

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JUNE 25, 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 May 21, 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 suspend parking restrictions for street sweeping during months of November, December, January, and February.
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

PUBLIC HEARING

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.
7. **ISSUE:** Consideration of a request to convert an ADA taxicab into a regular taxicab
8. **ISSUE:** Consideration of a request to remove parking along Patrick Street and Henry Street to facilitate street sweeping.
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.

- 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
- 11. ISSUE:** Consideration of a request to modify the Residential Permit Parking Restrictions on the 300 block of Commerce Street
- 12. ISSUE:** Consideration of a request to implement a No Thru Truck restriction on East Taylor Run Parkway between Janney's Lane and the Duke Street access road.
- 13. ISSUE:** Consideration of a request to install a High Intensity Activated crossWalk (HAWK) signal at the intersection of Franklin Street and Alfred Street

STAFF REPORTS AND UPDATES

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City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 25, 2018

DOCKET ITEM: #4 (Consent Calendar)

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

REQUESTED BY: The Public Works Division of T&ES

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board recommend to the Director of T&ES to suspend parking restrictions for citywide street sweeping during months of November, December, January, and February.

BACKGROUND:

The Public Works Division is unable to perform street sweeping during the months of November, December, January and February due to the cold weather, equipment issues, and other operational conflicts. The sweepers require water when sweeping and sweeping the streets without water causes debris to prematurely wear the fan blades used in the regenerative air sweepers, causing a “sand blasting” effect. Water is also needed to suppress dust and help collect fine material during sweeping operations. When the road temperature is below 32 degrees, water will freeze upon contact creating hazardous conditions for motorists and pedestrians and can also cause damage to the sweepers.

DISCUSSION:

The Public Works Division of the Transportation and Environmental Services Department is proposing to suspend parking restrictions for street sweeping in the Old Town and Del Ray sections of the City during months of November, December, January, and February. The existing parking restrictions would resume in March. Neighboring jurisdictions such as Washington, D.C. and Arlington County currently suspend street sweeping during the winter months.

Suspending “No Parking” will help during the yearly Leaf Collection Program. Residents currently use the “No Parking – Street Cleaning” restrictions as a means of leaf collection which the sweepers are not designed to collect. This causes the sweepers to become clogged and requires additional time outside of the allotted posted parking restrictions to remove leaves, sticks, and other debris while sweeping. Staff is reaching out to the affected Civic Associations

to speak at upcoming meetings. Additionally, the City will use existing media outlets (eNews, Twitter, Facebook, etc) to alert the community to these changes.

City of Alexandria, Virginia

MEMORANDUM

DATE: June 25, 2018

DOCKET ITEM: #5 (Consent Calendar)

ISSUE: Consideration of a request to install No Turn on Red (NTOR) 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

REQUESTED BY: T&ES Staff

LOCATION: Three locations in Alexandria

Direction	to	Direction	Turn	From	Onto
NB	to	WB	Right	Cameron Station Blvd	South Pickett Street
WB	to	NB	Right	South Pickett Street	North Van Dorn Street
WB	to	NB	Right	Jamieson Avenue	Andrew's Lane

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to approve No Turn on Red restrictions at the following locations:

1. Northbound Cameron Station Boulevard right turn onto South Pickett Street
2. Westbound South Pickett Street right turn onto North Van Dorn Street
3. Westbound Jamieson Avenue right turn onto Andrew's Lane

BACKGROUND:

New bicycle lanes have been installed on Jamieson Avenue, South Pickett Street, and a short segment of Cameron Station Boulevard. At three intersections on these new bike lanes, designers identified a need for bicyclists to be able to position themselves in front of stopped cars at intersections, anticipating demand from bicyclists to make a left turn from the bike lane.

The Federal Highway Administration (FHWA) provided an interim approval (IA-18) for the use of bicycle boxes, in order to:

“...allow [bicyclists] to turn from a location where they are more visible to surrounding traffic, can increase the visibility of stopped bicycle traffic at an intersection, can reduce conflicts between bicycles and motor vehicles, can help mitigate intersection right-turn ("right-hook") conflicts, and can help group bicycles together to clear intersections more quickly.

As a condition of installing a bicycle box, FHWA IA-18 requires that turns on red shall be prohibited on intersection approaches where a bicycle box is present. Accordingly, this recommendation is made to implement NTOR restrictions at the above noted intersection approaches.

DISCUSSION: These three locations are recommended for NTOR installation because of the inclusion of bike boxes to provide better visibility and advance space for bicyclists to maneuver into position to make a turn across a through vehicle lane.

At Cameron Station Boulevard and South Pickett Street, cyclists travelling northbound attempting to turn into the westbound bike lane would conflict with the adjacent through-traffic lane.

At South Pickett Street and North Van Dorn Street, westbound cyclists benefit from greater visibility of positioning themselves in advance of turning motor vehicle traffic, given the high-radius corner. Cyclists turning left onto southbound North Van Dorn Street also benefit from establishing a safer position in advance of the double left turn lanes.

At Jamieson Avenue and Andrew’s Lane, cyclists traveling westbound may be trying to access Eisenhower Avenue Metro and its nearby Capital Bikeshare station, requiring a left turn across a through-traffic lane.

The NTOR restriction may also provide other safety benefits to motor vehicle and pedestrian traffic.

ATTACHMENT 1: LOCATION (AERIAL EXISTING CONDITIONS)



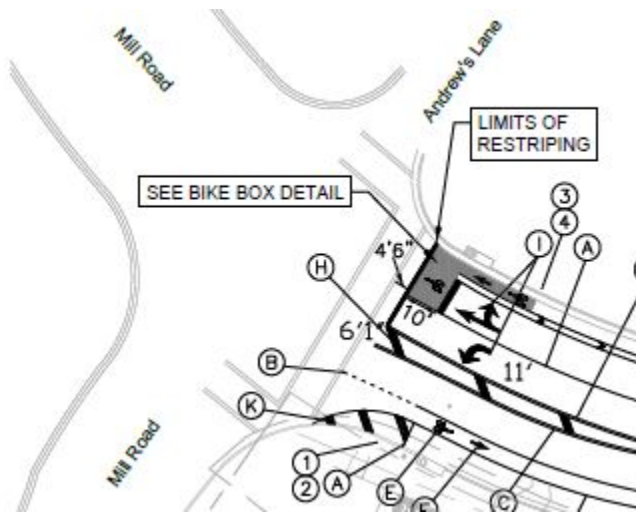
S Pickett Street, Cameron Station Boulevard, and Edsall Road



S Pickett Street and S Van Dorn Street



Jamieson Avenue and Andrew's Lane



Jamieson Avenue and Andrew's Lane

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 25, 2018

DOCKET ITEM: #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.

REQUESTED BY: Madison Daycare

LOCATION: 405 Fannon Street

STAFF RECOMMENDATION: That the Board:

1. Makes a recommendation to the Director of T&ES to add 15-minute parking restrictions from 7AM-6PM, Monday through Friday for six parking spaces on the south side of the 400 block of Fannon Street;
2. Makes a recommendation to the Director of T&ES to increase the number of restricted parking spaces to a maximum of 16 parking spaces total, if determined by staff to be needed within six months of opening the daycare; and
3. Makes a recommendation to the Director of T&ES to install No Parking signage on the north side of Fannon Street, west of Oakville Street.

BACKGROUND: The applicant is in the process of opening a daycare for 200 children in the existing building at 405 Fannon Street. The daycare use is an allowed use at this location under the current zoning requirements. However, prior to approving the daycare, the applicant must provide a drop-off and pick-up plan. The applicant proposes to use the parking spaces on Fannon Street, which is a public right-of-way, for pick-up and drop-off and has requested that some of the spaces be designated as short-term parking to accommodate this activity.

The Board considered the request for 15-minute parking restrictions for the daycare at their meeting on May 21, 2018. At the meeting, there were several questions about the configuration of the parking spaces and whether parking is allowed on the north side of the street. The Board deferred the request until the following meeting, so staff could provide answers to these questions.

DISCUSSION: Fannon Street is a public street, with 50 feet of public right-of-way and approximately 41 feet between curbs. The south side of the street has angle parking spaces in

front of the existing building at 405 Fannon Street. While there are no posted restrictions on the north side of the street, parking is technically not permitted on this side of the street. The presence of parking on the south side requires a 22-foot travel lane, which eliminates the ability to legally park on the north side of the street. In addition, the curb cut for the garage, the 15-foot no parking buffer on either side of the fire hydrant, and the restriction of parking 20 feet back from the intersection limit the amount of legal parking area (if there was not already parking on the south side) to approximately 12 feet. To make it clear that no parking is permitted on the north side of the street, staff recommends posting no parking signage.

In order to accommodate the vehicles coming and leaving the daycare on this dead-end street, the spaces will need to be restriped to be 90-degree parking as opposed to the existing angled parking (see Attachment 4 for existing and future conditions). Restriping adds 16 spaces (including one accessible space) along the building frontage. The applicant has requested that six of these spaces be designated as 15-minute parking for pick-up and drop-off activities.

Staff is supportive of the applicant's request to use these on-street spaces for pick-up and drop-off since they are in front of the proposed daycare and provide convenient access for people picking up and dropping off children. This is consistent with the number of on-street parking spaces that have been approved for other daycares of a similar size. Six spaces should be adequate for the flow of people arriving at the daycare during the morning peak of 7:30-8:45AM and the evening peak of 4:30-5:30PM. In addition, the daycare will have a dedicated staff member on hand to assist with pick-up and drop-off activity at peak times.

The building is across the street from an auto repair shop that currently uses some of these spaces to park vehicles. This business does have other parking options on their site and may be less inclined to park in the on-street spaces once the daycare is open. However, if parking conflicts arise between the two uses, staff recommends as part of this action, that the Board give staff authority add up to an additional ten 15-minute restricted parking spaces, if determined to be needed within six months of opening the daycare. Staff will work with the daycare to determine the use of and need for more restricted parking spaces.

ATTACHMENT 1: REQUEST

From: Mike Detomo <mdetomo@coleanddenny.com>
Sent: Wednesday, April 25, 2018 3:35 PM
To: Katy North; Cuong Nguyen
Cc: Wren Kidder; Madison Day School
Subject: 405 Fannon Street- New Daycare- Proposed Drop-Off Signs
Attachments: 180425_405 Fannon Street SKs.pdf

Katy and Cuong

Per my telephone conversation with each of you, my client would like to open a daycare facility at 405 Fannon Street. Ann Horowitz from Planning and Zoning, preliminary looked at the concept plan and was ok with everything. She asked that we contact you to apply for Daycare Drop-Off Zone signs in-front of the building. We are hoping the Parking and Traffic Board will approve the new signs at their May 28th meeting. Review and let me know if you have any comments or questions; we would be happy to meet and discuss the project with you.

Mike

Michael Detomo, RA
Principal

Cole&DennyArchitects

333 N. Fairfax St.
Alexandria, VA 22314

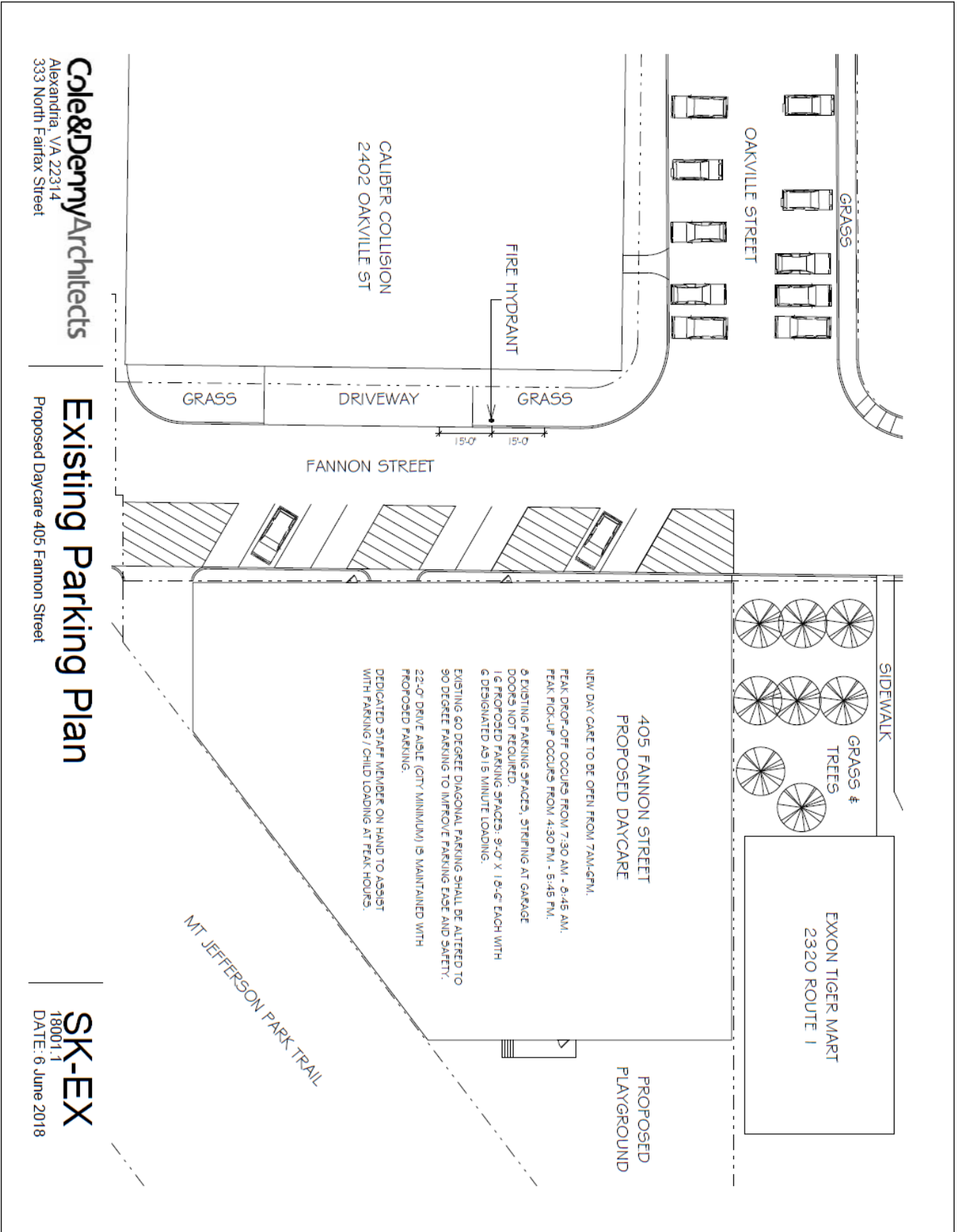
ATTACHMENT 2: LOCATION (AERIAL)



ATTACHMENT 3: LOCATION (STREETVIEW)



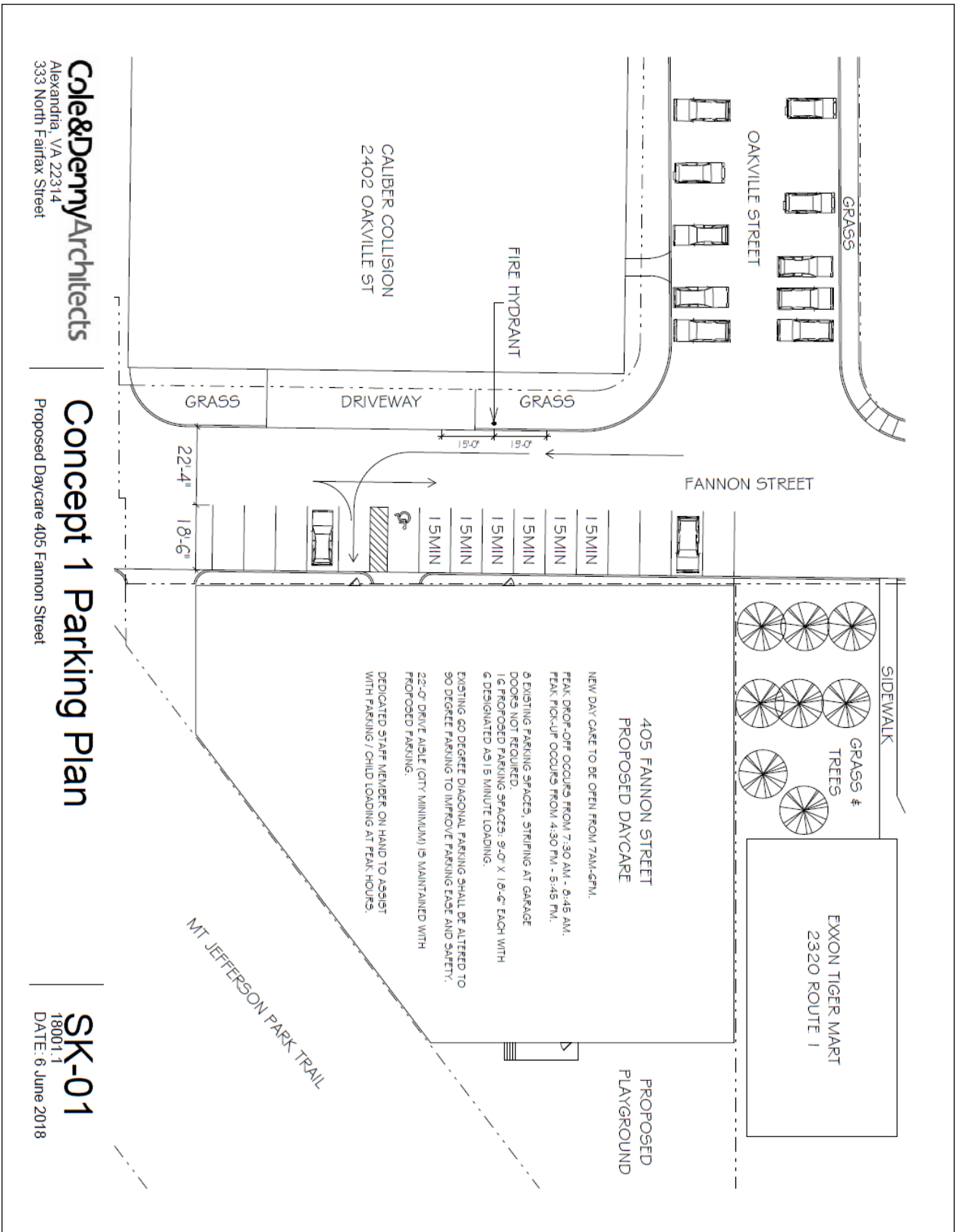
ATTACHMENT 4: EXISTING CONDITIONS AND PROPOSED PLAN



Cole & Denny Architects
 Alexandria, VA 22314
 333 North Fairfax Street

Existing Parking Plan
 Proposed Daycare 405 Fannon Street

SK-EX
 18001.1
 DATE: 6 June 2018



Cole & Denny Architects
 Alexandria, VA 22314
 333 North Fairfax Street

Concept 1 Parking Plan
 Proposed Daycare 405 Fannon Street

SK-01
 18001.1
 DATE: 6 June 2018

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 25, 2018

DOCKET ITEM: #7

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

REQUESTED BY: Abdul Karim, King Cab Company

LOCATION: 3706 Mount Vernon Avenue

STAFF RECOMMENDATION: That the Board converts King Cab 110 from an ADA only taxicab to a regular taxicab.

BACKGROUND: The City of Alexandria has two classes of taxicab drivers, Grandfathered and regular. The Grandfathered class driver was created in 1982 when the City transitioned from a medallion system where each driver held an individual certificate, into a company held certificate system where the companies held the certificate. When the code was changed the existing City drivers were grandfathered and allowed to retain their own certificate until they retired, at which time the certificate would be terminated.

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

Sec. 9-12-35 Grandfathered certificates.

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

- (a) the original holder of such an individual certificate may change affiliation at any time and for any reason, subject to compliance with the provisions of this section.
- (b) the provisions of [section 9-12-32](#) shall not be applicable to renewals of grandfathered certificates held by an individual owner or driver.
- (c) grandfathered certificates may only be transferred in the manner set forth in the following section (d).
- (d) Upon the holder's departure from the industry, the company with whom the grandfathered certificate is at that time affiliated may request that the grandfathered certificate be converted

to a standard authorization, which, if granted, shall be in addition to the number of authorizations then affiliated with the company. The Traffic and Parking Board shall consider any such request at a public hearing and will make the final determination regarding such request. The City Manager shall promulgate regulations for processing such requests and scheduling them for hearing. In the event such a request is granted, then the grandfathered certificate holder may transfer the vehicle permit in the same manner and subject to the same regulatory requirements as those vehicle permits for vehicles with standard authorizations.

The Board approved making King Cab 110 a permanent ADA only cab at the June 23, 2014 Traffic and Parking Board meeting. Prior to this time, King 110 was driven by Mr. Gebrehiwort Asmellash Habtm, a Grandfather Certificate holder. Mr. Habtm retired, and King Cab requested the grandfathered Certificate be made a permanent certificate, Attachment 1. The reason the Board made King Cab 110 into an ADA cab and not a regular cab was because the Board believed there was a need for additional ADA cabs in the City.

DISCUSSION: King Cab is requesting that King Cab 110 be converted from an ADA only certificate into a regular certificate, ATTACHMENT 2 This is being requested because the company cannot find drivers to operate this cab. Uber and other Transportation Network Companies (TNC) have created a strong demand for drivers, and many of the taxicab companies are finding it hard to find taxicab drivers. Finding drivers to operate ADA cabs is difficult because they cost more to operate, and many passengers do not choose ADA cabs because they think the cab is reserved for the exclusive use of ADA passengers. King Cab indicated that King 110 is typically driverless since the cab was converted from a grandfathered cab to an ADA cab. Staff contacted Mike Hatfield, the City's ADA Program manager, and Mr. Hatfield did not have any objections to converting this cab from an ADA cab into a regular cab. Staff is recommending approval of this request because it is not benefitting the public as an ADA cab.

ATTACHMENT 1: 2014 REQUEST

May 4, 2014

King Cab Company
3706 Mount Vernon Avenue
Alexandria VA 22305

To: *The Department of Transportation*
City of Alexandria
301 King Street
Alexandria, VA 22314

I am writing to you in regards to a transfer of Certificate of Public Convenience and Necessity # 110 to King Cab Company.

Mr. Gebrehiwot Asmellash Habtm , the previous owner of certificate 110 has recently retired due to medical reasons. King Cab has tried to meet all necessary measures that are required for a transfer to another driver. We have fulfilled all that has been asked of us, and now we are asking for your assistance in granting us the continued operation of this certificate. Card number 539 was associated with Mr. Gebrehiwot Asmellash Habtm certificate 110.

The King Cab Company has operated as a minority cab company for over 40 years in the City of Alexandria. We have had the lowest average stand due ranging from \$30 to \$70, in comparison to other companies in Alexandria that are as high as \$210. This certificate we are mentioning has served the public for over 35 years under the guidance of our company. We would greatly appreciate the consideration of this as a deciding factor in the ultimate decision that will be made. We feel we deserve the opportunity to retain certificate 110.

The loss of this certificate by King Cab would instantly decrease our quantity of drivers and stand dues received. Larger companies can absorb a loss of certificate with less impact throughout, in comparison to a smaller cab company like ours. If we do not retain # 110, the level of service we can provide to the City of Alexandria will be negatively affected. If one looks past the fact that this is simply a single issuance, the continuing operation of this certificate would mark an opportunity for a new driver to contribute 10 hours a day to the interests of the public within our city. It can signify a small step towards improving the job opportunities in our community.

In conclusion, I ask that you approve keeping Certificate # 110 for King Cab so that we can provide a high level of service to the public, while competing with the other cab companies in Alexandria.

Sincerely,


Abdul Karim – King Cab Company

ATTACHMENT 2: CURRENT REQUEST

King Cab Company
3706 Mount Vernon Avenue
Alexandria VA 22305

To the Department of Transportation:

Around August of 2014, when one of King Cab's grandfather certificates retired, we requested a change to a regular certificate. The Parking & Traffic Board instructed King Cab to take the vacated grandfather certificate and convert it to a certificate for accessible transportation (handicap). At the time, they deemed it necessary to provide more handicap accessible vehicles to the city. A vehicle was acquired and prepared for use. Since that time, we have spent nearly \$25,000 in costs associated with this vehicle. The vehicle has only been sporadically driven. Most of the time, it has not been on the road, because there hasn't been any interest to drive it.

The City of Alexandria has a taxicab regulation in place within its policy for handicap support. It says that every cab company must have 1% of their cabs in use for accessible transportation. King Cab Company has 56 drivers, which makes our requirement to be less than one vehicle. Yet, King Cab currently has two handicap accessible cars, including the certificate mentioned above that was converted in 2014.

We ask that the Board allow King Cab to convert one of our accessible transportation certificates to a regular one, so that we may offer it to a driver who is looking to drive a regular vehicle, and so we can eliminate all the costs associated with keeping a vacant cab. This would assist us in making sure that all of our vehicles are always on the road and providing service for the City of Alexandria.

If you have any questions, please let us know.

Thank you for your time,

Abdul Karim
King Cab Company

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 25, 2018

DOCKET ITEM: #8

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

REQUESTED BY: The Public Works Division of T&ES

LOCATION: Patrick Street and Henry Street in Old Town

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to post parking restrictions for street sweeping on the following streets:

1. Monday – Patrick St. northbound from Duke Street to Madison Street (Eastside curb lane) 11:00am -1:00pm
2. Monday – Henry St. southbound from First Street to Duke Street (Westside curb lane) 11:00am -1:00pm
3. Tuesday – Patrick St. northbound from Duke Street to Madison Street (Westside curb lane) 11:00am -1:00pm

BACKGROUND: This item was deferred at the January 2018 Traffic and Parking Board meeting (Attachment 1). The Board believed staff needed to do more outreach for such a large area of impact. Although only one person from the public spoke on the issue, the Board realized that the implications of removing this much parking would be substantial.

DISCUSSION:

The Public Works Division (PWS) of the T&ES is requesting two-hour parking restrictions, one day each week to facilitate street sweeping on Patrick Street and on Henry Street (Attachment 2). This proposal will help PWS meet requirements for the Municipal Separate Storm Sewer Systems (MS4) permit as required by the City's Storm Water group and the Virginia Department of Environmental Quality by allowing access to the curb line to remove debris and trash from the streets prior to entering our storm system and ultimately our waterways.

PWS has also had numerous requests for Street Sweeping on Patrick Street and Henry Street. The current process requires the posting of temporary "No Parking" signs, however these signs are often ignored or removed which prevents the street sweeper from accessing the curb line and adequately cleaning the street. This proposal will incorporate Patrick Street and Henry Street into the City's regular sweeping schedule on Mondays and Tuesdays in Old Town and will allow our

street sweepers to adequately clean the streets. PWS has reached out to the affected Civic Association's to get feedback and explain the reason for the proposal.

ATTACHMENT 1: January 2018 Minutes (Denial of Request)

ISSUE: Consideration of a request to remove parking for street sweeping at the following locations:

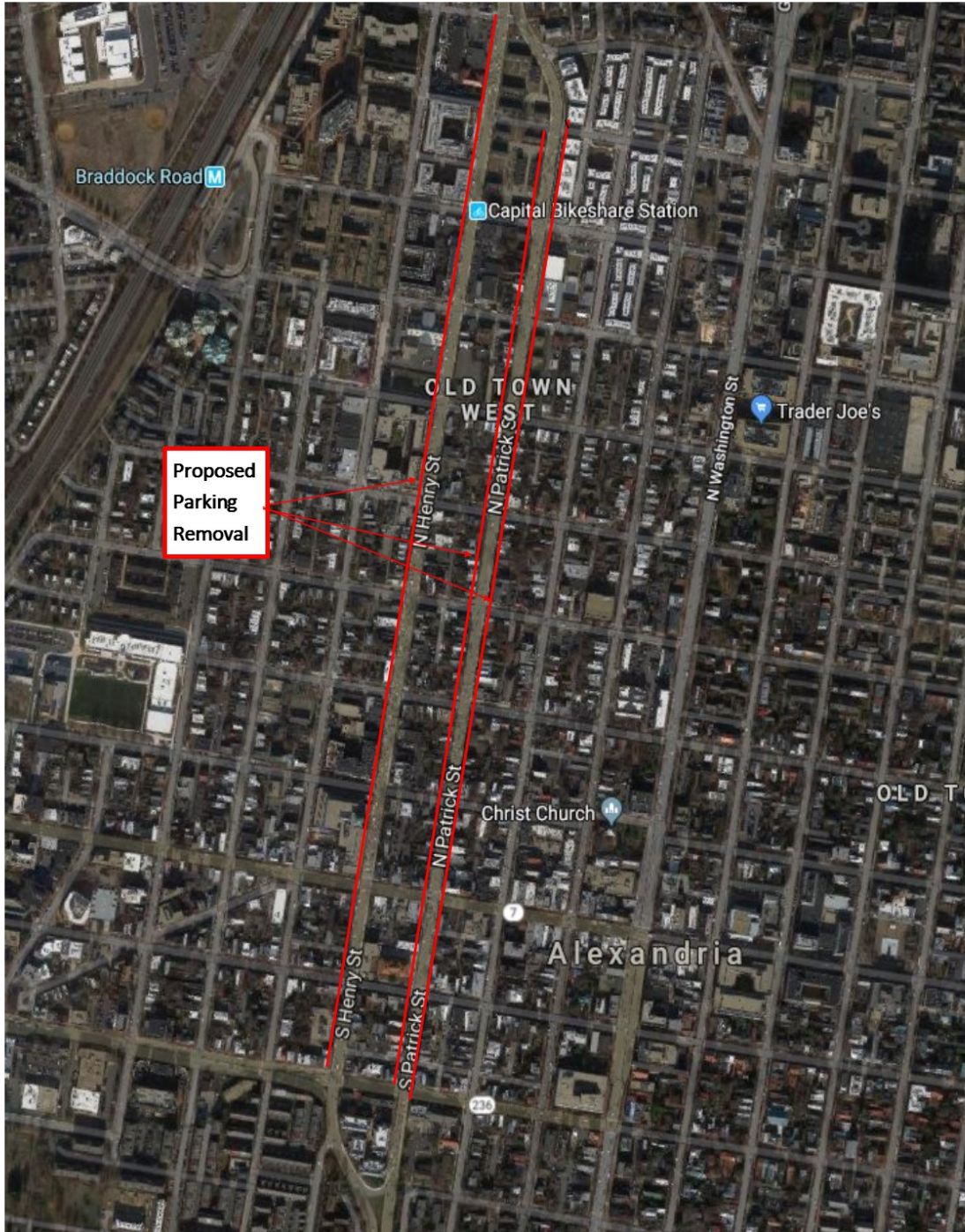
- Monday – Patrick St. northbound from Duke Street to Madison Street (Eastside curb lane) – 10:00am -12:00pm
- Monday – Henry St. southbound from First Street to Duke Street (Westside curb lane) – 10:00am -12:00pm
- Tuesday – Patrick St. northbound from Duke Street to Madison Street (Westside curb lane)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

DISCUSSION: Ms. Martin presented the item to the Board and explained the current parking usage on Henry Street and Patrick Street which obstructs the ability of street sweeping vehicles to clean the street. The Board had concern about the parking overflow on side streets and believed the outreach effort was insufficient.

PUBLIC TESTIMONY: Mr. Zane, Mr. Leveys opposed of the request.

BOARD ACTION: Mr. Schuyler made a motion, seconded by Mr. Kane to defer the request due to lack of community outreach. The Board directed staff to do more community outreach and bring the request back next month. The motion carried unanimously.

ATTACHMENT 2: LOCATION (AERIAL)



City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 25, 2018

DOCKET ITEM: #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.

REQUESTED BY: Residents of the 300 block of Prince Street

LOCATION: 300 block of Prince Street

STAFF RECOMMENDATION: That the Board:

1. Makes a recommendation to the City Manager to add residential pay by phone restrictions to the 300 block of Prince Street; and
2. Makes a recommendation to the Director of T&ES to remove the existing loading zone at the southeast corner of Prince and South Royal Street and replace with residential parking restrictions that are consistent with the rest of the block.

BACKGROUND: In November 2016, the City Council approved a residential pay by phone pilot program (Section 5-8-84 of the City Code), which allows residents within the designated program area the option to petition for signage to be installed on their block that requires a parking fee for vehicles without a district sticker. The goal of this program is to discourage non-residents from parking on the blocks adjacent to metered areas because they are free. To respect the residential character of the street, a meter would not be installed on these blocks. Rather, signage referring to the City's pay by phone app would replace the existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block.

The Board approved the first block, 100 Prince Street, in May 2017. Since then, eleven additional blocks have been approved for the restrictions. The full list of residential pay by phone blocks is below:

- 100, 200, 400, and 500 blocks of Prince Street
- 100 block of Duke Street
- 200 and 600 blocks of Wolfe Street
- 200 and 300 blocks of S. Lee Street

- 200 block of S. Pitt Street
- 100 and 200 blocks of Cameron Street

The 300 block of Prince Street is the last eligible block of Prince Street without residential pay by phone restrictions. The adjacent blocks of Prince Street to the east and west both have restrictions. This block has fewer parking spaces than other blocks given the location of the fire station on the north side of the block and a large section of “No Parking” on the south side to accommodate fire trucks entering and exiting the station.

The 300 block of Prince Street also includes a two-space loading zone on the south side of the street closest to South Royal Street that is intended to serve the business in the building at this corner. Several years ago, the business was an antiques store that bought and sold furniture and the loading zone was necessary to load and unload large items. Several years ago, the business changed to a women’s clothing store, which does not have a need for the loading zone.

DISCUSSION: The residents of 300 block of Prince Street submitted a petition requesting residential pay by phone signage for their blocks. Staff reviewed this request per the requirements outlined in the City Code and finds the block is eligible for the signage. The table below summarizes the block’s compliance with the requirements.

Requirement	Complies?
The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.	The block is adjacent to existing metered blocks on the 100 blocks of South Fairfax Street and South Royal Street. In addition, the block is also adjacent to two approved residential pay by phone blocks – the 200 and 400 blocks of Prince Street. (see Attachment 2)
The block must be located within the Special Parking District Area.	The block is within the Special Parking District Area.
The area subject to parking fee must already be posted with residential parking restrictions.	The block currently has the following residential parking restrictions: 8AM-2AM Mon-Sat; 11AM Sun-2AM Mon; except for District 1 vehicles
The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed by more than 50 percent of the residents of the block.	A petition was submitted that was signed by 16 out of 31 households or 52% (see Attachment 1).
The parking occupancy must be 75% or more.	Surveys were conducted on June 1, 2018 at 12PM and the parking occupancy was observed to be 100%.

Similar to the other blocks that have been approved for residential pay by phone signage, this block is close to King Street and many of the restaurants, shops, and other attractions in Old Town. Over the years parking studies have documented a high parking demand on these blocks. The data collected in 2014 for the Old Town Area Parking Study (OTAPS) showed this block was parked at 90% or greater occupancy during some of the evening survey time periods. The surveys staff conducted last fall and this spring had similar results as summarized below. During these surveys, staff also noted a high percentage of vehicles without a District 1 permit, as noted in the table below.

Survey Date	Survey Time	Occupancy	Non-District 1 Vehicles
Tuesday, November 14	1:00PM	100%	23%
Thursday, February 22	1:00PM	100%	38%
Friday, April 13	12:30PM	92%	42%
Saturday, April 14	4:30PM	85%	27%
Friday, June 1	12:00PM	100%	69%

This pilot program is approved until March 1, 2019. If the Council does not extend or approve this program as a permanent option, the signs would be replaced with the existing parking restrictions that are currently in place. This information was included on the petition that the residents signed to ensure they were aware that these restrictions may be removed.

Regarding the loading zone, staff is supportive of the request to remove the loading restrictions and add residential parking restrictions that are consistent with the rest of the block. This will add two more residential parking spaces to the block and District 1. In addition, the spaces would now be available to patrons of the business (if they are willing to pay the residential pay by phone fee), whereas previously the space could only be used for active loading and unloading. Given that the nature of the business has changed, and a dedicated loading zone is no longer needed, changing the spaces to residential parking is a better use of the parking spaces.

ATTACHMENT 1: PETITION FOR RESIDENTIAL PAY BY PHONE RESTRICTIONS

We the undersigned residents hereby request that the City add residential pay by phone signage on the 300 Block of Prince Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

We also understand that this signage is permitted through a Pilot Program that will expire on March 1, 2019 and if the program is not extended or made a permanent program, that the signage will be removed and replaced with signage listing the original parking restrictions.

Resident Name (Printed)	Resident Signature	Address	Date
Rachel Wolin	Rachel Wolin	367 Prince Street #3 Alexandria VA 22314	5/27/18
Andrew Beckler	Andrew Beckler	309 Prince St. Alex, VA 22314	5/27/18
			5/27/18
Sherril DeBryse	Sherril DeBryse	306 Prince	5/27/18
Margaret Hill	Margaret Hill	310 Prince #1	5/27/2018
MARY LOU EGAN	Mary Lou Egan	319 Prince	5/27/18
Caroline Anderson	Caroline Anderson	305 Prince #3	5/27/18
Dennis Hensley	Dennis Hensley	314 Prince St	5/27/18
Jaqui Michel	Jaqui Michel	318 Prince #7	5/28/18
Enka Marshall	Enka Marshall	318 Prince #4	5/29/18
KANDIS KOUSTANIS	Kandis Koustanis	318 Prince St. #5	5/29/18
Francis Heil	francis.heil@xohou.com	310 Prince St. #5	5/29/18
Mary Lauer	Mary Lauer	310 Prince St #3	5/29/18
JACOB MARSHALL	Jacob Marshall	318 Prince St #4	5/29/18

Please note signatures from residents who are not the listed owner of the residence.

We the undersigned residents hereby request that the City add residential pay by phone signage on the 300 Block of Prince Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

We also understand that this signage is permitted through a Pilot Program that will expire on March 1, 2019 and if the program is not extended or made a permanent program, that the signage will be removed and replaced with signage listing the original parking restrictions.

Resident Name (Printed)	Resident Signature	Address	Date
Jennifer Rabanal	<i>Jennifer Rabanal</i>	310 Prince St. Apt. 2	5/29/18
JAN Langley	<i>JAN Langley</i>	318 Prince St.	5/29/18
TAMMI DORSEY	<i>Tammi Dorsey</i>	316 Prince St #1	5/29/18
MICHAEL MARSH	<i>Michael Marsh</i>	316 Prince St #2	5/29/18

Please note signatures from residents who are not the listed owner of the residence.

ATTACHMENT 2: LOCATION (AERIAL)



ATTACHMENT 3: SUPPORT FROM BUSINESS FOR REMOVING THE LOADING ZONE

Katye North

From: Martha Hurley <mhurley@saracampbell.com>
Sent: Wednesday, May 30, 2018 2:14 PM
To: Katye North; hensleyone@gmail.com; Alanna Swisher; Martha Hurley
Subject: Improve loading zone to residential.

Good Afternoon,

In recent months of using the loading zone to load in front of our business, we are receiving tickets.

We feel that improving the spaces to "residential" will be beneficial to patrons, business ,and residents.

Thank You

--
--

Martha Hurley
Regional Manager, Middle Atlantic
Mhurley@saracampbell.com

Sara Campbell
[\(703\)996-9074](tel:(703)996-9074)
320 Prince Street
Alexandria, VA 22201
www.saracampbell.com

ATTACHMENT 4: LOCATION OF LOADING ZONE



At the intersection of Prince Street and South Royal Street, looking east down Prince Street.



From Prince Street, looking west towards intersection with South Royal Street.

City of Alexandria, Virginia

MEMORANDUM

DATE: June 25, 2018

DOCKET ITEM: #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

REQUESTED BY: T&ES Staff

STAFF RECOMMENDATION: That the Board provide a blanket approval that would allow the Director of Transportation and Environmental Services to administratively approve No Turn on Red restrictions at signalized intersections without bringing each locating for Board approval.

BACKGROUND: Staff bases this request on the precedent that the Board has previously approved other administrative procedures.

DISCUSSION: The Vision Zero Action Plan noted eleven engineering priority items for the first year of plan implementation. The second of these priority items, as shown in ATTACHMENT 1, was to expand the installation of No Turn on Red (NTOR) restrictions to improve pedestrian safety. Between 2011 and 2016, crash data showed that 23 pedestrians were killed or seriously injured (KSI) as the result of a turning vehicle. Further, during the same time frame, 46% (or nearly 4,300 crashes) of all reported crashes were angle crashes. 85 of these crashes (2% of angle crashes) resulted in serious injuries or loss of life by the occupants of the vehicles.

FHWA explains the environment of the turning conflict as the following:

“Motorists are so intent on looking for traffic approaching on their left that they may not be alert to pedestrians on their right. In addition, motorists usually pull up into the crosswalk to wait for a gap in traffic, blocking pedestrian crossing movements. In some instances, motorists simply do not come to a full stop.”¹

This restriction is especially recommended in areas with high pedestrian volumes. Right turn restrictions can also be used to reduce angle crashes at intersections when drivers may misjudge the gap that they have in traffic to accomplish their turn.

¹ <https://safety.fhwa.dot.gov/saferjourney1/Library/countermeasures/44.htm>

The Transportation Planning and Traffic Engineering divisions have been working to determine the most appropriate locations for these turning restrictions and the criteria for installing such a restriction. Therefore T&ES Staff is requesting the Traffic and Parking Board to grant the Director of Transportation and Environmental Services the ability to plan, analyze, and implement No Turn on Red restrictions to improve pedestrian and driver safety without the need to bring each case before the Traffic and Parking Board for approval. The administrative process used to consider specific locations will include the following:

1. Transportation Planning and Traffic Engineering staff will investigate each location planned thoroughly based on the following relative to the City's data:
 - a. Crash history of the intersection and corridor with special consideration of those with KSI crashes
 - i. As designated by the Vision Zero plan, NTORs will be planned for signalized intersections that are designated as High Crash Intersections or along High Crash Corridors
 - ii. If the location does not meet the above, then the location is considered if there have been at least 5 crashes attributed to that location in the previous 5 years.
 - b. Safety records at intersections of similar characteristics and conditions
 - c. Existing conditions of high pedestrian and vehicle turning volumes
 - i. Pedestrian volumes of at least 10 pedestrians per hour in the peak period
 - ii. Turning vehicle volumes of at least 100 in the peak period
 - d. Sight line issues that would impede a safe turning movement during a red signal phase
2. If the location meets one or more of the above criteria, Staff will work with the City's Traffic Signal Engineer to:
 - a. Determine traffic impacts such as queue length and delay
 - i. If delay increases by more than 30 seconds or the projected queue length forces cars to back up 150 feet further than existing conditions, staff will investigate alternate means to accommodate pedestrian safety.
 - b. Mitigate the traffic impacts that may arise through signal timing or other engineering tools- for example utilizing Leading Pedestrian Intervals (LPI) to reduce conflicts such as right turns on green and pedestrians.
 - i. If no other cost-effective solutions exist, Traffic Engineering and Transportation Planning staff will make professional judgement on the location's implementation or may elect to bring it in front of the Board for a recommendation.
3. Locations for installation will be posted annually on the Vision Zero website after they have been evaluated by T&ES staff for 30 days to allow public comment.
4. Staff will report the number of these installations annually through the Vision Zero annual progress report.

With these criteria, Transportation Planning staff have identified 35 individual NTOR restrictions that are being reviewed by the City's Traffic Engineering team for implementation in the first year of Vision Zero. These proposed locations can be found in Attachment 1. Staff is recommending surpassing the number of NTOR promised in the Action Plan to be more proactive with safety in Alexandria and work to achieve safer streets in a shorter amount of time.

More are slated to be evaluated during Vision Zero’s second and third years of implementation. Given the number of these restrictions that will be recommended each year of Vision Zero for safety purposes, City Staff asks that the board review and approve this administrative process.

ATTACHMENT 1 – VISION ZERO ACTION PLAN ENGINEERING PRIORITIES

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

ATTACHMENT 2 - EXAMPLE PROPOSED LOCATIONS

Direction	to	Direction	Turn	From	Onto
EB	to	SB	Right	King Street	Henry Street
WB	to	NB	Right	Gibbon	Route 1
WB	to	NB	Right	King Street	Patrick Street
SB	to	WB	Right	Mill Road	Eisenhower Ave
NB	to	EB	Right	Mill Road	Eisenhower Ave
SB	to	WB	Right	N Jordan	Duke Street
NB	to	EB	Right	N Patrick	King Street
SB	to	WB	Right	N Pickett	Duke Street
SB	to	WB	Right	N Pickett	Duke Street
EB	to	SB	Right	Prince Street	North Henry Street
WB	to	NB	Left	Prince Street	North Patrick
EB	to	SB	Right	Reading	North Beauregard
WB	to	NB	Right	Reading	North Beauregard
NB	to	EB	Right	S Jordan	Duke Street
NB	to	EB	Right	S Quaker	Duke Street
NB	to	EB	Right	S Walker	Duke Street
NB	to	EB	Right	Park Center Dr	King Street
NB	to	EB	Right	S 28th St	King Street
SB	to	WB	Right	S 28th St	King Street
SB	to	WB	Right	Southern Towers	Seminary
SB	to	WB	Right	Cambridge	Duke Street
NB	to	EB	Right	Roth Street	Duke Street
SB	to	WB	Right	Metro Road	Eisenhower Avenue
NB	to	EB	Right	Route 1	Slaters
NB	to	EB	Right	Cameron Station	Duke Street
WB	to	NB	Right	Gibbon	S Washington
EB	to	SB	Right	Gibbon	S Washington
WB	to	NB	Right	King Street	N Washington Street
EB	to	SB	Right	King Street	N Washington Street
WB	to	SB	Right	Queen Street	N Henry Street
EB	to	SB	Right	Queen Street	N Henry Street
NB	to	EB	Right	South Peyton	King Street
WB	to	NB	Right	Edsall Road	Whiting
NB	to	EB	Right	North Quaker	Fern
SB	to	WB	Right	Whiting	Edsall Road

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 25, 2018

DOCKET ITEM: #11

ISSUE: Consideration of a request to change the residential parking restrictions on the 300 block of Commerce Street.

REQUESTED BY: Residents of the 300 block of Commerce Street

LOCATION: 300 block of Commerce Street

STAFF RECOMMENDATION: That the Board makes a recommendation to the City Manager 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.

BACKGROUND: The 300 block of Commerce Street is a dead-end street south of Prince Street and west of West Street. Residential permit parking restrictions (2-hour, 8AM-5PM, Monday-Friday) are in place along most of the southern side of the block where parking is allowed. No parking is permitted on the northern side of the block. The street ends in a cul-de-sac at the west end of the block, which is signed with loading zone signage for the nearby daycare. The south side of the block is residential, except for a daycare and an office building at the west end. The buildings on the north side of the block are predominantly office uses and while they have frontage on Commerce Street, the main entrances are located on Prince Street, which has metered parking. There is a mix of parking restrictions in the area (see Attachment 2), ranging from 2-hour metered spaces, 2-hour and 3-hour residential permit parking restrictions, and general 1-hour, 2-hour, and 3-hour restrictions.

DISCUSSION: The residents of this block have observed an increase in non-resident vehicles during weekdays and into early evening. Many of the adjacent office buildings have off-street parking, but some of the employees or visitors at these businesses likely park on-street. Given the proximity of free/non-metered parking, these spaces are typically occupied before the metered spaces.

The residents are interested in improving the parking conditions on their block. This block is not eligible for the residential pay by phone pilot program, which could help deter non-residents from choosing to park on this block over the nearby metered spaces. If the program is continued and expanded to other areas of the City, this may be an appropriate block for these restrictions. In the meantime, the residents have requested to extend the end time for the residential parking restrictions from 5PM to 9PM.

This change may help encourage turnover of the spaces later in the afternoon when many residents are returning home. The current end time of 5PM allows a non-resident to park at 3PM and stay until 8AM the following day. By extending the restrictions to 9PM, non-residents will be limited to 2 hours longer into the evening. In addition, this change eliminates one of the many variations of restrictions in the area by making it consistent with the restrictions on the portion of the 1400 block of Prince, which is the closest block.

The residents submitted a petition (Attachment 1) signed by more than 50% of the residents on the block as required by the City Code (Section 5-8-72(b)(2)(i)). There is no survey requirement to change the hours of existing restrictions. However, staff did visit the block during the week and found the block was 93% occupied. Of these vehicles, over half did not have a District 4 sticker, which supports the residents observation that a high number of non-residents are parking on the block. During this same period, there were seven available parking spaces on Prince Street and the overall occupancy was only 53%.

Staff is supportive of the request to changes the restrictions on this block. Extending the end time to 9PM will make the restrictions consistent with the adjacent block. Additionally, reducing the variety of restrictions in the area the improves consistency for Parking Enforcement and allows them to monitor this block in the evening hours.

ATTACHMENT 1: PETITION

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number 4: South-East side of the 300 Block of Commerce 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: 2 hours, 8am-9pm Monday-Friday (refer to Section 5-8-73 for sign options). We understand that the restrictions will apply non-residents of the district and 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 beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Date
Rick Plotkin	<i>[Signature]</i>	318 Commerce St	5/13
Tim Foley	<i>[Signature]</i>	310 Commerce St	5/13
NEIL JURINSKI	<i>[Signature]</i>	334 Commerce St	5/13
DAVID McDONAGH	<i>[Signature]</i>	304 Commerce St	5/13
JAMES COCHRAN	<i>[Signature]</i>	308 Commerce St	5/21
Stephen Telesco	<i>[Signature]</i>	306 Commerce St	5/21
MICHAEL SMITH	<i>[Signature]</i>	320 Commerce St	5/21
Michael Buck	<i>[Signature]</i>	326A Commerce St	5/21
John Cowitz	<i>[Signature]</i>	338 Commerce St	5/21
Karen Griffin	<i>[Signature]</i>	328 Commerce St	6/1
Bryant Mitchell	<i>[Signature]</i>	324 Commerce St	6/1

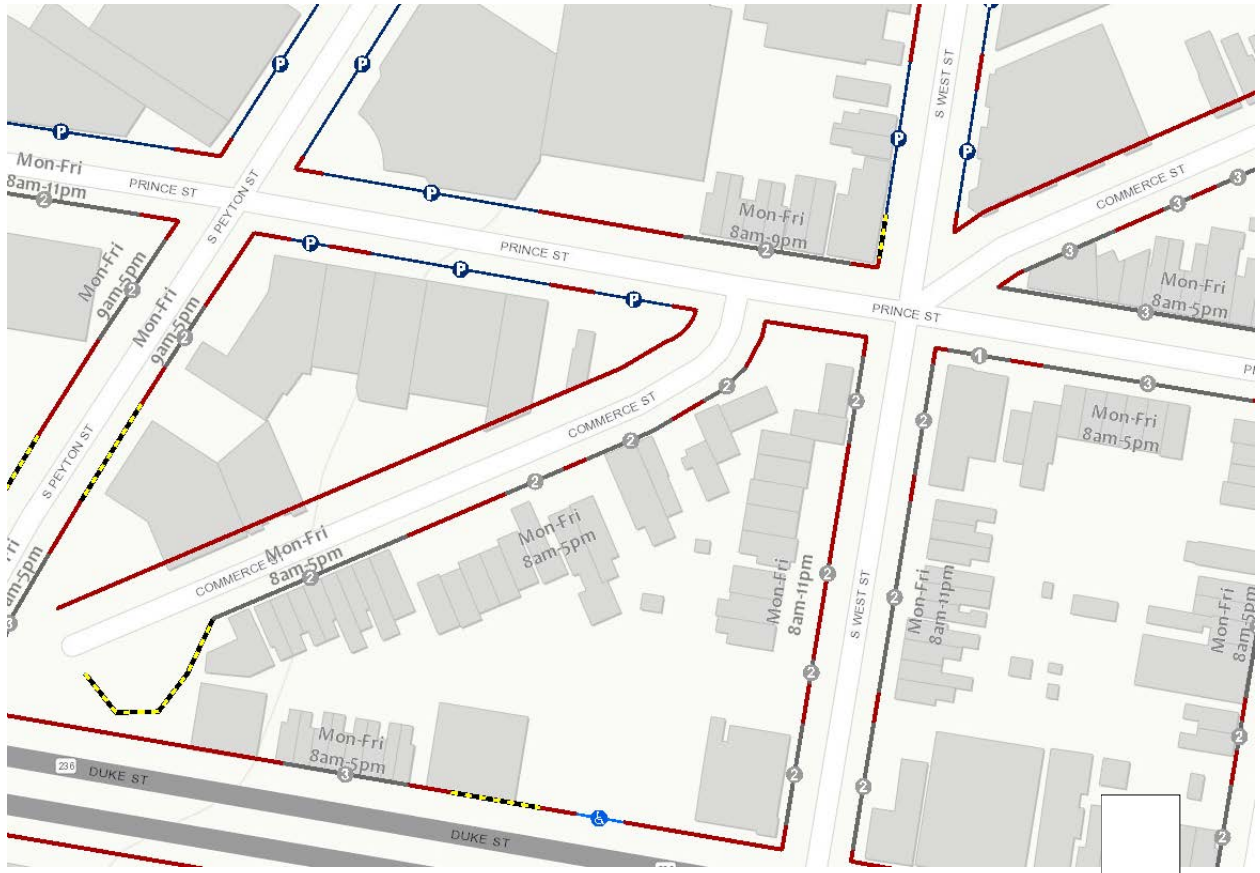
Please note signatures from residents who are not the listed owner of the residence.

Staff Only: _____ Number of Households on the block
 _____ Number of Households that signed petition
 _____ Percentage of Households

ATTACHMENT 2: LOCATION (AERIAL)



ATTACHMENT 3: MAP OF RESTRICTIONS



Parking Restrictions Details	
	Not Surveyed
	Unknown
	Handicap
	Loading Zone
	No Parking
	Pay to Park
	Private Use
	Restricted Parking General
	Special Restriction
	Sweeper Only Restriction
	Unrestricted Parking
	1 Hr Restricted Parking
	2 Hr Restricted Parking
	3 Hr Restricted Parking
	4 Hr Restricted Parking

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 25, 2018

DOCKET ITEM: #12

ISSUE: Consideration of a request to implement a No Thru Truck restriction on East Taylor Run Parkway between Janney's Lane and the Duke Street Access Road.

REQUESTED BY: Taylor Run Civic Association

LOCATION: East Taylor Run Parkway between Janney's Lane and the Duke Street Access Road

STAFF RECOMMENDATION: That the Board recommend to the City Council that a No Thru Truck restriction be implemented on East Taylor Run Parkway between Janney's Lane and the Duke Street Access Road.

DISCUSSION: Through the Central Alexandria Traffic Study process, City staff have received multiple requests for a signed No Thru Truck restriction on East Taylor Run Parkway. Staff have been in the process of updating the process and criteria to establish truck restrictions and communicated to the Study Task Force that a truck restriction for East Taylor Run Parkway would need to be implemented through this new process, which was the impetus for this docket item. The new criteria are shown in ATTACHMENT 1.

A similar No Thru Truck restriction was installed on West Taylor Run Parkway, from Janney's Lane to Duke Street in 2007. This nearby restriction, in addition to the congestion on nearby roadways that leads navigation apps to route vehicles onto East Taylor Run Parkway and the fact that these navigation apps do not differentiate between passenger vehicles and large trucks, has resulted in a consistent number of large trucks utilizing East Taylor Run Parkway to reach the Duke Street and Telegraph Road interchange. While trucks made up less than five percent of the traffic volume, the narrow street width along with parking on both sides of the roadway can cause a single truck to block the entire roadway.

Based on the new process for implementing a truck restriction, East Taylor Run Parkway meets the required criteria to recommend implementation of a restriction. East Taylor Run Parkway is classified as a local road, as shown in **Attachment 2**, there are reasonable alternate routes from Janney's Lane to Duke Street and Telegraph Road, and despite the truck volumes representing less than 5% of the overall vehicle volumes, staff have received multiple reports of large trucks causing damage to parked cars and knocking off mirrors, and the narrow width of the lower

segment of East Taylor Run Parkway is also a safety and operational concern. Impacts from truck traffic are most acute during the PM peak period and are not limited to overnight noise concerns. Staff recommends that the truck restriction be in effect at all times and not limited to overnight hours.

ATTACHMENT 1

Requests for a No Thru Truck Restriction **MUST** meet the following criteria:

- Roadway Classification (based on City of Alexandria Roadway Classification Map)
 - Local Road
 - Residential Collector
- Reasonable Alternate Route Available

...**AND** at least 1 of the following criteria:

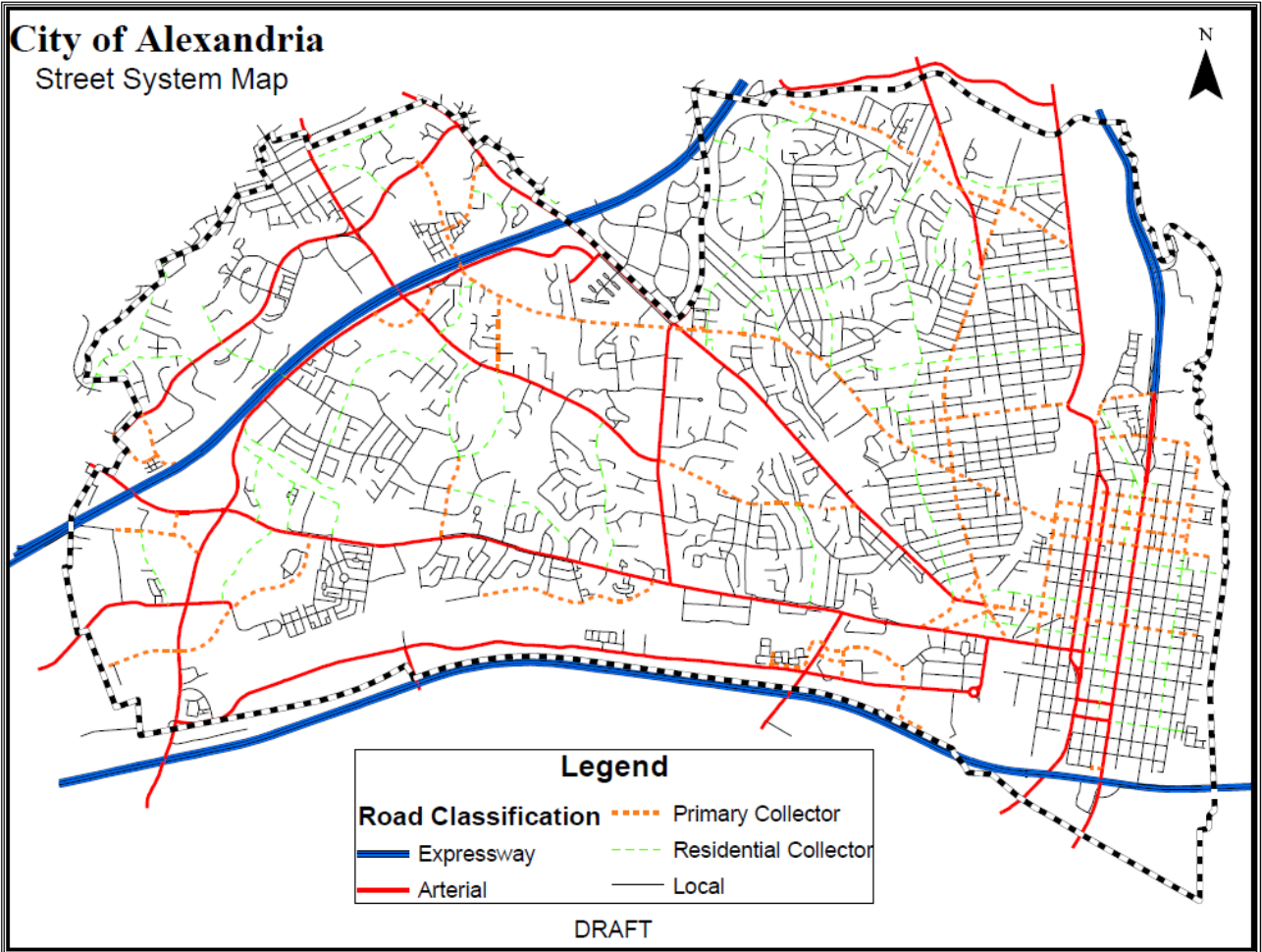
- Truck Volume – at least 5% of total daily traffic volume
- Crash History (of crashes involving at least one truck)
 - At least 1 crash in previous 3 years
- Safety Concerns
 - Lane widths or travel way less than 12' in one direction
 - Tight radius curves/corners that cannot be navigated by trucks

Requests that meet both required criteria and at least one of the supplemental criteria will be evaluated by Traffic Engineering Staff to make a final determination before a Truck Restriction is installed.

Based on distribution of truck volumes throughout the day, surrounding land uses, and roadway characteristics, Staff will determine whether a 24-hour restriction or an overnight restriction is most appropriate.

Attachment 2

City of Alexandria
Street System Map



City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 25, 2018

DOCKET ITEM: #13

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

REQUESTED BY: T&ES Staff

LOCATION: Franklin Street and Alfred Street

STAFF RECOMMENDATION: That the Board makes a recommendation 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.

BACKGROUND: Franklin Street is a one-way street going eastbound and serves as a major entry point to Old Town. Alfred Street is two-way and runs parallel to Patrick Street. Staff has received and continues to receive requests from residents to improve the uncontrolled crossing of Franklin Street at Alfred Street. In 2015 staff installed curb extensions, high visibility crosswalks and signage to improve this crossing however, pedestrians continue to face challenges because of the high traffic volume and number of travel lanes. Additionally, there is a bus stop on the south side of Franklin Street that is challenging to access without a controlled crossing.

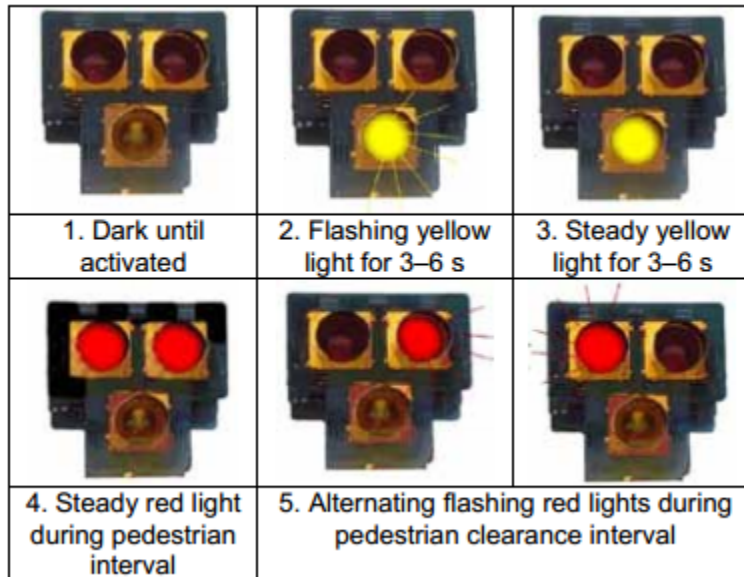
DISCUSSION: During the Route 1 South planning process, comments regarding safety concerns at the intersection of Franklin and Alfred Streets were a constant theme. While staff has implemented measure to improve crossings at this location in the past, the speed of vehicles turning right from Route 1 onto Franklin Street continues to be an issue. Because of the continued community concerns, wide street width and volume of traffic, staff is recommending additional measures be taken to provide a safe crossing.

Staff conducted a traffic signal warrant analysis for this intersection in 2016 (Attachment 3). This intersection did not meet the Manual on Uniform Traffic Control Devices (MUTCD) warrants for traffic signal installation at this time. While the pedestrian volumes were also not high enough to meet the warrants for a HAWK signal, staff recommends this measure as the best option for creating a safer crossing for pedestrian while not creating backs up and delays that could occur with a full signal and create unsafe conditions along Route 1. The surrounding area

is expected to see considerable redevelopment in the next few years and traffic volume will likely increase. At that point, if this intersection meets the warrants for a full traffic signal, the City would upgrade the infrastructure to provide the necessary equipment. The proposed HAWK signal will be designed and constructed in a manner to allow conversion into a full traffic signal if needed in the future. Complete Street funds have been identified for the construction of this signal as part of the Vision Zero Program and the near-term safety and mobility commitments made in the Route 1 South Small Area Plan.

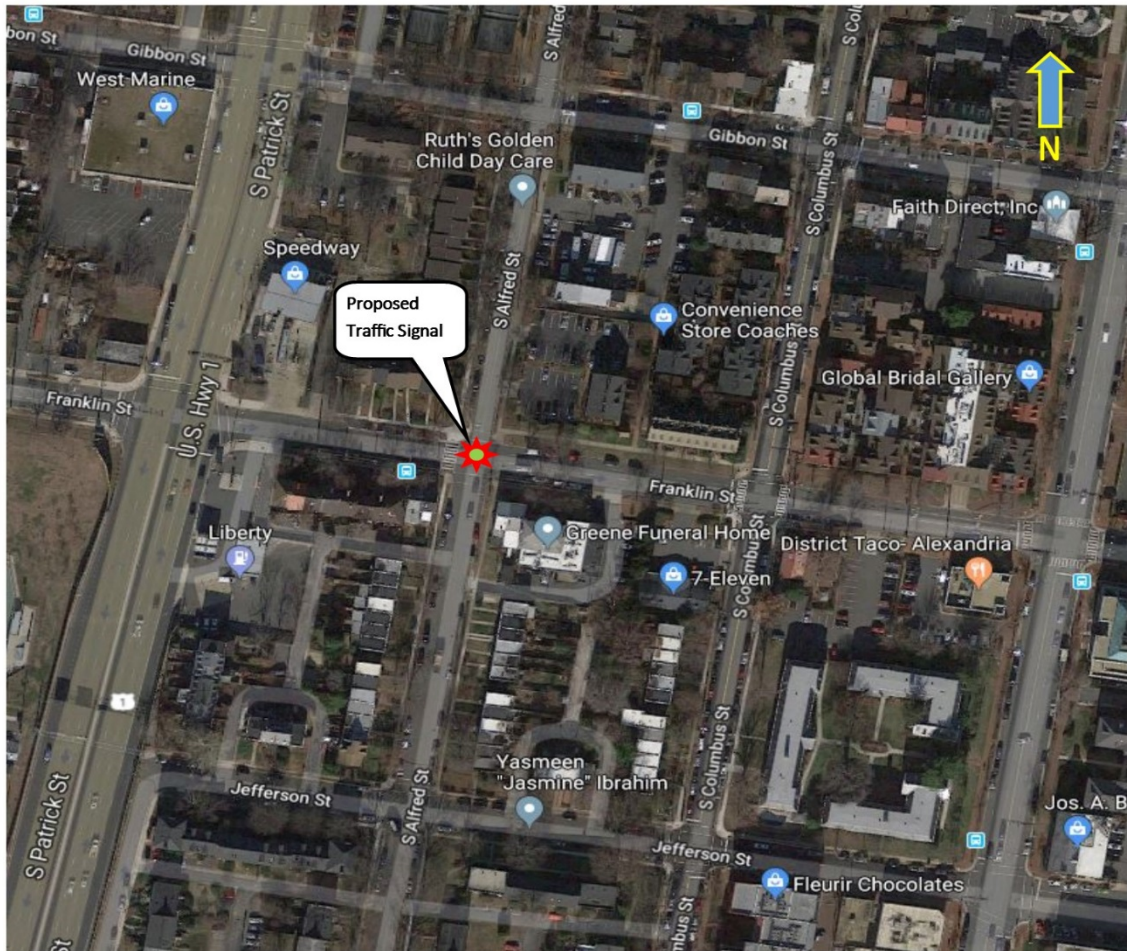
The intersection of Franklin Street and Alfred Street is 275 feet from Route 1. The proposed signal will be pedestrian actuated to prevent long queues of traffic from extending into Patrick Street. The HAWK is a Federal Highway Administration approved signal-beacon designed to help pedestrians safely cross busy streets. The unit is dark until it is activated by a pedestrian. When pedestrians want to cross the street, they press a button that activates the warning flashing yellow on the major street. After a set amount of time, the indication changes to a solid yellow light to inform drivers to prepare to stop. The device then displays a dual solid red light for drivers on the major street and a walking person symbol (symbolizing WALK) for the pedestrians. The beacon then displays an alternating flashing red light, and pedestrians are shown a flashing upraised hand (symbolizing DONT WALK) with a countdown display advising them of the time. Examples of a phase sequence can be seen below in Figure 1.

Figure 1



The City currently has three other HAWK signals in operation.

ATTACHMENT 1: Overhead View, Franklin Street and Alfred Street



ATTACHMENT 2: Street View, Franklin Street and Alfred Street



ATTACHMENT 3: Traffic Signal Warrant Analysis

DATE: September 20, 2016

ISSUE: Consideration of a request to install a traffic signal at the intersection of Franklin Street and Alfred Street

LOCATION: Intersection of Franklin Street and Alfred Street

STAFF RECOMMENDATION: Staff recommends against signal installation

DISCUSSION:

Franklin Street is two lanes and is one-way in the eastbound direction. Alfred Street carries two-way traffic and is one lane in both directions. Parking is allowed on both streets on both side of the road. The intersection operates with two-way stop controls on Alfred Street. Staff visited this intersection and found sight distance to be adequate, however, larger vehicles parked could obstruct sight distance.

Last year a curb extension was installed on the north-west corner of the intersection in response to pedestrian concerns over the safety of the crossing Franklin Street.

A warrant analysis was conducted as follows:

WARRANTS:

Warrant 1, Eight-Hour Vehicular Volume:

The Eight-Hour Vehicular Volume warrant is intended for intersections where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal. The traffic volume on all approaches of the major street is considered in combination with the traffic volume on the higher volume approach of the minor side street. The volumes considered on the main and minor street are for the same eight hours. Franklin Street is one-way and has two lanes approaching this intersection. Alfred Street is two-way and has one approach lane in each direction. The volume of traffic on Franklin Street meets the eight-hour volume requirement however the volume on Alfred Street falls short. Table 4C-1 in the MUTCD requires a minimum traffic volume of 150 vehicles per hour (VPH) on the side street (Alfred Street) to meet the eight-hour warrant. During the peak eight hours the Alfred Street approaches to the intersection don't even meet this requirement for one hour. The table below shows the peak eight-hour traffic volume.

Peak Hour Traffic Volumes

Time	Franklin Volume	Alfred Volume
7:00 – 8:00	1439	38
8:00 – 9:00	1467	50
9:00 – 10:00	1410	46
10:00 - 11:00	909	60
16:00 - 17:00	718	53
17:00 - 18:00	765	125
18:00 – 19:00	810	130
19:00 – 20:00	727	57

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112
Condition B—Interruption of Continuous Traffic									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Warrant 2, Four-Hour Vehicular Volume

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of the intersecting traffic is the principal reason for installing a traffic signal. The traffic volume for the minor street must be at least 80 vehicles per hour for each of any four hours on the higher volume minor-street approach. Alfred Street only had volumes above this threshold for three hours. See Figure 4C-1 from the MUTCD below.

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

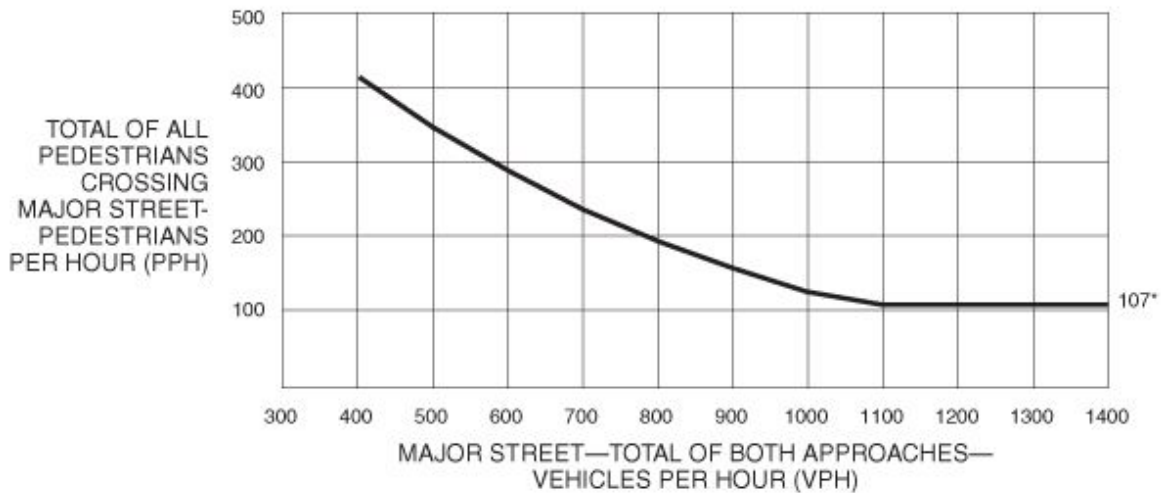
Warrant 3, Peak Hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour on the average day, the minor-street traffic suffers undue delay when entering or crossing the major street. This warrant is only applied in unusual cases, such as office complexes or other facilities that discharge large number of vehicles over a short period of time. This warrant does not apply at this intersection.

Warrant 4, Pedestrian Volume

The Pedestrian Volume warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay crossing the major street. The minimum number of pedestrians crossing the major street would need to be 107 per hour to meet this warrant. The count data found 12 pedestrians per hour to be the maximum number of pedestrians crossing the major street per hour during the study. This is 11 percent of the volume required to meet this warrant. The Pedestrian Four-Hour Volume requirements are shown in Figure 4C-5 below.

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



*Note: 107 pph applies as the lower threshold volume.

Warrant 5, School Crossing

The School Crossing warrant is intended for application where the principal reason for considering a traffic signal is to accommodate school children. Although this intersection is four blocks away from Lyles-Crouch Elementary School, it is not on a primary walking route to the school, so this warrant is not met.

Warrant 6, Coordinated Signal System

Progressive movement in a coordinated signal system sometimes necessitates installing traffic signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles. The adjacent traffic signals on Franklin Street are too close to this intersection to require platooning. This warrant is not met.

Warrant 7, Crash Experience

The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reason to consider installing a traffic signal. To meet this warrant an engineering study must find that all of the following criteria are met:

- A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce crash frequency; and
- B. Five or more reported crashes, of the types susceptible to correction by a traffic signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
- C. For each of any 8 hours on an average day, the vehicles per hour given in both the 80 percent columns of condition A in Table 4C-1, or the VPH in both the 80 percent columns of condition B in Table 4C-1 exists on the major street and the higher volume minor street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major street and minor street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

The Police Accident database indicates that over the past five years there have been a total of 12 crashes susceptible to correction by a traffic signal for an average of 2.4 crashes per year. This intersection does not meet the Crash Experience warrant. The table below shows the reported crashes for this intersection over the past five years.

Five Year Crash History for Franklin St and Alfred St Alexandria Police Accident Listing Report

Date Range: 11/21/2011 To 11/21/2016

Time Range: 0000 To 2400

Geography: Intersection - FRANKLIN ST AND S ALFRED ST

* Other parameters may be limiting the results

Total Accidents: 23

Case#	Accident Date	Accident Time	Location	Day	Event #1
111155413	28-Dec-11	1435	FRANKLIN ST & S ALFRED ST	Wednesday	ANGLE
112100848	07-Jan-12	1017	FRANKLIN ST & S ALFRED ST	Saturday	ANGLE
112105823	14-Feb-12	0821	FRANKLIN ST & S ALFRED ST	Tuesday	SIDESWIPE - SAME DIRECTION
112116096	25-Apr-12	1815	FRANKLIN ST & S ALFRED ST	Wednesday	SIDESWIPE - SAME DIRECTION
112125992	29-Jun-12	0558	FRANKLIN ST & S ALFRED ST	Friday	SIDESWIPE - SAME DIRECTION
112133428	15-Aug-12	0945	FRANKLIN ST & S ALFRED ST	Wednesday	ANGLE
112139690	26-Sep-12	0859	FRANKLIN ST & S ALFRED ST	Wednesday	ANGLE
113123741	17-Jun-13	0222	FRANKLIN ST & S ALFRED ST	Monday	ANGLE
113132663	13-Aug-13	0910	FRANKLIN ST & S ALFRED ST	Tuesday	ANGLE
113137372	12-Sep-13	0815	FRANKLIN ST & S ALFRED ST	Thursday	ANGLE
113138112	17-Sep-13	0815	FRANKLIN ST & S ALFRED ST	Tuesday	SIDESWIPE - SAME DIRECTION
113143988	28-Oct-13	0730	FRANKLIN ST & S ALFRED ST	Monday	SIDESWIPE - SAME DIRECTION
113149856	10-Dec-13	1728	FRANKLIN ST & S ALFRED ST	Tuesday	ANGLE
114103626	30-Jan-14	0825	FRANKLIN ST & S ALFRED ST	Thursday	SIDESWIPE - SAME DIRECTION
114124274	18-Jun-14	0823	FRANKLIN ST & S ALFRED ST	Wednesday	ANGLE
114125603	26-Jun-14	0725	FRANKLIN ST & S ALFRED ST	Thursday	
114130946	28-Jul-14	1819	S ALFRED ST & Y FRANKLIN ST	Monday	
115100968	08-Jan-15	0533	FRANKLIN ST & S ALFRED ST	Thursday	HEAD ON
115131352	23-Jun-15	2030	FRANKLIN ST & S ALFRED ST	Tuesday	FIXED OBJECT IN ROAD
115141352	23-Jun-15	2030	FRANKLIN ST & S ALFRED ST	Tuesday	FIXED OBJECT IN ROAD
115179600	18-Nov-15	0840	FRANKLIN ST & S ALFRED ST	Wednesday	ANGLE
116119139	18-Mar-16	1232	FRANKLIN ST & S ALFRED ST	Friday	ANGLE
116137525	28-May-16	1345	FRANKLIN ST & S ALFRED ST	Saturday	ANGLE

Warrant 8, Roadway Network

Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network. To meet this warrant an intersection would need to have a total of at least 1,000 vehicles per hour entering during the peak hour of a typical weekday and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2 and 3 during an average weekday. This intersection does not meet this warrant.

Warrant 9, Intersection Near a Grade Crossing

The Intersection Near a Grade Crossing signal warrant is intended for use at a location near a grade railroad crossing. There are no railroad crossings in the vicinity of this intersection, so this warrant is not met.

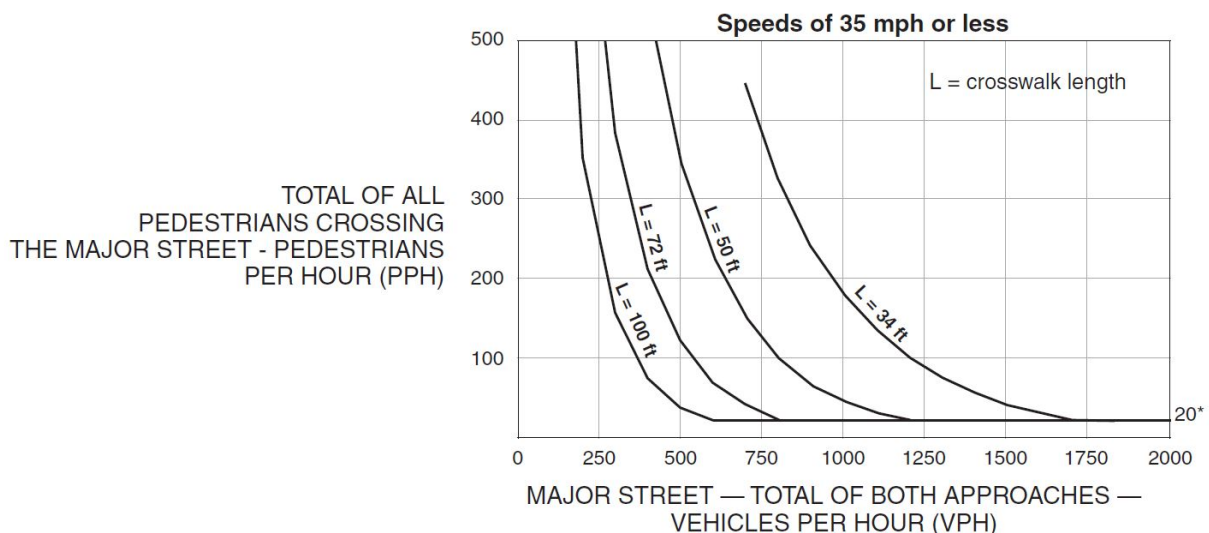
RECOMMENDATIONS:

Based on the warrants contained in the MUTCD, traffic signal installation is not warranted at this intersection. Staff acknowledges that this intersection can be challenging for pedestrians and motorists to cross during the morning peak period. All-way stop signs are not recommended because this intersection does not meet the MUTCD warrants for all-way stop signs. In addition, installing all-way stop controls would back up traffic on Franklin Street during the morning peak and there is a concern that the queue of traffic will extend back into Route 1. There are two other traffic signals within 300 feet of this intersection which provide a signalized crossing of Franklin Street.

The adjacent intersection, Franklin Street and Columbus Street, has a traffic signal yet has the same number of crashes as the Franklin Street and Alfred Street intersection over the past five years. In fact, Franklin Street and Columbus Street has 45 percent more angle crashes than Franklin Street and Alfred Street. The intersection of Franklin Street and Columbus Street is very similar to the intersection Franklin Street and Alfred Street. Based on this comparison, installing an unwarranted traffic signal at the intersection of Franklin Street and Alfred Street may not improve safety.

ATTACHMENT 4: HAWK Warrants

Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways



* Note: 20 pph applies as the lower threshold volume