

**Hillary Orr**

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**From:** Leslie Staples <lesliestaples1@comcast.net>  
**Sent:** Monday, April 04, 2016 5:33 PM  
**To:** Hillary Orr  
**Cc:** Christian White  
**Subject:** North Van Dorn Complete Streets project

Dear Hillary,

I am writing on behalf of the Board of Trustees of Fairlington United Methodist Church (FUMC) in strong support of Option 2 of the North Van Dorn Complete Streets project.

The intersection of North Van Dorn and Menokin Drive, as currently configured, has long been a safety concern to members and staff of FUMC, as well as to staff and parents associated with the Preschool housed in our church on weekdays. The cut through for cars from Menokin heading south on Van Dorn is especially dangerous since drivers tend to speed through it, and there is a crosswalk on Van Dorn just beyond the cut through. Often cars do not slow down at all as they approach the crosswalk. This is a heavily used crosswalk between FUMC's upper and lower parking lots and it is not a safe place to cross. Parents with young children are especially concerned about the safety of this crosswalk.

Another problem with this intersection is the placement of the stop signs. It seems counterintuitive to many drivers having stop signs on Menokin, and no stop sign at Van Dorn, even though cars on Van Dorn approaching Menokin must turn right or left. Many drivers on Menokin are expecting the Van Dorn cars to stop (assuming they have a stop sign), and often times the cars on Van Dorn do stop (because it seems like a stop sign should be there) as other cars speed by them turning left onto Menokin. I have witnessed many near-accidents at this intersection.

Although I am sure you are aware of the issues I describe, the FUMC Board of Trustees thought it was important to let you know about the safety issues many of us face daily at this intersection. In our opinion, Option 2 of the Van Dorn Complete Streets Project, if constructed, would address our concerns, as well as improve the streetscape. I would appreciate your sharing our input with the City of Alexandria Traffic and Parking Board.

Thank you for all of your hard work on this, and I look forward to working with you should this project move forward.

Sincerely,

Leslie Staples  
Chairman  
Board of Trustees  
Fairlington United Methodist Church  
3900 King Street  
Alexandria, VA 22302

## Hillary Orr

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**From:** Fairlington Preschool <preschool@fairlingtonumc.org>  
**Sent:** Tuesday, April 05, 2016 10:27 AM  
**To:** Hillary Orr  
**Subject:** letter in support of proposed changes to Menokin and Van Dom St.

Dear Hillary,

I am writing on behalf of the families and children who attend Fairlington Preschool. We are in strong support of Option 2 of the North Van Dorn Complete Streets project.

The intersection of North Van Dorn and Menokin Drive, as currently configured, has long been a safety concern to parents and teachers at Fairlington Preschool. The cut through for cars from Menokin heading south on Van Dorn is especially dangerous since drivers tend to speed through it, and there is a crosswalk on Van Dorn just beyond that turn. Many times, cars do not slow down at all as they approach the crosswalk. In the past year, there have been 5 near misses of cars nearly hitting parents and children as they cross the street, one was an Alexandria police car with no siren on! This is a heavily used crosswalk between FUMC's upper and auxiliary parking lots and it is not a safe place to cross. Because of the success and growth of the preschool, many parents and staff members do park across Van Dorn in the auxiliary lot.

Another problem with this intersection is the placement of the stop signs. It seems counterintuitive to many drivers having stop signs on Menokin, and no stop sign at Van Dorn, even though cars on Van Dorn approaching Menokin must turn right or left. Many drivers on Menokin are expecting the Van Dorn cars to stop (assuming they have a stop sign), and often times the cars on Van Dorn do stop (because it seems like a stop sign should be there) as other cars speed by them turning left onto Menokin. At 8 in the morning, it is nearly impossible to turn left from Menokin on to Van Dorn St. as cars will block the intersection.

Although I know you are aware of the issues described, I think it is important to let you know about the safety issues faced daily at this intersection by parents and their young children. In my opinion, Option 2 of the Van Dorn Complete Streets Project, if constructed, would address my concerns, as well as improve the streetscape. I appreciate you sharing my input with the City of Alexandria Traffic and Parking Board.

Many thanks for all of your work to keep the parents, staff and children of Fairlington Preschool safe.

Sincerely,

Carol

**Carol Keller**

Director  
Fairlington Preschool  
3900 King St.  
Alexandria, VA 22302  
703-671-3939

*Play is the highest expression of human development in childhood, for it alone is the free expression of what is in the child's soul.* (Froebel, 1897)



April 11, 2016

Mr. Yon Lambert, Director of Transportation and Environmental Services  
City of Alexandria  
301 King Street  
Alexandria, VA 22314

Re: N. Van Dorn Street Complete Streets Project

The Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) is pleased to express its support for the proposed plan as presented at the March 15, 2016 public meeting, subject to potential changes to the plan to ensure safety of cyclists approaching the N. Van Dorn Street and Menokin Drive intersection northbound, as discussed at that meeting.

BPAC would like to call attention to two aspects of the proposed plan. First, the proposed plan balances the needs of all users, consistent with the Complete Streets policy. Lower vehicle speeds, shorter crossing distances and pedestrian refuge islands will greatly improve safety for people walking. Separate space from vehicles greatly improves safety for both people who walk and people who bike. The center turn lane that separates turning vehicles from through traffic and the proposed traffic signal at N. Van Dorn Street and Menokin Drive improves safety for people who drive. Second, the plan is consistent with the new Pedestrian and Bicycle Chapter of the Transportation Master Plan in that multiple slip ramps are eliminated and the one remaining slip ramp within the project area is improved. Eliminating slip ramps greatly improves safety for people walking and is consistent with the city's policy to improve or eliminate existing slip ramps where possible.

BPAC expresses its appreciation for the process that brought us to this point. The outreach to the community in the development of the proposed plan was well done and the plan has benefited from community input. This plan would not have been possible without the professional expertise and efforts of City Staff. They are to be congratulated for a job well done.

Thank you for giving members of the community the opportunity to participate in the process. We are excited about the improved safety and accessibility that this project will provide for all users, but particularly for people who walk and bike.

Sincerely,

Jim Durham

Chair, Alexandria Bicycle and Pedestrian Advisory Committee