

Name / Contact Information	Questions	Response
Taylor Run Civic Association	What is the total cost of this project?	The total cost of the project is \$7.2M
Taylor Run Civic Association	How much grant money has been received?	The Virginia's Smart Scale Program awarded the city \$5.7M
Taylor Run Civic Association	How much money has the City allocated for this project, in addition to VDOT's contribution?	The design project is fully funded through Virginia's Smart Scale Grant Funding Program, Congestion Mitigation and Air Quality funds (CMAQ) and Regional Surface Transportation Funding (RSTP)- there are no local funds being used for this phase of the project. Local funds of \$425k were used to complete the traffic study for the corridor in 2021.
Taylor Run Civic Association	What does the data since the implementation of the pilot (now permanent programs) reveal?	The Duke Street Mitigation Pilot concluded that the overall volume of cut-through traffic on Telegraph Road ramp from eastbound Duke Street increased by 10%. The travel time for all routes were faster than the before period but were about 35% faster using Quaker Lane. Regional Trips (Cut-through traffic) on Quaker lane increased by 78% and significantly decreased on neighborhood streets. West Taylor Run Parkway had the most modest change in cut through traffic with 12% less.
Taylor Run Civic Association	How is the work being coordinated with the Duke Street Transitway?	<p>The Duke Street at West Taylor Run project and Duke Street in Motion (the transitway/BRT project) are being closely coordinated. The BRT station locations and intersection geometry are being aligned so the improvements constructed now are compatible with the future transitway design.</p> <p>Many of the near-term safety improvements at the intersection will be implemented through this project. At the same time, this work is intentionally laying the groundwork to accommodate the planned Bus Rapid Transit upgrades, rather than creating a temporary condition. However, there will be additional construction at this location when the transit project is installed.</p> <p>Both project concepts have been approved, and detailed design for the Duke Street transitway is underway. The current transitway design does not include a slip lane or an additional signalized intersection between the service road and Duke Street at this location.</p>
Taylor Run Civic Association	How will the changes to Duke Street, as a result of the transitway, affect this intersection?	<p>The Duke Street at West Taylor Run project and Duke Street in Motion (the transitway/BRT project) are being closely coordinated. The BRT station locations and intersection geometry are being aligned so the improvements constructed now are compatible with the future transitway design.</p> <p>Many of the near-term safety improvements at the intersection will be implemented through this project. At the same time, this work is intentionally laying the groundwork to accommodate the planned Bus Rapid Transit upgrades, rather than creating a temporary condition. However, there will be additional construction at this location when the transit project is installed.</p> <p>Both project concepts have been approved, and detailed design for the Duke Street transitway is underway. The current transitway design does not include a slip lane or an additional signalized intersection between the service road and Duke Street at this location.</p>
Taylor Run Civic Association	City staff have stated this project is considered "interim", what is the justification for proceeding?	The Duke Street and W. Taylor Run Parkway Intersection Improvement Project is a Smart Scale grant awarded project that is limited in its scope due to the awarded funds available.
Taylor Run Civic Association	If this project is "interim", how can the community be assured other projects will not prevail and impact this intersection?	Every project along Duke Street is in close coordination. The City will ensure no project will preclude or conflict with any other project.
Taylor Run Civic Association	If this design is interim, how are the financial resources expenditures justified?	The Duke Street and W. Taylor Run Parkway Intersection Improvement Project is a Smart Scale grant awarded project that is limited in its scope due to the awarded funds available.
Taylor Run Civic Association	Please explain why this project is proceeding in the face of further redesign of Duke Street?	The Duke Street and W. Taylor Run Parkway Intersection Improvement Project is a Smart Scale grant awarded project that is limited in its scope due to the awarded funds available.
Taylor Run Civic Association	How will traffic be impacted during the construction phase of this project?	<p>Once the project enters the construction phase, the selected contractor will finalize the Maintenance of Traffic (MOT) plan. The current plans include a preliminary phased approach designed to keep traffic moving during the construction phase.</p> <p>Under this approach:</p> <p>Duke Street will maintain at least one travel lane at all times.</p> <p>Telegraph Road will remain accessible.</p> <p>The service road may require temporary flagging operations.</p> <p>Pedestrian access will be maintained throughout construction.</p> <p>West Taylor Run will experience partial closures, with signed detours in place during those periods.</p> <p>This phased strategy is intended to minimize disruptions while allowing construction to proceed safely and efficiently.</p>
Taylor Run Civic Association	How does the new traffic pattern impact access and use of the service road?	The project does not include changes to the service road operations or access.
Taylor Run Civic Association	What is the plan for commercial vehicles to enter the service road without traversing small residential streets?	Commercial vehicles access to the service road will be the same as it is today.

Taylor Run Civic Association	What signal adjustments can be made to improve the function of the intersection for vehicles and pedestrians?	At the W. Taylor Run intersection, the signal phasing will remain the same as it operates today; this project does not change the existing signal sequence at that location. Added pedestrian signals and slight adjustments to the walk signal phasing will be made to improve pedestrian safety and comfort crossing the street. The City will continue to monitor this location has the ability to tweak signal timing as needed to improve safety and traffic flow.
Taylor Run Civic Association	How will the proposed road diet on West Taylor Run Parkway impact the traffic flow?	The purpose and intent of the sidewalk improvement is to make the existing sidewalk American wit Disabilities Act (ADA) compliant and adhere to the Public Right of Way Accessibility Guidelines (PROWAG). This requires the sidewalk to be at curb level and accessible to those in wheel chairs or seeing impaired persons. The removal of the dedicated right turn lane is not anticipated to result in significant impacts to the operation of the intersection. The right turn volume is low enough where sharing the lanes with the through and left turn movement would not create measurable delays.
Taylor Run Civic Association	What plans are in place to prevent neighborhood cut-through traffic from returning to levels seen before the 2022 closure of the 495 access ramp at West Taylor Run?	The City has committed to work with the community to determine appropriate traffic calming measures and cut-through mitigation measures, should there be an increase in cut-through traffic. Such measures as, but not limited to, speed cushions, painted cur extensions, signal timing adjustments, and flexible post installations.
Taylor Run Civic Association	What data-based reasons demonstrate that the new left turn lane is necessary when, less than 450 feet away, the ability to turn left onto the access ramp, even with the aid of a stoplight, already exists on S Dove St?	The additional access to Telegraph Road is based on the traffic management principle of when drivers have multiple viable routes to reach the same destination, traffic naturally spreads out instead of concentrating on a single route. An additional access would further reduce the volume on the existing access points, which would improve the operations and travel efficiency. The new left turn lane was proposed as part of the conversation with the community several years ago when there were concerns about closing the access to Telegraph Road from West Taylor Run Parkway. This additional access point was introduced in response to those concerns.
Taylor Run Civic Association	How does the future removal of another Duke St lane prevent additional congestion?	The Duke Street Transitway project conducted a traffic study to determine the impacts to the operations along Duke Street. Based on the findings, while there is some negative impacts to the vehicle travel time in certain directions, traveling east in the AM and West in the PM, the model indicates the net travel time does improve for drivers on Duke Street.
Taylor Run Civic Association	How does the addition of a new conflict point created in a new intersection affect the safety of pedestrians and cyclists?	The new access to Telegraph Road will be signalized and will include a dedicated pedestrian signal with a protected crossing phase. This means pedestrians will have a designated time to cross when vehicle movements are stopped, rather than relying on gaps in traffic. While the ramp does introduce an additional crossing point, it is designed with signal control and defined pedestrian facilities to manage conflicts and improve safety compared to uncontrolled ramp conditions.
Taylor Run Civic Association	What safety measures will be added to the intersection and the new conflict point?	The new access to Telegraph Road will be signalized and will include a dedicated pedestrian signal with a protected crossing phase. This means pedestrians will have a designated time to cross when vehicle movements are stopped, rather than relying on gaps in traffic.
Taylor Run Civic Association	What are the reasons for refusing to hold a public hearing?	received and whether they raise specific, project-related concerns or impacts that cannot be addressed through clarification or other outreach. General requests for a hearing, without identifying particular issues or impacts, do not by themselves trigger that requirement. This project has undergone an extensive public engagement process over several years, including multiple community meetings, public hearings, and opportunities for written comment. Feedback received throughout that process helped inform the development and refinement of the project. At this stage, the project's design and infrastructure elements are finalized. Current outreach efforts are focused on explaining the approved project scope and answering questions. If there are specific questions or concerns you would like us to address, we would appreciate it if you could submit them directly so we can provide clear and detailed responses to help better explain the project. All comments are documented and shared with VDOT for review. We are sensitive to the public engagement process and understand there may still be outstanding questions. We are also happy to meet to better understand any concerns that have not yet been addressed and to help clarify how the process works. The City has conducted an extensive public engagement effort for the Duke and West Taylor Run project throughout the study and planning phases of this project. The project's design has already advanced through the required planning, technical review, and approval processes with the state. As a result: The project scope and design are not changing as part of this public hearing. The City and VDOT are not seeking feedback on alternative concepts, alignments, or design elements. Any comments received will be documented and responded to, but they will not result in design modifications at this stage of the project. This formal notice process provides the community the opportunity to ask any outstanding questions they may have about the

Taylor Run Civic Association	how the new entrance to Telegraph Road will impact the current traffic pattern with the existing entrance.	One of the benefits that we are anticipating with the new access to Telegraph Road will be a reduction in volume at the existing access points. A reduced volume will lead to better operations and more efficient travel time along Duke Street.
Taylor Run Civic Association	What studies have been conducted to show how many vehicles per day are expected to use this new access point?	A traffic study was conducted to determine the impacts to the traffic network. Per the study, we are anticipating app. 2000 vehicle a day utilizing the new access onto Telegraph by 2036.
Taylor Run Civic Association	How will traffic entering the access points (both old and new) be directed to accommodate the additional vehicles merging onto Telegraph?	<p>The new access ramp to Telegraph Road will be signalized and coordinated with the existing traffic signal at Dove Street to ensure safe and efficient operations.</p> <p>When the Duke Street westbound approach has a green signal, the ramp movement onto Telegraph Road will be red.</p> <p>When the Duke Street westbound approach turns red, the ramp signal will turn green at the same time the Dove Street approach receives a green signal.</p> <p>This coordinated phasing is designed to manage traffic flow and minimize conflicts between movements.</p>
Anita Barondes	My husband and I are long-time residents of the City of Alexandria, and I am writing to express serious concern that proposed changes to the Duke Street corridor may worsen the already significant traffic congestion in our neighborhood. The ongoing problem of cut-through traffic has never been adequately addressed. Despite having authority to limit commuter use of neighborhood roads (see attached letter to Senator Adam Ebbin), the City has allowed thousands of drivers to continue using Quaker Lane and surrounding streets as shortcuts to avoid congestion on I-395 and I-495. This has imposed a daily and unreasonable burden on residents. Any project that removes travel lanes or reduces vehicle capacity on Duke Street will inevitably intensify this problem.	The City has worked with the communities impacted by cut-through traffic for several years. There have been several studies and many mitigation measures introduced to reduce cut-through traffic such as turn bans, signal timing changes along Duke Street and Quaker Lane, traffic calming measures in neighborhoods, and most notably, cutting off direct access to Telegraph Road from West Taylor Run Parkway. The City cannot control regional cut-through traffic. Rather, the City has invested heavily in transit, traffic technology, and demand management measures to support communities. This project comes directly from work with impacted communities to focus on safe roadway design while maintaining access.
Oliver Boehm	I don't see much change from the current condition, so how will the traffic signal phasing work? Circulation colored diagrams (with arrows and timings) of the various phases would be nice and easy to understand.	<p>At the W. Taylor Run intersection, the signal phasing will remain the same as it operates today; this project does not change the existing signal sequence at that location.</p> <p>The new access ramp to Telegraph Road will be signalized and coordinated with the existing traffic signal at Dove Street to ensure safe and efficient operations.</p> <p>When the Duke Street westbound approach has a green signal, the ramp movement onto Telegraph Road will be red.</p> <p>When the Duke Street westbound approach turns red, the ramp signal will turn green at the same time the Dove Street approach receives a green signal.</p> <p>This coordinated phasing is designed to manage traffic flow and minimize conflicts between movements.</p>
Oliver Boehm	How will the traffic be maintained during construction?	<p>Once the project enters the construction phase, the selected contractor will finalize the Maintenance of Traffic (MOT) plan. The current plans include a preliminary phased approach designed to keep traffic moving during the construction phase.</p> <p>Under this approach:</p> <p>Duke Street will maintain at least one travel lane at all times.</p> <p>Telegraph Road will remain accessible.</p> <p>The service road may require temporary flagging operations.</p> <p>Pedestrian access will be maintained throughout construction.</p> <p>West Taylor Run will experience partial closures, with signed detours in place during those periods.</p> <p>This phased strategy is intended to minimize disruptions while allowing construction to proceed safely and efficiently.</p>
Oliver Boehm	If the city is committed to building pedestrian friendly spaces, why are we building another ramp at Telegraph Road putting pedestrians in danger? When I walk to the metro, I have to cross two ramps today. In the future, I will have to cross three.	<p>Pedestrian safety was a central focus of this project, particularly at the intersection of Duke Street and West Taylor Run Parkway, which is one of the highest crash locations in the City. The safety improvements included in the project application were primarily targeted at reducing conflicts and improving operations at that intersection.</p> <p>The new access to Telegraph Road will be signalized and will include a dedicated pedestrian signal with a protected crossing phase. This means pedestrians will have a designated time to cross when vehicle movements are stopped, rather than relying on gaps in traffic.</p> <p>While the ramp does introduce an additional crossing point, it is designed with signal control and defined pedestrian facilities to manage conflicts and improve safety compared to uncontrolled ramp conditions.</p>

Oliver Boehm	Another pedestrian question. I see a new sidewalk is proposed on the west side of WTRP. Why does the project not provide a sidewalk to Angel Park on the east side of WTRP where one is missing today? We have told you about this missing pedestrian link at every meeting. In fact, the entire stretch of sidewalk from the security business to the gap in the sidewalk near Angel Park is non-ADA compliant.	The portion of missing sidewalk is beyond the scope of this project and was not included in the grant application.
Oliver Boehm	I was really disappointed that you are not closing part of the roadway behind the pool service business. This part of the road serves no purpose other than allowing drivers to speed down the hill to reach the traffic signal at WTRP. There are no homes nor driveways here. In fact, I don't think this piece of asphalt has a name. Some maps call it Hilton, some Duke Street, some service lane, some maps give it no name. This would have been a great place for an unprogrammed greenspace converting impervious surface into permeable lawn, or maybe community garden lots. This is another design idea some people in the community asked for during the few and far between public meetings we had. I appreciate the previous project manager asking the parks department if this would be possible. I agree that the space is too small for a typical programmed space, such as a playground or a dog park. However, there is value with a simple pedestrian walkway without being surrounded by moving cars.	Closing part of the service road is beyond the scope of this project and was not included in the grant application.
Oliver Boehm	I see in the drawings that the signs for the right turn restrictions during evening rush hour are to remain. That's good because, I think, this design will not resolve the cut-through traffic on ETRP and Monroe. If the signs were to be removed, we would have the same problems the signs resolved 5 or 6 years ago. Please do not remove those signs.	The existing right turn restrictions will remain.
Oliver Boehm	There seems to be very little improvements from the current condition. It's hard to believe this will cost \$5.7 million, which was awarded to the City by the VDOT LAP program. What happened to the money? Did you have to return part of the funding because your current design looks nothing like what was submitted for the grant application?	All awarded funds remain allocated to this project, and no funding has been returned. The majority of the project budget has consistently been associated with constructing the new access to Telegraph Road, which involves significant roadway, grading, drainage, signalization, utility coordination, and related infrastructure work. While some of these elements may not appear substantial from a visual standpoint, much of the cost is tied to the underlying construction and safety improvements necessary to implement the project as approved through the VDOT LAP program.
Oliver Boehm	AND FINALLY (the most important question) How is this project coordinated with Duke Street in Motion? I don't see the bus stop in the median for the westbound traffic anymore. I see a wide paved area which in the future can be used as a bus stop for the eastbound traffic. The limited changes in the design lead me to believe that these improvements, at the WTRP and Duke Street intersection, are an interim condition. I fear the intersection will be reconfigured again as part of the Duke Street In Motion project, and we will have to defend ourselves again in 5 or 10 years. Can you assure me that an opening in the median between the service lane and Duke Street, such as a slip lane or a signalized intersection, will not be part of the Duke Street In Motion design?	The Duke Street at West Taylor Run project and Duke Street in Motion (the transitway/BRT project) are being closely coordinated. The BRT station locations and intersection geometry are being aligned so the improvements constructed now are compatible with the future transitway design. Many of the near-term safety improvements at the intersection will be implemented through this project. At the same time, this work is intentionally laying the groundwork to accommodate the planned Bus Rapid Transit upgrades, rather than creating a temporary condition. However, there will be additional construction at this location when the transit project is installed. Both project concepts have been approved, and detailed design for the Duke Street transitway is underway. The current transitway design does not include a slip lane or an additional signalized intersection between the service road and Duke Street at this location.
Roy Byrd / Clover College Park Civic Association		Thank you for taking the time to request a public hearing. We truly appreciate your continued engagement on the Duke Street and West Taylor Run project and the thoughtful input you've provided throughout this process. The willingness for a public hearing notice is a requirement by VDOT as the awarded grant to fund the project is managed by VDOT. To evaluate whether a public hearing would be required, the City must receive specific written comments that clearly identify potential impacts or substantive issues related to the project. Please provide specific questions or concerns so that we can provide a response to each. Once we receive your questions or concerns, we plan to provide a response by sometime next week. Again, thank you for your interest in this project. We encourage you or anyone part of the association to visit the project's webpage (https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project) for any updates or additional information. Thank you.
Clover College Park Civic Association	What studies were conducted regarding the proposed ramp; were they conducted by the city, VDOT or both; are they available for public review?	A Traffic study was conducted to determine the impacts to the traffic network. The traffic study will be posted on the project webpage https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project
Clover College Park Civic Association	Has the design been finalized by VDOT; if not what other considerations are being explored?	The Duke Street and W. Taylor Run Parkway Intersection Improvement Project is in the final design phase. All previous submissions of the design have been approved by VDOT, no additional design revisions are being considered.
Clover College Park Civic Association	When will construction begin, specifically?	The Duke Street and W. Taylor Run Parkway Intersection Improvement construction is slated to start early 2027. More information will be provided once we award the construction contract.

Clover College Park Civic Association	Will all the proposed construction occur simultaneously or in phases, and if in phases what is the sequence of construction?	<p>Once the project enters the construction phase, the selected contractor will finalize the Maintenance of Traffic (MOT) plan. The current plans include a preliminary phased approach designed to keep traffic moving during the construction phase.</p> <p>Under this approach:</p> <p>Duke Street will maintain at least one travel lane at all times.</p> <p>Telegraph Road will remain accessible.</p> <p>The service road may require temporary flagging operations.</p> <p>Pedestrian access will be maintained throughout construction.</p> <p>West Taylor Run will experience partial closures, with signed detours in place during those periods.</p> <p>This phased strategy is intended to minimize disruptions while allowing construction to proceed safely and efficiently.</p>
Clover College Park Civic Association	Are there other constructions projects along the Duke Street corridor that will occur simultaneously and were these taken into consideration, Landmark as an example; how will they impact travel, change or increase traffic/traffic patterns?	There are no other anticipated construction activity expected at the same time within the project area as the Duke Street and W. Taylor Run Intersection Improvement project. We will continue coordination with all potential construction projects along Duke Street.
Clover College Park Civic Association	How long will construction take, by location or phase?	The construction phase for this project is estimated to take 2 years. However, more detailed information will be known once the construction contract is awarded.
Clover College Park Civic Association	What is the estimated cost; how much of the cost will be borne by the city?	The design project is fully funded through Virginia's Smart Scale Grant Funding Program, Congestion Mitigation and Air Quality funds (CMAQ) and Regional Surface Transportation Funding (RSTP)- there are no local funds being used on this phase of the project. Local funds of \$425k were used to complete the traffic study for the corridor in 2021.
Clover College Park Civic Association	Is the project fully funded?	The project is fully funded through Virginia's Smart Scale Grant Funding Program, Congestion Mitigation and Air Quality funds (CMAQ) and Regional Surface Transportation Funding (RSTP).
Clover College Park Civic Association	When will construction take place—day/night?	Once the project enters the construction phase, the selected contractor will finalize the Maintenance of Traffic (MOT) plan. The current plans include a preliminary phased approach designed to keep traffic moving during the daytime operation. There may be occasions where night work may be required.
Clover College Park Civic Association	How will construction impact travel along Duke Street, specifically what studies and data support the conclusions?	<p>Once the project enters the construction phase, the selected contractor will finalize the Maintenance of Traffic (MOT) plan. The current plans include a preliminary phased approach designed to keep traffic moving during the construction phase.</p> <p>Under this approach:</p> <p>Duke Street will maintain at least one travel lane at all times.</p> <p>Telegraph Road will remain accessible.</p> <p>The service road may require temporary flagging operations.</p> <p>Pedestrian access will be maintained throughout construction.</p> <p>West Taylor Run will experience partial closures, with signed detours in place during those periods.</p> <p>This phased strategy is intended to minimize disruptions while allowing construction to proceed safely and efficiently.</p>
Clover College Park Civic Association	How will the public be notified, specifically VA and MD residents who use Duke Street to gain access to 495 and areas south of 495?	The City will continue community engagement as new information is available.
Clover College Park Civic Association	What are the estimated travel times and throughput of the new ramp?	A traffic study was conducted to determine the impacts to the traffic network. Per the study, we are anticipating app. 2000 vehicle a day utilizing the new access onto Telegraph by 2036. They would experience less than 40 seconds of delay in the peak hour.
Clover College Park Civic Association	Will the dedicated (current) right turn lane at the intersection/light onto WTR be shortened, lengthened, or eliminated because of the extended crosswalk buffer?	The dedicated Right turn lane for Duke Street westbound at the W. Taylor Run Parkway intersection will be slightly shortened to accommodate slight design modifications. However, the signal timing for the intersection will be adjusted to ensure efficient travel.
Clover College Park Civic Association	How will the city mitigate/dissuade cut through traffic through residential, specifically along Janneys Lane, Yale, Cambridge, and West Taylor Run?	The City has committed to work with the community to determine appropriate traffic calming measures and cut-through mitigation measures. Such measures as, but not limited to, speed cushions, painted cur extensions, signal timing adjustments, and flexible post installations.
Clover College Park Civic Association	Has the city or VDOT estimated travel times; how they will improve or increase along Duke Street, Quaker Lane during peak traffic periods?	Through this project the travel time along Duke Street will slightly decrease due to the reduced volume utilizing the existing access to Telegraph and optimize signal timing.
Clover College Park Civic Association	Will the new proposed bus stop east of West Taylor Run and on the current Telegraph access ramp block traffic when buses stop to load/offload passengers?	The bus stop east of W. Taylor Run Parkway will function as it currently does today.

Clover College Park Civic Association	Will there be a corresponding new bus stop on the other side of the road, if not why not?	The current bus stop on Duke Street eastbound that is closer to Witter Drive will be moved just east of the intersection to encourage users of the bus to cross at the W. Taylor Run Parkway crosswalk.
Melissa Byrnes / Melissa.horne626@gmail.com	My name is Melissa Byrnes, and I am a resident of the City of Alexandria living at 50 W Taylor Run Pkwy. I am writing to formally request that a public hearing be scheduled regarding the Duke Street and West Taylor Run Parkway Intersection Improvement Project. Given the potential impacts this project may have on traffic flow, safety, and neighborhood access, I believe residents would benefit from a structured opportunity to hear an update from TES staff and ask questions in a transparent public forum.	<p>Thank you for taking the time to request a public hearing. We truly appreciate your continued engagement on the Duke Street and West Taylor Run project and the thoughtful input you've provided throughout this process. The willingness for a public hearing notice is a requirement by VDOT as the awarded grant to fund the project is managed by VDOT. To evaluate whether a public hearing would be required, the City must receive specific written comments that clearly identify potential impacts or substantive issues related to the project. General expressions of interest in holding a hearing, without identifying particular impacts or unresolved concerns, do not by themselves trigger that requirement under VDOT procedures.</p> <p>The City documents all questions and comments received and submits them to VDOT for review to ensure they are addressed appropriately. If VDOT determines that substantive issues have been raised that cannot be resolved through clarification, that would inform the next steps in the process. Please provide specific questions or concerns so that we can provide a response to each. Once we receive your questions or concerns, we plan to provide a response by sometime next week.</p> <p>Again, thank you for your interest in this project. We encourage you to visit the project's webpage (https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project) for any updates or additional information. Thank you.</p>
Lori Cooper	My name is Lori Cooper. I am a resident of the City of Alexandria, at 2936 Viewpoint Road. I request that the proposed public hearing take place on the Duke Street and West Taylor Run Parkway Intersection Improvement Project. I would like to hear an update on the project from the TES staff and get answers to any questions that may be asked, within the context of a public hearing. I attended the TRCA meeting on February 11, and feel that many questions that were raised need additional data and explanation. I am also very concerned about whether and how the three different plans for Duke Street are being coordinated and integrated. Thank you for your efforts to clarify this for the public. This is a much needed public hearing.	<p>Thank you for taking the time to request a public hearing. We truly appreciate your continued engagement on the Duke Street and West Taylor Run project and the thoughtful input you've provided throughout this process. The willingness for a public hearing notice is a requirement by VDOT as the awarded grant to fund the project is managed by VDOT. To evaluate whether a public hearing would be required, the City must receive specific written comments that clearly identify potential impacts or substantive issues related to the project. General expressions of interest in holding a hearing, without identifying particular impacts or unresolved concerns, do not by themselves trigger that requirement under VDOT procedures.</p> <p>The City documents all questions and comments received and submits them to VDOT for review to ensure they are addressed appropriately. If VDOT determines that substantive issues have been raised that cannot be resolved through clarification, that would inform the next steps in the process. Please provide specific questions or concerns so that we can provide a response to each. Once we receive your questions or concerns, we plan to provide a response by sometime next week.</p> <p>Again, thank you for your interest in this project. We encourage you to visit the project's webpage (https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project) for any updates or additional information.</p>
Lori Cooper	Here is one specific question that I asked at the meeting, and that must have been driven by some data that could not be provided at the meeting. What is the current use of the bus stop that will be replaced by the new bus station in the middle of Duke Street? What is the projected use? What is the use projected by the Witter apts? Has this proposed build been integrated with the Duke Street in Motion plan to consolidate bus stops, and if so, what was the impact of that integration--did the proposed number of stops change, increase, or remain the same?	The current ridership for all the routes through Duke Street total to more than 6,000 people a day. Duke Street has one of the highest riderships and more frequent bus services in the City.
Owen Curtis	Was such a study done?	In 2024, A traffic study was conducted to determine and assess measures to reduce congestion through recommended multimodal improvements that would alleviate access management issues and address safety at the intersection of Duke Street and W. Taylor Run Parkway by improving pedestrian safety and providing access to southbound Telegraph Road from eastbound Duke Street.
Owen Curtis	Who conducted the study?	The City procured WSP USA consulting firm to conduct the study.
Owen Curtis	Is the study available to the public?	The study can be found on the project webpage.
Owen Curtis	What forecast year did they analyze?	The forecasted year is used in the traffic study to determine the travel behavior at the time the project would be fully build out and operational for an extended period of time in which the project becomes part of the normal travel conditions. The forecasted year assumed in the study was 2036.
Owen Curtis	What simulation software was used?	The study included microsimulation models from Synchro and VISSIM in accordance to VDOT's Traffic Operations and Safety Analysis Manual (TOSAM).
Owen Curtis	What were the boundaries of the study area?	The study area included the signalized along Duke Street intersections between N. Quaker Lane and Dove Street. This is a total of 8 existing intersections, and 1 proposed new intersection at the Telegraph ramp.
Owen Curtis	What levels of service were forecast at all the relevant locations, and how do they compare with existing LOS?	The level of service is a graded scale used to represent intersection delay, which can be associated with time spent stopped at the intersection, time spent behind a queue of vehicles, and time needed to get through the intersection. The level of service was captured for the existing conditions, conditions in the future if the project was not built, and conditions in the future if the project was built. The level of service varied, but can be found in the executive summary section (page i) in the traffic study.
Owen Curtis	Given that this project arose from the CATS study in 2018, has subsequent analysis updated that work, which was prior to the pandemic? Since 2020 and the pandemic, traffic patterns all across the City and the region have changed, particularly since most of the office space in the City is being converted to residences or is lightly used.	The study used data from a number of sources that included data from 2018 and 2022. The data captured in 2018 resulted in more traffic in 2022, which creates a more conservative approach when assessing traffic impacts. This approach minimizes underestimating congestion, reduces long-term risk, and ensures the infrastructure remains adequate.

Zack DesJardins	From information shared previously (slide 7 and this compact intersection design), it was supposed to go away. But on page 109 , it shows the slip lane remaining in place. This is a very significant change as it eliminates an important safety benefit of this project. Why the change? When was it decided? Was VDOT involved and if so, who at that agency?	The materials you are referring to reflect the ultimate design. The northbound Telegraph Road slip lane will be removed with the City's Duke Street Transitway project, which is scheduled to be under construction in 2028. VDOT has been involved throughout the design development and review process, including review of the current configuration as part of the ongoing plan development and environmental documentation.
Vivian Daub / thraycroft@msn.com	My name is Vivian Daub. I am a resident of the City of Alexandria, at 132 Moncure Drive, 22314. I request that the proposed public hearing take place on the Duke Street and West Taylor Run Parkway Intersection Improvement Project. I would like to hear an update on the project from the TES staff and get answers to any questions that may be asked, within the context of a public hearing.	<p>Thank you for taking the time to request a public hearing. We truly appreciate your continued engagement on the Duke Street and West Taylor Run project and the thoughtful input you've provided throughout this process. The willingness for a public hearing notice is a requirement by VDOT as the awarded grant to fund the project is managed by VDOT. To evaluate whether a public hearing would be required, the City must receive specific written comments that clearly identify potential impacts or substantive issues related to the project. General expressions of interest in holding a hearing, without identifying particular impacts or unresolved concerns, do not by themselves trigger that requirement under VDOT procedures.</p> <p>The City documents all questions and comments received and submits them to VDOT for review to ensure they are addressed appropriately. If VDOT determines that substantive issues have been raised that cannot be resolved through clarification, that would inform the next steps in the process. Please provide specific questions or concerns so that we can provide a response to each. Once we receive your questions or concerns, we plan to provide a response by sometime next week.</p> <p>Again, thank you for your interest in this project. We encourage you to visit the project's webpage (https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project) for any updates or additional information. Thank you.</p>
Vivian Daub	<p>I am following up on my previous request for a public hearing on the Duke Street & West Taylor Run Intersection Improvement Project.</p> <p>I am a resident of the Taylor Run neighborhood and I have a significant concern with the proposed new access ramp to Telegraph Road from eastbound Duke Street. Currently, eastbound traffic on Duke Street has two access points to Telegraph Road—the right lane ramp on Duke that starts shortly before the West Taylor Run intersection, and the loop at Dove Street. As we all well know, the eastbound right lane gets extremely backed up from cut-through traffic, particularly during rush hour because of these access ramps. Adding yet a third access ramp to Telegraph, this time from the left lane, will simply back up BOTH lanes of eastbound travel so that no local residents will be able to get through on Duke. Currently, local traffic can bypass some of the commuter back-up in the right lane by using the left lane on Duke.</p> <p>This untenable proposed "solution" would further degrade access by local residents to their own neighborhood, their immediate environment, and Old Town at the expense of cut-through traffic. Perhaps planners need to look more creatively beyond Duke Street for a solution to commuter cut-through traffic, especially before land use plan revisions proceed any further. Alexandria residents deserve a better solution to this problem than one that makes the current problem worse for the people who live and pay taxes here.</p>	<p>The additional access to Telegraph Road is based on the traffic management principle of when drivers have multiple viable routes to reach the same destination, traffic naturally spreads out instead of concentrating on a single route. An additional access would further reduce the volume on the existing access points, which would improve the operations and travel efficiency. One of the benefits that we are anticipating with the new access to Telegraph Road will be a reduction in volume at the existing access points. A reduced volume will lead to better operations and more efficient travel time. The City has committed to work with the community to determine appropriate traffic calming measures and cut-through mitigation measures, should cut-through traffic increase. Such measures as, but not limited to, speed cushions, painted cur extensions, signal timing adjustments, and flexible post installations.</p>
John Frost / jkfrost813@yahoo.com	My name is John K. Frost, I am a resident of the City of Alexandria. I reside at 2933 Nob Hill Court Alexandria, VA 22314. I am requesting that the proposed public hearing take place on the Duke Street and West Taylor Run Parkway Intersection Improvement Project. I would very much like to hear an update on the project from the TES staff and get answers to any questions that may be asked, within the context of a public hearing.	<p>Thank you for taking the time to request a public hearing. We truly appreciate your continued engagement on the Duke Street and West Taylor Run project and the thoughtful input you've provided throughout this process. The willingness for a public hearing notice is a requirement by VDOT as the awarded grant to fund the project is managed by VDOT. To evaluate whether a public hearing would be required, the City must receive specific written comments that clearly identify potential impacts or substantive issues related to the project. General expressions of interest in holding a hearing, without identifying particular impacts or unresolved concerns, do not by themselves trigger that requirement under VDOT procedures.</p> <p>The City documents all questions and comments received and submits them to VDOT for review to ensure they are addressed appropriately. If VDOT determines that substantive issues have been raised that cannot be resolved through clarification, that would inform the next steps in the process. Please provide specific questions or concerns so that we can provide a response to each. Once we receive your questions or concerns, we plan to provide a response by sometime next week.</p> <p>Again, thank you for your interest in this project. We encourage you to visit the project's webpage (https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project) for any updates or additional information. Thank you.</p>

Elizabeth Guttman	I expressed a concern that is one of the most important questions: How will these three plans be integrated, including how they will physically impact the Duke Street Corridor traffic and all related daily life on Duke Street, how they will be paid for, and what will be the timeline for each plan's activities and for integrated activities?	<p>The Duke Street at West Taylor Run project and Duke Street in Motion (the transitway/BRT project) are being closely coordinated. The BRT station locations and intersection geometry are being aligned so the improvements constructed now are compatible with the future transitway design.</p> <p>Many of the near-term safety improvements at the intersection will be implemented through this project. At the same time, this work is intentionally laying the groundwork to accommodate the planned Bus Rapid Transit upgrades, rather than creating a temporary condition. However, there will be additional construction at this location when the transit project is installed.</p> <p>The Duke Street and W. Taylor Run Parkway Improvement Project is a Virginia Smart Scale funded project that is slated to start construction in 2027. Duke Street Transitway project is an NVTA funded project that is slated to begin construction in 2029. Both project concepts have been approved, and detailed design for the Duke Street transitway is underway.</p>
Hajime and Hallie / hadeishi@yahoo.com	We are Hallie Russo-Hadeishi and Hajime Hadeishi, residents of the City of Alexandria, living at 614 S. View Terrace. We are requesting that the proposed public hearing take place on the Duke Street and West Taylor Run Parkway Intersection Improvement Project. We would like to hear an update on the project from the TES staff and get answers to any questions that may be asked, within the context of a public hearing. We would also like more clarification as to how the Duke Street Land Use Plan, DSIM / Transitway, and WTR/Telegraph intersection project plans are integrated.	<p>Thank you for taking the time to request a public hearing. We truly appreciate your continued engagement on the Duke Street and West Taylor Run project and the thoughtful input you've provided throughout this process. The willingness for a public hearing notice is a requirement by VDOT as the awarded grant to fund the project is managed by VDOT. To evaluate whether a public hearing would be required, the City must receive specific written comments that clearly identify potential impacts or substantive issues related to the project. General expressions of interest in holding a hearing, without identifying particular impacts or unresolved concerns, do not by themselves trigger that requirement under VDOT procedures.</p> <p>The City documents all questions and comments received and submits them to VDOT for review to ensure they are addressed appropriately. If VDOT determines that substantive issues have been raised that cannot be resolved through clarification, that would inform the next steps in the process. Please provide specific questions or concerns so that we can provide a response to each. Once we receive your questions or concerns, we plan to provide a response by sometime next week.</p> <p>Again, thank you for your interest in this project. We encourage you to visit the project's webpage (https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project) for any updates or additional information. Thank you.</p>
James Lager	I am a resident of the City of Alexandria, at 606 South View Ter. I request that the proposed public hearing take place on the Duke Street and West Taylor Run Parkway Intersection Improvement Project. Already seriously injured by the "road diet" on King Street and alarmed by the various proposals for this project, I would like to hear an update on the project from the TES staff and get answers to any questions that may be asked, within the context of a public hearing.	<p>Thank you for taking the time to request a public hearing. We truly appreciate your continued engagement on the Duke Street and West Taylor Run project and the thoughtful input you've provided throughout this process. The willingness for a public hearing notice is a requirement by VDOT as the awarded grant to fund the project is managed by VDOT. To evaluate whether a public hearing would be required, the City must receive specific written comments that clearly identify potential impacts or substantive issues related to the project. General expressions of interest in holding a hearing, without identifying particular impacts or unresolved concerns, do not by themselves trigger that requirement under VDOT procedures.</p> <p>The City documents all questions and comments received and submits them to VDOT for review to ensure they are addressed appropriately. If VDOT determines that substantive issues have been raised that cannot be resolved through clarification, that would inform the next steps in the process. Please provide specific questions or concerns so that we can provide a response to each. Once we receive your questions or concerns, we plan to provide a response by sometime next week.</p> <p>Again, thank you for your interest in this project. We encourage you to visit the project's webpage (https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project) for any updates or additional information. Thank you.</p>
James Lager	I live near the Masonic temple, and travel through that intersection daily. After the King Street diet and inability to access telegraph road from my neighborhood, I am now forced to wait in traffic on King Street before using the Beltway. Several of the proposals will now also make it difficult to access Duke Street from my neighborhood without needlessly long delays. Many of the alternatives will not only limit my ability to get anywhere by car and increase local air pollution from the traffic, but it will also force traffic through my neighborhood, endangering children and lowering the quality of life.	<p>The City conducted a traffic analysis to support the upcoming changes to the Duke Street and W. Taylor Run Pkwy intersection and the additional access to Telegraph Road. Based on the findings of the traffic analysis, the changes to the intersection and the additional access to Telegraph will not result in significant impacts to travel conditions.</p>
Giles Larrabee	A wider sidewalk is proposed for West Taylor Run. Why? The current sidewalk seems perfectly adequate to me.	<p>The purpose and intent of the sidewalk improvement is to make the existing sidewalk American wit Disabilities Act (ADA) compliant and adhere to the Public Right of Way Accessibility Guidelines (PROWAG). This requires the sidewalk to be at curb level and accessible to those in wheel chairs or seeing impaired persons. The removal of the dedicated right turn lane is not anticipated to result in significant impacts to the operation of the intersection. The right turn volume is low enough where sharing the lanes with the through and left turn movement would not create measurable delays.</p>
Giles Larrabee	A new left-turn lane and ramp connecting eastbound Duke Street to the existing southbound Telegraph Road on-ramp is proposed. Why?	<p>The existing acces to Telegraph Road from the Duke Street eastbound lanes have proven to be over capacity. A new access to Telegraph Road will provide another option for drivers. This would result in less people using the far right turn lane on Duke Street towards the Old Town and more dispersement of drivers in all the other lanes, further improving the travel efficiency on Duke Street. This new access design was developed in response to community concerns about removing access directly from West Tylor Run Parkway to the Telegraph Road.</p>

Giles Larrabee	A widened and extended concrete median between eastbound Duke Street and the on-ramp to southbound Telegraph Road is proposed. Will the on-ramp be significantly narrowed, or will the right lane of eastbound Duke Street be significantly narrowed, or will each be slightly narrowed, or is there some other plan?	The widened concrete median between eastbound Duke Street and the on-ramp to southbound Telegraph Road will be accommodated by narrowing the existing median in the middle of Duke Street, separating the through movements in each direction. This would require the eastbound through lanes to slightly shift.
Giles Larrabee	A bus rapid transit station on the above widened median is proposed. Buses already cause a significant amount of traffic congestion in Alexandria. Won't a bus stop on eastbound Duke Street cause more congestion?	The bus station on the widened median will not have significant impacts to traffic as the disruption in traffic flow when a bus stops is for a short period of time in which would not result in significant delay in travel.
Alison Maltz / amaltz@gmail.com	My name is Alison Maltz, and I am a resident of the City of Alexandria living at 2942 Viewpoint Road. I am writing to request a public hearing regarding the Duke Street and West Taylor Run Parkway Intersection Improvement Project. I would like to receive an update on the project from the Transportation and Environmental Services (TES) staff and have the opportunity to have questions addressed within a public hearing forum. My neighbors and I have several concerns. Specifically, I would like to understand how this project relates to the Duke Street in Motion initiative and the project for the intersection at Cambridge and Duke Street. I would like to know additional information such as: the timelines for these projects, if there will be any overlap, and would like assurances regarding continued access to my home during the projects.	<p>Thank you for taking the time to request a public hearing. We truly appreciate your continued engagement on the Duke Street and West Taylor Run project and the thoughtful input you've provided throughout this process. The willingness for a public hearing notice is a requirement by VDOT as the awarded grant to fund the project is managed by VDOT. To evaluate whether a public hearing would be required, the City must receive specific written comments that clearly identify potential impacts or substantive issues related to the project. General expressions of interest in holding a hearing, without identifying particular impacts or unresolved concerns, do not by themselves trigger that requirement under VDOT procedures.</p> <p>The City documents all questions and comments received and submits them to VDOT for review to ensure they are addressed appropriately. If VDOT determines that substantive issues have been raised that cannot be resolved through clarification, that would inform the next steps in the process. Please provide specific questions or concerns so that we can provide a response to each. Once we receive your questions or concerns, we plan to provide a response by sometime next week.</p> <p>Again, thank you for your interest in this project. We encourage you to visit the project's webpage (https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project) for any updates or additional information. Thank you.</p>
Owen McIntyre / owenmcintyre85@gmail.com	My name is Owen McIntyre. I am a resident of the City of Alexandria, at 318 Moncure Drive. I request that the proposed public hearing take place on the Duke Street and West Taylor Run Parkway Intersection Improvement Project. I would like to hear an update on the project from the TES staff and get answers to any questions that may be asked, within the context of a public hearing.	<p>Thank you for taking the time to request a public hearing. We truly appreciate your continued engagement on the Duke Street and West Taylor Run project and the thoughtful input you've provided throughout this process. The willingness for a public hearing notice is a requirement by VDOT as the awarded grant to fund the project is managed by VDOT. To evaluate whether a public hearing would be required, the City must receive specific written comments that clearly identify potential impacts or substantive issues related to the project. General expressions of interest in holding a hearing, without identifying particular impacts or unresolved concerns, do not by themselves trigger that requirement under VDOT procedures.</p> <p>The City documents all questions and comments received and submits them to VDOT for review to ensure they are addressed appropriately. If VDOT determines that substantive issues have been raised that cannot be resolved through clarification, that would inform the next steps in the process. Please provide specific questions or concerns so that we can provide a response to each. Once we receive your questions or concerns, we plan to provide a response by sometime next week.</p> <p>Again, thank you for your interest in this project. We encourage you to visit the project's webpage (https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project) for any updates or additional information.</p>
Margaret McNaughton	What evidence demonstrates that traffic on West Taylor Run will not return to previous high levels of backups and cut-through traffic, given that the new left-turn access on eastbound Duke Street may encourage drivers to use West Taylor Run as a faster route to the I-495 ramp?	Through the Duke Street Mitigation Pilot, we've learned that signal timing can influence the way people travel through a corridor. The Duke Street Mitigation Pilot concluded that the overall volume of cut-through traffic on Telegraph Road ramp from eastbound Duke Street increased by 10%. The travel time for all routes were faster than the before period but were about 35% faster using Quaker Lane. Regional Trips (Cut-through traffic) on Quaker lane increased by 78% and significantly decreased on neighborhood streets. West Taylor Run Parkway had the most modest change in cut through traffic with 12% less. Additionally, The City has committed to work with the community to determine appropriate traffic calming measures and cut-through mitigation measures. Such measures as, but not limited to, speed cushions, painted cur extensions, signal timing adjustments, and flexible post installations.
Margaret McNaughton	A left-turn entrance to the I-495 ramp with optimized signal timing, already exists on S Dove St, less than 450 feet from the proposed new entrance. What field data shows that traffic volume on Dove St was such that another entrance was required?	The additional access to Telegraph Road is based on the traffic management principle of when drivers have multiple viable routes to reach the same destination, traffic naturally spreads out instead of concentrating on a single route. An additional access would further reduce the volume on the existing access points, which would improve the operations and travel efficiency. One of the benefits that we are anticipating with the new access to Telegraph Road will be a reduction in volume at the existing access points. A reduced volume will lead to better operations and more efficient travel time. The City has committed to work with the community to determine appropriate traffic calming measures and cut-through mitigation measures. Such measures as, but not limited to, speed cushions, painted cur extensions, signal timing adjustments, and flexible post installations.

<p>Margaret McNaughton</p>	<p>At what point will community meetings be held to hear about the proposed roadway changes to West Taylor Run and also to hear about the intersection change at the Duke Street Service Rd and West Taylor Run Parkway? Will comments and feedback be welcome on the remaining two phases of the project?</p>	<p>The City has conducted an extensive public engagement effort for the Duke and West Taylor Run project throughout the study and planning phases of this project. The project's design has already advanced through the required planning, technical review, and approval processes with the state. Additionally, Recent updates on the project's status (currently in the final stages of design) include a presentation at the Duke Street Land Use Plan meeting, project newsletter, and meetings with the Taylor Run Civic Association. As a result:</p> <p>The expectation of public involvement is more informative rather than interactive. The City and VDOT are not seeking feedback on alternative concepts, alignments, or design elements. The project scope and design are not changing as part of this public hearing.</p> <p>The City is committed to provide a response to any questions the community has regarding the project so that the public may be aware of all aspects of the project.</p>
<p>Julia Peterson / Jcwpeterson@gamil.com</p>	<p>I am writing to request a public hearing open to questions and discussion about the Duke Street and West Taylor Run Parkway Intersection Improvement Project. My neighbors and I have questions. Thank you for your time,</p>	<p>Thank you for taking the time to request a public hearing. We truly appreciate your continued engagement on the Duke Street and West Taylor Run project and the thoughtful input you've provided throughout this process. The willingness for a public hearing notice is a requirement by VDOT as the awarded grant to fund the project is managed by VDOT. To evaluate whether a public hearing would be required, the City must receive specific written comments that clearly identify potential impacts or substantive issues related to the project. General expressions of interest in holding a hearing, without identifying particular impacts or unresolved concerns, do not by themselves trigger that requirement under VDOT procedures.</p> <p>The City documents all questions and comments received and submits them to VDOT for review to ensure they are addressed appropriately. If VDOT determines that substantive issues have been raised that cannot be resolved through clarification, that would inform the next steps in the process. Please provide specific questions or concerns so that we can provide a response to each. Once we receive your questions or concerns, we plan to provide a response by sometime next week.</p> <p>Again, thank you for your interest in this project. We encourage you to visit the project's webpage (https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project) for any updates or additional information. Thank you.</p>
<p>Jamie Piziali / Japiziali@gmail.com</p>	<p>After the King Street diet and inability to access telegraph road from my neighborhood, I am now forced to wait in traffic on King Street before using the Beltway. Several of the proposals will now also make it difficult to access Duke Street from my neighborhood without needlessly long delays. Many of the alternatives will not only limit my ability to get anywhere by car and increase local air pollution from the traffic, but it will also force traffic through my neighborhood, endangering children and lowering the quality of life.</p>	<p>Thank you for taking the time to share your questions and concerns regarding the project elements and design, as well as your request to hold a public hearing. We truly appreciate your continued engagement on the Duke Street and West Taylor Run project and the thoughtful input you've provided throughout this process. The City has received your comments and will compile all questions submitted by the February 15 deadline. We will provide a comprehensive response next week addressing the full set of questions so that everyone has clear and consistent information regarding the project. The project website (https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project) remains a helpful resource for the most up-to-date information, background materials, and ongoing updates.</p> <p>Again, thank you for your interest in this project.</p>
<p>Dan Sheehan / dsheehan018@gmail.com</p>	<p>My name is Dan Sheehan. I am a resident of the City of Alexandria, at 54 W Taylor Run Pkwy. I request that the proposed public hearing take place on the Duke Street and West Taylor Run Parkway Intersection Improvement Project. I would like to hear an update on the project from the TES staff and get answers to any questions that may be asked, within the context of a public hearing.</p>	<p>Thank you for taking the time to request a public hearing. We truly appreciate your continued engagement on the Duke Street and West Taylor Run project and the thoughtful input you've provided throughout this process. The willingness for a public hearing notice is a requirement by VDOT as the awarded grant to fund the project is managed by VDOT. To evaluate whether a public hearing would be required, the City must receive specific written comments that clearly identify potential impacts or substantive issues related to the project. General expressions of interest in holding a hearing, without identifying particular impacts or unresolved concerns, do not by themselves trigger that requirement under VDOT procedures.</p> <p>The City documents all questions and comments received and submits them to VDOT for review to ensure they are addressed appropriately. If VDOT determines that substantive issues have been raised that cannot be resolved through clarification, that would inform the next steps in the process. Please provide specific questions or concerns so that we can provide a response to each. Once we receive your questions or concerns, we plan to provide a response by sometime next week.</p> <p>Again, thank you for your interest in this project. We encourage you to visit the project's webpage (https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project) for any updates or additional information.</p>

<p>Bruce Sherman / shermanbca@gmail.com</p>	<p>My name is Bruce Sherman. I am a resident of the City of Alexandria, at 504 West Taylor Run Parkway. I request that the proposed public hearing take place on the Duke Street and West Taylor Run Parkway Intersection Improvement Project. I would like to hear an update on the project from the TES staff and get answers to any questions that may be asked, within the context of a public hearing.</p>	<p>Thank you for taking the time to request a public hearing. We truly appreciate your continued engagement on the Duke Street and West Taylor Run project and the thoughtful input you've provided throughout this process. The willingness for a public hearing notice is a requirement by VDOT as the awarded grant to fund the project is managed by VDOT. To evaluate whether a public hearing would be required, the City must receive specific written comments that clearly identify potential impacts or substantive issues related to the project. General expressions of interest in holding a hearing, without identifying particular impacts or unresolved concerns, do not by themselves trigger that requirement under VDOT procedures.</p> <p>The City documents all questions and comments received and submits them to VDOT for review to ensure they are addressed appropriately. If VDOT determines that substantive issues have been raised that cannot be resolved through clarification, that would inform the next steps in the process. Please provide specific questions or concerns so that we can provide a response to each. Once we receive your questions or concerns, we plan to provide a response by sometime next week.</p> <p>Again, thank you for your interest in this project. We encourage you to visit the project's webpage (https://www.alexandriava.gov/transportation-planning/duke-street-and-west-taylor-run-project) for any updates or additional information. Thank you.</p>
<p>Julianna Von Zumbusch</p>	<p>My name is Julianna von Zumbusch. I am a resident of the City of Alexandria, in the Longview Neighborhood. I have been unable to attend the meetings to date on the 90% design package, but have reviewed the plans and I would like to request that the proposed public hearing take place on the Duke Street and West Taylor Run Parkway Intersection Improvement Project. I have particular concerns about some of the proposed pedestrian detours during construction and that the final plan does not adequately offer pedestrians a safe method of crossing the Telegraph Road Ramps. I was disappointed that the on ramp to Telegraph remains 2 lanes (I have almost been hit multiple times when a car swerved into the second lane around a car that had stopped for me to cross in that location). Similarly, the off ramp does not appear to have dramatically changed, which remains a very scary crossing to make. I would like to hear an update on the project from the TES staff and get answers to any questions that may be asked, within the context of a public hearing.</p>	<p>Once the project enters the construction phase, the selected contractor will finalize the Maintenance of Traffic (MOT) plan. The current plans include a preliminary phased approach designed to keep traffic moving and continued pedestrian access for most of the construction period. The new access to Telegraph Road will be signalized and will include a dedicated pedestrian signal with a protected crossing phase. This means pedestrians will have a designated time to cross when vehicle movements are stopped, rather than relying on gaps in traffic.</p> <p>While the ramp does introduce an additional crossing point, it is designed with signal control and defined pedestrian facilities to manage conflicts and improve safety compared to uncontrolled ramp conditions. Additionally, As part of the Duke Street Transitway project, the northbound Telegraph Road ramp to westbound Duke Street is planned to be modified to provide a safer crossing environment for pedestrians.</p>
<p>Greta Bertinot</p>	<p>How is this project coordinated with Duke Street in Motion? For example, the bus stop in the median for westbound Duke Street is not in the plan. Is this going to change? If this changes, what else will be changed when Duke Street in Motion is implemented?</p>	<p>The Duke Street at West Taylor Run project and Duke Street in Motion (the transitway/BRT project) are being closely coordinated. The BRT station locations and intersection geometry are being aligned so the improvements constructed now are compatible with the future transitway design.</p> <p>Many of the near-term safety improvements at the intersection will be implemented through this project. At the same time, this work is intentionally laying the groundwork to accommodate the planned Bus Rapid Transit upgrades, rather than creating a temporary condition. However, there will be additional construction at this location when the transit project is installed.</p> <p>The Duke Street and W. Taylor Run Parkway Improvement Project is a Virginia Smart Scale funded project that is slated to start construction in 2027. Duke Street Transitway project is an NVTA funded project that is slated to begin construction in 2029. Both project concepts have been approved, and detailed design for the Duke Street transitway is underway.</p>
<p>Greta Bertinot</p>	<p>Why is the city basing these decisions on a feasibility study that was completed 14 years ago? How has the neighborhood changed in the past 14 years and how is the city addressing these changes if a new study was not commissioned? Are there plans to complete a new and updated study that contains accurate neighborhood information/ demographics and if not, why not?</p>	<p>In 2024, A traffic study was conducted to determine and assess measures to reduce congestion through recommended multimodal improvements that would alleviate access management issues and address safety at the intersection of Duke Street and W. Taylor Run Parkway by improving pedestrian safety and providing access to southbound Telegraph Road from eastbound Duke Street. The study used data from a number of sources that included data from 2018 and 2022. The data captured in 2018 resulted in more traffic in 2022, which creates a more conservative approach when assessing traffic impacts. This approach minimizes underestimating congestion, reduces long-term risk, and ensures the infrastructure remains adequate. The Traffic Study can be found on the City's webpage.</p>
<p>Greta Bertinot</p>	<p>If the city is concerned with quality of life, walkability, and increased safety, why is the pedestrian tunnel under the train tracks that connects Taylor Run to Hoffmann not being considered as part of the plan for improved safety and access?</p>	<p>The pedestrian tunnel under the train tracks that connects from Mill Road to the trail going around the Witter Field will be closed as part of Virginia Passenger Rail Authority (VPRA)'s Alexandria Fourth Track Project. The project will design and construct six miles of railroad track and related infrastructure in Arlington and Alexandria, VA. The City, in coordination with VPRA, plans to enhance facilities for people walking and biking through other projects.</p>
<p>Greta Bertinot</p>	<p>How does adding a left hand turn lane onto the Telegraph Road ramp from eastbound Duke Street decrease congestion in the affected neighborhoods? Won't this route traffic from Duke Street back onto West Taylor Run Parkway so that commuters can access the turn lane?</p>	<p>The additional access to Telegraph Road is based on the traffic management principle of when drivers have multiple viable routes to reach the same destination, traffic naturally spreads out instead of concentrating on a single route. An additional access would further reduce the volume on the existing access points, which would improve the operations and travel efficiency. One of the benefits that we are anticipating with the new access to Telegraph Road will be a reduction in volume at the existing access points. A reduced volume will lead to better operations and more efficient travel time. Additionally, through the Duke Street Mitigation Pilot, we've learned that signal timing can influence the way people travel through a corridor. The Duke Street Mitigation Pilot concluded that the overall volume of cut-through traffic on Telegraph Road ramp from eastbound Duke Street increased by 10%.The City has committed to work with the community to determine appropriate traffic calming measures and cut-through mitigation measures. Such measures as, but not limited to, speed cushions, painted cur extensions, signal timing adjustments, and flexible post installations.</p>

<p>Colleen Broderick</p>	<p>My name is Colleen Broderick and I have been a resident of Alexandria for over 50 years. I have resided at the above address for over 34 years which is right around the corner from the Duke street Telegraph ramp. I request that the proposed public hearing take place on the Duke Street and West Taylor Run Parkway Intersection Improvement Project. I would like to hear an update on the project from the TES staff and get answers to any question that may be asked, within the context of the public hearing.</p>	<p>In response to community feedback and requests for more information on the Duke Street and West Taylor Run Intersection project, the City will hold an open forum public hearing on Tuesday, April 7, from 5 - 7 p.m. at the Department of Transportation and Environmental Services facility at 2900 Business Center Drive. At the meeting, staff will be present to answer questions and provide a brief presentation. The community may officially submit comments and questions leading up to, during, and for ten (10) days following the public hearing. The official notice containing event details and public comment instructions, as well as a project location map, are below. Additional project information including plans and environmental reports are available on the project webpage (alexandriava.gov/go/2399).</p>
<p>Cater Fleming/ carterfleming@gmail.com</p>	<p>Good evening. I have already received several inquiries about this very unusual email that was sent to civic associations today. None of us remember a time when we were told to study materials and then send in a request by mail to justify why we would want a public hearing. The changes to Duke Street and the addition of another possible ramp to Telegraph Road are major changes to a major roadway that will affect thousands of residents. While these ideas were mentioned several years ago, we have not received any update on any planning efforts since then. So the idea that residents have to justify in writing why we would need or want staff to present their plans in a public meeting seems to be an effort to isolate residents and civic associations, rather than have us come together for a public meeting to learn about the proposal as a group. None of the staff members mentioned in this email, including the project manager, have worked with us on this project before, and so we are totally baffled by this way of introducing new information to the community.</p> <p>Can you please clarify if this is a new procedure that is being adopted by T&ES to provide information on the Duke Street in Motion project? If so, it is very troubling in terms of transparency and public engagement. Thank you very much for your assistance. Carter</p>	<p>Thank you for your inquiry regarding the format willingness notification for the Duke Street and West Taylor Run project. I know that it might have seemed confusing since this project has been going on for a while and already went through several City led public meetings. However, the notice you, your neighbors, and your civic association received followed the strict process and guidelines set forth by the Virginia Department of Transportation (VDOT), the funding agency for this City project. The intent is to ensure transparency of the project process.</p> <p>VDOT requires localities to post a willingness to hold a public hearing for all projects in which they administer the funding. Per VDOT's requirements residents requesting a public hearing must do so through a written request mailed to the City's Project Manager as indicated in the notification you received. The language in the letter you received comes directly from VDOT, and we are required to follow their strict procedures.</p> <p>This required posting provides members of the community, who may not be present during the numerous public engagements conducted by the City for the project or those just wanting an update or better understanding of certain project elements, with the opportunity to communicate through email or in person discussion with the City's project manager. If, after discussions with the City's project manager, an individual believes their concerns have not been addressed, they may submit a written request for a formal VDOT public hearing. However, this does not mean that a public hearing will be held simply because a resident disagrees with or is dissatisfied with the response they receive. The requirement is that the request be appropriately responded to, or that the individual be directed to where the requested information can be found.</p> <p>It's also important to clarify what this public hearing does—and does not—mean. The project's design has already advanced</p>
<p>Dennis Goris/ dennis@goris.com</p>	<p>I am a resident of the City of Alexandria at 501 Upland Place. I request that the proposed public hearing take place on the Duke Street West Taylor Run Parkway Intersection Improvement Project. I would like to hear an update on the project from the TES staff and receive answers to any questions that may be asked within the context of a public hearing.</p>	<p>In response to community feedback and requests for more information on the Duke Street and West Taylor Run Intersection project, the City will hold an open forum public hearing on Tuesday, April 7, from 5 - 7 p.m. at the Department of Transportation and Environmental Services facility at 2900 Business Center Drive. At the meeting, staff will be present to answer questions and provide a brief presentation. The community may officially submit comments and questions leading up to, during, and for ten (10) days following the public hearing. The official notice containing event details and public comment instructions, as well as a project location map, are below. Additional project information including plans and environmental reports are available on the project webpage (alexandriava.gov/go/2399).</p>
<p>Sharon Grigely</p>	<p>My name is Sharon Grigely. I am a resident of the City of Alexandria at 726 Putnman Place, 22302. I request that the proposed public hearing take place on the Duke Street West Taylor Run Parkway Intersection Improvement Project. I would like to hear an update on the project from the TES staff and receive answers to any questions that may be asked within the context of a public hearing.</p>	<p>In response to community feedback and requests for more information on the Duke Street and West Taylor Run Intersection project, the City will hold an open forum public hearing on Tuesday, April 7, from 5 - 7 p.m. at the Department of Transportation and Environmental Services facility at 2900 Business Center Drive. At the meeting, staff will be present to answer questions and provide a brief presentation. The community may officially submit comments and questions leading up to, during, and for ten (10) days following the public hearing. The official notice containing event details and public comment instructions, as well as a project location map, are below. Additional project information including plans and environmental reports are available on the project webpage (alexandriava.gov/go/2399).</p>

<p>Arthur A. Impastato</p>	<p>I am sending this email in response to the City's January 26, 2026 email blast on the Duke Street and West Taylor Run Parkway Intersection Improvement Project and request that the City hold a public hearing for this matter since it is a major project and should be given adequate time for public participation and comment.</p>	<p>Mr. Impastato,</p> <p>Thank you for reaching out and for continuing to stay engaged in this important project.</p> <p>Under VDOT's public involvement guidelines, whether a public hearing is required depends on the substance of comments received and whether they raise specific, project-related concerns or impacts that cannot be addressed through clarification or other outreach. General requests for a hearing, without identifying particular issues or impacts, do not by themselves trigger that requirement.</p> <p>This project has undergone an extensive public engagement process over several years, including multiple community meetings, public hearings, and opportunities for written comment. Feedback received throughout that process helped inform the development and refinement of the project. At this stage, the project's design and infrastructure elements are finalized. Current outreach efforts are focused on explaining the approved project scope and answering questions.</p> <p>If there are specific questions or concerns you would like us to address, we would appreciate it if you could submit them directly so we can provide clear and detailed responses to help better explain the project. All comments are documented and shared with VDOT for review. We are sensitive to the public engagement process and understand there may still be outstanding questions. We are also happy to meet to better understand any concerns that have not yet been addressed and to help clarify how the process works.</p> <p>For additional information, including project background and frequently asked questions, please visit the project website.</p>
<p>Thomas Knight</p>	<p>My name is Thomas Knight and I have been a resident of Alexandria for over 50 years. I have resided at the above address for over 34 years which is right around the corner from the Duke street Telegraph ramp. I request that the proposed public hearing take place on the Duke Street and West Taylor Run Parkway Intersection Improvement Project. I would like to hear an update on the project from the TES staff and get answers to any question that may be asked, within the context of the public hearing.</p>	<p>In response to community feedback and requests for more information on the Duke Street and West Taylor Run Intersection project, the City will hold an open forum public hearing on Tuesday, April 7, from 5 - 7 p.m. at the Department of Transportation and Environmental Services facility at 2900 Business Center Drive. At the meeting, staff will be present to answer questions and provide a brief presentation. The community may officially submit comments and questions leading up to, during, and for ten (10) days following the public hearing. The official notice containing event details and public comment instructions, as well as a project location map, are below. Additional project information including plans and environmental reports are available on the project webpage (alexandriava.gov/go/2399).</p>
<p>Majorie Leong</p>	<p>My name is Marjotie Leong, and I am a resident of the City of Alexandria at 2400 King Street. I request that the proposed public hearing take place on the Duke Street and West Taylor Run Intersection Improvement Project. I would like to have updates on this project from TES staff.</p> <p>I am very concerned that the proposed sidewalk across Duke Street to the new Witter Race Apartments does not account for the many bicyclists and scooter users who will be using the same sidewalk to cross the street. Affordable housing residents often take bicycles and scooters and frequently cross Duke Street.</p> <p>The sidewalk should be widened to accommodate both forms of transpon. At the Taylor Run Civic Association meeting your engineer stated that widening was not included in the design. This is an adjustment that would make sense to incorporate within your pedestrian redesign.</p> <p>As a result, I would like a public hearing to further took at the intersection design.</p>	<p>In response to community feedback and requests for more information on the Duke Street and West Taylor Run Intersection project, the City will hold an open forum public hearing on Tuesday, April 7, from 5 - 7 p.m. at the Department of Transportation and Environmental Services facility at 2900 Business Center Drive. At the meeting, staff will be present to answer questions and provide a brief presentation. The community may officially submit comments and questions leading up to, during, and for ten (10) days following the public hearing. The official notice containing event details and public comment instructions, as well as a project location map, are below. Additional project information including plans and environmental reports are available on the project webpage (alexandriava.gov/go/2399).</p>
<p>Jon Nording</p>	<p>Hi Anup-</p> <p>I received the letter at my shop, at 2501 duke st. Regarding the intersection improvement project.</p> <p>Can we schedule some time this week so I can ask a few questions regarding the project and the 2501 duke st property. It is at the intersection of moncure ave.</p> <p>My contact is 571-215-3691</p>	
<p>Kristen Obaranec/ kristen.obaranec@gmail.com</p>	<p>My name is Kristen Obaranec. I am a resident of the City of Alexandria at 726 Putnman Place, 22302. I request that the proposed public hearing take place on the Duke Street West Taylor Run Parkway Intersection Improvement Project. I would like to hear an update on the project from the TES staff and receive answers to any questions that may be asked within the context of a public hearing.</p>	<p>In response to community feedback and requests for more information on the Duke Street and West Taylor Run Intersection project, the City will hold an open forum public hearing on Tuesday, April 7, from 5 - 7 p.m. at the Department of Transportation and Environmental Services facility at 2900 Business Center Drive. At the meeting, staff will be present to answer questions and provide a brief presentation. The community may officially submit comments and questions leading up to, during, and for ten (10) days following the public hearing. The official notice containing event details and public comment instructions, as well as a project location map, are below. Additional project information including plans and environmental reports are available on the project webpage (alexandriava.gov/go/2399).</p>

<p>John J. Patrick/ jjpatrick3@yahoo.com</p>	<p>My name is John J Patrick. I am a resident of the City of Alexandria at 700 Braxton Place. I request that the proposed public hearing take place on the Duke Street West Taylor Run Parkway Intersection Improvement Project. I would like to hear an update on the project from the TES staff and receive answers to any questions that may be asked within the context of a public hearing.</p>	<p>In response to community feedback and requests for more information on the Duke Street and West Taylor Run Intersection project, the City will hold an open forum public hearing on Tuesday, April 7, from 5 - 7 p.m. at the Department of Transportation and Environmental Services facility at 2900 Business Center Drive. At the meeting, staff will be present to answer questions and provide a brief presentation. The community may officially submit comments and questions leading up to, during, and for ten (10) days following the public hearing. The official notice containing event details and public comment instructions, as well as a project location map, are below. Additional project information including plans and environmental reports are available on the project webpage (alexandriava.gov/go/2399).</p>
<p>Emily Ramage Ross</p>	<p>What analysis supports removing the existing right turn lane from West Taylor Run, given that it would undo priority safety and capacity improvements and increase congestion on a hospital corridor where, by the City's own admission, traffic slowing cannot be accommodated</p>	<p>The purpose and intent of the sidewalk improvement is to make the existing sidewalk American wit Disabilities Act (ADA) compliant and adhere to the Public Right of Way Accessibility Guidelines (PROWAG). This requires the sidewalk to be at curb level and accessible to those in wheel chairs or seeing impaired persons. The removal of the dedicated right turn lane is not anticipated to result in significant impacts to the operation of the intersection. The right turn volume is low enough where sharing the lanes with the through and left turn movement would not create measurable delays. The traffic study can be found on the project webpage.</p>
<p>Emily Ramage Ross</p>	<p>What analysis supports introducing one or potentially two new signalized control points on Duke Street based on field markings that appear to indicate a pedestrian crossing serving the bus stop and, farther along, a new left turn lane into the off ramp within a glare prone, high speed approach segment where a school bus stop is directly adjacent, particularly given that congestion from the downstream signal already queues back to this location for vehicles turning down Callahan toward the train station?</p>	<p>The additional access to Telegraph Road is based on the traffic management principle of when drivers have multiple viable routes to reach the same destination, traffic naturally spreads out instead of concentrating on a single route. An additional access would further reduce the volume on the existing access points, which would improve the operations and travel efficiency. One of the benefits that we are anticipating with the new access to Telegraph Road will be a reduction in volume at the existing access points. A reduced volume will lead to better operations and more efficient travel time. The City has committed to work with the community to determine appropriate traffic calming measures and cut-through mitigation measures. The traffic study can be found on the project's webpage.</p>
<p>Emily Ramage Ross</p>	<p>What alternatives analysis has been conducted regarding improvements to the existing jug handle at Dove to reduce conflict points and shift queuing away from residential streets and toward less sensitive areas closer to the highway?</p>	<p>Alternative design evaluation for the Dove Street intersection is beyond the scope of this project and was not included in the grant application.</p>
<p>Emily Ramage Ross</p>	<p>How will permanent design changes to the Duke Street on ramp preserve EMS operational flexibility currently provided by the movable barriers that allow emergency vehicles to bypass congestion and access the highway?</p>	<p>The concrete median separating the Duke Street eastbound through lane and the eastbound on-ramp to Telegraph Road will be designed to allow larger vehicles to over for direct access to the ramp.</p>
<p>Emily Ramage Ross</p>	<p>Has a project specific and cumulative construction phase analysis been conducted evaluating EMS response times, provider safety, and emergency vehicle access, and will those findings be made public before construction advances?</p>	<p>There has not been a specific analysis conducted evaluating Emergency Medical Services. Thus far, the design plans do include a preliminary layout of the Maintenance of Traffic Plan. The design plans have been reviewed by City's emergency response team. The project team will continue to coordinate with emergency personell to ensure impacts to response time is minimal.</p>
<p>Emily Ramage Ross</p>	<p>What construction phase air quality and neighborhood protection measures will be implemented to address idling traffic, cut through traffic, construction vehicle emissions, and potential neurologic and neurodevelopmental risks to nearby residents?</p>	<p>During the construction phase, several measures will be implemented to address traffic, air quality, and neighborhood impacts: The City follows state Code for idling trucks (idling no more than 15 minutes). Construction activities will be scheduled to reduce unnecessary queuing or staging of vehicles near residential areas. Contractors will implement dust control practices, such as water spraying, covering or stabilizing exposed soils, and properly managing construction materials. A maintenance of traffic plan will be implemented to maintain safe vehicle movement through the intersection while minimizing congestion. Construction contractors must comply with applicable federal and state environmental and occupational health regulations. Standards established by the Occupational Safety and Health Administration limit worker exposure to substances that can have neurological health effects, such as diesel exhaust particulates, solvents, and heavy metals. Compliance with these regulations requires contractors to control emissions from equipment, properly handle materials, and implement safe operating practices. Residents will receive updates about construction schedules and traffic changes.</p>