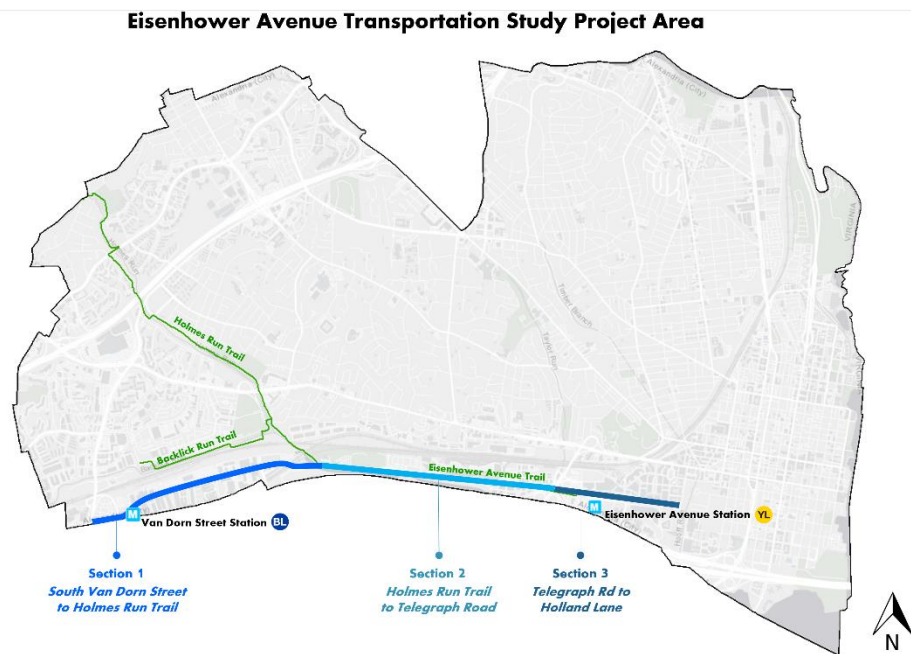


## Project Background

- In 2017, the City of Alexandria adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. The City also employs a safe system approach when planning and engineering for traffic safety, which aligns with the U.S. Department of Transportation's National Roadway Safety Strategy and involves taking preventative action to minimize crashes.
- Eisenhower West SAP Approved 2015
- In 2022, the City completed an updated citywide crash analysis to identify crash hotspots and trends to guide future safety work. That study identified the intersections of Van Dorn Street and Eisenhower Avenue and the segment of Eisenhower Avenue between Van Dorn Street and Clermont Avenue.
- In 2023, the City was awarded a Project Pipeline Study by the Virginia Department of Transportation (VDOT) to evaluate the Eisenhower Avenue Corridor.



## Project Purpose

The purpose of this project is to evaluate needs and opportunities for mobility, access, and safety improvements on the Eisenhower Avenue corridor. The expected outcomes of the study are grant applications to fund identified improvements in the program. The Pipeline process has to date identified areas of concern along the entire corridor, however the focus has primarily been on the western end due to immediate safety and congestion needs. In addition to the data collection, input from the community, including the Eisenhower Partnership, and the Eisenhower

West/Landmark Van Dorn Implementation Advisory Group, has validated that recommendations should address:

- Speeding
- Safety of all modes between Van Dorn Street and Clermont Avenue
- Poor accessibility to Metro stations via walking, scooting and biking
- Safety and congestion at Van Dorn Street and Eisenhower Avenue
- Not precluding the Small Area Plan recommendations

## Existing Conditions Summary

### Transportation Safety

- Most severe crashes between Van Dorn Street and Van Dorn Metro
- Pedestrian crashes are focused around both Metro stations
- Speeding is persistent between Van Dorn Street and Telegraph Road during the off-peak hours in particular

### Operations

- All intersections operate at a LOS D or better except
  - Van Dorn Street and Eisenhower:
    - Long delays and back-ups during **both peak hours**
  - Mill Road (East) Level of Service long delays in the **AM peak hour\***

### Access

- Disjointed or no pedestrian facilities between Van Dorn Street and Van Dorn Metro
- Poor and inadequate sidewalk conditions between Van Dorn Metro and Clermont Ave
- Narrow trail facility between Cameron Run and west of Mill Road (West)



Recommendations include improving the intersection of South Van Dorn Street and Eisenhower Avenue to address accessibility, congestion and safety, install new sidewalks along Eisenhower Avenue between Van Dorn Street and Van Dorn Metro Station, installing a more pedestrian crossings with a northside bicycle path between Van Dorn Street and Holmes Run Trail, reconfiguring the cross-section of Eisenhower Avenue to reduce speeds, and considering continuation of bicycle facilities along Eisenhower Avenue between Clermont Avenue and Mill Road (West)

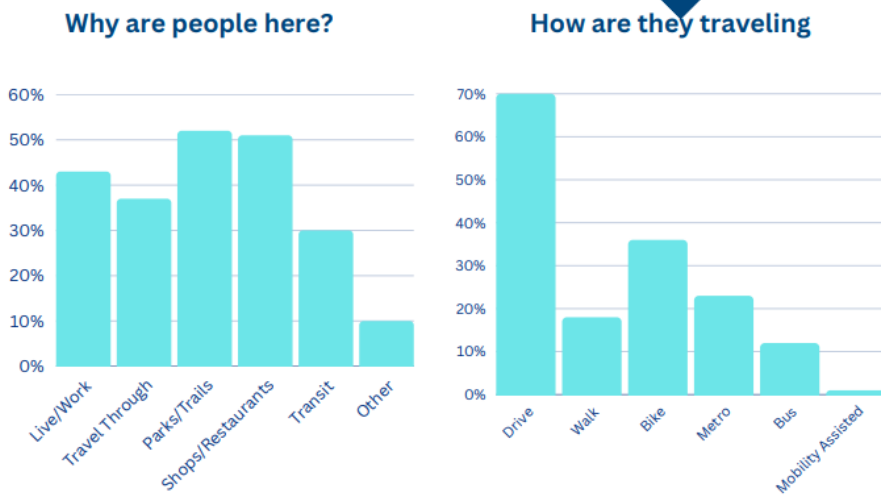
Staff will also consider improvements to the intersections of Eisenhower Avenue at Stovall Street and Mill Road (east) to improve safety and accessibility as other projects in the area advance.

## Project Engagement Summary

In summer 2023, the City conducted a community engagement period to better understand people's experiences along the corridor. Staff shared the feedback opportunity via eNews, social media, signs at the intersections, and emails to local neighborhood organizations. In addition to feedback from individual associations, such as the Eisenhower Partnership and Eisenhower West Landmark Van Dorn Advisory Group Over 300 respondents provided feedback on the survey.

# Most Common Issues

- Speeding
- Lack of Bike Facilities
- Difficult and infrequent pedestrian crossings
- Sidewalks are uncomfortable
- Access to Metro is difficult



Staff developed presented preliminary recommendations to the Eisenhower West Landmark Van Dorn Advisory Group and received feedback on concepts on February 22<sup>nd</sup> 2023. Based on that initial feedback, concept designs were updated and based on community feedback and the results of the existing conditions analysis. The concept designs were then shared with the community for feedback in April/May 2024. Below is a summary of what design features residents liked about the Van Dorn Street and Eisenhower Avenue Recommendation based on over 400 responses. The feedback form also included questions about the remainder of Eisenhower Avenue that is independent of this recommendation.

67% liked the relocation of the left turns at the intersection of Van Dorn Street and Eisenhower Avenue for the southbound and westbound approaches.

	1. Strongly oppose	2. Somewhat oppose	3. Neutral	4. Somewhat support	5. Strongly support
Rate the concept on a scale of 1 to 5. (1 = Strongly oppose; 5 = Strongly support)	13%	7%	13%	24%	42%
	1. Strongly oppose	2. Somewhat oppose	3. Neutral	4. Somewhat support	5. Strongly support

75% liked the construction of a sidewalk on the south side of Eisenhower Avenue which does require the re-utilization of one lane on eastbound Eisenhower Avenue between Van Dorn Street and Metro

	1. Strongly oppose	2. Somewhat oppose	3. Neutral	4. Somewhat support	5. Strongly support
Rate the concept on a scale of 1 to 5. (1 = Strongly oppose; 5 = Strongly support)	13%	5%	7%	19%	56%
	1. Strongly oppose	2. Somewhat oppose	3. Neutral	4. Somewhat support	5. Strongly support

62% liked the construction of a two-way cycle facility along the north side of Eisenhower Avenue from Van Dorn Street to the Metro station.

	1. Strongly oppose	2. Somewhat oppose	3. Neutral	4. Somewhat support	5. Strongly support
Rate the concept on a scale of 1 to 5. (1 = Strongly oppose; 5 = Strongly support)	17% 1. Strongly oppose	7% 2. Somewhat oppose	12% 3. Neutral	18% 4. Somewhat support	47% 5. Strongly support

Common Comments are:

- Not removing or reconfiguring the existing ramps on Metro Road with Van Dorn Street to not be slip lanes.
- Confusion that the relocated left-turns are only being provided to accommodate cycling infrastructure.
- Concerns about merging on Van Dorn Street from the southbound Metro Road.
- Metro Road impacts pavement condition and safety.
- Clear signage if this is implemented.
- Opposed comments for the sidewalk on the southside are not against sidewalk but of reducing one eastbound Eisenhower Avenue.
- How to connect sidewalks and trails to Fairfax County better.
- How to connect pedestrian and cyclist users better over Van Dorn Street Bridge.
- Queuing on Eisenhower Avenue at Metro Road.

Based on the culminative feedback staff has recommended to:

- Educate that the proposed relocated left-turns through Metro Road is a congestion improvement that can be standalone from the other improvements but enables additional safety and accessibility infrastructure on both Van Dorn Street and Eisenhower Avenue.
- Modify the future West End Transitway Bus Signal to include a signal phase for the right-turns from Metro Road onto Southbound Van Dorn Street to minimize concerns of merge and weave. This is anticipated to only increase the relocated westbound left-turns from Eisenhower Avenue to up to 20-30 seconds than originally presented but no impacts to Van Dorn Street.
- Reconfigure the southbound right-turn space on Van Dorn Street to be preserved for a potential future sidewalk/shared-use path. No noticeable impact is anticipated on Southbound Van Dorn Street
- Ensure that the community is aware of the upcoming paving schedule of Metro Road, regardless of recommendation advancement. Staff will work with the community to address concerns regarding relocated traffic in coordination with the paving schedule.
- Although traffic modeling with future volumes (2035) does not suggest queuing or delay concerns at Metro Road and Eisenhower Avenue, two westbound through lanes on Eisenhower Avenue will be persevered from Metro Road to a portion of the way to the Van Dorn Metro Station.
  - The dual right turns from Van Dorn Street to Metro Road have always been considered and continued as part of the recommendation.

## Summary of Community Engagement

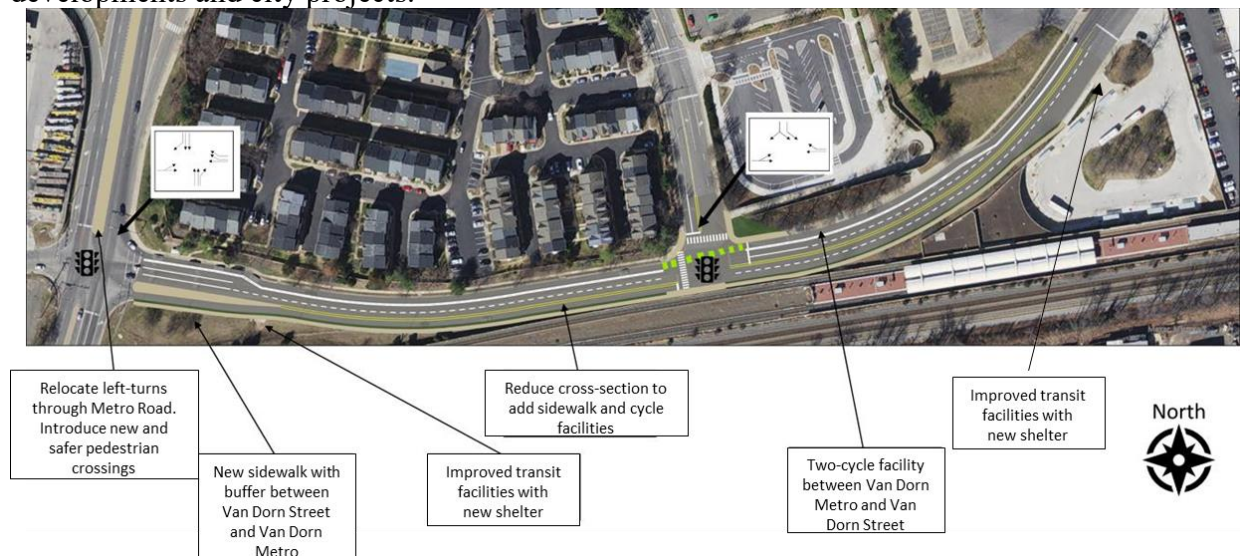
<b>Date</b>	<b>Phase</b>	<b>Outreach To</b>	<b>Type of Group</b>	<b>Format</b>
8/28/2023	Information Gathering	General Public	Resident	Online Feedback Form
9/29/2023	Information Gathering	Eisenhower Partnership	Business Association	Virtual Meeting
11/13/2023	Information Gathering	BPAC	Advocacy Committee	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	Eisenhower Partnership & BPAC	Advocacy Committee	Virtual Meeting



# Conceptual Designs

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. These conditions are expected to worsen in the future and, without improvements, will continue to fail while inadequate pedestrian facilities will still exist. The proposed improvements utilize existing infrastructure and capacity of Metro Road. These improvements are intended to provide new and safer pedestrian and bicycle facilities, improve safety, and limit the amount of queuing and back-ups on Van Dorn Street. **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 by 2035.**

- Relocate 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.
- Construct 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.
- Improve 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.
- Build a two-way cycle facility along the north side of Eisenhower Avenue from the Van Dorn Metro Station to Van Dorn Street. This is to connect to future planned developments and city projects.





Relocated Left Turns

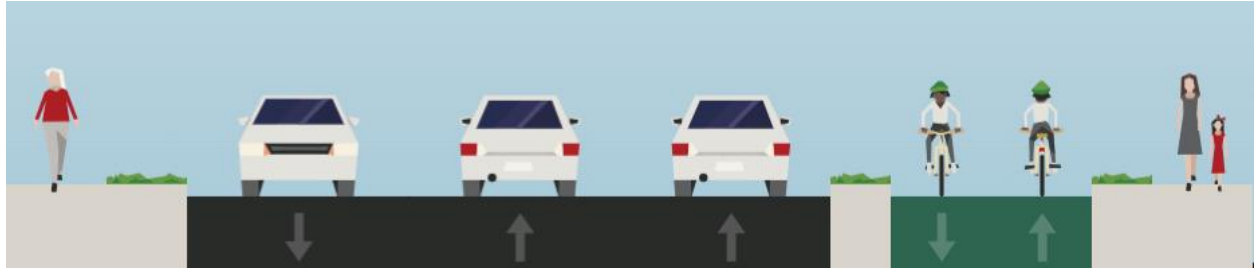


Southbound Left Turns  
to EB Eisenhower  
Avenue  
Use Metro Road

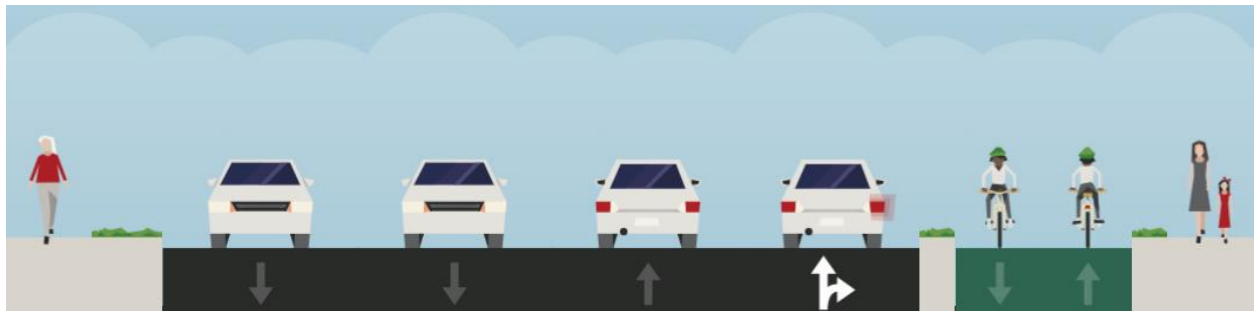
Westbound Eisenhower  
Avenue Left Turns to  
Southbound Van Dorn Street  
Use Metro Road

# Corridor concepts

Eisenhower Avenue Cross-section between Van Dorn Street and Metro Road



Eisenhower Avenue Cross-section between Metro Road and Van Dorn Metro Station



*Final concept will differ based on detailed design and additional input.*