

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2024

DOCKET ITEM: 13

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

REQUESTED BY: T&ES Staff

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

STAFF RECOMMENDATION: That the Board:

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

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

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

Intersection of Duke Street and Cambridge Road

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

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

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

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

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

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

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

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

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

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

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

Duke Street between Wheeler Avenue and South Quaker Lane

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

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

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

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

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

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

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

ATTACHMENT 1: CAMBRIDGE ROAD INTERSECTION DESIGN OPTIONS

Intersection Option 1 - No Build

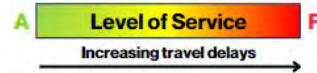


Intersection Description:

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

Traffic Operations:

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



Safety:

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



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

Intersection Option 2 - Separated



Intersection Description:

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

Traffic Operations:

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



Safety:

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



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

Intersection Option 3 - The Through-cut

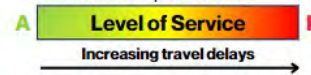


Intersection Description:

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

Traffic Operations:

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



Safety:

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



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

Recommendation: Option #3 (The Through-cut)

Safety

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



Traffic Operations

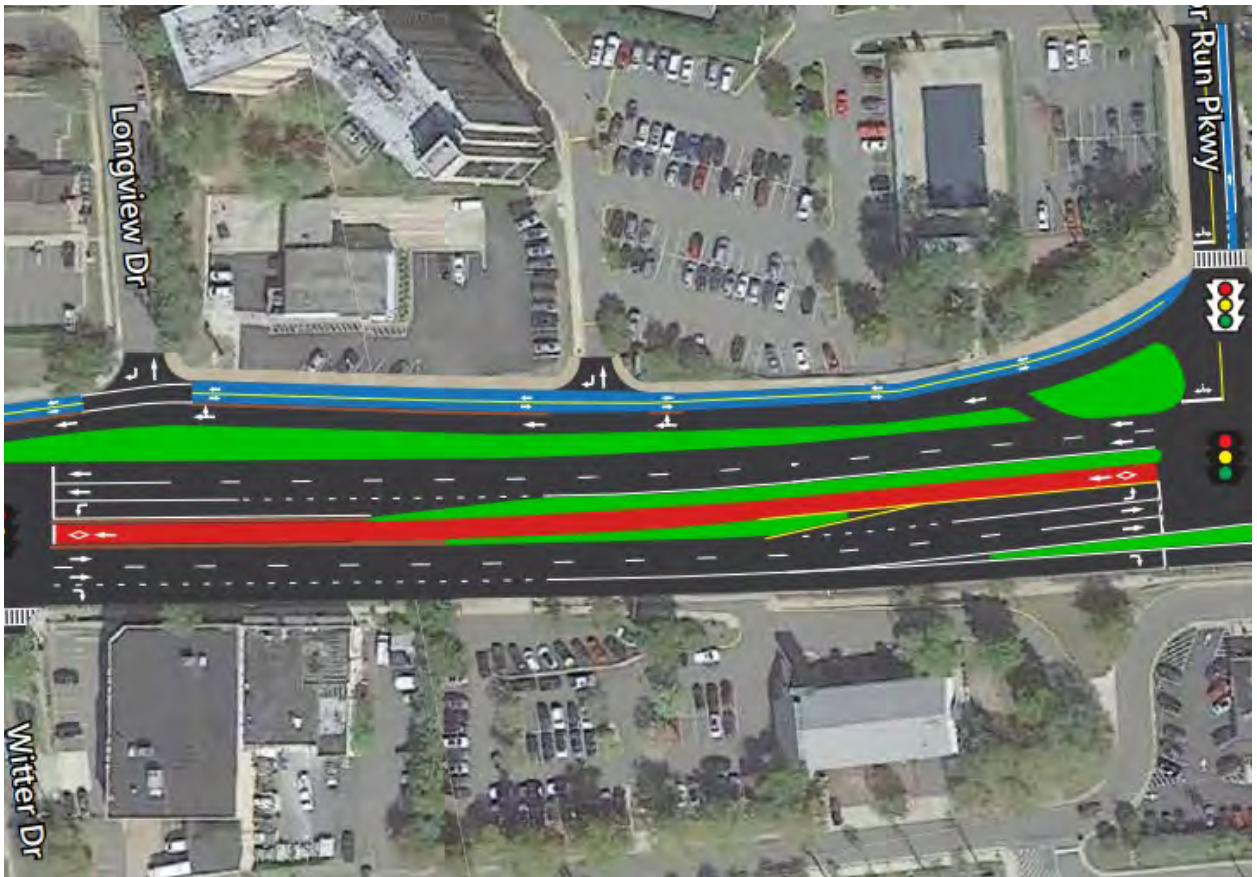
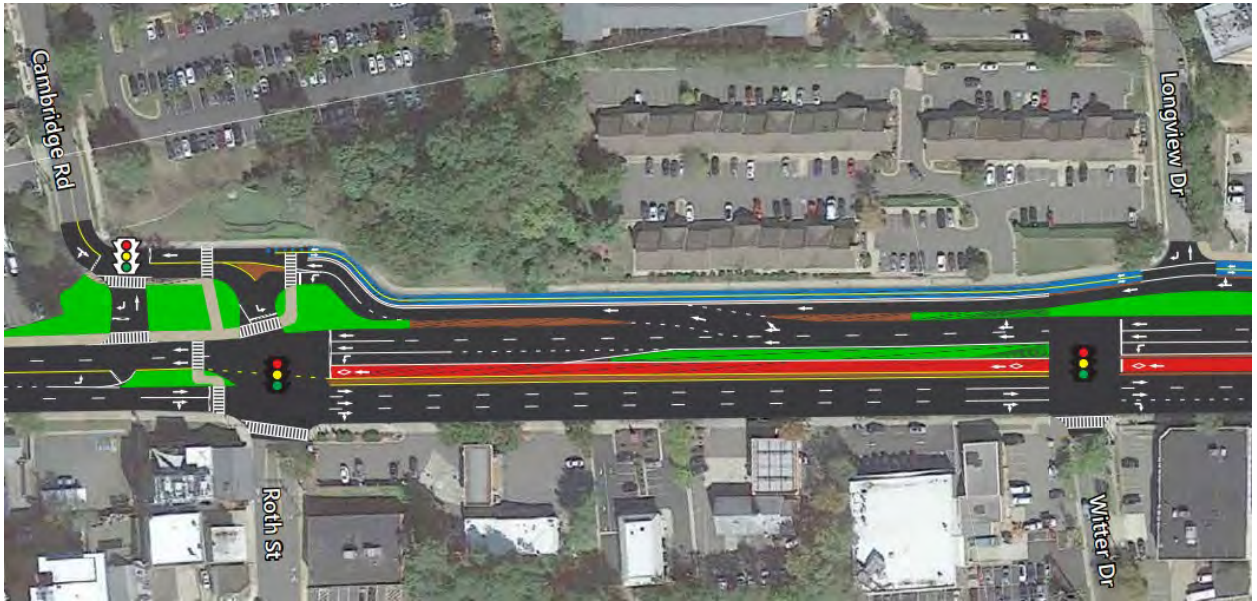
Intersection LOS **C**

- Delay: 31s from 181s

Cambridge LOS **F**

- Delay: 72s from 195s

ATTACHMENT 2: PROPOSED SERVICE ROAD CONFIGURATION



ATTACHMENT 3: SPRING 2023 PETITION TO CITY COUNCIL

May 23, 2023

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

Dear Jennifer,

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

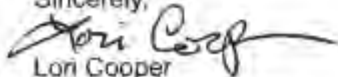
We all use the service road multiple times a day to conduct the activities of our daily lives. We are concerned that such change would result in: 1) a serious reduction in the quality of life due to exponentially increased wait times in traffic for any egress or ingress of all who live on Longview, Viewpoint,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

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

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

Thank you.

Sincerely,



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

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

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

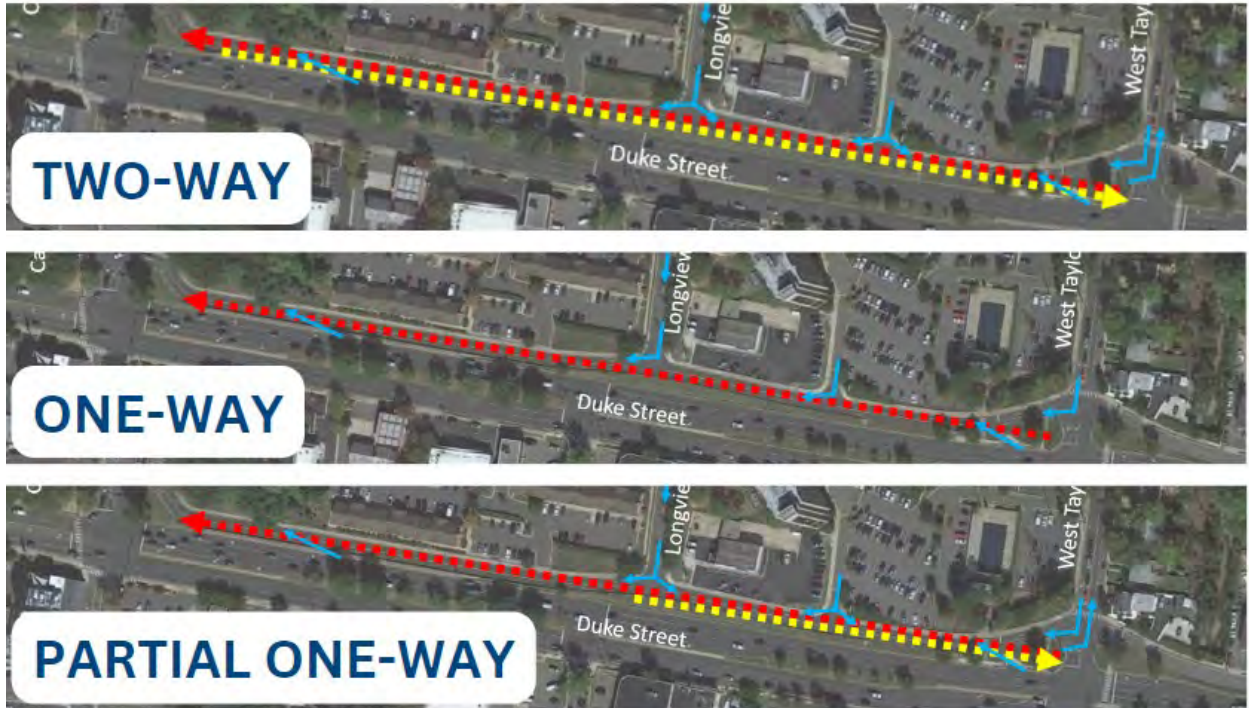
	Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
1	Elizabeth Guttman		2933 Nob Hill Ct Hwy	bguttman19@yahoo.com	5/18/23
2	John W. Frost		2933 Nob Hill Ct Hwy		5/15/23
3	Jerry Cunningham		2918 Nob Hill Ct	jerry.cunningham	5/15/23
4	Kathryn Cunningham		"	"	5/16/23
5	Vilva Briones		2728 Nob Hill Ct.	briones.vilva@gmail.com	5/18/23
6	CLAUDE FLEMING		2932 NOB HILL CT.	CLAUDE.FLEMING@gmail.com	5/18/23
7	Mario Prada		2932 NOB HILL CT	MARIO.PRADA135@GMAIL.COM	5/18/23
8	CRAIG MOORE		2945 NOB HILL CT	craig.moore@gmail.com	5/18/23
9	JEFF COLETTI		2945 NOB HILL CT	JEFF@DRINKABLEGLOBE.COM	5/18/23
10	Michelle Brown		2906 Seay St Apt 202	mbrown1621@psf.com	5/18/23
11	JOHN MILLER		2803 Seay ST.	jsmillers@comcast.net	5/18/23
12	JOE L. CLARKE		2903 Seay St	- NONE -	5/18/23
13	Michelle B. Davis-Brown		2906 Seay St #202	MichelleDavisBrown13@gmail.com	5/18/23
14	B GILES LARCADE		2907 NOB HILL CT.	RETIREDC123@comcast.net	5/15/23
15	HONGYAN		2879 Duke	luckygongyan	05/18/23
16	LAXMI GURUNG	ACE REHAB	2877 DUKE ST	laxmi@aceRehab.com	5/18/23
17	Sharon Eddy	State Farm Agent	2869 Duke St	sharon@sharoneddy.com	5/18/23
18	BILL PURDY	Admin Asst	2857 Duke St	billpurdy1@gmail.com	5/18/23
19	Tiffani Lewis		7601 Seay St	lewis.tiffani@gmail.com	5/18/23

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

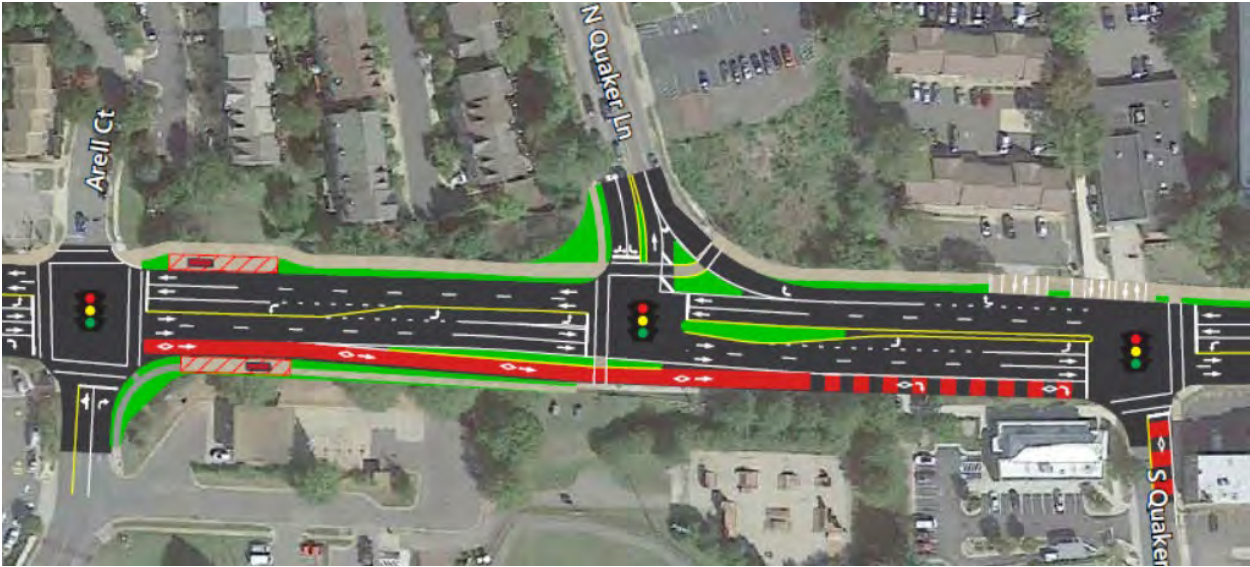
Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
1 Liri Cooper	<i>Liri Cooper</i>	2930 Viewpt Rd	cooperliri@gmail.com	5/17/23
2 Juhanna von Zumbusch	<i>Juhanna von Zumbusch</i>	2930 Viewpoint Rd	juvzumbusch@gmail.com	5/17/23
3 Doug Peterson	<i>Douglas D. Pelain</i>	2924 Viewpoint Rd		5/17/23
4 Julia Peterson	<i>Julia Peterson</i>	2924 Viewpoint Rd	jwpeterson@gmail.com	5/17/23
5 Linda Woathouse	<i>Linda Woathouse</i>	2924 Viewpoint Rd		5/17/23
6 RYAN CONNORS	<i>Ryan Connors</i>	213 Longview Dr	RYAN.C.CONNORS@GMAIL.COM	5/17/23
7 Alison Matz	<i>Alison Matz</i>	2942 Viewpoint Rd	amatze@gmail.com	5/17/23
8 Jonathan Falk	<i>Jonathan Falk</i>	2942 Viewpoint Rd	j.falk@proton.me	5/17/23
9 George Dague	<i>George Dague</i>	127 Longview Dr	gdague@proton.me	5/17/23
10 Natalia Escobar	<i>Natalia Escobar</i>	2928 Nob Hill Ct	escobar.na@gmail.com	5/17/23
11 Simon Thompson	<i>Simon Thompson</i>	2928 Nob Hill Ct	simonthompson@gmail.com	5/17/23
12 Ellen M Daxe	<i>Ellen M Daxe</i>	127 Longview Drive	ellenmdague@aol.com	5/17/23
13 Kenneth W. Hardner	<i>Kenneth W. Hardner</i>	2948 VIEWPOINT DR	KW.HARDNER@GMAIL.COM	5/18/23
14 Christopher Willard	<i>Christopher Willard</i>	2948 Viewpoint Rd	cwillard14@sc.edu	5/18/23
15 James Love	<i>James Love</i>	2954 Viewpoint Rd	jameslove@comcast.net	5/18/23
16 Mary Love	<i>Mary Love</i>	2954 Viewpoint Rd	maryalove@gmail.com	5/18/23
17 Scott Thomas	<i>Scott Thomas</i>	2941 Viewpt Rd		5/19/23
18 C.E. Thon	<i>C.E. Thon</i>	2941 Viewpoint Rd		
19 Rebecca Misch	<i>Rebecca Misch</i>	2955 Viewpoint Rd	rebecca.misch@gmail.com	5/18/23
20 Matt Kaplan	<i>Matt Kaplan</i>	2955 Viewpoint Rd	matkaplan@gmail.com	5/18/23
21 Danielle Whitley	<i>Danielle Whitley</i>	211 Longview Dr	daniwhitley@comcast.net	
22 Leonardo Butler	<i>Leonardo Butler</i>	2727 Duke St		
23 Athena Baldwin	<i>Athena Baldwin</i>	200 Longview Dr	athenabaldwin@yahoo.com	
24 Robert Lippman	<i>Robert Lippman</i>	100 Longview Dr	rlippman@hotmail.com	
25 Emilio V. Rocco	<i>Emilio V. Rocco</i>	2923 Viewpoint Rd	avrouco@icloud.com	5/18/23
26 Stacey Bradford	<i>Stacey Bradford</i>	2947 Viewpoint Rd	sbradford2406@comcast.net	
27 KATHY L. PECK	<i>Kathy L. Peck</i>	2947 Viewpoint Rd	KUP23E@VERIZON.NET	
28 Stephan	<i>Stephan</i>	2953 Viewpoint Rd	SDEFOT@GMAIL.COM	
29 Charles Brinkman	<i>Charles Brinkman</i>	2930 Viewpoint Rd	Colin.Brinkman@gmail.com	5/22/23

ATTACHMENT 5: THREE DESIGN OPTIONS

Service Road: WTR Pkwy to Cambridge Road



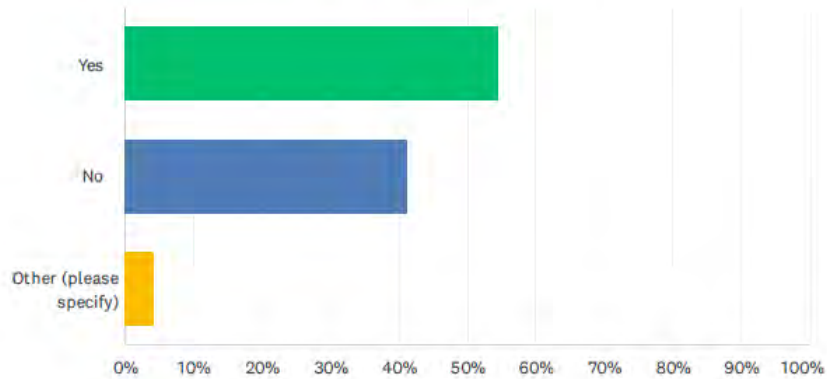
ATTACHMENT 5: WHEELER AVENUE TO SOUTH QUAKER LANE PROPOSED DESIGN



ATTACHMENT 6: 2024 DUKE STREET SERVICE ROAD FEEDBACK FORM

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

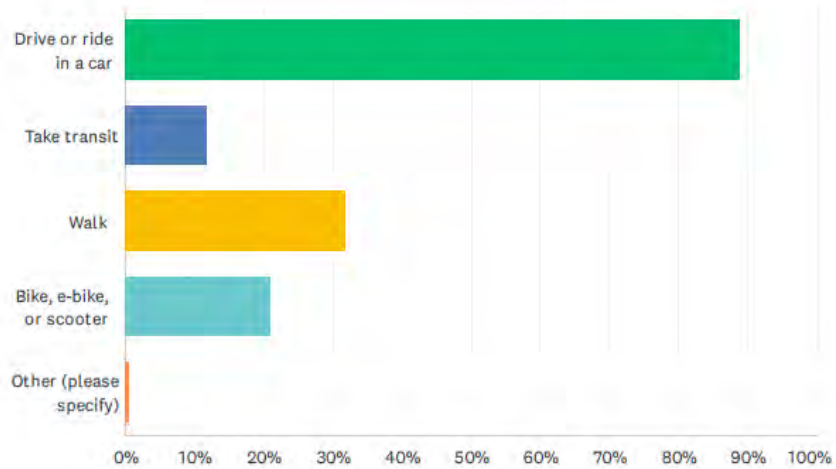
Answered: 427 Skipped: 0



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

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

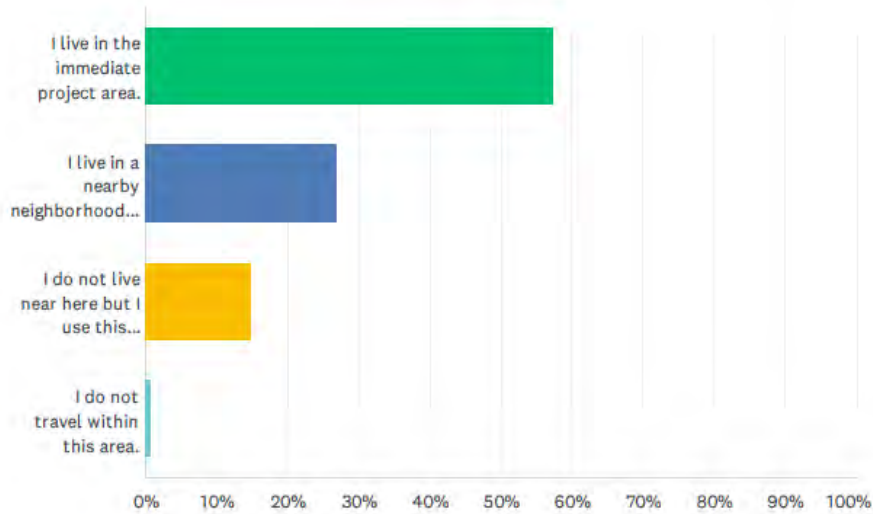
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ANSWER CHOICES	RESPONSES	
Drive or ride in a car	88.99%	380
Take transit	11.71%	50
Walk	31.85%	136
Bike, e-bike, or scooter	20.84%	89
Other (please specify)	0.47%	2
Total Respondents: 427		

Q3 Why do you travel within this area?

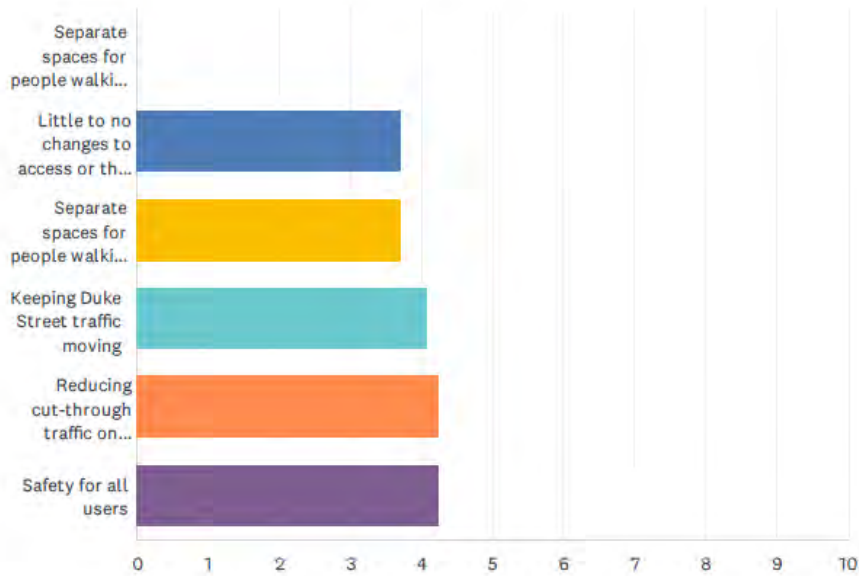
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ANSWER CHOICES	RESPONSES	
I live in the immediate project area.	57.38%	245
I live in a nearby neighborhood and drive through the area as part of my regular travel.	26.93%	115
I do not live near here but I use this segment of roadway to get to work,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

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

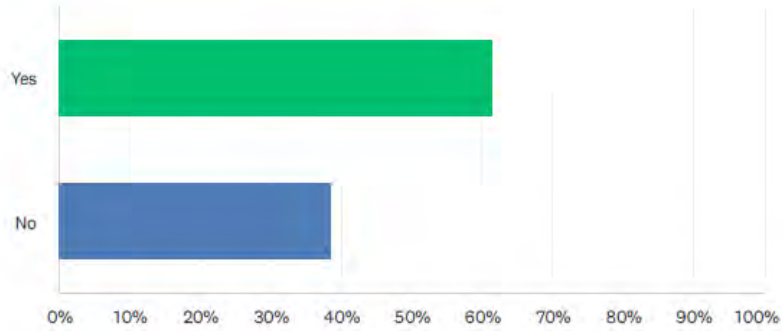
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	1	2	3	4	5	6	TOTAL	SCORE
Separate spaces for people walking, biking, e-biking, and scooting	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Little to no changes to access or the existing routes you take today	25.53% 109	12.88% 55	10.30% 44	9.84%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

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

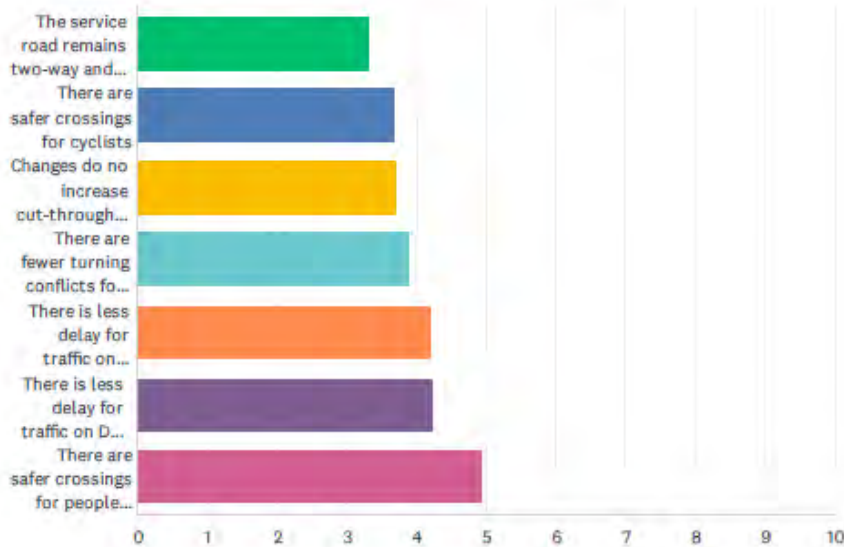
Answered: 427 Skipped: 0



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

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

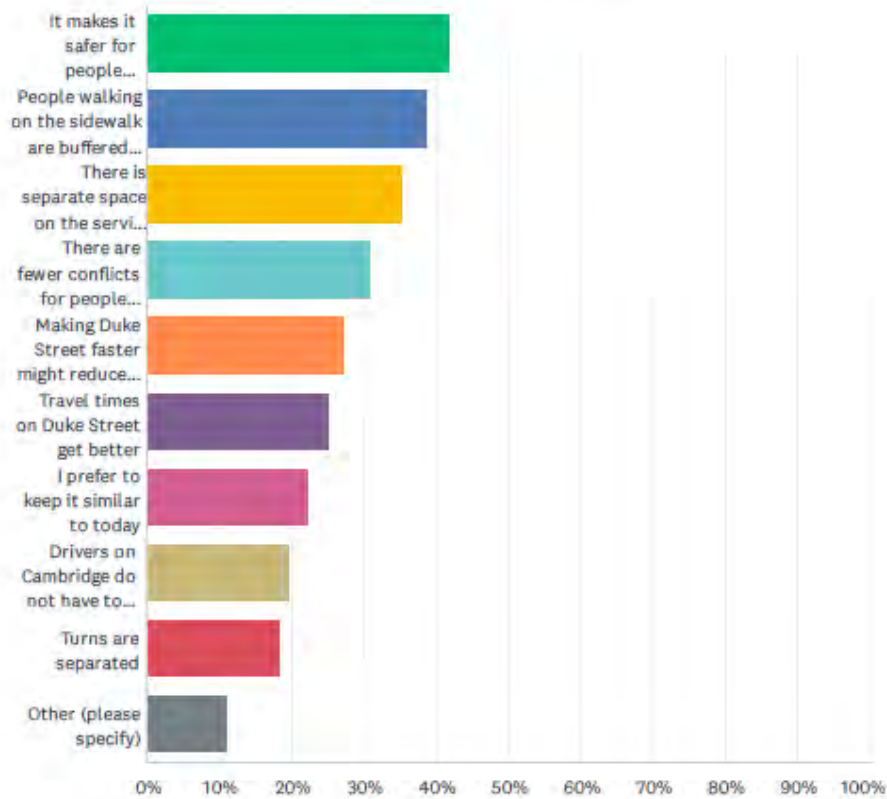
Answered: 239 Skipped: 188



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

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

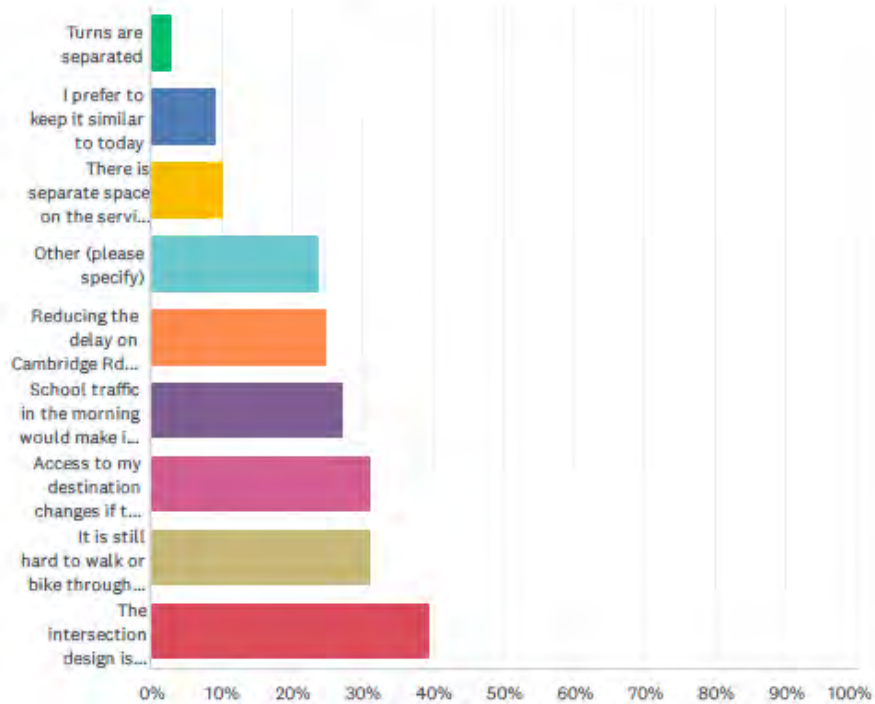
Answered: 230 Skipped: 197



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

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

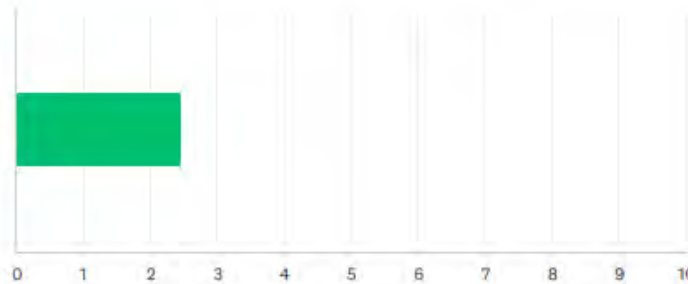
Answered: 205 Skipped: 222



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

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

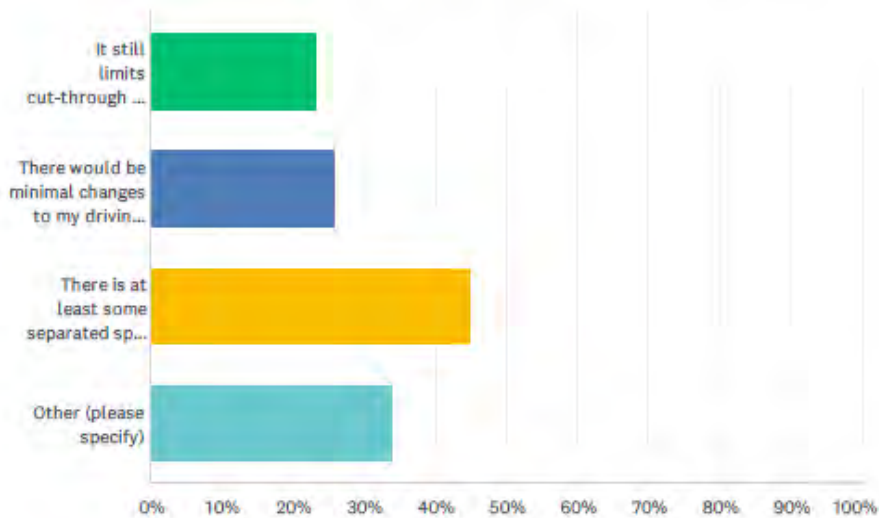
Answered: 195 Skipped: 232



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

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

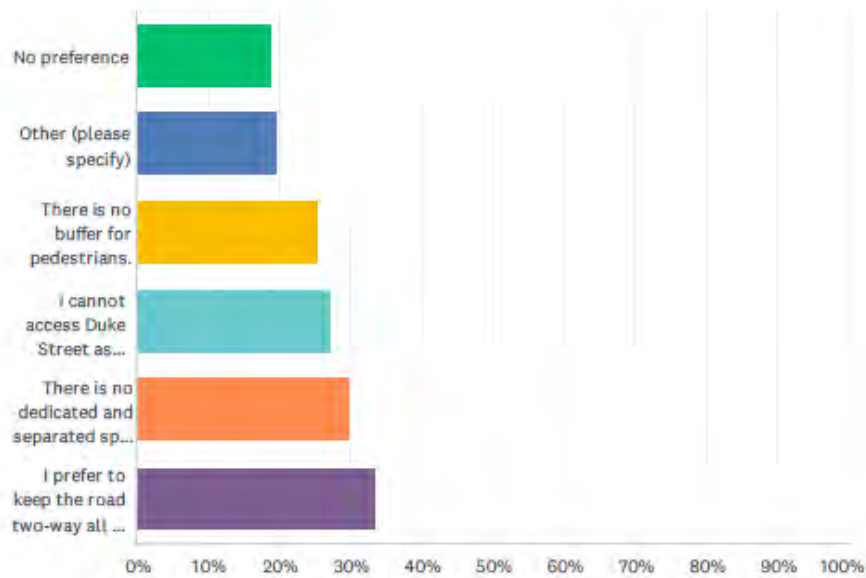
Answered: 224 Skipped: 203



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

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

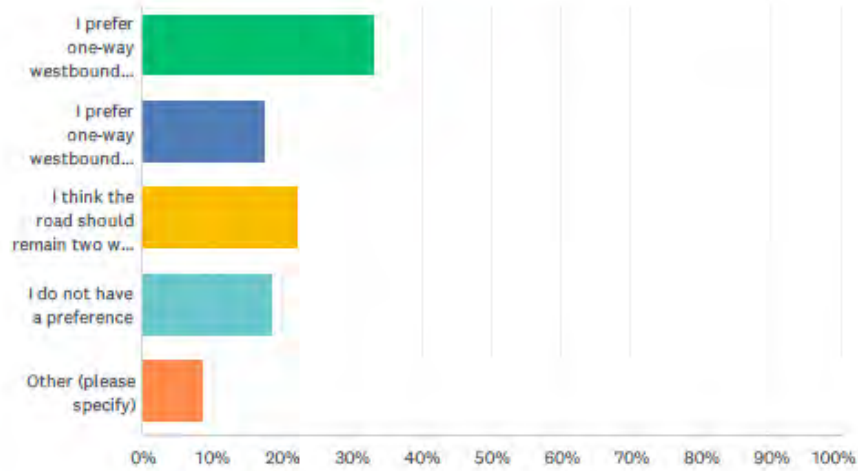
Answered: 224 Skipped: 203



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

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

Answered: 222 Skipped: 205



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

ATTACHMENT 7: LETTER OF SUPPORT

ALEXANDRIA TRANSIT COMPANY

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

June 12, 2024

Re: Endorsement of the Duke Street Transitway project recommendations

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

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

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

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

Sincerely,



David Kaplan, ATC Board of Directors, Chair



The footer banner features a blue background with a yellow curved line on the left. It includes the ATC logo and the word "DASH" on the left. On the right, it lists contact information: the phone number 703.745.1274 with a telephone icon, the website dastibus.com with a globe icon, and the address 3000 Business Center Drive, Alexandria, VA 22314 with a location pin icon.

Duke Street Service Roads

Agenda Item 13

Presenter: Hillary Orr



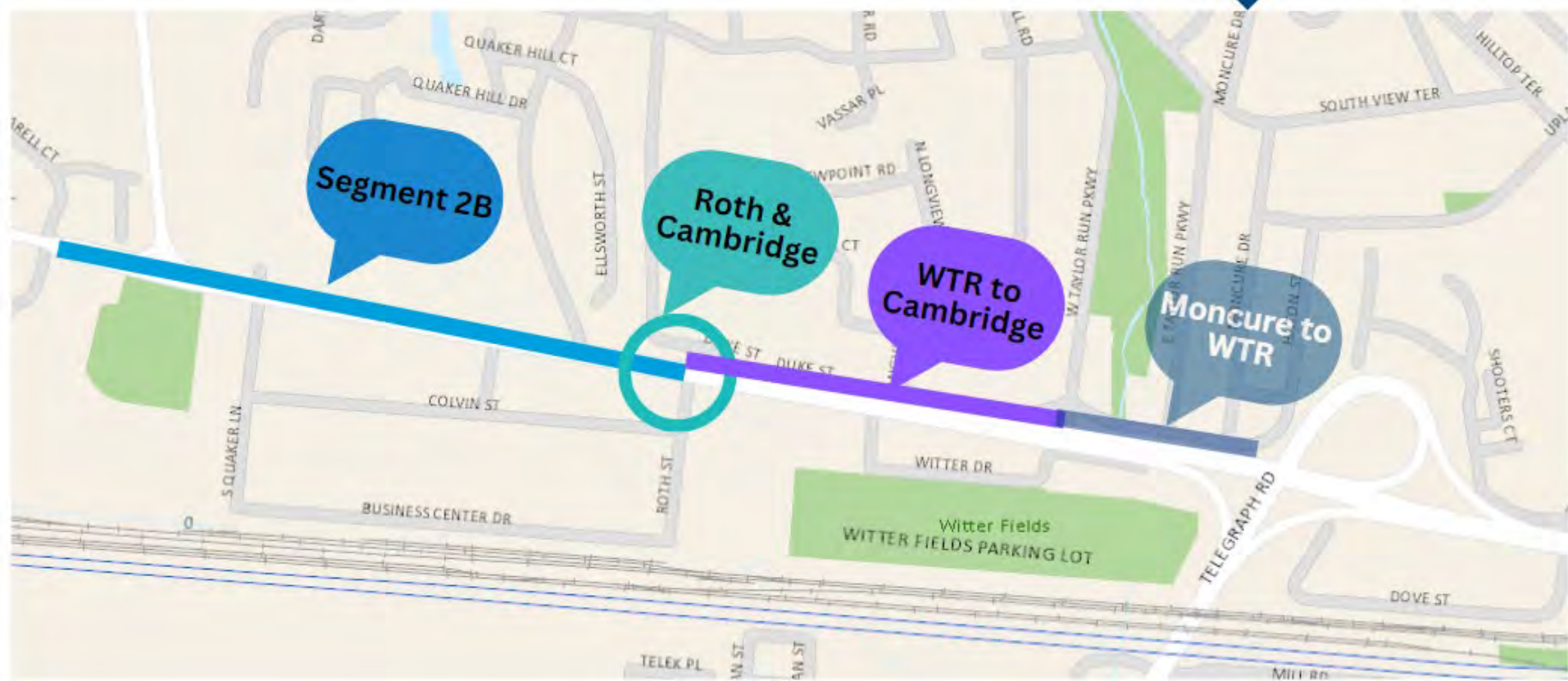
Board Action on Remaining Areas of Interest

**WTR to
Cambridge
Service
Road**

**Cambridge
& Roth
Intersection**

**2B or
Not 2B**

Project Locations

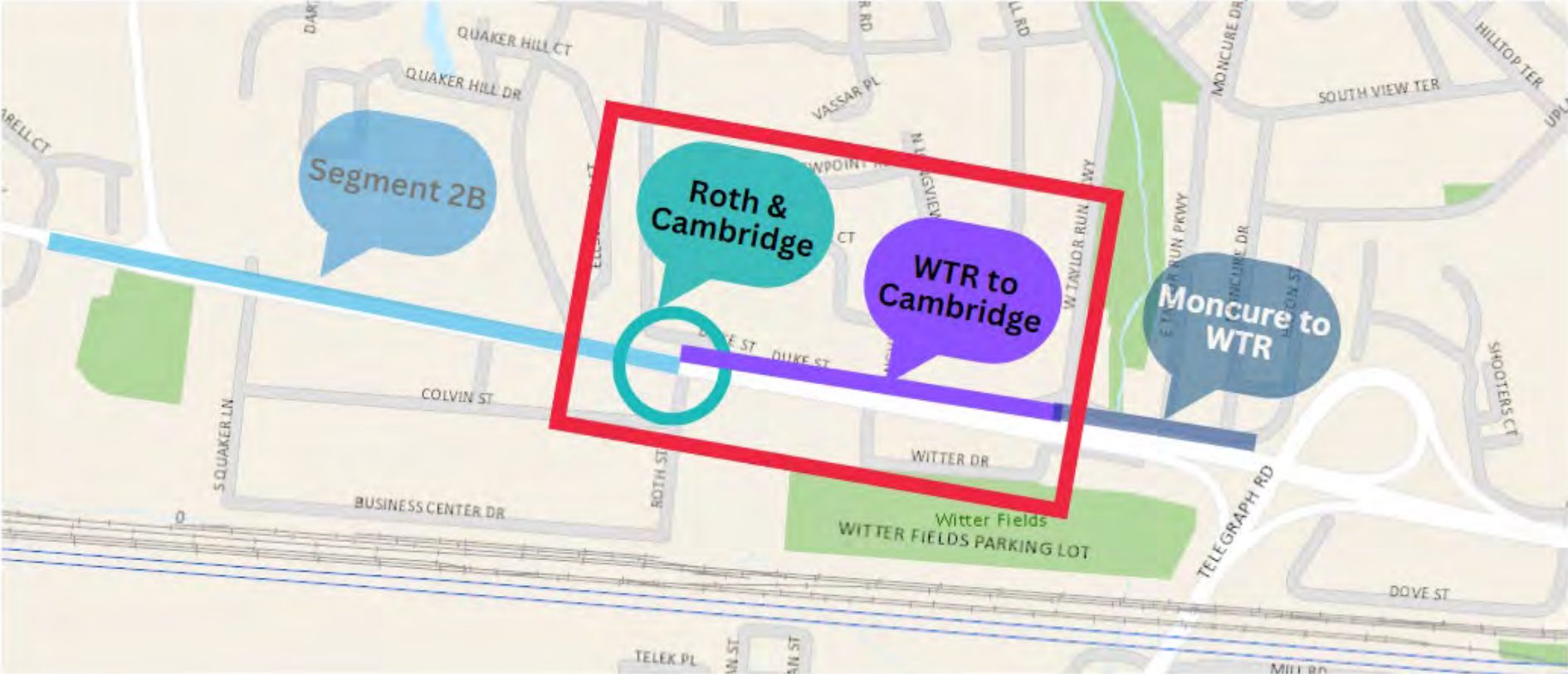


Community Engagement Summary

September 2023- Present

- 3 Civic Association/HOA Meetings
- 1 in-person Community Meeting with 75 attendees
- 400+ responses to online feedback form
- 4 Meetings with Community Leaders
- 3 Written Updates (City Council & Community Newsletters)
- 6 Board & Commission Staff Updates
- 2 City Council Oral Updates
- Numerous phone & email conversations with residents

Project Locations



Cambridge & Roth Intersection

Developed & Received input on 3 options that considered:



Over 250 responses to feedback form (85% from neighborhood)

- Safety was #1 priority
- “The benefit of reducing delay for all approaches at the Cambridge/Roth intersection and keeping Duke Street traffic flowing is worth the tradeoff of having a one-way service road”
 - 0 disagree to 2 strongly agree (Score 1.85)

Recommendation: Option #3 (The Through-cut)

Safety

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



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

Traffic Operations

Intersection LOS **C**

- Delay: 31s from 181s

Cambridge LOS **F**

- Delay: 72s from 195s

Service Road: WTR Pkwy to Cambridge Road



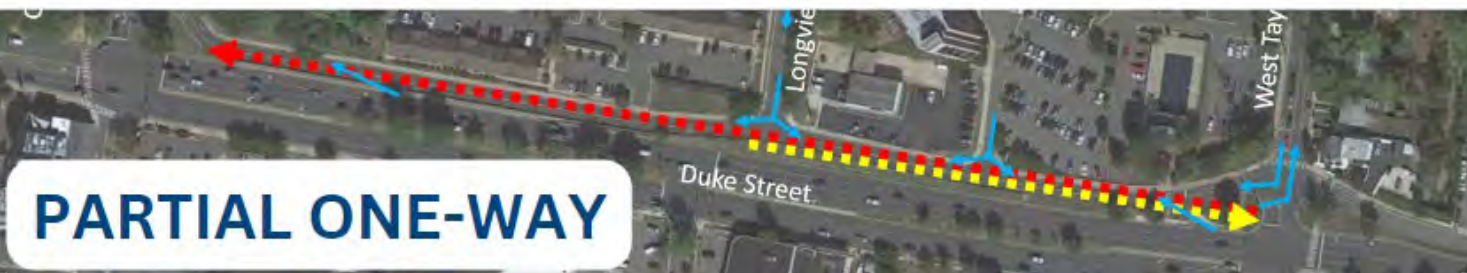
Existing



TWO-WAY

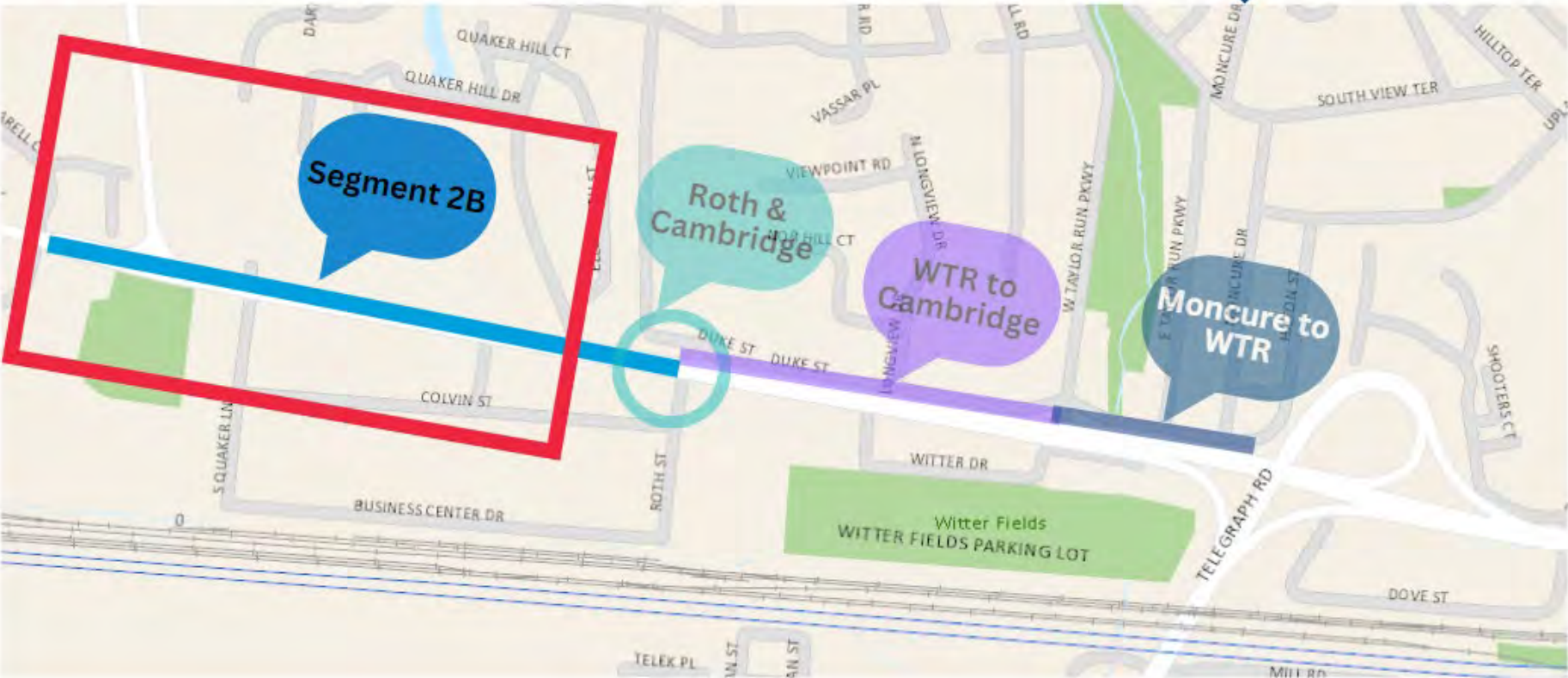


ONE-WAY



PARTIAL ONE-WAY

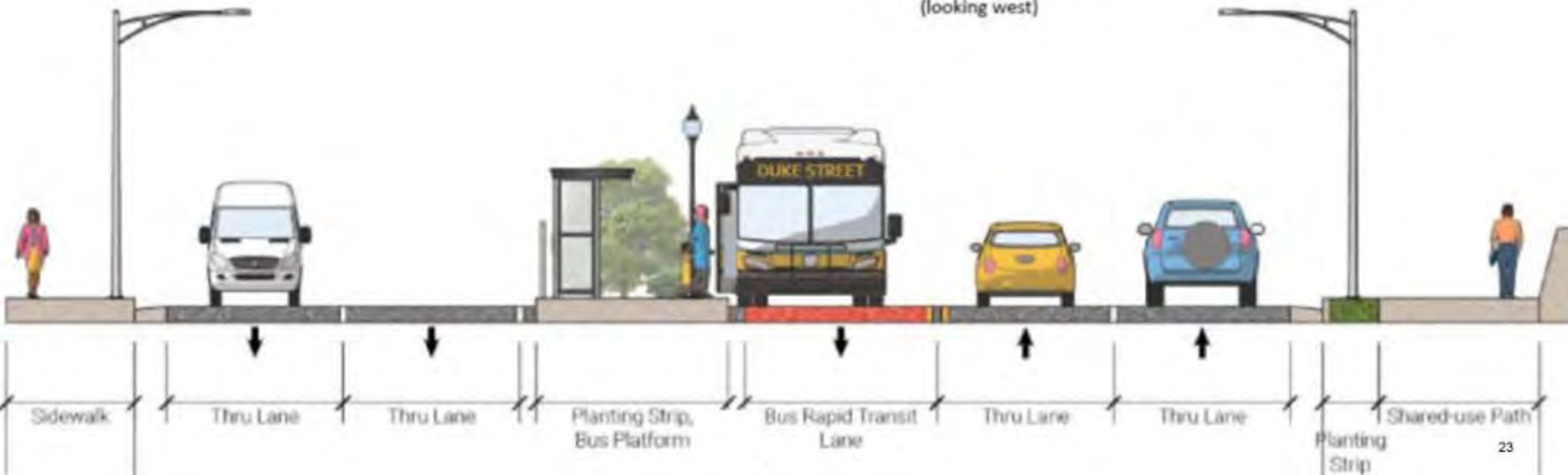
Project Locations





Segment 2B - Wheeler to Roth

Yale Drive to Sweeley Street
(looking west)



Segment 2B



Quaker Lane & Duke Street



Recommendations:

That the Board:

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



June 21, 2024

Re: Duke Street in Motion

Members of the Traffic and Parking Board -

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

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

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

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

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

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

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

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

Sincerely,

The Board of the Clover/College Park Civic Association

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

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

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

Members of the Traffic and Parking Board –

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

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

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

Thank you,

Denny Kuhns
2905 Dartmouth Road

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

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

Members of the Traffic and Parking Board,

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

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

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

Thank you,

Emily Binder

311 Crown View Dr

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

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To the Members of the Traffic and Parking Board:

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

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

Thank you for your consideration.

Laura Plaze
402 Cambridge Road
Alexandria, VA 22314

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

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

Hello Traffic & Parking Board Members,

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

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

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

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

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

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

Thank you,
Leslie Catherwood

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

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

Members of the Traffic and Parking Board –

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

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

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

Thank you.

Lisa Montague

402 Cloverway Drive
Alexandria, VA 22314

[703.409.9894](tel:703.409.9894)

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

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

Hi Ms. McGraw:

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

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

Email to D. Scolese:

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

For me, the two biggest problems are the intersection:

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

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

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

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

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

Thank you,
Michelle Winston

D. Scolese's response:

Daniel Scolese <daniel.scolese@alexandriava.gov>

Mon, Dec 11, 2023, 9:59 AM

to me, Hillary, Ryan



Good Morning Michelle.

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

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

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

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

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

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

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

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

Please let me know if you have questions or comments.

Thank you
Dan

—

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

Thank you,
Michelle Winston

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

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Members of the Traffic and Parking Board –

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

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

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

Thank you.

Milton Heller
308 Vassar Rd.
Alexandria

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

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

Thank you,

Tony Fletcher

Recommendation: Option #3 (The Through-cut)

Safety

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



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

Traffic Operations

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

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

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June 22, 2024

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

Attn: James Lewis, Chairperson

Subject: Duke Street between West Taylor Run Parkway and Wheeler

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

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

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

Respectfully,
Dane Lauritzen
Board Member

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

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

Dear Members of the Traffic and Parking Board,

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

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

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

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

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

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

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

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

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

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

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

Thank you,

Alison Maltz

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

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

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

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

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

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

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

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

The access road needs to remain two-way.

Thank you.

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

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

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

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

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

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

Seconds are vitally critical for saving a life.

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

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

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

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

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

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

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

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

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Ms McGraw,

Good Morning,

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

George Dague

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

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Hello,

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

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

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

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

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

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

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

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

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

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

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To the Members of the Alexandria Traffic and Parking Board:

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

I would like to raise the following concerns:

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

1. Logistical Problems for Longview Residents

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

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

2. Logistical and Safety Concerns with the Dedicated Bike Lane

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

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

3. Logistical Concerns with the Cambridge Intersection

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

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

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

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

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

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

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

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

June 24, 2024

Members of the Traffic and Parking Board,

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

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

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

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

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

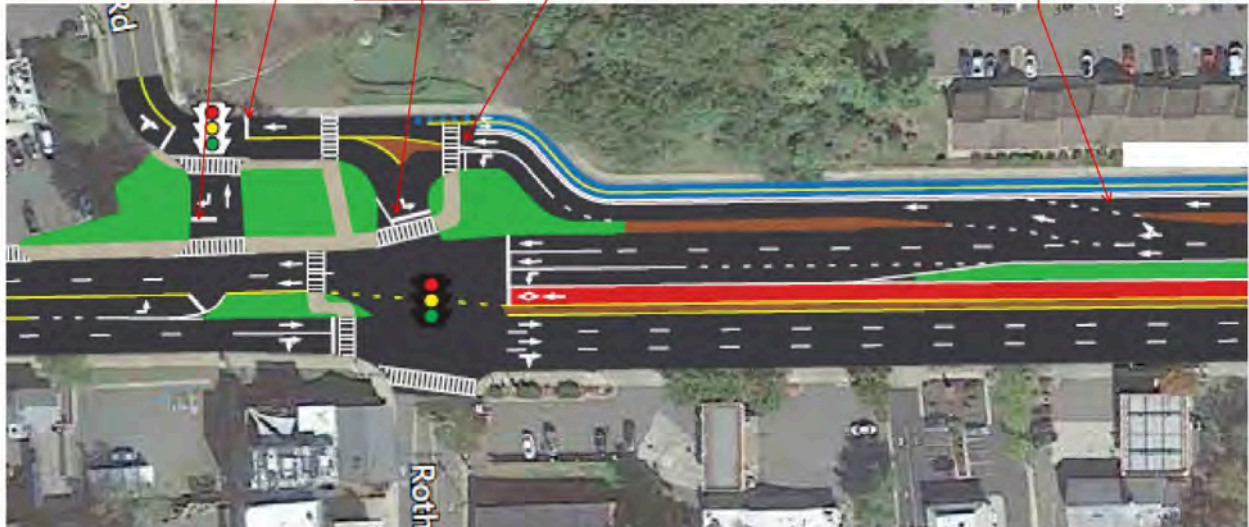
Stop 1, with yield to heavy traffic will make it exceptionally difficult to leave the neighborhood. There is high volume here, but the recommendations do not fully factor that there will likely be increase in cut through traffic as a result of this project that would compound the impact of the Longview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

Stop 4, Offering only waiting room for 1-2

Stop 3 westbound

Stop 3 eastbound

Stop 2, Includes dangerous merge for bicycles



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

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

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

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

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To the Traffic and Parking Board –

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

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

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

Thank you.

Leslie Kostrich

410 Skyhill Rd, Alexandria, VA 22314

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

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

June 24, 2024

Chairman Lewis and Members of the Traffic and Parking Board:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lori Cooper

2936 Viewpoint Road

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

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

Dear Ms. McGraw,

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

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

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

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

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Hello,

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

Respectfully,

Margaret Zalenska

Sent from my iPhone

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

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Members of the Traffic and Parking Board –

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

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

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

Thank you.

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

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

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Members of the Traffic and Parking Board –

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

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

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

Thank you.

Patricia J Fitzgibbons

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

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

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

Thanks,
Sarah Husain
14 Ansell Street 22305

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June 24, 2024

Dear Members of the Traffic and Parking Board:

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

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

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

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

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

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

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

Thank you very much for your consideration.

Eve Anderson
President, TRCA

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

Good afternoon,

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

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

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

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

Thank you,
Alex

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

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Hello,

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

Alex Skubel

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

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Hello,

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

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

Sincerely,
Bonnie Naugle
Alexandria resident and parent

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

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

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

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

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

-Elisabeth Peebles

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

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Hello,

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

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

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

Thank you for your attention,

Moir MacDougal

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

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Hello,

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

William Buschur
2181 Jamieson Ave, Alexandria, VA 22314

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

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Dear Board members,

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

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

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

Please move these recommendations forward.

Sincerely,

Timothy T. Shaw

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

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

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

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

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Hello,

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

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

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

Thank you,

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

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

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

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

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

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

Warmly,

Rebecca Loesberg

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

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

Tom VanAntwerp

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

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Hello,

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

Thank you,
Yasir Nagi

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

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

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

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

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

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

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

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

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

Sandy Heenan
E. Taylor Run Pkwy

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