

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JULY 23, 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 June 25, 2018 Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]

CONSENT CALENDAR

An item on the consent calendar will be heard only if a Board member, City staff or a member of the public requests it be removed from the consent calendar. Items not removed will be approved or recommended for approval as a group at the beginning of the meeting.

4. **ISSUE:** Consideration of a request to add residential permit parking restrictions to the north side of the 1200 block of Franklin Street.
5. **ISSUE:** Consideration of a request to remove 40 feet of parking on the north side of Monroe Avenue between the two crosswalks at Leslie Avenue.

PUBLIC HEARING

6. **ISSUE:** Consideration of a request to appeal a two-day taxi driver suspension for refusal to carry a passenger
7. **ISSUE:** Consideration of a request to:
 1. Remove the No Parking Here to Corner signs on the Southeast corner of La Grande Avenue and East Randolph Avenue; and,
 2. Remove the No Parking Here to Corner signs on the Southwest corner of Mount Ida Avenue and East Randolph Avenue.
8. **ISSUE:** Consideration of a request to remove parking in front of 226 West Taylor Run on both sides of the street to facilitate a new crosswalk to Angel Park.
9. **ISSUE:** Consideration of a request to:
 1. Remove 30 feet of park in front of 703 North Overlook Drive; and,
 2. Remove 80 feet of parking along portions of the Beverly Park curb faces on North Overlook Dive and South Overlook Drive.
10. **ISSUE:** Consideration of a request to remove 40 feet of parking between the crosswalks on the west side of North Royal Street at First Street.

11. **ISSUE:** Consideration of a request to install 3-hour parking restrictions on Francis Hammond Parkway, Key Drive, Marshall Lane and Roan Lane from 8AM-4PM Monday-Friday.
12. **ISSUE:** Consideration of a request to change the speed limit on Route 1 between Monroe Avenue and Four Mile Run from 35 mph to 25 mph.

STAFF REPORTS AND UPDATES

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY JUNE 25, 2018 7:30 P.M.
301 KING STREET, 2nd FLOOR
ROOM 2000**

MINUTES

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

BOARD MEMBERS ABSENT: None.

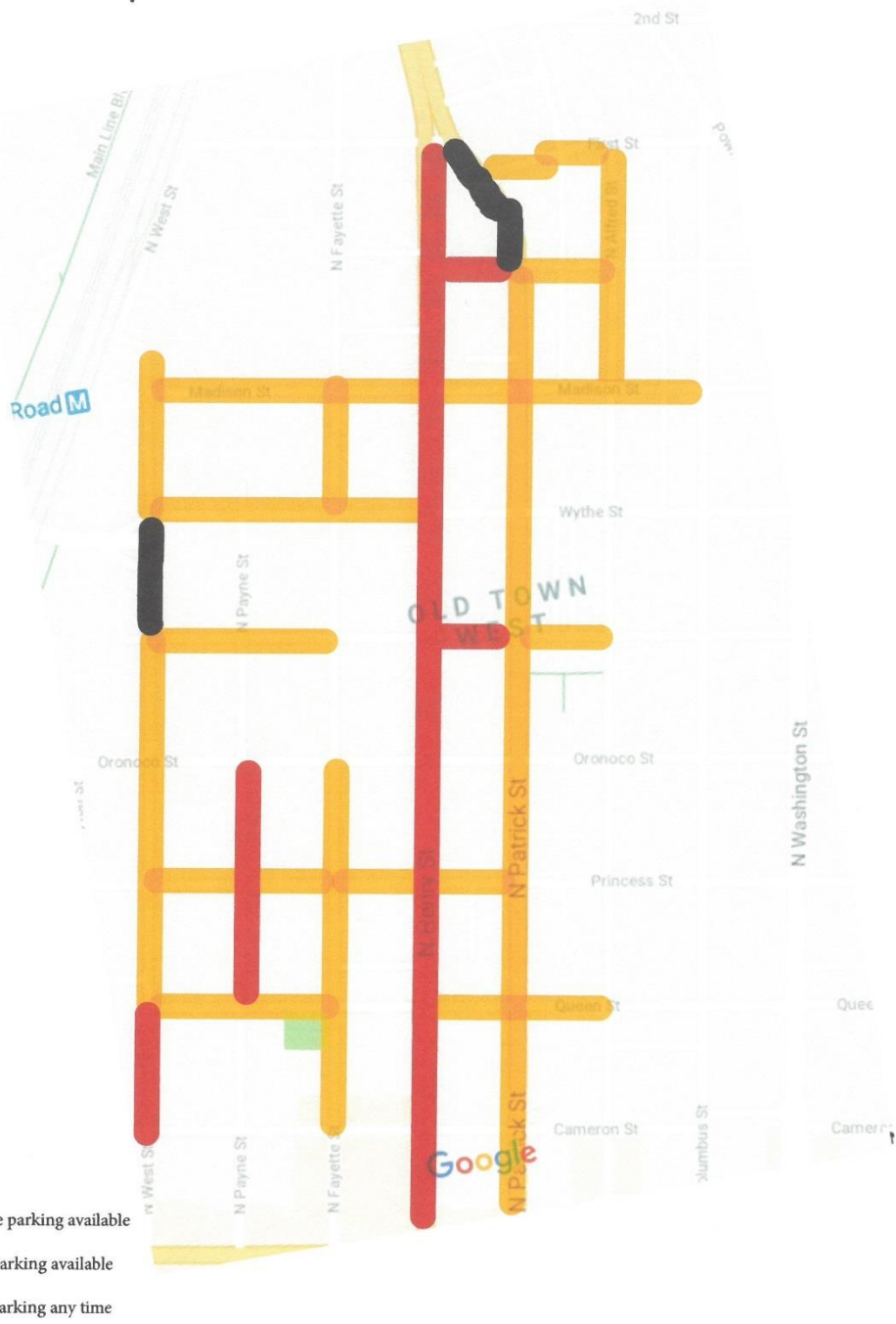
STAFF MEMBERS PRESENT: Hillary Orr, Deputy Director, Jeff Duval, Deputy Director, Bob Garbacz, Division Chief of Traffic Engineering, David Soares, Civil Engineer IV, Katye North, Parking Planner, Darren Buck, Complete Streets Program Manager, Christine Mayeur, Complete Street Coordinator and Cuong Nguyen, Civil Engineer II.

1. Announcement of deferrals and withdrawals: Item # 8 was deferred.

2. Approval of the May 21, 2018 Traffic and Parking Board meeting minutes: Mr. Osborn made a motion, seconded by Mr. Cole to approve the minutes of the May 21, 2018 Traffic and Parking Board meeting. The motion carried unanimously.

3. **PUBLIC COMMENTS:** Mr. Matthew Levens spoke about the impact parking restrictions for street sweeping would have on Patrick Street and Henry Street. Mr. Levens presented the following illustration to the Board:

Mondays



PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to suspend parking restrictions for street sweeping during months of November, December, January, and February.

DISCUSSION: Mr. Duval presented the item to the Board. He explained street sweeping is suspended during the winter months so there is no need to restrict parking during this period. The Board asked staff to make the street sweeping parking restrictions more accessible to the public by placing information on the website.

PUBLIC TESTIMONY: Ms. Catherine Corp spoke in support of the request.

BOARD ACTION: Mr. Beekman made a motion, seconded by Mr. Lewis to recommend to the Director of T&ES approval of the request to suspend parking restrictions for street sweeping during months of November, December, January and February. The motion carried unanimously.

5. **ISSUE:** Consideration of a request to install No Turn on Red restrictions at the following locations:
1. NB Cameron Station Blvd approaching South Pickett Street
 2. WB South Pickett Street approaching North Van Dorn Street
 3. WB Jamieson Avenue approaching Andrew's Lane

DISCUSSION: Mr. Buck presented the item to the Board. The Board inquired about the bicycle box extending into the left turn lane and Mr. Buck indicated that the box will not extend that far and that left turning cyclists would need to be to the right of the left turn lane. The Board was concerned that this configuration might be confusing to cyclists. Concern was expressed about the possible impacts to right turning traffic and staff assured the Board that the right turning movement would not be significantly impacted. The Board indicated that this proposal should have come before the Board prior to the bike lanes being installed and that doing so after the fact gave the Board few options other than to approve the restrictions.

PUBLIC TESTIMONY: No one from the public spoke about the item.

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Beekman to recommend to the Director of T&ES to approve the request to install "No Turn on Red" restrictions at the following location:

1. NB Cameron Station Blvd approaching South Pickett Street
2. WB South Pickett Street approaching North Van Dorn Street
3. WB Jamieson Avenue approaching Andrew's Lane.

The motion carried unanimously.

6. **ISSUE:** Consideration of a request to add parking restrictions on the 400 block of Fannon Street to facilitate the operations of a new daycare.

DISCUSSION: Ms. North presented item to the Board. She explained what the daycare is planning to do with the adjacent parking spaces. She suggested converting the angle parking spaces to perpendicular spaces and restrict parking on the north side of 400 block of Fannon Street to provide enough maneuvering space for parked cars on the south side. The Board asked about designating one of the spaces as a handicapped space as shown on the drawing. Since the handicapped space was not advertised the Board could not act on the handicapped designation. The Board wanted to ensure the spaces were large enough to facilitate the off-loading of children.

PUBLIC TESTIMONY: No one from the public spoke about the item.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Cole to recommend to the Director of T&ES to approve: 1) six, 15-minute loading zone spaces between 7:00 AM to 6 PM; 2) increasing the number of spaces from six to 16 by converting the parking to 90-degree spaces; 3) posting the north side of Fannon Street as No Parking; and, 4) converting the loading zone spaces back to regular parking should the daycare move out. The motion carried unanimously.

7. **ISSUE:** Consideration of a request to convert an ADA taxicab into a regular taxicab.

DISCUSSION: Mr. Garbacz presented the item to the Board. He explained the history of the Alexandria taxicab industry. He stated there are enough handicap taxicabs in the city to meet the current demand. He checked with the Commission on Disabilities and they saw no problem converting the ADA cab to a regular cab. The Board wanted to make sure there would be enough ADA cabs to serve the disabled community and was assured that there are.

PUBLIC TESTIMONY: Mr. Abdul Karim (King Cab owner) spoke in favor of the request.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to approve the request to convert an ADA taxicab into a regular taxicab. The motion carried unanimously.

8. **ISSUE:** Consideration of a request to remove parking along Patrick Street and Henry Street to facilitate street sweeping.

DISCUSSION: Item was deferred.

9. **ISSUE:** Consideration of a request to (1) add residential pay by phone restrictions to the 300 block of Prince Street and (2) convert a loading zone to residential parking.

DISCUSSION: Ms. North presented the item to the Board. She stated that she notified the surrounding residents on the block about the proposal to add residential pay by phone and found no opposition. She also contacted the clothing shop about removing the loading zone and there was no opposition. The Board inquired about the evaluation of the pilot program and updating the mobile parking app.

PUBLIC TESTIMONY: Ms. Margaret Miller spoke in favor of the request.

BOARD ACTION: Mr. Lewis made a motion, second by Mr. Cole to recommend to the City Manager to: (1) add residential pay by phone restrictions to the 300 block of Prince Street; and, (2) convert a loading zone to residential parking. The motion carried unanimously.

10. **ISSUE:** Consideration of an administrative procedure to allow the Director of Transportation and Environmental Services to install No Turn on Red restrictions without approval by the Traffic and Parking Board.

DISCUSSION: Ms. Mayeur presented the item to the Board and explained that the City is implementing the Vision Zero program. She stated there have been many pedestrian crashes involved with turning vehicles. The Board wanted staff to provide a robust public outreach and public comment for the proposed procedure to adequately inform the residents. If the items are controversial, the Board asked staff to bring the request forward to the Board for review.

PUBLIC TESTIMONY: No one from the public spoke about the item.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to approve the procedure to allow the Director of Transportation and Environmental Services to administratively approve No Turn on Red restrictions without approval from the Traffic and Parking Board with the following conditions: 1) when there are negative public comments or mixed comments, staff will bring the location to the Board for review; 2) provide enough community outreach and enough time for citizen input (*30 days*); and, 3) if a location does not meet the criteria to bring that location to the Board for consideration. The motion carried with six votes in favor and Mr. Lewis voting in opposition to the motion.

11. **ISSUE:** Consideration of a request to modify the Residential Permit Parking Restrictions on the 300 block of Commerce Street.

DISCUSSION: Ms. North presented the item to the Board. She explained the parking conditions on the 300 block of Commerce Street. The Board wanted to have more enforcement in the area to ensure compliance with the restrictions.

PUBLIC TESTIMONY: Mr. Tom Maresh opposed the request. Mr. Neil Jurinski, and Mr. Tom Foley spoke in favor of the request.

BOARD ACTION: Mr. Cole made a motion, seconded by Mr. Lewis to recommend to the City Manager approval of the request to change the residential parking restrictions on the 300 block of Commerce Street to be 2-hour parking, 8AM – 9PM, Monday-Friday, except for District 4. The motion carried unanimously.

12. **ISSUE:** Consideration of a request to implement a No Thru Truck restrictions on East Taylor Run Parkway between Janney’s Lane and the Duke Street access road.

DISCUSSION: Mr. Soares presented the item to the Board. He stated this restriction can alleviate the residents’ concern about trucks side swiping parked cars. At the Board’s request Mr. Soares explained that the code defined trucks as being over 7,500 pounds gross vehicle weight. The Board questioned what constituted a crash as it applies to the justification of truck restrictions.

PUBLIC TESTIMONY: Mr. Ashkan Bayatpour spoke in favor of the request.

BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Cole to recommend to City Council to install “No Through Truck” restrictions on East Taylor Run Parkway between Janney’s Lane and the Duke Street access road. The motion carried unanimously.

13. **ISSUE:** Consideration of a request to install a High Intensity Activated crossWalk (HAWK) signal at the intersection of Franklin Street and Alfred Street.

DISCUSSION: Mr. Garbacz presented the item to the Board. The Board asked about installing all-way Stop signs at this intersection rather than a HAWK signal. Mr. Garbacz explained that an all-way Stop sign would, most likely, back traffic all the way back to Patrick Street. The Board was concerned that the proposed HAWK signal might back also traffic back to Patrick Street and wanted to make sure the signal would be evaluated if problems occurred.

PUBLIC TESTIMONY: Mr. Aaron Hutchinson spoke in favor of the request.

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Lewis to recommend to City Council to (1) install a High Intensity Activated crossWalk (HAWK) signal at the

intersection of Franklin Street and Alfred Street; and (2) in the future convert the HAWK signal into a regular traffic signal if the intersection meets the MUTCD Warrants for a traffic signal. The motion carried unanimously.

STAFF REPORTS AND UPDATES

Mr. Kane updated the Board about the Transportation Commission meeting:

1. Vision Zero Action Plan updates
2. Bicycle plan implementation
3. A speaker from VDOT spoke about Shirlington area.

Ms. Orr updated the Board on the Director's decision on East Taylor Run Parkway turn restrictions.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 23, 2018

DOCKET ITEM: #4 (Consent)

ISSUE: Consideration of a request to add residential permit parking restrictions to the north side of the 1200 block of Franklin Street

REQUESTED BY: Jason Kanter, resident adjacent to the 1200 block of Franklin Street

LOCATION: North side of the 1200 block of Franklin Street

STAFF RECOMMENDATION: That the Board makes a recommendation to the City Manager to post 3-hour residential permit parking restrictions, 8AM-5PM, Monday-Friday, on the north side of the 1200 block of Franklin Street.

BACKGROUND: The 1200 block of Franklin Street (Attachment 1) is in the neighborhood west of Route 1 near the Lee Center and several cemeteries, including the Alexandria National Cemetery. Most of this neighborhood falls within Residential Permit Parking District 4, and many of the residential blocks are posted with residential parking restrictions. However, a handful of residential blocks are still unrestricted, such as the north side of this block. In 2015, the Board considered and recommended approval of a request to add parking restrictions to the south side of this block. The north side of this block only includes two townhouses, which both front onto the adjacent streets (South Payne Street and South Fayette Street) but have side yards facing Franklin Street.

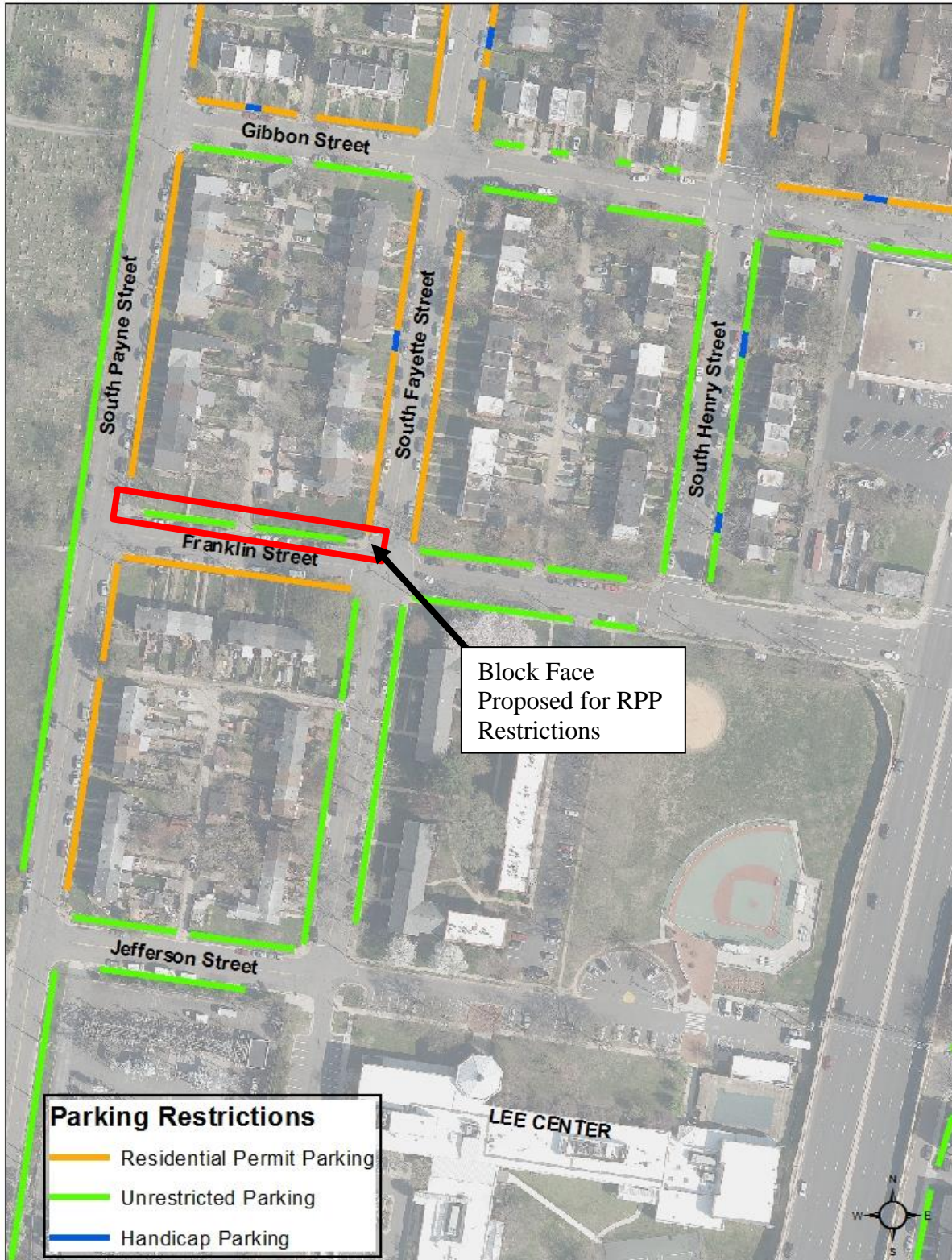
DISCUSSION: A petition has been submitted that is signed 100% of the residents of the north side of the 1200 block of Franklin Street requesting District 4 signage be installed on their block (Attachment 2). This neighborhood is often used by commuters that work in Carlyle or Old Town and unrestricted blocks are often full during the standard work hours during the week. As one of the few blocks without restrictions, the block is often fully parked on workdays.

After verifying the validity of the petition, staff surveyed the block to determine if the parking conditions met the criteria established in the City Code (i.e. 75% of the on-street spaces are occupied and at least 25% of the vehicles are non-residents of the district). Staff conducted a survey on Wednesday, July 20, 2018 and found the following results:

Block Face	Number of Spaces	Number of Parked Vehicles	% Occupancy	Number of Non-Resident Vehicles	% of Non-Resident Vehicles
North Side of the 1200 Block of Franklin Street	8	8	100%	4	50%

Given the block face meets and exceeds the criteria in the Code, staff recommends adding restrictions to this block. The requested restrictions for 3-hour parking, 8AM-5PM, Monday-Friday are consistent with the restrictions on all the adjacent block faces.



ATTACHMENT 1: LOCATION (AERIAL)



ATTACHMENT 2: REQUEST

North side of the 1200 block of Franklin Street Petition

We the undersigned residents hereby request that the City add signage to the following blocks within residential permit parking district number 4: north side of the 1200 block of Franklin Street (e.g. north side of the 100 block of Main Street, south side of the 200 block of Main Street, and east side of the 500 block of Side Street). We propose the following days and times be included in the posted restrictions: 3 hour restrictions between the hours of 8am and 5pm, Monday-Friday (refer to Section 5-8-73 for sign options). We understand that if signs are posted to restrict parking for non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Jason Kanter		631 S. Fayette Street Alexandria, VA 22314	6/12/2018
Jay Reilly		630 S Payne Street Alexandria, VA 22314	7/9/18

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 23, 2018

DOCKET ITEM: #5 (Consent)

ISSUE: Consideration of a request to remove 40 feet of parking on the north side of Monroe Avenue between the two crosswalks at Leslie Avenue.

REQUESTED BY: City of Alexandria

LOCATION: North side Monroe Avenue at Leslie Avenue

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director to remove parking on the north side of Monroe Avenue between the two crosswalks at Leslie Avenue to install a bike corral.

BACKGROUND: Prior to 2009 parking was not allowed on this segment of Monroe Avenue (Attachment 1). The reconfiguration of the Route 1 bridge allowed parking to be added on both sides of Monroe Avenue. In 2015, the City repaved and restriped Monroe Avenue to add a bike lane, high visibility crosswalks, and delineation of parking areas. The area between the two crosswalks at Leslie Avenue was not striped for parking but, parking was not prohibited. The intersection of Leslie Avenue and Monroe Avenue is stop-controlled only on Leslie Avenue. Given the high levels of pedestrian activity in the area generated by Simpson Fields to the north, “Yield to Pedestrian” signage is installed at the eastern crosswalk across Monroe Avenue.

DISCUSSION: Staff received comments that cars parked between the two crosswalks block the visibility of pedestrians waiting to cross the street at this intersection. In reviewing the plans for Monroe Avenue, staff believes this area was not intended to be used for parking. However, since there is no signage prohibiting parking, it has increasingly been used as such. To clarify that parking is not permitted between the crosswalks, staff recommends posting No Parking signage on the outside of each crosswalk. This will improve visibility of pedestrians at this location.

To reinforce the no parking restrictions, staff intends to install a bike corral in this area. This area is wide enough for a minimum eight-space bike corral (four racks) and will provide bike storage for patrons of the adjacent park and nearby Monroe Avenue businesses. Additionally, given the higher number of people using bikes on this street, due to the Monroe Avenue bike lane, the additional bike storage is a useful amenity on this block and likely to be well used.

OUTREACH: Staff notified the Del Ray Citizens Association about the proposal and did not receive any objections. Staff also notified Recreation, Parks, and Cultural Activities staff so they were aware of this minor change as related to park operations at Simpson Fields.

ATTACHMENT 1: LOCATION (STREETVIEW - 2007)



Monroe Avenue looking east towards Route 1 across the Leslie Avenue intersection

LOCATION (AERIAL)



LOCATION (STREETVIEW - 2017)



Monroe Avenue looking east towards Main Line Boulevard/Route 1 at intersection with Leslie Avenue



Leslie Avenue at intersection with Monroe Avenue

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 23, 2018

DOCKET ITEM: #6

ISSUE: Consideration of a request to appeal a two-day taxi driver suspension for refusal to carry a passenger

REQUESTED BY: Mr. Senay Kesete

LOCATION: N/A

STAFF RECOMMENDATION: That the Board upholds the suspension of Mr. Kesete's drivers permit and adds another three days to the suspension for a total of five days.

BACKGROUND: Section 9-12-59 of the city code allows taxicab drivers to appeal driver suspensions issued by the hack inspector to the Traffic and Parking Board. The Board has the authority to affirm, reverse or modify the suspension appealed from. The action of the Board shall be final and there shall be no rehearing.

On June 13, 2018 Hack inspector David Robinson issued Mr. Kesete a two-day suspension for refusal to carry a passenger. Mr. Kesete notified the hack inspector that he wishes to appeal the suspension.

DISCUSSION: City code section 9-12-57(l) states: "*No driver of a taxicab shall refuse or neglect to convey any orderly person, upon request, unless previously engaged, off duty, or unable or forbidden by the provisions of this article to do so.*" On June 13, 2018 Mr. Senay Kesete was dispatched to 1310 Braddock Place to pick up Ms. Diaz and refused to transport her because her service dog was too big. The White Top dispatcher told Mr. Kesete that the passenger had a service dog when dispatching a call. White Top dispatched another cab to transport Ms. Diaz and Mr. Kesete allowed her to wait for the new cab in his cab.

The City takes the issue of transporting disabled passengers very seriously. This is a segment of the population that faces considerable transportation challenges. The refusal to carry a disabled passenger is unacceptable. Therefore, staff is recommending increasing the two-day suspension to five-days.

Case #
18-005

Driver
Kesete, Senay

Driver Permit No
1368

HACK INSPECTOR INFRACTION NOTICE STATEMENT OF FACTS

Mr. Kesete responded to pick up Ms. Diaz and her service dog, then refused to transport her.

Ms. Diaz reports that she has a DOT contract that provides rides for her and her service dog. When she requested the ride she stated that she had a service dog. When Mr. Kesete arrived Ms. Diaz got in the cab with her dog. He immediately started complaining about the size of the dog and said that he would not give her a ride. He called his dispatcher on speaker phone. The dispatcher stated that he knew in advance that Ms. Diaz had a dog. He still refused the fare. A second cab was sent that provided a ride for Ms. Diaz.

I interviewed Mr. Kesete on the phone on 6/18/18. He advised that after picking up Ms. Diaz he received another call for a fare. For her convenience he allowed her to wait in his cab for the 2nd cab to arrive. ??

Mr. Kesete has no other violations in his file. I recommend a 2 day suspension for refusing to carry passengers.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 23, 2018

DOCKET ITEM: #7

ISSUE: Consideration of a request to:

1. Remove the No Parking Here to Corner signs on the Southeast corner of La Grande Avenue and East Randolph Avenue; and
2. Remove the No Parking Here to Corner signs on Southwest corner of Mount Ida Avenue and East Randolph Avenue.

REQUESTED BY: Amy Slack

LOCATION: 2304 and 2208 East Randolph Avenue

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to:

1. Remove the *No Parking Here to Corner* sign the south side of East Randolph Avenue at La Grande Avenue; and,
2. Relocate the *No Parking Here to Corner* sign on East Randolph Avenue 25 feet west of the stop bar.

BACKGROUND: The *No Parking Here to Corner* restrictions proposed for removal are believed to have been installed in the 1980's. The current residents of the block are requesting that these restrictions be removed.

DISCUSSION: East Randolph Avenue intersects La Grande Avenue and Mouth Ida Avenue at very skewed angles (Attachment 1). These restrictions were, most likely, installed to provide more maneuvering space around the sharp intersection corners. Ms. Slack is requesting parking removal to accommodate future parking demand when several parcels in the neighborhood are redeveloped. Staff is not recommending parking removal on La Grande Avenue approaching East Randolph Avenue because this would constrict the La Grande Avenue intersection approach. If parking were allowed and a car was stopped at the stop sign on La Grande Avenue there would not be enough space for traffic to travel in the opposite direction. For similar reasons staff is only recommending allowing parking up to 25 feet of the Stop sign on East Randolph Avenue approaching East Mount Ida Avenue. The staff recommended changes will

add 50 feet (two spaces) of new parking on East Randolph Avenue. Parking in the area is well used, but adequate with parking occupancies ranging from 50 to 75 percent. The proposed change will allow more flexible parking for residents and visitors of the street and can be viewed in Attachment 2.

Additionally, there are a number of intersections in this area that do not have marked crosswalks. Staff will work to install crosswalks to better delineate intersections and crossings.

ATTACHMENT 1: REQUEST

From: Amy or David <alsdmf@earthlink.net>
Sent: Tuesday, April 17, 2018 7:51 PM
To: Bob Garbacz <Bob.Garbacz@alexandriava.gov>
Subject: Re: 144255 - No Parking Here to Corner Signs

Hello Bob,

You may recall that I'd spoken of requesting the 'No Parking Here To Corner' sign, located at 2304 E. Randolph Avenue removed several years ago. While there has long been sufficient good reason to follow thru since leaving the Board, there now is less potential for repercussion.

Background:

The parcels at 2304 and at 2208 E. Randolph Avenue have a non-typical characteristic: both parcels are triangularly shaped corner parcels. Each parcel has a property line facing E. Randolph, which is a one-way street running NW to SE toward E. Custis Avenue at Route 1.

2304 is bounded by LaGrande and E. Randolph Avenues.

A sign places parking restrictions on La Grande and another sign affects E. Randolph.

2208 is bounded by Mt. Ida and E. Randolph Avenues.

A sign places parking restrictions on E. Mt. Ida and another sign affects E. Randolph.

The two (2) signs on E. Randolph are placed in excess of twenty feet (20') from the intersecting streets; thirty feet (30') and more than fifty feet (50') respectively.

All of the 'No Parking Here To Corner' signs, in addition to a 'No Parking This Side' along Mt. Ida Avenue, were requested by a E. Randolph Avenue resident who was in dispute with residents of 512A E. Custis Avenue; which at that time was a rental property.

This battle occurred in the late 1980's. Finally, none of the parties involved remain.

I am requesting only the removal of signs that place 'No Parking Here to Corner' restrictions on E. Randolph Avenue for these reasons.

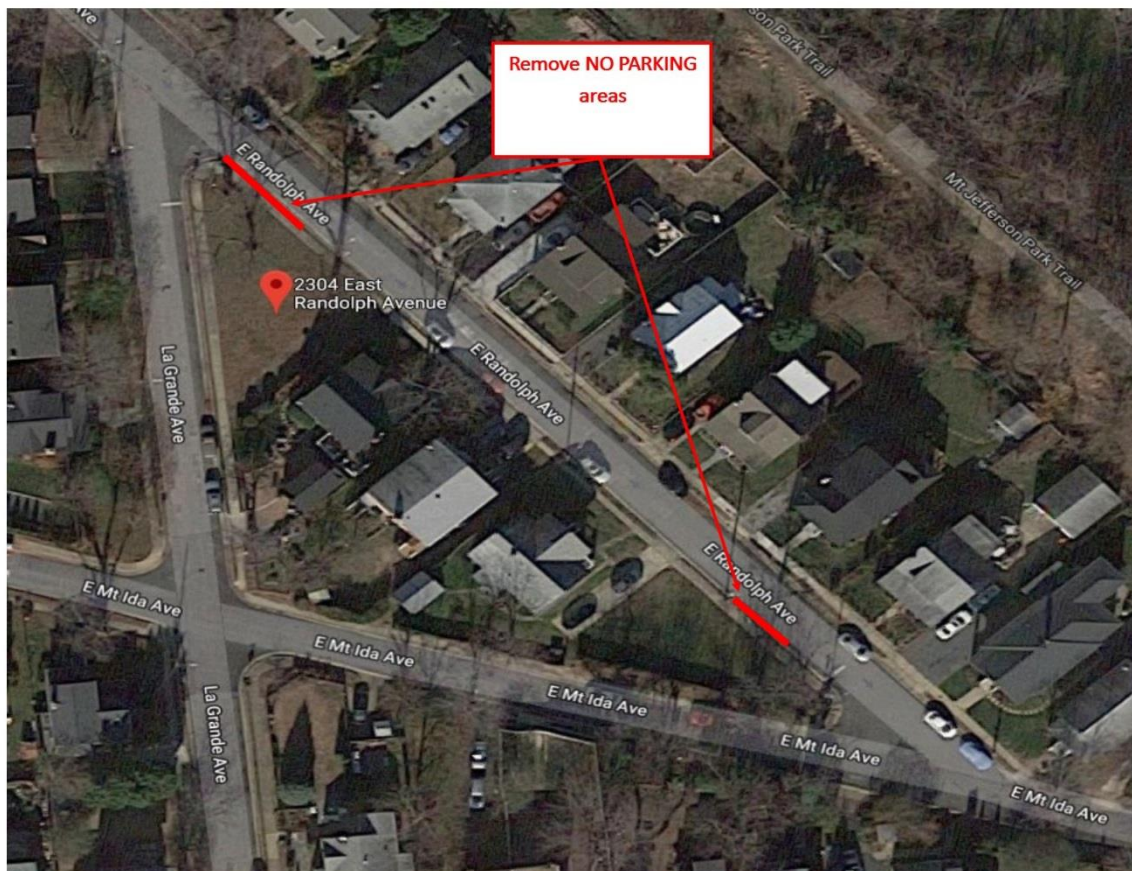
- No one resident will be adversely affected, to an extent greater than shared by all other residents of the blockface, by the removals.
- Although twenty feet (20') is a distance typical recommended by Staff, the signs' placement are grossly in excess of it.
- The LaGrande and E. Randolph Avenues intersection is controlled by 'Stop' signs.
- As such, the parking restriction at 2304 E. Randolph Avenue serves no 'vision clearance' purposes, for it is below the controlled intersection. (In addition, the restriction is routinely ignored by visitors whenever parking demands rises.)

- A fire hydrant is located at the intersection of LaGrande and E. Randolph. Code automatically dictates a fifteen foot (15') no parking buffer.
- Signs removed will not impact Fire/EMS response. The past serves as example, Response teams drive against the one-way street direction.
- The parking restriction at 2208 E. Randolph Avenue serves no 'vision clearance' purpose, due to topography of the parcel and the property owner's right to replace a six (6') solid board fence.
- 2208 and 2210 E. Randolph, recently consolidated into one parcel, is/will soon be under demolition/reconstruction (see BZA case #2017-0008). The adjacent home, at 2212, is also under renovation. Removal of parking restrictions will provide those construction workers convenient parking adjacent to the sites, thus lessening an inconvenience to residents and their visitors.

Hope this is a useful enough explanation. Let me know should you want more.

Cheers - Amy

ATTACHMENT 2: LOCATION (AERIAL)



City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 23, 2018

DOCKET ITEM: #8

ISSUE: Consideration of a request to remove parking in front of 226 West Taylor Run on both sides of the street to facilitate a new crosswalk to Angel Park.

REQUESTED BY: T&ES Staff

LOCATION: 226 West Taylor Run Parkway

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to remove parking in front of 226 West Taylor Run on both sides of the street to facilitate a new crosswalk to Angel Park.

BACKGROUND: The Central Alexandria Traffic Study gathered comments throughout the study and released a memo of recommendations (Attachment 1). A new midblock crossing was recommended to improve the accessibility of the park. This crossing is also recommended as one of the Vision Zero Action Plan's uncontrolled crossing locations and has been requested over the years from residents as well as the Department of Recreation and Cultural Affairs.

DISCUSSION: There are no ADA ramps allowing disabled visitors to cross West Taylor Run to access the park as seen in Attachments 2 and 3. West Taylor Run is classified as a residential collector and is a well-used connection between Janney's Lane and Duke Street. The average daily traffic is 4,500 vehicles per day with considerable traffic congestion in the PM peak period. The long queue of traffic waiting to access Duke Street in the afternoon creates sight-distance limitations for pedestrians trying to cross West Taylor Run.

West Taylor Run has approximately 50 parking spaces on the southbound side and 56 spaces in the northbound direction between Dartmouth Road and Duke Street. The proposed crossing will require the removal of 30 feet of parking (1.5 spaces) on the west side of the road and 12 feet of parking (0.5 parking spaces), as seen in Attachment 4, on the east side of the road. The removal of parking will better accommodate safe and accessible crossings to the park and across West Taylor Run Parkway.

OUTREACH: Staff contacted both the Clover College Park and Taylor Run Civic Associations on July 10, 2018 to raise awareness of the effort to implement this recommendation and asked that a project flyer be distributed through their email list. Informational flyers were hand delivered by staff on July 10, 2018 to the houses and buildings near the proposed crossing. In

speaking with two residents that were present at the time of door-to-door outreach, one was opposed to the impacts to parking and one supported the proposal. A subsequent comment from a resident of Clover College Park noted concern that the sight distance of the crossing in the diagram would not be sufficient to provide a safe crossing.


ATTACHMENT 1: Recommendation


City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 14, 2018

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: MARK B. JINKS, CITY MANAGER 

FROM: YON LAMBERT, DIRECTOR, DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES 

SUBJECT: CENTRAL ALEXANDRIA TRAFFIC STUDY

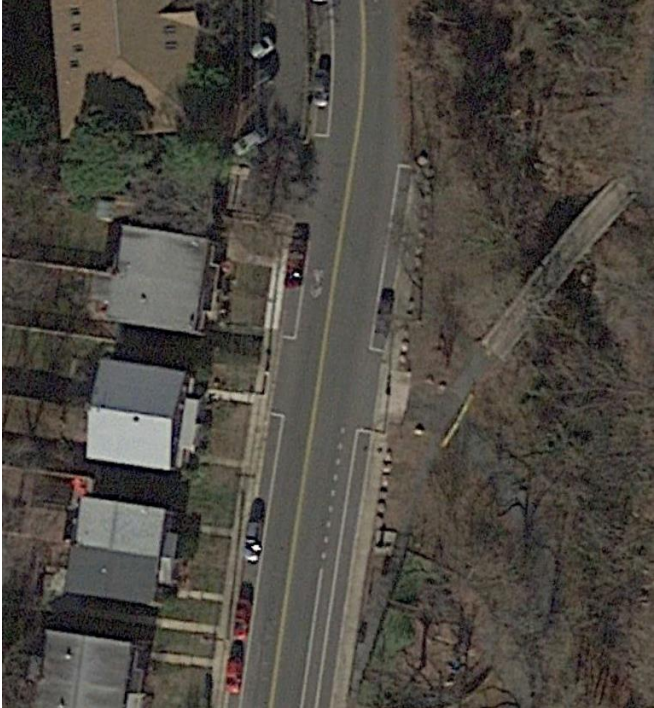
EXECUTIVE SUMMARY: The purpose of this memorandum is to update the City Council on the Central Alexandria Traffic Study and the final recommendations of the Task Force. The Task Force was formed with the goal of identifying and finding consensus on solutions to mitigate cut-through traffic that did not positively impact one neighborhood or street while negatively impacting another. Within the next year, staff is proposing to implement the following recommendations:

- PM Peak right turn restriction pilot from southbound East Taylor Run Parkway and Moncure Drive
- Reconfigure the East Taylor Run Parkway at South View Terrace intersection
- Add new and upgrade crosswalks throughout the four neighborhoods
- Design a midblock crossing on West Taylor Run Parkway to Angel Park
- Provide speed cushions on East Taylor Run, Yale Drive and North Jordan Street and upgraded cushions on West Taylor Run Parkway
- Begin to redesign the Duke Street at West Taylor Run Parkway intersection

Additionally, the City is accelerating recommendations in the study area from many existing city plans, through the resurfacing program and grant funded projects. **Through these programs and proposed improvements, each of the four neighborhoods will see major safety improvements.**

BACKGROUND: In 2015, in response to concerns about increased traffic volumes and diversion through neighborhoods in Central Alexandria, T&ES staff performed a small-scale traffic analysis, held several community meetings, and conducted a community survey to gather feedback about potential mitigation measures. This process found that there was little consensus for staff proposed mitigation measures in the Seminary Hill, Clover College Park and Taylor Run neighborhoods. However, remaining community concerns from this process led to the initiation of the Central Alexandria Traffic Study and the creation of a Task Force.

ATTACHMENT 2: LOCATION (AERIAL)



ATTACHMENT 3: LOCATION (STREETVIEW)



ATTACHMENT 4: RECOMMENDATION CONCEPTUAL DIAGRAM



City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 23, 2018

DOCKET ITEM: #9

ISSUE: Consideration of a request to:

1. Remove two parking spaces in front of 703 North Overlook Drive; and
 2. Remove parking along portions of the North Overlook Drive and South Overlook Drive, Beverly Park curb faces.
-

REQUESTED BY: Sara Ford Burstein

LOCATION: 620 North Overlook Drive

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to:

1. Remove 30 feet of parking in front of 703 North Overlook Drive; and
2. Remove 80 feet of parking along portions of the Beverly Park curb faces on North Overlook Drive and South Overlook Drive.

BACKGROUND: As part of the Beverley Park renovation, the residents established recommendations with the Recreation, Parks and Cultural Activities (RPCA) and T&ES Departments to install a crosswalk and tighten the North Overlook Drive and South Overlook Drive intersection and utilize the reclaimed space to accommodate bike and stroller parking. The original concept plan in December of 2015 noted that the intersection should be considered for traffic calming:

*“13. **Install Traffic Calming.** The intersection of North and South Overlook is very wide and vehicles are prone to drive over the speed limit. Realigning the intersection and adding crosswalks and a stop sign can alleviate these issues. Line striping, color coating, or bollards can also be implemented as interim measures.”¹*

Ms. Burstein is following up on the request, asking that the recommendations be installed (Attachment 1).

¹ https://www.alexandriava.gov/uploadedFiles/recreation/parks/Neighborhood%20Plan_Beverley.pdf

DISCUSSION: The large curb radius on the south-east corner of North Overlook Drive and South Overlook Drive makes turning right from South Overlook Drive onto North Overlook Drive difficult (Attachments 2 and 3). Furthermore, this large curb radius makes it more difficult for pedestrians to cross the street to the park. The park attracts children, families, and other pedestrians. A safer crossing is needed to connect to the sidewalk on the north side of North Overlook Drive to the park. Since these crossings involve removal of parking the Board is required to review them and make a recommendation to the director.

Parking is allowed along both sides of North Overlook Drive. Staff recommends the concept shown in Attachment 4, which would remove 30 feet (less than 2 parking spaces) on the north side of the intersection and 80 feet (approximately 4 parking spaces) on the south side of North Overlook outside of the park. The removal of these spaces will accommodate a better crossing with adequate sight distance for drivers and pedestrians on North Overlook Drive, a curb extension on the south side, and normalization of the curb radius. The curb extension will tighten the turning radius and improve sight lines for drivers on South Overlook Drive. This curb extension will be delineated with flex-posts for the short term (1-3 years) and replaced with a concrete curb extension in the future. ADA ramps will be installed to make the crossing accessible. Staff recommends a painted sidewalk connecting to the existing accessible park entrance, bike parking, and stroller parking installed inside of the curb extension. Parking would be allowed along a portion of the curb extension, away from the crossing to continue the consistency of the roadway character both east and west of the park.

Signage additions and the connection for the ADA accessible entrance to the park for disabled persons in wheelchairs have been taken into consideration in the final diagram found in Attachment 4.

OUTREACH: The onus for this design came from the Beverley Park Renovation concept plan, public outreach, and participation from the park renovation committee, all of which were conducted in 2015. Staff has delayed this docket item by a month to ensure that all current comments were received by all interested and affected parties. These comments have been provided in the attachments to this docket item. The resident requesting the improvement has a letter and petition in support of the improvements signed by over 40 neighbors and children (Attachment 5A). The Civic Association spoke with residents near the park that would be affected by the changes and received both support and concerns (Attachment 5B) and have submitted a letter of support (Attachment 5C). The residents are concerned about further restrictions on an already limited parking supply and the visual impacts of bike and stroller parking.

ATTACHMENT 1: REQUEST

From: Sara Ford <sford48@gmail.com>
Date: January 25, 2018 at 5:39:10 PM EST
To: justin.wilson@alexandriava.gov, justin@justin.net
Subject: Fwd: Beverley Park Renovation Schedule

Hi Justin,

My name is Sara Burstein and I live with my family on North Overlook, near Beverley Park (a.k.a. the Pit). I am reaching out to you as a fellow citizen and parent with a safety matter I've been pursuing with other neighbors for almost two years.

As you can see in the correspondence I've forwarded below, there are serious safety concerns with pedestrian traffic en route to/from the Pit, both at the intersection of North Overlook & South Overlook as well as at the intersection of North Overlook & Cameron Mills. As part of the park's neighborhood renovation committee, I supported the city's decision to table any talks of crosswalks or traffic calming measures until the park renovations had been finalized and work had begun, so as to be able to coordinate any work with the park construction efforts. Unfortunately, our attempts to revive the conversation failed once the renovation began last year. As you probably know, the park renovation project is now substantially complete and happily being taken full advantage of by kids of all ages. It is disturbing to see kids on foot and on bikes ducking out from between densely parked cars to get to the Pit while cars whiz by in both directions, especially during peak park hours that coincide with rush hour. We also cringe to see pedestrians regularly caught in the middle of the intersection at Cameron Mills and North Overlook, trying to get from the Cam Mills sidewalk to continue on the North Overlook sidewalk (there is no sidewalk on the south side of N. Overlook) as cars blindly accelerate to make wide turns.

Our main goal is to keep kids safe. During some very preliminary discussions with both Hillary in her role on the Complete Streets project and Judy Lowe as project manager for the park, we discussed extending the sidewalk curb at the top of the Pit several feet to narrow the intersection, paint a proper crosswalk, and perhaps even allow for bike and stroller parking. We also discussed putting in some type of "island" in the middle of the massive intersection at North Overlook & Cameron Mills, for the dual purpose of slowing down vehicle traffic as they make turns and allowing crosswalks to be painted for pedestrians. Although stop signs and speed tables seem like another good option, we were told that they were not workable solutions.

We realize the city has a tight budget and we do not expect a massive expenditure on this issue. In fact, we have a very resourceful group of neighbors who would be happy to help fundraise if that is the impediment on this important safety issue. As I mentioned, our goal is to keep kids and caregivers safe as they travel to/from the park. I have been following your Council Connection for a few years now and I am reaching out because you seem heavily invested in leading common sense initiatives within our community. I would be

very grateful if you could provide some guidance as to what we can do to expedite progress on this issue.

Thanks so much for your time!

Sara Ford Burstein
802 N. Overlook
202-250-0999

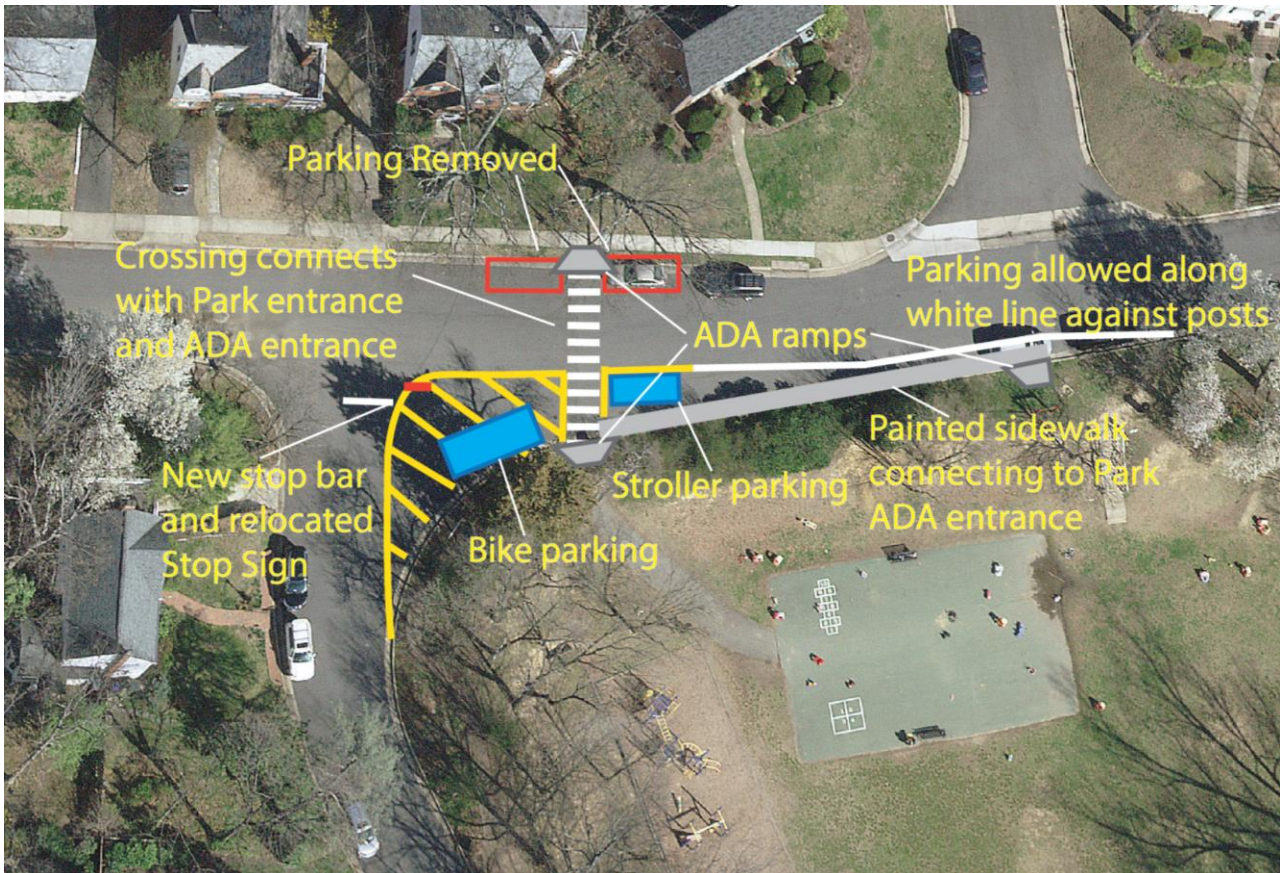
ATTACHMENT 2: LOCATION (AERIAL) – Existing Conditions



ATTACHMENT 3: LOCATION (STREETVIEW)



ATTACHMENT 4: CONCEPTUAL DIAGRAM



ATTACHMENT 5: FURTHER PUBLIC COMMENTS

5A. Letter and petition in support of the changes.

June 18, 2018

Ms. Christine E. Mayeur, AICP
Complete Streets Coordinator
City of Alexandria, Virginia
Transportation & Environmental Services/Transportation Planning (“T&ES”)
301 King Street
Alexandria, VA 22314

VIA EMAIL TO: christine.mayeur@alexandriava.gov

Re: Beverley Park – Traffic and Parking Board Docket Item

Dear Ms. Mayeur:

As a result of the ongoing discussions between local residents and city representatives that were initiated during the recent renovation of Beverley Park (a/k/a the “Pit”), we have learned that the Alexandria Traffic and Parking Board will be considering a request from the T&ES staff to make certain improvements to the pedestrian access routes in and around the Pit park. We hereby support the safety measures proposed by T&ES and respectfully request the Traffic and Parking Board move to expedite this request.

As background, please note that access to the Pit park and playground is located at two primary entrance points along North Overlook Drive. Although there is a sidewalk on the north side of North Overlook from Cameron Mills Rd. through 701 North Overlook, there are no sidewalks adjacent to the park along the south side of North Overlook or along South Overlook. As a result, most pedestrians use the sidewalk on the north side of North Overlook and then cross the street at various points in order to enter the park. Park visitors who arrive by car must parallel park along North Overlook or South Overlook, typically exiting their vehicles and crossing the street directly from their parking spot. Currently, there are no crosswalks, stop signs, or other traffic calming measures located in the vicinity to mitigate the safety risks for caregivers and children crossing the street to the park.

As neighbors, parents, caregivers, and/or park visitors, we are deeply concerned about the safety issues for visitors to the Pit. We find it disturbing to see kids of all ages and heights ducking out from between densely parallel parked cars to cross the street at various locations while cars whiz by in both directions, especially during the peak park hours that coincide with rush hour. Although local drivers familiar with the Pit know to slow down and keep an eye out for children crossing the street, other drivers have little opportunity to anticipate the presence of children or where they may be trying to cross the street into the somewhat hidden park. Due to the large size of the current intersection, cars turning right onto North Overlook from South Overlook regularly hit the gas pedal to make a wide right turn without regard for pedestrian safety.

Since the beautiful renovation of the Pit last year, its popularity has grown for both children and caregivers alike. We cringe at the thought of any pedestrians being injured

anywhere in the neighborhood, but especially the thought of young children being harmed while innocently trying to access a local playground. While we acknowledge that the limited city resources must be allocated in a thoughtful manner, we believe that adding safety measures in the area of a popular neighborhood park and playground is both a necessary and urgent priority.

We very much appreciate your attention to this matter as well as your ongoing commitment to ensuring the safety of all pedestrians in the city of Alexandria. If we can provide any further support for the initiative, please let us know.

Sincerely,

The Undersigned Citizens of Alexandria:

No.	Name	Address	Signature	Date
1	Sara Ford Burstein	802 N. Overlook Drive Alexandria, VA 22305		6-13-18
2	Greg Burstein	802 N. Overlook Drive Alexandria, VA 22305		6/13/18
3	Suzanne Farrand	812 N. Overlook Drive Alexandria, VA 22305		6-14-18
4	Peter Farrand	812 N. Overlook Drive Alexandria, VA 22305		6-16-18
5	Angie Mistretta	800 N. Overlook Drive Alexandria, VA 22305		6/14/18
6	Brian Mistretta	800 N. Overlook Drive Alexandria, VA 22305		6/14/2018
7	Heather Lady	709 N. Overlook Drive Alexandria, VA 22305		6/14/2018
8	Kip Lady	709 N. Overlook Drive Alexandria, VA 22305		6/14/2018
9	Sarah Walsh Kotkowski	720 N. Overlook Drive Alexandria, VA 22305		6/14/2018
10	Everett Kotkowski	720 N. Overlook Drive Alexandria, VA 22305		6/14/2018
11	Stephanie DiNapoli	801 N. Overlook Drive Alexandria, VA 22305		6-16-18
12	Greg DiNapoli	801 N. Overlook Drive Alexandria, VA 22305		6-16-18
13	Debbie Hahn	708 N. Overlook Drive Alexandria, VA 22305		
14	Guy Foulks	708 N. Overlook Drive Alexandria, VA 22305		6/17/18
15	Susan Lutz	807 Crescent Drive Alexandria, VA 22302		6/14/2018
16	Emily Schoolbus	308 W. Masonic View Alexandria VA 22301		6/14/2018
17	Eric Coj	611 N. Overlook Dr. Alexandria, VA 22305		6/17/18

No.	Name	Address	Signature	Date
18	Julie Watkins	1116 St. Stephens Rd ²²³⁰⁴		6/14/18
19	Rebecca Spier	875 Enderby		6/16/18
20	L. Rous	719 N. Overlook	L. Rous	6/16/18
21	Lonnie Herley	721 N Overlook		6/16/18
22	STEVEN BACEY	1106 Quincey St.		6/16/18
23	Todd Pelt	4911 31 st St.		6/16/18
24	Dorrit Louren	705 Grand View Dr.		6/16/18
25	Sabrina Wear	706 Grandview Dr	SBWear	6/16/18
26	Mary Frank	720 S. Overlook Dr.		6/16/18
27	Jonathan Frank	720 S. Overlook Dr.		6/16/18
28	Wharton Family	3613 Orlando Place	J. A. (add 3x speed bumps)	6/16/18
29	Caitlin Fitzsimmons	2706 Central Ave ^{and alley}		6/16/18
30	Emily Michel	707 N. OVERLOOK DR. ^{Alexandria}	Emm	6/17/18
31	Chris Michel	" "		6/17/18
32	Marie Burke	711 N. Overlook Dr		6/17/18
33	Mary Beatley	713 N. Overlook Dr	Mary E Beatley	6/17/18
34	Mace Brientknee	804 N overlook Dr	Mace Brientknee	6/17/18
35	Sandy Faulkner	613 N. overlook Dr		6/17/18
36	ARSON FRANCIS	613 N. Overlook Dr		6/17/18
37	NAAMU G	411 N Overlook Dr		6/17/18
38	David Shewchuk	609 N Overlook Dr		6/17/18
39	DORA HUGHES	605 N. Overlook Dr		6/17/18

No.	Name	Address	Signature	Date
40	Judy Davis	914 N. OVERLOOK	Judy Davis	6-17-18

No.	Child's Name	Age/Street	Signature	Date
1	Carly B	12 / N. Overlook		6.7.18
2	Alexandra D	11 / N. Overlook		6.17.18
3	Teddy B	9 / N. Overlook		6.17.18
4	Nathan D.	9 / N. Overlook		6.17.18
5	Paddy	6 N. Overlook		6.17.18
6	NEDD	7 N. Overlook		6.17.18

5B. Comments received from Civic Association in their outreach on the project and two emails from Mr. and Mrs. Thomas

From: Bruce Snapp [mailto:bruce.snapp@gmail.com]
Sent: Friday, June 15, 2018 2:05 PM
To: Christine Mayeur <christine.mayeur@alexandriava.gov>
Cc: Jeanne Snapp <jsnapp@tagconsulting.org>; Russ Bailey <Russell.Bailey@alpa.org>; Chuck Kent <Chuckent@comcast.net>; Kay Stimson <kstimson@me.com>; Bill and Teddye Clayton <tbclayton@comcast.net>; Lyn Gubser <lgubser@comcast.net>
Subject: Intersection at Beverley Park

Christine,

NRCA has circulated information about the proposed changes in the intersection near Beverley Park to neighbors located both near the park and farther away. Although we have gotten positive responses from several people, it is important to note that we have also gotten negative reactions about certain features from people whose houses are in direct proximity to the intersection of North and South Overlook.

First, the cross walk would eliminate parking spaces on the north side of North Overlook. The residents who would lose parking spaces complain that their parking options have already been reduced by people parking their cars to use the park, especially on the weekends.

Second, a number of people have complained that parking bikes and strollers on the street would be unsightly. They would prefer to have an unrestricted view of the park that the new street configuration would afford. They suggest that there is ample room at the bottom of the corner drive way for bikes and strollers. Indeed, many people leave bikes and strollers there currently.

Third, one person voiced a concern that because cars turning right from South Overlook focus on cars coming from the left on North Overlook, they might not see people entering the cross walk at the corner. He suggested that, if the cross walk is put where indicated, that there be warning signs altering motorists turning onto North Overlook from South Overlook.

Finally, your diagram features the entrance to the park at the corner of North and South Overlook, but this is not the only entrance. Some may consider this the main entrance, but this is not the case for people with disabilities, especially those in wheelchairs. The main entrance for these people is farther east, where an ADA-compliant curb cut provides access to the ADA-compliant wheel chair ramp. People in wheel chairs might have trouble entering the park at the corner, as shown in your diagram, because the pre-existing drive way is too steep. That is why the City was required to put the ADA ramp where it is. For the proposed cross walk to be ADA compliant, the City would presumably need either to install a sidewalk on the park side from the corner to the ADA-complaint ramp or to continue the cross-walk striping in the street from the corner to the ADA curb cut.

An alternative solution would address at least three of the concerns identified above. Specifically, one could move the crosswalk farther east and have it cross North Overlook where the existing ADA curb cut is located. The sidewalk across the street from the park on North Overlook already has a curb cut at the corner with the truncated street. People in wheel chairs can currently use the sidewalk to get to the truncated street and cross over to the ADA curb cut at the head of the ADA ramp. One could, therefore, just put the cross walk where existing curb cuts already provide a place for wheel chairs to cross. This would have the advantage that you would not have to eliminate any parking spaces on the north side of North Overlook. Moreover, this placement would also allow motorists turning onto North Overlook from South Overlook more time to focus their attention on the cross walk. Finally, it would prevent people from parking their cars in front of the ADA curb cut, which does happen on occasion now.

With respect to parking for strollers and bikes, one neighbor thought there was ample space at the bottom of the paved drive way into the park on the right side. Indeed, many people currently leave bikes and strollers there at present.

We are excited that several neighbors of the Pit brought attention to the city regarding needed changes for increased safety at the intersection of North and South Overlook Drives. It has been helpful to reach out specifically to neighbors immediately affected by the proposed changes. We suggest that in the future this be an earlier step in the process of any proposed changes under consideration.

Bruce

From: WJ THOMAS <wjtem@hotmail.com>
Date: June 18, 2018 at 8:05:08 PM EDT
To: "bruce.snapp@gmail.com" <bruce.snapp@gmail.com>
Cc: "russel.bailey@alpa.org" <russel.bailey@alpa.org>
Subject: Pit Proposed Plan

We are against the changes being proposed for the pit. The ADA entrance to the park is several hundred feet east of the planned walkway and why in the world would you place ADA parking on the north side of the street. Would it not make more sense to be on the pit side of the street, closer, and eliminate the need for them to have to cross the street at all? Also parking strollers or bikes on the street would be unsightly and less safe for the children arriving or

leaving from the street, much safer for them to be in the pit. We are one of the two homes (703) affected by this proposal and are all for the safety and convenience of those using the pit but in our 52 years of living here can not recall a single accident or incident that these proposals are addressing. We ask the board to reconsider their plan and consider the harm they are doing to the two residences that just happen to be across from the pit.

Bill and Margot Thomas
703 N Overlook Drive

From: WJ THOMAS <wjtem@hotmail.com>
Date: July 3, 2018 at 5:17:57 PM EDT
To: "christine.mayier@alexandria.gov" <christine.mayier@alexandria.gov>
Cc: "russel.bailey@alpa.org" <russel.bailey@alpa.org>
Subject: Re: NRCA Letter for the Traffic and Parking Board

I am one of the two property owners impacted by the proposed "pit" changes. I do not feel this has been a fair process as was never notified of the proposed changes. I own property in three other states and every time there is a proposed change affecting a property owner you get notice of hearings and details of the changes. Why did this not happen? Does Alexandria operated differently? I would like the city attorney to comment on the way this proposal has been rammed through. Strangely none of the people pushing this through will be affected but the two property owners who are were never properly notified.

Also why not have the ADA parking on the same side of the street as the park at the east end of the park where the ADA ramp is located. Doesn't this make sense? That way no homeowner is affected and the ADA people do not have to cross the street. Please explain why that is not the plan.

I have lived at 703 N Overlook Drive for 52 years. I have never seen or heard of an accident at the corner that now has suddenly become so dangerous. I and my wife would like to ask the city officials and the people proposing these changes to reconsider their plans and possibly take a little more time to come up with a logical, common sense solution to the problems they seem to think exist. I, living in the city for 53 years, can point many intersections and crossings that are far less safe than the "pit" crossing.

My wife and I will not be able to attend the hearings but I hope my thoughts will be discussed. Any consideration you can give to my suggestions will be appreciated.

Bill & Margot Thomas
Sent from my iPhone

5C. Letter from Civic Association on the project

July 3, 2018

Christine Mayeur, Complete Streets Coordinator, T&ES, City of Alexandria
Cc: Hillary Orr, Deputy Director, Transportation, T&ES

Dear Christine:

The North Ridge Citizens' Association (NRCA) Executive Committee has given further consideration to the City's proposed changes to the intersection next to Beverley Park.

A recent conversation with Hillary Orr led to an understanding that the city will not be putting additional resources on this project to accommodate design changes, so either the city's proposed changes go forward as is, or the project is dropped.

The NRCA's paramount interest is increased safety of pedestrians at this broad intersection of North and South Overlook Drives by the newly renovated park. We have had ongoing conversations with many neighbors supportive of the project as presented and several neighbors immediately affected by proposed changes opposed to aspects of the project. Given that the city will only proceed with the original design, *NRCA supports making the proposed changes*: marking out a "car free zone" on the street along the park and creating a crosswalk from the sidewalk on North Overlook to the park. We understand that a painted stop bar adjacent to the stop sign at the intersection on South Overlook, planned but not mentioned in the proposal, will enhance the safety upgrade.

We also mention the following:

- Because the city designed and included an ADA-required ramp as entrance to the park, the city should consider whether and how to link the crosswalk to access this ramp. (Two crosswalks are not warranted.)
- We believe that strollers and bikes should continue to be parked in the park as they always have been. All of the neighbors adjacent to the park favor the status quo and object to the plan to have bike and stroller parking established on the street.
- We understand that the city posts notices of proposed changes to streets a week prior to a city Traffic and Parking Board hearing on such proposed changes. NRCA suggests a standard of more advanced notice. In this situation, some neighbors were informed early about the proposal, but immediately affected neighbors were not aware of them.

We very much appreciate the City's efforts to address the safety concerns presented by the intersection and, of course, the substantial improvements made to the park during recent renovation.

Jeanne Snapp, President

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 23, 2018

DOCKET ITEM: #10

ISSUE: Consideration of a request to remove 40 feet of parking between the crosswalks on the west side of North Royal Street at First Street

REQUESTED BY: T&ES Staff

LOCATION: Intersection of North Royal Street and First Street

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to remove 40 feet of parking between the crosswalks on the west side of North Royal Street at First Street.

BACKGROUND: The “T” intersection of First Street at North Royal Street includes two uncontrolled crosswalks to cross North Royal Street (Attachments 1 and 2). Destinations such as the St. Anthony’s Day School and Montgomery Park lie just east of North Royal Street. There are slightly less than two parking spaces located between these crosswalks. Parking on this block face of North Royal Street is 3-hour Residential Permit Parking, while most other parking in the immediate area is unrestricted.

T&ES staff has previously received concerns about pedestrian safety at this intersection, due to obscured visibility, curb ramps blocked by mis-parked cars and lack of yielding to crossing pedestrians. This intersection improvement is planned to be implemented as a part of repaving of North Royal Street, along with other bicycle signage and markings that do not otherwise change traffic patterns or parking.

DISCUSSION: Notices were left for residences facing onto Royal Street at the crosswalk area, and notice was provided to the Old Town North Small Area Plan Advisory Group.

Allowing curbside parking through a “T” intersection is not a standard roadway design element. Cars parked through the intersection can impede crosswalk visibility and diminish driver awareness and sight distance that they are approaching an intersection.² Furthermore, the space between the two crosswalks at this intersection is slightly less than two standard parking spaces, leading to instances where curb ramps are blocked by parked cars.

² <https://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/56.htm>

The proposed pedestrian bulbouts would use pavement markings and white flex posts to keep the space through the intersection clear of parked cars (see Attachment 3 for an example). This would provide space for pedestrians to step out safely into the crosswalk with a better chance of being seen by drivers, and drivers would have many more visual cues to communicate that they are approaching an intersection and must exercise due care. At times when cars are not parked along the street, the bulbouts provide a visual narrowing of the roadway, a proven traffic calming measure.

This design will remove slightly less than two parking spaces on the west side of North Royal Street. The parking occupancy study conducted as a part of the Old Town North Small Area Plan estimated that parking occupancy did not exceed 85% on either of these two blocks on a typical weekday evening. Occupancy was estimated at 70-85% for the block of North Royal Street north of the intersection, and 50-70% for the block south of the intersection. To repurpose this space, staff recommends installing a bike corral to accommodate the users of Montgomery Park, visitors to local businesses and St. Anthony's School.

ATTACHMENT 1: LOCATION (AERIAL)



White boxes show where new pedestrian bulbouts will be.

ATTACHMENT 2: LOCATION (STREET LEVEL)



N Royal Street, looking south. White box shows where pedestrian bulbout will replace slightly less than two parking spaces on the west side of the street.

ATTACHMENT 3: EXAMPLE PICTURE



Bulbout with posts at 15th and W Streets NW, Washington DC.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 23, 2018

DOCKET ITEM: #11

ISSUE: Consideration of a request to install 3-hour parking restrictions on Francis Hammond Parkway, Key Drive, Marshall Lane and Roan Lane from 8AM-4PM Monday-Friday.

REQUESTED BY: The residents of Francis Hammond Parkway, Key Drive, Marshall Lane and Roan Lane

LOCATION: 1100 block of Francis Hammond Parkway
1100, 1200, 1300, and 1400 blocks of Key Drive
800 block of Marshall Lane
1100 block of Roan Lane

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to install 3-hour parking restrictions on Francis Hammond Parkway, Key Drive, Marshall Lane and Roan Lane from 8AM-4PM Monday-Friday from September to June.

BACKGROUND: The neighborhoods north and south of TC Williams High School are all part of Residential Permit Parking District 10, which was created to address parking issues stemming from the high school. Several of the streets north of the school have requested and been approved for residential parking restrictions, the most recent being the 2100 and 2200 blocks of Scroggins Road, which was approved by the Board in April. See Attachment 1 for a map of the neighborhood with the District 10 boundary and parking restrictions noted.

Enrollment at the high school has increased significantly over the last few years, which has increased the demand for parking at the school by both staff and students. Parking for the school is provided in the 400-space parking garage and along the Chinguapin Loop Road. In prior school years, 40 spaces in the garage were available to students last school year and the remainder was allocated to staff and visitors. This past school year, a permit system was implemented for parking on the Loop Road and 165 permits were issued. Next year, no students will be allowed to park in the garage, which will shift parking demand to the Loop Road and potentially the surrounding neighborhood. The City and Alexandria City Public Schools (ACPS) are currently looking at opportunities to increase the number of permits that can be issued on the Loop Road, but this may not address all the parking demand for the school.

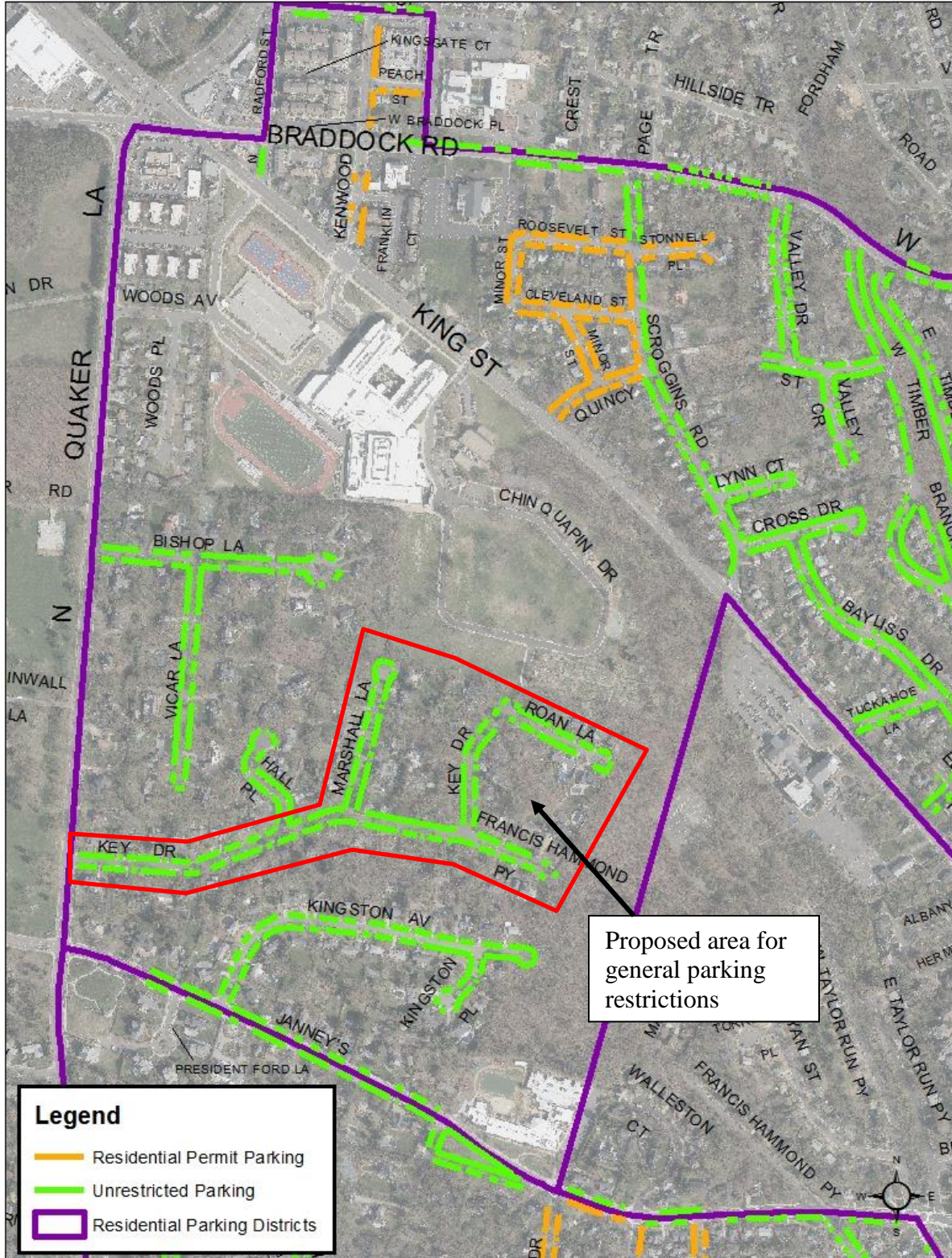
Given the increased parking in the neighborhood this past school year and the news from the school that fewer spaces will be available to students next school year, several residents of Francis Hammond Parkway, Key Drive, Marshall Lane and Roan Lane have approached the City for a solution to discourage student parking in their neighborhood. Last spring residents on Marshall Lane and Roan Lane submitted a petition for adding District 10 parking restrictions to their blocks. Staff conducted two surveys during the school day, and although parking was fuller at the ends of the street closest to the school, overall both streets fell short of meeting the criteria in the City Code to add signage (i.e. at least 75% of the spaces on the street are full and at least 25% of the vehicles are non-residents of the district).

DISCUSSION: The residents of the neighborhood south of TC Williams have submitted a request for general parking restrictions for their streets (Attachment 2). Specifically, they have requested that Francis Hammond Parkway, Key Drive, Marshall Lane and Roan Lane be signed with restrictions for 3-hour parking from 8AM-4PM, Monday-Friday between the months of September and June. These restrictions would apply to everyone, including the residents on these streets, which was made clear on the petition and by the residents collecting signatures when they talked with their neighbors. There are 54 households on these blocks and the petition was signed by 37 households, representing 69% of the households. The residents are willing to support these parking restrictions in the hope that it will discourage students from parking on these streets and reduce traffic in the neighborhood.

Staff is sympathetic to the residents' concerns and recognizes the impacts of spillover parking in this neighborhood. Most of the streets do not have sidewalks so residents, including children, often walk in the streets. By allowing unrestricted parking so close to the school, additional traffic is encouraged in the neighborhood by non-residents who may not be as familiar with the streets. While these are public streets and the surveys in spring indicate they do not warrant residential parking restrictions, staff acknowledges that different tools may be necessary to manage parking and thereby traffic in the neighborhood. Therefore, staff supports adding these restrictions for the hours requested. In addition, as part of the upcoming update to the residential permit parking section of the City Code, staff will be reviewing options for parking restrictions in neighborhoods around schools and ways to potentially streamline the process to comprehensively plan for neighborhoods rather than on a block by block basis.

OUTREACH: Most of the residents in this neighborhood are aware of the request for parking restrictions as shown in the attached petition. Staff will continue to work with the residents who submitted the request to ensure information about this change is provided across the neighborhood. Staff also notified ACPS staff, including TC Williams leadership, about the residents' request. If approved, staff will work with ACPS to share parking information with the students, including options for parking and new restrictions on nearby public streets.

ATTACHMENT 1: LOCATION (AERIAL)



LOCATION (STREETVIEW)



Key Drive looking north toward the intersection with Roan Lane. Access to TC Williams and Chinquapin is located at the end of Key Drive.



Roan Lane facing west towards Key Drive.



Key Drive looking east at intersection with Francis Hammond Parkway (to the right) and curve to the 1100 block of Key Drive (to the left).



North end of Marshall Lane. Informal access to TC Williams at the end of the cul de sac.

ATTACHMENT 2: REQUEST

Neighborhood Summary:

Number of Households*	Number of Households that Signed the Petition	Percent of Households that Signed the Petition
54	37	69%

Block Summary:

Block/Street	Number of Households*	Number of Households that Signed the Petition	Percent of Households that Signed the Petition
1100 Francis Hammond Parkway	6	6	100%
1100 Key Drive	8	6	75%
1200 Key Drive	7	5	71%
1300 Key Drive	6	3	50%
1400 Key Drive	14	9	64%
800 Marshall Lane	10	6	60%
1100 Roan Lane	8	6	75%

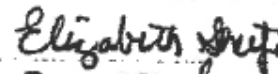

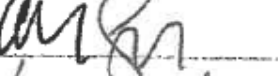



***Houses on corner lots are counted toward the overall household count for both streets they have frontage on.**

Petitions by Block:

Request for General Parking Restrictions

We the undersigned residents hereby request that the City add parking restrictions on the 1100 block of Francis Hammond Parkway. We propose the following days and times be included in the posted restrictions: 3HR, 8AM-4PM. Mon-Fri September to June.




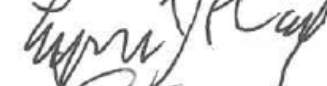


We understand that these restrictions will apply to ALL vehicles including those owned by residents of these blocks and within the neighborhood.

Resident Name (Printed)	Resident Signature	Address	Date
Elizabeth Shetz Edsall		1101 Francis Hammond	7/6/18
Michael Golden		1123 Francis Hammond	7/6/18
Amy Ryan		1123 Francis Hammond Pkwy	7/6/18
Kathleen Love		1124 Francis Hammond Pkwy	7/6/18
Pave Gust		1111 Francis Hammond	7/6/18
ROBT MUEBERGER		1100 Francis Hammond 7-10-18	

Request for General Parking Restrictions

We the undersigned residents hereby request that the City add parking restrictions on the 1100 block of KEY DRIVE. We propose the following days and times be included in the posted restrictions: 3HR, 8AM-4PM. Mon-Fri September to June.

We understand that these restrictions will apply to ALL vehicles including those owned by residents of these blocks and within the neighborhood.

Resident Name (Printed)	Resident Signature	Address	Date
Amy Ryan		1123 FRANCIS HAMMOND PKWY	7/5/18
Ross Heasley	ROSS HEASLEY	1206 KEY DR ALEX, VA	7/6/18
KES ELDER		1201 KEY DRIVE	7/8/18
MICHAEL GOODMAN		1121 KEY DR	7/8
L. JULIA COLBY		1130 KEY DR	7/9/18
JOHN LAVALLE		1115 KEY DR	7/10/18
Monica Davis		1108 Key Drive	7/10/18

Request for General Parking Restrictions

We the undersigned residents hereby request that the City add parking restrictions on the 1200 block of KEY DRIVE. We propose the following days and times be included in the posted restrictions: 3HR, 8AM-4PM. Mon-Fri September to June.

We understand that these restrictions will apply to ALL vehicles including those owned by residents of these blocks and within the neighborhood.

Resident Name (Printed)	Resident Signature	Address	Date
CARDYN HEASLEY	<i>Cardyn Heasley</i>	1206 Key Drive	7/6/2018
KEN ELDER	<i>Ken Elder</i>	1201 Key Drive	7/8/2018
SUSAN DAWSON	<i>Susan Dawson</i>	1214 Key Drive	7/10/2018
ANDREW ZAMOYSKI	<i>Andrew Zamoyski</i>	1200 Key Dr	7/10/18
* Susan Winn	<i>Susan Winn</i>	807 Marshall	7/10/18

Request for General Parking Restrictions

We the undersigned residents hereby request that the City add parking restrictions on the 1300 block of KEY DRIVE. We propose the following days and times be included in the posted restrictions: 3HR, 8AM-4PM. Mon-Fri September to June.

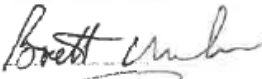

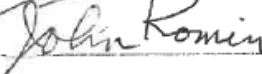
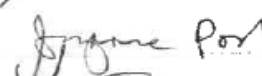

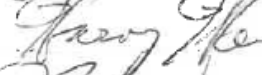
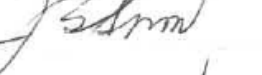


We understand that these restrictions will apply to ALL vehicles including those owned by residents of these blocks and within the neighborhood.

Resident Name (Printed)	Resident Signature	Address	Date
LAVCHAK, JAMES	<i>James Lavchak</i>	1302 Key Dr.	7/10/18
Bryan, Emily	<i>Emily Bryan</i>	1300 Key Dr	7-10-18
Norm Sharp	Attached email	1304 Key Drive	7/12/18

Request for General Parking Restrictions

We the undersigned residents hereby request that the City add parking restrictions on the 1400 block of KEY DRIVE. We propose the following days and times be included in the posted restrictions: 3HR, 8AM-4PM. Mon-Fri September to June.

We understand that these restrictions will apply to ALL vehicles including those owned by residents of these blocks and within the neighborhood.

Resident Name (Printed)	Resident Signature	Address	Date
Brett Melvin		1420 Key Dr	7-10
Jeff Webb		1416 Key Dr.	7/10
JOHN KOMINSKI		1402 KEY DR	7/10
Suzanne Post		1408 Key Dr	7/10
Lee Burbage		1401 Key Dr	7/10
Harvey Wenicki		1411 Key Dr	7/10
James Snow		1417 Key Dr.	7/10
Mary Harrington		1400 Key Dr.	7/10/18
Dawn Bauman		1404 Key Dr.	7/11/18

Request for General Parking Restrictions

We the undersigned residents hereby request that the City add parking restrictions on the **800 block of MARSHALL LANE**. We propose the following days and times be included in the posted restrictions: 3HR, 8AM-4PM. Mon-Fri September to June.

We understand that these restrictions will apply to ALL vehicles including those owned by residents of these blocks and within the neighborhood.

Resident Name (Printed)	Resident Signature	Address	Date
ROBERT F. DOWN	<i>Robert F. Down</i>	819 MARSHALL LN	7/10/18
Susan Winn	<i>Susan Winn</i>	807 Marshall Ln	7/10/18
Carol Carbaugh	<i>Carol Carbaugh</i>	815 Marshall Ln	7/10/18
MARY ZIMMERMAN	<i>Mary Zimmerman</i>	810 MARSHALL LN	7/10/18
MAYNIE A. HARRIS VICKI L. WARRITTE	<i>Maynie A. Harris Vicki L. Warritte</i>	811 Marshall Lane	7/13/18
Neil Mercer	<i>Neil Mercer</i>	818 Marshall Lane	7-7-18

Request for General Parking Restrictions

We the undersigned residents hereby request that the City add parking restrictions on the **1100 block of ROAN LANE**. We propose the following days and times be included in the posted restrictions: 3HR, 8AM-4PM. Mon-Fri September to June.

We understand that these restrictions will apply to ALL vehicles including those owned by residents of these blocks and within the neighborhood.

Resident Name (Printed)	Resident Signature	Address	Date
Lisa B Tracy	<i>Lisa B Tracy</i>	1105 Roan Lane	7/9/18
Clint Ravercraft	<i>Clint Ravercraft</i>	1117 Roan Ln	7/9/18
Kara J. ...	<i>Kara J. ...</i>	1124 Roan Ln	7/10/18
John R. ...	<i>John R. ...</i>	1101 Roan Ln	7/10/18
MONIKA DAVIS	<i>Monika Davis</i>	1108 Key Drive	7/12/18
Nick Roman	<i>Nick Roman</i>	1111 ROAN LN	7/12/18

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 23, 2018

DOCKET ITEM: #12

ISSUE: Consideration of a request to change the speed limit on Route 1 between Slaters Lane and Four Mile Run from 35 mph to 25 mph.

REQUESTED BY: City of Alexandria

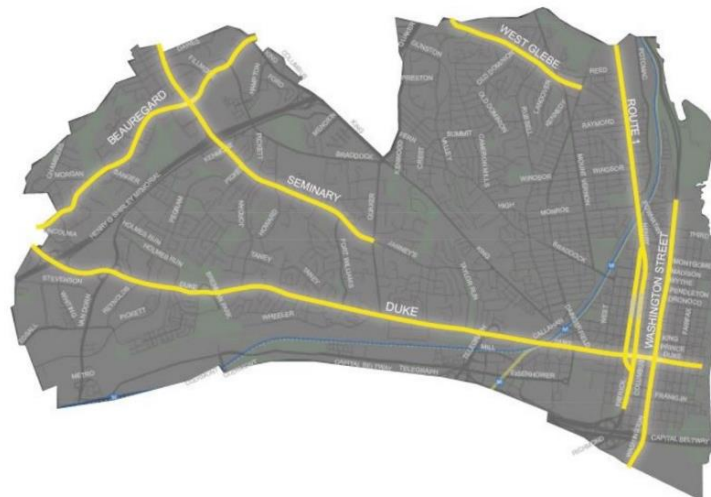
LOCATION: Route 1 between Slaters Lane Avenue and Four Mile Run

STAFF RECOMMENDATION: That the Board makes a recommendation to the City Manager to change the speed limit on Route 1 from 35 mph to 25 mph.

BACKGROUND: City Council adopted the Vision Zero Action Plan in 2017. This plan commits the City to speed limit reduction on one of six high crash corridors in 2018.

DISCUSSION: In December 2017, the City adopted the three-year Vision Zero Action Plan with the goal of improving safety on City streets and in City neighborhoods. Vision Zero prioritizes the safety of people. During the development of this action plan, staff conducted extensive community engagement and found that the speeding was one of the top three concerns of residents.

The Vision Zero Action Plan identified a high Killed or Serious Injury (KSI) crash network. The Action Plan identified six high KSI crash street networks in the City as shown below:



Year One Priority Engineering Improvement action items includes reducing the speed limit from 35 mph to 25 mph on one of the City's high crash corridors.

3

YEAR 1 ENGINEERING PRIORITIES

Transportation & Environmental Services (T&ES) has developed a set of priority engineering improvements in the first year of Vision Zero. These priorities are listed below:

- Install Leading Pedestrian Intervals (LPis) at ten intersections
- Install No Right on Red turn restrictions at ten intersections
- Install Pedestrian count-down signals at five intersections
- Reduce the speed limit from 35mph to 25mph on one high crash corridor
- Upgrade twenty crosswalks with high visibility, laddered markings
- Install two major pedestrian intersection improvements
- Install fifteen low-cost safety improvements, including new road markings, signs and minor signal modifications
- Develop concept design for funding application for at least one high crash location
- Upgrade curb ramps to improve accessibility at fifteen locations
- Upgrade three uncontrolled crossing locations with safety improvements
- Implement Safe Routes to School improvements at six schools



Of the six corridors only Duke Street, Beauregard Street, portions of Seminary Road and Route 1 have posted speed limits of 35mph. Staff evaluated all four corridors to determine which one would most benefit from speed limit reduction. Due to the current roadway design characteristic, increasing density and uses along the corridor, increasing pedestrian activity and existing average speeds, Route 1 was the selected corridor for this action item.

Route 1 carries a daily traffic volume of 39,000 vehicles per day which is higher than the other two corridors considered. What was once a commercial roadway with a rail yard on the east side and mostly commercial/industrial uses on the west side has transitioned. Route 1 now has a transitway running along the median and the railyard was replaced with high density development. Transitway ridership has been increasing, which means continually higher pedestrian crossings of Route 1. There are residential homes lining portions of Route 1 and there are established residential neighborhoods on the west side of the corridor. As Potomac Yard continues to develop and the new metro station is constructed, there will be even more pedestrian activity along this corridor. South of the Monroe Avenue Bridge, the speed limit is already 25mph.

When the Transitway and new developments were constructed, the travel lanes on Route 1 were narrowed to allow for the median bus lanes and tree buffered sidewalks. The roadway modifications made by the Potomac Yard developers and the transitway will increase the compliance of the proposed speed reduction. This is evidenced in the averages speeds along the corridor which range from 30-31mph.

The roadway now has the look and feel of an urban boulevard with a 25mph comfortable speed. Reducing the speed limit on Route 1 will help create a seamless transition between the Del Ray and Lynnhaven neighborhoods and Potomac Yard, which is now largely residential. The reduced speed limit will also help residents of the neighborhoods west of Route 1 access the new Potomac Yard Metro Station. Reducing the speed limit on Route 1 is estimated to increase the travel time between the Monroe Avenue Bridge and the City line by less than a minute. Because the signals will be timed for a 25mph progression rather than a 35mph progression, the potential impact is expected to be minimal. The potential increase in travel time is not likely to cause traffic diversion onto other routes, which are already 25mph.

Prior to implementation, data was collected to determine speeds, volume and travel times. If approved, staff will continue to monitor the roadway to determine if there are any unintended consequences of the speed limit reduction. Variable message signs will be placed along the roadways alerting motorists to the upcoming speed limit change, and staff will work with the Alexandria Police Department to enforce the new speed limit once it is in place.

COMMUNITY OUTREACH: Staff reached out to the three impacted neighborhood associations, Potomac Yard, Del Ray and Lynnhaven, to let them know about the proposed change and the opportunity to speak at the public hearing and answer any questions they might have. Staff did not receive any feedback from the associations or residents.