CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JULY 22, 2024 7:00 P.M.
IN-PERSON AND VIRTUAL

The July 22, 2024, meeting of the Traffic and Parking Board is being held in person in the City Council Chambers at 301 King Street, Alexandria, VA and electronically. All the members of the Board and staff are participating either in-person or from remote locations through a Zoom meeting. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:
https://zoom.us/webinar/register/WN_9_jRAnnYSXy7jISUUIMhfQ

Or an H.323/SIP room system:
H.323: 162.255.37.11 (US West) or 162.255.36.11 (US East)
Meeting ID: 941 3556 4405
Passcode: 915805
SIP: 941 3556 4405@zoomcrc.com
Passcode: 915805

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

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

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

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MONDAY, JULY 22, 2024 7:00 P.M.
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D O C K E T

1. Announcement of deferrals and withdrawals.

2. Approval of the June 24, 2024 Traffic and Parking Board meeting minutes.

3. PUBLIC DISCUSSION PERIOD
[This period is restricted to items not listed on the docket]

4. WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP
A. Dockless Parking Corrals: Installation Update
B. Complete Streets Five-Year Work Plan

CONSENT ITEMS
5. 15 MPH School Zone and No Turn on Red Restrictions - Safe Routes to School Improvements Near Saint Rita Catholic School
6. Residential Permit Parking – 1900 Block of Main Line Boulevard

PUBLIC HEARING ITEM
7. Lane Removal, Speed Limit Reduction, No Turn on Red Restrictions - Eisenhower Avenue between Van Dorn Street and Holmes Run Trail
8. Lane Removal, Speed Limit Reduction, Parking Removal, No Turn on Red Restrictions - South Pickett Street between Duke Street and Edsall Road
9. Lane Removal, Left-turn Lane Removal, No Turn on Red Restrictions - Holland Lane between Duke Street and Eisenhower Avenue

INFORMATION ITEMS

10. STAFF UPDATES
- Neighborhood Transportation Improvement Program Update
- Traffic and Parking Board Annual Report

11. COMMISSIONER UPDATES

Next Meeting: Monday, September 23, 2024

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

M I N U T E S

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Hillary Orr, Deputy Director; Katye North, Division Chief; Ryan Knight, Division Chief; Sheila McGraw, Principal Planner; Sara Brandt-Vorel, Principal Planner; Max Devilliers, Urban Planner III; Bryan Hayes, Urban Planner III; and Sean Martin, Urban Planner II.

1. Announcement of deferrals and withdrawals: None.

2. Approval of the May 20, 2024, Traffic and Parking Board meeting minutes:

   BOARD ACTION: Ms. Phelps made a motion, seconded by Ms. Ebbers to approve the minutes of the May 20, 2024, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
   - Sanger Avenue Interim Improvements
   - Capital Bikeshare Ridership Records Update
   - Yale Drive Public Hearing Follow Up
   - City Council Taxicab Decision

4. **PUBLIC DISCUSSION PERIOD:** None.

   BOARD ACTION: None.

CONSENT ITEMS

5. **ISSUE:** Parking Removal - Sanger Avenue as part of the William Ramsay Safe Routes to School Project

   DISCUSSION: Ms. Mihalik asked if the parking removal would involve any physical intervention, to which Mr. Hayes responded that flex posts and paint would be used to delineate the 'No Parking' zones. Mr. Kane suggested that the some of the parking signs be moved and/or replaced to better discourage illegal/unsafe parking as well.

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES remove three parking spaces on Sanger Avenue. The motion carried unanimously.

6. **ISSUE:** Parking Removal – 1800 block of Potomac Greens Drive for a Capital Bikeshare station

Mr. Kane made a motion, seconded by Ms. Tucker, to remove Item 6 from consent. The motion carried unanimously.

DISCUSSION: Mr. Martin presented the item to the Board. Mr. Kane asked if the park directly adjacent to this location is public and available for anyone to use, to which Mr. Martin said yes. Chair Lewis asked if City staff normally reach out to the Fire Department when siting Capital Bikeshare stations, to which Mr. Martin said yes. Mr. Kane asked what the recommended distance between stations is, to which Mr. Martin responded ¼ of a mile, however, the walk from this station to the one at Slaters Lane is ¾ of a mile.

PUBLIC TESTIMONY: Amy Tromba testified in opposition to the proposed location of the bikeshare station due to potential congestion generation and prefers that it be installed in the park.

David Dunn testified in opposition.

Dane Lauritzen testified in support.

Nicole Radshaw testified in support.

Zack DesJardins testified in support.

Mimi Joy testified in opposition.

Jack Summe testified in opposition. Mr. Kane asked if parking had previously existed in the location that staff is proposing to install a bikeshare station, to which Mr. Martin responded that, yes, parking existed in that location prior to the construction of the Metrorail Station but was removed for construction access and was meant to become parking again once all construction was complete. Ms. Mihalik asked why drivers must make U-turns in this area, to which Mr. Martin responded that there is no reason they must because there are no one-way streets in Potomac Greens—U-turns are actually illegal in this area.

Haven Campell testified in opposition.

Asa Orrin-Brown testified in support.

Judd Isbell testified in support.

Tom Schneider testified in opposition.

Bryan Pinsky testified in support.

Ms. Tucker asked City staff what percentage of bikeshare stations are located in purely residential neighborhoods, to which Mr. Martin responded that he was not aware of the exact percentage but several are. Ms. Tucker asked if this item was time-sensitive, to which Mr. Martin responded that no VDOT grant-funded bikeshare stations can be installed until all nine have received the necessary approval for their proposed locations. Ms. Ebbers asked how many Metrorail Station entrances are in purely residential areas, to which Mr. Martin said none. Ms. Mihalik asked why the map panel would not be included as part of this proposed station, to which Mr. Martin responded that eliminating the map panel would help to reduce visual clutter and the map panels are not nearly as necessary in areas not frequented by tourists such as this one. Ms. Mihalik asked who the feedback form was sent to, to which Mr. Martin responded that it was sent to residents of Potomac Greens and Old Town Greens. Ms. Phelps asked what the usage is like at the bikeshare stations on the west side of the Metrorail Station, to which Mr. Martin responded that those stations see consistent usage, with the nearest one having the 10th highest ridership since October 2023. Ms. Tucker asked how many docks are located at the bikeshare station, to which Mr. Martin responded that there are 15 docks there but there are back-up bikeshare stations nearby for additional capacity, while the Potomac Greens location would have no back-up option when full or empty. Ms. Mihalik asked if the feedback form included questions about future usage, to which Mr. Martin responded that it did not because City staff was interested primarily in the local concerns of the immediate neighbors. Chair Lewis asked what the results of the feedback form were, to which Mr. Martin responded that City staff received 150 responses, many of which stated their preference for locating the bikeshare station in the park. Chair Lewis asked if RP&CA was consulted about all possible park locations, to which Mr. Martin responded that RP&CA did not want to surrender any amount of open space for bikeshare purposes and that irrigation lines and/or trees would have to be moved/removed to accommodate doing so. Chair Lewis asked if 10 docks would suffice instead of 15, to which Mr. Martin responded that reducing the size of the bikeshare station makes little difference for drivers and parking, but significantly reduces the effectiveness and value of the bikeshare station due to the lack of back-up options nearby. Chair Lewis mentioned that several photos show the need for bike parking at the Metrorail Station, to which Mr. Martin responded that City staff has worked with WMATA several times to address this issue, but a solution has yet to be determined. Chair Lewis asked what the parking restrictions are on this particular block, to which Mr. Martin responded that the restrictions are the same throughout the neighborhood and are 2-hour parking from 8 a.m. to 5 p.m., Monday through Saturday, RPPD 14 permitholders exempt. Mr. Kane asked who is responsible for cleaning around bikeshare stations to which Mr. Martin responded that the City's contractor, Lyft, is responsible per their contract, and neighbors can notify Mr. Martin of issues that he can relay to Lyft to address. Chair Lewis asked if the crosswalk on Potomac Greens Drive can be repainted, to which Ms. Orr responded that it can be.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Mihalik, to 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. The motion carried unanimously.

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

   BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES remove two (2) on-street parking spaces from the 700 block of Four Mile Road for a Capital Bikeshare station. The motion carried unanimously.

8. **ISSUE:** Parking removal – South Hudson Street at Vermont Avenue

   BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES remove 30 feet of on-street parking on both the east and west sides of South Hudson Street immediately north of Vermont Avenue. The motion carried unanimously.

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

   BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES restrict parking to 2 hours from 8 a.m. to 2 a.m., Monday through Saturday, and 11 a.m. to 2 a.m. on Sundays, District 3 permitholders exempt, for the approximately seven on-street parking spaces along the east side of North Columbus Street immediately south of Princess Street. The motion carried unanimously.

10. **ISSUE:** Parking Restrictions Modification – 400 block of Pendleton Street

    BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES modify the existing residential permit parking restrictions on the south side of the 400 block of Pendleton Street to 2-hour parking, 8 a.m. to 5 p.m., Monday-Saturday, District 2 permitholders exempt. The motion carried unanimously.

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

    BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES add 2-hour parking restrictions, 9 a.m. to 5 p.m. Monday through Saturday, on the west side of the 1000 block of North Fayette Street immediately north of the Loading and Active Curbside Pickup Only zone. The motion carried unanimously.

PUBLIC HEARING ITEMS

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

DISCUSSION: Ms. Brandt-Vorel presented the item to the Board. Mr. Kane asked which jurisdiction owns and controls the traffic signal on South Wakefield Street at King Street, to which Mr. Hayes responded that the City does but staff has coordinated with the County of Arlington on the matter. Mr. Kane asked if the traffic signal can include bicycle detection, to which Mr. Knight responded that the device for detection will be upgraded at some point but it is uncertain when that will be. Mr. Kane asked if the King Street crossing will include a bicycle signal, to which Mr. Knight responded that City staff will consider it. Ms. Mihalik mentioned that the turn onto King Street from South Taylor Street is a tight turn to make, to which Ms. Brandt-Vorel responded that the NTOR proposal is for King Street traffic turning onto South Taylor Street. Chair Lewis asked if City staff plans to conduct an educational campaign on this unique traffic pattern/setup, to which Ms. Brandt-Vorel responded that the construction timeline for this project will provide City staff with plenty of time to conduct outreach and education on this. Chair Lewis noted that the traffic signal timing at Menokin Drive would make this proposed pattern even more frustrating for drivers who have to wait, to which City staff responded that it would be resolved as part of this new traffic pattern. Ms. Phelps asked where the new bus stops would be located, to which Ms. Brandt-Vorel responded that they would be further from the shopping center. Chair Lewis asked if City staff had reached out to the property owner of the shopping center, to which Ms. Brandt-Vorel responded that City staff has been in close contact with the property owner throughout the planning process and has not received any negative feedback or requests related to changes to their property. Ms. Mihalik asked if pedestrians would be accommodated as part of this project, to which Ms. Brandt-Vorel responded that they would, and Mr. Hayes responded that the LPIs would increase when the request button is pushed.

PUBLIC TESTIMONY: Bonnie O'Day testified in support of Option 2.

Jim Durham testified in support of Option 2 despite the fact that his driving route to the shopping center would change as a result of this project. Chair Lewis asked Mr. Durham how it would affect his route, to which Mr. Durham responded that he would simply have to turn onto King Street instead of the service road.

Bryan Pinsky testified in support of Option 2 and requested that the 'NTOR When Pedestrians Are Present' signage on Park Center Drive be changed to simply 'NTOR'.

Nicole Radshaw testified in support of Option 2.

Dane Lauritzen testified in support of Option 2 and requested more mobility improvements and access in the future.

Jonathan Krail testified in support of Option 2.

Asa Orrin-Brown testified in support of Option 2.

Zack DesJardins testified in support of Option 2.

Ken Notis testified in support of Option 2.

Bill Rossello testified in opposition to the project, especially the conversion of the service road, and is concerned about the lack of a no-change option.

Bill Pugh testified in support of Option 2.

Nicole Devore raised concerns about the lack of an option including bike facilities on the north side of King Street instead of the south side and the lack of stormwater management plan details.

David Kaplan testified in support of Option 2.

Laura Harrington requested that the service road remain two-way, particularly between Marlee Way and North Quaker Lane. Chair Lewis asked about plans to address the intersection of King Street and West Braddock Road, to which Ms. Orr responded that there is nothing funded at this time.

Joseph Spytek testified in opposition to the NTOR from South Wakefield Street and requested that the weeds on King Street be addressed for visibility purposes.

Jackie Maffucci raised concerns about the lack of stormwater management plan details and requested that the bike facilities be located on the north side of King Street instead of the south side. Ms. Tucker asked City staff about the stormwater management plan, to which Ms. Brandt-Vorel responded that it is still in the conceptual design phase but that is definitely going to be included as part of this project because it is required, however City staff has nothing substantial to share with the public yet. Ms. Phelps asked if City staff considered the north side of King Street for the bicycle facilities, to which Ms. Brandt-Vorel responded that the right-of-way line is not straight on the north side of King Street which creates issues for facility installation and maintenance in addition to the grading on that side being steep which would be very expensive to address. Furthermore, cyclists want access to the shopping center and bus stops, so bicycle facilities on the north side of King Street would be less valuable to cyclists. Chair Lewis asked if the City could collaborate with the County of Arlington on installation and maintenance, to which Ms. Brandt-Vorel reiterated that the cost of grading would still be prohibitive. Chair Lewis requested a crosswalk at Menokin Drive given the housing near there, to which Ms. Orr responded that one would be installed as it would be required for the relocated bus stop.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to:

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

The motion carried unanimously.

13. **ISSUE:** One-way conversion and traffic flow changes – Duke Street between West Taylor Run Parkway and Wheeler Avenue

DISCUSSION: Ms. Orr presented the item to the Board. Ms. Tucker asked if drivers would be able to turn right onto Cambridge Road from Duke Street after the slip lane, to which Ms. Orr responded that, technically, they could but it would be unlikely that they do due to the added time it would take relatively. Ms. Tucker raised concerns about driver visibility when using the slip lane from Duke Street, to which Ms. Orr responded that the plans are still in the conceptual phase and that the engineering plans would address any visibility concerns with improved design. Ms. Tucker asked if the trees at Cambridge Road and Duke Street would be saved, which Ms. Orr confirmed they would be. Ms. Tucker asked if the buses would be provided with queue jumping throughout Duke Street, which Ms. Orr confirmed they would but the City would need to signalize those queue jumps. Mr. Kane asked how cyclists would cross east to west, to which Ms. Orr responded that they would need to use the crosswalk in the interim. Mr. Kane asked if cyclists going north on Wheeler Avenue would have to cross Duke Street to access the cycle track, which Ms. Orr confirmed they would. Mr. Kane noted that cyclists who don't cross Duke Street would use the sidewalk on the south side and asked if that sidewalk would be replaced as part of this project given its poor condition, to which Ms. Orr responded that some sidewalks would be replaced, but Ms. Orr couldn't recall exactly which segments would be replaced. Ms. Mihalik asked if the pedestrian push button would be located closer to the curb ramp, which Mr. Knight confirmed it would. Chair Lewis asked if these proposed changes would go into effect after the Duke Street Transitway construction is complete, which Ms. Orr confirmed but that short-term improvements could be implemented where possible beforehand. Due to signal improvement needs, most changes to the intersection with Quaker Lane would need to wait until construction of the Duke Street Transitway is complete.

PUBLIC TESTIMONY: Lori Cooper testified in opposition.

Josephine Liu testified in support of Option 3.

Douglas Peterson testified in opposition. Ms. Tucker asked how Option 3 would affect emergency services' access to the affected streets, to which Ms. Orr responded that the Fire Department is supportive of the service road being one-way because improving delays on Duke Street will improve emergency response. Chair Lewis asked if this project will involve signal optimization, to which Ms. Orr responded that new traffic adaptive signals and fiber connections will enable the City's Traffic Center to better control the signals at this intersection in the future. Emergency vehicle preemption at traffic signals can allow the emergency vehicles through more quickly as well. Mr. Knight noted that the City has back-up batteries and/or generators at various intersections on Duke Street due to its importance to avoid signal outages.

Joshua Wimpey testified in opposition to a one-way service road.

Randy Cole testified in support of Option 3.

James Love testified in support of a partial one-way service road.

Nicole Radshaw testified in support of a one-way service lane.

Dane Lauritzen testified in support of Option 3.

Jonathan Krail testified in support of Option 3.

Colin Brinkman testified in support of a partial one-way service road.

Lisa Porter testified in support of Option 3.

Asa Orrin-Brown testified in support of Option 3.

Nathan McKenzie testified in support of Option 3.

Matthew Kaplan testified in support of a partial one-way service road.

Zack DesJardins testified in support of Option 3.

Ken Notis testified in support of Option 3.

Alison Maltz testified in support of a partial one-way service road.

Rachel Deese testified in support of Option 3.

Kevin O'Brien testified in support of Option 3.

Juliana Von Zumbusch testified in opposition to a one-way service road.

Jonathan Falk testified in opposition to a one-way service road.

Rudolf Rojas testified in support of Option 3.

Betty Guttman testified in opposition to a one-way service road.

Mario Rodriguez testified in support of Option 3 and raised concerns about bus lanes becoming empty and going unused when routes are not in service.

Alex Goyette testified in support of Option 3.

Ms. Tucker asked if City staff has had discussions with Bishop Ireton High School leadership about congestion caused by school drop-off and pick-up and how many right

turns are taken from Duke Street onto Cambridge Road currently on weekday mornings, to which Ms. Orr responded that City staff is in discussions about removing some parking on Cambridge Road to make space for turn lanes but still need to work with residents first, but the City has quite a bit of time to solve that issue before this project will be complete. Ms. Tucker asked if the partial one-way option would involve the installation of bike sharrows, which Ms. Orr confirmed but City staff still needs to determine how cyclists would transition from the cycle track to the sharrows. Ms. Mihalik asked what kind of movements that the partial one-way option would require, to which Ms. Orr responded that it would negate all the benefits of the signal optimization. Mr. Kane asked when this would go into effect, to which Ms. Orr responded that the plan is for it be complete in 2028. Ms. Phelps asked what the benefits would be versus the tradeoffs, to which Ms. Orr responded that Longview Drive residents could turn left onto West Taylor Run Parkway if there is congestion, but they would still need to wait at a red light due to low traffic volumes, so the time savings would be minimal. Mr. Kane asked if there would be enough time for drivers to make two lefts from Duke Street to access the service lane, which Ms. Orr confirmed there would be and that City staff would continue to monitor traffic and tweak signal timing accordingly. Ms. Mihalik asked why the slip lane from Duke Street onto Quaker Lane northbound is not proposed for removal and if pedestrians would need additional protections as a result, to which Ms. Orr responded that, when City staff reaches the engineering design stage, it would be considered. Mr. Knight noted that if the slip lane is kept, pedestrians would continue to have a full red-light phase to cross the slip lane. Chair Lewis asked if westbound service road users would be controlled with a stop sign, which Ms. Orr confirmed they would.

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Phelps to:

- Recommend the City Council approve the conversion of the Duke Street Service Road from West Taylor Run Parkway to Cambridge Road from two-way to one-way westbound.
- Recommend the Director of T&ES reconfigure the intersection of Cambridge Road and Duke Street as part of the Duke Street Transitway project.
- Recommend the Director of T&ES create a bus and right only lane for eastbound Duke Street at South Quaker Lane.
- Request City staff discuss with Bishop Ireton High School leadership solutions to resolve congestion caused by pick-up and drop-off.

The motion carried six to one, with Chair Lewis opposed.

INFORMATION ITEMS

14. **STAFF UPDATES:** None.

15. **COMMISSIONER UPDATES:** None.

ADJOURNMENT

Mr. Kane moved to adjourn the meeting, seconded by Ms. Ebbers. The motion carried unanimously. The meeting adjourned at 11:07 PM.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 22, 2024

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Dockless Parking Corrals: Installation Update

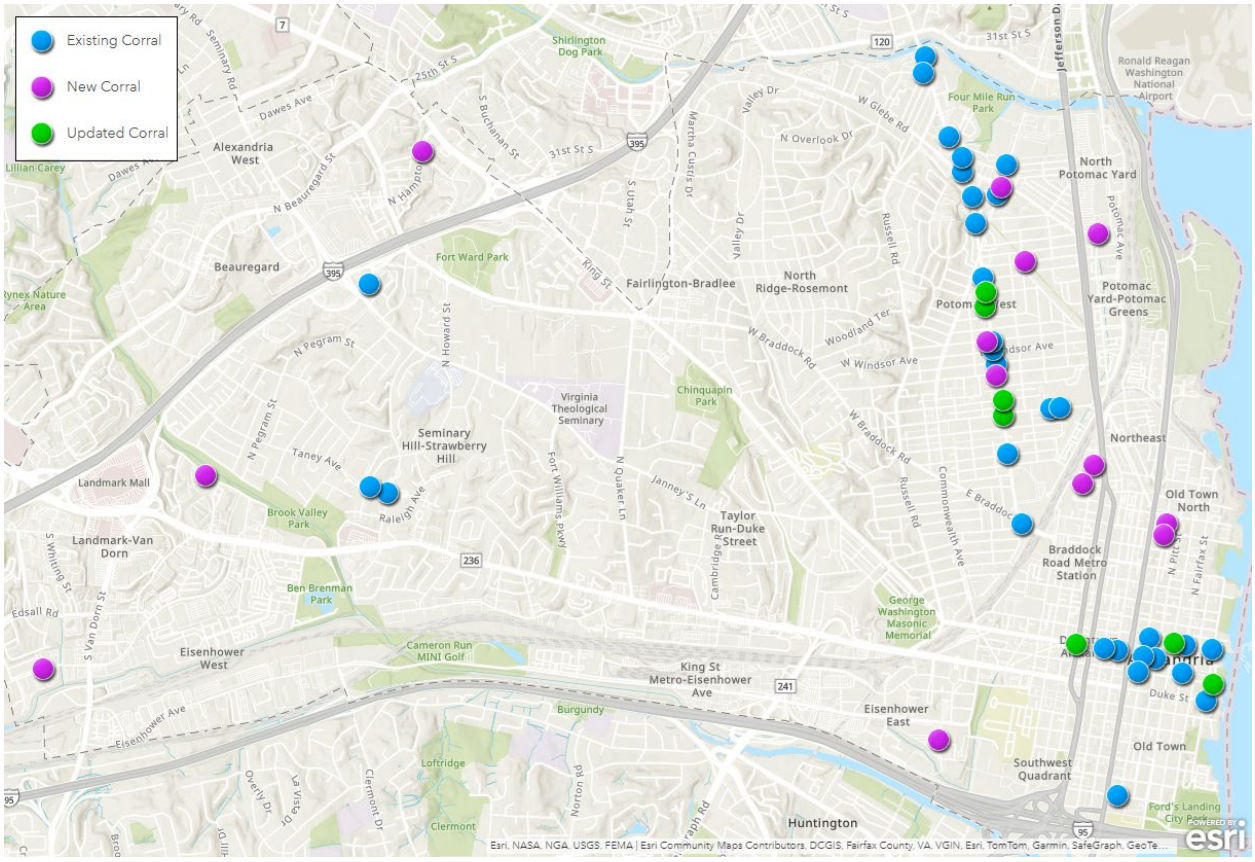
The City has expanded the number of dockless parking corrals and updated older corrals. These corrals serve as convenient and dependable parking options for riders and operators alike. Between May and July, 13 new corral locations have been installed and eight older corrals have been updated or reinstalled. Additionally, 86 new bike racks have been installed in new and existing corrals.

New corral with bike racks at North Hampton Drive and Ford Avenue

The new corral locations were selected based on resident requests, existing ridership, and equitable access and specific locations were shared in the written updates to the Board in May 2024. With the new corrals, there are now 51 total corrals in the City. The next phase

of new corrals will continue to prioritize resident requests, existing ridership, and equitable access, with the intent to add additional corrals on the West End.

Map of Dockless Corrals in the City



B. Complete Streets Five-Year Work Plan

The City has published the updated Complete Streets Work Plan for Fiscal Years 2025-2029. This plan is updated at least annually to maintain a clear vision of staff efforts on projects that support the City's multimodal and safety goals.

The plan considers strategies and projects recommended in the adopted Alexandria Mobility Plan, is resource-constrained, and is intended to make equitable improvements across multiple program areas.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 22, 2024

DOCKET ITEM: 5

ISSUE: 15 MPH School Zone and No Turn on Red Restrictions - Safe Routes to School Improvements Near Saint Rita Catholic School

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REQUESTED BY: T&ES Staff

LOCATION: Saint Rita Catholic School - Intersection of West Glebe Road and Russell Road, and within 750' of intersection on West Glebe Road

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES implement the following changes to improve safety:

- Install No Turn on Red (NTOR) safety restrictions at the intersection of West Glebe Road and Russell Road
- Implement a 15 MPH school zone to operate during morning and afternoon pickup/drop-off on West Glebe Road, within 750' of the Saint Rita Catholic School property

BACKGROUND: In response to continuous dialogue and engagement between the City and the Saint Rita School Parent Teacher Organization regarding traffic and pedestrian safety, the Safe Routes to School (SRTS) program is proposing to implement safety improvements near the intersection of West Glebe Road and Russell Road (Attachment 1). SRTS is an element of the City's Complete Streets Program and promotes walking and bicycling to school through infrastructure improvements, enforcement, safety education, and incentives since 2003.

In 2017, the City adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. The City also employs a safe system approach when planning and engineering for traffic safety, which aligns with the U.S. Department of Transportation's National Roadway Safety Strategy and involves taking preventative action to minimize crashes.

West Glebe Road has two travel lanes in each direction, and Russell Road has one travel lane in each direction near this intersection. Perpendicular parking is allowed on Russell Road to the north, though parking is not permitted near any other approach to this intersection. Saint Rita Catholic School and its church are to the north-east of the intersection, with residential uses to the west and south. Commercial uses, and a forthcoming affordable housing development, lie to the east of the school property.

DISCUSSION: Per data from the Virginia Department of Transportation (VDOT), there have been over 25 crashes in the immediate vicinity of the intersection of West Glebe Road and Russell Road since 2016, with 8 crashes resulting in visible or severe injuries (Attachment 4). Many of these crashes are due to speeding or are angle crashes, which a school zone and NTOR safety restrictions can help mitigate. The intersection is also home to a joint development venture between the City and a local affordable housing developer to construct 417 units of affordable housing and more than 30,000 SF of community serving retail. As the intersection will be home in the next two years to more than 1,000 of the City's most vulnerable residents, the needs to improve safety and awareness is heightened. The development will also provide a new HAWK Signal on Glebe Road, across from the existing shopping center.

NTOR restrictions are proposed for all approaches to the intersection of West Glebe Road and Russell Road (Attachment 3). NTOR restrictions are a low-cost safety treatment that protects pedestrians by reducing collisions between pedestrians and motorists turning right at a red light. Drivers seeking to turn right on a red light often do not see pedestrians crossing from the right, especially as their attention is focused on finding a gap in traffic moving from the left. By pulling into the crosswalk, these drivers also force pedestrians to make riskier maneuvers when crossing the streets. NTOR restrictions protect pedestrians by limiting these dangerous interactions.

NTOR restrictions also increase safety for people driving by reducing potential collisions between through vehicles and turning vehicles, particularly in busy areas where finding a gap in traffic can be difficult.

Leading Pedestrian Intervals (LPIs) are often paired with NTOR restrictions and give pedestrians a head start into the intersection, further enhancing safety. According to the Federal Highway Administration, LPIs increase visibility of crossing pedestrians, reduce conflicts between pedestrians and vehicles, increase likelihood of motorists yielding to pedestrians, and enhance safety for pedestrians who may be slower to start into the intersection. LPIs are proposed to be paired with NTOR restrictions at the West Glebe Road and Russell Road intersection.

The City is also proposing to install a school speed zone on West Glebe Road near Saint Rita Catholic School, to be in effect during designated morning/afternoon school pickup and drop off hours. This school zone would be within 750' of the Saint Rita School property, as permitted by state regulations. Flashing school zone beacons are proposed to be installed along West Glebe Road. These beacons are a simple, effective tool to alert drivers that school speed limits are in effect and to slow down to 15 mph for the safety of students.

OUTREACH: The City held a public comment period on the proposed SRTS safety improvements from June 11, 2024 through June 28, 2024. Comments were submitted via email (Attachment 5). The City announced this comment opportunity in several ways:

- Staff posted notice signs at the intersection impacted by the proposed STRS safety improvements.
- Staff emailed the following stakeholder groups: Saint Rita School and Saint Rita School Parent Teacher Organization (PTO).

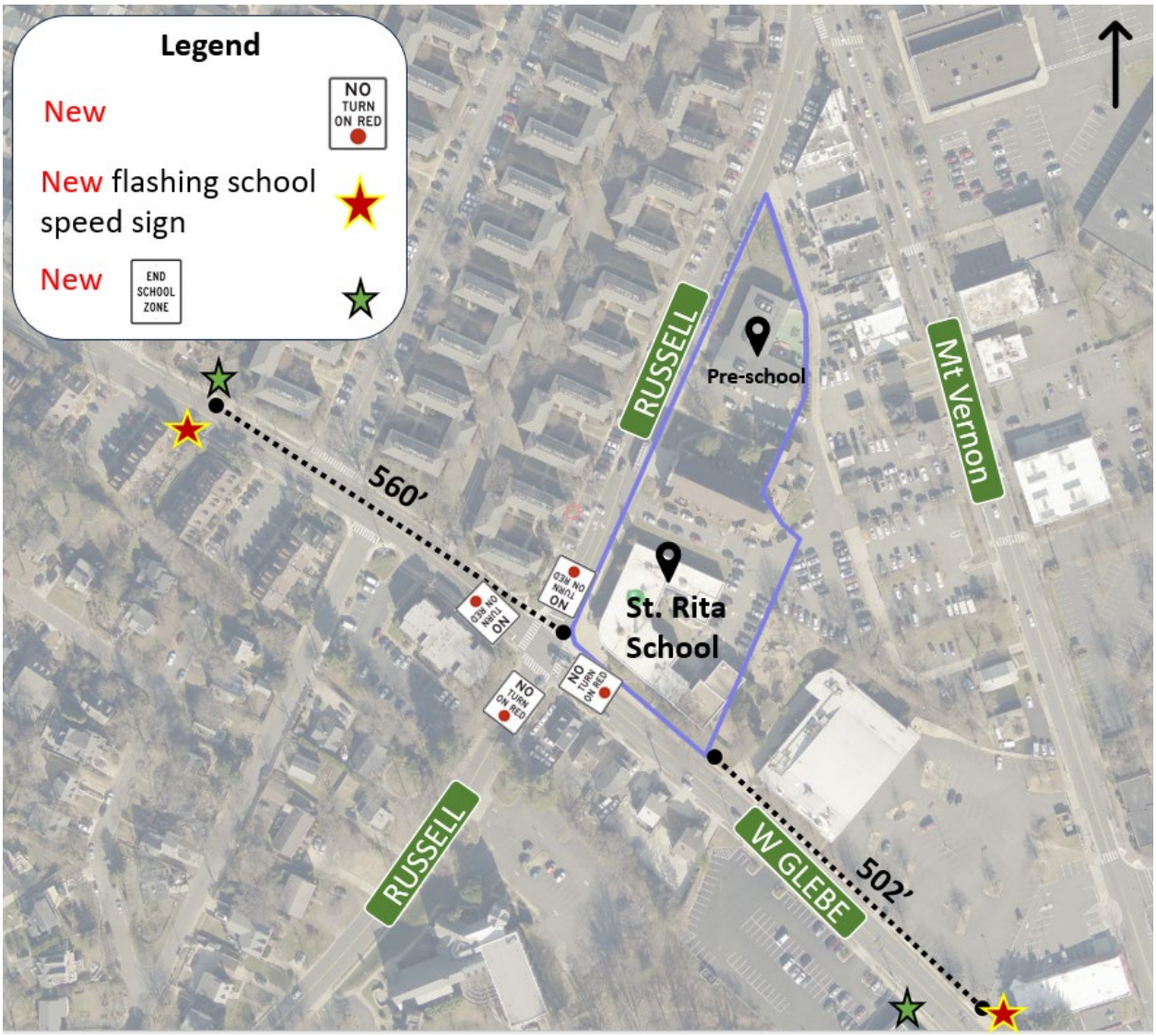
- Staff received four emails during the comment period. Of the feedback received, all endorsed the proposed changes, and the Saint Rita School PTO provided a letter of support.

The City received comments which expressed support for SRTS safety improvements at the intersection of West Glebe Road and Russell Road, with some suggestions for additional improvements, such as signal timing adjustments and potentially moving the painted stop bars further back from the intersection. Staff will continue to explore these options in coordination with the PTO through staff administrative processes.

ATTACHMENT 1: PROJECT LOCATION

ATTACHMENT 2: PROJECT LOCATION (STREETVIEW)

ATTACHMENT 3: PROPOSED TREATMENT - NTOR RESTRICTIONS AND SCHOOL ZONE



ATTACHMENT 4: CRASH HISTORY – WEST GLEBE ROAD - 2016 - 2024

This attachment shows crash data near Saint Rita School, on West Glebe Road. This crash data was retrieved from the Virginia Department of Transportation.

Year	Crash Type	# of Crashes	Injuries
2016	Visible Injury Property Damage Only	**4** **3**	**4**
2017	Visible Injury	**2**	**2**
2018	Visible Injury Property Damage Only	**2** **1**	**1**
2019	N/A	**N/A**	**N/A**
2020	Property Damage Only Property Damage Only	**2**	**0**
2021	Property Damage Only	**3**	**0**
2022	Property Damage Only	**4**	**0**
2023	Property Damage Only	**2**	**0**
2024	Severe Injury Property Damage Only	**1** **2**	**1**
	Grand Total	**26**	**8**

Source: vdot.maps.arcgis.com

ATTACHMENT 5: PUBLIC COMMENTS

This attachment compiles comments received during the public comment period for the proposed SRTS safety improvements near Saint Rita School. Four emails were received.

Date: Thursday, June 14, 2024

To: silas.sullivan@alexandriava.gov

Subject: [EXTERNAL]Thank you to the city for implementing important safety measures for St Rita Students!

Good afternoon,

I am writing to enthusiastically support the measures that have been proposed to protect children and families who attend St Rita Catholic School.

It is my understanding that the City of Alexandria is proposing to implement, in the Fall of 2024, 1) new “no turn on red” (NTOR) restrictions at all approaches to the intersection of West Glebe Road and Russell Road, 2) traffic signal treatments known as leading pedestrian intervals, which give pedestrians a head start into the intersection and further enhance safety, and 3) a flashing school speed zone along West Glebe Road near SRS to be in effect during designated morning/afternoon school pickup and drop off hours.

We live nearby. There are many students who walk to and from the school, and since the area traffic has greatly increased through the years, these calming measures are so very important for the safety of St Rita School children.

Thank you for considering my support of these important changes.

Best regards.

Carolyn Lundberg

Date: Sunday, June 16, 2024

To: silas.sullivan@alexandriava.gov

Subject: [EXTERNAL]Comment in Favor of NTOR at Russell and W. Glebe

To whom it may concern,

On behalf of myself and my family, I would like to comment strongly in favor of the proposal to implement a "no turn on red" (NTOR) policy at the intersection of Russell Road and W. Glebe Road.

Our family of four includes two small children, ages 3 and 1, living in the Warwick Village neighborhood, and all members of our family cross the intersection as pedestrians almost every day and often multiple times per day. To give just a few examples, our family walks to St. Rita

Catholic Church, my children attend the St. Rita preschool, and our family often walks to the Mom organic grocery market and other businesses. And as the faculty at St. Rita and neighbors can attest, this intersection is highly trafficked by young children, both those attending St. Rita and those being picked up and dropped off by school buses.

We have often found the intersection to be generally unfriendly to pedestrians. Cars speed through it, turn without minding pedestrians, and ignore traffic signals. This intersection (along with Glebe and Mt. Vernon) makes me the most nervous and alert as a parent because I am most afraid of myself or my child being struck by a vehicle.

As a result, I strongly and enthusiastically support the proposal to change this intersection to NTOR, in addition to giving pedestrians a lead time when crossing. This change would greatly enhance pedestrian safety and help the city progress toward its goal of zero road deaths in Alexandria. As a resident and someone who uses almost every mode of transportation throughout the city (car, public transport, biking, and walking), I urge the city to implement this proposal.

Thank you for your attention,

Sean Cooksey

Date: Tuesday, June 16, 2024

To: silas.sullivan@alexandriava.gov

Subject: [EXTERNAL]City of Alexandria Proposes Safety Improvements near Saint Rita Catholic School

Mr. Silas Sullivan

City of Alexandria, Virginia

Department of Transportation & Environmental Services

Dear Mr. Sullivan

I am writing on behalf of the Saint Rita Catholic School (SRS) Parent Teacher Organization (PTO) Board for the 2024 – 2025 school year in response to your e-mail message to the SRS PTO, dated June 11, 2024, regarding the City of Alexandria's proposed safety improvements near St. Rita Catholic School for the Fall 2024.

The SRS PTO Board reiterates the 2023-2024 PTO Board's support, dated April 24, 2024, of the following proposed safety improvements:

- Implementing No Turn on Red (NTOR) restrictions for all approaches to the West Glebe Road/Russell Road intersection
- Creating Leading Pedestrian Intervals (LPI) for all crosswalks at the West Glebe Road/ Russell Road intersection
- Installing a flashing school speed zone along West Glebe Road near SRS to be in effect during designated morning/afternoon school pickup and drop off hours

We also reiterate SRS PTO's prior request that the City of Alexandria explore the following measures to improve safety at the West Glebe Road/Russell Road intersection:

- Relocating the stop bars further back in the roadway at all approaches to the intersection, which would increase distance between pedestrians in crosswalks and vehicles as well as increase turn space for busses.
- Changing the traffic signal sequence at the intersection so that it signals GREEN to only one direction of approach at a time while signaling RED to all three remaining approaches. It seems this sequence would mitigate the potential for drivers to abruptly turn from behind waiting lanes of traffic into the intersection at the risk of colliding with oncoming or turning traffic. A nearby example of this traffic signal sequence at the Mt. Vernon Avenue/South Glebe Road intersection appears to work well.

We look forward to continuing the established productive mutual engagement between SRS PTO and Alexandria City T&ES to achieve these and future safety improvements near SRS to the benefit of the SRS community and wider Alexandria community.

Sincerely,

Mrs. Sarah Swango

President, Saint Rita School Parent Teacher Organization

Date: Friday, June 21, 2024

To: silas.sullivan@alexandriava.gov

Subject: Fw: City of Alexandria Proposes Safety Improvements near Saint Rita Catholic School

June 21, 2024

Dear Mr. Sullivan

I am writing as a City of Alexandria resident and parent of children enrolled at Saint Rita Catholic School in response to your e-mail message to your communication, dated June 11, 2024, regarding the City of Alexandria's proposed safety improvements near St. Rita Catholic School for the Fall 2024 (below).

I support the City's proposed safety improvements near St. Rita Catholic School as follows:

- Implementing No Turn on Red restrictions for all approaches to the West Glebe Road/Russell Road intersection
- Creating Leading Pedestrian Intervals for all crosswalks at the West Glebe Road/ Russell Road intersection
- Installing a flashing school speed zone along West Glebe Road near SRS to be in effect during designated morning/afternoon school pickup and drop off hours

Additionally, to reiterate my public comments during the Traffic and Parking Board meeting on April 29, 2024, I encourage the City to explore two additional measures at the West Glebe Road/Russell Road intersection:

- Relocating the stop bars further back in the roadway at all approaches to the intersection.
- Changing the traffic signal sequence at the intersection so that it signals GREEN to only one direction of approach at a time while signaling RED to all three remaining approaches.

Thank you for your consideration.

Respectfully,

Danny Ciatti

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 22, 2024

DOCKET ITEM: 6

ISSUE: Residential Permit Parking – 1900 Block of Main Line Boulevard

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REQUESTED BY: Residents of the 1900 Block of Main Line Boulevard

LOCATION: 1900 block of Main Line Blvd (Residential Permit Parking District 13)

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install 2-hour parking restrictions from 8:00 a.m. to 5:00 p.m., Monday through Saturday, Residential Permit Parking District (RPPD) 13 permitholders exempt on the 1900 block of Main Line Boulevard.

BACKGROUND: In 2021, the Board reviewed the creation of RPPD 13 for the Potomac Yard neighborhood which was later approved by the City Council. Following the District's creation, residents submitted petitions for installing signage on their blocks, which were approved by the Traffic and Parking Board in July 2022. A total of 16 blocks were approved for restrictions from 8:00 a.m. to 5:00 p.m., Monday through Saturday. However, the City did not receive a petition from residents of the 1900 block of Main Line Boulevard until recently.

Due to the location of the on-street parking and the nonstandard distribution of home addresses relative to intersecting streets on this particular block, this request is specifically for the addition of new parking restrictions signage on Main Line Boulevard from 1900 Main Line Boulevard to East Howell Avenue on the west, and from 1815 Main Line Boulevard to East Howell Avenue on the east. A depiction of the exact area in question is shown in Attachment 2. The block has 21 on-street parking spaces, with seven on the west side and 14 on the east side. The abutting 1800 block of Potomac Avenue and 700 block of East Howell Avenue already have posted Residential Permit Parking restrictions with the same hours and days as proposed for this block.

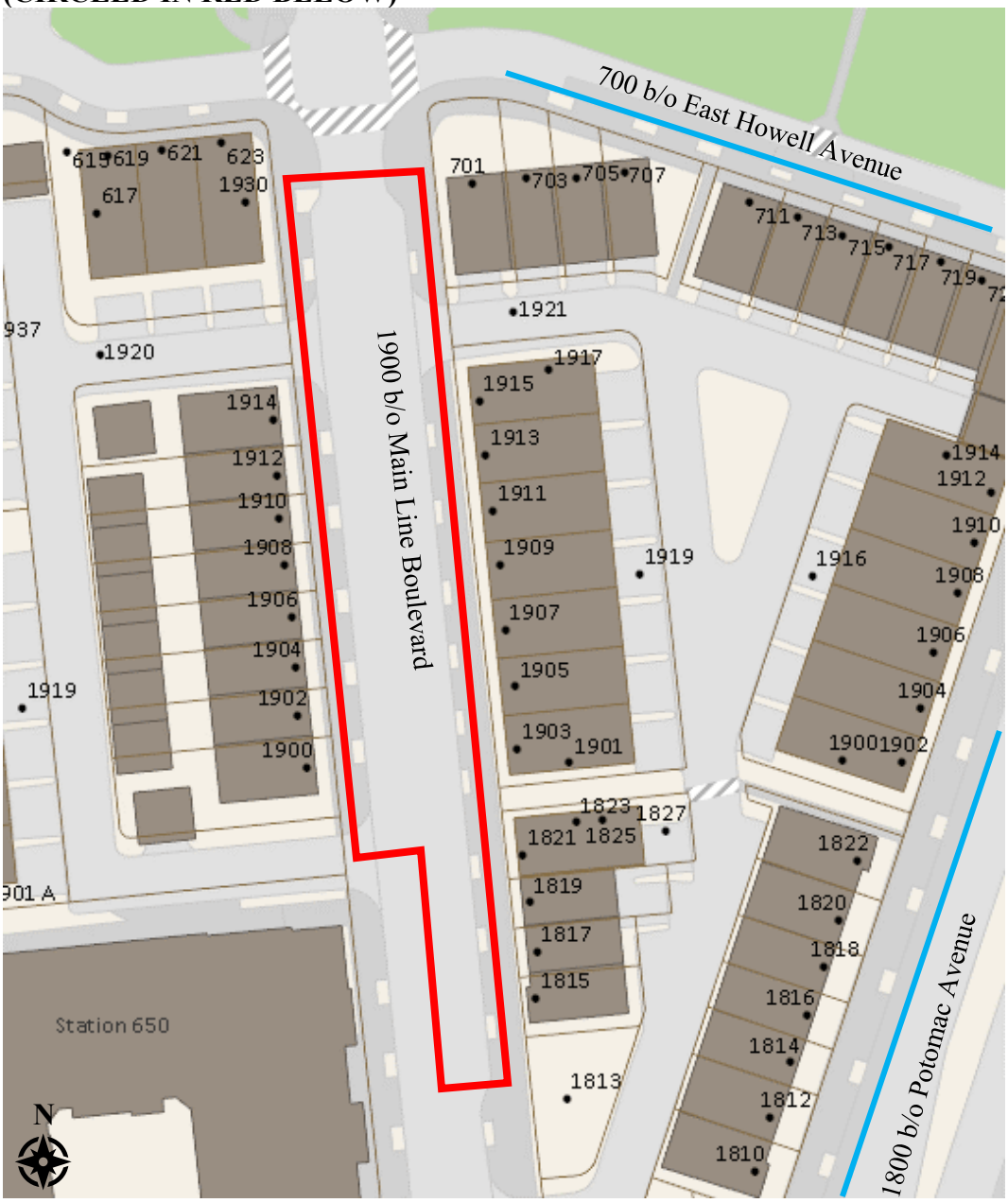
DISCUSSION: In order to add signage within an existing district, Section 5-8-75 of the Code requires a petition be submitted by more than 50% of the residents on the block. The requestor garnered signatures from 16 out of 31 verified households on this block to meet the minimum 50% threshold stipulated by the City Code (Attachment 3). However, the requested restrictions are inconsistent with the signage posted on the several other blocks throughout this district. The petition requests restrictions that end at 11 p.m. due to drivers from Orangetheory and Station 650 (not included in RPPD 13) parking on this block, however, staff believe that the parking restrictions should remain consistent with the remainder of the District for ease of enforcement,

reduced driver confusion, and increased enforcement efficiency. The requestor has agreed with staff's recommendation in the short term and staff has agreed that the restrictions can be revisited at a later date if the recommended restrictions do not effectively increase parking availability on this block for RPPD 13 permitholders. The parking along the east side of the Station 650 Apartments is not within RPPD 13 and does not currently have parking restrictions.

OUTREACH: Staff notified the Potomac Yard Homeowners Association of this petition on July 5, 2024. The property manager, FirstService Residential, responded July 8, 2024, thanking staff for the information. Staff notified the property manager of the Station 650 Apartments of this request on July 15, 2024, with a voicemail. As of July 15, staff had not heard back.

ATTACHMENT 1: LOCATION (AERIAL)

ATTACHMENT 2: DEPICTION OF 1900 BLOCK OF MAIN LINE BOULEVARD (CIRCLED IN RED BELOW)



ATTACHMENT 3: RESIDENTS' PETITION

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

Block Contact: Valerie DeThomas

Address: 1915 Main Line Blvd, Unit 102, Alex., VA

Telephone: 202.460.6857 **Email:** valerie.dethomas@gmail.com

District: 13

Proposed Change (Select one)

☑Add new signage ☐Modify existing signage ☐Remove existing signage

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

1900 and 1800 blocks of Main Line Blvd.

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

No current restrictions.

Proposed Restrictions (Select an option on each line):

☑Two Hours	☐Three Hours	
☐8AM-5PM	☑8AM-11PM	☐8AM-2AM (next day)*
☐Monday-Friday	☑Monday-Saturday	
☐No Sunday Restrictions	☐Sunday 11AM-11PM	☐Sunday 11AM-2AM (next day)*

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

Submit Completed Petition to:
Mail: Department of Transportation and Environmental Services
Mobility Services Division – Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314

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

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number 13 : 1900 and 1800 blocks of Main Line Blvd.(e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Email *(Optional)*	Date
Joseph DeThomas	owner	1915 Main Line BV #102 Alexandria 22301	jmdethomas@yahoo.com	6/15/2024
Halusi Solpuk	owner	1913 main Line Blvd. #102 Alexandria	hsolpuk@gmail.com	6/16/2024
Erin Segel	renter	1907 Main Line Blvd #101 Alexandria, VA	erinsegel@hotmail.com	6/16/24
Robertson, Andrew	renter	1907 MAIN LINE BLVD ALEXANDRIA, VA		6/16/24
RICHARD VAGNONI	owner	1904 MAIN LINE BLVD	R.VAGNONI @att.net	6/16/24
ROGER G MITCHELL	owner	1910 Main Line Blvd Alexandria VA 22301		16 JUN 24
Christine Kreager	renter	1907 Main Line Blvd Alexandria, VA 22302	chris_kreagers@yahoo.com	6/16/2024
DAVID AHUJA	owner	701 Hasell Ave	dahuja15@gmail.com	6/16/2024
NICK POLLOCK	owner	1905 MAIN LINE BLVD #102	NICKEPOLLOCK@GMAIL.COM	6/17/2024
Jenn Hamm	owner	1903 main Line Blvd 8	jerterham@gmail.com	6/17/24
Matt Seaholm		1817 Main Line Blvd	mjseaholm@gmail.com	6/17/24
Edward Milad		1914 Main Line Blvd Alexandria VA		6/17/24
Alicia Rau	Alicia McRau	1913 main line Blvd Unit Alexandria, VA	rau.aliciac@gmail.com	6/20/24

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

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number 13 : 1900 and 1800 blocks of Main Line Blvd (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

Resident Name (Printed)	**Resident Signature**	**Address**	**Email** *(Optional)*	**Date**
Deb Rose	Deb Rose	1912 Main Line	drosept@gmail.com	6/21/2024
Stacey Stokes	Stacey Stokes	1930 Main Line	stacey1019@gmail.com	6/21/24
Kathy Helak	MK Helak	1915 Mainline -Unit 101	helakmk@gmail.com	6/21/24
Susan Villella	S Villella	1905 Main Line #101	suelvillella@yahoo	6/24/24
MARK QUINGGLL	[illegible]	1900 MAIN LINE	—	24 June 2024
DAVID KUEHN	[illegible]	1819 Main Line Blvd	[illegible]@hotmail.com	25 JUN 24

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

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 22, 2024

DOCKET ITEM: 7

ISSUE: Eisenhower Avenue between Van Dorn Street and Holmes Run Trail Lane Removal, Speed Limit Reduction, and No Turn on Red Restrictions

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REQUESTED BY: T&ES Staff

LOCATION: Eisenhower Avenue between Van Dorn Street and Holmes Run Trail

STAFF RECOMMENDATION:

1. That the Board recommend the Director of T&ES implement the following changes to improve safety:
   - Remove the southbound left-turn lane on southbound Van Dorn Street at Eisenhower Avenue
   - Remove the westbound left-turn lanes on westbound Eisenhower Avenue at Van Dorn Street
   - Remove one eastbound Eisenhower Avenue travel lane between Van Dorn Street and Metro Road
   - Remove the westbound Eisenhower Avenue right-turn lane and travel lane between Metro Road and Van Dorn Street Metro
   - Remove one general purpose travel lane in each direction between Van Dorn Metro and Holmes Run Trail
   - Add up to 200 parking spaces on Eisenhower Avenue between Van Dorn Metro and Holmes Run Trail
   - Remove one westbound left-turn lane at intersection of Eisenhower Avenue and Clermont Connector
   - Implement No Turn on Red restrictions for all signalized intersection approaches

2. That the Board recommend the City Manager reduce the posted speed limit from 35 MPH to 25 MPH.

BACKGROUND: In July 2023, the Virginia Department of Transportation (VDOT) selected Eisenhower Avenue between South Van Dorn Street and Holland Lane to be evaluated under their Project Pipeline Process. Project Pipeline is a three-phase, year-long process that validates high priority needs, develops recommendations, and identifies avenues for funding. Eisenhower Avenue was eligible for the Pipeline opportunity since the state identified it as a priority corridor

for accessibility and mobility needs, and safety enhancements. The goals and expectations of this project are to identify areas for improvement, work with the community to identify recommendations that align with the Eisenhower West and East Small Area Plans and develop conceptual plans and cost estimates for funding applications.

Eisenhower Avenue is a principal arterial that runs east-west between Van Dorn Street and Holland Lane (Attachment 1). The corridor is vastly different and has been separated into three sections based on land-uses and activity. Section One, which is the focus of this docket item, is between Van Dorn Street and Holmes Run and is a 35 MPH five-lane undivided roadway with a mix of commercial, industrial, and high-density residential. Section One is expected to see more development of high-density residential over the next decade. It also contains a key transit stop for the West End Transitway and numerous other bus routes and the Van Dorn Metro Station. Section Two is mostly a four-lane divided road between Holmes Run and Telegraph Road. This section has moderate to high-density residential along the north side of the corridor, with WMATA's Metro Hub and Depot. This section is primarily recreational and environmental protection areas. Great Waves Waterpark, Joseph Henley Park, and Holmes Run Trail all reside within the undivided four-lane area of this section. Finally, the third section between Telegraph Road and Holland Lane is a four-lane divided roadway with the most density and development. It contains mixed uses in the Carlyle and Hoffman area, as well as dense residential near and developing around Eisenhower Metro.

DISCUSSION: During this study process, the community, along with the Eisenhower Partnership and the Eisenhower West/Landmark Van Dorn Implementation Advisory Group (EWLVD) voiced that the most challenging aspects of Eisenhower Avenue are speeding, crossing the road, cut-through traffic, accessing Metro Stations, and lack of accessible or poor facilities for both pedestrians and cyclists. In addition, the project team observed and heard concerns regarding significant congestion at the intersection of Van Dorn Street and Eisenhower Avenue. The project team performed data collection, conducted site visits, and hosted an initial community engagement period as part of the existing conditions assessment. Based on this work, the project team identified several high-level takeaways:

Intersection of Van Dorn Street and Eisenhower Avenue:
The intersection of Van Dorn Street and Eisenhower Avenue is at capacity and consistently blocks upstream traffic, especially the southbound left-turn from Van Dorn Street. Safety issues are a result of left-turning vehicles and there are inadequate pedestrian accommodations in the area (two pedestrians were struck while crossing the road within the last five years). The intersection currently operates at a Level-of-Service F, or more than 70 seconds of delay per vehicle on average, with queuing on Van Dorn Street that impacts South Pickett Street or extends beyond into Fairfax County. These conditions are expected to worsen in the future without improvements.

Segment between Van Dorn Street and Holmes Run Trail:
Eisenhower Avenue between Van Dorn Street and Holmes Run Trail operates at under 10,000 vehicles per day, similar to King Street, Seminary Road, and portions of Glebe Road and Braddock Road. In addition to substandard walking facilities on both sides of Eisenhower Avenue, there are no pedestrian crossings outside of the tunnel at the Van Dorn Metro Station,

between Van Dorn Metro and Holmes Run Trail. There is a missing sidewalk link between Van Dorn Street, which connects to Fairfax County, and Van Dorn Metro that is identified in the Alexandria Mobility Plan. Although a northside cycle facility is being constructed in phases with development as identified in the adopted 2015 Eisenhower West Small Area Plan, no interim or immediate connecting cycle facilities exist today which is expected to create a disjointed network until interim improvements are made or full development is realized.

In addition to the road being under-capacity and providing inadequate infrastructure for all users, the segment has been identified by both the City and VDOT, as a high-crash corridor. One fatality and multiple severe crashes have occurred within the last five years. Speeding had been identified as one of the primary causes of the crashes and its severity. The fatal crash involved a driver traveling at a high rate of speed who departed the roadway and struck a tree. The severe crashes involving only motor vehicles included drivers turning to or from Eisenhower Avenue colliding with drivers traveling through on Eisenhower Avenue. There was also another severe crash where a driver ran off the road and struck a tree. People walking and biking were struck when attempting to cross the road. There were also multiple crashes where people biking were rear-ended while riding in the roadway.

The project team developed concept designs based on adopted plans and the existing conditions described above, seeking to achieve a balance between safety, multimodal access, and traffic operations (Attachment 3).

The concept design for the intersection of Van Dorn Street and Eisenhower Avenue was developed based on the limited right-of-way and space due to the Metro, passenger, and freight rails, Van Dorn Street Bridge, and developments on the east and west side of Van Dorn Street. Staff identified Metro Road as a route that was underutilized, operating around 20% of its current design, that could share the capacity of the network. The concept would incorporate both congestion mitigation and accessibility improvements. The intersection is expected to improve from a level of service F to a level of service D with most improvements on Van Dorn Street by reducing delay by up to 40 to 60 seconds per vehicle on average with limited queuing on Van Dorn Street by 2035. Recommendations include:

- **Relocating the left turns** from southbound Van Dorn Street to eastbound Eisenhower Avenue and from westbound Eisenhower Avenue to southbound Van Dorn Street. These movements will use the ramps from Van Dorn Street to Metro Road, located to the north of the intersection. This will improve traffic flow and operations at the intersection. A traffic signal will be provided for the ramp of Van Dorn Street and Metro Road as part of the West End Transitway project.
- Constructing a **new sidewalk** on the south side of Eisenhower Avenue from Van Dorn Street to the Van Dorn Metro Station by reducing capacity and re-utilizing one lane on eastbound Eisenhower Avenue between Van Dorn Street and Metro Road. The new sidewalk will provide a direct pedestrian connection to the Metro station, eliminating the need to cross Eisenhower Avenue.
- **Improving the bus stop** on the south side of Eisenhower Avenue (adjacent to eastbound traffic) near Van Dorn Street. Improve the bus stop at Van Dorn Street Metro Station for eastbound DASH and WMATA service.

- **Providing separated and protected space for people biking and scooting** along the north side of Eisenhower Avenue from the Van Dorn Metro Station to Van Dorn Street. This will connect to facilities to the east and provide a continuous path along Eisenhower Avenue.
- **Installing No Turn on Red** restriction to reduce conflicts between users and allow for Leading Pedestrian Intervals to be installed to enhance pedestrian safety
- **Reducing the speed limit** reduction from 35 MPH to 25 MPH to improve safety for all roadway users

Although not part of this project or recommendation, the funded Van Dorn Street Bridge project will be reconfigured to add safer spaces for people walking and biking that are expected to connect to Eisenhower Avenue. The recommendations and concepts from the Van Dorn Street Bridge project will be presented later. Staff will also continue to work with Fairfax County to provide connections for people walking and along Eisenhower Avenue into Fairfax County.

The project team developed multiple options for the cross-section between Van Dorn Metro and Holmes Run Trail intended to be interim measure until all development has occurred. The final cross-section plan for Eisenhower Avenue West is a two-lane roadway with a center-turn lane and transit lanes. A northside two-way facility for people biking and scooting with a separate sidewalk would be installed by others. All options were developed based on guidance of the ultimate build as identified in the Eisenhower West Small Area Plan. The project team shared four options with the community for feedback on elements they liked or did not like for each:

- Option 1: One-travel Lane in each direction, a continuous northside buffered bike facility, with opportunities for pedestrian refuges in the center turn lane and options to add parking, right-turn lanes, bump outs, and/or transit bump outs on the south side of Eisenhower Avenue
- Option 2: Two-travel lanes in each direction with no center turn lane and a continuous northside buffered bike facility
- Option 3: One-travel lane in the eastbound direction, two-travel lanes in the westbound direction, a continuous northside buffered bike facility, with opportunities for pedestrian refuges in the center turn lane.
- Option 4: No Build / No Change

Option 1 provides the most safety benefits that are expected from a traditional road reconfiguration, which includes reduced speeds, shorter crossing distances on active travel lanes for all users, and the opportunity for multiple accessibility improvements within the location of the existing eastbound curb travel lane. Option 2 forgoes the center turn lane to only provide a northside cycle facility which loses the safety benefits of the center turn lane and opportunities for accessibility improvements. Option 3 forgoes the ability to provide additional amenities on the eastbound curb travel lane, however, can maintain capacity in the westbound direction. Although, it will do little to minimize cut-through or speeds in the westbound direction on Eisenhower Avenue.

Further outlined in the community outreach section, the community generally preferred elements of Option 1 or Option 3. Based on the overall safety benefits and its similarity to the Small Area

Plan, staff recommends the Option 1 cross-section. The project team will work further with businesses and residents to develop the remaining items, such as parking, bump outs, and turn lanes, within the repurposed eastbound curb travel lane.

The project team recommends reconfiguring Eisenhower Avenue between Holmes Run Trail and Telegraph Road, however, is seeking additional grant funding to develop a long-range plan that would then influence interim improvements.

The proposed treatments outlined above are aligned with industry guidance and best practice for the safe and equitable operation of streets in urban areas. Road diets, bicycle lanes, crosswalk visibility enhancements, medians and pedestrian refuge islands, leading pedestrian intervals, dedicated turn lanes, and appropriate speed limits have all been classified by the U.S. Department of Transportation's Federal Highway Administration (FHWA) as proven safety countermeasures. Similarly, VDOT has listed road diets as a preferred safety countermeasure for four-lane undivided roadways in urban areas. According to FHWA, road diets can lead to a 19-47% reduction in total crashes and have the following benefits:

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.

FHWA guidance suggests that road diets for four-lane roadways can be feasible with average daily traffic (ADT) up to 25,000. Four-lane roadways with 10,000-15,000 ADT are considered a good candidate for a road diet in many instances, though agencies should conduct intersection analyses and consider signal retiming in conjunction with implementation. The project team, with support from VDOT, performed a traffic analysis of the corridor based upon 2023 peak hour volumes to determine feasibility of the proposed changes and identify any associated impacts to vehicle traffic (Attachment 4). High-level takeaways include:

- Eisenhower Avenue has less than 10,000 vehicles per day. Although traffic is expected to increase by 5,000 vehicles in the future, the developers are expected to build a parallel facility and capacity improvements can occur at Van Dorn Street and Eisenhower Avenue.
- The cross-section is still intended to be interim and can be re-evaluated as more development occurs.
- The corridor operates acceptably under the proposed conditions, and staff expects no noticeable delay or queuing with safety benefits.

OUTREACH: Prior to the start of this project, the City performed over a year of community engagement as part of the Eisenhower West Small Area Plan in 2014-2015 and the Alexandria Mobility Plan in 2020-2021.

In Summer 2023, the project team gathered initial input from residents and advisory groups to better understand Eisenhower Avenue. Input was gathered via an online feedback form. The input opportunity was shared via eNews, social media, project signs along the corridor, and direct emails to community associations in the project area. It was also carried in the local news. The feedback form received over 300 responses. Takeaways included that most users were concerned with speeding, cut-through traffic, congestion at either Van Dorn Street or Mill Road, access to Metro stations, and the poor or lacking pedestrian and cycling infrastructure.

Staff also presented the project to the Eisenhower West/Landmark Van Dorn Advisory Group, which is responsible for providing guidance on the implementation of the Eisenhower West Small Area Plan and the Landmark Van Dorn Corridor Plan and includes representation from the Planning Commission, Transportation Commission, Environmental Policy Commission, West End Business Association, the business community, and area residents. As well staff presented and met with the Eisenhower Partnership, which represents multiple associations and businesses on the Eisenhower Avenue Corridor.

In April 2024, the project team held an additional community comment period to gather feedback on the conceptual designs. This consisted of a feedback form and recorded presentation. The comment period was advertised via eNews, social media, local news, and direct emails to community associations in the project area. Over 400 people responded to the feedback form. Takeaways include:

Intersection of Van Dorn Street and Eisenhower Avenue

- 66% supported the relocation of left-turns through Metro Road
- 72% supported repurposing one lane of traffic to construct a sidewalk between Van Dorn Street and Van Dorn Metro
- 72% supported a northside cycle-facility between Van Dorn Street and Van Dorn Metro.

Concerns were mostly focused on the additional traffic that would be on Metro Road from the Summers Grove Community. Staff met with Summers Grove and commits to continue working with the community as part of the Metro Road repaving project to evaluate options to improve and mitigate traffic and safety concerns related to this project.

Additional concerns were regarding the merge onto Van Dorn Street from Metro Road. Staff determined it was best to utilize the future transit priority signal to help control traffic off Metro Road onto Van Dorn Street with no additional delay.

Segment between Van Dorn Metro and Holmes Run

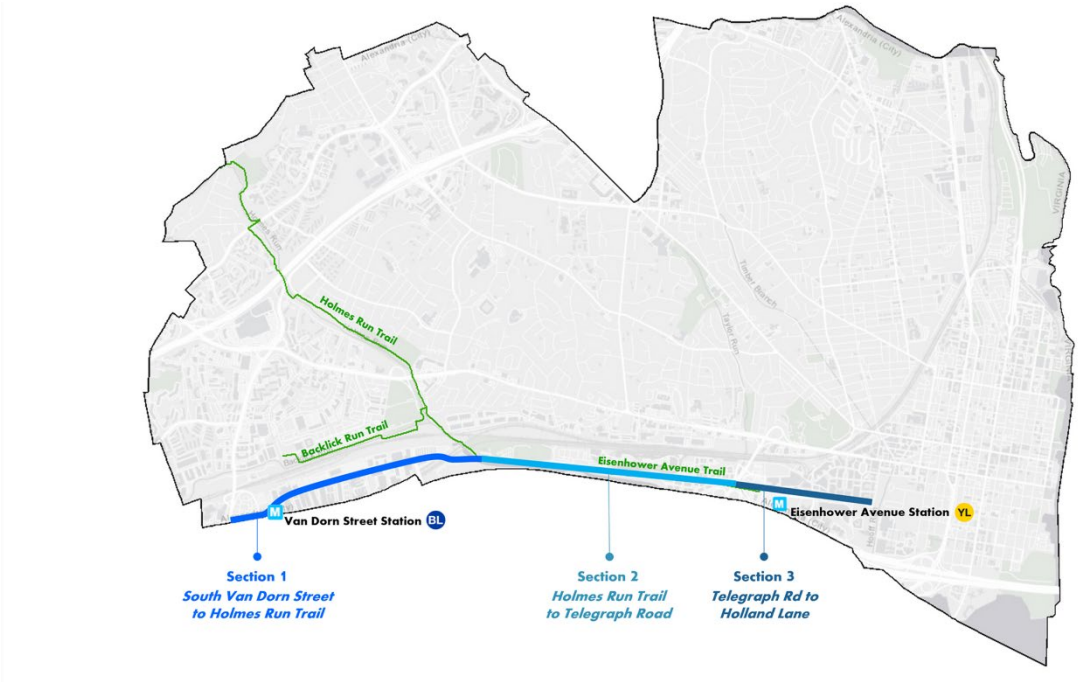
The community was also asked to rank the cross-sections from 1, most preferred, to 4, least preferred.

- Community ranked Option 1 and Option 3 at about 1.8 out of 4
- No build at 2.5 out of 4
- Option 2 at 2.7 out of 4.

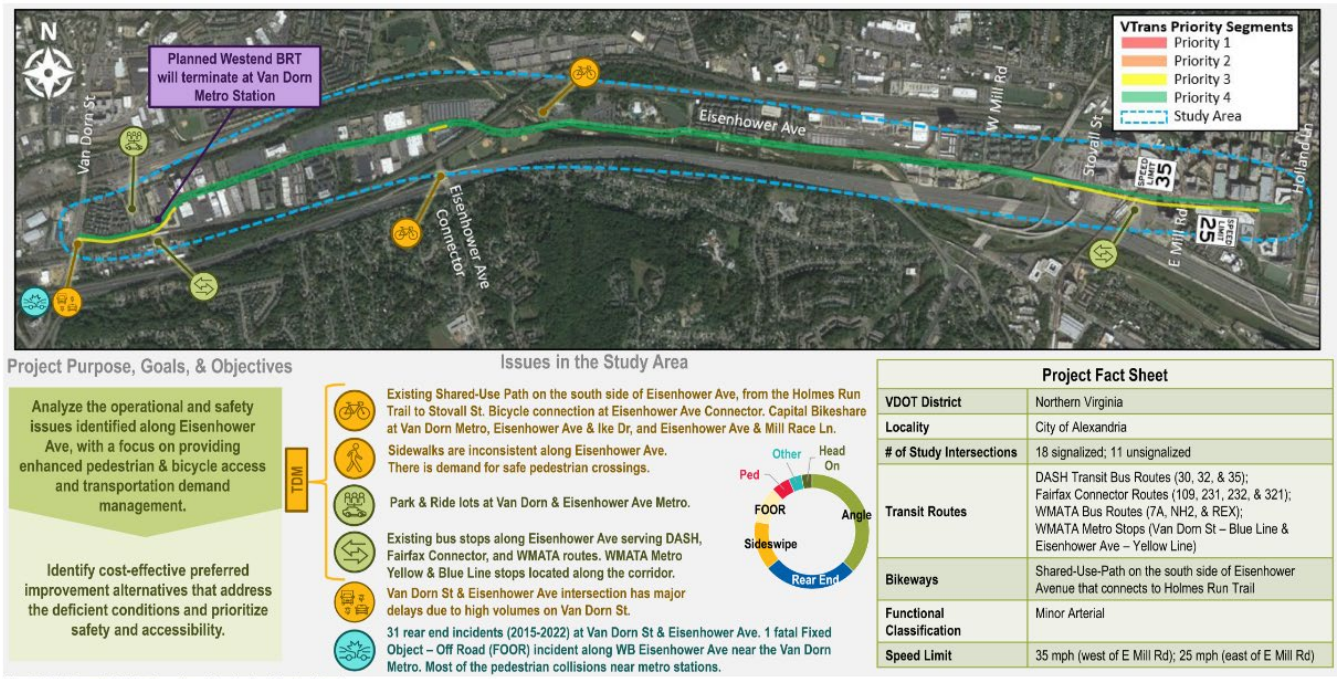
In addition, over 75% of the respondents would like to see a bicycle facility continue toward Mill Road on Eisenhower Avenue. Community comments did also include a preference to not have any parking, however, staff did hear from multiple businesses primarily near the Van Dorn Metro Station about parking concerns. Staff expects to prioritize amenities such as bump outs and enhanced transit stops over parking and right-turn lanes within the repurposed eastbound curbside travel lane.

A full summary of community engagement is available in Attachment 5.

ATTACHMENT 1: PROJECT LOCATION

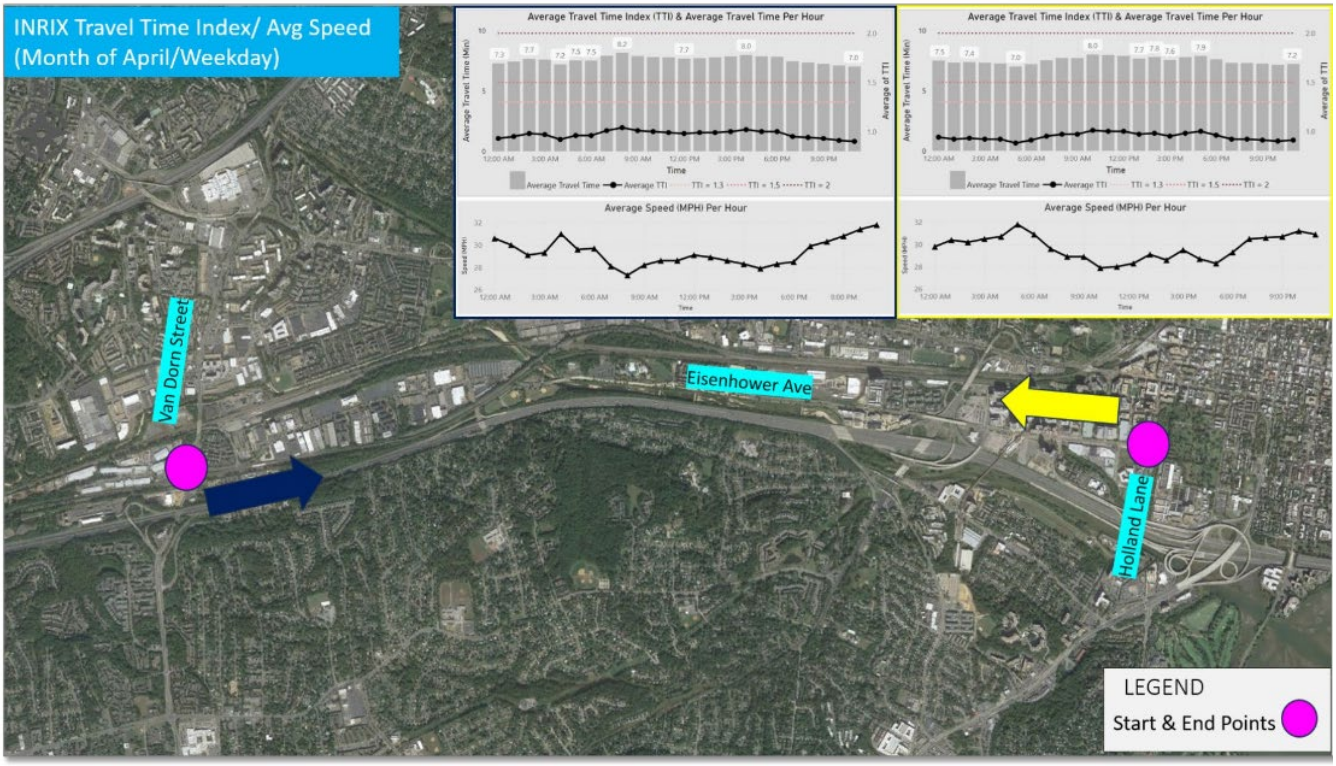


ATTACHMENT 2: EXISTING CONDITIONS



Project Fact Sheet	
VDOT District	Northern Virginia
Locality	City of Alexandria
# of Study Intersections	18 signalized; 11 unsignalized
Transit Routes	DASH Transit Bus Routes (30, 32, & 35); Fairfax Connector Routes (109, 231, 232, & 321); WMATA Bus Routes (7A, NH2, & REX); WMATA Metro Stops (Van Dorn St – Blue Line & Eisenhower Ave – Yellow Line)
Bikeways	Shared-Use-Path on the south side of Eisenhower Avenue that connects to Holmes Run Trail
Functional Classification	Minor Arterial
Speed Limit	35 mph (west of E Mill Rd); 25 mph (east of E Mill Rd)

Figure 6. Project Overview for Eisenhower Avenue from Van Dorn Street to Holland Lane



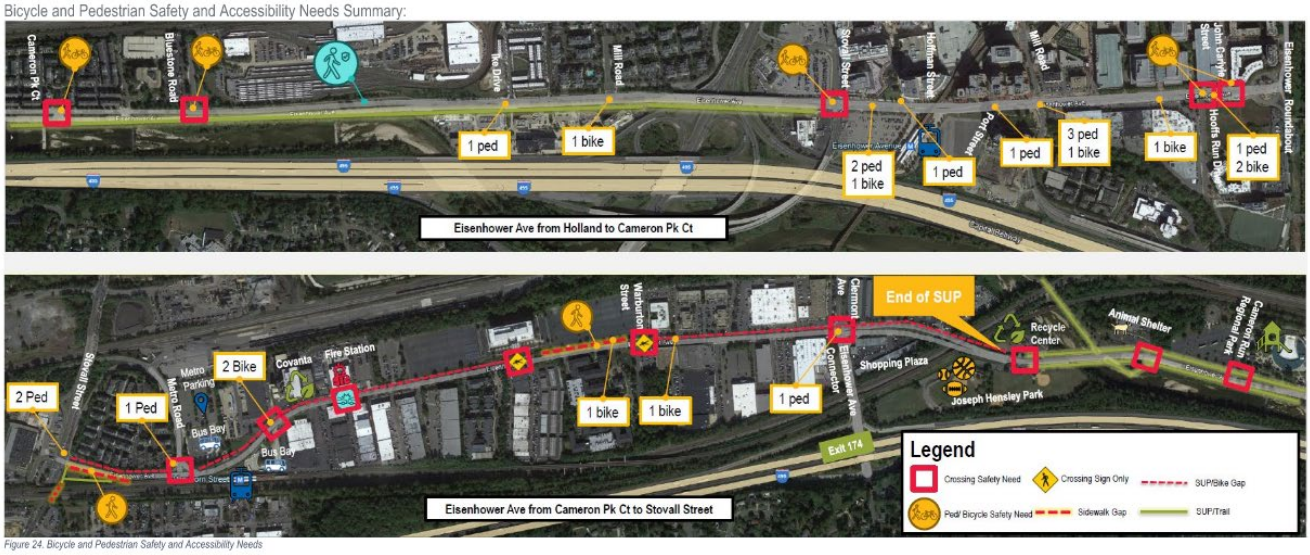


Figure 24. Bicycle and Pedestrian Safety and Accessibility Needs

Link to report - https://www.alexandriava.gov/sites/default/files/2024-07/pipeline_round_2_-_nova_district_-_nv-23-07_alexandria_-_phase_2_report_-_draft_10jun2024_rfs.pdf

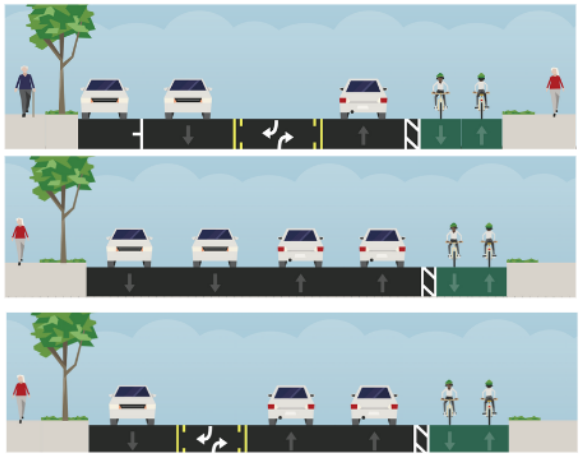
ATTACHMENT 3: CONCEPT – INTERSECTION OF EISENHOWER AVENUE AND VAN DORN STREET

Metro Road to Holmes Run Trail

Long-term: Small Area Plan Cross-section

Off-Peak Parking is Considered in Bus Lanes

Interim-Term Cross-section Ideas - Seperated Bike Facility on North Side



Option 1 - 5 lane to 3 lane conversion (with center turn lane)

- Two travel lanes (One in each direction) with center turn lane
- Multiple opportunities for pedestrian crossings
- Multiple opportunities for parking

Option 2 - 5 lane to 4 lane conversion (with no center turn lane)

- Four-travel lanes with no center turn lane
- Very limited opportunities for pedestrian crossings
- Parking options are limited to areas where development occurs

Option 3 - 5 lane to 4 lane conversion (with center turn lane)

- Two travel lanes westbound (peak direction), one eastbound travel lane, and center turn lane
- Multiple opportunities for pedestrian crossings
- Parking options are limited to areas where development occurs

ATTACHMENT 5: COMMUNITY ENGAGEMENT SUMMARY

Date	Phase	Outreach To	Type of Group	Format
8/28/2023	Information Gathering	General Public	Resident	Online Feedback Form
9/29/2023	Information Gathering	Eisenhower Partnership	Business Association	Virtual Meeting
11/13/2023	Information Gathering	BPAC	Advocacy Committee	In-Person Meeting
11/15/2023	Information Gathering	Transportation Commission	Board/Commission	Written Docket Update
11/17/2023	Concept Planning	Eisenhower Partnership	Board/Commission	Virtual Meeting
12/5/2023	Concept Planning	EWLVD Advisory Group	Advocacy Committee	In-Person Meeting
2/1/2024	Concept Planning	Cameron Station HOA	Neighborhood Association	Virtual Meeting
2/8/2024	Concept Refinement	Eisenhower Partnership	Business Association	Virtual Meeting
2/22/2024	Concept Refinement	EWLVD Advisory Group	Advocacy Committee	In-Person Meeting
4/17/2024	Concept Planning	Transportation Commission	Board/Commission	In-Person Meeting
4/22/2024	Concept Planning	General Public	Resident	Online Feedback Form
4/22/2024	Concept Planning	Summers Grove HOA	Neighborhood Association	Email
4/23/2024	Concept Planning	West End Business Association	Business Association	Email
4/25/2024	Concept Planning	Towns at Cameron Parke HOA	Neighborhood Association	Email
5/9/2024	Concept Refinement	Towns at Cameron Parke HOA	Neighborhood Association	Virtual Meeting
5/9/2024	Concept Refinement	EWLVD Advisory Group	Advocacy Committee	In-Person Meeting
5/20/2024	Concept Planning	Traffic & Parking Board	Board/Commission	In-Person Meeting
5/29/2024	Concept Refinement	Floors & Décor	Business	Email
5/29/2024	Concept Refinement	Restaurant Depot	Business	Email
5/29/2024	Concept Refinement	Covanta	Business	Email
6/11/2024	Concept Refinement	Summers Grove HOA	Neighborhood Association	Virtual Meeting
6/14/2024	Concept Refinement	Eisenhower Partnership	Business Association	Virtual Meeting
6/20/2024	Concept Refinement	Coalition of a Safer Eisenhower Ave	Advocacy Committee	Virtual Meeting
6/18/2024	Concept Refinement	Towns at Cameron Parke HOA	Neighborhood Association	Virtual Meeting

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 22, 2024

DOCKET ITEM: 8

ISSUE: South Pickett Street between Duke Street and Edsall Road Lane Removal, Speed Limit Reduction, Parking Removal and No Turn on Red Restrictions

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REQUESTED BY: T&ES Staff

LOCATION: South Pickett Street, from Duke Street to Edsall Road

STAFF RECOMMENDATION:

1. That the Board recommend the Director of T&ES implement the following changes to improve safety:
   - Remove one general purpose travel lane in each direction
   - Remove up to 10 on-street parking spaces
   - Implement No Turn on Red restrictions for all signalized intersection approaches

2. That the Board recommend the City Manager reduce the posted speed limit from 35 MPH to 25 MPH to improve safety.

BACKGROUND: In 2017, the City adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. The City also employs a safe system approach when planning and engineering for traffic safety, which aligns with the U.S. Department of Transportation's National Roadway Safety Strategy and involves taking preventative action to minimize crashes.

In 2021, the City adopted the Alexandria Mobility Plan to guide transportation investment and decision-making. Among the strategies espoused in the plan are to create a safe, well-maintained, walking and biking environment and to make transit easier to use by reducing or eliminating barriers to taking transit. The Alexandria Mobility Plan also includes a recommendation for an enhanced bicycle facility on South Pickett Street between Duke Street and Edsall Road.

In 2015, the City adopted the Eisenhower West Small Area Plan to guide development of the Eisenhower West area for the next 25 years with relation to urban design, land use, transportation, parks and open space, and more. The plan includes a recommended street cross-section for South Pickett Street, which consists of one travel lane in each direction, a left turn/median space, bicycle lanes, street trees, and sidewalks.

South Pickett Street is a major collector roadway that links South Van Dorn Street and Duke Street in the Eisenhower East/Landmark Van Dorn neighborhood (Attachment 1). There are a mix of land uses, including lower-density commercial buildings as well as high-density residential neighborhoods. Destinations that front the corridor include Cameron Square, Hillwood Condos, West End Village Shopping Center, multiple car dealerships, and more. The corridor also provides access to Samuel Tucker Elementary School, Armistead Boothe Park, Backlick Run Trail, and the surrounding Cameron Station neighborhood. According to the 2022 American Community Survey, approximately 20 percent of all households in this census tract have no vehicle available.

South Pickett Street east of Edsall Road is mostly a four-lane undivided roadway with intermittent on-street parking and a posted speed limit of 35 MPH. DASH route 32 provides transit service along the corridor every 30 minutes during peak hours and hourly during off-peak hours. There are also multiple ACPS bus stops along the corridor. South Pickett Street west of Edsall Road is largely a two-lane roadway with bicycle lanes, on-street parking, and a 25 MPH speed limit.

Currently, the City is developing the Duke Street Transitway project, which will install high-quality bus rapid transit (BRT) service on Duke Street between the former Landmark Mall site and King Street Metro Station. The project will include curbside improvements like improved sidewalks and protected bicycle lanes. It is important that residents can easily and safely access transit to ensure it is viable and supports the City's sustainability goals. However, South Pickett Street currently presents a barrier for people walking and biking to the future Duke Street Transitway. Considering this, the existing adopted recommendations for South Pickett Street, and crash history in this area, the City initiated the South Pickett Street Corridor Improvements Project.

In spring 2023, with endorsement from the Transportation Commission and City Council, the City was awarded a technical assistance grant from the Metropolitan Washington Council of Governments (MWCOG) to perform planning, analysis, outreach, and conceptual design for this project.

DISCUSSION: The project kicked off in fall 2023 with a goal of making it easier, safer, and more comfortable for people of all ages, abilities, and modes to travel on South Pickett Street. The project team performed data collection, site visits, and an initial community engagement period as part of the existing conditions assessment. Based on this work, staff identified several high-level takeaways:

- *Crash History:* Over 85 crashes have occurred since 2018, over half of which were angle crashes, and nearly a third of which resulted injury. There was also one fatal crash involving someone walking at the intersection of South Pickett Street and Duke Street. Most angle crashes appeared to result from drivers either turning left onto or from South Pickett Street.
- *Speed:* The 85th percentile speed is between 35 and 38 MPH. Most drivers adhere to the 35 MPH speed limit, but even these lawful speeds present a high risk to people walking

and biking on the corridor. Some extreme speeding was observed, with top speeds exceeding 60 MPH.

- *Access Management:* Numerous driveways within close proximity along the corridor, with minimal medians or turn restrictions, create many points of potential conflict.
- *Vehicle Delay:* There are some delays at both ends of the corridor during the AM and PM peak periods, but the corridor operates well under capacity for most of the day.
- *Nonmotorized Users:* Conditions are very uncomfortable for people walking and biking. On the south side of the street, a narrow 4-5' sidewalk directly abuts the roadway with no buffer from traffic. Designated crosswalks are approximately ¼ mile apart or more. There are no dedicated bicycle facilities.
- *Character:* The roadway design is in many ways incongruous with the developing character of the neighborhood. While many low-density, auto-oriented developments exist on the corridor, several parcels have redeveloped into higher-density, urban-style uses that tend to promote more walking, biking, and transit. With the approved Eisenhower West Small Area Plan, higher-density redevelopment is expected to continue.
- *Truck Traffic:* Trucks frequent the corridor to provide deliveries to car dealerships, Home Depot, the post office, and other commercial uses. Trucks of all sizes, including 2-axle, 6-tire single unit trucks up to 6-axle multi-trailers, comprise approximately 5% of all vehicle traffic on South Pickett Street. Of these, the most common truck type is a 2-axle, 6-tire single unit truck (such as a city delivery truck), which comprises approximately 75% of all truck traffic.
- *Community Input:* 214 residents provided initial input on the project. When asked about their concerns with the corridor, 58% said people drive too fast, 43% said lack of crosswalks, 43% lack of bicycle facilities, 26% said it's difficult to turn left, and 25% said there are too many traffic delays.

The project team developed concept designs based on adopted plans and the existing conditions described above, seeking to achieve a balance between safety, multimodal access, and traffic operations (Attachment 3). The concept designs include the following features:

- **Reduction of one general purpose lane** in each direction to slow vehicle speeds and create space for other important roadway features
- **New median space** to be used as a left-turn lane or a pedestrian refuge at various points along the corridor to simplify left turns, calm traffic, improve pedestrian safety, and provide opportunities for green space
- **Retained travel lanes** at all signalized intersection approaches to minimize vehicle delay
- **New crosswalks** at key locations to improve access for people walking and wheeling
- **Protected bicycle lanes** to provide a dedicated space for people biking and scooting and to calm traffic
- **Bus boarding islands** to improve bus boarding and alighting and mitigate conflicts between people biking and people riding the bus
- **Painted curb extensions** at key locations to reduce pedestrian crossing distance, improve sightlines, and reduce turning speeds.
- **Reduction of up to 9 on-street parking spaces** to allow appropriate sight distance for a new crosswalk, provide a continuous bike lane through the intersection of South Pickett Street and Edsall Road, and better align the travel lanes

- **Conversion of the through-left lane to a left-only lane** on the eastbound approach of South Pickett Street and Edsall Road to facilitate safer turns
- **No Turn on Red** restrictions at all signalized intersections to reduce conflicts between users and allow for Leading Pedestrian Intervals to be installed to enhance pedestrian safety
- **Speed limit reduction from 35 MPH to 25 MPH** to improve safety for all roadway users

Additionally, the concepts included two options for the intersection of South Pickett Street and Valley Forge Drive (Attachment 3). The first option is to have crosswalks with median refuge islands on both the north and south legs of the intersection. The second option is to have a crosswalk and median refuge island on the south side only to provide access for the bus stops and have a left-turn lane on the north side instead. After considering the various needs at this location, staff recommend the second option.

There were some concerns related to truck traffic that the project team took into account:

- *On-street truck parking.* The project team observed and heard from community comments that large car carrier trucks often park on-street to deliver vehicles to the three car dealerships on the corridor. On-street parking is not permitted in these areas, and "No Parking" signs are present to communicate this restriction. Additionally, each car dealership, per their approved site plan conditions, is prohibited from having loading/unloading occur within the right-of-way. After further review and coordination with the dealerships, it appears this activity occurs as a matter of convenience rather than necessity, as truck drivers are able to turn into each site but choose not to. The overbuilt nature of this roadway appears to encourage this behavior, since other motorists can simply change lanes and go around the parked trucks. However, this does lead to other risks for rear-ends, sideswipes, and general frustration and confusion.
- *Ability of trucks to access sites.* Due to the robust commercial activity on this corridor, it is essential that trucks be able to access their destinations for pick-ups and deliveries. Based on in-person observations, video observation, coordination with stakeholders, and geometric analysis and traffic simulation, staff determined that trucks will continue to be able to access their respective destinations, and in some cases do so more easily due to wider right-turn radii resulting from the protected bike lanes allowing trucks to begin their right turns further from the curb. The project team will continue to ensure that trucks are accommodated during the detailed design phase, which follows industry guidance on roadway design, particularly for urban and suburban areas.

The proposed treatments outlined above are aligned with industry guidance and best practice for the safe and equitable operation of streets in urban areas. Road diets, bicycle lanes, crosswalk visibility enhancements, medians and pedestrian refuge islands, leading pedestrian intervals, dedicated turn lanes, and appropriate speed limits have all been classified by the U.S. Department of Transportation's Federal Highway Administration (FHWA) as proven safety countermeasures. Similarly, VDOT has listed road diets as a preferred safety countermeasure for four-lane undivided roadways in urban areas. According to FHWA, road diets can lead to a 19-47% reduction in total crashes and have the following benefits:

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.

FHWA guidance suggests that road diets for four-lane roadways can be feasible with average daily traffic (ADT) up to 25,000. Four-lane roadways with 10,000-15,000 ADT are considered a good candidate for a road diet in many instances, though agencies should conduct intersection analyses and consider signal retiming in conjunction with implementation. The project team, with support from MWCOG, performed a traffic analysis of the corridor based upon 2023 peak hour volumes to determine feasibility of the proposed changes and identify any associated impacts to vehicle traffic (Attachment 4). High-level takeaways include:

- South Pickett Street has between 13,000 and 15,000 vehicles per day.
- In the existing condition, all signalized movements experience less than 45 seconds of delay, with the exception of northbound Pickett Street at Duke Street, which on average experiences approximately 60 seconds of delay during the AM peak period. In the PM peak period, delay is less than 50 seconds for all intersection approaches.
- Because no lane reductions are proposed for the signalized intersection approaches, delay is expected to be virtually the same as today. Accounting for some signal timing modifications, the most significant expected change in delay is an increase of 8-9 seconds for the northbound approach to the South Pickett Street/West End Village Shopping Center intersection.
- Some additional queuing can be expected, particularly at the intersections of South Pickett Street/Edsall Road and South Pickett/West End Village Shopping Center. No additional queuing is expected at the intersection of South Pickett Street/Duke Street.
- Staff intend to continue to evaluate longer-term design solutions for the intersection of South Pickett Street and Edsall Road to further improve safety and operations.

In summary, the corridor operates acceptably under the proposed condition, and the project team has determined that any minimal increases in delay or queuing are a worthwhile tradeoff for the tremendous safety benefits under consideration.

OUTREACH: Prior to the start of this project, the City performed over a year of community engagement as part of the Eisenhower West Small Area Plan in 2014-2015 and the Alexandria Mobility Plan in 2020-2021.

In December 2023, the project team gathered initial input from residents to better understand their experiences traveling on South Pickett Street. Input was gathered via a multilingual, interactive StoryMap, which allowed participants to learn about the project, provide comments on a map of the corridor, and respond to questions about their experience. The input opportunity was shared via eNews, social media, project signs along the corridor, and direct emails to

community associations in the project area. It was also carried in the local news. The feedback form received over 200 responses. Takeaways include:

- 80% of respondents report traveling the corridor by car. Up to 25% report using other modes, such as walking, wheeling, or riding the bus.
- 58% of respondents are concerned that people drive too fast. 43% are concerned about the lack of crosswalks and bicycle facilities. 25% are concerned about too much traffic congestion.
- Narrative comments included a mix of opinions about the corridor. There were numerous comments requesting more traffic calming and improved pedestrian, bicycle and transit infrastructure. There were also a number of comments expressing opposition to any potential changes to the corridor.

In April 2024, the project team held an additional community comment period to gather feedback on the conceptual designs. This consisted of an additional multilingual, interactive StoryMap, and a virtual community meeting. The comment period was advertised via eNews, social media, local news, and direct emails to community associations in the project area. Over 350 people responded to the feedback form. Takeaways include:

- When asked what they liked about the concept designs:
    - 60% liked the additional pedestrian crossings
    - 52% liked the speed limit reduction
    - 50% liked the planted medians
    - 46% liked the curb extensions
    - 45% liked the protected bike lanes
    - 42% liked the left-turn lanes
    - 39% liked the No Turn on Red restrictions
    - 25% liked nothing
- Additional features that were often requested in narrative comments include signalized pedestrian crossings, speed cameras, improved signal timing, removal of slip lanes, and additional trees or other greenery.
- When asked what people dislike about the concept designs, the most prominent concern in narrative comments was the reduction of travel lanes. Other things people disliked include retaining the slip lanes, narrow sidewalks, and insufficient consideration of large trucks.
- When asked about the importance of different project goals, the highest rated goal was to provide safe pedestrian crossings, which was rated as “very important” by 53% of respondents. An additional 16% rated it as “important”.

The project team presented the project to the Eisenhower West/Landmark Van Dorn Advisory Group, which is responsible for providing guidance on the implementation of the Eisenhower West Small Area Plan and the Landmark Van Dorn Corridor Plan and includes representation from the Planning Commission, Transportation Commission, Environmental Policy Commission, West End Business Association, the business community, and area residents.

Staff connected with numerous businesses or commercial building representatives along the corridor via phone and/or email to share project information and better understand any concerns they may have. Staff met with the West End Village Shopping Center, Greenhill Properties, Home Depot's Corporate Office, Passport Nissan of Alexandria, Pickett Center, and Cameron Square to share project information and address any questions or concerns. The project team offered two virtual business open houses for Pickett Center, which were not attended by any of the businesses except Pickett Center property management. The project team shared the project information with the West End Business Association but did not receive any consolidated comments from the organization. Finally, staff also went door-to-door to many businesses along the corridor and spoke with staff about the project. Takeaways from these conversations include:

- There is a mix of perspectives about the project that vary from business to business. Staff received both positive, negative, and neutral feedback from business representatives in the project area.
- Business representatives who liked the project indicated that safety is a problem on South Pickett Street, that people drive too fast, and that it's difficult to turn left or cross the street.
- Business representatives who disliked the project were primarily concerned about truck access and traffic congestion.
- Several businesses seemed largely neutral or indifferent and were primarily interested in ensuring access to their business would be preserved during project construction.

The project team received several statements from organizations on this project:

- Statements of support from:
    - Alexandria City Public Schools
    - Alexandria Police Department
    - Alexandria Transit Company
    - Alexandria Families for Safe Streets
- Statements of opposition from:
    - Passport Nissan of Alexandria

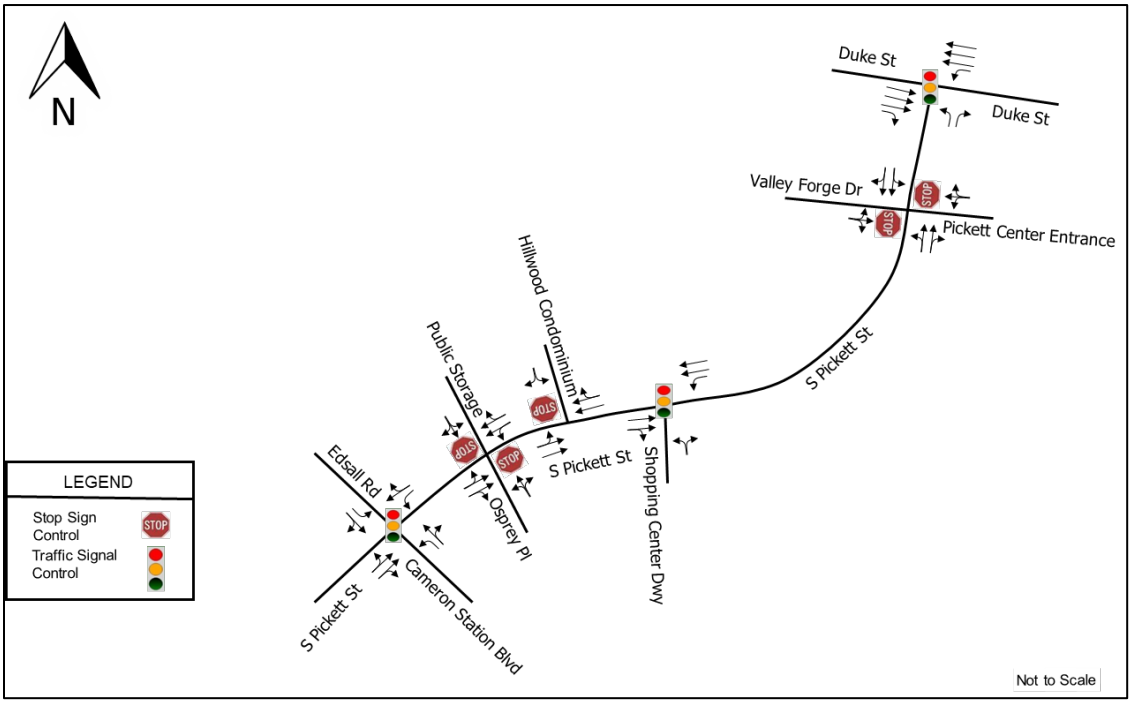
A full summary of community feedback is available in Attachment 5. Community letters are provided in Attachment 6.

ATTACHMENT 1: PROJECT LOCATION

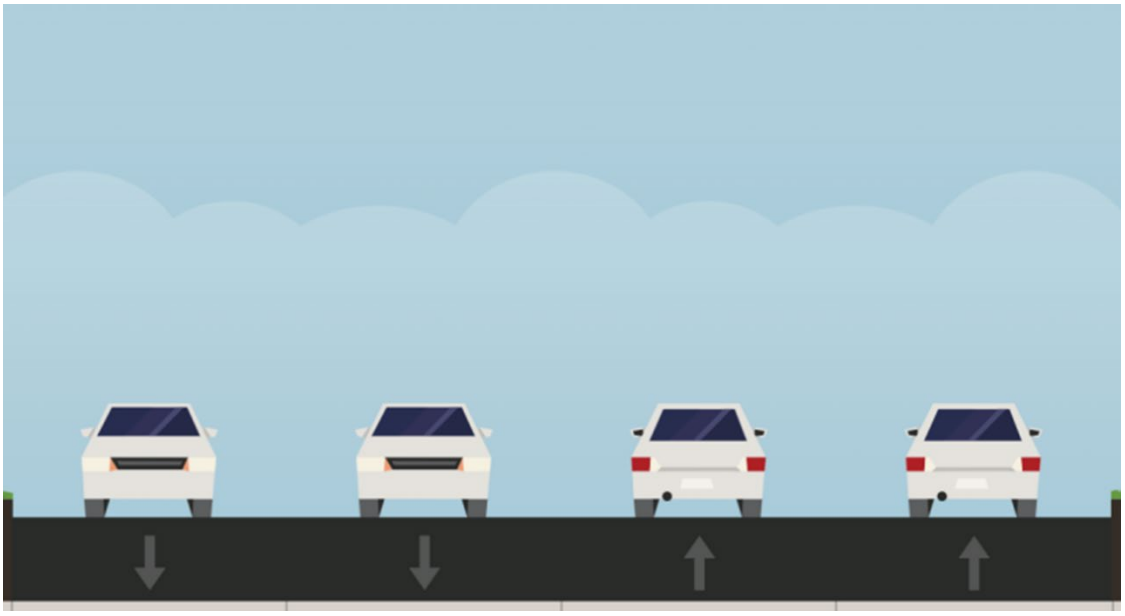
ATTACHMENT 2: EXISTING CONDITIONS

Corridor Photos:

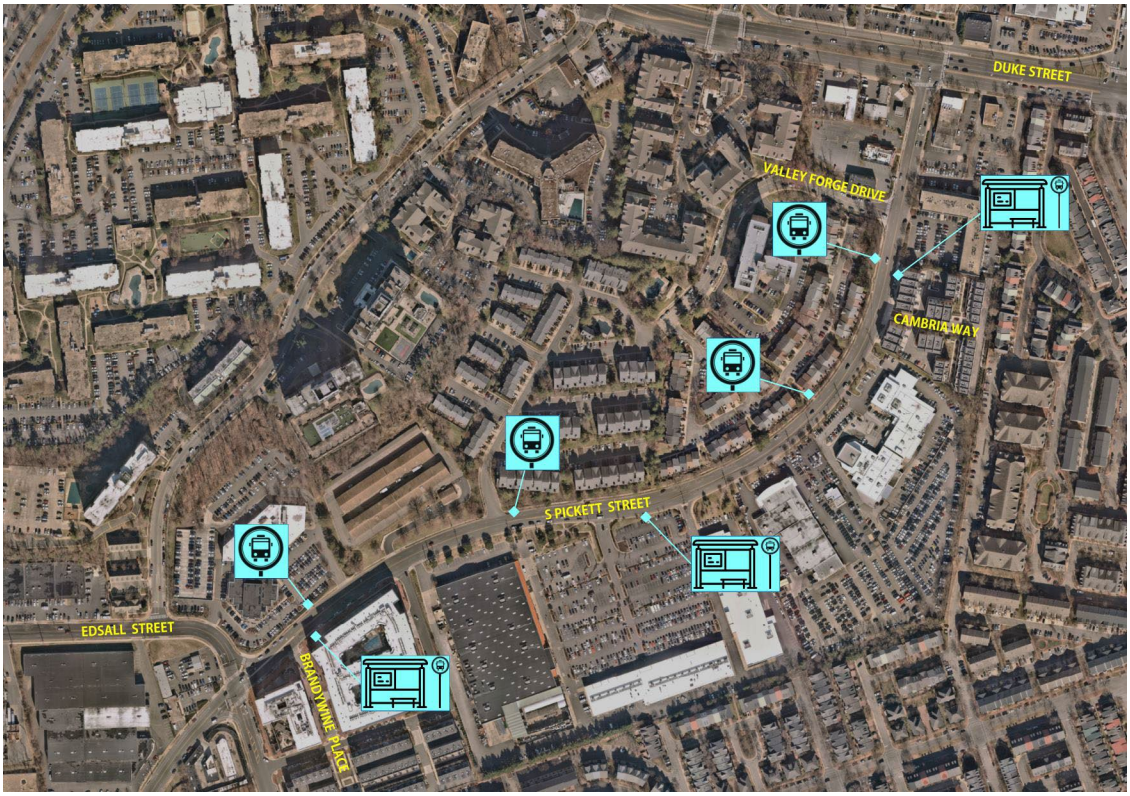
Existing Lane Configurations and Intersection Controls:



Existing Typical Cross-Section



DASH Bus Stop Locations



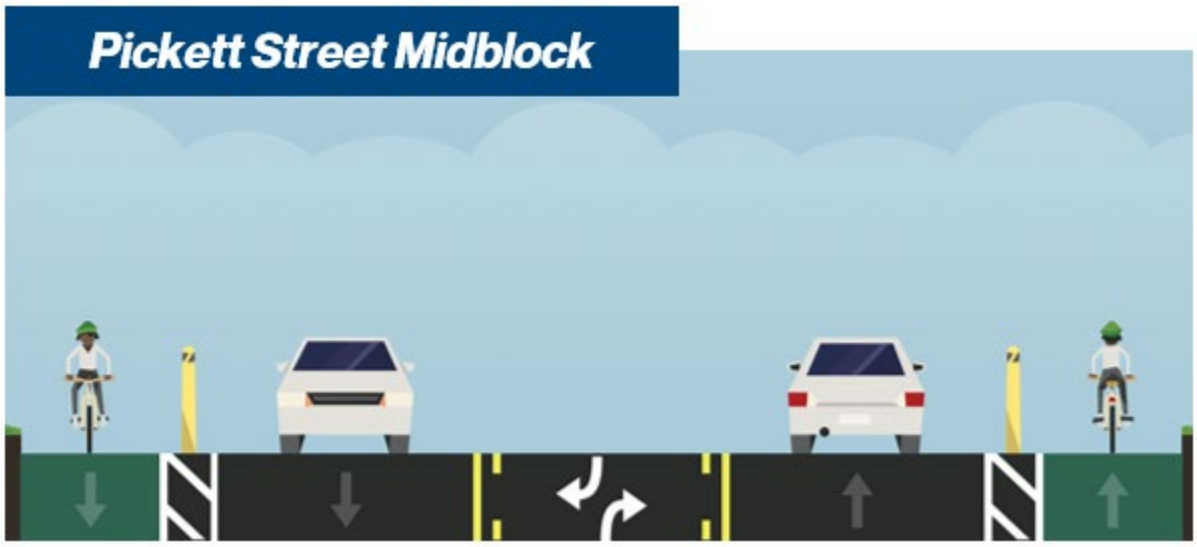
Corridor Speeds & Volumes

S Pickett St Between Mercedes-Benz of Alexandria & Passport Nissan Alexandria	**Northbound**	**Southbound**
Average Daily Traffic (ADT)	7,845 VPD	7,600 VPD
Average Speed	30 MPH	32 MPH
85th Percentile Speed	35 MPH	38 MPH
Maximum Speed	between 50 - 55 MPH	
S Pickett St Between Hillwood Condominiums Dwy & Osprey Pl	**Eastbound**	**Westbound**
Average Daily Traffic (ADT)	7,000 VPD	6,915 VPD
Average Speed	30 MPH	32 MPH
85th Percentile Speed	36 MPH	38 MPH
Maximum Speed	between 50 - 55 MPH	between 65 - 69 MPH

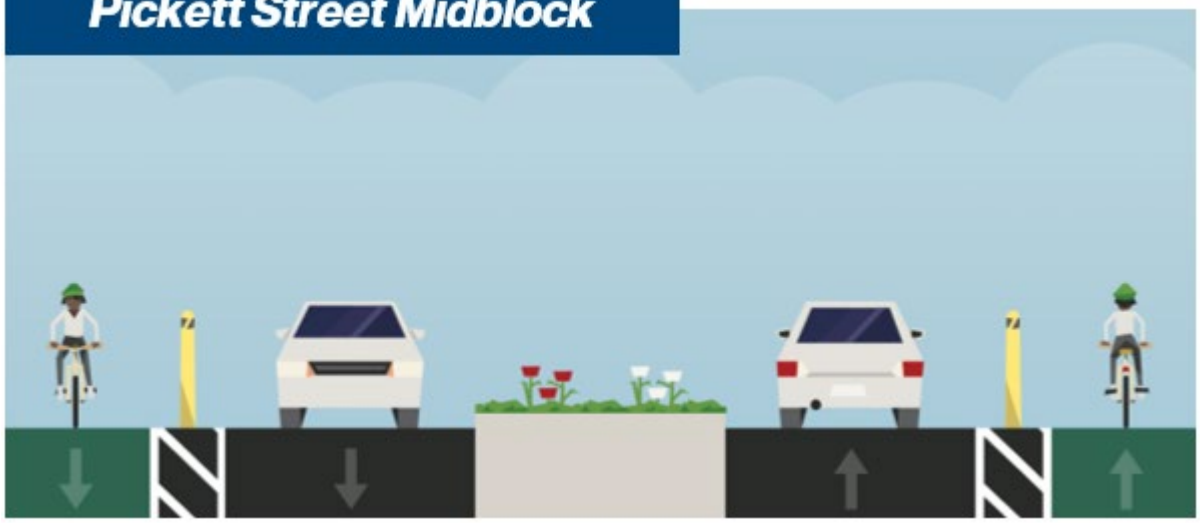
Crash History Summary

Crashes 2018-2022			
Crash Factors		Number of Crashes S Pickett St Corridor	% of Total Crashes
Crash Year	2018	23	26.7%
	2019	26	30.2%
	2020	9	10.5%
	2021	17	19.8%
	2022	11	12.8%
Subtotal		86	100%
Collision Type	Angle	49	57.0%
	Rear End	13	15.1%
	Head On	6	7.0%
	Sideswipe - Same Direction	5	5.8%
	Fixed Object - Off Road	5	5.8%
	Other	3	3.5%
	Ped	2	2.3%
	Sideswipe - Opposite Direction	2	2.3%
	Backed Into	1	1.2%
Subtotal		86	100%
Crash Severity	Fatal Injury	1	1.2%
	Visible Injury	21	24.4%
	NonVisible injury	5	5.8%
	Property Damage Only (PDO)	59	68.6%
Subtotal		86	100%
Weather Condition	No Adverse Condition (Clear/Cloudy)	76	88.4%
	Rain	8	9.3%
	Snow	1	1.2%
	Other	1	1.2%
Subtotal		86	100%
Lighting Condition	Daylight	61	70.9%
	Darkness - Road lighted	20	23.3%
	Dusk	4	4.7%
	Dawn	1	1.2%
Subtotal		86	100%
Surface Condition	Dry	77	89.5%
	Wet	8	9.3%
	Sand, Dirt, Gravel	1	1.2%
Subtotal		86	100%

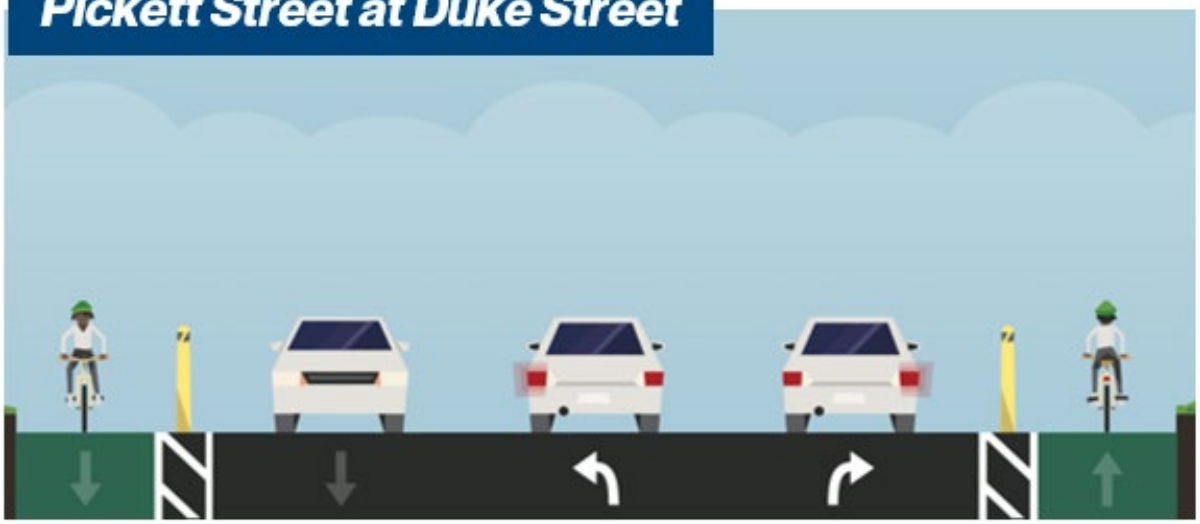
ATTACHMENT 3: CONCEPT DESIGNS



Pickett Street Midblock

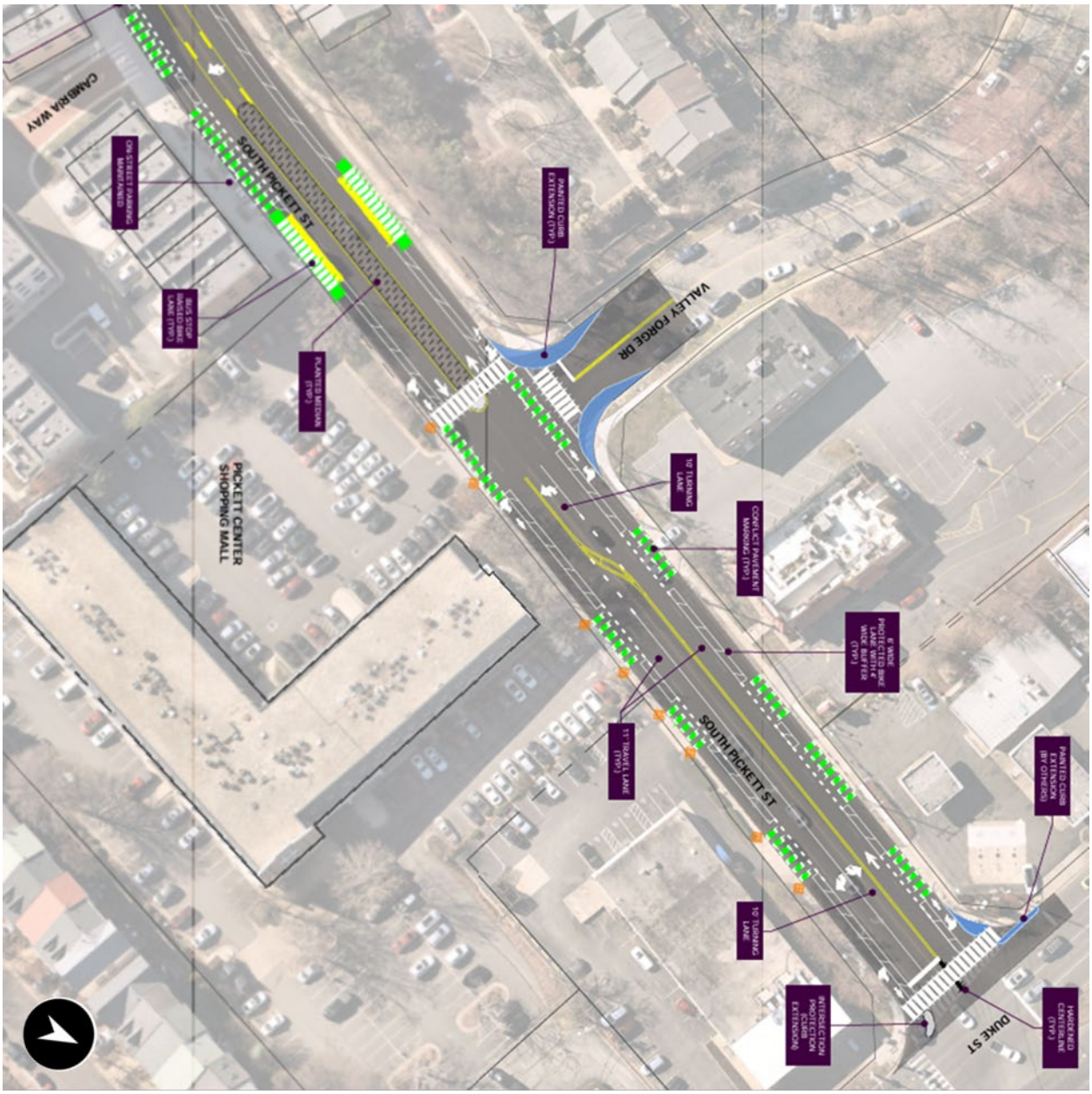


Pickett Street at Duke Street



SOUTH PICKETT ST
EDSALL RD
BRANDYWINE PL
OSPREY PL
SOUTH PICKETT ST


PLANTED MEDIAN (TYP.)
PEDESTRIAN REFUGE ISLAND
2' CONCRETE MEDIAN
CONFLICT PAVEMENT MARKING (TYP.)
PLANTED MEDIAN (TYP.)
11' TRAVEL LANE (TYP.)
5' WIDE PROTECTED BIKE LANE WITH 4' WIDE BUFFER (TYP.)
BUS STOP RAISED BIKE LANE (TYP.)
10' TURNING LANE
11' TRAVEL LANE (TYP.)
WEST END VILLAGE SHOPPING MALL
SOUTH PICKETT ST
ON-STREET PARKING MAINTAINED
4' WIDE PROTECTED BIKE LANE WITH 4' WIDE BUFFER (TYP.)
EXISTING WALKWAY
10' TURNING LANE
CONFLICT PAVEMENT MARKING (TYP.)
TRADE CENTER



Concept designs can also be found at this link:
https://www.alexandriava.gov/sites/default/files/2024-04/S%20Pickett%20St%20Concept%20Designs_reduced.pdf

The table below summarizes existing on-street parking and proposed changes. On-street parking is proposed to be removed on South Pickett Street west of Edsall Road to better align the travel lanes through the intersection and provide a continuous bicycle facility. One additional space is proposed to be removed between Brandywine Place and Osprey Place to provide sufficient sight distance for the proposed crosswalk.

Proposed Changes to On-Street Parking Spaces		
Location	Existing	Proposed Reduction
S. Pickett Street west of Edsall Road (WB)	8	8
S. Pickett St. west of Cameron Station Boulevard (EB)	5	1
Bay between Cameron Station Boulevard and Brandywine Place	4	0
Bay between Brandywine Place and Osprey Place	10	1
Bays adjacent to Cambria Way	5	0

ATTACHMENT 4: TRAFFIC ANALYSIS

S. Pickett Rd - Road Diet Concept																	
#	Control Type	Intersection	Approach Label	Approach/ Movement	AM Peak						PM Peak					
					Existing			Build			Existing			Build		
					Delay (veh/sec)	LOS	95th Percentile Queue (ft)	Delay (veh/sec)	LOS	95th Percentile Queue (ft)	Delay (veh/sec)	LOS	95th Percentile Queue (ft)	Delay (veh/sec)	LOS	95th Percentile Queue (ft)
1	Signalized	S Pickett St & Cameron Station Blvd/Edsall Rd	S Pickett	EBL	-	-	-	19.2	B	36	-	-	-	24.0	C	93
				EBTR	36.0	D	193	34.0	C	370	37.1	D	223	35.0	C	103
				EB Overall	36.0	D	-	32.9	C	-	37.1	**D**	**-**	32.3	C	-
			S Pickett	WBL	16.9	B	20	16.3	B	19	16.9	B	31	16.4	B	161
				WBTR	22.5	C	223	17.9	B	204	27.8	C	450	23.2	C	129
				WB Overall	22.2	C	-	17.8	B	-	27.2	**C**	**-**	22.8	C	-
			Cameron Station Blvd	NBL	30.2	C	115	37.3	**D**	140	27.0	C	79	33.5	C	70
				NBTR	40.6	D	161	42.4	D	170	35.8	D	98	37.0	D	387
				NB Overall	35.5	D	-	39.9	D	-	31.3	**C**	**-**	35.2	D	-
			Edsall Rd	SBL	23.8	C	20	36.8	**D**	122	23.4	C	137	30.2	C	29
				SBTR	36.2	D	223	44.2	D	172	33.7	C	122	35.0	C	430
				SB Overall	30.6	C	-	40.9	D	-	28.0	C	-	32.3	C	-
			Overall Intersection		**31.4**	**C**	**-**	**32.3**	**C**	**-**	**30.9**	**C**	**-**	**28.3**	**C**	-
2	Unsignalized	S Pickett St & Osprey Pl	S. Pickett	EBL	7.8	A	0	**-**	**-**	**-**	0.0	A	0			
				EBT/EBTR	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
				EBR	0.0	A	0	-	-	-	0.0	A	-			
				EB Overall	0.0	A	-	0.0	A	-	**0.0**	A	-	0.0	A	-
			S.Pickett	WBL	8.2	A	2	8.2	A	2	8.6	A	3	8.7	A	4
				WBR	0.0	A	0	-	-	-	0.0	A	0			
				WBT/WBTR	0.0	A	2	0.0	A	0	0.0	A	3	0.0	A	0
				WB Overall	0.6	A	-	0.6	A	-	**0.6**	A	-	0.6	A	-

			Osprey PI	NBLTR	12.2	B	11	11.8	B	10	16.5	C	10	13.2	B	8
				NB Overall	12.2	B	-	11.8	B	-	**16.5**	C	-	13.2	B	-
			Osprey PI	SBL	14.3	B	0	12.7	B	0	22.9	C	0	15.2	C	0
				SBR	9.1	A	0	9.9	A	0	10.1	B	0	12.0	B	-
				SB Overall	11.7	B	-	11.3	B	-	**16.5**	C	-	13.6	B	-
			Overall Intersection		**1.4**	**A**	**-**	**1.4**	**A**	**-**	**1.0**	A	-	**0.8**	**A**	-
3	**Unsignalized**	**S Pickett St & Hillwood Condominium**	**S Pickett**	EBT	0.0	A	1	0.0	A	0	0.1	A	2	0.0	A	0
				EBL	7.9	A	1	7.9	A	1	9.0	A	2	9.1	A	2
				EB Overall	0.2	A	-	0.2	A	-	**0.4**	A	-	0.3	A	-
			S Pickett	WBL	0.0	A	0				0.0	A	0			
				WBT/WBTR	0.0	A	0	0.0	A	0	0.0	A	0	0.0	A	0
				WB Overall	0.0	A	-	0.0	A	-	**0.0**	A	-	0.0	A	-
			Hillwood Condominium	SBLR	11.5	B	7	11.1	B	6	16.0	C	8	13.8	B	7
				SB Overall	11.5	B	-	11.1	B	6	**16.0**	C	-	13.8	B	-
			Overall Intersection		**0.8**	**A**	**-**	**0.8**	**A**	**-**	**0.6**	**A**	**-**	**0.5**	**A**	
4	**Signalized**	**Home Depot Entrance & S Pickett St**	**S Pickett**	EBT/EBTR	6.2	A	76	6.8	A	184	8.8	A	112	10.6	B	292
				EB Overall	6.2	A	-	6.8	A	-	**8.8**	**A**	**-**	10.6	B	-
			S Pickett	WBL	2.3	A	25	2.3	A	25	3.6	A	37	4.6	A	45
				WBT	2.1	A	25	2.2	A	57	3.6	A	146	4.7	A	182
				WB Overall	2.1	A	-	2.2	A	-	**3.6**	**A**	**-**	4.7	A	-
			Home Depot Entrance	NBL	39.0	D	55	48.2	D	65	38.1	D	123	47.3	D	143
				NBR	36.7	D	41	45.0	D	46	33.4	C	42	40.4	D	46
				NB Overall	37.5	D	-	46.2	D	-	36.1	D	-	44.3	D	-
			Overall Intersection		**8.7**	**A**	**-**	**10.2**	**B**	**-**	**10.5**	**B**	**-**	**12.9**	**B**	-
5	**Unsignalized**	**S Pickett St & Valley Forge Dr/ Pickett Center**	**Valley Forge Dr**	EBLTR	14.7	B	10	13.0	B	8	23.5	C	16	17.4	C	11
				EB Overall	14.7	B	-	13.0	B	-	**23.5**	C	-	17.4	C	-
			Pickett Center	WBLTR	12.8	B	1	12.1	B	1	15.2	C	11	14.6	B	10
				WB Overall	12.8	B	-	12.1	B	-	**15.2**	C	-	14.6	B	-
			S Pickett	NBL	8.2	A	1	-	-		9.6	A	3			
				NBT/NBLTR	0.1	A	1	0.3	A	1	0.2	A	3	0.9	A	3
				NBR	0.0	A	0	-	-		0.0	A	-			
				NB Overall	0.3	A	-	0.3	A	-	**0.6**	A	-	0.9	A	-
			S Pickett	SBL	8.3	A	1	8.3	A	1	8.7	A	1	8.7	A	1

				SBT/SBTR	0.1	A	1	0.0	A	0	0.1	A	1	0.0	A	0
				SBR	0.0	A	0	-	-		0.0	A	-			
				SB Overall	0.5	A	-	0.4	A	-	**0.2**	A	-	0.2	A	-
			Overall Intersection		**1.2**	**A**	**-**	**1.1**	**A**	**-**	**1.6**	**A**	**-**	**1.5**	**A**	**-**
6	**Signalized**	**S Pickett St & Duke St**	**Duke St**	EBT	10.2	B	145	10.2	B	145	19.0	B	208	19.0	B	208
				EBR	9.6	A	31	9.6	A	31	17.8	B	56	17.8	B	56
				EB Overall	**10.1**	B	-	10.1	B	-	**18.7**	**B**	**-**	18.7	B	-
			Duke St	WBL	7.0	A	59	7.0	A	59	15.6	B	193	15.6	B	193
				WBT	4.6	A	154	4.6	A	154	7.2	A	126	7.2	A	126
				WB Overall	**5.2**	A	-	5.2	A	-	**9.7**	**A**	**-**	9.7	A	-
			S Pickett	NBL	77.8	E	283	77.8	E	174	48.5	D	233	48.5	D	260
				NBR	51.1	D	167	51.1	D	73	28.6	C	226	28.6	C	226
				NB Overall	**61.6**	E	-	61.6	E	-	36.7	D	-	36.7	D	-
			Overall Intersection		**19.0**	B	-	**19.0**	**B**	**-**	**18.9**	**B**	**-**	**18.9**	**B**	-

ATTACHMENT 5: COMMUNITY ENGAGEMENT SUMMARY

Community Comment Period #1 Summary: Winter 2023

How Do You Typically Travel on South Pickett Street? (n=199)		
Response	**Number of Responses**	**Percentage of Responses**
Private Vehicle or Motorcycle	173	80.5%
Walk or Mobility-assist Device	54	25.1%
Bicycle or Scooter	41	19.1%
Bus	20	9.3%
Other	2	1%

Please Select the General Issues or Challenges that Apply to Your Experience in this Corridor (n=206)		
Response	**Number of Responses**	**Percentage of Responses**
People drive too fast	124	58%
There are no dedicated bicycle facilities	92	43%
There is a lack of designated crossings at key locations (such as bus stops, businesses, or residential entrances)	92	43%
People driving do not stop for people walking	84	39%
It is difficult to cross the street at signalized intersections (e.g., Duke Street and/or Edsall Road)	71	33%
Left turns are difficult at unsignalized intersections	56	26%
There is too much traffic congestion	54	25%
The street is not accessible for people with disabilities	40	19%
The traffic signals are not timed well for people driving	40	19%
Other	35	16%

Why do you typically travel along S. Pickett Street? (n=214)		
Percentage of Responses	**Number of Responses**	**Percentage of Responses**
I shop on or near the corridor	145	67%
I live on or near the corridor	139	65%
I visit the nearby parks	57	27%
I travel through but don't stop along the corridor	33	15%
I work on or near the corridor	15	7%
Other	11	5%
My kids go to school on or near the corridor	9	4%

What do you like about the proposed improvements? (n=300)		
Response	**Number of Responses**	**Percentage of Responses**
Protected Bike Lanes	163	44.9%
Additional Pedestrian Crossings	217	59.8%
Planted Medians	180	49.6%
Curb Extensions	165	45.5%
Center Turning Lanes	151	41.6%
Speed Limit Reduction to 25MPH	190	52.3%
No Turn On Red Restrictions	141	38.8%
Nothing	89	24.5%

Please Tell Us How You Feel About the Following Priorities (n=296)					
Priorities	**1**	**2**	**3**	**4**	**5**
	< Least Important				**Most Important >**
Minimizing motor vehicle delay	22.0%	9.9%	12.7%	7.2%	**43.8%**
Encouraging safe travel speeds	7.2%	6.9%	15.2%	19.3%	**46.3%**
Provide safe pedestrian crossings	4.7%	7.4%	14.9%	15.7%	**52.6%**
Providing a dedicated space for people to bike or scoot	**38.0%**	7.2%	5.5%	8.8%	35.3%
Making it easier and more comfortable to access bus stops	15.7%	11.3%	**26.5%**	15.4%	26.2%
Providing turn lanes for drivers	16.0%	14.1%	**28.9%**	18.5%	18.2%
Providing greenery to beautify the corridor	22.6%	9.9%	**24.5%**	16.8%	21.5%

ATTACHMENT 6: COMMUNITY LETTERS

City of Alexandria, Virginia
Department of Police
3600 Wheeler Avenue
Alexandria, Virginia 22304
Alexandriava.gov

Raul Pedroso
Interim Chief of Police

Telephone 703.746.6662

July 3, 2024

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

Chairperson James Lewis:

I write this letter in support of engineering projects that improve traffic and roadway safety within the City of Alexandria.

An overly simplistic viewpoint of law enforcement's role in public safety involves a reactive posture that is primarily enforcement based. Under that methodology, a police officer witnesses or responds to a crime, takes a report, makes an arrest, and moves on. The flaw of this viewpoint is that little analysis before or after the enforcement action occurs, and therefore, the conditions that created the crime are never addressed.

Similar logic can be applied to traffic and roadway safety. Traffic problems emerge, there is responsive police activity to abate the issue, and in this case, more tickets are issued. Eventually, the traffic problem fades away but returns once law enforcement pivots to another issue, but the original traffic safety issue has not been resolved.

For a public safety ecosystem to be successful, it must strive to create safer environments that do not require long-term police attention, intervention, and enforcement action. Enforcement alone is insufficient for ensuring traffic safety. Sustainability is a key consideration when deciding how to best allocate scarce law enforcement resources.

Deterrence, through enforcement, is an important component that contributes to traffic safety. However, an engineering solution that prevents the need for deterrence altogether is preferable. This is why I support viable engineering solutions that address traffic and roadway safety over enforcement.

Sincerely,

John East
Lieutenant, Special Operations Division

From: Sophie Huemer <sophie.huemer@acps.k12.va.us>
Sent: Thursday, June 27, 2024 3:11 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: mechale.johnson@acps.k12.va.us (Fire Contact) <mechale.johnson@acps.k12.va.us>
Subject: [EXTERNAL]ACPS Support for South Pickett Street Corridor Improvements

Hi Alex - Please consider this email ACPS's support for the improvements included in the corridor study. The overall plan, if implemented, would provide safer walking and biking conditions for students and staff who live in the area to get to and from their schools. The redesign would also make bus stops along the corridor safer for those students and bus drivers.

Thank you and let me know if you have any questions.

Sophie Huemer, AICP (*they/them*)
Director
Office of Capital Programs, Planning & Design
Alexandria City Public Schools
Direct: 703-201-4365

EQUITY FOR ALL
2025

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ALEXANDRIA TRANSIT COMPANY

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

June 12, 2024

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

On behalf of the Alexandria Transit Company (ATC) Board of Directors, I am expressing strong support for the City's South Pickett Street Corridor Improvements project. We believe this project will enhance safety and access for DASH bus riders along South Pickett Street by making it easier to access bus stops and reducing the potential for collisions along the corridor. It is also an important step for maximizing the effectiveness of the Duke Street Transitway by making it easier, safer, and more comfortable for people to access useful, frequent, all-day transit, supporting the goals of the adopted Alexandria Transit Vision Plan.

Today, South Pickett Street is served by DASH line 32. There are few crosswalks along the corridor, which forces riders to make risky crossings across four undivided lanes to access the bus. This is not the experience we want for our riders. Reducing the number of lanes, providing median refuge islands, slowing vehicle speeds, and providing protected bicycle lanes as proposed by City staff would dramatically improve safety for people riding the bus. In the longer term, this would also benefit riders by reducing barriers for people to access the Duke Street Transitway. South Pickett Street is home to several high-density multifamily residential communities that are within a ½ mile of Duke Street, and facilitating access to fast, frequent transit service helps increase potential ridership and promote livability and sustainability in Alexandria.

The ATC Board of Directors strongly endorses the South Pickett Street Corridor Improvements Project and urges the Traffic & Parking Board to recommend approval of the staff recommendation.

Thank you for your consideration.

Sincerely,

David Kaplan, ATC Board of Directors, Chair

DASH
703.746.3274
dashbus.com
3000 Business Center Drive
Alexandria, VA 22314

June 13, 2024

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

Attn: James Lewis, Chairperson

Subject: South Pickett Street Corridor Improvements

Alexandria Families for Safe Streets (AFSS) supports the South Pickett Street Corridor Improvements as it implements the goals set forth in the Proposed Bicycle Network, Eisenhower West Small Area Plan, Alexandria Mobility Plan and Complete Streets Five-Year Work Plan. AFSS also supports the optional crossing at Valley Forge Drive. The South Pickett Corridor Improvements will 1) save lives, 2) connect a significant bike lane gap, and 3) help address climate change.

1. **Safety:** The proposed South Pickett Street improvements will make the street safer. Currently there are few crosswalks, coupled with a high crash risk for people crossing. Narrower lanes will reduce speeds, median improvements will make the street better, and more frequent crossings and protected bicycle lanes will improve safety.

2. **Connectivity:** The Eisenhower West Small Area Plan notes that South Pickett is an important link from Duke Street to Fairfax County, with no existing bike infrastructure. Pickett is an important link between Duke Street and the Van Dorn Metro Station.

3. **Sustainability:** Transportation is one of the leading causes of climate change and greenhouse gas emissions. Investing in protected bike lanes significantly reduces greenhouse gas emissions, lowers transportation costs, and prevents roadway deaths and serious injuries. Unfortunately, Alexandria has significant gaps in its infrastructure that discourage bicycles. South Pickett Street is one such place.

In conclusion, AFSS urges the City to build the proposed bike lanes and pedestrian improvements, including the optional Valley Forge crossing. Further, we urge the City to reject the "no build" option as unsafe.
Sincerely,
Dane Lauritzen,
AFSS Board Member
On behalf of the Board of Directors - AFSS

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

PASSPORT

May 9, 2024

To Alexandira City Staff and City Council,

I have been a business owner at 150 and 160 South Pickett Street in Alexandria since 1998 and am a local Alexandrian by birth.

Picket Street is one of the most traveled and important streets in the western end of Alexandria. Generally the traffic flows nicely on Pickett Street during the day except in morning and afternoon rush hour, where it does get backed up.

To take away a lane or part of a lane would cause Huge traffic backups at all times of the day and be a total mess during rush hour where I could see backups a block long especially heading south west.

The speed limit on the street is 35 miles per hour which should be immediately reduced to 25 if there are concerns of speeding vehicles. This could have been done years ago and also will cost very little $$; just change the 12 X 18 or 12 X 24 metal sign heads. Why not do this tomorrow morning?

If the speed limit is changed to 25 MPH, the city could set up an electronic sign for like 60 days reading, "NEW Speed Limit of 25 MPH". I have seen these temporary electronic signs set up for races and walkathons, announcing construction time frames and detours etc. This is a common practice which I know all of you have seen.

Also for very little $$$, the city could double the number of speed limit signs as there are very few of them posted on South Pickett Street.

Additionally, for a few more $$, the city could install pedestrian crosswalks with flashing lights. I see in many cities when I travel as I am sure you do also.

Thank you for coming up with Good solutions on Pickett Street and NOT closing down lanes or parts of them.

Sincerely,

Everett A. Hellmuth III, President

5001 Auth Way
Suitland
MD 20746-4339
301-423-8400
Fax 301-423-4339

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 22, 2024

DOCKET ITEM: 9

ISSUE: Holland Lane between Duke Street and Eisenhower Avenue Lane Removal, Left-turn Lane Removal, and No Turn on Red Restrictions

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REQUESTED BY: T&ES Staff

LOCATION: Holland Lane, from Duke Street to Eisenhower Avenue

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES implement the following changes on Holland Lane to improve safety:

- Remove one general purpose travel lane in each direction
- Remove one northbound left-turn lane at the intersection of Holland Lane and Duke Street
- Implement No Turn on Red restrictions for all signalized intersection approaches

BACKGROUND: In 2017, the City adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. The City also employs a safe system approach when planning and engineering for traffic safety, which aligns with the U.S. Department of Transportation's National Roadway Safety Strategy and involves taking preventative action to minimize crashes, especially crash types that carry a higher risk of severe injury.

In 2020, the City adopted the Eisenhower East Small Area Plan to guide development of the Eisenhower East neighborhood. In the plan, Eisenhower East is envisioned as "one of the great neighborhoods in the city – walkable, compact, eclectic, inclusive, equitable and diverse, memorable and distinctive, and economically sustainable." The plan also calls for a dedicated bicycle facility on Holland Lane.

In 2021, the City adopted the Alexandria Mobility Plan to guide transportation investment and decision-making citywide. Among the strategies espoused in the plan are to create a safe, well-maintained, walking and biking environment. The Alexandria Mobility Plan also includes a recommendation for an enhanced bicycle facility on Holland Lane between Duke Street and Limerick Street. A two-way bicycle facility on Holland Lane between Eisenhower Avenue and Limerick Street has already been conditioned as part of adjacent redevelopment. Bike lanes on Holland Lane between Duke Street and Eisenhower Avenue would connect to this planned facility along with existing bike facilities on Jamieson Avenue and Eisenhower Avenue. Of note,

the existing bicycle lanes on Eisenhower Avenue are expected to be improved significantly through a separate project. Holland Lane also provides access to a planned bicycle route on Reinekers Lane, which connects to the King Street Metro Station.

The City's adopted Complete Streets Policy requires staff to consider and implement mobility, access, and safety improvements for all roadway users with street resurfacing whenever possible.

DISCUSSION: Holland Lane is a four-lane, undivided minor arterial roadway that links Duke Street to Eisenhower Avenue and provides north/south access between Eisenhower East, Carlyle, the King Street Metro area, and Old Town (Attachment 1). Land uses include high-density residential and commercial alongside a large area of public open space. Notable destinations fronting Holland Lane include Post Carlyle Square Apartments, Lincoln Old Town Apartments, Whole Foods, and African American Heritage Park. Holland Lane is less than ¾ mile from King Street-Old Town Metro Station, Union Station, and Eisenhower Metro Station. According to the 2022 American Community Survey, approximately 11 percent of all households in this census tract have no vehicle available.

Holland Lane is currently scheduled to be repaved in Fiscal Year 2025. In accordance with the City's Complete Streets Policy, staff initiated the Holland Lane Corridor Improvements Project in Summer 2023 to implement improvements for people walking and biking.

The project team performed data collection, site visits, and an initial community engagement period as part of an existing conditions assessment. Based on this work, staff identified several high-level takeaways:

- *Crash History:* 13 crashes were reported in the project area between 2018 and 2023. Of these, there were 6 pedestrian crashes, the most common crash type, all of which resulted in injury. Pedestrian crashes occurred at Duke Street/Reinekers Lane, Holland Lane/Duke Street, the Whole Foods garage driveway, Holland Lane/Jamieson Avenue, and Holland Lane/Ballenger Avenue.
- *Speed:* Holland Lane has a 25 MPH speed limit, but up to 29% of drivers exceed the 25 MPH posted speed limit by 5 MPH or more. The 85th percentile speed is between 28-29 on the northern end of the corridor and 32-33 on the southern end of the corridor.
- *Vehicle Delay:* There are some delays at both ends of the corridor during the AM and PM peak periods, but the corridor operates well under capacity for most of the day.
- *Nonmotorized Users:* There is a high volume of people walking on Holland Lane. Sidewalks are wide and comfortable. However, there are limited crossing opportunities, and those that do exist present high risk to people using them. Notably, the uncontrolled crossing locations present a multiple-threat crash risk, where one driver stops for someone crossing, and the driver in the next lane does not. This creates a high risk of severe injury in the event of a crash. Biking and scooting are also common, though there are no dedicated bicycle facilities. People biking or scooting must either share the roadway with fast-moving vehicles or ride on the brick sidewalk and conflict with people walking. Of note, scooting on sidewalks is not permitted in Alexandria.
- *Character:* Holland Lane has a very auto-oriented design, which is incompatible with the otherwise walkable, urban character of the neighborhood. Despite significant levels of

walking and biking, the roadway itself is hostile to these modes and presents significant risk to nonmotorized users.

- *Parking:* While on-street parking is not permitted anywhere on Holland Lane, casual curbside parking is common in front of the Whole Foods and the CVS, causing frustration and confusion as drivers are required to unexpectedly change lanes.
- *Community Input:* 233 residents provided initial input on the project. When asked about their concerns with the corridor, 65% said people drive too fast, 60% said it's difficult to cross at unsignalized intersections, 53% said lack of bicycle facilities, and 5% said there are too many traffic delays.

The project team developed three corridor concept design options based on adopted plans and the existing conditions described above (Attachment 3). The concept designs include the following features:

All Options:

- **Reduction of one general purpose lane** in each direction to slow vehicle speeds and create space for other important roadway features.
- **Median islands** at intersections to provide refuge for people crossing the street, shorten crossing distance, slow vehicle speeds, and create opportunities for green space.
- **New crosswalks** at key locations to improve access for people walking and wheeling.
- **No Turn on Red** restrictions at all signalized intersections to reduce conflicts between users and allow for Leading Pedestrian Intervals to be installed to enhance pedestrian safety.

Option 1 (Protected Bicycle Lanes):

- **Protected bicycle lanes** in each direction of travel.
- **Illegal on-street parking prevented** due to replacement of curbside lane with protected bicycle lane.
- Connection to future two-way bike lane on Holland Lane south of Eisenhower Avenue may be challenging.

Option 2 (Two-Way Protected Bike Lanes):

- **A two-way protected bicycle lane**, or cycle track, on the east side of Holland Lane next to the park.
- **On-street parking** enabled next to Whole Foods.
- **Seamless connection** to future two-way bike lane on Holland Lane south of Eisenhower Avenue.

Option 3 (Hybrid):

- **A two-way protected bicycle lane**, or cycle track, on the east side of Holland Lane next to the park.
- **A southbound protected bicycle lane** provides bicycle access close to residential buildings and prevents illegal parking next to Whole Foods.
- **Seamless connection** to future two-way bike lane on Holland Lane south of Eisenhower Avenue, while preserving flexibility for connections to future improved bicycle facilities on Eisenhower Avenue.

Additionally, the project team developed three additional concept options for the northbound approach to intersection of Holland Lane and Duke Street, since operation of this intersection is

the limiting factor in the overall project design. Today, the northbound approach has a dedicated left turn lane, as well as two dedicated right turn lanes that operate simultaneously with the signalized crosswalk on the east leg of the intersection. The three intersection options could be paired with any of the three corridor options described above. The intersection options include:

Option A: One Left-Turn Lane, One Right-Turn Lane:

- One left turn lane, one right turn lane, and a dedicated bicycle lane.
- This is the safest option. It provides the shortest crossing distance for people walking and biking. It also deconflicts right turns with the crosswalk on the east leg of the intersection by running the northbound right turn with the westbound left turn.
- This is expected to reduce delay by approximately 30 seconds in the AM peak period and increase delay by 13 seconds in the PM peak period. That said, vehicle queuing is expected to increase for the northbound Holland Lane approach to the intersection, mainly in the AM peak period.

Option B: One Shared Left-Right Lane, One Right-Turn Lane:

- One shared left-right turn lane, one right turn lane, and a dedicated bicycle lane.
- While this does reduce crossing distance across Holland Lane, this is the only option that does not allow for the signal phase separation of the northbound right turns and the east crosswalk, which would result in continued high-risk conflicts with people walking.
- Delay would not noticeably change.
- Queuing would be expected to increase for westbound Duke Street.

Option C One Left-Turn Lane, Two Right-Turn Lanes, No Median:

- One left turn lane, two right turn lanes, a dedicated bicycle lane, with removal of the median.
- Based on appearance, this is the option that is most oriented to maximizing vehicle capacity by removing the median to retain the existing dual right turn lanes. However, this option provides only marginal benefits for vehicle operations. While queuing would be reduced for the northbound right movement, delay would not be noticeably reduced.
- Removing the median would allow vehicles to turn faster from Duke Street than they do today and increase risk to pedestrians. It would also allow drivers to turn left in and out of Whole Foods, which would create new conflicts that do not exist today.

After considering community feedback, adopted plans, industry guidance on safety best practices, and traffic operations, **the project team recommends Option 3 for the corridor, paired with Option A for the intersection of Holland Lane and Duke Street.** Option 3A provides dramatic safety improvements for people walking and biking, allows for a seamless connection to future adjacent bicycle facilities, aligns with the City's adopted plans, and provides acceptable traffic operations for the corridor. Multiple traffic calming measures would encourage slower vehicle speeds, crossing distance would be reduced by over 50%, and medians would allow people to cross only one lane at a time.

The proposed treatments outlined above are aligned with industry guidance and best practice for the safe and equitable operation of streets in urban areas. Road diets, bicycle lanes, crosswalk visibility enhancements, pedestrian refuge islands, and leading pedestrian intervals have all been classified by the U.S. Department of Transportation's Federal Highway Administration (FHWA) as proven safety countermeasures. Similarly, the Virginia Department of Transportation has

listed road diets as a preferred safety countermeasure for four-lane undivided roadways in urban areas. According to FHWA, road diets can lead to a 19-47% reduction in total crashes.

FHWA guidance suggests that road diets for four-lane roadways can be feasible with average daily traffic (ADT) up to 25,000. Four-lane roadways with less than 10,000 ADT are generally considered great candidates for road diets in many instances. Staff performed a traffic analysis of the corridor based upon 2023 peak hour volumes to determine feasibility of the proposed changes and identify any associated impacts to vehicle traffic (Attachment 4). High-level takeaways include:

- Holland Lane has 7,000-9,000 vehicles per day.
- In the existing condition, the intersection of Holland Lane and Duke Street experiences less than 30 seconds of overall intersection delay, though the northbound approach experiences about more than 80seconds of delay in the AM peak period and more than 40 seconds in the PM peak period. Northbound queues extend nearly to Jamieson Avenue in the AM peak period.
- It is important to note that delay and queuing on northbound Holland Lane is the result of traffic congestion on Duke Street, not capacity on Holland. When eastbound Duke Street backs up, drivers on Holland sometimes have nowhere to go when they receive a green light. The City will be performing corridor signal timing optimization on Duke Street as part of a separate project, which should improve delay and queuing on Holland Lane.
- Delay at Holland Lane and Jamieson Avenue is expected to increase by less than 30 more than 20 seconds in both the AM and the PM pear hours. 95th percentile queues in the northbound direction only would also be expected to increase beyond the Ballenger Avenue intersection.
- Overall, the most notable expected change to traffic is additional expected queuing in the northbound direction, particularly in the AM peak hour. The delay is expected to remain similar to existing conditions. Considering this, the corridor is expected to perform acceptably during the peak hours and operate well under capacity during other times of day. Staff has determined than any traffic impacts are a worthwhile tradeoff for the significant safety and access improvements for all roadway users.

OUTREACH: Prior to the start of this project, the City performed over a year of community engagement as part of the Eisenhower East Small Area Plan in 2019-2020 and the Alexandria Mobility Plan in 2020-2021. Additionally, staff has received numerous requests for pedestrian safety improvements on Holland Lane via Alex311.

From August to September 2023, the project team gathered initial input from residents to better understand their experiences traveling on Holland Lane. Input was gathered via an online feedback form which was shared via project signs along the corridor, outreach through the Carlyle Council, and direct emails to residents who previously submitted 311 requests for safety improvements. It was also carried in the local news. The feedback form received over 200 responses. Takeaways include:

- When asked how they use Holland Lane, 80% of respondents said they drive, 81% said they walk, and 53% said they ride a bike or scooter.

- Top concerns include: people drive too fast (65%), it is difficult to cross at unsignalized intersections (60%), and it is difficult to cross at signalized intersections (52%).
- When asked what people like about the corridor, common responses included wide sidewalks, access to green space, low noise, low traffic, connections to other streets, and proximity to parks and shops.

In April 2024, the project team held an additional community comment period to gather feedback on the conceptual designs. This consisted of an additional online feedback form and a virtual community meeting. The comment period was advertised via eNews, social media, local news, outreach through the Carlyle Council, and direct emails to people who participated in the initial comment period. Over 350 people responded to the feedback form.

Notably, during the second comment period, an organized campaign was launched by the Carlyle Council to oppose the project, which widely spread a lot of incorrect or misleading information. As a result, the responses to the second feedback form were noticeably skewed and influenced by this information. Prior to this campaign, 55% of the 227 respondents disliked or strongly disliked the "no build" option. Of the 181 responses that were received after the campaign, only 24% disliked or strongly disliked the "no build" option. Staff published Frequently Asked Questions on the project webpage to address questions or concerns that were received during the second phase of community engagement. Additional detail is provided in Attachment 5.

Following the conclusion of the feedback form, staff met with the Carlyle Council Manager, Society for Human Resource Management, Homegrown Restaurant Group (which owns multiple restaurants in Carlyle), all of whom had expressed some concerns about the project. Additional concerns from these groups included cut-through traffic and illegal parking on George's Lane and cut-through traffic on John Carlyle Street. The project team does not expect a significant increase in traffic and illegal parking on George's Lane but did agree to monitor this and coordinate additional police enforcement after project implementation. Additionally, the project team does not expect a significant increase in cut-through traffic on John Carlyle Street because there would not be an appreciable time savings from taking that route. However, staff agreed to perform a pre- and post-project evaluation and coordinate with the Carlyle Council on mitigation measures if needed. An additional meeting was offered to the Carlyle Council Board, which was declined.

Staff also met with Whole Foods and the National Science Foundation, and neither cited any concerns with the project.

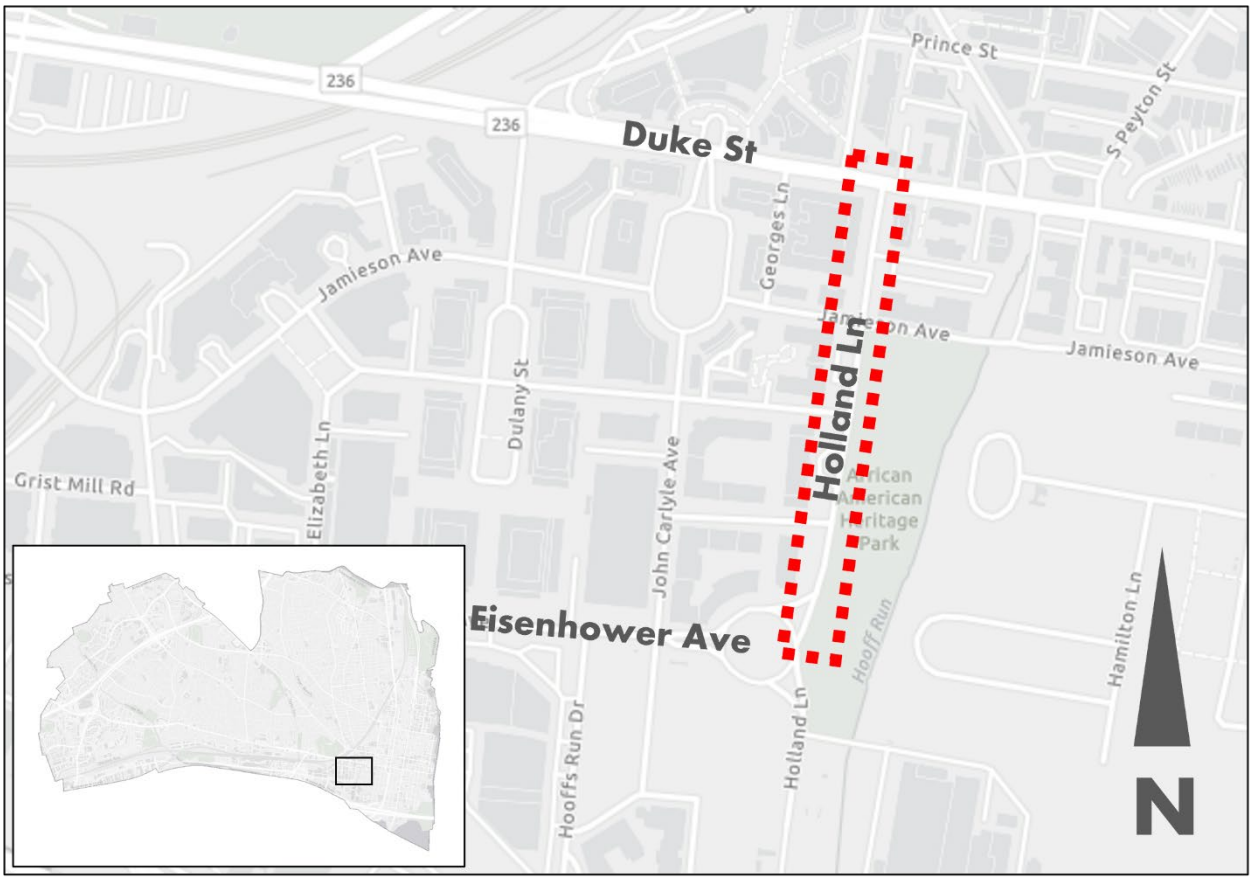
Staff received several statements from organizations on this project. Of note, staff met with each organization that provided a letter or statement of opposition and attempted to address any concerns they had.

- Statements of support:
    - Alexandria Police Department
    - Alexandria Families for Safe Streets
    - Alexandria Bicycle and Pedestrian Advisory Committee

- Statements of opposition:
    - Society for Human Resource Management
    - Del Ray Business Association

A full summary of community feedback is available in Attachment 5. Community letters and 311 requests for service are provided in Attachment 6.

ATTACHMENT 1: PROJECT LOCATION



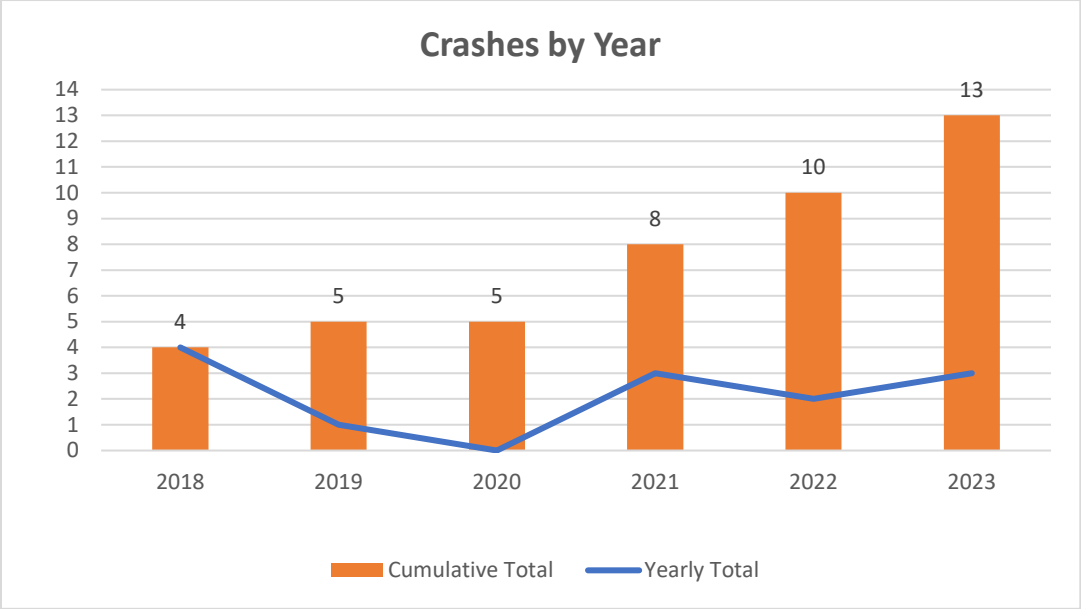
ATTACHMENT 2: EXISTING CONDITIONS

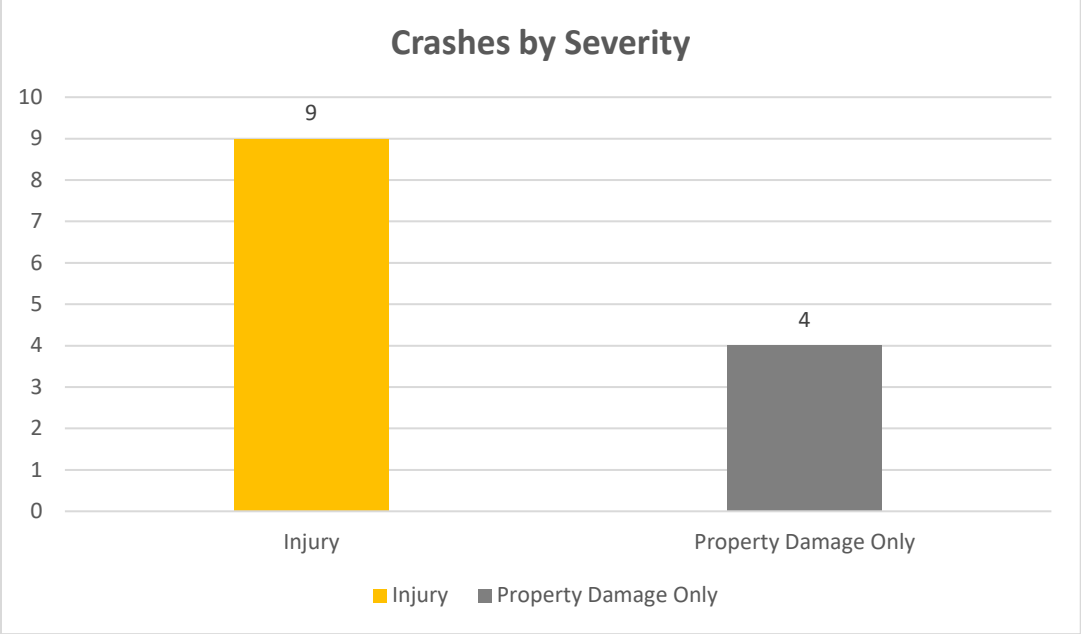
Existing Conditions Photos:

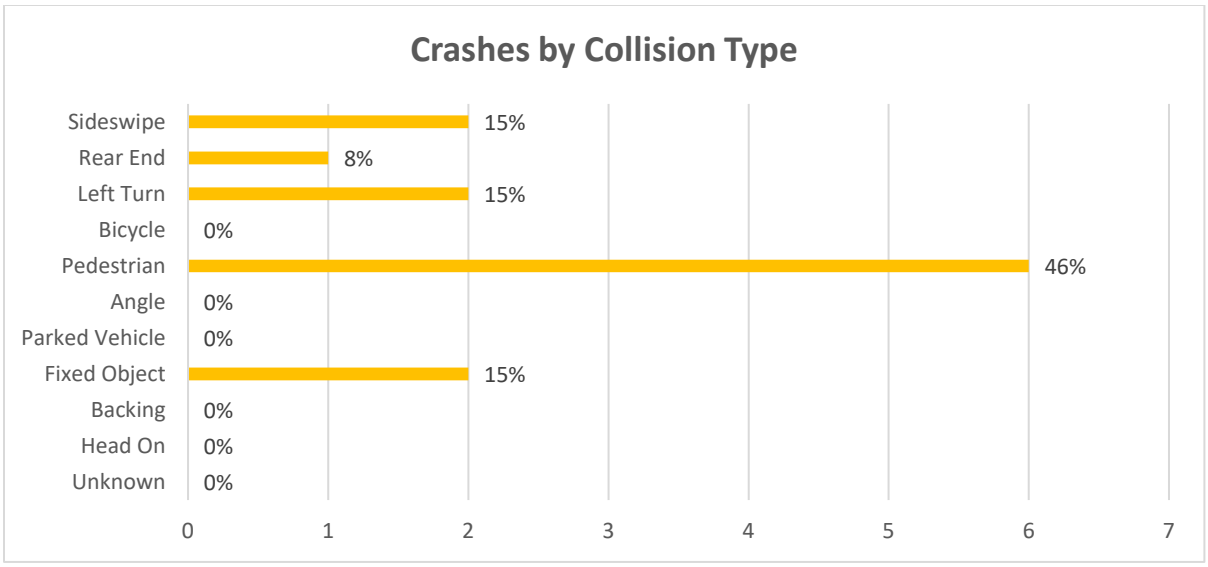
Corridor Volumes

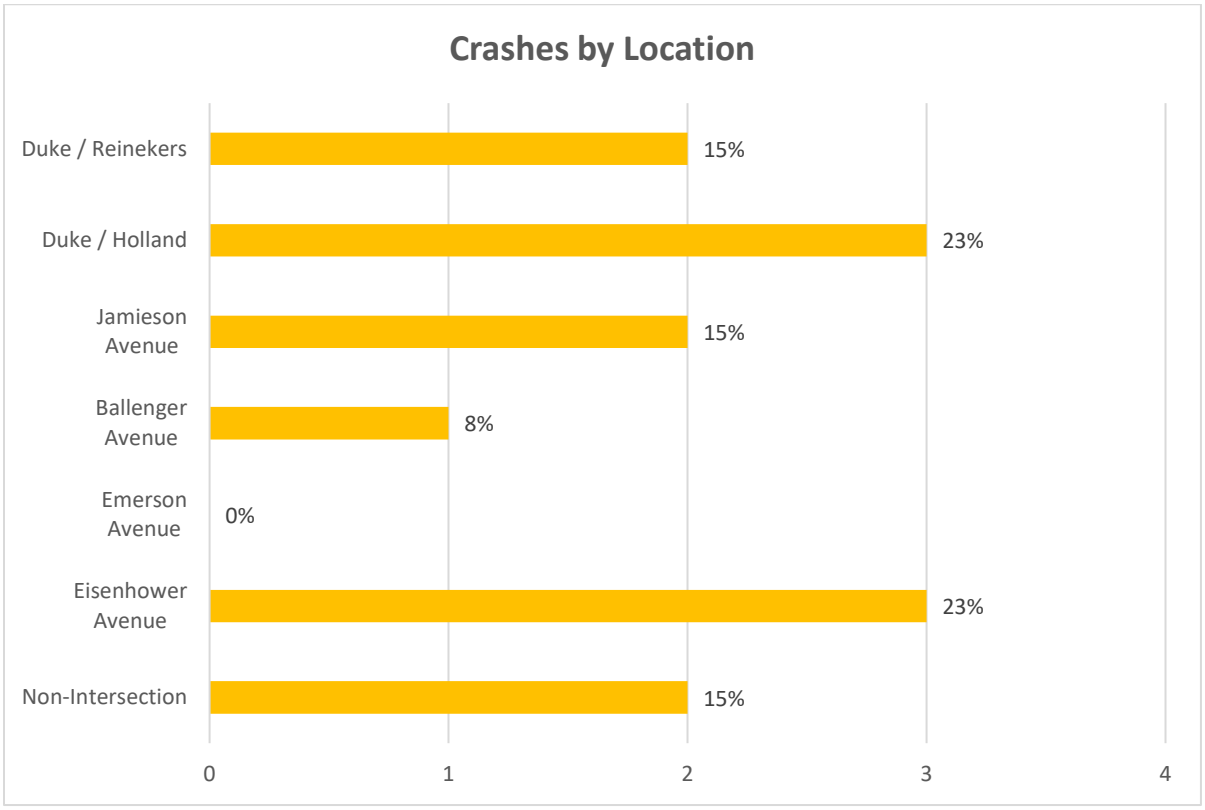
Corridor Volumes and Speeds		
	Between Jamieson Avenue & Ballenger Avenue	**Between Emerson Avenue and Eisenhower Avenue**
Average Daily Traffic	8,916	7,374
Average Speed (Northbound)	22	28
Average Speed (Southbound)	23	27
85th Percentile Speed (Northbound)	29	33
85th Percentile Speed (Southbound)	28	32

Crash Data

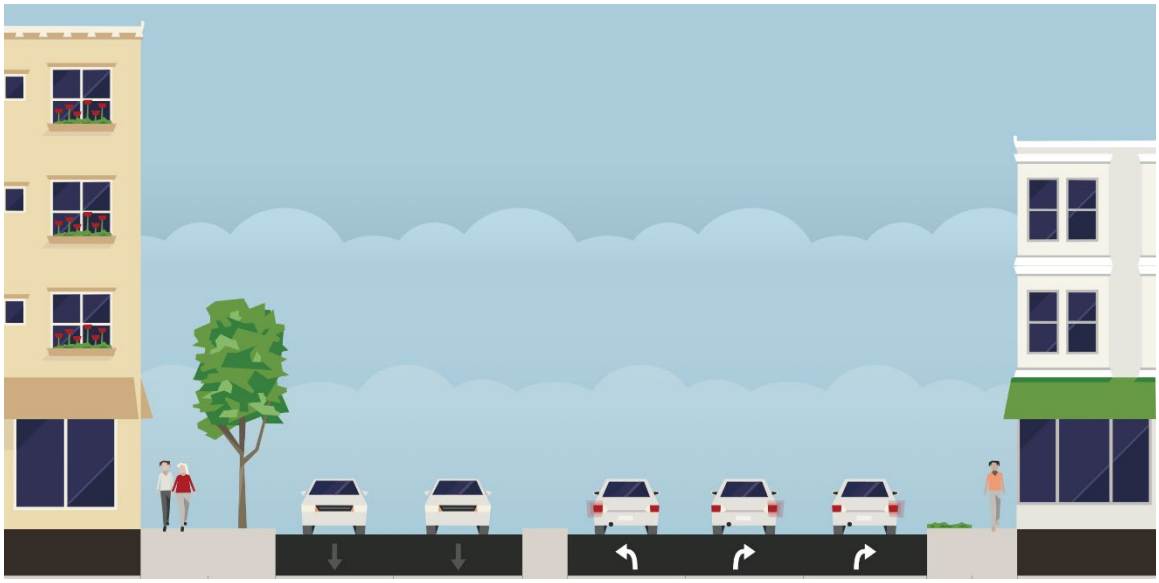

Crashes by Year
14
13
12
11
10
9
8
7
6
5
4
3
2
1
0
4
5
5
8
10
13
2018
2019
2020
2021
2022
2023
Cumulative Total
Yearly Total


Crashes by Severity
10
9
8
7
6
5
4
3
2
1
0
9
4
Injury
Property Damage Only
Injury
Property Damage Only


Crashes by Collision Type
Sideswipe
Rear End
Left Turn
Bicycle
Pedestrian
Angle
Parked Vehicle
Fixed Object
Backing
Head On
Unknown
15%
8%
15%
0%
46%
0%
0%
15%
0%
0%
0%
0
1
2
3
4
5
6
7


Crashes by Location
Duke / Reinekers
Duke / Holland
Jamieson Avenue
Ballenger Avenue
Emerson Avenue
Eisenhower Avenue
Non-Intersection
15%
23%
15%
8%
0%
23%
15%
0
1
2
3
4

Existing Cross-Section (Duke Street to Jamieson Avenue)

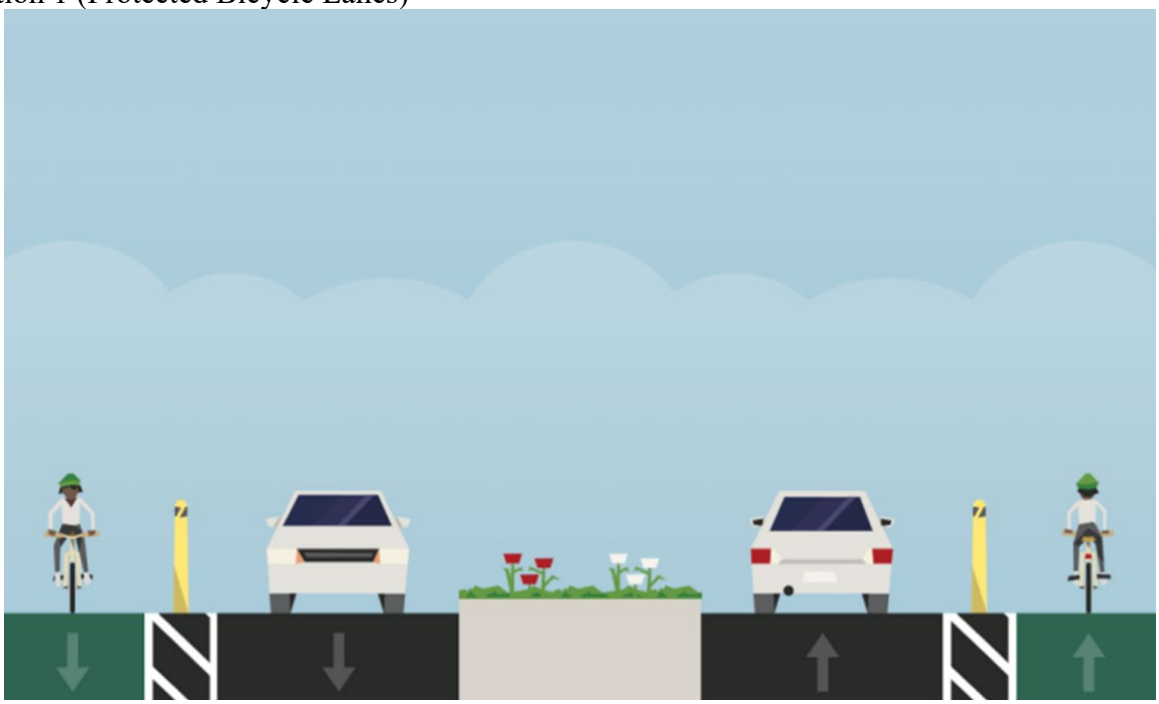


Existing Cross-Section (Jamieson Avenue to Eisenhower Avenue)

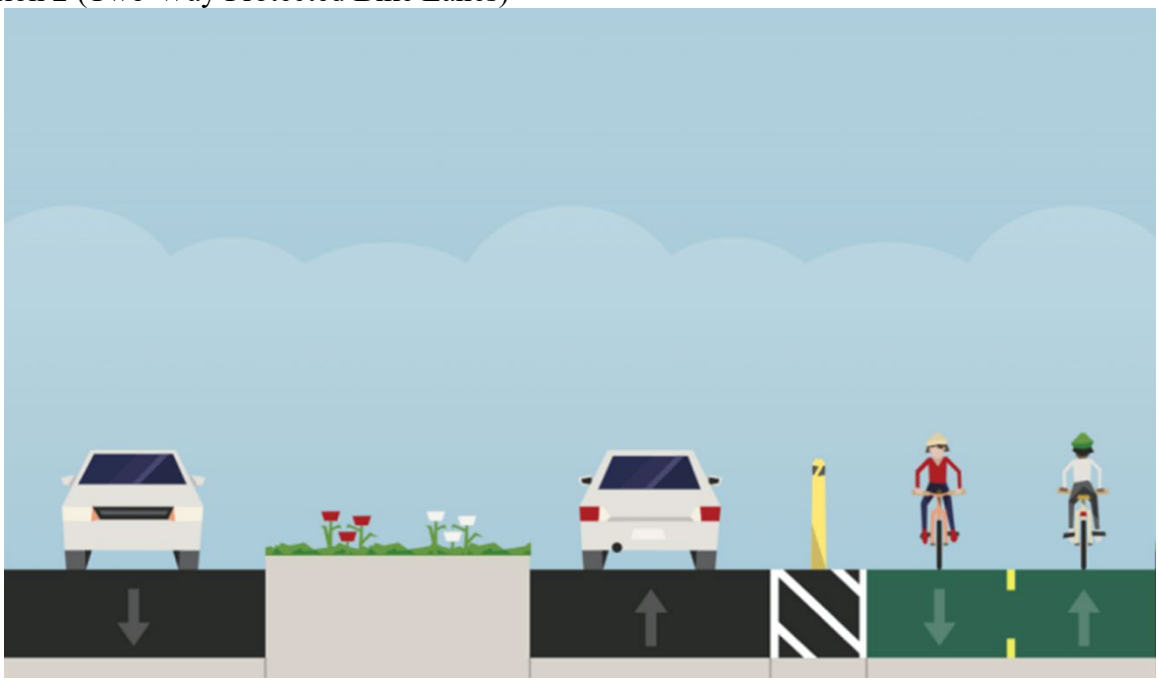
ATTACHMENT 3: CONCEPT DESIGN OPTIONS

Corridor Options:

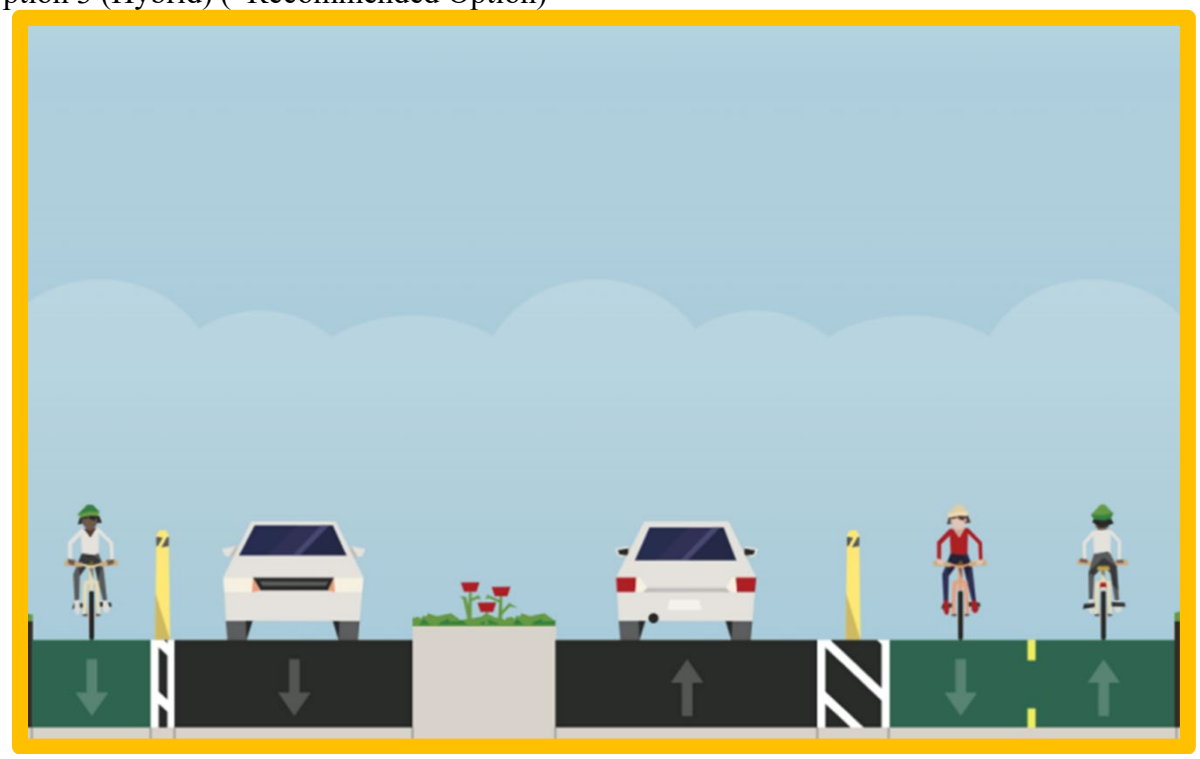
Option 1 (Protected Bicycle Lanes)



Option 2 (Two-Way Protected Bike Lanes)

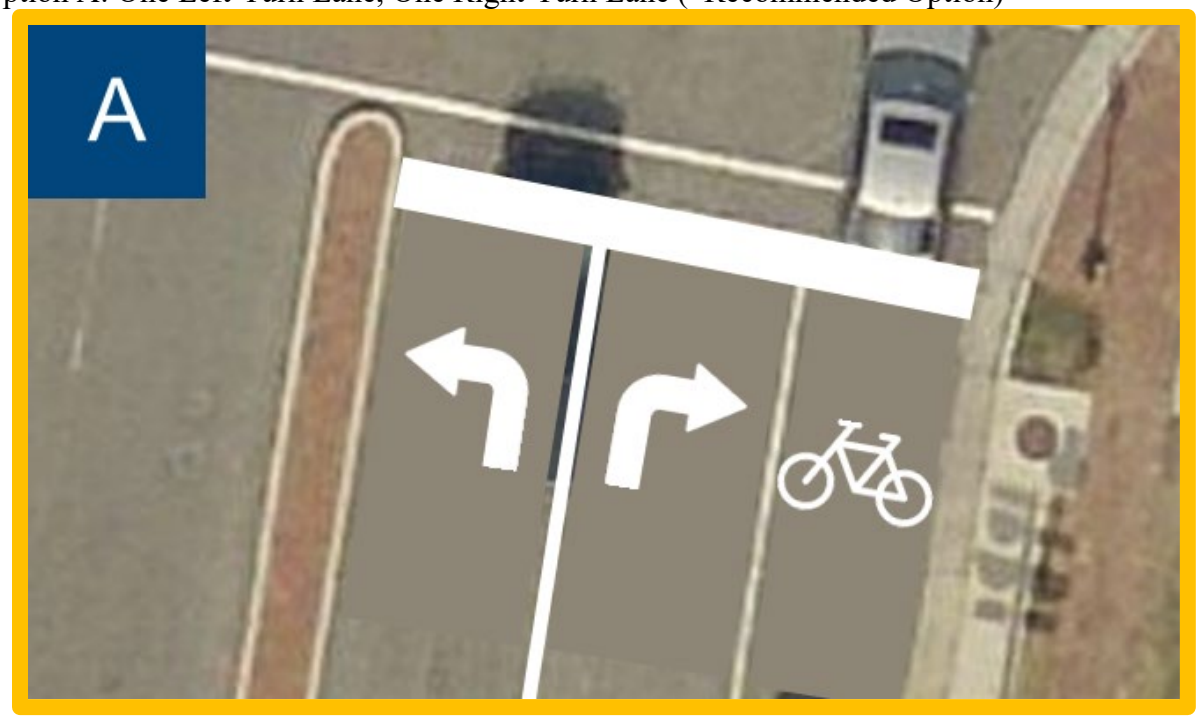


Option 3 (Hybrid) (*Recommended Option)

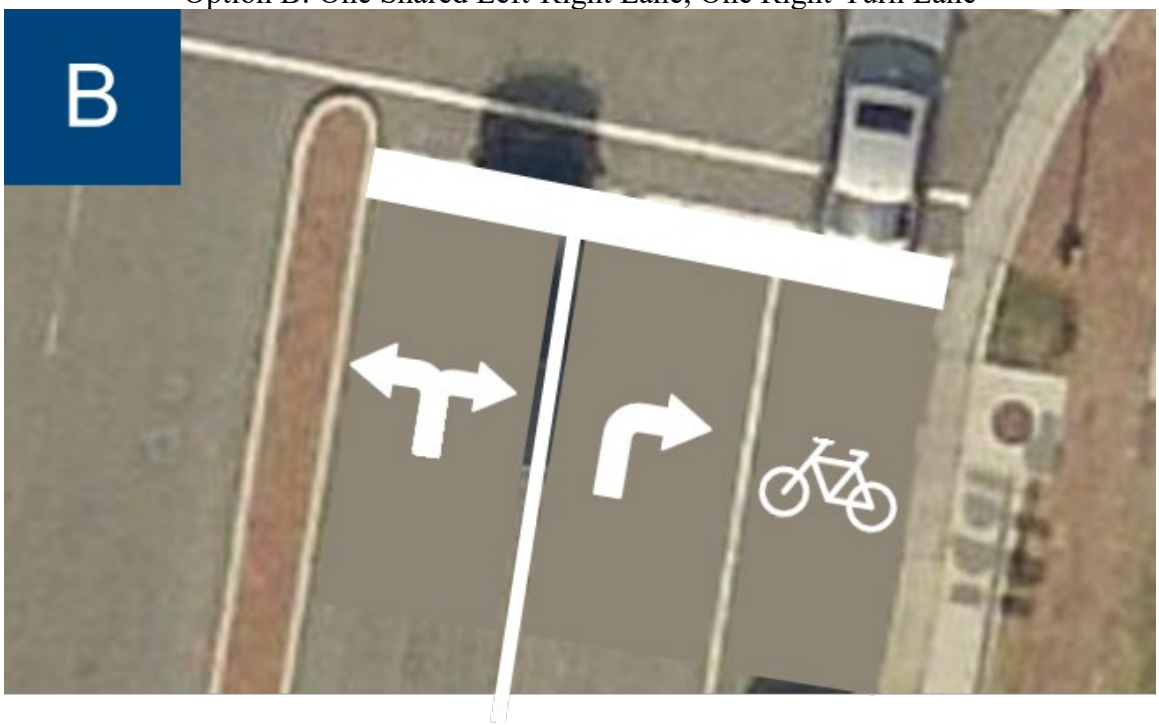


Holland Lane/Duke Street Intersection Options:

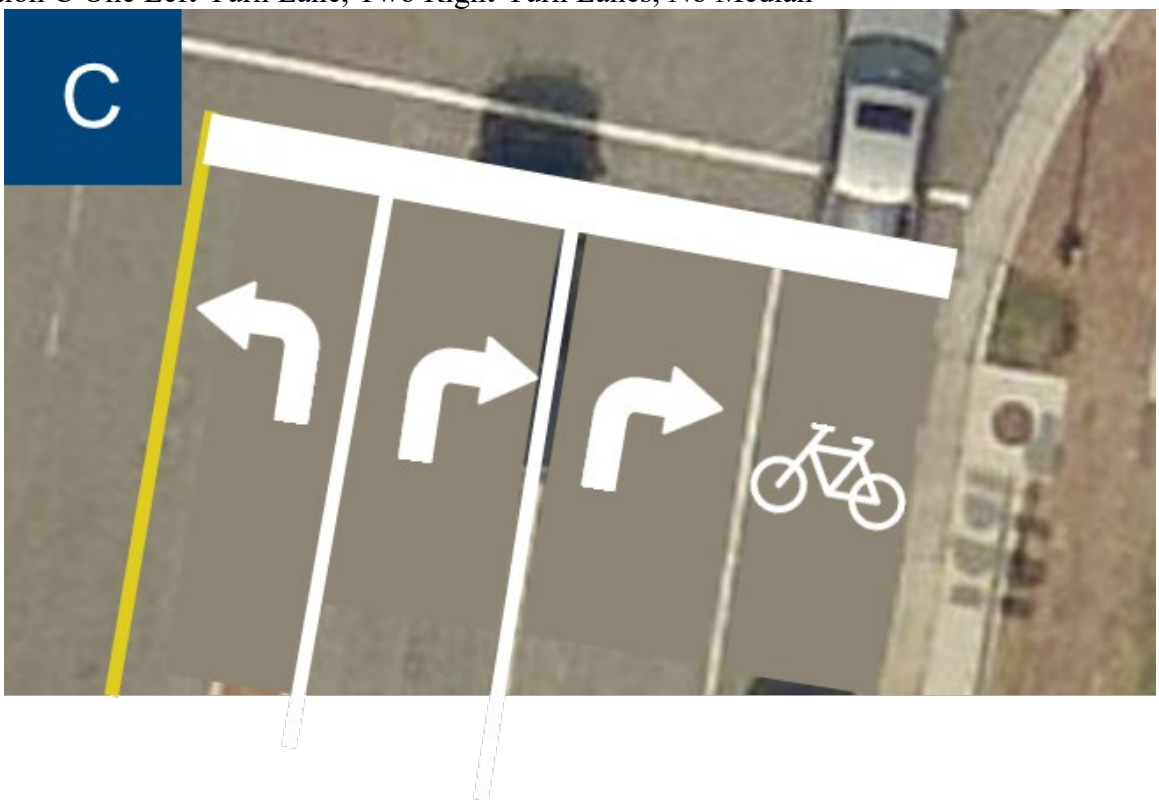
Option A: One Left-Turn Lane, One Right-Turn Lane (*Recommended Option)



Option B: One Shared Left-Right Lane, One Right-Turn Lane



Option C One Left-Turn Lane, Two Right-Turn Lanes, No Median



ATTACHMENT 4: TRAFFIC ANALYSIS

Holland Lane and Duke Street Delay Summary									
Intersection	**Approach**	**No-Build**		**Option A**		**Option B**		**Option C**	
		Delay	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
Duke Street & Reinekers Lane	**Overall**	**30.6 (26.3)**	**C (C)**	**38.2 (22.7)**	**D (C)**	**32.2 (61.9)**	**C (E)**	**23.4 (21.2)**	**C (C)**
	Eastbound	43.6 (48.0)	D (D)	54.9 (40.5)	D (D)	45.9 (122.7)	D (F)	32.9 (37.3)	C (D)
	Westbound	0.3 (0.3)	A (A)	0.2 (0.3)	A (A)	0.5 (0.4)	A (A)	0.2 (0.3)	A (A)
	Southbound	45.2 (45.9)	D (D)	46.7 (46.0)	D (D)	47.3 (47.4)	D (D)	46.7 (46.0)	D (D)
Holland Lane & Duke Street	**Overall**	**24.7 (25.5)**	**C (C)**	**17.1 (23.6)**	**B (C)**	**21.6 (28.0)**	**C (C)**	**18.3 (21.9)**	**B (C)**
	Eastbound	5.9 (18.6)	A (B)	5.7 (16.0)	A (B)	5.8 (19.7)	A (B)	5.2 (15.5)	A (B)
	Westbound	20.6 (25.3)	C (C)	14.1 (20.1)	B (C)	22.6 (29.2)	C (C)	14.0 (20.4)	B (C)
	Northbound	86.1 (47.6)	F (D)	55.4 (60.7)	E (E)	64.3 (48.8)	E (D)	63.8 (47.9)	E (D)

Key: A.M. (P.M.)

Holland Lane and Duke Street Queuing Summary - 95th Percentile Queues (ft)							
Intersection	**Approach**	**Movement**	**Storage (ft)**	**No-Build**	**Option A**	**Option B**	**Option C**
Duke Street & Reinekers Lane	**Overall**		**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**
	EB	Left	160	#364 (#137)	#364 (#137)	#351 (#128)	#364 (#137)
		Through	288	406 (#470)	406 (#470)	394 (#443)	406 (#470)
	WB	Through-Right	55	2 (3)	2 (3)	5 (4)	2 (3)
	SB	Left	335	61 (156)	61 (156)	63 (158)	61 (156)
Holland Lane & Duke Street	**Overall**		**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**
	EB	Through-Right	48	44 (142)	46 (144)	20 (m81)	46 (144)
	WB	Left	155	129 (194)	129 (185)	#195 (#341)	129 (180)
		Through	292	144 (274)	144 (274)	162 (313)	144 (274)
	NB	Left	340	76 (88)	77 (88)	189 (155)	77 (88)
		Right	340	#321 (177)	#418 (#238)	#211 (161)	#169 (111)

Key: A.M. (P.M.)

Holland Lane and Jamieson Avenue Delay Summary					
Intersection	Approach	No-Build		Corridor Options 1-3	
		Delay	**LOS**	**Delay**	**LOS**
Holland Lane & Jamieson Ave	**Overall**	**14.9 (15.4)**	**B (B)**	**41.0 (35.3)**	**D (D)**
	Eastbound	14.1 (14.9)	B (B)	**41.0 (35.3)**	**D (D)**
	Westbound	14.5 (18.4)	B (B)	24.1 (22.8)	C (C)
	Northbound	15.5 (14.5)	B (B)	25.2 (31.0)	C (C)
	Southbound	13.7 (15.1)	B (B)	54.4 (37.2)	D (D)

Key: A.M. (P.M.)

Holland Lane and Jamieson Avenue Queuing Summary - 95th Percentile Queues (ft)				
Intersection	**Approach**	**Storage (ft)**	**No-Build**	**Corridor Options 1-3**
Holland Lane & Jamieson Ave	**Overall**	**- (-)**	**- (-)**	**- (-)**
	Eastbound	360	58 (86)	85 (111)
	Westbound	1188	58 (115)	85 (#153)
	Northbound	219	81 (59)	#488 (#373)
	Southbound	340	45 (76)	130 (#263)

Key: A.M. (P.M.)

Holland Lane and Ballenger/Emerson Avenues Delay Summary					
Intersection	**Approach**	**No Build**		**Corridor Options 1-3**	
		Delay	**LOS**	**Delay**	**LOS**
Holland Lane & Ballenger Avenue	**Overall**	**14.5 (18.5)**	**B (C)**	**18.8 (22.6)**	**C (C)**
	Eastbound	14.5 (18.5)	B (C)	18.8 (22.6)	C (C)
	Northbound	0.0 (0.1)	A (A)	0.0 (0.1)	A (A)
	Southbound	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)
Holland Lane & Emerson Avenue	**Overall**	**11.7 (15.4)**	**B (C)**	**14.1 (18.2)**	**B (C)**
	Eastbound	11.7 (15.4)	B (C)	14.1 (18.2)	B (C)
	Northbound	0.1 (0.0)	A (A)	0.1 (0.0)	A (A)
	Southbound	0.0 (0.0)	A (A)	0.0 (0.0)	A (A)

Key: A.M. (P.M.)

Holland Lane and Ballenger/Emerson Avenues Queuing Summary – 95th Percentile Queues (ft)					
Intersection	**Approach**	**Movement**	**Storage (ft)**	**No Build**	**Corridor Options 1-3**
Holland Lane & Ballenger Avenue	**Overall**		**- (-)**	**- (-)**	**- (-)**
	Eastbound	Left	455	15 (20)	21 (26)
	Northbound	Left-Through	290	0 (0)	0 (0)
	Southbound	Through-Right	219	0 (0)	0 (0)
Holland Lane & Emerson Avenue	**Overall**		**- (-)**	**- (-)**	**- (-)**
	Eastbound	Left	425	6 (13)	8 (17)
	Northbound	Left-Through	315	0 (0)	0 (0)
	Southbound	Through-Right	290	0 (0)	0 (0)

Key: A.M. (P.M.)

Holland Lane and Eisenhower Avenue Delay Summary							
Intersection	**Approach**	**No Build**		**Corridor Options 1-3**		**Corridor Options 1-3 (Single EB Left)**	
		Delay	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
Holland Lane & Eisenhower Avenue	**Overall**	**4.7 (4.8)**	**A (A)**	**9.4 (11.2)**	**A (B)**	**14.2 (15.4)**	**B (B)**
	Eastbound	4.7 (5.3)	A (A)	8.0 (11.5)	A (B)	11.6 (14.4)	B (B)
	Northbound	13.2 (11.7)	B (B)	11.8 (7.9)	B (A)	20.0 (12.2)	B (B)
	Southbound	3.4 (3.3)	A (A)	14.6 (11.1)	B (B)	24.1 (17.6)	C (B)

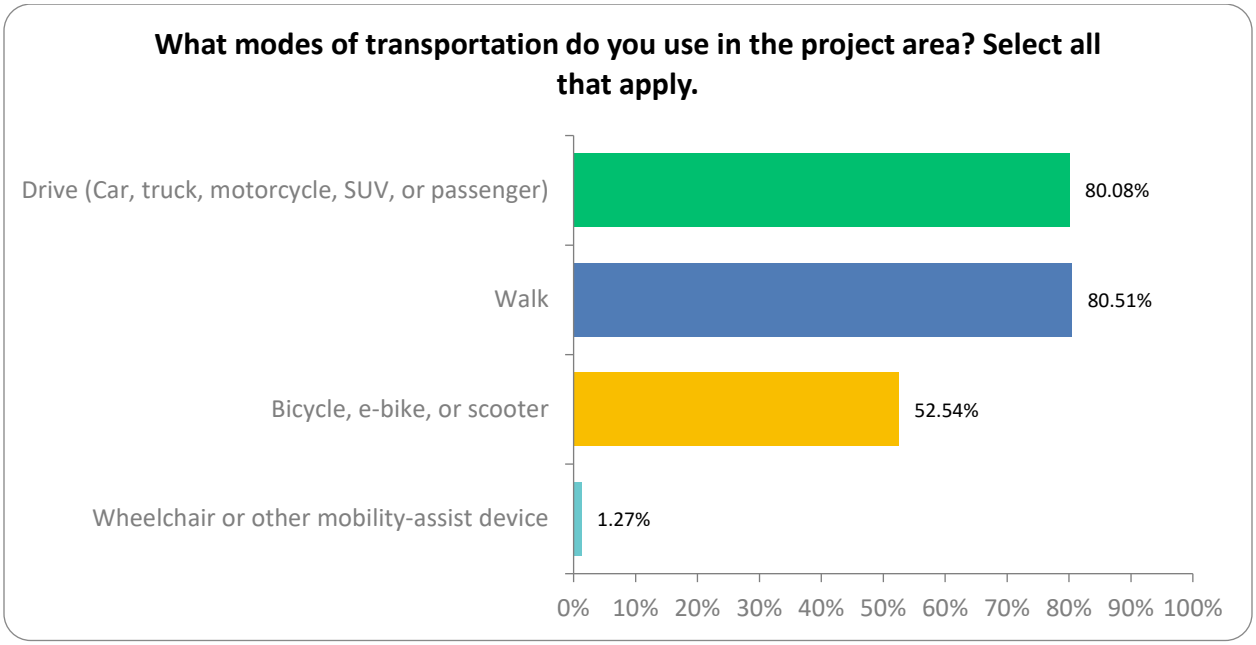
Key: A.M. (P.M.)

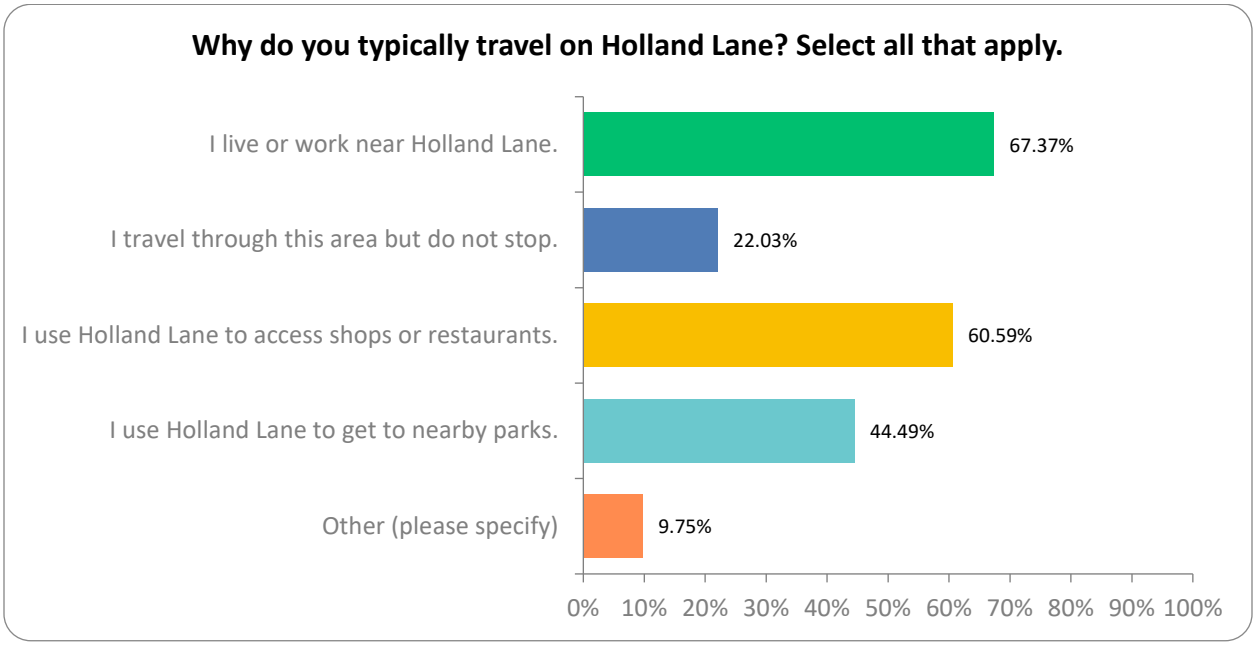
Holland Lane and Eisenhower Avenue Queuing Summary – 95th Percentile Queues (ft)						
Intersection	**Approach**	**Movement**	**Storage (ft)**	**No Build**	**Corridor Options 1-3**	**Corridor Options 1-3 (Single EB Left)**
Holland Lane & Eisenhower Avenue	**Overall**			**- (-)**	**- (-)**	**- (-)**
	Eastbound	Left	335	137 (95)	131 (95)	#389 (231)
		Right	335	11 (5)	14 (5)	13 (5)
	Northbound	Left	180	8 (9)	11 (10)	14 (14)
		Through	180	7 (11)	9 (11)	11 (16)
	Southbound	Through	315	8 (6)	- (-)	- (-)
		Through-Right	315	- (-)	81 (98)	100 (144)
		Right	315	1 (2)	- (-)	- (-)

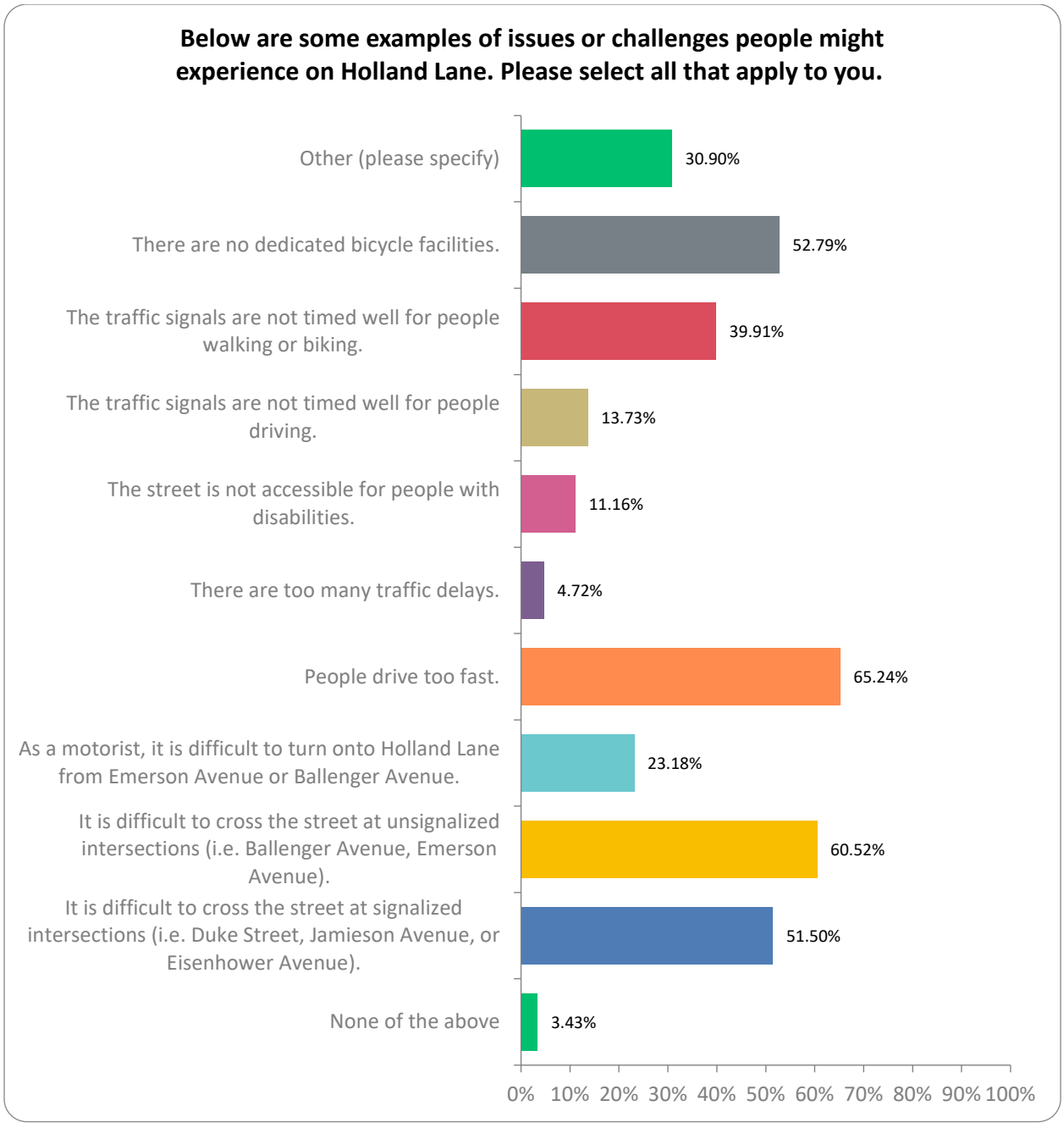
Key: A.M. (P.M.)

ATTACHMENT 5: COMMUNITY ENGAGEMENT SUMMARY

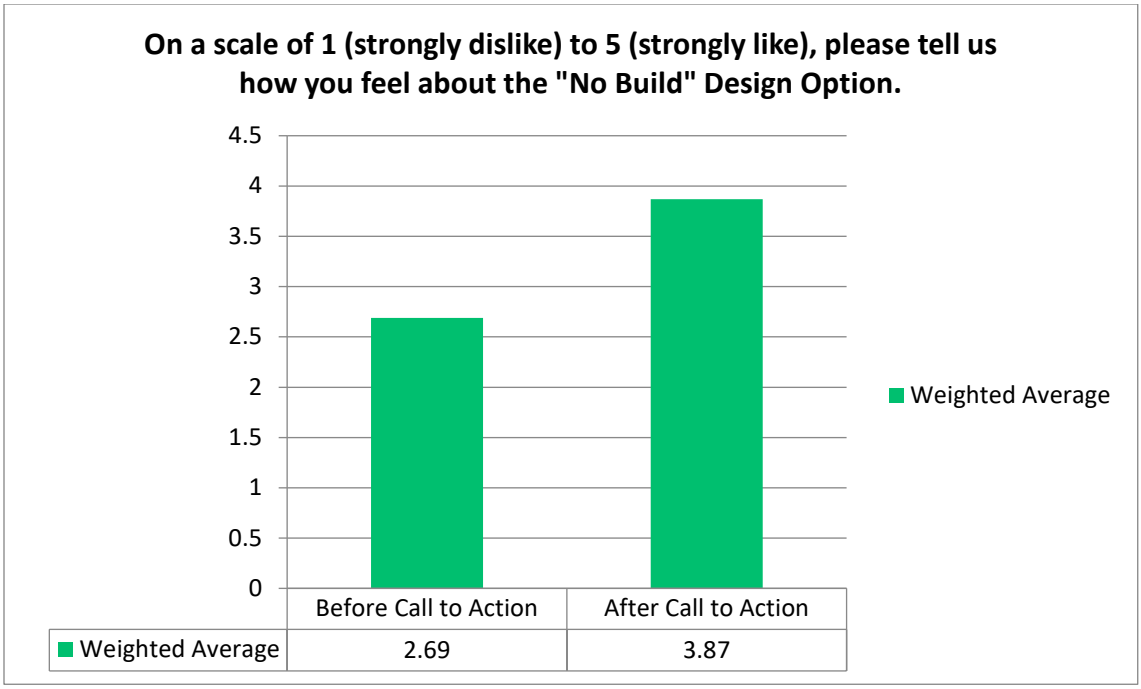
Community Engagement Period Phase 1 (August-September 2023)

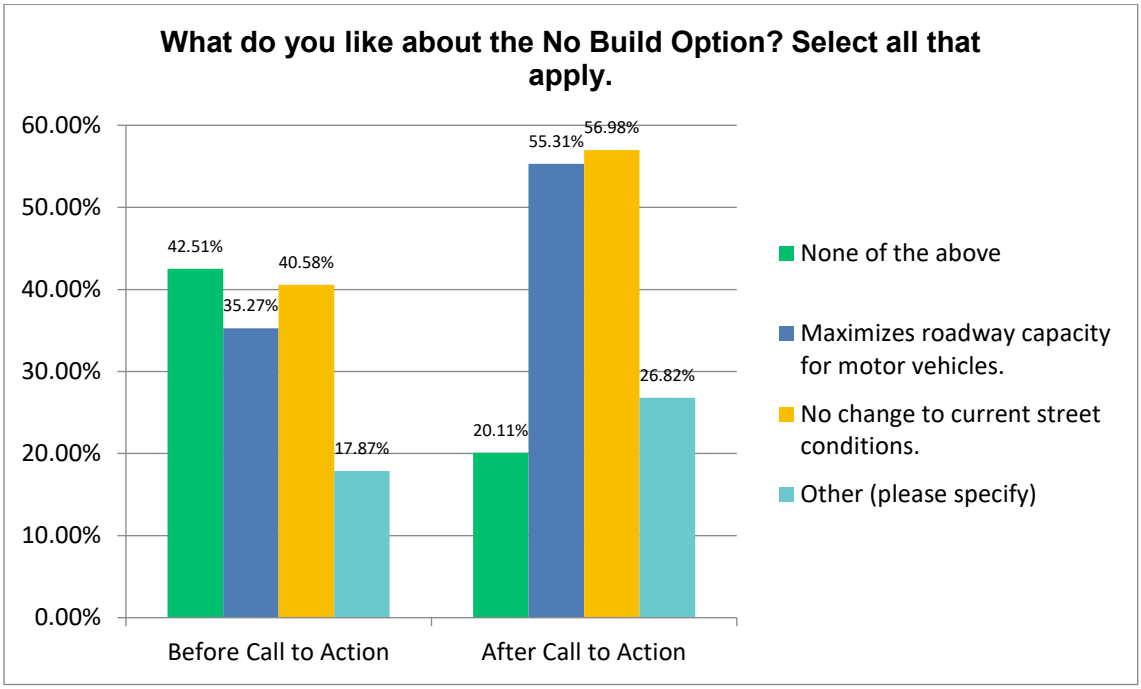


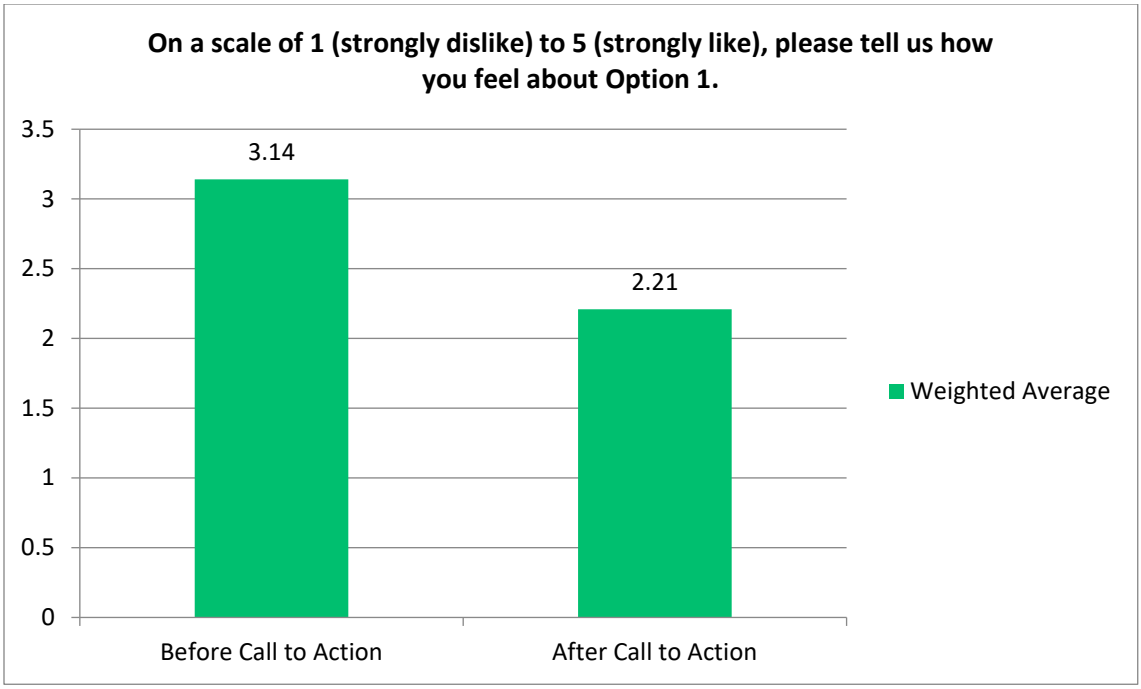


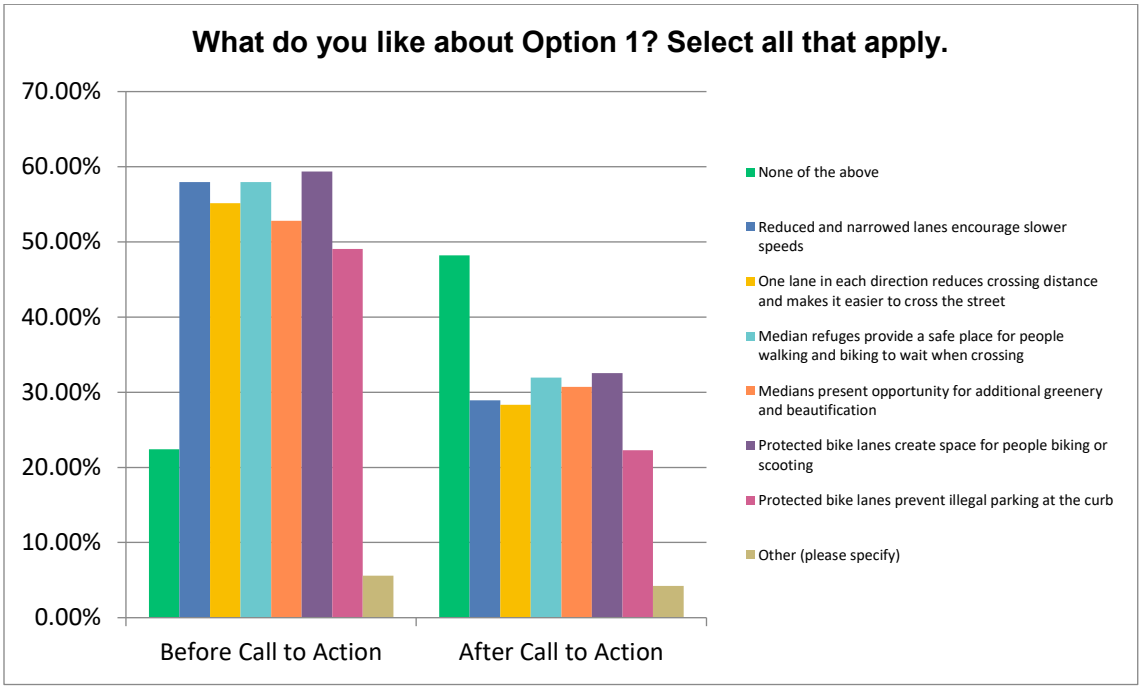


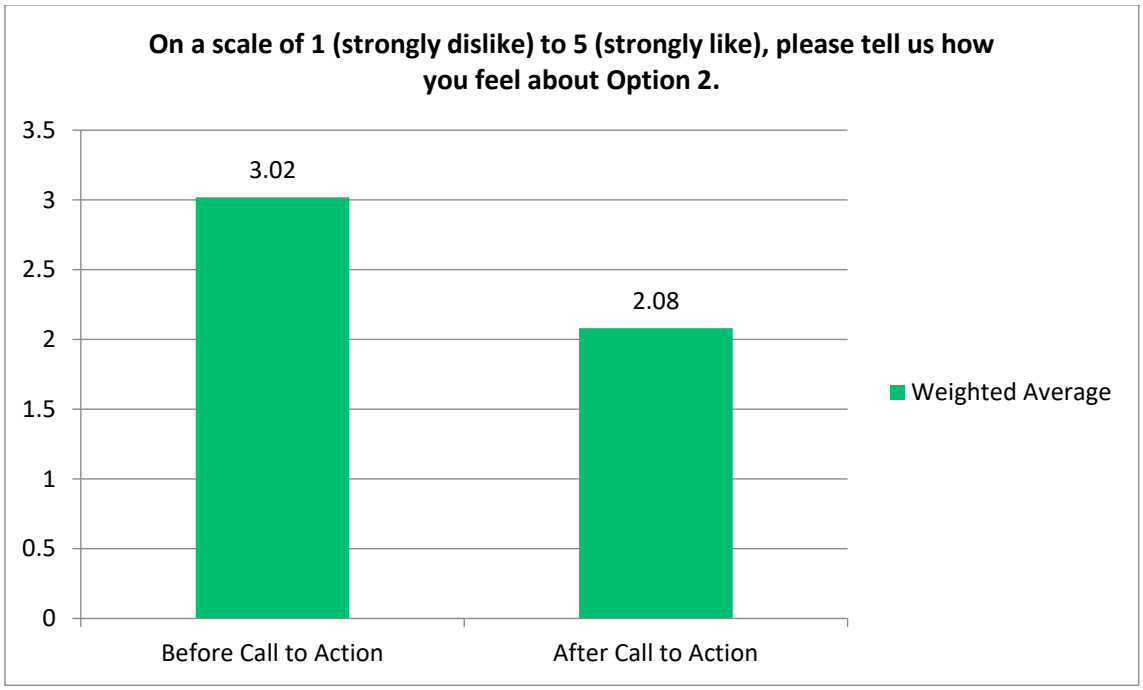
Community Engagement Period Phase 2 (April 2024)

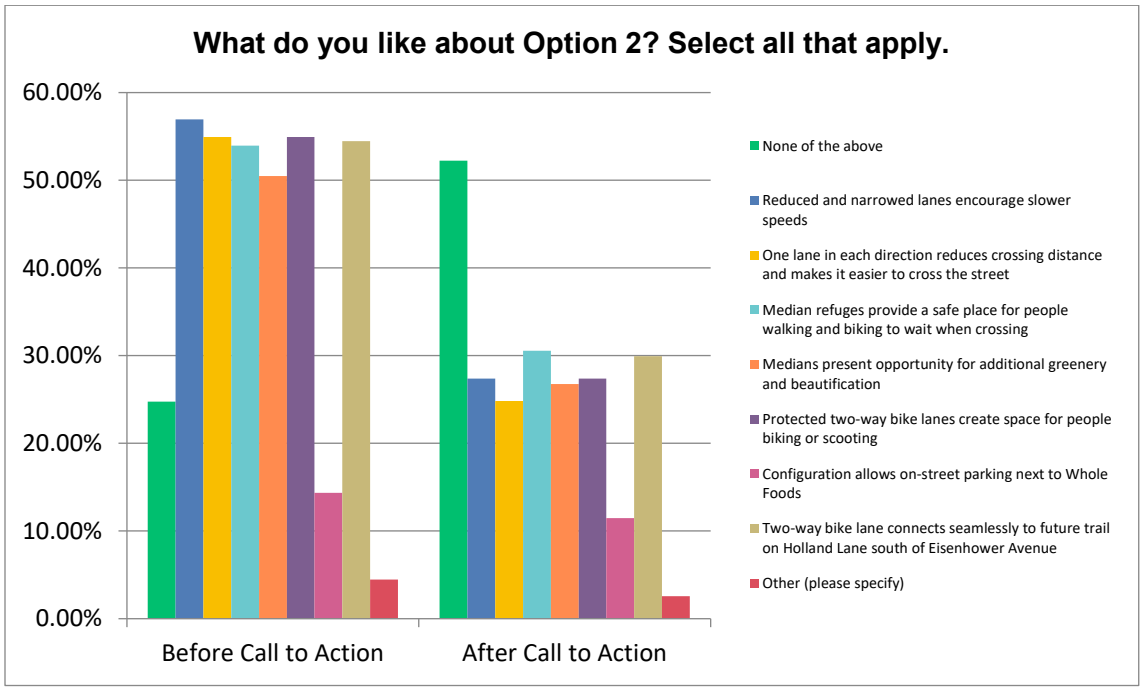

On a scale of 1 (strongly dislike) to 5 (strongly like), please tell us how you feel about the "No Build" Design Option.
4.5
4
3.5
3
2.5
2
1.5
1
0.5
0
Before Call to Action
After Call to Action
Weighted Average
2.69
3.87
Weighted Average

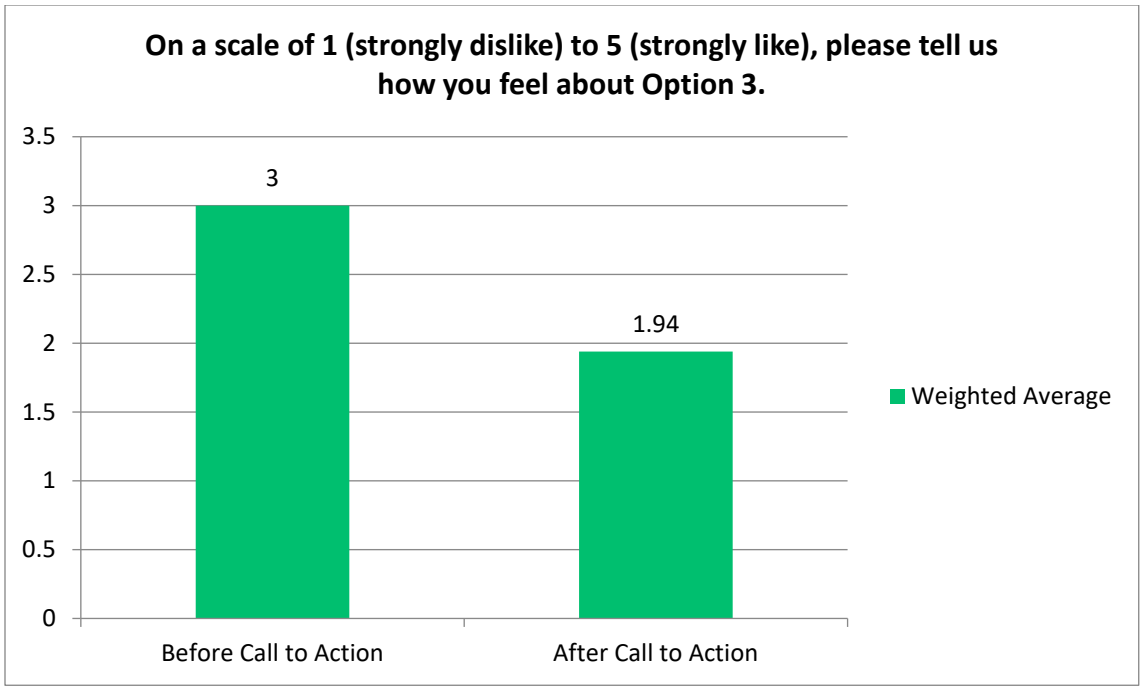

What do you like about the No Build Option? Select all that apply.
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
42.51%
35.27%
40.58%
17.87%
20.11%
55.31%
56.98%
26.82%
Before Call to Action
After Call to Action
None of the above
Maximizes roadway capacity for motor vehicles.
No change to current street conditions.
Other (please specify)

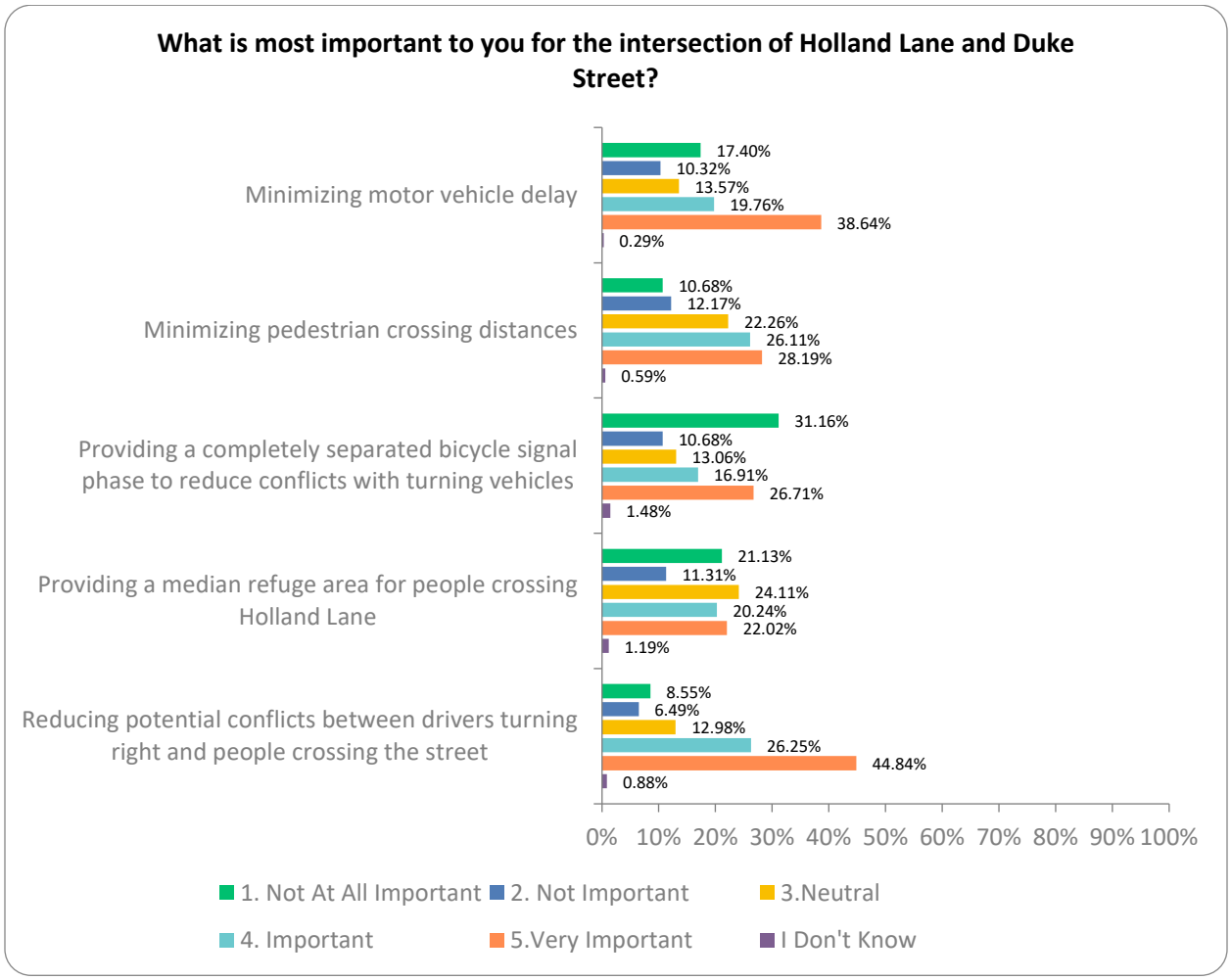

On a scale of 1 (strongly dislike) to 5 (strongly like), please tell us how you feel about Option 1.
3.5
3
2.5
2
1.5
1
0.5
0
3.14
2.21
Before Call to Action
After Call to Action
Weighted Average


What do you like about Option 1? Select all that apply.
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
Before Call to Action
After Call to Action
None of the above
Reduced and narrowed lanes encourage slower speeds
One lane in each direction reduces crossing distance and makes it easier to cross the street
Median refuges provide a safe place for people walking and biking to wait when crossing
Medians present opportunity for additional greenery and beautification
Protected bike lanes create space for people biking or scooting
Protected bike lanes prevent illegal parking at the curb
Other (please specify)


On a scale of 1 (strongly dislike) to 5 (strongly like), please tell us how you feel about Option 2.
3.5
3
2.5
2
1.5
1
0.5
0
3.02
2.08
Before Call to Action
After Call to Action
Weighted Average

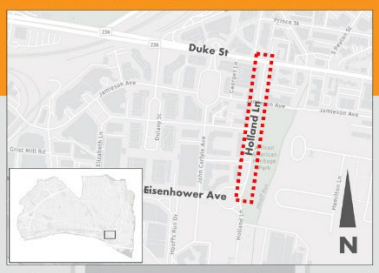

What do you like about Option 2? Select all that apply.
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
Before Call to Action
After Call to Action
None of the above
Reduced and narrowed lanes encourage slower speeds
One lane in each direction reduces crossing distance and makes it easier to cross the street
Median refuges provide a safe place for people walking and biking to wait when crossing
Medians present opportunity for additional greenery and beautification
Protected two-way bike lanes create space for people biking or scooting
Configuration allows on-street parking next to Whole Foods
Two-way bike lane connects seamlessly to future trail on Holland Lane south of Eisenhower Avenue
Other (please specify)


On a scale of 1 (strongly dislike) to 5 (strongly like), please tell us how you feel about Option 3.
3.5
3
2.5
2
1.5
1
0.5
0
3
1.94
Before Call to Action
After Call to Action
Weighted Average


What is most important to you for the intersection of Holland Lane and Duke Street?
Minimizing motor vehicle delay
17.40%
10.32%
13.57%
19.76%
38.64%
0.29%
Minimizing pedestrian crossing distances
10.68%
12.17%
22.26%
26.11%
28.19%
0.59%
Providing a completely separated bicycle signal phase to reduce conflicts with turning vehicles
31.16%
10.68%
13.06%
16.91%
26.71%
1.48%
Providing a median refuge area for people crossing Holland Lane
21.13%
11.31%
24.11%
20.24%
22.02%
1.19%
Reducing potential conflicts between drivers turning right and people crossing the street
8.55%
6.49%
12.98%
26.25%
44.84%
0.88%
0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%
1. Not At All Important
2. Not Important
3.Neutral
4. Important
5.Very Important
I Don't Know

Carlyle Council Call to Action

SAVE HOLLAND LANE



The City of Alexandria plans to add two-way bikes lanes and **reduce Holland lane down from four lanes to two lanes of traffic** for the four-block stretch of Holland Lane from Eisenhower Avenue to Duke Street.

While we are strong advocates for bike lanes and bike safety, we believe there are better suited locations in Carlyle to make this connection less disruptive to local traffic, pedestrians, and cyclists without using $175,000 taxpayer dollars.

This plan was also revealed with little notice or tangible efforts for community engagement and we believe our community deserves a say.

CARLYLE COUNCIL

Swipe

WHAT CAN YOU DO TO SAVE HOLLAND LANE?

Complete the City's online feedback form that is open **through April 21st**.

If you support keeping Holland Lane intact, support the no build option plus add comments about adding rapid flashing beacons in the comments section in order for the City to explore other options.

CARLYLE COUNCIL

Swipe

WHAT CAN YOU DO TO SAVE HOLLAND LANE?

On behalf of your organization, business, board, building, etc., please **write a letter of support to keep Holland Lane as four lanes** and then **email them to the parties listed on our website.**

Please visit thecarlylecommunity.com/hollandlane for more information

CARLYLE COUNCIL

Swipe

WHAT CAN YOU DO TO SAVE HOLLAND LANE?

Contact your City Council members – call, email, text or write and simply ask them to use these public funds elsewhere where it's needed - every contact makes a difference!

Please visit thecarlylecommunity.com/hollandlane for more information

CARLYLE COUNCIL

Swipe

Project Frequently Asked Questions (FAQs)

FAQs are available here: https://www.alexandriava.gov/transportation-planning/project/holland-lane-corridor-improvements#FrequentlyAskedQuestionsFAQs

ATTACHMENT 6: COMMUNITY LETTERS

City of Alexandria, Virginia
Department of Police
3600 Wheeler Avenue
Alexandria, Virginia 22304
Alexandriava.gov

Raul Pedroso
Interim Chief of Police

Telephone 703.746.6662

July 3, 2024

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

Chairperson James Lewis:

I write this letter in support of engineering projects that improve traffic and roadway safety within the City of Alexandria.

An overly simplistic viewpoint of law enforcement's role in public safety involves a reactive posture that is primarily enforcement based. Under that methodology, a police officer witnesses or responds to a crime, takes a report, makes an arrest, and moves on. The flaw of this viewpoint is that little analysis before or after the enforcement action occurs, and therefore, the conditions that created the crime are never addressed.

Similar logic can be applied to traffic and roadway safety. Traffic problems emerge, there is responsive police activity to abate the issue, and in this case, more tickets are issued. Eventually, the traffic problem fades away but returns once law enforcement pivots to another issue, but the original traffic safety issue has not been resolved.

For a public safety ecosystem to be successful, it must strive to create safer environments that do not require long-term police attention, intervention, and enforcement action. Enforcement alone is insufficient for ensuring traffic safety. Sustainability is a key consideration when deciding how to best allocate scarce law enforcement resources.

Deterrence, through enforcement, is an important component that contributes to traffic safety. However, an engineering solution that prevents the need for deterrence altogether is preferable. This is why I support viable engineering solutions that address traffic and roadway safety over enforcement.

Sincerely,

John East
Lieutenant, Special Operations Division

May 7, 2024

The City of Alexandria
Attn: City Council Members
Alexandria City Hall
301 King Street
Alexandria, VA 22314

CC: T&ES, Adriana Castañeda, Hillary Orr & Alex Carroll

Subject: Holland Lane Corridor Improvements

Dear Mayor Wilson,

On behalf of the Board of Directors of Alexandria Families for Safe Streets (AFSS) we support the Holland Lane Corridor Improvements. Option 3 (with further attention to safe egress on the west side of Holland Lane) appears to provide the most effective improvements for all users to Holland Lane. We also applaud T&ES for providing thoughtful analysis on the road design options. The proposed improvements will:

1. Save lives and help prevent pedestrian and cyclist crashes. Installing bike lanes helps protect cyclists and **narrowing the street slows speeding drivers down so pedestrians and all vulnerable road users will be safer.**
2. Serve to fill a significant gap in bicycle infrastructure in Alexandria by improving connectivity to existing and planned (hopefully soon) bike lanes on Eisenhower.
3. Help Alexandria address climate change and reduce reliance on motor vehicles by supporting alternative modes of travel between destinations.

In conclusion, AFSS urges the City to choose any design option (#3 slightly preferred) as the recommended street design changes for Holland Lane. It will save lives, provide a vital connection for cyclists traveling within Alexandria, create a safer road for pedestrians to walk and help address climate change. Thank you.

Sincerely,

Michael E. Doyle

Founding Member - Alexandria Families For Safe Streets (AFSS)
Member - Arlington Families for Safe Streets (Arl FSS)
Member - Fairfax Families for Safe Streets (Ffx FSS)
Founding Member – Northern Virginia Families for Safe Streets (NoVA FSS)

Northern Virginia Families For Safe Streets
1800 Diagonal Road, Suite 600
Alexandria, VA 22314
Phone: +1 (703) 946-8401
e-mail: miket@novafss.org
https://novasafestreets.org

April 21, 2024

Adriana Castañeda
Director, Department of Transportation & Environmental Services
City Hall
301 King Street
Alexandria, VA 2231

Dear Director Castañeda:

I am writing on behalf of SHRM, a member of the Carlyle Community Council, and our 264 Alexandria-based employees to voice serious concerns with the proposed Holland Lane bicycle infrastructure project. Additionally, we are disheartened by the limited stakeholder engagement conducted by the Department of T&EIS and Complete Streets Program. Meaningful collaboration with all stakeholders is essential for successful urban development initiatives.

As the trusted authority on all things work, SHRM is the foremost expert, researcher, advocate, and thought leader on issues and innovations impacting today's evolving workplaces. With nearly 340,000 members in 180 countries, SHRM touches the lives of more than 362 million workers and their families globally. We own and occupy two office buildings in John Carlyle Square, bringing up to 484employees to the area every workday. A single member of our staff is a bicycle commuter. Over 60% of our staff are daily drivers to the area.

The SHRM parking garage, situated on Georges Lane, stands to be significantly affected by the proposed Holland Lane project. Notably, Georges Lane is also home to both the Whole Foods loading dock and a secondary entrance to their parking garage. The narrow road – already stretched to capacity and frequently obstructed by delivery, construction, and maintenance vehicles – will be unable to absorb any Whole Foods traffic detoured by lane closures and congestion on Holland Lane. This will have a direct impact on the safety and well-being of our employees.

In addition to these negative impacts to SHRM business and employees, we also echo the concerns conveyed by the Carlyle Council in a separate letter.

While SHRM maintains its commitment to supporting alternative transportation methods, evidenced by our provision of transit benefits to staff, we believe that any proposed changes must consider the diverse needs of the community. We eagerly anticipate collaborating with the City to ensure that the proposed alterations to Holland Lane accommodate the interests of all stakeholders and foster a safe and accessible environment for all. Please do not hesitate to contact me if I can be of further assistance.

Sincerely,

Keith Harlow

Director of Administrative Services
SHRM
1800 Duke Street
Alexandria, Virginia

cc: Alexandria Carroll, Complete Streets Program Manager
The Honorable Justin Wilson, Mayor
Jim Parajon, City Manager
Hillary Orr, T&ES Deputy Director

CARLYLE
COUNCIL

April 19, 2024

Honorable Mayor Wilson and Members of City Council
Adriana Castañeda Director of T&ES and Staff
City Hall
301 King Street
Alexandria, VA 22314

TOPIC: Holland Lane Bike Facilities

Dear Mayor Wilson, City Council Members, Adriana, and members of T&ES:

I am writing on behalf of the Carlyle Community Council to voice our concerns about the proposed bike lanes project for Holland Lane. Due to valid concerns regarding traffic congestion, the lack of communication and the timing of this proposal, we are asking for you to please reconsider the lane reduction on Holland. We have outlined our concerns in more detail below.

Holland Lane is a four block long, four lane street on the east end of Carlyle that connects Eisenhower Avenue and Duke Street. Anyone who has spent time in Carlyle or shopped at Whole Foods would agree that the current configuration of traffic lanes is effective. City staff have been unable to articulate or provide credible data on why such a drastic change is needed. The crash data that has been provided is questionable, as Holland Lane has a lower crash rate than other streets in the City. If the number of lanes is reduced to one lane each way, it will create new safety and congestion concerns. Additionally, due to the projected growth rate for the area, the City has just spent a significant amount of money to widen Eisenhower Avenue, so it seems to reason reducing lanes on Holland Lane, which over 7,000 cars travel on daily, is not a productive idea.

1. Vehicle backups at Duke Street:
   City staff express concern about congested northbound traffic on Holland Lane. If that is of concern, removing one entire traffic lane would not ease congestion. It is our view that it will make it worse. Also, with there being no confirmed date on when the Duke Street light issue will be fixed, this reduction of lanes on Holland Lane will only create new safety and traffic concerns.

2. Office and retail community left out of the City's civic engagement process:
   Carlyle is 80 percent office and retail space and only 20 percent residential. City staff have not taken any steps to personally reach out to these individuals. Whole Foods will be directly impacted by these proposed changes as traffic during business hours causes a severe backup onto Duke Street, yet the City has not contacted them directly. The cities feedback forum for this project is very skewed in the approach they have taken to highlight all of the benefits of adding these bike lanes with little regard for less intrusive changes with the same outcome.
   Office space vacancies in Carlyle are higher than ever. Convenient access to office space is an important factor in economic development. Since the collapse of the arena deal, the City has claimed an ongoing commitment to economic development. It is hard to see how this project would benefit the economy as it will make accessing Carlyle more difficult for businesses or retailers interested in the area and their respective workers or customers. The development plan that is slated for Eisenhower East is coming up in the next few years.

PO Box 25338 Alexandria, VA 22313 703.566.6450

CARLYLE
COUNCIL

Carlyle is already a cut through from Duke Street, taking away two lanes that connect Eisenhower Ave to the rest of the City will ensure that Holland Lane becomes backed up and more traffic will cut through Carlyle and cause pedestrian issues.

3. Creates bike lanes to nowhere:
   Currently and for the future, no bike lanes are planned to be installed on either Eisenhower Avenue or Duke Street – the two arterials that Holland Lane connects to. Therefore, it stands to reason that creating a biking area in the same lane as traffic, which would be indicated by the universally known painted bicycle symbol, would be a more appropriate way to spend scarce taxpayer money.

4. Pedestrians will have to navigate bicycle traffic in addition to vehicle:
   One option is for double bike lanes on the east side of Holland Lane. Although City staff have expressed concerns about pedestrian safety crossing Holland, this option means pedestrians will have to watch out for speedy cyclists in the bike lanes in addition to vehicle traffic before crossing.

Alternatives:
If the City is determined to add bike lanes in Carlyle, different options need to be considered. Bike lane paint could be installed on John Carlyle Street from Eisenhower Avenue to Duke Street. Cyclists could cross Duke Street more easily to access the King Steet transit station. Cyclists could also ride on Jamieson Avenue over to the Duke Street tunnel connecting Carlyle to the metro. This tunnel was designed specifically to provide safe passage for pedestrians and cyclists to/from the King Street metro station. Bike lanes can also be placed on the large sidewalks of African American Heritage Park to fulfill this need. AAHP is very large and would naturally carry the trail from Jamieson Avenue and Alex Renew.

Another alternative is to place a rapid flashing beacon or two along Holland Lane at Ballenger Avenue and/ or at Emerson Avenue to offer pedestrians and cyclists safe passage to cross the street. Cyclists could then ride on Jamieson Avenue over to the pedestrian tunnel connecting to King Street metro station and avoid Duke Street altogether. Another suggestion is to stripe the crossing walk at Holland Lane and Emerson Avenue like we had suggested over a year ago to notify traffic that people are allowed to cross at the designated crosswalk that has never been painted.

In summation, we at the council see that the City believes there is a need for safer bicycle travel in Carlyle, and we are willing to provide that for our residents. We are not willing to do it at the expense of other things when there are plenty of other less intrusive options that provide the same outcome.

I am happy to answer any questions you may have. Thank you for your consideration of our concerns.

Sincerely,

Morgan Babcock
TMP Coordinator and Council Manager

PO Box 25338 Alexandria, VA 22313 703.566.6450

DEL RAY BUSINESS ASSOCIATION

April 19, 2024:

Dear Mayor Justin Wilson, City Council Members, and T&ES:

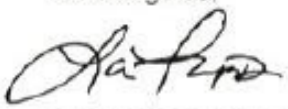
On behalf of Del Ray Business Association, I am writing a letter of support for the Carlyle Council and their efforts to keep Holland Lane four lanes. In particular, we support all of their recommendations to increase pedestrian and biker safety in the Carlyle Corridor, especially the following:

- Placing a rapid flashing beakon at the cornor of Holland Lane and Ballenger Avenue
- Restripping the crosswalk at Holland Lane and Ballenger Avenue
- Stripping the pediestrian cross walk at 601 Holland Lane, between Emerson Avenue and Holland Lane
- Placing bike lanes in African American Heritage Park (AAHP) and/or on John Carlyle Street to flow from the already existing Jameson Avenue bike lanes

Holland Lane is a four block long, four lane street on the east end of Carlyle that connects Eisenhower Avenue and Duke Street. Those who have spent time in Carlyle know that the current configuration of traffic lanes helps to reduce traffic and has been data proven to create less accidents than other streets in the city. Currently, more than 7,000 vehicles travel on Holland Lane daily. With this volume of travel and the projected growth of the area, other streets in the city have been widened to embrace the influx of residents. Recently, Eisenhower Avenue was widened to help accommodate this concern. Also, with there being no confirmed date on when the Duke Street light issue will be fixed, this reduction of lanes on Holland Lane will only create new safety and traffic concerns.

With the additions mentioned above, we feel confident that keeping Holland Lane safe is the top priority of the Carlyle Council and support their decision to keep Holland Lane four lanes. We urge your support.

Best Regards,



Lauren Fisher, PsyD
Del Ray Business Association President

From: Ken Notis <civ2kn@gmail.com>
Sent on: Wednesday, April 17, 2024 8:58:32 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Alexandria BPAC position on Holland Lane safety improvements

We strongly support a road diet, to include bike lanes, and safety improvements for pedestrians, on Holland Lane. We oppose the no build case, or any alternative that does not provide protected bike lanes in both directions, and does not provide improvements to pedestrian safety.

We note that the north bound bike lane is placed to the right of the right turn lane at the intersection with Duke. Therefore it is imperative both that a bicycle signal be implemented there (with limits on motor vehicle right turns during the bicycle phase) and that bike detection be implemented there so that the bike phase signal activates.

Ken Notis
Chair, Alexandria Bicycle and Pedestrian Advisory Committee

311 Requests for Safety Improvements Since 2022

Case Number: 24-00019666

Date: 7/2/2024

Address: 501 HOLLAND LN

Description: The mid block crosswalks should have yellow flashing light signals for pedestrians to activate when crossing to be more visible to drivers. This is a high pedestrian area, 4 lanes of traffic need to be crossed

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Case Number: 24-00017910

Date: 6/18/2024

Address: 401 HOLLAND LN

Description: It is very common for cars to not stop at this crosswalk when pedestrians are in the crosswalk. Please consider installing flashing lights to help encourage and remind drivers to stop.

Case Number: 24-00016786

Date: 6/9/2024

Address: HOLLAND LN & JAMIESON AVE

Description: To whom it may concern,

My name is Renee Schebler and I am a resident of the Post Carlyle community. I just witnessed an older gentleman and his elderly golden retriever get hit by a car on the crosswalk on Holland Lane between Jamieson and Ballenger. A flashing indicator clearly needs to be installed at this crosswalk to alert drivers of the presence of pedestrians.

Witnessing this violent incident was traumatic for me, and I cannot imagine the pain the man and his dog were in. Both were left bleeding and were seen by an ambulance.

This is not only negligence of the driver, but a failure of Alexandria City infrastructure. There are no lights around the crosswalk indicating someone is crossing like there are on the crosswalk on Eisenhower near the USPTO.

After my many close calls with drivers on this cross walk in the past three years and witnessing this violent incident, I ask you all to implement flashing lights at this crosswalk to further alert drivers there is someone crossing. The tiny little sign in the street is clearly not enough of a visual warning. This man and his dog's injuries could have been prevented.

Thank you,

Renee Schebler

renscheb99@gmail.com

Case Number: 24-00016127

Date: 6/4/2024

Address: 1700 DUKE ST

Description: Today, as a pedestrian I had a very near miss being hit by a car exiting Whole Foods driving at a high rate of speed. I did speak with the store manager and she told me that my comment about speed bumps will be passed to leadership.

However, I want to let the association that owns the building know my comments about the driveways.

Please forward all contact information regarding the association that owns the building where Whole Foods is located. Trust me, something will be done! I need your help regarding the contact information.

Case Number: 24-00011079

Date: 4/20/2024

Address: 370 HOLLAND LN

Description: A driver turning right on red from Holland onto Jamieson failed to yield to my daughter and I as we rode our bikes to school on Friday, 4/19/2024. We had the green light through the intersection eastbound on Jamieson, but the driver decided to turn right anyway as we were passing through the intersection and almost ran us over.

Please install a no right turn on red at this intersection to keep vulnerable road users like us safe.

Case Number: 24-00009851

Date: 4/11/2024

Address: 1700 DUKE ST

Description: My concern is about Whole Foods and their exit driveway onto Holland Lane. Over the past 9 years I have witnessed several pedestrians getting hit by cars and exchanging my information with the individual that was hit as a witness. I almost got hit myself until I figured out how to safely get cars attention while I cross the drive to go to Whole Foods or to Table Talk. Cars exiting Whole Foods look down toward Duke while driving out never looking for people coming from the opposite directions. Mirrors and a newly painted caution walkway was applied to the exit, but people do not notice these cautions and still exit Whole Foods at a high rate of speed. If you want a filed trip, spend sometime at this exit crossing going toward Duke and see what I mean. The best times for you field trip is weekdays around 4:30 PM and Saturdays and Sundays around 1PM. Someone will get killed at this exit, it is a matter of time.

I am hoping the city can place some pressure on the building owner (condo association) or Whole Foods to take more aggressive actions. My suggestion would be to have a retractable arm that stays down when a sensor recognizes a person is about to cross the exit. Or, place the flashing lights in the walkway similar to the walkways on Duke going toward Saint Alfred Church in front of those townhouses. These lights always gets my attention to stop while traveling on Duke.

Please help and support to make it safer for the ever fast growing population around Carlyle Square. As more people move to this area, the busier and more dangerous it gets walking passed the Whole Foods exit onto Holland.

Case Number: 24-00008689

Date: 3/30/2024

Address: 1680 DUKE ST

Description: This intersection has two right-turn lanes from Holland onto Duke, and people keep turning right on red from the MIDDLE lane, nearly hitting people trying to turn from the legal right turn lane, and also often nearly hitting pedestrians because they're too far inside to see them in the crosswalk until they're already out in the middle of Duke St.

Case Number: 23-00044781

Date: 12/4/2023

Address: 1700 DUKE ST

Description: Hi. Every year Wholefooods (1700 Duke Street) using their loading bays and delivery spaces for storage from November to as late as January. Every year there are serious safety issues, as with the delivery spaces used for storage, the actual vehicles making deliveries have no choice but to park illegally nearby and block vehicle access, making it unsafe for both drivers and pedestrians.

As this happens every year like clockwork, in 2022 I used the 311 system to do what I am doing (again) in 2023. 2022's number is 22-00034587. Assuming the system was designed to allow it, will attempt to save time and justr paste in 2022's information - since the same thing happens every year, only the dates change. Will include a picture from today (12/04/23) for reference.

Thank you.

Case Number: 23-00042260

Date: 11/6/2023

Address: DUKE ST & HOLLAND LN

Description: Cars do not stop at the light on red on Holland Lane next to the CVS. Several pedestrians including myself were nearly hit by a steady stream of cars turning right on red, without stopping, despite the walk sign on Duke. Someone is going to be injured.

Case Number: 23-00041963

Date: 11/2/2023

Address: 1700 DUKE ST

Description: I'm increasingly concerned with the safety of this pedestrian crossing. The street light on Duke for traffic heading toward the water is far removed from the actual stopping point for cars. This results in the cars stopping in the pedestrian walkway or driving straight through when the pedestrian has the right of way. Bringing more attention to pedestrians with signage or

signals or repositioning the traffic light might help avoid so much confusion, as there have been incidents more than half of the time that I've crossed the street.

Case Number: 23-00036986

Date: 9/16/2023

Address: HOLLAND LN & BALLENGER AVE

Description: I was almost run over while in the crosswalk on Holland Lane at Ballenger Avenue this morning at 10:30 am. Two cars were going north at a very high rate of speed. Now that the traffic circle at Eisenhower and Holland has been removed, speeding is common particularly by cars headed towards Duke Street. A light needs to be installed at that crosswalk or the police need to show up to slow people down, including all of these cars with Maryland tags. Someone and/or their dog is going to get run over at that crosswalk. Before the City makes any more traffic "improvements" to our neighborhood, they need to spend some time in it. Thank you.

Case Number: 23-00033571

Date: 8/16/2023

Address: 601 HOLLAND LN

Description: Notice many families with children attempting to use this crosswalk only to have one car stop while other cars speed by. There is minimal obedience for pedestrians at this crosswalk that connects a small park to a neighborhood with multiple child care facilities (bright horizons). Please address before someone is seriously injured.

Case Number: 23-00015203

Date: 6/5/2023

Address: 401 HOLLAND LN

Description: Around the crosswalk from 401 to 501 Holland Ln, there is signage for pedestrian crossing but cars still continue to speed past this area. This has become a danger to the pedestrians crossing the four lanes of traffic at this crosswalk to avoid getting hit. Request to look into this area and possible add more signage or traffic signal to warn drivers of pedestrians.

Case Number: 23-00004330

Date: 2/17/2023

Address: HOOFFS RUN DR & EISENHOWER AVE

Description: Hello Mayor,

Apologies if you get this email multiple times, the submission button on your website does not seem like it is working. I sent this to your justin@justin.net<mailto:justin@justin.net> email since I was not aware of this email, just got it via a facebook message, but figured since this was more about official mayor items it would be better to send here instead. So sending a copy here too.

This email has gotten long, I hope you read the whole thing but please at least read #6 and the summary at the bottom.

Big fan but I have to agree with a recent tweet I saw your account interacted with. As someone who lives in the Eisenhower East neighborhood and walks my dog multiple times throughout the day, the whole area is really poorly designed for pedestrians and cars and at this point is very dangerous from a pedestrian perspective. We have a lot of people that actually live in this little neighborhood pocket, not just people that worked here before the pandemic. I understand the plans were approved years ago and technology has improved since then but honestly that does not seem like a valid excuse for why we are continuing to make this area less safe for pedestrians. You know now that the plans are creating a safety hazard for pedestrians and drivers. Telling us the plans were approved years ago so it is what it is, is basically you are saying we now know how dangerous lead paint is but the city bought 5 million gallons of it so we have to use it, deal with it.

I personally, while following crosswalk lights and pedestrian traffic laws, have regularly, seriously on a weekly basis, almost been hit by vehicles at a speed that would have killed me throughout multiple points of our great neighborhood. And I truly do believe the whole Eisenhower neighborhood is great and love living here.

Here are the locations I am regularly almost hit by street order going West to East:

1) Eisenhower Avenue and Port Street: Many cars ignore the light at Eisenhower and Port and regularly run the tail end of red light or ignore the crosswalk light to get to the highway faster. Also the crosswalk button usually does not work at this interaction when you press it, especially the southwest and southeast buttons. I've regularly had to stand and wait through multiple lights to get a walk signal. It is hit or miss when it actually does work. This leads to a lot of people playing frogger trying to cross the road since the crosswalk light regularly gets skipped.

2) Port Street and Dock Street: Cars ignore the stop sign at Port Street and Dock Street and/or while a line of other cars actually do stop for the stop sign other cars will drive the wrong way in the opposite lane of Port Street to cut those cars off and speed around to skip the stop sign to get to the highway faster. I work from home and live at the building on this corner, so I see this all the time during commuting hours when I am taking my dog out before and after work.

3) Eisenhower Avenue and Mill Road: Multiple times a week the crosswalk light is signaled to cross and I have almost been hit by city and metro buses that turn left on green but do not look

for pedestrians using the crosswalk. This is especially bad when coach / charter buses are used to help the metro out. The times I have been within, no exaggeration, 2 feet of being hit by a bus are while I am already halfway through the crosswalk, while the walk sign is on, and the charter buses come barreling through before slamming on their breaks. That is on the north side of this intersection. The South Side is even worse because this interaction is where cars want to enter the highway and it is already dark at night and now the street light there is out. I've reported another park light that was out near it to 311 on 1/12/2023 and it was closed and passed off to Xcel energy who never fixed it. The ticket number I was given by 311 to check on xcel energy is not viewable on the xcel website, so the whole situation is frustrating. I've also 311 reported a pothole on Holland Lane near a pedestrian crosswalk where the street dips near a metal lid near the curb . The area fills with water and then the pedestrians waiting at the pedestrian crosswalk for cars to stop get soaked by cars that don't stop and instead hit the pothole. The ticket was closed out because "work complete" but no work was actually done and there was no note one why work couldn't be done. Six months later and I'm still getting splashed by the hole when I wait to cross there with my dog. With these two experiences I typically just don't report things to 311 anymore because they don't seem to get resolved and there is no explanation why the ticket gets closed with no resolution. (I had to DM 311 on Twitter to see why the park light was reassigned to xcel because there is no easy way to ask for more information about why a ticket was closed. I hate that I have to use social media or call someone to get an answer, email is so much easier or a button on the ticket to ask for more information without creating a new ticket would be immensely helpful. I never did find out why the pothole one was closed with no action. Anyways back to the issue at hand, most cars turning right at this intersection want to enter the highway and completely ignore the crosswalk sign and the pedestrians crossing there, especially at night when I'm walking my dog in the dark at 5:30 pm in the winter. I've also witnessed cars again drive past the lines of cars stopped for a pedestrian and then make an illegal right turn from the center or left lane. Again almost taking out the pedestrian, oftentimes me. Please note, there is a "no right on red" here from turning right on to Eisenhower from Mill Road, which honestly is soul sucking when it is 8 am on a Sunday and I just want to get to the grocery store before it is busy there are no cars on Eisenhower. The intersection would benefit more from a no right off of Eisenhower or really a no right when pedestrians are present throughout the whole neighborhood would help. Granted we have one of those at Holland Lane and Duke Street and car drivers will literally lay on their horn when someone wants to wait for me even though I'm trying to cross Holland instead of Duke. A lot of people live here now, which maybe wasn't the case when the plans were drawn up but clearly the plans were designed without pedestrians and people actually living in the area in mind.

4) The southeast crosswalk button for Mill Rd and Jamison Avenue has been a block of wood instead of a button for at least two years. What is up with that? Buses also regularly speed through here on their way to Duke. Again on a weekly basis here, while following the crosswalk sign crossing from southwest corner Mill Rd to the southeast corner of Jamieson Ave, I have almost been hit by cars and buses turning off of Jamieson going south on Mill Rd and by cars and buses turning right from Mill Rd onto Jamieson Ave. There are signs up and down Jamieson Avenue about obeying stop signs but they are in that part that doesn't really even have official stop signs? Cars definitely don't treat the little stop signs for the pedestrian crossing as real

places to stop. I am just now as I am typing this email realizing those signs about obeying stop signs are meant for those little crosswalks people ignore. But if I, someone that literally walks on Jamieson Avenue twice a day every day, sometimes three times a day, don't understand what it is referring to there is no way someone just using that to get from the highway to Duke is going to pay attention to that.

5) The crosswalk light on Eisenhower to cross between the shopping center and the USPTO rarely works when you press it. When it does work, a lot of cars are already speeding down Eisenhower, I'm talking easily 40 or 50 MPH, so many will not stop for the light and in fact will zip around cars that are waiting for you to cross. Basically no pedestrians actually use this crosswalk. It would have made sense when the USPTO office was fully staffed but now it is primarily used only by the USPTO guards going to get food at the mall.

6) Eisenhower Ave and Hooffs Run Dr. THIS IS EASILY THE MOST DANGEROUS INTERSECTION: I don't know if it is that the crosswalk light by the USPTO doesn't work consistently or if people are in a rush and don't want to walk the extra distance but significantly more pedestrians, I'm talking for every 1 person that uses the proper crosswalk 40 use this intersection, cross Eisenhower to Hooffs Run Dr to walk down to the shopping area, primarily to go to the gym there based on their outfits and accessories. This intersection is incredibly busy between the soccer fields, the apartments there, the shopping area, the gym, the cidery, all the restaurants, etc. It is consistently busy throughout the day. While yes, I see pedestrians almost get hit here all the time --what is way worse and at this point legitimately dangerous, I honestly have no idea how I haven't witnessed someone actually killed in this intersection yet, are the cars turning into or off of Hooffs Run Dr. Seriously, multiple times a week while walking my dog I have seen near major accidents at this intersection, especially at night time because it is dark there, where a driver would definitely be killed based on the speed of the car driving on Eisenhower Avenue. This is particularly bad with cars turning left from Hooffs Run Dr onto Eisenhower Avenue not seeing cars rounding Holland Lane coming down Eisenhower Avenue again going 40 or 50 mph before it is too late. Or, via cars on Eisenhower Avenue driving fast and then turning left into Hooffs Run Drive again without slowing down or looking for pedestrians trying to cross there. Again, I am talking multiple times per week. I cross Hooffs Run Dr on foot on a regularly basis while walking my dog and again you have cars speeding down Eisenhower Avenue that enter Hooffs Run Drive without looking for pedestrians. We usually wait until the area is entirely clear to attempt to cross but at this point I honestly believe I will just be hit at this intersection at some point because it is easier to take this route than it is to wait for the lights at Port Street or Mill Road and Eisenhower to get home. I understand the plan can't be changed so asking for a light there would be ridiculous but if there is one take away from this email it is to please, please add a 3 way stop sign at Eisenhower and Hooffs Run Drive or at least speed bumps along Eisenhower at this section--similar to what was added near Del Ray. It could even be a temporary 3-way stop until the plan moves forward with the hospital but we can't wait several more years with how dangerous this intersection has become. You can send staff out to monitor the area during commuting times if you don't believe me but I can promise you putting a three way stop sign there will definitely save lives. With how wide, big, and long Eisenhower

Avenue is now it is really easy to forget that the speed limit is 25 and not 45. This whole street would benefit from some of those speed checker / slow down signs.

I'm not even going to get into how many times I and my dog or the hundreds of other people and their dogs almost get hit at the pedestrian crosswalk near 401 Holland Lane on a daily basis because 90% of cars ignore the crosswalk. It could use some crosswalk lights like we have on Duke or near the King Street metro.

This email is long, I hope you read the whole thing but please at least read #6.

Essentially what I think would help while still allowing this dangerous, outdated plan to continue since it seems your hands are tied there is:

a) please install a 3 way stop at Eisenhower Avenue and Hooffs Run Drive, even if it is just temporary until the rest of the work is finished. It will absolutely save lives.

b) add one of those "yours speeds is" signs down Eisenhower Avenue to get people to slow down

c) consider making the whole Eisenhower area "no right on red when pedestrians are present"

d) once Eisenhower Avenue's constructions is done add those speed bumps similar to what we see in Del Ray

Thank you for your time,

Danielle

Case Number: 22-00028655

Date: 9/26/2022

Address: 1707 DUKE ST

Description: Please look into making the eastbound signals at Duke & Reinekers and Duke & Holland turn red at the same time. VERY FREQUENTLY cars headed east on Duke run the red light at Reinekers (presumably looking ahead at the green light at Duke & Holland) at the same time that the pedestrian walk light comes on. I have observed this morning, afternoon, and evening.

Case Number: 22-00024855

Date: 8/23/2022

Address: 501 HOLLAND LN

Description: I have been a resident at 520 John Carlyle Street for more than 15 years. I regularly take my dog to the park across Holland Lane at Emerson Avenue. I have had multiple close calls, especially this summer, with vehicular traffic on Holland Lane that does not want to slow down enough for a pedestrian to finish crossing the street. I am not requesting traffic calming measures on Holland Lane, but I would be grateful if a crosswalk could be installed across Holland Lane at Emerson Avenue, similar to the one across Holland Lane at Ballenger Avenue. Thank you kindly.

Case Number: 22-00008427

Date: 3/27/2022

Address: BALLENGER AVE & HOLLAND LN

Description: With the building taking place on Eisenhower, it is essential to protect pedestrians from the increased traffic. Desperately need a flashing pedestrian signal at Ballenger and Holland Lane.

Case Number: 22-00004751

Date: 2/14/2022

Address: 401 HOLLAND LN

Description: In the past, I was told that my request would have to wait until 2022 as it was not in the current budget. PLEASE include this request in this year's budget. At the intersection of Holland Lane and Ballenger Avenue, PLEASE install better signage and a pedestrian crosswalk system similar to the one at the intersection of S. Fayette Street and Duke Street. The system allows for blinking lights to be illuminated when pedestrians press the crosswalk button. There is no stop light at this 4-lane crosswalk and drivers along Holland Lane rarely see or stop for pedestrians attempting to cross at the Holland Lane/Ballenger Avenue intersection. Thank you!
