

Re: [EXTERNAL]On-Street Parking Modification Form

AMY & GEORGE TROMBA <tromba89@msn.com>

Wed 5/1/2024 8:32 AM

To: Max P Devilliers <max.devilliers@alexandriava.gov>

Cc: Sheila McGraw <sheila.mcgraw@alexandriava.gov>; Sean Martin <sean.martin@alexandriava.gov>

Some people who received this message don't often get email from tromba89@msn.com. [Learn why this is important](#)

Hi Mr. Devilliers

Thank you so much for your response. I appreciate the opportunity to voice our neighborhood's safety concerns about the Capital Bikeshare on the street and keeping the temporary No Parking restrictions in the areas by the 3 crosswalks as permanent once the Metro construction is finished. I will wait for potential opportunities to share our concerns in the future as they develop.

Hopefully if the City of Alexandria determines to add a docking station on this side of the Potomac Yards metro station, they will do so in the city park area, off the main thoroughfare, as they did on the west side of the metro station.

Best regards,

Amy Tromba
1874 Carpenter Road
703-606-9877

Sent from [Outlook](#)

From: Max P Devilliers <max.devilliers@alexandriava.gov>**Sent:** Tuesday, April 30, 2024 1:08 PM**To:** AMY & GEORGE TROMBA <tromba89@msn.com>**Cc:** Sheila McGraw <sheila.mcgraw@alexandriava.gov>; Sean Martin <sean.martin@alexandriava.gov>**Subject:** RE: [EXTERNAL]On-Street Parking Modification Form

Hi Amy,

Thank you for reaching out! However, we are still in the process of evaluating all options moving forward. The Traffic and Parking Board is aware of your concerns, and you will always have the opportunity to voice your concerns again if the City decides to take residents' request for a Capital Bikeshare station in Potomac Greens.

Best,

Max Devilliers
Urban Planner III
City of Alexandria, Virginia
Department of Transportation & Environmental Services' Mobility Services Division
Office: 703.746.4245

Cell: 571.289.3306

alexandriava.gov

From: AMY & GEORGE TROMBA <tromba89@msn.com>

Sent: Monday, April 29, 2024 10:49 PM

To: Max P Devilliers <max.devilliers@alexandriava.gov>

Subject: [EXTERNAL]On-Street Parking Modification Form

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To Max Devilliers
Mobility Services
421 King Street, Suite 235
Alexandria, VA 22314

Dear Max Devilliers

Please find attached two (2) completed On-Street Parking Modification Forms for your consideration. One to request the continuation of No Parking restrictions in the area temporarily approved by the City of Alexandria for the Potomac Yards Metro station construction and the second for the prevention of installing a Capital Bikeshare docking station in our neighborhood.

Let me know if any additional information is required or if you have any questions.

Best regards,

Amy Tromba
1874 Carpenter Rd
Alexandria, VA 22314
703-606-9877

Sent from [Outlook](#)

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[EXTERNAL]Potomac Yard East Side

James Wilson <jwilsonk@gmail.com>

Tue 9/19/2023 10:17 AM

To:Sean Martin <sean.martin@alexandriava.gov>

Cc:Kaitlin Donley <kaitlin.donley@gmail.com>

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

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[EXTERNAL]Public comment on Potomac Greens bikeshare

Jennifer Hovis <jhovis@live.com>

Fri 6/21/2024 4:22 AM

To:Sheila McGraw <sheila.mcgraw@alexandriava.gov>

[You don't often get email from jhovis@live.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello, I am writing to comment on the proposed bikeshare station in Potomac Greens, to be reviewed at the June 24 Traffic and Parking Board meeting. I am unable to attend in person.

I own a home at 1705 Potomac Greens Drive and I am very supportive of the proposed bikeshare station. The city invested heavily in the new Metro Station, and the east side of the station does not belong solely to the residents of Potomac Greens. While we benefit greatly, it is a public amenity to which public access should be maximized.

Bikeshare is an invaluable tool to expand access to transit. The current bikeshare station at the corner of Potomac Greens and Slaters is too far from the Metro to change anyone's travel behavior. Adding another bikeshare station at the metro will help maximize the opportunity to expand ridership. Given we have fantastic bike lanes along much of Potomac Greens Drive, it is a no-brainer to encourage more people to comfortably bike thru the neighborhood to reach Metro.

Most bikeshare proposals are met with concerns about reduced parking, however there always seems to be ample parking available in this area of the neighborhood. Every house in the neighborhood has a 2-car garage for primary parking needs and the new parking restriction signs are very effective.

Thank you for your consideration,

Jen Hovis
Homeowner
1705 Potomac Greens Drive

Sent from my iPhone

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[EXTERNAL]Public Comment on the Potomac Greens Bikeshare proposal for the Traffic and Parking Board Meeting – June 24

Ann and Jim Welton <wings_welton@hotmail.com>

Fri 6/21/2024 2:06 AM

To:Sheila McGraw <sheila.mcgraw@alexandriava.gov>

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Ms. McGraw,

Per the email announcement below, please enter this email as my public comment to the proposed Bikeshare location on Potomac Greens Drive.

I am opposed to the proposed Bikeshare location on Potomac Greens Drive and would like to focus my objection on three primary issues 1) traffic safety, 2) metro station design, and 3) criteria for economic viability. The fourth is for aesthetic reasons, I don't want it located on the street across from my home which is in a purely residential neighborhood.

1. Traffic Safety. At the proposed location at the intersection of Potomac Greens Drive and Carpenter Road, we often get large semi-trucks and moving vans that drive up to the end of Potomac Greens Drive by the emergency entrance to the Metro station and they find that they can't make the 90 degree turn at the end because Carpenter Road is too narrow to accommodate large turning vehicles and the driver must make a wide turn and then reverse several times to make the turn onto Carpenter Road or else they must turn around and the proposed location of the bikeshare stand will become a traffic hazard as it will impede large vehicles attempting to turn, or reverse and turn around. As a recent example that I personally witnessed, on May 30, 2024 an ambulance was dispatched to the East Entrance of the Metro Station between 10:45 and 10:50 pm and the ambulance driver couldn't get the emergency vehicle barrier gate to open and so he had to reverse and turn the ambulance around on Potomac Greens Drive. If the Bikeshare stand had been there, it would have impeded the ability of the ambulance to maneuver quickly and safely on Potomac Greens Drive to turn around. The residents along this end of Potomac Greens Drive and Carpenter Road would like to see the current no parking restrictions for these two spaces and those along the north side of Carpenter Road adjacent to the emergency access and city park remain in place for traffic safety.

2. Metro Station Design. At PYMIG meetings during the planning and design of the station, Potomac Greens residents asked for space to be made available for bike racks to be located near the station's East entrance, but residents were told that wasn't possible and that the East side entrance is primarily for emergency access and the pedestrian entrance was a secondary consideration and designed to be walking access only. It's a good 5 minute walk to the station from where the proposed Bikeshare stand is located, and that additional walk and commute time is unlikely to entice any regular commuters to ride a Capital Bikeshare bike to this proposed location.

3. Criteria for Economic Viability. What criteria does the City use to determine if a Bikeshare location will be economically viable? Does the City have a published list of potential Bikeshare site locations that have been vetted and prioritized as to being a viable location with projected use and revenue? As a taxpayer, I expect there to be some established criteria about potential use and economic viability that must be met in order to approve and expend taxpayer dollars at any particular location. Located up at the north end of Potomac Greens, this Bikeshare stand will have very little benefit for

neighborhood residents as all residents live up to six blocks south of the proposed stand and would have to walk 5 -10 minutes north to this location and then turn around and ride the bike south to Slater's Lane to exit the area where there already is a Bikeshare stand, just a 10 minute walk from our neighborhood.

4. Aesthetics. The Potomac Greens community is a purely residential neighborhood of townhomes and I object to having a Bikeshare stand located on the street across from the front door of my home.

Best regards,
James Welton
1857 Potomac Greens Drive

From: Alexandria eNews
<noreply@everbridge.net>
Date: June 20, 2024 at 18:30:37
GMT+2
To: wings_welton@icloud.com
Subject: Traffic and Parking Board
Meeting – June 24
Reply-To: Alexandria eNews <conf-667459154d5be03b99daf759-667459120634b50ef7a5f7b3@smtpic-ne.prd1.everbridge.net>

[Lee este aviso en español](#) [ⲉⲠⲓⲛ](#)
[በአማርኛ ቃንብቡት](#) [هنا للقراءة باللغة](#)
[العربية](#)

Traffic and Parking Board Meeting – June 24

The Traffic and Parking Board will hold its next public hearing on June 24, 2024, at 7:00 p.m. [Docket materials](#) have been posted for the upcoming meeting. The public hearing items include the King Street-Bradlee safety and mobility enhancements and design elements for Duke Street.

This Traffic and Parking Board meeting will be held in person in the Sister Cities Conference Room (Room #1101) on the first floor of City Hall (301 King Street, Alexandria, Virginia, 22314) and virtually via Zoom. To attend this meeting virtually, participants must register in advance:

https://zoom.us/webinar/register/WN_-mtUgNapScmc1T4U3kYJrA#/registration

After registering, participants will receive a confirmation email containing information about joining the meeting.

Public comments will be received at the meeting or can be sent via email to Sheila.McGraw@alexandriava.gov by 3:00 p.m. on June 24.

For reasonable disability accommodation, contact Sheila McGraw or 703.746.4401, Virginia Relay 711.

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[EXTERNAL]Voicing Support

Kevin Houk <kmhouk@gmail.com>

Mon 5/20/2024 1:36 PM

To:Sean Martin <sean.martin@alexandriava.gov>

Cc:jfslesin@gmail.com <jfslesin@gmail.com>

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

Hi!

Just wanted to drop a quick email in support of the Capital Bikeshare Station on Potomac Greens near the Potomac Yard Metro. As you may get more emails of opposition, I wanted to drop one just to make sure the 'support' is heard.

As a resident of Old Town Greens condos, I think that it'll be a huge win for everyone.

Thanks again for the work it must take to organize something like this.

Best,

Kevin Houk

1617 Potomac Greens Dr, Alexandria, VA 22314


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[EXTERNAL]REJECT PROSED BIKESHARE STATION AT EAST ENTRANCE PY?VT METRO

Tom Schneider <tom.schneider.ph.d@gmail.com>

Thu 6/20/2024 4:20 PM

To: Sheila McGraw <sheila.mcgraw@alexandriava.gov>

 4 attachments (3 MB)

Braddock Road to Rustico Alexandria - Google Maps 2.pdf; Potomac Yard_Vt Metrorail Station to Rustico Alexandria - Google walking.pdf; POTOMAC GREENS BIKESHARE MAKES NO SENSE.docx; Abandoned bike at PYVT East.jpg;

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

Dear Sheila.mcgraw@alexandriava.gov

This email is for the Traffic and Parking Board.

I am registering my opposition to spending City resources to put a Bikeshare Station at the intersection of Potomac Greens and Carpenter on the east side of the PY/VT Metro.

Resources would be better spent adding additional facilities on the west side or at Braddock.

See attached

If there is any confusion, call me at 202-360-2111

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Bikeshare at Potomac Greens PY/VT Metro East Makes No Sense

Summary

Traffic and Parking Board should reject City Proposal to locate a Bikeshare Station on Potomac Greens Drive or Carpenter Road ~.3 miles from the PY/VT Metro east entrance.

A city employee is proposing the location of a Bikeshare Station at the intersection of Potomac Greens Drive and Carpenter approximately ~.3 miles from the east elevator entrance to the Potomac Yards/Virginia Tech Metro Station. This location makes no market sense and is likely a waste of Alexandria City resources and the Bikeshare operators assets.

The eastern entrance access to the PY/VT Metro Station was designed as a pedestrian access with added capability for emergency vehicle access (EMT and Fire). Vehicle entrance to the eastern side is restricted. Consequently Bikeshare vehicles abandoned near the elevator entrance will not be retrievable by the operators without special access waivers or by foot. (Bikes have been abandoned on the access road, picture attached)

A proposal to utilize two parking spaces at the junction of Potomac Greens Drive and Carpenter places a ~30x6 footprint facility in a location where currently large delivery vehicles and moving vans already have difficulty with turning the corner.

As designed the east entrance of the PY/VT Metro does not have bike racks or the space for fire trucks to turn around. It was not designed for bicycle access. With no bike racks current users are locking their bikes to the fence. Encouraging such use makes no sense.

At a Potomac Greens HOA Board meeting in April, the responsible City employee presented the preliminary proposal. Some 25 residents (about 10% of Potomac Greens homeowners) were present). No resident supported the location of the Bikeshare Station. Most of the discussion focused on how the location on either Potomac Greens Drive or Carpenter was not desirable and alternative sites closer to the Metro entrance or out of sight of the nearby homes were suggested in a spirit of cooperation with the City. These suggestions have been rejected by the City employee.

The City employee has rejected these suggestions and will propose locating the Bikeshare Station where residents find objectionable.

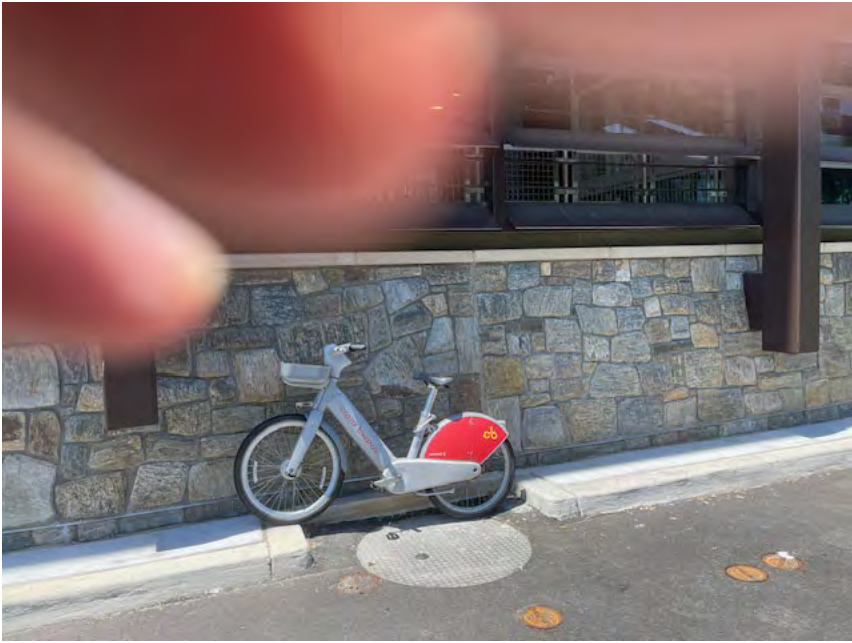
The City has not provided any market analysis or data that supports the viability of a Bikeshare Station at the proposed location. There has not been a survey of residents supporting or opposing the proposed presented.

A review of the viability of this location for a Bikeshare Station reveals that it is at best a low priority as the capital and operating costs would be better spent increasing the availability of Bikeshare at the western entrance to PY/VT Metro, the Braddock Road Metro or the King Street Metro. All of these locations will attract more business (bike uses age and number of trips) than locating a Bikeshare station at the eastern side ~.3 miles from the entrance. Braddock Road Metro is closer to Rustico shops than the eastern side of the PY/VT Metro. See attached Google maps.

Before the Traffic and Parking Board approves the location of a Bikeshare Station at the Potomac Greens or Carpenter location it is appropriate for a market analysis be completed. Based on study using Google Mays and a list of appropriate destinations in Alexandria for Bikeshare users, even the Slater Lane shops (Rustico, etc.) are closer to the Braddock Road Metro than the east side of PY/VT.

Conclusion

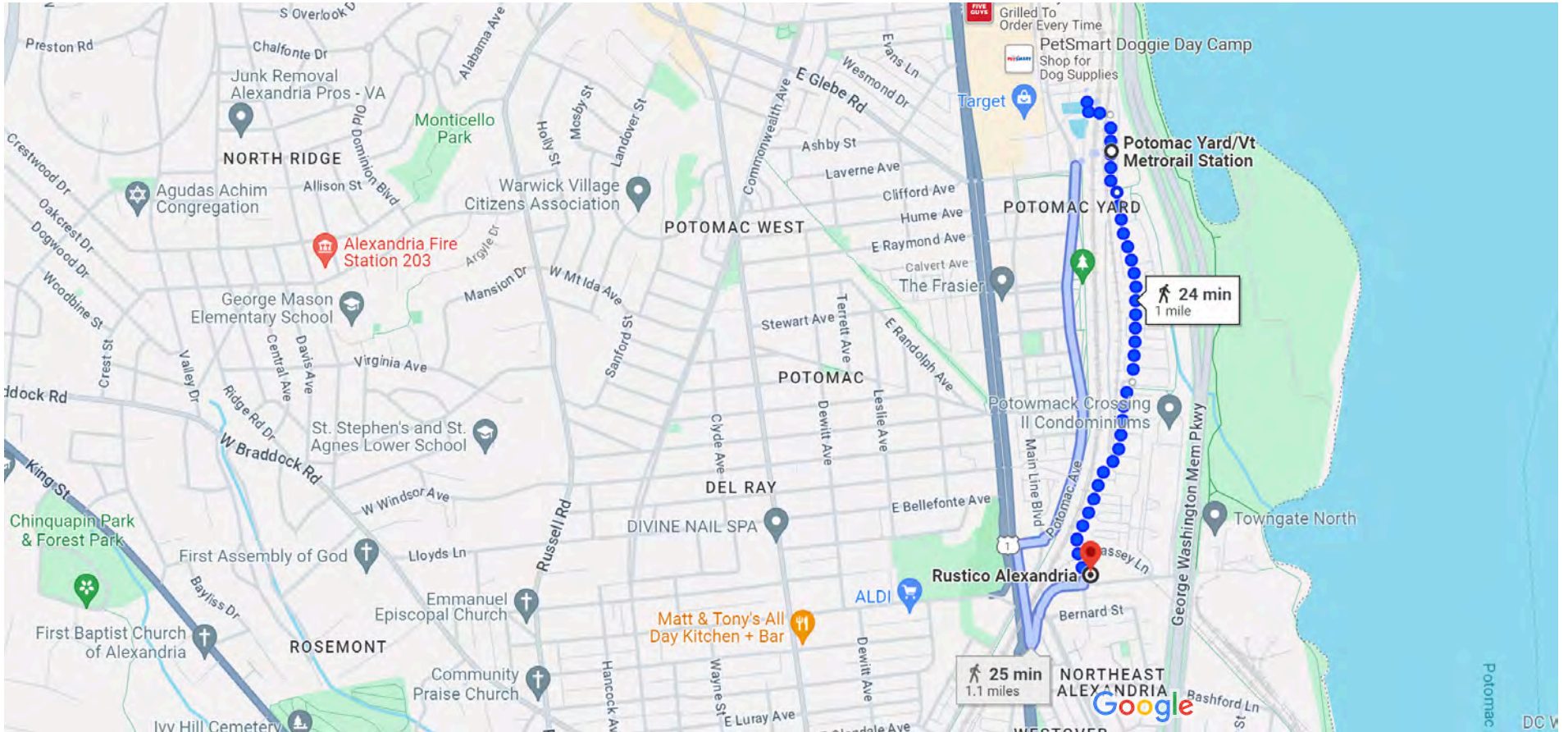
Unless and until a valid market study is undertaken with positive results countering the preliminary study reported here, the Traffic and Parking Board should reject the City Proposal to locate a Bikeshare Station on Potomac Greens Drive or Carpenter Road ~.3 miles from the PY/VT Metro. Locating such a Station at this location must be a low priority in comparison to increasing the availability of bikes at Braddock and King Street where higher usage and potential revenue is far more likely.





Potomac Yard/Vt Metrorail Station, Alexandria, VA 22314 to Rustico Alexandria, 827 Slaters Ln, Alexandria, VA 22314

Walk 1.0 mile, 24 min



Map data ©2024 Google 200 m



Use caution—walking directions may not always reflect real-world conditions

Potomac Yard/Vt Metrorail Station
Alexandria, VA 22314

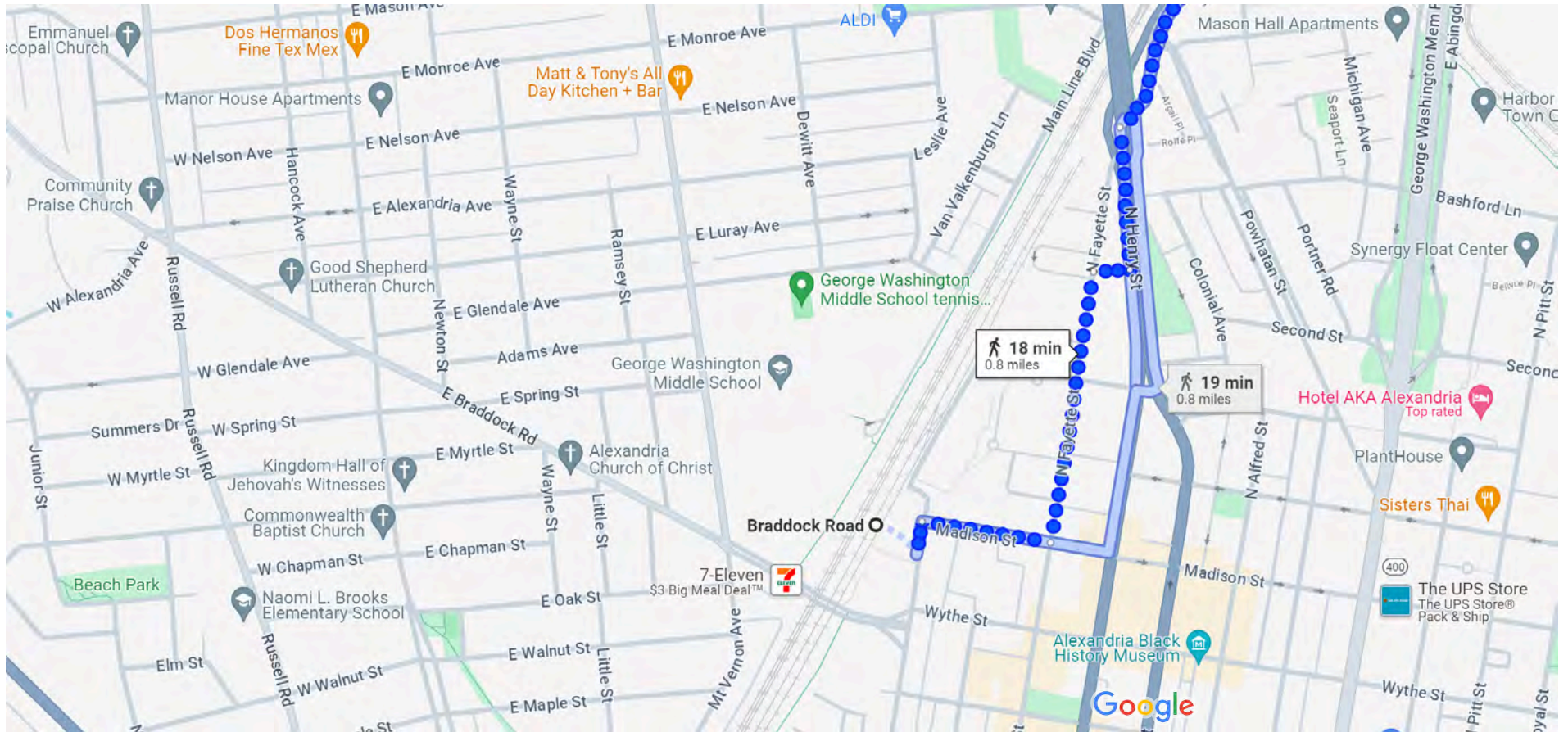
- ↑ 1. Head south
440 ft
- ↪ 2. Turn right
[Take the stairs](#)
0.1 mi
- ↑ 3. Continue onto Potomac Greens Dr
0.4 mi
- ↻ 4. At the traffic circle, continue straight to stay on Potomac Greens Dr
[Destination will be on the left](#)
0.4 mi

Rustico Alexandria



Braddock Road, 700 N West St, Alexandria, VA 22301 to Rustico Alexandria, 827 Slaters Ln, Alexandria, VA 22314

Walk 0.8 mile, 18 min



Map data ©2024 Google 200 m



Use caution—walking directions may not always reflect real-world conditions

Braddock Road

700 N West St, Alexandria, VA 22301

- ↑ 1. Head north on N West St toward Madison St
_____ 144 ft
- ↪ 2. Turn right onto Madison St
_____ 0.1 mi
- ↶ 3. Turn left onto N Fayette St
_____ 0.3 mi
- ↪ 4. Turn right onto N Fayette St/Second St
_____ 197 ft
- ↶ 5. Turn left onto N Henry St
_____ 0.1 mi
- ↪ 6. Turn right onto Slaters Ln
_____ 0.2 mi
- ↶ 7. Turn left onto Potomac Greens Dr
📍 Destination will be on the right
_____ 39 ft

Rustico Alexandria

From: [Sean Martin](#)
To: [Sheila McGraw](#)
Subject: FW: 23-00042894 - Thread_Token:: thread::Aylt5L-3HMCy3ug8ASbb5CA:: ::Thread_Token
Date: Monday, June 24, 2024 10:38:13 AM

Regards,
Sean Martin
Shared Mobility Planner
City of Alexandria, Virginia

From: Rebecca C-K <r.cutrikohart@gmail.com>
Sent: Sunday, June 23, 2024 6:57 PM
To: Sean Martin <sean.martin@alexandriava.gov>
Subject: Re: 23-00042894 - Thread_Token:: thread::Aylt5L-3HMCy3ug8ASbb5CA:: ::Thread_Token

Sean,

It looks like I will be unable to come to the meeting tomorrow. But I would like to provide the following comment:

I strongly support placing a bike share rack as close as possible to the Potomac Greens exit to the Potomac Yard metro. I live near the Slaters Lane shops, which is approximately 1 mile from either that metro entrance or the Braddock entrance.

Traveling 1 mile to a metro station is a very long walk or a long bus ride (especially with the change in bus routes) but it is a very quick bike ride. However, riding to Braddock Road - which I have done many times - is extraordinarily hazardous. It involves weaving through neighborhoods, crossing the very busy Highway 1 (during rush hour), and criss crossing through the construction in the area around Braddock. Whereas, biking to the Potomac Greens metro is a straight ride down a neighborhood street, on a safe dedicated bike lane. The Potomac Yard metro station is underutilized but adding bike access to Potomac Green will encourage more people from the Slaters area to bike to the metro. Adding bike share to a metro entrance is consistent with the city's plans to increase bicycle access throughout the city. I strongly encourage the city to add bike share in this location!

Regards,
Becca Cutri-Kohart

On Jun 20, 2024, at 4:30 PM, Sean Martin <sean.martin@alexandriava.gov> wrote:

Rebecca,

Fyi, the docket for the Traffic and Parking Board has been posted. You may find it via the link in my prior email.

Additionally, unlike most hearings, this one will be held in the Sister Cities conference room in City Hall, room 1101. Please let me know if you have any questions.

Regards,
Sean Martin
Shared Mobility Planner
City of Alexandria, Virginia

From: Sean Martin
Sent: Tuesday, June 11, 2024 4:49 PM
To: Rebecca C-K <r.cutrikohart@gmail.com>
Subject: RE: 23-00042894 - Thread_Token:: thread::Aylt5L-3HMCy3ug8ASbb5CA:: Thread_Token

Rebecca,

Thanks for the feedback. The City has been in communication with WMATA about the possibility of placing traditional bike racks closer to the elevator since the land belongs to WMATA.

Written comments may be sent to me and I'll include it in my report. If you or others choose to submit a written comment, please send it by 6/17 if possible.

Regards,
Sean Martin

Shared Mobility Planner
City of Alexandria, Virginia

From: Rebecca C-K <r.cutrikohart@gmail.com>
Sent: Tuesday, June 11, 2024 4:44 PM
To: Sean Martin <sean.martin@alexandriava.gov>
Subject: Re: 23-00042894 - Thread-Token:: thread::Aylt5L-3HMCy3ug8ASbb5CA::
::Thread-Token

Sean,

Thanks for following up. Maybe one day the fence that blocks off access to an unused lot could just be moved a few feet out and the you could have both your turning point and a bike rack. Given the area is frequently littered with privately-owned bikes and scooters already, providing a proper rack might end up being necessary so they don't interfere with emergency vehicle access.

I will make sure to either attend or send comments to the meeting in support of a bike share there!

Becca

Sent from my iPhone

On Jun 11, 2024, at 4:29 PM, Sean Martin
<sean.martin@alexandriava.gov> wrote:

Rebecca,

Apologies for the late response!

Unfortunately, this location would not work for a bikeshare station. It's still part of the EVE and is used as a vehicle turnaround point. Adjacent to the access road entrance is the closest a bikeshare station can get to the Metro station.

This proposal will go before the City's Traffic and Parking Board for

approval to remove the necessary parking spaces to accommodate the station during the meeting on June 24, starting at 7pm. Closer to the date, additional information about the meeting can be found on the Traffic and Parking Board website here: [Traffic & Parking Board | City of Alexandria, VA \(alexandriava.gov\)](https://www.alexandriava.gov/traffic-parking-board). Residents are encouraged to attend and speak on this item as well as submit a written comment. Please feel free to share this with members of your community and let me know if you have any questions.

Regards,
Sean Martin
Shared Mobility Planner
City of Alexandria, Virginia

From: Rebecca C-K <r.cutrikohart@gmail.com>
Sent: Tuesday, April 30, 2024 8:44 AM
To: Sean Martin <sean.martin@alexandriava.gov>
Subject: Re: 23-00042894 - Thread_Token:: thread::Aylt5L-3HMCy3ug8ASbb5CA:: ::Thread_Token

Do you think you could put a small bike dock on this side of the elevator which isn't part of the right of way and is just a fence blocking off the path to nowhere? Or even a bike/scooter rack?

This morning, in front of the elevator there are 2 scooter shares, 4 bikes chained to the fence, and 2 scooters chained to the fence.

People don't want to walk the 0.2 mile length of the access road if they don't have to...

<image001.jpg>

Sent from my iPhone

On Apr 26, 2024, at 12:37 PM, Sean Martin
<sean.martin@alexandriava.gov> wrote:

Rebecca,

Thanks so much!

Unfortunately, there is not enough room by the elevator. The pathway is an emergency vehicle easement (EVE) which must have a minimum of 22' of space for emergency vehicles.

Regards,
Sean Martin
Shared Mobility Planner
City of Alexandria, Virginia

From: Rebecca C-K <r.cutrikohart@gmail.com>
Sent: Tuesday, April 23, 2024 9:15 PM
To: Sean Martin <sean.martin@alexandriava.gov>
Subject: Re: 23-00042894 - Thread_Token:: thread::Aylt5L-3HMCy3ug8ASbb5CA:: ::Thread_Token

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I have filled it out and passed it around.

My only other comment is that it would be great if the docks were actually by the elevator, as it's about .2 mile from that location to the metro elevator itself and would be nice to ride closer to the doorstep. Many people seem to just chain their bikes and scooters to the fence by the elevator (it could benefit from a bike stand there.)

Sent from my iPhone

On Apr 12, 2024, at 11:47 AM, Sean Martin <sean.martin@alexandriava.gov> wrote:

Hi Rebecca,

I'm conducting some public outreach regarding a potential CaBi station by the Potomac Yard metro entrance in Potomac Greens. Would you mind submitting your initial feedback in the feedback form below and sharing the link with your neighbors?

<https://www.research.net/r/PotentialPotomacGreensCapitalBikeshareStationLocation>

Regards,
Sean Martin
Shared Mobility Planner
City of Alexandria, Virginia

From: Rebecca C-K <r.cutrikohart@gmail.com>
Sent: Monday, November 20, 2023 1:10 PM
To: Sean Martin <sean.martin@alexandriava.gov>
Subject: Re: 23-00042894 - Thread_Token:: thread::Aylt5L-3HMCy3ug8ASbb5CA:: ::Thread_Token

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

Sean,

I will make sure to share this and suggest my neighbors send their support. You

can see that there are many users on the CABI app that have sent in this suggestion too:

<image001.png>

Many people aren't even aware the entrance exists because it's not really marked on WMATA map or google, or signposted anywhere on Potomac Green. I think people would certainly use a bike share. I pick mine up at the Powhatan docks and it's a downright hazardous ride to get to Braddock - crossing highway 1, no dedicated bike lanes, a period of time I have to ride on sidewalk to get there. It would be a walk in the park to be able to get a bike at Slaters and just go straight to Potomac Green along the already existing bike lane door to door!

Sent from my iPhone

On Nov 20, 2023, at 6:55 PM,

Alex311

[<alex311@alexandriava.gov>](mailto:alex311@alexandriava.gov)

wrote:

Hi Rebecca,

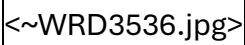
Thanks for reaching out. A bikeshare station by the Potomac Green metro entrance is on my radar as a possibility. Would you mind asking any neighbors that are also in support of a CaBi

station here to email me
at Sean.Martin@alexandriava.gov
to help me gauge the community
support for one?

Regards,
Sean Martin
TES Mobility Services

----- Original Message

From: Alex311
[alex311@alexandriava.gov]
Sent: 11/14/2023 8:38 AM
To: crm.administrator@alexandriava.gov
Cc: alex311@alexandriava.gov
[v](#)
Subject: 23-00042894 -
Thread-Token::
thread::Aylt5L-
3HMCy3ug8ASbb5CA::
::Thread-Token

thread::Aylt5L-
3HMCy3ug8ASbb5CA::


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

MODIFIED BY: David M. Dunn

Potomac Greens Resident

Member: City of Alexandria, Potomac Yards Metro Implementation Group

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.

ALTERNATE RECOMMENDATION:

(1) That the Board recommend the Director of T&ES allow the two (2) on-street parking spaces to remain and develop a good-faith solution to provide nearby, safe, and equally effective off-street Capital Bikeshare capability east of the Potomac Yard Metrorail Station.

(2) That the Board also recommend the number bikeshare bicycles be limited to ten (10) docks rather than the proposed number of fifteen (15) docks in consideration that the east Potomac Yard Metrorail Station entrance is used significantly less than that of the official west-side entrance(s).

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 twohour parking from 8am-5pm, Monday-Saturday. There are approximately 30 parking spaces on the block.

Additionally, every home has a two-car garage.

Note: Not every home in Potomac Greens has a two-car garage.

The Potomac Greens community petitioned the City of Alexandria to add Zone 14 in an effort to mitigate what has now been proven to be considerably increased Metrorail station related parking volume. In addition, posted parking restrictions do not apply to those possessing Zone 14 permits and park as commuters, travelers, and event-attendees on the north end of Potomac Greens Drive & Carpenter Road.

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.”

Early proposed east-side station design elements did include ADA compliant ramps, stairwells, and discussion of bicycle accessibility/storage. All of which were eliminated from future plans. At multiple Potomac Yard Metro Implementation Group (PYMIG) meetings, stakeholders asked about bringing back these features many times and were continually told there are no current or future plans to incorporate those design elements east of the 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).

T&ES Attachment #4 shows that possibly a maximum of two (2) individual requestors have asked for bikeshare within close proximity to the station east entrance. One through Alex311 and one through conversation/email.

In contrast, a community of over 240 addresses whose members spoke up, overwhelmingly asked for T&ES to provide good faith, transparency, and cooperation to not build propose modifications resulting in an amicable solution.

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.

The Potomac Yard Metrorail was developed as an “Urban Infill Station” and as such, an early decision was made to not construct additional passenger parking options. Station adjacent parking has become substantially more congested on weekends and evenings when restrictions are not enforced. The two on-street spaces proposed by T&ES for bikeshare would be better utilized for vehicular parking - while at the same time, extremely viable options exist to permit bikeshare immediately nearby. Both options can easily coexist.

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.

Potomac Greens residents overwhelmingly and (at the April presentation meeting) unanimously chose to NOT have a station placed in the currently proposed location. In the spirit of negotiation and that there might be potential requests of the larger external community – residents asked that T&ES find a nearby alternative location. One option was presented during the comments and feedback session yet the goal and intention of residents was that T&ES would be flexible and provide alternate options.

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.

The survey was two questions 1) Which community do you live in? and 2) What questions... would you like to be addressed...?

From this survey, T&ES prepared a FAQ slideshow presentation to share with residents at the Potomac Greens April 2024 HOA meeting. The FAQ did not appear based on fact nor did it contain context or references. Slideshow context and reference material was requested by multiple residents though zero additional follow-up data was conveyed back to residents.

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. **No encroachment on to the roads or easements was ever requested. In fact, residents did agree that as much grassy off-street space as is necessary would be an acceptable and adequate compromise to the current proposal (if a bikeshare station must truly be built). This would allow emergency services all required access and availability.**
- Sidewalk trees inhibit solar access necessary to power the station at the front of the park. **This statement is extremely misleading. There are very few trees near the proposed alternatives (as evidenced by T&ES own Attachment 1 aerial photo). In fact, a great deal of shade is created by existing older trees in the currently proposed street location.**
- The bikeshare installation truck cannot access the park interior. **While this statement may be partly correct for one alternate location - Alternative A (see Attachment 1A), all other possible suggested locations are at or near curbside. Residents are not beholden to these alternative locations either – they are merely suggestions for enhanced, safer street-corner bikeshare. We are confident T&ES can find a suitable alternate site.**

Additional concerns that were expressed include potential crime, impacts to parking, and illegal U-turns that already occur at this corner.

Note: U-turns are not illegal at the north intersection of Carpenter Road and Potomac Greens Drive.

Crime was brought up as a comment in reference to a FAQ slide referencing crime.

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. **This misleading statement was addressed previously. Residents attempted to also offer ideas, requested more detail, context,**

and outreach though to-date, have received none. Residents were unanimously opposed to on-street bikeshare but did agree to honor the spirit of the greater community need. Residents did not rule out possibilities for other potential T&ES options.

By the accounts of many homeowners, it appeared that T&ES had already made a decision and used the April 2024 HOA meeting as a tool to deliver a pre-decided plan rather than work together with residents in good faith.

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.

T&ES "Outreach" came in the form of a two-question survey followed by a slideshow presentation without reference or context. Residents at the meeting agreed the FAQ appeared to be more of a disingenuous "sales pitch" than a sincere message of departmental outreach.

Conclusion: There is an opportunity for Potomac Greens residents, external commuters, and the City to all obtain a positive outcome. We simply ask that T&ES revise plans and incorporate feedback. Residents are not asking for a specific location... Simply an off-street dock site sized appropriately for the reduced requirements of the east station entrances.

ATTACHMENT 1A (**MODIFIED PRESENTING OPTIONS**): LOCATION (AERIAL)



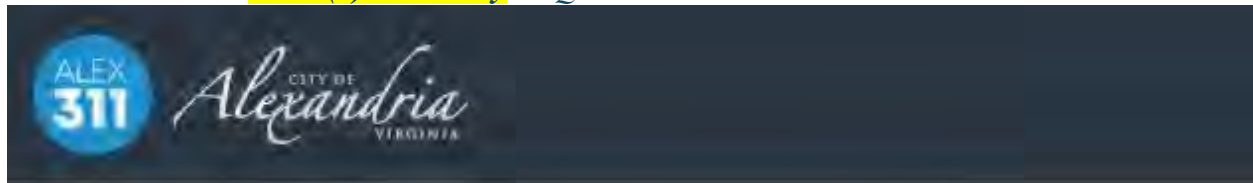
ATTACHMENT 2A (**MODIFIED PRESENTING OPTIONS**): LOCATION (STREETVIEW)



Potomac Greens Drive looking south

Attachment 3-4 N/A (Removed)

ATTACHMENT 5: **TWO (2) in entirety** REQUESTS FOR A 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 Potomac 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

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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

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From: [Jen Slesinger Monaco](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Parking Removal – 1800 block of Potomac Greens Drive for a Capital Bikeshare station
Date: Monday, June 24, 2024 9:21:06 AM

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As an Old Town Greens resident of Massey Lane, I would like to express my strong support for a bikeshare station at the east entrance of the Potomac Yard Metro. This bikeshare station will allow me to have a safer, shorter, more comfortable ride through my own neighborhood to access the new transit station - all elements that are consistent with the Alexandria Mobility Plan. The Braddock ride feels less safe and comfortable and is in the wrong direction when I am headed to DC. I do not feel that I should be deterred from using the Potomac Yard Metro because adjacent residents don't want it to be easy for those a little farther away to have access to the station via Potomac Greens.

While I have my own bike, I often need the flexibility to take a different way home and don't want to leave my bike there for longer than necessary. While there may not be hundreds who commute the way I do to the Metro, I see many bikeshare riders who use the Potomac Greens bikeshare station - and I assume others from nearby bikeshare stations who would benefit.

If the two required parking spaces have been removed for the last few years, they seem to not be a necessity. Bikeshare stations keep bike parking orderly - which would benefit the neighborhood - and I cannot see how they would cause any more of a nuisance than a bike rack.

I appreciate the City working to expand access to the new Metro station that the City invested so much in. Thank you for your time and consideration.

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From: [Mimi Joy](#)
To: [Sheila McGraw](#)
Cc: [Kevin Brehm](#); [Mimi Joy](#)
Subject: [EXTERNAL]Capital Bikeshare station on Potomac Greens Drive
Date: Monday, June 24, 2024 1:53:48 PM

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Dear Ms McGraw - I am a resident of the Potomac Greens neighborhood and am sending you my comments on the proposed Capital Bikeshare station on Potomac Greens Drive. I would like to dispute the need for this bikeshare station and am outlining my discussion points below. Please let me know if you have any questions or need anything more from me.

Thank you - Mimi Joy

Location

1. The proposed bikeshare site is near the Potomac Yards station entrance off of Potomac Greens drive (east side of the station). This entrance to the station is not the primary entrance. The primary entrance is on Potomac Ave (west side of the station) where riders may exit and travel north or south.

- The east side exit to the Metro in our neighborhood abuts wetlands. The only direction anyone could travel from the Metro station is south towards Slaters lane through a heavily residential area.

2. The proposed bikeshare site (east side of the train station) is directly across the street from several residences on Potomac Greens and would be an eyesore for those residents and their view from their homes.

3. The proposed site would take several parking spaces that many residents in our neighborhood use when accessing the Metro station.

4. The proposed site is 500 steps or about 150 yards from the east entrance to the station. This is approximately a 5 minute walk from the station to the proposed bikeshare site and not a convenient location for Metro customers given the length of the walk to the bikeshare and subsequent distance to commercial areas for anyone who is not a resident.

- People who ride bikes to the station lock them close the entrance (within 20 feet) to the station where they can be quickly accessed.
- We have been told that our suggestions for alternate sites for the bikeshare installation nearer to the station are not possible.

Utilization

5. The bikeshare representative has told us there were 20 positive requests for the bikeshare site from a survey Capitol Bikeshare conducted.

- No one in our neighborhood received the survey, especially those who live across the street from the proposed installation site.
- It was not clear if the 20 positive respondents understood the location of the bikeshare docking station would be a 5 minute walk from the station entrance, potentially making it less attractive to use.
- 20 positive responses from the hundreds of people who access the Metro

station from the east side does not support a critical threshold to indicate a need for this bikeshare installation.

6. No one living in our neighborhood will be able to utilize these bikes for transportation to access the metro. This is because the bikes must be docked to complete a rental and the next nearest docking station is .5 miles away at the intersection of Potomac Greens and Slaters lane. Many of us live inside that half mile span, making the bike rental location ineffective in allowing us to bike to/from our homes to the bikeshare station. It is more efficient for residents to walk to/from the metro for the sake of time and distance.

- If non-residents of the Potomac Greens neighborhood want access to a bikeshare, it is more convenient for them to exit the Braddock or King metro stations (the next stations south of Potomac Yards on the metro line).

--

Mimi Joy

<http://www.linkedin.com/in/mimijoy>

404.316.2159

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From: [Patricia LIVEZEY](#)
To: [Sheila McGraw](#)
Cc: [PlanComm](#)
Subject: [EXTERNAL]Capital Bikeshare station on Potomac Greens Drive - Public Comment for June 24, 2024 Traffic & Parking Board Meeting
Date: Sunday, June 23, 2024 1:46:45 PM

[You don't often get email from pattylivezey@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

In regard to a Capital Bikeshare station on Potomac Greens Drive near the entrance to the access road to the Potomac Yard Metrorail station, I am 100 percent AGAINST this proposal.

If a Bikeshare is warranted for the Potomac Yard Metro/ Potomac Greens side, a homeowner should not have one installed across the street from their home because it is the least inexpensive route to go. A Bikeshare station should be as close as possible to the elevator/ exit from the Metro. Across from the elevator is a fence and currently is where owners of bikes lock them. The correct solution is to put the Bikeshare near the elevator. If that is not possible, a Bikeshare should not be put in the community of Potomac Greens. Has anyone considered putting the Bikeshare inside the Metro on the north end before the tunnel and near the elevator exit to Potomac Greens??

Patty Livezey
708 Day Lane, Alexandria Virginia 22314
resident of Potomac Greens

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From: [Asa Orrin-Brown](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]for traffic and parking board
Date: Wednesday, June 12, 2024 8:51:41 AM

Traffic and Parking Board Members,

I am writing in support of the proposed installation of new Capital Bikeshare stations by T&ES at Potomac Greens and Carpenter Rd, as well as Four Mile Rd and Milan Drive. My teenage daughter has a disability that makes ebike and bus/metro her primary means of transportation. We were just discussing plan B options yesterday in case of a maintenance issue on her bike. Our plan is for her to lock her bike to a rack and rent a Capital Bikeshare bike to ride to the docking station a few blocks from our home. This is a great plan, but it is contingent on there being plenty of bike docks within range of any position in the city. This sort of equity and accessibility is one of the many advantages of having Capital Bikeshare throughout our city. I encourage you to support this and any future bikeshare station installation projects.

Best regards,
Asa Orrin-Brown

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From: [Asa Orrin-Brown](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Daylighting at Hudson and Vermont
Date: Wednesday, June 12, 2024 9:57:46 AM

Traffic and Parking Board Members,

I am writing in support of the proposed removal of parking at Hudson and Vermont. The k-8 students using the bus stop need the additional daylighting to make their crossing safe. Cars routinely pull past the crosswalk before stopping. As you can see from the attached photos of five kids crossing the street from the point of view of a driver coming down the hill on Hudson, it is impossible to see children approaching the crosswalk until they are in the roadway. It takes about 62 feet for a driver traveling at 25 mph to stop. The danger is obvious. This parking removal also has wide support from the neighborhood as you can see from the petition submitted by Carlos Fernandez. The signers include multiple residents adjacent to the parking removal, as well as other residents who live nearby.

Best regards,
Asa Orrin-Brown







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source.

From: [Brianna Calculofulger](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]For Traffic and Parking Board, RE daylighting on Hudson at Vermont
Date: Monday, May 13, 2024 2:30:12 PM

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Traffic and Parking Board Members,

I am writing to show my support for no parking signs to be installed at the intersection of S Hudson and Vermont in the Wakefield-Tarleton neighborhood. My little sister walks to this corner every weekday to take the bus to school, and when cars are parked close to the corner they make it harder to see any cars driving into the intersection, making it more dangerous for her to get to school. Since the no parking signs were added on Vermont, visibility in that direction has vastly improved, making her trip to school safer, but the crosswalk is still often partially blocked. According to city staff "From 2018-2022 in Alexandria 7% of pedestrian crashes resulting in a severe or fatal injury occurred at stop sign intersections, and 22% of pedestrian crashes resulting in a visible injury occurred at stop signs intersections." This shows that intersections like this one are highly important and must be made safer for Vision Zero to succeed.

Thank you for reading,
Brianna Orrin-Brown

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June 13, 2024

Traffic and Parking Board
City of Alexandria
301 King Street
Alexandria, VA 22314

Attn: James Lewis, Chairperson

Subject: King Street-Bradlee Safety & Mobility Enhancements

Alexandria Families for Safe Streets (AFSS) generally supports Alternative #2 of the King Street-Bradlee Safety and Mobility Enhancements. The project goals are to improve mobility, safety, and access for all users, install safer pedestrian access and bicycle facilities which connect to the surrounding network, improve stormwater treatment, and maintain or enhance existing transit facilities. Alternative #2 is at least a step forward that best provides improved safety, transit access, and some bicycle facilities.

However, the City's limited focus on the access road, and decision to proscribe significant changes to King Street through-lanes, is a missed opportunity to truly achieve this project's stated goals. Too much about King Street remains dangerous, inaccessible, and hostile to transit, pedestrian, and bicycle users. If the City is committed to achieving greater safety, access, and mobility for pedestrian, bicycle, and transit users, then we encourage it to be more expansive in its design alternatives. The T&PB Board and the City deserve a better choice in balancing different uses and needs on our streets to achieve this project's goals.

- 1. Safety:** The King Street-Bradlee corridor remains dangerous. Other than the access road reconfiguration, the proposed alternatives provide no safety or design improvements for residents in Fairlington. Crossing at Wakefield or Taylor Street requires braving multiple lanes of fast-moving traffic. The proposed designs do not provide any pedestrian or bicycle infrastructure on the north side, leaving access by Fairlington / Shirlington limited unless they cross the street to walk on the other side. Alternative #2 improves mobility, safety, and access, by adding some pedestrian and bicycle infrastructure along the access road. However, it does not make King Street accessible for all roadway users of all ages, abilities and modes of travel.
- 2. Access and Connectivity:** Nearby places remain difficult to reach. The Fairlington Community Center, Utah Dog Park, Shirlington, Four Mile Run, and the W&OD trails are all close to the Bradlee Shopping Center. However, access to these destinations requires a person to cross King Street, which remains hostile to anyone who is not in a motor vehicle. Thus, the project's goal of pedestrian access

Alexandria Families for Safe Streets
1800 Diagonal Road, Suite 600
Alexandria, VA 22314
Phone: +1 (703) 946-8401
e-mail: contact@novafss.org
novasafeststreets.org



and bicycle facilities that connect into the surrounding network is only partially achieved.

- 3. Transit:** Transit improvements are limited. All proposals require buses to turn left, across multiple lanes of traffic, into the access road. This can take a significant amount of time and introduces a degree of risk for the bus as it crosses oncoming traffic. Because of the limited design parameters, the City is unable to significantly modify a transit route that prioritizes cars over those who take public transit. Any transit infrastructure designs, such as center running or curb running lanes, do not seem possible without some modification to King Street through-lanes.

In conclusion, AFSS supports Alternative #2 as the superior option of the presented alternatives. It best supports and improves transit access by providing bus-only facilities and provides some bicycle facilities that connect to NVCC. However, AFSS urges the City to broaden its focus on future projects. In all proposed alternatives King Street is still unsafe to those outside a vehicle; access and connectivity is still poor since many nearby destinations require crossing King Street at undesirable crosswalk locations; and transit improvements are limited since the bus must execute a potentially risky and time-consuming left turn across oncoming traffic in its route. Overall, the narrow focus on the access road keeps the T&PB or the City Council from considering more flexible or far-reaching designs for achieving project goals at Bradlee. This is a first step, but we hope it is not the last.

Respectfully,
Dane Lauritzen
Board Member
On behalf of the Board of Directors of
Alexandria Families for Safe Streets

[EXTERNAL]Bradlee - King Safety improvements

Ken Notis <civ2kn@gmail.com>

Mon 6/17/2024 7:37 PM

To:Sheila McGraw <sheila.mcgraw@alexandriava.gov>

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

We support the proposed improvements.

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 improved bike connectivity at Menokin and at Wakefield.

Please pass this along to the members of the Traffic and Parking Board.

Ken Notis
Chair, Alexandria BPAC

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

March 22, 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 am submitting comments on the proposed King Street improvement project and the alternatives presented at the Open House meeting on February 15, 2024.

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.

We are pleased the City wants to enhance safety, environmental, and aesthetic issues for the portion of King Street between Quaker Lane and Menokin Drive, as this runs in front of our community. We particularly appreciate the emphasis on stormwater treatment as part of this project, and note that our community has been increasingly focused on integrating drainage enhancements throughout the community. We would ask that the City work with our community directly as these pursuits advance to ensure that Fairlington Towne's infrastructure is appropriately connected to the new City infrastructure. We also appreciate the transparency of this proposed project and the effort being made to solicit community feedback. We have several concerns with the options that are currently proposed and we appreciate the opportunity to share these with the City.

1) Elimination of Parking Spaces

Our community offers residential parking lots both along King Street and North Dearing to accommodate resident parking. We also increasingly rely on parking spots along North Dearing and King Street to support additional parking for residents, guests, and service and delivery vehicles. It is notable that parking along North Dearing and King Street are not part of a residential parking permit district.

In the three proposed alternatives presented at the recent open house, parking spaces located along the access road between the Bradlee Shopping Center and Menokin drive would be eliminated. Elimination of these spots would negatively impact our community, as both residents and visitors to our community use those spaces regularly. These spots are also often used by service vans and delivery vans such as USPS and FedEx. We would ask that as these alternative plans are considered, the City engage our community on potential parking solutions, to include possible consideration of including North Dearing as a residential parking permit district.

2) Changing King Street Service Road from Two Way to One Way

Looking more closely at each option, alternatives 2 and 3 call for making the King Street service road one-way going West (toward 395), with option 2 having a designated bus lane and option 3 having one-way shared traffic.

Our primary concern with both alternatives 2 and 3 is the negative impact this would have on our King Street residents. Twenty-six of the townhomes in our community face King Street — 16 townhomes in the block adjacent to the shopping center (3700-3730 King Street) and 10 townhomes on the other side of the North Dearing intersection (3810-3830 King Street). As noted above, residents of these townhomes access community parking lots from the service road; each block has a parking lot in front with two entrances/exits. Additionally, the unit at 3810 King Street has its own driveway/parking spot.

Changing the service road to a one-way street would create a significant inconvenience for our King Street residents, as it restricts these residents in how they enter/exit the parking lots that serve their homes. We welcome additional discussion as to what considerations have been made around access to these residences.

3) Elimination of Turning Lanes

We'd also like to emphasize the importance of retaining the turn lanes from the access road onto King Street and North Dearing. The turn lanes provide added safety to residents and visitors of Fairlington Towne as they enter our community. In narrowing the access road, we have significant concerns that this could also negatively impact the safety of turning into and out of our community.

Finally, we feel it important to stress that our community has witnessed a number of accidents at this intersection from vehicles turning from N Dearing or the access road onto King Street, where turn lanes are not available. We can't think of a single accident occurring in the reverse scenario. Of the several existing turn lanes, the one in the West bound lanes of King Street

(driving towards 395) at North Dearing is the most important one for our community as it provides our residents with a very safe way to make a left turn into our community. While we appreciate these three proposed alternatives to the access road on King Street, we have significant concern that these will not relieve the existing traffic incidents that occur from vehicular traffic moving from North Dearing and South Wakefield Street. Potential impacts to and improved safety of these intersections must be a focal consideration as the City considers enhancements to this area.

We would request further engagement to focus on the impact of these proposals on the intersections at North Dearing/South Wakefield and South Taylor Street. It is difficult to provide further input at this time since proposed alternatives focusing on these intersections have not yet been provided. We have encouraged individuals in our community to submit their feedback and as a community, we will continue to monitor this project. We would strongly encourage the City to expand their focus and take into account these access points more specifically in your proposed plans. We look forward to hosting you at our upcoming community meeting and look forward to providing additional comments as you provide additional details regarding these proposed plans.

Finally, we would like to strongly express our concern that our community will be “outnumbered” by comments received from the larger Fairlington community. While it is possible that others may share some of the similar concerns as we do, this project will have the greatest impact on the residents of Fairlington Towne for the reasons outlined above. As City of Alexandria residents and taxpayers, we ask the City to provide further details regarding the impact to parking on the access road, access for residents along the access road, and considerations for improving traffic safety at the intersections asking the access road. We would welcome a dialogue on these aspects of the plans, and would ask the City focus on options that address our concerns and minimize the impact to our community while achieving the goals of the City. We would welcome the opportunity to partner with the City to explore what those options could be.

Thank you for your review of our concerns.

Sincerely,

Jacqueline Maffuci
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

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

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 Barna, Director of Planning & Scheduling, DASH

703.746.3274



dashbus.com



3000 Business Center Drive
Alexandria, VA 22314



Fairlington Towne Homeowners Association
North Ridge Citizens Association
Seminary Hill Association, Inc.

June 21, 2024

Ms. Adriana Castañeda
Director
Transportation & Environmental Services
City of Alexandria
301 King Street
Alexandria, Virginia 22314

Dear Ms. Castañeda:

This letter is sent to you jointly by the following community organizations:

- Fairlington Towne Homeowners Association
- North Ridge Citizens Association
- Seminary Hill Association, Inc.

We write to you concerning the plan to redesign the stretch of King Street between Menokin Drive and Quaker Lane (the project site), the most prominent landmark of which is the Bradlee Shopping Center (Bradlee).

Together, our three organizations represent most of the Alexandria city residents living within close proximity to the project site. Fairlington Towne and its approximately 300 townhouses border Bradlee Shopping Center to the west. The approximately 2,800 homes in North Ridge are located just to the east. Seminary Hill Association residents occupy some 2,000 housing units south of King Street. Bradlee Shopping Center sits within Seminary Hill's boundaries and is the primary shopping center serving the residents of all three organizations.

We have some concerns and some suggestions regarding the project. First, the concerns:

- **Current Design:** The three organizations agree that their residents like the way the road operates for them today. Any change to that stretch of King Street or the associated service road risks introducing unintended consequences, including longer wait times, increased safety risks, and reductions in the ease of access to, and egress from, Bradlee.
- **Access for Motorists:** One design change under consideration in Alternative 2 would convert the service road from two-way traffic to one-way westbound traffic from South

Taylor to Menokin Drive. This change would be exceedingly unpopular among our residents, most of whom depend on the service road both to get into Bradlee, leave Bradlee, or both. Residents of Seminary Hill and Fairlington Towne, some of whom live along the King Street service road, would no longer be able to drive or ride eastbound all the way on the service road to Bradlee or the Safeway to the south. This would not only impact the residents living there, but also any service or delivery vehicles accessing those homes. North Ridge residents would no longer be able to use the very convenient and much used slip lane south of Bradlee to access the main King Street lanes without having to sit at a light signal. We also foresee a significant traffic back-up at – what would be – the one remaining egress point at King and South Taylor for those headed east or south of Bradlee. Currently there are four. Finally, the staff believes that the primary deficiency of the two-way option is that buses might be delayed behind vehicles during peak traffic hours. (See staff's May 16, 2024 presentation, page 12.) Bus delays are not cited, however, as a deficiency of the current access road configuration. Presumably, this is not a major problem because the third lane for left turns reduces the incidence of backups. We urge the staff to consider the possibility of adding a left-turn lane in the two-way option, if only in the section of the road next to Bradlee, which arguably has the highest volume of traffic.

- **Eastbound Bus Service on King Street:** Also under consideration in both alternatives is the introduction of a bus stop on the main King Street lanes. Such a design feature promises to make access to the bus more difficult for Fairlington Towne residents. Despite the pull off feature, the location of the bus stop will also impede traffic on what is now a smooth flowing four-lane road at a critical intersection.
- **Demand by Mode of Transportation:** Recently, members of our organizations conducted a count of motor vehicles, bicycles, and pedestrians during some peak hours. While up to 400 vehicles were observed entering Bradlee during each peak hour, from zero to one bicyclists were observed. We do not believe that fundamentally changing the traffic patterns or motorists' accessibility to Bradlee makes sense given the low demand by bicyclists on King Street. When discussed with city representatives directly, they acknowledged that their belief is the construction of a bike lane will lead to more bicyclists. However, there is no data to support that assumption. When asked if the city had asked residents directly whether the addition of a bike lane would encourage bike ridership, the answer was no. Our residents believe this to be important data to collect ahead of making any decisions regarding the installation of bike lanes.
- **Safety:** Both of the city's remaining alternative designs call for installation of bike lanes along the service road. Bicyclists riding on such lanes would cross four entrances to a very busy shopping center. We believe that installing bike lanes there would create a significant safety hazard.

Here are our suggestions:

- **Stormwater Mitigation:** We are pleased that the city is considering placing water detention devices and other BMPs in the medians in front of Bradlee to reduce the flow of water in Four Mile Run and Taylor Run during heavy rains. Thus far, however, the City staff have provided almost no details about this important issue. We urge the city to develop, share and implement plans for controlling water flows from Bradlee. Residents in this area feel this should be the principal objective of any redesign of King Street.
- **Bike Routes:** Under either Alternative 1 or Alternative 2, city staff envision cyclists traveling along the city boundaries with Arlington County to the north and Fairfax County to the west, presumably from the Beauregard/King and Van Dorn/Menokin intersections east to Marlee Way. From there, cyclists would be directed to make a right turn on Marlee and then a left hand turn at the signal at West Braddock in order to continue eastbound toward Old Town. However, the much less busy West Braddock corridor currently serves that purpose for eastbound bicyclists living west of Bradlee, without having to access the much busier King Street corridor at all. In addition to being an official city bicycle route with bicycling signage and sharrows, West Braddock is located right behind Bradlee and connects seamlessly to the two existing bike routes on the other side of Quaker Lane (continuing on West Braddock or making a right turn onto King Street near Oakland Baptist Church). The ride along King in front of Bradlee would not be nearly as seamless for cyclists. Additionally, the access points to West Braddock at Van Dorn, Beauregard, or Howard are more centrally located for more city residents than the access points on King Street along the city's boundaries with neighboring jurisdictions. We suggest that the city continue to encourage bicycle use of West Braddock, a much safer and convenient corridor for those road users. If the City is determined to install bike lanes on King Street with safety as a priority, it might consider installing them on the westbound side of King Street, but that would still be an unnecessary expenditure of grant or city funds given the current utility of West Braddock for cyclists.
- **Pedestrian Safety.** This stretch of King Street has proven to be remarkably safe over the decades that many of our residents have used it. Nonetheless, we would support reasonable measures to improve pedestrian safety at the King/South Taylor intersection. In addition, residents of Fairlington Towne have repeatedly asked for the City to install road markings to more safely direct turning vehicles at the entrances to their neighborhood. We recommend that those concerns finally be addressed.
- **Sidewalks.** The primary users of sidewalks west of Bradlee are residents of Fairlington Towne. They do not see the need for widening them as is called for under each of the city's alternatives. The proposed sidewalk on the east side of King Street between

Quaker and South Taylor seems unnecessary. It is difficult to imagine who would use such a sidewalk and it would replace green space with concrete.

We would like to thank Ryan Knight and Sara Brandt-Vorel for meeting with us in April at TES's offices. That meeting answered so many of our questions and afforded us the clarity we needed to explain the project to our residents and our ability to assess the project in an informed way.

While we believe the road works well under its current design, if the city is committed to addressing the stormwater issue or making safety enhancements, we are all in on working with you. As for redesigning the service road, we would be happy to work with the city if staff can share any compelling data or other evidence that supports the need to do so on this stretch of King Street. So far, we have seen none.

We look forward to your response.

Sincerely,



Jackie Maffucci
President
Fairlington Towne
Homeowners Association



Tack Richardson
President
North Ridge
Citizens Association



Bill Rossello
President
Seminary Hill
Association, Inc.

Cc: Jim Parajon, City Manager

From: [Terri Cameron](#)
To: [Sheila McGraw](#)
Subject: re: Traffic and Parking Board Meeting – June 24
Date: Sunday, June 23, 2024 6:03:02 PM

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Hello Sheila,

I plan to attend the public meeting tomorrow. Here's my comment that hopefully will be addressed:

“I agree 100% with comments by Fairlington Towne Condominium Association. Why waste money on something that's doesn't need fixing?! However, I would suggest widening the entrance to the Bradlee Shopping Center on the end where Starbucks is located so cars can get in and out much easier. I'm just surprised and (glad) more accidents haven't occurred. Alexandria should spend budget/grant money on areas that really need improvement. The service road needs to remain as it is. This road acts like a buffer that helps move traffic along against the already heavy traffic on the main road. Thank you for your attention to this matter.”



June 21, 2024

Re: Duke Street in Motion

Members of the Traffic and Parking Board -

On behalf of the Clover College Park Civic Association (CCPCA), we are writing you to convey our support for staff's recommendation on Docket Item #13, one-way conversion and traffic flow changes – Duke Street between West Taylor Run and Wheeler Avenue. As part of the Duke Street in Motion project, our board requested Transportation and Environmental Services (TE&S) review the Cambridge Road intersection for safety and level of service improvements. After significant public feedback and community outreach, our board supports staff's recommended Option 3 (The Through-Cut). This option fulfills our community's request for improvements at the Cambridge/Duke intersection.

Our community is located directly to the north of Duke Street, south of Janneys Lane, and west of Quaker Lane. Section 2B of the Duke Street in Motion project runs predominately along the portion of Duke Street directly to the south of our community. The Cambridge/Duke intersection is near the eastern edge of Section 2B.

The Cambridge/Duke intersection as currently configured is dangerous, complicated, and inadequate. The bottom of Cambridge turns at a sharp 90 angle alongside a private business curb cut to immediately meet a two-way stop only 20 feet before the major Duke Street intersection. Cars commonly run these stop signs in an attempt to get through (and frequently run) the Duke Street light, inviting frequent collision with cars turning left from and crossing Duke. Vehicles turning right from or crossing Duke are not required to stop at this intersection and cannot safely as there is no space. Finally, the center of Duke Street is much higher than either side of the road, and vehicles on both Roth and Cambridge cannot see the other side until they have entered the intersection. In short, the potential for vehicle, cycling and pedestrian conflict is high, as supported by city data. As such, introducing a center-running bus lane and increased traffic with no meaningful restructuring of the intersection is inappropriate.

Our community has supported numerous traffic projects that have re-routed more traffic to, and within, our community. CCPCA supported East Taylor Run's turn restrictions, which greatly enhanced our neighbor's quality of life, but funneled more traffic to West Taylor Run and Cambridge. Subsequently, we supported the left-turn restriction from Yale Drive to Duke, which not only improved safety, but also reduced southbound volumes on Yale. Once again, that funneled more traffic to Cambridge. Finally, we supported the permanent ban on traffic from West Taylor Run to Telegraph Road, which again provided those residents with significant quality of life improvements. Yet, once again, it funneled more traffic to Cambridge.

Under Duke Street in Motion, the proposed center-running bus lane will prevent vehicles from turning into our community at Yale, placing additional traffic onto Cambridge Road. Further, under the 2016 Central Alexandria Traffic Study, the traffic analysis showed that over 40% of vehicles heading south on Cambridge are cut-through traffic, and the level of service at the Cambridge intersection is rated F. Finally, there are documented pedestrian involved accidents at this intersection. For these reasons, on behalf of our community as a whole, but our Cambridge residents in particular, we ask you to recognize their support for their broader community and approve the proposed intersection improvements recommended by staff.

We respect and appreciate the goals of Duke Street in Motion, especially the goal to increase safety throughout the Duke Street corridor. However, there is no debate about the chaos and lack of safety at this intersection, or that a center-running bus lane on 2B will increase traffic volumes and the potential for vehicle conflict. Under TE&S's analysis of the improvements offered by Option 3 (The Through-Cut), the level of service at the intersection will improve from 197 second to 72 seconds. It also resolves the problematic site line issues from Cambridge to Roth (and vice versa). Finally and most importantly, pedestrian conflict points at the intersection will reduce from 32 at Duke and 9 at Cambridge to 23 at Duke and 4 at Cambridge.

We sincerely thanks TE&S for their work on this project and their responsiveness to data-driven and community supported feedback.

We ask you approve staff's recommendation for Option #3 (The Through-Cut) on the basis that it improves traffic flow, safety and fulfills a long-standing request from members of our community who continuously lent support to so many of their neighbors.

Sincerely,

The Board of the Clover/College Park Civic Association

cc: Hillary Orr, Deputy Director, Transportation Department of Transportation & Environmental Services

From: [Dennis Kuhns](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Cambridge Road Improvements
Date: Thursday, June 20, 2024 1:28:54 PM

You don't often get email from dkuhns10@gmail.com. [Learn why this is important](#)

Members of the Traffic and Parking Board –

I am a member of the Clover-College Park Association, which sits directly to the north of the Cambridge Road/Duke Street intersection. Cambridge Road serves as a major access point into and out of our community. As part of the Duke Street in Motion project, our board requested Transportation and Environmental Services (TE&S) review the Cambridge Road intersection for safety and level of service improvements. The result of that evaluation is Option 3 (The Through-Cut) which TE&S recommended for your approval after significant public feedback and community outreach.

I support the safety and level of service improvements set forth under Option 3 (The Through-Cut). As noted in TE&S's analysis of the improvements offered by this redesign, the level of service at the intersection will improve from 197 second to 72 seconds. Further, pedestrian conflict points at the intersection will reduce from 32 at Duke and 9 at Cambridge to 23 at Duke and 4 at Cambridge. This intersection has documented safety issues, including a pedestrian who was hit and injured by a vehicle in the intersection crosswalk within the last 18 months, so these are welcome improvements.

The ability for pedestrians, cyclists and motorists traverse this intersection safely and efficiently is important to my community and me. I ask you to approve Option 3 (The Through-Cut).

Thank you,

Denny Kuhns
2905 Dartmouth Road

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From: [Emily Binder](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Comments on the Traffic and Parking Board June 24th Docket Item 13
Date: Thursday, June 20, 2024 4:35:27 PM

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Members of the Traffic and Parking Board,

I am a resident of Clover-College Park, which sits directly to the north of the Cambridge Road/Duke Street intersection. Cambridge Road serves as a major access point into and out of our community. As part of the Duke Street in Motion project, our board requested Transportation and Environmental Services (TE&S) review the Cambridge Road intersection for safety and level of service improvements. The result of that evaluation is Option 3 (The Through-Cut) which TE&S recommended for your approval after significant public feedback and community outreach.

I support the safety and level of service improvements set forth under Option 3 (The Through-Cut). As noted in TE&S's analysis of the improvements offered by this redesign, the level of service at the intersection will improve from 197 seconds to 72 seconds. Further, pedestrian conflict points at the intersection will reduce from 32 at Duke and 9 at Cambridge to 23 at Duke and 4 at Cambridge. This intersection has documented safety issues, including a pedestrian who was hit and injured by a vehicle in the intersection crosswalk within the last 18 months, so these are welcome improvements.

The ability for pedestrians, cyclists and motorists traverse this intersection safely and efficiently is important to my community and me. I ask you to approve Option 3 (The Through-Cut).

Thank you,

Emily Binder

311 Crown View Dr

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From: plaze@comcast.net
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Comments on the Traffic and Parking Board June 24th Docket Item 13
Date: Friday, June 21, 2024 3:41:16 PM

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To the Members of the Traffic and Parking Board:

I live on Cambridge Road and am directly affected by many of the changes recently implemented to address traffic problems on nearby streets. Even though I live on this street, I go out of my way to avoid driving through the Cambridge Road/Duke Street intersection because it is a mess. As part of the Duke Street in Motion project, the Clover College Park Civic Association (CCPCA) board requested Transportation and Environmental Services (TE&S) review the Cambridge Road intersection for safety and level of service improvements. The best result developed from that evaluation is Option 3 (the Through-Cut) which TE&S recommended for your approval after significant public feedback and community outreach.

For the reasons stated in the CCPCA letter to you on this matter dated June 21, 2024, I ask you to approve Option 3 (the Through-Cut).

Thank you for your consideration.

Laura Plaze
402 Cambridge Road
Alexandria, VA 22314

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From: [Leslie Catherwood](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Duke Street & Cambridge Road
Date: Thursday, June 20, 2024 10:41:51 PM

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Hello Traffic & Parking Board Members,

My name is Leslie Catherwood. I'm the former Chair of the Duke Street Transitway Advisory Group (DSTAG), current member of the City's Transportation Commission, and resident on W Taylor Run Pkwy (WTRP). It is for all these reasons I write to provide input on the Duke Street and Cambridge Road intersection to advocate for a **two-way cycle track along the length of Duke St.**, including from WTRP to Cambridge Rd.

The DSTAG and City Council approved a plan to create connected, safe bicycle and pedestrian infrastructure along the Duke Street corridor as part of the bus rapid transit project. Providing separate facilities for pedestrians, cyclists, and vehicular traffic meets the DSTAG and City goals to provide safe, equitable, and connected transportation options for the diverse residents of our City.

I support the City's recommended Design Option 3 because it includes a two-way cycle track on the one-third mile between WTRP and Cambridge Rd. This is a key section of the bicycle infrastructure planned for the Duke St. corridor: if this separate bike path isn't built, then it jeopardizes the entire cycle track planned for the corridor. In addition, Option 3 will reduce cut through traffic in the Clover College Park neighborhood and improve the level of service at the Cambridge Rd. and Duke St. intersection.

The safety provided by a two-way cycle track along Duke St. will be inclusive of the transportation needs of all groups and ethnicities in our City. Please consider how the residents of the Carydale East Apartments and planned affordable housing Witter Place, both at the intersection of WTRP and Duke St., will benefit from a safe bike path to the Alexandria Commons shopping center and points further west.

The two-way cycle track between WTRP and Cambridge Rd. will also benefit my neighborhood. Such a facility means that my neighbors and I could safely bike from our homes to Alexandria Commons. Not only would the members of my household regularly use the cycle track, but so would many residents on my block of WTRP.

Please support Option 3 for the Duke Street and Cambridge Road redesign. Option 3 supports safe cycling along connected, separated bike infrastructure on Duke St. and provides the surrounding neighborhoods with cycling as a viable transportation alternative.

Thank you,
Leslie Catherwood

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From: [Lisa Montague](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Cambridge Rd and Duke Street Proposal
Date: Thursday, June 20, 2024 12:31:03 PM

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Members of the Traffic and Parking Board –

I am a member of the Clover-College Park Association, which sits directly to the north of the Cambridge Road/Duke Street intersection. Cambridge Road serves as a major access point into and out of our community. As part of the Duke Street in Motion project, our board requested Transportation and Environmental Services (TE&S) review the Cambridge Road intersection for safety and level of service improvements. The result of that evaluation is Option 3 (The Through-Cut) which TE&S recommended for your approval after significant public feedback and community outreach.

I support the safety and level of service improvements set forth under Option 3 (The Through-Cut). As noted in TE&S's analysis of the improvements offered by this redesign, the level of service at the intersection will improve from 197 second to 72 seconds. Further, pedestrian conflict points at the intersection will reduce from 32 at Duke and 9 at Cambridge to 23 at Duke and 4 at Cambridge. This intersection has documented safety issues, including a pedestrian who was hit and injured by a vehicle in the intersection crosswalk within the last 18 months, so these are welcome improvements.

The ability for pedestrians, cyclists and motorists traverse this intersection safely and efficiently is important to my community and me. I ask you to approve Option 3 (The Through-Cut).

Thank you.

Lisa Montague

402 Cloverway Drive
Alexandria, VA 22314

[703.409.9894](tel:703.409.9894)

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From: [Michelle Winston](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Duke st Access Road 6/24/24 Docket
Date: Friday, June 21, 2024 5:12:33 PM

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Hi Ms. McGraw:

Through a person following this issue, I received notice that the Traffic & Parking Board would be considering the proposed revisions on the Duke Street access road between W. Taylor Run Parkway and Cambridge St.

I do not support any of the proposed changes. I do not feel they correct the actual issues at the intersection. I am copying below an email I sent to Daniel Scolese detailing the issues I am concerned about. I will put his response to me below. Thank you, Michelle Winston

Email to D. Scolese:

I am an Alexandria City resident and I have worked at 2827 Duke Street for over 18 years and have a bit of experience with this intersection. I have watched the presentation and looked over the proposed changes.

For me, the two biggest problems are the intersection:

1. When Cambridge Road and access road traffic meet to turn towards Duke Street. Traffic is most heavy with Bishop Ireton dismissal times and at 5 pm. Traffic at 5 pm is usually always backed up on the Cambridge side and it can be scary making the left turn from the access road getting over to enter onto Duke Street. The traffic coming from Cambridge Road is very aggressive and often does not stop at the stop sign, continuing to move through the intersection as though they are the only people using the intersection. When the Duke light at the intersection turns red, Cambridge traffic will often continue to pull through the intersection, disregarding the stop sign, and making the left turn extremely hard and dangerous. The attached photos 1 and 3 show it the best. Coming from the access road, you often have to be very aggressive to be able to make the left turn. I have been honked at, flipped off, and come within inches of my car being hit trying to make the left turn.

I see option three might offer a solution, but what guarantee is there that the Cambridge Street traffic would stop and leave a clear intersection/space to allow left turns into the cut-through when Cambridge traffic is very aggressive? Also, with traffic backed up on Duke Street, how is a person using the cut-through supposed to make that turn?

2. Duke Street intersection traffic for Duke Street traffic traveling in the direction of Landmark not stopping when the light turns yellow/red with cars trying to rush through the intersection on the yellow/red lights and not fully clearing the intersection and preventing/blocking traffic coming from Cambridge St./access road travel to enter onto Duke Street. Do the ultimate plans for Duke Street revisions take this into consideration?

In addition to these 2 issues, I have a concern with limiting traffic to a one-way flow on the access road, which would restrict entrance into the office park (Alexandria Medical & Professional Plaza) where I work, causing added obstacles for clients coming and going, and limiting entrance and exit for emergency vehicles, which we have from time to time.

It seems that the best solution would be to do something to correct the left turn issue at Cambridge Road/access road meet-up, and entrance onto Duke Street without changing the access road to one-way. I am also STRONGLY against a dedicated bike lane on the access road.

Thank you,
Michelle Winston

D. Scolese's response:

Daniel Scolese <daniel.scolese@alexandriava.gov>

Mon, Dec 11, 2023, 9:59 AM

to me, Hillary, Ryan



Good Morning Michelle.

Thank you for your feedback and questions, I've provided additional comments below in red and would be happy to discuss further if you would like.

1. When Cambridge Road and access road traffic meet to turn towards Duke Street. Traffic is most heavy with Bishop Ireton dismissal times and at 5 pm. Traffic at 5 pm is usually always backed up on the Cambridge side and it can be scary making the left turn from the access road getting over to enter onto Duke Street. The traffic coming from Cambridge Road is very aggressive and often does not stop at the stop sign, continuing to move through the intersection as though they are the only people using the intersection. When the Duke light at the intersection turns red, Cambridge traffic will often continue to pull through the intersection, disregarding the stop sign, and making the left turn extremely hard and dangerous. The attached photos 1 and 3 show it the best. Coming from the access road, you often have to be very aggressive to be able to make the left turn. I have been honked at, flipped off, and come within inches of my car being hit trying to make the left turn.
2. I see option three might offer a solution, but what guarantee is there that the Cambridge Street traffic would stop and leave a clear intersection/space to allow left turns into the cut-through when Cambridge traffic is very aggressive? Also, with traffic backed up on Duke Street, how is a person using the cut-through supposed to make that turn?
3. Duke Street intersection traffic for Duke Street traffic traveling in the direction of Landmark not stopping when the light turns yellow/red with cars trying to rush through the intersection on the yellow/red lights and not fully clearing the intersection and preventing/blocking traffic coming from Cambridge St./access road travel to enter onto Duke Street. Do the ultimate plans for Duke Street revisions take this into consideration?

- We recognize and are aware of this issue at the service road intersection. A primary reason for the redesign was the service road interaction with the Duke St/Cambridge Stub as part of feedback from the Clover College Park Civic Association and mitigation pilots. The other reason is that the alternative design moves traffic quicker on Duke Street. As part of the alternative designs, and what you noted, we do plan to have a traffic signal just west of that stop sign location on Cambridge so that it is more controlled and there isn't as much competition.
- Traffic signals often have better compliance rates compared to stop signs. However, it is true that cars may still block the intersection on Cambridge, but we expect it to be less aggressive due to both better signal timings and traffic signal compliance rates. As I'm sure you're aware, a lot of cars just want to get through the service road intersection before it turns red, both alternatives provide better travel times compared to keeping the intersection as-is.
- A lot of focus for the Duke Street in Motion project has been mostly focused on the bus and transit times. However, there are improvements that will help with Duke Street travel flows. We expect Duke Street to travel much faster with less queuing than keeping things as-is. We are planning on implementing more adaptive signals to adjust to different volume patterns throughout the day, improvements at both North and South Quaker Lanes to move traffic on Duke Street faster and formalizing the Telegraph Road closure from West Taylor Run Parkway with better traffic equipment.

In addition to these 2 issues, I have a concern with limiting traffic to a one-way flow on the access road, which would restrict entrance into the office park (Alexandria Medical & Professional Plaza) where I work, causing added obstacles for clients coming and going, and limiting entrance and exit for emergency vehicles, which we have from time to time.

It seems that the best solution would be to do something to correct the left turn issue at Cambridge Road/access road meet-up, and entrance onto Duke Street without changing the access road to one-way. I am also STRONGLY against a dedicated bike lane on the access road.

- The one-way flow proposal is a key component to address the issues at the Cambridge Road intersection. That change allows us to reconfigure the intersection to have the offset left-turn on Duke Street (The stub to the west), relocating the right-turns east a bit, and adding the traffic signals to better control and improve the flow on Duke Street and the service road. If the service road were to become one-way, we would want to utilize that space. In this case, it can be used to provide for a cycle-track (which emergency vehicles may use) which also acts as buffer between pedestrian and vehicles. As well, there is an alternative option that has a partial one-way between Cambridge and Longview and then keeping it two-way between Longview and West Taylor Run Parkway.

We agree and believe there is consensus that the service road intersection with Cambridge is a problem and should be addressed, however the study team did deep dive in the area to find options. Unfortunately, the space around it is limited and challenging, and found that the most flexible and beneficial option

to enhance safety and traffic flows on both the service road and Duke Street was to recommend reconfiguring the service road to a one-way. The status quo, even with signalization of the existing intersection, does little if not much to improve congestion on the service road and Duke Street. In addition to this effort, we are planning to talk with Bishop Ireton about pick-up/drop-off, we recognize that there are issues that may stem from here that may also contribute to part of the problems.

Please let me know if you have questions or comments.

Thank you
Dan

—

I am also attaching some pictures of cars blocking the intersection.

Thank you,
Michelle Winston

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From: [Mick Heller](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Comments on the Traffic and Parking Board June 24 Docket Item 13
Date: Friday, June 21, 2024 3:42:54 PM

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Members of the Traffic and Parking Board –

I am a member of the Clover-College Park Association, which sits directly to the north of the Cambridge Road/Duke Street intersection. Cambridge Road serves as a major access point into and out of our community. As part of the Duke Street in Motion project, our board requested Transportation and Environmental Services (TE&S) review the Cambridge Road intersection for safety and level of service improvements. The result of that evaluation is Option 3 (The Through-Cut) which TE&S recommended for your approval after significant public feedback and community outreach.

I support the safety and level of service improvements set forth under Option 3 (The Through-Cut). As noted in TE&S's analysis of the improvements offered by this redesign, the level of service at the intersection will improve from 197 second to 72 seconds. Further, pedestrian conflict points at the intersection will reduce from 32 at Duke and 9 at Cambridge to 23 at Duke and 4 at Cambridge. This intersection has documented safety issues, including a pedestrian who was hit and injured by a vehicle in the intersection crosswalk within the last 18 months, so these are welcome improvements.

The ability for pedestrians, cyclists and motorists traverse this intersection safely and efficiently is important to my community and me. I ask you to approve Option 3 (The Through-Cut).

Thank you.

Milton Heller
308 Vassar Rd.
Alexandria

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From: [Tony Fletcher](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Cambridge Road intersection improvements — Option 3
Date: Friday, June 21, 2024 2:34:30 PM
Attachments: [Capto Capture 2024-06-21 02-32-07 PM.png](#)

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Hello! I live in the College Park neighborhood (Trinity Drive) and I support the THIRD option for the Cambridge Road intersection improvements.

Thank you,

Tony Fletcher

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



A **Level of Service (LOS)** F
Increasing travel delays →

Traffic Operations

Intersection LOS **C**
▪ Delay: 31s from 181s

Cambridge LOS **F**
▪ Delay: 72s from 195s

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June 22, 2024

Traffic and Parking Board
City of Alexandria
301 King Street
Alexandria, VA 22314

Attn: James Lewis, Chairperson

Subject: Duke Street between West Taylor Run Parkway and Wheeler

On behalf of the Board of Directors of Alexandria Families for Safe Streets (AFSS) we support Option 3 for the Duke Street Project. The staff's analysis reflects that Option 3 provides the largest safety improvements for this corridor. It gives bicyclists the dedicated pathway the space they need to be comfortable and safe, reduces conflict points between all modes of travel, and provides pedestrian refuges. It is, simply put, the best Option for implementing Duke Street in Motion at this location. With Bishop Ireton High School around the corner, many of these bicyclists are going to be students going to or from school. We urge the Traffic and Parking Board to adopt the safest designs for the bicyclists and students that will be using the newly redesigned bike path that is being implemented with Duke Street in Motion.

AFSS also opposes Options 1 and 2 for the Project as unsafe. Option 1 provides minimal changes to the intersection, which forces bicyclists into motor vehicle traffic. Option 2 is simply a downgraded version of Option 1 that provides fewer safety benefits, slightly more conflicts, and more congestion for all roadway users. We urge the City to reject Options 1 and 2 due to the safety risks posed by such road designs to users of the new bicycle corridor on Duke Street.

In conclusion, AFSS urges the Traffic and Parking Board to choose Option 3 as the recommended street design changes on Duke Street between West Taylor Run Parkway and Wheeler. It will protect residents, students, and commuters using this important bike corridor. Keeping the length of Duke Street for bicyclists separated is vitally important if we want to see more people using bicycles or scooters as active modes of transportation. Let's implement the commitment we made in Duke Street in Motion by ensuring a fully separated bike corridor at this location. We look forward to seeing Duke Street in Motion once it is completed.

Respectfully,
Dane Lauritzen
Board Member

On behalf of the Board of Directors of Alexandria Families for Safe Streets

Alexandria Families for Safe Streets
1800 Diagonal Road, Suite 600
Alexandria, VA 22314
Phone: +1 (703) 946-8401
e-mail: contact@novafss.org
novasafeststreets.org

Dear Members of the Traffic and Parking Board,

I am a resident of Viewpoint Rd, and a member of the Longview Hill Civic Association. I am writing in support of keeping the Duke Street Service Road between W. Taylor Run Parkway and Cambridge two-ways and at the very least keeping the road partial two ways in order to continue to provide the very necessary access from my home to W. Taylor Run Parkway.

A service road is defined as a local street that parallels an expressway or through street and that provides access to property near the expressway. The Duke Street service road was designed as a two-way street to provide access to the homes and business in the Longview Hill Neighborhood. This is a small neighborhood made up of 25 single family homes, five townhomes, three apartment buildings, two of which are designated as subsidized affordable housing, and a large medical complex. There is also additional development slated for a townhome community and a pediatrician's office that will rely on this service road.

The FAQ portion of the Duke Street in Motion website states that "based on community feedback residential service roads will remain in place the entire corridor." Shouldn't that include the service road I use multiple times a day to leave and access my home. There is a signed petition from over 60 members of our community, homeowners, apartment residents and business against changes to the 2-way street. Losing access to W. Taylor Run will impact our health, safety and quality of life. Furthermore, there is absolutely no good reason why changes to the Cambridge intersection need to extend the entire length of the service road. Members of the Longview Hill Neighborhood sat down with Alexandria City staff nearly a year ago and came up with the partial one-way option. Partial one-way preserves our ability to leave our homes headed to W. Taylor run during high traffic periods of the morning, afternoon and evening. This could be a matter of life and death.

Let's be honest, this Cambridge intersection and service road project isn't about neighborhood bike or pedestrian safety. It is about finding room for a dedicated bus lane in an already very busy portion of Duke Street that doesn't have room for one. We are being told that that safety is the number one concern for the Cambridge intersection and service road redesign, but how could that be true when the following is also true.

- 1) Our closest fire and police stations are West of Cambridge and the Cambridge redesign removes the ability to access our homes from east-bound Duke at Cambridge forcing EMS to drive farther to reach our homes and business and increases the odds of being blocked in by traffic on egress.
- 2) The newly proposed slip lanes remove the current no-right turn on red restrictions at the Cambridge intersection. This is not safe. Please note that just six months ago this same board put in no right-turn on red restrictions at the west end of Duke Street at North Ripley St., N. Paxton, N. Pickett and at Foxchase.
- 3) The proposed safe 2-way bike lane stops abruptly in the middle of the Cambridge intersection and doesn't connect to anything. How is this a safe intersection that could allow my child to bike to MacArthur elementary school around the corner when the bike lane abruptly ends and fast moving cut through traffic coming off of Duke and 495 will now be able to speed their way onto a quiet neighborhood road without having to slow down and stop at a red light.

So, I'll ask, why is keeping Duke Street moving more important than our neighborhood resident's safety and quality of life? For all these reasons I ask the board to please reconsider changes to the two-way duke street service road between W. Taylor Run and Cambridge.

West-bound traffic on the service road has become exponentially worse since the entrance to telegraph was closed off at W. Taylor Run in both the morning and afternoons. There is no guarantee that changes to the intersection will fix this. However it seems likely that things will become worse for my neighbors and I as all traffic will be funneled one way instead of through the current two outlets and commuter traffic will be given the right of way on the service road over neighborhood travel.

Additionally, Bishop Ireton Highschool's traffic is unpredictable. This is a large high school with a student body of over 900 located on Cambridge that primarily commutes by car. Traffic often backs up on the service road to the entrance of the medical center due to the school and it can sometimes take three lights to get through the intersection. The city stating that they are "talking to Bishop Ireton" is not a real solution to this issue and it's not good enough when they are proposing removing my access to my primary method of egress on West Taylor run.

While W. Taylor Run parkway is a two-laned street with lights. Cambridge is a tiny neighborhood street with a large high school. It makes no sense to funnel all traffic from our community towards Cambridge. There is also no clear way for west-bound service road traffic to turn west onto Duke Street with this Cambridge redesign.

Finally, looking at the survey and presentation provided in the June 24 docket it is upsetting that adjacent neighborhoods are given an equal vote regarding our egress and ingress to our homes. We only have one way in and out of our neighborhood and that's through the Duke street service road while adjacent neighborhoods have access to additional arteries such as Janney's Lane or King Street.

I firmly believe that when there's a will there's a way and the Cambridge Road intersection can be made better for all without restricting our access to and from our homes. So, I'll make my plea one last time in the close of this letter. Please do not remove two-way travel on the Duke street service road between Cambridge and W. Taylor Run. However, if the board must approve the Cambridge intersection redesign. I ask that you please do not cut off our access to W. Taylor Run Parkway.

Thank you,

Alison Maltz

From: [Giles Larrabee](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Service road between West Taylor Run and Cambridge/Roth
Date: Sunday, June 23, 2024 5:03:53 PM

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There are 30 -35 residences, including a few townhomes, on Nob Hill Court, View Point, and Longview Drive. With Seay Street added to the mix, there are also three apartment buildings, one of which is a highrise. I don't know what the population is, but there must be hundreds of people living in all of these houses, townhomes, and apartments, and probably 100, or more, cars that need access and egress to the neighborhood seven days a week.

There is also a business park, with 30 or more businesses, and hundreds of employees and customers who need access and egress from the business park at least five days a week.

The Duke Street in Motion traffic changes already put in place have already made leaving the neighborhood far more difficult than it was before the Duke Street in Motion changes were put in place. During the evening rush hour, or when Bishop Ireton High School students leave for the day, people wanting to leave the neighborhood are sometimes waiting through two traffic light cycles to leave, and sometimes it is three light cycles. And, the cycles give drivers on Cambridge and the access road long red lights.

If the access road is made one-way, it will be difficult to enter the neighborhood, especially during the evening rush hour, and it will require drivers heading east to make U-turns at either West Taylor Run, or down by Dove Street and Roberts.

When enough eastbound drivers make a U-turn at West Taylor Run, they may easily fill the left-turn lane, and start blocking the left lane of eastbound Duke Street. If drivers opt to use the Dove/Roberts/Duke intersection, cars could easily back up into the right lane of eastbound Duke Street. In a worst-case scenario, which might well occur more often than people might think, both the left and right eastbound lanes of Duke Street would be blocked at the same time.

If the access road is made one-way, it will make exiting the neighborhood, especially during the evening rush hour, a nightmare, and exiting could take literally over one hour.

In case the City of Alexandria traffic people aren't aware of it, a developer has purchased the property at 100 Longview Drive, and plans call for a single family house, and 19 townhomes. Assuming that happens, all traffic problems - current and potential - in the neighborhood will become worse.

The access road needs to remain two-way.

Thank you.

Benjamin Giles Larrabee
2927 Nob Hill Court
(571) 331-2945
retiredgiles@gmail.com

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From: [betty.guttman](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Duke Street in Motion: Against reducing the Duke Street 2-way service road to a one way access
Date: Sunday, June 23, 2024 4:36:46 PM

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My name is Elizabeth Guttman. I reside at 2933 Nob Hill Court Alexandria, VA 22314. I have lived at this address since 1979 (and in Alexandria since 1974).

I am writing to you about the efforts of the Duke Street in Motion to reduce the 2-way Duke Street service road that runs from West Taylor Run Parkway (WTR) to Cambridge Rd to a ONE- way access running from WTR to Cambridge Rd. This service road has existed as a 2 way since I have lived here- as I previously mentioned – 1979. This access road is our only way out to get to Duke Street, West Taylor Run Parkway or *anywhere* for that matter. The residents who live on the Longview Terrace and those who live on the adjunct cul de sacs; the Carydale highrise apts, well as the patients and employees who work in the medical buildings will be essentially locked into an untenable situation of being forced to face the Bishop Ireton HS (BIHS) traffic on a daily basis. I am not sure if you folks have ever tried to drive near BIHS and Duke Street. The traffic and backup are horrendous and time consuming (and, quite frankly, dangerous at times)- and this is on a daily basis. We are told the change to one lane will only add maybe, 33 seconds to the commute. Such an assertion is laughable if you have ever sat in the traffic in that area. I am not sure what the “benefits” are but such a change will have markedly negative effects on the quality of life on those that live nearby. It seems that the Duke Street in Motion folks

believe that bikers and scooters are in such high volume that it necessitates reducing the 2-way access to one way to accommodate them. I would beg to differ on this assertion. To see a bike on this access road is like, someone said of the Seminary Road Diet, seeing a unicorn. The idea of asking people who don't ride bikes or are not able to navigate their way to bus stops is brutally unfair. There are people who are elderly or handicapped who simply don't wish to ride a bike or scooter.

There is the issue of emergency access. On a one way access think of the time lost for an emergency vehicle having to drive to West Taylor Run Parkway to access the service road.

Seconds are vitally critical for saving a life.

In addition we are also now being confronted with news that there are plans to build 19 new townhouses as well as a detached home on a lot on Longview Terrace where a single house is now. Think of the number cars - and don't kid yourself it won't be just one car per townhome.

There is also supposed to be a new pediatric treatment center that will be on the Duke Street access road where the Bank of America once was. There will be traffic for patients, doctors and employees. Add that to the Bishop Ireton traffic mix at Cambridge and the Duke street service road.

Yes, I understand that the powers that be want to develop this city for the future and make it as dense as possible. A basic problem is that the Duke Street in Motion concept fails to take into account that they are trying to retrofit this 15 square mile city designed eons ago into a 21st century concept. Note: there is only a finite amount of land. Building hi-rises and reducing road ways is not the way to solve the traffic problems that over

development is causing and expecting everyone to be bike riders and scooter riders.

In conclusion I would ask that you *seriously* reconsider your plans to reduce the Duke Street service road from 2- way to 1- way. The quality of life of this community would be considerably and adversely affected by such a change for the long term.

I wish I could say that I have confidence in the Duke in Motion Group, but sadly, I feel this whole plan is pre-ordained to do what they want and not really listening to those citizens who are the most adversely affected.

I do hope all of you will review this issue and listen to **us, the citizens**.

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From: [gdague](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Duke St Proposal
Date: Monday, June 24, 2024 8:08:11 AM

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Ms McGraw,

Good Morning,

My name is George Dague and I live at 127 Longview Dr and am writing in regards to the possible change to traffic patterns around the Duke St access road. I have attended the meeting earlier this year at MacArthur Middle School and was not to happy with the proposal. The changes being proposed in my opinion will have a negative impact on this community. If the direction of travel is changed from two-way to one-way only it limits our ability to get in our neighborhood. As well it will limit the access from emergency services when a crisis arises i.e. fire, ambulance and police services. When the planning commission look at these proposals I would hope these were taken into consideration. Thank you for your time

George Dague

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From: [Ian Smith](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Support staff's recommendations on Docket Items 12 and 13 for TPB Meeting on 6/24
Date: Saturday, June 22, 2024 4:13:24 PM

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Hello,

My name is Ian and I am a resident of Alexandria.

I am asking that the board please support staff's recommendations for docket items 12 and 13 (the improvements to King St and Duke St) on 6/24.

I am a frequent cyclist and driver in both of these locations, and I strongly believe that both of these spots are currently too dangerous for vulnerable road users, and that these changes are "no-brainer" alterations which would be significant upgrades for pedestrians and cyclists with very minimal negative traffic impacts for the vast majority of drivers.

If you have never done so before, I recommend that staff try to walk or cycle in these locations themselves. Both locations are unintuitive and scary, requiring that many crossings be made near fast-moving traffic just to simply move in a straight line. The Bradlee shopping center is a popular destination for High School students with nearby bike lane connections, and that Segment of Duke Street will be a critical link for pedestrians and cyclists travelling east to west along the future changes proposed in Duke Street In Motion. Alexandria owes it to these road users to keep their safety in mind as part of Vision Zero.

Furthermore, I believe it is extremely important that the city expand and CONNECT its existing bike infrastructure as a means of encouraging alternative modes of transportation. Many families will never walk or cycle to destinations if the routes they must take contain big gaps between the bike lanes/paths which forces them into fast moving traffic. Both of these locations are crucial in linking cyclists and pedestrians to destinations where they want to go.

I hope you take my feedback into consideration. Thank you for your work!

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From: [james cech](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Duke street cycle upgrades
Date: Saturday, June 22, 2024 7:28:12 PM

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Just sending a quick note to express my support for option 3 of the duke street cycle upgrades. I am a long time alex resident and long time bicycle commuter, who avoids duke street given the traffic and limited shoulder. It would be great to see some improvement to this area in terms of bike accessibility

Thanks much. And thanks for the steady improvement in bike infrastructure the city has put in play these past few years

James Cech
1118 colonial ave
Alexandria Va 22314
571-251-2973
Sent from my iPhone

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To the Members of the Alexandria Traffic and Parking Board:

My name is Jonathan Falk and I am a resident on Viewpoint Road off of Longview Drive. I am writing to you to voice my opposition to the conversion of the Duke St service road between W. Taylor Run and Cambridge into a one way street limiting our access to and from our homes. This is your docket number 13 for the June 24, 2024 hearing. I fully agree with the points made in opposition to this plan raised or to be raised by my neighbors in the upcoming hearing, their written statements in opposition to the plan, and/or our previous comments and petitions regarding this matter. Rather than use my limited time to repeat many of their concerns, which I share, I would like to raise fundamental problems with the plan as presented.

I would like to raise the following concerns:

1. Logistical problems involving the proposed plans for Longview residents
2. Logistical and safety concerns involving the dedicated bike lanes
3. Logistical problems involving the Cambridge intersection itself
4. Concerns regarding the limited scope of the project as a whole

1. Logistical Problems for Longview Residents

Up to this point there has been no information on how we are supposed to go west onto Duke Street. The only viable option from the plans is for us to have to go through three different intersections, where we would not have right of way in a single one of them, in order to go west on Duke. Currently we have the one intersection, which while often frustrating, usually allows us to go west quickly.

No explanation to this point has been given to us on how the backups caused by Bishop Ireton traffic in the morning will be resolved besides “we are talking to them.” This is a major cause of traffic for our residents in the morning that should not be brushed away in this manner. As designed, we must yield to slip lane traffic from Duke St. On heavily trafficked mornings, this could result in us not being able to leave our street at all. There is no other direct way with this plan to get to MacArthur Elementary in the morning as this plan removes our ability to access W. Taylor Run. MacArthur and BI have the same start times in the morning.

2. Logistical and Safety Concerns with the Dedicated Bike Lane

As designed, there are numerous logistical and safety concerns involving the dedicated bike lanes in this section of the service road. As opposed to the small section of service road on to the east of W. Taylor Run, this section of service road will have numerous intersections with motor vehicle traffic. There is an exit and entrance into the Carydale apartments that will intersect with the bicycle lane. The only entrance and exit into the former BOA building which is being converted into a pediatrician’s office will intersect the bicycle lane. The only entrance and exit onto Longview Drive will intersect the bicycle lane. The only entrance and exit into the medical center parking lots will intersect the bicycle lane.

In addition, cars flying off of Duke St will now get to access Cambridge Road without having to stop. Why is this a safety and logistical concern for the bicycle lanes? Because the dedicated bicycle lanes suddenly stop just before the newly designed Cambridge intersection. This presents a situation that seems much more dangerous for pedestrians than the status quo. I would not feel comfortable with my seven-year-old son walking or riding his bike through this intersection just because the design contains an extra crosswalk which drivers will not see and ignore.

3. Logistical Concerns with the Cambridge Intersection

The new design still maintains a curve making Cambridge turn into the service lane instead of just emptying out directly onto Duke St. This curve makes all of these extra intersections unnecessary. Have Cambridge go directly onto Duke and give the service road a green arrow where we get right of way. Why make this so confusing?

There still has been no explanation given as to how this plan will possibly decrease cut through traffic on Cambridge. If anything, it makes it so it will be easier for more cars to exit Duke St onto Cambridge. In this plan, people will still be able to easily cut through Cambridge to access telegraph road.

4. Concerns Regarding the Scope of the Project as a Whole

The Longview neighborhood has been nearly uniformly against the changes to the service road from the time they were first proposed. However, if you asked any one of us, we all share the belief that we would like less traffic on Duke, less cut through traffic in the residential streets, and safer roads for bikes and pedestrians. I am sure if you asked both the Clover Neighborhood Association and those members of the city that strongly advocate for more bicycle lanes, most if not all would agree with these sentiments.

The problem with this plan, however, is that it is too small in its scope and as a result is pitting neighbor against neighbor when we all share a (nearly) common goal for how we would like our neighborhood to look. This project is spending \$80 million of taxpayer funds that will have nearly no effect on: less Duke St traffic, less cut through traffic, or greater safety for bikers and pedestrians. It will instead be replacing one confusing intersection with three just as confusing intersections, make an unsafe dedicated bike lane, and create a service road that provides limited service to those who rely upon it to leave their homes or go to their businesses.

Anyone who drives on this section of Duke on a regular basis clearly knows what the major cause of all of the traffic is. It is due to a mistake made many years ago to not have Quaker Ln connect directly to 495/Eisenhower. If the city was really serious about making changes to Duke St that would improve the lives for all those who live and work through the corridor, they would go to the heart of the issue and find a way to remove the bottleneck of all the Quaker traffic having to flow onto Duke to get onto 495. The city needs to think bigger instead of wasting \$80 million for a project that will have minimum effects on the stated goals.

In an ideal situation the entire service road as currently constructed could be a bike lane and the residents and business off of the service road could be given direct access to Duke.

For the reasons stated above, I strongly urge the Alexandria Traffic and Parking board to reject the proposed changes to the Duke St services road outlined in agenda item #13.

June 24, 2024

Members of the Traffic and Parking Board,

I am writing to urge you not to accept the Duke Street Advisory Board's recommendation to convert the West Taylor Run to Cambridge access road to one way. In thinking about the proposed access roads, it is important to consider the role - which is in their name - of providing access. These roads were designed to provide vital service to neighborhoods and businesses that have been operating as part of the Alexandria Community for decades. The proposed modification of this segment to be one-way undermines the basic ability of our neighborhood to enter and leave our houses and businesses.

Unlike some other neighborhoods, the Longview Community is only accessible **only** via that route, and it is our lifeline into and out of the area. The proposed plan to make it one way toward the Cambridge intersection forces all vehicular travel towards what is functionally a dead end for large segments of the day. Our neighborhood has been vocal about very real concerns that Bishop Ireton Traffic blocks our exit in that direction, but to date, the only details and response to those concerns have been the Advisory Board Summary to your team, which states that *"In response, staff have been actively working with the school (Bishop Ireton) to develop solutions to address the traffic concerns expressed by residents."* Without having seen any of the proposed solutions, the change of this service road segment to one way is unacceptable. Many members of our community, including myself, already try to use alternate means of transportation when possible, but it is not always possible or feasible for all residents. Many of us consistently exit eastbound because the stream on vehicles renders the Cambridge intersection - and street - impassable for large portions of the day. In addition to general traffic for the Clover neighborhood, cut through traffic accessing Janey's, the Bishop Ireton student body of 925 (plus faculty and staff) but significant strain on the ability to pass through. The school's "Traffic plan," (as included in a proposed renovation application being reviewed at a conflicting time to this meeting) includes a comically simplified traffic management plan that suggests no real measures to mitigate the impact on the community.

The recommendation for this segment unilaterally dismissed the feedback from the neighborhood which strongly endorsed a no build, or at minimum maintaining partial access eastbound from Longview. The Cambridge Intersection Option 3 was presented to the Clover Community as being dependent with the conversion of the access road to one-way, which is not true, as the partial one-way service road option would also permit that. Simultaneously the Board presented to the West Taylor Run community that a one-way option in this segment would result in a longer traffic signal cycle, which led both those larger communities to endorse alternate schemes that are unfavorable to our smaller neighborhood. We understand that some change is necessary and we want to make the area safer for all forms of travel, but the options presented are not part of a clear plan and will trap our community. The sheer number of stops in rapid succession are a recipe for driver confusion and new illegal maneuvers. The Duke Street in Motion Plan states that it is intended to both speed traffic and reduce vehicular dependence, but for our neighborhood, it will mean circuitous paths to get out of the neighborhood and longer waits. Our traffic pattern will include stopping 3 times when traveling East-bound and 4 times

when traveling westbound. This would not be as significant an impact were it not for the first stop being a yield to a slip lane, which could take significant time to clear.

The proposed revisions to a single direction access road for between West Taylor Run and Cambridge road is set to force any vehicular traffic to stop 3 times when traveling East-bound and 4 times when traveling westbound. This would not be as significant an impact were it not for the first stop being a yield to a slip lane, which could take significant time to clear.

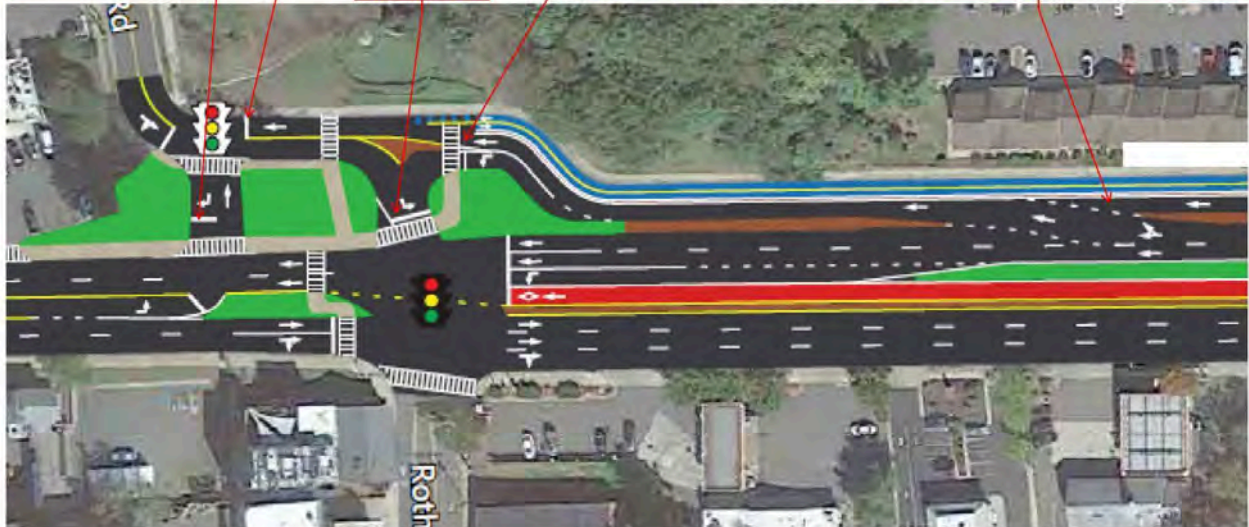
Stop 1, with yield to heavy traffic will make it exceptionally difficult to leave the neighborhood. There is high volume here, but the recommendations do not fully factor that there will likely be increase in cut through traffic as a result of this project that would compound the impact of the Longview neighborhood and businesses ability to exit the neighborhood. This stop also appears to have dangerous merge visibility, especially in consideration of the grades.

Stop 4, Offering only waiting room for 1-2

Stop 3 westbound

Stop 3 eastbound

Stop 2, Includes dangerous merge for bicycles



I ask the Board to endorse a plan that would maintain at least partial east-bound access. The Duke Street in Motion Project is currently underfunded for all of its goals, which has contributed to a mixed approach for every segment of the transit way, which will not serve anyone's best interests. If this segment is converted to one way for vehicles at this time, there is no going back. Many of the decisions for this segment appear to be driven by the center-running bus scheme and dedicated bike paths - both of which stop abruptly at the ends of the segment. The bike paths, while laudable, are necessitated largely to protect against increased slip lane traffic. If the slip lane were eliminated, new bike lanes could be implemented at a later point, when more funding is available and it could be done more thoughtfully. Maintaining eastbound egress in the interim would allow additional review of some of the factors that the Advisory board has not addressed.

- The success of the Bishop Ireton Traffic mitigation is uncertain and should be reviewed.
- Changes to the volume of cut through traffic cannot be fully anticipated and could make the yield at the slip-road untenable.
- Insufficient traffic data and the consideration of several planned developments, the impact of which on traffic has not been reviewed.

Thank you for your consideration,
Julianna von Zumbusch,
2930 Viewpoint Road

From: [L Kostrich](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Comments on the Traffic and Parking Board June 24th Docket (Item 13)
Date: Friday, June 21, 2024 7:18:35 PM

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To the Traffic and Parking Board –

I live in the Clover-College Park (CCP) neighborhood, which is directly north of the Cambridge Road/Duke Street intersection. Cambridge Road is a major access point into and out of our neighborhood.

As part of the Duke Street in Motion project, the CCP neighborhood association board requested Transportation and Environmental Services (TE&S) evaluate the Cambridge Road intersection for safety and level of service improvements. The result of that evaluation is Option 3 (the "Through-Cut") which TE&S recommended for your approval after significant public feedback and community outreach.

I want to express my support for Option 3 (the Through-Cut). As noted in the analysis of this redesign, the level of service at the intersection will improve from 197 second to 72 seconds, while pedestrian conflict points at the intersection will reduce from 32 at Duke and 9 at Cambridge to 23 at Duke and 4 at Cambridge. This intersection has documented safety issues, including a pedestrian hit and injured by a vehicle in the intersection crosswalk within the last 18 months, so improvements are very important to our community. I therefore ask you to approve Option 3 (the Through-Cut).

Thank you.

Leslie Kostrich

410 Skyhill Rd, Alexandria, VA 22314

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From: [Lori Cooper](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Docket Item #13 for June 24, 2024 meeting
Date: Monday, June 24, 2024 3:20:51 PM

Ms. McGraw,
Please confirm you received this. Thank you.

June 24, 2024

Chairman Lewis and Members of the Traffic and Parking Board:

I'm a lifelong resident of Alexandria, and raised my family here. I've served the City in multiple professional and volunteer capacities, including as Coordinator of the Rape Victim Companion Program (now SARA), as Chair of the Public Health Commission, and most recently, as a consultant to the Commission on Women. (Most relevant to this Board, I wrote my 7th grade essay at Minnie Howard Middle School on the need for a traffic light at the intersection of Janney's and Quaker Lane!) I like it here. I'm encouraged by some significant changes the City has committed toward a more vibrant, equitably accessed and historically conscientious place to live and work.

I'm writing because I'm very concerned about the impact on our community of the Duke Street in Motion plans for the service road/slip lane that fronts my Longview Hill neighborhood.

In the past year and a half, our neighborhood has listened patiently, participated actively in City surveys, hosted home meetings with City staff, and attended public hearings and relevant Council and Commission meetings. Frankly, we're discouraged by the lack of acknowledgement of our considerable quantitative and qualitative input. We represented strong support for the NO BUILD OPTION, but it appears that this option is no longer under serious consideration.

Our community was encouraged by the City's willingness last year to review a proposal from one of our LHCA residents that became (what was then) Alternative 3; it incorporates two lanes (east and west) on the access road from West Taylor Run Parkway to Longview Drive. This proposal is consistent with the spirit of the "Duke Street in Motion" project, which seeks to ease congestion, prioritize alternate transit, and facilitate faster transit times for those coming to and leaving the city. As commuters and daily drivers making multiple trips in and out of our neighborhood, ***we're concerned that changing West Taylor Run to Longview to one way westbound will be at a seriously disproportionate cost to the quality of life of those already living and working here.***

First and foremost, this would significantly reduce residential, commercial and emergency access to our neighborhood.

- ***Fire trucks and ambulances will be unable to quickly get to the offices, homes and apartments that can only be reached via Longview, access to which will be severely restricted by the change to one direction westbound.***

The fire and police stations that serve our neighborhood are both west of us. It is illegal for emergency vehicles to travel the wrong way on a one way street. The increased travel times are almost doubled 2.5 to 4.7 minutes for eastbound Duke St travel to Longview. These increased minutes could truly be a matter of life and death for our residents. Our neighborhood has babies and toddlers as well as octogenarians, and includes a child at increased risk of anaphylactic shock, and several seniors at increased risk of heart attack and stroke (to name a few risks). Successful treatment for these conditions is based on rapid medical response.

- Similarly, If there were an accident blocking the Cambridge-Duke Street intersection, and the road between WTR and Longview was only westbound, ***our community would be left with no legal or safe means of egress.***

Our second major consideration is the increased impact on traffic congestion. This proposal restricts our community to this singular exit, rather than allowing us to exit onto Duke Street or West Taylor Run to travel east, north or south, and thereby reduce congestion.

- Commuter and daily traffic, compounded by Bishop Ireton drop-off and pick-up, is frequently backed up to the extent that exiting the neighborhood via the Cambridge intersection is infeasible for anyone reliant on a predictable time schedule. We are already experiencing additional congestion, longer wait times, and resultant threats to safety for drivers and pedestrians at the Cambridge Road intersection based on closure of the Telegraph Road access from West Taylor Run.
- Additionally, changes in the Cambridge intersection could have a direct impact on the West Taylor Run traffic load. Carydale residents have a direct parking lot outlet to West Taylor Run Parkway. Changes to the access road could alter usage of that egress point with unintended consequences for traffic flow on West Taylor Run Parkway and through that intersection (i.e. an increase in the number of cars and lightweight trucks that exit onto West Taylor Run Parkway from Carydale).

We also ask the Board to reconsider their prioritization of cyclists, based on insufficient data. We believe in data based decisions and we support cyclists. *In fact, the riders in our neighborhood currently comprise the largest group of daily (bicycle) users for the service*

road. Current data do not support creating bike lanes on this road. We support shared lanes, though we worry about safety as we anticipate significantly increased traffic congestion. *We also proposed to City staff (at our home meeting with them) **widening the sidewalk between Longview and Cambridge for pedestrians with strollers and grocery carts, who vastly outnumber the cyclists using the road.***

As you can see, the proposed change to one way westbound (West Taylor Run Parkway to Cambridge) demonstrably threatens safe and efficient access to and from our Longview Hill neighborhood, and thereby has a disproportionate negative impact on our quality of life.

We have observed in recent public and private meetings that the no build option receives little or no consideration. The clear preference to protect ingress and egress to our neighborhood and optimize safety and efficiency, would be the no build option. ***If that option is no longer on the table, I urge Council to support maintaining east and west bound car lanes between West Taylor Run Parkway and Longview Drive.*** Thank you for your consideration.

Lori Cooper

2936 Viewpoint Road

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From: [Marcia Campbell](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Duke Street in Motion Proposal
Date: Saturday, June 22, 2024 1:34:56 PM

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Dear Ms. McGraw,

I looked over the Duke Street Transitway Advisory Group Recommendation Adopted 5-25-23 and sighed with relief. That proposal is just beautiful!

My husband and I wanted to cycle over to Port City Brewing last week, and the thought of getting through that Duke Street area made us change our minds. Also, I would love to cycle over to the Waterpark with my grandson one day, but that whole stretch is too dangerous right now. The suggested improvements look so welcoming and promising. I hope this becomes reality.

Sincerely,
Marcia Campbell
705 Lyles Ln, Alexandria, VA 22314

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From: [Margaret Zalenska](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL] In favor of option number three
Date: Saturday, June 22, 2024 9:09:20 PM

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Hello,

I am an Alexandria resident. Unfortunately I will not be able to attend the meeting this Monday, June 24, but I would like to express my preference of option number three with one-way service road.

Respectfully,

Margaret Zalenska

Sent from my iPhone

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From: [Maria Anthony](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Comments on the Traffic and Parking Board June 24th Docket Item 13
Date: Saturday, June 22, 2024 11:34:19 AM

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Members of the Traffic and Parking Board –

I am a member of the Clover-College Park Association, which sits directly to the north of the Cambridge Road/Duke Street intersection. Cambridge Road serves as a major access point into and out of our community. As part of the Duke Street in Motion project, our board requested Transportation and Environmental Services (TE&S) review the Cambridge Road intersection for safety and level of service improvements. The result of that evaluation is Option 3 (The Through-Cut) which TE&S recommended for your approval after significant public feedback and community outreach.

I support the safety and level of service improvements set forth under Option 3 (The Through-Cut). As noted in TE&S's analysis of the improvements offered by this redesign, the level of service at the intersection will improve from 197 second to 72 seconds. Further, pedestrian conflict points at the intersection will reduce from 32 at Duke and 9 at Cambridge to 23 at Duke and 4 at Cambridge. This intersection has documented safety issues, including a pedestrian who was hit and injured by a vehicle in the intersection crosswalk within the last 18 months, so these are welcome improvements.

The ability for pedestrians, cyclists and motorists traverse this intersection safely and efficiently is important to my community and me. I ask you to approve Option 3 (The Through-Cut).

Thank you.

Maria Anthony
madcat93@mac.com
(919) 440-6858

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From: [P.Fitzgibbons](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Comments on the Traffic and Parking Board June 24th Docket Item 13
Date: Saturday, June 22, 2024 2:18:52 PM

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Members of the Traffic and Parking Board –

I am a member of the Clover-College Park Association, which sits directly to the north of the Cambridge Road/Duke Street intersection. Cambridge Road serves as a major access point into and out of our community. As part of the Duke Street in Motion project, our board requested Transportation and Environmental Services (TE&S) review the Cambridge Road intersection for safety and level of service improvements. The result of that evaluation is Option 3 (The Through-Cut) which TE&S recommended for your approval after significant public feedback and community outreach.

I support the safety and level of service improvements set forth under **Option 3 (The Through-Cut)**. As noted in TE&S's analysis of the improvements offered by this redesign, the level of service at the intersection will improve from 197 second to 72 seconds. Further, pedestrian conflict points at the intersection will reduce from 32 at Duke and 9 at Cambridge to 23 at Duke and 4 at Cambridge. This intersection has documented safety issues, including a pedestrian who was hit and injured by a vehicle in the intersection crosswalk within the last 18 months, so these are welcome improvements.

The ability for pedestrians, cyclists and motorists traverse this intersection safely and efficiently is important to my community and me. I ask you to approve Option 3 (The Through-Cut).

Thank you.

Patricia J Fitzgibbons

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From: [Sarah Husain](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Option #3, Agenda item #14
Date: Sunday, June 23, 2024 8:39:03 AM

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

Hi-- writing in support of Option #3 for Agenda item #3. Per WABA, there is the only one option consistent with the city's Bike Master Plan and Vision Zero Plan, and failure to more safely accommodate bikes and pedestrians here and now will leave a pernicious gap in the Duke Street corridor that may take decades to correct (see: Commonwealth Avenue in Del Ray, where the bike lane appears and disappears, resulting in dangerous biking conditions).

Thanks,
Sarah Husain
14 Ansell Street 22305

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June 24, 2024

Dear Members of the Traffic and Parking Board:

I am writing on behalf of the Taylor Run Citizens Association to express our concerns regarding the proposed changes to the service road between West Taylor Run Parkway and Wheeler Avenue, as well as our dismay at the Board's decision last month not to support Option 1.

For several years, our community has been actively engaged with City staff voicing our concerns and providing feedback regarding the Telegraph Road interchange and the service road that provides access to and from the residences and businesses along Hilton Street to Wheeler Avenue.

We feel strongly that converting the entire service road to one-way westbound is detrimental to TRCA, Longview Hill, and the businesses that rely on this road for access.

The data collected by the City supports continued two-way traffic and shows that non-vehicular and vehicular traffic can share the road. Additionally, data collected from those living within the project area supports continued road use for two-way traffic.

Changing the traffic flow, as proposed, and in conjunction with the Board's decision last month, will increase vehicular traffic onto West Taylor Run Parkway, Janney's Lane, and TRCA neighborhood's side streets, effectively undoing the relief we have experienced as a result of previous mitigation projects.

We recognize the safety concerns voiced and believe we can co-exist. We support intersection improvements that retain access to homes and businesses without creating additional stress on side streets.

We urge you to consider balancing the needs of those in the affected area with those expressed by other groups and either reject this proposal or defer a decision until solutions are brought forth that meet the City's stated project goal of intersection improvements and the needs of the community within the project area.

Thank you very much for your consideration.

Eve Anderson
President, TRCA

From: [Alex Goyette](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Support staff's recommendations on Docket Items 12 and 13 for TPB Meeting on 6/24
Date: Friday, June 21, 2024 3:43:20 PM

Good afternoon,

I'm writing to ask the Traffic & Parking Board to support staff's recommendations on both items 12 and 13 at their 6/24 meeting.

The recommended improvements on King Street (Item 12) will ensure that buses can flow smoothly through a congested area of King Street, without negatively impacting traffic flow. The cycletrack is also a wonderful improvement. I come to Bradlee often with my daughter, who loves to stop at Alexandria Pastry Shop for a treat after gymnastics. We do that on the bike now, because I'm personally comfortable in slow mixed traffic. Soon she'll be old enough to ride herself, though, and won't fit in the child seat on my bike. At that point we'd have to drive, because riding in mixed traffic is not safe for a child.

The recommended improvement on Duke Street (Item 13) is even more critical. We live in the West End and currently have no safe east-west bike route to get from our home into Old Town. I often bike now via Eisenhower, but again this option will soon be off the table once my daughter is riding on her own. A complete and separated bike route on Duke Street would be a massive boon to the city's connectivity, allowing riders of all abilities to travel safely through the corridor. But a bike route is only as safe as its most dangerous point; leaving even a small gap will compromise the effectiveness of the other segments. If this segment is left unsafe, it will again push my family into taking more car trips because my child cannot ride safely in car traffic.

Please support staff's strong recommendations on both of these items to advance Alexandria's goals for transit, safety, and connectivity.

Thank you,
Alex

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From: [Alexander Skubel](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Support staff's recommendations on Docket Items 12 and 13 for TPB Meeting on 6/24
Date: Friday, June 21, 2024 3:52:37 PM

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Hello,

I ask the Board to please support staff's recommendations for Docket Items 12 and 13 on 6/24, the improvements on King and Duke Streets.

Alex Skubel

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From: [Bonnie Naugle](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Support staff's recommendations on Docket Items 12 and 13 for TPB Meeting on 6/24
Date: Friday, June 21, 2024 3:44:44 PM

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Hello,

I ask the Board to please support staff's recommendations for Docket Items 12 and 13 on 6/24, the improvements on King and Duke Streets.

Both will be very beneficial for pedestrians and bicyclists, while also providing better and simpler traffic options for cars. King Street specifically is very confusing as a driver and Option 2 would make it easier to navigate by car while also keeping my high school bus rider safe from traffic.

Sincerely,
Bonnie Naugle
Alexandria resident and parent

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From: [Elisabeth Peebles](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Support staff's recommendations on Docket Items 12 and 13 for TPB Meeting on 6/24
Date: Friday, June 21, 2024 4:23:37 PM

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Please help improve safety and transportation reliability. Please support the staff recommendations for Docket Items 12 and 13.

#12 The Staff Recommendation would help with bus throughput, pedestrian and bike safety, and all without delays for cars.

#13 The Staff Recommendation would ease the number of conflicts between modes of transportation. It also increases safety for pedestrians and bicyclists, even in terms of crossing Duke St.

Thank you for your service to our community. I hope you carefully consider the needs of all users of our streets.

-Elisabeth Peebles

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From: [Moir MacDougal](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Support staff's recommendations on Docket Items 12 and 13 for TPB Meeting on 6/24
Date: Friday, June 21, 2024 4:28:35 PM

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Hello,

I am an Alexandria resident who currently does not own a car, and prefers to utilize other methods of transportation. I ask the Board to please support staff's recommendations for Docket Items 12 and 13 on 6/24, the improvements on King and Duke Streets.

I want to hold off on purchasing a car as long as feasible, and Alexandria desperately needs to provide better pedestrian and bike options that are safer.

I feel limited in accessing the areas under consideration by bike in part due to how unsafe the current road conditions are.

Thank you for your attention,

Moir MacDougal

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From: [William B](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Support staff's recommendations on Docket Items 12 and 13 for TPB Meeting on 6/24
Date: Friday, June 21, 2024 3:50:29 PM

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Hello,

I ask the Board to please support staff's recommendations for Docket Items 12 and 13 on 6/24, the improvements on King and Duke Streets. This stretch of road is patently unsafe for any use except personal automobile or bus, and that's unfair. Alexandria is a city of streets that should be designed to build community, not simply move personal vehicles.

William Buschur
2181 Jamieson Ave, Alexandria, VA 22314

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From: [Tim Shaw](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Please support staff's recommendations on Docket Items 12 and 13 for TPB Meeting on 6/24
Date: Sunday, June 23, 2024 2:53:23 PM

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Dear Board members,

I am pleased to see city staff developing effective solutions to cycle, pedestrian, and transit needs and I ask the Board to please support staff's recommendations for Docket Items 12 and 13 on 6/24, the improvements on King and Duke Streets. Given climate change, ensuring robust transit options aside for cars is critical. We also need to ensure all residents can move easily about the city. These are basic equity considerations for supporting the staff options.

While safe cycling options along two of the city's major thoroughfares is valuable for this specific need, I would like to offer an additional consideration: wheelchair users. My adult daughter uses a chair and we typically walk or run together around the city to exercise. Sidewalks are an iffy proposition - if they exist, many are bumpy and have areas that are too narrow. It is far better to use bike infrastructure.

We are blessed with many options, but not enough, and there are not sufficient connections across the city. Duke St., in particular, needs to have a highly functional, safe trail to ensure connections for all, including us. We will be better able to get out and about in Alexandria, and the benefits, as has often been the case, will then accrue to others: parents with strollers, others with limited mobility, and so on. What works well for cyclists supports are variety of other important groups as well.

Please move these recommendations forward.

Sincerely,

Timothy T. Shaw

Timothy T. Shaw
15 West Wyatt Ave.
Alexandria, VA 22301
(703) 589-6964

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From: [Alek Becker](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Support staff's recommendations on Docket Items 12 and 13 for TPB Meeting on 6/24
Date: Friday, June 21, 2024 6:12:17 PM

Hello,I ask the Board to please support staff's recommendations for Docket Items 12 and 13 on 6/24, the improvements on King and Duke Streets.

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From: [Luca Gattoni-Celli](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Support staff's recommendations on Docket Items 12 and 13 for TPB Meeting on 6/24
Date: Saturday, June 22, 2024 7:24:57 AM

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Hello,

I ask the Board to please support staff's recommendations for Docket Items 12 and 13 on 6/24, the improvements on King and Duke Streets.

I am a frequent user of the bike Lanes on Van Dorn as I make my way to and from Bradlee Center, often with my children on the back of my bike. We have had a couple of close calls and could use safe infrastructure on the King Street service road. Ensuring safe cycling infrastructure along Duke Street is also vital to connecting the two halves of our city. Cycling infrastructure is less expensive to maintain than the alternatives, along with being healthier and safer for the users.

Please do the sensible thing and endorse these staff proposals. My toddlers love to bike. I hope they will be able to safely bike around the city before they graduate from high school. Your decisions will determine that future.

Thank you,

Luca Gattoni-Celli
Founder
YIMBYs of Northern Virginia
yimbysofnova.org
843-793-7106 (Mobile/Signal/WhatsApp)
Follow my blog Cornerstone: lucagattonicelli.substack.com
Sent from mobile device. Please pardon typos and brevity.

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From: [Meredith Newman](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Support staff's recommendations on Docket Items 12 and 13 for TPB Meeting on 6/24
Date: Friday, June 21, 2024 7:11:22 PM

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Hello, I ask the Board to please support staff's recommendations for Docket Items 12 and 13 on 6/24, the improvements on King and Duke Streets.

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From: [Rebecca Loesberg](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Support staff's recommendations on Docket Items 12 and 13 for TPB Meeting on 6/24
Date: Sunday, June 23, 2024 12:17:33 PM

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Hello,I ask the Board to please support staff's recommendations for Docket Items 12 and 13 on 6/24, the improvements on King and Duke Streets.

As a resident close to both streets, I see the importance of safer transit on these corridors for different forms of transit. Please approve the staffs recommendation.

Warmly,

Rebecca Loesberg

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From: [Tom VanAntwerp](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Support staff's recommendations on Docket Items 12 and 13 for TPB Meeting on 6/24
Date: Saturday, June 22, 2024 9:30:23 PM

I'm writing to ask that you please support staff's recommendations for Docket Items 12 and 13 on 6/24. Thank you.

Tom VanAntwerp

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From: [Yasir Nagi](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Support staff's recommendations on Docket Items 12 and 13 for TPB Meeting on 6/24
Date: Friday, June 21, 2024 8:45:15 PM

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Hello,

I ask the Board to please support staff's recommendations for Docket Items 12 and 13 on 6/24, the improvements on King and Duke Streets.

Thank you,
Yasir Nagi

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From: [David Sterling](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]ETR Option 2
Date: Tuesday, May 28, 2024 4:18:48 PM

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I am dumbfounded the board voted for Option #2 for the slip lane at E Taylor Run.

Thanks for a bike lane to nowhere
Thanks for not allowing me to get back home when I shop at Giant
Thanks for making it harder for EMS to get to our street
Thanks for not listening to city staff who did not promote Option #2
Thanks for disregarding everyone on E Taylor Run for a 500 ft bike path.
Thanks for your ability to disregard all logic and public opinion.

City staff and locals were reluctantly behind options 1 or 4, so this decision to ignore everyone is just tone deaf.

Talk with Danial Scolese on city staff. I sent him a great alternative for a bike route from the river to the West End that calls for fixing up the tunnel under the train tracks, a cut through behind the ball field and a similar one in the DASH facility next to Witter. All on lesser used roads that are 10x safer than Duke street.

No one in their right mind wants to ride a bike on Duke street if they don't have to.

David Sterling
52 E Taylor Run Pkwy (since 1999)
Alexandria, VA 22314

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From: [Sandra Heenan](#)
To: [Sheila McGraw](#)
Subject: [EXTERNAL]Slip lane on E. Taylor Run
Date: Tuesday, May 28, 2024 4:32:02 PM

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I am shocked that you voted for option 2. Literally nobody thought that was a good option at all, much less the best one. You people did not listen at all to those of us who will have to live with your decision. We won't be able to get back to our homes from the shopping center, emergency vehicles won't be able to get here in a timely manner, and we'll be lucky that a child won't be killed by the traffic that will inevitably race up our road from the slip lane. And I am a cyclist, but the bike lane to nowhere does not help me in the least. I am furious, you have ruined our street so that commuters don't have to sit in traffic for an extra 5 minutes.

Sandy Heenan
E. Taylor Run Pkwy

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