

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY NOVEMBER 27, 2017 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 23, 2017 Traffic and Parking Board meeting minutes.
3. **PUBLIC COMMENT**

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to add a two space loading zone at 618-622 North Washington Street between the hours of 7:00 AM – 9:00 AM
5. **ISSUE:** Consideration of a request to implement the residential pay by phone program on 200 block of Prince Street.
6. **ISSUE:** Consideration of a request to implement the residential pay by phone program on 300 block of S. Lee Street.
7. **ISSUE:** Consideration of a request to:
 1. Approve the installation of two (2) Capital Bikeshare stations at the following intersections:
 - Brenman Park Drive and Sommerville Street
 - Green Street and Washington Street
 2. Remove two parking spaces at the proposed station location on the 700 block of Green Street;
 3. Add one parking space on the 800 block of Green Street and one parking space on the 900 block of South Columbus Street.

STAFF REPORTS AND UPDATES:

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY OCTOBER 23, 2017 7:30 P.M.
301 KING STREET, 2nd FLOOR
ROOM 2000**

M I N U T E S

BOARD MEMBERS PRESENT: Chairman, Jay Johnson, Vice Chair, William Schuyler, James Lewis, Kevin Beekman, Ann Tucker and Casey Kane.

BOARD MEMBERS ABSENT: Randy Cole.

STAFF MEMBERS PRESENT: Matt Melkerson, Acting Deputy Director, Bob Garbacz, Division Chief, David Sores, Civil Engineer IV, Katye North, Parking Planner and Cuong Nguyen, Civil Engineer I.

1. Announcement of deferrals and withdrawals: None

2. Approval of the September 25, 2017 Traffic and Parking Board meeting minutes: Mr. Kane made a motion, seconded by Mr. Beekman to add the link to the King Street Complete Streets presentation to the minutes and to approve the minutes of the September 25, 2017 meeting. The motion carried unanimously.

3. **PUBLIC COMMENTS:** Peter Squire and Mark Orr spoke and requested an all-way Stop sign at the intersection of Wilkes Street and South Payne Street. The speakers indicated that there are a lot of young children in the neighborhood and that traffic is increasing as well as speeding through the intersection. The speakers noted that this intersection is on a bike route and is one of the few intersections that do not have all-way Stop signs. Chairman Johnson requested staff to perform a warrant analysis for this intersection and make a recommendation.

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to place a temporary taxicab stand on the 1800 block of Cameron Street.

DISCUSSION: Mr. Garbacz presented the item to the Board. Mr. Kane expressed concerns about the impacts the proposed cab stand would have on the bike lanes and the bike merge. Ms. Tucker expressed concerns about the curve and suggested placing pylons to protect the cab stand from traffic going around the corner. Mr. Beekman suggested removing the existing arrows on the pavement.

PUBLIC TESTIMONY: No one from the public spoke.

BOARD ACTION: Mr. Schuyler made a motion, seconded by Mr. Beekman to approve the request to place a temporary taxicab stand on the 1800 block of Cameron Street and direct staff to design the cab stand to enhance safety for bicyclist at the end of the bike lane. The motion carried unanimously.

5. **ISSUE:** Consideration of a request to remove three parking spaces on the east side of Potomac Greens Drive, south of Catts Tavern Drive.

DISCUSSION: Mr. Soares presented the item to the Board. Ms. Tucker expressed concern that the removal of three parking spaces seemed excessive. Mr. Kane suggested that the Police Department could deploy the speed boards to slow the speed of traffic on Potomac Greens Drive to address some of the speakers concerns about speed.

PUBLIC TESTIMONY: Ms. Kendall, Mr. Roek, Mr. Baird, and Mr. Mainzer opposed the request.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Kane to: 1) deny the request to remove three parking spaces on the east side of Potomac Greens Drive, south of Catts Tavern Drive; 2) have staff to work with the Police Department to increase speed enforcement or deploy a speed board; and, 3) bring a speed mitigation proposal back to the Board if additional action is needed to reduce the speeds. The motion carried unanimously.

6. **ISSUE:** Consideration of a request to implement the residential pay by phone program on the following blocks:

- 100 block of Duke Street
- 200 block of S. Lee Street
- 300 block of S. Lee Street

DISCUSSION: Ms. North presented the item to the Board. Mr. Schuyler asked about the outreach effort and if there would be guest passes available for visitors. Ms. North described the outreach and indicated that residents would be able to print guest permits and that each resident would be issued 10 free self-validating permits as well. The self-validating permits could also be purchased for \$1.00 each. The City is working with Payngo to see if visitors can be accommodated on their app as well. Ms. North indicated that the existing section of the pilot on Prince Street was working well, parking occupancy was slightly down, there have been no complaints and a good number of citations have been issued. Mr. Johnson expressed concern about Payngo allowing parkers to start a new parking session within 30 minutes which might lead to longer term parking. Ms. North stated that she is working with Payngo to lengthen the refresh period. Mr. Beekman asked if there was any before and after data for citations issued on the 100 block of Prince Street. Since the Police have recently migrated to a new system that data was not available. Ms. Tucker noted the importance of collecting before and after data so that a good evaluation can be made at the end of the pilot. Mr. Lewis noted that 30 percent of the people do not have a smart phone and that this might limit their ability to

park on these streets. Mr. Schuyler inquired about the process of changing to the code to allow a one-hour parking regulation and Ms. Tucker asked about resident only parking. Mr. Schuyler inquired about residents who signed the petition and later changed their minds. Ms. North indicated that even if the two residents in question withdrew their signatures from the petition, there would still be enough signatures on the petition to meet the minimum criteria. Mr. Schuyler noted that the 300 block of Lee Street did not meet the pay by phone criteria because it was not adjacent to an existing pay by phone block. Ms. North indicated that the Board could take separate actions on each block.

PUBLIC TESTIMONY: Ms. Horne, Mr. Negron, Mr. Boteller, and Mr. Gibney spoke in favor of the request. Ms. Callahan, Mr. Mainzer, Ms. Devine, Ms. Grisbung, Mr. Wadsworth, and Mr. Lowen opposed the request.

BOARD ACTION: Mr. Beekman made a motion, seconded by Mr. Kane to approve the request to implement the residential pay by phone program on the following blocks:

- 100 block of Duke Street
- 200 block of S. Lee Street
- 300 block of S. Lee Street

The motion carried with Mr. Schuyler, Mr. Beekman, Mr. Kane and Ms. Tucker voting in favor of the motion and Mr. Johnson and Mr. Lewis voting against the motion.

STAFF REPORTS AND UPDATES:

Commercial Parking Standards Study

City of Alexandria Truck Restriction Policy

MEMORANDUM

DATE: NOVEMBER 27, 2017
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM # 4

ISSUE: Consideration of a request to add a two space loading zone at 618-622 North Washington Street between the hours of 7:00 a.m. – 9:00 a.m. weekdays.

APPLICANT: Staff

LOCATION: 618-622 North Washington Street

STAFF RECOMMENDATION: The Board recommend to the Director of T&ES adding a two space loading zone at 618-622 North Washington Street between the hours of 7:00 a.m. – 9:00 a.m. weekdays.

DISCUSSION: This issue came before the Traffic and Parking Board on September 25, 2017 as a recommendation to place a loading zone on Wythe Street. After hearing public testimony, the Board determined that between the hours of 7:00 a.m. – 9:00 a.m. the Loading Zone should be located on North Washington Street. Since this issue was never posted or advertised for Washington Street, the Board was outside of their authority recommending Washington Street. The purpose of bringing this issue back before the Board is to legitimize the Board's recommendation to place the Loading zone on Washington Street. Staff does not support placing the loading zone on Washington Street for safety reasons as well as signing reasons. Staff does not believe that unloading infants and small children on Washington Street is safe. There have been a number of fatalities involving small children darting out from parked cars in Alexandria. In addition, the signage at a Washington Street loading zone will be very confusing because of the HOV restrictions, the two-hour restrictions and lifted restrictions after hours.

By way of history, Great Beginnings Early Learning Center made the original request for the loading zone. The Learning Center will lose the space behind the facility that currently serves as the drop off and pickup point once a proposed townhouse development is constructed in that space.



City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 27, 2017
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM #6

ISSUE: Consideration of a request to implement the residential pay by phone program on the 200 block of Prince Street

APPLICANT: Residents of the 200 block of Prince Street

LOCATION: 200 block of Prince Street

STAFF RECOMMENDATION: The Board recommends the Director of T&ES implement a residential pay by phone fee requirement for the 200 block of Prince Street.

BACKGROUND:

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

In May 2017, the Board considered a request for residential pay by phone signage from the residents of the 100 block of Prince Street. This request was approved and signage was installed July 2017. In October 2017, the Board considered similar requests made by the residents of the 100 block of Duke Street, 200 block of S. Lee Street, and 300 block of S. Lee Street and

recommended approval for all three blocks. Signage was installed on the 100 block of Duke Street and 200 block of S. Lee Street mid November 2017.

Following the October meeting, a resident of the 300 block of S. Lee Street questioned whether the block was eligible for consideration at the October meeting given the adjacent blocks were also under consideration at that same meeting and not yet approved. Staff asked the City Attorney for an opinion on the matter and they stated that the block should have been considered at a separate meeting after it met the criteria in the Code, specifically that it was adjacent to an approved block. Therefore, no signage was installed on this block and the request must be reconsidered through another public hearing.

DISCUSSION:

The residents of the 200 block of Prince Street have submitted a petition requesting residential pay by phone signage for their block. Staff has reviewed this request per the requirements outlined in the City Code and finds this block is eligible for the signage. The table below summarizes the blocks’ compliance with the requirements.

Requirement	Complies?
The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.	The 200 block of Prince Street is adjacent to: <ul style="list-style-type: none"> • 100 block of N. Fairfax Street (meters) • 100 block of Prince Street (approved and currently signed for residential pay by phone) • 200 block of S. Lee Street (approved and currently signed for residential pay by phone signage).
The block must be located within the Special Parking District Area.	These blocks are within the Special Parking District Area
The area subject to parking fee must already be posted with residential parking restrictions.	These blocks currently have the following residential parking restrictions: 8AM-2AM Mon-Sat; 11AM Sun-2AM Mon, except for District 1 vehicles
The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed by more than 50 percent of the residents of the block.	A petition was submitted that was signed by 12 of the 16 households, or 75% of the households on the block (see Attachment 2 for the petition)
The parking occupancy must be 75% or more.	A parking survey was conducted on Tuesday, November 14, 2017 at 1:00 PM and found the parking occupancy was 95%.

Similar to the other blocks that have been approved for residential pay by phone signage, this block is close to the waterfront, King Street, and many of the restaurants, shops, and other attractions in Old Town. Over the years parking studies have documented a high parking demand on these blocks. The data collected in 2014 for the Old Town Area Parking Study (OTAPS) showed this block was parked at 80% or greater occupancy during the three evening survey time periods. The surveys staff conducted in Spring and Summer of this year had similar results. During these surveys, staff also noted a high percentage of vehicles without a District 1 sticker. The table below summarizes these recent survey results.

Survey Date	Survey Time	Occupancy	Non-District 1 Vehicles
Saturday, May 13	4:45 PM	90%	32%
Thursday, June 15	12:45PM	90%	47%
Tuesday, August 22	1:00 PM	90%	53%
Thursday, September 7	7:45 PM	90%	58%
Wednesday, October 4	1:00 PM	95%	35%
Tuesday, November 14	1:00 PM	95%	45%

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

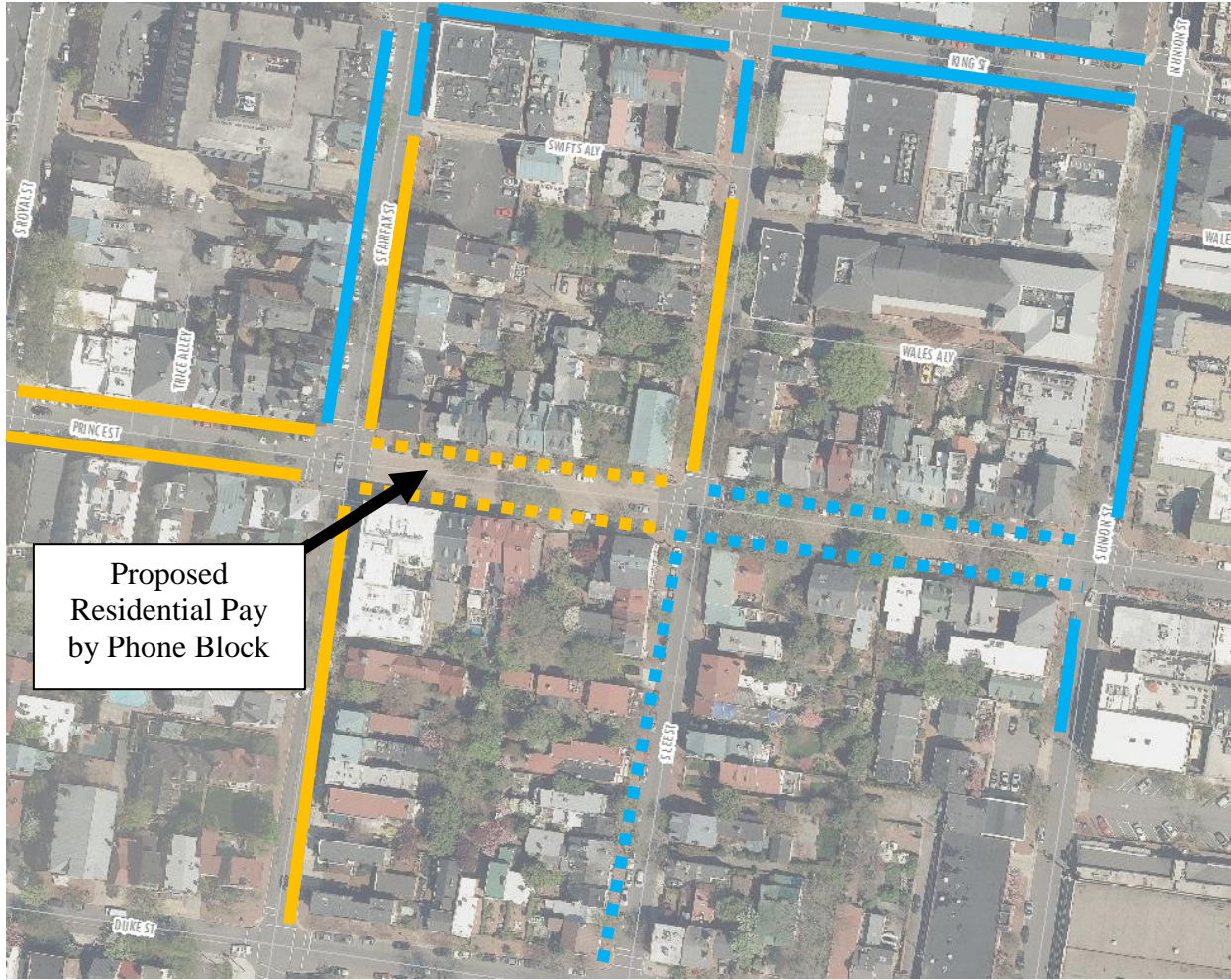
Evaluation Criteria

The goal of the program is to improve parking availability for residents on their blocks by encouraging non-residents to park at metered blocks or in public garages. Since this is a pilot program, the evaluation component will be important to determine whether this is a useful parking management tool that should be continued. To evaluate whether the signage is achieving this goal and improving parking conditions for residents, the following will be considered:

- Before and after surveys of the parking conditions on the blocks with and without signage to assess changes in:
 - Overall occupancy and availability of spaces
 - Percentage of non-resident vehicles
- Feedback from residents of the blocks with the restrictions
- The number of parking sessions made through Pango on these blocks, in particular repeat vehicles
- Enforcement data related to tickets issued on the blocks with restrictions versus those without the restrictions

Staff would consider this program meeting the goal if the results showed a minimum of 1-2 parking spaces were now available to residents on the pay by phone block, the block on average was less than 85% occupied, or the percentage of resident vehicles after signage was installed had increased.

Attachment 1 - Proposed block for residential pay by phone signage



Proposed Residential Pay by Phone Block

- ■ ■ ■ ■ ■ ■ ■ Proposed Residential Pay by Phone Block
- ■ ■ ■ ■ ■ ■ ■ Existing Residential Pay by Phone Block
- Residential Restriction Block
- Metered Block

Attachment 2 – Petition

We the undersigned residents hereby request that the City add residential pay by phone signage on the 200 Block of PRINCE Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

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

Resident Name (Printed)	Resident Signature	Address	Date	
Don Kelly	<i>Don Kelly</i>	213 Prince	11/04	2017
Anne Kelly	<i>Anne Kelly</i>	213 Prince	11/04	"
WAYNE Beall	<i>Wayne Beall</i>	219 Prince	11/04	"
Dylan Beall	<i>Dylan Beall</i>	219 Prince	11/04	"
DIANE TUPPER	<i>Diane Tupper</i>	217 PRINCE	11/4	"
Virginia Rocen	<i>Virginia Rocen</i>	210 Prince	11/5	"
Stacey B. Becker	<i>Stacey B. Becker</i>	212 Prince	11/7	"
Kenneth Brown	<i>Kenneth Brown</i>	212 Prince	11/7	"
Robert Joseph	<i>Robert Joseph</i>	211 Prince	11/10	"
SUSAN TOSOP	<i>Susan Tosop</i>	211 Prince	11/10	"
John-Campbell	<i>John Campbell</i>	209 Prince	11/10	"
Patricia Montague	<i>P. Montague</i>	207 Prince	11/12	"
John Montague	<i>R.L. Montague</i>	207 Prince St.	11/12	"

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

We the undersigned residents hereby request that the City add residential pay by phone signage on the 200 Block of PRINCE Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

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

Resident Name (Printed)	Resident Signature	Address	Date	
Ann Hinds	<i>Ann Hinds</i>	216 Prince St #1	11/9/17	*
Andrew Hinds	<i>Andrew E. Hinds</i>	216 Prince St #1	11/9/17	*
Merrill Margueron	<i>Merrill Margueron</i>	216 Prince St #2	11/9/17	*
Michel Margueron	<i>Michel Margueron</i>	216 Prince St #2	11/9/17	*
Molly Luby	<i>Molly Luby</i>	216 Prince St #5	11/10/17	*
Matthew Luby	<i>Matthew Luby</i>	216 Prince St #5	11/10/17	*
William Thomas	<i>William Thomas</i>	215 Prince	4/13	*
* NON-OWNERS				

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

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

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 27, 2017
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM #6

ISSUE: Consideration of a request to implement the residential pay by phone program on the 300 block of S. Lee Street

APPLICANT: Residents of the 300 block of S. Lee Street

LOCATION: 300 block of S. Lee Street

STAFF RECOMMENDATION: The Board recommends the Director of T&ES implement a residential pay by phone fee requirement for the 300 block of S. Lee Street.

BACKGROUND:

In November 2016, the City Council approved a residential pay by phone pilot program (Section 5-8-84 of the City Code), which allows residents within the designated program area the option to petition for signage to be installed on their block that requires a parking fee for vehicles without a district sticker. The goal of this program is to discourage non-residents from parking on the blocks adjacent to metered areas because they are free. To respect the residential character of the street, a meter would not be installed on these blocks. Rather, signage referring to the City's pay by phone app would replace the existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block. In May 2017, the Board considered a request for residential pay by phone signage from the residents of the 100 block of Prince Street. This request was approved and signage was installed July 2017.

At their meeting in October, the Traffic and Parking Board considered a request to add residential pay by phone signage on the 300 block of S. Lee Street along with requests for the 100 block of Duke Street and 200 block of S. Lee Street. At the hearing, the Board

recommended approval of the signage for all three blocks. Following the meeting, a resident of the block questioned whether the block was eligible for consideration at the October meeting given the adjacent blocks were also under consideration at that same meeting and not yet approved. Staff asked the City Attorney for an opinion on the matter and they stated that the block should have been considered at a separate meeting after it met the criteria in the Code, specifically that it was adjacent to an approved block.

Since the 100 block of Duke Street and 200 block of S. Lee Street were approved for the residential pay by phone signage last month, the 300 block of S. Lee Street is now eligible. Given the concerns raised at the meeting about whether residents who signed the petition fully understood and supported the petition, staff requested a new petition be submitted to verify that at least 50% of the households still support the request. In addition, staff met with the residents on November 13th to answer additional questions about the pilot program.

DISCUSSION:

The residents of the 300 block of S. Lee Street have submitted a petition requesting residential pay by phone signage for their blocks. Staff has reviewed this request per the requirements outlined in the City Code and find it is eligible for the signage. The table below summarizes the blocks’ compliance with the requirements.

Requirement	Complies?
The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.	The 300 block of S. Lee Street is adjacent to the 200 block of S. Lee Street and the 100 block of Duke Street which are approved and currently signed for residential pay by phone signage.
The block must be located within the Special Parking District Area.	These blocks are within the Special Parking District Area
The area subject to parking fee must already be posted with residential parking restrictions.	These blocks currently have the following residential parking restrictions: 8AM-2AM Mon-Sat; 11AM Sun-2AM Mon, except for District 1 vehicles
The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed by more than 50 percent of the residents of the block.	A petition was submitted that was signed by 13 of the 25 households on the block, or 52%,(Attachment 2)
The parking occupancy must be 75% or more.	A parking survey was conducted on Monday, November 20, 2017 at 5:00 PM and found the parking occupancy to be 76%.

Similar to the other blocks that were approved for residential pay by phone signage earlier this year, this block is located close to the waterfront and many of the restaurants, shops, and other attractions in Old Town. Over the years parking studies have documented a high parking demand on these blocks. The data collected in 2014 for the Old Town Area Parking Study (OTAPS) showed this block at greater than 90% occupancy during the three evening survey time periods. The surveys staff conducted in Summer and Fall of this year had similar results. During these surveys, staff also noted a high percentage of vehicles without a District 1 sticker. The table below summarizes these recent survey results.

Survey Date	Survey Time	Occupancy	Non-District 1 Vehicles
Tuesday, August 22	1:00 PM	82%	50%
Thursday, September 7	7:45 PM	88%	27%
Wednesday, October 4	1:00 PM	94%	44%
Monday, November 20	5:00 PM	76%	23%

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

Attachment 1 - Proposed block for residential pay by phone signage



- ■ ■ ■ ■ ■ ■ ■ Proposed Residential Pay by Phone Block
- ■ ■ ■ ■ ■ ■ ■ Existing Residential Pay by Phone Block
- ▬ Residential Restriction Block
- ▬ Metered Block
- ▬ Unrestricted Parking

Attachment 2 – Petition

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

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

Resident Name (Printed)	Resident Signature	Address	Date
SUZAN HORNE	<i>Suzanne Horne</i>	311 S. Lee St	11/19/17
Robert Semmel	<i>Robert Semmel</i>	311 S. Lee St	11/21/17
Elizabeth Gibna	<i>Elizabeth Gibna</i>	300 S. Lee St	11/12/17
Brian Gibney	<i>Brian Gibney</i>	300 S. Lee St	11/13/17
<i>Mark</i>	<i>Mark</i>	307 S. Lee St	11.13
Eve McKenna	<i>Eve McKenna</i>	302 S. Lee Street	11/15
Catherine Webster	<i>Catherine Webster</i>	304 S. Lee St	11/16

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

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

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

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

Resident Name (Printed)	Resident Signature	Address	Date
Sandra Lee Boteler	<i>Sandra Boteler</i>	320 S. Lee St.	11/15
George Boteler	<i>George Boteler</i>	" "	11/15
Edward J. Heiden	<i>EDM. HEIDEN</i>	318 S. Lee St.	11/15
Mary D. Heiden	<i>Mary D. Heiden</i>	318 S. Lee St.	11/15
RYAN SUTTER	<i>Ryan Sutter</i>	309 S. Lee St.	11/15
Robert Pearson	<i>Robert Pearson</i>	329 S. Lee St.	11/15
Kirk Logie	<i>Kirk Logie</i>	325 S. Lee St.	11/15
Jamie Koch	<i>Jamie Koch</i>	308 S. Lee	11/16

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

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

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

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

Resident Name (Printed)	Resident Signature	Address	Date
Virginia Cady	<i>Virginia Cady</i>	330 S. Lee	11/18
J.W. White	<i>J.W. White</i>	310 S. Lee	11/20

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

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

MEMORANDUM

DATE: NOVEMBER 27, 2017
TO: MEMBERS OF THE TRAFFIC AND PARKING BOARD
FROM: T&ES STAFF
SUBJECT: DOCKET ITEM #7

ISSUE: Consideration of a request to:

1. Approve the installation of two (2) Capital Bikeshare stations at the following intersections:
 - Brenman Park Drive and Sommerville Street
 - Green Street and Washington Street
2. Remove two parking spaces at the proposed station location on the 700 block of Green Street
3. Add one parking space on the 800 block of Green Street and one parking space on the 900 block of South Columbus Street.

APPLICANT: T&ES Staff

LOCATION:

1. Ben Brenman Park & Somerville Street
2. Green Street & Washington Street

STAFF RECOMMENDATION: That the Board recommends to the Director of T&ES:

1. Installation of two (2) Capital Bikeshare stations;
2. Removal of two parking spaces on the 700 block of Green Street;
3. Addition of one parking space on the 800 block of Green Street and one parking space on the 900 block of Columbus Street.

BACKGROUND:

At the July Traffic & Parking Board meeting, Staff presented ten (10) Capital Bikeshare station locations for Board approval. For two of these stations, members of the public came to speak in support or opposition to the locations. As a result, members of the Traffic & Parking Board instructed Staff to continue to work with those communities to try and find a better location within those neighborhoods and come back to the Board as soon as possible once better locations are identified.

Follow-Up Outreach

Following the Traffic & Parking Board's directive, City staff conducted additional public outreach and surveying. The bikeshare expansion process for the two proposed station locations involved:

- Outreach to civic associations, adjacent businesses, and residents
- Updated a Capital Bikeshare Expansion website which included
 - an overview of expansion plans,
 - resources,
 - public outreach and meeting details
 - links to a flyer with technical
 - general station siting considerations
 - a map of expansion plans
 - details on individual station locations
- Online survey allowing residents to rate and provide comments for each of the two proposed station locations, open to the public between September 6 and September 17, 2017
- On-site meeting with neighbors
 - Green Street & Washington Street location on Tuesday, 9/12, seven people attended
 - Brenman Park Drive & Somerville Street on Wednesday, 9/13, four people attended
- Sign posted at the proposed bikeshare station locations to notify public in advance of the public hearing,
- Notifications to civic associations and business associations,
- eNews and social media announcements.

The flyer and survey are shown on Attachment 1. A summary of the outreach efforts is shown on Attachment 2.

Green Street & Washington Street:

A location in South Old town is important for several reasons:

- It would serve as an important link to the planned system in National Harbor (including stations at Tanger Outlets, MGM Casino, National Harbor Carousel, and Gaylord National Resort and Convention Center)
 - Staff expects many trips between National Harbor and Old Town, and this station would help support these trips
- Important redundancy with the station at Washington Street and Franklin Street
 - The single existing station will likely be overwhelmed by the increased number of trips to/from National Harbor.
- Serves residents
- Serves retail

Staff originally explored a location sited as the Woodrow Wilson Bridge Deck, because the City owns the right-of-way on the bridge which would allow for a station to be placed here per terms of the grant. In addition, the initial round of public outreach ranked this station #7 with a rating of 3.66. This indicates the current popularity of a station in the South Old Town area, even before bikeshare becomes operational in National Harbor.

Upon reviewing resident comments and further exploring this site, staff became aware that placing a bikeshare station on the bridge deck at the end of the Woodrow Wilson Bridge would lead to conflicts between bicyclists and pedestrians, would constrain the sidewalk, and would not adequately serve retail and residents. Additionally, 17 of the 60 comments (28%) noted the issues of crowding and lack of proximity to destinations. In response to feedback and these factors, staff searched for an alternate location to connect with National Harbor that would serve retail and residents better.

The primary considerations for an additional location were:

- maintaining the historic viewshed on Washington Street
- maintaining station visibility
- serving retail and residents
- using public land (per grant requirements)

While several locations were identified on Washington Street, they would negatively impact the historic view shed and were not considered. Additionally, the area surrounding the Gunston Hall Apartments and Monticello Lee Apartments were considered but not advanced due to ownership issues (non-public land).

Ultimately, Green Street and Washington Street was identified as the most suitable location because a station:

- could be placed in public right-of-way,
- would serve retail and residential uses,
- would be visible,
- would not require any parking removal because of the reshuffling of parking

Staff reviewed the following locations:

- Green Street and Columbus Street
 - Low visibility, not close to retail
- Green Street and Washington Street
 - High visibility, close to retail
- Green Street and St. Asaph Street
 - Low visibility, not close to retail

Ultimately, staff determined that a location at Green Street and Washington Street was feasible. For site 1A, parking would have to be removed from the south side and could be added to the intersection of Green Street and S Columbus Street in order to accommodate a bikeshare station. This would maximize visibility and utility for retail and residents, and provide the necessary connection to/from National Harbor.



At the July Traffic & Parking Board meeting, some residents voiced opposition to the Green Street location because of impacts on parking (noted as close to capacity) for residents and retail shoppers. Another resident voiced support for the station, saying it would provide alternate means of transportation and would reduce congestion.

Results of Follow-up Outreach

Consequently, City staff reviewed and considered alternate station locations for Green Street & Washington Street based on feedback provided at the Traffic & Parking Board public hearing and received in the online survey. Keeping in mind resident comments on the scarcity of parking, City staff searched within the general area for an alternate location but many were located outside the public right-of-way, located within the historic view shed of Washington Street, lacked visibility, or would require the loss of three or more on-street parking spaces. These locations included:

1. North side of Green Street, West of Washington Street
 - a. Requires Tree Location
 - b. Visible
 - c. No impact to parking
 - d. No impact to viewshed
 - e. Serves retail and residents
2. North side of Green Street, East of Washington Street
 - a. Less visible
 - b. Requires removal of 2-3 parking spaces (sidewalk location not available)
 - c. Serves residents
 - d. Serves retail, but not as well
3. South side of Green Street, East of Washington Street
 - a. Less visible
 - b. Requires removal of 2-3 parking spaces (sidewalk location not available)
 - c. Serves residents
 - d. Serves retail, but not as well
4. North side of Green Street, West of St. Asaph Street

- a. Much less visible
 - b. Requires removal of 2-3 parking spaces (sidewalk location not available)
 - c. Serves residents
 - d. Does not serve retail
5. South side of Green Street, West of St. Asaph Street
- a. Much less visible
 - b. Requires removal of 2-3 parking spaces (sidewalk location not available)
 - c. Serves residents
 - d. Does not serve retail
6. Surrounding Gunston Hall Apartments
- a. Private land makes any location ineligible

Of these locations, only the location on the north side of the Green Street sidewalk (first alternative above, 1B in presentation) was determined to be a suitable alternative because it would not require any parking changes or loss. It would be located on the same side of the street as the retail uses between a street light and a tree. A tree would need to be removed in order for this location to work.



During the follow-up outreach, the two locations were rated as follows, with select comments highlighting concerns regarding the specific location (On-street / Sidewalk):

- Green Street South 1A (would require removal of 2 Parking Spaces)
 - Rating: 3.05
 - Select Comments For:
 - A very modest amount of parking is given up to expand the city's transportation network. This location will be very important to have when Bikeshare is added to National Harbor. Flexposts used at other on street CABI stations require regular maintenance and replacement. They do seem to get knocked over easily.
 - Good that this doesn't block sidewalk
 - Highly favor this location. Location is convenient for visitors wishing to cycle along southbound Mt Vernon Trail, Jones Point, and through Old Town area. Also provides bikeshare access to businesses along 800 block of S Washington Street West. Additionally, supports bikeshare commuters in Hunting Towers,

Bearing South, and households in immediate area. Plenty of parking in the area on a regular basis to warrant mitigating ~2-2.5 parking spots.

- Select Comments Against:
 - Concerns about the reduction in parking spaces. The input from the impacted community is more important.
 - Do not take parking for bike share.
 - Hate to lose parking. Also seems strange to have this so close to District Taco station. Put one at Bridgeway/Hunting Point instead!
 - I don't support this on my street at all. There is no parking already.
 - I support this intersection, but parking is already very tight down there.
 - I would not put it on the south side (I would put it on the north side)
 - PLEASE - our neighborhood is now overrun by cars that park here and use the restaurants and stores on Washington street. our parking availability has been dramatically reduced over the past 10-15 years.
 - Reducing available parking in the neighborhood is not a good idea.
 - Taking parking opportunities away from the residents in this area is disruptive. If the Station is placed here, need to sort out dedicated parking for residents of this area.
 - Taking up street parking is unconscionable, NO bicycle racks should take up public street parking.
- Green Street North 1B (On Sidewalk, would require relocation of 1 tree)
 - Rating: 2.80
 - Select Comments For:
 - A better location and takes no parking away.
 - I think this is the best of the three proposed locations
 - If it is on the sidewalk, okay.
 - Prefer this option as it looks like we will not lose any parking spots.
 - Preferable to south side of Green. But seems strange to have this so close to District Taco station. Put one at Bridgeway/Hunting Point instead!
 - Support as alternative to Station 1A; though sidewalk would narrow and reduce foot traffic to businesses along 800 block of S Washington West.
 - The north side seems more connected with the businesses (shops/restaurants). It would be more useful and safer I believe to locate it on this side of the intersection so that people do not have to worry about crossing the street to get to the bicycles. I would hope that this locations is approved!
 - This location would be easier to access if coming from the South Old Town/Yates Garden along Green Street because it wouldn't require crossing two streets to dock. Having Bikeshare on the sidewalk gives people using the station more of a buffer from traffic. This location would encourage more sidewalk riding.
 - Select Comments Against:
 - 1A (Green Street South) is better for users and pedestrians.
 - Also a good location, but 1A (Green Street South) is better
 - No need for another station. This crowds sidewalk. Neighborhood already has a station and it isn't used much.
 - prefer 1A (Green Street South) over 1B (Green Street North)
 - Should not be on the sidewalk
 - Street trees should be prioritized over free parking

Recommendation

After weighing the public input, priorities of the community, and goals of the network, and technical and legal requirements of station location, staff recommends the Green Street & Washington Street location on the southside of the block for the following reasons:

- Ranked higher than the alternate location on the north side;
- Located within walking distance of existing bikeshare station and network;
- Minimizes impacts to historic views along Washington Street, in a location vetted by Board of Architectural Review staff;
- Provides protection to the station with a curb extension;
- Does not require relocation of trees or reduction in pervious surface;
- Does not require the net removal of any parking spaces;
- Located within public right-of-way a federal grant requirement; and
- Increases connectivity in the bikeshare network, and shortens future bikeshare trips between Old Town and National Harbor.

It is worth noting that many of the comments for the Green Street North (1B) location still referenced the scarcity of parking in their opposition to the location, so it is reasonable to assume that this station was rated poorly based on perceived instead of real parking impacts. As both of these locations meet the goals of visibility, proximity to residential and retail uses, and network connectivity, City Staff is presenting both locations to the Traffic & Parking Board for consideration.

Installation of this station will require the removal of two parking spaces on the 700 block of Green Street as shown on Attachment 3. A recent parking occupancy survey of the 700 block of Green Street shows the unrestricted parking spaces are well-utilized by non-residents. The results of this survey are shown on Attachment 4. Staff suggests increasing awareness and visibility of the underutilized and adjacent parking garage at The Claybourne, which offers free retail parking.

Brenman Park Drive & Somerville Street:

As the City expands the bikeshare network towards the West End, Cameron Station was identified as a suitable location for several reasons:

- There has been a desire from many, including from City Councilmembers, to expand Capital Bikeshare to the West
- Helps build a bikeshare network close to destinations along Holmes Run Trail and Eisenhower Avenue Trail
- Proximate to residents (Cameron Station Residents)
- Serves recreational uses (Ben Brenman Park)
- Serves retail (Brenman Park Drive, including the London Curry House, Cameron Café, Toka Day Spa, and Valet Market)
- Highly visible
- Located on public right-of-way

As a catalyst to expanding the network to this area, the City provided matching funds to an Agricultural Economic Development Grant which was awarded to Port City Brewery for a bikeshare station. Consequently, five bikeshare stations included in this round of expansion were planned in proximity of the Port City Brewery bikeshare station, including this location. In addition, this

location was ranked #2 and was rated 3.80 during the original online survey and had few, if any negative comments, demonstrating its popularity.

Alternatives Sites

At the July Traffic & Parking Board meeting, two residents voiced opposition to the Brenman Park location because of concerns over increased congestion resulting from the installation of a station and impacts on parking. These residents recommended alternative sites within the park. Staff analyzed these sites:

- Parking lot where the West End Farmers' Market is held (as suggested by residents at July meeting)
 - Approximately .25 miles south of the preferred site.
 - After reviewing this location, staff determined that it would not have the necessary visibility needed, would be further for retail uses, would be less centrally located for residential uses, and would not have the same daily, weekly, and monthly demand that the previously identified station would have.
- Parking lot near Holmes Run
 - Closer to trail
 - Approximately .25 miles south of the preferred site
 - Lacks visibility
 - Would not serve residents and retail uses as well
- Closer to Duke street
 - Closer to retail on Duke Street, bus stop
 - Approximately .25 miles south of the preferred site
 - Lacks visibility
 - Would not serve residents and retail uses as well
- Center median at Brenman Park Drive
 - Approximately 200' feet west of the preferred site
 - Lacks visibility
 - Could impede sidewalk
 - Would not serve residents and retail uses as well

Results of Follow-up Outreach

City staff conducted outreach via an additional survey and in-person meeting for the previously proposed Brenman Park Drive & Somerville Street location. The flyer for the survey explained that two out of ten stations had not been approved by the Traffic & Parking Board, that the City was seeking further input from residents, that the City would be holding an on-site meeting, and provided a link to complete the survey. This site was rated 3.80 during the original survey and a 3.34 during the follow up survey. Select comments are listed below:

- Select Comments For:
 - Excellent accessible location.
 - Generally a good location.
 - Good location in a public park area away from homes.
 - Good to have it next to park AND retail!
 - Great location to get to Eisenhower trail and Eisenhower metro station. Cannot believe there isn't one here already. It's such an obvious choice.
 - I love that this doesn't take parking spots.

- If you see, as always the West End doesn't have as many bike shares, and this would be a GREAT spot for residents and park visitors
- The area lacks bikeshare access, so this seems reasonable. Supports visits to adjacent park and cafe. The distance from other bikes share locations makes me wonder how much this will be used.
- This is a good location for a station. It connects to existing bike trails and is centrally located within Cameron Station - near clubhouse and commercial. I would use this station as an alternative to taking a bus up Duke Street to eat at London Curry Company or visit the West End Farmers Market.
- This location is very close to many neighborhood activities, both during the week and on the weekend. This includes a farmers market, as well as local kids sports teams. It is also quite close to the bike path, which would link to the other newly approved bike stations nearby in the West End around Holmes Run and N. Picket / Duke St, and Eisenhower, as well as the planned one on Wheeler in the future. There is also large growth nearby with residential and mixed use developments. I believe that this location would be extremely useful and appreciated by the local community. I strongly support this station choice, and believe this station should have a high priority of approval. Please approve this station location!!
- This seems like a nice situation - I do not live in this neighborhood but it will not take up parking spaces or impact the existing trail in the park.
- his station is in a well-used park that is along the Holmes Run bike trail, it will provide a needed bike connection to the park and along the trail.
- This would be a great are to incorporate bikeshare. We have a lot of people that walk, exercise, and travel nearby in the area. This is also a heavily trafficked area on Sundays during the farmers market.
- Select Comments Against:
 - don't take green space. use parking spaces.
 - I think this station would be better placed adjacent to the parking area at Somerville and Deer Run Ct. This gets the bike traffic close to the Farmer's Market and the shared-use trail along Backlick run. Also, I think this would better connect this station to trails linking the Station at Port City Brewery and the expected network expansion linking this part of the West End to the Van Dorn Metro Station.
 - It is an inconvenient station and detracts from the beauty of the park. It would serve folks better if it were on the south side of the park which is on the existing bike trail. This would place the bikes out of harm's way since this area is highly trafficked already. I suggest taking another look and talking to the people who live and work here.
 - Really bad location. If you are going to add a bikeshare station in Brenman Park put it on the bike trail (south end of the park) instead of trying to establish a new route for bicyclists
 - Should be located closer to river and multi-use path on other (South) side of park, near the established parking lot.
 - Takes up open space .. do not need another station
 - This site should be at the end of Sommerville where the Sunday farmers market is held. More room and easy access to the bike trail and Linnerpark. There are fewer people and cars at that end of this street. Where you want to put this bike share is just too vehicles and people activity! I do NOT support this site!!!!

Recommendation

After weighing the public input, priorities of the community, and goals of the network, and technical and legal requirements of station location, Staff determined that the alternative sites would not meet the criteria necessary for successful placement of a bikeshare station location. Therefore Staff recommends the Brenman Park Drive & Somerville Street location (original location) for the following reasons:

- Located within walking distance of future bikeshare station and network in the West End;
- Located within a visible location near a destination;
- Does not require removal or relocation of parking spaces;
- Located within public right-of-way a federal grant requirement; and
- Increases connectivity in the bikeshare network, and shortens future bikeshare trips in the West End.

Upon approval by the Traffic & Parking Board, staff will provide appropriate documentation on station locations to the Virginia Department of Transportation (VDOT) for their review before placing the order for the new stations and bicycles. The 10 stations typically take six months to deliver from the time the order is placed, and installation is expected to occur in Spring 2018. Staff will provide notification to the civic association and adjacent businesses to inform them of the impending installation of the station.