



EISENHOWER WEST SMALL AREA PLAN ONLINE POLL #2 SUMMARY REPORT OF RESULTS

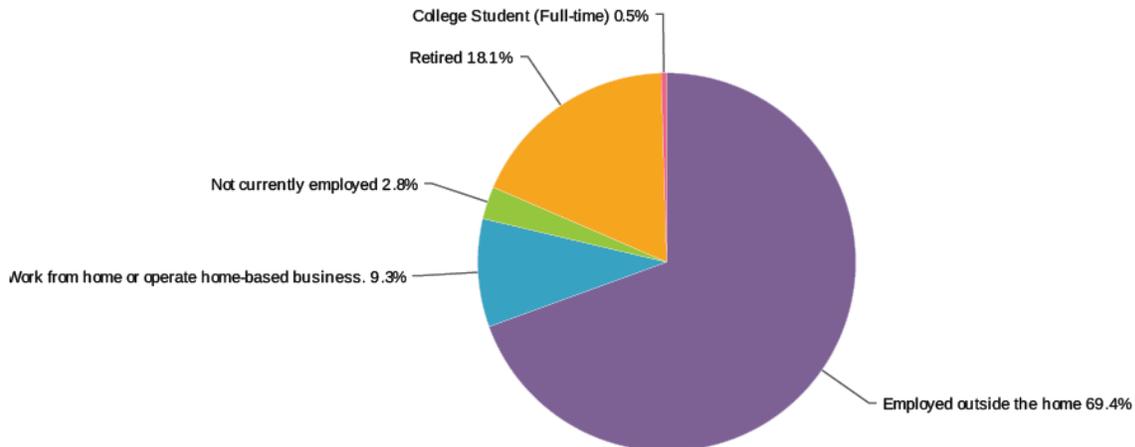
City of Alexandria | Department of Transportation & Environmental Services
Tuesday, June 24th, 2014

This report outlines the results of the second online poll for the Eisenhower West Small Area Plan. This poll was focused on transportation issues. The poll was available for participants to take online from May 15th – June 9th, 2014. In that time, 216 people submitted complete responses.

Question 1: Where do you live?

Alexandria - Summers Grove	1.9%	4
Alexandria - Seminary Hill	19.0%	41
Alexandria - Taylor Run	13.9%	30
Alexandria - West End	9.3%	20
Alexandria - North Ridge	2.3%	5
Alexandria - Cameron Station	19.0%	41
Alexandria - Eisenhower Avenue	5.6%	12
Alexandria - Landmark	7.4%	16
Alexandria - Old Town	9.3%	20
Alexandria - Del Ray	7.4%	16
Alexandria - Townes at Cameron Parke	2.3%	5
Outside of Alexandria	2.8%	6
Total		216

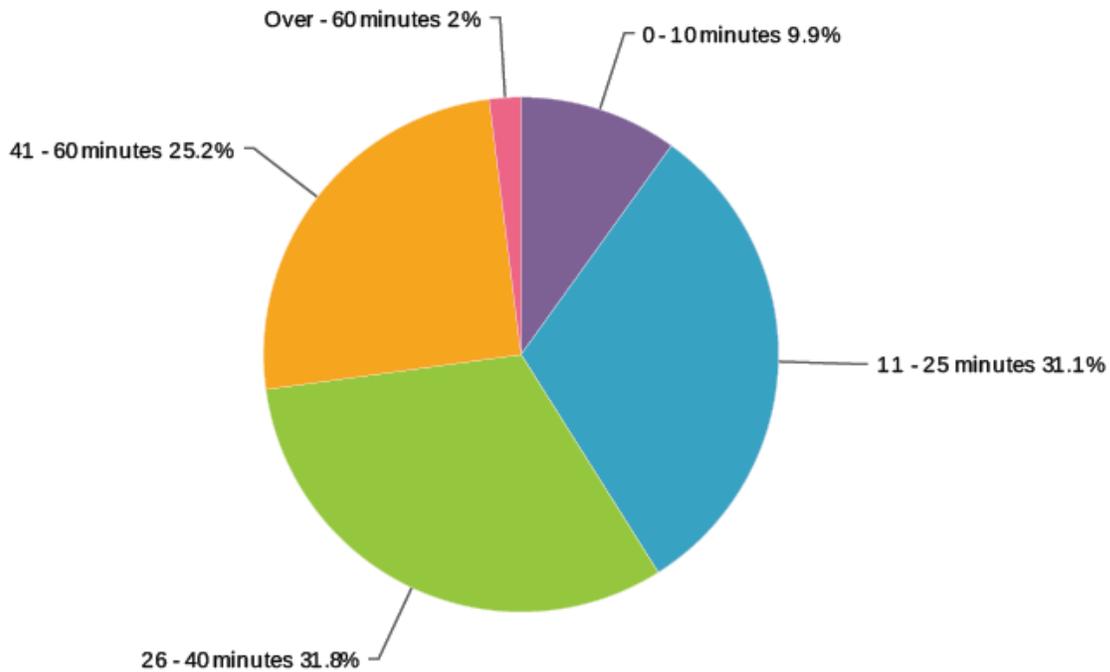
Question 2: What is your current employment status?



Question 3: What is the location of your predominate work place or school?

Work in Alexandria (West of Quaker Lane)	5.3%		8
Work in Alexandria (East of Quaker Lane)	27.2%		41
Work in Fairfax County, VA	10.6%		16
Work in Arlington County, VA	9.9%		15
Work in Prince William County, VA	0.7%		1
Work in Loudoun County, VA	1.3%		2
Work in Prince George's County, MD	0.7%		1
Work in Washington, D.C.	41.7%		63
Work in Montgomery County, MD	0.7%		1
Other (Please specify)	2.0%		3
Total			151

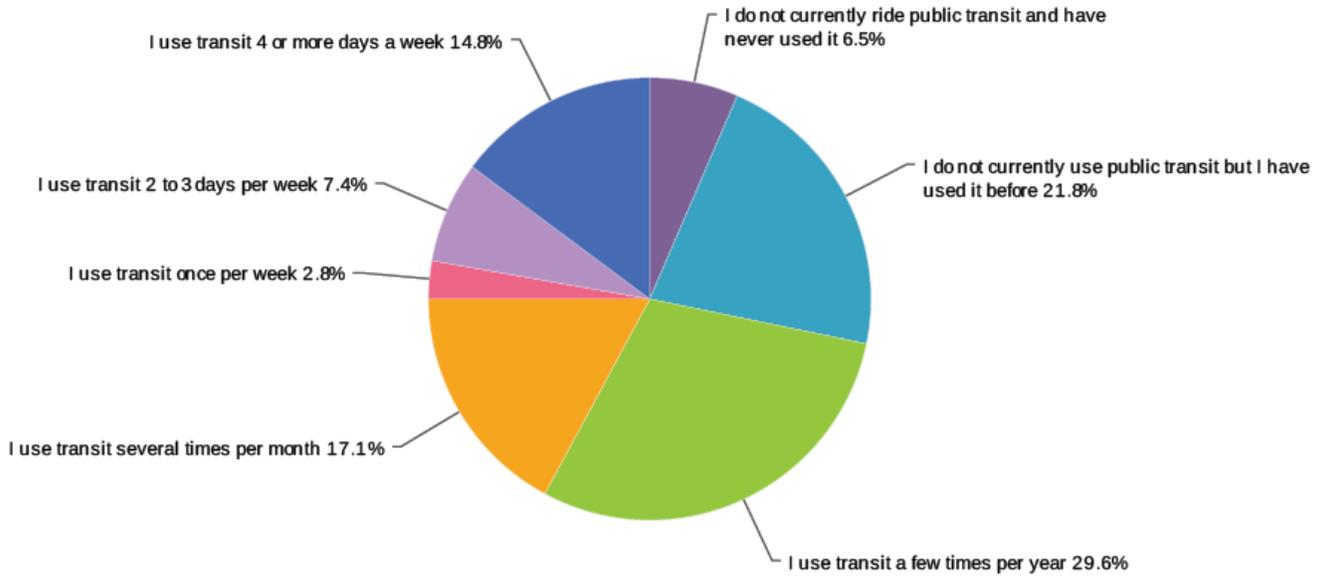
Question 4: What is your average one-way travel time for the destination you commute to most frequently in Question 3?



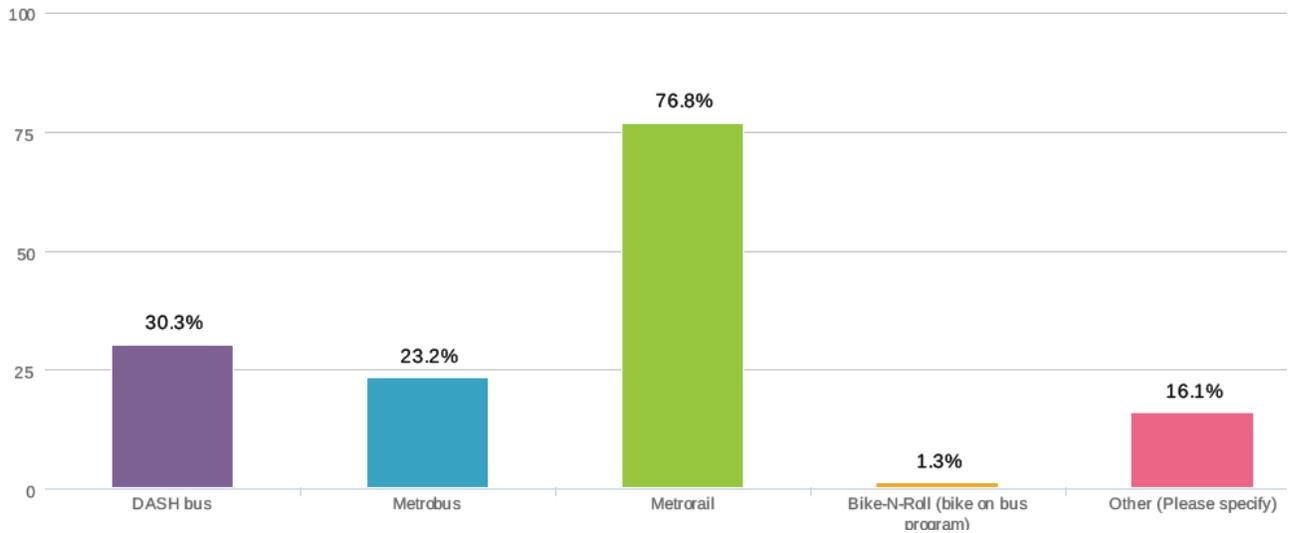
Question 5: What method of transportation do you normally use to get to work, or your most frequent destination, school or shopping? (Check all that apply)

Car/truck - drive alone	78.7%		170
Carpool	3.7%		8
Vanpool	0.0%		0
Walk	14.4%		31
Taxi	1.9%		4
Bicycle	7.9%		17
Motorcycle	0.9%		2
Metrorail	21.8%		47
DASH	9.3%		20
Metrobus	8.3%		18
Fairfax Connector	0.9%		2
Virginia Railway Express	0.5%		1
Private shuttle	1.4%		3
Other (Please specify)	2.3%		5
		Total	216

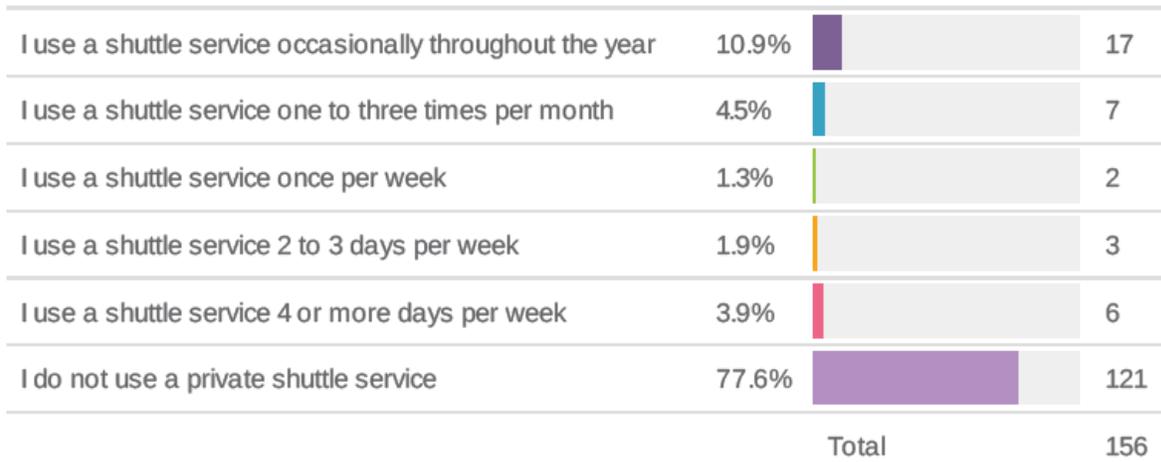
Question 6: How often do you ride public transit? (either DASH, Metrorail, or Metrobus)



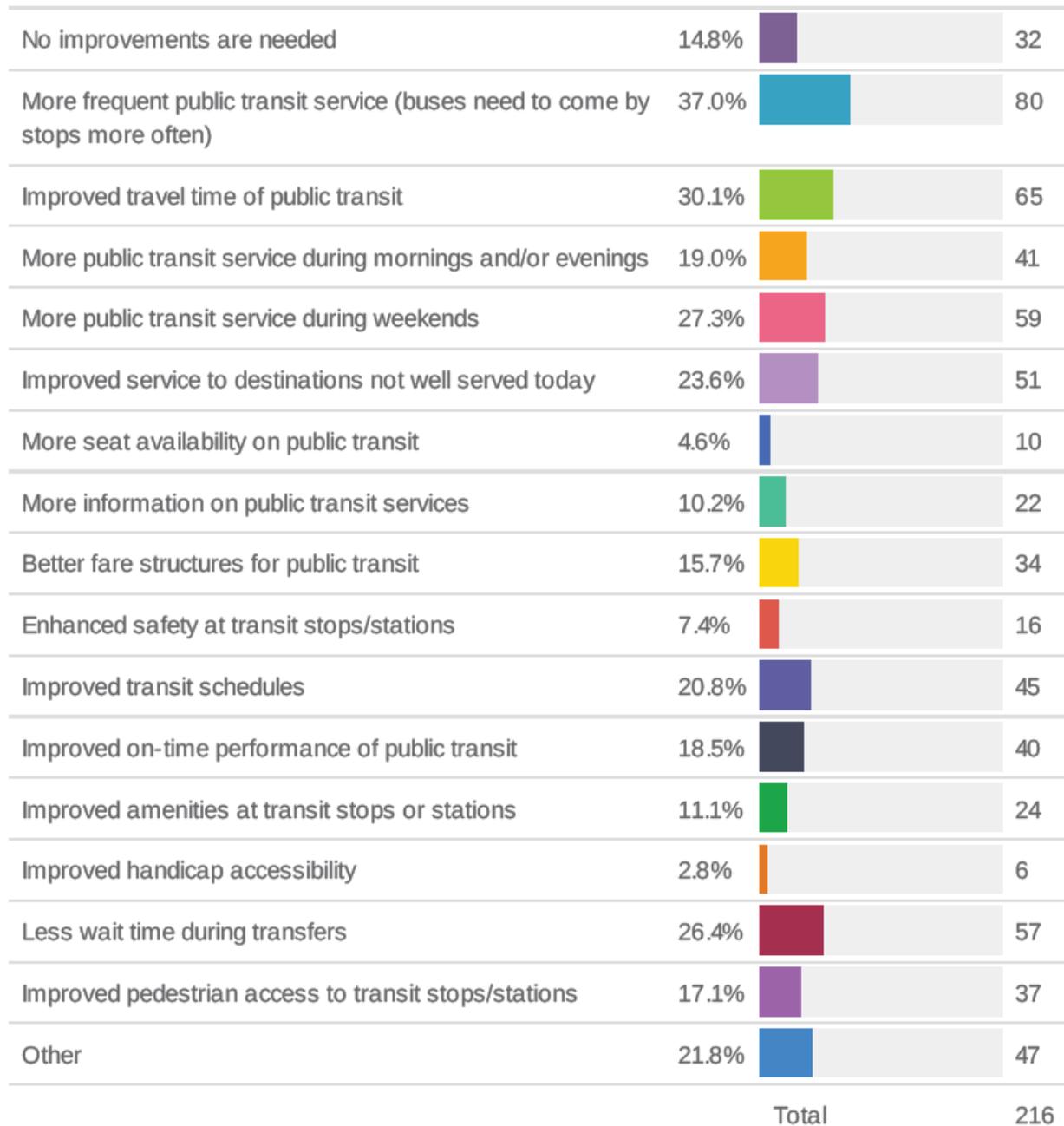
Question 7: If you regularly ride public transit for commuting, school, or errands, which transit service do you usually use? (Check all that apply)



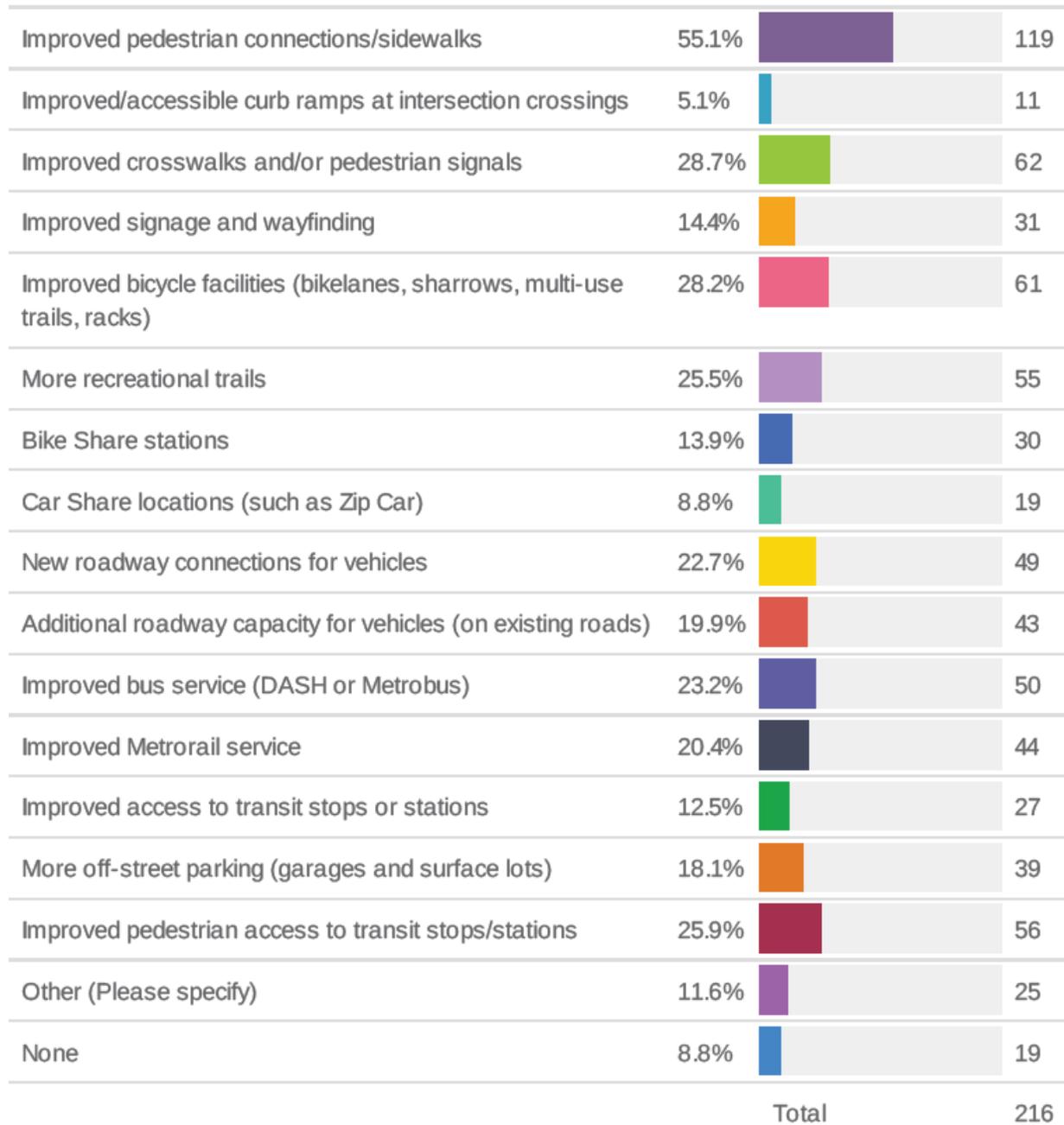
Question 8: If you currently ride a private shuttle to the Van Dorn Metrorail station or other metrorail station, how often do you ride?



Question 9: From the following list, what would prompt you to ride public transit more? (Check all that apply)



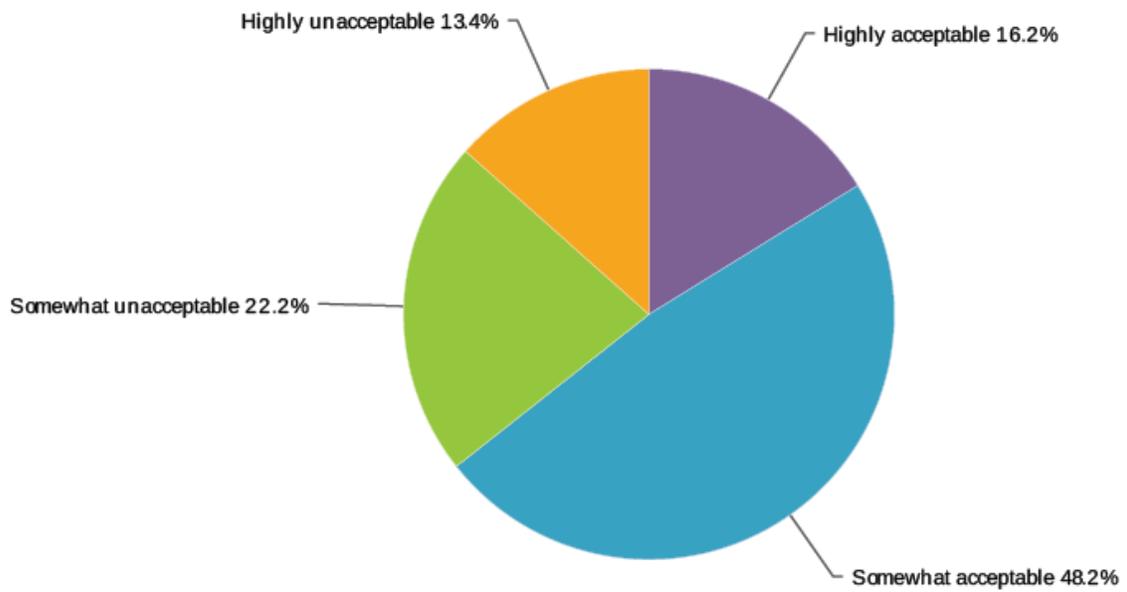
Question 10: What are the most important transportation improvements that you would like to see in the Eisenhower West area? (Choose your top five)



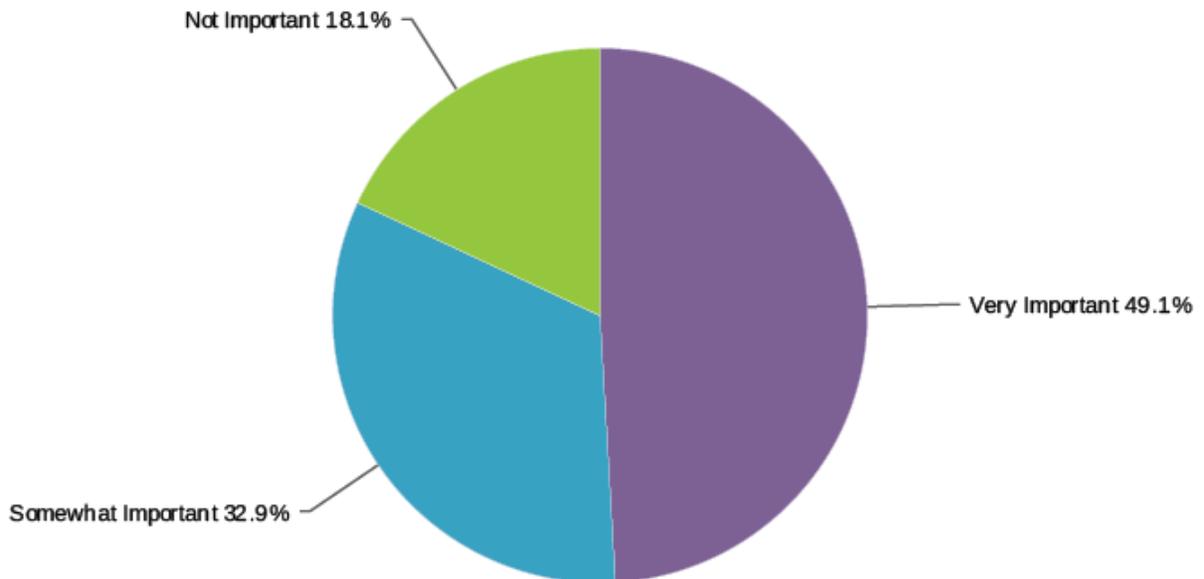
Some of the “Other” comments included:

- Connections from Duke Street to Eisenhower Avenue
- Improved bicycle access to transit
- Metrobus stops in Cameron Station
- Traffic calming in residential neighborhoods
- Pedestrian paths from Cameron Station to Van Dorn Street

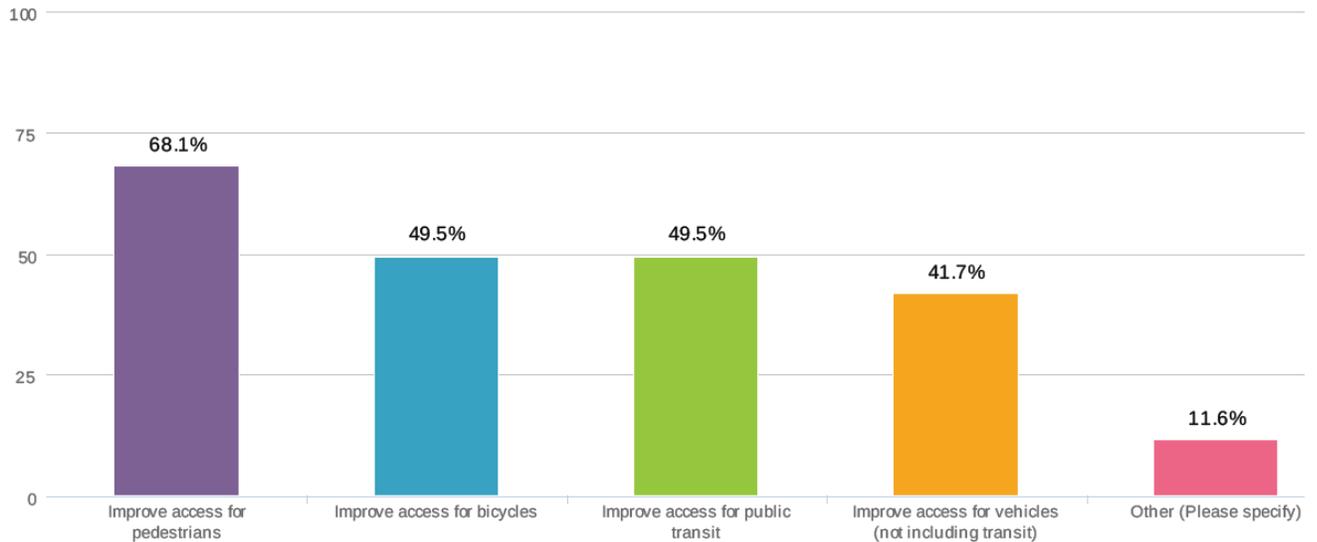
Question 11: What is your opinion on the current vehicular traffic conditions / traffic flow in the Eisenhower West area, in terms of overall mobility?



Question 12: The Landmark Van Dorn Corridor Plan (completed in 2009) recommended a new multi-modal bridge to provide a connection between Eisenhower Avenue (in the vicinity of the Van Dorn Metrorail Station) and South Pickett Street (near the intersection of Edsall Road). How important is a new multi-modal bridge between Eisenhower Avenue and South Pickett Street?



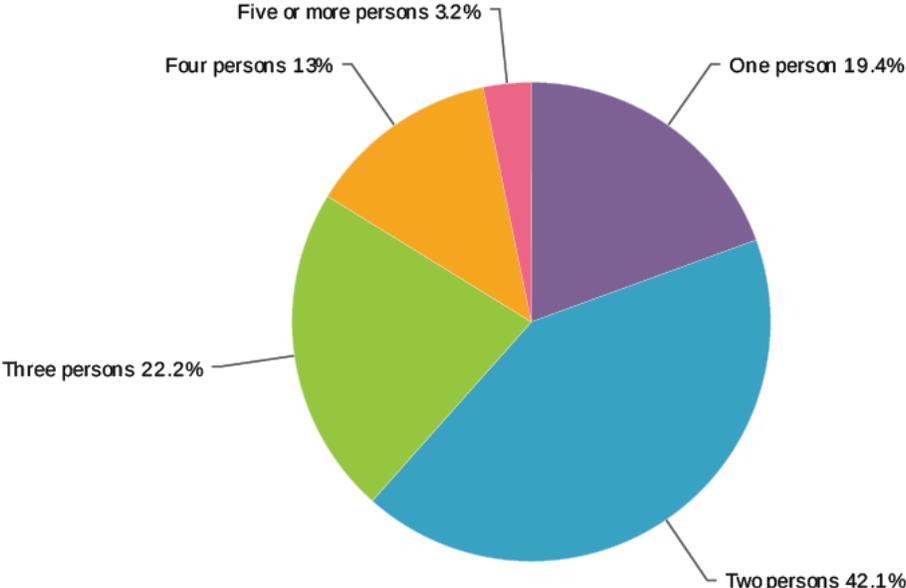
Question 13: What should the primary purpose of a multi-modal bridge be between Eisenhower Avenue and South Pickett Street?



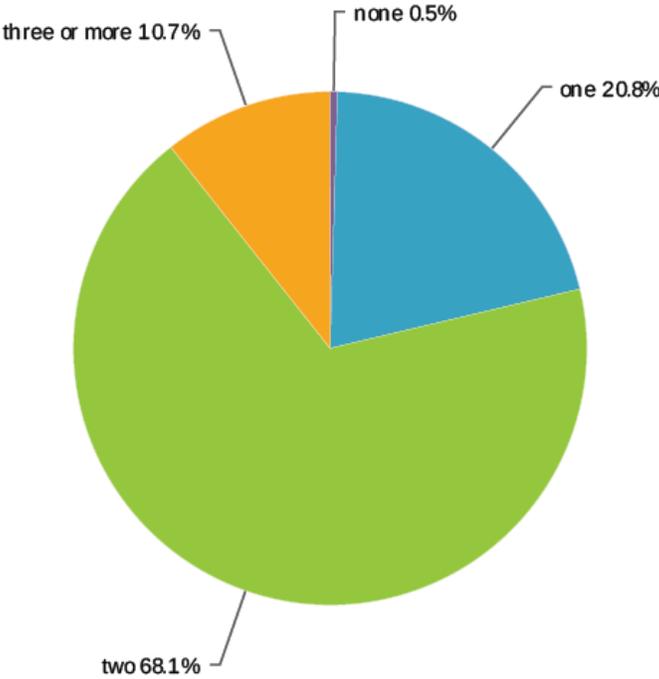
Some of the “Other” comments included:

- Bridge can't route traffic through Cameron Station Boulevard
- Creating a more direct / shorter and safer walk to the Van Dorn Metro Station
- Don't agree with a multi-modal bridge. What a monstrosity that would be.
- No bridge – use the existing sidewalk
- Get cut-through traffic off of Duke Street and Cambridge Road
- It's too close to Van Dorn Street as to be redundant
- If you are proposing a bridge to go over the Ehanol Transloading facility, and Asphalt plant, make room for pedestrians and bikes. If you can spend money on a bridge, why can't you build a retaining wall between Cameron Station and the Transloading facility to minimize the danger to residents and school children?
- Providing an additional way for traffic to get between Eisenhower and Pickett, and then to Duke would help relieve congestion on Van Dorn
- Improve overall access to all modes while ensuring the bridge vehicle traffic does not harm the Cameron Station neighborhood

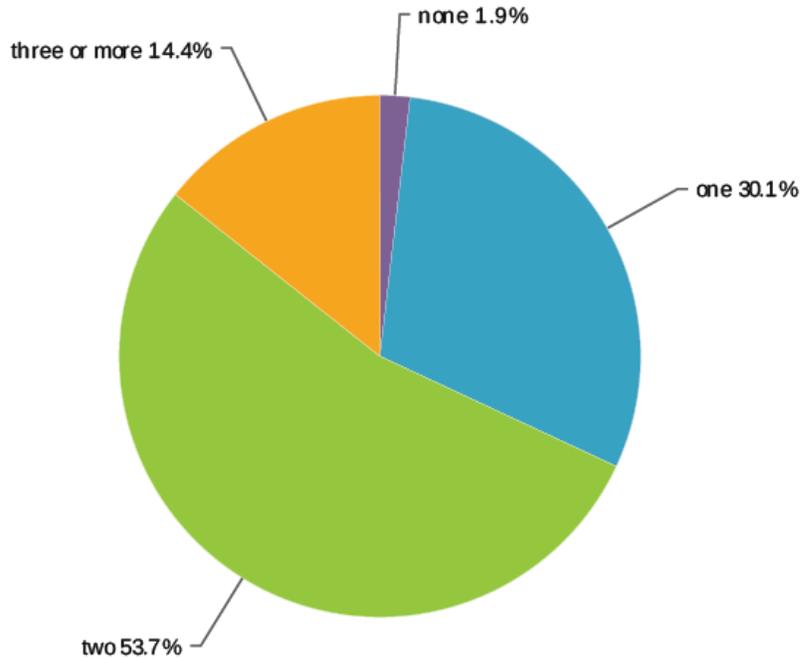
Question 14: What is your household size (including adults and children)?



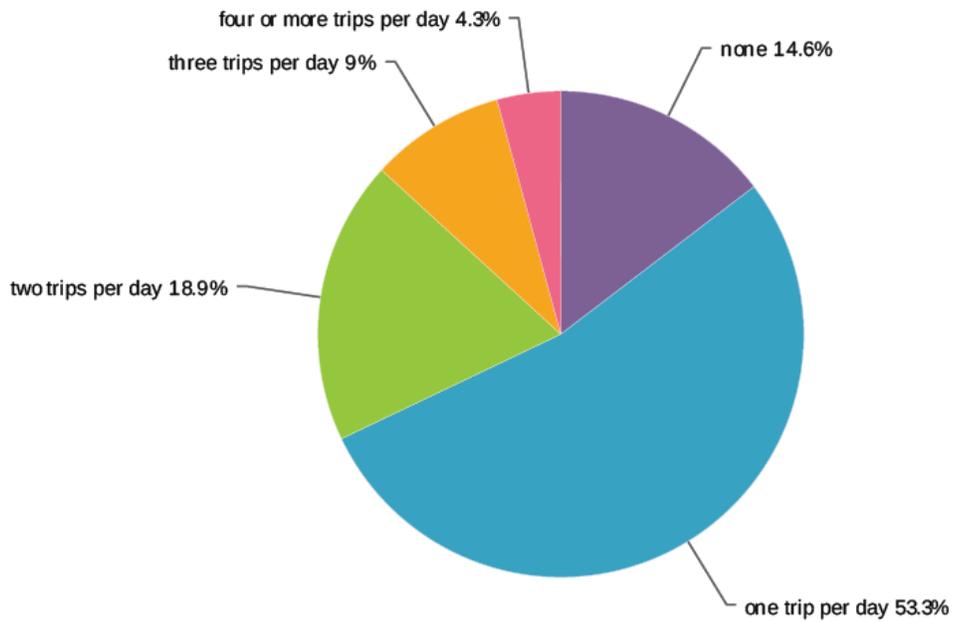
Question 15: How many licensed drivers are in your household?



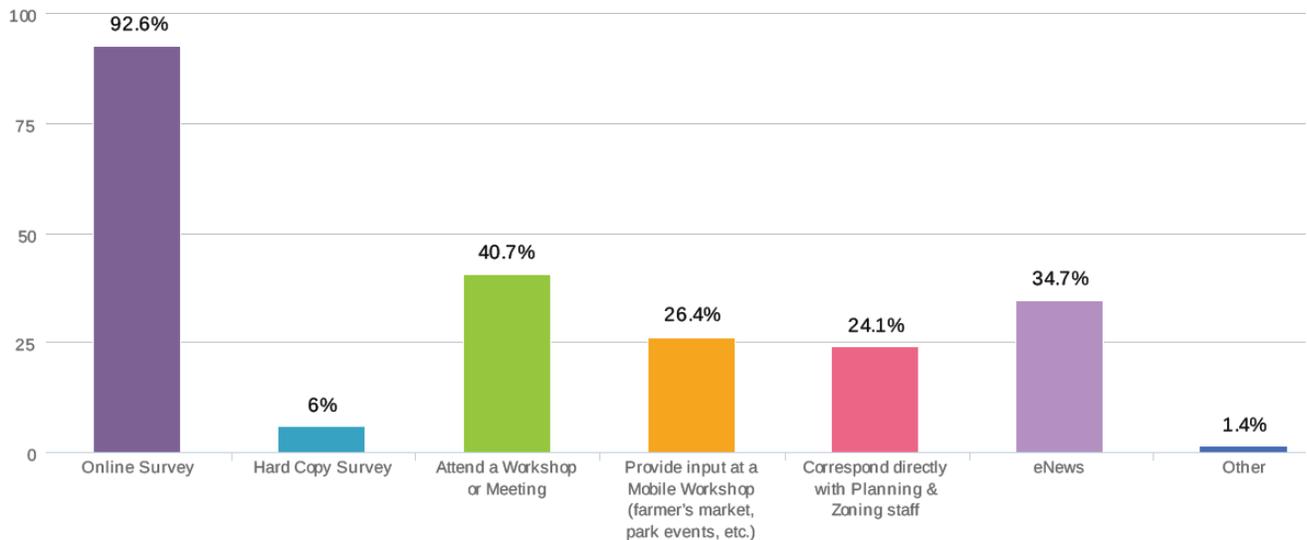
Question 16: How many operating vehicles (cars, motorcycles, vans) do you have in your household?



Question 17: If you have an operating vehicle at your home, how many trips (round trip) using your personal vehicle do you typically make per day, NOT including work trips?



Question 18: Through the Eisenhower West Small Area planning process, we will be hosting large community meetings, steering committee meetings, and use online engagement. Which of the engagement tools listed below would you like to use? (Check all that apply)



Question 19: Please write any additional comments you would like to share with the City

The following comments were received, and are broken into general themes:

Pedestrian Facilities

- The pedestrian walkways under bridges (especially along Duke Street) need more attention to insure safety and discourage vagrancies.
- Improving pedestrian connections such as sidewalks and crosswalks at the interchange between Duke Street/Little River Turnpike, Van Dorn Street, and I-395 is a major life-safety issue and needs to be addressed. That is more important than a bridge to Van Dorn Metro, as cool and useful as such a bridge would be.

Bicycle Facilities

- More green bike lanes
- I am appalled at what I see happening in our city. The bike lane on King Street would have been a good idea except that it suddenly ends with parking spaces which will cause cyclists to swerve into the car lane at that point.

Transit

- A direct bus route to the Van Dorn Metrorail station is needed on westbound Duke Street to southbound Pickett Street then Van Dorn (and return). Currently I only travel by bus to the King Street metrorail station due to the long bus ride to Van Dorn metrorail station.

- You need more parking at metrorail stations. You need a lot more public transport to metrorail stations if you want people to use Metro. You need a better bus service if you want people to use this. One cannot exist on public transit as it exists stands for normal errands.
- I love Metro, but am fed up with paying high rent prices because I live near Metro and yet the Blue line has long wait times between trains. It's getting to the point where it's faster to drive and time is what is important to me.
- We are a car-free household by choice (we could afford a car but choose to use transit, walking, bicycling, bike-sharing, and car-sharing for our daily needs). We appreciate the expanding network of mobility options that enables Alexandrians to drive less, save money, get more exercise, and reduce pollution. A Next Bus DASH app would greatly facilitate use of the DASH.
- Using street cars seems to be a logical way to help improve public transportation along Eisenhower Avenue and from Van Dorn Metro to the Landmark Mall.
- The reason I don't use public transportation is because I live only 3.5 miles from my work. It cannot be made efficient enough for me to take public transportation for that short distance.
- Van Dorn Metro Parking is not sufficient. There should be a garage not just a parking lot. More parking at Van Dorn is needed.
- Consider installing the Blue Stone Connector as a part of the overall transit plan for the City. Stop using small planning processes and look at the City transportation needs as a whole. We keep avoiding sharing the pain of our growth with certain "privileged and well connected" neighborhoods. If we continue to develop within the City to help with our tax base and improve our quality of life then all must share in the consequences of that choice not just the under represented and less fortunate!
- I answered based on my personal usage, but please know we also have a household member (a minor who is driving age but unlicensed) who uses a combination of shuttle, Metro and DASH at least two times every day. She is opting not to drive in part, because of the easier/cheaper public transit. We'd like it to be safe or her to get to/from the Metro station all the time. This is also important for our three younger children who will start using transit independently over the next five years. Make it safer to get to Van Dorn Metro at all hours, not just commuting hours, and our household will continue to have two-three cars instead of eventually getting four-six cars. Given housing and college tuition prices, we have no assumption our kids will move out for many years if they want to stay in the DC area. I imagine other West End families with teen/tween kids at home are in the same situation.

Roadways / Traffic

- More roadway capacity and parking will only invite more traffic
- This plan should not be a vehicle for a new north-south connector proposal
- We do not need more automobile capacity; we need alternatives to driving in Eisenhower West
- Very concerned about vehicle traffic on Duke and Van Dorn Streets. Left turn lanes, an extended left turn lane at westbound Duke to S. Pickett are needed along Duke Street.
- I live in Clover-College Park. Major problems on Duke Street, Quaker Lane, and surrounding neighborhoods. Major cut through our neighborhood with high speed vehicles racing down

the streets and blowing through stop signs (Trinity, Dartmouth, Yale, Cambridge). Duke has become another lane of I-495 absorbing significant traffic.

- Need a light at Duke and Yale.
- Need protected barrier for right turn from Duke to Cambridge – traffic races down to the end of the right lane and then jams through traffic trying to merge. Quaker Lane backs up to Janney's during the afternoon rush hour for Duke bound traffic. Focus of this survey seems to be non-residential Van Dorn area – need a focused effort on Taylor Run and Clover-College Park.
- You have got to do something about the traffic cutting through the Clover neighborhood since the opening of the BRAC building. How about a “No left turn” onto Janney's Lane during the rush hours (as you've done on Rosemont Avenue off King Street). Our neighborhood streets have turned into a rush-hour thoroughfare for commuters trying to avoid traffic on Duke Street.
- I am extremely concerned about the speed of cut-through traffic in my neighborhood, Clover-College Park.
- I live around the corner from Duke and Yale Drive. Traffic on Duke Street is becoming heavier by the day. It is almost impossible to access Duke Street from Yale Drive and is almost as difficult trying to turn off Duke Street to Yale Drive. Please add a street light at this intersection to allow traffic to flow and prevent accidents.
- Cambridge is not the only street between Janney's and Duke experiencing issues. Not only has my street, Cloverway Drive, experienced an increase in drivers hoping to avoid the speed hump on Cambridge and Yale, but because of the speed humps on the other streets, Cloverway (without speed humps) experiences are very larger number of speeders, both from BIHS and Fairfax. There are many young children on that street so the potential for an accident is very high on that road.
- I actually live in Alexandria–Clover College Park. Traffic has worsened there over the years, especially since the Mark Center opened, because people turn left off of Quaker Lane and then speed through the residential area (speeding, blowing through stop signs, etc.) to try to get to Duke St. and the Beltway faster. If you stopped allowing left turns onto Trinity Drive from Quaker and/or put speed bumps in the road, that would reduce (but not eliminate) the problem there. But building this access (which diverts cars from coming through neighborhoods) and/or improving public transportation generally (e.g., having the metro come down Duke Street from King St) would help.
- West End development has had a staggering effect on the Clover College Park neighborhood. Express buses for BRAC are routed across Janney's Lane during rush hour; frequently they are empty. Janney's Lane and that section of King Street from the Metro station up to Janney's Lane are both one lane. They are now additionally congested with bike lanes. Rapid transit from Metro to BRAC should be routed across Duke St. and up I-395 to the BRAC. Quaker Lane is a possible alternative to I-395. The current routing of buses does not provide a service to neighborhood residents, rather it is a hazard. Janney's Lane is already heavily trafficked with school buses and parents dropping students at MacArthur School. The number of accidents has increased and residents of the side streets have great difficulty turning onto Janney's Lane during rush hours. Please do something to alleviate this problem before the citizenry revolts.

- Please consider more connections between Duke Street and Eisenhower Avenue. Connections can be made over Ben Brenman Park, as well as extending North Quaker Lane from Duke Street to Eisenhower Avenue. Duke cannot handle the current traffic volume. Our neighborhood gets the spillover traffic which is MUCH worse since BRAC opened on the West End. We need some relief.
- At rush hour, the South Pickett area gets to be extremely congested. Should also look at the timing of traffic lights which are at ties slow; hence the traffic builds up.
- Too much housing development in the Van Dorn and Pickett Street area. The traffic created by this new housing, when completed, will choke area roads. A moratorium needs to be placed on future development of housing units until this issue is addressed.
- Whatever plans are developed for the Eisenhower West Small Area Plan should take into consideration the development of the Landmark Mall and the impact it will have on traffic on Van Dorn and Eisenhower Avenue.
- Don't make the area more congested. Keep it open so the wind can blow through your hair, the sun can shine on your face, and the peace and quiet can allow your mind to think and ponder.
- We need a connector between Duke Street and Eisenhower that is between Telegraph and Van Dorn. It should have been done years ago, despite the neighborhood whining.
- Please accept that many people will drive cars no matter how many efforts are made to encourage bicycling, walking, and public transit. As Potomac Yard is developed, the number of cars will increase. Please plan for this, so that it's not impossible for auto commuters to get down Route 1 towards Washington.
- Please do not place a connector onto Wheeler and bring more traffic onto Quaker Lane. Already, we have a difficult time getting out of our street (Key Drive) especially during rush hours.
- With cars regularly traveling at speeds in excess of 50 mph on many of our roads (Seminary, Quaker Lane, King Street between Janney's and TC Williams High School, Van Dorn, Braddock, etc.) the livability factor is dropping precipitously.
- I live on Cambridge Road and the traffic is very high volume during rush hour. We accept living by two schools the traffic that can create, but we do not accept being a cut through street for folks traveling to work. That's what Quaker Lane is for.
- Too much congestion traveling north on Quaker toward at Braddock and King. Sometimes have to wait two or three cycles to get through the light. Consider changes to light timing in the morning. Too much congestion traveling south on Quaker toward Duke, and East on Duke between Quaker and Telegraph in the afternoon rush hour. Consider extending Quaker to Eisenhower or the Beltway. Also consider widening the ramp from Duke to Telegraph southbound from one to two lanes.
- Vehicle connectivity is key. Eisenhower West should be integrated into the City's street grid north of the railroad.
- Let's not invite more traffic and congestion. It comes naturally fine. Building for the future might just invite more traffic and congestion.
- Changing the mindset of residents is first and foremost. All residents of the area must see that in order to accommodate the constantly increasing population, you've got to create roads.

- Politicians, dog walkers, bikers, etc all love the pretty little parks and walkways through the cities, but you can't drive on them. They don't help with the transportation issues. You've got to give up some land to create the roads and the infrastructure that goes along with it. No one wants to discuss it, but isn't this the 21st century? With increased growth, population, influx of aliens, refugees, etc. more must be done to solve this issue. Otherwise you're just spinning your "wheels". This is also a reason there is NO affordable housing in northern Virginia. The little bit of housing that is there is at a premium that no one can afford. Their houses sit up against those pretty little parks, dog walks, bike trails, etc.
- As noted, the intersection at Van Dorn/Pickett must be addressed, and that must happen as soon as possible. The multimodal bridge is an important band-aid but long term the bottleneck over the railroad tracks has to be addressed. The lack of transportation connectivity – for vehicles, not just bikes and pedestrians – has to be addressed. These roads are based on farm roads dating to the 19th century; they are not set up for this kind of society.
- The Eisenhower West Small Area study should not include connectors to Duke Street. Traffic on Duke currently causes considerable cut through driving in our neighborhoods in Seminary Hill. Additional traffic on Duke will push others also to use neighborhood streets. These drivers do not maintain the 25mph limit, they speed. Establish a maximum 25 mph limit on ALL streets/roadways in Alexandria...and ticket the offenders!
- I / We often drive into the Old Town area to walk, because the walking is very pleasant there. I can't walk to Old Town – too far. I'm 71 and my wife is 69. We're both active, but we can't walk more than a mile or so and can't bike. You shouldn't be trying to force us out of our cars that we use to get places we need or want to get!!!
- The backup on the 3a and 3b exits off 395 is an issue now and will become a bigger issue as the Landmark Mall is renovated.
- Continue to believe the failure of the city to build the commercial tax base relative to the residential tax base actually creates more traffic than commercial does. Also need to restart the consideration of the connections, not one, but several between Eisenhower and Duke.
- Do not flow the traffic thru city streets and stop building so much commercial space. Alexandria used to be great place to live but now you cannot drive around after 3pm because of traffic.

Multimodal Bridge

- First of all, there is no way an inter modal bridge will work in the area of Booth Park and Pickett area unless you build it right through plant #2 of VA Paving or slice off part of the park, which the community would not accept. The only way this will work is to get VA Paving out of the area and reclaim the area for public use.
- Commuter traffic needs additional access points to I-95 further away from Seminary Hill and Taylor Run areas. A connector from Pickett to Eisenhower would divert some traffic from Duke Street and Telegraph Road, help with the related back ups on Quaker Lane and Seminary Road, and decrease cut through traffic into corresponding neighborhoods.
- Declare now the current capacity for vehicular traffic on existing roadways. Remove the disingenuous question about a cut through from Eisenhower to Duke Street via Pickett.

- A new street connection to Eisenhower Avenue from South Pickett Street is pretty much mandatory.
- Work with Lane Corp. / Virginia Paving to relocate it across the river to its MD facility, located on the same rail line; then the multimodal bridge need only bridge the rail tracks, thus saving tons of money.
- The thought of a "bridge" between Van Dorn Metro and Pickett St is a frightening one. We are not Los Angeles. It will be like living beneath the 395/495 interchange.
- The multi-modal bridge would be a HUGE improvement and benefit to the area. Please expedite this project. Thank you!
- The multi-modal bridge IS the Eisenhower Connector. No other collector is needed. West Eisenhower Plan should not consider another collector. Insistence on doing so could impede the entire process.