



Transportation Commission Meeting

June 21, 2023

7:00PM

Virtual Only

AGENDA

1. Public Comment (Not to exceed 10 min)
2. Minutes of the May 17, 2023 meeting
3. Action Item: Duke Street in Motion Advisory Group Recommendations
4. Commissioner Updates
5. Items for Consent
 - A. Potomac Avenue and East Glebe Road
 - B. Automated Speed Enforcement
 - C. Transportation Management Plans
6. Other Business
 - A. July Meeting

Public hearing items are so noted on the agenda. The Commission may receive public comments on other agenda items at its discretion.

Next Meeting: September 20, 2023



The May 17, 2023, meeting of the Transportation Commission is being held at 7:00PM the City Council Workroom on the second floor of City Hall (301 King Street) and electronically. Members of Transportation Commission and staff are participating either in-person or from a remote location through video conference call on Zoom. The meeting can be accessed via Zoom by registering at the following link:

https://zoom.us/webinar/register/WN_QO8yW7SaRLS-frKt-4MB1Q

Or by phone: 301 715 8592

Meeting ID: 959 7249 5843

Passcode: 068073

Public comment will be received at the meeting. There will be a public comment period at the beginning of the meeting and written testimony can be provided until 3PM on 05/17/23 to
Christopher.Ziemann@alexandriava.gov

The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request an accommodation may contact the Department of Transportation and Environmental Services at 703-746-4086 or TTY/TTD 703-838-5056.



City of Alexandria
Transportation Commission

Regular Meeting

May 17, 2023

7:02 p.m.

City Council Workroom – City Hall
301 King

MINUTES

Commissioners Present: Chair Oscar Gonzalez, Vice Chair Bruce Marsh, Commissioner Melissa McMahon, Commissioner James Maslanka, Commissioner Matthew McManus, Commissioner Jody Manor, Commissioner Murat Omay, Councilman John Chapman, Councilman Kirk McPike.

Staff Present: Hillary Orr – Deputy Director, Christopher Ziemann – Transportation Planning Division Chief, Jennifer Monaco Transportation Planning Division, Sharese Thomas – Transportation Planning Division.

Audio/Visual presentation is available online:

<https://www.alexandriava.gov/TransportationCommission>

Chair Gonzalez called the Transportation Commission meeting at 7:05 p.m.

1. Public Comment Period

No Comment

2. April Minutes

Motion to approve the minutes: Commissioner McMahon

Second: Commissioner Manor

Commissioners Gonzalez and Kane abstained due to absence

Motion carries unanimously

3. PUBLIC HEARING ITEM: Duke Street in Motion

ISSUE: Staff update to the Transportation Commission on Duke Street in Motion.

RECOMMENATION: That the Commission consider recommending a concept alternative and other priorities to the Duke Street in Motion Advisory Group in advance of the Advisory Group recommendation to Council.

DISCUSSION: Jennifer Monaco, Long Range Planner provided a project and concept overview with comparison for the Duke Street in Motion project. The vision of the project was discussed in depth and included highlights about the street design and corridor concepts with proposed curb features. In addition, transportation improvements for the project were discussed. The Advisory Group will make a recommendation regarding the concept and priorities to City Council on May 25. On June 27, City Council will hold a public hearing on the Advisory Group's recommendations. Staff were asked to address several comments made during the public hearing. Commissioners were in support of the Duke Street in Motion project and recommended drafting a

letter of support to City Council that includes the Advisory Group's recommendations with future funding opportunities for consideration at the next Transportation Commission Meeting on June 21.

Public Hearing Comments

Dino Drudi- supports the Duke Street in Motion project, but feels the project is being rushed and various possibilities are not being considered.

Sandy Modell - a City small business owner feels there is not a full evaluation study and the interworking parts of the project have not been considered.

Christine Hoeffner- supports the Duke Street in Motion project and expressed her support for the segment 2A having mixed traffic, with the curb Concept Z.

Asa Orrin-Brown - supports the Duke Street in Motion project. His major concern is safety and feels Concept A and curb Concept Y will address this issue.

Carter Fleming- Chair of the Federation of Civic Association is not in support of the recommendations because the framework is based on previous assumptions from 2008.

Owen Curtis- Civic activist in transportation feels the project is being rushed and that a thorough study of multimodal safety project be done in this corridor because all options are not being considered.

Bill Rossello- President of Seminary Hill Association feels there are too many issues to consider that include design, community sentiment, and cost.

Carrie Schwartz- supports the Duke Street Project with the left turn lanes and protected left turn signals.

Ken Notis - Chair of the Alexandria Bicycle Pedestrian Advisory Group supports option 2A segment and curb concept Y.

Bill Pugh - resident of the Seminary Hill area and member of the Coalition for Smarter Growth supports the Duke Street Project with the center running bus lanes and biking/walking improvements.

Santiago [Not Stated] - Colonial Heights Homeowners Association is in support of the Duke Street project with Concept B segment and curb Concept Z because they would preserve more green space.

Alex Goyette- thanked Staff for the Duke Street engagements and supports the Duke Street project with Concept A and curb Concept Y.

Jim Durham- supports the Duke Street project with Concept A and curb Concept Y with Council considering the long-term approach.

Motion for the Transportation Commission to close the public hearing: Commissioner McMahon

Second: Commissioner Kane

Motion carries unanimously

Decision to move comments on Duke Street in Motion moved to June 21st meeting.

4. ACTION ITEM: FY2023 Safe Streets and Roads for All (SS4A) Grant Program

ISSUE: Should Transportation Commission endorse the grant application for the Safe Streets and Roads for All (SS4A) Program of the U.S. Department of Transportation (USDOT) to support Vision Zero safety initiatives?

RECOMMENDATION: That the Transportation Commission endorse the grant application for the Safe

Streets and Roads for All (SS4A) Program for up to \$5,000,000 to implement safety improvements at the intersections of Duke Street and South Henry Street, and Duke Street and South Patrick Street.

DISCUSSION: Chris Ziemann, Transportation Planning Division Chief, discussed the eligible grant activities and the staff-recommended project for the Duke Street and Route 1 intersection improvements. In addition, a summary of the funding request was discussed. Commissioner Kane asked staff about the availability of all the current grants.

Motion for the Transportation Commission provide a letter of endorsement to City Council for the purposed grant application to the FY23 Safe Streets and Roads for All Program:

Commissioner Kane

Second: Commissioner Marsh

Commissioner Omay abstained due to conflict of interest

Motion carries unanimously

5. ACTION ITEM: NVTa 70% Funding For FY 2028- - FY2029

ISSUE: Consideration of endorsement of an application to Northern Virginia Transportation Authority (NVTa) for Regional Transportation Funding for FY 2028- FY2029 (NVTa 70% funding).

RECOMMENDATION: That the Transportation Commission provide an endorsement to City Council for an application to NVTa for Regional Transportation Funding for FY 2028 – FY 2029.

DISCUSSION: Hillary Orr, Deputy Director, presented overview of the NVTa grant application that included a summary of projects. Commissioners asked clarifying questions and were in support of providing a letter of endorsement to City Council.

Motion for the Transportation Commission to provide a letter of endorsement to City Council for the submission of applications for up to \$28 million for the NVTa 70% program: Commissioner

Manor

Second: Commissioner Kane

Motion carries unanimously

6. Commissioner updates

Commissioner Kane – The Duke Street Pilot II Mitigation has been extended and Traffic & Parking Board will not hold a public hearing at its next meeting in June.

Commissioner Manor – Asked staff to work with the National Park Service to address the welcome signage issue off the parkway on Second Street.

Commissioner Maslanka – Toured the Potomac River Generating Station in May.

Commissioner McManus- Asked staff to plan now for future DASH budget and complimented staff on a great tour of the DASH Facilities in May.

Commissioner Omay- DASH submitted a grant application with the U.S. Department of Transportation for EV charging and infrastructure. Two new positions were created under the general manager and there is discussion about reorganizing DASH.

Councilman Chapman- Council passed the FY24 budget and will be speaking with staff in the Fall to discuss what next year's budget will look like.

Councilman McPike- Council passed the FY24 budget and is getting ready to hear the Duke Street discussion. With the opening of the Potomac Metro Yard Station and the Yellow Line, Councilman McPike feels optimistic for transit in Alexandria.

7. Items of Consent

- Grant Awards
- Jurisdiction of noise issues at Airports.

Motion for the Transportation Commission to provide a letter of endorsement to the Mayor opposing eliminating bus service for the 8W line and support of extending Metroway to

Huntington Station: Commissioner Manor

Second: Commissioner Kane

Motion carries unanimously

8. Other Business Consent

Summer Meetings

MWCOG Grant

9. Adjournment

At 9:41 pm, the Transportation Commission adjourned.

MEMORANDUM

DATE: June 21, 2023

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #2 – DUKE STREET IN MOTION ADVISORY GROUP
RECOMMENDATIONS

ISSUE: Consideration of a letter to Council to endorse the Duke Street Transitway Advisory Group Recommendation.

RECOMMENDATION: That the Commission endorse the Duke Street Transitway Advisory Group's recommendation to Council for a near-term plan and long-term vision for the corridor.

BACKGROUND: The Transportation Commission held a public hearing and received an update from the Duke Street in Motion project team at its May 17, 2023 meeting. The Transportation Commission discussed the results from the analysis of the two corridor alternatives, the public input during the hearing, the importance of the long-term vision for the corridor, and their role in supporting the achievement of the long-term vision as the oversight body over Alexandria Mobility Plan implementation. The Transportation Commission decided to wait until the Advisory Group made a recommendation to Council before submitting its own recommendation letter.

On May 25th, the Advisory Group approved a recommendation to Council for Corridor Concept A – Mostly Center Running Bus Lanes and Mixed Traffic, and Curb Concept Y for separated bicycle and pedestrian facilities where space allows, mostly on the West End of the corridor and on the service roads between Cambridge and Telegraph, with the recognition that design of the service roads will need to be refined further with the community and in coordination with the Duke Street and West Taylor Run project. For the long-term, the Advisory Group recommended that the Duke Street Small Area Plan include center running lanes and fully separated bicycle and pedestrian facilities throughout the corridor. The Advisory Group voted 8-1 (with two members absent) in favor of the recommendation, with specific concern noted by the representative from the Federation of Civic Associations about using eminent domain in the long-term. See Attachment 1 for the complete text of the recommendation, along with reference maps and sample cross sections.

DISCUSSION: The attached draft letter to Council (Attachment 2) incorporates input from the May 17, 2023 Transportation Commission meeting discussion and endorses the Advisory Group recommendation.

ATTACHMENTS:

Attachment 1: Advisory Group Recommendation

Attachment 2: Draft Letter for Endorsement

Attachment 3: Letters Received since Last Meeting



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Phone: 703.746.4025

www.alexandriava.gov

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

June 6, 2023

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

Dear Mayor Wilson and Members of City Council:

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

The Transportation Commission would further like to assert the importance of specifying a long-term plan for the corridor in order to ensure that 1) future development on the corridor can contribute to achieving the full vision established for the corridor that was developed with considerable public input. Further, by continuing to hold on to a long-term plan, and including it in City plans and regional plans, the City is better positioned to identify outside funding.

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

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

Sincerely,

Oscar Gonzalez

Chair, Alexandria Transportation Commission

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

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

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

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

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

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

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

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

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

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

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

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

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

Understanding that space and budget is limited:

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

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

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

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

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



•Segment 1:

- Center bus lanes in both directions

•Segment 2A:

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

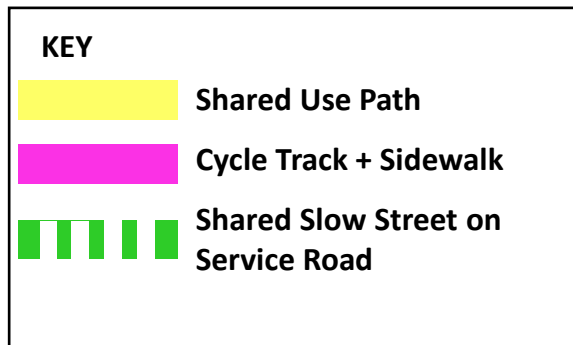
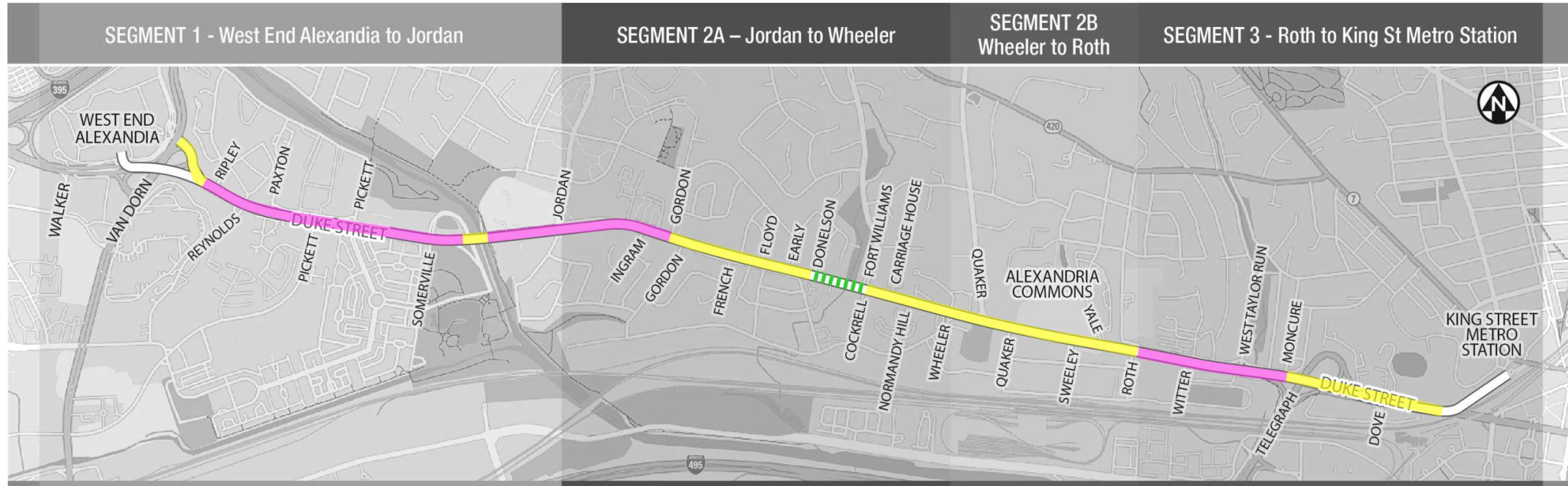
•Segment 2B:

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

•Segment 3:

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

Proposed Curb Concept Y (North Side of Duke Street)



Shared Use Path



Two-Way Cycle Track



Cycle track locations reduce conflicts between pedestrians and cyclists

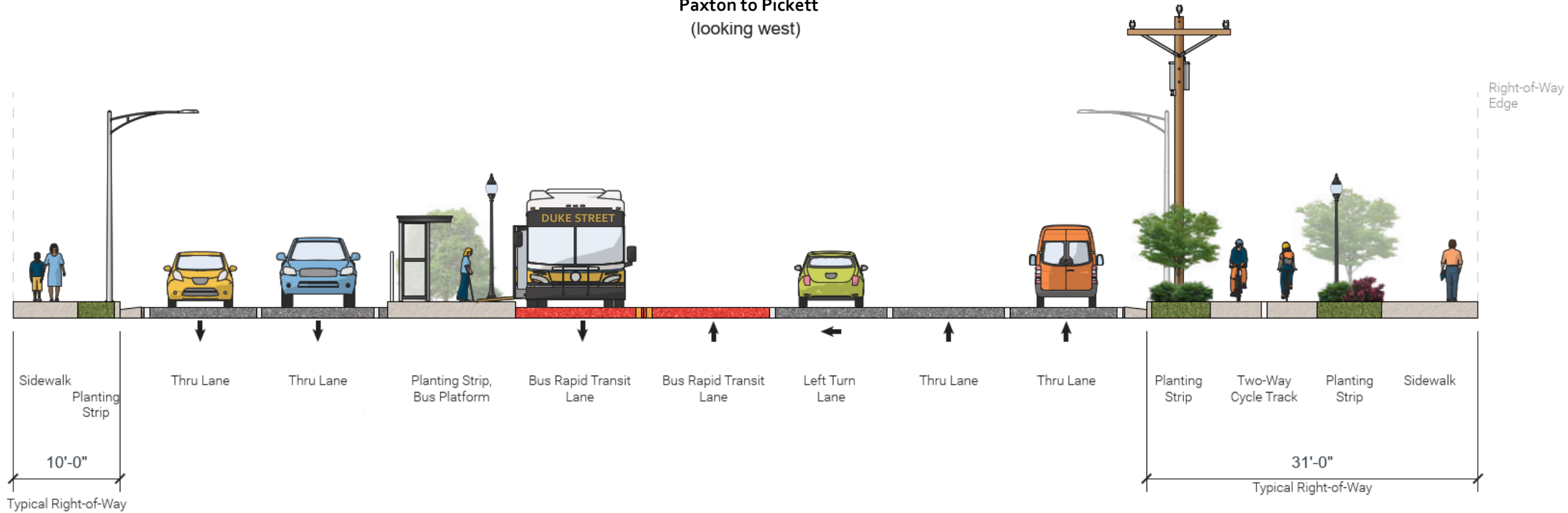
Sample Cross Sections

Busway Concept A-Curb Concept Y

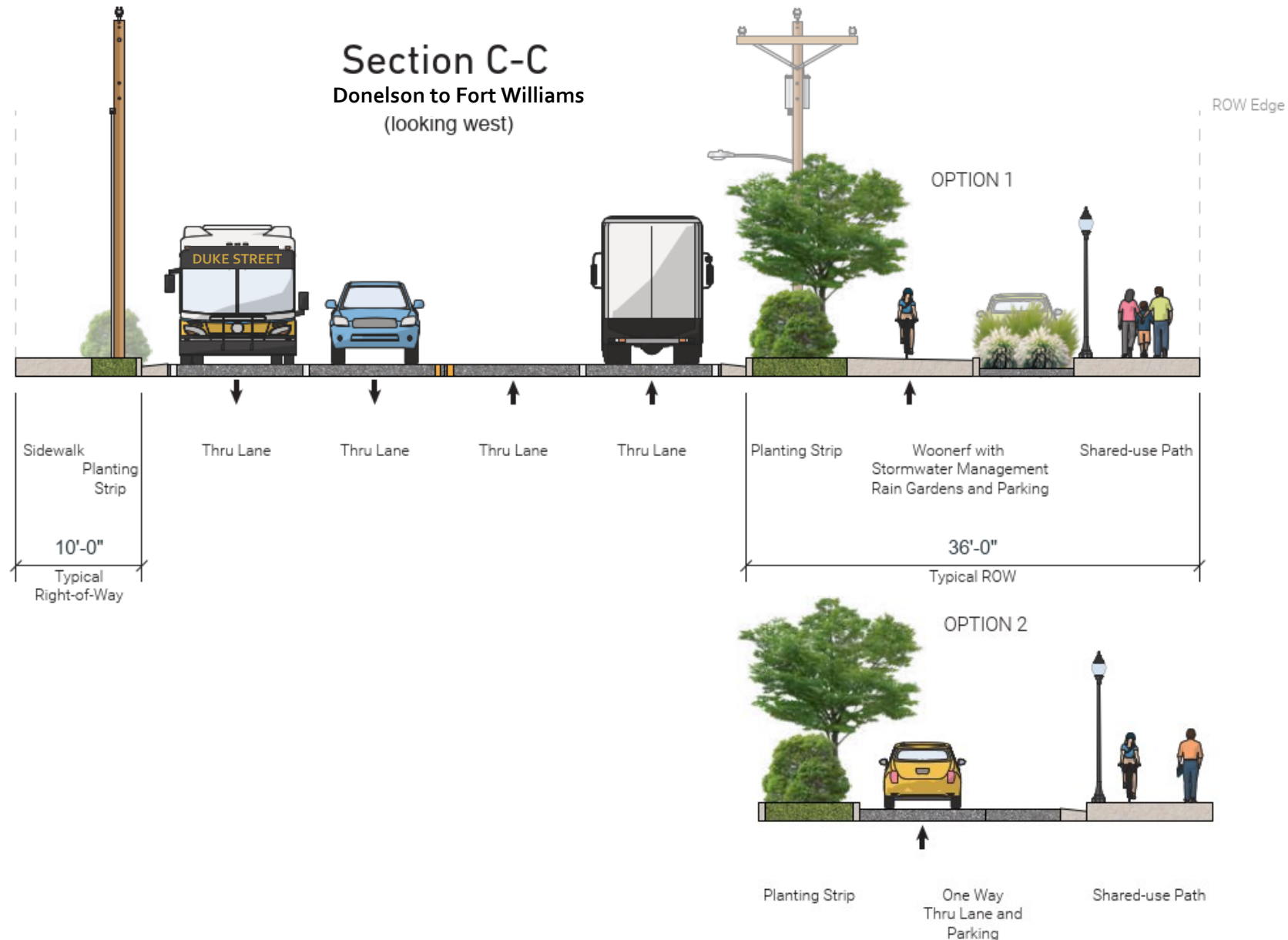
Paxton to Pickett

Section A-A

Paxton to Pickett
(looking west)

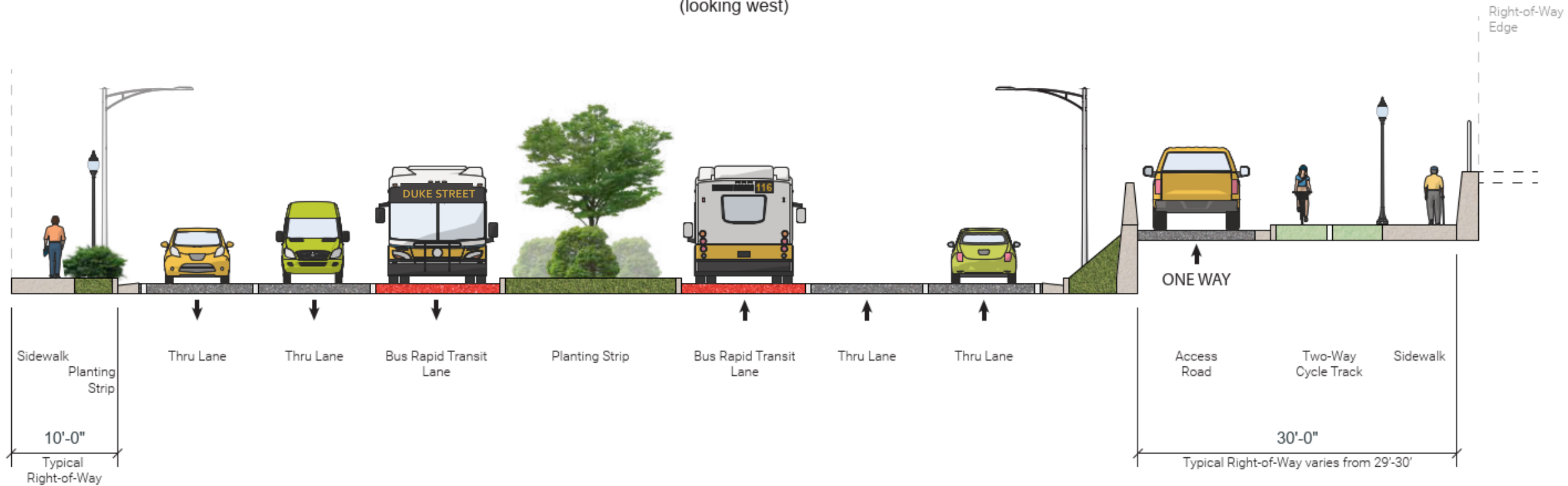


Donelson to Fort Williams



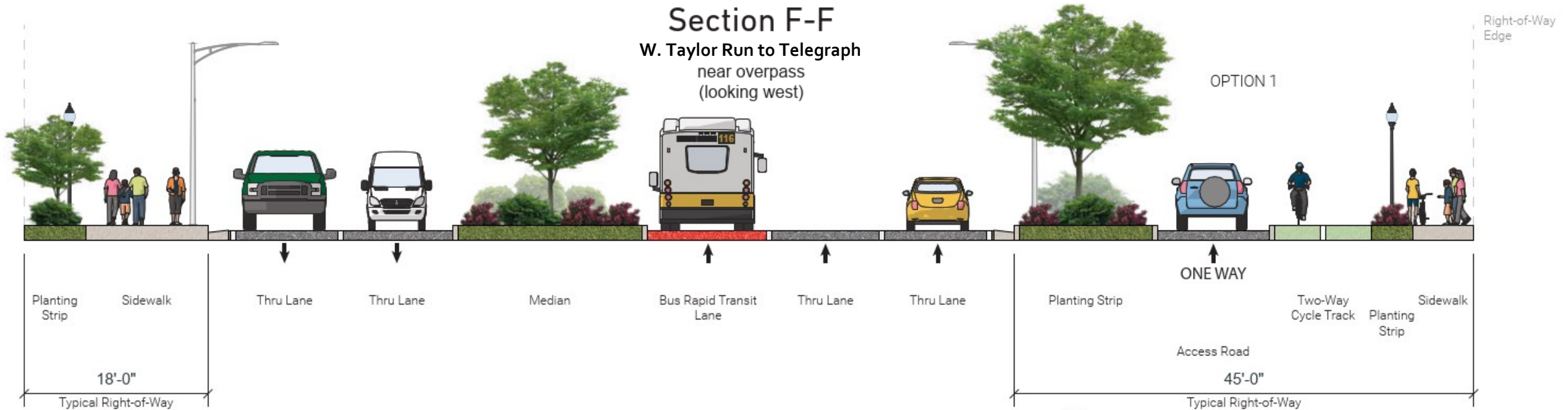
Roth to W. Taylor Run

Section E-E Roth to W. Taylor Run (looking west)



W. Taylor Run to Telegraph

Section F-F W. Taylor Run to Telegraph near overpass (looking west)



Christopher Ziemann

From: Carrie S <carrieanneschwartz@gmail.com>
Sent: Wednesday, May 17, 2023 7:47 PM
To: Christopher Ziemann
Subject: [EXTERNAL]Public comment for Duke Street in Motion project

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

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.

- Carrie Schwartz

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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.



May 20, 2023

Daniel Scolese
Hillary Orr
Ryan Knight

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

Dear W Taylor Run Intersection Team:

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

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

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

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

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

Sincerely,

Jim Moran
President, Taylor Run Citizens Association

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

Attachment

Current Situation

VDOT Smart Scale Intersection Project

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



Duke Street Transitway Project

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

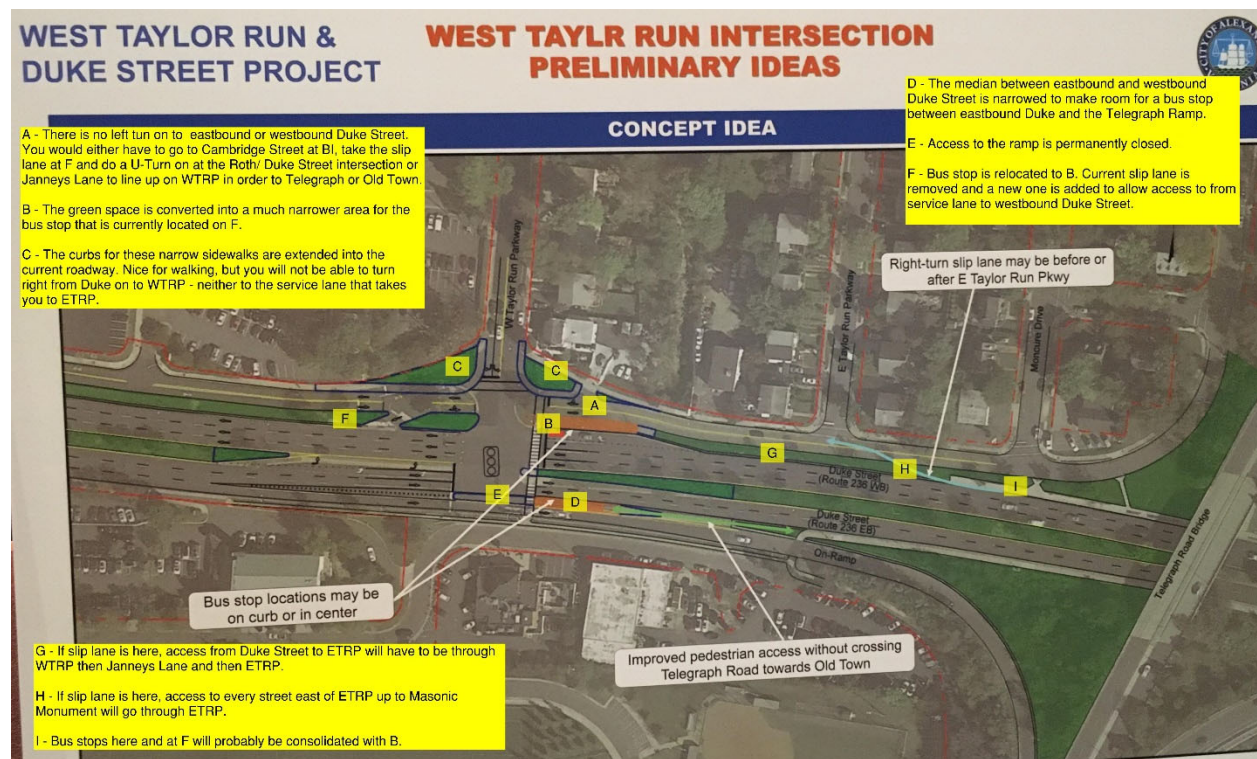
What is "Duke Street *In Motion*"?

Duke Street *IN MOTION* is a project focused on ensuring that transit improvements in the Duke Street corridor, from Landmark Mall to the King Street Metro Station, provide efficient transportation options that align with all users' needs, wants, and expectations.



Intersection Concept Design – 1st Concept Design

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



Intersection Concept Design – 2nd Concept Design

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



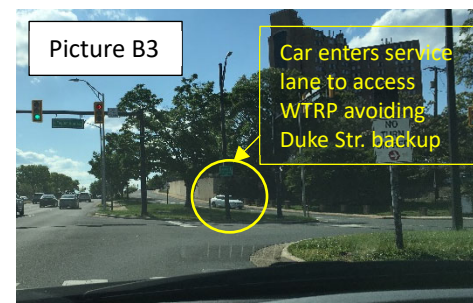
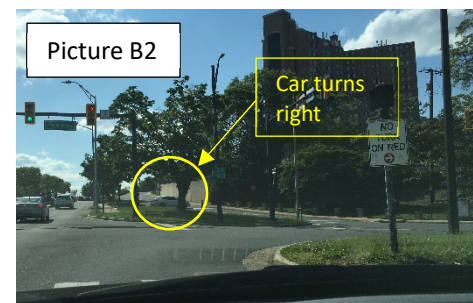
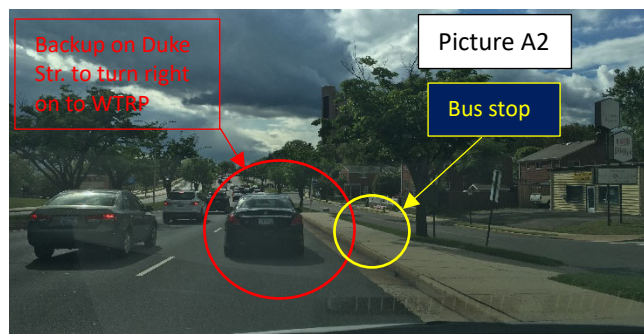
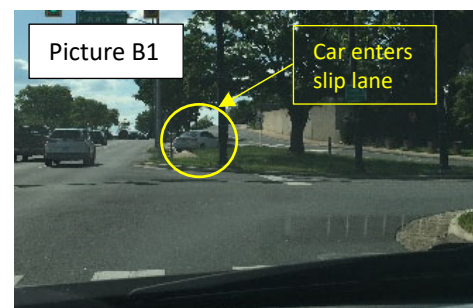
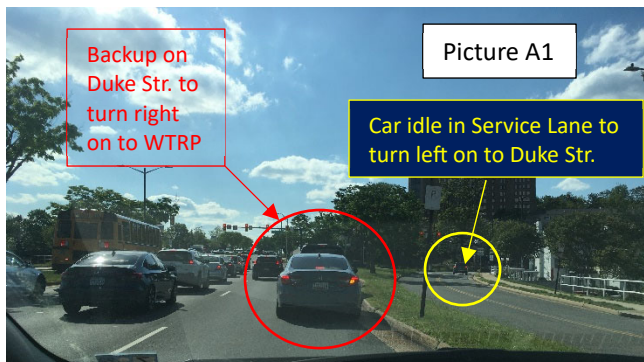
Coded Legend

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

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

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

Pictures of how the current intersection works:



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

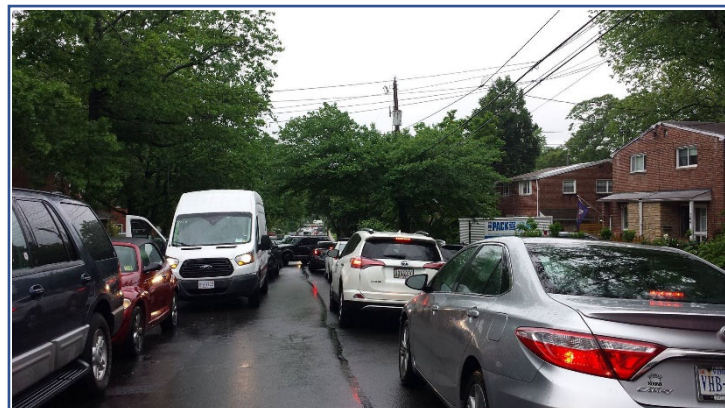
B1, B2, and B3: To avoid this backup, many people make an illegal U-turn to get easier access to WTRP. This is a common move because westbound volumes on the service lane beyond the intersection are low.

Background

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



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



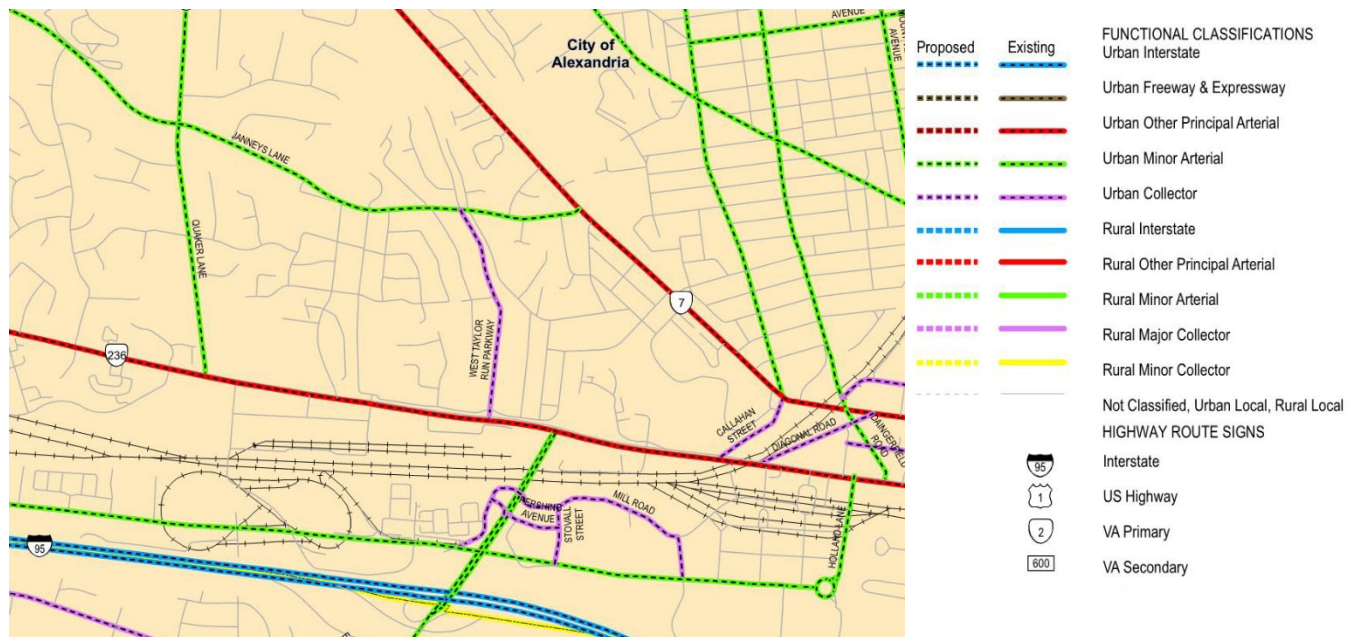
The 30-foot-wide streets are not designed to handle the volume of cars trying to access Telegraph Road. This congestion created dangerous conditions for both drivers and residents.



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

Existing Conditions

Functional Classification and City Typology



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

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

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

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

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

Functional Classification

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

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

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

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



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



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



Moncure Drive – 30' width
Local Street and Neighborhood Residential



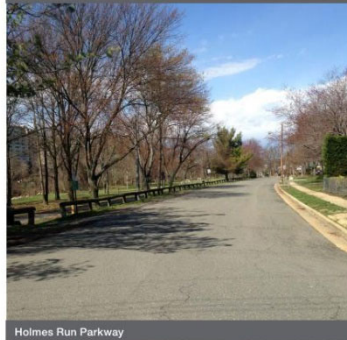
Hilton Street – 30' width
Local Street and Neighborhood Residential

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

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

Alexandria Street Typology

PARKWAYS



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

EXAMPLES INCLUDE:

Holmes Run Parkway, Timber Branch Parkway, Taylor Run Parkway

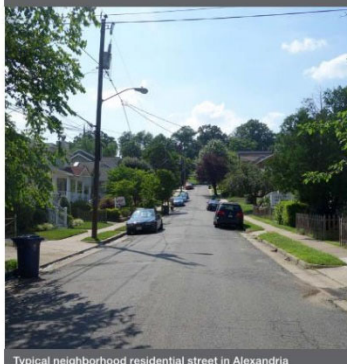
(It is important to note that not all streets with "Parkway" in their name meet the criteria for this typology.)

KEY FEATURES

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

Alexandria Street Typology

NEIGHBORHOOD RESIDENTIAL



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

EXAMPLES INCLUDE:

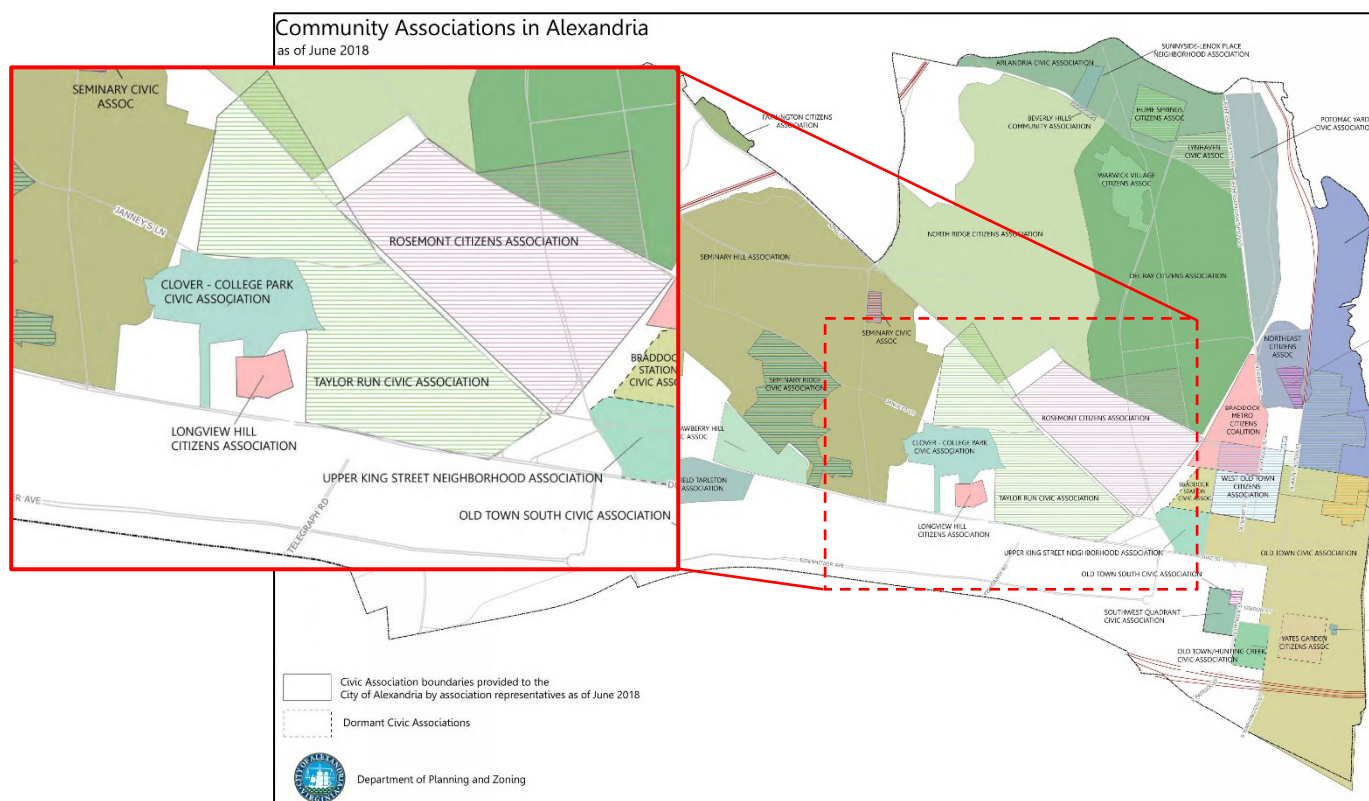
Fontaine Street, Cambridge Road, and St. Stephens Road

KEY FEATURES

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

Public Engagement

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



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

Moving forward

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

Option 1- Don't do anything.

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

Lane Widths

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

The benefits of narrower lane widths include:

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

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

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

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

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

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

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

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

⁵ A street should not be designed using all minimums.

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

The bus stop should be in the center median.

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

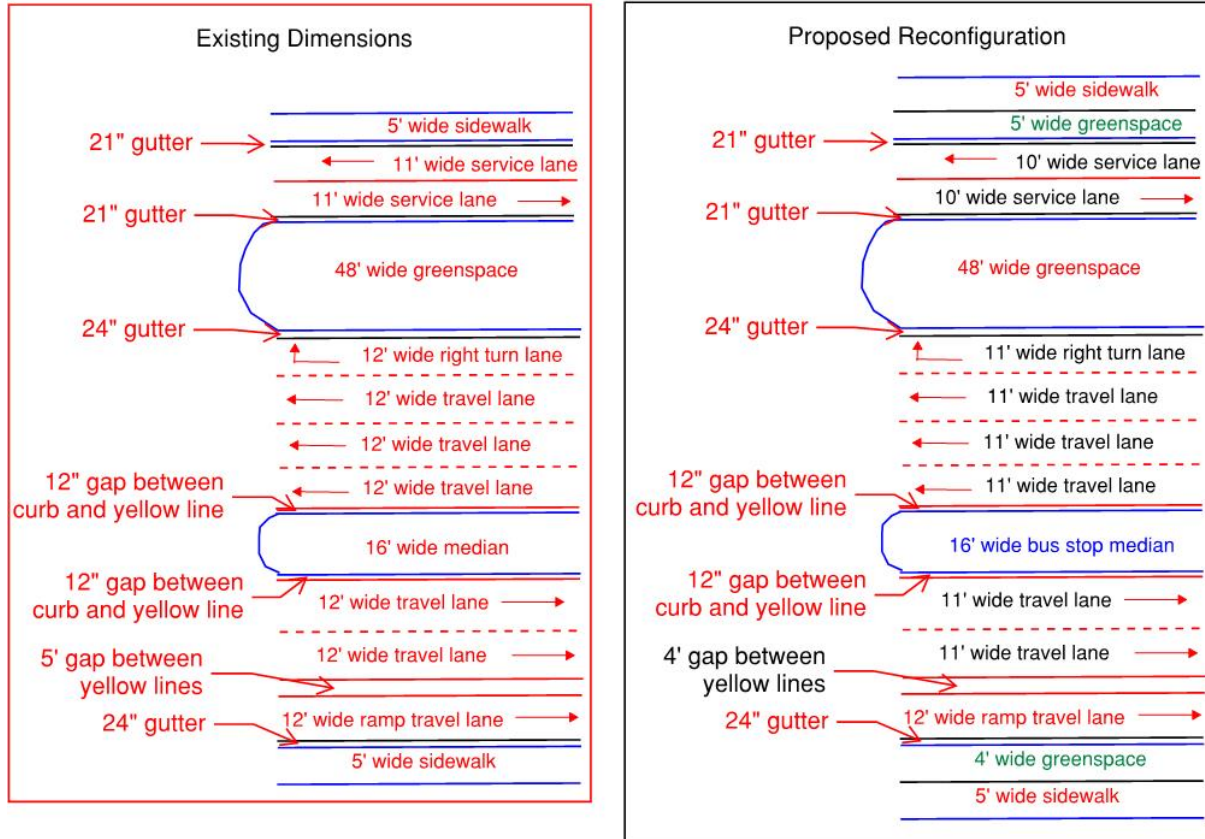
The 12-foot-wide travel lanes on Duke Street should be narrowed to 11 feet.

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

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

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

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



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



City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 21, 2023

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: HILLARY ORR, DEPUTY DIRECTOR, T&ES

SUBJECT: AGENDA ITEM #5 – ITEMS FOR CONSENT

ISSUE: Staff update to Transportation Commission on various projects.

RECOMMENDATION: That the Commission receive the items for consent.

A. Intersection of Potomac Avenue and East Glebe Road

In Fall 2021, the City initiated the Potomac Avenue and East Glebe Road Intersection Improvement Project to enhance safe access to and from the Potomac Yard Metrorail Station. The project goal was to make it easier and safer for people to access the station, improve access for people with limited or no vision, and minimize conflicts between trail users and people traveling to the station.

Early in project design, the City coordinated with the Potomac Yard Metrorail Implementation Work Group (PYMIG), the National Industries for the Blind, DASH, WMATA, and local safety advocates on potential improvements to the area. This feedback was used to inform the final design, which included the following features:

- Conversion of an eastbound travel lane into a bus-only lane, with a bus signal
- A new median refuge on the north side of the intersection
- Realigned crosswalk and curb ramp on the south side of the intersection
- No Turn on Red restrictions and Leading Pedestrian Intervals
- A new bike-only ramp to separate people walking and biking through the intersection
- Conversion of the Potomac Yard Trail adjacent to the station entrance from asphalt to pavers, to create a shared plaza and calm bicycle traffic
- Pavement markings and signs on the Potomac Yard Trail to alert trail users of people crossing the trail to access the station

This design was endorsed by the National Industries for the Blind and approved by the Traffic and Parking Board in 2022.

At this time, the majority of the project has been completed. Modifications to the Potomac Yard Trail are pending delivery of the pavers, which have a long lead time. The trail improvements adjacent to the station entrance are expected to be completed this summer.

B. Automated Speed Enforcement

In May 2023, the City launched a testing and warning period for its first speed camera program, which will continue through the end of the 2022-23 school year. Speed cameras are installed in three school zones:

- **Francis Hammond Middle School** (Seminary Road, between Kenmore Avenue and North Jordan Street)
- **John Adams Elementary School and Ferdinand T. Day Elementary School** (North Beauregard Street, between North Highview Lane and Reading Avenue)
- **George Washington Middle School** (Mount Vernon Avenue, between Braddock Road and Luray Avenue)

The City selected the above locations using a data-driven process that considered factors such as crash history, traffic volumes, vehicle speeds, and age and number of students. The program is expected to be live for the 2023-24 school year.

Each school zone is approximately ¼ mile in length and has a 15 MPH speed limit when school signs are flashing, which is when the speed cameras will be active. Clear signs have been posted to inform drivers they are entering a speed camera zone.

The speed cameras will automatically record speed limit violations using radar technology. After a sworn law enforcement officer affirms a violation, a speeding citation will be mailed to the vehicle's owner, lessee, or renter. The maximum fine is \$100.

The Alexandria City Council approved an ordinance authorizing the use of speed cameras in school zones and work zones in October 2022, and funding for five speed cameras was included in the Fiscal Year 2023 Approved Budget. In the Fiscal Year 2024 Approved Budget, City Council approved funding for additional cameras and staff will identify the next schools in a similar data-driven manner.

C. Transportation Management Plans

On May 23rd, the City Council approved the new Transportation Management Plan (TMP) Policy and associated amendments to the Zoning Ordinance. The proposal, which was last seen by the Commission in October 2022, was recommended for approval by the Planning Commission in March 2023 after staff updated the Policy to address comments from the Planning Commission and community. In particular, the Policy was revised to evenly distribute the TMP funding between Citywide and neighborhood specific programs and projects, instead of the originally proposed 70% allocation to Citywide programs and projects. The Policy was also revised to address TMPs with a specific shuttle requirement. The Policy states that the Transportation Commission will receive an annual report on the program and approve the proposed work plan for the upcoming fiscal year. Staff plans to bring this plan to the Commission each fall, once the funding amounts for the upcoming year are clear. This summer, staff will be coordinating with existing TMPs about the process to opt into the new program and will begin developing a program work plan and budget.