

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY JULY 24, 2017 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the June 26, 2017 Traffic and Parking Board meeting minutes.
3. **PUBLIC COMMENT**

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to add “No Parking” restriction 5AM-11AM and 7PM-9PM SUN-SAT on 600 block of Wythe Street
5. **ISSUE:** Consideration of a request to:
 1. Approve the installation of ten (10) Capital Bikeshare stations;
 2. Remove two parking spaces at the proposed station location on the 700 block of Green Street; and,
 3. Add one parking space on the 800 block of Green Street and one parking space on the 900 block of South Columbus Street with 2 hour, Residential Parking District 4 restrictions.
6. **ISSUE:** Consideration of a request to approve one ADA only authorization to GoGreen Cab
7. **ISSUE:** Consideration of a request to convert a grandfathered certificate of public convenience and necessity (Certificate) into a permanent certificate.

STAFF REPORTS AND UPDATES:

8. Discussion of nominations for subcommittee to evaluate changes to the Residential Parking ordinance.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY JUNE 26, 2017 7:30 P.M.
301 KING STREET, 2nd FLOOR
CITY COUNCIL CHAMBERS**

MINUTES

BOARD MEMBERS PRESENT: Chairman, Jay Johnson, Vice Chair, William Schuyler, James Lewis, Randy Cole.

BOARD MEMBERS ABSENT: Kevin Beekman, Ann Tucker and Casey Kane.

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief, Ravi Raut, Traffic System Manager, and Cuong Nguyen, Civil Engineer I.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the May 22, 2017 Traffic and Parking Board meeting minutes: Mr. Cole made a motion, seconded by Mr. Schuyler to approve the minutes of the May 22, 2017 meeting. The motion carried unanimously.
3. **PUBLIC COMMENTS:** No one from the public spoke.

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to add a loading zone at 1000 Bernard St Mon-Fri 7AM- 9:30AM and 3:30PM – 6PM.

DISCUSSION: Mr. Garbacz presented the item to the Board.

PUBLIC TESTIMONY: Omar Abdalbaki spoke in favor of the request.

BOARD ACTION: Mr. Schuyler made a motion, seconded by Mr. Lewis, to approve a loading zone along Bernard Street for the entire property frontage from the driveway to Portner Road, Mon-Fri 7AM - 9:30 AM and 3:30PM – 6PM and asked staff to re-evaluate the usage of the space after six months. The motion carried unanimously.

5. **ISSUE:** Consideration of a request to remove parking on Taney Avenue at the southwest and northeast corners of the intersection with Raleigh Avenue.

DISCUSSION: Mr. Garbacz presented the item to the Board.

PUBLIC TESTIMONY: No one from the public spoke.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Cole to approve staff's recommendation to remove parking on Taney Avenue at the southwest and northeast

corners of the intersection with Raleigh Avenue and ask staff to monitor the intersection and to bring back to the Board if more accidents occur. The motion carried unanimously.

- 6. ISSUE:** Consideration of a request to extend the 8:00 AM – 1:00 PM Sundays handicapped parking zone on West Mason Drive adjacent to Emmanuel Episcopal Church to include 9:00 AM – 12:30 PM Monday thru Friday.

DISCUSSION: Mr. Garbacz presented the item to the Board.

PUBLIC TESTIMONY: Philip Sparks opposed the request.

BOARD ACTION: Mr. Schuyler made a motion, seconded by Mr. Lewis, to extend the hours of one of the Sunday only handicapped parking spaces on West Mason Drive to include 8:00 AM – 1:00 PM Monday thru Friday. The motion carried unanimously.

- 7. ISSUE:** Consideration of a request to install Residential Parking Permit signage to the north side of the 1200 block of Cameron Street.

DISCUSSION: Mr. Garbacz presented the item to the Board.

PUBLIC TESTIMONY: David Robbins spoke in favor of the request.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Schuyler to approve staff's recommendation to install Residential Parking Permit signage on the north side of the 1200 block of Cameron Street. The motion carried unanimously.

- 8. ISSUE:** Consideration of a request to add a loading zone at 600 Montgomery Street to address issues with double parked delivery vehicles.

DISCUSSION: Mr. Garbacz presented the item to the Board.

PUBLIC TESTIMONY: No one from the public spoke.

BOARD ACTION: Mr. Cole made a motion, seconded by Mr. Lewis to approve staff's recommendation to add a loading zone at 600 Montgomery Street. The motion carried unanimously.

MEMORANDUM

DATE: JULY 24, 2017
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 4

ISSUE: Consideration of a request to add “No Parking” restriction 5AM-11AM and 7PM-9PM SUN-SAT on 600 block of Wythe Street.

APPLICANT: Trader Joe’s

LOCATION: 600 block of Wythe Street.

STAFF RECOMMENDATION: The Board considers the request and makes a recommendation to the Director of T&ES to add “No Parking” restrictions 5AM-11AM and 7PM-9PM SUN-SAT on the north side of the 600 block of Wythe Street for a total of two parking spaces, one space on each side of the driveway apron.

DISCUSSION:

Overview:

Trader Joe’s located at 612 North Saint Asaph Street has a constrained loading dock area which presents challenges to truck drivers delivering products with tractor trailers. The loading dock is narrow making ingress very challenging for large trucks. Additionally, drivers must back their truck into the loading dock, which requires them to swing the truck around on Wythe Street. Wythe Street is 35 feet wide and with a usable width of 27 feet when the parking lane is in use. This narrow cross-section results in drivers jack-knifing their truck, running into the building (causing extensive damage), hitting cars parked on the curb, and often blocking Wythe Street for long periods of time. The parking that is proposed to be remove consists of two spaces of unrestricted parking.

Impact of current set up:

- Drivers take an inordinate amount of time to maneuver their trucks into the Trader Joe’s loading dock, up to over an hour at times, and has resulted in property damage and traffic delays.
- It can take drivers approximately 30 minutes to complete the process of backing their truck into the dock area. While the driver is maneuvering his truck, Wythe Street is often blocked and traffic cannot get by. This causes much frustration for residents and

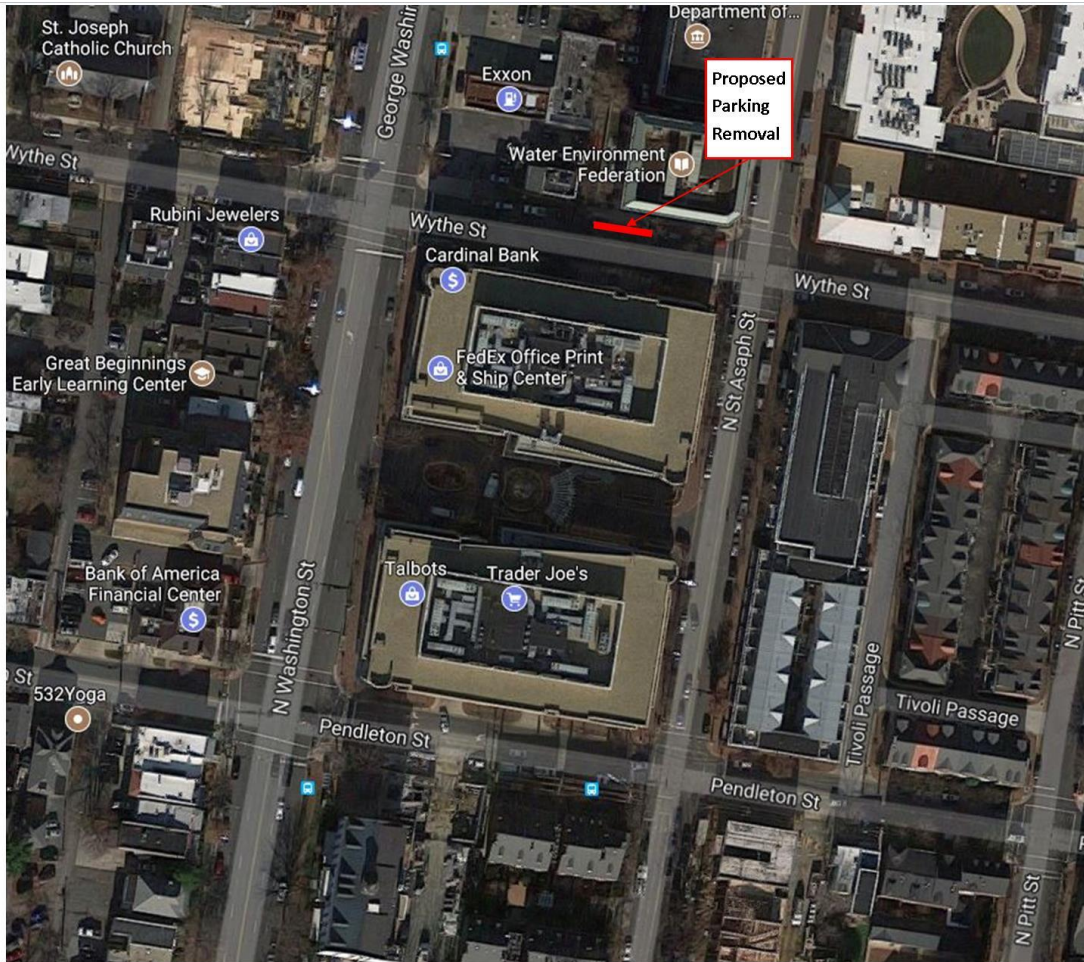
commuters who are driving on Wythe Street. Trader Joe's has received multiple complaints from those residents and commuters who are inconvenienced.

- At times, Trader Joe's crew members, in an attempt to make the situation better, will assist by directing the driver or by trying to direct traffic. Both of these situations are dangerous, as this puts our crew members in an active roadway.
- Several cars, parked in the area have been hit by trucks as drivers were trying to get their trucks parked.
- On several occasions, the truck driver has been unable to get his truck into the dock and has simply left, taking the load back to the Pennsylvania warehouse.

Benefits to proposed no-parking zone:

- Truck drivers will be able to get trucks parked much quicker, when given the space they need to properly swing their trucks around and effectively back into our loading dock area.
- The process will be much safer, as truck drivers will have better visibility to their surroundings while backing up. This will result in less property damage as well as a safer process for residents.
- Because the time it takes to get a truck parked will be reduced, Wythe St. will not be blocked for long periods of time, minimizing the resulting inconvenience to residents and commuters.
- Providing a more effective space to get trucks parked will eliminate damage to the loading dock and cars parked on the street.

Attachment 1: Overhead View of Proposed Parking Removal



Attachement 2: Streetview of Proposed Parking Removal



MEMORANDUM

DATE: JULY 24, 2017
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM #5

ISSUE: Consideration of a request to:

1. Approve the installation of ten (10) Capital Bikeshare stations
2. Remove two parking spaces at the proposed station location on the 700 block of Green Street
3. Add one parking space on the 800 block of Green Street and one parking space on the 900 block of South Columbus Street.

APPLICANT: T&ES Staff

LOCATION:

1. Braddock Road Metro Station - South
2. Ben Brenman Park & Somerville Street
3. Duke Street & Holmes Run Trail
4. Eisenhower Avenue & Holmes Trail Run
5. Glebe Road & Main Line Boulevard
6. Potomac Avenue & Reed Avenue
7. Green Street & Washington Street
8. Holmes Run Parkway & N Pickett Street
9. Barrett Library
10. Reed Avenue & Edison Street

STAFF RECOMMENDATION: That the Board recommends to the Director of T&ES:

1. Installation of ten (10) Capital Bikeshare stations;
2. Removal of two parking spaces on the 700 block of Green Street; and,
3. Addition of one parking space on the 800 block of Green Street and one parking space on the 900 block of Columbus Street.

BACKGROUND: Capital Bikeshare is a joint program currently comprised of the District of Columbia, Arlington County, the City of Alexandria, and Montgomery County. Fairfax County joined the regional program in October 2016 and Prince George's County anticipates launching

in spring 2018. The program was launched by Arlington County and the District of Columbia in September 2010 with 110 stations, and has grown to over 400 stations in five jurisdictions.

A map of the existing Capital Bikeshare station network in Alexandria is shown on Attachment 1.

Capital Bikeshare has been very popular with residents and visitors to Alexandria, with nearly 200,000 trips departing from Alexandria stations since the program began, and 31,000 members system wide. Revenues and user fees have covered an average of 63 percent of operating costs, exceeding the initial goal of 30 percent. Average ridership has increased from over 1,200 total trips per month in 2012 to over 4,600 in 2016 as shown on the 2016 Alexandria Capital Bikeshare Dashboard (Attachment 2).

In April 2016, City Council adopted the revised Pedestrian and Bicycle Chapters of the Transportation Master Plan which included an expansion plan for Capital Bikeshare. This plan included future station locations sited by demand analyses for employment and population density, location of attractions (i.e., tourist destinations, parks, malls/shopping, schools and libraries), transit density by ridership existing bicycling infrastructure, topography, percentage of minority populations and percentage of zero-car households. The analysis and associated map in the Master Plan (Attachment 3) provides general guidance to staff to determine approximate station location for continued expansion. In addition, starting with this station expansion, the City began a new process to seek further public input on the placement of stations. This new process, detailed in the outreach section below, involved a citywide survey, notification to civic associations and adjacent businesses by proposed station locations, and a public hearing with notification before the Traffic and Parking Board.

Grant funding has been secured for the installation of approximately 10 stations in FY 2018. Staff identified 16 suitable bikeshare station locations throughout the city for consideration by the public. These 16 station locations are shown on Attachment 4 and include:

1. Braddock Road Metro Station - South
2. Braddock Road & Commonwealth Avenue
3. Barrett Library
4. Brenman Park Drive & Somerville Street
5. Armistead Boothe Park
6. Canal Center Plaza & Mount Vernon Trail
7. Duke Street & Holmes Run Trail
8. Eisenhower Avenue & Holmes Run Trail
9. Glebe Road & Main Line Boulevard
10. Glebe Road & Old Dominion Boulevard
11. Holmes Run Parkway & N Pickett Street
12. Potomac Avenue & Reed Avenue
13. Prince Street & St Asaph Street
14. Reed Avenue & Edison Road

15. Valley Drive & Martha Custis Drive
16. Woodrow Wilson Bridge Deck

The proposed stations were identified to eliminate gaps in system coverage, alleviate the use of popular stations, provide connections to future Prince George's County system at National Harbor, and expand the system to more neighborhoods in the City.

From a technical standpoint, locations are evaluated using criteria including connectivity to transit to expand between Metrorail stations, mixed-use activity centers, potential bicycle activity, proximity to other Capital Bikeshare stations, as well as technical considerations such as the need for direct sunlight, sidewalk and utility clearance, and City right-of-way. A summary of technical considerations is shown on Attachment 5.

OUTREACH: The bikeshare expansion process involved outreach to civic associations, adjacent businesses, and residential buildings. City staff notified civic associations and adjacent businesses with the goal of addressing as many concerns as possible at an early stage. In addition, City staff set up a Capital Bikeshare Expansion website which included an overview of expansion plans, resources, public outreach and meeting details, and links to a flyer with technical and general station siting considerations, a map of expansion plans, and details on individual station locations. The website also included a survey allowing residents to rate and provide comments for each station as well as suggest alternate station locations. The results of the survey allowed staff to prioritize ten locations for installation out of the 16 proposed. The survey was opened to the public on May 5, 2017 and closed on June 16, 2017. The flyer and survey are shown on Attachment 6.

A sign was posted at the proposed bikeshare station locations to notify public in advance of the public hearing, in addition to notifications to civic associations and business associations, as well as eNews and social media announcements. A summary of the outreach efforts is shown on Attachment 7.

DISCUSSION: Staff summarized and evaluated all feedback received on the 16 proposed station locations to determine the 10 most suitable locations for installation in FY 2018. A summary of the survey results are shown on Attachment 8. Staff is recommending the installation of the following ten locations:

1. Braddock Road Metro Station - South
2. Ben Brenman Park & Somerville Street
3. Duke Street & Holmes Run Trail
4. Eisenhower Avenue & Holmes Trail Run
5. Glebe Road & Main Line Boulevard
6. Potomac Avenue & Reed Avenue
7. Green Street & Washington Street (formerly Woodrow Wilson Bridge Deck)
8. Holmes Run Parkway & N Pickett Street
9. Barrett Library
10. Reed Avenue & Edison Street

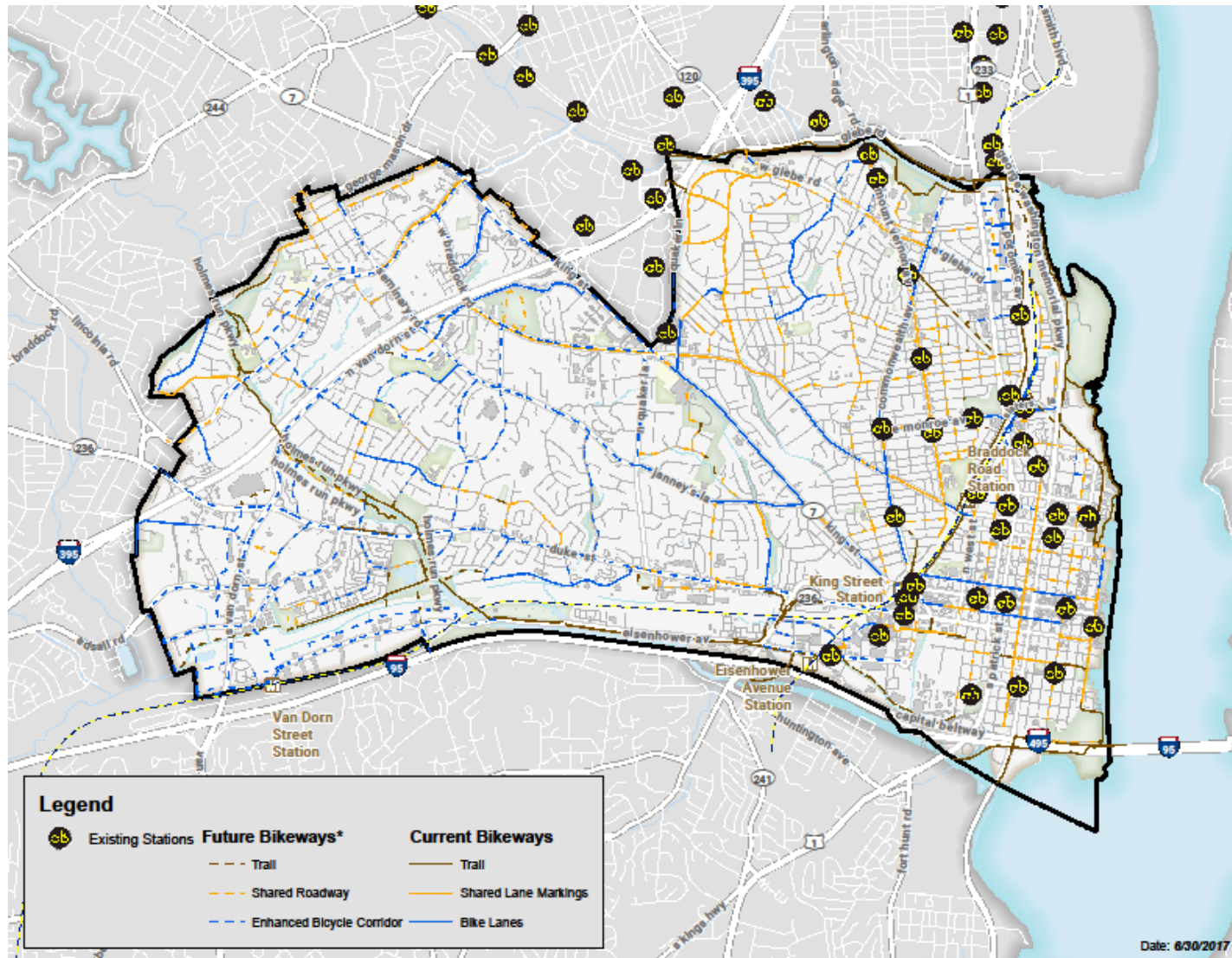
Only one of the ten proposed stations will require the removal of parking spaces – the proposed station at Green Street & Washington Street, an alternate location for the Woodrow Wilson Bridge Deck station. After consultation with the Office of Historic Preservation, and a review of public comments, City staff determined the proposed bikeshare station location on the bridge deck would negatively impact the historic viewshed of Washington Street. An alternate location was considered, and the proposed location at Green Street & Washington Street was determined to be the best location. This location minimizes impacts to historic views along Washington Street, provides protection to the station with a curb extension, and increases connectivity in the bikeshare network.

On June 21, 2017, City staff provided an informational update on Capital Bikeshare to the Old and Historic District Board of Architectural Review at their regularly scheduled meeting. Two of the proposed stations, one at Barrett Library and one near the Woodrow Wilson Bridge Deck, are located in the Old and Historic District. As is standard procedure, City staff discusses station siting with the Office of Historic Preservation staff and provides update to both Boards before installation of a Capital Bikeshare station. No concerns were raised by the Old and Historic District Board of Architectural Review at their meeting.

Two parking spaces with 2 hour, Resident Parking District 4 restrictions on the 700 block of Green Street are required for the installation of 15-dock bikeshare station at this location. To minimize the loss of parking spaces on a block with a high parking occupancy rate, staff identified two additional parking spaces that could be added to offset this loss. Staff is recommending one parking space be added on the 800 block of Green Street and one parking space be added on the 900 block of Columbus Street. Both parking spaces would be 2 hour, Resident Parking District 4 restrictions. A graphic showing the removal and additional of parking spaces associated with the proposed bikeshare station is shown on Attachment 9.

Upon approval by the Traffic & Parking Board, staff will provide appropriate documentation on station locations to the Virginia Department of Transportation (VDOT) for their review before placing the order for the new stations and bicycles. The 10 stations typically take six months to deliver from the time the order is placed, and installation is expected to occur in Spring 2018. Staff will provide notification to the civic association and adjacent businesses to inform them of the impending installation of the station.

Attachment 1: Map of Existing Capital Bikeshare Network in Alexandria



Attachment 2: Capital Bikeshare Dashboard 2016 & 2017

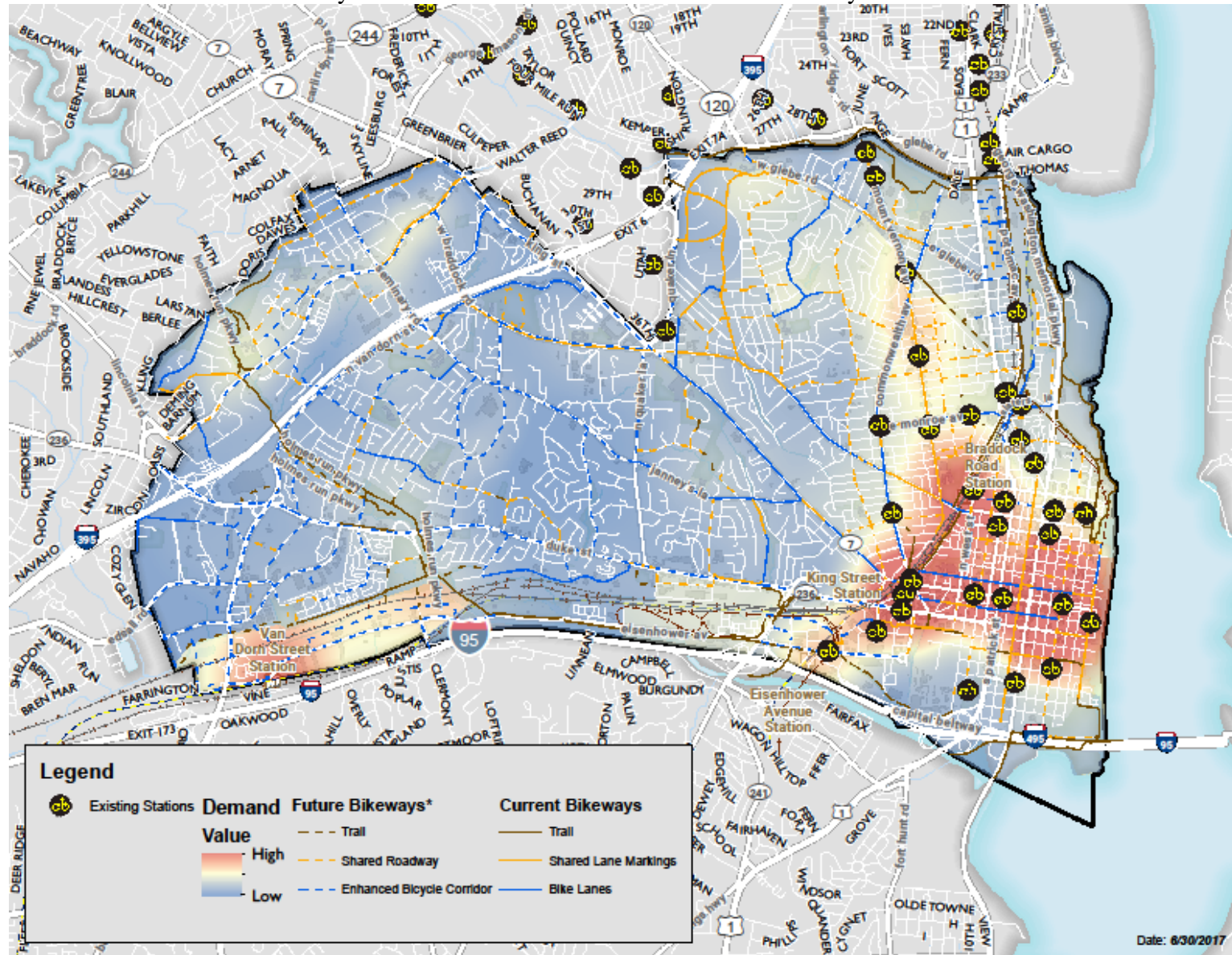
Capital Bikeshare Dashboard 2016																	
Month	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	AVERAGE	AVERAGE	AVERAGE	AVERAGE	AVERAGE
Number of Stations	16	16	19	19	20	24	30	30	30	30	31	31	2016	2015	2014	2013	2012
Membership																	
Active Members	766	778	787	793	809	838	891	935	952	962	979	981	873	747	535	404	280
New Members - Annual, Monthly & Daily Key	8	14	58	49	66	87	87	79	80	64	18	14	52	59	67	44	50
Renewals Rate	34%	82%	122%	70%	79%	97%	83%	81%	89%	84%	88%	64%	81%	83%	67%	55%	55%
Trips																	
Average trips per day	46	62	129	139	143	216	225	246	251	247	186	121	168	127	85	66	49
Total trips per month	1,421	1,804	3,996	4,161	4,423	6,484	6,983	7,623	7,515	7,669	5,385	3,736	5,117	3,882	2,579	1,918	1,203
Total Trip length (in miles)	2,185	2,792	8,430	9,010	10,017	14,925	18,004	15,395	16,345	14,664	9,213	4,787	10,481	8,114	6,440	2,024	1,504
Average trip length (in miles)	1.54	1.55	2.11	2.17	2.28	2.32	2.39	2.03	2.18	1.92	1.65	1.29	1.97	1.97	2.40	0.90	1.25
Total Trip duration (in mins)	30,640	29,001	103,097	100,691	112,008	177,236	179,352	159,829	168,868	144,403	102,811	49,931	114,822	77,295	58,879	44,495	30,052
Average Trip Duration (in mins)	35.64	16.08	25.80	24.27	25.46	27.50	25.83	21.07	22.55	18.90	18.47	13.42	22.92	22.92	21.84	19.46	24.98
Carbon Offset	1,486	1,899	5,732	6,127	6,812	10,149	12,242	10,468	11,114	9,971	6,265	3,255	7,127	5,517	4,200	1,334	1,008
Reported crashes Systemwide	2	1	4	2	1	6	1	0	2	4	1	0	2	3	4	1	2

Docks	Trips Departure By Station	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	2016 TOTALS	2016 MONTHLY AVERAGE	2015 MONTHLY AVERAGE	2014 MONTHLY AVERAGE	2013 MONTHLY AVERAGE
19	Ballenger Ave & Dulaney St	108	129	264	248	227	360	386	380	419	353	270	171	3,315	276	277	229	-
29	Braddock Rd Metro	310	346	721	718	757	957	940	994	993	1055	862	623	9,196	766	652	418	297
15	Commerce St & Fayette St	84	103	174	209	173	244	268	260	244	218	177	120	2,274	190	188	132	113
15	Commonwealth & E Monroe Ave	-	-	-	-	-	72	137	42	-	151	121	74	597	100	-	-	-
19	Commonwealth Ave & Oak St	-	-	-	-	-	69	106	115	129	119	75	46	659	94	-	-	-
15	Duke St & John Carlyle St	48	56	112	98	90	138	194	190	226	219	191	115	1,677	140	101	73	-
15	Eisenhower Ave & Mill Race Ln	23	30	62	68	35	109	158	134	151	142	115	70	1,097	91	84	62	-
19	Franklin & S Washington St	-	-	-	-	-	-	70	217	247	239	142	126	1,041	174	-	-	-
17	Henry St & Pendleton St	35	29	115	132	122	180	176	213	153	164	105	73	1,497	125	124	92	111
15	King St & Patrick St	87	106	225	198	233	330	341	364	372	314	184	156	2,910	243	254	242	238
15	King St Metro North / Cameron St	-	36	164	137	195	259	351	423	312	326	266	203	2,672	243	-	-	-
23	King St Metro South	190	238	341	301	312	437	358	484	513	521	431	284	4,410	368	516	518	515
15	Lee Center	-	-	-	-	-	-	19	94	86	113	96	62	470	78	-	-	-
	Madison & Fairfax St	-	-	-	-	-	-	-	-	-	-	92	79	171	86	-	-	-
15	Madison & N Henry St	-	24	82	104	156	189	178	150	162	197	134	104	1,480	135	-	-	-
15	Market Square / King St & Royal St	135	167	359	443	447	612	645	699	631	599	366	236	5,329	444	391	302	309
15	Monroe Ave & Leslie Ave	44	71	134	143	149	228	194	212	216	225	136	100	1,852	154	167	116	-
15	Mount Vernon Ave & Bruce St	-	-	-	-	-	-	18	55	31	49	28	16	197	33	-	-	-
15	Mount Vernon Ave & E Del Ray Ave	91	112	225	222	213	302	249	247	262	279	175	117	2,494	208	198	150	-
11	Mount Vernon Ave & E Nelson Ave	69	79	152	154	179	174	188	274	272	246	191	168	2,146	179	145	151	-
15	Mount Vernon Ave & Four Mile Run Park	-	-	-	-	-	-	33	122	93	93	62	35	438	73	-	-	-
15	Mount Vernon Ave & Kennedy St	56	60	108	114	167	255	200	192	182	214	113	56	1,717	143	117	95	-
19	Potomac & Swann Ave	-	-	-	-	-	-	29	262	290	319	200	92	1,192	199	-	-	-
19	Potomac Ave & Main Line Blvd	-	-	-	-	-	88	165	83	83	91	79	33	622	89	-	-	-
11	Potomac Greens Dr & Slaters Ln	40	51	157	173	189	256	229	248	270	260	198	119	2,190	183	174	131	-
15	Powhatan St & Bashford Ln	-	-	-	-	-	-	17	145	142	132	98	74	608	101	-	-	-
19	Prince St & Union St	45	58	200	252	250	391	461	344	311	317	184	68	2,881	240	252	235	200
23	Radford & Osage St	-	-	-	-	-	19	48	49	45	47	20	16	244	35	-	-	-
15	Royal & Wilkes St	-	-	-	7	71	151	185	131	134	83	75	44	881	98	-	-	-
15	Saint Asaph & Madison St	-	65	228	262	267	383	393	349	397	376	211	120	3,051	277	-	-	-
15	Saint Asaph St & Pendleton St	56	44	143	178	191	281	247	231	189	208	188	136	2,092	174	243	219	222
498	Total	1,421	1,804	3,996	4,161	4,423	6,484	6,983	7,623	7,515	7,669	5,385	3,736	61,400	4,612	3,882	3,168	2,004

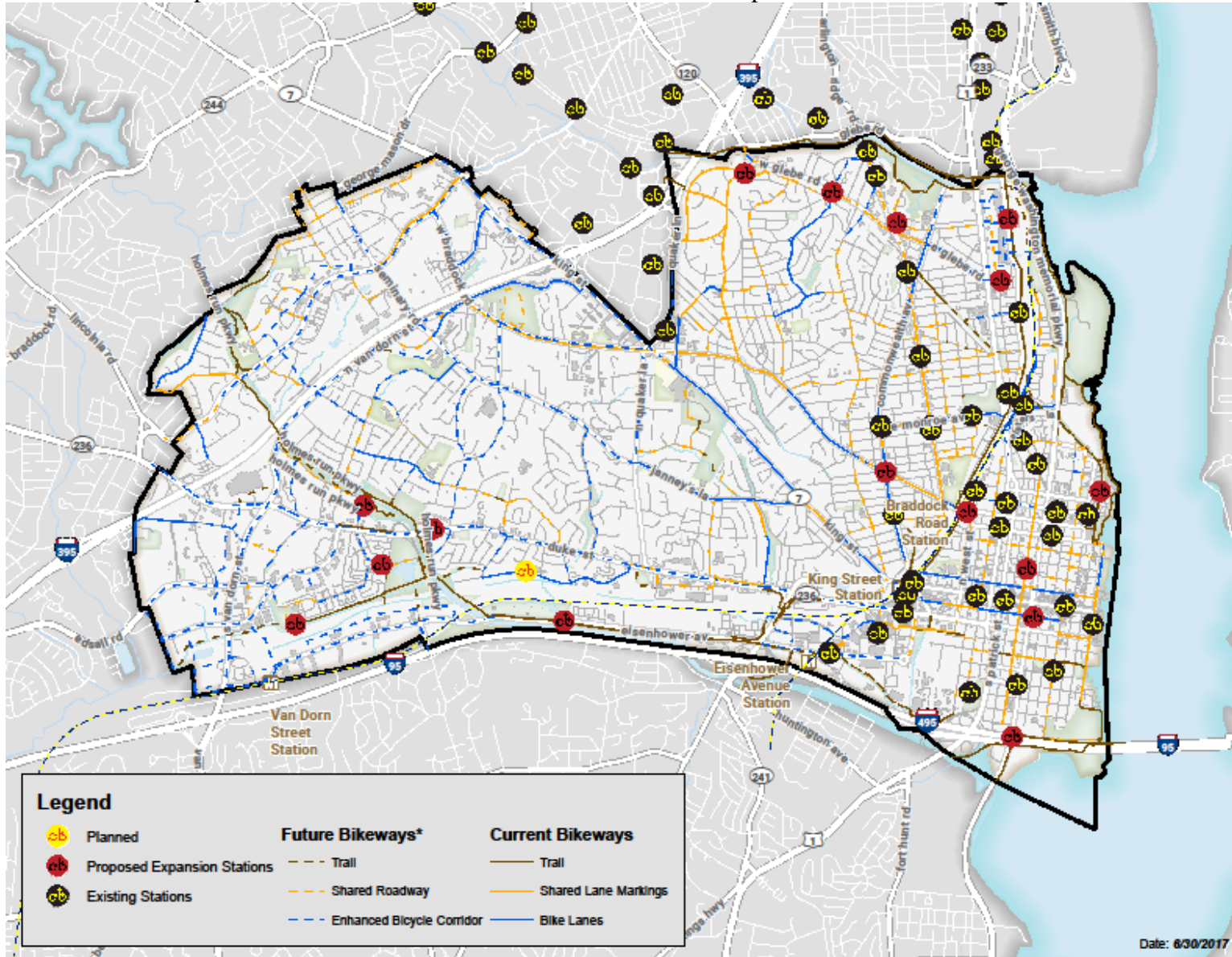
Capital Bikeshare Dashboard 2017																		
Month	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	AVERAGE 2017	AVERAGE 2016	AVERAGE 2015	AVERAGE 2014	AVERAGE 2013	AVERAGE 2012
Number of Stations	31	31	31	31	31													
Membership																		
Active Members	998	1,021	1,027	1,063	1,074	-	-	-	-	-	-	-	1037	873	747	535	404	280
New Members - Annual, Monthly & Daily Key	29	34	28	78	51	-	-	-	-	-	-	-	44	52	59	67	44	50
Renewal Rate	84%	132%	193%	103%	102%	-	-	-	-	-	-	-	123%	81%	83%	67%	55%	55%
Trips																		
Average trips per day	124	185	159	262	254	-	-	-	-	-	-	-	197	168	127	85	66	49
Total trips per month	3,843	5,178	4,931	7,850	7,884	-	-	-	-	-	-	-	5,937	5,117	3,882	2,579	1,918	1,203
Total Trip length (in miles)	5,408	10,120	8,937	19,201	17,750	-	-	-	-	-	-	-	12,283	10,481	8,114	6,440	2,024	1,504
Average trip length (in miles)	1.41	1.95	1.82	2.46	2.26	-	-	-	-	-	-	-	1.98	1.97	1.98	2.40	0.90	1.25
Total Trip duration (in mins)	76,741	115,756	118,788	208,827	209,995	-	-	-	-	-	-	-	146,022	114,822	77,295	58,879	44,495	30,052
Average Trip Duration (in mins)	20.01	22.46	24.20	26.75	26.70	-	-	-	-	-	-	-	24.02	22.92	24.02	21.84	19.46	24.98
Carbon Offset	3,677	6,882	6,077	13,056	12,070	-	-	-	-	-	-	-	8,352	7,127	5,517	4,200	1,334	1,008
Reported crashes Systemwide	4	1	4	1	3	-	-	-	-	-	-	-	3	2	3	4	1	2

Docks	Trips Departure By Station	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	2017 TOTALS	2017 MONTHLY AVERAGE	2016 MONTHLY AVERAGE	2015 MONTHLY AVERAGE	2014 MONTHLY AVERAGE	2013 MONTHLY AVERAGE
19	Ballenger Ave & Dulaney St	191	230	238	293	278	-	-	-	-	-	-	-	1,230	246	276	277	229	-
29	Braddock Rd Metro	696	737	644	838	991	-	-	-	-	-	-	-	3,906	781	766	652	418	297
15	Commerce St & Fayette St	113	151	159	238	253	-	-	-	-	-	-	-	914	183	190	188	132	113
15	Commonwealth & E Monroe Ave	85	94	97	120	89	-	-	-	-	-	-	-	485	97	100	-	-	-
19	Commonwealth Ave & Oak St	34	62	73	104	97	-	-	-	-	-	-	-	370	74	94	-	-	-
15	Duke St & John Carlyle St	132	180	155	245	259	-	-	-	-	-	-	-	971	194	140	101	73	-
15	Eisenhower Ave & Mill Race Ln	76	82	106	173	191	-	-	-	-	-	-	-	628	126	91	84	62	-
19	Franklin & S Washington St	92	152	142	229	247	-	-	-	-	-	-	-	862	172	174	-	-	-
17	Henry St & Pendleton St	52	100	84	182	191	-	-	-	-	-	-	-	609	122	125	124	92	111
15	King St & Patrick St	137	198	185	330	310	-	-	-	-	-	-	-	1,160	232	243	254	242	238
15	King St Metro North / Cameron St	173	221	261	353	340	-	-	-	-	-	-	-	1,348	270	243	-	-	-
23	King St Metro South	273	344	321	414	444	-	-	-	-	-	-	-	1,796	359	368	516	518	515
15	Lee Center	48	65	51	102	105	-	-	-	-	-	-	-	371	74	78	-	-	-
15	Madison & Fairfax St	116	174	176	325	303	-	-	-	-	-	-	-	1,094	219	86	-	-	-
15	Madison & N Henry St	114	134	132	167	158	-	-	-	-	-	-	-	705	141	135	-	-	-
15	Market Square / King St & Royal St	250	379	386	610	602	-	-	-	-	-	-	-	2,227	445	444	391	302	309
15	Monroe Ave & Leslie Ave	102	161	108	163	197	-	-	-	-	-	-	-	731	146	154	167	116	-
15	Mount Vernon Ave & Bruce St	17	30	31	46	53	-	-	-	-	-	-	-	177	35	33	-	-	-
15	Mount Vernon Ave & E Del Ray Ave	100	118	113	203	165	-	-	-	-	-	-	-	699	140	208	198	150	-
11	Mount Vernon Ave & E Nelson Ave	126	151	144	151	191	-	-	-	-	-	-	-	763	153	179	145	151	-
15	Mount Vernon Ave & Four Mile Run Park	55	87	91	199	187	-	-	-	-	-	-	-	619	124	73	-	-	-
15	Mount Vernon Ave & Kennedy St	79	153	139	207	203	-	-	-	-	-	-	-	781	156	143	117	95	-
19	Potomac & Swann Ave	105	216	226	435	385	-	-	-	-	-	-	-	1,367	273	199	-	-	-
19	Potomac Ave & Main Line Blvd	33	52	56	98	107	-	-	-	-	-	-	-	346	69	89	-	-	-
11	Potomac Greens Dr & Slaters Ln	137	150	179	270	245	-	-	-	-	-	-	-	981	196	183	174	131	-
15	Powhatan St & Bashford Ln	79	116	79	193	125	-	-	-	-	-	-	-	592	118	101	-	-	-
19	Prince St & Union St	99	207	171	419	372	-	-	-	-	-	-	-	1,268	254	240	252	235	200
23	Radford & Osage St	21	18	28	66	63	-	-	-	-	-	-	-	196	39	35	-	-	-
15	Royal & Wilkes St	35	119	73	131	137	-	-	-	-	-	-	-	495	99	98	-	-	-
15	Saint Asaph & Madison St	131	148	140	327	386	-	-	-	-	-	-	-	1,132	226	277	-	-	-
15	Saint Asaph St & Pendleton St	142	149	143	219	210	-	-	-	-	-	-	-	863	173	174	243	219	222
513	Total	3,843	5,178	4,931	7,850	7,884	0	0	0	0	0	0	0	29,686	2,474	3,711	3,882	3,168	2,004

Attachment 3: Pedestrian & Bicycle Master Plan 2016 – Bikeshare Demand Analysis



Attachment 4: Proposed 16 Bikeshare Station Locations for FY 2018 Expansion



Attachment 5: General & Technical Bikeshare Station Siting Considerations

General considerations when choosing a location for a Capital Bikeshare station include:

- Community requests and public comment
- Visibility and accessibility
- Population and employment density
- Proximity to existing and potential bicycle activity, infrastructure, and bikeshare stations
- Proximity to retail, mixed-use activity centers, underserved communities, and residences
- Connectivity with Metrorail, Metrobus, Dash bus service, VRE, and other transit options

Technical considerations when choosing a location for Capital Bikeshare include:

- Access to sunlight for solar panels which power the stations
- Level topography and hard surface to site stations
- Right-of-way ownership (city-owned, easement, private property, etc.)
- Utility Clearance
- Sidewalk/Pedestrian Clearance (sidewalk width, pedestrian volumes, fire hydrants, bus stops, etc.)
- Operational Feasibility (rebalancing crews can easily access the station)
- Station footprint and layout (Stations consist of map panel, kiosk, docks, and bikes)

For more general information on station siting, please review the [*NACTO Station Siting Guide*](#).

Attachment 6: Citywide Capital Bikeshare Expansion Map for FY 2018

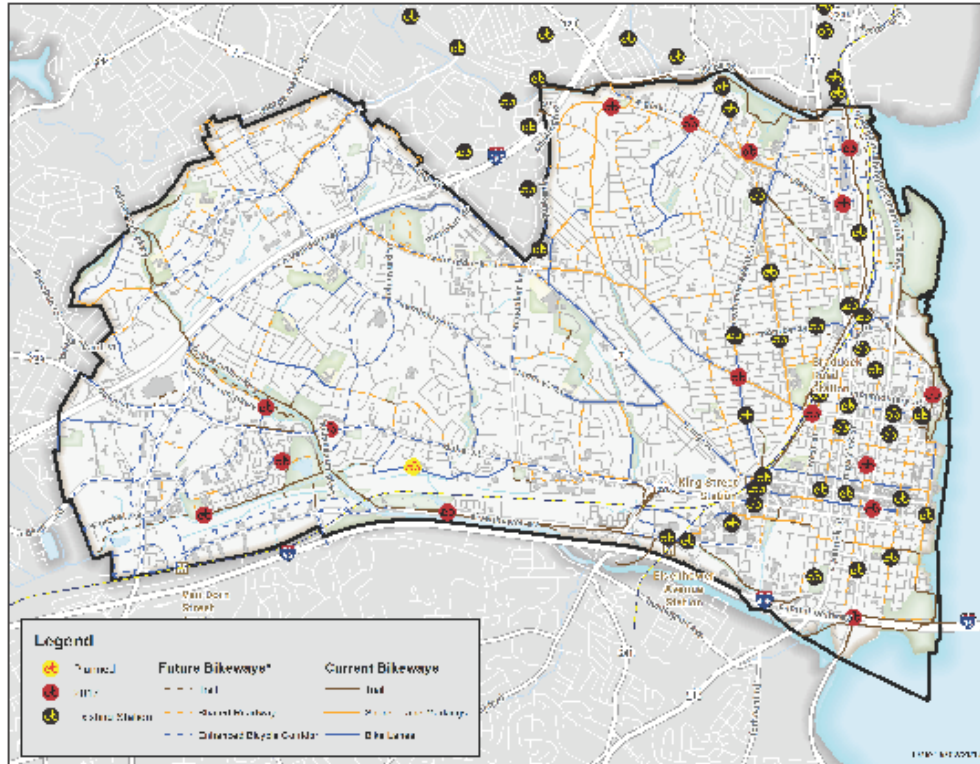


Alexandria Capital Bikeshare Expansion

 Spring 2017



Citywide Capital Bikeshare Expansion Map



*Future Bikeways displayed as approved in the Bicycle & Pedestrian Master Plan

Your Input Needed!

Growing from eighth stations in 2012 to 31 in 2016, the Capital Bikeshare system is growing in Alexandria! We need your input on future bikeshare station locations for the next round of expansion. This flyer highlights station siting considerations, proposed locations, and provides an opportunity to submit feedback to the City of Alexandria.

www.alexandriava.gov/bikesharing | CapitalBikeshare@alexandriava.gov

Intro

Please use this survey to provide feedback on the proposed Capital Bikeshare stations. Your feedback will help us select 10 Capital Bikeshare stations for the next round of expansion from the 16 proposed stations. For more information, please visit: alexandriava.gov/goalex/info/default.aspx?id=95476

Contact Information

First Name:

Last Name:

Email Address:

Phone No.:

Approximate Address or Nearest Cross Street (Optional):

Station Ratings

Station #1 - Braddock Rd Metro Station - South

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station

Station #2 - Braddock Rd & Commonwealth Ave

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station

Station #3 - Barrett Library

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station

Station #4 - Ben Brenman Park & Somerville St

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)

- Comments on this Station

Station #5 - Armistead Boothe Park

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station

Station #6 - Canal Center Plaza & Mount Vernon Trail

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station

Station #7 - Duke St & Holmes Run Trail

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station

Station #8 - Eisenhower Ave & Holmes Trail Run

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station

Station #9 - Glebe Rd & Main Line Blvd

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station

Station #10 - Glebe Rd & Old Dominion

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station

Station #11 - Holmes Run Pkwy & N Pickett St

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station

Station #12 - Potomac Ave & Reed Ave

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station

Station #13 - Prince St & St Asaph St

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station

Station #14 - Reed Ave & Edison St

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station
- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station

Station #15 - Valley Dr & Martha Custis Dr

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station

Station #16 - Woodrow Wilson Bridge Deck

- Link to Station Location
- Please Indicate Your Support for this Station
 - Do not Support (1) – Support (5)
- Comments on this Station

Alternate Station Locations

Alternate Location #1

Approximate Address

Tell us about the site you've selected above

Alternate Location #2

Approximate Address

Tell us about the site you've selected above

Alternate Location #3

Approximate Address

Tell us about the site you've selected above

Please provide any additional comments for City staff to consider.

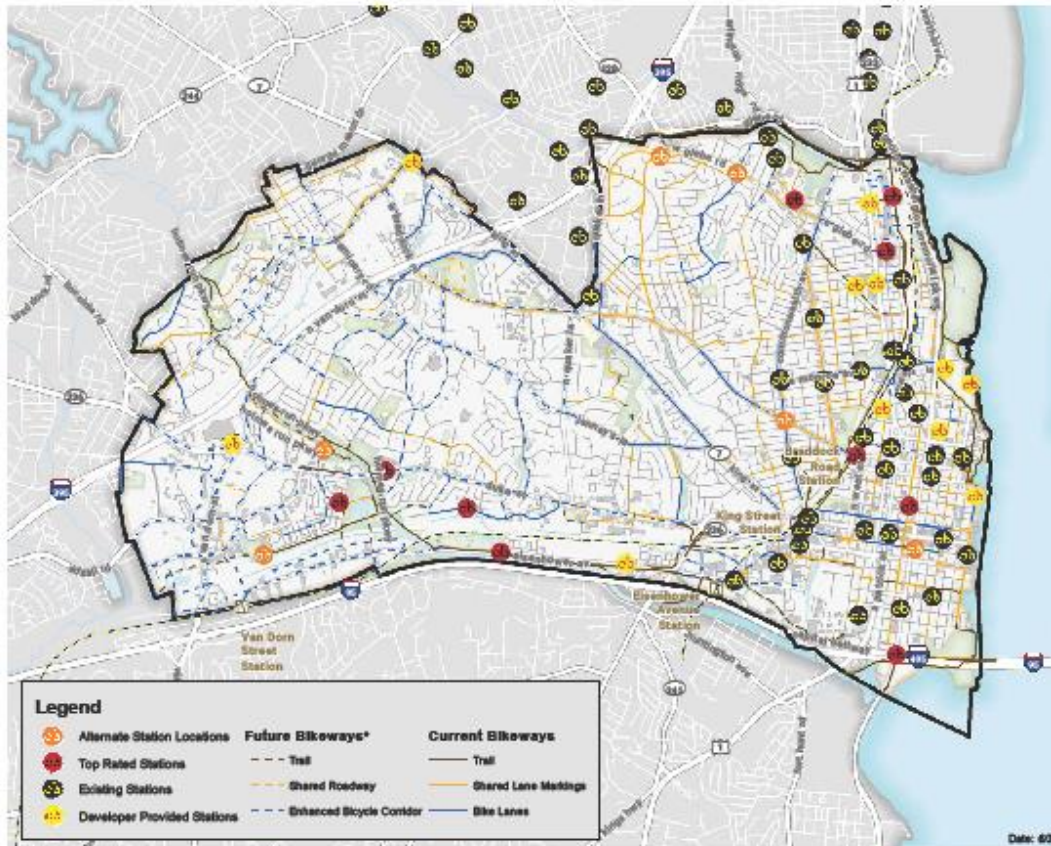
Attachment 7: Summary of Community Engagement

Summary of Community Engagement

- Bikeshare expansion survey and news send out via eNews
- Bikeshare expansion survey and news send directly to civic and community association presidents to forward to communities
- Social media announcements
- Outreach and presentation to Case Chirilagua
- Outreach and presentation to Board of Architectural Review
- Outreach to Bicycle and Pedestrian Advisory Committee
- Signs posted at proposed bikeshare station locations notifying public in advance of Traffic and Parking Board Hearing



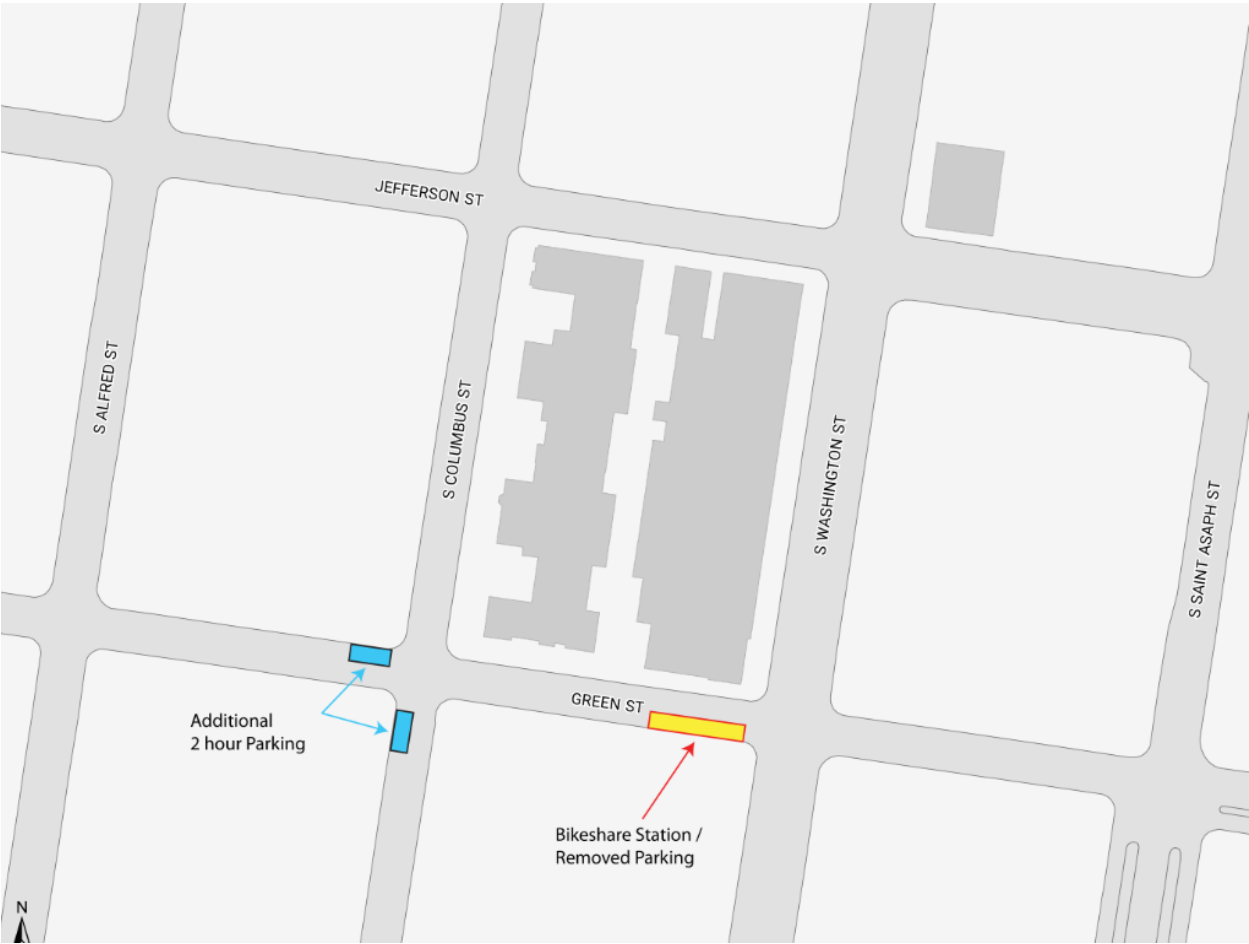
Executive Summary



Growing from eight stations in 2012 to 31 in 2016, the Capital Bikeshare system is growing in Alexandria! With grant funding to add an additional 10 bikeshare stations in FY 2018, City staff conducted outreach on 16 possible bikeshare station locations. An online survey allowed Alexandria residents to rate each proposed station location based on suitability. These results directly informed the top 10 prioritized stations that City staff have put forward for the next round of expansion. This document presents the survey rating and provides a full list of comments on each station.

www.alexandriava.gov/bikesharing | CapitalBikeshare@alexandriava.gov

Attachment 9: Map of Recommended Parking Changes Near Green St. & Washington St.



MEMORANDUM

DATE: JULY 24, 2017
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM #6

ISSUE: Consideration of a request to approve one ADA only authorization for GoGreen Cab

APPLICANT: T&ES Staff

LOCATION: Citywide

STAFF RECOMMENDATION:

That the Traffic and Parking Board approve one ADA only authorization for GoGreen Cab.

DISCUSSION:

In April 2008 GoGreen Cab was approved to commence operations with the provision that no new authorizations would be granted to the company. All authorizations would need to be gained through driver transfers from other companies. No drivers elected to transfer to GoGreen and in 2010 the City removed the driver transfer provisions. As a compromise, in 2011, the City Manager approved 20 net new authorizations for GoGreen Cab. GoGreen filled all 20 authorizations with non-ADA vehicles. Section 9-12-32(f) requires that each cab company have a minimum of one vehicle, or one percent of the vehicles authorized, whichever is greater, for ADA compliant handicapped accessible transportation. To bring GoGreen into compliance with the code, staff is recommending that a net new ADA compliant authorization be granted to GoGreen.

MEMORANDUM

DATE: JULY 24, 2017
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM #7

ISSUE: Consideration of a request to convert a grandfathered certificate of public convenience and necessity (Certificate) into a permanent certificate.

APPLICANT: King Cab Company

LOCATION: Citywide

STAFF RECOMMENDATION:

That the Board convert Mr. Stephen's grandfathered certificate to a permanent certificate and give King Cab 90 days from the Board's decision to fill the certificate.

DISCUSSION:

Mr. Randy Stephens is a Grandfather Certificate holder, King Cab ____, who has been serving the City of Alexandria for over 35 years and has recently retired. King Cab is requesting that the grandfathered Certificate be made a permanent.

The Alexandria City Council approved giving the Traffic and Parking Board authority to convert grandfathered Certificates into permanent certificates at their March 15, 2014 Public Hearing. The grandfathered Certificate holder's parent taxi company must come before the Traffic and Parking Board to request that the Certificate become permanent. The text of the approved ordinance is as follows:

Sec. 9-12-35 Grandfathered certificates.

A certificate which was issued to an individual owner or driver prior to February 15, 1983, and remains in force and effect, including by renewal, on and after July 1, 2005, shall be subject to the following provisions:

- (a) the original holder of such an individual certificate may change affiliation at any time and for any reason, subject to compliance with the provisions of this section.
- (b) the provisions of [section 9-12-32](#) shall not be applicable to renewals of grandfathered

certificates held by an individual owner or driver.

- (c) grandfathered certificates may only be transferred in the manner set forth in the following section (d).
- (d) Upon the holder's departure from the industry, the company with whom the grandfathered certificate is at that time affiliated may request that the grandfathered certificate be converted to a standard authorization, which, if granted, shall be in addition to the number of authorizations then affiliated with the company. The Traffic and Parking Board shall consider any such request at a public hearing and will make the final determination regarding such request. The City Manager shall promulgate regulations for processing such requests and scheduling them for hearing. In the event such a request is granted, then the grandfathered certificate holder may transfer the vehicle permit in the same manner and subject to the same regulatory requirements as those vehicle permits for vehicles with standard authorizations