

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, MARCH 22, 2021, 7:00 P.M.  
VIRTUAL**

Due to the COVID-19 Pandemic emergency, the March 22 meeting of the Traffic and Parking Board is being held electronically pursuant to Virginia Code Section 2.2-3708.2(A)(3), the Continuity of Government ordinance adopted by the City Council on June 20, 2020 or Section 4-0.01(g) in HB29 and HB30, enacted by the 2020 Virginia General Assembly (Virginia Acts of Assembly Ch. 1283 and 1289), to undertake essential business. All the members of the Board and staff are participating from remote locations through a Zoom meeting. This meeting is being held electronically, unless a determination is made that it is safe enough to be held in person in the City Council Chamber at 301 King Street, Alexandria, VA. Electronic access will be provided in either event. The meeting can be accessed by the public through:

Register in advance for this webinar:

**[https://zoom.us/webinar/register/WN\\_ioLet2yMS86iIbGCd-fjjQ](https://zoom.us/webinar/register/WN_ioLet2yMS86iIbGCd-fjjQ)**

Meeting ID: **989 0593 8898**

Passcode: **535190**

SIP: **98905938898@zoomcrc.com**

Call in – **301.715.8592**

After registering, you will receive a confirmation email containing information about joining the webinar.

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

For reasonable disability accommodation, contact Jackie Cato at [jackie.cato@alexandriava.gov](mailto:jackie.cato@alexandriava.gov) or 703.746.3810, Virginia Relay 711.

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, MARCH 22, 2021, 7 P.M.  
VIRTUAL**

**D O C K E T**

1. Announcement of deferrals and withdrawals.
2. Approval of the February 22, 2021 Traffic and Parking Board meeting minutes.
3. **WRITTEN STAFF UPDATES**
  - a. Dockless Mobility Pilot Program
  - b. Taxi update – Insurance and background checks
  - c. South Patrick Street and Cameron Street Intersection Concerns
  - d. On-Street Outdoor Dining and Retail Program
4. **PUBLIC DISCUSSION PERIOD**  
[This period is restricted to items not listed on the docket]

**CONSENT**

5. **ISSUE:** Consideration of a request to remove an existing stop sign on the Limerick Street approach to Hooffs Run Drive

**PUBLIC HEARING**

6. **ISSUE:** Consideration of an administrative procedure to remove parking at legal crosswalks
7. **ISSUE:** Consideration of a staff recommendations to update Residential Permit Parking District Boundaries for Districts 6, 7, 8, 8a, 10, and 11
8. **ISSUE:** Consideration of a request standardize parking restrictions along the 5200 block of Valley Forge Drive to 9am-5pm Monday-Friday
9. **ISSUE:** Consideration of a request to remove parking spaces on Menokin Drive and North Howard Street to install bikeshare stations
10. **STAFF UPDATES:**
  - Parking Technology update
  - Don't block the box

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, FEBRUARY 22, 2021, 7 P.M.  
VIRTUAL MEETING**

**MINUTES**

**BOARD MEMBERS PRESENT:** Chairman, William Schuyler, Vice Chair, James Lewis, Jason Osborne, Annie Ebbers, Ann Tucker, Lavonda Bonnard, and Casey Kane

**BOARD MEMBERS ABSENT:** None

**STAFF MEMBERS PRESENT:** Katye North, Acting Deputy Director, Christopher Ziemann, Division Chief of Transportation Planning, Bob Garbacz, Division Chief of Traffic Engineering, Ryan Knight, Civil Engineering IV, Cuong Nguyen, Civil Engineering II, Megan Oleynik, Urban Planner II, Alex Block, Principal Planner, Alexandria Carroll, Complete Street Coordinator, and Vicki Caudullo, Urban Planner II.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the January 25, 2021 Traffic and Parking Board meeting minutes:

**BOARD ACTION:** Mr. Osborne made a motion, seconded by Mr. Lewis to approve the minutes of the January 25, 2021 Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** None
4. **PUBLIC DISCUSSION PERIOD:** Mr. Wildfire, Mr. Connor, Mr. Wilkerson, Ms. Elizabeth, and Ms. Zoomer expressed concerns about the safety of the intersection of N. Patrick Street and Cameron Street. The Board inquired if the Vision Zero Taskforce was looking at this intersection and asked staff to work with the residents to improve safety.

**PUBLIC HEARING**

5. **ISSUE:** Consideration of a request to remove two, on-street parking spaces on the north side of the 500 block of E. Mt. Ida Avenue

**DISCUSSION:** Ms. Oleynik presented this item to the Board. The Board was concerned about the potential for more parking spaces being removed in the future.

**PUBLIC TESTIMONY:** Ms. Pearlstein, the applicant, spoke in favor of the request. Mr. Morgan opposed the request.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Ms. Ebbers to remove one parking space on the north side of the 500 block of E. Mt. Ida Avenue. Mr. Kane, Mr.

Lewis, Ms. Ebbers, Mr. Osborne, Ms. Bonnard voted in favor of the motion and Mr. Schuyler and Ms. Tucker voted in opposition. The motion carried with 5 yes and 2 no.

- 6. ISSUE:** Consideration of a request to implement left turn restrictions at Westbound Cedar Street onto southbound Russell Road

**DISCUSSION:** Mr. Knight presented this item to the Board asking that the Board deny the request. The Board inquired about the possibility of implementing less restrictive measures and was also concerned about the accuracy of the data collected during the pandemic.

**PUBLIC TESTIMONY:** Mr. Blatt, Ms. Erdle, Ms. Amatetti, Ms. Giercuskiewicz, Ms Rubenstein, Mr. Gartlan, Ms. Tomai, spoke in favor of the request.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Mr. Lewis to approve the request to restrict left turns from westbound Cedar street onto southbound Russell Road, 4 P.M. to 6:30 P.M. Mon-Fri. The motion carried unanimously.

- 7. ISSUE:** Consideration of a request to remove and add parking on Commonwealth Avenue for safety and access improvements

**DISCUSSION:** Ms. Carrol presented this item to the Board. The Board inquired about extending the bike lanes between Oak Street and Braddock Road and suggested considering a different color for the painted curb extensions.

**PUBLIC TESTIMONY:** Mr. Doyle, Ms. Sorokina, Mr. DesJardins, Mr. Hook and Ms. Crane spoke concerning this request. Most of the speakers indicated they wanted the project to include extending the bike lanes further on Commonwealth Avenue.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Ms. Ebbers to approve the proposed parking removal and deny the proposed new parking spaces. Mr. Kane, Ms. Ebbers, Ms. Bonnard, and Mr. Lewis voted in favor of the motion and Mr. Schuyler, Ms. Tucker and Mr. Osborne voted in opposition. The motion carried with 4 yes and 3 no.

- 8. ISSUE:** Consideration of a request to remove parking spaces on Fillmore Avenue and reduce the taxi stand on Kenmore Avenue to install bikeshare stations

**DISCUSSION:** Ms. Caudullo presented this item to the Board.

**PUBLIC TESTIMONY:** No one from the public came to speak about this item.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Ms. Ebbers to approve staff's recommendation to remove parking spaces on Fillmore Avenue and reduce the taxi stand on Kenmore Avenue. The motion carried unanimously.

- 9. ISSUE:** Consideration of an amendment to the City Code to improve taxicab regulation

**DISCUSSION:** Mr. Block presented this item to the Board.

**PUBLIC TESTIMONY:** Mr. Summers did not support the provision to allow private background checks because he indicated they are not as thorough as the current background checks, he also had concerns about the proposal for uninsured motorist insurance because he was unsure what the cost would be to the drivers. Mr. Curcio, and Mr. Flachs supported the requirement for uninsured motorist insurance.

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Mr. Kane to approve the proposed amendment to the City Code and ask staff to evaluate the adequacy of private background checks and the cost of uninsured motorist insurance prior to the Council hearing. The motion carried unanimously.

**10. STAFF UPDATES:**

Mr. Garbacz updated the Seminary speed limit.  
Mr. Kane provided a Transportation Commission update.

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** March 22, 2021

**DOCKET ITEM:** 3

**ISSUE:** Written Staff Updates

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### **Dockless Mobility Pilot Program**

The City Council approved an extension of the Phase II Dockless Mobility Pilot Program to December 31, 2021. The extension will allow staff to continue managing dockless mobility companies, to evaluate the changes made from Phase I, engage with the community and the Task Force, and to determine whether the City should have a permanent program and if so, identify the most appropriate permitting or procurement process.

The Phase II Pilot Program requirements in the current MOUs between the City and the companies continue to apply in 2021. Four companies, Bird, Lime, Helbiz, and Link, are currently permitted with the City to operate 200 scooters each, for a total of 800 scooters. With the coming warmer weather, staff expects scooter deployments by companies and ridership by users will increase this spring and summer. Staff is planning a series of virtual outreach events for 2021 to educate riders on safe riding and parking practices and inform the community on the program. Staff plans to meet with the Ad Hoc Scooter Task Force several times in 2021, starting this spring, to discuss issues and opportunities to improve the program if it were to continue. The Task Force will also provide a recommendation for the program that will be considered by City Council in the fall.

### **Taxi Update**

The Board requested follow-up on two items related to changing the City Code for taxi regulation: allowing taxi companies to continue to use the Police Department for background checks, and confirmation regarding cost estimates for carrying the additional taxi insurance proposed.

The Alexandria Police Department is not opposed to allowing taxis to continue to use services provided to the general public for a fee; they are still investigating if they can provide the same kind of service as they have in the past. The proposed ordinance includes language requiring companies to perform the background check and what those checks should include. It will not preclude taxi drivers from using City services that are available if those services can meet the requirements of the Code.

For the cost of additional uninsured and underinsured motorist (UM/UIM) insurance, Mr. Jeremy Flachs, an attorney and proponent of adding UM/UIM requirements, provided testimony from an insurance broker that the incremental cost for UM/UIM coverage to be approximately \$20 per year. Staff have reached out to insurance brokers provided by several taxi companies to confirm the approximate additional cost of the UM/UIM coverage but have not yet received all responses. Reduced fees for the renewal of a driver permit and vehicle permit represent a decreased cost to taxis of \$250, likely providing a substantial decrease in overall costs for drivers.

### **South Patrick Street and Cameron Street Intersection Concerns**

During February's Traffic and Parking Board Meeting, several community members spoke during the Public Discussion Period regarding safety concerns within the intersection of Cameron Street and S. Patrick Street. Traffic Engineering staff has had correspondence with several of those community members to outline a plan to address these concerns.

After extensive investigation, crash data shows significant angle crashes resulting in several vehicles impacting the nearby building. Vehicles collide with the building in part due to the existing sidewalk ramp design. It would appear the ramp's position and size allow vehicles to easily transverse onto the sidewalk and into the building. Thus, modification to the ramp is planned. The redesign will include an extension of the sidewalk area and two separate ramps instead of one large ramp. This solution will provide more separation at sidewalk level between the building and travel lanes, as well as reducing the chances of a veering vehicle continuing to the building. In addition, this redesign offers benefits for pedestrian safety as it increases the pedestrian zone and better directs vision impaired pedestrians to each crosswalk.

This proposal will require an internal review and notification to the Old Town Civic Association. The anticipated construction start date will be determined once internal review is complete.

In addition, staff will explore opportunities to make the traffic signals more visible. Backplates with high visibility florescent strips attached to the traffic signal, potentially lowering the traffic signal, and trimming nearby trees are all measures that could improve visibility.

Longer term, given several crash reports cited disregarding the traffic signal, staff plans to advocate for a red-light camera to be installed at this location. This involves a detailed analysis, coordination with the Alexandria Police Department, extensive community engagement, and City Council approval.

As our efforts progress, staff will continue to determine other safety improvement measures within this intersection. We will collaborate with the Alexandria Police Department, as well as the rest of the Vision Zero Task Force to determine if additional measures are appropriate. Communication with members of the community who have expressed interest will continue as well.

### **On-street Outdoor Dining and Retail Program**

The on-street outdoor dining and retail program that was developed to help businesses during the pandemic is still in place. This program allows business to expand their restaurant or retail space into the parking spaces in front of their business. Last fall, the City Council approved continuing

this program, along with several other recovery programs, through the end of 2021. Over the winter, there were not many new applications, but staff anticipates that more businesses will be taking advantage of this program as the weather improves. Over the summer and fall staff will be evaluating whether there are aspects of this program that should be continued as a permanent program, building off the parklet program that was considered last year.



# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** March 22, 2021

**DOCKET ITEM:** 5

**ISSUE:** Consideration of a request to remove an existing stop sign on the Limerick Street approach to Hooffs Run Drive

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**REQUESTED BY:** Sean Palmer via Alex311 Service Request (Case #20-00033935)

**LOCATION:** Limerick Street and Hooffs Run Drive intersection

**STAFF RECOMMENDATION:** The Board makes a recommendation to the Director of TE&S to approve the removal of the existing stop sign on the westbound Limerick Street approach to Hooffs Run Drive.

**BACKGROUND:** Limerick Street is a two-lane undivided roadway just south of the 800 Carlyle apartment building (Attachment 1). Limerick Street also provides access to the AlexRenew facilities. Hoofs Run Drive is a two-lane undivided roadway that runs between Eisenhower Avenue and Limerick Street, adjacent to the 800 Carlyle building. Hoofs Run Drive continues beyond Limerick Street as an access to the Alexandria Sheriff's Office and the Alexandria Detention Center. Limerick Street and Hoofs Run meet at a continuous curved portion of the road alignment, as opposed to a typical intersection.

Alex311 is the City's customer service initiative to connect our customers to city services in a variety of convenient ways. Through Alex311, Mr. Sean Palmer inquired about the validity of the stop sign located on the Limerick Street approach to Hooffs Run Drive and requested the removal (Attachment 2).

**DISCUSSION:** The Federal Highway Administration's Manual of Uniform Traffic Control Devices provides guidance as to when a stop sign should be installed. This guidance includes excessive vehicular volume, sight distance obstructions, and crash experience. The Limerick Street approach does not meet any of these criteria.

Therefore, the City recommends removing the existing stop sign from the Limerick Street approach to Hooffs Run Drive. The purpose of the stop sign may have been in anticipation of Hoofs Run Drive to continue its current alignment to provide additional access to the Alexandria Sheriff's Office. However, no plans have been cemented thus far. Therefore, the stop sign does not serve a definitive purpose or benefit. Once the stop sign is removed, Limerick Street will

operate as a continued approach around the curve. In addition, the stop signs along the other sides of the island, either side of Eisenhower Park Dr, shall remain.

**OUTREACH:** The City has reached out to the following groups or stake holders:

- Emailed the Alexandria Sheriff's Office to inform of our recommendation. We did not receive any response or clear opposition.
- Emailed contact at AlexRenew to inform of our recommendation. We did not receive any response or clear opposition.
- Left a voicemail for Mr. Duncan, property manager of 800 Carlyle. We did not receive any response or clear opposition.

Attachment 1: Aerial and Street View Image



Aerial Image of Limerick Street at Hoofs Run Drive. Also depicts location of Alexandria Detention Center, AlexRenew, and Multifamily building 800 Carlyle.



Street View of Limerick Street approaching Hoofs Run Drive (westbound) with existing Stop Sign.

## Attachment 2: Alex311 Request

**Case: 20-00033935**

Case Owner	Traffic Engineering TES	Service Type Version	SRTV-00000156
Subject	DEC-Comments, Complaints and Inquiries	Service Request Id	20-00033935
Priority	Standard	Status	Closed
Case Origin	Phone	Service Request Source	Web
Description	There are presently two stop signs driving westbound down Limerick and following the bend onto Hoofs Run Dr. The second stop sign at the bend is unnecessary and I believe would help with traffic flow to have it removed. Thank you.	Service Request Comments	Manually Reallocated Case - earl.debrow@alexandriava.gov - 11/21/2020 08:35:29 AM - Reallocating for review and response.
Service Department	ALEX311		
ServedP	No		

### SLA Information

### Contact Information

### Location Information

Address	800 JOHN CARLYLE ST	Location	38°47'57"N 77°3'44"W
Served	No	Reporting Area	9
Trash Zone		Parking District	
Recycle Zone	None	Census Area	515102007021000

Spring Clean Up  
Zone 4/27/2019

Building Type Detached structure

Leaf Zone ,,

Small Area Plan Eisenhower East

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** March 22, 2021

**DOCKET ITEM:** 6

**ISSUE:** Consideration of an administrative procedure to remove parking at legal crosswalks

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**REQUESTED BY:** T&ES Staff

**STAFF RECOMMENDATION:** That the Board approve an administrative procedure to allow the Director of Transportation and Environmental Services to remove parking at any legal crosswalk to install crosswalk safety improvements.

**BACKGROUND:** Parking removal at crosswalks is a best practice that is becoming standard in the transportation industry and a best practice for safety improvements for crosswalks. Further, safety is one of the highest priorities of the Traffic and Parking Board. At the January Board meeting, staff presented the concept of an administrative procedure to streamline reviews for parking removal at crosswalks and the Board provided feedback. The Board has previously approved three other administrative procedures for removal of parking at bus stop for ADA compliance, No Turn on Red for safety at intersections,

The Vision Zero Action Plan and annual reports note engineering priority items to help prioritize safety improvements and design changes to assist with plan implementation. Every year, crossing improvements are planned and executed. Staff often bring the removal of parking to the Board to install crossings or to enhance visibility of pedestrians in the crosswalk.

In the past, staff have brought parking removal at crosswalks in a piecemeal fashion, however, parking removal remains a crucial safety improvement that both reduces pedestrian crashes and vehicular crashes by enhancing visibility for all roadway users. Attachment 1 shows a diagram of the difference in sight distance if parking is allowed up to crosswalks versus if it is pulled back from crosswalks and at intersections.

Virginia Code defines crosswalks as:

*“that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway; or any portion of*

*a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.”<sup>1</sup>*

City Code (Section 10-4-41) states that no parking is allowed within 20 feet of the intersection of curb lines unless otherwise indicated by official sign.<sup>2</sup> However, transportation industry best practice as documented in the Uniform Vehicle Code, Manual on Uniform Traffic Control Devices, and AASHTO design guidance indicates 20 feet of clear space between parked cars and crosswalks and 30 feet in some approaches to traffic signals as a standard.<sup>3,4,5</sup> Visibility is only getting more constrained as the vehicle industry shows that car owners are opting for larger vehicles like SUVs as opposed to sedans or compact vehicles.<sup>6</sup> On average, the difference between what is allowable by City Code and industry standards for parking removal is between 10-15 additional feet of parking removed. Attachment 2 shows the difference between sight distances according to Code versus this proposal.

## **DISCUSSION:**

To more efficiently implement safety improvements that follow industry standard guidance, staff is proposing the Board approve an administrative procedure that allows staff to remove:

- 20 feet (1 parking space) of clear space at crossing an established, marked crosswalk at an intersection or midblock crossing
- 30 feet (1.5 parking spaces) for any legal, unmarked crosswalk as defined by Virginia Code to install accessible ramps, crosswalk markings (10 feet standard crosswalk width) and 20 feet of clear space for visibility.
- 30 feet (1.5 parking spaces) of clear space, where parking exists, at the approach of any of the City’s current top 10 high-crash, signalized intersections

Under this procedure, the parking will be permitted to be removed after a staff review that the crosswalk meets one or more of the following criteria:

- Crash history of the intersection or crossing with special consideration of those with KSI crashes
  - At least 5 pedestrian crashes in the past 5 years or one in the past year
  - Safety records at intersections of similar characteristics and conditions
- When in the walk shed of a school (1 mile) or ¼ mile from a bus stop or ½ Mile of a Metro station
- Directly connects an existing sidewalk and/or ramp to a park, bus stop, or retail shopping.
- Recommended by a council-adopted document (e.g. Small Area Plan)
- Existing conditions of high pedestrian volumes
  - Pedestrian volumes of at least 10 pedestrians per hour in the peak period

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<sup>1</sup> <https://law.lis.virginia.gov/vacode/46.2-100/>

<sup>2</sup> [https://library.municode.com/va/alexandria/codes/code\\_of\\_ordinances?nodeId=PTIITHCOGEOR\\_TIT10MOVETR\\_CH4STSTPA\\_S10-4-41PAPRCELO](https://library.municode.com/va/alexandria/codes/code_of_ordinances?nodeId=PTIITHCOGEOR_TIT10MOVETR_CH4STSTPA_S10-4-41PAPRCELO)

<sup>3</sup> <https://iamtraffic.org/wp-content/uploads/2013/01/UVC2000.pdf> (Chapter 11, Article X, 11-1003)

<sup>4</sup> <https://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/56.htm>

<sup>5</sup> [https://mutcd.fhwa.dot.gov/hdm/2009/part3/fig3b\\_21\\_longdesc.htm](https://mutcd.fhwa.dot.gov/hdm/2009/part3/fig3b_21_longdesc.htm)

<sup>6</sup> <https://www.nytimes.com/2020/05/21/business/suv-sales-best-sellers.html>



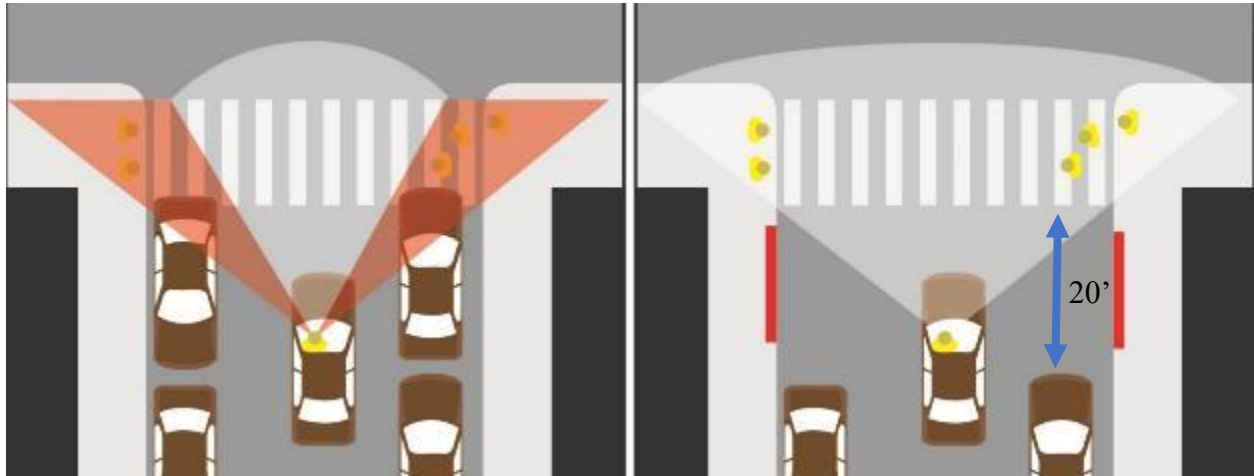
- Requests for crosswalks in residential areas that meet any of the previous criteria
- Requests from the Alexandria Fire Department for ease of emergency vehicle access at key intersections on primary response routes

If the location meets one or more of the above criteria, Staff will undertake the following process:

1. Crosswalk need identified with the above criteria
2. If in a primarily commercial area:
  - a. Signs posted for 10 business days with contact information
  - b. Business association or adjacent businesses notified of parking changes
  - c. If objections occur, staff will handle the request to attempt to find alternative parking, parking modifications, or loading zones where feasible if no other alternatives exist.
3. If in a primarily residential area:
  - a. Signs posted for 10 business days with contact information
  - b. Civic Association and adjacent residents are notified
  - c. If there are no objections received within sign posting period, staff moves forward.
  - d. If objections are received, take to the following month's Traffic and Parking Board for further review
4. If Staff determines a need for parking removal beyond minimums, staff will bring the location and issue to the Board.
5. Staff will report the number of these installations annually through the Vision Zero annual progress report and to the Board as safety improvements to controlled and uncontrolled crosswalks or intersections.

This approval will allow staff to expedite installing safety improvements, implement more traffic safety improvements at legal crosswalks and intersections, and be more proactive with safety planning in Alexandria. When discussed with public safety personnel, the Alexandria Fire Department noted their support of this initiative to enhance access and maneuverability at all intersections, but especially along primary response routes.

# ATTACHMENT 1 – SIGHT DISTANCE DIAGRAMS



## AASHTO Manual Diagrams:

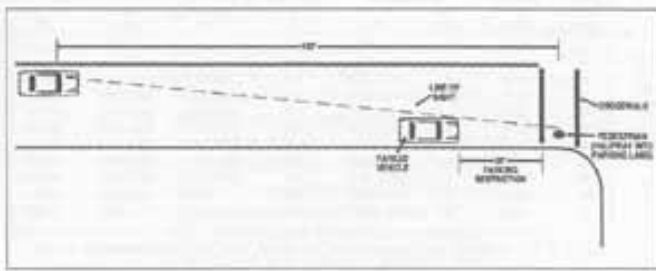


FIGURE 9-5. Pedestrian sight distance and parking restrictions.

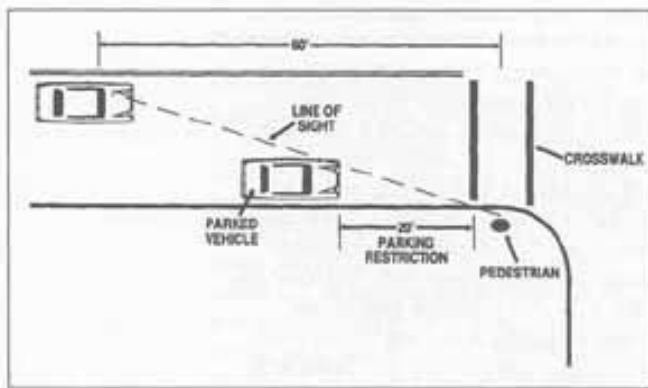
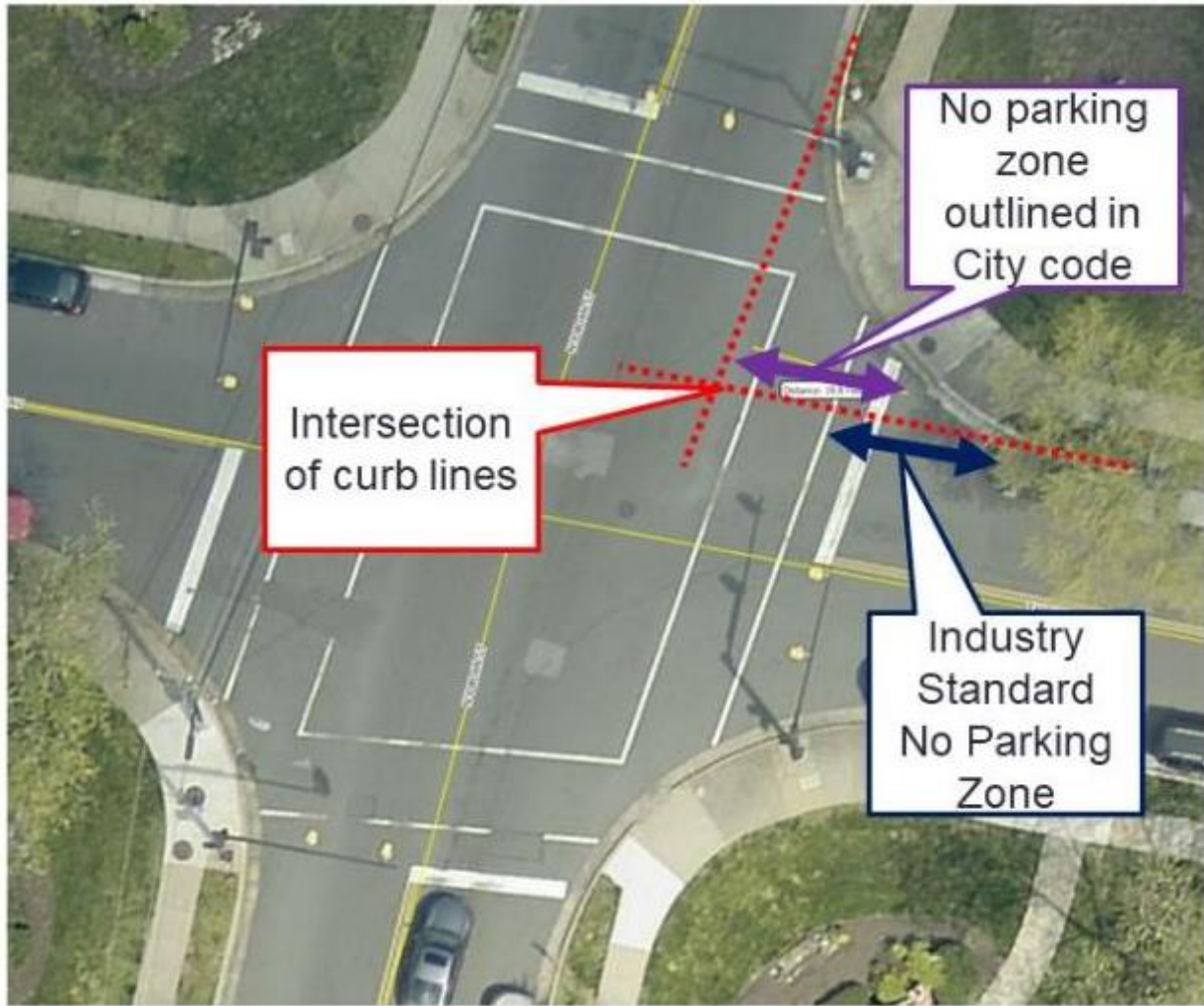
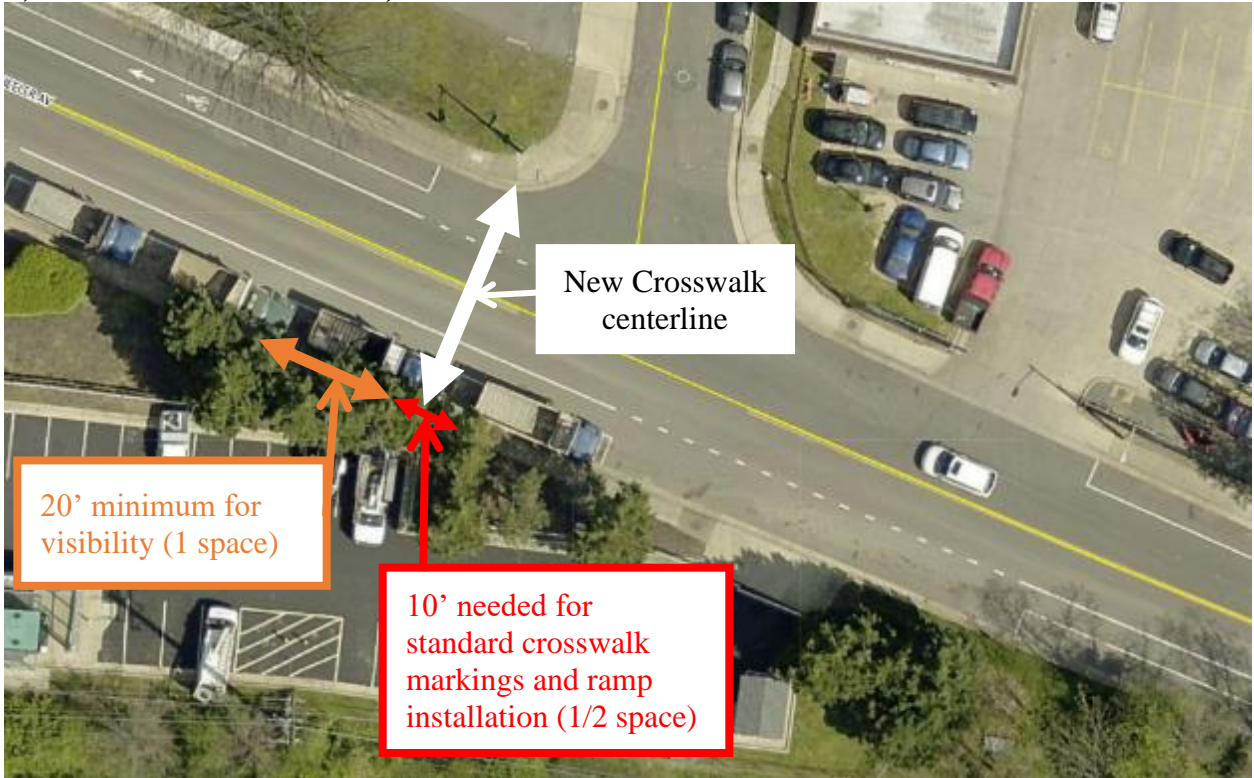


FIGURE 9-4. Pedestrian sight distance and parking restriction needed for parallel parking.

**ATTACHMENT 2 – CODE AND STANDARD PARKING RESTRICTION  
COMPARISON**



**ATTACHMENT 3 – PARKING REMOVAL EXAMPLES**  
**A) TO ESTABLISH A NEW, MARKED CROSSWALK**



**B) AT AN EXISTING CROSSWALK FOR VISIBILITY**



# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** March 22, 2021

**DOCKET ITEM:** 7

**ISSUE:** Consideration of staff recommendations to update Residential Permit Parking District Boundaries for Districts 6, 7, 8, 8a, 10, and 11.

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

**LOCATION:** Residential Permit Parking Districts west of the Metrorail tracks

**STAFF RECOMMENDATION:** That the Board approve the recommended Residential Permit Parking Boundary Updates.

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

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

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

In September 2020, staff presented to the Board an approach to do an initial clean-up of boundary lines based on this update to make the administration of the RPP program, particularly permit and signage eligibility, more straightforward. The Board approved the following approach:

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

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

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

In January 2021, the Board approved updates to the six Residential Permit Parking districts in Old Town, which included Districts 1, 2, 3, 4, 5, and 9.

**DISCUSSION:** Staff have developed recommended updates to the six Residential Permit Parking districts west of the Metrorail tracks, which includes Districts 6, 7, 8, 8a, 10, and 11. The existing and proposed RPP boundaries for each of these districts are provided in Attachments 1.

There is one location where staff are recommending a boundary change which varies slightly with the approach approved by the Board in September 2020. Currently, the boundary between District 6 and District 7 meets on the Unit and 100 blocks of E. Walnut Street, with houses on the north side of the block in District 6 and houses on the south in District 7. These blocks are narrow and only have parking on the south side of the road which is designated for 3-hour parking 8 a.m. to 5 p.m. Monday through Friday except for District 7 permit holders. Staff found that the majority of residents on the north side of the street with RPP permits have received District 7 permits in the past, with 39 District 7 permits and only two District 6 permits given to residents on the north side of those blocks in 2020. Therefore, staff are recommending the north side of the Unit and 100 blocks of E. Walnut Street be included in District 7 and removed from District 6.

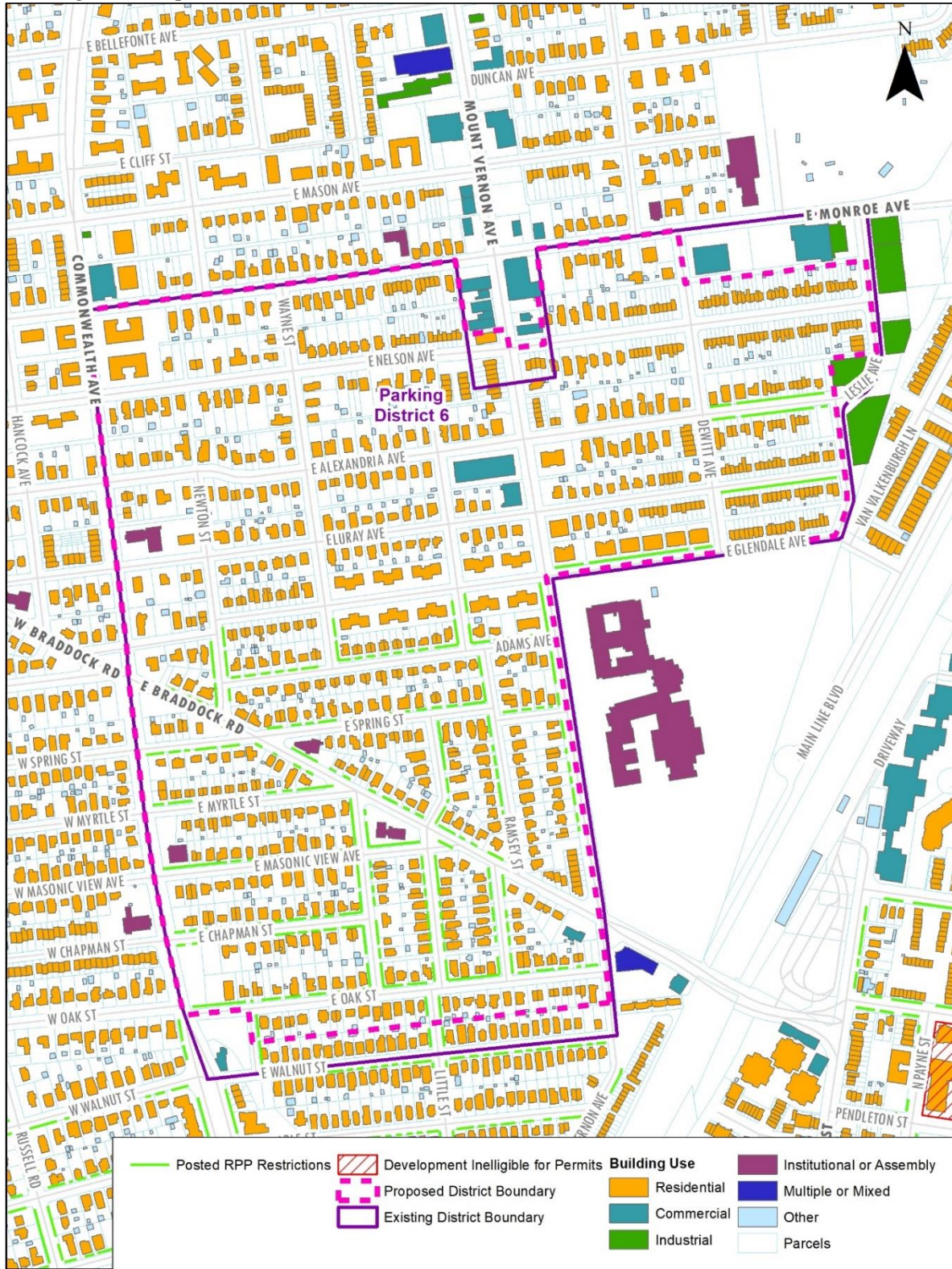
Staff propose updating the existing signage along the 500 block of Little Street and the Unit Block of E. Marstellar Street, the side streets that intersect with E. Walnut Street, to allow for RPP parking for residents of either District 6 or District 7, as is allowed by City Code Section 5-8-73(f) per the RPP Refresh update in 2019.

**OUTREACH:** Staff contacted Seminary Hill Association, Rosemont Citizens' Association, North Ridge Citizens' Association, Clover College Park Civic Association, and Fairlington Citizens' Association regarding the proposed changes. No feedback had been received from North Ridge Citizens' Association, Clover College Park Civic Association, and Fairlington Citizens' Association at the time this docket was written.

Staff provided additional information to the Seminary Hill Association on this proposal at their meeting on March 11, 2021. The Rosemont Citizens' Association (RCA) provided feedback that they support the boundary change to include the north side of the Unit and 100 blocks of E. Walnut Street in District 7. Emails of support are provided in Attachment 2.

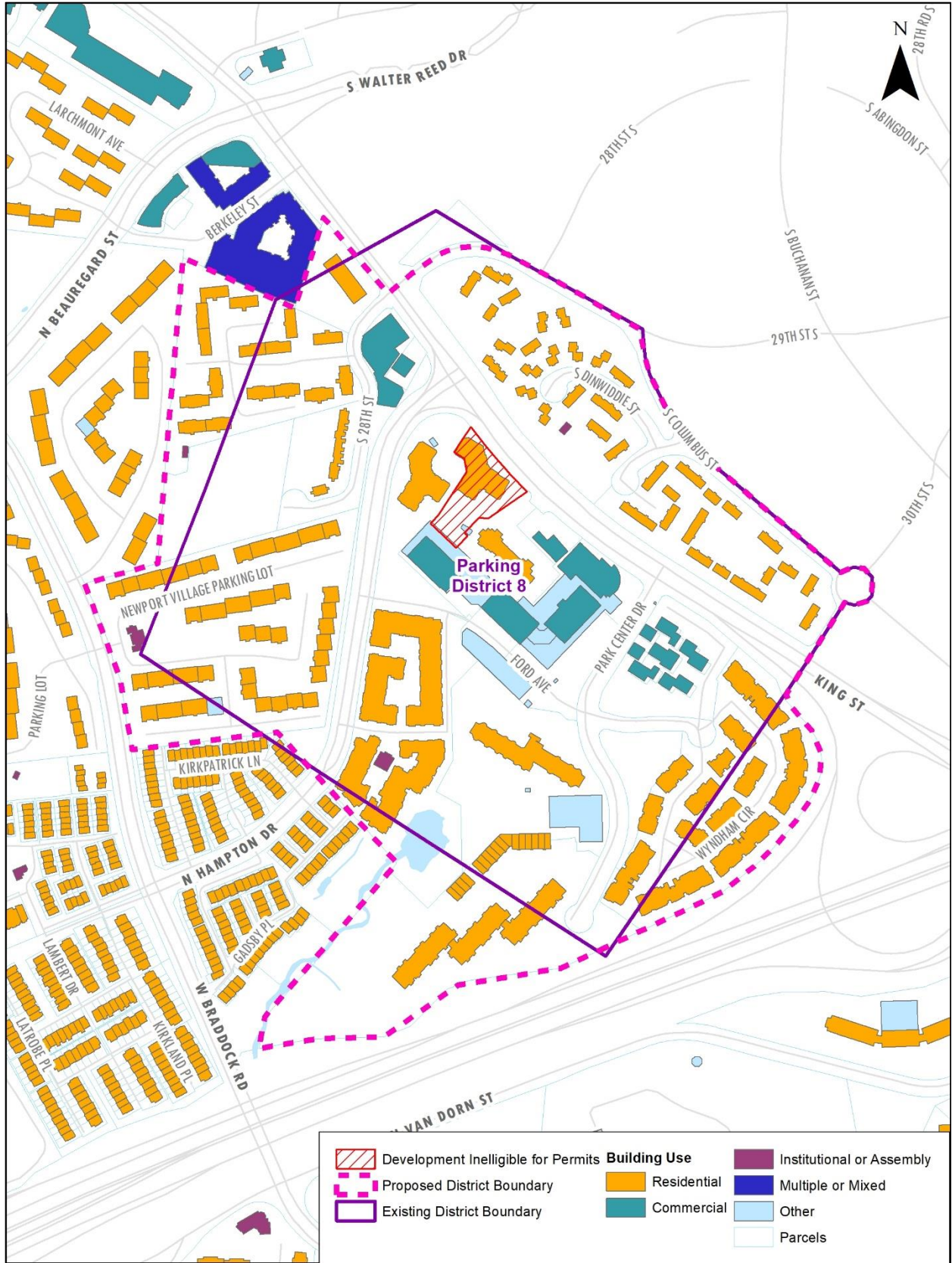
# ATTACHMENT 1

## Existing and Proposed District Boundaries (Districts 6, 7, 8, 8a, 10, and 11)

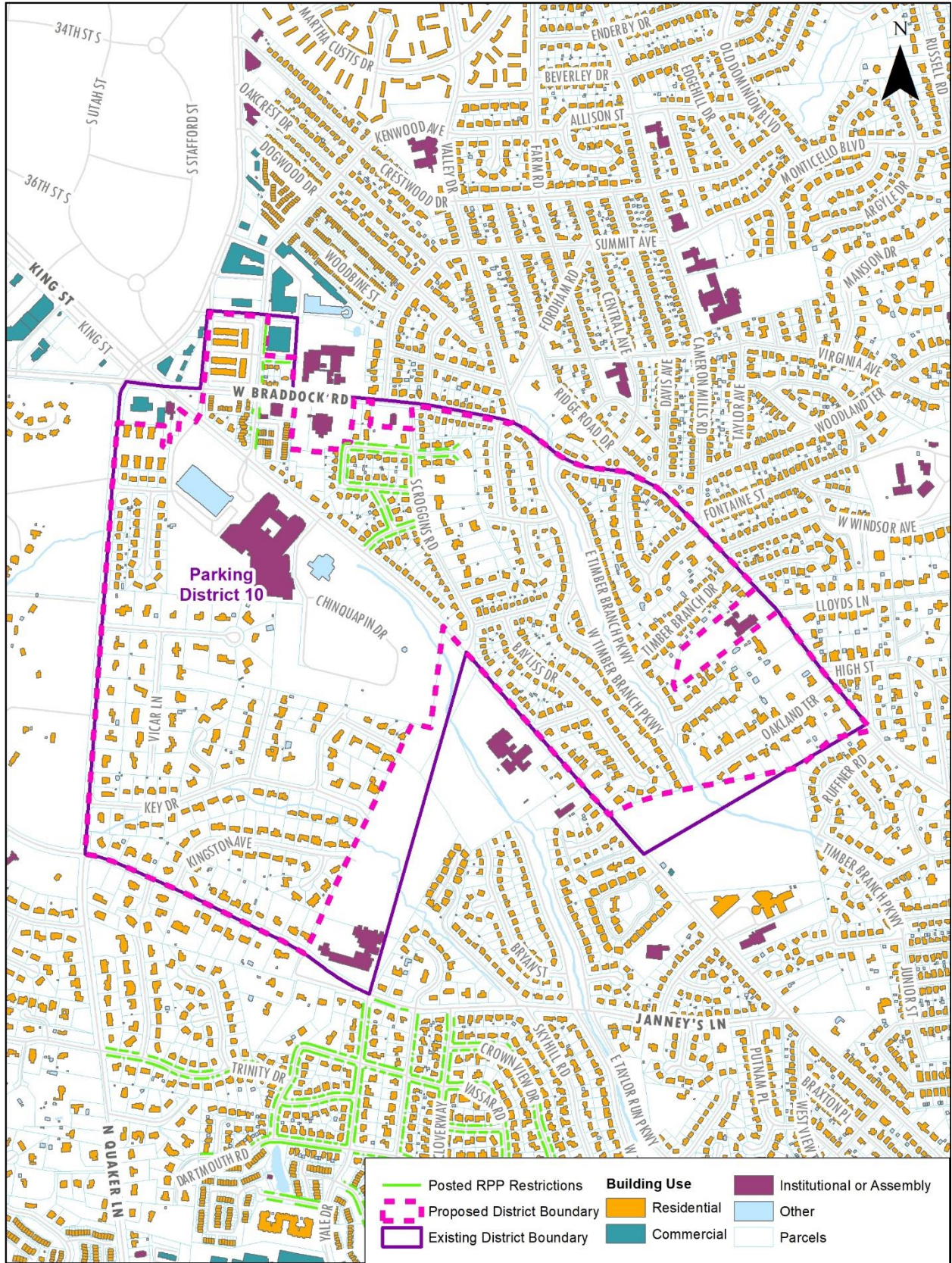














## ATTACHMENT 2

Community Feedback

### Megan Oleynik

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**From:** Jol Silversmith <jol@thirdamendment.com>  
**Sent:** Monday, March 8, 2021 6:25 PM  
**To:** Megan Oleynik  
**Subject:** RE: Residential Permit Parking Proposed Boundary Updates



P.O. Box 2873  
Alexandria, VA 22301-2873  
[rca@dominionstrategies.com](mailto:rca@dominionstrategies.com)

March 8, 2021

Dear Ms. Oleynik:

I understand that at the March 22, 2021 meeting of the Traffic and Parking Board, the City will propose to update some of the Residential Permit Parking (RPP) district boundaries. As you know, parts of the Rosemont neighborhood are located in districts 6 and 7, so we appreciate the opportunity for the RCA to provide feedback.

As an initial matter, and as previously discussed, East Walnut Street in Rosemont is unusual in that the north side is located in district 6 and the south side in district 7, but parking is only allowed on the south side of the street. Based on the feedback that I have received, residents of East Walnut Street support adjusting the district boundaries so that the north side of the street is also included in district 7. (I also understand that previously some - although not all - north side residents have been able to obtain district 7 stickers, so this would effectively codify current practices.)

Additionally, I understand that some minor changes will be made to the boundaries of district 6 and 7 to exclude certain non-residential properties that potentially could be redeveloped residences in the future, even though there are no current plans for their redevelopment. I note that even after those changes, certain non-residential properties in Rosemont will remain in district 6 and 7 (i.e., on Commonwealth Avenue, Braddock Road, and Mount Vernon Avenue) - but I understand that if they are ever proposed for residential redevelopment, parking issues could be addressed at that time.

Many thanks.

Jol Silversmith  
President, RCA

## Megan Oleynik

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**From:** Nate Macek <natemacek@hotmail.com>  
**Sent:** Tuesday, March 9, 2021 3:08 PM  
**To:** Megan Oleynik  
**Subject:** RE: [EXTERNAL]Parking District Changes - East Walnut Street

Megan:

Thank you for the update. I am supportive of these changes and wish to relay my support to the Traffic & Parking Board for its consideration of this request.

Thanks,

Nate

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Nathan M. Macek  
15 East Walnut Street  
Alexandria, VA 22301 USA  
Phone: +1 (202) 365-2927  
Email: [natemacek@hotmail.com](mailto:natemacek@hotmail.com)

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**From:** Megan Oleynik [mailto:Megan.Oleynik@alexandriava.gov]  
**Sent:** Tuesday, March 9, 2021 3:02 PM  
**To:** Nathan Macek <natemacek@hotmail.com>  
**Subject:** RE: [EXTERNAL]Parking District Changes - East Walnut Street

Hi Nate,

After receiving feedback from residents and the Rosemont Citizens' Association, staff are proposing to include the north side of the Unit and 100 blocks of E. Walnut Street in the District 7 RPP Boundary. This is also consistent with the past practice of issuing District 7 permits to the majority of residents on the north side of these blocks. Staff will explore updating signage to allow either District 6 or District 7 permit holders to park on the side streets between E. Walnut Street and E. Oak Street in this area to accommodate this change in boundary while minimizing impacts to residents. The updated proposed District 6 and 7 maps that will be considered by Traffic and Parking Board at their March 22 meeting are attached.

Please let me know if you have additional feedback or questions.

Best,  
Megan

Megan Oleynik, PE  
Transportation Planning & Mobility Services  
Department of Transportation & Environmental Services  
City of Alexandria

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** March 22, 2021

**DOCKET ITEM:** 8

**ISSUE:** Consideration of a request standardize parking restrictions along the 5200 block of Valley Forge Drive to 9 a.m.-5 p.m. Monday-Friday.

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**REQUESTED BY:** Alexandria Parking Enforcement

**LOCATION:** 5200 Block Valley Forge Drive

**STAFF RECOMMENDATION:** That the Board:

- (1) makes a recommendation to the Director of T&ES to standardize parking restrictions on the 5200 block of Valley Forge Drive to be 2-hour parking 9 a.m.-5 p.m., Monday-Friday, and
- (2) indicate to staff if they would like to consider an item to allow administrative approval of this type of standardization of restrictions along a block.

**BACKGROUND:** The 5200 block of Valley Forge Drive is located in the West End of the City, off of S. Pickett Street, just south of the intersection with Duke Street (Attachment 1). This block has a mixture of residential and commercial uses. It has one lane in each direction and parking on both sides of the road.

There is 2-hour parking on the northern/eastern part of the block between S. Pickett Street and the driveways to the Arbors at Duke to the north and Wapleton Condominiums to the south. The parking is unrestricted south/west of these driveways. There are currently multiple restrictions posted along the 2-hour portion of the block: 2-hour parking 8 a.m.-5 p.m. Monday-Friday; 2-hour parking 9 p.m.-5 p.m. Monday-Friday; and 2-hour parking 9 a.m.-5 p.m. Except Sunday.

**DISCUSSION:** Parking Enforcement contacted T&ES staff regarding inconsistent restrictions on the 5200 block of Valley Forge Drive that make it difficult for them to enforce restrictions efficiently and effectively. As was noted during the Residential Permit Parking (RPP) Refresh project, enforcement is more efficient if restrictions are consistent along a block and on both sides of a block. This is especially true as license plate reader technology becomes more prevalent. Additionally, consistent restrictions along a block are clearer and easier to follow for users parking on the street.



Staff recommend that all parking signage between S. Pickett Street and the driveways described above be updated to 2-hour parking 9 a.m.-5 p.m. Monday-Friday. This is the restriction that covers most of the signed part of the block, and these hours are appropriate to address weekday commercial parking and limit commuter parking.

Overall, staff believe it is a best practice for parking restrictions in an area to be as consistent as possible. Staff are considering bringing forward a request to the Traffic and Parking Board to allow administrative updates of signage in areas like this where there are small inconsistencies in parking restrictions along a block and would welcome feedback on this topic.

**OUTREACH:** Staff contacted Waplelton Condo Management, Brigadoon Homeowner's Association, Elpaw Veterinary, and The Arbors at Duke Apartment Management regarding the proposed change. No feedback had been received at the time this docket was written.

# ATTACHMENT 1

## *Proposed Parking Restriction Change Location*



# City of Alexandria, Virginia

## Traffic and Parking Board

**DATE:** March 22, 2021

**DOCKET ITEM:** 9

**ISSUE:** Consideration of a request to remove parking spaces on Menokin Drive and North Howard Street to install bikeshare stations

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**REQUESTED BY:** T&ES staff

**LOCATION:** 800 block of North Howard Street and 2400 block of Menokin Drive

**STAFF RECOMMENDATION:** The Board make a recommendation to the Director of T&ES to remove parking spaces for the installation of bikeshare stations in the West End on North Howard Street and Menokin Drive.

**BACKGROUND:** At the October 2020 Traffic & Parking Board meeting, the Board approved the removal of parking to install Capital Bikeshare stations in the West End as part of an expansion using bikeshare stations obtained from Arlington County. These stations are in good working condition and enable the City to deploy bikeshare to the West End ahead of the City's planned expansion using Virginia Department of Transportation (VDOT) funding for station purchases. These stations will ultimately be replaced with new ones over the next few years once additional VDOT funding is available.

At the February Traffic & Parking Board meeting, the Board approved three bikeshare station locations on Kenmore at Seminary Road, Fillmore at Bisdorf, Drive and Fillmore at N. Beauregard Street as additional options for station locations. Since that update, a total of three stations have been installed, and a fourth station is expected to be installed in late March.

Table 1: Status of Bikeshare Station Installations

<b>Location</b>	<b>Status</b>
South Whiting Street at Lane Drive	Installed in February
North Hampton Drive at Ford Avenue	Installed in February
Taney Avenue at North Howard Street	Installed in March
Virginia Theological Seminary	Location approved, City finalizing agreements with the property owner. Installation expected in March

Kenmore Avenue at Seminary Road	Approved by Traffic & Parking Board in February. Under review by bikeshare operator and interdepartmental City staff.
Fillmore Avenue at Bisdorf Drive, southeast corner (on-street)	Approved by Traffic & Parking Board in February. Under review by bikeshare operator and interdepartmental City staff.
Fillmore Avenue at North Beauregard, northwest corner (on-street)	Approved by Traffic & Parking Board in February. Under review by bikeshare operator or interdepartmental City staff.

**DISCUSSION:** Staff has been working with the bikeshare operator and internal City staff to determine whether the locations the Traffic & Parking Board approved in February are feasible for operations, maintenance, and safety. Given the time-sensitive nature of this project, if any of the three locations approved by the Traffic & Parking Board do not meet the requirements of the bikeshare operator or interdepartmental City staff, other on-street locations have been explored by staff.

An important point of consideration in this review is the temporary nature of these stations. The intent is to replace these stations with new stations once funding is available. If specific locations need to be adjusted with the future station installation, staff can address that need at that time.

Table 2: Proposed bikeshare station locations

Station Number	Station Location	Number of Docks	Parking Removal	Right-of-Way or Private Property
1	North Howard Street at North Imboden Street	11	2-3 spaces	Public ROW
2	Menokin Drive at Van Dorn Street	11	2-3 spaces	Public ROW

*North Howard Street at North Imboden Street (Attachment 1)*

Staff are proposing two possible locations for a bikeshare station on North Howard Street at North Imboden Street. Both possible locations for the station are in-street, east of North Imboden Street. One possible location would be on the westbound side of North Howard Street; the second possible location would be on the eastbound side of North Howard Street.

Either location would occupy approximately 2-3 parking spaces along North Howard Street. Both locations are adjacent to a condominium building (Plaza Condominiums) and an apartment complex (Foxchase Apartments) and are 0.3 miles or a 6-minute walk from Inova Alexandria Hospital.

*Menokin Drive at Van Dorn Street (Attachment 2)*

Staff are proposing two possible locations for a bikeshare station on Menokin Drive at Van Dorn Street. Both possible locations for the station are in-street, south of Van Dorn Street. One

possible location would be on the north side of Menokin Drive; the second possible location would be on the south side of Menokin Drive.

Both locations are in-street and would occupy approximately 2-3 parking spaces along Menokin Drive. These locations are adjacent to an apartment complex (Braddock Lee Apartments) and 0.3 miles or a 6-minute walk from Bradlee Shopping Center.

Staff has also identified two on-street locations in which on-street parking is not permitted and parking would not need to be removed to install the bikeshare locations. Staff is exploring whether these locations are acceptable for adjacent property owners, interdepartmental City staff and the bikeshare operator. If these are determined to be acceptable, staff may move forward with one or both of these locations. The two locations are:

- On-street on North Hampton Drive at Braddock Road
- On-street on Dawes Avenue at Netherton Drive

Stations will not be installed at all of these locations. Rather, this approval will provide additional options in the event a location is not approved by the operator or internal staff. Staff will provide the Board with an update on the final locations for the remaining bikeshare stations once they have been finalized.

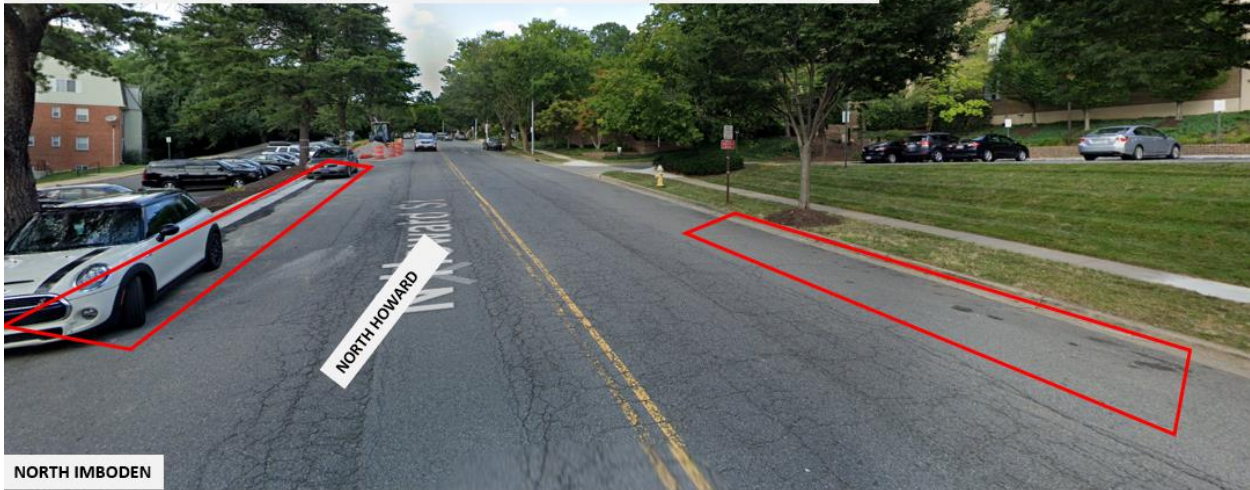
**OUTREACH:** Staff has made an effort to notify as many property owners, residents, and associations as possible about the potential bikeshare station locations. For these specific locations, staff reached out to Foxchase Apartments, Plaza Condominiums, and Braddock Lee Apartments. Staff also notified the Seminary Hill Civic Association and at the time of posting this docket did not receive a comment about the two locations. Staff is also coordinating with the Northern Virginia Community College and the HOA for the Hamptons at Stonegate for the input on the spaces on Dawes and Northampton that do not remove parking.

Regarding the overall expansion using stations from Arlington, a citywide eNews was distributed in fall 2020 and staff will share an additional eNews to notify the community of the installations. Social media has also been used and will be used to alert the community of upcoming installations. Finally, the City's bikeshare webpage ([www.alexandriava.gov/bikesharing](http://www.alexandriava.gov/bikesharing)) provides more details about locations and the expansion.

## ATTACHMENT 1: MAP OF PROPOSED BIKESHARE LOCATIONS ON NORTH HOWARD STREET AT NORTH IMBODEN STREET

### #2a & 2b: North or South side of North Howard Street at North Imboden Street

- On-street, starting at “no parking” signage
- ~50 feet along curb
- Public Property



## ATTACHMENT 2: MAP OF PROPOSED BIKESHARE LOCATIONS ON MENOKIN DRIVE AT VAN DORN STREET

### #1a & 1b: North or South side of Menokin Drive

- On-street, with clearance for storm drain
- ~50 feet along curb
- Public Property

