

7
6-27-23

Good Evening,

As a resident of Alexandria that relies on public transportation, I strongly support the preferred concept design for the Duke Street Corridor. I originally moved to Alexandria because I wanted to live in a place where I could safely take public transportation, bike, and walk in my community. However, I know that not every area of Alexandria has the same level of access to that kind of infrastructure. As we develop the West End, I believe it is critically important to make sure that our new neighbors are just as connected to the rest of the city as anyone living in Old Town. The Duke Street design holds a long-term view of how transportation looks in this city, and represents a major advancement in supporting a diverse set of transportation needs. The advisory committee has done an excellent job in terms of its outreach and communication, and I am excited to see this design come to fruition. With that in mind, I urge council to support this measure.

Thank you,

David Byrd

Comment: Docket #7, Public Hearing and Consideration of a Resolution to Endorse the Duke Street

The analysis upon which the Advisory Group based its recommendations is flawed and incomplete. A quarter of Alexandrians will be directly impacted by this decision; therefore, the Council has an obligation to objectively assess the cost and benefit of the proposed project. While improvements to this transportation corridor are desperately needed, the recommendations overwhelmingly favor a special albeit vocal and influential minority interest at the expense of less organized majority stakeholders. You should not instinctively endorse a set of recommendations that:

- Fail to address or resolve the most significant issue along the corridor, that of unmitigated congestion from Quaker Lane to the Telegraph Road access ramp—conversely the proposed concept will exacerbate it.
- Decreases the number of bus stops/stations to achieve desired travel time savings—making the system less accessible and more likely to decrease, rather than increase bus ridership.
- Neglects to address an unsustainable free DASH service—what happens to ridership projections when fees are reintroduced.
- Eliminates direct access to many businesses along the corridor due to imposition of turning restrictions—will negatively impact post covid business recovery, force some businesses to close, resulting in reduced tax revenue that will likely need to be borne by the public through fee and property tax increases.
- Limits access to residential neighborhoods along the corridor and will likely lead to increased residential cut-through traffic, particularly along segments 2B and 3.
- Lacks even a ROM cost analysis—the scope of work to be covered by \$87M.
- Lacks any analysis of disruptive construction impacts—duration, congestion, business impact, impacts on residential communities.

Finally, why didn't the AG and Staff consider a less costly option, providing similar results sooner, well within an \$87M budget cap, with minimal disruption. An alternative concept better serving all stakeholders while adhering to the funding prerequisites could include:

- More frequent bus service.
- Reduce the number of bus stops/stations if time savings is a priority.
- Upgrading bus stops/stations passenger amenities.
- Bus transit signal priority/smart signaling.
- Add protected left turn lanes.
- Improve sidewalks, add more signalized crosswalks.
- Add bike lanes or shared use bike/pedestrian paths where feasible.

Public good and fiduciary responsibility should move you to table endorsement of the AG recommendations pending a more thorough cost benefit analysis, as well as analyzing less aspirational improvements.

Roy R Byrd
3008 Dartmouth Road
Alexandria, VA

6.21.23

Mayor Wilson, Vice Mayor Jackson and Council Members.

I support the Duke Street Transitway Advisory Group Recommendation

Adopted 5-25-23

This plan will serve those currently living throughout the West End area as well as new residents who will populate the new West End (Landmark) project and other future projects. Without a plan that incorporates BRT in dedicated lanes Duke St. will become so incapacitated by vehicles that motorists will flow to surrounding streets in hopes of working around the congestion.

This is a plan that will improve travel times, be more convenient, and provide more reliable service for those traveling by car, bus, bicycle and for those on foot. The hundreds, more than likely thousands, of new residents and employees who will populate the areas along Duke St. in the coming years will benefit from this transportation plan. I am hopeful the plan will also improve travel throughout our city.

Development will take place. The transportation plan must encourage those who can or wish to use public transit an efficient/reliable option and still provide those who use vehicles (SOVs, service vehicles, etc.) to travel Duke St. in a safe and timely manner.

I think the separation of lanes for vehicles, buses and pedestrians will be a practical and safe solution to the challenging situation on Duke St.

Carolyn Griglione
1416 N. Ivanhoe St.
Alexandria, VA 22304
703 370-0653



From: James Moran <contactjmoran@gmail.com>
Sent: Wednesday, June 21, 2023 9:01 PM
To: Justin Wilson; Amy Jackson; Canek Aguirre; Sarah Bagley; John Chapman; Alyia Gaskins; Kirk McPike; John Chapman; CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke Street in Motion Recommendation
Attachments: TRCA to Council Members.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Some people who received this message don't often get email from contactjmoran@gmail.com. [Learn why this is important](#)

Dear Mayor Wilson and Members of City Council,

Attached please find a document from the Taylor Run Citizens' Association outlining our concerns about the Duke Street in Motion plan in conjunction with the West Taylor Run Intersection Project.

We feel some of our concerns are not yet being addressed despite outreach to the Duke Street In Motion Advisory Group, the West Taylor Run Intersection team, the Transportation Commission, the Planning Commission, and the Traffic & Parking Board.

1. There needs to be an impact study done on the 6-way intersection of Janneys Lane and West & East Taylor Run Pkwy's when MacArthur Elementary returns to Janneys Lane in August. The impact of an addition of a slip lane from Duke Street onto the service road and feeding onto E Taylor Run Pkwy, which is a local street and not designed for cut-through traffic, has yet to be considered.
2. Although we admire and support the objectives of dedicated bike lanes, the previous bike lanes that have been funded and constructed in this area (i.e. Seminary Road) have done so on the "if you build it they will come" theory. We did build it and they have yet to come. The usage of these bike lanes has not materialized and that fact is being ignored in deference to the admirable goals.
3. Despite near unanimous objection to converting the 1/10 mile of service road from Hilton Street to W Taylor Run Pkwy into a one-way road, it has somehow become part of the Duke Street In Motion Advisory Group's recommendation. Looking at the attachment you will see the exact streets containing 389 homes which would see access to the neighborhood severely impacted by the recommendation. Many residents use the service road to access the GW Park, Glenmore, and E Taylor Run neighborhoods (within the Taylor Run Citizens' Association) to return home from Duke Street. Making this stretch of the service road one-way, will allow residents to exit but not re-enter the neighborhood, is a poor design model that will only further congest northbound West Taylor Run and other streets while inconveniencing residents of the almost 400 homes which would be affected.

We understand this is a difficult project, and we appreciate the time and effort that everyone involved has put in. Many of us citizens have also spent many hours attending meetings, writing letters, and brainstorming about a solution. We were asked at one public meeting what we wanted done and I think it's fair to say we have come up with very specific solutions.

Thank you so much for hearing our concerns.

Sincerely,
Jim Moran, President

From: Kara Davis <karamdavis2002@yahoo.com>
Sent: Wednesday, June 21, 2023 4:47 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Comments for City Council Meeting held Tuesday 6/27 at 7:00 p.m. (Docket #7)

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Hello,

I'd like to submit comments for the record for the City Council Meeting to be held Tuesday 6/27 at 7:00 p.m. (Docket #7).

As Alexandria citizens residing in the Clover College Park community, we'd like to express concern with the Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B will cause significant delays to the residents in the area. Cambridge Rd. is already a cut-through nightmare. To direct traffic away from Yale to Cambridge will directly harm the community, limit accessibility, and compromise the safety of residents. As parents of a young child at Douglas MacArthur Elementary, we ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Sincerely,

Travis and Kara Page

308 Crown View Dr.

Alexandria, VA 22314

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From: Jill Ralph <ralph.jillc@gmail.com>
Sent: Wednesday, June 21, 2023 2:10 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Docket #7 comment

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Dear city council,

I am Jill, a longtime resident of Alexandria, writing to request more local consideration about the Duke Street in Motion BRT project.

I live in the Clove College Park community with my husband and young son. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, without any consideration for a redesign of the Cambridge Road, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability.

It is essential that the residential streets of Clover College Park prioritize the safety of local residents and children, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Sincerely,

Jill Ralph
1004 Vassar Road, 22314

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From: Dennis Kuhns <dkuhns10@gmail.com>
Sent: Wednesday, June 21, 2023 12:47 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke Street project

Follow Up Flag: Follow up
Flag Status: Flagged

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Just when traffic was getting better this happens. I am an Alexandria citizen residing in the Clove College Park community. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, without any consideration for a redesign of the Cambridge Road, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Clover College Park prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Sincerely,

Dennis Kuhns 2905 Dartmouth Road dkuhns10@gmail.com

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From: Lance Spencer <lance.spencer@att.net>
Sent: Tuesday, June 20, 2023 10:20 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke Street in Motion BRT project (6/27 Docket #7) Comments

Follow Up Flag: Follow up
Flag Status: Flagged

5/5/23 You don't often get email from lance.spencer@att.net. [Learn why this is important](#)

Honorable Mayor, Vice Mayor, and Council

I am an Alexandria citizen residing in the Clover College Park community. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, without any consideration for a redesign of the Cambridge Road, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Clover College Park prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Sincerely,

Lance Spencer

1108 Vassar Rd

Sent from my iPhone

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June 22, 2023

Dear Mayor Wilson and Members of City Council,

The Economic Opportunities Commission would like to express our support of the Duke Street in Motion project. The EOC's mission is to serve as an advocate for residents living with low income within the City of Alexandria, Virginia, by ensuring equitable economic opportunities that allow everyone to thrive.

We appreciate the work of City staff to identify areas of potential improvement for Duke Street, including focus areas of equity, convenience, efficiency, safety, sustainability, and vibrancy. While some community leaders suggest that improving transit on Duke Street is not worth the cost, what we hear when someone says that is that preserving Alexandria's road space for cars is more important than enabling Alexandria residents, especially residents living with low-income or people of color in particular, to save 10 to 16 minutes per bus trip on Duke Street.

The Alexandria community and specifically along the Duke Street corridor is home to households of diverse backgrounds and incomes. While residents throughout Alexandria have high engagement in the labor market, residents of color must travel further than white residents to obtain employment in the City from West Alexandria to East Alexandria as cited in the Draft COG Regional Fair Housing Plan 2023.

We ask for your support adopting the Duke Street in Motion project's Concept A for dedicated, center running bus lanes and Concept Y for pedestrian and cyclist improvements. It is our hope that the future of the Duke Street corridor will serve as a connecting bridge between West and East for fast and safe multi-modal transit opportunities for ALL Alexandrians.

Sincerely,

Economic Opportunities Commission

CouncilComment@alexandriava.gov

From: Ian Smith <gm.smithir@gmail.com>
Sent: Thursday, June 22, 2023 10:46 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke Street in Motion Support

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Hello,

My name is Ian Smith and I am a resident of Alexandria. I wanted to write my support for the Advisory Group's recommendations.

Full car lanes on Duke Street only leads to more drivers using it as a route and causing additional congestion. Additionally, more car lanes contributes to faster driving, lower safety, worse air quality, and causes others to avoid visiting by any means besides a car.

We need solutions that get people out of cars, improve our road safety, increase equity for those that cannot afford to drive, and help the environment while we face a looming climate emergency.

The advisory group's recommendations for dedicated BRT lanes and increased space for pedestrians and cyclists is a fantastic idea that I fully support.

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Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

www.alexandriava.gov

Phone: 703.746.4025

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

June 21, 2023

Re: **Endorsement of the Duke Street Transitway Advisory Group's Recommendation**

Dear Mayor Wilson and Members of City Council:

The Transportation Commission has received many updates throughout the Duke Street in Motion process and has provided input at meetings for our representative on the Duke Street Transitway Advisory Group (AG) to relay at meetings. At the May 17th and June 20th meetings, the Transportation Commission received an update from the Duke Street in Motion Project Team on the results of the analysis of the two end-to-end corridor concepts and the Advisory Group's recommendation. The Commission voted to endorse the Advisory Group's long-term plan for center running lanes and separated bicycle and pedestrian facilities throughout the corridor as well as its near-term recommendation in support of Busway Concept A – Mostly Center Running and Mixed Traffic and Curb Concept Y with more separated bicycle and pedestrian facilities.

The Transportation Commission would further like to assert the importance of specifying a long-term plan for the corridor in order to ensure that future development on the corridor can contribute to achieving the full vision established for the corridor that was developed with considerable public input. Further, by continuing to hold on to a long-term plan, and including it in City plans and regional plans, the City is better positioned to identify outside funding.

The Transportation Commission believes the near-term plan is a critical first step to meeting goals of the Alexandria Mobility Plan, Transit Vision Plan, the Environmental Action Plan 2040, Vision Zero, and ALL Alexandria. Improved transit travel times and reliability, enhanced station amenities, and improved access to stations including for the disabled are vital components, in combination with frequent service, to improve the rider experience and attract new ridership to achieve the city's sustainability and equity goals. Moreover, this project includes significant safety benefits to make Duke Street better for everyone and is an important piece to managing growing transportation demand along the corridor.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Oscar Gonzalez
Digitally signed by
Oscar Gonzalez
Date: 2023.06.21 21:
14:02 -04'00'

Oscar Gonzalez

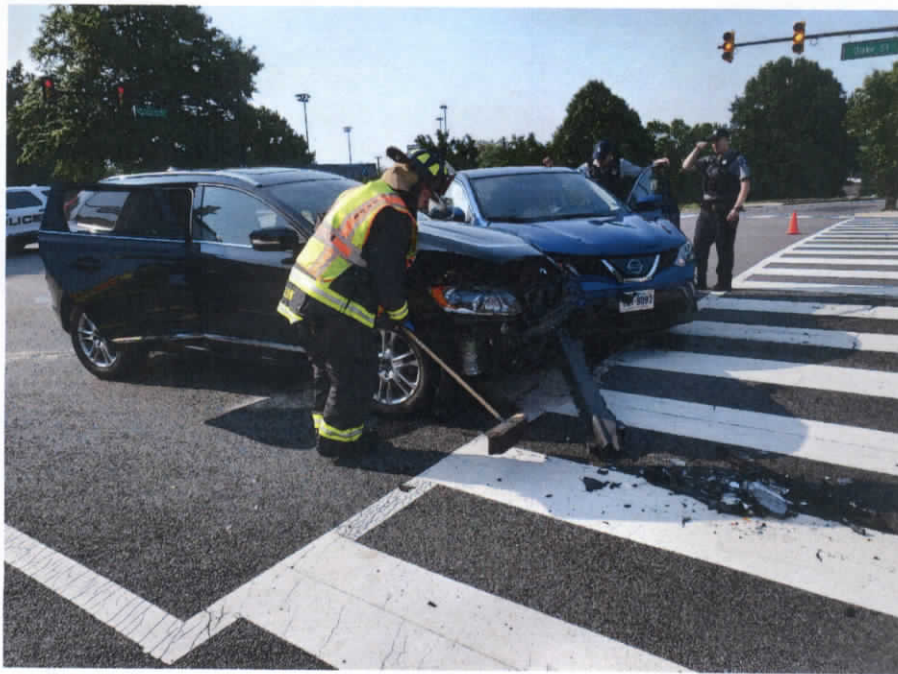
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Jim Parajon, City Manager
Emily Baker, Deputy City Manager
Yon Lambert, Director, T&ES
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Division Chief, Transportation Planning
Jennifer Monaco, Transit Program Manager, Transportation Planning

June 27, 2023

Dear Mayor Wilson, Vice Mayor Jackson, and members of City Council:

A couple of years ago when I first started hearing about a new effort to improve Duke Street, I was legitimately excited. I live in a townhouse community directly off of Duke Street, and I am all too familiar with the problems of this notorious road. Besides its frequent congestion problems, the road is objectively dangerous both for drivers, as well as pedestrians trying to cross it. In June of 2019 as I was leaving my neighborhood, my vehicle was totalled by a driver who had run the red light at the intersection of Duke St. and Arell Ct. Here is a photo of the aftermath of that accident:



With this scary incident in mind, I was relieved to hear that this new "Duke Street in Motion" project might offer some remedies for this problematic road. Specifically, I was expecting to hear about safety improvements that could benefit drivers, as well as improved intersection and path features for pedestrians and cyclists. However, as the project began to take shape and go through its various community input phases, my optimism soon gave way to confusion, as the project seemed to have a predetermined and relentless focus on installing dedicated bus lanes along Duke Street. This road has many problems, but an unmet demand for buses is just not one of them. Given the fact that the buses are now *free* to riders, and that most buses traveling along Duke Street appear to be sparsely occupied, it's highly implausible that a new bus system that promises to improve travel times by a few minutes is going to unlock a huge reservoir of pent-up demand. If people are not riding these buses already, it's irresponsible to make the assumption that dedicated bus lanes will somehow convince them to do so.

As the Advisory Group and project team held monthly meetings and marched inexorably toward the recommendation being presented tonight, the unsavory nature of the process became more apparent. Rather than soliciting community feedback as a means of devising a solution to address the real problems of Duke Street, the team instead went in reverse. Starting with the so-called gold standard solution of center-running bus lanes, or Bus Rapid Transit (BRT), everything else that followed was a means of reverse engineering the justification for this outcome.

The web-based surveys that the project team conducted, despite being vulnerable to coordinated campaigns by outside groups advocating for bus lanes, (e.g. <https://smartergrowth.net/better-public-transit/action-speak-up-for-better-bus-service-walking-and-biking-on-duke-street/>) still never reflected any kind of broad public support for their desired option. Rather, each subsequent round of surveys was tailored to focus more and more on the BRT concept while excluding other more pressing concerns (e.g. safety and congestion), and the results were then framed in a way favorable to center running bus lanes. While the proposed recommendation does include curb features for dedicated pedestrian and cycling paths, which is something I do support, this portion of the plan is secondary to BRT and could be scaled back or cut entirely if the cost and requirements of BRT necessitate it.

I urge the members of City Council to tap the brakes on this project and table this recommendation. The argument that this project must move forward immediately because so much time and money has already been spent is simply an example of the sunk cost fallacy. We can all agree that Duke Street has many problems that need to be addressed, but BRT is just not the solution that gets us there.

Respectfully,

Jeremy Miller

Duke Street Corridor Resident

CouncilComment@alexandriava.gov

From: Deanne McNulty <deannemcnulty@mac.com>
Sent: Sunday, June 25, 2023 9:17 AM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke Street in Motion Section 2B

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

Dear City Council, Mayor and city officials,

My name is Deanne McNulty.

I am writing to share my concern with the recommendations being make on the Duke Street in Motion project. The current advisory board direction is dangerous.

The current recommendation for a center bus lane on section 2B without consideration for a re-design of Cambridge road, will bring direct harm to our community. This will increase cut through traffic in the neighborhood, especially on Trinity Drive, decrease accessibility for residents and families accessing MacArthur and Bishop Ireton schools, and compromise safety, livability and property value.

I request that the city reject the Advisory Board recommendations of the center running bus lane on 2B. Instead, a redesign of the inefficient and unsafe Cambridge Road intersection and turning opportunities at the Yale Drive intersection should be addressed before any increase in traffic issues are added such as a bus lane in section 2B.

Please reach out to me with any questions.

Sincerely,
Deanne McNulty

Deanne McNulty
703-618-7243

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From: Alex T <alexdanielthompson@gmail.com>
Sent: Sunday, June 25, 2023 11:02 AM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Reject Duke Street Recommendations

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I am an Alexandria citizen residing in the Quaker Hill community. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Quaker Hill prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Sincerely,
Alex Thompson
1135 Quaker Hill Court, Alexandria VA 22314
alexdanielthompson@gmail.com

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From: Vivian Morales <poncecandy@aol.com>
Sent: Sunday, June 25, 2023 12:11 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Quaker Hill

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To whom it may concern

I am an Alexandria citizen residing in the Quaker Hill community. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Quaker Hill prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School.

We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process. Bus ridership are at the lowest,

The City already made changes to Yale Dr. We need a traffic light, not a limited access to our community. How are we going to access the beltway or get to our homes? Even emergency vehicle will have limited access. Are we going to need a helicopter? The members of the Advisory Board do not live here. Your recommendations are not the solution. It will bring more congestion to the neighborhood as the street you are suggesting are already crowded. Please, reconsider and reject this recommendation.

Sincerely,

Vivian E Morales
1100 Quaker Hill Dr #204
Alexandria, VA 22314

Sent from my iPhone

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From: PAULA COUPE <pbcoupe@comcast.net>
Sent: Sunday, June 25, 2023 12:34 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke Street in "Motion"

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Hello

I believe that your plan to add center running bus lanes and eliminating vehicle lanes is ill-considered. I know you have money to spend on "rapid" transit, but if turning a main artery like Duke Street into a transit nightmare with no thought of getting the infrastructure in place to accommodate the change before it happens, you are opening the proverbial can of worms.

I imagine this project as preparation for a big dinner: after the chef creates the menu and finds the best ingredients, he/she prepares everything needed ahead of time, assembles the appropriate cooking utensils, and preheats the oven. Only then, does the actual cooking begin. Obviously, the chef of this plan hasn't even chopped the onions that need to be cooked to start the main dish. As a result, this meal is destined to be a disappointment and all the reviews will reflect that.

So before you put the uncooked main course on the table, and reconfigure Duke Street, you should consider putting in a new ramp to Telegraph Road, creating a better and safer intersection at Cambridge Road, developing a connector to Eisenhower Avenue, and improving pedestrian walkways from W. Taylor to Dove Street.

It is my understanding that future plans include replacing existing structures along Duke Street with high-rise affordable housing., which, in turn, may increase the need for dedicated bus lanes. **But not right now.**

I could go into the risks of center-running bus lanes to drivers and pedestrians and cyclists, not to mention the inconvenience of walking a half-mile between bus stops. The existing bus service seems adequate for now, so why make it more difficult for people relying on bus service to access it? In addition, the surrounding neighborhoods, already adversely affected by the W. Taylor Run entrance to Telegraph (check out Cambridge Road), will be subject to frantic cut-through drivers speeding through neighborhoods. And we all know enforcement is at a premium here in the city.

Those of us who use Duke Street on a regular basis urge you to postpone this plan and get the infrastructure in place to accommodate it. That will ensure that "Duke Street in Motion" will be a welcome and useful addition to the city.

Regards,
Paula Coupe
306 Skyhill Road

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CouncilComment@alexandriava.gov

From: Christina Brady <christinacbrady@gmail.com>
Sent: Sunday, June 25, 2023 1:09 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]BRT Project

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I am an Alexandria citizen residing in the Quaker Hill community. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Quaker Hill prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Sincerely,

Christina Brady
1259 Dartmouth Ct, Alexandria VA 22314
540-539-9193

Sent from my iPhone

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CouncilComment@alexandriava.gov

From: Lawrence Book McKnight <lawrencebook@gmail.com>
Sent: Sunday, June 25, 2023 1:40 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke Street in Motion BRT Project- Yale Dr. Access

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Dear Alexandria City Council

I am an Alexandria citizen residing in the Quaker Hill community. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Quaker Hill prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School.

While stuck in traffic in front of Bishop Ireton I have seen children almost hit by cars because of the traffic wall in front of the school due to cut through traffic trying to get to Duke Street. We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Sincerely,
Lawrence Book McKnight
1100 Quaker Hill Dr. Unit 304
Alexandria, VA 22314

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From: Kristen Obaranec <kristen.obaranec@gmail.com>
Sent: Sunday, June 25, 2023 3:00 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke Street in Motion

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

I live in GWPark in Alexandria and am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, without any consideration for a redesign of the Cambridge Road, will cause significant direct harm to our local community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of GWPark and nearby Clover College Park are safe for local residents and ensure the efficient accessibility to our homes and neighboring businesses. The proposed slip lane is not neighborhood friendly and making the Duke St. service road is impractical and inefficient. I ask that the City reject the Advisory Board recommendation (Center running bus lane) on 2B. City Council should prioritize redesign of the already problematic intersections as part of the Duke Street in Motion process, using current studies, not traffic information that is 10+ years old.

Kristen Obaranec
507 Braxton Place
Alexandria, VA 22301
kristen.obaranec@gmail.com

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CouncilComment@alexandriava.gov

From: Asit Gosar <asit.gosar@gmail.com>
Sent: Sunday, June 25, 2023 6:58 PM
To: CouncilComment@alexandriava.gov
Subject: Comment re: BRT project

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Dear Alexandria City Council,

I am an Alexandria citizen residing in the Quaker Hill community. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Quaker Hill prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Sincerely,

Asit Gosar
1222 Quaker Hill Dr.
Alexandria, VA 22314
asit.gosar@gmail.com

From: Kallie Lukasik <kallielukasik@gmail.com>
Sent: Monday, June 26, 2023 8:40 AM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]BRT Project Objection

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Hi,

I am an Alexandria citizen residing in the Quaker Hill community. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Quaker Hill prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

If you do any observations of the Cambridge/Duke intersection, please do so during around 7:30-8AM Mon-Fri, during Bishop Oregon's school year. It is a madhouse to get out of the Quaker Hill neighborhood with school drop off and people trying to get to work. If anything, it is recommended a stoplight be put in at the Yale Dr/Duke St intersection so the community can get out without spending 10 to 15 minutes at a minimum just trying to exit their neighborhood. The reopening of MacArthur school will only worsen these problems.

Sincerely,
Kathryn Lukasik
223 Yale Dr, Alexandria, VA 22314
kallielukasik@gmail.com

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CouncilComment@alexandriava.gov

From: Brian Earley <brian.earley@gmail.com>
Sent: Monday, June 26, 2023 9:50 AM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]June 27th Legislative Mtg. of the Alexandria City Council - Comments for the Record

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

Good morning,

The Alex311 system does not seem to be working properly, so I am submitting these comments to you for inclusion in the record for the upcoming June 27th Legislative Mtg. of the Alexandria City Council.

I am an Alexandria citizen residing in the Quaker Hill community, and wish to express my strong opposition to the recent Advisory Board recommendations to create a center bus lane and restrict on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale, will cause significant direct harm to our community, increase cut-through traffic, decrease accessibility, and compromise safety and livability. It is essential that the City Council prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. I ask that the City Council either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient, and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Recent City changes to traffic patterns have already significantly impacted our ability to access our home, and the proposed additional changes threaten to make things even more problematic. Yale Dr. access to Duke Street is already restricted to west-bound turns only. However, this seemingly sensible change to alleviate traffic on Duke St. has already caused other, unintended traffic issues. For example, to travel east on Duke, Quaker Hill and other neighborhood residents typically travel down Cambridge Road. However, due to the makeup of the intersection, and the timing of the lights at that intersection, traffic frequently backs up, causing significant delays, which is only exacerbated when the Bishop Ireton High School is in session. The reality is that Cambridge Road was never designed or intended to accommodate the recent increase in traffic, and a center bus lane preventing east-bound traffic on Duke from turning onto Yale would only exacerbate this situation, causing traffic to back-up on Duke Street even more (and not just in the far-right Telegraph road turn lane, which is already a significant issue that needs to be addressed, but in the far-left lane as well). In short, the proposed changes to Duke Street would significantly disrupt residential ingress and egress into our neighborhood, without addressing the real issue, which is ensuring the efficient and effective movement of traffic on Duke Street.

The reality is that the population of Alexandria has increased significantly in recent years, with a corresponding increase in traffic. Yet, the City has done nothing to address this increase in demand. More bus lanes and bike lanes are not the answer, unfortunately, as those are not viable commuting options for people who do not work in the immediate

area. On the contrary, they only serve to exacerbate an already stressed road system, and make life miserable for those who must endure the resulting congestion.

Sincerely,

Brian W. Earley

1100 Quaker Hill Dr., Apt. 208

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From: Kursten Andrea Phelps <kursten.phelps@gmail.com>
Sent: Monday, June 26, 2023 10:12 AM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Supporting Advisory Group's Recommendation for Duke Street

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

Dear City Council Members,

My name is Kursten Phelps. I have been an Alexandria resident since 2014. I write today as a resident, a homeowner along Duke Street, an ACPS parent, a car driver, a bicycle rider, a bus rider, a frequent walker, and the spouse of a local business owner in the Duke Street corridor. I urge you to endorse the Duke Street in Motion Advisory Group's recommendation for design concepts A and Y.

The Advisory Group's recommendation is the result of two years of study, discussion, debate, outreach, and public engagement by city staff and the Advisory Group, comprised of Alexandria City residents representing multiple stakeholder communities. The resulting recommendation reflects adjustments made in response to data, experts, and most importantly, public input. For example, the preservation of residential service roads, and the use of mixed traffic in segment 2A is responsive to resident concerns. As a resident in that segment, though I would prefer center running lanes throughout the corridor where possible, I appreciate the Advisory Group and city staff's responsiveness to resident input.

The 8-1 Advisory Group vote on the recommendation before you reflects both the robust nature of the discussion, inquiry, and public input, as well as the soundness of the concepts put forward for further design work. The recommendation meets all of the goals the city and the resident-led Advisory Group:

-
-
- **Efficiency in bus**
- **and**
- **car travel times.** This matters to my family because I transverse Duke during rush hour by car to get to work some
- days. We also ride the bus to get to appointments, meetings, my eldest child's school, and my youngest child's dance classes, tee-ball games, swim lessons, and other activities.
-
-
-
- **Improved reliability in bus service.**
- This is also critical to our family. My eldest child is autistic, and relies upon the Dash 30 bus to get to the ACHS Satellite Campus. When the bus is unreliable and doesn't show up on time, or arrives earlier than expected, it creates distress that can jeopardize
- an entire day of schooling for my child. This has, in the past, caused me to have to miss work in order to attend to my child's needs after ghost buses or otherwise unreliable service has overwhelmed her. I know that my family is not the only family that needs
- improved reliability for neurodiverse or disabled family members or neighbors.
-
-
-
- **Improved Safety and Crash Reduction.**
- This is of critical importance. My spouse was hit by a car driver on Duke Street though he was riding

- safely and following all rules and laws. As the parent of a young elementary child, and an older neurodiverse child who can become overwhelmed in loud or chaotic environments, the danger level to pedestrians and cyclists currently on Duke Street is unacceptable.
- A 12 year old child on a scooter was hit by a car in a hit and run at our intersection with Duke mere weeks ago. The entire community seems to agree the danger level and crash prevalence along Duke Street is unacceptable and needs attention. The Advisory Group's
- well-thought-out recommendation is projected to result in a 70% reduction in left-turn car crashes and a 59% reduction in pedestrian crashes at 29 intersections.
-
-
-
- **Positive climate impact and improved equity.**
- The climate crisis requires significant and immediate action to reduce carbon emissions, and investing
- in safe infrastructure for lower-and no-emission modes of transit - bus, bicycle, and walking - is necessary to meet the urgent climate action goals of the city. Furthermore, as the city grows, to maintain livability and accessibility for the diverse racial,
- ethnic, and socio-economic communities along the Duke Street corridor, improved transit infrastructure for safety, reliability and efficiency is critical. The AAA estimates that the average
- annual cost to own a new car was nearly \$11,000 in 2022. Rising costs of car ownership disproportionately
- impact less wealthy households; indeed, my family is selling our second car because of the associated fiscal and climate costs. If we do not invest in efficient, reliable,
- safe
- modes of non-car transit, we are sending the message that it is OK for the non-driver members of our community, including our youth, to bear the safety risks, the costs of unreliability to their employment and school attendance, and ultimately, to be at greater
- risk of being injured or killed by a car driver.
-

The Duke corridor transit plan has been under consideration - and reconsideration - for 15 years. It has evolved with public input and changed conditions. But now is the time to endorse the detailed and well-considered recommendation put forth by the Alexandria resident advisory group. Deferring further design work on this project is not a prudent choice. The longer we as a community wait to address the urgent need for Duke Street corridor transit that addresses the climate crisis, reliability, efficiency, traffic congestion, and most importantly, **safety**, our community will continue to be stuck in traffic, and more people will be seriously injured or killed. I sincerely hope that is not a price that the Council is willing to pay.

I urge you to vote to endorse the recommendation of the Duke Street Advisory Group, allowing further work and design for Concepts A and Y.

Kind regards,
 Kursten A. Phelps (she/her/ella)
 Segment 2A resident/homeowner

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From: Asa Orrin-Brown <asaorinbrown@gmail.com>
Sent: Monday, June 26, 2023 10:14 AM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Supporting Advisory Group's Recommendation for Duke Street

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Dear City Council,

I am writing to urge you to approve moving forward with the design process for Duke Street in Motion as supported by the DSIM advisory group, prioritizing center running bus lanes and a separated cycle/scooter track in as much of the corridor as possible. This will do the most to improve safety in the corridor for everyone. The following are the reasons I believe this is critical!

I live on South Ingram street, a few doors down from Duke Street. I use Duke street all the time, as do all 4 members of my household including my kids who are 5 and 15. The current situation is extremely dangerous. I know the City's own research shows this clearly, as Duke street has long been identified as a high crash corridor. I have been hit while riding my bike on Duke street within the last year, and I know many others who have been hit as well. In the police crash reports I have seen that three more scooter riders have been hit on Duke street in the past two months, as well. One was trying to use the service road, avoiding the sidewalk as mandated under city code, when a driver ran a red light and hit him. Two were in the roadway along a section without a service road, avoiding the sidewalk as mandated by city ordinance, when a car ran them off the road and then ran over their legs. My autistic 15 year old daughter also walks along the Duke Street corridor on days when she is low on spoons and unable to handle the crowds on the bus, coming home from school. She has almost been hit at the Telegraph interchange multiple times because drivers ignore the crosswalk beacon regularly. It is unacceptable that the most vulnerable among our community are not being prioritized. It is our duty as a community to protect them! I find the scooter ban with no serious effort to build safe infrastructure especially onerous. Most of the scooter users are young people of color with low household income. Most of the "ban scooter" supporters are wealthy white households, and their primary concerns are trivial. Most of the scooter users are concerned about mobility, access to employment and not being killed! It's crazy that we have chosen to support the "ban scooter" crowd in this debate. So if that is the decision we have made as a community, then I think we have an obligation to immediately build safe separate cycle/scooter infrastructure along ALL of the high crash corridors in the city as quickly as possible. Anything less is an ethical failing on our part as a city.

All four members of my family also take the DASH bus, increasingly more often since the free fare was added. It's much more pleasant than driving or biking on Duke street, but the persistent ghost buses and unreliability of traffic are frustrating. The old bus stops and lack of shelters, lack of safe crossings, and lack of ADA compliance along the bus stops is also very frustrating. My daughter doesn't use a wheelchair, but she does have a disability. For many of those on the spectrum having consistent predictable things in your world is much easier than unpredictability. The recommended DSIM plan goes a long way to make Duke street much better for those on the Autism spectrum, as well as blind neighbors I have heard from, those in wheelchairs, and many more. Still, DASH is a great service and the buses are generally very full. I love using the bus from an environmental and safety perspective. As a cyclist, I am also very happy with how the DASH bus drivers interact with bicycles on the road. I am never nervous when being passed by the DASH bus, as their drivers do a good job of leaving a minimum of 3 feet or changing lanes while passing me. I can't say the same for car and truck drivers, who often intimidate me while passing, yell slurs out their windows, honk at me illegally, or even hit me. It is truly appalling how many drivers ignore safety and Virginia law, choosing to harass and harm vulnerable roadway users because they find our existence a mild inconvenience. I sincerely hope you recognize that it is the duty of government to protect the more vulnerable amongst your population. Especially since it is an increase in cyclists, walkers and bus/train users that will allow us as a community to reach our carbon emission goals, while also allowing for greater housing density, equity and affordability. Mandating parking spots and garages for all new homes is

the main factor we can control that drives the price of housing down. That factor, along with changing height restrictions is what allows for density. It was racist policy in California that first paved over paradise and made it a parking lot, and here we are almost a century later continuing to perpetuate the same racist and environmentally unsustainable policies. We need to take automobiles down from their pedestal and treat them fairly as the unsustainable transportation option that they are. It is critical that we transition to modes of community building and transportation that allow humans to exist into the next centuries. It is not the time to ignore climate change, it is the time to act like our lives depend on it. If Alexandria can't be an example for sustainable growth to other cities, then who can? Are we really willing to accept that the world is doomed for the sake of convenience of a handful of drivers who don't like change? Small cities can embrace density and sustainability, and we need to if humans are going to continue to thrive.

Finally, the advisory group's recommendation will do a lot to increase safety for car drivers. My father was just hit while trying to make an unprotected left turn from a shopping center near his home. His car was totaled and three ribs were broken. He is in his 70's and those sorts of injuries could have easily been lifethreatening. My neighbors were also recently hit while making an unprotected left turn onto their street off of Duke, also having their car totalled. Because it was a hit and run, they were also saddled with unexpected costs, having to buy a new car out of pocket. These kinds of T bone accidents are the most deadly and the easiest to prevent. By getting rid of uncontrolled left turns, adding metered U turn lanes along with center running bus lanes, Duke street will become much less deadly. This will save the lives and property of countless drivers into the future, not to mention the increased safety for pedestrians and cycles using the curb features. We all know that drivers trying to rush across multiple lanes of traffic before being hit by oncoming traffic aren't really able to judge if they are clear from hitting pedestrians or cyclists on the far side of the roadway. They will probably check early on in the process of deciding to rush out, but if the roadway is busy and they are having to look back and forth a lot, they rarely have time to check again for pedestrians/scooters/bikes before pulling out into a narrow break in traffic. The current system of turning is stressful, unsafe, and too often deadly. I grew up in the Detroit suburbs, which have lots of divided roadways with mandatory U turn lanes. They are actually very pleasant to use, and if there is a light controlling the U turn, they are remarkably safe. This one simple fix basically eliminated all risk of T bone crashes, which are by far the most deadly kind at any given speed. This, along with increases in reliability of bus service, is a very compelling reason to choose center running bus lanes.

In conclusion, I urge you to do the right thing for safety! I urge you to do the right thing for climate change! I urge you to do the right thing for equity! We need to do everything we can to make Duke street serve all of Alexandria now and into the future!

Thank you for your work and consideration.

Sincerely,

Asa Orrin-Brown

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From: Patricia Webb <patriciawebb@hotmail.com>
Sent: Monday, June 26, 2023 10:17 AM
To: CouncilComment@alexandriava.gov
Cc: Patricia Webb; MARYBETH COCKERHAM
Subject: [EXTERNAL]Duke Street in Motion Concerns and Recommendations

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Honorable Mayor and Members of the Council:

I reside in the Quaker Hill community of Alexandria and have concerns regarding the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale Drive, will cause significant and direct harm to our community, decrease accessibility, and compromise safety and livability. It is essential that the residential streets of Quaker Hill prioritize the safety of local residents, and ensure the efficient accessibility to our homes and neighboring businesses. We residents regularly use that access to Yale Drive and must have it. What is needed is stricter enforcement of the "Don't Block Intersection" sign. It is completely ignored.

We further ask you to prioritize redesign of the already problematic, inefficient, and unsafe Cambridge Road and its intersections with Dartmouth Rd and with Duke Street as part of the Duke Street in Motion process by: allowing parking on one side of the street only on both Cambridge and Dartmouth Roads; enforcing the west-bound stop sign on Cambridge Road at Duke Street, which cars run routinely, treating it as a 3-way stop; and putting lane guards on west-bound Duke Street's right-turn-only lane approaching Cambridge Road, so thru traffic cannot simply cut over at the light, which is extremely hazardous in its current state. These steps will also yield safer pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High Schools, which must be a priority.

We strongly urge the City to reject the Advisory Board recommendation (Center running bus lane) on 2B as it currently reads.

Respectfully,

Col (ret) Pat Webb

1222 Dartmouth Road
Alexandria, VA 22314
703-370-0130

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CouncilComment@alexandriava.gov

From: Ellis Orrin-Brown <ellis.r.orrinbrown@gmail.com>
Sent: Monday, June 26, 2023 10:20 AM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Bus lane and bike paths

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

Dear City Council,

My name is Ellis. I go to Patrick Henry school. I ride my bike and on the back of my dad's bike and ride the DASH bus. I want more bus lanes and bike paths because they would be better. It would be safer.

Thank you,
Ellis Orrin-Brown

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CouncilComment@alexandriava.gov

From: Brianna Calculofulger <calculobrianna@gmail.com>
Sent: Monday, June 26, 2023 10:26 AM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Supporting Advisory Group's Recommendation for Duke Street

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Hello City Council,

I am a 15 year old who takes the DASH bus to school and sometimes walks along Duke Street to get home. I am excited to see improvements to the walkability and bikeability of Duke Street through the curb features, and I am glad to see the bus schedule become more reliable through the central bus lanes. Overall, I am hoping these changes go through.

Thanks,
Brianna

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CouncilComment@alexandriava.gov

From: Kathleen McNutt <headofschool@bishopireton.org>
Sent: Monday, June 26, 2023 10:36 AM
To: CouncilComment@alexandriava.gov
Cc: Bass, Zack; headofschool
Subject: [EXTERNAL]Docket #7 - June 27, 2023 meeting - Bishop Ireton response to Duke St in Motion section 2B
Attachments: Bishop Ireton re_6_27_23_Docket7_Duke St in Motion section 2B.pdf

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Alexandria City Clerk,

Please see the attached letter from Bishop Ireton High School in response to the Duke Street in Motion project, section 2B. We would like this letter to be provided to the city council members, Mayor Wilson and Vice Mayor Amy Jackson.

Bishop Ireton High School is located at 201 Cambridge Road, Alexandria, VA 22314.

Sincerely,

Kathleen McNutt, M.Ed
Head of School

www.bishopireton.org

Live Jesus ~ Advance Always!



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BISHOP IRETON HIGH SCHOOL

June 26, 2023

Mayor Justin Wilson
Vice Mayor Amy Jackson
Councilman Canek Aguirre
Council member Sarah Badgley

Councilman John Chapman
Councilwoman Alyia Gaskins
Councilman R. Kirk McPike

Re: Duke Street in Motion, Section 2B

Mayor Wilson, Vice Mayor Jackson and Members of Council,

On behalf of Bishop Ireton High School, I am writing to convey our support for bus rapid transit and safety improvements on Duke Street, but with great concern for and opposition to the Advisory Group's recommendation for the Duke Street in Motion Project on **Section 2B** (a single, center-running bus lane from Quaker to Roth/Cambridge).

Bishop Ireton High School, which opened at the 201 Cambridge Road location in 1964, is located directly to the north of the Duke Street, south of Janneys Lane, and west of Quaker Lane. It is within a neighborhood community comprised of approximately 250 single-family homes. A townhome and condominium community that also includes several hundred residences borders it, and both communities house a large number of families with young children. In addition to Bishop Ireton High School, our community also includes Douglas MacArthur Elementary, with both schools totaling over 2,000 students and staff. Hundreds of children and teenagers walk to and from school through our community on a daily basis, and hundreds of teenagers and adults drive in and out of our parking lot on a daily basis during the school year.

Unfortunately, in addition to the large number of pedestrians within our neighborhood, we have historically dealt with a high volume of cut-through traffic – as much as 40-60% on some roads. For years, Cambridge Road has endured high-speed, careless drivers that clip parked vehicles in an effort to weave through the neighborhood as quickly as possible, and individuals who run through stops signs, do not pause for pedestrians, and cause property damage to residents' homes in an effort to get around the traffic backups. In the past year, we have also experienced car break ins and "trash dumps" at the school by non-school members which have been costly and a concern for community safety.

Traffic Pilot History

On June 24, 2016, the Clover College Park Civic Association, which includes Bishop Ireton High School, joined the City's Central Alexandria Study Task Force in an effort to collect data to support our reports of cut-through traffic and resulting safety concerns. Those efforts, and years of collaboration with TE&S, resulted in two successful pilots, which were initiated over the course of 2022 and 2023. These pilots aimed to reduce the cut-through traffic volumes. While we continue to encounter new traffic backups as people return to the office post-pandemic, we are encouraged by the results to date. These pilots have offered our residents relief from near daily excessive and clogged traffic in front of their homes, and greatly improved their quality of life. We sincerely thank the TE&S staff for their work and diligence to free our neighborhood from being unable to access or leave our properties during rush hour. We are eager to retain these important improvements.



BISHOP IRETON HIGH SCHOOL

Therefore, without a commitment to improve the Cambridge/Roth intersection, we must object to the proposal for a single, center-running bus lane in Section 2B (which runs from Quaker to Cambridge/Roth).

Cambridge/Roth Intersection Challenges & Dangers

Section 2B runs predominately along the Alexandria Commons shopping center. It currently encompasses five lanes, including a center-running turn lane, which allows our residents to access local businesses, and enter the neighborhood through Yale when heading eastbound on Duke. Due to the confusing nature of the Cambridge/Roth intersection, residents prefer entering through Yale, as evidenced by the fact that (1) 60% of residents choose this route, and (2) 80% of Yale northbound traffic is local, a notable difference from Cambridge and West Taylor Run. A center-running bus lane will remove this access point and force all traffic to either turn left or U-turn at Cambridge. The Cambridge/Roth intersection is dangerous, complicated, and inadequate. The bottom of Cambridge turns at a sharp 90 angle alongside a private business curb cut to immediately meet a two way stop only 20 feet before the major Duke Street intersection. Cars commonly run these stop signs in an attempt to get through (and frequently run) the Duke Street light, inviting frequent collision with cars turning left from and crossing Duke. Vehicles turning right from or crossing Duke are not required to stop at this intersection and cannot safely as there is no space. Further, Concept A proposes to make the access road one-way, which will funnel even more traffic towards this intersection. Finally, the center of Duke Street is much higher than either side of the road, and vehicles on both Roth and Cambridge cannot see the other side until they have entered the intersection. In short, the potential for vehicle, cycling and pedestrian conflict is high. We would invite every member of Council to drive through the intersection during rush hour traffic to observe our concerns. Introducing a center-running bus lane and increased traffic with no meaningful restructuring of the intersection is unfathomable.

Overreliance on Cambridge

We have supported numerous traffic projects that have re-routed more traffic to, and within, our community. We supported East Taylor Run's turn restrictions, which greatly enhanced our neighbor's quality of life, but funneled more traffic to West Taylor Run and Cambridge. Subsequently, we supported the left-turn restriction from Yale to Duke, which not only improved safety, but also reduced southbound volumes on Yale. Once again, that funneled more traffic to Cambridge. Finally, we supported the permanent ban on traffic from West Taylor Run to Telegraph, which again provided those residents with significant quality of life improvements. Yet, once again, more traffic was funneled to Cambridge. The proposal for a center-running bus lane will both increase northbound traffic on Cambridge and increase conflict at the Cambridge/Roth intersection. On behalf of our community as a whole, but our Cambridge residents in particular, we ask City Council to recognize their support for their neighbors and refrain from imposing any additional burdens on them.

We have spoken to TE&S in depth about our concerns regarding this intersection and have reviewed preliminary plans designed to improve vehicle access and safety. We believe that TE&S is capable of implementing these plans through the Duke Street in Motion design process. We respect and appreciate the goals of Duke Street in Motion, especially the goal to increase safety throughout the Duke Street corridor. There is no debate about the chaos and lack of safety at this intersection, or that a center-running bus lane on 2B will significantly increase traffic volumes and the potential for vehicle conflict at the intersection. Cutting off northbound access to Yale Drive without addressing the Cambridge/Roth intersection is both unfair and unsafe.



BISHOP IRETON HIGH SCHOOL

We ask you to encourage the prioritization of a redesign of the Cambridge/Roth intersection, and we oppose a center-running bus lane on Section 2B unless this prioritization occurs. This intersection is historically problematic and the current proposal, without addressing this intersection, will make it significantly worse for our residents and the community at large.

Sincerely,

A handwritten signature in black ink, appearing to read "Kathleen F. McNutt".

Kathleen F. McNutt, M.Ed.
Head of School
Bishop Ireton High School

cc: Hillary Orr, Deputy Director, Transportation Department of Transportation & Environmental Services
Dr. Joseph Vorbach, Superintendent of Schools, Diocese of Arlington

CouncilComment@alexandriava.gov

From: Ellen Marshall <ellen_marshall@hotmail.com>
Sent: Monday, June 26, 2023 12:51 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Concerns regarding Duke Street in Motion 2B Modifications

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

I am a 30-year resident of the Quaker Hill Community located at the intersection of Duke Street and Yale Drive just behind the Alexandria Commons shopping center. I understand the Council and its consultants are considering changes to the traffic flow on Duke Street that would add a bus lane to Duke Street at this location. **I strongly oppose this proposal and urge the Council to do the same.**

This proposed bus lane would effectively eliminate easy access to/from their residences for Quaker Hill residents. Currently, residents already face challenges during morning and evening hours caused by heavy traffic of students and parents accessing Macarthur Elementary School and Bishop Ireton High School—and these challenges will only increase as the student population grows with the opening of the new Macarthur school in the fall. Further, the increased traffic in the evening caused by workers who cut-thru our neighborhood to access Duke Street has not dimmed with the steps the City has taken to deny left-hand turns onto Duke Street. Finally, from a traffic safety perspective, the Cambridge/Duke Street intersection is notoriously one of the most accident-prone in the City and I fear that attempting to funnel even more cars and pedestrians in this area onto roadways that are insufficient to handle current traffic is a recipe for disaster.

I hope the Council will not rush a decision on this matter and will "go back to the drawing board" to find a solution that improves access to transit for everyone while not imposing extreme measures on a select group of homeowners.

Thank you for your consideration.

Ellen B. Marshall

Ellen B. Marshall

Principal

Marshall & Company

Legislative Consulting

1255 Quaker Hill Drive

Alexandria, VA 22314

Ph: 703.461.3335

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From: colette.kolanko@verizon.net
Sent: Monday, June 26, 2023 2:15 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke Street in Motion aka Bus Rapid Transit Proposal

You don't often get email from colette.kolanko@verizon.net. [Learn why this is important](#)

Mayor Wilson & Council Members:

I am a long time resident of the City of Alexandria living in the Quaker Hill community since 1998.

I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability.

A left turn from Yale Drive onto Duke Street heading East has already been eliminated creating long delays in drive times throughout the day, not just during commuting hours. This action has increased traffic and therefore congestion on Cambridge Road. This has the potential to affect the safety of students walking to and from school (Bishop Ireton High School and Douglas MacArthur Elementary School), not to mention the local residents of both Clover Hill/College Park and Quaker Hill..

I have attended many community meetings (at least six) regarding the Rapid Bus Transit proposal and eliminating access to Yale Drive from East-bound Duke Street was never brought up in the numerous meetings nor in the Advisory Board meetings that I attended either by zoom or in person.

Additionally, the traffic studies that I saw presented at these meetings were outdated, either being done during the pandemic or at times that did not include the heaviest traffic periods/days. These studies need to be updated and account for the potential changes that both the Landmark development project and the new Amazon HQ2 may make. With increased traffic and congestion between Quaker Lane and Telegraph Road, cars will continue to find a way through our neighborhood making the situation even more untenable, and more hazardous to pedestrians.

I realize this project is for Bus Rapid Transit, however it does little if anything to address major concerns of the community such as congestion, increased traffic from pass-through traffic and pedestrian safety.

Many individuals at these meetings have suggested simple, cost-effective additions to improve the safety of pedestrians while allowing time for these known yet unqualifiable additions to Duke Street to play out.

It is essential that the residential streets of Quaker Hill prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School.

Please realize that what is currently proposed affects not only me, but over 250 households in the Quaker Hill community, not to mention the residents of the Clover Hill/College Park Community.

I do believe in public transportation, but once again, it appears that local residents are being inconvenienced and potentially harmed for the sake of others who are moving through our neighborhood. It is my understanding that there was no outreach to either the Quaker Hill or Clover Park communities for input on how proposed changes to Duke Street and the surrounding feeder streets would affect our lives.

Before you move ahead with Rapid Bus Transit aka Duke Street in motion, I implore you to spend some time in these neighborhoods, talking to residents and witnessing the current condition before you impose any additional hardship on my community.

Therefore I join our Quaker Hill residents to ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Thank you for your time and consideration of this important matter.

Regards,
Colette Kolanko

colette.kolanko@verizon.net

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CouncilComment@alexandriava.gov

From: Nicole Levins <nicole.levins@gmail.com>
Sent: Monday, June 26, 2023 2:29 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]comment on 23-1092

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

Hi! I'm not interested in/able to speak at tomorrow's council meeting, but would like to submit a written comment on 23-1092. Apologies if this isn't the right channel!

-
As a Taylor Run resident, frequent Duke St. pedestrian, and regular bus rider, I'm writing to express my support for the Duke St. Transitway and excitement for its implementation. The center lane design will help alleviate the danger of crossing up to 6 lanes of traffic to reach a bus stop, and hopefully the dedicated lanes will lead to lower wait times and greater on-time performance.

I do have some concerns about potential cut-through traffic at the Duke St. service road/ Moncure Dr. slip lane-- East Taylor Run Pkwy in particular is a narrow neighborhood street with homes situated close to the road-- and encourage the City to explore ways to encourage traffic to continue up West Taylor Run. Perhaps a no-right turn sign at ETR for certain hours? I would also support cutting off ETR's access to the service road entirely. A few minutes of extra driving to access Duke St. seems like an acceptable tradeoff.

I look forward to a safer, cleaner, less congested Duke St. corridor in the near future.

Many thanks-
Nicole Levins
207 E Taylor Run Pkwy

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From: Heather Madden <maddenotva@aol.com>
Sent: Monday, June 26, 2023 3:39 PM
To: CouncilComment@alexandriava.gov; Justin Wilson; Amy Jackson; Alyia Gaskins; John Chapman; Sarah Bagley; Canek Aguirre; Kirk McPike
Subject: [EXTERNAL]** COMMENTS FROM ALEXANDRIA VA CITIZENS ON DUKE STREET IN MOTION **

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

June 26, 2023

We are citizens of Alexandria, VA and have been living here since 1998. For the past 25 years we have paid taxes in Alexandria, we attend Blessed Sacrament Church on Braddock Road, our kids have attended First Baptist Street pre-school, Blessed Sacrament grade school, and our youngest is currently attending Bishop Ireton. Our oldest graduated from Bishop Ireton last year and is currently working a summer job in Old Town. We love Alexandria. We do not however love the recent road "improvements" that have been taking place.

**** The current Duke Street in Motion project is the latest - we are deeply concerned with the recent Advisory Board recommendations.**

The recommendation for a center running bus lane on 2B, without any consideration for a redesign of the Cambridge Road, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. The proposed Duke Street transit improvements will decrease quality of life for Alexandria, VA residents.

To implement significant changes on Duke Street without addressing the issues that will take place on the side streets is irresponsible. Nearby schools including Douglas MacArthur Elementary and Bishop Ireton High School, parents, students, and residents, will be adversely impacted with the Duke Street in Motion project.

****** WHEN SCHOOL IS IN SESSION IN THE FALL, I URGE EACH OF YOU TO DRIVE TO DOUGLAS MAC ARTHUR AND BISHOP IRETON IN THE MORNING - PUT YOURSELF IN THE SHOES OF THE PEOPLE WHO WILL BE IMPACTED BY THIS - AND YOU WILL DEFINITELY RECONSIDER YOUR VOTE. ******

PLEASE REJECT THE DUKE STREET IN MOTION PROJECT.

Sincerely,
Heather and Andy Madden
1310 Bayliss Drive

Alexandria, VA 22302
maddenotva@aol.com

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CouncilComment@alexandriava.gov

From: APianalto <apianalto1130@gmail.com>
Sent: Monday, June 26, 2023 3:47 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Docket #7

You don't often get email from apianalto1130@gmail.com. [Learn why this is important](#)

I am an Alexandria citizen residing in the Quaker Hill community. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability.

It is essential that the residential streets of Quaker Hill prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School.

We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Sincerely,
Antonella Pianalto
1130 Quaker Hill Court
Alexandria

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From: Ken Roth <kgr1137@yahoo.com>
Sent: Monday, June 26, 2023 7:17 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke St. in Motion BRT

You don't often get email from kgr1137@yahoo.com. [Learn why this is important](#)

I am an Alexandria citizen residing in the Quaker Hill community. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Quaker Hill prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Our neighborhood has already lost the ability to make a left turn from Yale Dr. to eastbound Duke St. That forces us to go to the Cambridge and Roth St. Intersection. The current proposal further limits our ingress and egress from the community. Equally important, it only worsens the significant traffic delays already occurring at the Cambridge/Duke St. intersection. There are long backups and delays at that intersection already. Not all of us can rely on mass transit for our transportation needs. The City seems to want to make vehicle drivers fourth class citizens behind pedestrians, bike riders and bus riders.

Sincerely,

Ken Roth
1137 Quaker Hill Ct.
Alexandria, VA 22314

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CouncilComment@alexandriava.gov

From: Troy McCurry <troyamccurry@gmail.com>
Sent: Monday, June 26, 2023 9:11 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Docket #7

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

Greetings,

I am an Alexandria citizen residing in the Quaker Hill community. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Quaker Hill have appropriate priority in this process. We deserve to have the safety for local residents, efficient accessibility to our homes and neighboring businesses, and safe pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process. Please take these concerns into consideration.

Sincerely,

Troy and Ashley McCurry
1245 Quaker Hill Drive

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My name is Karen Durana, and I (along with my wife) am the property owner of 127 Hilton St. My house is the second from the Duke St access road. I use this access road at Duke and W Taylor Run to reach places like Whole Foods and Giant, and it is my main way to get onto 395 to visit my in-laws in Mt Vernon. I also return to my home after all of these trips and after work via the access road. I have been following the Duke Street In Motion developments and while I support the overall objectives of the project, I respectfully ask you to decide the fate of section 3 (between Roth and Dove Streets) at a later date. This will allow a design that is more widely accepted by the impacted communities.

The current recommendation to alter the service road is **heavily opposed** by many in my neighborhood, as is the insertion of a slip lane. The plan to change the service road to a permanent one-way street is going to have a negative impact on many residents who use that road. Some likely negative outcomes are:

- 1) increased emissions as more cars will enter our small neighborhood
- 2) increased noise levels from vehicles
- 3) heavier traffic through narrow streets of E Taylor, Moncure and Hilton put children playing at risk
- 4) delayed emergency response time (major concern as we have elderly as well as child with disabilities on Hilton St)
- 5) neighborhood has already made traffic concessions with the no right turns during rush hour on Moncure and ETR plus the Telegraph ramp closure/ this plan is not in the best interest of the affected households.

It will also negatively affect the residents who live on West Taylor because their street will have to absorb the additional vehicular traffic. This traffic will end up at Janney's Lane, and I anticipate long waits to traverse that intersection. Impatient drivers could undo the improvements to pedestrian safety there.

In closing, I thank you for hearing my thoughts on this matter and sincerely hope you consider not making a final decision on this part of the plan until a more acceptable design can be found.

From: Robert Dye <robdye@gmail.com>
Sent: Monday, June 26, 2023 9:40 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke Street in Motion Bus Rapid Transit (BRT)

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

Hi,

I am a resident of the Quaker Hill drive community and I want to comment on the proposed changes to Duke Street. I use Duke Street every day and rely on access via Yale Street. Preventing eastbound access to Yale St reduces livability of the neighborhood and makes accessing nearby businesses less efficient. It will result in me having to divert up Cambridge in a roundabout way to get home. That street is going to get significant increase in traffic (on top of the previous changes to Yale/Duke intersection).

If you are going to keep this plan, please redesign the Cambridge and Duke intersection to handle the traffic, improve efficiency, and maintain safety.

FYI, those Cambridge stop signs are frequently ignored now when the turn light onto Duke is green since the light is so short. It already needs a fix.

Regards,
Robert Dye
1239 Quaker Hill Dr.,
Alexandria
robdye@gmail.com

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CouncilComment@alexandriava.gov

From: Julie Church <juliepchurch@yahoo.com>
Sent: Monday, June 26, 2023 10:44 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke Street in Motion Opposition to 2B Recommendation

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

Dear Alexandria City Council Members,

I am an Alexandria citizen residing in the Clover College Park neighborhood. I am very concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, without any consideration for a redesign of the Cambridge Road intersection, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Clover College Park prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary School and Bishop Ireton High School. We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Sincerely,

Julie Church
1106 Janneys Lane
juliepchurch@yahoo.com

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CouncilComment@alexandriava.gov

From: Rebecca Loesberg <rebecca.loesberg@gmail.com>
Sent: Monday, June 26, 2023 11:52 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Supporting Advisory Group's Recommendation for Duke Street

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

Hi,

I am an Alexandria resident writing in to support the advisory group's recommendation for Duke street. I strongly believe in equity in transportation across all modes as well as the potential for environmental sustainability. This is the exact type of project we need: future focused and with a high impact on lots of Alexandrians.

Warmly,

Rebecca Loesberg

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CouncilComment@alexandriava.gov

From: Mary <macreggie@aol.com>
Sent: Saturday, June 24, 2023 8:43 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke Street in Motion

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Good day,

I am an Alexandria citizen residing in the Clove College Park community. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, without any consideration for a redesign of the Cambridge Road, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Clover College Park prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Sincerely

Mary Sexton

1211 Janneys Lane

Alexandria VA 22302

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CouncilComment@alexandriava.gov

From: Hilary Wanke <hbwanke@gmail.com>
Sent: Saturday, June 24, 2023 5:31 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke Recommendations - BRT on 2B

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

To whom it may concern,

I will be addressing the Council Tuesday, but wanted to ensure my individual opinions were shared on the plan for 2B.

In short, I do not oppose the vision (which was reflected in the online survey), I oppose the design advanced for 2B. As presented, it will greatly, and negatively impact residential life along that stretch for the thousands that live and (increasingly work at home) along 2B. It undermines year of progress on cut through traffic, increases stress on an already broken intersection (Cambridge/Roth), and unreasonably complicates simple access to and from our homes. Not just Clover and College Park, but Quaker Hill and ARHA will be harmed.

I cannot go back to the days where a 2 mi. round trip down Duke takes an hour because the 2 blocks down Cambridge to Duke takes 30 minutes. There were many options the City staff put forth, and the one recommended by the Advisory Board is not reflective of any sort of balance between vision and impact. This is because they did no meaningful direct outreach to actual community organizations, relying overly on self selecting feedback.

I share the goals of Duke Street in Motion and urge the Council to reject the current recommendations in order to reconsider the options for 2B.

Hilary Wanke
795-213-5877
Hbwanke@gmail.com
205 Vassar Pl.
Alexandria, VA 22314

--

Hilary B. Wanke
hbwanke@gmail.com

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From: Sally Clary <sallyclary@gmail.com>
Sent: Saturday, June 24, 2023 4:13 PM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Clover College Park

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

I am an Alexandria citizen residing in the Clove College Park community and have lived in my house more than 35 years. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, without any consideration for a redesign of the Cambridge Road, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Clover College Park prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Sincerely,

Sara Clary
2905 Dartmouth Road
Sallyclary@gmail.com

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From: Dominique Mack <dominique.mack@gmail.com>
Sent: Tuesday, June 27, 2023 8:02 AM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Protest of Current Duke Street BRT Project Given Impact to Local Community

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

Dear Alexandria City Council,

We are Alexandria citizens residing in the Quaker Hill community. We are deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Quaker Hill prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. We would implore the Councilmembers to visit these roads during the morning and evening rush hours while school is in session (and therefore coincides with school drop off and pickup). As it currently stands it can take 30-40min to travel the 0.75 miles necessary to access Duke Street from my house. Furthermore, during these times I have witnessed impatient cars execute hasty U turns and speed through the opposing travel lane to get around the backups, all while students are crisscrossing the middle of Cambridge Road. If these changes go through without amendment that travel time could easily double and an incident involving a student and a vehicle would be all but inevitable.

We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Sincerely,

Dominique Mack and Abigail Smigelski

1271 Quaker Hill Drive
Alexandria, VA 22314

dominique.mack@gmail.com

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From: Brian Earley <diearbw@yahoo.com>
Sent: Tuesday, June 27, 2023 8:38 AM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]June 27th City Council Legislative Meeting - Comments for the Record

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

The alex311 system does not appear to be working properly, so I am submitting these comments to you for inclusion in the record for the upcoming June 27th City Council Legislative Mtg.

I am an Alexandria citizen residing in the Quaker Hill community. I am deeply concerned and opposed to the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Quaker Hill prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. I am especially concerned with how the center bus lane will impede the ability of fire, police, and other emergency vehicles to access our neighborhood, and issue which no one seems to have raised or addressed during this process. Accordingly, I ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Sincerely,
Sumavathey Earley

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From: Tim Laderach <tim.laderach@gmail.com>
Sent: Tuesday, June 27, 2023 8:49 AM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]I Support Duke Street In Motion

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

Mr. Mayor, Madam Vice Mayor, and Members of City Council,

As you all know, I am a resident of the great city of Alexandria, in our beloved Del Ray neighborhood.

I write to voice my strong personal support for the Duke Street In Motion project, specifically Concept A with center running bus lanes and Curb Concept Y for pedestrian and cycling infrastructure.

As I was thinking about what I wanted to share, one specific story came to mind.

During the COVID vaccine rollout, I joined the Alexandria Health Department as a clinical supervisor. There, I helped oversee the vaccine clinics that served our communities throughout the pandemic.

Two things in particular stood out to me during this time.

- 1) It didn't matter what economic background anyone came from - everyone needed access to the COVID vaccine and the health department was there as a public good/service to provide that access; and
- 2) Citizens from our BIPOC and historically underrepresented communities were hit hardest by disease, both directly as well as indirectly. Many lost their jobs, were forced to endure eviction proceedings, and faced greater food insecurity than they had ever experienced before.

Like the health department, Duke street is a vital public good for ALL residents of Alexandria, no matter their economic background. But it's clear that in its current form Duke street is not meeting the needs of all Alexandrians.

And as with COVID, the communities that are most affected are our BIPOC citizens and those in historically underrepresented groups.

These are the citizens that need to travel the most within our city to get to their jobs. These are the citizens that rely on consistent and accessible public transit. And if we learned anything from COVID, it's that issues intersect more than they may first appear to: access to transit is connected to jobs is connected to healthcare is connected to housing.

DSIM will help us make Duke street—this public good—one that is better able to serve us all. It will address current shortcomings to increase access to reliable public transit and safer pedestrian and bicycle infrastructure.

We must move beyond the current car-centric use of this important transitway. I urge you to adopt these proposals.

Thank you.

Tim Laderach

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PUBLIC HEARING WRITTEN COMMENT
City of Alexandria Virginia
City Council Legislative Meeting
June 27, 2023
Item 7

My name is W. Thomas Reeder. I have been a proud Alexandria resident for over 35 years. I very much appreciate the opportunity to write in support of the recommendation of the Ad Hoc Duke Street Transitway Advisory Group for the multimodal improvements on Duke Street.

I am a member of the City of Alexandria Commission on Aging, as well as its Transportation Committee, but I am writing on my own behalf and not on behalf of that Commission or Committee or any other commissioner or committee member.

Although I am an avid walker and bicyclist, I often find it necessary to drive or use public transportation to get around, especially when visiting one of the many businesses along or just off Duke Street west of Old Town. The anxiety of driving and the uncertainty of riding the bus along Duke Street has been increasing for me over the past few decades, and I ride my bicycle there extremely rarely. If offered a choice between a business along Duke Street or elsewhere in Alexandria, I would lean towards the latter.

I believe that no matter what position one has regarding the proposed Duke Street enhancements, nearly everyone agrees that Duke Street is one Alexandria's most difficult thoroughfares to navigate, whether it is on foot, on a bicycle, in a car, or on a bus. I fail to see how the opponents to the plan would materially improve the situation any other way. It appears to me that the plan before you today would result in an improvement in efficiency and safety for all those modes of transportation, but most importantly public transport.

Although I'm a strong proponent of mass transit and bicycling, I of course recognize that the car is, and will remain for the near future, the dominant means of transportation for most Alexandrians. But, at the margins, basic behavioral economics would say that improving the efficiency of public transit will most certainly increase its use. And, as a bonus, that increased use of public transit will be an improvement in efficiency and safety of car and bicycle transportation because fewer cars will be on the road. This improvement for cars and bicycles would be in addition to the improvements in the plan targeted directly at those two means of transport.

Thank you very much,

W. Thomas Reeder

CouncilComment@alexandriava.gov

From: Claire Drago <claire.drago1@gmail.com>
Sent: Tuesday, June 27, 2023 9:20 AM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke Street in Motion Bus Rapid Transit

You don't often get email from claire.drago1@gmail.com. [Learn why this is important](#)

Hi There,

I am an Alexandria citizen residing in the Quaker Hill community. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Quaker Hill prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Sincerely,

Claire Drago
1100 Quaker Hill Drive

--

Claire Drago
(516)-521-0309

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Keia Waters

From: Greg Hillson <ghillson@yahoo.com>
Sent: Friday, June 23, 2023 11:40 AM
To: City Council
Subject: [EXTERNAL]Alexandria Federation of Civic Associations - Duke Street in Motion

Dear City Council:

I understand that the Alexandria Federation of Civic Associations has recently expressed its views regarding the proposed Duke Street changes. Although I adamantly oppose the Transitway Advisory Group's recommendations regarding Duke Street, I'm even more adamantly opposed to these co-called "civic associations" pretending to represent the views of residents. **Before considering feedback from any "civic association," I strongly urge you to require that "civic association" to disclose their full membership list (or at least the number of residents who are formal members of the "civic association") and their directors and officers, as well as recent meeting minutes -- so that council members can evaluate the credibility and legitimacy of the organization.**

Frankly, what's to stop me, for example, from creating a "Cameron Station Civic Association" that purports to "represent" the residents of Cameron Station -- even though 99 percent of those residents likely have never heard of the organization -- and then writing to city council on my "civic association's" letterhead about important policy proposals? Doing so would grossly misrepresent the views and priorities of city residents.

I usually don't say anything when these "civic associations" simply distribute information and inform residents about issues in the city, but when they start *advocating* for or against specific policies, it's imperative that they disclose who manages them and who their members are.

Thank you,
Greg Hillson

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Christopher Ziemann

From: Christopher Ziemann
Sent: Monday, June 26, 2023 1:58 PM
To: Christopher Ziemann
Subject: Fwd: Planning Commission Statement re: Duke Street In Motion

----- Forwarded message -----

From: **Nate Macek** <natemacek@hotmail.com>
Date: Mon, Jun 26, 2023 at 11:01 AM
Subject: Planning Commission Statement re: Duke Street In Motion
To: justin.wilson@alexandriava.gov <justin.wilson@alexandriava.gov>, Amy Jackson <amy.jackson@alexandriava.gov>, John.Chapman@alexandriava.gov <John.Chapman@alexandriava.gov>, Canek Aguirre <Canek.Aguirre@alexandriava.gov>, Alyia Gaskins <alyia.gaskins@alexandriava.gov>, Sarah Bagley <sarah.bagley@alexandriava.gov>, Kirk McPike <kirk.mcpike@alexandriava.gov>
Cc: james.parajon@alexandriava.gov <james.parajon@alexandriava.gov>, Karl.Moritz@alexandriava.gov <karl.moritz@alexandriava.gov>, tarrence.moorer@alexandriava.gov <tarrence.moorer@alexandriava.gov>, Nancy.Williams@alexandriava.gov <nancy.williams@alexandriava.gov>, Hillary.Orr@alexandriava.gov <hillary.orr@alexandriava.gov>, Christopher Ziemann <>, Jennifer Monaco <jennifer.monaco@alexandriava.gov>, PZ-Planning Commission <pz.planningcommission@alexandriava.gov>

Dear Mr. Mayor and Members of Council:

This letter summarizes the position of the Alexandria Planning Commission regarding the proposed Duke Street Transitway Advisory Group recommendation.

The Planning Commission supports the concept of bus rapid transit (BRT) in the Duke Street corridor. BRT is necessary to support the City's future vision for housing and development along Duke Street, which will be addressed through the upcoming Duke Street Small Area Plan Update. BRT will provide a faster, more reliable and convenient means of transport to key points along Duke Street, including the King Street Metro, Alexandria Commons, Foxchase, and West End Alexandria, where the new Inova Alexandria Hospital is being constructed.

The Planning Commission endorses the design concepts recommended by the Advisory Group for initial bus, private vehicle, bicycle and pedestrian travel improvements to the corridor. We believe the proposed concepts are the best option for improvements that can be funded within an \$87 million budget, funded by grants awarded by the Northern Virginia Transportation Authority (NVTa).

We are concerned, however, that the Duke Street Transitway Advisory Group was not presented with design options for investments in the corridor beyond the \$87 million funded by NVTa. Additional funding could help to address some of the community concerns regarding existing Duke Street proposals, including mainline, service road and cycle track configurations; intersection geometry; and traffic signal coordination and bus prioritization. Additional funding could support the purchase of additional right of way to balance and support the mobility needs of all users of the corridor, and more fully develop infrastructure necessary to support BRT along the entirety of the corridor. It could also help to hedge potential increases in project costs due to high construction cost escalation.

The City should consider pursuing funding for the corridor from the U.S. Federal Transit Administration Capital Investment Grants (CIG) program. CIG offers up to \$150 million in federal funding for "Small Starts" transit capital projects of up to \$400 million in cost. Leveraging the \$87 million in regional funds received to-date, combined federal and regional grants could potentially provide funding of up to \$237 million for BRT improvements in the corridor, without requiring any additional City funding.

Pursuing CIG funds now would enable the city to leverage its \$87 million NVTa grants to secure federal money. If the regional grant funds are expended to partially improve the corridor prior to receiving a federal Small Starts grant agreement, they *cannot be counted* as match on federal funds. Securing a federal CIG grant at a later date, to support further development of the corridor in the future, will require the city to identify new state, regional, or City funds to match a federal grant.

In the meantime, we recommend that Duke Street BRT project development continue. We encourage the City to consider how additional funding could support additional design features to enhance mobility in the corridor, and in parallel, pursue FTA funding from the CIG program.

Transportation improvements to the Duke Street corridor are of vital interest to the City, and it is important that the project be carried out in a manner that is fully supportive of the mobility needs of Duke Street users.

Thank you for your consideration of the Planning Commission's viewpoints regarding the Duke Street Transitway.

Sincerely,

Nathan Macek, Chair

Alexandria Planning Commission



June 27, 2023

Supporting the Advisory Group's Recommendation for Duke Street in Motion

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

YIMBYS of Northern Virginia's strongly supports the Duke Street in Motion project, and specifically the recommendations made by the citizen Advisory Group.

As advocates focused on issues of housing affordability, we know that transit plays a crucial role in reducing the cost of living in Northern Virginia both directly and indirectly. Efficient, reliable transit empowers families to choose a car-free or car-light life, saving them the nearly \$11,000 a year it costs to own and operate a private vehicle according to AAA. It is also a necessary component of improving housing affordability, enabling the City to more smoothly integrate more affordable housing types into the transportation network.

Regardless of one's position on the relative benefits or drawbacks of increased housing supply – which we certainly support – the fact is that there is already significant growth planned for the Duke Street corridor. Even if no new projects were planned for the next decade, projects at sites from Landmark Mall, ParcView II, and Landmark Overlook in the west to Witter Place at the current Land Rover site in the east will be adding thousands of new residents, workers, and community members to the corridor.

Everyone agrees Duke Street doesn't work now. It's congested, it's dangerous, and many stretches are simply unpleasant for drivers, bus riders, cyclists, and pedestrians alike. Without smart transportation planning, like those recommended by the Advisory Group, this will only get worse as we increase demand for travel to, through, and within the Duke Street Corridor.

These recommendations have combined the knowledge of transportation planners with over two years of resident feedback, resulting in a detailed and well-considered plan that meets the needs of a growing corridor. The short-term recommendation of center-running bus lanes in segments where Duke Street already has the required width will ensure all residents, both those here today and those who'll move in over the next 10 years, have the option to utilize an efficient and reliable transit system for their daily needs. The long-term recommendation of expanding these center-running lanes allows for that transit corridor to continue improving as need demands and costs allow.

The non-transit recommendations are also important, particularly the continuous facilities for active mobility along the full length of the corridor. Just as having the choice to take reliable and efficient transit will empower residents, having the option of safe, pleasant, and even fun active mobility will empower us to choose a healthy and active lifestyle regardless of age and ability.

We urge you to support the short and long term recommendations of the Advisory Committee, for a more affordable Alexandria.

Alex Goyette
Alexandria Lead, YIMBYS of Northern Virginia
Segment 2A Resident

Duke Street remarks 27 June 2023

Mayor Wilson, members of the City Council:

My name is Mark Stout, and I am a resident of Old Town. I am an independent transportation consultant, based here in Alexandria. For more than 25 years I served in the New Jersey Department of Transportation. My last assignment there was as Assistant Commissioner for Planning. For the past 15 years I have operated my own consulting practice, which specializes in helping nonprofit sector clients address transportation policy and planning problems, including climate change, land use, and transit planning issues.

I am here today to support the Duke Street Transitway project.

I have reviewed the Advisory Group's Preferred Alternative, and I believe it to be meritorious and sound. I recommend that City Council adopt the draft resolution before you and advance the project.

I have been actively engaged for many years in work at the intersection of transportation planning, land use planning, greenhouse gas mitigation, climate change resilience, equity, and economic development – including bus rapid transit system planning – and I can confirm that the Duke Street Transitway project is squarely in line with best practices across the nation.

When my wife and I decided to move to the Washington area a few years ago, we knew that Alexandria was where we wanted to be. Like so many other people, we were attracted to this city not just for what it has been, but for what it is, and for what it can become.

Mayor Wilson, members of the City Council: the looming reality of climate change means that there are difficult years ahead for all of us. The future will belong to cities where people can walk or bike to many of their destinations, where frequent, high-quality public transportation expands their capacity to move about freely, and where carfree and car-light lifestyles are possible.

The Duke Street Transitway is an important building block in the Alexandria of the future, and I urge you to support it.

From: Sharon Mancus <samancus@yahoo.com>
Sent: Tuesday, June 27, 2023 11:59 AM
To: CouncilComment@alexandriava.gov
Subject: [EXTERNAL]Duke Street in Motion

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

I am an Alexandria citizen residing in the Quaker Hill community. I am deeply concerned with the recent Advisory Board recommendations on the Duke Street in Motion BRT project. The recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale, will cause significant direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. It is essential that the residential streets of Quaker Hill prioritize the safety of local residents, ensure the efficient accessibility to our homes and neighboring businesses, and safeguard pedestrian commutes to the local Douglas MacArthur Elementary and Bishop Ireton High School. We ask that the City either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

Our neighborhood has already lost the ability to make a left turn from Yale Dr. to eastbound Duke St. That forces us to go to the Cambridge and Roth St. Intersection. The current proposal further limits our ingress and egress from the community. Equally important, it only worsens the significant traffic delays already occurring at the Cambridge/Duke St. intersection. There are long backups and delays at that intersection already. Not all of us can rely on mass transit for our transportation needs. The City seems to want to make vehicle drivers fourth class citizens behind pedestrians, bike riders and bus riders.

Best,
Sharon Mancus
1137 Quaker Hill Ct.

Sent from my iPad

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From: Thatcher Mary Kay USWS <Mary_Kay.Thatcher@syngenta.com>
Sent: Tuesday, June 27, 2023 1:46 PM
To: CouncilComment@alexandriava.gov
Cc: Thatcher Mary Kay USWS
Subject: [EXTERNAL]Duke St in Motion Proposal

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

To All it Concerns:

I am an Alexandria citizen residing in the Quaker Hill community. I am so exasperated with the recent Advisory Board recommendations on the Duke Street in Motion BRT project.

Specifically, my concerns centers around the recommendation for a center running bus lane on 2B, eliminating the eastbound left turn lane from Duke Street to Yale. If you have worked on the traffic issue in Alexandria before, you know Yale Drive was a nightmare – traffic was backed up for close to a half mile MANY evenings to turn left onto Duke St. While prohibiting a left turn has helped significantly, it has made Cambridge a much more difficult route. If you come anywhere near Cambridge in the morning or afternoons at the beginning or end of school times, it is a LONG wait to get onto Duke Street.

This new proposal to make left turns onto Yale from Duke Street is idiotic. It will cause significant and direct harm to our community, increasing cut-through traffic, decreasing accessibility, and compromising safety and livability. Please don't make it any more difficult for me to get into and out of my Quaker Hill community. Please also remember that Douglas McArthur Elementary School will soon re-open and there will again become a lot of foot traffic on Yale – specifically by small children. It is truly a safety issue.

I implore the City to either reject the Advisory Board recommendation (Center running bus lane) on 2B, or prioritize redesign of the already problematic, inefficient and unsafe Cambridge Road intersection as part of the Duke Street in Motion process.

This issue, WITHOUT A DOUBT, will be the only issue on which I will support or oppose local officials in the 2024 election.

Sincerely,

Mary Kay Thatcher
1136 Quaker Hill Ct
Alexandria, VA 22314
202-288-6258

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Testimony on the Duke Street Transitway (Agenda Item 7)

June 26, 2023

My name is Stewart Schwartz and I am the Executive Director of the Coalition for Smarter Growth, a 26-year-old non-profit, and our mission is to advocate for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all. We have worked in Alexandria with local residents on important land use, housing, and transportation issues throughout our 26 years.

We strongly support Concept A for center running dedicated bus lanes and Concept Y for safe, separated bicycle and pedestrian facilities, as well as the vision for full-corridor length center running dedicated bus lanes when redevelopment and funding permit.¹

The city has conducted extensive outreach and engagement including commendable outreach to bus riders and lower income and minority residents who expressed overwhelming support² for increased bus frequency, safer biking and walking, better bus stops, signal priority, and dedicated lanes. The technical team has done comprehensive and detailed analysis and the Advisory Group dedicated and thoughtful service, voting 8 to 1 to endorse Concepts A and Y and the long-term vision. The city staff report captures all of the reasons to support the project.

Among the many benefits, this project will:

- Speed buses and allow for much higher frequency and reliability
- Double daily bus ridership and move more people through the corridor
- Make Duke Street much safer for all users
- Improve conditions for drivers – and ensure better performance of the corridor compared to business as usual
- Increase access to jobs within 30 minutes for bus riders with particular benefits for lower-income households

For those who argue that it will make congestion worse, that's not what the study shows. In any case, congestion is always present in a strong economic region like ours and the key is to provide people with alternatives to sitting in congestion. Dedicated bus rapid transit is one such alternative as are safer walking and biking.

Moreover, CSG has shown that creating a network of walkable, mixed-use, inclusive, transit-oriented communities will reduce vehicle miles traveled and greenhouse gas emissions, and reduce combined housing and transportation costs. The region's Council of Governments and City of Alexandria and nearby *jurisdictions* have adopted this vision. CSG works in every local jurisdiction to implement the vision, and this includes supporting improved transit in Fairfax and Prince George's counties in order to shift their commuters to rail and bus rather than driving through Alexandria.

¹ Although we admit frustration that the State of Virginia and NVT Authority do not make transit investments the number one priority at this critical moment for fighting climate change.

² Summer 2021 Community Engagement Survey report, <https://media.alexandriava.gov/docs-archives/tes/info/dsim-summer-2021-community-eng.-summary.pdf>

It is critical that we not delay the Duke Street project and implementation of COG's sustainable regional vision, because we have a housing/transportation affordability crisis right now, and just seven years to slash our greenhouse gas emissions – if we are to have any hope of stemming worldwide temperature increases.

The Duke Street Transitway is a critical, sustainable link within the city and for our region. We urge you to vote unanimously to advance the project.

Thank you.

A handwritten signature in black ink, appearing to read "Stewart Schwartz", with a stylized, flowing script.

Stewart Schwartz
Executive Director