

CITY OF ALEXANDRIA, VIRGINIA

KING STREET/BEAUREGARD STREET IMPROVEMENT PROJECT

VDOT Project # 007-100-F04

PUBLIC HEARING

Wednesday, November 18, 2009

6:00 p.m. - 8:00 p.m.

Minnie Howard Ninth Grade Center
3801 West Braddock Road
Alexandria, Virginia

P R O C E E D I N G S

1
2 MS. JAATINEN: I want to welcome everyone here
3 tonight, and we're going to give a short presentation on
4 this project.

5 I guess I just wanted to clear a few things
6 up. A few people have wondered if this was going to be a
7 formal public hearing where there would be questions and
8 answers in a format similar to a council public hearing,
9 and this meeting is not for that purpose.

10 The purpose of the meeting is just to learn
11 more about the project, and we do want your comments for
12 the public record.

13 We have a Court Reporter sitting right here in
14 the red jacket at the second table, and she will take your
15 comments. We also have comment cards up front when you
16 came in and got a copy of the presentation.

17 Please fill those out, and you can also email
18 them to the city, to the King/Beauregard email address.
19 Also you can email them to me.

20 We would like your comments, and please give
21 us your comments by December 1st. Thank you.

22 My name is Lisa Jaatinen, and I'm the Project
23 Manager for the city on this project. I'm working along

1 with city staff and David Volkert & Associates who is the
2 consultant we selected to do the design.

3 Cesar Vargas is the Project Manager, and his
4 design team is here as well. Other city staff is here and
5 also staff from the Virginia Department of Transportation
6 as well.

7 The project is located in the northwest
8 quadrant of the city. It's on the border of Arlington and
9 Fairfax County. It's a along King Street from
10 Chesterfield Drive down to North Hampton Drive and then a
11 piece of North Beauregard and Walter Reed Drive.

12 An intersection improvement is really the
13 scope of the project. It has been significantly scaled
14 back from the original design.

15 We're here tonight to facilitate your
16 participation and receive your suggestions and input, and
17 in order to become a part of the public record we'll need
18 you as I said before give us your written comments
19 tonight.

20 DR. KAUFFMAN: Why can't we have oral comments
21 tonight?

22 MS. JAATINEN: We will answer a few questions
23 at the end of the presentation.

1 DR. KAUFFMAN: According to state law, public
2 hearings have oral comments.

3 MS. JAATINEN: Thank you.

4 DR. KAUFFMAN: You're welcome.

5 MS. JAATINEN: Except for the project history,
6 as most of you know this project's been around for years.

7 VDOT was originally in charge of the project,
8 and it was supposed to be a separated-grade interchange
9 which would have been a large interchange and would have
10 needed a lot of right-of-way from the adjacent properties.

11 So moving forward in the '90s, VDOT had done
12 additional studies. They decided to widen it to six
13 lanes. Eventually when the city took over the design or
14 became the Project Manager of the design all the funding
15 was in place. In 2005 we started with the project design,
16 and the four-lane section is basically going to remain.

17 We will be adding additional left-turn lane on
18 King Street, wide sidewalks, and a shared-use path that
19 will follow the Alexandria approved transportation master
20 plan, and the path will be on King Street as well as
21 Beauregard Street.

22 I guess back two years ago we had a citizen
23 information meeting where we met most of you there, and

1 you had submitted comments, and we've looked at your
2 comments and tried to incorporate a few of them into the
3 plan.

4 Now we're at this phase where we're having our
5 final public meeting, and we have sixty percent plans.

6 In that two-year period we have received
7 improved environmental documents from the federal
8 agencies, and VDOT is providing oversight for us.

9 We're providing all of our plans to them and
10 any documents and any federal requirements or meeting and
11 going through VDOT.

12 We also completed an engineering study earlier
13 this year with VDOT to look at ways to save more money
14 from the reconstruction. We've also done a sixty percent
15 submission.

16 Within that since we are coordinating with
17 other jurisdictions, everyone has seen the thirty percent
18 and sixty percent plans. The next submission will also be
19 reviewed by the city, Arlington, Fairfax, and VDOT as
20 well.

21 Out of our 2007 citizen information meeting,
22 there were two large issues that were really brought to
23 the front. Basically they were the use of the medians and

1 blocking access to properties, and also there were impacts
2 of loss of parking to a few of the businesses and
3 residences along the project corridor.

4 Some of the changes we've done to the plan and
5 after reviewing that is U-turns will be allowed at all the
6 signalized intersections, and we are also planning to put
7 a signal at North Beauregard Street and Branch Avenue as
8 well.

9 Any parking issues or parking losses we will
10 be working with each property owner individually during
11 the right-of-way process to try to work out where they
12 will get parking from, and at that point we will work out
13 any losses.

14 UNIDENTIFIED SPEAKER: What does that mean by
15 work out?

16 MS. JAATINEN: During right-of-way
17 acquisitions, we will be working with you. We can discuss
18 that in further detail at the tables later, what the
19 process is.

20 So we've done community involvement, and we
21 are working with all the local jurisdictions.

22 Some of the biggest objectives and benefits is
23 this is a safety improvement project. It's safety for

1 pedestrians as well as motorists.

2 We're adding shared-use paths with six-foot
3 landscape buffers between the traffic and the pedestrians.
4 We're removing the slip lane, and we're upgrading all the
5 traffic, the signals, and adding ped signals as well as
6 crosswalks in there.

7 Also we are increasing the capacity by adding
8 the additional east and westbound turn lanes and the
9 raised medians.

10 By doing all this, we have found that there is
11 a thirty-one percent decrease in the delay in the morning
12 rush hour and a nineteen percent decrease in the p.m. rush
13 hour by doing these improvements, so there should be a big
14 improvement in the traffic.

15 What I'm inviting you to do is after the
16 meeting, please go to the boards and you can talk
17 individually with everyone there with your detailed
18 questions.

19 We have a design station, transportation
20 station, environmental, right-of-way, and landscaping
21 station as most of you probably already know.

22 So some big considerations we had is we're
23 very sensitive to right-of-way acquisition. That was a

1 big issue in this project, and we've done all we can to
2 really scale back right-of-way.

3 We don't want to affect any of the buildings
4 so the biggest right-of-way issues will be dealing with
5 parking and land. We also have to maintain access to the
6 businesses and residences during construction.

7 We just want to let you know that your
8 properties won't be closed down or affected during the
9 whole two-year construction period, but that at different
10 times, maybe a week, two weeks, a month, there might be
11 construction in front of your property.

12 That will all be worked out, being some
13 traffic plan which we are still working on.

14 This is just a rendering. These renderings
15 are over in the area for you to look at, and this is how
16 it exists today. This is looking east on King Street.

17 Then this is the proposed rendering. You can
18 see the safety improvements to the pedestrians and the
19 cars. You can see the upgraded crosswalks here as well as
20 the median and the turn lanes to increase the capacity in
21 the drawings here.

22 It was also brought to my attention that in
23 front of where the Five Guys parcel is, there will be no

1 access to that parcel there. There will remain access,
2 however, to the Tauber property parcel next to that.

3 So as far as schedule, we're just waiting.
4 After this meeting we're going to be receiving your
5 comments and looking at them and responding to them.

6 Then we will be moving to the right-of-way
7 acquisition process in the spring where we will be
8 actually coming to the property owners and talking with
9 them about their losses or if we need right-of-way or it
10 might be easements or just temporary easements.

11 Then we will be working towards construction
12 in the spring of 2011.

13 This project is a federally, state, and city
14 funded project where most of the funding is coming from
15 federal dollars. The total cost is \$11.5 million, and the
16 construction cost is close to \$8 million.

17 Okay. So what we'd like to do next is we'd
18 like you all to visit the stations over there and
19 discussion the project with the various different city and
20 consultant members.

21 Also please remember if you want your comments
22 to be part of the public record, you have to talk to the
23 Court Reporter sitting over here or submit a comment sheet

1 to us or an email. It has to be in writing if it's going
2 to be a comment that will be recorded in our official
3 record.

4 So thank you. If anybody has general
5 questions, I'd will be happy to answer them.

6 DR. KAUFFMAN: I have a question.

7 MS. JAATINEN: When you ask a question, can
8 you please give your name so the Court Reporter can get
9 that? Thank you.

10 DR. KAUFFMAN: My name is Dr. Stephen
11 Kauffman, and I represent the Beauregard Medical Center at
12 3451 Beauregard Street.

13 Under the proposed improvements, if you want
14 to call them improvements -- there's some discussion as to
15 whether they were improvements or not improvements -- I
16 have to go back to the meeting, the public information
17 meeting, that was held in 2007.

18 On Page 3 of that pamphlet it states that as
19 apparently proposed there are no residences or businesses
20 that will be displaced.

21 Now we're taking a look at Page 3 of the same
22 document that was printed today or whenever it was
23 printed. The plans are exactly the same, nothing has

1 changed except believe it not that paragraph is not there
2 because businesses will be displaced.

3 So you lied to us back in 2007, and now you're
4 telling us about other things.

5 Not only will my business have the potential
6 to be displaced because I don't have parking, but where's
7 the parking for Five Guys, the check cashing place, the
8 store in the little shopping center that Mr Hopkins owns,
9 whether he cares about it not? Those businesses will be
10 displaced.

11 And in Paragraph 5 of the CE and I'm not
12 really sure what CE stands for, if that's an environmental
13 study which was done in 2007 and not 2009 -- this is now
14 2009 -- it also states there will be no commercial
15 relocations. So something is wrong there.

16 Your people have to go back to whoever did
17 this study and tell us about that.

18 In addition to that we're very concerned here
19 with a six-foot sidewalk for Americans with disabilities,
20 but we're not concerned about Americans with disabilities
21 getting to their doctor.

22 They can't go to their doctor if they can't
23 park, but they're going to walk down the sidewalk. Well

1 I'll tell you after twenty-seven years of being in that
2 location, I don't think I've seen ten people a day walk
3 down that sidewalk.

4 I don't think I've seen five people a day ride
5 a bike down that sidewalk. As a matter of fact I see
6 nothing, but I'll give you the chance that maybe there's
7 five people.

8 And you're going to tell me I need a ten-foot
9 bicycle path on both sides of Beauregard Street that go
10 from nowhere and they end up in nowhere. This is absolute
11 insanity.

12 There is a sidewalk there right now for people
13 to walk down. The only people that stand on there are the
14 people that are coming across from the Larchmont
15 Apartments to take a bus to get from work.

16 Now in addition to that there's a building
17 being built as you well know at the Mark Center. Sixty-
18 five hundred people are going to work there every day.

19 How many do you think are going to ride their
20 bicycles from Woodbridge or from Washington, D. C. or from
21 Gaithersburg or from Bethesda to get to their jobs that
22 are there, and is there going to be a proposed bicycle
23 path in front on Beauregard Street up there on the south

1 side of Seminary Road to connect with this bicycle path
2 that goes to nowhere?

3 I'd like to have an answer to that, but what
4 is your proposals for that?

5 In addition to that, I want to say on the CE
6 it says that when we approved this there was no future
7 development expected in that particular area.

8 I see that we're at least -- what is the
9 proper word? -- lucky enough to have Mr. Davidson here
10 tonight who represents the Tauber Foundation who maybe can
11 tell us about the proposed development that's going to be
12 up there and how that might affect traffic and how many
13 people they expect to be riding their bicycles and various
14 things so we can have some idea.

15 I think that the public has to know what's
16 going on. This is a waste of tax money. It's not going
17 to improve a damn thing, and that's my feeling.

18 MS. BAKER: Thank you, Dr. Kauffman, for your
19 comments. My name is Emily Baker. I'm the City Engineer
20 in the Transportation Environmental Services Department.

21 I'm going to try to address what I sort of
22 gleaned as three main points in Dr. Kauffman's comments,
23 and then certainly if you have more detailed discussions

1 we'll be happy to continue those discussions with you at
2 some of the tables.

3 DR. KAUFFMAN: Let me finish, please.

4 MS. BAKER: Let me just answer your questions.
5 The first question I believe was about the relocations.
6 Certainly it's not our intention or desire to relocate any
7 businesses or any properties as a result of this project.

8 We don't anticipate that and didn't anticipate
9 that in the beginning of the project; however, we will be
10 going through a right-of-way acquisition as Lisa
11 mentioned.

12 The first phase of that is going to be
13 appraisals. As we look into in more detail what the value
14 is of the property that needs to be acquired for this
15 project and what the impacts are, some of those issues
16 will be more closely examined.

17 This project follows the VDOT and Federal
18 Highway guidelines for right-of-way acquisition. They're
19 very stringent. There isn't any flexibility or leeway in
20 how they're handled by the City of Alexandria.

21 So we have special consultants that are hired
22 specifically to do that, and we have a representative who
23 again will be over at the right-of-way table so we

1 encourage you for those of you with those questions.

2 That's how we're going to be handling the
3 right-of-way acquisition of relocations. Those issues do
4 change, and some of those things won't be known until we
5 get to that point although certainly it isn't our
6 intention to relocate any businesses.

7 The second question that I got out of that was
8 about the Categorical Exclusion or the CE, the
9 environmental document. CE stands for Categorical
10 Exclusion.

11 It's a NEPA term, National Environmental
12 Policy Act, the federal agency that oversees the
13 environmental permit for this project through the state.

14 That is the terminology that they use, and we
15 have copies of the document and somebody here who can
16 address those questions. If you have them, get over to
17 the environmental station.

18 The document was started in 2007. I believe
19 it's just very recently been approved by VDOT in
20 September. So this meeting couldn't occur until that
21 approval was gained, and we just got that in September so
22 here we are.

23 We certainly can address that, and things like

1 development are fluid and aren't things that can always be
2 predicted in advance. There certainly are developmental
3 proposals that may be on the table today which we hope
4 stay, but things change.

5 As this project goes forward to construction,
6 the same regulatory agencies that have overseen us to date
7 and have improved the environmental document will continue
8 to oversee it, and they will make a determination if this
9 project still falls within the parameters that they felt
10 were appropriate at the time they approved the
11 environmental document.

12 So even though it may have been an approved
13 document, this project will still be under scrutiny and
14 we'll have to show that we're still in compliance as we go
15 forward.

16 The third comment, if I'm remembering
17 correctly, was relating to the bicycle and pedestrian
18 facilities. Yes. This project is limited, and as Lisa
19 said it's an intersection improvement.

20 However, the city does have a master plan
21 that's been approved by our council for bicycle and
22 pedestrian facility improvements throughout the city.

23 We are building those improvements as part of

1 this project and do have plans to extend them over time in
2 other projects but certainly don't want to go through the
3 improvements at this intersection and have to come back in
4 a few years simply to widen it again and to put in a
5 sidewalk improvement.

6 So as part of our responsibility for moving
7 forward with the project, those improvements will be done
8 here and the connection to those will be done at a further
9 time.

10 So again more detailed information we have at
11 the stations over here, but again we're happy to answer if
12 there's just a few other general questions people have.

13 MS. MCGEE: (Indicating.)

14 MS. BAKER: Yes.

15 MS. MCGEE: I have a general question.

16 Virginia McGee. I live at 28th Street and King.

17 There was a letter from a gentleman, Dave
18 Cavanaugh (ph), talking about the BRAC and the new
19 development at Mark Center that makes reference to this
20 intersection.

21 It concerns me because what it states is the
22 Vanasse Hangen Brustlin, Inc. report, which is an outside
23 consulting firm, concludes that the Beauregard

1 intersection would have some operational benefits.

2 This is relating to the new facilities over at
3 Mark Center. However the triple left by itself would not
4 be able to accommodate the increased trip demand during
5 the a.m. and p.m. hours.

6 These mentions of triple left --

7 MS. BAKER: Not at this intersection. That is
8 Seminary and Beauregard. The BRAC project -- VHB is the
9 consultant that you mentioned. You have it there. I can
10 never remember what VHB stands for, but you had read it
11 out. They have studied the traffic impacts of the BRAC
12 -- this is Department of Defense relocation to the Mark
13 Center that is at Beauregard and Seminary.

14 There's a triple left turn proposed there.

15 MS. MCGEE: Obviously they're looking at this
16 Beauregard/King Street intersection as also being
17 impacted.

18 MS. BAKER: They have looked at the impacts,
19 and again I would just encourage you only because I'm not
20 versed to answer those specific questions, but we do have
21 a traffic engineer who is also very involved and is
22 managing that VHB study at our transportation display.

23 He will be able to go into a lot of the

1 details about that study and about how it impacts this
2 project and vice versa, so he will be able to answer those
3 questions.

4 MS. FISHER: I'm Annabelle Fisher. I live at
5 Southern Towers, so obviously I'm greatly impacted by the
6 traffic.

7 I guess my questions are, one, what are the
8 agencies which oversee the environmental document that are
9 guiding you in terms of criteria and guidelines since
10 things have changed with the intersection improvement here
11 at King/Beauregard; what agencies do you have?

12 Do you have to follow the guidelines of VDOT,
13 the state, or Alexandria, and did you know this when you
14 started this planning process/discussion I think it was
15 about two years ago because this is not new, this
16 King/Beauregard intersection --

17 MS. BAKER: No. It's definitely been around
18 for decades.

19 MS. FISHER: So if you knew what the
20 guidelines and criteria were in 2007 as dictated by the
21 state and VDOT, and Dr. Kauffman is now saying businesses
22 and residences could be, not necessarily, displaced and
23 you're going to widen the sidewalk for bicyclists to get

1 killed -- I hope you're on fee, doc -- because there will
2 be accidents at this intersection, why didn't you include
3 that or look at that when you developed this plan? First
4 question.

5 The second is the BRAC site, the
6 transportation and traffic plan also will be impacting the
7 Beaugard small area new development plan.

8 That whole traffic transportation issue must
9 be addressed, must be resolved before -- BRAC we don't
10 have a choice. It's 2011.

11 It seems to me there's a lack of coordination
12 and communication with you and VDOT and the citizens on
13 how we're going to do this "master use transportation
14 plan."

15 MS. BAKER: I'll be happy to address that.

16 MS. FISHER: Thank you. I see this as pretty
17 disconvoluted and not well planned, We do have major
18 problems with King and Beaugard, and I live up at
19 Southern Towers. Why didn't you all notice?

20 MS. BAKER: Let me address those two
21 questions. The first one is, again, about the relocations
22 and the environmental agencies.

23 We do have an environmental specialist here

1 who will be able to answer specifically those questions at
2 the table about what the agencies are that reviewed it.
3 It is VDOT, the Virginia Department of Environmental
4 Quality. There are other federal agencies involved as
5 well, so we can get you that information at the station.

6 Again, we don't anticipate or desire to
7 relocate any businesses. It is not likely, but it is
8 certainly a possibility that the regulatory agencies will
9 have to make a determination if that is the eventuality as
10 to whether or not a relocation of a commercial business
11 would change the parameters significantly to change it out
12 of a Categorical Exclusion.

13 I would think that it probably wouldn't, but
14 again that's a question for the regulators, but it's
15 possible that we could relocate businesses and that it
16 still would not change the parameters of the permit that
17 we've been approved.

18 Certainly we have somebody here you can talk
19 to more about the regulatory agencies that are involved.

20 Regarding the coordination of the other
21 projects in the Beauregard small area plan and the BRAC
22 project, certainly the city and our department and all the
23 other departments in the city have been coordinating.

1 This project isn't new. It has been around in some form
2 since I think the '80s as Lisa mentioned earlier in the
3 presentation.

4 We are currently working with our planning
5 department. In fact we have a representative from our
6 planning department today. We are very much involved, the
7 same staff, in the Beaugard small area plan. From our
8 perspective we don't see a disconnect.

9 All of these improvements are being
10 coordinated with what's going on on the Beaugard
11 corridor and the transportation improvements that are
12 anticipated as part of that.

13 Again as you heard from Lisa, there are real
14 improvements to traffic flow along the corridor: thirty-
15 one percent in the a.m. peak period and nineteen percent
16 improvements in the p.m. peak period.

17 What that means is a decrease in the delay
18 that you spend when you drive through the corridor.

19 Again our traffic engineers will be happy to
20 interpret that for you in terms of minutes that you spend
21 at the intersections waiting.

22 UNIDENTIFIED SPEAKER: What about the traffic
23 light synchronisation?

1 MS. BAKER: The traffic light synchronisation
2 will certainly be done as part of this project.

3 UNIDENTIFIED SPEAKER: But also up to Seminary
4 and Beauregard, too?

5 MS. BAKER: Well it will be done certainly
6 within the influence of the limits of this project, and
7 we're constantly looking at our traffic signalization for
8 improvements, and our traffic engineers will take that
9 into consideration.

10 MR. KAUFFMAN: (Indicating.)

11 MS. BAKER: Yes.

12 MR. KAUFFMAN: Hi. I'm David Kauffman.
13 Coincidentally I actually live in the Bethesda area where
14 we have BRAC between Walter Reed and Bethesda Naval. Our
15 community was very impacted, our neighborhood.

16 During these meetings we actually had
17 coordination with BRAC. BRAC did attend our meetings up
18 there. Bethesda Naval attends it, so I'm a little bit
19 surprised that that doesn't happen here.

20 My question to you very specifically is
21 although you're not paving over the shopping center or
22 paving over the medical practices, how is it not a taking
23 when you remove their parking from them?

1 MS. BAKER: Again, that will have to be
2 determined as part of the appraisals. We have to follow
3 very strict VDOT and Federal Highway guidelines for right-
4 of-way acquisition which we have an expert that will be
5 able to talk to you about it in more detail, but there are
6 appraisals that have to be done and impacts that have to
7 be determined.

8 Then there's a possibility that the city can
9 develop a cure plan to look at ways that we might be able
10 to do improvements on the property or make some
11 adjustments to the project that could minimize those
12 impacts because the right-of-way impacts on this project,
13 as Lisa mentioned, is one of the greatest challenges that
14 we have.

15 The project has been scaled back significantly
16 over the years to try to minimize that. It's not
17 something the city takes lightly.

18 Any time we have to look at acquiring property
19 from a private property owner for a city improvement, it's
20 something we take very seriously. We don't do it lightly,
21 and I want to assure that.

22 So we certainly will be working with all the
23 properties that are going to be impacted. Whether the

1 parking will be impacted or whether we're taking just a
2 temporary construction easement, we take that very
3 seriously.

4 Individually we will be working with each of
5 the properties and Mr. Schray is here. You can talk about
6 that again at the right-of-way station in much more
7 detail, but we will be working with each of the properties
8 to try individually to minimize all those impacts and look
9 at what we might be able to do.

10 DR. KAUFFMAN: Ma'am, I don't know why you're
11 ignoring me.

12 MS. BAKER: I'm sorry. I answered your
13 question.

14 DR. KAUFFMAN: No. I have a follow-up
15 question.

16 MS. BAKER: Okay. Please go ahead. I'll
17 answer your next question, and we'll take two more
18 questions and then we'll go ahead --

19 DR. KAUFFMAN: Wait a minute. This is a
20 public hearing. What do you mean you're going to take two
21 questions?

22 MS. BAKER: The public hearing format as
23 mentioned was we really want to get your written comments

1 for the public record, so please go ahead with your next
2 comment. Please go ahead.

3 DR. KAUFFMAN: It's a public hearing.

4 MS. BAKER: Please go ahead.

5 DR. KAUFFMAN: On a separate matter since
6 you're obviously not an expert in engineering, why don't
7 we have the engineers who are already here answer
8 questions?

9 MS. BAKER: Well, again, this is an open
10 public hearing format. We feel it's more appropriate to
11 have the experts over there where they we can talk to you
12 about --

13 DR. KAUFFMAN: Does everybody have time to
14 listen to their answers?

15 PARTICIPANTS: Yes.

16 DR. KAUFFMAN: Okay. So it's open. It's
17 public. They spent their time. They all drove here. I
18 doubt anybody biked here this evening. It's open.
19 They're willing to do it.

20 MS. BAKER: We can certainly do that, but let
21 me get your specific question.

22 DR. KAUFFMAN: When does it become eminent
23 domain?

1 MS. FISHER: Will you be taking any property
2 by eminent domain?

3 MS. BAKER: Well certainly we would like to
4 avoid that. The process is that we prepare an appraisal
5 for the property. Then we provide that information to the
6 property owner with an offer.

7 That property owner has an opportunity to
8 review that information, provide us with any comments
9 about whether they agree or disagree with the value of the
10 property.

11 They can certainly provide us with a separate
12 appraisal that's prepared by a different appraiser, and
13 then there is a negotiation period on behalf of the city
14 by our consultant who's hired to follow the VDOT and
15 Federal Highway guidelines.

16 There's a negotiation period during which it
17 would be hoped that an agreement could be arrived at.

18 If there is no agreement arrived at, then the
19 city could consider exercising eminent domain to take the
20 property. That's the process.

21 MS. CREGGER: (Indicating.)

22 MS. BAKER: Yes.

23 MS. CREGGER: Hi. My name is Mary Cregger.

1 I'm the daughter of Mr. Hopkins. I guess it was in 1978
2 when this whole conversation first started, so to put that
3 in perspective I was three.

4 So what I was kind of wondering here is you
5 said that -- you definitely seem to agree that the bike
6 path that you're proposing starts nowhere and goes to
7 nowhere currently and that there are plans to actually
8 develop that into a larger network.

9 So I'm interested to know when will that
10 happen because it's taken thirty years to get to this
11 point, and I imagine that all of the business owners and
12 landowners here would be happy to keep our parking for the
13 next thirty years while you figure out how to connect that
14 to somewhere because that land is actually what makes our
15 properties less valuable.

16 When you take our parking and as a result of
17 taking that parking in front of our parcel, you are now
18 removing two access points to Route 7.

19 The whole reason that Lisa gave me for that
20 was because you won't be able to drive around the front of
21 the building anymore because there's too much land taken
22 for the bike path.

23 So my question is when will it be connected to

1 something that actually goes somewhere so that we will not
2 actually have our parking taken away for thirty years
3 while you figure that out.

4 MS. BAKER: I know that there are plans for
5 part of that connection to be constructed very soon. I'm
6 going to hand this over to Yon Lambert who is our bicycle
7 and pedestrian coordinator.

8 MR. LAMBERT: Thank you, Emily.

9 The bike paths, the shared-use paths, that are
10 proposed as part of this project actually would connect
11 with a trail in Arlington County that runs down Walter
12 Reed and connects with the W&OD trail.

13 UNIDENTIFIED SPEAKER: The purple lines could
14 go over that soon.

15 MR. LAMBERT: That's actually in Bethesda.
16 That's a good point, but that's not in the same place.

17 MS. FISHER: It's not the same Walter Reed.
18 There's two Walter Reeds.

19 MR. LAMBERT: The city is actually adding
20 additional bike facilities on streets in this area both as
21 part of this project and as part of other development
22 projects. We're also building additional projects on
23 homes that are on green way and on city streets very close

1 by.

2 The city has added in the last three years
3 about fourteen miles of new bikeways, so it has become
4 more of a priority for the city.

5 The bicycle improvements that are proposed as
6 part of this project are proposed because they're shown in
7 the city's transportation master plan.

8 They are also proposed because any project in
9 the State of Virginia, in the Commonwealth, that actually
10 uses state or federal funds must incorporate improvements
11 for all modes of transportation.

12 It's actually the policy of the Commonwealth,
13 and it's the policy of the city as well.

14 DR. KAUFFMAN: Can you define shared-use?

15 MR. LAMBERT: A shared-use path is a pathway
16 that would be used by both pedestrians and bicyclists.

17 DR. KAUFFMAN: Why do we need a separate
18 sidewalk?

19 MR. LAMBERT: There is no separate sidewalk.
20 It's actually the same thing. The sidewalk and the
21 shared-used path are the same thing.

22 DR. KAUFFMAN: No. No. No. There's a six-
23 foot sidewalk.

1 MR. LAMBERT: On a separate part of the
2 project, on a separate part. There's a six-foot sidewalk
3 proposed on King Street, and then there are shared-use
4 paths which will be a sidewalk which will be shared by
5 bicyclists and pedestrians. That's the definition of a
6 shared-use path.

7 MS. FISHER: What about folks who are in
8 wheelchairs or mothers with their babies, do they also use
9 the shared-path?

10 MR. LAMBERT: That's correct, yes.

11 MS. FISHER: And pedestrian?

12 MR. LAMBERT: And pedestrian. That's correct.

13 MS. FISHER: Is that bike path going to be
14 wide enough to handle the wheelchair person, the mother
15 with the stroller, the bicycles, and the pedestrians?

16 MR. LAMBERT: The sidewalks are ADA compliant.
17 They are six feet wide. The shared-use paths are ten feet
18 wide.

19 MS. ARAZOZA: Indicating.)

20 MS. BAKER: You in the back, yes. You've been
21 patient.

22 MS. ARAZOZA: Hi. My name is Mirta Arazoza
23 and I live in Fairlington. My question is I ride through

1 this intersection every morning going west on King Street.

2 I want to know -- this pamphlet you gave us
3 says King Street between I-395 and North Mason Drive is a
4 congested four-lane road.

5 How does putting in an extra turn lane on
6 Beauregard help the congestion going back and forth on
7 Mason Drive?

8 Most of the cars going west in the morning do
9 not turn on Beauregard. They go all the way up to George
10 Mason. At least some of them turn into Target. Some of
11 them turn into Skyline, but the majority turn on George
12 Mason Drive.

13 Adding another left-turn lane on Beauregard is
14 not going to help you get through the intersection of King
15 and Beauregard if you're going west on King Street.

16 MS. BAKER: Let me address that. I will
17 address that, and we certainly have the traffic engineers
18 who can go into more detail.

19 Adding an additional turn lane on Beauregard
20 reduces the amount of time, of green time, that Beauregard
21 needs to have to get the traffic through there.

22 It does increase the flow, allows more green
23 time on King Street so that it makes a shorter cycle.

1 You're sitting for a shorter amount of time
2 when you're at the red light, so that is one of the things
3 that creates additional time. It's improvements through
4 the corridor, so it is a critical component of that.

5 MS. ARAZOZA: Does it go down all the way
6 towards to 395 because turning right off 28th Street in
7 the mornings is a nightmare onto King?

8 MS. BAKER: We do have improvements through
9 this corridor, and I'd have to have the traffic engineer
10 talk to you about the specifics about the 28th street.

11 MS. ARAZOZA: Is he here?

12 MS. BAKER: I'm sorry.

13 MS. ARAZOZA: Is that person here?

14 MS. BAKER: Do you want to talk about that,
15 Ravi?

16 MR. RUNT: I can.

17 MS. BAKER: We can come back to that. If we
18 have any other questions we can come back to that, or we
19 can talk to you about it.

20 UNIDENTIFIED SPEAKER: Let's talk about it
21 now.

22 MS. BAKER: Okay. You have a question, and we
23 can come back to that.

1 MS. BIBLIN: (Indicating.)

2 MS. BAKER: Do you have a question?

3 MS. BIBLIN: Yes, I do. My name is Dina
4 Biblin. I live on Kirkpatrick Lane.

5 That is in the community that is sort of
6 behind all this, so I don't have a particular dog in this
7 fight; but what I see is a lot of the questions being
8 asked that are very legitimate.

9 I'm kind of concerned as a citizen of
10 Alexandria that some of these things haven't been thought
11 of by you or at least if they're thought of it's not been
12 communicated to us.

13 For example you start off talking about the
14 wonderfulness that's going to come on the speeding through
15 King Street, thirty-one percent increase in time in the
16 morning and nineteen percent increase in time in rush
17 hour.

18 I'm kind of curious where somebody came up
19 with these figures and what they based it on. Is there
20 any data that you have available for us to look at?

21 MS. BAKER: Yes. Uh-huh.

22 MS. BIBLIN: Where is that data?

23 MS. BAKER: Do we have the traffic report? We

1 can have Ravi talk about that.

2 MS. BIBLIN: In connection with that I'm kind
3 of concerned about the gentleman's discussion about
4 eminent domain. It's not like this hasn't been a topic
5 for many years about losing parking spaces for these
6 businesses.

7 You must somewhere have some concept of how
8 much is being taken away and what you're going to do about
9 it and the impact.

10 To tell people, my fellow citizens and
11 business owners, that you don't have an answer to that
12 right now is kind of disconcerting for me as a citizen
13 because it makes me wonder what else hasn't been planned
14 properly here.

15 My third question has to do with bus routes.
16 How is this going to impact the bus routes that are
17 currently running down King Street and making left and
18 right turns on Beauregard and on Walter Reed?

19 MS. BAKER: Okay. Let me see if I can get
20 those, and if I forget then certainly remind me.

21 The first question maybe was about the general
22 coordination and the traffic improvements and the traffic
23 analyses.

1 Make no mistake about it -- and you all know
2 because you live here and you drive through this all the
3 time -- this is a very difficult intersection.

4 When we're talking about improvements -- we're
5 talking about nineteen percent and thirty-one percent -- I
6 don't want you to leave this room with the expectation
7 that you're going to sail through this intersection.

8 This is still going to always be a very
9 difficult intersection with the improvements that we're
10 proposing.

11 As Lisa mentioned if you wanted this to be
12 functioning at a level of service where there weren't
13 delays, we would have to build an interchange which was
14 studied before but was decided against based on the
15 impacts of right-of-way into the community.

16 So we are proposing modest improvements that
17 we believe are necessary for quality of life of people
18 around here to get through this intersection based on the
19 projected volumes of traffic.

20 We have done extensive traffic analyses and
21 traffic count studies that have been done over the years
22 to determine that, but it is a difficult intersection.

23 It will remain a difficult intersection, but

1 the improvements being proposed will make some
2 improvements to the decreases in the delay that is spent
3 going through there.

4 That being said, any time we talk about an
5 infrastructure improvement in an urban area like this,
6 there are impacts to the community. There are
7 construction impacts. One of the impacts is right-of-way,
8 and there's no way to avoid that.

9 If we weren't going to widen the road and add
10 any lanes at all, we wouldn't have to impact any
11 properties but there wouldn't be any improvements.

12 That's something that the community has to
13 live with if they decide that they want improvements to
14 this intersection.

15 The city has made a decision long ago that
16 this was important. It was prioritized and funding was
17 made available by VDOT. Again we've scaled it back to the
18 smallest extent possible.

19 I'm sorry if you get the impression that it's
20 not coordinated or we don't have the answers, but as I
21 mentioned with a right-of-way process we're going to have
22 to follow very strict guidelines that were laid out by
23 VDOT and the Federal Highway Administration.

1 Legally we are prohibited from talking about
2 specifics about takings or properties or appraisals until
3 we follow the specific guidelines.

4 Appraisals have to be done legally by licensed
5 appraisers and offers have to be made to the property
6 owner.

7 So it is inappropriate, and it's actually not
8 legal in the process for me to talk about it to you in
9 this group today about what the values would be or the
10 impacts would be.

11 I don't want you to think that it's something
12 that's been coordinated, but we are required in order to
13 get the funding, the \$11.5 million dollars that's coming
14 from VDOT and Federal Highway, to follow their guidelines.

15 Again we take it very seriously. We know
16 there are going to be impacts. Some parcels are going to
17 be impacted to a greater extent than others.

18 That is something we've tried to minimize, but
19 again to make improvements of any sort to a roadway
20 network in a very urban area unfortunately there have to
21 be those impacts.

22 I know you had a question about transit.
23 Certainly that's something that's a very important part.

1 As Yon Lambert mentioned, this project has to address all
2 modes of transportation. That includes transit.

3 There are improvements to transit stops that
4 are being made by shelters that are being put in as part
5 of this project, and any improvement in this corridor in
6 terms of decrease and delay is an improvement for transit
7 because it allows the buses to get through as well.

8 Everybody's sitting in the traffic with you.
9 The buses are sitting there as well cycle after cycle
10 after cycle waiting to get through there so it does
11 improve here.

12 Did you have a third question?

13 MS. BIBLEN: My question is whether or not
14 you're planning to change any of the bus routes?

15 MS. BAKER: No. The routes are not planning
16 to change as a result of this specific project. Again
17 this is just an intersection improvement.

18 MS. BIBLEN: But you are adding a bus stop?

19 MS. BAKER: Yes.

20 MS. BIBLEN: So you are actually changing
21 something.

22 MS. BAKER: A stop is being relocated and a
23 shelter is being added. I don't know that there's any

1 additional stops. It's the same routes, but we are trying
2 to improve the experience for the transit rider and to
3 encourage more use of transit.

4 UNIDENTIFIED SPEAKER: I think that we're all
5 concerned whether the process here has been intelligently
6 designed in light of the properties that will be impacted.

7 I'm most concerned with, of course, certain
8 specific things which I think show a reasonable concern
9 about the entire process. There's the tension between the
10 bike paths and effectively engineering for the movement of
11 traffic. It's obvious here.

12 If you take a look at this, it appears to have
13 a bike path on both sides of King Street. On the side
14 that's closets to Arlington, that bike path they put in
15 there takes away the right-turn slip lane going westbound
16 on King Street onto Walter Reed.

17 That will cause exacerbation of the backup at
18 that intersection by traffic that I think will be
19 significant because at the present time people can go down
20 that extra right turn and avoid waiting at that light.

21 There is a significant amount of traffic that
22 syphons off there, but in order to accommodate a bike path
23 which will end at the Arlington line and cannot be

1 extended on that side of Walter Reed because you would
2 have to take away the apartment buildings -- the
3 condominiums in order to do that.

4 That extension of bike path is absolutely
5 antithetical to the proper movement of traffic, and that
6 bike path can't go anywhere no matter what you do in the
7 future because Arlington is not going to extend a ten-foot
8 bike path and take away the condominium property there.

9 So the plan to place that bike path there is
10 nonsensical and certainly impacts upon the ability to move
11 traffic through there.

12 Additionally once again on Walter Reed Drive
13 on the other side, there's a plan to have a ten-foot bike
14 path which ends on Walter Reed and a bike path which is
15 now about six feet wide.

16 The property there is over where the culvert
17 is underneath the ground there. When last there was a
18 widening that was prompted at that intersection and the
19 adding of a right-turn lane going onto westbound on King
20 Street, nobody bothered to look and see that there's a
21 twenty foot drop-off there, and I'm sure that you're not
22 going to take it into account now.

23 The engineering and the retaining walls that

1 will be needed there will certainly severely impact upon
2 the park land there. Nothing was done to intelligently
3 address that.

4 You had the possibility of a disaster if a car
5 went off the road there, and only because of my protests
6 afterwards that Arlington had some kind of a traffic
7 barrier there where if anybody goes off that bike path
8 they're down twenty feet into the creek there. It's Lucky
9 Run.

10 So it seems to me that trying to accommodate
11 this grand plan for bike paths hasn't taken into account
12 what the doctor said which is at least on the location
13 where the bike path is designed to go into Arlington, it
14 can't go anyway.

15 It's nonsensical and if it's changed, the
16 plan, so that it isn't going to be a right turn that's
17 exactly against what this is supposed to be doing in
18 moving the traffic.

19 These things I bring up as a general question
20 because it raises concerns that there hasn't been a
21 sensible enough and careful enough approach to what you're
22 doing here overall.

23 I think that that also is emblematic of what's

1 happening with what will be essentially a destruction of
2 these businesses here which you're not going to be able to
3 ameliorate unless you take property from Tauber in order
4 to provide parking for these businesses.

5 I just think that this is being done on the
6 cheap without trying to take property that's nice, but
7 things can't be done right with this kind of restriction
8 and trying to take into account all of these things such
9 as these bike paths unless there's a greater degree of
10 thought and attention to detail.

11 UNIDENTIFIED SPEAKER: Actually the
12 representatives of the Tauber Foundation are here.

13 MS. BAKER: Thank you for those comments, and
14 let me address the slip lane because that's a very good
15 point. I want to clarify it, and then Yon can address the
16 connectivity issue.

17 The elimination of the slip lane is not as a
18 result of the bike trail. One of the goals of this
19 project in addition to increasing the capacity in the
20 corridor is pedestrian safety.

21 The slip lane is a very unsafe intersection
22 for pedestrians because the free-flow movement of those
23 vehicles making that right turn interferes with the safe

1 crossing of that intersection and crosswalk for
2 pedestrians.

3 So it was one of the safety improvements of
4 this project is the elimination of that slip lane. It's
5 not the result of a bike trail.

6 MR. LAMBERT: Just one addition to that, the
7 so-called bike trails that we're talking about again I
8 just want to emphasize these are shared-use paths.

9 These are essentially wide sidewalks, side
10 paths because there's several different terms you can use
11 for these.

12 They actually do connect with a shared-use
13 path in Arlington County that connects with Four Mile Run
14 and the W&OD trail, so these connections do go from
15 somewhere to somewhere.

16 UNIDENTIFIED SPEAKER: That's actually not
17 correct because on the opposite of Walter Reed Drive where
18 the present six-foot bike path is that's across the
19 street. If you're on the opposite side of Walter Reed --

20 MR. LAMBERT: Sure.

21 UNIDENTIFIED SPEAKER: -- the bike path that
22 raps around and comes down off of King Street into
23 Arlington on Walter Reed Drive won't be connected.

1 MR. LAMBERT: It becomes a six-foot sidewalk.
2 You're right.

3 UNIDENTIFIED SPEAKER: The people are going to
4 have to cross a dangerous street which is not engineered
5 for people crossing because you don't propose to move your
6 bike path all the way to Dinwiddie Street where there's an
7 intersection. It ends in a four-foot sidewalk.

8 MR. LAMBERT: Pedestrians and bicyclists would
9 both use the same crossing at King and Beauregard that is
10 proposed as part of the plan. You're correct.

11 The shared-use path on King Street if you were
12 to continue into Arlington County on Walter Reed there are
13 also on-street bike lanes on Walter Reed, so there are
14 connections.

15 UNIDENTIFIED SPEAKER: That may be the case,
16 but if you're plan is to have the bicyclists cross over
17 Walter Reed as they are on King Street, then they're going
18 to run into at the culvert area that I spoke up a four-
19 foot bike path, and that bike path is between the railing
20 which was put in as an afterthought when I pointed out how
21 dangerous it was and the street curb.

22 It's four feet wide approximately there, and
23 there is no plan here apparently to widen that.

1 To widen it one would have to construct a
2 massive retaining wall next to Lucky Run, and it wouldn't
3 be just for twenty feet. It would have to be a long
4 reinforcement so as to provide enough space and sub-
5 structure to make it a ten-foot path.

6 It can't be done unless you're going to spend
7 a lot more money and coordinate with Arlington.

8 MR. LAMBERT: You're correct. The limits of
9 this project do not extend into Arlington County, so we're
10 not proposing improvements in Arlington County except for
11 those associated with the shared-use paths that do connect
12 on Walter Reed.

13 I understand what you're saying. Your point
14 is that a ten foot wide shared-use path on King Street
15 then becomes a six foot wide sidewalk on Walter Reed
16 heading into Arlington. That connection can be made by
17 pedestrians or by bicycles, but it can be made one of two
18 ways.

19 Pedestrians and bicyclists can then just cross
20 the intersection of King and Beauregard to gain the
21 shared-use path on the other side of Walter Reed which is
22 what we would encourage them to do at the intersection.

23 Bicyclists can go onto the street at Walter

1 Reed, and pedestrians can continue on the sidewalk on
2 Walter Reed.

3 MS. FISHER: Have you coordinated all this
4 with Arlington?

5 MR. LAMBERT: Yes, we have. There's
6 representatives from Arlington here tonight, and we've
7 coordinated with all the jurisdictions.

8 MS. FISHER: Do you have a written commitment
9 that this is a go for Arlington and Fairfax?

10 MR. LAMBERT: We have coordinated with all the
11 jurisdictions.

12 MS. FISHER: But have they accepted it, and
13 are they going to pay for part of it?

14 MR. LAMBERT: They're not going to pay for
15 part of it. The City of Alexandria is completing the
16 project, but have we coordinated with them? Yes. The
17 answer is yes.

18 MS. FISHER: And is it okay?

19 MR. LAMBERT: Yes. We have been working with
20 them this whole time, and they have seen the plans,
21 reviewed the plans, and have had plenty of opportunities
22 to provide input.

23 MS. FISHER: Is there anyone here from

1 Arlington or Fairfax?

2 MR. LAMBERT: There's someone here from
3 Arlington in the back, yes.

4 MR. BROACH: (Indicating.)

5 MS. BAKER: Do you have a question in the
6 back?

7 MR. BROACH: Yeah. I have problems and
8 concerns. I support a lot of the concerns that I've heard
9 so far, and now let me get to the point. Okay.

10 When this project takes place -- I thought
11 about it and my thoughts might be a little bit different
12 than earlier, but I don't want to see entrances of any
13 apartments being blocked in such a way that it's going to
14 cause a sacrifice. That's one of the issues along there,
15 along Beauregard.

16 The other one I have -- I want to include
17 Route 7 eventually -- is I think there needs to be a
18 traffic light at -- some people may disagree with me, but
19 I see it this way -- at Beauregard where Branch Avenue
20 comes out.

21 The reason I feel this way is, number one,
22 it's okay to some extent to have traffic advance some; but
23 my concern is the pedestrian safety, and these cars coming

1 in and coming out I've seen some close calls happen.

2 MS. BAKER: Let me just say we agree
3 with you, and a traffic signal at that intersection is
4 proposed as part of this project.

5 MR. BROACH: Okay. Another thing I mean I
6 don't have so much problems with planting trees along
7 Route 7, but there needs to be one thing, though.

8 They look neat and all that, but they need to
9 be kind of over --

10 MS. BAKER: Absolutely.

11 UNIDENTIFIED SPEAKER: -- there's tall people,
12 and the other thing I've seen is some signs are already
13 covered.

14 I'm talking about like Metro bus signs or what
15 police call highway signs. We call them street signs
16 because I know this because of getting ticketed in
17 Arlington.

18 They call it a highway even though it's not a
19 highway, but not to have that covered or Metro bus or DASH
20 or ART which stands for Arlington Transit.

21 Those signs should never be blocked. I know
22 you all want the trees the same distance, but there might
23 have to be one part of a tree sacrificed so these buses

1 can see these transit signs, so I think that raises
2 concern and I want to voice that.

3 Now let me get back to this no blocking
4 entrances of apartments or sacrificing them.

5 The reason I feel this way is knock on wood
6 that there doesn't have to be any emergency such as the
7 911 calls. When I say 911 I mean like police, fire, and
8 rescue; but they may have to take place, and I think fire
9 trucks and ambulances have to access those places if
10 there's a real severe emergency.

11 I don't want to ever think of any fire
12 happening, but if it has to happen -- it has to be said
13 anyway -- I don't want a fireman to take longer and have
14 to stretch a fire hose to put a fire out or an ambulance
15 to have to maze it's away to get somebody in case they're
16 having a heart attack in an apartment building or the
17 police have to maze their way around. That's my concern.

18 I thank you for hearing me.

19 MS. BAKER: Well thank you very much. Let me
20 try to address two of those.

21 The landscaping, certainly it is the goal that
22 the trees will be limbed up and placed so they aren't
23 blocking any of the signs because certainly transit in

1 this corridor and throughout the city is something that's
2 very critical. We want to make sure that those signs are
3 visible.

4 Also just for safety of pedestrians and
5 vehicles and people who are turning, it's very important
6 to us that the trees be limbed up.

7 The second question is about the emergency
8 vehicle access. Again that is a very important role for
9 us. Any time we do roadway improvements, we coordinate in
10 this case Alexandria, Arlington, and Fairfax for the
11 emergency response because where you're located here in
12 this area and at King/Beauregard any of those three
13 jurisdictions could respond.

14 So it's very important, and we will certainly
15 coordinate with them so they'd know how they're going to
16 be able to get in and our and what's the best response and
17 access for emergency vehicles as maintained to all the
18 properties in this corridor. It's part of the project.

19 MS. HELGET: (Indicating.)

20 MS. BAKER: You had a question?

21 MS. HELGET: Yeah. Actually I have a comment
22 and a question. My name is Kasha Helget, and I live
23 actually behind the BRAC project on Seminary Road.

1 That project and this project are completely
2 interconnected and if you talk about coordination, there's
3 a BRAC Advisory Group meeting right now that I would be at
4 had it not been for this meeting which is directly in
5 conflict. Not good coordination, and those meetings are
6 planned way out. That's the comment.

7 The question is I don't know where you're
8 getting these numbers about improving traffic flow because
9 with that project already Seminary Road is gridlock. It's
10 worse than 7. I travel both of them all the time.

11 It is only going to get worse. It is
12 absolutely going to get worse from an Alexandria study
13 that was reported at the BRAC meeting last month. It's
14 going to happen.

15 Where do you think these people are going to
16 go? They're going to come to King Street.

17 Not only that, one of the ideas being floated
18 is to move all the Skyline traffic so we can only come
19 down King Street because of the horrible gridlock as a
20 result of the BRAC project. These studies are not
21 completed. They're ongoing.

22 You cannot say this right now because all of
23 the stuff is interconnected, and it's all going to get

1 worse. So until the studies are completed, until that
2 BRAC project goes in, how can you possibly propose better
3 traffic flow because it ain't going to happen?

4 MS. BAKER: Let me answer those two questions.

5 Unfortunately, there is a BRAC Advisory Group
6 meeting tonight. That meeting was scheduled well in
7 advance, and this meeting is scheduled well in advance.

8 The City of Alexandria has a lot of planning
9 projects and things going on, and it's very difficult for
10 us to find evenings when there isn't a conflict with some
11 other meeting.

12 We have been coordinating with the staff.
13 They're working on that to make sure that this information
14 is made available. These brochures and these comments
15 forms will be handed to the attendees of the meeting as
16 well.

17 We did notify them. That meeting started at
18 seven. This is at six to try to encourage people if they
19 could. I understand it's a conflict, and we apologize for
20 that. Unfortunately we can't always have everything in
21 the City of Alexandria on a different night.

22 Regarding the coordination on the projects,
23 the same traffic engineers that are working on this

1 project are working on the BRAC.

2 As I mentioned before, the consultants and the
3 work that VDOT is doing and the IJR all of that is being
4 coordinated by the same traffic engineering staff in the
5 City of Alexandria.

6 Yes. Traffic is going to get bad. I don't
7 think any of us would disagree that traffic volumes in
8 this area and throughout the city are only going to
9 increase with time.

10 As we mentioned our studies show that the
11 improvements that we're proposing in this intersection do
12 improve traffic flow in the future given the additional
13 traffic that's going to come.

14 Let me just be clear. This is the best really
15 we're going to get at King/Beauregard. As I said even in
16 the future it's still going to be a difficult and
17 challenging intersection to get through.

18 It will be better than it is today. We can
19 wait for more studies, and we can wait and see what
20 development is going to come; but the only way we will be
21 able to accommodate traffic is by widening it even further
22 and having more impacts to right-of-way which is something
23 we don't really see as a positive and something the city

1 wants to support.

2 It sounds from the comments we're getting here
3 tonight, I don't think other people in the community
4 really think taking additional right-of-way is viable for
5 this intersection so I am sensitive to what you're saying.
6 There is a lot of traffic. There's going to be more
7 traffic.

8 This is about as good as it's going to get at
9 King/Beauregard with what we're proposing today without
10 much more significant impacts to right-of-way.

11 MR. BURKE: (Indicating.)

12 MS. BAKER: Yes.

13 MR. BURKE: I'd like to challenge that
14 proposition that you just made about this project will
15 improve traffic.

16 My name is Tom Burke. I've been in
17 Fairlington for thirty years. I've seen all the proposals
18 that have come through about this intersection.

19 In the early days we worried about traffic.
20 The city even worried about traffic. They couldn't come
21 up with a good solution. We didn't like the ones they
22 did.

23 Now we have this proposal which looks like the

1 emphasis has shifted to pedestrians and bikes, and we've
2 forgotten about traffic.

3 That intersection for pedestrians is not a
4 high use-pedestrian area. It's not King and Saint Acca,
5 but the proposition of how you're going to restructure the
6 intersection is going to make the traffic worse I'm
7 convinced.

8 First, the gentleman over here who was talking
9 about a slip lane on westbound King Street, that's
10 important for a couple of cars and keeps the backup lower;
11 but the slip lane on the other side is a much more heavily
12 used slip lane to go southbound on Beauregard.

13 If you don't have that, if you're going to
14 force people to make right-hand turns and wait until the
15 light changes, you'll have a backup way beyond Dawes. It
16 will be all the way up to the Target.

17 Second, with an emphasis on pedestrians you're
18 putting in pedestrian walk buttons which is going to throw
19 off the timing completely.

20 Third, you have no through capacity proposed,
21 no increased flow capacity on King Street. The double,
22 left-turn lane is not necessary. By adding a few seconds
23 to that left turn arrow you can accommodate all the

1 traffic, but the traffic on King, the through traffic in
2 both directions, capacity will not be increased.

3 The accommodation of all those things I think
4 is going to make traffic worse. Like I said I live in
5 Fairlington. On Saturday morning I see traffic backed up
6 from that intersection to 395, sitting there.

7 This proposal does nothing to improve that. I
8 think it's an \$11 million dollar boondoggle, and it should
9 be rethought from the get go.

10 MS. BAKER: Well thank you for those comments.
11 Again let me say our analyses does show that there is an
12 improvement in traffic flow on King Street, and adding a
13 couple of seconds again that just adds to the delay that
14 people are already experiencing at this intersection.

15 This is a balance. This improvement is a
16 balance between all modes of transportation. We know
17 there's going to be more traffic. It's only going to
18 become more difficult to get through the city and through
19 this intersection in this urban area.

20 We can't continue to just build roadway
21 improvements to get cars through there. We have to take
22 into consideration that over time the modes are going to
23 have to shift or nobody's ever going to be able to get

1 anywhere.

2 The City of Alexandria has a made a decision
3 with our transportation master plan to really focus on
4 modes to include vehicles but not exclusively vehicles, to
5 focus on pedestrians and bicycle improvements as well.

6 I think what you will see in this part of the
7 city and certainly if you talk to our planning staff and
8 you participate in the planning efforts that are going on,
9 this area over time is it's going to become much more of a
10 pedestrian destination.

11 There are development plans. There's a master
12 plan going on for the Beauregard area that is going to
13 become more of a transit-oriented, pedestrian-oriented
14 development, so we don't want to make decisions today that
15 are going to preclude that.

16 Again these are modest improvements, but we
17 have to balance the use of this intersection for vehicles,
18 transit, pedestrians, and bicyclists.

19 UNIDENTIFIED SPEAKER: Emily, can you let the
20 folks know how they can find out about future meetings on
21 the Beauregard small area plan?

22 It does impact this community, and I think
23 it's important folks know how to find out when the next

1 meeting is.

2 MS. BAKER: That's a very good point. We have
3 a website which is in the handout. We can put a link on
4 there to the Beauregard plan. A representative from our
5 planning department is here, and we can get you that
6 information before you leave.

7 If you want to go to our planning website,
8 there's a lot of information about how you can become
9 involved and what the meetings are, but we will put on a
10 link on our website to the planning website that talks
11 about the Beauregard plan and when the meetings are going
12 to be and how people can get involved.

13 DR. AMIN: I'm Dr. Amin. I work at the
14 Beauregard Medical Center. With this plan we are going to
15 lose our parking space.

16 I was wondering whether the city is planning
17 to build a parking garage or a parking lot to help the
18 businesses and residences who will be affected.

19 MS. BAKER: Again as I mentioned we are going
20 to be doing appraisals --

21 DR. AMIN: What does appraisal mean?

22 MS. BAKER: Appraisals mean we hire an
23 appraiser who is licensed to determine the value of the

1 property and --

2 DR. AMIN: I'm not talking about money. I'm
3 talking about the parking space.

4 MS. BAKER: Right. I'm explaining to you what
5 the process is. Somebody will determine what the value is
6 of the land that the city is going to acquire for the
7 project which includes impacts to the functionality of
8 what's going on.

9 It's not just a square footage cost. It takes
10 into consideration the uses of the property and how this
11 property that we use in our project will impact the use of
12 the existing property.

13 UNIDENTIFIED SPEAKER: Can you just answer the
14 question?

15 MS. BAKER: I am trying to get to that. He
16 asked me how this is going to happen.

17 Then once that value is determined, we will be
18 working with the property owners to see. Again I can't
19 tell you now because the federal and state guidelines
20 prohibit us from getting into specific details.

21 MS. FISHER: Is anyone here from VDOT?

22 MS. BAKER: We have a representative here who
23 can speak to the right-of-way process.

1 MS. FISHER: Is there a VDOT representative
2 here tonight, or are they at the other meeting?

3 MS. BAKER: Again, the parking is something
4 that as we get involved into more specific details we can
5 talk about what it's impact will be.

6 DR. AMIN: How are you going to compensate for
7 the parking space? Where will you create new parking
8 space for us? That's what I want to know.

9 MS. BAKER: Again it will have to be
10 negotiated as an impact to the property?

11 DR. AMIN: Negotiated, but how? What do you
12 do?

13 MS. FISHER: Emily, is there someone from VDOT
14 here tonight to explain to these folks the guidelines and
15 criteria --

16 MS. BAKER: There's somebody from VDOT here.

17 MS. FISHER: Who can speak right now because
18 they set the guidelines for this. Who's from VDOT? Not
19 from the City of Alexandria, from VDOT, because I suspect
20 the VDOT people are at the BRAK meeting.

21 MR. RAUT: I'm with VDOT.

22 MS. FISHER: You're with VDOT. Fine. Ask him
23 your question because they're the ones who are setting the

1 guidelines for this. It's not the city. She said it.
2 It's VDOT.

3 MS. BAKER: Do you want to try to address the
4 question, or we can have our right-of-way expert address
5 the question? Really we can have you talk about it in
6 much more detail.

7 MR. RAUT: Property values are assessed
8 depending upon the area, the type of land use, and it's
9 not one blanket cost. It can vary from one part of the
10 city to the other.

11 They have their equations. They assess the
12 property values. Now as she mentioned awhile back, their
13 word is not the final word. An offer is generally made to
14 the person whose property they wish to acquire.

15 DR. AMIN: I'm talking about the parking
16 space. How will you create parking space for us? I don't
17 want to be compensated financially. I'm not talking about
18 that.

19 MR. RAUT: It's like we can take a person's --
20 let's say their main entrance. Instead of us giving them
21 an entrance, we pay them. If you want to go and build it,
22 we give you the cheapest one.

23 MR. KAUFFMAN: I think it should be sort of

1 blaming the obvious. Behind the medical practice and
2 behind the shopping center at the end there is the Tauber
3 Foundation. The late Laszlo Tauber owns it. These two
4 organizations, the donors of all those businesses there,
5 are getting squeezed.

6 It's blatant what's going on. Has anyone
7 asked the Tauber Foundation if they're willing to loan a
8 little bit of land? Perhaps they can put a path through
9 there. It is a foundation.

10 I sit here. This gentleman, attorney, stares
11 me down, but he doesn't say a whole lot. I think there's
12 someone from the press.

13 That's really what's going on here. So maybe
14 they're communicating with you, but they don't own those
15 buildings. They don't own that facility.

16 They have a direct opposite interest, so
17 you're wiping out a medical practice for twenty-seven
18 years. You're wiping out the businesses at the end of the
19 street, and the land is sitting right there with the
20 Tauber Foundation. You could save all this by running a
21 path through them.

22 MR. RAUT: Let's put it this way. You will be
23 compensated for the parking lots. The people and the

1 businesses that are losing their parking lots, they can
2 acquire property from the person, from the foundation that
3 had the land --

4 MS. BAKER: I think we need to move on from
5 this discussion. I don't think it's productive. We've
6 been hearing a lot of the same comments, and they're
7 significant. They're very serious and we're very
8 sensitive to this, but I don't feel like any more
9 information that's being added to it.

10 We do have a representative from our
11 consultant who is doing the right-of-away acquisition who
12 can answer more specific questions about how the process
13 will happen.

14 Again I don't think we're getting any more on
15 this. So are there any other questions that aren't
16 related to right-of-away acquisition?

17 We'll take a couple more questions. Then if
18 people are still interested, we do have a lot of people
19 who will be happy to go around to the tables.

20 DR. KAUFFMAN: Another question that's
21 unrelated to the previous. You talked about speeding up
22 traffic by shortening the cycles. You talk about
23 pedestrian and bicycle safety.

1 Now you tell me how we're going to make
2 pedestrians that can't walk across the street get across
3 the street if we're shortening the cycle.

4 How are we going to get them people across the
5 street?

6 And you're taking away my practice, and you
7 have EMS bringing them over to my office plus I won't be
8 even be there to take care of them.

9 I'd like to ask the representative of VDOT is
10 it really safer to make a U-turn at an intersection than
11 it is to make a left-hand turn to a business?

12 MR. RAUT: A U-turn is safer.

13 DR. KAUFFMAN: By shorting the cycle, how many
14 cars are going to be backed up waiting to make U-turns?

15 MR. RAUT: Rights in and right outs are the
16 safest. Left ins and left outs are the most difficult.
17 It's much safer. Again a person will come to a traffic
18 light and will stop at the traffic light --

19 DR. KAUFFMAN: You know when I first came to
20 Alexandria I made a U-turn on King Street and got a ticket
21 for making a U-turn.

22 MS. BAKER: Thank you all. We certainly are
23 happy to answer everybody's questions. Staff will be

1 here, and the consultants will be over here at the
2 stations. I appreciate your patients and thank you for
3 coming this evening.

4 Now let me emphasize we will be recording the
5 comments that you've made verbally, but we still very much
6 encourage you to write your comments down so that they are
7 recorded in the public record.

8 (The following comments were read into the
9 record.)

10 DR. PULIZZI: I'm Dr. John Pulizzi,
11 P-u-l-i-z-z-i, from the Beauregard Medical Center. I've
12 been in this practice to care for the citizens of
13 Alexandria in Northern Virginia for the past twenty-six
14 years.

15 At the present time the entire nation is
16 involved in a bitter debate concerning access to health
17 care. I might add that the debate is taking place in an
18 unprecedented economic downturn.

19 When the King Street/Beauregard project was
20 originally drawn up, circumstances for health care and the
21 economy were much more rosy.

22 This plan has not been changed since the
23 original concept. It seems to me that the City of

1 Alexandria would be much better served by directing
2 precious resources into enhancing patient access to
3 medical and health facilities like the Beauregard Medical
4 Center.

5 This project will terribly limit 30,000
6 patients from gaining access to primary medical care and
7 in the process possibly cause the medical center to
8 disappear entirely. That really would be rationing
9 medical care. Thank you.

10 MS. CREGGER: Okay. First my name is Mary
11 Cregger, and I am the daughter of Gerard T. Hopkins. I'm
12 a resident of Alexandria.

13 There are some things I've been concerned
14 about in this particular meeting are that the welcome sign
15 says welcome, public hearing, King Street/Beauregard
16 Street Improvement Project.

17 However when I asked if it will be a formal
18 question and answer, I was told that there would not be.

19 When I asked if there would be minutes of the
20 proceedings, they told me that there would not be and to
21 talk to the Court Reporter which is not the same as
22 minutes of a meeting. So I think that that's not very
23 clear.

1 I came here prepared to be heard, and it felt
2 there was a lot of resistance to the people asking
3 questions and being answered.

4 The second thing that -- another thing I found
5 disturbing was in the proposed view landscape perspective
6 which is one of the visual aids -- it's looking east from
7 Beaugard Street -- it's actually inaccurate which I feel
8 like it's deceptive to the participants of this meeting.

9 This particular board does not show the
10 proposed bus stop. In addition it shows an access into
11 that property that they will not be actually on that
12 property.

13 There are two access points being taken from
14 my family's property, and there will be no access on
15 Route 7. However that drawing shows that there will be
16 access which is not true.

17 Something that I didn't understand was two
18 years ago there was a citizen information meeting, and
19 apparently one of the two biggest concerns was a blocking
20 of access to properties and the elimination of parking.

21 Basically two-thirds of the access to my
22 family's property is being removed, and over twenty-two
23 parking spaces are being eliminated which is one-third of

1 the parking for our family business.

2 I'm concerned that the City of Alexandria will
3 not be compensating people for the value of parking.

4 Parking is really valuable to businesses and negatively
5 impacts businesses in that whole intersection.

6 I'd like to point out that there was a BRAK
7 Advisory Planning Group meeting scheduled at the exact
8 same time as this meeting.

9 The speaker of this meeting said that these
10 two development plans are being coordinated by the same
11 traffic engineers and are closely connected to the larger
12 plan.

13 For them to schedule them for the same time it
14 seems irresponsible. It seems to be bad planning, and it
15 seems to not allow the public to be able to participate in
16 things that affects that intersection.

17 There's something I said during the meeting
18 that I would like to reiterate on which is that it seems
19 to me that it's taken Alexandria over thirty years to get
20 to this point in the developmental plan.

21 It began in 1970 when I was three years old,
22 and they're saying now that the shared-use walkway is
23 needed because in the future it will connect to a larger

1 network of bicycle paths.

2 I would like to know when that is because I do
3 feel that there is no reason for businesses to lose their
4 parking during the time before that actually does happen.

5 If it is implemented we can continue to have
6 parking for our businesses and not have our values
7 decreased until Alexandria City is actually prepared and
8 able to construct the larger network of bike paths.

9 MS. EHRLICH: I have a very short message.
10 Okay. We're told about the widening of King Street
11 between Chesterfield and Walter Reed which is Beauregard.

12 It is being proposed that the above section of
13 King Street be divided to add two turn lanes with a median
14 in the center.

15 Our property comprising a Wendy restaurant, a
16 7-Eleven store, and a Taco Bell restaurant confronts the
17 north side of this stretch of King Street, and the main
18 entrance where the small shopping center is on King
19 Street.

20 The proposal medium would cut off direct
21 access to half the customers of these three properties,
22 namely for all traffic on King Street flowing from west to
23 east which actually in this economy would be a total

1 disaster to the owners and the employees.

2 We would request that since two left-turn
3 lanes are being established from King Street into Walter
4 Reed that these same lanes also be designed as a U-turn
5 lane, and this would somewhat reduce the harm done by the
6 median to our property. Thank you, and it's signed by
7 Verna and Bernard Ehrlich.

8 MS. CHOI: Yeah. I have a business on 4622
9 King Street since 1999, January. I mean my life is there.
10 That is the only one I have for my life.

11 Now the project kind of tear down and destroy
12 our business. I don't know what is going to happen, but
13 kind of their project looking good but to me there is no
14 entrance, no exit at all, and I can't even drive around
15 the building.

16 Who can come? That is just a few people who
17 walk down to get in the store. That means no business at
18 all. With my short limited language, I want to appear my
19 situation.

20 MS. WILSON: She feels like this was her
21 lifelong savings, and then losing job and losing business,
22 and once the construction starts she just have to walk out
23 empty handed. There's nothing that she can do anything

1 about, so she's feeling really, really bad about that.

2 MR. LOWENSTERN: I think the new construction
3 will make the sidewalks prettier. I happen to live in the
4 Larchmont Apartments, and it will make it impossible for
5 me to make a left turn out of the main entrance.

6 The entrance I can make a left turn out is
7 basically a single-file road so it's kind of more
8 difficult for the amount of traffic that's going to be on
9 it now.

10 Because of the location of the Fridays and the
11 impossibility for people to make a left turn into it, it's
12 going to change some traffic patterns including that
13 military installation attached to small businesses in the
14 Fridays complex.

15 So again you're going to have some backup in
16 the mornings on King Street going west, and again some
17 people will be wanting to do weird U-turns and other
18 things on Beauregard to King which is going to make it a
19 little tricky, but again we're in a recession.

20 It's a beautifying project. It's putting some
21 construction people in business, but I'm not sure this is
22 really a necessary project to do as far as the scope of
23 it. Again it's going to make the neighborhood weird with

1 all these weird boundaries and kind of medians that will
2 be high.

3 It's going to take away a business that does a
4 fairly good job, Five Guys, and make it almost impossible
5 with no parking. I just think basically this is a waste
6 of money in these economic times. Thank you.

7 MS. SEXTON: My name is Mary Anne Sexton.
8 Most of you here know me. I am the manager of Beauregard
9 Medical Center. As manager I feel responsible for all my
10 employees and the partners that I work for.

11 I have been with the group for thirty years.
12 The one thing I have learned about doctors is that they
13 don't really pick a year to retire like most folks do.
14 Healing and caring seems to be built into their fiber.
15 They want to work as long as they are physically able.

16 Now I find myself in a dilemma, not being able
17 to help. This situation is brought about by the City of
18 Alexandria, which we support and pay real estate, license,
19 and personal property taxes.

20 Our practice will be curtailed and possibly
21 closed down by the actions of the city. By acquiring land
22 in front of our building for the King/Beauregard project,
23 our parking lot will be cut in half. That is not the only

1 issue. Our ingress and egress will be made more
2 difficult, making it dangerous for our employees and our
3 patients.

4 I am here to plead with you not to disrupt our
5 business in this way. We were here two years ago with
6 this same plan, and we were promised by the city engineers
7 that they would work with us. Nothing changed.

8 We give much to the community. Obviously, the
9 city does not appreciate what we do. We want to implore
10 you to really take another look at this project. Don't
11 waste our tax dollars.

12 The thousands of patients that frequent our
13 practice every year will not forget how you have wasted
14 their money, if there is no practice there or we can't see
15 the volume that we do now or can't take the walk-ins,
16 which would otherwise end up at Alexandria Hospital
17 emergency room which is already overburdened.

18 Now is the time for the city to give back to
19 us. Thank you for listening.

20 * * * * *

21 (Whereupon, at approximately 8:30 o'clock
22 p.m., the hearing in the above-entitled matter was
23 concluded.)

* * * * *

CERTIFICATE OF REPORTER

I, KATHY L. HANNUM, a Verbatim Reporter, do hereby certify that I took the stenographic notes of the foregoing proceedings which I thereafter reduced to typewriting; that the foregoing is a true record of said proceedings; that I am neither counsel for, related to, nor employed by any of the parties to the action in which these proceedings were held; and, further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially or otherwise interested in the outcome of the action.

KATHY L. HANNUM
Verbatim Reporter