the development adequately tie into active transportation facilities on Telegraph Road.

**Lead Stakeholder: Developer (2425 Mill Road)**

**Planning-level Cost:** \$\$\$

- **Existing multi-use trail widening.** The width of the existing multi-use trail facility under the Telegraph Road bridge poses challenges to pedestrian comfort and accessibility. The City of Alexandria should consider studying options for widening portions of this existing facility to enhance the quality of the Eisenhower East-Witter Fields pedestrian route. While the location of the chain-link fence along the railroad ROW appears to be fixed as the

boundary between City and railroad rights of way, there may be opportunities to widen the trail in this segment. Those opportunities include widening the multi-use trail with structural modifications to the bridge abutment or elevating the trail facility over a portion of the bridge abutment to increase facility width directly under the bridge. The City should also consider exploring other options for widening the existing multi-use trail connection east of Telegraph Road, on the segment between the bridge underpass and the Telegraph Road sidewalk adjacent to the self-storage facility.

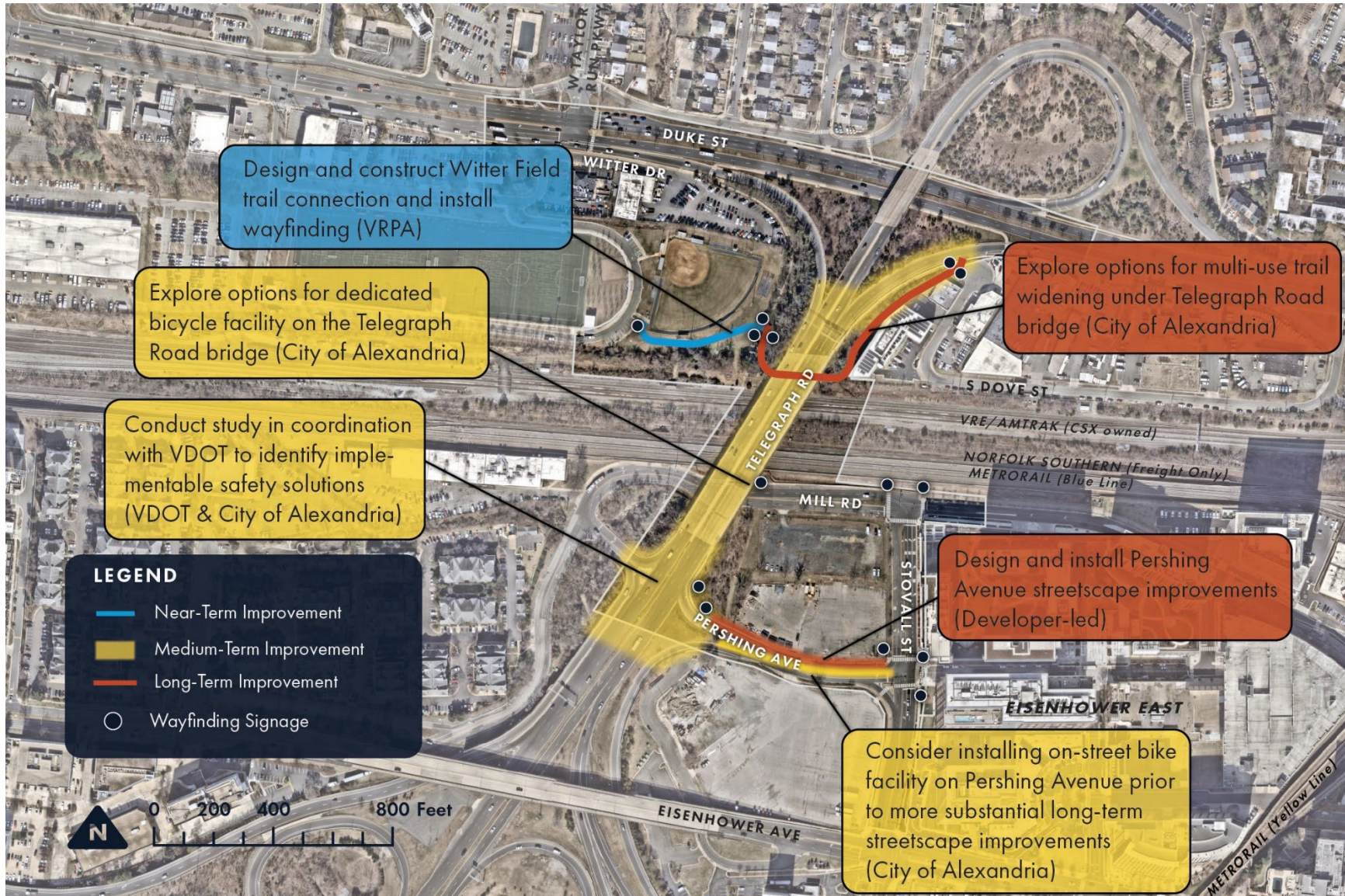
**Lead Stakeholder:** *City of Alexandria*

**Planning-level Cost:** \$\$-\$\$\$

**Figure 14** shows the locations of the Near-term Selected Alternative and medium- and long-term recommendations for the Eisenhower East-Witter Fields pedestrian route.



FIGURE 14. MAP OF SELECTED ALTERNATIVE AND LONGER-TERM OPTIONS



## 6 Next Steps

The project team has identified a series of actions that VPRA and the City of Alexandria should take in the very near term to continue advancing planning, design, and construction for multimodal treatments to enhance the Eisenhower East-Witter Fields pedestrian route.

In the near term, VPRA and the City of Alexandria should:

- Advance the Witter Fields Shared Use Path segment concept to 100 percent design using internal staff or an engineering consultant;
- Initiate a procurement process to hire a contractor to construct the Witter Fields Shared Use Path to complete construction prior to the closing of the tunnel for the 4<sup>th</sup> track construction (anticipated in 2027); and
- Design, fabricate, and install wayfinding signage through coordination with the City of Alexandria Department of Transportation & Environmental Services sign shop.

In the near to medium term, the City of Alexandria should:

- Continue coordinating with VDOT to initiate a study on the Telegraph Road corridor in an effort to identify additional candidate pedestrian and bicycle treatments and further enhance active transportation connectivity between Eisenhower East and Witter Fields; and
- Continue monitoring and reviewing development submissions for 2425 Mill Road (Eisenhower East Block 3) to require developers to provide adequate pedestrian and bicycle facilities on the north side of Pershing Avenue in the long term.
- Explore opportunities to install an on-street bike facility on Pershing Avenue as an enhanced interim condition prior to anticipated long-term streetscape improvements.

In the medium to long term, the City of Alexandria should:

- Continue coordinating with VDOT to monitor progress on implementation of projects and recommendations identified through the Telegraph Road study;
- Initiate one or more studies to identify additional candidate pedestrian and bicycle treatments to further improve the Eisenhower East-Witter Fields route, including opportunities to widen the multi-use trail segment under the Telegraph Road bridge and/or to implement a cycle track, sidewalk widening, and/or vertical separation between the sidewalk and roadway on the Telegraph Road bridge; and
- Continue monitoring and reviewing development submissions for 2425 Mill Road (Eisenhower East Block 3) to require developers to provide adequate pedestrian and bicycle facilities on the north side of Pershing Avenue in the long term.