



June 21, 2024

Re: Duke Street in Motion

Members of the Traffic and Parking Board -

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

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

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

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

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

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

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

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

Sincerely,

The Board of the Clover/College Park Civic Association

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



June 22, 2024

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

Attn: James Lewis, Chairperson

Subject: Duke Street between West Taylor Run Parkway and Wheeler

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

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

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

Respectfully,
Dane Lauritzen
Board Member

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

Alexandria Families for Safe Streets
1800 Diagonal Road, Suite 600
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October 16, 2024

Christopher Ziemann, AICP
Division Chief, Transportation Planning
Department of Transportation & Environmental Services
City of Alexandria

By Email:
christopher.ziemann@alexandriava.gov

Dear Mr. Ziemann:

The Taylor Run Citizens' Association (TRCA) is grateful for the invitation to submit comments for consideration of the one-way conversion of the Duke Street Service Road from Hilton Street to Cambridge Road. TRCA remains committed to preserving 2-way traffic from Hilton Street to Cambridge Road, as 2-way access is critical to our community.

For the past several years, TRCA has provided feedback on the next phase, the redesign of the WTR intersection and the construction of an additional access ramp to Telegraph Road funded by the \$5.7m grant the City was awarded.

Additionally, we appreciate the great success of the traffic mitigation program that reduced regional cut-through traffic on neighborhood streets and shifted traffic onto the major arterials. As those changes have been implemented the quality of life for the 800+ residences within the TRCA boundaries and our 400+ neighbors on bordering streets has improved tremendously:

“The goal of the pilot was to shift 20% of cut-through traffic off neighborhood streets, and the final results show a 41% decrease in cut-through traffic on neighborhood streets and a 78% increase in cut-through traffic using Quaker Lane.”

Overall volume of cut-through traffic on the Telegraph Road ramp from eastbound Duke Street increased by 10%.

- *Travel times for all routes were faster than the before period but were about 35% faster using Quaker Lane, and West Taylor Run was 20% faster than the before period.*
- *Cut-through traffic on:*
 - *Quaker Lane increased by 78%.*
 - *Cambridge Road decreased by 73%.*
 - *West Taylor Run Parkway decreased by only 12%.*
 - *Yale Drive, with the new “no left turn” restriction in place, decreased by 96%, from 706 to 31 vehicles in the peak period.*
 - *Fort Williams Parkway decreased substantially, by 81%, from 171 to 32 vehicles in the peak period.”*

[*www.alexandriava.gov/sites/default/files/2022-08/Duke%20Street%20Traffic%20Mitigation%20Pilot%20Report%20%E2%80%93%20Phase%201.pdf](http://www.alexandriava.gov/sites/default/files/2022-08/Duke%20Street%20Traffic%20Mitigation%20Pilot%20Report%20%E2%80%93%20Phase%201.pdf)

We acknowledge the very talented and skilled T & ES team worked tirelessly to recommend the option that “balanced access and safety per community feedback”, per staff statement to the Traffic and Parking Board, in May 2024. We supported the recommendation and survey findings. Overall, we are supportive of Duke Street in Motion. Yet, we remain firm in our stance that maintaining 2-way traffic from Hilton Street to Cambridge Road is essential.

Regards,
Eve Anderson
President, TRCA



June 24, 2024

Dear Members of the Traffic and Parking Board:

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

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

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

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

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

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

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

Thank you very much for your consideration.

Eve Anderson
President, TRCA



Dear Mayor Justin Wilson, Vice Mayor Amy Jackson, and City Council,

The Alexandria Environmental Policy Commission is writing this letter to express its support for Option 2 for the Duke at West Taylor Run Intersection sub-project of Duke Street in Motion: implementing the full-length bikeway between Hilton St, West Taylor Run Pkwy and Cambridge Rd. Earlier this summer, Staff were recommending Option 1, but changed their recommendation to Option 2 to align with the Traffic and Parking Board's vote on the matter.

We agree that Option 2 is the superior choice due to the pedestrian and bicycle **safety**, bikeway **connectivity**, public **health**, **climate** change, and **environmental justice** benefits that it provides. Details on our rationale are provided below. We commend the Transportation and Parking Board's unanimous vote in favor of Option 2, and encourage City Council to do the same.

Thank you,
Marta Schantz, Chair, Alexandria Environmental Policy Commission

Safety: Alexandria's Vision Zero plan calls for elimination of fatal and severe injuries on our streets by 2028, and includes a safe systems approach by taking a holistic look at traffic safety. Option 2 of the Duke at West Taylor Run Intersection analysis provides the safest choice for pedestrians, cyclists and vehicles. Our City would benefit greatly if that section of Duke Street were more accessible and safer for cyclists and pedestrians. Option 1's disruption of those 2 blocks of bike lanes is arguably more harmful to safety given the risks that bicyclists must take in switching to car lanes and then back. That section of Duke Street, with all of its commercial resources, should be more accessible and safe for cyclists and pedestrians.

Connectivity: Option 2 would include a bikeway as a critical component of the east-west bike connection supported by Duke Street in Motion. This two-way bikeway between West Taylor Run Pkwy and Hilton St would be part of a four-mile-long bikeway between the new INOVA Hospital and the King St Metro. The connectivity created by Option 2 aligns with strategies from the Alexandria Mobility Plan that seek to improve safety, comfort and connectivity of bicycle and pedestrian infrastructure by addressing network gaps, upgrading existing infrastructure, improving signage and wayfinding, and other actions to increase the share of residents walking and biking for transportation. Option 2 also aligns with the City's GO Alex program which encourages the reduction of automobile dependence, increasing mobility, and improving air quality through the promotion of public transit, ridesharing, bicycling, and walking as money and time-saving alternatives. This is a valuable opportunity to fill a network gap in the City's bike network.

Public Health: Alexandria's Community Health Improvement Plan 2025 includes a strategy to expand opportunities to free and low-cost physical activity, which includes a tactic to advocate for safer streets for people of all ages. By making this full bikeway safer, Option 2 will encourage walking and cycling, which benefit cardiovascular health, weight management, and overall physical fitness. Moreover, by encouraging more residents to cycle instead of driving, the city can reduce air pollution and greenhouse gas emissions, leading to better respiratory health and lower pollution-related illnesses. The increased physical activity associated with biking also helps combat chronic diseases like obesity, diabetes, and hypertension. Furthermore, providing safer and more accessible biking infrastructure supports mental



health by reducing stress and improving mood through regular exercise. Overall, Option 2 enhances promotes a healthier, more active, and environmentally sustainable community.

Climate: In 2019, the City Council adopted a resolution declaring a climate emergency, recognizing that climate change poses a grave threat to everyone in Alexandria and around the world. Considering Eco-City Alexandria's Environmental Action Plan 2040 and its Energy and Climate Change Action Plan (ECCAP), making decisions that encourage more bicycling is a climate-smart move. By reducing vehicle miles traveled and encouraging bicycling, policy choices like this help reduce carbon emissions in our City toward the goals to reduce GHG emissions 50% by 2030 (from 2005) and 80-100% by 2050. Option 2 is more aligned with these principles than Option 1.

The EAP2040 Transportation chapter prioritizes low-carbon mobility options, with a goal to aggressively promote vibrant, human-scale city streets that prioritize people's access and mobility so that all Alexandria residents and visitors have access to the commercial and cultural resources of the city using low-carbon modes of transportation, consistent with the following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles, freight vehicles and private motor vehicles. It further includes a short-term action to add an average of 3 miles of bicycle connections per year, prioritizing low-stress facilities, where possible, and connectivity with existing bicycle infrastructure, to create a network of bike-safe routes. The Transportation chapter also includes a goal to reduce automobile dependency and educate individuals and employers on mobility options other than single occupancy driving.

The ECCAP transportation strategy section includes a priority strategy to reduce vehicle miles traveled (VMT) significantly (30,000 MT CO₂e by 2030 and 50,000 MT CO₂e by 2050), through the implementation of strategies from the Alexandria Transit Vision and Mobility Plans. Biking has a significant effect on overall fuel usage: according to a report from the Rails-to-Trails Conservancy, between 700 million and 1.6 billion gallons of fuel can be saved per year, and their associated carbon emissions avoided, if adequate bicycling infrastructure is available.

Environmental Justice: In January 2021, the Alexandria City Council issued the ALL Alexandria resolution acknowledging Alexandria's horrific racial history; recognizing the need and importance of community involvement to identify, develop and implement policies in the pursuit of equitable outcomes; and resolving to adopt practices and policies centered on creating and ensuring racial and social equity. Black and Brown communities are disproportionately suffering more from the impacts of pollution and climate change. For low-income residents across our City, offering dependable and safe bike lanes as a legitimate option for transportation opens up a lower-cost alternative than driving a car. By making our biking infrastructure more connected and safer, our physical environment becomes better for everyone: reduced carbon emissions, better air quality, and more inclusive transit opportunities.

ATTACHMENT 3: SPRING 2023 PETITION TO CITY COUNCIL

May 23, 2023

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

Dear Jennifer,

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

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

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

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

Thank you.

Sincerely,



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

ATTACHMENT 7: LETTER OF SUPPORT

ALEXANDRIA TRANSIT COMPANY

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

June 12, 2024

Re: Endorsement of the Duke Street Transitway project recommendations

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

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

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

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

Sincerely,



David Kaplan, ATC Board of Directors, Chair



The footer banner features a blue background with a yellow curved graphic on the left. It includes the DASH logo on the left and contact information on the right: a phone icon with the number 703.746.3274, a globe icon with the website dashbus.com, and a location pin icon with the address 3000 Business Center Drive, Alexandria, VA 22334.



10/16/2024

Dear Hillary,

Thank you for contacting us regarding the Nov. 12 city council meeting. The Longview Hill Civic Association plans to send a letter to city council directly regarding this issue. Since meeting with you a year ago we have continued to do our due diligence in engaging with our neighbors and city leaders on this issue. The Longview Hill Neighborhood stands firmly against changes to the two-way directionality of the Duke Street Service Road, and urges council to vote no on this issue. We would like the city to come up with a more practical solution that benefits all residents and businesses who use the service road on a daily basis.

Sincerely,

Longview Hill Civic Association