Factors Considered in Preliminary Analysis

- **Mixed-Use, Transit Oriented Development**
  - Area is served by two Metro Stations and Amtrak/VRE
  - Trips to and from destinations can easily be made by non-auto means

- **Multimodal Transportation Improvements Planned by City**
  - Complete Streets
  - Vision Zero
  - Transportation Master Plan
  - Bicycle and Pedestrian Master Plan
  - Smart Mobility

**Travel Assumptions used in Preliminary Analysis**

- **Mode Splits Assumed in Preliminary Study**
  - Based data collected at comparable sites in Northern Virginia (including Eisenhower East) and Washington DC, Census data, and WMATA Ridership Survey

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Proximity to Metro/Type</th>
<th>Auto</th>
<th>Transit</th>
<th>Bike</th>
<th>Walk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Adjacent to Metro</td>
<td>30%</td>
<td>55%</td>
<td>5%</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>&lt;1/4 Mile to Metro</td>
<td>35%</td>
<td>50%</td>
<td>5%</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>&gt;1/4 Mile and &lt;1/2 Mile</td>
<td>40%</td>
<td>45%</td>
<td>5%</td>
<td>10%</td>
</tr>
<tr>
<td>Office</td>
<td>Adjacent to Metro</td>
<td>30%</td>
<td>60%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>&lt;1/4 Mile to Metro</td>
<td>35%</td>
<td>55%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>&gt;1/4 Mile and &lt;1/2 Mile</td>
<td>40%</td>
<td>50%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>Retail</td>
<td>Neighborhood Serving Retail</td>
<td>10%</td>
<td>10%</td>
<td>5%</td>
<td>75%</td>
</tr>
<tr>
<td></td>
<td>Destination Retail</td>
<td>30%</td>
<td>10%</td>
<td>5%</td>
<td>35%</td>
</tr>
<tr>
<td></td>
<td>Grocery Store</td>
<td>65%</td>
<td>5%</td>
<td>5%</td>
<td>25%</td>
</tr>
<tr>
<td>Hotel</td>
<td>All</td>
<td>20%</td>
<td>55%</td>
<td>1%</td>
<td>24%</td>
</tr>
</tbody>
</table>

**Findings from Preliminary Analysis**

- Increase in density and changes in uses will have a manageable impact on the surrounding transportation network, assuming recommendations and mitigation measures are implemented (Preliminary Mitigations are shown on accompanying board)

**Recommendations from Preliminary Analysis**

- Complete Grid of Streets
- Standardization of Signals
- Study Feasibility of Implementing Increased Bus Service
- Provide Parking Ratios to Encourage Non-Auto Use
- Implement Transportation Demand Management (TDM) Plans
- Improved Bicycle Infrastructure
- Implement Transportation Technologies
Summary of Preliminary Results and Mitigations

Preliminary Mitigation *

1. No Mitigation Required
2. Signal Timing/Phasing/Restriping
3. Additional Capacity (Curbwork)
4. New Signal

*Preliminary mitigations from the Phase 1 and Phase 2 analyses are system-wide improvements that are needed to maintain levels of service similar to 2003 plan/development period.
Study Area Intersections: Phase 1 and Phase 2 Analysis Study Areas

Eisenhower East Small Area Plan 2019 Update
May 21, 2019