

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** July 22, 2024

**DOCKET ITEM:** 7

**ISSUE:** Eisenhower Avenue between Van Dorn Street and Holmes Run Trail Lane Removal, Speed Limit Reduction, and No Turn on Red Restrictions

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**REQUESTED BY:** T&ES Staff

**LOCATION:** Eisenhower Avenue between Van Dorn Street and Holmes Run Trail

**STAFF RECOMMENDATION:**

1. That the Board recommend the Director of T&ES implement the following changes to improve safety:
  - Remove the southbound left-turn lane on southbound Van Dorn Street at Eisenhower Avenue
  - Remove the westbound left-turn lanes on westbound Eisenhower Avenue at Van Dorn Street
  - Remove one eastbound Eisenhower Avenue travel lane between Van Dorn Street and Metro Road
  - Remove the westbound Eisenhower Avenue right-turn lane and travel lane between Metro Road and Van Dorn Street Metro
  - Remove one general purpose travel lane in each direction between Van Dorn Metro and Holmes Run Trail
  - Add up to 200 parking spaces on Eisenhower Avenue between Van Dorn Metro and Holmes Run Trail
  - Remove one westbound left-turn lane at intersection of Eisenhower Avenue and Clermont Connector
  - Implement No Turn on Red restrictions for all signalized intersection approaches
2. That the Board recommend the City Manager reduce the posted speed limit from 35 MPH to 25 MPH.

**BACKGROUND:** In July 2023, the Virginia Department of Transportation (VDOT) selected Eisenhower Avenue between South Van Dorn Street and Holland Lane to be evaluated under their Project Pipeline Process. Project Pipeline is a three-phase, year-long process that validates high priority needs, develops recommendations, and identifies avenues for funding. Eisenhower Avenue was eligible for the Pipeline opportunity since the state identified it as a priority corridor

for accessibility and mobility needs, and safety enhancements. The goals and expectations of this project are to identify areas for improvement, work with the community to identify recommendations that align with the Eisenhower West and East Small Area Plans and develop conceptual plans and cost estimates for funding applications.

Eisenhower Avenue is a principal arterial that runs east-west between Van Dorn Street and Holland Lane (Attachment 1). The corridor is vastly different and has been separated into three sections based on land-uses and activity. Section One, which is the focus of this docket item, is between Van Dorn Street and Holmes Run and is a 35 MPH five-lane undivided roadway with a mix of commercial, industrial, and high-density residential. Section One is expected to see more development of high-density residential over the next decade. It also contains a key transit stop for the West End Transitway and numerous other bus routes and the Van Dorn Metro Station. Section Two is mostly a four-lane divided road between Holmes Run and Telegraph Road. This section has moderate to high-density residential along the north side of the corridor, with WMATA's Metro Hub and Depot. This section is primarily recreational and environmental protection areas. Great Waves Waterpark, Joseph Henley Park, and Holmes Run Trail all reside within the undivided four-lane area of this section. Finally, the third section between Telegraph Road and Holland Lane is a four-lane divided roadway with the most density and development. It contains mixed uses in the Carlyle and Hoffman area, as well as dense residential near and developing around Eisenhower Metro.

**DISCUSSION:** During this study process, the community, along with the Eisenhower Partnership and the Eisenhower West/Landmark Van Dorn Implementation Advisory Group (EWLVD) voiced that the most challenging aspects of Eisenhower Avenue are speeding, crossing the road, cut-through traffic, accessing Metro Stations, and lack of accessible or poor facilities for both pedestrians and cyclists. In addition, the project team observed and heard concerns regarding significant congestion at the intersection of Van Dorn Street and Eisenhower Avenue. The project team performed data collection, conducted site visits, and hosted an initial community engagement period as part of the existing conditions assessment. Based on this work, the project team identified several high-level takeaways:

*Intersection of Van Dorn Street and Eisenhower Avenue:*

The intersection of Van Dorn Street and Eisenhower Avenue is at capacity and consistently blocks upstream traffic, especially the southbound left-turn from Van Dorn Street. Safety issues are a result of left-turning vehicles and there are inadequate pedestrian accommodations in the area (two pedestrians were struck while crossing the road within the last five years). The intersection currently operates at a Level-of-Service F, or more than 70 seconds of delay per vehicle on average, with queuing on Van Dorn Street that impacts South Pickett Street or extends beyond into Fairfax County. These conditions are expected to worsen in the future without improvements.

*Segment between Van Dorn Street and Holmes Run Trail:*

Eisenhower Avenue between Van Dorn Street and Holmes Run Trail operates at under 10,000 vehicles per day, similar to King Street, Seminary Road, and portions of Glebe Road and Braddock Road. In addition to substandard walking facilities on both sides of Eisenhower Avenue, there are no pedestrian crossings outside of the tunnel at the Van Dorn Metro Station,

between Van Dorn Metro and Holmes Run Trail. There is a missing sidewalk link between Van Dorn Street, which connects to Fairfax County, and Van Dorn Metro that is identified in the Alexandria Mobility Plan. Although a northside cycle facility is being constructed in phases with development as identified in the adopted 2015 Eisenhower West Small Area Plan, no interim or immediate connecting cycle facilities exist today which is expected to create a disjointed network until interim improvements are made or full development is realized.

In addition to the road being under-capacity and providing inadequate infrastructure for all users, the segment has been identified by both the City and VDOT, as a high-crash corridor. One fatality and multiple severe crashes have occurred within the last five years. Speeding had been identified as one of the primary causes of the crashes and its severity. The fatal crash involved a driver traveling at a high rate of speed who departed the roadway and struck a tree. The severe crashes involving only motor vehicles included drivers turning to or from Eisenhower Avenue colliding with drivers traveling through on Eisenhower Avenue. There was also another severe crash where a driver ran off the road and struck a tree. People walking and biking were struck when attempting to cross the road. There were also multiple crashes where people biking were rear-ended while riding in the roadway.

The project team developed concept designs based on adopted plans and the existing conditions described above, seeking to achieve a balance between safety, multimodal access, and traffic operations (Attachment 3).

The concept design for the intersection of Van Dorn Street and Eisenhower Avenue was developed based on the limited right-of-way and space due to the Metro, passenger, and freight rails, Van Dorn Street Bridge, and developments on the east and west side of Van Dorn Street. Staff identified Metro Road as a route that was underutilized, operating around 20% of its current design, that could share the capacity of the network. The concept would incorporate both congestion mitigation and accessibility improvements. The intersection is expected to improve from a level of service F to a level of service D with most improvements on Van Dorn Street by reducing delay by up to 40 to 60 seconds per vehicle on average with limited queuing on Van Dorn Street by 2035. Recommendations include:

- **Relocating the left turns** from southbound Van Dorn Street to eastbound Eisenhower Avenue and from westbound Eisenhower Avenue to southbound Van Dorn Street. These movements will use the ramps from Van Dorn Street to Metro Road, located to the north of the intersection. This will improve traffic flow and operations at the intersection. A traffic signal will be provided for the ramp of Van Dorn Street and Metro Road as part of the West End Transitway project.
- Constructing a **new sidewalk** on the south side of Eisenhower Avenue from Van Dorn Street to the Van Dorn Metro Station by reducing capacity and re-utilizing one lane on eastbound Eisenhower Avenue between Van Dorn Street and Metro Road. The new sidewalk will provide a direct pedestrian connection to the Metro station, eliminating the need to cross Eisenhower Avenue.
- **Improving the bus stop** on the south side of Eisenhower Avenue (adjacent to eastbound traffic) near Van Dorn Street. Improve the bus stop at Van Dorn Street Metro Station for eastbound DASH and WMATA service.

- **Providing separated and protected space for people biking and scooting** along the north side of Eisenhower Avenue from the Van Dorn Metro Station to Van Dorn Street. This will connect to facilities to the east and provide a continuous path along Eisenhower Avenue.
- **Installing No Turn on Red** restriction to reduce conflicts between users and allow for Leading Pedestrian Intervals to be installed to enhance pedestrian safety
- **Reducing the speed limit** reduction from 35 MPH to 25 MPH to improve safety for all roadway users

Although not part of this project or recommendation, the funded Van Dorn Street Bridge project will be reconfigured to add safer spaces for people walking and biking that are expected to connect to Eisenhower Avenue. The recommendations and concepts from the Van Dorn Street Bridge project will be presented later. Staff will also continue to work with Fairfax County to provide connections for people walking and along Eisenhower Avenue into Fairfax County.

The project team developed multiple options for the cross-section between Van Dorn Metro and Holmes Run Trail intended to be interim measure until all development has occurred. The final cross-section plan for Eisenhower Avenue West is a two-lane roadway with a center-turn lane and transit lanes. A northside two-way facility for people biking and scooting with a separate sidewalk would be installed by others. All options were developed based on guidance of the ultimate build as identified in the Eisenhower West Small Area Plan. The project team shared four options with the community for feedback on elements they liked or did not like for each:

- Option 1: One-travel Lane in each direction, a continuous northside buffered bike facility, with opportunities for pedestrian refuges in the center turn lane and options to add parking, right-turn lanes, bump outs, and/or transit bump outs on the south side of Eisenhower Avenue
- Option 2: Two-travel lanes in each direction with no center turn lane and a continuous northside buffered bike facility
- Option 3: One-travel lane in the eastbound direction, two-travel lanes in the westbound direction, a continuous northside buffered bike facility, with opportunities for pedestrian refuges in the center turn lane.
- Option 4: No Build / No Change

Option 1 provides the most safety benefits that are expected from a traditional road reconfiguration, which includes reduced speeds, shorter crossing distances on active travel lanes for all users, and the opportunity for multiple accessibility improvements within the location of the existing eastbound curb travel lane. Option 2 forgoes the center turn lane to only provide a northside cycle facility which loses the safety benefits of the center turn lane and opportunities for accessibility improvements. Option 3 forgoes the ability to provide additional amenities on the eastbound curb travel lane, however, can maintain capacity in the westbound direction. Although, it will do little to minimize cut-through or speeds in the westbound direction on Eisenhower Avenue.

Further outlined in the community outreach section, the community generally preferred elements of Option 1 or Option 3. Based on the overall safety benefits and its similarity to the Small Area

Plan, staff recommends the Option 1 cross-section. The project team will work further with businesses and residents to develop the remaining items, such as parking, bump outs, and turn lanes, within the repurposed eastbound curb travel lane.

The project team recommends reconfiguring Eisenhower Avenue between Holmes Run Trail and Telegraph Road, however, is seeking additional grant funding to develop a long-range plan that would then influence interim improvements.

The proposed treatments outlined above are aligned with industry guidance and best practice for the safe and equitable operation of streets in urban areas. Road diets, bicycle lanes, crosswalk visibility enhancements, medians and pedestrian refuge islands, leading pedestrian intervals, dedicated turn lanes, and appropriate speed limits have all been classified by the U.S. Department of Transportation's Federal Highway Administration (FHWA) as proven safety countermeasures. Similarly, VDOT has listed road diets as a preferred safety countermeasure for four-lane undivided roadways in urban areas. According to FHWA, road diets can lead to a 19-47% reduction in total crashes and have the following benefits:

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.

FHWA guidance suggests that road diets for four-lane roadways can be feasible with average daily traffic (ADT) up to 25,000. Four-lane roadways with 10,000-15,000 ADT are considered a good candidate for a road diet in many instances, though agencies should conduct intersection analyses and consider signal retiming in conjunction with implementation. The project team, with support from VDOT, performed a traffic analysis of the corridor based upon 2023 peak hour volumes to determine feasibility of the proposed changes and identify any associated impacts to vehicle traffic (Attachment 4). High-level takeaways include:

- Eisenhower Avenue has less than 10,000 vehicles per day. Although traffic is expected to increase by 5,000 vehicles in the future, the developers are expected to build a parallel facility and capacity improvements can occur at Van Dorn Street and Eisenhower Avenue.
- The cross-section is still intended to be interim and can be re-evaluated as more development occurs.
- The corridor operates acceptably under the proposed conditions, and staff expects no noticeable delay or queuing with safety benefits.

**OUTREACH:** Prior to the start of this project, the City performed over a year of community engagement as part of the Eisenhower West Small Area Plan in 2014-2015 and the Alexandria Mobility Plan in 2020-2021.

In Summer 2023, the project team gathered initial input from residents and advisory groups to better understand Eisenhower Avenue. Input was gathered via an online feedback form. The input opportunity was shared via eNews, social media, project signs along the corridor, and direct emails to community associations in the project area. It was also carried in the local news. The feedback form received over 300 responses. Takeaways included that most users were concerned with speeding, cut-through traffic, congestion at either Van Dorn Street or Mill Road, access to Metro stations, and the poor or lacking pedestrian and cycling infrastructure.

Staff also presented the project to the Eisenhower West/Landmark Van Dorn Advisory Group, which is responsible for providing guidance on the implementation of the Eisenhower West Small Area Plan and the Landmark Van Dorn Corridor Plan and includes representation from the Planning Commission, Transportation Commission, Environmental Policy Commission, West End Business Association, the business community, and area residents. As well staff presented and met with the Eisenhower Partnership, which represents multiple associations and businesses on the Eisenhower Avenue Corridor.

In April 2024, the project team held an additional community comment period to gather feedback on the conceptual designs. This consisted of a feedback form and recorded presentation. The comment period was advertised via eNews, social media, local news, and direct emails to community associations in the project area. Over 400 people responded to the feedback form. Takeaways include:

#### *Intersection of Van Dorn Street and Eisenhower Avenue*

- 66% supported the relocation of left-turns through Metro Road
- 72% supported repurposing one lane of traffic to construct a sidewalk between Van Dorn Street and Van Dorn Metro
- 72% supported a northside cycle-facility between Van Dorn Street and Van Dorn Metro.

Concerns were mostly focused on the additional traffic that would be on Metro Road from the Summers Grove Community. Staff met with Summers Grove and commits to continue working with the community as part of the Metro Road repaving project to evaluate options to improve and mitigate traffic and safety concerns related to this project.

Additional concerns were regarding the merge onto Van Dorn Street from Metro Road. Staff determined it was best to utilize the future transit priority signal to help control traffic off Metro Road onto Van Dorn Street with no additional delay.

#### *Segment between Van Dorn Metro and Holmes Run*

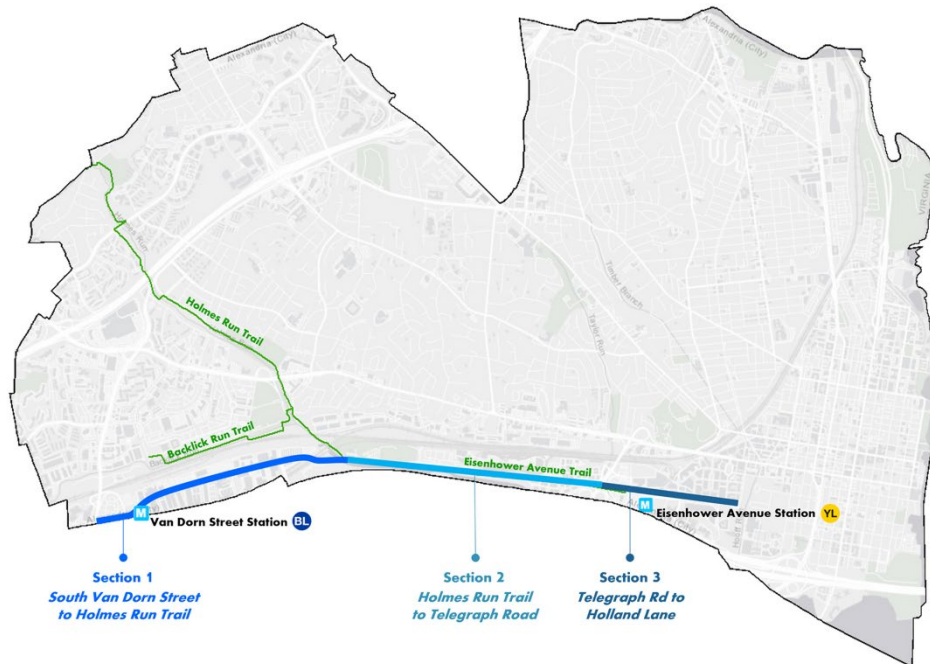
The community was also asked to rank the cross-sections from 1, most preferred, to 4, least preferred.

- Community ranked Option 1 and Option 3 at about 1.8 out of 4
- No build at 2.5 out of 4
- Option 2 at 2.7 out of 4.

In addition, over 75% of the respondents would like to see a bicycle facility continue toward Mill Road on Eisenhower Avenue. Community comments did also include a preference to not have any parking, however, staff did hear from multiple businesses primarily near the Van Dorn Metro Station about parking concerns. Staff expects to prioritize amenities such as bump outs and enhanced transit stops over parking and right-turn lanes within the repurposed eastbound curbside travel lane.

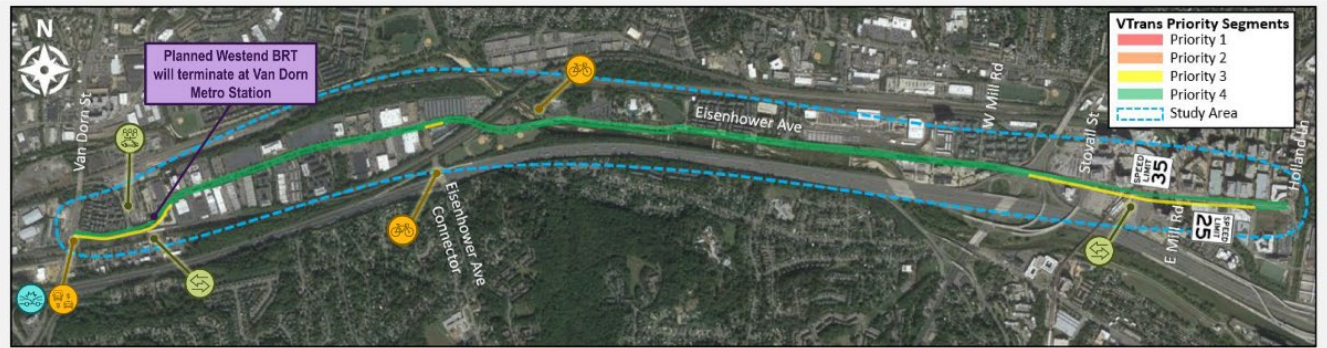
A full summary of community engagement is available in Attachment 5.

## ATTACHMENT 1: PROJECT LOCATION





## ATTACHMENT 2: EXISTING CONDITIONS



### Project Purpose, Goals, & Objectives

Analyze the operational and safety issues identified along Eisenhowers Ave, with a focus on providing enhanced pedestrian & bicycle access and transportation demand management.

Identify cost-effective preferred improvement alternatives that address the deficient conditions and prioritize safety and accessibility.



- Existing Shared-Use Path on the south side of Eisenhowers Ave, from the Holmes Run Trail to Stovall St. Bicycle connection at Eisenhowers Ave Connector. Capital Bikeshare at Van Dorn Metro, Eisenhowers Ave & Ike Dr, and Eisenhowers Ave & Mill Race Ln.
- Sidewalks are inconsistent along Eisenhowers Ave. There is demand for safe pedestrian crossings.
- Park & Ride lots at Van Dorn & Eisenhowers Ave Metro.
- Existing bus stops along Eisenhowers Ave serving DASH, Fairfax Connector, and WMATA routes. WMATA Metro Yellow & Blue Line stops located along the corridor.
- Van Dorn St & Eisenhowers Ave intersection has major delays due to high volumes on Van Dorn St.
- 31 rear end incidents (2015-2022) at Van Dorn St & Eisenhowers Ave. 1 fatal Fixed Object – Off Road (FOOR) incident along WB Eisenhowers Ave near the Van Dorn Metro. Most of the pedestrian collisions near metro stations.

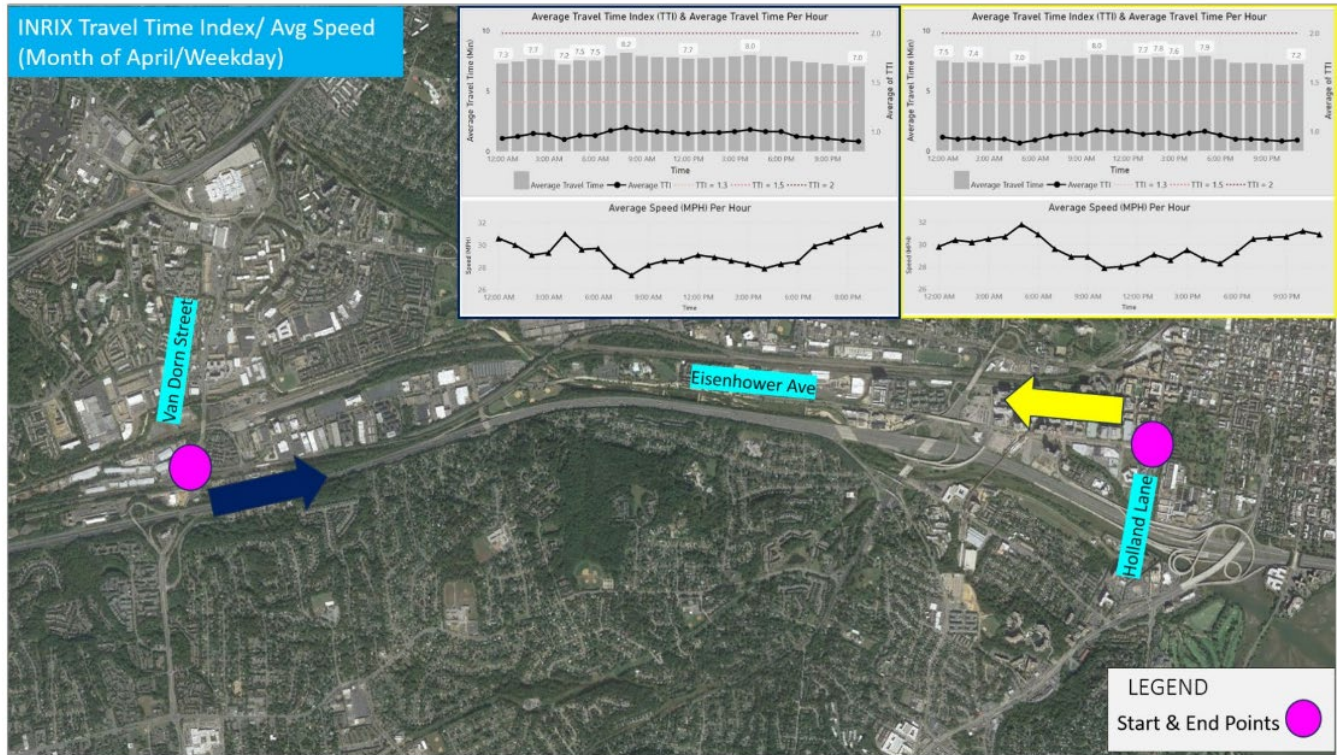


### Issues in the Study Area

### Project Fact Sheet

VDOT District	Northern Virginia
Locality	City of Alexandria
# of Study Intersections	18 signalized; 11 unsignalized
Transit Routes	DASH Transit Bus Routes (30, 32, & 35); Fairfax Connector Routes (109, 231, 232, & 321); WMATA Bus Routes (7A, NH2, & REX); WMATA Metro Stops (Van Dorn St – Blue Line & Eisenhowers Ave – Yellow Line)
Bikeways	Shared-Use-Path on the south side of Eisenhowers Avenue that connects to Holmes Run Trail
Functional Classification	Minor Arterial
Speed Limit	35 mph (west of E Mill Rd); 25 mph (east of E Mill Rd)

Figure 6. Project Overview for Eisenhowers Avenue from Van Dorn Street to Holland Lane





Bicycle and Pedestrian Safety and Accessibility Needs Summary:



Figure 24. Bicycle and Pedestrian Safety and Accessibility Needs



Link to report - [https://www.alexandriava.gov/sites/default/files/2024-07/pipeline\\_round\\_2\\_-\\_nova\\_district\\_-\\_nv-23-07\\_alexandria\\_-\\_phase\\_2\\_report\\_-\\_draft\\_10jun2024\\_rfs.pdf](https://www.alexandriava.gov/sites/default/files/2024-07/pipeline_round_2_-_nova_district_-_nv-23-07_alexandria_-_phase_2_report_-_draft_10jun2024_rfs.pdf)

### EISENHOWER AVENUE FROM VAN DORN STREET TO METRO ROAD



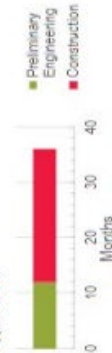
The improvements proposed at this location include:

- New sidewalk on south side
- Two-way separated bike path on north side
- Reduction of conflict by shifting left turns from Van Dorn St and Essenhower Ave to the interchange ramps on Metro Rd

These improvements are expected to provide increased safety for pedestrians, reduce conflicts between turning vehicles, and reduce speeding along the corridor. The separated two-way blue path on the north side of Eisenhower Ave would provide a route for bikes without conflicting with pedestrians, and the sidewalk on the south side would provide connections to public transit by providing ADA compliant access along a desire path through grass.

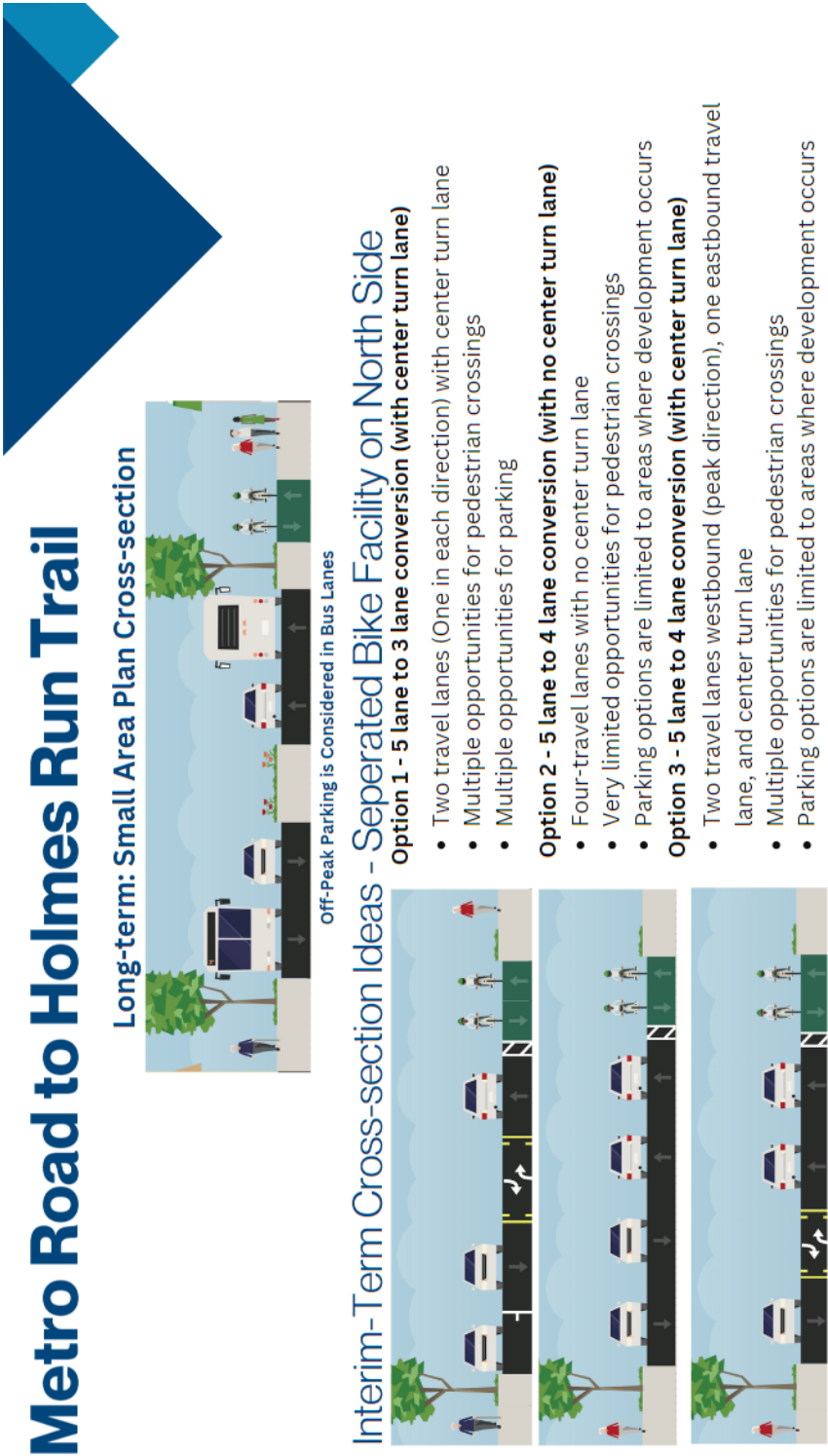
Eisenhower Ave. at Van Dam St. (Delay per Vehicle in Seconds)		
	AM Peak	PM Peak
No-Build (2035)	81.8	63.1
Build (2035)	35.3	35.5
No-Build (2045)	93.3	70.6
Build (2045)	40.4	39.2

Project schedules and cost estimates were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.



Phase	Cost Estimate (2024 Dollars)
Preliminary Engineering	\$2,500,000
Construction	\$12,500,000
<b>Total Cost</b>	<b>\$15,000,000</b>





## ATTACHMENT 5: COMMUNITY ENGAGEMENT SUMMARY

Date	Phase	Outreach To	Type of Group	Format
8/28/2023	Information Gathering	General Public	Resident	Online Feedback Form
9/29/2023	Information Gathering	Eisenhower Partnership	Business Association	Virtual Meeting
11/13/2023	Information Gathering	BPAC	Advocacy Committee	In-Person Meeting
11/15/2023	Information Gathering	Transportation Commission	Board/Commission	Written Docket Update
11/17/2023	Concept Planning	Eisenhower Partnership	Board/Commission	Virtual Meeting
12/5/2023	Concept Planning	EWLVD Advisory Group	Advocacy Committee	In-Person Meeting
2/1/2024	Concept Planning	Cameron Station HOA	Neighborhood Association	Virtual Meeting
2/8/2024	Concept Refinement	Eisenhower Partnership	Business Association	Virtual Meeting
2/22/2024	Concept Refinement	EWLVD Advisory Group	Advocacy Committee	In-Person Meeting
4/17/2024	Concept Planning	Transportation Commission	Board/Commission	In-Person Meeting
4/22/2024	Concept Planning	General Public	Resident	Online Feedback Form
4/22/2024	Concept Planning	Summers Grove HOA	Neighborhood Association	Email
4/23/2024	Concept Planning	West End Business Association	Business Association	Email
4/25/2024	Concept Planning	Towns at Cameron Parke HOA	Neighborhood Association	Email
5/9/2024	Concept Refinement	Towns at Cameron Parke HOA	Neighborhood Association	Virtual Meeting
5/9/2024	Concept Refinement	EWLVD Advisory Group	Advocacy Committee	In-Person Meeting
5/20/2024	Concept Planning	Traffic & Parking Board	Board/Commission	In-Person Meeting
5/29/2024	Concept Refinement	Floors & Décor	Business	Email
5/29/2024	Concept Refinement	Restaurant Depot	Business	Email
5/29/2024	Concept Refinement	Covanta	Business	Email
6/11/2024	Concept Refinement	Summers Grove HOA	Neighborhood Association	Virtual Meeting
6/14/2024	Concept Refinement	Eisenhower Partnership	Business Association	Virtual Meeting
6/20/2024	Concept Refinement	Coalition of a Safer Eisenhower Ave	Advocacy Committee	Virtual Meeting
6/18/2024	Concept Refinement	Towns at Cameron Parke HOA	Neighborhood Association	Virtual Meeting



July 19, 2024

Traffic and Parking Board  
City of Alexandria  
301 King Street  
Alexandria, VA 22314

Attn: James Lewis, Chairperson

Subject: Eisenhower Avenue Transportation Study

Alexandria Families for Safe Streets (AFSS) supports Interim Option 1 for the Eisenhower Avenue Transportation Study. Option 1 best aligns with the project goals to reduce speeding, reduce vehicle crashes, provide separated space for roadway users, and more pedestrian crossings and potential for parking. Providing two lanes for travel with a center turn lane reduces the complexity of the roadway, and will help reduce crashes for vehicles navigating this corridor. Adding more crossings and bicycle lanes will improve pedestrian and bicycle safety, reduce speeds, and make both sidewalks and bike lanes more comfortable. The Interim Option 1 aligns best to advance the City of Alexandria's Vision in the Small Area Plan.

- 1. Safety:** Safe and frequent pedestrian crossings support a walkable environment. As part of this, crossing distance is a significant factor in pedestrian safety and comfort. Further, converting the road from 5 lane to 3 lane will help reduce speeding and limit crashes by making the roadway and vehicle turns less complex for drivers. It also increases comfort by adding in many places the opportunities for parking that will separate vehicles and bicyclists from the motor vehicle traffic on the road.
- 2. Connectivity:** Eisenhower Avenue is a critical connection for bicyclists, scooters, and pedestrians across Alexandria. Right now, access to the Metro is difficult and there are limited bicycle facilities available. Pedestrian crosswalks require crossing 4 or 5 lanes, are difficult, and are infrequent. Option 1 provides multiple opportunities for pedestrian crossings to connect the planned Eisenhower West Small Area Plan redevelopments to each other. This short connectivity, paired with bike lanes between the Van Dorn and Eisenhower Street Metros, is critical to support multimodal and public transit on the corridor.
- 3. Sustainability:** Transportation is one of the leading causes of climate change and greenhouse gas emissions. Investing in protected bike lanes significantly reduces greenhouse gas emissions, lowers transportation costs, and prevents roadway deaths and serious injuries. Unfortunately, Alexandria has significant gaps in its

Alexandria Families for Safe Streets  
1800 Diagonal Road, Suite 600  
Alexandria, VA 22314  
Phone: +1 (703) 946-8401  
e-mail: [contact@novafss.org](mailto:contact@novafss.org)  
[novasafestreets.org](http://novasafestreets.org)



infrastructure that discourage bicycles. Holland Lane is one such place, with no support for local residents in Old Town, Carlyle, or Eisenhower East.

In conclusion, AFSS urges the City to choose Interim Option 1 for the Eisenhower Avenue Transportation Study as most consistent with the goals of this project and the safety of all roadway users. Further, we urge the City to reject Option 2 as inconsistent with this project's goals. Option 2 provides very limited pedestrian crossings, and so fails to address the feedback that pedestrian crossings are difficult and infrequent. Further, it fails to provide parking options or support the long term Small Area Plan's long term vision for the street. To achieve the Alexandria Mobility Plan and Eisenhower West Small Area Plan, we must change this road to better support all roadway users. Option 1 is a great first step in achieving these objectives.

Sincerely,  
Dane Lauritzen,  
AFSS Board Member  
On behalf of the Board of Directors - AFSS

**From:** [Cynthia Vint](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Eisenhower ave  
**Date:** Thursday, July 18, 2024 8:54:50 PM

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You don't often get email from cvint91@gmail.com. [Learn why this is important](#)

Hello,

*I support the staff recommendation, to redesign the street to maintain similar travel times as today (and even to reduce congestion at the intersection with Van Dorn Street) while including one motor vehicle travel lane in each direction, a center turn lane, a lane of parking, safer pedestrian crossings, protected bicycle lanes, a new sidewalk near the metro stations, as well as no right turn on red and a 25 MPH speed limit. This would make this growing area safer for pedestrians, and also help move the City towards a connected low stress bike network.*

*This is especially important to me as I ended up stopping using my bike to commute as Eisenhower was the best route and I felt too unsafe to continue to use it unfortunately.*

Regards,  
Cynthia Vint

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July 19, 2024

Mr. Daniel Scolese, P.E.  
Civil Engineer  
City of Alexandria  
Department of Transportation & Environmental Services  
2900 Business Center Dr.  
Alexandria, VA 22314

RE: Eisenhower Avenue Transportation Study Endorsement

Dear Mr. Scolese:

Over the past year, you and your team have done a great job engaging with Eisenhower Partnership on the transportation study that you have been spearheading. We feel that our voice has been heard and our issues raised have been taken into careful consideration with the published recommendations. The Eisenhower Partnership endorses the recommendations outlined by the Eisenhower Avenue Transportation Study that you presented to our Board on June 14, 2024.

The Eisenhower Partnership is made up of property owners, businesses, residents and others affiliated within the Eisenhower Avenue corridor and advocates for a future focused community built with economically vibrant, high-density, walkable neighborhoods that offer a strong sense of place. Throughout this process, we have identified issues related to safety and connectivity of this Corridor and the recommendations outlined will help to resolve both issues.

We endorse all items in the recommendations, but the recommendation related to the new street section for the western portion of Eisenhower Avenue is our top request to see come to fruition as we see this being most impactful for the Corridor. If this move forward and goes into the design phase, we would like you to consider the following items:

1. Addition of on-street parallel parking to the south side of the road. Many of our businesses on the west side of Eisenhower have parking issues during peak hours or when hosting large events. By including on-street parallel parking, this will allow for safe areas of overflow parking for the businesses.
2. We would like to see the addition of multiple safe crossings. As the area continues to grow and more people start living here and new businesses open there will be the need for more pedestrian connectivity from the north side to south side of the street. By providing more safe places to cross the street, it will lead to a more walkable community.
3. Additional safety measures at the curve in the road near Covanta. The curve in Eisenhower Avenue near Covanta has experienced a number of traffic incidents and we would like this area studied closely and have new/additional safety measures for vehicles, cyclists and pedestrians.
4. We would also like to note that this area still has many industrial uses and want to ensure the new road layout takes into account the vehicles that serve all of the business in this area.

*The Eisenhower Partnership advocates for a future focused community built with economically vibrant, high-density, walkable neighborhoods that offer a strong sense of place.*



We appreciate all your efforts to engage with the community on this transportation study and hope to see these recommendations get funded and implemented.

Sincerely,

The Board of the Eisenhower Partnership

A handwritten signature in blue ink, appearing to read "Neal Kumar".

**Neal Kumar**

President

A handwritten signature in dark red ink, appearing to read "Eli Goldman".

**Eli Goldman, PE**

Chair of the Advocacy Committee



**From:** [Peter Buck](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Eisenhower Avenue needs a makeover  
**Date:** Friday, July 19, 2024 10:02:44 AM

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You don't often get email from pfbuck@gmail.com. [Learn why this is important](#)

Good Morning,

My name is Peter Buck, I'm a resident of Alexandria, a retired Navy Chief, and the owner of a bicycle shop on Wheeler Ave called Handy Bikes. I'm writing to request your support in giving Eisenhower Avenue a makeover. Bicycle advocacy groups are asking cyclists to write in support of cycling infrastructure changes, which I fully endorse, but Eisenhower's issues are far deeper than that.

I'm sure that dozens of people will write to you with stories about the horrible condition of the road surface on Eisenhower near Van Dorn, complaints about the failing or nonexistent sidewalks, and grievances about speeding cars cutting people off as they try to save 3 minutes on their 53 minute commute. I have similar stories, including yesterday when I needed to get a package from my shop on Wheeler Ave over to the UPS center on Eisenhower. I watched a fire truck trying to respond to a call that got stuck in traffic on Van Dorn at Eisenhower because no one could move out of the way (literally, there was no room for people to move). I watched four cars make illegal right turns from Eisenhower to Van Dorn from the center turn lane, one of which almost hit a pedestrian in the process. I felt the front end of our van getting shaken apart by the broken and uneven pavement caused by the dozens of huge trash trucks going to/from the Covanta plant every day.

I often hear from drivers that "if cyclists want better infrastructure, they need to start following existing traffic laws first". As I just noted in an email to my customers, the wonderful thing is that both can be true at the same time. We can all do better to follow existing laws, AND we can make roads safer for everyone who uses them. We can have smooth pavement AND ask Covanta, UPS, and the bus systems to help pay for the damage their vehicles cause to that pavement. We can abolish "right on red" AND reprogram traffic signals to get more cars through. We can have visible road lines and signs for drivers AND include bike lanes or a sidewalk that has a bike lane (works great in Europe). We can have traffic enforcement through cameras or police officers AND have sidewalks that are safe and functional.

Alexandria has its work cut out for it on the west end of Eisenhower Avenue, and only a small percentage of it has anything to do with the deplorable conditions that cyclists and pedestrians face. Even if zero bike lanes, other cycling infrastructure, or sidewalks are put in place on Eisenhower, we can all agree that it is a disaster area that needs significant work. There is no reason for Eisenhower to be a four lane road rather than two lanes with a generous shared turn lane, and there is no reason to have a metro station there if people have to gamble with their lives to reach it. As a driver, I hate having to navigate from Duke St to Pickett to Van Dorn to Eisenhower. As a cyclist or pedestrian, I won't go anywhere near any of those roads. We can do better for all.

Thank you for your time and support,

Pete

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*Peter Buck, MBA*

*HMC(FMF/CAC), USN(Ret)*

*Owner, Handy Bikes LLC*

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source.

**From:** [Randy Cole](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Support Eisenhower Staff Recommendation  
**Date:** Thursday, July 18, 2024 9:51:14 PM

---

You don't often get email from randy.cole.n1@gmail.com. [Learn why this is important](#)

Hi Shiela,

Someday I hope we wont need to fight so hard to make positive change. But until then, please record me as supporting the Eisenhower staff recommendation we need this done.

- randy

*I support the staff recommendation, to redesign the street to maintain similar travel times as today (and even to reduce congestion at the intersection with Van Dorn Street) while including one motor vehicle travel lane in each direction, a center turn lane, a lane of parking, safer pedestrian crossings, protected bicycle lanes, a new sidewalk near the metro stations, as well as no right turn on red and a 25 MPH speed limit. This would make this growing area safer for pedestrians, and also help move the City towards a connected low stress bike network*

Sent from my iPhone

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**From:** [Yamit Lavi](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Eisenhower Ave Cross Section Van Dorn Metro Safe Streets  
**Date:** Thursday, July 18, 2024 9:34:09 PM

---

You don't often get email from lavi.yamit@gmail.com. [Learn why this is important](#)

Hello,

I am writing to let you know that I support the staff recommendation, to redesign Eisenhower Ave to maintain similar travel times as today (and even to reduce congestion at the intersection with Van Dorn Street) while including one motor vehicle travel lane in each direction, a center turn lane, a lane of parking, safer pedestrian crossings, protected bicycle lanes, a new sidewalk near the metro stations, as well as no right turn on red and a 25 MPH speed limit. This would make this growing area safer for pedestrians, and also help move the City towards a connected low stress bike network.

Thank you,  
Yamit Lavi

---

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**From:** [Andrew Ortiz](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Eisenhower Avenue proposal  
**Date:** Friday, July 19, 2024 4:24:20 PM

---

You don't often get email from [andrew.ortiz@somereport.com](mailto:andrew.ortiz@somereport.com). [Learn why this is important](#)

Good afternoon,

I live in near Del Ray and I frequently pop over to my credit union off of Eisenhower Avenue and the TD Bank off of Van Dorn. I've taken both Van Dorn and Eisenhower when traveling to and from Springfield and Franconia via bicycle.

I am always shocked at the lack of pedestrian and bicycle infrastructure and the high speeds of traffic.

I think the staff recommendations to increase pedestrian and bicycle infrastructure and reduce speeds are essential to enhancing life in Alexandria.

Reducing speeds will improve the lives of all citizens.

Thank you,

Andrew Ortiz  
408 Jackson Place  
Alexandria VA 22302  
SomeReport LLC  
(703)434-9829  
[andrew.ortiz@somereport.com](mailto:andrew.ortiz@somereport.com)

---

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**From:** [Ken Notis](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Docket Item #7,Lane Removal, Speed Limit Reduction, No Turn on Red Restrictions - Eisenhower Avenue between Van Dorn Street and Holmes Run Trail  
**Date:** Friday, July 19, 2024 4:27:12 PM

---

Ms. McGraw,

I am writing on behalf of Alexandria Bicycle and Pedestrian Advisory Committee. We support the changes to Eisenhower that are recommended by staff, and urge the Traffic and Parking Board to approve them. Please share this with the Board.

Ken Notis  
Chair, Alexandria Bicycle and Pedestrian Advisory Committee

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**From:** [Daniel Kuzmanovich](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Comment for Eisenhower Avenue Transportation Study-July 22 Traffic and Parking Board Meeting  
**Date:** Sunday, July 21, 2024 10:45:51 PM

---

You don't often get email from dakuzmanovich@gmail.com. [Learn why this is important](#)

Sheila,

Please treat the below as a comment for inclusion in the July 22nd.

Thank you for your consideration.

Best  
Daniel Kuzmanovich

Comment:

I encourage the committee to further investigate the relationship between Eisenhower Ave and Van Dorn st.

In particular, I suggest a further analysis be conducted on what the effect of the first recommendation re: Metro road would be on Van Dorn St to see if the proposed recommendation might actually worsen the conditions on both Eisenhower and Van Dorn st.

The majority of traffic on Eisenhower as it meets Van Dorn st stems from the two right turn lanes onto van dorn st. The left turn lane is much smaller component and the straight option onto Farrington Ave is rarely used given it has no outlet and the industrial nature of the buildings on Farrington Ave.

Rerouting the left turn from Van Dorn onto metro Ave would not reduce the right turn traffic and potentially would increase pedestrian risk on both Eisenhower and metro road for people seeking to access the metro. And if the right turn lanes at both Eisenhower-Metro road and Eisenhower-Van Dorn st become high traffic areas there is a risk of increased congestion in the right lane at both intersections, potentially worsening the issue for anyone looking to go from Eisenhower to van dorn st, regardless of which direction.

Further, metro road merges onto van dorn st in a right turn only lane designed for Farrington Ave. There is no real merge and insufficient space before the light with limited space after the light given the 395 bridge. Therefore, rerouting the left turn lane on Eisenhower onto metro road risks increasing traffic and accident at the metro road-van dorn st-Farrington Ave meeting point.

Given the complexity of the intersection and the potential to undermine pedestrian safety in what is part of an initiative to create it, I humbly request the committee further investigate the first recommendation pertaining to Eisenhower-Van Dorn st-Metro road and analyze if this recommendation might seem good on the surface but actually both exacerbate pedestrian risk and traffic, especially on Eisenhower.

Recommendation 1: Relocation of the southbound Van Dorn Street and westbound Eisenhower Avenue left turns at the intersection of Eisenhower Avenue and South Van Dorn

Street through Metro Road for improved traffic flow and less delay for vehicles and buses

On Mon, Jul 15, 2024, 10:33 AM FirstService Residential

<[Communications@mc.fsresidential.com](mailto:Communications@mc.fsresidential.com)> wrote:

Good morning Summers Grove Residents,

Please see the below information regarding the Eisenhower Avenue Transportation Study.

" Thank you all for your participation in the Eisenhower Avenue Transportation Study so far. After nearly a year of planning, analysis, engagement, and conceptual design, the project team has developed the following recommendations that will be considered by the City's Traffic & Parking Board at its **July 22 Public Hearing**:

Recommendations for Board consideration:

1. **Relocation of the southbound Van Dorn Street and westbound Eisenhower Avenue left turns at the intersection of Eisenhower Avenue and South Van Dorn Street through Metro Road for improved traffic flow and less delay for vehicles and buses**
2. **Construction of a southside sidewalk and a northside shared/cycle facility by reconfiguring the Eisenhower Avenue cross-section between Van Dorn Street and Van Dorn Metro**
3. **Redesign the roadway from Van Dorn Metro to Holmes Run Trail to include one travel lane in each direction, preservation of the center left turn lane, safe crossings with median islands, a protected two-way bike lane on the north side of the street, and on-street parking at key locations**
4. **Implement No Turn on Red restrictions at all signalized intersections to reduce conflicts between users and allow for Leading Pedestrian Intervals to be installed to enhance pedestrian safety**

Additional recommended features:

1. **Reduce the posted speed limit from 35 MPH to 25 MPH.**
2. **Add new crosswalks** at key locations to improve access for people walking and wheeling.
3. **Install protected bicycle lanes** to provide a dedicated space for people biking and scooting and to calm traffic.
4. **Install bus boarding islands** to improve bus boarding, ADA compliances, and mitigate conflicts.
5. **Improve Metro Road through the repaving program**
6. **Explore and further study a road reconfiguration between Holmes Run Trail and Telegraph Road**

Public comment will be received at the meeting. The public may submit comments in advance to Sheila McGraw at [sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov) no later than 24 hours before the meeting or make public comments through the conference call or in person on the day of the hearing. Visit the [Traffic & Parking Board webpage](#) for more information."

You may also visit [Traffic & Parking Board | City of Alexandria, VA \(alexandriava.gov\)](#) where you will be able to register to attend the July 22 Board meeting via Zoom, along with seeing other information about the Board matters.

Thank you,

Danielle McCauley CMCA, AMS  
Community Manager  
FirstService Residential  
[Danielle.McCauley@FSResidential.com](mailto:Danielle.McCauley@FSResidential.com)

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July 22, 2024

Traffic and Parking Board  
City of Alexandria  
301 King Street  
Alexandria, VA 22314

**Re: Eisenhower Avenue Transportation Study (Docket Item #7)**

Dear Chairperson Lewis,

I am writing on behalf of the Washington Area Bicyclist Association (WABA) and our more than 5,000 members across the City of Alexandria and the Washington metropolitan area to express our support for Interim Option 1 for the Eisenhower Avenue Transportation Study, echoing the sentiments of our partners at the Alexandria Bicycle & Pedestrian Advisory Committee (BPAC) and Alexandria Families for Safe Streets (Alexandria FfSS).

Option 1 best aligns with the project goals to reduce speeding, reduce vehicle crashes, provide separated space for roadway users, and add more pedestrian crossings. Providing two lanes for travel with a center turn lane reduces the complexity of the roadway, and will help reduce crashes for vehicles navigating this corridor. Adding more crossings and bicycle lanes will improve pedestrian and bicycle safety, reduce speeds, and make both sidewalks and bike lanes more comfortable. The Interim Option 1 aligns best to advance the City of Alexandria's Vision in the Small Area Plan.

1. **Safety:** The collection of proposed changes to Eisenhower Avenue will make for a meaningfully safer corridor. To wit, a narrower roadway (3 lanes vs. 5) discourages excessive and dangerous vehicle speeds and will be easier and safer to cross on foot or by bike. New dedicated bike and pedestrian facilities - in some sections additionally shielded from vehicle traffic by a parking lane - will provide for significantly more comfortable and safer transit for non-car travelers along this corridor.
2. **Connectivity:** Eisenhower Avenue is a critical corridor for bicyclists, scooters, and pedestrians across Alexandria. Right now, access to the Metro is difficult and there are limited bicycle facilities available. Pedestrian crosswalks require crossing 4 or 5 lanes, are difficult, and are infrequent. Option 1 provides multiple opportunities for pedestrian crossings to connect the planned Eisenhower West Small Area Plan redevelopments to each other. This short connectivity, paired with bike lanes between the Van Dorn and

Eisenhower Street Metros, is critical to support multimodal and public transit along the corridor.

3. **Sustainability:** Transportation is one of the leading causes of climate change and greenhouse gas emissions. Investing in protected bike lanes significantly reduces greenhouse gas emissions, lowers transportation costs, and prevents roadway deaths and serious injuries. Unfortunately, Alexandria has significant gaps in its infrastructure that discourage bicycles. We have an opportunity to address one such gap with this Eisenhower Avenue project.

In conclusion, WABA urges the City to choose Interim Option 1 for the Eisenhower Avenue Transportation Study as most consistent with the goals of this project and the safety of all roadway users. Further, we urge the City to reject Option 2 as inconsistent with this project's goals. Option 2 provides very limited pedestrian crossings, and so fails to address the feedback that pedestrian crossings are difficult and infrequent. Further, it fails to support the long term Small Area Plan's long term vision for the street. To achieve the Alexandria Mobility Plan and Eisenhower West Small Area Plan, we must change this road to better support all roadway users. Option 1 is a great first step in achieving these objectives.

Sincerely,

Kevin O'Brien, Virginia Organizer

**From:** [Brianna Calculofulger](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Eisenhower Multi-use trail  
**Date:** Monday, July 22, 2024 4:58:14 PM

---

Hello,

I am writing in support of the idea of adding a multi-use trail on the north side of Eisenhower. I bike along The trail currently along Eisenhower many days in order to get to school and so a more robust trail would be very helpful. The current trail also has many trip hazards, which are also hazardous on a bike.

Thanks,  
Brianna

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**From:** [alek.becker91@everyactioncustom.com](mailto:alek.becker91@everyactioncustom.com) on behalf of [Alek Becker](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Wednesday, July 17, 2024 12:34:25 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

I strongly support the proposed complete streets improvements recommended by staff for Eisenhower Avenue, S. Pickett Street, Holland Lane, King-Bradlee, and Duke Street. Please vote to advance all of these critical safety projects that foster better walking, biking, and transit access – while minimizing traffic delay and crashes.

Specifically, please vote to advance the staff recommendations for Eisenhower Avenue, South Pickett Street, and Holland Lane. Reallocating excess vehicle lane capacity to provide safety benefits (for all modes) and more space for comfortable, safer biking and pedestrian crossings just makes sense. The lower speed limits will also benefit all travelers.

In addition, I ask the Mayor and Council to advance the two projects recommended by the Traffic and Parking Board in June:

- King Street-Bradlee Safety & Mobility Enhancements: staff preferred concept Alternative 2 one-way traffic and bus lane (unanimous recommendation).
- Duke Street Improvements: Cambridge Rd intersection, cycle track, and Wheeler Ave/S. Quaker Ln bus queue jump lane (recommended by vote of 6-1).

These areas of Alexandria have lacked the safe conditions for walking, biking, transit access – and even driving – that places like Del Ray, Rosemont and Old Town have long enjoyed. It's time to improve safety, accessibility, and more travel options in these other areas of the city.

City staff have conducted extensive outreach and technical analysis that show the many benefits for all travelers. All of these projects support multiple policies and strategies in the Alexandria Mobility Plan and Environmental Action Plan 2040 and are needed to implement them.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Mr Alek Becker  
1201 Braddock Pl Apt 1008 Alexandria, VA 22314-1674  
[alek.becker91@gmail.com](mailto:alek.becker91@gmail.com)

**From:** [alek.becker91@everyactioncustom.com](mailto:alek.becker91@everyactioncustom.com) on behalf of [Alek Becker](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Monday, July 1, 2024 11:10:21 AM

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Dear Curbside and Parking Program Manager Sheila McGraw,

I strongly support the proposed complete streets improvements recommended by staff for Eisenhower Avenue, S. Pickett Street, Holland Lane, King-Bradlee, and Duke Street. Please vote to advance all of these critical safety projects that foster better walking, biking, and transit access – while minimizing traffic delay and crashes.

Specifically, please vote to advance these concepts:

- Eisenhower Ave: staff recommendations at Van Dorn/Metro Rd, and the Metro Rd to Holmes Run section Option 1: 5-lane to 3-lane conversion with center turn lane.
- S. Pickett St: Proposed Concept Design presented at April public meetings.
- Holland Ln: Concept Option 1: bike lanes and crossing improvements.

In addition, I ask the Mayor and Council to advance the two projects recommended by the Traffic and Parking Board in June:

- King Street-Bradlee Safety & Mobility Enhancements: staff preferred concept Alternative 2 one-way traffic and bus lane (unanimous recommendation).
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Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Mr Alek Becker  
1201 Braddock Pl Apt 1008 Alexandria, VA 22314-1674  
[alek.becker91@gmail.com](mailto:alek.becker91@gmail.com)



**From:** [allen.irwin@everyactioncustom.com](mailto:allen.irwin@everyactioncustom.com) on behalf of [Allen Irwin](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Wednesday, July 17, 2024 5:23:48 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

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Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Allen Irwin  
1023 Vernon St Alexandria, VA 22314-1349  
[allen.irwin@gmail.com](mailto:allen.irwin@gmail.com)

**From:** [ionicsodium@everyactioncustom.com](mailto:ionicsodium@everyactioncustom.com) on behalf of [Andrew Peter](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Tuesday, July 2, 2024 5:32:32 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

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Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Andrew Peter  
2500 Clarendon Blvd Arlington, VA 22201-3850  
[ionicsodium@gmail.com](mailto:ionicsodium@gmail.com)

**From:** [rebeccatiffany@everyactioncustom.com](mailto:rebeccatiffany@everyactioncustom.com) on behalf of [Becky Tiffany](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Wednesday, July 17, 2024 9:00:45 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

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These areas of Alexandria have lacked the safe conditions for walking, biking, transit access – and even driving – that places like Del Ray, Rosemont and Old Town have long enjoyed. It's time to improve safety, accessibility, and more travel options in these other areas of the city.

I live on Eisenhower and walk on Holland lane very frequently. My family eagerly supports traffic calming, lane reductions of any kind, protected bike lanes, more robust pedestrian infrastructure and anything else that can slow traffic and improve safety. Currently these streets are designed like drag strips and have very little traffic so it's often used like a drag strip off-hours. We have a high volume of pedestrian traffic - often outnumbering cars. We also have a very high volume of cyclists, scooter/skateboard/micromobility commuters and people with disabilities using mobility devices/wheelchairs. Dozens of children get on the bus in front of my building - crossing this dangerous road every day. Recently with the cities "improvements" to Eisenhower, I've witnessed several crashes and many more close calls than we had before the widening. Drivers just simply change their behavior and drive more chaotically with all of that extra asphalt. It's much worse now with these "improvements" than it was when the intersections were narrower. The city's vision for the Carlyle neighborhood needs to be centered on foot traffic coming to & from the metro station as well as residents walking to the shops, micromobility users commuting through the neighborhood, kids accessing transportation and people living their lives here outside of cars. Lots of us who live here barely drive. But the neighborhood is designed more for the Maryland cut-through traffic than it is for people who live & work here. We have this big, wide, dangerous, unpleasant road cutting through a neighborhood of people who moved here to live next to the train and the USPTO/offices and stores. There's never a time where we have an overwhelming volume of traffic from residents. It's only highway traffic backups. And even then I'd rather we had an extra hour of gridlock every day here than a wide empty drag strip the rest of the day, making it unsafe for kids and unpleasant for residents. I'd be happiest if Eisenhower & Holland only had one lane for cars in each direction and the rest were dedicated to public and active transportation - in the model we've seen to be highly successful in cities around the world. This is a truly urban neighborhood in Alexandria and does not need the suburban car-oriented mindset in its planning. And for the rest of the city -my family would like to see contiguous dedicated bus lanes and protected separated bike networks competed so we can access the entire city safely.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Ms. Becky Tiffany  
750 Port St Apt 910 Alexandria, VA 22314-2489  
rebeccatiffany@gmail.com

**From:** [djaygold@everyactioncustom.com](mailto:djaygold@everyactioncustom.com) on behalf of [Donna Gold](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Wednesday, July 17, 2024 2:38:56 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

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Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Donna Gold  
2908 Richmond Ln Alexandria, VA 22305-1618  
[djaygold@comcast.net](mailto:djaygold@comcast.net)

**From:** [jonathan@everyactioncustom.com](mailto:jonathan@everyactioncustom.com) on behalf of [Jonathan Krall](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Thursday, July 11, 2024 3:31:23 PM

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[You don't often get email from [jonathan@everyactioncustom.com](mailto:jonathan@everyactioncustom.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Curbside and Parking Program Manager Sheila McGraw,

I strongly support the proposed complete streets improvements recommended by staff for Eisenhower Avenue, S. Pickett Street, Holland Lane, King-Bradlee, and Duke Street. Please vote to advance all of these critical safety projects that foster better walking, biking, and transit access – while minimizing traffic delay and crashes.

Specifically, please vote to advance these concepts:

- Eisenhower Ave: staff recommendations at Van Dorn/Metro Rd, and the Metro Rd to Holmes Run section Option 1: 5-lane to 3-lane conversion with center turn lane.
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These areas of Alexandria have lacked the safe conditions for walking, biking, transit access – and even driving – that places like Del Ray, Rosemont and Old Town have long enjoyed. It's time to improve safety, accessibility, and more travel options in these other areas of the city.

I'm happy to say that, unlike in past years, the Traffic and Parking Board supports these projects. Because of the interdependence of transit and access to transit (biking/walking), the importance of robust bicycling and walking networks cannot be overstated if we are to reach our transportation equity, climate, and economic goals. Because we simply can't add any more cars to our roads, economic expansion requires adding high-capacity transportation (transit/cycling/walking) and depending less on cars.

Finally, please keep in mind that it makes no sense to "compromise" between cars and everything else. Because so many corporations make so much money from cars, the car people get a) a robust network of roads, b) maps, and c) apps to aid their travel. People on bicycles get a map (google bicycle layer) but not a robust network because what few bike lanes we have are full of gaps. People who depend on the ADA-compatible sidewalk network don't even get a map.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Jonathan Krall  
6 A E Mason Ave Alexandria, VA 22301-1908  
[jonathan@jonathankrall.net](mailto:jonathan@jonathankrall.net)

**From:** [kaitlyngolden1@everyactioncustom.com](mailto:kaitlyngolden1@everyactioncustom.com) on behalf of [Kaitlyn Golden](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Monday, July 1, 2024 9:29:51 PM

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[You don't often get email from [kaitlyngolden1@everyactioncustom.com](mailto:kaitlyngolden1@everyactioncustom.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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City staff have conducted extensive outreach and technical analysis that show the many benefits for all travelers. All of these projects support multiple policies and strategies in the Alexandria Mobility Plan and Environmental Action Plan 2040 and are needed to implement them. As a community member - and someone who walks to run most daily errands - perambulatory safety is very important.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Kaitlyn Golden  
552 N West St Alexandria, VA 22314-2160  
[kaitlyngolden1@gmail.com](mailto:kaitlyngolden1@gmail.com)

**From:** [ljfues@everyactioncustom.com](mailto:ljfues@everyactioncustom.com) on behalf of [Lisa Fues](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Wednesday, July 17, 2024 10:06:43 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

I strongly support the proposed complete streets improvements recommended by staff for Eisenhower Avenue, S. Pickett Street, Holland Lane, King-Bradlee, and Duke Street. Please vote to advance all of these critical safety projects that foster better walking, biking, and transit access – while minimizing traffic delay and crashes.

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Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Ms. Lisa Fues  
9 A W Caton Ave Alexandria, VA 22301-1519  
[ljfues@hotmail.com](mailto:ljfues@hotmail.com)



**From:** [wildmarcimlay@everyactioncustom.com](mailto:wildmarcimlay@everyactioncustom.com) on behalf of [Marc And Alice Imlay](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Monday, July 1, 2024 6:55:43 PM

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[You don't often get email from [wildmarcimlay@everyactioncustom.com](mailto:wildmarcimlay@everyactioncustom.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Curbside and Parking Program Manager Sheila McGraw,

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Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Marc And Alice Imlay  
2321 Woodberry Dr # 20616 Bryans Road, MD 20616-3256  
[wildmarcimlay@gmail.com](mailto:wildmarcimlay@gmail.com)

**From:** [mollyrwilliams@everyactioncustom.com](mailto:mollyrwilliams@everyactioncustom.com) on behalf of [Molly Pugh](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Monday, July 1, 2024 6:43:27 PM

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[You don't often get email from [mollyrwilliams@everyactioncustom.com](mailto:mollyrwilliams@everyactioncustom.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Curbside and Parking Program Manager Sheila McGraw,

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I have personal experiences that support my requests above.

My family, my students (Episcopal High School students) and I frequently walk and bike to Bradlee Shopping Center. We want it to be as safe and pleasant as possible.

We also go to Sportrock on Eisenhower Ave, and I believe that the proposed Eisenhower Ave improvements would make driving safer. We also bike and take transit there on occasion, and the Eisenhower concept above would make doing so nicer as well.

I ride on Holland Lane as a way to connect from Old Town to Eisenhower Ave on the trail but it often feels unsafe.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Molly Pugh  
1200 N Quaker Ln Alexandria, VA 22302-3004  
[mollyrwilliams@gmail.com](mailto:mollyrwilliams@gmail.com)

**From:** [psnodgrass@everyactioncustom.com](mailto:psnodgrass@everyactioncustom.com) on behalf of [Paul Snodgrass](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Thursday, July 11, 2024 3:03:48 PM

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Dear Curbside and Parking Program Manager Sheila McGraw,

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Sincerely,  
Paul Snodgrass  
4401 4th St S Arlington, VA 22204-1405  
[psnodgrass@mac.com](mailto:psnodgrass@mac.com)

**From:** [aparjd@everyactioncustom.com](mailto:aparjd@everyactioncustom.com) on behalf of [Robert Duffy](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Wednesday, July 17, 2024 12:02:20 PM

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[You don't often get email from [aparjd@everyactioncustom.com](mailto:aparjd@everyactioncustom.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Curbside and Parking Program Manager Sheila McGraw,

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Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Robert Duffy  
809 Devon Pl Alexandria, VA 22314-1214  
[aparjd@comcast.net](mailto:aparjd@comcast.net)

**From:** [rlburgess23@everyactioncustom.com](mailto:rlburgess23@everyactioncustom.com) on behalf of [Ryan Burgess](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Monday, July 1, 2024 9:52:19 AM

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Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Mr. Ryan Burgess  
2702 Wisconsin Ave NW Washington, DC 20007-4670  
[rlburgess23@gmail.com](mailto:rlburgess23@gmail.com)

**From:** [sab.robin.eason@everyactioncustom.com](mailto:sab.robin.eason@everyactioncustom.com) on behalf of [Sabrina Eason](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Friday, July 12, 2024 10:28:51 AM

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I personally have moved here for work as an engineer, heavily because of the walk ability and bike-ability of Alexandria. I actually learned to ride a bike on the linear park trail between the Braddock and king street metros this past spring, and use that path on part of my commute to work. Allowing more bike-ability, especially options that are safe for the high percent of people who aren't comfortable riding on most streets, will help reduce traffic on roads, improve health and wellness, reduce economic pressures on many demographics, and increase the sense of community and belonging that makes Alexandria safe and special. We are looking to buy a condo in the next 1-3 years here, and are looking at bike-ability of the surrounding area as a large factor.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Sabrina Eason  
505 E Braddock Rd Alexandria, VA 22314-2162  
[sab.robin.eason@gmail.com](mailto:sab.robin.eason@gmail.com)

**From:** [SNJongerius@everyactioncustom.com](mailto:SNJongerius@everyactioncustom.com) on behalf of [Sebastian Jongerius](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Monday, July 1, 2024 9:46:29 AM

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Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Sebastian Jongerius  
2141 P St NW Apt 505 Washington, DC 20037-1048  
[SNJongerius@gmail.com](mailto:SNJongerius@gmail.com)

**From:** [sbinfo14@everyactioncustom.com](mailto:sbinfo14@everyactioncustom.com) on behalf of [Steve Banashek](#)  
**To:** [Sheila McGraw](#)  
**Subject:** Re: Support staff recommended complete streets projects at your upcoming meetings  
**Date:** Monday, July 1, 2024 11:14:31 AM

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Dear Curbside and Parking Program Manager Sheila McGraw,

I strongly support the proposed complete streets improvements recommended by staff for Eisenhower Avenue, S. Pickett Street, Holland Lane, King-Bradlee, and Duke Street. Please vote to advance all of these critical safety projects that foster better walking, biking, and transit access – while minimizing traffic delay and crashes.

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As a long-time City resident I appreciate the continued improvement to enable multi-mode transportation be residents and visitors and I think these projects will build on that success. City staff have conducted extensive outreach and technical analysis that show the many benefits for all travelers. All of these projects support multiple policies and strategies in the Alexandria Mobility Plan and Environmental Action Plan 2040 and are needed to implement them.

Thank you for your past support of safer, complete streets in Alexandria.

Sincerely,  
Steve Banashek  
16 W Spring St Alexandria, VA 22301-2451  
[sbinfo14@yahoo.com](mailto:sbinfo14@yahoo.com)



**From:** [Asa Orrin-Brown](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]for the Traffic and Parking Board  
**Date:** Wednesday, July 17, 2024 6:21:25 AM

---

Hi Sheila,

I have prepared the following comments for the July Traffic and Parking Board meeting. Please forward them to the members. I will be attending via zoom, and hope to speak in support of all three of these projects.

Best,  
Asa

Dear Traffic and Parking Board members,

I am writing in support of the safety improvement projects on S Pickett, Holland Ln, and Eisenhower. I think that the T&ES plans are thoughtful and considerate, drawing from community input, previous small area planning, our Vision Zero goals and the 2016 Pedestrian and Bicycle plan. As a bike based business owner on Duke street with a studio on S Pickett, I am especially excited about the plans to fully connect both halves of my business with bike lanes along S Pickett from Edsal to Duke. This will greatly improve my ability to conduct business for years to come in Alexandria.

Furthermore, my 16 year old daughter and I both use the Eisenhower multi-use trail regularly to get to school and many other destinations. The improvements to the connection with the addition of bike lanes along Holland Ln, and replacing the sub standard trail on Eisenhower with one that meets modern design standards, will go a long way towards supporting safe bicycle mobility in Alexandria into the future. My daughter and I recently cataloged the trip hazards along the old Holmes Run multi-use trail and there are currently 416 cracks and bumps that exceed the safe standards for ADA and OSHA trip hazard compliance. The Parks and Rec department is taking steps to address these hazards, but it will be costly and slow going. Replacing the old trail with a contiguous North side multi-use trail is a very reasonable cost-effective alternative.

I think the design concept to reduce 2 lanes in the middle section of Eisenhower, replacing it with a multi-use trail and linear park is really innovative. Speeding and cut through traffic have long been problems along that corridor, and given the lack of available land for additional development, and the proximity to a vulnerable waterway, I think the plan to add green space and trees while reducing storm runoff is a brilliant one. The proximity of the future linear park to homes and businesses along Eisenhower makes it an especially valuable greenspace. It will provide a great invitation for people living in the Carlyle area to venture West to enjoy all of the great businesses further down Eisenhower, and vice versa. I sincerely believe it will become one of our Cities most treasured natural resources. I appreciate the innovation and vision of Dan Scolese and the rest of the T&ES staff who developed this idea.

As always, thank you for your time and consideration.

Sincerely,

Asa Orrin-Brown

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source.

**From:** [Alexandria Carroll](#)  
**To:** [Sheila McGraw](#)  
**Cc:** [Hillary Orr](#)  
**Subject:** FW: Recent Road Projects  
**Date:** Thursday, July 18, 2024 2:18:16 PM

---

Sheila, could you please include the email from the Fire Department below in the comments for TPB for Eisenhower, Pickett, and Holland?

Alex Carroll (she/her)  
Complete Streets Program Manager  
City of Alexandria, Virginia  
Department of Transportation & Environmental Services  
Office: 703.746.4408  
Cell: 703.213.8190  
[alexandriava.gov](http://alexandriava.gov)

---

**From:** Dan McMaster <Dan.McMaster@alexandriava.gov>  
**Sent:** Thursday, July 18, 2024 2:08 PM  
**To:** Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Daniel Scolese <daniel.scolese@alexandriava.gov>  
**Subject:** Recent Road Projects

Hello Alex and Dan,

Thanks for the catch-up meeting and keeping Fire in the loop on the status of your ongoing projects throughout the city. We truly appreciate the opportunity to see your proposals and to provide input from our perspective. In my time in this position, every single member of your team has been eager to hear from us and genuinely interested in how your plans will affect our operations. When we make suggestions, your team is always receptive and responsive. It is very encouraging to continually hear your team advocate for the needs of the fire department, even though we know you hear from many stakeholders with many competing visions.

To recap our recent discussions regarding your projects involving Pickett St., Holland Ln. and Eisenhower Ave., I am confident that the needs of Fire are adequately met. Our basic needs when considering changes to existing streets are: the maintenance of 11' travel lanes, the ability to overtake and pass vehicles during response, adequate available turning radius into complexes or onto cross streets, and the use of mountable surfaces vs. solid physical barriers. The plans you shared for Pickett, Holland and Eisenhower adequately meet those four needs. We can offer no further suggestions to those plans and we support them fully.

Thanks again for your assistance and congratulations on bringing these long processes to a successful conclusion.

Daniel McMaster

Deputy Fire Chief—Community Risk Reduction  
Alexandria Fire Department  
C: (571)259-2674



*The City of Alexandria's 275<sup>th</sup> Anniversary*

**From:** [Kathryn Cahir](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]streets redesign  
**Date:** Friday, July 19, 2024 11:06:25 AM

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Please prioritize pedestrian and a safe bicycle network in the selection of street design options.

I support staff recommendations to redesign Eisenhower Ave, Pickett St, Holland Lane to include safer pedestrian crossings, protected bicycle lanes, bus boarding islands, curb extensions, as well as no right turn on red and a 25MPH speed limit.

These are important measures that will improve equity and help Alexandria move toward sustainability goals.

As a regular bicycle commuter, I recognize that I'm fortunate to live in a location where I can ride in certain directions safely, enabling me to have access to work and recreational ridges. However, I frequently am forced to drive for errands because safe roadways are not available connecting to large swaths of Alexandria. It's apparent that people who live in more affordable parts of the city have less access to safe riding options.

Thank you for your consideration,

Kathryn Cahir

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**From:** [Shantae Taylor](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Walking and Biking Infrastructure  
**Date:** Friday, July 19, 2024 11:24:08 AM

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Good Morning,

I am a cyclist in the Northern Virginia area, Alexandria to be exact. Just yesterday My wife and I rode from Potomac yards to Aslin on South Picket. For most of our ride we had great bike/pedestrian path which we love for its safety while also allowing vehicle traffic to keep moving. This all changed once we hit Eisenhower and South Picket streets. Traveling as a cyclist on these roads is very unsettling, the intersections are massive with turns allowed on red, and traffic is going at least 10 mph over posted speed limits. My wife is not as confident on a bike and this really rattled her. The other option is to ride on the sidewalks but that becomes dangerous for walkers. We ended up walking the last .5 mile because there's just no safe way to traverse that area on bikes. With the growth of this city and its cycling community I feel it is necessary to invest in safe pedestrian and cycling avenues allowing for everyone to move about in their respective way safely and efficiently. Please consider investing in this life saving infrastructure that will benefit all community members. Thank you for your time.

Respectfully,

Shantae Taylor  
Sent from my iPhone

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**From:** S Kim  
**To:** Sheila McGraw  
**Subject:** [EXTERNAL]More bike lanes in Alexandria, VA  
**Date:** Friday, July 19, 2024 1:27:27 PM  
**Attachments:** image.png  
image.png  
image.png



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Dear Ms. McGraw,

Hello. *I support the staff recommendation to modify ANY and ALL streets to promote biking safety. I support the redesign of the street to maintain similar travel times as today (and even to reduce congestion at the intersection with Van Dorn Street) while including one motor vehicle travel lane in each direction, a center turn lane, a lane of parking, safer pedestrian crossings, protected bicycle lanes, a new sidewalk near the metro stations, as well as no right turn on red and a 25 MPH speed limit. This would make this growing area safer for pedestrians, and also help move the City towards a connected low stress bike network”*

Use your First Amendment Right to petition the Government for a redress of grievances on Eisenhower Ave.


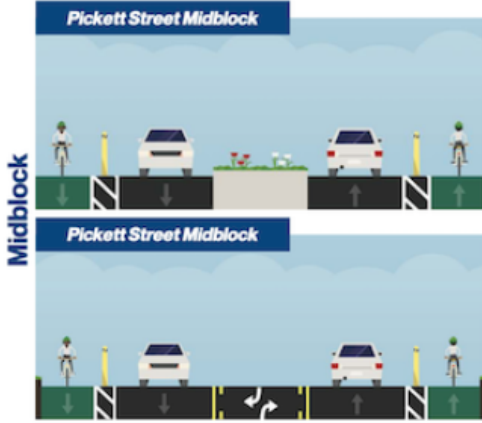
Our Petition: A Safe and Sustainable Eisenhower Ave.

Existing Conditions	The Safe & Sustainable Design
	<p>Proposed Eisenhower Ave Cross-Section - Van Dorn to Metro</p> 

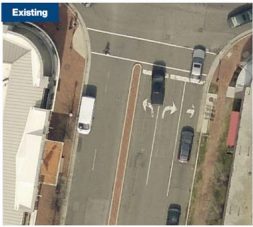
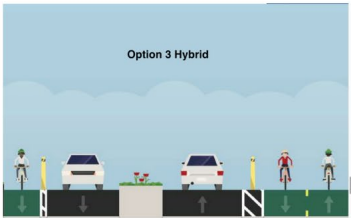
# Action Alert: South Pickett Street

Use your First Amendment Right to petition the Government for a redress of grievances on South Pickett Street

Our Petition: A Safe and Sustainable S. Pickett Street

Existing Conditions	The Safe & Sustainable Design
	

## Holland Lane

Existing Conditions	The Safe & Sustainable Design
	

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source.

**From:** [Phoebe Coy](#)  
**To:** [Sheila McGraw](#)  
**Subject:** [EXTERNAL]Pickett St redesign  
**Date:** Monday, July 22, 2024 5:26:57 PM

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Good evening,

If it's not too late for tonight's meeting, I'd like to express my enthusiastic support of the staff recommendation for the South Pickett St redesign to make it safer for all users. I live nearby and either drive, walk or take the bus down Pickett St nearly every day, so I'm hopeful and excited that these changes will make it safer to use.

I also enthusiastically support the staff recommendations for Holland Lane and Eisenhower Avenue to make those safer to use.

Sincerely,  
Phoebe Coy

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