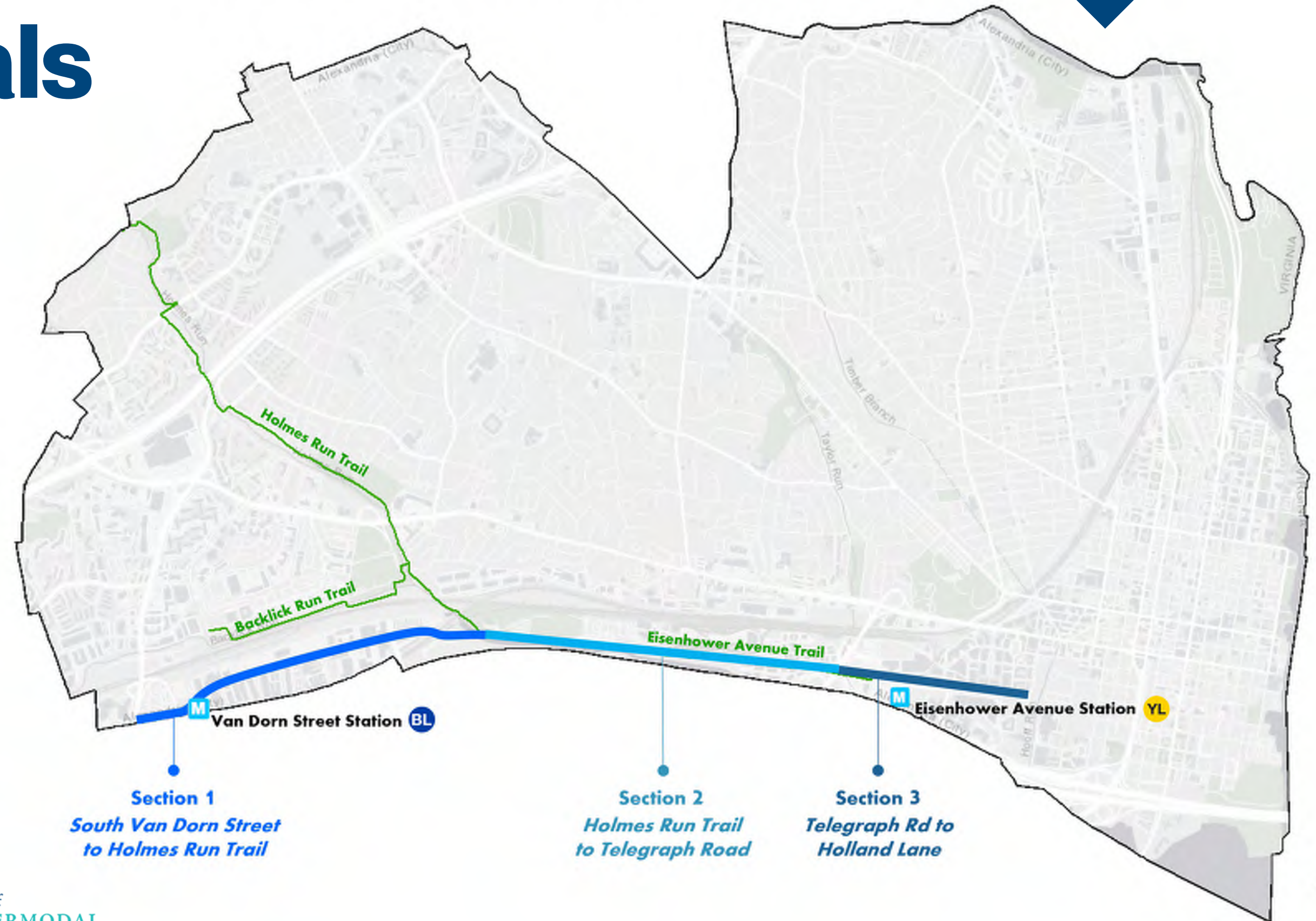




Eisenhower Avenue Transportation Study

Project Goals

- Improve mobility, access, and safety for all users
- Address connectivity and accessibility
- Support future demand and land uses
- Advance the Small Area Plan



Study Summary

Eisenhower Avenue Transportation Study

Feedback We've Heard

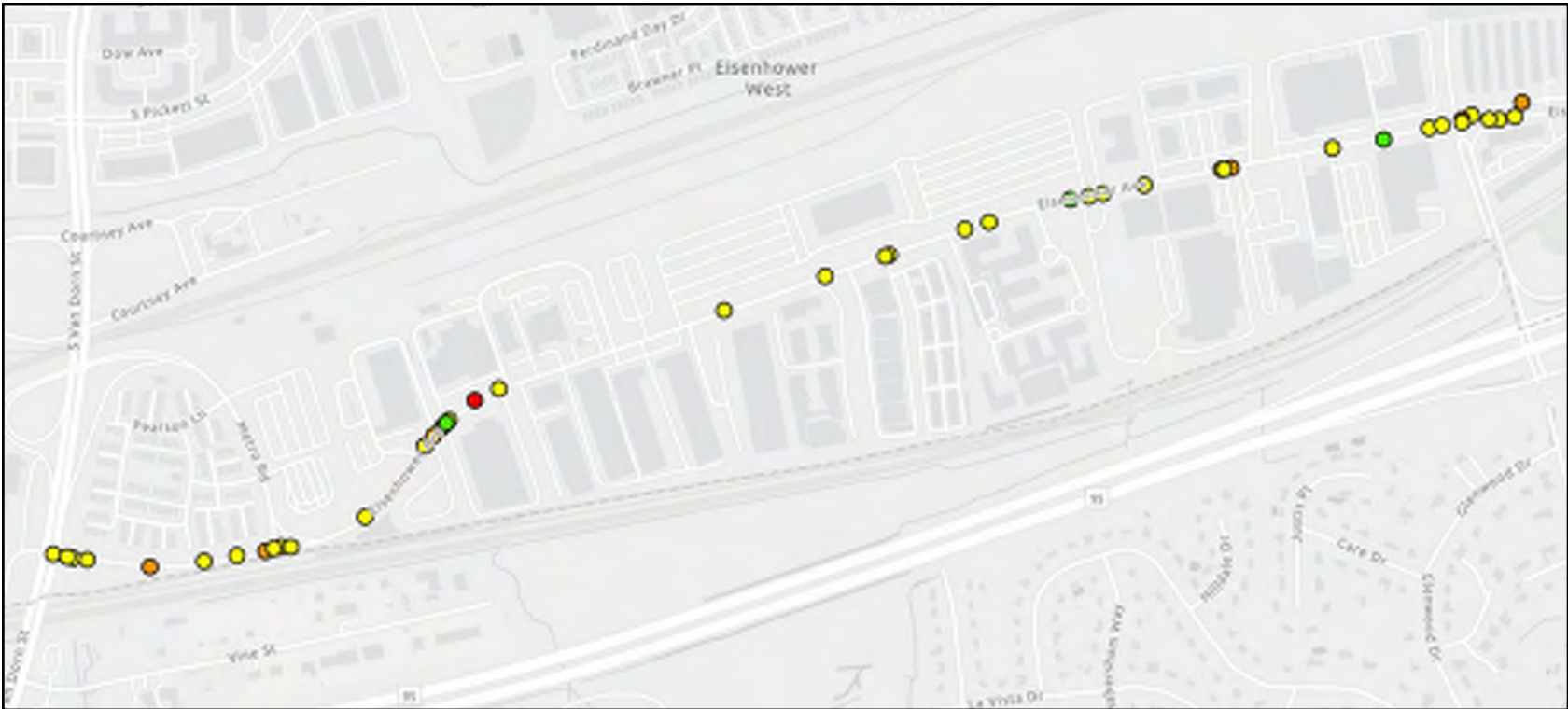
- Speeding concerns
- Lack of bike facilities
- Difficult and in-frequent pedestrian crossings
- Sidewalks are uncomfortable
- Access to Metro is difficult

What We've Found

- Speeding during non-peak hours
- Van Dorn Street/Eisenhower Ave backups
- Substandard existing walkways and trails
- Severe crashes within the curve near Van Dorn Metro Station
- Pedestrian crashes primarily focused between Metro Station and Clermont Avenue



Crashes - Eisenhower Avenue to Clermont Avenue



Small Area Plan - Eisenhower West

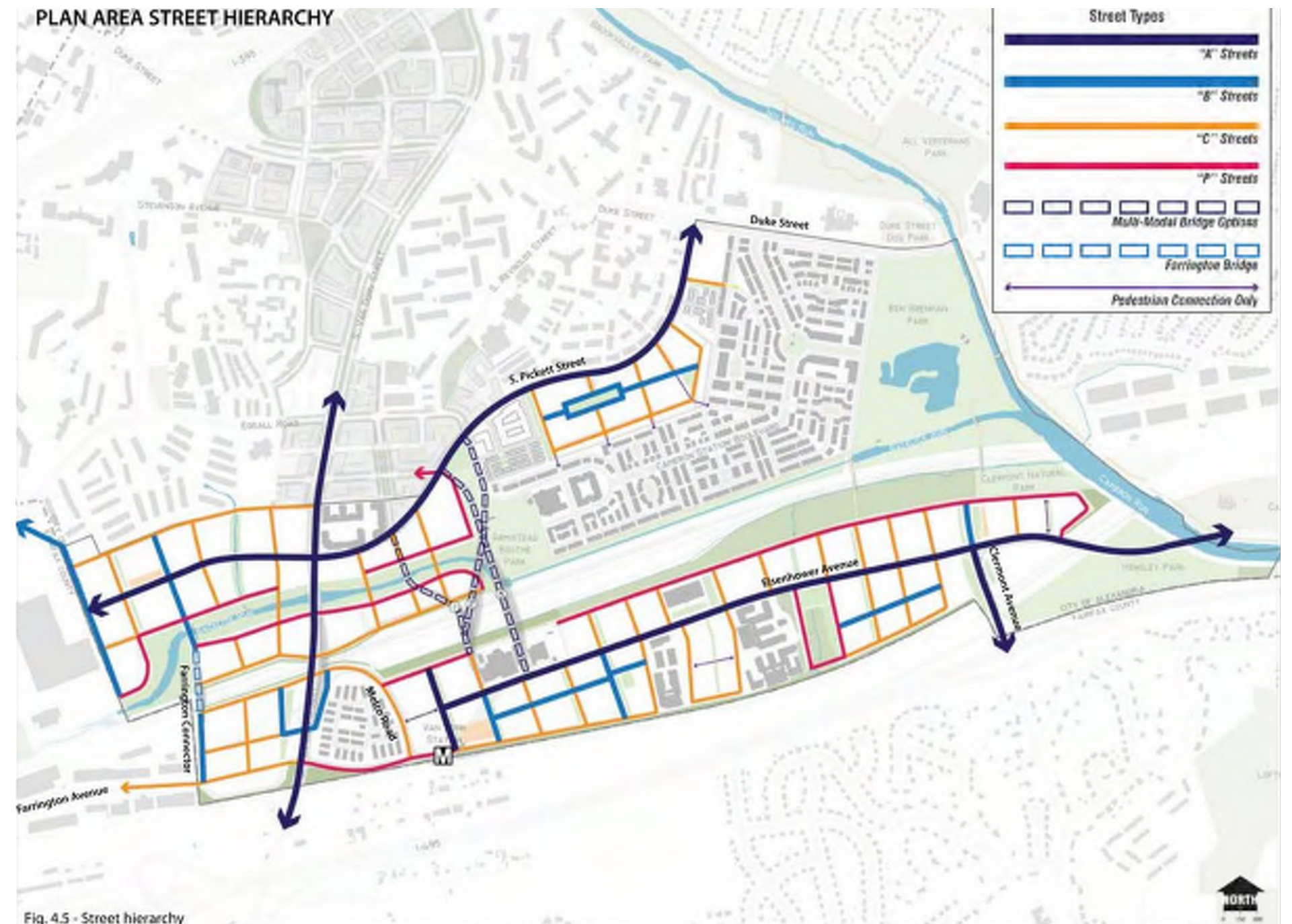
Adopted 2015

Overview:

- Geographically encompasses Eisenhower Avenue between Van Dorn Street and Cameron Run, S Pickett Street Corridor, and Van Dorn Street between the City Line and S Pickett Street.
- Denser land use with residential and commercial.
- Promotes accessible and vibrant communities

Transportation Vision:

- Grid-Style Network
- Increase mobility for all by providing a variety of modes of transportation facilities
- Provide accessible, safe and comfortable facilities for pedestrians and cyclists



Focus Areas - Section 1: Van Dorn Street to Holmes Run Trail



Van Dorn Street

Metro Road

Eisenhower Avenue

Clermont Avenue

Enhance safety and reduce speeding

Improve safety, address speeding, and increase access for other modes

Enhance safety and improve congestion

Provide and improve access



Legend

	Safety Need		Operational Need
	Pedestrian Need		
	Cyclist Need		

N

Existing Conditions - Van Dorn Street & Eisenhower Avenue

Peak Volumes Shown
VPH - Vehicles Per Hour

On Average it takes 90 seconds to 2 min per vehicle to travel through the intersection

Poor and no pedestrian sidewalk

2 Pedestrian crashes across Eisenhower Avenue at Van Dorn Street and Eisenhower Avenue



3,400 - 3,800

300-350

1,300-1,600



Preliminary Recommendation - Van Dorn Street & Eisenhower Avenue

Relocate Left-turns through Metro Road / Van Dorn Street Interchange

- Reduces delay and queueing on Van Dorn Street
- Reduces conflict points on Van Dorn Street
- Improves pedestrian and cycling infrastructure at the intersections and along Eisenhower Avenue

Install sidewalk along southside of Eisenhower from Van Dorn Street to Metro Station



Relocated left-turn movement(s) from Van Dorn Street through Metro Road

Preliminary Recommendation - VanDorn Street & Eisenhower Avenue

Peak Volumes
VPH - Vehicles Per Hour

Between 400 to 600 cars more in a peak hour on Metro Road

3,200 - 3,400

700 - 1000

Queueing is expected between Eisenhower Avenue and just north of Summers Grove Intersection

1,100 - 1,300

On Average its estimated to take less than **50 seconds per vehicle** to travel through the intersection

Metro Road will share capacity with Van Dorn Street intersection

Movement	Existing	Relocated
Southbound Van Dorn St Left	3-4min	1-2min
Westbound Eisenhower Ave Left	2.5-3min	<2min

D

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C



Proposed Eisenhower Ave Cross-Section - Van Dorn to Metro



New crosswalk
median isla

Reduce eastbound
Eisenhower Ave to one
lane to Metro Road

Relocate southbound and
westbound left-turns

New Sidewalk
Connection to Metro
Station
Approximately 1,200'

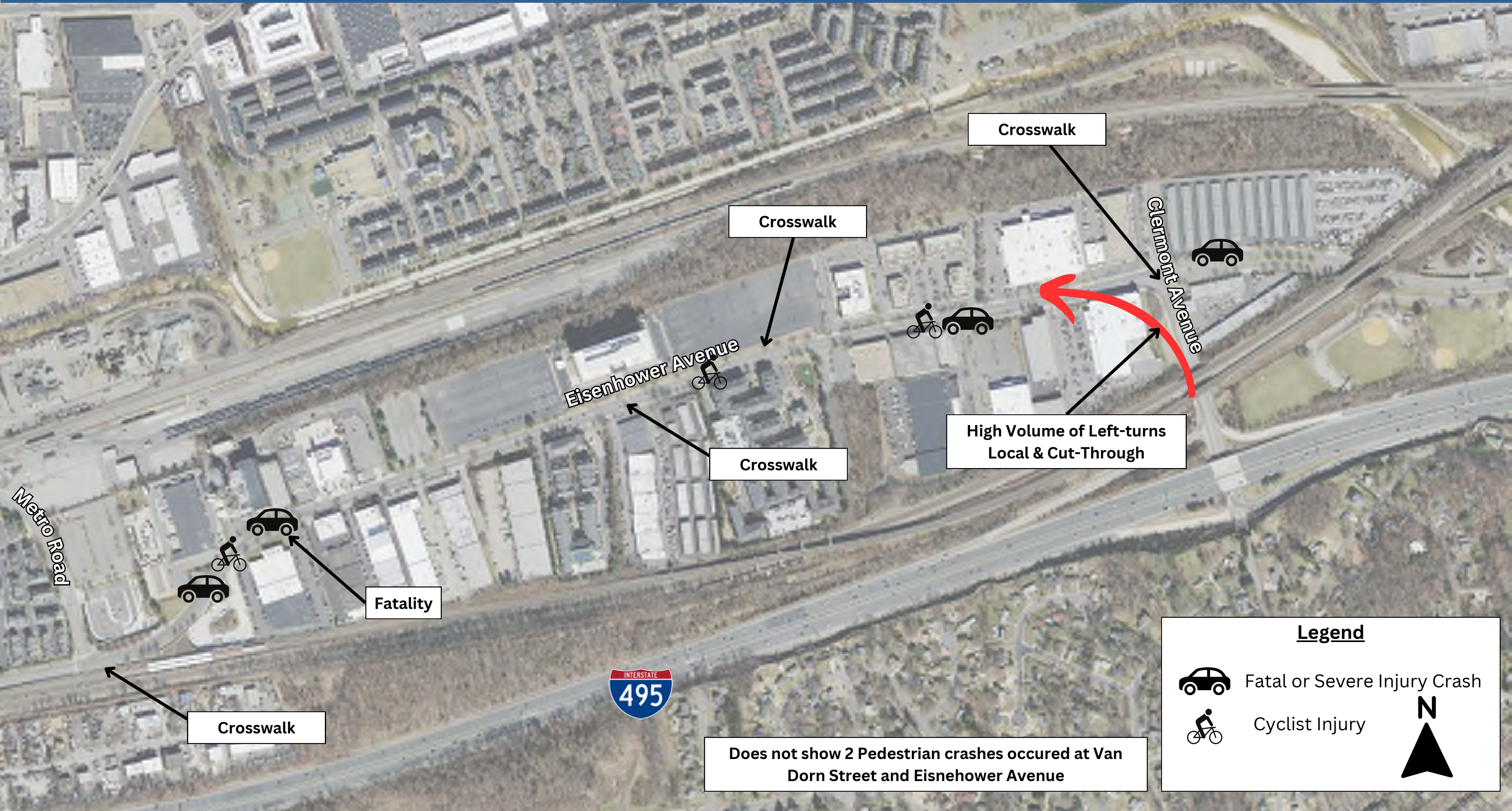
Improved Transit
Stop with New
Shelter

Reduced Capacity to
One Lane

Cycle Track from Van
Dorn Street to Metro
Station
Approximately 1,700'



Focus Areas - Section 1: Van Dorn Street to Holmes Run Trail



Crosswalk

Crosswalk

Eisenhower Avenue

Clemmott Avenue

High Volume of Left-turns
Local & Cut-Through

Crosswalk

Fatality



Metro Road

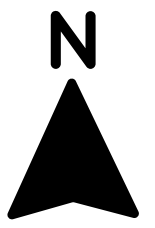
Crosswalk



Does not show 2 Pedestrian crashes occurred at Van Dorn Street and Eisenhower Avenue

Legend

-  Fatal or Severe Injury Crash
-  Cyclist Injury



Metro Road to Holmes Run Trail

Preliminary Recommendation

Goals:

- **Advance Small Area Plan Vision**
- Reconfigure roadway to:
 - Reduce speeding
 - Reduce vehicle crashes
 - Provide separated space for roadway users
- More and pedestrian crossings that are shorter & safer
- Potential or more parking
- Support existing and future multi-modal needs

Elements:

- Improve crossings with:
 - pedestrian refuge islands
 - enhanced signage
 - ADA curb ramps
- Install a continuous cycle-track on the northside that can transition into upcoming and future developments
- Narrow the width of the road by reconfigure lanes
- Enhance transit stops with ADA upgrades & amenities

Preferred Eisenhower Avenue Cross-Section of Eisenhower West Small Area Plan



Eisenhower West Small Area Plan Page 36-37

Metro Road to Holmes Run Trail

Long-term: Small Area Plan Cross-section



Off-Peak Parking is Considered in Bus Lanes

Interim-Term Cross-section Ideas - Separated Bike Facility on North Side



Option 1 - 5 lane to 3 lane conversion (with center turn lane)

- Two travel lanes (One in each direction) with center turn lane
- Multiple opportunities for pedestrian crossings
- Multiple opportunities for parking



Option 2 - 5 lane to 4 lane conversion (with no center turn lane)

- Four-travel lanes with no center turn lane
- Very limited opportunities for pedestrian crossings
- Parking options are limited to areas where development occurs



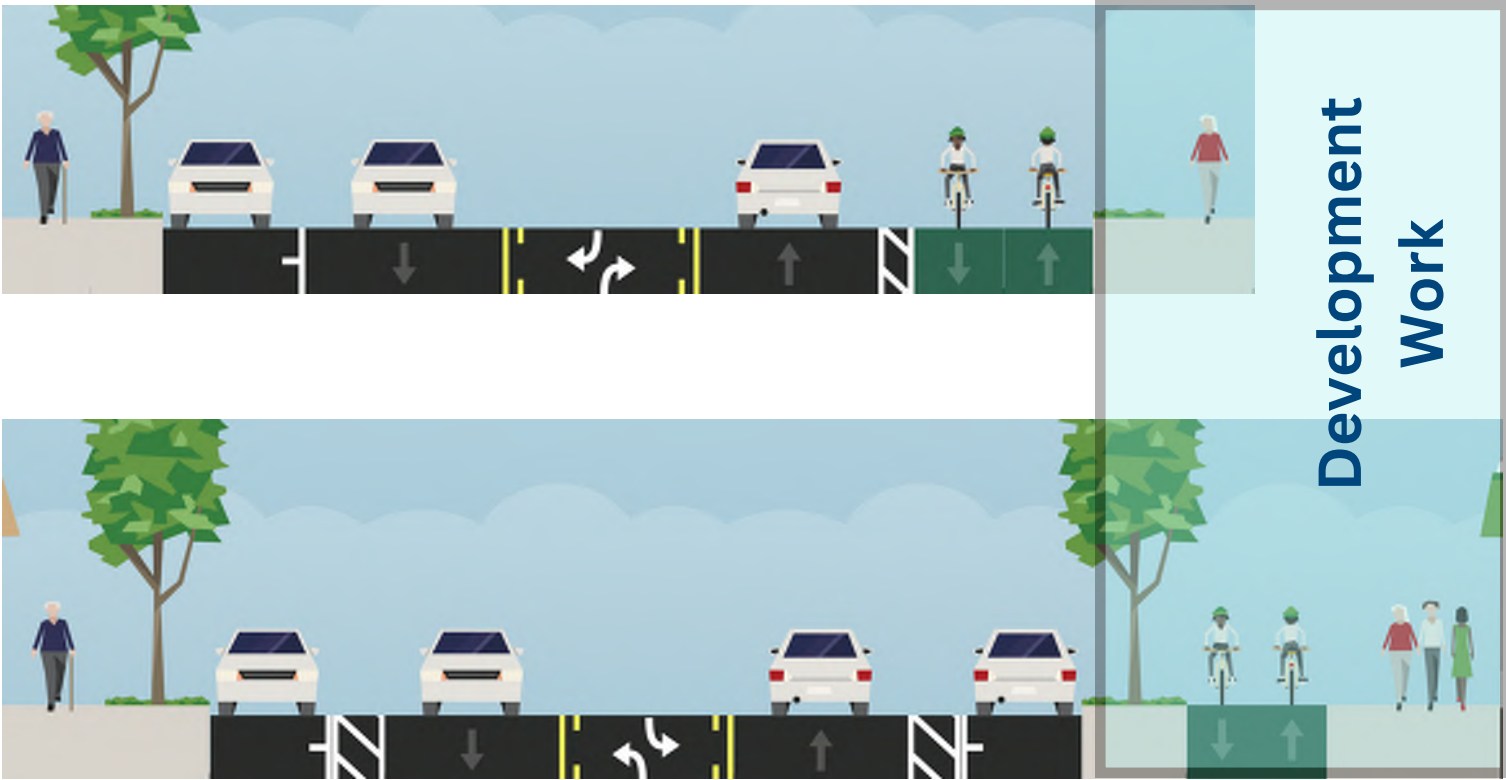
Option 3 - 5 lane to 4 lane conversion (with center turn lane)

- Two travel lanes westbound (peak direction), one eastbound travel lane, and center turn lane
- Multiple opportunities for pedestrian crossings
- Parking options are limited to areas where development occurs

Metro Road to Holmes Run Trail

Small Area Plan Adaptability

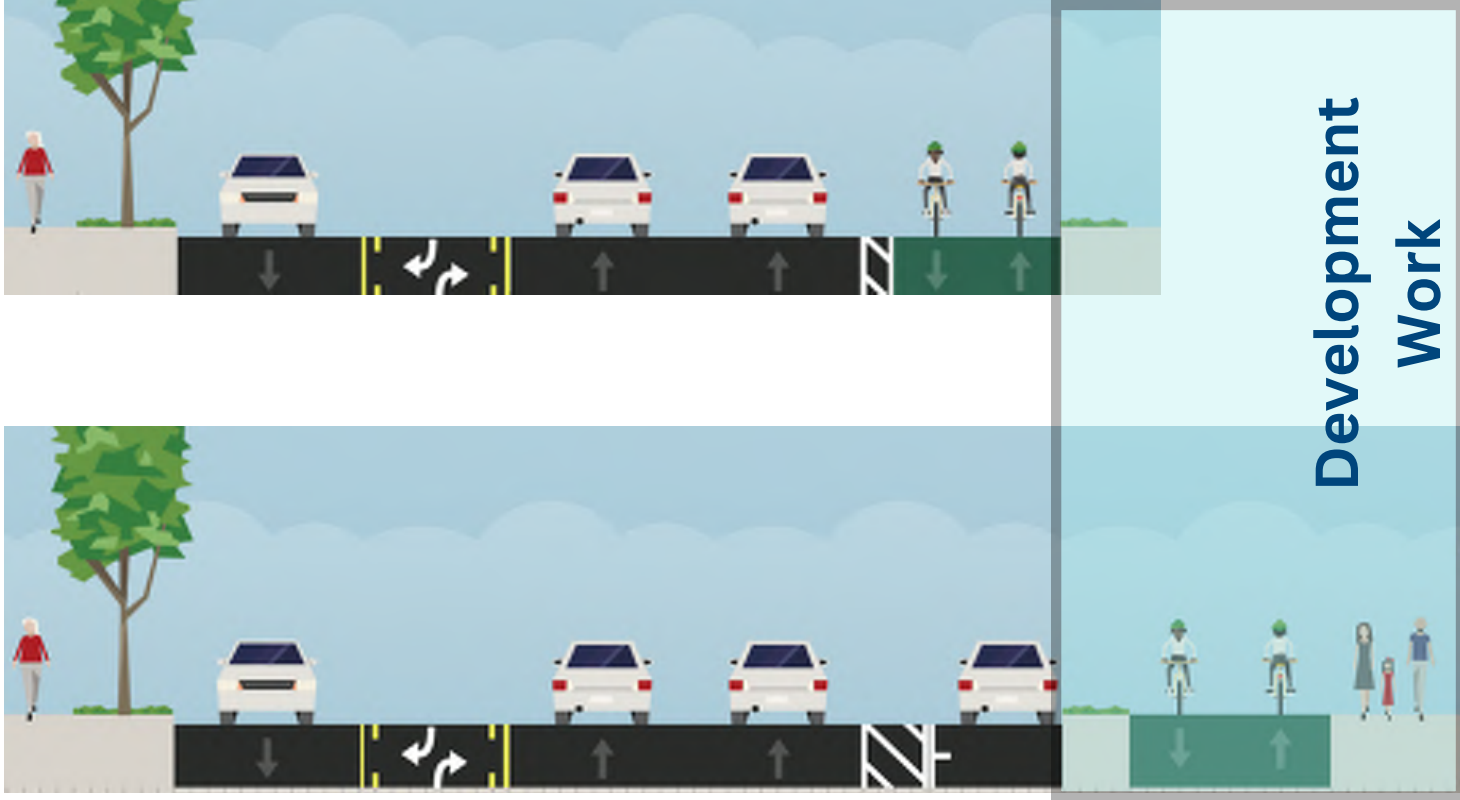
One Lane in Each Direction



Interim
Cross-section

with Development
Cross-section

Two-Lanes in the Westbound Direction



Development
Work

Focus Areas - Section 2: Holmes Run Trail to Telegraph Road



Holmes Run Trail

Duke Street

Cameron Run Regional Park

Eisenhower Avenue



Address speeding and increase access for other modes

Legend



Safety Need



Operational Need



Pedestrian Need



Cyclist Need



Holmes Run Trail to Telegraph Road

Preliminary Recommendations

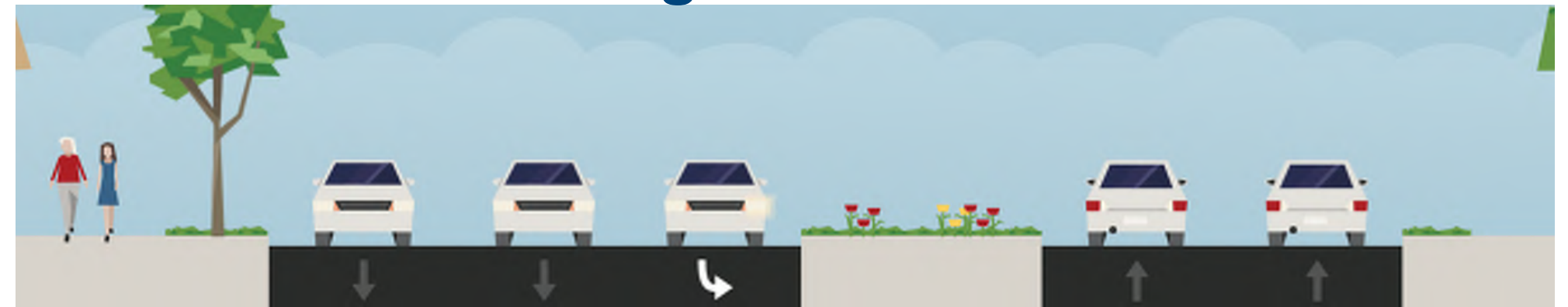
Goals:

- Reduce speeding in the segment by introducing geometric elements such as median refuges, reduced lane widths, and amount of vehicular lanes
- Introduce more pedestrian crossings that are safer and more comfortable
- Preserve green space

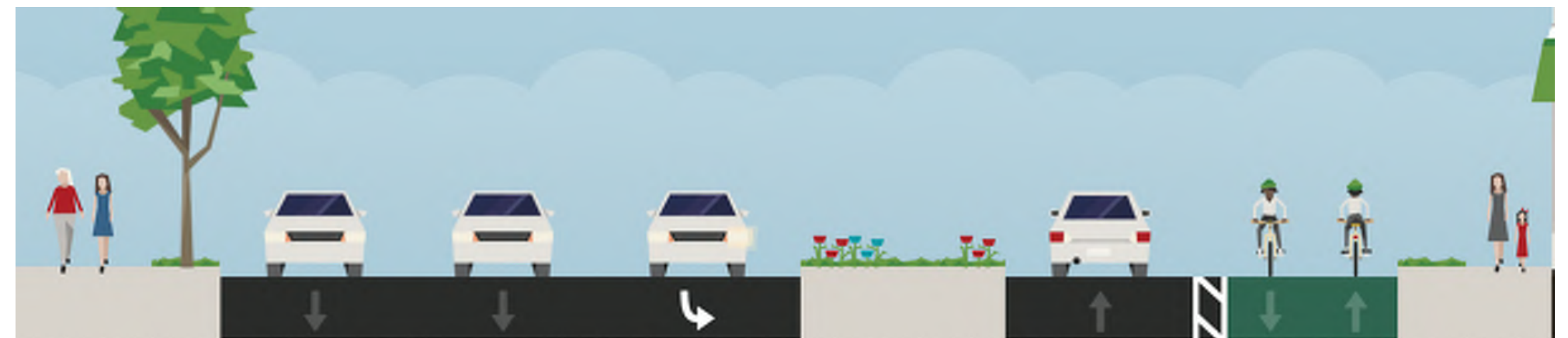
Elements:

- Additional pedestrian refuge islands with enhanced signage and ADA curb ramps
- Improve pedestrian crossings at Cameron Park and Bluestone/WMATA
- Evaluate opportunities for improved and/or expanded trail and bike
- Enhance existing transit spots

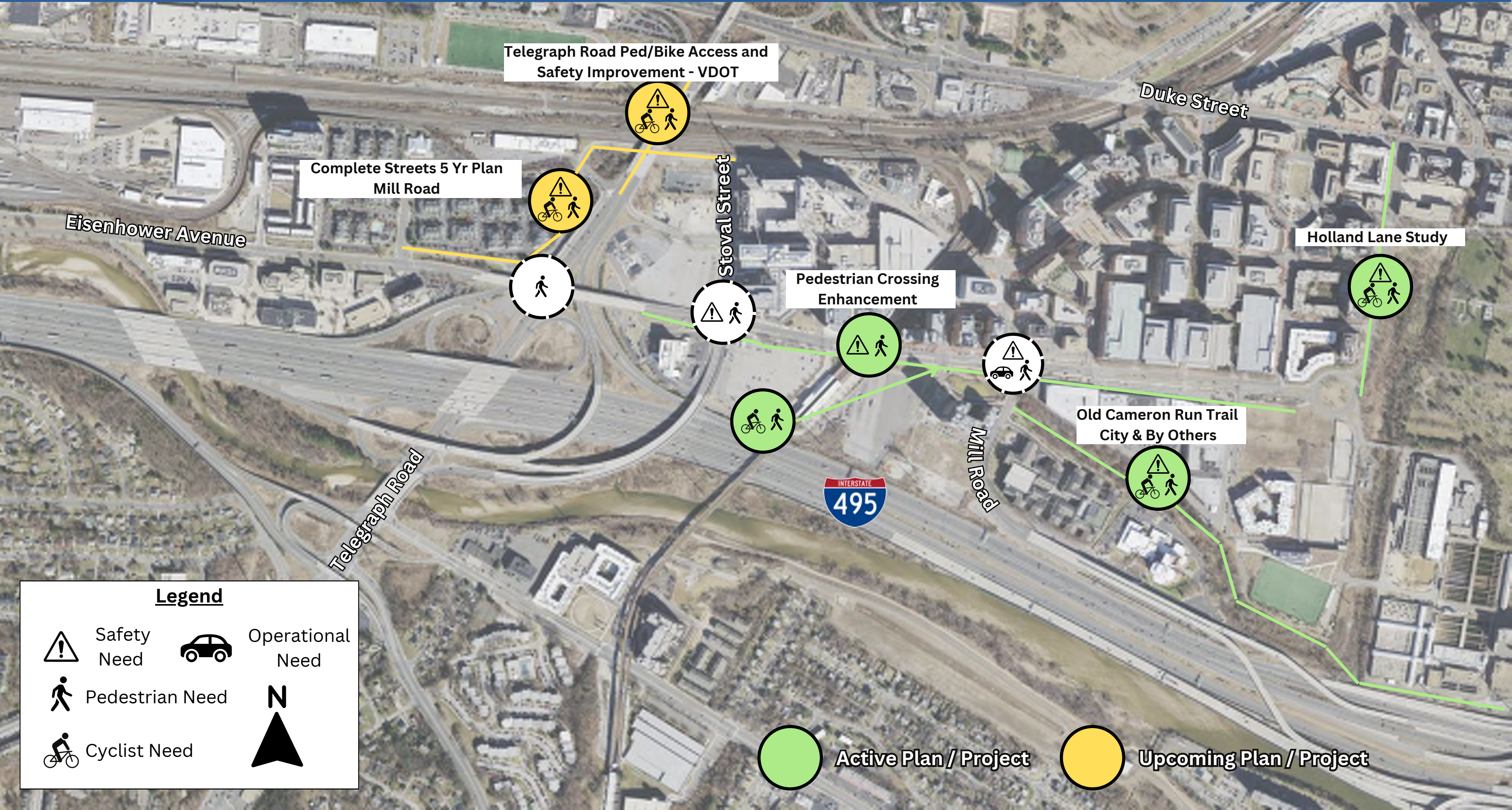
Existing Cross-Section



North Side Separated Bike Lanes



Focus Areas - Section 3: Telegraph Road to Holland Lane



Legend

	Safety Need		Operational Need
	Pedestrian Need		
	Cyclist Need		

Active Plan / Project **Upcoming Plan / Project**

Eisenhower Avenue Transportation Study

Schedule

Phase 1

Phase 2

Phase 3

Fall 2023

Jan - Feb 2024

Spring
2024

Summer 2024

August 2024

- Community Feedback
- Existing Condition Validation
- Focus Areas

- Engagement
- Community Feedback
- Preliminary Ideas

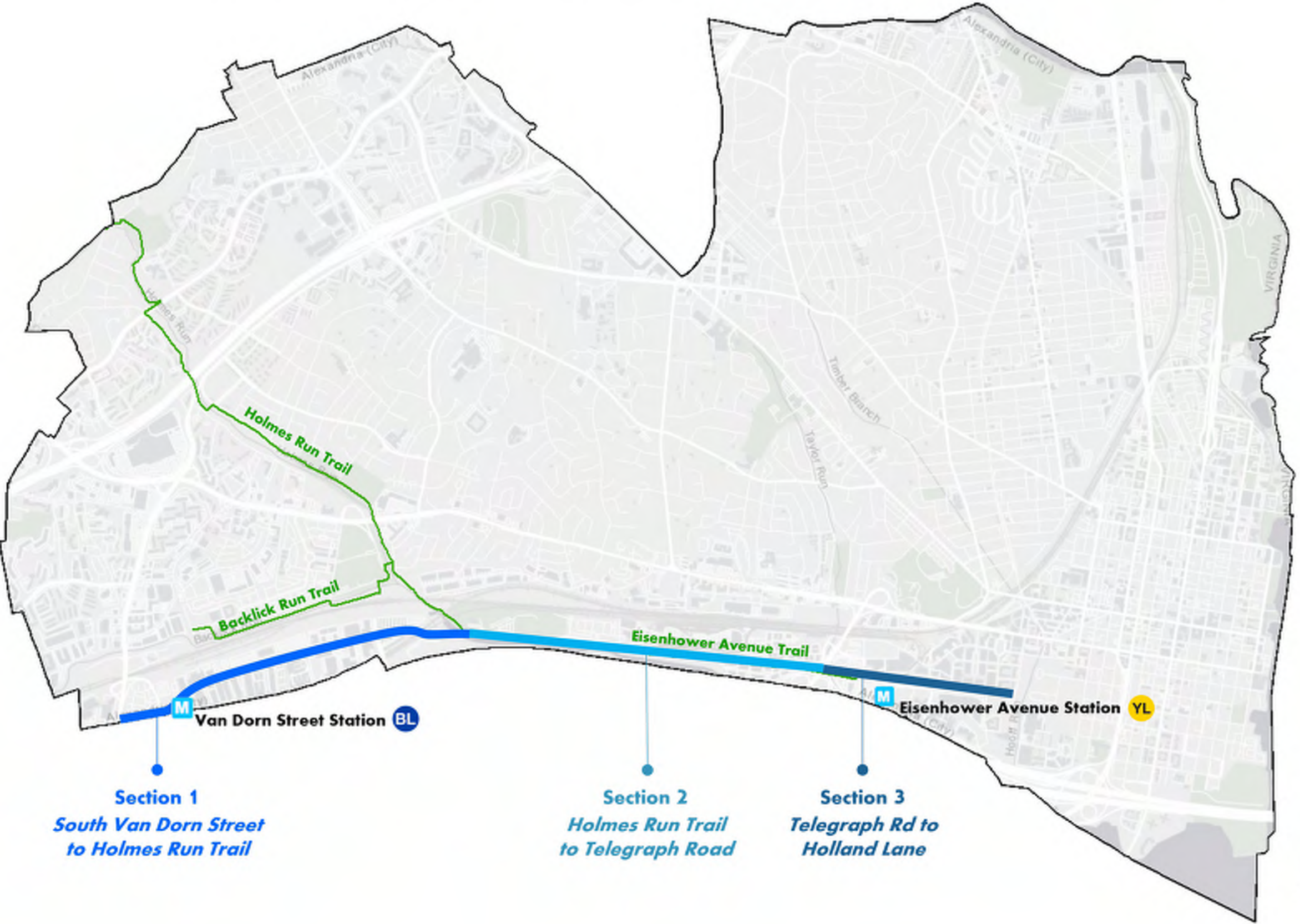
- Continued Engagement
- Identify Preferred Alternatives

- Refinement
- Grant & funding plan development

- Final recommendations
- Grant & funding plan


HERE

Eisenhower Avenue Transportation Study Project Area



Contact & Project Information

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 <https://www.alexandriava.gov/transportation-planning/eisenhower-avenue-transportation-study>



Questions?

