

City of Alexandria, Virginia

MEMORANDUM

20
4-23-02

DATE: APRIL 17, 2002

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: PHILIP SUNDERLAND, CITY MANAGER *PS*

SUBJECT: MEMBERSHIP MODIFICATION AND TERM EXTENSION FOR THE EISENHOWER AVENUE-TO-DUKE STREET CONNECTOR TASK FORCE

ISSUE: Addition of two citizen positions to, and extension of the term of, the Eisenhower Avenue-to-Duke Street Connector Task Force.

RECOMMENDATION: That Council adopt the proposed resolution (Attachment 1) which amends Resolution No. 1995 (Attachment 2) by: (1) expanding the membership of the Eisenhower Avenue-to-Duke Street Connector Task Force by two positions for citizens residing generally within the boundaries of the following civic associations: Taylor Run, Quaker Hill, Seminary Hill, Rosemont, and Clover-College Park; and (2) extending the term of the Task Force until December 31, 2002.

DISCUSSION: The nine-member Eisenhower Avenue-to-Duke Street Connector Task Force was established by Council on March 13, 2001, to review the proposed alignment for the Eisenhower Avenue-to-Duke Street connector that was endorsed by City Council in 1993, to explore other feasible alternative connector routes between Telegraph Road and Van Dorn Street, as well as a no-build alternative, and to recommend the most desirable alternative in a final report to Council, no later than one year from the date of the first meeting of the task force (June 18, 2001). See Attachment 3.

At its April 11 meeting, the Task Force voted to select two alternatives for future discussion: a connector at Roth Street, identified as "Alternative D," and a "no-build" alternative with improvements to Van Dorn Street and Telegraph Road at Duke Street. In selecting these alternatives, the Task Force noted that the impacts of these alternatives on the residential streets and collectors north of Duke Street had not yet been studied, and that this needed to be done, as did a study of the measures which could be undertaken to mitigate those impacts. Also, because it has no members who reside generally north of Duke Street and east of Quaker Lane, a majority vote by the Task Force decided to ask City Council to expand its membership by adding two positions that would be occupied by residents living within the boundaries of Taylor Run, Clover College Park, Quaker Hill, Seminary Hill and Rosemont Civic Associations. The Task Force felt

that the addition of these two positions would allow the perspective of residents from this area to be provided in future Task Force discussions regarding “north of Duke” impacts and mitigation measures.

The expanded Task Force and staff will meet over the summer to analyze the impacts of the two alternatives on residential streets and collectors north of Duke Street, and to prepare recommendations to Council on the measures that would mitigate those impacts. No further consideration of the alternatives not selected on April 11 for further Task Force discussion will be undertaken by the Task Force. The remainder of its work will be to consider the traffic impacts north of Duke Street of the two selected alternatives, and to recommend mitigation measures. We anticipate a report on the Eisenhower Avenue-to-Duke Street connector to be docketed for City Council’s consideration in the fall.

FISCAL IMPACT: None.

ATTACHMENTS:

Attachment 1: Proposed Resolution

Attachment 2: Resolution Number 1995

Attachment 3: Docket Item #15 from the March 13, 2001 City Council Meeting

STAFF:

Rose Williams Boyd, Executive Secretary for Boards and Commissions

Richard Baier, Director, Transportation and Environmental Services

PROPOSED RESOLUTION

WHEREAS, on March 13, 2001, City Council established a task force to reexamine the alternatives for an Eisenhower Avenue-to-Duke Street connector as part of Phase II of the Clermont Interchange Project; and

WHEREAS, the task force voted on April 11 to select two alternatives for future discussion: a connector at Roth Street (Alternative D), and a “no build” alternative with improvements to Van Dorn Street and Telegraph Road at Duke Street; and

WHEREAS, the task force noted after these alternatives were selected that its membership does not include any citizen representation from the neighborhoods north of Duke Street and east of Quaker Lane, and that the task force needs the perspective of residents from this area to determine the impact of these alternatives on the residential streets and collectors in this area; and

WHEREAS, the task force has requested that Council expand its membership by two positions to be filled by residents living within the boundaries of the Taylor Run, Clover-College Park, Quaker Hill, Seminary Hill and Rosemont Civic Associations;

**NOW, THEREFORE, BE IT RESOLVED BY THE
CITY COUNCIL OF ALEXANDRIA, VIRGINIA:**

1. That there is hereby established an ad hoc task force known as the Eisenhower Avenue-to-Duke Street Connector Task Force.
2. That the task force shall consist of eleven members as follows:
 - 2 Members of City Council
 - 2 Alexandria business owners, or representatives of businesses, at least one of whom shall represent a business interest located in the Eisenhower Valley.
 - 5 citizens residing generally in the area encompassing the following citizen groups:

Cameron Station
Holmes Run Committee
Wakefield Tarleton Civic Association
Strawberry Hill Civic Association
Summer’s Grove
Townes of Cameron Park
Taylor Run

Quaker Hill
Clover-College Park
Rosemont
Seminary Hill

2 citizens at-large

3. That the Mayor shall appoint the two members of City Council, and select a convenor, and the City Council shall appoint the citizen members of the task force.
4. That staff assistance shall be provided to the task force by the City's Department of Transportation and Environmental Services.
5. That the Virginia Department of Transportation be invited to provide technical assistance to the task force.
6. The function of the expanded task force shall be to analyze the impacts of the two alternatives on residential streets and collectors north of Duke Street and to prepare recommendations to Council on the measures that would mitigate those impacts no later than December 31, 2002. No further consideration of the alternatives not selected at the April 11 meeting will be undertaken by the task force.

ADOPTED: April 23, 2002

KERRY J. DONLEY

MAYOR

ATTEST:

Beverly I. Jett, CMC

City Clerk

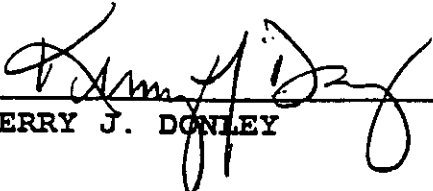
WHEREAS, City Council wishes to establish a task force to reexamine the alternatives for an Eisenhower Avenue-to-Duke Street connector as part of Phase II of the Clermont Interchange Project.

NOW, THEREFORE, BE IT RESOLVED BY THE
CITY COUNCIL OF ALEXANDRIA, VIRGINIA:

1. That there is hereby established an *ad hoc* task force known as the Eisenhower Avenue-to-Duke Street Connector Task Force.
2. That the task force shall consist of nine members as follows:
 - 2 Members of City Council
 - 2 Alexandria business owners, or representatives of businesses, at least one of whom shall represent a business interest located in the Eisenhower Valley.
 - 3 citizens residing generally in the area encompassing the following citizen groups:
 - Cameron Station
 - Holmes Run Committee
 - Wakefield Tarleton Civic Association
 - Strawberry Hill Civic Association
 - Summer's Grove
 - Townes of Cameron Park
 - 2 citizens at-large
3. That the Mayor shall appoint the two members of City Council, and select a convenor, and the City Council shall appoint the citizen members of the task force.
4. That staff assistance shall be provided to the task force by the City's Department of Transportation and Environmental Services.
5. That the Virginia Department of Transportation be invited to provide technical assistance to the task force.
6. That the functions of the task force shall be:
 - a. Review Alternate 5 endorsed by City Council in Resolution No. 1644 adopted by City Council on May 25, 1993.
 - b. Review additional, alternative alignments to Duke Street that may be feasible between Telegraph Road and South Van Dorn Street.
 - c. Review a no-build alternative.
 - d. Analyze each of the above alternatives from an economic development, environmental, traffic, neighborhood impact and financial standpoint and recommend to the City

- e. Prepare for City Council a final report approximately one year from the date of the first meeting of the task force.

ADOPTED: March 13, 2001


KERRY J. DONLEY MAYOR

ATTEST:


Beverly I. Jett, CMC City Clerk

City of Alexandria, Virginia

MEMORANDUM

15
3-13-01

DATE: MARCH 12, 2001
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: PHILIP SUNDERLAND, CITY MANAGERS
SUBJECT: RE-STUDY OF THE ALTERNATIVES FOR AN EISENHOWER AVENUE-TO-DUKE STREET CONNECTOR

ISSUE: Re-study of the alternatives for an Eisenhower Avenue-to-Duke Street connector as part of Phase II of the Clermont Interchange Project.

RECOMMENDATIONS: That City Council:

- (1) Approve the City proceeding with its own re-study of the Eisenhower Avenue-to-Duke Street Connector (Phase II of the Clermont Interchange Project) using City Urban Transportation funds;
- (2) Adopt the attached resolution (Attachment 1) creating an *ad hoc* Eisenhower Avenue-to-Duke Street Connector Task Force to review the proposed alignment (Alternative 5) for the Eisenhower Avenue-to-Duke Street connector that was endorsed by City Council in 1993 and to explore other feasible alternative connections between Telegraph Road and Van Dorn Street, as well as a no-build alternative, and to recommend to City Council the most desirable alternative; and
- (3) Adopt the attached resolution (Attachment 2) in which the City: (a) requests the Virginia Department of Transportation (VDOT) to establish an urban system highway project for the Eisenhower Avenue-to-Duke Street connector; (b) states that the City agrees to pay the City's share of the costs associated with the Eisenhower Avenue-to-Duke Street project, if built; and (c) agrees that, should the City decide to cancel the project, it would reimburse VDOT for the total costs expended by VDOT for Phase II of the Eisenhower Avenue-to-Duke Street connector project up to the date that it is notified of the project's cancellation by the City.

BACKGROUND: Improving access to and from, and along, Eisenhower Valley has been one of the City's transportation priorities since the early 1970s, when there were only two major access points to the valley, South Van Dorn Street and Telegraph Road. In the late 1970s and early 1980s the City addressed the serious flooding problems in Eisenhower Valley by constructing tunnels to channel Cameron Run and prevent the flooding which had made much of the land in the valley infeasible to

develop. By 1985 the construction of Eisenhower Avenue was completed and the roadway was opened, making it possible to travel directly from Van Dorn Street to Holland Lane. Opening complete access to the Eisenhower Valley also involved construction of an interchange at the beltway.

In 1973, City Council passed a resolution requesting VDOT to construct an interchange at I-95 and Clermont Avenue to provide an adequate transportation system for the growing development in the area. In 1980, with the adoption of the Cameron Run Valley Study, City Council again passed a resolution requesting an interchange at I-95 and Clermont Avenue, and an extension of Clermont Avenue from Eisenhower Avenue to Duke Street.

In 1984, the Federal Highway Administration (FHWA) approved an additional access point on I-95 for the construction of the Clermont Interchange, as well as improvements to extend and connect Clermont Avenue to Duke Street. Council had requested that the Clermont to Duke connector be removed from this FHWA approved project, but the National Environmental Policy Act required that the Environmental Impact Statement (EIS) address all aspects of the approved project.

In 1987, the City asked VDOT to identify transportation objectives for the project area, to design the public participation process, to identify major issues to be addressed in the EIS, and to develop a timetable. In May 1987, City Council approved Resolution No. 1237 creating the Clermont Interchange Task Force to: a) serve as the evaluating and coordinating mechanism among the residents, business community, Cameron Station and the City; b) facilitate citizen participation in the EIS process; c) formulate and recommend positions the City may take in the EIS process, including participating in the design and scope of the draft EIS and formulating recommendations the City might make in commenting on the draft EIS, including comments on the proposed alignments and the "no build" option. The Task Force consisted of two members of City Council as co-chairs (initially Councilwoman Pepper and Councilman Calhoun, who was replaced by then Councilman Donley), 10 citizen members, a representative from Cameron Station, and City staff.

In 1988, VDOT began preparation of the EIS for the construction of the Clermont Interchange and a possible connector from Eisenhower Avenue to Duke Street. The first public information meeting was held in December 1988. A list of initial build alternatives was developed and refined, and a public information meeting and public hearing were held in 1989. The original plan was to have the Draft and Final Environmental Impact Statements completed in the summer and fall of 1989, respectively. However, it was not until August 1992 that VDOT released the Draft Environmental Assessment--Clermont Interchange with Interstate 95, and the Final Environmental Assessment was released in November 1993. Environmental assessments, rather than environmental impact statements, were prepared because the FHWA had determined that assessments were appropriate because of the limited impacts of the project.

The Draft Environmental Assessment included a review of 15 preliminary Eisenhower Avenue-to-Duke Street connector alternatives (Attachment 3), and a no-build option. Each alternative was evaluated using three screening criteria: 1) improve access to Eisenhower Valley from I-95 and Duke

Street; 2) have the potential to relieve congestion on the Telegraph Road and Van Dorn Interchanges; and 3) have the potential to relieve congestion on existing roadways. A number of these alternatives were eventually removed from consideration since they did not meet the screening criteria, leaving five connector alternatives (Attachment 4) which were included in the Final Environmental Assessment, with VDOT choosing Alternative 5 as its "Selected Alternative" for the connector between Eisenhower Avenue and Duke Street. Alternative 5 is a .61 mile four-lane connector road between Eisenhower Avenue and South Pickett Street at the South Pickett Street/Edsall Road intersection (see Attachment 4).

The final environmental assessment included reference to constructing the project in two phases: Phase I would include the construction of the Clermont Interchange and the extension of Clermont Avenue to Eisenhower Avenue, and Phase II would include the construction of a connector roadway from Eisenhower Avenue to Duke Street.

On May 25, 1993, City Council adopted Resolution No. 1644 (Attachment 5) which was supported by the Clermont Interchange Task Force, VDOT and FHWA and which: (1) endorsed the location of the Clermont Interchange Phase I; (2) endorsed a connector from Eisenhower Avenue to Duke Street Phase II via South Pickett Street (Alternate 5) at a future date after additional study of the transportation infrastructure; and (3) included a bike trail between Eisenhower Avenue and Clermont Avenue in Fairfax County. The City supported the Clermont Interchange because it provided traffic relief for the overburdened Van Dorn and Telegraph Road interchanges, served large volumes of traffic in the Duke Street corridor by providing direct access to I-95, and supported the commercial and industrial growth occurring along Eisenhower Avenue.

Construction of the Clermont Interchange began in 1996. The interchange was completed in 1997, opening to traffic on August 1. Since then the City has approved a Coordinated Development District (CDD) for Cameron Station (the site of the former Cameron Station military base) where approximately one-third of the more than 2,100 dwelling units have been constructed and where approximately 15,000 square feet of neighborhood retail will be located. In June 2000, the City broke ground for the new Ben Brenman Park. The new Samuel W. Tucker Elementary School opened in the Fall of 2000.

The plans for Cameron Station show a portion of the land on the western side of Armistead L. Boothe Park reserved for Alternative 5. The reservation of this right-of-way easement was done as part of the process to transfer 62 acres of land from the U.S. Department of the Interior-National Park Service to the City to be used for Ben Brenman Park and Armistead L. Boothe Park. It should be noted that if Alternative 3, located on the eastern side of Ben Brenman Park (see Attachment 4), were to be the preferred route for an Eisenhower-to-Duke connector, it would require U.S. Department of Interior-National Park Service approval to use land from Ben Brenman Park for the connector right-of-way in exchange for releasing the right-of-way now reserved through Armistead L. Boothe Park.

DISCUSSION: Last summer, VDOT contacted the City to determine when the City would be going forward with Phase II of the Clermont Interchange Project, the connection between Eisenhower Avenue and Duke Street. VDOT had programmed \$8.4 million for the design and construction of Phase II.

At Council's 2000 fall retreat, staff reviewed the background of the Clermont Interchange Project and recommended that the City engage in a re-study of Phase II before proceeding any further with this project. The study would review current land uses, including the redeveloped Cameron Station, the new school and the newly developed Ben Brenman and Armistead L. Boothe Parks. It would also examine the proposed connection (Alternative 5) endorsed by City Council in 1993, the traffic benefits produced by an Eisenhower-to-Duke connection, alternative road connections to Duke Street that may be feasible between Telegraph Road and South Van Dorn Street, as well as a no-build option, and would make a recommendation to City Council on the best alternative for the City.

At the retreat, staff also informed City Council that, according to VDOT, if Council ultimately decided not to build a connector, the City would be required to repay VDOT the monies it has already spent in Phase I for engineering, design and construction of the Clermont Interchange. This is based on the commitment Council made in Resolution No.1644 (Attachment 5) to the two phase construction project, the interchange and the connector. According to VDOT, the amount of the repayment for Phase I could be anywhere from \$2 million to \$11.5 million, depending upon a negotiated settlement between the City and VDOT. The final amount would be taken from City Urban Transportation funds. Obviously, this has a significant financial impact that will require serious study and discussion before we determine the final outcome.

Our study will need to take into consideration a number of factors including how to improve access to and from the Eisenhower Valley. The valley has been and continues to be viewed by the City and the business community as a prime location for economic development. The degree to which vehicles can move in and out of the Valley has a direct bearing on the success of our economic development efforts.

While we have improved access with the opening of the Clermont Interchange, and will have additional improvements with the Mill Road connection to the Beltway as part of the Woodrow Wilson Bridge Replacement Project, we still need to address access to and from the middle of the Valley to its western edge, where the only ingress and egress is by Telegraph Road on the east and South Van Dorn Street 3.2 miles to the west. Generally, in an urban area, connector roads between two parallel thoroughfares, like Duke Street and Eisenhower Avenue, occur at points closer than 3.2 miles.

In addition, the number of connectors between two thoroughfares plays a significant role in the efficient movement of traffic along the thoroughfares themselves and through their intersections. In this case, Eisenhower Avenue and Duke Street are not able to function efficiently, as traffic is forced to use either Van Dorn Street or Telegraph Road, which are heavily traveled in the a.m. and p.m. rush hours and are impacted by conditions on the Beltway and the Wilson Bridge. This results

in a substandard Level of Service (E or F) at the intersections with Van Dorn Street and Telegraph Road during peak hours.

Without another connector roadway to relieve the pressure, substantial improvements would be required at the Van Dorn Street and Telegraph Road intersections to move traffic through these intersections at an acceptable level of service. Examples could include right-of way acquisition at Van Dorn Street and Eisenhower Avenue, as well as at Van Dorn Street and Duke Street, to facilitate dual right and left turn lanes, additional through lanes or separated grade interchanges along Van Dorn Street.

Traffic on our arterial roadways is increasing at the rate of 3 to 4 % a year, and will continue to do so regardless of whether the City chooses the build or no build option for the connector road. In addition, projects such as the proposed Franconia/Van Dorn separated grade interchange in Fairfax County will put additional pressure on Alexandria's overburdened arterial network along Van Dorn Street and at its intersecting streets.

To accomplish the proposed study, I am recommending that City Council adopt the attached Resolution (Attachment 1) that establishes an *ad hoc* Eisenhower Avenue-to-Duke Street Connector Task Force composed of the following nine members:

- Two Council Members appointed by the Mayor
- One representative from each of the following organizations:
 - Eisenhower Partnership
 - Alexandria Chamber of Commerce
- ~~Two~~ Three citizens representing citizen groups as follows:
 - One citizen representing Cameron Station
 - ~~One citizen representing one of~~ Two citizens from among the following citizen groups:
 - Holmes Run Committee
 - Wakefield Tarleton Civic Association
 - Strawberry Hill Civic Association
 - Summer's Grove
 - Townes of Cameron Park
- Two citizens at large

The Task Force, with the assistance of a consultant hired by the City, would review Alternative 5 for the Eisenhower Avenue-to-Duke Street connector roadway, as endorsed in Resolution No. 1644; explore other feasible alternatives between Telegraph Road and Van Dorn Street and a no-build option; and recommend to City Council the best course of action for the City. The final report of the Task Force would be due approximately one year from the date of the first task force meeting.

Due to the importance of this issue, I am proposing that the City, rather than VDOT, undertake the study, which means that we would be responsible for its cost, currently estimated at \$100,000. The \$100,000 would come from the City's Urban Transportation funds. If VDOT undertakes the study, it could not begin the process until August with an expected completion date of one year. In addition, the City could engage the services of one of its own engineer of record consultants. The consultant would then be directly responsible to the City. The consultant would be tasked to analyze alternative alignments and evaluate their quality of life impacts on neighborhoods and the environment, as well as their economic development, traffic and financial impacts. VDOT would still participate in the study, providing information and data which are relevant to the work of the task force.

Because of state policy changes related to construction allocation procedures, the City must adopt the attached resolution (Attachment 2) requesting VDOT to program the Eisenhower-to-Duke connector as a new "urban system highway project." This policy change reduces the City's required match for project costs from a 5% to a 2% share. This means that the state would commit to pay 98% of the project cost if the City decided to construct a connector, and the City would commit to paying 2%. However, the City would have to reimburse VDOT for any funds VDOT expends for an Eisenhower-to-Duke connector if work began and the City decided to cancel the project. This arrangement relates only to the construction of the Eisenhower-to-Duke connector. The reimbursement issue VDOT has raised regarding the repayment of funds for the Phase I construction of the Clermont Interchange, should the City decide not to build the Eisenhower-to-Duke connector, is a separate matter.

FISCAL IMPACT: The cost to do the re-study is estimated to be \$100,000 and the source of funding would be City Urban Transportation funds.

ATTACHMENTS:

1. Resolution creating the Eisenhower Avenue-to-Duke Street Connector Task Force
2. VDOT Resolution
3. Preliminary alignments for the Eisenhower Avenue-to-Duke Street connector alternatives
4. Five candidate build alternatives for the Eisenhower Avenue-to-Duke Street connector
5. Resolution No. 1644 dated May 25, 1993

STAFF: Richard J. Baier, P.E., Director, Transportation and Environmental Services

REVISED VERSION AS OF 3-12-01
See Changes Identified in Redline

RESOLUTION NO.

WHEREAS, City Council wishes to establish a task force to reexamine the alternatives for an Eisenhower Avenue-to-Duke Street connector as part of Phase II of the Clermont Interchange Project.

**NOW, THEREFORE, BE IT RESOLVED BY THE
CITY COUNCIL OF ALEXANDRIA, VIRGINIA:**

1. That there is hereby established an *ad hoc* task force known as the Eisenhower Avenue-to-Duke Street Connector Task Force.
2. That the task force shall consist of nine members as follows:
 - 2 Members of City Council
 - 1 Citizen representative from each of the following organizations:
 - Eisenhower Partnership
 - Alexandria Chamber of Commerce
 - ~~2~~ Citizens representing citizen groups as follows:
 - 1 citizen representing Cameron Station
 - + 2 citizens from among the following citizen groups:
 - Holmes Run Committee
 - Wakefield Tarleton Civic Association
 - Strawberry Hill Civic Association
 - Summer's Grove
 - Townes of Cameron Park
 - 2 Citizens at large
3. That the Mayor shall appoint the two members of City Council, and select a convenor, and the City Council shall appoint the citizen members of the task force.
4. That staff assistance shall be provided to the task force by the City's Department of Transportation and Environmental Services.
5. That the Virginia Department of Transportation be invited to provide technical assistance to the task force.

6. That the functions of the task force shall be:
- a. Review Alternate 5 endorsed by City Council in Resolution No.1644 adopted by City Council on May 25, 1993.
 - b. Review additional alternative alignments to Duke Street that may be feasible between Telegraph Road and South Van Dorn Street.
 - c. Review a no-build alternative.
 - d. Analyze each of the above alternatives from an economic development, environmental, traffic, neighborhood impact and financial standpoint and recommend to the City Council the best alternative to pursue.
 - e. Prepare for City Council a final report approximately one year from the date of the first meeting of the task force.

ADOPTED:

KERRY J. DONLEY MAYOR

ATTEST:

Beverly I. Jett, CMC City Clerk

RESOLUTION NO.

WHEREAS, in accordance with Virginia Department of Transportation construction allocation procedures, it is necessary that a request by council resolution be made in order that the Virginia Department of Transportation program an urban highway project in the City of Alexandria;

NOW, THEREFORE BE IT RESOLVED, that the City Council of Alexandria, Virginia requests the Virginia Department of Transportation to establish an urban system highway project for the construction of a connector from Eisenhower Avenue to Duke Street, a distance of approximately .61 miles;

BE IT FURTHER RESOLVED, that the City Council of Alexandria hereby agrees to pay its share of the total cost for preliminary engineering, right of way and construction of the project described in the foregoing paragraph in accordance with Section 33.1-44 of the Code of Virginia, and that, if the City of Alexandria subsequently elects to cancel this project, the City of Alexandria hereby agrees to reimburse the Virginia Department of Transportation for the total amount of the costs expended by the Department through the date the Department is notified of such cancellation.

ADOPTED:

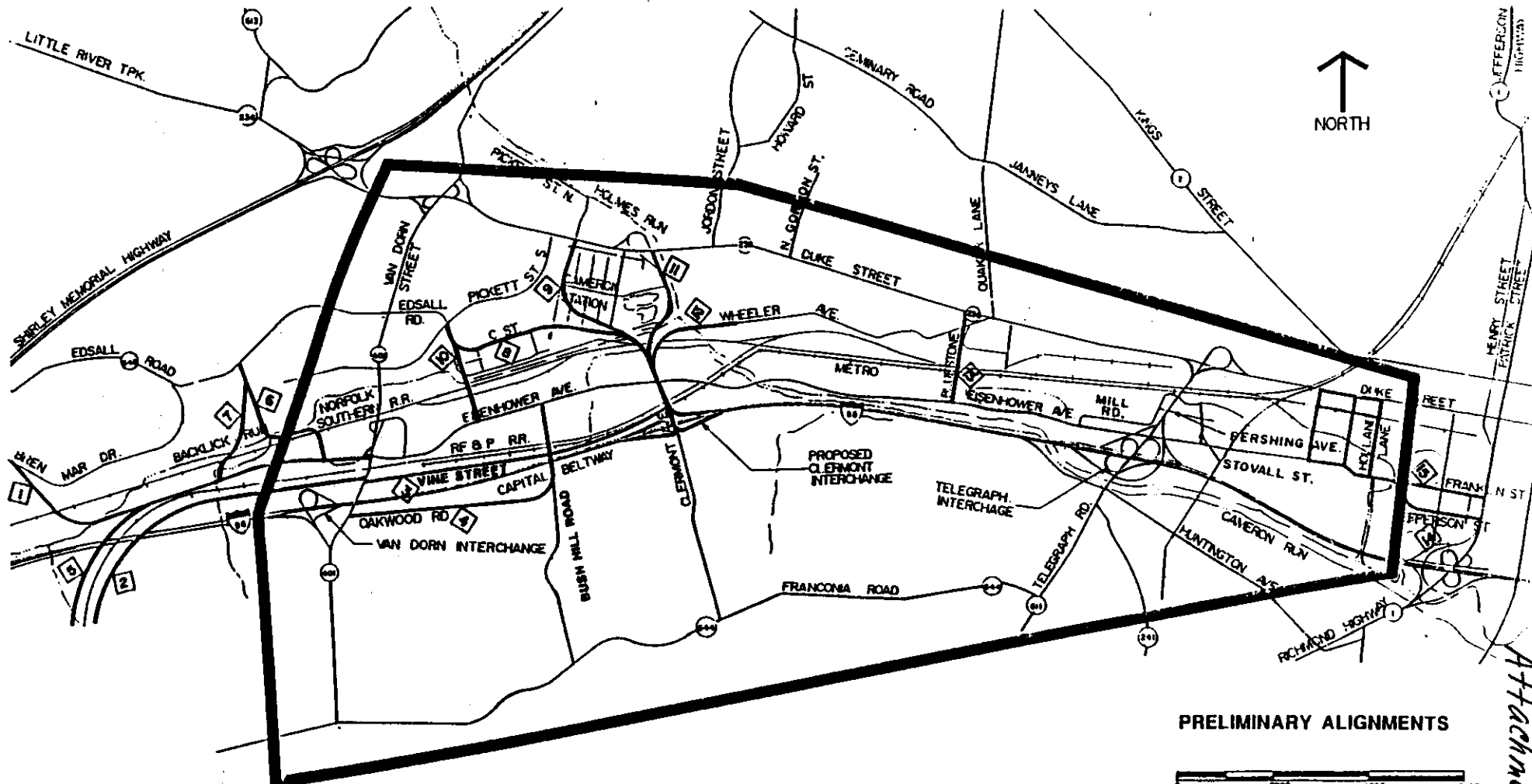
KERRY J. DONLEY

MAYOR

ATTEST:

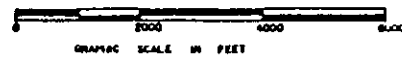
Beverly I. Jett, CMC

City Clerk



- | | | |
|--|--|----------------------------|
| 1 FARRINGTON AVE. BREN MAR DR. EXTENSION | 7 FARRINGTON AVE. EDSALL RD. EXTENSION | 13 BLUESTONE CONNECTOR |
| 2 VINE ST. WESTERN EXTENSION | 8 SOUTH PICKETT ST. CONNECTOR | 14 JEFFERSON ST. EXTENSION |
| 3 VINE ST. EASTERN EXTENSION | 9 WESTERN CAMERON STATION CONNECTOR | 15 FRANKLIN ST. EXTENSION |
| 4 BUSH HILL RD. EXTENSION | 10 EDSALL RD. EXTENSION | |
| 5 FARRINGTON AVE. WESTERN EXTENSION | 11 TRADITIONAL CAMERON STATION CONNECTOR | |
| 6 FARRINGTON AVE. OVERPASS EXTENSION | 12 WHEELER AVE. CONNECTOR | |

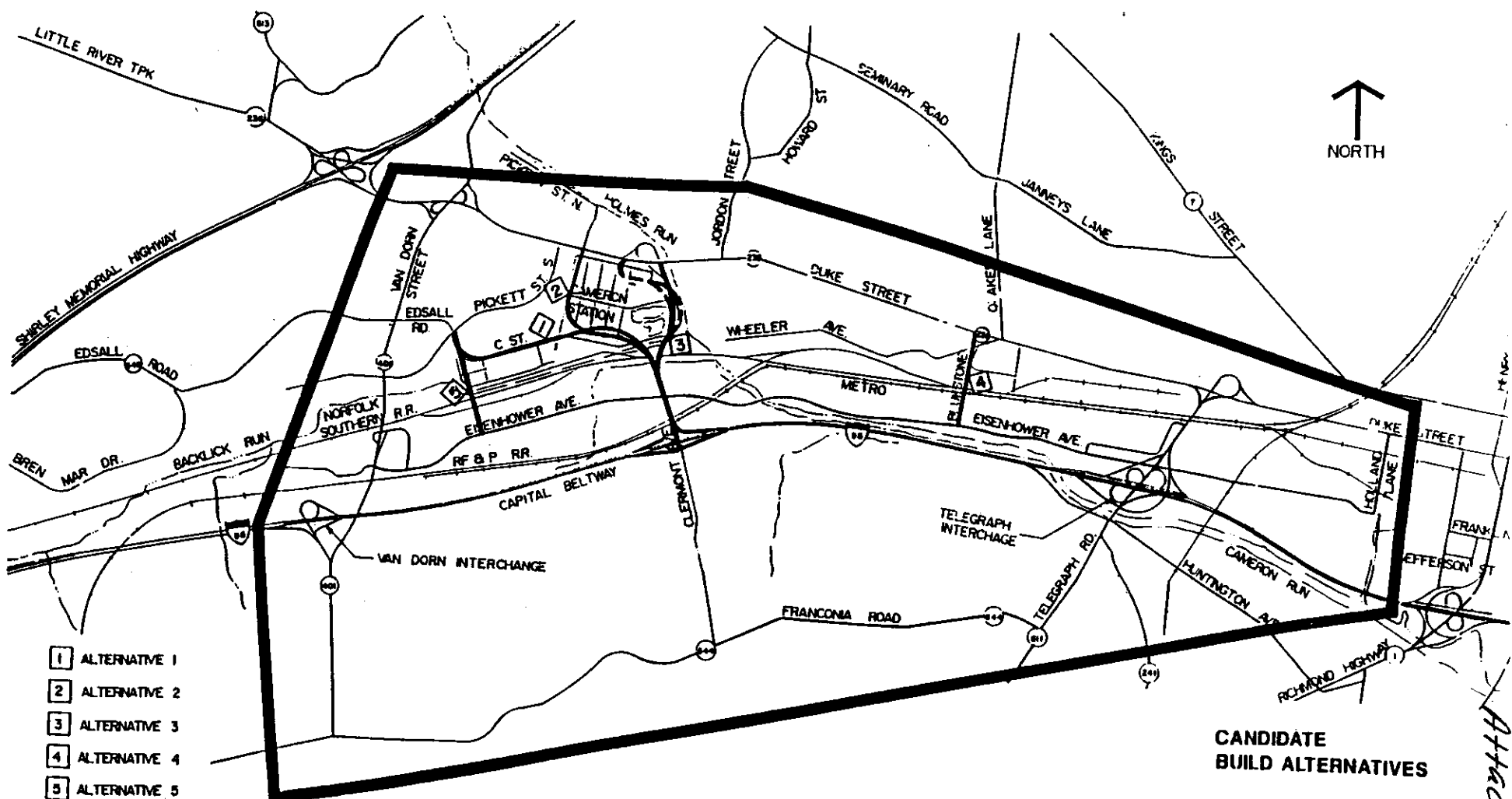
PRELIMINARY ALIGNMENTS



Attachment 3

FIGURE 6

10



- 1 ALTERNATIVE 1
- 2 ALTERNATIVE 2
- 3 ALTERNATIVE 3
- 4 ALTERNATIVE 4
- 5 ALTERNATIVE 5

CANDIDATE
BUILD ALTERNATIVES

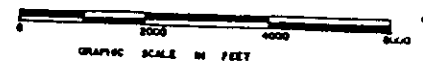


FIGURE 4

Attachment 4

17

CLERMONT AVENUE INTERCHANGE AND CONNECTION
BETWEEN INTERSTATE 95 AND DUKE STREET
PROJECT U000-100-109

RESOLUTION NO. 1644

WHEREAS, a Location Public Hearing was conducted on May 6, 1993, in the City of Alexandria by representatives of the Commonwealth of Virginia, Department of Transportation, after due and proper notice, for the purpose of considering the proposed location of the Clermont Avenue Interchange and connection between Interstate 95 and Duke Street, Project U000-100-109, PE103 in the City of Alexandria and Fairfax County, at which hearing aerial photographs, drawings and other pertinent information were made available for public inspection in accordance with State and Federal requirements; and

WHEREAS, all persons and parties in attendance were afforded full opportunity to participate in said public hearing; and

WHEREAS, representatives of the City of Alexandria were present and participated in said hearing; and

WHEREAS, the Council had previously requested the Virginia Department of Transportation to program this project; and

WHEREAS, the Federal Highway Administration (FHWA) is required by Federal law to establish logical project termini for environmental evaluation purposes; and

WHEREAS, the study established as logical termini Interstate 95 and Duke Street and can be considered as a two-phase project: Phase I consisting of the interchange with I-95, a connection to Eisenhower Avenue, and a bikeway connection between Eisenhower Avenue and Clermont Avenue in Fairfax County, and Phase II consisting of a connector from Eisenhower Avenue to Duke Street; and

WHEREAS, the Alexandria City Council recognizes FHWA's legal obligation to evaluate project environmental impacts between logical termini; and

WHEREAS, Section 33.1-44 of the Code of Virginia requires a local commitment of matching funds for construction urban street projects before a project is allowed to proceed; and

WHEREAS, the Virginia 2010 Statewide Highway Plan identifies a project corridor for improvements from I-95 to Duke Street in the City of Alexandria; and

WHEREAS, the Alexandria City Council understands that additional study of the transportation infrastructure for Phase II may be required before it is constructed; and

WHEREAS, the Council has considered all such matters;

NOW, THEREFORE, BE IT RESOLVED, that City Council hereby approves the location of the proposed project as presented at the public hearing and endorses Line 5 as a part of Phase II but recognizes that additional study of Phase II may be needed based on the operational experience of Phase I, and

That the Council hereby commits the City funds that are necessary to match the State and Federal shares for constructing Phase I of the project.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Alexandria, Virginia, to be affixed this 25th day of May, 1993.

ADOPTED: May 25, 1993


PATRICIA S. TICER MAYOR

ATTEST:


Beverly I. Jett CMC City Clerk

*Copies to be made
for Cms, etc
Aides*

EXHIBIT NO. 2

20
4-23-02

CLOVER COLLEGE PARK CIVIC ASSOCIATION

317 Skyhill Road
Alexandria, Virginia 22314
(703) 212-0982
ghparry@fortebrio.com

April 22, 2002

Beverly I. Jett
City Clerk and Clerk of Council
Room 2300
City Hall
301 King St.
Alexandria, VA 22314

Dear Bev:

Please find enclosed eight copies of a Memorandum submitted by the Clover-College Park Civic Association regarding Docket Item 20 for the April 23, 2002 meeting of the City Council. This afternoon we are delivering copies to the residence or work address of the Mayor and the members of City Council.

Please distribute these copies as follows:

- Stamped in
placed in
boxes*
- 1 Mayor at City Hall office
 - 6 Members of City Council at City Hall offices
 - 1 Public Record for Docket Item 20 for the April 23, 2002 meeting of the City Council

Thank you for your assistance with this matter. Please email or call Thomas M. Parry, (703) 212-0982, tparry@mptechlaw.com, if any questions arise concerning the Memorandum.

Sincerely,

Ginny Hines Parry T.M.P.
Ginny Hines Parry
President
Clover-College Park Civic Association

20
4-23-02

CLOVER-COLLEGE PARK CIVIC ASSOCIATION

Docket Item 20
April 23, 2002

MEMORANDUM

DATE: APRIL 22, 2002

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: CLOVER-COLLEGE PARK CIVIC ASSOCIATION

SUBJECT: INCREASED MEMBERSHIP, TERM EXTENSION AND FUNCTION FOR
EISENHOWER AVENUE-TO-DUKE STREET CONNECTOR TASK FORCE

ISSUE: Addition of seven citizen representatives, extension of the term and not limiting the function of the Eisenhower Avenue-to-Duke Street Connector Task Force ("Task Force").

RECOMMENDATION: That Council adopt the proposed resolution (Attachment 1) which expands the membership of the Task Force by seven positions for citizens residing generally within the boundaries of the following civic associations: Taylor Run, Quaker Hill, Seminary Hill, Rosemont, and Clover-College Park; (2) extend the term of the Task Force by nine (9) months; and (3) allow the expanded Task Force to research and review all potential alternate alignments for a connector from Eisenhower Ave. to Duke St.

DISCUSSION: The City Manager's Memorandum for Docket Item 20 for the Council's April 23, 2002 meeting makes no reference to the submission from the Clover-College Park Civic Association ("Clover-College Park"), which is included as the last attachment to the City Manager's Memorandum, dated April 17, 2002. See also Attachment 2 hereto. This Memorandum is submitted by Clover-College Park in support of its proposal.¹

¹ The Taylor Run Civic Association also supports this proposal. See Attachment 3 hereto. Also, the League of Women Voters of Alexandria, Virginia, in a letter dated April 9, 2002, to the Mayor and Members of City Council, urged that the composition of the Task Force be rethought and stated that "the League firmly believes that citizens should be allowed to participate in the governmental decisions that will directly affect them. But in this case, it appears that there are no citizens of this task force who reside in the neighborhoods of Rosemont, Seminary Hills, Taylor Run, Quaker Hill or Clover-College Park." See Attachment 7 hereto.

1. Background

At the time that the Task Force was created and appointments made in the spring of 2001, the assumption made by the City Manager, the City Council and citizens was that the location of the connector would be in the West End and, more specifically, in the vicinity of Cameron Station. For example, the initial version of the City Manager's Memorandum in support of the proposed resolution creating the Task Force states that there would be two citizen representatives from specific geographical areas of the city—one representing Cameron Station and one representing neighborhoods near to Cameron Station. See pp. 11 and 13 of the April 17, 2002 City Manager Memorandum for Docket Item 20, April 23, 2002 Council Meeting ("April 17 City Manager Memorandum"). (The resolution as finally adopted provided for three citizen representatives from a list of six neighborhoods in the vicinity of Cameron Station. See p. 5 of the April 17 City Manager Memorandum.)

Given that, in the spring of 2001, everyone concerned with the location of the connector assumed it would be in the vicinity of Cameron Station, every one of the elected officials and citizen-representatives appointed to the Task Force resided in neighborhoods in the vicinity of or west of Cameron Station:

<u>Category</u>	<u>Address</u>
City Council	609 N. Pickett St. Alexandria, VA 22304
City Council	4600 Duke St. Alexandria, VA 22304
At-Large	511 N. Pickett St. Alexandria, VA 22304
At-Large	205 Yoakum Parkway Alexandria, VA 22304
Citizen from neighborhood at or near Cameron Station	5022 Barbour Dr. Alexandria, VA 22304
Citizen from neighborhood at or near Cameron Station	238 S. Jenkins St. Alexandria, VA 22304
Citizen from neighborhood at or near Cameron Station	200 N. Pickett St. Alexandria, VA 22304

See Attachment 4 hereto (membership roster for the Task Force).

All of the elected officials and citizen representatives on the Task Force live in the West End of Alexandria, west of Jordan St. See Attachment 5 hereto (map identifying residence location of elected officials and citizen representatives on the Task Force).

In October 2001, the Task Force selected and began to study routes significantly to the east of Cameron Station—in particular, a route near Quaker Lane (called Alternate C) and a route at Cambridge Road/Roth St. (called Alternate D). On April 11, 2001, the Task Force approved for inclusion in their final report only one location for building the connector, at Cambridge Road, and the “no build with improvements to existing intersections” option. The Task Force also agreed (1) to request City Council to add two non-voting members to the Task Force and (2) that there would be no further consideration by the Task Force of the alternatives not selected on April 11, 2002.²

The membership of the Task Force did not change between the time of the initial appointments, as set forth in the chart above, and April 11, 2002.

2. Proposed Resolution

The proposed resolution contains three elements:

- a. Add to the Task Force seven citizen members “residing generally in the area encompassing the following citizen groups:”³ Taylor Run, Quaker Hill, Clover-College Park, Rosemont and Seminary Hill.

² Two technical concerns regarding the City Manager’s proposed resolution: (1) as drafted, the resolution allows the two additional members to be residents of the West End (presumably this is a drafting oversight, and not an intentional effort to allow the City Council to add even more West End residents to the Task Force); and (2) the time schedule contemplated by the City Manager is that at the April 23 Council meeting the Task Force membership would increase by two non-voting members, that the City Council would appoint the two non-voting members at its May 28 meeting and then the Task Force would have its next regularly scheduled meeting on May 29. Again, it is likely an oversight and not an intentional effort to deprive the newly appointed members of a reasonable period of time—hopefully longer than 24 hours—to prepare to participate on the Task Force. If any voting members were to be added to the Task Force, Clover-College Park requests that orientation documents and meetings be held with these new members to expedite their getting up to speed and that concerted planning efforts be undertaken to facilitate the work of the new Task Force.

³ The phrase in quotes is identical to the corresponding language used in the March 13, 2001 resolution initially creating the Task Force. See p. 5 of the April 17, 2001 City Manager Memorandum.

- b. Extend the term of the Task Force to “approximately nine months from the date of the first meeting of the task force after the appointments made” to enlarge the Task Force.
 - c. Allow the Task Force to “research and review all potential alternate alignments for a connector from Eisenhower Avenue to Duke Street,” as well as review the “no-build alternate” and “no build with improvements” options.
3. **Adding Seven Citizen Members to the Task Force from Neighborhoods Affected by the Cambridge Route Is Fair and Entirely Consistent with the Structure of the Initial Task Force.**

As City Council is well aware, the location of the Eisenhower-to-Duke connector has been a continuing issue facing the City for approximately thirty years. In the mid-nineteen nineties, in association with the planning for Cameron Station, a consensus developed that the most advisable location for the connector was in the vicinity of Cameron Station. The March 12, 2001 City Manager Memorandum in support of the resolution initially establishing the Task Force recounts in detail the history of proposed connectors in the vicinity of Cameron Station. See April 17 City Manager Memorandum at pp. 8-9 (only location for connector discussed is in the vicinity of Cameron Station). In addition, the maps accompanying the March 12, 2001 City Manager Memorandum showed that the eastern-most proposed connector route was to the west of Quaker Lane. See April 17 City Manager Memorandum at pp. 16-17.

Accordingly, when the task force was established, the assumption made by City staff, elected officials and citizens was that the connector would be located in the West End, and likely in the vicinity of Cameron Station. However, many citizens and essentially all of the civic associations in the West End have opposed this route for the connector.

Thus, in this context it was entirely reasonable that the Task Force’s elected officials and citizen representatives be exclusively from the West End.

In October 2001, the Task Force began focusing on two routes much farther to the east along Duke St.—one intersecting Duke St. in the vicinity of Quaker Lane (called Alternate C), and a second intersecting Duke St. at Cambridge Road/Roth St. (called Alternate D). In April 2002, the Task Force decided to include in their final report only one build option—the Cambridge Road route.⁴

⁴ Fundamentally, the Task Force created in March 2001 was formed with the intent to “solve” the traffic problem at the Van Dorn end of Duke St./Eisenhower Ave. This is the undeniable thrust of the March 12, 2001 City Manager Memorandum recommending creation of the Task Force. However, in approximately October 2001, the Task Force refocused its mission on trying to develop a solution to the traffic problem at the Telegraph Road end of Duke St./Eisenhower Ave. Without belaboring the point, it is unclear why seven people who live in the vicinity of Van Dorn and Cameron Station should have any special role in the investigation, evaluation,

In the approximately six-month period between October 2001 and the Task Force's vote in April 2002, an initiative should have been undertaken to broaden the membership of the Task Force to include representatives of the neighborhoods affected by all the routes under consideration. Unfortunately, such an initiative was not undertaken.

One resolution of the current predicament would be to treat the neighborhoods surrounding Cambridge Road the same way as the neighborhoods surrounding Cameron Station, i.e., appoint a new nine-person Task Force with seven of its members from the affected neighborhoods. Although the neighborhoods surrounding Cameron Station got the benefit of such an obviously flawed process, we do not propose repeating the same mistake twice.

Accordingly, a reasonable solution is to add seven voting members to the Task Force, thereby making the current Task Force balanced and representative of all of the affected neighborhoods, and removing the appearance of narrow parochial interest from the Task Force as a collective body. Only by adding seven new members and creating a truly balanced Task Force can all of the affected communities along Duke St. be treated fairly in fact.

Allowing a group of citizens from one area of the city to decide to shift a controversial infrastructure project with massive impacts out of their neighborhood and into a distant neighborhood is fundamentally unfair. The remedy for this unfairness is to add seven members to the Task Force from the affected neighborhoods, to balance the current seven members from the West End's affected neighborhoods.⁵

selection and design of a road project in the vicinity of Telegraph Road that is intended to solve a traffic problem that is distant from their neighborhoods.

⁵ Two other alternatives are available to remedy the unfairness and balance the Task Force's membership:

(1) add fewer representatives from the neighborhoods affected by the Cambridge Road route and remove from the Task Force some current members so that the composition becomes balanced between the West End neighborhoods and the neighborhoods affected by the Cambridge Road route. The problem with this alternative is that the preferences of the existing Task Force members for various connector routes and options have become public knowledge, so that any approach which excludes some specified members of the current Task Force becomes outcome determinative and creates an additional element of unfairness. Moreover, in fairness to the tremendous time commitment and effort made by the current Task Force members, it would seem inappropriate to exclude any of them from future deliberations of the Task Force.

(2) disband the Task Force and declare, that, as no report has been prepared or provided by the Task Force to City Council, the Task Force's charter is ended with no recommendation having been made nor submitted to City Council. This option would allow the opportunity to rethink the process for studying and recommending solutions to the traffic problems in the vicinity of Eisenhower Ave. and Duke St. On the other hand, disbanding the Task Force seems a drastic and unnecessary action, given the time commitment and effort made by the current Task

Lastly, the argument that a Task Force of sixteen members is unwieldy has no validity. First, given the importance of the resolution of this issue to all Alexandrians and the tremendous impact that any route will have on the neighborhoods that it affects, the balance and inclusiveness resulting from the larger Task Force persuasively argues for a larger, not a smaller, Task Force. Second, the interests of fairness, balance and inclusiveness far outweigh the, at most, minor inconvenience of having a Task Force of this size. Third, the City has numerous committees and task forces as large as or larger than sixteen members (and now, to say the least, would be a most inappropriate time to impose an arbitrary cap on the size of a Council-appointed committee or task force).⁶ Fourth, sixteen simply is not an unwieldy number when the group is well lead, well staffed and committed to working together and doing their best to resolve this issue. To presume otherwise is an affront to the Co-Convenors, our City staff and the membership of the enlarged Task Force.

4. The Term of the Task Force Should Be Extended by Nine Months.

Clover-College Park requests that the term of the Task Force be extended by nine months from the date of the first meeting of the task force after the new appointments are made.

The March 13, 2001 resolution establishing the Task Force directed that a final report be provided “approximately one year from the date of the first meeting” of the Task Force. The

Force membership, the apparent goal of the City Council to have an advisory body study this issue and the tremendous controversy, disruption and other negative consequences that would result from abandoning the Task Force. Obviously, any effort to declare the Task Force’s work over as of the April 11, 2002 meeting, in order to preserve the Task Force’s decision recommending the Cambridge Road build option, without allowing affected neighborhoods to participate, would constitute a subterfuge and would engender tremendous ire and ill-will, to put it mildly, from the affected communities. Likewise, any scheme to discontinue Task Force meetings and allow the City staff to prepare the final report based on the April 11 recommendations of the Task Force also would be seen as a subterfuge to avoid the input of affected communities and also engender the ire and ill-will of the affected communities.

⁶ Based on information published on the City’s web site, the City currently has fifteen committees and task forces with a membership of sixteen or more. Several of these serve purposes that are comparable, albeit much less controversial, to this Task Force’s purposes. Indeed, the City Council typically appoints sixteen or more members to such task forces. For example:

<u>Committee/Task Force</u>	<u>Total Membership</u>
Ad Hoc Task Force on Carlyle/PTO	18
Ad Hoc Upper Potomac West Task Force	15
Beauregard Street Corridor Task Force	16

resolution attached to the April 17 City Manager Memorandum directs the Task Force to report to the Council "no later than December 31, 2002."

The time schedule proposed by Clover-College Park is three months shorter than the one year period initially provided to the Task Force. It is reasonable to assume that there is analysis conducted by the current Task Force that should expedite the analysis to be conducted by the new Task Force. The proposed schedule, assuming a June date for the first meeting of the new Task Force, likely results in the Task Force wrapping-up in March 2003. As this is less than three months after the proposed ending date in the resolution proposed by the City Manager, it does not appear that the requested extension of nine months is unreasonable or that it will cause any hardships or adverse consequences to the City.

In addition, this proposal adds only three months to the time commitment of the members of the Task Force, in comparison to the time commitment contemplated by the City Manager's proposal. Clover-College Park recognizes that the nature of each member's work will be much different with an enlarged, enfranchised Task Force, in comparison to the work solely related to preparation of the Task Force's final report. While any extra workload and time commitment beyond what these current members initially anticipated is unfortunate, it would seem inconceivable that the inconvenience caused to these citizens could outweigh the overwhelming necessity of fairly balancing the voting membership of the Task Force so that residents only of the near-Cameron Station neighborhoods do not dictate the Task Force's recommendation.

5. The Enlarged Task Force Should Be Directed to Research and Study All Potential Alternate Alignments for a Connector from Eisenhower Avenue to Duke Street.

The resolution accompanying the April 17, 2002 City Manager Memorandum states:

No further consideration of the alternatives not selected at the April 11 meeting will be undertaken by the task force.

(Emphasis added.)

Clover-College Park requests that the new Task Force be authorized to "research and study all potential alternate alignments for a connector from Eisenhower Avenue to Duke Street." The purpose of reconstituting the Task Force is to mitigate the appearance of undue influence by the neighborhoods surrounding Cameron Station. The perception of a flawed process that exists today would only be exacerbated by adding members to the Task Force but denying them the right to vote and fully participate in the Task Force's decision making process. Accordingly, not only must the new members have full voting rights, but no action of the initial Task Force can be allowed to narrow the scope of the investigation, research, study and analysis to be conducted by the enlarged Task Force.

This conclusion is bolstered by the apparent casualness with which the current Task Force selected and evaluated alternatives. One would assume that the process of identifying

alternatives would be a critical step in the work assigned to the Task Force, and that significant time, as well as substantial resources of appropriate experts, would be devoted to properly conducting this critical step. Instead, the minutes of the October 4, 2001 meeting describe the process of identifying alternative routes during a single task force meeting, as follows:

8. The Task Force then moved to the front of the room, near the board with an aerial photo of the study area to decide on Preliminary Alternates. Using a “brain-storming” process the Task Force proposed 13 Preliminary Alternatives.
9. The Task Force next eliminated unreasonable and flawed alternatives. The remaining alternatives were screened through pairwise comparisons. Alternatives with the same traffic benefits were compared against each other, and the alternative with greater costs and impacts was eliminated.

Attachment 6 hereto, at p. 2. Such a process engenders no confidence that there was, first, a thorough exploration and identification of all possible alternatives for a connector route; second, a systematic preliminary evaluation of each possible alternative across a range of characteristics, including traffic impact on major arterials, cost, environmental impact, economic development impact, and impact on affected neighborhoods; and, third, a thoughtful comparative analysis of the relative merits of each of the alternatives.⁷

In addition, the current Task Force, by its own admission, failed to adequately study the impact on affected neighborhoods of the recommended connector route—at Cambridge Road—and is focusing on this critical factor only after selecting that route.⁸

⁷ Furthermore, the available record does not suggest that the Task Force seriously tried to develop and evaluate any innovative solutions to the traffic problems sought to be solved by a connector. For example, among the many options that appropriate experts could have further evaluated and reported on include a variety of “no build with improvements” options (instead of quickly focusing on essentially just one “no build with improvements” option), a combination of improvements at specific intersections coupled with some connector configuration, and the possibility of one or two one-way street connectors, for example. Given the dynamics of the current “West End” Task Force, it is not surprising that its members did not creatively and aggressively at least identify and conduct a preliminary analysis of such alternatives.

⁸ The City Manager’s proposed resolution states in paragraph 6: “The function of the expanded task force shall be to analyze the impacts of the two alternates [the Cambridge Road route and the “no build with improvements” option] on residential streets and collectors north of Duke Street and to prepare recommendations to Council on the measures that would mitigate those impacts no later than December 31, 2001. No further consideration of the alternatives not selected at the April 11 meeting will be undertaken by the task force.” In addition, the April 17 City Manager Memorandum, at p. 1, states “[i]n selecting these alternatives, the Task Force noted that the impacts of these alternatives on the residential streets and collectors north of Duke

A thoughtful, well-designed analysis and evaluation phase should have incorporated detailed, careful comparisons of the impact on affected neighborhoods and the relative ability to cost-effectively mitigate adverse impacts on the affected neighborhoods. Instead of factoring the neighborhood impact into the evaluation and selection process, the Task Force first made a selection and only then decided to study the impacts on the affected neighborhoods and to develop and recommend mitigation strategies.⁹ Only by enlarging the Task Force, allowing it adequate time and allowing it to investigate all options can confidence be restored in the work product of this Task Force.

6. Citizen Participation in Task Force Proceedings

Clover-College Park urges the Task Force to proactively consider and implement additional approaches to educate Alexandria citizens and the residents of the affected neighborhoods about the work of the Task Force, the connector alternatives and other options under study, and the research and analysis performed by and for the Task Force. Such approaches might include, for example (and, if funds permit), meetings to educate the public, informative programs broadcast on the City's cable TV channel, newsletters or other mailings, opinion surveys and pages on the City's web site to share information.

In addition, citizens can be encouraged to participate at any public hearings held by the Task Force and the City Council. Although participation at the public hearings serves a different function and is not a substitute for fair and balanced representation on the Task Force,¹⁰ it is one of many avenues for the general public to participate in the decision-making process and should be actively promoted and encouraged on issues of this nature.

Street had not yet been studied, and that this needed to be done, as did a study of the measures which could be undertaken to mitigate those impacts.” (Emphasis added.)

⁹ The lack of analysis of the local impact of a connector at Cambridge Road means, for example, that the Task Force did not consider the impact of its recommendation on two schools—Bishop Ireton High School and Douglas MacArthur Elementary School. See Attachment 8 hereto (April 9, 2002 letter from the President of the Douglas MacArthur PTA to the Mayor regarding adverse safety impact of the Cambridge/Roth connector route on Douglas MacArthur students).

¹⁰ Task Force membership brings with it the opportunity for access to the expertise of the City staff and consultants, in-depth involvement in the investigatory, analytical, evaluative and decision making stages of the planning process, and the ability to participate in directing and guiding each of these stages. Obviously, making a one-time presentation at a public hearing is a very different type of participation in the process.

7. Conclusion

The tremendous significance of the connector decision to the multitude of interests which comprise Alexandria, including, but not limited to, citizens throughout the City, residents of affected neighborhoods, and business interests (both generally and, more specifically, the landowners of tracts suitable for development), mandates that the work of the Task Force proceed in a credible and thoughtful manner. This proposal achieves those goals and allows a fair, balanced and inclusive Task Force to continue its work.

FISCAL IMPACT: A minimal additional cost will be incurred by the City due to an enlarged Task Force. As staff currently is allocated to support the work of the Task Force and to assist in the preparation of its final report, no significant additional staffing cost is expected to be incurred as a result of this proposal.

ATTACHMENTS:

- Attachment 1: Proposed Resolution submitted by the Clover-College Park Civic Association
- Attachment 2: Email to Mayor and Members of City Council from the Board of the Clover-College Park Civic Association, dated April 17, 2002, Requesting Increased Membership, Term Extension and No Scope Restrictions for Eisenhower Avenue-to-Duke Street Connector Task Force
- Attachment 3: Letter to Mayor and Members of City Council from the Taylor Run Civic Association, dated April 18, 2002, in Support of the Clover-College Park Civic Association Proposal Regarding the Eisenhower Avenue-to-Duke Street Connector Task Force
- Attachment 4: Members of the Eisenhower Avenue-to-Duke Street Connector Task Force
- Attachment 5: Map of Alexandria Showing Residence Location for Elected Officials and Citizen Representatives on the Eisenhower Avenue-to-Duke Street Connector Task Force
- Attachment 6: Minutes of the October 4, 2001 Meeting of the Eisenhower Avenue-to-Duke Street Connector Task Force
- Attachment 7: Email to Mayor and Members of City Council from the League of Women Voters, dated April 9, 2002, Regarding Membership of the Eisenhower Avenue-to-Duke Street Connector Task Force
- Attachment 8: Email to Mayor and City Council from the MacArthur Elementary School PTA, dated April 9, 2002, Opposed to Alternate D (Cambridge/Roth)

Contact: Thomas M. Parry
(202) 463-7293
tparry@mpotechlaw.com

PROPOSED RESOLUTION

WHEREAS, on March 13, 2001, City Council established a task force to reexamine the alternatives for an Eisenhower Avenue-to-Duke Street connector as part of Phase II of the Clermont Interchange Project; and

WHEREAS, the task force membership does not include any elected officials or citizen representation from the neighborhoods north of Duke Street and east of Jordan Street, and the task force needs the perspective of residents from this area; and

WHEREAS, the City Council wishes to enlarge and extend the time for the task force to examine alternatives for such connector.

**NOW, THEREFORE, BE IT RESOLVED BY THE
CITY COUNCIL OF ALEXANDRIA, VIRGINIA:**

1. That there is hereby established an ad hoc task force known as the Eisenhower Avenue-to-Duke-St. Connector Task Force.
2. That the task force shall consist of sixteen members.
 - a. The current appointments to the task force in each of the following categories are reaffirmed:

2 Members of City Council

2 Alexandria business owners, or representatives of businesses, at least one of whom shall represent a business interest in the Eisenhower Valley.

2 citizens at-large

3 citizens residing generally in the area encompassing the following citizen groups:

Cameron Station
Holmes Run Committee
Wakefield Tarleton Civic Association
Strawberry Hill Civic Association
Summer's Grove
Townes of Cameron Park

b. The City Council shall make additional appointments to the task force as follows:

7 citizens residing generally in the area encompassing the following citizen groups:

Taylor Run
Quaker Hill
Clover-College Park
Rosemont
Seminary Hill

3. That the Mayor shall appoint the two members of City Council and select a convenor.
4. That staff assistance shall be provided to the task force by the City's Department of Transportation and Environmental Services.
5. That the Virginia Department of Transportation be invited to provide technical assistance to the task force.
6. That the functions of the task force shall be:
 - a. Research and review all potential alternate alignments for a connector from Eisenhower Avenue to Duke Street.
 - b. Develop new alternate alignments for a connector from Eisenhower Avenue to Duke Street.
 - c. Review the "no-build alternate" and "no build with improvements" options.
 - d. Analyze each of the above from an economic development, environmental, traffic, neighborhood impact and financial standpoint and recommend to City Council the best alternate to pursue.
 - e. Prepare for City Council a final report approximately nine months from the date of the first meeting of the task force after the appointments made under Section 2.b. of this resolution.

ADOPTED: _____

KERRY J. DONLEY

MAYOR

ATTEST:

Beverly I. Jett, CMC

City Clerk



gparry@fortlebrno.com
04/17/02 05:28 PM

To: mayoral@aol.com @ INTERNET, delpepper@aol.com @ INTERNET
Subject: FW: 4/23/02 City Council Meeting, Docket Item #20: Consideration of a Request to Expand the Membership and Extend the Term of the Eisenhower Avenue-to-Duke Street Connector Task Force

April 17, 2002

Clover-College Park Civic Association
317 Skyhill Road
Alexandria, Virginia 22314
703-212-0982
gparry@fortlebrno.com

The Honorable Mayor and Members of the
City Council
Room 2300
City Hall
301 King Street
Alexandria, Virginia 22314

Dear Mayor Donley and Members of the City Council:

I am writing for the Board of the Clover-College Park Civic Association regarding Docket Item #20 (Consideration of a Request to Expand the Membership and Extend the Term of the Eisenhower Avenue-to-Duke Street Connector Task Force) of the consent calendar of the April 23, 2002 City Council meeting).

The request asks that two more members be added to the task force. We are requesting that seven members be added from the following neighborhoods: Clover-College Park, Seminary Hills, Quaker Hill, Taylor Run and Rosemont.

The CCPCA Board vigorously protests the decisions of the Eisenhower Avenue-to-Duke Street Connector Task Force made at their meeting of April 11, 2002. We remain, along with many members of our community, alarmed at the continued lack of fair and balanced representation on this task force from neighborhoods which could be profoundly affected by a connector. We are also alarmed at the deliberate effort by the task force to exclude from further study and consideration other build options for a connector road from Eisenhower Avenue to Duke Street, except for one, Alternate D at the intersection of Cambridge Road, Duke Street and Roth Street.

Alternate D is the only build option that is not in the West End. Furthermore, Alternate D impacts neighborhoods that do not have representatives on the task force.

Our specific reasons for protesting the decisions follow:

Decision 1: Two members will be added to the task force from neighborhoods

potentially impacted by Alternate D.

Two additional members is simply not enough and remains grossly unfair, unbalanced and unrepresentative. The task force now includes seven members from West End neighborhoods, including Mayor Donley and Councilwoman Pepper. Seven members should be added from the neighborhoods potentially affected by Alternate D (Clover-College Park, Seminary Hills, Quaker Hill, Rosemont and Taylor Run) to make the task force fair, balanced and representative of the public.

Furthermore, the two task force members are being added after the task force has jettisoned all the build options except one: Alternate D at Cambridge Road, Roth Street and Duke Street. They have been excluded from participating in the decision of where to build a connector road.

Decision 2: The current task force, dominated by residents of the West End, agreed to drop from further consideration Alternates A1, A2, B1, B2, and C, all located in the West End, because no one on the task force would support them.

The task force unanimously jettisoned all the build options except one, Alternate D at Cambridge Road, Roth Street and Duke Street. If City Council later chooses to build a connector, the only location for building a connector would be at Cambridge Road, Roth Street and Duke Street.

Decision 3: The task force agreed to have the "no build with improvements" option and Alternate D (Cambridge Road, Roth Street and Duke Street) studied further by staff and the consultants in detail over the summer to determine each option's capability regarding the following:

- a. effectiveness to manage north-south traffic from Duke Street
- b. effectiveness to mitigate cut-through traffic on neighborhood streets

Decision 4: A report will be prepared and sent to City Council in the fall offering the "no build with improvements" option and Alternate D with findings from the study.

The political and business pressure, along with the Virginia Department of Transportation (VDOT) demand for the city's plan for building a connector road, may well force City Council to decide to build a connector. And, by default, the only place that City Council will have to put a connector is at Cambridge Road, Roth Street and Duke Street.

Furthermore, the "no build with improvements" option has already been labeled as expensive and not doing enough to improve access to Eisenhower Avenue. If City Council chooses this option, the City would have to repay the cost of the interchange at the Beltway and Eisenhower Avenue, estimated from \$1M to \$12M on top of the current estimated price tag for this option of \$43M.

Again, City Council will be presented with only two choices: to build a connector or not to build a connector. If Council chooses to build a connector, it will be built at Cambridge Road, Roth Street and Duke Street.

All of the other choices for building a connector have been jettisoned by the "West End" task force, prior to the addition of the new members.

B. Request approval of a proposal to amend the resolution establishing the Eisenhower Avenue-to-Duke Street Connector Task force, as follows:

1. The City Council shall appoint 7 additional citizen members of the Task Force, residing generally in the areas encompassing the following citizen groups: Seminary Hills, Quaker Hill, Clover-College Park, Taylor Run and Rosemont.
2. That the functions of the task force shall be:
 - a. Research and review all potential alternate alignments for a connector from Eisenhower Avenue to Duke Street.
 - b. Develop new alternate alignments for a connector from Eisenhower Avenue to Duke Street.
 - c. Review the "no-build alternate" and "no build with improvements" options.
 - d. Analyze each of the above from an economic development, environmental, traffic, neighborhood impact and financial standpoint and recommend to City Council the best alternate to pursue.
 - e. Prepare for City Council a final report approximately nine months from the date of the first meeting of the new task force.

The Board of the Clover-College Park Civic Association respectfully requests that City Council intervene in the work of the Eisenhower Avenue-to-Duke Street Connector Task Force and ensure that it conduct its work in a manner that is fair, balanced and truly representative of the citizens that will be directly impacted by its decision. Please appoint 7 members to the task force, not 2, as recommended in the Docket #20 of the April 23, 2002 City Council meeting.

Thank you very much for this opportunity to bring this matter to your attention. Please contact me at 703-212-0982 if you have any questions.

Sincerely,

Ginny Hines Parry, President
Clover-College Park Civic Association

Taylor Run Citizens' Association

April 18, 2002

Dear Mayor and members of City Council:

The Taylor Run Citizens' Association joins the Board of the Clover-College Park Civic Association in requesting that seven new members be added to the Eisenhower Avenue to Duke Street Connector Task Force. These members would come from the following neighborhoods: Seminary Hills, Taylor Run, Clover-College Park, Rosemont and Quaker Hill.

The Taylor Run Citizens' Association also supports the other proposals set forth by the board of the Clover-College Park Civic Association. These proposals will ensure that the process for determining the location of a connector, if it is deemed necessary and effective, from Eisenhower Avenue to Duke Street is fair, balanced and representative.

Sincerely,

Sandra Wiener
President

AD HOC EISENHOWER AVENUE-TO-DUKE STREET CONNECTOR TASK FORCE

<u>MEMBER</u>	<u>PHONE</u>	<u>OCCUPATION</u>	<u>ORIGINAL APPOINTMENT</u>	<u>CURRENT APPOINTMENT</u>	<u>OATH</u>	<u>EXPIRATION OF CURRENT APPOINTMENT</u>
JOSEPH BENNETT 5022B BARBOUR DRIVE ALEXANDRIA, VA 22304 CITIZEN RESIDING IN AREA	Res: 703-567-0153 Bus: 703-567-0153 Fax: E-Mail: jb900@yahoo.com	RETIRED	04/10/2001	04/10/2001	04/19/2001	06/18/2002
JAMES CISCO 205 YAKUM PARKWAY, #207 ALEXANDRIA, VA 22304 CITIZEN-AT-LARGE	Res: 703-370-6141 Bus: Fax: E-Mail: ciscos2@erols.com	RETIRED, US GOV.	04/10/2001	04/10/2001	04/18/2001	06/18/2002
KERRY DOWLEY 301 KING STREET, CITY HALL ALEXANDRIA, VA 22314 COUNCIL MEMBER CONVENOR	Res: Bus: 703-838-4550 Fax: E-Mail:	MAYOR, CITY OF ALEXANDRIA	04/17/2001	04/17/2001		/ /
SHARON HOGES 5904 MT. EAGLE DRIVE #311 ALEXANDRIA, VA 22303 BUSINESS REPRESENTATIVE LOCATED IN EISENHOWER VALLEY	Res: 703-329-0698 Bus: 703-684-5124 Fax: 703-684-7887 E-Mail: see below	EXECUTIVE DIRECTOR EISENHOWER PARTNERSHIP	04/10/2001	04/10/2001	04/18/2001	06/18/2002
E-MAIL: EISENHOWERPARTNERSHIP@EROLS.COM						
RONALD HOLDER 238 SOUTH JENKINS STREET ALEXANDRIA, VA 22304 CITIZEN RESIDING IN AREA	Res: 703-751-1272 Bus: 703-767-9002 Fax: E-Mail: ronholder@erols.com	PROGRAM ANAALYST DEFENSE TECHNICAL INFORMATION CENTER	04/10/2001	04/10/2001	04/23/2001	06/18/2002

J

Attachment
4

AD HOC EISENHOWER AVENUE-TO-DUKE STREET CONNECTOR TASK FORCE

<u>MEMBER</u>	<u>PHONE</u>	<u>OCCUPATION</u>	<u>ORIGINAL APPOINTMENT</u>	<u>CURRENT APPOINTMENT</u>	<u>OATH</u>	<u>EXPIRATION OF CURRENT APPOINTMENT</u>
REDELLA PEPPER 301 KING STREET, CITY HALL ALEXANDRIA, VA 22314 COUNCIL MEMBER CO-CONVENOR	Res: 703-751-0770 Bus: 703-838-4500 Fax: 703-751-4152 E-Mail: DELPEPPER@AOL.COM	COUNCILWOMAN CITY OF ALEXANDRIA	04/17/2001	04/17/2001	/ /	/ /
JOANNE TOMASELLO 511 N. PICKETT ST. ALEXANDRIA, VA 22304 CITIZEN-AT-LARGE	Res: 703-751-8331 Bus: 703-683-1012 Fax: E-Mail: jut8@juno.com	SUBSTITUTE TEACHER ALEXANDRIA CITY SCHOOL SYSTEM	04/10/2001	04/10/2001	04/18/2001	06/18/2002
LOIS WALKER 417 SOUTH ROYAL STREET ALEXANDRIA, VA 22314 BUSINESS REPRESENTATIVE	Res: 703-549-3360 Bus: 703-549-4696 Fax: 703-549-0393 E-Mail: lowalker@aol.com		04/10/2001	04/10/2001	05/04/2001	06/18/2002
CONVERSE WEST 200 N. PICKETT ST. #907 ALEXANDRIA, VA 22304 CITIZEN RESIDING IN AREA	Res: 703-370-5149 Bus: 703-370-2624 Fax: 703-566-1592 E-Mail: jns-cwest@home.com	RETIRED EXECUTIVE	04/10/2001	04/10/2001	04/20/2001	06/18/2002

10

CITIZENS NOT REPRESENTED
ON THE EISENHOWER-TO-DUKE
TASK FORCE

Cambridge Road

Duke Street

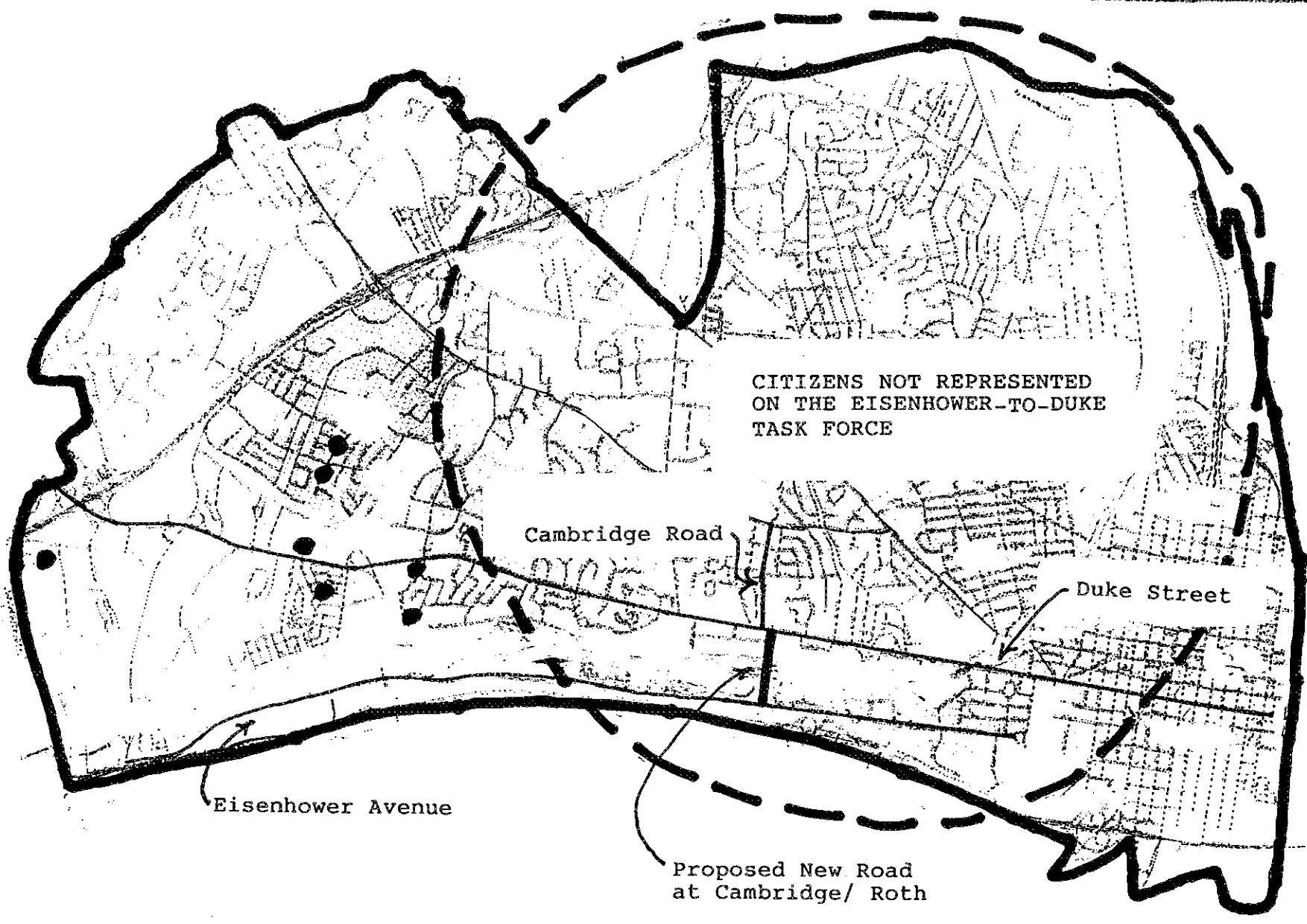
Eisenhower Avenue

Proposed New Road
at Cambridge/ Roth

19

Attachment 5

● " CURRENT TASK FORCE
CITIZEN MEMBERS



Eisenhower Avenue-to-Duke Street Connector Study



Date: October 4, 2001

To: Attendees, File

Subject: Minutes of the Third Task Force Meeting, Eisenhower Avenue-to-Duke Street Connector

Date of Meeting: October 4, 2001

Time: 7:300 PM

Location: City Council Workroom

From: David D. Metcalf, PBS&J

Attendees: City Councilwoman Del Pepper—Task Force Member
Joe Bennett—Task Force Member
Jim Cisco—Task Force Member
Converse West—Task Force Member
Joanne Tomasello—Task Force Member
Ronald Holder—Task Force Member
Lois Walker—Task Force Member
Sharon Hodges--Task Force Member
Doug McCobb—City of Alexandria
Rich Baier—Director T & ES, City of Alexandria
Kimberly Fogle—City of Alexandria
Reggie Beasley - VDOT Urban Division
Christopher B. Gay—BMI
Dan Goldfeld—BMI
Eileen Hughes—Straughan Environmental Services
David D. Metcalf—PBS&J
Nick Alexandrow—PBS&J

1. Councilwoman Pepper officially commenced the third Task Force Meeting.
2. The group discussed the general results of the Citizens Information Meeting on September 26. It was agreed that the attendees were generally positive towards a Connector between Eisenhower Avenue and Duke Street. Furthermore, there was no consensus where a proposed Connector should be, or if a "no build" alternate should be selected.

Eisenhower Avenue-to-Duke Street Connector Study

3. Sharon Hodges asked about additional public comments and comments sent by email. Doug McCobb stated that all comments would be considered and incorporated.
4. Councilwoman Pepper commented that most people at the Citizens Information Meeting were there for information purposes, to find out exactly what was being considered and what has been proposed to be done.
5. Joanne Tomasello began a discussion of a survey or questionnaire to complement the decision making process. It was decided that a survey should be considered at a later time.
6. The Study Team and the Task Force made other comments concerning the meeting. Joe Bennett mentioned the fact that the 1993 EA alternatives were confusing to the citizens, that they thought that those were the final chosen alternative solutions. Eileen Hughes brought up that many citizens were interested in protecting the City's parks, especially Ben Brenman Park at Cameron Station.
7. Mr. Metcalf then went through the Proposed Process for Screening and Developing Alternatives, which was detailed on the last page of the handout that the attendees received.
8. The Task Force then moved to the front of the room, near the board with an aerial photo of the study area to decide on Preliminary Alternates. Using a "brain-storming" process the Task Force proposed 13 Preliminary Alternatives.
9. The Task Force next eliminated unreasonable and flawed alternatives. The remaining alternatives were screened through pairwise comparisons. Alternatives with the same traffic benefits were compared against each other, and the alternative with greater costs and impacts was eliminated.
10. The following Alternates remained and will be reviewed by the study team in greater detail: A1, A2, B1, B2, C, and D. Please see attached exhibit for locations.
11. Sharon Hodges then brought up the letter that was sent by the Police Association. The Police Association favors EA Alternate #3, which is now being considered as Alternate B1.
12. Before Councilwoman Pepper adjourned the meeting, she told everyone that the next Task Force Meeting would be on October 24. The primary agenda for this meeting will be to establish evaluation criteria.
13. The meeting adjourned at 9:45pm.

Attachment 7

League of Women Voters
City of Alexandria, Virginia

April 9, 2002

TO: Mayor Donley
Members of the City Council

CC: City Manager Phil Sunderland

FROM: The League of Women Voters of Alexandria, VA

SUBJ: Ad Hoc Task Force on the Eisenhower Ave. to Duke Street Connector

Last evening the Board of the League of Women Voters of the City of Alexandria voted unanimously to direct me to send the following message to you. I hereby do so electronically; a hard copy will follow by regular U.S. mail:

The League of Women Voters is very concerned that representatives from neighborhoods who could be impacted by the decision of the Eisenhower Avenue to Duke Street Connector task force are not members of that task force.

As you well know, the League firmly believes that citizens should be allowed to participate in the governmental decisions that will directly affect them. But in this case, it appears that there are no citizens on this task force who reside in the neighborhoods of Rosemont, Seminary Hills, Taylor Run, Quaker Hill or Clover-College Park. We understand that both Alternate C and Alternate D will have serious impacts on the quality of life and property values in these residential neighborhoods.

We urge the task force to re-think the composition of its membership to allow representatives from these neighborhoods to participate in the process to identify the solution to the Eisenhower-Duke Street connector problem that will have the least negative impact on our residential Alexandria communities.

Thank you for your consideration of this request. Please contact us if you have any questions. I can be reached by return E-mail.

Sincerely,

Sylvia K. Kraemer
Co-President

Carmen Gonzales
Co-President

April 9, 2002

Dear Mayor Donnelly, Councilwoman Pepper, and members of the Task Force:

As President of the Douglas MacArthur PTA, I have been asked to express our organization's concerns about the proposed alternates for the Eisenhower Avenue-to-Duke Street Connector. We think that Alternates C and D would exacerbate the already dangerous traffic situation on Janneys' Lane, Yale, and Cambridge and therefore further undermine the safety of our students. We want to go on record as being opposed to both those Alternatives.

The City is making improvements and installing traffic calming measures in the front of our school, and for this we are most grateful. However, these measures cannot negate the impact of an increased traffic flow in our neighborhood. The safety of our students as they walk to and from school is of paramount importance, underscored for us last year when one of our students was hit by a car on Yale Drive in front of the school. The current amount of cut-through traffic is out of control; beyond, I fear, the reach of simple traffic calming. Any increase in the amount of traffic on Quaker Lane, Janneys' Lane, West Taylor Run, Cambridge, or Yale further compromises that safety; Alternatives C and D would increase traffic on those streets, and are unacceptable to us.

It seems to me that the thinking is inside out. Why do we want to make it easier for cars to cut through our city, destroy the quality of life in our neighborhoods, and endanger children walking to school? Shouldn't the priority be to discourage the thousands of cars cutting through Alexandria neighborhoods to stay on the major highways?

We are depending on you to protect our children.

Sincerely,

Martha Blakeslee, President
Douglas MacArthur PTA

Merritt and Martha Blakeslee
810 Clovercrest Drive
Alexandria, Virginia 22314
mblakeslee01@comcast.net

20
4-23-02

Clover-College Park Civic Association
317 Skyhill Road
Alexandria, Virginia 22314
(703) 212-0982
ghparry@fortebrio.com

Docket #20
4/23/02

April 23, 2002

Dear Mayor and Members of City Council:

The Clover-College Park Civic Association ("Clover-College Park") is aware that negotiations are underway to expand the Connector Task Force by approximately 4 members (for a total of 13 members), allow consideration of only certain specified options, and allow significantly less than nine months for the remaining work of the task force.

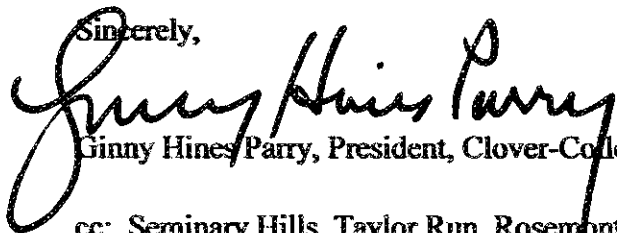
This so-called "compromise" is unacceptable because it is outcome determinative. Without 7 new members from the neighborhoods affected by the Cambridge Road route, the current 7 members from the "West End" will have a GUARANTEED majority of the 13 people on the Task Force, thereby (1) preventing any consideration of a connector in the West End, and (2) assuring that all of the build options selected will be in the "East End". Thus, without balancing the current 7 members from the West End, the outcome of the voting is predetermined before the new members even sit down at the table. This is completely unacceptable.

Clover-College Park insists that neighborhoods at the East End of Duke be given a fair deal. It simply is unconscionable for the current West End members to be allowed to veto any connector in their neighborhood and dictate that the connector be built in the East End, at Cambridge presumably. City Council simply cannot allow this to happen.

If the City Council does not add 7 members to the Task Force, allow all options to be considered and allow at least nine months for the work of the Task Force, then Clover-College Park respectfully requests that this matter be deferred to a work session of the Council. There are at least five civic associations that are vitally concerned about this issue. A tremendous number of residents will be affected for years to come by the decision as to where to locate the connector. This issue simply is too important to every resident and business in this City and too critical to a wide swath of Alexandria neighborhoods to impose a patently unfair and unjust process on the citizens of our City. We, the citizens of Alexandria, deserve better.

Thank you for your consideration of our requests.

Sincerely,



Ginny Hines Parry, President, Clover-College Park Civic Association

cc: Seminary Hills, Taylor Run, Rosemont, and Quaker Hill Civic Associations



ghparry@fortebrio.com
04/17/02 05:28 PM

To: mayoralx@aol.com @ INTERNET, deipepper@aol.com @ INTERNET
Subject: FW: 4/23/02 City Council Meeting, Docket Item #20: Consideration
of a Request to Expand the Membership and Extend the Term of the
Eisenhower Avenue-to-Duke Street Connector Task Force

20
4-23-02

April 17, 2002

Clover-College Park Civic Association
317 Skyhill Road
Alexandria, Virginia 22314
703-212-0982
ghparry@fortebrio.com

The Honorable Mayor and Members of the
City Council
Room 2300
City Hall
301 King Street
Alexandria, Virginia 22314

Dear Mayor Donley and Members of the City Council:

I am writing for the Board of the Clover-College Park Civic Association regarding Docket Item #20 (Consideration of a Request to Expand the Membership and Extend the Term of the Eisenhower Avenue-to-Duke Street Connector Task Force) of the consent calendar of the April 23, 2002 City Council meeting).

The request asks that two more members be added to the task force. We are requesting that seven members be added from the following neighborhoods: Clover-College Park, Seminary Hills, Quaker Hill, Taylor Run and Rosemont.

The CCPCA Board vigorously protests the decisions of the Eisenhower Avenue-to-Duke Street Connector Task Force made at their meeting of April 11, 2002. We remain, along with many members of our community, alarmed at the continued lack of fair and balanced representation on this task force from neighborhoods which could be profoundly affected by a connector. We are also alarmed at the deliberate effort by the task force to exclude from further study and consideration other build options for a connector road from Eisenhower Avenue to Duke Street, except for one, Alternate D at the intersection of Cambridge Road, Duke Street and Roth Street.

Alternate D is the only build option that is not in the West End. Furthermore, Alternate D impacts neighborhoods that do not have representatives on the task force.

Our specific reasons for protesting the decisions follow:

Decision 1: Two members will be added to the task force from neighborhoods

potentially impacted by Alternate D.

Two additional members is simply not enough and remains grossly unfair, unbalanced and unrepresentative. The task force now includes seven members from West End neighborhoods, including Mayor Donley and Councilwoman Pepper. Seven members should be added from the neighborhoods potentially affected by Alternate D (Clover-College Park, Seminary Hills, Quaker Hill, Rosemont and Taylor Run) to make the task force fair, balanced and representative of the public.

Furthermore, the two task force members are being added after the task force has jettisoned all the build options except one: Alternate D at Cambridge Road, Roth Street and Duke Street. They have been excluded from participating in the decision of where to build a connector road.

Decision 2: The current task force, dominated by residents of the West End, agreed to drop from further consideration Alternates A1, A2, B1, B2, and C, all located in the West End, because no one on the task force would support them.

The task force unanimously jettisoned all the build options except one, Alternate D at Cambridge Road, Roth Street and Duke Street. If City Council later chooses to build a connector, the only location for building a connector would be at Cambridge Road, Roth Street and Duke Street.

Decision 3: The task force agreed to have the "no build with improvements" option and Alternate D (Cambridge Road, Roth Street and Duke Street) studied further by staff and the consultants in detail over the summer to determine each option's capability regarding the following:

- a. effectiveness to manage north-south traffic from Duke Street
- b. effectiveness to mitigate cut-through traffic on neighborhood streets

Decision 4: A report will be prepared and sent to City Council in the fall offering the "no build with improvements" option and Alternate D with findings from the study.

The political and business pressure, along with the Virginia Department of Transportation (VDOT) demand for the city's plan for building a connector road, may well force City Council to decide to build a connector. And, by default, the only place that City Council will have to put a connector is at Cambridge Road, Roth Street and Duke Street.

Furthermore, the "no build with improvements" option has already been labeled as expensive and not doing enough to improve access to Eisenhower Avenue. If City Council chooses this option, the City would have to repay the cost of the interchange at the Beltway and Eisenhower Avenue, estimated from \$1M to \$12M on top of the current estimated price tag for this option of \$43M.

Again, City Council will be presented with only two choices: to build a connector or not to build a connector. If Council chooses to build a connector, it will be built at Cambridge Road, Roth Street and Duke Street.

All of the other choices for building a connector have been jettisoned by the "West End" task force, prior to the addition of the new members.

B. Request approval of a proposal to amend the resolution establishing the Eisenhower Avenue-to-Duke Street Connector Task force, as follows:

1. The City Council shall appoint 7 additional citizen members of the Task Force, residing generally in the areas encompassing the following citizen groups: Seminary Hills, Quaker Hill, Clover-College Park, Taylor Run and Rosemont.

2. That the functions of the task force shall be:

a. Research and review all potential alternate alignments for a connector from Eisenhower Avenue to Duke Street.

b. Develop new alternate alignments for a connector from Eisenhower Avenue to Duke Street.

c. Review the "no-build alternate" and "no build with improvements" options.

d. Analyze each of the above from an economic development, environmental, traffic, neighborhood impact and financial standpoint and recommend to City Council the best alternate to pursue.

e. Prepare for City Council a final report approximately nine months from the date of the first meeting of the new task force.

The Board of the Clover-College Park Civic Association respectfully requests that City Council intervene in the work of the Eisenhower Avenue-to-Duke Street Connector Task Force and ensure that it conduct its work in a manner that is fair, balanced and truly representative of the citizens that will be directly impacted by its decision. Please appoint 7 members to the task force, not 2, as recommended in the Docket #20 of the April 23, 2002 City Council meeting.

Thank you very much for this opportunity to bring this matter to your attention. Please contact me at 703-212-0982 if you have any questions.

Sincerely,

Ginny Hines Parry, President
Clover-College Park Civic Association

20
4-23-02



alsdmf@earthlink.net
04/23/02 09:32 AM

To: eberweincouncil@comcast.net @ INTERNET, dspeck@aol.com @
INTERNET, council@joycewoodson.net @ INTERNET,
mayoralx@aol.com @ INTERNET, delpepper@aol.com @ INTERNET,
billclev@comcast.net @ INTERNET, wmeuille@wdeuille.com @
INTERNET

Subject: Duke/Eisenhower Connector Task Force

To Alexandria City Council:

It is wrong that the City has effectively empowered a Task Force comprised of representatives from one part of the City to lord over another part of the City. I strongly urge you to balance the voting representation on the Duke/Eisenhower Connector Task Force to include all affected neighborhoods.

The other responsible option would be to disband the Task Force, discard any recommendations it may have made, make the decisions yourselves, and face whatever political consequences arise.

Sincerely,
David Fromm
2307 E. Randolph Ave
Alexandria, VA 22301
703-549-3412

cc: Clerk of Council

20
4-23-02

Cameron Station Civic Association, Inc.
PO Box 22560
Alexandria, VA 22304
Telephone 703-370-2319

April 23, 2002

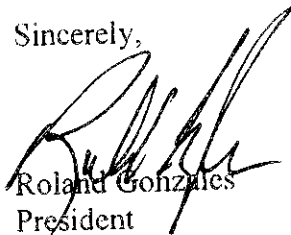
Mayor and City Council
City Hall

RE: DOCKET ITEM 20 on the EISENHOWER CONNECTOR TASK FORCE

Dear Mayor and Council:

We understand that another civic group has submitted a plan to expand the scope, membership and charter of the Eisenhower Connector Task Force. We believe that the proposal that the Task Force recommended to you as docket item 20 has a lot of merit and we recommend its approval as it is discussed in the staff report. We think it would not be appropriate to consider tonight a different proposal which has not been reviewed by City Staff and on which other citizens and groups have not had an opportunity to review and comment. Also, we are lead to believe, although we have not had an opportunity to study the proposal, that what has been presented contains some inaccuracies and imprecisions.

Sincerely,



Roland Gonzales
President

cc: City Manager

20
4-23-02



Elaine.Gort@USPTO.G
OV
04/23/02 10:40 AM

To: Beverly | Jett@Alex
Subject: Taylor Run Representation

Dear Voting Members (Mayor and City Council)

I am a homeowner in the Taylor Run area and am highly concerned about the impact an Eisenhower-Duke connector will have on my area. It is hard for me to see how this will not greatly add to the automobile congestion in my area. My home is on Hilltop Terrace and we have already experienced heavy cut-thru traffic on our quiet residential street due to automobile congestion on Duke and King. I believe the connector will add to this traffic congestion. I also own a rental property on Skyhill. My concern is what this connector will do to my once peaceful neighborhood and believe it is important for residents of my neighborhood to participate in the investigation and voting on this topic. I urge you to vote to add voting members from Taylor Run and Clover-College Park.

I also have major concerns regarding the use of alternative transportation, such as bicyclists and pedestrians. I used to commute to work via bicycle, but in the last year have found it to be dangerous due to the lack of safe space for bicyclists on the streets of Alexandria. One reaches a point where their concern for the environment and traffic congestion is surpassed by their own safety. I would like to encourage the Mayor and City Council to seriously consider other forms of transportation in order to return Alexandria to a pedestrian and bicycle friendly city. Already it is a very non-friendly walk down Duke street towards the King Street metro. Duke and King Street near the metro have become extremely dangerous for bicyclist as there is not a bike lane and little space for bicyclists between the rushing cars and the curb. The Masonic Temple road previously was an escape from this problem, but their closure of the gate has stopped this. Thank you for your past and future efforts to make Alexandria such a wonderful place to call home! Sincerely

Elaine Gort

513 Hilltop Terrace
Alexandria, VA 22301

703/308-6391

PHONE-O-GRAM®

for Mayor, Councilwoman Eberwein
and Pepper

20
4-23-02

From John Stirling Company _____

City 611 Janney Lane Area Code _____ Phone _____

Telephoned Please return the call Returned your call Will call again Came in See me

Message support Clover-College Park's proposal to add 7 members to the Eisenhower Avenue-to-Duke Street Connector Task Force

Date 4/23 Time 4:25 Taken by bc

Action Wanted _____

Action Taken _____

PHONE-O-GRAM®

for Mayor, Pepper & Eberwein

No. 20
4-23-02 No.

From Frances & Lilly March Company _____

City 403 Cambridge Rd. Area Code _____ Phone _____

Telephoned Please return the call Returned your call Will call again Came in See me

Message She wants to add 7 notice members to the task force. Also, she is appoach to the opening of Cambridge Rd.

Date 4/23/02 Time 11:55 Taken by KW

Action Wanted _____

PHONE-O-GRAM[®]

for Mayor & Council

20
4-23-02

From Robert Robinson Company _____

City 1310 Trinity Dr. Area Code _____ Phone _____

22314

Telephoned Please return the call Returned your call Will call again Came in See me

Message he does not want the extension -
put it at Cameron Station

Date 4/23 Time 11:03 Taken by bc

Action Wanted _____

Action Taken _____

PHONE-O-GRAM[®]

for Mayor & Council

20
4-23-02

From Frances Culbertson Company _____

City 306 Cloverway Dr. Area Code _____ Phone _____

22314

Telephoned Please return the call Returned your call Will call again Came in See me

Message She is against alternate D - intersecting
Duke at Cambridge Road / Roth Street

Date 4/23 Time 10:55 Taken by bc

Action Wanted _____

PHONE-O-GRAM®

for: CC

20
4-23-02

From V. Dolan Mills Company _____

City 304 Yale Dr. Alex. Area Code _____ Phone _____

Telephoned Please return the call Returned your call Will call again Came in See me

Message He is opposed to the position of the Eisenhower Ave-to-Duke St. Connector that affects Cambridge Dr.

Date 4/23/02 Time 9:45 Taken by Ky

Action Wanted _____

Action Taken _____

PHONE-O-GRAM®

for: CC

20
4-23-02

From Rose Di Lello Company _____

City 42 W. Taylor Run Pkwy. Area Code _____ Phone _____

Telephoned Please return the call Returned your call Will call again Came in See me

Message She is very much in favor of the Clowes-College Park + Taylor Run Pkwy. The traffic is terrible.

Date 4/23/02 Time 11:10 Taken by Ky

Action Wanted _____

PHONE-O-GRAM[®]

for: CC

20
4-23-02

From Ruth Paulding Company _____

City 466 W. Taylor Run Pkwy. Area Code 703 Phone 370-3703

Telephoned Please return the call Returned your call Will call again Came in See me

Message Please add 7 voting members to the
Clowes College Park Civic Assoc. instead of 2.
Also, she would like to see speed bumps put
on W. Taylor Run Pkwy.

Date 4/22 Time 10:30 Taken by Ky

Action Wanted _____

Action Taken _____

20
4-23-02

PHONE-C-GRAM[®] for: Council

From Alvin Burgess Company 304 Princeton
City _____ Area Code _____ Phone _____

Telephoned Please return the call Returned your call Will call again Came in See me

Message Objects to distributing traffic onto
Cambridge Drive - Needs more study.
Hazard to children at the schools. (He
received a letter from College Park Civic.)

Date 4/22 Time 1:30 Taken by S

Action Wanted _____

Action Taken _____

20
4-23-02

PHONE-O-GRAM[®] for: *CC*

From: *Joanne June* Company _____

City: *260 Cambridge Rd.* Area Code _____ Phone _____

Telephoned Please return the call Returned your call Will call again Came in See me

Message: *Please support the Clower College Park
& Taylor Run proposal to have 7 voting
members.*

Date: *4/22* Time: *2:10* Taken by: *Ky*

Action Wanted _____

Action Taken _____

PHONE-C-GRAM[®]

for: Council

20
4-23-02

From Allan Kaupinen Company _____

City 517 Canterbury Area Code _____ Phone _____

Telephoned Responded in the call Returned your call Will call again Came in See me

Message re: proposed intersection of Cambridge & Duke -
Council should add 7 additional voting
members to the TF as it's not equitable as
constituted.

Date 4/22 Time 2:35 Taken by S

Action Wanted _____

Action Taken _____

PHONE-O-GRAM[®]

for: Council

20
4-23-02

From Christine Moncure Company _____

City 308 Crown View Drive Area Code _____ Phone _____

Telephoned Please return the call Returned your call Will call again Came in See me

Message Supports the Clover-College Park
stand to add 7 voting members to
the T.F.

Date 4/23 Time 4:50 Taken by S

Action Wanted _____

Action Taken _____

20
4-23-02

198 Cambridge Road
Alexandria, VA 22314

April 22, 2002

The Honorable Kerry Donley
301 King Street
Alexandria, Virginia 22314

Re: Clover-College Park/Taylor Run Proposal

Dear Mayor Donley:

Please support the proposal of our civic association to add seven voting members to the task force studying a connector from Duke Street to Eisenhower Avenue.

I attended the forum at Cameron Station and spoke with City staff about the various alternatives. Please understand, I am not advocating any particular alternative at this time. I further recognize the Cambridge Road alternative would seek to bar traffic from entering Cambridge or Yale roads. However, City staff has not been able to address, despite questioning, what the impact, positive or negative, would be on traffic or the quality of life in our area.

According to the Clover-College Park Civic Association (CCPCA), no citizen member of the task force resides in this neighborhood. It would seem appropriate to allow those who might be most impacted, a vote proportionate to the number of residents in these two neighborhoods.

I hope you will support the proposal of the Taylor Run Civic Association and CCPCA. The addition of representatives from these neighborhoods would lend credibility to the process and help those affected better understand the potential impact. Thank you for your consideration.

Very truly yours,



Erik R. Barnett



EXHIBIT NO. 320
4-23-02

COMMONWEALTH of VIRGINIA

Commonwealth's Attorney
City of Alexandria520 King Street, Suite 301
Alexandria, VA 22314-3140
(703) 838-4100
Fax (703) 835-3897S. RANDOLPH SENDEL
COMMONWEALTH'S ATTORNEYKRISTA G. BOUCHER
DEPUTY COMMONWEALTH'S ATTORNEYCOMMUNITY PROSECUTION PROGRAM
THOMAS CULLEN
3805 Mt. Vernon Avenue, Suite C
Alexandria, Virginia 22305
(703) 519-3318
Fax (703) 519-3320ASSISTANT
COMMONWEALTH'S ATTORNEYSJENNIFER POLLARD
SONYA SACKS
MOLLY SULLIVAN
ERIK BARNETT
ROGER CANAFF
TIMOTHY CALLAHAN
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April 11, 2002

The Honorable Redella S. Pepper
Member of City Council
4600 Duke Street, Unit 932
Alexandria, Virginia 22304

Re: Advisory Opinion

Dear Councilwoman Pepper:

This will acknowledge your request for an advisory opinion pursuant to the provisions of Virginia Code Section 2.2-3100 et. seq., (State and Local Government Conflict of Interest Act), regarding your service as City Council representative on the Ad Hoc Eisenhower Avenue to Duke Street Connector Task Force. The purpose of this task force is to study and recommend to the City Council on for more alternative locations for a proposed connector road between Eisenhower Avenue and Duke Street. As indicated in your request, two of the possible locations under consideration by the task force run near to real property owned by you, including two condominium units at 4600 Duke Street and a single undeveloped residential lot.

The applicable provision of the Act in this case mandates consideration of whether or not the property you own "may realize a reasonably foreseeable direct or indirect benefit or detriment" as a result of action taken by the task force or Council (Virginia Code Section 2.2-3101). While the answer to this question is not entirely clear from the facts as presented (there is no clear consensus regarding whether installation of a connector road in either of these two alignments would benefit or harm property in which you have an ownership interest), the Act does require liberal construction so as to avoid even the appearance of inappropriate conflicts.

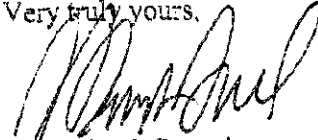
Assuming that under liberal construction of the Act you do have a personal interest in the transaction because of the possible benefit or detriment to your property, you may nevertheless participate in consideration of the matter by the task force so long as you make certain disclosures

on the record of the proceedings. This is because the transaction does not apply exclusively to property which you own, but impacts a group of property owners. (See, Section 2.2-3112). For these reasons, you may participate in consideration of this matter with the task force so long as you disclose on the public record of the proceeding prior to participating:

1. that you own the real property as described, and
2. that in common with other owners of property near these proposed locations, your property may be harmed or benefited by the route selection and/or construction of the new road, and
3. that you are able to participate in the proceeding fairly, objectively and in the public interest.

Following this disclosure, I conclude that your participation is proper under applicable provisions of the Act.

Very truly yours,



S. Randolph Sengei
Commonwealth's Attorney

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4-23-02

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April 11, 2002

The Honorable Redella S. Pepper
4600 Duke Street, Apt. 932
Alexandria, VA 22304

Re: Conflict of Interest Question

Dear Councilwoman Pepper:

You serve as a City Council representative on the Ad Hoc Eisenhower Avenue to Duke Street Connector Task Force. The purpose of this task force is to study and recommend to City Council one or more preferred alternative locations, if any, for a new connector road between Eisenhower Avenue and Duke Street. I understand that two of the alignments under consideration run near to real property owned by you and Dr. Pepper. You have asked whether, as a task force member or as a member of the Council, these circumstances present any issues from a conflict of interests perspective.

For the following reasons, I conclude that you may participate in any task force or Council proceedings with respect to selecting an alignment of the connector road, or proceeding with a "no build" scenario, provided that you declare on the public record of such proceedings prior to participating :

1. that you own the real property at issue,
2. that in common with many other owners of property near the alternative alignments, your property may be affected by the route selection or construction of a new road, and
3. that you are able to participate in the proceeding fairly, objectively and in the public interest.

The determinative issue under the applicable provisions of the State and Local Government Conflict of Interests Act is whether the property you own "may realize a reasonably

The Honorable Redella S. Pepper
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foreseeable direct or indirect benefit or detriment” as a result of action by the task force or Council. Va. Code § 2.2-3101.

It not entirely clear whether, for purposes of the Conflict Act, a new connector road can reasonably be said to benefit or harm the property at issue – two condominium units at 4600 Duke Street, and a single undeveloped residential lot. However, the Act is to be liberally construed so as to assure the public that the judgement of public officers will not be swayed by inappropriate conflicts. Va. Code § 2.2-3100.

Given this rule of construction, I believe that the more prudent course is for you to declare your interest as described above. With such a declaration, you may properly participate in the consideration or decision of this matter.

Please do not hesitate to contact me if you have any additional questions.

Yours very truly,

A handwritten signature in black ink, appearing to read 'Ignacio B. Pessoa', with a long horizontal flourish extending to the right.

Ignacio B. Pessoa
City Attorney

ROUGH DRAFT**CITY COUNCIL OF ALEXANDRIA, VIRGINIA
Regular Meeting — April 23, 2002
Partial Verbatim**

* * * * *

20. Consideration of Request to Expand the Membership and Extend the Term of the Eisenhower Avenue-to-Duke Street Connector Task Force.

Mayor: Okay. I want to say a couple words and then we'll have a discussion. Mrs. Pepper and Mr. Euille want to make at least a disclaimer before I kick this off. Mrs. Pepper.

Pepper: Mr. Mayor, the last time that we discussed connecting words in this, in the 90's, I went to both the Commonwealth Attorney as well as our City Attorney to be sure I had no conflict of interest. So again this go-round I have gone to both offices and asked if I had, and indeed I was allowed, it's legal and proper for me to participate in discussions as well as to vote on this issue. And I also announced this on April 11 when the Task Force met last, and it is necessary for me though to state as part of my statement that I do own real property, two things at 4600 Duke and some, and an unimproved lot on, on

Mayor: Cathedral.

Pepper: On Cathedral Drive. They know where it is. That's good. Thank you, Ginny, for that comment. That, and, but that because I own this in common with so many other neighbors in the entire area, it's not that this, that either of these roads would in any way be singled out just for my benefit or just to harm me, and therefore, I do feel that I can objectively participate. Thank you.

Mayor: Mr. Euille.

Euille: Mr. Mayor, for the same reasons that the, as outlined by Councilwoman Pepper, I too own property and/or lease property in one of the affected neighborhoods where the, potentially it may be in the end one of the

choices made by the, not only by the Task Force, but the City Council. So I disclose this information up front that I will be participating in the discussion this evening. Thank you.

Mayor: All right. As Council will recall, we had a discussion of, of the rationale behind the, providing a connector to, to the, from Eisenhower to Duke Street at our Retreat. And pursuant to that discussion, a Task Force was created that would examine candidate-build alternatives that had been previously examined as well as a no-build alternative with improvements, and any potential other new alignments. During the course of those, those deliberations by the Task Force, which has been meeting now for nine months, a new alternative as well as some variations off some of the other alternatives were added to the mix. We proceeded through what was, I think, a fairly active and, and considered deliberation by the Task Force members, held a number of, of very successful public meetings at Tucker School where over 200 people came and, and took part and learned about this. Well, there was over 100 at the first and over 200 at the second public meeting. As the Task Force wound down towards, towards its, its term and its charge, and that was to make a report to the Council with a recommendation. I was contacted by the president of the Clover-College Park Civic Association who I think raised some legitimate issues. And, and I made a proposal to the Task Force to address those issues. Those issues mainly dealt with the lack of representation on the Task Force of anybody east of Quaker Lane, the fact that, that we needed to, to study traffic and the potential cut-through traffic north of Duke Street and that we should also look at mitigation measures for those, for any of the cut-through traffic on Duke Street. I presented that to, to the Task Force as an option and that we would extent our life and, and proceed to meet during the summer months. And the Task Force by a six-to-three vote, not unanimously as, as I think you've seen in some of the correspondence that's gone back and forth, but by a six-to-three vote endorsed this proposal. I bring it up by way of background because I want the Council to note sort of, at least in summary, what transpired. I also bring it up because I want the Council to know and I want the citizens who are here or watching know that, that, you know, these issues were brought to our attention, and I think the Task Force, just as they have, have gone about their work over the last nine months, you know,

tried to address a lot of those concerns. I certainly in, in developing this proposal tried to address those concerns. I know that a lot of flyers and a lot of communication has gone out that, that I think disparages the, the work of the Task Force, and, and I think that it disparages me somewhat for, for characterizing that, that we have ignored these concerns. I don't think we have. You know, now maybe the, the proposal, maybe you don't agree, people might not agree with the proposal, but we did in fact try to come up with a process to, to address the concerns of the, particularly the people in Clover-College Park and, and I don't think the, the, a lot of the flyers that have gone out have, have justifiably portrayed the, the course of the events. That being said, I know that we have had a fair amount of, of correspondence, electronic and otherwise, that has, have come in. I, I have talked with a number of my colleagues regarding the, the issues raised by, by our citizens regarding, you know, where we are today, and that is that the Task Force agreed to examine alternative D and the no-build with improvements alternative. I know that while I think that is, that was a responsible move by the Task Force, I know that there is a fair amount of concern amongst not only the citizens but, but my colleagues. And so what I'd like to do, and again I, I still think the Task Force acted responsibly and I don't think that their, their, at least an attempt to, to meet a lot of the concerns was, was irresponsible. But in an attempt to try and, and again meet a lot of the concerns of the neighbors, I'm going to suggest an alternative that, you know, we can, we can discuss. I know that it's not going to make everybody happy. Certainly, I think some of the Task Force members are, are not happy with, with you know potentially what we are going to, to propose, but I'd like to propose this and we'll have a discussion. That the term of the Eisenhower-to-Duke Task Force be extended until October the 15th. That four members be added to the Task Force from the area encompassing the following civic groups: Seminary Hill, Quaker Hill, Clover-College Park, Taylor Run and Rosemont. That the expanded Task Force continue to consider the eight Eisenhower-to-Duke options that have been reviewed to date by the original Task Force. In other words, all the options are on the table. That a session for the four new members be held as soon as possible, no later than ten days following their appointment, at which, at which these members will be briefed on the work of the Task Force to date and

particularly the eight options that have been under consideration. That the, that the expanded Task Force, no later than April, or, I'm sorry, October 1, 2002, select its top two build options and its top no-build option. The expanded Task Force shall reach these top selections by applying the objective evaluation criteria that have been used to date by the Task Force in its review of the various options. Also in reaching these selections, the expanded Task Force shall consider any significant cut-through or other traffic affects north of Duke Street associated with the different options both build and non-build as well as reasonable mitigation measures designed to reduce those affects, with these affects and measures being reported to the Task Force by staff and their consultants. That the staff provide a report to the Council as soon as possible following the expanded Task Force selection under paragraph five above, the previous paragraph, that reports the expanded Task Force selections, provides staff's own objective analysis of the eight options considered by the Task Force, and provides further information and analysis to assist the Council in making the final determination regarding an Eisenhower-to-Duke connection. That the expanded Task Force complete its work and finalize its selections no later. again, than, than October 1. So this would add four members instead of the two that had been recommended by the Task Force. This -

Pepper: Mr. Mayor.

Mayor: Just a moment, Mrs. Pepper. That this new process would keep all of the build options under consideration unlike the Task Force which had jettisoned I believe five of, five build options. We would also provide a report to the Council that would cause us to select through an objective evaluation our top two build alternatives along with our top no-build alternative, and that those, the study and the findings, particularly as it relates to mitigation of traffic measures and traffic affects north of Duke Street would be reported to the Council along with staff's evaluation and analysis. It would also come the Council. Ultimately it's the Council's decision and I think this is yet again another way to provide a more open discussion, more open representation while also keeping more of the options available for the Council for its final determination in, in October. Mrs. Pepper. Mrs. Pepper.

Pepper: I want to begin by saying that I have always supported neighbors and neighborhoods. I have a solid history of doing that, and no effort on this Task Force was made to be unfair or to be thoughtless of neighborhoods that were left out. What happened in this process was that no one ever dreamed that alternate D which is, of course Roth, was going to be a serious contender. No one ever thought about that, and it wasn't until toward the end of the process that it became quite apparent that this might be a serious contender. At that time, now with all this hindsight it would have been appropriate, I think, for the Task Force to say, hey, wait a minute here. There's no one on this Task Force that represents this group, and what should have been done at that time, as I say with all this hindsight, was to have added people at that time. To the best of my knowledge no one even thought of that and if it had been suggested, I would surely like to have had that pursued. Getting to the particular proposal that we have before us tonight, I am hopeful that instead of the four members, at least five members from the groups that you mentioned, the Seminary Hill, Quaker Hill, Clover-College Park, Taylor Run and Rosemont, at least the five would be suggested. Also, I would like to have a, and I'm glad to see the opening of the options. I would like us to discuss a bit a suggestion that the City Manager had made somewhere along the line about prioritizing our options, the Task Force's decision to prioritize options as opposed to selecting its top two build options and its top no-build option.

Mayor: Phil, do you want, you know,

Manager: I'd like to say in a way that's what the top two is, is what it's all about. It's, it's ranking or prioritizing, and the idea is in, among the build options that the two top-ranked proposals or options would be selected in a sense of coming forward as a selectee or a determination by the Task Force, and then on the no-build, the same thing, that at least one of those, again applying the objective criteria, would come forth. So, in a way, you, you are ranking them, and it's, it's just saying that two build, one no-build come forward as selectees of the Task Force.

Pepper: But it seems when you do it that way that the no-build with improvement options, for example, would have the same status as a second choice build option, and I'm not sure I like that. I like the idea of just coming

forward with a prioritized list and all of the advantages and disadvantages that the Task Force found in each of those.

Manager: Well, that's, that's an alternative.

Mayor: Mr. Euille.

Euille: Yes, Mr. Mayor. I want to thank you and the City Manager and Rich Baier and others for working to offer this compromise recommendation here this evening. I think it's important that as we move along this process that not only the Task Force but the Council and staff and citizens, everyone working collectively together that we demonstrate strong leadership, and I think that's what is being, is resulting here this evening. The decision that we, that ultimately will be made has to be the right decision. It's a decision that we're going to have to live with for an awful long time, but it's a decision, it's a decision that's long overdue. Let's face the fact, I mean, this is something that has been around for almost 20 years. The process must be fair and fairness is enabling or including rather than representation from those neighborhoods that may or may not be affected at least have a voice at the table. And in terms of the, the numbers for representation, the increase four, five, I mean that's something for us to discuss here this evening and to decide upon. But I'm glad to see that at least there is going to be some consideration or has been some reconsideration to increase the membership. I've always, since this came to my attention about a week ago, I had some concern about the fact that only two options were being considered and felt that at least being considered by the Task Force, but that in the end, ultimately the City Council will have the opportunity to consider all the options but with regards to the new and expanded Task Force, my feeling is that that new Task Force should also have the, the opportunity to review all of the options. The, and these options must be considered in depth. The, I do have a problem, however, with a no-build option. I just think that, and that, you know, I'll make my statement, but I, I realize that that's, you know, the Task Force still will have a lot of work to do, but the problem I have with the no-build option is simply I think it's a cop-out. I mean, we're avoiding a necessary solution, a responsibility that we, the citizens and the elected body here in this City must ultimately address, and if we can't or, or there's

no willingness on our part to, to address taking what appropriate action or solution is best for us, then we have, still have some options and alternatives. We can just simply, you know, say we're not going to do anything, or we're at a loss. We've done all our research, we've done all our study, fact finding and we can refer it to VDOT, the Virginia Department of Transportation and ask for their guidance and counseling in this regard. But I, you know, again, I'm glad to see that all the options are on the table, but I, I want to state clearly for the record that I think that if and when a final decision is made, if it's a no-build decision, I just don't believe that that's really, you know, what we want to see happen because we have to address the traffic impacts on the Duke Street corridor and, you know, something has to happen, you know, whether it's the, the option D, option A, option B, but we've got to do something as opposed to just simply saying, we're, you know, at this point, no build. Thank you.

Mayor: Ms. Eberwein.

Eberwein: Yeah, I'm not sure if this is procedurally the way to go, but, and it certainly doesn't preclude further discussion, I'd certainly like to move all of the items as stated by the Mayor except to substitute that we would have five members added to the Task Force and, and he already mentioned that Rosemont is one of neighborhoods that would be under consideration for folks that could apply, and then I do have some, I would like to speak to the motion if I can get a second, or do you want a different procedure?

Mayor: Well, let me, let me go ahead and read into the record at least so that this matter is properly before us. The proposed resolution that was sent out would be changed in the following manner: Now, therefore, be it resolved by the City Council of Alexandria that one, the term of the Eisenhower Avenue-to-Duke Street Task Force be extended until October 15, 2002. Paragraph 2. That five members be added to the Task Force from the area encompassed by the following civic groups: Seminary Hill, Quaker Hill, Clover-College Park, Taylor Run and Rosemont. That the expanded Task Force continue to consider the eight Eisenhower-to-Duke options that have been reviewed to date by the original Task Force. Four. That the, that a session for the four new Task Force members be held as soon as

possible, but no later than ten days following their appointment at which these members will be briefed on work the Task Force to date, and particularly the eight options that have been under consideration. Five. The expanded Task Force, no later than October 1, 2002, select its top two build options and its top single no-build option. The expanded Task Force shall reach these top selections by applying the objective evaluation criteria that have, that have been used to date by the Task Force in its review of various options. Also in reaching these selections, the expanded Task Force shall consider any significant cut-through traffic and other traffic affects north of Duke Street associated with the different options (build and no-build) as well as reasonable mitigation measures designed to reduce these affects with the affects and measures being reported to the Task Force by, reported to Task Force by the staff and their consultants. Paragraph 6. That the Task Force provide a report to the Council as soon as possible following the expanded Task Force selection under paragraph 5 that reports the expanded Task Force selection provides Council's own objective analysis of the eight options considered by the Task Force and provides further information and analysis to assist Council in making its final determination regarding the Eisenhower-to-Duke Connector. Paragraph 7. The expanded Task Force complete its work, or shall complete its work and finalize its selections under paragraph 5 no later than October 1, 2002. And Paragraph 8. The Resolution 1995 be amended by the above provisions of this resolution and otherwise remain in full force and affect. We'll take that as a motion by Ms. Eberwein. Is there a second? Seconded by Mr. Euille.

Baier: Mr. Mayor, if I can, did you add Rosemont? I, okay. I didn't hear that in the reading of it.

Euille: Yeah, I think so.

Pepper: Did you add five members?

Mayor: Yes, I added five members per, per Ms. Eberwein's request. Ms. Eberwein.

Eberwein: Yeah, I'd, I'd first of all like to speak briefly in favor of, of the, and obviously we have a motion and a second, but the, the two build options as well as the top single no-build option, I think this goes, goes a

long way toward dealing with the issue of only looking at an option in one end of the City. Clearly, there are options spread all along Duke but the other options are going to be Quaker Lane and west. So what it does is, I think, deals with that and the fairness issue directly and squarely. I, I'd like to thank all the Task Force members. I know this is something that is, that is not happy news for those of you who spent a tremendous amount of energy and time over the past months working on this and, and I want to just tell you that I'm sorry about that because I think you all did a commendable job and volunteers are hard to come by. We all lead busy lives and I want to thank you for that and I want you to bear with us and hopefully stick with us and work with these new Task Force members to come back to Council with some, some good insight. From a personal perspective, I am, I have some discomfort with Task Forces when they deal with City-wide issues. I think they work very well at the neighborhood level where you have a, a group of citizens. You know the interested parties, and you can deal with the local issue and they have that perspective that allows them to move the issue forward. But I think this should serve as a cautionary note for the future for Council, quite frankly, because when you have something that affects the entire City like this issue, and one could conceivably say that it doesn't even just affect the neighborhoods that are right on Duke Street. It affects everybody in this City who uses Duke Street to get anywhere, whether they're going to Home Depot on the weekend, whether they're going to take their kid to a baseball game at Ben Brenman Park, whether they're trying to get across the City to do grocery shopping or anything. If you were going to put a Task Force together that truly represented the entire City, you would have to have so many people on it, that it would almost become unworkable. There is a certain size beyond which you just cannot get the work done, and all the people don't come, and you're playing catch-up and you're not distributing the information to everyone because they weren't at the meeting, etc. It becomes unfeasible. Then, if you move the Task Force smaller, to a smaller size, that's a workable Task Force. It is impossible to insulate that Task Force, either at the front end or the back end from accusations that it's not truly representative, because by its very nature and of the size, it is not. So I would hope in the future that we think about this and we're very careful when we appoint citizens to these Task Forces and we

look at perhaps when it's a major, City-wide issue getting the opinions of the professionals, holding not just maybe one Saturday public hearing, but maybe holding two or three, getting the input of the citizens, and then, again, ultimately we will be responsible for the choice with or without a Task Force. And I think in some cases, it might be better not to do it with a Task Force. That does not cut out citizen participation, but it certainly prevents people from spending months of their time working on something and then having it susceptible to question at the end, and, quite frankly, these kinds of revisions which end up making all the groups not particularly happy and certainly not happy with us.

Mayor: Ms. Woodson.

Woodson: Well, I'm not sure I want to follow that, but, and I, and I'm not sure I want to agree with it either although I respect what Councilman Eberwein has said and why she said it and I understand that. I think that the problem though, and this is not the question that I wanted to ask, but I think the problem is how we selected not that we selected. I think it's important for citizens to be involved. We just had a meeting, a work session, on the development process and how changes were going to include citizens earlier on. I don't know that at this point we should then be suggesting that citizens don't play a role in a City-wide decision that ultimately affects them.

Eberwein: I didn't say that.

Woodson: Well, don't play a role on a Task Force in a City-wide decision that ultimately affects them. If I have this incorrectly, that's just what I heard. It's just how I heard it. That might not have been exactly what you intended to say, and I know that Councilman Eberwein is not suggesting that citizens should not be involved. There isn't any question that that's not what's being suggested. I think the lesson learned is that it was a City-wide issue and that instead of selecting communities, that the entire City be involved in some process. I think that we did have for, and I hate to bring this up, for Windmill Hill Park, citizens from all over the place. They weren't all from the immediate community. Now that's probably not the best selection because that that's contentious in its own right. But certainly it did have representation from

all over the City, and that's part of what gave it a greater credibility. The questions that I have for this proposal are two. I'm wondering how the debate will continue. This is, I guess, a process question. How does the debate continue when you have completed the debate and now you're bringing new people into this process. From what I can tell, it would seem to be more a question and answer kind of thing as opposed to an honest debate where ideas are exchanged. That may not be the case, but if you've had several months of debate and decisions have been reached and now you're bringing in new people, I would question the, the continuing body's interest in debate. I would almost think that they'd be belligerent to debate because they've been discussing this already for quite some time. So I'm wondering if the process is going to be as smooth as we'd like it to be.

Mayor: Well, let me -

Woodson: That's the first question.

Mayor: Let me go ahead and respond. I think are, are two aspects of, of an answered response. First off, we are asking both the new members and the old members, the expanded Task Force to examine a new aspect, actually two new aspects of, of the, the study. The study primarily had been focused on the connectors, Duke Street-Eisenhower. We're now asking them to evaluate and study the traffic north of Duke Street, in other words, what we commonly refer to as the cut-through traffic. We're also going to be asking them to examine along with staff and then any consultants any traffic mitigation measures that would be associated with either the candidate build options or the no-build options. And thirdly, I think, you know, there are some members of the Task Force who are, are probably going to be happy that, you know, we, the Council, have revived some of the build alternatives.

Woodson: Well, good.

Mayor: The, I, I, there are not too many of those I will say because clearly it was the, it was the consensus of the, of the Task Force as previously constituted that, that D and the no-build with improvements were, were the choices, and the other ones did not have really any, any sufficient support. I don't know that they

will, that they will generate more support because of the, the evaluation criteria really lead us to, to what was, I believe, a logical solution, and it wasn't one of, of foisting an alternative necessarily on, on another neighborhood. But be that as it may, I think that there will be plenty of work for the new Task Force to do, and so I don't see that to be much of a problem.

Woodson: Okay. Now, when you speak of north of Duke Street, we are talking about north of Duke Street the entire length of Duke Street or are we presuming that the north of Duke Street --

Mayor: Associated with the candidate-build options.

Woodson: So it's any of those options, not just the option D or the option C.

Mayor: That's right.

Woodson: But any of those options.

Mayor: That is correct.

Woodson: Okay. Then my, my second question is, is the number question. Where did the number four and now five come from? What difference is four, five or seven, going to make in this debate?

Mayor: Well, you know, I think that there are, there is a practical consideration of, of it's always usually best to have an odd number, you know, to avoid ties if that is, is of consideration. Given -

Woodson: But five wouldn't do that though.

Mayor: Well, there's nine current members, five, yeah, well that would make 14. I'm sorry. I was thinking back, back when we had four. But, but the other aspect is that given the fact that we're going to go through a, a selection process that, that would yield two, two build options and a no-build option, I don't think it makes too much difference. As a matter of fact, you know, one of the things we've been hearing is balance. If we adopt the five we would have two council members, two citizen members, or I'm sorry two business representatives and then, and then we would have ten, five east, five west, citizen members.

Woodson: Okay. Thank you.

Mayor: Okay.

Euille: Mr. Mayor. Just a couple not questions, clarification. I'm assuming that encumbered within this new proposal to extend the Task Force and to increase the Task Force, there will be, there will still be a work session with the Task Force and the City Council at some future date.

Mayor: There, originally we anticipated on our previous, on out previous schedule that there would be a work session at the end of May, and again, that was assuming that the, the Task Force as currently constituted would have made its report during May. At this point, I would think that we would do a work session in October when the report comes to the City Council.

Euille: All right. And then once the City Council receives that report, we would then not only receive the report but we'll set it for public hearing and then act following that.

Mayor: That is correct.

Euille: Thank you.

Cleveland: Mr. Mayor.

Mayor: Mr. Cleveland.

Cleveland: May I ask this question? I was listening to you when you were doing your counting of heads and since you added the one on, now you have an even number on a Task Force. May I, may I have a suggestion? I know about, we were talking a little earlier about something being unwieldy, but you're going to need an extra, and extra civic association or whatsoever, and I would like to think about, and I would like you to think about the Carlyle-Eisenhower Civic Association who is right on Eisenhower Avenue and knows a little bit about that. If we could add that civic association.

Mayor: Well, I, what, what I would be amenable to is, is keep the number at five but that we could add them to the

mix of folks and then let the Council make the decision. Again, you know -

Cleveland: Thank you.

Mayor: For that matter we could add Lynnhaven, for Pete's sake. Ms. Eberwein, you have a comment?

Euille: Joyce.

Eberwein: I, I just want to make it very clear that when I suggested that there might be another way to approach some of these broad-term issues, that I certainly wasn't, certainly would never not want citizens involved. And what comes to mind is what we did with the School Board redistricting. I don't think anyone could ever have accused the School Board of not having enough hearings on that. We did not have a Task Force that actually worked on that, but we had hearings throughout this City over and over and over again when I was on the School Board, and the School Board went to the communities. And so I'm thinking of more that kind of collaborative process which still allows an incredible amount of citizen participation. But again, it does not put the onus on a few citizens to bear the brunt of whether they are or are not representative of the different constituencies in the City. And that's all I have to say on that.

Mayor: Okay. Let me just offer a friendly amendment to paragraph 2. It would read that five members be added to the Task Force from the area encompassed by the following civic groups: Seminary Hill, Quaker Hill, Clover-College Park, Taylor Run, Rosemont, Carlyle-Eisenhower Homeowners Association.

Eberwein: And that is acceptable to the maker of the motion.

Mayor: That is acceptable to the maker and the second. All right. Is there any further discussion? This is a resolution. The Clerk will call the roll:

Eberwein	"aye"	Cleveland	"aye"
Euille	"aye"	Pepper	"aye"
Donley	"aye"	Speck	absent
	Woodson	"aye"	

Clerk: Six ayes.

Mayor: Okay. One final comment. To the current members of the Task Force who are here, I appreciate their work. And I also firmly believe that, that you have worked hard and fairly, and I think it is unfortunate that, that your efforts over the last few months have been unfairly portrayed, at least in my opinion by, by others members of the community. You know, if we're going to talk about the issues, let's put out alternatives and let's not cast aspersions at our fellow citizens. We'll now move to Item 21.

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RESOLUTION NO. 2024

WHEREAS, by Resolution 1995, on March 13, 2001, City Council established a task force to reexamine the alternatives for an Eisenhower Avenue-to-Duke Street connector as part of Phase II of the Clermont Interchange Project; and

WHEREAS, the task force voted on April 11, 2002, to select two alternatives for future discussion: a connector at Roth Street (Alternative D), and a "no build" alternative with improvements to Van Dorn Street and Telegraph Road at Duke Street; and

WHEREAS, on April 11, 2002, the task force noted that its membership does not include any citizen representation from the specific neighborhoods east of Quaker Lane, and recommended that Council expand its membership by two positions to be filled by residents living within the boundaries of the Taylor Run, Clover-College Park, Quaker Hill, Seminary Hill and Rosemont Civic Associations; and

WHEREAS, the City Council has reviewed the April 11, 2002, actions of the task force and has determined to modify Resolution 1995 in the following ways;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF ALEXANDRIA, VIRGINIA:

1. That the term of the Eisenhower Avenue-to-Duke Street Connector Task Force be extended until October 15, 2002.

2. That five members be added to the task force from the area encompassed by the following civic and homeowner groups: Seminary Hill, Quaker Hill, Clover-College Park, Taylor Run, Rosemont, and the Carlyle Towers Condominium Unit Owners Association.

3. That the expanded task force continue to consider the eight Eisenhower-to-Duke options that have been reviewed to date by the original task force.

4. That a session for the five new task force members be held as soon as possible and no later than 10 days following their appointment, at which these members are briefed on the work of the task force to date, in particular the eight options that have been under consideration.

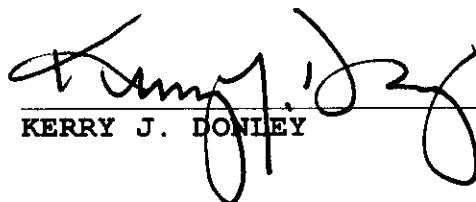
5. That the expanded task force, no later than October 1, 2002, select its top two "build" options and its top single "no build" option. The expanded task force shall reach these "top" selections by applying the objective evaluation criteria that have been used to date by the task force in its review of the various options. Also, in reaching these selections, the expanded task force shall consider any significant cut-through and other traffic effects north of Duke Street associated with the different options ("build" and "no build"), as well as reasonable mitigation measures designed to reduce those effects, with the effects and the measures being reported to the task force by staff and their consultants.

6. That the staff provide a report to Council, as soon as possible following the expanded task force's selection under paragraph (5), that reports on the expanded task force's selections, provides the staff's own objective analysis of the eight options considered by the task force, and provides further information and analysis to assist Council in making a final determination regarding an Eisenhower-to-Duke connector.

7. That the expanded task force shall complete its work and finalize its selections, under paragraph (5), no later than October 1, 2002.

8. That Resolution 1995 be amended by the above paragraphs of this resolution, and otherwise remain in force and effect.

ADOPTED: April 23, 2002


KERRY J. DONLEY MAYOR

ATTEST:


Beverly I. Jett, CMC City Clerk