

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 28, 2020, 7:30 P.M.
VIRTUAL**

Due to the COVID-19 Pandemic, the September 28, 2020 meeting of the Traffic and Parking Board is being held electronically pursuant to Virginia Code Section 2.2-3708.2(A)(3), the Continuity of Government ordinance adopted by the City Council on June 20, 2020 or Sections 4-0.00(g) in HB29 and HB30 to undertake essential business. Board members and staff are participating from remote locations through Zoom Webinar. This meeting is being held electronically, unless a determination is made that it is safe enough for the meeting to be held in person in the City Council Chamber at 301 King Street, Alexandria, VA. Electronic access will be provided in either event. The meeting can be accessed by the public through: Zoom hyperlink (below).

URL: https://zoom.us/webinar/register/WN_hVVpM0YZT3i9kx-n54bQ_w

Zoom Audio Conference:

Dial in: 301-715-8592

Webinar ID: 925 7931 1125

Password: 078199

Public comment will be received at the meeting. The public may submit comments in advance to Bob Garbacz at bob.garbacz@alexandriava.gov no later than 24 hours before the meeting or make public comments through the conference call on the day of the hearing.

For reasonable disability accommodation, contact Jackie Cato at jackie.cato@alexandriava.gov or 703.746.3810, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 28, 2020, 7:30 P.M.
VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the February 24, 2020 Traffic and Parking Board meeting minutes.
3. Remembrance of Kevin Beekman
4. **COVID ORAL STAFF UPDATE**
 - a. On-street dining/parklets
 - b. Curbside Pickup
 - c. Lower King Street
 - d. Enforcement Changes
 - e. Parking Demand and Trends
 - f. Taxicab Industry Updates
5. **WRITTEN STAFF UPDATES**
 - a. Dockless Mobility Pilot Program
 - b. Capital Bikeshare Expansion
 - c. King, Callahan and Russell Intersection Project
 - d. Princess Street and Earl Street Pedestrian Improvement
6. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
7. **PUBLIC HEARING FOLLOW-UP**

CONSENT CALENDAR

8. **ISSUE:** Consideration of a request to allow 2-hour parking from 7AM-8PM on the west side of the 200 Block of N. Breckenridge Place
9. **ISSUE:** Consideration of a request to extend the existing bike lane and parking lane on Commonwealth Avenue between Forrest Street and Ancell Street
10. **ISSUE:** Consideration of a request to install all-way Stop signs at the intersection of Kenwood Avenue and Crestwood Drive
11. **ISSUE** Consideration of a request to remove a Taxi Stand on Four Mile Road at Mount Vernon Avenue

PUBLIC HEARING

- 12. ISSUE:** Consideration of a request to change the parking meter rate structure along Hooffs Run Drive, Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, and the 800 block of John Carlyle Street
- 13. ISSUE:** Consideration of an approach to clarify Residential Permit Parking (RPP) District Boundary lines
- 14. ISSUE:** Consideration of a request to remove parking on the unit block of Duke Street to install a Capital Bikeshare station
- 15. ISSUE:** Consideration of a request to remove parking on the southeast side of Dawes Avenue between Netherton Drive and King Street
- 16. STAFF UPDATES:**
 - a. Alexandria Mobility Plan Progress
 - b. Taxicab Changes
 - c. Commercial Parking Update
 - d. Commissioner updates

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, FEBRUARY 24, 2020, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

MINUTES

BOARD MEMBERS PRESENT: Chairman, William Schuyler, Vice Chair, James Lewis, Jason Osborne, Kevin Beekman, Ann Tucker and Casey Kane

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief of Traffic Engineering, Ryan Knight, Civil Engineering IV, Katye North, Division Chief of Mobility Services, Cuong Nguyen, Civil Engineering II, Dana Wedeles, Principal Planner, Lieutenant Mike May, Alexandria Police Department and Hayley Burton, Intern.

1. Announcement of deferrals and withdrawals: None
2. Approval of the January 27, 2020 Traffic and Parking Board meeting minutes:

DISCUSSION: Mr. Kane asked staff to add Ms. Tucker to the Board Members Present section of the minutes.

BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Lewis to approve the minutes of the January 27, 2020 Traffic and Parking Board meeting as amended by Mr. Kane to include Ms. Tucker to the Board Members Present section of the minutes. The motion carried unanimously.

3. Written Staff Updates:
 - A. Capital Bikeshare Update,
 - B. City Garage Management Changes

DISCUSSION: Mr. Beekman clarified that Capital Bikeshare expansion bikes were not true dockless bikes. Although the bikes don't require a docking station they would need to be locked to a fixed object when not in use.

The Board inquired about the new garage management contractor implementing new technologies, such as, an app and if the new contractor would be responsible for bike parking in garages.

4. **PUBLIC DISCUSSION PERIOD**

Mr. Lawhorne spoke about the intersection of King Street, Callahan Drive and Russell Road. He indicated that the Russell Road approach to the intersection needed a longer greenlight because the light is only 22 seconds, resulting in backups on Russell Road.

Mr. Lawhorne indicated that it takes 40 minutes to get from Maury School to King Street during the evening peak. Mr. Lawhorne requested the light be extended by eight seconds for a total green time of 30 seconds.

Mr. Lewis made a motion seconded by Ms. Tucker directing staff to provide the Board with an update on the timing of the intersection both in the present and future including the current timing and the logic behind the current timing. The motion carried unanimously.

PUBLIC HEARING

5. **ISSUE:** Consideration of a pilot program allowing businesses to apply for a "parklet" permit which converts curb-space into public space.

DISCUSSION: Ms. Burton presented this item to the Board. The Board expressed the following:

- There may need to be limits placed on the number of parklets per block
- The Board believed there should have been outreach to residents, not just the businesses
- There may need to be some protection to ensure the parklet does not become an extension of the sponsoring business
- Concern that the parklets and or landscaping won't be maintained
- The impacts to local businesses should be measured
- The Board wanted to see the response from staff's outreach effort
- Concern about the impact to people living on the second floor above the first-floor businesses
- The Board expressed concern about the lack of public process in the proposed parklet application procedure
- The Board asked for and received assurances from staff that if a parklet is significantly controversial, the City would bring it to the Traffic and Parking Board for approval.

PUBLIC TESTIMONY: Ms. Callahan and Mr. Milone opposed the request and spoke about public outreach process

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Lewis to allow the parklet permit to go forward, but placing a limit of 6 parklet spaces; if more than 6, the application must be brought to the Board for a public hearing. The motion carried with Mr. Schuyler, Mr. Lewis, Mr. Kane, Ms. Tucker and Mr. Beekman voting in support; and Mr. Osborne voting in opposition.

STAFF UPDATES:

- Don't Block the Box Campaign – Ryan Knight
- Transportation Commission Updates – Casey Kane

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2020
DOCKET ITEM: #4
ISSUE: COVID Oral Staff Updates

ISSUE: Staff update to the Traffic and Parking Board on various COVID related projects.

RECOMMENDATION: That the Board receive the following staff updates:

- A. **On-street dining/parklets**
- B. **Curbside Pickup**
- C. **Lower King Street**
- D. **Parking Enforcement Changes**
- E. **Parking Demand and Trends**
- F. **Taxicab Industry Updates**

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2020

DOCKET ITEM: #5

ISSUE: Written Staff Updates

ISSUE: Staff update to the Traffic and Parking Board on various issues.

RECOMMENDATION: That the Board receive the following written staff updates:

A. Dockless Mobility Pilot Program

Scooter Parking Corrals

The City has begun installing 19 dockless mobility corrals in Del Ray. Parking spaces will not be removed to create the corrals, as was the case with the corrals installed in Old Town in summer 2019. These corrals will provide staging areas for scooter companies to deploy their scooters; per the Phase II 2020 program MOU, companies are required to deploy scooters in a corral when one is nearby. The companies' app technologies are not able to require riders to park in corrals (due to GPS inaccuracies), however, riders will be encouraged to park in corrals through messaging and marketing. Signage alerting riders that riding on sidewalks will be adjacent to the corrals where feasible.

The City is developing plans for corrals in the equity distribution areas (Arlandria, west of Quaker and east of I-395, and west of I-395). These corrals will support the program's policy that scooter companies are required to deploy 5% of their devices in Arlandria, 15% west of Quaker and east of I-395, and 10% west of I-395.

Ad Hoc Scooter Task Force

The Ad Hoc Scooter Task Force met virtually on September 21 to discuss a recommendation to City Council for the program's structure in 2021. The Phase II Pilot was approved through December 31, 2020 with the option for City Council to extend. Due to COVID-19, the Task Force was unable to meet earlier to discuss the future of this program. Additionally, scooter usage was significantly lower in the spring. There was not enough activity to evaluate the effectiveness of the changes made for Phase II and how to proceed with the program.

B. Capital Bikeshare

Expansion

In June and July, four new bikeshare stations were installed in the City using contributions from development projects. Another new bikeshare station is scheduled for installation at the intersection of North St. Asaph Street and Montgomery Street at the end of September, pending completion of the City's re-paving schedule. This station was also funded by a nearby development as a condition of its approval and was approved for installation via City Council's approval of the new development project. The location for a sixth station is included as a docket item in this meeting.

Staff continues to work with VDOT on securing funding to expand the bikeshare system by 26 stations. VDOT funded stations will be installed in phases beginning next spring/summer and through the next few years, with ten new stations anticipated to be ordered this fall once VDOT has issued their approval to move forward.

C. King, Callahan and Russell Intersection Project

During the February Traffic and Parking Board meeting, one resident spoke during the public discussion period about providing eight additional seconds of green signal time for southbound Russell Road at the intersection of King Street and Callahan Drive. The Board requested that staff consider this request and report back on the findings.

On March 3, 2020, staff met on-site with two residents to further discuss their issues as well as the upcoming King, Callahan, Russell Road Intersection capital project. Staff and consultants had previously developed a traffic model that enabled staff to evaluate the Board's request and determine the impacts of this additional time on the intersection with updated traffic data collected in January 2020.

The traffic model showed that while adding eight seconds to the southbound lanes improved the Russell Road approach slightly the queues and delays for all other approaches increased. As with all intersections, the goal is to balance the needs of all approaches. Staff concluded that since this intersection is serving multimodal users and all approaches have equal significance, adding eight seconds to Russell Road is not the appropriate treatment. However, staff is advancing the King, Callahan, Russell Road project which could provide benefits for all directions of traffic and all users of this intersection. This project will include a reconstruction of the traffic signals, additional pedestrian signals and camera detection that will help to mitigate traffic flow issues. Additionally, staff evaluated several different lane configuration and signal timing plans to determine how to best optimize the vehicular flow at this intersection. These will be presented to the community later this year. Staff will be reengaging with the community for this project and believes that looking holistically at the intersection and implementing changes that have gone through the community process is the best approach.

D. Princess Street and Earl Street Intersection

At the November 18, 2019 Traffic and Parking Board Meeting, the Board approved the staff recommendation to install No Parking signs to improve visibility at the intersection of Princess Street and Earl Street. However, several members of the community spoke at the meeting requesting staff to determine other methods to improve the safety within the intersection because of the limited availability of street parking. Staff informed speakers and board members that the intersection will undergo a walk audit by the Safe Route to School Program. The walk audit should determine other measures to improve safety conditions. The Board Members asked staff for any updates once the walk-audit is complete and/or additional measures have been implemented.

To date, in addition to the No Parking signs to improve visibility within the intersection, a high visibility crosswalk with ADA compliant curb ramps on either side has been installed on the east side of the intersection to improve the crossing of Princess Street.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2020

DOCKET ITEM: #8

ISSUE: Consideration of a request to allow 2-hour parking from 7 a.m.-8 p.m. on the west side of the 200 Block of N. Breckenridge Place

REQUESTED BY: Sean Buel, resident of Lincolnia Road

LOCATION: West side of the 200 Block of North Breckenridge Place

STAFF RECOMMENDATION: That the Board make a recommendation to the Director of T&ES to replace the no parking restrictions with 2-hour parking from 7 a.m. to 8 p.m. on the west side of the 200 Block of North Breckenridge Place.

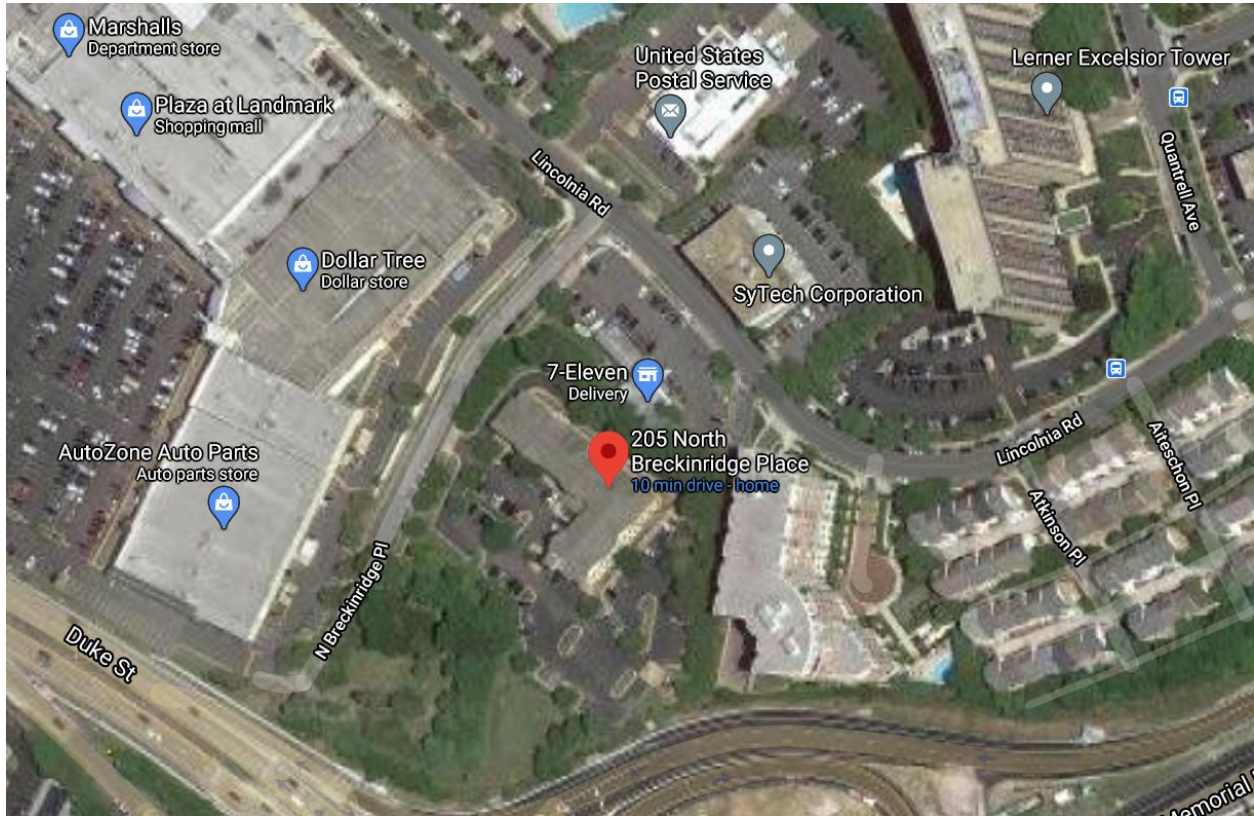
BACKGROUND: North Breckenridge Place is located near the border with Fairfax County. The road is bordered by the Plaza at Landmark shopping center to the west and an Extended Stay America hotel and 7-Eleven to the east, with a mix of residential and commercial uses in the surrounding area (Attachment 1). The road provides a connection between Lincolnia Road to the north and the Plaza at Landmark parking area to the south.

The 200 block of North Breckenridge Place currently has 2-hour parking restrictions from 7 a.m. to 8 p.m. posted on the east side of the road and no parking on the west side of the road (Attachment 2). The restrictions on the east side were added after approval by the Traffic and Parking Board in February 2018. That side of the road had previously been unrestricted, resulting in storage of vehicles and parking of commercial vehicles.

DISCUSSION: Residents of Lincolnia Road have requested replacing the no parking restrictions on the west side of the street with 2-hour parking from 7 a.m. to 8 p.m. This will provide consistent parking regulations on both sides of the street while increasing the supply of on-street parking, encouraging turnover during the day, and deterring long-term or commercial vehicle parking. The width of the road is sufficient to allow parking on both sides with a travel lane in each direction (the road varies from about 35 feet to about 39 feet wide). On-street parking may also encourage drivers to drive at safe speeds along the road. Staff supports the request made by residents.

OUTREACH: Sean Buel, the applicant, gathered signatures of support from residential neighbors as well as the Extended Stay America on the 200 Block of North Breckenridge Place (Attachment 3).

ATTACHMENT 1:
Location (Aerial)



ATTACHMENT 2:
Location (Street view)



N. Breckinridge Place looking south



N. Breckinridge Place looking north

ATTACHMENT 3:
Request



ON-STREET PARKING MODIFICATION REQUEST FORM

Please fill out this application and return to megan.olevnik@alexandriava.gov or mail to Megan Olevnik, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314

Type of On-Street Parking Modification Requested:

- Loading Zone Removal
 - Loading Zone Addition
 - Parking Removal
 - No Parking Sign Removal
 - Parking Restriction Change (Non-RPP)
- Proposed restrictions 2 Hour Daytime Parking

Location: N Breckenridge Place and Lincolnia Road
(Map or figure may be provided as an attachment)

Reason for the Request *(What are you trying to solve/address?):*

There are "no parking signs" on half of N Breckenridge Place. If those signs were removed it would
free up a lot of very much needed parking for this area. I measured the street myself and it is 36 feet
wide at the most narrow and 39 feet at the widest. There is plenty of room to park on both sides

Approximate number of spaces affected (assume 20 feet per space): 30

Project Champion (Point of Contact) Information:

Name: Sean Buel

Address: 6038 Lincolnia Road Alexandria Virginia 22312

Email: Seanbuel25@gmail.com

Phone Number: 304 419 4307

- Best Way to Contact:** Email Phone
Best Time of Day to Contact: Morning Afternoon



We the undersigned hereby support or oppose (as indicated) the parking modification request detailed on Page 1 of this application.

(Petition should include a signature from a property owner, occupant, or manager for all properties adjacent to the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address	Property Affiliation (owner, occupant, manager, etc.)	Email
Sean Duell	Support	<i>[Signature]</i> 3/2/20	6038 Lincolnia	Owner	Sean.duell25@gmail.com
Tina Marie Gail Nassiri	Support	<i>[Signature]</i>	205 North Braddock Place	General Manager	denardextendedstay.com
Chulou MAZEL Salvador cent	SUPPORT	<i>[Signature]</i>	6130 LINCOLNIA RD ALEXANDRIA VA 22312	OWNER	MARZYM19@yahoo.com
MARVIN COHEN	SUPPORT	<i>[Signature]</i> 2 July 2020	6012 RICKETS WALK 22312	OWNER ALEX, VA	marvcohen2442@yahoo.com
Brandon Wright	Support	<i>[Signature]</i> 7/2/20	6055 Lincolnia Rd	occupant	Brandon@thecuriositiescafe.com
Brad Hrensky	Support	<i>[Signature]</i>	6021 Ricketts Walk	owner	brad@ecpc.com
Van Luong	support	<i>[Signature]</i>	6021 Ricketts Walk	owner	long@ecpc.com
Christopher Chivi	Support	<i>[Signature]</i>	6020 Linggigra Alexandria, VA	OWNER	Chris.Cathlin@gmail.com
Yu Yu Naing	Support	<i>[Signature]</i>	6041 Ricketts Walk Alexandria, VA	Owner	yuynaing@gmail.com

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2020

DOCKET ITEM: 9

ISSUE: Consideration of a request to extend the existing bike lane and parking lane on Commonwealth Avenue between Forrest Street and Ancell Street

REQUESTED BY: Residents of Warwick Village

LOCATION: 2800 block of Commonwealth Avenue at Ancell Street

STAFF RECOMMENDATION: That the Board concurs with the administrative approval given by the Director of T&ES to extend the existing bike lane and parking lane on northbound Commonwealth Avenue between Forrest Street and Ancell Street.

BACKGROUND: In 2019, after a severe pedestrian crash involving a child, several residents contacted the City to express concerns regarding pedestrian safety at the intersection of Commonwealth Avenue and Ancell Street. The crash occurred as the child attempted to cross the northbound side of Commonwealth Avenue, which is two lanes. A school bus driver stopped to allow the pedestrian to cross, but the car in the next lane failed to yield, striking, and severely injuring the child. This intersection lacks any crossing infrastructure.

Due to the ongoing pandemic which prevented the Traffic & Parking Board from convening, as well as the broad community support demonstrated for this project, the Director of T&ES issued an administrative approval of this project in July. The project was implemented in early September.

DISCUSSION: Numerous residents requested the installation of a crosswalk at the intersection of Commonwealth and Ancell Street. However, best practice dictates that uncontrolled crosswalks across multiple lanes of traffic, absent any other safety treatments, are not advisable due to the potential for a “multiple-threat crash”. A multiple threat crash occurs when a driver in one lane stops, but the driver in the next lane does not, often due to limited visibility of the person crossing. This was the exact circumstance of the aforementioned crash.

The Warwick Village neighborhood is located on the west side of Commonwealth Avenue, and numerous destinations are on the east side, including Colesanto Park, Mount Vernon Recreation Center, Mount Vernon Community School, Duncan Library, and numerous businesses on Mount

Vernon Avenue. T&ES staff determined that a crosswalk was appropriate here to accommodate existing demand and enhance access for people crossing the street.

In order to provide a crosswalk that minimizes the potential for a multiple-threat crash, staff propose to extend the existing bike lane and parking lane on northbound Commonwealth Avenue from Forrest Street to Ancell Street, a distance of approximately 250 feet (Attachment 2 and 3). This would reduce Commonwealth Avenue to one northbound lane at Ancell Street, allowing pedestrians to cross only one lane of traffic at a time. This proposal technically does not change existing parking, as on-street parking is already permitted between Forrest Street and Ancell Street. However, it is currently not marked as a parking lane and is often used as a second travel lane when parked cars are not present. By ensuring pedestrians have only one lane to cross at a time, it will be much easier for people driving to see them and stop as required by law.

T&ES Traffic Engineering staff conducted a traffic analysis and determined that the proposed design would have no significant impacts on the operation of the signalized intersection of Commonwealth Avenue and Mount Vernon Avenue.

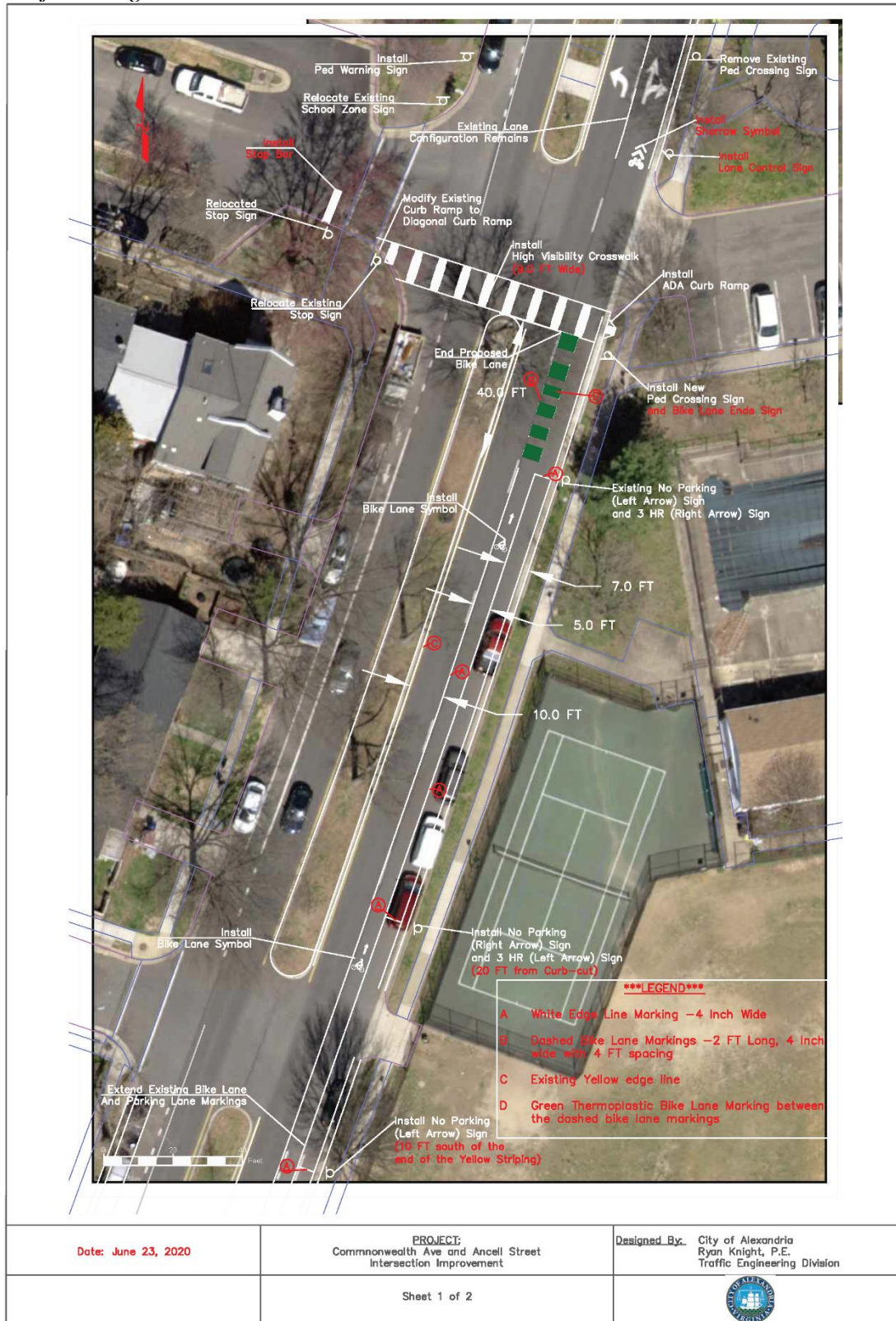
OUTREACH: T&ES staff notified residents in the immediate project area (Ancell Street, Forrest Street, and portions of Commonwealth Avenue, Hickory Street, and Kennedy Street) via mail (Attachment 4). Staff also notified the Warwick Village Citizens Association and Del Ray Citizens Association via email. Staff received approximately 40 community comments on the proposed changes, all of which were supportive of the project overall. The Warwick Village Citizens Association has also endorsed the project (Attachment 5). No response was received from the Del Ray Citizens Association.


ATTACHMENT 1
Location (aerial)



ATTACHMENT 2

Project design



<p>Date: June 23, 2020</p>	<p>PROJECT: Commonwealth Ave and Ancell Street Intersection Improvement</p>	<p>Designed By: City of Alexandria Ryan Knight, P.E. Traffic Engineering Division</p>
<p>Sheet 1 of 2</p>		

ATTACHMENT 3

Street view (Commonwealth Avenue looking north to Ancell Street)



ATTACHMENT 4

Project flyer

COMMONWEALTH AVENUE & ANCELL STREET PEDESTRIAN SAFETY PROJECT

Dear Resident,

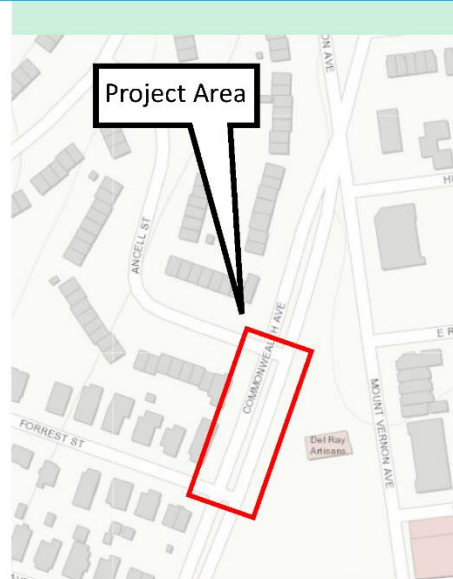
Members of the community have expressed concerns about pedestrian safety at the intersection of Commonwealth Avenue and Ancell Street and have requested that the City make improvements. These proposed improvements are enclosed. The purpose of this community-driven project is to provide an opportunity for people to safely cross Commonwealth Avenue and enhance neighborhood access to the school, park, recreation center, library and businesses along Commonwealth and Mount Vernon Avenues.

Here are some additional details that may be helpful for you to know:

- A high-visibility crosswalk is proposed across Commonwealth Avenue at Ancell Street.
- To reduce the chance of a multiple-threat crash (where a driver in one lane stops for someone crossing the street, but the driver in the next lane does not), the existing bike lane and striped parking lane on northbound Commonwealth Avenue are proposed to be extended by one block, or approximately 250 feet, from Forrest Street to Ancell Street.

Here are the next steps for this project:

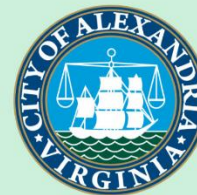
- **Community Input.** Community input is requested no later than Friday, July 17th. Any modifications to the plan based on community feedback will be made as appropriate.
- **Implementation.** Pending community feedback, this project is anticipated to be completed in August or September. Please note, implementation is dependent on weather and crew availability.



Please direct any questions or concerns about this project to Alex Carroll, Project Manager, by Friday, July 17th.

Alex Carroll

Complete Streets Coordinator
Department of Transportation &
Environmental Services
Alexandria.carroll@alexandriava.gov



<https://www.alexandriava.gov/CompleteStreets>

ATTACHMENT 5

Warwick Village Citizens Association Endorsement

From: swotom@aol.com <swotom@aol.com>

Sent: Friday, July 17, 2020 2:31 PM

To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

Subject: [EXTERNAL]Fwd: Commonwealth & Ancell Safety Project

Alex,

My name is Tom Williamson and I am the President of the Warwick Village Citizens Association. I'm writing to let you know that the Warwick Village Citizens Association endorses the proposal for a pedestrian crosswalk on Commonwealth Avenue near Ancell Street. Numerous neighbors who live near the spot have written to us and expressed support for the project. We have not heard from anyone who opposed the idea, although one neighbor did suggest that the crosswalk would be better positioned on the north side of the intersection. Another neighbor who fully supported the project asked if there was any way to improve the traction in the crosswalk, as painted asphalt tends to be slippery when wet.

On a related subject, we would like to ask that you look at the existing crosswalk in front of Warwick pool with an eye to making it more visible (currently it is just two white lines). A number of neighbors have expressed concern to us about the speed of cars coming down the hill on Landover Street in front of the pool. As the pool opens up again, we are worried about the risk to families with children using the crosswalk.

Thanks for your consideration,

Tom Williamson

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2020

DOCKET ITEM: #10

ISSUE: Consideration of a request to install an All-Way Stop Control at the intersection of Kenwood Avenue and Crestwood Drive

REQUESTED BY: Ms. Cristin Harber

LOCATION: Kenwood Avenue and Crestwood Drive Intersection

STAFF RECOMMENDATION: The Board makes a recommendation to Director of TE&S to approve the installation of All-Way Stop signs at the intersection of Kenwood Avenue and Crestwood Drive.

BACKGROUND: Upon request, the City of Alexandria’s Traffic Engineering staff conducted a Stop Sign Warrant Analysis for the Kenwood Avenue and Crestwood Drive intersection. In accordance with the Federal Highway Association’s Manual of Uniform Traffic Control (MUTCD), an analysis must be conducted to ensure additional stop signs within the intersection are warranted. This analysis includes a review of the intersection’s characteristics, traffic volume assessment, intersection operation analysis, and reviewing the reported collision history within the intersection.

DISCUSSION: The intersection of Kenwood Avenue and Crestwood Drive is in a residential area. Kenwood Avenue is a two-lane residential street with parking permitted on each side with a 25 MPH speed limit. Kenwood Avenue has a slight curved alignment north of Crestwood Drive in which a sign advises 20 MPH travel speed within the curve. Classified as a Local Road, with a 25 MPH speed limit, Crestwood Drive is a two-lane undivided roadway operating as a “yield street” as parking is allowed on both sides. The existing traffic control device within the intersection includes stop signs for the Crestwood Drive approach. The intersection also includes pedestrian accommodations such as sidewalks along the north side of Crestwood Drive. In addition, sidewalks exist on the west side of Kenwood Avenue, just south of the intersection, and both sides just north of the intersection. High visibility crosswalk markings are in place across the northern leg, as well as standard crosswalk markings crossing the west leg. This intersection is located near several pedestrian generated sites such as various places of worship, retail, and commercial sites. Sight distance appears to be slightly impeded within the intersection due to roadside objects such as trees and potential on-street parking.

Traffic counts conducted in January 2020 help determine the traffic behavior within the intersection and if the volume for each approach meets the warrant for All-Way Stop Control. The traffic volume for all approaches to the intersection were evaluated for an 8-hour period. Per guidance in the MUTCD, the intersection does not meet the minimum volume per hour. However, three hours within the 8-hour period meet MUTCD's minimum requirement (see attachment 2).

The turning movement counts also help determine the intersection's operation. The current two-way stop control was evaluated using Synchro software for the AM and PM peak hours. Considering the Kenwood Avenue approach is an uncontrolled approach, the evaluation was focused on the Crestwood Drive approach. Currently, both approaches for Crestwood Drive do not experience significant delay. In addition, the introduction of stop signs on Kenwood Avenue would not significantly impact intersection operations (see attachment 3).

As part of the all-way stop warrant analysis, the collision history was evaluated to determine if any collisions could be corrected by all-way stop control. These collision types usually vary from left-turn collisions to angled collisions. Over the past five years there have been six reported crashes (see attachment 4). Per guidance in the MUTCD, this does not meet the minimum threshold for a 12-month period. However, the reported collisions meet 80% of the minimum threshold.

Based on the above, staff recommends the installation of an All-Way Stop Control within the Kenwood Avenue and Crestwood Drive intersection. Although the intersection does not meet the MUTCD's guiding warrants, it is staff's judgment as professional engineers that additional stop signs will address existing safety issues. The collision history suggests the type of collisions within the intersection could be corrected with additional stop signs while not significantly impacting the intersection's operation.

OUTREACH:

Staff has informed Ms. Cristin Harber of the recommendation and was met with full support. An email was sent to the North Ridge Civic Association concerning this request on August 20, 2020, so far there has been no response.

ATTACHMENT 1:
Location (aerial- Existing Conditions)



ATTACHMENT 2: Multi-way Stop Warrant Analysis

MULTI-WAY STOP WARRANT ANALYSIS

City/Town:	<u>City of Alexandria</u>	Analysis Performed By:	<u>Ryan Knight, P.E.</u>
County:		Date Analysis Performed:	<u>2/13/2020</u>
Division:	<u>Traffic Engineering</u>	Project Number if Applicable:	<u>N/A</u>
Data Date:	<u>1/16/2020</u>	Weather Conditions:	
Major Route:	<u>Kenwood Avenue</u>	Appr. Lanes:	<u>1</u>
Minor Route:	<u>Crestwood Drive</u>	Appr. Lanes:	<u>1</u>
		Critical Approach Speed (mph):	<u>25</u>

- A. Is a multi-way stop sign installation considered as an interim measure where traffic signal is justified? Yes No
- B. How many reported collisions in a 12-month period? Yes No
- * Number of right-turn collisions:
 * Number of left-turn collisions:
 * Number of right-angle collisions:

- C. Minimum Vehicular Volumes (100%) Yes No
- 100% Satisfied
- (Used if Approaching Speed exceeds 40 MPH) 70% Satisfied: Yes No

	(volumes in veh/hr)	Minimum Requirements		Eight Highest Hours							
		100%	70%	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
100%	Both Approaches on Major Street	300	210	160	236	219	226	319	353	365	265
	Both Approach on Minor Street	200	140	86	109	99	101	135	181	182	162

- D. Minimum Vehicular Volumes (80%) Yes No
- 80% Satisfied

	(volumes in veh/hr)	Minimum Requirements		Eight Highest Hours							
		80%		11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
100%	Both Approaches on Major Street	240		160	236	219	226	319	353	365	265
	Both Approach on Minor Street	160		86	109	99	101	135	181	182	162

Other criteria that may be considered in an engineering study include:

- a. Total left-turn volume from the major street from the largest approach. Yes NO
- Is an Intersection analysis required? Yes NO
- b. Is the intersection near a location that generates high pedestrian volumes? Yes NO
- c. Is the sight distance adequate within this intersection? Yes NO
- d. Are the streets classified as two residential neighborhood collector streets of similar design and operation characteristics where multi-way stop would improve traffic characteristics? Yes NO

ATTACHMENT 3:
Intersection Operation Analysis

AM PEAK HOUR

Street Name	Approach	Existing (2 Way Stop)	Proposed (All Way Stop)
Kenwood Ave	Northbound	0.0 sec (A)	9.4 sec (A)
	Southbound	0.0 sec (A)	9.9 sec (A)
Crestwood Dr	Eastbound	14.1 sec (B)	8.9 sec (A)
	Westbound	13.2 sec (B)	8.5 sec (A)
Overall Intersection		2.9 sec (A)	9.5 sec (A)

PM PEAK HOUR

Street Name	Approach	Existing (2 Way Stop)	Proposed (All Way Stop)
Kenwood Ave	Northbound	0.0 sec (A)	9.5 sec (A)
	Southbound	0.0 sec (A)	9.4 sec (A)
Crestwood Dr	Eastbound	15.1 sec (C)	9.7 sec (A)
	Westbound	12.7 sec (B)	8.5 sec (A)
Overall Intersection		5.2 sec (A)	9.5 sec (A)

ATTACHMENT 4:
Collision History Spreadsheet

Report #	Date	Type	Narrative
16-114420	2/28/2016	Pedestrian	N/A
16-135187	5/20/2016	Angle	N/A
16-148475	7/6/2016	Angle	N/A
17-103655	1/14/2017	Angle	N/A
18-107925	1/25/2018	Angle	Veh 1 (EB) on Crestwood struck Veh 2 (NB) while veh 2 had ROW
18-144602	5/21/2018	Head On	veh1 (Bike) traveling NB on Kenwood Dr lost control turning EB hitting veh 2 (WB) and veh 3 (parked)

ATTACHMENT 5:

Resident's Request

To Whom It May Concern:

I would like to call attention to a speed and safety problem at the corner of Kenwood and Crestwood Avenues, Alexandria, 22302.

The main issues I'd like to bring to your attention are:

- Traffic along Kenwood operates at a high rate of speed
- There is a heavy stream of commuter traffic that speeds on the Crestwood straightaway from Quaker Lane toward Kenwood
- There are significant drinking and driving problems on Kenwood

Here is a selection of situations that I base my concerns on:

Twelve months ago, I purchased a home at 1311 Kenwood Avenue, which is at the corner of Kenwood and Crestwood. In that short amount of time, I've called 911 three times because of problems at this intersection. Two of the three times, a vehicle involved in the accident was totaled.

I've made multiple calls to the non-emergency number. Some calls were to report high rates of speed, while others were simply when I was frustrated with a close call, especially if there are children nearby.

Once, I reported to the non-emergency number what appeared to be, later confirmed, a car that had been stolen for a joyride, severely damaged and abandoned on that corner. While another time I placed a call because of the erratic behavior of a driver on Kenwood who stopped, started, and attempted to change directions several times with an unsecured toddler climbing around in the backseat.

On June 27th, a car careened out of control and crashed in front of my house. It was late, but I was awake and held my breath at the somewhat familiar sound of tires screeching at high speed. It turns out the 16-year-old driver lost control and hit a utility pole. I found him disoriented in my front yard, standing dangerously near downed live wires.

While age and stupidity were a factor in this case, possibly underage drinking as my neighbors have said, I think it's significant to note that this is not an isolated incident. It's essential to make clear how many "almost" disasters occur daily.

Many times, I've driven down Kenwood either ready to turn onto Crestwood (where my driveway is) or continued straight ahead and have had someone nearly hit me, assuming that I was about to stop at a four-way stop. There isn't a 4-way stop at this intersection. There have been occasions when trying to cross Kenwood from the stop sign on Crestwood, knowing Kenwood traffic will not stop, when I have close calls because a Kenwood driver is speeding around the corner/down the hill.

I work from home. My office is in the sunroom, which is the closest part of my house to the street corner. I hear many "near" collisions every single day. This is no exaggeration, and after an incident a few weeks ago, I started a scratch pad, making hash marks for every horn blare, tire squeal, or sound of high speed. By the end of a few days, I stopped because I didn't think it was believable and, the high rate of occurrence kept me from my job.

A side note, as I re-read this letter: Just now, a metro bus laid on its horn as an SUV floored across the intersection. Another near miss.

I'll share a story that won't win me the mom-of-the-year award but will add context to the situation: I'd asked my kids to get in the car a couple times, and out of frustration, finally honked my horn. They didn't come... so I honked again. It wasn't my best parenting moment when I marched into the backyard, upset that I was ignored.

They apologized for not getting into the car but could tell that my frustration level was far higher than they'd thought I'd be. When I said I honked twice, they explained that they'd heard the horn both times but presumed it was our street traffic. Please let that sink in, horns blare so often that my kids, ten feet away behind our backyard fence, didn't react.

A few weeks ago, the company Care of Trees came to my property for tree pruning. The project manager knocked on my door and asked me to move my car further up so he could park where I had been. I can

provide you his name and contact information if you'd like. He explained that his men and equipment were not safe on the corner of Kenwood and Crestwood due to the high rate of speed, amount of through traffic, and dangerous ways drivers take the turn onto Crestwood, often clipping the sidewalk corner.

I'd also like to share that I firmly believe that Metro and school bus drivers are aware that this is a dangerous intersection. They have seen that Crestwood drivers treat the intersection as a four-way stop. Many bus drivers honk their horns as they round the corner/come down the hill on Kenwood out of preventative habit before they'd be able to tell if a car will stop for them to pass.

As for the prevalence of drunk driving, every week, I pick up empty alcohol containers along the curve on Kenwood between Valley Drive and Crestwood. Last summer, while I was gardening in the front yard and my kids were playing in the grass, someone lobbed an empty beer can into the street as they flew by.

That was the first time I realized how significant of a problem this could be as the sun was out and neighborhood kids were playing.

Also, this might be a good time to mention that on my block of Crestwood, there are twenty-five kids. On the adjoining block of Crestwood to Valley, there are many children. While I can't speak for that block's traffic problems, I believe the issues to be substantial and dangerous based on family walks and bicycle rides.

Commuting apps like Waze significantly contribute to the flow of traffic down Crestwood and Kenwood. We are listed as a shortcut for commuters to reach Braddock and King streets, Russell Road and Route 1 to Crystal City/Old Town. These short cuts are suggested from the 395 Quaker Lane or King Street exits as well as from major roads in the city. Kenwood and Crestwood are well-maintained and adequately sized for a neighborhood street. But I consider it too narrow to accommodate resident parking, two-way traffic, and speed associated with hurrying through rush hour shortcuts.

I have several other examples to share but believe I've driven home my point. A quick search on the neighborhood app NextDoor or neighborhood listservs can provide you additional perspectives and unreported problems.

I'd like to submit the following suggestions respectfully:

- A four-way stop at the corner of Kenwood and Crestwood, and possibly Oakwood
- Traffic calming tables both ways on Kenwood between Valley Drive to the intersection of Crestwood
- Traffic calming tables on Kenwood for downhill drivers from to Oakwood to Crestwood heading toward Valley
- Traffic calming table on Crestwood from Quaker Lane toward Kenwood
- Signs or another deterrent to slow/change commuter traffic, perhaps similar to the signs in Old Town that prevent commercial big rig trucks or non-neighborhood traffic during certain hours

I'd also like to thank the City for installing the new streetlight on the Kenwood Avenue curve. It was entirely too dark to feel safe along that path and the park. While this is good for pedestrians, I'm not sure how it will assist with problem drivers.

Thank you for reviewing my letter of concern. I look forward to assisting in whatever way I can to help be part of the solution.

Sincerely,

Cristin Harber

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2020

DOCKET ITEM: #11

ISSUE: Consideration of a request to remove a Taxi Stand on Four Mile Road at Mount Vernon Avenue

REQUESTED BY: Transportation and Environmental Services (T&ES) Staff

LOCATION: 400 block of Four Mile Road

STAFF RECOMMENDATION: That the Board recommend to the Director of Transportation & Environmental Services removing the taxi stand in the 400 block of Four Mile Road.

BACKGROUND: Elbert Triangle Park is adjacent to the intersection of Four Mile Road and Mount Vernon Avenue (Attachment 1). The park includes a vehicle lay-by along the southern edge of the property, adjacent to Four Mile Road. The lay-by is used for bike parking and a taxi stand.

In July 2013, the Traffic and Parking Board approved the removal of a portion of the taxi stand to create space for a bike parking corral.

During the summer of 2019, Staff from the Department of Recreation, Parks, and Cultural Activities (RPCA) conducted outreach in the community regarding potential park improvements as a part of the Pocket Parks Improvement Plan. RPCA's recommendations (Attachment 3) include removal of the taxi stand to add more park space as well as additional bike parking. The Park and Recreation Commission endorsed the plan's recommendations on February 20, 2020.

DISCUSSION: The existing taxi stand is not used. Staff reached out to the taxi companies to get feedback on the utility of a taxi stand in this location. None of the respondents recall taxis making use of this space.

The bike parking corral approved in 2013 is often full and is no longer adequate to meet the area's bicycle parking needs. Staff anticipate using this space for additional bicycle parking corrals.

Staff also anticipate using part of the space as a dockless mobility corral for scooters and other dockless mobility devices. As a part of the City's Phase II Dockless Mobility Pilot Program,

companies operating within Alexandria are required to deploy a portion of their fleet within designated equity areas. This site is within the Arlandria equity area, where operators are required to deploy at least 5% of their fleet daily. The Arlandria equity area is bounded by Commonwealth Avenue, Four Mile Run, and West Glebe Road. Designating a portion of this space as a corral will help dockless mobility operators meet the equity requirements.

OUTREACH: Staff reached out to the taxi companies; none objected to removal of the taxi stand. RPCA staff also developed recommendations for this park based on outreach for their Pocket Parks Improvement Plan.

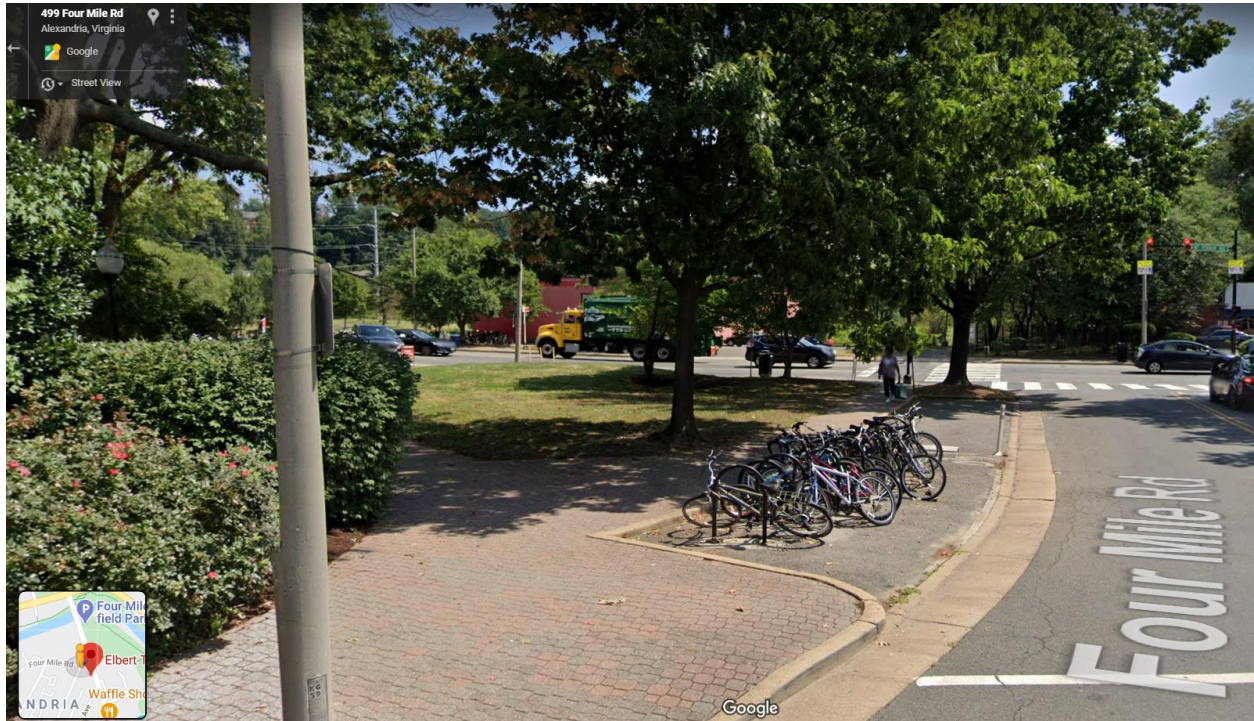
ATTACHMENT 1

Location



Location of the taxi stand (red)

ATTACHMENT 2
Street View



Existing bike parking corral in foreground with empty taxi stand beyond. Note the high utilization of bike parking.

ATTACHMENT 3

Elbert Triangle Park Recommendations

Improvement Recommendations

1 Add a rules and regulations sign
Add a rules and regulations sign to inform park users of the park's rules.

2 Review bike parking area and add bike amenities
Conduct outreach with nearby businesses, Taxi Cab Association, and other groups to ensure they are not relying on the space for their uses and let them know the City is considering options to repurpose the site. Consider building a bike shelter, adding a bike fix-it-station, and/or expand the bike parking area as needed based on the results of the bike study.

3 Add a parklet to the taxi stand
The Department of Transportation & Environmental Services staff studied this taxi stand in 2013 for the Traffic and Parking Board. Findings showed that taxis were not using the space during the course of the study, and half of the taxi stand was converted to bike parking. Conduct a study of the remaining taxi stand to determine if it still needed at this location. If not, convert the taxi stand to a parklet. Potential uses for the parklet include a stormwater Best Management Practices, additional bike parking.

4 Replace the gateway City welcome sign
Replace the "Welcome to Alexandria" sign along Mount Vernon Avenue to meet the City standard and create a gateway to welcome visitors to the City.

5 Add seating
Add curved benches to create a social spot for all ages to relax. Curved benches in a linear space allows for greater social interactions.

6 Improve intersection
Intersection improvements along Mt Vernon Avenue are under review by the Department of Transportation & Environmental Services.

7 Upgrade curb ramps
Upgrade the ADA access ramp at the Mt Vernon and Four Mile Run Road intersection.

MT VERNON AVE

FOUR MILE RD

Park Boundary

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2020

DOCKET ITEM: #12

ISSUE: Consideration of a request to change the parking meter rate structure along Hooffs Run Drive, Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, and the 700 and 800 block of John Carlyle Street.

REQUESTED BY: Transportation and Environmental Services (T&ES) Staff

LOCATION: Hooff's Run Drive, Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, and the 700 and 800 block of John Carlyle Street.

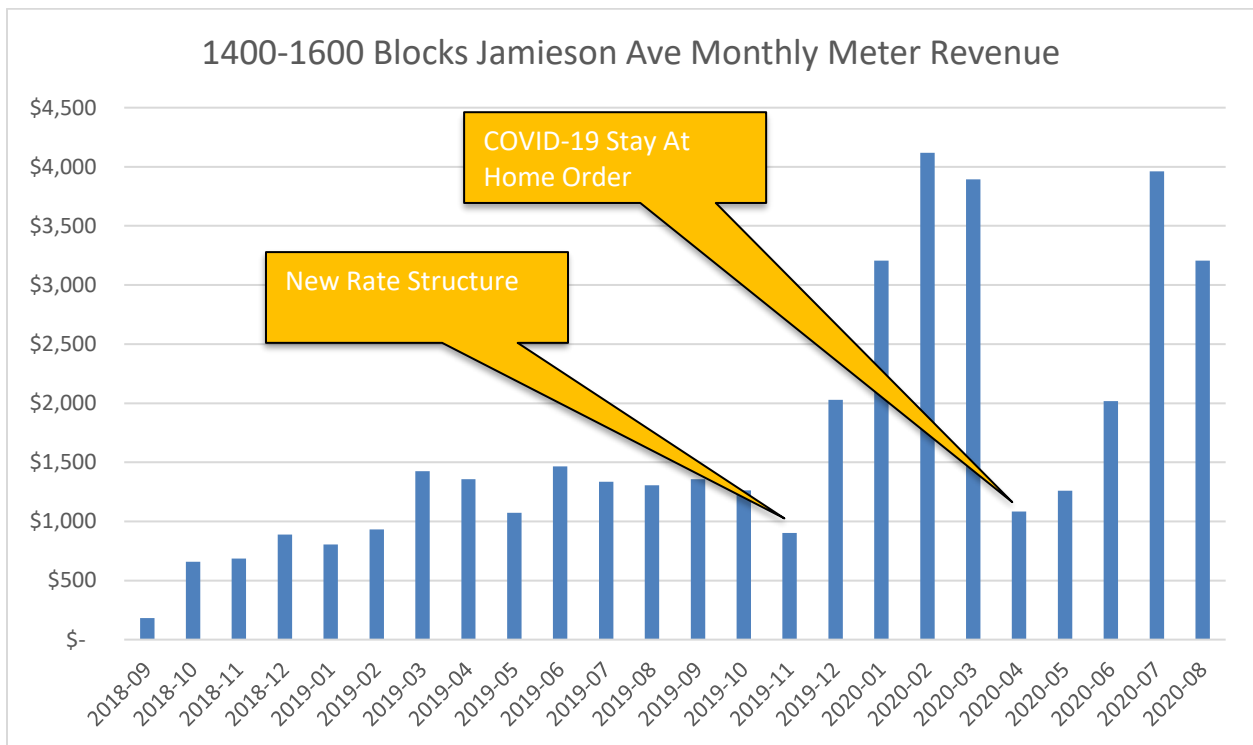
STAFF RECOMMENDATION: The Board makes a recommendation to the City Manager to remove the 2-hour time limit and adopt a new rate structure of \$1.00/hour with a daily maximum of \$5.00, Monday through Friday for the:

- a. 300 block of Hooff's Run Drive;
- b. 1800 block of Limerick Street;
- c. 800 block of Eisenhower Park Drive;
- d. 800 block of Bartholomew Street;
- e. 1800 block of Savoy Street; and
- f. 700 and 800 block of John Carlyle Street.

BACKGROUND: Hooff's Run Drive, Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, and the 700 and 800 blocks of John Carlyle Street are in the Carlyle/Eisenhower East neighborhood of Alexandria south of Eisenhower Avenue (Attachment 1). The blocks are in the vicinity of the U.S. Patent and Trademark Office, the Carlyle Corner shopping center, several multi-family buildings, and an athletic field at AlexRenew.

In July 2019, the Traffic and Parking Board recommended the installation of parking meters along Hooff's Run Drive and to establish new meter hours and rates for the other streets in the area. The meters operate from 8:00AM to 6:00PM, Monday through Friday, and charge a \$1.00 per hour meter rate. All together, these blocks contain ~77 metered parking spaces. Since installation, the metered parking spaces have been lightly used.

DISCUSSION: The 1400, 1500, and 1600 blocks of Jamieson Avenue share many similar characteristics of Hooff’s Run Drive and adjacent streets. In May 2019, the Board approved a recommendation to the City Council to establish a new all-day rate structure aimed at increasing use of parking meters along the 1400, 1500, and 1600 blocks of Jamieson Avenue. The City reduced the hourly rate to \$1.00 per hour from \$1.75 per hour and established an all-day maximum charge of \$5. Prior to this change, metered parking on Jamieson Avenue had seen little use and generated little revenue. Following implementation in November 2019, parking utilization along Jamieson Avenue has increased substantially. Meter revenue fell dramatically during the COVID-19 pandemic but has since recovered.



In January 2020, 44% of all parking sessions in this area utilized the \$5 daily maximum rate. While payment data alone cannot determine the full duration of the parking session, many drivers are taking advantage of the all-day maximum pricing, increasing both utilization of the spaces and overall revenue.

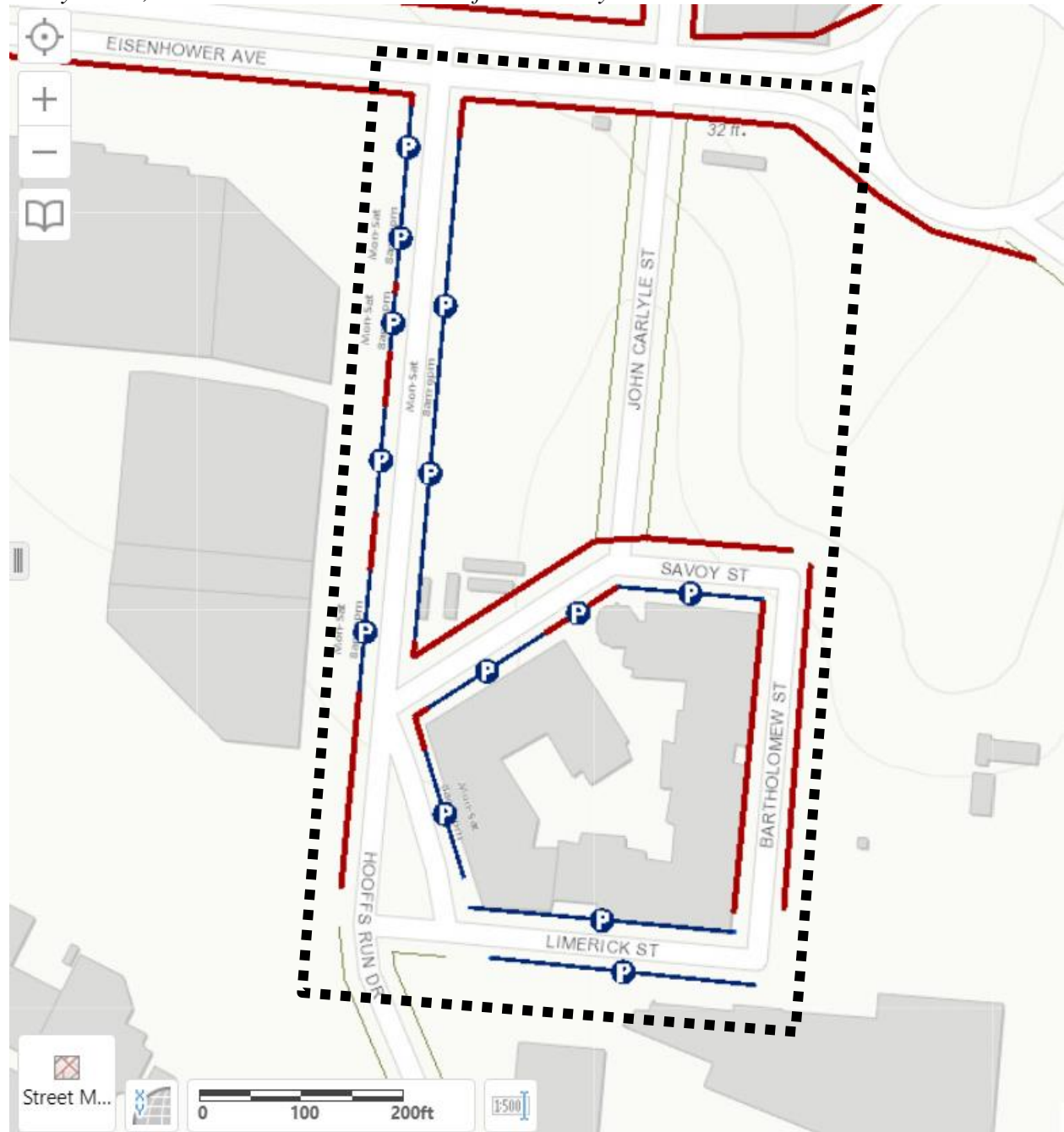
The meters along Hooff’s Run Drive and along adjacent streets already have the lower meter rate of \$1 per hour but are still subject to time limits. When the meters were established on these blocks, T&ES considered implementing a \$5 all-day parking rate consistent with Jamieson Ave, but Recreation, Parks, and Cultural Activities (RPCA) had concerns that the all day rate would impact parking for the field at AlexRenew. RPCA indicated they have not seen impacts to field users since the meters were installed. Considering the low usage of the spaces under the existing rate, RPCA indicated they are amenable to an all-day rate structure. Removing the time limits and adopting a maximum daily rate will allow for longer parking sessions and provide price certainty for parkers in the area.

City Council Resolution No. 2903 (Attachment 2) established that the \$1.00/hour rate and \$5.00 daily maximum “shall be allowed at metered parking locations as determined appropriate by the City Manager and after hearing and recommendation by the Traffic and Parking Board.” Based on the experience along Jamieson Avenue, staff believe adopting the all-day parking rate will have a similar impact for the metered spaces along Hooff’s Run Drive, Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, and the 800 block of John Carlyle Street.

OUTREACH: T&ES Staff reached out to RPCA staff to discuss the rate changes. They were comfortable the change would not preclude users of their facility. Staff also contacted AlexRenew, Lost Boy Cidery, Carlyle Council and the 800 Carlyle apartment building and none of them expressed any concerns.

ATTACHMENT 1

Location - Hooffs Run Drive, Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, and the 700 and 800 blocks of John Carlyle Street



- Loading Zone
- No Parking
- 2 Hr Restricted Parking
- P — Pay to Park

ATTACHMENT 2

Council Resolution No. 2903, file number #19-2176

RESOLUTION NO. 2903

RESOLUTION TO ESTABLISH AN ALL-DAY METER RATE IN APPROPRIATE LOCATIONS

WHEREAS, the City of Alexandria, Virginia desires to establish a parking meter rate to allow for all day parking; and

WHEREAS, the City is empowered by Charter Section 2.03(x) to charge for parking on its streets and is further empowered by City Code Section 5-8-93(a)(1) to set the parking rates by resolution of City Council; and


WHEREAS, the City Council finds and determines that the setting of such rates for parking meters is necessary and proper at this time; and

WHEREAS, the City Council wishes to authorize the City Manager to proceed with all steps necessary to implement the parking meter rates set forth herein;

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

1. That a \$1.00 per hour meter rate with a maximum all-day rate of \$5.00 shall be allowed at metered parking locations as determined appropriate by the City Manager and after hearing and recommendation by the Traffic and Parking Board; and
2. That the City Manager be, and hereby is, authorized and directed to take such additional actions as may be necessary or convenient to set the parking meter rates as set forth by this Resolution; and
3. That the City Clerk be, and hereby is, authorized and directed to affix the seal of the City to such documents as may be necessary or convenient implement this Resolution; and
5. That this Resolution shall be effective immediately.

Adopted: September 24, 2019



JUSTIN M. WILSON MAYOR

ATTEST:



Gloria A. Sifton, CMC City Clerk

Traffic and Parking Board

DATE: September 28, 2020

DOCKET ITEM: #13

ISSUE: Consideration of an approach to clarify Residential Permit Parking (RPP) District Boundary lines

REQUESTED BY: Transportation and Environmental Services (T&ES) staff

LOCATION: Citywide

STAFF RECOMMENDATION: The Board provide feedback on the proposed approach to clarify RPP district boundary lines so that staff can return with specific district boundary adjustment recommendations.

BACKGROUND: Permit parking districts are outlined in the City Code in Title 5 (Transportation and Environmental Services), Chapter 8 (Parking and Traffic Regulations), and Article F (Permit Parking Districts). Staff worked with a subcommittee of the Traffic and Parking Board (T&PB) and the community on the RPP Refresh Project in 2018 and 2019 to develop proposed code amendments that were considered by the T&PB in October 2019 and approved by Council in December 2019.

Among these changes, language was added to Section 5-8-74(b) allowing the Director of T&ES to recommend changes to the permit parking district map to the Traffic and Parking Board to:

1. Adjust boundaries of existing permit parking districts to clarify boundary lines (e.g. adjust a district boundary that goes through the middle of a parcel instead of following property lines).
2. Resolve administrative irregularities (e.g. adjust a district boundary that does not clearly include or exclude one side of a block).
3. Remove non-residential properties with no residential uses from existing permit parking boundary line (e.g. removing the power plant site from District 9).

Staff proposes an approach to do an initial clarification of boundary lines based on this update to make the administration of the RPP program, particularly permit and signage eligibility, more straightforward. After feedback from the Board, staff will return with specific proposed district boundary adjustments for each RPP district, tentatively in October or November 2020. This will provide additional time to do outreach and seek consensus on the proposed changes.

DISCUSSION:

The proposed approach to update RPP district boundary lines includes:

- Remove non-residential properties along borders of districts or for larger sites or sites anticipated for redevelopment internal to districts.
- Align district boundaries to follow either:
 - Parcel boundaries, if properties along roads are included in the district or
 - Road centerlines, if the RPP district is to cover only one side of the street.
- Clarify with boundaries which residential properties currently qualify for RPP permits rather than add or remove properties from a district.
- Retain all existing RPP restrictions.

Non-residential properties are being removed to avoid new developments automatically being eligible for permits if sites redevelop. This would mean that any new residential developments on redeveloped sites would not be eligible but could petition to expand the district as is the typical process allowed in code.

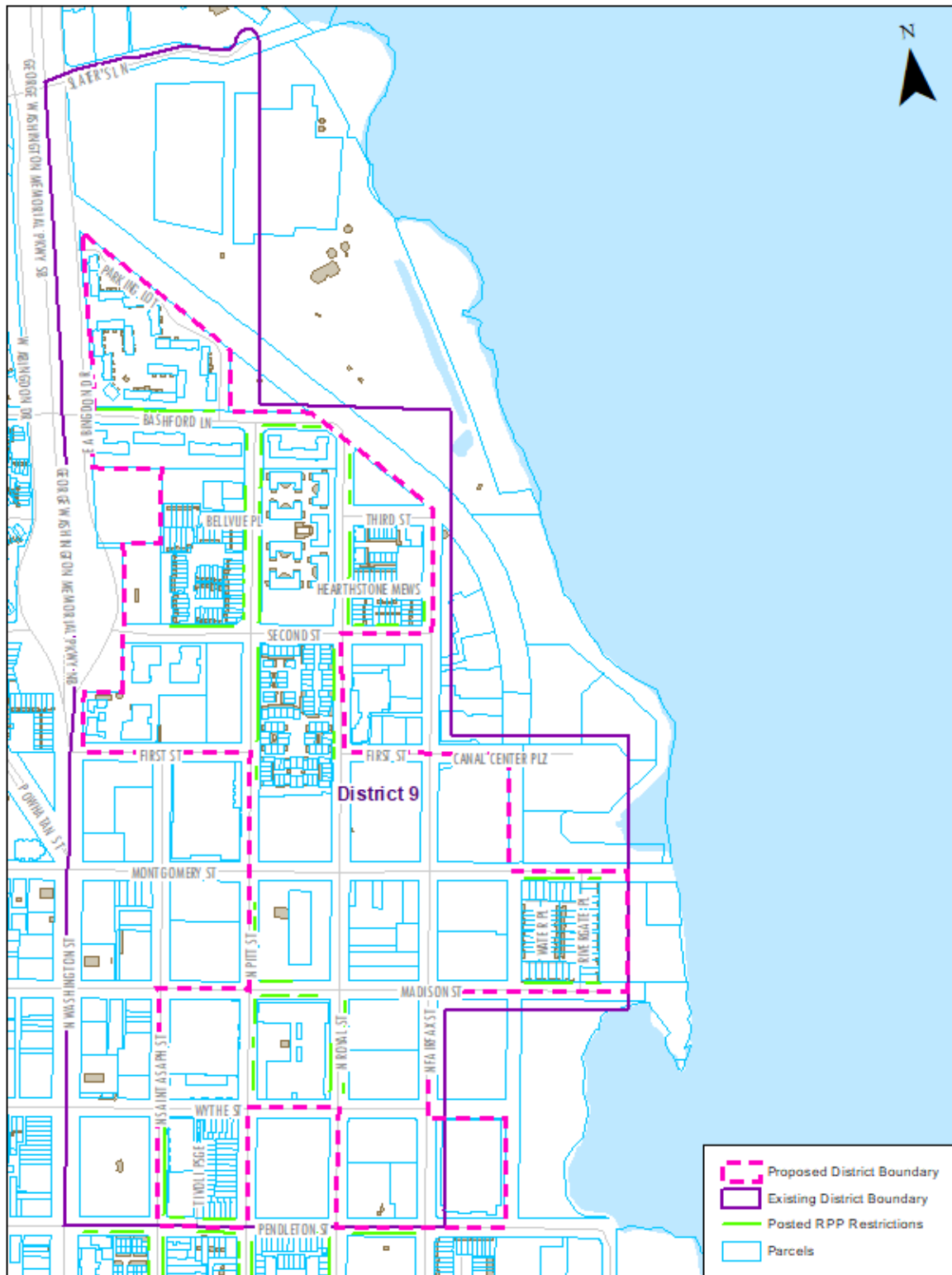
Aligning district boundaries on parcel boundaries or street centerlines will clarify which properties are included in the district. This change will help to address confusion in the Finance Department when issuing permits to residents who live in properties that are partially included within district lines. Any residential property partially within an RPP district would be fully included in the new boundaries.

An example of the resulting district boundary for District 9 if this approach were applied, is shown in Attachments 1 and 2. This is for illustrative purposes only and not for approval.

OUTREACH: As many of the RPP districts are in Old Town, staff contacted Old Town Citizens Association (OTCA) to inform them of the potential boundary adjustments and process. Staff met with members of OTCA to provide discussed the proposed approach. Additional outreach will be done when specific recommendations move forward.

ATTACHMENT 1

*Example: Existing and Proposed District Boundaries with RPP Restrictions and Parcels
For illustrative purposes only*



ATTACHMENT 2

*Example: Existing and Proposed District Boundaries with Land Uses
For illustrative purposes only*



City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2020

DOCKET ITEM: #14

ISSUE: Consideration of a request to remove parking on the unit block of Duke Street to install a Capital Bikeshare station

REQUESTED BY: Transportation and Environmental Services (T&ES) staff

LOCATION: North side of the unit block of Duke Street

STAFF RECOMMENDATION: The Board make a recommendation to the Director of T&ES to remove 2-3 parking spaces on the north side of the unit block of Duke Street to install a Capital Bikeshare station.

BACKGROUND: The City of Alexandria joined Capital Bikeshare in September 2012 and has expanded to 31 stations over the years. Staff is currently in the process of adding stations through state funding. New developments are another way the City expands the Capital Bikeshare system. Many new developments are required to provide a contribution to the Capital Bikeshare system based on their size. In Spring 2020, six new developments that provided a contribution were identified as ready for Capital Bikeshare installation. Four stations were installed earlier this summer, one will be installed in September, and the last in this round to be installed will be for the Robinson Terminal South development. This development was required as a part of its Conditions of Approval to provide funding for a Capital Bikeshare station. Per condition #135:

The applicant shall contribute \$60,000 to the city prior to Final Site Plan release to install a bike share station on their site frontage or directly across the street from the project as part of a coordinated bike share program. In the event a bike share station cannot be located along the site frontage, an alternate off-site location within a two block radius of the project may be selected. The bike share station shall be constructed within one year of the issuance of the last Certificate of Occupancy permit.

The contribution from the Robinson Terminal South development will fund a 15-dock station, which is approximately 50 feet long and 8 feet wide. Since there was not a designated area for a station on the site, staff must find a location near the development that meets the development condition. In addition, the location must meet general siting considerations such as access to sunlight for the station's solar power, adequate pedestrian and vehicular access, and access for rebalancing/maintaining the station.

The closest station to this development is at Prince and Union Streets, which is 2 blocks away. This station was installed with the first round of stations that were installed in 2012, along with 6 other stations. This station is one of the most utilized stations in Alexandria based on total number of trips. The station accounted for 8.5% of all trips in Alexandria from January 2020 through July 2020.

DISCUSSION: Staff identified five potential locations as shown in Attachment 1. Each option had different pros and cons associated with it, including impacts to parking, impacts to open space/parks, and limitations on timing for installation.

After considering these options, staff recommends the on-street location on the unit block of Duke Street (shown as Option 1 on Attachment 1) for several reasons (see Attachment 2 for a streetview image of the location). First, this location does not impact the interim Point Lumley Park and would not require permanent relocation when the final design for the park is implemented. Second, while 2-3 parking spaces would be removed, these are metered spaces rather than residential spaces, reducing the impact to residential parking. There is a parking garage in the Robinson Terminal South development as well as other nearby parking garages (including in the adjacent hotel). Finally, this location is closest to the uses that would benefit from alternate transportation options and could provide an attractive option for reducing the number of people who drive to the area, which is a goal of the development's Transportation Management Plan.

Staff recognizes the loss of 2-3 parking spaces in this area is a concern for the nearby businesses and residents. Minimizing the impact to parking was a key consideration in developing the five potential options. However, the three options in the interim park (Options 2, 3, and 4) were ultimately less attractive given the need to move the station when the permanent park design is implemented. Additionally, the option near Windmill Hill Park (Option 5) was also not as favorable given the parking removed would be District 1 residential parking and it was furthest from the commercial activity. The nearby residential blocks do have residential pay by phone signage to help discourage non-residential parking on these residential blocks adjacent to the commercial area.

OUTREACH: The Waterfront Commission discussed this issue at their public meeting on Tuesday, September 15 and provided feedback on a preferred location. The Commission considered all five locations and ultimately a majority of the group voted to support Option 1. Those members supporting the location felt it was important to be close to the commercial activity in the new development and surrounding sites, and a temporary location in the interim park was not ideal. Some members of the Commission did voice opposition to the on-street location on Duke Street, noting the loss of parking would be problematic for businesses and the concern that the bikeshare station would add more to a busy intersection.

ATTACHMENT 1 – LOCATIONS CONSIDERED FOR BIKESHARE STATION



ATTACHMENT 2 – STREETVIEW IMAGE OF PROPOSED BIKESHARE LOCATION



Unit Block of Duke Street looking east towards the Potomac River

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2020

DOCKET ITEM: #15

ISSUE: Consideration of a request to remove parking on the southeast side of Dawes Avenue between Netherton Drive and King Street

REQUESTED BY: Northern Virginia Community College (NVCC)

LOCATION: Dawes Avenue between Netherton Drive and King Street

STAFF RECOMMENDATION: The Board makes a recommendation to the Director of T&ES to remove parking on the southeast side of Dawes Avenue between Netherton Drive and King Street.

BACKGROUND: The southeast side of Dawes Avenue between Netherton Drive and King Street currently has one travel lane in each direction and a sidewalk on the southeast side (Attachment 2). The roadway (curb to curb) ranges from approximately 28-30 feet wide through this section. It provides a connection between NVCC and King Street. The road has a parking lane on the southeast side that can accommodate approximately 50 cars (Attachment 1). The parking is signed for 4-hour parking 7 a.m. to 4 p.m. Monday through Friday and is unmetered. The community college has several large off-street parking facilities, which typically have excess capacity.

DISCUSSION: NVCC has requested that the City remove parking along this road due to safety concerns (Attachment 3). The stretch of road is curving, wooded on both sides, isolated, and dark at night despite having streetlights. The school has expressed concerns about security and lack of visibility of students parking and walking through this area. Additionally, due to the vertical and horizontal curves in the roadway, there is limited sight distance for moving vehicles to see vehicles slowing to parallel parking or people getting in and out of cars. Though no crashes are recorded in the Alexandria Police Department database on this stretch of road in recent years, school security has recorded several complaints regarding property damage to cars parked on the road that have been side-swiped or rear-ended by passing cars.

DASH suspended operations of a bus route on this stretch of road because the narrow curves were too difficult for the buses to navigate. However, DASH intends to resume a bus route on this road as part of the Alexandria Transit Vision Plan, and removal of the parking would facilitate the implementation of that plan.

While this proposal would remove a significant number of parking spaces, there is off-street parking available. NVCC, who seems to be the primary user of this parking, has indicated that their parking facilities can accommodate additional parking and that they may be open to considering different cost or payment plans for parking in the future.

Staff believe that if parking is removed along this road, the additional space could create an opportunity to provide multimodal improvements such as a climbing bike lane or road level sidewalk along the northwest side of the road. Future improvements would need to be coordinated with the paving schedule to eradicate and restripe the center lines in the appropriate location.

OUTREACH: Staff held an open house at NVCC on January 28, 2020 to discuss the potential removal of parking along this portion of Dawes Avenue. The open house was advertised to NVCC students, faculty, and staff; residents in the Skyline development to the north on George Mason Ave. and residents of the Larchmont Apartments to the south on Beauregard St.; businesses near the corner of Dawes Ave. and King St.; and along Dawes Ave. via flyers. The open house was primarily attended by NVCC faculty and staff.

Staff also shared an online questionnaire with the NVCC community that was available in English and Spanish that received 222 responses. Most respondents (55%) indicated they never park along this section of roadway, as shown in Figure 1.

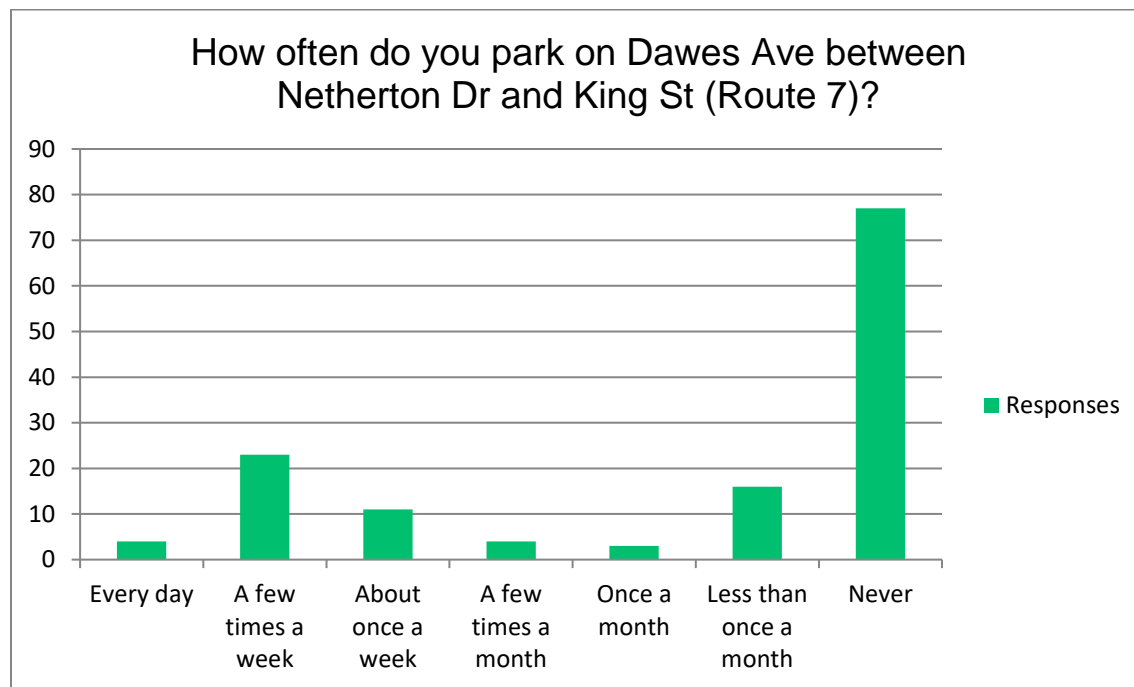


Figure 1

Most respondents who indicated they park on this section of road indicated they feel safe parking there, as shown in Figure 2.

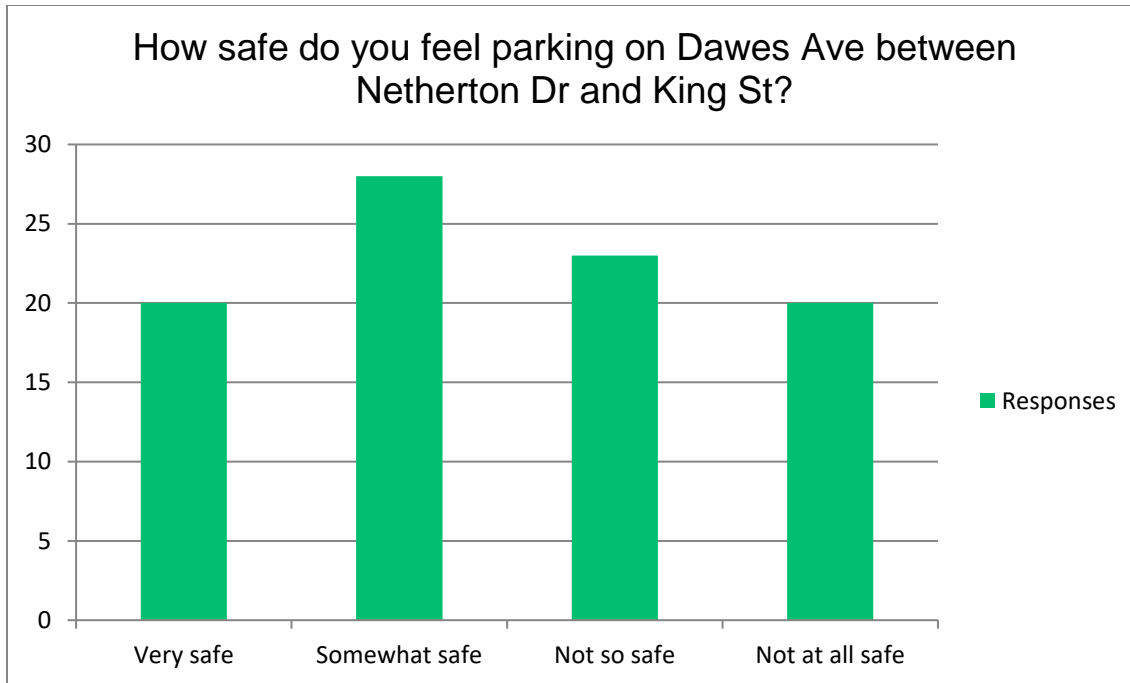


Figure 2

Respondents who currently park on Dawes Ave. indicated a few different options for where they would park if this parking were not available, the most common being in a NVCC garage or parking lot (61%) while 25% indicated they would not know where to park if that parking were removed, as shown in Figure 3.

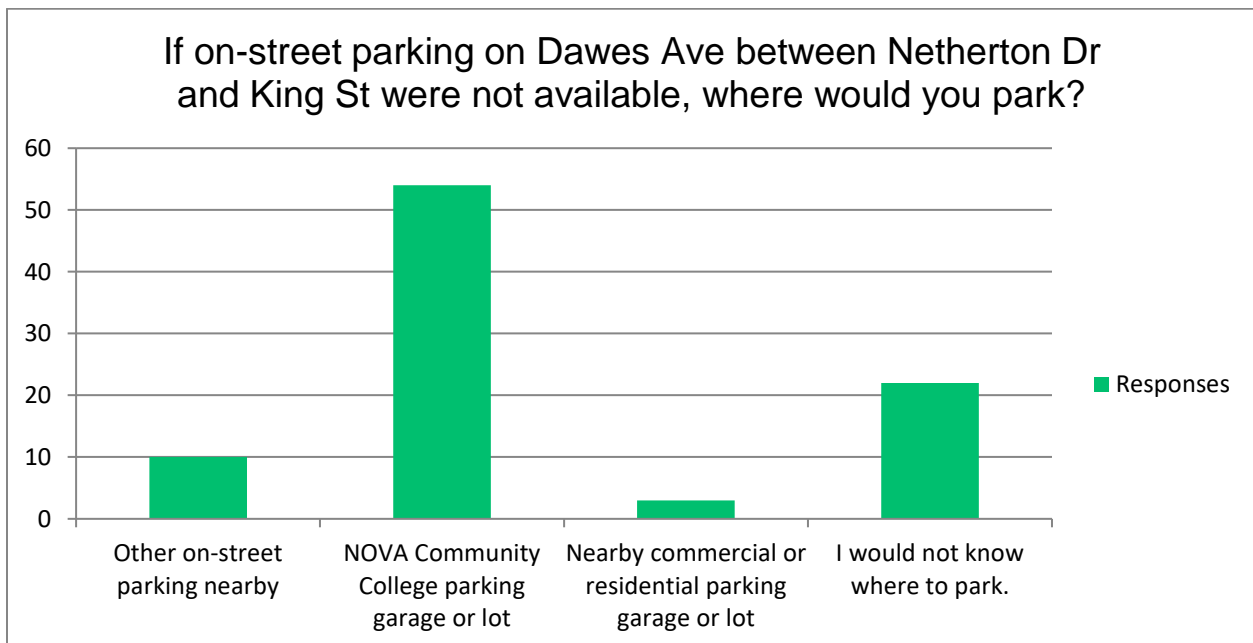
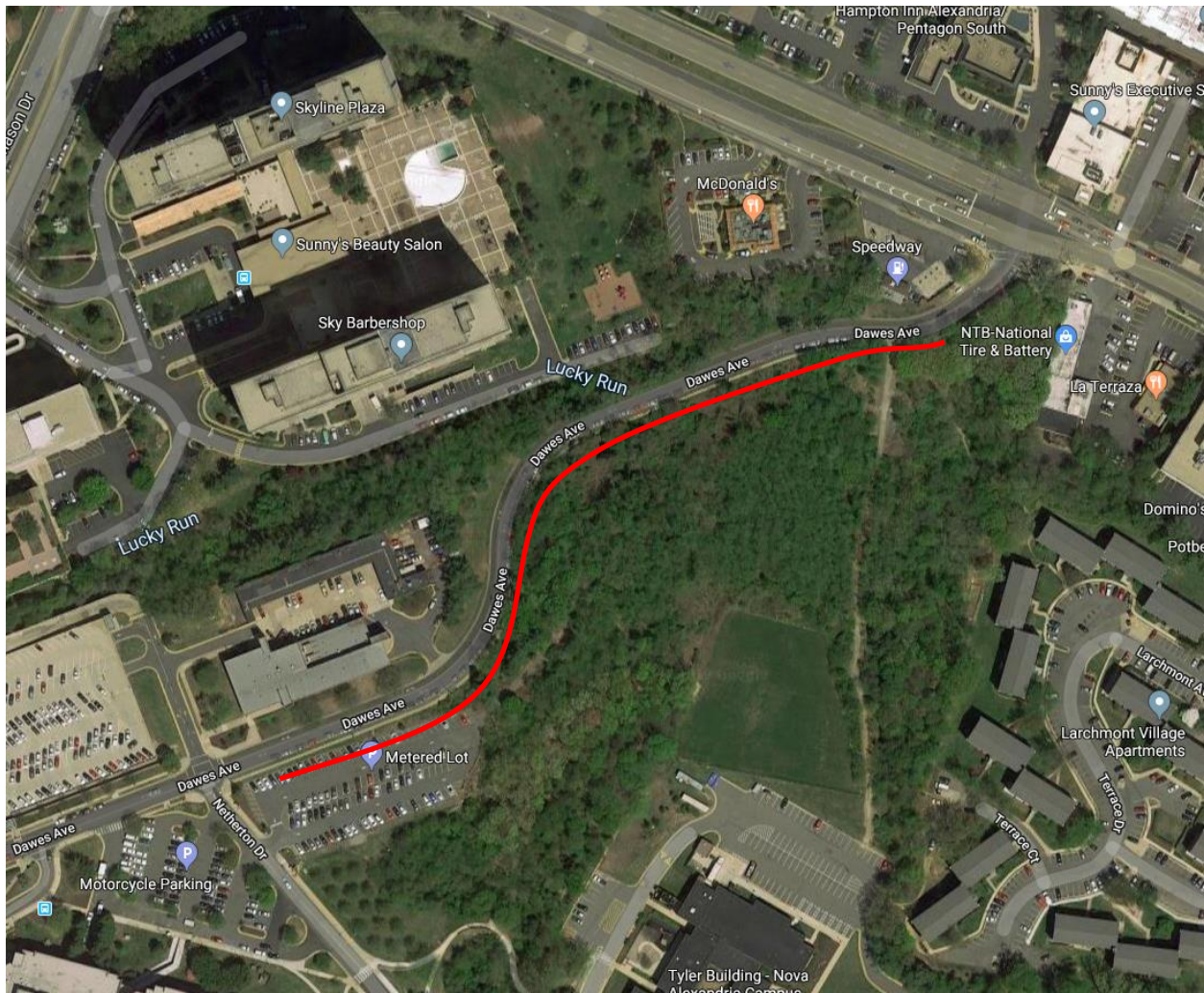


Figure 3

Comments collected in the questionnaire focused on the need for low-cost parking for students, concerns about driving behavior and conflicts with parked vehicles with the existing cross-section, and both advocates and opposition to potential bike lanes as a way to use additional space that removing parking would provide.

ATTACHMENT 1
Location (Aerial)



ATTACHMENT 2
Location (Street view)



Dawes Ave approaching NOVA



Dawes Ave approaching King Street

ATTACHMENT 3

Request



July 31, 2020

Ms. Megan Oleynik, P.E.
Transportation Planning & Mobility Services
Department of Transportation & Environmental Services
City of Alexandria
Alexandria, VA

Via Email

RE: Parking along the south side of Dawes Avenue, between the 4-way stop and Route 7

Dear Ms. Oleynik:

We are writing to share our safety concerns with people parking at the referenced location at NOVA's Alexandria Campus (see attached map for location in red). This section of road is narrow, winding, hilly and very dark at night, despite having streetlights. Also, the situation is exacerbated by parallel parking which disrupts traffic flow and also requires people to open their driver's side doors into the flow of traffic.

We would like to propose eliminating parking on that side of the road, or both sides of the road. Please let us know if you need any other information in order to proceed with vetting this idea.

If you have any questions, please call Steve Patterson at 703-323-3554 or Police Chief Dan Dusseau at 703-764-5037.

Sincerely,

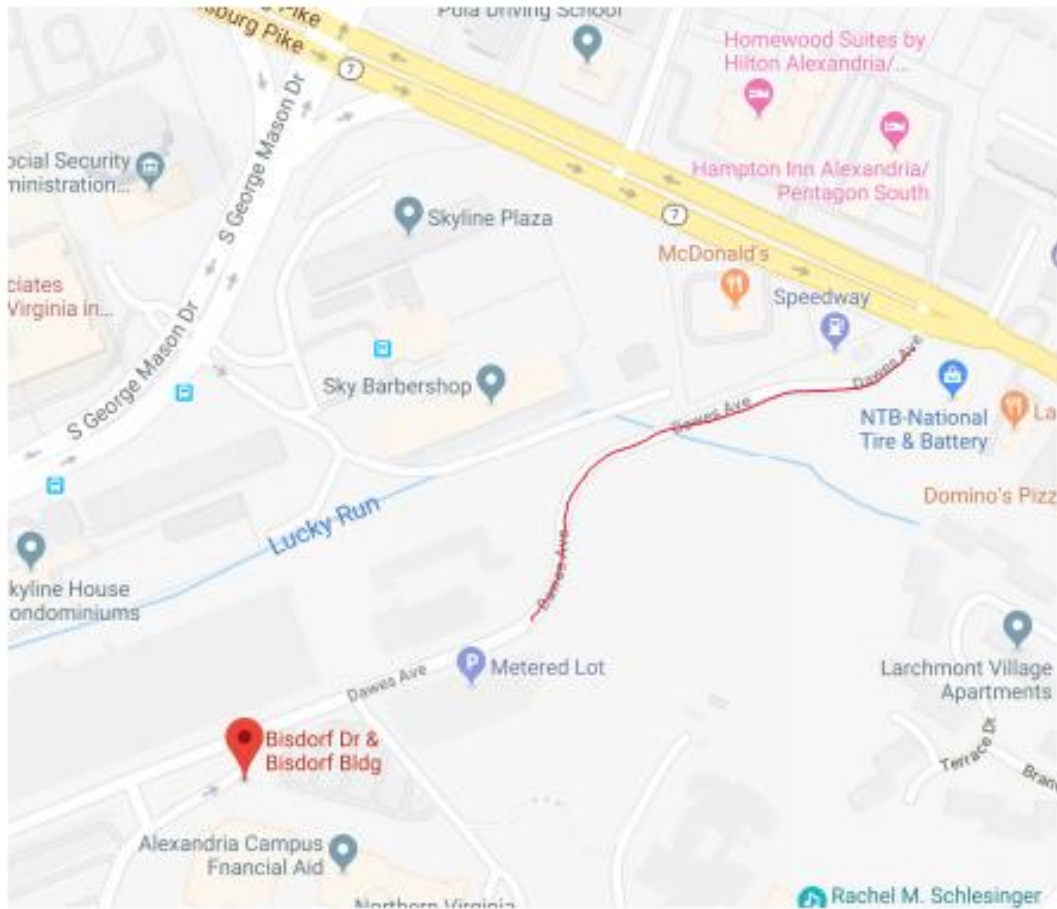
A handwritten signature in blue ink, appearing to read "Steve Patterson".

Steven M. Patterson, PE, CEM, CFM
Chief Facilities Officer

A handwritten signature in blue ink, appearing to read "Dan Dusseau".

Dan Dusseau
Director Public Safety/Chief of Police

Attachment



City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 28, 2020

DOCKET ITEM: #16

ISSUE: Staff Oral Updates

ISSUE: Updates on various issues.

RECOMMENDATION: That the Board receive the following staff updates:

- a. Alexandria Mobility Plan Progress
- b. Taxicab Changes
- c. Commercial Parking Update
- d. Commissioner updates