

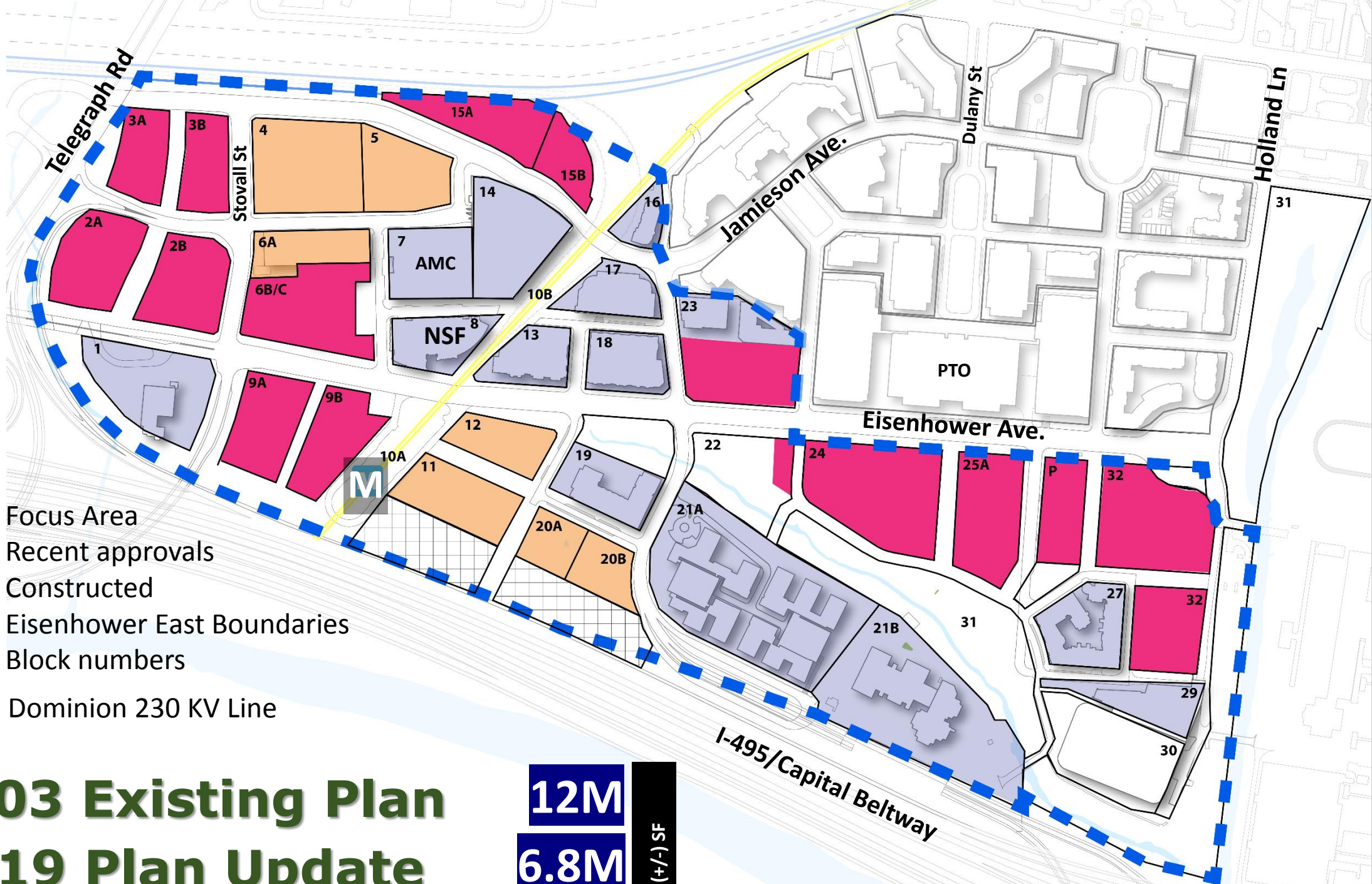


eisenhower **east**

Transportation Commission 06.19.2019



That the Transportation Commission endorse the Eisenhower East Small Area Plan draft mobility recommendations as consistent with the Transportation Master Plan and Vision Zero Action Plan.



2003 Existing Plan
2019 Plan Update




12M
6.8M (+/-) SF

Key Concepts



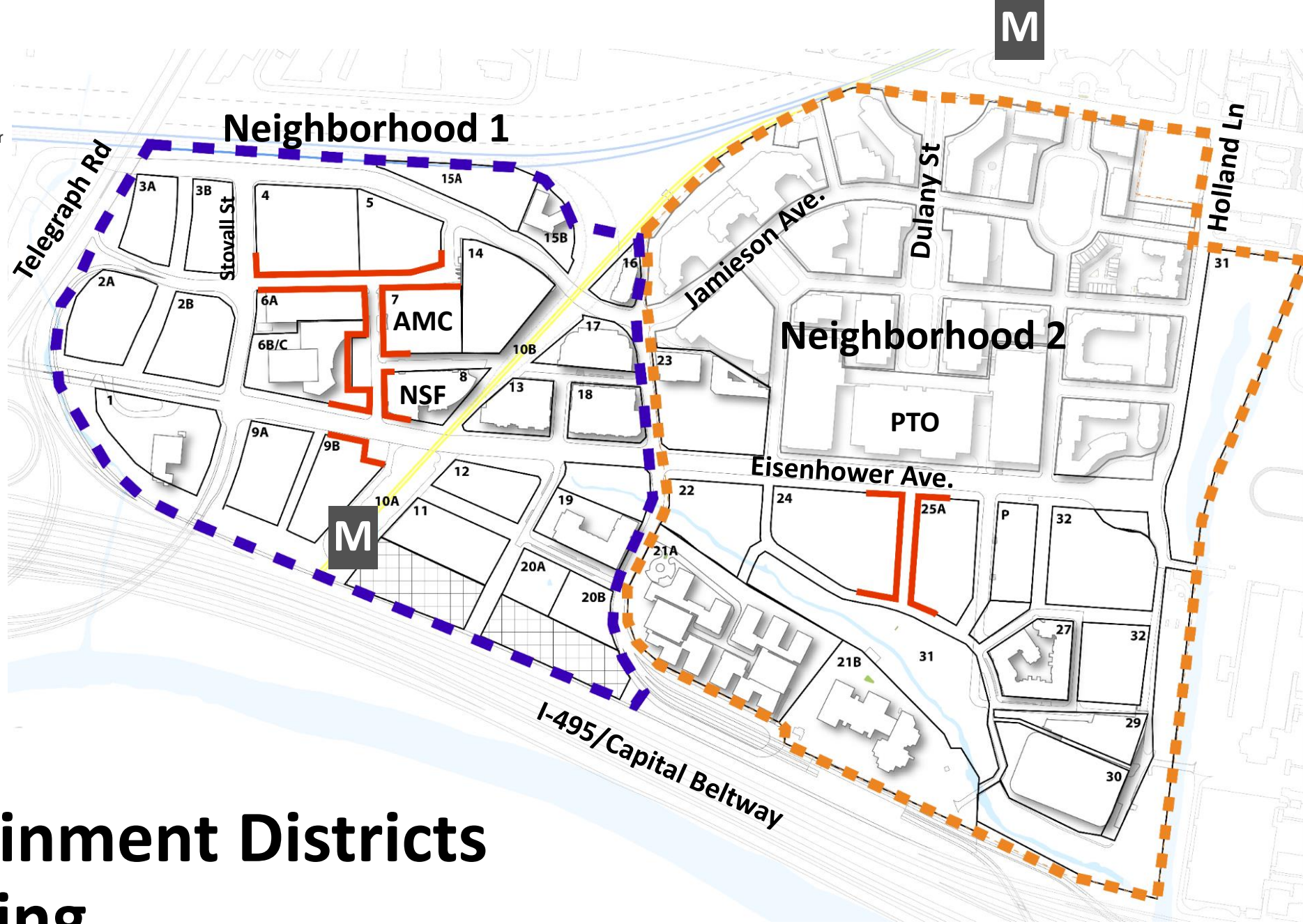
Land Use



-  Neighborhood 1
-  Neighborhood 2
-  Ground Floor Active Retail/Entertainment Corridor

Concept:

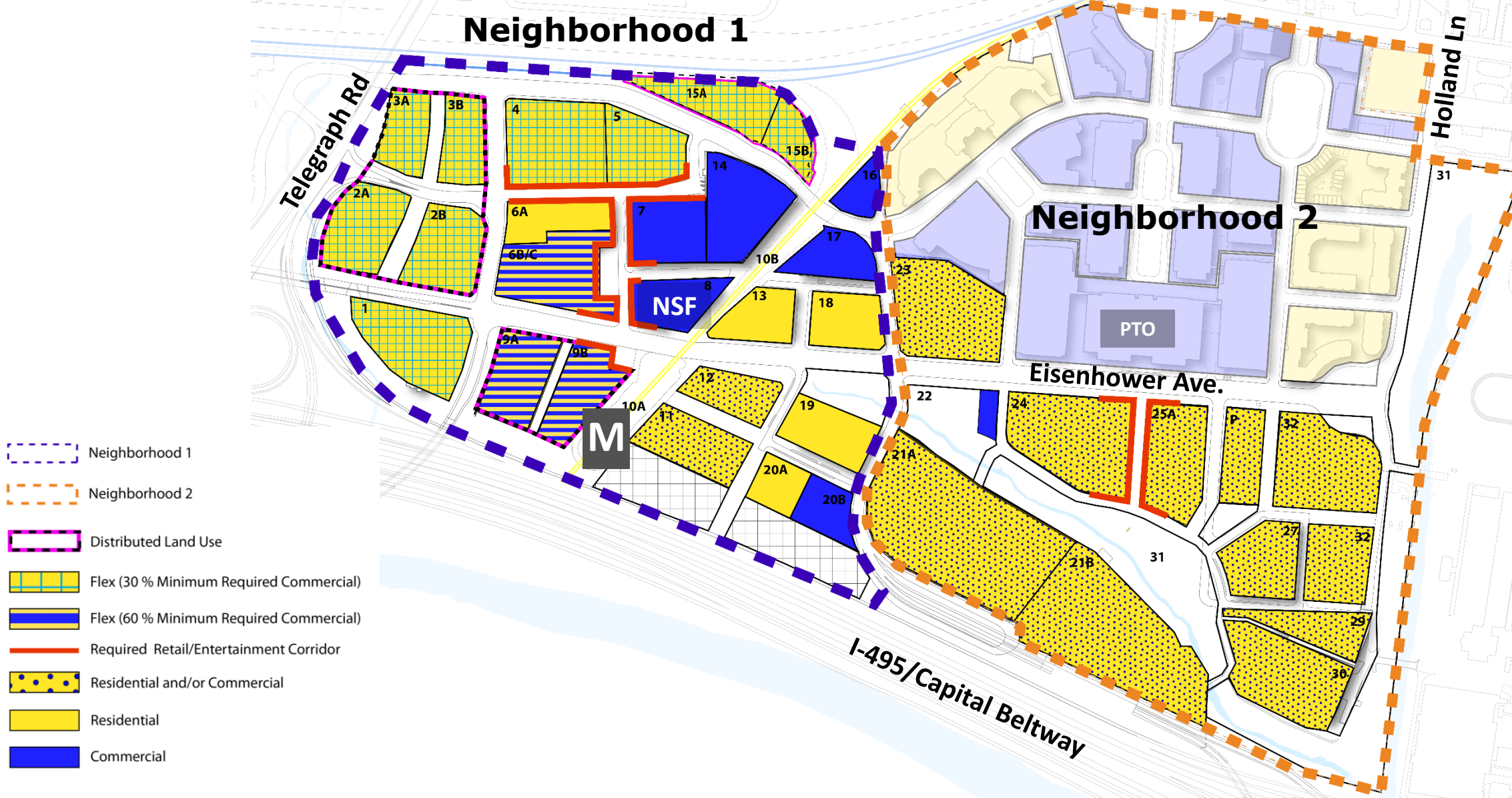
1. Concentrated retail/entertainment locations within an easy 10 minute walk
2. Connected to open space



Retail/Entertainment Districts and Placemaking

2019 Land Use

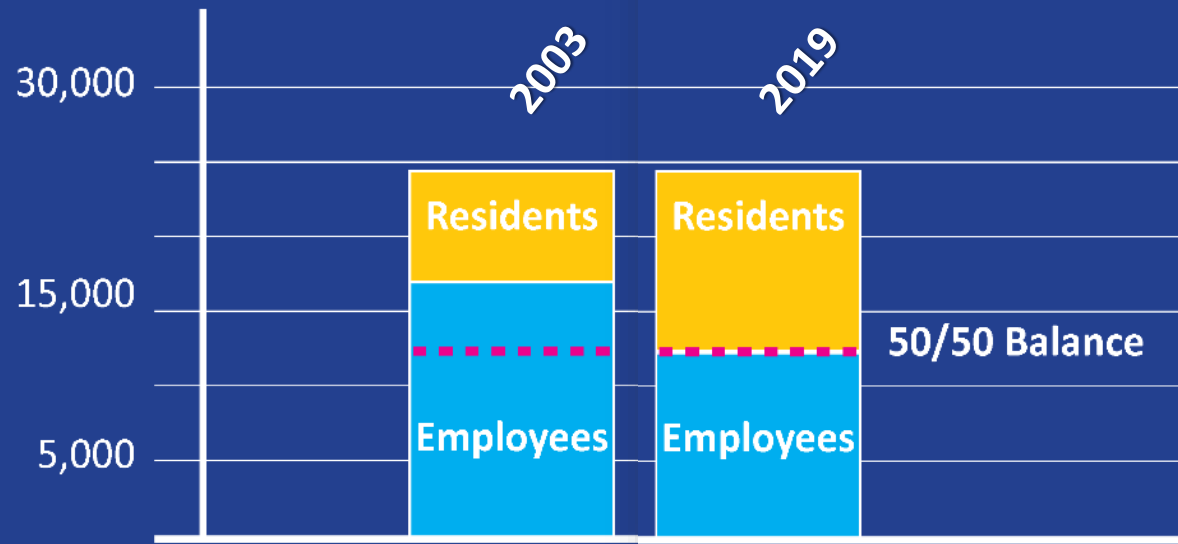
M



- Neighborhood 1
- Neighborhood 2
- Distributed Land Use
- Flex (30 % Minimum Required Commercial)
- Flex (60 % Minimum Required Commercial)
- Required Retail/Entertainment Corridor
- Residential and/or Commercial
- Residential
- Commercial

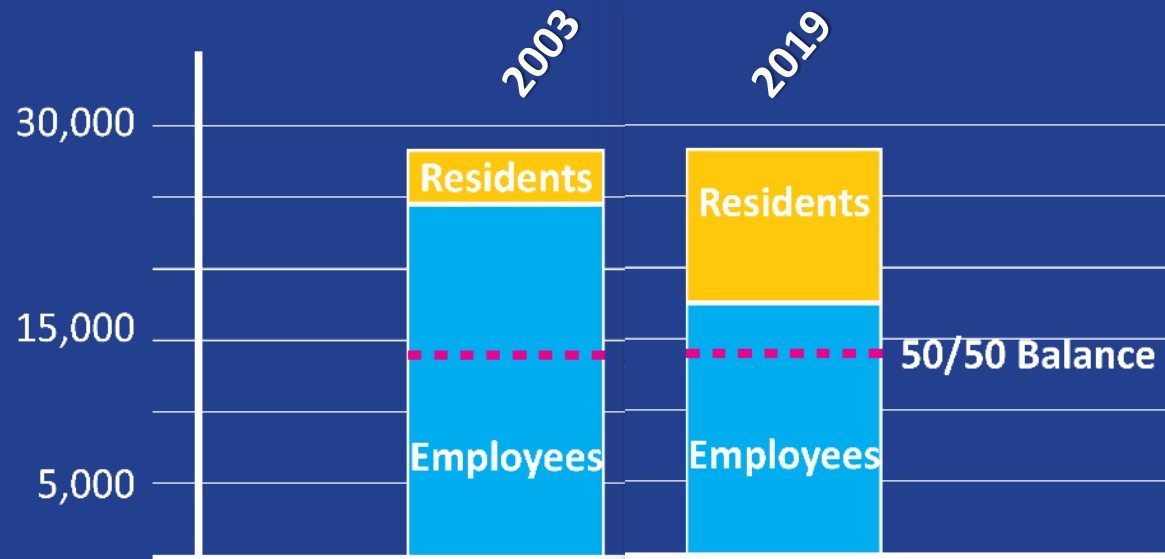
Resident/ Employee Balance

PEOPLE



Neighborhood 1

PEOPLE



Neighborhood 2

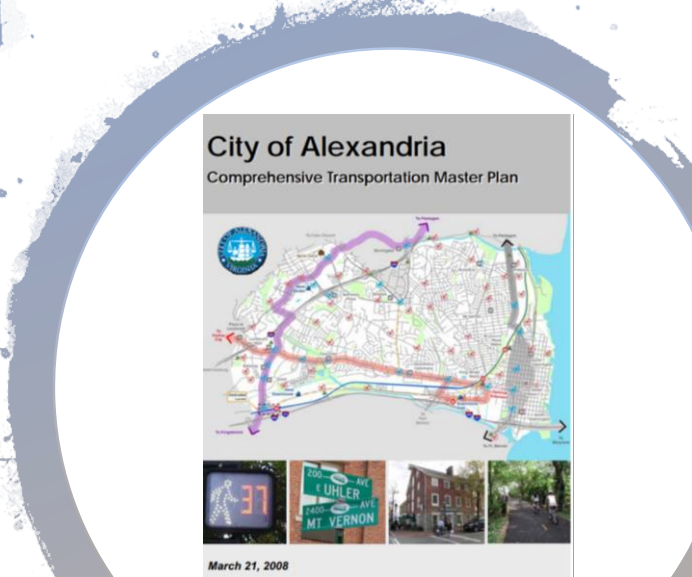


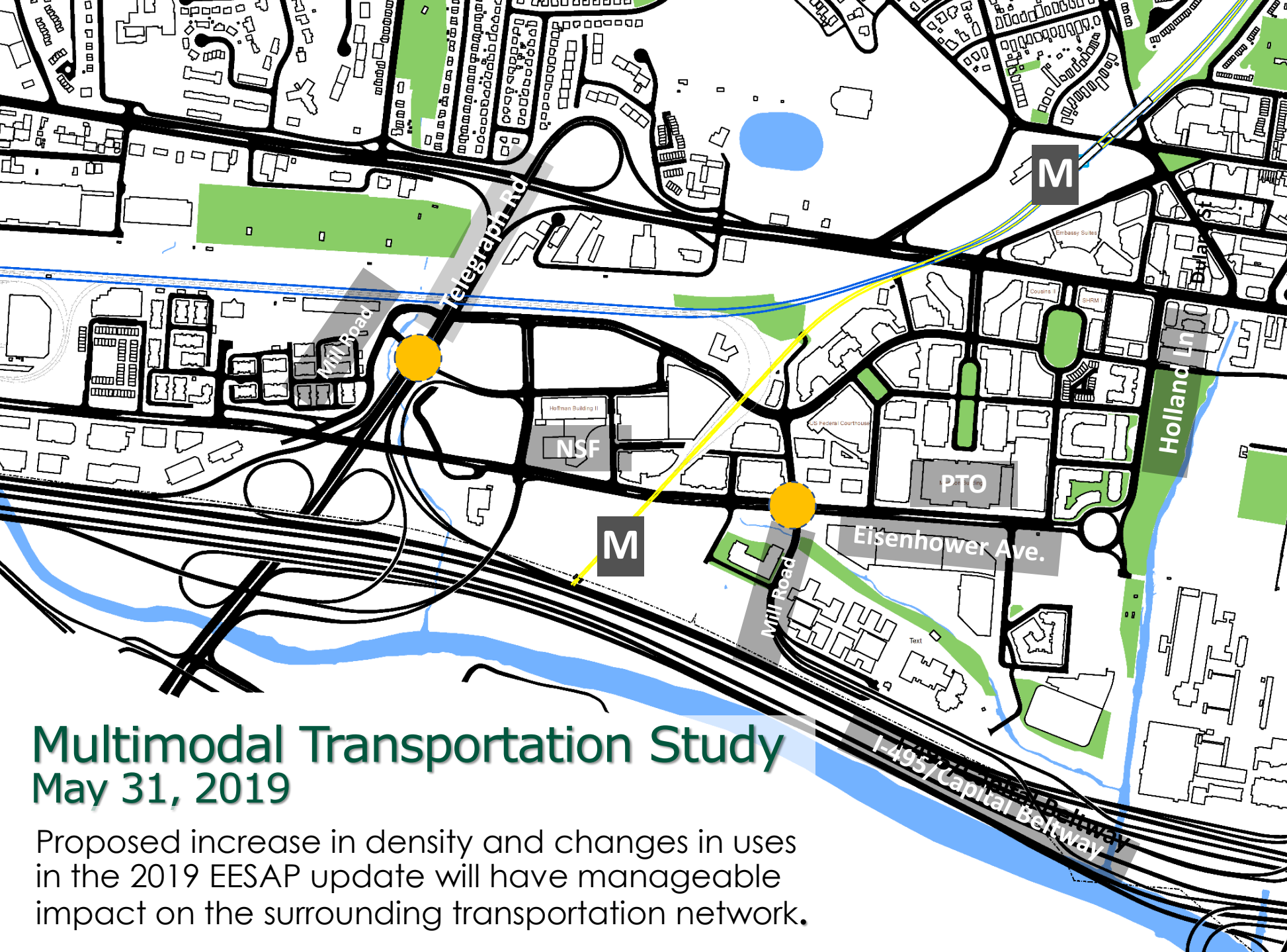
Mobility

Building on...


- Transportation Master Plan;
- Complete Streets Design Guidelines;
- Vision Zero Action Plan;
- Environmental Action Plan;
- Feedback from community.

The plan will include recommendations prioritizing a safe environment for **people** of all ages and abilities moving in and around Eisenhower East and beyond.





Recommendations










- Complete grid of streets
- Standardization of signals
- Increase bus services
- Low parking ratios
- Improved bicycle infrastructure
- Implement transportation technologies
-  Site specific mitigations

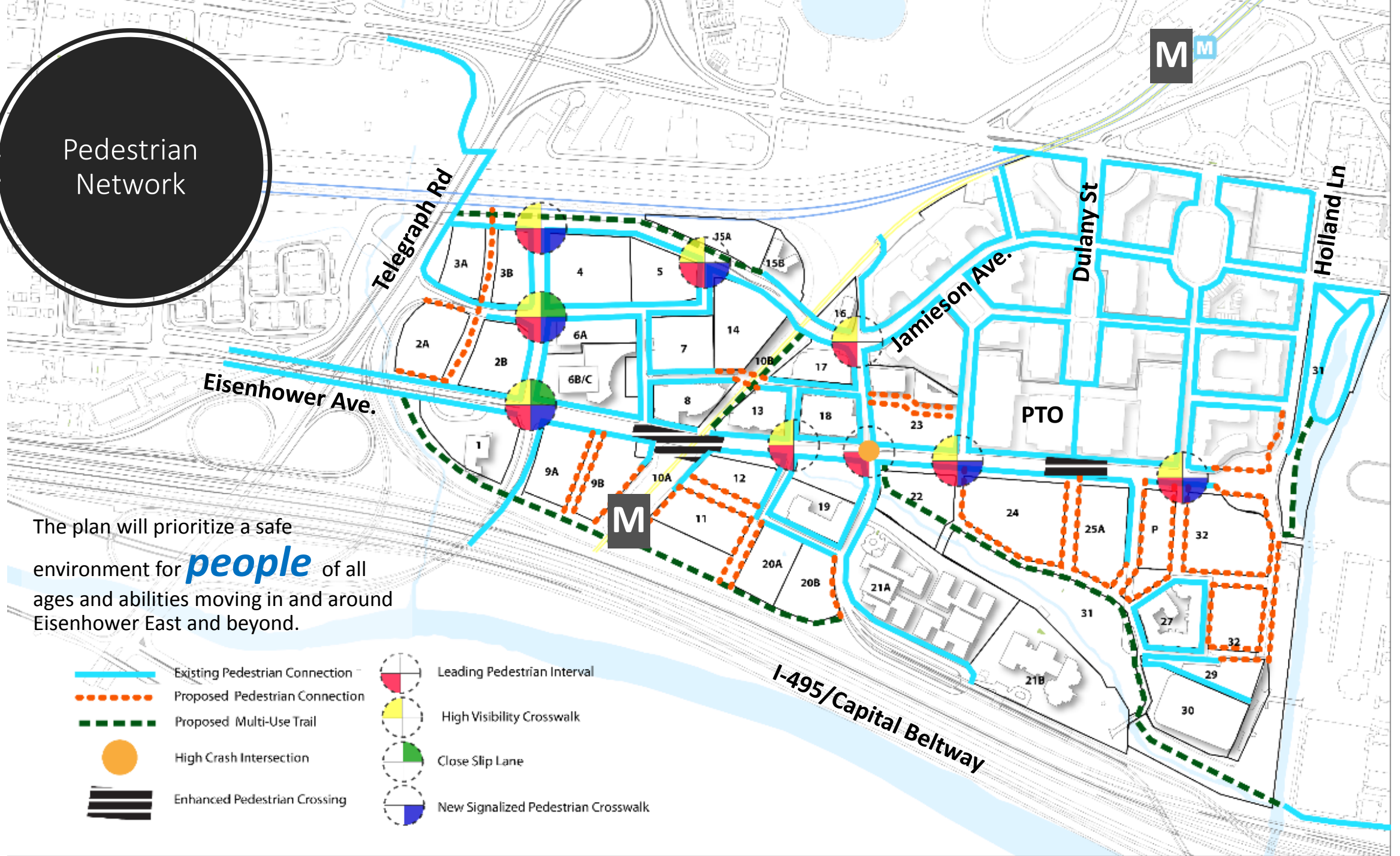
Multimodal Transportation Study May 31, 2019

Proposed increase in density and changes in uses in the 2019 EESAP update will have manageable impact on the surrounding transportation network.

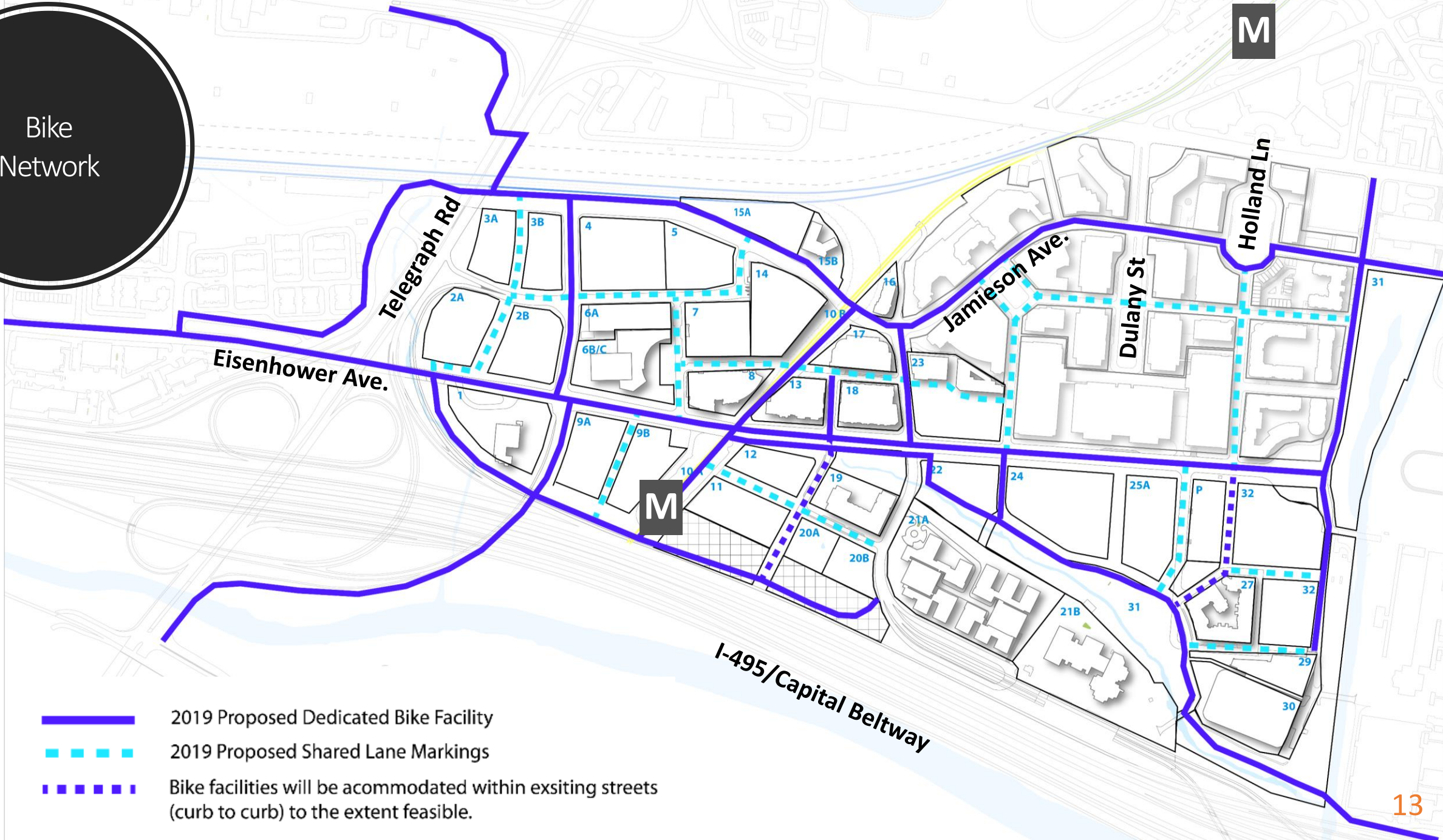
Pedestrian Network

The plan will prioritize a safe environment for *people* of all ages and abilities moving in and around Eisenhower East and beyond.

-  Existing Pedestrian Connection
-  Proposed Pedestrian Connection
-  Proposed Multi-Use Trail
-  High Crash Intersection
-  Enhanced Pedestrian Crossing
-  Leading Pedestrian Interval
-  High Visibility Crosswalk
-  Close Slip Lane
-  New Signalized Pedestrian Crosswalk



Bike Network



- 2019 Proposed Dedicated Bike Facility
- 2019 Proposed Shared Lane Markings
- Bike facilities will be accommodated within existing streets (curb to curb) to the extent feasible.

Transportation Master Plan and Vision Zero Action Plan goals

- **A continuous, connected and accessible network that enables pedestrians** - particularly children and those with mobility impairments - to move safely and comfortably between places and destinations.
- **A safe pedestrian environment** through effective law enforcement and implementation of pedestrian safety countermeasures.
- **A safe bicycle environment and reduce user conflict on shared-use paths** through effective law enforcement, detailed crash analysis and implementation of bicycle safety countermeasures.
- **Build Safe Streets for Everyone**



Proposed Mobility Recommendations

GENERAL

1. Implement network improvements consistent with the City's Complete Street Design Guidelines, Vision Zero Action Plan, and the Environmental Action Plan.
2. **Provide a continuous, connected, and accessible network that enables people of all ages and abilities** to move safely and comfortably within the neighborhoods and to destinations outside the neighborhoods.

PEDESTRIANS + CYCLISTS

3. **Provide internal pedestrian connections** shown in Figure 1 (Pedestrian Network) within the blocks, where feasible.
4. Prioritize safe pedestrian crossings consistent with Figure 1 (Pedestrian Network).
5. **Provide an enhanced pedestrian crossing** on Eisenhower Avenue at the Eisenhower Avenue Metrorail Station consistent with Figure 1 (Pedestrian Network).
6. With redevelopment, enhance pedestrian crossings on Eisenhower Avenue east of the Metrorail Station, with particular attention to the location of the future retail/entertainment district in Neighborhood 2.
7. Improve the Mill Road and Eisenhower Avenue intersection

consistent with Figure 1 (Pedestrian Network).

8. Improve connectivity for people walking and biking to and from the Eisenhower Avenue Metrorail Station.
9. **Develop a comprehensive on- and off-street bicycle network** consistent with Figure 2 (Bike Network).
10. Provide a safe and accessible pedestrian and bicycle connection for people of all ages and abilities between Witter Field and the Eisenhower area via improvements to the existing connection at Mill Road or another comparable connection.
11. Explore options for an interim and future dedicated bike facility on Eisenhower Avenue.

STREETS

12. **Provide a complete grid of streets and blocks.**
13. Dedicate to the City (or provide public access easements on) all streets and rights-of-way.

EISENHOWER AVENUE METRORAIL STATION

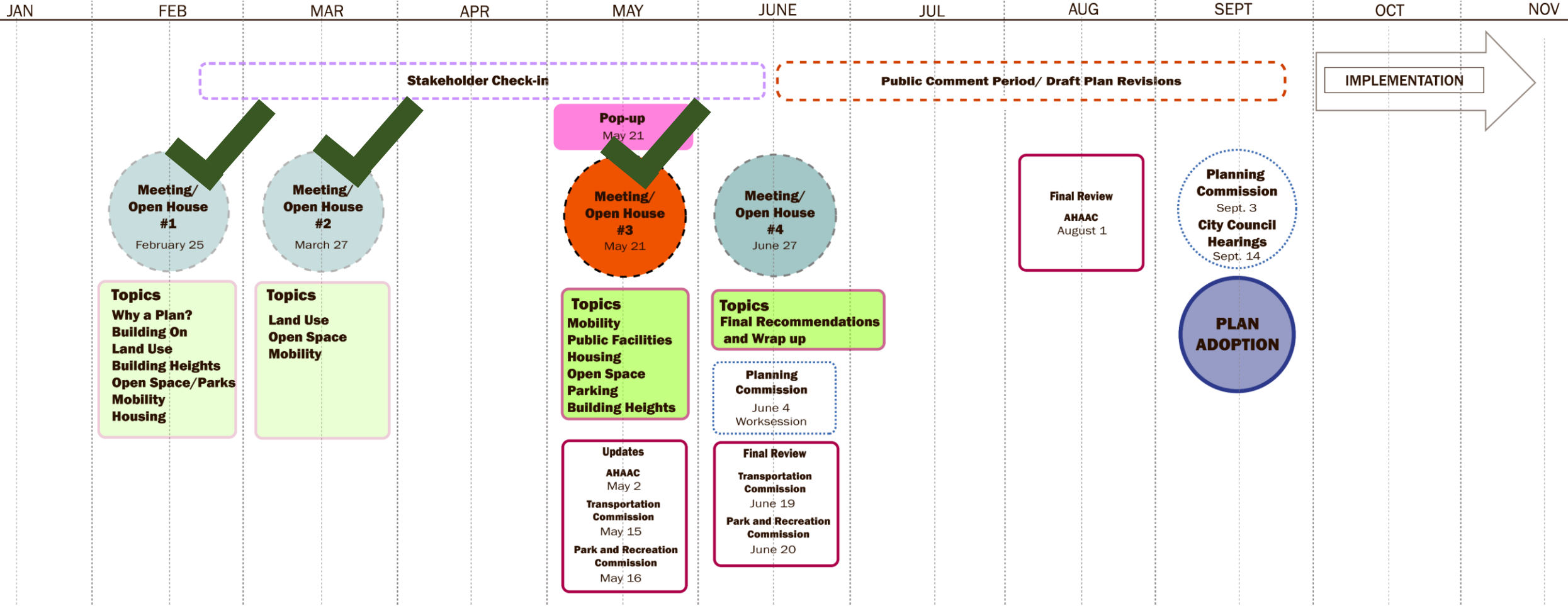
14. Pursue the feasibility of a northern Metrorail Station entrance.


PROJECT SCHEDULE

EISENHOWER EAST PHASE 2 PLAN UPDATE

06/11/2019

2019





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eisenhower **east**

Transportation Commission 06.19.2019