

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, NOVEMBER 18, 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 October 28, 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 install No Parking signs within the Princess Street and Earl Street intersection.
6. **ISSUE:** Consideration of a request to remove No Parking signs and replace with 3-Hour parking signs on the west side of the 800 block of South Payne Street.
7. **ISSUE:** Consideration of a request to remove approximately four parking spaces on the east side off the 1100 and 1200 blocks of North Pitt Street to improve sight distance.

**PUBLIC HEARING**

8. **ISSUE:** Consideration of a request to temporarily remove two (2) on-street parking spaces near 1557 Potomac Greens Drive to allow for construction vehicle movement from Slaters Lane onto Potomac Greens Drive for the construction of the Potomac Yard Metro Station.
9. **ISSUE:** Consideration of a request to install an additional stop sign at the intersection of Port Street and Dock Street.
10. **ISSUE:** Consideration of a request to install a High Intensity Activated crossWalk (HAWK) signal on Braddock Road between the intersection of North Early and Minnie Howard Campus.

**STAFF PRESENTATIONS:**

**BOARD UPDATES:**

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, OCTOBER 28, 2019, 7:30 P.M.  
301 KING STREET, 2nd FLOOR  
COUNCIL CHAMBERS**

**MINUTES**

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

**BOARD MEMBERS ABSENT:** None

**STAFF MEMBERS PRESENT:** Bob Garbacz, Division Chief of Traffic Engineering, Katye North, Division Chief of Mobility Services, Daphne Knott, Division Chief, Department of Project Implementation, Lieutenant Mike May, Police Department, Sergeant William Mayfield, Police Department, Ryan Knight, Civil Engineering IV, Megan Oleynik, Urban Planner III, Alex Block, Principal Planner and Cuong Nguyen, Civil Engineer II.

1. Announcement of deferrals and withdrawals: None
2. Approval of the September 23, 2019 Traffic and Parking Board meeting minutes: Mr. Cole made a motion, seconded by Mr. Osborne to approve the minutes of the September 23, 2019 Traffic and Parking Board meeting. The motion carried unanimously.
3. Staff Written Updates: Written Staff Updates:
  - Dockless Mobility (Scooter) Pilot Program Evaluation
4. **PUBLIC DISCUSSION PERIOD**  
No one from the public spoke in this period.

**PUBLIC HEARING**

5. **ISSUE:** Consideration of a request to (1) remove “No Parking Monday-Friday 8AM-5PM” signs on the north side of the unit block of W. Glebe Road, and (2) approve future removal of on-street parking on the east side of the 2500 block of Helen Street to accommodate sidewalk installation.

**DISCUSSION:** Ms. Oleynik presented the item to the Board.

**PUBLIC TESTIMONY:** The following speakers provided testimony: Mr. Cline spoke in favor of the request.

**BOARD ACTION:** Ms. Tucker made a motion, seconded by Mr. Beekman to approve the request to (1) remove “No Parking Monday-Friday 8AM-5PM” signs on the north side of the unit block of W. Glebe Road, and (2) approve

future removal of on-street parking on the east side of the 2500 block of Helen Street to accommodate sidewalk installation. The motion carried unanimously.

- 6. ISSUE:** Consideration of a request to temporarily remove approximately six (6) on-street parking spaces north of the Potomac Avenue entrance of 2601 Mainline Boulevard (Location of the Potomac Yard Metrorail Station construction worker parking and staging lot).

**DISCUSSION:** Ms. Knott presented the item to the Board. The Board was concerned about pedestrian safety and asked the applicant to install Yield to Pedestrian signs at the parking lot entrance/exit to alert truck drivers to the possible presence of pedestrians on the sidewalk.

**PUBLIC TESTIMONY:** No one from the public spoke on this request.

**BOARD ACTION:** Mr. Cole made a motion, seconded by Mr. Osborne to approve the request to temporarily remove approximately six (6) on-street parking spaces north of the Potomac Avenue entrance of 2601 Mainline Boulevard (Location of the Potomac Yard Metrorail Station construction worker parking and staging lot). The motion carried unanimously.

- 7. ISSUE:** Consideration of a request to add a loading zone to the 1700 block of Duke Street

**DISCUSSION:** Ms. Oleynik presented the item to the Board. The Board questioned staff about the current Valet not being used all year.

**PUBLIC TESTIMONY:** The following speakers provided testimony: Mr. Driouche spoke in favor of the request.

**BOARD ACTION:** Mr. Osborne made a motion, seconded by Mr. Lewis to approve the request add a loading zone to the 1700 block of Duke Street and direct staff to discuss with the valet permit owner about the usage of the eastern spaces. The motion carried unanimously.

- 8. ISSUE:** Consideration of a request to add valet parking on Reinekers Lane.

**DISCUSSION:** Ms. Oleynik presented the item to the Board. The Board was concerned that the space will be underutilized.

**PUBLIC TESTIMONY:** Mr. Hall spoke in favor the request.

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Mr. Cole to approve the request to add valet parking on Reinekers Lane. The motion carried unanimously.

9. **ISSUE:** Consideration of a request to amend the City Code related to residential permit parking districts.

**DISCUSSION:** Ms. Oleynik and Ms. North presented the item to the Board. Sergeant Mayfield explained how the Police enforce parking restrictions and why converting the three-hour restriction to two-hour would help enforcement. One of the more controversial changes was eliminating the three-hour parking option to allow standardization and easier enforcement. This change could negatively impact The Little Theater's operation as well as the ability to have contractors, such as plumbers, provide services to homes within the district. The Board had concern about having an ending time restriction at 5:00 PM.

**PUBLIC TESTIMONY:** The following speakers provided testimony: Mr. Matyas, Mr. Snow, Ms. Albers, Ms Amidon, Ms. Whitlatih, Ms. Callanhan, Ms. Haley, and Mr. Schmid, Ms. Blacker, Ms. Sanderson, Ms. Wasowski, Ms. Adams, Mr. Voltmann, Ms Ives, Mr. Ray, Ms. Mosher, Mr and Ms Settle, Ms. Curtih, Mr. Rows, Mr. Shaw, Mr. Macek, Mr. Hardaway opposed the request.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Mr. Cole to amend the City Code related to permit parking districts except the change from 3-hour restriction to 2-hour restriction. The motion carried with Mr. Schuyler, Mr. Lewis, Mr. Cole, Mr. Beekman, Mr. Kane and Ms. Tucker voted yes, and Mr. Osborne voted against the motion.

Ms. Tucker made a motion, seconded by Mr. Kane to keep the existing hour restriction as it is. The motion carried with Mr. Lewis, Mr. Beekman, Mr. Kane, Ms. Tucker, Mr. Osborne voted yes, and Mr. Schuyler and Mr. Cole voted against the motion.

**STAFF UPDATES:**

- Reorganizing Taxi Administration

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** November 18, 2019  
**DOCKET ITEM:** #3  
**ISSUE:** Written Staff Updates

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

**RECOMMENDATION:** That the Board receive the following staff updates:

### **A. Fiscal Year 2021 Repaving Schedule**

In accordance with the City's Complete Streets Policy, adopted by City Council in 2011, T&ES staff work to identify and implement improvements in conjunction with route street maintenance. When streets are resurfaced, this provides an opportunity to upgrade elements of the street to better accommodate people of all ages, abilities, and modes of travel. For all streets, staff aim to improve safety, access, and mobility.

T&ES staff have conducted a preliminary review of the repaving schedule for fiscal year 2021. In this preliminary review of the repaving schedule, staff considered existing plans, including the Transportation Master Plan, Complete Streets Design Guidelines, and Safe Routes to School walk audit reports. Staff also considered crash history and community input recorded in the City's Call.Click.Connect system.

Below is a list of the streets planned to be repaved in Fiscal Year 2021. For all streets, staff will identify basic improvements such as ADA ramps and crosswalk upgrades. A subset of these streets (those shown in bold) may warrant more community engagement and potentially more robust improvements based on the considerations noted above. The list below is tentative in nature and subject to change.

- **Alfred Street (First Street to Church St)**
- Bryan Street (W Taylor Run Pkwy to Dead End)
- **Cameron Mills Rd (Virginia Ave to Allison St)**
- Daingerfield Rd (entire length)
- Diagonal Rd (entire length)
- Duke Street (S Patrick Street to Strand St)

- Farm Rd (Beverley Dr to Circle Terr)
- Fendall Ave (Duke Street to Floyd St)
- Fillmore Ave (Cul-de-sac to Seminary Rd)
- Hume Ave (Commonwealth Ave to Richmond Hwy)
- Lomack Street(cul-de-sac to dead end)
- Marlboro Dr (entire length)
- Moncure Dr (S View Terr to Hilton St)
- **Morgan Street (N Chambliss Street to cul-de-sac)**
- Mt Vernon Ave (Hume Ave to E Braddock Rd)
- N Floyd Street (Duke Street to French St)
- N Gladden Street& N Grayson Street(Uline Ave to Uline Ave)
- N Howard Street(Raleigh Ave to Braddock Rd)
- **Rayburn Ave (N Beauregard Street to Reading Ave)**
- **Reading Ave (Rayburn Ave to N Beauregard St)**
- S French Street (Duke Street to cul-de-sac)
- S Iris (Venable Ave to Vermont Ave)
- Skyhill Rd (Janneys Ln to Dead End)
- Tulsa Pl (N Gordon Street to cul-de-sac)
- Uline Ave (N Gordon Street to N Furman St)
- Wellington Rd (Beverley Dr to Chalfonte Dr)
- **West Street (Duke Street to Wythe St)**

Staff anticipates gathering community input on selected streets via an online feedback form by spring 2020.

## **B. Valet Special Use Permit Update**

At the Board meeting on October 28, 2019, with consideration of Docket Item 7, a request for loading spaces on the north side of the 1700 block of Duke Street, the Board asked for additional details about the Valet Special Use Permit (SUP) process. Valet operations are authorized through an administrative SUP per City Code Section [11-513\(N\)](#). The application requires a Valet plan that includes location of the valet spaces, location for parked valet vehicles, and hours and days that the valet is proposed to be in operation. The application is reviewed by Planning and Zoning and Transportation and Environmental Services staff. Per Code, if an applicant is approved for a Valet SUP, they have a right to exclusive use of the space included in their application during the days and times specified in the permit to operate their valet, unless the SUP application were to specify shared use with another business or the public.

Per Code for all SUPs, the City cannot withdraw a permit unless the space has been abandoned for one full year or the permit holder informs the City they are no longer using the space. In order to discourage underutilized curbside space, moving forward staff intends to add conditions to Valet SUPs requiring the applicant to inform the City as soon as possible if the valet space is no longer being utilized and to work with the applicant during the application process to identify

the specific months and times when valet will be in use and allow use of that space by others when not used for valet.



# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** November 18, 2019

**DOCKET ITEM:** #5

**ISSUE:** Consideration of a request to install No Parking signs within the Princess Street and Earl Street intersection

**REQUESTED BY:** Ms. Ellen Cosier

**LOCATION:** Princess Street and Earl Street intersection

**STAFF RECOMMENDATION:** The Board makes a recommendation to the Director of T&ES to install No Parking signs within the Princess and Earl Street intersection.

**BACKGROUND:** Ms. Ellen Cosier contacted the city to express her concerns regarding transportation safety within the Princess Street and Earl Street intersection. Over the years there have been a number of collisions within the intersection. As a result, Ms. Cosier requested additional stop signs within the intersection.

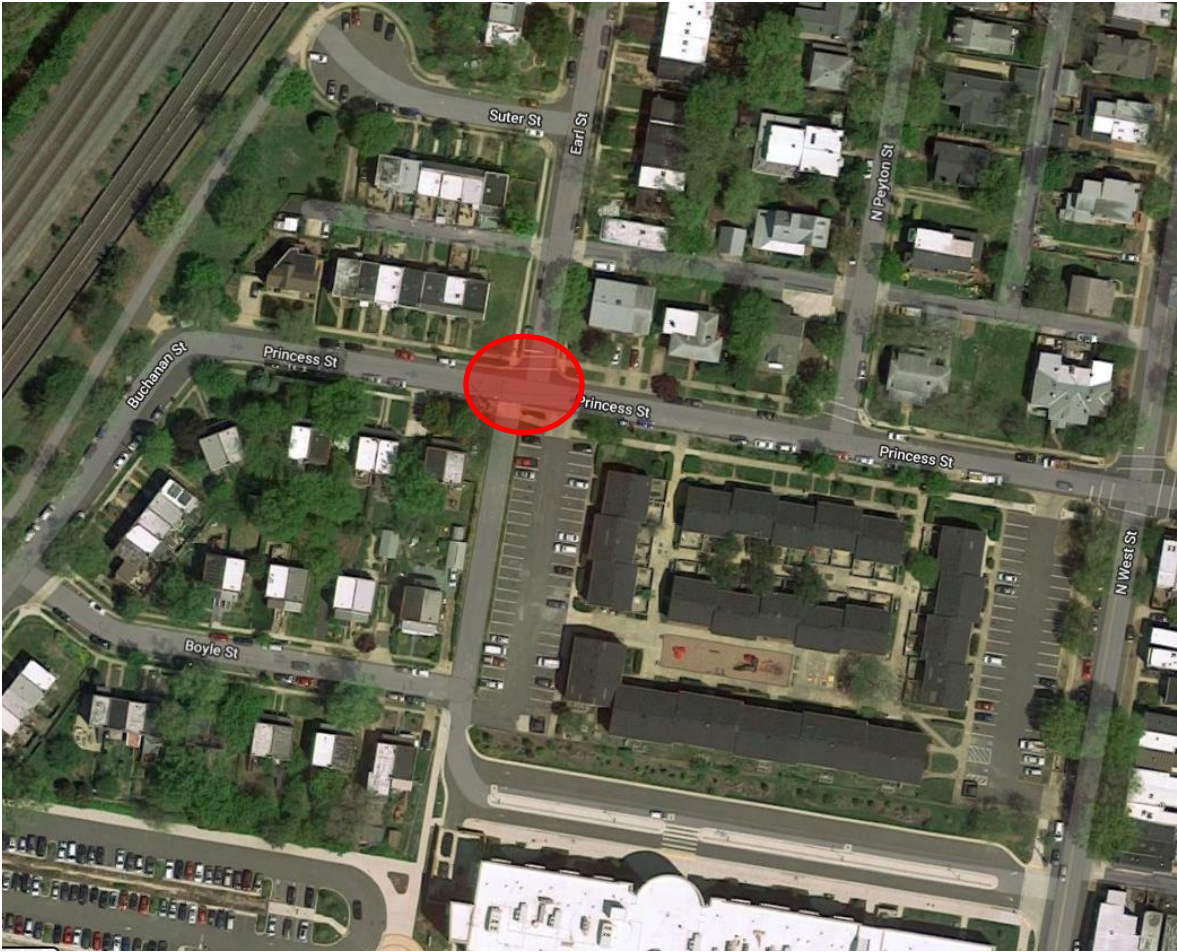
**DISCUSSION:** In accordance with the Federal Highway Association's Manual of Uniform Traffic Control (MUTCD), an analysis must be conducted to ensure additional stop signs within the subject intersection are warranted. This analysis includes a review of existing intersection's characteristics, traffic volume assessment, and reviewing the reported collision history within the intersection.

Based on our findings, additional stop signs warrants are not met. However, given the characteristic of the intersection and reported collision history citing sight distance issue, staff recommends installing No Parking signs that would prohibit parking from the sign to the corner of the intersection.

**OUTREACH:** Residents within the intersection

ATTACHMENT 1: LOCATION MAP

Aerial Image





## ATTACHMENT 2: Aerial Image (Proposed No Parking)







ATTACHMENT 3: Streetview (Proposed No Parking)





# ATTACHMENT 4: Request



## ON-STREET PARKING MODIFICATION REQUEST FORM

Please fill out this application and return to [megan.oleynik@alexandriava.gov](mailto:megan.oleynik@alexandriava.gov) or mail to Megan Oleynik, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314

### Type of On-Street Parking Modification Requested:

- Loading Zone Removal
- Parking Removal
- Parking Restriction Change (Non-RPP)
- Loading Zone Addition
- No Parking Sign Removal

Proposed restrictions \_\_\_\_\_

Princess Street and Earl Street Intersection

### Location:

(Map or figure may be provided as an attachment)

### Reason for the Request (What are you trying to solve/address?):

To improve sight distance within the intersection.

Approximate number of spaces affected (assume 20 feet per space): 2

### Project Champion (Point of Contact) Information:

Name: Ryan Knight

Address: 2900 Business Center Drive

Email: Ryan.Knight@alexandriava.gov

Phone Number: 703-746-4225

### Best Way to Contact:

- Email
- Phone

### Best Time of Day to Contact:

- Morning
- Afternoon





## ATTACHMENT 5: Outreach – Informational Flyer



City of Alexandria  
Transportation and Environmental Services  
November 7, 2019

### **ON-STREET PARKING MODIFICATION NOTICE**

**Purpose:** The City of Alexandria plans to remove two (2) on-street parking spaces to improve sight distance within the Princess Street and Earl Street intersection. Recent vehicular collisions within the intersection cited insufficient sight distance to see oncoming vehicles. The removal of on-street parking would help mitigate the issue.

**Approximate number of spaces affected:** 2 spaces (see map on back)

Please contact staff below for further information or questions.

**Staff Contact Information:**

Ryan Knight, P.E.  
Civil Engineer IV  
Traffic Engineering Division  
Transportation and Environmental Services  
[Ryan.Knight@alexandriava.gov](mailto:Ryan.Knight@alexandriava.gov)  
703-746-4225



Traffic Engineering Division  
2900 Business Center Drive  
Alexandria, VA 22314

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** November 18, 2019

**DOCKET ITEM:** #6

**ISSUE:** Consideration of a request to remove no parking signs and replace with 3-hour parking on the west side of the 800 block of South Payne Street

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**REQUESTED BY:** Jackie Cohan, City Archives and Records Center and Ann Patterson, ALIVE Food Bank

**LOCATION:** 800 block of South Payne Street

**STAFF RECOMMENDATION:** That the Board makes a recommendation to the Director of T&ES to remove the existing no parking signs on the east side of South Payne Street and replace with 3-hour parking 8am-9pm Monday through Saturday.

**BACKGROUND:** The 800 block of South Payne Street is located just south of the Alexandria National Cemetery. The block has an electrical substation on the east side and a City facility and an access to the AlexRenew plant on the west side (Attachment 1). The City facility at 801 South Payne Street houses the Archives and Records Center and the ALIVE Food Bank. The facility has eight off-street parking spaces, two disability parking spaces and six unrestricted spaces.

The 800 block of South Payne Street had unrestricted on-street parking until 2015 when there were complaints that vehicles including boats and mobile homes were being stored for long periods of time on the block. Parking was removed after a recommendation by the Traffic and Parking Board.

**DISCUSSION:** The City Archives and Records Center and ALIVE Food Bank requested to allow parking on the west side of the 800 block of South Payne Street (Attachment 2) in order to provide additional parking for City employees and foodbank volunteers and visitors at their site. Staff recommend removing the no parking signage and posting 3-hour parking restrictions from 8am-9pm on the west side of the block to make more productive use of the curb space, while still providing restrictions to prevent storage of vehicles on the street. Transportation and Environmental Services (T&ES) staff spoke with the applicant about the difficulties that Parking Enforcement has had with enforcing 3-hour parking restrictions, but they continued to support 3-hour restrictions on this block because the volunteer shifts at the food bank are typically 3-hour

long. The proposed timing of restrictions (8am-9pm Monday through Saturday) are consistent with other non-Residential Permit Parking restrictions.

Staff recommend leaving at least twenty feet of no-parking to the north of the driveway to AlexRenew to provide adequate site distance as construction vehicles are expected to use that driveway during their RiverRenew tunnel project. This will result in making approximately 17 spaces available near the City facility.

**OUTREACH:** The City informed AlexRenew of the request. They expressed support for allowing parking on the subject stretch of road if adequate distance was provided from the driveway to their property.

# ATTACHMENT 1

## Location



**ATTACHMENT 2**

*Request*



**ON-STREET PARKING MODIFICATION REQUEST FORM**

Please fill out this application and return to [megan.olevnik@alexandriava.gov](mailto:megan.olevnik@alexandriava.gov) or mail to Megan Olevnik, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314

**Type of On-Street Parking Modification Requested:**

- Loading Zone Removal
- Loading Zone Addition
- Parking Removal
- No Parking Sign Removal
- Parking Restriction Change (Non-RPP)

Proposed restrictions \_\_\_\_\_

**Location:** From 801 South Payne Street (west side) to just north of Alex Renew's gate  
*(Map or figure may be provided as an attachment)*

**Reason for the Request** *(What are you trying to solve/address?):*

The parking lot at 801 South Payne St. (6 unrestricted and 2 handicapped parking spaces) is totally insufficient for the Archives & Records Centers 4 employees (plus volunteers and visitors) as well as ALIVE's (food bank) numerous employees, volunteers and visitors. More parking spots are needed.

**Approximate number of spaces affected (assume 20 feet per space):** 17

**Project Champion (Point of Contact) Information:**

**Name:** Jackie Cohan (and Ann Patterson)

**Address:** 801 South Payne Street

**Email:** jackie.cohan@alexandriava.gov (apatterson@alive-inc.org)

**Phone Number:** 703-746-4753 (Ann Patterson, 703-407-0958)

- Best Way to Contact:**  Email  Phone
- Best Time of Day to Contact:**  Morning  Afternoon



October 28, 2019

To: Megan Oleynik, T&ES/Mobility Services  
Subject: On-Street Parking Modification Request

The parking lot at 801 South Payne has 8 marked parking spaces: 6 are unrestricted and 2 are marked for handicapped parking. The number of available parking spaces is woefully inadequate to support the number of personnel and level of activity here at this facility. More parking spaces are needed and allowing parking on the west side of South Payne Street seems to be the most effective solution to this problem.

The Payne Street facility houses 2 agencies with staff who work here daily: the City of Alexandria's Archives and Records Center (a division of the City of Alexandria government) and ALIVE (a non-profit food bank). The Archives and Records Center has 4 permanent employees as well as volunteers, interns, researchers and other visitors (on archives and records-related business). ALIVE has numerous employees, volunteers and visitors as well.

However, the facility also has storage space for 3 other entities: Voter's Registration (voting equipment), Alexandria Archaeology (artifact storage) and the Office of Historic Alexandria's museums (museum collectible storage). Employees from these City agencies also visit 801 South Payne Street to conduct business related to elections, artifact collection management and museum collections management and require parking.

In order to try to accommodate everyone, Archives and Records Center staff typically park adjacent to Archives and Records Center's loading dock in unmarked spots. ALIVE has its own, separate loading dock.

Street parking would greatly alleviate this problem. Ann Patterson, ALIVE's Food Program Manager, and I are requesting street parking on the west side of South Payne Street from our facility at 801 South Payne Street down to the required number feet away from and north of Alex Renew's gate. Since ALIVE normally schedules employees to work a 3-hour shift from 9 AM to 12 PM—and has staff in the afternoons as well—we are requesting 3-hour parking limits (between 7 AM and 7 PM) to accommodate regular employees, volunteers, visitors and interns. We believe this solution will accommodate all who work daily or visit 801 South Payne Street, but limit anyone else who might try to take advantage of unrestricted parking.

Thank you,



Jackie Cohan  
City Records Administrator and Archivist  
Archives and Records Center  
Officer of Historic Alexandria





# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** November 18, 2019

**DOCKET ITEM:** #7

**ISSUE:** Consideration of a request to remove approximately four parking spaces on the east side off the 1100 and 1200 blocks of North Pitt Street to improve sight distance.

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**REQUESTED BY:** James Durso, resident of the 1200 block of North Pitt Street

**LOCATION:** 1100 and 1200 blocks of North Pitt Street

**STAFF RECOMMENDATION:** That the Board makes a recommendation to the Director of T&ES to remove approximately four spaces on the 1100 and 1200 blocks of N. Pitt Street.

**BACKGROUND:** The 1100 and 1200 blocks of North Pitt Street are located in North Old Town between Second Street and Bashford Lane, as shown in Attachment 1. The Canal Place Condominiums are located on the east side of the street. There are two small parking lots for the condos on the east side of the street as well. On the west side of the street, there are condos and an office building. The DASH AT2 bus route travels on this section of North Pitt Street, and there is a bus stop on the east side of the street just to the north of the northern parking lot for the condos. There are 3-hour Residential Permit Parking (RPP) restrictions Monday-Friday 8AM-5PM except for holders of District 9 permits.

**DISCUSSION:** James Durso, a resident of the Canal Place Condos, requested the removal of approximately four parking spaces (one on either side of the two driveways into the two Canal Place parking lots) on the east side of the 1100 and 1200 blocks of North Pitt Street. There is limited sight distance for drivers exiting the two parking lots, and residents of the Canal Place Condos expressed concerns about safety. Mr. Durso said that many residents and guest have had near crashes exiting from the parking areas. The close offset of the two curb cuts from the intersection with Bellvue Place on the opposite side of the road increases the conflict points and sight distance issues at these locations.

Staff recommends removing approximately 15 to 20 feet of parking on either side of the two driveways to the Canal Place Condos parking lots in order to improve sight distance for exiting vehicles and to prevent vehicles from parking in front of the DASH bus stop.

**OUTREACH**: The applicant reached out to neighboring property owners and received signatures of support provided in Attachment 2.

# ATTACHMENT 1

## Location



# ATTACHMENT 2

## Request



### ON-STREET PARKING MODIFICATION REQUEST FORM

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#### Type of On-Street Parking Modification Requested:

- Loading Zone Removal
- Parking Removal
- Parking Restriction Change (Non-RPP)
- Proposed restrictions \_\_\_\_\_
- Loading Zone Addition
- No Parking Sign Removal

Location: 1100-1200 block of North Pitt Street  
(Map or figure may be provided as an attachment)

#### Reason for the Request (What are you trying to solve/address?):

Drivers pulling out of parking lots look sight lines to see oncoming cross traffic on Pitt Street.

Approximate number of spaces affected (assume 20 feet per space): 4

#### Project Champion (Point of Contact) Information:

Name: James D. Durso

Address: 1211 N. Pitt Street, #3C

Email: james.durso@outlook.com

Phone Number: 571-263-1552

#### Best Way to Contact:

#### Best Time of Day to Contact:

- Email
- Phone
- Morning
- Afternoon

Canal Place

Google Maps



 = parking spaces allotted





We the undersigned hereby support or oppose (as indicated) the parking modification request detailed on Page 1 of this application.

(Petition should include a signature from a property owner, occupant, or manager for all properties adjacent to the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address	Property Affiliation (owner, occupant, manager, etc.)	Email
KENDRIGAN	Support	7/21/2019 James L. Durso	1211 N Pitt St Apt 1A #324	owner	j.kendrigan@gmail.com
JAMES Durso	Support	7/21/2019 James L. Durso	1211 N Pitt St #3C	owner	James.Durso@verizon.net
Susan Langley	Support	8/21/19 Susan Langley	1211 N Pitt St #10	owner	susanlangley@gmail.com
Sara D. Edmonds	Support	8/21/19 Sara D. Edmonds	1202 Vicksburg St	owner	saraedmonds@gmail.com
Jeanne Broderick	Support	7-21-2019 Jeanne Broderick	1115-24 No. Pitt St	owner	JeanneBroderick@verizon.net
Annwendel	Support	9/19/19 Annwendel	1211 N Pitt St	renter	N/A
Ryan Boyd	Support	9/23/2019 Ryan Boyd	1211 N Pitt St Apt 1C	renter	ryanboyd@yahoo.com
Ashley Perkins	Support	9/23/19 Ashley Perkins	1211 N Pitt St Apt 1C	renter	ashperkins@gmail.com
MAOAY	SUPPORT	9-23-19 Maoay	1203 N Pitt St UNIT 1C	OWNER	maoay@verizon.net



We the undersigned hereby support or oppose (as indicated) the parking modification request detailed on Page 1 of this application.

(Petition should include a signature from a property owner, occupant, or manager for all properties adjacent to the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address	Property Affiliation (owner, occupant, manager, etc.)	Email
Carol Ruzzano	Support	<i>Carol Ruzzano</i> 9-23-19	1207 N Pitt, #1-B	owner	zazzca@gmail.com
Emily Hedrick	Support	<i>Emily Hedrick</i> 9-23-2019	1207 N Pitt 1C	renter/occupant	emilyforhedrick@gmail.com
Cheryl McCallough	Support	<i>Cheryl McCallough</i> 9-23-2019	1211 N Pitt 1C	owner	hokiecan@gmail.com
Allie Emale	Support	<i>Allie Emale</i> 9/23/2019	1207 N Pitt 3A	renter	emalaeallie@gmail.com
Adam Morey	Support	<i>Adam Morey</i> 9/23/19	1207 N Pitt 3B	Renter	adam.morey@gmail.com
David Smith	Support	<i>David Smith</i> 9/23/2019	1205 N Pitt St. 3C	Rater	DavidSmith@icloud.com
Lucy Walker	Support	<i>Lucy Walker</i> 9/23/19	117 N Pitt St. 2C	renter	lucywalker@gmail.com
James Baker	Support	<i>James Baker</i> 9/23/19	UNSTIP 1201 N Pitt	owner	benzengraving@gmail.com
EILEEN MILTON	Support	<i>Eileen Milton</i> 10-14-2019	1209-1C N. Pitt St.	OWNER	EMILTON@gmail.com



We the undersigned hereby support or oppose (as indicated) the parking modification request detailed on Page 1 of this application.

*(Petition should include a signature from a property owner, occupant, or manager for all properties adjacent to the proposed on-street parking modification. Additional signatures may be gathered to show support.)*

Name (printed)	Support or Oppose Request	Signature/Date	Address	Property Affiliation (owner, occupant, manager, etc.)	Email
Anna Barakat	Support	Anna Barakat 10/18/14	1209 N. Pitt St. Alex, VA 22314	Occupant	94BARAKAT@gmail.com





# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** November 18, 2019

**DOCKET ITEM:** #8

**ISSUE:** Consideration of a request to temporarily remove two (2) on-street parking spaces near 1557 Potomac Greens Drive to allow for construction vehicle movement from Slaters Lane onto Potomac Greens Drive for the construction of the Potomac Yard Metro Station

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**REQUESTED BY:** City Staff

**LOCATION:** 1557 Potomac Greens Drive

**STAFF RECOMMENDATION:** That the Board makes a recommendation to the Director of T&ES to temporarily remove two (2) on-street parking spaces near 1557 Potomac Greens Drive to allow for construction vehicle movement from Slaters Lane onto Potomac Greens Drive for the construction of the Potomac Yard Metro Station. The spaces will be removed for the duration of the construction of the Potomac Yard Metrorail Station (completion -March of 2022).

**BACKGROUND:** The temporary removal of the two (2) on-street parking spaces along Potomac Greens Drive will enable the construction vehicles to safely navigate the intersection and access the main station construction site at the end of Potomac Greens Drive. Parking will only be restricted during allowable City construction hours, and parking will be allowed at all other times.

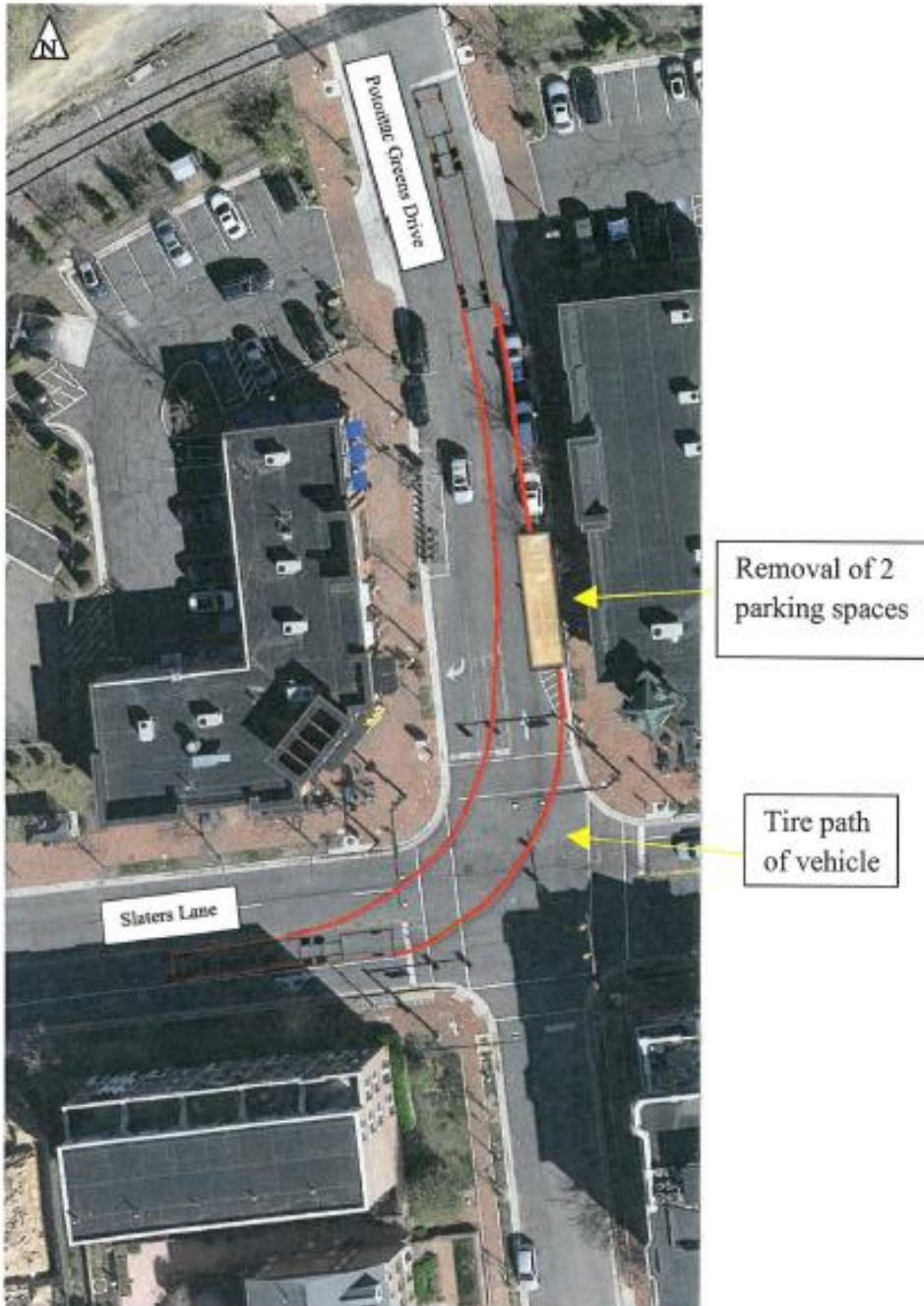
**DISCUSSION:** The narrow width of the Potomac Greens Drive travel way does not allow for the turning movement of large construction vehicles which are required to use this street in order to access the Metrorail Station construction site. The temporary removal of two (2) parking spaces will provide the needed additional roadway width to permit the numerous large construction vehicles to turn from Slaters Lane onto Potomac Greens Drive.

**OUTREACH:** Staff presented this request to seven (7) local businesses in the vicinity of the proposed parking removal location. Of the seven (7) businesses, five (5) had a manager onsite who provided their signature in support of this request. The other two (2) businesses did not have a manager onsite to support or oppose this request. Documentation was left with all businesses in case there were additional questions.

Staff also presented this request to the Potomac Yard Metrorail Implementation Group (PYMIG) on October 29<sup>th</sup> and will continue to partner with them to promote the safety of the public and to monitor potential traffic concerns.

**ATTACHMENT 1**

*Left turning movement from Slater's Lane to Potomac Greens Drive*



WB-67 LEFT FR SLATERS ONTO POTOMAC GREENS

## ATTACHMENT 2

*Street View:*



*Potomac Greens Drive Looking North*

Two parking spaces to be temporarily removed highlighted in the orange box.

ATTACHMENT 3: Request



**ON-STREET PARKING MODIFICATION REQUEST FORM**

Please fill out this application and return to [megan.oleynik@alexandriava.gov](mailto:megan.oleynik@alexandriava.gov) or mail to Megan Olynyk, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314

**Type of On-Street Parking Modification Requested:**

- Loading Zone Removal
  - Parking Removal
  - Parking Restriction Change (Non-RPP)
  - Loading Zone Addition
  - No Parking Sign Removal
- Proposed restrictions 7a-6p Mon-Fri & 9a-6p Sat.

**Location:** Potomac Greens Dr @ Slaters Ln (see attached map)  
*(Map or figure may be provided as an attachment)*

**Reason for the Request** *(What are you trying to solve/address?):*  
Need to provide space for tractor trailer movement onto Potomac Greens Dr for the Potomac Yard  
Metrorail Station Project.  
Need for Project duration (now till 03/2022)

Approximate number of spaces affected (assume 20 feet per space): 2

**Project Champion (Point of Contact) Information:**

Name: Jeff Wood

Address: 421 E.. Route 59, Nanuet, NY 10954

Email: jwood@halmarinternational.com

Phone Number: 914-879-4871

**Best Way to Contact:**  Email  Phone  
**Best Time of Day to Contact:**  Morning  Afternoon



We the undersigned hereby support or oppose (as indicated) the parking modification request detailed on **Page 1** of this application.

(Petition should include a signature from a property owner, occupant, or manager for all properties adjacent to the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address	Property Affiliation (owner, occupant, manager, etc.)	Email
Estepanie Sosa	support	<i>[Signature]</i> 10/22	Rustico-827 Slaters Ln	manager	
Kwang-woo CHOI	SUPPORT	<i>[Signature]</i> 11/7	Poppy Hills 1557 Palomac Greens	owner	
John Hyland	support	<i>[Signature]</i> 10/22	Tropical Smoothie 105 Palomac Greens	MANAGER	
TERESA THARPING	SUPPORT	<i>[Signature]</i> 10/22	Slaters Market 1552 Palomac Greens	MANAGER	
Kelsey Newman	support	<i>[Signature]</i>	Buzz Bakeshop 901 Slaters Ln PT SOLUTIONS	manager	kelsey_newman@ptsolutions.com
Mina Borisjuk	support	<i>[Signature]</i>	Russian Farm	manager	

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** November 18, 2019

**DOCKET ITEM:** #9

**ISSUE:** Consideration of a request to install a stop sign at the intersection of Port Street and Dock Street.

**REQUESTED BY:** Parc Meridian at Eisenhower Management

**LOCATION:** Dock Street and Port Street intersection

**STAFF RECOMMENDATION:** The Board makes a recommendation to the Director of T&ES to approve the request to install a stop sign at the intersection of Port Street and Dock Street.

**BACKGROUND:** Due to the Eisenhower Avenue congestion and Mill Road's access to interstate 495, the signalized intersection of Eisenhower Avenue and Mill Road experiences queued vehicles and significant delay. Often, to avoid the congested Mill Road intersection, vehicles traveling eastbound Eisenhower Ave destined to I-495 divert onto Port Street and Dock Street to turn right onto Mill Road. This diversion introduces many issues experienced by the residents of Parc Meridian due to large volumes of vehicles and pedestrian safety.

**DISCUSSION:** The Federal Highway Administration's Manual of Uniform Traffic Control Devices (MUTCD) standards should be followed when determining if additional stop signs are warranted within an intersection. According to the MUTCD, a stop sign should be installed through an engineering study based on traffic volume, collision history, and safety concerns near locations that generate high pedestrian and bicycle traffic. The Port Street and Dock Street intersection is a two-leg intersection with an existing stop sign for the Dock Street approach. As part of new development, the intersection will have four approaches and is projected to operate as an All-Way Stop Control intersection. Currently, recent traffic counts show as much as 85 pedestrians crossing the Port Street leg of the intersection. To provide a safer environment for pedestrian crossing, as well as maintaining consistency of future operation, an additional stop sign is recommended.

**OUTREACH:** Parc Meridian Management



# ATTACHMENT 1: LOCATION MAP

## Aerial Image



# ATTACHMENT 2: Request for Stop Sign



## STOP SIGN REQUEST FORM

Please fill out this application and return to [Cuong.Nguyen@alexandriava.gov](mailto:Cuong.Nguyen@alexandriava.gov) or mail to Cuong Nguyen, Traffic Engineering, 2900 Business Center Drive, Alexandria, VA 22314

Location: PARC MERIDIAN AT EISENHOWER STATION  
750 PORT STREET ALEXANDRIA VA 22314

Reason for the Request:

INSTALLATION OF STOP SIGN - FAR FULL STOP -  
APPROACHING THE INTERSECTION OF DOCK LANE  
AT PORT STREET WHEN DRIVING SOUTHBOUND  
FROM EISENHOWER AVENUE.

Project Champion (Point of Contact) Information:

Name: Lisa Novakoski, Asst property manager

Address: 750 PORT ST, ALEXANDRIA VA 22314

Email: parc-meridian@paradigmcos.com

Phone Number: 703-567-6003

Best Way to Contact:  Email  Phone

Best Time of Day to Contact:  Morning  Afternoon



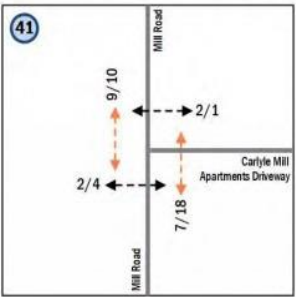
Revised (7/2019)

**ATTACHMENT 3: Proposed Stop Sign**



**ATTACHMENT 4: Pedestrian Count (November 2018)**





# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** November 18, 2019

**DOCKET ITEM:** #10

**ISSUE:** Consideration of a request to install a High Intensity Activated crossWalk (HAWK) signal on Braddock Road between the intersection of North Early Street and Minnie Howard Campus

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**REQUESTED BY:** T&ES Staff

**LOCATION:** Braddock Road between the intersection of North Early Street and Minnie Howard Campus

**STAFF RECOMMENDATION:** That the Board makes a recommendation to City Council to install a High Intensity Activated crossWalk (HAWK) signal on Braddock Road between the intersection of North Early Street and Minnie Howard Campus

**BACKGROUND:** Braddock Road is a minor arterial that tends to carry students to the Minnie Howard Campus of T.C. Williams and Episcopal High School, transit riders, pedestrians, and bicyclists from King Street and Menokin Drive/Van Dorn Street. There is an existing crossing at North Early Street and Braddock Road seen in Attachment 1 and 2 is an uncontrolled, mid-block crossing. The existing crosswalk at North Early Street is the only crossing between Marlee Way and Howard Street, approximately 3,700 feet (the equivalent of 10 average city blocks). People crossing must currently cross 4 lanes of traffic on a road that has a posted speed limit of 35 mph, but speed measurements show the 85<sup>th</sup> percentile is 42 mph on average. According to recent traffic counts shown in Attachment 4, the roadway carries approximately 12,000 vehicles per day on average.

Staff has received and continues to receive requests from residents to improve the uncontrolled crossing of North Early Street and Braddock Road. Residents and ACPS noted that students going to Minnie Howard are often dropped off on the south side of Braddock Road and must cross to get to school. Episcopal High School often uses Minnie Howard's parking lots for school sports events. In recent years, the road was repaved, and staff installed high visibility crosswalks and signage to improve this crossing. However, pedestrians continue to face challenges because of the high traffic volume, high posted speed limit, and number of travel lanes.

The Year Two Action Items identified for the Vision Zero Initiative encourage the installation or safety upgrades of three uncontrolled crossings. This crossing is high priority because of its service to both school campuses and the community.

**DISCUSSION:** Staff recommends this crossing for a HAWK signal because it meets the criteria as a candidate for a Pedestrian Hybrid Beacon or HAWK Signal according to Federal Highway Standards. While the sustained pedestrian volumes are not high enough to meet the typical MUTCD warrants for a HAWK signal, staff recommends this measure as the best option for improving the safety of the crossing for pedestrians, especially school students accessing the two campuses and neighborhood residents.

Federal Highway Administration guidance, shown in Attachment 4, concludes that HAWK signals or Pedestrian Hybrid Beacons (PHBs) should be considered as a safety countermeasure for roadways with three or more vehicle travel lanes, with an AADT greater than or equal to 9,000 AADT, and speeds greater than or equal to 35 miles per hour.<sup>1</sup> Recent data collection on Braddock Road, also included in Attachment 4, shows that speeds, volumes, as well as the posted speed and roadway configuration meet the federal guidance standards for a HAWK signal. While the posted speed is 35 mph, data collected found that the 85<sup>th</sup> percentile speed is 42 mph (39 mph eastbound and 43 mph westbound). Traffic counts show that volumes are 12,164 average daily traffic (ADT). The four-lane cross section with a small center median means that pedestrians must cross at least two lanes at one time. This roadway configuration and current crossing has a high risk of a multiple threat crash scenario in which one car will stop for the pedestrian and the car in the second lane does not stop. All of these factors qualify it for the addition of a HAWK signal.

Complete Street funds have been identified for the construction of this signal as part of the Vision Zero Year Two Priority Action Items to upgrade or install new crossings.<sup>2</sup> Further design and an engineering study will determine the final location, but staff is proposing the crossing be near the Stadium Drive entrance to Episcopal High School and the corresponding Minnie Howard Driveway/ bus loop entrance to serve both sets of students. If approved, the existing crosswalk at North Early Street will be removed and a new one added at the new location, determined through design, between North Early Street and the Minnie Howard Campus entrance.

This crossing is one of a few crossing improvements, explained below, planned for Braddock Road between North Quaker Lane and North Van Dorn Street in the near future. T&ES staff is taking a critical look at Braddock Road with the upcoming developments planned and new multimodal trips that are expected to occur. All of the projects described below include short and long-term safety improvements. Crossing improvements are in planning for the entrance to Fort Ward Park and Marlee Way as part of a development agreement with Episcopal High School. Marlee Way will receive striping improvements to enhance pedestrian visibility soon as well. With the planned expansion of Minnie Howard Campus it is likely new crossings and traffic signals will be necessary. Therefore, this HAWK signal supports this future development and

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<sup>1</sup> [https://www.fhwa.dot.gov/innovation/everydaycounts/edc\\_4/STEP-field-guide.pdf](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/STEP-field-guide.pdf)

<sup>2</sup> <https://www.alexandriava.gov/uploadedFiles/tes/info/VZ%20Year%201%20Update%20to%20TC.pdf>

can help guide the planning of access points. West Braddock between North Quaker Lane and North Van Dorn Street will be evaluated for further improvements on a corridor level in coordination with the planning of the Minnie Howard expansion.

**OUTREACH:** City Staff was contacted about crossing improvements from residents on North Early Street. A petition signed by neighbors on North Early Street is included in Attachment 3. Seminary Hill Civic Association has endorsed the crossing as well. In conversations with ACPS, Minnie Howard's leadership and ACPS are in favor of this crossing to better serve students and their campus as they plan for the campus expansion. Residents and staff have reached out to Episcopal leadership but were unable to make contact at the time of this docket's drafting.



**ATTACHMENT 1: Overhead View, Braddock and North Early Street**



**ATTACHMENT 2: Street View, Braddock and North Early Street**



## ATTACHMENT 3: Letters of Support

### SEMINARY HILL ASSOCIATION

October 15, 2019

Dear Chairman Schuyler and Members of the Traffic and Parking Board,

The Seminary Hill Association Board voted unanimously on October 10th to support placing a HAWK crosswalk at the intersection of North Early Street and W. Braddock Road. Residents in this area have been advocating for this protected crosswalk for several years, and we hope that it will now become a reality to protect the safety of the residents of this area, as well as the high volume of students from the Minnie Howard campus of T.C. Williams and the Episcopal High School who daily cross Braddock Road. This is a particularly dangerous crossing due to topography of Braddock Road at this point, and the speed of cars traveling this roadway.

Thank you very much for your consideration of this needed safety improvement at this location.

Sincerely,

Carter Flemming  
President, Seminary Hill Association

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Christine:

Thank you very much for your support to implement a pedestrian crossing at Braddock Road and Early Street. As you know, we are visually impaired; Bob uses a dog guide and I use a white cane. We use this crossing frequently to walk in the Seminary, visit friends, or conduct business south of Braddock Road. We find the crossing difficult if not dangerous. It is difficult for traffic coming west on Braddock to see us in the crosswalk and hard for us to hear the traffic because of the up-hill that is just east of Early Street. An additional problem is that if traffic in the right lane stops, it is difficult for traffic in the left lane to see us and they may not stop. This almost caused us to be hit on one occasion.

We have had the opportunity to experience crossing a street with a HAWK light on several occasions. The HAWK light is very noticeable to traffic and it does stop immediately after we push the button. We understand that HAWK lights are more noticeable than the proposed RFIB and the HAWK lights would enable pedestrians to cross the street more safely, given the volumes, number of lanes, and speed of traffic going by that intersection. We feel very safe crossing where HAWK lights are installed. We have

also noticed students from the Mini Howard School dashing across the street through speeding, oncoming traffic.

Because the light is activated only when a pedestrian is crossing the street, it should have minimal impact on Braddock Road traffic.

We would really appreciate if the Traffic and Parking Board would approve a HAWK light at this crossing. We also hope that the HAWK light would give an audible signal when it is flashing.

Thank you very much.  
Bonnie O'Day and Robert Hartt  
4005 Ellicott Street

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### **Neighbor Petition**

Dear Transportation and Planning Board:

We, the residents of N. Early, street strongly support the proposal to add a HAWK light close to the intersection of N. Early and W. Braddock Rd. We believe this will add much needed pedestrian safety to a heavily traveled road.

W. Braddock is an extremely busy road and the traffic often moves at considerable speed. Crossing the four lanes safely is difficult, especially when drivers fail to notice the crosswalks and cannot be relied upon to stop to allow pedestrians to cross.

We the undersigned residents of N. Early St, respectfully request that the City of Alexandria install:

- A Hawk controlled light near the intersection of N. Early and W. Braddock, and
- The addition of an island refuge at the crosswalk

Many thanks for your consideration;

The residents of N. Early Street;

Mary Kate Sparrow (2324)  
Justin Sparrow (2324)  
Bette Smith (2216)  
Mark Pedley (2233)  
Steve Sisneros (2208)  
Alicia Sisneros (2208)  
Bernadette DeSario (2308)  
Paul DeSario (2308)  
Holly Sapp (2309)

Joe Sapp (2309)  
Bill Zeledon (2122)  
Tatiana S. Daza (2122)  
Leah Mattson (2348)  
Mark Boudreau (2348)  
Francis Boudreau (2357)  
Amy Spain (2316)  
Andrew Spain (2316)  
Lara Payne (2325)  
Joe Payne (2325)  
Lois Stirewalt (2349)  
Tricia Rodgers (2240)  
Lydia Helgesen (2333)  
Erik Helgesen (2333)  
Grant Cole (2130)  
Susan Cole (2130)  
Courtney Boyd (2114)  
David Boyd (2114)  
Patricia McGinnis (2224)  
Bobby Williams (2131)  
Susie Williams (2131)

## ATTACHMENT 4: FEDERAL GUIDANCE AND DATA

Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations

### Countermeasure: Pedestrian Hybrid Beacon (PHB)



#### Definition

A PHB is a hybrid beacon used to control traffic and rests in dark until a pedestrian activates it via pushbutton or other form of detection. When activated, the beacon displays a sequence of flashing and solid lights that indicate when pedestrians should cross and when it is safe for drivers to proceed. Refer to the PHB Tech Sheet for more information about this countermeasure.

#### Roadway and Site Information

*Strongly consider* this countermeasure if the roadway(s) are described by one of the following sets of conditions:

- AADT  $\geq 15,000$  + 4 or more lanes + any speed limit
- AADT  $\geq 9,000$  + 3 or more lanes (with or without median) +  $\geq 35$  mph speed limit
- Any AADT + any number of lanes +  $\geq 40$  mph speed limit

#### Safety Issues and Behaviors

This countermeasure may help address the following traffic behaviors or safety issues observed at the site:

- Drivers not yielding to pedestrians in crosswalks
- Noted conflicts at crossing locations



### **Additional Installation and Design Guidelines**

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- » Use in conjunction with signs and pavement markings at locations where pedestrians enter or cross the roadway.
- » Only install a PHB at a marked crosswalk.
- » For roadways with speeds of 35 mph or less, see *MUTCD Figure 4F-1*. For roadways speeds greater than 35 mph, see *MUTCD Figure 4F-2*. These charts compare crosswalk length, approximate vehicles per hour (VPH, including both approaches), and pedestrians per hour (PPH). The MUTCD recommends installation of a PHB where these conditions meet minimum criteria.
- » The PHB should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs.
- » Parking should be prohibited and other sight obstructions should be removed at least 100 feet in advance of and at least 20 feet beyond the marked crosswalk and PHB.
- » The PHB should be coordinated if within a signal system.
- » Review the MUTCD Part 4F for more information about the design and operation of the beacon face and the installation of optional signage.

Type of report: Tube Count - Speed Data

LOCATION: W Braddock Rd from Howard to Early

SPECIFIC LOCATION:

CITY/STATE: Alexandria (ctry), VA

QC JOB #: 15093692  
DIRECTION: EB, WB  
DATE: Oct 8 2019

Start Time	0	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	1	1	6	9	9	20	20	4	4	4	4	4	2	2	0	0	0	0	0	0	0	0	0	46	32-41	29
01:00 AM	0	0	0	0	0	0	1	5	5	6	6	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16	32-41	11
02:00 AM	0	0	0	0	0	0	2	5	5	2	2	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13	31-40	7
03:00 AM	0	0	1	1	2	2	4	4	4	4	4	2	2	2	1	0	0	0	1	1	1	1	0	0	0	0	0	17	32-41	8
04:00 AM	0	0	0	0	0	0	9	7	7	15	15	8	8	8	2	2	0	0	0	0	0	0	0	0	0	0	41	37-46	23	
05:00 AM	0	0	0	0	0	0	9	38	38	40	40	18	18	4	4	1	1	0	0	0	0	0	0	0	0	0	110	32-41	78	
06:00 AM	0	0	0	0	1	1	32	102	102	134	134	50	50	19	19	4	4	0	0	0	0	0	0	0	0	0	342	32-41	236	
07:00 AM	0	0	0	0	4	4	40	291	291	413	413	196	196	36	36	4	4	0	0	0	0	0	0	0	0	0	986	32-41	704	
08:00 AM	0	0	0	0	8	8	127	524	524	409	409	132	132	27	27	6	6	1	1	1	1	0	0	0	0	0	1234	32-41	933	
09:00 AM	0	0	0	0	7	7	53	234	234	267	267	103	103	29	29	1	1	1	1	1	1	1	0	0	0	0	696	32-41	501	
10:00 AM	0	0	0	0	7	7	46	193	193	224	224	94	94	17	17	4	4	2	2	2	2	0	0	0	0	0	587	32-41	417	
11:00 AM	1	0	0	0	8	8	59	186	186	225	225	100	100	27	27	5	5	0	0	0	0	0	0	0	0	0	611	32-41	411	
12:00 PM	0	0	0	0	5	5	57	257	257	237	237	85	85	13	13	4	4	4	4	1	1	0	0	0	0	0	659	32-41	494	
01:00 PM	0	0	1	1	4	4	64	208	208	295	295	110	110	33	33	6	6	0	0	0	0	0	0	0	0	0	721	32-41	503	
02:00 PM	0	0	0	0	7	7	51	263	263	282	282	115	115	30	30	10	10	1	1	1	1	0	0	0	0	0	760	32-41	545	
03:00 PM	0	0	1	1	14	14	109	424	424	405	405	133	133	41	41	2	2	0	0	0	0	0	0	0	0	0	1119	32-41	829	
04:00 PM	0	0	0	0	3	3	62	315	315	427	427	203	203	55	55	10	10	1	1	0	0	0	0	0	0	0	1062	32-41	742	
05:00 PM	0	0	0	0	7	7	66	307	307	307	307	218	218	55	55	3	3	0	0	0	0	0	0	0	0	0	1127	32-41	770	
06:00 PM	0	0	0	0	6	6	51	287	287	370	370	159	159	35	35	5	5	0	0	0	0	0	0	0	0	0	912	32-41	657	
07:00 PM	0	0	1	1	2	2	36	129	129	218	218	93	93	19	19	4	4	0	0	0	0	0	0	0	0	0	556	32-41	401	
08:00 PM	0	0	0	0	0	0	36	129	129	138	138	58	58	18	18	4	4	4	4	1	1	0	0	0	0	0	384	32-41	267	
09:00 PM	0	0	0	0	6	6	18	98	98	126	126	68	68	17	17	7	7	4	4	0	0	0	0	0	0	0	337	32-41	224	
10:00 PM	0	0	0	0	3	3	16	51	51	69	69	30	30	13	13	1	1	1	1	1	1	0	0	0	0	0	190	32-41	120	
11:00 PM	0	0	0	0	1	1	13	35	35	38	38	18	18	4	4	0	0	0	0	0	0	0	0	0	0	0	111	32-41	74	
Day Total	1	4	95	95	4156	4827	2005	474	93	11	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12637	32-41	8983	
Percent	0%	0%	0.88%	7.6%	32.9%	38.2%	15.9%	3.8%	0.7%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				

Comments:

Report generated on 10/17/2019 12:59 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



LOCATION: W Braddock Rd from Howard to Early

SPECIFIC LOCATION:

CITY/STATE: Alexandria (city), VA

OC JOB #: 15093692

DIRECTION: EB, WB

DATE: Oct 9 2019

Start Time	0	15	16	20	21	25	26	30	31	35	36	40	41	45	50	51	55	56	60	61	65	66	70	71	75	76	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	1	1	3	3	14	14	12	6	2	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	39	32-41	26
01:00 AM	0	0	0	2	2	3	3	4	4	7	2	2	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	20	32-41	11
02:00 AM	0	0	0	0	0	0	0	5	5	2	3	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	10	32-41	7	
03:00 AM	0	0	0	0	0	2	2	4	4	7	0	7	0	0	1	1	1	0	0	0	0	0	0	0	0	0	15	32-41	11	
04:00 AM	0	0	0	1	1	5	5	9	9	14	9	14	9	9	0	2	2	0	0	0	0	0	0	0	0	0	40	32-41	23	
05:00 AM	0	0	0	1	1	2	2	34	34	41	10	41	10	10	4	4	1	1	1	1	0	0	0	0	0	0	94	32-41	75	
06:00 AM	0	0	0	3	3	31	31	99	99	124	61	124	61	15	15	5	5	0	0	0	0	0	0	0	0	0	338	32-41	223	
07:00 AM	0	0	0	2	2	62	62	331	331	425	141	425	141	30	30	6	6	1	1	0	0	0	0	0	0	0	998	32-41	756	
08:00 AM	0	0	1	9	9	132	132	514	514	434	133	434	133	37	37	1	1	0	0	0	0	0	0	0	0	0	1261	32-41	948	
09:00 AM	0	0	0	4	4	52	52	194	194	249	118	249	118	23	23	6	6	1	1	0	0	0	0	0	0	0	647	32-41	443	
10:00 AM	0	0	1	1	1	38	38	173	173	196	122	196	122	21	21	6	6	2	2	1	1	0	0	0	0	0	561	32-41	369	
11:00 AM	0	0	0	2	2	38	38	177	177	262	129	262	129	17	17	10	10	0	0	0	0	0	0	0	0	0	635	32-41	439	
12:00 PM	0	1	1	4	4	45	45	197	197	283	127	283	127	38	38	5	5	0	0	0	0	0	0	0	0	0	700	32-41	480	
01:00 PM	1	1	0	2	2	50	50	216	216	266	131	266	131	33	33	6	6	1	1	0	0	0	0	0	0	0	706	32-41	482	
02:00 PM	1	1	1	5	5	41	41	225	225	317	148	317	148	44	44	3	3	0	0	0	0	0	0	0	0	0	785	32-41	542	
03:00 PM	0	0	0	5	5	119	119	412	412	316	137	316	137	50	50	4	4	0	0	0	0	0	0	0	0	0	1043	32-41	728	
04:00 PM	0	1	1	9	9	55	55	331	331	429	200	429	200	42	42	6	6	2	2	2	2	1	0	0	0	0	1076	32-41	760	
05:00 PM	0	0	3	10	10	89	89	365	365	452	224	452	224	50	50	9	9	2	2	2	2	0	0	0	0	0	1206	32-41	817	
06:00 PM	0	0	8	6	6	51	51	297	297	364	174	364	174	53	53	7	7	2	2	2	2	0	0	0	0	0	962	32-41	661	
07:00 PM	0	0	0	6	6	47	47	185	185	240	121	240	121	32	32	9	9	4	4	4	4	0	0	0	0	0	645	32-41	425	
08:00 PM	0	0	0	0	0	35	35	126	126	145	85	145	85	24	24	5	5	0	0	0	0	0	0	0	0	0	420	32-41	271	
09:00 PM	0	0	0	3	3	19	19	92	92	98	54	98	54	19	19	5	5	4	4	4	4	0	0	0	0	0	295	32-41	190	
10:00 PM	0	0	0	2	2	18	18	70	70	55	33	55	33	17	17	5	5	0	0	0	0	0	0	0	0	0	200	32-41	125	
11:00 PM	0	0	0	3	3	6	6	34	34	34	18	34	18	8	8	4	4	0	0	0	0	0	0	0	0	0	110	32-41	68	
Day Total	2	16	81	943	4108	4772	2186	561	108	20	5	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	12806	32-41	8880	
Percent	0%	0.1%	0.6%	7.4%	32.1%	37.3%	17.1%	4.4%	0.8%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				

Comments:

Report generated on 10/17/2019 12:59 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: W Braddock Rd from Howard to Early

SPECIFIC LOCATION:

CITY/STATE: Alexandria (city), VA

QC JOB #: 15093692

DIRECTION: EB, WB

DATE: Oct 10 2019

Start Time	0	15	16	20	21	25	26	30	31	35	36	40	41	45	50	51	55	56	60	61	65	66	70	71	75	76	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	1	4	18	7	18	22	9	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	56	32-41	40	
01:00 AM	0	0	0	3	2	2	7	8	8	8	6	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	28	32-41	15	
02:00 AM	0	0	1	0	0	3	5	4	5	4	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	18	32-41	9	
03:00 AM	0	0	0	0	1	1	8	3	8	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	14	32-41	11	
04:00 AM	0	0	0	0	1	3	17	16	17	16	10	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	49	32-41	33	
05:00 AM	0	0	0	0	1	10	27	37	27	37	27	7	7	7	1	1	0	0	0	0	0	0	0	0	0	0	110	32-41	64	
06:00 AM	0	0	0	0	1	21	95	124	95	124	57	19	19	19	2	2	0	0	0	0	0	0	0	0	0	0	319	32-41	219	
07:00 AM	0	0	3	13	13	113	379	395	471	455	154	49	49	27	27	5	9	0	0	0	0	0	0	0	0	0	1115	32-41	774	
08:00 AM	0	0	2	5	5	132	471	455	471	455	148	27	27	27	35	35	9	0	0	0	0	0	0	0	0	0	1245	32-41	926	
09:00 AM	0	0	0	1	1	39	179	147	179	234	127	35	35	31	31	3	3	0	0	0	0	0	0	0	0	0	627	32-41	413	
10:00 AM	0	0	0	0	1	33	147	231	138	231	138	31	31	31	3	3	0	0	0	0	0	0	0	0	0	0	584	32-41	378	
11:00 AM	0	0	1	2	2	36	186	259	131	259	131	19	19	19	6	6	0	0	0	0	0	0	0	0	0	0	640	32-41	445	
12:00 PM	0	0	0	2	2	32	157	252	153	252	153	33	33	33	9	9	0	0	0	0	0	0	0	0	0	0	640	32-41	409	
01:00 PM	0	0	0	0	0	23	154	290	154	290	153	33	33	33	6	6	0	0	0	0	0	0	0	0	0	0	660	32-41	444	
02:00 PM	0	0	1	1	1	38	236	327	148	327	148	32	32	32	2	2	1	1	0	0	0	0	0	0	0	0	786	32-41	563	
03:00 PM	0	0	1	1	1	83	365	385	163	385	163	33	33	33	6	6	1	1	0	0	0	0	0	0	0	0	1043	32-41	750	
04:00 PM	35	1	1	0	0	30	167	301	194	301	194	57	57	57	13	13	12	12	4	4	0	0	0	0	0	0	852	37-46	495	
05:00 PM	18	0	0	0	18	101	101	261	197	261	197	64	64	64	18	18	0	0	0	0	0	0	0	0	0	0	683	37-46	458	
06:00 PM	7	1	1	2	2	20	114	230	141	230	141	36	36	36	5	5	0	0	0	0	0	0	1	1	0	0	558	37-46	371	
07:00 PM	2	0	0	3	3	11	73	148	97	148	97	16	16	16	3	3	0	0	0	0	0	0	0	0	0	0	354	37-46	245	
08:00 PM	2	0	0	0	0	11	56	109	66	109	66	16	16	16	7	7	0	0	0	0	0	0	0	0	0	0	267	37-46	175	
09:00 PM	1	1	1	1	1	2	39	82	42	82	42	17	17	17	1	1	1	1	3	3	1	1	1	1	0	0	191	37-46	124	
10:00 PM	0	0	0	0	2	7	42	61	21	61	21	12	12	12	1	1	1	1	0	0	0	0	0	0	0	0	146	32-41	103	
11:00 PM	0	0	0	0	1	3	16	20	16	20	16	5	5	5	2	2	0	0	0	0	0	0	0	0	0	0	63	34-43	36	
Day Total	66	12	48	675	3059	4254	2201	546	111	24	12	19	6	15	11048	32-41	7313													
Percent	0.6%	0.1%	0.4%	6.1%	27.7%	38.5%	19.9%	4.9%	1%	0.2%	0.1%	0.2%	0.1%	0.1%																

Comments:

Report generated on 10/17/2019 12:59 PM

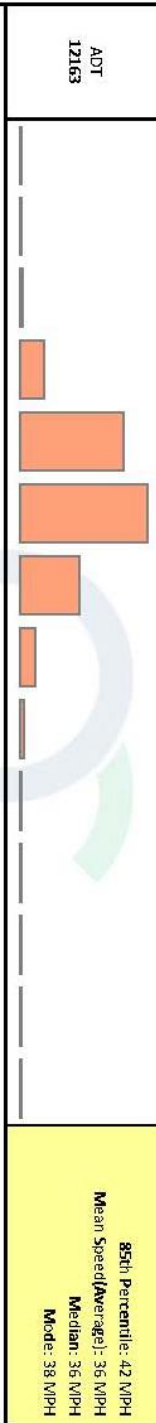
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: W Braddock Rd from Howard to Early  
 SPECIFIC LOCATION:  
 CITY/STATE: Alexandria (city), VA  
 OCC JOB #: 15093692  
 DIRECTION: EB, WB  
 DATE: Oct 8 2019 - Oct 10 2019

Speed Range	0	15	20	25	30	35	40	45	50	55	60	65	70	75	80	Total	Pace Speed	Number in Pace
Grand Total	69	32	224	2583	11323	13853	6392	1581	312	55	20	24	7	16	15	36491	32-4.1	25176
Percent	0.2%	0.1%	0.6%	7.1%	31%	38%	17.5%	4.3%	0.9%	0.2%	0.1%	0.1%	0%	0%	0%			
Cumulative Percent	0.2%	0.3%	0.9%	8%	39%	77%	94.5%	98.8%	99.7%	99.8%	99.9%	99.9%	100%	100%	100%			



Comments:

Report generated on 10/17/2019 12:59 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



85th Percentile: 42 MPH  
 Mean Speed(Average): 36 MPH  
 Median: 36 MPH  
 Mode: 38 MPH



Type of report: Tube Count - Volume Data

LOCATION: W Braddock Rd from Howard to Early

SPECIFIC LOCATION:

CITY/STATE: Alexandria (ctry), VA

QC 108 #: 15093692

DIRECTION: EB, WB

DATE: Oct 8 2019 - Oct 10 2019

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		46	39	56		47			47	
01:00 AM		16	20	28		21			21	
02:00 AM		13	10	18		14			14	
03:00 AM		17	15	14		15			15	
04:00 AM		41	40	49		43			43	
05:00 AM		110	94	110		105			105	
06:00 AM		342	338	319		333			333	
07:00 AM		986	998	1115		1033			1033	
08:00 AM		1234	1261	1245		1247			1247	
09:00 AM		696	647	627		657			657	
10:00 AM		587	561	584		577			577	
11:00 AM		611	635	640		629			629	
12:00 PM		659	700	640		666			666	
01:00 PM		721	706	660		696			696	
02:00 PM		760	785	786		777			777	
03:00 PM		1119	1043	1043		1068			1068	
04:00 PM		1062	1076	852		997			997	
05:00 PM		1127	1206	683		1005			1005	
06:00 PM		912	962	558		811			811	
07:00 PM		556	645	354		518			518	
08:00 PM		384	420	267		357			357	
09:00 PM		337	295	191		274			274	
10:00 PM		190	200	146		179			179	
11:00 PM		111	110	63		95			95	
<b>Day Total</b>		12637	12806	11048		12164			12164	
<b>% Weekday Average</b>		103.9%	105.3%	90.8%						
<b>% Week Average</b>		103.9%	105.3%	90.8%		100%				
<b>AM Peak Volume</b>		8:00 AM 1234	8:00 AM 1261	8:00 AM 1245		8:00 AM 1247			8:00 AM 1247	
<b>PM Peak Volume</b>		5:00 PM 1127	5:00 PM 1206	3:00 PM 1043		3:00 PM 1068			3:00 PM 1068	

Comments:

Report generated on 10/17/2019 12:59 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

# City of Alexandria, Virginia

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