

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MAY 20, 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 April 22, 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 modify residential permit parking restrictions on the north side of the 800 Block of Second Street.
6. **ISSUE:** Consideration of a request to change parking restrictions at the Hotel Indigo at 220 S. Union St.
7. **ISSUE:** Consideration of a request to prohibit U-turns and left turns from the Holmes Run Pkwy ramp onto southbound North Van Dorn Street.

PUBLIC HEARING

8. **ISSUE:** Consideration of a request on the 1400, 1500, and 1600 blocks of Jamieson Avenue to:
 1. remove the 2-hour parking limits,
 2. reduce the hourly metered parking rate from \$1.75 to \$1.00, and
 3. allow a maximum all-day rate of \$5.
9. **ISSUE:** Consideration of a request to authorize the installation of an All-Way Stop Control at Russell Road and W. Windsor Avenue

STAFF UPDATES:

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, APRIL 22, 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.

1. Announcement of deferrals and withdrawals: None
2. Approval of the March 25, 2019 Traffic and Parking Board meeting minutes: Mr. Kane made a motion, seconded by Mr. Lewis to approve the minutes of the March 25, 2019 Traffic and Parking Board meeting. The motion carried unanimously.
3. Staff Written Updates:
 - a. All-Way Stop at Cameron Mills Road and Monticello Boulevard
 - b. 72-Hour Rule Exemption Evaluation
4. **PUBLIC DISCUSSION PERIOD**
 - Mr. Cohen supported adding meters on Lee Street.
 - Mr. Rossello expressed concerns about the Seminary Road Complete Streets project.
 - Ms. Pakula expressed concerns about the proliferation of scooters in the City.
 - Mr. Berridge expressed concerns about the residential pay by phone program.

CONSENT CALENDAR

BOARD ACTION: Mr. Cole made a motion, seconded by Mr. Lewis to approve consent items 5, 6, 7, 8 and 9. The motion carried unanimously.

5. **ISSUE:** Consideration of a request to implement the residential pay by phone program on the 300 block of Wolfe Street.
6. **ISSUE:** Consideration of a request to implement the residential pay by phone program on the 100 block of Wolfe Street.
7. **ISSUE:** Consideration of a request to implement the residential pay by phone program on the 100 block of S. Lee Street.

8. **ISSUE:** Consideration of a request to add a loading zone to the 900 block of King Street
9. **ISSUE:** Consideration of a request to relocate and change the hours of a loading zone on the unit block of Prince Street

PUBLIC HEARING

10. **ISSUE:** Consideration of policies regarding installing pay stations, alternative payment methods, and text size on program signage related to the Residential Pay by Phone program.

DISCUSSION: Ms. Oleynik presented the item to the Board. The Board felt the word “*supporter*” needed more clarity on the ballot to ensure the integrity of the process. There were also concerns about the enforceability of the scratch off vouchers and the need for guidance directing parkers to the pay stations.

PUBLIC TESTIMONY: No one from the public spoke.

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Beekman to recommend to the City Manager approving the request to amend the policies regarding installing pay stations, alternative payment methods, and text size on program signage related to the Residential Pay by Phone program. The motion carried unanimously.

11. **ISSUE:** Consideration of a request to temporarily revise the hourly and maximum rates for City Garages and Lots

DISCUSSION: Ms. North presented the item to the Board. The Board noted the importance of collecting data to monitor the effectiveness of the proposed changes and felt staff should do some outreach to promote the lower off-street parking rates.

PUBLIC TESTIMONY: No one from the public spoke.

BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Kane to recommend to City Council passing a resolution for the staff recommend rates for City Garages and Lots in Old Town between Memorial Day and the end of the WMATA shutdown. The motion carried unanimously.

12. ISSUE: Consideration of a request to prohibit parking in the right lane of the westbound Braddock Road approach to Russell Road.

DISCUSSION: Mr. Garbacz presented the item to the Board. The Board noted that the Sharrow pavement markings on Braddock Road were never replaced when the street was resurfaced.

PUBLIC TESTIMONY: No one from the public spoke.

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Osborne to recommend to the Director approving the request to prohibit parking in the right lane of the westbound Braddock Road approach to Russell Road and reinstall sharrows for both directions of Braddock Road between Mt Vernon Avenue and Russell Road. The motion carried unanimously.

13. ISSUE: Consideration of a request to modify the Polk Avenue and North Latham Street intersection by:

- a. Prohibiting parking within the intersection on North Latham Street's northbound side
- b. Preliminary approval to install an All-Way Stop control at a given time deemed appropriate by the Director of T&ES during the McArthur at Taney Project.

DISCUSSION: Mr. Garbacz presented the item to the Board. The Board expressed the importance of taking a more wholistic approach to traffic management around Patrick Henry School and asked staff to evaluate placing a 15-mph school zone on Latham Street. The Board felt approving the requested all-way stop signs was premature and should be considered closer to when the MacArthur School students are relocated to the old Patrick Henry School building.

PUBLIC TESTIMONY: No one from the public spoke.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Cole to recommend to the Director approving the request to prohibit parking within the intersection on North Latham Street and for staff to continue working with Alexandria City Public Schools and the community to resolve the traffic issues. The motion carried unanimously.

14. STAFF UPDATES

Mr. Kane updated with the Board about the Seminary Public meeting, the paving schedule for the trails, and the status of the mobility plan.

Mr. Schuyler provided a brief update on the Refresh initiative

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 20, 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. Summer WMATA Shutdown Preparation

As discussed previously with the Board, the Washington Metropolitan Area Transit Authority (WMATA) will close all Metrorail stations south of Ronald Reagan Washington National Airport between May 25 and early September. This includes all four Metrorail stations in the City (Van Dorn, Eisenhower Ave, King St-Old Town and Braddock Rd). During this time, WMATA will be running frequent shuttle bus service between these four stations, two closed stations in Fairfax County (Franconia-Springfield and Huntington), and open Metrorail stations in Arlington County (either Crystal City or Ronald Reagan Washington National Airport).

While the Metrorail stations are closed, the City is making several temporary traffic changes to enhance shuttle throughput and keep traffic moving through the City. Two of these changes (modifying HOV lane hours on Washington Street and changing rates for General Services garages) were brought before this board on March 25 and April 22, respectively and subsequently approved by City Council. In addition, staff will be making the following ***temporary*** changes to parking and traffic that will be returned to original conditions at the conclusion of the project, currently scheduled to be September 8, 2019:

- Restriping Metro Road, Diagonal Road, and King Street just east of Washington Street to accommodate more buses
- Removing parking spaces at various locations, including
 - Northbound North West Street just north of King Street (to accommodate bus turning movements)
 - Southbound North West Street between Madison and Wythe Streets, to accommodate a kiss and ride and MetroAccess loading and offloading
 - Parking spaces on westbound Ballenger Avenue between Dulaney Street and John Carlyle Street
- Allowing buses to turn left from King Street onto Washington Street (currently all left turns are prohibited at this intersection)

- Removing the 'Do Not Enter 4:30 to 6:30 pm Mon-Fri Except Holidays' signage on North Fayette and North Payne Streets to disperse traffic and improve the capacity of the street grid during the shutdown.

These changes are based on the City's final mitigation plan, which involved extensive outreach. It included over 3,000 comments over two rounds of surveying, plus outreach to several visitor and tourism groups, and civic associations, including those that will be most directly impacted, such as West Old Town Civic Association and Rosemont Civic Association.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 20, 2019

DOCKET ITEM: 5

ISSUE: Consideration of a request to modify the residential permit parking restrictions on the north side of the 800 Block of Second Street from 8AM-5PM, Monday-Friday to 8AM-11PM Monday-Saturday and 11AM-11PM on Sunday

REQUESTED BY: Nancy Meyers, resident of the 800 block of Second Street

LOCATION: North side of the 800 block of Second Street

STAFF RECOMMENDATION: That the Board makes a recommendation to the City Manager to modify the two-hour residential permit parking restrictions on the north side of the 800 block of Second Street from 8AM-5PM, Monday-Friday to 8AM-11PM Monday-Saturday and 11AM-11PM on Sunday.

BACKGROUND The 800 of Second Street is located between Patrick Street (Route 1) and the George Washington Memorial Parkway, about half a mile from the Braddock Road Metro Station and the Metroway Bus Station on First Street (see Attachment 1 for location). The subject block includes townhouses with no off-street parking. Second Street is in Residential Permit Parking District 3, which was expanded to include this street in 2018, and has two-hour residential parking permit (RPP) restrictions posted for 8AM-5PM Monday through Friday.

DISCUSSION: A petition was submitted that is signed by occupants of 80% (4 of 5) of the residential properties of the north side of the 800 block of Second Street requesting modifications to the RPP signage installed on their block face (Attachment 2). At the time the petition was submitted, only 4 of the 5 residences on the block face were occupied, so signatures were received by occupants of 100% of the occupied residences on the block face. Residents have expressed concerns that outside of the posted RPP restriction time limits, on-street parking spaces on the 800 block are often occupied by non-residential parkers and people parking to use the Metro or Metroway buses. This presents difficulties for residents who need on-street parking near their homes on the evenings and weekends.

There is no survey requirement in the City Code for changing residential parking restrictions. Given the petition exceeds 75% requirement for requesting modifications to RPP restrictions, staff recommends modifying restrictions on this block as requested by the residents.

OUTREACH: Northeast Citizens Association (NECA) was notified of the RPP restriction modifications being considered for this block via email.

ATTACHMENT 1: LOCATION (AERIAL)



ATTACHMENT 2: REQUEST

Submit Completed Petition to:

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

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number 3: ODD # SIDE (NORTH) OF 800 BLOCK OF 805, 805, 807, 809, 811 (e.g. north side of the 100 block of Main Street, south side of the 200 block of Main Street, and east side of the 500 block of Side Street). We propose the following days and times be included in the posted restrictions: Monday - Sat. 8am - 11pm Sunday 11am - 11pm (refer to Section 5-8-73 for sign options). We understand that the restrictions will apply non-residents of the district and residents will be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest passes to allow guests to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Permit (Optional)	Date
NANCY L. MEYERS		803 SECOND ST.		4 April 2019
JILL A. CHRISTMAS		805 SECOND ST.		4 April 2019
HOUSE IS VACANT* DO NOT HAVE OWNER CONTACT	RUNTERS MOVED OUT	807 SECOND ST.		VACANT
JAMES CELLEN		809 SECOND ST.		23 APRIL 2019
PAUL BARRY		811 SECOND ST.		15 APRIL 2019

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

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 20, 2019

DOCKET ITEM: 6

ISSUE: Consideration of a request to change parking restrictions at the Hotel Indigo as follows:

1. Remove the taxi loading space on the unit block of Duke Street and replace with metered parking; and
2. Remove the two metered spaces on the east side of the 200 block of South Union Street and extend the Loading area.

REQUESTED BY: Transportation and Environmental Services

LOCATION: 200 block of South Union Street and unit block of Duke Street

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

1. Remove the taxi loading space on the unit block of Duke Street and replace with metered parking; and
2. Remove the two metered spaces on the east side of the 200 block of South Union Street and extend the Loading area.

BACKGROUND: The Hotel Indigo development was completed in 2017. As part of that development approval, two spaces on South Union Street were designated for hotel loading and two spaces on Duke Street were designated for taxis. The remaining on-street parking spaces were identified as metered spaces, which included two spaces on South Union Street, and four on Duke Street (see Attachments 1 and 2). Since the hotel has opened, the two adjacent properties to the north and south have started construction on new residential buildings.

DISCUSSION: Given the different activity occurring in the area, staff has identified some changes to the on-street parking restrictions near the hotel that may help move hotel traffic out of the travelway and relieve some congestion at this intersection. Most of the hotel activity on South Union Street is from guests valeting their vehicles or stopping to unload and check-in and people arriving by taxis, Uber, and Lyft. The hotel loading area is only two spaces and given that the two metered spaces are typically occupied there this not much flexibility in space along this block. However, on Duke Street, the area reserved for taxis is seldom occupied since taxis typically do not stage at this hotel and when they do come, they pull up to the main entrance on South Union Street.

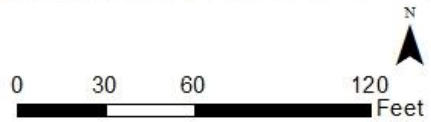
Staff proposes eliminating the taxi area and relocating the metered parking on South Union Street to Duke Street where the rest of the block is metered. This would allow the loading area in front of the hotel to be expanded towards the intersection, which provides additional space for the short-term loading and drop-off activity at the main entrance. This change maintains the same number of public, metered spaces while more efficiently using the hotel frontage for loading activities.

OUTREACH: Staff has notified other City Departments staffing the Ad Hoc Waterfront Monitoring Group about the change. Additionally, staff provided notice of this proposal to the Old Town Civic Association.

ATTACHMENT 1: LOCATION (AERIAL)



- | | |
|--------------|-------------------------|
| Loading Zone | Special Restriction |
| No Parking | Unrestricted Parking |
| Pay to Park | 2 Hr Restricted Parking |



ATTACHMENT 2: LOCATION (STREETVIEW)



South Union Street looking south – loading in the front and two parked vehicles are in the metered spaces proposed to be removed



Duke Street looking east – taxi area proposed to be replace with metered parking is closest to the intersection and metered parking further down the street

ATTACHMENT 3: COORDINATION WITH HOTEL INDIGO

Hi Katye,

Great seeing you this afternoon. As discussed, I would fully support the elimination of the under used (hardly ever!) taxi stand on the western side of the block of 100 Duke Street and making the change to paid parking in those two spaces.

In making that change, we would request that the two current paid spaces be turned over to hotel loading to allow for taxi/ride share loading and unloading, as well as for guests that chose to park in off-site self-parking locations.

I believe this would help to eliminate any potential for hotel loading back up, and with the nearby conclusion of construction along S Union street (and thereby the flagging crews) we will be setting ourselves up for success when the new residents move in.

Please do let me know if there is anything else I can do to assist.

Cheers,

Kate



Kate Ellis
General Manager

Hotel Indigo Old Town Alexandria

Tel: 1 703 721 3798

Fax: 1 703 721 3801



City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 2, 2019

DOCKET ITEM: 7

ISSUE: Consideration of a request to prohibit U-turns and left turns from the Holmes Run Parkway slip ramp onto southbound North Van Dorn Street.

REQUESTED BY: Edith Clance

LOCATION: Holmes Run Parkway slip ramp at N Van Dorn Street

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to prohibit U-turns and left turns from the Holmes Run Parkway slip ramp onto southbound North Van Dorn Street.

BACKGROUND:

Staff received this request through the City's Call.Click.Connect system to prohibit a left turn or U-turn movement from the Holmes Run Parkway onto southbound North Van Dorn Street in response to a recent collision.

DISCUSSION:

The Holmes Run Parkway slip ramp is one lane, one-way heading northbound onto North Van Dorn Street. This road connects to other residential roadways and provides access to the Holmes Run Bike Trail and Park.

A field survey determined many vehicles on Holmes Run Parkway turn left, or U-turn, onto North Van Dorn Street. However, given the intersection's alignment, the sight distance for vehicles on Holmes Run Parkway is not ideal to allow for a safe left turn or U-turn movement.

Staff recommends installing a "No Left Turn" symbolic sign to prohibit left turn and U-turn movements from the Holmes Run Parkway slip ramp. With this restriction, the alternative route for residents to travel southbound will be turning left from Taney Avenue at the North Van Dorn signalized intersection. This restriction will have little to no impact on the operation of the Taney Avenue and North Van Dorn intersection. In addition, the alternative route allows better sight distance for a safer left turn movement.

OUTREACH:

Staff reached out to Ms. Clance and informed her we recommend installing the "No Left Turn" sign.

ATTACHMENT 1: REQUEST

A request was either just created or updated using *CityWorks*.
Please take the necessary actions in responding, handling and/or updating this request.

Request Number:	172915
Date / Time Reported:	4/9/2019 4:14:31 PM
Description:	Signs - Request for New Traffic Sign
Problem Code:	SGNNEW
Problem Address:	
Initiated By:	User, CCC
Submitted To	Knight, Ryan
Dispatched To	
Prj Complete Date	4/14/2019 4:14:31 PM

Caller Information

Call	Name	Home Address	Home Phone	Work Phone	Email
174045	EDITH CLANCE		703-725-1146		EDITHCLANCE@YAHOO.COM

Questions and Answers

Call	Questions	Answers
174045	What type of sign is it?	
174045	Please describe the sign you are requesting	

Comments:

By User, CCC : 4/9/2019 4:14:32 PM
This is a "public" request. Information may be provided to anyone who requests it.

By Debrow, EARL : 4/9/2019 4:22:09 PM

Caller: CLANCE, EDITH

Q: What type of sign is it?

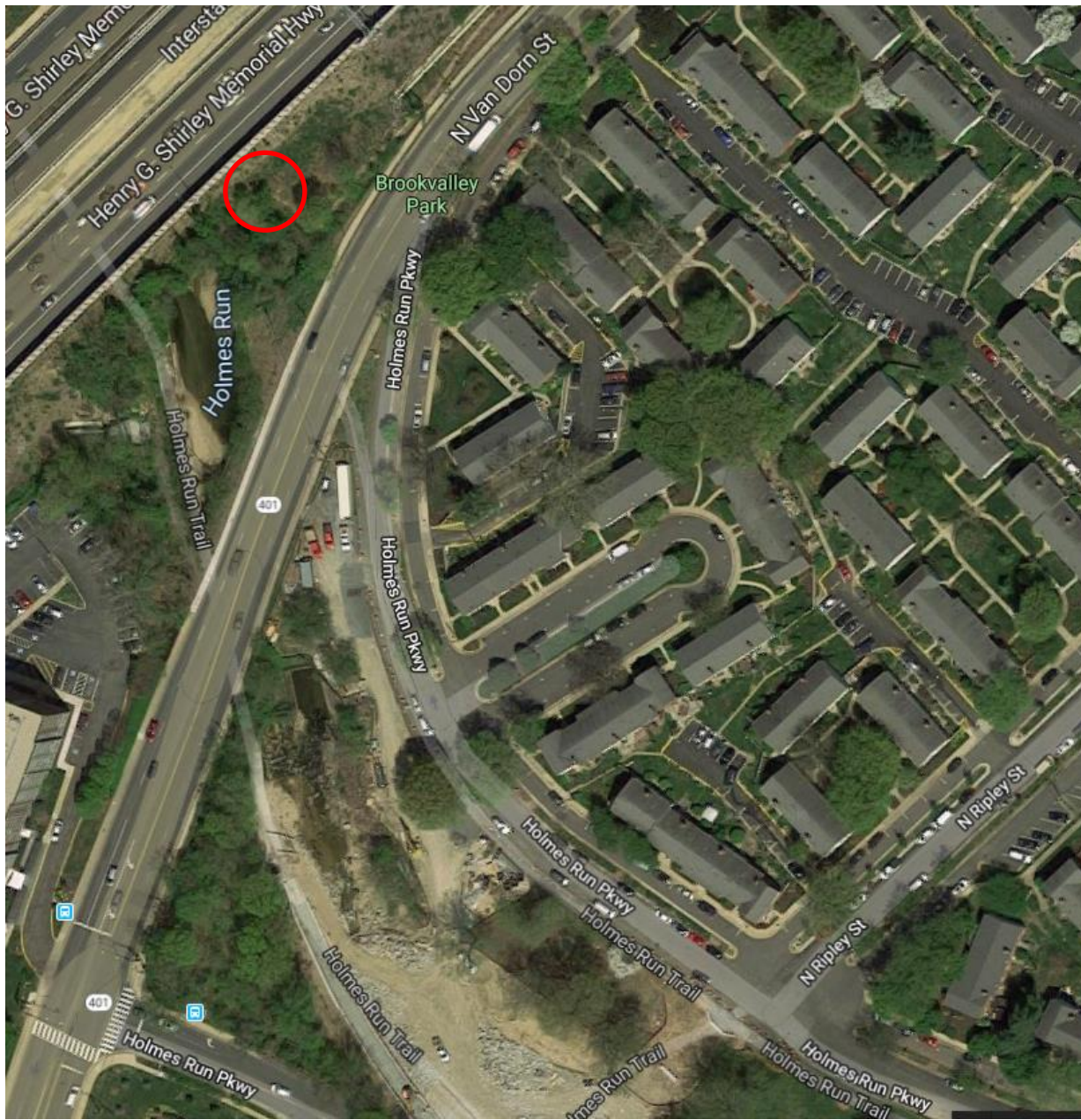
A:

Q: Please describe the sign you are requesting

A:

Details: This is a follow up to #172874, sent earlier today. There has been an accident because of a U-turner off Holmes Run (north side of creek), at the line. She turned right into the side of a van. There should be a "No U Turn" sign and collapsible poles along the double yellow line.

ATTACHMENT 2: LOCATION (AERIAL)



ATTACHMENT 3: STREET VIEW (PROPOSAL)



City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 20, 2019

DOCKET ITEM: 8

ISSUE: Consideration of a request on the 1400, 1500, and 1600 blocks of Jamieson Avenue to:

1. remove the 2-hour parking limits,
2. reduce the hourly metered parking rate from \$1.75 to \$1.00, and
3. allow a maximum all-day rate of \$5.

REQUESTED BY: Transportation and Environmental Services Staff

LOCATION: 1400, 1500, and 1600 blocks of Jamieson Avenue

STAFF RECOMMENDATION: That the Board makes a recommendation to City Council to remove 2-hour parking limits and establish a \$1.00/hour parking meter rate with a maximum \$5.00 all-day rate for the 1400-1600 blocks of Jamieson Avenue.

BACKGROUND: Jamieson Avenue is located near the Carlyle/Eisenhower East neighborhood of Alexandria (Attachment 1) in the vicinity of the U.S. Patent and Trademark Office and the Alexandria African American Heritage Park. The street is currently metered at a rate of \$1.75 per hour, which is the standard meter rate for all meters in the City. The hours of metered parking for these blocks is a maximum of 2-hours, 8AM-9PM, Monday-Friday. On-street parking on Jamieson Avenue is underutilized.

In December 2018, the City Council approved an amendment to the City Code that included changes to the process for adding new meters and establishing meter rates. The City Code was updated to allow the City Council to approve meter rates by resolution. This allows for different meter rates structures to be approved in different locations, rather than the standard \$1.75 per hour rate that is currently in place.

DISCUSSION: Staff recommends establishing new meter rates on Jamieson Avenue in order to better manage on-street parking demand. Because on-street parking on Jamieson Avenue is underutilized, staff recommends a different rate structure. Specifically, staff proposes the following changes:

1. removing the 2-hour parking limits,
2. reducing the hourly parking rate from \$1.75 to \$1.00, and
3. allowing a maximum all-day rate of \$5.

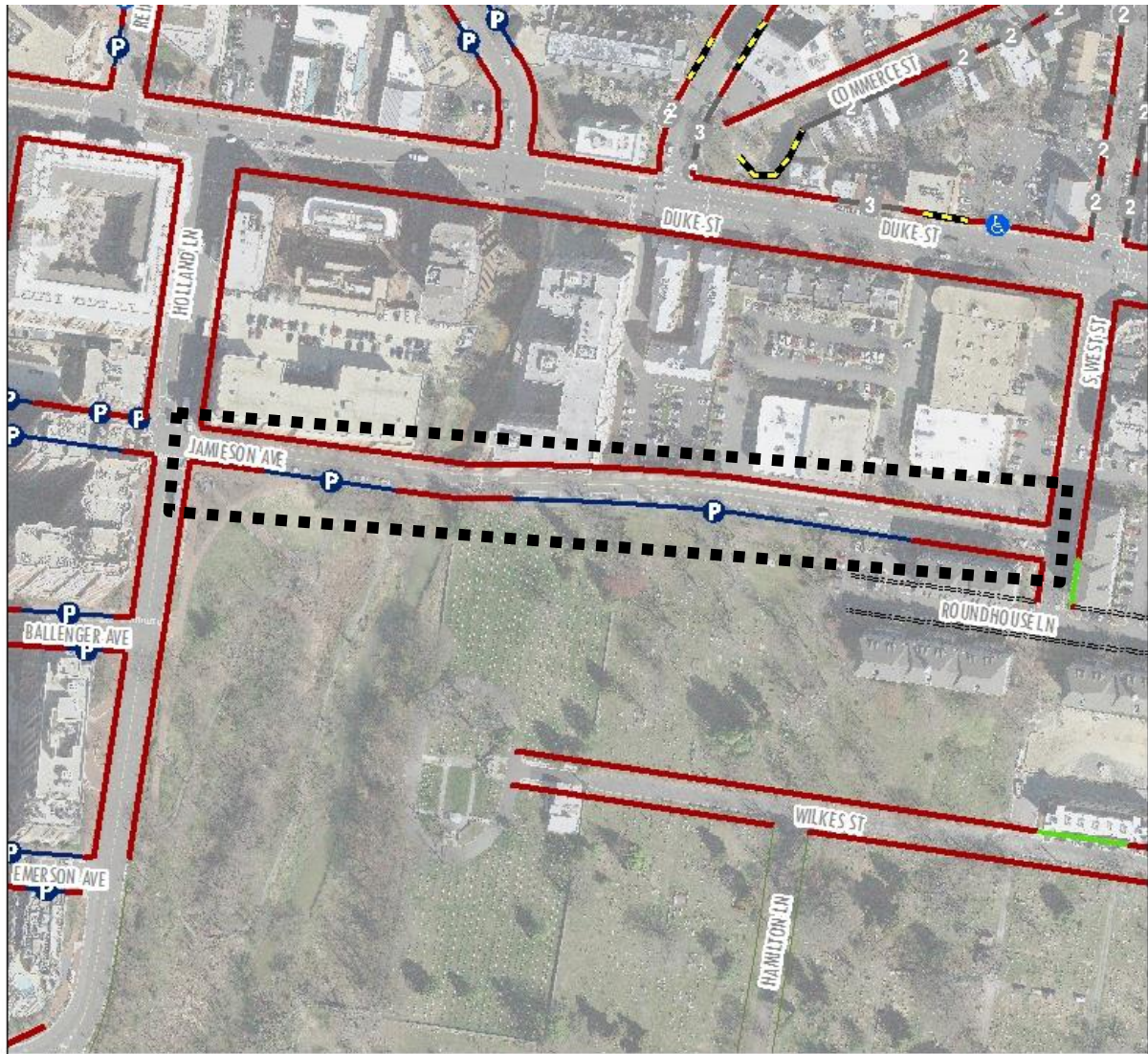
The meter hours would remain the same at 8AM-9PM, Monday-Friday.

Staff recommends the changes to allow daily parking at a lower rate in this location. Most of the uses near Jamieson Avenue have off-street parking available, which in some cases is free to patrons. Therefore, the demand for short term parking to support the commercial uses is not as high as other areas with meters. However, removal of meters and parking restrictions would result in full blocks as seen in the past on other unrestricted streets near Carlyle. Likely users of these new daily spaces are office workers who do not want to pay a higher parking rate in a garage and are willing to park further from their destination for a reduced parking fee. Allowing all day parking at a lower rate than the nearby garages may make these spaces more attractive and better utilized. Staff will monitor utilization of these blocks to determine if the rates need to be further adjusted to encourage utilization. Alternatively, staff will also monitor whether eliminating the 2-hour parking limit has resulted in full blocks with minimal turnover.

OUTREACH: Staff contacted surrounding property owners in the area including the Carlyle Community and the Old Town Village HOA regarding the proposed meter changes. The change to meter rates was generally discussed during the most recent budget process.

ATTACHMENT 1: LOCATION (AERIAL)

Jamieson Avenue



City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 20, 2019

DOCKET ITEM: 9

ISSUE: Consideration of a request to install All-Way Stop signs at the Russell Road and West Windsor Avenue intersection.

REQUESTED BY: Staff

LOCATION: Russell Road and West Windsor Avenue intersection

STAFF RECOMMENDATION: The Board recommend to the Director installation of All-Way Stop signs at the intersection of Russell Road and West Windsor Avenue.

BACKGROUND:

The purpose of this request is largely due to the concern of the severity and frequency of collisions within the intersection.

DISCUSSION:

The City of Alexandria's Traffic Engineering staff conducted a Stop Sign Warrant Analysis for the Russell Road and West Windsor Avenue intersection. In accordance with the Federal Highway Association's Manual of Uniform Traffic Control (MUTCD), an analysis must be conducted to ensure additional stop signs within the intersection are warranted. This analysis includes a review of existing intersection's characteristics, traffic volume assessment, intersection operation analysis, and reviewing the reported collision history within the intersection.

The Russell Road and West Windsor Avenue intersection is located in a primarily residential area. Russell Road is a two-lane undivided roadway with space for parking on each side, classified as a Major Collector. With a 25 MPH speed limit, Russell Road has a slightly sloping terrain with a slight curved alignment north of West Windsor Ave. West Windsor Avenue is a two-lane undivided roadway with space to park on one side, classified as a Local Road. With a 25 MPH speed limit as well, West Windsor Avenue has a slight uphill grade heading to the west. The existing traffic control device within the intersection includes stop signs for the West Windsor Avenue approach, as well as flashing red-lights, while Russell Road has a flashing yellow signal. The intersection also includes pedestrian accommodations such as sidewalks along all legs, crosswalk markings, and various pedestrian warning signs. This intersection is located near the St. Stephens and St. Agnes School, which potentially generates pedestrian volume within the intersection. In addition, the intersection includes a street light in good condition.

As part of the study, a turning movement count was conducted on April 11, 2019. These counts help determine the traffic behavior within the intersection and if the volume for each approach meets the warrants for All-Way Stop Control. The traffic volume for all approaches for an 8-hour period was evaluated. Per guidance in the MUTCD, the 8-hour period within the intersection does not meet minimum volume per hour. However, as part of additional guidance in the MUTCD, the volume within the intersection does meet 80% of the minimum volume per hour for all approaches.

The turning movement count also helps determine the intersection's operation. The current condition, Two-Way Stop Control, was evaluated through Synchro software for the AM and PM peak hour. Considering the Russell Rd approach essentially acts as an uncontrolled approach, the evaluation was focused on the West Windsor Avenue approach. In the AM peak hour, 6:30 AM to 7:30 AM, Synchro's HCM 2010 Two-Way Stop Control Report evaluated the worst approach (West Windsor Avenue eastbound) having a LOS F with approximately 67 seconds delay. In the PM peak hour, 3:45 PM to 4:45 PM, Synchro evaluated the worst approach (West Windsor Avenue eastbound) having a LOS E with 35 seconds delay. For both AM and PM peak hour, West Windsor Avenue has less than desirable Level of Service.

The reported collision history was analyzed to determine if a pattern exists that would suggest significant safety concerns within the intersection. As part of the all-way stop warrant analysis, the reported collision history was evaluated to determine if any collisions could potentially be corrected by an all-way stop control. These collision types usually vary from left-turn collisions to angled collisions. Within the most recent 12 months (April 2018 to April 2019), there have been four reported collisions, all being angled collisions. Per guidance in the MUTCD, this does not meet the minimum threshold for a 12-month period. However, as apart of additional guidance in the MUTCD, the reported collisions within the intersection does meet 80% of the minimum threshold.

Staff recommends the installation of an All-Way Stop Control within the Russell Road and West Windsor Avenue intersection. The intersection's characteristics do not suggest an additional traffic control on Russell Road would cause safety concerns regarding sight distance. In addition, per MUTCD guidance, an All-Way Stop Control should be considered if 80% of the minimum values for the volume from the major and minor approach, along with the reported collision are met. In addition, the intersection's operation would improve the Level of Service for the West Windsor Avenue approach, and only slightly impact the Russell Road approaches.

OUTREACH:

The North Ridge and Del Ray civic associations were notified of this proposal.

Attachments:

Attachment 1: Aerial Image of Intersection and Street View from Russell Road

Attachment 2: Multi-Way Stop Warrant Analysis Spreadsheet/Coversheet

Attachment 3: Attachment 3: 12-hour Intersection Turning Movement Count Diagram

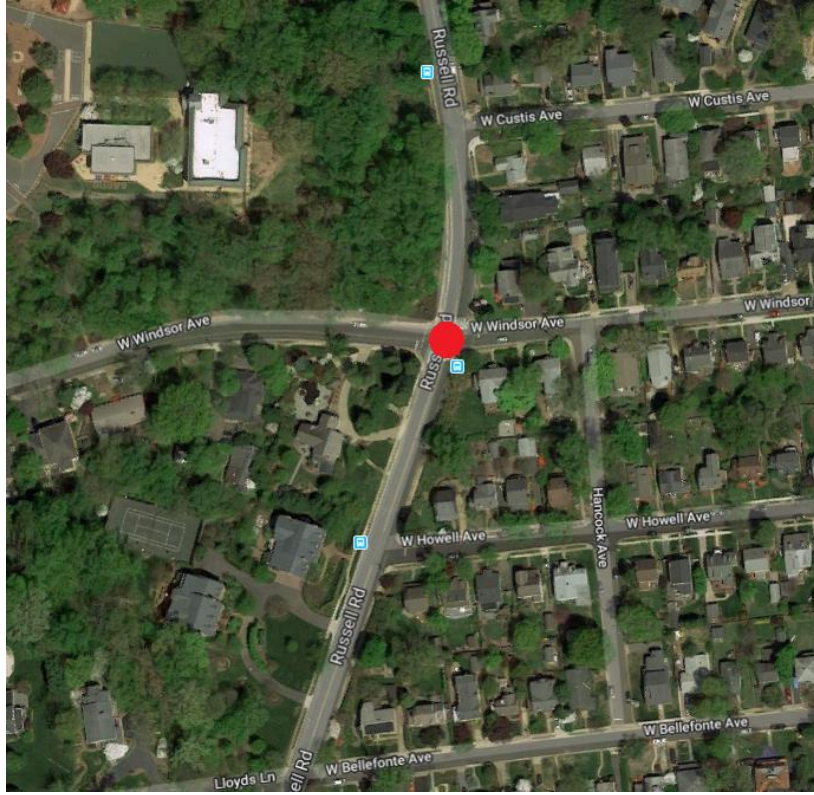
Attachment 4: Reported Collision History Table

Attachment 5: Intersection Operation Analysis Table

Attachment 6: Stopping Sight Distance on Horizontal Curve Assessment

Attachment 1: Aerial Image of Intersection and Street View from Russell Road

Intersection Aerial Image



Russell Road Northbound Approach



Attachment 2: Multi-Way Stop Warrant Analysis Spreadsheet/Coversheet

MULTI-WAY STOP WARRANT ANALYSIS

City/Town: <u>City of Alexandria</u>	Analysis Performed By: <u>Ryan Knight, P.E.</u>	
County: _____	Date Analysis Performed: <u>4/29/2019</u>	
Division: <u>Traffic Engineering</u>	Project Number if Applicable: _____	
Data Date: _____	Weather Conditions: <u>Clear</u>	

Major Route: <u>Russell Road</u>	Appr. Lanes: <u>1</u>	Critical Approach Speed (mph): <u>25</u>
Minor Route: <u>Windsor Avenue</u>	Appr. Lanes: <u>1</u>	

A. Is a multi-way stop sign installation considered as an interim measure where traffic signal is justified? Yes No

B. How many reported collisions in a 12-month period? 4 Total Yes No

- Number of right-turn collisions: _____ 0
- Number of left-turn collisions: _____ 0
- Number of right-angle collisions: _____ 4

C. Minimum Vehicular Volumes (100%) 100% Satisfied Yes No

(Used if Approaching Speed exceeds 40 MPH) 70% Satisfied: Yes No

100%	100%	(volumes in veh/hr)	Minimum Requirements		Eight Highest Hours							
			100%	70%	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
			Volume Level									
		Both Approaches on Major Street	300	210	419	320	424	559	659	680	540	374
		Both Approach on Minor Street	200	140	164	161	195	259	300	294	257	190

D. Minimum Vehicular Volumes (80%) 80% Satisfied Yes No

100%	100%	(volumes in veh/hr)	Minimum Requirements		Eight Highest Hours							
			80%		11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
			Volume Level									
		Both Approaches on Major Street	240		419	320	424	559	659	680	540	374
		Both Approach on Minor Street	160		164	161	195	259	300	294	257	190

Does the reported collisions in a 12-month period satisfy 80% of the minimum value? Yes No

Other criteria that may be considered in an engineering study include:

- a. Total left-turn volume from the major street from the largest approach. 70 Total Yes No
- Is an Intersection analysis required? _____ Yes No
- b. Is the intersection near a location that generates high pedestrian volumes? Yes No
- c. Is the sight distance adequate within this intersection? Yes No
- d. Are the streets classified as two residential neighborhood collector streets of similar design and operation characteristics where multi-way stop would improve traffic characteristics? Yes No

Attachment 4: 12-Month Reported Collision History Spreadsheet



Reported Collision History (2018-Present):
Russell Road and Windsor Ave

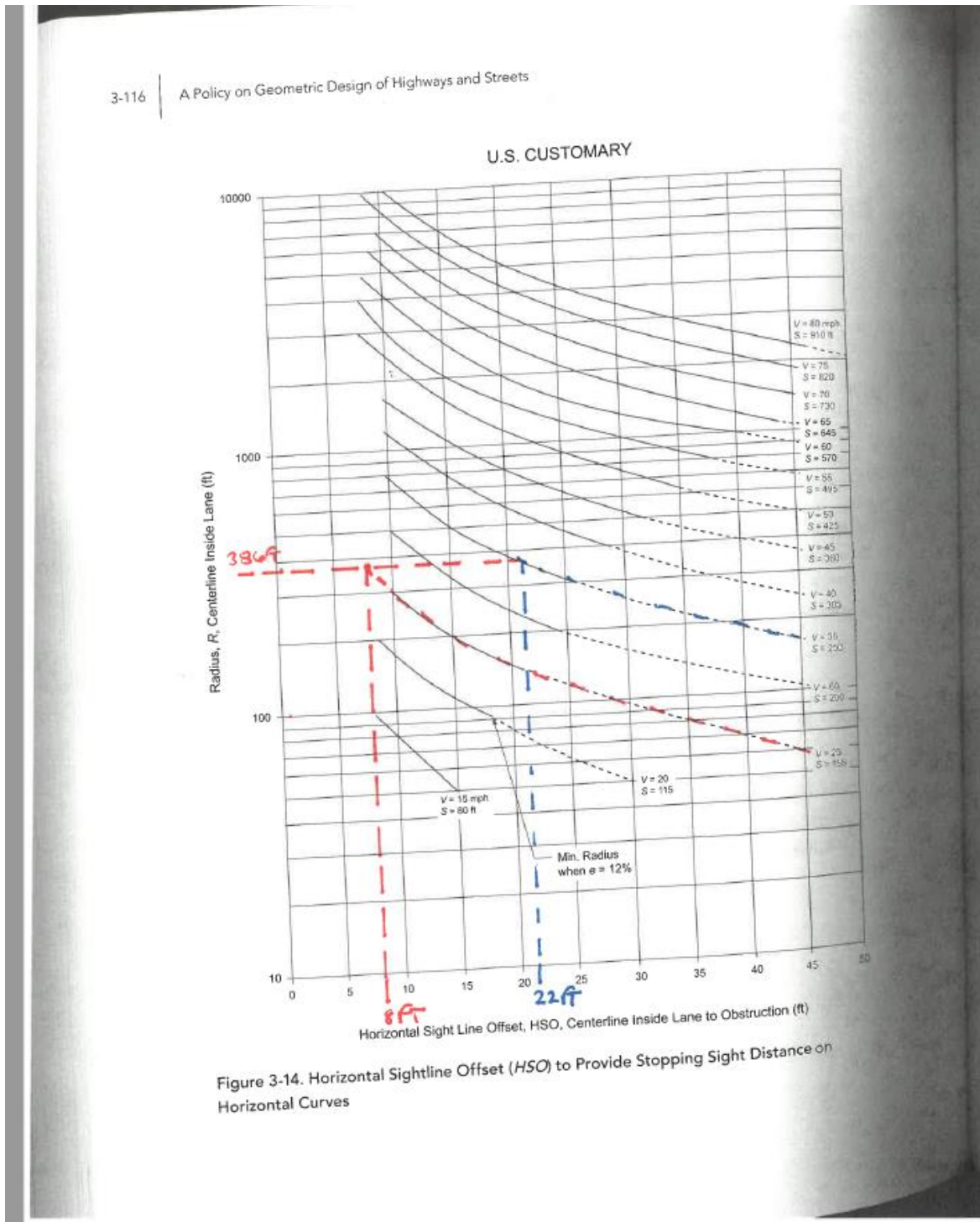
Prepared By: Traffic Engineering Staff
Last Updated: 5/6/2019

Report #	Date	Type	Narrative
18-133390	4/15/2018	Angle	WB veh (Veh 1) struck NB veh (Veh 2). Cited Sight Distance
18-148767	6/3/2018	Angle	EB veh (Veh 1) struck NB veh (Veh 2), causing veh 2 to hit fixed object. Cited Disregarded Stop Sign
18-199756	11/9/2018	Angle	EB veh (veh 1) struck NB veh (Veh 2), causing veh 2 to hit stopped WB veh (Veh 3). Failure to Yield.
19-031600	4/15/2019	Angle	Veh 1 (Unknown Direction) struck SB veh (Veh 2).

Attachment 5: Intersection Operation Analysis Table

Peak Hour	Direction	Delay (sec)/ Level of Service	
		Two-Way Stop	All-Way Stop
AM	NB	1.3 sec	24.9 sec
		LOS A	LOS C
	SB	0.4 sec	19.9 sec
		LOS A	LOS C
	EB	67.1 sec	14.2 sec
		LOS F	LOS B
	WB	29.9 sec	11.6 sec
		LOS D	LOS B
PM	NB	1.2 sec	13.3 sec
		LOS A	LOS B
	SB	0.3 sec	23.6 sec
		LOS A	LOS C
	EB	35.2 sec	12.5 sec
		LOS E	LOS B
	WB	29.5 sec	12.1 sec
		LOS D	LOS B

Attachment 6: Stopping Sight Distance on Horizontal Curve Assessment



Source: AASHTO's A Policy on Geometric Design of Highway and Streets