

PF

EXHIBIT NO. 225
11-12-02

Nov. 1, 2002

Mayor Kerry Donley and Members
of the Alexandria City Council
301 King St.
Alexandria, VA 22314

Dear Mayor Donley and Colleagues,

On Oct. 21, the general membership and the Executive Board of the Brookville-Seminary Valley Civic Association voted to reaffirm our position taken earlier this year regarding the proposed Connector. The membership continues to support the "No build, with improvements" to current roads as its option. We would like our vote to be included as part of the record for the City Council meeting slated for Nov. 12 and for the hearing on this matter slated for Nov. 19. Our civic association represents some 700 families living in this area.

Mollie Abraham, BSVCA president
5001 Taney Ave.
Alexandria, VA. 22304

Executive Board: Heitha Beane, Rick Brunner, Kathleen Burns,
Patrick Devereaux, Mike Hicks, Mia Jones, Stan Stephenson, Patrick
Warren.

Transmitted by Kathleen Burns, BSCVA vice president.

Kathleen M. Burns

PHONE-O-GRAM®

for: *CC*

From *Ann Felta* Company _____

City *4600 Duke St. Apt. 629* Area Code _____ Phone _____

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

Message *She is against the E-D Connector*
and is for Ben Brunman Park.

Date *11/19* Time *2:11* Taken by *Ky*

Action Wanted _____

Action Taken _____

Sent to CC, CM, T, ES

F. E. - 10 - D

Mayor Kerry Donley
& Members of City Council
City Hall
301 King Street
Alexandria, Virginia 22314

November 1st, 2002

via fax 703-838-6433

Re; Eisenhower Connector

Dear Mr. Mayor and Council Members:

A connector to Eisenhower Avenue is essential to the City and its citizens both residential and business. There are many places where nothing can be done about traffic. Fortunately, this is not one of them. Something can be done and must be done to alleviate traffic on Duke Street and in the Eisenhower Valley.

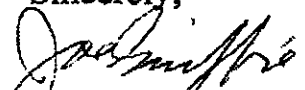
I am certain you have read all the arguments about public safety and the need for better access into the Valley as more and more people and business are located there. Your predecessor Councils looked to this area of the City for growth and expanding tax base. You can not in good conscience now deny the infrastructure required to live up to that vision.

As you may remember, I served on the Virginia Highway and Transportation Board, when the Clermont Interchange was approved. Senator Mitchell, the Governor, The State Transportation Board and the Federal Highway Administration were assured by the City that the Interchange would one day serve a connector to Duke Street. The obvious location of that connector was and still is at the East side of Cameron Station where there already is an interface with Duke Street.

In my view it would be a disaster to the credibility of this City Council and future Councils to go back on and undo the agreements and understandings so many people at so many levels of government had with regard to the terms under which the Clermont Interchange was approved and built. In plain English, who could trust the City on any "deal" it makes now or in the future?

I hope that you decide to live up to the word of your predecessors. This connector is essential to easing the lives of the vast majority of people who live, work and do business in Alexandria.

Sincerely,


Joseph M. Guiffre

Received by CC, sent to
C/M & T & S

3529 Malvern Court
Alexandria, Virginia 22304
October 28, 2002

~~F. E. D.~~

The Honorable Kerry J. Donley, Mayor
The Honorable William C. Cleveland, Vice Mayor
The Honorable Claire M. Eberwein, Councilwoman
The Honorable William D. Euille, Councilman
The Honorable Redella S. Pepper, Councilwoman
The Honorable David G. Speck, Councilman
The Honorable Joyce Woodson, Councilwoman
Alexandria City Hall, Suite 2300
301 King Street
Alexandria, Virginia 22314



YES TO NEIGHBORHOODS, NO TO CONNECTORS

Dear Mayor Donley, Vice Mayor Cleveland and Council Members Eberwein, Euille, Pepper, Speck and Woodson:

I appreciate your years of hard work on behalf of our City, and ask that you vote to oppose construction of any connector for the following reasons--

- (1) Regardless of one's views on the fairness or unfairness of the deliberations and the voting method of the citizen study group, what is abundantly clear is that the connector concept received only five of fourteen votes.

Five votes is far short of a bare majority (eight votes) or a true consensus (ten votes or more) among Alexandria residents for a major long-term change in Alexandria traffic patterns with far-reaching effects on our neighborhoods.

The numerous yard signs opposing the connector underscore the lack of anything close to a consensus supporting the connector.

- (2) The September 12 VDOT letter (attached) states that "repayment concerns should not be a determining factor in the decision" whether or not to build the connector, so long as a "good faith effort is made in considering the merits of each option, including 'no build' and public participation, is factored in the decision."
- (3) The connector, wherever located, will increase traffic on Quaker Lane, other local north-south streets, and east-west residential streets such as Janney's Lane used by school buses, school children and other pedestrians, and bicyclists.

Much of the connector-generated traffic will be cut-through from southern Fairfax County, Prince William, and even Maryland via the upgraded Wilson Bridge--all of

which belongs on I-395/Shirley Highway. Cut-through drivers pay no taxes in Alexandria, and they make Alexandria less desirable from both a commercial and a residential perspective. In short, this cut-through traffic reduces the City's tax base and frustrates the laudable efforts by the City Council and our city planners to improve our neighborhoods and enhance our commercial areas.

- (4) While I am new to the City and am not familiar with all the various connector options, it is obvious that traffic on Quaker Lane and surrounding streets is already heavy. Our house is located off of Trinity Drive between Quaker Lane and Fort Williams Parkway. I walk on Quaker Lane between Trinity and Braddock around 6 AM and see substantial traffic on weekday mornings, with some driving well in excess of the speed limit and endangering pedestrians (for example residents of the Quaker Commons apartment building next to the Lexus dealership using the bus stop across Quaker) and vehicles entering Quaker from side streets and driveways.

Because of heavy Quaker traffic, when I drop my daughter off at school later in the morning, I avoid making a left on Quaker from Trinity and instead go to Fort Williams, make a right on Seminary, and then make a left on Quaker. Other neighborhoods along Quaker lack the flexibility of the Trinity Drive neighborhood, and their residents must make dangerous left turns into high-speed traffic to exit their neighborhoods. At the Quaker-King-Braddock intersection, northbound traffic on Quaker is often backed up past the Quaker Commons Apartments to Woods Avenue--making it difficult for Quaker Commons and Woods Avenue residents to exit onto Quaker. A connector, wherever located, will only make a bad situation worse on Quaker and other local streets.

- (5) I support the efforts of the City Council to encourage development in the Eisenhower Valley and enhance the City's tax base, but do not believe a connector is necessary to accomplish this objective.

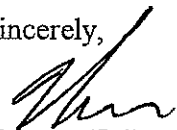
A better approach to Eisenhower Valley congestion is (a) facilitating access from the Eisenhower Valley directly to I-395 and the Beltway with a comprehensive Crystal City-type traffic design (note how new roads within Crystal City parallel Jefferson Davis Highway), (b) encouraging the use of Metro and other transit with various pedestrian-friendly improvements, financial incentives, etc., and (c) discouraging excessive parking garage construction, thereby raising parking costs and encouraging transit use (the primary reason I use Metro and the City's excellent DASH service between Alexandria and downtown Washington is to avoid paying roughly \$220 per month for parking).

- (6) Though outside the City of Alexandria, the I-395 Shirlington/Quaker Lane is vital to our residents. This interchange and the nearby King Street interchange will become even more congested with construction of a connector, wherever located--increasing air pollution in surrounding residential areas and lengthening already long commutes for Alexandrians.

- (7) A connector, wherever located, will increase pressure on the already congested King-Braddock-Quaker interchange such that some will demand a Route 50/Arlington Boulevard-style overpass and interchange. The condemnation costs with the Mobil-Circle K convenience store, the Lexus dealership, and surrounding commercial properties will be huge, and the adjoining neighborhoods will deteriorate similar to those along Route 50 between Arlington and the Beltway--hurting the City's tax base.
- (8) A connector, wherever located, will damage the livability of countless neighborhoods. Many of the affected roads have residences with small front yards with no turnaround space in their driveways, for example the houses just south of the Lexus dealership on the east side of Quaker near Woods Avenue. A connector will decrease their property values--thereby harming residents and the City's tax base.
- (9) The historically notable Fairlington community and the pleasant adjacent commercial area across Quaker Lane will become less pedestrian-friendly with more cut-through traffic generated by a connector.
- (10) The most desirable cities and suburbs in the U.S. favor neighborhood-friendly development (narrow streets, parks, bike paths, sidewalks, trees, walkable downtowns and neighborhood shopping areas, etc. found in both 1920s-era suburbs and today's "New Urbanism" developments) over traffic, especially cut-through traffic. Alexandria's greatest successes are Old Town and the new developments surrounding the Metro stations--all pedestrian-friendly environments. The connector is reminiscent of 1960s-style road construction that helped blight many once vibrant neighborhoods in our cities and older suburbs. Alexandria should look to Arlington, which has narrowed some of its four-lane roads to two-lane roads and has otherwise found ways to decrease speeding, discourage cut-through traffic, and enhance neighborhoods. Alexandria should focus on building sidewalks, bike paths and parks, and on improving intersections to facilitate traffic flow but without harming neighborhoods and pedestrians.
- (11) If the Council is unwilling to defeat a connector, it easily could defer a decision on the connector for several years pending new traffic studies following the completion of the Wilson Bridge project and related improvements.

Once again, I enjoy living in Alexandria and appreciate your efforts for our City. Thanks for your consideration.

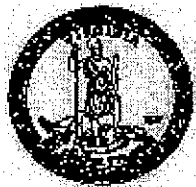
Sincerely,



Norman F. Lent III

cc: Hon. Beverly Jett, City Clerk for inclusion in the public record

09-13-02 10:07 VDOT, NOVA, DIST. ADMIMISTRATOR ID=7033832382



COMMONWEALTH OF VIRGINIA

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

PHILIP A. SHUCET
COMMISSIONER

September 12, 2002

THOMAS F. FARLEY
DISTRICT ADMINISTRATOR

Mr. Philip Sunderland
City Manager, City of Alexandria
301 King Street
Alexandria, VA 22314

Dear Mr. Sunderland:

Recent concern regarding the repayment of Federal and State funds to Construct the Clermont Interchange have been made in association with the decision to construct a connector between Eisenhower Avenue and Duke Street. The purpose of this letter is to address these and assist those in choosing a preferred option.

The original environmental assessment for the Clermont Interchange included a connection between Eisenhower Avenue and Duke Street. Construction was split into two phases. The interchange with the Capital Beltway has since been completed. Approximately 14 million dollars of Federal and Sate funds were allocated for this purpose. Various options, including a "no build" option, are currently under review for the connector. Concerns have been voiced that selecting the "no build" option will require the repayment of Federal and State monies by the City of Alexandria. This is not correct.

The process for reaching the decision, rather than the decision itself, will be the determining factor on reimbursement. It is very unlikely repayment will be necessary provided a good faith effort is made in considering the merits of each option, including "no build" and public participation, is factored in the decision. To this end, information has been provided by Mr. George Foote describing the process to date. Further coordination will occur between the State's representative, Mr. Reginald Beasley, and City of Alexandria staff as the recommendation of the Duke Street Connector Taskforce is made to the City Council. Finally, the repayment concerns should not be a determining factor in the decision

I trust the above is helpful for the City Council in making a decision. Please do not hesitate in contacting me if I can be of further assistance,

Sincerely,

10/25/02

4

Thomas F. Farley Co/Dept: Co. VDOT

Post-it Fax Note 7671

Date: 9-12

To: George Foote

From: Tom

Farley

cc:

Phone#:

Phone#:

Roberto Fonseca-Martinez, FHWA Fax #: 202-857-3141 PBX#:

Fax#: 202-857-3141

PBX#:

Commissioner Philip A. Shucet, VDOT

Richard Baier, City of Alexandria

TRANSPORTATION FOR THE 21 ST CENTURY

Sent to CC, CM, T&ES

F: E-to-D

October 28, 2002

Mayor Kerry Donley & Members of City Council
City Hall
301 King Street
Alexandria, Virginia 22314

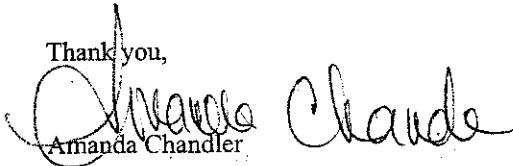
Amanda Chandler
723 S. Fayette Street
Alexandria, Virginia 22314

RE: Eisenhower Connector

Dear Mayor Donley:

As a long time resident of Alexandria, I am extremely concerned with the increased traffic volume in our City. This letter will serve as my support for the Eisenhower Avenue-to-Duke Street Connector. I *strongly* urge you and City Council to vote in favor to proceed with the Eisenhower Connector to Duke Street Connector. Your favorable vote is urged and appreciated.

Thank you,


Amanda Chandler



Sent to CC, CM, TUES

FILED

October 28, 2002

Mayor Kerry Donley & Members of City Council
City Hall
301 King Street
Alexandria, Virginia 22314

Timothy Geary
1202 Michigan Court
Alexandria, Virginia 22314

RE: Eisenhower Connector

Dear Mayor Donley:

As a long time resident of Alexandria, I am extremely concerned with the increased traffic volume in our City. This letter will serve as my support for the Eisenhower Avenue-to-Duke Street Connector. I *strongly* urge you and City Council to vote in favor to proceed with the Eisenhower Connector to Duke Street Connector. Your favorable vote is urged and appreciated.

Thank you,

Timothy R Geary
Timothy Geary



PHONE-O-GRAM®

for *Mayor & Council*

From

Gail Ellipritz

Company

City

P.O. Box 1167

Area
Code

Phone

Great Falls

22066-816

☒ Telephoned

☐ Please return the call

☐ Returned your call

☐ Will call again

☐ Came in

☐ See me

Message

*Against destruction of Ben
Brennan Park*

Date

11/11

Time

4:20

Taken by

bc

Action Wanted

Action Taken

PHONE-O-GRAM®

for:

Mayor & Council

From

Lamian Woodson

Company

City

3334 Spring Lane

Area
Code

Phone

Falls Church

22041



Telephoned

☐ Please return the call

☐ Returned your call



Will call again



Came in



See me

Message

Against Connector tearing
down Ben Brenman Park

Date

11/11

Time

4:16

Taken by

bc

Action Wanted

Action Taken

PHONE-O-GRAM®

for:

Mayor & Council

From *Amy Murray* Company _____

City *6356 Eighth Circle* Area Code *22312* Phone _____

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

Message *against Connector going through*

Ben Brenman Park

Date *11/11* Time *4:15* Taken by *bc*

Action Wanted _____

Action Taken _____

PHONE-O-GRAM®

for:

Mayor & Council

From *Estelle Brenman* Company _____

City *4600 Duke St. #1609* Area _____ Code _____ Phone _____

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

Message *She is against the Connector.*

Date *11/8* Time *11:00* Taken by *bc*

Action Wanted _____

Action Taken _____



THE METROPOLITAN
AT ALEXANDRIA

ULTIMATE APARTMENTS

November 7, 2002

Sent to CC, etc.

Dear mayor Kerry Donley and Members of City Council:

The staff of The Metropolitan at Alexandria is in favor of the Eisenhower Connector. We feel that a connector would ease the current traffic congestion problems in southern Alexandria. A decrease in traffic congestion would contribute to a better quality of life for Alexandria's residents and employers. Also, a decrease in traffic congestion would augment Alexandria's economy by increasing visibility and accessibility to area businesses.

The current traffic situation is harmful to Alexandria's quality of life by increasing the amount of time Alexandria's residents and its businesses' employees spend on the road. This extra traveling time, in turn, is detrimental to the health of Alexandria's businesses by rendering many commercial excursions impractical. In our own office, "brown bag" lunches have supplanted lunching at area restaurants simply because an hour does not provide enough time to access restaurants in Old Town or Van Dorn Street from Eisenhower Avenue. Finally, the connector would increase visibility of the Eisenhower Valley region allowing those currently unaware the opportunity to see all of the possibilities to work, live, and play the that the Valley and Alexandria have to offer.

We thank you in your continued diligence in helping to ensure that Alexandria reaches its full potential.

Sincerely,

The Staff of the Metropolitan at Alexandria





gsarr@yahoo.com

11/11/02 12:43 PM

To: Beverly I Jett@Alex
Subject: Tomorrow night's vote on Connector

Sent to CC, etc.

Dear Alexandria City Council:

As an Alexandria resident, I would like to register my strong objection to a Connector being built either at Ben Brenman Park or at Cambridge and Duke Street. The Connector will not alleviate the traffic problems and in fact, would add to them both during and after construction. In addition, several businesses and a recreational park--of which there are far too few in these days of urban sprawl--would either be destroyed or adversely impacted by either option. Destroying tax-revenue-generating businesses and negatively affecting the quality of life for neighborhood residents is hardly a logical solution. Increasing routes and frequency of public transportation would be a much better use of funds.

Yes to Neighborhoods, No to Connectors!

Sincerely, Gabrielle H. Sarrano

Do you Yahoo!?

U2 on LAUNCH - Exclusive greatest hits videos

<http://launch.yahoo.com/u2>



jenlord75@yahoo.com

11/11/02 06:18 PM

To: Beverly I Jett@Alex
Subject: Please Add to Public Record

Sent to CC, etc.

Dear Alexandria City Council:

As an Alexandria resident, I would like to register my strong objection to a Connector being built either at Ben Brenman Park or at Cambridge and Duke Street. The Connector will not alleviate the traffic problems and in fact, would add to them both during and after construction. In addition, several businesses and a recreational park--of which there are far too few in these days of urban sprawl--would either be destroyed or adversely impacted by either option. I less than 1/4 mile from the proposed Cambridge and Duke Street connector site. It would be a great loss to demolish Generous George's Pizza--it is a great neighborhood hangout for family and friends. With Telegraph Road connecting Duke Street to the Beltway just down the street, it would be redundant to build another noisy connector. Why waste taxpayer dollars on unnecessary road projects. Clearly it is evident from Northern Virginian voter's rejection of the sales tax increase that citizens do not want to pay for unnecessary and excessive transportation spending projects. Destroying tax-revenue-generating businesses and negatively affecting the quality of life for neighborhood residents is hardly a logical solution. Increasing routes and frequency of public transportation would be a much better use of funds. Save your re-election campaigns, tomorrow vote Yes to Neighborhoods, and No to Connectors!

Sincerely,

Jennifer Lord Kouraichi

2904 Seay ST. #201, Alexandria, VA 22314

703-461-7375 -----

Do you Yahoo!?

U2 on LAUNCH - Exclusive medley & videos from Greatest Hits CD

cc rec'd.



danielhj@comcast.net

11/11/02 12:53 PM

To: mayoralx@aol.com @ INTERNET
Subject: ALEX ANDRIA RESIDENT SAYS NO TO CONNECTOR

Dear Alexandria City Council:

As an Alexandria resident, I would like to register my strong objection to a Connector being built either at Ben Brenman Park or at Cambridge and Duke Street. The Connector will not alleviate the traffic problems and in fact, would add to them both during and after construction. In addition, several businesses and a recreational park-of which there are far too few in these days of urban sprawl-would either be destroyed or adversely impacted by either option. Destroying tax-revenue-generating businesses and negatively affecting the quality of life for neighborhood residents is hardly a logical solution. Increasing routes and frequency of public transportation would be a much better use of funds.

Yes to Neighborhoods, No to Connectors!

Sincerely, Daniel Johnson
38 East Taylor run parway
Alexandria, Va. 22314



horacio.sobol@us.pwcg
lobal.com

11/07/02 05:38 PM

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

Subject: Connector

As a home owner in Alexandria, I am writing to request that each of you do all in your powers to ensure that no Eisenhower connector be built in Alexandria. Aside from disrupting (and possibly relocating) residents in established neighborhoods or taking new park land (Ben Brennmans Park is just about three years old) and tarnishing a wonderful development; Cameron Station - a community all of Alexandria is proud of -, the added traffic on Duke street would be unbearable. Duke street already is congested even in the middle of the afternoon on weekends. Adding more traffic from the beltway would just exacerbate the situation. The connector would also cause property values near it to decrease affecting tax revenues for the city. I sincerely hope you take my concerns seriously as well as those of the Alexandria citizens who don't want their communities destroyed by an Eisenhower connector. I think it is clear that the citizens of Alexandria do not want a connector.

Thank you for your time and attention.

Horacio Sobol
246 Medlock Lane
Alexandria, VA 22304.

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cc rec'd



Joannemaize@aol.com

11/08/02 08:30 PM

To:

majoralx@aol.com/billclev@comcast.net/wmeuille@wdeuille.com/de
lpepper@aol.com/dspeck@aol.com/council@joycewoodson.net @
INTERNET

Subject: no build

Mr. Mayor and members of Council: I am sending this to you in hopes that you would place greater value on the residents concerns regarding a connector road. The recommendation from the Task Force was given little consideration in the Staff Report. I really would like to hear individually from you as to your vision for Alexandria, not just 5-10 years but 40-50 years down the road which affects legacy and posterity of this City and most of all the stability of the communities. I truly feel this is a deciding moment for the City as to the nature of what we expect to see and experience on our roadways and within neighborhoods in the years to come. Traffic flow is essential(and is flow even going to be accomplished by this) but disrupting residential areas to save 5-10 minutes of time in order for someone to reach a destination on Eisenhower or back to Duke is ludicrous. Regional traffic redirections and better utilization of existing mass transit should be our priority. I would like to see us spend the same amount of time on a study within and around our city as well as "smart planning" for West Eisenhower to include a fire service facility given existing density then all the energies involved with charts, graphs, projections based on questionable comparable area data for a road which really would not serve a majority of people in our community. Hope we can drop a lot of the "jargon", that seems to me less and less verifiable the more one studies it, associated with all of this and really look at what matters to us. joanne t



AMeher-Homji@Russell
Reynolds.com

To: mayoralx@aol.com @ INTERNET
Subject: ALEX ANDRIA RESIDENT SAYS NO TO CONNECTOR

11/11/02 01:16 PM

Dear Alexandria City Council:

As an Alexandria resident, I would like to register my strong objection to a Connector being built either at Ben Brenman Park or at Cambridge and Duke Street. The Connector will not alleviate the traffic problems and in fact, would add to them both during and after construction. In addition, several businesses and a recreational park-of which there are far too few in these days of urban sprawl-would either be destroyed or adversely impacted by either option. Destroying tax-revenue-generating businesses and negatively affecting the quality of life for neighborhood residents is hardly a logical solution. Increasing routes and frequency of public transportation would be a much better use of funds.

Yes to Neighborhoods, No to Connectors!

Sincerely,

Aimee Meher-Homji
38 East Taylor Run Parkway
Alexandria, Va. 22314

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This footnote also confirms that this email message has been swept by MIMESweeper for the presence of computer viruses.

www.clearswift.com

cc reed



rsarrano@raytheon.com

11/11/02 02:17 PM

To: Beverly I Jett@Alex
Subject: Eisenhower Connector

Dear Alexandria City Council:

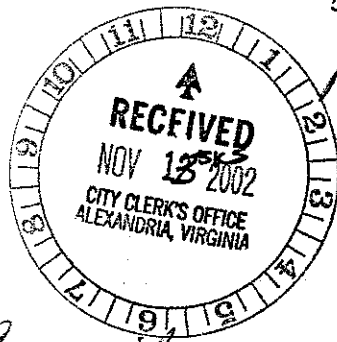
As an Alexandria resident, I would like to register my strong objection to a Connector being built either at Ben Brenman Park or at Cambridge and Duke Street. The Connector will not alleviate the traffic problems and in fact, would add to them both during and after construction. In addition, several businesses and a recreational park--of which there are far too few in these days of urban sprawl--would either be destroyed or adversely impacted by either option. Destroying tax-revenue-generating businesses and negatively affecting the quality of life for neighborhood residents is hardly a logical solution. Increasing routes and frequency of public transportation would be a much better use of funds. I'm especially upset that one of the businesses that might be affected is Generous Georges, a Alexandrian landmark.

Yes to Neighborhoods, No to Connectors!

Sincerely, Rick Sarrano
Contracts Negotiator
Raytheon Company
E-mail: rsarrano@raytheon.com

Received by CC

2403 Leslie Ave
Alexandria, Va 2



2002/11/04

Kerry
Dear Mayor and City Council:

I am writing to urge that the council consider several Duke-Eisenhower connectors of low capacity. This would continue the efficient grid system that characterizes the older parts of Alexandria.

You would get some complaint from more neighborhoods by this policy, but with several connectors the burden (if indeed there is one) would be spread equitably, not all dumped in one place.

You might also consider the maximum practical two sides parking because this slows the traffic flow and enhances safety.

Sincerely
C. Peter Schumacher

November 19th Meeting

Good Evening, Mayor, Council Members, Task Force Members, Civic and Community Leaders and Neighbors.

I'm David Gage. My wife and I live at 306 Princeton Boulevard in the College Park neighborhood.

I have three points I'd like to highlight:

1. The Connector discussion has been brought to the forefront based in part because of looming high-density development - not only in Eisenhower Valley, but throughout Alexandria. My wife and I chose to live in Alexandria four years ago based on what we saw as a suburb of DC, where we noted thoughtful, planned and controlled development in locations such as Old Town that required new development to remain true to the feel and texture of the neighborhood. We understand now that high-density commercial and residential development that will create the equivalent of half of downtown Philadelphia has already been approved for a portion of Eisenhower Valley. Where is the Master Plan for this? That type and rate of new construction and development can't be described as thoughtful, controlled or remaining true to the community character of Alexandria. As Alexandrians we are expressing our desire that you immediately initiate aggressive actions to preserve some of our city's "suburban" feel. I ask that you, our elected representatives, respond to the wishes of your constituents and put a halt to further high density development.

2. In the four years that we've lived in our home, we've seen Alexandria's residential and commercial development explode, yet our real estate, property and business taxes have not been reduced. I know that the residential multiplier went from 1.11 per thousand to 1.08 between 2001 and 2002. However, with property values increasing, our real estate taxes for that same period actually increased by 15%! We would gladly pay these increases to live in a city that protected the type of neighborhoods and suburban feel that first attracted us to Alexandria.

3. Elected representatives should represent the will and desire of their constituents. I personally have witnessed overwhelming citizen support for the "no build option" delivered to you in meetings, reinforced by the sheer number of signs urging no connector, through the general public outcry, and finally by the Task Force's recommendations. Alexandria's citizens are very clearly opposed to construction of any connector between Eisenhower and Duke Street. To describe this input as "emotional" or "muddled at best" seems to me to be an attempt to diminish it. If there is any question regarding the will and desire of your constituents at this point, I urge you to create an immediate referendum on this issue; let the people decide.



daconlan@synaxis.to

10/28/2002 10:22 PM

To: Barbara L Carter@Alex, Beverly I Jett@Alex,
ghparry@fortebrio.com @ INTERNET

Subject: November 19 Connector Meeting

Dear Ms. Carter -- I spoke with you today regarding the upcoming meeting on November 19. My husband, David Gage, would like to speak at this meeting. I'm attaching a copy of his letter that we would like to be included in the public record.

If there is anything further that we need to complete in order for him to be on the list to speak that evening, please advise.

With thanks,
Deborah Conlan Gage
306 Princeton Boulevard
Alexandria, Virginia 22314
(703) 823 3423
Facsimile (703) 823 3987
daconlan@synaxis.to

*Council
received*



msabio@corecareinc.co
m

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

10/23/02 09:23 PM

Mayor Kerry Donley & Members of City Council

I am writing this message in support of building a connector between Duke Street and Eisenhower Avenue. I leave the decision of where to build the connector to the experts; they seem to be doing a very good job!

Thank you,

Maria L. Sabio
3819 Dominion Mill Dr.
Alexandria 22302

*Council
recd.*



Jason.Ivarone@usdoj.gov

To: mayoralx@aol.com @ INTERNET
Subject: Save Ben Brenman Park - no connector road

10/24/02 07:26 AM

Dear Sir/Madam,

A highway connector road through Ben Brenman Park is unacceptable. The tranquil and beautiful park that is Ben Brenman will be ruined - and that would be a terrible loss for the children and families who have come to depend upon Ben Brenman Park as an important source for community development and recreation. In addition to creating a rend in the social fabric of the community, a new road would present several other negative impacts including environmental problems and increased traffic congestion. I therefore ask each of you to support an alternative to the connector through Ben Brenman park. Respectfully,

Jason Ivarone
4951 Brenman Park Drive

No Connector Anywhere! Same as Ames, Thomas Culbertson

ALEXANDRIANS AGAINST A HIGHWAY CONNECTOR

ACT NOW!

ACT NOW!

Sent to CC, etc. ACT NOW!

To: Mayor Kerry J. Donley, Vice Mayor William C. Cleveland, and Council Members Claire M. Eberwein, William D. Euille, Redella S. "Del" Pepper, David. G. Speck, and Joyce Woodson

From: Alexandria Resident and Voter

Re: Petition Opposing A Highway Connector

I am an Alexandria resident and voter who is strongly opposed to the construction of a 4-to-6 lane highway dumping Interstate 95/495 "beltway" cars and trucks onto Duke Street from Eisenhower Avenue. Duke and the adjacent neighborhoods already suffer from bumper-to-bumper traffic. A Springfield-like overpass channeling rush-hour traffic onto Duke would add tens of thousands of cars and trucks that would make an already congested Alexandria a parking lot. To make things even worse, the Alexandria Chamber of Commerce is now calling for "one or several" highways.

No Alexandria neighborhood wants this highway cutting through its own neighborhood. Nor do I want to pit one neighborhood against another. Neighborhoods have been led to believe that there will inevitably be a highway, so some have reacted consequently by asking for it to be built furthest from their own neighborhood. That is both a false assumption and choice. The real and best choice for all Alexandrians is to choose no highway connector anywhere.

I am a voter (~~or will register in time to vote~~); and I want to know where my elected officials stand. I join fellow Alexandria voters requesting our Mayor, Vice Mayor and City Council Members to sign this petition with us before the City Council votes on this matter as early as October 23, 2002. We want our elected officials to declare whether they are "for or forever against" any highway connector from Eisenhower to Duke. At the same time, I pledge my support to candidates whose platforms include being "forever against a highway connector" whether they are current incumbents or challengers. I am fully aware of the fact that 400 votes in the last election could have elected a different candidate to the City Council; and only 4,500 voters could have elected a different Mayor as well as 4 of 6 different City Council Members. We petitioners feel strongly about having leadership in this city to protect the historic Alexandria in which we live, and where we raise our families; and will vote accordingly in the March and May elections of 2003.

PLEASE PRINT

My Full Name: FRANCES O. CULBERTSON

Street Address: 306 CLOVER WAY Zip Code: 22314

Home Phone: (703) 751-2057 Home Fax: (703) _____

Email Address: _____

My Signature: Frances O. Culbertson Date: Oct 11 /2002

Please mail your signed petition to Alexandrians Against A Highway Connector, P.O. Box 1417-224 Alexandria, VA 22313. Should you have any questions, please call Lou Cordia @ 703/838-0376; or get information and our petition on our website (www.NoHighwayConnector.org).

November 4, 2002

Mayor Kerry Donley & Members of the Alexandria City Council
City Hall
301 King Street
Alexandria, VA 22314

Dear Mayor Donley and Council Members:

As a resident of the Townes of Cameron Parke on Eisenhower Ave, I recognize the important need of an Eisenhower to Duke Street Connector. While many speak of the significant traffic issues, of vital importance are the safety concerns in and out of Eisenhower Ave. Without the construction of a connector, the residents of the Townes of Cameron Parke (TCP) are very isolated and there are several potential safety issues that could arise, fire and medical emergencies being only two.

As the Treasurer for the Townes of Cameron Parke Homeowners Association, I am guided by our Articles of Incorporation that started TCP only 5 years ago and approved by the City of Alexandria. Specifically, Article 3 states: Promote and provide for the health, safety, convenience, comfort and general welfare of the Owners of the Lots and the occupants of the Property. I cannot stress this enough and believe that a connector will promote this goal by allowing our residents timely access to hospitals and firehouses (Attachment 1). Our community has 229 homeowners whom pay property taxes as everyone else in the City of Alexandria. We expect the same level of services.

I am in favor of City Staff's proposed options B and D for the connector as well as implementing a study for Neighborhood Traffic Calming Program for TCP along Eisenhower Ave. I recommend that the City and the Council approve the City Staff's recommendation. I hope you and council will thoughtfully and reasonably vote to manage the future of Alexandria and all of its neighborhoods by approving the Eisenhower Ave. to Duke Street connector.

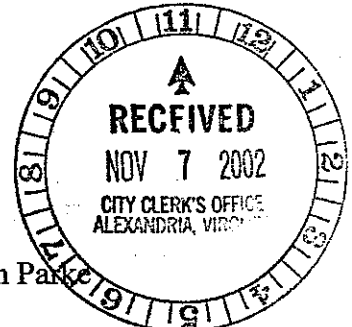
Sincerely,

Cristiano A. Marchiori

Cristiano A. Marchiori
3826 Watkins Mill Dr
Alexandria, VA 22304
703-317-9897
marchioc@usafa90.com

Attachment:

Location of Firehouses and Hospitals relative to the Townes of Cameron Parke



ALEXANDRIANS AGAINST A HIGHWAY CONNECTOR

P.O. Box 1417-224
Alexandria, VA 22313
(phone) 703/838-0376 (fax) 703/838-1698
(website) www.NoHighwayConnector.org

*Received by CC, sent
to others*

To: Vice Mayor William C. Cleveland,
Mayor Kerry J. Donley, and Council Members
Claire M. Eberwein, William D. Euille,
Redella S. "Del" Pepper, David. G. Speck, and
Joyce Woodson

From: Lou Cordia *Lou Cordia*

Date: November 6, 2002

Re: Vision For Alexandria

For your information and use, I am providing you with a copy of a memorandum I wrote for Alexandrians Against A Highway Connector about what we are asking of our City Council. It is the printed version of what I e-mailed you earlier today.

We are asking City Council to take a leadership position in guiding the future of Alexandria.

Would you kindly give me your reaction to our ideas about the connector, a vision for Alexandria, and a land-use plan that implements the City's vision?

Your thoughts and suggestions would be most appreciated.

Thank you in advance.

Attachment (1 page)



*Received by CC, sent
to others*

October 28, 2002

Mayor Kerry J. Donley
City Hall
Suite 2003
301 King Street
Alexandria, VA 22314

Dear Mayor Donley,

We are writing this letter to register our strong opposition to the Eisenhower-to-Duke connector. We are specifically opposed to the Alexandria Transportation Department's recommendation to City Council to build a highway connector at Roth/Cambridge streets should their first recommendation of Cameron Station at Ben Brenman Park fail. We are concerned that a connector road at Roth/Cambridge streets will bring more traffic to the already grid-locked Duke Street and more traffic through our neighborhood endangering students at Bishop Ireton and MacArthur schools as well as endangering residents.

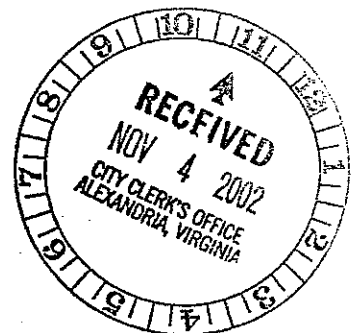
Further, we understand that the reason being given for construction of the Eisenhower-to-Duke connector has to do with public safety; police and firefighters cannot get through on grid locked existing roads. If this is a valid point, how can you jeopardize the citizens of Eisenhower Valley by making them wait eight or more years for a connector road to solve this public safety issue? Please consider building additional fire and police stations and a road dedicated to emergency vehicles in Eisenhower Valley immediately. Increased tax revenue from all of the development in Eisenhower Valley as well as large mandatory contributions from developers should certainly fund the construction of new fire and police stations.

We look forward to attending the public hearing on November 19, 2002 to voice our opposition to the Eisenhower-to-Duke connector and we intend to withdraw our support of you or any Council member who votes in favor of the connector.

Sincerely,

Cynthia Sayers

Stephen Sayers
Stephen and Cynthia Sayers





PGimbel@HNTB.com

11/06/02 04:10 PM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

*Sent to
cc, et al*

Dear City Council Members:

I am disappointed the Northern Virginia Transportation Referendum did not pass, as I feel the transportation enhancements it would have funded are necessary for the long-term economic health of the region. However, most or all of those projects will probably be built anyway, just not as quickly, so the end result will be delayed growth and not an end to growth.

A decision to scrap the Connector entirely would be a much bigger mistake. Development of the Eisenhower Valley has picked up in recent years, but it still seems much more a part of Fairfax County than Alexandria. The additional Beltway access to the Valley that will be added in the upcoming Route 1 Interchange Project will only further enhance this tie-in with the county. The Connector would bring one of the most "isolated" parts of the city "closer" to the residents of the city and give development a shot in the arm.

The argument that neighborhood cut-through traffic would be increased makes no sense. By adding a link to the city system, it can only enhance traffic flow, thereby reducing a driver's need to use neighborhood streets as alternate routes.

After looking at the alternatives, B-1 seems to make the most sense to me. It provides the most direct access to the Clermont Interchange from points to the north. Additionally this is the option closest to the "center" of the 3 mile disconnect between Duke St and Eisenhower Ave.

Thank you for your time.

Sincerely,

Peter Gimbel
501 Slaters Lane #1113
Alexandria, VA 22314

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient or the person responsible for delivering the e-mail to the intended recipient, be advised that you have received this e-mail in error and that any use, dissemination, forwarding, printing, or copying of this e-mail is strictly prohibited.



murielh1@juno.com

11/05/02 08:33 PM

To: Beverly I Jett@Alex
Subject: Eisenhower/Duke connection

*Sent to
cc, et al.*

Please consider strongly the use of public transportation ONLY to make further connections between Eisenhower Avenue and Duke Street. I bet you could build a police/fire substation in Eisenhower Valley and subsidize bus service on Eisenhower between Van Dorn metro station and Eisenhower Avenue metro station for many years before you could even get close to the cost of building and maintaining a connector or non connectors. However, if you must build something and your goal is to give ALEXANDRIANS connectivity as you all stated openly at this last city council meeting, then please connect EISENHOWER AVENUE with DUKE STREET. If you build a connector at the Clermont exit, you will connect the BELTWAY with DUKE STREET for NON-ALEXANDRIANS - and take parkland along with it. Since that would be counter productive to meeting the needs of ALEXANDRIANS, why would you do it?

Please remember that the citizens of Alexandria are your constituents, and it is their interest which you have been elected to represent. Thank you in advance for listening to us.



Martha_Hower@timeinc
.com

To: Beverly I Jett@Alex
Subject: YES we need an eisenhower-duke connector!!

10/31/02 04:31 PM

To Mayor Kerry Donley & Members of Alexandria City Council

I am strongly in favor of a connector road between Eisenhower Avenue and Duke Street, at one of six possible locations between Van Dorn Street and Telegraph Road. Thank you.

Sincerely,
Martha Hower

*Sent to
cc, et al.*

*Sent to CC,
et al.*



karen_kapp@timeinc.co
m

To: Beverly I Jett@Alex
Subject: YES we need an eisenhower-duke connector!!

10/31/02 12:22 PM

to mayor kerry donley & members of alexandria city council

i am strongly in favor of a connector road between eisenhower avenue and duke street, at one of six possible locations between van dorn street and telegraph road. thank you.

sincerely,
karen kapp



chal3@juno.com

10/30/02 10:28 AM

To: billclev@comcast.net @ INTERNET, Beverly I Jett@Alex
Subject: Connecting Eisenhower with Duke Street

*Sent to
CC, et al.*

Bill

Oct 30, 2002

I wanted to express my concern to you about the idea of connecting Eisenhower Ave and Duke Street with some kind of new road.

I want you to know that I am very concerned about any action that would take away any of the limited parklands we have in Alexandria. Alexandria is a city known for supporting residential living and great neighborhoods to raise families. Anything that takes away parks and destroys the residential nature of Alexandria would be a great mistake.

In life we all pay prices and make sacrifices to create lifestyles that make life worthwhile. I would rather pay the price of waiting on a busy road than the prices of losing our parklands or disturbing quiet neighborhood living patterns with traffic moving off the existing North South roads. So I oppose the idea of opening up new corridors to connect Duke with Eisenhower Ave. The businesses that want to build on Eisenhower can still be reached with the existing roads be it even at a slower pace.

Public meetings about this issue are fine but they do not always provide you will all the feedback you really need. I suggest there is a good way to find out how the residents really feel about this issue. I recommend you put the issue to a vote as part of a normal election process. This will give you a much clearer picture of how the citizens of Alexandria view this issue. I will vote to preserve our parklands and our quiet neighborhoods. How will you vote?

Anyway that is my view for what it is worth.

Colin O. Halvorson
chal3@juno.com

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ycornelia@yahoo.com

10/29/02 06:31 PM

To: Beverly I Jett@Alex
Subject: NO Bluestone Connector

*Sent to
CL, et al.*

Dear Ms. Jett,

Please do NOT add to the frenzy of Duke Street traffic and what are still residential neighborhoods by putting through the Connector.

Thank you.

Yvonne Centala, 18 month resident of Alexandria

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cmschw@comcast.net

10/26/02 09:46 AM

To: Beverly I Jett@Alex
Subject: Connector

*Sent to
CC, et al.*

Beverly, Please include the the below with public record, thank you.

Dear Council Members,

Now you have additional time to consider this divisive issue. Please make a decision that favors West End voters, taxpayers and citizens over the developers and interests affiliated with the Eisenhower Partnership. Don't build a Connector.

As the recent Washington Post article instructs, if you build, the traffic will come. That is precisely what the Connector(s) will do. We neighbors, taxpayers, and VOTERS do not want the traffic that will come THROUGH our neighborhoods to the Valley and the traffic that will come FROM the Valley into our neighborhoods. We do not believe that the City Staff has objectively looked at the issue. I can see why wealthy Valley landowners would like a Connector. But who should you favor? The Wealthy Developers or the voting taxpayers that are trying to preserve their neighborhoods?

If you want to continue to represent Alexandrians, it would be smart (given the proximity the election next May) to vote for the neighbors. Don't substitute your views for the will of the populations you serve!! Voting for the will of the people is the Right Thing To Do.

Alexandria is already overbuilt. We do not need more development. Rich Baier says we are already the 9th or 10th most densely populated city now. What are we striving for? FIRST OR SECOND MOST DENSELY POPULATED?

Thank you for your attention. Please do the right thing for your West End constituents.

Sincerely yours,

Chuck Schwidde, resident in West End since 1978



bbrdaricshakeit@yahoo.
com

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

10/29/02 06:33 PM

The ability for help to get to someone in an emergency on the road is a huge concern for everyone! I support the connector! Let's be humane and make the connector so that we can be there for one another. Money isn't everything.

Sincerely,

Bianca Brdaric

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*Sent to
cc, et al.*



lhwatsonjr@worldnet.at
t.net

10/28/02 08:03 AM

To: Beverly I Jett@Alex
Subject: Eisenhower Connector...YES!!!

*Sent to
CC, et al.*

Ms. Jett,

My family wants to let you know of our support for the Eisenhower/Duke connector. Personally, I think that the City should be using the term "connectors", but obviously that is not politically prudent. It is hard for me to believe that the City is considering a "no build" option as the nature of Eisenhower Ave. has changed over the years. I hope that it does not take a disaster such as a fire to get the City officials to realize that a connector is necessary.

Again, as a 35 year resident, my wife & I offer our full support to the connector.

Larry & Octa Watson
312 Mansion Drive
Alexandria, VA 22302



v_bloom@hotmail.com
11/05/02 09:46 AM

To: Beverly I Jett@Alex
Subject: Eisenhower Ave.-Duke St. Connector

Sent to CC,
etal.

November 4, 2002

Dear Mayor Donley and Members of City Council:

I fully support the idea of relieving traffic congestion in the City of Alexandria for emergency personnel and regular citizens. However, I suggest that before undertaking a large project, such as the Eisenhower Ave.-Duke St. Connector, you ensure that the easiest, most logical and cost-effective solutions have already been thoroughly examined.

I agree with your conclusion, that traffic congestion is a major problem for our city. As you know, Duke St., in particular, is the source of major traffic congestion. I suggest that you invest a small portion of the city's time, energy, and money (in comparison to that which was spent to arrive at the building of the Eisenhower Ave.-Duke St. Connector conclusion) to look at improving traffic flow on Duke St. in other ways.

On a typical day driving down Duke St., it seems that one must stop for a red light at nearly every traffic signal, even when traffic on Duke St. is relatively sparse. The signals don't appear to be timed very well. Perhaps giving Duke St. longer green lights, that are timed properly, would alleviate some of the congestion. Also, the many smaller perpendicular streets that have signals, where traffic is minimal, should have the amount of time the light stays green on their side reduced. I don't know how many times I've sat at a red light on Duke St. and absolutely no cars have gone through the green light on the perpendicular street, while at the same time, traffic builds up behind me on Duke St.

Particular traffic problem areas on Duke St. tend to occur in Old Town, at S. Washington St., approaching Telegraph Rd., and at the Landmark Mall. In these areas, the green light should be extended on Duke St. Also, near the Route 1 streets of Patrick and Henry, traffic builds up heavily on Duke St. Duke St. seems to get the short end of the stick here, in relation to the amount of traffic on all streets involved and, to compound the problem, the lights are poorly timed. You sit in traffic waiting for the light to turn green on Duke St., perpendicular to Henry, and then once it does and you pass through that intersection, you find that the light is red at Patrick St., or vice versa. This does not seem conducive to good traffic flow.

My suggestions would be, let's: 1) time the lights better on Duke St., increasing the number of consecutive green lights one should normally expect to pass through while on Duke St.; 2) give Duke St. longer green lights and the perpendicular street shorter green lights, when the signal is at an intersection with sparse perpendicular traffic; and 3) give Duke St. longer green lights (that are, of course, properly timed with each succeeding street) at the Route 1 streets of Patrick and Henry, at the Landmark Mall, approaching Telegraph Road, at S. Washington, and throughout Old Town.

If after making these improvements to help traffic flow on Duke St., and hopefully, to any other major streets in our city that have similar problems, there are still major traffic congestion problems, then I will fully support projects such as the Eisenhower Ave.-Duke St. Connector. You owe it to the citizens of this city to take the most logical and cost-effective steps to improve traffic flow first, before embarking on a major project like the Eisenhower Ave.-Duke St. Connector. When the day comes that lights are properly timed on Duke St., and I am still stuck in traffic, I will fully support the Eisenhower Ave.-Duke St. Connector project, and any other similar ventures that will improve traffic flow for emergency vehicles and regular citizens in our city.

Respectfully, a concerned citizen,

Vincent Bloom

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<http://resourcecenter.msn.com/access/plans/freeactivation.asp>



Mcpeggy@aol.com
11/04/02 02:09 PM

To: Beverly I Jett@Alex
Subject: Fwd: Proposed Eisenhower-Duke Connector

*Council recd.
Sent to others*

This is a copy for the public record of a letter sent to all of the members of the City Council.

In a message dated 11/4/2002 1:55:32 PM Eastern Standard Time, Mc peggy writes:

> My husband and I have lived in Alexandria for fourteen years and our > daughters have gone through the Alexandria school system. Our youngest is > graduating T. C. this year and we are planning on staying in Alexandria, > moving from Seminary to Cameron Station. > We are very concerned about the impact a proposed connector would have on > the citizens and our the quality of life in our neighborhood. I believe > that a Yes vote on this issue is a yes vote for business and a no to > citizens. Please put citizens first and vote NO the the proposed connector > .
> Thank you,
> Peggy McGrath

Return-path: <Mcpeggy@aol.com>
From: Mcpeggy@aol.com
Full-name: Mc peggy
Message-ID: <14c.16e36964.2af81ca4@aol.com>
Date: Mon, 4 Nov 2002 13:55:32 EST
Subject: Proposed Eisenhower-Duke Connector
To: MayorALX@aol.com
MIME-Version: 1.0

Content-Type: multipart/alternative; boundary="part2_99.2f24ad5a.2af81ca4_boundary"

X-Mailer: AOL 8.0 for Windows US sub 180

Dear Mr. Mayor,

My husband and I have lived in Alexandria for fourteen years and our daughters have gone through the Alexandria school system. Our youngest is graduating T. C. this year and we are planning on staying in Alexandria, moving from Seminary to Cameron Station. We are very concerned about the impact a proposed connector would have on the citizens and our the quality of life in our neighborhood. I believe that a Yes vote on this issue is a yes vote for business and a no to citizens. Please put citizens first and vote NO the the proposed connector.

Thank you,

Peggy McGrath



slyjenk@yahoo.com

11/03/02 05:24 PM

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

Subject: Connector Issues

Dear Mayor, Vice Mayor, Councilwoman and Councilman, My family and I have lived on Walleston Court (next to Janney's Lane) for nearly 23 years and we are concerned about recent developments concerning the proposed connector project. Adding more traffic to an already overcrowded neighborhood clearly ignores today's traffic reality in this part of Alexandria. In the past ten years, traffic has dramatically increased on Janney's Lane, Quaker Lane, Seminary Road and Cambridge. Nearby Duke Street is impossible to navigate near the Telegraph Road area. Already gridlocked roads would become unbearable with the addition of more cars to these overwhelmed routes. The presence of many schools in a two to three mile radius contributes to the already significant traffic and we are referring to MacArthur, Bishop Ireton, T.C. Williams, F. Hammond and M. Howard. As you well know, the Patent Office, with its over 6,000 employees, will add yet additional vehicles to the already busy streets. When the quality of life in our neighborhoods declines, the entire city suffers. Let's all work together and make sane decisions in order to keep Alexandria a livable and attractive community. We are counting on you to keep our interests and valid concerns in mind and make the right decisions about the connector. Many thanks for your consideration. Regards, Bob and JoAnn Jenkins, 1603 Walleston Ct., Alexandria, Va. 22302

You represent us and our community and we are counting on you to make our concerns known to the other members of the City Council and to vote with our interests in mind.

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*Council
recd*

ALEXANDRIANS AGAINST A HIGHWAY CONNECTOR

ACT NOW!

ACT NOW!

ACT NOW!

To: Mayor Kerry J. Donley, Vice Mayor William C. Cleveland, and Council Members Claire M. Eberwein, William D. Euille, Redella S. "Del" Pepper, David. G. Speck, and Joyce Woodson

From: Alexandria Resident and Voter

Re: Petition Opposing A Highway Connector

I am an Alexandria resident and voter who is strongly opposed to the construction of a 4-to-6 lane highway dumping Interstate 95/495 "beltway" cars and trucks onto Duke Street from Eisenhower Avenue. Duke and the adjacent neighborhoods already suffer from bumper-to-bumper traffic. A Springfield-like overpass channeling rush-hour traffic onto Duke would add tens of thousands of cars and trucks that would make an already congested Alexandria a parking lot. To make things even worse, the Alexandria Chamber of Commerce is now calling for "one or several" highways.

No Alexandria neighborhood wants this highway cutting through its own neighborhood. Nor do I want to pit one neighborhood against another. Neighborhoods have been led to believe that there will inevitably be a highway, so some have reacted consequently by asking for it to be built furthest from their own neighborhood. That is both a false assumption and choice. The real and best choice for all Alexandrians is to **choose no highway connector anywhere.**

I am a voter (or will register in time to vote); and I want to know where my elected officials stand. I join fellow **Alexandria voters requesting our Mayor, Vice Mayor and City Council Members to sign this petition with us before the City Council votes on this matter as early as October 23, 2002.** We want our elected officials to declare whether they are "for or forever against" any highway connector from Eisenhower to Duke. At the same time, **I pledge my support to candidates whose platforms include being "forever against a highway connector"** whether they are current incumbents or challengers. I am fully aware of the fact that 400 votes in the last election could have elected a different candidate to the City Council; and only 4,500 voters could have elected a different Mayor as well as 4 of 6 different City Council Members. We petitioners feel strongly about having leadership in this city to protect the historic Alexandria in which we live, and where we raise our families; and will vote accordingly in the March and May elections of 2003.

PLEASE PRINT

My Full Name: _____

Street Address: _____ Zip Code: _____

Home Phone: (703) _____ - _____ Home Fax: (703) _____ - _____

Email Address: _____

My Signature: _____ Date: ____/____/2002

Please mail your signed petition to **Alexandrians Against A Highway Connector, P.O. Box 1417-224, Alexandria, VA 22313.** Should you have any questions, please call Lou Cordia @ 703/838-0376; or get information and our petition on our website (www.NoHighwayConnector.org).

*Sent to CM, T&ES,
P&Z
e-mailed to CC*

A. E. J.



ssimsassocs@msn.co
m

09/19/02 05:26 PM

To: Beverly I Jett@Alex

cc:

Subject: connector

Please pass this email to the Mayor and Council. Thank you.

My wife and I are writing to underscore the broad opposition to any of the "build" options relative to the proposed connector between Eisenhower Avenue and Duke Street. The Connector Task Force, which was wisely expanded to more accurately reflect the views of the civic associations most impacted, clearly rejected every build alternative in favor of either no build or no build with improvements.

Virtually every public meeting and/or briefing on the proposed connector of which I am aware has also featured nearly unanimous citizen opposition to the build options. In short, the citizens of Alexandria do not support building one or more connecting roads to benefit the few wealthy real estate developers in the Eisenhower Valley and the commuters from the outlying counties.

My wife and I join the increasing number of Alexandrians who promise to vote against any Council member who supports a build option. We must preserve what little of our city we have left.

Sincerely,

Tina and Steve Sims
500 Crown View Drive
Alexandria

Sent to CC, CM, T&E, P&Z

~~F: E-D~~

10/16/2002

The Honorable Kerry Donley Mayor, City of Alexandria City Hall, Room 2500 301 King Street
Alexandria, VA 22314

Dear Mayor Donley:

I am writing to express my strong support for the timely construction of one or several practical, accessible, and economically valuable roadways connecting Eisenhower Avenue to Duke Street in the City of Alexandria.

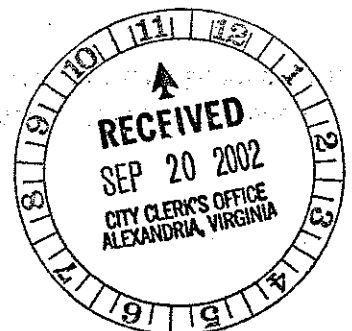
Dependable consultants and our best staff have recommended constructing one or more roadways between Eisenhower Avenue and Duke Street. This will end the now existing isolation of the Eisenhower corridor from the rest of the City, and also will bolster overall neighborhood integration, mitigate traffic congestion, increase fire and safety access, and generate business development. A connector maximizes the potential of the Eisenhower Valley, connects the rest of the City with easy access to that corridor, while improving overall traffic flow rather than adding to it, benefitting the City at large. Traffic through residential neighborhoods would not worsen at all. It is a positive step towards achieving a better system of transportation, one that addresses the challenge of moving increasing numbers of people and goods in an effective and responsible way, and providing improved and needed access to the Avenue area.

I urge you to press forward with plans for a connector when City Council convenes in September of 2002. Alexandria's transportation needs are too important to fall victim to inaction and further delay. I am a resident of Alexandria, for over 40 years.

Thank you for your time and attention to this matter. Sincerely,



Daniel J. Evans, PE
PO Box 16852
Alexandria, VA 22302



September 17, 2002--

To the Honorables:

Kerry J. Donley, Mayor
William C. Cleveland, Vice Mayor
Claire Eberwein, Member
William D. Euille, Member
Del Pepper, Member
David Speck, Member
Joyce Woodson, Member

From: Richard A. Bishop
Resident of Seminary Hill

Subject: Opposition to the Proposed Duke Street Connector

I, the undersigned, oppose the proposal to construct a connecting road from Eisenhower Avenue to Duke Street, and for reasons therefor state:

1. The creation of a connector, as proposed, will further impact the west end neighborhoods, including the Janneys Lane area and all of the Seminary Hill community. The traffic flow from out of state vehicles has increased at a rapid rate in recent years, creating a hazardous situation for residences of the local community.

2. The Quaker Lane, Seminary Road corridor has become extremely hazardous with the increase in cross-town traffic coming from Maryland and the District of Columbia moving through the area to destinations in Falls Church and Baileys Crossroads. This same pattern is repeated in the evening rush hour; and the operators of these vehicles are not cognizant of the posted speed limit.

3. The writer is a daily user of the Metro system going to and from a Washington destination. The bus stop nearest to my area is the one designated "Chapel Hill." In order to meet the bus headed for the Pentagon station, the writer must cross Seminary Road, during the period of high volume vehicle use; and needless to say, there have been many mornings where I risk being struck by speeding vehicles. This fact has been previously reported to both the members of Council and to the Alexandria Police Department. The police have posted a traffic officer with a radar gun very infrequently at the Chapel Hill entrance with minimal results.

4. The environmental impact by an overload of traffic is bad today; and it will be worsened if the connector is approved. These neighborhoods need protection now.

Page Two
September 17, 2002

Accordingly, the writer and his wife are very much opposed to a connector that will create an impossible situation in our neighborhood, and we respectfully urge Council to reject a plan for the Duke Street Connector.

Submitted by

A handwritten signature in dark ink, appearing to read "Richard A. Bishop", written in a cursive style.

Richard A. Bishop
4103 Orleans Place
Alexandria, Virginia 22304
Telephone: 703-370-6563

Sent to CC, CML, TRES, P, Z

1 E-D

Brenda S. Podgurski
1225 Martha Custis Dr.
Unit 1004
Alexandria, VA 22302

September 17, 2002

Mayor Kerry Donley & Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Dear Mayor Donley,

I would greatly appreciate your support in the design and construction of the Eisenhower-Duke Connector when it is time to vote in mid-October. Our City is desperately in need of more reliever highways and this is exactly what the Eisenhower-Duke Connector offers. To get rid of constant gridlock in the future, we **MUST** act now. If we wait too long, traffic will simply become overwhelming to us all and most likely increase unwanted incidents of road rage and traffic accidents.

Gridlock is not a fun commute for anybody, especially when you only live 10 miles away on Duke Street near the Landmark Mall and have to travel in to Old Town every day for work. Residents of Alexandria live close to Old Town and the District for a reason, to shorten our commute to work. If we don't build the Eisenhower-Duke Connector, local residents will start experiencing traveling delays like our co-workers who live out in Fairfax and Prince William Counties. In addition, to work week travel headaches we will also be encumbered by more congestion on weekend and off-peak hours.

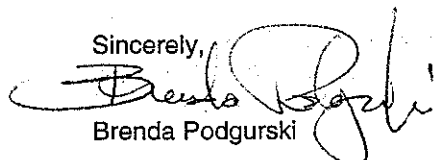
I urge you to help protect our neighborhoods from the ever-increasing amount of cut-through traffic. I see people cut through my small community of Park Fairfax all the time. These motorists never obey the 25mph speed limit and they often go as fast as 45mph if nobody is in front of them to slow them down. Community roads are just that...there not made to be short cut routes, and it is especially dangerous when there is parallel parking on both sides of the road as well as the occasional biker passing by.

Reliever routes such as the proposed Eisenhower-Duke Connector will also provide critical access for emergency service vehicles. I live in a high rise and I have a view directly over I-395 across from Shirlington. It saddens me greatly when I see ambulances and fire trucks having a difficult time getting through rush hour traffic in the mornings and in the evening because of the overwhelming amount of motorists on the Interstate. Moreover, as you should know, the Baby Boomer generation is aging quickly and will soon be retiring. With a rapidly growing and aging population, it is utmost important to have greater access to emergency services.

With a longer commute and more bumper-to-bumper traffic comes a decreased quality of life. More people, means more travel. More frustrated drivers leads to more road rage which leads to conditions such as high blood pressure and anxiety attacks. To prevent this scenario from rearing its ugly head in the City of Alexandria, we **MUST** act now. We want to enhance our quality of life. We want to make the City of Alexandria a great place to live!

In closing, I ask you to consider what I have discussed in this letter very seriously. Please make Alexandria a better place for all of us to call home.

Sincerely,


Brenda Podgurski





CommonWealth One
Federal Credit Union

Sent to CC, CM, T&ES, Pg 2

F.E.D.

P.O. Box 9997
Alexandria, Virginia 22304-7097

September 16, 2002

Mayor Kerry Donley & City Council Members
City Hall
301 King Street
Alexandria, VA 22314

Dear Mayor & City Council Members,

I am writing to support the construction of a connector road between Eisenhower Avenue and Duke Street.

CommonWealth One Federal Credit Union has served members from our two west-end Eisenhower Avenue facilities for over 20 years. In the past few years, it has been increasingly difficult to access our buildings due to gridlock at peak hours.

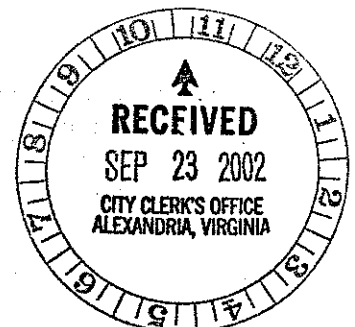
This affects our business a great deal because our members who live in Alexandria need to access our credit union precisely during those hours. Traffic congestion also negatively affects our recruiting and retention efforts of employees who travel down Van Dorn or Telegraph to reach our offices. Furthermore, it has become nearly impossible to pick up lunch at a local restaurant and be back at work during the prescribed lunch hour.

I encourage you to not only build a connector, but to select the Clermont connector. This will truly address the congestion problem (unlike option 4), utilize the existing infrastructure, and be most convenient to Beltway traffic.

Thank you for your careful consideration of this request. Building a connector is vital for the mobility of the thousands of residents and employees in Alexandria.

Sincerely,

John R. Blair, Jr.
CEO/President



Received by CC; Sent to CM,
TAS, PRZ

September 17, 2002

Mayor, Kerry J. Donley
City Hall
301 King Street, Ste. 2300
Alexandria, VA 22314

FILED

Dear Mayor Donley: *KERRY*

Being both a resident and businessman of Alexandria I urge you to vote in favor of the Eisenhower Avenue - to - Duke Street Connector on next month's docket.

Since I spend the majority of my vehicular travels in Alexandria, I personally experience the frustration of gridlock along Duke Street, Telegraph Road, Van Dorn Street and Holland Lane. I firmly believe that a 0.6 mile, four-lane north-south thoroughfare linking Duke Street and Eisenhower Avenue would be extremely beneficial to all of Alexandria. Especially when the PTO building is delivered in 2004.

With the projected increase in population in our city it is predicted that an additional 45,000 vehicles will be traversing through Alexandria by 2010. A Connector will certainly provide relief towards these additional cars. Without a Connector, Duke Street will soon become too obstructed for both City residents and people who work in our City.

Secondly, the Connector will provide critical access for emergency vehicles. A congested road network, which is what we currently have, puts thousands of individuals at risk within Alexandria by impeding the access of emergency services such as fire, police and other rescue units. Our City has residents both north and south of Duke Street. According to public safety officials, challenges arise when public safety units must move north and south of Duke Street. Increasing congestion in Alexandria is making it more difficult for EMS units to arrive at emergencies in time, negatively affecting response times.

Finally, the quality of my life is extremely important to me and part of that is being able to partake in recreational, school and community programs and other activities that make our City a terrific place to live and work. A Connector will allow just that. It will permit all of us the opportunity to spend time doing what we enjoy and not forced behind a windshield on crowded and congested Alexandria Streets.

Thank you for your consideration and I implore you to vote in favor of the Eisenhower Avenue - to - Duke Street Connector next month.

Sincerely,

Stephen M. Cloud
Stephen M. Cloud



Send to CC

FILED

ALEXANDRIANS AGAINST A HIGHWAY CONNECTOR

ACT NOW!

ACT NOW!

ACT NOW!

To: Mayor Kerry J. Donley, Vice Mayor William C. Cleveland, and Council Members Claire M. Eberwein, William D. Euille, Redella S. "Del" Pepper, David. G. Speck, and Joyce Woodson

From: Alexandria Resident and Voter

Re: Petition Opposing A Highway Connector

I am an Alexandria resident and voter who is strongly opposed to the construction of a 4-to-6 lane highway dumping Interstate 95/495 "beltway" cars and trucks onto Duke Street from Eisenhower Avenue. Duke and the adjacent neighborhoods already suffer from bumper-to-bumper traffic. A Springfield-like overpass channeling rush-hour traffic onto Duke would add tens of thousands of cars and trucks that would make an already congested Alexandria a parking lot. To make things even worse, the Alexandria Chamber of Commerce is now calling for "one or several" highways.

No Alexandria neighborhood wants this highway cutting through its own neighborhood. Nor do I want to pit one neighborhood against another. Neighborhoods have been led to believe that there will inevitably be a highway, so some have reacted consequently by asking for it to be built furthest from their own neighborhood. That is both a false assumption and choice. The real and best choice for all Alexandrians is to choose no highway connector anywhere.

I am a voter (or will register in time to vote); and I want to know where my elected officials stand. I join fellow Alexandria voters requesting our Mayor, Vice Mayor and City Council Members to sign this petition with us before the City Council votes on this matter as early as October 23, 2002. We want our elected officials to declare whether they are "for or forever against" any highway connector from Eisenhower to Duke. At the same time, I pledge my support to candidates whose platforms include being "forever against a highway connector" whether they are current incumbents or challengers. I am fully aware of the fact that 400 votes in the last election could have elected a different candidate to the City Council; and only 4,500 voters could have elected a different Mayor as well as 4 of 6 different City Council Members. We petitioners feel strongly about having leadership in this city to protect the historic Alexandria in which we live, and where we raise our families; and will vote accordingly in the March and May elections of 2003.

PLEASE PRINT

My Full Name: Anne M. + Jules B. Lapidus

Street Address: 3516 Sterling Ave Zip Code: 22304

Home Phone: (703) 751 - 1232 Home Fax: (703) 751 - 8232

Email Address: jlapidus@erols.com

My Signature: Anne M. Lapidus Date: 9/16/2002
Jules B. Lapidus

Please mail your signed petition to Alexandrians Against A Highway Connector, P.O. Box 1417-224, Alexandria, VA 22313. Should you have any questions, please call Lou Cordia @ 703/838-0376; or get information and our petition on our website (www.NoHighwayConnector.org)

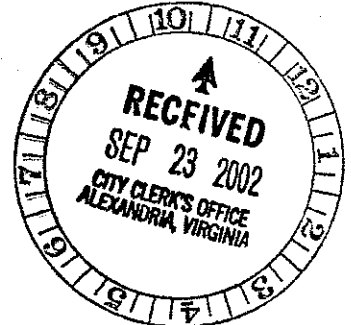
Received by CC, Sent to CM,
To ES, P12

2333 North Early Street
Alexandria, VA 22302

F: EtoD

September 16, 2002

Mayor Kerry Donley
Alexandria City Council
301 King Street, City Hall
Alexandria, VA 22314



Dear Mr. Mayor,

I have heard much discussion recently of a plan to build a connector highway from Eisenhower Avenue to Duke Street. I refer to it as a highway because that is exactly what it will become. Yet another shortcut through Alexandria that will be used by residents of the poorly planned Kingstown-Franconia Area of Fairfax County.

It is bad enough that traffic already whizzes through Quaker Lane at speeds of 45-50 miles per hour, despite posted speed limits ranging from 25-35 miles per hour. Can you imagine the additional non-local traffic if the connector highway is built? I cringe at the thought of having the "Quaker Freeway" cut right through the heart of Alexandria, a speedway for over-stressed aggressive drivers from the ill-planned developments in the Eisenhower Valley and Kingstown-Franconia areas.

I currently reside on North Early Street, between West Braddock Road and Menokin Drive. To reach King Street I must travel north on Menokin, which intersects with Van Dorn Street before terminating at King Street. At the intersection of Van Dorn and Menokin, northbound traffic from Menokin (me) has a stop sign, while Northbound traffic from Van Dorn does not have to stop. Many mornings between 7 and 9 AM it is a dangerous struggle to access King Street because the aggressive drivers coming northbound on Van Dorn routinely block the Menokin-Van Dorn intersection, making it difficult for me to exit my own neighborhood. The other morning two of these aggressive drivers (a linen delivery truck and a passenger car) collided at this intersection, snarling traffic in our community. A casual inspection of this traffic any morning will reveal that many of the vehicle tax decal stickers are from Fairfax County. These are Kingstown-Franconia-Springfield residents using Van Dorn as a shortcut to bypass the congestion on I-95 at Springfield. We are paying the price for the poor planning in their communities. It is bad enough that we have to put up with this, yet some in Alexandria want to build a connector which may turn Quaker into a similar cut-through for these aggressive drivers. What on God's Green Earth are they thinking?

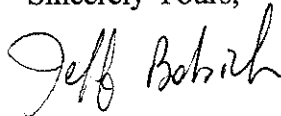
I urge your opposition to the any type of connector roadway. I consider this a litmus test issue and my continued support is contingent on your NO vote on any such proposed connector highway. The only vote is a NO vote.

Furthermore, I must add that I supported Governor Mark Warner in last fall's election, and was proud to see an Alexandria resident elected to our State's highest office. I was skeptical about

the proposed sales tax increase for transportation, but thought that with a Democrat Governor it would be carefully managed to focus on public transportation and careful long-range planning. Now I am told that it may fund the connector highway. Our worst fears have come true. I will be at the polls at 6:00 AM on election day to cast a NO vote on that referendum and am encouraging others to do so as well.

I appreciate your attention to this matter and thank you for your time and understanding.

Sincerely Yours,

A handwritten signature in cursive script that reads "Jeff Bobich". The signature is written in dark ink and is positioned above the printed name and phone number.

Jeffrey M. Bobich
(703) 824-7585

Sent to CC, CM, TRES, P&Z

KENNETH ISEMAN
906 South Washington Street
Alexandria, VA 22314

F.E.D.

September 26, 2002

Mayor Kerry Donley & Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Dear Mayor and Council Members:

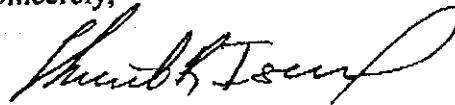
Please count this letter as one of those in **support** of the Eisenhower Avenue-to-Duke Street Connector.

I am not only a resident of Alexandria, but I also own my own business in the Eisenhower Valley. Very often I find it nearly impossible in the morning and evenings to be able to commute between my home on South Washington Street, down Duke Street to Holland Lane without gridlock. This trip is becoming more difficult each passing day and will only grow worse as time goes on. In addition, my business requires that I meet with customers at their place of business throughout the day. Even traffic during the day can make a short trip a long one.

After reviewing the information regarding a connector, I respectfully request that you vote in favor of a connector. We need to adequately provide ingress and egress as we welcome new residents and businesses to the Valley. A connector will help alleviate gridlock and provide reduced response time for emergency vehicles and police into and out of the Eisenhower Valley. An important factor which should not be overlooked.

Thank you for your consideration of this request. A connector will not only help the Eisenhower Valley, but will be beneficial to all residents of Alexandria.

Sincerely,



Kenneth Iseman

September 23, 2002

Mayor Kerry Donley
City Hall
301 King Street
Alexandria, VA 22314

Re: Vote For the Eisenhower Duke Connector

Dear Mayor Donley,

In the near future, the City Council will be asked to vote on whether to proceed with the Eisenhower to Duke Connector. A decision was previously made to build the connector to improve arterial traffic with the first phase the Eisenhower intersection off the beltway, and the second phase, the connector. Not building the connector would harm the city from traffic gridlock to public safety impacts.

There is now a group of citizens opposed to the connector. I am not one of them. I live in the on Park Road, and the Eisenhower connector is important not only to those of us that live near the area, but to the entire city. The current gridlock on Duke Street will be significantly reduced when Eisenhower becomes a true alternative. As traffic now backs up on Duke, cut through traffic to Janneys and King, endangers our neighborhoods.

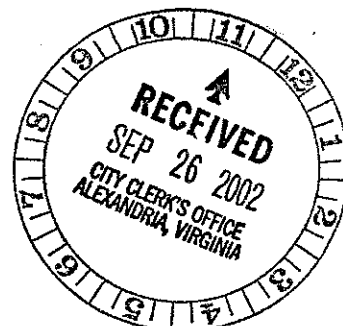
It is important that the City Council make the right decision on the connector: important to our city, the quality of life, and the safety of its citizens.

The City Council is again faced with a tough issue. Please recognize the importance of the connector to the future of our city and not let selfish interest harm the overall safety and quality of life of the entire city.

Sincerely,



Lynn Hampton
215 Park Road
Alexandria, VA 22301
703.683.3285



September 20, 2002

Mayor Kerry Donley
Member, City Council
301 King Street
Alexandria, Virginia 22314

Dear Mayor and Councilmember Donley:

Our neighbors and my family appreciate the considered decision of the Ad Hoc Eisenhower-to-Duke Street Connector Task Force recommending to Council "No Build....with Improvements" for relieving the traffic congestion developing in the Eisenhower Valley. That congestion is clearly a consequence of development permits granted by Council absent adequate planning by city staff. The "Connector" issue is now steering its way to the Council for a vote. I have talked with neighbors and we all strongly support the Ad Hoc Committee's recommendation and urge that you also support it in the Council deliberation. Del Pepper is right on in observing that a connector, Bluestone, Roth Street or wherever might help Fairfax County commuters but would "devastate our city".

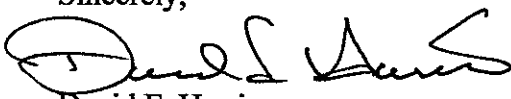
On Trinity Drive we have long been members of the Seminary Hill Association and SHA's position is the right one...."No Build...with Improvements".

I understand that Council endorses a positive vote on the upcoming referendum on raising local sales tax to fund transportation improvements in Northern Virginia. My family will vote "No". This is a state (VDOT) responsibility. Northern Virginia taxes, sales and income, flow into Richmond and trickle back. Certainly Virginia is suffering from a revenue shortfall caused in great part by the former Governor's "no car tax" legislation as well as the general national economic malaise.

But Virginia can easily be saved. A tobacco tax of \$0.025/pack, the lowest in the country, is ludicrous. The national median is about \$0.42/pack. Governor Warner was elected based on his business record and the hope that he could/would demonstrate leadership and lead Virginia back to a solid footing. He cannot run for re-election and he cannot get the Assembly to increase the tobacco tax, the Members have generally been bought by the tobacco companies. But the Governor could get the issue on the ballot for a referendum. Raise the tobacco tax, say to \$0.50. Far behind Maryland, also a tobacco growing state. Raising the tobacco tax would cut down kids taking up smoking and cuts future Medicaid and Medicare costs, both growing exponentially. The people, I feel sure, would vote for it, in the 70% range at a minimum. Now there's a place for Council to vote a "Sense of the Council" recommending the Governor to take that step.

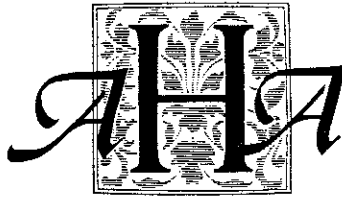
Again we urge you to support the "No Build...with Improvements" stand.

Sincerely,



David F. Harris
3643 Trinity Drive
Alexandria, VA 22304-1840





Sent to CC, CM, TRES, AZ

~~F D E~~

Alexandria Hotel Association

221 King Street, Alexandria, Virginia 22314 1-800-296-1000

September 23, 2002

The Honorable Mayor Kerry Donley and Members of City Council
City Hall, 301 King Street
Alexandria, VA 22314

Dear Honorable Mayor and Members of City Council,

The Board Members and members of the Alexandria Hotel Association, reviewed information on the Eisenhower-to-Duke Connector at its meeting on Wednesday, September 18, 2002.

It has been resolved that the members of the Alexandria Hotel Association support an Eisenhower-to-Duke Connector as the members believe that such a connector will alleviate gridlock, protect neighborhoods from unsolicited cut-through traffic and will allow quicker as well as easier response time for emergency services.

Respectfully Yours,

Bryan Thompson
Chair of Board
President, Alexandria Hotel Association

Cc:

Alexandria Hotel Association Members
Alexandria Gazette
The Washington Post
The Journal
Sharon Hodges, Eisenhower Partnership
Jennifer Boone, Waterford Public Relations

* A Proud Charter Member of the Alexandria Convention and Visitors Association *



September 24, 2002

Honorable Kerry J. Donley
Mayor
Members of City Council
301 King Street
Alexandria, Virginia 22314

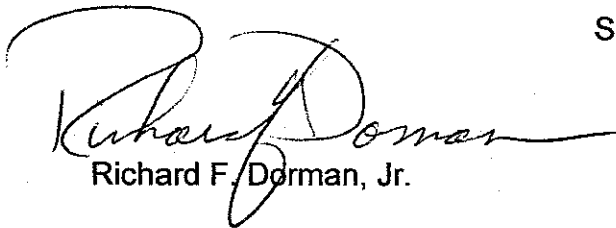
Dear Mayor Donley and members of Council:

We are writing this letter in support of a connector road between Eisenhower Avenue and Duke Street. Although we realize that one of the potential connector locations will likely increase already congested traffic on Quaker Lane (the area where we live), we believe that as a community we cannot allow development without providing adequate accessibility for everyone who must travel to and from that newly developed area.

We recently read that the police department must use a bike path as an emergency route between Eisenhower Avenue and Duke Street when time is critical. How long before there is a tragic accident as a result of this necessity? The Eisenhower valley continues to develop and the residents and Alexandria's emergency vehicles need adequate accessibility. It may have made more sense to provide this connector before the development was underway. Be that as it may, we urge you and Council to not wait any longer. Do the right thing and approve a connector mid way between the east and west ends of Eisenhower Avenue!

Thank you for your consideration. We will be watching this issue with great interest in the coming weeks.

Sincerely,


Richard F. Dorman, Jr.


Ann Marie Dorman

2724 Kenwood Avenue
Alexandria, Virginia 22302



*Catherine L. Zeigler
801 N. Pitt Street
Alexandria, VA 22314*

September 23, 2002

Mayor Kerry Donley &
Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

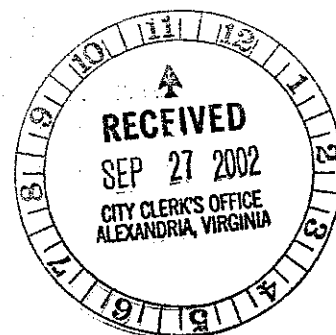
Dear Mayor Donley:

As the time approaches to take action on how to control traffic growth in the City of Alexandria, I am requesting that you do not default to a no-build alternative regarding the Eisenhower Avenue-Duke Street Connector. As a resident, living in the Old Town area and working in the Eisenhower Valley, I am concerned about the traffic congestion that is going to occur as soon as the US Patent and Trademark Office opens, much less forecasting the traffic predicament for the year 2010 after almost 10 more years of residential and commercial growth! After having been a commuter for 10 years across the Wilson Bridge, I don't even want to think about the potential nightmare that will prevail if no action is taken now. Like the long debated Wilson Bridge project (a situation that went from bad to worse), it is not a matter of "if" it is a matter of how "expediently and efficiently" the problem can be addressed for the City's welfare. Maybe only someone who has daily spent wasted hours in gridlock can appreciate the difference in the quality of life afforded by a reasonable commute and mobility to services.

I am requesting that you not delay any longer in choosing a plan for the Eisenhower Avenue-Duke Street Connector. Please decide now to give your constituents the quality of life they deserve and avoid the bigger problems (and wrath) that will inevitably follow a no-build decision.

Sincerely,

Cathy Zeigler
Cathy Zeigler



Bryan Thompson
General Manager



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September 23, 2002

The Honorable Mayor Kerry Donley and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

As a resident of Alexandria, Virginia (2151 Jaimeson Avenue) and someone working in the city of Alexandria, I am in full support of an Eisenhower-to-Duke Connector.

An Eisenhower-to-Duke Connector, I believe, will alleviate gridlock, protect neighborhoods from unsolicited cut-through traffic and will allow quicker as well as easier response time for emergency services.

Respectfully Yours,

Bryan Thompson

Cc:

Alexandria Gazette
The Washington Post
The Journal
Sharon Hodges, Eisenhower Partnership
Jennifer Boone, Waterford Public Relations



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Sent to
Cm & T&ES

September 2002

connector file
10/11/02

- Proposed -

**The West End's Eisenhower Avenue Development Corridor
Initiative Task Force:**

**Development Guidelines and Long Term Plans for
Land Use, Transportation, Safety, and Environment
in the Eisenhower Avenue Development Corridor ("EADC")**

Subject:

Request that the City Of Alexandria's Planning Commission and City Council initiate the establishment of The West End's Eisenhower Avenue Development Corridor ("WEEADC") Initiative Task Force. The Task Force, to be established, would invite for participation, one representative from each Association in the West End of the City of Alexandria, as well as, one representative from the following groups which are directly affected by the Eisenhower Avenue Development Corridor:

- a) Alexandria City Council
- b) Alexandria Planning Commission
- c) Fairlington Civic Association (including Arlington residents);
- d) Huntington Avenue Association(s) (Fairfax County residents);
- e) The City of Alexandria Department of Transportation and the Environment;
- f) The City of Alexandria Economic Development Department;
- g) The City of Alexandria Chamber of Commerce.

Issue:

To develop "block" (West End, Huntington, and Arlington), support for, and participation in, the West End's vision for the successful development of the Eisenhower Avenue Development Corridor.

*** **

PROPOSED GOALS AND OBJECTIVES OF THE WEEADC Initiative Task Force:

The WEEADC Initiative Task Force's Vision for the EADC:

- 1) The EADC as a vibrant community, with safe neighborhoods and active retail and office, and a variety of housing options and types;
- 2) The EADC as easily accessible by public transportation to, from, and within, as well as by foot, and bike;
- 3) The EADC as well designed with attractive buildings, streetscapes, public art, and open spaces.

The WEEADC Initiative Task Force's Identified Key Elements for the EADC:

- 1) Mixed use development districts, oriented to Eisenhower Avenue
- 2) Retail on ground floor oriented to Eisenhower Avenue
- 3) A state of the art public and pedestrian transportation system, linking the Avenue with Metro, and I-495.
 - a) Additional Metro Stops
 - b) Light Rail on Eisenhower Avenue
 - c) Pedestrian and Bike infrastructure
 - d) Surface / structured parking located primarily at the metro stops, or in the rear of buildings
 - e) Streetscapes connecting mixed use districts, residential areas, open spaces and public transportation.

The WEEADC Initiative Task Force's Identified "Implementation Plan" for the successful development of the EADC:

- 1) Tie development (including those in the pipeline, and approved) to the concomitant or prior construction of light rail, installation of additional metro stops, access ramps and routes to I-495, and pedestrian and bike infrastructure;
- 2) Development of (including funding for) comprehensive architectural design guidelines for all new development projects (including those in the pipeline, and approved): establish a WEEADC Initiative Task Force Architectural Review Board;
- 3) Development of (including funding for) comprehensive landscape design guidelines for all new development projects (including those in the pipeline, and approved): establish a WEEADC Initiative Task Force Landscape Review Board;
- 4) Establish a method for funding of public art within the EADC.

- Proposed -
SEMINARY HILLS NEIGHBORHOOD
IMPROVEMENT AND REVITALIZATION PROGRAM:
Transportation & Safety Projects and
Environment & Beautification Projects

Summer / Fall 2002

1) **OBJECTIVES:**

a) **Safety & Transportation Program Objectives:**

- i) Enhance and improve the safety of students at neighborhood schools, commuting to the schools, and going off campus at lunch periods, or in after school activities:
 - (1) Minni Howard
 - (2) MacArthur
 - (3) T.C. Williams
 - (4) Episcopal
 - (5) St. Stephen & St. Agnes
 - (6) Bishop Ireton
 - (7) Blessed Sacrament
- ii) Security Bike racks at the Metro Stops
- iii) Enhance the Safety of resident commuters, walks, joggers, bikers
- iv) Enhance the Safety of our senior citizen population
- v) Enhance the Safety of our children in after-school-hours, and on weekends
- vi) Enhance the Safety of and Security of all Church Congregations in the Seminary Hill Church Triangle, including day activities, worship services, and special events
- vii) To limit the access to and use of our community facilities, neighborhoods, and transportation networks, by non-resident northern Virginians

b) **Environment & Beautification Program Objectives:**

- i) To improve neighborhood air quality by decreasing vehicle emissions and by increasing the use of public transportation (Metro & Dash), and alternative modes (walking, biking, & carpooling);
- ii) To enforce new vegetation and tree planting through complete landscape programs, in new residential and commercial developments;
- iii) To enforce tree preservation, in existing neighborhoods, and along arterial roads, e.g. Quaker Lane, Seminary Road, W. Braddock Road, King Street, Janneys Lane.
- iv) To begin new tree plantings programs in medians, beside roads / curbside, and within neighborhoods;
- v) To protect watershed, and creeks, including all wildlife dependent on it;
- vi) To encourage retail shopping and other businesses along King Street, Quaker Lane, and Duke Street by pedestrian traffic;
- vii) To facilitate pedestrian and bike traffic use of public parks, trails and recreation facilities;
- viii) To connect our neighborhood to surrounding neighborhoods' biking, walking and jogging trails.

SEMINARY HILLS NEIGHBORHOOD IMPROVEMENT AND REVITALIZATION PROGRAM:
Transportation & Safety Projects and Environment & Beautification Projects
Summer / Fall 2002
Page Two of Two

2) **IMPLEMENTATION:**

- a) **Safety & Transportation Program** – institute aggressive “Traffic Calming” initiatives by implementing the following:
 - i) **Addition of Speed Tables:**
 - (1) All of Quaker Lane
 - (2) West Braddock
 - (3) King Street from I-395 to the King Street Metro Stop
 - (4) Janneys Lane
 - (5) Seminary Road, from I-395 to Quaker Lane
 - ii) **Deletion of one lane in each direction on:**
 - (1) Quaker Lane between Duke Street and King Street
 - (2) West Braddock between I-395 and Quaker Lane
 - iii) **Addition of Median Strip to Quaker Lane between Duke Street and King Street**
 - iv) **Addition of Bike Lanes in both directions on:**
 - (1) Quaker Lane
 - (2) West Braddock
 - (3) King Street
 - (4) Seminary Road
 - v) **Addition of more bike racks in the Seminary Hills neighborhood**
 - (1) At King Street Metro Stop and Braddock Road Metro Stop
 - (2) At all shopping centers, and in all shopping / business districts
- b) **Environment & Beautification Program Objectives:**
 - i) Implement an aggressive tree planting program in existing and proposed median strips
 - (1) Quaker Lane
 - (2) King Street
 - (3) West Braddock Road
 - ii) Implement a Public Art Program with specific projects at each of the entrances to The City of Alexandria:
 - (1) King Street at I-395
 - (2) Quaker Lane at I-395
 - (3) Quaker Lane / West Braddock / King Street Intersection
 - (4) West Braddock at I-395
 - (5) Seminary Road at I-395
 - iii) Add “kiosks” at all curb-side Dash / Metro Bus stops to protect riders from the weather, and to beautify the stops
 - iv) Require all new commercial and residential developments, and re-developments to implement an aggressive tree planting program, and vegetation / re-vegetation with required City approved Landscape Architectural Plans

copy

**SEMINARY HILLS NEIGHBORHOOD
IMPROVEMENT AND REVITALIZATION PROGRAM:**
Transportation & Safety Projects and Environment & Beautification Projects
Summer / Fall 2002

- Petition -

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Signature	Name (Print)	Address	Zip	Phone
1) Rosalind R. Modlin	Rosalind R. MODLIN	1307 Kingston Ave	22302	(703) 751-0325
2) Philip H. Modlin	Philip H. Modlin	1307 Kingston Ave	22302	703 751-0347
3) Barbara L. Kerester	Barbara L. Kerester	1305 Kingston Ave	22302	751-2303
4) William E. Sheely	William E. Sheely	1231 Kingston Ave	22302	(703) 751-5981
5) Amelia M. Gallagher	Amelia M Gallagher	1231 Kingston Ave	22302	(703) 751-5981
6) Sharon Lopez	Sharon Lopez	1301 Kingston Ave	22302	703 370 2280
7) Donna S. Abangan	Donna S. Abangan	1313 Kingston Ave		703 370 4844
8) Donna Denny	Donna Denny	1318 Kingston		703 370 5159
9) Robert Lopez	Robert Lopez	1301 Kingston Ave		703 370 2280
10) Susan Bell	Susan Bell	1324 Kingston Ave		703 751 5646
11) Robert J. Cooney	Robert J. Cooney	1325 Kingston Ave		703 751-0655
12) Patricia J. Cooney	Patricia J. Cooney	1325 Kingston Ave		703 751 0655
13) Al Craven	Al Craven	1337 Kingston Ave		703 751-0586
14) Richard Whalley	Richard Whalley	1416 Kingston Ave		703-370-8347
15) Michael Whalley	Michael Whalley	1412 Kingston Ave		703-370-8347

SEMINARY HILLS NEIGHBORHOOD
IMPROVEMENT AND REVITALIZATION PROGRAM:
Transportation & Safety Projects and Environment & Beautification Projects
Summer / Fall 2002

- Petition -

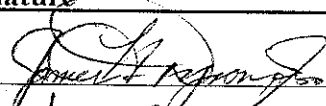
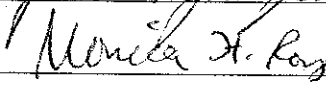
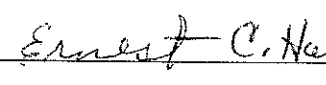
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Signature	Name (Print)	Address	Zip	Phone
1) <i>Ellen Kranidas</i>	Ellen Kranidas	1409 Kingston Ave	22302	703-751-5887
2) <i>Gary Anton</i>	Gary Anton	1400 Kingston Ave	22302	703-751-0586 (703-461-0006)
3) <i>Rosemary Craven</i>	Rosemary Craven	1337 KINGSTON AVE	22302	
4) <i>Steve Sgouros</i>	Steve Sgouros	1331 KINGSTON	22302	703-823-5738
5) <i>Peter W Townsend</i>	PETER W TOWNSEND	1336 KINGSTON	22302	703-823-6809
6) <i>Griffin M Whalley</i>	Griffin M Whalley	1416 KINGSTON	22302	703-370-8347
7) <i>Johanna Branley</i>	Johanna Branley	1401 Kingston	22302	703-370-0773
8) <i>William Branley</i>	WILLIAM BRANLEY	1401 KINGSTON	22302	703-370-0773
9) <i>Barbara Sgouros</i>	BARBARA SGOUROS	1331 KINGSTON	22302	703-823-5738
10) <i>Rachel Townsend</i>	Rachel Townsend	1336 Kingston	22302	703-823-6809
11) <i>M. Josephine Edsberg</i>	M. Josephine Edsberg	1417 Kingston Ave.	22302	703-751-6880
12) <i>Pat Wolverson</i>	PAT WOLVERTON	1424 Kingston Ave.	22302	703-751-2455
13) <i>Thomas S Patti</i>	Thomas S Patti	704 Kingston Bl.	22302	703-751-8710
14) <i>Thomas P. Keaster</i>	THOMAS P. KEASTER	1305 KINGSTON AVE	22302	703-751-2303
15)				

SEMINARY HILLS NEIGHBORHOOD
IMPROVEMENT AND REVITALIZATION PROGRAM:
Transportation & Safety Projects and Environment & Beautification Projects
Summer / Fall 2002

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Signature	Name (Print)	Address	Zip	Phone
1) 	James H. Dysen, Jr.	1230 Kingston Ave.,	22302	(703) 823-2821
2) 	Monica H. Roze	1330 Kingston Avenue Alexandria, VA. 22302	22302	(703) 370-1418
3) 	Ernest C. Hargrove, Jr.	1330 Kingston Avenue Alexandria, VA.	22302	(703) 370-1418
4) _____				
5) _____				
6) _____				
7) _____				
8) _____				
9) _____				
10) _____				
11) _____				
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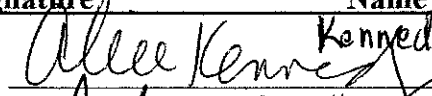
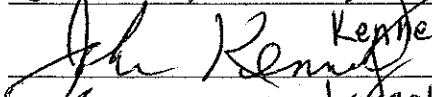

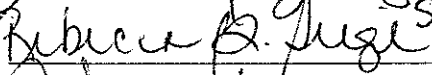
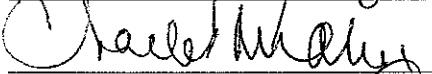
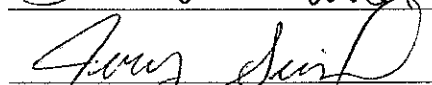
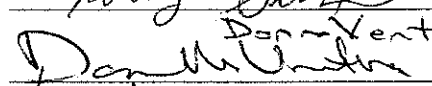
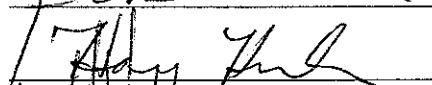
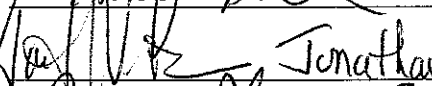
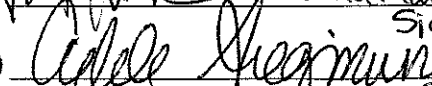
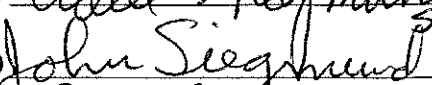
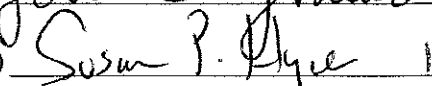
**SEMINARY HILLS NEIGHBORHOOD
IMPROVEMENT AND REVITALIZATION PROGRAM:**

Transportation & Safety Projects and Environment & Beautification Projects

Summer / Fall 2002

- Petition -

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Signature	Name (Print)	Address	Zip	Phone
1) 	Kennedy	713 E. Timberbush Pkwy Alex. VA	22302	703-598-1758
2) 	Kennedy	713 E. Timberbush Pkwy Alex. VA	22302	703-598-1758
3) 	Longbaugh	2207 Valley Circle Alex. VA	22302	703-684-8599
4) 	Siegel	1267 DARTMOUTH CT. ALEX. VA	22314	212-0093
5) 	Mahoney	1203 Dartmouth Rd Alex VA	22314	212-8585
6) 	Smith	1267 DARTMOUTH CT ALEX VA	22314	212-0093
7) 	McAndrew	1710 Maple Hill Pl Alex VA	22302	703-1710
8) 	Smith	1123 QUAKER HILL G ALEX, VA	22314	
9) 	Venturi	1710 Maple Hill Pl Alex VA	22302	
10) 	Siegmund	315 Crown View Dr Alex VA	22314	
11) 	Siegmund	315 Crown View Dr. Alex VA	22314	
12) 	Pye	1306 Kingston Ave Alex VA	22302	
13) _____				
14) _____				
15) _____				

SEMINARY HILLS NEIGHBORHOOD
IMPROVEMENT AND REVITALIZATION PROGRAM:
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Signature	Name (Print)	Address	Zip	Phone
1) [Signature]	1253 Dartmouth Court	22314	Sells	FF
2) [Signature]	Reiner 3408 Saylor Pl.	22304	@Comcast	net
3) [Signature]	Cala 1201 Tannys Lane	22302	(703)370-7633	
4) [Signature]	Cala 1201 Tannys Lane	22302	763370-7633	
5) [Signature]	Murphy 405 VALE DR	22314	703 8238609	
6) [Signature]	BRIAN MURPHY 405 VALE	22314	823-8609	
7) [Signature]	Mary Kelly 304 Park Rd	22301	6831381	
8) [Signature]	Debbie Heck 1205 Dartmouth Rd	Alex VA 22314	212-7315	
9) [Signature]	GT Crosby 1264 Dartmouth Ct	22314	370-0016	
10) [Signature]	3087 Duke St.	VA 22314		
11) [Signature]	McHugh 5th Canterbury Ln	Alex VA 22314		
12) [Signature]	105 Beeches Dr	Alex VA 22302		
13) [Signature]	Browning 800 Hermitage Ct	Alex VA 22302		
14) [Signature]	Browning 800 Hermitage Ct	Alex VA 22302		
15) [Signature]	4702 Dartmouth Ct	Alex VA 22314		

SEMINARY HILLS NEIGHBORHOOD
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Signature	Name (Print)	Address	Zip	Phone
1) <i>Katie Foroughi</i>	KATIE FOROUGH	3628 Tupper	22304	703 823-2458
2)				
3)				
4)				
5)				
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October 1, 2002

Mayor Kerry Donley & Members of the Alexandria City Council
City Hall
301 King Street
Alexandria, VA 22314

*Sent to
CC, CM, TE & S
Eisenhower Ave. St. Connector*

Dear Mayor Donley and Council Members:

As a former resident of the Townes of Cameron Parke on Eisenhower Ave. I recognize the important need of an Eisenhower to Duke Street Connector. While many speak of the significant traffic issues, of vital importance are the safety concerns in and out of the "valley". Without the construction of a connector, the residents of the Townes of Cameron Parke are very isolated and there are several potential safety issues that could arise, fire and medical emergencies being only two.

As a current resident in the Taylor Run Civic association district, my support for a connector has increased. While many of my neighbors are concerned that a connector will impact the neighborhood surface streets, the lack of one will destroy them. Without a thoughtful planned connector frustrated motorists will continually seek an alternative "back street" cut-through.

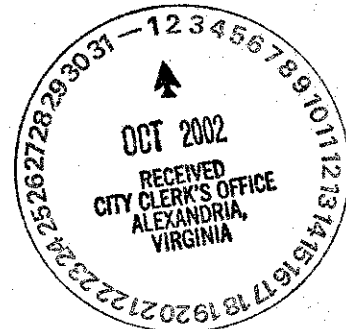
It is disappointing that the Task Force has not embraced the factual evidence that with or without the connector traffic will continue to grow and impact all the neighborhoods. It is vital that it is a managed growth. It is the City and the Council's responsibility to manage this growth. By not doing so will leave the neighborhoods of Alexandria "up for grabs" to increased traffic. This tactic will be far more detrimental than the connector.

While I am not in favor of several proposed sites for a connector, I believe that "no build" creates a much greater issue than any of the alternative sites. At one of the recent informational meetings, the concept that this become a campaign issue loomed large. I hope that the City and the Council not allow this to happen and will thoughtfully and reasonably vote to manage the future of Alexandria and all of its neighborhoods by approving a minimum of one connecting arterial from Eisenhower Ave. to Duke Street.

Sincerely,

Kathleen K. Callender

Kathleen K. Callender
465 East Taylor Run Parkway
Alexandria, VA 22314
703-739-0041
kcallender@comcast.net



19
10-8-02
12 East Rosemont Avenue
Alexandria, VA 22301-2325

(703) 549-4095 - home

October 4, 2002

Mayor Kerry Donley and Members of the City Council
(703) 838-6433 - Fax
City Hall
301 King Street
Alexandria VA 22314

Dear Mayor Donley and City Council:

I support a proposed connector between Eisenhower Avenue and Duke Street. The most appropriate location for this connector is one aligned with the recently-added Beltway exit to Eisenhower Avenue. This is because it is the most mid-way location between Van Dorn Street and Telegraph Road, and also has the least impact upon existing property owners. I understand that a gas station on Duke Street near the Beatley Library would need to be removed, but this is less of an impact than other proposed locations.

Although there are positive and negative aspects about any of the proposed connector locations, a connector at any location is better than no connector at all. One must balance the interests of individual neighborhoods with the welfare of all city residents and its visitors. This is the guiding principle of eminent domain, whereby transportation rights-of-way are set aside for public use.

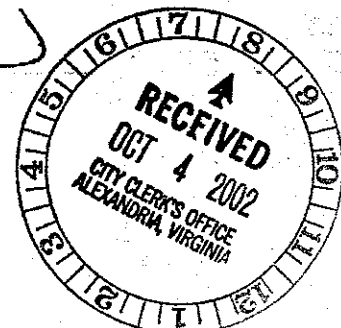
One must keep in mind that transportation access is a fundamental infrastructure issue; a city can only be as good as its basic network of streets, public transit, sewers, and communications. Constraining improvements in any one of these ultimately limits the business and residential environments that use these improvements as a foundation for development. Alexandria has taken bold steps to upgrade its sanitation systems; creating an additional link to the Eisenhower corridor is equally important to the city's health.

A possible compromise solution that I have not heard discussed is building a connector that has restricted use. For example, police and emergency vehicles plus public transit buses or high-occupancy vehicles could be allowed to use a connector while freight and single-driver vehicles are not. This approach would mitigate the traffic flows that some neighborhood associations are concerned about, while satisfying city safety and security access to the Eisenhower corridor from Duke Street. It would also promote the use of public transit which is the most desirable approach to manage roadway congestion.

The future Alexandria environment depends upon city council's decision on this issue in November. Whatever decision is reached in the near-term will affect the city in the long run. A vote favoring the connector promotes a better future for Alexandria.

Sincerely yours,

Frank R. Scheer





Douglas MacArthur Elementary School

Parent Teacher Association

19
10-8-02

October 2, 2002

Mayor Kerry Donley
Vice Mayor Bill Cleveland
Council Member Claire Eberwein
Council Member William Euille
Council Member Del Pepper
Council Member David Speck
Council Member Joyce Woodson

Dear Mayor Donley, Vice Mayor Cleveland, and Members of the City Council:

We would like to thank you for the traffic improvements in front of MacArthur School that were constructed over the summer. The extended "kiss and learn" zone, new crosswalks, and curbs on the opposite side of Janneys Lane make getting to and from school safer for parents, buses, and especially for the children.


At the same time that these city-funded improvements have increased student safety, we urge you to consider the impact that more traffic up Cambridge, Yale, and Taylor Run Parkways to Janneys Lane would have on children making their way to MacArthur, especially in the morning. For this reason, the MacArthur PTA urges you **not** to approve the construction of a connector from Eisenhower Avenue to Duke Street.

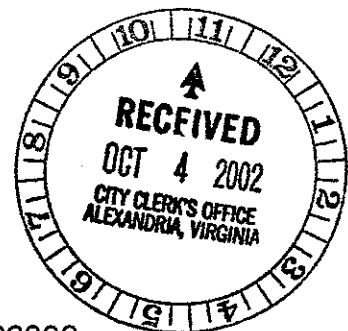
The PTA voted unanimously at its September meeting to communicate with you about our concern on the effect of a connector on student safety.

Children walk to school along Cambridge, Yale, and Janneys Lane as Fairfax County and Maryland motorists are using these streets to cut from Duke, Telegraph, and the Beltway toward I-395, Baileys Crossroads, and other areas. We do not see the wisdom in making it easier for even more cars to use the residential streets around MacArthur School to get to and from work and jeopardize student safety in the process.

Thank you for your time and consideration.

Sincerely,


Paula Tarnapol Whitacre
President, MacArthur PTA



19
10-8-02

10/16/2002

The Honorable Kerry Donley Mayor, City of Alexandria City Hall, Room 2500 301 King Street
Alexandria, VA 22314

Dear Mayor Donley:

I am writing to express my strong support for the timely construction of one or several practical, accessible, and economically valuable roadways connecting Eisenhower Avenue to Duke Street in the City of Alexandria.

Dependable consultants and our best staff have recommended constructing one or more roadways between Eisenhower Avenue and Duke Street. This will end the now existing isolation of the Eisenhower corridor from the rest of the City, and also will bolster overall neighborhood integration, mitigate traffic congestion, increase fire and safety access, and generate business development. A connector maximizes the potential of the Eisenhower Valley, connects the rest of the City with easy access to that corridor, while improving overall traffic flow rather than adding to it, benefitting the City at large. Traffic through residential neighborhoods would not worsen at all. It is a positive step towards achieving a better system of transportation, one that addresses the challenge of moving increasing numbers of people and goods in an effective and responsible way, and providing improved and needed access to the Avenue area.

I urge you to press forward with plans for a connector when City Council convenes in September of 2002. Alexandria's transportation needs are too important to fall victim to inaction and further delay. I am a resident of Alexandria, for over 40 years.

Thank you for your time and attention to this matter. Sincerely,



Daniel J. Evans, PE
PO Box 16852
Alexandria, VA 22302



2
10-29-02



jeff@alexandriainternet.
com

To: Beverly I Jett@Alex
Subject: Alexandria needs no connectors

10/09/02 04:41 PM

I cannot see any explanation that shows any benefit from these proposals. It appears that this intended to allow more dense development where we do not need it.

The thing that puzzles me is this. Every place that a connector is proposed, there is already connectivity to the beltway (1495). It seems like that would be adequate relief for traffic congestion on Eisenhower. Instead we seem to be bringing more traffic to Duke street which is already a disaster during the afternoon rush.

Has the city ever considered adding traffic officers at the Quaker Ln - Duke St intersection? It is a disaster.

thanks
-jeff

Jeffrey Price
President
Alexandria Internet

Alexndria City Resident
2402 King St



tony@fuszion.com

10/09/02 02:23 PM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

Beverly:

As a resident of Trinity Drive in College Park, I DO NOT SUPPORT A
CONNECTOR!

Do not punish the neighborhoods of Alexandria for the city government's poor
planning.

Please refrain from sending me any more of this propaganda.

~ Tony Fletcher



jcbzx@mindspring.com

10/08/02 04:10 PM

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

Subject: Staff Report report claim that inquiries by VDOT led to study gives
inaccurate picture

The Staff report suggests that an inquiry by VDOT in March 2001 is what led to the push to resolve the Connector Issue. I think that explanation leaves out an important information.

Sometime in 1998, I received a copy of a document put out by the Eisenhower Partnership titled "Studies requested for Duke St Connector" It states that "The City has narrowed down the options to two" (3&5). In fact, only 5 was selected by Resolution 1644. The document goes on to explain how the EP has been working with the City on this issue for the "past 2 years" and it is of the "utmost importance" and "will continue to work with the City, VDOT and private sector representatives to identify and promote and appropriate alignment for the Duke Street Connector."

At the Fall '98 BSVCA civic association meeting, Council member David Speck was our guest and among questions he took away with him was a question about what I had read in the EP document concerning the Connector. I received a written reply, dated January 13, 1999 that had a copy of the May '93 resolution attached. Regarding connector roads in the West End, his letter states "There are no plans currently underway or being considered".

Apparently, unknown to Council member Speck, plans were being considered, or at least being discussed by the EP, City staff, and VDOT, according to the EP document. This was way before the Task Force and before The Staff Report says VDOT contacted them to move this issue forward. I don't know why the report identifies VDOT as the initiator of the whole process to re-study the connector issue. I think documentation exists to support the idea that it was the Eisenhower Partnership that has been behind the push for a re-study that would lead to the rescinding of the '93 resolution and to selecting the B1 (alternate 3), a choice that is more (financially?) acceptable to the Eisenhower Partnership.

-Jeff Bernholz



Matthew.Morrison@usdoj.gov

10/08/02 11:49 AM

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

Subject: Eisenhower Avenue Connector

Greetings - I am writing to join in the chorus of opposition to the Eisenhower Avenue connector, at least the Cambridge Avenue alternative ("Alternative D") which was recently identified by the City staff planners as their location of second choice. I am a ten-year resident of 404 Yale Drive, just a stones throw from MacArthur Elementary. Perhaps my neighbors and I share some fault for not speaking out earlier and more forcefully against the Cambridge Road alternative, but we honestly thought that the City would never take seriously the suggestion of a connector near a high school, an elementary school, and a fairly quiet residential neighborhood. We take it quite seriously now, and encourage all of you to vehemently oppose the idea as much as we do.

A fundamental disconnect between the perspective of the City staff and the residents of Alexandria is the staff's notion that the connector will alleviate, rather than increase, traffic through our neighborhoods. No one in my neighborhood buys it, and we believe that it will only funnel Beltway and Eisenhower traffic right at us. Perhaps we are simply unenlightened, but the idea just doesn't float. I believe that the City Task Force recognized this when it decided that the best course was to not build a connector.

If the City absolutely has to have a connector, the location by Ben Brenman park seems to make the most sense, as the physical layout already suggests that a connector would be forthcoming. Moreover, there are several connections already on the East end of Eisenhower, but none in the West end. A connection to Cambridge would be right around the corner from the existing connection at Telegraph Road, while a Connection at Ben Brenman would split the difference between Telegraph and the Van Dorn area. I leave it to the City planners, however, to ascertain whether even this connection is appropriate and necessary.

Thanks very much for your time and consideration.

Matt Morrison

Matthew W. Morrison
Environmental Enforcement Section
Environment & Natural Resources Division
U.S. Department of Justice
P.O. Box 7611 Ben Franklin Station
Washington, D.C. 20044
202-514-3932 phone
202-616-6583 fax



ssimsassoc@msn.com

09/19/02 05:26 PM

To: Beverly I Jett@Alex
Subject: connector

Please pass this email to the Mayor and Council. Thank you.

My wife and I are writing to underscore the broad opposition to any of the "build" options relative to the proposed connector between Eisenhower Avenue and Duke Street. The Connector Task Force, which was wisely expanded to more accurately reflect the views of the civic associations most impacted, clearly rejected every build alternative in favor of either no build or no build with improvements.

Virtually every public meeting and/or briefing on the proposed connector of which I am aware has also featured nearly unanimous citizen opposition to the build options. In short, the citizens of Alexandria do not support building one or more connecting roads to benefit the few wealthy real estate developers in the Eisenhower Valley and the commuters from the outlying counties.

My wife and I join the increasing number of Alexandrians who promise to vote against any Council member who supports a build option. We must preserve what little of our city we have left.

Sincerely,

Tina and Steve Sims
500 Crown View Drive
Alexandria



t Fleming@tylin.com

10/10/02 10:25 AM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

Dear Mayor Kerry Donley & Members of City Council

As an Alexandria City business, we view the Connector as being a critical component to our financial stability for this office location in Alexandria. Communication and transportation are so critical to business.

I know that Alexandria has had a reputation of apposing transportation improvements and specifically this connector for many years, but times have changed. With 9/11 and now this serial shooter, citizens have more than enough on their minds. An inadequate transportation system should be the least of their concerns. That is your job, to provide a safe and adequate transportation network.

We need this Connector. We hope that you will vote for the Connector.

Thank you for reading this e-mail.

Thanks,
Thomas E. Fleming
T Y Lin International
2034 Eisenhower Avenue
Alexandria, 22314

(703) 548-6868 Ext. 455
t Fleming@tylin.com

Tracking #: 7F99C174B9FCAE4E8ABD89F2C01D6A3ACADA7A2B



TDFRALEY@aol.com

10/10/02 05:51 AM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

Dear Sirs

We need the connector road and the sooner the better.



CButts@cofcu.org

10/10/02 10:34 AM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

Ms. Donley and Members of City County,

As an Alexandria resident, I would like to forward my support for a new road connecting the Eisenhower Corridor with Duke Street. As a commuter on Eisenhower Avenue as well as Duke Street every day, I see that congestion is only increasing from month to month and will continue to increase as the new Woodrow Wilson Bridge construction continues as well as the completion of the new colossal Patent and Trademark office on Eisenhower Avenue. With no more than a few access roads presently connecting the two roads, I see the traffic and safety situation becoming unbearable.

Thank you for addressing this situation and please contact me if there is any other action I should undertake to voice my support.

Sincerely,

Colby Butts
1730 W. Abingdon Drive
Apt. 302
Alexandria, VA 22314



rlu@tylin.com

10/10/02 10:54 AM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

Alexandria City Council :

I really support to build a road that connects Eisenhower Avenue to Duke Street.

Roger Lu, P.E.

T. Y. Lin International

2034 Eisenhower Avenue; Suite 240

Alexandria, VA 22314

Telephone: (703) 548-6868

Direct Dial: (703) 837-6475

Fax: (703) 548-3944

Tracking #: 3895E31094A343498AEA84DF6BA3979ED2608176



chutch@ilma.org

10/09/02 02:16 PM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

Dear Ms. Jett:

I am a firm supporter to build a connector from Eisenhower Boulevard to Duke Street. I often use Eisenhower as an alternative to 495 and would appreciate a freer flow of traffic from there to Duke Street. Please communicate my support of this issue to the other Board members.

Best regards,

Christine Hutcherson



welshsalon@comcast.net

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

10/09/02 02:31 PM

I Support the connector as a matter of fact I think that they should build 2 of them .Our safety should be # 1 and this road would help to serve the valley

Thank - you Thomas Welsh
2100 Mount Vernon Ave



mjohnson@whga.com

10/09/02 02:35 PM

To: Beverly I Jett@Alex

Subject: Alexandria needs a Connector and needs it now

please accept this as an indication of my support for the Eisenhower Connector. This corridor needs to be connected to the Duke Street.



director@acf-foresters.
com

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

10/09/02 02:43 PM

Please support the connector...it's long overdue.

Lynn Wilson
2406 Taylor Avenue
Alexandria



Lori.Myers@CarrAmeric
a.com

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

10/09/02 02:51 PM

Alexandria City Council:

As a business leader and resident of Alexandria, I am writing to confirm my support of the Eisenhower Avenue to Duke Street connector. Please call or email if you have any questions, etc. Thanks so much,

Lori Myers

Lori L. Myers
General Manager
Carr Real Estate Services, Inc.
Tel. 703.684.1818
Fax. 703.739.2623



Eric.Berlin@Grubb-Ellis.
com

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

10/09/02 02:53 PM

by all means do it - with PTO coming there is nothing to debate and the area
is already acutely underserved with roads.

Eric M. Berlin Vice President Grubb & Ellis Company 8020 Towers Crescent Drive Suite 200 Vienna,
VA 22182 Direct 703/918-0240 Fax 703/883-9036 cell 703/629-6841



dgreene@savin.com

10/09/02 02:53 PM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

I work on Eisenhower and travel into the city of Alexandria several times a day--It would be a great asset to have the connector

Debbie Greene
dgreene@savin.com
703-317-0850



jwalsh@just-a-click.com

To: Beverly I Jett@Alex

Subject: Alexandria needs a Connector!

10/09/02 03:05 PM

I am writing to Mayor Kerry Donley and members of the City Council to voice my support of the Connector between Eisenhower Avenue and Duke Street. The city residents and businesses will benefit greatly from this initiative!

Sincerely,

Jade Walsh

Success is just-a-click away!

Jade Walsh

Just-a-click Marketing & Design

PO Box 26183

Alexandria, VA 22313

Ph (703) 517-0174

Fax (703) 580-8607

www.just-a-click.com



Rita_Robison@spaulds
ye.com

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

10/09/02 04:22 PM

Dear Sirs: It is most imperative that Alexandria accept the Eisenhower Connector since the Carlyle Development has brought the success that Alexandria desired. Please vote "for" the Connector. Thanks.



gwen@theflowermarket
alexandria.com

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

10/09/02 04:24 PM

As a lifelong resident of Alexandria, and the new owner of a business located on Eisenhower Avenue, I emphatically support the construction of an Eisenhower Connector. It currently takes me approximately 30 minutes to travel the 4 miles from my shop on Eisenhower Avenue to my home in Del Ray. Once the PTO opens and all of the high density new residential space that has been crammed onto Eisenhower Avenue fills up, there is no way the current roads are adequate. Please cahlak up my vote in favor of construction of a connector.

Sincerely,

Gwen Gattsek, owner
The Flower Market



Agendaalexandria@aol.
com

To: Beverly I Jett@Alex
Subject: I Would Use Duke Street Less Often If There Were A Connector

10/09/02 04:59 PM

To the Mayor and Members of Council:

I live very close to Holland Lane so when I need to go to the Van Dorn area I use Eisenhower Avenue. It's a less stop and go drive, is more picturesque by the water and the water park, and lets me pass the African American Heritage Park with Jerome Meadows' "Truths that Rise from Roots Remembered" and Be Gardner's "Angels of the Americas." These are two of Alexandria's treasures so Duke Street pales by comparison, as do my knuckles from gripping the steering wheel. If there were outlets from Eisenhower to Duke, I'd use Eisenhower even more often for going to the Quaker Lane area or up by Foxchase. In my case, a connector takes a car off Duke Street and that's not a bad thing. We are building a neighborhood on Eisenhower Avenue and we don't need to isolate it. There are already too many barriers that separate Alexandrians. We don't need to create a geographic one. Please keep all our neighborhoods connected. Build the connector.

Thanks for your hard work for Alexandria!!!

Sherry Brown



**Mary@SugarHouseDay
Spa.com**

To: Beverly I Jett@Alex
Subject: alexandria needs a connector!

10/09/02 05:03 PM

Yes we do need one and we are all for the connector. Thank you for your efforts in getting this out to the public.

Mary Steidl



longacre@gis.net

10/09/02 05:44 PM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

To whom it may concern-

A quick note to inform you that I strongly support a connector between Duke Street and Eisenhower Ave. Thank you.

-Mary Longacre, QuickBooks Expert

Custom Accounting Solutions, LLC
PO Box 25821
Alexandria VA 22313

703-299-0802
703-783-4426 fax

www.helpmewithquickbooks.com

"The human spirit is stronger than anything that can happen to it."

- George C. Scott



kgardner@signconcepts
.net

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

10/09/02 06:20 PM

Dear Sirs:

I am in favor of building the Eisenhower-to-Duke Street Connector. It will ease congestion on Van Dorn, Duke and Telegraph.

Please approve it.

Kathy Gardner

703-642-5511

**City of Alexandria Website Contact Us - EMail for Kerry J. Donley
(mayoralx@aol.com)**

Time: [Fri Oct 04, 2002 17:58:59] **IP Address:** [68.50.71.154]

First Name: John
Last Name: Nelson
Street Address: 3809 Moore Place
City: Alexandria
State: VA
Zip: 22305
Email Address: jcn@worldhistorymaps.com
Comments: Dear Mayor Donley,

I am becoming increasingly frustrated by this debate over the Duke-Eisenhower connector, and particularly about the failure of the Commission to come up with reasonable alternatives. I am not an activist, I don't go to all the meetings, and I don't put signs in my front yard. But I do care about these things and I do vote.

It seems to me that a small group of people are determined to make it impossible for anyone to drive in, around, or thru Alexandria at any time in the future. We went thru this with the Wilson Bridge controversy and the only result of that was to make sure the project would take longer and cost much more than it should have, and would be guaranteed to be obsolete in another 20 years. Increasing population and increasing traffic are 2 facts that no amount of lobbying or obstruction will do anything to prevent so the logical course of action is to cope with it in a rational manner as best we can.

I am not personally affected by most traffic issues. I rode a bicycle to work in DC for 25 years and since I retired 5 years ago I try to limit my driving to mid-morning or mid-afternoon when traffic is at a minimum. Even so I get very frustrated when people slow down to 5 mph when coming to a speed tables. I am very grateful that I have no need to go to Eisenhower Avenue to do any business since it is a major inconvenience for me to get there. If that is where future development in the City is to be directed the connectors have to be built. It would be particularly unwise to have to give back the money the City received from the State when the Eisenhower Avenue Beltway exit was built.

I trust that the City Council will take a more responsible approach to this issue. I personally think that as many connectors as possible should be built. Thank you for taking my views into consideration.





DCBROCANTEUSE@aol
.com

11/02/02 06:58 PM

To: MayorALX@aol.com @ INTERNET, billclev@comcast.net @
INTERNET, eberweincouncil@comcast.net @ INTERNET,
wmeuille@wdeuille.com @ INTERNET, DELPepper@aol.com @
INTERNET, DSpeck@aol.com @ INTERNET,
council@joycewoodson.net @ INTERNET

Subject: SAVE BRENNAN PARK

Ladies and Gentlemen,

Thank you for postponing the public hearing in order to better consider a decision that could affect so many of us people of Alexandria.

Let me just tell you how wonderful it was to have Brennan Park back to life the weekend following the arrest of the alleged two snipers: the sound and sight of children playing in two little league fields, the sight of dogs and their best friends walking and enjoying two dog parks, the multilingual sounds of young men and women playing in the soccer field, and not the least the sight of people of the West End coming to the park for a walk, a nice break under a tree, a moment of reflection around the pond, a vigorous jog or a walk or a bike ride. As a resident of Cameron Station, I was proud to have financially contributed to such an environment and be able to share it with others not only Cameron Station residents but ALL people of the West End. Parks, fields, and dog parks are rare and therefore very precious in this part of town and I believe they are precious enough to be saved for generations to come.

It is still a puzzling thought to understand why the City of Alexandria would even consider the most expensive and most environmentally destructive option to build the connector! If I recall, the option to build the connector through Brennan Park was stated as the most expensive option when the studies were done earlier this year. By selecting Brennan Park, the City will take the responsibility to affect negatively if not destroy for ever the little league fields, the dog parks, the soccer field and all surrounding vegetation and animal life, particularly along Cameron run.

I also understand that economic development is essential to any community but not at any cost and not under pressure leading to poor planning. If you want to help the Hoffman Theater, please create more parking spaces. We have no trouble going to the movies at the Hoffman Theater, and a nearby connector is not going to help in any way, however, we are discouraged to go because we can never find a spot to park the car. Brennan Park is too far to impact on traffic flow for residential and commercial interest around the Hoffman complex. Cameron Station's residents have already contributed to the beautification and improvement of the West End and we love it. Because property values have increased so dramatically, we continue to contribute substantially with our property taxes. I love my neighborhood, I like its diversity, and I love Brennan Park and the pleasure it brings to all. I will use the power of my vote to save the park.

Bernadette Graves
4917 Waple Lane
Alexandria, VA 22304
tel (703)567-6874

*Council
red.*



EdwardMTempleman@a
ol.com

11/01/02 09:38 AM

To: MayorALX@aol.com @ INTERNET, billclev@comcast.net @
INTERNET, eberweincouncil@comcast.net @ INTERNET,
wmeuille@wdeuille.com @ INTERNET, DELPepper@aol.com @
INTERNET, DSpeck@aol.com @ INTERNET,
council@joycewoodson.net @ INTERNET

Subject: Eisenhower Avenue-to-Duke Street Connector

Dear Council Members -

Please register my DISAPPROVAL of the Eisenhower Connector(s) - and KILL IT.

My home and neighborhood are not immediatly affected by this misbegotton "plan" but as a long time (30 year) Alexandria resident/homeowner I am opposed to building any such road(s).

I attended the October 23, 2002 council "working session" and have read the supporting documentation provided by city staff.

Both the briefing and the paperwork were very UNIMPRESSIVE. As a taxpayer I find it appalling that after so much time and money was spent, the staff didn't have their story straight enough that they could adequately brief you and answer questions. I suppose one of the reasons for their not having good answers is simply that there is NO GOOD REASON for this road (or roads in its newest incarnation I see from the papers). My take on it is that we have a small city and the transportation and engineering people want to take on any project that will give them something to do - sort of like if all you have is a hammer, everthing looks like a nail. The "seamless" (or is it "seemless" in this case?) move from the 4 lane connector to several 2 lane connectors is laughable - send them packing.

VOTE AGAINST THIS "PLAN".

Edward (and Barbara, Emily and Brad) Templeman
809 Albany Avenue
Alexandria, VA 22302
W 202-354-7314 H 703-548-4137

Council rec'd.



bap7@erols.com

10/30/02 05:32 PM

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

Subject: No connector of any kind

Dear Mayor Donley, et al:

After serious consideration of the pros and cons of the proposed connector plan, my family and I are firmly opposed to constructing a connector.

To that end, and with their approval, I am writing to register our unified opposition.

Sincerely,

George Vercessi & Barbara Preston of 1615 Walleston Court
Mary Rizzo & Frances Kazazian of 304 Cloverway Drive
Alice DeSantis of 805 Howard Street, #228.

Council read.



agr1@comcast.net

10/30/02 11:47 AM

To: eberweincouncil@comcast.net @ INTERNET,
wmeuille@wdeuille.com @ INTERNET, delpepper@aol.com @
INTERNET, dspeck@aol.com @ INTERNET,
council@joycewoodson.net @ INTERNET, Beverly I Jett@Alex,
ghparry@fortebrio.com @ INTERNET, kmp180@worldnet.att.net @
INTERNET

Subject: The Connector

Dear City Council Members Ms. Eberwein, Mr. Euille, Ms. Pepper, Mr.
Speck, Ms. Woodson,

I have lived in my house on Janney's Lane for nearly twenty
years. My husband and I are committed to staying in Alexandria and
preserving its beauty and charm, as well as providing for reasonable,
planned growth. The building of any connector will disrupt all these
efforts. My husband and I both stand in strong opposition to the
destruction of our neighborhoods by the construction of any connector.
Please listen to our concerns -- concerns shared by so many Alexandrians
-- and vote NO to the building of a connector.

Yours sincerely,
Anne Gavin Ritchie
C. Jackson Ritchie, Jr.
1002 Janney's Lane



hunts1@ix.netcom.com

10/27/02 01:47 PM

To: Beverly I Jett@Alex, council@joycewoodson.net @ INTERNET,
dspeck@aol.com @ INTERNET, delppepper@aol.com @ INTERNET,
wmeuille@wdeuille.com @ INTERNET,
eberweincouncil@comcast.net @ INTERNET, billclev@comcast.net
@ INTERNET, mayoralx@aol.com @ INTERNET

Subject: No Connector!

*Council
recg.*

Members of the City Council:

We urge you to vote not to build a connector. In our view a connector is unneeded and the selection of one would only pit neighborhood against neighborhood. A connector would increase traffic in adjacent neighborhoods and especially on Quaker Lane.

We are especially dismayed that the city staff did not study the impact on the King-Braddock-Quaker intersection of the additional traffic the connector would place on Quaker. This negligent omission is even harder to fathom when the same city staff indicates that Quaker could handle another 15,000 vehicles a day. On the all too frequent bad travel days, without this additional traffic, it already takes about 10 minutes just to go from Seminary to King on Quaker. That is less than one mile.

We are also troubled that some on council seem to have misrepresented the overwhelming and clear sentiment of the task force for the no-build option. Perhaps some council members have decided to support a connector even before the evaluation process began just as some had decided to build PTO before those hearings occurred.

We are troubled as well by the staff's apparent bias toward a connector. The thorough report that Mr. Parry wrote documents that seeming bias in detail. Yet, some council members have chosen to attack Mr. Parry rather than seek to rebut his arguments.

Mr. Parry has also documented the fact that the city will not have to repay the state if it does not build a connector.

Without a connector, Eisenhower valley will still be developed, but perhaps less densely. We don't think that Alexandria should strive for the title of most densely populated city in the nation.

Richard & Nancy Hunt
3508 Saylor Place



dianeharmon@msn.com

10/30/02 03:46 PM

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

Subject: Connectors

*Council
rec'd*

Mr and Mrs Herbert N Harmon
622 Fort Williams Pkwy
Alexandria VA 22304

October 30 2002

Dear Mayor Donley and Members of the City Council,

We have lived in Alexandria in 2 neighborhoods over 30 years and have paid untold taxes with little benefits, being childless.

We have never asked for your help to preserve the "Alexandria Way of Life". We watch and we vote but now we must ask for your help.

PLEASE do not vote for the Connector Roads to link the beltway and Eisenhower corridor across established neighborhoods.

Unfortunately we will be traveling on business the night of the Public Hearing, so let this be our voice.

Sincerely,

Diane and Herb

Diane and Herb Harmon

*Council
replied.*



dreilly33@comcast.net

10/30/02 08:05 AM

To: Beverly I Jett@Alex
Subject: Action Required

Dear Mayor Donley and City Council,

We purchased a townhouse in Cameron Station last June. We were very excited about living in such a beautiful neighborhood--especially having Brenman Park right next to us! The last couple months have been nothing short of a nightmare. We were shocked to learn that City Council might even consider voting in favor of building a connector through the park.

Brenman Park is the only natural preserved park in our area. It's a nice relief from all the industrial businesses and city life surrounding Alexandria.

Here are a few reasons why we feel the connector is a bad decision:

- * Creates environmental problems such as--noise, exhausts, loss of trees and green space.
- * Will be an eyesore with the elevated roadway for people who live in the surrounding area.
- * Will create traffic problems for park users and residents since Brenman Park Drive will not be a through street.

We hope you keep these issues in mind when you vote on the connector. My wife and I are registered voters and we will not support any candidate, regardless of party, who is in favor of the connector!

Sincerely,

Dan & Heather Reilly



dreilly33@comcast.net

10/29/02 06:54 PM

To: mayoralx@aol.com @ INTERNET, billclev@comcast.net @
INTERNET, eberweincouncil@comcast.net @ INTERNET,
wmeuille@weduille.com @ INTERNET, delpepper@aol.com @
INTERNET, dspeck@aol.com @ INTERNET,
council@joycewoodson.net @ INTERNET, Beverly I Jett@Alex

Subject: Action Required

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Brenman Park is the only natural preserved park in our area. It's a nice relief from all the industrial businesses and city life surrounding Alexandria.

Here are a few reasons why we feel the connector is a bad decision:

- * Creates environmental problems such as--noise, exhausts, loss of trees and green space.
- * Will be an eyesore with the elevated roadway for people who live in the surrounding area.
- * Will create traffic problems for park users and residents since Brenman Park Drive will not be a through street.

We hope you keep these issues in mind when you vote on the connector. My wife and I are registered voters and we will not support any candidate, regardless of party, who is in favor of the connector!

Sincerely,

Dan & Heather Reilly



annette.smith@us.pwc
global.com

To: billclev@comcast.net @ INTERNET
Subject: Connector Vote - Nov.12th

11/07/02 12:58 PM

Dear Vice Mayor Cleveland--

As a resident of Alexandria, I am writing to encourage you to follow the Citizen Connector Task Force recommendation of "NO CONNECTORS" when you vote on the Duke/Eisenhower Connector proposal November 12th.

As a resident of Quaker Hill, I cannot imagine what the traffic in my neighborhood will be like if a connector is built at Cambridge and Duke. There is already tremendous traffic congestion on Duke from Quaker Lane past Telegraph and a connector can only make this situation more intolerable as more vehicles cut through my neighborhood to avoid the congestion on Duke. However, I also cannot imagine why a connector should be built at Ben Brenman park. I do not see the benefit of that location, and would hate to see the park adversely affected. (In fact, I just jogged the path this morning that, if you follow the staff recommendation, will be eliminated.)

I support the "No to Connectors, Yes to Neighborhoods" campaign because none of Alexandria's neighborhoods should be forced to bear the burden of a connector. I urge you to do the same, by voting for NO CONNECTORS on November 12th. Sincerely,

Annette B. Smith
1236 Dartmouth Rd.
Alexandria, VA 22314
(703)751-1405

The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and delete the material from any computer.



dcorini@KLNb.com

11/01/02 11:42 AM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

*Sent to
CC, et al.*

I have been an Alexandria resident for over 10 years. Also, before I made Alexandria my permanent residence, I attended St. Stephen's School from 1977 to 1986. I currently reside at 3302 Holly Street and am married with one child. My wife attended St. Agnes School and has lived in Alexandria her entire life. The City of Alexandria is a wonderful place to live and we love our way of life within the community and feel there is no better place to live in the Washington DC area. I have seen the amazing transformation of the Norfolk Southern Rail yard to

what is known today as The Carlyle. I have supported and been encouraged that our government leaders have had the foresight to implement a master plan that will make the entire Eisenhower Valley into a burgeoning and prosperous residential and commercial corridor. Growth can not be halted but it can be harnessed and planned properly. Alexandria has been doing this the right way since its beginning in the late 1700's. However, I am a little perplexed that a government led by leaders with such vision can not see the future benefits of a connector road from Eisenhower Avenue to Duke Street. Yes, the Carlyle is doing phenomenally well and is poised for continued growth and development. It benefits from good ingress/egress to Duke Street and because of such access the Carlyle has been able to prosper. But, the master plan, as it relates to the Eisenhower Avenue corridor, falls short without a proper road network. Continued commercial growth west to Van Dorn Street will not meet the ultimate goals and expectations of our city planners without a connector road linking Eisenhower Avenue to Duke Street. Commercial development such as national and regional retailers can not and will not come to the corridor without a significant road network linking major thoroughfares.

The ideal location, and I believe with minimal disruption to existing communities and land owners would be at the I-495 and Eisenhower Avenue exit. Linking this exit to and from I-495 directly to Duke Street will be very instrumental in revitalizing this very industrial corridor with better commercial development such as retail amenities, affordable and high-end multi-family residential developments and class A office products. In addition, the connector at this section of Eisenhower Avenue will help alleviate the rush hour traffic congestion along Duke Street and provide excellent emergency vehicular movements. In studying the other proposed Eisenhower to Duke Street connector alternatives, I believe they miss the mark of achieving better re-development opportunities for the corridor as they do not represent the best traffic movements. Also, I understand the state will require funds to be repaid for the cost of the I-495 and Eisenhower Avenue exit if the connector is not linked from this exit to Duke Street. If this is correct, Alexandria City planners will have made an egregious mistake not to place the connector road at the I-495 exit and a repayment of funds is a terrible waste of tax payer dollars not only impacting immediate concerns but also future lost tax revenues which will not be realized from an efficient re-development of the corridor.

I hope our elected city officials will not let the connector road debate become a political issue and a re-election platform but rather make their decision on what is best for the future and sustained growth of Alexandria.

Clearly, placing the connector road at the I-495 exit is the most sensible and logical place for this connector.

D. Devin Corini
KLNB, Inc.
1320 Old Chain Bridge Road
Suite 350
McLean, VA 22101
(O) 703-288-4000 ext.315
(F) 703-288-2999
dcorini@klnb.com or ddcorini@aol.com

<<Devin Corini.vcf>>

Sent to CC

March 15, 2002

~~future~~

Rich Baier, director
Dept. of Transportation and Environmental Services
City of Alexandria
PO Box 178 – City Hall
Alexandria, VA 22313

Dear Mr. Baier,

The members of the Executive Board of the Brookville-Seminary Valley Civic Association (BSVCA) met on Sunday, March 10, to consider the various options being proposed for the Eisenhower Connector. Our board would like to go on record as supporting the “no build” option in conjunction with alternative improvements. The group would also like to record its strong opposition to proposals B1 and B2. We would like our comments introduced into the formal record for the March 27 Task Force meeting.

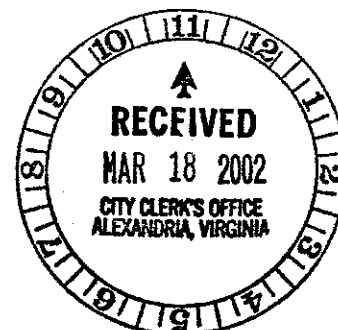
Our Association will be meeting on April 8 and we look forward to your presentation on the City's parking and traffic problems. By separate cover, we will be sending you some of the topics we would like addressed, including the impact of Connector proposals on various neighborhoods, varying costs and timetables.

Also, we would like to voice our concern that the PTO project was approved with the implicit understanding that a Connector/Interchange would be tied to this development and not be spread throughout the city. We do not wish this huge influx of traffic from PTO to turn into a gridlock nightmare for the West End. We are greatly concerned that Duke Street will be burdened well beyond its capacity since entry on to #495 from Duke already experiences severe back-ups. It was thought that in return for Alexandria dropping its lawsuit against the Woodrow Wilson Bridge, a beltway interchange would be built specifically to service PTO, with the goal of keeping some of that traffic from going through Alexandria.

Sincerely,

The Executive Board of the Brookville-Seminary Valley Civic Assoc., PO Box 23348,
Alexandria, VA 22304-9998:
Heitha Beane, Jeff Bernholz, Rick Brunner, Kathleen Burns, Patrick Devereux, Mike
Hicks, Mia Jones, Vera dePaulis Jordan, Patrick Warren

CC: Mayor Kerry Donley and members of the City Council ✓
Eisenhower Connector Task Force



Received by CC, sent
to CM, T&ES, P&Z

SEMINARY HILL ASSOCIATION INC.
805 QUAKER LANE
ALEXANDRIA, VA 22302
<http://www.seminaryhillassn.org>

~~future~~

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- 9 - Buck Coates

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Nell Vetter

**Virginia Theological
Seminary**

Mary Hix

Episcopal High School

Maggie Melson

Past Presidents

Joanne LePanto
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Bruce McCarthy

April 4, 2002

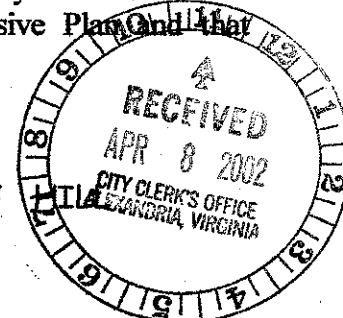
**To Members of the Eisenhower Avenue-to-Duke Street Connector Task
Force**

Mayor Kerry Donley, Councilmember Del Pepper, Joe Bennett, Jim Cisco, Converse West, Joanne Tomasello, Ronald Holder, Sharon Hodges, and Lois Walker

On March 27 your task force received comments from various civic associations and other groups expressing their preferences about the various connector options as presented by City staff and their consultants. The issue of a connector road is again being explored to provide a direct route between Eisenhower Ave. and the City's West End, to allow land in the western end of the valley to be developed to its fullest potential (with corresponding tax gains to the City), and provide access for public safety equipment to better service the residents living there. It is claimed that if the City does not choose a construction alternative, about \$12 Million will have to be repaid to the Virginia Department of Transportation (VDOT) for their portion of construction costs for the Clermont interchange.

This is not a new issue. The Seminary Hill Association and all the residents of the city's West End are very interested in the connector road issue. This Association has long argued that the perceived benefits that would accrue to the property owners and residents of Eisenhower Valley must be balanced with the inevitable damage that will be inflicted on the character and quality of life of the residential neighborhoods of the West End by the enormous volumes of north-south traffic released from the Beltway as that traffic attempts to move through the City to points to the north, particularly to Route 395 at Shirlington. In 1987 we concluded that any connector, other than options A-1 and A-2, was unacceptable, a judgment that was then embraced by City Council and a connector at that location was placed on the Comprehensive Plan. And that decision communicated to VDOT.

PROTECTING THE QUALITY OF LIFE IN ALEXANDRIA'S SEMINARY
NEIGHBORHOOD SINCE 1952



The most recent study indicates that options A-1 or A-2 are no longer desirable given they would further compound congestion on Pickett Street and/or adversely impact the newly built Tucker Elementary School and generate cut through traffic in the Cameron Station residential area.

We consider none of the other options to be acceptable given that they would have high negative impact on the surrounding neighborhoods, are problematic from an engineering standpoint, or adversely impact City parkland. In addition, the traffic released by the connector seeking north-south access between the Beltway and Rt. 395 or the Bailey's Crossroads area would use a variety of residential streets (Jordan, Fort Williams, Yale, Cambridge, Taylor Run, and Janney's Lane) in order to reach a main north-south access street - Quaker Lane or exit the City on Seminary Road or King Street. These streets and smaller connecting streets serve a variety of single and multiple residential housing, institutions and churches: some of the most desirable real estate in the City. To burden these streets with greater volumes of traffic would ultimately diminish their attractiveness. Although some barrier protections might be installed to protect Cambridge Road if the connector were to be built at Roth Street, this would not protect West Taylor Run, Yale, Quaker Lane or Janney's Lane. The through traffic route would still be open and the traffic would find and use it.

Moreover, the traffic from Taylor Run, Cambridge or Yale will impact on Janney's Lane, another residential street that is a route for young pedestrians attending MacArthur Elementary School. Finally, as the staff admitted at the hearing on March 27, 2002, no analysis has been performed of the impact of a connector upon the already overloaded and complex intersection of Quaker Lane, Braddock Road and King Street.

As you know, this association has long opposed residential development in Eisenhower Valley realizing that if such were built there would be new pressures for improved public safety access to the West End of the city by those living there. Only recently did Council impose a special use permit requirement for new residential housing in the valley. Accordingly, we will encourage Council to find an appropriate location of a new fire station to serve the ever-growing needs of the valley.


We urge you to embrace the **No-build option** with some or all of the proposed road improvements. As a matter of policy we support road improvements if in fact they expedite existing traffic movements without adversely impacting existing residents or businesses. However we would like to have more detail before endorsing any specific improvements.

The Federal-financing requirement for the Claremont Connector must not devastate established residential areas of the City. It would be false economy and a destructive land use policy to jeopardize one of the City's prime residential areas in order to avoid a possible, but not certain, \$12 million dollar expense.

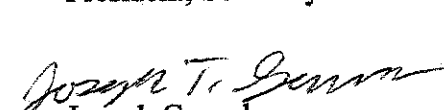
The Board of Directors of the Seminary Hill Association adopted this position by resolution on April 4, 2002.

Should you have any questions, please contact Dick Hobson, Chair of SHA's Transportation Committee at 703-370-1858 or me at 703-370-3089.


Sincerely,

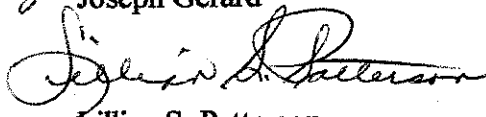

William C. Dickinson

President, Seminary Hill Association


Joseph Gerard


Jack Sullivan


Mark Quave


Lillian S. Patterson


Thomas Kerester

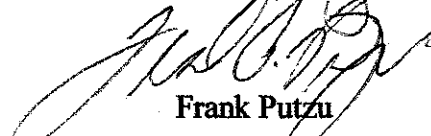

Richard Hobson


Daniel Kelly


Richard Hayes

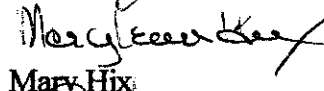

Carol Maxwell


Pat Lidy


Frank Putzu

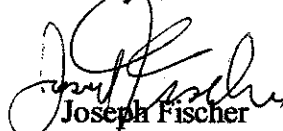

Buck Coates


Nell Vetter


Mary Hix


Maggie Melson


Joanne LePanto


Joseph Fischer


Bruce McCarthy

Sent to CC, CM, RZ, T&ES

Mary Catherine Gibbs
3818 Keller Ave.
Alexandria, VA 22302

future

September 6, 2002

Mayor Kerry Donley and Members of City Council
City Hall, 301 King Street
Alexandria, VA 22314

Re: Eisenhower to Duke Street Connector

Dear Mr. Mayor and Members of City Council:

I am writing to encourage you to vote "yes" for an Eisenhower to Duke Street Connector. I am a thirty-one year resident of the City of Alexandria and I strongly believe a connector between Duke Street and Eisenhower Avenue is essential to maintain the quality of life in our city.

In the past several years, it has become increasingly difficult to travel from my home in the Bradlee/Fairlington area of the City to the Eisenhower valley. I used to go to the old Cameron Run Regional Park as a teenager and at that time, it was relatively easy to get there. Now, my husband and I often want to take advantage of the new Hoffman Center Theatre and traveling on Duke Street to Telegraph Road is, at many times, difficult at best. That difficulty cuts Eisenhower Avenue and its many amenities off from the rest of the City. A connector would allow the people who live in Alexandria to take greater advantage of all that the City has to offer and not be boxed in by traffic on Duke Street or backed-up onto adjacent roadways, like North Quaker Lane.

In addition, a connector would protect many neighborhoods from cut-through traffic looking for an outlet from the back-up on Duke Street. Protecting our neighborhoods is essential in maintaining the quality of life here in Alexandria. People like living in Alexandria because of the dual nature of our city in providing both a comfortable residential setting and a bustling commercial environment. The balance of both will be upset if a connector is not built.

I am hopeful that you all will recognize the importance of providing a connector between Duke Street and Eisenhower Avenue and vote "yes" when the matter comes before you later this Fall. Thank you for considering my opinion on the issue.

Very truly yours,

Mary Catherine Gibbs
Mary Catherine Gibbs

cc: Mr. Richard Baier, Director of T&ES



Sent to CC, CM, T & ES

~~future~~

HOLMES RUN PARK COMMITTEE

Converse M. West, Chairman
200 N. Pickett Street #704
Alexandria, Virginia 22304

8 April 2000

The Hon. Kerry J. Donley
Mayor, City of Alexandria
and Members of the Ad Hoc Task Force
301 King Street
Alexandria, Virginia 22314

Re: Ad Hoc Eisenhower Avenue-To-Duke Street Connector Task Force

Dear Kerry:

With six Holmes Run Park Committee members on the Ad Hoc Task Force, I have felt that the interests of our group were well represented and would have an impact on the ultimate decision. However, at the April meeting of the HRPC there was a lively discussion followed by a motion that was unanimously approved by those present.

It was resolved that the Holmes Run Park Committee is opposed to both of the "B" alternatives that have been suggested. The Committee joins many other Civic Associations in the West End in wishing to maintain Ben Brenman Park as it is now and without construction across it of a route for through traffic. It goes without saying that the Committee will be vigilant in fighting any incursion on or interference with the Holmes Run Greenway, which the Committee has worked to preserve and enhance for over 20 years.

A number of the Committee representatives favor a "no build" approach for the Connector, but because there was a divergence of views on this matter, the Committee made no recommendation on this point.

Please consider this letter along with the large amount of citizen input which you have already received.

Sincerely,

Converse M. West
Converse M. West, Chairman

cc: Ad Hoc Task Force Members



Sent to CC, CM, T+ES

A.G. Edwards & Sons, Inc.
INVESTMENTS SINCE 1887

~~future~~

1900 Duke Street
Suite 100
Alexandria, Virginia 22314

(703) 548-5700
fax (703) 836-4842
toll free (800) 247-8602

July 19, 2002

The Honorable Kerry Donley
Mayor, City of Alexandria
City Hall, Room 2500
301 King Street
Alexandria, VA 22314

Dear Mayor Donley:

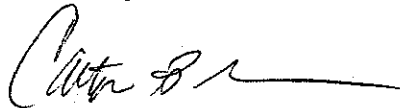
I am writing to express my strong support for the timely construction of one or several practical, accessible, and economically valuable roadways connecting Eisenhower Avenue to Duke Street in the City of Alexandria.

Constructing a roadway between Eisenhower Avenue and Duke Street will bolster neighborhood integration, mitigate traffic congestion, increase fire and safety access, and generate business development. A connector maximizes the potential of the Eisenhower Valley while maintaining smart growth for the city at large. It is a positive step towards achieving a better system of transportation, one that addresses the challenge of moving increasing numbers of people and goods in an effective and responsible way.

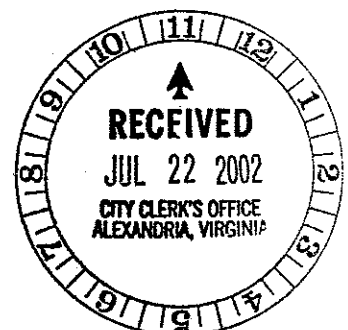
I urge you to press forward with plans for a connector when City Council convenes in September of 2002. Alexandria's transportation needs are too important to fall victim to inaction.

Thank you for your time and attention to this matter.

Sincerely,



Cathryn P. Gekas, AAMS
Financial Consultant



Sent to CC, CM, T, ES

**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



Dear Mayor Donley

Dear Del Pepper:

You must realize the Thursday decision you are about to face regarding a connector from Eisenhower Ave. is of major concern to the residents of our area. It is also of greater, if not equal importance to the city. It behooves us to keep this residential area intact. Our homes and streets represent the best of suburbia.

Some wonderful old homes are to be found on Quaker Lane as well as architecturally designed homes and gardens from the 40s and 50s in our area, unlike the "McMansions" without gardens, which are springing up elsewhere. OUR REAL ESTATE IS INCREASING IN VALUE, ALSO OUR TAXES TO THE BENEFIT OF THE CITY. More traffic will make our wonderful schools - MacArthur, Bishop Ireton, St. Stevens/St Agnes, Blessed Sacrament, Minnie Howard and Episcopal High less accessible and our area less attractive to families.

What can you be thinking of to even consider ruining a neighborhood that houses the Episcopal Seminary, the George Washington Masonic Memorial, A Presidential (Ford) home that has historic Landmark Status, several churches not to far off, TC Williams High School of Titan fame. Please save Alexandria for us.

You know how Hood and I have actively participated in preservation projects and organizations in Old Town Alexandria. This area is equally important to the future image of Alexandria. PLEASE VOTE "NO BUILD"

We find you inaccessible by phone and although we both concientiously filled out the forms from the meeting at Tucker School, we never received a requested response to our concerns. KERRY, redeem yourself a bit for all the chaotic situations we are in now. DELL, keep up the good work you have done all along.

Very Sincerely,

Henry and Hood Barringer
(Clover/College Park)

This E-mail is necessary because we have just learned that Clover/College Park is NOT REPRESENTED on the Task Force, nor are the adjoining civic associations such as Seminary Hills. This is questionable and serious, i.e. decision-making without representation (should we throw the tea overboard?)

NO BUILD

NO BUILD

NO BUILD

SEP. -09' 02 (MON) 17:37

TEL: 000000000000

P. 002

Sent to CC, CM, T+ES,
P+Z**B**OWAN ASSOCIATES

future

2121 Eisenhower Ave. / Suite 200 / Alexandria, VA 22314-4688
(703) 823-2757 / Facsimile: (703) 823-0772

Monday, September 09, 2002

Mayor Kerry Donley and Members of City Council
City Hall 301 King Street
Alexandria, VA 22314

RE: Eisenhower to Duke Street Connector

Dear Council Members:

I am so conflicted over this question that I hesitate to write.

My consulting office was a shared office space at 1101 King Street for many years. When that office was no longer available, I chose new space because of its proximity to the United States Court House for the Eastern District of Virginia. Located at 2121 Eisenhower it was ideal for research at the Court House in 1997. That is no longer even remotely attractive to me.

My home is near Landmark, at Holmes Run Parkway. The original round trip was about 30 minutes in 1997. Mail then began to arrive at between 3 and 5 PM in the afternoon because of increased business activity in the Valley, according to the USPS. I decided to make the office a virtual space and work at home. I come to the valley every afternoon to pick up the mail. Travel time has increased to at least 1 hour at rush hour. Anticipating even further difficulty when PTO and terrorist trials begin, I have now decided to move the business to the West End of Alexandria, within walking distance of my home, so as to avoid the waste of my time in travel, congestion and discomfort at the street blockage.

As a West End resident for 20 years, I have seen our neighborhoods deteriorate, despite repeated promises that developer proffered traffic studies showed no problems. All residents knew that those promises were worthless

in the face of constant growth: Cameron Station, the Beatley library, BJ's Wholesale, Mark Center improvements and new residences along Beauregard Street and Braddock Road in Fairfax County and so on. In short, the traffic knock on effect has trapped us in our homes. A five-minute run to the grocery now has to be planned like the D Day invasion. What hour, what day, what direction, are all carefully plotted. If a Duke Street shop requires a left turn, do I want to spend 15 minutes waiting for an opening to get back to the correct side of the street? No better just to ignore the shop.

You don't want to try to make an exit from North Pickett to Eastbound Duke Street at PM rush hour. The four-block long, strictly residential Holmes Run Parkway has become a racetrack cut through from Van Dorn to Pickett, as has the service road paralleling Duke Street and debouching at Pickett. At least one death was attributed to this Holmes Run Parkway traffic.

I don't know what to tell you. Getting to and from both my home in the West End and my office in the Valley is painful. I expect that several exits from the Valley would work best, so that the traffic is spread out, rather than squeezed into one new exit which will do nothing to minimize the end result: more Duke Street traffic.

Perhaps some truck traffic routed from Eisenhower at Clermont over the lovely Cameron Run, Metro and CSX and walking trail to Wheeler Avenue; additional car traffic elevated above the walking path, Metro and CSX to exit onto the already constructed flyover onto eastbound Duke Street; an emergency traffic easement from Duke Street Fire Station through South Quaker Lane to the Valley: finally some exit onto Edsall at the west end of Cameron Station.

NONE OF THESE ALTERNATIVES IS ATTRACTIVE, SATISFACTORY OR REALLY DESIRED BY ANYONE WHO LIVES OR WORKS IN THE WEST END. What are we to do? We all have to suffer.

Good luck,



Barbara Ann Rowan

*Forwarded by
e-mail to Council & Alex
9/12/02*



Michael.J.Zimmer@BA
KERNET.com

09/12/02 09:05 AM

To: Michael.J.Zimmer@BAKERNET.com @ INTERNET, Beverly I
Jett@Alex
Subject: RE: Eisenhower Avenue Connector REVISED

-----Original Message-----

From: Zimmer, Michael J Sent: Thursday, September 12, 2002 8:55 AM
To: 'Beverly.jett@ci.alexandria.va.us'
Cc: Zimmer, Michael J
Subject: FW: Eisenhower Avenue Connector

Please distribute to the members of the Alexandria City Council for their attention. Thank you.

September 11, 2002

EISENHOWER AVENUE CONNECTOR CONSTITUTES NO SMART GROWTH

Wanton and blind growth along Eisenhower Avenue associated with the proposed connector project will not necessarily constitute smart growth at all. A wide number of developers are poised to propose high density developments outside the traditional residential neighborhoods of Alexandria which will only attract out-of-town traffic as well as through-traffic to depart from these new commercial temples to high rise canyons. In many instances, they will attract more car trips by the City's own analysis and are not necessarily focused on merely high density development along metro station corridors. Such development but must be constrained from impacting neighborhoods that back-up on areas zoned primarily for single-family homes. A neighborhood buffer zone per development of several miles within town should be considered.

For over twenty-five (25) years, people purchasing homes in Alexandria have done so because of the convenience of its location, its rich history and culture, and the residential character of the community knowing that the City had sustained that level of development. The people of Alexandria wanted to live in neighborhoods of residential homes that preserve the character of the City's rich history. If the Eisenhower connector is approved in any form, no part of Alexandria will ever be safe in the future from the pressure of developments cited in support thereof. Ultimately, the current City Council of Alexandria is endorsing the conversion of Alexandria effectively into another Vienna/Tyson's Corner, Ballston, Crystal City, or Bethesda complex with all the attendant consequences and ravages previously seen in our region over the past ten (10) years.

The City Council members are not helpless; it has been done with calculation and utter disdain for residents. The solution to urban sprawl is not for Alexandria to destroy historical and pre-existing residential neighborhoods zoned for residential uses in the City smothered with high-density development, out-of-control commercial expansion and the building of connectors that obliterate the residential character of these historical neighborhoods. Doing so will effectively force the migration of the existing working and middle-class homeowners of Alexandria out of the city. These migrants become part of the contribution to the metropolitan area urban sprawl as they witness the demise of their residential neighborhoods swarmed over behind dense development and increasing traffic, reaching the densities of downtown Philadelphia within fifteen (15) years. Instead, such traffic should be diverted away from neighborhoods and buffered by several miles radius, and delivered to the major arterial infrastructure on the Beltway, Route 395, and not dumped effectively into the center of residential neighborhoods in the City.

The timing and necessity for the action on the Eisenhower connector is also not justified. The VDOT has frozen all new capital expenditure projects and clearly does not have any existing funding to support the Eisenhower connector, at least potentially, for a period of almost ten (10) years with the backup of pre-existing, already approved state funding for existing road projects. Instead, mysteriously the City has not effectively advanced projects in this interim period to expand the existing scope of Duke Street, improve Van Dorn Street, and other similar road projects without adding the undertaking of the new Eisenhower connector.

Much of Alexandria will be vulnerable to this blind and distorted thinking. If the thinking deployed in Eisenhower Avenue, it clearly can then be deployed thereafter in Potomac Yards and Cameron Station, effectively snaring the City in a vice grip of traffic as residential neighborhoods are mowed under and destroyed. Critical residential support for fields and recreation facilities and new schools are choked and constrained because of the lack of appropriate easements and access to blocs of property. Parking will not exist, through traffic will escalate as a problem for residential neighborhoods, and gridlock a way of life.

What would smart growth by the City in this case be? 1) Cancel the Eisenhower Avenue connector; 2) Look for commercial projects that access directly new exits to the Beltway, Route 395 and divert traffic out of the City through the Edsall Road and Van Dorn Street corridors which are already designed to handle such ingress and egress; 3) Limit Eisenhower Avenue growth to the low side of the

range of options under consideration over a twenty-five (25) year time horizon. Current connector proposals to support ravaging commercial growth without adequate traffic studies and road proposals effectively will lead to tearing down blocks of single-family homes, old-growth trees and divert the valuable land that might be used for other valuable community purposes, parks, schools and recreation centers.

Endorsing the Eisenhower Avenue connector will effectively destroy miles of residential neighborhoods to be replaced with roads, traffic, increased air pollution, congestion, additional needs for parking spaces that do not constitute any smart growth. Moreover, none of these impacts will provide any retail benefits to the City, but are mostly pass-through traffic for people using City resources who ultimately live and will provide their retail economic benefits outside Alexandria (except for trips to work in the City effectively from 9:00 a.m. to 5:00 p.m. each day). And guess who will pay for this privilege, but the local residents of Alexandria.

If the current developers of Eisenhower Avenue cannot make it economically viable to concentrate on ingress and egress that constitutes smart growth that does not destroy the residential character of the City, then the City needs to work effectively with developers and VDOT who can proceed more effectively.

As learned in other communities, the Alexandria neighborhoods would have to conclude that sometimes the smartest growth option is no growth at all because the price tag and human toll is simply too high. This is effectively the case and the reason why the Eisenhower Avenue connector should be terminated, negotiations re-initiated with VDOT to expand Van Dorn Street, Edsall Road and Duke Street, and finally develop exits to divert such traffic not through the City of Alexandria and residential neighborhoods, but directly to the major regional arteries that are designed to promote the cross-city and inter-regional traffic, *i.e.*, 395, 495 and these referenced streets and *not* lower Duke Street, Quaker Lane, Seminary Road, Russell Road, and the residential communities therein.

WASDOCS-#7145646-v1

Michael and Maureen Zimmer

Kristen and Amy Zimmer

Sent to CC, CM, TRES, P & Z

~~future~~

Fred Zamer
1202 N. Pitt Street
Alexandria, VA 22314

September 13, 2002

Mayor Kerry Donley
Members of City Council
City Hall
301 King Street
Alexandria, Virginia 22314

Re: Eisenhower – Duke Street Connector

Dear Mayor and Members of City Council:

I reside at 1202 N. Pitt Street, Alexandria, and also work in the City. I am writing this letter in support of your approval for completion of a much needed connector from Eisenhower Avenue to Duke Street. The Connector will improve the arterial road system in the western and southern areas of the City and alleviate current and future gridlock on Duke Street.

I appreciate your consideration and urge your approval of the Eisenhower -Duke Street Connector.

Sincerely,


Fred Zamer



Sent to CC, CM, T&ES, P&Z

September 16, 2002

F: ~~ED Connector~~

To: Mayor and Members of the Alexandria City Council

Subject: Petition Opposing A Highway Connector

I received the attached and while I support the aims of the petition I find it somewhat blunt with respect to your future prospects for reelection to the council. Therefore, I did not sign it. I do not like to threaten people.

Having said that I do endorse not having a highway connector in Alexandria. To be perfectly honest you folks have really fumbled the ball with respect to the never-ending construction that has become a plague to all Alexandrians. It seems that every time a single-family dwelling is demolished 5 "town houses" are erected. Alexandria has to be the most densely populated city in the State of Virginia. And you and your predecessors have to share responsibility for this intolerable situation.

A highway connector in conjunction with all the construction going on will do nothing more than increase traffic to unmanageable proportions. Please imagine, for instance, what traffic will be like on Quaker Lane if you allow the Bluestone Connector to be built? Even if you restricted access to autos only it still would be unbearable to those living in that area.

No one has yet made the case as to why a connector is needed. I have no need for one. I have no problem getting in around in Alexandria. Frankly, relieving traffic problems in other areas of Northern Virginia via a connector is of no particular import to me. When it comes to a highway connector I have no empathy for the citizens of other jurisdictions. I'm concerned about MY quality of life in Alexandria. A highway connector will not enhance it.

If we don't have a connector what do I as an Alexandrian stand to lose? Please tell me. I realize I'm being very self-centered about this but I don't want my city to turn into a network of roads so the residents and business interests of outlying areas can have an easier commute. I am a homeowner and a resident and a voter. I voted for several of you council members. Please don't make me sorry that I did.

Sincerely,

Joseph T. Paslawski

Joseph T. Paslawski
3718 Templeton Pl.
Alexandria, VA 22304





Alexandria, Virginia

Historic Alexandria Resources Commission

*Box 178, City Hall
Alexandria, Virginia 22313
(703) 838-4554*



2
10-29-02

October 18, 2002

Mayor Kerry J. Donley
Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Dear Kerry,

Members of the Commission have been following the public discussions and reviewing materials that have been presented about the Eisenhower-Duke Connector. During the summer, materials were given out in the "July 2002 Update on the Connector" which indicate there are "no known prehistoric or historic cultural resources" on land to be used for the "connectors." It is quite possible, however, that such resources are actually on that land. If City Council decides to build a connector, we recommend that you require appropriate review and testing for archaeological resources, and of course, appropriate action if such resources are discovered.

Sincerely yours,

Kleber S. Masterson, Jr.

Kleber S. Masterson, Jr.
Chair

cc: Phil Sunderland, City Manager
Rich Baier, T&ES

2
10-29-02

October 9, 2002

Mayor Kerry Donley and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Re: Eisenhower Avenue to Duke Street Connector

Dear Mayor Donley and Council Members:

I hereby declare my unequivocal support for the construction of an Eisenhower-to-Duke connector road. Having lived and worked within Alexandria city for the past 10 years, I have noticed the growth along these important corridors including the monstrous Cameron Station project, the Eisenhower Avenue industrial park, and the ongoing construction projects near Duke/Telegraph/Eisenhower. Unfortunately, the road improvement plan has been deficient in keeping pace with these changes causing aggravating traffic delays even during non-rush hour time periods.

The pros far outweigh the cons in favor of constructing a connector. I cite just a few reasons as follows:

- Eisenhower Connector would ease traffic congestion by diverting over 20,000 cars daily from Duke Street, Washington Street, and Route 1 amongst many others.
- A connector would improve Police, Fire, and EMS response time an average of 2-3 minutes under normal circumstances and even more during peak periods.
- New amenities such as the AMC theatre, new gym, and the ball fields along Eisenhower would all benefit from an easier access.

I urge you to move on this critical matter to help better plan for the tremendous future growth that you have fostered and engineered so brilliantly up to this point in time. Let's not lose the momentum but instead choose to build upon it. Vote for the construction of the Eisenhower Connector.

Sincerely,



Michael J. Kurka
145 Century Drive #5406
Alexandria, VA 22304

MJK:mah



JBG ROSENFELD RETAIL

2
10.29.02

October 10, 2002

Mayor Kerry Donley & Members of the City Council
301 King Street
Alexandria, VA 22314

Re: Eisenhower Avenue Connector

Dear Mayor Kerry and City Council:

As the owner of the soon to be developed Whole Foods Grocery store and 115 condominiums at 1700 Duke Street, we are strong advocates of the Eisenhower Avenue Connector.

Duke Street is already overcrowded, as is Holland Lane. We feel that the city needs more connections between Duke Street and Eisenhower Avenue to relieve the traffic congestion that is already in place and to handle the dramatic increases that are sure to be a part of the landscape in the next 10 to 20 years.

We are willing to assist the City Council and staff in any way we can in order to help get the message across to local citizens that in the long run the connector will be beneficial to all of us and in fact if it is not built the city and its citizens may strongly regret not planning adequately for a future which is fast descending on them in the form of increased population and traffic.

Yours truly,

JBG Rosenfeld Retail

Grant M. Ehat
Principal

cc: Harry Hart
Rob Rosenfeld

I:\ACQUISITION\GENERAL\Eisenhower Connector.10.10.02.doc



October 17, 2002

2
10-29-02

Mayor Kerry Donley and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Dear Mayor Donley and City Council:

I am writing to urge you to vote in favor of the proposed Eisenhower Avenue-to-Duke Street Connector.

I not only live in Alexandria, but I also work here and have seen the traffic congestion paralyze parts of our City. Not only is this a mounting frustration for my family and me but it also results in an increase in neighborhood cut-through traffic. As a mother, this is a great concern to me.

Furthermore, if I can't access Telegraph Road, Duke and Van Dorn Streets, then neither can the City's critical rescue units. I am concerned about the thousands of Alexandria residents that are at risk by restricting police, fire and emergency rescue vehicles from reaching them because of the congestion. It is absurd that our police must cut through the park trail in an emergency to reach Duke Street. Even more alarming – our fire and rescue vehicles do not have that option!

This congestion is only going to get worse unless something is done. I hope I can count on you all to do the responsible thing and support the much-needed Eisenhower-to-Duke Connector!

Pam McConnell
110 West Nelson Street
Alexandria, VA 22301
703/683-5422

Surf the Web without missing calls! Get MSN Broadband. [Click Here](#)

DEBORAH STOKES, PH.D.
2121 EISENHOWER AVE.
SUITE 200
ALEXANDRIA, VA 22314
NEUROFEEDBACKCONSULT.COM
703-684-0334

2
10.29.02

Mayor Kerry Donley & members of City Council
City Hall
301 King St.
Alexandria, VA 22314

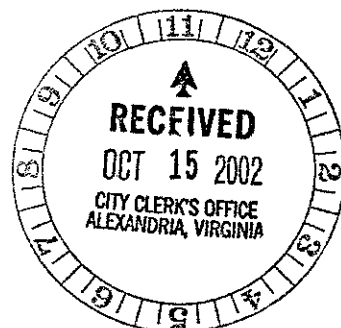
Dear Mayor Donley and Council members:

I am writing in strong support of an
Eisenhower Connector between Van Dorn St. and Telegraph
Rd.

I am a business owner on Eisenhower Ave. and
own a home in a nearby neighborhood off Duke
Street. Already the traffic is congested along
Duke, Eisenhower (at times) and Telegraph.
In the less than 1.5 mile commute to my office
it often takes 30 min; particularly in rainy
weather.

Please protect our neighborhoods and
prevent further congestion by providing this
essential connector. Thank you.

Sincerely,
Deborah Stokes





City of Alexandria, Virginia

Department of Recreation, Parks and Cultural Activities

1108 Jefferson Street

Alexandria, Virginia 22314-3999



Sandra Whitmore
Director

Park and Recreation Commission

(703) 838-4343
Fax (703) 838-6344

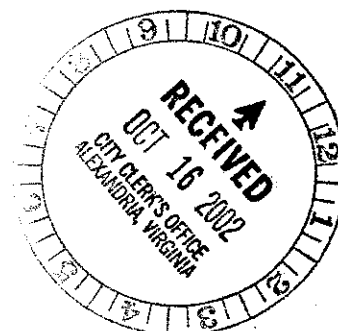
October 16, 2002

2
10-29.02

The Honorable Kerry Donley
Vice Mayor William Cleveland
Councilman William Euille
Councilwoman Redella Pepper
Councilman David Speck
Councilwoman Joyce Woodson
Councilwoman Claire Eberwein

Re: Eisenhower to Duke Street Connector

Dear Mayor and Council Members:



On behalf of the Park and Recreation Commission I would like to pass on to you our thoughts about the current preferred alternative for a potential connector between Eisenhower Avenue and Duke Street. As you have just received recommendations from both the taskforce you appointed to study the issue and from the Department of Transportation and Environmental Services we feel the time has come for us to weigh in as well.

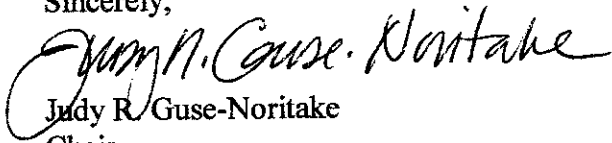
In the letter the Commission forwarded to Director Baier during the public comment period in March, we underscored that solutions for traffic problems, either at this location or any other in the City, should not be done at the expense of parks and open space. Alexandria is about to complete a professional open space study and it will demonstrate to the surprise of no one that we don't have enough open space in the City. The opportunity to grow more in the future is very limited and would come at huge costs. Coupled with the almost complete Recreational Needs Assessment, which paints a picture of increasing future demands for open space, trails and fields in particular, it would seem unwise to sacrifice some of our most important quality of life amenities for a road of any kind. As I stated in my March comment letter, our population and their use of our parks will continue to grow over the next decades, but unlike other fast growing communities in this region, we have no reservoir from which to carve new parks.

I was greatly disappointed in the staff recommendation forwarded by Director Baier, preferring the Connector alignment that it cuts off one side of Ben Brenman Park. If we chose this solution it means the loss of one athletic field and that we cannot afford.

We have too few fields and they are grossly overused. This would only make the situation worse. In addition, the alignment would follow a part of Holmes Run stream. We keep talking about restoration for our highly impacted streams and rivers in Alexandria and yet we here we are contemplating among the worst things that can be done to a stream; using its flood plane to locate a major transportation route.

It appears to me that the staff recommendation is a solid transportation engineering solution. But it also seems to me that it flies in the face of many other things this community values. It is obviously up to you, the City Council, to weigh engineering solutions against the other important open space, recreational and environmental concerns. These are the things that bring beauty and joy into our lives everyday, even as we continue to build more offices, more houses and more roadways. It is a delicate balance, but one that will be badly tipped if the Connector is placed through one of the parks at Cameron Station. We urge to you to find another way.

Sincerely,

A handwritten signature in cursive script, reading "Judy R. Guse-Noritake".

Judy R. Guse-Noritake

Chair

Park and Recreation Commission

Attachment: Comments on Eisenhower to Duke Street Connector dated March 27, 2002



City of Alexandria, Virginia

Department of Recreation, Parks and Cultural Activities
1108 Jefferson Street
Alexandria, Virginia 22314-3999



Sandra Whitmore
Director

(703) 838-4343
Fax (703) 838-6344

Alexandria Park and Recreation Commission

March 27, 2002

Richard J. Baier, Director
Department of TE&S
City of Alexandria

Re: Comments on The Eisenhower Avenue to Duke Street Connector

Dear Director Baier:

I would like to take this opportunity to forward to you the comments of the Park and Recreation Commission on the proposed alternatives for the Eisenhower Avenue to Duke Street Connector. Several of our Commission members attended the information meeting held in February and we have discussed the matter several times since. The Commission, as you might imagine, feels very strongly that any transportation alternatives the City pursues inside its borders should not adversely affect either the quantity or quality of our limited and increasingly valuable parkland.

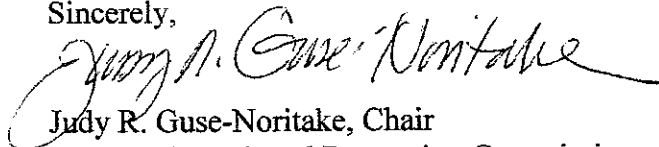
As you know, this community is now engaged in a comprehensive study of our park and open space needs. It will surprise no one that not only do we not have enough open space to meet current needs, but as our population continues to grow over the next several decades, we have no reservoir from which to carve new parks and open space. And it is not just compelling transportation needs that threaten our parks. The need for new school sites and affordable housing are incredibly important to this community but we must resist looking at parkland to solve these and other pressing problems. We can no longer afford to diminish recreational and open space assets because of convenience or even because of cost considerations. These lands are far too important to the quality of life in Alexandria to contemplate diminishing them in order to provide solutions for transportation problems, which inevitable may not solve those issues.

The importance of maintaining the integrity of the two parks at either end of the Cameron Station parcel that would be impacted by some of the proposed connector alternatives is only increasing as that quadrant of the City is now receiving a greater proportion of new residents than any other area. In addition, this is the area of the greatest growth in the number of children, children who need to run and play and be involved in sports of all kinds. These two parks are about the only real open recreational space this part of the City has or is likely to have. As such, it is a commodity that we feel cannot be tampered with for what we believe may be a limited good (the connector) and for which alternative locations exist that do not impact the parks.

That being said, please know that the Park and Recreation Commission recommends unanimously against all the alternatives that impact the use of the parks at Cameron Station in anyway. We take seriously our charge to stand steadfast and unwavering in this opposition to insure the health and welfare of citizens of this community. Many residents in this part of Alexandria reside in multi-family housing and depend on these parks as their only outdoor space. Connecting Duke Street and Eisenhower Avenue at either of these locations is not a good enough reason to impact these parks and take away important recreational resources.

We all know that we will continue to grow the number of citizens in this community and we inevitably will continue to grow the number of cars we drive. We also know for quite certain that we will not be growing much more in the way of park land. To take from these existing park resources for a connector at this point in time would be folly. Looking at it from twenty years down the road, some might look back and call it a crime.

Sincerely,

A handwritten signature in cursive script, reading "Judy R. Guse-Noritake". The signature is written in dark ink and is positioned above the printed name.

Judy R. Guse-Noritake, Chair
Alexandria Park and Recreation Commission

2
10.29.02

5258 Bessley Place
Alexandria, Virginia 22304
October 14, 2002

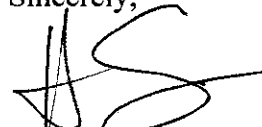
Hon. Kerry J. Donley, Mayor
City of Alexandria
301 King Street
Alexandria, VA 22314

Re: Planned Eisenhower Connector

Dear Sir:

I live in Cameron Station and I oppose any Eisenhower Connector that cuts through or next to Ben Brenman or Boothe Parks. Cameron Station and the surrounding development has been smartly planned by the city of Alexandria. Bringing the Eisenhower Connector through this new community and the surrounding established neighborhoods would ruin the successful redevelopment of this part of Alexandria, including its new parkland. Please vote against locating the Eisenhower Connector in any location near Cameron Station. Thank you.

Sincerely,



Henry Schuldinger



3512 SAYLOR PLACE
ALEXANDRIA, VIRGINIA, 22304

tel: 703-370-2364 ** fax: 703-370-1762 ** e-mail: gofjohn@comcast.net

2
10-29-02

October 11, 2002

Re: Eisenhower Connector – A Medieval Idea

Dear Mayor, Vice Mayor and Members of the Alexandria City Council

Dear Kerry
In your consideration of the Build or No-Build options for a connector between Duke Street and Eisenhower Valley, please don't take us back to the Middle Ages, when main thoroughfares for horse travel went through the middle of the town. That made sense back then, but it does not make sense today with the advent of the automobile.

Most traffic designers today try to divert through traffic around their town, not through it. This modern approach to highway design has saved the lives of countless school children and other pedestrians, because through traffic tends to travel at higher speeds than local traffic.

The proposal to build a connector between Duke Street and Eisenhower Valley seems to fly in the face of best traffic design practice. It will take us back to the pre-automobile Middle Ages. A connector will increase the flow of high speed traffic running straight through our residential neighborhoods, instead of channeling traffic around residential neighborhoods and away from our schools.

This problem is not new. We already have a problem with "cut-through" traffic caused by Wilson Bridge and SE Fairfax County travelers/commuters. An Eisenhower/Duke connector would add Eisenhower Valley travelers to race through our neighborhoods -- and probably also encourage even more "cut-through" traffic. An expanded Wilson Bridge will produce even more "cut-through" traffic to slice up our neighborhoods.

Please do not make this bad situation worse by encouraging Eisenhower Valley workers to "cut through" our residential areas north of Duke Street. We cannot stop progress, but we should try to channel through traffic around our wonderful city instead of through it.

To best serve Eisenhower Valley, the first priority should be: (1) Efficient East/West travel within the Eisenhower area itself, and (2) First class interchanges at either end -- NOT another exit out from the middle which would funnel traffic through residential areas of Alexandria. A six-lane Eisenhower Avenue is not enough for East/West traffic. Eisenhower Valley should have a second perimeter road parallel to Eisenhower Avenue, much as was done in Crystal City to move traffic efficiently there. If we are ever to get two main E/W roads within Eisenhower Valley, we have to do that now before development is further along.

Most of the North/South traffic from Eisenhower is NOT interested in traveling E/W on Duke Street, parallel to Eisenhower. They want to continue North/South. They want to access or cross over I-395 en route to other destinations in Fairfax County, Arlington and DC. Very little of that traffic will be headed for destinations in the residential area along Duke Street. That is why you should focus first on getting them quickly to I-395.

Despite what your staff may tell you, Quaker Lane, Seminary Lane, Jordan Road and other "cut-through" routes are already overcrowded with impatient reckless drivers at rush hours.

Quaker Lane may be a designated artery for Alexandrians and for snow plows, but it should not be an artery for "short-cutters" from elsewhere going elsewhere! Please, please do not authorize a connector that will aggravate this problem and attract even more "short-cutters" on our residential streets, who will further endanger our children.

Please ask yourselves, "Why do we need a connector and who is it intended to benefit?" City staff told us in a community meeting that the purpose of the connector was to provide a connection to connect with Duke Street - but that does not answer the question. Why does it need to connect with Duke Street? Duke Street is not a destination. Why do we need to connect to another E/W road parallel to Eisenhower? Let's help them do their E/W travel within Eisenhower Valley instead of Duke Street. Duke Street is an already crowded thoroughfare which would need even more traffic lights and more highway lanes to carry more traffic which will be destined for somewhere else.

Instead of encouraging more traffic bound elsewhere on Duke Street, let's really try to help the Eisenhower traffic get where it wants to go with a good road and interchange at the west end of Eisenhower Valley to allow Eisenhower traffic to go around Alexandria residential areas rather than through them. Let's find the shortest quickest route to get them to I-395 and give them a quick easy way to use it. This alternative might also encourage the current "short-cutters" to go around our residential areas instead of through them on their way to/from the Wilson Bridge or southern Fairfax County.

Let's use our limited funds to put first things first:

1. Make sure Eisenhower Valley has two high-capacity E/W parallel roads (as they do in Crystal City) to allow their own traffic to move easily within the Valley as well as in and out of the Valley.
2. Solve the traffic maize at Telegraph/Duke/Eisenhower and the Beltway. The present jumble and backups are inexcusable. Hopefully much of this will be accomplished as part of the interchanges for the new Wilson Bridge?
3. Provide an outlet at the West end of Eisenhower to connect with I-395, with minimum traffic lights to slow down that traffic.
4. Please, please do NOT build a connector which will create more North/South "short-cutters" rushing through Alexandria residential areas, endangering our school children.
5. If we need a connector for the fire department and public safety, must we destroy our neighborhood to do that? The developers in Eisenhower Valley should be required to build their own firehouse to serve the huge population we understand will soon be living and working there. The same goes for the police department.

Thank you for your consideration -- let's not go back to the Middle Ages.

Sincerely yours,


Gordon O. F. Johnson

Do what is right!



Mcarre@co.arlington.va
.us

10/17/02 02:02 PM

2
10-29-02

To: delpepper@aol.com @ INTERNET, dspeck@aol.com @ INTERNET,
mayoralx@aol.com @ INTERNET, Beverly I Jett@Alex,
billclev@comcast.com @ INTERNET,
eberweinouncil@comcast.com @ INTERNET,
council@joycewoodson.net @ INTERNET, wmeuille@wdeuille.com
@ INTERNET

Subject: connector hearing

hello my name is Michael Carrera and I am a resident of cameron station and i would like to ask the entire alexandria city council to support the eisenhower connector. It is just common sense if alexandria is going to have more cars it need more roads. On November 12, please vote to build the connector.

Thank you, Michael Carrera



shank.aedp@erols.com

10/10/02 02:26 PM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

WE SUPPORT A CONNECTOR!!! We desperately need one to ease congestion in Alexandria.

Sincerely,
Howard and Paula Shank
2701 Park Center Dr #1601
Alexandria, VA 22302



mark.machina@apti.co
m

10/10/02 03:44 PM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

If it will have an effect on the absolute gridlock on Duke St going East during the evening rush hour, it can't be built fast enough!

Mark H. Machina
Director, Alexandria Operations
703-549-2412 (voice)
703-549-2459 (fax)

2
10-29-02



cynthia@PendragonGraphics.com

To: Beverly I Jett@Alex
Subject: Eisenhower Connector

10/14/02 05:06 PM

2
10-29-02

Dear City Council -

Please count me in favor of the Eisenhower Avenue-to-Duke Street Connector! At this point I don't have a real opinion about which route to pick - I have seen the map with the proposals and any would suit me fine. My husband worked for years at Splash Dive Center at the small shopping plaza right at Quaker Lane and Duke Street and there was never an easy way to get there from where we live near the Franconia-Springfield Metro. With a connector from Duke Street to Eisenhower we could have cut through there instead of having to go all the way down to Telegraph Road or the other way to S. Pickett Street.

I have also seen the No-Build Options and I find it unfortunate that we have to choose either/or. They are all excellent ideas. I would especially push for the improvement of the intersection at Eisenhower Avenue and South Van Dorn Street. If there is a tractor-trailer truck trying to turn left from north-bound Van Dorn Street into the industrial side of Eisenhower, the whole left lane on Van Dorn gets backed up since only one truck moving that slowly can get through the light. If there are two trying to turn left there it can be three cycles of the lights before traffic gets moving again. I wish we could make all of these improvements soon!

Thank you for your time and good luck with the debate.

Cynthia C Reardon
Alexandria, VA



PETALOUTH@aol.com

10/11/02 09:28 AM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

As an Alexandria business owner, I have been following the controversy surrounding the Eisenhower Connector. I am still in favor of it, particularly the proposal locating the road near Ben Brenman Park.

Elaine Ligelis, Owner
Gallery Petalouth



sfleishman@jetrord.com

10/16/02 08:32 AM

To: Beverly I Jett@Alex
Subject: The Alexandria Connector

2
10-29-02

When Restaurant Depot invested \$10 Million into its new distribution center on Eisenhower we were lead to believe the connector would happen. Having been in business there for almost 9 months, the need for the connector is obvious, for both business and quality of life reasons. Please vote in favor of making this long term upgrade without delay.
Sincerely,

NOTE NEW EMAIL ADDRESS

stanleyfleishman@jetrord.com <mailto:stanleyfleishman@jetrord.com> Stanley Fleishman
President - JetroRD
(718) 762-8700 x205

This message contains information which may be confidential and privileged. Unless you are the addressee (or authorized to receive for the addressee), you may not use, copy or disclose to anyone the message or any information contained in the message. If you have received the message in error, please advise the sender by reply e-mail or call (718) 762-8700 x205, and delete the message. Thank you very much

2
10-29-02



MGR-ALX@Homestead
Hotels.com

10/16/02 08:30 AM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

Public Safety is important to us. We desperately need Connector to Duke Street

Thanks.

Shiela Shrestha
Homestead Studio Suites Hotel
200 Blue Stone Road
Alexandria, VA 22304



HHerrington@cofcu.org

10/16/02 09:07 AM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

I'm writing to lend my support to a connector. At peak times, Van Dorn is impassable. It's not only frustrating, it's dangerous.

On behalf of my colleagues here at 4875 Eisenhower Avenue, I respectfully request the City Council take action and build a connector.

Thank you.

Heidi Herrington Manager, Marketing & Business Development Commonwealth One Federal Credit Union

4875 Eisenhower Ave., Alexandria, VA 22304 703.823.5211 x3035 www.cofcu.org <
<http://www.cofcu.org> >



benochs@meridianone.
com

10/16/02 09:38 AM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

Ms. Jett,

As an individual employed in Alexandria, and who works on Eisenhower, I feel it is important for the Eisenhower Connector to be completed. Beverly L Enochs
Director of Marketing
Meridian One Corporation, www.meridianone.com
703-461-5200, fax: 703-461-5222
benochs@meridianone.com

4601 Eisenhower Avenue
Alexandria, VA 22304-4868



michtap@regent.edu

10/16/02 10:25 AM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

gridlock on duke street dictates the need for a connector. common sense dictates that Eisenhower should run clear through to route 1.

Michael R. Tapscott
Director of Admissions
Regent University Northern VA/DC
703 740 1400, 703 740 1471 (f)
michtap@regent.edu, www.regent.edu



allyson@weplanevents.
com

10/16/02 11:04 AM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

I am a 12 year resident of the City of Alexandria. I live on North Van Dorn Street and work on Eisenhower Ave. I strongly support the Eisenhower connector. Currently, there is a small construction project on South Van Dorn Street which has seriously caused traffic problems getting on to the Eisenhower corridor from the West end. Last week it took 50 minutes to get from my home to my office.

While I understand the concerns of some of the residents, business is what provides the greatest tax base to a community. Since we have already approved the construction of large projects like PTO, we need to provide the roads necessary to avoid traffic gridlock.

Allyson Browne McKithen



jeff@alexandriainternet.
com

10/16/02 08:43 AM

To: Beverly I Jett@Alex
Subject: Alexandria Does not need a Connector!

2
10-29-02

I am getting spammed by the chamber of commerce (of which, I am unfortunately a member) urging my support of a connector. The only plausible argument I have seen so far to support this is that the person(s) who owns the land along Eisenhower will get rich after my tax dollars builds them a connector.

Fundamentally, the only place that traffic can enter Eisenhower is at major roadway intersections, which should remove as much traffic as they introduce. How would an additional intersection change this dynamic? Why are the beltway and Van Dorn not adequate?

While I am not opposed to helping people accumulate wealth, I am not certain that this is a good or legitimate use of tax dollars.

regards
-jeff

Jeffrey L. Price
President
Alexandria Internet



sbtalexandria@erols.co
m

10/16/02 09:01 AM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

As an employee of a business on S.Pickett ST. I oppose this road going in. This road will decrease our Visibility & Business. I also don't like the idea of taking parks & fields from our children. We have enough building going on. This will only open up more room to build. I don't believe this is only about Emergency response. It is about give the builders more room for Houses, Commercial Site & other things.

PLEASE LEAVE SOME LAND FOR OUR CHILDREN TO ENJOY.

Also if it is about emergency response then why not build an emergency road to be only access by Police & Emergency Vehicles. Plan around the road to give new fields & Park areas for our Families.

James Burke

2
10-29-02



Beverly I Jett

10/16/02 10:34 AM

To: tony@fuszion.com @ INTERNET
cc:
Subject: Re: Alexandria needs a Connector!

Tony,

You have been removed from the docket e-mail list. Sorry for any inconvenience this may have caused you.

Beverly

tony@fuszion.com



tony@fuszion.com

10/16/02 09:31 AM

To: Beverly I Jett@Alex
cc:
Subject: Alexandria needs a Connector!

Beverly:

I thought I asked to be removed from your list?

*

I do not support a connector and I do not want your email.

Thank You.



City of Alexandria, Virginia

Department of Recreation, Parks and Cultural Activities

1108 Jefferson Street

Alexandria, Virginia 22314-3999



Sandra Whitmore
Director

Park and Recreation Commission

(703) 838-4343
Fax (703) 838-6344

October 16, 2002

2
10-29-02

The Honorable Kerry Donley
Vice Mayor William Cleveland
Councilman William Euille
Councilwoman Redella Pepper
Councilman David Speck
Councilwoman Joyce Woodson
Councilwoman Claire Eberwein

Re: Eisenhower to Duke Street Connector

Dear Mayor and Council Members:



On behalf of the Park and Recreation Commission I would like to pass on to you our thoughts about the current preferred alternative for a potential connector between Eisenhower Avenue and Duke Street. As you have just received recommendations from both the taskforce you appointed to study the issue and from the Department of Transportation and Environmental Services we feel the time has come for us to weigh in as well.

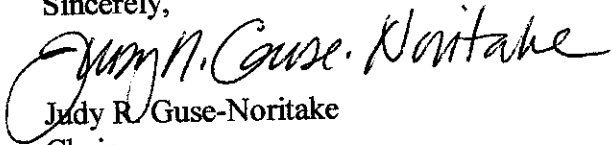
In the letter the Commission forwarded to Director Baier during the public comment period in March, we underscored that solutions for traffic problems, either at this location or any other in the City, should not be done at the expense of parks and open space. Alexandria is about to complete a professional open space study and it will demonstrate to the surprise of no one that we don't have enough open space in the City. The opportunity to grow more in the future is very limited and would come at huge costs. Coupled with the almost complete Recreational Needs Assessment, which paints a picture of increasing future demands for open space, trails and fields in particular, it would seem unwise to sacrifice some of our most important quality of life amenities for a road of any kind. As I stated in my March comment letter, our population and their use of our parks will continue to grow over the next decades, but unlike other fast growing communities in this region, we have no reservoir from which to carve new parks.

I was greatly disappointed in the staff recommendation forwarded by Director Baier, preferring the Connector alignment that it cuts off one side of Ben Brenman Park. If we chose this solution it means the loss of one athletic field and that we cannot afford.

We have too few fields and they are grossly overused. This would only make the situation worse. In addition, the alignment would follow a part of Holmes Run stream. We keep talking about restoration for our highly impacted streams and rivers in Alexandria and yet we here we are contemplating among the worst things that can be done to a stream; using its flood plane to locate a major transportation route.

It appears to me that the staff recommendation is a solid transportation engineering solution. But it also seems to me that it flies in the face of many other things this community values. It is obviously up to you, the City Council, to weigh engineering solutions against the other important open space, recreational and environmental concerns. These are the things that bring beauty and joy into our lives everyday, even as we continue to build more offices, more houses and more roadways. It is a delicate balance, but one that will be badly tipped if the Connector is placed through one of the parks at Cameron Station. We urge to you to find another way.

Sincerely,



Judy R. Guse-Noritake

Chair

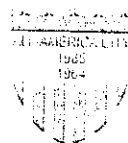
Park and Recreation Commission

Attachment: Comments on Eisenhower to Duke Street Connector dated March 27, 2002



City of Alexandria, Virginia

Department of Recreation, Parks and Cultural Activities
1108 Jefferson Street
Alexandria, Virginia 22314-3999



Sandra Whitmore
Director

(703) 838-4343
Fax (703) 838-6344

Alexandria Park and Recreation Commission

March 27, 2002

Richard J. Baier, Director
Department of TE&S
City of Alexandria

Re: Comments on The Eisenhower Avenue to Duke Street Connector

Dear Director Baier:

I would like to take this opportunity to forward to you the comments of the Park and Recreation Commission on the proposed alternatives for the Eisenhower Avenue to Duke Street Connector. Several of our Commission members attended the information meeting held in February and we have discussed the matter several times since. The Commission, as you might imagine, feels very strongly that any transportation alternatives the City pursues inside its borders should not adversely affect either the quantity or quality of our limited and increasingly valuable parkland.

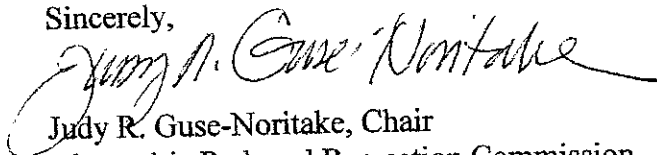
As you know, this community is now engaged in a comprehensive study of our park and open space needs. It will surprise no one that not only do we not have enough open space to meet current needs, but as our population continues to grow over the next several decades, we have no reservoir from which to carve new parks and open space. And it is not just compelling transportation needs that threaten our parks. The need for new school sites and affordable housing are incredibly important to this community but we must resist looking at parkland to solve these and other pressing problems. We can no longer afford to diminish recreational and open space assets because of convenience or even because of cost considerations. These lands are far too important to the quality of life in Alexandria to contemplate diminishing them in order to provide solutions for transportation problems, which inevitable may not solve those issues.

The importance of maintaining the integrity of the two parks at either end of the Cameron Station parcel that would be impacted by some of the proposed connector alternatives is only increasing as that quadrant of the City is now receiving a greater proportion of new residents than any other area. In addition, this is the area of the greatest growth in the number of children, children who need to run and play and be involved in sports of all kinds. These two parks are about the only real open recreational space this part of the City has or is likely to have. As such, it is a commodity that we feel cannot be tampered with for what we believe may be a limited good (the connector) and for which alternative locations exist that do not impact the parks.

That being said, please know that the Park and Recreation Commission recommends unanimously against all the alternatives that impact the use of the parks at Cameron Station in anyway. We take seriously our charge to stand steadfast and unwavering in this opposition to insure the health and welfare of citizens of this community. Many residents in this part of Alexandria reside in multi-family housing and depend on these parks as their only outdoor space. Connecting Duke Street and Eisenhower Avenue at either of these locations is not a good enough reason to impact these parks and take away important recreational resources.

We all know that we will continue to grow the number of citizens in this community and we inevitably will continue to grow the number of cars we drive. We also know for quite certain that we will not be growing much more in the way of park land. To take from these existing park resources for a connector at this point in time would be folly. Looking at it from twenty years down the road, some might look back and call it a crime.

Sincerely,


Judy R. Guse-Noritake, Chair
Alexandria Park and Recreation Commission

DEBORAH STOKES, PH.D.
2121 EISENHOWER AVE.
SUITE 200
ALEXANDRIA, VA 22314
NEUROFEEDBACKCONSULT.COM
703-684-0334

2
10.29.02

Mayor Kerry Donley & Members of City Council
City Hall
301 King St.
Alexandria, VA 22314

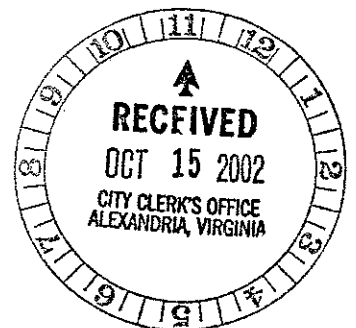
Dear Mayor Donley and Council members:

I am writing in strong support of an
Eisenhower Connector between Van Dorn St. and Telegraph
Rd.

I am a business owner on Eisenhower Ave. and
own a home in a nearby neighborhood off Duke
Street. Already the traffic is congested along
Duke, Eisenhower (at times) and Telegraph.
In the less than 1.5 mile commute to my office
it often takes 30 min; particularly in rainy
weather.

Please protect our neighborhoods and
prevent further congestion by providing this
essential connector. Thank you.

Sincerely,
Deborah Stokes



2
10-29-02

October 9, 2002

Mayor Kerry Donley and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Re: Eisenhower Avenue to Duke Street Connector

Dear Mayor Donley and Council Members:

I hereby declare my unequivocal support for the construction of an Eisenhower-to-Duke connector road. Having lived and worked within Alexandria city for the past 10 years, I have noticed the growth along these important corridors including the monstrous Cameron Station project, the Eisenhower Avenue industrial park, and the ongoing construction projects near Duke/Telegraph/Eisenhower. Unfortunately, the road improvement plan has been deficient in keeping pace with these changes causing aggravating traffic delays even during non-rush hour time periods.

The pros far outweigh the cons in favor of constructing a connector. I cite just a few reasons as follows:

- Eisenhower Connector would ease traffic congestion by diverting over 20,000 cars daily from Duke Street, Washington Street, and Route 1 amongst many others.
- A connector would improve Police, Fire, and EMS response time an average of 2-3 minutes under normal circumstances and even more during peak periods.
- New amenities such as the AMC theatre, new gym, and the ball fields along Eisenhower would all benefit from an easier access.

I urge you to move on this critical matter to help better plan for the tremendous future growth that you have have fostered and engineered so brilliantly up to this point in time. Let's not lose the momentum but instead choose to build upon it. Vote for the construction of the Eisenhower Connector.

Sincerely,



Michael J. Kurka
145 Century Drive #5406
Alexandria, VA 22304

MIJ:mah

October 17, 2002

2
10-29-02

Mayor Kerry Donley and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Dear Mayor Donley and City Council:

I am writing to urge you to vote in favor of the proposed Eisenhower Avenue-to-Duke Street Connector.

I not only live in Alexandria, but I also work here and have seen the traffic congestion paralyze parts of our City. Not only is this a mounting frustration for my family and me but it also results in an increase in neighborhood cut-through traffic. As a mother, this is a great concern to me.

Furthermore, if I can't access Telegraph Road, Duke and Van Dorn Streets, then neither can the City's critical rescue units. I am concerned about the thousands of Alexandria residents that are at risk by restricting police, fire and emergency rescue vehicles from reaching them because of the congestion. It is absurd that our police must cut through the park trail in an emergency to reach Duke Street. Even more alarming – our fire and rescue vehicles do not have that option!

This congestion is only going to get worse unless something is done. I hope I can count on you all to do the responsible thing and support the much-needed Eisenhower-to-Duke Connector!

Pam McConnell
110 West Nelson Street
Alexandria, VA 22301
703/683-5422

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JBG ROSENFELD RETAIL

2
10.29.02

October 10, 2002

Mayor Kerry Donley & Members of the City Council
301 King Street
Alexandria, VA 22314

Re: Eisenhower Avenue Connector

Dear Mayor Kerry and City Council:

As the owner of the soon to be developed Whole Foods Grocery store and 115 condominiums at 1700 Duke Street, we are strong advocates of the Eisenhower Avenue Connector.

Duke Street is already overcrowded, as is Holland Lane. We feel that the city needs more connections between Duke Street and Eisenhower Avenue to relieve the traffic congestion that is already in place and to handle the dramatic increases that are sure to be a part of the landscape in the next 10 to 20 years.

We are willing to assist the City Council and staff in any way we can in order to help get the message across to local citizens that in the long run the connector will be beneficial to all of us and in fact if it is not built the city and its citizens may strongly regret not planning adequately for a future which is fast descending on them in the form of increased population and traffic.

Yours truly,

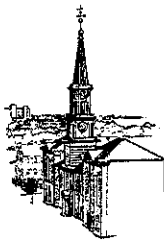
JBG Rosenfeld Retail

Grant M. Ehat
Principal

cc: Harry Hart
Rob Rosenfeld

I:\ACQUISITION\GENERAL\Eisenhower Connector.10 10 02.doc





Alexandria, Virginia

Historic Alexandria Resources Commission

*Box 178, City Hall
Alexandria, Virginia 22313
(703) 838-4554*



2
10-29-02

October 18, 2002

Mayor Kerry J. Donley
Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Dear Kerry,

Members of the Commission have been following the public discussions and reviewing materials that have been presented about the Eisenhower-Duke Connector. During the summer, materials were given out in the "July 2002 Update on the Connector" which indicate there are "no known prehistoric or historic cultural resources" on land to be used for the "connectors." It is quite possible, however, that such resources are actually on that land. If City Council decides to build a connector, we recommend that you require appropriate review and testing for archaeological resources, and of course, appropriate action if such resources are discovered.

Sincerely yours,

Kleber S. Masterson, Jr.

Kleber S. Masterson, Jr.
Chair

cc: Phil Sunderland, City Manager
Rich Baier, T&ES



Beverly I Jett

10/23/2002 08:40 AM

To: Susan K Seagroves/Alex@Alex, Barbara L Carter/Alex@Alex
Subject: FW: Proposed Eisenhower Connector

2
10-29-02

To be included in group 'received by council.' Thanks.

----- Forwarded by Beverly I Jett/Alex on 10/23/02 09:03 AM -----



bruce.e.kreidler@lmco.
com

10/23/02 08:32 AM

To: Beverly I Jett@Alex
cc:
Subject: FW: Proposed Eisenhower Connector

City Clerk
Alexandria, VA

I am providing a copy of this email with a request that it be included in the public record.

Thank you,

Bruce E. Kreidler

-----Original Message-----

From: Kreidler, Bruce E Sent: Tuesday, October 22, 2002 5:15 PM
To: 'mayoralx@aol.com'; 'billclev@comcast.net';
'eberweincouncil@comcast.net'; 'wmeuille@wdeuille.com';
'delpepper@aol.com'; 'dspeck@aol.com'; 'council@joycewoodson.net'
Cc: 'kreidler68@aol.com'; Sharon (E-mail)
Subject: Proposed Eisenhower Connector

Dear Sir or Madam,

I'm writing to request your thoughts and expected position on the proposed connector road between Eisenhower Avenue and Duke Street. We are relatively new to the Washington area and would like to understand better the rationale for and against the proposed connector. We decided to live in Alexandria for multiple reasons including commute time and quality of life. These two primary factors led to our purchase of a home in Cameron Station in June of this year. For obvious reasons therefore, we are concerned about the potential impact of a multi-lane, high density highway which runs through Ben Brenman Park as recommended by the City Manager. We would like to know and understand your perspective on this connector.

Although new to the area, I am particularly concerned that this issue has all the earmarks of a dispute between the citizens residing in Alexandria and business developers intent on maximizing financial gain. I would hope that the best interests and wishes of the voting public carry more weight than the desires of the Chamber of Commerce. I request that you respond to this email with your thoughts and rationale on the proposed connector. We look forward to the public hearing on October 29.

Sincerely,

//Signed//

Bruce E. Kreidler

5027 Waple Lane
Alexandria, VA 22304
Tel 703-461-0830
Highway, Suite 300
email: kreidler68@aol.com

703-413-5932

bruce.e.kreidler@lmco.com

Director, Advanced Concepts
Lockheed Martin Corporation
1725 Jefferson Davis

Arlington, VA 22202-4127
Tel 703-413-5649 Fax

email:

2
10-29-02



Beverly I Jett
10/23/2002 09:27 AM

To: Susan K Seagroves/Alex@Alex
Subject: Eisenhower/Duke Street Connector

----- Forwarded by Beverly I Jett/Alex on 10/23/02 09:50 AM -----



Beverly I Jett
10/23/02 05:15 AM

To: Barbara L Carter/Alex@Alex
cc:
Subject: Eisenhower/Duke Street Connector

This will go in the Council received group. Thanks.

----- Forwarded by Beverly I Jett/Alex on 10/23/02 05:38 AM -----



UTCOWA@aol.com
10/22/02 10:14 PM

To: MayorALX@aol.com @ INTERNET, DELPepper@aol.com @
INTERNET, DSpeck@aol.com @ INTERNET, billclev@comcast.net @
INTERNET, eberweincouncil@comcast.net @ INTERNET,
wmeuille@wdeuille.com @ INTERNET, council@woodson.net @
INTERNET, Beverly I Jett@Alex

cc:
Subject: Eisenhower/Duke Street Connector

As resident of Cameron Station, I want to voice my opposition to the connector that would be routed through Ben Brenman Park.

This construction will not only ruin the beauty and appeal of the neighborhood in and around Cameron Station, it will also not reduce the traffic in the area.

The current construction of the "mixing bowl" (495 interchange) should be completed prior to any decision on road construction in this area, due to the detour effect the current construction has on the area, and the reduction of such traffic once that construction is complete.

Furthermore, we do not believe that beltway traffic should be channeled through residential neighborhoods.

Mark, Jacki & Nora Thompson



rrd@campaignsolutions.
com

10/22/02 01:36 PM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

I have chosen to locate my businesses in the City of Alexandria for the past twenty years even though I am a resident of Fairfax County. I have happily paid my business taxes and been involved in the local community. My husband, however, both in the public and private sector has officed in the District of Columbia. It is obscene that he should spend an hour or each way, every day, to get to work because some people want to pretend that Alexandria isn't located in between Fairfax County and the District of Columbia. Please do the right thing for the region and stand up for reasonable traffic management and don't let NIMBY rule the City Council. And cast a vote for us, your tax-paying constituents, who have no voice in city affairs.

R. Rebecca Donatelli

228 S. Washington Street #240

Alexandria, VA 22314

703.684.3435



AnnDorman@aol.com

10/22/02 03:04 PM

To: Beverly I Jett@Alex
Subject: Connector

2
10-29-02

I am writing to voice my support for an Eisenhower to Duke connector. Although I realize that one of the potential connector locations will likely increase already congested traffic on Quaker Lane (the area where I live), I believe that as a community we cannot allow development without providing adequate accessibility for everyone who must travel to and from that newly developed area.

Â Â Â Â Â Â Â Â Â Â I recently read that the police department must use a bike path as an emergency route between Eisenhower Avenue and Duke Street when time is critical.Â How long before there is a tragic accident as a result of this necessity?Â The Eisenhower valley continues to develop and the residents and Alexandria's emergency vehicles need adequate accessibility.Â It may have made more sense to provide this connector before the development was underway.Â Be that as it may, we urge Council to not wait any longer.Â Do the right thing and approve a connector mid way between the east and west ends of Eisenhower Avenue!

Â Â Â Â Â Â Â Â Â Â Thank you for your consideration.Â I will be watching this issue with great interest in the coming weeks.

Ann M. Dorman
2724 Kenwood Avenue
Alexandria, VA 22302
V: (703) 998-5614
F: (703) 998-0526
E: AnnDorman@aol.com



KehoeFD@aol.com

10/22/02 03:43 PM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

I wholeheartedly support the Connector. Notwithstanding my prejudice because I am associated with the Fire Department, but because I know the connector will help relieve traffic on Duke Street.

Bill Kehoe

4611 Strathblane Place

Alexandria VA 22304

PH: 703.751.6416

FAX: 703.370.5886

E-mail: KehoeFD@aol.com

7071 CONVOY CT. #119 SAN DIEGO, CA 92111

2
10-29-02**KAWA TRUST****Fax****To:** Mayor Kerry Donley & Members of City Council **From:** Richard Arendsee**Fax:** 703-868-6433**Pages:** 1**Phone:****Date:** October 22, 2002**Re:** SUPPORT THE CONNECTOR**CC:**

I am the owner of 4600 Eisenhower Avenue and fully support the Eisenhower to Duke connector. This will greatly enhance the accessibility of the Eisenhower corridor and ease traffic congestion in the City of Alexandria. I urge you to vote its completion.

Very Truly Yours,



Richard W. Arendsee



Sandy Murphy
10/22/02 03:25 PM

To: Beverly I Jett/Alex@Alex
Subject: Fwd: Connect Disconnect

2
10-29-02

----- Forwarded by Sandy Murphy/Alex on 10/22/02 03:20 PM -----



MayorALX@aol.com
10/22/02 03:21 PM

To: Sandy Murphy@Alex
cc:
Subject: Fwd: Connect Disconnect

FYI. I copied you on a response.

Return-Path: <Paul.Ostrowski@mail.house.gov>

Received: from rly-xc02.mx.aol.com (rly-xc02.mail.aol.com [172.20.105.135]) by air-xc05.mail.aol.com (v89.10) with ESMTP id MAILINXC53-1022142132; Tue, 22 Oct 2002 14:21:32 -0400

Received: from ap04.house.gov (virgo.house.gov [143.231.86.11]) by rly-xc02.mx.aol.com (v89.10) with ESMTP id MAILRELAYINXC22-1022142107; Tue, 22 Oct 2002 14:21:07 -0400

Received: from virgo.house.gov by ap04.house.gov

Received: from ims04.house.gov (ims04.house.gov [143.231.32.180])

Received: by ims04.house.gov with Internet Mail Service (5.5.2653.19)

Message-ID: <1D28F96623A2D51190B80008C75D68EE06DCCBD7@hrm14.house.gov>

From: "Ostrowski, Paul" <Paul.Ostrowski@mail.house.gov>

To: mayoralx@aol.com, billclev@comcast.net, eberweincouncil@comcast.net,

Cc: jb900@yahoo.com

Subject: Connect Disconnect

Date: Tue, 22 Oct 2002 14:21:06 -0400

MIME-Version: 1.0

X-Mailer: Internet Mail Service (5.5.2653.19)

Content-Type: multipart/alternative;

Just wanted to add my name to an ever growing list of people opposed to the City Manager's recommendation on placing the connector through Ben Brenman Park. I am in strong opposition to this finding and for the life of me cannot understand how he could recommend the most expensive and most environmentally challenged option! Costing millions more than alternatives, and being in a situation where every environmentalist around is standing by to hold this up in court for the next 20 years, the manager chose Ben Brenman. A thorough review of his scoring criteria and relative levels of importance should certainly be conducted as taxpayers in Alexandria will be made aware that cost does not seem to matter much to his office! Your leadership in rejecting this recommendation is crucial, and I ask each of you to make the right choice and send the City Manager's office back to the drawing board to either provide taxpayers with an option which stands a chance of gaining support, or dropping the measure all together.

Paul Ostrowski
4903 Waple Lane
Alexandria, VA 22304

Payer of \$4,692 in property taxes to the City of Alexandria each year!



Beverly I Jett

10/23/2002 05:13 AM

To: Susan K Seagroves/Alex@Alex
Subject: Alexandria needs the connector! BAD!!!!!!

2
10-29-02

----- Forwarded by Beverly I Jett/Alex on 10/23/02 05:36 AM -----



srobinson@pass1.com

10/22/02 05:55 PM

To: Beverly I Jett@Alex
CC:
Subject: Alexandria needs the connector! BAD!!!!!!

I live in the Groveton area, and trying to get to & from Old Town through the Telegraph Road area is nothing short of a nightmare, EVERY SINGLE DAY!

The area needs this connector. All it is going to do is make for a better commute!

Thanks!

Suzie Robinson
3502 Groveton Street
Alexandria, VA 22306



Beverly I Jett

10/23/2002 11:25 AM

To: Susan K Seagroves/Alex@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

----- Forwarded by Beverly I Jett/Alex on 10/23/02 11:48 AM -----



Eric.Berlin@Grubb-Elli
s.com

10/23/02 11:17 AM

To: Beverly I Jett@Alex
CC:
Subject: Alexandria needs a Connector!

yes - this is a no brainer and small step - Once PTO is up and running gridlock is going to be the norm.
Duke Street is already intolerable today!

Eric M. Berlin
Vice President
Grubb & Ellis Company
8020 Towers Crescent Drive
Suite 200
Vienna, VA 22182
Direct 703/918-0240
Fax 703/883-9036
cell 703/629-6841

5032 GARDNER DRIVE
ALEXANDRIA, VIRGINIA 22304

2
10-29-02

October 23, 2002

Hon. Kerry Donley, Mayor, and
Members of City Council
City of Alexandria
301 King Street
Alexandria, VA 22314

Dear Mr. Mayor and Council Members,

Over the past several years, the rezoning of parts of the Eisenhower Valley has resulted in the construction of a number of residential properties, in an area that, as I understand it, was originally intended for commercial/industrial occupancies. These rezoning actions, ultimately approved by the Council, will result in an eventual population of several thousand citizens in the Valley who are entitled to the same level of service, particularly public safety, as are the rest of our city residents.

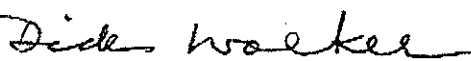
Testimony by public safety officials has highlighted the need for better access to the Valley, which is currently hampered by limited access and growing levels of traffic congestion on Duke Street. Having owned a business on Duke Street for the past 20 years, I can testify to that growth and the increasing difficulty of Duke Street travel at any time of the day. The fact of the matter is that Duke Street has become an alternative to the beltway. I think it is imperative that action be taken now.

We have decided not to decide on this issue for more than 15 years. The development that has occurred during that time has only made the problem more difficult to solve. I fail to see how more delay will do anything but make matters worse. Traffic is not going to decrease, no matter how much we might wish it.

There are many citizens who are totally involved with earning their living and raising their family and who simply don't have time left to commit to issues like this. You represent all the citizens of Alexandria; please consider their needs. Spending more time in traffic is not something that will improve their lives, even discounting the critical life safety issues involved. I submit that the quality of life and convenience of some of our citizens, many of whom are retired, should not be the paramount concern here. Please don't let the decibel count of the opposition override the importance of this issue.

I urge you to approve the construction of the Eisenhower- Duke Street Connector Road.

Sincerely,


Richard C. Walker, Jr.



Beverly I Jett

10/23/2002 12:30 PM

To: Susan K Seagroves/Alex@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

----- Forwarded by Beverly I Jett/Alex on 10/23/02 12:53 PM -----



MGLAIA@aol.com

10/23/02 11:41 AM

To: Beverly I Jett@Alex
cc: Rich Baier@Alex
Subject: Alexandria needs a Connector!

Mayor and Members of City Council:

I believe that multiple connectors would spread the traffic out during rush hours so that no one part of the community receives all the traffic. This is like the grid system that is throughout Alexandria. The single connector concept leads to each group trying to push it to someone else's neighborhood.

Marlin G. Lord

2

10.29.02



Beverly I Jett

10/23/2002 12:27 PM

To: Susan K Seagroves/Alex@Alex
Subject: Alexandria needs a Connector!

----- Forwarded by Beverly I Jett/Alex on 10/23/02 12:50 PM -----



Faith.James@ncpanet.
org

10/23/02 12:06 PM

To: Beverly I Jett@Alex
cc:
Subject: Alexandria needs a Connector!

We need a connector at Eisenhower and Duke Street!!!! Heavy traffic flows through there. I work on Daingerfield Rd so I've witnessed that.

Thanks, Faith J

2
10.29.02



Beverly I Jett
10/23/2002 05:14 AM

To: Susan K Seagroves/Alex@Alex
Subject: alexandria needs a connector!

----- Forwarded by Beverly I Jett/Alex on 10/23/02 05:37 AM -----



avicentini@ssistaff.co
m
10/22/02 08:30 PM

To: Beverly I Jett@Alex
cc:
Subject: alexandria needs a connector!

Mayor Kerry Donley & Members of City Council
City Hall
301 King Street
Alexandria, Va. 22314

This note is to respectfully request your consideration for a City connector in the Duke Street/Eisenhower area.

I would also like to express some ideas on how we could make the area more attractive and efficient both for cars and pedestrians.

In addition to the connector, it would also be useful to have a couple of uniformed city employees that would help direct traffic during peak hours.

This helps a lot during rush hours on Route 1.

It would be ideal that these folks are also trained to provide pedestrians and drivers with directions or information on the new neighborhood that is being created.

Pedestrian refuges and safer markings for pedestrians for crossing Duke street are also sorely needed. Although the streets themselves are of better quality for car transit, the need to become more "people friendly". Construction needs to be in balance with the hospitable tradition of the City of Alexandria for foot traffic and consideration should be given to creating a more friendly environment for pedestrians. It is already becoming a dangerous adventure to cross Duke street towards the new developed area of Eisenhower avenue and the Carlyle development.

Some ideas would be to post uniformed city employees to direct pedestrians and car traffic. If staff is not available, then speed bumps might also help.

Also more shops such as cafes and pedestrian refuges (against the elements) would be useful, as well as more white stripes for crossing the increasingly busy streets. The Duke Street/Eisenhower area could become a living advertisement for good city living!

Incidentally, could the city replace the burned out light in front of Virginia Commerce Bank in the 1400 block of Prince street? Thank you for this, the light has been out for weeks.

Thanks for all your good work to make the City more successful, we certainly have a lot to be proud of!

Sincerely,

Alicia Vicentini
President
Strategic Staffing, Inc.
Ph: (703) 739-8898
Fax: (703) 837-0942
aliciav@ssistaff.com

2
10-29-02

Judy K. Rivers
4951 Brenman Park Drive, #202
Alexandria, VA 22304
Tel: 703-461-3850

October 23, 2002

The Honorable Kerry J. Donley
Mayor of Alexandria
City Hall, Suite 2300
301 King Street
Alexandria, VA 22314

Dear Mayor Donley:

As a resident of Alexandria and an active voter, I would like to inform you of my opposition to the current proposal for a highway connector between Eisenhower Avenue and Duke Street through Ben Brenman Park. A connector through Ben Brenman Park is an unacceptable proposal that would damage and taint our community.

It is my understanding that the current proposal would take away 1/3 of the park (approximately 15 acres), thus eliminating several youth athletic fields and ruining an area that is now tranquil and beautiful. Ben Brenman Park is currently enjoyed by many Alexandrians around our community. On any given day, you can see youths playing on the sports fields, athletic teams practicing soccer, families enjoying the park and neighbors exercising.

As for the argument that a connector through the park would alleviate traffic problems, the opposite is true. A connector would create traffic problems for Park users and residents. Rather than solving traffic congestion, it would add more traffic.

Inasmuch as we trust our leaders to do the right thing, I encourage you to take action to eliminate this proposal and look for other less destructive solutions.

I would appreciate hearing from you as to your position on this very important issue.

Sincerely,

Judy K. Rivers



Beverly I Jett
10/23/2002 03:12 PM

To: Susan K Seagroves/Alex@Alex
Subject: The Connector

2
10-29-02

----- Forwarded by Beverly I Jett/Alex on 10/23/02 03:35 PM -----



philip.brooks@tcs.wap
.org
10/23/02 02:21 PM

To: mayoralx@aol.com @ INTERNET, billclev@comcast.net @
INTERNET, eberweincouncil@comcast.net @ INTERNET,
wmeuille@wdeuille.com @ INTERNET, delpepper@aol.com @
INTERNET, dspeck@aol.com @ INTERNET,
council@joycewoodson.net @ INTERNET
cc: Beverly I Jett@Alex, ghparry@fortebrio.com @ INTERNET
Subject: The Connector

October 23, 2002

To the Mayor and Members of the City Council:

I write as a concerned citizen about the possibility of building a Connector from Eisenhower Avenue to Duke Street. When I became chairman of the 250th Anniversary Commission, I knew very well how special a city Alexandria is. During the period of the 250th celebrations, I came to understand even more how fragile our special city is.

I drive Duke Street nearly every day. I drive Eisenhower Avenue quite often. I seem to be driving all over Alexandria constantly -- usually on city-related matters. I live in the West End but have also lived in Rosemont (twice) and Old Town, and I have spent two-thirds of my life, since 1941, in Alexandria. I have given the subject of the Connector a great deal of thought, and I concluded that the residential areas of the city will be too adversely impacted by traffic generated by the Connector for such a road to be built.

I have heard the arguments that say that the Connector will relieve traffic in the West End and on Duke Street, but I really cannot accept them. It seems abundantly clear to me that the existence of the Connector will only add traffic -- mainly commuting traffic -- to the West End and to Duke Street. I understand the desire of the police and fire departments to have easier access between Duke Street and Eisenhower Avenue, but I cannot accept that building a four-lane Connector is the best way to meet their perceived needs.

The citizens' task force has made what appear to me to be the correct overall recommendation, that being not to build a Connector, and I support that view.

Over a decade ago, the Bluestone Connector became a major political issue in Alexandria, and our mutual friend and colleague Michael Jackson was elected to Council on a "no-Bluestone" platform. The citizenry of Alexandria spoke loudly and clearly in that election, saying that they did not want a connector road. That same citizenry is speaking just as loudly and just as clearly again, saying that the people of Alexandria still do not want a connector road. I submit that for Council to go against the clear voice of the citizenry would be very unwise politically.

May I offer three suggestions for your consideration in resolving this dilemma? First, do not build the Connector between Eisenhower Avenue and Duke Street. Second, use the money which would have been spent for the Connector and any funds available through the transportation tax (if it passes) to build a light rail transit system along Eisenhower Avenue, one which would connect the Metro stations at either end of the avenue, and one which would run every few minutes, every hour. That will give those who live and work on Eisenhower Avenue a convenient and attractive way to get in and out without using their cars. Third, consider putting a moratorium on further development along Eisenhower Avenue -- and then only allow office and industrial development -- until we have an effective and frequent public transportation system in place on Eisenhower Avenue.

I thank you for your consideration of my views on this very serious matter.

Philip C. Brooks
Former Chairman
Alexandria 250th Anniversary Commission

**Statement of Converse M. West (200 N. Pickett St., Alexandria 22304)
To the Mayor and City Council at the Public Hearing on the Eisenhower to Duke
Connector Road, October 29, 2002**

Mayor Donley and Members of Council. I am Connie West and I live on North Pickett Street. You may recall that when the City Council met at the Tucker School several years ago, I took the floor at the public discussion period and lobbied for action on the connector road. I have recognized for many years the necessity of bringing the Eisenhower Avenue corridor into the rest of the City with one or more roads.

I was appointed to the position of Chairman of the Holmes Run Park Committee by Ben Brenman and in many ways I consider him my mentor and role model. Lately, however, many people have told me what Ben would have done about the connector road issue and surprisingly, many feel that he would have opposed it. Let me set the record straight. Ben was in favor of a connector road at what later became known as Alternate A1. He was in favor of it even though he knew it would go through a park. No-one knows what he would have done with the huge number of studies and accumulation of facts and projections which those of us on the Task Force have had access to.

One final word about Ben before I let him rest. Ben was a member of and participant in the Eisenhower Partnership. I have been criticized by many opponents of the connector road for my participation with this worthwhile group. The Partnership is much more than the mouthpiece for developers that many citizens assume. According to its By-Laws, Civic Associations not only may participate in their deliberations but they also must be represented on their Board of Directors.

The Partnership reviews development plans at the concept stage and derails many inappropriate projects long before they would reach the City's Planning Department. The Partnership is dedicated to improving the quality and the streetscape along the corridor and works to assure a desirable mix of business, residential and recreational uses along Eisenhower Avenue. But the best future for Eisenhower Avenue requires accessibility.

Now, speaking as a citizen and not as Chairman of the Holmes Run Park Committee, a position from which I recently resigned, I want to talk for a moment about lost opportunity.

There is an opportunity now available to the City that is the envy of almost every other community in the United States. We are situated near the Nation's Capitol and we soon will be the home of the PTO. This brings many national associations, large numbers of professional civil servants and affiliated attorneys and planners. Alexandria's industry is not in manufacturing, it is intellectual.

The west end of Eisenhower Avenue will be developed one way or another. The wrong way is to build warehouses and junk yards and impoundment lots. The right way is to provide a balance of professional offices, residences, restaurants and other businesses.

This desirable mix requires connectivity to the rest of the community. Alexandrians should welcome this opportunity to have a robust tax-paying base on west Eisenhower, and if this occurs much of the traffic will be moving from Duke toward Eisenhower and not the other way around.

This City Council took a courageous step in approving the PTO in the face of substantial citizen opposition. Once again, I call upon you to have the courage to do the right thing and to not lose this opportunity to make Alexandria an even finer community than it now is.

I feel that the Task Force has failed you by not recommending a connector route, but you now have the facts and you can and should do the right thing and approve a connector road at any feasible route.

Thank you for your attention and consideration.

Converse M. West

2
11-19-02

October 17, 2002

Mayor Kerry Donley & Members of City Council
City Hall
301 King street
Alexandria, VA 22314

Re: Support for the Connector

Dear Mayor Donley & Council Members:

I am a resident of the Clover neighborhood in Alexandria, and I believe we need the Eisenhower Avenue Connector.

Cities work better when there are more connections -- not when there are fewer connections.

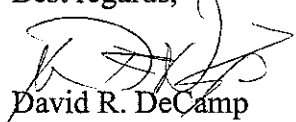
The result will be less neighborhood cut through traffic -- not more.

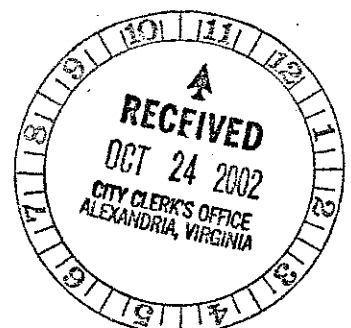
The major benefit of the Connector will be basic improved traffic flow up and down Duke Street.

As to the decision for the routing of the Connector, it seems logical to me that Alternates B-1, B-2, or C make the most sense. Alternates A-1 and A-2 are right next to Pickett Street which serves as an existing connection to Eisenhower Avenue, and Alternate D is right next to Telegraph Road which is also an existing connector to Eisenhower Avenue.

I hope you will support the Connector.

Best regards,


David R. DeCamp
2901 Dartmouth Road
Alexandria, VA 22314



2
11-19-02

October 23, 2002

Mayor Kelly Donley
Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Dear Mayor Donley & Members of City Council:


I am writing to express AvalonBay Communities' strong support for alternative B1 for the routing of the proposed Eisenhower to Duke Street Connector and to register our strong objection to alternative D. As one of the largest private employers in the City of Alexandria, we have made a significant investment in the Eisenhower corridor. Our corporate headquarters is located at 2900 Eisenhower, and our 460-apartment luxury rental community, Avalon at Cameron Court, is located directly to the east of proposed alternative D. We have approximately 175 employees officed in our Eisenhower Avenue headquarters, and over 600 customers living at Avalon at Cameron Court across the street. In short, we are a big part of the Eisenhower Corridor and the City.

The construction of a connector to Duke Street is a major issue for both our employees and our residents. Right now, we must all travel east or west to either Telegraph Road or Van Dorn Street to get to the restaurants, shops and other amenities on Duke Street. Our location on Eisenhower Avenue is somewhat "land locked". This results in longer commute times and longer travel times at lunch hour for our employees.

The B1 alternative is clearly the most central location and would offer the best Beltway access from and to Duke Street, keeping traffic off Telegraph and Eisenhower. In addition, the B1 alternative could be under construction in a reasonable period of time. The D alternative, by contrast, is so close to Telegraph Road as to offer far fewer benefits. In addition, since VDOT is currently using the property for approximately the next ten years, this would push construction of the connector out beyond anyone's reasonable planning horizon. This delay is so substantial as to make this alternative essentially the same to us as a "no build" option. Finally, at that distant future time when the connector might actually be constructed in the Alternative D location, we are greatly concerned that this construction would totally obstruct the views, light and air to the Avalon at Cameron Court apartments located immediately to the east. The overpass would loom at least 40 feet high in the air, blocking the views from all four floors of the three apartment buildings facing the western property line so that these apartments would be placed in a dark, cold aspect looking at the side of a concrete overpass. Of course, there would also be significant disruption to the residents during the construction period itself.

For all of these reasons, we urge the City to move forward with alternative B with the greatest possible haste. Thank you for your consideration.

Sincerely,



Matthew Birenbaum
Regional Vice President
AvalonBay Communities, Inc.
2900 Eisenhower Avenue
Alexandria, VA 22314

2
11-19-02

Dr. Leslie White
5409 Barrister Place
Alexandria, VA 22304

October 17, 2002

Mayor Kerry Donley and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

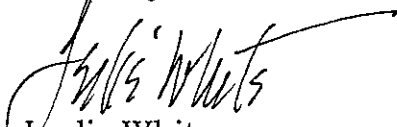
Dear Mayor Donley and City Council:

I am writing to urge you to vote **in favor** of the proposed Eisenhower Avenue-to-Duke Street Connector.

As a resident of Alexandria, I have seen the gridlock on Telegraph and Duke Streets and it is only going to get worse unless something is done. Not only are the traffic tie-ups frustrating, but they also are a public safety hazard. If I can't get through a particular area because of traffic, neither can police, fire and rescue units.

I hope you will support this much-needed road!

Sincerely,


Leslie White



2
11-19-02

October 23, 2002

Mayor Kelly Donley
Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Dear Mayor Donley & Members of City Council:

As a resident and employee in the Eisenhower Valley and a member of the Eisenhower Partnership Board, I am sending this e-mail in support of Alternate B1 as the location for the new connection between Eisenhower Avenue and Duke Street. An additional connection from Eisenhower Avenue to Duke Street is necessary to relieve traffic bottlenecks and to make the Eisenhower Valley a more vibrant part of the City of Alexandria. Alternate B1 appears to be the most sensible of the alternatives proposed since it helps spread out the access points to Duke Street along Eisenhower Avenue, it is close to the Eisenhower Connector which provides another access point to 495, and it is the most respectful of existing adjacent residential and commercial land uses.

I am particularly opposed to Alternate D. Alternate D is too close to the access point between Eisenhower Avenue and Duke Street at Telegraph Road. This alternate will contribute to, rather than diminish, traffic congestion. Duke Street already experiences significant back-ups during rush hour as cars wait to merge onto Telegraph Road to access 495. Additional traffic entering Duke Street in the midst of this congestion will only make the problem worse. Alternate D is also adjacent to Avalon at Cameron Court, a large residential community. A connector such as the one proposed is clearly incompatible with an existing residential community.

I am both a resident of Avalon at Cameron Court and employee of AvalonBay Communities, Inc., the developer, owner, and manager of Avalon at Cameron Court Apartments. My company has made a significant investment in the Eisenhower Valley and in the City of Alexandria both through its investment in Avalon at Cameron Court and its selection and purchase of 2900 Eisenhower Avenue as its national corporate headquarters. I ask you to help preserve the value of our investment and the good faith on which this investment was made by encouraging the City not to support Alternate D.

Thank you for your attention to my concerns.

Sincerely,

Betsy Weingarten

Betsy Weingarten
Senior Development Director
AvalonBay Communities, Inc.

2
11-19-02

October 23, 2002

Mayor Kerry Donley & Members of City Council
City Hall
301 King Street
Alexandria, Virginia 22314

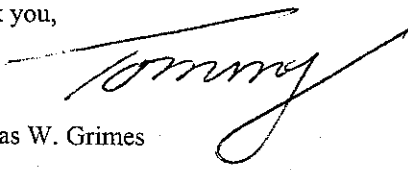
Thomas W. Grimes
502 Duke Street
Alexandria, Virginia 22314

RE: Eisenhower Connector

Dear Mayor Donley:

As a long time resident of Alexandria, I am extremely concerned with the increased traffic volume in our City. This letter will serve as my support for the Eisenhower Avenue-to-Duke Street Connector. I *strongly* urge you and City Council to vote in favor to proceed with the Eisenhower Connector to Duke Street Connector. Your favorable vote is urged and appreciated.

Thank you,



Thomas W. Grimes



2
11-19-02

October 21, 2002

Mayor Kerry Donley & Members of City Council
City Hall
301 King Street
Alexandria, Virginia 22314

Dear Mayor Donley & Members of City Council,

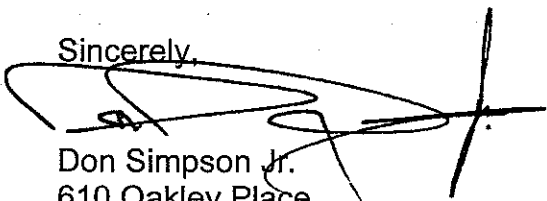
As a longtime resident and Business owner in the City of Alexandria, I wanted to send a letter to you in support of the Eisenhower to Duke Street Connector. The City has limited options in the future to complete any new substantial road improvements to help move commuter traffic through the city and the construction of a new connector from Duke Street to Eisenhower Avenue and thus the Beltway will be a huge improvement to expedite commuter traffic thru our city as efficiently as possible during the peak rush hour times. It will also provide a quick and convenient access to the Beltway for many West End City residents without having to travel futher down the congested Duke Street Corridor.

Our City also made a commitment with the State of Virginia to connect the new Beltway Interchange to Duke Street and I feel we need to honor our commitment with the State of Virginia, otherwise we may lose out on future State funded roadway improvements. The importance of the connector to the residents that now live in the Valley, the many Businesses that occupy space in the corridor along with the Life Safety issues tell the real facts as to why the connection needs to be approved for the benefit of the entire city.

The Connector access to the beltway will provide an alternative to cut-through neighborhood traffic that we are all concerned about as residents of the city and we should review and implement all possible new road improvements to help reduce future traffic congestion throughout our city and neighboring jurisdictions.

Thank you for your time and consideration on this critical issue.

Sincerely,


Don Simpson Jr.
610 Oakley Place
Alexandria, Virginia 22302



2
11-19-02

October 22, 2002

Mayor Kerry J. Donley
and City Council Members
City Hall
Suite 2300
301 King Street
Alexandria, VA 22314

Dear Mayor Kerry J. Donley and City Council Members:

We understand that City Council will be voting on November 12 to decide about the new road connecting Eisenhower Avenue and Duke Street through the east side of Ben Brenman Park in our Cameron Station Community.

We are extremely concerned about the environmental impact that this elevated roadway will have. In addition, it is our understanding that the whole south side of the park will become inaccessible due to this roadway. This means the picnic pavilion; dog run and volleyball courts would be unusable.

One of the key features of Cameron Station when we purchased our home was this tranquil and beautiful area which made purchasing a home inside the beltway more inviting. We use this park on a daily basis during the fall, spring and summer seasons for walks, picnics, dog walking, and strolls with our new our new baby.

We urge that you consider not adapting this roadway that will destroy a vital part of our community.

Kristin Ballance
Mark Bradley Ballance

Brad and Kristin Ballance
5108 Grimm Drive
Alexandria, VA 22304



PHONE-O-GRAM[®]

for: *CC*

From *Victoria Palcho* Company _____

City *4600 Duke St. #1518* Area Code _____ Phone _____

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

Message *She is against the E-D Connector.*
There is too much traffic already.

Date *10/29* Time *2:05* Taken by *Ky*

Action Wanted _____

Action Taken _____

PHONE-O-GRAM®

for:

Mayor & Council

From

Allen Richburg

Company

City

412 Skyhill Road

Area
Code

Phone

2
11-19-02

☒ Telephoned

☐ Please return the call

☐ Returned your call

☐ Will call again

☐ Came in

☐ See me

Message

Against Connector

Date

10/28

Time

3:15

Taken by

bc

Action Wanted

Action Taken

PHONE-O-GRAM®

for:

Council

2
11-19-02

From Caroline Raden Company _____

City 4951 Brenman Park Drive Area Code _____ Phone _____

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

Message Pls vote against the Connector at
Ben Brenman Park.

Date 10/25/02 Time 10:35 Taken by S

Action Wanted _____

Action Taken _____

October 2, 2002

Sent to CC, Com, T&S, PEJ
19 Duke Eisenhower
File
10-8-02

The Honorable Kerry Donley Mayor,
City of Alexandria City Hall, Room 2500 301 King Street
Alexandria, V A 22314

Dear Mayor Donley:

Re: Eisenhower-Duke Connector

I am writing as a 35 year resident to express my strong support for the timely construction of one (or several) practical, accessible, and economically viable roadways connecting Eisenhower Avenue to Duke Street in our City of Alexandria.


Constructing a roadway between Eisenhower Avenue and Duke Street, (in the Master Plan of some 15 years ago I believe) will I believe bolster neighborhood integration, mitigate traffic congestion, increase fire and safety access, and generate business development. A connector maximizes the potential of the Eisenhower Valley ongoing development while maintaining acceptable levels of traffic and a balance of growth, residential and commercial and recreational for the city at large. And easy access to the valley. There is poor access now from many areas, especially Seminary valley residential North of Duke, to the fine existing recreational facilities along Eisenhower.

I believe it will be a positive step towards achieving a better system of transportation, one that addresses the challenge of moving increasing numbers of people and goods in an effective and responsible way. I think we are probably late in building this connector, and the later we wait the worse traffic through residential neighborhoods, and the buildup on Duke Street, will be. And our options for a connector may be fewer. Inaction has hurt us in the past.

I urge you to press forward with plans for a connector when City Council convenes in September of 2002. Alexandria's transportation needs are too important to fall victim to inaction.

Thank you for your time and attention to this matter.

Sincerely,


Daniel J. Evans, PE
5033 Filmore Ave.
Alexandria, VA 22311

Thank you



sent to CC, CM, T&ES, P&Z

Michael Hart
43 Herbert St.
Alexandria, VA 22305

9/29/02 PH

September 30, 2002

Mayor Kerry Donley and Members of City Council
City Hall
301 King St.
Alexandria, VA 22314

Dear Sirs and Madams:

This is just a quick note to support the improvement of our quality of life in my hometown. You all are busy, so I'll keep this short. Our city needs the Eisenhower-Duke Street Connector. As our business community must continue to grow, and prosper, to help carry the tax burden for the services our residents deserve, the residential community deserves quality of city life. They deserve time spent with their families rather than our streets and protection of neighborhoods from traffic. Your job is that balancing act. I believe the Connector serves both constituencies. It is an integral part to our city's future and it is the right thing to do.

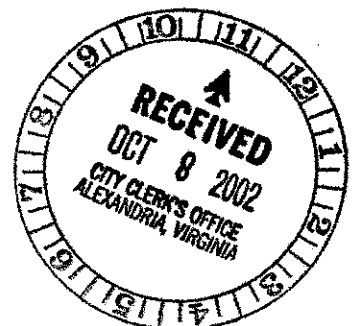
Sincerely,



Michael P. Hart

"Let prejudices and local interests yield to reason. Let us look to our national character and to things beyond the present period"

-George Washington, from the steps of the Masonic Temple.



Sent to T&S,
cc, com. P&S

19
10-8-02

Thomas M. Parry
317 Skyhill Road
Alexandria, Virginia 22314
(h) 703-212-0982
(w) 202-463-7293
tparry@mptechlaw.com

October 7, 2002

Re: City Council Meeting of October 8, 2002; Docket Item No. 19

Dear Mayor, Vice Mayor and Members of the Alexandria City Council:

City staff have failed to conduct themselves professionally regarding the Eisenhower Avenue-to-Duke St. connector route selection process. Furthermore, evidence of an overwhelming City staff bias in favor of a connector is undeniable. Because of the unprofessional conduct and overwhelming bias of City staff, their analysis concerning the connector simply is not credible. For these reasons, neither Alexandria citizens nor the City Council can rely on the City staff's recommendations—endorsing Alternate "B1" (east of Cameron Station) as the "locally preferred route alternative" and Alternate "D" (Cambridge/Roth) as the "back up locally preferred connector alternate."

**1. The Eisenhower Avenue-to-Duke Street Task Force
Decisively Recommended Not Building a Connector.**

On September 18, 2002, the fourteen-member Task Force rejected three connector routes 14-0 and three routes 9-5. By a 2-1 margin, the Task Force recommended that no connector be built.

Three connector routes opposed by a substantial majority of the Task Force members did receive five votes each. The three routes which each received five votes were (i) Alternate "B1," to the east of Cameron Station; (ii) Alternate "C," via Wheeler Ave., which enters Duke St. a block west of Quaker Lane; and (iii) Alternate "D", which goes through Generous George's at Cambridge/Roth.

The four Task Force business representatives, collectively, gave three votes to each of the above three build options. These four business representatives are (i) Sharon Hodges, the Executive Director of Eisenhower Partnership (an association of primarily business and land-owner interests in Eisenhower Valley), (ii) Connie West, a former Eisenhower Partnership board member and officer and current committee member, (iii) Kerry Donley, a member of the board of directors of Eisenhower Partnership and the lame duck Mayor of Alexandria, and (iv) Lois Walker, a former City Council member who was appointed to the Task Force by City Council to represent business interests.

The Mayor, who lives at the west end of Duke St. near Cameron Station, voted only for the most eastern route at Cambridge Road. Interestingly, Mr. West has been forced to resign as President of the Holmes Run Park Committee because of his Task Force votes in favor of a connector.

Three neighborhood representatives collectively gave two votes to each of these three build options. The Rosemont representative, living near the Cambridge route and voting in a way that protects her neighborhood, voted to build only at the other end of Duke near Cameron Station; the Cameron Station representative, voting in a way that protects his neighborhood, voted to build only near Quaker and Cambridge; and the Carlyle representative, voting in a way that might relieve congestion in his neighborhood in Eisenhower East, voted for each of these three build options. After this vote by their representative, the Cameron Station Civic Association belatedly voted overwhelmingly to oppose all connector routes.

Of the seven members, led by Councilwoman Pepper, who found all the connector routes objectionable, four were from the initial task force, appointed in April 2001, and only three were from the members appointed in May 2002.¹

The Task Force members did tie seven to seven on a single vote—whether they preferred improving some existing intersections or pursuing no projects. As the price tag of improving some existing intersections recently increased from \$40 million to \$55 million and the improvements were deemed likely unfeasible by City staff and the consultant, it is not surprising that some Task Force members concluded that this option could not be supported, at least without further study.

By an overwhelming 2-1 majority, the task force rejected each of the three build options which received even minimal support. Nevertheless, the Mayor, apparently seeking to downplay the Task Force's votes rejecting all connector routes, repeatedly has called the Task Force votes

¹ In a recent Gazette article, Task Force member Joe Bennett argued that “[a]fter the task force was expanded, there were people who viewed their mission as opposing any connector.” First, as noted above, a majority of the Task Force members who opposed all connector routes were appointed with Mr. Bennett in April 2001. Moreover, the most influential Task Force member opposed to all routes is Councilwoman Del Pepper, one of the two co-convenors of the Task Force, who has served on the Task Force since April 2001.

Second, it goes without saying that neither Mr. Bennett nor the three Task Force members affiliated with the Eisenhower Partnership have been open-minded about the option of not building a connector, even though in April 2002 the City Council resolution expanding the Task Force expressly called for the “top no-build” recommendation, as well as the top two “build” options. Instead, these four Task Force members consistently have argued for a connector and refused to even consider the possibility that a connector is not the right transportation solution for the City.

“confusing,” “muddled at best” and “leaving the heavy lifting to the City Council.”² Unabashedly trying to distort the public’s perception of the Task Force’s clear and unambiguous conclusion, the Mayor repeatedly has mischaracterized the Task Force vote. At least nine out of fourteen members opposed every route. There simply is nothing ambiguous about the Task Force’s recommendation—no connector should be built.

And why have City staff failed to acknowledge on the City’s web site that the Task Force recommended that no connector be built? As further discussed below, on approximately October 1, 2002, the City added a page to its web site discussing only the advantages of a connector, but failed to disclose that on September 18, 2002, the Task Force recommended that no connector be built.

2. City Staff Incorrectly Have Stated that “there are no indications” that the Obligation to Repay the Eisenhower Interchange Cost May Be Waived.

For years it has been understood that the City may have an obligation to repay the state and/or federal government from \$2.0 million to \$11.5 million for the cost of building the Eisenhower Interchange (previously known as the Clermont Interchange) if a connector between Eisenhower Avenue and Duke Street were not built. As recently as August 8, 2002, Rich Baier, Director of the Alexandria Department of Transportation and Environmental Services, stated that the City Manager and City Attorney had considered this matter and concluded that the “no build” option would require the City to repay the cost of the Eisenhower Interchange.

However, a letter, dated September 12, 2002, from Thomas F. Farley, Virginia Department of Transportation, District Administrator for this Northern Virginia region, to Philip Sunderland, Alexandria City Manager, states:

Concerns have been voiced that selecting the “no build” option will require the repayment of Federal and State monies [used to build the Eisenhower Interchange] by the City of Alexandria. That is not correct. . . . It is very unlikely repayment will be necessary provided a good faith effort is made in considering the merits of each option, including “no build” and public participation is factored in the decision. . . . Finally, the repayment concerns should not be a determining factor in the decision.

Ex. 1 (emphasis added).

Despite the September 12, 2002 letter from VDOT, City staff—committed to building a connector—began as of approximately October 1, 2002 to state on the City’s web site (as well as in the Chamber of Commerce brochure discussed below) that “there are no indications that” the obligation would be waived if a connector is not built. See City’s web site page at http://ci.alexandria.va.us/tes/eisen_duke_faq.html (emphasis added) (Ex. 2); Chamber of

² The Mayor thus mischaracterized the Task Force’s votes both at the City Council meeting on September 24, 2002, and at the Task Force meeting on September 26, 2002.

Commerce brochure (Ex. 3). This statement is directly contrary to the position expressed in VDOT's letter of September 12, 2002 regarding the state funds.

Why has City staff, contrary to the express guidance of VDOT, sought to encourage selection of a build option by incorrectly stating that the no-build option will result in the City incurring the repayment cost? Citizens are being misled into thinking that the no-build option is not viable because it would require the repayment. As that is likely not the case based on the VDOT letter, Mr. Baier's actions appear to be a deliberate attempt to manipulate the connector decision making process.

3. The City Is Insisting that Citizens Spend Thousands of Dollars on a FOIA Request to Obtain Access to the Connector Traffic Study Conducted by City Staff and a Consultant.

The City has decided that except for a few summary statistics, the connector alignment and traffic study conducted by its consultants will not be made available to either City Council, the Task Force or the public, except via a formal Virginia FOIA (Freedom of Information Act) request.

The City engaged a consultant, Post, Buckley, Schuh & Jernigan, Inc., to conduct a connector alignment and traffic study to inform the decision making regarding the connector. According to the contracting documents, the City will be paying the consultant over \$400,000. City staff have indicated that the amount of documentation related to the consultant's work is voluminous.

City staff presented the Task Force summary charts from the traffic study conducted by the consultant. Essentially no information was provided the Task Force regarding (i) the assumptions and inputs that went into the model of projected year 2020 traffic, and (ii) the traffic flow model itself used to project year 2020 traffic.

City staff are unwilling to pursue a cooperative approach to allow citizens access to the documents for preliminary review purposes, and then payment would be made for copies of specific documents needed for further review by the volunteer transportation experts assisting Alexandria residents in this matter. Nothing in the Virginia FOIA statute prevents or conflicts with such proposed procedure. Unfortunately, the City insists on the formal FOIA process, and would charge a very substantial amount—likely many thousands of dollars—for assembling and copying all the relevant documents. See email exchange between Mr. Parry and Mr. Baier, City of Alexandria, September 10 and 16, 2002 (Ex. 4).

Even when access to the study documentation was requested by Councilwoman and Task Force member Del Pepper at the September 26, 2002, meeting of the Task Force, she was informed that she could not have access to the study materials other than via a FOIA request.

Why has the City chosen to hide behind FOIA to avoid making available the connector study documents to a City Council member and Task Force member, as well as to the public at

large? Obviously, the appearance is that the City does not want to release the connector study documentation because review of the documents would disclose the infirmities of the study.

4. City Staff Are Collaborating with the Alexandria of Commerce to Prepare and Distribute Erroneous Pro-Connector Materials.

The Chamber of Council endorses building, as they state in a July 19, 2002 Action Alert email to their members, "one or more" or "one or several" Eisenhower Avenue-to-Duke Street connectors. See Ex. 5.

Identical text advocating for a connector for the first time appeared on the City's web site, at http://ci.alexandria.va.us/tes/eisen_duke_faq.html (Ex. 2), on approximately October 1, 2002, and in a mailed brochure from the Chamber of Commerce first received by residents that week. See Chamber of Commerce brochure (Ex. 3) Given that (i) City staff (Richard Baier and Tom Culpepper of the City's Department of Transportation and Environmental Services) drafted both documents, (ii) the text in the Chamber of Commerce brochure is exactly the same as the text on the City's web site, and (iii) during the same week the text was first posted on the City's web site and the Chamber's brochure was first received in the mail by City residents, it appears that there was an extraordinary level of collaboration and coordination between City staff and the Chamber of Commerce. Indeed, the text must have been provided by City staff to the Chamber of Commerce before it was made available to the public on the City's web site.

Moreover, the text is inaccurate in two key respects:

First, even though the Task Force vote was two weeks earlier, both the City's web site and the brochure very recently mailed by the Alexandria Chamber of Commerce state that the Task Force "is currently evaluating 6 build and 2 no-build alternatives for the connector." As both the City staff and the Chamber of Commerce are well aware, on September 18, 2002, the Task Force voted 14-0 to reject three of the connector routes and 9-5 to reject the other three routes. It is unconscionable that, with the public hearing only three weeks from now and the Council's vote only two weeks after that, City staff are failing to inform the public about the Task Force recommendation that no connector be built.

Second, as discussed in item no. 2 above, both the City's web site and the Chamber of Commerce brochure state that "there are no indications that" the repayment will be waived if a connector is not built. As discussed above, this statement has been known to be inaccurate since September 12, 2002, when the Alexandria City Manager received a letter from the VDOT Regional Manager stating that "the repayment concerns should not be a determining factor in the decision" and that "[i]t is very unlikely repayment will be necessary," assuming the no-build decision is made in good faith and involves public participation.

In addition, it should be noted that many of the statements in the Chamber's brochure and on the City's web site are suspect. Unfortunately, the past conduct of the City staff have demonstrated their pronounced bias in favor of building a connector and their lack of credibility in analyzing the connector issue (such as failing to include in the study the Quaker/King/

Braddock intersection and refusing to make available to City Council members, Task Force members and the public the full traffic study documentation, except via a very expensive FOIA request). It is extremely telling that City staff as far back as early 2002 were advocating for a connector at Cambridge/Roth (option "D"),³ long before any staff analysis was conducted about the impact on neighborhoods north of Duke St. (analysis that Council directed that the Task Force take into account) and without any staff analysis of the economic development impact of a connector (again, analysis that Council directed that the Task Force take into account, but which was never provided by staff to the Task Force). Accordingly, the assertions and projections—which cannot be tested without spending thousands of dollars of donated funds—on the City's web site and in the Chamber's brochure have little credence.

One example suffices. Residents are very concerned that a connector will increase traffic flowing between Fairfax, to the south, and, via Quaker and other cut-through streets, to I-395, Arlington and D.C., to the north. Councilwoman Pepper, a member of the Task Force very concerned about the induced traffic flowing through Alexandria from the Beltway's Eisenhower Interchange to I-395 and points north, recently stated that a connector "might help Fairfax a lot, but it would devastate our city."

City staff, however, state that the result of a connector (apparently at any location) is that "cut-through traffic on residential streets will be reduced." Astoundingly, the very next section of the staff's write-up addresses what the City can do to calm or divert traffic in "impacted neighborhoods." Apparently realizing that a connector actually does increase north-south traffic flow north of Duke St., the authors apparently decided that they better assure the "impacted neighborhoods" that the "City has an excellent record of employing a variety of traffic control and calming measures to divert traffic from residential streets, discourage their use by commuters and minimize the impact of the vehicles that remain." To say the least, the brochure's and the web site's text does nothing to bolster the confidence of City residents that a connector will not generate excessive additional traffic through a large number of neighborhoods.

The brochure and web site also suggest that a connector is needed for public safety purposes. Specifically, City staff state that "the Police Department and the Fire Department express a need for a connector." This statement does not appear to be accurate. To my knowledge, neither the Fire Chief nor the Police Chief ever informed the Task Force that any connector is needed for public safety reasons nor have either City agency released any analysis or data addressing whether a connector or a particular route is needed for public safety reasons. Rather, individual employees of the Police Department, as well as representatives of the Police Association, have complained about traffic congestion delaying travel from the police headquarters to other areas of the city and have stated that a connector is needed to improve access from Eisenhower Valley to the rest of the city for public safety reasons. These individuals, however, have never represented that they spoke for the Police Chief or the Police Department or for the Fire Chief or the Fire Department.

³ In early 2002, City staff advocated to various civic association leaders for a connector at Cambridge/Roth (Alternate "D").

To the extent that a public safety problem exists today, it is imperative that a solution be found and implemented sooner than waiting the ten years that the Mayor expects will pass before a connector could be built. It is unthinkable that the responsible City agencies could allow a present public safety problem to go unaddressed for ten more years. Furthermore, there is a major concern that ten years from now even a four-lane connector will not significantly improve emergency access, because within two-three years after being constructed, it likely would be at capacity during morning and evening rush hours and, due to the congestion at the Eisenhower Avenue and Duke Street intersections, would not provide a satisfactory route for emergency vehicles. According to police officers, the current six streets heading north from Eisenhower Valley to Duke St. are congested. Why would adding one more route, that also would be very congested soon after being built, solve the problem?⁴

There are, however, viable solutions that are being actively discussed. First, discussions and preliminary planning is underway to build a new fire station in Eisenhower Valley. Second, and more long term, discussions are underway to relocate the police headquarters from a corner of Eisenhower Valley to a more central location in the City (a proposal also driven partly by the structural problems with the current building). Third, a City Council member has discussed building a relatively inexpensive road dedicated to police, fire and EMS vehicles to serve Eisenhower Valley. This innovative solution has several advantages, not the least of which is that it could be implemented much sooner than a connector that would not be built for ten years.

The question remains—why were City staff authorized to collaborate with the Chamber of Commerce to promote the connector and lobby citizens for a connector?

5. The City Staff and Consultant Refused to Include Critical Criteria—such as the Impact on the Quaker/King/Braddock Intersection—in the Connector Traffic Study.

The City staff and consultant, at the May 2002 meeting of the Task Force, refused to have incorporated in the traffic study each connector's impact on the Quaker/King/Braddock intersection—an intersection identified in the City's Approved FY2003 Capital Operating Budget as one of the most congested in the City.

Similarly, in June 2002, George Foote, a member of the Task Force, requested that the Task Force take into account the "Safety Impact" of a connector and, in particular, the risks at MacArthur, Maury, Bishop Ireton, Hammond, T.S. Williams and St. Stephens and St. Agnes, and related school transportation delays. See Proposed Additions to Task Force Objective Criteria, June, 2002, submitted by Task Force member George Foote (Ex. 6).⁵ City staff, however, discouraged these changes to the listing of "objective criteria" developed by the initial task force.

⁴ None of the connector designs provide for an emergency lane or a shoulder for emergency vehicles, nor do they provide any solutions as to how the emergency vehicle will traverse the rush-hour traffic on Duke St.

⁵ The PTA at Douglas MacArthur, one of the schools most adversely affected by proposed connector routes, decided to oppose the Cambridge and Wheeler Ave. routes at its meeting in

Why did the City staff and consultant refuse to include the Quaker/King/Braddock intersection within the scope of the connector traffic study? Obviously, the appearance is that the City staff and consultant were aware that including this intersection within the study's boundaries would result in data that is unfavorable from the point-of-view of these connector proponents. And why did City staff discourage analysis of the impact of a connector on schools and children?

6. City Staff Have Failed to Perform Any Analysis for the Task Force of the Impact of a Connector and Each of the Six Routes on Economic Development (and Property Tax Revenues).

City Council Resolution No. 1995, enacted on March 13, 2001, which established the Task Force, directed that the Task Force evaluate the connector based on specific criteria, including impact on "economic development" (and, by implication, the impact on real estate tax revenues generated by Eisenhower Valley). At the September 4, 2002 meeting of the Task Force members requested that this analysis be provided. The Task Force, however, was never provided any information by City staff to evaluate the economic impact of a connector or any specific routes.

Why did City staff not conduct such an analysis and provide it to the Task Force and, by extension, to the citizens of Alexandria? Obviously, the implication is that building a connector will not generate significant incremental tax revenues for the City.

This conclusion is well founded. Development in Eisenhower East (the area from Holland Lane to Telegraph Road) has proceeded briskly, to say the least, in recent years without any plans for a connector at the east end of Eisenhower Valley. For example, the Patent and Trademark Office facility, the federal Courthouse, the Carlyle residential development and the recently-approved Mill Race development have all proceeded without any expectation that an "east end" connector would be built.

With respect to development in Eisenhower West (the area from Telegraph Road to Van Dorn St.), the City is in the very preliminary stages of "planning to plan," and, other than the existing zoning regulations, no development plan for the district has been completed. With this district's planning largely not yet underway, City staff apparently concluded that it would be too speculative and uncertain to conclude that there was a cause and effect relationship between the presence of a connector and increased land values and property tax revenues.⁶

April 2002. See Ex. 7. These routes would generate significant increased traffic loads and neighborhood cut through traffic near Douglas MacArthur, T.C. Williams and Bishop Ireton.

⁶ Alternatively, there is speculation that the City's study of a connector's impact on economic development was suppressed because the analysis would favor a route near Cameron Station—a route opposed by the Mayor, who lives near there. The Eisenhower Partnership advocates for a connector route immediately east of Cameron Station and submitted a study, by the noted economist Stephen Fuller from George Mason University's School of Public Policy, concluding

7. The Mayor Short-Circuited the Initial Task Force's Evaluation Process in Order to Obtain Support for the Cambridge/Roth Route

Currently, there are five streets going from Duke into Eisenhower Valley at the east end of the Valley, between and inclusive of Holland Lane and Telegraph Road. West of Telegraph Road the only non-Beltway access is at Van Dorn St. To address this imbalance and provide an outlet for the Eisenhower Interchange to Duke St., since the 1980s, connectors have been studied—indeed, ramps have been started—west of Quaker Lane.

At the March 2002 meeting of the initial Task Force, the group decided to use a route selection method based on an “objective criteria matrix” and a quantitative system that would assign numerical scores based on how each route fared with respect to each of the “objective criteria.”

On April 11, 2002, the initial nine members on the Task Force, chaired by Mayor Donley and with a total of seven members residing near Cameron Station, for the first time shifted the preferred connector route to east of Quaker Lane, to the Cambridge/Roth route. Instead of using the “objective criteria matrix,” the Task Force simply adopted a proposal offered by Mayor Donley recommending the Cambridge/Roth route as the preferred build option based on the Mayor’s assessment that no other alternates had sufficient support from Task Force members.⁷

Although the City Council resolution establishing the Task Force directed that the Task Force evaluate the connector based on specific criteria, including “neighborhood impact,” the initial Task Force, at the request of the Mayor, in April 2002 first selected the Cambridge/Roth option as the preferred route, and then, only after making that decision, agree to study the impact of that one connector route on neighborhoods north of Duke. At the April 2002 Task Force meeting, staff did not object to this procedure.

As the initial Task Force had no members from neighborhoods east of Quaker Lane, the Mayor proposed adding two nonvoting members to assist in the study of the Cambridge/Roth connector’s impact on neighborhoods north of Duke. On April 23, 2002, the City Council, much to their credit, rejected the Mayor’s proposal and added 5 voting members from 6 neighborhoods

that only a connector at that route generates additional commercial real estate tax revenues for the City from Eisenhower West (i.e., from Telegraph to Van Dorn).

⁷ However, when the expanded Task Force at its September 4, 2002 meeting decided not to use the March approach but instead to conduct a series of votes comparing each build option to a no-build option, the City Manager strenuously objected. The conclusion is undeniable—the Mayor and the City Manager had no objection in April to not using the March voting procedure, because the April proposal achieved the Mayor’s desired result; in September, the Mayor and City Manager argued that the March procedure should be followed, knowing that the new procedure adopted on September 4 likely would show that a substantial majority opposed each build route. This conduct by the Mayor and the City Manager obviously leaves citizens with the impression that City officials and staff have tried to manipulate the process to obtain their desired result.

surrounding Cambridge and directed that the expanded task force restudy all 8 "build" and "no-build" options.

8. Supporters of the Sales Tax Referendum Are Concerned that the Connector Issue Will Depress the Vote for the Sales Tax Referendum.

On August 8, 2002, at a community meeting at Bishop Ireton about the connector attended by more than 300 people, Rich Baier, Director of Alexandria's Department of Transportation and Environmental Services, stated that funds from the proposed sales tax increase could pay for an Eisenhower-to-Duke connector.

Earlier this year, State Delegate Brian Moran, before passage of the enabling legislation, was able to have revised the listing of projects to be funded by the sales tax referendum to remove any reference to the Eisenhower Avenue-to-Duke St. connector. Although he succeeded in getting references to the connector removed, both City staff, as mentioned above, as well as the Mayor, have publicly stated that the sales tax referendum can be used to fund the connector. No effort was made before the state legislature to prevent use of the sales tax referendum monies to fund the connector. Rather, to reduce the likelihood that the connector issue would depress support for the sales tax referendum, references to the connector were removed, although the sales tax funds still can be used to build a connector.

In addition, the City Council recently postponed, at the City Manager's recommendation, its vote on the connector until after the sales tax referendum vote on November 5. For some time, the expectation has been that City Council would vote on the connector before the end of October. The postponement serves two purposes from the point-of-view of connector proponents: first, the schedule minimizes citizens voting against the referendum because City Council already approved a connector, and, second, the schedule reduces pressure on City Council to reject a connector before the sales tax referendum.

* * *

Lastly, for many, many citizens throughout Alexandria, the connector issue continues to serve as a catalyst for serious discussion and rethinking about whether and how the City can accommodate the immense square footage of commercial and residential space projected for Eisenhower Valley and Potomac Yard. All of Alexandria is sandwiched between these two expanses of developable acreage. The quality of life of residents in every neighborhood in the City could be adversely impacted by tremendous traffic congestion generated by these developments and, longer term, overwhelming pressure to allow more dense commercial development along many corridors that are now primarily residential.

In an acclaimed article published in the Washington Post this summer, Task Force member George Foote focused attention on the critical question: What kind of Alexandria do we want to leave to our children? He stated:

Thousands of residents in neighborhoods north of Duke Street oppose more cut-through traffic and object to expansion of the growing link between two interstate highways along Quaker Lane and Seminary Road. Schools and parents seek reduction, not increases, in traffic risks for children at affected schools. . . . It is time to reconnect the connector debate to the larger question of what kind of city do we want to live in and leave our children.

Connecting the Eisenhower-Duke Connector to Larger Issue of Development, Washington Post guest column, July 25, 2002, by George Foote (member of the Eisenhower Avenue-to-Duke Street Connector Task Force) (Ex. 8).

Although certain commitments have already been made, such as the enormous PTO facility, large tracts remain in the preliminary planning stages. There are “smart” and “not-so-smart” ways of developing this land. A connector, unfortunately, would facilitate old-line, “not-so-smart” growth that is automobile-centric and traffic inducing. Successful “smart” approaches have been implemented nearby in Arlington. Over the last 15 years, as millions of square feet of new commercial space have been built along its Metrorail corridor—which is now the size of Tysons Corner—traffic on its main arterial, Wilson Boulevard, has remained roughly unchanged.⁸ Arlington aggressively planned the corridor to minimize car use.

With the new Metro station being discussed for Potomac Yard and the three existing stations serving Eisenhower Valley, Alexandria has the opportunity for a “smart” build out which, on the one hand, enriches the City’s coffers and fairly treats the City’s land owners and, on the other hand, respects the existing street infrastructure and the quality of life in neighborhoods.

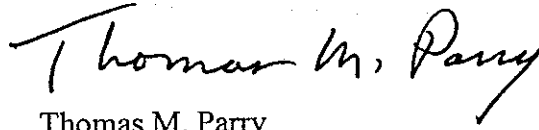
Because of the City staff’s intentional efforts to mislead the public concerning the Eisenhower Interchange repayment, their failure to make available the bulk of the study documentation to City Council members, Task Force members, citizens and their technical experts (except via the expensive FOIA process), their narrowing of the scope of the study to avoid analysis of factors that do not support a connector and their active collaboration with the Chamber of Commerce to lobby citizens, both Alexandria citizens and City Council must put

⁸ As stated in an article in the August 20, 2002 edition of Intersect, the on-line newsletter of the Washington Regional Network for Livable Communities:

Using a combination of TDM [transportation demand management] measures, new high frequency bus service and shuttles, and innovative efforts to improve the pedestrian and bicycle environment, Arlington County has achieved huge increases in commercial development, substantial population increase, but maintained manageable levels of auto traffic in its commercial corridors. According to Denney [a planner with Arlington County], the daily traffic counts on Wilson Boulevard have remained roughly the same for the past 15 years, while the corridor’s commercial development has grown to the equivalent of the amount of office space in Tyson’s Corner.

aside the staff's recommendation to build a connector. As a result of the numerous instances of unprofessional conduct and demonstrated bias by City staff, Alexandria citizens and the City Council can not trust or believe that the staff's recommendation to build a connector is based on objective and rational analysis.

Respectfully submitted,

A handwritten signature in black ink that reads "Thomas M. Parry". The signature is written in a cursive style with a large, stylized 'T' and 'P'.

Thomas M. Parry

cc: Philip Sunderland
Alexandria City Manager

Beverly Jett
City Clerk

via email and without exhibits:
Connector Task Force members



Ex. 1

CITY MANAGER'S OFFICE
ALEXANDRIA, VA

COMMONWEALTH of VIRGINIA SEP 13 A 11:00

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

THOMAS F. FARLEY
DISTRICT ADMINISTRATOR

PHILIP A. SHUCET
COMMISSIONER

September 12, 2002

Mr. Philip Sunderland
City Manager, City of Alexandria
301 King Street
Alexandria, VA 22314

Dear Mr. Sunderland:

Recent concern regarding the repayment of Federal and State funds to construct the Clermont Interchange have been made in association with the decision to construct a connector between Eisenhower Avenue and Duke Street. The purpose of this letter is to address these and assist those in choosing a preferred option.

The original environmental assessment for the Clermont Interchange included a connection between Eisenhower Avenue and Duke Street. Construction was split into two phases. The interchange with the Capital Beltway has since been completed. Approximately 14 million dollars of Federal and State funds were allocated for this purpose. Various options, including a "no build" option, are currently under review for the connector. Concerns have been voiced that selecting the "no build" option will require the repayment of Federal and State monies by the City of Alexandria. This is not correct.

The process for reaching the decision, rather than the decision itself, will be the determining factor on reimbursement. It is very unlikely repayment will be necessary provided a good faith effort is made in considering the merits of each option, including "no build" and public participation, is factored in the decision. To this end, information has been provided by Mr. George M. Foote describing the process to date. Further coordination will occur between the State's representative, Mr. Reginald Beasley, and City of Alexandria staff as the recommendation of the Duke Street Connector Taskforce is made to the City Council. Finally, the repayment concerns should not be a determining factor in the decision.

I trust the above is helpful for the City Council in making a decision. Please do not hesitate in contacting me if I can be of further assistance,

Sincerely,

Thomas F. Farley

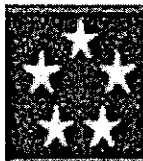
cc: Roberto Fonseca-Martinez, FHWA
Commissioner Philip A. Shucet, VDOT
Richard Baier, City of Alexandria

Ex. 2

City of
Alexandria
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Eisenhower Avenue-to-Duke Street Connector Project

Project Background



Project Information Resources

Facts About the Proposed Eisenhower-Duke Connector

*Been Stuck in City Traffic Lately...on Duke Street,
Van Dorn Street, Telegraph Rd?*

Worried about Neighborhood Cut-Through Traffic?

Facts About the Proposed Eisenhower-Duke Connector

Frequently Asked Questions

All responses provided by Rich Baier, P.E., and Tom Culpepper, Ph.D., P.E., Department of Transportation & Environmental Services, City of Alexandria

What is a Connector?

- A short, 1/2 mile roadway
- Smooth traffic flow to prevent frustrated drives from cutting through neighborhoods
- Limited to no more than four lanes
- A relief valve for gridlock on Duke Street, Quaker Lane, Telegraph Road and Van Dorn Streets
- 35 mph maximum speed limit

Traffic

1. Why does Alexandria need a connector road from Eisenhower to Duke Street?

Anyone who drives in Alexandria knows how bad traffic can be on Duke Street, Telegraph Road, Van Dorn Street and nearby roads. Eisenhower Avenue, on the other hand, is not congested. But the primary east-west roads, Eisenhower and Duke, have no connection for the 3.5 miles between Van Dorn and Telegraph. This prevents Eisenhower from absorbing some of the traffic demand and makes the overall system inefficient.

It will not get better by itself, only worse. Alexandria's population is projected to grow by another 15,000 to 20,000 by the year 2020, and traffic demand in general is increasing at a rate of 3-4% per year. Projected increases (to 2020) for these particular roadways are: Duke, 23%; Van Dorn, 43%; Telegraph, 62%; and Eisenhower, 173%. Moreover, peak usage periods are expanding and now include portions of the weekend. This means Alexandrians, not just others, are contributing to the congestion as they carry on their daily lives.

The proposed connector will:

- Improve connectivity between Eisenhower Valley and the rest of Alexandria;
- Divert future traffic demand from other Alexandria major roadways;
- Improve traffic flow and reduce delay on Telegraph,, Van Dorn and Duke;
- Reduce response times for police, fire, and emergency medical services; and
- Help reduce the amount of traffic cutting through neighborhoods on residential streets.

2. How can a north-south connector help east-west traffic?

Consider I-395 south at 5 pm on a weekday. The HOV lanes move smoothly but the non-HOV lanes don't. But when you pass the Duke St. interchange and cars are able to cross over into the HOV lanes, traffic on the non-HOV lanes improves dramatically. The HOV lanes slow somewhat, but overall traffic flow is improved. In a similar way, the Eisenhower-to-Duke Connector will give drivers the ability to move between two east-west roadways (Duke and Eisenhower) that are currently connected 3.5 miles apart. This increased connectivity will allow more efficient use of the Duke/Eisenhower corridor, reducing congestion and delay and thereby helping prevent neighborhood cut-through traffic-moving cars onto Eisenhower instead of into neighborhoods.

3. What is meant by "connectivity" and how will a new road connecting Eisenhower Avenue and Duke Street improve mobility and accessibility City-wide?

From a transportation perspective, "connectivity" refers to the overall convenience and ease of travel within or between geographic areas. The connector will provide new and needed auto, transit, bicycle and pedestrian connections between Eisenhower Valley and the rest of Alexandria. A connector will markedly improve the ability of Alexandrians to get around our own City.

4. What would the proposed connector look like? How many cars will it divert from Telegraph Road and Van Dorn Streets?

We're still at the location and alignment stage, meaning the question is where the connector would be built, not what exactly it would look like. However, in no event would more than four lanes (two in each direction) be needed to meet the projected traffic demand in 2020. The City will also consider designs with fewer lanes that incorporate intelligent transportation systems (ITS) elements such as reversible lanes, signal controls, advanced travel information systems (e.g., signs on Duke St. advising motorists of conditions on Eisenhower), and bus priority systems to increase transit use

on the connector.

The amount of traffic a connector will divert from Telegraph and Van Dorn varies among the connector alternatives. A connector close to Telegraph Road will divert more traffic from Telegraph than from Van Dorn, and vice versa. In 2020, the connector is projected to divert 4,300 to 12,000 vehicles per day from Van Dorn Street, 1,100 to 12,000 from Telegraph Road and 6,700 to 15,500 from other Alexandria roadways (primarily Route 1, Washington Street and Holland Lane). The more cars diverted onto the connector, the fewer that will potentially cut through neighborhoods.

5. Won't a road from Eisenhower Avenue to Duke Street encourage drivers to cut through Alexandria on their way to Washington, DC?

The connector roadway will be only about ½ mile in length and is not expected to significantly reduce travel times for trips through Alexandria. Our studies show that this "external" traffic, which presumably would continue north on Quaker Lane, would increase by only 100-1800 vehicles per day compared to "no build" conditions. The "no build with improvements" option would result in an increase of about 1000 vehicles per day.

6. Will the new road include bike and pedestrian facilities?

Yes.

Public Safety

7. Why do the Police Department and Fire Department express a need for a Connector?

Response time is a critically important factor in public safety services provided by police, fire and EMS units. Reaching the location of an accident, fire or medical emergency quickly allows responders to minimize loss of life and property.

In the case of the fire department, apparatus varies from firehouse to firehouse. This means that equipment from multiple or geographically disparate station houses needs to be able to quickly traverse the City in the most expeditious manner, in the interest of community public safety.

Members of the police force need to be able to quickly get to the scene of accidents or other public safety incidents where people or property are in danger. They also need to be able to expeditiously get to witness interviews. Police officials report that gridlock has caused them to cancel numerous appointments, delaying their ability to close pending criminal cases.

8. What impact would lack of a Connector have on public safety?

Based on projected traffic conditions in 2020, a connector is expected to reduce fire and EMS response times in the Eisenhower Valley by 2 to 3 minutes during non-rush traffic periods. In other words, if we do nothing, fire and EMS response times will be 2 to 3 minutes longer in 2020 than they would be with a connector. During peak periods, the difference would be even greater. The effect on police response times will be similar, although police response time is also dependent on where the responding officer is located at the time of the call.

Neighborhood Preservation

9. How will the proposed Connector impact traffic on residential streets?

Cut-through traffic on residential streets means the non-residential streets intended to carry that traffic have insufficient capacity. Research shows that drivers cut through neighborhoods to avoid congestion and delays on clogged major roads such as Duke Street. By improving the efficiency of the City's roadway system with a connector, the chances of gridlock will be minimized and cut-through traffic on residential streets will be reduced. In this way, a connector addresses the problem, inadequate capacity and connectivity, rather than just the symptom, cut-through traffic.

10. What will the City do to calm or divert traffic in impacted neighborhoods? What can our civic association do about it?

The City must address problems, like traffic, that affect all its residents. At the same time, though, the City is committed to preserving the integrity and character of its many individual neighborhoods. The City has an excellent record of employing a variety of traffic control and calming measures to divert traffic from residential streets, discourage their use by commuters, and minimize the impact of the vehicles that remain. These include median barriers, turn restrictions, volume and speed control devices and similar traffic calming treatments. Alexandria's successful Neighborhood Traffic Calming Program includes these measures and was created to proactively address this community issue.

Funding

11. Who would pay for a Connector?

Funding for construction of the connector would be 95 percent federal/state, with a 5 percent local match from the City.

12. If the City decides on a "no-build" alternative, is it obligated to repay the cost of the Clermont (Eisenhower Ave) Beltway interchange?

The project agreement with the Commonwealth of Virginia for the Clermont interchange requires that Alexandria repay the design and construction costs of the interchange if the project is not completed (i.e., if a connector is not constructed between Eisenhower Avenue and Duke Street). These costs total approximately \$14 million, including \$4 million in state funding and \$10 million in federal funding. While it is possible that some or all of the repayment could be waived by the state and/or federal governments, there are no indications that it will be.

13. If the City is obligated to repay these funds, how will it do so?

Repayment could come from our general fund, from our future urban construction fund allocations or from a combination of both.

Decision Making.

14. What is the decision-making process for the Connector? If one is approved, when would it be built?

City Council will decide, probably in late October or early November, whether to proceed with a connector. (The next step would be the environmental review process.) A 14-member task force (citizen, neighborhood and business representatives and elected officials) appointed by Council is currently evaluating 6 build and 2 no-build alternatives for the connector. The task force will recommend its top 2 build alternatives and its preferred no-build alternative to the Council in late September. The Council will then hold a public hearing on October 29th before reaching a decision. If a connector is

built, it would probably be around 2010.

For more information about the Eisenhower-Duke Connector, call the **City's Eisenhower-Duke Connector Hotline at 703-519-3322**. Leave a message with your question and a staff member will return your call.



To send mail to City Council, other elected city officials and individual City departments, click here.
General City Mail: CityMail@ci.alexandria.va.us
Use the Site Feedback form for technical questions or comments regarding this web site.

Last Modified: Tuesday, 01-Oct-2002

*Been Stuck in City Traffic Lately... on
Duke Street, Van Dorn Street,
Telegraph Road?*

*Worried About Neighborhood
Cut-Through Traffic?*

FACTS about the Proposed Eisenhower-Duke Connector

Frequently Asked Questions

All responses provided by Rich Baier, P.E., and
Tom Culpepper, Ph.D., P.E., Department of Transportation &
Environmental Services, City of Alexandria

What is the connector?

- A short, 1/2 mile roadway
- Smooths traffic flow to prevent frustrated drivers from cutting through neighborhoods
- Limited to no more than four lanes
- A relief valve for gridlock on Duke Street, Quaker Lane, Telegraph Road and Van Dorn Street
- 35 mph maximum speed limit

Traffic

1. Why does Alexandria need a connector road from Eisenhower to Duke Street?

Anyone who drives in Alexandria knows how bad traffic can be on Duke Street, Telegraph Road, Van Dorn Street and nearby roads. Eisenhower Avenue, on the other hand, is not congested. But the primary east-west roads, Eisenhower and Duke, have no connection for the 3.5 miles between Van Dorn and Telegraph. This prevents Eisenhower from absorbing some of the traffic demand and makes the overall system inefficient.

It will not get better by itself, only worse. Alexandria's population is projected to grow by another 15,000 to 20,000 by the year 2020, and traffic demand in general is increasing at a rate of 3-4% per year. Projected increases (to 2020) for these particular roadways are: Duke, 23%; Van Dorn, 43%; Telegraph, 62%; and Eisenhower, 173%. Moreover, peak usage periods are expanding and now include portions of the weekend. This means Alexandrians, in addition to other Northern Virginia residents, are contributing to the congestion as they carry on their daily lives.

The proposed connector will:

- Improve connectivity between Eisenhower Valley and the rest of Alexandria.
- Divert future traffic demand from other major Alexandria roadways.
- Improve traffic flow and reduce delay on Telegraph, Van Dorn and Duke.
- Reduce response times for police, fire and emergency medical services.
- Help reduce the amount of traffic cutting through neighborhoods on residential streets.

2. How can a north-south connector help east-west traffic?

Consider I-395 south at 5 pm on a weekday. The HOV lanes move smoothly but the non-HOV lanes

don't. But when you pass the Duke St. interchange and cars are able to cross over into the HOV lanes, traffic on the non-HOV lanes improves dramatically. The HOV lanes slow somewhat, but overall traffic flow is improved. In a similar way, the Eisenhower-to-Duke Connector will give drivers the ability to move between two east-west roadways (Duke and Eisenhower) that are currently connected 3.5 miles apart. This increased connectivity will allow more efficient use of the Duke/Eisenhower corridor, reducing congestion and delay and thereby helping prevent neighborhood cut-through traffic—moving cars onto Eisenhower instead of into neighborhoods.

3. What is meant by "connectivity" and how will a new road connecting Eisenhower Avenue and Duke Street improve mobility and accessibility City-wide?

From a transportation perspective, "connectivity" refers to the overall convenience and ease of travel within or between geographic areas. The connector will provide new and needed auto, transit, bicycle and pedestrian connections between Eisenhower Valley and the rest of Alexandria. A connector will markedly improve the ability of Alexandrians to get around our own City.

4. What would the proposed connector look like? How many cars will it divert from Telegraph Road and Van Dorn Streets?

We're still at the location and alignment stage, meaning the question is where the connector would be built, not what it would look like. However, in no event would more than four lanes (two in each direction) be needed to meet the projected traffic demand in 2020. The City will also consider designs with fewer lanes that incorporate intelligent transportation systems (ITS) elements such as reversible lanes, signal controls, advanced travel information systems (e.g., signs on Duke St. advising motorists of conditions on Eisenhower) and bus priority systems to increase transit use on the connector.

The amount of traffic a connector will divert from Telegraph and Van Dorn varies among the connector

alternatives. A connector close to Telegraph Road will divert more traffic from Telegraph than from Van Dorn, and vice versa. In 2020, the connector is projected to divert 4,300 to 12,000 vehicles per day from Van Dorn Street, 1,100 to 12,000 from Telegraph Road and 6,700 to 15,500 from other Alexandria roadways (primarily Route 1, Washington Street and Holland Lane). The more cars diverted onto the connector, the fewer that will potentially cut through neighborhoods.

5. Won't a road from Eisenhower Avenue to Duke Street encourage drivers to cut through Alexandria on their way to Washington, DC?

The connector roadway will only be about a 1/2 mile in length and is not expected to significantly reduce travel times for trips through Alexandria. Our studies show that this "external" traffic, which presumably would continue north on Quaker Lane, would increase by only 100-1800 vehicles per day compared to "no build" conditions. The "no build with improvements" option would result in an increase of about 1000 vehicles per day.

6. Will the new road include bike and pedestrian facilities?

Yes.

Public Safety

7. Why do the Police Department and Fire Department express a need for a connector?

Response time is a critically important factor in public safety services provided by police, fire and EMS units. Reaching the location of an accident, fire or medical emergency quickly allows responders to minimize loss of life and property.

In the case of the fire department, apparatus varies from firehouse to firehouse. This means that equipment from multiple or geographically disparate station houses needs to be able to quickly traverse the City in the most expeditious manner, in the interest of community public safety.

Members of the police force need to be able to quickly get to the scene of accidents or other public safety incidents where people or property are in danger. They also need to be able to expeditiously get to witness interviews. Police officials report that gridlock has caused them to cancel numerous appointments, delaying their ability to close pending criminal cases.

8. What impact would lack of a connector have on public safety?

Based on projected traffic conditions in 2020, a connector is expected to reduce fire and EMS response times in the Eisenhower Valley by 2 to 3 minutes during non-rush traffic periods. In other words, if we do nothing, fire and EMS response times will be 2 to 3 minutes longer in 2020 than they would be with a connector. During peak periods, the difference would be even greater. The effect on police response times will be similar, although police response time is also dependent on where the responding officer is located at the time of the call.

Neighborhood Preservation

9. How will the proposed connector impact traffic on residential streets?

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For more information about the Eisenhower-Duke
Connector, call the **City's Eisenhower-Duke
Connector Hotline at 703-519-3322.**
Leave a message with your question and a
staff member will return your call.

This publication was printed and distributed by the
Alexandria Chamber of Commerce and a coalition
of concerned residents and businesses.

Ex. 4

-----Original Message-----

From: rich.baier@ci.alexandria.va.us

[<mailto:rich.baier@ci.alexandria.va.us>]

Sent: Monday, September 16, 2002 4:48 PM

To: tparry@emptechlaw.com

Cc: ignacio.pessoa@ci.alexandria.va.us; rose.boyd@ci.alexandria.va.us;

phil.sunderland@ci.alexandria.va.us; tom.culpepper@ci.alexandria.va.us

Subject: Re: Connector Study Documents

Tom....I just wanted to drop you a note to let you know that the City will treat your request for documents concerning the Eisenhower to Duke Connector as a FOIA request. Thus, I will need a written list of the documents you are requesting. In order to reduce the cost of searching for and reproducing documents, the description should be as precise as possible. Please rest assured that my staff and myself stand ready to work with you as we would any citizen. Thanks...

Richard J. Baier, P.E.
Director
Transportation and Environmental Services
City of Alexandria
301 King Street
Alexandria, VA 22314
(703) 838.4966
Fax: (703) 519.3656

-----Original Message-----

From: Tom Parry [<mailto:tparry@emptechlaw.com>]

Sent: Wednesday, September 11, 2002 10:14 AM

To: rich.baier@ci.alexandria.va.us

Subject: RE: Connector Study Documents

Rich,

Thank you for your response. I much appreciate your attention to this matter and your bringing it to the attention of the City Manager and the City Attorney. I would appreciate it if you would share this message with the City Manager, the City Attorney and Rose Boyd. Ms. Boyd called me today (in response to a message I left last week), and is aware that you and I are discussing this matter.

At a minimum, we would want to carefully examine the input, assumptions, constraints, modeling constructs and output for the traffic modeling and simulations done on behalf of the City to date. In addition, correspondence, reports, and other documents exchanged between the consultants and the City staff, as well as other internal City documents related to the connector and the work of the Task Force, are examples of the documents needed. It is entirely appropriate to allow our professionals to have a thorough understanding of the present analysis.

Now that the date for Council consideration has been moved to November, it has become apparent that there is time to review the existing documentation and analysis.

Please note that my request is only that we establish a mechanism to allow access to documents. Whether and the extent to which there is a need for

interaction with City staff and/or the consultants would have to be considered in the future, but that is outside of the scope of my current request.

This request should require very little effort on the part of City staff, as we only want access to existing documents. In any case, given the substantial sums already spent to date on the consultant services, the enormous staff resources already and continuing to be devoted to this topic, the importance of this decision in creating the Alexandria we will live in for years to come, and the intense citizen interest in both the decision making process and the decision itself, I would suggest that it is entirely appropriate and reasonable for the City to invest some resources in this manner to assist citizens of this City and their elected representatives in making the most informed decision possible on this matter.

Thus, I continue to suggest and remain optimistic that, on balance, a cooperative approach would serve the City best and can be implemented. I would welcome the opportunity to learn about and consider "what else could be done," following up on your discussions with the City Manager and the City Attorney. To this end, I would request that a meeting be set up with you, the City Manager, the City Attorney and me before the end of this week. My schedule is flexible tomorrow and Friday, and I would welcome the opportunity to amicably and expeditiously resolve this.

Thank you.

Tom Parry

Thomas M. Parry
Marzouk & Parry
1120 19th St., NW, Suite 750
Washington, DC 20036
(202) 463-7293
Fax: (202) 955-9371
tparry@mptechlaw.com

Rich Baier
09/10/2002 07:20 PM
To: tparry@mptechlaw.com @ INTERNET
cc:
Subject: Re: Connector Study Documents

Tom....I gave this some thought and I think this will be a tremendous amount of work for staff --even for this large of a project. I am talking with our City attorney to see what else could be done. I spoke to Phil Sunderland, our City Manager, as well about the time and costs which would be involved in setting up a project "war" room as was discussed. A concern is the amount of staff support time required. Are the professionals you are hiring going to have the software to run this data and have they done this before....Thoughts.....

Richard J. Baier, P.E.
Director
Transportation and Environmental Services
City of Alexandria
301 King Street
Alexandria, VA 22314
(703) 838.4966
Fax: (703) 519.3656

tparry@emptechlaw.com
09/10/2002 05:33 PM

To: Rich Baier@Alex
cc:
Subject: Connector Study Documents

Rich,

I would appreciate the opportunity to speak with you tomorrow about arranging access to the Connector study documents, as we briefly discussed last Friday.

Tom

Thomas M. Parry
Marzouk & Parry
1120 19th St., NW, Suite 750
Washington, DC 20036
(202) 463-7293
Fax: (202) 955-9371
tparry@emptechlaw.com

Ex. 5

From: Jennifer Harper [jharper@alexchamber.com]
Sent: Friday, July 19, 2002 7:47 AM
To: jharper@alexchamber.com
Subject: ACTION ALERT: Duke-Eisenhower Connector



Duke-Eisenhower
Connector supp...

Alexandria Chamber of Commerce

-----ACTION ALERT-----

Support for a Duke-Eisenhower Connector Needed

Recent citizen additions to the City of Alexandria's Duke-Eisenhower Connector Task Force has inspired already vocal anti-build groups to step up their efforts. Their political visibility has masked overall public opinion, which generally favors a connector. Many business persons are not aware of the current political dynamics that could cause no-build candidates to win a seat on City Council. Consider the following points:

At least two City Council candidates aim to make the connector a primary issue on their platforms.

Of those already sitting on Council, four likely are in favor, one likely is undecided, and two likely are against. If a vote is taken before elections,

it could hang on one, very close swing vote.

Some citizen activists are inundating City Council and the Department of Transportation with e-mails favoring the no-build option. They now are asking local residents to do the same.

Anti-connector articles are likely to appear in major metro newspapers as

soon as this month.

The City of Alexandria's Duke-Eisenhower Connector Task Force is packed with

citizen activists who are prepared to push for a no-build option as the final recommendation to City Council on October 1, 2002.

ACTION NEEDED NOW

The Chamber has strongly stated that a connector is imperative for controlling traffic congestion, improving public safety standards, and increasing the quality of life in the Eisenhower Valley and the city at large. Now the Chamber is forming a Duke-Eisenhower business group to study

and strategize advocacy on the issue. But your help is essential. An effective balance of opinion must be provided by local business persons, halting the ability of anti-build groups to negatively influence the decision-making process.

Please take the time to send an e-mail message to the Mayor and one or more

City Council members stating your support for the timely construction of a

Duke-Eisenhower Connector and urging action in favor of one or more roadway

alternatives. E-mail addresses are listed below. Sorry, but they are not HTML links.

Mayor Kerry Donley: mayoralx@aol.com
Vice Mayor Bill Cleveland: billclev@comcast.net
Councilwoman Del Pepper: delpepper@aol.com
Councilman David Speck: dspeck@aol.com
Councilwoman Claire Eberwein: eberweincouncil@comcast.net
Councilman Bill Euille: wmeuille@wdeuille.com
Councilwoman Joyce Woodson: council@joycewoodson.net

SAMPLE LETTER:

You've been reading the Alexandria Chamber of Commerce's E-Alerts. If you'd like to unsubscribe to E-Alerts, simply send a reply with the word "Unsubscribe" in the Subject header and you will be taken off the list immediately. NOTE: IF THERE IS JUMBLED TEXT OR WORDS ARE MISSING FROM THE SUBJECT LINE OR YOU ARE RECEIVING DUPLICATE E-MAILS, PLEASE CONTACT JENNIFER HARPER AT jharper@alexchamber.com.

SAMPLE LETTER

[Date]

The Honorable Kerry Donley
Mayor, City of Alexandria
City Hall, Room 2500
301 King Street
Alexandria, VA 22314

Dear Mayor Donley:

I am writing to express my strong support for the timely construction of one or several practical, accessible, and economically valuable roadways connecting Eisenhower Avenue to Duke Street in the City of Alexandria.

Constructing a roadway between Eisenhower Avenue and Duke Street will bolster neighborhood integration, mitigate traffic congestion, increase fire and safety access, and generate business development. A connector maximizes the potential of the Eisenhower Valley while maintaining smart growth for the city at large. It is a positive step towards achieving a better system of transportation, one that addresses the challenge of moving increasing numbers of people and goods in an effective and responsible way.

I urge you to press forward with plans for a connector when City Council convenes in September of 2002. Alexandria's transportation needs are too important to fall victim to inaction.

Thank you for your time and attention to this matter.

Sincerely,

Proposed Additions to Task Force Objective Criteria

Traffic Service

- Increase in number of impacted intersections involving Duke, Quaker, Russell
- Magnitude of decrease in level of service at major intersections
- Potential future construction and responses to increased traffic on major streets
- Empirical results in similar developments in other cities

Socio-Economic Impacts

- Decrease in Emergency Response Time to Fire Station at Duke and Quaker
- Decrease in Emergency Response Time to Fire Station at Seminary near I-395
- Decrease in Emergency Response Time to Fire Station on Cameron Mills Road
- Decrease in Emergency Response Time to Alexandria Hospital
- Decrease in Emergency Response Time to/from I-395 via Quaker, King and Seminary
- Community Facilities within half mile of Major Impact Site (Quaker & Braddock; Quaker & Duke)
- Economic impact on existing residential values, commercial values and tax base

Neighborhoods Affected

- Effect on low- and moderate-income housing
- Sensitive noise receptors
- CO₂ receptors

Impact on Operation of Businesses

- Impact on industrial park availability and use
- Truck access to Wheeler and Early Streets
- Effect on shopping center tenants (Hechinger Plaza; Bradlee; Seminary Plaza)
- Effect on merchants, car dealers on Quaker

Safety Impact

- Risks at McArthur, Maury, Tucker, Bishop Ireton, Hammond, T.C. Williams, SSSAS
- School transportation delays
- Directly impacted residents (residents with driveway on, or sole access via, street with significant traffic increase)

Regional Traffic Planning

- Arlington County view of impact at I-395
- Effect on cooperative emergency response arrangements with Arlington County

Ex. 7

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

Washington Post, July 25, 2002

GUEST COLUMN

George Foote

Connecting the Eisenhower-Duke Connector to Larger Issue of Development

George Foote is a member of the Ad Hoc Eisenhower Avenue to Duke Street Connector Task Force. He also served as the first chairman of the Alexandria Budget and Fiscal Affairs Committee. As the city debates where—or whether—to build an Eisenhower connector, Foote urges city residents and leaders to think about the larger issues.

This October, the Alexandria City Council will decide whether to build a connector road from Eisenhower Avenue to Duke Street. Before the vote, a citizen task force and city staff will spend hours reviewing traffic models and sorting through a complex decision matrix, then recommend whether or where to build the road. Meanwhile, civic associations are squaring off and developers are weighing in.

We may be wasting our time focusing on the connector alone. The traffic impact of the connector is serious, but it is a mere day at the beach compared with the tidal wave of development that is bearing down on Alexandria.

Here is one look at the coming flood: By the time this year's first-graders graduate from T.C. Williams High School, Alexandria could add half as much new commercial building space as there is in all of Tysons Corner today. That is more than 10 million square feet of new space.

Another look: We could have the equivalent of half of downtown Philadelphia in east Eisenhower Valley alone. Development in the west valley could add millions more square feet. Potomac Yard is approved for 2 million square feet in Alexandria and more than 3 million just across the line in Arlington.

Alexandria already is one of the densest cities in the United States, and we serve large regional traffic flows. Even with a small fraction of the projected growth—and despite all the planned investment in transit

systems—Alexandria's 16 square miles of area will become much denser and congested. The growth will impose new loads on our entire infrastructure. We will have to choose whether to knock down homes and businesses to build new roads or have our cars and buses wait in traffic at more failed intersections. Our neighborhood streets will become busy commuter shortcuts, and our emergency services and air quality will be degraded.

This hard urban vision, so foreign to Alexandria's traditional red brick buildings in Old Town and quiet neighborhoods around the city, may offer some fiscal and lifestyle advantages. Moreover, Alexandria has gifted and dedicated officials and professional staff who can manage change as well as anyone.

But Alexandrians better take a long, cold look at the wave of proposed development. We should at least decide whether to accept the changes it would wash into Alexandria.

The history of the Eisenhower connector helps track the approaching hurricane. For decades, Eisenhower Valley was a 3½-mile-long flood plain between the Beltway and Duke Street. The empty valley, however, beckoned city planners and developers. Alexandria receives half its revenue from property taxes and needs commercial development to help fund vital services. Developers saw a prime location for a new commercial and residential destination.

The City Council first sought a Beltway interchange for the valley in 1973, and later voted to connect the future interchange to Duke Street in the West End. In the 1980s, the city staff built a ramp to begin the infamous Bluestone Road connector from the valley to Quaker Lane. Alexandria bloomed with "No Bluestone" signs. A special council election turned on the issue, and the ramp is now a grassy hill beside the Metro yard.

By the 1990s, the storm was taking shape. The Beltway interchange opened in 1997. The federal courthouse, the Patent and Trademark Office and other developments grew in Eisenhower Valley. Developers, business people and the valley's new residents organized to promote the valley.

On the north side of the city, the long fight over Potomac Yard ended and construction began.

Back in the valley, the City Council appointed a West End task force to review the route of the connector road from the beltway interchange to Duke Street. When the task force nimbly shifted the recommended route back toward the Bluestone ramp, about two miles east of the Beltway interchange, heavy-weather warnings went out. Strong interests mobilized to block the proposed \$25 million road.

Thousands of residents in neighborhoods north of Duke Street oppose more cut-through traffic and object to expansion of the growing link between two interstate highways along Quaker Lane and Seminary Road. Schools and parents seek reduction, not increases, in traffic risks for children at affected schools.

Valley interests argue that the connector would improve access to the valley's new homes and offices and claim it would relieve traffic on Duke and Van Dorn streets.

Meanwhile, the development wave rolls on. In April, the General Assembly earmarked \$25 million from the proposed new sales tax for Eisenhower Valley improvements.

Regardless of whether we build a connector, if this wave continues, Alexandria's city streets will become urban highways to serve commuters and the expanding commercial zones while neighborhoods throughout the city change and disappear. It is time to reconnect the connector debate to the larger question of what kind of city we want to live in and leave to our children.

Ex.
3

PHONE-O-GRAM®

for:

Council

2
10-29-02

From Ms. Angela Miller Company _____

City 5125 Gardner Drive Area _____
22304 Code _____ Phone _____

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

Message Please vote against the proposal to
build the Connector on the east side of Ben
Brennan Park.

Date 10/21 Time 2:30 Taken by S

Action Wanted _____

Action Taken _____

2
10-29-02

October 17, 2002

Mayor Kerry Donley & Members of City Council
City Hall
301 King Street
Alexandria, Va. 22314



Dear Mayor & Members of City Council,

I am writing this letter in support of the Eisenhower – Duke Connector. While I am not a resident of the City of Alexandria, I do work in the City and make the commute to Alexandria each weekday. There are a number of reasons why I feel this connector is important, some of them are personal and some are from the perspective of civic responsibility.

From a personal perspective, I live in Annandale, just inside the beltway at Braddock Road. My commute to work is between 10 – 11 miles, one way. I have several alternatives in my route, ranging between Rt. 236/Duke St. straight in, which takes about 25 – 30 minutes; or taking the beltway to either the Eisenhower Connector or Telegraph Road exit and into the City, which can take anywhere from 15 – 30 minutes, on average. My most frequent route is to take the beltway to the Eisenhower Connector to Holland, where I meander my way to my office on Prince St. With this route, I can reach the Connector in approximately 10 minutes and then take anywhere from 5 minutes to 20 minutes to go the rest of the way, which is only about 2 miles. The Telegraph Road exit is often backed up and the Eisenhower Connector offers an alternative that helps alleviate some of the congestion at Telegraph. The point is that by having a similar connector between Eisenhower and Duke, the commuter is given an alternative to help alleviate some of the congestion at any one point and spread it out over several main arteries. I don't see how anyone can see this as anything but a benefit to the traffic situation we already face daily.

From the perspective of civic responsibility, I believe there are a number of issues that are pertinent here. First, within the span of the next 1 – 3 years, as the PTO transitions over from Crystal City to the Eisenhower Valley, the traffic issues will significantly increase to the tune of another 3,500 – 4,000 cars daily, just from the PTO alone. This will only further add to the congestion during the rush hours at the Duke St. and Telegraph Road interchanges. I can't help but feel the addition of a Duke to Eisenhower Connector would only help spread out that additional volume and better utilize Eisenhower Avenue.

Secondly, I honestly can say I don't understand the line of thinking that says building the Connector would enhance cut-through traffic in the local neighborhoods. While I am not

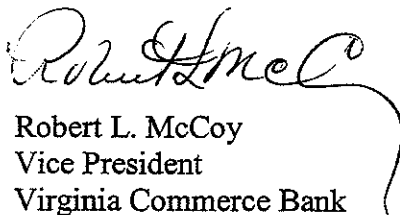
directly affected by this issue, I firmly believe the logic to be completely backwards. If traffic flow is enhanced on the major arteries, there will be less of a desire and temptation by commuters to cut-through the neighborhood subdivisions. The reverse is also true, that by failing to build such a connector, then I believe commuters will continue to look for avenues to expedite their commute, and during times of heavy congestion, will resort to cutting through the local subdivisions. This is a matter of common sense that shouldn't need a study to justify the findings.

Finally, the issue of providing critical access for emergency vehicles should be paramount in this decision making process. Right now, the response time is less than desirable when our police or fire services have to go around either end to access the other corridor. To have to rely on an unpaved passageway should only be a temporary solution, not a permanent one. With continued growth and development anticipated, the response times will only get worse. The span of 3.5 miles between Van Dorn St. and Telegraph Rd. would not be considered a great distance if we were in the country or in small town USA. But 3.5 miles in a very heavily congested, urban city, can mean several minutes in ETA, which can translate into saving a burning building or saving a life, versus a much worse fate.

As voting members on the City Council, I believe you have a responsibility to both the business community and residential community to approve this Connector, if for no other reason, than to improve the accessibility for our emergency services personnel. Having said that, I do not believe that building a connector exclusively for emergency services personnel is the answer. The issue is multi-faceted, as already stated. While I don't have a particular preference for where the Connector should be built, I strongly believe that a connector is essential. I thank you for your careful consideration of this important issue.

In closing, please understand that this letter is coming from me personally, as a concerned citizen who happens to work in the City of Alexandria and believes this to be the best course of action for all involved, and has nothing to do with my work relationship with the Mayor. Thank you!

Sincerely,



Robert L. McCoy
Vice President
Virginia Commerce Bank
1414 Prince St.
Alexandria, Va. 22314

Cc: Alexandria Chamber of Commerce

PHONE-O-GRAM®

for *Mayor & Council*

2
10.29.02

From *Mr. Serge King* Company _____

City *159 Cameron Station Blvd.* Area Code *703* Phone *566-7947*

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

Message *He is against the Connector.*

Date *10/22* Time *12:50* Taken by *bc*

Action Wanted _____

Action Taken _____

3512 SAYLOR PLACE
ALEXANDRIA, VIRGINIA, 22304

tel: 703-370-2364 ** fax: 703-370-1762 ** e-mail: gofjohn@comcast.net

2
10-29-02

October 11, 2002

Re: Eisenhower Connector - A Medieval Idea

Dear Mayor, Vice Mayor and Members of the Alexandria City Council

Dear Kerry
In your consideration of the Build or No-Build options for a connector between Duke Street and Eisenhower Valley, please don't take us back to the Middle Ages, when main thoroughfares for horse travel went through the middle of the town. That made sense back then, but it does not make sense today with the advent of the automobile.

Most traffic designers today try to divert through traffic around their town, not through it. This modern approach to highway design has saved the lives of countless school children and other pedestrians, because through traffic tends to travel at higher speeds than local traffic.

The proposal to build a connector between Duke Street and Eisenhower Valley seems to fly in the face of best traffic design practice. It will take us back to the pre-automobile Middle Ages. A connector will increase the flow of high speed traffic running straight through our residential neighborhoods, instead of channeling traffic around residential neighborhoods and away from our schools.

This problem is not new. We already have a problem with "cut-through" traffic caused by Wilson Bridge and SE Fairfax County travelers/commuters. An Eisenhower/Duke connector would add Eisenhower Valley travelers to race through our neighborhoods -- and probably also encourage even more "cut-through" traffic. An expanded Wilson Bridge will produce even more "cut-through" traffic to slice up our neighborhoods.

Please do not make this bad situation worse by encouraging Eisenhower Valley workers to "cut through" our residential areas north of Duke Street. We cannot stop progress, but we should try to channel through traffic around our wonderful city instead of through it.

To best serve Eisenhower Valley, the first priority should be: (1) Efficient East/West travel within the Eisenhower area itself, and (2) First class interchanges at either end -- NOT another exit out from the middle which would funnel traffic through residential areas of Alexandria. A six-lane Eisenhower Avenue is not enough for East/West traffic. Eisenhower Valley should have a second perimeter road parallel to Eisenhower Avenue, much as was done in Crystal City to move traffic efficiently there. If we are ever to get two main E/W roads within Eisenhower Valley, we have to do that now before development is further along.

Most of the North/South traffic from Eisenhower is NOT interested in traveling E/W on Duke Street, parallel to Eisenhower. They want to continue North/South. They want to access or cross over I-395 en route to other destinations in Fairfax County, Arlington and DC. Very little of that traffic will be headed for destinations in the residential area along Duke Street. That is why you should focus first on getting them quickly to I-395.

Despite what your staff may tell you, Quaker Lane, Seminary Lane, Jordan Road and other "cut-through" routes are already overcrowded with impatient reckless drivers at rush hours.

Quaker Lane may be a designated artery for Alexandrians and for snow plows, but it should not be an artery for "short-cutters" from elsewhere going elsewhere! Please, please do not authorize a connector that will aggravate this problem and attract even more "short-cutters" on our residential streets, who will further endanger our children.

Please ask yourselves, "Why do we need a connector and who is it intended to benefit?" City staff told us in a community meeting that the purpose of the connector was to provide a connection to connect with Duke Street - but that does not answer the question. Why does it need to connect with Duke Street? Duke Street is not a destination. Why do we need to connect to another E/W road parallel to Eisenhower? Let's help them do their E/W travel within Eisenhower Valley instead of Duke Street. Duke Street is an already crowded thoroughfare which would need even more traffic lights and more highway lanes to carry more traffic which will be destined for somewhere else.

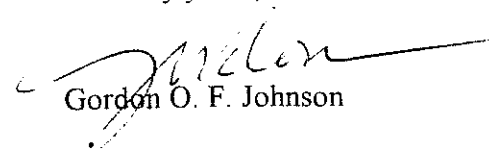
Instead of encouraging more traffic bound elsewhere on Duke Street, let's really try to help the Eisenhower traffic get where it wants to go with a good road and interchange at the west end of Eisenhower Valley to allow Eisenhower traffic to go around Alexandria residential areas rather than through them. Let's find the shortest quickest route to get them to I-395 and give them a quick easy way to use it. This alternative might also encourage the current "short-cutters" to go around our residential areas instead of through them on their way to/from the Wilson Bridge or southern Fairfax County.

Let's use our limited funds to put first things first:

1. Make sure Eisenhower Valley has two high-capacity E/W parallel roads (as they do in Crystal City) to allow their own traffic to move easily within the Valley as well as in and out of the Valley.
2. Solve the traffic maize at Telegraph/Duke/Eisenhower and the Beltway. The present jumble and backups are inexcusable. Hopefully much of this will be accomplished as part of the interchanges for the new Wilson Bridge?
3. Provide an outlet at the West end of Eisenhower to connect with I-395, with minimum traffic lights to slow down that traffic.
4. Please, please do NOT build a connector which will create more North/South "short-cutters" rushing through Alexandria residential areas, endangering our school children.
5. If we need a connector for the fire department and public safety, must we destroy our neighborhood to do that? The developers in Eisenhower Valley should be required to build their own firehouse to serve the huge population we understand will soon be living and working there. The same goes for the police department.

Thank you for your consideration -- let's not go back to the Middle Ages.

Sincerely yours,


Gordon O. F. Johnson

Do what is right!

2
10-29-02

5258 Bessley Place
Alexandria, Virginia 22304
October 14, 2002

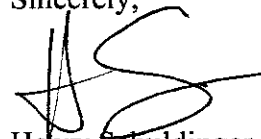
Hon. Kerry J. Donley, Mayor
City of Alexandria
301 King Street
Alexandria, VA 22314

Re: Planned Eisenhower Connector

Dear Sir:

I live in Cameron Station and I oppose any Eisenhower Connector that cuts through or next to Ben Brenman or Boothe Parks. Cameron Station and the surrounding development has been smartly planned by the city of Alexandria. Bringing the Eisenhower Connector through this new community and the surrounding established neighborhoods would ruin the successful redevelopment of this part of Alexandria, including its new parkland. Please vote against locating the Eisenhower Connector in any location near Cameron Station. Thank you.

Sincerely,



Henry Schuldinger





aconnelly@aacp.org
10/22/02 01:42 PM

To: Beverly I Jett@Alex
Subject: FW: Keep Traffic Out of Residential Neighborhoods with a Connector!

2
10-29-02

Dear Mayor Donley & Members of the City Council:

I sincerely hope that the mass e-mails and other promotional materials that you have been sending regarding the Eisenhower-to-Duke Street Connector with the slogan that the Connector, "would help keep traffic OUT of residential neighborhoods" is true. I live in Cameron Station, and have heard about plans to put the connector through our neighborhood, specifically through our park. I, along with all of my neighbors, oppose this proposed plan. There are many other site locations that would make more sense and be more feasible for the Connector. Please stand behind your message and not put the Connector through Cameron Station.

Thank you,

Amy Connelly
5228 Brawner Place
Alexandria, VA 22304

P.S. Please take lmaine@aacp.org off of your mass e-mail list, and use my e-mail in its place:
aconnelly@aacp.org

-----Original Message-----

From: Alexandria Chamber of Commerce [mailto:info@alexchamber.com]
Sent: Tuesday, October 22, 2002 1:03 PM
To: Lucinda
Subject: Keep Traffic Out of Residential Neighborhoods with a Connector!

Did you know that an Eisenhower-to-Duke Street Connector would help keep traffic OUT of residential neighborhoods?

Protect Neighborhoods. Being stuck in an intersection creates driver frustration, which often leads to short cuts through our residential neighborhoods, or the path of least resistance. A 2002 traffic study conducted for the Eisenhower-to-Duke Street Connector Task Force shows projected traffic increases over the next 20 years will lead to increases in cut-through traffic on residential streets, even if no connector is built.

Reduce Residential Traffic. The traffic study also determined that certain connector options would reduce the amount of cut-through traffic on residential streets, as compared to the no-build option. As the Connector improves traffic flow on major roadways, travelers won't need to cut through neighborhoods to reach their destination. To find out more of the facts regarding the Eisenhower Connector, visit the City's Web site www.ci.alexandria.va.us/tes/eisenhower_duke02.html <
http://www.ci.alexandria.va.us/tes/eisenhower_duke02.html>.

Be Part of the Solution. Write or email Alexandria City Council <
[mailto:beverly.jett@ci.alexandria.va.us?subject=Alexandria needs a Connector!](mailto:beverly.jett@ci.alexandria.va.us?subject=Alexandria%20needs%20a%20Connector!)> tell them that Alexandria needs a connector!

Mayor Kerry Donley & Members of City Council
City Hall
301 King St.
Alexandria, VA 22314
Fax: 703-838-6433
<<ole0.bmp>>



RMayhew@starbucks.c
om

10/22/02 09:20 AM

To:
Subject: NO!! to the Duke Street/Eisenhower connector through Ben Brenman
Park

2
10-29-02

To whom it may concern:

I am writing this in response to the proposal to build a connector from Duke Street to Eisenhower Avenue. I am a homeowner in Cameron Station, and I am vehemently opposed to this proposal for several reasons.

1. One of the things that drew me and my husband to Cameron Station, and into Alexandria, was Ben Brenman Park. For us, it is somewhat of an oasis and refuge from an otherwise hectic world. I often contemplate day to day life and important decisions while walking in this park. It offers me solitude, time to think, and the opportunity to spend a time with "mother nature" without having to travel a significant distance from my home. I definitely consider the park a "perk" to living here and it considerably enhances the quality of life at Cameron Station. It breaks my heart to think that the city of Alexandria is looking to destroy it.

2. As an admirer of "mother nature," I am very concerned about the potential environmental impact.

- a. Increased emissions will negatively impact air quality
- b. Increased residue will find it's way into the run-offs/creeks in the surrounding area
- c. Increased noise will diminish quality of life for homeowners on both sides of the "elevated ramp"
- d. park goers will have the "pleasure" of inhaling emissions and hearing the roar of traffic on the connector: that's certainly not the experience that I am looking for when I go to a park

3. I am more than a little concerned about the impact that this connector will have on property values in Cameron Station. The park was a HUGE selling point for us, as I'm sure it was for many of the development's residents. I would think that Alexandria officials would want to ensure continued growth of property values, rather than attempt to send them in the opposite direction. While some consider access to a "major" highway a plus when searching for a new home, the Duke Street/Eisenhower connector hardly fits the bill. Additionally, it provides no "added value" to property owners at Cameron Station (there is nothing I do, or anywhere I go, that would lead me to use the connector).

4. I am also concerned about increased traffic through the development. Since Ben Brenman Park would no longer be accessible via the "flyover," alternate entrances to the park would need to be developed, most probably further impacting the park and residents on that side of Cameron Station. The "staff" task report on the connector mentions the addition of another traffic signal on Duke Street if this proposal is approved. Another light? Aren't there enough in this stretch of Duke Street?

5. Although I personally do not use the park's athletic facilities, very few evenings pass when I don't observe some organized activity at the softball/soccer fields. Clearly, there are many organizations that use the facilities on a regular basis. On occasion, I have used the dog run on the South Side of the park. I would be very disappointed to see this area destroyed by a connector.

The "staff" task report recognizes that "the acquisition of additional property for park expansion and reorganization of some park activities...may not be sufficient to secure the necessary state or federal approvals of Alternate B1" and recommends an alternative to Ben Brenman Park. It seems to me, based on this statement, that there is already concern that the selection of Ben Brenman Park for this project will be met with challenges at the state and federal levels. This would also seem to indicate that there are other options for the connector that have less of an impact on "quality of life" issues for Cameron Station/Alexandria residents.

I am hoping that common sense will prevail and you will not allow Ben Brenman Park to be altered in any way shape or form in the name of "progress." Should you have any questions, I can be reached at 703-504-6135.

Thank you for your time.

Regina Mayhew



maclenn@dellepro.com

10/20/02 01:38 PM

To: Beverly I Jett@Alex
Subject: Fw:

2
10-29-02

----- Original Message -----

From: eileen maclennan

To: mayoralx@aol.com

Sent: Sunday, October 20, 2002 1:16 PM

As long time residents and tax payers in the Alexandria area, we wish to state that we are adamantly opposed to any connector in this area. The obvious negatives of such a project would be intolerable and unacceptable.

Eileen C. Mac Lennan
903 No Howard St.
Alexandria, Va. 22304



ROBERTSJIM@aol.com

10/20/02 12:18 AM

To: MayorALX@aol.com @ INTERNET
Subject: Connector

2
10-29-02

Dear Mayor Donely and Members of the Alexandria City Council, I am writing to urge that you heed the citizens who have made clear that No Connector is desired nor needed. If the Connector is built, it will exacerbate traffic congestion; not alleviate it.

More roadway capacity will attract more traffic. This additional capacity won't scare cars away. Just the opposite; it will entice more cars onto already crowded streets. More traffic is more congestion. Consequently, No Connector is the sensible, cost effective solution. It's also the people's choice.

Finally, the recommendation made by the city staff is deficient if for no other reason that it failed to forecast the point at which traffic saturation on city streets would be achieved with a Connector and without one. The recommendation also failed to consider other transportation options to accommodate city residents and was corrupt for failing to assess to what extent less roadway capacity would result in less traffic and thereby less congestion.

Jim Roberts
2916 Dartmouth Road
Alexandria

2
10-29-02



Page_N_Smith@KeyBank.com

10/21/02 09:49 AM

To: mayoralx@aol.com @ INTERNET, delpepper@aol.com @ INTERNET,
Beverly I Jett@Alex
Subject: Connector

Please support the task force's recommendation NOT to build the connector.
Please think about what is best for the citizens and taxpayers of
Alexandria, not Fairfax or Prince William or Prince Georges County.

However, (big however) if you decide to vote yes for the connector, then
vote to build the connector where it was intended to be built years ago -
at the Eisenhower Interchange through the old Cameron Station. That "build
option" seems so obvious that I can't really believe that there are other
"build options" to even talk about.

Thanks in advance for doing what is right for Alexandria.

Page Smith

=====

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other than to provide the services for which you are receiving the
information.



MGR-ALX@Homestead
Hotels.com

10/22/02 01:24 PM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

Greetings! I am the General Manager here at the Homestead Studio Suites on Eisenhower Avenue. We are in desperate need of this connector. I do not see any reason not to add such a thing, in fact, I can only think of good reasons:

Emergency Route!
Easy access to local merchants
Decrease traffic flow from Eisenhower to Van Dorn

Thank you for your consideration!

Shiela Shrestha

Paul S. Frommer
4347 Loyola Avenue
Alexandria, VA 22304-1033
(703)-370-8181

2
10-29-02

October 17, 2002

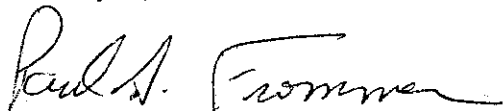
Mayor Kerry Donnelly
City Hall
301 King Street (Rm-2300)
Alexandria, VA 22314

Dear Kerry:

This short letter is to let you know that I am in favor of a connector somewhere along Duke Street.

We as Alexandria citizens have procrastinated too long. It is time to face local reality and regional reality to alleviate the flow of traffic and enhance our business climate.

Thank you,


Paul S. Frommer



Gordon White
1006 Harrison Circle
Alexandria, VA 22304
(703) 461-7183

2
10-29-02

October 16, 2002

Mayor Kerry Donley
City Hall
301 King St.
Alexandria, VA 22314

Dear Mayor Donley,

I have lived in Alexandria for more than 40 years, including homes on Braddock Road at Stonewall and on King Street near the Masonic Memorial. I now live at Summers Grove at the corner of Eisenhower and Van Dorn where I serve on the home owners' board.

In my opinion Alexandria needs to connect Eisenhower Avenue to Duke Street via the proposed Connector. I STRONGLY support building a connection at either Bluestone or Clermont.

The City promised to build such a connection when the entrance to I-95 at Clermont was made. It should honor that pledge.

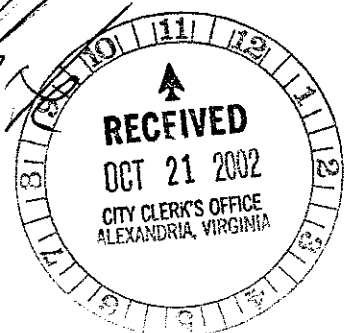
The City switched its long-held plans to make the Eisenhower Valley a commercial district when it approved residential construction in the area between Van Dorn and Telegraph. Now those residents find themselves trapped between those points when traffic is gridlocked on the Beltway. Van Dorn and Telegraph both become stalled by accidents on I-95/495, road work on Van Dorn, etc. Residents cannot get out and emergency vehicles cannot get in. This is a completely unreasonable situation.

I have been aware of the "not in my neighborhood" complaints of those along Duke Street and Quaker Lane, but I have safely raised three children adjacent to Braddock and to King Street. It is not the end of the world to live near an arterial street.

In my opinion the best connection would be Bluestone, by which traffic could flow directly north or south via Quaker to and from I-395 without having to travel along Duke Street.

Sincerely,

Gordon E. White





SHatton@HNTB.com

10/21/02 11:20 AM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

Attn: Mayor Kerry Donley & Members of City Council

I am a resident of the City of Alexandria and firmly support the Eisenhower to Duke Street Connector.

Stefanie Hatton
1719 Preston Road
Alexandria, VA 22302

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jredmon@redmon.com

10/19/02 04:05 PM

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

Mayor Donley & Members of the City Council

I am a resident as well as a business owner in the City of Alexandria. It was always my goal to both live and work in this great city since it offered a great small-town feel of a community while still being close to a major city. However, I have become more and more concerned regarding our traffic situation especially as it relates to Duke Street.

As a resident, I try to avoid taking Duke Street by instead using roads such as Quaker and Janneys. But I have found these roads are getting busier. It is getting more difficult to get from point A to point B in a reasonable amount of time. This will become even more compounded as the years go by with yearly growth and PTO moving in.

I am also concerned for the commute of my employees to work. Many of our staff members live in Alexandria. They have enjoyed their ease of commute in the mornings. I am concerned about staff who live in the West End area who will have to commute without a Connector easing traffic flow.

We need to be rational and realistic in regards to the increased challenges of traffic in our community. We need the Connector!

John Redmon
703-838-5461 ext. 103
Redmon Group Inc.
www.redmon.com



ibyrne@starmountain.com

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

2
10-29-02

10/22/02 01:24 PM

Alexandria should keep it's commitment to the state and build the connector. Current traffic flow would benefit not to mention the need once the buildings under development are completed. We need to link Eisenhower Avenue to the rest of Alexandria and vice versa. Irene M. Byrne, SPHR
Vice President - Human Resources
Provant, Inc.
703-317-0320 / 703-960-7000
Fax: 703-960-6152
email: ibyrne@provant.com



James.Colvin@morgans
tanley.com

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

10/22/02 01:15 PM

2
10-29-02

Concur,
Alexandria needs a Connector!

James T. Colvin, Jr.
James T. Colvin, Jr.
Financial Advisor
Morgan Stanley

Office: 703-838-8603
800-827-2177

james.colvin@morganstanley.com

<<Colvin, James.vcf>> **** Important Notice to Recipients **** It is important that you do not use e-mail to request, authorize or effect the purchase or sale of any security or commodity, to send fund transfer instructions, or to effect any other transactions. Any such request, orders, or instructions that you send will not be accepted and will not be processed by Morgan Stanley. *****



igimbel@signsbytomorrow.com

To: Beverly I Jett@Alex
Subject: Alexandria needs a Connector!

10/22/02 01:24 PM

2
10-29-02

I am a small business on South Pickett Street, I am opposed to the connector!

2
10-29-02

PHONE-O-GRAM®

for: CC

From Carmalita Collier Company _____

City 4600 Duke St. Apt. 1110 Area _____
Code _____ Phone _____

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

Message Do not build a connector.

Date 10/21 Time 2:55 Taken by Ky

Action Wanted _____

Action Taken _____

PHONE-O-GRAM®

for:

CC

2
10-29-02

From Jacquelyn Thompson Company _____
City 189 Cameron Station Blvd. Area Code 703 Phone 823-0049

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

Message Does not want a connector through
Ben Brenman Park.

Date 10/22 Time 9:04 Taken by Ky

Action Wanted _____

Action Taken _____

2
10-29-02

October 16, 2002

Mayor and City Council
Alexandria City Council
301 King Street
Alexandria, VA 22314

Subject: No Build Option - No Connector; no Improvements

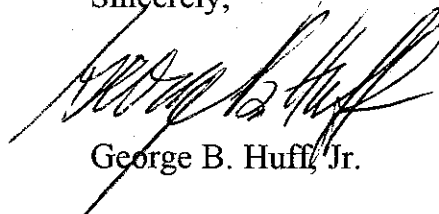
Dear Mayor and City Council:

This letter states again our family's strong preference for the No Build Option with respect to a proposed Eisenhower-Duke Street connector street. We purchased our home in Cameron Station as a commitment to this fine community.

We live at Cameron Station and, for many years, my wife has operated her medical practice in Alexandria's West End and at Alexandria Hospital. I commute daily via the Van Dorn Station. For us, there is no advantage whatsoever for a proposed connector street, but only disadvantages. The construction of a connecting street would inevitably cause traffic delays and disruptions. A connecting street at the alternative sites would create even greater traffic problems because of the increase in the capacity and flow of more, more cars into our community.

We seek for your support for the No Build Option. If the Mayor and City Council decide in favor of a proposed connector street, we will be forced to vote for representatives who support the No Build Option for the City of Alexandria. Thank you.

Sincerely,



George B. Huff, Jr.

Mr. and Mrs. George B. Huff, Jr.
4931 Kilburn Street
Alexandria, VA 22303





Holmes
Run
Park
Committee

ALEXANDRIA, VIRGINIA

2
10-29-02

Mayor Kerry Donley
City Hall, Room 2300
Alexandria VA 22314

Dear Mayor Donley,

The Holmes Run Park Committee would like to go on record in opposition of Staff's recommendation of B1 for the Eisenhower Connector. We are unconvinced of the benefits claimed by Staff's report and are very concerned about the certain negative impacts B1 would have. We ask that you reject B1 as a connector route. We would appreciate a written response to the concerns discussed below.

Alexandria's 2001 Annual Report talks about the City's commitment "to preserve and add open space". This Connector issue is an important test of that commitment. The Staff's selected connector would ruin not just one, but two parks. Resource Protection Areas would be negatively impacted. Ben Brenman Park would lose acres of land area and a lot of the park would have to be reconfigured. B1 would run along Holmes Run Stream, a road that would be nearly the width of the park itself. The impact of the connector would go past the edge of the road. Holmes Run Park is a thin strip of a park running alongside the Stream that shares its name. Today walking along the path in the Park is a pleasant experience. If B1 is built, a walk down the trail will just be walking along the side of a road. All that will be left of Holmes Run Park is a small portion that runs from N. Van Dorn to before Duke St. If B1 is built, will there be demands, in 20 or so years, to widen it? Will those demands be justified with the same arguments being used to promote the connector today? Will Holmes Run Park still exist 50 years from now or will it be totally overrun and just a memory. If B1 is built, it will demonstrate just how weak the City's "commitment" to Open Space really is. The City will be forever ruining two West End Parks. Building B1 would be the beginning of the end for Holmes Run Park.

Decades of outdated environmental management had done a lot of harm to Holmes Run Park. In 1997, when asked by residents not to clearcut the banks of Holmes Run, the previous Director of Transportation and Environmental Services issued warnings of imminent disaster unless he could proceed with the clearcut. Even a 60 day moratorium would put people in danger he claimed. Many claims of danger and disaster were made but none supported with documentation. Then, as now, the plan was initiated by an undocumented directive from a government agency. To answer the controversy that followed, the City finally did a study to develop a more environmentally sound plan to maintain Holmes Run Stream. Begun in 1998, and initially expected to take six months, the study actually took much longer with results being made public on February 28th of this year. The Study concludes that the clearcut had made nobody safer than if no cutting was done. It recommends a plan that recognizes Holmes Run Park as "valuable natural resource" and that would minimize "negative impacts on the environment". Clearcutting was out and a much more balanced, selective procedure would be followed. Would building a road along Holmes Run Stream be "minimizing negative impacts on the environment". Were our efforts over a five year period just an exercise in futility?

The Holmes Run Park Committee unanimously passed a resolution in opposition to both of the B connectors. A letter was sent to the Connector Task Force informing them of the HRPC's position. At a Spring '02 meeting, the

HRPC's then chairman, after concerns were raised by the membership, stated in front of the Committee that although he favored a connector, he would never vote for either of the B connectors. He did not keep his commitment. He was one of 4 votes in favor of B1, and one of only 2 to speak out for it. The next day he was asked to resign immediately and he soon did. The HRPC was misled, our position on this issue was not reflected by our supposed representative on the Task Force. Unknown to the HRPC our Chairman had been co-opted by the Eisenhower Partnership. The EP's suggestion, in their annual report that the Holmes Run Park Committee supports them on this issue is incorrect. We have no meaningful representation in the Eisenhower Partnership. We would be glad to send a representative to represent our views. We have informed them not to use the HRPC's name in their materials until we have legitimate representation in that organization.

At the beginning of the Connector restudy process, residents were repeatedly told that the force driving the restudy was VDOT demanding that Alexandria build a Connector or else repay millions of dollars. Although asked repeatedly since 1997 for documentation to support that claim, no City staff or Council member has ever been able to produce a document that would support it. The only document ever received was provided by Delegate Brian Moran's office when he was asked about this repayment threat. It is titled "Agreement between the City of Alexandria and Virginia Department of Transportation. It only concerns maintenance of the intersection at Clermont. There is nothing about having to build a connector or pay millions of dollars. Why would such an important agreement not be memorialized in writing? This inability to document important "facts" seems to be a recurring problem in the way things get done in Alexandria.

What residents were never told, and what is missing from staff's report, is the documented fact that in the mid-90's, the Eisenhower Partnership, working with the City, had selected Alternate 3 (Today's B1) as the preferred Connector Route. Their goal was to get it identified as a Priority Project in Virginia's Six Year Improvement Program to "improve the corridor's economic development potential". This fact is documented in the Partnership's 1999 Annual Report and their internal document titled "Studies requested for Duke Street Connector". They also keep promoting the undocumented "threat" that Alexandria will have to repay millions of dollars if no connector is built. Meanwhile, in the Fall of 1998, in response to a BSVCA civic association inquiry about whether alternate 3 is being considered (even though resolution 1644 clearly states that alternate 5 is Alexandria's official choice), a Council Member's letter states "There are no plans underway *or being considered*." This council member was unaware that the City, working with the EP had, in fact, selected alternate 3 (B1) as their preferred choice to promote. The report also does not mention a letter from VDOT that says repayment if no connector is built is unlikely and *it should not be a consideration in the decision*. So the pressure for building a connector was not coming from VDOT but rather from the Eisenhower Partnership, who stands to gain the most from the connector, at the expense of neighborhoods and parks. The staff report's description of what initiated this connector restudy somehow misses this. Is relieving traffic congestion really the main reason behind building a Connector, or is it to promote development in Eisenhower Valley?

Brookville-Seminary Valley, Cameron Station and most of the other civic associations in the West End have gone on record in favor of the No-Build with other Improvements option. The Task Force favored both no-build options over any of the build options. The message is very clear.

The Staff report contradicts its own impact grid. It claims B1 will help traffic on Duke Street. On the grid, B1 gets a black dot for Duke St, meaning minimal benefit. The report claims "No build with Other Improvements" will make Van Dorn worse even though on the grid it is the only choice that gets a white dot for Van Dorn meaning considerable benefit. B1 is the third best choice according to the grid ranking system, yet it is staff's first choice. Is it just a happy coincidence for the Eisenhower Partnership that B1 is the same choice they had agreed with the City in the mid-1990's to promote?

If it is true that staff is demanding a FOIA request before allowing access to study documents, it is shameful. To get information about the 1997 clearcut of Holmes Run Park, a FOIA was also required. The city was very slow to comply, taking forever to acknowledge receipt of the FOIA. Months later we received a small, disorganized batch of documents and not the specific answers or documents we requested.

The Planning Department is in the "Planning to Plan" phase for the western part of Eisenhower Valley. Suggestion: don't plan a Connector through the park, it's a bad plan. Perhaps Alexandria should rethink plans for the future of Eisenhower Valley. An article by George Foote in the July 25, 2002 issue of The Washington Post posed some very important questions that Alexandria should answer before proceeding with any connector. It seems as if Alexandria is rushing to become an overdeveloped, traffic-clogged, open-space-free symbol of short-sighted planning. In the future, will a B1 connector be seen as an innovative solution to a City's challenge? Or will it be seen as a short-sighted mistake that resulted in the loss of valuable and important park land. The Connector benefits few at the expense of many.

Alexandria needs to stop devaluing its parks for short-term economic gain. We need to take a much longer term view. Alexandria needs to prove that it's often stated commitment to open space is real. The Holmes Run Park Committee is adamantly opposed to any Connector roads through the West End's Parks and is committed to work to prevent that from happening. We need to protect our parks. Save Holmes Run Park! Save Ben Brenman Park! NO CONNECTOR!!

Sincerely,

A handwritten signature in cursive script, appearing to read "Jeff Bernholz".

Jeff Bernholz

Chair, Holmes Run Park Committee



aconnelly@aacp.org

10/22/02 01:42 PM

To: Beverly I Jett@Alex
Subject: FW: Keep Traffic Out of Residential Neighborhoods with a Connector!

2
10-29-02

Dear Mayor Donley & Members of the City Council:

I sincerely hope that the mass e-mails and other promotional materials that you have been sending regarding the Eisenhower-to-Duke Street Connector with the slogan that the Connector, "would help keep traffic OUT of residential neighborhoods" is true. I live in Cameron Station, and have heard about plans to put the connector through our neighborhood, specifically through our park. I, along with all of my neighbors, oppose this proposed plan. There are many other site locations that would make more sense and be more feasible for the Connector. Please stand behind your message and not put the Connector through Cameron Station.

Thank you,

Amy Connelly

5228 Brawner Place

Alexandria, VA 22304

P.S. Please take lmaine@aacp.org off of your mass e-mail list, and use my e-mail in its place:
aconnelly@aacp.org

-----Original Message-----

From: Alexandria Chamber of Commerce [mailto:info@alexchamber.com]

Sent: Tuesday, October 22, 2002 1:03 PM

To: Lucinda

Subject: Keep Traffic Out of Residential Neighborhoods with a Connector!

Did you know that an Eisenhower-to-Duke Street Connector would help keep traffic OUT of residential neighborhoods?

Protect Neighborhoods. Being stuck in an intersection creates driver frustration, which often leads to short cuts through our residential neighborhoods, or the path of least resistance. A 2002 traffic study conducted for the Eisenhower-to-Duke Street Connector Task Force shows projected traffic increases over the next 20 years will lead to increases in cut-through traffic on residential streets, even if no connector is built.

Reduce Residential Traffic. The traffic study also determined that certain connector options would reduce the amount of cut-through traffic on residential streets, as compared to the no-build option. As the Connector improves traffic flow on major roadways, travelers won't need to cut through neighborhoods to reach their destination. To find out more of the facts regarding the Eisenhower Connector, visit the City's Web site www.ci.alexandria.va.us/tes/eisenhower_duke02.html <
http://www.ci.alexandria.va.us/tes/eisenhower_duke02.html >.

Be Part of the Solution. Write or email Alexandria City Council <
[mailto:beverly.jett@ci.alexandria.va.us?subject=Alexandria needs a Connector!](mailto:beverly.jett@ci.alexandria.va.us?subject=Alexandria%20needs%20a%20Connector!)> tell them that Alexandria needs a connector!

Mayor Kerry Donley & Members of City Council

City Hall

301 King St.

Alexandria, VA 22314

Fax: 703-838-6433

<<ole0.bmp>>