

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY JANURAY 22, 2018 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 November 27, 2017 Traffic and Parking Board meeting minutes.
3. Nomination and Election of officers
4. **PUBLIC COMMENT**  
  
**PUBLIC HEARING:**
5. **ISSUE:** Consideration of a request to designate a disability parking space on 3107 Valley Dr.
6. **ISSUE:** Consideration of a request to remove parking on both sides of the unit block of North Gordon Street between Duke Street and Uline Avenue.
7. **ISSUE:** Consideration of a request to remove two parking spaces on the south side of Janney's Lane between Cloverway and the driveway for 810 Janney's Lane.
8. **ISSUE:** Consideration of a request to remove parking and add two-space loading zones, Mon-Fri, 7AM – 9AM and 4:30PM – 6:30PM, at the following locations:
  - 4910 Brenman Park Drive
  - 4915 Brenman Park Drive
  - 4920 Brenman Park Drive
9. **ISSUE:** Consideration of a request to remove parking and create a tour bus loading area from March 1<sup>st</sup> to June 30<sup>th</sup>, 4 PM – 10 PM on the eastern curb of the 100 block of North Royal Street.
10. **ISSUE:** Consideration of a request to remove parking for street sweeping at the following locations:
  - Monday – Patrick St. northbound from Duke Street to First Street (Eastside curb lane) – 10:00am -12:00pm
  - Monday – Henry St. southbound from First Street to Duke Street (Westside curb lane) – 10:00am -12:00pm
  - Tuesday – Patrick St. northbound from Duke Street to First Street (Westside curb lane) – 10:00am -12:00pm
  - Tuesday – Henry St. southbound from First Street to Duke Street (Eastside curb lane) – 10:00am -12:00pm

- 11. ISSUE:** Consideration of a request to temporarily remove parking on King Street and Daingerfield Road to accommodate temporary bus bays and bus layover locations and allow for a temporary trolley stop in the temporary taxi area on Cameron Street during construction at the King Street-Old Town Metrorail station

**STAFF REPORTS AND UPDATES:**

## MEMORANDUM

**DATE:** JANUARY 22, 2018  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 5

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**ISSUE:** Consideration of a request to designate a disability parking space on 3107 Valley Dr.

**APPLICANT:** Ms. Pamela Henson

**LOCATION:** 3107 Valley Dr.

**STAFF RECOMMENDATION:** The Board recommends to the Director of T&ES to designate a disability parking space on 3107 Valley Dr.

**DISCUSSION:**

Ms. Henson submitted a request for a disability parking space at 3107 Valley Dr. through the administrative process covered under section 5-8-117 of the city code. The application is provided in attachment 1. Based on the application, Mrs. Henson meets the requirements in section 5-8-117 except that this section of the City's code does not apply to condominiums. Therefore, this request is being presented to the Traffic and Parking Board for consideration. The only off street parking available to Ms. Henson is the community parking lot about 200 feet away from her house. The requested street parking space is much closer as can be seen in attachment 2. Staff believes that the proposed location of the requested disability parking space is a more appropriate location than the parking lot and should be approved by the Board.

**CITY OF ALEXANDRIA  
TRANSPORTATION & ENVIRONMENTAL SERVICES  
STAFF REVIEW OF A DISABILITY PARKING SPACE APPLICATION**

Applicant Name: Pamela Henson  
Address: 3107 Valley Drive  
Date Application Received: September 11, 2017

**Application Requirements per City Code 5-8-117:**

(Field Staff – check appropriate box for #1, #5, and #7)  
(Office Staff – check appropriate box for #2, #3, #4 and #6)

1. Off-street parking exists at this location:  Yes;  No
2. Applicant has a valid Virginia DMV disabled parking license plate or placard:  Yes;  No
3. Applicant resides at the address in front of which the space is requested:  Yes;  No
4. Applicant's vehicle is registered to the requested address:  Yes;  No
5. Legal parking is available in front of the applicant's address:  Yes;  No
6. Medical certification received:  Yes;  No
7. Disability parking space already exists on this block face:  Yes;  No

**Applicant Is Applying For A Waiver** (If Yes, Check Waiver Type)  Yes;  No:

- Block Face Limit
- Legal Parking Space Not Available on Applicant's Side of the Street

Please provide the Permit Office with the following information by: September 25, 2017  
(Date)


1. Picture of the applicant's residence showing the location of the requested disability parking space.
2. A picture of any existing (or previously existing) off-street parking space located on the property of the applicant.
3. A picture and a notation on the attached aerial photograph showing the exact location of any existing on-street parking space **on the same side of the block** as the disability space requested in the application.
4. Pictures and notations on the attached aerial photograph associated with the request(s) for a waiver.

**Field Staff Recommendation:**

- Recommend approval because all requirements are met.
- Recommend denial for requirements that are not met, as indicated in Application Requirements shown above.

There is a parking lot which is about 385 feet away from the residency.

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Signature:   
Print: Cuong T. Nguyen  
Date: 09/14/2017

Attachment 2  
Requested location



Community parking





## MEMORANDUM

**DATE:** JANUARY 22, 2018  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 6

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**ISSUE:** Consideration of a request to remove parking on both sides of the unit block of North Gordon Street between Duke Street and Uline Avenue.

**APPLICANT:** Ms. Clarice J. Chandler

**LOCATION:** 80 N Gordon St

**STAFF RECOMMENDATION:** The Board recommends to the Director of T&ES to remove parking in the unit block of North Gordon Street on the west side only in front of the non-residential properties.

**DISCUSSION:**

Ms. Chandler submitted this request to improve the traffic operation on the unit block of North Gordon Street. The street width is only 30 feet wide and there are several commercial driveways as well as the Duke Street service road intersection. During the mornings and at other times of the day this section of North Gordon Street becomes gridlocked as traffic waiting for the Duke Street traffic signal blocks the driveways and the service road. The 30 foot wide cross section is too narrow to support parking on both sides of the street and the volume of two-way traffic. With parking, there is only a 14 foot wide travel-way. When southbound traffic is waiting for the traffic signal, sometimes northbound traffic cannot pass because of the narrowness.

Parking supply is a concern in this area. Residents from the surrounding apartments use North Gordon Street as overflow parking. Removing all of the requested parking will reduce parking supply to the point where the displaced parking demand will migrate up to the single family homes. Staff believes that only removing the three parking spaces on the west side in front of the non-residential properties will correct the traffic flow issues while maximizing parking opportunities for the nearby residents.

**From:** Clarice J Chandler [mailto:chandlerhousehold@verizon.net]

**Sent:** Tuesday, November 28, 2017 9:53 AM

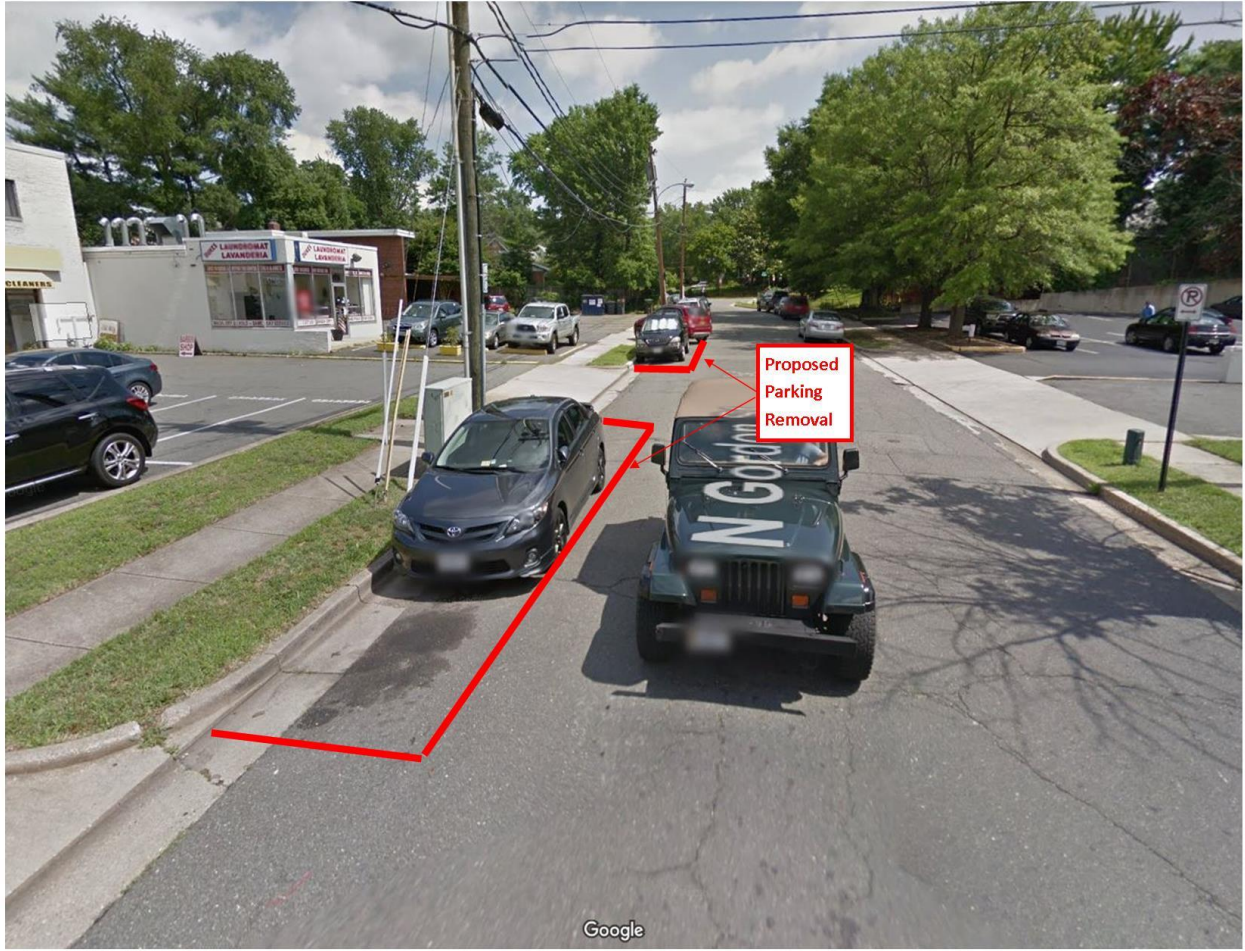
**To:** Bob Garbacz

**Subject:** Re: 132497 - Request for No Parking Signs

Request No Parking signs be placed on each side of N. Gordon Street stopping at Uline Street (from Enterprise Car Rental). No Parking Signs beginning at the corner of Tempo's to Private Home. All businesses located on N. Gordon Street have private parking areas. Parking is tight on N. Gordon because it provides unregistered guest parking for the Fields and Fox Chase Apartments. No. Gordon St has four exits that cars use to enter and exit from Duke Street and the Service Road. A no parking sign is displayed on the side of Enterprise but do not alleviate the traffic jams and the flow of traffic entering No. Gordon Street East and West of Duke Street, the Service Road. No. Gordon Street is tight for residents exiting and entering N. Gordon and using the service road. There is a backup of traffic (especially during morning and evenings) always. No two cars are able to pass at same time. (Please read my initial request)







## MEMORANDUM

**DATE:** JANUARY 22, 2018  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 7

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**ISSUE:** Consideration of a request to remove two parking spaces on the south side of Janney's Lane between Cloverway and the driveway for 810 Janney's Lane.

**APPLICANT:** Luis Troche

**LOCATION:** 810 Janney's Lane

**STAFF RECOMMENDATION:** The Board recommends to the Director of T&ES removing the two parking spaces on the south side of Janney's Lane between Cloverway and the driveway for 810 Janney's Lane.

**DISCUSSION:**

Mr. Troche believes that the proposed parking removal will improve the bus stop operation because buses will now be able to pull off the road to board and de board at this location. It should be noted that removing this parking will only provide 60 feet of space which will not be adequate for buses to pull completely off the road when accessing the bus stop. This request is separate from the City's initiative to make bus stops handicapped accessible. However, staff believes that the requested parking removal will improve the accessibility of this bus stop to persons with disabilities. At some later date staff will come back to make this stop handicapped accessible and the proposed parking removal will help in this effort.

Sunday, December 24, 2017

Mr. Bob Garbacz  
Division Chief/ Transportation  
Alexandria, VA  
703-746-4143

## Request to Traffic and Parking Board

### Action requested:

- Please designate the curb lane at the Eastbound DASH AT2 bus stop at Janneys LN and Cloverway Drive as a no parking bus stop zone.
- To allow the bus to pull off the road to the stop, the no parking zone needs to extend between the driveway of 810 Janneys Ln and Cloverway Drive.

### Why:

Access to the bus stop is blocked by parked cars. Designating the stop as no parking will allow the bus to pull over to the curb and:

- Improve safe access to board/exit the AT2 Eastbound bus
- Reduce congestion by allowing the bus to pull off the traffic lane, allowing traffic on Janneys to continue to flow
- Improve pedestrian safety and reduce risk of accidents by improving visibility, access to the traffic lanes, and reducing negligent driver behavior.
- Support the City's Vision Zero

### Explanation of request:

The corner of Janneys Ln and Cloverway Drive is a complex intersection that contains, in a very tight space, many elements that compound congestion and safety risks:

- East and westbound traffic on Janneys Ln;
- Traffic to and from Cloverway Dr.;
- Two bus stops (east and westbound);
- Pedestrian crosswalk with heavy pedestrian traffic at school hours; and
- Three residential driveways with blind spots.

Currently, parking is permitted on the curb lane at the eastbound DASH bus stop at Janneys Ln and Cloverway Dr. This creates multiple safety issues for pedestrians, bus riders, drivers, and residents on Janneys Lane as follows:

1. Parked cars at the bus stop zone create a blind spot for bus drivers. Bus drivers have difficulty seeing passengers standing at the bus stop and frequently drive past the stop. When we run out in between the parked cars and waive the drivers to stop, they slam on the brakes to stop and pick us up. This puts the driver and passengers already on the bus at risk, especially if passengers in the bus are standing. It also creates the risk of the bus being rear-ended. And there is a risk to those of us trying to catch the bus by walking between parked cars into traffic to get on the bus. This situation is worse around 7:30-8:10 am when parents are driving and walking their children to school and commuters are trying to catch the bus and the intersection is very congested.
2. Congestion and driver negligence - because the bus stops on the traffic lane, it blocks the eastbound traffic. Negligent drivers speed around the bus, over the lane divider and double yellow line. This puts pedestrians and westbound traffic at risk.
3. Risk to residents of Janneys Ln - not only does parking on the eastbound bus stop space create issues 1 and 2, it also puts

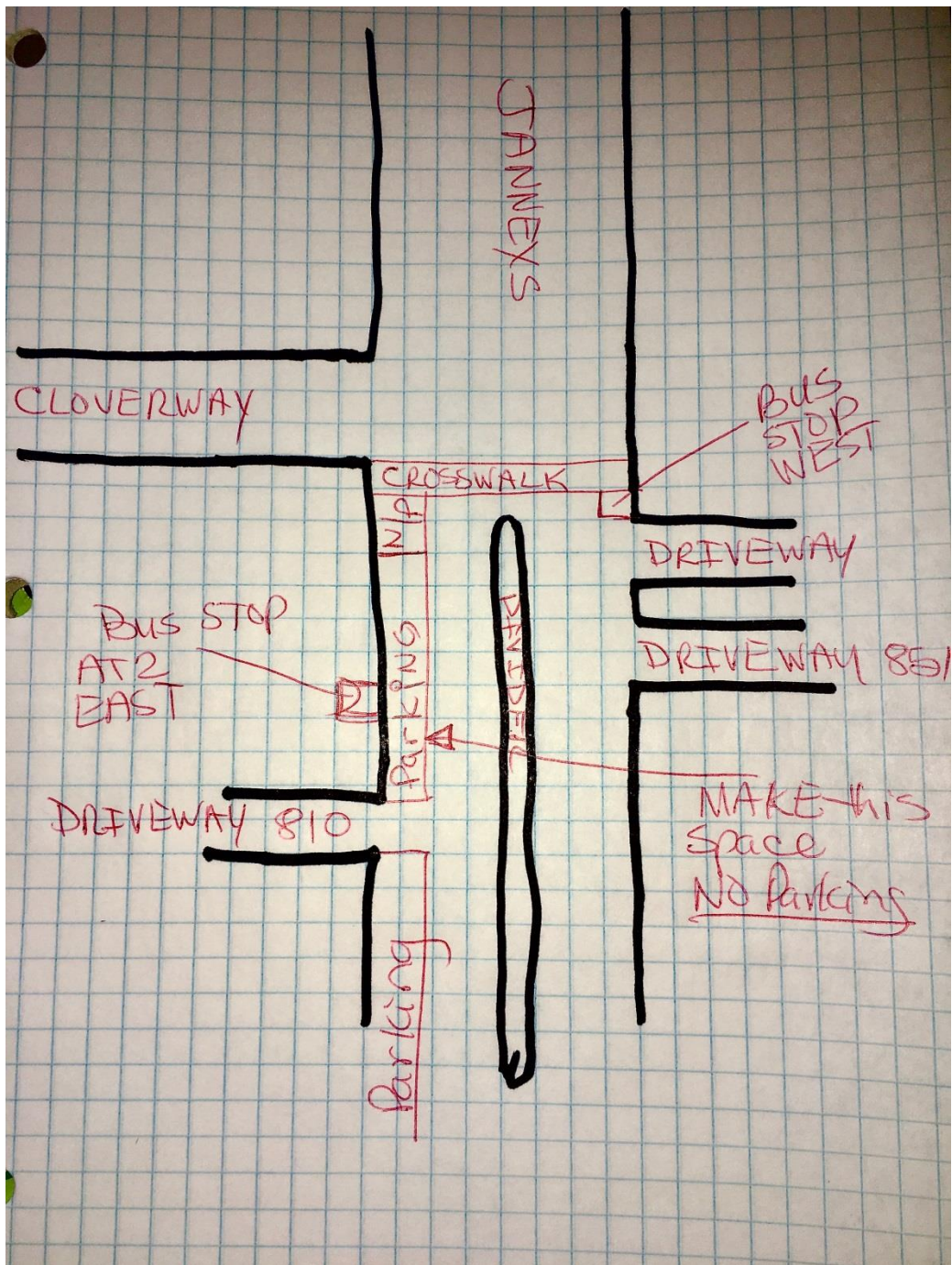
residents of the 800 block of Janneys at risk. The parked cars (most of the time these are large SUVs) create a blind spot when we try to drive in or out of our driveways. We cannot see cars driving eastbound on Janneys or those turning eastbound from Cloverway (who by the way, frequently run the stop sign at Cloverway), and they cannot see our cars. We have had many near-miss events.

Solution:

1. Prohibiting parking at the bus stop—between the driveway of 810 Janneys Ln and Cloverway Dr--would improve safety for bus patrons, residents, and pedestrians. It would allow the bus to pull off the road to ease traffic flow, reduce blind spots for drivers and reduce negligent behavior of drivers who tend to go around the bus when it is stopped on the traffic lane.

Drawing and photos attached to illustrate issues.







**Figure 1** Vehicles parked at bus stop.





**Figure 2 Pedestrian and vehicular traffic at rush hour.**



**Figure 3** Blocked access to bus.





**Figure 4** Passengers board at 810 Janneys driveway because bus stop is blocked by parked vehicles.





**Figure 5** Traffic back up caused by bus.



**Figure 6** Blind spot for residents (such as 810 and 808 driveways), drivers and buses heading east on Janneys.

## MEMORANDUM

**DATE:** JANUARY 22, 2018  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 8

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**ISSUE:** Consideration of a request to remove parking and add two-space loading zones, Mon-Fri, 7AM – 9AM and 4:30PM – 6:30PM, at the following locations:

- 4910 Brenman Park Drive
- 4915 Brenman Park Drive
- 4920 Brenman Park Drive

**APPLICANT:** Kerri Chase, Owner of Bright Star

**LOCATION:** 4910, 4915 and 4920 Brenman Park Dr

**STAFF RECOMMENDATION:** The Board recommends to the Director of T&ES to remove parking and add two-space loading zones, Mon-Fri, 7AM – 9AM and 4:30PM – 6:30PM, at the following locations:

1. 4910 Brenman Park Drive
2. 4915 Brenman Park Drive
3. 4920 Brenman Park Drive

**DISCUSSION:**

The Bright Start Learning Center in Cameron Station has become very popular. When Bright Star opened a few years ago, they only occupied the 4920 address. Since then they have expanded and now occupy three separate buildings along Brenman Drive. Ms. Chase, owner of Bright Star, requested the drop-off and pick-up spaces so that parents would not have to block a travel lane when dropping off or picking up their children. Staff performed a survey and found the parking occupancy to be light during the working day. However in the evenings these spaces are well used by residents.





**From:** Kerri Chase [mailto:kchase@brightstartva.com]  
**Sent:** Thursday, December 07, 2017 12:38 PM  
**To:** Bob Garbacz  
**Cc:** Management; mary9langley@gmail.com  
**Subject:** Designated drop off/pick up spaces at Bright Start Learning Center

Good afternoon Bob,

Thank you for stopping by last week. As we discussed, we would like to request that 2 spaces outside each of our buildings be designated as 10-minute drop off/ pick up spaces from 7:00 a.m. to 9:00 a.m. and from 4:30 p.m. to 6:30 p.m. We currently occupy three spaces in Cameron Station - 4910, 4915, and 4920 Brenman Park Drive, and we have about 150 students enrolled at our Center. Parents often struggle to find a place to park in order to bring their children in in the morning or to pick them up in the afternoon. The designated spaces would be a huge help!

Also, I know that you have spoken with Ms. Langley about the speed limit on Brenman Park Drive. The speed limit in Brenman Park is 15 MPH and should be extended to the length of Brenman Park Drive. This is a safety concern for our families as well as the customers of the other retailers on Brenman Park Drive.

We have hundreds of signatures of residents of Cameron Station and patrons of the retail area within Cameron Station that support both of these initiatives. I would be happy to send these over to you if that would be helpful.

Thank you in advance for your consideration of these requests.

Best regards,  
Kerri

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Kerri Chase  
Owner  
Bright Start Learning Center



# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** JANUARY 22, 2017  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM #9

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**ISSUE:** Consideration of the temporary removal of parking for the purpose of accommodating tour bus loading and unloading to be removed during the construction of improvements at Fitzgerald Square, as consistent with the recommendations of the Motorcoach Task Force.

**APPLICANT:** City of Alexandria

**LOCATION:** 100 Block of N. Royal, eastern curb

**STAFF RECOMMENDATION:** The Board recommends to the Director of T&ES reserving 155 feet of space for Tour Bus Loading on the eastern curb of the 100 Block of North Royal Street between the hours of 4 PM to 10 PM from March 1 through June 30<sup>th</sup>.

**DISCUSSION:** The City's Motorcoach Task Force recommended that additional, temporary unloading and loading spaces be provided adjacent to and across from Market Square on N. Royal Street during the construction of Interim Fitzgerald Square. The recommendation is intended to mitigate the loss of an existing designated location on the north curb of the unit block of King Street, which will be blocked during Interim Fitzgerald Square's construction.

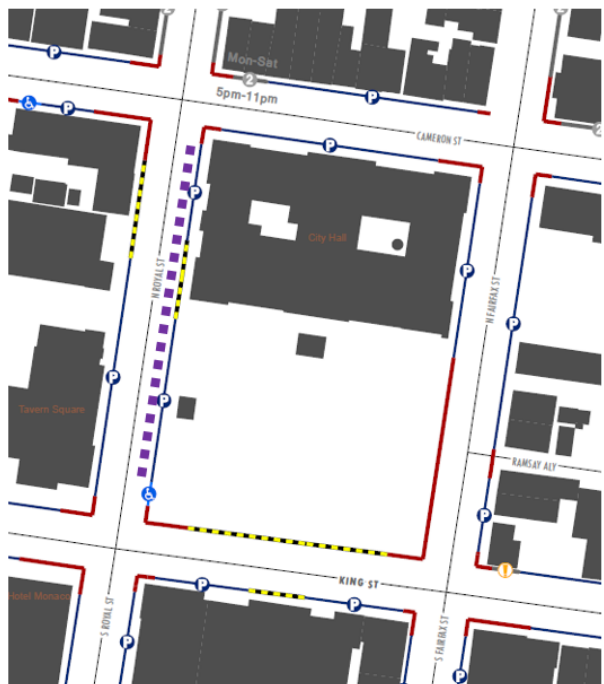
The unit block location is intended to meet the loading/unloading needs of a single tour bus; however, the 2016 study associated with the Task Force and a supplemental 2017 study revealed multiple buses frequently use the location simultaneously. As the curb can only accommodate one tour bus, additional tour buses pull past the location and back into roadway space at the unit block, parallel to buses parked on the curb. Additionally, tour buses queue back along the one way section of the Strand. Personnel from local businesses help manage the buses so cars can enter and exit the parking along the Strand. Local business personnel also ensure that the trolley is not blocked.

The maximum number of buses observed using the Unit Block of King Street during two peak season study periods in 2016 and 2017 was seven. The locations recommended by the Task Force cannot accommodate all seven buses, and staff does not recommend designating space on the western curb of North Royal Street as the 2016 indicated this is less used and desirable. As

existing loading space in front of Market Square can accommodate four buses, staff recommends that the 155' of the 340' of parkable curb-space be designated for temporary tour bus parking. Staff recommends retaining the existing handicap space, and beginning the temporary parking at the existing "Pay to Park" location, just north of the handicap space. Staff recommends continuing the temporary bus parking through the existing loading zone, and terminating it where the loading zone transitions into the northern "Pay to Park" section of N. Royal's western curb. Attachment depicts the recommendation.

**Attachment 1 – Proposed Additional Loading/Unloading**

# Proposed Tour Bus Loading – 100 N. Royal



- Handicap
- Loading Zone
- No Parking
- Pay to Park
- Private Use
- Restricted Parking
- NEW Proposed Tour Bus Loading

Proposed tour bus loading will accommodate 3 buses; roughly 193' of the 340' the curb face, exclusive of the handicapped parking zone.

The existing tour bus loading on the northern curb of King and the eastern curb of Royal will be retained.

**Attachment 2 – Memo to City Council – Motorcoach Task Force Recommendations**

## MEMORANDUM

**DATE:** JANUARY 22, 2018  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM # 10

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**ISSUE:** Consideration of a request to remove parking at these locations for street sweeping:

- Monday – Patrick St. northbound from Duke Street to First Street (Eastside curb lane) – 10:00am -12:00pm
- Monday – Henry St. southbound from First Street to Duke Street (Westside curb lane) – 10:00am -12:00pm
- Tuesday – Patrick St. northbound from Duke Street to First Street (Westside curb lane) – 10:00am -12:00pm
- Tuesday – Henry St. southbound from First Street to Duke Street (Eastside curb lane) – 10:00am -12:00pm

**APPLICANT:** City Staff

**LOCATION:**

**STAFF RECOMMENDATION:** The Board recommends to the Director of T&ES removing parking at the following locations for street sweeping:

- Monday – Patrick St. northbound from Duke Street to First Street (Eastside curb lane) – 10:00am -12:00pm
- Monday – Henry St. southbound from First Street to Duke Street (Westside curb lane) – 10:00am -12:00pm
- Tuesday – Patrick St. northbound from Duke Street to First Street (Westside curb lane) – 10:00am -12:00pm
- Tuesday – Henry St. southbound from First Street to Duke Street (Eastside curb lane) – 10:00am -12:00pm

**DISCUSSION:**

The Resource Recovery Division of the Transportation and Environmental Services Department is requesting a two-hour parking restriction, one day each week to facilitate street sweeping on Patrick Street and on Henry Street. This is a common practice in other areas in Old Town and needed to allow the street sweeping equipment to clean up to the curb.

**From:** Herbert Holmes  
**Sent:** Monday, December 04, 2017 10:11 AM  
**To:** Bob Garbacz  
**Cc:** Mary T. Martin; Jeffrey DuVal  
**Subject:** Proposed Permanent No Parking

Good morning Bob,

Here is the proposed permanent No Parking for Patrick and Henry Streets. Let me know if you have any questions or thoughts and if you need anything else from us before it gets proposed.

- Monday – Patrick St. northbound from Duke Street to First Street (Eastside curb lane) – 10:00am -12:00pm
- Monday – Henry St. southbound from First Street to Duke Street (Westside curb lane) – 10:00am -12:00pm
- Tuesday – Patrick St. northbound from Duke Street to First Street (Westside curb lane) – 10:00am -12:00pm
- Tuesday – Henry St. southbound from First Street to Duke Street (Eastside curb lane) – 10:00am -12:00pm

Thanks,  
Herb

Herbert T. Holmes III  
Transportation and Environmental Services  
Public Works Services Division  
Superintendent/Street Cleaning/Street Maintenance/  
Warehouse Operations  
2900B Business Center Drive  
Alexandria, VA 22314  
Office: (703) 746-4129  
Fax: (703)751-2569

**“Make the General hard to spot by working like a soldier”**



## MEMORANDUM

**DATE:** JANUARY 22, 2018  
**TO:** MEMBERS OF THE TRAFFIC AND PARKING BOARD  
**FROM:** T&ES STAFF  
**SUBJECT:** DOCKET ITEM #11

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**ISSUE:** Consideration of a request to temporarily remove parking on King Street and Daingerfield Road to accommodate temporary bus bays and bus layover locations and allow for a temporary trolley stop in the temporary taxi area on Cameron Street during construction at the King Street-Old Town Metrorail station

**APPLICANT:** City of Alexandria and WMATA

**LOCATION:** South side of the 1800 block of King Street (parking)  
East side of the 100 and 200 blocks of Daingerfield Road (parking)  
North side of the 1800 block of Cameron Street (travel lane/temporary taxi area)

**STAFF RECOMMENDATION:** The Board recommends to the Director of T&ES to approved temporary removal of parking and temporary bus bay in the temporary taxi area at these locations during construction at the King Street-Old Town Metrorail Station.

**BACKGROUND:**

The City of Alexandria and Washington Metropolitan Transit Authority (WMATA) are working on a multi-phase project that will improve safety, access, and aesthetics at the King Street-Old Town Metrorail station. The King Street-Old Town Metrorail Station Access Improvements project will include additional bus bays, enhanced lighting, upgraded pedestrian walkways, and designated areas for bicycles, taxis, shuttles and carshare vehicles, among other improvements surrounding the station. The final design is provided in Attachment 1.

The project will take approximately two years to construct and is tentatively slated to begin in April 2018. During the project, the King Street Metrorail Station will remain open with no impact to train service, but there will be significant changes to areas outside the station during construction. The project is intended to occur in two one-year phases and areas of the project will be returned to service as each phase is completed.

During the first 12 months of construction (Phase 1), station access will be affected in the following ways:

- The existing bus bay area, Kiss & Ride, taxi and shuttle area in front of the station will be under construction except for temporary pedestrian paths to the relocated bus bays and the Metro Station entrance.
- Bus bays will be temporarily relocated off-site to Diagonal Road, Daingerfield Road, Cameron Street and King Street. Signage will be in place to direct bus riders to their temporary bay.
- The Carlyle Pedestrian Tunnel will remain open, but users will be required to cross Diagonal Road at Duke Street and again at the mid-block crossing.

Once Phase 1 is completed, the new bus bays within the Metro station will be open, and the temporary off-site bus bays will be removed. Until the entire project is completed (end of Phase 2), the Kiss & Ride area, carshare spaces, and shuttle bus access at the station will not be available. For these services, riders should use either the Braddock Road or Eisenhower Avenue Metrorail stations. The taxi area will be temporarily relocated to the north side of the 100 block of Cameron Street near the north entrance to the station. The Traffic & Parking Board approved the lane closure to accommodate the temporary taxi area on October 23, 2017. Drivers will be encouraged to avoid Diagonal Road, as traffic congestion is expected. The existing metered parking at the station will not be replaced.

Since there will be impacts to parking, the Traffic and Parking Board is required to hold a public hearing and make recommendation to the Director of T&ES about the removal of on-street parking related to this project. The Traffic & Parking Board has already approved the permanent removal of on-street parking on Diagonal Road at their meeting on March 23, 2013. Now that the more detailed construction plans have been designed and interim bus routing and access has been reviewed, the Traffic and Parking Board can consider the parking and traffic impacts of the temporary bus bays during construction.

### **DISCUSSION:**

Since the entire Metrorail station lot will be redesigned under this project, the entire site will be under construction and all activities must be temporarily relocated. The existing bus bays at the station will be temporarily relocated to nearby locations during the first phase of construction, which is expected to last approximately one year. Attachment 2 provides a map of the temporary bus bays and layover zones that have been identified to maintain bus service during construction. Layover zones are locations where buses stage at the end of a route and the departure of a route for recovery of delays and preparation for the return trip. These two locations require the temporary removal of on-street parking as described in more detail below. Attachment 3 identifies the parking conditions at these locations.

#### 1800 block of King Street (south side, adjacent King Street Gardens)

The existing on-street 3 hour metered parking (approximately 6 spaces) and the food truck parking spaces (approximately 2 spaces) will need to be temporarily removed in order to accommodate two temporary bus bays (Bay J and Bay K) needed all day, 7 days per week. Bay K will accommodate the King Street Trolley in the eastbound direction. It is anticipated that the temporary removal would occur approximately one month prior to beginning of the Metro station construction so that the temporary shelters and signage can be constructed. The relocation

is only needed for Phase 1 and the parking can be returned when the new bus bays on site are completed.

100 and 200 blocks of Daingerfield Road (east side, between Diagonal Road and Duke Street)

The existing on-street 3 hour metered parking on the east side of these two blocks will need to be temporarily removed in order to accommodate a temporary bus bay (Bay H) and two bus layover areas (L4 and L5 on map). This impacts approximately thirteen metered spaces on these two blocks. The two existing Zipcar spaces on the 100 block that are closest to the intersection with Diagonal Road will remain in place. Additionally, four spaces on the 200 block south of the garage entrance to the Hilton Garden Inn will remain as public parking. Similar to the spaces on King Street, it is anticipated that the temporary removal would occur approximately one month prior to beginning of the Metrorail station construction so that the temporary shelters and signage can be constructed.

The temporary bay and layover locations are needed all day, 7 days. For Layover zone 4 and Bay H, the relocation is only needed for Phase 1 and the parking can be returned when the new bus bays on site are completed. For Layover zone 5, the relocation is needed for both Phases 1 and 2 due to the limited space within the transit center for layovers.

1800 block of Cameron Street (north side, between Commonwealth Avenue and Buchanan Street)

A portion of the existing westbound right turn lane that was previously approved as a temporary taxi area during construction will need to include a bus bay to accommodate the westbound King Street trolley (Bay L). It is anticipated that the temporary removal of the travel lane for the trolley and the taxis would occur approximately one month prior to beginning of the Metrorail station construction so that the temporary shelter and signage can be constructed. While, the temporary bus bay is only needed for Phase 1, the temporary taxi stand will be needed for the duration of the Metrorail station project (Phases 1 and 2). The temporary taxi stand was approved by the Traffic and Parking Board at its October 23, 2017 meeting. Staff evaluated the impacts and has determined that placing the temporary bus bay and taxicab stand at this location will not negatively impact traffic.

**PUBLIC OUTREACH:**

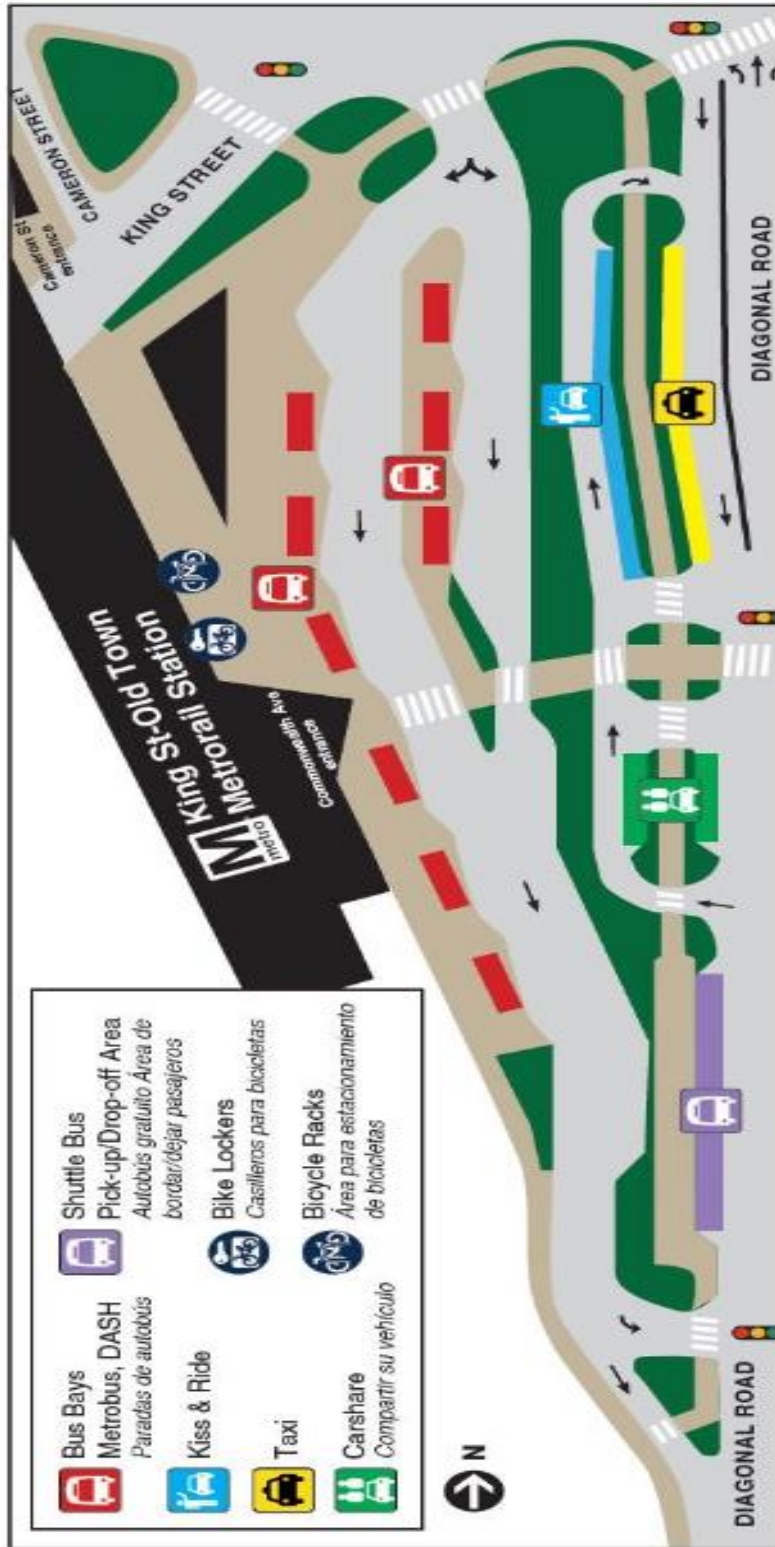
The King Street Metrorail Station Area Improvements project has been under study and design by the City of Alexandria and WMATA for many years. The first study began in 2006, and resulted in an initial conceptual design for the project in 2008. A set of three meetings were held with the general public in 2010 to obtain feedback about this design. After obtaining this feedback, several aspects of the proposed design were found to be unsatisfactory. A completely new design was developed which better fits into the design of the Upper King Street urban area and is more functional for all users. This concept was then brought before the City's Transportation Commission for their review. Another public meeting was held on the design in 2011. The plan was further reviewed by the City's Transportation Commission twice in 2011 and once in 2012. City Council also reviewed the project in 2012, prior to adopting the plan in March 27, 2012. The plan was further reviewed by the Planning Commission and approved on May 1, 2012. The Planning Commission reaffirmed the plan in a meeting on September 1, 2015,

City staff has been actively involved in keeping neighbors such as the Rosemont Civic Association, Upper King Street Neighborhood Association, and the Carlyle Community Council involved in the project. City staff also has addressed the Traffic and Parking Board on March 23, 2013 to remove metered parking from the east side of Diagonal Road from Daingerfield Road to Duke Street. A further question was brought before the Traffic and Parking Board in October 23, 2017, in which some of the space on Cameron Street near the north entrance to the King Street Metro was approved for a temporary taxicab stand.

Staff intends to begin a major public information campaign after a contractor has been selected. This will involve placing printed materials on the project web site, and holding a public meeting with the general public. Material will be printed, posted and distributed in transit vehicles and facilities. Wayfinding signs will be erected to clearly indicate where people can board buses. In order to supplement this information, the City will dispatch teams of people to help guide people before construction begins on Phase I and Phase 2 of the project.



Attachment 1 – Final Design for King Street – Old Town Metrorail Station

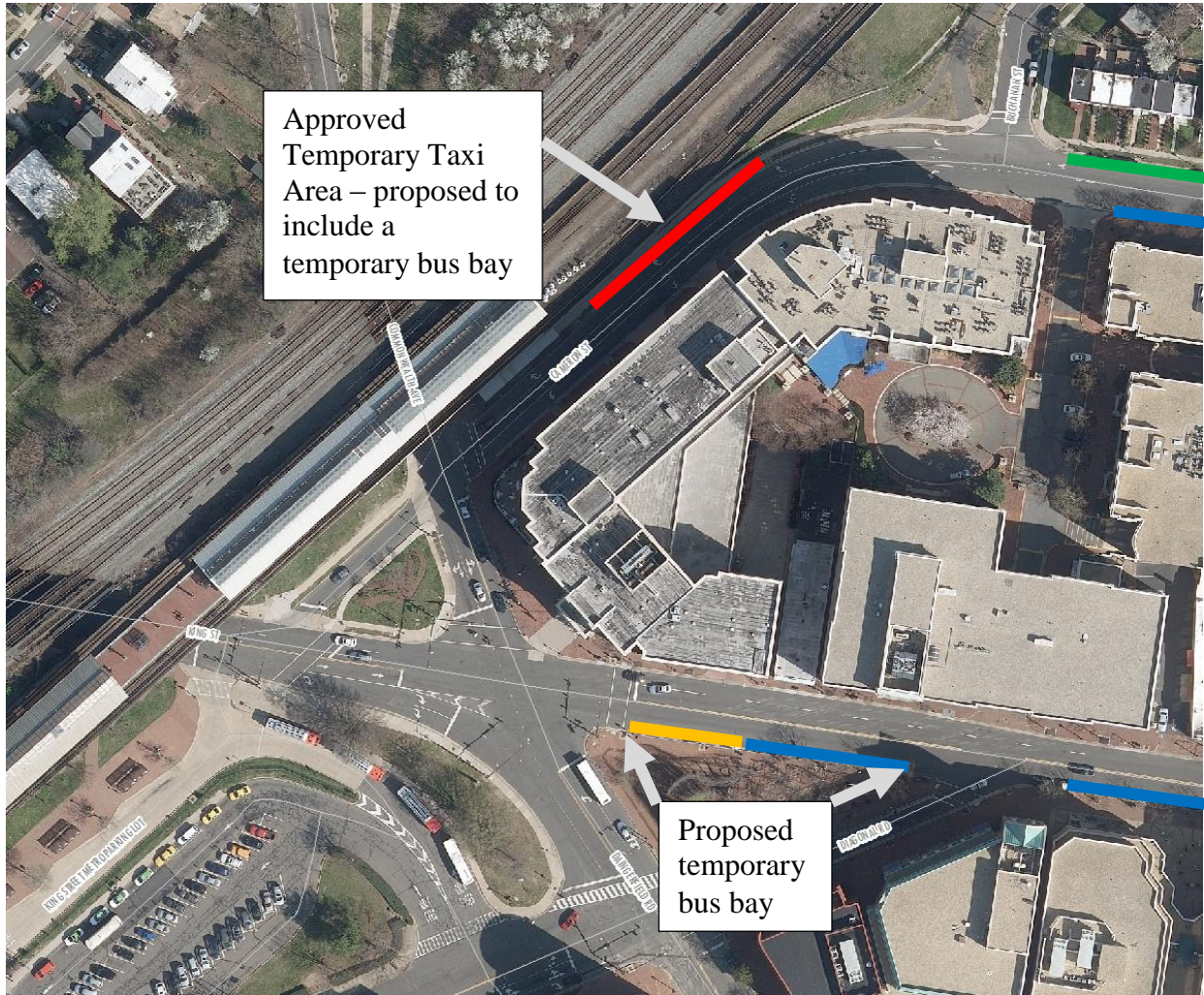








<b>Bus Bays</b>	<b>Routes</b>	<b>Phase Needed</b>
Bay A	REX, NH2	1
Bay B	29K, 29N, AT8 (WB)	1
Bay C	AT6 (WB), AT7 (WB)	1
Bay D	AT2 (WB), AT2X (WB), AT5 (WB)	1
Bay E	28A	1
Bay F	AT7 (EB)	1
Bay G	AT5 (EB)	1
Bay H	AT10 (NB)	1 and 2
Bay J	AT2 (EB), AT8 (EB)	1
Bay K	King Street Trolley (EB)	1
Bay L / Taxi Stand	King Street Trolley (WB)	1 and 2
<b>Layover Zones</b>	<b>Routes</b>	<b>Phase Needed</b>
L1	Open	NA
L2	Open	NA
L4	AT2X, AT8 (Peak period Short Trips)	1
L5	AT6, 29K, 29N	1 and 2

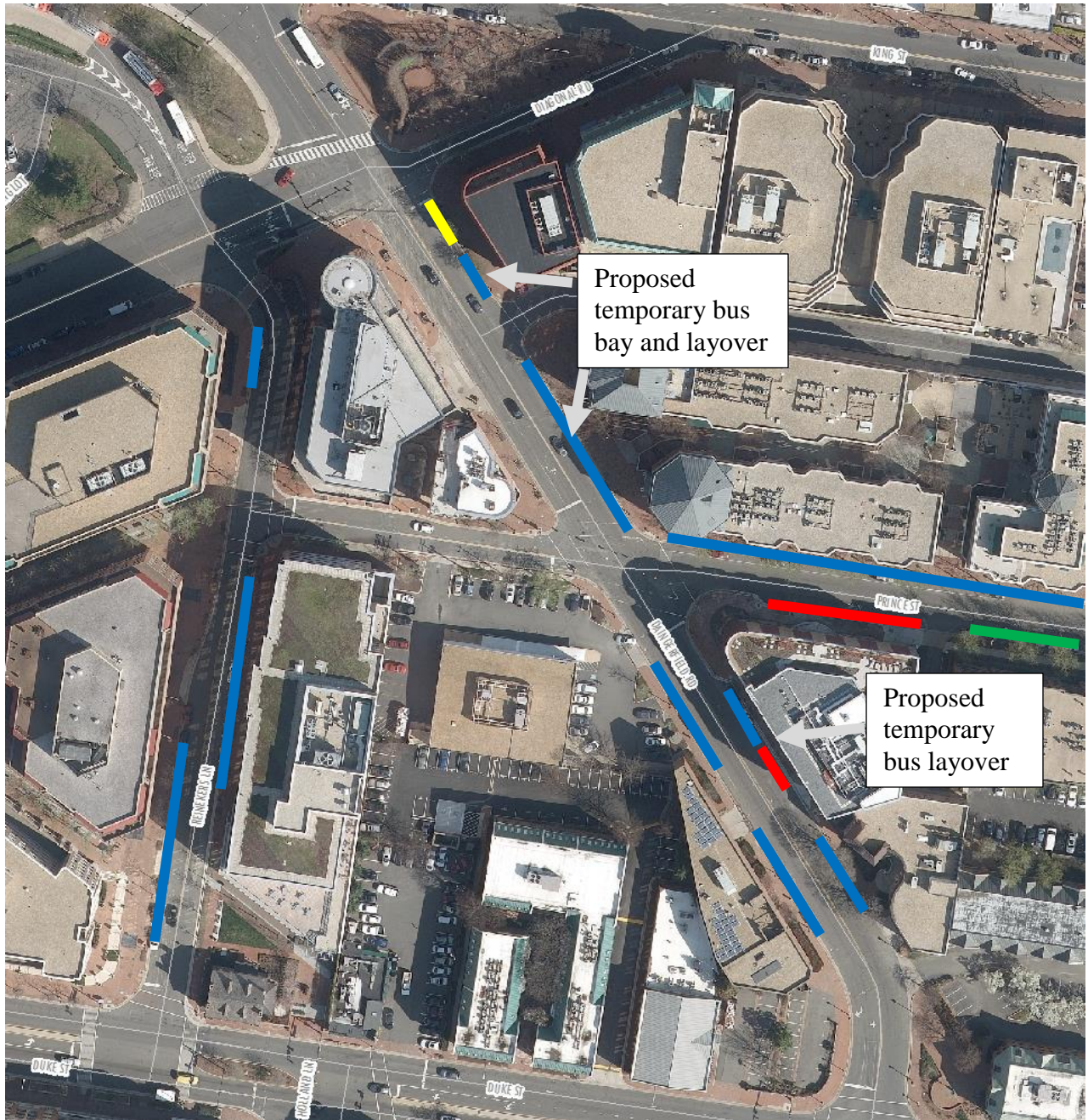


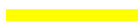



**Attachment 3 – Map of On-Street Parking Conditions that will be impacted**



-  Food Truck Area
-  Metered Parking
-  No Parking (travel lane)
-  Residential parking restrictions





-  Carshare Spaces
-  Metered Parking
-  Loading Area/Valet Spaces
-  Residential parking restrictions