


# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** MAY 24, 2023  
**TO:** THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL  
**THROUGH:** JAMES F. PARAJON, CITY MANAGER   
**FROM:** TARRRENCE MOORER, INTERIM DIRECTOR T&ES  
**SUBJECT:** INFRASTRUCTURE IMPROVEMENTS RECOMMENDED FOR  
LANDMARK/VAN DORN CORRIDOR PLAN AND EISENHOWER WEST  
UPDATE

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This memo aims to provide City Council with an update on the most recent analysis of infrastructure improvements recommended in the 2009 Landmark/Van Dorn Corridor Plan (LVD Plan), the 2015 Eisenhower West Transportation Study (EWTS), and the 2018 Staff Report on the EW/LVD Developer Contribution Policy (Attachment 1). The update is being shared as a part of the Northern Virginia Transportation Authority (NVTA) 70% regional funding opportunity for FY 2028 to FY 2029.

The most recent analysis, known as the Eisenhower West Transportation Alternatives Analysis (EWTA) (Attachment 2), is an update to the 2015 EWTS and is occurring mid-way through the development of Phase 1 at 1.5 million square feet of construction. The 2018 staff report stated that City staff would provide the Planning Commission and City Council a policy check-in mid-way through Phase 1 at 1.5 million square feet of constructed new development.

**BACKGROUND:** The 2009 LVD Plan and the 2015 EW Plan recommended infrastructure improvements to serve existing and future residents, workers, and visitors, and transform this area into a more walkable, connected, transit-oriented series of neighborhoods. In the 2018 update to the Planning Commission and City Council, staff provided background information about the various improvements as well as a funding analysis that identified shortfalls for implementation. Because the developer contributions and incremental tax revenue would not fund the full cost of these improvements, City staff recommended two policy check-ins: the first to occur mid-way through Phase 1 at 1.5 million square feet of constructed new development, which based on the approved and under construction development will likely be within the next 5 years. The second with City Council will occur at three million square feet of constructed new development.

Since 2018, some projects have advanced. The first phase of the West End Transitway is currently in design and has been funded for construction. Design funds for a second phase of the Transitway along South Van Dorn Street including the two bridges over Backlick Run and the rail corridor were secured for FY 2026. In anticipation of the AlexWest development, as well as progress toward implementation of West End Transitway infrastructure, staff initiated the first infrastructure review based on future traffic needs and projections from new developments. The analysis included an evaluation of the four potential infrastructure projects to improve connectivity to the Eisenhower Valley (Attachment 1) – Page 4):

1. The Multimodal Bridge
2. The Multimodal Bridge for pedestrian/bicycle only
3. The Farrington Connector
4. The Van Dorn Bridge Widening for pedestrian/bicycle only

**DISCUSSION:** In 2022, the City initiated the Eisenhower West Transportation Alternatives Analysis (EWTAA) Study as an update to the 2015 Eisenhower West Transportation Study (EWTS). The EWTS was conducted as a transportation component of the Eisenhower West Plan encompassing land use and transportation network scenarios explored in EW Plan. The EWTAA (Attachment 2) analyzed the impacts of the Multimodal Bridge and Farrington Connector on the transportation network in the Eisenhower West region, focusing on the South Van Dorn Street and Eisenhower Avenue corridors and corresponding intersections.

The study examined the impacts of future traffic on the connectivity options and assessed the benefit-cost of the various bridge concepts, considering factors such as:

- Vehicular Travel Time
- Pedestrian Comfort/Safety
- Pedestrian Travel Time
- Bicycle Comfort/Safety
- Bicycle Travel Time
- Vehicular Network Performance
- Estimated Cost

The study's conclusions indicate that incorporating both the Multimodal Bridge and Farrington Connector would reduce congestion for some movements. However, due to existing capacity limitations at many intersections in the area, increased delays are anticipated as more vehicles are funneled to bottlenecks. Specifically:

- The Multimodal Bridge (Option 1) allows some traffic to divert east onto Eisenhower;
- The Multimodal Bridge for pedestrian/bicycle only (Option 2) provides good ped/bike access to metro but is very expensive;
- The Farrington Connector (Option 3) in particular is adding traffic and increasing delays;
- Pedestrian/bicycle access on Van Dorn Street (Option 4) would be necessary for new developments; and



- Constructing new bridges (Options 1 and 3) would require very significant investments for minor benefits included further investment including road widening, additional lanes/turn lanes at intersections to accommodate expected volumes to the point to see congestions improvements, which is inconsistent with goals of the Alexandria Mobility Plan.

Based on this study, staff will:

- Continue to seek funding to advance projects in the area to improve connectivity;
- Analyze other pedestrian/bicycle connection options over Norfolk Southern rail tracks; and
- Check in again at the 3 million sq ft trigger as recommended in 2018 for further studies and analysis of Multimodal Bridge and Farrington Connector.

**ATTACHMENTS:**

Attachment 1: Eisenhower West/Landmark Van Dorn Implementation: 2018 Developer Contributions Policy Staff Report

Attachment: 2: Eisenhower West Transportation Alternatives Analysis (EWTA)

cc: Emily A. Baker, Deputy City Manager  
 Tarrence Moorer, Interim Director, T&ES  
 Karl Moritz, Director, P&Z  
 Hillary Orr, Deputy Director, T&ES  
 Jeff Farner, Deputy Director, P&Z