



# Metro Road Improvements

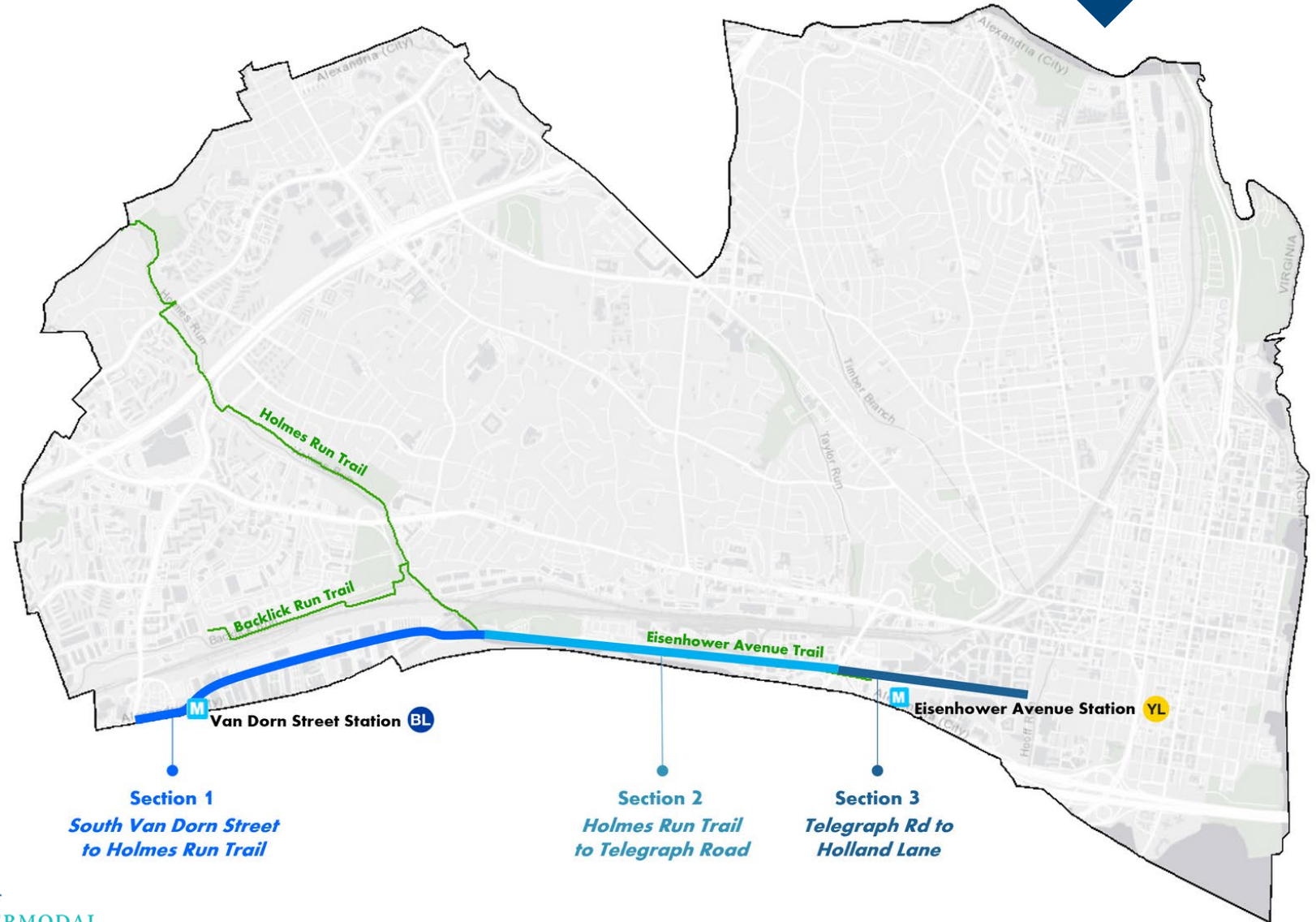
Project Briefing



# Eisenhower Avenue Transportation Study

## Project Goals:

- Improve mobility, access, and safety for all users
- Address connectivity and accessibility
- Support future demand and land uses
- Advance the Small Area Plan





# Small Area Plan - Eisenhower West

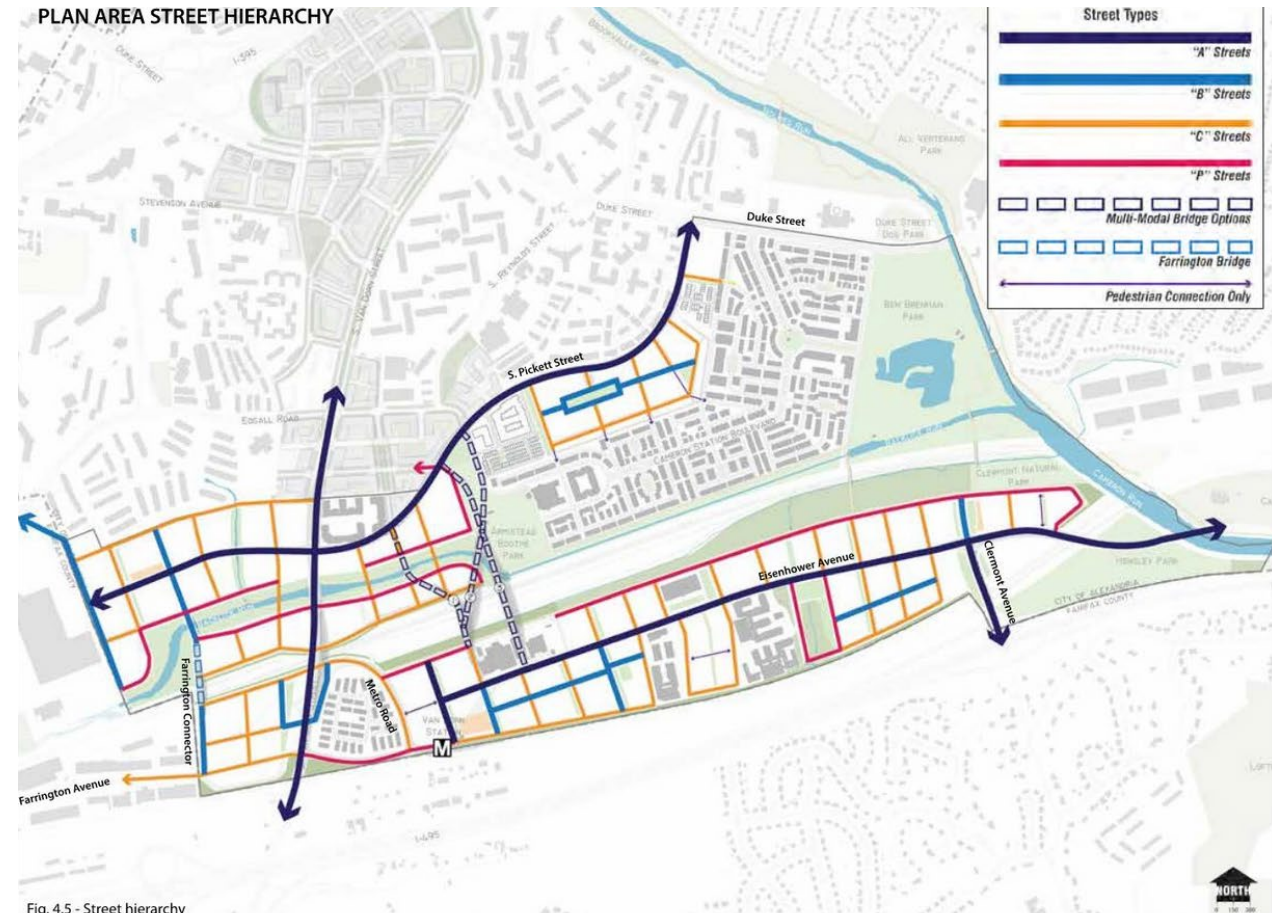
(Adopted 2015)

## Overview:

- Geographically encompasses Eisenhower Avenue between Van Dorn Street and Cameron Run, S Pickett Street Corridor, and Van Dorn Street between the City Line and S Pickett Street.
- Denser land use with residential and commercial.
- Promotes accessible and vibrant communities

## Transportation Vision:

- Grid-Style Network
- Increase mobility for all by providing a variety of modes of transportation facilities
- Provide accessible, safe and comfortable facilities for pedestrians and cyclists



# Study Summary

## Eisenhower Avenue Transportation Study

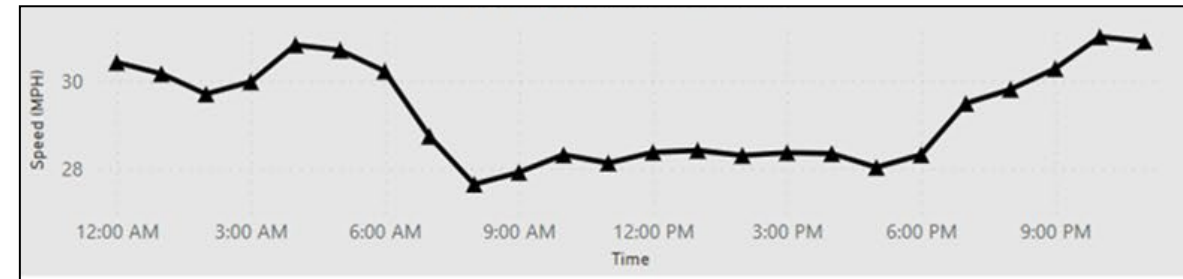
### Feedback We've Heard

- Speeding concerns
- Lack of bike facilities
- Difficult and infrequent pedestrian crossings
- Sidewalks are uncomfortable
- Access to Metro is difficult

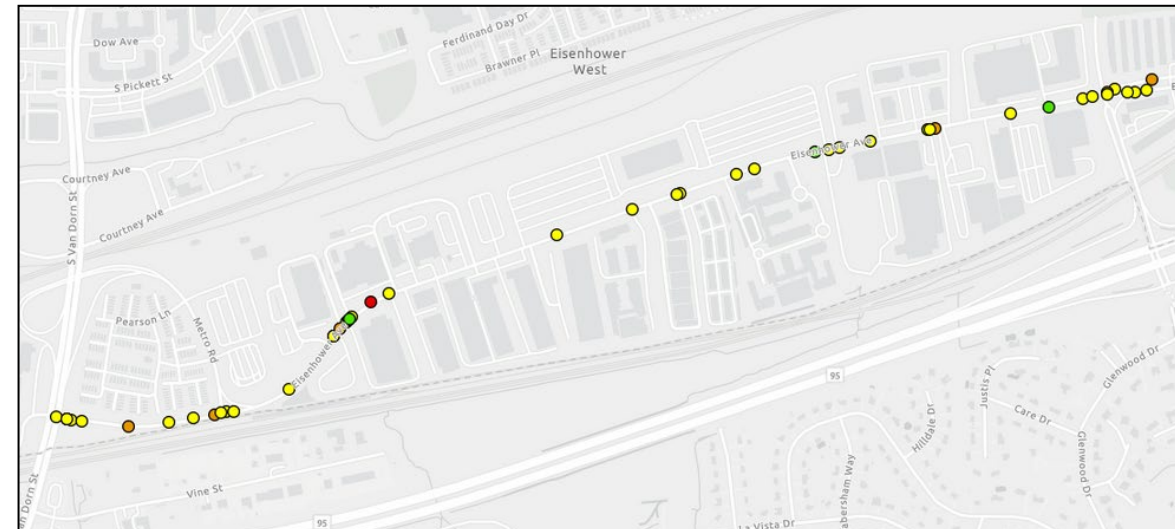
### What We've Found

- Speeding during non-peak hours
- Van Dorn Street/Eisenhower Ave backups
- Substandard existing walkways and trails
- Severe crashes within the curve near Van Dorn Metro Station
- Pedestrian crashes primarily focused between Metro Station and Clermont Avenue

Average Speed per Hour



Crashes - Eisenhower Avenue to Clermont Avenue

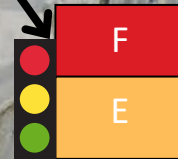




## Existing Conditions - Van Dorn Street, Eisenhower Avenue, and Metro Road

Peak Volumes Shown  
VPH - Vehicles Per Hour

On Average it takes 90 seconds to 2 min per  
vehicle to travel through the intersection

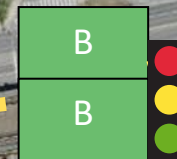


3,400 - 3,800

2 Pedestrian crashes across Eisenhower  
Avenue at Van Dorn Street and  
Eisenhower Avenue

1,300-1,600

300-350



Poor and no pedestrian sidewalk



**Relocate Left-turns through Metro Road /  
Van Dorn Street Interchange**

- Reduces delay and queueing on Van Dorn Street
- Reduces conflict points on Van Dorn Street
- Improves pedestrian and cycling infrastructure at the intersections and along Eisenhower Avenue

**Install sidewalk along southside of  
Eisenhower from Van Dorn Street to Metro  
Station**



NEW



Relocated left-turn movement(s) from Van Dorn Street  
through Metro Road



Preliminary Recommendation - Van Dorn Street, Eisenhower Avenue, and Metro Road

Peak Volumes  
VPH - Vehicles Per Hour

On Average its estimated to take less than 50 seconds per vehicle to travel through the intersection

Between 400 to 600 cars more in a peak hour on Metro Road

Queueing is expected between Eisenhower Avenue and just north of Summers Grove Intersection

Metro Road will share capacity with Van Dorn Street intersection

Movement	Existing	Relocated
Southbound Van Dorn St Left	3-4min	1-2min
Westbound Eisenhower Ave Left	2.5-3min	<2min





# Metro Road

Concerns we've heard

Speeding

Increased traffic

Noise

Mixture of bus traffic

Heavy/Commercial Vehicles

Poor sight distances

Crossing the road to Metro

Pavement Conditions





# Metro Road

## Potential Solutions

### Goals:

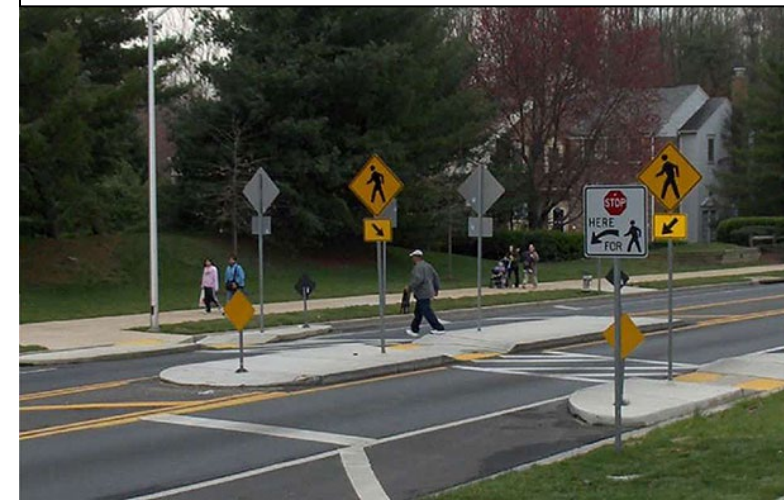
- Slow Speeds
- Increase Sight Distances
- Improve Pedestrian Crossings
- Maintain Capacity at Eisenhower Avenue and Metro Road

### Paving Project (Summer 2025)

Paving and Restriping



Traffic Islands



Curb Bump Outs / Extensions



High-Vis Pedestrian Crossings

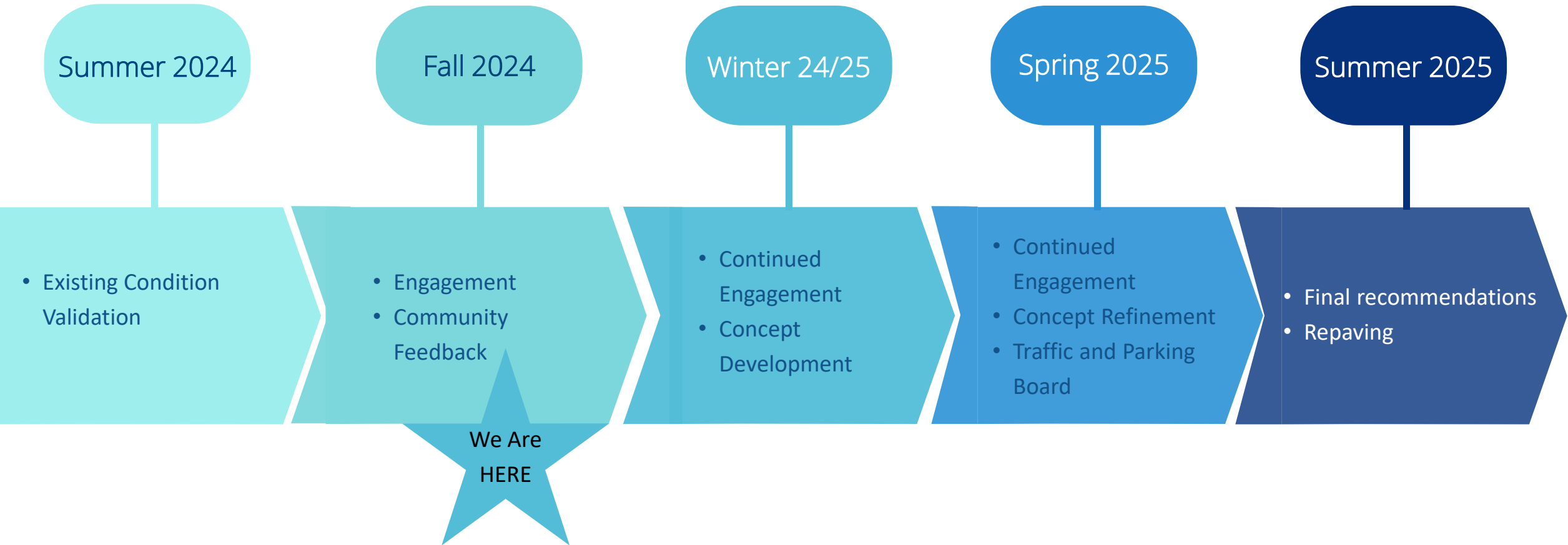




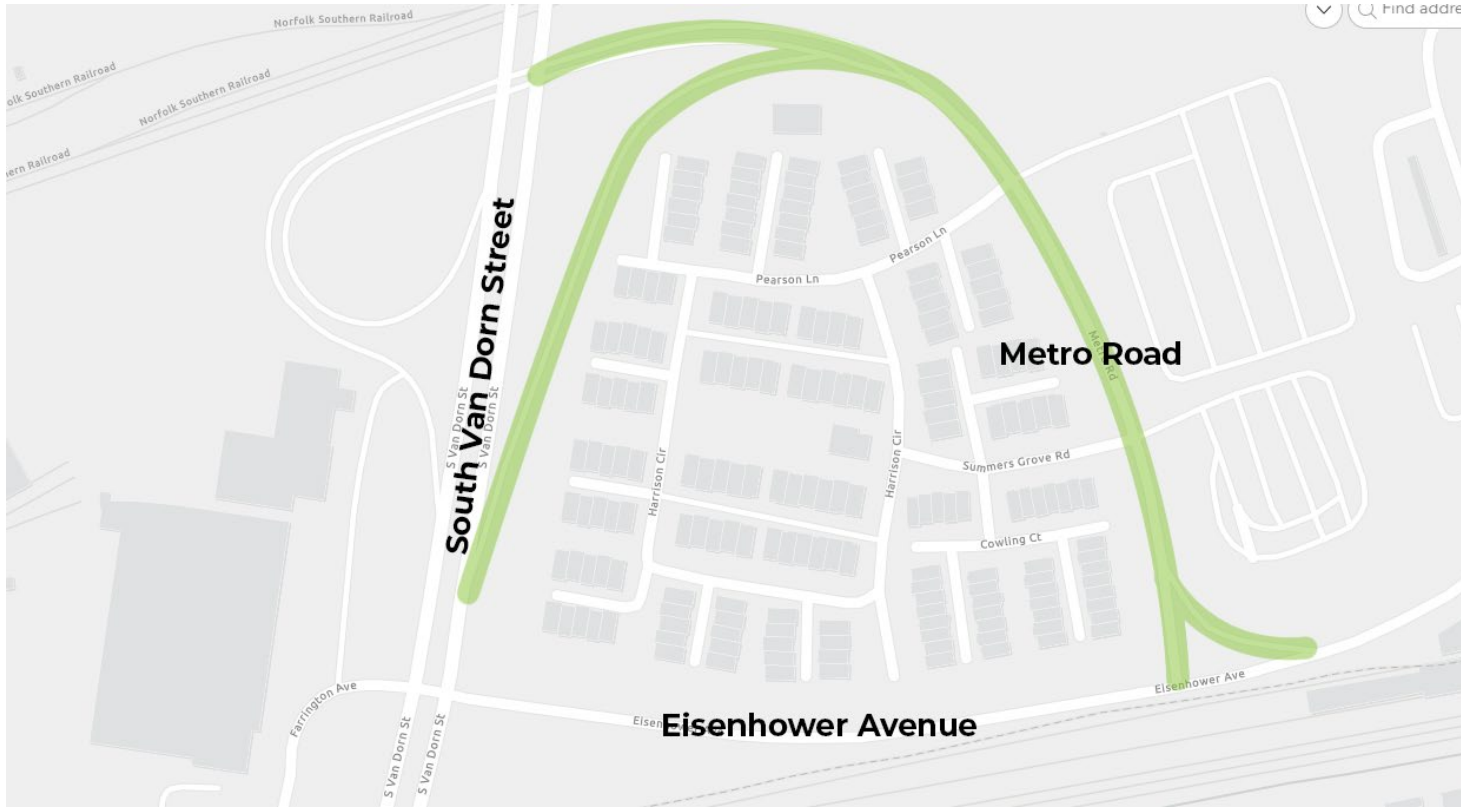
**DID WE GET IT RIGHT?**



# Metro Road Project Schedule







# Contact & Project Information



Jordan.Exantus@alexandriava.gov



<https://www.alexandriava.gov/transportation-planning/project/metro-road-improvements>





**Questions?**

