Outlook

[EXTERNAL]South Pickett Road Design Public Comment

From Chris Damato <damato.chris@gmail.com>
Date Wed 11/13/2024 11:53 PM
To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

1 attachment (2 MB)
ChrisDamato_DetailedFeedback_withAdditionalNotes.docx;

You don't often get email from damato.chris@gmail.com. Learn why this is important

Good Evening City Council -

Attached for you is a detailed breakdown of the challenges the proposed Road Diet for South Pickett represents along with City Staff's view that a road diet is the ONLY solution for South Pickett. They have made it abundantly clear both in the public forums and in replies on feedback that they do not plan to move off of their "recommendations." Personally, I believe that South Pickett can use safety improvements as outlined in the attached document, however the issue at hand is really the Road Diet. City Staff should be able to provide multiple solutions without defaulting to a road diet to solve the problem. This should not be an either or type of situation where you either get no improvements OR you only get improvements with a road diet.

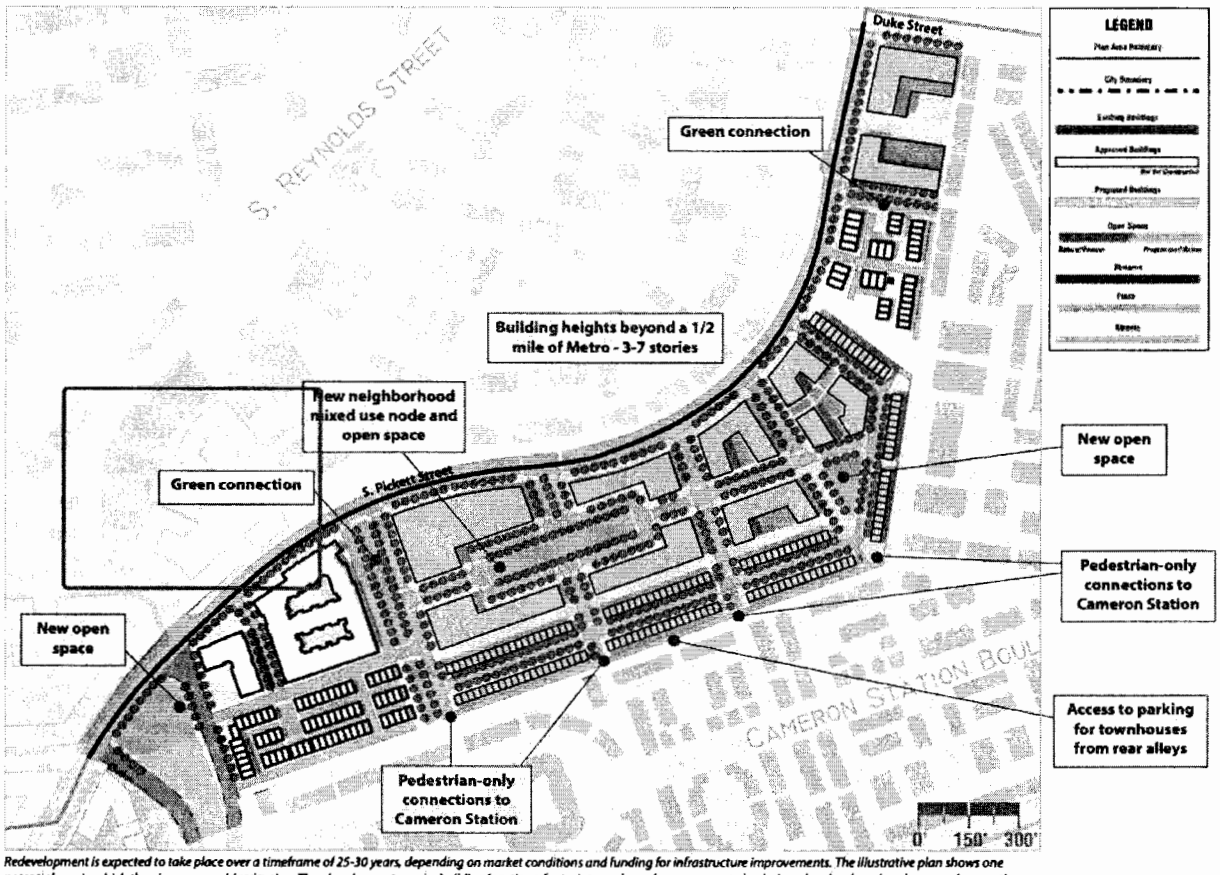
I am also planning on attending the Public Comment session virtually on Saturday. I look forward to sharing this with you on Saturday.

Chris Damato
203.722.7884

As someone who has lived along this corridor for since October of 2018 and has driven on South Pickett nearly daily, I am all for improving safety for motorists and pedestrians. My main issue with this project IS the Road Diet plain and simple. I'm especially against the road diet now that I understand where its roots come from, the 2015 Eisenhower West Small Area Plan. That plan was started in 2014, nearly 10 years ago.

While that plan represents a vision from 2015 to 2040, we are 9 years into the plan and there is still a lot to be done including the miracle Multimodal bridge. Considering that Norfolk Southern and their transload facility off Eisenhower currently will not allow a Multimodal Bridge to connect the Metro Station with the South Pickett Neighborhood, that is a major blocker for this corridor to get redeveloped. The land west of Cameron Station Blvd and Pickett was supposed to be developed into more mixed use for at least the last 3 or 4 years and nothing has come to fruition.

That same plan expects by 2040/2045 that the three car dealerships will no longer be providing commercial tax dollars to the city, our only Home Depot in the city will be closed, and other brick and mortar retail in the West End shopping center will be gone and replaced by unknown stores in a mixed-use space as detailed on page 75 of the plan (shown below).



Redevelopment is expected to take place over a timeframe of 25-30 years, depending on market conditions and funding for infrastructure improvements. The illustrative plan shows one potential way in which the plan area could redevelop. The plan does not require building locations, footprints, parks and open spaces to be designed or developed as shown, so long as the vision for redevelopment expressed by the community, the principles contained in this document, and the City of Alexandria's standards for redevelopment are met.

Fig. 5.22 - Neighborhood 3 - Illustrative plan

As a resident of the corridor, please use common sense when it comes to what you are allowing city staff to base their design off. As mentioned earlier I have lived along the corridor since October 2018 and I have only seen 2 accidents on South Pickett. Both of those accidents have occurred at night at the traffic light with Pickett, Cameron Station, and Edsall. I have seen more car carriers parked on South Pickett than I have seen accidents.

During the most recent public on October 17, it was made abundantly clear by City Staff that they have no intention of listening the residents that do not want a road diet. It was explicitly said in the meeting that they will not try to convince people who are set against the road diet to change their minds. When residents raised questions regarding alternatives such as signaled crosswalks, widening existing sidewalks, speed cameras and other more capital heavy suggestions, we were told it costs too much. City Staff expects pedestrians to leverage ON STREET bike lanes if they need more room on the sidewalks. City Staff also expects motorists to call parking enforcement whenever a car carrier is on the street because that is already currently "illegal."

In addition to being steadfast in their direction, there are other questions which city staff either does not have answers to or has not provided clear information on. Those are:

- What is the breakdown of those providing comments during the initial commenting period that live along South Pickett versus those who felt like commenting for their own good (See additional notes)?
    - By my rough math there are at least 885 housing units between Cameron Park Townhouse, Cameron Square Apartments, Cambria Square, Hillwood, Wapleton, and Gretna Green,
    - 214 people responded, of which staff cannot provide how many of those live along Pickett.
- When did these 85 accidents from 2018 to 2022 occur? Was it during the day, late at night, bad weather, etc?

In conclusion, while City Staff will leverage the Eisenhower West Small Area Plan, Vision Zero, and Federal Highway guidance as their justifications, when you actually observe the roadway and listen to residents who live along it there needs to be a better solution than a road diet.

Additional Notes for Council:

When referring to people commenting for their own good, I've noticed common people and interest groups that have commented on designs for King Street, Duke Street, and Pickett who either own a lot of property or have an agenda for road diets and bike lanes.

- Ken Notis representing the Alexandria Bicycle & Pedestrian Advisory Committee
- Alex Skubel
- Alexandria Families for Safe Streets (Never even heard of them)
- Washington Area Bicyclist Association

Examples of feedback received during public comment periods:

CD **Chris Damato (You)** 19:17

Is there a reason that an expansion of the sidewalk width wasn't proposed over the bike lanes?

CZ **Christopher Ziemann** 19:19

Wider sidewalks would be great for pedestrians. This project is in conjunction with a repaving project, and moving the curb, especially for the entire length of Pickett Street, would be very expensive and require a long construction period.

CD **Chris Damato (You)** 19:08

How is 214 people representative of the entire population that lives within this stretch of road?

CZ **Christopher Ziemann** 19:11

You're right, this was not a randomized sample of the entire community, this is the result of community engagement typical of local transportation projects, which give us a good idea of the concerns in a community. Over 200 responses is generally considered a high turnout for these kinds of projects.

T **TSH**

When traffic becomes single-lane, how will the roadway accommodate all of the large car-carriers (trucks) that routinely off-load cars — taking up an entire lane while they do — for ~30 minutes at a time?

This question has been answered live

HILLARY ORR

Great question - We will go over this, but car carriers are not currently permitted to off-load cars on Pickett Street. They're approved permits require them to unload off-site. This project we reinforce the behaviors that are already required. The project team is ensuring that all trucks can make the turns necessary to access the sites.

CD **Chris Damato (You)**

Other (Concerns): The lack of physical improvement to the sidewalks along South Pickett. If this project is supposed to be inclusive of pedestrian improvement just adding crosswalks isn't enough in my opinion.

HILLARY ORR

Good point, Chris. We are looking to improve some curb ramps and provide additional space for people at bus stops. There are existing retaining walls and slope that make it more difficult to widen sidewalks, but the proposed bike lanes provide a nice buffer from travel lanes for people walking, which would make the walking envrionment more comfortable.

CD **Chris Damato (You)** 19:15

When it comes to the 'Community' that was engaged, how many of the respondents actually live along the corridor, or is that not available?

HILLARY ORR 19:20

Providing demographic information on our online feedback forms was optional, but we encouraged participation from the immediate community with signs along the corridor. Staff also did targeted outreach to the adjacent communities and all of the businesses to make sure they were aware of the project and how to participate. There were Citywide eNew's about the project, so anyone was welcome to provide input, as we know a lot of people who don't live in the project area still work or use the businesses, daycares, and schools nearby.

A" **Arthur "Sash" Impastato** 19:23

The Federal Highway Administration rates speed saftey cameras and rapid flashing beacons as more effective for safety than a road diet. These together with a speed reduction would not negativley impact businesses and car traffic. Why does City staff continue to refuse to try other safety measures that are more effective rather than putting a road diet that the majority of nearby residents and big businesses do not want?

HILLARY ORR 19:29

In VA, speed cameras are only permitted within designated school zones. We agree these can be a great way to reduce speeds, but the City does not have the authority to install them on any street. Flashing beacons are also great measures, but they are not recommended for use on multilane roadways, particularly where you have a 5 lane cross section. The proposed design implements a number of safety measures that are proven measures for this type of roadway.

CD **Chris Damato (You)**

Regarding pedestrian accidents why aren't signaled crosswalks being considered?

HILLARY ORR

Some of the crossings for pedestiran will be signalized. For the unsignalized crossings, people will only have to cross one lane of traffic at a time and would have a refuge island in the middle. If the project is installed and observations show the need for a pedestrian activated beacon at some locations, this is certainly something we would consider. These beacons are not recommended where there people have to cross multiple lanes of traffic without a refuge island.

Outlook

[EXTERNAL]South Pickett Bike Lanes

From Ellen Clark <ellencantwellclark@gmail.com>
Date Wed 11/13/2024 5:45 PM
To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

You don't often get email from ellencantwellclark@gmail.com. Learn why this is important

Dear Council,

I am writing in support of the proposed bike lanes and traffic calming measures on South Pickett Street. I live in Cameron Station and have two children who attend Samuel Tucker. I am very much concerned about drivers speeding in and around our neighborhood as a pedestrian, biker, and parent. As one of my children has asthma, I am also concerned about the air quality. Creating opportunities for more people to bike safely on their errands or to/from work and school will help improve our air here. It will also result in fewer accidents! For those reasons, I support any/all traffic calming measures and bike lanes in and around the community.

As an aside-- please consider traffic calming measures within Cameron Station, too (for instance, speed bumps on Cameron Station Boulevard...why there are speed bumps on Brenman Park Drive and not on Cameron Station Boulevard mystifies)! When drivers see the mostly empty double lanes going through our neighborhood, this encourages them to speed. It is dangerous for children and adults, and we have had many near misses.

Thank you for your consideration,

Ellen Clark

Outlook

[EXTERNAL]S. Pickett proposed road diet

From Erica Rene <erica.r.hall2013@gmail.com>
Date Thu 11/14/2024 8:33 AM
To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

You don't often get email from erica.r.hall2013@gmail.com. Learn why this is important

Good morning,

I am writing to voice my thoughts on the subject proposed road diet on South Pickett St... referenced in the link below

https://patch.com/virginia/oldtownalexandria/bike-lanes-conversion-lower-speed-lim-proposed-road-alexandria

I don't believe there is a great solution. This effort will create a bottleneck for traffic and cause severe delays during rush-hour. However, I ultimately believe it is good for the safety of pedestrians. So if I need to leave my home earlier to avoid the delay, I'm willing to do that for the safety of pedestrians. Thanks 😊

Erica Hall

ALEXANDRIA TRANSIT COMPANY

Honorable Mayor Wilson and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

November 13, 2024

Dear Mayor Wilson and Members of City Council:

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

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

The ATC Board of Directors strongly endorses the South Pickett Street Corridor Improvements Project and urges City Council to approve City staff's recommendation.

Thank you for your consideration.

Sincerely,

David Kaplan, ATC Board of Directors, Chair

DASH

703.746.3274

dashbus.com

3000 Business Center Drive
Alexandria, VA 22314

My name is Katie Bilek. I am a mother of children who attend Samuel Tucker Elementary. I also own a small business of all female employees located on the West End. I wish to discuss the proposed S Pickett Road Diet and how it impacts the safety of children and residents in our area.

SOUTH PICKETT

My name is Nicole Radshaw and I am here in support of staff's recommendation for South Pickett traffic calming. I have been following this project from the beginning. First, I would like to thank staff for their design, their excellent presentations, repeated outreach, and responses to questions with intelligent fact-based answers.

In addition to all the safety reasons outlined in the project and supported by the Alexandria Mobility Plan, putting the bike lanes on Pickett continues to fill in the gaps in Alexandria's bicycling network. When folks ask me how to bike somewhere, there is always some unusual back alley, short cut, to make it safe. Some have names like the Creepy Tunnel, the Hotels, The Hole in the Wall. The one for South Pickett does not have a name- you have to turn down the last road in Cameron Station, and cut through a hole in the fence, carry your bike up some stairs, and maybe push it on a little dirt hill. These "secret" but ultimately safe short cuts are passed by word of mouth or maybe by some random websites, certainly not on Alexandria's bike map. If you don't know another biker, you don't know where to bike safely. Google maps does not tell you and it won't tell tourists who might want to explore beyond Old Town, who might want to spend money at Med Deli or the Halal Grocery. Let's make biking inclusive for everyone. You shouldn't have to be part of a special club to bike safely in Alexandria. SO--- people can see the bike lane instead of the secret hidden short cut behind the strip mall.

While I love the bike lanes and it will make it safer for me to bike to Pop-eyes, Med Deli for pita, Home Depot for supplies, and the nail salon, cars who are turning left will only have to turn across one lane of traffic instead of two. They will have the turning lane to wait in for the right gap in cars. This will reduce or eliminate the number of turning crashes (what I know as T-bone crashes.) In addition, having the bike lanes will buffer the sidewalk making it safer for people to walk. One commenter at the presentation owns or works at a preschool and corralling 2-5 year olds in the best of circumstances is challenging. I've seen them- they wear toddler sized neon colored safety vests. I've also seen groups of families with children crossing over Pickett coming from the park and Tucker school nestled in Cameron Station. If the road is calmer, the intersection will also be safer. These changes will make it safer for all road users: the little ones, the old ones, the ones with 4 wheels or 2 wheels, and the ones that don't think they need it.

Studies show that those who bicycle to businesses make more trips and spend more money per month than those who drive. Another economic benefit is that maintaining bike lanes is cheaper for the city- bikes are not 2000 pound hunks of steel that crash into trees and wear down the road.

Thank you!. Streets are for people! We appreciate the work you do serving our city for everyone who lives here.

I am writing in support of the safety improvement project on S Pickett. I think that the T&ES plans are thoughtful and considerate, drawing from community input, previous small area planning, our Vision Zero goals and the 2016 Pedestrian and Bicycle Mobility Plan. As a bike based business owner on Duke street with a studio on S Pickett, I am especially excited about having both halves of my business fully connected with bike lanes! In addition to my own experiences on S Pickett, I have talked to four other businesses that I frequent along the corridor, and they are also very supportive of the improvements. The stress of trying to turn into and out of small business along the East side of S Pickett is crazy. One of the managers at United Bank who told me she drives all the way through Cameron station just to avoid making the left onto S Pickett, even though it would be about half a mile shorter. The other manager there fears for his life when pulling out on his motorcycle, and can't wait for a safer option. The staff at the Chiropractors told me they hear screeching brakes and crashes on a near daily basis. Since they work with patients after these sorts of crashes, they are very aware of just how damaging a crash can be for someone's body. The assistant at Elpaw Vetrenary Clinic walks to work along S Pickett daily, and has seen many near misses. These safety improvements will have a huge positive impact on drivers, pedestrians, bus users, cyclists and small businesses. I urge you to support the T&ES staff plan approved by the Traffic and Parking Board, and vote against the appeal.

Gloria Sitton

From:	Sasha Impastato <aimpastato54@gmail.com>
Sent:	Wednesday, November 13, 2024 12:53 PM
To:	Amy Jackson; Canek Aguirre; Sarah Bagley; John Chapman; Alyia Gaskins; Kirk McPike; Justin Wilson; Gloria Sitton; Sunny; Mark McHugh
Cc:	Kristine Devine; Regina Benavides; Suzanne Derr; Michele Griffin; Christine Macey; Karl Bach
Subject:	[EXTERNAL]Opposition to Road Diet on South Pickett - Docket Item 9 November 16, 2024 Council Hearing

I am submitting my comments for the record on the South Pickett Street matter which is item # 9 on the docket for the November 16, 2024, City Council public hearing. This matter comes before Council as a result of a petition filed on August 2, 2024 in opposition to the July 22, 2024 Traffic and Parking Board's decision which was accompanied by a total of 468 signatures consisting of the Cameron Station Community Association, six business entities, and those of 461 Cameron Station owners and/or residents. .

I support Alexandria's efforts to engage the community in connection with designs for corridor improvement on South Pickett Street between Edsall Road and Duke Street to address roadway safety issues. There are many possible safety measures that would be appropriate on this stretch of South Pickett Street, but a road diet is not among them.

<u>This Stretch of S. Pickett Requires Safety Measures Other Than a Road Diet</u>

The reasons why a road diet is unsuitable for this location are plentiful. This section of South Pickett Street is a known traffic congestion area due to a number of factors, including numerous car dealerships, high-density apartments and an active shopping center anchored by the Home Depot. As a result, car and tractor trailer traffic is quite heavy. Cars are often backed up from the left turn lane off of Duke Street onto South Pickett all the way into the intersection of Duke and Cameron Station Boulevard.

T&ES staff discloses in its memorandum to the Traffic and Parking Board on July 22, 2024 that there is already traffic congestion at South Pickett and Cameron Station Boulevard and at Edsall Road (LOS D), at the Home Depot entrance (LOS D), and at South Pickett and Duke Street (LOS D and E). Further, once car lanes are taken away, they don't come back.

Additionally, tractor trailers and numerous trucks enter and exit the trafficway to access businesses like Eastern Automotive Group, Passport Nissan of Alexandria, BMW of Alexandria, Mercedes-Benz of Alexandria, Wiygul Automotive Clinic and Home Depot throughout the day. The City has not done a visual count of this tractor trailer or truck volume so current traffic studies do not accurately reflect what would occur if a road diet were approved. It is obvious that

such a tractor trailer, typically also used by the other car dealerships on South Pickett, cannot make a turn if a car lane is taken away.

With a height of up to 14 feet, fully-loaded trucks have a much higher center of gravity than typical passenger vehiclesand the higher center of gravity makes it much easier for them to tip over. For this reason, they have to move into adjacent lanes prior to and after a turning maneuver to avoid driving over a curb or sidewalk or hitting a car in an opposing travel lane. According to a report published by the National Association of City Transportation Officials, semi-trucks need a radius of 45 feet to turn directly left or directly right. In short, reducing the thoroughfare to only one lane in each direction will be a safety hazard for cars, bike riders and pedestrians and cause traffic to come to a standstill at various times during the day.

To the best of my knowledge, City staff has not done simulations of traffic after the proposed road diet changes nor have they adequately taken into consideration what will happen with traffic upon full buildout of Landmark Mall, Landmark Overlook, Pickett Place, or what is contemplated under the Landmark Van Dorn and Eisenhower West Small Area Plans. The Home Depot is a destination location and it as well as the large car dealerships will draw more cars onto South Pickett as we have much more density.

Citizens and Businesses Are Opposed to a Road Diet

461 residents of Cameron Station signed the petition filed on August 2 in overwhelming opposition to putting a road diet on this portion of South Pickett Street. This is more than double the number of people who took the survey by City staff on the South Pickett Street Corridor. If there is severe traffic congestion on this portion of South Pickett Street, traffic almost surely will end up cutting through Cameron Station to either get from South Van Dorn Street to Duke Street or to get from Duke Street to South Van Dorn Street. It's simply the path of least resistance and City staff has not proven that this is unlikely.

I have been personally told by the owners or senior management of the largest businesses along this portion of South Pickett that they are opposed to a road diet. These businesses include Eastern Automotive Group, Passport Nissan of Alexandria, BMW of Alexandria, Mercedes-Benz of Alexandria, WiygulAutomotive Clinic and Home Depot.

In addition, at the T&ES virtual open house on October 17, 2024, 58% of attendants were opposed to a road diet and only 30% supported it. It would have been important to know where the participants lived and how many lived in the immediate neighborhood since persons nearby have the most vested interest in the project.

Complete Street Guidelines Do Not Mandate a Road Diet And Set Forth Other Safety Measures

In such a highly congested area, the Alexandria Complete Street Design Guidelines set forth other safety measures more suitable than a road diet when designing a road, repaving, or contemplating other safety-driven corridor improvements. The Guidelines state that they

"encourage tailoring designs to meet the needs relevant to each neighborhood context. These guidelines are therefore intended to be flexible and responsive to unique site circumstances." Nowhere do the Guidelines state that road diets must be placed anytime T&ES studies a street, but this seems to be the current default position for City staff.

The initial plans by City staff already included many safety measures that will accomplish these goals without the expense and intrusion of a road diet. For example, the proposed design alternatives included reducing posted speed from 35 mph to 25 mph and adding new pedestrian crossings at key locations. There are already bike paths nearby so it is unclear why we need one here in an inappropriate location. It is hard to comprehend why one would insist on putting a road diet where petitioners don't want it, the largest business don't want it, nearby residents overwhelmingly don't want it, but where petitioners and the vast majority of people support the additional pedestrian crossings and speed reductions as appropriate safety measures.

City staff already is aware of the negative traffic impacts on South Pickett from Edsall to South Van Dorn by placing a road diet there. City staff has yet to make changes they said they would make along this portion of South Pickett. The current road diet in this portion of South Pickett frequently causes backups that run past the intersection of Edsall and South Pickett. Cars have made U-turns on this portion of South Pickett to avoid the traffic congestion. It seems apparent that traffic would be even worse if a road diet were also put on South Pickett from Duke to Edsall.

Setting the Record Straight

Lastly, I am compelled to address the points made in a mailing to residents by T&ES staff the week of October 7, 2024 and again at a virtual open house on October 17.

While it is true that T&ES held community meetings, it is equally true that T&ES staff has, to date, ignored requests by a majority of businesses and residents not to impose a road diet. Contrary to T&ES' assertions, the imposition of a road diet on this stretch of South Pickett will adversely affect traffic from Duke onto South Pickett (which already stretches to the intersection of Cameron Station Boulevard). City staff has not proven otherwise. It also will almost certainly adversely impact traffic from South Pickett going to Edsall and to Cameron Station Boulevard.

As the T&ES mailing notes, it is true that small civic associations with limited financial resources have not hired a consultant to show there will be cut through traffic in Cameron Station, but nor has T&ES staff hired a consultant to prove that human beings will not sit for long periods of time in traffic congestion and instead find ways of avoiding it by using alternate routes. There is only one convenient alternate route for people sitting in congested traffic to go in order to get to Duke Street from South Pickett and that is through Cameron Station.

I and my fellow Cameron Station residents take no comfort in T&ES stating that they will monitor traffic *after imposing* a road diet and make adjustments *afterwards* since that has not happened at Seminary Road nor have adequate changes been made by T&ES staff to the road

diet further down on South Pickett that empties onto South Van Dorn and causes traffic jams at that intersection.

T&ES staff do not state unequivocally in their mailing whether or not businesses will be hurt by the imposition of a road diet, but they are fully aware of the fact that they will since I already informed them of this in writing. I also know based on direct communications with Wiygul, the car dealerships, and Home Depot that their tractor trailers cannot turn if a road diet is imposed. These tractor trailers deliver supplies to these businesses. Further, I am aware that two of these businesses are so concerned over the detrimental effects of forcing a road diet on this stretch of road that have engaged legal counsel to assist them.

Based on a May 15, 2024 T&ES staff memorandum on the January 2024 City of Alexandria, VA 2023 Resident Transportation Needs Assessment Survey, "79% of Alexandrians surveyed still drive to work" and driving is still by far the most dominant mode of transportation in the City. Vehicles are the predominant mode and that will not materially change. Most people having business at a car dealership drive as do contractors and residents buying supplies at Home Depot. Making it more problematic for those who drive will almost certainly reduce the number of clients visiting these businesses since there are other alternatives.

Contrary to the assertions by T&ES that "everyone can benefit" by the imposition of a road diet, I know that the residents of Cameron Station like myself will not benefit by probable cut through traffic, that businesses will not benefit by having issues with product delivery, and that residents and contractors will not benefit by traffic jams. There are already many ways to walk to South Pickett and, if the City were to widen a sidewalk on the northern side of South Pickett, they could have a safer bike lane that is not in the midst of cars.The Federal Highway Administration (FHWA) "Road Diet Information Guide" specifically points out that "[m]ail trucks and transit vehicles can block traffic when stopped" and stopped traffic will certainly be the outcome when these much larger tractor trailers are trying to deliver supplies to Home Depot and cars to the car dealerships while having to use a much narrower road.

Moreover, and as already noted above, safety can be achieved without a road diet. The FHWA lists 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries and they should be tried out and monitored first. Among these 28 countermeasures are speed reductions (FHWA notes this leads to leads to a 26% crash reduction), speed safety cameras (FHWA notes this leads to up to a 54% crash reduction), crosswalk visibility enhancements (FHWA notes this leads up to a 42% crash reduction), leading pedestrian interval (FHWA notes this leads up to a 13% crash reduction), and rectangular rapid flashing beacons (FHWA notes this leads to a 47% crash reduction).

By contrast and as noted by both FHWA and T&ES staff, road diets vary greatly when it comes to safety benefits and reduce crashes anywhere from 19% to 47%. Other more effective safety countermeasures should be tried first before putting businesses at unnecessary financial risk and Cameron Station residents to unnecessary and increased safety risks caused by cut through traffic.

Conclusion

Based on the foregoing considerations, I recommend that Council listen to affected residents and not approve the Traffic and Parking Board's decision to impose a road diet on South Pickett Street from Duke Street to Edsall Road, but rather approve their decision to reduce the posted speed from 35 mph to 25 mph and add new pedestrian crossings at key locations. The City should monitor if these less intrusive and effective measures address safety issues. I am sure that they almost certainly will.

Should you have any questions, please feel free to contact the undersigned at aimpastato54@gmail.com.

Respectfully submitted,

/s/

Sasha Impastato
239 Medlock Lane
Alexandria, Virginia 22304

Cameron Station Civic Association
200 Cameron Station Blvd
Alexandria, VA 22304

November 13, 2024

Via Email

Mr. Mayor and Members of City Council
City Hall
301 King Street
Alexandria, Virginia 22314

Re: Opposition to Road Diet on South Pickett (Docket Item #9)

The Cameron Station Civic Association (CSCA) is submitting this letter in opposition to the decision by the Traffic and Parking Board on July 22, 2024, to approve, without modification, the Department of Transportation and Environmental Services' (T&ES) proposed road diet on the portion of South Pickett Street from Duke Street to Edsall Road. We are opposed to a road diet in this specific location because it will harm businesses and make it hazardous for people using South Pickett Street.

The CSCA continues to support Alexandria's efforts to address roadway safety issues for corridor improvement on South Pickett Street between Edsall Road and Duke Street. There are many possible safety measures that would be appropriate on this stretch of South Pickett Street, but a road diet is not among them.

In its memorandum to the Traffic and Parking Board on July 22, 2024, T&ES staff disclosed there already is significant traffic congestion at South Pickett and Cameron Station Boulevard at Edsall Road (LOS D), at the Home Depot entrance (LOS D), and at South Pickett and Duke Street (LOS D and E). Car and tractor trailer traffic is quite heavy along this corridor. Tractor trailers and numerous trucks enter and exit the traffic way to access businesses, including Eastern Automotive Group, Passport Nissan of Alexandria, BMW of Alexandria, Mercedes-Benz of Alexandria, Wiygul Automotive Clinic and Home Depot throughout the day.[1] Obviously, a road diet will only increase congestion.

Additionally, after full buildout of Landmark Mall, Landmark Overlook, Pickett Place, or what is contemplated under the Landmark Van Dorn and Eisenhower West Small Area Plan, we will have more density, as cars will be drawn onto South Pickett to access Home Depot and other businesses.

Four hundred sixty one (461) residents of Cameron Station and seven businesses signed the petition filed on August 2, 2024, in overwhelming opposition to putting a road diet on this portion of South Pickett Street. This is more than double the number of people who took the survey by T&ES on the South Pickett Street Corridor.[2] In addition, at the T&ES virtual open house on October 17, 2024, 58% of attendants were opposed to a road diet and only 30% supported it.

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[1] The T&ES staff memorandum to the Traffic and Parking Board on July 22, 2024, states that "[t]rucks frequent the corridor to provide deliveries to car dealerships, Home Depot, the post office, and other commercial uses" and that the trucks include 6-axle multi-trailers.

[2] The T&ES staff memorandum to the Traffic and Parking Board on July 22, 2024 states that "214 residents provided initial input on the project."

People will not sit for long periods of time in traffic congestion and instead find ways of avoiding it by using alternate routes. If there is severe traffic congestion on this portion of South Pickett Street, traffic almost surely will end up cutting through Cameron Station to either get from South Van Dorn Street to Duke Street or to get from Duke Street to South Van Dorn Street. It's simply the path of least resistance.

Traffic will access Cameron Station on the two lanes of Cameron Station Blvd directly in front of Samuel Tucker Elementary. Many children walk to and from school; in fact, there is a specific dismissal for children who walk with or without their parents. Many of these families cross Cameron Station Blvd. Samuel Tucker is a modified school calendar with classes 11 months of the year.

The initial plans by City staff included safety measures that can be achieved without the expense and intrusion of a road diet, such as adding additional pedestrian crossings and speed reductions as appropriate safety measures.[3] Petitioners and the vast majority of people support these safety measures.[4] The Federal highway Administration (FHWA) lists 28 safety countermeasures and strategies effective in reducing roadway fatalities and serious injuries and they should be tried out and monitored first.[5] We do not have confidence in T&ES stating they will monitor traffic *after* imposing a road diet and make adjustments *afterwards.*

The imposition of a road diet on this stretch of South Pickett will adversely affect traffic from Duke onto South Pickett (which already stretches to the intersection of Cameron Station Boulevard). It will also adversely impact traffic from South Pickett going to Edsall and to Cameron Station Boulevard.

We ask that Council not approve the Traffic and Parking Board's decision to impose a road diet on South Pickett Street from Duke Street to Edsall Road, but rather approve their decision to reduce the posted speed from 35 mph to 25 mph and add new pedestrian crossings at key locations. The City should monitor if these less intrusive and effective measures address safety issues. We are convinced that they almost certainly will.

Should you have any questions, please feel free to contact the undersigned at sunepie@gmail.com 202-365-2453.

Respectfully submitted,

/s/

Sunny Pietrafesa
President
Cameron Station Civic Association

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[3] The wording of the petition makes it clear that the Petitioners and those who signed the petition are not appealing the Traffic and Parking Board's decision for a speed reduction and more pedestrian crosswalks. In addition, T&ES' written report to the Traffic and Parking Board for its July 22, 2024, hearing notes that the majority of the over 350 respondents to its feedback form were in favor of additional pedestrian crossings (60%) and the speed limit reduction (52%).

[4] The wording of the petition makes it clear that the Petitioners and those who signed the petition are not appealing the Traffic and Parking Board's decision for a speed reduction and more pedestrian crosswalks. In addition, T&ES' written report to the Traffic and Parking Board for its July 22, 2024, hearing notes that the majority of the over 350 respondents to its feedback form were in favor of additional pedestrian crossings (60%) and the speed limit reduction (52%).

[5] Among these 28 countermeasures are speed reductions (FHWA notes this leads to leads to a 26% crash reduction), speed safety cameras (FHWA notes this leads to up to a 54% crash reduction), crosswalk visibility enhancements (FHWA notes this leads up to a 42% crash reduction), l pedestrian interval (FHWA notes this leads up to a 13% crash reduction), and rectangular rapid flashing beacons (FHWA notes this leads to a 47% crash reduction).

Gloria Sitton

From: noreply@salesforce.com on behalf of Alex311 <alex311@alexandriava.gov>
Sent: Wednesday, November 13, 2024 9:51 AM
To: Christina Thompson; Amy Jackson; John Chapman; Kirk McPike; Tenesia Wells; Calvin Moore; Regina Benavides; Melissa Douglas; Sarah Bagley; Keia Waters; Alyia Gaskins; Karl Bach; Canek Aguirre; Michele Griffin; Christine Macey; Gloria Sitton; Mark McHugh; Kristine Devine; Suzanne Derr; Justin Wilson; CRM Administrator
Subject: [EXTERNAL]24-00034332 - Open - COU-Contact Mayor, Vice Mayor and/or City Council -

COU-Contact Mayor, Vice Mayor and/or City Council (24-00034332) service request has been created, updated, and/or requires your attention.

Service Request Type:	COU-Contact Mayor, Vice Mayor and/or City Council	**Status:**	Open
Service Request Number:	24-00034332	**Created By:**	Tom VanAntwerp
Priority:	Standard	**SLA Detail:**	5 Business Days
Method Received:	Web	**Submitted On:**	11/13/2024 9:49 AM
Location:		**Overdue On:**	11/20/2024 9:49 AM
Description:	I'm writing to express my disappointment with the vote last night which gave up on building needed bike lanes from Longview to W Taylor Run to connect the city east-west by bike. This vote locks in less safe and less useful infrastructure in Alexandria for years to come. As further votes, such as that for South Pickett Street on 11/16, come up, I hope you will all remember this: Despite all of the public outcry over the past few years about road diets, zoning, and everything else, the voters came out last week and overwhelmingly approved of what the Council has been doing. There will always be some louder-than-average naysayers. But Alexandrians overall are happy with how things have gone and want more of it. We want zoning reform to reduce housing costs. We want safer streets for pedestrians and cyclists. We want a livable city—not a city that's just convenient to pass through by car—and we've approved of what's been done so far to get there. So please, in future matters, I encourage you all to act boldly in the interests of an Alexandria that we all can live in.		

Contact Information:

Name:	Tom VanAntwerp	**Primary Phone:**	+1 (704) 616-2743
Email:	tom+alx@tomvanantwerp.com	**Social Persona:**	

Service Questions:

Question	Answer
Which Council Member would you like to contact?	All Members
What is the nature of your request?	Legislative or Policy Issues
Is your request related to the upcoming public hearing or Council meeting?	No

Gloria Sitton

From: noreply@salesforce.com on behalf of Alex311 <alex311@alexandriava.gov>
Sent: Wednesday, November 13, 2024 8:33 AM
To: Christina Thompson; Amy Jackson; John Chapman; Kirk McPike; Tenesia Wells; Calvin Moore; Regina Benavides; Melissa Douglas; Sarah Bagley; Keia Waters; Alyia Gaskins; Karl Bach; Canek Aguirre; Michele Griffin; Christine Macey; Gloria Sitton; Mark McHugh; Kristine Devine; Suzanne Derr; Justin Wilson; CRM Administrator
Subject: [EXTERNAL]24-00034313 - Open - COU-Contact Mayor, Vice Mayor and/or City Council -

COU-Contact Mayor, Vice Mayor and/or City Council (24-00034313) service request has been created, updated, and/or requires your attention.

Service Request Type:	COU-Contact Mayor, Vice Mayor and/or City Council	**Status:**	Open
Service Request Number:	24-00034313	**Created By:**	Customer Site Guest User
Priority:	Standard	**SLA Detail:**	5 Business Days
Method Received:	Web	**Submitted On:**	11/13/2024 8:31 AM
Location:		**Overdue On:**	11/20/2024 8:31 AM
Description:	I'm writing to express my complete support for the road diet on South Pickett and another on Cameron Station Blvd to prevent cut-through traffic. Given the much greater volume of traffic on King Street and Quaker Lane, if those roads are able to function well after their road diets were implemented, I see no reason why South Pickett or Cameron Station Blvd can't do the same.		

Contact Information:

Name:	Jason McComb	**Primary Phone:**	
Email:	facile_fills.05@icloud.com	**Social Persona:**	

Service Questions:

Question	Answer
Which Council Member would you like to contact?	All Members
What is the nature of your request?	Legislative or Policy Issues
Is your request related to the upcoming public hearing or Council meeting?	Yes

Gloria Sitton

From: noreply@salesforce.com on behalf of Alex311 <alex311@alexandriava.gov>
Sent: Tuesday, November 12, 2024 11:37 PM
To: Christina Thompson; Amy Jackson; John Chapman; Kirk McPike; Tenesia Wells; Calvin Moore; Regina Benavides; Melissa Douglas; Sarah Bagley; Keia Waters; Alyia Gaskins; Karl Bach; Canek Aguirre; Michele Griffin; Christine Macey; Gloria Sitton; Mark McHugh; Kristine Devine; Suzanne Derr; Justin Wilson; CRM Administrator
Subject: [EXTERNAL]24-00034301 - Open - COU-Contact Mayor, Vice Mayor and/or City Council -

COU-Contact Mayor, Vice Mayor and/or City Council (24-00034301) service request has been created, updated, and/or requires your attention.

Service Request Type:	COU-Contact Mayor, Vice Mayor and/or City Council	**Status:**	Open
Service Request Number:	24-00034301	**Created By:**	Customer Site Guest User
Priority:	Standard	**SLA Detail:**	5 Business Days
Method Received:	Web	**Submitted On:**	11/12/2024 11:35 PM
Location:		**Overdue On:**	11/19/2024 11:35 PM
Description:	I'm a Cameron Station resident and I oppose the South Pickett road diet. We have lived in Cameron Station for over seven years. Many children live and play in the Cameron Station neighborhood. Traffic is already heavy in our community and safety is already a concern, especially while crossing Cameron Station Blvd. I have witnessed cars speeding, not stopping for pedestrians, and distracted driving. I've even seen a child in a crosswalk jump out of the way to avoid being hit! If the road diet moves forward, I am convinced that Cameron Station will become the alternative route for many, making it more dangerous for our residents, especially the children. I know that the City's traffic engineers have suggested the road diet will not drive traffic into Cameron Station. However, common sense dictates that drivers will take the path of least resistance. So, with two lanes in each direction, Cameron Station Blvd. will inevitably become that path. While I appreciate the proposal is designed to improve the safety of pedestrians on S. Pickett Street, the result will be to slow traffic and shift that risk to Cameron Station residents. I support enhancing safety on South Pickett Street but a road diet is not the answer. The Council should start by reducing the speed from 35 MPH to 25 MPH and enforcing the speed limit. Additionally, high visibility pedestrian crossings would enhance pedestrian safety. Finally, for bikers – of which I rarely see on S. Pickett – the City should explore directing bike traffic to the Cameron Station Linear Park via Armistead Boothe Park, which provides safe access to Duke Street and the Holmes Run trail system. I believe that the City can enhance safety on the S. Pickett corridor using less drastic measures than a road diet and therefore oppose this plan.		

Contact Information:

Name:	Chris McNamee	**Primary Phone:**	
Email:	chris.mcnamee@gmail.com	**Social Persona:**	

Service Questions:

Question	Answer
Which Council Member would you like to contact?	All Members
What is the nature of your request?	Legislative or Policy Issues
Is your request related to the upcoming public hearing or Council meeting?	Yes

Gloria Sitton

From: noreply@salesforce.com on behalf of Alex311 <alex311@alexandriava.gov>
Sent: Tuesday, November 12, 2024 11:34 PM
To: Christina Thompson; Amy Jackson; John Chapman; Kirk McPike; Tenesia Wells; Calvin Moore; Regina Benavides; Melissa Douglas; Sarah Bagley; Keia Waters; Alyia Gaskins; Karl Bach; Canek Aguirre; Michele Griffin; Christine Macey; Gloria Sitton; Mark McHugh; Kristine Devine; Suzanne Derr; Justin Wilson; CRM Administrator
Subject: [EXTERNAL]24-00034300 - Open - COU-Contact Mayor, Vice Mayor and/or City Council -

COU-Contact Mayor, Vice Mayor and/or City Council (24-00034300) service request has been created, updated, and/or requires your attention.

Service Request Type:	COU-Contact Mayor, Vice Mayor and/or City Council	**Status:**	Open
Service Request Number:	24-00034300	**Created By:**	Customer Site Guest User
Priority:	Standard	**SLA Detail:**	5 Business Days
Method Received:	Web	**Submitted On:**	11/12/2024 11:32 PM
Location:		**Overdue On:**	11/19/2024 11:32 PM
Description:	I'm a Cameron Station resident and I oppose the South Pickett road diet. We have lived in Cameron Station for over seven years. Many children live and play in the Cameron Station neighborhood. Traffic is already heavy in our community and safety is already a concern, especially while crossing Cameron Station Blvd. I have witnessed cars speeding, not stopping for pedestrians, and distracted driving. I've even seen a child in a crosswalk jump out of the way to avoid being hit! If the road diet moves forward, I am convinced that Cameron Station will become the alternative route for many, making it more dangerous for our residents, especially the children. I know that the City's traffic engineers have suggested the road diet will not drive traffic into Cameron Station. However, common sense dictates that drivers will take the path of least resistance. So, with two lanes in each direction, Cameron Station Blvd. will inevitably become that path. While I appreciate the proposal is designed to improve the safety of pedestrians on S. Pickett Street, the result will be to slow traffic and shift that risk to Cameron Station residents. I support enhancing safety on South Pickett Street but a road diet is not the answer. The Council should start by reducing the speed from 35 MPH to 25 MPH and enforcing the speed limit. Additionally, high visibility pedestrian crossings would enhance pedestrian safety. Finally, for bikers – of which I rarely see on S. Pickett – the City should explore directing bike traffic to the Cameron Station Linear Park via Armistead Boothe Park, which provides safe access to Duke Street and the Holmes Run trail system. I believe that the City can enhance safety on the S. Pickett corridor using less drastic measures than a road diet and therefore oppose this plan.		

Contact Information:

Name:	Wendy McNamee	**Primary Phone:**	
Email:	wendylou@gmail.com	**Social Persona:**	

Service Questions:

Question	Answer
Which Council Member would you like to contact?	All Members
What is the nature of your request?	Legislative or Policy Issues
Is your request related to the upcoming public hearing or Council meeting?	Yes

Gloria Sitton

From: noreply@salesforce.com on behalf of Alex311 <alex311@alexandriava.gov>
Sent: Tuesday, November 12, 2024 5:50 PM
To: Christina Thompson; Amy Jackson; John Chapman; Kirk McPike; Tenesia Wells; Calvin Moore; Regina Benavides; Melissa Douglas; Sarah Bagley; Keia Waters; Alyia Gaskins; Karl Bach; Canek Aguirre; Michele Griffin; Christine Macey; Gloria Sitton; Mark McHugh; Kristine Devine; Suzanne Derr; Justin Wilson; CRM Administrator
Subject: [EXTERNAL]24-00034290 - Open - COU-Contact Mayor, Vice Mayor and/or City Council -

Follow Up Flag: Follow up
Flag Status: Flagged

COU-Contact Mayor, Vice Mayor and/or City Council (24-00034290) service request has been created, updated, and/or requires your attention.

Service Request Type:	COU-Contact Mayor, Vice Mayor and/or City Council	**Status:**	Open
Service Request Number:	24-00034290	**Created By:**	Customer Site Guest User
Priority:	Standard	**SLA Detail:**	5 Business Days
Method Received:	Web	**Submitted On:**	11/12/2024 5:48 PM
Location:		**Overdue On:**	11/19/2024 5:48 PM
Description:	I ask that Council show demonstrate care about local residents and businesses (which we can not afford to lose anymore of) by rejecting the imposition of a road diet. I ask that you deploy for police to enforce traffic problems (cars, bikes, pedestrians, scooters). As a pedestrian, add new pedestrian crossings along this portion of South Pickett Street. The City should monitor if these less intrusive and effective measures address safety issues. Cameron Station does not need more cut through traffic. We already see it anytime there is a backup on Duke or Pickett already! Keep our neighborhood residential!		

Contact Information:

Name:	Katerina Salas	**Primary Phone:**	+1 (202) 528-0928
Email:		**Social Persona:**	

Service Questions:

Question	Answer
Which Council Member would you like to contact?	All Members
What is the nature of your request?	Other
Is your request related to the upcoming public hearing or Council meeting?	Yes

Gloria Sitton

From: fran.vogel@verizon.net
Sent: Tuesday, November 12, 2024 5:45 PM
To: CouncilComment@alexandriava.gov
Cc: Gloria Sitton
Subject: [EXTERNAL]Opposition to South Pickett road diet Docket item 9 for November 16, 2024

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from fran.vogel@verizon.net. Learn why this is important

Mayor Wilson, Vice Mayor Jackson and Council Members,

I am writing again as this comes before you to state my opposition to the proposed road diet on South Pickett Street as it is inappropriate and will do nothing but create traffic issues in that corridor and section of the West End.

Concerns have been voiced by Home Depot and opposition from The Greenhill Companies (one of the larger landowners in the West End), Eastern Automotive Group, Passport Nissan of Alexandria, BMW of Alexandria, Mercedes-Benz of Alexandria, Wiygul Automotive, the Cameron Station Civic Association, the Cameron Station Community Association (the community homeowners association) and the Summers Grove Homeowners Association. That so many have weighed in against the proposed plans by city staff should be a red flag that the continued to push to take away a car lane in each direction along South Pickett Street from Duke to Edsall is ill advised.

I, myself, use S. Pickett Street to access Van Dorn to travel to Springfield quite frequently. I have friends who live on the other side of Franconia Road who come to Alexandria to go to the doctors in the medical building at 5249 Duke Street. This is a heavily traversed corridor to others, not just those in Alexandria.

There are a number of reasons the proposed road diet in this specific location should be rejected, including:

1. This stretch of road has four large car dealerships all of which use large tractor trailers to receive cars.
2. There is a very active shopping center anchored by the Home Depot and Wiygul Automotive which is continually used by cars, trucks and tractor trailers.
3. There are high density apartment buildings on this road and Cameron Station's thousands of residents adjacent to it.
4. Staff's traffic analysis shows congestion already at South Pickett and Cameron Station Boulevard, at South Pickett and Edsall Road, at the Home Depot back entrance, and at South Pickett and Duke Street.
5. Once there is full buildout of Landmark Mall, Landmark Overlook, Pickett Place and other nearby locations (as contemplated under the Landmark Van Dorn and Eisenhower West small area plans), the traffic congestion will only get worse.
6. In short, traffic is already bad and will come to a standstill during the day if these trucks and tractor trailers are forced to use only one lane. The large car carrying trucks tip over easily and need a 45 foot radius to turn.
7. The more congested things become, the greater the likelihood there will be increased cut through traffic through Cameron Station.
8. The Complete Streets Guidelines contain numerous safety options and *does not require* that a road diet be imposed on city streets regardless of adverse impact.

There are a number of additional safety measures that can be implemented along South Pickett Street, including reducing the speed from 35 MPH to 25 MPH and adding new pedestrian crossings along this portion of South Pickett Street. The City should then monitor if these less intrusive and effective measures to address safety issues. If they don't

then other safety measures could be considered. It doesn't hurt to try a less invasive way to increase safety in light of the above concerns.

I appreciate your consideration of my opposition and ask that you vote to reject the imposition of a road diet on South Pickett Street in this already heavily trafficked section of the city.

Respectfully,

Fran Vogel
41 N. Earley Street
Alexandria, VA 22304
703-517-0759

Gloria Sitton

From: noreply@salesforce.com on behalf of Alex311 <alex311@alexandriava.gov>
Sent: Tuesday, November 12, 2024 1:54 PM
To: Christina Thompson; Amy Jackson; John Chapman; Kirk McPike; Tenesia Wells; Calvin Moore; Regina Benavides; Melissa Douglas; Sarah Bagley; Keia Waters; Alyia Gaskins; Karl Bach; Canek Aguirre; Michele Griffin; Christine Macey; Gloria Sitton; Mark McHugh; Kristine Devine; Suzanne Derr; Justin Wilson; CRM Administrator
Subject: [EXTERNAL]24-00034251 - Open - COU-Contact Mayor, Vice Mayor and/or City Council -

COU-Contact Mayor, Vice Mayor and/or City Council (24-00034251) service request has been created, updated, and/or requires your attention.

Service Request Type:	COU-Contact Mayor, Vice Mayor and/or City Council	**Status:**	Open
Service Request Number:	24-00034251	**Created By:**	Tom VanAntwerp
Priority:	Standard	**SLA Detail:**	5 Business Days
Method Received:	Web	**Submitted On:**	11/12/2024 1:52 PM
Location:		**Overdue On:**	11/19/2024 1:52 PM
Description:	Members of Council, I'm writing to ask that you support the TPB's recommendation for changes to South Pickett Street between Duke Street and Edsall Road. (Docket item #9 for 11/16/24 meeting.) These changes will greatly increase the safety of this road for cyclists and pedestrians, and I hope that you will vote in favor of them. -Tom VanAntwerp		

Contact Information:

Name:	Tom VanAntwerp	**Primary Phone:**	+1 (704) 616-2743
Email:	tom+alx@tomvanantwerp.com	**Social Persona:**	

Service Questions:

Question	Answer
Which Council Member would you like to contact?	All Members
What is the nature of your request?	Legislative or Policy Issues
Is your request related to the upcoming public hearing or Council meeting?	Yes

Gloria Sitton

From: noreply@salesforce.com on behalf of Alex311 <alex311@alexandriava.gov>
Sent: Monday, November 11, 2024 1:02 PM
To: Christina Thompson; Amy Jackson; John Chapman; Kirk McPike; Tenesia Wells; Calvin Moore; Regina Benavides; Melissa Douglas; Sarah Bagley; Keia Waters; Alyia Gaskins; Karl Bach; Canek Aguirre; Michele Griffin; Christine Macey; Gloria Sitton; Mark McHugh; Kristine Devine; Suzanne Derr; Justin Wilson; CRM Administrator
Subject: [EXTERNAL]24-00034149 - Open - COU-Contact Mayor, Vice Mayor and/or City Council -

Follow Up Flag: Follow up
Flag Status: Flagged

COU-Contact Mayor, Vice Mayor and/or City Council (24-00034149) service request has been created, updated, and/or requires your attention.

Service Request Type:	COU-Contact Mayor, Vice Mayor and/or City Council	**Status:**	Open
Service Request Number:	24-00034149	**Created By:**	Customer Site Guest User
Priority:	Standard	**SLA Detail:**	5 Business Days
Method Received:	Web	**Submitted On:**	11/11/2024 1:01 PM
Location:		**Overdue On:**	11/18/2024 1:01 PM
Description:	I and many of my neighbors at Summers Grove townhouse community oppose a road diet specifically on South Pickett Street for a number of reasons. The Complete Streets Guidelines contain numerous safety options and do not require that a road diet be imposed on city streets regardless of adverse impact. Staff's traffic analysis shows congestion already at S. Pickett and Cameron Station Blvd, at S. Pickett and Edsall Road, at the Home Depot back entrance, and at S. Pickett and Duke Street. The very active Home Depot shopping center is continually used by cars, trucks, and tractor trailers. This stretch of road has four large car dealerships all of which use large tractor trailers to receive cars. These large car carrying trucks tip over easily and need a 30 foot radius to turn. Traffic is already bad and will come to a standstill during the day if these trucks and tractor trailers are forced to use only one lane. There are high density apartment buildings on this road and Cameron Station's thousands of residents are adjacent, who all travel this road in their vehicles. Once there is full buildout of Landmark Mall, Landmark Overlook, Pickett Place and other nearby locations (as contemplated under the Landmark Van Dorn and Eisenhower West small area plans), the traffic congestion will only get worse. Constricting traffic further into a single lane each direction will cause even more traffic congestion, increase the likelihood of more vehicle accidents, and if an accident occurs it will virtually shut down all traffic as there will be no alternative second lane to drive around. Additionally, the more congested things become, the greater the likelihood there will be increased cut through traffic through Cameron Station directly impacting that entire community. There is overwhelming opposition to this road diet as amply demonstrated by the fact that 471 Cameron Station residents, including its homeowner's association, 37 Summers Grove households, and seven businesses signed the petition filed on August 2, 2024, opposing the Traffic and Parking Boards decision. At the T&ES virtual open house on October 17, 2024, 58% of attendants were opposed to a road diet and only 30% supported it. The car dealerships oppose a road diet as does Wiygul, and Home Depot has grave reservations as well. Two of these businesses are so concerned that they have hired lawyers. All we ask is that Council show they care about local residents and businesses by rejecting the imposition of a road diet. Instead, Council should reduce the speed from 35 MPH to 25 MPH and add new pedestrian crossings along this portion of S. Pickett Street. The City should monitor if these less intrusive and effective measures address safety issues. We are convinced that they almost certainly will.		

Contact Information:

Name:	Patricia Harrington	**Primary Phone:**	+1 (240) 408-2744
Email:	docpat@netzero.net	**Social Persona:**	

Service Questions:

Question	Answer
Which Council Member would you like to contact?	All Members
What is the nature of your request?	Legislative or Policy Issues
Is your request related to the upcoming public hearing or Council meeting?	Yes

To: Alexandria Mayor and City Council

From: Patricia Harrington *Patricia Harrington*
914 Harrison Circle, Alexandria VA 22304
docpat@netzero.net, 240-408-2744

Comments Supporting Appeal Petition that Opposes Proposed Road Diet to South Pickett Street, Included on City Council Public Hearing Docket for November 16, 2024

I and many of my neighbors at Summers Grove townhouse community oppose a road diet specifically on South Pickett Street for a number of reasons. The Complete Streets Guidelines contain numerous safety options and do not require that a road diet be imposed on city streets regardless of adverse impact. Staff's traffic analysis shows congestion already at S. Pickett and Cameron Station Blvd, at S. Pickett and Edsall Road, at the Home Depot back entrance, and at S. Pickett and Duke Street. The very active Home Depot shopping center is continually used by cars, trucks, and tractor trailers. This stretch of road has four large car dealerships all of which use large tractor trailers to receive cars. These large car-carrying trucks tip over easily and need a 30 foot radius to turn. Traffic is already bad and will come to a standstill during the day if these trucks and tractor trailers are forced to use only one lane. There are high density apartment buildings on this road and Cameron Station's thousands of residents are adjacent, who all travel this road in their vehicles. Once there is full buildout of Landmark Mall, Landmark Overlook, Pickett Place and other nearby locations (as contemplated under the Landmark Van Dorn and Eisenhower West small area plans), the traffic congestion will only get worse. Constricting traffic further into a single lane each direction will cause even more traffic congestion, increase the likelihood of more vehicle accidents, and if an accident occurs it will completely shut down all traffic as there will be no alternative second lane to drive around. Additionally, the more congested things become, the greater the likelihood there will be increased cut through traffic through Cameron Station directly impacting that entire community. There is overwhelming opposition to this road diet as amply demonstrated by the fact that 471 Cameron Station residents, including its homeowner's association, 37 Summers Grove households, and seven businesses signed the petition filed on August 2, 2024, opposing the Traffic and Parking Board's decision. At the T&ES virtual open house on October 17, 2024, 58% of attendants were opposed to a road diet and only 30% supported it. The car dealerships oppose a road diet as does Wiygul, and Home Depot has grave reservations as well. Two of these businesses are so concerned that they have hired lawyers. All we ask is that Council show they care about local residents and businesses by rejecting the imposition of a road diet. Instead, Council should reduce the speed from 35 MPH to 25 MPH and add new pedestrian crossings along this portion of S. Pickett Street. The City should monitor if these less intrusive and effective measures address safety issues. We are convinced that they almost certainly will.

Gloria Sitton

From: noreply@salesforce.com on behalf of Alex311 <alex311@alexandriava.gov>
Sent: Friday, November 8, 2024 2:22 PM
To: Christina Thompson; Amy Jackson; John Chapman; Kirk McPike; Tenesia Wells; Calvin Moore; Regina Benavides; Melissa Douglas; Sarah Bagley; Keia Waters; Alyia Gaskins; Karl Bach; Canek Aguirre; Michele Griffin; Christine Macey; Gloria Sitton; Mark McHugh; Kristine Devine; Suzanne Derr; Justin Wilson; CRM Administrator
Subject: [EXTERNAL]24-00033989 - Open - COU-Contact Mayor, Vice Mayor and/or City Council -

Follow Up Flag: Follow up
Flag Status: Flagged

COU-Contact Mayor, Vice Mayor and/or City Council (24-00033989) service request has been created, updated, and/or requires your attention.

Service Request Type:	COU-Contact Mayor, Vice Mayor and/or City Council	**Status:**	Open
Service Request Number:	24-00033989	**Created By:**	Customer Site Guest User
Priority:	Standard	**SLA Detail:**	5 Business Days
Method Received:	Web	**Submitted On:**	11/8/2024 2:20 PM
Location:		**Overdue On:**	11/15/2024 2:20 PM
Description:	Why a Road Diet on South Pickett is Inappropriate 1. The Cameron Station Civic Association is in favor of additional safety measures along South Pickett Street and we are not opposed to road diets. However, we are opposed to a road diet in this specific location for a number of reasons. 2. This stretch of road has four large car dealerships all of which use large tractor trailers to receive cars. 3. There is a very active shopping center anchored by the Home Depot and Wiygul Automotive which is continually used by cars, trucks and tractor trailers. 4. There are high density apartment buildings on this road and Cameron Station's thousands of residents are adjacent to it. 5. Staff's traffic analysis shows congestion already at South Pickett and Cameron Station Boulevard, at South Pickett and Edsall Road, at the Home Depot back entrance, and at South Pickett and Duke Street. 6. Once there is full buildout of Landmark Mall, Landmark Overlook, Pickett Place and other nearby locations (as contemplated under the Landmark Van Dorn and Eisenhower West small area plans), the traffic congestion will only get worse. 7. In short, traffic is already bad and will come to a standstill during the day if these trucks and tractor trailers are forced to use only one lane. The large car carrying trucks tip over easily and need a 30 foot radius to turn. 8. The more congested things become, the greater the likelihood there will be increased cut through traffic through Cameron Station. 9. The Complete Streets Guidelines contain numerous safety options and do not require that a road diet be imposed on city streets regardless of adverse impact. 10. There is overwhelming opposition to a road diet as amply demonstrated by the fact that 471 Cameron Station residents, including its homeowner's association, and seven businesses signed the petition filed on August 2, 2024 opposing the Traffic and Parking Boards decision. At the T&ES virtual open house on October 17, 2024, 58% of attendants were opposed to a road diet and only 30% supported it. 11. The car dealerships oppose a road diet as does Wiygul ,and Home Depot has grave reservations as well. Two of these businesses are so concerned that they have hired lawyers. 12. All we ask is that Council show they care about local residents and businesses by rejecting the imposition of a road diet. Instead, Council should reduce the speed from 35 MPH to 25 MPH and add new pedestrian crossings along this portion of South Pickett Street. The City should monitor if these less intrusive and effective measures address safety issues. We are convinced that they almost certainly will.		

Contact Information:

Name:	Birgitta Dewell	**Primary Phone:**	+1 (301) 648-7147
Email:	birgitta.dewell@gmail.com	**Social Persona:**	

Service Questions:

Question	**Answer**
Which Council Member would you like to contact?	All Members
What is the nature of your request?	Legislative or Policy Issues
Is your request related to the upcoming public hearing or Council meeting?	Yes

Outlook

re: South Pickett Street Corridor Improvements

From Grace Marin <graceshelman@gmail.com>
Date Tue 11/12/2024 9:08 PM
To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

You don't often get email from graceshelman@gmail.com. Learn why this is important

To whom it may concern,

I live at 406 Nottoway Walk, Alexandria 22304 and I oppose the Pickett street road diet. We do not need more traffic delays along this street.

Thank you for your time,
Grace Marin

Coalition for Smarter Growth
DC • MD • VA

November 7, 2024

Mayor Wilson and Alexandria City Council
City of Alexandria

Re: Please support Duke/West Taylor Run and Pickett St complete street improvements

Mayor Wilson and City Council members:

First, the Coalition for Smarter Growth thanks you for approving the King-Bradlee and Eisenhower Avenue complete street projects.

Second, we ask for your continued support of safer streets by approving the Traffic & Parking Board recommendations for these two projects on your dockets this month:

1. **Duke and West Taylor Run Project (incl. separated bike facility)** – The West Taylor Run and Cambridge Rd intersection concepts recommended by the Traffic & Parking Board are critical for achieving the Duke Street in Motion community goals. A separated protected bike facility that is contiguous along the Duke corridor (including Moncure Dr to W. Taylor Run Pkwy) is a key part of the vision. We are confident that continued corridor design development can address both cut-through traffic and neighborhood access needs, without losing this opportunity for a high-quality contiguous bike facility.

2. **South Pickett Street Corridor Improvements** – The proposal would improve safety for all modes, maintain business and neighborhood access for drivers, and improve conditions for those walking, biking, and going to/from bus stops. The proposal supports the walkable, transit-oriented urban vision of the Eisenhower West Small Area Plan as well as the goals and policies of the Alexandria Mobility Plan.

Also, as a local resident whose family travels these two corridors using multiple modes, I personally look forward to these improvements. Thank you for your support of a walkable, vibrant, well-connected and safer Alexandria.

Bill Pugh, AICP CTP
Senior Policy Fellow

Outlook

[EXTERNAL]S. Pickett Street redesign appeal

From Virginia Kinneman <Virginia.Kinneman@kinnemaninsurance.com>

Date Tue 11/12/2024 2:43 PM

To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

Cc Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Justin Wilson <justin.wilson@alexandriava.gov>; Amy Jackson <Amy.Jackson@alexandriava.gov>; Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Kirk McPike <kirk.mcpike@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>

Some people who received this message don't often get email from virginia.kinneman@kinnemaninsurance.com. Learn why this is important

Dear Council members, as all of you are aware I am opposed to the redesign of S. Pickett Street. I have talked to you each about this project. My insurance agency is at 50 S. Pickett Street and I am an owner in two units # 20 and # 1 and have firsthand acknowledge of how this road works.

My biggest objection is going to two lanes and a turn lane. I have studied the plans and talked numerous times with Alexandria Carroll.

I understand this if locally funded and would like to see things start slow with just two initiatives:

Lower the speed limit to 25 MPH
A flashing light at Pickett Center and Valley Forge, or at minimum a painted cross walk here.

I understand that the street is a hot spot for traffic accidents. The proposal does not do anything for my issue of the cross traffic at the driveways at Popeyes and Pickett center. I also believe that the proposal will cause more traffic during peak hours.

Respectfully submitted,

Virginia (Gin) Kinneman

photo **Virginia Kinneman, Agency Owner**
at Kinneman Insurance, an Independent Insurance Agency that represents multiple insurance companies.

linkedin facebook

Address Offices in Alexandria & McLean, Virginia **Phone** 703-823-8800
Email virginia@KinnemanInsurance.com **Website** www.KinnemanInsurance.com

App Banner Image

__tpx__

Gloria Sitton

From: noreply@salesforce.com on behalf of Alex311 <alex311@alexandriava.gov>
Sent: Tuesday, November 12, 2024 11:29 AM
To: Christina Thompson; Amy Jackson; John Chapman; Kirk McPike; Tenesia Wells; Calvin Moore; Regina Benavides; Melissa Douglas; Sarah Bagley; Keia Waters; Alyia Gaskins; Karl Bach; Canek Aguirre; Michele Griffin; Christine Macey; Gloria Sitton; Mark McHugh; Kristine Devine; Suzanne Derr; Justin Wilson; CRM Administrator
Subject: [EXTERNAL]24-00034232 - Open - COU-Contact Mayor, Vice Mayor and/or City Council -

COU-Contact Mayor, Vice Mayor and/or City Council (24-00034232) service request has been created, updated, and/or requires your attention.

Service Request Type:	COU-Contact Mayor, Vice Mayor and/or City Council	**Status:**	Open
Service Request Number:	24-00034232	**Created By:**	Customer Site Guest User
Priority:	Standard	**SLA Detail:**	5 Business Days
Method Received:	Web	**Submitted On:**	11/12/2024 11:27 AM
Location:		**Overdue On:**	11/19/2024 11:27 AM
Description:	OPPOSE THE SOUTH PICKETT ROAD DIET		

Contact Information:

Name:	COREY HOLMES	**Primary Phone:**	+1 (313) 600-0421
Email:	coreywholmes@gmail.com	**Social Persona:**	

Service Questions:

Question	Answer
Which Council Member would you like to contact?	All Members
What is the nature of your request?	Other
Is your request related to the upcoming public hearing or Council meeting?	Yes

Gloria Sitton

From: noreply@salesforce.com on behalf of Alex311 <alex311@alexandriava.gov>
Sent: Monday, October 28, 2024 1:36 PM
To: Christina Thompson; Amy Jackson; John Chapman; Kirk McPike; Tenesia Wells; Calvin Moore; Regina Benavides; Melissa Douglas; Sarah Bagley; Keia Waters; Alyia Gaskins; Karl Bach; Canek Aguirre; Michele Griffin; Christine Macey; Gloria Sitton; Mark McHugh; Kristine Devine; Suzanne Derr; Justin Wilson; CRM Administrator
Subject: [EXTERNAL]24-00032797 - Open - COU-Contact Mayor, Vice Mayor and/or City Council -

Follow Up Flag: Follow up
Flag Status: Flagged

COU-Contact Mayor, Vice Mayor and/or City Council (24-00032797) service request has been created, updated, and/or requires your attention.

Service Request Type:	COU-Contact Mayor, Vice Mayor and/or City Council	**Status:**	Open
Service Request Number:	24-00032797	**Created By:**	Customer Site Guest User
Priority:	Standard	**SLA Detail:**	5 Business Days
Method Received:	Web	**Submitted On:**	10/28/2024 1:34 PM
Location:		**Overdue On:**	11/4/2024 12:34 PM
Description:	Letter in support of Duke Street and South Pickett Safety Improvements, sent on behalf of Alexandria Families for Safe Streets.		

Contact Information:

Name:	Dane Lauritzen	**Primary Phone:**	+1 (703) 402-7571
Email:	dane.lauritzen.esq@gmail.com	**Social Persona:**	

Service Questions:

Question	Answer
Which Council Member would you like to contact?	All Members
What is the nature of your request?	Legislative or Policy Issues
Is your request related to the upcoming public hearing or Council meeting?	Yes

October 28, 2024

Alexandria City Council
City of Alexandria
301 King Street
Alexandria, VA 22314

Attn: Mayor Wilson, Vice Mayor Jackson, and Councilors Aguirre, Bagley, Chapman, Gaskins, and McPike

Subject: Duke Street and South Pickett safety improvements

The City of Alexandria has an unprecedented opportunity to implement safe infrastructure along Duke Street and South Pickett to support bicyclists and pedestrians in Alexandria. The region has experienced a dramatic surge in the past 5 years in bike ridership. Capital Bikeshare trips are at an all-time high and appear poised to continue ridership growth next year. Lime data for D.C. similarly reveals dramatic increases in ridership throughout the city between 2019 and 2024. *See Lessons from Lime Data: How Cities Can Use Shared Micromobility Data for Transportation Planning and Policy*. In short, we are already seeing the early fruits of D.C.'s investment in ridership and safe bicycle infrastructure.

Alexandria, too, should encourage bike ridership by building a safe, comfortable, and contiguous bike network that residents and visitors can use. The Lime study showed that riders strongly prefer to ride on streets with bike lanes. Bike lanes are safer, easier to use by all ages and abilities, and more comfortable for the rider. Studies show this, and people can feel it when they ride. For Duke Street, this means that the access road SHOULD be converted to one-way to provide the physical space for separated bike lanes because it reduces traffic conflicts and is safer for all road users. AFSS acknowledges that for a limited number of residents this will mean less convenient access for personal vehicles. However, the safety improvements, greater accessibility for nondrivers, and network effects of an east-west bike corridor via Duke Street in Motion more than justify this project.

On behalf of the Board of Directors of Alexandria Families for Safe Streets (AFSS) we urge the City to implement without delay the Duke Street and South Pickett safety improvement projects. These projects are pivotal to giving travelers who may consider biking the network they need to be comfortable and safe. It is, simply put, the best choice for implementing Duke Street in Motion and the Alexandria Mobility Plan.

Respectfully,
Dane Lauritzen
Board Member - On behalf of the Board of Directors of AFSS

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

Gloria Sitton

From: noreply@salesforce.com on behalf of Alex311 <alex311@alexandriava.gov>
Sent: Tuesday, November 5, 2024 12:28 PM
To: Christina Thompson; Amy Jackson; John Chapman; Kirk McPike; Tenesia Wells; Calvin Moore; Regina Benavides; Melissa Douglas; Sarah Bagley; Keia Waters; Alyia Gaskins; Karl Bach; Canek Aguirre; Michele Griffin; Christine Macey; Gloria Sitton; Mark McHugh; Kristine Devine; Suzanne Derr; Justin Wilson; CRM Administrator
Subject: [EXTERNAL]24-00033647 - Open - COU-Contact Mayor, Vice Mayor and/or City Council -

COU-Contact Mayor, Vice Mayor and/or City Council (24-00033647) service request has been created, updated, and/or requires your attention.

Service Request Type:	COU-Contact Mayor, Vice Mayor and/or City Council	**Status:**	Open
Service Request Number:	24-00033647	**Created By:**	Customer Site Guest User
Priority:	Standard	**SLA Detail:**	5 Business Days
Method Received:	Web	**Submitted On:**	11/5/2024 12:26 PM
Location:		**Overdue On:**	11/12/2024 12:26 PM
Description:	1. As a resident, favor of additional safety measures along South Pickett Street and we are not opposed to road diets. However, we are opposed to a road diet in this specific location for a number of reasons. 2. This stretch of road has four large car dealerships all of which use large tractor trailers to receive cars. 3. There is a very active shopping center anchored by the Home Depot and Wiygul Automotive which is continually used by cars, trucks and tractor trailers. 4. There are high density apartment buildings on this road and Cameron Station's thousands of residents are adjacent to it. 5. Staff's traffic analysis shows congestion already at South Pickett and Cameron Station Boulevard, at South Pickett and Edsall Road, at the Home Depot back entrance, and at South Pickett and Duke Street. 6. Once there is full buildout of Landmark Mall, Landmark Overlook, Pickett Place and other nearby locations (as contemplated under the Landmark Van Dorn and Eisenhower West small area plans), the traffic congestion will only get worse. 7. In short, traffic is already bad and will come to a standstill during the day if these trucks and tractor trailers are forced to use only one lane. The large car carrying trucks tip over easily and need a 30 foot radius to turn. 8. The more congested things become, the greater the likelihood there will be increased cut through traffic through Cameron Station. 9. The Complete Streets Guidelines contain numerous safety options and do not require that a road diet be imposed on city streets regardless of adverse impact. 10. There is overwhelming opposition to a road diet as amply demonstrated by the fact that 471 Cameron Station residents, including its homeowner's association, and seven businesses signed the petition filed on August 2, 2024 opposing the Traffic and Parking Boards decision. At the T&ES virtual open house on October 17, 2024, 58% of attendants were opposed to a road diet and only 30% supported it. 11. The car dealerships oppose a road diet as does Wiygul ,and Home Depot has grave reservations as well. Two of these businesses are so concerned that they have hired lawyers. 12. All we ask is that Council show they care about local residents and businesses by rejecting the imposition of a road diet. Instead, Council should reduce the speed from 35 MPH to 25 MPH and add new pedestrian crossings along this portion of South Pickett Street. The City should monitor if these less intrusive and effective measures address safety issues. We are convinced that they almost certainly will.		

Contact Information:

Name:	JulieAnne Evanina	**Primary Phone:**	+1 (703) 395-6964
Email:	jasebold@gmail.com	**Social Persona:**	

Service Questions:

Question	Answer
Which Council Member would you like to contact?	All Members
What is the nature of your request?	Legislative or Policy Issues
Is your request related to the upcoming public hearing or Council meeting?	Yes

Gloria Sitton

From: noreply@salesforce.com on behalf of Alex311 <alex311@alexandriava.gov>
Sent: Tuesday, November 5, 2024 9:33 AM
To: Christina Thompson; Amy Jackson; John Chapman; Kirk McPike; Tenesia Wells; Calvin Moore; Regina Benavides; Melissa Douglas; Sarah Bagley; Keia Waters; Alyia Gaskins; Karl Bach; Canek Aguirre; Michele Griffin; Christine Macey; Gloria Sitton; Mark McHugh; Kristine Devine; Suzanne Derr; Justin Wilson; CRM Administrator
Subject: [EXTERNAL]24-00033618 - Open - COU-Contact Mayor, Vice Mayor and/or City Council -

COU-Contact Mayor, Vice Mayor and/or City Council (24-00033618) service request has been created, updated, and/or requires your attention.

Service Request Type:	COU-Contact Mayor, Vice Mayor and/or City Council	**Status:**	Open
Service Request Number:	24-00033618	**Created By:**	Customer Site Guest User
Priority:	Standard	**SLA Detail:**	5 Business Days
Method Received:	Web	**Submitted On:**	11/5/2024 9:31 AM
Location:		**Overdue On:**	11/12/2024 9:31 AM
Description:	I am a resident of the Cameron Station neighborhood. I ask that Council show they care about local residents and businesses by rejecting the imposition of the South Pickett Street road diet. My children are at the age where they are enjoying the freedom of riding their bikes through the neighborhood and this action will surely make it less safe for them to do so. The South Pickett Street road diet will surely add cut through traffic through Cameron Station that will most likely occur if car lanes are removed on this portion of South Pickett. Instead, Council should reduce the speed from 35 MPH to 25 MPH and add new pedestrian crossings along this portion of South Pickett Street. The City should monitor if these less intrusive and effective measures address safety issues.		

Contact Information:

Name:	Delight Buenaflor	**Primary Phone:**	+1 (571) 414-8698
Email:	kaltwasserdj@gmail.com	**Social Persona:**	

Service Questions:

Question	Answer
Which Council Member would you like to contact?	All Members
What is the nature of your request?	Other
Is your request related to the upcoming public hearing or Council meeting?	No

Gloria Sitton

From: fran.vogel@verizon.net
Sent: Saturday, November 2, 2024 10:42 AM
To: CouncilComment@alexandriava.gov
Cc: Gloria Sitton
Subject: [EXTERNAL]Oppose the Road Diet on South Pickett

You don't often get email from fran.vogel@verizon.net. Learn why this is important

Mayor Wilson, Vice Mayor Jackson and Council Members,

I am writing to state my opposition to the proposed road diet on South Pickett Street as it is inappropriate and will do nothing but create traffic issues in that corridor and section of the West End.

I use S. Pickett Street to access Van Dorn to travel to Springfield quite frequently. I have friends who live on the other side of Franconia Road who come to Alexandria to go to the doctors in the medical building at 5249 Duke Street. This is a heavily traversed corridor to others, not just those in Alexandria.

There are a number of reasons the proposed road diet in this specific location should be rejected, including:

1. This stretch of road has four large car dealerships all of which use large tractor trailers to receive cars.
2. There is a very active shopping center anchored by the Home Depot and Wiygul Automotive which is continually used by cars, trucks and tractor trailers.
3. There are high density apartment buildings on this road and Cameron Station's thousands of residents adjacent to it.
4. Staff's traffic analysis shows congestion already at South Pickett and Cameron Station Boulevard, at South Pickett and Edsall Road, at the Home Depot back entrance, and at South Pickett and Duke Street.
5. Once there is full buildout of Landmark Mall, Landmark Overlook, Pickett Place and other nearby locations (as contemplated under the Landmark Van Dorn and Eisenhower West small area plans), the traffic congestion will only get worse.
6. In short, traffic is already bad and will come to a standstill during the day if these trucks and tractor trailers are forced to use only one lane. The large car carrying trucks tip over easily and need a 30 foot radius to turn.
7. The more congested things become, the greater the likelihood there will be increased cut through traffic through Cameron Station.
8. The Complete Streets Guidelines contain numerous safety options and do not require that a road diet be imposed on city streets regardless of adverse impact.
9. The car dealerships oppose a road diet as does Wiygul, and Home Depot has grave reservations as well. Two of these businesses are so concerned that they have hired attorneys.

There are a number of additional safety measures that can be implemented along South Pickett Street, including reducing the speed from 35 MPH to 25 MPH and adding new pedestrian crossings along this portion of South Pickett Street. The City should then monitor if these less intrusive and effective measures to address safety issues. If they don't then other safety measures could be considered. It doesn't hurt to try a less invasive way to increase safety in light of the above concerns.

I appreciate your consideration of my opposition and ask that you vote to reject the imposition of a road diet on South Pickett Street in this already heavily trafficked section of the city.

Respectfully,

Fran Vogel
41 N. Earley Street
Alexandria, VA 22304
703-517-0759

Gloria Sitton

From: noreply@salesforce.com on behalf of Alex311 <alex311@alexandriava.gov>
Sent: Friday, October 18, 2024 9:19 AM
To: Christina Thompson; Amy Jackson; John Chapman; Kirk McPike; Tenesia Wells; Calvin Moore; Regina Benavides; Melissa Douglas; Sarah Bagley; Keia Waters; Alyia Gaskins; Karl Bach; Canek Aguirre; Michele Griffin; Christine Macey; Gloria Sitton; Mark McHugh; Kristine Devine; Suzanne Derr; Justin Wilson; CRM Administrator
Subject: [EXTERNAL]24-00031792 - Open - COU-Contact Mayor, Vice Mayor and/or City Council -

COU-Contact Mayor, Vice Mayor and/or City Council (24-00031792) service request has been created, updated, and/or requires your attention.

Service Request Type:	COU-Contact Mayor, Vice Mayor and/or City Council	**Status:**	Open
Service Request Number:	24-00031792	**Created By:**	Customer Site Guest User
Priority:	Standard	**SLA Detail:**	5 Business Days
Method Received:	Web	**Submitted On:**	10/18/2024 9:17 AM
Location:		**Overdue On:**	10/25/2024 9:17 AM
Description:	Dear City Council Members I'd like to express my support the Traffic & Parking Board's recommendation, to redesign South Pickett street to one vehicle travel lane in each direction. The proposed redesign provides safer pedestrian crossings with median islands and protected bicycle lanes which will create a safe environment and promote multi-modal transportation through this corridor. These changes will make this area safer for pedestrians, and also help move the City towards a safer, connected low stress bike network Thank you for your consideration and hopefully your support for this change. Matt Mihalik		

Contact Information:

Name:	Matthew Mihalik	**Primary Phone:**	+1 (201) 280-1697
Email:	matt.mihalik@gmail.com	**Social Persona:**	

Service Questions:

Question	Answer
Which Council Member would you like to contact?	All Members
What is the nature of your request?	Legislative or Policy Issues
Is your request related to the upcoming public hearing or Council meeting?	Yes

Outlook

[EXTERNAL]South Pickett Street Project - COMMENTS

From Greg Hillson <ghillson@yahoo.com>
Date Thu 11/7/2024 10:47 AM
To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>
Cc Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

You don't often get email from ghillson@yahoo.com. Learn why this is important

City Council-

My HOA has disseminated the information below about the proposed S. Pickett road diet. For example, the email below claims that the proposed road diet would "result in a huge increase of cut-through traffic on Cameron Station Blvd." Is there any evidence supporting such an assertion?

Also, when City Council hears the appeal on this issue, I hope that council members do not simply accept at face value any unsupported assertions or "parade of horribles" that the HOA or so-called "civic associations" articulate during the meeting. Rather, I hope that you defer to city staff, who have actually taken the time to conduct a rigorous, evidence-based study of these issues.

Also, before giving any weight to the views of the "Cameron Station Civic Association" on this issue, I strongly urge you to inquire about the extent to which this so-called “civic association” truly reflects the views of the residents that it purports to represent. For example, how many dues-paying members does this "civic association" have? Who are its directors and officers? How many residents actually attend this "civic association's" meetings? In other words, is this really a “civic association,” or is it simply a handful of residents with strong opinions masquerading as “representatives” of the 6000-plus residents of Cameron Station?

On a related note, is it appropriate for HOAs and their boards of directors to get involved in these sorts of city matters and to use their resources to advocate or lobby for city issues like this? I had always assumed that HOAs stayed out of these sorts of things (since their only mandate is to manage HOA common areas and enforce HOA rules).

Thank you.

Greg Hillson
Owner of 440 Ferdinand Day Dr., Alexandria, VA 22308

----- Forwarded Message -----
From: Cameron Station Community Association <managers-cameronstation.org@shared1.ccsend.com>
To: "ghillson@yahoo.com" <ghillson@yahoo.com>
Sent: Monday, July 29, 2024 at 05:02:00 PM EDT
Subject: CSCA Notice: Emergency Town Hall Meeting

GREENHILL

November 13, 2024

Via Email to the City Clerk: gloria.sitton@alexandriava.gov

The Honorable Justin Wilson, Mayor
and Members of the Alexandria City Council
301 King Street
Alexandria, VA 22314

RE: Appeal of the Proposed South Pickett Street Corridor Improvements

Dear Mr. Mayor and Members of the City Council:

My apologies, as a family obligation is preventing me from being at the hearing in person. Greenhill Realty Capital Corporation owns several properties at or near the intersection of S. Pickett Street and Edsall Road and we've owned these properties for decades. We have seen a number of changes in the area, most of them for the good. We participated in the City's outreach on the proposed changes to the S. Pickett Street corridor. And while we understand the City is attempting to improve S. Pickett Street with the changes you are considering at your public hearing on November 13, 2024, we continue to have significant concerns related to those proposed changes. We remain concerned about how the improvements will negatively impact the ability of our tenants, and the vehicles that deliver to those tenants, to get in and out of their sites based on the reduction in the lanes and the installation of a dedicated bike lane. We are also concerned about the increase in delays along S. Pickett Street, particularly at the intersection of S. Pickett and Edsall.

Our experience in other jurisdictions in the DMV area makes us concerned that the proposed changes will have deleterious effects on both the flow of traffic through the area, but more particularly, to and from the individual parcels we own. We ask that you give extensive consideration to the proposed changes that have been appealed to you.

Sincerely,

Richard Greenberg
Greenhill Realty Capital Corp.

4901 FAIRMONT AVENUE • SUITE 200 • BETHESDA, MD 20814 • TEL 301 657 2525 • FAX 301 657 2555

WWW.GREENHILLCOMPANIES.COM

Outlook

[EXTERNAL]Comment for Nov. 16th City Council Meeting, Item #25-2601

From Erin Lee <els51@yahoo.com>
Date Wed 11/13/2024 6:53 PM
To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

You don't often get email from els51@yahoo.com. Learn why this is important

Dear Mayor and members of the City Council,

This comment is in support of the proposed changes to the redesign of S. Pickett St. between Duke St. and Edsall Rd. Item #25-2601.

I watched the Legislative hearing on Tuesday, Nov. 12th with great interest at the proposed changes to S. Pickett St. that would improve the safety of this corridor that has been the site of many crashes and even one fatality as shared in the presentation. I wholeheartedly support this road diet and the enhancements that will be made to ensure that pedestrians will have more crossing points and that there will be a dedicated bike lane. As an avid biker across this city, this is one road that I would avoid in its current state because there are no dedicated bike lanes and given the speed of traffic on this road would not deem it safe.

I understand the concerns from the Cameron Station community, however, as was shown in the graphic, taking Cameron Station Blvd. as an alternative to S. Pickett St. with these proposed changes does not seem reasonable. Cameron Station Blvd. does not really offer a quick way around traffic back-ups on Pickett St. even now because of the features of this road that slow traffic considerably, which I think is a smart design.

Overall the road diets that have been put in place, such as Seminary Road and King St. have not led to the considerable back-ups the community is concerned about. We have to provide safer streets and continue our path to vision zero.

Thank you,
Erin Lee

Outlook

[EXTERNAL]File #25-2601 - S Pickett Roadway Design Changes

From T D <dunkleytk@gmail.com>
Date Wed 11/13/2024 10:32 AM
To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

You don't often get email from dunkleytk@gmail.com. Learn why this is important

I support the Traffic & Parking Board's recommendation, to redesign the street to maintain similar travel times as today while including one motor vehicle travel lane in each direction, safer pedestrian crossings with median islands, protected bicycle lanes, bus boarding islands, curb extensions, as well as no right turn on red and a 25MPH speed limit.

This would make this area safer for pedestrians in an increasingly residential area, as well as cyclists, which includes myself, my husband, and our five year-old son.

Thank you!

-Tia Finley

Outlook

[EXTERNAL]Road Diet Proposal

From Joel <joelsjunk1950@yahoo.com>
Date Thu 11/14/2024 3:39 PM
To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>
Cc Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

To the members of the City Council,

I am writing regarding the upcoming November 16th hearing to discuss the South Pickett Street road diet proposal.

Whenever the city tackles a difficult issue, there will always be proponents and opponents of any proposed solution. That's normal. I'm among those who support the proposal.

I am an original owner of a house directly on Cameron Station Blvd. And while I understand the views of our Civic Association regarding Pickett Street, I respectfully disagree with their strong opposition. Although 471 people signed a petition, I wouldn't call that number "overwhelming" considering that over 4000 residents live in our community.

I do agree with the Civic Association that additional traffic through our development would certainly be detrimental to our safety. As you are well-aware, we have numerous pedestrians, Tucker and Bright Start students, joggers, parents and baby sitters pushing strollers, toddlers and young children, bicyclists, elderly, disabled, etc.

However for many years I have felt that the absolute best way to "Stop More Cut Through Traffic in Cameron Station" would be to create a road diet directly on Cameron Station Blvd. If that were already in place, I doubt that drivers heading toward S. Pickett Street would be inclined to use Cameron Station Blvd. instead.

I realize that Saturday's hearing is to discuss a road diet on S. Pickett Street, not Cameron Station Blvd. But I feel the two situations are related.

I applaud the city for trying to make Alexandria safer for all residents and visitors. Some successful examples are the road diets on N. Van Dorn St., King Street and Seminary Road. I'm sure studies have shown that speeds and crashes and injuries have decreased in those locations.

Therefore regardless of what final decision the Council makes about S. Pickett St., please reconsider the road diet for Cameron Station Blvd. that had been proposed years ago.

Respectfully,

Joel R. Ferris
224 Cameron Station Blvd.

Outlook

[EXTERNAL]Docket Item 9: Support TPB Recommendation on S Pickett Street

From Alek Becker <alek.becker91@gmail.com>
Date Thu 11/14/2024 4:42 PM
To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

[You don't often get email from alek.becker91@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Mayor Wilson, Vice Mayor Jackson, and Members of Council,

I support the Traffic & Parking Board's recommendation, to redesign the street to maintain similar travel times as today while including one motor vehicle travel lane in each direction, safer pedestrian crossings with median islands, protected bicycle lanes, bus boarding islands, curb extensions, as well as no right turn on red and a 25MPH speed limit. This would make this growing area safer for pedestrians, and also help move the City towards a safer, connected low stress bike network.

Outlook

[EXTERNAL]Comments - South Pickett Street Project

From Sherri Mahlik <sherrimahlik@gmail.com>

Date Thu 11/14/2024 4:34 PM

To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

Good Afternoon,

Since I am unable to attend the meeting scheduled for November 16th, I am writing in support of the South Pickett Street Project regarding proposed improvements to the roadway. I believe that the traffic and speeding in our area (in and around Cameron Station) has increased exponentially since I moved here in 2009. I have lived all of that time directly on Cameron Station Blvd, in the first block as traffic enters from Duke Street. I have seen first hand, the need for dedicated bike lanes, less car lanes, a lower speed limit, and safer crossings within the community and the surrounding vicinity, as evidenced by cars speeding, not yielding to pedestrians in walkways, and close calls with bicyclists/not sharing the road.

By altering Pickett Street to one lane with a middle turning lane and reducing the speed limit to 25 mph, would not only slow traffic, but make it more efficient so those turning do not stop traffic behind them as they do now. Having the bike lane would also make this a much safer street for bicyclists since there really is no shoulder. [As an aside, more police presence/enforcement would help because like all the other road diets implemented in the city, drivers still do not comply with the new posted speed limit, or with the "no turn on red" intersections.]

Since there are just 2 traffic lights on South Pickett between Duke Street and Edsall Road, I do not feel the argument that many will cut through Cameron Station to avoid this newly designed area makes any sense. A lot of the traffic turning onto South Pickett Street is due to the West End Shopping Center, so going through Cameron Station and then backtracking to the shopping center would take much more time due to the circle and curves, is a longer distance, and I don't think logically drivers would seek out that route. The distance from Duke Street to the shopping center is negligible. The left turn arrow is also much longer at the South Pickett Street intersection than it is at the entrance to Cameron Station, so drivers would wait longer to try to turn into Cameron Station than at South Pickett. Having to drive from the light at the shopping center to the next light at Edsall Rd, is also a very short distance, and overall I do not think altering this relatively short distance on South Pickett Street would deter anyone from taking the straighter route to get from Duke Street to Edsall or Van Dorn.

Having said all this, and that I am in support of the proposed changes, I will also say that something similar is well overdue within Cameron Station. I have sent my comments on this location separately so I will not duplicate them here, but the speeding is a major reason why my husband and I have recently listed our home in Cameron Station. We have moved to another location in the City of Alexandria but continue to spend time and travel through Cameron Station and the surrounding streets. I think the proposed changes will increase safety, efficiency, flow and help decrease speeding and drivers who

weave between lanes to avoid stopped cars attempting to turn. I think the pros far outweigh the cons I have heard expressed by the Cameron Station Civic Association and others on social media platforms.

The City of Alexandria needs to continue to assess and take steps to make the city safer for everyone regarding traffic flow. Unfortunately we can't hope that drivers start to drive safer and start to obey speed limits---the majority don't. And while increased policing of traffic violators may help deter some, we know there are many other important matters our police officers have to address so we should do all we can to put measures in place that can contribute to solving/mitigating this safety issue.

Thank you for the opportunity to provide comments on this matter. I have lived here for 15 years and I would be happy to contribute to further discussion in the future based on my experience.

Best,
Sherri
Sherri Mahlik

Outlook

[EXTERNAL]W. Taylor Run vote and upcoming Pickett vote & Alex West

From Nicole Radshaw <nicole.radshaw@gmail.com>

Date Thu 11/14/2024 4:51 PM

To Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Kirk McPike <kirk.mcpike@alexandriava.gov>; Justin Wilson <justin.wilson@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Amy Jackson <Amy.Jackson@alexandriava.gov>; CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

Dear Mayor Wilson and City Council Members,

It's been a year this month already! First, I'm writing to say thank you to those who voted in favor of the one way lane conversion from Longview to W Taylor Run and additional safe bike and ped infrastructure. I am writing also to express my disappointment that the one way conversion did not pass. Without this one lane conversion, Alexandria and its visitors do not and will not have a safe east-west bike connection, not to mention all the benefits for both cars and pedestrians. Once again, we are left with gaps in the biking network.

The vote for South Pickett is this Saturday. I'll be there in person or via zoom to once again encourage you to vote for safe streets. The improvement to Pickett is long overdue. This project has benefits for drivers, cyclists, and pedestrians. Staff did an AMAZING job in the two virtual meetings that I attended. Their presentations were informative, intelligent, and based in expertise and knowledge of street design. And my husband attended an additional in person event at Patrick Henry.

In Alexandria, voters came out 2 weeks ago and overwhelmingly approved of what Council has been doing. Voters want changes to zoning so our teachers can live here. Voters want road diets to make our streets safer. Voters want a livable city! There are some loud voices in our city who have the time and resources to argue against these progressive and popular policies. Please continue to be bold and vote for safe streets and more housing!

Thank you,
Nicole Radshaw

P.S. I also support the Alex West Plan!! Vote yes!

Outlook

[EXTERNAL]South Pickett Street Traffic Project

From Jordan Schneider <mcnadroj@gmail.com>
Date Thu 11/14/2024 5:17 PM
To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

You don't often get email from mcnadroj@gmail.com. Learn why this is important

Hello,

I am once again writing to express my support for the South Pickett Street Traffic Project. I support making South Pickett Street safer for pedestrians and cyclists. Currently, traffic moves too fast and there are very few crossings making it dangerous for both bike and pedestrian traffic. The sidewalks on Pickett street are also very narrow, putting users very close to the fast-moving traffic. As a frequent pedestrian on South Pickett Street, I am often concerned for my safety, as cars speed around the curves towards me.

I know there is concern about "cut-through" traffic in Cameron Station. As a resident of Cameron Station, I do not have concerns about this. Cameron Station Blvd is not a heavily trafficked road to begin with, and cars regularly have clear lanes in which to drive, causing them to drive too fast.

I also know that there is concern about traffic building up on South Pickett Street itself. Again, the road does not currently have heavy traffic, even at busy times of day. Currently, half of South Pickett is already one lane in each direction, and traffic moves fine. Just a week or so ago, one lane of South Pickett (heading towards Duke) was closed for utility work, and there was no additional traffic build-up.

I believe that the South Pickett Traffic Project would not only lead to safer streets for cyclists, pedestrians, and vehicle passengers, but it would also turn it into a pleasant road to traverse. That would, in turn, make the street attractive to developers and business owners.

There really doesn't seem to be a downside to this project, and it has my full support. Please approve this project and make South Pickett Street a safer, more pleasant road for all who use it.

Thank you very much,

Jordan M. Schneider

Outlook

[EXTERNAL]Docket Item 9: Support TPB Recommendation on S Pickett Street

From Alex Goyette <alexmgoyette@gmail.com>
Date Thu 11/14/2024 5:06 PM
To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

Mayor Wilson, Vice Mayor Jackson, and Members of Council,

Please support the Traffic & Parking Board's recommendation to redesign S Pickett Street with safer pedestrian crossings with median islands, protected bicycle lanes, bus boarding islands, curb extensions, and a 25MPH speed limit.

The project fills a huge gap in the West End's bike network, connecting existing infrastructure in a way that will finally contribute to real "network effect" for bikes in the West End. With these improvements, this segment of S Pickett provides a safe and comfortable connection to the proposed cycletrack on the Duke St Service Road, existing painted bike lanes further down S Pickett, the trail in Cameron Station Linear Park, and Holmes Run Trail via either N Pickett or CS Linear Park - from there one can get all the way to Carlyle without ever leaving a separated trail.

In a city where much of our bike network remains frustratingly disconnected, especially in the West End, this project is a rare and exciting opportunity to fill a big gap.

I live in the area and frequent destinations along or just off S Pickett: home depot, Armistead Boothe Park, & Mediterranean Bakery are all frequent stops for our family, our dogs go to the vet at El Paw, and our daily walks are always in the neighborhood. Right now, S Pickett is unusable for these trips in anything but a car.

Bike trips to home depot mean lugging the bike, often with a toddler on the back, up and down a small and dirty staircase that connects Livermore Lane in Cameron Station to the back of the parking lot behind the shopping center. I love riding the bike so choose to do this over driving, but a normal (sane) person would drive - even when just picking up light bulbs. This project would transform that calculus, ensuring that people making small trips to this shopping center have a safe choice to arrive by bike instead.

S Pickett is also nearly unusable on foot. I tried several dog walks along the road at different times of day. The narrow, unbuffered sidewalk, high speeds, and absence of safe crossings make this segment unbearable. It's worse than walking on Duke Street; I avoid it entirely now. This project gives residents the safe, comfortable street we deserve.

I also drive on S Pickett. While I bike to home depot anytime I can (and that's most trips!), I'm not confident enough in my balance or my knot-tying abilities to strap a christmas tree or a load of lumber on the back of a bike. But driving here is also a bummer! The turns out of the shopping center feel

unsafe as cars speed along Pickett, and the road is just ugly. The current configuration makes it clear S Pickett is for passing through, not coming to. I'd be really excited for the new safer turn lanes, and especially for the planted medians in some areas.

As I travel around the city, the difference between east and west ends is obvious. Everywhere has issues, but east-enders broadly enjoy many safe and narrow streets. Many parts of Central Alx also enjoy their quiet, tree-line streets safe for kids to ride bikes on. Meanwhile much of the West End is stuck with high-speed, wide, unsafe, and simply ugly arterial roads designed for drivers to zoom through the places we love and call home, instead of for us residents to actually live on and enjoy.

The West End deserves streets that are safe, that are comfortable, and that are simply pretty and nice to spend time on. We deserve projects like this one on S Pickett. Please support it.

Thank you,

Alex Goyette
S Jordan St

Outlook

[EXTERNAL]Docket Item 9: Support TPB Recommendation on S Pickett Street

From Jacki Garry <jackigarry@gmail.com>
Date Thu 11/14/2024 5:41 PM
To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

[You don't often get email from jackigarry@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Mayor Wilson, Vice Mayor Jackson, and Members of Council,

I support the Traffic & Parking Board's recommendation, to redesign the street to maintain similar travel times as today while including one motor vehicle travel lane in each direction, safer pedestrian crossings with median islands, protected bicycle lanes, bus boarding islands, curb extensions, as well as no right turn on red and a 25MPH speed limit. This would make this growing area safer for pedestrians, and also help move the City towards a safer, connected low stress bike network.

Sent from my iPhone

Outlook

[EXTERNAL]Public Hearing 11/16/24, Item 9: Roadway Design Changes on South Pickett Street

From Owen Curtis <opctiger72@aol.com>
Date Thu 11/14/2024 6:54 PM
To CouncilComment@alexandriava.gov <CouncilComment@alexandriava.gov>

Hon. Mayor and Members of Council:

I have been a transportation planning engineering consultant for more than 50 years, providing guidance to Federal, state, regional, and local governments on how to plan and design safe and efficient multi-modal systems. I served the City on the Task Force that established the DASH Bus System, was a member of the Transportation Planning Board for 12 years (chair for six), and was the Chair of the Transportation Subcommittee of the Task Force which prepared the City's 1992 Master Plan. I continue to have a significant interest in ensuring that our city's transportation facilities and services are safe and efficient for all users.

For that reason, I oppose the proposed changes to S Pickett Street, the so-called road diet. While there may be specific issues at specific locations which need to be addressed, the approach that T&ES has taken on S. Pickett is the same "one-size fits all" approach to our city's arterials --- make it harder for traffic to move while providing too much of the public ROW for significantly underutilized bike lanes.

I am not against bike lanes -- I commuted in the City for a number of years by bike, on Seminary Road no less, and was injured in a crash he struck by an auto. So, yes, I understand the desire to provide for bike lanes.

I helped develop federal guidelines decades ago on how to create safe multi-modal streets, and was Co-Chair of the Committee of the Institute of Transportation Engineers that in 2012 prepared the Recommended Practice *Planning Urban Roadway Systems.* With this background, I know that one mus give serious consideration to how many of all the users employ the different modes. S. Picket St is a heavy-truck volume street, with a serious commercial emphasis, and it has very little bike usage. Folks do NOT shop at Home Depot by bike, nor do they take their cars for service at the many auto repair places by bike. Staff should pay attention to who uses the roadway and why, and if they did, they would conclude that taking away auto lanes for bikes is not warranted.

Here's how to take care of bikes: from Valley Forge Rd to Edsall Road, on the north side of S Pickett, there are only 3 driveways, and there is a sidewalk. The City should develop plans for converting/widening that sidewalk to a two-way bike path, which likely would not require any more cost than the road diet, and which, if done right, would preserve the four lanes on S Pickett. There are consultants out there whom T&ES could hire who could show staff how best to accomplish this, which would overall increase the safety and maintain the capacity for all users.

Hopefully, you as our Council are looking ahead to the growth in this corner of our city. Such economic growth -- some of it not just residential, but the highly desirable commercial (which

helps our tax base) -- will be constrained if you decide to move ahead with more road diets. Commercial properties live off of customers who use autos, and continuing to do everything you can think of to thwart efficient traffic is contrary to our financial interest. Moreover, with far too much of that being done allegedly in the name of safety, the city is ignoring a truth of my profession. Safety and efficiency are two sides of the same coin. You cannot achieve safety if operations are congested, nor can you fix congestion if safety is ignored.

You, the Council, have the opportunity here to do the right thing for both safety and multi-modal efficient operations. You can do right by the commercial properties who are the bulk of taxpayers along this street. You can do right by all the neighboring taxpayers who have requested you to "say no to the road diet" as it will adversely impact their lives and safety, and you can do right by cyclists by providing a bike facility where the sidewalk is on the north side of S Pickett.

Spike Lee was correct: "Do the right thing."

Please reject the Road Diet on S. Pickett Street.

Thank you.

Owen P. Curtis
5465 Fillmore Ave.
Alexandria, VA 22311
