Factors Considered in Transportation 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

Findings from 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

Recommendations from 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>
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</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>35%</td>
<td>35%</td>
<td>5%</td>
<td>3%</td>
</tr>
<tr>
<td></td>
<td>Destination Retail</td>
<td>50%</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>
</tbody>
</table>

| All       | Auto      | 20%    | 55%    | 1%    | 24%  |
Summary of Results and Mitigations

Eisenhower East Small Area Plan 2019 Update

June 27, 2019

**Proposed Mitigations**

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

*Proposed mitigations from the Synchro and VISIM analyses are system-wide improvements that are needed to maintain levels of service similar to 2003 plan/development program; Monitoring of volumes within the EESAP is recommended before the mitigation measures identified in the Multimodal Transportation Study are implemented, to determine if observed volumes are in line with forecasted volumes.*