[EXTERNAL]Comments for June 22 Meeting Regarding Duke St in Motion

Longview Hill Civic Association <longviewhillca@gmail.com>

Fri 6/16/2023 10:12 AM

To:PlanComm <PlanComm@alexandriava.gov>

1 attachments (4 MB)

Petition to keep 2-way access on Duke Street service rd between Cambridge and W. Taylor Run.pdf;

Dear Council Members, Commision Members, City Officials and all who may be concerned;

Please see the attached petition signed by 61 people concerning proposed changes to the Duke Street service road between Roth/Cambridge and W. Taylor Run Parkway. We, members of the Longview Hill Civic Association along with residents, home and business owners who reside and work along the Duke service rd, Longview Drive, Viewpoint Road, Nob Hill Court, and Seay Street are strongly opposed to the proposal to reduce the current two-way directionality of the street into a one-way street headed westbound only in order to build a bicycle track. This service road is our only access to and from our homes and places of business. This service road was designed to provide access to our homes and businesses from the neighborhood. This service road is utilized by all of us multiple times a time to conduct the activities of our daily lives.

We are strongly opposed due to the following reasons:
1) Reduction in two-way directionality to a one way street will seriously reduce the quality of life due to exponentially increased wait-times to traffic for any egress or ingress. Traffic has majorly increased along this service road since changes were made to the Telegraph / W. Taylor Run intersection and this proposed change will only exacerbate the traffic.
2) A threat to our health and safety based on the limited access to our homes by police, firefighting and medical services.
3) A reduction in our home property values due to reasons 1 and 2.

We ask that you take our concerns into consideration as you make any changes to the Duke Street service road between Roth/Cambridge and W. Taylor Run as part of the ongoing Duke Street in Motion and Taylor Run / Telegraph Projects. We also ask that you keep us apprised of any related developments to our service road.

Sincerely,

Alison Maltz
President, Longview Hill Civic Association

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

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

	Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
1	Elizabeth Guttmann	[signature]	2933 Nob Hill Ct Alex	bguttmann1@yahoo.com	5/18/23
2	JOHN K. TROST	[signature]	2933 NOB HILL CT Alex		5/15/23
3	Jerry Cunningham	[signature]	2918 Nob Hill Ct	jerry.cunningham	5/19/23
4	Kathryn Cunningham	[signature]	"	"	5/18/23
5	Vilma Briones	[signature]	2928 Nob Hill Ct.	briones.vm@gmail.com	5/18/23
6	Claire Fleming	[signature]	2932 Nob Hill Ct.	claire.e.fleming@gmail.com	5/18/23
7	Mario Prada	[signature]	2932 NOB HILL Ct	MARIO.PRADA135@GMAIL.COM	5/18/23
8	Craige Moore	[signature]	2945 Nob Hill Ct.	craige.moore@gmail.com	5/18/23
9	JEFF CIOLETTI	[signature]	2945 NOB HILL CT	JEFF@DRINKABLEGLOBE.COM	5/18/23
10	Michelle BROWN	[signature]	2906 Seay St Apt 200	Mbrownd6218s@gmail	5/18/23
11	JOHN Millender	[signature]	2803 Seay ST.	Millendj40@GMAIL	5/18/23
12	JOE L Chandler	[signature]	2903 Seay St	– NONE –	5/18/23
13	Michelle B. Davis-Brown	M.B. Davis-Brown	2906 Seay St #200	michellebdavisbrown515@gmail	5/18/23
14	B. GILES LARRABEE	[signature]	2917 NOB HILL CT.	RETIREDGILES@GMAIL.COM	5/15/23
15	Hongyang	[signature]	2879 Duke	luckyyay@	05/18/2023
16	LAXMI GURUNG	ACE REHAB	2877 DUKE ST	laxmi@aceRehab.com	5/18/23
17	Sharon Eddy	State Farm Agent	2869 Duke St	SHARON@sharoneddy.com	5/18/23
18	BILL PURDY	Admin Asst	2857 Duke St	billpurdy1@gmail.com	5.18.23
19	Tiffani Levere	[signature]	2801 Seay St	Levere.tiff90@gmail.com	5/18/23

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

	Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
20	Keira Nakada	[signature]	125 Longview Dr.	Keira_ino@yahoo.com	5/18/23
21	Daniel Nakada	[signature]	125 Longview Dr.		5/18/23
22	Valentyna Lozhkina	[signature]	2807 Duke St	valentyna@novaams.com	5/19/23
23	Diana Yorga	DY	2807 Duke St.	diana@novaams.com	5/19/23
24	Rebecca Timms	[signature]	2807 Duke St.	info@novaams.	5/19/23
25	Julian Olivas-Cox	[signature]	2839 Duke St.	jolivas@wholewomanshealth.com	5/19/23
26	Karen Yee	[signature]	2843 Duke St		5/19/23
27	Marcela Menendez	[signature]	2849 Duke St		5/19/22
28	Hazel Acosta	[signature]	2817 Duke St	info@[illegible].com	5/19/23
29	Yong Cho	[signature]	2819 Duke St		5/19/23
30	Gulnaz Rahman	[signature]	2939 Nob Hill Ct	amanrsmiles@hotmail.com	5/19/23
31	Cheryl Demas	[signature]	2938 Nob Hill Ct		5/20/23
32	Jim Ling	[signature]	2938 Nob Hill Ct		5/20/23
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Petition Against Turning Access Road Between Roth and W. Taylor Run into a One-Way Street

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

	Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
1	Lori Cooper	Lori Cooper	2936 Viewpt Rd	cooper.lori.a@gmail.com	5/17/23
2	Julianna von Zumbusch	[signature]	2930 Viewpoint Rd	jmvzumbusch@gmail.	5/17/23
3	Doug Peterson	Douglas D. Peterson	2924 Viewpoint Rd		5/17/23
4	Julia Peterson	[signature]	2924 Viewpoint Rd	jcwpeterson@gmail.com	5/17/23
5	Linda Woodhouse	LRW	2924 Viewpoint Rd		5/17/23
6	RYAN CONNORS	Ryan Connors	213 LONGVIEW DR	RYAN.C.CONNORS@GMAIL.COM	5/17/23
7	Alison Maltz	[signature]	2942 Viewpoint Rd	amaltz@gmail.com	5/17/23
8	Jonathan Falk	[signature]	2942 Viewpoint Rd	jnfalk81@gmail.com	5/17/23
9	George Dague	[signature]	127 LONGVIEW DR	gdague@protonmail	5/17/23
10	Natalia Escobar	[signature]	2928 Nob Hill Ct	escobar.na@gmail.com	5/17/2
11	Simon Thompson	[signature]	2928 Nob Hill Ct	simonthompson@gmail.com	5/17/23
12	Ellen M. Dague	[signature]	127 Longview Drive	ellenmdague@aol.com	5/17/23
13	Kenneth W. Gardner		2948 VIEWPOINT RD	KGBAGHDAD5861@comcast.net	5/18/23
14	Christopher Wolford	[signature]	2948 Viewpoint RD	cwolford94@su.edu	5/18/23
15	James Love	[signature]	2954 Viewpoint	jamesrlove@comcast.net	5/18/23
16	Mary Love	mal	~~2954~~ Viewpoint Rd	maryaelove@gmail.com	5/18/23
17	Scott Thomas	[signature]	2941 Viewpt Rd		5/18/23
18	C.E. Thom	C.E. Thom	2941 Viewpoint Rd		

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

19	Rebecca Mitsch		2933 Viewpoint	rebeccamitsch@ 5/18/23
20	M.H. Kaplan		2935 Viewpoint	mch.daniel.kap 5/18/23 @gmail.com
21	Danielle Whitley		211 Longview Dr	daniwhitley@comcast.net
22	Leonardo Baten		2727 Duke St	— — —
23	Athena Baldwin		200 Longview Dr	athenabaldwin@yahoo.com
24	Robert Lippmann		200 Longview Dr	rlippmann@hotmail.com
25	Emilio V. Rocco		2923 Viewpoint Rd.	evrocco@icloud.com 5/18/23
26	Stacey Bradford		2947 Viewpoint Rd	sbradford2406@comcast.net
27	KATHY L. PECK		2947 VIEWPOINT Rd	KLP23@NETZERO.NET
28	Stephan DEBOT		2953 Viewpoint Rd.	SDEBOT@GMAIL.COM
29	Charles Brinkman		2930 Viewpoint Rd	Colin.Brinkman@gmail.com 5/22/23
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2841 Hartland Rd, #401

GREAT FALLS
10123 Colvin Run Road

HERNDON / RESTON
108 Elden St, #12

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Elizabeth Roth NP-C

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Rudy H. Juburi, M.D

Clinical Associate Professor of Medici
at Georgetown University

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[EXTERNAL]Opposition to Duke Street plan

Anita <abarondes@gmail.com>

Fri 6/16/2023 2:56 PM

To:PlanComm <PlanComm@alexandriava.gov>

I write to oppose the Duke Street in Motion Plan. I use Duke Street to get to my house on Janneys Lane. When trying to get home, I routinely encounter huge backups on Duke - Many of the cars have Maryland tags and are using Duke Street to avoid the Beltway. They are not headed to Old Town. So a bus down Duke Street will do little if anything to alleviate the Duke Street traffic back up. Have you even studied how many of the cars using Duke Street are not headed to the Beltway or how many of those people in cars on Duke Street might leave their cars to take a bus? Just as the bike lanes have caused increased back ups and longer waits at the Quaker Janneys intersection, any reduction in lanes on Duke street will simply make it that much harder for residents to get anywhere. I know the city ignored us about the unintended consequences of the bike lanes, but please please pay attention to residents this time and abandon this ill-conceived plan.

Sent from my iPhone

[EXTERNAL]Letter from the Taylor Run Citizens' Association

James Moran <contactjmoran@gmail.com>

Mon 6/19/2023 12:41 PM

To:PlanComm <PlanComm@alexandriava.gov>

1 attachments (7 MB)

TRCA to Planning Commission.pdf;

Dear Planning Commission Members,

My name is Jim Moran. I am the president of the Taylor Run Citizens' Association and scheduled to speak at Tuesday's meeting. It was suggested that I provide some material on the issues regarding the plans for Duke Street and the West Taylor Run intersection ahead of the meeting. Please find attached a letter from the TRCA.

Thank you for your time.

Sincerely,
Jim Moran

TRCA
THE TAYLOR RUN CITIZENS ASSOCIATION

June 19, 2023

Dear Members of the Planning Commission,

I'm writing today to provide feedback from the Taylor Run Civic Association (TRCA) on the current Duke Street in Motion project. We have reviewed the recommended plans for this meeting, available on the City's website, and are very concerned that our voices have not been heard. Many individual members of the community have attended, participated, and raised our concerns at Public Meetings for the Duke Street in Motion project, as well as the West Taylor Run Parkway Intersection project. We have been very clear about what we expect from both projects and those issues are not represented in these plans.

In general, we support both projects and want to be constructive active partners in rebuilding the public realm. Since early May, the TRCA has reached out to the staff for both projects. We have provided letters describing our concerns and providing suggestions on how the intersection can be reconfigured to help both commuter traffic and the communities within TRCA that will be impacted by these projects.

You can find a letter sent to the City Planning Department in charge of the Duke Street in Motion project **(Attachment A)** and a letter sent to the City's Intersection Design Team **(Attachment B).** We have highlighted the issues which should be considered, which apparently have not been implemented into the design. We would also like to introduce a new document created specifically in response to the plans which are being presented on June 22 **(Attachment C).** The roadway section from Witter to Telegraph (incorrectly labeled in the plans by the city) shows a cycle track which we do not support. We recommend replacing the sidewalk from WTRP eastbound with a Shared-use-path to accommodate pedestrians and bicyclists. This 10-foot-wide facility can be achieved if the city reconfigures Duke Street with travel lane widths that meet current industry standards and the City's Complete Streets Design Guidebook shown in Attachment B. Furthermore, we believe the right turn lane at the WTRP/Duke Street intersection can be maintained if the travel widths are reduced by one foot, to meet these standards, and the medians are also reduced to accommodate safety, efficiency, and connectivity for motorists and the community.

The residential and commercial community shown in this map depends
on maintaining the service lane as a two-way street. As you can see, access from Duke Street would be redirected to the intersection of Janney's Lane and WTRP if the Service Lane was converted to a one-way westbound street.

The Janney's Lane and WTRP intersection was recently converted into a 6-point stop sign intersection. The additional traffic will cause delays and safety problems if all traffic (residents, business, service, delivery, emergency vehicles and other vehicular traffic) did not have the Duke Street service lane as a way of accessing the nearly 400 homes shown within this marked-up map, as well as the businesses on the Service Lane.

(Janneys Lane is at the northern boundary, Duke St to the south, E Taylor Run to the west, and King St to the east.)

Thank you for considering our thoughts and needs on this.

Sincerely,

Jim Moran
President, Taylor Run Citizens' Association

Attachment A

TRCA
THE TAYLOR RUN CITIZENS ASSOCIATION

May 16, 2023

Christopher Ziemann
Chief of Transportation Planning, T&ES

RE: PUBLIC COMMENTS ON THE DUKE STREET IN MOTION PROJECT

Dear Transportation Commission:

I am writing today to provide feedback from the Taylor Run Citizens Association (TRCA) on the Duke Street in Motion project.

The TRCA's boundaries cover a wide area which will be greatly impacted by the DSIM plan. The perimeter of our association's territory is roughly defined by: W Taylor Run and all the streets to its east up to the GW Masonic Memorial, the north side of Janneys Lane from King Street to MacArthur Elementary, King St. from Scroggins Rd. to Callahan Dr., Callahan Dr. between King St. and Duke St., and Duke St. between Callahan Dr. and W. Taylor Run Pkwy. The TRCA boundary map is included at the end of this letter.

In general, we are in support of making improvements to Duke Street. However, we believe the plan often makes recommendations that benefit commuter traffic at the expense of people who live in the neighborhoods along the corridor. Our community is being impacted by two projects that theoretically should be coordinated to achieve the same goal. The reality is that the design process does not seem to be coordinated. We therefore would like to use this opportunity to express our thoughts on the Duke Street in Motion project.

We have specific concerns about Segment 3 of the DSIM project and ask that the impact of the concept designs on the future redevelopment of the WTR/Duke Street/Telegraph Road exit ramp that is slated for redesign be evaluated. Each concept presented has serious implications for the TRCA community of over 700 residential units (not including Carydale and the future housing development proposed for Witter field, who must access their homes by Witter Road and Duke Street only).

By this letter, the TRCA brings forth concerns and issues that must be addressed in conjunction with the WTR intersection team. Additionally, the changes to Duke Street and the WTR intersection have the potential to push traffic toward already clogged secondary streets and intersections, such as Duke/King/Callahan and Duke/Cambridge, Duke/Quaker, Duke/Yale. Furthermore, the Duke/King/Callahan intersection has been tapped for redesign and the CSX bridge over King Street will be replaced.

For these reasons we ask that you consider the following:

1. We would like you to consider using 11-foot wide travel lanes along the entire stretch of Duke Street and 10 foot wide lanes in the service lanes to **allow for more options** with the redesign of the WTR intersection.
2. We support the center running bus lane option and do not support the curb running bus lane. Placement of the bus lane and bus stops at WTR **interrupts both east and westbound Duke Street** traffic for those who travel to points north of Duke Street, whether it's commuters heading to locations off Duke Street or local traffic accessing their residences.
3. We do not support any change in travel patterns on the Duke Street service road between West Taylor Run and Hilton Street. Furthermore, we do not support a cycle track replacing a vehicular lane in any direction, as this greatly **reduces our ability to most easily access our homes** on E Taylor Run and all the streets in the GW Park and Glenmore neighborhoods.

Additionally, we request consistent lines of communication between the DSIM team and the team working on the WTRP intersection project as the DSIM team has not been present in the community outreach meetings related to the WRT intersection redesign. Their absence causes concern about communication between the two groups and TRCA residents.

Our expectations for the intersection project include **no slip lane** from Duke Street to the Duke Street service road east of W Taylor Run. A slip lane would benefit cut through traffic from commuters while adversely impacting residents. **W Taylor Run is much better suited than E Taylor Run for turning onto Janneys Lane.** We also expect to **maintain the current right turn** access from westbound Duke Street on to W Taylor Run and the service road. Additionally, it is important for us to **maintain access to Duke Street from the Duke Street service road**.

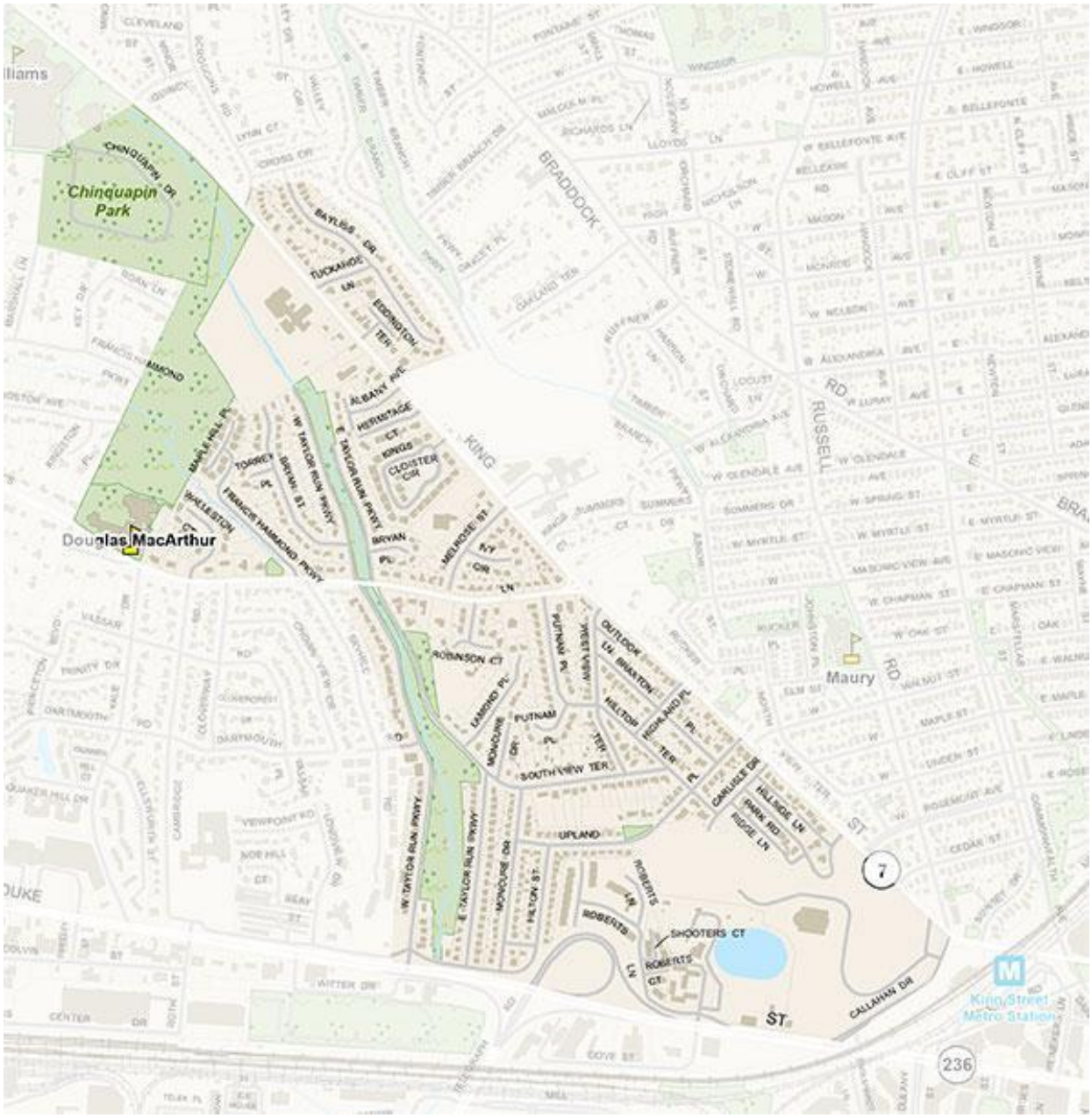
Thank you for taking our suggestions into consideration. We ask that DSIM consider these concerns and work in conjunction with the WTR intersection team and the TRCA.

Please contact me with any questions you may have regarding our thoughts on this project. The TRCA is very motivated to work closely with you on this and we look forward to hearing from you.

Sincerely,

Jim Moran
President, Taylor Run Citizens Association

TRCA Boundary Map



Cc:
Jen Slesinger Monaco
Justin.Wilson
Amy Jackson
John Chapman
Canek Aguirre
Alyia Gaskins
Kirk McPike
James Spengler

Karl Moritz
Alexandria Transportation Commission
Tarrence Moorer
Daniel Scolese
Hillary Orr
Sheila McGraw
James Parajon
Ann Tucker
Clover College Park Civic Association
Seminary Hill Association
Bill Rossello

Attachment B

TRCA
THE TAYLOR RUN CITIZENS ASSOCIATION

May 20, 2023

Daniel Scolese
Hillary Orr
Ryan Knight

RE: Community concerns regarding the current design presented at public meetings

Dear W Taylor Run Intersection Team:

I am writing today to provide feedback from the Taylor Run Citizens Association (TRCA) on the West Taylor Run Intersection project. As verbally stated in both public meetings, we feel you have not captured our concerns adequately. The designs presented at these meetings do not address the problems, will result in unsafe conditions, and are not coordinated with the Duke Street in Motion project. The TRCA has established a traffic committee for you to engage with and better understand our concerns. Attached to this letter you will find a thorough summary of our concerns regarding the current design and the design process so far. The TRCA submitted a letter to the Duke Street in Motion team providing feedback for the Duke Street design. These include three main issues for the intersection team to be aware of – use 11-foot-wide travel lanes, use the center of the roadway for bus service, and do not alter the current travel patterns for the service lane to include a slip-lane funneling cut through traffic onto a local, residential street (East Taylor Run Parkway) not intended for those purposes

In addition, we feel you are rushing the design for the intersection before the Duke Street in Motion concept design is complete and data influencing the intersection design can be gathered. For example, a traffic impact study at the intersection of both Taylor Run Parkways and Janneys Lane should be conducted after the re-opening of MacArthur Elementary School. This reopening is currently projected for August. In December, the intersection was changed to a six way stop in order to improve safety. The intersection features two bus stops and 5 crosswalks and is heavily used by MacArthur students and parents, transit users, and motorists. As you know, this intersection was extremely dangerous before the school temporarily closed and before the stop signs were installed. The two roadways leading to West Taylor Run Parkway are very steep, and it is easy to lose track of one's speed. The severe turning angle from Janney's Lane (WB) to West Taylor Run Parkway has always been a problem. The stop signs have helped with safety, but efficiency has been compromised. Cars from East Taylor Run Parkway often have to wait for Janney's Lane traffic to stop because traffic controls only exist on West Taylor Run Parkway. The change to the intersection occurred after MacArthur had already relocated to the swing

space location at Patrick Henry Elementary School. As of yet, there has been no opportunity to see what that intersection is going to look like when MacArthur's walking and car riding population returns. Currently all MacArthur students are driven or bussed to the Patrick Henry location. We know that it hasn't been done for three reasons. The first is that Janney's lane is not even pictured in any of the maps displayed at public meetings. The second is that at last month's Traffic and Parking Board public hearing the Project Manager Jennifer Monaco stated that she, "Is not aware at the stage of how delays will be impacted on side streets". The third is that it would be impossible because there has not been a time when both MacArthur was open, and the 6-Way Stop intersections existed.

The attachment provides an overview of the project with background and existing conditions information as well as a possible way to move forward.

Thank you for taking our suggestions into consideration. We ask that the WTR intersection team consider these concerns and work in conjunction with the DSIM team and the TRCA. Please contact me with any questions you may have regarding our thoughts on this project. The TRCA is very motivated to work closely with you on this and we look forward to hearing from you.

Sincerely,

Jim Moran
President, Taylor Run Citizens Association

cc. James F. Parajon, Emily A. Baker, Debra R. Collins, Yon Lambert (City Manager's Office). Elected officials. Chris Ziemann, Jen Monaco (Duke Street in Motion). Alexandria Traffic and Parking Board

Attachment

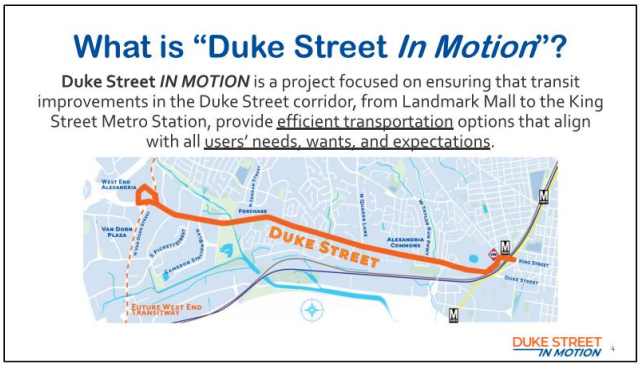
Attachment for May 20, 2023
letter sent to
Intersection Design Team

Current Situation

VDOT Smart Scale Intersection Project	Duke Street Transitway Project

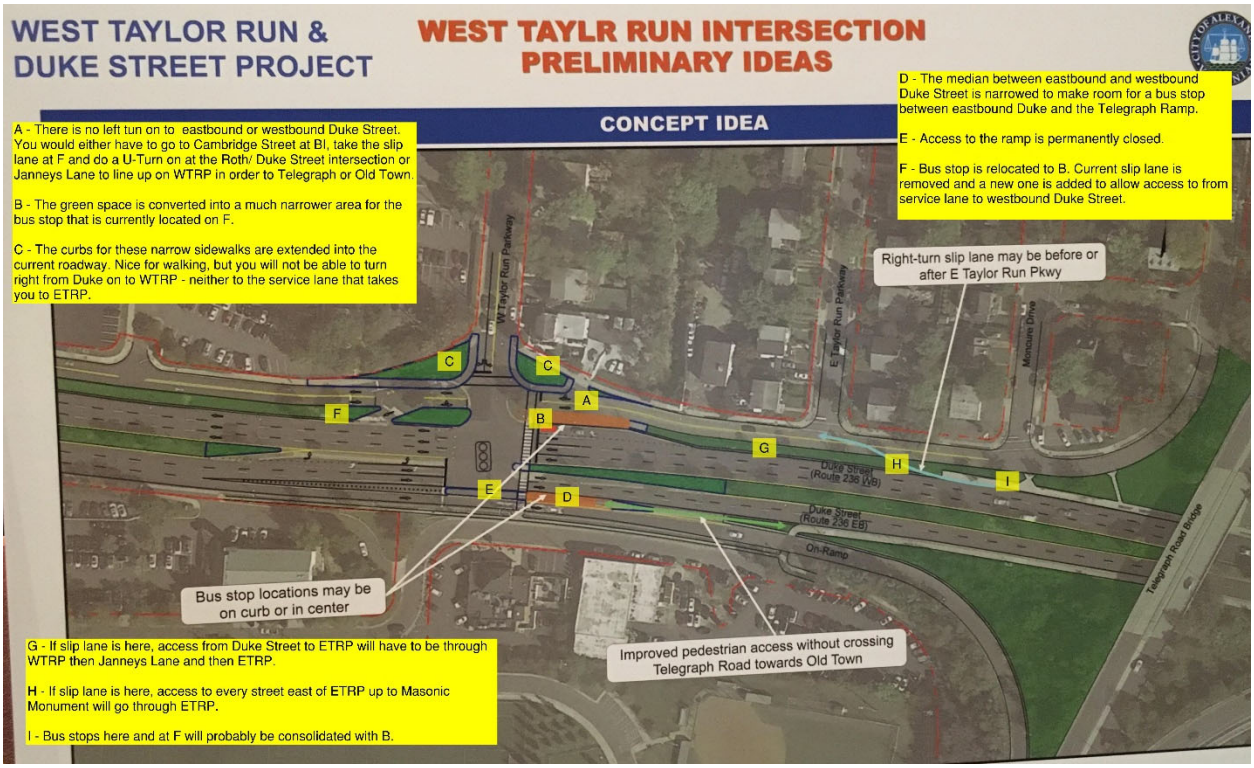
The City was awarded $5.7 million through the VDOT Smart Scale application program with a design which was never shown to the community. The City quickly set up a public meeting in 2020 and assured to the community this project would be redesigned with community input.

The Bus Rapid Transit project will improve multimobility between the former Landmark Mall site and the King Street Metro Station. The Duke Street and West Taylor Run Parkway intersection falls within the Duke Street in Motion footprint. The two projects need extensive coordination.



Intersection Concept Design – 1st Concept Design

Design presented to the public in October 2022 including an explanation of the changes and how one would navigate around the intersection.



Intersection Concept Design – 2nd Concept Design

In April 2023, the City presented a revised concept sketch at a public meeting. The presentation did not adequately describe how the intersection would work. Listed below is an explanation of the changes and how one would navigate around the intersection.

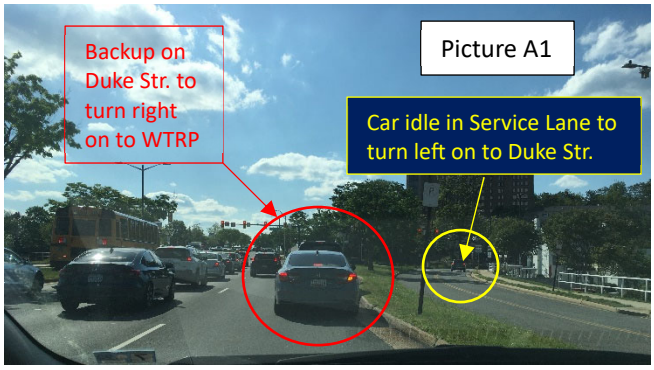
Coded Legend

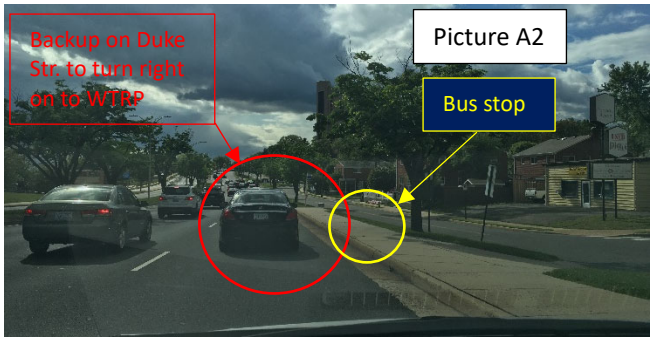
1. Eastbound traffic on the service lane cannot continue straight. Traffic needs to turn left on to East Taylor Run Parkway (ETRP). Traffic access to all neighborhoods east of West Taylor Run Parkway (WTRP) needs to drive through ETRP. This is not limited to residents, but it also includes all vehicles such as deliveries, contractors, moving trucks, services, emergency vehicles etc. with a destination to a residence east of WTRP (or to King Street) if they come from Duke Street.
2. A slip lane is introduced between the service lane and Duke Street. This will provide access to WTRP. The slip lane will also provide access to all local streets between WTRP and the Masonic Monument via ETRP. Vehicles on the slip lane will not stop. Vehicles on the westbound service lane will be controlled with a stop sign to avoid collisions – there is no eastbound traffic on the service lane at this point. Expect traffic from Duke Street to not slow down. Also expect cars from Duke Street to make an illegal U-turn at the new slip lane as they do in today's slip lane shown in #6 on the map.
3. Expect dramatic increase in northbound traffic through ETRP (a Local Residential Street) throughout the day. This increased traffic will be caused by #1 and #2. Part of the traffic in #2 will use ETRP as a shortcut to get to Janney's Lane or King Street – traffic which currently uses WTRP (an Urban Collector Street). ETRP is a 30-foot-wide two-way street with parking on both sides (with NO pavement marking) and is not suitable for increased traffic volumes. WTRP is a 42-foot-wide two-way street with parking on both sides, and a dedicated northbound bicycle lane (a

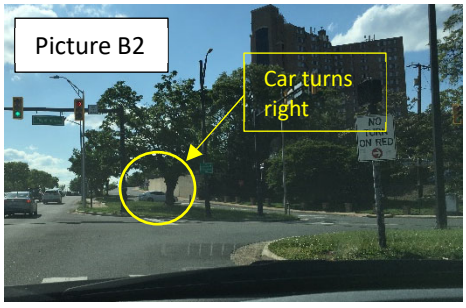
sharrow is part of the southbound lane). WTRP has line striping with a solid double-yellow centerline, white pavement parking indicating parking lanes and the bicycle lane.

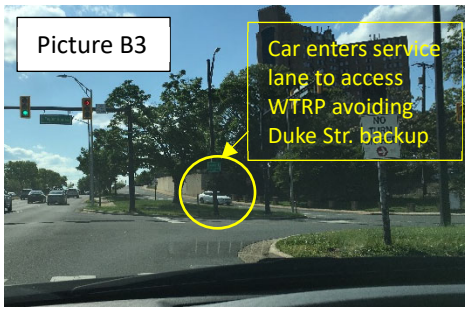
4. The service lane intersection at WTRP has been reconfigured to remove the large greenspace within the median. The current configuration allows a U-turn to the service lane from westbound Duke Street and a right turn to WTRP. The proposed changes to the intersection include a new location for the bus stop before the traffic light which will provide service for a bus route that continues straight on to Duke Street. The City has stated that a right turn lane cannot be on the same lane as a bus stop with service that continues straight on Duke Street. With this proposed change a right turn from Duke Street is no longer possible, and therefore a U-turn from Duke Street to the service lane is also not possible. The westbound service lane now needs to accommodate cars going straight, left, and right - like today, except the right turn volume from Duke Street now is placed on the service lane. Expect a large backup and cars using ETRP to avoid the traffic signal on WTRP.
5. Currently the queuing at the intersection between the two traffic lights on WTRP can accommodate a maximum of three cars. Under this design, the queuing has been reduced to only one car. Expect major conflicts for cars and pedestrians at the intersection – increasing the likelihood for cars to avoid this intersection and use ETRP as a shortcut.
6. The slip lane (which also exists today) is commonly used to provide Duke Street access to the westbound service lane. When there is a backup on the right turn lane for WTRP, it is not uncommon for cars to make an illegal U-Turn to access WTRP.

Pictures of how the current intersection works:









A1 and A2: It's not uncommon for traffic to back up for a right turn on to WTRP well beyond the dedicated right turn lane.

B1, B2, and B3: To avoid this backup, many people make an illegal U-turn to get easier access to WTRP. This is a common move because westbound volumes on the service lane beyond the intersection are low.

Background

In 2018, right turn restrictions on weekdays between 4 pm and 6 pm were placed at service lane intersections of ETRP and Moncure, and at the entrance to the service lane from Hilton. These restrictions were part of a Pilot Project. They were placed to address afternoon congestion that was causing severe safety and health concerns. In the afternoon, the entire neighborhood would be filled with bumper-to-bumper traffic with cars destined for Telegraph Road. Years of lobbying for a solution eventually resulted with the installation of this pilot project. During this time worked together to bring this problem to the City's attention. This was a very frustrating experience for residents (working collectively, individually, and through the Taylor Run Civic Association) who felt the City did not address their issues with urgency.

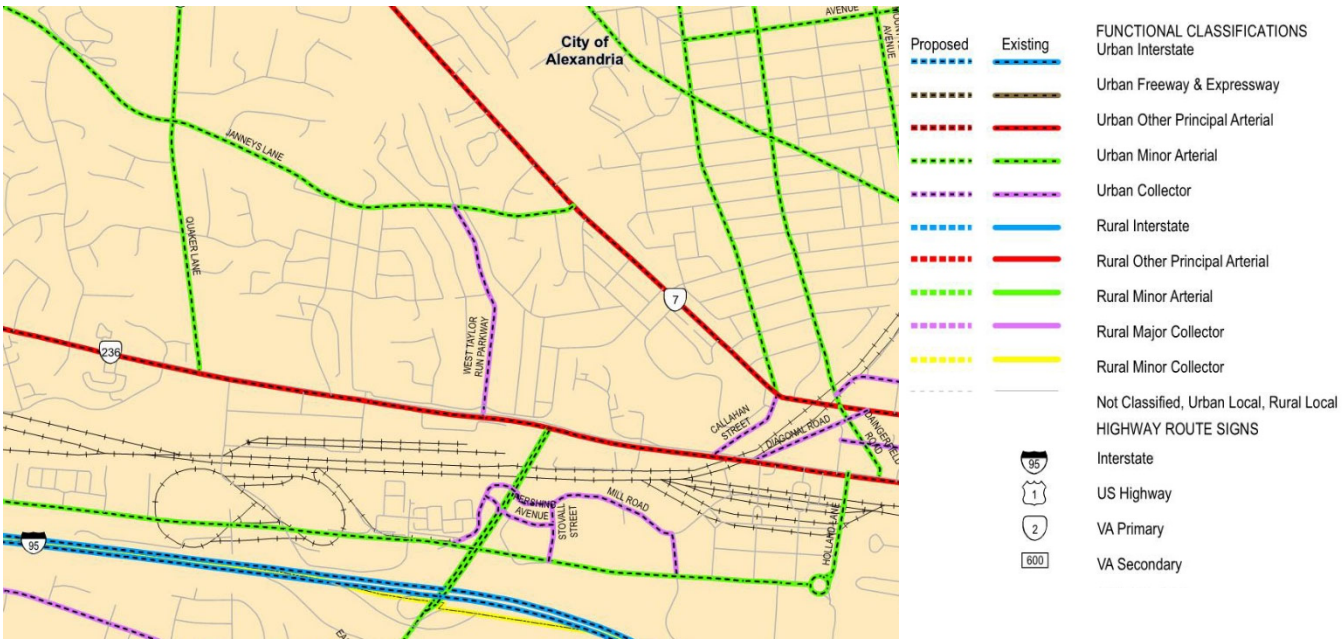
Evening rush-hour traffic backed up on the service lane creating unbearable traffic congestion on West Taylor Run Parkway, East Taylor Run Parkway, Moncure Drive, and Hilton Street.

The 30-foot-wide streets are not designed to handle the volume of cars trying to access Telegraph Road. This congestion created dangerous conditions for both drivers and residents.

ETRP is a 1,300 linear foot street with a total of 80 residential units and parking on both sides of the street. It is a multigenerational neighborhood including many families with small children who play on the street and walk to nearby Angel Park.

Existing Conditions

Functional Classification and City Typology



The City of Alexandria and the surrounding areas follow the FHWA's functional classification system.

- Duke Street and King Street are **Principal Arterials**.
- Quaker Lane and Janney's Lane are **Urban Minor Arterials**.
- WTRP and Callahan Street are **Urban Collectors.**
- All other streets, including ETRP, are **Local Streets**.

Currently there is an effort to control traffic problems on Duke Street by encouraging traffic to stay on Quaker Lane and Duke Street in route to Telegraph Road.

A Pilot Project closing access to Telegraph Road from West Taylor Run Parkway has been implemented since the summer of 2022.

Graphics and text in black borders are excerpts from the City of Alexandria Complete Streets Design.

Functional Classification

Functional street classification systems such as those promoted by the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO) Green Book establish a street hierarchy emphasizing automotive mobility versus property access. This traditional functional classification system is built almost exclusively around a vehicular construct rather than a multimodal perspective of person throughput and goods movement. Expected and accommodated traffic volumes and travel speeds are often based on the assigned classification.

- **Arterial** roadways are expected to emphasize "mobility" (vehicle throughput) over "access" (local economic exchange). These streets, under the traditional system, have typically been designed to facilitate higher vehicle speeds and longer trips with less emphasis on access to and from adjacent properties.
- **Collectors** are expected to balance mobility and access. These streets tend to provide for the throughput of vehicles while still accommodating access to the businesses and properties that line them.
- **Local streets** emphasize access over mobility. They are not expected to serve through traffic, but instead provide access to end of trip destinations.

The functional classification system is the basis for most local, state, and national roadway design manuals and often determines how state and federal transportation funding resources can be applied to the roadway system.

The pictures below are a comparison of the four streets which will be impacted by the changes to the intersection at WTRP and Duke Street.

West Taylor Run Parkway – 42’ width
Urban Collector and Parkway

East Taylor Run Parkway – 30’ width
Local Street and Neighborhood Residential

Moncure Drive – 30’ width
Local Street and Neighborhood Residential

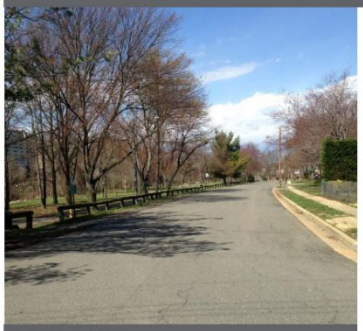
Hilton Street – 30’ width
Local Street and Neighborhood Residential

ETRP, Moncure Drive, and Hilton Street are **Local Streets** (as defined by FHWA) and **Neighborhood Residential** (as defined by the City of Alexandria). These streets have homes and driveways on both sides, as opposed to WTRP which has eight houses on the east side of the street and parkland for the rest of the roadway until it meets Janney’s Lane.

Graphics and text in black borders are excerpts from the City of Alexandria Complete Streets Design.

Alexandria Street Typology

PARKWAYS



Holmes Run Parkway

Parkways extend through or along natural areas or large parks where there is a desire to maintain or create a park-like feel to the street. Elements often include wide planted medians, and shared use paths alongside the road instead of sidewalks. Parkway design should focus on minimizing impacts to the adjacent natural areas and maintaining the park-like character. This may be accomplished through the use of more natural materials such as wood or stone, and by installing shared use paths rather than sidewalks, among other strategies.

EXAMPLES INCLUDE:

Holmes Run Parkway, Timber Branch Parkway, Taylor Run Parkway

(It is important to note that not all streets with “Parkway” in their name meet the criteria for this typology.)

KEY FEATURES

- Land use: adjacent to parks and other natural areas
- Natural material on structures and railings
- Shared use paths instead of sidewalks

Alexandria Street Typology

NEIGHBORHOOD RESIDENTIAL

Typical neighborhood residential street in Alexandria

Neighborhood Residential streets serve residential areas with low levels of motor vehicle traffic. Pedestrian and bicycle activity is common along these streets. Most, but not all, neighborhood residential streets in Alexandria have sidewalks and offer on-street parking. Design for neighborhood residential streets should focus on encouraging slow speeds, pedestrian safety, healthy street trees, and well defined routes to nearby parks, transit, and schools.

EXAMPLES INCLUDE:

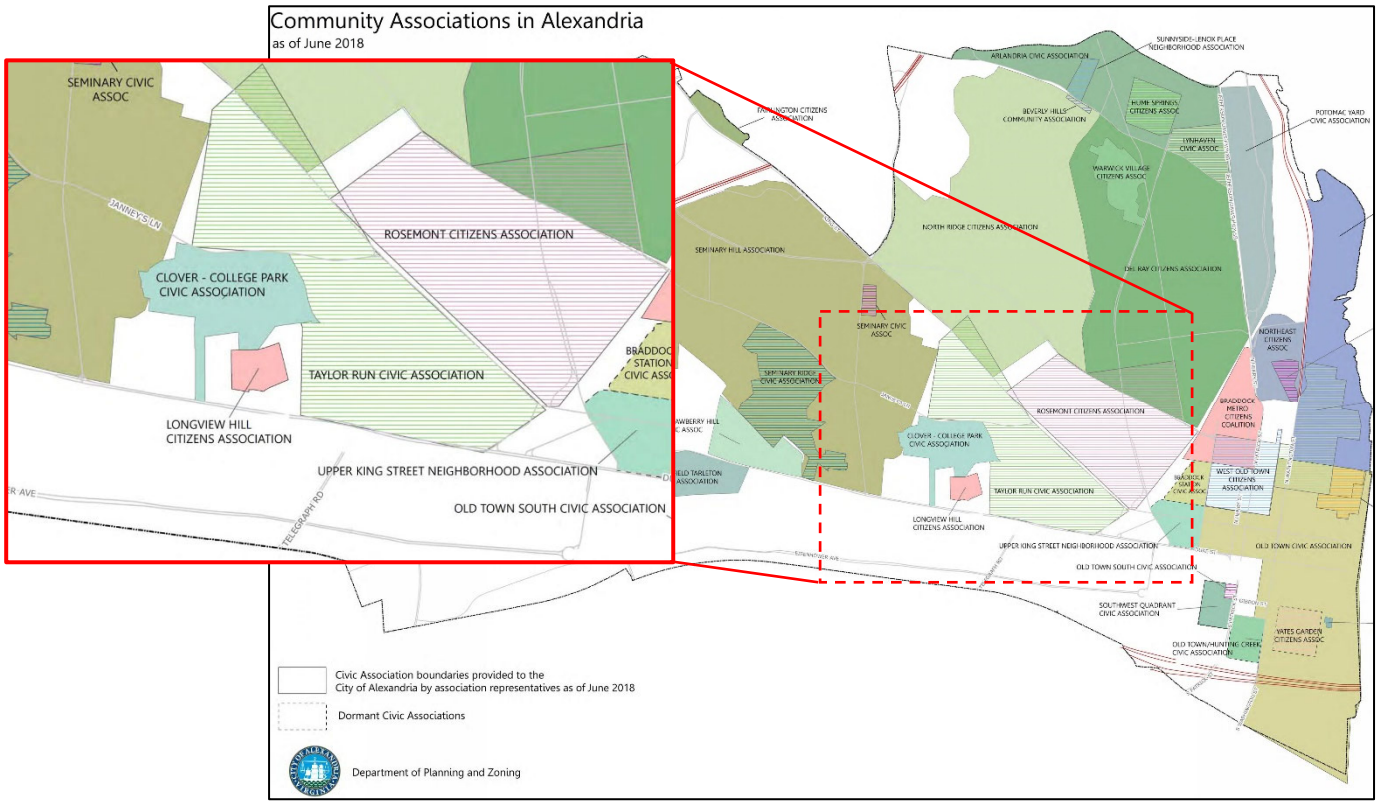
Fontaine Street, Cambridge Road, and St. Stephens Road

KEY FEATURES

- Land use: residential
- Low motor vehicle speeds and volumes
- On-street parking
- Medium to heavy pedestrian and bicycle activity, especially during weekends and on evenings

Public Engagement

There have been two public meetings for the intersection project since the project was awarded to a design consultant. These meetings have presented concept designs. The City has stated that it conducts public engagement with civic associations impacted by the project. To date, the Taylor Run Civic Association and its residents have not been contacted by the City regarding this project. After years of inactivity (mostly because of the frustrating experience of the afternoon traffic problems mentioned earlier), the TRCA is once again ready to be a proactive participant in resolving the issues of this project.



Since 2018, the Taylor Run Community has compromised on two Pilot Projects to resolve traffic problems. The first Pilot Project were the right turn restrictions at ETRP, Moncure Drive, and Hilton Street. Residents are unable to leave their neighborhood on weekdays between 4 and 6 in the afternoon. The second Pilot Project is the closure of the Telegraph Road ramp from West Taylor Run Parkway. This closure prevents direct access to I-95 and Fairfax County via Telegraph Road. The Taylor Run Community has endured these initiatives and will not condone any design concept with slip lanes from main Duke Street to the Duke Street Service Lane. The green median is a valuable buffer our community needs to prevent traffic from congesting our streets or creating unsafe conditions for our children.

Moving forward

The Taylor Run Civic Association requests the City make a serious effort in engaging with the community and listening to our concerns and suggestions. Since this intersection is part of the Duke Street In Motion project, we urge the City to place bus stops, in each direction at this intersection, in the center median. We expect the City to follow its own guidelines, as outlined in the Alexandria Complete Streets Design Guidelines, in designing its roadways and public realm. We believe there are two options, the project can follow.

Option 1- Don't do anything.

Option 2 – Reconfigure the intersection following the lane widths in the table below and maintain the current travel patterns on Duke Street, WTRP, and the Service Lane. We do not support any slip lanes, changes of two-way streets to one-way streets, or removal of right turn movements from Duke Street to West Taylor Run Parkway.

Lane Widths

Minimizing travel lane widths is essential to creating additional roadway space for other users. Travel lane width also has an impact on motor vehicle speeds: motorists tend to drive faster in wide travel lanes and slower in narrower lanes. Traditionally, 12' has been the standard for motor vehicle travel lanes. The AASHTO "Green Book" allows 10' travel lanes in low speed environments (45 mph or less). Narrower lane widths have been avoided in the past due to concerns about vehicle occupant safety and congestion, especially on arterial roadways; however, research on suburban and urban arterials has shown that in most cases, travel lane widths between 10 feet and 11' on arterials and collectors do not negatively impact overall motor vehicle safety or operations, and also have no measurable effect on capacity.[2] The study found one exception where 10' wide travel lanes should be used with caution– on four-lane, undivided arterial roadways.

The benefits of narrower lane widths include:

- Lower speeds, improving the safety of all users
- Fewer, less severe crashes for all users
- Reduced crossing distance for pedestrians
- Reduced footprint of the roadway, resulting in better use of land and reduced run-off

The chart below summarizes guidelines for designating lane widths in the City of Alexandria. The values in this chart should be applied to major street reconstructions as well as resurfacing or other maintenance projects where lane reallocation or resizing may occur.

Many existing residential streets in Alexandria are "yield streets," which are two-way streets with parallel parking on both sides, where oncoming drivers must yield in order pass each other when parked cars are present. These streets are generally 25' in width (curb to curb dimension) and carry traffic volumes that do not exceed 1,500 vehicles per day.

STREET TYPOLOGY	MINIMUM[3,4,5]	PREFERRED	MAXIMUM
Commercial Connector	10'	11'	12'
Main Street	10'	10'	12'
Neighborhood Residential	9'	10'	10'
Mixed Use Boulevard	10'	10'	12'
Neighborhood Connector	10'	10'	12'
Parkways	10'	10'	11'
Industrial	11'	12'	13'
Shared Streets	N/A	N/A	N/A
Overlays	**Minimum**	**Preferred**	**Maximum**
Bicycle Network Streets	N/A	N/A	N/A
Transit Streets[6]	11'	11'	12'
Historic Streets and Alleys	N/A	N/A	N/A
Other	**Minimum**	**Preferred**	**Maximum**
Parking Lane	7'	8'	N/A
Two-way left turn lane	10'	12'	12'
Right or left turn lane	9'	10'	11'
Alley (one-way)	N/A	15'	N/A
Alley (two-way)	N/A	18'	N/A

Notes: A design exception may be required for some widths on federal or state-funded projects.

2 Potts, Ingrid B, Harwood, Douglas W and Richard, Karen R. Relationship of Lane width to Safety for Urban and Suburban Arterials. Washington, D.C.: Transporation Research Board, 2007.

3 The width of the gutter is included as a part of the total width of the lane. When a travel lane is adjacent to the curb, add 1' to the preferred lane width. When the speed limit is 35 mph or greater, the width of the concrete gutter should not be counted towards the width of the travel lane adjacent to the curb. Additionally, when a travel lane is next to a raised median, a 1' shy distance should be added to the lane width. There should also be a stripe painted around the median.

4 On streets with high volumes of heavy vehicles (>8%), one 11-foot wide travel lane should be provided in each direction (generally the curb-side lane).

5 A street should not be designed using all minimums.

6 For Complete Streets retrofit projects involving a constrained transit street, maintain the existing width of the transit lane.

The bus stop should be in the center median.

The Service Lane should be 10 feet wide rather than the current 11-foot width.

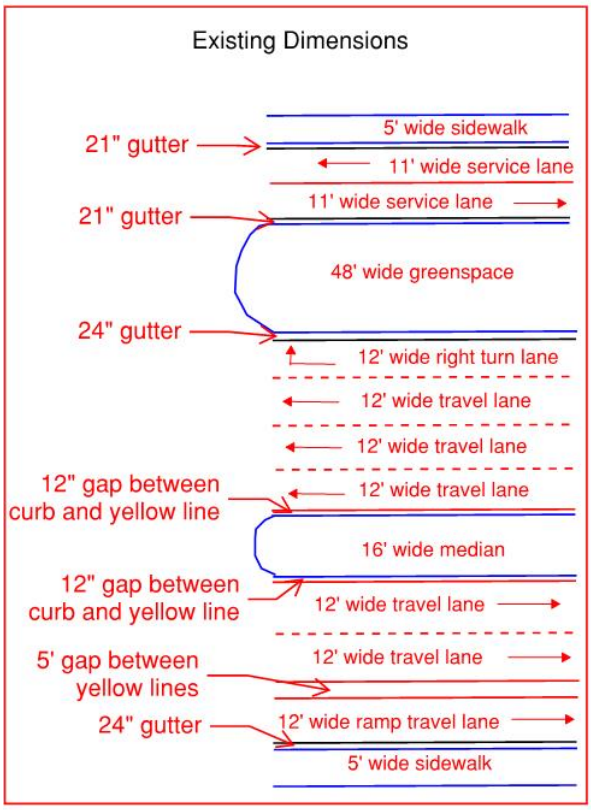
The 12-foot-wide travel lanes on Duke Street should be narrowed to 11 feet.

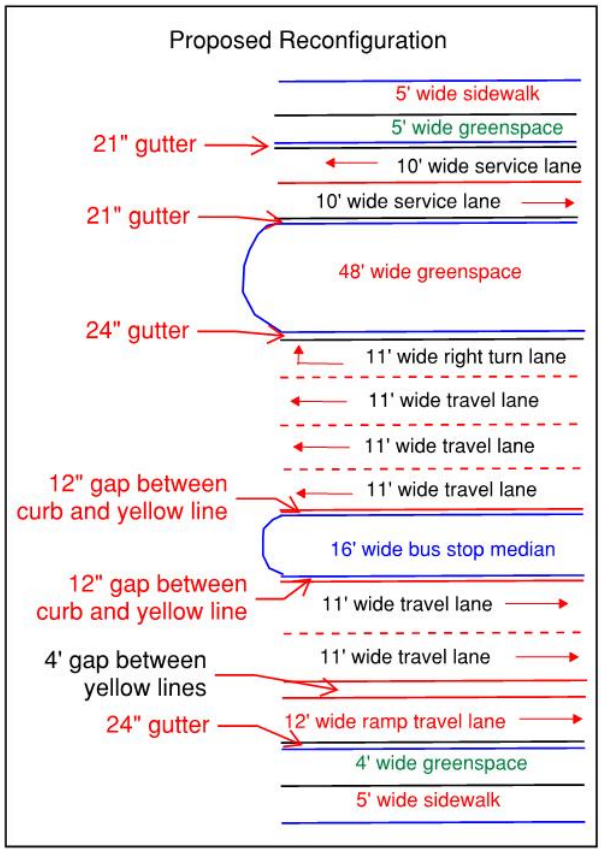
It is reasonable to maintain a 12-foot-wide travel lane at the Telegraph Road ramp.

With these changes to the roadway, which simply follow the City's design guidelines, at least 8 feet can be repurposed for sidewalk improvements at the intersection of the service lane and WTRP.

Graphics and text in black borders are excerpts from the City of Alexandria Complete Streets Design.

Below is a diagram showing the existing dimensions at the Duke Street and WTRP intersection and a proposed reconfiguration of the roadway. These dimensions follow the City's design guidelines. We are happy to work with you on developing a more accurate design since we did not have access to a survey. Since both projects have a combined budget of over $80 million dollars, cost should not be a limitation in creating an environment that is safe, efficient, and provides connectivity and accessibility.

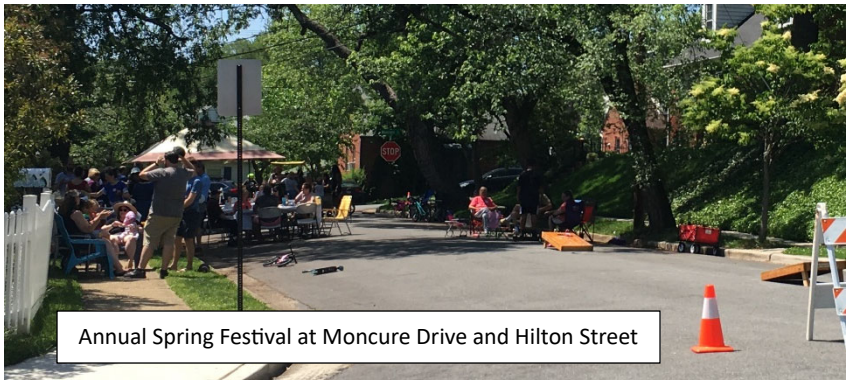




Thank you for taking the time to read our concerns. We are a close community and wish to keep it that way.

Kids play on these streets daily.

Halloween street party on ETRP



Annual Spring Festival at Moncure Drive and Hilton Street

Attachment C

See the comments from the TRCA on pages 3 and 5 of this attachment

Duke Street Transitway Advisory Group Recommendation
Adopted 5-25-23

The Advisory Group rejects the recommendation from the 2012 Transit Corridors Feasibility Plan for the corridor in favor of the following plan:

The long-term plan for the corridor should include center running bus lanes for the entirety of Duke Street with separate spaces for pedestrians and cyclists. This long-term plan would be partially dependent on redevelopment and available funding and should be assessed further during the Duke Street Small Area Plan process.

In the near-term, the City should work toward this long-term plan as much as possible, when finalizing a design that can be constructed with available funding. To that end, the following busway treatments should be advanced on the Duke Street corridor, along with signal technology improvements, while maintaining two general purpose travel lanes in each direction along the entirety of the corridor:

Segment 1 from Ripley to Jordan should consist of center running bus lanes.

Segment 2a from Jordan to Wheeler should consist of the mixed traffic option.

Segment 2b from Wheeler to Roth should consist of a single direction center running lane

Segment 3 from Roth to Callahan should consist of center running and mixed traffic to optimize busway operations while taking into account space constraints and ramp conflicts.

Station locations should be approximately every 1/4-1/2 miles, taking into account current and potential ridership demand, accessibility, safety, topography, and right of way constraints. These stations should have comfortable waiting environments with shelters and seating, enable safe access, and include technological elements to make the bus easy to use for all users.

The safety of pedestrians should be prioritized along the corridor**,** which means that continuous, uninterrupted sidewalks should be provided on both sides of the roadway and that the preferred treatment is a 10-foot sidewalk buffered from traffic and separated from other uses. In addition, the corridor should be prioritized for a speed limit reduction, as well as design treatments that encourage safe speeds, such as narrower lane widths when appropriate and intersection treatments. Special intersection treatments to enhance safety should be prioritized at high crash locations and take into consideration roadway usage by all vehicles, including emergency responders and trucks. Potential treatments include:

- Tight corner radii to slow turning vehicles and reduce crossing distances
- Removal or redesign of slip lanes for safer pedestrian crossings
- Pedestrian refuge islands should be provided for safer roadway crossings
- Means to encourage drivers to not block the intersection
- Fully ADA accessible pedestrian signals with leading pedestrian intervals
- Improved crosswalk visibility

People riding bicycles, scooters, and other forms of micro-mobility devices should be accommodated continuously on the north side of the corridor with a separate two-way cycle track for most of Segments 1 and 3: the section from Ripley to Jordan and Roth to the Telegraph ramp, where the right of way is available, as shown in Curb Concept Y.

Understanding that space and budget is limited:

- Segment 2B between Quaker and Roth may be implemented as mixed traffic in the near term as a cost saving measure
- Pedestrians may share space with bicycles and other micro-mobility devices on a shared use path
- There might be sections where pedestrians and bicyclists must share space, and these shared use paths should aim to be at least 10 feet wide with a buffer
- On some service roads, improved bicycle and pedestrian facilities may be accommodated using public street space to allow for separated bicycle and pedestrian facilities, or as a shared slow street, while ensuring access to homes, parking, and green space

If after further design, a continuous bicycle facility is deemed not feasible on the north side of the street due to constrained right of way in short stretches, bicyclists may share the sidewalk, requiring that they yield to pedestrians.

Green space should fit in to the concept in the following manner:

- The design should optimize opportunities for additional green space, stormwater management, tree canopy, and the consideration of undergrounding of utilities, while preserving existing tree canopy wherever possible.

Busway Corridor Concept A:
Mostly Center-running & Mixed Traffic

•Segment 1:

- **Center bus lanes in both directions**

•Segment 2A:

- **Mixed traffic bus operations**
- **Avoids residential service roads for busway improvements**

•Segment 2B:

- **Eastbound center bus lane, westbound mixed traffic**
- **Requires widening**

•Segment 3:

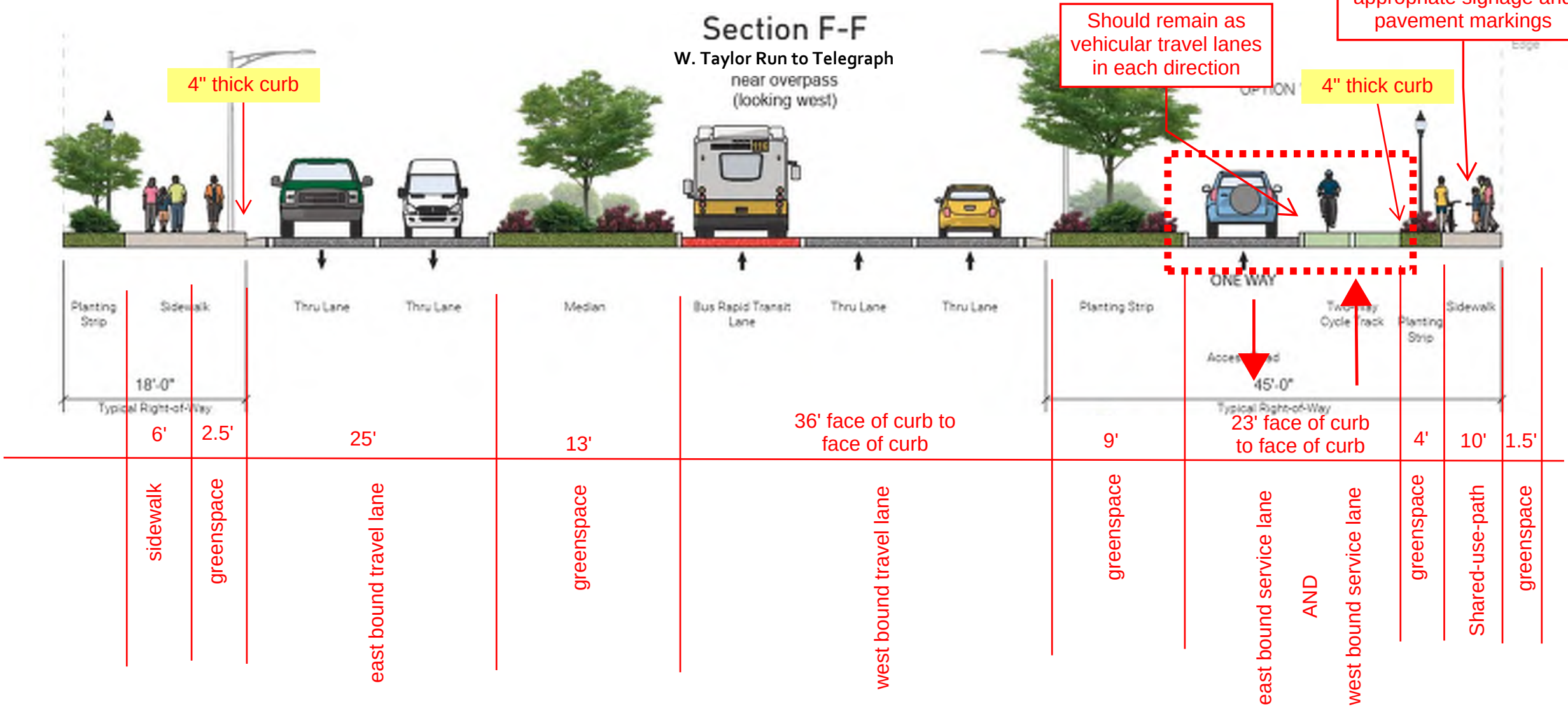
- **Eastbound mixed traffic through Telegraph Road to balance traffic and bus operations**
- **Westbound center bus lane**

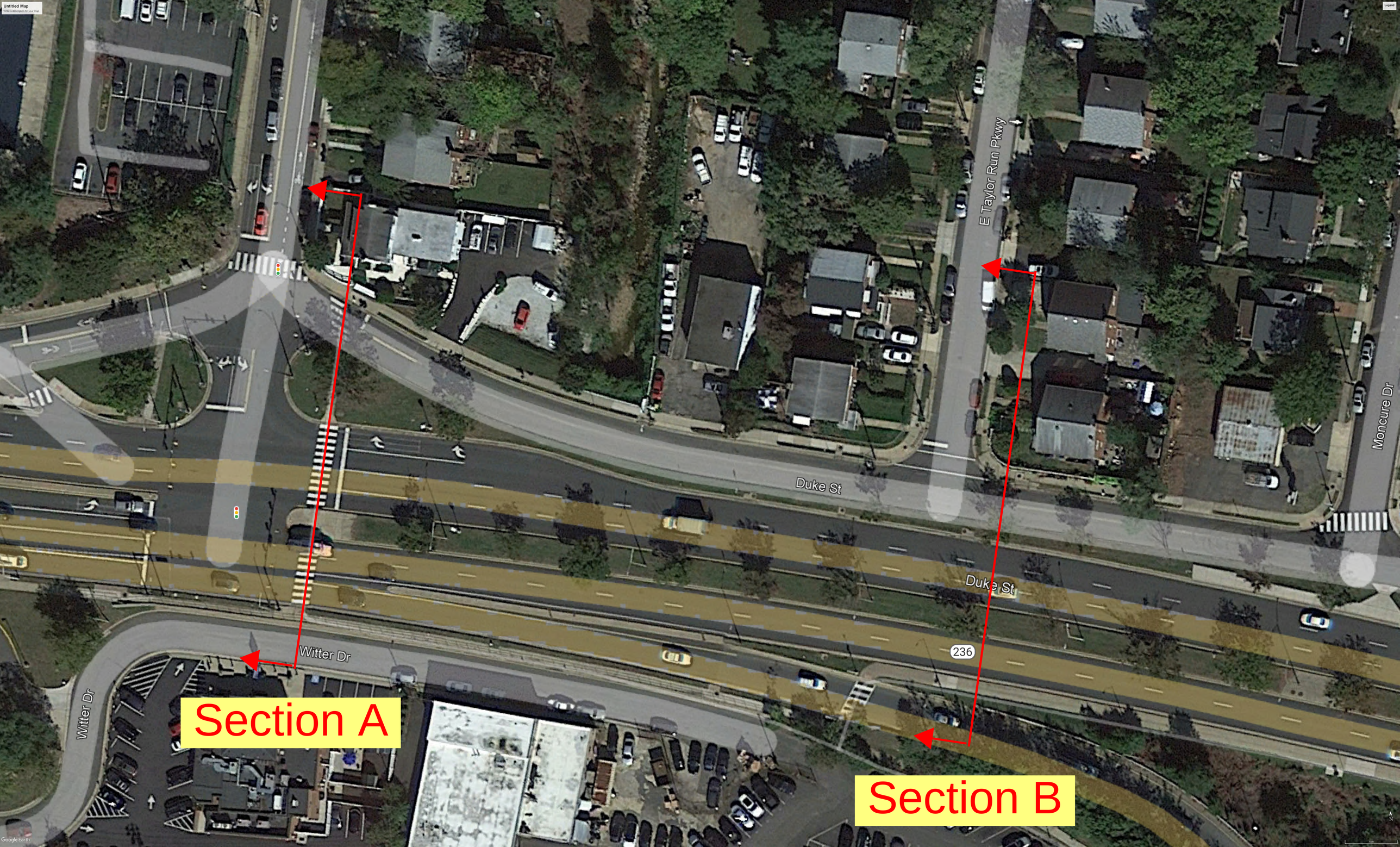
Sample Cross Sections

Busway Concept A-Curb Concept Y

W. Taylor Run to Telegraph

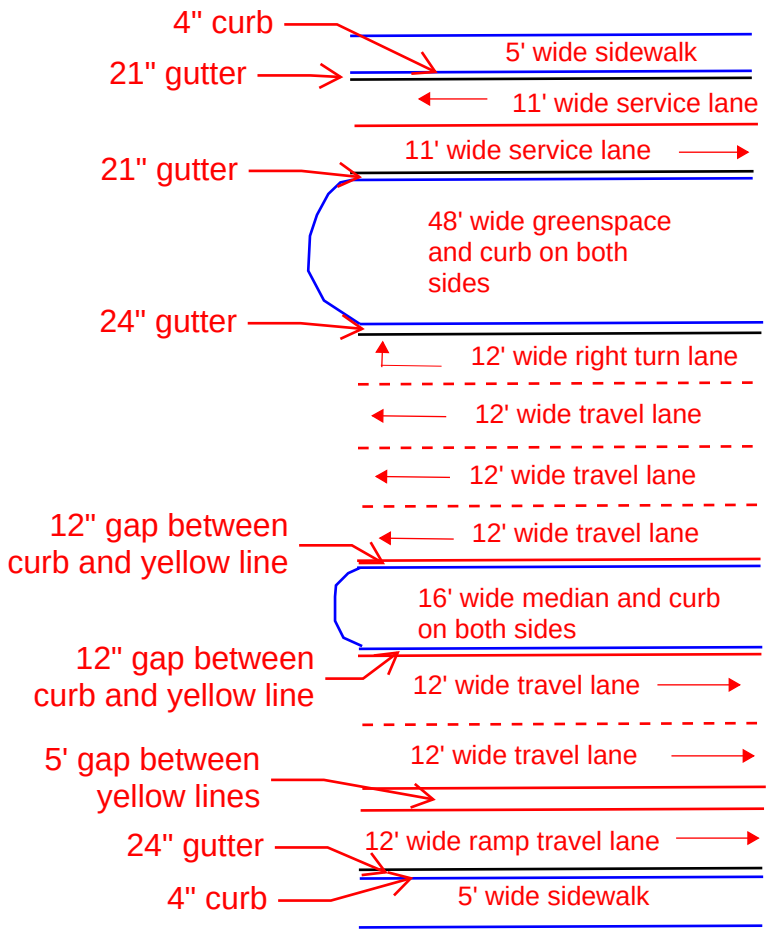
Witter




Untitled Map
Write a description for your map.
Legend
E Taylor Run Pkwy
Moncure Dr
Duke St
Duke St
236
Witter Dr
Witter Dr
Section A
Section B
Google Earth

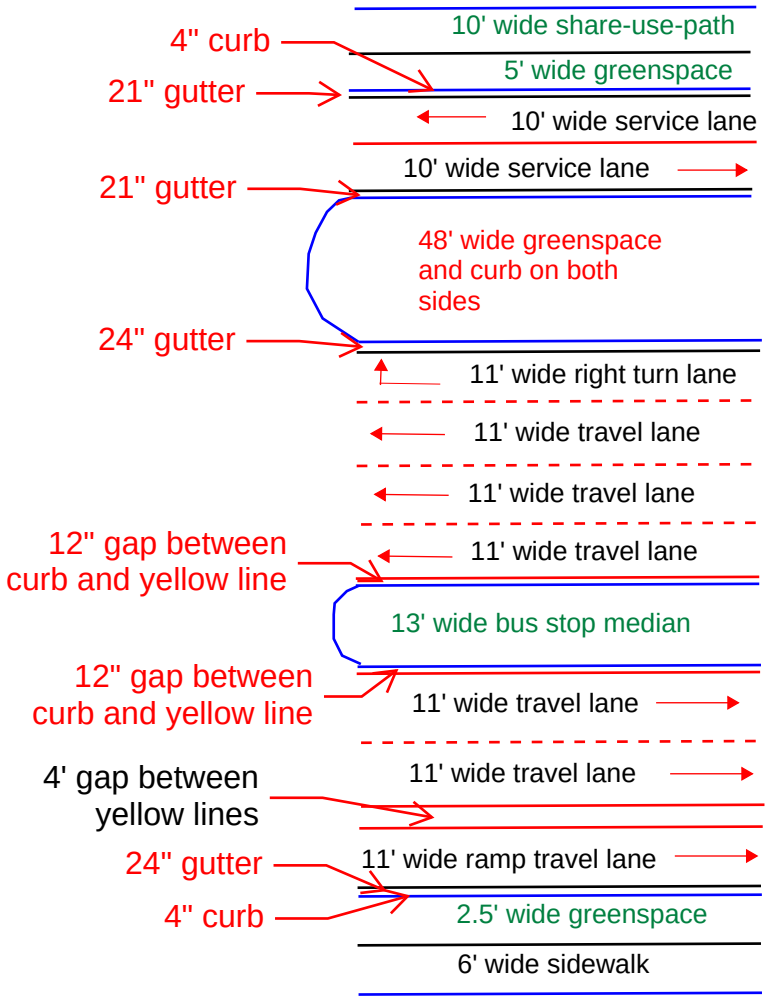
Existing Dimensions

Section A



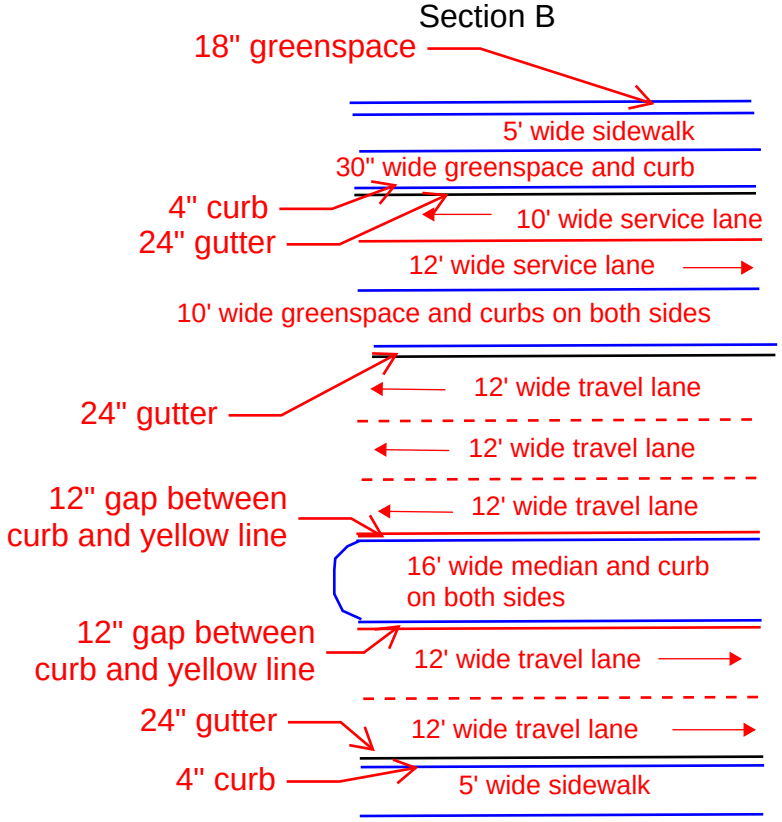
Proposed Reconfiguration

Section A



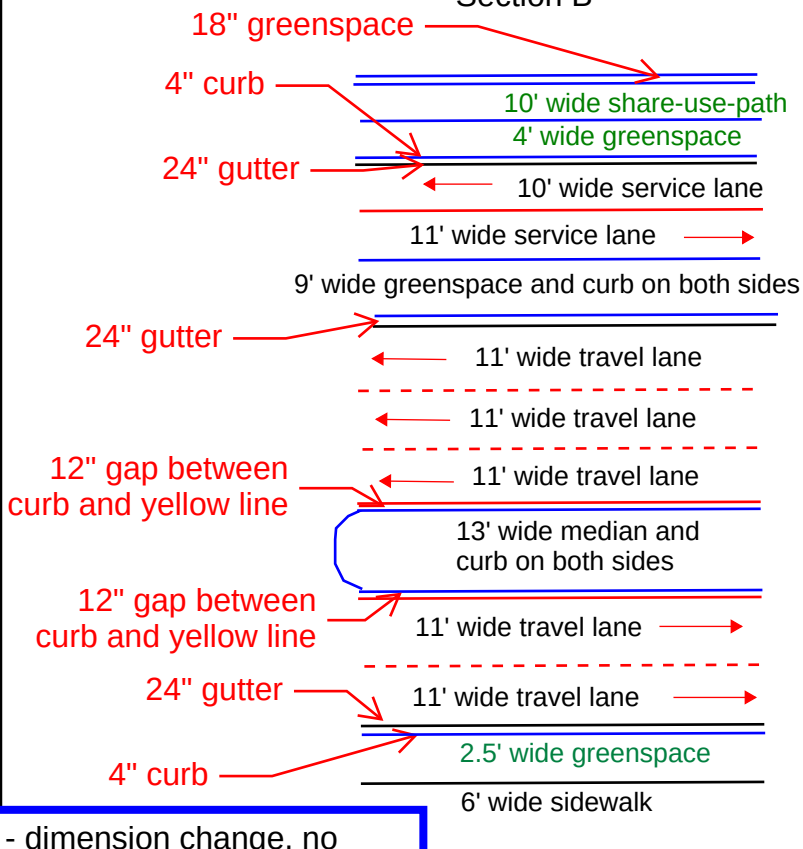
Existing Dimensions

Section B



Proposed Reconfiguration

Section B



Red - remains the same. Black - dimension change, no change in use Green - new use of space

Section A			
	Existing width in feet	Proposed width in feet	
sidewalk	5	10	shared use path
greenspac	0	5	same
curb	0.33	0.33	same
gutter	2	2	same
travel	11	10	same
travel	11	10	same
gutter	1.66	1.66	same
greenspac	48	48	same
gutter	2	2	same
right turn travel	12	11	same
travel	12	11	same
travel	12	11	same
travel	12	11	same
gap	1	1	same
	129.99	**133.99**	
median	16	13	median and bus stop
gap	1	1	same
travel	12	11	same
travel	12	11	same
gap	5	4	same
travel	12	11	same
gutter	2	2	same
curb	0.33	0.33	same
		2.5	greenspace
sidewalk	5	6	same
	65.33	**61.83**	
Total width	**195.32**	**195.82**	

Section B			
	Existing width in feet	Proposed width in feet	
greenspac	1.5	1.5	same
sidewalk	5	10	shared use path
greenspac	2.5	4	same
curb	0.33	0.33	same
gutter	2	2	same
travel	10	10	same
travel	12	11	same
N/A			
greenspac	10	9	same
gutter	2	2	same
N/A			
travel	12	11	same
travel	12	11	same
travel	12	11	same
gap	1	1	same
	82.33	**83.83**	
median	16	13	median
gap	1	1	same
travel	12	11	same
travel	12	11	same
N/A			
N/A			
gutter	2	2	same
curb	0.33	0.33	same
		2.5	greenspace
sidewalk	5	6	same
	48.33	**46.83**	
Total width	**130.66**	**130.66**	

[EXTERNAL]Duke Street in Motion- TRP intersection

Elizabeth McGill <ekiyashka@gmail.com>

Mon 6/19/2023 1:10 PM

To:PlanComm <PlanComm@alexandriava.gov>;John Chapman <john.taylor.chapman@alexandriava.gov>

To Whom It May Concern:

I am writing to you to express my concerns about a very small segment, just 1/10th of a mile on the north side of Duke Streetfrom West Taylor Run Parkway to Hilton Street.

The Duke Street in Motion Advisory Group has proposed removing 2- way traffic along a minute 1/10th of a mile section of roadway to create a cycle track + sidewalk. In doing so, over 376 residences will no longer have direct access from Duke Street to their homes.

This change will require vehicles servicing the area to travel Northbound on West Taylor Run, which has long been on record with the City as a chokehold and not designed to accommodate through traffic. All vehicles (Emergency Services, deliveries, support vehicles, personal use) will then have to enter Janney's Lane and access the neighborhood via South View Terrace or King Street.

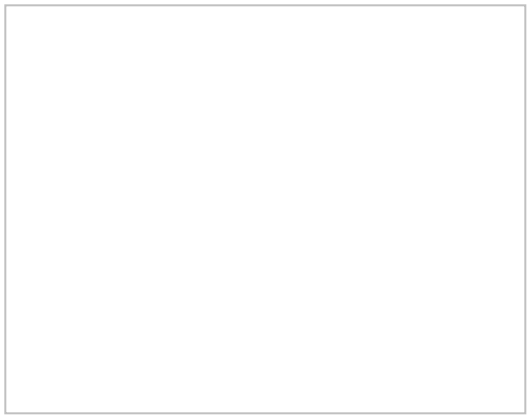
The residents of College Park Clover and Taylor Run have been working very closely with the City for years to alleviate severe congestion and difficult conditions along West Taylor Run and the residential streets. Much progress has been made due to the various improvements. The change proposed by the Duke Street in Motion Advisory Group has the potential to undo those improvements and create new chokeholds.

Most importantly, I have grave concerns that creating a travel route of over an additional one mile greatly impacts response time for emergency vehicles. Simply put, if the home at the top of the Duke Street access road (123 Hilton) calls for emergency services, first responders will be forced to travel over one mile along already congested routes instead of just a mere 1/10th of a mile.

Currently, the City is working to redesign the intersection at Duke Street and West Taylor Run and the decisions of the Duke Street in Motion project impact this project and has the potential to undo any progress that has been made to date and create new dangerous conditions in a residential area.

I urge you to oppose this 1/10th of mile cycle + sidewalk track along Hilton Street and West Taylor Run and adopt Proposed Curb Concept Z Option 2 of the Duke Street in Motion concept design (images included in this letter)

PROPOSED CURB CONCEPT Z



Best,
Elizabeth McGill
