

This document contains emails from residents received April-June 2023 related to the Duke Street in Motion project.

Name: Charles Raasch

Neighborhood/Affiliation: Community Member

Date of Comment: 6/21/2023

Comment:

Dear council members and staff;

We are 40-year residents of Alexandria currently living in the Seminary Hill neighborhood. We love our city and we want it to be even better.

What you are proposing on Duke Street, which appears to do absolutely nothing to remedy the congestion caused by a massive influx of out-of-city pass-through vehicles that have use our streets as cut-throughs over the last few years, will only make congestion and travel worse. And given the history of big projects in this city (see the Potomac Yards Metro and its ballooning costs), I know of no one who trusts the cost estimates of the project you seem to be pushing through against neighborhood opposition.

We are not among those lucky enough to live within easy access to metro, and we live in a neighborhood where families depend upon cars as essential for everything from shopping to daycare to getting kids to and from their activities. Bus service is not a reasonable option for most trips, and even as we have tried to economize and be safer for the environment by getting cleaner vehicles and planning when we use them, traffic has gotten exponentially worse. There is often so much traffic on Quaker Lane - much of it Maryland pass-throughs onto Seminary - that we often cannot make a left turn out of our development, and are forced to turn right and join the (speeding) traffic down Quaker toward Duke, just to get out. This has occurred only the last few years. That adds a mile on most trips to the Bradlee Center or the Fairlington shops, where we do a lot of shopping. These are the unintended consequences, on the environment and on quality of life, of your decisions.

Past councils had a lot to do with creating this problem. The siting of BRAC across 395 increased cut-through traffic tremendously. The incredibly bizarre configuration and constriction of Seminary has caused needless crashes with concrete islands that are now unlit at night as a result of cars wiping out the posts. The whole mess causes backups on streets leading into it that didn't occur before. The lack of speed enforcement on Seminary and Quaker is noticeable and adds to the problem.

At the very least, PLEASE do not allow the designers of Seminary to get within miles of any changes to Duke. The dangerous concrete island features were not in any pre-vote plans I remember, and they remain a hazard that has caused multiple, needless crashes. The crazy bike-car lane switcheroo heading into the Quaker intersection going eastward is so dangerous it forces most of the few bikers I see onto the sidewalks. (If you doubt it, I invite you to come with me on my daily walk along Seminary.)

If similarly crazy features are put into Duke, we will be bordering on perpetual gridlock on two main arteries on the West End. Is that your goal?

Finally, why does council seem intent on making all these decisions a zero-sum game that pits one mode of transportation against another, that invites full-time advocates who may or may not even live here to make a cause out of our essential street travel? There were ways to much better accommodate more neighborhood concerns on Seminary; you appear to again be simply trying to punish drivers (and bus riders, if indeed the number of bus stops will be diminished) on Duke. And why the rush? If it's because the city got a grant, perhaps the lesson of Taylor Run has not been learned.

We are in a period of great work-life transition post-COVID in this country. Predictions on where people live and work are very fluid right now. You're about to spend a lot of our tax dollars on a project that is miles away from broad support.

Thank you for your time and service to our city.

Sincerely, Charles Raasch

Name: Ellen Kohn

Neighborhood/Affiliation: Community Member (Seminary Walk)

Date of Comment: 6/19/2023

Comment:

I just want to share a few thoughts because I understand there is a meeting of the city council on June 27.

Please remember the people who live in neighborhoods between King St. and Duke St.

At certain times, King St. has too much traffic.

By taking away the West Taylor Run ramp, more cars are being forced onto Duke St. in order to gain access to the beltway. Please think seriously about taking steps that will make driving on Duke Street worse than it already is. Public transportation is good, but don't forget about the residents who live in neighborhoods and would like to drive locally.

Please do not be in a hurry to spend money before fully understanding the impact of reducing car lanes on Duke St.

Thanks for listening.

Ellen Kohn, Seminary Walk resident for more than 30 years

Name: Janet Quist

Neighborhood/Affiliation: Community Member (near Patent and Trade)

Date of Comment: 6/15/2023

Comment:

This communication is to express my absolute, full stop opposition to this most ridiculous proposal.

I am out and about most days on Duke Street (I live off of Duke (near Patent and Trade). Taking away a lane or two to accommodate empty buses/bikes (?) when most of the rush hour folks coming down Quaker Lane are heading to Telegraph Rd/495. I would suggest buses aren't the answer for them heading

to Maryland and south of Beltway. Of course with this plan folks may want to take up biking on the Beltway.

The city might first want to address the countless traffic lights and hardly a left turn lane to be found, not to mention roadways that appear bombed out. But heh, renovate/revitalize the businesses along Duke so developers can make money sounds like a great fix for someone. Such construction will really do wonders for traffic on Duke. Put the small businesses out of business. If they relocate dimes to donuts people who need their services will need to get in their cars to find them.

So another part of this is the idea of building dense housing on Duke. Sure build right up on the sidewalk of Duke like on Rt1. I dont know about you but To have a bedroom window at street level is not attractive.

One more thing about bike lanes...You know, the ones on King street that no one uses...I have wondered about the fairness to the tax paying homeowners who no longer have parking on the street so those bikers can not use them. Speaking of bikers...what I often have experienced are bikers riding 2-3 across cruising down roads in Old Town like they own the road (sorry couldn't help my self.)

Sorry for the rambling but I am so disturbed by this nonsensical proposal I can hardly see straight.

FYI, I used to ride down to Mount Vernon and back regularly. Also, prior to retirement I was a daily user of the Dash bus to Pentagon Metro into downtown. I understand the big picture, just not how to accomplish anything with this proposal.

Thanks, Janet Quist

Name: Dane Lauritzen

Neighborhood/Affiliation: Community Member

Date of Comment: 6/11/2023

Comment:

Dear Alexandria City Council,

Alexandria Families for Safe Streets supports Duke Street in Motion. The project is a vital investment for Alexandria that is forecast to improve safety, reliability, and travel times for all users along the corridor. I urge the City adopt the recommendations of the Advisory Group. Improved pedestrian facilities will improve the safety of roadway users, create a vibrant and enjoyable experience for people on Duke Street, and support sustainable bus rapid transit along the corridor.

I have walked Duke Street from the West End to the King Street Metro many times. I braved the

traffic, the noise, and the smell of exhaust to walk Duke Street. It was a dangerous and unpleasant ordeal. Right now, Duke Street's configuration is driving away bicyclists and pedestrians. I would not walk my dog on Duke Street. The street is hostile to walkers, and the sidewalk is clearly just an afterthought with no one really expecting it to be used. Duke Street in Motion can change the corridor's current hostility to bicycle and pedestrian users. Pedestrian refuges will make pedestrians more comfortable. Protected left turns will improve safety. Many studies have shown that support for and investment in pedestrian and bicycle infrastructure results in economic benefits for individuals, businesses, and communities. Good pedestrian and bicyclist features are also simply more beautiful for all roadway users.

Supporting transit along Duke Street will change transit rider behavior. I am a frequent transit rider. I head into work via public transit because it is less stressful than driving without costing too much of my time. The 30/31 bus service is simply worse compared to driving. It is slower, it is less reliable, and it is more stressful. Comfortable pedestrian and public transit facilities are an important element to the success of a sustainable bus rapid transit route on Duke Street. Transit users will avoid the bus rapid transit if the pedestrian features and amenities are ignored, because they simply will not feel comfortable during even brief waits at transit stops. The Advisory Groups recommendation will make transit attractive for users and increase ridership. Whether the rider thinks transit an environmentally conscious choice, or simply dislikes driving, there is a demand for feasible and comfortable alternatives to driving in this community. Alexandria can support all users by giving its residents the option to choose alternative methods to travel from the West End to King Street.

Finally, drivers in personal vehicles will benefit from this project too. Right now, Duke Street is a painful object lesson in induced demand. I run errands and drive on Duke Street. I have crawled through the traffic jams at rush hour. I have watched drivers rush a left turn as the light changes. I have witnessed accidents. Duke Street fails drivers too. With growth on Duke Street, travel times will increase if we don't address the lessons of induced demand. However, the City of Alexandria can change this dynamic. Supporting the recommended DSIM Advisory Group recommendations can help reduce travel times for drivers. The City has forecast that the

center-running lanes redesign of Duke Street will also save 4 to 21 percent on travel time for drivers. Alexandria should address traffic congestion. It can effectively and proactively do so supporting transit, bicycle, and pedestrian travel alternatives that are competitive with the personal vehicle.

Imagine Duke Street as a place that invites pedestrians and bicyclists to spend time. A place where people want to spend time, because it is an interesting place to travel, to shop, or to exercise. By being proactive in our vision for Duke Street, we can ensure that Duke Street transforms into a safe, vibrant, and sustainable pedestrian, transit, and bicycle facilities. I urge the City Council to purposefully achieve the goals of Duke Street in Motion and support a project that will invite users to Duke Street instead of scaring them away.

Sincerely,

Dane Lauritzen

Board Member of Alexandria Families for Safe Streets

Resident in Alexandria

Name: Ryan Staub

Neighborhood/Affiliation: Community Member

Date: June 1, 2023

Comment:

Dear Ms. Monaco,

I am vehemently opposed to the Duke Street in Motion current plans. As a resident who lives on Eisenhower Avenue this project fails to address Duke Street's real issue, the Telegraph Road ramp eastbound.

Until a plan address the traffic concerns on this intersection without adding bus lanes that will only exacerbate the already hideous traffic, I oppose this project.

Sincerely,

Ryan Staab

Name: Karen Minatelli

Neighborhood/Affiliation: Community Member

Date of Comment: 5/23/2023

Comment:

It is my understanding that this Thursday's meeting will be the last meeting of the advisory group. I appreciate that the group was formed and has had a number of public meetings, but I am disappointed on a number of fronts. First and foremost, I do not think the city should be chasing money, which is what appears to be happening. When I and others have asked why the city is looking to take on the transitway project, we have been told that the reason is because the city received a grant for it. When I have asked why, of the various options presented at the public meetings, the option to not move forward with any of them was not given, I was again told it's because the city has received a grant. Frankly, that is an unacceptable reason. The city has returned grant money in the past (for example, with the Taylor Run project) and can certainly do so again if the project for which the grant money is slated is determined not to meet a need in the city. By not including that option at every meeting, in every survey, and in every statement, the city limited the responses from the community and, therefore, does not have a clear picture of what the residents want or need.

The bottom line is that there are significant issues with Duke Street at the Telegraph Road interchange which cause back-ups and delays onto Quaker Lane. Those absolutely need to be addressed. However, the extensive project with road widening, center bus lanes, eminent domain of property -- as envisioned in the long-term project, even if they were removed from the short-term one -- is neither warranted nor helpful. A project of that scope will cause significant inconveniences to the people living along the corridor and, apart from potential improvements at Telegraph Road, will have minimal to no positive impact. In addition, the grant money will not cover all expected costs, and certainly won't cover unexpected ones, which puts the burden on the community for a project that is not needed. The issues with Duke Street at Telegraph Road should be the focus of all of the city's energies. Once those are resolved, the city will be in a position to determine what, if anything, needs to be done beyond that.

I also find it misleading at best, and deceitful at worst, that the information being provided includes decreased bus ride times without highlighting that they are halving the number of bus stops. This suggests that the transitway project will shorten people's bus rides, when, in fact, removal of half of the bus stops right now, with nothing else, would also shorten people's bus rides. Furthermore, for a maximum of a 3-4 minute time savings (which would only benefit people who ride the entire length of the corridor), taking away all of those bus stops does not in any way seem worth it. I don't see people being glad that they have to walk an additional five minutes for a further bus stop in exchange for a bus ride that will be 90 seconds shorter. When you polled people about the proposed bus stop spacing, did you show them exactly which stops would be removed? Did you talk about how much further people would need to go? How did people with disabilities, small children, etc. feel about that change? It's one thing to ask a healthy adult if they mind walking an additional two blocks to a bus stop, but we should be putting our more vulnerable populations front and center when making these decisions. Also, people who aren't already riding the bus are unlikely to be tempted to do so if there is not a bus stop right near where they live or need to go. Given that the transitway proposal only covers a portion of Duke Street, how much of a difference do you anticipate seeing in ridership? Most people who aren't taking the bus aren't doing so because the bus doesn't get them where they need to go. The city should consider reinstating buses on Quaker Lane, for example, or adding routes between west and east Alexandria that don't require two or three buses and nearly two hours to traverse. Reducing the bus ride along Duke Street by a few minutes is the least helpful of all of those ideas.

Finally, as I mentioned above, it is dishonest to tell the community that there will not be eminent domain, that Duke Street won't be widened in the section between Fort Williams Parkway and N. Jordan Street, that the service road won't be removed -- when all of those things are on the table and in the long-term plans. Just because they are not in the short-term plan anymore (due to extreme public opposition) is irrelevant in terms of what the community has a right to know. Alluding to additional changes in the future without spelling out what that means is blatantly unfair to people who aren't deeply engaged in this topic. I know, for example, that "redevelopment" basically means pushing people out of the neighborhoods where they currently live, so that denser, shoddily-built housing, usually tied to very high rents, can be erected in place of affordable, well-built houses.

I would also like to add that, while I appreciate the fact that a few minutes for public comments were provided at the start of each advisory group meeting, I strongly suggest a different format be used in any future groups of this nature. More ideal would be to allow some people to speak at the beginning and others to speak at the end, as many people may have comments once they hear the discussion by the advisory group.

I sincerely hope that this group and the city planners will take a hard look at what is needed and focus on that without glomming on extra, unnecessary projects merely because the city received a grant. As it stands right now, the entire process has been designed to garner the results the city wants, by downplaying or obscuring certain information and emphasizing other information.

Name: Kursten Andrea Phelps

Neighborhood/Affiliation: Community Member (S Ingram St)

Date of Comment: 5/23/2023

Comment:

I'm writing in advance of the Duke Street in Motion Advisory Group meeting to express my strong support for the project, and for Concepts A and Y in particular. While either concept would be an improvement over the status quo, Concept A and Y more significantly achieve the project's guiding principles.

Concepts A and Y would provide significantly improved safety for all -- drivers, riders, walkers, and bus riders. Transit times would be more improved and reliable with Concept A than Concept B, and those improved times become more impactful for bus riders starting or ending their bus rides farther west along Duke Street.

Concept Y provides better safety and facilities for pedestrians and cyclists, further incentivizing people to transit in ways other than by cars that add to congestion.

Whether it's safety, equity, reliability, congestion, or climate impacts, this project will make important and needed changes, and Concepts A and Y will have greater positive impacts in each of these realms.

I urge the Advisory Group to recommend Concepts A and Y.

Name: Rebecca Mitsch

Neighborhood/Affiliation: Community Member (Viewpoint Rd)

Date of Comment: 5/23/2023

Comment:

I am a resident of Viewpoint Road and I am concerned about the proposed changes to the Duke St. service road between West Taylor Run and Cambridge Road, as part of the DSIM plan. It only recently came to my attention, via a neighbor, that the City intends to make this portion of the road one-way, which I believe will create major ingress and egress issues for all residents of Longview, Viewpoint, Seay, and Nob Hill.

I support infrastructure improvements across the city to ensure that multiple modes of transportation are safe and accessible. In theory, I understand the proposal for the service road (expanded sidewalk, dedicated two-way bike lane, one way road for cars) and the logic for it. In reality, I think City officials need to spend more time in this area before putting forward a proposal like this. The service road is heavily utilized by residents as the only access point to and from our neighborhood, as a cut through for non-residents, by customers of the business block on the service road, and as an active school bus stop. Right now, I am frequently sitting at the Cambridge intersection stop signs for 5-10 minutes as I wait my turn. I can only imagine how long I will have to sit if the Cambridge intersection is the only egress point for my street.

I strongly oppose the City's plan to change the service road to one-way and urge this group to reject the current plan and propose an alternative that maintains two-way traffic and incorporates feedback from impacted residents.

1. Additionally, I watched the presentation for the latest update on Duke Street in Motion and have three concerns, given the current plan to make the service road one-way: It doesn't currently seem like the City has a plan for improving the Cambridge Road and Duke Street intersection. This intersection is a mess and I usually see a near-miss accident every time I go through it in peak times.
2. One goal of Duke Street in Motion is to decrease congestion on Duke Street by increasing side street congestion i.e. Cambridge Road, West Taylor Run, etc. I have two issues with this goal: (1) side streets are where City residents live and are trying to get to/from and this goal seems to favor non-City residents who are cutting through Alexandria on their way somewhere else, rather than those who live in the City; (2) increasing congestion at Cambridge Road will naturally put more pressure on the Cambridge and Duke intersection, when it's already a mess. If we then add only one-way traffic from the service road to that intersection, we create additional backup.
3. The video presentation is very generic and doesn't go into detail about the smaller changes residents will see as the result of larger changes. I understand the communication challenge here, but I challenge the City to figure out how to do this more effectively - it is wrong to make changes to residents' way of life without doing due diligence to make sure they're informed.

I have the following questions that I encourage you to ask and answer yourselves as you consider next steps:

1. Has the City measured current car, bike, pedestrian, utilization levels of the service road in both directions to ensure there is demand for this change? Anecdotally, I see car and pedestrian levels as highest, bike lowest.
2. Does the City have a plan for the Cambridge and Duke intersection to reduce impacts to residents, that can be shared publicly?
3. What are the construction plans to complete this work and still ensure residents have access to homes without impacting quality of life?

Lastly, I'd like to comment on how I came to find out about this proposed change. I have been trying to pay attention to the Duke Street in Motion proposals and next steps, but I have a full-time job and a 1 year old. It is virtually impossible for me to attend the meetings, even if they are virtual. I concede that my family should have made it more of a priority to be involved, but its deeply concerning that the City did minimal outreach to the residents who will be heavily impacted by the proposed changes. We pay high property taxes to live in Alexandria, the City could take minimal next steps to keep us informed before decisions are finalized (leafleting, flyering, etc.) especially when they impact how we access our homes.

Name: Mary Jo Johnson

Neighborhood/Affiliation: Community Member

Date of Comment: 5/23/2023

Comment:

Thank you for receiving and including citizen input on the subject project. As Alexandria city resident for overt 50 years, and a frequent user of Duke Street, I offer the following.

1. Yes improvements for walking, and bus transportation are a good thing.
2. FIRST We need clear cost benefit analysis before a decision on building a center lane bus corridor should go forward.
3. Much of the return increased bus speed seems to be based on fewer stops. OK
4. There are a number of enhancements to the corridor which improve speed without building a center bus lane.
5. Many of the curbside enhancements highlighted in option A can be accomplished in either option B or on their own with out the enormous expense.
6. Having safety enhancements such as protected left turns, and signalized crosswalks at more locations can be implemented now.

7. Purchasing electric buses to attain climate goals should be considered in the cost-benefit analysis.

Thank you for considering these issues before proceeding with either Option A or B.

Name: Jackson Slim Brossy

Neighborhood/Affiliation: Community Member

Date of Comment: 5/23/2023

Comment:

As an Alexandria resident, taxpayer and father to children in ACPS, I write to strongly oppose any attempts to restrict traffic on Duke street further than it already is. This includes very strong opposition to the idea of reducing lanes by 50 percent in order to create a dedicated bus lane. I think the idea of reducing lanes to create a bus lane (regardless of whether it is in the middle or on the outside) is a horribly wrong idea that will further congest traffic and cause more pollution. I urge you not to adopt any.

Name: Meghan Goyette

Neighborhood/Affiliation: Community Member (S Jordan St)

Date of Comment: 5/22/2023

Comment:

Just wanted to submit my personal comment regarding Duke street in motion. I live on S Jordan St in Wakefield/Tarleton and I support Duke street in motion. I prefer concepts A and Y. I have a young daughter and we frequent Duke street by walking, on foot or she's in a stroller, and/or biking. It is so dangerous right now for us to walk on Duke street with my toddler which makes it hard for us to get anywhere.

Name: Sandy Modell

Neighborhood/Affiliation: Community Member

Date of Comment: 5/18/2023

Comment:

Last night, Hillary stated that the ridership data I referenced in my comments could be found on the Duke Street in Motion webpage. I looked for it, but I could not find any boarding and alighting ridership data for Route 30, by time of day, day of week, and by stop. Could you please point me to it if it is on that page? Knowing what the current ridership data along the corridor would be important data to have as part of the study. I have also reached out to Martin, and he said that he would see what data they currently have. Also, in proposing to consolidate stops, have the consultants surveyed each stop in each

direction for boardings and alighting by stop. I am concerned that the riders do not realize this impact as many who board are elderly and would be forced to walk multiple blocks to get to their stop. I'm not saying consolidating some stops would be warranted, but going from 20 to 8 could be a significant impact on current riders. Thanks for your help.

Name: Sandy Modell

Neighborhood/Affiliation: Community Member/Business Owner

Date of Comment: 5/17/2023

Comment:

Transportation Commission Public Hearing – May 17, 2023

My name is Sandy Modell. I own a small business, Wholistic Hound Academy, right off the intersection of Duke and Roth St. Before opening my business 6 years ago, I served as the CEO/GM of the DASH bus system for 28 years and before that, served as the Transit Director of the Office of Transit Services, where I helped to plan and implement the DASH system.

First, I want to say that I love DASH, and I believe that anything that the City can do to encourage transit ridership and improve pedestrian safety can serve to make the City a better place to live.

The Duke Street transitway project has been discussed since 2008. However, as Hillary's memo points out, since the adoption of the 2012 Feasibility Study, "transportation priorities, land use plans, and (more recently) a major change in home-to-work travel patterns have created the need to re-evaluate the transit plans for the Duke Street Corridor." Although there have been extensive community meetings, public outreach, engagement, and the like, a re-evaluation of this transit plan for Duke Street has not been conducted. Lots of information and consultant projections, but data regarding boarding and alighting counts on current DASH and Metrobus service on Duke Street by stop, time of day, and day of week is non-existent. My concern is that we have upwards of a \$100M project being considered tonight that will significantly impact travel on the corridor both during and after construction, but what we don't have is a full evaluation and study of the ridership changes that have taken place not only since COVID but in prior years, when Metrorail, Metrobus, and DASH started experienced declining ridership. Since COVID, approximately 40% of the workforce still works from home.

For example, between FY16 and FY22, DASH experienced a 27% decrease in ridership. 4.1 – 3 million, while platform hours have increased 25% during the same period. 225,000-290,000. Fares are now free, and service levels on Duke St have improved greatly, with peak ridership running every 10 min, supplemented by 15-minute service from Metro 28A and 29KN. However, the average ridership on DASH 30 route is 1,800 daily riders and about 16 boardings an hour.

What this initiative does not take into account is the elephant in the room. The back-ups, congestion, and gridlock caused by the Telegraph Rd interchange. In fact, the designs of the proposed transitway purposely attempt to avoid the Duke St/Telegraph Rd area by moving the busway to center running lanes at that location. Going from curb lanes, to center running to mixed traffic appears to defeat the whole idea of an efficient and effective service.

My other point is that there have been discussions and now some implementation of other transportation improvements that could really help both buses and cars operate more efficiently and effectively on Duke St. Automated traffic signalization, modernization of the traffic controllers to improve signal timing, bus prioritization, cue jumpers, and other capital improvements that have been in the planning stages for a long time. I understand that we are in the process of implementing the Transit Signal Priority (TSP) project on DASH buses, but it will not be completed until 2026. Shouldn't we take the time and effort to implement these lower-cost and less impacting projects first and evaluate them before embarking on a \$100M project that, from what I can see, has not really been re-evaluated since first envisioned in 2008?

In a prior City study, probably 15 or more years ago, the City identified the percentage of non-resident cars traveling on the Duke St. corridor. It was at about 60% of all cars traveling the corridor. Should we reevaluate where people are driving from and to before implementing the transitway? Should we do whatever is necessary to reduce the congestion and back-ups caused by the Telegraph Rd interchange, such as a "Don't Block the Box" initiative at Duke and Quaker and Duke and Roth, and considering a second ramp to Telegraph Rd. My clients come ½ hour late sometimes due to the afternoon back-ups and gridlock at the Duke and Roth intersection. And, shouldn't we evaluate the impact caused by implementing the transit way on reducing left-hand turn lanes. Forcing cars to go to intersections already at LOS F to make U-turns is a recipe for disaster. The plan also calls for reducing the number of bus stops on Duke Street from 20 to 8. How will this impact riders, particularly elderly and disabled patrons? Will this also make getting to the reduced number of bus stops more unsafe? Where is the data on this?

In conclusion, I believe that tonight's decision should not be based on a choice between Concept A and Concept B, but if this project should be implemented at all or at this time, without further study of bus ridership on the corridor, implementation, and evaluation of other transportation and transit improvements that can move all traffic, including buses more effectively and efficiently, and reducing the congestion, backups, and gridlock that we live through everyday between Duke and Quaker and Duke and Telegraph Road, because this is certainly causing impacts to our quality of life, air quality, and the successful operation of businesses along the corridor.

Name: Carrie Schwartz

Neighborhood/Affiliation: Community Member (Wakefield)

Date of Comment: 5/17/2023

Comment:

I live in the Wakefield neighborhood off of Duke Street near S Gordon St. I would like to share a personal story that contributes to my support for the left turn lanes and protected-left turn signals in Concept A.

My family was hit and our only vehicle totaled when turning from Duke Street onto S Gordon Street. It was a hit-and-run, so not only were we affected by the trauma of the car accident, we incurred unexpected expenses and inconvenience. Concept A would reduce these accidents significantly.

Furthermore, as regular pedestrian and semi-regular bus rider, I see a need for improved safety for walkers and bus riders on Duke Street and more reliable bus service. Thank you.

Name: Alex Goyette

Neighborhood/Affiliation: Community Member

Date of Comment: 5/17/2023

Comment:

Good afternoon,

I'm writing to express my strong support for the Duke St in Motion project, and specifically for **Concepts A and Y** which maximize benefits for everyone who lives along and travels to or through the Duke St corridor.

My family uses a variety of modes to get around Alexandria. My wife drives to work daily while I take the bus, daycare pickup and dropoff splits between driving and bus rides, and most of our other daily activities - grocery shopping, visiting friends, going to the library and park, etc. - are done on foot or bike. All that to say, we appreciate the need for a Duke Street that provides a variety of ways for people to get around Alexandria efficiently and safely.

Concepts A and Y do this. Prioritizing center-running bus lanes for as much of Duke Street as possible will mean faster and more reliable bus service, making it much easier to choose the bus over driving for trips to daycare or appointments when you need to reliably get to your destination on time. These concepts also make driving on and walking along Duke Street safer by improving left-hand turns and ensuring cars, bikes, and pedestrians all have their own space for most of the corridor.

These concepts are also the best way to future-proof the Duke Street corridor as Alexandria and the surrounding region continue to grow. There are already plans to add hundreds of residents and workers to the areas around Duke Street, with large developments at places like Landmark, Parc View II, the Land Rover dealership, and more. We should do everything in our power to encourage these new residents to use active and public transportation! This is important for reaching the City's climate goals, preventing congestion from worsening as we grow, and keeping residents safe, happy, and healthy as they move around our City.

Please support Concepts A & Y, with a recommendation that future development continue improving Duke Street as a transit-focused, multimodal corridor.

Thank you,
Alex Goyette

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Alex Goyette

AlexMGoyette@gmail.com

S Jordan St

Name: Owen P. Curtis

Neighborhood/Affiliation: Community Member

Date of Comment: 5/17/2023

Comment:

MEMORANDUM

May 17, 2023

TO: Members of the Transportation Commission

CC: Jen Monaco, Christopher Ziemann, City of Alexandria

FROM: Owen P. Curtis

RE: Comments on Item 3. Duke Street in Motion

I have been following Duke Street in Motion out of civic and professional interest for some time. My comments to the Commission today are to encourage you to NOT yet take a stand on either option, as the whole project is being rushed and not thoroughly analyzed by staff and consultant. As a consequence, the affected community and City decision makers do not have enough time to study, understand, discuss, and reach a sound decision. A recommendation today by the Commission would be a rush to judgment, as data are still coming in without thorough explanation. There is no way you can yet understand the implications of which option, including the “no action” item, best meets the needs of our City’s residents.

My Background

I am a professional transportation planning engineer with 50 years’ experience in the development and analysis of multi-modal solutions to urban transportation problems. I am a Fellow of the Institute of Transportation Engineers (ITE), and a past President of the Virginia Section of ITE. I have been active in civic affairs in the city for 45 years, having served on the Task Force that established the DASH Bus System, was a member for twelve years (and Chair for six of those) of your predecessor body, the Transportation Planning Board, and chaired the Transportation Subcommittee of the Committee that developed the 1992 Master Plan for the City. I have conducted transit and multi-modal studies of corridors such as Duke Street in a variety of locales from Maine to California as a transportation consultant.

My Concerns with Duke Street in Motion

I believe it is fair to say that the origins of the transitway plans in the City were not based on detailed, objective study, but rather were presented by advocates for a change in how the City’s transportation system was balanced across all modes. Stated otherwise, the notion of BRT lanes and related bus priority measures on Duke Street was an idea advanced NOT by studying current and future issues in people

movement in the corridor, but rather by advocates who share a strong desire to dampen auto use and increase use of all other modes. To me, that is deciding what the answer is before you even know what the problem is. And we all know that unless you know what the real underlying issues are, you cannot develop and implement a means to fix them.

The chief reason I urge you to NOT provide a recommendation yet, and instead, request a slowing down and a more complete analysis of the Duke Street issues is that it is highly likely that if a BRT/bus priority scheme moves ahead, it will waste local, state, and federal tax dollars, cost far more than current estimates suggest, and not improve the mobility and accessibility of the movement of people in the corridor.

I do encourage you to get request/insist that the City do the correct study of the mobility needs along the segment of interest of Duke Street. Such a proper study would include:

1. Through observation, data collection and analysis by multi-modal, unbiased professionals (traffic and transit people who do not have an answer to sell), and with some broad-based community input, identify and reach agreement as to what the problem is today.
2. Through high-quality modeling of the future (typically 20 years out, not to 2030), and with perhaps several land use / growth scenarios, predict what the multi-modal problems are going to be in the future.
3. Once one understands what's wrong now and what is going to be (likely) worse in the future, then one posits a variety of alternative strategies to fix things today yet evolve to fix the future problems, too. It is important at this step to agree on what the overall goal is, which typically deals with mobility and accessibility.
4. Analyze the various options, including impact on mode choice, bus operations, traffic operations, other modes, bus ridership, capital and operating costs, and environmental impacts. This is what is known as an Alternatives Analysis/Environmental Assessment.
5. With that information in hand, then you, the community, and its elected leaders can make a sound choice about what to do now and over the coming years to achieve the quality of mobility and accessibility that the people want and the City needs.

Specific Information Lacking or Not Well Understood

Anyone familiar with Duke Street from Landmark to King Street Station understands that the largest sources of people moving along that stretch of the corridor are:

☐ I-395

☐ VA 236 from outside the City limits

☐ I-495/I-95 via Telegraph Road

☐ Quaker Lane.

Most but not all people from these sources are in autos. And while I do not have the data, nor, apparently, does staff or their consultants, it is not hard at all to understand that people from/to these sources and sinks are making inter-city trips, i.e., with either origin, destination, or both from outside the

City. Yet the Duke Street Transitway would only serve intra-city trips. Stated otherwise, the notion of the proposed changes to Duke Street cannot impact or improve most of the person trips along the (very short) four-mile corridor. This means that there is a relatively small upward potential for additional trips to be taken on the buses along Duke Street. You can build it, but they will not come, other than in small numbers, because it will not serve most people who need/want to travel along Duke Street.

The various means of how buses would be given exclusive lanes and priority treatments on Duke Street are not as relevant to the potential success of the project as is the reality that this is such a short corridor, and well outside the range of experience for BRT in the US and around the world. Nearly all BRT projects are in the 5 – 15 mile length, with the majority over 8 miles. Stated otherwise, this is too short a corridor to have the treatments make much significant impact.

The analysis seems to be based on travel time savings. But so far, the data I have seen deal with in-vehicle time. A traveler uses door-to-door travel time to make a decision on mode choice. The lengthen of the distance between stops for BRT, and the changes in headway all affect door-to-door travel time. Indeed, walk time and wait time are far more onerous for travelers than time in auto or in bus. You, as reviewers and recommenders, and the community at large need to see total travel time data to ensure that the analysis is being done correctly.

I could go on, as there are many more technical concerns I have, but you get my points. It is too soon for the City to be deciding on such a major expenditure when so much more needs to be known and shared and discussed by those who would be impacted (positively or negatively) by the proposed BRT.

Please, do the right thing: ask the staff to slow this down, get it done right, with effective community input and a thorough understanding of what it is we are trying to fix on Duke Street. Only then can you make an intelligent recommendation as to how best to proceed.

Thank you.

Owen P. Curtis

5465 Fillmore Avenue

Alexandria, VA 22311

Name: Nicole Radshaw

Neighborhood/Affiliation: Community Member

Date of Comment: 5/16/2023

Comment:

Dear Transportation Commissioners,

I am so excited for Concept A and Option Y for Duke Street in Motion! These features will improve bus reliability, all user safety, equity, and uplift the vibrancy of the Duke Street Corridor.

I live on the West End and drive, bus, and try to bike on Duke Street daily. My son plays soccer at Witter and Limerick. We shop at Alexandria Commons and we love Beatley Library. The center running bus lanes with pedestrian islands and protected left turns of Concept A will benefit drivers, bus riders, and pedestrians. People will not have to cross 4-6 lanes of traffic to get to the bus stop or the side of the road. Drivers will not have to avoid the buses stopped in traffic. Plus, public transportation is 10 percent safer than driving. Safety improvements for all. Duke is a high crash corridor with 3 crashes that involved pedestrians in April alone. This does not include crashes with only cars involved. Concept A is the safe way to go.

Option Y delivers curb features for pedestrians and bike/scooter riders. The wider sidewalks will allow people to walk side by side. It will be safer and smoother and more fair to navigate wheelchairs and strollers. And easier to wrangle toddlers. Protected bike lanes will allow scooter riders/cyclists to stay out of the way of cars and walkers. Neither the sidewalk or road are safe to ride on Duke. By improving the safety for people- pedestrians and those who roll, there will be more connection between people, between people and stores. When I bike, I stop much more frequently at shops because it is easier to park.

Finally, many of the West End communities are immigrants and people of color who primarily use the bus, ride bikes, and scooters. They should have reliable, safe, and vibrant modes of transportation that don't force them or others to use a car. Concept A and Option are both far more equitable improvements for Duke.

I urge you to support Concept A and Option Y for Duke Street in Motion. Let's make this corridor shine!

Thank you!

Nicole Radshaw

5340 Thayer Avenue

703-850-9728

Name: Dustin Bales

Neighborhood/Affiliation: Community Member (Underwood Place)

Date of Comment: 5/16/2023

Comment:

Hi Jennifer, I'm a resident along the Duke Street Corridor (39 Underwood Place) and I want to voice my support for Corridor Concept A and Curb Concept Y.

Name: Alison Maltz

Neighborhood/Affiliation: Community Member

Date of Comment: 5/14/2023

Comment:

I ask the advisory board to reconsider including the residential service road from Cambridge/Roth to Moncure as part of segment 3. All residential service roads in segment 2 were spared changes. Why were the residential service roads in segment 3 not spared and given the same courtesy? We are residents of the city who rely on the service rd. Both concepts include a bus lane in front of our service rd as well as turning our service rd onto a one way street. We have no other access out or onto our street without this service rd! It seems as though our neighborhood is being ignored. I kindly request the same courtesy as the other residential neighborhoods along Duke Street in segment 2. Cambridge isn't even named on any concept map. Yet both concepts A and B propose major changes including a loss of access to my home through the Cambridge/Duke intersection. This is wrong. Please consider the quality of life that these changes will make to the residents who rely on the service rd from Cambridge/Roth to W. Taylor Run & Moncure in segment 3.

Name: Katie Stohs

Neighborhood/Affiliation: Community Member (Del Rey)

Date of Comment: 5/13/2023

Comment:

We are City of Alexandria residents and travel to both Bishop Ireton and Witter fields throughout each week. My understanding is that bus lanes are a possibility which we are very concerned about it. Already, it takes 1 hour round trip to get to Witter and back from our home in Del Ray around 5pm. I would not and cannot use a bus to drop my daughter off, go home, then bus back and bus home again - it's not practical. Nor would we allow her to take a bus herself. We do carpool for soccer but again, these bus lanes will create an incredibly difficult situation with all the parts of Duke Street we travel.

Name: John Herrmann

Neighborhood/Affiliation: Community Member (South View Terrace)

Date of Comment: 5/12/2023

Comment:

The stretch between Taylor Run and the King St. Metro is my area of concern. I spoke briefly with you at Bishop Ireton and I'd like to expand a little here if I may. Firstly I'm very much in favour (as are my immediate neighbors) of the bicycle/pedestrian path and other safety improvements to the King St Metro from Taylor Run. My question is are any roads here blocked at the bottom for example Moncure, Hilton and East Taylor Run? The concern I expressed was the potential increase from thru traffic from King St to West View and onto South View in afternoon and the reverse by morning. Could you elaborate if possible and I will share with my concerned neighbors as well. You may remember me, I'm the guy who was struck by a motorist at the intersection of Glebe Rd. and Columbia Pike.

--

The South View to Moncure and reverse is the real issue, as that route absorbs all the cut through traffic, I failed to specify that in my previous correspondence.

Name: Jim Durham

Neighborhood/Affiliation: Community Member

Date of Comment: 5/12/2023

Comment:

Transportation Commission members

Please endorse the near-term Duke Street concept that provides the most efficient, reliable, and safe multimodal transportation options: bus running way Concept A and edge Concept Y. Please also endorse a strong commitment to additional dedicated bus lanes and separated walking and biking facilities for Duke Street beyond this initial phase. Concepts A and Y are the most consistent with City policies including the Alexandria Transit Vision Plan, Alexandria Mobility Plan, and the Complete Streets and Vision Zero policies.

In October 2021, City Council approved the Alexandria Mobility Plan with a specific strategy to “Build out the city’s priority transitway corridors and identify improvements on congested, high-ridership corridors to reduce travel times and improve reliability.” Duke Street in Motion (DSIM) Concept A is a very positive step in that direction, particularly with the innovative component of an east-bound center bus lane that enables buses to operate more reliably by bypassing congestion on Duke Street approaching the Telegraph Road ramp.

While both Concept A and Concept B provide bus riders with shorter trips in the Duke Street corridor, Concept A is more reliable and significantly safer:

- Drivers benefit from left turn lanes and protected left-turn signals: Concept A reduces left-turn crashes by 70% and overall crashes by 15%
- Pedestrians need to cross only two lanes at a time and Concept A provides 28 Pedestrian Refuge Islands, compared to 10 in Concept B, each with up to 56% reduction in pedestrian crashes.

Building out connected walking and bicycling networks are also Alexandria Mobility Plan strategies, as is a commitment to safety for vulnerable road users. DSIM edge concept Y provides the safest and more comfortable option, i.e. separate space for people walking and people biking, to the maximum extent possible in the near-term

Please be bold and endorse a strong commitment to additional dedicated center-running bus lanes on Dule Street beyond this initial phase, and to fully connected separated walking and biking facilities in the longer term.

Thanks so much

//s//

Jim Durham

Name: Asa Orrin-Brown

Neighborhood/Affiliation: Community Member

Date of Comment: 5/12/2023

Comment:

Dear Transportation Commissioners,

I urge you to recommend the Duke Street in Motion option A with center running bus lanes and curb feature option Y with separate cycle/scooter and pedestrian facilities to City Council. I live on Duke Street at S Ingram and all 4 members of my household use a combination of bicycles, buses and cars regularly. These two options are dramatically safer than any of the alternatives, and I know that safety is the primary concern for me and my neighbors. By adding center running bus lanes jaywalking across 4-6 lanes of traffic will be reduced dramatically, cars weaving through traffic will be reduced dramatically, unprotected left turns (which are the leading cause of collisions in the Duke street corridor) will be virtually eliminated, and reliability and run time of busses will be improved leading to even higher ridership along our cities most utilized bus corridor.

Likewise option Y with separate cycle/scooter facilities on the North side of the street will keep pedestrians safe by providing them with a calm dedicated space for walking, and will improve safety for cyclists and scooter operators. I am very troubled by the City's actions to force scooters and ebikes into high traffic roadways without making enough effort to provide for their safety. Beyond the safety implications, this is also an equity and inclusion issue. Many of the teenage scooter operators are people of color, and the City is effectively mandating that they risk their lives just to have mobility, to appease mainly white upper middle class citizens desire to not be inconvenienced. This is a horribly racist policy in practice, thinly veiled in a flawed public safety and private property argument. Just this past month on April 25th there was a hit and run accident where a gray Tesla hit a teenager on a scooter at the end of my street (Duke and S. Ingram). The scooter operator was attempting to use the service roads as required by Alexandria statute, but the City has made no effort to improve visibility, or provide a safe cycle track for these scooters to operate on. The car was racing to run a yellow/red light to turn onto Duke Street. Fortunately the boy wasn't killed this time, but plenty of others have been and many more will be if you don't approve this plan. The sacrifice of a little green space or a foot or two of some rich person's front yard is well worth the lives of countless Alexandrians over the next decades.

I urge you to do the right thing for safety and the future of mobility, and support the Duke Street in Motion plan A & Y.

Sincerely,

Asa Orrin-Brown

Name: Ellen M. Dague

Neighborhood/Affiliation: Community Member (Longview Drive)

Date of Comment: 5/11/2023

Comment:

Hi Jen, thank you for your email. Please also pass onto the advisory group and Mr. Scolese that reducing response times for first responders ie police, fire & rescue, parking enforcement is a community safety concern that cannot be overlooked. Emergencies never happen when it is convenient or there is low traffic volume so a first responder can travel against traffic flow along the slip road to access the neighborhood. Thank you.

Name: William Boone

Neighborhood/Affiliation: Community Member

Date of Comment: 5/9/2023

Comment:

My name is William Boone and am a residence owner on Duke St. I see in the presentation slides pdf on the Duke St in Motion site, there's an indication of number of parcels potentially touched of 10-19 parcels for concept A and 12-21 parcels for concept B. Would you send the list of potentially touched parcels? I'd like to know if mine is included. Thanks!

Name: Neal Mollen

Neighborhood/Affiliation: Community Member (Seminary Valley)

Date of Comment: 5/9/2023

Comment:

Once again, I'd like to thank you for your prompt and thoughtful response to my questions. I have read through the FAQs you linked, reviewed the proposal powerpoints, and examined your responses to my prior inquiries, and while many of my questions were addressed, I am afraid that as an outsider the jargon used in answering many of the FAQs made the "answers" impenetrable.

The impression left by all of the materials is that this is an "everybody wins" situation; in my experience, those are few and far between. There is a limited amount of pavement on Duke Street, and very little real estate available to expand the roadway (and I do not understand the project to be proposing expansion). Under all concepts described (aside from "business as usual, of course), the idea seems to be creating separate lanes of traffic and signaling for buses, thereby reducing travel time for bus-riders. Those in cars presumably benefit to a degree by not having to share pavement with buses.

But given that the pavement available today is inadequate to move traffic without major backups during peak usage, and in the absence of dramatically reduced number of cars and trucks using the roadway, I would anticipate a material increase, not decrease, in travel times for non-bus users, and more, not less, congestion in the main (non-bus) travel ways. That is not what you predict. In fact, the materials say that "largely because of the signal priority given to buses, in the afternoon peak period, most car trips along Duke Street will also experience reduced travel times."

One of two things must be true: either I fundamentally misunderstand the project and its goals, or someone's math is doubtful. Can you help me understand how an ever increasing number of cars using a reduced amount of pavement will yield "reduced travel times" for car users? The only way I can project reduced travel times for non-bus riders, with lane(s) taken away from cars and devoted to buses, is if we assume a pretty dramatic reduction in the number of cars, driven by a sudden infatuation with bus-riding. I don't see any such prediction in the materials, and I would find such a prediction difficult to believe even if it were made.

Once again, thank you for indulging my questions. I look forward to your response.

Name: Alison Maltz

Neighborhood/Affiliation: Community Member (Taylor Run)

Date of Comment: 5/5/2023

Comment:

I appreciate this information about the service road becoming one way heading west between W. Taylor Run and Cambridge because it was not shared at the meeting and this is the first I have heard of it. This is extremely concerning news to those of us that rely on the road. What changes are being proposed to Cambridge and the intersection? Since W. Taylor Run will be closed off to me will I still be able to access my neighborhood towards Janneys Lane by turning right onto Cambridge from the service road?

How will those of us who live in the Longview Hill Neighborhood be able to access our homes coming east from Duke St? I currently am able to turn left at Cambridge and W. Taylor Run, but see both those options removed in the plans due to the addition of a bus lane. Is that correct that there will be no left turn available to access Longview Dr. driving east on Duke?

There are a number of older residents in my neighborhood and these proposed changes to the service rd will surely impact response times for EMS which makes this plan completely irresponsible.

As much as I want a larger safer walking sidewalk the tradeoff of not being able to easily leave or access my home is not a tradeoff that I am willing to make. I ask the advisory group and everyone involved with the decision making to throw this plan out. Making the service rd one way between W. Taylor run and Cambridge is not a practical option and it will severely impact the quality of life for residents on Viewpoint Rd, Longview Dr. and Nob Hill.

Name: Shannon Smith

Neighborhood/Affiliation: Community Member

Date of Comment: 5/4/2023

Comment:

I would like to see that run all the way down through Old Town; King Street is destroyed at this point. I appreciate your time.

Name: Jonathan Falk

Neighborhood/Affiliation: Community Member

Date of Comment: 5/4/2023

Comment:

I would like to express my grave concerns for these proposals.

I attended the April 17 presentation virtually and at no point was it mentioned that the service road between w Taylor run and Cambridge turned into a one way street. Forcing us to leave via Cambridge only is completely unworkable for those of us who live off of Longview Dr. That intersection is one of the, if not the, worst intersection I've seen in the city during rush hour. I've had to wait nearly twenty minutes recently when I had to go that way to get through the intersection which was blocked by cars trying to get onto telegraph or westbound Duke st traffic that blocked the intersection in their red light.

Your plans essentially cut us off from the rest of the city during rush hour. Plan A has no direct way for us to get onto our street when traveling eastbound on Duke since there is no left turn at Taylor run in that proposal. Turning the service road one way between Hilton and Taylor run, which was discussed at the meeting, is annoying for those residents but they at least have other ways to get onto their streets from Janey's Ln. We do not have that option. We should not have to be stuck on our street because the city wants to build a bike lane on a service road that very few people were asking for.

You said you plan on addressing the traffic at Cambridge. What are these plans? Without seeing them I have a hard time believing it will make much of a difference as the city to this point has shown little concern with those of us in this neighborhood and have not been forthcoming with the negative impacts of these proposals. Please take the needs and concerns of those that live off of Longview Dr into consideration and stop the plans make our service road one way.

Name: Ellen M. Dague

Neighborhood/Affiliation: Community Member (Longview Drive)

Date of Comment: 5/4/2023

Comment:

Good evening Mr. Scolese, please note our objection to the proposed change to the only access off of Longview Drive to points beyond becoming a one way street. This proposed change was not what was presented at the BI meeting. Residents of Longview cannot be hemmed into the neighborhood in this manner. As it stands, we have requested changes to resident parking on Longview as our street is inundated by commercial vehicles, work crews dropping off and picking up laborers, trash and garbage constantly pitched into Longview, sex acts in cars occurring with such frequency that it has become the norm, and Longview essentially taken over by individuals who do not reside in Longview and are making the street dangerous for residents.

In addition, traffic piles up due to the City school bus stop at Longview and the slip road with no parking monitoring, children running in and out between cars, people parked and blocking ingress and egress into Longview.

Reducing residents' ability to enter and exit and navigate commuter traffic, Bishop Ireton traffic snarls and the school bus stop is unacceptable. I have to be able to enter and leave my neighborhood without making a loop into worse traffic conditions. This is a horrible, awful plan to foist upon the residents of Longview and Viewpoint when we are already deluged with awful conditions that the City seems to have no interest in solving despite repeated reports, police reports and complaints.

This is not a good plan. It is a horrible plan. Please change the parking on Longview so that I am not constantly assaulted by vagrant behavior especially at night and constantly confronted by aggressive men wandering up and down Longview, having sexual relations in front of my home and dumping their trash all over the street. That should be the priority. We pay a hefty sum in taxes to the City for the privilege of living on Longview but this plan makes it almost impossible to continue to do so. Thank you for considering my comments.

Name: George Dague

Neighborhood/Affiliation: Community Member (Longview Drive)

Date of Comment: 5/4/2023

Comment:

As a long time resident of Longview Dr this has to be the worst idea put forth by anyone. Do you really think that by making the slip one way, will make traffic flow better? What you are doing in essence is punishing the residents of this area by limiting us on the ability to get out of our community or even first responders from accessing this area. Why doesn't the city concentrate on the issues that our plaguing the residents of Longview, Viewpoint and the apartments like parking, constant littering and sexual activities that we as residents take care of ourselves just to name a few. Now you want to pin us in? Let me tell you unless you actually did a proper traffic survey you would know that with BI this one way dumb idea will back up and we as residents will have a difficult time getting out of OUR neighborhood. Not sure what is happening to the City of Alexandria but it isn't the same place anymore

Name: Alison Maltz

Neighborhood/Affiliation: Community Member (Taylor Run)

Date of Comment: 5/1/2023

Comment:

Yes, the circled slip lane is the one I am referring to. I live on Viewpoint Rd. My street's only access is through the service road. It is extremely concerning that the city is considering cutting off our outlet to W. Taylor Run and Duke Street through the Duke St. Taylor Run intersection. This should really not be in consideration just to put in a bike lane. This was also not made clear during the April 17 meeting and that part of the service road isn't pictured in the slide show. My neighbors and I should be able to leave our neighborhood and continue to travel left towards Taylor Run as well as Duke Street towards Old Town. This really isn't a small inconvenience being proposed, the Cambridge Rd intersection is absolutely terrible and it has only been made worse with the recent changes to the Taylor Run/ Telegraph. We now

sit in traffic there at all hours of the day there. I rarely use that intersection anymore and choose the Taylor Run/ Duke St intersection now due to how bad it's become. Further changes are only going to compound the traffic and we will become prisoners to our street and no longer able to access the rest of our neighborhood by car. In addition to Viewpoint Rd, Longview Dr., Nob Hill, 3 apartment buildings and a medical complex all rely on the service road between W. Taylor Run and Cambridge.

I sincerely hope that the proposal to make the service road one way between Cambridge and Hilton will be dropped. Some additional questions: what is the name of this option? When will this decision be made and by who?

Name: Marjorie Greenberg

Neighborhood/Affiliation: Community Member (George Washington Park)

Date of Comment: 4/30/2023

Comment:

RE: COMMUNITY COMMENTS ON THE DUKE STREET IN MOTION PLAN / TAYOR RUN IMPROVEMENTS

****ADDITIONAL SIGNERS TO THE APRIL 25th LETTER****

Dear Duke Street Advisory Group Members,

Since I sent a letter on April 25th, additional neighbors have asked to sign onto the original letter. The letter requests that the Duke Street access road between Hilton Street and W. Taylor Run Parkway remain a two-way street. The access road is a crucial road for the George Washington Park residents to get to Duke Street.

Twelve households had signed the original letter on April 25th. Here are the additional neighbors signing onto the letter:

Jenny and Paul Taylor

159 Hilton Street

Gere Riley

120 Moncure Drive

Lauren Barkume and Karen Durana

127 Hilton Street

Dr. Jennifer Hoffman and Brian Hoffman

204 Moncure Dr

Thank you for allowing public comment on the Duke Street in Motion Project. I appreciate your working with neighborhood groups to improve Alexandria Transport. I have attached a PDF of the original letter to this email. Please contact me at chenaltutor@gmail.com or 501-553-8272 if you have any additional comments or questions.

Name: Giles Larrabee

Neighborhood/Affiliation: Community Member

Date of Comment: 4/29/2023

Comment:

What an absolutely useless survey. DISASTER looms!

Name: Chinyelu Lee

Neighborhood/Affiliation: Community Member (Seminary Hill)

Date of Comment: 4/28/2023

Comment:

Writing to offer our support for Corridor Concept A and Proposed Curb Concept Y. While they leave much to be desired, especially with respect to segment 2A, they represent the least piecemeal of the options offered for facilitating the city's transition to a smarter, public-transit-enhanced, desirable locale/home for businesses and families in the region.

Arlington residents will soon be able to walk across a bridge to the National Mall and Wharf, and it is now easier to get from the middle of Loudoun County to K Street than it is for a resident of the West End to get anywhere on the other side of the Potomac on public transit. A resident of the West End can't even take a dedicated bike trail all the way to Old Town.

The decision not to pursue fixed path transit and dedicated bike lanes down the 395 corridor initially, and then again when they turned the HOV lanes over to EZPass, was a massive miss. We have to do better with Duke Street. Half measures like Concept B, and to a lesser extent, Concept Z, are just going to leave the opponents and proponents of BRT unsatisfied. It may be preferable and more efficient to not do Concept B and tinker with the timing of the lights a bit.

Be bold! Seize the change that our city needs!

Name: Alison Maltz

Neighborhood/Affiliation: Community Member (Taylor Run)

Date of Comment: 4/28/2023

Comment:

Hi! Following up, I was hoping a recording had been made of the April 17 Taylor Run meeting to share with my neighbors on Longview and Viewpoint Rd as I know many of them did not know about the meeting and changes to the service road we use to access our homes will have a big impact.

I really like the proposed idea of an improved walking path towards old town, but I really do not like the idea of changing the service road to be one way only. It is already difficult to travel the neighborhood, and that will make it extremely difficult to travel to neighbors living only a few blocks away on Hilton etc... Is the proposal to make the entire service Rd one way including west of Taylor Run?

I also want to stress that the slip lane used to access the service road west of Taylor Run is extremely necessary to access our homes. Adding a block of bus lanes shouldn't be held as a higher priority than resident's ability to access and travel their own neighborhood.

Name: Liz Mace

Neighborhood/Affiliation: Community Member (George Washington Park)

Date of Comment: 4/27/2023

Comment:

So you're proposing to make the Duke Street access road just one lane and that's why the need for one-way traffic? How many pedestrians walk/ride down Duke? Do you have a tally on that?

I'm assuming you'll also lower my property taxes then too if you go through with this? It's already miserable living here traffic-wise – even walking to the Metro as I stated and I know you're working on that. I actually very rarely drive here due to how miserable it is; however, making the service road one-way is certainly not going to help matters. But it is good to know West Taylor Run isn't being closed off too.

Best of luck. I'm sure I'm not the only complaining resident you've heard from!:)

Name: Susan Lefler

Neighborhood/Affiliation: Community Member (Taylor Run)

Date of Comment: 4/26/2023

Comment:

Thanks Dan. I appreciate the response.

Can you elaborate on what traffic control measures you are considering for the slip lane?

While you mention the control of traffic by limiting right-turns on red and controlling the amount of time for the right-turn at the intersection of Duke and West Taylor run, I fear the introduction of a slip lane as it's presented will strongly encourage non-neighborhood residents to bypass the light altogether at Duke and West Taylor, and drive traffic down E. Taylor run as a cut-through to get to Janneys.

I appreciate your consideration of alternate locations for a slip lane. It seems that if the slip lane were instead between E. and W. Taylor run, it would remove the risk of people cutting through E Taylor to get to Janneys.

I, and I think most of my neighbors, would prefer to wait at the light rather than see less protection at the entrance to our neighborhood.

I very much appreciate your balanced approach and look forward to continuing to follow updates on the project.

Name: Marjorie Greenberg (representing 19 signatories)

Neighborhood/Affiliation: Community Member (Washington Park Neighborhood)

Date of Comment: 4/25/2023

Comment:

Dear Project Managers Mr. Scolese and Ms. Monaco,

The following letter supports a continued two-way Duke Street Access Road. Some forms of the Duke Street transformation propose making the Access Road between Hilton Place and W. Taylor Run Parkway a permanent one-way road. This alteration is opposed by many families near the Masonic Temple. The local families strongly support continued access in both directions to Duke Street.

I have pasted the letter into this email, but the attachment contains the same information. Thank you for your work on improving the Duke Street traffic flow and safety. Please feel free to contact me if you have any comments or questions about the letter.

If you could redistribute it to your advisory committee members, that would be greatly appreciated.

Respectfully Yours,

Marjorie Leong Greenberg

2400 King Street

George Washington Park Neighborhood

April 25, 2023

Jen Slesinger Monaco, Project Manager

Duke Street Transitway Advisory Group

jennifer.monaco@alexandriava.gov

RE: COMMUNITY COMMENTS ON THE DUKE STREET IN MOTION PLAN / TAYOR RUN IMPROVEMENTS

Dear Duke Street Advisory Group Members,

In redeveloping Duke Street, recent proposals have suggested changing the Duke Street access road near W. Taylor Run Parkway to a permanent one-way eastbound road. The access road is a three-block long road that is currently a two-way road, but it is limited to one-way traffic heading east from 4 pm to 6 pm. Duke Street in Motion has proposed making the Duke Street access road a permanent one-way road at all times. We would like to strongly recommend against such changes as the George Washington Park neighborhood would have severely restricted access to Duke Street.

Local residents need access to Duke Street in order to access local businesses and amenities. Traffic along the access road is not burdensome to the local community. No Duke Street in Motion goal is met by making the access road a one-way road. Listed below are reasons why the current two-way access road is necessary and effective:

- 1) Upcoming redevelopment of the King-Callahan will greatly delay King Street traffic. Making the access road a one-way road forces local traffic onto King Street. This project has already begun in spring 2023 with the moving of the Dominion utility lines near the intersection. Additional delays on King Street will happen as the intersection continues to be altered for the next year.

- 2) Upcoming replacement of the CSX rail bridge over King Street will greatly delay King Street traffic. Virginia Passenger Railway Authority has recommended a complete replacement of the CSX bridge. This project is to start in the second quarter of 2024 and continue through 2026. This bridge replacement will again lead to more delays on King Street through 2026. The two-way access road preserves resident access to Duke Street, as well as businesses in Old Town during any King Street shutdowns during construction.

- 3) Current plans for the one-way street may not account for the closure of Telegraph Road to W. Taylor Run Parkway. Currently, there is little or no traffic on the access road. The road is one way from 4 to 6 pm every day. Turning the access road into a one-way street is a solution to a problem that does not exist. If the engineers believe that traffic flows are too heavy, we would like to see the traffic studies now that Telegraph access has been removed.

- 4) Current neighborhoods already have trouble accessing Duke Street. Many families use city and business amenities along Duke Street, including the many baseball and soccer fields at Witter Park and Ben Brennan Park. These families must travel along Duke Street in the late afternoons. Other Alexandria residents use W. Taylor Run Parkway or Yale Drive for access, but the George Washington Park residents find the access road significantly more convenient. W. Taylor Run Parkway and Janney's Lane are not effective alternatives to the Duke Street access road. Cars using W. Taylor Street have such severe traffic

that they are major contributors to air pollution. A one-way access road would only increase traffic on W. Taylor Run Parkway.

5) Current households may reject Duke Street businesses in favor of Arlington or Fairfax businesses. Many Duke Street stores have good parking, but the traffic along that road reduces retail business. Many unique Alexandria-run businesses on Duke Street would see further declines in revenues from the Duke Street access road restrictions. Reduced revenues reduce tax collections for the City of Alexandria.

6) Permanent one-way streets will result in increased road time for local drivers, increasing traffic pollution and congestion. Rush hour traffic is terrible along Duke Street. Residents driving during that time are people who have no other choice. These residents will simply drive longer and further along King and Callahan Drive to get to Duke Street, therefore increasing car congestion, pollution, and overall drive times.

7) Even with two-way traffic on the service road, Duke Street can still allow for both pedestrian and bicycle use along the road. If the service road remains a two-way street, the proposed plan allows for a multimodal bicycle and pedestrian walkway. A new bus station can still be built at the Duke Street and W. Taylor Run Parkway intersection. Therefore, other transport goals for Duke Street in Motion can be fully implemented.

I hope that the community and city leaders can see that for the above reasons, altering the Duke Street access road to one way will create difficulties without noticeable benefits to the Alexandria community. Keeping the status quo on the access road supports the Duke Street in Motion guiding principle of vibrancy, by allowing access to the jobs, retail, parks, and recreation in the area. There are no impacts to biking, pedestrian safety, or bus lanes with the current access road flow. A one-way access road to Duke Street would dramatically decrease the quality of life in the George Washington Park area.

The following George Washington Park Area residents are in support of maintaining the Duke Street access road as a two-way road:

Marjorie and Dan Greenberg

2400 King Street

Russell and Theresa Rhodes

2306 King Street

Dennis Goris

501 Upland Place

Nancy Jo Nelson

506 Upland Place

Stephanie and Karl Nicolas

600 Upland Place

Babette Cooper

705 Braxton Place

Barry Scanlon and Lisa Beyer Scanlon

400 Hilltop Terrace

Marcus Jaffe and Trebor Lefebvre

505 Hilltop Terrace

Joels Groat

514 Braxton Place

Elizabeth Mace

515 Braxton Place

Jennifer and Robert Mattson

2410 King Street

Judy and Mike Klesius

518 Braxton Place

Name: Susan Lefler

Neighborhood/Affiliation: Community Member (Taylor Run)

Date of Comment: 4/24/2023

Comment:

Dear Alexandria City Council,

I'm a resident of the Taylor Run neighborhood and I'm emailing to express my concern about the proposed slip road off Duke street onto E. Taylor Run. My chief concerns are around increased traffic and safety.

Increased traffic:

I'm concerned about increased traffic and the ability of E. Taylor run to handle that traffic. As it stands now, the street is full of parked cars on both sides, and I have concerns about traffic backing up from Duke street with the addition of a slip lane. We often have to pull to one side to let our neighbors by. We're fine doing so for folks that live in the neighborhood, but have real concerns if this is a regular occurrence with more cars.

Safety:

There are lots of kids in the neighborhood. We love that they feel free and safe here, and seeing them confidently scooter up and down the streets in and around Angel Park. I fear that additional traffic down E. Taylor will make it a more dangerous environment for neighborhood kids and pedestrians alike. Beyond kids, we have so many neighbors walking about with their families and dogs. I'd hate for increased traffic to put a damper on the community we're building.

Questions:

-Do you have any data on expected increases in traffic by instituting the slip lane? I fear many drivers will think of it as a shortcut from Duke Street to Janey's Lane.

-Has there been consideration for making the slip lane go down W. Taylor run where there is more space and a more natural flow for the traffic?

I'll close by saying I'm appreciative overall of the Duke street in motion initiative, but I'm hoping our neighborhood, and the safety and well-being of its residents will be duly considered.

Name: Frank Rathgeber

Neighborhood/Affiliation: Community Member

Date of Comment: 4/24/2023

Comment:

I recently attended two Duke Street In Motion meetings and am pleased by everything I've seen so far. I wish we could have dedicated bus lanes across the entire corridor but obviously things get tight between Quaker Lane and Telegraph.

I want to offer a suggestion in the slide presentation for upcoming meetings. Since DSIM is supposed to improve the state of things for commuters, bikers and pedestrian, I think it would be beneficial for the community to get a few slides that outline:

- if you're a pedestrian, this is how DSIM will improve your life
- if you're a bicyclist, this is how DSIM will improve your life
- if you're a driver, this is how DSIM will improve your life
- if you ride the bus, this is how DSIM will improve your life

Currently, I've found the presentations to be heavy on all things car & bus. That said, given the traffic studies that have been completed, I'd love to see a chart at some point that lists the proposed bus stops along x and y axes so that I can cross reference, if I get on at this stop and get off at that stop what is my projected improved travel time during morning and evening peaks.

Thank you all for the hard work you're putting into this project. I know the end is years away but I can wait for when I can bike in relatively safety from my home to King Street.

Name: Ricky Welborn

Neighborhood/Affiliation: Community Member (Foxchase Apartments)

Date of Comment: 4/23/2023

Comment:

I would like to provide my thoughts on the proposed Duke Street in Motion project.

I moved to Alexandria in 2000. Since moving here, I've had some concern with the lack of available greenspace and ability for walkers and cyclers to safely travel.

I would like to register my support of the proposed shared use path on the north side of Duke Street. This would provide an option for residents to travel safely on foot or bike, supports the concept of greenspace, and would also provide an option to safely link with the Holmes Run Bike Trail. I believe this would be a welcome addition for the residents of western Alexandria.

Thank you ma'am for your time. Sincerely,

Ricky Welborn

Age: 52

Resident of Foxchase Apartments (on the north side of Duke Street) for 20 years

Name: Karen Kusterer

Neighborhood/Affiliation: Community Member

Date of Comment: 4/23/2023

Comment:

Greetings. I understand from a flyer left at my house that a slip lane is being considered on Duke Street between Moncure and East Taylor Run. Those are dangerous. There is already one near Carydale apartments on Duke Street and I have been in a number of near accidents.

The local children and residents use the access road to conduct normal life activities. I try weekly to just get a child to a music lesson a few blocks away and it takes 30 minutes to go less than 2 miles. Yet walking 2 miles with an instrument is not realistic.

The other thing I see missing in this plan is any type of sound wall or natural sound absorption like trees in this plan. Where the slip lane is there should be a sound wall or trees planted.

Greetings another thing missing in your SDuke street plan is a cross walk from Carydale apartments across Duke street to the bus stop. You are welcome for all my help.

Name: Dennis Goris

Neighborhood/Affiliation: Community Member (Upland Place)

Date of Comment: 4/23/2023

Comment:

As a resident of Upland Place for over 36 years, I am writing to express my concern and extreme opposition to the proposed plan to make the Duke street frontage street one way. As you know this will leave a huge swath of city residents and homeowners with only King Street as egress from the neighborhood.

Execution of this plan as part of "Duke Street in Motion", will leave George Washington Park, West Taylor Run and surrounding neighborhoods with limited motion.

Name: Andy Freeman

Neighborhood/Affiliation: Community Member (East Taylor Run Pkwy)

Date of Comment: 4/22/2023

Comment:

I hope you are having a great weekend, and enjoy this beautiful weather.

As a new resident to Alexandria and VA in general, and someone who purchased a home last summer on East Taylor Run Pkwy, I feel compelled to share my thoughts on the proposed slip lane addition from Duke St. onto the frontage road between East Taylor Run Pkwy and Moncure. I do appreciate the efforts of trying to relieve some of the Duke St traffic during peak times, and I understand the difficulty of the situation.

However, it appears that the people that these solutions will affect the most are being completely forgotten about, and quite frankly disregarded and disrespected. There are 80 homes on ETR, and we already have dozens of Maryland, and DC drivers flying down our road daily, using it as a through street illegally, and this will only increase. Dramatically. At the council meeting this week, members of my street were present and voiced this, and were told that the council assumes that drivers will use WTR because

it is more, "Comfortable." Sure, it is more comfortable, but to make an assumption on something that can affect so much of our lives like this is absurd. Without monitored, and enforced No-Through Signs on ETR, it will be an utter disaster for the residents of ETR, Moncure, and Hilton, but especially ETR. This was ETR a few years ago:

<https://www.youtube.com/watch?v=As5SmcQMEHU>

https://www.youtube.com/watch?v=5sIUhWW_kFM

<https://www.youtube.com/@e.taylorryunparkwaytraffic4357>

If this goes through as planned, the YouTube videos above will be our reality every single day. The safety concerns, added emissions and the simple fact that ETR is way too narrow to support this in general will tank the value of our homes (that we all just saw an absolutely ridiculous tax increase on.) Most of the drivers are not Alexandria residents, and heck, based on a few hours of watching the traffic on Friday April 21st, 50% are not even Virginia RESIDENTS. How are we justifying this as it helps nobody within the town you and your colleagues represent? If this was the case a year ago, I NEVER would have purchased this home. This solution will force our street to become a literal parking lot.

What nobody has seemed to ever consider is that with the proposed solution of a slip lane that makes the frontage road a one-way option, will cutoff frontage road access to Hilton and Moncure, forcing the over 100 homes on that street to use ETR just to get to their homes. Which increases traffic, safety concerns, and is a massive issue for our street. Making the frontage road one-way affects over 200 homes in our neighborhood and will force people to enter their streets from ETR. Add this into the fact that we have no idea how the opening of the new school on Janey's will affect the additional traffic at peak times as well.

Again, I appreciate your efforts and respect the mission, but this solution is an absolute travesty for my street, neighborhood, and will literally tank our home values on this street. There has to be additional ways to protect actual citizens of Alexandria, because right now, this solution negatively affects our quality of life, health, and property values. Between forcing traffic from our own neighborhood to use our street daily, and the additional HUNDREDS of other commuters using our street as a through-way, this solution is completely unfair to the people in this area.

Please reconsider and consider your residents that this actually affects.

Name: Ed Ward

Neighborhood/Affiliation: Community Member

Date of Comment: 4/19/2023

Comment:

I know you must be REAL busy during this phase of the outreach, but I had a couple of questions that I thought might be pretty easy.

- If all goes according to plan (yes, I know that's assuming a lot), when would actual shovels-in-dirt construction begin, and when would all of the segments be complete and carrying traffic?
- I haven't been able to find online access to the budget assumptions and some level of detail on the major components, either in text or spreadsheet. Can you point me to this sort of information?

Thanks.

Name: Ed Ward

Neighborhood/Affiliation: Community Member

Date of Comment: 4/19/2023

Comment:

Thanks very much for the general timeframe; that's really all I was hoping for at this point in the project.

I really don't know enough about the budget to have a question with any specificity. I'm not trying to do any sort of gotcha; I'm just an old retired IT-project-manager, trying to understand the foundations for the projections. For instance, I'm assuming that in order to come up with a projected budget for something this size, somebody, somewhere pieced together some cost estimates, based on some comparable projects or some rule of thumb for the various components of the project and added them up. I am NOT a construction/transportation wizard; for all I know, there are widely-used industry metrics for projects of this type that are generally accepted for estimated cost-per-mile, or cost-per-intersection, or whatever.

I understand that new requirements/mods will continue to come in from unexpected places, and there will need to be some unknown number of changes in the project requirements before construction can begin. I was just trying to get some basic idea of how we arrived at the initial \$85 million baseline estimate.

Thanks for any guidance/information/insights you can share.

Name: Deanne McNulty

Neighborhood/Affiliation: Community Member (Clover College Park)

Date of Comment: 4/19/2023

Comment:

I have been watching the plans for Duke Street in motion and I'm very concerned. I have reached out and shared my opinion at least three times during this process, so I am not someone just jumping on any bandwagon.

The last two concepts of the plan that include positioning buses going down the center of Duke Street or adding a dedicated bus lane, is not viable. If the buses are in the center, they will not increase the

number of passengers. Traffic will actually slow in movement due to multiple places in the transit area that you are evaluating. The same with a curbside dedicated bus lane.

Looking at bus ridership, I feel that the investment in increasing the potential for mass transit via bus is a waste of our taxpayers money. Ridership is not at a point that warrants this type of investigation or investment.

At this time there is a back- up of traffic past Fort Williams Parkway from 4 to close to 7 PM weekdays. I truly believe that, like with the bike lanes that have been designated in other areas of the city, the concept of making designated bus or more bike lanes available will not increase ridership.

Better use of time, energy, and money, would be to:

1-Install a stoplight at Fort Williams Parkway. This will reduce the number of accidents that we are seeing from young drivers as well as cut through drivers coming down Fort Williams Parkway and provide a more efficient flow of traffic in that area.

2- Reduce the speed limit on Duke Street from Jordan through North Quaker. Any person on Duke Street walking, driving, or just sitting in traffic, knows that the speed limit of 35 is not adhered to when coming upon Fort Williams Parkway.

3-The adjustment of timing of all of the lights along Duke Street would add to more smooth and efficient, transportation and traffic flow. I am confident that we have civil engineers who can figure that part out.

4- I STRONGLY DISCOURAGE turning any of the Duke Street transportation space into pedestrian or bike lanes. Not only will this be dangerous for the pedestrians, it has been my experience, as well as that of my family and neighbors, that bicyclist do not consistently adhere to any of the traffic laws, and cause more challenges to law-abiding drivers. I am completely fine with a bicycle sharing the roadway, if they feel comfortable, or using the sidewalk, or taking the bus- which have bike racks available to allow them safe passage.

We, as a family, prohibit our children and young adults from taking any of the bike lanes during any high traffic times in the city. It has not shown to be safe.

5- Last, the configuration of traffic turning onto Telegraph Road currently backs up traffic all the way on Duke Street past North Quaker. This isn't a reasonable way for traffic to process in an efficient manner.

As a neighbor of Duke Street, I currently avoid being within a block of the Street between 3 and 7 PM. This is not a way that residents should have to live in our city.

In conclusion, please take my input seriously, and add to it my neighbors along Duke Street corridor with the same viewpoint. This is not my first input into this discussion, and as I watch this project consume valuable resources, I am now more assured in my opinions.

We, as a city, should not be focusing our time, energy, or funds to choose either one of the options reflected in the Duke Street in Motion proposal. This project idea should just be put to rest so other, more effective and necessary programs can be focused upon.

Thank you for your work and dedication to our City of Alexandria. I am sorry that you and your colleagues have had to spend so much of your valuable time on a project that is largely not supported and would not prove successful.

Name: Carrie Schwartz

Neighborhood/Affiliation:

Date of Comment: 4/12/2023

Comment:

While I won't be able to attend this weeks' Duke Street in Motion meeting, I wanted to submit a written comment. Is your address the correct place I should send it?

I moved to the neighborhood between S Jordan and S Gordon streets along Duke Street in 2020. I love this area for its convenience to nature, bike trails, and shops, while being not too far from my employer in Washington, D.C. A faster and more reliable bus link to King Street would really improve commute times and confidence for bus riders like me — who would prefer to choose the bus more often than not. As a parent, I need to know I will arrive home on time to be there for my child. I also hope the city considers curb features and bus stops that improve safety for bikers and pedestrians.

Thank you for your consideration.

Name: Ann Patterson

Neighborhood/Affiliation:

Date of Comment: 4/12/2023

Comment:

I am pro-transit and pro-density, especially if the density comes from initiatives such as the Housing for All zoning considerations (we desperately need more affordable housing) and if increased transit will help reduce the number of cars, along with providing safer streets for multi-modal transportation. Everyone deserves housing and everyone deserves a way to get to/from work/school/wherever without the added cost of a car loan. Not to mention environmental considerations of car emissions.

I've lived here since 1977. I've seen many changes to our residential, commercial, retail, and transit corridors. I'd hate for the city to be stuck in any particular era/decade for lack of vision towards a vibrant urban community - the idea of "this is what it was like when I moved here and I don't want a single thing to change." I feel vibrancy comes from multi-income, multi-racial, multi-ethnic, multi-generational, multi-modal transportation, multi-use zoning. It's a shame, and a huge lost opportunity that so many residents can't see the benefits, that we don't have mid- and hi-rise buildings that are mixed-use residential, commercial (business, medical, grocer, daycare, restaurant, anything), retail, school, and parking. The city has a limited footprint - the way to add housing and commerce is to build up, not out. The way to support that increased density is better transit. My 2 cents. Thanks.

Name: Dani Amsalem

Neighborhood/Affiliation:

Date of Comment: 4/11/2023

Comment:

My wife and I currently live in the Huntington neighborhood and are considering moving around Seminary Hill or closer to Duke near the Aldi's.

Duke Street in Motion came into our field of view and I was wondering if you could share what the timeline was looking like?

Currently, being near the Huntington Metro is extremely convenient and we're hoping this Duke Street project would offer comparable advantages to the neighborhood.

Looking forward to your response
