

This document contains emails from residents received 6/30/2022-3/23/23 related to the Duke Street in Motion project.

Name: Nicole Radshaw

Neighborhood/Affiliation:

Date of Comment: 3/23/2023

Comment:

Dear DSIM Advisory Group,

Thank you for your time, dedication, and input for this project. I am thrilled to hear of the support of 10-foot wide continuous sidewalks along Duke Street. Edge features like sidewalks and protected bike lanes are especially important because bus stops will not be as frequent along the travel way. For example, with the current system, a stop is located at Beatley Central Library; for the future suggested stops, there is not one there. Folks who walk, push a stroller, or roll a wheelchair, would have to move along the sidewalk on Duke Street. Therefore, wider sidewalks and bikeways will be safer and well-used.

Moreover, with any kind of transit system, the first or last mile can be a challenge. The bus does not stop directly in front of your start or destination. Therefore, DSIM needs to consider having bike racks, scooter parking, etc as part of the edge features. That way, the bus service can expand to a wider service area if you can help get people through that first or last mile. For me, it is a 15 minute walk, but a 4 minute ride/scoot to the bus stop. That 10 minutes saved on either end on a nice sidewalk or bike/scooter path would be beneficial.

I would like to especially thank AG member Leslie who is guiding the group and those who attend meetings in using inclusive language! Also, thank you to another AG member for addressing the need for visible safe crosswalks. This morning, as I was driving on Duke Street, I watched the same car stop in the middle of two crosswalks at two red lights. Sometimes, cars do this if they are turning right so they inch up, but not even that for this driver. This driver apparently could not manage to stop at the line. These were two brightly painted crosswalks. Visibility was not an issue. Something in the design has to change—raising the crosswalks, putting small bumps so they realize they should not be there. Like with bike lanes, paint is not protection.

Finally, thanks again to the advisory group!!

Name: Michael Rodriguez

Neighborhood/Affiliation:

Date of Comment: 3/17/2023

Comment:

Please make sure to prioritize public transit and bicycle access.

Name: Kate

Neighborhood/Affiliation:

Date of Comment: 3/17/2023

Comment:

The bus ridership data does NOT warrant bus-only lanes. Access to Telegraph Rd needs to be addressed.

Name: Asif Shakeel

Neighborhood/Affiliation:

Date of Comment: 3/17/2023

Comment:

I own an electric bike shop in Alexandria and would like to support you in this project. I believe that alternative transportation options along with new infrastructure is the long-term solution to our traffic congestion problem. Although the project may be a nuisance to some homeowners in the beginning, but I think they will appreciate the positive impact it will eventually bring to the area.

Many people don't realize how rapidly Americans are adopting the electric bike as a feasible transportation option, especially for local trips 10-20 miles. A large segment of our customers are not even commuters, but recreational riders so many people will use the bike lanes as they offer a safer alternative than riding in the traffic travel lanes. Electric bike sales have been doubling every year in the US for the last four years and are expected to continue in this trend for the next 8-10 years.

Let me know how I can help.

Thank you.

Name: Joe Le

Neighborhood/Affiliation:

Date of Comment: 3/16/2023

Comment:

Without dedicated bus lanes the future of any Duke Street BRT would look much like today's problems for WMATA: facing unhappy users and politicians because it spent money on big projects without future-proof design. I know it will make people unhappy to lose parking and travel lanes (even though road diets show wonderful results), myself as a driver included, but I also know it's the right thing to do to design and build properly. The Institute for Transportation and Development Policy makes "Dedicated Right-of-Way" the very first criteria on its BRT Scorecard. Let's either do Duke Street right, or focus our attention on other issues where the appropriate policy can be implemented.

Name: Rebeccs

Neighborhood/Affiliation:

Date of Comment: 3/16/2023

Comment:

what about the cars? what about existing congestion slowing down transit times ? folks in cars are not going to start riding the bus !!!! I do not take the bus drive everywhere & presently choose to to avoid my Whole Foods shopping & other errands on Duke Street due to existing congestion doesn't seem to be a solution for this

Name: Meronne Teklu

Neighborhood/Affiliation: Advisory Group

Date of Comment: 3/16/2023

Comment:

Thanks for a productive meeting today! I just wanted to follow-up and re-iterate that I think mailers are a great tool to reach folks in high-rises for the upcoming community outreach in April, in addition to ensuring language accessibility of materials in English, Spanish, Amharic and Arabic.

I live less than a mile from Duke in the Olympus Condo off of Walker Lane/Stevenson Ave - not many folks in my condo building are aware of the project, and there are many other apartments/condos in the area that could benefit from targeted outreach. If not a mailer, then perhaps an email blast to the apartments and condo boards. My condo receives email outreach on Alexandria West Planning but not DSIM.

I would also note that many businesses along Duke could benefit from mailers/targeted email or auto-dialer campaigns, especially those along Pickett St., S Van Dorn St., Cameron Station, and Foxchase. I think a lot of businesses within the Alexandria Commons are aware, but I'm concerned about those further in the West End.

Overall, I'm concerned we aren't reaching those folks who may not live/work directly on Duke, but do travel along Duke every day and my recommendation is to increase the radius for mailers/targeted outreach.

Appreciate all you are doing on this effort and considering my comments.

Name: Jim Durham

Neighborhood/Affiliation:

Date of Comment: 3/15/2023

Comment:

I will greatly appreciate your forwarding these comments to the DSIM Advisory Group.

Staff's October DSIM Outreach efforts demonstrated a variety of outreach approaches. As explained in the linked article, some approaches were much more effective at generating feedback from diverse communities in the community

<https://alextimes.com/2023/03/your-views-reaching-alexandrias-marginalized-residents/>

Going forward, I ask that Advisory Group members provide staff with your perspectives for further improving outreach to ALL communities in the Duke Street corridor.

For example, "Meet people where they are" is a proven outreach principle. Where are the places and events that you suggest city staff go to best engage hard to reach communities?

Thanks for your service as members of the DSIM Advisory Group.

Name: Dave Jakes

Neighborhood/Affiliation: Community Member (GW Park)

Date of Comment: 3/14/2023

Comment:

I live in the GW Park neighborhood. I used to be able to go less than a quarter mile to get on telegraph Road to head to work. Now it takes a good 5 to 10 minutes longer. I must drive down King Street turn on Callahan and then turn back on Duke Street to get to telegraph. The light at King and Callahan needs to stay green longer for all those of us who need to turn right. Also, coming home the right hand turn lane onto Taylor run needs to say green or longer. There is significant backup of people trying to get to their homes . I really feel like the things being done on Duke Street are holding our neighborhood hostage.

Name: Andrew Ivovich

Neighborhood/Affiliation:

Date of Comment: 3/14/2023

Comment:

Are we at least considering improved frequency of service of the busses? If I have to wait 20 min for a bus it doesn't matter how rapid it moves through traffic it still won't be better than driving to old town. Protected cycle way on one side the whole way would be ideal. Please don't make us change sides of the street to cycle long distances.

Name: Tom Spoehr

Neighborhood/Affiliation:

Date of Comment: 3/14/2023

Comment:

Whatever you do, do not make Duke Street like Route 1 in Potomac Yard. The bus lane in the middle of Route 1 is 99% empty, and when a bus does pass down it, it is 99% empty. It is a huge tragedy what was done there.

Name: Margaret Braly

Neighborhood/Affiliation:

Date of Comment: 3/14/2023

Comment:

I am in favor of the mixed traffic approach, which will leave the current situation unchanged. The busway alterations will make a bad traffic situation even worse. It's not going to promote bus riding either. No-one likes riding a bus. People ride a bus because they have to.

Name: Betsy Dawson

Neighborhood/Affiliation:

Date of Comment: 3/14/2023

Comment:

Since the beginning of 2023, the pedestrian walkway sign on the Telegraph Road off ramp towards Landmark Mall (the clover leaf) has been knocked down by cars 3 times. It always takes the city weeks to fix with multiple calls from residents who walk to the metro everyday. The pedestrian crossings from Taylor Run to the King Street Metro are already dangerous enough when all the crossing signs are flashing. What is the city doing to slow down cars in this section of Duke Street and making these dangerous crossings safer? I no longer walk to work in Alexandria because I am almost hit in these crossings every time I try to walk down Duke. I would rather cut through the Masonic Temple's property because I know I am safe from speeding vehicles.

Name: Elizabeth McGill

Neighborhood/Affiliation:

Date of Comment: 3/14/2023

Comment:

I would like to propose the following comment regarding segment 3 of the Duke Street In Motion project, for discussion during the March Advisory Group Meeting:

Has a temporary barrier (such as a barrier arm, like those on reversible express lanes) been considered to continue to give Taylor Run residents access to Telegraph Rd during non-peak transit hours? If not, why has this not been considered? Please see the below image for additional details of where the temporary barrier would be placed.



Name: Erin Winograd

Neighborhood/Affiliation: & Wakefield Tarleton Neighbourhood

Date of Comment: 3/10/2023

Comment:

Vehicles traveling eastbound on Duke that want to reach East Taylor Run and Moncure will have to turn left onto either Cambridge or West Taylor Run and take those streets up to Janneys, then head eastbound to East Taylor Run or S. View Terrace, correct? Even if a slip lane is added somewhere on the westbound side of Duke prior to (that is east of) West Taylor Run, the city doesn't plan to create any new left turns from eastbound Duke into that neighborhood, correct?

Name: Penelope Guyton

Neighborhood/Affiliation:

Date of Comment: 2/18/2023

Comment:

It sounds to me as though taking away car lanes would make traffic flow in this part of Duke Street very slow and even more difficult than it is now, with all the light. Please do not implement a central bus lane.

Name: Martin Menez

Neighborhood/Affiliation: Community Member (Cameron Station)

Date of Comment: 2/17/2023

Comment:

I oppose having center running bus lanes on Segment 1 and wish the Bidirectional Lane treatment be the preferred method. We need all present lanes for existing traffic. As a member of the Cameron Station Civic Association we have already articulated the major reasons for taking this position.

Name: Adrian Martin

Neighborhood/Affiliation:

Date of Comment: 2/17/2023

Comment:

A bidirectional bus lane is the only way to prevent congestion within the streets and potentially road rage due to highly elevated, high density traffic and further accidents due to 2 lanes being taken up for buses, if that is the plan as I understand it. If they were the center lanes, those buses would need to change lanes to pickup and drop-off passengers in the outer lanes - highly inefficient. Has there been a study to determine that there's that much demand for buses that they did they merit their own lanes? I'm not sure what is driving this idea.

Name: Michael and Maureen Zimmer

Neighborhood/Affiliation:

Date of Comment: 2/17/2023

Comment:

Oppose the current Segment 1 bus lane proposal as unworkable and will cause multiple traffic delays. Where are your traffic engineering studies and evidence based data in support? There are none. Does your proposal include cancelling permits from City for private bus service by residential development HOAs to metro stations to force shifts to sole usage of City Dash buses. Does City promote more electric

vehicles with charging stations at existing residential condo sites? No word since 2020 EV study and why?

Name: Jeremy Miller

Neighborhood/Affiliation: Community Member (Quaker Village)

Date of Comment: 2/17/2023

Comment:

I just wanted to provide some feedback after attending last night's DSIM AG meeting. I was really happy to see the planning that is happening in regards to the bicycle and walking paths. It was interesting to note yesterday how much consensus there seemed to be around the desire to travel safely along Duke St. whether walking, biking, scootering, etc. These were definitely in line with the feedback I conveyed back in 2021. In many ways, I wish that this aspect of the project was the *main* focus, ahead of the entire BRT concept. I don't know if this topic was examined specifically in your earlier polling, but I would venture to guess that a much higher percentage of residents along the Duke St. corridor would be in favor of the improved bike and walking plans than BRT.

Another thing I wanted to mention in relation to the planning for the cycling path -- the parking lot for the public housing units at the corner of Arell Ct. and Duke St. is not highly utilized. I drive by this lot every time I exit and enter my neighborhood, and I don't recall seeing more than 3 cars parked there on any given day, and some days it is completely empty. The stretch of sidewalk in front of that parking lot (where a bus stop currently exists and will remain) was identified as a problem area because the space is so tight. I would highly encourage the DSIM team to consider using some of that parking lot as a way to widen the planned trail in that spot. Otherwise, that could make for a dangerous situation if cyclists, walkers and waiting bus riders are all funneled through such a narrow space.

Finally, I had a question for you about the Arell/Duke St. intersection overhaul. Do you know when that work is scheduled to be done? I know I mentioned to you previously that I was told a while back that it would be "Summer 2023", but I have not heard anything since. Do you have any information, or a point of contact I can reach out to and inquire? I just wanted to know if there was a timeframe I could pass along to the Quaker Village community for informational purposes.

Name: Asa Orrin-Brown

Neighborhood/Affiliation: Community Member

Date of Comment: 2/17/2023

Comment:

I stopped by to pick up mail where my business is located (5145 D. Duke Street) and Nitin, the store manager was excited to mention the Duke street in motion project. We talked for a bit about the likely changes to the walkway and elimination of the service road in it's current form. He was very positive. I've been trying to talk him into participating in the city bike rack program since I ride there all the time and he's been hesitant, so I wasn't sure how he would feel about the DSIM project, but he was very positive. Thanks for your work on outreach. Just wanted to give you some positive feedback.

Name: Catalina Achim

Neighborhood/Affiliation:

Date of Comment: 2/16/2023

Comment:

I think that it is a good idea to create two bus lanes in the center of Duke street.

Name: Tom Kopko

Neighborhood/Affiliation:

Date of Comment: 2/16/2023

Comment:

Please save car lanes on Duke Street in Segment 1 and ONLY CONSIDER A BI-DIRECTIONAL BUS LANE, if any. Roads are for everyone, please, don't prioritize public transportation over individual automobiles, as if me or my car are the enemy.

Name: Stacy Costello

Neighborhood/Affiliation:

Date of Comment: 2/16/2023

Comment:

I object to having center running bus lanes on Segment 1 (and all of Duke Street). This is a main artery in Alexandria and a center lane/bus lane will take away travel lanes. Removing travel lanes is not a good idea at all. I think Bidirectional Lane for buses makes the most sense for our community.

Name: Nicole Radshaw

Neighborhood/Affiliation: Community Member

Date of Comment: 2/15/2023

Comment:

Please share my comments with the DSIM Advisory Group.

Thank you all for your time, dedication, and curiosity for the Duke Street in Motion project. I am writing to you with my passionate requests for pedestrian and bicycle infrastructure in the edge features along Duke Street.

While DSIM is a transit focused project and edge features are a smaller part, these edge features have the potential to turn a good project into a great one. Bicycle infrastructure will promote the vibrant and equitable component of the DSIM guiding principles. Duke Street is not just a straight line from Landmark Mall to King Street metro, it is a destination. When people-centered spaces (like bike lanes and sidewalks) are created, life and activity is more vibrant and people connect, instead of remaining in

our isolated cars. Bike lanes along Duke especially by the shops at Foxchase and Alexandria Commons would be convenient. How else are bike riders supposed to get to the stores? When I ride on Eisenhower, I can't stop by Giant or Smoking Kow BBQ. Eisenhower bike lanes are neither convenient nor efficient if you want to get to places on Duke.

Bicycle infrastructure as an edge feature is an important part of what makes arriving at these destinations safe. When I bike along Duke Street to spend money at restaurants and shops, I use the sidewalk. The sidewalk is narrow and cannot accommodate the people walking, pedaling, or scooting that I have seen frequent these sidewalks. In addition, the sidewalk frequently has no buffer so vulnerable road users are right next to the roadway. Moreover, I will not bike in the road on Duke Street- the road and drivers are not safe. When I drive, I want pedestrians and cyclists to be in a wide sidewalk or protected lane. It is safer for me as both a driver and a cyclist. I support bike and pedestrian infrastructure over frontage roads. These roads give the illusion of safety for some cars. They provide free car storage for only a few residents in that area, which does not seem very equitable. In addition, they are not safe- cars enter and exit from the frontage roads and it is confusing and dangerous.

Finally, the long awaited Landmark is going to be a transformative development on the West End, Alexandria is not just Old Town. DSIM will have impacts on housing, the environment, people's abilities and choices to live and work in Alexandria. Look ahead to the future, stick to your guiding principles, and prioritize people riding bikes and walking in the edge feature designs!

Again, thank you for your time and work!!

Name: Asa Orrin-Brown

Neighborhood/Affiliation: Community Member

Date of Comment: 2/13/2023

Comment:

To the Duke Street Advisory Group,

On January 25th at 7:55 am I was the victim of a hit and run on Duke Street just East of the light at W Taylor run. I am not the first cyclist to be hit at this intersection, in fact there have unfortunately been others hit and killed. The driver was breaking Virginia law in failing to leave 3 feet when passing a bicycle and failing to change lanes when passing a bicycle with less than 3 feet is available in the lane, and the Magistrate has issued a warrant. Unfortunately none of this is uncommon behavior. While most drivers are respectful of cyclists, I am regularly harassed and threatened in illegal ways (honking, yelling, profanity, gestures) Fortunately I am okay after being hit and the property damage this time was minimal, but this experience illustrates the importance of infrastructure change. You have the power to influence that infrastructure change today, and your decision will have lasting implications for generations to come.

I urge you to recommend bicycle/scooter cycle track be installed along as much of the Duke Street corridor as possible, and that it be expanded in the long term planning to run continuously from Landmark to King Street metro station connecting to the adjacent bike infrastructure. Anything less is going to lead to continued fatalities and congestion, and does not serve the most vulnerable members of our community who use the road. We can do better!

Name: Lisa Porter

Neighborhood/Affiliation: Community Member

Date of Comment: 2/2/2023

Comment:

Will the city be posting an agenda for the February meeting soon?

Name: Daniel DiCocco

Neighborhood/Affiliation: Community Member

Date of Comment: 2/2/2023

Comment:

In your previous meeting, I noticed that you advanced a plan to keep the vehicle travel lanes unaffected while compromising the planned route of the BRT. Not only will this compromise the efficiency of the BRT, but it will endanger pedestrians and riders along the corridor. This example demonstrates exactly what I'm talking about with regards to the dangers of the currently proposed configurations:

<https://bikeportland.org/2022/11/21/bike-rider-hit-en-route-to-event-to-remember-traffic-victims-367472>

This perfectly exemplifies the risks of multi-lane traffic on a corridor that is intended to be pedestrian friendly. The intersection in the article was just reconfigured to accommodate for pedestrians and cyclists with updated crossing infrastructure and systems. As you can see, that does not stop the van driver from running the red light and hitting the crossing pedestrians. This configuration of traffic is especially dangerous when the crossing pedestrians are neatly situated in the blindspot for oncoming traffic, a blind spot that is naturally created by other stopped vehicles in the parallel travel lanes.

This outcome is not a bug of this design, it is a feature. It is not a question of "if" pedestrians will get harmed on the redesigned Duke Street, but "when".

I don't want to rehash everything from my feedback form submissions, but to summarize: I believe it to be a grave mistake to prioritize the convenience of motorists over the effectiveness of the BRT and the safety of the pedestrians in your neighborhood. If the BRT is made to be safe and efficient, then the additional travel lanes will not be necessary.

I beg you to reconsider your position.

Name: Daniel DiCocco

Neighborhood/Affiliation: Community Member

Date of Comment: 1/26/2023

Comment:

To Chairwoman Jenn and Other Stakeholders of this Initiative:

I am a resident of the Belle Haven/Huntington area Alexandria, and I have just learned of this BRT initiative. Despite my residency location, I frequently travel to Annandale, Thomas Jefferson High School, and other locations on Duke Street via this corridor, so I interact often with the planned route for this BRT initiative. This is a golden chance to create something that is beneficial to everyone of all ages and abilities along this largely residential corridor. However, after listening to your most recent meeting, I have some thoughts and I hope you will take my comments into consideration:

You will be making a grave mistake if you decide to allow car-dependency to determine the implementation of this BRT. A center running BRT with one lane of car traffic on either side that includes healthy greenery in the clear zone and allows for amply sized sidewalks/bike paths along the outside of this route should be the goal for this corridor. The largest complaint from residents (and the deciding opinion in mixed traffic advancement from Chairwoman Jenn) in the most recent meeting video was that it would be difficult to go grocery shopping and take your kids to and from school if the BRT is center running. I believe this to be incredibly misguided. If the BRT is made to be highly effective, frequent, and safe to access, you won't NEED to take your car to the grocery store and drive your kids to school. You can use the BRT!! That's the whole reason that you're planning all of this in the first place, right? Additionally, center running BRT lanes are easy to cross safely as they are predictable and visible as compared to car traffic. My first concern is for the safety of your community. Current implementations seem to take two lanes of car traffic in both directions as a matter of fact. If you allow cars to have the same exact capacity that they currently have on Duke Street, people will simply NOT use the BRT. There will be no perceived change in their experience, so they will continue to drive like they always have. Multiple studies have shown that this exact configuration is the most dangerous crossing environment for a pedestrian, even more so if right-on-red is allowed. This is why, for example, the Little Falls Parkway/Capital Crescent Trail crossing in Bethesda was given a road diet one lane in each direction after multiple fatal crashes. The NPS is considering and advancing the same initiative along the southern stretch of the GW Parkway since they will finally be adding pedestrian crossings to the Mount Vernon Trail. Look at it this way: An effective BRT through this corridor should significantly reduce local traffic, meaning that most traffic will be people passing through. For your safety and well-being, they should be forced to drive slowly and carefully through your neighborhood, and with reduced local traffic, they should still have a reasonable trip time. As a bonus, removal of a lane of traffic in each direction may even allow for the retention of valuable side streets in key areas. My second main concern deals with efficiency. As I understand it, the council has voted to advance plans to make the BRT project have different running patterns along different segments of the route. Relegating certain sections of this corridor to mixed-running and other configurations just to appease car traffic will hamper the overall effectiveness of this infrastructure. If the efficiency of the system is worse than an equivalent journey in a car, then people will most likely choose the convenience of their car every single time. It will disincentivize them from using the BRT. Motorists already have the most luxurious transit option: a personal vehicle with plush seats, climate-controlled cabins, and infotainment systems embedded in their dashboards. They get to enjoy all of those luxuries because we heavily subsidize their preferred mode of transportation, and in return we get hobbled transit solutions and pedestrian-hostile crosswalks and roadsides. Ultimately, by choosing to sacrifice the efficiency of this BRT, you are putting the convenience of drivers ahead of transit users and jeopardizing the safety of vulnerable pedestrians. If you take the leap of faith to do this project the right way the first time, then it could serve as a shining example for other transit projects in our region. Maybe Fairfax County would follow suit and collaborate to extend the BRT out to Annandale! But, if you go halfway and water it down, then it will just be

another example of an expensive and useless transit option that gives ammunition to transit detractors. If the safety and quality of life in your community is important to you, then you will choose to limit car traffic along this corridor and promote the BRT to center running status. As a final (slightly selfish) comment, I dream of the day I can take a speedy transit line out to Annandale to get some Korean BBQ. If you do this correctly, then I would be one less car driving through your neighborhood. Thank you for your time, Daniel DiCocco

Name: Asa Orrin-Brown

Neighborhood/Affiliation: Community Member

Date of Comment: 1/7/2023

Comment:

Dear advisory group and city staff,

I am writing to encourage you to support bike lanes as a curb feature down the entirety of Duke street. It will do more to reduce congestion and increase safety than any of the other proposed side features.

I bike Duke street almost daily and I am hardly ever alone. There are always other cyclists on the side streets, sidewalks or in a lane properly like me. Moreover, there are hundreds of cyclists going out of their way to use Seminary and Eisenhower or other side streets every day, because they feel unsafe on Duke street. This is not an unfounded fear. I was at the bike shop last week and they had several bikes in for repair for being hit by cars along Duke Street. I, myself, have been harassed and threatened many times for biking on Duke street. Just this morning I was honked at and had a large rental truck swerve into my lane while passing me angrily. I have taken to recording the cars behind me for my own protection, but the police do very little to follow up on these complaints. It's absurd that citizens trying to use a public road in their own city should have to contend with this kind of harassment!

Furthermore, not having bike lanes slows down and disrupts the already slow flow of traffic on Duke street. Cyclists are legally allowed to use a full lane on any public road in Virginia, excluding freeways. Adding bike lanes is one of the best things you can do to speed up the flow of traffic. Cyclists do not want to be mixed in with car traffic. If we have other options, we will choose them. This is a win for everyone! Choosing parking will do nothing to speed up the flow of traffic, and is a complete waste of public funds. I travel at an average speed of 15 mph. When there is no dedicated bike lane, and I am on the road it forces the traffic to slow down and merge into one lane to pass me, just like with a lane closure during construction. Multiply that effect by every cyclist and you see how even just a couple of rush hour cyclists can have a huge impact on car traffic. It would be like leaving Duke street in a permanent state of construction with one lane closed in perpetuity!

Bikes aren't going away. The number of commuting cyclists is increasing in cities around the world and in Alexandria. Part of this is because of increasing cost for gas and parking, part of it is commuters trying to avoid gridlock, part of it is concern over climate change, and a big part of it is because of the surge in affordable ebike options, which allow everyday people to ride at sustained speeds like top athletes. The city of Alexandria already encourages biking to reach Old Town on the city's website, and many citizens commuting to Old Town and DC have heeded the call. I see lots of cyclists out every day. With the increased access of ebikes these numbers will only continue to rise. With ebike technology just about

anyone can get their daily exercise and reach DC in about 30 minutes from Alexandria, or 45 min from the West End. When compared to sitting on a crowded train or in gridlock traffic, it's an increasingly attractive option for a city of health conscious over scheduled white collar workers. The ride is also pleasant, taking you past the Monuments along the river. The only unpleasant part is the Duke Street section. Even with the current state of Duke Street, bicycle commuting is much less stressful than sitting in traffic and there is every reason to think the number of bicycle commuters will increase over the coming years.

In conclusion, I urge you to act. Failure to improve bike infrastructure at this critical juncture in Alexandria history will cause problems for years to come. We have the funds to make this improvement with little to no impact on local taxpayers. Not building bike lanes is like leaving Duke street in a permanent state of construction, the flow of car traffic will never be smooth even if buses are in a dedicated lane. Adding bike lanes would do more to increase efficiency of the corridor as a whole and access to bus services than any other single action. The alternative plan to build publicly subsidized parking for a handful of residents in section 2A (who already have driveways and nearby access to a neighborhood full of street parking) is an absurd idea. Please do the smart thing and support bike/scooter infrastructure. It will make Alexandria better for all of us!

Name: Jeremy Miller

Neighborhood/Affiliation: Community Member (Quaker Village)

Date of Comment: 12/20/2022

Comment:

I think having a meeting to engage with the residents here is a great idea and would garner significant interest. We had a board meeting about 3 weeks ago and likely won't have the next one until the February/March timeframe. However, I don't think we necessarily need to wait for that and could put something on the calendar for January which is specifically focused on meeting the DSIM team and having that two-way dialogue. I think the ideal setup would be a hybrid meeting where those of us who are able to attend in person can do so, and other residents can connect via Zoom. A few questions for you --

- 1) Would the DSIM team be able to physically (and virtually) host this meeting somewhere in Alexandria? When we've had board meetings, we typically get very few (if any) non-board residents attending, so we're able to hold the meetings at one of our houses. For a meeting like this where I'm anticipating much more interest from residents, we probably would not have the space in someone's house.
- 2) What is the DSIM team's availability for January? If you have a few possible dates, I could get a quick poll of the other board members and then let you know what would work best for us.

Name: Corey Faherty

Neighborhood/Affiliation: Community Member

Date of Comment: 12/18/2022

Comment:

I am a semi-regular user of the Metroway BRT running along Richmond Highway in Alexandria. I would use the Metroway much more frequently if it were better designed. The primary flaw is that the buses interact with normal traffic far too much, which causes them to be as slow as or slower than simply driving. If we're going to go to the trouble of building another BRT, please do it right and make efficient movement of the buses the highest priority. This means dedicated lanes throughout the entire corridor. Thank you.

Name: Jim Durham

Neighborhood/Affiliation: Community Member (Fort Williams Parkway)

Date of Comment: 12/15/2022

Comment:

Duke Street in Motion Advisory Group,

As you consider transitway alternatives for analysis, please continue to consider the diversity of people who live and work in the Duke Street corridor, and their need for more reliable and frequent transit. To meet those needs for more reliable and frequent transit, I ask that you recommend including analysis of a Center-running BRT concept throughout the corridor.

- Renters comprise 58% of households in the Duke Street corridor per City data. 60% of feedback responses from people who rent supported faster and more reliable bus service, even if it meant slightly longer car travel times.

- Staff conducted pop-up "Tally Polls" in the Duke Street corridor as part of their October 2022 outreach efforts; 69% of respondents to tally polls agreed it was "important to make the bus faster and more reliable even if that means it takes slightly longer by car".

I also ask that you keep in mind that the Transitway is a forward-looking project, with ever-increasing demand for mobility options for the foreseeable future: Here are just three near-term examples of future demand:

- Folger-Pratt expects to deliver 1,100 new multi-family residential units and new retail by 2027 in the first phase of their WestEnd Alexandria project on the former Landmark Mall site

- Wesley Housing expects to deliver 373 affordable housing units by 2027 in its Parcview II project on Holmes Run Parkway

- Inova expects to open their new Alexandria Hospital with more than 2,000 employees in 2028.

Preliminary analysis for transitway alternatives indicated that dedicated center-running bus lanes will provide the most impactful benefits, particularly for transit reliability, travel times and safety. I ask that you recommend including analysis of a Center-running BRT concept throughout the corridor.

Name: Bill Pugh

Neighborhood/Affiliation: Community Member

Date of Comment: 12/15/2022

Comment:

Dear Advisory Group members,

Please consider my comments as an Alexandria resident whose family travels to and along the Duke St corridor and who regularly use DASH:

Segment 2B - Please advance an alternative with center-running dedicated bus lanes and also a bi-directional bus lane alternative so buses can bypass the traffic back-ups. Traffic backups on this stretch can result in serious delays for Duke St bus service, which degrades the overall quality of service for transit users no matter how frequently the bus runs or how fast it moves along the rest of the corridor. For the Segments 1 and 3 dedicated lanes to succeed, they will need a solution for buses to bypass traffic in Segment 2B.

Segment 2A - Please advance a bus lane alternative and an alternative that would allow for bus lane(s) to be phased in later. I recognize the greater design and near-term funding challenges of implementing dedicated lanes along this segment while maintaining residential access. It is worth advancing an alternative that develops a community-sensitive design while also advancing another alternative that allows for dedicated lanes to be implemented as a later phase and that could connect to the Segments 1 and 3 center-running lanes.

Improved pedestrian and bicycle infrastructure, tree canopy also needed in both 2A and 2B - please also ensure that concepts provide for safer, more pleasant, and convenient pedestrian, scooter and bicycle travel. Design concepts should also accommodate shade trees to handle the unavoidable global warming impacts anticipated even with rapid global emissions cuts. My family and I bike to destinations along the corridor but often are precluded in places due to the unsafe conditions and narrow sidewalks.

My family and I consider the DSIM project important for the future of Alexandria given the anticipated growth, new neighbors, safety needs, more pleasant and walkable streetscape that's possible on Duke, and benefits that come with great bus service. We have personally experienced great bus service near our house and wish that could be available on all of Alexandria's other bus corridors.

Thank you for your consideration of these comments and your service on the advisory group.

Name: Matthew Larson

Neighborhood/Affiliation: Community Member

Date of Comment: 12/15/2022

Comment:

Could you please pass along my comments to the DSIM advisory group? I'm an Alexandria resident, frequent DASH rider and in favor of separated dedicated bus lanes across the entire Duke Street corridor. As our population continues to grow, my first daughter is due in April, we need to ensure that our transportation system prioritizes moving people over cars. Dedicated bus lanes that are separated from car traffic is the most effective way to do this. I want to see Duke Street transformed via BRT, please be bold.

Name: Adam T

Neighborhood/Affiliation: Community Member

Date of Comment: 12/15/2022

Comment:

As a daily bike and bus rider it would mean a lot to me to see safer bike lanes and bus boarding areas. Currently, the bike lanes are very limited in Alexandria and for many of the bus stops there are no benches, bus stop shelters, or displays to see when your bus will arrive like there is at the Alexandria City High School bus stops. All of these things would make bus rides much more comfortable and enjoyable.

Name: Jeremy Miller

Neighborhood/Affiliation: Community Member (Quaker Village)

Date of Comment: 12/14/2022

Comment:

Thank you for that detailed response -- I really appreciate it. I am not able to attend the meeting tomorrow due to other obligations, but one of our board members is planning on attending virtually.

Within the last year, I had reached out to the city via Alex311 requesting a dedicated left turn signal (from Duke St. eastbound into Arell Ct). There is currently a left turn lane, but not a dedicated signal, and that turn can be dicey sometimes as the cars are frequently speeding heading westbound on Duke St. The city looked into this and determined that a left turn signal **was** warranted, and that they were actually planning on redoing the entire intersection this summer (2023). For one thing, they would need to replace the existing traffic light poles so that the horizontal bar extends in front of the left turn lane.

My concern in hearing about even the potential for eliminating this left turn is that it would cause this much-needed safety improvement that I and other community members advocated for to be relegated as obsolete. If there were multiple ways in and out of Quaker Village, this intersection would not be as critical as it is, but that is the reality. Furthermore, if the option is to have cars make a U-turn at Quaker Ln. in order to access Arell Ct, that alone could lead to unsafe traffic situations, given how busy the intersection of Duke and Quaker is.

I am all for safety improvements to Duke St., as I know firsthand how dangerous that road can be. The short story -- back in June of 2019, as I was pulling out of Arell Ct to make a left turn onto Duke St. eastbound, a car heading westbound on Duke St. ran the red light and crashed into my car (with my wife, child, and mother-in-law also in the vehicle). I was able to turn my car away at the last second so that even though our car was ultimately totaled, we were able to walk away without any serious injuries. I have been pleading with the city ever since to make safety improvements to that intersection, including, among other things -- red light cameras, additional signage, and more prominent walkways. I have also provided dashcam videos to ALX PD, as I have captured additional cars running the red light on a frequent basis.

If the goal of Duke Street in Motion is to improve safety along Duke St (for drivers, pedestrians, and cyclists), then I am in full support and will be one of your biggest advocates. But if the focus is really just

on creating a bus route that makes things less convenient and less safe for residents in the communities along Duke St, then I think the priorities need to be re-examined.

Once again, I thank you for your response, and I hope that these concerns are taken into careful consideration.

Name: Mark Williams

Neighborhood/Affiliation: Community Member

Date of Comment: 12/13/2022

Comment:

The center-run "option" is dangerous and will be EXTREMELY damaging to commute times. It should NEVER have been pre-selected. The Center-run option will definitely prove to be damaging to commuter times, to disincet bus usage, and to present VERY significant Americans With Disabilities Act defects. ONLY the curb-lane siting is appropriate. The Center-run "option" will definitely produce litigation. The Center-run "option" will also completely strand and bankrupt businesses within Foxchase. The selection of Center-run is contrary to the public interest.

Heights Homeowners Association - Duke Street In Motion Committee

Name: Chris Byrnes

Neighborhood/Affiliation: Community Member

Date of Comment: 12/12/2022

Comment:

I'm upset with the decision that a mixed traffic option was not considered for further analysis. It was clear 70%+ of the survey wanted this option and it is being ignored.

Name: Mayer Nelson

Neighborhood/Affiliation: Community Member

Date of Comment: 12/12/2022

Comment:

Colonial Heights Homeowners Association - Duke Street in Motion Committe sent a letter to Ms. Jennifer Monaco detailing desires and concerns regarding Section 2A plans, including support for the Mixed Traffic concept for Section 2A. We would ask that the letter be sent to the Advisory Group to support their public meeting on December 15th.

Name: Jeremy Miller

Neighborhood/Affiliation: Community Member (Quaker Village)

Date of Comment: 12/10/2022

Comment:

I have been tracking the Duke Street in Motion program for some time now, and I remember submitting feedback when it was first solicited. I live in Quaker Village (intersection of Duke St. and Arell Ct.) and currently serve as the president of the HOA there. A resident recently expressed concern to me that the Duke Street in Motion plans for a bus lane would eliminate a left turn onto Arell Ct. (i.e. the only way in and out of Quaker Village) from Duke St. eastbound. Can you provide any clarification on this rumor? The elimination of that left turn would be enormously problematic for all residents of Quaker Village, but I wanted to check with you to find out if there is any truth to it.

Name: Laura Crothers

Neighborhood/Affiliation: Community Member

Date of Comment: 12/10/2022

Comment:

I strongly support the center-running concept wherever possible along the route. But please also integrate *protected* bike lanes or mixed pedestrian-cyclist paths into these designs. Improved pedestrian infrastructure shouldn't be an afterthought or a "nice to have" — it comes with too many benefits to ignore or discount, including equity, greater public enjoyment, improved safety and more vibrant business districts.

Name: Randy Cole

Neighborhood/Affiliation: Community Member (Taylor Run)

Date of Comment: 12/4/2022

Comment:

The dedicated center running lanes (DCRL) for 2a and 2b BRT configuration needs to be one of the preferred choices. I know that it will impact some of the parking along the frontage roads on the corridor, but I think the DCRL configuration has the best long term benefits for the city and region. Eliminating it before a full evaluation would be a mistake. We residents need to remember that the current Duke configuration was built in the 1962/36 timeframe - almost 60 years ago. Similarly we today need to understand that what we choose for Duke BRT needs to last at least 60 or more years. It will be our legacy to the city.

So despite the higher initial social disruption of DCRL BRT, we know it is the most economically resilient and environmentally beneficial choice. DCRL BRT will also open our city to many, many more land use opportunities for the next generation of Alexandrians. Let's not cheat our future.

So please, dedicated center running bus lanes for segments 2a and 2b.

Name: Ken Notis

Neighborhood/Affiliation: Community Member

Date of Comment: 12/3/2022

Comment:

I am citizen of Alexandria (Park Center Drive). I would like to see BRT on Duke Street that maximizes improvement for bus riders. If it is possible to create center running dedicated bus lanes on any part of segments 2A and 2B, that is the treatment I strongly prefer. If that is not possible in this phase, for financial or other reasons, I would like to see some kind of hybrid or bidirectional solution that results in significant time savings for bus riders.

Name: Paul Wood

Neighborhood/Affiliation: Community Member

Date of Comment: 11/19/2022

Comment:

I just reviewed the slide presentation describing the options for the Duke Street bus lane project and the associated decision time table. The presentation was well done. However, based on recent experience trying to access Old Town by auto between 3:30 and 6:30, I believe candidate changes will make a bad situation even worse. My judgment assumes that the improved bus lanes will not significantly reduce auto traffic on Duke Street - which I strongly believe given the diversity of destinations and purposes of auto commuters along Duke Street.

At present the inconsistent timing/coordination of traffic signals leads to a real mess – especially at and east of the junction where Quaker Lane intersects Duke. If we cannot even get the traffic signals coordinated, how do we expect auto traffic to move through the segment from Quaker Lane and the exit to Telegraph Road with even fewer lanes for autos.

While I applaud the objectives of the project (including encouraging bus ridership and reducing green house gas emissions), I believe you should go back to the drawing board to reevaluate the expected trends in traffic volume and related impacts of the project on congestion before moving further forward. In addition to increased traffic snarls I expect to result, impeding access to vital merchants (e.g., grocery stores and dining establishments) as a result of replacing left turn options with the need for U-turns will adversely impact the business of these merchants, not to mention further exacerbate traffic snarls.

I suggest the project designers get out of their offices and try driving on Duke Street along the proposed route during peak traffic hours before moving forward.

Thank you for the opportunity to comment.

Name: Asa Orrin-Brown

Neighborhood/Affiliation: Community Member

Date of Comment: 11/18/2022

Comment:

Thank you for your service to the community on this project, and thank you for the opportunity to speak at last night's meeting. There was one additional issue I wanted to address that I didn't feel I could talk

about adequately in two minutes. Furthermore, I think this is a point that a lot of us will agree on, no matter how we feel about the BRT.

Casey Kane, one of the members of the advisory Council, mentioned moving the division between section 1 and section 2a to Gordon Street. I spoke up and mentioned that South Ingram is the first point where residential access roads appear, which is true. I do strongly believe the transition line should be moved to Gordon, but I don't think the emergence of service roads is the most important consideration. As I mentioned, I live at this point in the road and my business is located West of here in section 1. I regularly drive on all of these roads, and use my bike on them, and walk on them. I also have two kids who regularly walk on them, and my oldest is a daily bus user. I know this section of road about as well as anyone in Alexandria. There are a few things you need to know.

First of all, there is also a big curve in the road, which creates a Blindspot for traffic. There are also two traffic obstacles in this curve that cause lots of problems for East and Westbound traffic, both created by the slip lane. All of us in the neighborhood hate this slip lane and it creates huge delays and accidents regularly. There is also a huge volume of pedestrian traffic on this curve, mostly from the residents of the apartments on the North side of Duke street getting to their cars parked on the South side of the street, and accessing the bus stops on the South side of the street (as well shopping at Aldi and in the Fox Chase complex). This all works together to make the curve very dangerous for pedestrians and cars alike. Adding to that complexity is a really bad idea, and that is exactly what putting the bus transition there would do. It is a horrible idea!

The slip lane obstacles can be understood pretty simply. For eastbound traffic, along this curve there are two lanes which would be sufficient. But because the only way to access the apartments and businesses on the north side of the road is to turn into the slip lane, people block the left lane in the middle of the curve to make uncontrolled turns across traffic approaching the light. Traffic backs up some at the light, so nobody is able to turn until it backs up to the point that it nearly blocks the slip line or clears completely. This means all of the eastbound traffic has to merge into a single lane to continue. It's a mess. For westbound traffic there are three lanes at this point, but the sign marking the slip lane for right turns on Jordan is very difficult to see. Unless you live in the neighborhood you probably won't notice it. So, many drivers go to Jordan and try to make a right hand turn illegally. This blocks traffic, and creates additional danger for pedestrians in the two crosswalks trying to get to Fox Chase shopping. The slip lane also isn't really a slip line. It actually merges traffic coming from four different directions, two way traffic and three of those directions and poorly marked one-way traffic in the other. It's a real mess. Everyone who wants to turn on Jordan Street and head to 395, as well as everyone who lives in that giant apartment complex, as well as everyone accessing those businesses, as well as a few people who live in Fox Chase have to use this intersection. It is controlled by a stop sign in two directions. As you can imagine, this leads to all kinds of crashes and near crashes. People also pull out of the slip lane back onto Duke Street, and they are supposed to yield to traffic pulling into the slip lane but it's impossible to see if traffic is pulling into the slip lane because most of those cars don't use a turn signal or are confused about the slip lane.

Here is what I propose. Keep the center running bus lanes until S Ingram or Gordan (S Ingram is still pretty close to the curve, so not ideal for traffic but better for pedestrians because it would cut down on jaywalking), forcing left turning East bound traffic to make a U turn at a controlled light. Also, eliminate the slip lane on the North side of the road and add a better right turn lane for drivers heading North on

Jordan (this is a lot of people since it's an access point for 395) by moving the bus station from Jordan to S Ingram in the middle of the road. Add another bus station right between Aldi and Harris Teeter by 4600 Duke street (the big condo building with tons of walkers). These are all key destinations for bus users, along with Fox Chase which spans this whole length. This may mean getting rid of the service road on the North side of Duke street, but this does not provide access for any homeowners. It does have a handful of parking spots for Fox Chase residents, and has an impact on the businesses over there, but the current situation with the slip lane is so bad that I don't think anyone will object if we are getting rid of it. It's a nightmare to access those businesses, a controlled U turn would be so much better. They are super close to me, but I avoid shopping at them because it's so hard to get in and out.

Everyone in the neighborhood hates that slip lane. It is bad for traffic, bad for pedestrians, bad for bus riders and bad for those businesses. I hope the center running bus lanes will continue through section 2a but I recognize that is unlikely. This plan would at least put the transition point at a section of the road where there is never a back up in traffic and where there is good visibility in both directions. It would also keep the transition point before the residential service roads (they start just east of Gordon) where so many of the homeowners who are resisting this project live. Streamlining the movement of cars and buses through this curve would be highly beneficial for everyone. Getting stuck behind cars turning into the slip lane is the main traffic slow down at this intersection and it's totally unnecessary. I think everyone who uses Duke street would like to see the slip lane removed! I know my neighbors and I would.

Name: Alison Maltz

Neighborhood/Affiliation: Community Member (Longview Hill)

Date of Comment: 11/18/2022

Comment:

I would like to submit a public comment concerning the Duke Street Advisory Group meeting on November 17th. I live in segment 3 in the Longview Hill Neighborhood. My home is accessed from the service road. I am concerned with the group's recommendation for bus lanes in the Roth/ Cambridge W. Taylor Run area of segment 3. This is a highly congested traffic area and safety for walkability is poor. I am concerned that losing two driving lanes for bus lanes in addition to the proposed new on-ramp to telegraph would restrict driving lanes to one in each direction. In my opinion this will only exacerbate the traffic and decrease the safety for walking in the neighborhood. I ask the committee to reconsider mixed lanes in Segment 3 and focus on making the road safer for walking.

Name: Nicole Radshaw

Neighborhood/Affiliation: Community member (Brookville - Seminary Valley Neighborhood)

Date of Comment: 11/17/2022

Comment:

First of all, thank you for your time, patience, and efforts in this project. I was next in line to speak and have some extra items to add to my previous email. I've highlighted them in blue.

Thank you!

Nicole Radshaw

Revised comments after the DSIM 11/17 meeting.

Good Evening! My name is Nicole Radshaw and I live in the Brookville- Seminary Valley Neighborhood. Thank you for your time, effort, representation, and voices of our community. I am so excited for the DSIM project for many reasons that are highlighted in your guiding principles that include more environmentally friendly transport, more transit options for our growing population especially marginalized populations of the West End, improved bus efficiency, and finally better safety which I will address tonight.

Dedicated center running bus lanes on Duke Street are the safest alternative for bus riders, pedestrians, cyclists, and even cars. With a protected corridor for the buses in the middle of the road, bus riders will only have to cross 2-3 lanes of traffic to get to their stop instead of 4-6. In addition, they will only have to worry about cars coming from one direction instead of both. Bus riders like my son's soccer teammate- a middle schooler who lives in Segment 2A who waits at the stop by the Verizon center; bus riders like my friend who lives on North Gordon who takes her daughter to preschool in Old Town; bus riders like my 15 year old daughter from Segment 1 who goes to her friends and movies at the Carlyle. These pedestrians/bus riders are all vulnerable road users. For them and others, having this center refuge is the best and safest choice, as well as a huge improvement for the current corridor conditions. Curb side running bus lanes will not provide this important safety feature.

For buses and car drivers, center dedicated bus lanes reduce the frequent bus-car contacts. Buses will not have to move between lanes of traffic to make up time or complete stops. Cars will not have to hit the brakes when the bus is making a stop at a station. Curb side running lanes may be dedicated to buses, but cars will still have to merge to make right hand turns. Road design will not prevent them from mixing with the buses.

Finally, in each of the segments, left turns on Duke Street cause the greatest number of crashes. With dedicated center bus lanes, the left turns will be regulated with turn signals. I, for one, would certainly prefer knowing that the car heading towards me has a red stop light instead of trusting that they won't speed up when I am turning left. And vice versa, heading straight on Duke, I don't like the cars making a quick left in front of me and worry about safety.

The City of Alexandria committed to Vision Zero to reduce the number of traffic deaths and crashes. Asking drivers to slow down and follow the rules is not enough. Curbside running bus lanes are not enough. Public transport is ten times safer per mile than traveling by car. Dedicated center running bus lanes create the protected road design that will give the greatest safety for pedestrians, bus riders, cyclists, and even drivers, in one of the highest crash corridors of Alexandria. Like some of you have said, looking at this project holistically shows how bus improvements bring benefits to all. Thank you!!!

Name: Martine Micozzi

Neighborhood/Affiliation: Community Member

Date of Comment: 11/16/2022

Comment:

I am a resident of Alexandria and just joined the Board of Directors for the Early Street Community. We have some residents who are up in arms and drawing dangerous foregone conclusions about bus lanes on Duke Street.

By way of background, in my previous life before going into real estate, for 35 years I worked in TDM and for the U.S. Department of Transportation and the Transportation Research Board in surface transportation, so I am no stranger to these contentious issues!

I am hoping to get a better understanding of the project in its entirety to see how bus lanes fit into the overall context of the proposal. Can you direct me to any documents, web site, or other materials that will help me get up-to-speed?

Name: Charles Raasch

Neighborhood/Affiliation: Community Member

Date of Comment: 11/15/2022

Comment:

Hi, I would like this question addressed.

With such a high percentage of Duke Street rush-hour traffic being from Maryland - a problem city officials have acknowledged - what is being considered in planning of this huge project to discourage this pass-through traffic that is clogging this artery for long stretches of the day? Won't it just get worse?

Is "Duke In Motion" ENTIRELY a west to east plan? Why is there not more discussion about west-end access to a bigger fleet of express buses that does not use Duke, but takes commuters to the Pentagon or downtown DC via the 395 express lanes? Don't get the point of funneling traffic to King Street when 395 is the closest proximity to a way to the metro AND downtown DC .

Will buses on this route always no charge on the ride? Who pays for them then?

Name: Bonnie O'Day

Neighborhood/Affiliation: Community Member

Date of Comment: 11/15/2022

Comment:

Duke Street Transitway: Safe, Efficient, Equitable, and Eco-Friendly

By Bonnie O'Day

As a regular transit rider and a member of the DASH Advisory Committee, I am excited about the Duke Street Transitway. Transit should be safe, efficient, equitable, and eco-friendly. The Duke Street Transitway, if properly implemented, will meet these goals

Safe: Dedicated center-running bus lanes would be safer for pedestrians and drivers. Pedestrians would need only cross two lanes of traffic at a time rather than the current six lanes when crossing Duke Street. Buses would not start and stop in mixed traffic, creating crash opportunities for drivers and pedestrians. Center-running bus lanes must be constructed with tactile warnings and other modifications so those with blindness or low vision, such as myself, know when they are entering the dedicated bus lane.

Efficient: Center-running buses would traverse Duke Street much more quickly because they would not be slowed by traffic. Drivers would not be frustrated as they wait behind buses while passengers board and disembark.

Equitable: Many families near Duke Street live in multi-family buildings, which may lack adequate parking. Many may not have the resources to own and operate cars for all family members. The Duke Street Transitway and other proposed transit improvements provide an efficient, low-cost alternative.

Eco-Friendly: We must begin to invest in infrastructure that encourages all travelers to use forms of transportation other than automobiles. If you are not a bus rider yourself, please consider the future for your children and grandchildren. Providing a faster and more convenient way to travel by bus will give them a more attractive option that also saves the environment. Global warming is a reality that we must begin to address. The Transitway and other transit improvements are solid first steps.

Name: Lyle Leitelt

Neighborhood/Affiliation: Community Member

Date of Comment: 10/31/2022

Comment:

Good to see you at the event at Bishop Ireton on 10/17 and thank you for the presentation. I voiced some of my concerns about the analysis to you but wanted to provide written comments for the City and project team to consider. I wanted to share some key observations (right before the deadline), and hopefully I captured as many as possible.

Generally, it seems like additional, quantifiable analysis needs to be completed before the City can justify any preferred alternative. What's presented online and at the public meeting does not give members of the public a complete picture of the concepts/alternatives. Much of the outcry from residents appeared to be due to the lack of quantifiable analysis. I strongly urge you and the team to develop these "concepts" into fully defined "alternatives" before identifying a "preferred alternative". The public should have the opportunity to respond and comment on more detailed alternatives before the selection of a preferred option. Here are some items that need to be addressed before the selection of a preferred:

1. In terms of establishing the "need" for this project, slide 7 from your presentation identified that "88% [of folks engaged] want to see reduced traffic". Every option needs to identify the overall impact to

traffic. A detailed LOS/traffic impact analysis is necessary and the results for both bus and vehicle need to be produced.

2. On Slide 13, the argument for "Why BRT on Duke Street?" notes "greenhouse gas emissions, air quality, and congestion management". The project team noted that with a BRT lane, folks would be prohibited from making left turns across the lanes (except at signalized intersections) and would have to access U-turn locations to make their existing left turns. This type of additional traffic movements overwhelmingly make greenhouse gas emissions, air quality, and congestion management worse. These movements need to be captured in your LOS/TIA model.

3. Typically in transportation planning, identifying the operating plan/needs is established before identifying the capacity/capital needs. So far, none of the BRT proposals identify the potential/proposed bus operating plan for the BRT lanes. For example, will DASH increase service to 5 minute all day headways, or will service remain the status quo? Will WMATA buses on Duke Street be forced to be all stop service within the City? This is key to justify the proposed BRT capacity.

4. Need to identify all user and property owner impacts. BRT will result in bus stop reductions (which is not described in the city's materials) - as stops go from 1/8 mile spacing to 1/4 mile spacing, many users will now have fewer access points to the bus network. For property owners, all property takes/ROW needs should be identified beyond impacts to service roads. For example, I live between Quaker and Fort Williams, which falls under Segment 2A. Supposedly under the hybrid concept, there would be a bidirectional BRT in front of our community, yet the city has not identified whether property ROW takes are necessary.

5. Side note to #4 - Although this is not a "Federalized" project, I believe DASH is a direct recipient of FTA funds, and any bus stop consolidation may trigger a Title VI equity analysis.

6. If BRT requires any "expansion" of Duke, through property takes/overall pavement increases, the city needs to take an equal look at other roadway expansions to reduce congestion. Residents on Duke Street get the brunt of the City's traffic as the city lacks a complete street grid and Duke is the primary east-west arterial. Another north-south connection between Duke and Eisnerhower at the incomplete Ben Brennan Park connection should be looked at as a viable option to improve congestion.

7. I heard a DASH Advisory Committee member state that this project won't be able to resolve the congestion problems on Duke as that is a regional issue. The Duke Street in Motion needs to improve mobility for all users, whether bus or personal autos. Buses currently operate in mixed traffic and any improvements to auto congestion would have a direct benefit to both roadway users.

8. There should be more analysis and design as it relates to pedestrian improvements. That is the more immediate need on Duke - the need to create a safe and encouraging environment for pedestrians. I disagree with the metrics/approach to identifying the "safety" of the concepts, as they are focused on auto related incidents, and not pedestrian comfort. Existing sidewalks along service roads are inherently safer than making riders enter the center of major roadway arterial to access their bus stop (i.e. center running alternatives)- especially with automobiles traveling 45 mph along Duke Street.

That's enough of my ramble for now. I want to emphasize that I'm supportive of transit improvements - I am a DASH 30 rider, I've worked on previous bus studies on Duke, and I currently work on developing larger transportation corridor programs. I'm currently in favor of bus/pedestrian improvements that do

not drastically change Duke Street such as queue jumps, ITS signaling improvements, complete sidewalks (with buffers), and enhanced bus stops. The challenge I have is there are too many unanswered questions/incomplete analysis to justify a full blown BRT on the corridor. Right now the only location where any BRT might make sense is Segment 3, as that is least disruptive to residential properties and is where BRT is most needed to bypass the Telegraph Road congestion.

I await further analysis and thank you for the opportunity to comment. Please reach out if you have any questions.

Name: Emma Wallace

Neighborhood/Affiliation: Community Member (S French Street)

Date of Comment: 10/28/2022

Comment:

I attended the October 17 community meeting regarding the BRT lanes as part of the Duke Street in Motion project. I live off of Duke Street, on S. French Street, and was vaguely aware of this project but not certain what it involved. I'm glad that I did attend, and unfortunately, my impression of the project as a result of attending is quite negative.

I want to first note that I was taken aback that the city staff in attendance discouraged questions and a granular discussion. Not all questions were addressed publicly, and staff tried to stop questions after only a few (and did stop questions before all were asked).

Some of the basic questions that I would like to see addressed include:

- What will any or all of these options cost? The city has been approved for \$87 million in state grants to proceed, but it was not clear to me from staff's responses to question if the \$87M was a cost ceiling (I came away with the impression it was not). Another attendee pointed out that the Q3 investment plan notes a figure as high as nearly \$120M. None of these figures include the cost to maintain or operate the BRT.

There was no information about the relative cost of the 4 options staff presented, such as cost per rider – information that I would have found useful in selecting an option. Despite a strong push from attendees, staff said getting cost comparisons of the options was time and cost prohibitive. I was taken aback at this response, as this project that has been in work for more than a decade, and surely having cost considerations for a multi-million dollar project is worthwhile.

- Exactly what effect will this plan have on congestion? While mitigating congestion is part of Duke Street in Motion's stated goal for the four-mile stretch, many residents (including myself) voiced that the primary driver for congestion on Duke Street is the ramp to southbound Telegraph Road – which staff seemed to acknowledge to be the case. Staff did not address this issue during the presentation, aside from pointing to other projects.

Additionally, there was no mention of the congestion effects on side streets. For example, the "Center Running" concept would prohibit left turns from side streets including S. French Street, where I live, for example. (The presentation did mention "possible" U turn lanes.) Just using my own street as an example, the inability to turn directly onto S. French Street will add hundreds of car trips a day onto

smaller residential streets such as S. Gordon Street, Vermont Avenue, Usher Avenue, and Garden Street. It will also increase standing traffic on side streets with streetlights, such as S. Gordon Street.

Taken together, staff said changes may “only add 2-3 minutes” to a trip but this did not seem to be based on concrete data or studies.

- What effects will this plan have on safety in segment 2A? All of the presented options that remove frontage road on the south side of Duke puts nearly 50 residential driveways in segment 2A emptying directly onto Duke Street, which seems to be a clear safety issue. Staff did not address residential driveways in the presentation, mentioning only some commercial driveways in 2B.
- What evidence is there that this will increase bus ridership? The only hard numbers presented were based on a survey of 1,785 people, 47% of which said they would consider riding the bus if the promised improvements to bus service came about with the BRT. Staff stressed that this was an unscientific survey, and it was not clear if the survey participants even lived in the affected area of the city.

But even taking those numbers as legitimate, that is less than 840 people “considering” taking the bus, and it was unclear for what purpose or how often. There is a valid question about how much actual change would come about by implementing major changes to how Duke Street flows – and whether the possible increased ridership justifies the cost of the various proposals and impacts to neighborhoods.

In closing, the point of these meetings was to get input on which BRT design option to use. Without more data, I think the mixed traffic design is the least invasive and most effective for our segment of Duke Street. (I will also note that attendees were directed toward the feedback form at alexandriava.gov/DukeInMotion which does not contain any questions about the four BRT options.)

However, the overwhelming feeling I left the meeting with was that this project is poorly considered and that the best option may be to shelve it completely. It is not clear to me how much this will ease congestion or encourage bus ridership - and to be clear, these are goals that I support! I think it would be a shame to use so much money on ineffective solutions.

At the October 17 meeting, staff were asked multiple times by residents if there is an offramp from any parts of this project. That is now a question I share as well.

Name: Paul Hoftzyer

Neighborhood/Affiliation: Community Member (Quaker Hill)

Date of Comment: 10/28/2022

Comment:

It is more than a little FRUSTATING to have attempted to fill-out the survey only to be REPEATEDLY stuck at 6/19. Attempts to “Next” result in being returned to the top of the survey. UGH!!

I don't know if it is a problem with the web/survey site, or because I've indicated (after attending 4 community meetings) NOT being in favor with how this long-standing process is proceeding.

Perhaps if undertaken 20 years ago BRT for Duke St. might be more viable now... although as a prerequisite there would need to be a real solution to handle/mitigate the VOLUME (M-F) of traffic between Quaker Lane and Telegraph Rd.

Seems the "Duke Street in Motion" staff only want input to fulfill the (outdated) mission/mandate from City Council.

While the our feedback form doesn't allow me to proceed beyond "6/19", please confirm this EM will be recorded as a long-standing (30+ yrs) resident/home owner to the near-by Duke Street.

Respecting the considerable work all the staff assigned "Duke Street in Motion" have presented, I am,

Name: Karen Minatelli

Neighborhood/Affiliation: Community Member (S French Street)

Date of Comment: 10/27/2022

Comment:

I have attended several meetings regarding the Duke Street transitway and would like to share my thoughts with you for your consideration and for the awareness of others in the transitway group. Can you please share this email with everyone else?

Overall, I am concerned about the rationale behind the project. From what I have learned, the project originated many years ago, and the city has been awarded a significant amount of money to implement changes to the corridor. However, a lot has changed in the last few years -- especially, but not only, as a result of the pandemic, and the data behind the proposal is now stale. I appreciate that the funds are available, but that doesn't mean we have to take the funds if the project no longer makes sense.

Recently, I was informed by someone in the city's Department of Transportation that the project is happening, as opposed to being a proposed project. If that is correct, then the city and the transitway group have been dishonest with the community: the Duke Street changes have been presented to the community as changes that are under consideration, not that they are definitely moving forward. It's disappointing to hear that the city is determined to move forward, creating a huge amount of disruption to businesses and residents alike, based on old data -- merely because the money is there. At the last meeting, there was a small section of the room dedicated to information about a new access to Telegraph. I wholeheartedly support this, as access to Telegraph is the most significant (possibly only) reason for all of the traffic problems on Duke Street. And yet, information about the new access to Telegraph has been presented as an unrelated, minor fact, rather than recognizing that it is central to the Duke Street plan. When I suggested at the October 17 meeting that it would make sense to do the Telegraph access first, assess its impact, and then look at what additional changes might be necessary to Duke Street, I was told that both projects are moving forward at the same time. This makes no sense. The city should first add the new Telegraph access. If that significantly reduces or eliminates the problem with traffic on Duke Street, then the city should reevaluate the need for other changes in order to determine whether any are needed and, if so, what they should be. This seems like the least that the city can do prior to engaging in extensive construction that will disrupt businesses and residents for months or years.

My concerns with the project are predominantly related to Section 2A, the portion between Jordan Street and Wheeler Avenue. I appreciate that the most recent information indicates the Advisory Group and the city are walking back from the original proposal that envisioned eliminating service roads and dramatically damaging local businesses and neighborhoods. I want to memorialize my opinion on changes to that section of Duke Street.

First, the problems with traffic on Duke Street begin at Quaker Lane or sometimes at Wheeler Avenue. They are directly and solely attributable to the entrance to Telegraph Road; therefore, the fix to address them needs to focus on that problem. Historically, traffic was rarely an issue in Section 2A; in fact, it has only become a problem since the city blocked entrance to Telegraph Road from West Taylor Run Parkway. I understand that change has helped the residents of that neighborhood, but it has had a ripple effect of making traffic worse at Roth Street, Quaker Lane, and further west on Duke Street.

My main point is that we do not need to make changes to the portion of Duke Street between Jordan and Wheeler. That part of the road runs smoothly. I have a car but I also have used the DASH bus frequently to get to and from the King Street Station. When the buses run into problems or are delayed, it is because of traffic congestion around the entrance to Telegraph Road. There is no benefit to bus riders by changing the Jordan to Wheeler part of Duke Street. The version of changes to Section 2A that envisions eliminating the service roads is especially disastrous. It will create safety issues for residents who no longer will have a barrier between their yard and busy Duke Street. This includes children playing in the yard as well as residents trying to back out of their driveways, which would lead directly onto Duke Street without the service road buffer. It will create logistical issues, since those residents will no longer have anywhere to park additional cars. This means that those cars, which have to go somewhere, will crowd the nearby streets, which do not have room for so many additional cars.

At the meeting on September 15, Transportation Division Chief Chris Seiman (I may be misspelling that) talked about how equity is a high priority. That was such a surprising statement to me that it really caught my attention. What I have been thinking for several months is that the changes the city has made over the past several years really seem to reflect a great disparity between how the city treats the wealthy residents and how it treats the residents from neighborhoods that are less wealthy. A few years ago, at the urging of certain wealthy donors on Seminary Road, the city changed a few blocks of that road to two lanes and reduced the speed limit to 25 mph. The rationale provided was that the city wanted to add more bike lanes. However, the reality is that the bike lane is rarely used. To be honest, it's no surprise -- there is no bike lane west OR east of the portion that has a bike lane, so having a bike lane in that small portion of Seminary Road doesn't really encourage cyclists to use it.

Meanwhile, along the portion of Duke Street where I live, the speed limit remains 35 and is rarely, if ever, enforced. And now, the city has proposed to take away service lanes, to use eminent domain to take people's yards, and to disrupt businesses. All of this is being done to lower-income residents who aren't in a position to make sizable donations to elected officials.

The arguments presented by Mr. Seiman, in addition to the equity claim, are the following:

- 1) this is a high crash corridor. That may be true, but removing the service lanes is only likely to increase that fact. If residents have no buffer between their driveways and Duke Street, they will be at increased risk of a crash from drivers as they attempt to pull onto Duke Street. What would be much more beneficial in reducing crashes would be a combination of a reduced speed limit along the portion of

Duke Street between Jordan and Wheeler and greater enforcement of the speed limit throughout Duke Street. Quaker Lane and Seminary Avenue are well patrolled to ensure people don't exceed the 25 mph speed limit on those roads. Again, those are roads with wealthy residents. In the meantime, I have never seen enforcement of the 35 mph speed limit on Duke Street, where the lower-income residents live.

2) the plan includes money to reduce flooding. Certainly, flooding is a significant problem in some parts of the city, although I do not think it's a problem along that portion of Duke Street. There may be neighborhoods to the south of Duke that have issues with flooding, and there are definitely parts of Old Town that suffer from regular flooding, but Duke Street itself (in the proposed section) has never, to my knowledge, flooded.

At the end of the day, the goal appears to be to drive people out of the existing neighborhoods. If the service roads are eliminated, the houses facing Duke Street will be the first to go, but others will follow -- either because of the increase in cars parked on interior streets or, if left turns are eliminated other than at traffic lights, because of the hassle involved in getting to and from home. This would help the city reach its intended plan to create more high density housing in place of houses. Once again, the drive for that appears to be monetary -- more income in the form of city taxes. It's a shame that neighborhoods such as mine, which really represent everything that is good about Alexandria, are viewed as worthless. Our neighborhoods reflect a cross-section of Alexandrians, in terms of race, gender, family structure, sexual orientation, national origin, language, and more. On the one block of my street where I live, there are blacks, whites, Hispanics, and Middle Easterners. There are single people, married couples, families with children, single parents, homosexual couples, older adults, young people, multi generations -- literally every family configuration you can imagine. There are people with limited education and others with advanced degrees. Some of us speak different languages. And yet, we all live there in harmony, assisting each other and providing community. This should be something the city celebrates, rather than something the city looks at as a barrier to bringing in high density housing. It makes me very sad to see the city I've lived in for more than 20 years act with such disdain and disregard for me and for my neighbors.

I strongly urge the Advisory Group and the city to put a pause on changes to Duke Street until the new Telegraph access can be implemented and evaluated. If, at that time, additional changes are warranted, then the city should consider exactly what those should look like -- which may not be among the changes currently being proposed. Finally, for the portion of Duke Street between Jordan and Wheeler, I strongly urge that no changes be made, unless there is an option to bury telephone and other lines to reduce disruption in service or to reduce the speed limit to 25 mph.

Name: Joan Kotze

Neighborhood/Affiliation: Community Member

Date of Comment: 10/21/2022

Comment:

attached is my comment form from Monday evening's presentation . Excuse its sorry state.....our dog got a hold of it first!

Since the meeting, I have been thinking about best options for Duke Street traffic congestion and have the following to offer:

For Section 2 (and where applicable/feasible elsewhere along Duke St), preserve the existing curb lane for bus service and vehicles. At the bus stops, carve out sufficient areas for a single bus to pull in, passengers to board/exit the buses and then pullback out into the curb lane.

Use remaining funds from the \$87m grant to address the Telegraph Road/Duke Street intersection which appears to be the primary source of congestion/backups on Duke Street

No middle lanes exclusively for buses please

Preserve the service roads to the maximum extent possible.

Name: Sissy Walker

Neighborhood/Affiliation: Community Member

Date of Comment: 10/20/2022

Comment:

I'm writing because the survey about Duke St. in Motion did not permit fulsome responses and as a nearby resident unable to attend any of the meetings, but destined to be significantly impacted by any changes made to the Duke St. corridor, I do want to share my perspective. I'm far from a transit expert though I'm a daily driver on Duke so I have lots of experience! I apologize for the length of this email. Thanks for taking my input under consideration.

1. There is one critical section of Duke which reliably backs up during the am and pm commuting windows, roughly starting around Quaker Lane and continuing until the Telegraph Road ramp (eastbound) or a section east of Telegraph until Quaker (westbound). Other sections of Duke only have traffic issues if there's been an incident on Telegraph, the Beltway or the WW Bridge. Under typical conditions, it's not more than an extra minute or two – just a bit of a nuisance. And since traffic exiting W. Taylor Run is now blocked from accessing Telegraph, traffic flow along Duke has considerably improved!!
2. As there is generally no impediment to traffic flow along Duke other than the sections mentioned above, I cannot understand the rationale for making significant changes to the other parts of Duke where traffic flows smoothly and efficiently.
3. Bus ridership along Duke is significantly undersubscribed, even though buses are free and frequent, and there are many multi-family housing units/apartments within walking distance of bus stops along Duke. The fundamental disconnect seems to be between having autonomy in one's choice of transit to meet one's particular needs (commute, carpool runs, errands, recreation/entertainment) and the downsides of mass transit (waiting in miserable weather for a bus, walking to a bus stop, not knowing whether you'll encounter a rude or unstable person on the bus – it happens).
4. Those of us who live particularly in the Brookville/Seminary Valley/Tarleton/Ft. Williams neighborhoods on the north side of Duke rely heavily on the service road that parallels Duke to access

our residences (although a traffic light is sorely needed at Duke and Ft. Williams Pkway). The service road also makes for safer right turns onto Gordon, French, etc.

5. A note about bikes: if the City wants to encourage bike commuting, then dedicated bike lanes combined with subsidies for electric bike usage make sense. Otherwise, biking is a purely recreational activity for most of us! However, beware the law of unintended consequences as the dedicated lanes would soon be cluttered by e-scooters. Visions of walker-biker-scooter mash-ups dance in my head.

6. Duke Street is actually nowhere near as congested as Van Dorn, particularly the section between Eisenhower and Duke. Putting rapid bus transit in that section could be a huge benefit to future residents and workers in the redeveloped Landmark parcel and surround.

7. We need to drive cars given the myriad routes and reasons that we travel, and Duke Street is our main artery for that travel. If rapid bus transit can be accommodated along with 4 full traffic lanes for cars and emergency vehicles, all good. But I fear your plans are already set with grand ideas to the contrary.

In any event, thanks for taking the time to read and respond. All the best,

Name: Duwayne Frank

Neighborhood/Affiliation: Community Member

Date of Comment: 10/19/2022

Comment:

Thank you very much for posting notes from the Duke in Motion meeting on Monday. I personally am grateful for your active participation in voicing concerns between Jordan and Quaker.

I was unaware that if the center lane bus lanes are implemented, that would cancel/block left turns from the non-signalized side roads in/out. An example of South French Street which would impact me. Thus, now I am no longer in favor of the center bus lanes between Jordan and Quaker.

In the personal notes captured, I noticed that the committee was unaware there are no or non impactful traffic issues between Jordan and Quaker. Several neighbors have commented why the city has not acknowledged the non impactful issues between Jordan and Quaker. The Taylor Run change has definitely increased traffic issues between Quaker and Roth with limited issues as far back to Wheeler/Duke traffic light if not to the assisted living location. Again, no real traffic issues west of Quaker.

I am including Jen on the CC as I did not receive an acknowledgement of my previous email, but I do wish to ensure my comments are captured somehow.

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

I live along the Duke Street corridor that is under consideration of a new make up. My concern is from Gordon to Quaker, where quite frankly the Duke street traffic issue does not exist. That said, progress to update is moving forward.

My concern is that if the Duke St. residents lose their frontage road, they will have issues exiting out of driveways which will create new hazards, the current on street parking will move into the neighborhood where there are already limited on street parking , lastly their vehicles will not be near their homes.

Too much emphasis is on bike lanes along Duke. I am not anti bike lanes, however a dedicated bike lane where there are many intersections does not make a bike lane. The secondary streets that parallel Duke are safer options. Example Wheeler Ave. a mixed use pedestrian/sidewalk would be a compromise. I've lived in the area since 2006 and I have never observed a bike "highway" along Duke.

Lastly, a positive outcome. I do like the concept of a dedicated center lanes for busses. Probably the most brilliant concept suggested. Although I would I like to see trams vs busses. I think a tram has a slightly narrower width. However, I am assuming the city has to appease metro busses.

I will not be able to make the sessions, but was encouraged by the civic association to send my comments.

Name: Duwayne Frank

Neighborhood/Affiliation: Community Member

Date of Comment: 10/19/2022

Comment:

Thank you for sharing that link. I had not seen that specific PDF.

That clearly shows the traffic issue is not between Jordan and Duke, but it appears there is focus on speeding up overall bus time between Jordan/Quaker to make up for lost time.

This is probably the best PDF I have seen regarding traffic. Perhaps it should be center lane buses west of Jordan and east of Quaker. Of course, that means buses have to do a zig-zag - which I am sure they are trying to avoid.

I noticed the crash data is low between Jordan/Duke, of course left turns are inherently a risk. I have seen school buses make Left U turns from west bound Duke at S French to access the frontage road. That is a big no no.

I was happy to read from Amy's notes the dedicated bike line idea is being 'scrapped/down played'. For reference, I have walked from my house, down to Eisenhower via Holmes run to Hoffman Center to King St Metro, up King to Braddock or Seminary to Ft. Ward and down Howard to Duke on weekends at various times. Talk about getting a good perspective of how sidewalks or dedicated bike lanes are being utilized or not. Bike wise, mostly not used with the exception along Eisenhower. I used to be an avid cyclist, riding over 5000 miles a year, thus I feel comfortable stating bike lanes along many intersections along Duke are not conducive to bike safety and yet another hazzard for cars and cyclists alike.

As I am sure many have shared, the closure of the left turn at Taylor Run and Duke has massively increased traffic between Quaker and Telegraph. Neighbors have commented about that loudly, but they are not sure they have been heard. I have Lyft/Uber drivers take Colvin Street in the evening to King St. metro when I need to go to the airport. They are grateful for the non-traffic route.

I had mentioned to the former Mayor Allison Silverberg once that I wish they built a tunnel from 395 to 95/495 or a bridge from Quaker to Eisenhower. We all know it is the cut through traffic trying to get to Telegraph or 95/495.

If you or your team goes to Port City Brewery, a lot of neighbors hang out there after 6pm. A suggestion would be to informally or formally get information there.

Thank you for taking these comments into consideration.

Name: Bill Rossello

Neighborhood/Affiliation: Community Member

Date of Comment: 10/19/2022

Comment:

A lot of people have been frustrated with the first two meetings — the first more than the second. Some suggestions:

- Extend the time a few minutes prior to the presentation for folks to speak with staff.
 - Get Jen and the consultant to explain the jargon, e.g. “queue jumps” while they are presenting. The jargon is all new to the typical resident .
 - Don’t be afraid of questions from the public. Some will be angry. Others will be unfair. As we saw Monday night, some will be supportive. That comes with the territory. But being open to questions builds both understanding and credibility.
 - Staff should have more facts and figures at their fingertips. That also builds credibility.
-

Name: Jennifer Walsh

Neighborhood/Affiliation: Community Member

Date of Comment: 10/19/2022

Comment:

I understand that the City is soliciting feedback regarding the Duke Street in Motion Transit

I wanted to understand how the feedback is being considered. Since the project is being considered into different segments, is the feedback being considered by segment?

For example, a resident which provides feedback has the greatest weight for a segment in which it resides? As a resident on one side of town outside of a particular segment, has a less interest than one that lives in a particular segment.

Name: Mary Beth Cockerham

Neighborhood/Affiliation: Community Member

Date of Comment: 10/18/2022

Comment:

It was a pleasure speaking with you last night at the Open House. I regret that some of my neighbors confused disagreeing on a topic (which is still being defined) with being disagreeable...

I do have one question after last night's meeting. As we move from high level concepts to preferred approaches, will success for the project be quantified? I understand the high level priorities laid out last night, but how will the project, when completed, be evaluated? Is the goal to increase ridership in the corridor by XX%? Reduce the bus drive time, end to end, by YY minutes? Reduce left turn accidents by ZZ%? I believe detailing the criteria for success would satisfy some of the requests for data and accountability.

Thank you, Lee and Hillary for trying to preserve decorum and present the options for the corridor.

Name: Dave Cheney

Neighborhood/Affiliation: Community Member

Date of Comment: 10/18/2022

Comment:

Thanks for an excellent presentation last night. Good info in the lobby and auditorium, and a good explanation of all of the possible solutions in play. As I told Yon, you can sense a good deal of tension and some animosity towards this process. He said you see it in any major city proposed change. But hear you have recent Seminary road decision where many in our neighborhood feel they were not heard, and that the city did what it had planned to do before any public input occurred. There is a sense that it will happen again. I hope not. You told me straight out that no decision has been made, so I trust you! Being the son of a city and county manager, I tend to trust the process, even if we end up disagreeing on the end result. Again, thanks for being there last night with your team.

Name: Thomas Hoffman

Neighborhood/Affiliation: Community Member

Date of Comment: 10/18/2022

Comment:

Thank you for the informative presentation last night.

Will all buses use the center bus lanes? Will the city school buses use the center lanes? The City school bus is right off Wheeler Ave so all school buses are Duke Street users. I ask because I am sure parents will say it is not safe for their children to cross Duke to the center lanes. It follows that if the bus lanes are not used by the school buses because of safety concerns then everybody's safety is in peril especially the elderly and handicapped.

The travel times that you showed last night for buses and cars, are they based upon 35 mph or the new vision zero 25 mph speed limit?

Name: Carrie Schwartz

Neighborhood/Affiliation: Community Member (S Hudson Street)

Date of Comment: 10/17/2022

Comment:

I found your email address on the Wakefield-Tarleton Civic Association Facebook page. I've been following conversations about the Duke transitway changes on the page since my family and I bought a house in the neighborhood (on S Hudson Street) in October 2020.

I will not be able to attend the meeting at Bishop Ireton tonight, but I am interested in sharing my perspective. I am very supportive of a plan that would make Duke street safer for pedestrians, bikers, and cars; slow down vehicle speeds; and improve the bus connection to King Street metro. Walking, biking, or using the bus are my preferred means of transport. My family and I were rear-ended in a hit and run while turning left onto S Gordon street from Duke Street in summer 2021; since then we always turn into our neighborhood at intersections with dedicated turn lanes (S Jordan and the stoplight by McDonalds). We don't feel safe crossing Duke Street on foot at the existing crosswalks (except for by S Jordan) because cars drive too fast and frequently miss the lights. I would like to take the bus to the King Street metro, but the bus doesn't always come on time (I could be using the wrong app for the bus schedule), and I don't see information at the stop about when the next bus will arrive. We need environmentally sustainable transport options that are safe and affordable for all residents and prioritize residents without cars (who are probably less likely to attend the in-person transportation discussion meetings). I would love to see car-free transportation options like those available in Crystal City.

Thanks for considering my perspective.

Name: Lizzi Alarcon

Neighborhood/Affiliation: Community Member (Duke St. between Early and Floyd)

Date of Comment: 10/17/2022

Comment:

Thank you and your colleagues for setting up these open house meetings for each section for the future BRT. My partner and I were at the meeting tonight and had a few extra questions that we thought up on the bus ride home. To give some background, we live on Duke St. between Early and Floyd, and we're in support of the project. I am fond of our service road access mostly for the ease of access to our driveway since people tend to speed on our section of Duke, but I like the possibility of greater pedestrian, bike, and bus infrastructure more.

1. Is the option where the number of traffic lanes would change based on rush-hour times no longer on the table? I wish I could remember the name right, but it might've been called contraflow?
2. Will WMATA buses have access to something like the center lane model options?

3. For our area of 2A, today we saw that there were two possibilities: the full center lane option, or the hybrid model which would put us in the mixed use area. If we end up with something like mixed use, would we no longer be able to have some of those plug ins to our area?

Name: Emanuele Francesco Pecora

Neighborhood/Affiliation: Community Member

Date of Comment: 10/16/2022

Comment:

Thanks a lot for taking the time to provide such a kind, detailed, and informative answer to my email.

My job is to support the demonstration and deployment of clean energy technologies; I take the bus and the VRE to commute to work; I have an electric vehicle; I am very supportive of everything the City is doing. But I am also aware it takes so little to break the trust of the community. I am happy to learn that you guys have learned and strive to continuously improve while gathering feedback from the community. I am sure future meetings will have better outcomes.

One last comment (I do not expect any answer from you, just wanted to share my opinion). I cannot agree more with you on the topic of scientific surveys versus qualitative feedback. You are right, we are a representative democracy and priorities and policies are set by elected officials. If this is true (and it is!), please do not use random numbers to justify your plan. One of your first slides had 3 numbers in orange to justify the development of your plan. Those numbers are just random. I could fill out the form you sent me 100 times and make my opinions count 100x in your numbers. There is no need to do that. Communities want to hear direct and honest arguments. This is a plan to execute a policy decision to disincentivize the use of cars and to incentivize cleaner and more equitable transportation modes. Yes, this will mean that if people do not change their habits, they will spend more time stuck in their cars on Duke St. This is what the plan wants to achieve: to change habits. You, as a civil servant, execute those policies. No need to pretend you had a survey and that people asked for this. Who knows if that is true or not. I think a more direct approach will be beneficial.

Thanks for hearing me out and for spending the time to read my comments.

Good luck with everything and have a great week!

Name: Ryan Taugher

Neighborhood/Affiliation: Community Member

Date of Comment: 10/12/2022

Comment:

I was wondering if it was possible to participate in tonight's townhall on Duke Street planning virtually. If so, could you please send me the link? I didn't see it online.

Name: Ryan Taugher

Neighborhood/Affiliation: Community Member

Date of Comment: 10/12/2022

Comment:

Thanks so much for your rapid reply.

I'll be glad to provide feedback via the online form, and have already taken advantage of the great information on your website.

Thanks for leading such an inclusive and thoughtful process and improving our community.

Name: Emanuele Francesco Pecora

Neighborhood/Affiliation: Community Member

Date of Comment: 10/12/2022

Comment:

I am just coming back from the community meeting related to the "Duke Street in motion" plan. I am writing to express my disappointment on how the meeting went. I have been a great supporter of the initiatives the City of Alexandria is taking, but in my opinion this meeting was the best example of what not to do when engaging with a community.

Hope the feedback below will be useful for your future planning. I am available if you need any additional information.

- The city employees refused to take questions at the end of the presentation. Only after many participants expressed their frustration, the meeting coordinator agreed to take one or two questions, but clearly they had no plans to listen to the community. I am sure this meeting cost taxpayers a lot of money. I have seen boards, swags, multiple employees, contractors, the use of a private location.. It appears there was no Q&A planned in the agenda. What is the point of spending taxpayer money and organizing a community meeting if there is no interest in hearing the participants and answering questions?

- Before the presentation, I interacted with a few employees asking questions. They all appeared very unprepared. I asked specific questions, numbers, data, and the answer was also "I do not know" or "You should talk with someone else". If a city employee shows up to a community meeting, they should come prepared with all kinds of info and data to answer any question from the community.

- A city employee said from the stage "we are not conducting a scientific survey because we would not get the results we want." This is just unbelievable. The city said that they prefer running random surveys with no statistical significance instead of a serious survey just to get the answers they want?

- At the end, I asked a city employee how to return the survey I was given at the entrance. The employee spent more than a minute looking around trying to answer my question, but he couldn't give me a simple way to return the form. At some point he said I should have filled the survey, scanned it, and emailed it to someone. I am sorry, but that is ridiculous. I do not have a scanner and I am not sure why the city expects people to have a scanner. Are we still in the '90s? I gave up and refused to fill out the form and left. Not what I wanted, but it seems it is just difficult to provide any sort of feedback.

Name: Mark Loucas

Neighborhood/Affiliation: Community Member

Date of Comment: 10/9/2022

Comment:

Thank you for your efforts to keep engaged citizens informed.

I understand the genesis of this project and the substantial political capital held by various pedestrian / cycling advocacy groups, but I feel like there is an elephant in the room that is being ignored.

The section of Duke that is most congested and dangerous is that between Telegraph and Quaker Lane. Much of this has to do with shopping centers, schools, and government offices all emptying onto one small section that is also the key conduit funneling cut-through drivers onto 495. So long as there are only two vehicular crossings of the train tracks between the Springfield interchange and the Potomac, traffic conditions around that chokepoint will be dangerous for all.

I don't think a band-aid will save this patient. Hopefully city planners recognize that many of Alexandria's transportation woes are the result of it being largely hemmed in by interstates and train tracks (and rivers) with relatively few ways in or out. This will be much more expensive to remedy but it is the permanent fix we need.

I know these points aren't germane to the Duke in Motion public comment phase but I wanted to make sure I'd at least provided my viewpoint.

Name: Bill Rossello

Neighborhood/Affiliation: Community Member (West End)

Date of Comment: 10/7/2022

Comment:

I hope all is well with you both. Members of the West End community have identified significant examples of bias in the feedback form. So, I went through it myself and found that they are correct in that observation. Having worked with PhD statisticians and survey experts, and having administered many surveys in my own professional career, I know survey bias when I see it.

Here are a number of examples of bias in this latest TES survey:

- Question 3: How often do you typically travel by bus along the Duke Street corridor. There are only two choices: "Sometimes or regularly" or "A few times a year or less." There is no choice for "Never." That would be the choice for 96% of residents along the corridor and would inform the results in a very important way. Since the "Never" group is lumped together with "A few times a year," one could claim that just about everyone uses the bus at some point in the year. Not close to being true.
- There is no question to respondents regarding how they use the road or where they go when they use it. Huge oversight representing bias toward the bus rider's needs over the needs of other 96% of users. You also miss the opportunity to inform the results and the design alternatives. The city still has

no data on where people go on Duke Street. Where is the ridership data? Where is the vehicle volume data? Where is the bike demand data?

- As I often see in T&ES surveys, the choices actually combine two responses. This approach to survey questioning introduces bias in results. For example, there is a big difference between someone who rides the bus sometimes and someone who rides the bus regularly. The former is likely to have a very different view of their needs than the latter. The same is true for the respondent who rides it a few times year versus someone who rides "less." This is a cardinal sin in the world of surveying.
- Next example of bias is this statement: "To move people more efficiently along Duke Street, we need to change how Duke Street is used, looks, and feels." Really? Who says? What does look or feel have to do with efficient movement of people (now you are surveying for three things in the subsequent question: efficiency, look and feel? Another survey no-no.) Is there groundswell in the community? Are there no other ways to move people more efficiently?
- The use of "reimagined" presupposes that residents want a reimagined Duke Street. While they may, how do we know? You don't ask, "Should Duke Street be reimagined?" and "If you answered yes, how should Duke Street be reimagined?" Another missed opportunity for important information. The first survey did not show any real demand for a reimagined Duke Street.
- For Question 5, the respondent cannot add comments unless they make the last choice "unsure."
- Prior to Question 6, the statement that the project "includes the opportunity to provide additional enhancements to the street." However, the choices are limited to improving sidewalks, biking and scootering, green space and service roads. Yet, the results of your first survey showed that relieving congestion along parts of the corridor was the top priority among bus riders and motor vehicles users alike. There is no choice in Q6 for that.

I have visited the websites of your consultants. Neither is expert in survey techniques. You should really start hiring pure survey firms to avoid bias in the future.

Name: Stephen Morris

Neighborhood/Affiliation: Community Member

Date of Comment: 10/4/2022

Comment:

Good Evening Ms. Monaco,

Thank you for sharing the community input survey earlier today. Would the City consider revising Question #3? (How often do you typically travel by bus along the Duke Street corridor?)

With only two options and the lesser being "A few times a year or less" I am concerned an analysis of the results could lead to a misleading statement that a majority of respondents only ride the bus a few times a year. In reality it's plausible that a plurality, or even a majority, of respondents may never ride the bus along that corridor. I believe this would be an important data point to collect through this survey.

I strongly recommend using a more standardized ordinal scale such as:

- Regularly
- Occasionally
- Rarely
- Never

Not only does it reduce ambiguity for those responding to the survey, but the results would be much easier to interpret as well.

Thank you very much for your time.

Name: Jim Norman

Neighborhood/Affiliation: Community Member

Date of Comment: 10/4/2022

Comment:

What are the URL's for the Traffic Volumes by Segment? Please respond promptly.

Thank you.

Name: Peggy Cantfil

Neighborhood/Affiliation: Community Member

Date of Comment: 10/4/2022

Comment:

Why can't there just be one dedicated bus lane depending on the traffic direction in the morning going into Alexandria to King Street metro and in the afternoon leaving King Street metro to go home two lanes would be similar to route one correct?

Name: Randall Gafner

Neighborhood/Affiliation: Community Member (between Duke and Seminary)

Date of Comment: 10/3/2022

Comment:

I'm writing as a homeowner, living in the area for nearly 20 years, at a residential address located between Duke and Seminary. So I often use Seminary Road or Duke Street to access 395 N and S, also Van Dorn South to Franconia, etc...

My primary reason for interacting with any of these study groups since 2008 began when I watched and reacted to the visuals from my window of the encroaching upper levels of the BRAC building, miles away, as it emerged above the tree tops. The negative impact on the amount of traffic added to the area has

been dramatic, and moving forward seemed ill advised given that, to my understanding, the 2 alternative sites under consideration, were close to established Metro stations...Whatever.....Then it was violations of Federal noise standards that led to the construction of noise barriers along 395. I remain hopeful that, overtime, as electric vehicles become the norm in the region and not the exception, that the noise levels will reduce even further.

After the price of gasoline first teased the upper levels of more than \$5 per gallon in 2008 and I started walking further over into Pickett Center and attempted a gallant walk to the Van Dorn Metro, I became aware of a very dangerous situation on the Van Dorn bridge that goes over Duke Street at that location. In particular I only ventured to walk on the right wide of Van Dorn going North. And only once !!!!

The danger to my life (and the lives of others) were I to attempt to walk along Van Dorn South bound, with those exits to Duke West and Duke East, afaik completely unmarked, designed without consideration of pedestrian traffic is considerable....I just won't consider it on bicycle or on foot. Much too dangerous for an able-bodied Alexandrian.... Pity to anyone on a bicycle, or on a scooter, short or long-term. I would tell them, don't do it...

At the time there was no safe place (Van Dorn North) for pedestrian traffic to walk alongside vehicular traffic. I am able-bodied and ambulatory such that I could walk, run, skitter???? across that bridge where there was no separating wall to protect pedestrians from cars and trucks moving north on Van Dorn, accelerating quickly from the stoplight at EOS apartments and attaining full posted speed by the arrival at the bridge overpass.

At the time, and quite likely to this day, more than 14 years later, afaik, there remains no safe passage for wheelchairs, pedestrians, bicycles, etc to travel parallel to vehicular traffic on Van Dorn over that bridge spanning Duke Street at that location. I hope that I am completely wrong about the former statement...It only took one skitter over that bridge in June 2008 to etch into my memory that the bridge was unsafe for myself and others...Tell me that something has been done.

What is the current status of the pedestrian walkway alongside vehicular traffic on the Van Dorn bridge span over Duke Street? Both sides.....Yikes !!!!!

Additionally, while I have your attention please carefully review the jumble of mis-matched, incomplete, broken, inaccessible ramps, safety lights, pedestrian walk/don't walk signs and placards along Duke Street.

In particular I have taken several occasions to walk the 2+ miles from my home, through the neighborhood to Foxchase apartment and the shopping center on the North side of Duke, then continuing on along the North side of Duke to general area of shopping and retail activity where the Giant Food, Guitar Center, UPS Store is located....

It is along that sidewalk and those traffic crossings at Quaker Lane in particular, where I am again reminded and exceedingly grateful that I am not physically impaired and dependent on the warning lights, the pedestrian ramps that to my understanding do not meet Federally mandated ADA requirements... OMG the cars traveling West at posted speeds and turning North onto Quaker Lane imo

have very little warning or incentive to become aware of the possibility of pedestrians (imagine the audacity of people walking or rolling in the neighborhood!) as they accelerate up the incline to start the climb on Quaker Land North near that church building alongside the route.

Again, a treacherous walk imo for anyone who cannot reach the activation buttons at these intersections....Pity for those dependent on the operation of these signals with the wide variety of different buttons, activations, inconsistent locations of lights and activations, delays in signal changes to meet both pedestrian and vehicular movement safely through the intersection. Haptics and feedback anyone?

Pedestrian traffic along and over Duke Street is not for the faint of heart. I hope that there are plans in place, in this current revision of traffic along Duke and through the West End, to address these very serious observations that are imo insults to pedestrian movement along and over Duke Street.

Merely my observations....

Name: Paul Judge

Neighborhood/Affiliation: Community Member (Fort Williams Parkway)

Date of Comment: 10/1/2022

Comment:

Prompted by the Mayor's Oct newsletter, can a concerned citizen just ask for everyone to take a deep breath and approach the Duke street issue with common sense? The Mayor cherry picks science and safety to justify his continued push for dedicated bus lanes and bike lanes. Yet, educated and wealthy people continue to buy homes in flood zone areas, demand for buses has fallen off dramatically, and safety results are a mixed bag of interpretation.

The feedback on the composition of the Duke street committee seems like an issue that should be addressed immediately and the outdated transportation plan needs a redraft. I understand the grant money is driving decision making but this project can be accomplished in a way that doesn't force buses and bikes on every east/west street in Alexandria. Let's find a true middle ground that does not remove parking or land from current Duke street property owners and takes credit for bike lanes on Eisenhower, Seminary and Braddock. Also, is the plan to fully leverage the Mark Center transit to King Metro rather than concentrating at Landmark?

Finally, many residents like me voice our opinions through our civic organizations. Their concerns and comments to the city are not from a few board members. As you begin the open comment period, please take a fresh, balanced look at Duke Street transit. The neighborhoods, green space and auto transit times to work, sports, and activities is an underlying strength that Alexandria would do well to preserve.

Name: Charles Raasch

Neighborhood/Affiliation: Community Member (Saylor Place)

Date of Comment: 9/30/2022

Comment:

I realize it may be too late and decisions have already been made that will make travel in our neighborhood even worse, but is there still time to respond to a survey on the Duke Street Diet?

We've lived on Saylor Place just off Quaker Lane for a quarter century, and every single decision the powers that be have made that is remotely associated with transportation has made travel more difficult for us. Cut-through traffic from the total lack of planning on the Mark Center development made travel infinitely worse than it was before that. What I read about the arterial sclerosis about to be imposed on Duke Street really concerns me, because some of that traffic that cuts through twice a day, to and from Maryland to the Mark Center, ostensibly travels at least part of the time on Duke. Restricting that vital artery even more will inevitably push these drivers elsewhere. Quaker Lane will become a virtual parking lot. Already, it is so difficult to get onto Quaker from the entrance to our development at Sterling that we often sit, idling, for a long time, waiting for some sort of traffic break. This is horrible for the environment and especially bad for young families with children. I feel for all our neighbors in this situation.

So, I'd at least like to register these concerns so Powers That Be can't stand up and legitimately say everyone is for the tightening coming for Duke Street. Because, I assure you, everyone is not.

The changes that were made to Seminary Road have made it more dangerous than it was before. Setting aside the debate over the elimination of lanes, the configuration that some engineering genius came up with is patently dangerous, especially on the eastern third of Seminary. The islands that were supposed to calm traffic have been hit and destroyed multiple times in dangerous accidents. The police don't patrol it and drivers routinely pass where they shouldn't. That sidewalk on the street is a dangerous joke. No serious bicyclist I know travels on it, including myself, particularly on that stretch where bicyclists are supposed to magically trade lanes with 4,000-pound cars while going downhill on a partially blind curve in traffic routinely going 40 mph or more. As a pedestrian who walks that stretch 4-5 times a week at minimum, the new configuration plus lack of speeding enforcement scares me in ways it never did before. I challenge you to think differently walking east to west, especially late in the day. It is terrifying.

Clogging Duke is only going to make it worse on both Duke AND Seminary, and the city's continued crusade to make it virtually impossible for young families with busy lives to move around this part of Alexandria will continue unabated.

BTW, I've raised these concerns with city council members, and only the mayor has responded. The fix totally appears to be in. As a long-time resident of Alexandria, I have never been more disappointed in the leadership - if that is what you call it - of this city.

Name: Alexander von Guggenberg

Neighborhood/Affiliation: Community Member

Date of Comment: 9/29/2022

Comment:

Is the City removing traffic lanes to force us to use buses? Is the City trying to tell us that if we don't like to sit still in traffic its because we made the wrong choice? Seems this is the plan...

Name: Leisa Snodgrass

Neighborhood/Affiliation: Community Member (Floyd and Early)

Date of Comment: 9/27/2022

Comment:

I apologize in advance for the length of this note but it's an important matter.

I want to comment on the proposed changes on Duke Street from Jordan to Wheeler, an approximate one mile residential area. While I was unable to attend the discussion meeting on 9/15/22, I did join by calling in. I have lived in my neighborhood at 3910 Duke for many decades, I grew up here.

My street, between Floyd and Early, has an access road and a small "island area" separating our homes from Duke Street traffic. I know part of the plan is to eliminate the access roads and "island areas" on Duke to make room for more traffic. Our access road is important to our neighborhood, providing parking, access for deliveries, trash pick-up, ambulance services as well as noise separation/reduction from the Duke Street traffic, and safety, as well.

At the meeting on 9/15, one of the homeowner speakers commented on concern about the noise from traffic should the access roads be taken away. Currently, even with the access road and the "island area", the traffic noise is pretty loud and if the access roads and island areas are eliminated and traffic comes much closer to our homes, even 10 feet, the noise will be horrendous. If this heavy traffic noise, rumbling of big trucks, buses, etc., is brought closer to our homes, I am concerned about the damage it could cause to our home's windows and foundations. I wonder if the City has considered this and what reparations the City would pay to fix this.

Another obvious concern is property values. I cannot see at all how removing the access roads and island areas would help with our property value of our homes. I would be hard pressed to want to purchase property with traffic right at my door, especially if I had children.

At the meeting, homeowners spoke of concerns related to safety should the access roads be eliminated bringing the traffic closer to our homes and neighborhoods. Cars, buses and trucks being closer to our homes would certainly be a safety factor for people walking, standing, biking, and children would be in much more danger from traffic than they are now should they want to be out in front of their homes.

I know that the City of Alexandria has proposed this idea before and wisely did not move forward. I also understand the City feels this proposal would somehow improve the West End and bring more money into Old Town. But I am at a loss as to how upending a one mile strip in a RESIDENTIAL area from Jordan Street to Wheeler would accomplish this. And I don't see how this would improve our neighborhood or our lives and safety and our homes.

I want to comment on some of the ideas your team commented on at your meeting and some things that honestly, offended me. Someone mentioned, I think the male presenter from your group, that people who live in the West End have little income and don't have cars. This is not true. We may not be millionaires who have fancy houses and mansions found off of Seminary Road or down by the waterfront, but everyone on my street has at least one car, many families have more. And while I don't know the income levels of everyone from Jordan to Wheeler, I submit that we have mortgages and/or

pay just as much rent as others in Alexandria. To me, these comments were offensive and used as a red herring to justify these proposed changes.

Someone also mentioned something about "flooding". I have lived in this house for practically my whole life and my house has never "flooded". If the City is concerned about flooding, perhaps looking at Van Dorn Street or old town are areas that need more attention. Another red herring.

I am also wondering who will pay for these changes? City taxpayers of course. And what benefits will we taxpayers get from Jordan Street to Wheeler? I can't see any except higher taxes for your project and less safety, more noise, damage to our homes and less property value. Those really don't seem like fair trade offs.

I also want to comment about the notice and tone of this meeting. I heard this was the 5th or 6th meeting about this project. My neighbor at 3908 Duke and I only heard of it the week before the 9/15 meeting. Why was this not something that was put out to us months ago through mass mailings to residents in this area? The other issue I have is that in the meeting, residents were only given 10 minutes to speak. 10 minutes is really pitiful considering how the City is proposing to change people's lives and homes with this proposal. And lastly, the way the information was presented and the characterization of the West End citizenry was offensive and made me feel like I was being talked down to and will be given little value in this process.

I sure hope that our neighbors and neighborhoods will be given a chance to hear more about this and informed of meetings in a more timely manner and that our voices will be able to be heard and respected. I was concerned people expressed concern about this but those comments were blown off.

For me, its still not clear why this one mile strip of residential area in the City of Alexandria is being looked at as like it is. I am quite sure there are many cosmetic changes that could be implemented on the West End that do not involve putting our safety, property, and homes in harms way.

Thanks for your time.

Name: Susan Clark-Sestak

Neighborhood/Affiliation: Community Member

Date of Comment: 9/19/2022

Comment:

I attended the most recent Duke Street in Motion meeting and saw that you are the one to contact with questions or follow-up comments.

I would like to know whether the Alexandria Police Dept or Fire Dept have been asked to provide their inputs on potential impact to their ability to respond to emergencies, based on the options being considered for Duke Street between Landmark and Telegraph Rd.

We had a community meeting yesterday, which several ACPD officers attended, as well as the ACPD public affairs officer. None had any knowledge of the police dept being contacted - either directly to obtain their inputs or to attend any of the meetings (which are held at the police HQ building).

I would appreciate hearing from you (or someone working on this project) whether our city's emergency responders have been contacted and, if so, who specifically has been contacted. Theirs would be important inputs to consider in any reconfiguration of Duke St.

Name: Christine Hoeffner

Neighborhood/Affiliation: Community Member

Date of Comment: 9/16/2022

Comment:

Please accept these comments in response to the information covered in the Advisory Group meeting and the meeting materials. They expand on the comments I made at the meeting.

I have no preference for a BRT concept in Segment 2B, Wheeler to Roth Street.

I support further evaluation and consideration of the Hybrid BRT and Mixed Traffic BRT concepts for Segment 2A, Jordan to Wheeler Street and preservation of the residential frontage roads in this segment, specifically the south side frontage roads between Jordan and S. Early Street. Both of these options provide improved bus schedule reliability, user experience, and travel time over existing conditions while minimizing or avoiding adverse impacts to residential properties, access, and parking.

While I support the overall vision and guiding principles in concept and the outcomes of improved transit access and reliability and pedestrian and bicycle access and safety, I cannot support the Segment 2A Center Running BRT concept due to the major impacts it will have on residential access and the 55 homes in my neighborhood who will lose the frontage road at their homes and the buffer and greenspace it provides between them and Duke Street traffic. The left turn access changes and restrictions will also shift traffic in my neighborhood onto fewer streets, overburdening those streets and diminishing the safety and quality of life for the residents who live there. The loss of the frontage road parking will also shift parking and traffic further into my neighborhood, already subject to "spillover" parking from The Fields apartments and others, and further diminishing neighborhood safety and quality of life. An objective of the "Vibrant" principle is to preserve and positively impact quality of life for neighborhoods, residents, and businesses. Concepts that eliminate the frontage road are not responsive to this principle and objective.

The Metroway BRT and West End Transitway BRT include BRT cross-sections ranging from dedicated lanes to mixed traffic running and from center lanes to curb lane configurations to accommodate varying right-of-way conditions and impacts to the corridor communities. There is no reason the Duke St. BRT should not follow this precedent and implement a cross section and alignment that recognizes existing conditions and minimizes community and property impacts.

Finally, the 2012 City Council resolution recommended Mixed Traffic BRT as an initial BRT implementation on Duke Street between Jordon and Roth Street and a single, reversible BRT lane in the AM and PM peak periods as a subsequent phase. The resolution also notes that bicycles should be accommodated in the corridor only if studies indicate the streetscape can still be enhanced. No information has been presented to date indicating any reasons not to proceed consistent with that resolution. No information has been presented regarding studies of how bicycles can be accommodated while still enhancing the streetscape either.

Comments on meeting presentation

Slide 23 gives international examples of safety impacts of BRT. It would be more relatable if this information is used in outreach meetings if the examples include statistics from local (northern VA or state-wide) BRT systems or US BRT systems in cities of a similar size as Alexandria.

Slide 25 notes the opportunity of transit to “green the street”. The existing frontage roads already provide green space. Efforts should be made to preserve and enhance this existing green space rather than tearing it out only to replant it to create new green space.

Slides 32, 40, 46, 49 - If these graphics are used, the housing should look more like what is actually there. Existing driveways and parking and proposed driveways and parking in the various concepts should be shown to give an accurate representation of conditions. You cannot determine from the graphics what portion of each concept is within or outside the existing public road ROW. The existing and proposed ROW widths should be indicated on these graphics, especially when other presentation materials discuss “property impacts”. A potential alternative to the graphics presented could be a photo-simulation that could more clearly illustrate actual conditions in the corridor and how the proposed concepts would change those conditions.

Advance Materials

Page 11 discusses screening level data. It only touches on the aspects of the running way concepts relative to transit operations. Concepts should be screened relative to other principles such as neighborhood traffic, property and neighborhood impacts, etc.

Public Outreach and Other Comments

It was noted in the meeting that simulations of running time or other metrics will be done only on a full corridor “end to end” route. Simulations should enable comparison of the benefits of the various combinations of concepts, such as center running Segment 1, mixed traffic Segment 2A, hybrid/reversible lane Segment 2B and center running Segment 3 versus center running Segment 1, hybrid/reversible lane Segments 2A and 2B, mixed traffic Segment 3, for example. This will allow residents and other stakeholders to more clearly understand the differences and trade-offs among the concepts and the segments.

Focus groups or other outreach efforts should specifically engage civic associations within the corridor to provide opportunity for their specific interests to be heard.

The presentation materials include some general references to existing conditions and what conditions the BRT will improve or change. There are not specific examples (e.g., high vehicle and pedestrian accident locations, areas of traffic congestion, gaps in sidewalks, etc.) that allow someone to better understand existing conditions and what problems or challenges the BRT will address.

Name: Zack DesJardins

Neighborhood/Affiliation: Community Member

Date of Comment: 9/16/2022

Comment:

I appreciate the work you have done thus far on Duke St in Motion. I would like to see bus lanes throughout the entire project but certainly understand the challenges of repurposing city right of way along service roads for bus lanes, wide sidewalks and bicycle infrastructure.

Maybe you addressed this in last night's meeting but has the city done a parking utilization study of the Duke St service roads? It may worthwhile doing to show that the service roads may not be used to the extent people think. It also may be worthwhile counting the number of off street spaces and measuring their utilization too for the duplexes along the service roads. Would it be possible to compare what is observed to the city's vehicle tax rolls to only measure vehicles that are registered here? There is no city policy requiring staff to plan for scofflaws right?

A good mitigation may be to offer up a residential parking permit program to potentially impacted neighborhoods.

I did something similar in Arlington to install Capital Bikeshare in some metered parking spaces that the community claimed were highly used. Colleagues in the parking program provided me paid occupancy data and found the spaces were paid for just 22% of the time. It made my ask to the community a lot easier sell and fortunately, I was able install the CaBi station.

PS I may be able to provide some volunteers to help with a parking study.

Name: Asa Orrin-Brown

Neighborhood/Affiliation: Community Member (S. Ingram Street)

Date of Comment: 9/15/2022

Comment:

I was one of the virtual attendees for the September 15th meeting and I chose not to take up group time with a comment, but I wanted to send a comment via email to be added into the notes for the meeting. I live on S Ingram Street in one of the highly impacted neighborhoods with a frontage road and parking impact. Still, I am a big fan of this project and am excited to see it move forward. The new overhead diagram presented in today's meeting really helped me understand the concepts better, and I really appreciated the idea presented about a solution that maintains some frontage road protection (not necessarily all of the parking) while mixing and matching what happens with the buses through the different sections. This seems like a solution that a lot of my neighbors would get behind. I know of at least 6 families that are already very excited. I just really hope the bike/scooter lane stays included. I am a biker with my 14 year old heading into Old Town daily, and we need improved safe options. With the increased use of the scooters and the law prohibiting their use on sidewalks, I really think this is a critical issue. Most of the scooter users I see are teenagers, and I wholeheartedly agree with the City that we have an obligation to reduce and ultimately eliminate fatal accidents. For what it's worth, I am also a business owner along Duke Street and I have been aware of this project for a long time, since the early survey effort last year. This project would help my business in several ways, and I'm not worried if the frontage road in front of 5145 Duke street needs to be eliminated, as long as parking lot access is maintained. Increased pedestrian and bike traffic on the north side of the road would be beneficial to business. I appreciate the work everyone is putting into this project, and I look forward to attending more meetings in the future.

Name: Chuck Schwidde

Neighborhood/Affiliation: Community Member

Date of Comment: 9/12/2022

Comment:

I think it ridiculous to sacrifice auto driving space for bike paths along Duke Street!

I would never ride a bike near such a busy street.

Seminary Road has very few bike users.

That program has been a bust.

We walk long Seminary often and we usually don't see any bikes or maybe 2.

Name: Evelyn Valdez

Neighborhood/Affiliation: Community Member

Date of Comment: 9/8/2022

Comment:

I hope this note finds you in positive spirits. I am an Alexandria resident who is blind. I happen to use the Dash Bus system and ride as a stoker on a tandem bike once or twice per week. Unfortunately, my pilot and I are unable to ride our tandem bike on Duke Street due to the traffic congestion and the lack of bicycle infrastructure on that road. Though Duke Street is often more convenient in our bike route, we must find other roads on which to travel because riding a bike is simply not safe. When I have taken DASH buses down Duke Street in the past, the bus is often slowed down by traffic congestion, making the bus trip longer than necessary. I walk down Duke Street and the sidewalks are very narrow, with little separation between the sidewalk and the speeding traffic. Many areas of Duke Street are difficult to cross, due to the lack of audible signage that could make crossing easier for someone who is blind. Making transit, walking and bicycling safer, more efficient and accessible is extremely important, particularly for low income families. I sincerely hope that the Duke Street Transitway project will be constructed to increase the accessibility and usability for everyone.

Name: Alex Wolz

Neighborhood/Affiliation: Community Member

Date of Comment: 9/1/2022

Comment:

I'm an Alexandria native who recently moved back to this lovely city, and also do not own a car. To get around, I walk, bike, and take the bus. As someone without a car in this city, Duke St is probably the scariest and worst street to be on. Today, I read in the Washington Post about a woman killed in Maryland while biking in a bike lane. The bike lane, like so many in this country, was not protected, and ultimately, nothing stopped the flat bed pickup truck from turning into her and killing her. Please, do

what you can to make Duke St truly safe for bikes and pedestrians. Not just lines painted on the tarmac. Actual, separated and protected sidewalks and bike lanes. Some of our lives depend on it!

Name: Andrew Justin Reich

Neighborhood/Affiliation: Arlington Resident

Date of Comment: 8/29/2022

Comment:

My wife and I have resided in Arlington, VA the past 4 years, and will be here at least another 15 since I am permanently assigned. When I received orders here 5 years ago, I thought my biking days were over moving to a Large populated city. However, we were amazingly surprised just how safe and expansive the current infrastructure is for pedestrians. All money spent to expand and improve the system is WELL worth it. We are able to get to just about anywhere safely on our bikes, and have enjoyed dining/shopping and commuting to work using the options available.

One MAJOR problem is the Duke street corridor. Currently, Duke street is unusable, even the side walks provide a dangerous alternative to foot traffic.

Encouraging Alexandria and other residents to use forms of transportation other than cars is a very laudable goal, though oftentimes, car users are reluctant to see the benefits of using alternative transportation modes. Making transit, walking and bicycling safer, more efficient and accessible is extremely important, particularly for low-income families, given the rise in gas and used car prices. I sincerely hope that the Duke Street Transitway project will be constructed to increase the accessibility and usability of these mobility options.

Name: Alex Goyette

Neighborhood/Affiliation: Community Member (111 S Jordan St)

Date of Comment: 8/22/2022

Comment:

I thought the meeting was really well-run and was very informative, so thank you & your team for putting it together.

I also wanted to follow up on something that was mentioned during the meeting, though I wasn't sure if I heard it correctly. When discussing the various design concepts presented for segments 1 & 3, someone had asked why they were not graded for their benefits to equity. I believe staff responded that the equity lens would only be applied when analyzing station locations along the corridor, but would not be used to compare the various running way or edge design concepts.

If I understood the response correctly, I hope that staff will reconsider. By not grading the edge and runningway concepts by their benefits to equity, the project team would be significantly underselling the overall benefits of design concepts that prioritize transit riders. For example, we know that lower-income Alexandrians are far more likely to be transit-dependent than high-income people, who are disproportionately likely to own and drive single-occupancy vehicles. A design dedicating road space to

improved bus service then would have an inherent equity benefit. This point was emphasized to me when I rode DASH home from the meeting, and noticed the very different demographics on the bus itself compared to the people in our meeting. Those in the meeting were almost entirely white, and the meeting was for English speakers. Meanwhile on that bus ride home, I was the only white person on the full bus and noticed at least 3 languages being spoken in addition to English. It was a striking reminder to me about who disproportionately relies on bus service in our city, and how the voices of most riders can get missed in the public feedback process.

Similar to the omission of an equity analysis for the concept designs, I also noticed that the designs were not graded for sustainability. This again undervalues designs that prioritize buses and active transportation over cars, which are a far less sustainable form of transportation. I hope that when design concepts are presented to the public for comment there will be a clear explanation of the equity and sustainability benefits (or lack thereof) of each one.

Again, thank you for the great work that you and your team are doing on this project. I'm sure the late nights at public meetings aren't your ideal way to spend an evening, but we appreciate it!

Name: Bob Hartt

Neighborhood/Affiliation: Community Member (4005 Ellicott Street
Alexandria, VA 22304)

Date of Comment: 8/22/2022

Comment:

As an Alexandrian who is blind, I am very reliant on our pedestrian walking infrastructure, a frequent bus rider, and I am also a founding member of Tuesday Night Tandems. The Tuesday Night Tandem cycling group seeks to improve access to a healthier lifestyle for our fellow Alexandrians who are blind.

I believe the Duke Street transitway project is a very welcome and hopeful effort that has the potential to improve mobility for our residents with disabilities, many of whom are disproportionately low income and minorities. If properly designed, this project can provide access to a much needed and safer network of pedestrian and cycling options. With this in mind, I urge that City staff give priority consideration to a preferred concept recommendation that includes both dedicated bus lanes and improved multiuse pedestrian and cycling pathways.

Although Duke Street could often be the most direct and convenient route for me and others to travel, I think the current inefficient bus service that mixes with other traffic could be much improved with dedicated bus lanes. When Walking with my guide dog or white cane I find the narrow sidewalks, utility obstructions and speeding traffic very unsafe, and I also urge priority be given to a wider multiuse pedestrian path along the street.

The recent pandemic and transition to more telework presents a golden opportunity for the city to build a safer and more equitable transportation system. I believe staff support for an option that includes dedicated bus lanes and multiuse pedestrian and bike paths strikes a better balance between the legitimate needs of truck and automobile users and those who must use the other mobility options

mentioned here. Thus, city staff support for such a Duke Street Transitway option would be much appreciated.

Name: Bonnie O'Day

Neighborhood/Affiliation: Community Member (4005 Ellicott Street Alexandria, VA 22304)

Date of Comment: 8/21/2022

Comment:

I am an Alexandria resident with low vision. I use the Dash Bus system frequently and ride as a stoker on a tandem bicycle once or twice per week. Unfortunately, my captain and I are unable to ride our bicycle on Duke Street due to the traffic congestion and the lack of bicycle infrastructure on that road. Though Duke Street is often more convenient, we must find other roads on which to travel because riding a bicycle is simply not safe. I have taken DASH buses down Duke Street in the past and the bus is often slowed by traffic congestion, making the bus trip longer than necessary. Additionally, I have walked down Duke Street and found the sidewalks often very narrow, with little separation between the sidewalk and the speeding traffic. Many areas of Duke Street are difficult to cross, due to the lack of audible signage that makes crossing easier for someone who is blind or low vision.

Encouraging Alexandria residents to use forms of transportation other than cars is a very laudable goal, though oftentimes, car users are reluctant to see the benefits of using alternative transportation modes. Making transit, walking and bicycling safer, more efficient and accessible is extremely important, particularly for low-income families, given the rise in gas and used car prices. I sincerely hope that the Duke Street Transitway project will be constructed to increase the accessibility and usability of these mobility options.

Name: Toni Oliveira

Neighborhood/Affiliation: Community Member (Wakefield-Tarleton)

Date of Comment: 8/19/2022

Comment:

I was unable to leave a comment yesterday during the meeting as time ran out. I would like to state that I am opposed to this project with respect to all of the current options. All of the current data that I have seen is that bus ridership is on the decline and proposals and studies done in a pre-covid landscape may no longer be relevant. Further more any of the options that include widening the road to do away with the parallel service roads should be off the table as they are of vital importance to the residents that live along Duke street. I walk along the service roads everyday and see children playing in there front yards and can not imagine the safety hazard that would be if they did not have that buffer, not to mention where all the cars parked along these streets would go. \$87 million dollars is a lot of money to spend on a mode of transportation that is already underutilized. I don't believe and have not seen any current studies that indicate there will be a mass influx of ridership with the addition of a BRT between Landmark and King St. Metro. The cost monetarily and in quality of life to the residents who live along the Duke St. corridor is too high.

Name: Rev. Dr. Ross Kane

Neighborhood/Affiliation: Community Member (Seminary Road)

Date of Comment: 8/19/2022

Comment:

First of all, thank you so much for your terrific work on the Duke Street in Motion project! As a citizen of Alexandria I really appreciate your dedication to the City.

I'm writing to voice support for dedicated bus lanes, and improvements to walking and biking in the new Duke Street configuration. I live off Seminary Road (on the seminary grounds as a professor), and frequently walk down to Duke Street and along Duke Street. As a pedestrian it is often hazardous to cross Duke Street! Increasing safety for pedestrians is a top priority for me. I also heartily support dedicated bus lanes, as someone who has frequented public transportation in the city.

Again, thanks for all of your work!

Name: Jim Durham

Neighborhood/Affiliation: Community Member (622 Fort Williams Pkwy

Alexandria)

Date of Comment: 8/19/2022

Comment:

Thank you for the excellent presentation and discussion during Thursday's Advisory Group (AG) meeting. As someone who extensively studied the read-ahead material in advance, I was a bit surprised to learn

so much more from the AG meeting discussion. My inputs below are based on what I learned and how that might inform the material you are preparing for a community survey.

1. I learned that “Running way” and “Edge” conditions for segments 1 and 3 are independent of each other. As a result, I recommend that the public survey have separate survey sections for Running way and Edge, each with their own scoring. That avoids the situation discussed last night of a “parking impact” being a discriminator for Segment 3 Running way options, when running way options did not impact parking in this segment.
2. After the presentation and discussion, I much better understood the pros/com of Center-running versus Curb-running options. I strongly recommend that the survey clearly, and repeatedly, articulate those benefits/impacts. To the extent possible, I recommend that they be illustrated with sketches and photos.
 - a. FYSA. Attached is a snippet of a Metroway intersection that could help to explain (1) Allocation of roadway space to left turn lanes (2) Allocation of roadway space to bus stations on each side (addressing an AG member’s question about how people board the bus, when only one median is shown in the illustration)
3. I recommend graphically illustrating how access to businesses and residents will be provided for “Edge” options with service road impacts in segments 1 & 3. We know how we access those places now, so it is difficult to visualize how access would work without a service road. That said, illustrations, photos and examples will help immensely.
 - a. The roughly 1,000 ft section of Duke Street service road east of Paxton currently has 7 four curb cuts/entrances/exits, but those could be reduced to 4, by modifying access to one per property, where two exist now, e.g. Shooter McGee area, Canterbury Apartments (which also have 2 accesses from Holmes Run Pkwy) and the parking lot that serves a few storefront. Just west of the car dealership.
 - b. By comparison, 1,000 ft section on the south side of Duke Street has 4 curb cuts today, namely 2 for NTB and 2 for the service station, between the lights at Paxton and N Picket. An example of numerous curb cuts for direct access to Duke Street is the south side of Duke Street between S. Quaker Lane and Roth; there are roughly 7 curb cuts for businesses!
 - c. Bottom line: It is important to graphically illustrate how direct access to these business /residences is feasible, and already exists in other sections of the corridor.
4. I liked the inclusion in Segment 3 of an option with a one-way service road. While that is not my preferred option, including it in a Segment 3 “Edge” survey can illustrate tradeoffs between the Edge shown in 3A (service road re-purposed for a buffered cycle track, with trees for both bicyclists and pedestrians), and the Edge in 3B, i.e. a one-way service road, but without trees and buffer /safety space.
 - a. Is a one-way service road an option for Segment 1?
5. While I tend to agree that the public would very much appreciate quantified information with the initial survey, e.g. impact on travel times, the project is not at that stage. I strongly recommend avoiding quantifying options at this point.

a. Would it help to use arrows instead of colored balls, e.g. arrows up, angled at 45 degrees, or horizontal, to show large benefit/impact, moderate benefit /impact or little or no impact.

b. Yes, staff evaluations are subjective, but they are based on your professional knowledge and including links to studies or examples will help substantiate your judgements. I suggest using notes with links to references/studies to document/justify benefits/impacts.

6. “Equitable” is more than just station locations and amenities. Please include “Equity” scores in the survey material.

a. Per Guiding Principles: “Equitable: Use enhanced bus transit to support equitable access for a diversity of people and places.”

i. This tweet from an AG meeting attendee illustrates that the greater diversity of people who ride Duke Street buses;: https://twitter.com/Alex_Goyette/status/1560441057422213123 (“Riding DASH home and you just can’t ignore how different the demographics on the bus are from the people in the meeting about the buses Bus was packed, I was the only white person, heard 3 languages beyond English and saw everything from young parents with babies to elders”)

ii. Running way options that provide more reliable, frequent and accessible service should have a higher equity score

b. Per the Guidelines, “Equitable” also includes walking and biking improvements. Edge options with walking and biking improvements should have higher equity scores

i. Additional and improved sidewalks that serve the corridor and connect to stations.

ii. Improved and safe connectivity to existing bike lanes or trails.

c. Bottom line: Please include “Equitable” scores for running way and edge options, consistent with the project’s Guiding principles.

7. You are probably already planning this, but if not, I strongly recommend ranked choice voting.

8. How will the survey be conducted to enable a greater diversity of informed input & responses than what we have seen at AG meetings? How will the team specifically engage/educate and include (1) people who ride the bus today or might if service was more reliable and frequent? (2) people who live in apartment buildings such as 4600 Duke Street and Carlyle East Appartments at 2727 Duke Street? (3) People for whom their first language might be Amharic, Arabic or Spanish?

Thanks again for the great work that you are doing. I look forward to seeing the next iteration of draft survey material for Segments 1& 3, the initial draft material for Segment 2, and plans for engaging communities that are most likely to benefit from enhanced bus transit.

Name: Catherine Pickels

Neighborhood/Affiliation: Community member

Date of Comment: 8/18/2022

Comment:

I am an Alexandria resident who owns a home on one of the Duke Street service roads with my husband and young children. My three children and our friends and neighbors rely on the protection of the median and trees to safely enjoy our neighborhood. That protection from blind turns and speeding cars allows my children to play in their front yard, learn to ride bikes and scooters and walk to their daycare every day.

The service roads make our neighborhood more pedestrian friendly by protecting pedestrians from Duke Street traffic and providing a route for wheelchairs and strollers when the sidewalk is blocked. Briefly using the low-traffic, protected street makes Duke passable when it would otherwise not be. I encourage you to experience the difference between walking in front of Blue Octopus and walking on the service roads nearby.

Thank you for thinking of our three little ones and all of our neighbors before making changes to Duke Street service roads.

Name: Helen Morris

Neighborhood/Affiliation: Community member (1500 Cameron St)

Date of Comment: 8/18/2022

Comment:

I'm a city resident who walks, bikes (for errands and for exercise), and drives in Alexandria. I've reviewed the options presented for Sections 1 & 3 of the Duke St project, and I urge you to proceed with options 1A and 3A for the redevelopment. My reasons for this are:

1. Prioritizing BRT for cross-city travel is a MUST. With the existing high density on the West End--which includes high populations of lower-income, immigrant, and young people--AND the new construction happening at the Landmark location, our bus services must be improved so that people can move around the city without needing a personal car. BRT is a resident service amenity that we must provide, and an equity amenity that we must prioritize.
2. Creating safe, buffered cycling and pedestrian travel options will benefit residents in terms of transit, growth of community businesses (people shop when they travel in their communities by walking and biking), and health and exercise. In addition, buffered pedestrian and cycle lanes will further the City's plans for Vision Zero and connected bike transit across the community.
3. Local efforts to combat global warming must include incentives to get people out of their cars for short journeys. It is incumbent upon City planning to enable, encourage, and nudge people out of their cars by creating safe, beautiful, and useful transit options that are easy to use.

Please make the decisions that will move us away from our auto-centric city and prioritize people-and especially underserved populations that don't have the luxury of car use-even though this transition may be resisted by many with loud voices.

Name: Melissa McMahan

Neighborhood/Affiliation: Community member

Date of Comment: 8/18/2022

Comment:

Thanks to the consulting group and staff and advisory group for a thoughtful discussion tonight. These are my impressions and observations from listening to the working group presentation and discussion:

1. I heard concern that the process is focused on the wrong segment of Duke (missing the middle), but that's just because the middle segment is being covered in the next meeting.
2. The option that seems untenable are the ones with transit operating in mixed traffic. I just don't think it's a realistic option for what the city needs to achieve in this corridor. Why would we show the community an option that doesn't meet the needs of the corridor?
3. Need to make clear that people who walk and bike almost ALWAYS also drive a car. Because they have to. It is a false dichotomy for speakers to set up car drivers in opposition to people who walk to bike, and the space they need.
4. Lots of speakers tonight in support of transit and ped and bike facilities on the corridor.
5. Keeping and driving a car is expensive. working families on duke often NEED two cars because two working adults can't share, both need to drive to work.
6. Center-running transit offers drivers easier access to right turns throughout, harder access to left turns. (but left turns are more controlled and safer for peds)
7. I think a tradeoff that is not offered well enough is landscape in center v on sides of road. It doesn't make sense to me to emphasize median landscaping (as some segment illustrations do) as it doesn't really benefit people. Trees should be on the sides for pedestrians. Shrink the travel ROW to the greatest extent possible to reduce crossing width and exposure to cars and distancing paved surface from places where people live.
8. It doesn't make sense to consider alternatives that offer little to no corridor safety improvements or mode shift improvement. one of the main changes since the last working group effort is Vision Zero. Another is EAP. the options should be placed in reference to those adopted citywide plans.
9. We could choose different options for each segment/combine approaches if one segment is more constrained than another.
10. The primary purpose of frontage roads is irrelevant to the future of duke. we need duke to be slower to be safer. we don't need to create a highway between local roadways. Frontage roads are empty almost all the time.
11. Frontage road as "safety buffer" - a bike or shared use path with landscaping is a BETTER safety buffer than a frontage road. Frontage roads are actually really dangerous at intersections.
12. Be careful about quantifying things all about travel times and cars if you cannot also quantify safety, or ped and bike comfort, value of the buffers from duke street to side land uses, etc. Anything you quantify will automatically give it more value than things you don't quantify.

13. I agree that the stoplight/impact chart should not reflect the edge features if the point is to get feedback on the running way choices. too confusing/misleading.
 14. Travel lane widths matter now because it makes a difference how much width you have for edge features without impacting neighbors. Maybe material for public could at least say, narrower lanes could add space for edge features?
 15. Premium transit between old town (metro, Amtrak, retail) and west end (metro, retail, residential) is critical to improve how Duke street works and feels.
 16. Removing the access road means adding curb cuts from Duke to get to the businesses and residences. Just say it. clearly. Not eminent domain. Not no more access. Just more curb cuts.
 17. The benefits and impacts slides should cover equity impacts.
 18. Community feedback should not be all or nothing votes (like favorite) but ranked-choice voting in addition to qualitative feedback. Everyone should be able to rank a second choice.
 19. I agree to completely separate the running way question from the edge feature question. the images should not even be combined.
 20. Nothing is going to make traffic better on Duke street unless we can convince some people to not drive their own cars along it. Business as usual is bad. The no-build concept is bad for everyone. More development on Duke or on the West end will only increase travel need along this corridor, and the only way for this corridor to carry more people is with very good transit.
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Name: Nicole Radshaw

Neighborhood/Affiliation: Community member (West End, 5340 Thayer Avenue)

Date of Comment: 8/18/2022

Comment:

I live on the West End near Beatley Library. I am so excited for a Duke St transit expansion especially with Landmark finally being redone. I urge you to include a dedicated bus lane and pedestrian, biking, and multi-modal capabilities to your plan.

The new Landmark will have a bus hub, so it makes sense to connect Old Town with a dedicated lane. My son and daughter (who do not drive) use the buses and would use them more. My son has practice at Witter and Limerick- instead of me being another car causing traffic, he would be riding the bus. Moreover, a dedicated lane would help connect us beyond Alexandria to Little River Turnpike and all they have to offer. The West End has higher density building like the new apartments going up on Holmes Run Parkway. We need public transportation to keep up. There are many disadvantaged communities that need reliable and safe ways to travel. Finally, buses would decrease cars and help slow climate change, More buses please!!

I am also advocating for more pedestrian-friendly and safe biking infrastructure for Duke Street. Cars are dangerous and speed and there have been fatalities at the Beatley intersection. Although the bike path on Eisenhower helps a little, cyclists need more east-West options that are safe. My husband and I own

one car and use our bikes to commute and run errands and stop at stores to spend money. I reiterate that the West End is dense and diverse and we want walkable communities, too. More bike and pedestrian infrastructure please!!

Thank you for your work!!

Name: Alex Goyette

Neighborhood/Affiliation: Community Member (111 S Jordan St)

Date of Comment: 8/18/2022

Comment:

I was actually in the room today but seem to have been missed in the confusion over the list of in-person commenters. Glad to see though that so many people spoke!

I want to express strong support for the project, and for dedicated bus lanes spanning the entire corridor. Duke Street is only set to become more important as we add new residents and jobs to the corridor, and I hope the city will plan with this in mind. We need to move people efficiently today, and that will be even more the case in the next 10 years. I hope the city will build a Duke St BRT that enables my 10-month-old daughter to safely and easily get around town long before she's old enough to drive, and that makes everyone's life easier (including drivers like me!) by shifting as many people as possible from cars to buses, bikes, and walking trips.

Thank you for your work in the project

Name: Ken Notis

Neighborhood/Affiliation: Community Member

Date of Comment: 8/18/2022

Comment:

I am writing to support the maximum multimodal accommodation on Duke Street as part of the Duke Street in Motion project.

For buses that means the maximum feasible center running dedicated lanes. For bikes that means dedicated cycle tracks. Center running dedicated bus lanes will do the most to save time for passengers and to encourage bus ridership. Dedicated bike lanes on the corridor will do the most for cyclist safety and to encourage riding. Fully connected transit and bike networks, not half measures, are the way to improve quality of life in this area, to achieve goals of reduced VMT and improved safety, and to help meet City climate goals.

Of the options shown, these are best met by options 1A and 3A.

Name: Sash Impastato

Neighborhood/Affiliation: Community member (Cameron Station Civic Association)

Date of Comment: 6/30/2022

Comment:

I was very surprised and disappointed that the Duke Street in Motion Advisory Group meeting tonight was not on Zoom as well as in person. As you should know, we are now in the midst of a new and extremely contagious coronavirus variant. I know many young persons who have caught this variant and had fevers over 103 and experienced severe symptoms and/or had long COVID. As a result, persons like myself with serious underlying medical conditions try to avoid indoor meetings as much as possible. It is also worth noting that the "Calendar" page of the City states that there is a Zoom link, but I found out that that is incorrect. (See attached and below)

Further, there is no agenda posted on the City's Duke Street in Motion website for this meeting. (See <<https://www.alexandriava.gov/DukeInMotion>>). The only document posted is a draft of the minutes for the 6/1/22 Advisory Group meeting. Surely, approving the minutes is not the only agenda item.

Accordingly, I would strongly recommend that, if public participation is a goal, that (1) all future meetings of the Advisory Group be in person and on Zoom, and that (2) the agenda and any documents to be discussed be posted on the Duke Street in Motion website well in advance of each meeting of the Advisory Group. Such documents should be posted at least one week in advance of a meeting to give the public adequate time to be prepared to make comments and provide input.

Thank you in advance for your attention to these matters.
