

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JUNE 24, 2019, 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 20, 2019 Traffic and Parking Board meeting minutes.
3. Written Staff Updates
4. **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.

5. **ISSUE:** Consideration of a request to implement the residential pay by phone program on the 500 block of Cameron Street.
6. **ISSUE:** Consideration of a request to designate a disability parking space at 1622 Preston Rd.
7. **ISSUE:** Consideration of a request to (1) expand the boundaries of Residential Permit Parking District 4 to include the west side of the 400 block of South Payne Street, the north side of the 1300 block of Wilkes Street, and the west side of the 400 block of South West Street and (2) add 3-hour, 8AM to 5PM, Monday through Friday, residential restrictions to those streets.
8. **ISSUE:** Consideration of a request to install a pay station on the 200 block of South Pitt Street near St. Paul's Episcopal Church

PUBLIC HEARING

9. **ISSUE:** Consideration of a request to approve a Complete Streets project on Seminary Road.

STAFF UPDATES:

10. None

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MAY 20, 2019, 7:30 P.M.
301 KING STREET, 2nd FLOOR
COUNCIL CHAMBERS**

MINUTES

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief of Traffic Engineering, Ryan Knight, Civil Engineer IV, Katy North, Division Chief of Mobility Services, Megan Oleynik, Urban Planner III and Cuong Nguyen, Civil Engineer II.

11. Announcement of deferrals and withdrawals: None

12. Approval of the April 22, 2019 Traffic and Parking Board meeting minutes: Mr. Lewis made a motion, seconded by Ms. Tucker to approve the minutes of the April 20, 2019 Traffic and Parking Board meeting. The motion carried unanimously.

13. Staff Written Updates:
Summer WMATA shutdown preparation

14. PUBLIC DISCUSSION PERIOD

The following people expressed their opinion on the proposed Seminary Road Complete Streets project: Mr. Weymont, Mr. Longo, Mrs. Nelson, Ms. Flemming, Mr. Rossello, Mr. Bouk, Ms. Baker, Mr. Notis, Mr. Putzu, Mr. Curry, Mr. Krall, Ms. Kerwin, Ms. Griglione, Ms Hoffman, Mr. Norman, Mr. Desjardins, Mr. Ray, and Ms. Porter.

Due to the diversity of opinions, the Board expressed concern that more time might be needed to reach community consensus on this project. The Board stated the need for Board members to be updated on this project before the June meeting. Lastly, the Board asked staff for more clarity about what constitutes a conflict of interest based on some of the views expressed during the public discussion period.

Mr. Jakubek spoke about the intersection of Duke Street and South Pickett Street expressing concern for pedestrian safety suggesting implementation of a leading pedestrian interval or an exclusive pedestrian phase.

Ms. Crawford expressed concern that bicycles are unpredictable and hard for visually impaired people to deal with. She also inquired about the bus schedules for the WMATA shutdown.

Ms. Takath spoke in opposition to the proposed all-way stop sign request at the intersection of Russell Road and Windsor Avenue.

CONSENT CALENDAR

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Osborn to move item #9 to the consent calendar and to vote on the consent calendar before the public discussion period. The motion carried unanimously.

Mr. Lewis made a motion, seconded by Ms. Tucker to approve items numbers 5, 6, 7 and 9 in the consent calendar. The motion carried unanimously.

- 15. **ISSUE:** Consideration of a request to modify residential permit parking restrictions on the north side of the 800 Block of Second Street.
- 16. **ISSUE:** Consideration of a request to change parking restrictions at the Hotel Indigo at 220 S. Union St.
- 17. **ISSUE:** Consideration of a request to prohibit U-turns and left turns from the Holmes Run Pkwy ramp onto southbound North Van Dorn Street.
- 9. **ISSUE:** Consideration of a request to authorize the installation of an All-Way Stop Control at Russell Road and W. Windsor Avenue

PUBLIC HEARING

- 8. **ISSUE:** Consideration of a request on the 1400, 1500, and 1600 blocks of Jamieson Avenue to:
 - i. Remove the 2-hour parking limits,
 - ii. Reduce the hourly metered parking rate from \$1.75 to \$1.00, and
 - iii. Allow a maximum all-day rate of \$5.

DISCUSSION: Ms. Oleynik presented the item to the Board. The Board noted this proposal could encourage long term, multiple day parking and hotel patrons might choose to park along Jamieson Avenue rather than in the parking garage. The Board also asked staff to consider how the proposed change would be evaluated.

PUBLIC TESTIMONY: No one from the public spoke.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Cole to recommend to City Council approving the request to amend the parking restriction and rates on the 1400, 1500 and 1600 blocks of Jamieson Avenue to:

- i. Remove the 2-hour parking limits,
- ii. Reduce the hourly metered parking rate from \$1.75 to \$1.00, and

iii. Allow a maximum all-day rate of \$5.

The motion carried unanimously.

STAFF UPDATES

- Mr. Garbacz updated the Board about the taxi industry study being conducted by the Office on Performance Accountability
- Mr. Kane updated the Board on the Transportation Commission, the scooter pilot, and the Alexandria Transit Vision Plan.
- Mr. Schuyler briefed the Board on the Residential Permit Parking project.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2019

DOCKET ITEM: #3

ISSUE: Written Staff Updates

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

RECOMMENDATION: That the Board receive the following staff updates:

A. 72-Hour Rule Exemption Evaluation

The City is in the process of reviewing and updating the 2017 pilot of the 72-hour parking rule exemption.

Per Alexandria [City Code Section 10-4-8](#), no vehicle may park in a given space on a public street for a period of more than 72 consecutive hours. The rule, known as the “72-hour rule”, applies to everyone, even residents parking in front of their homes or residents with parking permit stickers.

In 2017, the City undertook a comprehensive review of the 72-rule to determine if it should be eliminated or modified. In May of 2017, City Council approved keeping the 72-hour rule, but creating a pilot program to allow exemptions. Through this pilot, residents who need to park on-street for longer than 72-hours may apply for an exemption through the City using an online application form. If approved, residents may park their vehicles on-street for up to 14 days. Vehicles must be parked within 1/8 of a mile of one's place of residence (for reference, this is between 1.5 and 2 blocks in Old Town) and up to four exemptions are allowed per calendar year.

City Council approved the pilot program until November 2019. Staff is evaluating community feedback, exemption usage data, and feedback from Parking Enforcement to make recommendations on if the program should be continued, amended, or discontinued.

Staff issued a questionnaire on the 72-hour rule exemption from May 3 to May 19, 2019 and received 800 responses. Most respondents (89%) indicated that they supported allowing exemptions to the 72-hour rule. When asked how many exemptions per year a vehicle should be eligible for, the average answer was about eight, and when asked how many days vehicle should be eligible to be exempt for, the average answer was about 22. About 16% of questionnaire respondents indicated they had applied for a 72-hour exemption, and the remainder had not.

In addition to the online questionnaire, staff received additional feedback from residents via phone calls and emails. A number of residents did not support the 72-hour Rule itself and would like to have it reconsidered. Feedback on the 72-hour Rule included that residents who pay City taxes should not be penalized for parking on City streets, the rule spurred disagreements between neighbors, and that the rule promotes otherwise unnecessary car usage by requiring residents to drive their vehicles periodically.

Staff reviewed the exemption usage and found that on average, about 22 residents apply for 72-hour exemptions per month. Staff found that on average, about two vehicles per year received the maximum number of exemptions of four allowed by Code.

Finally, Parking Enforcement provided feedback that they were generally supportive of the 72-hour rule, but that they would like the exemption information to be more directly integrated with their handheld enforcement devices. Parking Enforcement Officers felt that expanding the duration of exemptions beyond the existing 14 days would make monitoring the vehicles more difficult and recommended not extending this duration.

Based on this evaluation, staff's initial recommendation is to remove the November 1, 2019 expiration from the 72-hour exemption code in order to make it a permanent program. Staff also recommends increasing the number of allowed exemptions per year for a vehicle from four to five based on feedback from the community. However, because very few vehicles reach the current four exemption maximum, staff does not recommend increasing it further. Additionally, staff recommends exploring more streamlined ways to share the 72-hour exemption information with Parking Enforcement.

Staff anticipates bringing these recommendations on the 72-hour rule exemption to the Traffic and Parking Board public hearing in July 2019 and to City Council in September 2019.

B. Residential Permit Parking Refresh – Preliminary Recommendations

The City is in the process of reviewing and updating the residential permit parking (RPP) program under the RPP *Refresh* project. The RPP program was established in the City Code in the late 1970s and has not been comprehensively reviewed since it was created. The objectives of the RPP *Refresh* project are to update the program to (1) better address current residential parking issues; (2) improve the city's ability to proactively manage parking; and, (3) be easy to understand, enforce, and administer.

At the end of 2018, staff issued a questionnaire to get feedback on the top issues to address as part of this project. Based on over 800 responses, the top three issues were (1) Posted Restrictions, (2) Permit Fees and Limits, and (3) Process. In addition, consideration of a staff-initiated process, as directed by City Council, as part of the Parking Work Plan. Staff has been meeting with a subcommittee of the Traffic and Parking Board at open public meetings to discuss these issues. Staff received over 500 responses on a second questionnaire that was issued in April to gather feedback on specific options related to these issues.

Staff developed initial recommendations based on feedback gathered from community and the Traffic and Parking Board subcommittee as well as a review of best practices in other cities. A list of the preliminary recommendations is provided in **Attachment 1**. Staff anticipate presenting the recommendations to the Traffic and Parking Board at their July public hearing. The recommendations will then be considered by City Council in Fall 2019.



RPP REFRESH:

AN UPDATE TO THE RESIDENTIAL PERMIT PARKING (RPP) PROGRAM

Attachment 1: Preliminary Program Recommendations

Posted Restrictions

Posted RPP End Times

- Limit RPP end time options on most blocks to either 5PM or 11PM. Allow 2AM end time option in the Special Parking District or where land uses within half a mile of the block generate trips after 11PM.
 - 5PM end time is appropriate in areas that experience commuter parking, 11PM is appropriate for areas with visitors to local shops and dining, and 2AM is appropriate in specific circumstances where there are nearby land uses that may generate parking later at night.

Time limits

- Make 2-hour parking the only option for residential parking restrictions.

Permit Limits/Fees

Permit Fees

- Maintain existing permit fee structure.

Permit Limits

- Do not recommend a maximum number of permits per resident at this time but continue to monitor number of households with more than 3 permits.
 - Impact would be limited due to small number with more than 3 permits.

Process

Staff-Initiated Process

- Allow staff-initiated process for creating new RPP districts near transit or in areas with parking issues documented through a City led parking study.
 - Staff send ballots to all addresses within the affected area regarding proposed changes. Require more than 50% of the ballots must be returned by a date specified in the mailing and more than 60% of respondents indicate they support the recommendation.
 - If ballot requirements are met, proposed changes go to public hearing for a recommendation from Traffic and Parking Board and are then considered by City Council for approval.

Survey Requirements within Existing RPP Districts

- Remove survey requirement for RPP signage to be posted on blocks already within an RPP district. Maintain petition requirement to initiate the request.

Administrative Recommendations

Posted Restrictions

- Require the same RPP restrictions on both sides of a block.
- Create a process for residents to request a one street buffer for abutting RPP districts to allow residents from either district to park on boundary.
- Require vehicles to move off of the block after reaching maximum time limit.

Permit Limits/Fees

- Clarify in code and administration that permit fees for first, second, and additional vehicles apply for each address rather than each resident.

Process

- Modification of RPP restrictions to require petition by block rather than by block face.
- Clarify who is eligible to sign petitions:
 - include renters living at the address
 - do not include owners who do not live address
- Clarify in code that signatures must be provided from occupants of **more than** 50% of the residential properties to be eligible.
- Allow Director of Transportation and Environmental Services to approve Traffic and Parking Board Recommendations for RPP modifications and posted signage rather than City Manager.
- Allow Traffic and Parking Board to approve the expansion of an RPP district rather than City Council.
- Allow staff to initiate the process to remove commercial properties with no residential uses from residential parking districts.

Non-code Recommendations

- Encourage Parking Enforcement to acquire and utilize additional License Plate Recognition (LPR) devices to streamline enforcement process.
- Continue to monitor RPP conditions and provide yearly reports to Traffic and Parking Board on things such as:
 - Number of permits per address
 - Cost of permits for first, second, and additional vehicle
 - Outcomes of staff initiated districts

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2019

DOCKET ITEM: #5, Consent

ISSUE: Consideration of a request to implement the residential pay by phone program on the 500 block of Cameron Street.

REQUESTED BY: Residents of the 500 block of Cameron Street

LOCATION: 500 block of Cameron Street

STAFF RECOMMENDATION: The Board recommends the Director of T&ES implement a residential pay by phone fee requirement for the 500 block of Cameron Street

BACKGROUND: In November 2016, a pilot program was implemented to allow the City to expand the pay by phone option previously only available on metered blocks to residential blocks. On March 16, 2019, City Council approved an ordinance to make the program permanent within the existing the Special Parking District Area (Attachment 1). Pay stations are not generally installed on Residential Pay by Phone blocks, instead, signage referring to the available payment methods on these blocks replaces 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.

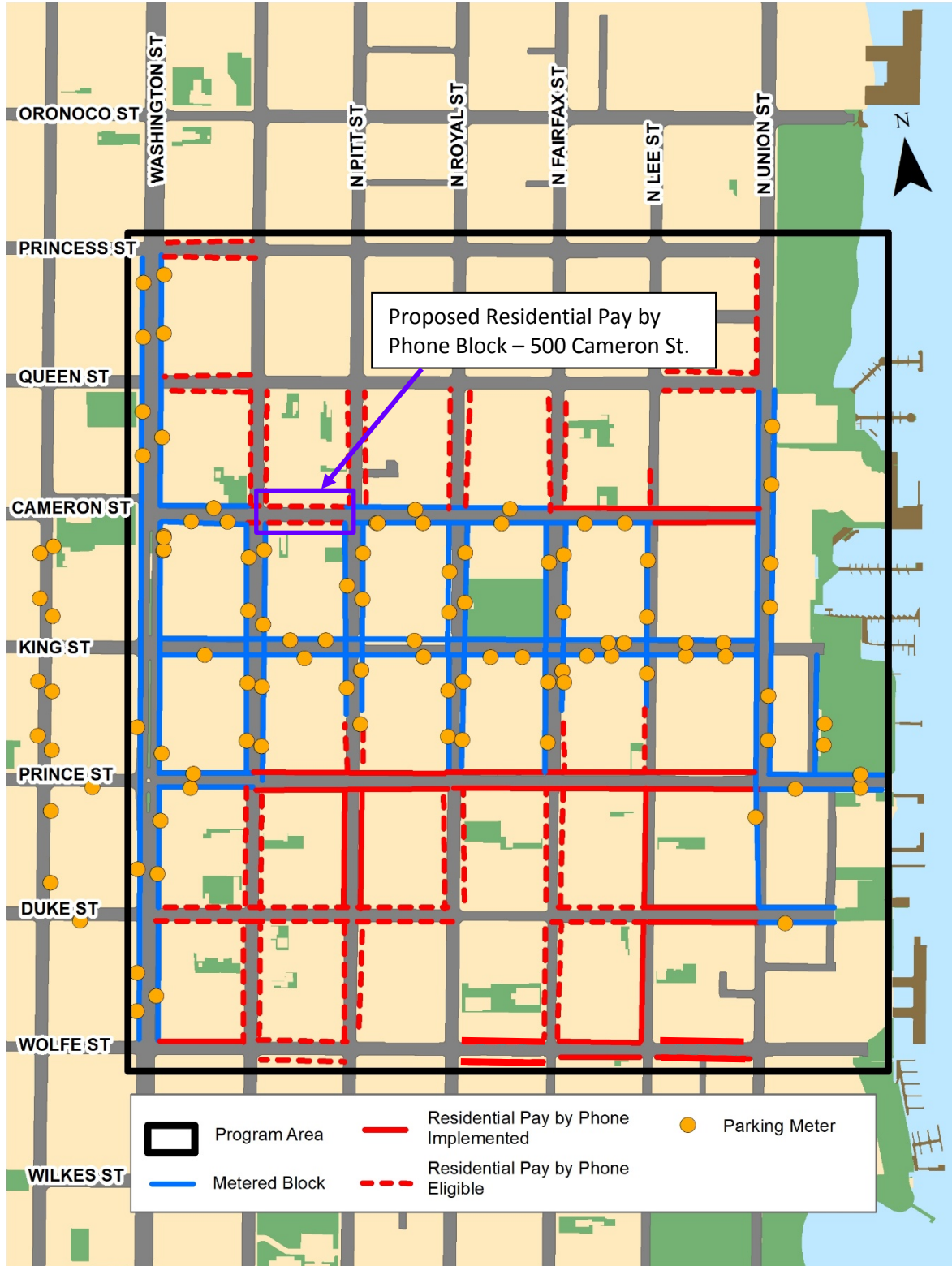
DISCUSSION: The residents of the 500 block of Cameron Street have submitted a petition requesting residential pay by phone signage for their blocks (Attachment 2). Staff reviewed the request per the requirements outlined in the City Code and found the block is eligible for the signage. The table below summarizes the block's compliance with the requirements.

Requirement	Compliance
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 500 block of Cameron Street is adjacent to the 400 and 600 blocks of Cameron Street, the 100 block of N. Pitt Street and the 100 block of N. St. Asaph Street, which are all metered. (See Attachment 1)

Requirement	Compliance
The block must be located within the Special Parking District Area.	This block is located 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 occupants of more than 50% of the residential properties abutting the block.	A petition was submitted that was signed by occupants of 8 out of 13 or 62% of residential properties on the block (see Attachment 3).
The parking occupancy must be 75% or more.	Surveys were conducted on Friday, May 31, 2019 at 11:30AM and 20 out of 21 (95%) of on-street spaces were occupied.

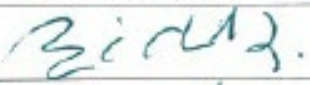




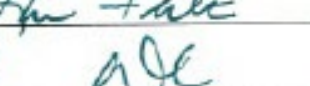





OUTREACH: Staff notified Old Town Civic Association of this petition by email and has received no response at the time of the staff memo was written.

Attachment 1: Program Area (Special Parking District) and Proposed Residential Pay by Phone Block Location



Attachment 2: Resident Petition

We the undersigned residents hereby request that the City add residential pay by phone signage on the 500 Block of Cameron 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.

Resident Name (Printed)	Resident Signature	Address	Date
Maria del Mar Oliva		516 Cameron St	5/23
Ryan Squires		502 Cameron	5/25
Paul Peterson		509 Cameron	5/25
Jodi Peterson		509 Cameron	5/25
Lizzy Elberfeld		516 Cameron	5/28
Laurie Fulton		510 Cameron	5/28
Danielle Romareth		504 Cameron	5/28
Phillip Gray		504 Cameron	5/28
Chip Pickover		511 Cameron	5/28
Richard Kingmaier		505 Cameron	5/28
Jo Adams		507 Cameron	5/28

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

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2019

DOCKET ITEM: #6, Consent

ISSUE: Consideration of a request to designate a disability parking space at 1622 Preston Rd.

REQUESTED BY: Stephen Webb, resident of 1622 Preston Rd.

LOCATION: 1622 Preston Rd.

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to designate a disability parking space at 1622 Preston Rd.

DISCUSSION: Mr. Webb submitted a request for a disability parking space at 1622 Preston Road through the administrative process covered under section 5-8-117 of the city code. The application is provided in Attachment 1. Based on the application, Mr. Webb meets the requirements in section 5-8-117 for a disability parking space. However, this section of the City's code does not apply to condominiums, so this request is being presented to the Traffic and Parking Board for consideration. The proposed disability parking space is about 200 feet from his home. The requested street parking space can be seen in Attachment 2. In November 2018 the Board approved a disability parking space at 1737 Preston Road, one block away from the current request.

OUTREACH: Staff notified the Parkfairfax homeowners association of this request and the association supports this request.

ATTACHMENT 1: *Proposed Disability Parking Space (Street-View)*



ATTCHMENT 2: *Proposed Disability Parking Space (Aerial-View)*



ATTACHMENT 3: Disability Parking Space Application



**TRANSPORTATION & ENVIRONMENTAL SERVICES
MOBILITY SERVICES DIVISION
STAFF REVIEW OF A DISABILITY PARKING SPACE APPLICATION**

Applicant Name: Stephen Webb
Address: 1622 Preston Road, Alex. VA 22302
Date Application Received: 05/06/19

Application Requirements per City Code 5-8-117:

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

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

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

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

Please provide the Permit Office with the following information by: _____
(Date)

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

Field Staff Recommendation:

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

Signature:

Print: Cuong T. Nguyen

Date: 5/20/2019

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2019

DOCKET ITEM: #7, Consent

ISSUE: Consideration of a request to (1) expand the boundaries of Residential Permit Parking District 4 to include the west side of the 400 block of South Payne Street, the north side of the 1300 block of Wilkes Street, and the west side of the 400 block of South West Street and (2) add 3-hour, 8AM to 5PM, Monday through Friday, residential restrictions to those streets.

REQUESTED BY: Steven Chin, Resident of the 400 block of South Payne Street

LOCATION: The 400 block of South Payne Street, the north side of the 1300 block of Wilkes Street, and the west side of the 400 block of South West Street.

STAFF RECOMMENDATION: That the Board:

1. Recommend to the City Council to expand the boundaries of RPP District 4 to include the 400 block of South Payne Street, the north side of the 1300 block of Wilkes Street, and the west side of the 400 block of South West Street; and
2. Recommend to the City Manager posting 3-hour, Monday through Friday, 8:00 AM to 5:00 PM residential restrictions on the west side of the 400 block of South Payne Street, the north side of the 1300 block of Wilkes Street, and the west side of the 400 block of South West Street.

BACKGROUND: The 400 block of South Payne Street, the 1300 block of Wilkes Street, and the 400 block of South West Street townhouses were constructed in 2016. The blocks are located just north of the Alexandria National Cemetery to the south of Duke Street and west of South Patrick Street (Attachments 1 and 2). South Payne Street currently has 3-hour residential permit parking the east side and 3-hour general parking restrictions on the west side of the block Monday through Friday from 8AM to 5PM. The general time limited restrictions on the west side of the block were put into place before the block developed in residential units. The 1300 block of Wilkes and the 400 block of South West Street are currently unrestricted.

DISCUSSION: A petition was submitted by occupants of more than 50% of the residential properties abutting of each of the subject block faces requesting to expand the boundary of District 4 to include their properties (Attachment 3). Although there are no addresses on the 400 block of South West Street, there are two properties with Wilkes Street addresses that abut the block, both of which had occupants sign the petition. These blocks currently fall just west of the boundary for RPP District 4, which currently ends at the 1200 block of Wilkes Street. After verifying the validity of the petition, staff surveyed each block to determine if the parking

conditions met the criteria established in the City Code to expand the boundary of the parking district (Section 5-8-75).

During a survey on Friday, May 31, 2019 staff observed that the number of parked vehicles on each of these blocks exceeded 75% of the available spaces. On June 3, 2019, staff observed that more than 25% of the parked vehicles on each block were non-residential. The on-street parking inventory and survey findings by block face are shown in **Table 1**.

Block	Number of Spaces	Number of Vehicles Parked	% occupied	% non-resident vehicles
400 Block S. Payne Street	8	6	75%	50%
1300 Block Wilkes	6	6	100%	50%
400 Block S. West	8	8	100%	38%

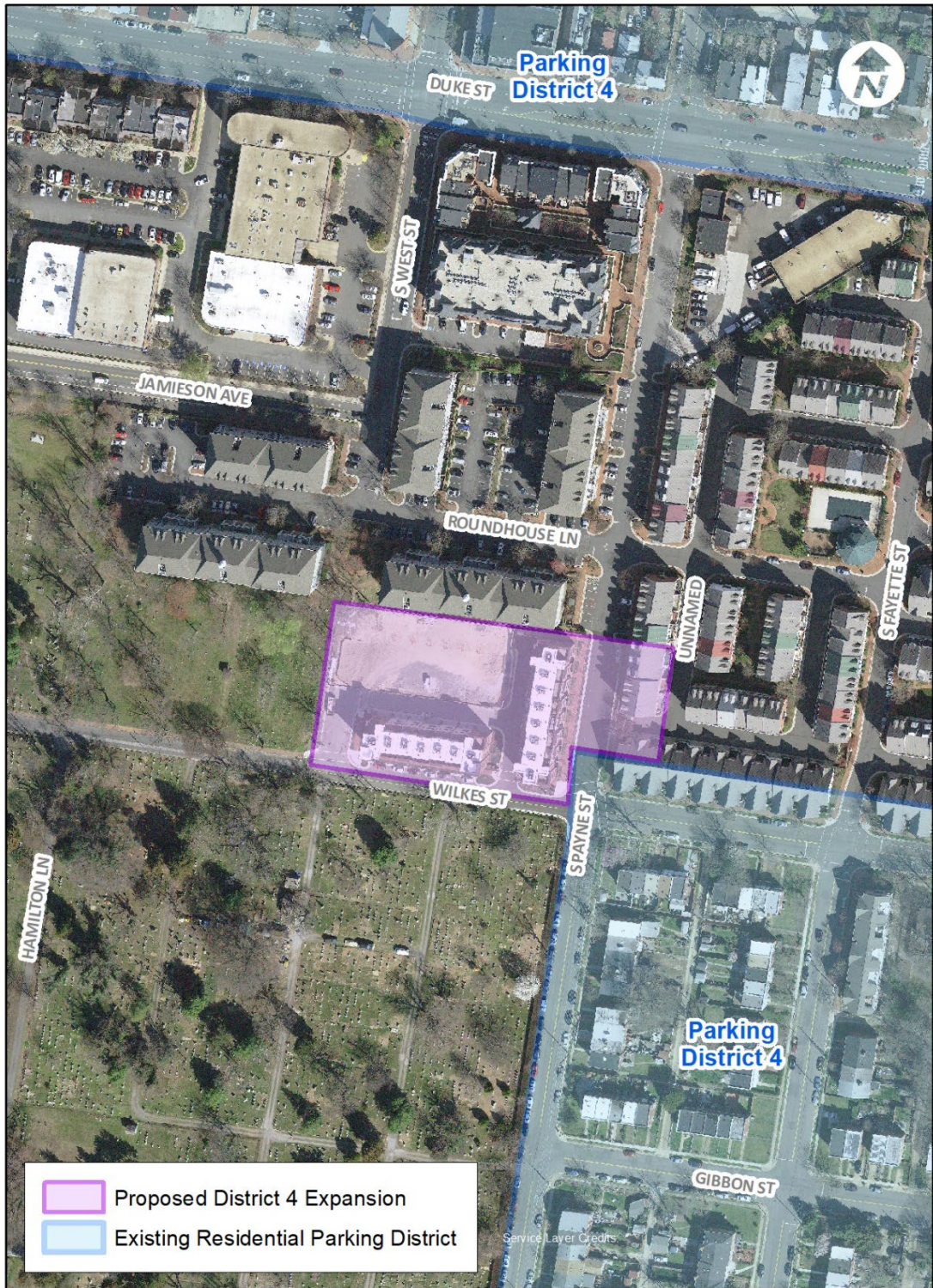
Table 1: On-Street Space Inventory

As these spaces are currently unrestricted, non-resident use of these spaces is legal; however, it presents problems for residents who may need on-street parking near their homes. Since this request involves changes to the existing RPP boundary, the City Council must approve this portion of the request. Staff is supportive of the request to expand the district boundary and add residential permit parking restrictions to the block faces. Additionally, staff recommend including the east side of the 400 block of South Payne in the District 4 boundary up to the private perpendicular parking spaces. That side of the block is posted with District 4 RPP signs, and residents of that block face have been receiving District 4 permits, but it is not currently reflected in the RPP district maps.

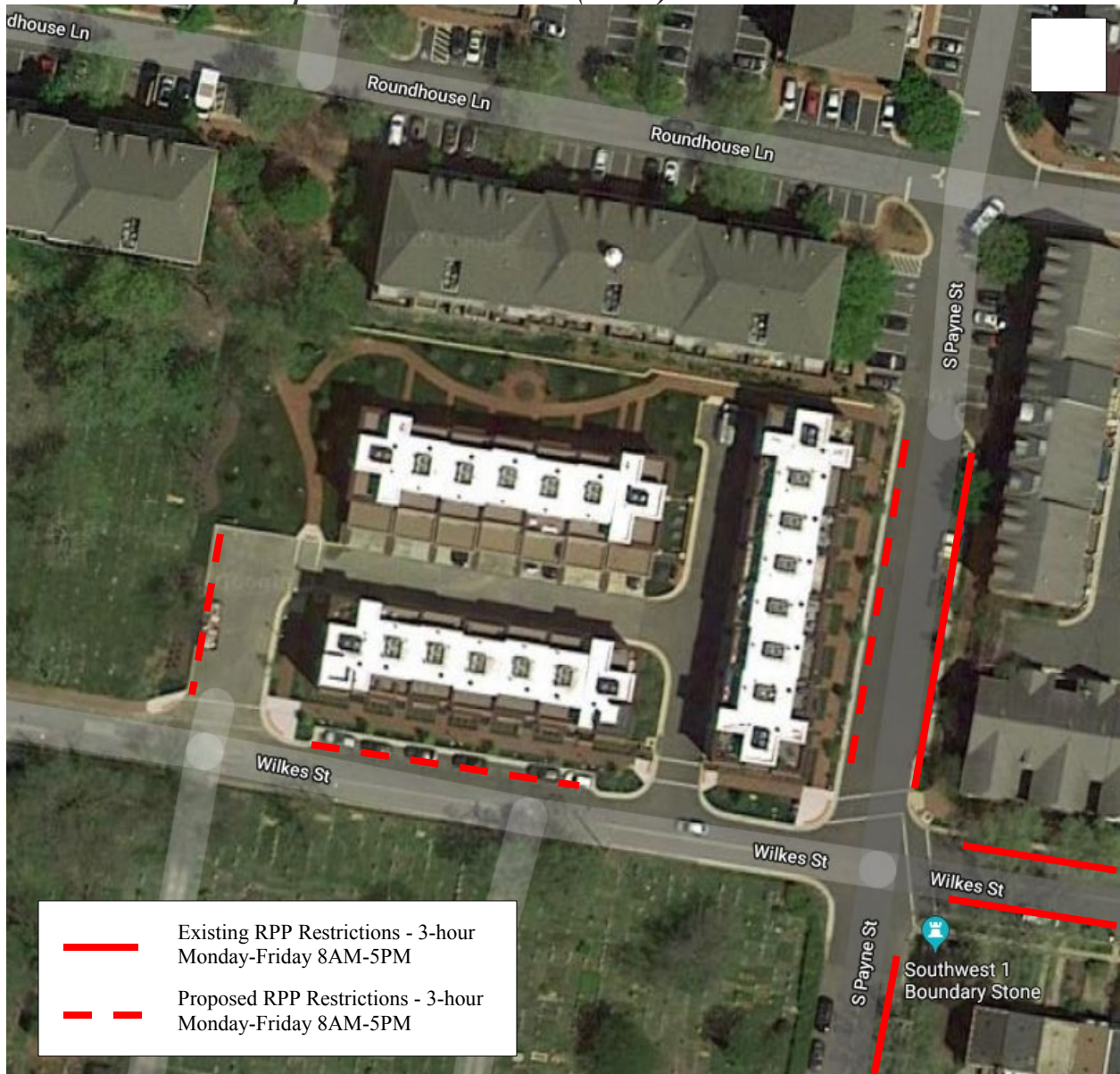
It should be noted; staff are currently recommending removing the 3-hour RPP option and allowing only 2-hour RPP restrictions as part of the RPP Refresh project. Because the request for 3-hour restrictions is consistent with the blocks adjacent to the proposed blocks, staff are proceeding with this request. However, the blocks would be converted to 2-hour RPP restrictions in the future if that recommendation is adopted.

OUTREACH: Staff notified the Old Town Village Home Owners Association of the of the requested parking restrictions and boundary expansion as well as the relevant public hearings and had received no response at the time of the staff memo was written.

ATTACHMENT 1: Proposed District 4 Expansion (Aerial)



ATTACHMENT 2: Proposed RPP Restrictions (Aerial)



ATTACHMENT 3: Location (Street-View)



Looking west on Wilkes Ave.



Looking north on S. West. St.



Looking south on S. Payne. St.

ATTACHMENT 4: Request



Petition for Creating or Expanding a Residential Permit Parking District

Neighborhood Contact: Steven Chin

Address: 421 S Payne St, Alexandria, VA 22314

Telephone: 503-970-2490 **Email:** stevenchin1@gmail.com

Proposed Blocks for Inclusion in the New District:

Street Name	Block Number	Block Face
S Payne St	400	ODD
Wilkes St	1300	ODD
S West St	400	WEST

Proposed Restrictions (Circle an option on each line):

Two Hours Three Hours

8AM-5PM 8AM-9PM 8AM-11PM 8AM-2AM (following day)

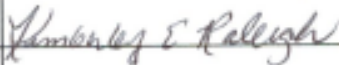

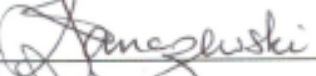



Monday-Friday Monday-Saturday

No Sunday Restrictions Sunday 11AM-11PM Sunday 11AM-2AM (following day)

Submit Completed Petition to:
Mail: Department of Transportation and Environmental Services
Transportation Planning Division
Attn: Parking Planner
301 King Street, Room 3600
Alexandria, VA 22314
Email: Katy.North@alexandriava.gov
Phone: (703) 746-4139

We the undersigned residents hereby request that the City create a new residential permit parking district on the blocks listed above. We understand that if a district is created to include our blocks and 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.

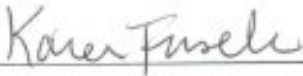
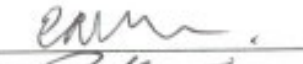





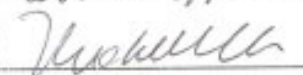
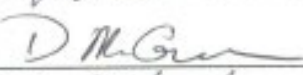

400 _____ block of S Payne St (ODD _____ side)
 (block #, e.g. 100) (street name) (side of block, e.g. north)

Resident Name (Printed)	Resident Signature	Address	Date
KIMBERLEY RALEIGH		427 SPAYNE STREET	5/12/19
FIONA SIM		421 S PAYNE ST	5/21/19
Monica Janczewski		425 S. Payne St	5/12/19
DANIEL MORRIS		423 S. PAYNE ST	5/13/19
Jon Young		417 S Payne St	5/19/19
John Donaldson		415 S PAYNE ST	5/13/19

Please note signatures from residents who are renters.

We the undersigned residents hereby request that the City create a new residential permit parking district on the blocks listed above. We understand that if a district is created to include our blocks and 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.

1300 block of Wilkes St (ODD side)
 (block #, e.g. 100) (street name) (side of block, e.g. north)

Resident Name (Printed)	Resident Signature	Address	Date
Karen Fuselner		1311 Wilkes St.	5/15
Beth Windsor		1313 Wilkes St	5/13
Patrick Baker		1331 Wilkes St.	5/13
John Chirkart		1325 Wilkes St	5/13
Jen Pritchard		1323 Wilkes St	5/13
Thomas Higgins		1319 Wilkes St	5/13
David Luskin		1307 Wilkes St	5/13
Michelle Kaiser		1309 Wilkes	5-14
DAVID MCGINNESS		1315 WILKES ST	5/14/19
Bill Mazzella		1317 WILKES	5/28/19

Please note signatures from residents who are renters.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2019

DOCKET ITEM: #8, Consent

ISSUE: Consideration of a request to install a pay to park pay station on the 200 block of South Pitt Street near St. Paul's Episcopal Church

REQUESTED BY: St. Paul's Episcopal Church

LOCATION: 200 block of South Pitt Street

STAFF RECOMMENDATION: The Board recommend approval of a new pay station on the 200 block of South Pitt Street.

BACKGROUND: In November 2016, a pilot program was implemented to allow the City to expand the pay by phone option, previously only available on metered blocks, to residential blocks. On March 16, 2019, City Council approved an ordinance to make the program permanent within the Special Parking District Area.

Pay stations are generally not installed on streets that implement the Residential Pay by Phone program. Instead, parkers without a district permit who choose to park on the block can use the City's pay-by-phone app, ParkMobile, call the ParkMobile toll-free number, or purchase a receipt from a meter on an adjacent block.

However, representatives and visitors of institutions like St. Paul's Episcopal Church on South Pitt Street expressed that additional pay stations would facilitate on-street parking for their community, particularly for those who have difficulty using the existing payment options. On April 22, 2019, the Traffic and Parking Board approved a process to allow representatives of non-residential properties on Residential Pay by Phone blocks to apply to the City to have a meter installed on or adjacent to their property. A request may be initiated by submitting a petition signed by at least 25 supporters affiliated with the land use. The request for a pay station is required to go to the Traffic and Parking Board for public hearing and recommendation, as is consistent with City Code Section 5-8-92.

DISCUSSION: St. Paul's Episcopal Church submitted a petition to the City with 25 signatures (Attachment 1) requesting that a pay station be installed on or adjacent to the property to facilitate paying for parking on their block, which has Residential Pay by Phone restrictions. Transportation and Environmental Services Staff coordinated with Historic Preservation staff to determine a location that would be accessible to the public with minimum impacts to the historic

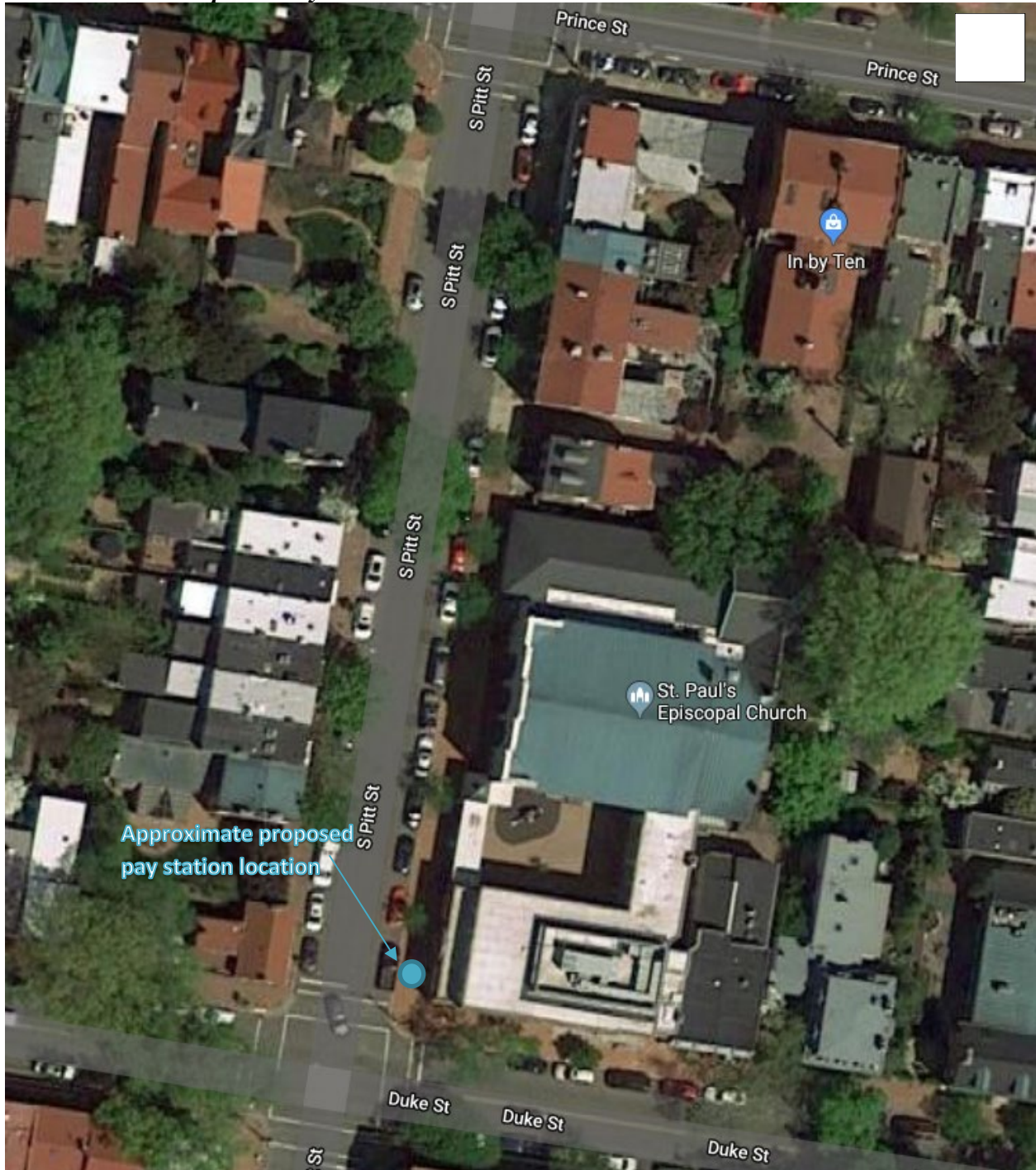
view of the church and to nearby properties. The approximate proposed location is shown in Attachment 2.

A pay by plate pay station is proposed to allow parkers to enter their license plate for authorization to park without having to return to their vehicle. The pay station would be configured to accept payment for vehicles on any residential pay by phone block. The cost to purchase and install the pay stations is approximately \$5,500.

As St. Paul's Church has met the criteria for applying for a pay station on a Residential Pay by Phone program area, and an appropriate location has been coordinated with Historic Preservation staff, T&ES staff recommend the installation of a pay station at this location. Per the process brought forward to the Traffic and Parking Board in April 2019, staff recommends assessing the use of this pay station one year after installation to determine if it is being utilized and if it should continue to be located on this block or if it could be relocated to serve the City in a more appropriate location. Per policy, if the pay station is used at a rate of 20% or less than that of pay stations on metered blocks, consideration of relocation will be brought before the Traffic and Parking Board.

OUTREACH: Staff notified Old Town Civic Association and several residents of the 200 block of South Pitt Street of the proposed meter associated public hearing by email and had received no response at the time of the staff memo was written.

Attachment 1: Proposed Pay Station Location





Attachment 2: *Petition*



**Petition for Adding a Pay Station on a
Residential Pay by Phone Block**

Association/Property Name: St. Paul's Episcopal Church
Property Land Use: Church
Primary Contact Name: Lisa Eskew
Address: 228 S. Pitt St.
Telephone: 703-298-3901 Email: lisaeskew@comcast.net

Submit Completed Petition to:

Mail: Department of Transportation and Environmental Services
Mobility Services Division
Attn: Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314

Email: megan.oly@alexandriava.gov
Phone: (703) 746-4034

We the undersigned hereby request that the City add a pay station on adjacent to St. Paul's Church (association/property name) at 228 S. Pitt St. (address) which is located on a block with residential pay by phone parking. We understand that City staff will work with the property to determine an appropriate location for a pay station and this request will be considered by the Traffic and Parking Board for recommendation.

Supporter Name (Printed)	Supporter Name (Printed)	Association with Property	Date
1. <i>[Signature]</i>	BP Beach	Attendee	6/1/19
2. <i>[Signature]</i>	ANDREW C. BLAIR	Attendee	6/1/19
3. <i>[Signature]</i>	Kathryn D. Blair	Attendee	6/1/19
4. <i>[Signature]</i>	Stephanie Campbell	Attendee	6/1/19
5. <i>[Signature]</i>	Reilly Roberson	Attendee	6/1/19
6. <i>[Signature]</i>	Harry Campbell	Attendee	6/1/19
7. <i>[Signature]</i>	Vedak Koolode	attendee	6/1/19
8. <i>[Signature]</i>	Andrew Munday	attendee	6/1/19
9. <i>[Signature]</i>	<i>[Signature]</i>	attendee	6/1/19
10. <i>[Signature]</i>	Catherine Cook	Attendee	6/1/19
11. <i>[Signature]</i>	Talley Fulgham	Attendee	6/1/19
12. <i>[Signature]</i>	Parker Fulgham	Attendee	6/1/19
13. <i>[Signature]</i>	Chris Fulgham	attendee	6/1/19
14. <i>[Signature]</i>	Chuck Sprinson	Attendee	6/1/19
15. <i>[Signature]</i>	Holly Haven	"	6/1/19
16. <i>[Signature]</i>	Morris Haven	"	6/1/19
17. <i>[Signature]</i>	Griffin Warder	Attendee	6/1/19
18. <i>[Signature]</i>	Wesley Warder	Attendee	6/1/19

We the undersigned hereby request that the City add a pay station on adjacent to St. Paul's Church (association/property name) at 228 S. Pitt St. (address) which is located on a block with residential pay by phone parking. We understand that City staff will work with the property to determine an appropriate location for a pay station and this request will be considered by the Traffic and Parking Board for recommendation.

Supporter Name (Printed)	Supporter Name (Printed)	Association with Property	Date
1. Jacqueline Cothran	<i>[Signature]</i>	Attendee	6/1/19
2. CHARLES WITTELL	<i>[Signature]</i>	ATTENDEE	6/1/19
3. Elizabeth Rees	Elizabeth Rees	Priest	6/1/19
4. Stephen L. Cook	Stephen L. Cook	Porch Assoc	6/1/19
5. Janice Hester	Janette Hester	Member of St. Paul	6/1/19
6. Bill Oliver	Bill Oliver	attendee	6/1/19
7. Ginger Ross	<i>[Signature]</i>	attendee	6/1/19
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 24, 2019

DOCKET ITEM: #9

ISSUE: Consideration of a request to implement the following operational changes to Seminary Road between North Howard Street and North Quaker Lane:

- Eliminate a travel lane in the eastbound direction on Seminary Road between St. Stephens Road and Zabriskie Drive
- Install a HAWK signal at two locations:
 - On Seminary Road at Chapel Hill Drive
 - On Seminary Road between St. Stephens Road and Fort Williams Parkway

REQUESTED BY: City of Alexandria

LOCATION: Seminary Road between North Howard Street and North Quaker Lane

STAFF RECOMMENDATION: That the Board makes a recommendation the Director of Transportation and Environmental Services to eliminate a travel lane in the eastbound direction on Seminary Road between St. Stephens Road and Zabriskie Drive and install two HAWK signals on Seminary Road.

- The Director has indicated he will forward the Board's recommendation directory to City Council in order to waive the established appeal process due to the exceptional public input staff has received.

BACKGROUND:

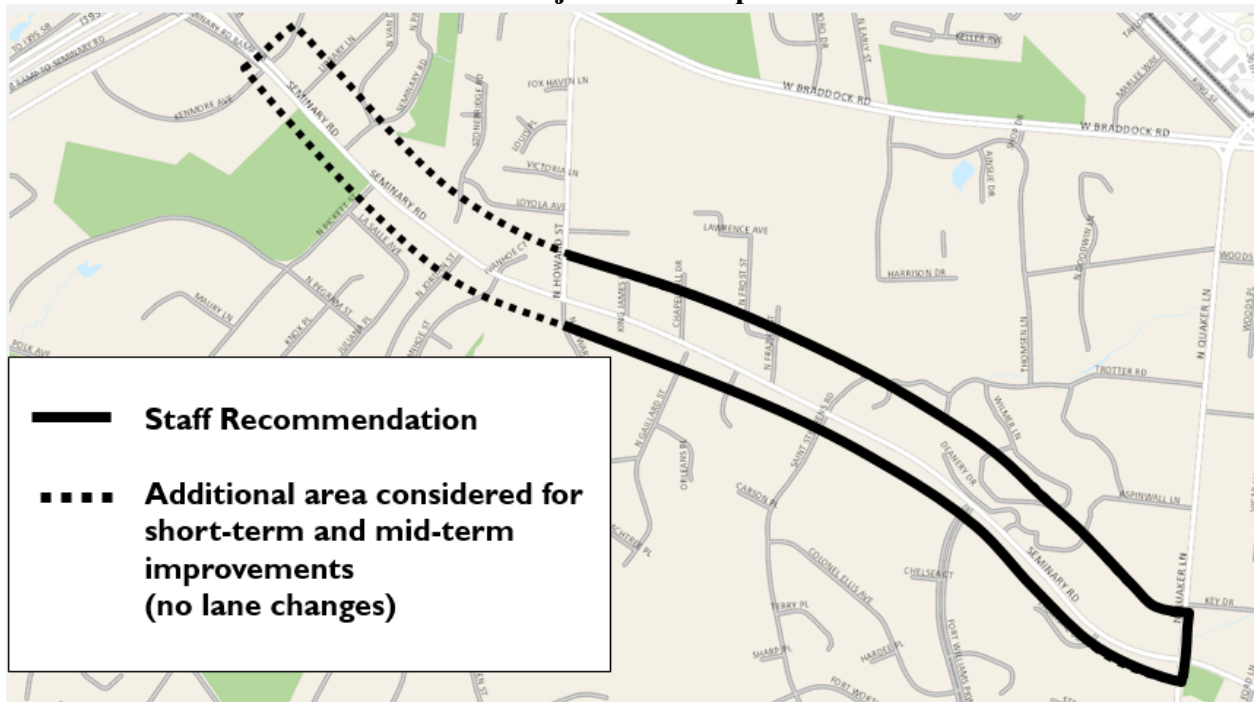
Seminary Road between Kenmore Avenue and North Quaker Lane is scheduled to be repaved in fall 2019. The City's [Complete Streets Policy](#) directs staff to use routine maintenance as an opportunity to consider changes that improve safety and convenience for all roadway users. Seminary Road is a key corridor in the City of Alexandria's transportation network. Safety and mobility improvements are recommended in the City's Vision Zero Action Plan and Transportation Master Plan. Because of these recommendations and policies, staff initiated a process to get a better understanding of the community's concerns with this roadway and discuss design options for improved safety.

In 2018, City staff initiated the Seminary Road Complete Streets Project. The project study area encompasses Seminary Road between Kenmore Avenue and North Quaker Lane, which are the limits of the roadway resurfacing project. In Fall 2018, staff was informed of a project by

Transurban, the company constructing and operating the I-395 Express Lanes, that could impact traffic along this segment of roadway. Staff put the project on hold while Transurban collected data and provided more details regarding their evaluation of allowing High Occupancy Toll (HOT) lanes to exit at Seminary Road. In light of the potential changes to traffic along the corridor and existing traffic counts that showed higher traffic volumes between Kenmore Avenue and North Howard Street, staff reduced the project scope to focus on the roadway between North Howard Street and Quaker Lane. The project resumed in Spring 2019 when three design alternatives were presented to and discussed with the community.

DISCUSSION: Staff separated the project into two segments: Seminary Road west of North Howard Street, and Seminary Road east of North Howard Street, due to the natural break in traffic volumes at North Howard Street. Traffic volume was a key factor in considering improvements that would be feasible and appropriate. In light of the scope of the project, traffic volumes, and unknown impacts from the I-395/VDOT project, staff decided to continue with the project in a reduced segment that had more predictable traffic patterns and where lane reconfiguration would be more appropriate according to FHWA guidance.

Project Area Map



All design alternatives maintained the same recommendations between Kenmore Avenue and North Howard Street where staff is recommending pedestrian crossing improvements in conjunction with resurfacing that include high visibility crosswalks across Seminary, standard crosswalks across side streets, Leading Pedestrian Intervals (LPIs) and No Turn on Red restrictions. Staff is considering additional mid-term improvements including Transit Signal Priority for buses, sidewalk widening and additional signal improvements.

Between North Howard Street and North Quaker Lane, staff originally considered three design alternatives, two of which involved removing at least one travel lane to dedicate space for other roadway users. Additional details on each of the three alternatives staff considered are provided below. The final staff recommendation is a hybrid approach between two of the alternatives previously considered.

Project Purpose and Objectives

The purpose of this project is to examine the roadway for potential improvements to mobility, safety, and access where feasible in conjunction with routine maintenance and in accordance with the City's Complete Streets Policy.

The project objectives are to:

- Reduce crashes on the corridor
- Improve mobility, safety, and access for all roadway users
- Provide continuous, safe, and comfortable places for people to walk
- Provide more frequent and safer crossing opportunities along the corridor
- Minimize delay at intersections and encourage speed limit compliance
- Where excess roadway capacity exists, explore opportunities to reconfigure the corridor to better serve all modes of transportation

Staff Recommendation

Staff originally considered three design alternatives for Seminary Road between North Howard Street and North Quaker Lane. After considering public input, data, and the City's adopted plans and policies, staff recommends a hybrid approach between Alternative 1 and Alternative 2 for the Traffic and Parking Board's consideration. These specific changes are listed below:

Seminary Road between Kenmore Avenue and North Howard Street

- Install high-visibility crosswalks at:
 - Seminary Road and Kenmore Avenue (long-term recommendation contingent on Transurban findings and feasibility of a traffic signal)
 - Seminary Road and Library Lane
 - Seminary Road and North Pickett Street
 - Seminary Road and North Jordan Street
- Widen sidewalk, where possible
- Install LPs and No Turn on Red restrictions to increase pedestrian safety at:
 - Seminary Road and North Pickett Street
 - Seminary Road and North Jordan Street

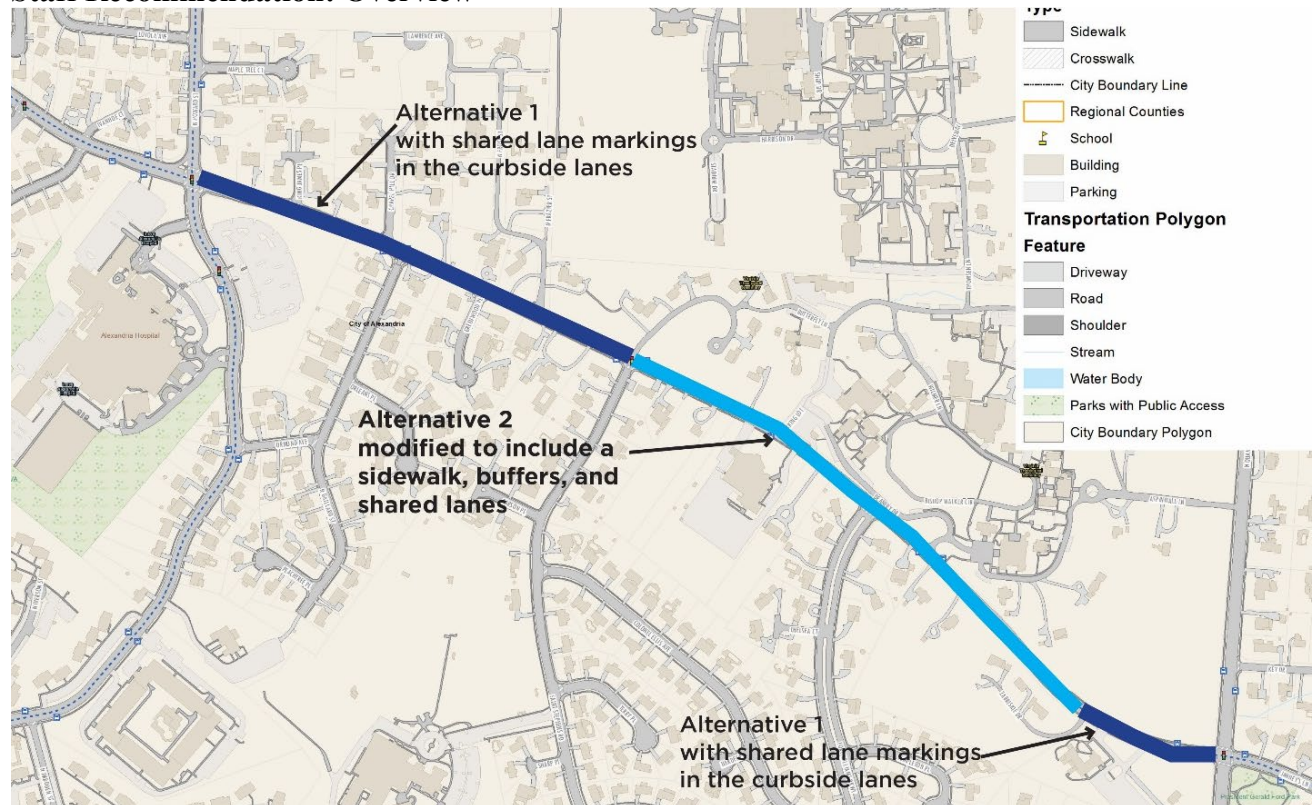
Seminary Road between North Howard Street and North Quaker Lane

- Eliminate a travel lane in the eastbound direction on Seminary Road between St. Stephens Road and Zabriskie Drive (a distance of less than ½ mile) to allow space for construction of a sidewalk on the north side of Seminary Road where one is currently missing and a buffer on the south side
 - Convert the eastbound curbside lane on Seminary Road to a right-turn only at the intersection of St. Stephens Road

- Install a HAWK signal, as well as pedestrian refuge islands at two crossing locations to improve safety and access to bus stops¹:
 - On Seminary Road at Chapel Hill Drive
 - On Seminary Road between St. Stephens Road and Fort Williams Parkway
- Install a Rectangular Rapid Flash Beacon (RRFB) and pedestrian refuge island on Seminary Road between Fort Williams Parkway and Zabriskie Drive
- Remove the right-turn slip lane on the southbound Howard Street approach to westbound Seminary Road
- At the intersection of Seminary Road and North Quaker Lane:
 - Remove the pedestrian-only signal phase and install a Leading Pedestrian Interval (LPI) with No Turn on Red restrictions
 - Convert the existing lane configuration (left-turn only lane and through/right-turn lane) to a left-turn/through lane and right-turn only lane
- Install shared-lane markings, or sharrows, in the curb lanes to enhance awareness that bicyclists may ride in the travel lane

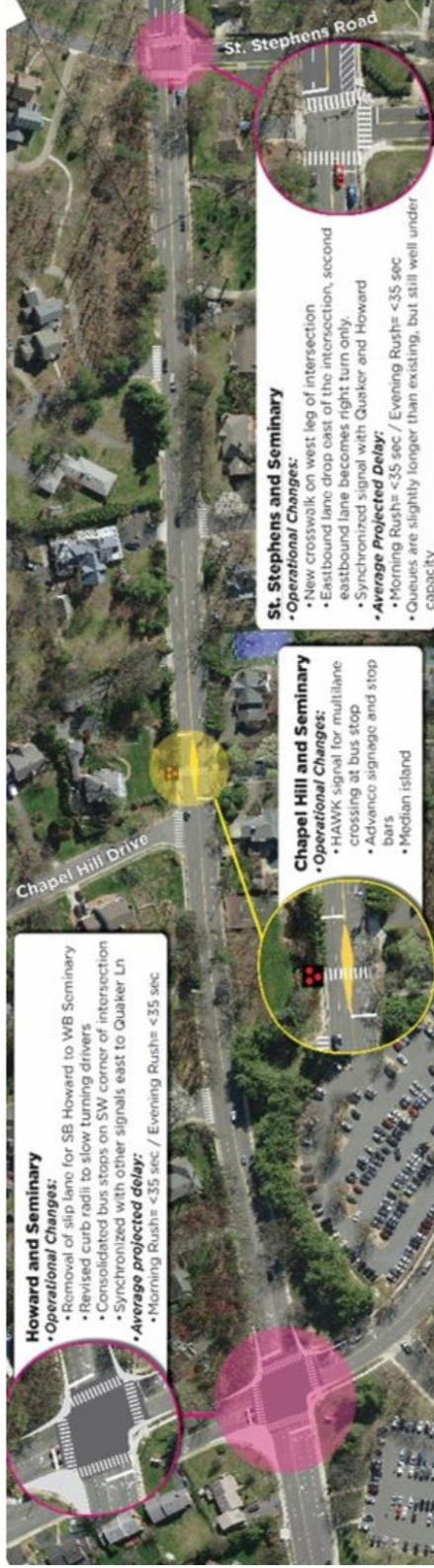
The graphics below illustrate the changes recommended by staff:

Staff Recommendation: Overview



¹ HAWK guidance from the MUTCD/FHWA states that these kinds of signals should meet a warrant analysis for pedestrian crossings. However, according to the MUTCD guidance, a “should” condition is a recommendation, not a requirement. These locations are not likely to meet a HAWK warrant, however RRFBs are not appropriate for most of these crossings, especially in the four-lane cross section area given the FHWA guidance because of the actual speeds, number of lanes, and traffic volumes. See the FHWA Fact Sheets attached to this item for more information.

Staff Recommendation: North Howard Street to St. Stephens Road



Staff Recommendation: St. Stephens Road to North Quaker Lane



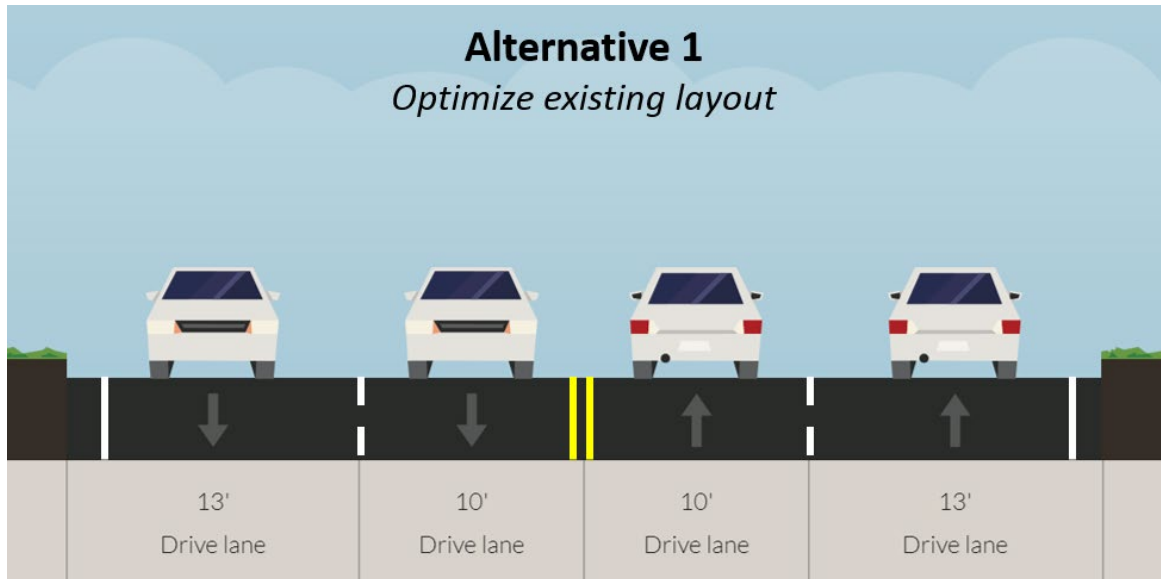
The benefits of this recommendation include:

- Improved safety at pedestrian crossings
 - Leading Pedestrian Intervals, No Turn on Red restrictions, and high-visibility crosswalks on Seminary Road west of North Howard Street enhance visibility of people crossing the street
 - HAWK signals, Rectangular Rapid Flash Beacon (RRFB), and pedestrian refuge islands enhance driver yielding behavior and allow people walking to cross one direction of traffic at a time
 - Lane reduction reduces the crossing distance for people who walk
- Improved access to transit
 - New pedestrian crossings make it easier and safer for people to access bus stops along the corridor
- Enhanced pedestrian mobility, access, and comfort
 - Lane reduction allows space to fill a sidewalk gap on the north side of Seminary Road that was identified as a priority in the Transportation Master Plan and to provide a buffer between motor vehicles and people walking on the south side
 - Narrower travel lanes along the corridor, consistent with the Complete Street design guidelines, to allow for a buffer between motor vehicles and people walking
- Potential traffic calming effect
 - Narrower lanes, lane reduction, and median islands visually narrow the roadway and may calm traffic
- Modified signal timing improves operations and reduces vehicle delay
- Vehicle volumes are easily accommodated during the heaviest travel periods and traffic signals are coordinated and optimized (morning peak period) by maintaining two westbound lanes. The changes to delay fall into the scoring category that improves conditions for car traffic.

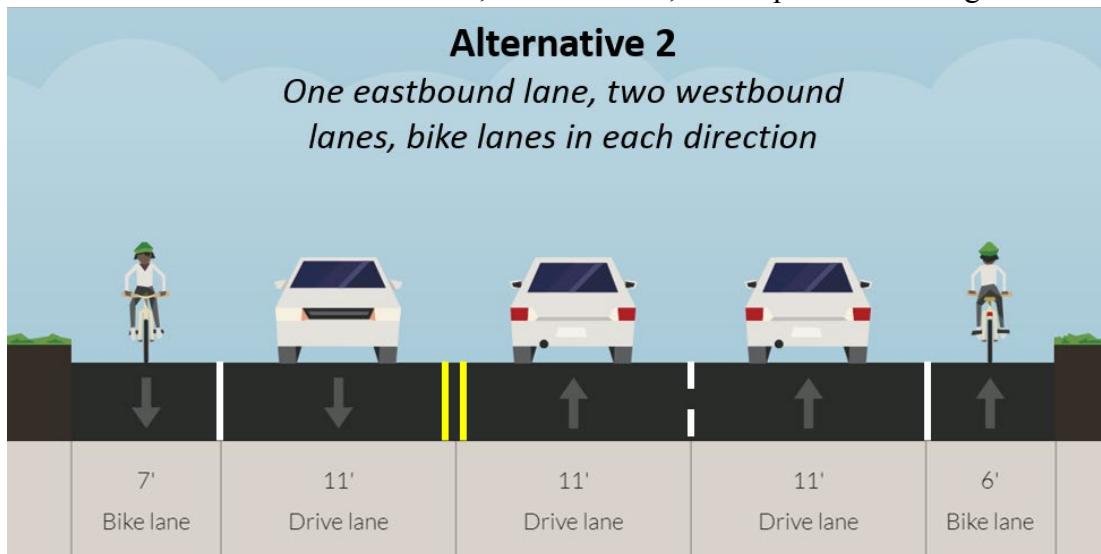
The disadvantages to this recommendation include:

- Lack of dedicated bicycle infrastructure as recommended in the Transportation Master Plan
- Angle, rear-end, and left-turn crashes are unlikely to reduce due to lack of dedicated left-turn lanes and maintenance of the 4-lane cross section for most of the corridor.
- Pedestrian crossings are improved, but people walking still must cross at least three lanes of traffic

In March, City staff presented three design alternatives to the community for consideration. These alternatives are summarized below:



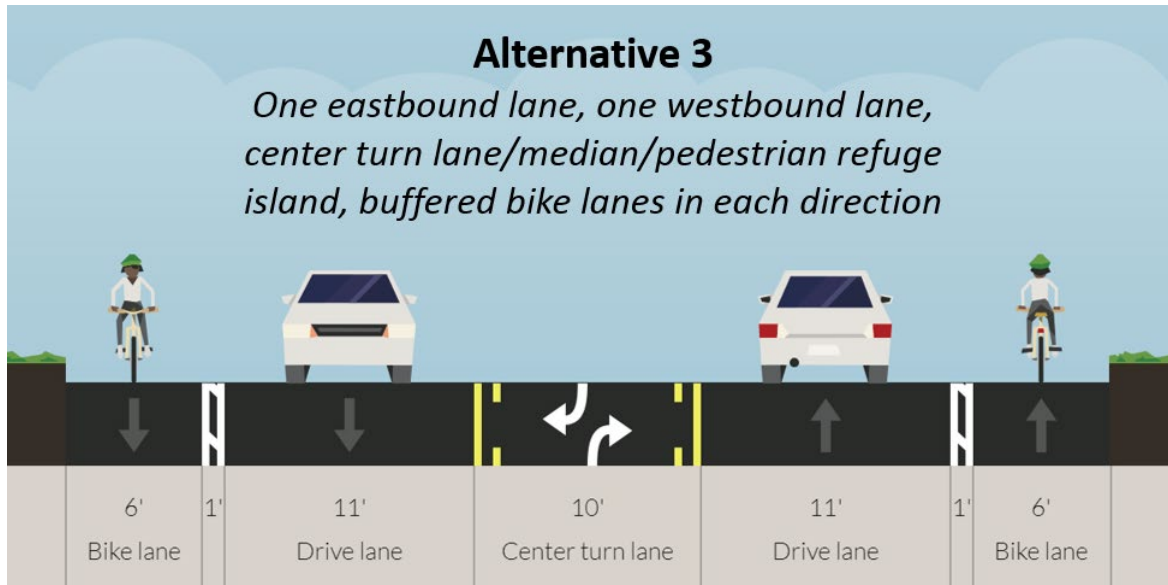
Alternative 1 represents modified existing conditions. The number of travel lanes would remain unchanged (two in each direction). The travel lanes would be narrowed from the current width of 11.5-12' to 10-11', which are the dimensions recommended in the City's Complete Streets Design Guidelines. Narrowing the travel lanes could have a slight traffic calming effect and create some buffer space between motor vehicles and people walking. However, this alternative would not allow for center turn lanes, bike facilities, and or pedestrian refuge islands.



Alternative 2 is a road diet that would remove one travel lane in the eastbound direction and reallocate that space for bike lanes in each direction. Removing a travel lane in the eastbound direction as opposed to the westbound direction was considered because AM peak traffic volumes in the westbound direction are higher than PM peak traffic volumes in the eastbound direction. Peak hour volumes are below:

Peak Hour	Vehicles traveling WB <	Vehicles traveling EB >
AM	3,070	2,057
PM	2,550	2,884

The bicycle facilities also act as a buffer space between motor vehicles and people walking. However, this cross-section does not allow for center turn lanes or pedestrian refuge islands.



Alternative 3 is a road diet that would remove one travel lane in both the westbound and eastbound direction. This space would be reallocated to provide a center left turn lane, which also allows space for pedestrian refuge islands at some locations. It would allow for buffered bike lanes in each direction. The bike lanes would also provide a buffer between motor vehicles and people walking. The center left turn lanes would improve safety and comfort for people turning left from Seminary Road and improve predictability for through traffic along the corridor.

Staff considered Alternative 3 (a road diet) due to proven benefits such as crash reductions, reduced crossing distances for pedestrians, traffic calming effects, and multimodal improvements. According to the Federal Highway Administration, streets with traffic volumes between 15,000 and 20,000 Average Daily Traffic, like Seminary Road between North Howard Street and North Quaker Lane, are “good candidates for road diets in some instances”. Average travel lanes on highways can carry approximately 6,000 vehicles per hour at capacity. The maximum capacity for a four-lane roadway is estimated at greater than 30,000 vehicles per day. For perspective, Van Dorn Street between Duke and Seminary Road carries approximately 28,000 vehicles on an average weekday with a similar cross section to the existing conditions on Seminary Road with two lanes in either direction.

The chart below illustrates the predicted average delay at each signalized intersection for an average day during the *worst 15 minutes* of morning and evening peak travel periods. For

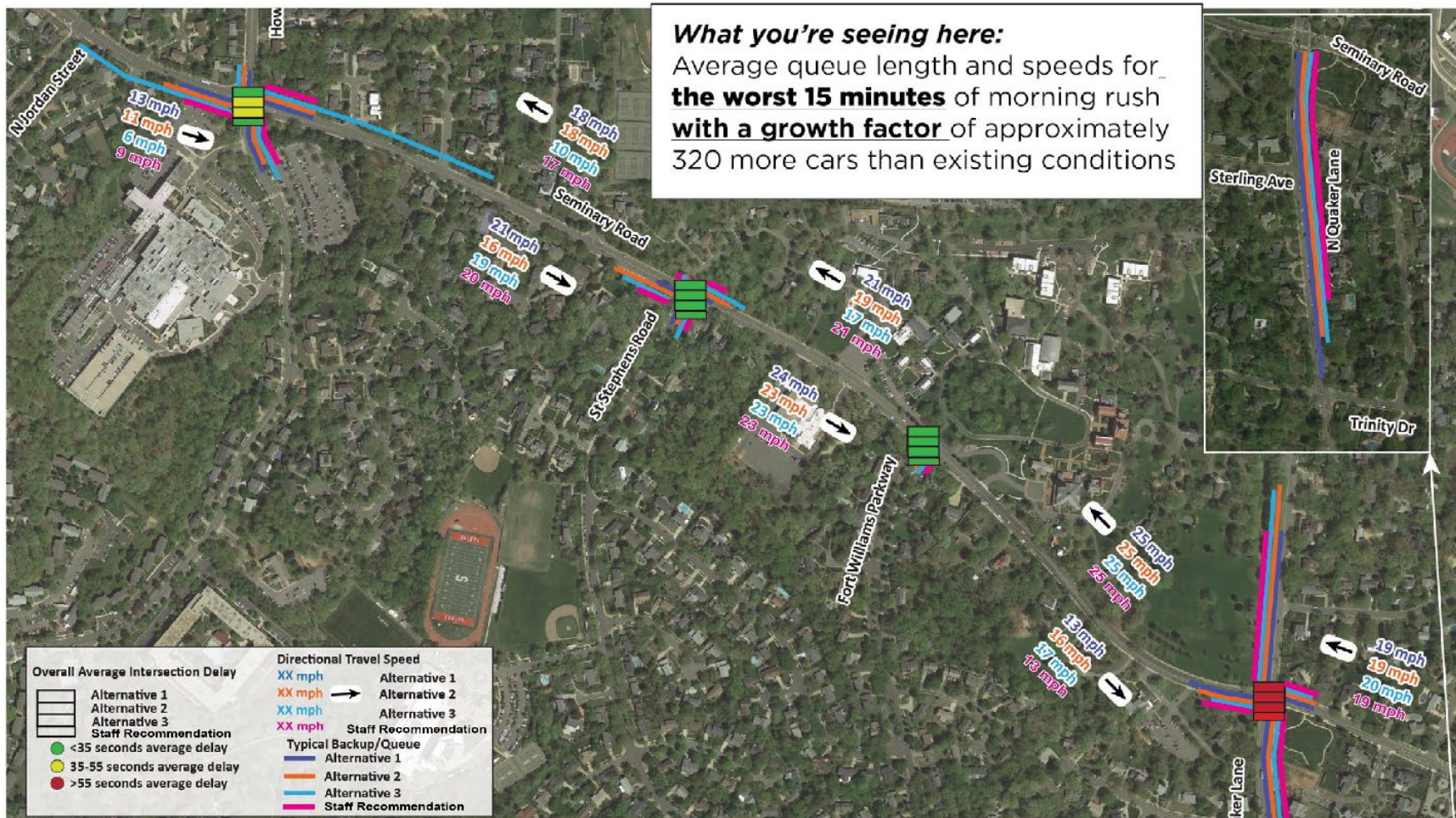
reference, the results of the staff recommendation have been compared to the three design alternatives previously considered.

Average Vehicle Delay for the Peak 15 Minutes

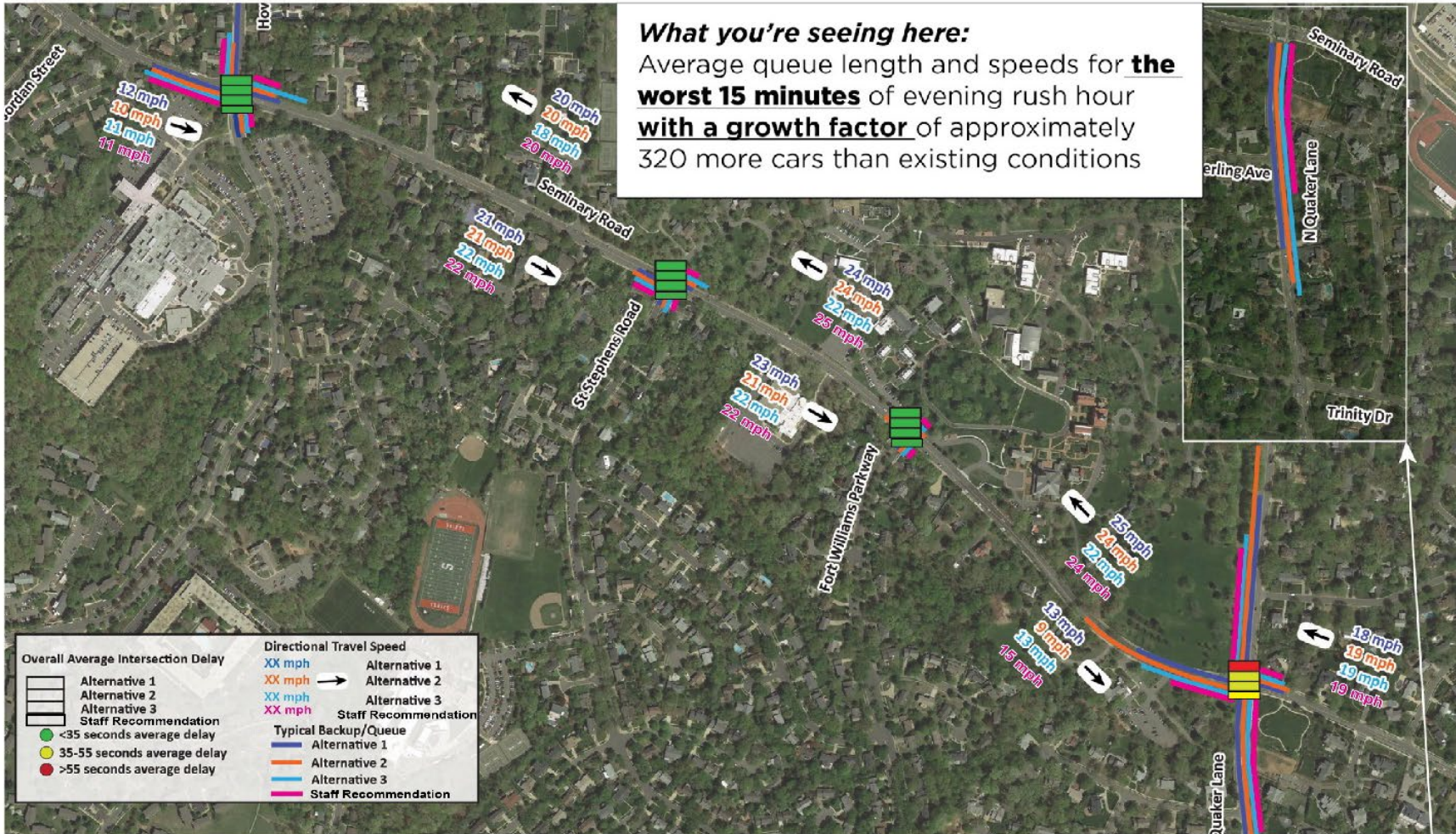
Intersection	Peak Time	Existing	Alt 1	Alt 2	Alt 3	Staff Rec.
		Delay (sec)	Change (sec)	Change (sec)	Change (sec)	Change (sec)
N Howard St & Seminary Rd	AM	28.6	0.0	+3.9	+6	+1.4
	PM	28.8	0.0	-2	-3.4	+0.7
St. Stephens Rd & Seminary Rd	AM	8.2	0.0	+4.6	+7.6	+0.4
	PM	6.3	0.0	-0.5	-0.3	-1
N Quaker Ln & Seminary Rd	AM	76.5	0.0	-11.4	-14.5	-14.2
	PM	57.6	0.0	-19.5	-13.4	-14.4

The graphics below illustrate average queue lengths and vehicle speeds for the staff-recommended alternative for the worst 15 minutes of peak travel periods with a 2% (320 cars) growth factor:

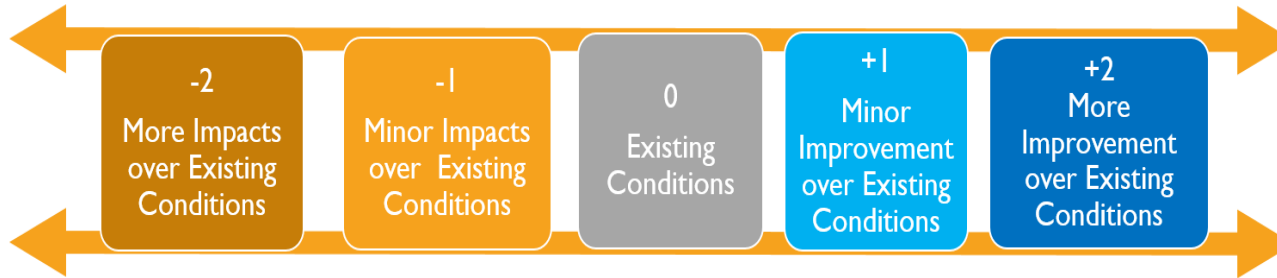
Morning Rush Hour- Worst 15 Minutes



Evening Rush Hour- Worst 15 Minutes



The chart below shows the performance evaluation of the staff recommendation compared to each of the three alternatives previously considered:



Scores were determined both with qualitative and quantitative considerations dependent on the project objective category. For example, scoring for vehicular delay broke down as follows:

- “Existing conditions” was within + or – 5 seconds overall alternative delay
- “Minor improvement” was an overall reduction in intersection delay on the corridor between 5-15 seconds
- “More improvement” were considered as greater than an overall reduction in delay on the corridor over 15 seconds
- “Minor impacts” was considered as 5-15 seconds more of overall intersection delay
- “More impacts” was considered as over 15 seconds of overall intersection delay across the corridor

For quantitative scores like pedestrian safety and comfort, staff determined the level of protection over or under existing conditions that each alternative presented with alternatives featuring more protection or buffer from vehicles scoring better than those without. Other scores are described below in detail.

	ALTERNATIVE 1 (4 lanes with minor changes)	ALTERNATIVE 2 (1 eastbound, 2 westbound lanes)	ALTERNATIVE 3 (1 eastbound, 1 westbound, 1 turn lane)	STAFF RECOMMENDED ALTERNATIVE
PEDESTRIAN SAFETY & COMFORT	<p>0</p> <p>Provides minimal additional help to crossing pedestrians, other than upgraded crosswalks and some possible other signage/markings</p>	<p>+1</p> <p>Reduces the number of travel lanes to cross, but median islands at uncontrolled crossings are unlikely</p>	<p>+2</p> <p>Provides the most comfort and safety for people walking. Upgraded crosswalks, signage/markings, and median islands make for safe access and mobility for people walking</p>	<p>+1</p> <p>Provides more comfort and safety for people walking. Upgraded crosswalks, signage/markings, and median islands make for safer access and mobility for people walking and accessing transit for part of the corridor.</p>
FILLING THE SIDEWALK GAP	<p>0</p> <p>Lane configuration does not allow for more off-street space for a sidewalk</p>	<p>+1</p> <p>Space provided to a bike lane could be reapportioned to a sidewalk long-term, and protected and marked for pedestrian use in the short term</p>	<p>+1</p> <p>Allows space to fill in the sidewalk gap in partnership with VTS</p>	<p>+2</p> <p>Allows space to fill the sidewalk gap in the short-term with a temporary treatment as well as long-term through partnership with VTS.</p>
CONTROLLING SPEED	<p>0</p> <p>Narrowed lanes may calm traffic slightly, but a wide roadway will still allow passing and speeding</p>	<p>+1</p> <p>Provides a single through-lane for the eastbound direction, which would control speed, but two westbound lanes would still allow passing and speeding</p>	<p>+2</p> <p>Reduced lanes calm traffic, do not allow passing, and reduce speeding</p>	<p>0</p> <p>Narrowed lanes and a single eastbound lane for one segment may calm traffic slightly in one direction, but on the whole, still allows passing and speeding for the majority of the corridor.</p>

	ALTERNATIVE 1 (4 lanes with minor changes)	ALTERNATIVE 2 (1 eastbound, 2 westbound lanes)	ALTERNATIVE 3 (1 eastbound, 1 westbound, 1 turn lane)	STAFF RECOMMENDED ALTERNATIVE
PREVENTING CRASHES	<p>0</p> <p>Narrowed lanes may provide some crash reduction benefits, but are unlikely to reduce angle, sideswipe, or rear-end crashes</p>	<p>+1</p> <p>Reduced lanes, especially eastbound, may provide some crash reduction benefits, but are unlikely to reduce angle, sideswipe, or rear-end crashes, especially in the westbound direction</p>	<p>+2</p> <p>Reduced and narrowed lanes and a left-turn lane provide the best crash reduction benefits, likely to reduce angle, sideswipe, or rear-end crashes</p>	<p>+1</p> <p>Eastbound lane reduction may provide crash reduction benefits in this portion but is unlikely to reduce crashes in the westbound direction or in the eastbound direction with two lanes</p>
MINIMIZING VEHICLE DELAY	<p>+2</p> <p>Provides the same lane distribution as existing conditions. Queue lengths remain unchanged, though signal optimization will help current conditions</p>	<p>+1</p> <p>Provides the same lane distribution as existing conditions westbound. Delay is generally reduced across the corridor, but increases at most 4.6 seconds at St. Stephens in the AM rush</p>	<p>+1</p> <p>Intersection delay is generally improved overall. The worst average delay is seen at St. Stephens with a projected 7.6 second increase in wait time during the morning peak period. Left turns are eased with a dedicated left turn lane.</p>	<p>+2</p> <p>Provides similar lane distribution as existing. Signal operations are improved. Queue lengths are unchanged. Delay is improved at most intersections.</p>
ACCOMMODATING VEHICLE VOLUMES	<p>+2</p> <p>Easily accommodates existing traffic with slight improvement to travel times. Signal synchronization assists vehicular traffic flow</p>	<p>0</p> <p>Accommodates existing traffic with minor impacts to travel times or delays</p>	<p>0</p> <p>Accommodates existing traffic with minimal effects on travel times. Left-turn lane prevents occasional and unexpected delay for through traffic</p>	<p>+2</p> <p>Easily accommodates existing traffic with signal optimization and synchronization to move vehicle traffic efficiently.</p>

	ALTERNATIVE 1 (4 lanes with minor changes)	ALTERNATIVE 2 (1 eastbound, 2 westbound lanes)	ALTERNATIVE 3 (1 eastbound, 1 westbound, 1 turn lane)	STAFF RECOMMENDED ALTERNATIVE
ADJACENT RESIDENT LIVABILITY	<p>0</p> <p>Maintains travel times, but does not provide turn lanes or space for cars to pull out of driveways. No buffers are provided for residents pulling out of driveways or people walking on sidewalks.</p>	<p>+1</p> <p>Bike lanes provide more space than existing conditions for residents to pull in and out of driveways, but lack of turn lanes makes access to connecting streets difficult. Bike lanes provide buffer space for people walking.</p>	<p>+1</p> <p>Provides dedicated left turn lane for left-turning vehicles. Ample space for cars to pull out of driveways or side streets with increased sight distances. Bike lanes provide buffer space for people walking.</p>	<p>+1</p> <p>Maintains similar travel times to existing. Buffer space in part of the corridor assists drivers in pulling out of driveways, and provides buffer for people walking.</p>
BICYCLIST SAFETY & COMFORT	<p>0</p> <p>Does not provide any dedicated bicycle facilities. People biking must take the lane or use the sidewalk</p>	<p>+1</p> <p>Provides an unbuffered bicycle lane, but it is not a low-stress connection</p>	<p>+2</p> <p>Provides the best bicycle facility – a buffered bicycle lane on each side of the roadway</p>	<p>0</p> <p>Shared lane markings make it known that bicyclists can take the lane, but this is suited for only confident bicyclists.</p>
Totals (max score +16, min score -16)	+4	+7	+11	+9

Based on the scores above, the staff-recommended changes fulfill some of the City’s established goals and policies, such as improving pedestrian safety and completing sidewalk gaps, while maintaining current levels of delay or queue and even improving overall operational performance at most signalized intersections.

Project Monitoring and Evaluation

Staff will perform additional data collection and monitor any changes in vehicle volumes, speeds, travel times, and crash rates. This will provide an opportunity to evaluate the impacts of the project and recommend any additional changes to optimize conditions along the corridor. A report will be provided 18 months after implementation.

Guiding Plans and Policies

Several Council-adopted City plans and policies were considered throughout the project process and when building the alternatives and Staff Recommendation. The Staff Recommendation meets some portions of these plans and policies with prioritizing the missing sidewalk gap and making crossings safer, enhancing access to transit, and providing a more comfortable pedestrian environment over existing conditions. These relevant plans are listed below in chronological order with relevant details presented as excerpts:

- Transportation Master Plan (2008)
 - “The City of Alexandria envisions a transportation system that encourages the use of alternative modes of transportation, reducing dependence on the private automobile ... The City will promote a balance between travel efficiency and quality of life, providing Alexandrians with transportation choices, continued economic growth, and a healthy environment.”
- Environmental Action Plan (2009)
 - Develop a holistic transportation system that puts the health, mobility, and accessibility of “people first” by implementing development and transportation programs and projects consistent with the following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles, and private motor vehicles
 - By 2020: Beginning in 2012, reduce the number of daily Vehicle Miles Traveled (VMT) on a per capita basis by 5% every five years. Increase the number of commuters who use public transportation by 25%.
- Complete Streets Policy (2011, reenacted in 2014)
 - “Every street project shall incorporate to the extent possible Complete Streets infrastructure sufficient to enable reasonable safe travel along and across the right-of-way for each categories of users”
 - “If the safety and convenience of users can be improved within the scope of resurfacing, restriping, or signalization operations, such projects shall implement Complete Streets infrastructure to increase safety for users.”
- Pedestrian and Bicycle Master Plan (2016)
 - Recommends Seminary Road as one of the City’s top 10 priority on-street enhanced bicycle facilities

- Recommends Seminary Road as one of the City's top 10 sidewalk projects
- Vision Zero Action Plan (2017)
 - Eliminate all traffic deaths and severe injuries by 2028
 - Build safe streets for everyone by prioritizing safety treatments that reduce fatal and severe injury crashes

Background Information and Data

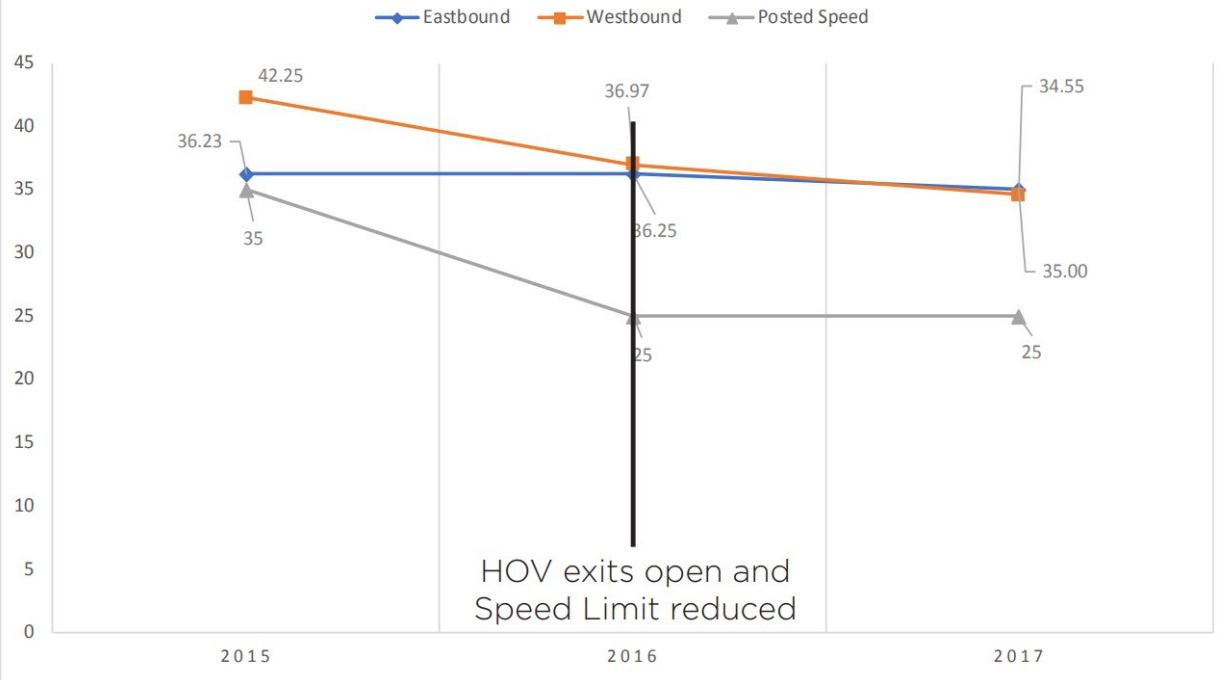
In order to better understand the existing conditions and consider appropriate solutions for the corridor, staff looked closely at travel speeds, traffic volumes, and historical crash data.

Speed Data

Speeding was cited by many residents as a key concern on Seminary Road. In 2015, the posted speed was 35 miles per hour; 85 percent of people were traveling at or below 36 miles per hour in the eastbound direction and at or below 42 miles per hour in the westbound direction.

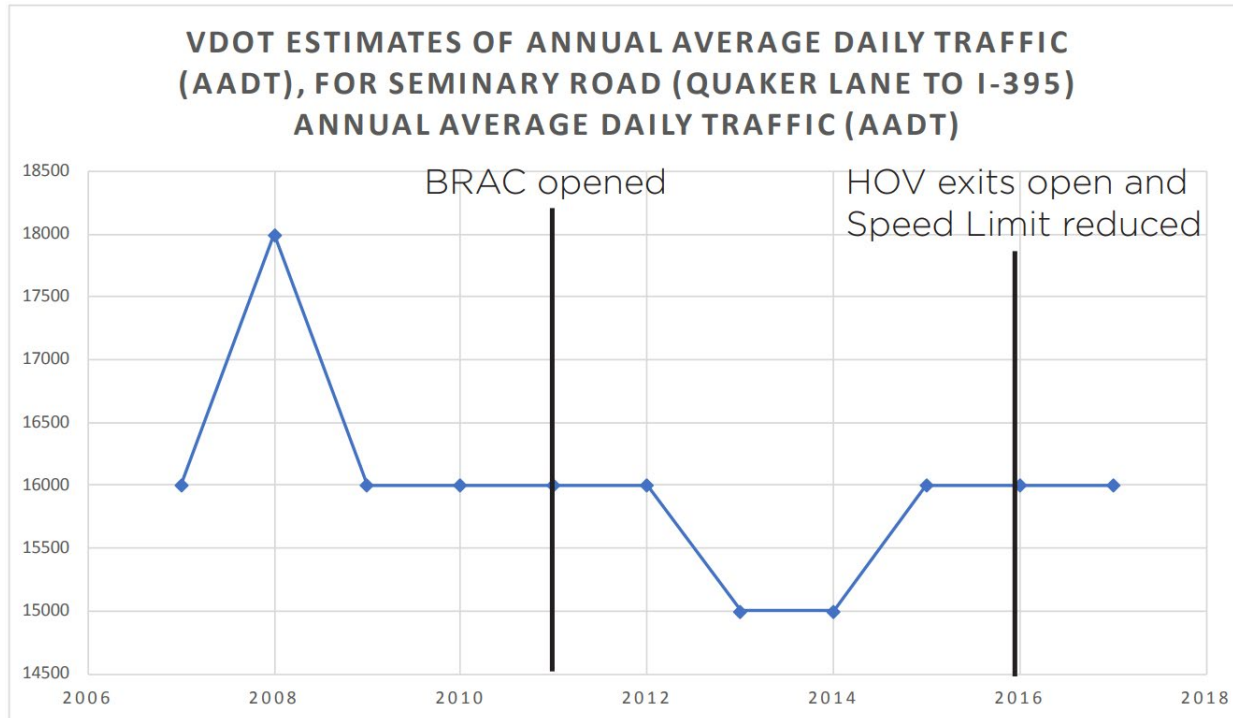
In 2016, to reduce the risk of fatal and severe injury crashes on the corridor, the posted speed limit was reduced from 35 to 25 miles per hour. 85th percentile speeds in the eastbound direction did not change significantly. However, in the westbound direction, 85th percentile speeds decreased from 42 to 37 miles per hour. The chart below shows the change in 85th percentile speeds on Seminary Road over time.

AVERAGE SPEEDS (85TH PERCENTILE)

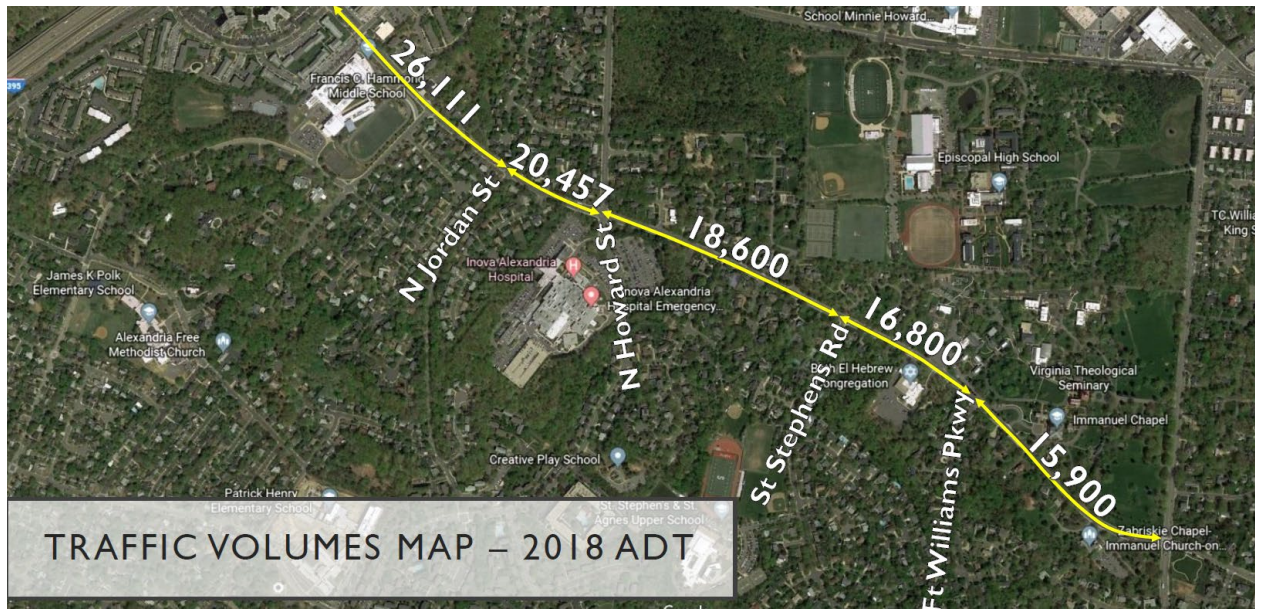


Vehicle Volumes

Staff also analyzed vehicle volumes on the corridor. The chart below shows that, historically, average traffic volumes between North Quaker Lane and I-395 have hovered around 16,000 vehicles per day, with a spike in 2008 and a drop in 2013 and 2014.



The map below shows the approximate daily traffic volumes in 2018 along Seminary Road:

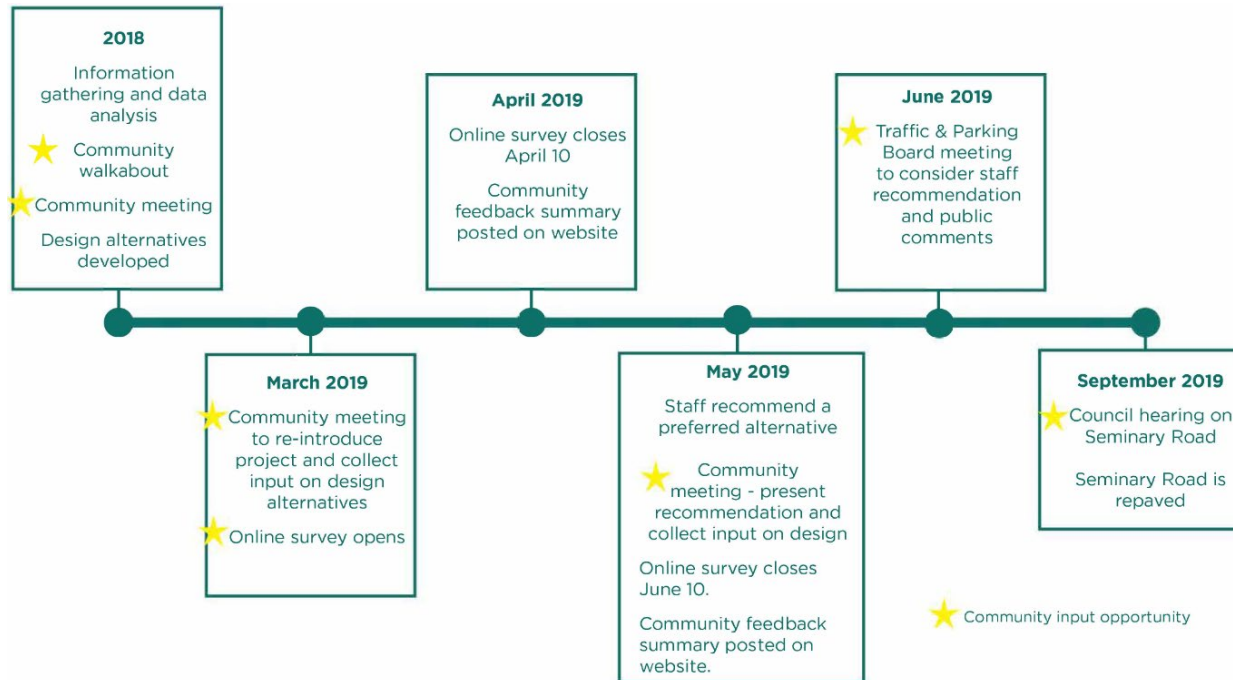


From January 2013 to July 2018, there were 31 crashes on Seminary Road between St. Stephens Road and North Quaker Lane. Of those 31 crashes, 11 involved an injury, and 2 involved a severe injury. The following is a breakdown of the crash types:

Crash Type	Number
Rear End	10
Angle	10
Fixed Object – Off Road	6
Fixed Object – In Road	2
Head On	1
Deer	1
Other (Bicycle)	1

Project Process

The Seminary Road Complete Streets project was initiated in summer 2018. The project process is shown below. There have been numerous opportunities for public input, both in person and online. Due to the amount of community interest in this project, staff has ensured an automatic appeal process of the Traffic & Parking Board recommendation to City Council for review in September, instead of to the Director of T&ES as is standard.



OUTREACH:

Through multiple outreach efforts, including a community walk, two public meetings, and community surveys, members of the community raised several key issues and concerns on Seminary Road, which were used to develop the final recommendation:

- Traffic congestion
- Speeding traffic
- Cut-through traffic

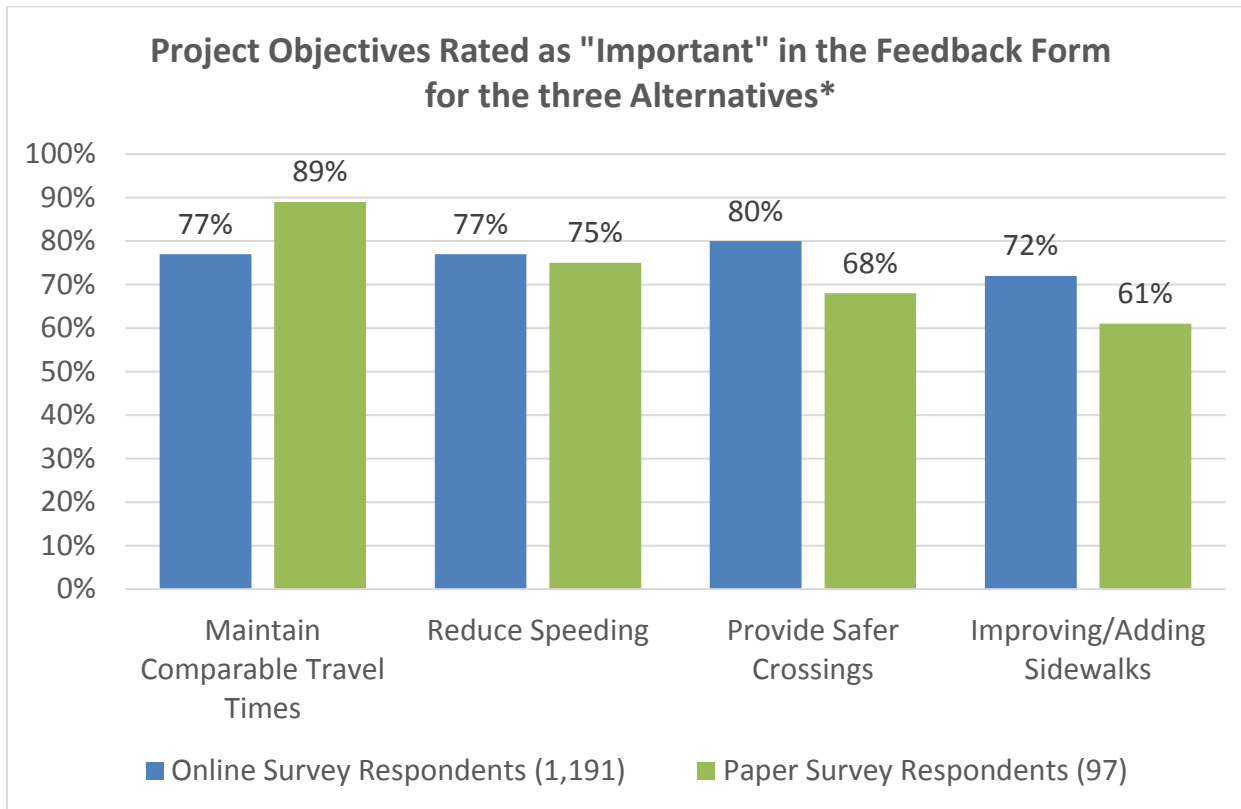
- Difficulty turning left to and from Seminary Road
- Missing sidewalk
- Uncomfortable sidewalks
- Feels unsafe
- Long distance between safe crossings
- Long distances to cross (street width)
- Lack of bicycle infrastructure
- Disagreement over the function and character of the roadway (major thoroughfare versus residential street)
- Dangerous weaving maneuvers near I-395
- Some residents cited no issues with Seminary Road

Specifically, the robust public outreach effort that staff led to gather community input are listed below in chronological order:

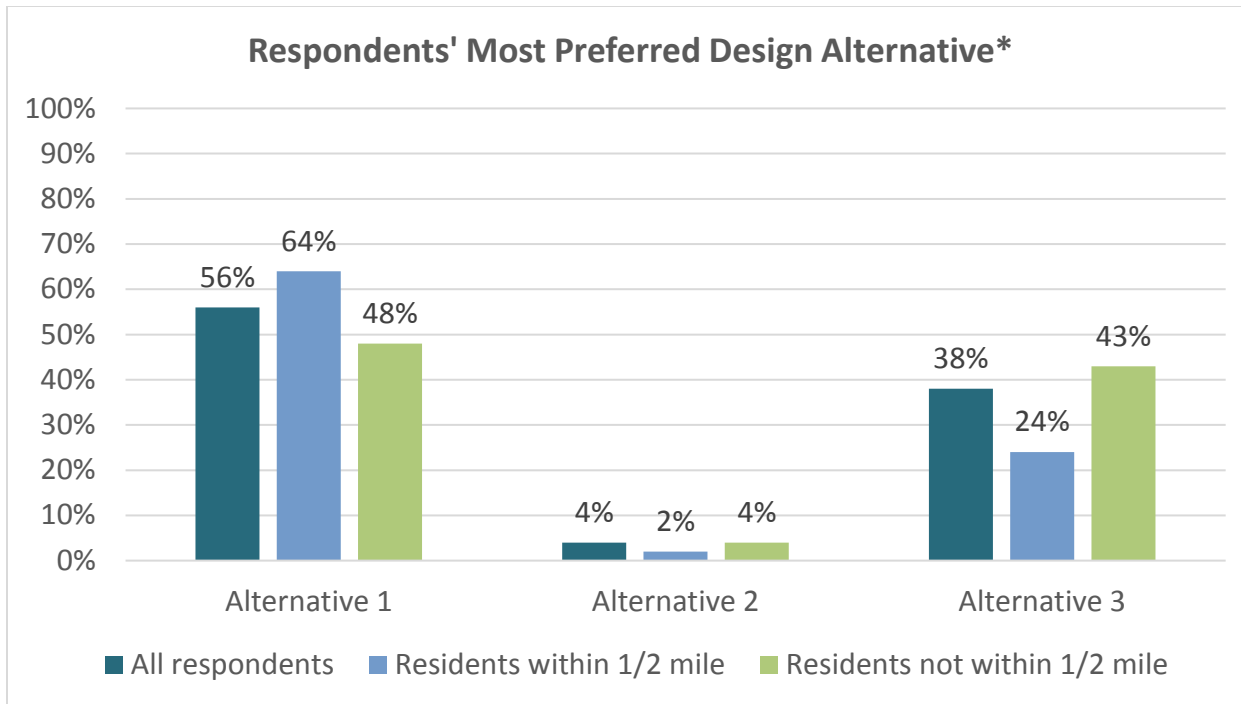
- April 2018 – Seminary Hill Civic Association meeting
- May 2018 – Community walkabout with residents
- May 2018 – Community Meeting #1
- May 2018 – Online repaving survey
- March 2019 – Community Meeting #2
- March 2019 – Online survey for design alternatives (1,100+ responses)
- April – May 2019: Meetings with community groups
 - Seminary Hill Civic Association
 - Seminary Ridge Civic Association
 - Virginia Theological Seminary
 - Clover-College Park Civic Association
 - Beth El Hebrew Congregation
 - Inova Alexandria Hospital
 - Interested residents
- May 2019: Community Meeting #3
- June 2019: Online survey on staff recommendation

Key takeaways from the community feedback on the three design alternatives are illustrated in the graphics below.

Top project objectives that people rated to be most important:



*Survey question asked: "Please indicate how important you feel the following are for the Seminary Road project (1=Not at all important; 3=Important; 5=Extremely important).



***Note: Chart does not represent input collected via the paper survey, as residents were not asked to provide their address in the paper survey. Residents who took the paper survey were also able to take the online survey.**

Staff considered all community feedback in developing its final recommendation. A key finding from the City’s outreach efforts is that while many residents are divided on what they want the final design of Seminary Road to look like, a strong majority of residents who staff heard from indicated that maintaining travel times, reducing speeding, providing safer crossings, and improving/adding sidewalks are all important objectives. However, some of these objectives conflict with one another. For example, providing safer crossings for people walking could translate to real or perceived traffic delay. The staff recommendation represents an attempt to meet multiple project objectives and reconcile some of the key themes and feedback from public input with City plans and policies as well as national best practices. A comprehensive compilation of feedback from the community can be viewed in Attachment 1.

Attachments:

- Attachment 1: Seminary Road Complete Streets Project Public Input Report
- Attachment 2: FHWA guidance for safety countermeasures