

EISENHOWER AVENUE WIDENING AND
ROADWAY IMPROVEMENT PROJECT

Public Meeting

VDOT Project No.: U000-100-135

Lee Center

1108 Jefferson Street

Alexandria, Virginia

Thursday, April 4, 2013

6:55 p.m.

Reported and transcribed by: Gervel A. Watts, CERT*D

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A P P E A R A N C E S

Q & A COMMENTORS:

JIM SAVAGE

JIM DURHAM

JANET GRIEGOR

MARIE RYAN-COX

JEFF HARRIS

DAVID KAPLAN

INDIVIDUAL COMMENTS:

JIM NOWAK, U.S. Patent and Trademark

1 P R O C E E D I N G S

2 MS. JAATINEN: Any questions? Yes?

3 MR. SAVAGE: My name is Jim Savage. I'm a
4 resident of Alexandria. With regard to the sidewalks
5 on the north side of Eisenhower -- I guess it was on
6 the third or fourth slide -- did you say that those
7 sidewalks were going to be brick?

8 MS. JAATINEN: Yes.

9 MR. SAVAGE: They're going to be brick?

10 MS. JAATINEN: Yes. They will be brick.

11 MR. DURHAM: Jim Durham, a resident of
12 Alexandria and also vice-chair in the Alexandria High
13 School. The follow-up question is, it's in the plan
14 that it's brick now, but is that something that we
15 should comment on if we think that's an inappropriate
16 that the city is moving away from brick because it's
17 not the best sidewalk?

18 MS. JAATINEN: Yes. We gladly want to
19 hear your comments.

20 MR. DURHAM: Your answer is brick is what's
21 in the plan.

22 MS. JAATINEN: Yes.

1 MR. SAVAGE: Could you then please, or
2 somebody here from your office or VDOT or whatever,
3 perhaps comment and explain why bricks were selected as
4 the pavers. Hopefully you have the knowledge of the
5 area in front of the federal courthouse that had to be
6 rebricked and the park in front of the federal
7 courthouse, which is closed, and the conditions of the
8 brick walkway by the Kings Street Metro.

9 Could you please then just tell us why bricks
10 were selected? Anyone can answer from VDOT, the member
11 of the design team, yourself, the architect team or
12 whomever.

13 MS. JAATINEN: My answer to that is that
14 we are certainly open to looking at other things, but
15 Eisenhower is a small area plan in that and the design
16 guidelines called for brick sidewalks and we are
17 keeping in line with that. That's what we're following
18 now. That's what the small area plans are created and
19 approved for that.

20 MR. WAGNER: To change that would require
21 taking the design guidelines back to the City Council
22 and having a discussion with the City Council in order

1 to make that change to -- and it would impact -- you
2 know, we have a lot of development already in Carlyle
3 and Eisenhower that have brick sidewalks. So to change
4 it to something different at this point in time I think
5 would -- and then to have to retrofit other existing
6 sidewalks to something else I think would be
7 complicated.

8 MR. SAVAGE: But because it was written and
9 it was written in a document a decade ago, and in that
10 last decade, we, as a collective community, have
11 learned that they don't work and we're making these
12 curbs to be ABA compliant, if you had somebody here
13 with a disability, challenge, if you will, a wheelchair
14 or something, they would tell you it's difficult. You
15 see them going on the pavement versus going on these
16 bricks because of the difficulty in going over what
17 amounts to be a very rough surface.

18 I don't know what organization you represent,
19 sir, but are you saying that because something was
20 written 10 years ago and we found it to be wrong or not
21 up to par, we're going to continue to do it because it
22 was written?

1 MR. ARNOLD: Mike Arnold. I'm part of the
2 design team. Bricks, of themselves, are highly
3 serviceable paving material. The instances that you're
4 referring to are probably installations that have
5 failed, due to improper preparation on the application.

6 MR. SAVAGE: I'm talking about the Eisenhower
7 west area. That's where they've been put in. King
8 Street and the courthouse, this is within the last 10
9 years, a design team chose bricks, such as yourself,
10 working for three or four different contractors, IBI,
11 the federal courthouse, collectively. If you told me a
12 European company was coming here to do this, they know
13 what to do.

14 MS. JAATINEN: Right. A lot of those
15 particular areas is where the bricks have been placed
16 over structures. Like, there are garages that are
17 under there and they were installed in a way that water
18 is seeping under there and maybe the bricks were
19 affected. So that's in an issue, but in these, there
20 is no structure that will be under these and they will
21 be able to drain and be put in so that they maintain a
22 level of --

1 MR. SAVAGE: There is no structure under the
2 King Street Metro. I challenge you to take a
3 wheelchair and try to get from the King Street Metro up
4 there.

5 MS. JAATINEN: No. The issue is in some
6 of the Carlyle ones that you referred to. That's that
7 issue.

8 MR. SAVAGE: King Street in front of my
9 house, they're all coming up.

10 MR. ARNOLD: Right. And those are typically
11 bricks laid onto an asphalt base, where you may or may
12 not get tree root that are heaving these. The
13 application that we're using these bricks along
14 Eisenhower Avenue actually has a four-inch concrete
15 walk.

16 MR. SAVAGE: Can I ask a question just from
17 the VDOT folks here, what is cheaper? Are regular
18 sidewalks more inexpensive or "cheaper" than brick?
19 Now, I'm asking about maintenance. I mean, there's
20 cement there now and it's fine. So you're going to rip
21 up a sidewalk that's pretty good to put in a sidewalk
22 made of brick? Mark my words, it's not going to be

1 that good.

2 MS. BAKER: Let me try to answer your
3 question. I'm Emily Baker, I'm the city engineer. I
4 mean, yes, concrete sidewalks are cheaper than brick
5 sidewalks, of course.

6 MR. SAVAGE: There you go.

7 MS. BAKER: As what Gary mentioned, he
8 represents our Planning and Zoning Department, this
9 project has been formed by the Eisenhower East Mall
10 area plan. That's really the document that called for
11 these roadway improvement and that's really the design
12 guidelines that were used to lay this out, which was
13 the plan that was approved by City Council that called
14 for brick sidewalks in this location.

15 Certainly we want your comments. We've got
16 your comments here, but I would encourage you to jot
17 them down on a form and give them to use because this
18 plan -- you know, we are going to take all these
19 comments and we are going to go back to City Council
20 because they have to validate that yes, they want to go
21 forward with this plan. Yes, we are going to take all
22 of the comments to them and share with them what people

1 think. So that is an opportunity, certainly, for the
2 council to reconsider that if they choose to do so. So
3 I would say we definitely hear what you're saying. This
4 is the appropriate time to make those comments.

5 MR. SAVAGE: Well, then I'll put them in
6 writing and send them in an email.

7 MS. BAKER: You can drop it off right here in
8 the comment box too. You can just drop that off or if
9 you just want to give your thoughts to the court
10 reporter, that's fine. This is why we're here. We
11 want to hear that sort of feedback from everybody. You
12 wanted to know why the bricks were in our plan. It's
13 in our plans because it's in the council's underlying
14 documents that were put in for this area.

15 MR. SAVAGE: So it's a document?

16 MS. BAKER: It is, yes.

17 MR. SAVAGE: Not written in stone.

18 MS. BAKER: It's not in stone. It's not in
19 cement, but it is the overarching guidelines that we're
20 using for this plan. But certainly, there are
21 opportunities for us to change that and that's why we
22 want to encourage you to make those comments.

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1 MS. JAATINEN: Other comments? Yes?

2 MS. GRIEGER: Hi. I know a lot of you here.

3 I'm Janet Grieger and I'm with the Carlyle Community

4 Council. We own the common property in the Carlyle

5 area, including Courthouse Square Park, which has brick

6 issues, but also we are the owners of Eisenhower

7 Circle.

8 So we are currently in negotiations with the

9 city about bringing to terms with them requiring the

10 circle as part of this project. So we will be

11 submitting some more formal written comments before the

12 18th. I just wanted to let you know that.

13 MS. JAATINEN: Okay. Thank you. Yes?

14 MR. KAPLAN: I have two questions. This may

15 be something the Community Council can answer, but the

16 statue of Eisenhower that was in the traffic circle

17 that is still there, where is it going?

18 I very much hope it stays in the area or goes

19 to the metro station or the plaza there.

20 MS. JAATINEN: Yes. There are plans --

21 there is a project going on right now to do some

22 improvements to the metro station. Once those are

1 completed, the statue will be moved down there to the
2 plaza. It's just dependent upon which comes first,
3 construction- wise. If this comes first, they will
4 take the statue and store it in the meantime.

5 MR. KAPLAN: The question is, the landscape
6 where the traffic circle was, the smaller area, I
7 understand that it will take some time before it's
8 programmed, but are you going to put benches there?
9 Because one of the weaknesses of the current traffic
10 circle is a pedestrian would have no reason to even go
11 there to look at the statue because there's nowhere to
12 sit or even crosswalks to get across, but it would be
13 nice that in the interim that there be someplace that
14 people can sit for a few minutes and just sort of
15 contemplate the area. Is that something that is part
16 of this plan or is that something that will be handled
17 separately?

18 MS. JAATINEN: Well, you can certainly
19 comment on that, but at this time, I guess in this area
20 we have -- if you look at the exhibits over here, there
21 is the sidewalk and we have trees behind the walk and
22 in front of the walk. So the rest would be grass for

1 now, is what we were planning in the project, but that
2 can certainly be looked at. I don't know when the
3 block key development will be coming in, but they are
4 the ones that would be designing and constructing that.
5 Also the City Park Department.

6 MR. KAPLAN: My concern is that it could
7 languish for a long time and it would sort of be empty
8 space and the city would have to come in and mow. It
9 would be nice to have some sort of interim use, but
10 I'll be happy to send those comments to you.

11 MS. JAATINEN: Yes.

12 MS. GRIEGOR: If I could just comment, I
13 mean, the statue is part of our negotiations with the
14 city for the Eisenhower circle.

15 MR. HARRIS: My name is Jeff Harris and I
16 represent Post Carlyle. So we are on the north side of
17 the existing circle. Presently, the existing street
18 frontage mirrors, the shape of our buildings there, you
19 know, with fire hydrants, et cetera, provides emergency
20 vehicle access to those buildings for fire or any other
21 kind of emergency. When you make this reconfiguration,
22 what is your provision to provide equal or equivalent

1 emergency vehicle access to our properties?

2 And then secondly, who is going to develop
3 and maintain the new green space that is configured
4 when the streets come up? Those are my two questions.

5 MS. JAATINEN: Well, first, the EBE will be
6 working there while we design that. We're going to
7 make sure that there is some type of access so that
8 emergency vehicles can get to that side of the
9 building. There are certain distances.

10 We will be placing fire hydrants along
11 Eisenhower Avenue too. So that is looked at our code
12 department and fire department during the review of our
13 plan and they provide comments. So we will make sure
14 that we make sure that we have provisions included into
15 the plan for that. And who will be maintaining that
16 area would be Parks and Planning. This is Beth Carton
17 from Parks.

18 MS. CARTON: I'm Beth Carton. I'm with the
19 Parks Department. A piece on the north side is being
20 designed with the Carlyle Plaza II design and
21 construction on the southern half of the circle there.
22 They will be turning that over to the city and the city

1 will be maintaining the north half. The south half
2 will be maintained by Carlyle Plaza II.

3 MR. HARRIS: With the same standards of
4 maintenance and care?

5 MS. CARTON: No. They will be slightly
6 different in design. The one on the southern half will
7 be more of a plaza space. It's a lot more hardscape
8 than the one on the north, which will be more passive
9 open space.

10 MR. HARRIS: And are those designs included
11 tonight in exhibits?

12 MS. CARTON: They are not part of this
13 project. They're not shown here, but we can provide
14 that for you.

15 HILLARY POOLE: I think the design would be
16 presented to the council or Planning Commission.

17 MS. JAATINEN: No. Those plans have
18 already been presented to the Planning Commission.
19 Actually, the North Crescent Park is front of City for
20 review at this point. Beth will be reviewing to make
21 sure, and Gary as well, to make sure that it's in the
22 division of the city. As they said, that will be the

1 portion that the city will maintain.

2 As the phasing for Carlyle Plaza comes in,
3 then the southern Crescent Park will come in. And as
4 they said, it's going to be more of a plaza area, and
5 again, that design will be reviewed by city staff.

6 MR. SAVAGE: But then based on the
7 information that was just discussed, this slide, the
8 north side green area is inaccurate. In other words,
9 there's go to be roadways, where if it's going to be
10 the same type of fire protection he's looking for, that
11 you can get a hook and ladder in there.

12 Now, we're not talking about a little fire
13 truck. His building is pretty big (Mr. Harris). So I
14 know the size needed to get a fire truck there. What
15 you're essentially saying is there's going to be a road
16 where the green area is now depicted on the northwest
17 side of York.

18 MS. JAATINEN: It doesn't necessarily
19 have to be a road. I'm not from the fire department,
20 but whatever the regulations are, they will be
21 considered. What we would do, and it happens a lot, in
22 order to get fire protection to the building, we could

1 use grass pavers if you had to have a vehicle come on
2 there. So it still would be grass there. It doesn't
3 have to be a roadway in that area, depending on what
4 the distances have to be.

5 MS. KOTT: It's supported grass. It's grass
6 which is supported by some type of structure that has
7 dirt within the structure to provide root space.

8 MS. JAATINEN: It's with accuracy with
9 this project, this is what's being constructed.

10 MR. SAVAGE: So are you telling me then that
11 the green area with the checks there --

12 MS. JAATINEN: The green area with the --

13 MR. SAVAGE: That's what this lady is talking
14 about? And the real stuff is real grass?

15 MS. KATNIK: No. Go ahead Lisa.

16 MS. JAATINEN: That area is actually
17 demolition of the existing pavement. Down here and
18 down here, we'll be demolishing that and putting in
19 grass.

20 MR. SAVAGE: So I'm hearing that the
21 Alexandria Fire Department, somewhere else in this
22 city, drives up to a high-rise apartment house on

1 grass, or is this going to be the first time?

2 MS. JAATINEN: No. We're still in the
3 design development phase, so we're still waiting to
4 work out the final design of whether it's going in here
5 from this project is going to be grass if they need to
6 get access to --

7 MR. SAVAGE: Or a roadway. If they say to
8 you "I want a road," just like say, in front of my
9 building and what's there now, we know road supports
10 the fire truck.

11 MS. JAATINEN: Mm-hmm.

12 MR. SAVAGE: If they put a road there, you
13 lose a lot of this green space on the northwest corner,
14 and therefore, this additional green space advantage or
15 asset is not really that accurate.

16 MS. JAATINEN: I think we will be working
17 with

18 --

19 MR. WAGNER: I work with the design and we
20 have a lot to consider in that design. Fire access is
21 one of them.

22 MS. JAATINEN: We would not leave that

1 property without proper fire access.

2 MR. WAGNER: It's a lot to review and
3 consider.

4 MR. HARRIS: Can I ask a follow-up question,
5 then?

6 MS. JAATINEN: Yes.

7 MR. HARRIS: You mentioned that the drawing
8 plans for that north arc are under review by the city?

9 MS. KOTT: They are currently in the city for
10 review right now.

11 MR. HARRIS: What level of drawings are being
12 reviewed? Are they conceptions, schematic design
13 development or construction?

14 MS. KOTT: Construction plans.

15 MR. HARRIS: So can you tell me if any kind
16 of fire access is provided in the construction plans.

17 MS. KOTT: It's not provided, no.

18 MR. WAGNER: Those are generally when the
19 project is pretty well designed, cost, and priced, and
20 ready to go.

21 MS. JAATINEN: Well, this is the first
22 one. So that's a comment we can make on those plans to

1 make sure that our fire department, our code section
2 reviews those plans to make sure that your property has
3 proper fire coverage. And if that's an issue, then
4 those comments will be made on this submittal and it
5 will be revised accordingly.

6 MR. HARRIS: Okay. Thank you.

7 MS. JAATINEN: Any other questions? Yes?

8 MR. DURHAM: Jim Durham again, resident of
9 Alexandria. I want to actually reiterate some
10 questions that Kevin Posey asked in last month's
11 presentation, which is what I see is the premise for
12 this plan is to increase the automobile traffic and
13 that seems to be somewhat inconsistent with the city's
14 plan to reduce motor vehicle traffic by about five
15 percent over five years for motor vehicle traffic. You
16 mentioned multi-modal, but I didn't hear any mention of
17 any real focus on transit within these two blocks.

18 What keeps the city from just saying every 10
19 or 20 years, well, we've got more cars again. Look at
20 that; we just gotta take another lane? I just don't
21 see how that trend gets changed by anything in this
22 plan. Can you or Emily speak to that?

1 MS. JAATINEN: Well, I will say that the
2 Woodrow Wilson Bridge project built the new road ramps,
3 so we are increasing traffic and Beltway traffic will
4 now be coming to the Eisenhower Valley, which is always
5 part of the city's plan to have that done there. We
6 are also taking into consideration buses and we have a
7 transit condition that works with WMATA and DASH.

8 We are actually upgrading bus stops or
9 shelters over in this area of Carlyle, I think, which
10 we will building the pads and the developer will
11 actually replace the bus shelters there. So at this
12 time we're just having buses running in the mixed
13 traffic with the project now.

14 MS. BAKER: I would say that one of the
15 things that's going widen it is that the development is
16 going to be built right up to the back of the sidewalk.
17 So you're saying in 10 years or 20 years we're going to
18 come back, but there will be anywhere else to put the
19 lanes because the development projects are going to be
20 there.

21 MR. DURHAM: Right.

22 MS. BAKER: And when the Eisenhower/East Mill

1 area plan was approved, and it was a decade ago, I
2 mean, there was a lot of thought put into the widening
3 of Eisenhower Avenue and the proximity of the metro
4 station. A lot of the development that was approved
5 had to meet certain thresholds for non-single occupancy
6 vehicle transportation in order to get the densities
7 that they got. Even with the widening that we're doing
8 here and any future widening as the rest of the
9 development comes online, it's not going to be able to
10 accommodate, if everybody drives, who lives and works
11 in this area.

12 So there was a big double split. I can't
13 remember if it was 45 percent or something, that was
14 attributed to all of the development projects that were
15 approved here that is all predicated on a very high
16 transit usage. The metro station is right here. You
17 have the King Street Metro Station and --

18 MR. DURHAM: So would you say the traffic
19 that we're saying is consistent with the multi-modal
20 estimates of 10 years ago or are we exceeding the
21 single occupancy vehicle and just contributing to it by
22 making it easier to commute by car?

1 MS. BAKER: Well, I don't know if Rob, you
2 have information about what the modal, what it is we're
3 seeing now, but I can tell you that we're seeing a lot
4 of development that's occurred over the last 10 years,
5 but there is a lot of development that's going to
6 continue. There is some of it that will start now and
7 some that we think is going to happen over the next 10
8 or 15 years. One of the things is a lot of the people
9 don't see a lot of traffic out there, but there's a lot
10 more coming and that's why we're trying to get out here
11 and do this now. But there are a lot of people who are
12 going to be using transit. I mean, you're right here
13 on top of the metro station.

14 MR. RAUT: This location is so close to the
15 metro station with the (inaudible) that was done a few
16 years back. Probably 45 to 50 percent of the people
17 will be using the transit. So there is a big
18 percentage that will be using transit.

19 MS. BAKER: And also the parking. I think we
20 have parking maximums in this area instead of parking
21 minimums. So buildings are limited to how much that
22 they provide and that also is going to require people

1 to use public transit in order to get home or get to
2 work.

3 MS. KOTT: Right. And all the developments
4 have to have a transportation management plan where
5 they have to sort of encourage the residents or their
6 employees by supplementing metro fare tickets or DASH
7 bus tickets.

8 MR. DURHAM: I just want to make one quick
9 comment for feedback, based on the discussion on
10 Seminary Hill about traffic on Quaker and Seminary. One
11 of our residents recently did his own traffic count and
12 looked at license plates.

13 In the morning rush hour, 70 percent of the
14 license plates on Seminary were from Maryland. And
15 going home he saw about 40 percent. So my concern here
16 about Metro and DASH is if you live east of Alexandria,
17 southeast in particular, Metro and DASH are not good
18 solutions.

19 I don't know which part of the city staff
20 needs to be looking at that, but transportation from
21 Maryland to Alexandria transit opportunities I think
22 need to be looked at. We're certainly going to bring

1 that up from the west end perspective. If those
2 numbers are correct, that's more than half our traffic
3 during rush hour is from across the river. So we need
4 to address that with transit because we can't expand
5 the roads any further.

6 MS. BAKER: Right. And there's a ramp, you
7 know, as Lisa mentioned, that VDOT built that comes
8 right off of the first lanes for Maryland, right here,
9 right at the end of Mill Road.

10 So I mean, when we talk about 45 percent
11 modal, 55 percent of people are driving here, but not
12 everybody -- I mean, all those kinds of people aren't
13 driving. So that's one of the things that we're going
14 to have to be looking at. You're right. As Daphne
15 mentioned, the project is required to have a
16 transportation management plan. It's a financial
17 commitment that they have to make to help assist people
18 to use other modes of transportation.

19 MS. KOTT: And that effort is continuously
20 monitored and they have to report on it. So it's not
21 like something that just happens at one time. It's not
22 involuntary and it continues and it occurs and it's --

1 MR. DURHAM: But because of the traffic from
2 east to west, you know, I think we're going to have to
3 -- there are challenges that are jurisdictional and I
4 think it will take more of the developer, but for the
5 city to get involved with that to solve that.

6 MR. KAPLAN: There's going to be a bike lane,
7 as I see, on both sides of the street? Or is it just
8 on one side of Eisenhower? Can you just talk about the
9 bike network, what is envisioned on the other stretches
10 of roadway on Eisenhower outside of the area,
11 eventually? Is it going to be a continuous lane or
12 whole lane?

13 MS. KATNIK: Well, can tell you that Hillary
14 with Transportation Planning can tell you about the
15 networks, but for now, we are building the bike lanes
16 along the southern portion here and then in the final
17 build-out, we're looking at bike lanes throughout the
18 whole corridor from Holland to Telegraph Road.

19 As you know, west of Telegraph Road there is
20 a bike trail on the southern side there. The other
21 streets, I think, internally here on this street they
22 share these lanes.

1 MS. KATNIK: And we're also looking at
2 trails. We're looking at trail connection that will
3 come out in 2016/2017 and hoping that some of the
4 developments, as they come in, will dedicate a little
5 bit of property along the creek so that we could extend
6 the bike trail.

7 MR. KAPLAN: Oh, okay. So it would be off
8 street?

9 MS. KATNIK: Yes. That portion of it would
10 be off street and then the completion of this project
11 it will have bike lanes on the street at the build-out.
12 Right now we will only have one block to work with. So
13 we're still kind of figuring that out.

14 MS. JAATINEN: And there is a trail along
15 this side of the street on this block.

16 MR. KAPLAN: Why not on both sides of the
17 street on that block on the southern side? Or are you
18 putting a lane on both sides of the street?

19 MS. JAATINEN: It's only on the southern
20 side because of the constrained right-of-way.

21 MR. KAPLAN: Okay. Is that because of the
22 Simpson property not redeveloping that is preventing

1 you from doing it?

2 MS. JAATINEN: Over here we're not
3 putting bike lanes in now. We're actually asking for
4 right-of-way from Simpson so we can build the wide
5 sidewalks in here at the southern portion. I think
6 there is about 30 feet of right-of-way where we need to
7 build out to a six-lane facility with bike lanes,
8 medians, and the wide sidewalk down here. So until
9 that happens, the bike lanes would be constructed in
10 the whole section, actually. The median would have to
11 be moved and then the road would have to be restriped
12 to allow that to happen.

13 MR. KOTT: We're also considering on the
14 northern -- do you have that slide? -- through that
15 park, possibly looking at the trail that would parallel
16 beside the sidewalk with bikes.

17 MR. KAPLAN: I mean, it would great to have
18 something go all the way up to Whole Foods. I think
19 that would be great.

20 MS. KATNIK: Well, there's a trail over here
21 now. With the development, weren't they going to do
22 something down here on --

1 MS. KOTT: There's a trail on Holland Lane.

2 MS. JAATINEN: Right. It's going to be a
3 raised bike trail. It will go up to the new soccer
4 fields.

5 MR. KAPLAN: See, I thought that was more of
6 a sidewalk on that side. I didn't know it was actually
7 considered a trail.

8 MS. JAATINEN: Right.

9 MS. RYAN-COX: Is there currently bus service
10 over there?

11 MS. JAATINEN: That, I don't know.

12 MR. ARNOLD: Where?

13 MS. JAATINEN: Bus service in this area.
14 We can certainly get the answer.

15 MR. ARNOLD: When we did the initial surveys,
16 there were two DASH bus stops shown kind of on either
17 side of Carlyle Drive.

18 MS. JAATINEN: Well, there will be bus
19 service if there isn't now. I'm sure there are buses
20 that run to go to the metro.

21 FEMALE SPEAKER: I think they go down Mill
22 Road.

1 MR. SAVAGE: Yeah. They go down Mill Road.
2 They don't go here.

3 MS. JAATINEN: We're working with our
4 transit department, who works with DASH and WMATA. So
5 if you feel there is a need for more service, please
6 leave the comments with us and we can make sure they
7 get the comments.

8 MS. RYAN-COX: I'm Marie Cox with Paradigm
9 Development Company. We currently own the Meridian at
10 Eisenhower Station Project and Carlyle Apartments on
11 the north side of Eisenhower Avenue, and we are the
12 developer for Block 19, which will go before the
13 Planning Commission and City Council in June.

14 My understanding is that Hoffman on Block 12
15 will widen Eisenhower Avenue. So my question is when
16 is the city going to widen Eisenhower Avenue in front
17 of Block 19 and why isn't that a part of this project?

18 MS. JAATINEN: Well, that is out of the
19 scope of the project. I know I realize that is the
20 piece in front of the RPA.

21 MS. RYAN-COX: Right.

22 MS. JAATINEN: Hoffman does own that

1 property. At the time that we initiated this project
2 and we evaluated it as Phase I, we were not building
3 that piece because at that point, I don't believe that
4 Block 19 was there at that time. That's just on the
5 other side of the road.

6 MS. RYAN-COX: There's an existing approved
7 DSUP for Block 19 that has often come in subsequent to
8 that and we're doing a revision to the DSUP.

9 MS. JAATINEN: Well, for right now --
10 yeah, the city as a whole, you know, after evaluating
11 the whole project, the whole corridor, we decided that
12 we'd stay to the east of Mill Road for that piece for
13 now.

14 So that could be a future project and you
15 should please comment and we'll make sure the court
16 reporter gets the comments. You can also send them in
17 and then the city can look at that. At this point, we
18 don't have the money in this project to build that area
19 now. I think we have looked at that as being a project
20 in the future. Yes?

21 MR. SAVAGE: Again, my name is Jim Savage.
22 One of your first slides indicated that part of the

1 mission or purpose of this entire project is to
2 increase traffic capacity. In fact, that's the first
3 thing.

4 Could you please, or a member of your staff
5 or somebody from the Planning Commission here, explain
6 to me how replacing a traffic circle with an
7 intersection with a light increases capacity?

8 All of the research that I have done in the
9 last week, and with all of the travel that I have done
10 in Europe, from Arizona to Portugal, tells me that
11 communities are trying to get rid of intersections with
12 lights and they are installing -- fabricating, if you
13 will -- traffic circles. I have seen them. I just
14 spent a month over there, 9,000 kilometers, and it
15 works.

16 I don't have the statistics for the capacity
17 here. Your document is incomplete. Given these
18 statistics, I have no basis for comparison. It doesn't
19 tell me what the current capacity is, but I do know
20 that across the board, the highway departments or the
21 American National Highway Safety Traffic all embrace
22 traffic circles versus intersections, for a litany of

1 reasons.

2 Your plan here as depicted will take the
3 front of this guy's house and put, according to your
4 statistics, 37,890 cars waiting in front of his house
5 to make a left-hand turn. How does this enhance the
6 increased traffic capacity?

7 MS. JAATINEN: Okay. The increased
8 traffic capacity is at the Mill Road intersection where
9 we're adding a dual left turn lane. So more traffic
10 will be able to get through the intersection at Mill
11 Road and Eisenhower. At the circle, the biggest push
12 for that is the safety improvement there because a
13 traffic circle is very unsafe to pedestrians and
14 bicyclists trying to cross in that area because there
15 is no control there. And by controlling the
16 intersection, it's much safer since this is a walkable,
17 bikeable community.

18 MR. SAVAGE: Ma'am, I've lived here for 10
19 years and I walk that daily. I have not seen, winter,
20 summer, spring or anything, an accident involving a
21 pedestrian and an automobile at that intersection.

22 Now, can you or a member of your staff or the

1 Alexandria Police Department, if they're represented,
2 tell me that we've had three fatal accidents there and
3 if so, that this is higher than anywhere else?

4 Just the fact that it increases safety, there
5 is no pedestrians there. Pedestrians all walk, if you
6 will, on the north side of Eisenhower in an east and
7 west direction. They are no on the south. They have
8 no reason to cross what is now a traffic circle. They
9 walk around and go north to Whole Foods. I have to
10 look at the map to see the streets.

11 You've now cited safety. Can you tell me if
12 there has been an accident that you're aware of --

13 MR. WAGNER: I can try to answer his
14 question. There hasn't been any development for a long
15 time in this area. The building that is just north of
16 the traffic circle just came on line this year. So
17 really, there hasn't been any development around the
18 traffic circles and it's just been functioning as a
19 traffic circle with no pedestrians or anything out
20 there. Occasionally, you'll have some pedestrians, but
21 there's been no reason to walk down that area.

22 On the south side of the circle, we've got

1 1.5 million square feet of development that is on the
2 verge of coming to that area. We're reviewing plans
3 for a high-rise tower. There is already an office
4 building approved on the west side of John Carlyle.
5 John Carlyle is going to be extended down to Savoy.
6 We've got 1.5 million square feet of new development
7 that is going to occur there.

8 MR. SAVAGE: Right.

9 MR. WAGNER: When that happens, there is
10 going to be a lot of people crossing that street at
11 that intersection. So that's part of the reason why --
12 and it's actually always been in the plans to remove
13 that traffic circle to make it more pedestrian
14 friendly.

15 MR. SAVAGE: It makes it less pedestrian
16 friendly. It's a point of contention here. It's best
17 practices worldwide. I can show you 15 in much more
18 higher density places like Columbus Circle in New York,
19 the Place de l'Etoile in France. These are places with
20 millions of pedestrians, not a million square feet.

21 The John Carlyle circle itself, there is
22 another traffic circle, if you will, in this little

1 area that is northwest of where we're looking now. I
2 watched as this developed out. The place was a yard.
3 It was nothing there. It was all grass. Over the last
4 10 years they've built it and there is office spaces
5 all around. I've never heard of a traffic accident at
6 a traffic circle. That is a traffic circle.

7 MS. BAKER: It doesn't function as a free-
8 flowing traffic circle, though. Every intersection is
9 stop controlled. Every intersecting roadway is not
10 controlled.

11 MR. SAVAGE: The north side is not. You can
12 now go around, thank God, it's a regular traffic
13 circle. You can go around it. Once you're in it,
14 you're going around it. The feeders is what you're
15 saying.

16 MS. BAKER: Right. They are stopped
17 controlled. Which is not the case with the circle.

18 MR. RAUT: But we looked at the level of
19 service of what would happen in the Year 2022, and if
20 you keep the traffic circle, it will operate at a
21 decreased level of service there. But if you have a
22 signal there, the operating of service will increase.

1 So the operation will be much better and that's why we
2 can say that it increases the capacity.

3 MR. SAVAGE: I don't understand your levels
4 of services or the example that you're using there. So
5 perhaps when I email you, you can send that to me. But
6 the fact of the matter is when you throw around the
7 phrase "best practices," I know they do it in the City
8 Council all the time, communities across the world are
9 going bankrupt to try to buy these things.

10 To keep cars from being stopped and idle,
11 we're now going to have, according to your 2022
12 estimates, 37,890 cars sitting idling for 45 seconds or
13 so every day. That just doesn't sound -- I don't know
14 what the environmental impact would be. So you're
15 saying it's just going to --

16 MR. RAUT: Yes. That's a way to sort of --

17 MR. SAVAGE: And the other places are wrong?

18 MR. RAUT: The principle is how long we have
19 it. I mean, this can't be compared to other places
20 because there is not that much of traffic volume.

21 MS. BAKER: Or it's a different situation. I
22 mean, we're not saying that our analysis is going to

1 match any other community or any other road.

2 MR. SAVAGE: Correct. This 37,000 figure a
3 day is five days a week? It's not on weekends, right?

4 MR. RAUT: Yes, five days a week. Weekday
5 traffic only.

6 MS. JAATINEN: And we will try to answer
7 your questions. You can give your comments to the
8 court reporter.

9 MR. SAVAGE: No. I'll send it off to her.

10 MS. JAATINEN: Yes. Please go ahead and
11 let her know all your comments or write them and send
12 them to me and we will get answers for them. Once
13 we're done with the document, we're going to provide
14 answers to all the questions that were asked tonight
15 and that you send me up until April 18th.

16 Any other questions? Well, thank you,
17 everybody. I appreciate you coming tonight. If you
18 still want to look at some of the exhibits or speak in
19 more detail to someone about the project, feel free to
20 do so.

21 (Whereupon, at 8:23 p.m., the proceedings
22 were concluded.)

1 * * * * *

2 INDIVIDUAL COMMENTS

3 MR. NOWAK: I'm Jim Nowak, N-O-W-A-K. I
4 represent the U.S. Patent and Trademark Office in the
5 Carlyle Development, Alexandria Campus.

6 Our question is this: With the circle
7 converting to a T intersection, most typically, our
8 business delivery trucks for supplies will be on
9 Eisenhower Avenue heading east. What they do is they
10 loop around the circle and then they come back and then
11 they make right-hand turns into our east loading dock
12 and our west loading dock. We were concerned that they
13 would not be able to make that loop anymore.

14 What, alternatively, would your project
15 recommend as a route for those delivery trucks to make
16 their deliveries?

17 * * * * *

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1 CERTIFICATE OF NOTARY PUBLIC

2 I, GERVEL A. WATTS, the officer before whom the
3 foregoing deposition was taken, do hereby certify that
4 the testimony that appears in the foregoing pages was
5 recorded by me and thereafter reduced to typewriting
6 under my direction; that said deposition is a true
7 record of the proceedings; that I am neither counsel
8 for, related to, nor employed by and of the parties to
9 the action in which this testimony was taken; and
10 further, that I am not a relative or employee of any
11 counsel or attorney employed by the parties hereto, nor
12 financially or otherwise interested in the outcome of
13 this action.

14

15

16

17

GERVEL A. WATTS
Notary Public in and for the
Commonwealth of Virginia

18

19

20

21

My commission expires: October 31, 2016
22 Registration No.: 346197

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