

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2024

DOCKET ITEM: 12

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

REQUESTED BY: T&ES Staff

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

STAFF RECOMMENDATION: That the Board:

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

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

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

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

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

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

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

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

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

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

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

Alternative 1: Two-Way Traffic with Transit

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

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

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

Alternative 2: One-Way Traffic and Bus Lane

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

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

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

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

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

Additional Roadway Treatments

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

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

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

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

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

Next Steps:

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

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

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

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

- North Ridge Citizens Association;

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

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

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

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

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

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

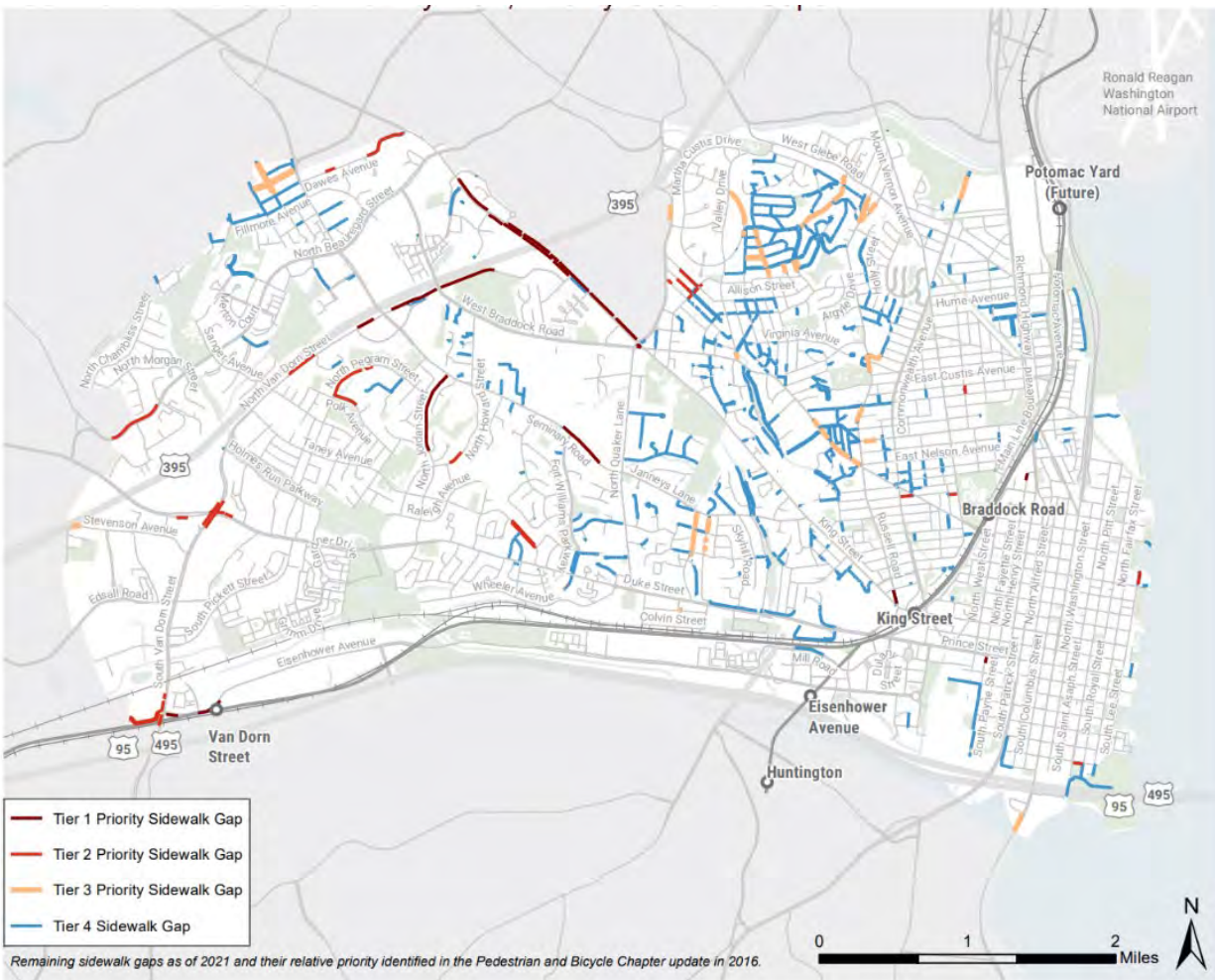
Staff took the input received from ongoing outreach to develop a preferred concept that was shared with the community on May 16 during a public meeting. The preferred option (Alternative 2) included modifications made based on the feedback from the public that staff received and getting input on what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

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

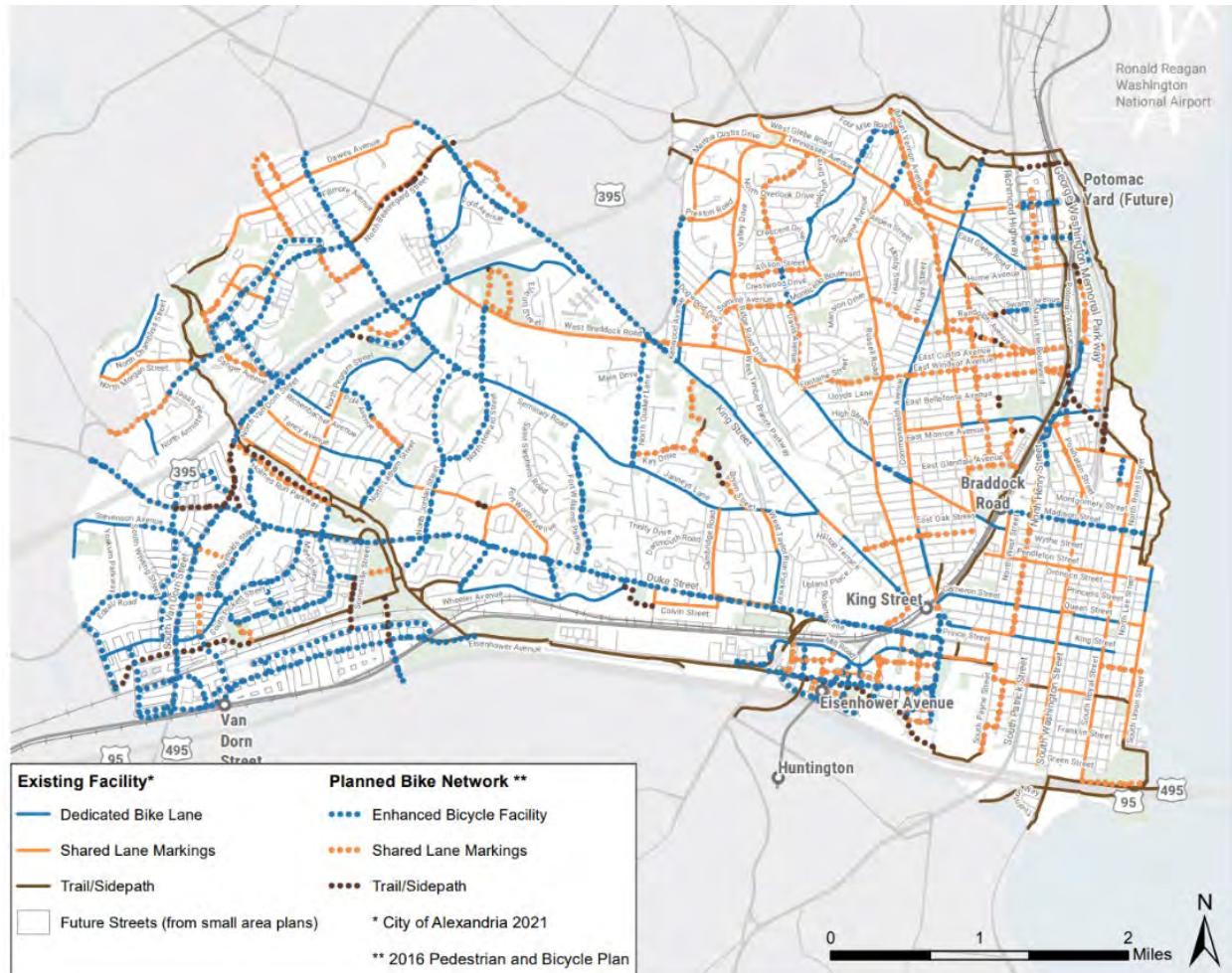
The City received letters regarding the project (Attachment 10) from:

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

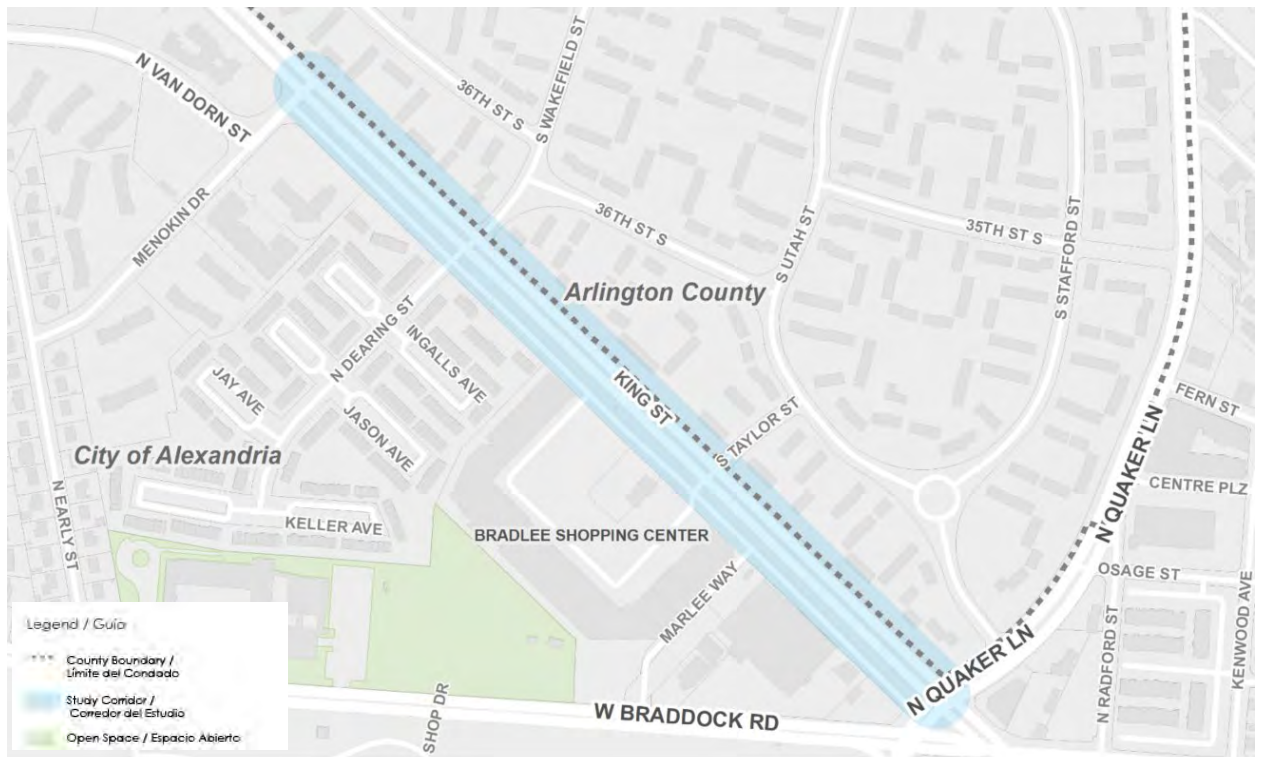
ATTACHMENT 1: ALEXANDRIA MOBILITY PLAN, PRIORITY SIDEWALK GAPS



ATTACHMENT 2: ALEXANDRIA MOBILITY PLAN, PLANNED BICYCLE NETWORK



ATTACHMENT 3: PROJECT LOCATION



Context map of project area.



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

Crash Data

Legend / Guía

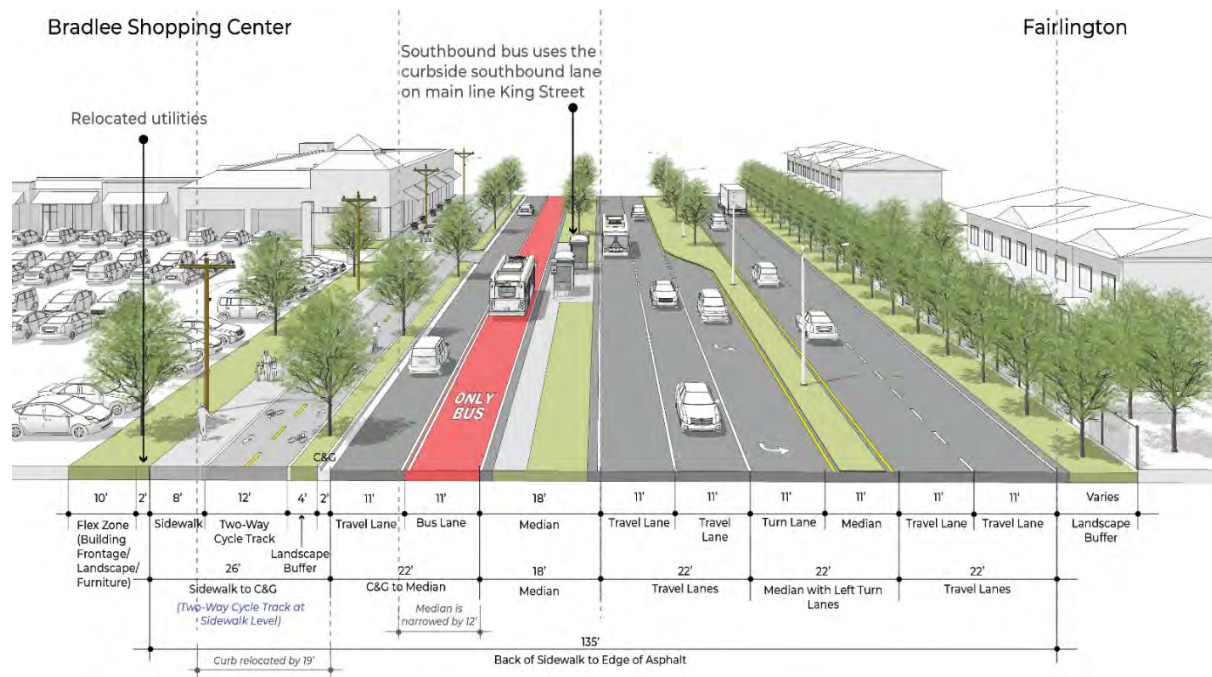
- *** County Boundary / Límite del Condado
- Open Space / Espacio Abierto
- Crash Severity / Gravedad del Choque
 - Major Injury / Lesión Grave
 - Moderate Injury / Lesión Moderada
 - Property Damage Only / Solo Daños a la Propiedad

The map displays Arlington County with various streets including N Van Dorn St, Menor Dr, N Dearing St, Ingalls Ave, Jason Ave, Keller Ave, King St, S Taylor St, S Wakefield St, S Stafford St, N Quaker Ln, Fern St, Centre Plz, Osage St, Kenwood Ave, and Addock Rd. A scale bar indicates 0 to 420 feet, and a north arrow is present.

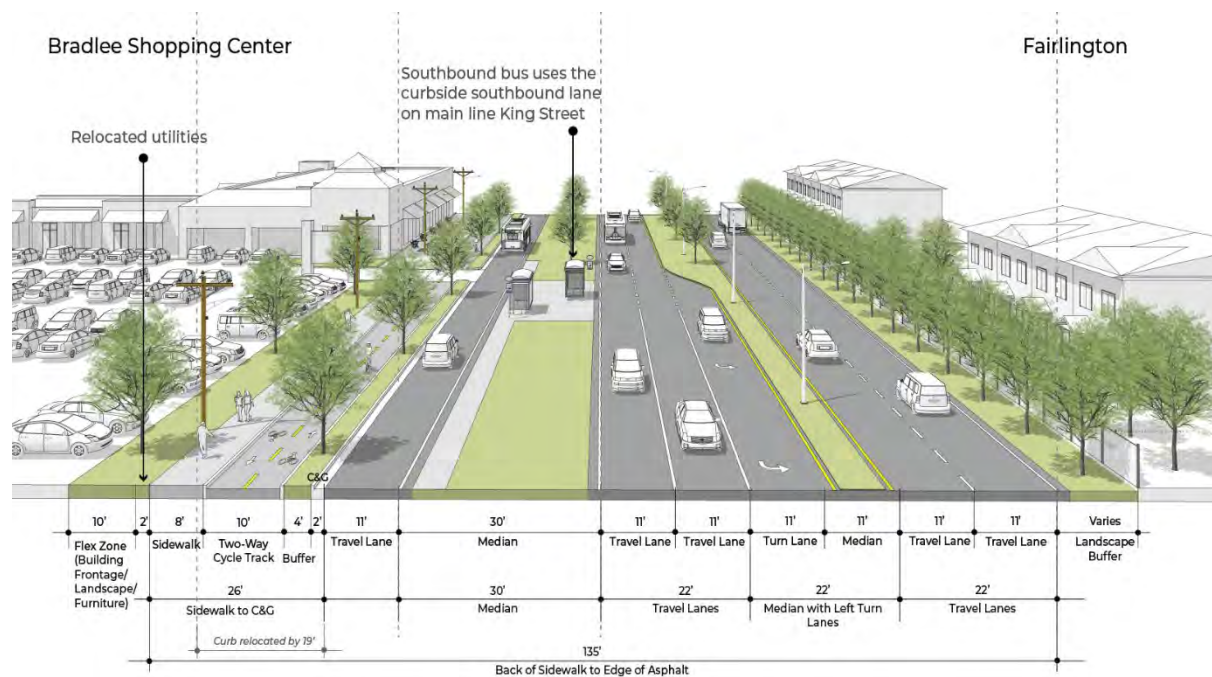
Alternative 1: Two-Way Traffic with Transit



Alternative 2: One-Way Traffic & Bus Lane



Alternative 3: One-Way Shared Traffic



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



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



ATTACHMENT 8: EVALUATION OF ALTERNATIVE 1 VS ALTERNATIVE 2

Table 2: Alternative Scoring Across Metrics

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

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

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

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

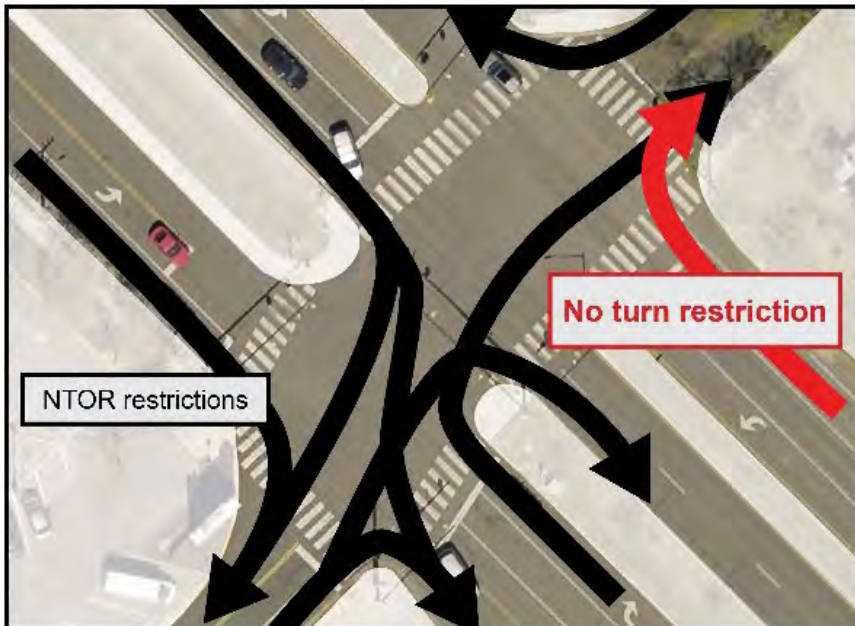
- **Bicycle Facilities:** As both alternatives provide a separated two-way cycle track along the southern side of the access road, both concepts scored the same.

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

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



King Street & South Taylor Street



ATTACHMENT 10: LETTERS FROM THE COMMUNITY

[EXTERNAL] Alexandria BPAC position on King - Bradlee project

Ken Notis <civ2kn@gmail.com>

Wed 3/13/2024 3:52 PM

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

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

Dear Ms. Brandt-Vorel,

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

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

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

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

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

Ken Notis
Chair, Alexandria BPAC

DASH ADVISORY COMMITTEE (DAC)

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

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

March 22, 2024

Director Castañeda:

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

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

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

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

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

Thank you for your time and consideration.

Kind Regards

Jim Durham
DASH Rider/DAC Vice Chair

Bonnie O'Day
DASH Rider/DAC Member

Erick Adams
DASH Rider/DAC Member

Marcos Bernier
DASH Rider/DAC Member

Nathaniel Cartagena
DASH Rider/DAC Member

Eric Van Horn
DASH Rider/DAC Member

Abdel Elnoubi
DASH Rider/DAC Member

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



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

March 29, 2024

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

Dear Ms. Brandt-Vorel:

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,



Guy Land
President

ALEXANDRIA TRANSIT COMPANY

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

May 8, 2024

Dear Chair Lewis:

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

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

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

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

Thank you for your consideration.

Sincerely,



David Kaplan, ATC Board of Directors, Chair

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



703.746.3274



dashbus.com



SUBS OFFICE: 301 King Street
Alexandria, VA 22314



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

May 1, 2024

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

Re: Proposed King Street-Bradlee Safety & Mobility Enhancements

Dear Ms. Brandt-Vorel:

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for your review of our concerns.

Sincerely,

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

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

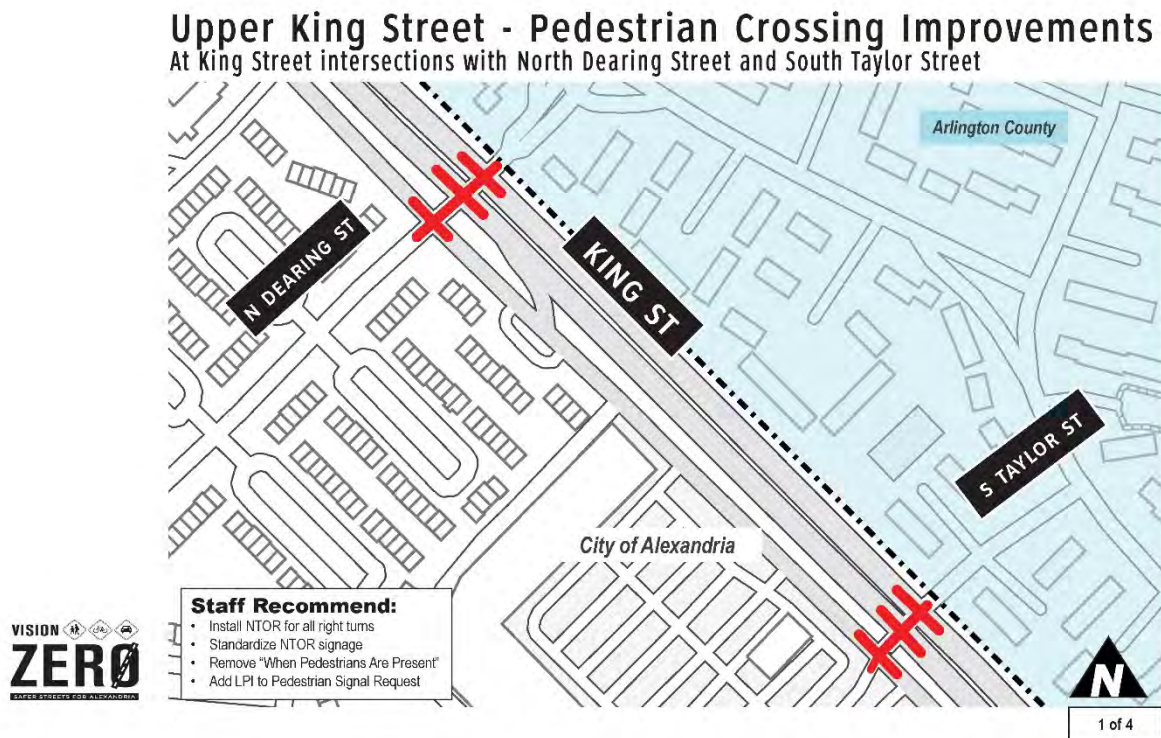
Tomás Harmon
Secretary, Board of Directors
Fairlington Towne, A Condominium Unit Owners Association

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

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

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

ATTACHMENT 11: UPPER KING STREET – PEDESTRIAN CROSSING IMPROVEMENTS



Upper King Street - Pedestrian Crossing Improvements

Install NTOR for All Right Turns

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

Standardize NTOR Signage

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



Remove "When Pedestrians Are Present"

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

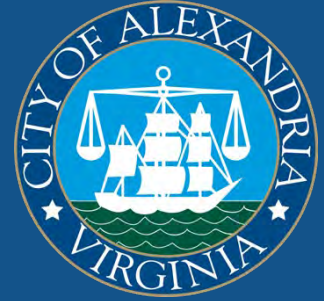
Add LPI to the Pedestrian Signal Request

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

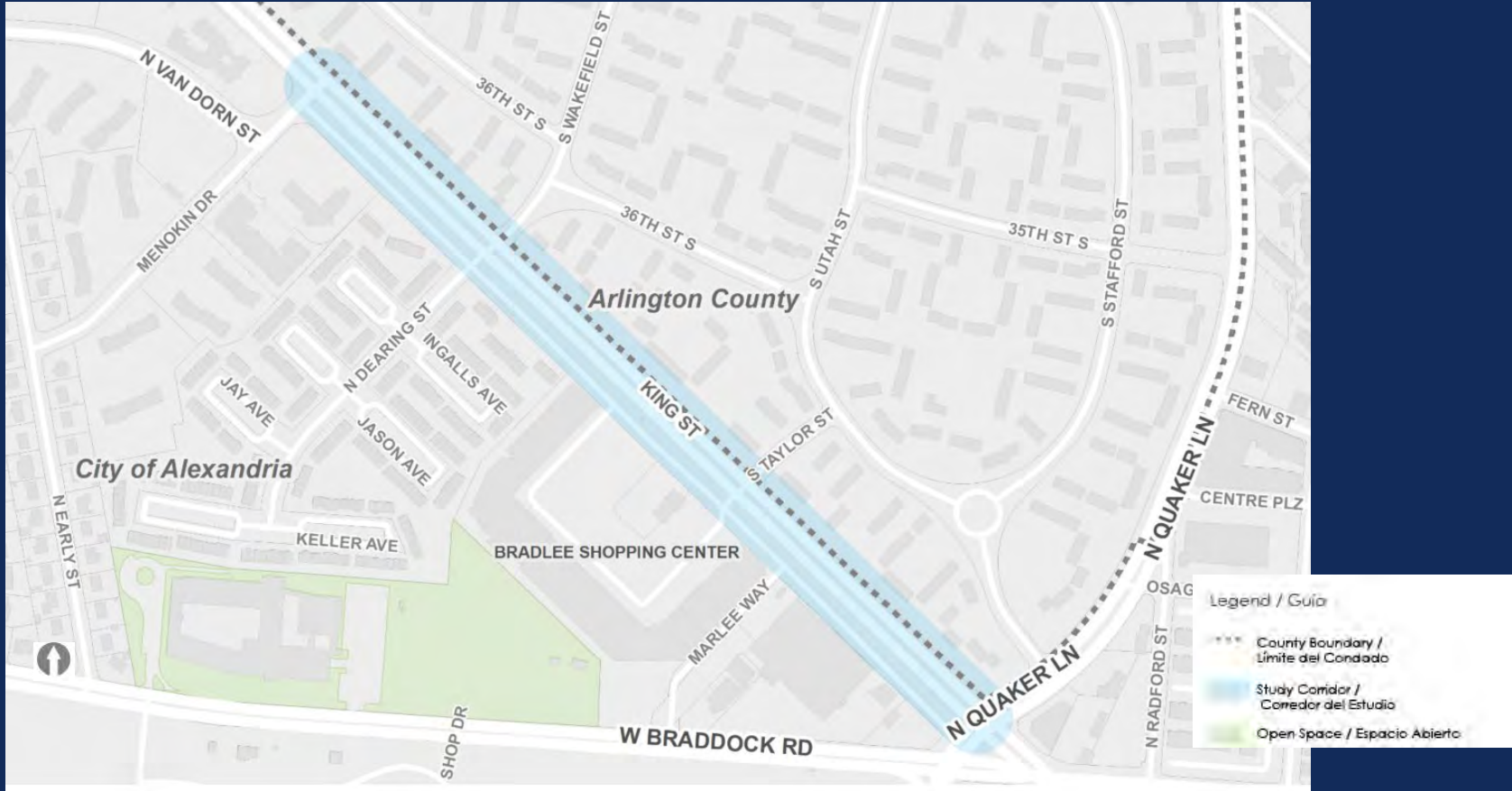
King Street-Bradlee Safety & Mobility Enhancements

Agenda Item 12

Presenter: Sara Brandt-Vorel



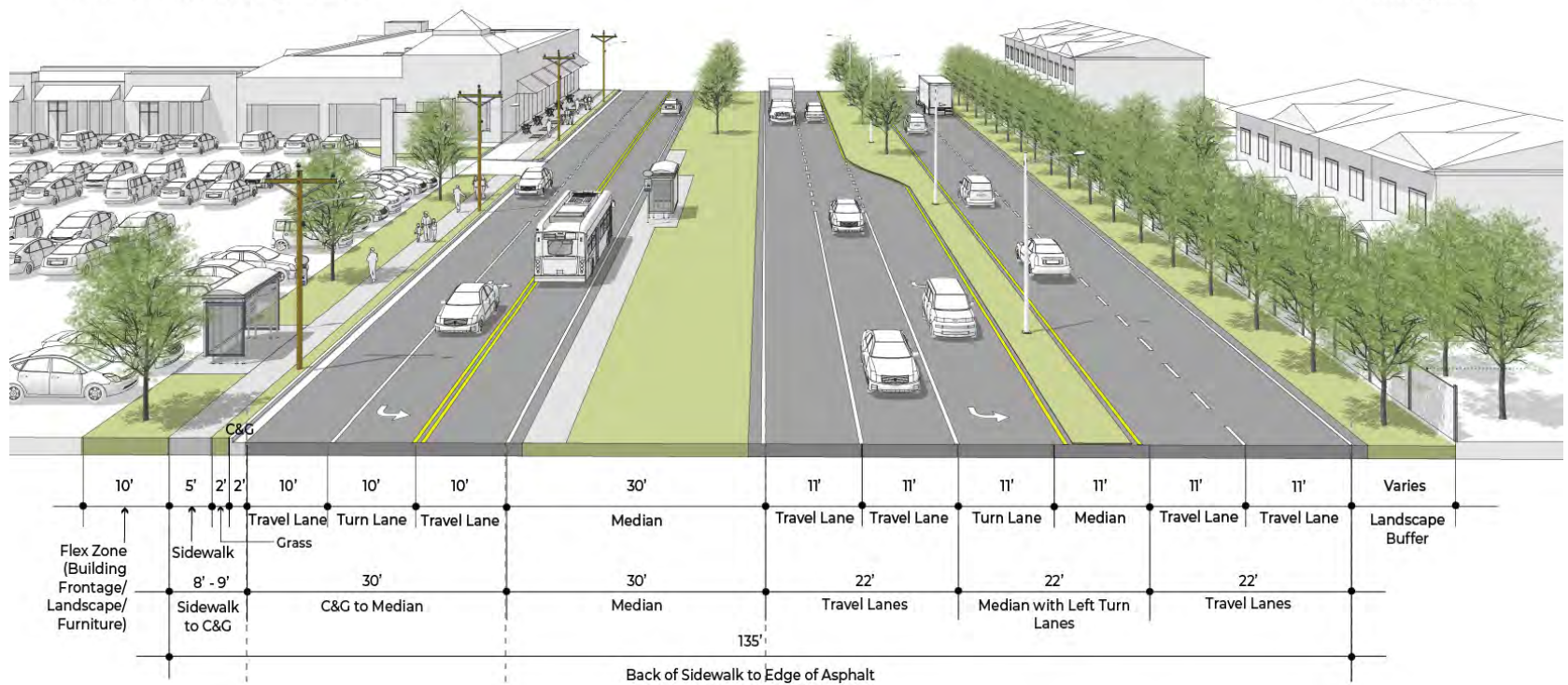
Project Location



Existing Cross-Section

Bradlee Shopping Center

Fairlington



Project Goals

Improve mobility, safety,
and access for all roadway
users of all ages, abilities
and modes of travel.

Install safer pedestrian
access and bicycle facilities to
connect to surrounding
network.

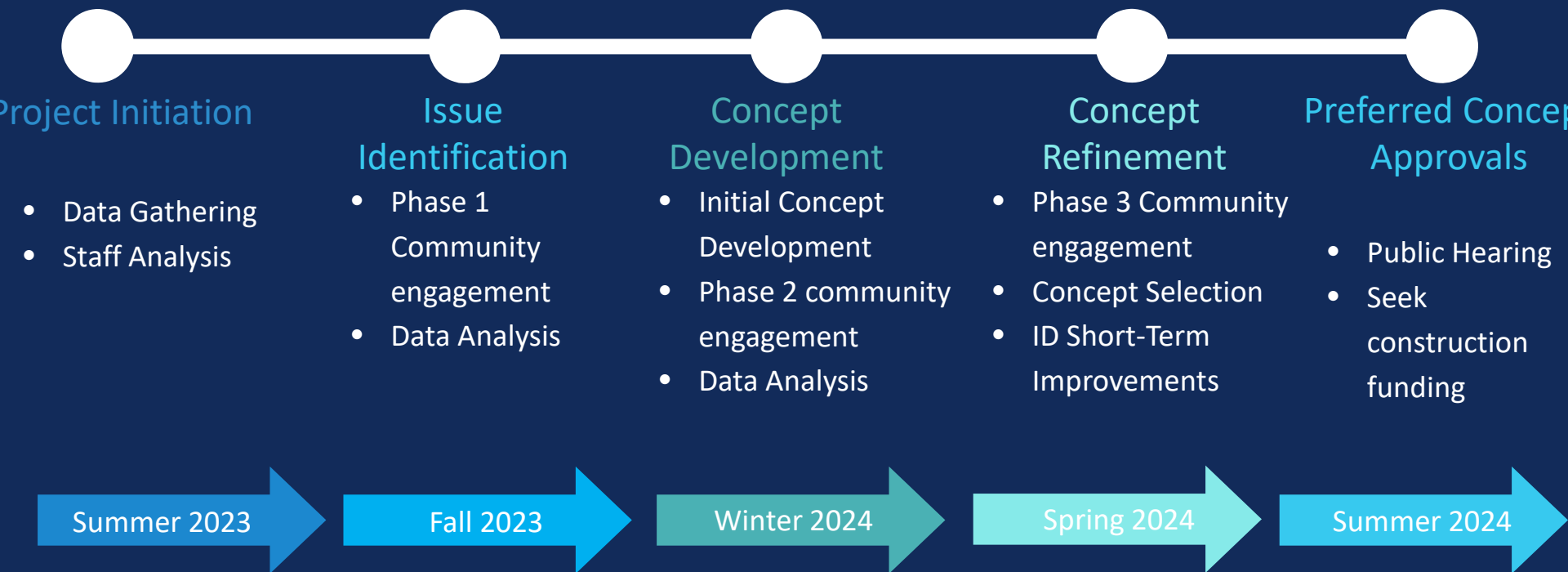
Maintain or enhance
existing transit facilities.

Improve existing stormwater
treatment.



Project Timeline

We Are
HERE



Community Engagement

2 Feedback Forms

Over 1,000 interactions



Informal Events

Pop-Ups, Community Festival & Bus Stop chats

Hosted 2 Public Meetings

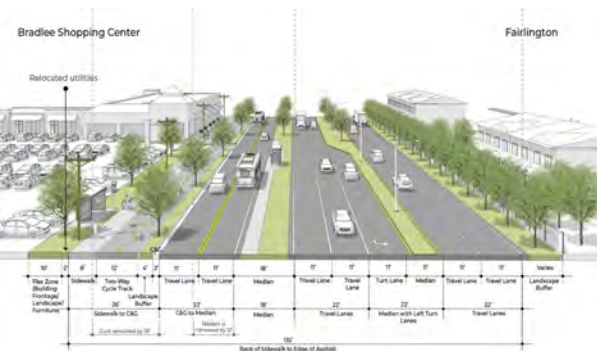
10 Staff Presentations

Meetings with HOA & Civic Associations & Boards & Commissions

Digital Engagement

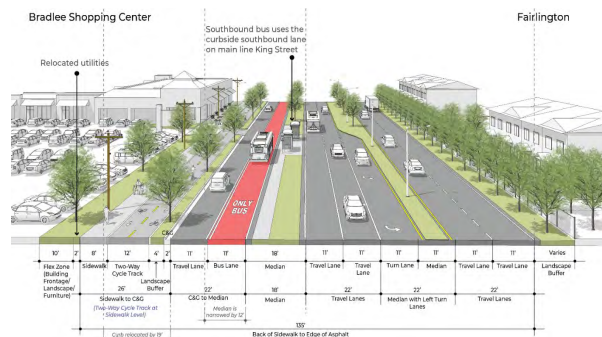
Social Media Posts, direct email notifications, website updates

Alternative Concepts



Alternative 1

Two-Way Traffic with Transit



Alternative 2

One-Way Traffic & Bus Lane



Alternative 3

One-Way Shared Traffic



Alternative eliminated based on feedback from public engagement

Preferred Alternative

Scoring

Metric	Alternative 1	Alternative 2
Traffic Delay	✓	✓
Bicycle Facilities	✓	✓
Safety	▬	✓
Transit	✗	+

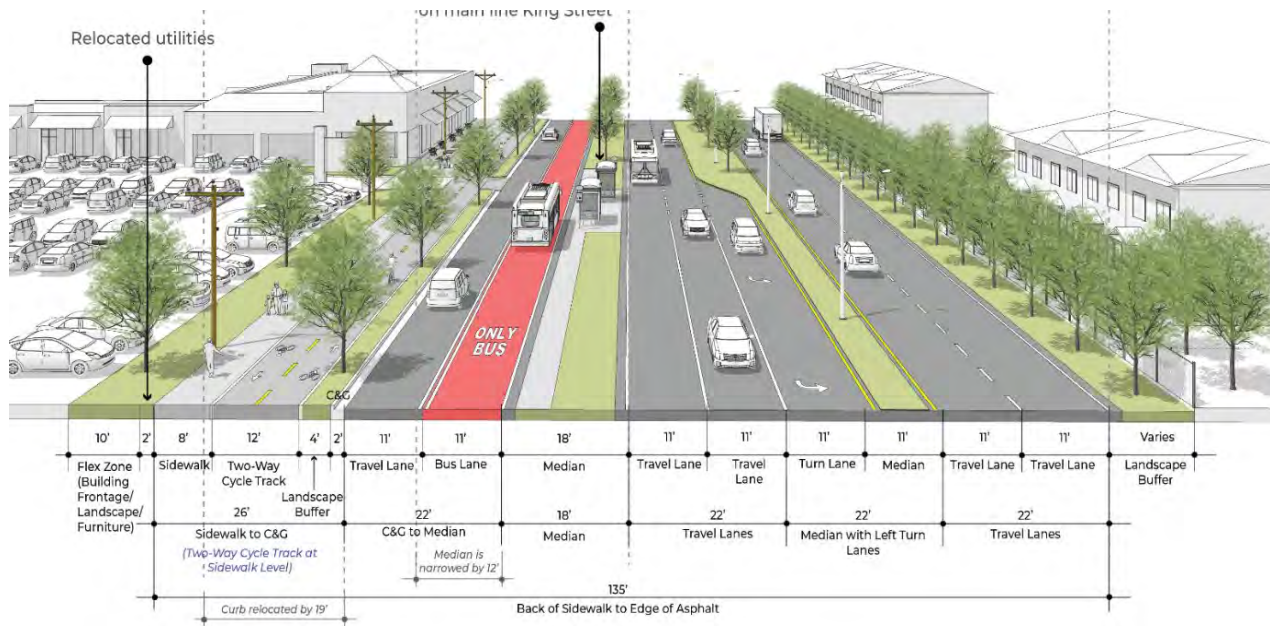
Equal Benefit

Equal Benefit

Greater benefit to simplify
Intersections and reduce crash risk

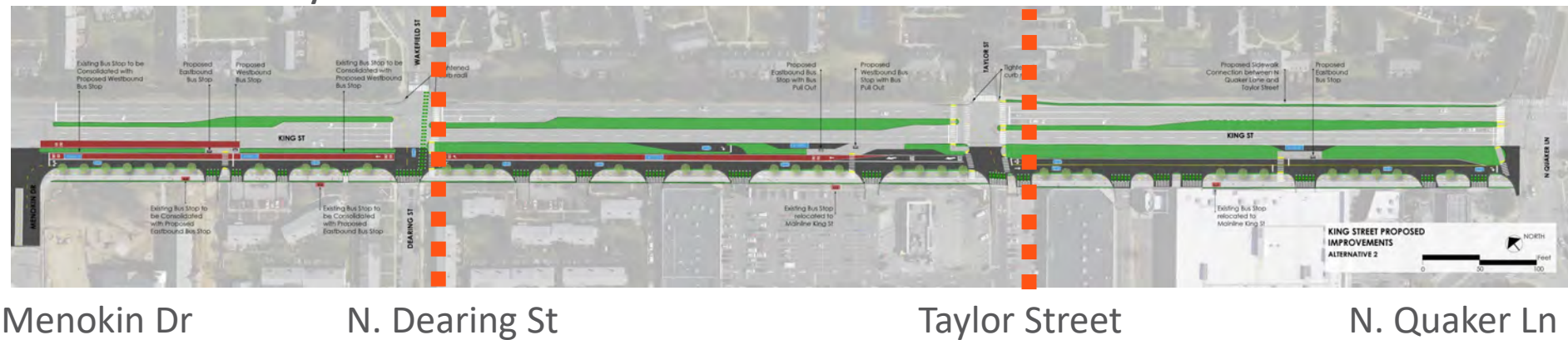
Greater benefit to
bus reliability and economic
impacts for riders and DASH

Alternative 2: One-Way Traffic & Bus Lane

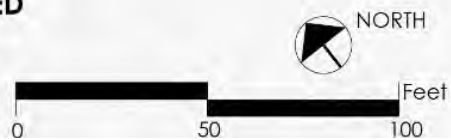


Preferred Concept

Alternative 2: One-Way Traffic with Transit and Bus



**KING STREET PROPOSED
IMPROVEMENTS
ALTERNATIVE 1**



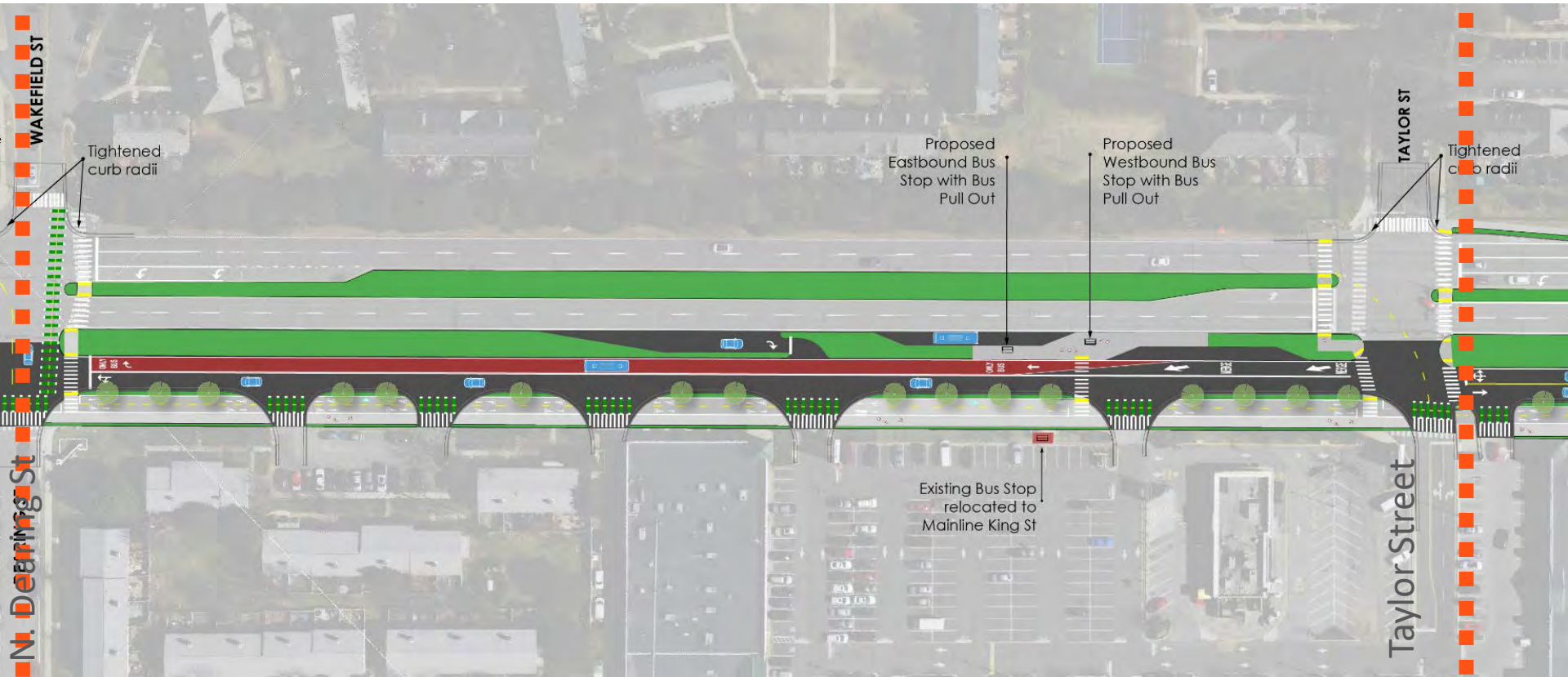
Alternative 2



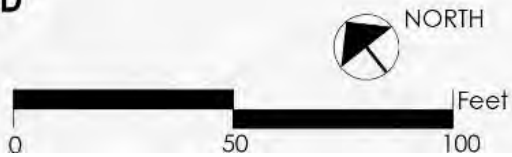
**KING STREET PROPOSED
IMPROVEMENTS
ALTERNATIVE 2**



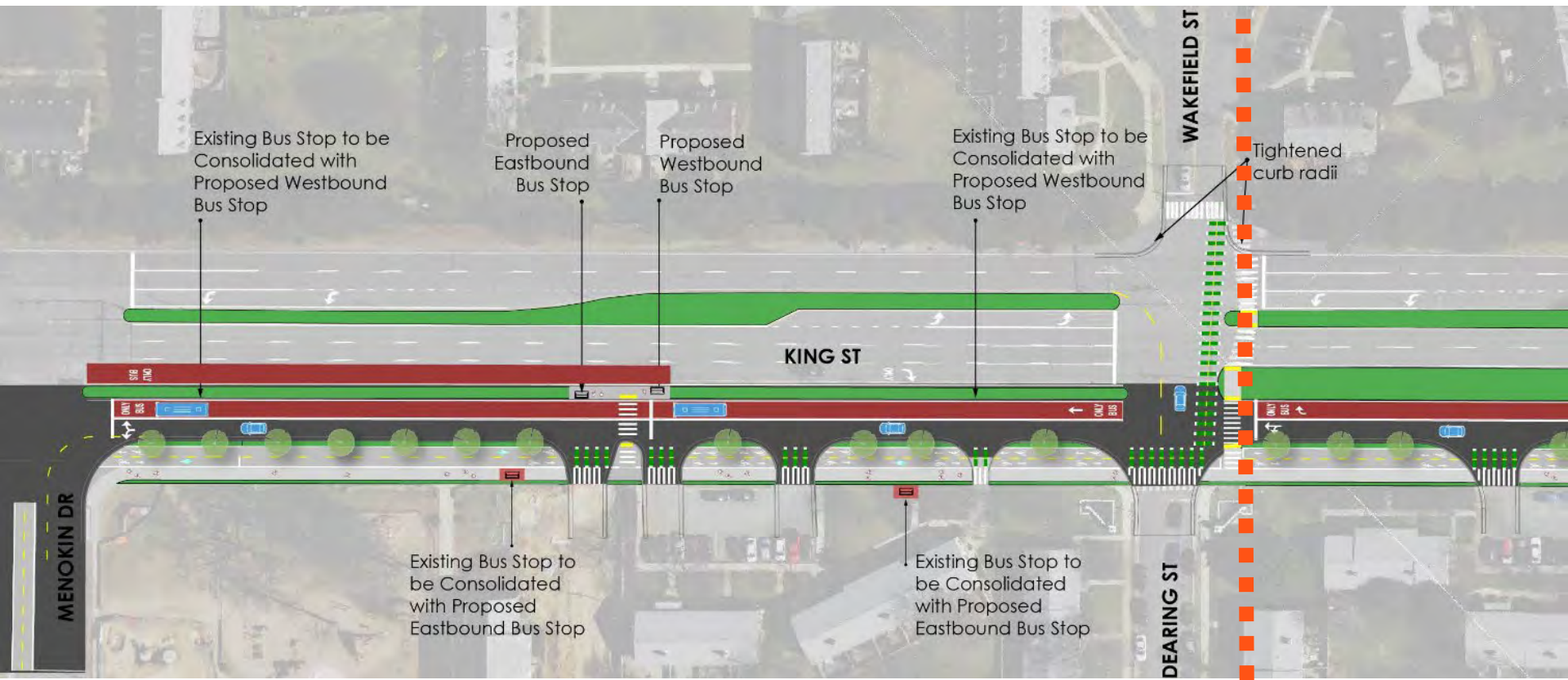
Alternative 2



**KING STREET PROPOSED
IMPROVEMENTS
ALTERNATIVE 2**



Alternative 2



Alternatives Analysis



**Traffic
Delay**



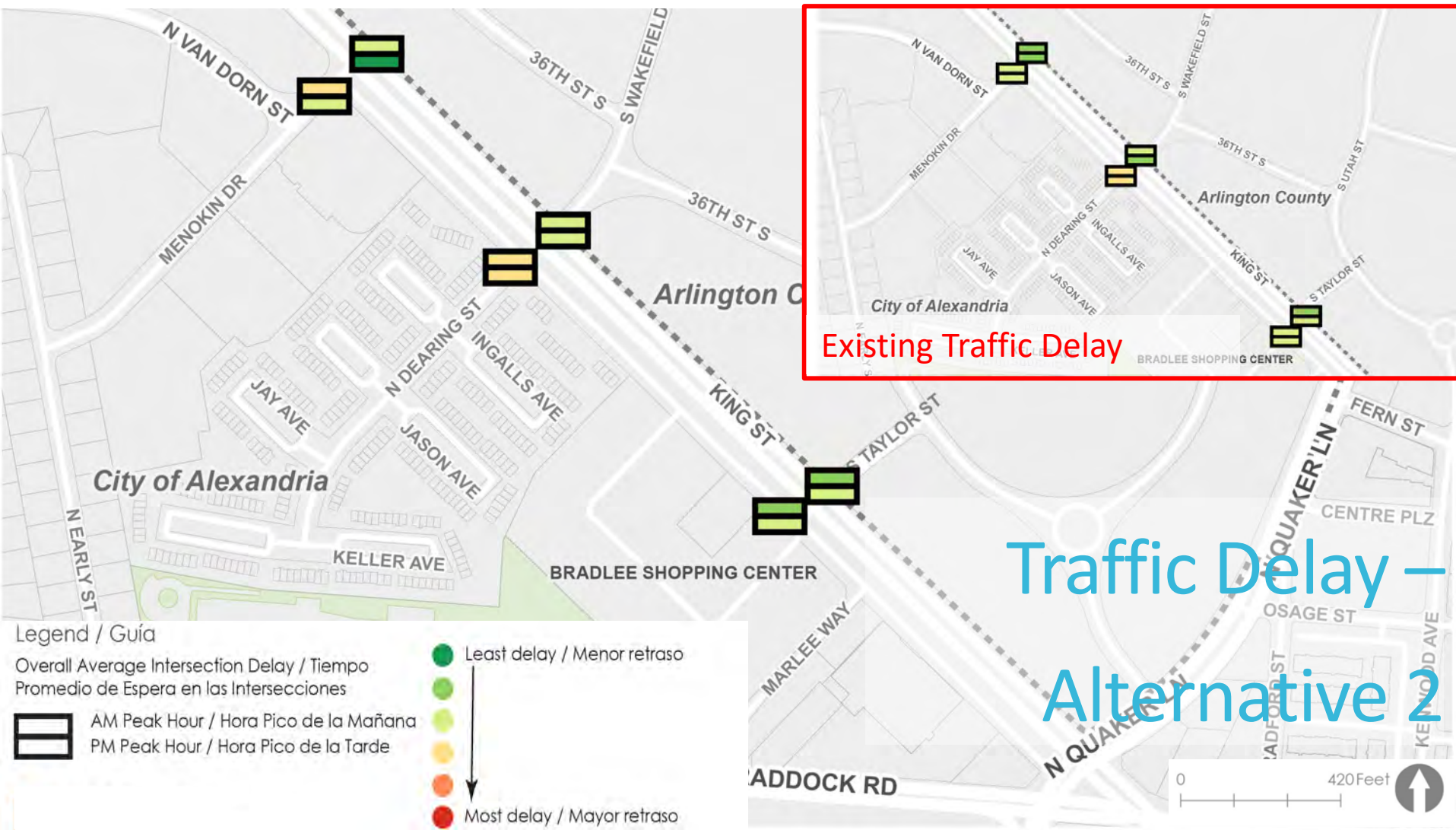
**Bicycle
Facilities**



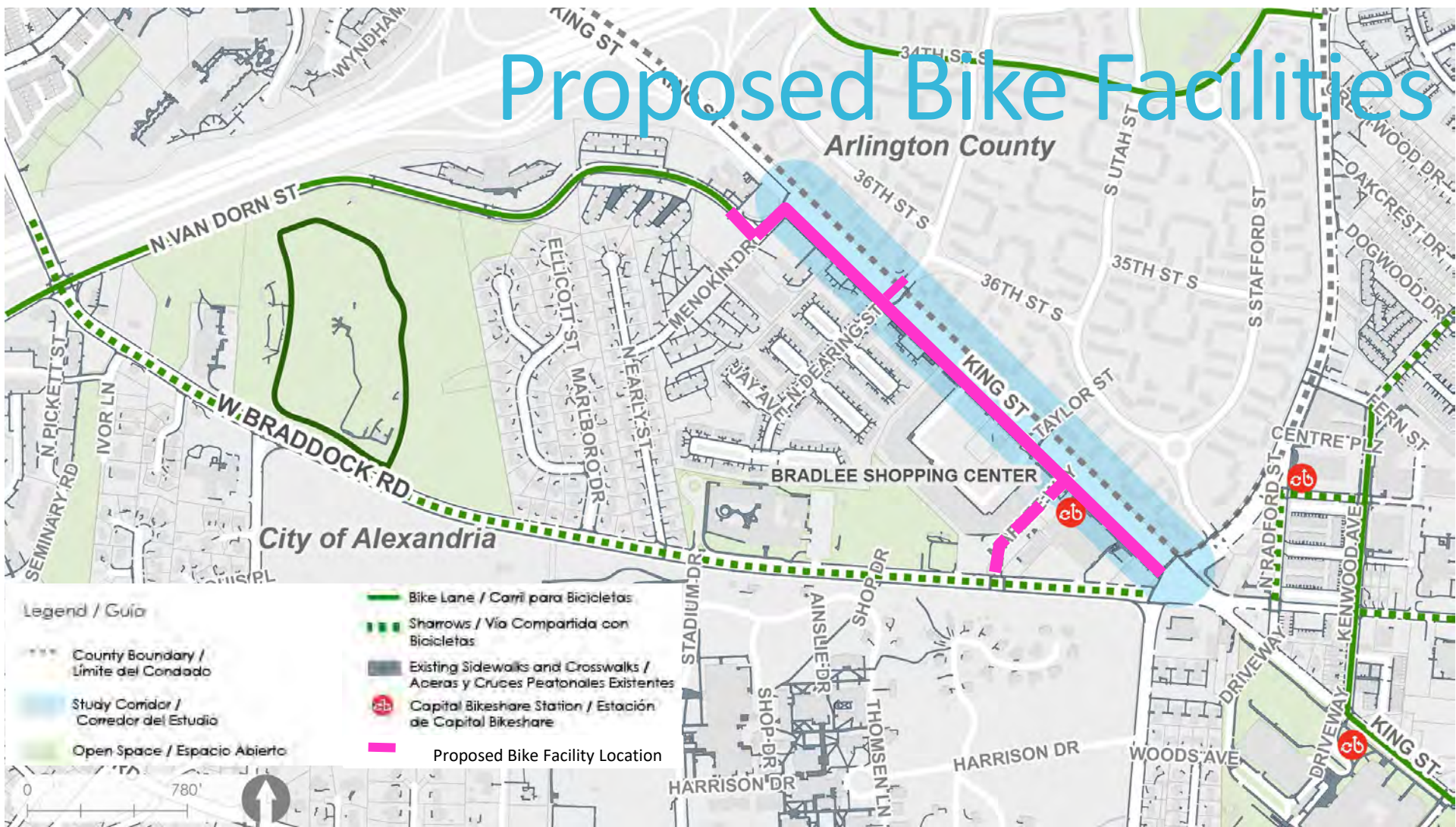
Safety



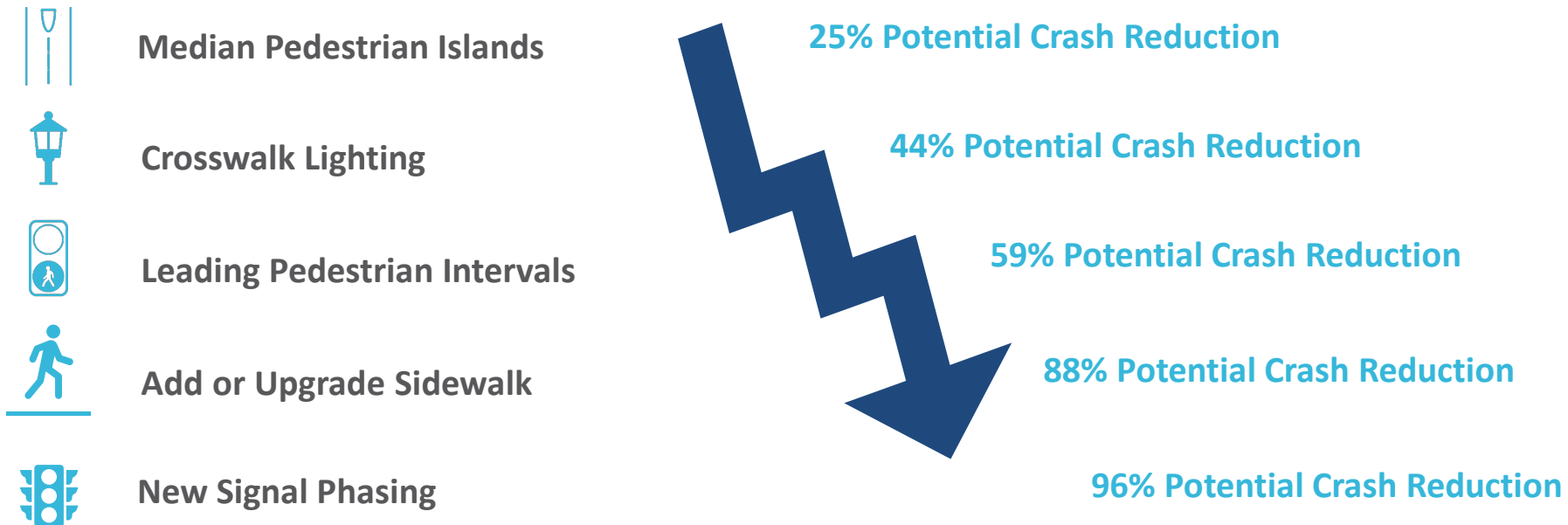
Transit



Proposed Bike Facilities



Safety – Crash Reduction Factors



Transit – Bus Reliability

Quality of Life

Existing Conditions



Alternative 2

PM Peak Traffic

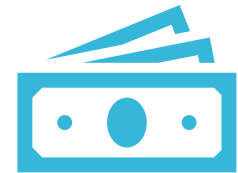
Time Savings



3-5 Min per rider, per day

**More than 17,000 hours
for all passengers combined
(annualized)**

Economics



**\$736,000 in lost annual
wages could be recovered
through transit improvements ***

**Over \$475,000 annual
savings for DASH operations**

* Assumes average hourly wage of \$42.49 per US Bureau of Labor Statistics for data on Washington MSA, May 2023

Additional Treatments



No Turn on Red Signs



Stormwater Treatment



Signal Timing Adjustments



Transit Signal Priority



Leading Pedestrian Intervals



Pedestrian Refuge Islands



Consolidated & Enhanced Bus Shelters



Pedestrian Lighting



Enhanced Streetscape with more tree canopy cover

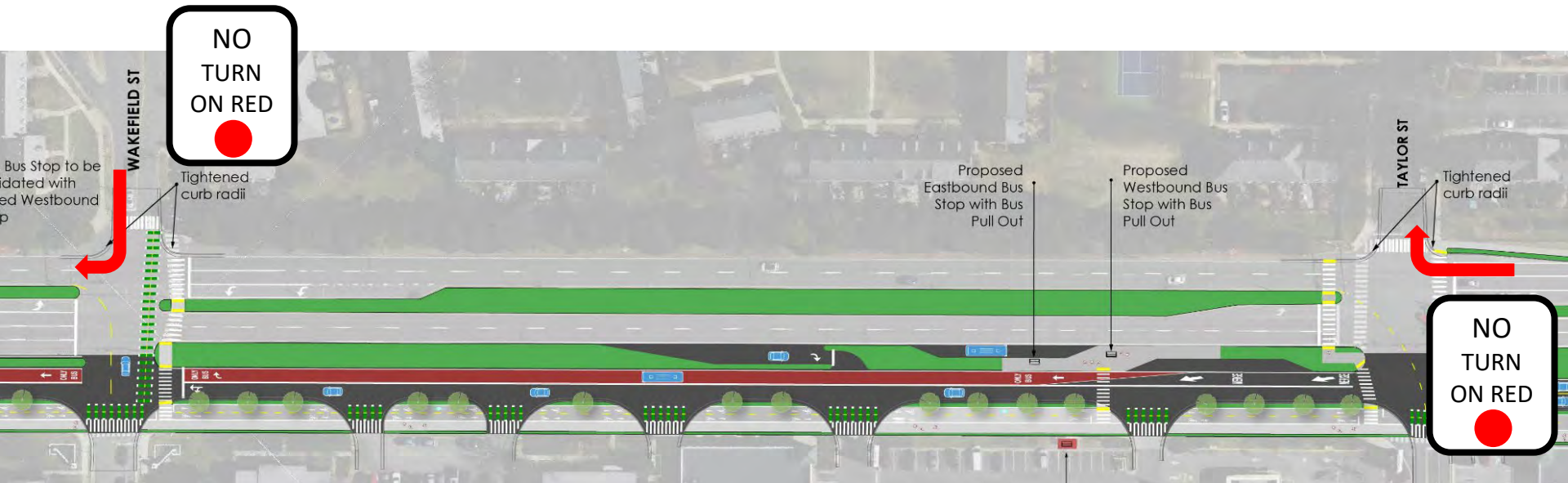


Separated paths for people biking and walking



Dedicated Bicycle Crosswalk Across King Street

No Turn on Red Signs



- Uniform installation of signage in the study area
- Improve pedestrian safety while crossing King Street

Recommendations

That the Board:

- Recommend the City Council convert a portion of the King Street Access Road from two-way to one-way westbound between South Taylor Street and Menokin Drive.
- Recommend the Director of T&ES install two new No Turn on Red restriction at the intersections of King Street and South Taylor Street and South Wakefield Street.
- 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.



June 13, 2024

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

Attn: James Lewis, Chairperson

Subject: King Street-Bradlee Safety & Mobility Enhancements

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

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

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

Alexandria Families for Safe Streets
1800 Diagonal Road, Suite 600
Alexandria, VA 22314
Phone: +1 (703) 946-8401
e-mail: contact@novafss.org
novasafeststreets.org
051



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

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

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

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

[EXTERNAL]Bradlee - King Safety improvements

Ken Notis <civ2kn@gmail.com>

Mon 6/17/2024 7:37 PM

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

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

We support the proposed improvements.

We are very pleased to see several pedestrian improvements including high visibility crosswalks, tightened turn radii, pedestrian refuges, and improved lighting. We strongly support the widened sidewalk and the protected bike lanes in the plan. Overall we think this project will add to safety. We look forward to improved bike connectivity at Menokin and at Wakefield.

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

Ken Notis
Chair, Alexandria BPAC

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

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

March 22, 2024

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

Re: Proposed King Street-Bradlee Safety & Mobility Enhancements

Dear Ms. Brandt-Vorel:

On behalf of the Board serving Fairlington Towne, A Condominium Unit Association, I am submitting comments on the proposed King Street improvement project and the alternatives presented at the Open House meeting on February 15, 2024.

Fairlington Towne is a condominium community consisting of 300 individually owned townhomes and is located in the City of Alexandria at the intersection of King Street and North Dearing Street. This North Dearing intersection is extremely important to us as it is the only entry/exit point for our community.

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

1) Elimination of Parking Spaces

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

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

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

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

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

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

3) Elimination of Turning Lanes

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

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

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

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

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

Thank you for your review of our concerns.

Sincerely,

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

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

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

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

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

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

May 1, 2024

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

Re: Proposed King Street-Bradlee Safety & Mobility Enhancements

Dear Ms. Brandt-Vorel:

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for your review of our concerns.

Sincerely,

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

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

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

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

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

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

ALEXANDRIA TRANSIT COMPANY

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

May 8, 2024

Dear Chair Lewis:

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

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

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

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

Thank you for your consideration.

Sincerely,



David Kaplan, ATC Board of Directors, Chair

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

703.746.3274



dashbus.com



3000 Business Center Drive
Alexandria, VA 22314



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

June 21, 2024

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

Dear Ms. Castañeda:

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

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

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

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

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

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

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

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

Here are our suggestions:

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


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

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

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

We look forward to your response.

Sincerely,

Handwritten signature of Jackie Maffucci in black ink, with the initials 'BR' at the end.

Jackie Maffucci
President
Fairlington Towne
Homeowners Association

Handwritten signature of Tack Richardson in black ink, with the initials 'BR' at the end.

Tack Richardson
President
North Ridge
Citizens Association

Handwritten signature of Bill Rossello in black ink.

Bill Rossello
President
Seminary Hill
Association, Inc.

Cc: Jim Parajon, City Manager

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

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Hello Sheila,

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

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

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

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Hello,

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

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

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

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

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

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

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

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Hello,

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

Respectfully,

Margaret Zalenska

Sent from my iPhone

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

Good afternoon,

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

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

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

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

Thank you,
Alex

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

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Hello,

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

Alex Skubel

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

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Hello,

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

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

Sincerely,
Bonnie Naugle
Alexandria resident and parent

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

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

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

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

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

-Elisabeth Peebles

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

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Hello,

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

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

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

Thank you for your attention,

Moir MacDougal

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

You don't often get email from buschwacker87@gmail.com. [Learn why this is important](#)

Hello,

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

William Buschur
2181 Jamieson Ave, Alexandria, VA 22314

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

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Dear Board members,

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

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

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

Please move these recommendations forward.

Sincerely,

Timothy T. Shaw

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

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

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

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

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Hello,

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

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

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

Thank you,

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

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

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

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

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

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

Warmly,

Rebecca Loesberg

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

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

Tom VanAntwerp

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source.

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

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Hello,

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

Thank you,
Yasir Nagi

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

MINUTES

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Hillary Orr, Deputy Director; Katye North, Division Chief; 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 $\frac{1}{4}$ of a mile, however, the walk from this station to the one at Slaters Lane is $\frac{3}{4}$ 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.