

Beauregard Medical Center

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I am here today to ask the members of the council to please evaluate and review the plans presented by the Department of Transportation. The plans are for the King/Beauregard St. project. The Department of Transportation states that the object of the project is to facilitate pedestrian safety and increase traffic flow. They make this blanket statement as though it were the gospel but, have not backed this up with any scientific proof. It's sort of like me saying an apple a day will keep the doctor away. It sounds great but I can't prove it, but if I say it enough times somebody might believe it. That is what they have been doing with this project - preaching that this is going to improve things around King and Beauregard St. I feel that there are several flaws to this plan and that it may actually slow traffic down.

The plan is to install a median strip on Beauregard St., this strip will eliminate the ability for drivers going north on Beauregard to turn into the Larchmont apartments and into the Summit Center where the TGI Friday's and several small businesses exist as well as a Department of Defense building. In order to get into this center if traveling north on Beauregard St., one would either have to make a U-turn at the corner of King and Beauregard or make a left onto King to go west and go to next traffic light and make a left into the shopping center and manipulate their way through the parking lot of the center to get to where their destination would be. This would create a back up of traffic going west on King St. because of the increased number of cars wanting to enter the center. This would increase the time necessary for the left turn signal to be on, thereby delaying traffic coming east on King St. If the alternative is to make a U-turn, there is no way that SUV's and trucks would be able to negotiate that. Cars going out of the center that wish to go north on Beauregard and then onto south Walter Reed drive would first have to go south and then make a U-turn where the new median strip is. My question is if U-turns are so safe and expedient, why are there so many no U-turn signs all over the city? By construction of this median strip it would eliminate one lane of traffic on Beauregard, therefore necessitating the construction of another lane on Beauregard that would narrow down the sidewalk on the east side of the street. They are also contemplating a 6 foot buffer and 10 foot wide multi use path or bicycle path on that side of Beauregard st. which in turn would eliminate approx 30 parking spaces from the Beauregard Medical Center. This path begins at the entrance to the parking lot and ends on King St. 2 blocks. In other words a path from nowhere to nowhere. They are also going to construct a 6 foot buffer and 10 foot multi use path on the west side of Beauregard St. This starts at the main entrance of the Larchmont apartments crosses king st. and connects up with a trail in Arlington. Why is it that this trail in Arlington does not have a 6 foot buffer and the Alexandria trail requires a 6 foot buffer? The construction on King St is to build a second left hand turn lane both east and west bound so that two lanes of traffic

can turn into Beauregard or South Walter Reed Drive. They claim that this will expedite traffic by the ability to decrease the light signal time at the same time they are claiming that this project will increase pedestrian safety. It seems to me that if you add one extra lane to the road, decrease the light cycle it will give pedestrians and bicycle less time to cross the street when it is wider than it is now. I cannot see how this will lead to increased safety. These two lanes of traffic going onto Beauregard St are not going to enter into a street that is any wider than it is now. Where are these cars going to go? There already is a back up of traffic on Braddock Rd in the evening this will further extend the back up possibly all the way down to King St. The bicycle path on the west side of Beauregard cannot be extended up to Seminary Rd. because there is a large culvert north of Braddock Rd. that will require being filled in so that the 10 foot path and 6 foot wide buffer can be constructed. The contention that this is being built for access into the NOVA college also is not proven. The bicycle path does not extend to Braddock Rd. If safety is a consideration and one looks at the answers to concerns expressed at the 2007 meeting it was suggested by the staff of the department of Transportation that cars wanting to go north onto Walter Reed Drive should be diverted on to Dawes Ave. Dawes Ave goes through the campus of NOVA by diverting hundreds of cars a day into the campus how is this going to produce pedestrian safety? I certainly do agree with the need of new traffic light and better marked crosswalks. There is hardly any pedestrian bicycle traffic on Beauregard Street in either direction. I have been sitting in my office for 30 minutes now dictating this letter and I have yet to see either a bicycle or a person walk down either side of Beauregard St. and it is now 12:30 pm. The elimination of 30 parking spaces at the Beauregard Medical Center can only result in a great inconvenience to our patients and the possible need to move our facility at great expense and inconvenience to another location. I can assure you that there are more cars entering and leaving the Beauregard Medical Center in one day than you will see bicyclists going on Beauregard in one year.

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Beauregard Medical Center.