

City of Alexandria, Virginia

Traffic and Parking Board

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

REQUESTED BY: T&ES Staff

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

STAFF RECOMMENDATION: That the Board:

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

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

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

Intersection of Duke Street and Cambridge Road

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

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

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

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

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

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

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

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

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

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

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

Duke Street between Wheeler Avenue and South Quaker Lane

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

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

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

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

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

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

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

ATTACHMENT 1: CAMBRIDGE ROAD INTERSECTION DESIGN OPTIONS

Intersection Option 1 - No Build

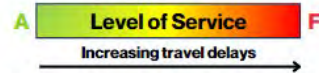


Intersection Description:

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

Traffic Operations:

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



Safety:

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



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

Intersection Option 2 - Separated



Intersection Description:

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

Traffic Operations:

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



Safety:

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



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

Intersection Option 3 - The Through-cut

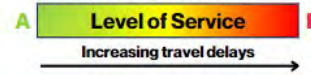


Intersection Description:

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

Traffic Operations:

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



Safety:

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



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

Recommendation: Option #3 (The Through-cut)

Safety

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



Traffic Operations

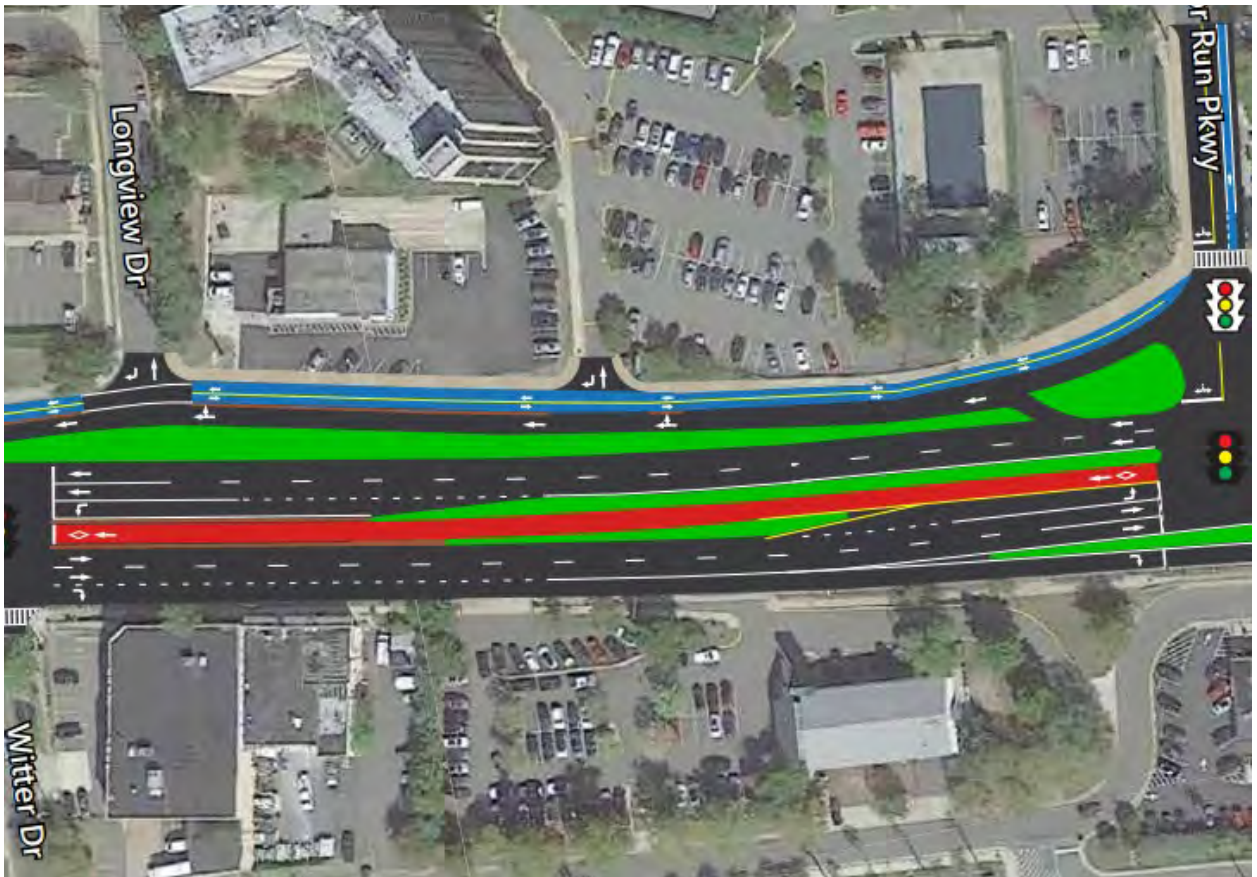
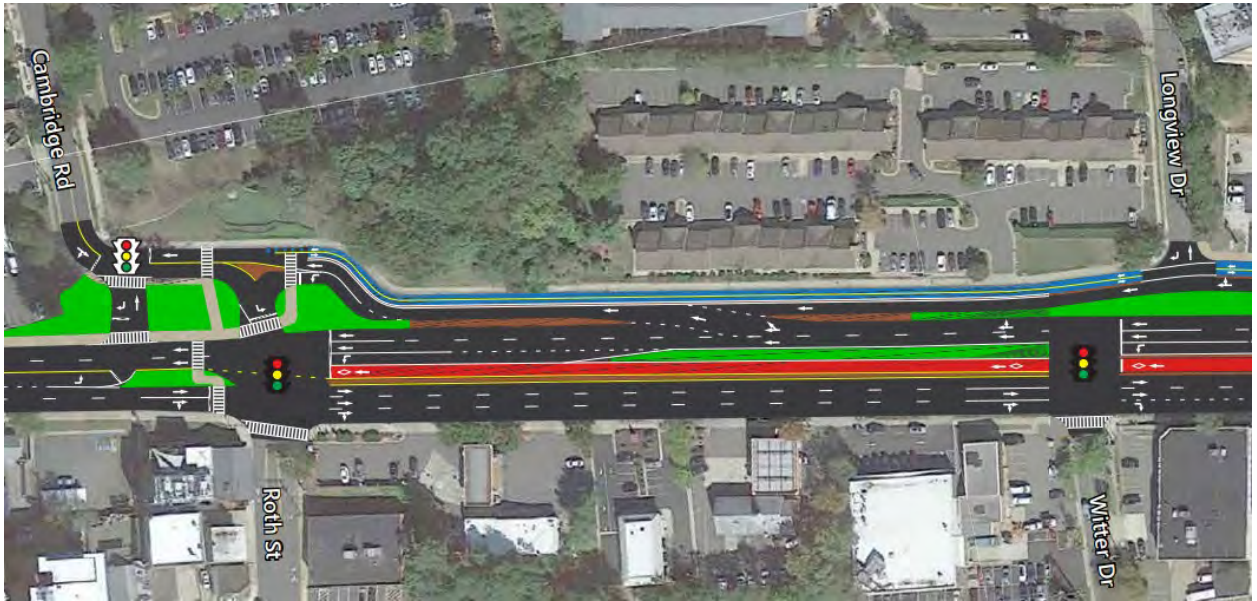
Intersection LOS **C**

- Delay: 31s from 181s

Cambridge LOS **F**

- Delay: 72s from 195s

ATTACHMENT 2: PROPOSED SERVICE ROAD CONFIGURATION



ATTACHMENT 3: SPRING 2023 PETITION TO CITY COUNCIL

May 23, 2023

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

Dear Jennifer,

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

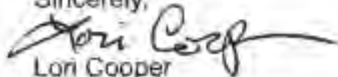
We all use the service road multiple times a day to conduct the activities of our daily lives. We are concerned that such change would result in: 1) a serious reduction in the quality of life due to exponentially increased wait times in traffic for any egress or ingress of all who live on Longview, Viewpoint,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

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

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

Thank you.

Sincerely,



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

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

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

	Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
1	Elizabeth Guttman		2933 Nob Hill Ct Hwy	bguttman19@yahoo.com	5/18/23
2	John W. Frost		2933 Nob Hill Ct Hwy		5/15/23
3	Jerry Cunningham		2918 Nob Hill Ct	jerry.cunningham	5/15/23
4	Kathryn Cunningham		"	"	5/16/23
5	Vilva Briones		2728 Nob Hill Ct.	briones.vilva@gmail.com	5/18/23
6	CLAUDE FLEMING		2932 NOB HILL CT.	CLAUDE.FLEMING@gmail.com	5/18/23
7	Mario Prada		2932 NOB HILL CT	MARIO.PRADA135@GMAIL.COM	5/18/23
8	CRAIG MOORE		2945 NOB HILL CT	craige.moore@gmail.com	5/18/23
9	JEFF COLETTI		2945 NOB HILL CT	JEFF@DRINKABLEGLOBE.COM	5/18/23
10	Michelle Brown		2906 Seay St Apt 202	mbrown1621@psf.com	5/18/23
11	JOHN MILLER		2803 Seay ST.	jsmillers@psf.com	5/18/23
12	JOE L. CLARKE		2903 Seay St	- NONE -	5/18/23
13	Michelle B. Davis-Brown		2906 Seay St #202	MichelleDavisBrown@psf.com	5/18/23
14	B GILES LARCADE		2907 NOB HILL CT.	RETIREDC123@GMAIL.COM	5/15/23
15	HONGYAN		2879 Duke	luckygongyan	05/18/23
16	LAXMI GURUNG	ACE REHAB	2877 DUKE ST	Laxmi@aceRehab.com	5/18/23
17	Sharon Eddy	State Farm Agent	2869 Duke St	sharon@sharoneddy.com	5/18/23
18	BILL PURDY	Admin Asst	2857 Duke St	billpurdy1@gmail.com	5/18/23
19	Tiffani Lewis		7601 Seay St	lewis.tiffani@gmail.com	5/18/23

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

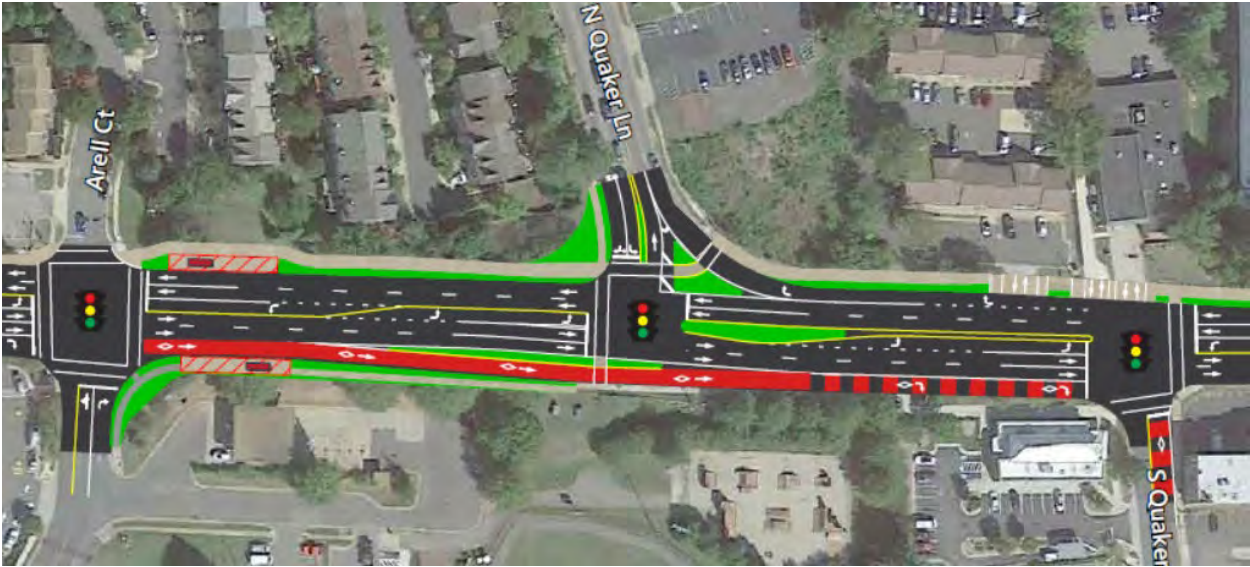
Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
1 Liri Cooper	<i>Liri Cooper</i>	2930 Viewpt Rd	cooper.liri@gmail.com	5/17/23
2 Juhanna von Zumbusch	<i>Juhanna von Zumbusch</i>	2930 Viewpoint Rd	juvzumbusch@gmail.com	5/17/23
3 Doug Peterson	<i>Douglas D. Pelain</i>	2924 Viewpoint Rd		5/17/23
4 Julia Peterson	<i>Julia Peterson</i>	2924 Viewpoint Rd	jwpeterson@gmail.com	5/17/23
5 Linda Woathouse	<i>Linda Woathouse</i>	2924 Viewpoint Rd		5/17/23
6 RYAN CONNORS	<i>Ryan Connors</i>	213 Longview Dr	RYAN.C.CONNORS@GMAIL.COM	5/17/23
7 Alison Matz	<i>Alison Matz</i>	2942 Viewpoint Rd	amatz@gmail.com	5/17/23
8 Jonathan Falk	<i>Jonathan Falk</i>	2942 Viewpoint Rd	j.falk@gmail.com	5/17/23
9 George Dague	<i>George Dague</i>	127 Longview Dr	gdague@proton.me	5/17/23
10 Natalia Escobar	<i>Natalia Escobar</i>	2928 Nob Hill Ct	escobar.na@gmail.com	5/17/23
11 Simon Thompson	<i>Simon Thompson</i>	2928 Nob Hill Ct	simon.thompson@gmail.com	5/17/23
12 Ellen M Daxe	<i>Ellen M Daxe</i>	127 Longview Drive	ellenmdague@aol.com	5/17/23
13 Kenneth W. Hardner	<i>Kenneth W. Hardner</i>	2948 VIEWPOINT DR	KW.HARDNER@GMAIL.COM	5/18/23
14 Christopher Willard	<i>Christopher Willard</i>	2948 Viewpoint Rd	cwillard14@sc.edu	5/18/23
15 James Love	<i>James Love</i>	2954 Viewpoint	jameslove@comcast.net	5/18/23
16 Mary Love	<i>Mary Love</i>	2954 Viewpoint Rd	maryalove@gmail.com	5/18/23
17 Scott Thomas	<i>Scott Thomas</i>	2941 Viewpt Rd		5/19/23
18 C.E. Thon	<i>C.E. Thon</i>	2941 Viewpoint Rd		
19 Rebecca Misch	<i>Rebecca Misch</i>	2955 Viewpoint	rebecca.misch@gmail.com	5/18/23
20 Matt Kaplan	<i>Matt Kaplan</i>	2955 Viewpoint	matkaplan@gmail.com	5/18/23
21 Danielle Whitley	<i>Danielle Whitley</i>	211 Longview Dr	daniwhitley@comcast.net	
22 Leonardo Butler	<i>Leonardo Butler</i>	2727 Duke St		
23 Athena Baldwin	<i>Athena Baldwin</i>	200 Longview Dr	athenabaldwin@yahoo.com	
24 Robert Lippman	<i>Robert Lippman</i>	100 Longview Dr	rlippman@hotmail.com	
25 Emilio V. Rocco	<i>Emilio V. Rocco</i>	2923 Viewpoint Rd.	aroucco@icloud.com	5/18/23
26 Stacey Bradford	<i>Stacey Bradford</i>	2947 Viewpoint Rd	sbradford2406@comcast.net	
27 KATHY L. PECK	<i>Kathy L. Peck</i>	2947 Viewpoint Rd	KLP23@NETZERO.NET	
28 Stephan	<i>Stephan</i>	2953 Viewpoint Rd	SDEFOT@GMAIL.COM	
29 Charles Brinkman	<i>Charles Brinkman</i>	2930 Viewpoint Rd	Colin.Brinkman@gmail.com	5/22/23

ATTACHMENT 5: THREE DESIGN OPTIONS

Service Road: WTR Pkwy to Cambridge Road



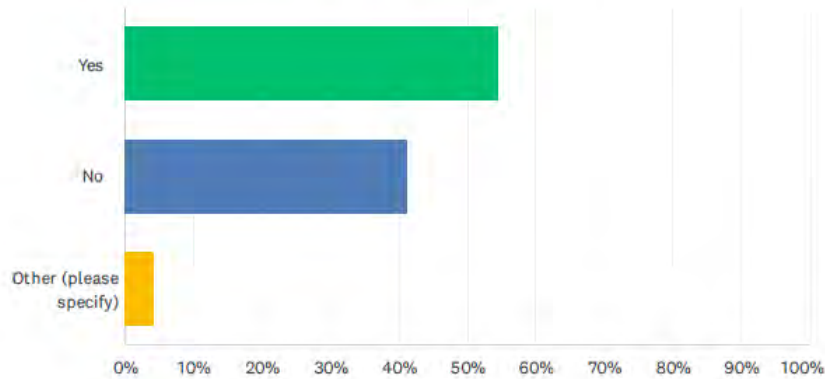
ATTACHMENT 5: WHEELER AVENUE TO SOUTH QUAKER LANE PROPOSED DESIGN



ATTACHMENT 6: 2024 DUKE STREET SERVICE ROAD FEEDBACK FORM

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

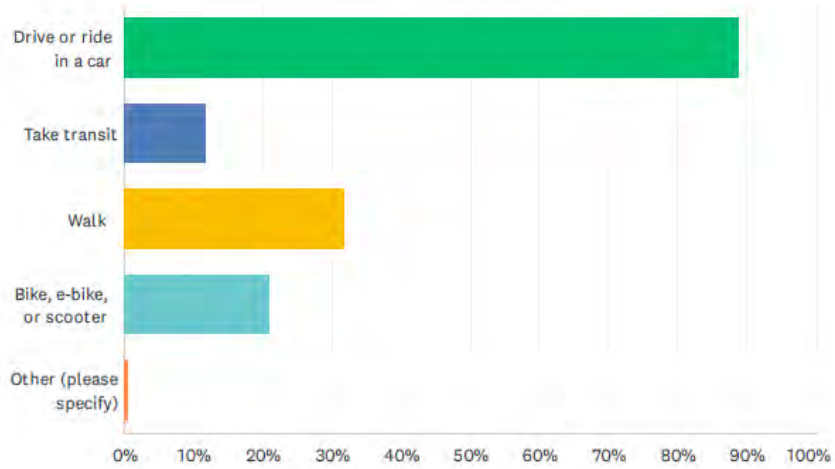
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ANSWER CHOICES	RESPONSES	
Yes	54.57%	233
No	41.22%	176
Other (please specify)	4.22%	18
TOTAL		427

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

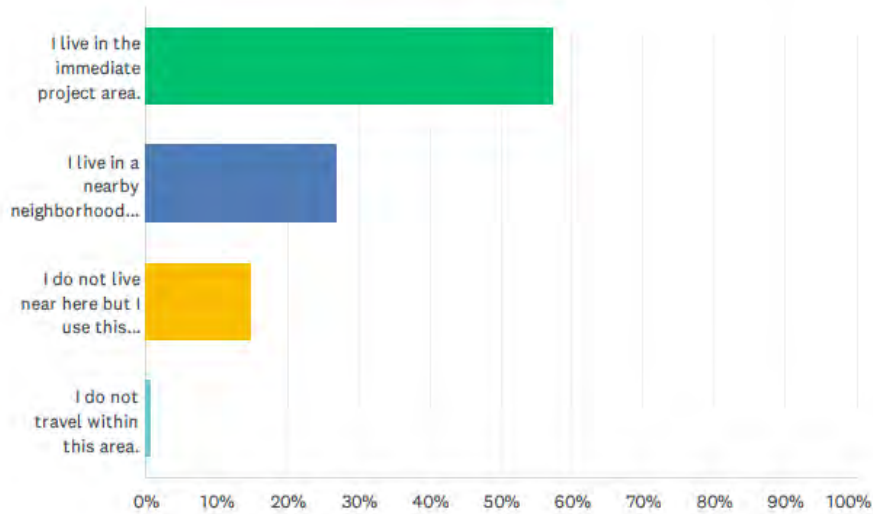
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ANSWER CHOICES	RESPONSES	
Drive or ride in a car	88.99%	380
Take transit	11.71%	50
Walk	31.85%	136
Bike, e-bike, or scooter	20.84%	89
Other (please specify)	0.47%	2
Total Respondents: 427		

Q3 Why do you travel within this area?

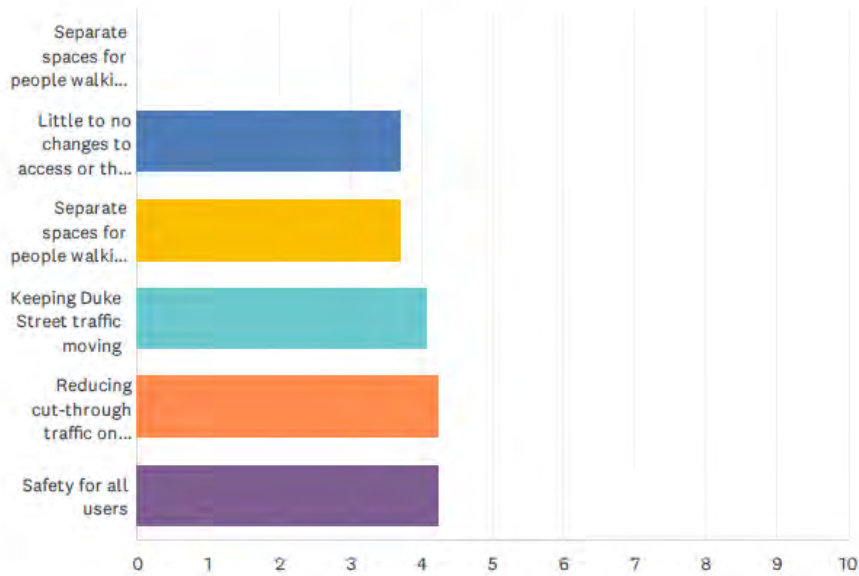
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ANSWER CHOICES	RESPONSES
I live in the immediate project area.	57.38% 245
I live in a nearby neighborhood and drive through the area as part of my regular travel.	26.93% 115
I do not live near here but I use this segment of roadway to get to work,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

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

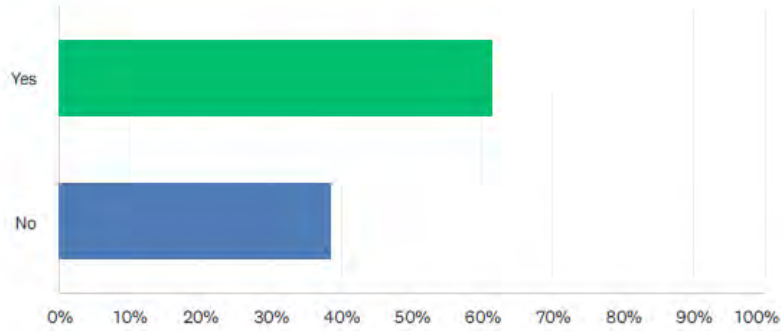
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	1	2	3	4	5	6	TOTAL	SCORE
Separate spaces for people walking, biking, e-biking, and scooting	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Little to no changes to access or the existing routes you take today	25.53% 109	12.88% 55	10.30% 44	9.84%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

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

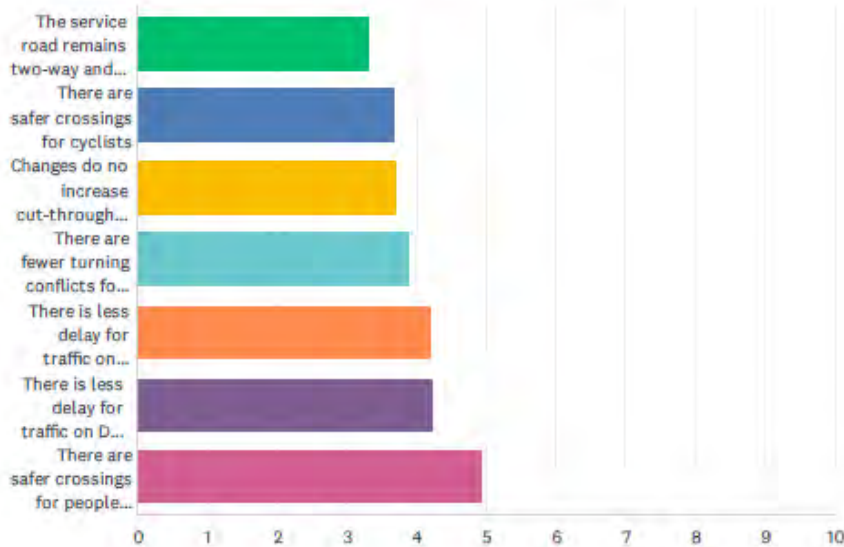
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ANSWER CHOICES	RESPONSES	
Yes	61.36%	262
No	38.64%	165
TOTAL		427

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

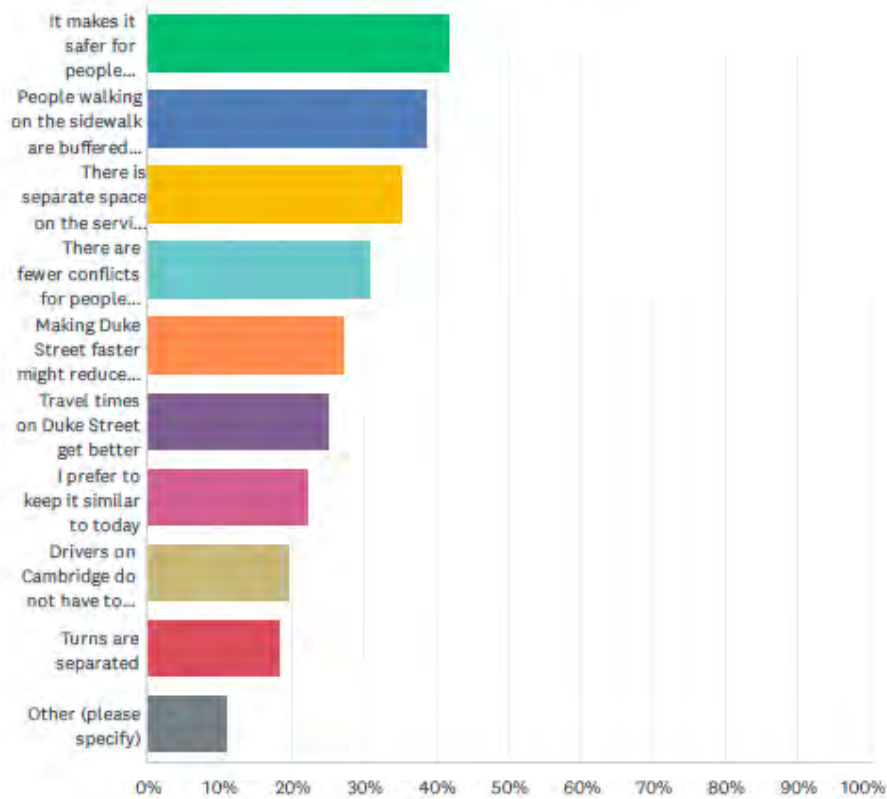
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	1	2	3	4	5	6	7	TOTAL	SCORE
The service road remains two-way and functions as it does today	25.94% 62	6.69% 16	3.77% 9	3.77% 9	5.86% 14	5.44% 13	48.54% 116	239	3.33
There are safer crossings for cyclists	10.88% 26	23.85% 57	2.51% 6	11.72% 28	8.79% 21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

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

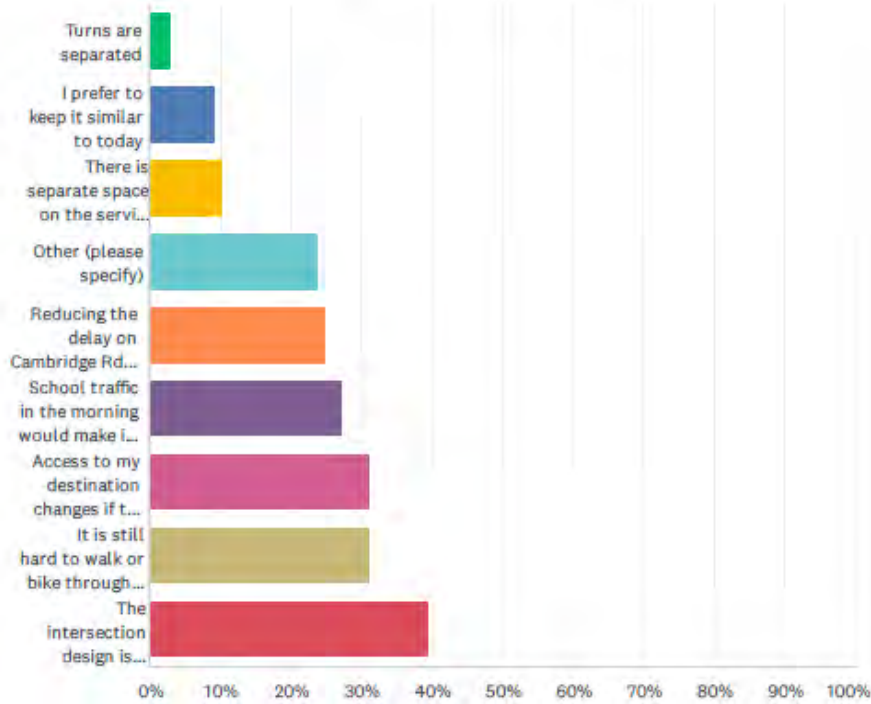
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ANSWER CHOICES	RESPONSES	
It makes it safer for people walking/biking and crossing the street	41.74%	96
People walking on the sidewalk are buffered from moving traffic	38.70%	89
There is separate space on the service road for people biking or scooting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

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

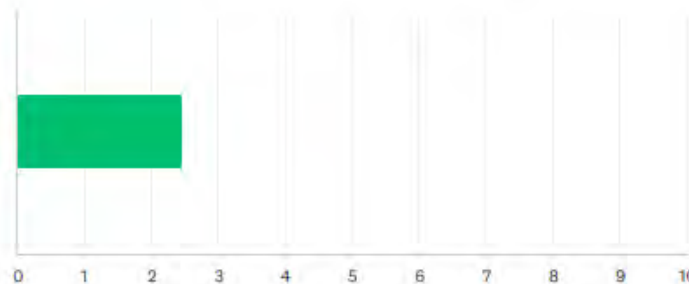
Answered: 205 Skipped: 222



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

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

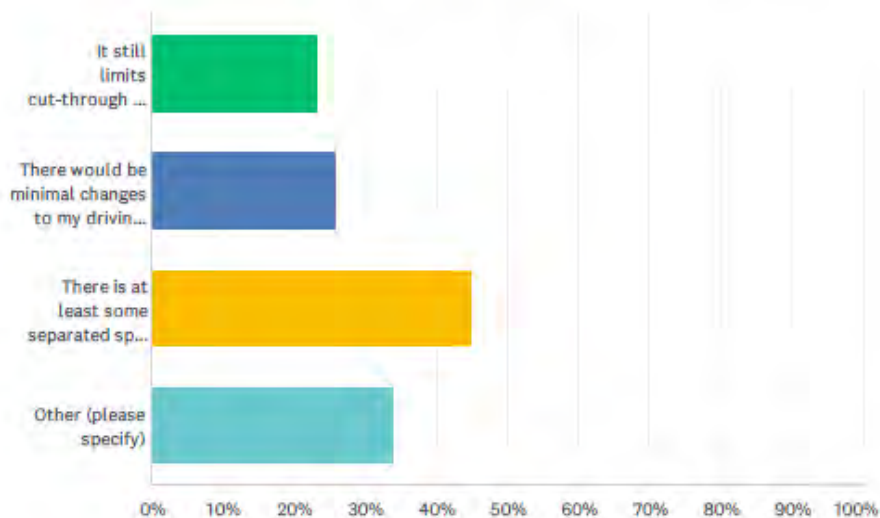
Answered: 195 Skipped: 232



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

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

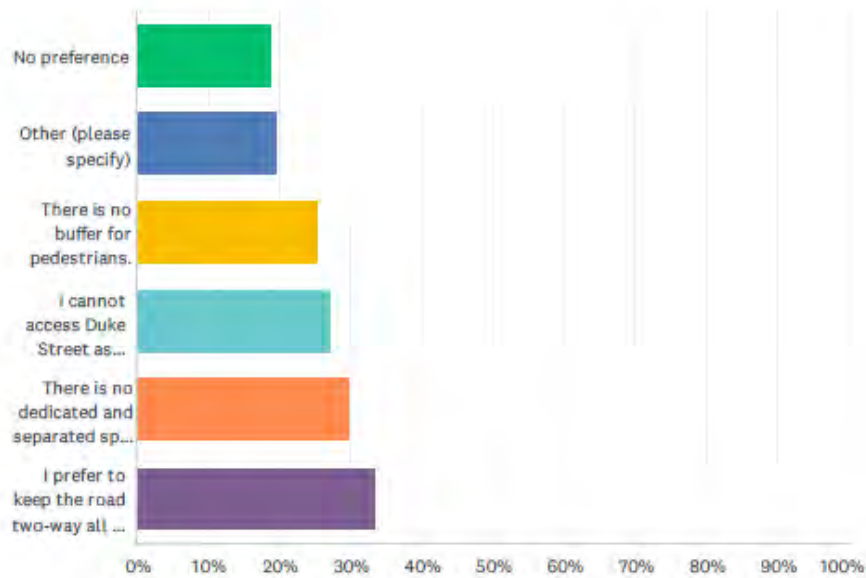
Answered: 224 Skipped: 203



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

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

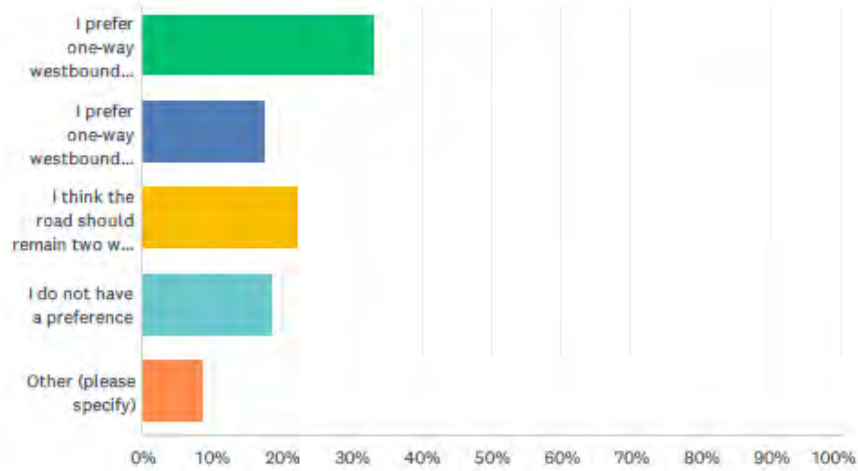
Answered: 224 Skipped: 203



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

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

Answered: 222 Skipped: 205



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

ATTACHMENT 7: LETTER OF SUPPORT

ALEXANDRIA TRANSIT COMPANY

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

June 12, 2024

Re: Endorsement of the Duke Street Transitway project recommendations

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

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

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

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

Sincerely,



David Kaplan, ATC Board of Directors, Chair



703.745.1774 

dashbus.com 

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Alexandria, VA 22314 