

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JUNE 24, 2024 7:00 P.M.
IN-PERSON AND VIRTUAL**

The June 24, 2024, meeting of the Traffic and Parking Board is being held in person in the Sister Cities conference room at 301 King Street, Alexandria, VA and electronically. All the members of the Board and staff are participating either in-person or from remote locations through a Zoom meeting. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:

https://zoom.us/webinar/register/WN_-mtUgNapScmc1T4U3kYJrA Or an H.323/SIP room system:

H.323: 162.255.37.11 (US West) or 162.255.36.11 (US East)

Meeting ID: 917 9206 6047

Passcode: 915805

SIP: 917 9206 6047@zoomcrc.com

Passcode: 915805

After registering, you will receive a confirmation email containing information about joining the webinar.

Public comment will be received at the meeting. The public may submit comments in advance to Sheila McGraw at sheila.mcgraw@alexandriava.gov no later than 24 hours before the meeting or make public comments through the conference call or in person on the day of the hearing.

For reasonable disability accommodation, contact Sheila McGraw at Sheila.mcgraw@alexandriava.gov or 703.746.4401, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JUNE 24, 2024 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the May 20, 2024 Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
4. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - A. Sanger Avenue Interim Improvements
 - B. Capital Bikeshare Ridership Records Update
 - C. Yale Drive Public Hearing Follow Up
 - D. City Council Taxicab Decision

CONSENT ITEMS

5. Parking Removal - Sanger Avenue as part of the William Ramsay Safe Routes to School Project
6. Parking Removal – 1800 block of Potomac Greens Drive for a Capital Bikeshare station
7. Parking Removal - 700 block of Four Mile Road for a Capital Bikeshare station
8. Parking removal – South Hudson Street at Vermont Avenue
9. Parking Restrictions Modification – 317-325 North Columbus Street
10. Parking Restrictions Modification – 400 block of Pendleton Street
11. New Parking Restrictions - 1000 Block of North Fayette Street

PUBLIC HEARING ITEM

12. One-way conversion and short-term improvements - King Street between South Taylor Street and Menokin Drive
13. One-way conversion and traffic flow changes – Duke Street between West Taylor Run Parkway and Wheeler Avenue

INFORMATION ITEMS

14. **STAFF UPDATES**
15. **COMMISSIONER UPDATES**

Next Meeting: Monday, July 22, 2024

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MAY 20, 2024, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Chair James Lewis, Vice Chair Ann Tucker, Annie Ebbers, Lavonda Bonnard, Casey Kane, Ashley Mihalik, and Kursten Phelps.

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Hillary Orr, Deputy Director; Katye North, Division Chief; Sheila McGraw, Principal Planner; Dan Scolese, Civil Engineer IV; Max Devilliers, Urban Planner III; and Sean Martin, Urban Planner II.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the April 29, 2024, Traffic and Parking Board meeting minutes:

BOARD ACTION: Ms. Mihalik made a motion, seconded by Mr. Kane, to approve the minutes of the April 29, 2024, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - Old Dominion Boulevard Bicycle Improvements
 - Mr. Kane congratulated staff.
 - South Pickett Street Corridor Improvements Project Update
 - Dockless Corrals Update
 - Mr. Kane raised concerns about a lack of dockless corrals on the West End (e.g., Taney Avenue at Seminary Road), echoed by Ms. Phelps. Ms. Ebbers asked if 311 is the correct method for reporting these devices obstructing the sidewalk, to which Mr. Martin confirmed. Ms. Phelps asked if anything can be done to keep the devices from being knocked over, to which Mr. Martin responded that he has been and intends to continue installing racks in the corrals that are better suited to keep the devices from falling over.
 - Pickup/Dropoff Loading Zones Removals
 - Chair Lewis asked if the removals would result in returning the restrictions to former conditions, which Mr. Devilliers confirmed they would.
 - Maintenance of Traffic and Design Enforcement Update
 - Mr. Kane requested that the same briefing that was given to the Transportation Commission on this matter be given to the Board as well and noted that 311 should be used to report any issues with any MOT-related detours.

4. **PUBLIC DISCUSSION PERIOD:** Ben Bibb raised concerns about the lack of advance notice and general information (days, hours, etc.) for the Hammond Middle School reduced speed limit zone, as well as malfunctioning flashing beacons and the lack of advance notice about the zone on intersecting streets.

Mike Doyle spoke in support of the proposed South Pickett Street corridor improvements.

Eliza Voigt requested that the City partner with the Potomac Water Taxi to provide a robust commuter service, similar to the one offered prior to the COVID-19 pandemic.

Dan Lauritzen spoke in support of the proposed South Pickett Street corridor improvements.

John Mickley asked for clarification on the Board's April 2024 decision regarding the intersection of Emerson Avenue and John Carlyle Street, to which Chair Lewis responded that the City needs Carlyle Council support to install a stop sign there but that the Board would revisit the request in October 2024, and that Mr. Mickley can try to gain support from the Carlyle Council for the stop sign in the meantime.

Sharon Beavan raised concerns about the Hammond Middle School reduced speed limit zone, with regards to lack of adequate signage, malfunctioning flashing beacons, and the 15-mph speed limit being too slow.

Zachary Lane raised concerns about the intersection of West Braddock Road and Kenwood Avenue, with regards to the pedestrian signal being too short, the yellow light phase being too short, and the excessive width of the travel lane contributing to speeding.

BOARD ACTION: None.

CONSENT ITEMS

BOARD ACTION: Ms. Ebbers moved to remove Item #5 from consent. The motion carried unanimously.

16. **ISSUE:** Parking Removal - 1500 block of Mount Vernon Avenue

DISCUSSION: Mr. Martin presented the item to the Board. Ms. Mihalik asked if the bikes moved to the street would back into the travel lane or if a platform could be installed to prevent that from happening, to which Mr. Martin responded that the bikes would back into the travel lane and a platform would not be feasible given the space needed. Mr. Kane asked why a map panel would not be included in this bikeshare station, to which Mr. Martin responded that the space would not allow for it and experience has found that maps are more necessary in tourist-heavy areas given that users can access the map on their apps readily. Ms. Phelps asked if this bikeshare station is currently midblock and why it could not be placed at an intersection instead to help with daylighting, to which Mr. Martin responded that it is midblock and the other viable locations either have

scooter corrals, fire hydrants, bus stops, car-centric land uses, or limited space preventing it. Ms. Ebbers asked if 16 docks will be enough for this location given high demand, to which Mr. Martin responded that it should be, but will reevaluate in the future if additional docks are needed.

PUBLIC TESTIMONY: Sarah Haut testified in opposition due to the lack of off-street parking for businesses and generally high demand coupled with poor parking enforcement on weekends. Ms. Haut added that Junction as well as Matt & Tony's both have outdoor dining that encroaches into the required 5-foot-wide clearance, she is disappointed with the amount of outreach conducted, and that the driveway adjacent to the bikeshare station will eventually be used for outdoor dining, not vehicular traffic, if approved.

Zachary DesJardins testified in support and wants more than 16 docks.

Tom VanAntwerp testified in support and is unhappy with outdoor dining setups that encroach upon the 5-foot-wide clearance on the sidewalks.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES to remove one (1) on-street parking space from the 1500 block of Mount Vernon Avenue for a Capital Bikeshare station. The motion carried unanimously.

PUBLIC HEARING ITEMS

17. ISSUE: Traffic and Signal Changes - Duke Street and West Taylor Run Parkway Intersection and Duke Street and Telegraph Road Access Ramp

DISCUSSION: Mr. Scolese presented the item to the Board. Mr. Kane asked what drove the preference for Option 1 given the option's lower ranking safety score, to which Mr. Scolese responded that staff tried to recommend an option that balanced access and safety per community feedback. Mr. Kane asked who would stop in Option 1 if a cyclist is in the middle of the intersection when a driver enters the intersection from westbound Duke Street, to which Mr. Scolese responded that there would be enough sight distance for a driver to stop or yield and avoid crashing into the active service lane users. Ms. Phelps asked about emergency vehicle use of the service lanes and how the options would affect their routes, to which Mr. Scolese responded that emergency vehicles use Janneys Lane or other routes as needed and staff received confirmation from emergency services that any the proposed options would be acceptable. Ms. Phelps and Mr. Kane asked how the proposed cycletrack west of West Taylor Run Parkway would connect with the service lane to the east in Option 1, to which Mr. Scolese responded that eastbound cyclists would have a bike signal to continue onto the service lane while westbound cyclists would be in mixed traffic and wait for the general green light phase to enter the cycletrack. Ms. Phelps noted that Option 1 would not allow for ample space for pedestrians and cyclists as is the case today. Ms. Tucker asked for more details about the slip lane in Option 1, to which Mr. Scolese responded that it must be located east of West Taylor Run Parkway and would be 200 feet long which is the minimum length given the

speed and traffic volumes on Duke Street. Ms. Tucker asked if the westbound access to Telegraph Road could be reduced from two lanes to one, to which Mr. Scolese responded that staff is planning for two lanes but staff has two options to consider to make the merging area safer for all drivers. Ms. Mihalik asked if there was a way to reduce cut-through traffic and maintain neighborhood access, to which Mr. Scolese responded there is none. Ms. Mihalik asked what the feedback was from groups other than the Taylor Run Citizens Association, to which Mr. Scolese responded that the Clover College Park Civic Association chose to abstain from providing a stance on this project and various other groups were generally supportive of Option 2. Mr. Kane asked how staff presumes that the speeds in the slip lane in Option 1 will be 10 to 15 mph, to which Mr. Scolese responded that the engineers would design the slip lane to those standards.

PUBLIC TESTIMONY: Leslie Catherwood testified in support of Option 2.

Noah Sepsenwol testified in support of Option 2.

Nicole Radshaw testified in support of Option 2.

Randy Cole testified in support of Option 2.

James Love testified in support of Option 1.

Mike Doyle testified in support of Option 2.

Jonathan Falk testified in opposition of one-way traffic on the service lane.

Dave Lauritzen testified in support of Option 2.

Sean Rao testified in support of Option 2.

Zach DesJardins testified in support of Option 2.

David Kaplan testified in support of Option 2.

Zachary Lane testified in support of Option 2.

Elizabeth Onderko testified in support of Option 2.

Ken Notis testified in support of Option 2.

Tom VanAntwerp testified in support of Option 2.

Kelly Stone testified in support of Option 2.

Alison Maltz testified in support of Option 1.

Kevin O'Brien testified in support of Option 2.

Nathan McKenzie testified in support of Option 2.

Asa Orrin-Brown testified in support of Option 2.

Juiana Von Zumbusch testified in support of a deferral of this item until staff develops solutions that address the goals of Duke Street in Motion.

Trip Hook testified in support of Option 2.

Mr. Kane asked how the staff recommendations relate to the options presented, to which Mr. Scolese responded that the service lane is already two-way so the Board would need to explicitly make a motion to change traffic patterns from existing conditions in any way along the service lane, if desired.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to recommend the City Council:

- Support Option 2
- Relocate the right-turn lane to east of East Taylor Run Parkway on the Duke Street Service Road
- Install a new left-turn lane from eastbound Duke Street to Telegraph Road southbound
- Install a traffic signal at the new eastbound left-turn lane with Telegraph Road ramp.
- Convert the service lane between Hilton Street and West Taylor Run Parkway into one-way traffic westbound.

The motion carried unanimously.

INFORMATION ITEMS

- 18. STAFF UPDATES:** Ms. McGraw provided the Board with an update regarding the taxicab City Code changes. City Council voted to approve the following:
- Raise fares including raise the initial meter charge to \$5.00 and raise the per mile charge to \$2.60 per mile
 - Maintain vehicle age limit requirements
 - Maintain current trade dress requirements
 - Maintain the biennial review of taxicabs
 - Maintain the dispute resolution process
 - Maintain the current insurance requirements

Ms. Orr provided the Board with an update regarding a potential daylighting policy that would aim to allow for administrative approval to remove 20 to 40 feet of parking at intersections to increase safety due to increased resident concerns around daylighting

intersections and alignment with Vision Zero goals. Mr. Kane noted his concerns with daylighting intersections allowing drivers to park in those spaces anyway unless there are physical barriers to prevent it. Ms. Tucker asked what the number of legal parking spaces is when referring to 20 to 40 feet, to which Ms. Orr responded that it is the legal equivalent of 1 to 2 parking spaces. Ms. Tucker asked how staff would determine which requests were necessary to bring before the Board, to which Ms. Orr responded that staff would need to think about how to address that, but the Board can provide ideas to staff as desired. Ms. Tucker asked if staff still paints curbs in relation to parking restrictions, to which Ms. Orr responded that staff does not due to the expectation/precedent it sets citywide, the cost and maintenance of doing so in addition to signage, and that paint on the curbs is not enforceable, unlike signage. Ms. Phelps suggested adding dockless corrals wherever daylighting occurs.

Mr. Scolese provided an update on the Eisenhower Avenue Transportation Study, the goals of which are to improve safety, address connectivity, and support future demand and new land uses along the corridor.

19. COMMISSIONER UPDATES:

- None.

ADJOURNMENT

Ms. Mihalik moved to adjourn the meeting, seconded by Ms. Phelps. The motion carried unanimously. The meeting adjourned at 10:28 PM.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2024

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Sanger Avenue Interim Improvements

Sanger Avenue is scheduled to be repaved this summer between North Beauregard Street and North Van Dorn Street. Staff is aware of safety and comfort concerns related to Sanger Avenue, especially considering it is a detour route for the Holmes Run Trail. Staff plans to complete the following near-term improvements with repaving:

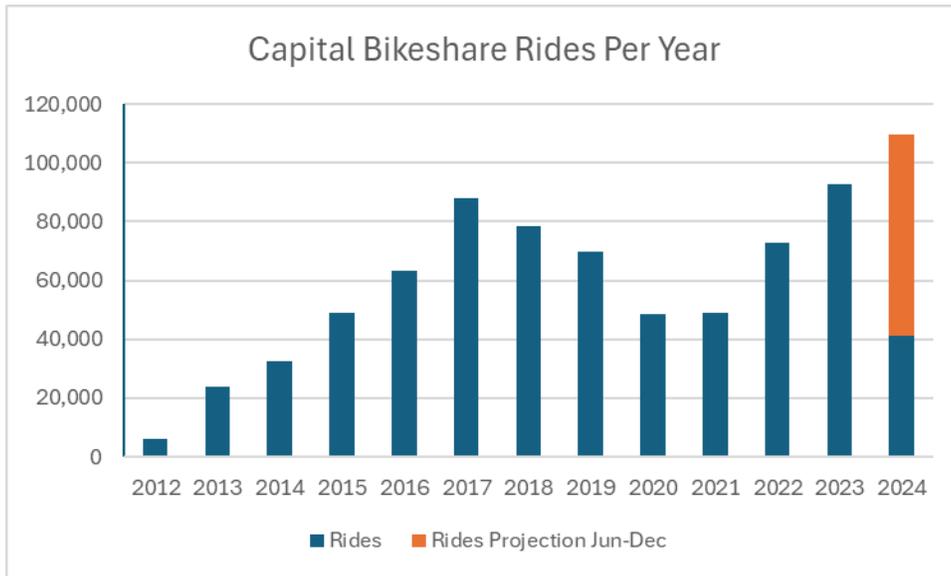
- Narrow the travel lanes underneath the I-395 overpass to calm traffic and provide additional buffer space for the sidewalk
- Install flexible bollards at intersections to slow traffic where conflicts are higher
- Re-install shared-lane markings on both inside lanes to provide guidance and wayfinding to people biking, during both peak and off-peak hours when parking is present

Staff will continue to explore more robust corridor improvements as part of its Fiscal Year 2025 Work Plan.

B. Capital Bikeshare Record Ridership Update

The Capital Bikeshare system in the City is on pace to have record ridership this year and surpass 100,000 rides in one year for the first time. After ridership dipped with the onset of Covid-19, it has rebounded strongly since 2022. The three highest ridership months of all time, and six of the top ten in the City, have all come in the last year. Additionally, the three highest ridership days, and seven of the top ten in the City, have come in the last year. The five most popular stations in the City are listed below.

- Braddock Rd Metro South
- Main Line Blvd & E Glebe
- Prince St & Union St
- Mt Vernon Trail & S. Washington St.
- King St Metro North / Cameron St



C. Yale Drive Public Hearing Follow Up

At the April meeting, a resident of Yale Drive, voiced concerns about excessive vehicle speed on Yale Drive. In her testimony, she requested that the City implement a school zone speed limit on Yale Drive and prioritize the location for speed cameras. Staff advised her to submit her request via Alex311 so the matter could be investigated further.

Staff followed up with the resident after evaluating traffic data and coordinating with the Alexandria Police Department. Based on data collected by both T&ES and APD, there does not appear to be a widespread speeding problem warranting a school zone or other traffic calming measures on Yale Drive, and staff does not recommend prioritizing remedial action at this time. Given that the resident was concerned specifically about drivers speeding in proximity to the school playground (which is located at the intersection of Yale Drive and Janneys Lane), staff suggested instead that turn calming measures may be a more appropriate tool to address her concerns and noted that this would be taken into consideration for future safety improvements.

D. City Council Taxicab Decision

At the April meeting, the Board made recommendations to City Council regarding changes to the taxicab ordinance. At the City Council meeting on May 18, City Council voted to move forward with changes to the taxi ordinance as described below.

- Raise fares including raise the initial meter charge to \$5.00 and raise the per mile charge to \$2.60 per mile
- Maintain vehicle age limit requirements

- Maintain current trade dress requirements
- Maintain the biennial review of taxicabs
- Maintain the dispute resolution process
- Maintain the current insurance requirements

Taxicab drivers can pick up the new rate cards from the Hack Office. Once the new rate cards are installed in a taxicab, drivers are able to re-program their meters with the new rates and begin charging the new rates. The new rate card and these changes are reflected on the taxicab website: [Taxicabs | City of Alexandria, VA \(alexandriava.gov\)](http://alexandriava.gov/taxicabs)

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2024

DOCKET ITEM: 5

ISSUE: Parking Removal on Sanger Avenue as part of the William Ramsay Safe Routes to School Project

REQUESTED BY: T&ES Staff

LOCATION: Sanger Avenue north of Beauregard Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES remove three parking spaces on Sanger Avenue.

BACKGROUND: In 2017, the City conducted walk audits at the existing elementary and K-8 schools as part of its Safe Routes to School (SRTS) Program. The purpose of the audits was to identify issues for students getting to and from school and to develop recommendations for improvements that make it easier and safer for students and their families to walk and bike to school.

The William Ramsay SRTS Project started in 2022 and is expected to be completed later this year. The project plans to implement recommendations from the 2017 Walk Audits, including a diagonal crosswalk and signal timing updates at Sanger Avenue and North Beauregard Street, a wider sidewalk approaching the recreation center and school, and enhancements to three existing crosswalks on Sanger Avenue with curb extensions. The addition of curb extensions at the crosswalks on Sanger Avenue will require the removal of three parking spaces.

The Traffic & Parking Board approved a lane re-configuration for this project at the March 2023 meeting. The approved changes converted the eastbound thru-right lane on Sanger Avenue into a right-only lane and eliminated the curbside eastbound lane on Sanger Avenue east of North Beauregard Street for up to 80 feet.

DISCUSSION: Sanger Avenue west of Beauregard Street is classified as a local street. The William Ramsay Recreation Center, the Elementary School, and the Jerome “Buddie” Ford Nature Center are located on the western side of Sanger Avenue. Numerous apartment communities are located on the eastern side. This 1,000 foot section of Sanger Avenue ends at the Dora Kelly Nature Park and the Holmes Run Trail. Parking is permitted along Sanger Avenue and there is a high-demand for parking throughout the day.

To make it easier and safer for people to access the school and recreation center from the apartments and on street parking spaces across Sanger Avenue, the William Ramsay SRTS Project proposes enhancing three existing crosswalks, seen in Attachment 1.

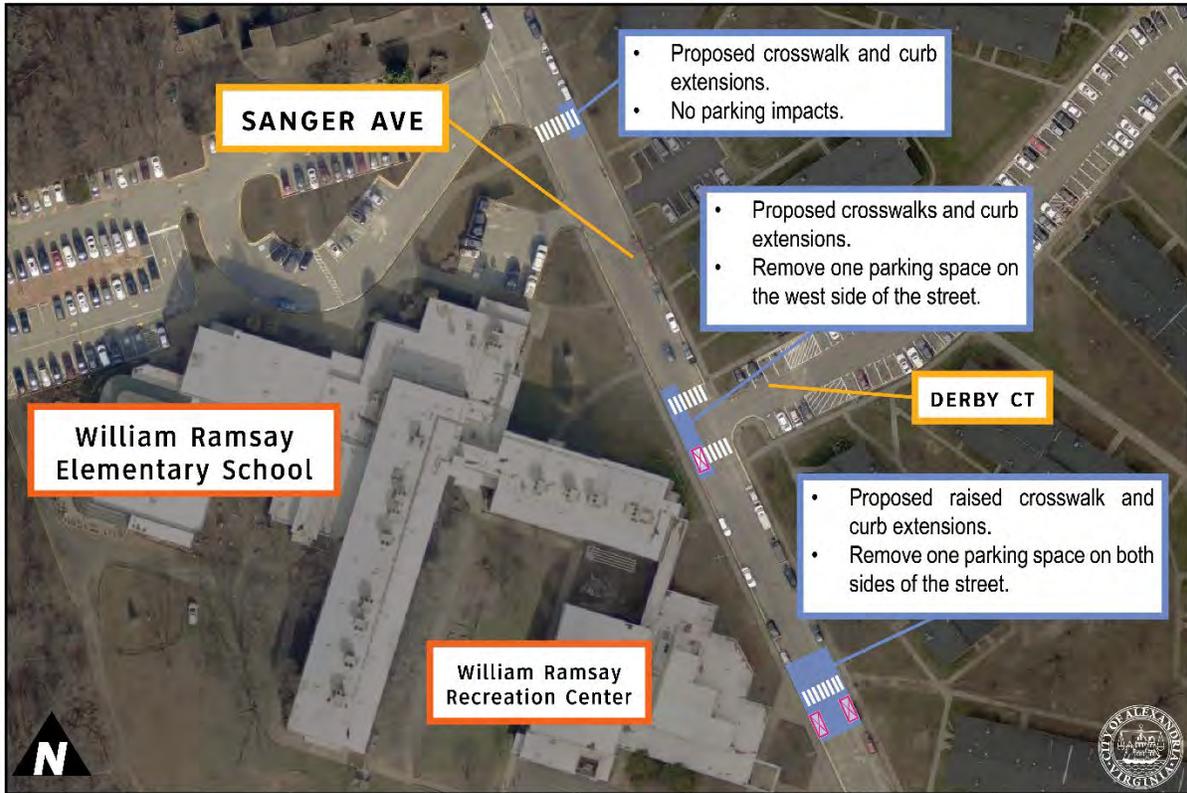
- The crosswalk near the Recreation Center entrance will be replaced with a raised crosswalk and concrete curb extensions. To accommodate this improvement, two parking spaces need to be removed, one on either side of Sanger Avenue.
- Painted Curb extensions will be added at the intersection of Sanger Avenue and Derby Court, requiring the removal of one parking space on the school side of Sanger Avenue.
- Another painted curb extension will be installed at the school parking lot crosswalk, without removing parking.

The William Ramsay SRTS Project began with community engagement in Fall 2022. Planning and conceptual design were completed by late 2022, and detailed design began in 2023. Construction will be coordinated with Public Works and the repaving of Sanger Avenue. Work is expected to finish before the 2024-2025 school year begins in August.

OUTREACH: The City held a public comment period on the parking removal from May 31 to June 14. Comments were submitted via email. The City announced the comment opportunity by mounting posters on sign posts near the three locations on Sanger Avenue where the crosswalks will be updated and at the Recreation Center. Staff received no emails during the comment period.

Staff reached out to school leadership at William Ramsay Elementary School and the school parent teacher association. Staff contacted the property managers of the Brookdale Apartments at Mark Center on Sanger Avenue but at the time of this posting have not heard back. William Ramsay Elementary School leadership submitted a letter of support (Attachment 2).

ATTACHMENT 1: PROPOSED CROSSWALKS AND CURB EXTENSION LOCATIONS WITH PARKING REMOVAL



WILLIAM RAMSAY
Safe Routes to School

PROPOSED CROSSWALK & CURB EXTENSION LOCATIONS WITH PARKING REMOVAL

For consideration by the Traffic & Parking Board at the June 24, 2024 Public Hearing.

ATTACHMENT 2: WILLIAM RAMSAY ELEMENTARY SCHOOL LETTER OF SUPPORT



William Ramsay Elementary School

5700 Sanger Avenue Alexandria VA 22311

Telephone: (703) 824-6950 • Facsimile: (703) 379-7824 • www.acps.k12.va.us/ramsay/

06/03/2024

Attention: The Traffic & Parking Board of The City of Alexandria

Dear Board Members,

On behalf of the entire William Ramsay Elementary School community, I would like to express our heartfelt appreciation to the City of Alexandria and the Traffic & Parking Board for your collaborative efforts in moving forward with the implementation of the recommendations from the 2017 Safe Routes to School Walk Audit for our school.

We are thrilled to see a commitment to improving the safety of our students walking and biking routes to school. The recommendations outlined in the audit, such as updated crosswalks and curb extensions will make it easier and safer for people to cross the street. The curb extensions requiring the removal of three parking spaces along Sanger Avenue is a small price to pay for safety and will undoubtedly create a safer and more accessible environment for our students.

The safer routes, a result of your dedicated work, will not only promote the health and well-being of our students but also provide a sense of security for parents and guardians. We deeply value the City's recognition of the significance of these improvements and its unwavering commitment to the safety of our young people.

Thank you again for your commitment to William Ramsay Elementary School and the well-being of our students. We look forward to seeing the positive impact of these improvements.

Sincerely,



Michael Routhouska
Principal
William Ramsay Elementary School

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2024

DOCKET ITEM: 6

ISSUE: Parking Removal - 1800 Block of Potomac Greens Drive for a Capital Bikeshare station

REQUESTED BY: T&ES Staff

LOCATION: 1800 Block of Potomac Greens Drive, between Carpenter Road and Lyles Lane

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES remove two (2) on-street parking spaces from the 1800 block of Potomac Greens Drive for a Capital Bikeshare station.

BACKGROUND: The proposed location for a bikeshare station is at the north end of a residential neighborhood in the Potomac Greens neighborhood (Attachment 1). There are townhomes to the east and south, park space to the west and northeast, and a fire lane access road to the Potomac Yard Metrorail Station to the north. The proposed bikeshare station location is on the southbound side of Potomac Greens Drive within the parking lane (Attachment 2). Potomac Greens is within Parking District 14 and those without permits are restricted to two-hour parking from 8am-5pm, Monday-Saturday. There are approximately 30 parking spaces on the block. Additionally, every home has a two-car garage.

The Potomac Greens neighborhood was identified in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan as a recommended infill station location (Attachment 3). This is considered a priority location due to the population density of the area and ability to serve as a connection point to the Metro system. Additionally, the staff report for an amendment to DSUP2016-0004 Potomac Yard Metrorail Station specifies that “future infill Capital Bikeshare stations are proposed within the vicinity of the station, on both the east and west side of the Metrorail station.”

The City installed the first Capital Bikeshare station adjacent to the Potomac Yard Metrorail Station on October 17, 2023, alongside the Potomac Yard Trail and near the south pavilion. From the install date through June 7, 2024, the Potomac Yard Metro South bikeshare station was the 10th busiest in the City with 2,525 total trip starts and ends.

Since the Potomac Yard Metrorail Station opened in 2023, the City has received requests for a bikeshare station by the Potomac Greens entrance to the Metro (Attachment 4).

The Traffic and Parking Board previously granted a request to remove parking from the same location on the 1800 block of Potomac Greens Drive in September 2019. This removal was conditioned to return the space to available parking upon completion of work associated with the Potomac Yard Metrorail Station and adjacent park. Due to this, there has not been parking located in the proposed location for the bikeshare station since 2019.

DISCUSSION: In order to accommodate local demand for bikeshare access to the Potomac Yard Metrorail Station, the City proposes to install a 15 dock Capital Bikeshare station on Potomac Greens Drive, adjacent to the Metro access road. This will match the number of docks available at the Potomac Yard Metro South bikeshare station. This location has been reviewed by the Fire Department and Traffic Engineering Division and was found to allow for standard vehicle turning movements. To accommodate the residential character of the neighborhood, no map panel is planned to be included at this time. The station will be purchased with grant funds.

A Capital Bikeshare station at the proposed location would serve to connect local neighborhoods such as Old Town North and Northeast Alexandria to the Potomac Yard Metro Station. Additionally, Potomac Greens residents would be provided with an additional way to travel into Old Town.

In advance of planned community presentations, staff sent a feedback form about the proposed location to the Potomac Greens and Old Town Greens community associations. The most common comments were to locate the station along the Metro access road or in the park. Staff explored both location suggestions and consulted with other City departments and entities including the Fire Department, Recreation, Parks & Cultural Activities (RPCA), and the Washington Metropolitan Area Transit Authority WMATA on these suggestions. Staff found that both location suggestions were not feasible for a bikeshare station for the following reasons:

- The access road is an emergency vehicle easement and must remain clear at all times per requirements from the Fire Department
- Sidewalk trees inhibit solar access necessary to power the station at the front of the park
- The bikeshare installation truck cannot access the park interior

Additional concerns that were expressed include potential crime, impacts to parking, and illegal U-turns that already occur at this corner. Staff received opposition to the proposed location during outreach efforts but believes this is the only feasible location that meets the larger needs of the community as outlined in previous plans for the area.

OUTREACH: Staff first reached out to the Potomac Greens and Old Town Greens community associations to share the Capital Bikeshare proposed location in late February. To help tailor community presentations, a feedback form to gather thoughts, questions, and concerns regarding the proposed location was provided to each community in April. Staff explored location suggestions from the feedback form.

Staff presented to the Potomac Greens community on April 25 and Old Town Greens Condos on May 14. The Old Town Greens Townhomes community declined an offer to present to the community and said it didn't seem to be necessary.

ATTACHMENT 1: LOCATION (AERIAL)



ATTACHMENT 2: LOCATION (STREETVIEW)



Potomac Greens Drive looking south

ATTACHMENT 3, MAP OF RECOMMENDED NEW CAPITAL BIKESHARE STATIONS, TRANSPORTATION MASTER PLAN, PEDESTRIAN AND BICYCLE CHAPTER

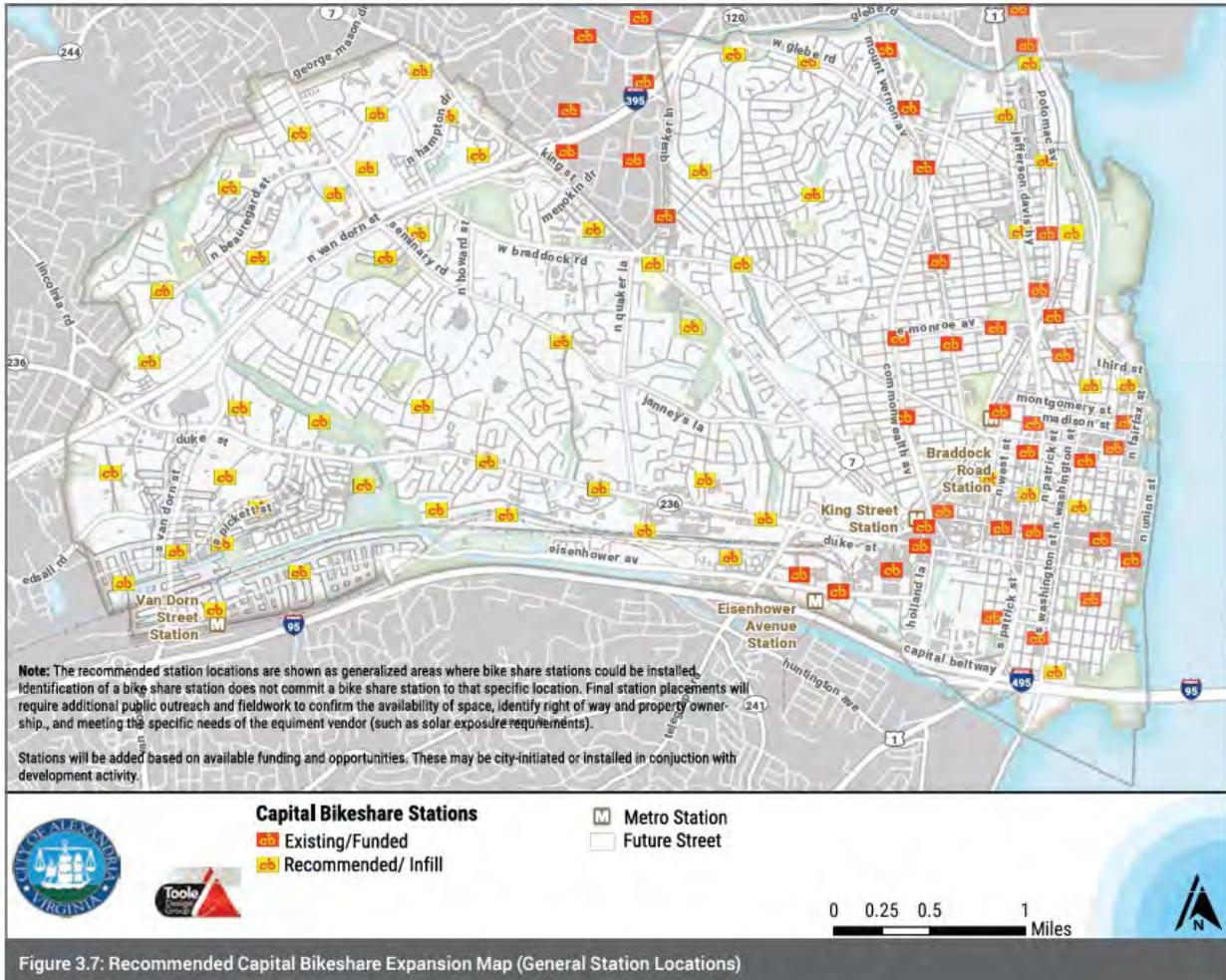
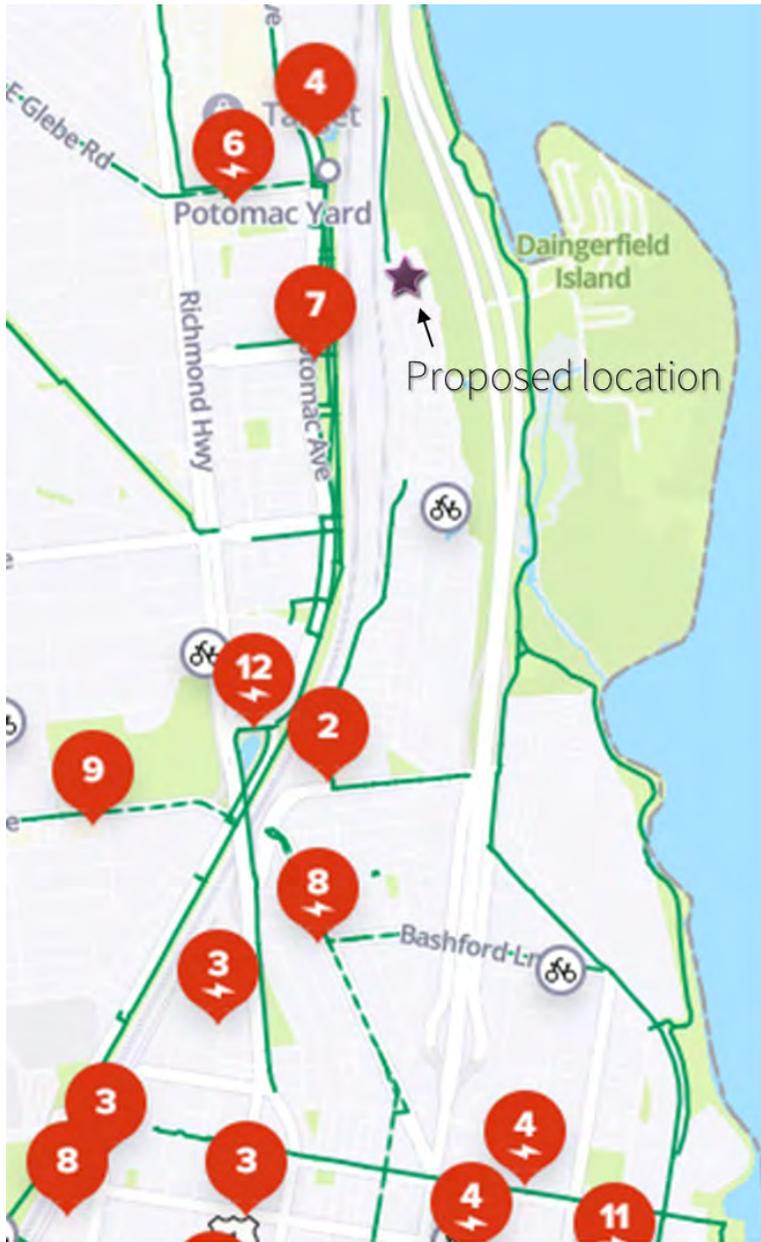
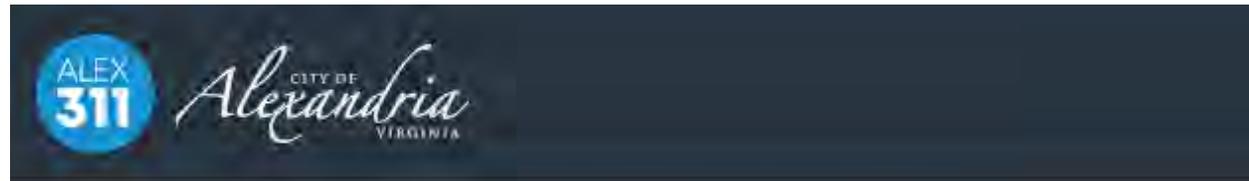


Figure 3.7: Recommended Capital Bikeshare Expansion Map (General Station Locations)

ATTACHMENT 4: MAP OF CAPITAL BIKESHARE STATIONS NEAR POTOMAC GREENS



ATTACHMENT 5: REQUESTS FOR BIKESHARE STATION



Alex311 User:

The following request for service has just been assigned to you:

Request Number: **23-00042897**
Request Type: **Mobility, Access, and Traffic Safety**
Location: **1313 POWHATAN ST**
Request Submitted: **11/14/2023**
Estimated Resolution Date: **12/26/2023**

Customer Comments:

The two nearest metros to me are Potimac Green entrance to PY and Braddock. But if I want to take a bike share I have to go to Braddock, which involves crossing very busy highway one, going under multiple construction cranes and biking on sidewalk as there are no protected bike lanes. There is a bike lane all the way along Potomac green to the entrance. But there's no bike share dock or even a bike rack. Bring bike share to Potomac green entrance to metro! You could save a life

You don't often get email from jwilsonk@gmail.com. [Learn why this is important](#)

Sean,

It was great meeting you at the City of Alexandria Tons of Trucks event. We spoke briefly about asking for a Bikeshare station near the east side/Potomac Greens entrance of the Potomac Yard metro station. My wife Kaitlin is copied on this message, we would like to help advocate for this if we can.

Thanks,
James Wilson

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2024

DOCKET ITEM: 7

ISSUE: Parking Removal - 700 block of Four Mile Road for a Capital Bikeshare station

REQUESTED BY: T&ES Staff

LOCATION: Four Mile Road, between Milan Drive and Notabene Drive

STAFF RECOMMENDATION: That the Board recommends the Director of T&ES remove two (2) on-street parking spaces from the 700 block of Four Mile Road for a Capital Bikeshare station.

BACKGROUND: The Arlandria neighborhood was identified in the 2016 Pedestrian and Bicycle Chapter of the Transportation Master Plan as a recommended infill station location (Attachment 3). This is considered a priority location due to the population density of the area, high-percentage of zero-car households, and proximity to bicycle infrastructure. According to the 2022 American Community Survey, 44.7% of households in Arlandria do not have a car, the highest rate in the City. Citywide, the rate is 11%.

DISCUSSION: The City is proposing to place a 15 dock Capital Bikeshare station in Arlandria to increase transportation options for local residents. The proposed bikeshare station location is along Four Mile Road, which is in a residential neighborhood in Arlandria. There are single family homes to the east, apartments to the south and west, and a parking lot to the north (Attachment 1). The Four Mile Run Park Trail is approximately 0.3 miles away. The proposed bikeshare station location is on the westbound side of the road in the parking lane (Attachment 2). There are approximately 30 parking spaces on the block. There are no parking restrictions other than once-a-week street sweeping. The City's Public Works Division has evaluated the proposed location to ensure it will not interfere with cleaning the roadway. The station will be purchased as part of a batch of new stations using grant funds.

The proposed station location would serve as a connection to the Arlington Ridge Shopping Center, the Mount Vernon Avenue retail corridor, the Leonard "Chick" Armstrong Recreation Center, and the Potomac Yard Metro Station (Attachment 4).

OUTREACH: Staff notified Casa Chirilagua, a local non-profit that serves the Arlandria community, on May 24, 2024, and Eaton Square Apartments on May 30, 2024. Neither entity indicated any concerns with the request as of the posting of this docket.

The Arlandria Civic Association is not active at this time.

ATTACHMENT 1: LOCATION (AERIAL)

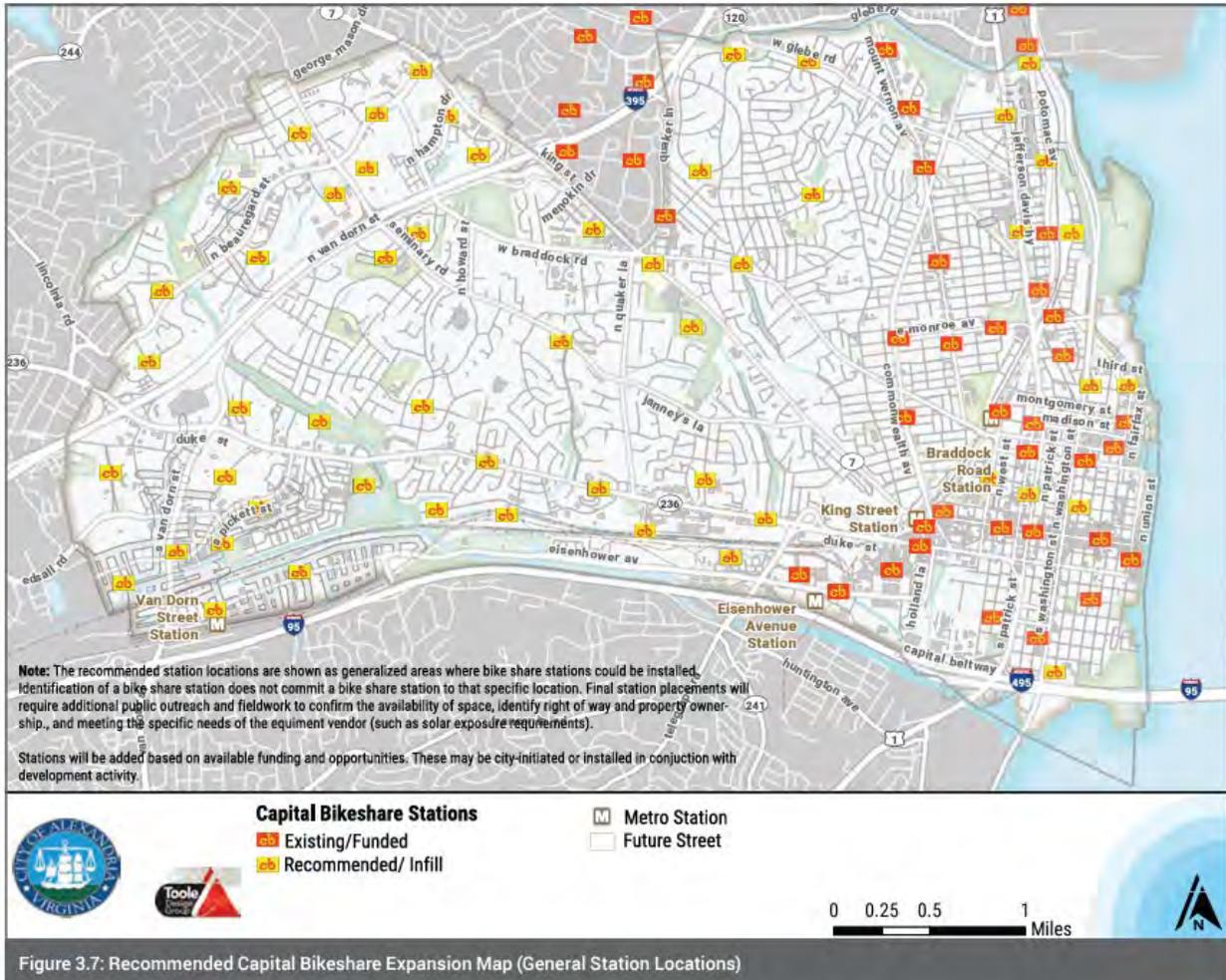


ATTACHMENT 2: LOCATION (STREETVIEW)

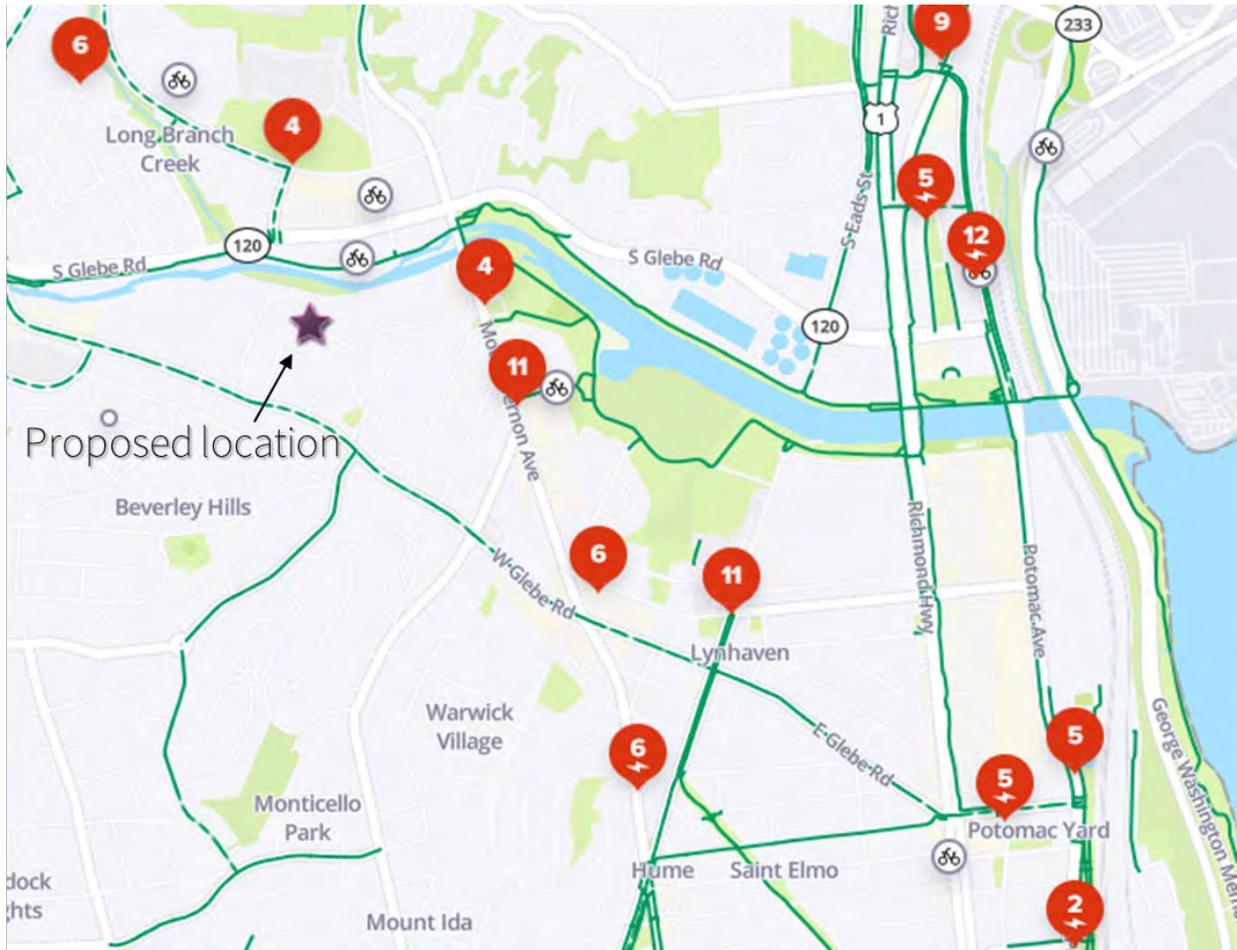


Four Mile Road looking east

ATTACHMENT 3, MAP OF RECOMMENDED NEW CAPITAL BIKESHARE STATIONS, TRANSPORTATION MASTER PLAN, PEDESTRIAN AND BICYCLE CHAPTER



ATTACHMENT 4: MAP OF CAPITAL BIKESHARE STATIONS NEAR ARLANDRIA



City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2024

DOCKET ITEM: 8

ISSUE: Parking removal – South Hudson Street at Vermont Avenue

REQUESTED BY: Carlos Fernandez

LOCATION: South Hudson Street at Vermont Avenue

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES remove 30 feet of on-street parking on both the east and west sides of South Hudson Street immediately north of Vermont Avenue.

BACKGROUND: A resident of South Hudson Street submitted a petition (Attachment 1) requesting the removal of on-street parking on South Hudson Street immediately north of Vermont Avenue due to obstructed driver sightlines, which creates issues for children and others walking to the school bus stop at the corner with Vermont Avenue.

Staff installed ‘No Parking Here to Corner’ signage on Vermont Avenue without Board approval after receiving the petition because Sections 10-4-41 and 10-4-42 of the City Code prohibit parking within 20 feet of intersecting curb lines and within 15 feet of fire hydrants, respectively. On South Hudson Street, however, the 20-foot rule does little to daylight the intersection due to the generous corner radii, the presence of bushes and trees, the topography, and the location of the crosswalk. This is a primarily residential neighborhood south of Duke Street largely with duplexes accompanied by off-street parking for one to two vehicles. Despite the prevalence of off-street parking, many oversized vehicles are parked on the street throughout the neighborhood, including close to intersections.

DISCUSSION: The petition to remove parking was signed by residents from 21 households situated adjacent to this intersection. Given this in conjunction with the support from neighbors and the topography, staff recommend removing the requested parking spaces on South Hudson Street (Attachment 2).

Removing 60 total feet of on-street parking—in addition to the 20 feet that Section 10-4-41 prohibits drivers from parking in at both intersections—to improve sightlines and better prevent crashes would comply with the City’s approved Curb Space Prioritization Framework as part of the Alexandria Mobility Plan, which notes safety improvements as an overarching priority for all

zones. Additionally, traffic safety is a key priority for the City, as documented in the Alexandria Mobility Plan's Streets chapter and the Complete Streets Design Guidelines.

Staff is currently developing an administrative process related to parking removal for daylighting intersections to allow staff to be able to implement these requests more quickly where appropriate to improve safety. This will be brought to the Board at an upcoming meeting for review and approval.

OUTREACH: Staff notified the Wakefield-Tarleton Civic Association of this request. As of June 17, 2024, staff had not heard back.

ATTACHMENT 1: SUBMITTED ON-STREET PARKING MODIFICATION REQUEST FORM

ON-STREET PARKING MODIFICATION REQUEST FORM



Please fill out the first page of this application and return to max.devilliers@alexandriava.gov or mail to Max Devillers, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314. Staff will contact the Project Champion to further refine proposed solution to address the issue that the applicant is trying to address.

Reason for the Request (What are you trying to solve/address?):

The parked cars at these locations block visibility of the crosswalk for pedestrians and hard for oncoming traffic to see cars or people (especially kids) crossing the street. Additionally, this is an ACPS School bus stop so many kids wait here.

Type of On-Street Parking Modification Requested:

- | | |
|---|--|
| <input type="checkbox"/> Loading Zone Removal | <input type="checkbox"/> Loading Zone Addition |
| <input checked="" type="checkbox"/> Parking Removal | <input type="checkbox"/> No Parking Sign Removal |
| <input type="checkbox"/> Parking Restriction Change (Non-RPP) | |
- Proposed restrictions _____

Location: Both sides of NE and NW corners of S Hudson and Vermont Ave.
(Map or figure may be provided as an attachment)

Approximate number of spaces affected (assume 20 feet per space): 4

Project Champion (Point of Contact) Information:

Name: Carlos Fernandez

Address: 36 S Hudson st. Alexandria, VA 22304

Email: turcarjfer@gmail.com

Phone Number: (669) 228-1715

Best Way to Contact:

Best Time of Day to Contact:

Email

Morning

Phone

Afternoon

We the undersigned hereby support or oppose (as indicated) the proposed on-street parking changes:

Adding a 30 foot setback at both sides of the NE and NW corners of S Hudson and Vermont ays. The parked cars at these locations block visibility of the crosswalk for pedestrians and this is the ACP5 elementary school bus stop location. The lack of visibility makes it hard for oncoming traffic to see the kids when crossing the street or when standing by the road waiting for the bus. We request a no parking sign at these locations 30 feet back from the stop bar and/or intersection of curb lines, whichever is greater. The impact would be approximately 4 parking spots.

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manager, etc.)	Email
Jane Brosswell	Support	Jane Brosswell 3/23/24	100 S Hudson St Alexandria, VA	owner	jane_brosswell@gmail.com
Andrew Ivovich	Support	Andrew Ivovich 3/23/24	34 S Hudson St Alexandria, VA	owner	andrewivovich@gmail.com
Lamar White	Support	Lamar White 3/23/24	33 South Wilson Alexandria, VA	owner	Taylor.vandyle@gmail.com
Ann Patterson	Support	Ann Patterson 3/23/24	18 S. Hudson St Alexandria, VA 22304	OWNER	ampatterson@yahoo.com
Michelle Jones	Support	Michelle Jones 3/23/24	29 S. Hopkins St Alexandria, VA	owner	sjones1184@gmail.com
Raigan Amiroda	Support	Raigan Amiroda 3/23/24	101 S Hudson St Alexandria, VA	Resident	quiradogairava@gmail.com
Carril Schwart	Support	Carril Schwart 3/23/24	119 S Hudson St Alexandria, VA	owner	carriarneschwartz@gmail.com
Michelle Mead	Support	Michelle Mead 3/23/24	4513 Vermont Ave Alex VA	owner	mead410@gmail.com
Therese Mui	Support	Therese Mui 3/23/24	17 S Hudson St	owner	thm10919@gmail.com
Muwan Edeh	Support	Muwan Edeh 3/23/24	107 Harrison St Alex, VA	Resident	
Sandra Gutierrez	Support	Sandra Gutierrez 3/23/24	56 S HUDSON ST 22304	owner	sgutierrez@gmail.com

We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:

Adding a 30 foot setback at both sides of the NE and NW corners of S Hudson and Vermont Ave. The parked cars at these locations block visibility of the crosswalk for pedestrians and this is the ACPS elementary school bus stop location. The lack of visibility makes it hard for oncoming traffic to see the kids when crossing the street or when standing by the road waiting for the bus. We request a no parking sign at these locations 30 feet back from the stop bar and/or intersection of curb lines, whichever is greater. The impact would be approximately 4 parking spots.

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manager, etc.)	Email
Ann O'Donnell	support	[Signature] 3-23	12 S. Hudson	owner	
Carlos Fernandez	Support	[Signature] 3-23	36 S Hudson	owner	
Laura Hudson	Support	[Signature] 3-23	31 S Hudson		
John O'Brien	SUPPORT	[Signature] 3-23	39 S Hudson	Resident	
Patrice BIANCHI	SUPPORT	[Signature] 3-23	43 S Hudson	owner	
Melissa Vasquez	Support	[Signature] 3/23	111 S Hudson	Resident	
Kate Wynn	Support	[Signature] 3/23	4310 Vermont	owner	
Bethany Farrell	SUPPORT	[Signature] 3/23	4314 Vermont	owner	
Alexis	Support	[Signature] 3/23	4314 Vermont	owner	
MARCELO	Support	[Signature] 3/23	4402 Vermont	owner	
Doug Keker	Support	[Signature] 3/23	43719 Vermont	owner	

ATTACHMENT 2: DEPICTION OF LOCATIONS FOR PROPOSED PARKING SPACE REMOVAL



GOOGLE STREET VIEW



City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2024

DOCKET ITEM: 9

ISSUE: Parking Restrictions Modification – 317-325 North Columbus Street

REQUESTED BY: Glenn Hediger

LOCATION: 317-325 North Columbus Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES restrict parking to 2 hours from 8 a.m. to 2 a.m., Monday through Saturday, and 11 a.m. to 2 a.m. on Sundays, District 3 permitholders exempt, for the approximately seven on-street parking spaces along the east side of North Columbus Street immediately south of Princess Street.

BACKGROUND: 317-325 North Columbus Street are five townhomes completed in 2014, replacing a former privately-owned parking lot. Being so close to North Washington Street and the offices that line it, the parking in front of 317-325 North Columbus Street is currently—and has been for decades—restricted to 3 hours, 8 a.m. to 11 p.m., Monday through Saturday (permitholders not exempt; see Attachment 1).

DISCUSSION: Now that the parking lot no longer exists and the corner is fully residential, the homeowners of these five townhomes have submitted a petition (Attachment 2) requesting that these seven spaces be signed with the same District 3 residential permit parking restrictions as the remainder of the west side of 300 block of North Columbus Street. The parking restrictions on the remainder of the 300 block of North Columbus Street are 2-hour parking, 8 a.m. to 2 a.m., Monday through Saturday, and 11 a.m. to 2 a.m. on Sunday, District 3 permitholders exempt. For consistency and ease of enforcement, staff support the residents' request to make the parking restrictions on the block consistent.

OUTREACH: City staff notified the Old Town Civic Association, West Old Town Citizens Association, and Northeast Citizens Association via email about this request on June 10, 2024. The associations did not indicate any concerns with the request as of the posting of this docket.

ATTACHMENT 1: DEPICTION OF LOCATION FOR REQUESTED PARKING RESTRICTIONS OUTLINED IN BLUE



ATTACHMENT 2: SUBMITTED ON-STREET PARKING MODIFICATION REQUEST FORM



Petition for Adding, Modifying, or Removing Residential Permit Parking Signage in an Existing District

Block Contact: Glenn Hediger

Address: 323 N. Columbus Street

Telephone: 703-346-1449 **Email:** glenn.hediger@gmail.com

District: 3

Proposed Change (Select one)

- Add new signage Modify existing signage Remove existing signage

Block (e.g. the 100 block of Main Street):

East side of the 300 block of N. Columbus St., north of the library

Current Restrictions (e.g. 2 hours, 8AM-5PM, Monday-Friday):

3 hours, 8am-11pm, Monday - Saturday

Proposed Restrictions (Select an option on each line): *Seeking to align with the restrictions on the east side of 300 block of N. Columbus St.*

- Two Hours Three Hours
 8AM-5PM 8AM-11PM 8AM-2AM (next day)*

- Monday-Friday Monday-Saturday

- No Sunday Restrictions Sunday 11AM-11PM Sunday 11AM-2AM (next day)*

RPPD 3 permit holders exempt *Must receive prior approval by the Director of T&ES per Sec. 5-8-72

Submit Completed Petition to:

Mail: Department of Transportation and Environmental Services
Mobility Services Division - Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314

Email: mux.devilliers@alexandriava.gov
Phone: (703) 746-4245

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2023

DOCKET ITEM: 10

ISSUE: Parking Restrictions Modification – 400 block of Pendleton Street

REQUESTED BY: Sam Zarkhosh

LOCATION: South side of the 400 block of Pendleton Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES modify the existing residential permit parking restrictions on the south side of the 400 block of Pendleton Street to 2-hour parking, 8 a.m. to 5 p.m., Monday-Saturday, District 2 permitholders exempt.

BACKGROUND: Parking on the south side of the 400 block of Pendleton Street is currently restricted to 3 hours, Monday through Friday, 8 a.m. to 5 p.m. This block is located between North Royal and Pitt Streets and is five blocks from King Street and Market Square. Parking is allowed on both sides of the street, but the boundary for Districts 2 and 9 runs down the center of Pendleton Street, so District 2 permitholders are not exempt from the parking restrictions on the north side of the block. The curb cut and fire hydrant on the south side of the block, in addition to the recently realigned route for the 34 DASH bus resulting in the removal of two parking spaces, leaves the south side of the block with seven on-street parking spaces. There are 12 Chatham Square townhomes fronting the south side of the 400 block of Pendleton Street, all of which have two off-street parking spaces. However, the resident has noted that the homes' two-car garages are too small to fit two large vehicles, so many residents with larger vehicles park on the street. Residents of Chatham Square are limited to obtaining only one Residential Parking Permit per unit. The block is entirely residential—the multifamily building on the north side of the block has its own parking garage, and its residents are prohibited from obtaining Residential Parking Permits per DSUP2018-00014. See Attachment 1 for more location information.

DISCUSSION: A resident of the south side of the 400 block of Pendleton Street approached City staff about the general lack of parking availability on their block due to some drivers remaining parked for longer than three hours as well as on weeknights and weekends when parking on the block is unrestricted. Residents of the block requested for parking restrictions to terminate at either 2 a.m. or 11 p.m., however, staff do not recommend increasing the hours of restricted parking on weekdays due to the absence of late-night businesses nearby, the absence of similarly late parking restrictions in the immediate vicinity (to maintain consistency for ease of enforcement), and to mitigate additional strain on Parking Enforcement resources.

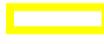
Staff reviewed the request and found that the requested parking restrictions are not in line with the restrictions in the surrounding area. Of the 16 block faces in the immediate vicinity of the 400 block of Pendleton Street, none have parking restrictions after 5 p.m. or on Sundays, three are completely unrestricted, and only five have any parking restrictions on Saturdays. Furthermore, District 2 permitholders are exempt from the parking restrictions on 7 of those 16 block faces. For these reasons, City staff is recommending that the end time for the parking restrictions on this block face remain at 5 p.m.

The petition (Attachment 2) was signed by 7 of the 12 residences abutting the block face, which meets the requirements per [Sec. 5-8-75 of the City Code](#). There is no survey requirement to modify existing restrictions.

OUTREACH: Staff notified the Old Town Civic Association and North Old Town Independent Citizens Association of this petition on June 10, 2024. On June 11, Old Town Civic Association responded to staff indicating their support for staff's recommendation.

**ATTACHMENT 1: LOCATION OF THE 400 BLOCK OF PENDLETON STREET
(CIRCLED IN YELLOW)**



 South Side of 400 Block of Pendleton Street

ATTACHMENT 2: RESIDENT PETITION



Petition for Adding, Modifying, or Removing Residential Permit Parking Signage in an Existing District

Block Contact: Sam Zarkhosh
Address: 418 Pendleton St. Alexandria, VA 22314
Telephone: 703-965-8333 Email: SZARKHOSH@GMAIL.COM
District: 2

Proposed Change (Select one)

- Add new signage Modify existing signage Remove existing signage

Block (e.g. the 100 block of Main Street):

Between the 420 block of Pendleton St. through 400 block of Pendleton St.,
townhome side (Map attached)

Current Restrictions (e.g. 2 hours, 8AM-5PM, Monday-Friday):

3 Hour Parking, 8AM-5PM, Mon-Fri, Except Holders of Dist 2 permits
(Image Attached)

Proposed Restrictions (Select an option on each line):

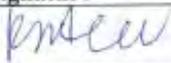
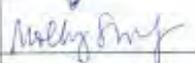
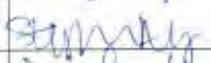
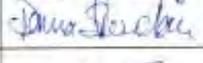
Image of current Princess St. Parking sign Attached

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Two Hours | <input type="checkbox"/> Three Hours | |
| <input type="checkbox"/> 8AM-5PM | <input checked="" type="checkbox"/> 8AM-11PM | <input type="checkbox"/> 8AM-2AM (next day)* |
| <input type="checkbox"/> Monday-Friday | <input checked="" type="checkbox"/> Monday-Saturday | |
| <input type="checkbox"/> No Sunday Restrictions | <input checked="" type="checkbox"/> Sunday 11AM-11PM | <input type="checkbox"/> Sunday 11AM-2AM (next day)* |

*Must receive prior approval by the Director of T&ES per Sec. 5-8-72

Submit Completed Petition to:
Mail: Department of Transportation and Environmental Services
Mobility Services Division - Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314
Email: mas.devilliers@alexandriava.gov
Phone: (703) 746-4245

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number 2 : Levittown side of 420 Pendleton 7, through 400 Pendleton St. (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
Romman Ahmad		418 Pendleton St Alexandria 22314	rshamad-do@ yahoo.com	5/6/2024
Karen NISSBY		416 Pendleton St Alex, VA 22314	Karen @ conceptandp bons.com	5/8/2024
Molly Schaefer		420 Pendleton St Alexandria 22314	afuethill@ gmail.com	5/8/2024
STEPHANIE NGUYEN		406 Pendleton St	stephanie@nguy en.com	5/8/24
Lonna Sheridan		408 Pendleton	john-clonna.sheridan @gmail.com	5/10/24
CHRIS KIEFER		412 Pendleton St	chkiefer@gmail.co	5/11/24
Martha Jacobs		414 Pendleton	marthaj jacobs@cyber line.com	5/12/24

Please note signatures from residents who are not the listed owner of the residence.

Department of Transportation and Environmental Services:

This communication is a request for the City of Alexandria (City) to change the parking sign restrictions on the townhome, District 2, side of Pendleton Street (Pendleton), between blocks 420 – 400.

Last year, 2023, the city turned the length of near 4 parking spots, on the townhome side at the corner of Pitt Street & Pendleton, to a NO PARKING ZONE. This NO PARKING ZONE was to allow extra room for buses turning from Pitt Street, onto Pendleton. As a result, only 8 car lengths remained (versus 12), leaving Dist. 2 Permit holding residents to scramble to find street parking most of the time. At times, the residents find themselves parking several blocks away from their homes. The cause of all this is due to non-Dist. 2 Permit-holding vehicles occupying most of the street parking spots in front of the townhomes on Pendleton. These non-Dist. 2 Permit holding vehicles are currently allowed to park up to 3 hours before being required to move. However, many of these vehicles stay well beyond the allowed 3-hour limit, sometimes all day and overnight, and are rarely ticketed or towed. Furthermore, this 3-hour parking restriction is only limited to Monday – Friday, between 8AM – 5PM (image of parking sign attached), which means non-Dist. 2 Permit holding vehicles are free to park as long as they wish at all other times, including weekends.

This request/grievance is not being presented solely because of inconvenient factors such as having to park and/or walk several blocks from Pendleton homes. This grievance is coming forth because most of the owners on Pendleton have families, and have to carry groceries from their cars to their homes, lug children's sporting equipment from the car to their home, etc. Furthermore, the families on Pendleton also consist of elderly and/or handicapped individuals, expecting mothers, as well as mothers with newborns. Is it fair for these individuals to have to walk several blocks, especially in elements such as rain, snow, etc.?

It can be argued the townhomes on Pendleton have attached garages; however, these are not full-sized garages. A standard two-car garage generally measures, at minimum, 20' wide x 20' long, but on average 24' wide x 24' long. In contrast, Pendleton townhome garages measure 18'4" wide x 17'11" long. At best, these garages have room for one standard vehicle, plus a motorcycle. However, in reality, and every day practice, they house 1 standard vehicle, and provide extra storage space to the residents, along with their city trash and recycling bins.

For the reasons stated above, we come forth, and ask the city for a remedy. Concerns about the newly planned DASH routes coming through some of the streets were presented as far back as May 2023. These concerns were considered and overruled; the planned expansion of DASH routes moved forward as the city had originally mapped.

The remedy we ask for is, in actuality, a compromise to the recently implemented DASH routes. We ask the city to please change, and restrict parking to: *2 Hour Parking: 8AM – 11PM, Monday – Saturday; Sunday 11AM – 11PM; Except Holders of Dist. 2 Permits.*, for the townhome side of Pendleton St., between blocks 420 and 400 (please see the attached map for illustration of exact area being asked for restricted parking).

Sincerely,

MAP



Area of
Pendleton St being
petitioned for
Parking Sign
restriction change
- Townhome side
of Pendleton St.,
between 420-400

Changed to
No parking
to accommodate
for new DASH
route in 2023

*Parking
Sign from
Princess
Street*

**2 HOUR
PARKING**

RESTRICTIONS APPLY
DAILY 8AM-2AM
SUN 11AM-MON 2AM

EXCEPT HOLDERS OF
DIST. 2 PERMITS
\$40 • FINE

PET WASTE

TRANSMITS DISEASE

LEASH-CURB AND CLEAN UP
AFTER YOUR
PET



IT'S THE LAW!
\$25.00 TO \$200.00 FINE



City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2024

DOCKET ITEM: 11

ISSUE: New Parking Restrictions - 1000 Block of North Fayette Street

REQUESTED BY: City Staff

LOCATION: 1000 Block of North Fayette Street

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES add 2-hour parking restrictions, 9 a.m. to 5 p.m. Monday through Saturday, on the west side of the 1000 block of North Fayette Street immediately north of the Loading and Active Curbside Pickup Only zone.

BACKGROUND: The area west of North Henry Street and north of First Street has changed significantly in recent years due to the redevelopment of what was once a predominantly industrial area into what is now a dense mixed-use neighborhood. Some vestiges of the area's industrial past remain, such as the Extra Space Storage, Yates Car Wash, and a few other industrial buildings, however, hundreds of Alexandrians now call this neighborhood home. As a result of the increase in residents as well as the addition of new street-fronting, ground-floor businesses, short-term on-street parking demand has increased. Concerns of very long-term vehicle storage on public right-of-way here have dwindled due to these changes in the vicinity, but restrictions are needed on the west side of the block to become consistent with the new time-restricted parking on the east side of the block and other surrounding blocks for ease of enforcement and to avoid long-term vehicle storage in this location.

DISCUSSION: Land use in the area is mixed, largely made up of ground-floor commercial, industrial, and retail uses on North Fayette Street and North Henry Street and apartments and condominiums above. The block is not located within a Residential Permit Parking District but is close to both Districts 3 and 5.

Given the proximity to the Braddock Road Metrorail Station, staff recommend these spaces be time-restricted to discourage all-day parking. The residential buildings in this area have parking for their residents, so it is not intended to serve residents in this building but can provide short-term parking for guests and patrons of the businesses and park.

The proposed two-hour parking restrictions, from 9 a.m. to 5 p.m., Monday through Saturday, will help to compel turnover for area businesses and ensure drivers aren't storing their vehicles on the street long term. These proposed restrictions mimic the existing restrictions on the east side of the 1000 block of North Fayette Street that were approved by the Board in March as well as the restrictions on the 900 block of North Fayette Street. The 1000 block of North Fayette Street is currently configured with one lane of traffic in each direction (Attachment 1).

OUTREACH: Staff notified the property manager for the Dalton Apartments (1225 First Street) as well as one business owner of the 1000 block of North Fayette Street of this request on June 4, 2024. Neither party indicated opposition to the request, and staff confirmed that the existing Loading and Active Curbside Pickup Only zone would remain intact as is. Staff notified the Braddock Metro Citizens Coalition and Northeast Citizens Association on June 10, 2024, of this proposal. Neither Association responded as of the posting of this docket.

ATTACHMENT 1: PROPOSED ADDITION OF ON-STREET PARKING RESTRICTIONS



■ New On-Street Parking Restrictions (2-hour, 9am-5pm, Mon-Sat)

STREET VIEW OF THE 1000 BLOCK OF NORTH FAYETTE STREET



City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2024

DOCKET ITEM: 12

ISSUE: One-way conversion and short-term improvements - King Street between South Taylor Street and Menokin Drive

REQUESTED BY: T&ES Staff

LOCATION: King Street Access Road between South Taylor Street and Menokin Drive

STAFF RECOMMENDATION: That the Board:

- Recommend the City Council convert a portion of the King Street Access Road from two-way to one-way westbound between South Taylor Street and Menokin Drive
- Recommend the Director of T&ES install two new No Turn on Red restrictions at the intersections of King Street and South Taylor Street and South Wakefield Street; and
- Recommend the Director of T&ES install a new stop sign for the relocation of the right turn lane on King Street into the Bradlee Shopping Center.

BACKGROUND: In 2017, the City adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. In 2019, DASH adopted the Alexandria Transit Vision Plan which identified strategic system investments to provide service improvements and capital improvements across the City's bus network. In 2021, the City adopted the Alexandria Mobility Plan to guide the City's transportation system and projects. Within the Alexandria Mobility Plan, the project area was identified as a priority location to install sidewalks and enhanced bicycle facilities to complete gaps in the city's existing bicycle and sidewalk network (Attachments 1 and 2).

The project area consists of King Street and the parallel access road from the intersection of King Street and West Braddock Road and North Quaker Lane, westward to the intersection of Menokin Drive (Attachment 3). King Street is classified as a principal arterial for vehicular traffic through the study area, while the access road is classified as a local street. Both King Street and the Access Road provide two-way vehicular access and the two roads intersect at three intersections within the study area. A number of driveways into retail shopping centers and parking lots connect to the Access Road.

The study area borders both Alexandria (to the south) and Arlington County (to the north). In Alexandria, the streets are directly adjacent to the Seminary Hill neighborhood and includes a large shopping center (Bradlee Center) with a grocery store, restaurants, and other amenities that serve both communities. The street segment is in the vicinity of or directly serves three school campuses, day care facilities, churches, multiple housing developments, and regionally serving retail. For Arlington, the street borders the Fairlington Neighborhood, which is mostly residential buildings and includes the neighborhood’s internal parks, recreation, and open spaces.

Four transit routes currently serve the corridor, including DASH bus routes 31, 36A, and 36B and Metrorail’s 22F route. DASH’s routes within the study area are considered high-frequency bus lines, which result in buses traversing the corridor every four-to-five minutes during peak times. The Bradlee Shopping Center, located within the study area, is one of DASH’s high frequency stop locations, with an average daily activity of over 1,100 individuals in April and May 2024 (see Table below for details). In addition to the activity generated by the Bradlee Shopping Center, the site is also a network location for bus riders to transfer from one corridor to another, allowing transfers from routes on the West End of the City to lines into Old Town and Potomac Yard. Within the study area, the seven stops saw a combined average weekday activity of over 1,500 DASH riders in April & May, and would be even higher if Metrorail riders were included in the count.

Average Weekday Activity by Stop in the Corridor (April & May 2024)	
King Street + Menokin Dr WB	58
King St + Menokin Dr EB	49
Bradlee Shopping Center WB	609
Bradlee Shopping Center EB	529
King St + N Dearing St WB	28
King St + N Dearing St EB	52
King St + Marlee Way	181

DISCUSSION: Staff heard concerns from residents that the intersections in the study area are challenging to navigate while driving and difficult to cross as a pedestrian or cyclist due to the complexity and widths of the intersections, vehicle speeds along King Street, and limited pedestrian infrastructure. Between 2018 and 2023 there were 65 crashes within the study area and almost a third of the crashes were angle crashes (a high-risk crash type). Seventeen of the crashes resulted in injury (Attachment 4).

Recently the City used local and grant funding to make safety improvements and transit enhancements to the area. All crosswalks were upgraded to high visibility markings to enhance safety for people crossing the street. Nearly 335 feet of sidewalk with accessible ramps was added to serve a bus stop in front of the Bradlee Shopping Center. New transit shelters and pads were added to this location as well to improve rider experience and accessibility. However, even with these improvements, safety, multimodal access, and transit delay and ridership issues continue.

In fall 2023, the City began a study to assess design opportunities in the study area to meet the project goals:

- Improve mobility, safety, and access for all roadway users of all ages, abilities and modes of travel;
- Install safer pedestrian access and bicycle facilities which connect into the surrounding network;
- Improve existing stormwater treatment in the corridor to reduce instances of standing water; and
- Maintain or enhance existing transit facilities.

Staff initially developed three design concepts, Alternative 1: Two-Way Traffic with Transit, Alternative 2: One-Way Traffic & Bus Lane, and Alternative 3: One-Way Shared Traffic (see Attachment 5) and presented them to the community in February 2024 for an initial round of feedback. After hearing from the community, Alternative 3 was removed from consideration and full-corridor designs for Alternatives 1 and 2 were developed. In addition to the potential changes to the Access Road in Alternatives 1 and 2, each plan would provide corridor wide improvements including curb radii tightening, high visibility crosswalks, extended medians to create pedestrian refuge areas (where needed), intersection lane markings, pedestrian lighting, no turn on red signage, and slip lane removal.

Alternative 1: Two-Way Traffic with Transit

Summary: This option would reduce the width of the existing Access Road from approximately 30 feet to 22 feet in width by removing intermittent turn lanes from the length of the access road in the study area. The Access Road would also be shifted northward into the median between the Access Road and King Street to facilitate the construction of an eight-foot sidewalk and 12-foot-wide two-way cycle track with a buffered landscape strip adjacent to the modified Access Road. Vehicles and buses would share the two-way Access Road for its entire length through the study area (Attachment 6).

Benefits: This option would simplify the interactions in intersections by reducing the number of vehicle lanes entering each intersection, create shorter crossing distances for pedestrians, increase the amount of space for the wider sidewalk, create a dedicated bicycle facility, provide moderate traffic calming and present opportunities for additional crown cover and stormwater management.

Considerations: This option would require buses to share the roadway with vehicles and would reduce the opportunities for operational improvements for bus reliability and speed through the study area. Responses to the feedback form indicated a preference among vehicle drivers for this option as it would maintain existing travel patterns through the study area and have a minor impact on King Street operations.

Alternative 2: One-Way Traffic and Bus Lane

Summary: In a similar physical build out as Alternative 1, this option would reduce the width of the existing Access Road from approximately 30 feet to 22 feet in width by removing

intermittent turn lanes from the length of the access road in the study area. The Access Road would also be shifted northward into the median between the Access Road and King Street to facilitate the construction of an eight-foot sidewalk and 12-foot-wide two-way cycle track with a buffered landscape strip adjacent to the modified Access Road. Starting at Taylor Street and moving west, the Access Road would be converted to one-way traffic, moving westward with a dedicated bus lane adjacent to the median and a vehicle lane adjacent to the south. Eastbound bus traffic would be moved to King Street and use laybys cut into the center median to reach shared east-and-west bound bus stops (Attachment 7). A new right turn lane from King Street into the Bradlee Shopping Center is proposed.

Benefits: A dedicated transit lane would improve bus reliability and speed through the study area, and by moving eastbound buses to King Street, a shared median bus stop can be created with enhanced rider amenities. A conversion to one-way vehicle traffic also reduces potential conflicts for all roadway users and especially for pedestrians and cyclists at driveway crossings. This design similarly reduces the number of vehicle lanes entering intersections, reducing turning complexity and creates a shorter pedestrian crossing distance. A protected sidewalk and cycle track encourages riders of all levels to use the space and provides dedicated bicycle connectivity. Opportunities for additional crown cover and stormwater management are included in this design alternative.

Considerations: Conversion to one-way traffic between S. Taylor Street and Menokin Drive will require changes to vehicle travel patterns, especially for the 26 townhomes in the Fairlington Townes Association who have access to their homes from the Access Road. These homeowners will be required to modify either their daily approach or departure path to their home. However, given the frequency of intersections, most vehicles may be able to modify their driving route by a block to achieve similar driving patterns.

Staff evaluated the two corridor-wide alternatives to identify the best options for safety, pedestrian and bicycle access, transit improvements and traffic delay to determine the expected performance of each alternative. With similar scoring between traffic delay, and pedestrian and bicycle access, and demonstrated improvements for safety and transit speed and reliability under Alternative 2: One-Way Traffic and Bus Lane lead staff to recommend Alternative 2 (Attachment 8).

Additional Roadway Treatments

In addition to the proposed changes to the roadway configuration and modifications to the access road to accommodate the sidewalk, cycle track and one-way vehicle traffic and dedicated bus lane, the project proposes an additional sidewalk along the north side of King Street, from Quaker Lane to S Taylor Street. Additional corridor wide treatments that will improve safety and accessibility within the project area include:

- Stormwater Management to treat roadways;
- Signal Timing Adjustments;
- Transit Signal Priority;
- Leading Pedestrian Intervals;

- Hardening of Pedestrian Refuges;
- Consolidated and Enhanced Bus Shelters;
- Pedestrian Lighting;
- Increased Canopy Cover over Sidewalk and Cycle Track;
- Protected Cycle Track and Sidewalk; and
- Dedicated Bicycle Crosswalk Across King Street.

Additionally, short term improvements were identified throughout this process that would more immediately improve pedestrian crossings at the intersections of South Taylor Street and King Street and North Dearing Street / South Wakefield Street and King Street. Improvements include adding a leading pedestrian interval to the pedestrian signal request for all crossings and replacing the different styles of No Turn on Red Signs that exist on the corridor to the standard No Turn on Red sign with a red circle (R10-11a).

The City also proposes adding two No Turn on Red (NTOR) restrictions to the corridor. There are six approaches where a driver can turn right at both the South Taylor Street and North Dearing/South Wakefield Street intersections with King Street. At present, five of those approaches at each intersection have (NTOR) restrictions (as shown by the black arrows on Attachment 9). One approach at each intersection (red arrow) does not have any turn restriction.

Next Steps:

If approved, the proposed project will need to seek construction funding. Staff is actively working to identify applicable grant opportunities and prepare applications for the project. If awarded construction funding, the project will proceed with a detailed design phase but does not expect construction to begin for several years.

In parallel with grant funding applications, staff is considering implementation of short-term safety improvements in the corridor, including:

- Signal timing adjustments;
- Curb radii tightening (with paint and flex posts);
- Tree plantings;
- Bicycle wayfinding signs;
- Sharrows;
- Speed feedback signs;
- Pedestrian refuge island improvements (with flex posts); and
- Intersection lane markings.

OUTREACH: In fall 2023 staff started community engagement for the project, with a multipronged approach by distributing yard signs and posters in businesses within the study area, and emailing or calling representatives from the following Civic Groups, Associations or interest groups to let them know about the project:

- North Ridge Citizens Association;

- Fairlington Citizens Association;
- Park Fairfax, Fairlington Towne Association;
- Seminary Hill Civic Association;
- First Washington Realty, Representatives of the Bradlee Shopping Center;
- Arlington County;
- the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC);
- Alexandria Families for Safe Streets (AFSS); and
- the Washington Area Bicyclist Association (WABA).

An online feedback form was launched for a month, starting in September 2023 to identify community safety concerns within the study area. In conjunction with the online feedback form, an on the ground team conducted pop-up events at the Bradlee Shopping Center, bus stops and attended a local fall festival to raise project awareness. With over 800 responses from drivers, pedestrians, cyclists and bus riders, common experiences within the study area across all respondents, included:

- Unsafe turns by drivers;
- Speeding by vehicles;
- Confusing interactions between users at intersections;
- Long crossing distances at intersections; and
- People not following traffic signs and signals.

In response to identified safety concerns and project goals, staff developed the three design alternatives and hosted an in-person open house and presentation on February 15 to share the draft concepts and answer questions. Additional presentations were provided by staff to nearby groups, either in person or virtually, including:

- Fairlington Citizens Association;
- North Ridge Citizens Association;
- Seminary Hill Civic Association; and
- Fairlington Townes Association.

An online feedback form was launched in conjunction with the open house to solicit feedback from the community. Additional one-on-one outreach occurred with ongoing briefings with Arlington County Staff and the owner's representative for the Bradlee Shopping Center. Ongoing digital communications have occurred with regular updates to the project website, direct emails to a listserv of community members who have signed up to receive updates, and on the Transportation Department's social media accounts.

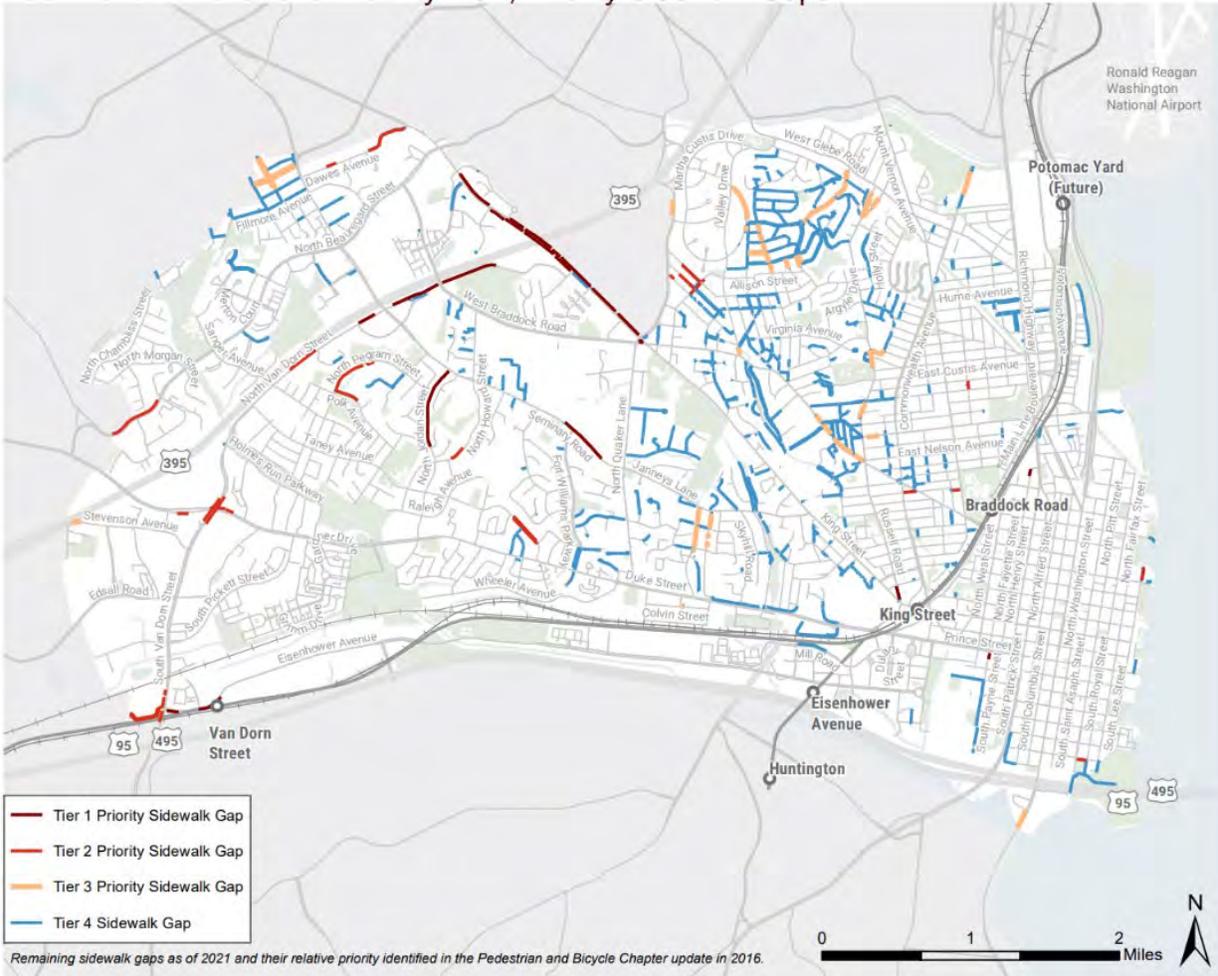
Staff took the input received from ongoing outreach to develop a preferred concept that was shared with the community on May 16 during a public meeting. The preferred option (Alternative 2) included modifications made based on the feedback from the public that staff received and getting input on what elements people liked and didn't like from the preferred alternatives. Community-requested changes which were implemented in the preferred option

included maintaining two-way traffic on the access road between Quaker Lane and S. Taylor Street and providing a right turn lane from the access road to King Street at the intersection of N Dearing Street and King Street. The community also identified interim improvements the City is considering, including speed feedback signs and hardening of pedestrian refuge islands within the study area.

The City received letters regarding the project (Attachment 10) from:

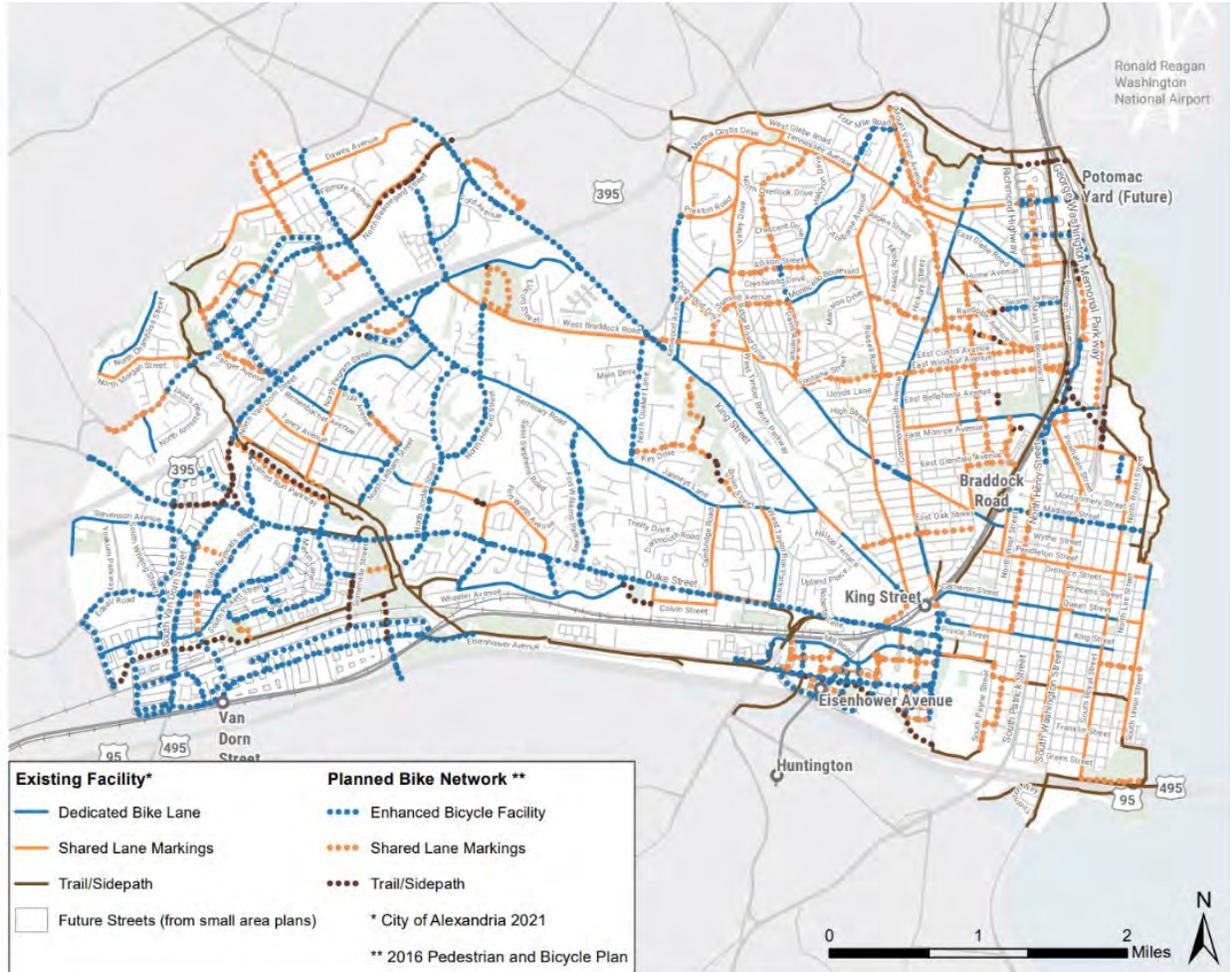
- Alexandria Bicycle and Pedestrian Advisory Committee (BPAC)
- The DASH Advisory Committee (DAC)
- Fairlington Citizens Association
- Alexandria Transit Company (ATC) Board of Directors
- Fairlington Towne Condominium Association

ATTACHMENT 1: ALEXANDRIA MOBILITY PLAN, PRIORITY SIDEWALK GAPS

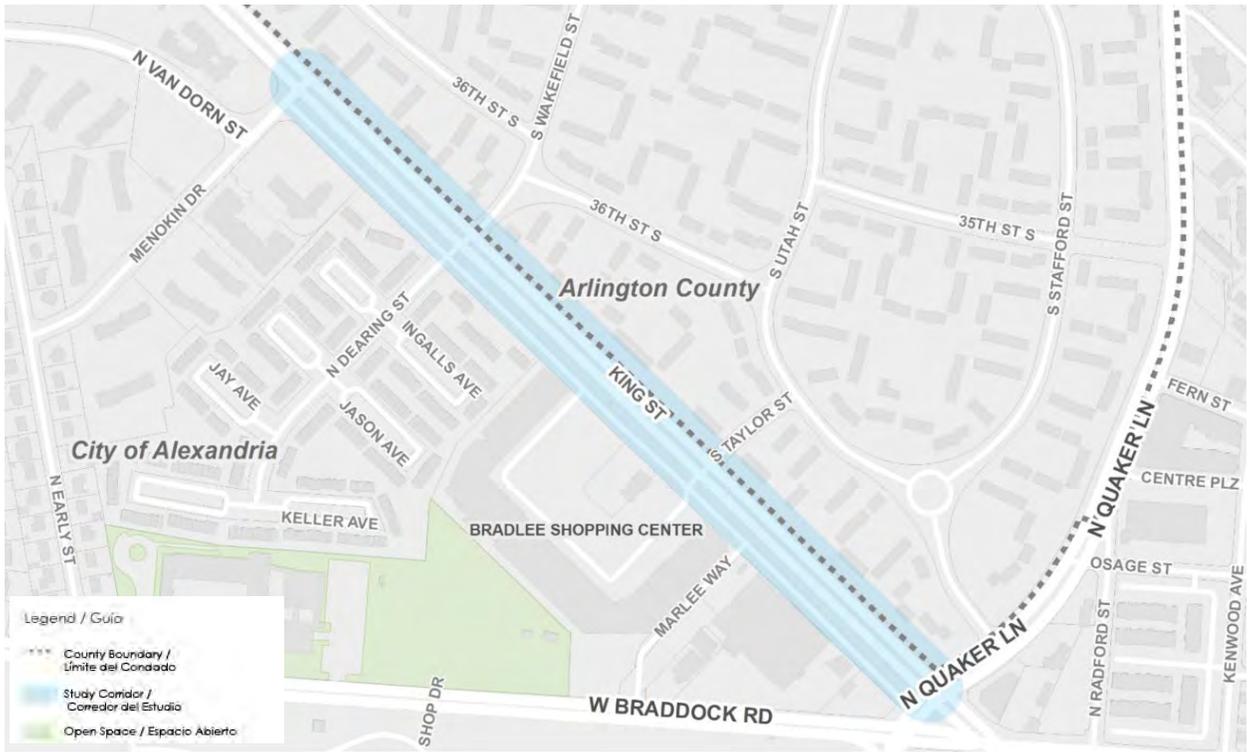


- Tier 1 Priority Sidewalk Gap
- Tier 2 Priority Sidewalk Gap
- Tier 3 Priority Sidewalk Gap
- Tier 4 Sidewalk Gap

ATTACHMENT 2: ALEXANDRIA MOBILITY PLAN, PLANNED BICYCLE NETWORK



ATTACHMENT 3: PROJECT LOCATION

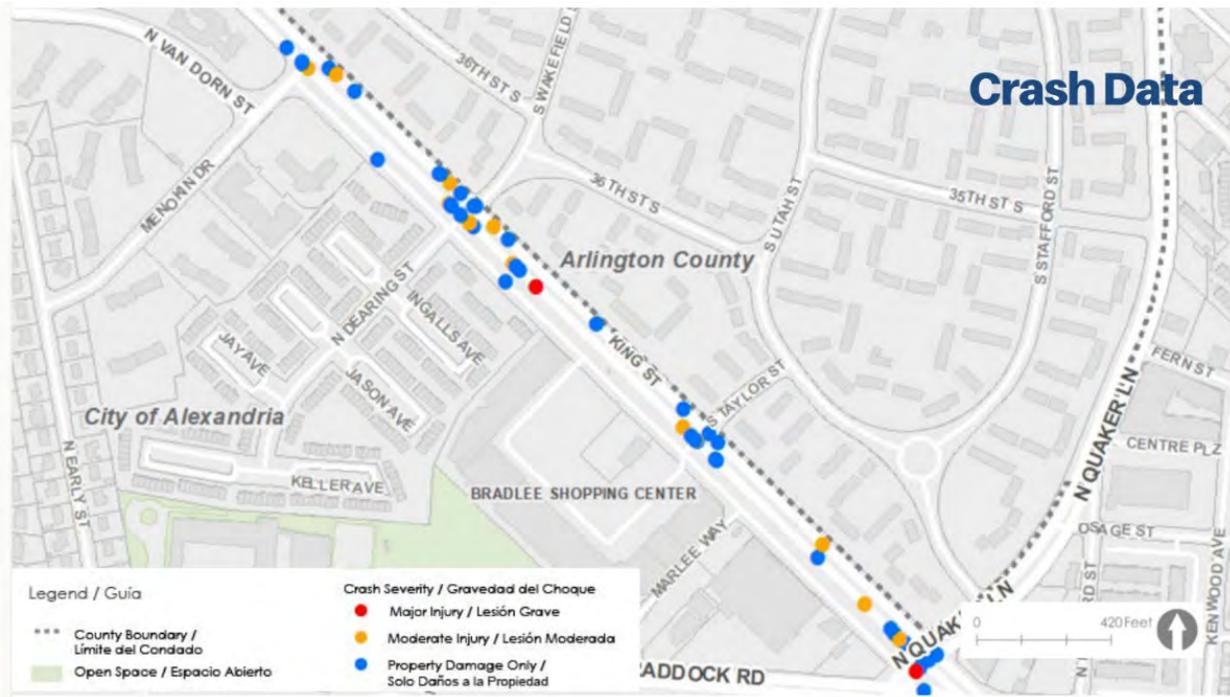


Context map of project area.



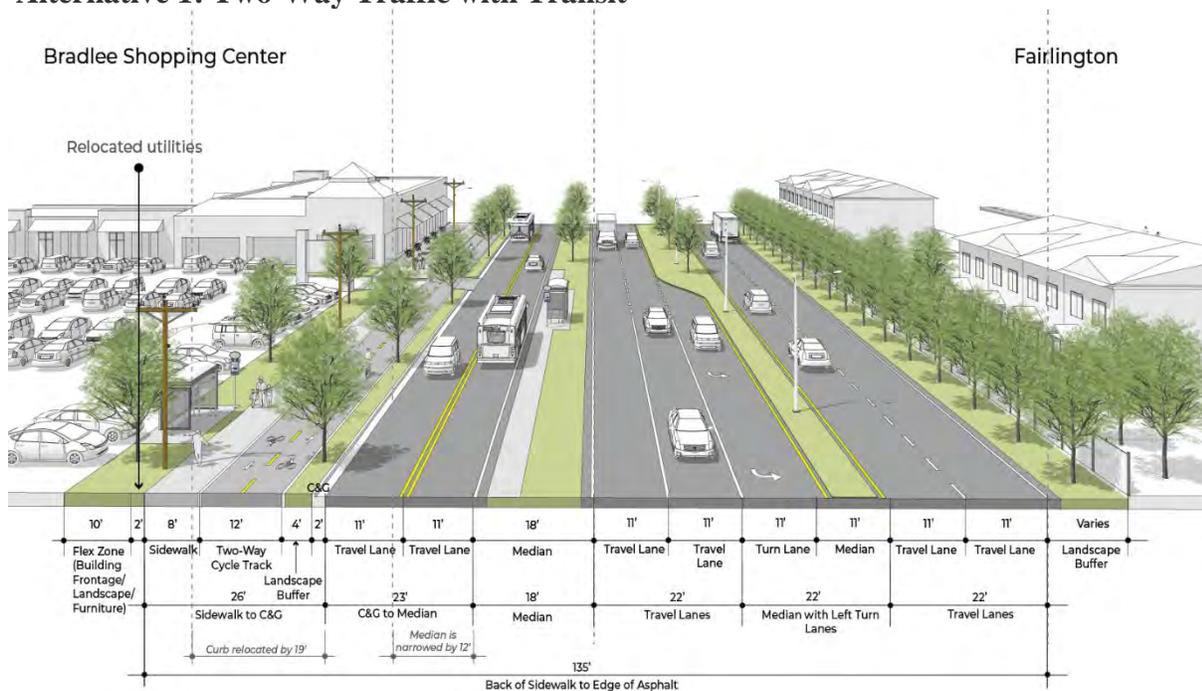
Streetview of project area, looking west from King Street, near Taylor Street.

ATTACHMENT 4: STUDY AREA CRASH DATA

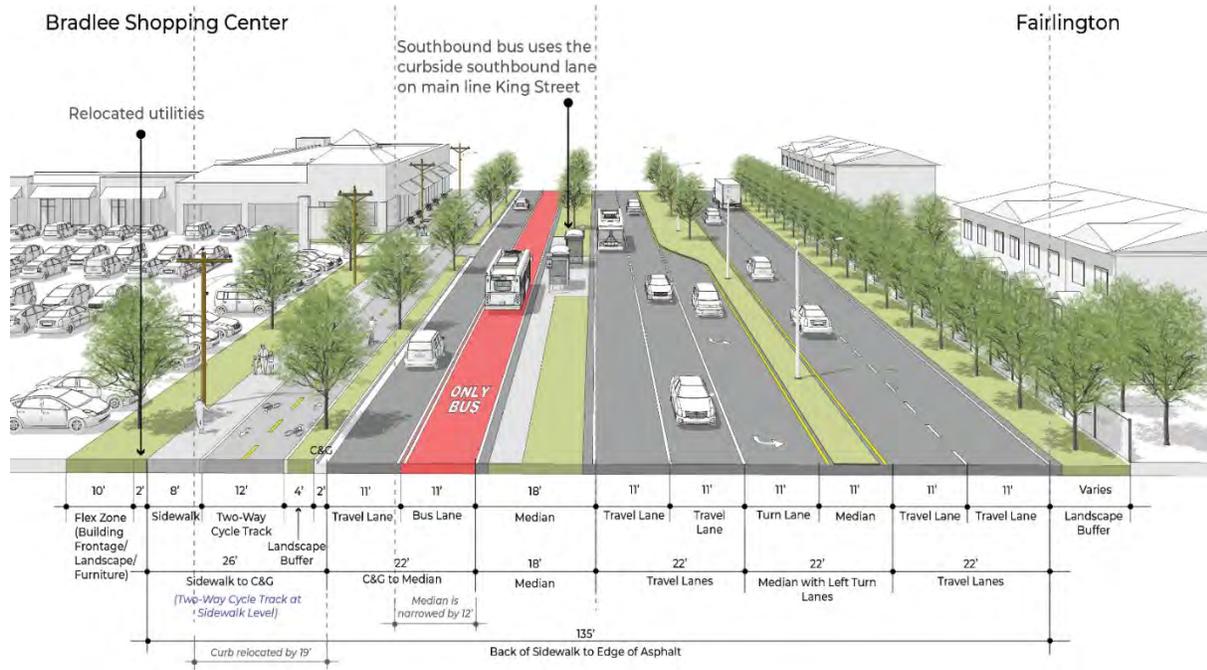


ATTACHMENT 5: PROPOSED DESIGN CONCEPTS

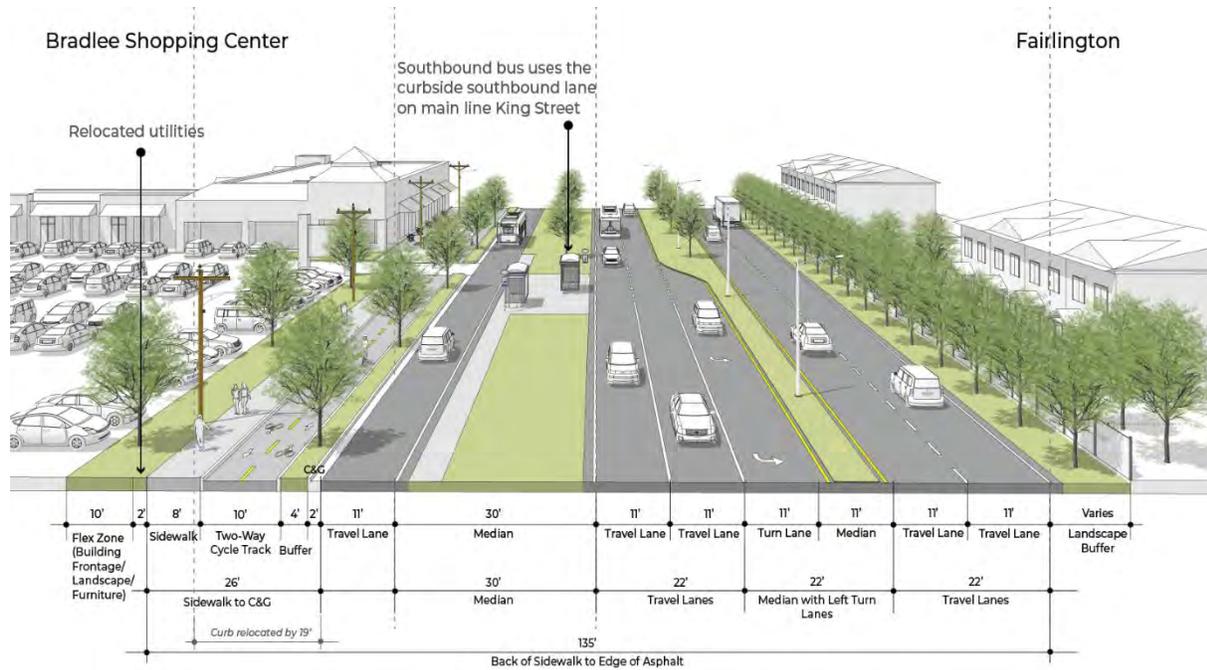
Alternative 1: Two-Way Traffic with Transit



Alternative 2: One-Way Traffic & Bus Lane



Alternative 3: One-Way Shared Traffic



ATTACHMENT 6: ALTERNATIVE 1: TWO-WAY TRAFFIC WITH TRANSIT



ATTACHMENT 7: ALTERNATIVE 2: ONE-WAY TRAFFIC AND BUS LANE



ATTACHMENT 8: EVALUATION OF ALTERNATIVE 1 VS ALTERNATIVE 2

Table 2: Alternative Scoring Across Metrics

Metric	Alternative 1	Alternative 2	Comments
Traffic Delay			Equal benefit
Safety			Similar benefit but slight advantage to Alternative 2
Transit Operations			Greater benefit to prevent buses from being stuck behind traffic on access road in Alternative 2
Bicycle Facilities			Equal benefit

To assess the strengths or weaknesses of the two remaining corridor concepts, Two-way Traffic with Transit and One-Way Traffic and Bus Lane, staff used four metrics to review the plans, including, traffic delay experienced by drivers, safety improvements, transit operations, and bicycle facilities.

- Traffic Delay:** At the three pairs of traffic signals within the project area, the design team compared current levels of delays with the expected levels of delay from each design concept. Compared to the existing traffic delays and potential traffic delays there were minimal impacts and the two concepts scored similarly.
- Safety Improvements:** The design team identified a number of potential safety improvements that could be implemented in the corridor and applied a crash reduction factor -or safety score - to those safety improvements (the value of the safety treatments are determined through engineering studies and real-world crash data). These safety improvements include elements such as leading pedestrian intervals, adding or upgrading sidewalks and new signal phasing. As both concepts proposed the same safety improvements they received the same values in crash reduction factors. Staff also assessed the number of potential conflict points in each intersection between the two concepts. As Alternative 2 proposes the conversion of two-way traffic to one-way traffic, it reduces the number of vehicle movements through the intersection, decreasing opportunities for crashes between roadway users compared to Alternative 1 with two-way traffic; as such, Alternative 2 scored slightly from a safety perspective.
- Transit Operations:** When evaluating the potential impact on bus operations in the corridor, the team assessed the current conditions which often saw several vehicles in front of buses. During peak PM traffic, existing conditions saw buses delayed on average by three vehicles, slowing down bus operations and efficiency through the corridor.

Under Alternative 1, shared bus and vehicle lanes increase potential delays by up to nine vehicles. However, under Alternative 2, the proposed bus-only lane in the access road mitigates the potential for vehicle delays in front of the buses and offers improved bus operations and timing through the corridor. As this corridor sees an average of over 1,500 daily activity in the corridor, this creates significant improvements for bus riders in the immediate vicinity and along the overall routes that traverse the study area.

- **Bicycle Facilities:** As both alternatives provide a separated two-way cycle track along the southern side of the access road, both concepts scored the same.

ATTACHMENT 9: DIAGRAM OF EXISTING AND PROPOSED NO TURN ON RED RESTRICTIONS AT TWO KING STREET INTERSECTIONS

**King Street & North Dearing Street
/ South Wakefield Street**



King Street & South Taylor Street



ATTACHMENT 10: LETTERS FROM THE COMMUNITY

[EXTERNAL] Alexandria BPAC position on King - Bradlee project

Ken Notis <civ2kn@gmail.com>

Wed 3/13/2024 3:52 PM

To: Sara Brandt-Vorel <Sara.BrandtVorel@alexandriava.gov>

Cc: Mary-Jane Roth <greenst@comcast.net>; Zack DesJardins <ZacharyDesJardins@gmail.com>; Asa Orrin-Brown <asaorinbrown@gmail.com>; Nicole Radshaw <nicole.radshaw@gmail.com>; Randy Cole <randy.cole.n1@gmail.com>; Noah Sepsenwol <noahsarkive@gmail.com>

Dear Ms. Brandt-Vorel,

I am writing to you on behalf of Alexandria BPAC regarding proposed improvements in the King Street - Bradlee area.

We are very pleased to see several pedestrian improvements including high visibility crosswalks, tightened turn radii, pedestrian refuges, and improved lighting. We strongly support the widened sidewalk and the protected bike lanes in the plan. Overall we think this project will add to safety. We look forward to specifics on bike connectivity at Menokin and at Wakefield. Please provide space for Capital Bikeshare along the proposed cycletrack near the Starbucks in Bradlee Shopping Center.

Among the three alternatives for the frontage road, we support option 2 if it proves feasible, as it appears to do more to simplify intersection operations and to improve transit.

While we strongly support the project, and would like to see it move ahead, we believe it could do more to reduce speeding, increase comfort of people crossing the street, and generally improve safety if it were possible to reduce the number of general travel lanes (including possibly converting one to a bus lane to ease comfort and safety at the bus stop). We would like to see a traffic study done to determine if this is feasible.

However if that is not possible, we would like to see the project move ahead as proposed.

Ken Notis
Chair, Alexandria BPAC

DASH ADVISORY COMMITTEE (DAC)

3000 Business Center Drive / Alexandria, VA 22314 / dashbus@alexandriava.gov

Adriana Castañeda
Transportation & Environmental Services, Director
City of Alexandria
301 King Street
Alexandria, VA 22314

March 22, 2024

Director Castañeda:

As members of the DASH Rider Advisory Committee (DAC) we would like to express our support for Design Alternative #2 for the [King Street-Bradlee Safety & Mobility Enhancements project](#). We believe this option offers the most significant improvements for bus riders, pedestrians, and overall traffic flow in the area.

The current street configuration on King Street near Bradlee Shopping Center creates significant delays for DASH buses and the riders they serve. This corridor is served by Lines 35 and 36A/B, which are both high-frequency routes with thousands of riders per day. Investments in improving bus speeds and reliability will benefit these riders on the 16-20 buses per hour that move through this corridor [each and every day](#). Design Alternative #2, with its one-way traffic configuration and dedicated bus lane, would offer the greatest benefits for buses. The two other alternatives offer considerable improvements for bicyclists and pedestrians, but do not offer significant improvements for bus riders in the corridor.

A full summary of the benefits of Alternative #2 are provided below:

- **Improved Bus Speeds and Reliability:** A dedicated bus lane will significantly reduce travel times for DASH buses, leading to improved schedule adherence and a more reliable service for riders.
- **Enhanced Pedestrian Safety:** Shorter crosswalks and potentially separated pedestrian areas will provide a safer environment for pedestrians, reducing the need for jaywalking and the risk of accidents.
- **Reduced Traffic Congestion:** One-way traffic flow can potentially streamline traffic patterns and reduce bottlenecks, improving overall traffic flow in the area.

The DAC urges the City to consider Design Alternative #2 as the preferred option for the King Street-Bradlee Safety & Mobility Enhancements project. This design alternative represents a balanced approach that prioritizes the safety and efficiency of all users – bus riders, pedestrians, and drivers. It also aligns with the City's goals of promoting sustainable transportation and creating a more walkable and vibrant community.

Thank you for your time and consideration.

Kind Regards

Jim Durham
DASH Rider/DAC Vice Chair

Bonnie O'Day
DASH Rider/DAC Member

Erick Adams
DASH Rider/DAC Member

Marcos Bernier
DASH Rider/DAC Member

Nathaniel Cartagena
DASH Rider/DAC Member

Eric Van Horn
DASH Rider/DAC Member

Abdel Elnoubi
DASH Rider/DAC Member

CC: Josh Baker, DASH, CEO/General Manager
David Kaplan, ATC Board of Directors, Chair
Hillary Orr, City of Alexandria, T&ES, Deputy Director
Sara Brant-Vorel, T&ES, Principal Planner
Camila Olivares, DASH, Director of Marketing & Public Engagement, DAC Staff Liaison
Martin Barna, DASH, Director of Planning & Scheduling



Fairlington Citizens Association
P. O. Box 6182
Arlington, Virginia 22206

March 29, 2024

Sara Brandt-Vorel
Transportation Capital Project Manager
Department of Transportation & Environmental Services
City of Alexandria
301 King Street
Alexandria, VA 22314

Dear Ms. Brandt-Vorel:

On behalf of the Board of Directors of the Fairlington Citizens Association (FCA), I am writing to express FCA's thoughts about the ideas for changes presented to the community through the King Street – Bradlee Safety and Mobility Enhancements Project. We appreciate the City of Alexandria engaging local residents in a conversation about how to improve the King Street – Bradlee area. Many residents of Fairlington traverse this area by walking, biking, driving, or on DASH or WMATA buses. Many residents of Fairlington would appreciate a safer King Street, a safer walk and biking path to the shops and destinations along King Street, and better bus service along this section of King Street. And three Fairlington condominium associations are the adjacent landowners on the Arlington County side of the street.

Some of the particular issues that we note on the corridor include the following:

- Long waits for pedestrians to cross King Street.
- Narrow sidewalks along the Access Road and challenging pedestrian crossing conditions at the Bradlee Shopping Center entrance.
- Inadequate bicycle facilities to access businesses in the area or traverse the corridor.
- Poor aesthetics along the corridor from lack of trees, shrubs, and other natural features in the medians or along the sidewalks.
- Unattractive swales with minimal stormwater retention features in the medians.
- Poor drainage conditions on the north side of King Street where stormwater runoff enters the Fairlington Mews, Arbor, and Glen properties.
- Limited amenities at bus stops west of Bradlee, particularly for westbound bus stops in the median between the Access Road and King Street eastbound.

We have some specific issues to note that we believe should be addressed by this project. For example, the signal timing for intersections at King/Wakefield and King/Taylor often require very long waits to cross King Street due to the long green times for King Street and the fact that pedestrians receive the walk signal to cross King Street and the Access Road only when the

green is activated for the cross street. Furthermore, pedestrians arriving at the King/Wakefield intersection from the north must cross Wakefield before crossing King Street because there is no pedestrian crossing on the west side of this intersection.

Some of these crossing issues could be addressed in a number of ways. If the Access Road remains, crossing times could be improved by changing the signal timing to allow pedestrians to cross King Street while the Access Road has a green signal. Additionally, with the one-way access road (Alternatives 2 and 3) we presume that the green time needed for the Access Road movements would be reduced, allowing more green time for Wakefield and Taylor streets and thus for pedestrians to cross King Street. Furthermore, adding a crosswalk on the west side of the King Street/Wakefield intersection would significantly improve walking access for people coming and going from areas west and north of Wakefield Street to destinations along King Street.

Additionally, we are concerned about the long time required for buses to traverse the corridor due to the excessive time required to make turning movements into and out of the Access Road. Some of our members regularly see DASH buses struggle to make the left turn from westbound King Street into the Access Road due to the complicated turning movement required and because queuing vehicles eastbound on the Access Road can hinder the bus as it turns into the Access Road. Similarly, our members have seen and experienced challenges with buses turning into the Access Road from eastbound King Street at Menokin Drive as vehicles sometimes queue inappropriately between the Access Road signal and the main King Street signal. Our members have witnessed similar challenges with 22F buses attempting to make the turn from Wakefield Street to the westbound Access Road. In general, we believe that forcing buses to use the Access Road is the primary culprit behind relatively slow bus speeds in this area. Therefore, if a primary goal of this project is to improve transit speed and reliability through this area, then an alternative where buses can remain on the main King Street lanes would be wise.

We are concerned about access to the Safeway and surrounding businesses, which is not currently included in the alternative concept illustrations. Those businesses are not directly at an intersection and the nearby King/Quaker/Braddock intersection is not included in the scope of this project, making access to those businesses a unique challenge that we believe should be addressed in the concept development phase. One option worth considering is to add a signal in front of the Safeway between the two parking egress points and make the Access Road one-way in opposite directions from this signal. In this alignment, vehicles from King Street could turn into the Access Road at this signal and go in either direction to access the Safeway and could reach other businesses by going eastbound from the signal. Vehicles exiting the Safeway could use the exit that sends them in their preferred direction since the Access Road would be one-way westbound at the west exit and one-way eastbound at the east exit.

However, Fairlington residents are also concerned that in the one-way Access Road alternatives (Concepts 2 and 3) it will be more difficult to access Bradlee from North Fairlington, and that it will increase traffic through South Fairlington as a result. Some of our residents are disappointed that the City has not explored the possibility of remaking all of King Street and removing the Access Road entirely, which would address several of these concerns.

With a complete remake of King Street, sidewalks and curbs could be provided on the north side of King Street, reducing runoff onto Fairlington properties, shifting traffic farther away from Fairlington, and providing a full sidewalk along the Fairlington side of King Street. Furthermore, a complete remake of the street would allow the City to make a wider range of stormwater improvements, like bioswales, on both sides of the street and in the median. A complete remake would likely have room for dedicated bus lanes on the curb and still maintain two thru-travel lanes on King Street, in addition to the wider sidewalk and cycle track on the Bradlee side of King Street, as proposed on all three alternatives from the City. We encourage the City to explore such a concept as it would have a wider range of benefits for all users and surrounding properties.

FCA has contacted the City in the past about the need for stormwater management and landscaping improvements along King Street and we are pleased to see that components of the three concepts speak to these issues. We remain concerned about ensuring that stormwater management plans will minimize run-off affecting the adjacent properties on the north side of the street. Similarly we continue to be interested in landscaping enhancements along the corridor. This gateway to Alexandria, which is also a gateway to South Fairlington, could be an especially attractive urban landscape with large canopy trees and plantings of flowers and native plants. Fairlington residents have previously made presentations before the Alexandria Beautification Commission stressing the need for landscape improvements in this area and FCA remains interested in seeing quality landscaping enhancements included in the final plans for this section of King Street.

Since so much congestion and delay in this area is a result of the King Street/Quaker/Braddock intersection we would urge the City to move forward as soon as possible with a study to address the multiple deficiencies at that intersection. Furthermore, we are concerned with congestion and the half-completed improvements along King Street near Beauregard Street. We urge the City to move forward with planned improvements in this area as soon as possible.

We appreciate the City considering community feedback to make this portion of King Street safer and easier to use for everyone and we hope to see improvements implemented soon. We look forward to working with you as the City refines its plans for this area.

Sincerely,



Guy Land
President

ALEXANDRIA TRANSIT COMPANY

James Lewis, Chairperson
City of Alexandria | Traffic & Parking Board
301 King Street
Alexandria, VA 22314

May 8, 2024

Dear Chair Lewis:

On behalf of the Alexandria Transit Company (ATC) Board of Directors, I would like to express our support for the city's [King Street-Bradlee Safety & Mobility Enhancements project](#). We believe this project has the potential to provide significant improvements for DASH bus riders, pedestrians, and overall traffic flow. To this end, the ATC Board of Directors would also like to express our support for **Design Alternative #2**, which would transform the existing King Street service road into a one-way street with a dedicated westbound bus lane between Bradlee Shopping Center and Menokin Drive.

The current street configuration on King Street near Bradlee Shopping Center creates major delays throughout the day for DASH buses. This corridor is served by Lines 31 and 36A/B, which are both high-frequency routes carrying thousands of riders per day. On a typical weekday, Bradlee Shopping Center is served by up to 20 buses per hour. Investments in improving bus speeds and reliability will benefit the riders that move through this corridor and encourage non-riders to consider transit as a viable option.

Design Alternative #2 would offer the greatest benefits for buses with its one-way traffic configuration and dedicated bus lane. The two other alternatives offer considerable improvements for bicyclists and pedestrians, but do not offer as many improvements for bus riders in the corridor in terms of speed, reliability, safety, and accessibility.

The ATC Board of Directors urges the City to select **Design Alternative #2** as the preferred option for the King Street-Bradlee Safety & Mobility Enhancements project. This design alternative represents a balanced approach that prioritizes the safety and efficiency of all users – bus riders, pedestrians, and drivers. It also aligns with the Alexandria Transit Vision (ATV) Plan, and the City's goals of promoting sustainable transportation options that serve walkable and vibrant communities.

Thank you for your consideration.

Sincerely,



David Kaplan, ATC Board of Directors, Chair

CC: Jim Parajon, City Manager, City of Alexandria
Adriana Castaneda, Director of Transportation & Environmental Services, City of Alexandria
Hillary Orr, Deputy Director of Transportation & Environmental Services, City of Alexandria
Sara Brant-Vorel, Transportation Capital Project Manager, T&ES, City of Alexandria
Josh Baker, CEO/General Manager, DASH
Raymond Mui, Chief Infrastructure & Development Officer, DASH
Martin Barma, Director of Planning & Scheduling, DASH



703 746 3274



dashbus.com



SUN Belt Community Center
Alexandria, VA 22314



Jacqueline Maffucci, President
Board of Directors
Fairlington Towne Condominium Association
Alexandria, VA 22302
jackie.fairlington@gmail.com

May 1, 2024

Sara Brandt-Vorel
Transportation Capital Projects Manager
Department of Transportation and Environmental Services
Transportation Engineering
2900 Business Center Drive
Alexandria, VA 22314
sara.brandtvorel@alexandriava.gov

Re: Proposed King Street-Bradlee Safety & Mobility Enhancements

Dear Ms. Brandt-Vorel:

On behalf of the Board serving Fairlington Towne, A Condominium Unit Association, I want to thank you for attending Fairlington Towne's March Board Meeting to discuss the King-Bradlee Project that the City is considering. I also want to thank you for meeting with Fairlington Towne along with the broader Seminary Hills Civic Association and representatives from the Northridge community on April 10th. Following these meetings, we continue to have extensive concerns about the alternative proposals put forward by the City regarding this project, and are equally concerned that the City is not receptive to the concerns that our community with others continue to express around proposed changes to this corridor.

As you know, Fairlington Towne is a condominium community consisting of 300 individually owned townhomes and is located in the City of Alexandria at the intersection of King Street and North Dearing Street. This North Dearing intersection is extremely important to us as it is the only entry/exit point for our community. It is also to be directly impacted by the proposed project.

The Project website states that the purpose of this project is to evaluate existing safety issues and develop concept designs for future improvements. It goes on to state that this area has been identified to... "complete gaps in the City's existing bicycle and sidewalk network. Safety improvements along this corridor will help the City reach the Vision Zero goal of eliminating all fatal and severe crashes." However, in looking at this area to expand bicycle travel, we believe the City will further contribute to and increase safety issues along this corridor.

We agree that this area should be evaluated for improvements. However, we believe, as it seems residents indicated via the survey the city distributed, that the primary goal for this area should

be stormwater management and improvements. We also see merit in installing a protected bus shelter and walkway to the crosswalk for the westbound bus stop at N. Dearing and King St and further beautify the grassy median dividing King Street and the Access Road. Finally, given the confusing nature of the intersection of N Dearing and King Street, residents of our community have previously asked the City to indicate directional traffic through the addition of road markings at this intersection.

We have significant concerns that Stormwater Management is only a tertiary focus for this project, and the options being considered as part of this project focus on the installation of bike lanes across in an area where there are multiple intersections through which cars are turning regularly to access both the Fairlington Towne Community and the Bradlee Shopping Center. We question the City's assumption that increased bicycle ridership across these multiple, busy intersections will further enhance safety in this area. Particularly given that currently, there are existing bike lanes around the Bradlees Shopping Center that would allow bikers, should they want to access Bradlee, to do so more safely. We would encourage the city to solicit specific feedback from community members asking whether they would indeed increase bicycle ridership and walking to and from Bradlee should a bike lane and wider sidewalks be installed and share those findings with the community to base design decisions on real data rather than assumptions.

As previously mentioned, City representatives presented at a Fairlington Towne Board meeting and met with Fairlington Towne, along with the broader Seminary Hills Civic Association and the Northridge community. While we appreciate the City's willingness to present their plans to our communities and listen to our concerns, we are extremely frustrated that it does not appear the City is interested in genuinely considering the concerns and finding solutions to address these concerns as they continue to develop plans for this corridor. Our understanding is that the City continues to focus on two of the three proposed options for updates to this area.

We felt it important to speak to some of the assumptions the City presented as part of the justification for focusing on implementing bike lanes in this area:

- Currently, there is very low bicycle ridership along this corridor. The cyclists who do come through this corridor generally come from Fairlington Towne or communities along Menokin and Van Dorn to connect to Fairlington and the Four Mile Run Bike lane. The City is taking the approach that if they build bike lanes, bikers will come. We disagree. This is a commercial area highly trafficked by vehicles that are moving into and out of multiple intersections to access the Bradlee and Safeway shopping areas. There are those of us who are bike riders ourselves and will tell you that cyclists will find ways to avoid this area.
- If the City feels it must offer a bike lane option, areas around this corridor all have shared lanes for bikes and vehicles. We feel this is a very viable option and would mirror the aesthetic of surrounding roads in the corridor. We have yet to hear from the City why this has not been included as one of the alternatives proposed.

- Our communities continue to have concerns around increased violence at the Bradlee shopping center that has erupted between high school students gathering at the shopping center during and after school hours. There has been a particular focus on the bus stop near the McDonalds. With increased space for congregating via a bike lane and wider walkways, the City has not offered accompanying plans to address the potential for increased gatherings of large groups along these areas which could contribute to continued and increased violence.
- The City outlined during our most recent meeting that a desire to improve the performance of the intersections was in part driving some of the considerations for the alternative plans. It was specifically stated that one concept to consider was instances where the access road and King St traffic could move in unison (the lights would be green for both, allowing east, west travel simultaneously). For residents in Fairlington Towne, this would certainly result in more traffic confusion, delays, or accidents, as there are individuals turning into and out of our community from both King Street and the access road. If both roads were green simultaneously, turning vehicles would collide, particularly given that the access road does not have sequenced turn lanes to direct traffic coming onto and off of the access road.
- The narrowing of the access road will cause critical disruptions to traffic flow on the access road as delivery and service vehicles that are serving our units along King Street will inevitably stop on the access road to deliver packages, food, and collect trash etc.
- Alternative plan 2 proposes one way traffic plus a bus lane. This plan would have a westbound bus lane on the access road and would move the current eastbound bus route from the access road onto King Street. This will be particularly problematic for our community, as it will further disrupt traffic flow on King Street as vehicles wait for buses to drop off and pick up. We foresee this plan increasing the likelihood of accidents as vehicles work to move around stopped buses and increase the risk for bus riders who are now exiting onto the side of a major road, versus a more protected bus stop offered on the access road. Further, implementing a one-way street will critically disrupt the homeowners that live along the access road, as they will need to modify how they access their homes. For example, those closer to the Bradlee Shopping Center will need to access the Bradlee Shopping Center intersection to travel westbound along the access road to the parking lot. This will not only be an inconvenience to them, but will increase traffic at the shopping center intersection, likely leading to longer wait times into the shopping center. It will also disrupt critical services to Fairlington Towne residents, as our trash and recycling trucks, delivery trucks, service trucks, and others will be forced to travel this same route to access those units.

We want to reiterate that we would welcome a dialogue on these aspects of the plans, with the expectation that we could actually work through our concerns and these challenges to shape a solution that would be beneficial to the City as well as the residents who live and travel within this corridor. We would welcome the opportunity to partner with the City to explore what those options could be. We also strongly encourage the City to share with residents the results of the

community survey it deployed that was meant to inform these design options, as well as any other studies or data collected that have driven the development of these options for Alexandria.

Thank you for your review of our concerns.

Sincerely,

Jacqueline Maffucci
President, Board of Directors
Fairlington Towne, A Condominium Unit Owners Association

Benjamin Schwartz
Vice President, Board of Directors
Fairlington Towne, A Condominium Unit Owners Association

Tomás Harmon
Secretary, Board of Directors
Fairlington Towne, A Condominium Unit Owners Association

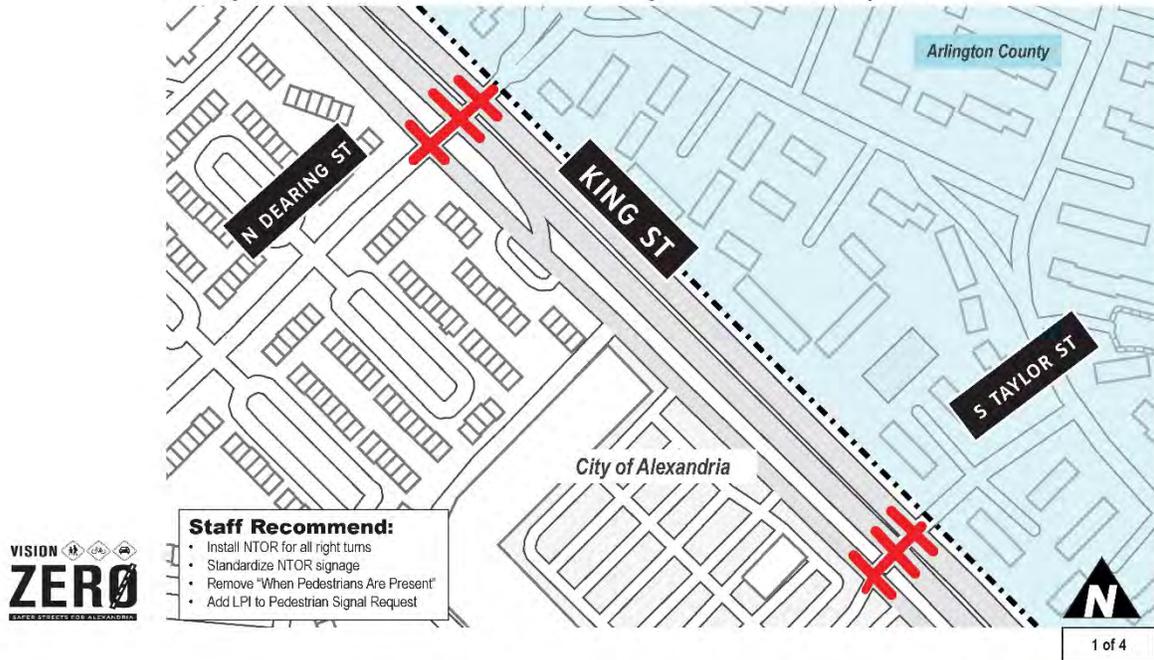
Nicole Devore
Treasurer, Board of Directors
Fairlington Towne, A Condominium Unit Owners Association

Page Daggett
Member at Large, Board of Directors
Fairlington Towne, A Condominium Unit Owners Association

Cc: Sheila McGraw, Curbside and Parking Program Manager
Dana Wedeles, Strategic Initiatives Officer
Mayor Justin Wilson
Vice Mayor Amy Jackson
Councilman Canek Aguirre
Councilmember Sarah Bagley
Councilman John Chapman
Councilwoman Aliya Gaskins
Councilman Kirk McPike

ATTACHMENT 11: UPPER KING STREET – PEDESTRIAN CROSSING IMPROVEMENTS

Upper King Street - Pedestrian Crossing Improvements At King Street intersections with North Dearing Street and South Taylor Street



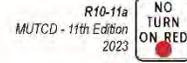
Upper King Street - Pedestrian Crossing Improvements

Install NTOR for All Right Turns

There are six approaches where a driver can turn right at both the North Dearing/South Wakefield Street and the South Taylor Street intersections with King Street. At present, five of those approaches have NTOR restrictions (as shown by the black arrows on pages 3 & 4). One approach (red arrow) does not have any turn restrictions. **Staff recommend adding a NTOR restriction to this sixth movement at both intersections.**

Standardize NTOR Signage

There are three different NTOR sign types in use at the intersections of King Street with North Dearing/South Wakefield Street and South Taylor Street. This can confuse motorists and pedestrians. **Staff recommend using the same NTOR sign (R10-11a) for all six approaches at both intersection.**



Remove “When Pedestrians Are Present”

The City no longer includes “When Pedestrians Are Present” when installing new NTOR signs and removes it when replacing or updating existing signs because the meaning is vague and can confuse drivers. **Staff recommend removing “When Pedestrians Are Present” from NTOR signs.**

Add LPI to the Pedestrian Signal Request

There is no regular pedestrian phase at this complex intersection. Pedestrians can request a crossing signal. **Staff recommend adding a LPI to the pedestrian signal request.** This would give pedestrians a head start when crossing, allowing them to establish themselves in the intersection and cross more safely.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2024
DOCKET ITEM: 13
ISSUE: One-way conversion and traffic flow changes – Duke Street between West Taylor Run Parkway and Wheeler Avenue

REQUESTED BY: T&ES Staff

LOCATION: Duke Street between West Taylor Run Parkway and Wheeler Avenue

STAFF RECOMMENDATION: That the Board:

- Recommend the City Council approve the conversion of the Duke Street Service Road from West Taylor Run Parking to Cambridge Road from two-way to one-way westbound.
- Recommend the Director of T&ES reconfigure the intersection of Cambridge Road and Duke Street as part of the Duke Street Transitway project.
- Recommend the Director of T&ES create a bus and right only lane for eastbound Duke Street at South Quaker Lane.

BACKGROUND: In 2021, the City launched the Duke Street in Motion project to understand the community’s vision for Duke Street and develop concept designs for the Duke Street Transitway. The Traffic and Parking Board was updated on this project in April 2023 prior to the City Council public hearing. In June 2023, the City Council approved the concept plans for the Duke Street Transitway from the former Landmark Mall to the King Street Metrorail Station. As part of their motion, they requested that staff continue to engage with the community to discuss the configuration of the service roads between Moncure Drive and Cambridge Road and the intersection of Cambridge Road/Roth Drive at Duke Street. Additionally, they asked staff to consider the timing of construction for Segment 2B, from Wheeler Drive to Roth Drive, and if that should be implemented with this phase of the project or with future redevelopment. Over the past year, staff has worked with the community to modify the original proposals to address community concerns as well as provide information to the community regarding the various design options and what those changes mean for the people who use this street.

DISCUSSION: There are three design elements for Duke Street that are part of this docket item.

Intersection of Duke Street and Cambridge Road

Last Fall, staff began working more directly with the community to talk about the proposed design for the intersection of Cambridge Road, Roth Street and Duke Street and shared three design options (Attachment 1). One design was essentially like what is there today, and the other two were very similar to each other with slight differences regarding traffic coming from Roth Street. The options considered safety, traffic flow for both Duke Street and Cambridge Road, and how the service road connected with the intersection.

Option 1 was the no-build option and did very little for safety and did not improve traffic delays. Option 2 was dismissed because it was very similar to Option 3 but only improved traffic about half as much. Design Option 3 is the staff recommended option because it addresses long standing community goals that were reiterated during the Duke Street in Motion Visioning process in 2021:

- Reducing cut-through traffic in neighborhoods
- Improving safety
- Reducing traffic delay on Duke Street

This option redesigns the intersection to separate traffic movements, which improves safety by reducing conflict points, and it also dramatically reduces traffic delay for both Duke Street and Cambridge Road. During the evening rush, the analysis shows traffic delay for the whole intersection decreasing from about 3 minutes to about 30 seconds. For traffic waiting on Cambridge, the wait decreases from more than 3 minutes to just over 1 minute.

The proposed intersection configuration reduces conflict points between people using various modes of travel to 27 from 41, which provides a great safety benefit particularly to the most vulnerable users. This is achieved by separating roads, lanes, and turning movements accompanied by signal timing changes.

During the engagement period, people overwhelmingly supported this design. The key consideration is that in order to make this intersection work, the service road approaching the intersection from the east must be converted to a one-way street. Largely, residents who live off the service road did not support the one-way conversion, even though traffic models show that, which the routes they take to access their homes might change, the actual travel times would not be very different than they are today. This is due to the improved operations at the intersections of Duke Street at Cambridge Road and West Taylor Run Parkway.

Duke Street service road between Cambridge Road and West Taylor Run Parkway

Staff recommends converting the service road between West Taylor Run Parkway and Cambridge Road to one-way westbound and provide separate space for people biking, e-biking, and scooting (Attachment 2). This proposal aligns with the recommendation of the Duke Street Transitway Advisory Committee which stated that “People riding bicycles, scooters, and other forms of micro-mobility devices should be accommodated continuously on the north side of the corridor with a separate two-way cycle track.” Although some residents living near this roadway

and certain businesses have opposed the proposal, staff believe the benefits of keeping Duke Street flowing for the thousands who use it daily, as well as reducing cut-through traffic in nearby neighborhoods, make it a worthwhile tradeoff. This is especially true given that travel times do not show significant increases and actually improve for much of the day.

Attachment 3 contains a petition from the 2023 Duke Street In Motion Project, requesting staff to reconsider the initial proposal to convert the road to one-way. In response, City Council asked staff to continue engaging with the community on this issue. Staff met with the residents from this area in the fall and in response to their concerns, developed a partial one-way alternative to analyze. The traffic studies showed that even with the partial one way, the travel times for the community did not get better due to signal timing changes that need to occur to keep Duke Street moving. Additionally, staff then gathered feedback from the broader community and included additional options suggested by residents (Attachment 4). The final recommendation aligns with the feedback collected during the two-year planning process for Duke Street in Motion. While residents would no longer be able to go eastbound on the service road, they would have many other options for accessing points to the east with little, if any additional travel time.

In May 2024, the Traffic and Parking Board made a recommendation to convert the service road east of West Taylor Run Parkway to one-way westbound with a bi-directional cycle track. This recommendation aligns with the staff recommendation to convert the remainder of this service to the same configuration and would create continuous traffic flow and bicycle facilities.

Duke Street between Wheeler Avenue and South Quaker Lane

Over the past year, the project team has evaluated the feasibility of designing and constructing the full 2B recommendation versus smaller improvements. Based on the available right-of-way and construction costs, staff recommends building curb features to enhance the experience for people walking and biking, where feasible, but not to construct the dedicated eastbound bus lane until future redevelopment occurs.

However, staff developed a proposal that will help to address general traffic congestions and safety at the intersection of Duke Street and Quaker Lane, which was a common theme during the engagement period, and also provide a bus queue jump lane to help get the buses in front of general traffic now that they are not in their own conflict free lane. With this proposal, staff is recommending that the right most lane be converted from a right turn only lane to a bus and right turn only lane (Attachment 5). New signals will enable the buses to jump the queues of general traffic. Additional signal timing and turn restriction measures are being considered to alleviate traffic congestion. If these measures progress, staff will present them to the Board at a later date.

OUTREACH: In August 2023, staff began engaging with community leaders to discuss the proposed design options for Duke Street between Cambridge Road and West Taylor Run Parkway and get their feedback on ways to improve the designs. Aside from meetings with residents and groups of residents, staff engaged with the community through a variety of ways including in-person and virtual meetings, posting recorded presentations for viewing, getting virtual feedback, sharing newsletters, providing updates to boards, commissions, and City Council, and sharing information via project newsletters.

- September 2023 – Staff meetings with residents
- November 2023 - Clover-College Park Civic Association meeting
- Taylor Run Civic Association Meeting
- November 2023- Longview HOA Meeting
- November 2023 – City Council Oral Update
- December 2023 – City hosted community meeting
- December 2023 – Launched online feedback form
- January 2024 – Duke Street Project Community Newsletter released
- January 2024 - Traffic and Parking Board Oral Update
- May 2024 - Duke Street Project Community Newsletter released
- May 20224 – City Council Oral Update

The Clover-College Park Civic Association supports the proposed changes to the roadway. Staff has communicated with residents from the Longview neighborhood that do not want to see the roadway converted to one-way. The most frequent comments received from these residents is around the morning congestion stemming from traffic backs up at Bishop Ireton High School. In response, staff have been actively working with the school to develop solutions to address the traffic concerns expressed by residents.

The online feedback form provides input from more than 250 residents, 85% who lived in the area. Safety and reducing cut-through traffic in the neighborhood were important to the community. Safety and reducing delay was more important to people when asked about the conversion of the service road. Keeping the service road as it is today was the lowest priority noted. Most people strongly agreed that “The benefit of reducing delay for all approaches at the Cambridge/Roth intersection and keeping Duke Street traffic flowing is worth the tradeoff of having a one-way service road.” The full results from the feedback form can be found in Attachment 6.

A letter of support from Alexandria Transit Company can be found in Attachment 7.

ATTACHMENT 1: CAMBRIDGE ROAD INTERSECTION DESIGN OPTIONS

Intersection Option 1 - No Build

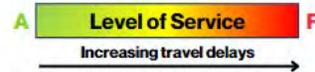


Intersection Description:

- Minimal changes to existing intersection
- No changes to the service road
- Right turns onto Cambridge in advance of intersection

Traffic Operations:

- Intersection Level of Service: **F**
 - 137 seconds per vehicle
- Cambridge Road Level of Service: **F**
 - 197 seconds per vehicle



Safety:

- Similar conflicts as existing intersection
- Modest pedestrian improvements
- Conflict Points: 32 at Duke & 9 at Cambridge



Conflict Point: Potential locations of where vehicle travel paths intersect and a collision risk occurs

Intersection Option 2 - Separated



Intersection Description:

- One-way service road
- Eastbound left-turns and southbound right-turns relocated to new road connecting to Cambridge Rd.
- Right turns onto Cambridge Rd. in advance of intersection

Traffic Operations:

- Intersection Level of Service: **F**
 - 87 seconds per vehicle
- Cambridge Rd. Level of Service: **F**
 - 81 seconds per vehicle



Safety:

- Pedestrian refuge with less conflicting movement
- Conflict Points: 25 at Duke & 6 at Cambridge



Conflict Point: Potential locations of where vehicle travel paths intersect and a collision risk occurs

Intersection Option 3 - The Through-cut

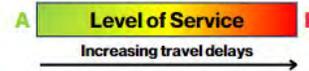


Intersection Description:

- Same as Option 2
- No southbound access from Cambridge to Roth (5 cars in peak)

Traffic Operations:

- Intersection Level of Service: **C**
 - 31 seconds per vehicle
- Cambridge Road Level of Service: **F**
 - 72 seconds per vehicle



Safety:

- Pedestrian refuge with less conflicting movement
- Minimal conflicts with all modes at service road
- Faster travel on Duke Street reduces cut-through traffic
- Conflict Points: **23** at Duke & **4** at Cambridge



Conflict Point: Potential locations of where vehicle travel paths intersect and a collision risk occurs

Recommendation: Option #3 (The Through-cut)

Safety

- Conflict Points reduce from 41 to 27
- Pedestrian refuge with less conflicting movement
- Minimal conflicts with all modes at service road
- Faster travel on Duke Street reduces cut-through traffic
- Potential for conflict free crossing of Duke Street



Traffic Operations

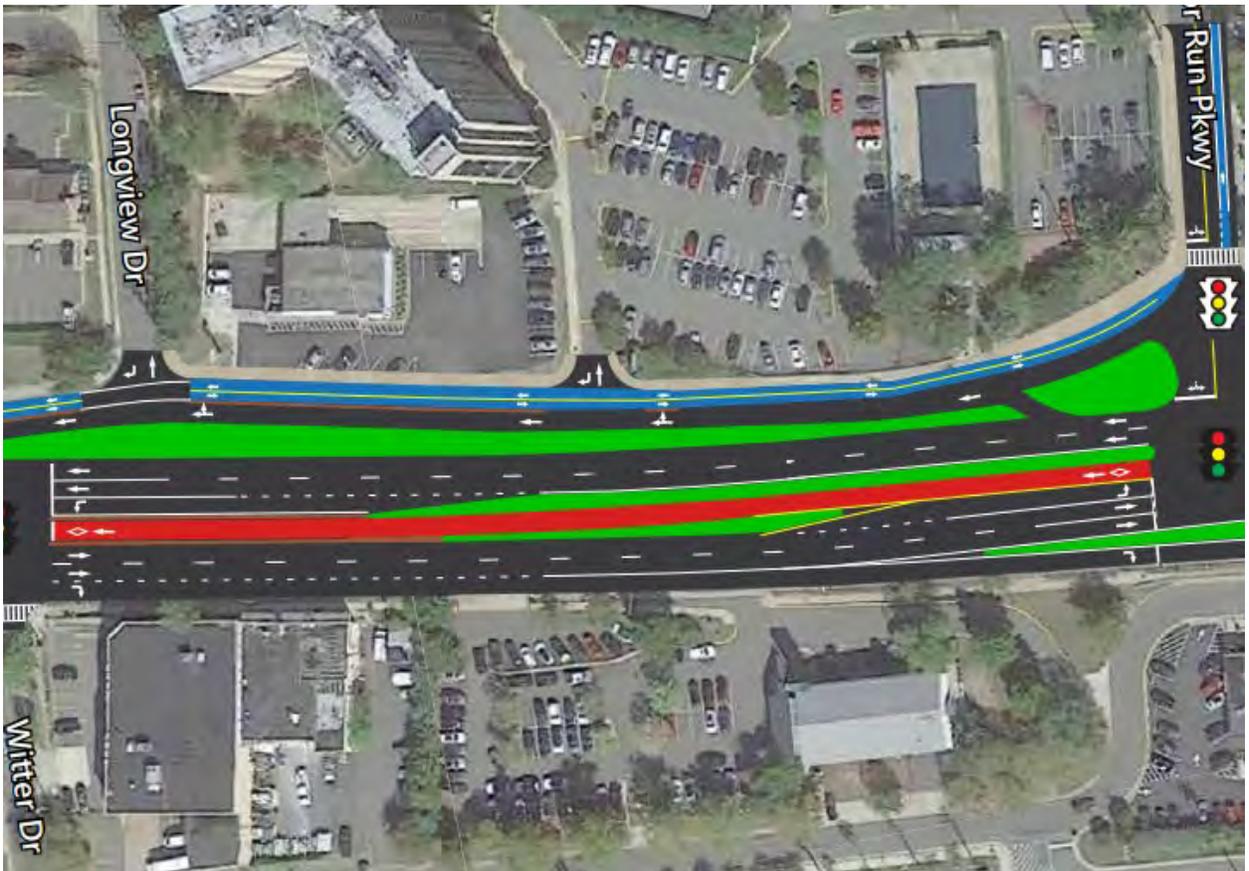
Intersection LOS **C**

- Delay: 31s from 181s

Cambridge LOS **F**

- Delay: 72s from 195s

ATTACHMENT 2: PROPOSED SERVICE ROAD CONFIGURATION



ATTACHMENT 3: SPRING 2023 PETITION TO CITY COUNCIL

May 23, 2023

Jennifer Monaco
Project Manager
Duke Street in Motion
City of Alexandria
Alexandria, VA 22314

Dear Jennifer,

The **61** homeowners, business owners and residents who have signed the enclosed petition reside in Segment 3 and informally comprise the (former) Longview Hill Citizens Association, which is not represented by the Taylor Run Civic Association or the Clover College Park Civic Association, ***strongly oppose the plan(s) to change the service (slip) road from two directional to one directional (westbound only).*** .

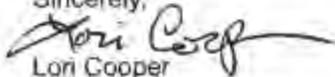
We all use the service road multiple times a day to conduct the activities of our daily lives. We are concerned that such change would result in: 1) a serious reduction in the quality of life due to exponentially increased wait times in traffic for any egress or ingress of all who live on Longview, Viewpoint, Seay, and Nob Hill streets), as well as a negative impact on the businesses accessed from the service road; 2) a threat to our health and safety based on the limited access to our homes by police, firefighting and medical services; and 3) a reduction in our property values of our homes due to 1 and 2. **We urge your reconsideration and rejection of any plan to change or limit the service road to one direction only, or limit it to one lane.**

We appreciate the opportunity to provide meaningful input to Duke Street in Motion and the City of Alexandria, and look forward to the careful and inclusive consideration of our petition by Duke Street in Motion Advisory Group, the Traffic and Parking Board, Transportation Commission and City Council.

I am happy to help keep the interested parties represented here apprised of meetings and relevant considerations if you will please share information in a timely manner, or you may contact them by the included emails.

Thank you.

Sincerely,



Lori Cooper
2936 Viewpoint Road
Alexandria, VA 22314
(703) 887-6957
cooper.lori.a@gmail.com

Petition Against Turning Access Road Between Roth and W. Taylor Run into a One-Way Street

We, the undersigned residents, home and business owners for whom the service road between West Taylor Run Parkway and Cambridge Road was designed to provide access to our homes and businesses, and who use the service road multiple times a day to conduct the activities of our daily lives, **strongly oppose the plan(s) to change the service (slip) road from two directional to one directional (westbound only)**. We are concerned that such change would result in: 1) a serious reduction in the quality of life due to exponentially increased wait times in traffic for any egress or ingress of all who live on Longview, Viewpoint, Seay, and Knob streets), as well as a negative impact on the businesses accessed from the service road; 2) a threat to our health and safety based on the limited access to our homes by police, firefighting and medical services; and 3) a reduction in our property values of our homes due to 1 and 2. **We urge your reconsideration and rejection of any plan to change or limit the service road to one direction only.**

	Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
1	Elizabeth Guttman		2933 Nob Hill Ct Hwy	bguttman19@yahoo.com	5/18/23
2	John W. Frost		2933 Nob Hill Ct Hwy		5/15/23
3	Jerry Cunningham		2918 Nob Hill Ct	jerry.cunningham	5/15/23
4	Kathryn Cunningham		"	"	5/16/23
5	Vilva Briones		2728 Nob Hill Ct.	briones.vilva@gmail.com	5/18/23
6	CLAUDE FLEMING		2932 NOB HILL CT.	CLAUDE.FLEMING@gmail.com	5/18/23
7	Mario Prada		2932 NOB HILL CT	MARIO.PRADA135@GMAIL.COM	5/18/23
8	CRAIG MOORE		2945 NOB HILL CT	craig.moore@gmail.com	5/18/23
9	JEFF IOLETTI		2945 NOB HILL CT	JEFF IOLETTI@GMAIL.COM	5/18/23
10	Michelle Brown		2906 Seay St Apt 202	mbrown1621@psf.com	5/18/23
11	JOHN MILLER		2803 Seay ST.	john.miller@psf.com	5/18/23
12	JOE L. CLARKE		2903 Seay St	- NONE -	5/18/23
13	Michelle B. Davis-Brown		2906 Seay St #202	MichelleDavisBrown13@gmail.com	5/18/23
14	B GILES LARCADE		2907 NOB HILL CT.	RETIREDC@PSF.COM	5/15/23
15	HONGYAN		2879 Duke	luckygongyan@gmail.com	05/18/23
16	LAXMI GURUNG	ACE REHAB	2877 DUKE ST	Laxmi@aceRehab.com	5/18/23
17	Sharon Eddy	State Farm Agent	2869 Duke St	sharon@sharoneddy.com	5/18/23
18	BILL PURDY	Admin Asst	2857 Duke St	billpurdy1@gmail.com	5/18/23
19	Tiffani Lewis		7601 Seay St	lewis.tiffani@gmail.com	5/18/23

	Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
20	Kerra Nakade		125 Longview Dr.	Kerra_ino@yahoo.com	5/18/23
21	Daniel Nakade		125 Longview Dr.		5/18/23
22	Valentyna Lozhkina		2807 Duke St	valentyna@novaus.com	5/19/23
23	Diana Yorga	DY	2807 Duke St	diana@novaus.com	5/19/23
24	Rebecca Torres		2807 Duke St	Info@novadams.com	5/19/23
25	Lillian Olivares-Cort		2839 Duke St.	jokiva@whicksonianhealth.com	5/19/23
26	Jaren Yee		2843 Duke St		5/19/23
27	Marcela Menendez		2849 Duke St		5/19/23
28	Hazel Acosta		2817 Duke St	Info@whicksonian.com	5/19/23
29	Yong Cho		2819 Duke St		5/19/23
30	Gulnaz Rahman		2939 Nob Hill Ct	amanrsmiles@outlook.com	5/19/23
31	Cheryl Demas		2938 Nob Hill Ct		5/20/23
32	Jim Ling		2938 Nob Hill Ct		5/20/23
33					

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
1 Liri Cooper	<i>Liri Cooper</i>	2930 Viewpt Rd	cooperliri@gmail.com	5/17/23
2 Juhanna von Zumbusch	<i>Juhanna von Zumbusch</i>	2930 Viewpoint Rd	juvzumbusch@gmail.com	5/17/23
3 Doug Peterson	<i>Douglas D. Pelain</i>	2924 Viewpoint Rd		5/17/23
4 Julia Peterson	<i>Julia Peterson</i>	2924 Viewpoint Rd	jwpeterson@gmail.com	5/17/23
5 Linda Woathouse	<i>Linda Woathouse</i>	2924 Viewpoint Rd		5/17/23
6 RYAN CONNORS	<i>Ryan Connors</i>	213 Longview Dr	RYAN.C.CONNORS@GMAIL.COM	5/17/23
7 Alison Matz	<i>Alison Matz</i>	2942 Viewpoint Rd	amatze@gmail.com	5/17/23
8 Jonathan Falk	<i>Jonathan Falk</i>	2942 Viewpoint Rd	j.falk@proton.me	5/17/23
9 George Dague	<i>George Dague</i>	127 Longview Dr	gdague@proton.me	5/17/23
10 Natalia Escobar	<i>Natalia Escobar</i>	2928 Nob Hill Ct	escobar.na@gmail.com	5/17/23
11 Simon Thompson	<i>Simon Thompson</i>	2928 Nob Hill Ct	simon.thompson@gmail.com	5/17/23
12 Ellen M Daxe	<i>Ellen M Daxe</i>	127 Longview Drive	ellenmdague@aol.com	5/17/23
13 Kenneth W. Hardner	<i>Kenneth W. Hardner</i>	2948 Viewpoint Rd	KW.HARDNER@GMAIL.COM	5/18/23
14 Christopher Willard	<i>Christopher Willard</i>	2948 Viewpoint Rd	cwillard14@sc.edu	5/18/23
15 James Love	<i>James Love</i>	2954 Viewpoint Rd	jameslove@comcast.net	5/18/23
16 Mary Love	<i>Mary Love</i>	2954 Viewpoint Rd	maryalove@gmail.com	5/18/23
17 Scott Thomas	<i>Scott Thomas</i>	2941 Viewpoint Rd		5/19/23
18 C.E. Thon	<i>C.E. Thon</i>	2941 Viewpoint Rd		
19 Rebecca Misch	<i>Rebecca Misch</i>	2955 Viewpoint Rd	rebecca.misch@gmail.com	5/18/23
20 Matt Kaplan	<i>Matt Kaplan</i>	2955 Viewpoint Rd	matkaplan@gmail.com	5/18/23
21 Danielle Whitley	<i>Danielle Whitley</i>	211 Longview Dr	daniwhitley@comcast.net	
22 Leonardo Butler	<i>Leonardo Butler</i>	2727 Duke St		
23 Athena Baldwin	<i>Athena Baldwin</i>	200 Longview Dr	athenabaldwin@yahoo.com	
24 Robert Lippman	<i>Robert Lippman</i>	100 Longview Dr	rlippman@hotmail.com	
25 Emilio V. Rocco	<i>Emilio V. Rocco</i>	2923 Viewpoint Rd	aroucco@icloud.com	5/18/23
26 Stacey Bradford	<i>Stacey Bradford</i>	2947 Viewpoint Rd	sbradford2406@comcast.net	
27 KATHY L. PECK	<i>Kathy L. Peck</i>	2947 Viewpoint Rd	KUP33E@VERZON.NET	
28 Stephan	<i>Stephan</i>	2953 Viewpoint Rd	SDEFOT@GMAIL.COM	
29 Charles Brinkman	<i>Charles Brinkman</i>	2930 Viewpoint Rd	Colin.Brinkman@gmail.com	5/22/23

ATTACHMENT 5: THREE DESIGN OPTIONS

Service Road: WTR Pkwy to Cambridge Road



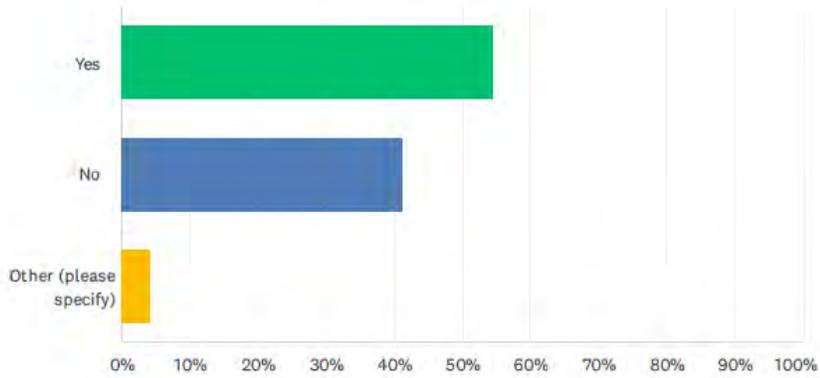
ATTACHMENT 5: WHEELER AVENUE TO SOUTH QUAKER LANE PROPOSED DESIGN



ATTACHMENT 6: 2024 DUKE STREET SERVICE ROAD FEEDBACK FORM

Q1 Did you attend the December 14th public meeting, one of the association meetings, or watch the recorded presentation?

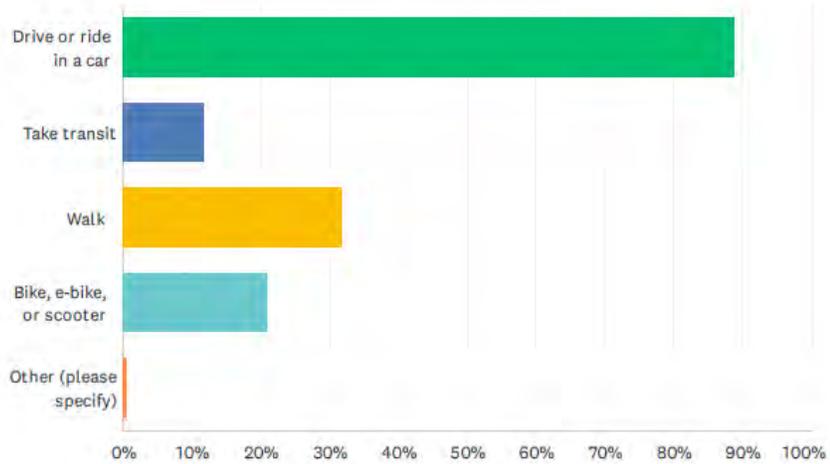
Answered: 427 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	54.57%	233
No	41.22%	176
Other (please specify)	4.22%	18
TOTAL		427

Q2 How do you typically travel within this area? Select up to two modes that you use most frequently.

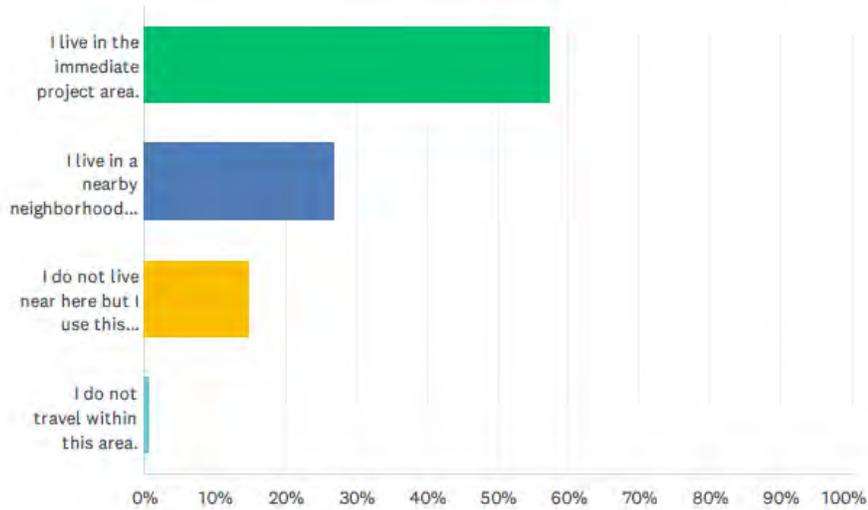
Answered: 427 Skipped: 0



ANSWER CHOICES	RESPONSES	
Drive or ride in a car	88.99%	380
Take transit	11.71%	50
Walk	31.85%	136
Bike, e-bike, or scooter	20.84%	89
Other (please specify)	0.47%	2
Total Respondents: 427		

Q3 Why do you travel within this area?

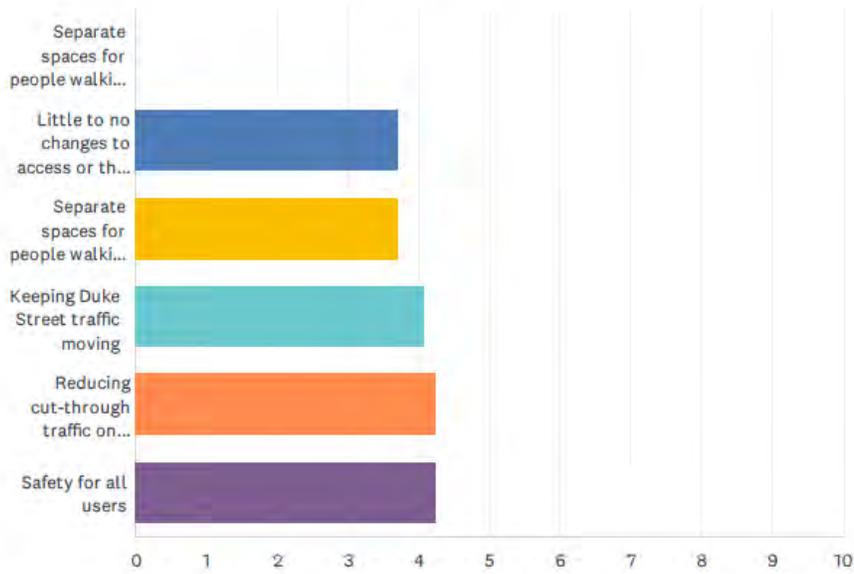
Answered: 427 Skipped: 0



ANSWER CHOICES	RESPONSES
I live in the immediate project area.	57.38% 245
I live in a nearby neighborhood and drive through the area as part of my regular travel.	26.93% 115
I do not live near here but I use this segment of roadway to get to work, school, shopping, or nearby amenities.	14.99% 64
I do not travel within this area.	0.70% 3
Total Respondents: 427	

Q4 Rank your priorities for these projects from most important to least important. (You must click on the question to catch response)

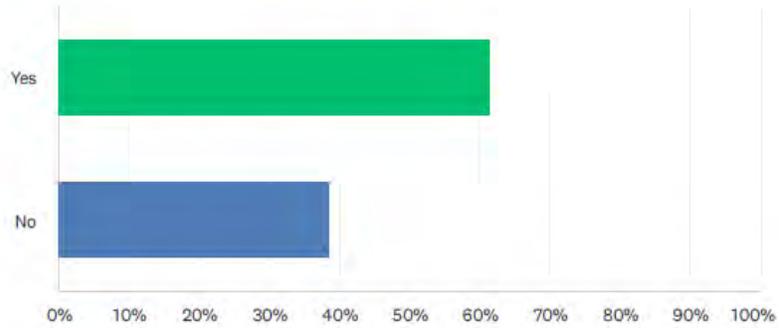
Answered: 427 Skipped: 0



	1	2	3	4	5	6	TOTAL	SCORE
Separate spaces for people walking, biking, e-biking, and scooting	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Little to no changes to access or the existing routes you take today	25.53% 109	12.88% 55	10.30% 44	9.84% 42	41.45% 177	0.00% 0	427	3.71
Separate spaces for people walking, biking, e-biking, and scooting	20.37% 87	15.22% 65	11.94% 51	21.08% 90	31.38% 134	0.00% 0	427	3.72
Keeping Duke Street traffic moving	15.22% 65	20.84% 89	29.74% 127	23.65% 101	10.54% 45	0.00% 0	427	4.07
Reducing cut-through traffic on neighborhood streets	18.74% 80	23.89% 102	27.17% 116	23.89% 102	6.32% 27	0.00% 0	427	4.25
Safety for all users	20.14% 86	27.17% 116	20.84% 89	21.55% 92	10.30% 44	0.00% 0	427	4.25

Q5 Do you want to provide input on the Cambridge Road Intersection and service road?

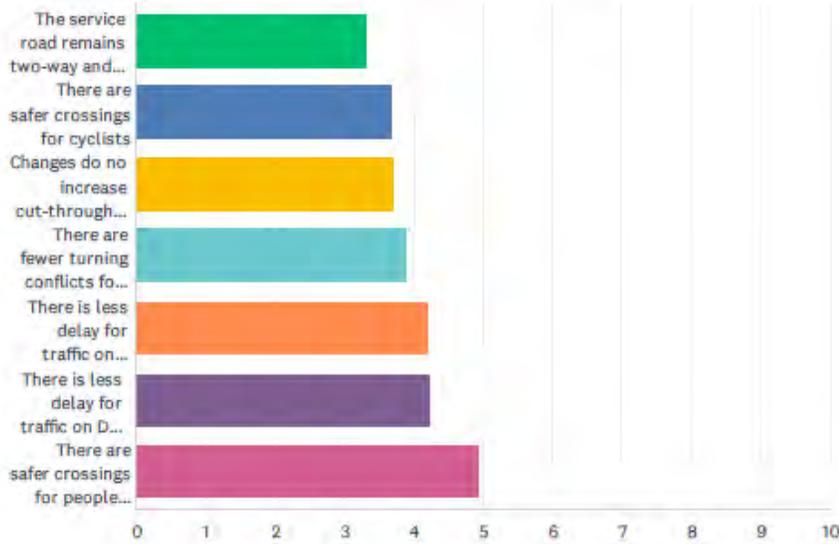
Answered: 427 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	61.36%	262
No	38.64%	165
TOTAL		427

Q6 What is important to you about any intersection changes at Cambridge Road and Duke Street? Please rank in priority order. (you must click on question to capture response)

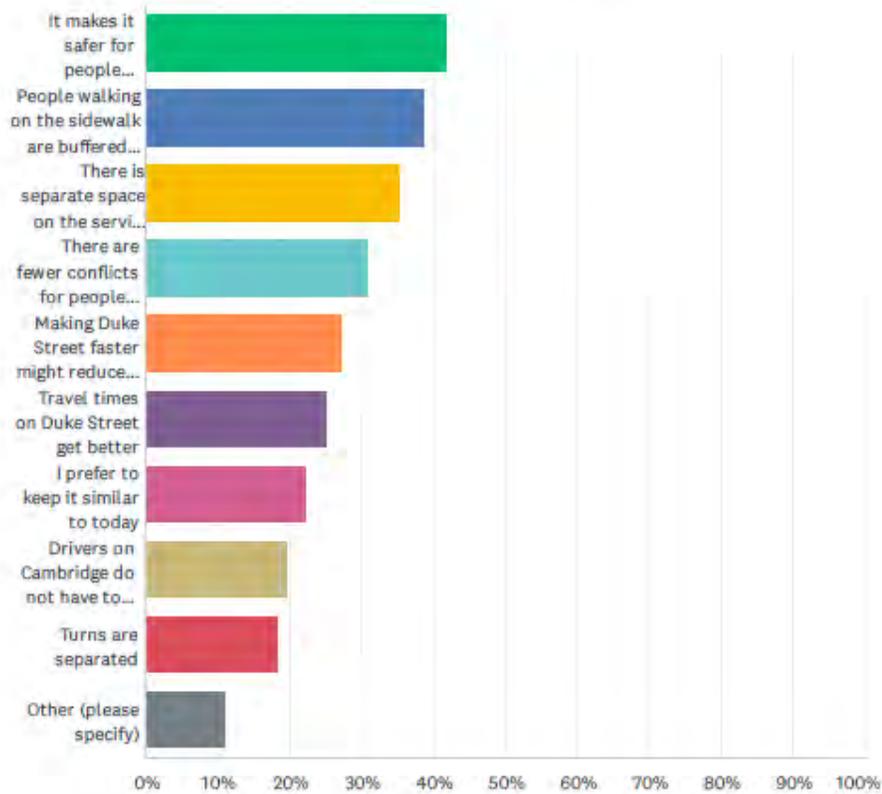
Answered: 239 Skipped: 188



	1	2	3	4	5	6	7	TOTAL	SCORE
The service road remains two-way and functions as it does today	25.94% 62	6.69% 16	3.77% 9	3.77% 9	5.86% 14	5.44% 13	48.54% 116	239	3.33
There are safer crossings for cyclists	10.88% 26	23.85% 57	2.51% 6	11.72% 28	8.79% 21	21.34% 51	20.92% 50	239	3.69
Changes do no increase cut-through traffic in the neighborhood	8.79% 21	11.30% 27	16.32% 39	15.90% 38	12.13% 29	24.27% 58	11.30% 27	239	3.71
There are fewer turning conflicts for people driving	2.51% 6	7.95% 19	31.38% 75	18.41% 44	19.25% 46	15.90% 38	4.60% 11	239	3.90
There is less delay for traffic on Cambridge Road or Roth Street	7.95% 19	20.50% 49	13.81% 33	18.83% 45	22.18% 53	12.55% 30	4.18% 10	239	4.19
There is less delay for traffic on Duke Street	14.64% 35	10.04% 24	20.50% 49	21.76% 52	15.90% 38	7.53% 18	9.62% 23	239	4.25
There are safer crossings for people walking	29.29% 70	19.67% 47	11.72% 28	9.62% 23	15.90% 38	12.97% 31	0.84% 2	239	4.95

Q7 What do you like about the proposed intersection redesign for the Duke Street and Cambridge Road/Roth Street intersection? (select all that apply)

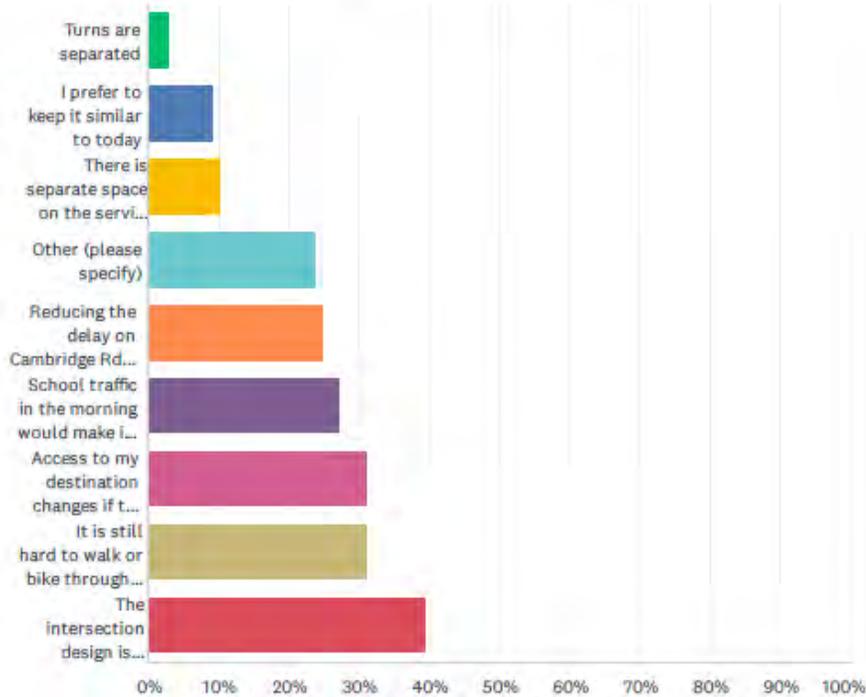
Answered: 230 Skipped: 197



ANSWER CHOICES	RESPONSES	
It makes it safer for people walking/biking and crossing the street	41.74%	96
People walking on the sidewalk are buffered from moving traffic	38.70%	89
There is separate space on the service road for people biking or scooting	35.22%	81
There are fewer conflicts for people driving	30.87%	71
Making Duke Street faster might reduce cut-through traffic in the neighborhood	27.39%	63
Travel times on Duke Street get better	25.22%	58
I prefer to keep it similar to today	22.17%	51
Drivers on Cambridge do not have to wait as long	19.57%	45
Turns are separated	18.26%	42
Other (please specify)	10.87%	25
Total Respondents: 230		

Q8 What do you dislike about the proposed intersection concept for the Duke Street and Cambridge Road/Roth Street intersection? (select all that apply)

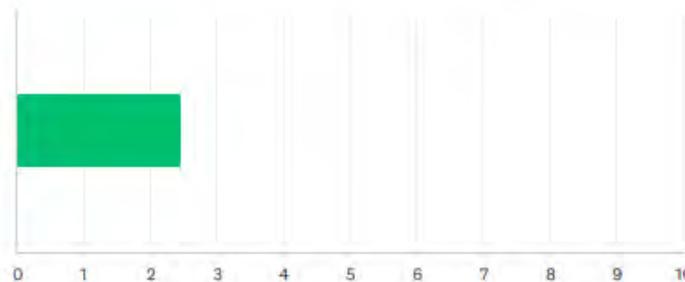
Answered: 205 Skipped: 222



ANSWER CHOICES	RESPONSES	
Turns are separated	2.93%	6
I prefer to keep it similar to today	9.27%	19
There is separate space on the service road for people biking or scooting	10.24%	21
Other (please specify)	23.90%	49
Reducing the delay on Cambridge Rd. might mean there is more cut-through traffic	24.88%	51
School traffic in the morning would make it hard for me to leave my neighborhood	27.32%	56
Access to my destination changes if the service road becomes one-way	31.22%	64
It is still hard to walk or bike through the intersection	31.22%	64
The intersection design is confusing	39.51%	81
Total Respondents: 205		

Q9 The benefit of reducing delay for all approaches at the Cambridge/Roth intersection and keeping Duke Street traffic flowing is worth the tradeoff of having a one-way service road.

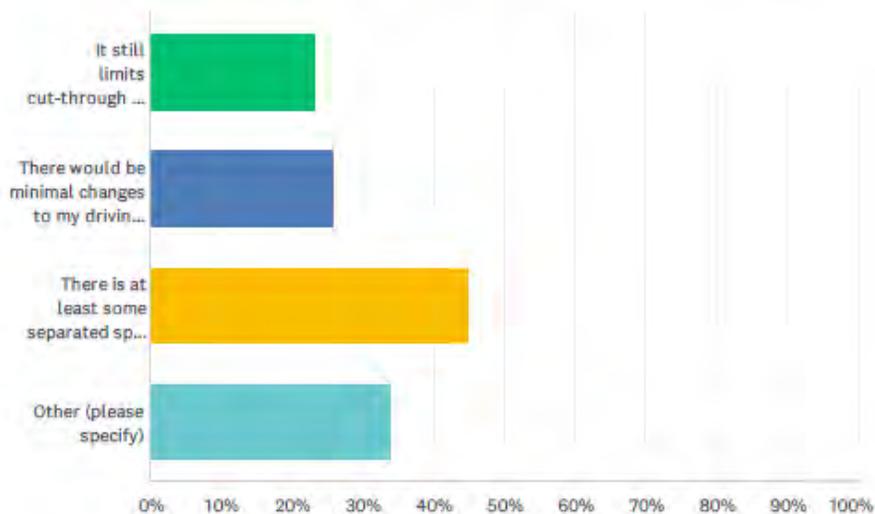
Answered: 195 Skipped: 232



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	2	477	195
Total Respondents: 195			

Q10 What do you like about the one-way concepts?

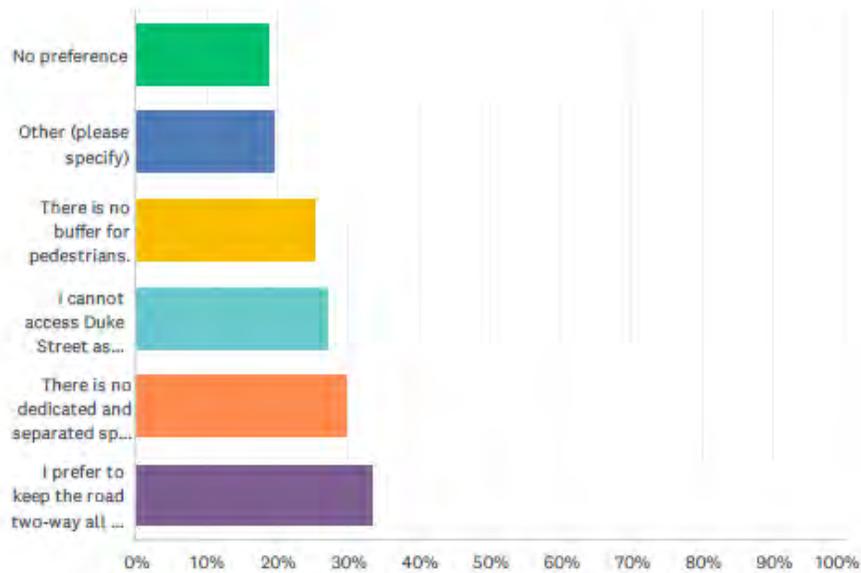
Answered: 224 Skipped: 203



ANSWER CHOICES	RESPONSES
It still limits cut-through on Cambridge Road by eliminating direct access to Duke Street	23.21% 52
There would be minimal changes to my driving patterns	25.89% 58
There is at least some separated space for people biking and scooting	45.09% 101
Other (please specify)	33.93% 76
Total Respondents: 224	

Q11 What do you not like about the one-way concepts?

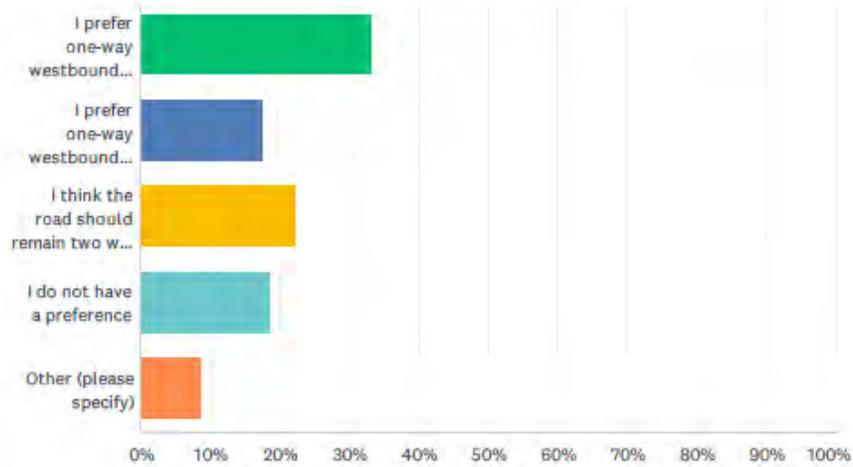
Answered: 224 Skipped: 203



ANSWER CHOICES	PERCENTAGE	RESPONSES
No preference	18.75%	42
Other (please specify)	19.64%	44
There is no buffer for pedestrians.	25.45%	57
I cannot access Duke Street as easily	27.23%	61
There is no dedicated and separated space for pedestrians, cyclists, e-mobility, and drivers.	29.91%	67
I prefer to keep the road two-way all the way	33.48%	75
Total Respondents: 224		

Q12 If the road becomes one-way westbound, do you prefer that it is one-way from West Taylor Run or only one-way between Longview Drive and Cambridge Road?

Answered: 222 Skipped: 205



ANSWER CHOICES	RESPONSES
I prefer one-way westbound between West Taylor Run Parkway and Cambridge Road	33.33% 74
I prefer one-way westbound between Longview Drive and Cambridge Road	17.57% 39
I think the road should remain two way with no improvements to the Cambridge Road intersection	22.07% 49
I do not have a preference	18.47% 41
Other (please specify)	8.56% 19
TOTAL	222

ATTACHMENT 7: LETTER OF SUPPORT

ALEXANDRIA TRANSIT COMPANY

Chair James Lewis and Members of the Traffic & Parking Board
City Hall
301 King Street
Alexandria, VA 22314

June 12, 2024

Re: Endorsement of the Duke Street Transitway project recommendations

Dear Chair Lewis and Members of the Traffic and Parking Board:

On behalf of the Alexandria Transit Company (ATC) Board of Directors, I am expressing strong support for the City of Alexandria's proposed design treatments for the *Duke Street Transitway* project. More specifically, we support the conversion of the two-way Duke Street Service Road to one-way, implement intersection improvements at Cambridge Road, and complete upgrades to North Quaker Lane. We applaud your recognition of the value of the one-way service road and vote on the section of roadway between Moncure Drive and West Taylor Run Parkway. Together, these improvements will greatly benefit bus operations and safety for pedestrians and road users alike and support our strategic goals of system excellence, customer service, safety, efficiency, and environmental stewardship. We see these critical upgrades as significant improvements to existing conditions which currently present challenges for traffic and safety at these locations.

Critical to the success of our service delivery is having high quality infrastructure that supports multi-modal mobility. As a transit operator, we hear from our customers daily and can attest to their expressed needs and concerns. Residents and employees who traverse the Duke St. corridor seek more efficient and reliable bus service, improved amenities at bus stops, and safer "last-mile" connections between their residences and/or places of work and the transit stops that serve these locations. While the current infrastructure serves local needs, these improvements will help us shorten bus headways while simultaneously improving passenger comfort and safety while accessing the bus stations themselves. This project will also address existing conflict points where we have observed challenges with hazardous street crossings, bottlenecks, traffic accidents, and pedestrian injuries. Not only will this project improve safety, but also reduce stress levels for users of the transitway and help contribute to a more positive experience for our bus operators and passengers, hopefully contributing to continued growth in ridership.

Thank you for your consideration of our input on this important project. We look forward to working with the City to help realize the full implementation of the *Duke Street in Motion* project. We wholeheartedly feel that the proposed treatments will help ensure that the Duke Street Transitway aligns with the AMP goals of making transit easier to use, 'greener', and more efficient.

Sincerely,



David Kaplan, ATC Board of Directors, Chair



The footer banner features a blue background with a yellow curved line on the left. It includes the ATC logo and the word "DASH" on the left. On the right, it lists contact information: the phone number 703.745.1274 with a phone icon, the website dashbus.com with a globe icon, and the address 3000 Business Center Drive, Alexandria, VA 22314 with a location pin icon.