

Project Overview | NV-23-07

Eisenhower Avenue from Van Dorn Street (Route 401) to Holland Lane



Project Purpose, Goals, & Objectives

Analyze the operational and safety issues identified along Eisenhower 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.

TDM



Existing Shared-Use Path on the south side of Eisenhower Ave, from the Holmes Run Trail to Stovall St. Bicycle connection at Eisenhower Ave Connector. Capital Bikeshare at Van Dorn Metro, Eisenhower Ave & Ike Dr, and Eisenhower Ave & Mill Race Ln.



Sidewalks are inconsistent along Eisenhower Ave. There is demand for safe pedestrian crossings.



Park & Ride lots at Van Dorn & Eisenhower Ave Metro.



Existing bus stops along Eisenhower Ave serving DASH, Fairfax Connector, and WMATA routes. WMATA Metro Yellow & Blue Line stops located along the corridor.

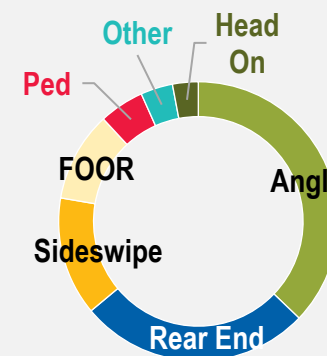


Van Dorn St & Eisenhower Ave intersection has major delays due to high volumes on Van Dorn St.



31 rear end incidents (2015-2022) at Van Dorn St & Eisenhower Ave. 1 fatal Fixed Object - Off Road (FOOR) incident along WB Eisenhower Ave near the Van Dorn Metro. Most of the pedestrian collisions near metro stations.

Issues in the Study Area



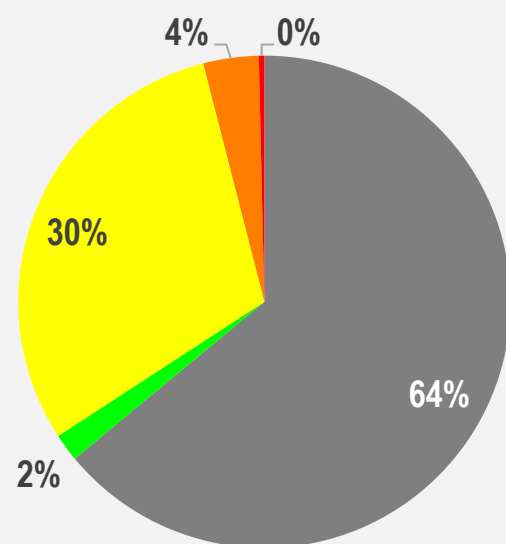
Project Fact Sheet	
VDOT District	Northern Virginia
Locality	City of Alexandria
# of Study Intersections	18 signalized; 11 unsignalized
Transit Routes	DASH Transit Bus Routes (30, 32, & 35); Fairfax Connector Routes (109, 231, 232, & 321); WMATA Bus Routes (7A, NH2, & REX); WMATA Metro Stops (Van Dorn St – Blue Line & Eisenhower Ave – Yellow Line)
Bikeways	Shared-Use-Path on the south side of Eisenhower 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)

Safety Needs

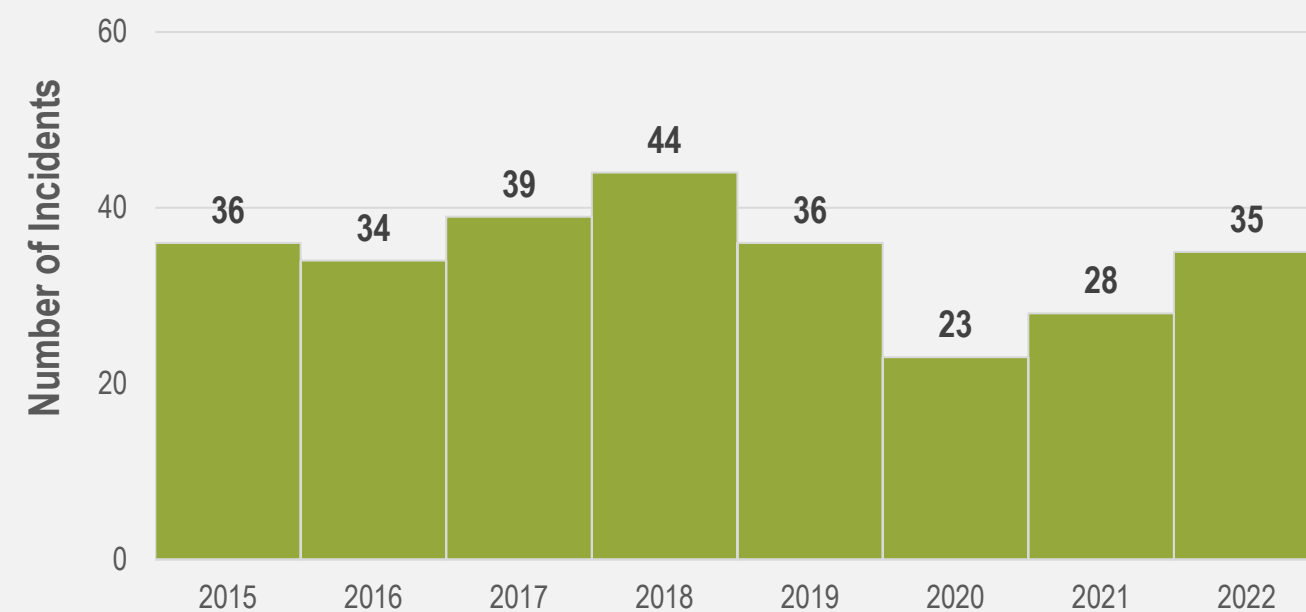
Needs Identification Summary



- Angle
- Rear End
- Sideswipe
- Fixed Object – Off Road
- Head On
- Non-collision
- Other
- Pedestrian
- Bike



- Property Damage Only
- Nonvisible Injury
- Visible Injury
- Severe Injury
- Fatality



Bicycle and Pedestrian Safety and Accessibility Needs

Bicycle and Pedestrian Safety and Accessibility Needs Identification Summary

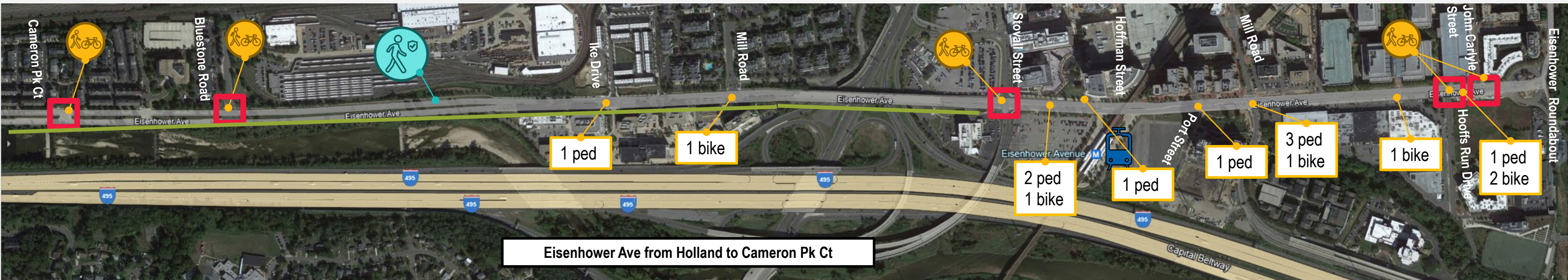


Bicycle and Pedestrian Safety & Accessibility Summary

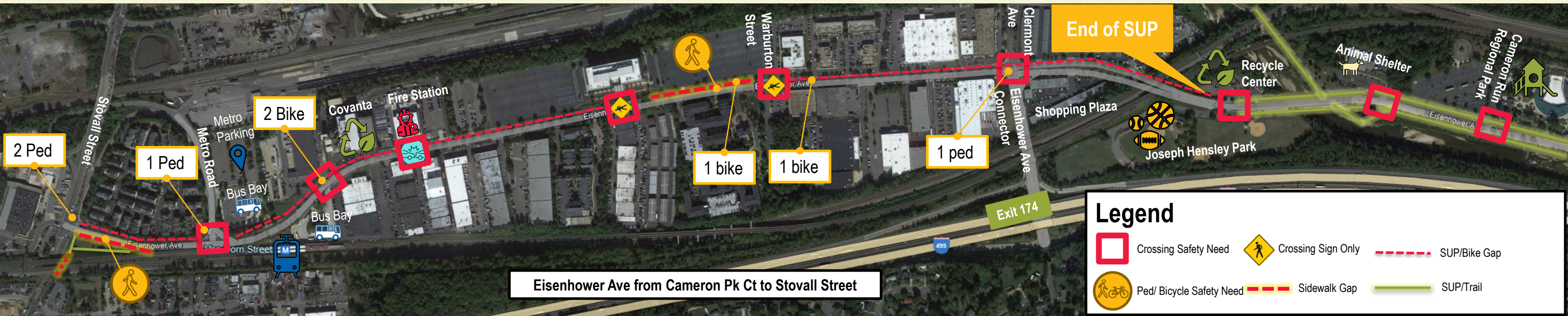
- VTrans identifies this corridor as 'Very High' for Bicycle Access and Pedestrian Access.
- 13 pedestrian and 10 bicycle crashes occurred along Eisenhower Ave.
- The Eisenhower Trail/shared-use-path runs parallel to Eisenhower Ave from east of Clermont Ave to Stovall.
- There is a sidewalk gap on Eisenhower Ave from Pepperell St to Warburton St due to the land development. This closure is lacking crosswalk closure rerouting or signs.
- The sidewalk is very narrow on Eisenhower Ave from Ike Drive to Bluestone Road.

Bicycle and Pedestrian Improvements

- Improve bicycle facilities by including a cycle track on the north side of Eisenhower Ave, a shared-use path on the south side of Eisenhower Ave, and/or bike lanes along eastbound and westbound Eisenhower Ave.
- Improve pedestrian crossings throughout the corridor.
 - Pedestrian crossing improvements at Stovall Street, potentially by decreasing the turn lanes at the intersection.



Eisenhower Ave from Holland to Cameron Pk Ct



Eisenhower Ave from Cameron Pk Ct to Stovall Street

Legend

	Crossing Safety Need		Crossing Sign Only		SUP/Bike Gap
	Ped/ Bicycle Safety Need		Sidewalk Gap		SUP/Trail

EISENHOWER AVENUE FROM VAN DORN STREET TO METRO ROAD

Separated Bike Path Alternative



Separated Bike Path Sketch



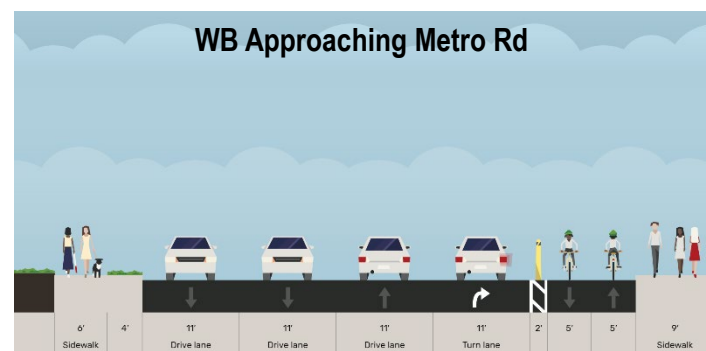
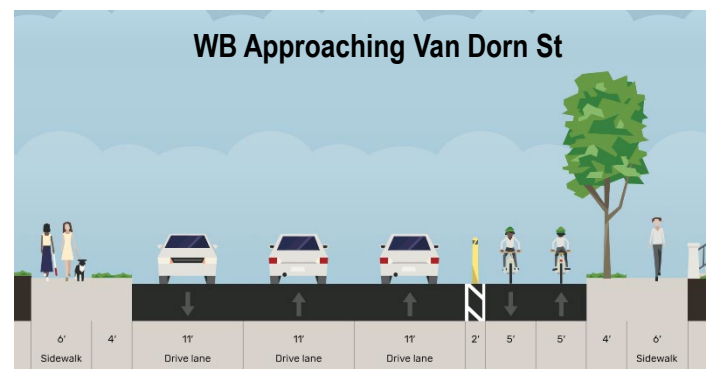
Improvements Description

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 Eisenhower 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 bike 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.

Cross Sections



Project Location



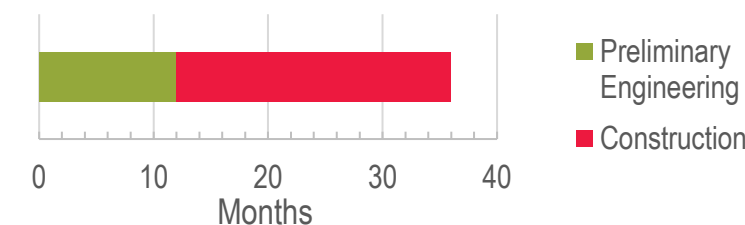
Traffic Operations Results

Eisenhower Ave at Van Dorn 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)	40.1	38.2

Project Schedule & Updated Preliminary Cost

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	\$2,381,600
Construction	\$16,469,106
Total Cost	\$18,850,706