

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, NOVEMBER 26, 2018, 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 22, 2018 Traffic and Parking Board meeting minutes.
3. **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.*

4. **ISSUE:** Consideration of a request to designate a disability parking space at 1737 Preston Rd.

**PUBLIC HEARING**

5. **ISSUE:** Biennial Taxicab Review
6. **ISSUE:** Consideration of a request to remove approximately 4 parking spaces on Princeton Boulevard at Trinity Drive and on Dartmouth Road at Princeton Boulevard to provide safe sightlines for two new crosswalks
7. **ISSUE:** Consideration of a request to remove four parking spaces on East Howell Avenue (1 space), East Custis Avenue (2 spaces), and Swann Avenue in Potomac Yard (1 space)
8. **ISSUE:** Consideration of a request to amend the City Code related to Traffic and Parking Board roles and responsibilities and other traffic and parking issues.
9. **ISSUE:** Consideration of a request to install all-way Stop signs at the intersection of Cameron Mills Road and Monticello Boulevard/Summit Avenue.

**STAFF REPORTS AND UPDATES**

- Residential Pay by Phone Evaluation
- Smart Scale Request Updates

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY OCTOBER 22, 2018 7:30 P.M.  
301 KING STREET, 2nd FLOOR  
ROOM 2000**

**MINUTES**

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

**BOARD MEMBERS ABSENT:** Kevin Beekman.

**STAFF MEMBERS PRESENT:** Hillary Orr, Deputy Director, Jeff Duval, Deputy Director, Mary Martin, Division Chief of Public Works Services, Bob Garbacz, Division Chief of Traffic Engineering, Katye North, Parking Planner, Megan Oleynik, Urban Planner III, Alexandria Carroll, Complete Streets Coordinator and Cuong Nguyen, Civil Engineer II.

1. Announcement of deferrals and withdrawals: None.

2. Approval of the September 24, 2018 Traffic and Parking Board meeting minutes: Mr. Kane made a motion, seconded by Mr. Lewis to approve the minutes of the September 24, 2018 Traffic and Parking Board meeting. The motion carried unanimously.

3. **POLICE CHIEF**

Chief Brown spoke to the Board and explained how the Police Department enforced traffic and parking laws as well as enforcement technology deployment.

4. **PUBLIC COMMENTS:**

Mr. Hart spoke about the audible pedestrian signals at the intersections of King Street and Dearing Street, and Route 1 and Wilkes Street.

Mr. Pakula and Ms. Pakula spoke about the lack of parking enforcement on 600 block of Queen Street and wanted to know the correct procedure for requesting enforcement.

Mr. Durham spoke about Seminary Road safety concerns and the need to restart the Complete Streets Project.

Ms. Griglionne asked the Board to reduce speed limit on Seminary Road west of 395 to 25 mph and reduce the school zone speed limit to 15 mph in front of Hammond Middle School.

Mr. Smith spoke about the afternoon turn restrictions from East Taylor Run onto the Duke Street service road.

## CONSENT CALENDAR

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Mr. Osborn to recommend to the Director of T&ES to approve both consent items. The motion carried unanimously.

5. **ISSUE:** Consideration of a request to remove 70 feet of parking on the south side of the 600 block of Swan Avenue along the curve.
11. **ISSUE:** Update on a sidewalk, trail, and ramp improvements at Slaters Lane, George Washington Memorial Parkway, East Abingdon Drive, and West Abingdon Drive.

## PUBLIC HEARING

6. **ISSUE:** Consideration of a request to remove parking along Patrick Street and Henry Street to facilitate street sweeping as follows:
  1. Monday – Henry Street, southbound from First Street to Duke Street (Westside curb lane), 9:00am – 11:00am
  2. Tuesday – Patrick Street, northbound from Duke Street to Madison Street (Eastside curb lane), 9:00am -11:00am
  3. Wednesday – Patrick Street, northbound from Duke Street to Madison Street (Westside curb lane), 9:00am -11:00am

**DISCUSSION:** Ms. Martin and Mr. Duval presented the item to the Board explaining the community outreach process and incorporating community comment.

**PUBLIC TESTIMONY:** Mr. Oliveri, Ms Mendel, Ms. Maloney, Mr.Zane, Mr. Levens opposed the request.

**BOARD ACTION:** Mr. Cole made a motion, seconded by Mr. Kane to approve the request to remove parking along Patrick Street and Henry Street to facilitate street sweeping as follows:

1. Monday – Henry Street, southbound from First Street to Duke Street (Westside curb lane), 9:00am – 11:00am
2. Tuesday – Patrick Street, northbound from Duke Street to Madison Street (Eastside curb lane), 9:00am -11:00am
3. Wednesday – Patrick Street, northbound from Duke Street to Madison Street (Westside curb lane), 9:00am -11:00am

The motion carried with five votes in favor and Mr. Osborn voting in opposition.

7. **ISSUE:** Consideration of a request to provide temporary handicap parking spaces near the King Street Metrorail Station on the following streets:
  1. The westernmost space on the south side of the 1800 block of Diagonal Road.

2. The southernmost space on the east side of the 200 block of Buchanan Street.

**DISCUSSION:** Mr. Garbacz presented the item to the Board. He explained the parking situation in the King Street Metro Station area.

**PUBLIC TESTIMONY:** No one from the public spoke about this item.

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Mr. Cole to approve the request to provide temporary handicap parking spaces near the King Street Metrorail Station on the following streets:

1. The westernmost space on the south side of the 1800 block of Diagonal Road.
2. The southernmost space on the east side of the 200 block of Buchanan Street.

The motion carried unanimously.

8. **ISSUE:** Consideration of a request to remove approximately 6 parking spaces to improve visibility at intersections, to accommodate a crosswalk and curb extensions at the intersection of Monticello Boulevard & Old Dominion Boulevard, and to provide emergency vehicle egress onto Russell Road.

**DISCUSSION:** Ms. Carroll presented the item to the Board. She explained the speeding concern and parking in the area.

**PUBLIC TESTIMONY:** Ms. Bremberg and Mr. Reaoinc spoke in favor of the request.

**BOARD ACTION:** Mr. Lewis made a motion, seconded by Mr. Cole to approve the request to remove the 6 parking spaces required for this project. The motion carried unanimously.

9. **ISSUE:** Consideration of Placing a Certificate of Public Convenience and Necessity on Probationary Status.

**DISCUSSION:** Mr. Garbacz presented the item to the Board. He explained the situation of Green Cab which has not had an office for over two months.

**PUBLIC TESTIMONY:** Mr. Ahmad, owner of GoGreen Cab, opposed the request.

**BOARD ACTION:** Mr. Kane made a motion, seconded by Mr. Lewis to approve the request to place a Certificate of Public Convenience and Necessity on Probationary Status for a 120-day period. The motion carried unanimously.

- 10. ISSUE:** Consideration of a request to modify Residential Permit Parking District 3 as follows:
1. Add 2-hour, 8AM to 5PM, Monday through Friday, residential restrictions on the north side of the 800 block and both sides of the 900 block of Second Street and
  2. Expand the boundaries of Residential Permit Parking District 3 to include the north side of the 800 block and both sides of the 900 block of Second Street.

**DISCUSSION:** Ms. Oleynik presented the item to the Board. She explained the commuter parking in the area.

**PUBLIC TESTIMONY:** Mr. and Ms. Heizen opposed the request. Ms. Soest, Ms. Lopez, Mr. Scialia, Ms. Christmas, Mr. Christmas, Mr. Smith, Ms. Meyers spoke in favor of the request.

**BOARD ACTION:** Mr. Osborne made a motion, seconded by Mr. Kane to approve the request to modify Residential Permit Parking District 3 as follows:

1. Expand the boundaries of Residential Permit Parking District 3 to include the north side of the 800 block and both sides of the 900 block of Second Street.
2. Add 2-hour, 8AM to 5PM, Monday through Friday, residential restrictions on the north side of the 800 block and both sides of the 900 block of Second Street and

and, for staff to bring back for review in November 2018 the parking spaces in front of the fire station on Second Street. The motion carried with five votes in favor and Mr. Lewis voting in opposition. Mr. Lewis opposed, citing support for restrictions on the even blocks of 800 and 900 2nd street but having concerns over the process and community support for the restriction on the odd block of 900 2nd Street but supported residents returning if a problem arose.

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** November 26, 2018

**DOCKET ITEM:** #4

**ISSUE:** Consideration of a request to designate a disability parking space at 1737 Preston Rd.

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**REQUESTED BY:** Susan Tracey, resident of 1737 Preston Rd.

**LOCATION:** 1737 Preston Rd.

**STAFF RECOMMENDATION:** That the Board makes a recommendation to the Director of T&ES to designate a disability parking space at 1737 Preston Rd.

**DISCUSSION:** Ms. Tracey submitted a request for a disability parking space at 1737 Preston Road through the administrative process covered under [section 5-8-117](#) of the city code. The application is provided in Attachment 1. Based on the application, Ms. Tracey meets the requirements in section 5-8-117 for a disability parking space as listed below:

- No off-street parking exists at this location
- Applicant has a valid Virginia DMV disabled parking license plate or placard
- Applicant resides at the address in front of which the space is requested
- Applicant's vehicle is registered to the requested address
- Legal parking is available in front of the applicant's address
- Medical certification has been received
- No disability parking space(s) already exists on this block face

This section of the City's code does not apply to condominiums, so this request is being presented to the Traffic and Parking Board for consideration. The proposed disability parking space is about 250 feet away from her home. The requested street parking space can be seen in Attachment 2.

**ATTACHMENT 1: STAFF TRANSMITTAL FORM**

**CITY OF ALEXANDRIA  
TRANSPORTATION & ENVIRONMENTAL SERVICES  
STAFF REVIEW OF A DISABILITY PARKING SPACE APPLICATION**

Applicant Name: Susan Tracey

Address: 1737 Preston Road

Date Application Received: October 22, 2018

**Application Requirements per City Code 5-8-117:**

(Field Staff – check appropriate box for #1, #5, and #7)

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

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

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

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


Please provide the Quanice Lawson (parking coordinator) with the following information by: April 21, 2018  
(Date)

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

**Field Staff Recommendation:**

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature: 

Print: Cuong T. Nguyen

Date: 10/23/2018

**ATTACHMENT 2: STREETVIEW**





# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** November 26, 2018

**DOCKET ITEM:** #5

**ISSUES:** Consideration of staff recommendations on:

1. Renewal of existing certificates of public convenience and necessity;
2. Taxicab fares and charges; and
3. Fees charged by, and costs to the City to regulate the taxicab industry.

**REQUESTED BY:** City of Alexandria

**LOCATION:** N/A

**STAFF RECOMMENDATION:** That the Board consider and adopt staff's recommendations to the City Manager as follows:

1. Reduce the number of taxicabs authorized by 101.
2. Retain the current taxicab fares and charges.
3. Evaluate during the FY 2020 budget cycle the fees the City charges to the taxicab industry and the cost the City incurs.

**BACKGROUND:** Section 9-12-31 of City Code requires the Traffic and Parking Board and the City Manager to conduct a Biennial Review of the taxicab industry. The full report can be viewed in Attachment 1. The Board is required to conduct a public hearing and receive comment as to the following: 1) the economic condition of the taxicab industry; 2) the adequacy of public service rendered by the industry; and, 3) whether any changes to the regulation of the industry are necessary or desirable, including changes to the number of taxicabs authorized for each taxicab company holding a valid certificate.

On September 24, 2018 the Board conducted a public hearing on the taxicab industry and was requested by staff to defer voting on the recommendations until a later meeting. After the public hearing, staff further evaluated the impacts of the proposed fee reduction and determined any fee reduction needed to be incorporated into the City's budget process. The recommendations on fees has changed from the September 24<sup>th</sup> meeting. Staff is no longer recommending the fee reduction start in 2019, but is recommending that a fee reduction and a review of the City's costs incurred to regulate the taxicab industry be considered in conjunction with the City's FY 2020 budget process.

**DISCUSSION:**  
**Number of Taxicabs:**

There are 15 certificates of public convenience and necessity that authorize the operations of taxicabs in the City of Alexandria. Of these, six are issued to taxicab companies and nine are issued to individuals (grandfathered certificates). These certificates authorize the operation of 759 taxicabs, all of which are required to maintain affiliation with a taxicab company. Individually-held certificates authorize the operation of one each or nine taxicabs and company held certificates authorize the operation of 750 cabs.

Transportation Network Companies (TNCs), such as Uber and Lyft, now create a high demand for drivers, making it difficult for the dispatch taxicab companies to attract and retain drivers. Currently there are 144 vacant taxicabs due to the driver shortage. Of the 144 vacant cabs, 133 belong to the dispatch companies. The increase in driver vacancies combined with a decrease in demand for service suggests that the number of authorized taxicabs should be decreased.

Individually held certificates are routinely renewed each year if the holder intends to remain active in the industry by operating a taxicab at least 50 percent of the year. Of the nine certificate holders, all nine plan to remain active in the taxicab industry. Staff recommends renewal of these nine individual certificates as requested.

Applications to renew company-held certificates were received from all six taxicab companies. The current number of authorized taxicabs for each company and the requested amendments of these certificates are summarized in Table 1.

**Table 1: Authorized Cabs and Requested Changes**

<b>Company</b>	<b>Regular</b>	<b>ADA</b>	<b>Grandfather</b>	<b>Total</b>	<b>Requested Amendment</b>
Alex. Yellow Cab	273	8	4	285	(-101)
King Cab	52	2	2	56	No Change
VIP Cab	63	1	0	64	No Change
White Top	102	6	1	109	No Change
Alex. Union Cab	223	2	2	227	No Change
Go Green	17	1	0	18	No Change

Based on the renewal applications and other relevant information, staff recommends renewing certificates with the number of authorizations shown in Table 2.

**Table 2: Staff Recommended Authorizations**

<b>Company</b>	<b>Authorized Taxicabs</b>	<b>Recommended Changes</b>	<b>Net Recommended Taxicabs</b>
Yellow Cab	281	(-101)	180
King Cab	54	0	54
VIP Cab	64	0	64
White Top Cab	108	0	108
Union Cab	225	0	225
GoGreen Cab	18	0	18

Taxicab Fares and Charges:

Conditions do not warrant a fare increase at this time. The drivers and taxicab companies are concerned that increasing the fares would encourage more customers to switch from taxicabs to TNCs. Economic conditions show inflation has risen 2.6 percent since the last fare adjustment while the cost of gasoline decreased by 21 percent. Although net buying power has decreased since the last fare adjustment in 2014, raising the fares to compensate would, most likely, reduce take home pay because of the resulting loss in business.

The existing taxicab fares for Alexandria and surrounding jurisdictions is provided in Table 3.

**Table 3: Existing Taxicab Fares and Charges**

	<b>Alexandria</b>	<b>Arlington</b>	<b>Fairfax (maximum)</b>	<b>Montg. County</b>	<b>Uber X</b>
Drop	\$3.00	\$3.00	\$3.50	\$4.00	\$3.21
Mileage	\$2.16	\$2.16	\$2.16	\$2.00	\$1.13
Waiting	\$24.92	\$23.14	\$21.25	\$28.00	\$10.80
Passengers	\$1.25	\$1.00	\$1.00	\$1.00	--
Suite case	\$0.50	--	\$1.00	\$1.00	--
Trunk	--	--	\$2.00	--	--
Groc. Bags	--	--	--	--	--
Animals	\$2.00	--	\$1.00	--	--
Snow	\$5.00	--	--	\$2.50	--
Other					\$7 Min. \$5 Canc.
Cleaning		\$25	\$25		

Fees Charged to the Taxicab Industry:

The fees the City charges to new drivers make it hard for new drivers to enter the taxicab industry, and the fees the City charges existing drivers and companies make it more challenging to compete against TNCs. TNCs are generating a driver shortage to such an extent that the dispatch companies are unable to find enough drivers to fill vacancies. The fees Alexandria charges the taxicab industry are much higher than surrounding jurisdictions and create a hardship for the industry.

A comparison of the annual fees charged by Alexandria and the surrounding jurisdictions is shown in Table 4.

**Table 4: Annual Taxicab Fees**

<b>Item</b>	<b>Alexandria</b>	<b>Arlington</b>	<b>Fairfax</b>
Application or Transfer	\$4,000	\$500 + \$100/cab	\$100/cab
Certificate Renewal	\$4,000		\$150
Each Authorized Vehicle (company)	\$150/cab	\$150/cab	
Grandfatherd CPCN Renewal	\$150		
Duplicate CPCN	\$25		
Driver Permit Application	\$100	\$65	\$40
Driver Permit	\$150		

Manifest Books	\$50		
Duplicate Driver Permit	\$25		
Initial Vehicle Inspection & Cert.	\$100		
Annual Vehicle Renewal	\$150	\$40	
Transfer of Vehicle Permit	\$100		
Duplicate Vehicle Permit	\$25	\$30	\$25
Annual Inspection	\$150		\$20

The above table shows that Alexandria has considerably higher and more fees than Arlington and Fairfax. Staff believes that a fee reduction should be considered to help sustain the taxicab industry. At the same time a review of the expense the City incurs to regulate the taxicab industry (which is what the fees are intended for) is needed. There are two areas that are being considered to be reduced, the annual fees and the driver entry fees. It is important that the fee reduction be considered within the context of the budget cycle, so the City can plan for the reduction in revenue. Staff recommends that the fees be evaluated as part of the FY 2020 budget process. The fees to be proposed through the budget process are highlighted in Table 5.

**Table 5: Proposed Fee Changes**

	Current Fee	New Fee under consideration
Certificate Renewal (company)	\$4,000	\$2,000
Each Authorized Vehicle (company)	\$150/cab	\$75/cab
Grandfatherd CPCN Renewal	\$150	\$25
Driver Permit Application	\$100	\$25
Driver Permit	\$150	\$25
Initial Vehicle Inspection & Cert.	\$100	\$25
Annual Vehicle Renewal	\$150	\$0
Annual Inspection	\$150	\$25

**Fiscal Impact:** The estimated fee reductions under consideration total \$2,200 and are considered General Fund revenues which help offset the City's costs to regulate the taxicab industry. Any fee reduction amount will need to compete with all other General Fund budget requests.

# City of Alexandria Biennial Taxicab Review 2019

## Recommendations

### **1. Support Transportation Tax on TNCs**

The City recommends lobbying the State Legislature for a tax on TNCs to help sustain the City's public transportation systems.

### **2. Retain Current Taxicab Fares**

Current economic conditions do not warrant changes to taxicab fares.

### **3. Industry Fees**

Staff will consider reducing the fees the City charges to the taxicab industry, and will review the City's costs to regulate the taxicab industry during the FY 2020 budget cycle.

### **4. Reduce the Number of Cabs**

The City recommends reducing the taxicab fleet by 101 cabs by reducing Yellow Cab's number of authorizations from 281 to 180.

### **5. Code Changes**

The City does not recommend any code changes.

# Why Taxicabs are Regulated

History has shown when taxicabs are unregulated; fares increase, service quality declines and the number of drivers increases. Regulation typically consists of government determination of service supply, setting of prices and setting of service and safety standards. The City of Alexandria regulates the taxicabs that operate here to ensure safety, equity and access for persons with disabilities.

Regulation is needed because of the low cost of market entry and lack of incentives to provide good service. Without regulation, anyone who has a car can turn that vehicle into a taxicab, regardless of condition. Further, for the non-dispatch cabs, such as airport cabs and street hails, there is no incentive to provide quality or equitable customer service as most customers will utilize the first available cab.

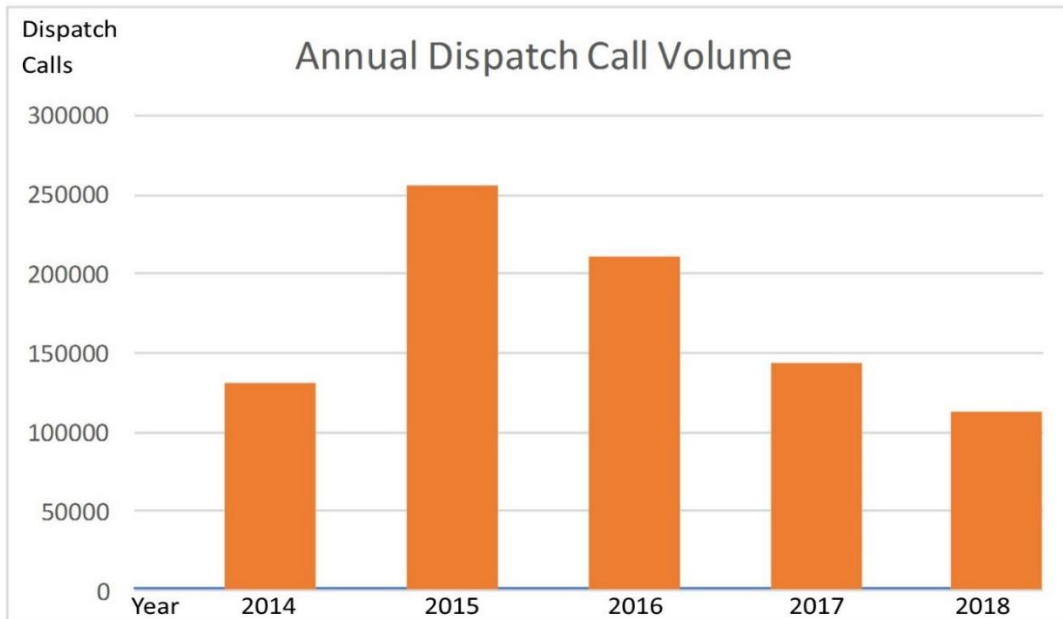
If the industry were deregulated, driver background checks would go away, cabs and meters would no longer be inspected, and ADA service would diminish. Deregulating the Alexandria taxicab industry would most likely result in the downfall of the industry. This would happen because drivers would leave the dispatch companies and become independent operators or affiliate with a non-dispatch company. This very thing happened in Alexandria when in 2005 drivers were allowed to transfer to any company they wanted. Every driver transfer was from a dispatch company to a non-dispatch company and no driver doing the reverse. The reasons Transportation Network Companies (TNCs) are able to operate with less regulation is because TNC's only serve trips requested through their app. TNC do not pick up street hails or impromptu curbside pickup of passengers.

## State of the Industry

The taxi industry is losing market share as customers are switching from taxicabs to TNCs. TNCs bring needed competition to the industry, which could improve customer service if the industry works to recapture market share. Several of the Alexandria companies are incorporating new strategies to be more competitive. Yellow Cab, for example, deployed a tablet-based cab meter system that allows more efficient fleet utilization and ensures dispatched cabs arrive at the pickup location on time. Both Yellow and White Top have deployed an app that allows customers to arrange trips similar to TNCs.

Based on data provided by the Alexandria taxicab companies, Alexandria dispatch call volume is down 47 percent since the last Biennial Review in 2017. The graph below shows the change in total dispatch call volume for the past five years and shows that call volume has been declining since 2015 when TNCs first entered the market.

Chart 1: Change in Dispatch Call Volume



Additionally, taxicab demand at the airport has gone down an estimated 13 percent based on data provided by the airport since the 2017 Biennial review. This decrease is compounded because cabs from other jurisdictions, such as, Arlington, are now working the airport because TNCs have eroded the Arlington market so much that there is no longer enough business to support all of the Arlington cabs. There is no good way to capture the total market decline for the Alexandria taxicabs at the airport.

TNCs have created competition for drivers, and many Alexandria dispatch companies are having trouble attracting new drivers. The process for becoming a new driver for a TNC is quick, inexpensive and easy. The process for becoming a new taxicab driver involves passing a test, painting and getting a car inspected, and paying several fees. Currently there are 144 driver vacancies, 133 of which are with the dispatch companies. The reason the dispatch companies cannot find drivers is because they must charge higher stand dues to support the dispatch infrastructure. In addition, the dispatch companies have much higher driver standards, and this shortage is hurting service delivery. The number of complaints related to unavailable cabs when service is requested is increasing.

In preparation for the Biennial review, staff held two meetings with the cab drivers and one meeting with the company owners as well as spoke with surrounding taxi regulators. The drivers' main concerns were the impact of TNCs on the industry, the fees they must pay to the City and high insurance liability coverage the City requires them to carry. Overall, the drivers felt the City should be doing more to protect them from TNCs. At the taxicab company meeting, the companies felt the City should reduce the fees they pay and could be doing more to promote their business.

Within the next five to 10 years, if conditions don't change, the Alexandria taxicab industry could have only one viable dispatch company with the rest of the cabs serving the airport.

# TNCs

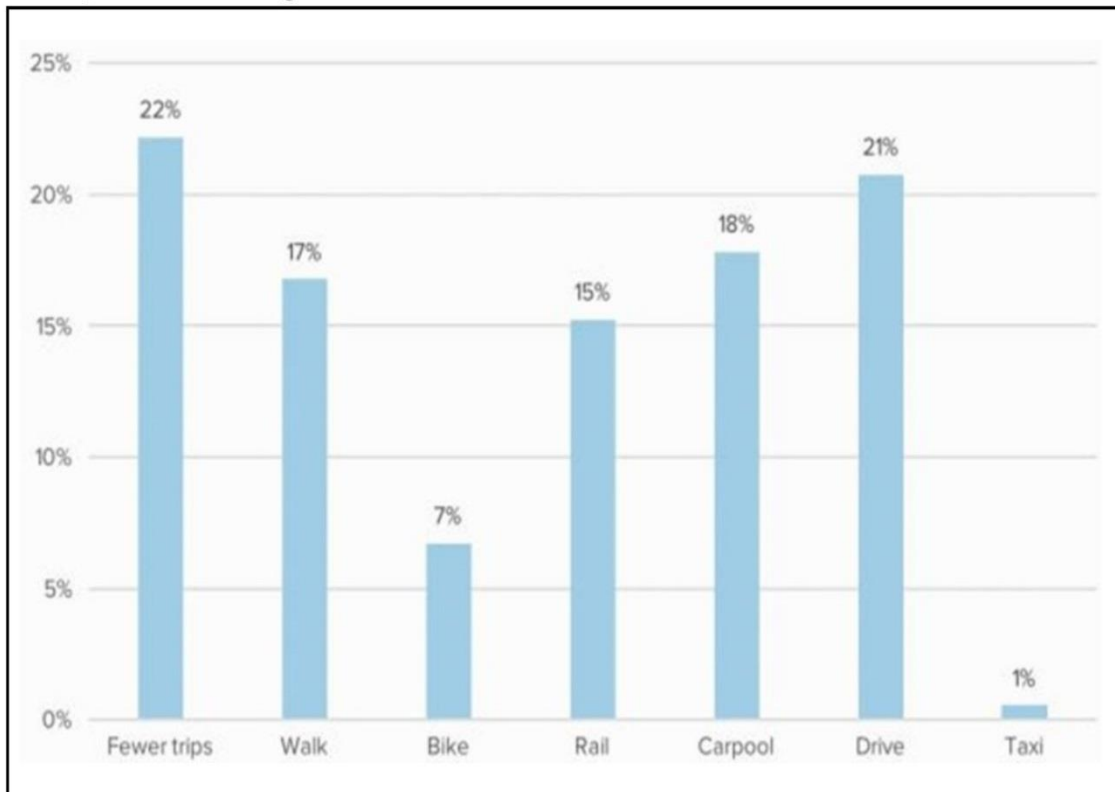
During the 2017 Biennial Review City Council was very interested in the impacts TNCs were having on the taxicab industry. TNCs were new and there was not enough data to determine the impact. TNCs have been in the Alexandria market for three years now, since 2015, and have seen explosive growth. This growth has come at the expense of taxicabs and public transit. TNCs have become so popular that taxicab dispatch service is down 47 percent since the last Biennial Review. Airport trips are down as well. TNCs have expanded the for-hire market and many that used other transportation options in the past are now using TNCs because of the cost and convenience.

Bruce Schaller of Schaller Consulting recently wrote a paper titled [The New Automobility: Lyft, Uber and the Future of American Cities](#). In his work, Schaller researched the impacts of TNCs and where the industry was headed. Schaller states that in dense urban areas, such as Alexandria, for-hire transportation is projected to surpass local bus ridership by the end of 2018. The City will need to determine how to counteract the increase in vehicle miles traveled as it undermines the regions ability to reduce traffic congestion and has negative environmental impacts. While TNCs account for 90 percent of the TNC/Taxi trips in the D.C. area, taxicabs still transport two-thirds of the disability trips and TNCs only transport one-third. This is a key point of why the City needs to continue regulation.

Regina Clewlow, PhD of the UC Davis Institute of Transportation Studies recently published research on how ride-hailing services impact behavior. The research found that TNCs compete mainly with public transportation, taxicabs, walking and biking. The research found that 60 percent of TNC users in large, dense cities would have taken public transportation, walked or biked or not made the trip if TNCs had not been available for the trip. TNCs are used instead of personal autos mainly when parking is expensive or difficult to find and to avoid drinking and driving. She found that TNCs have accounted for a 180 percent increase in driving on City streets. The chart below was reproduced from Regina R. Clewlow's work and shows where TNCs trips have been diverted.



Chart 2, How ride-hailing users would travel if TNCs were unavailable



The City needs to address the TNC issue of diverting trips from public transit now, as traffic congestion is a priority concern to residents in Alexandria, to prepare for future autonomous vehicles which have the potential to divert even more trips from public transit. Without intervention, Alexandria is likely to experience more traffic and less transit use. Like other cities have begun to do, the City should support taxing TNCs to fund high capacity transit services.

None of the research considered the high demand TNCs have created for drivers. Replacing driver vacancies is very difficult for the taxicab industry due to the increased demand from TNCs. The high taxicab driver vacancy is hurting the industry's ability to serve the public.

## Taxicab Fares

Industry conditions do not warrant fare increases at this time. As part of the Biennial Review, staff attempts to evaluate taxicab drivers' ability to earn a living wage. While there is not a direct way to do this since staff does not have access to drivers' W-2 forms, staff does evaluate economic inflation and driver expenses to determine if income is keeping pace with inflation.

The Consumer Price Index (CPI) was used to determine the rate of inflation since the last fare review. The CPI measures the price change for a market basket of goods and services from one period to the next and is used as a cost of living index. The cost of living increase equates to 2.6 percent since the last fare increase. For driver's income to keep pace with inflation, their net income must increase by 2.6 percent as well.

Since the last fare adjustment, the cost of gasoline decreased by 20 percent and the cost to operate a car decreased by 20 percent. The average cost of a gallon of gasoline based on the Department of Energy’s data was \$3.51 for the 12 months preceding the 2014 rate adjustment and \$2.79 for the past 12 months. This represents a 20 percent decrease in the cost of fuel since the last fare adjustment in 2014.

Every year the AAA publishes a report titled “Your Driving Costs”. This report determines how much it will cost per mile to operate a car for that year. Factors such as fuel, maintenance, tires, insurance, license, registration, taxes, depreciation and finance are all included in the calculation. Although these costs are based on a non-commercial vehicle, they do provide a good indicator of the relative costs to operate a passenger vehicle like a taxicab. In 2014, when the rates were last set, the AAA calculated that the cost to drive a medium size sedan was \$0.59 per mile and in 2017 \$0.47 per mile. This represents a 20 percent decrease in the operational costs.

<b>MEASURE</b>	<b>CHANGE</b>
Consumer Price Index	+2.6%
Cost of Gasoline	-20%
AAA Driving Costs	-20%

The existing taxicab fares for Alexandria and surrounding jurisdictions are provided below as a comparison. This chart shows that the three Virginia jurisdictions all charge similar fares.

**Existing Taxicab Fares and Charges**

	<b>Alexandria</b>	<b>Arlington</b>	<b>Fairfax (maximum)</b>	<b>Montg. Cty</b>	<b>Uber X</b>
<b>Drop</b>	\$3.00	\$3.00	\$3.50	\$4.00	\$3.21
<b>Mileage</b>	\$2.16	\$2.16	\$2.16	\$2.00	\$1.13
<b>Waiting</b>	\$24.92	\$23.14	\$21.25	\$28.00	\$10.80
<b>Passengers</b>	\$1.25	\$1.00	\$1.00	\$1.00	\$0
<b>Suite case</b>	\$0.50	\$0	\$1.00	\$1.00	\$0
<b>Trunk</b>	\$0	\$0	\$2.00	\$0	\$0
<b>Groc. Bags</b>	\$0	\$0	\$0	\$0	\$0
<b>Animals</b>	\$2.00	\$0	\$1.00	\$0	\$0
<b>Snow</b>	\$5.00	\$0	\$0	\$2.50	\$0
<b>Other</b>	\$0	\$0	\$0	\$0	\$7 Min. \$5 Cancel
<b>Cleaning</b>	\$0	\$25	\$25	\$0	\$0

During the meetings with drivers and at the public hearing in September 2018, drivers voiced their strong opposition to any fare charges. They have stated that increasing fares will hurt business and decreasing fares will hurt their ability to earn enough money to support their families. Staff agrees that there is no need to increase fares at this time. During the next review period, staff will evaluate simplifying the fare structure to lessen confusion among customers concerning add-on items, such as fees charged for suitcases or additional passengers.

# Taxi Industry Fee Structure

Staff has evaluated the current fees that the City charges the taxicab industry. The fees charged to new drivers make it harder for the taxicab industry to compete against TNCs. The fees charged to existing drivers and companies make it harder for the taxicab industry to compete with TNCs. During the FY 2020 budget cycle, staff will propose a fee reduction. A comparison of the annual fees charged by Alexandria and the surrounding jurisdictions is shown below:

<b>Fee Category</b>	<b>Alexandria</b>	<b>Arlington</b>	<b>Fairfax</b>
<b>Application or Transfer</b>	\$4,000	\$500 + \$100/cab	\$100/cab
<b>Certificate Renewal</b>	\$4,000	\$0	\$150
<b>Each Authorized Vehicle (company)</b>	\$150/cab	\$150/cab	\$0
<b>Grandfatherd CPCN Renewal</b>	\$150	\$0	\$0
<b>Duplicate CPCN</b>	\$25	\$0	\$0
<b>Driver Permit Application</b>	\$100	\$65	\$40
<b>Driver Permit</b>	\$150	\$0	\$0
<b>Manifest Books</b>	\$50	\$0	\$0
<b>Duplicate Driver Permit</b>	\$25	\$0	\$0
<b>Initial Vehicle Inspection &amp; Cert.</b>	\$100	\$0	\$0
<b>Annual Vehicle Renewal</b>	\$150	\$40	\$0
<b>Transfer of Vehicle Permit</b>	\$100	\$0	\$0
<b>Duplicate Vehicle Permit</b>	\$25	\$30	\$25
<b>Annual Inspection</b>	\$150	\$0	\$20

The above table shows that Alexandria has considerably higher and more fees than Arlington and Fairfax. Staff believes that a fee reduction should be considered to assure the sustainability of the taxicab industry. There are two areas that will be considered to be reduced, the annual fees and the driver entry fees. This would reduce ongoing costs for the industry as well as make it easier for new drivers to enter the market. Staff will propose the changes in the table below during the FY 2020 budget cycle.

<b>Fee Category</b>	<b>Existing Fee</b>	<b>Proposed Fee Rate Under Consideration for FY 2020</b>
<b>Application or Transfer</b>	\$4,000	\$4,000
<b>Certificate Renewal</b>	\$4,000	\$2,000
<b>Each Authorized Vehicle (company)</b>	\$150/cab	\$75/cab
<b>Grandfatherd CPCN Renewal</b>	\$150	\$25
<b>Duplicate CPCN</b>	\$25	\$0
<b>Driver Permit Application</b>	\$100	\$25
<b>Driver Permit</b>	\$150	\$25
<b>Manifest Books</b>	\$50	\$0
<b>Duplicate Driver Permit</b>	\$25	\$0
<b>Initial Vehicle Inspection &amp; Cert.</b>	\$100	\$25
<b>Annual Vehicle Renewal</b>	\$150	\$0
<b>Transfer of Vehicle Permit</b>	\$100	\$0
<b>Duplicate Vehicle Permit</b>	\$25	\$30
<b>Annual Inspection</b>	\$150	\$0

## **Number of Authorized Cabs**

Staff is proposing eliminating 101 taxicabs which would reduce the fleet size from 758 to 657. All 101 cabs will be removed from Alexandria Yellow Cab's fleet. Yellow Cab's deployment of new technology is allowing them to manage their fleet more effectively reducing the need for large numbers of cabs. This is a major paradigm shift in the industry.

Staff will further evaluate the taxicab industry over the next two years to see if reducing the number of cabs further would be beneficial to the industry. Careful evaluation is needed because reducing cabs will impact the livelihood of many drivers.

## **Proposed Code Changes**

There are no proposed code changes.

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** November 26, 2018

**DOCKET ITEM:** #6

**ISSUE:** Consideration of a request to remove approximately 4 parking spaces on Princeton Boulevard at Trinity Drive and on Dartmouth Road at Princeton Boulevard to provide safe sightlines for two new crosswalks

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**REQUESTED BY:** T&ES Staff

**LOCATION:** Dartmouth Road (at Princeton Boulevard), and Princeton Boulevard (at Trinity Drive)

**STAFF RECOMMENDATION:** That the Board makes a recommendation to the Director of T&ES to remove of approximately 4 parking spaces to provide safe sightlines for two new crosswalks.

**BACKGROUND:** Princeton Boulevard and Dartmouth Road are both residential streets that, as documented in the Central Alexandria Traffic Study (CATS), experience relatively high volumes of traffic deviating from arterial routes to move between I-395 and the Beltway. Within the Taylor Run community, residents are concerned about the volume and speed of peak hour traffic on local and collector streets.

The intersection of Princeton Boulevard and Trinity Drive, with its complex offset layout and use as a route for peak hour traffic, is a particular safety concern identified in the CATS process.

**DISCUSSION:** The crosswalk across Dartmouth Road (shown in Attachment 1) will provide access to a pond/park, and sidewalks that lead from and to the Quaker Hill community. The crosswalk across Princeton Boulevard (shown in Attachment 2) provides an opportunity for crossing from the west side to the east ahead of the west-side sidewalk ending further north.

Both of these crosswalks would serve students walking between the Quaker Hill community, Douglas MacArthur Elementary School and residences in between. This walking path is shown in Attachment 3.

The crosswalk across Princeton Boulevard will be complemented by measures to slow drivers through the intersection with Trinity Drive. In addition to these crosswalks, staff is currently designing painted curb extensions to further calm traffic at this location.

**OUTREACH:** These intersection improvements were requested by community members during the CATS process, and staff has been working with a resident of the neighborhood who has observed the volume of pedestrians walking through the area and noted the difficulty of people and kids trying to safely access the park area and elementary school. Initially, staff evaluated the north side of Trinity Drive for placement of a crossing, but after discussion with the residents noted that this would have required removing curbside parking in front of the home of an elderly resident with mobility issues. The proposed placement of the crosswalk was then modified.

Approximately 30 feet of parking would be removed on each side of Princeton Boulevard, but each adjacent resident would still have at least two curbside parking spaces directly in front of their homes, in addition to driveways and garages.

Outreach was conducted with each of the adjacent property owners at Princeton Boulevard and Trinity Drive. No direct outreach was conducted for the approximately 1.5 spaces of parking (30 feet) to be removed across Dartmouth Road, as there are no adjacent residences (or any other activities) and no demonstrated demand for that parking. The Clover College Park Civic Association has written a letter for support for both of these proposed new crosswalks and has been involved in the process of identifying the best locations for these crossings. Members of this association also participated on the CATS taskforce and requested more crosswalks and safety measures be installed in this neighborhood.

**ATTACHMENT 1: DARTMOUTH ROAD (AERIAL)**

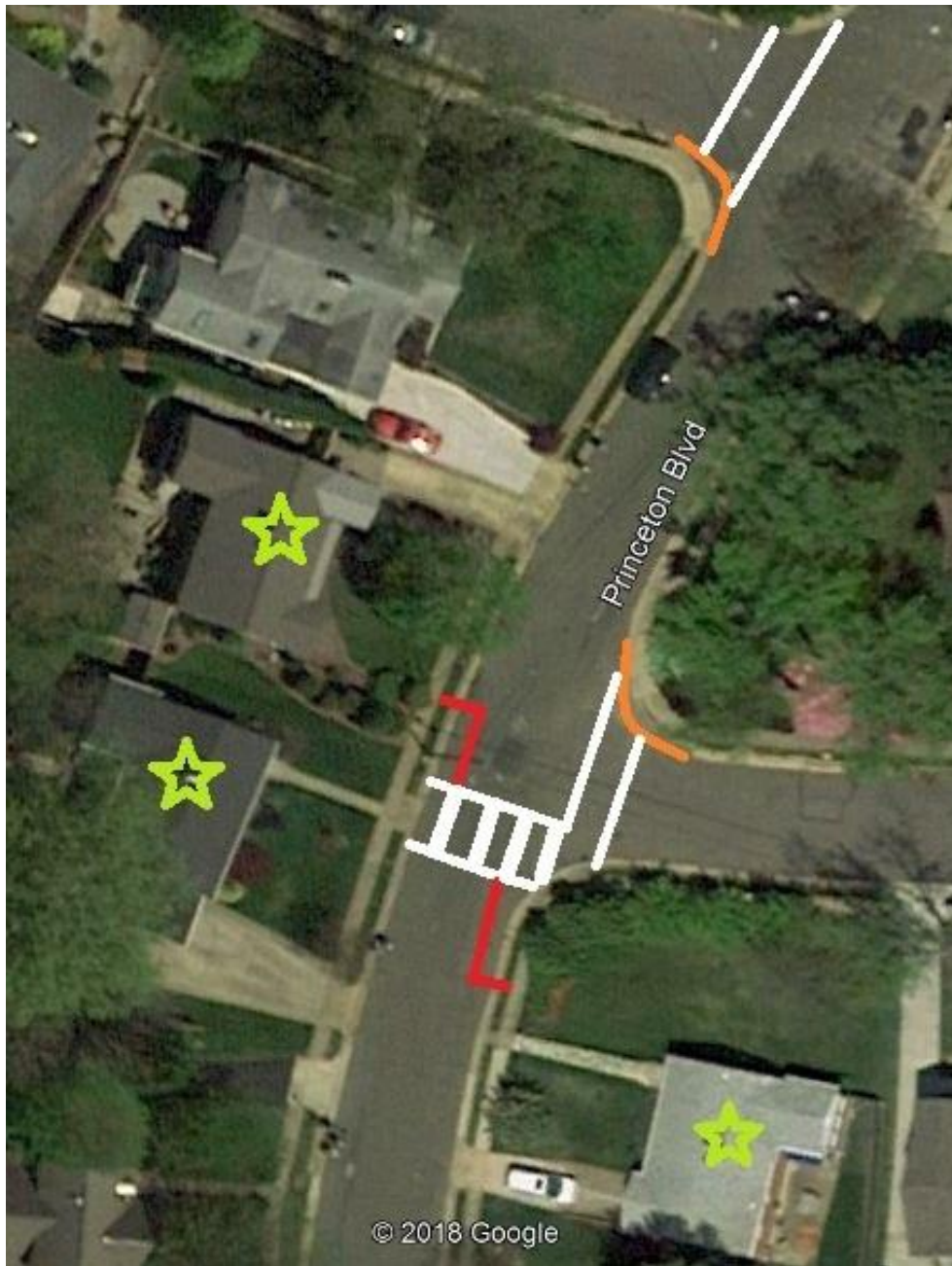


**White bars – New proposed crosswalk**

**Red rectangles – New parking restrictions**



**ATTACHMENT 2: PRINCETON BOULEVARD (AERIAL)**



**White bars – New proposed crosswalk**

**Red rectangles – New parking restrictions**

**Green stars – Adjacent residents consulted**

**Orange lines – New traffic calming corner treatments**

ATTACHMENT 3: WALKING PATH TO MACARTHUR ELEMENTARY SCHOOL





**ATTACHMENT 4: LOCATIONS (STREETVIEW)**



**Princeton Boulevard, looking north toward Trinity Drive. White bars show approximate proposed crosswalk location.**



**Dartmouth Road, looking east toward Princeton Boulevard. White bars show approximate proposed crosswalk location.**

## ATTACHMENT 5: SUPPORT LETTER



November 13, 2018

Dear Members of the Traffic and Parking Board,

On June 24, 2016, the Clover College Park Civic Association joined the city's Central Alexandria Study Task Force in an effort to collect data to support our anecdotal reports of cut-through traffic and resulting safety concerns. Our community is located directly to the north and west of the Duke Street/Telegraph Road exit and entrance ramps, and is comprised of approximately 250 single family homes. It includes two schools, Douglas MacArthur and Bishop Ireton with a combined total of over 1,500 students, and hundreds of children and teenagers walk to and from school through our neighborhood on a daily basis. Unfortunately, in addition to the large number of pedestrians within our neighborhood, we also deal with a high volume of cut through traffic – as much as 40-60% on some roads. As a result, our community endures high-speed, careless drivers, cars that clip parked vehicles in an effort to weave through our neighborhoods as quickly as possible and individuals who run through stops signs, do not pause for pedestrians, and cause property damaged to resident's homes in an effort to get around the traffic backups.

As a result of the Central Alexandria Traffic Study, the city agreed to implement a number of safety-related improvements to our roads, including, but not limited to, high visibility crosswalks. To date, many of those crosswalks have been installed and the safety benefits to our community immediately materialized. At least anecdotally, these crosswalks result in cars coming to a more complete stop at our intersections, and cause drivers to stop prior to the crosswalk rather than in it. The safety improvements are critical to young children whose trips to school intersect with our area's morning and afternoon rush hour. As such, the installation of the crosswalks at Trinity and Princeton has the support of our community, adjacent neighbors, and our civic association board, despite any minor loss of parking in that area.

The Clover College Park Civic Association appreciates time and effort the city undertook during as part of the Central Alexandria Traffic Study. We would ask the Traffic and Parking Board to approve the removal of the parking around the planned location of the Princeton and Trinity crosswalk to further the implementation of critical safety improvements that were identified as part of the study.

Sincerely,

Clover/College Park Civic Association  
Lisa Porter, President  
Roy Byrd, Vice President  
Hill Montague, Treasurer  
Kathleen Pamell, Secretary  
Thomas Walczykowski, Member

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** November 26, 2018

**DOCKET ITEM:** #7

**ISSUE:** Consideration of a request to remove 4 on-street parking spaces with approval to remove up to 10 additional spaces administratively to alleviate navigational constraints on E. Howell Avenue, E. Custis Avenue, and Swann Avenue in Potomac Yard.

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**REQUESTED BY:** RPCA Staff

**LOCATION:** East Howell Avenue, East Custis Avenue, and Swann Avenue between Route 1 and Main Line Boulevard

**STAFF RECOMMENDATION:** That the Board:

1. Makes a recommendation to the Director of T&ES to remove four parking spaces on E. Howell Avenue (1 space), E. Custis Avenue (2 spaces), and Swann Avenue in Potomac Yard (1 space); and
2. Makes a recommendation to the Director of T&ES to remove up to 10 additional spaces on E. Howell Avenue, E. Custis Avenue, and Swann Avenue if determined by staff to be needed if conditions do not improve.

**BACKGROUND:** E. Howell Avenue, E. Custis Avenue, and Swann Avenue in Potomac Yard consist of multifamily housing and town houses. On-street parking is available on each of the streets. The streets each split from undivided roadways to divided to roadways with large landscaped medians between Route 1 and Main Line Boulevard (shown in Attachment 1 and Attachment 2). Large trucks (box trucks, moving vehicles, etc.) are having difficulty navigating the curves around the medians. To avoid parked cars, trucks are driving over the curb and median. In October 2018, the Board approved the removal of approximately 70 feet of parking from the south side of Swann Avenue to address this issue at that location. Shortly after that meeting, Recreation, Parks, and Cultural Activities (RPCA) approached T&ES staff about removing parking at other similar locations.

**DISCUSSION:** Recreation, Parks, and Cultural Activities (RPCA) maintains the median landscaping on E. Howell Avenue, E. Custis Avenue, and Swann Avenue. RPCA Staff noted that due to navigational constraints where the roadway splits around the landscaped medians, large vehicles are driving onto the medians to avoid parked cars. This is causing damage to the curbs,

landscaping, and sprinkler heads in the median that then must then be repaired or replaced at the cost of the City.

To provide more space for navigation and to prevent vehicles from driving onto the curb and median, RPCA has asked that no-parking restriction signage be installed in the curves. The initial request is to remove one space on E. Howell Avenue, two spaces on E. Custis Avenue, and one space on Swann Avenue for a total of four spaces.

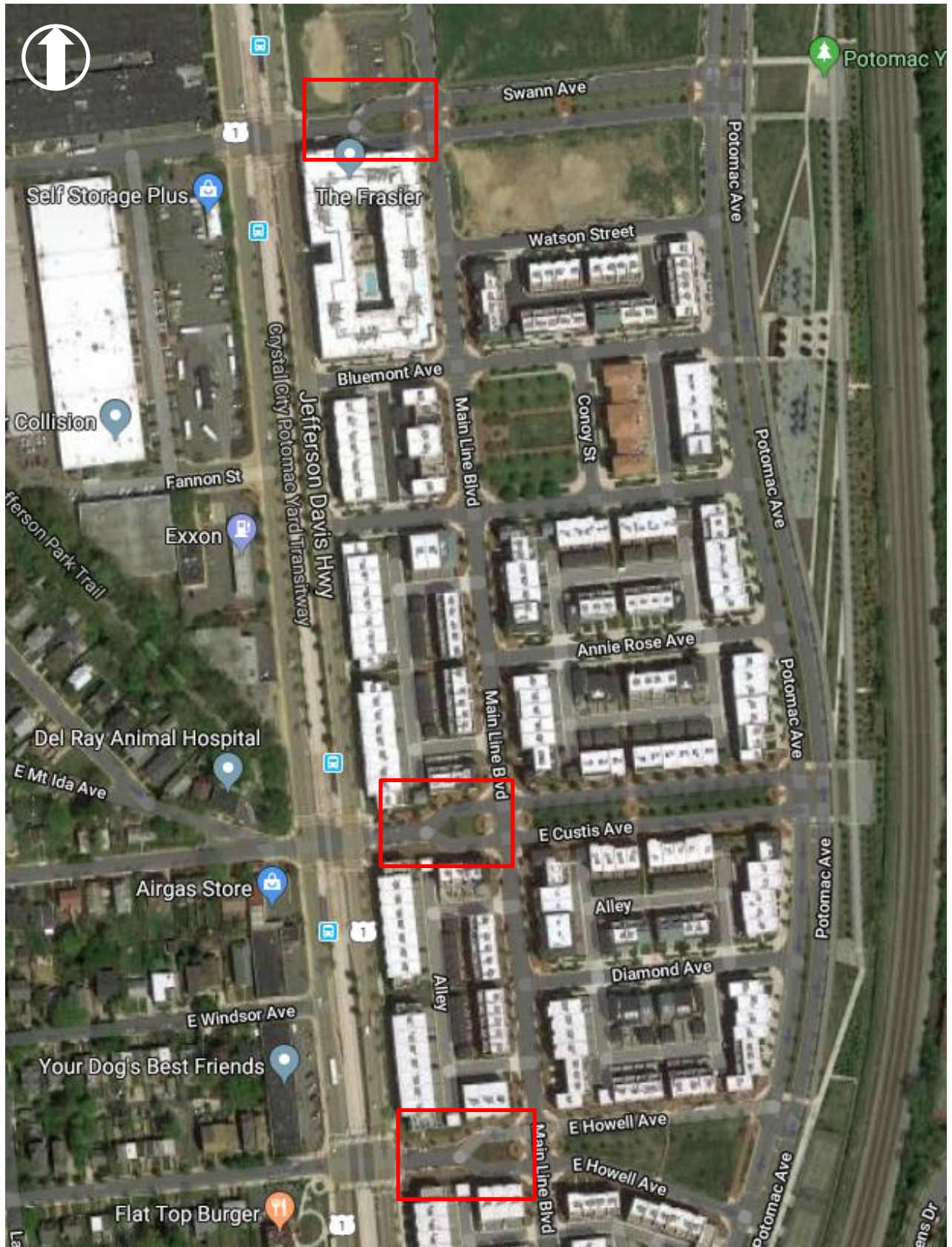
However, Transportation and Environmental Services (T&ES) staff are concerned that large vehicles may still have difficulty navigating at these locations after the removal of these parking spaces. T&ES staff request the ability to administratively determine if additional spaces should be removed in order to prevent vehicles from driving onto the curb and median up to 10 additional parking spaces.

The existing, proposed initial, and potential additional parking restrictions are shown in Attachment 3.

**OUTREACH:** RPCA reached out to a representative of the Potomac Yard Civic Association (PYCA) to inform them of the intention to ask for the removal of the subject on-street parking spaces. The representative indicated this was an issue they had been planning to ask the City to address, and that they were in support of the parking removal.



ATTACHMENT 1: LOCATION





**ATTACHMENT 2: STREET CONDITIONS**



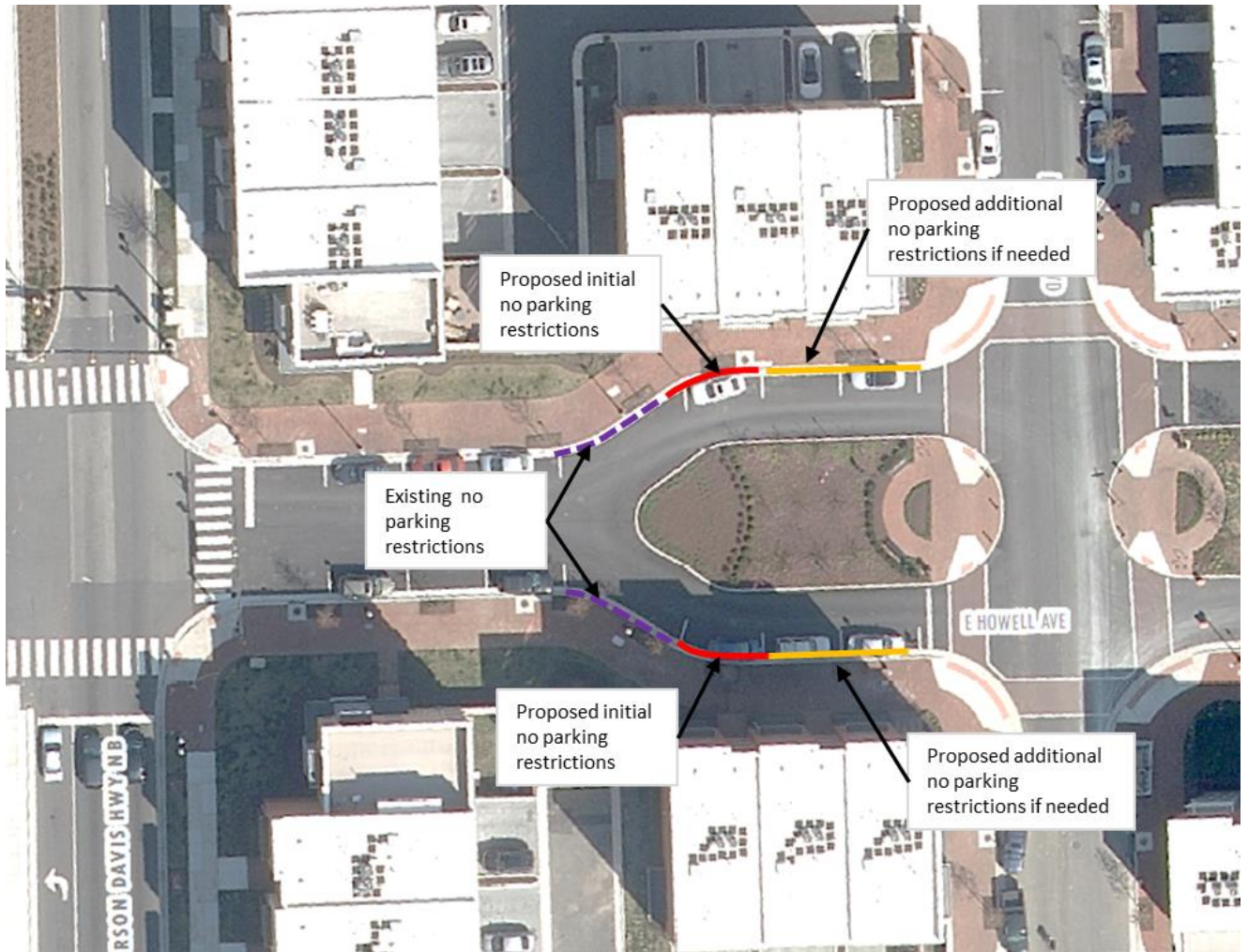
*Looking east on E. Custis Ave.*



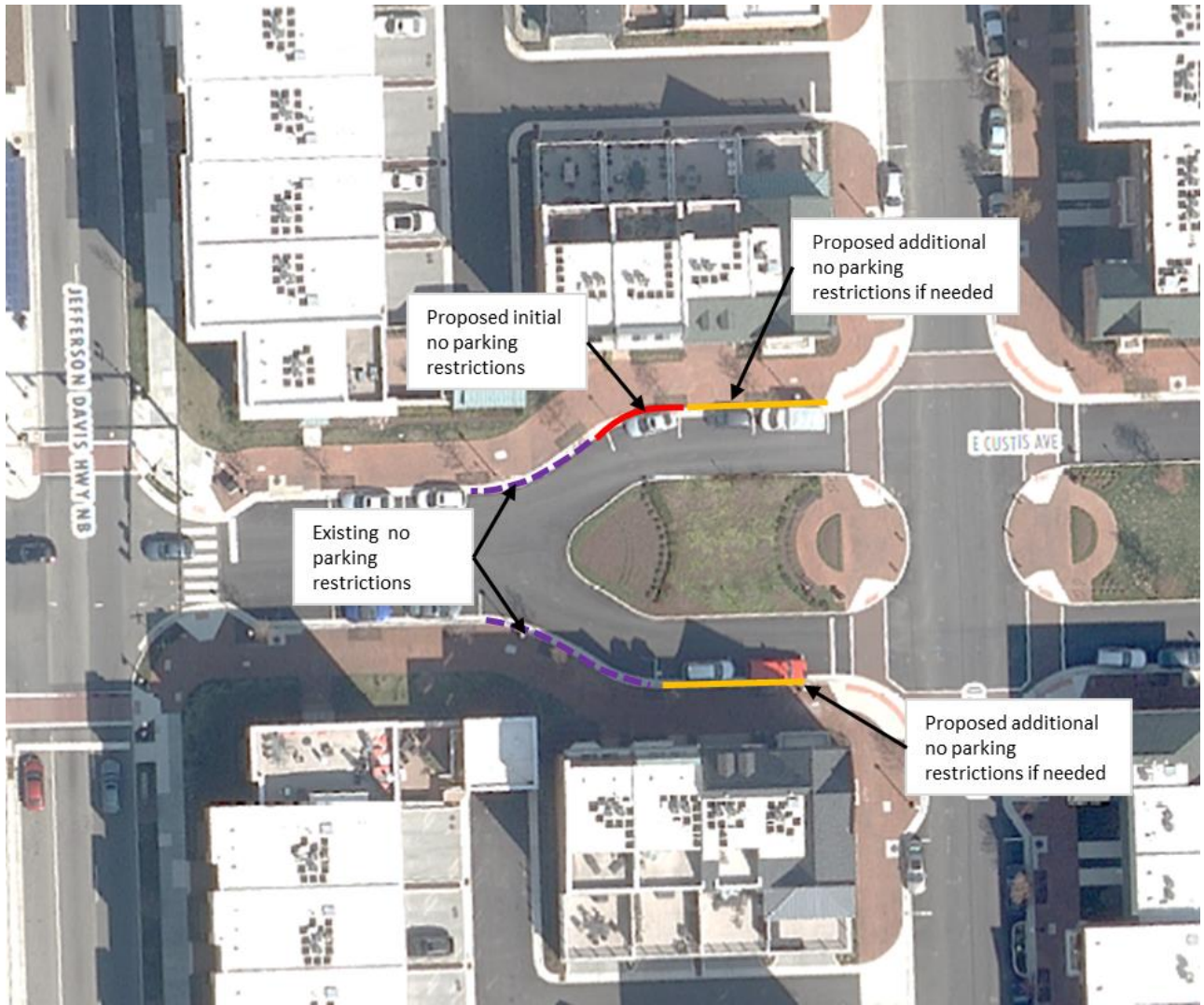
*Looking east on Swann Ave.*



### ATTACHMENT 3: PROPOSED PARKING RESTRICTIONS

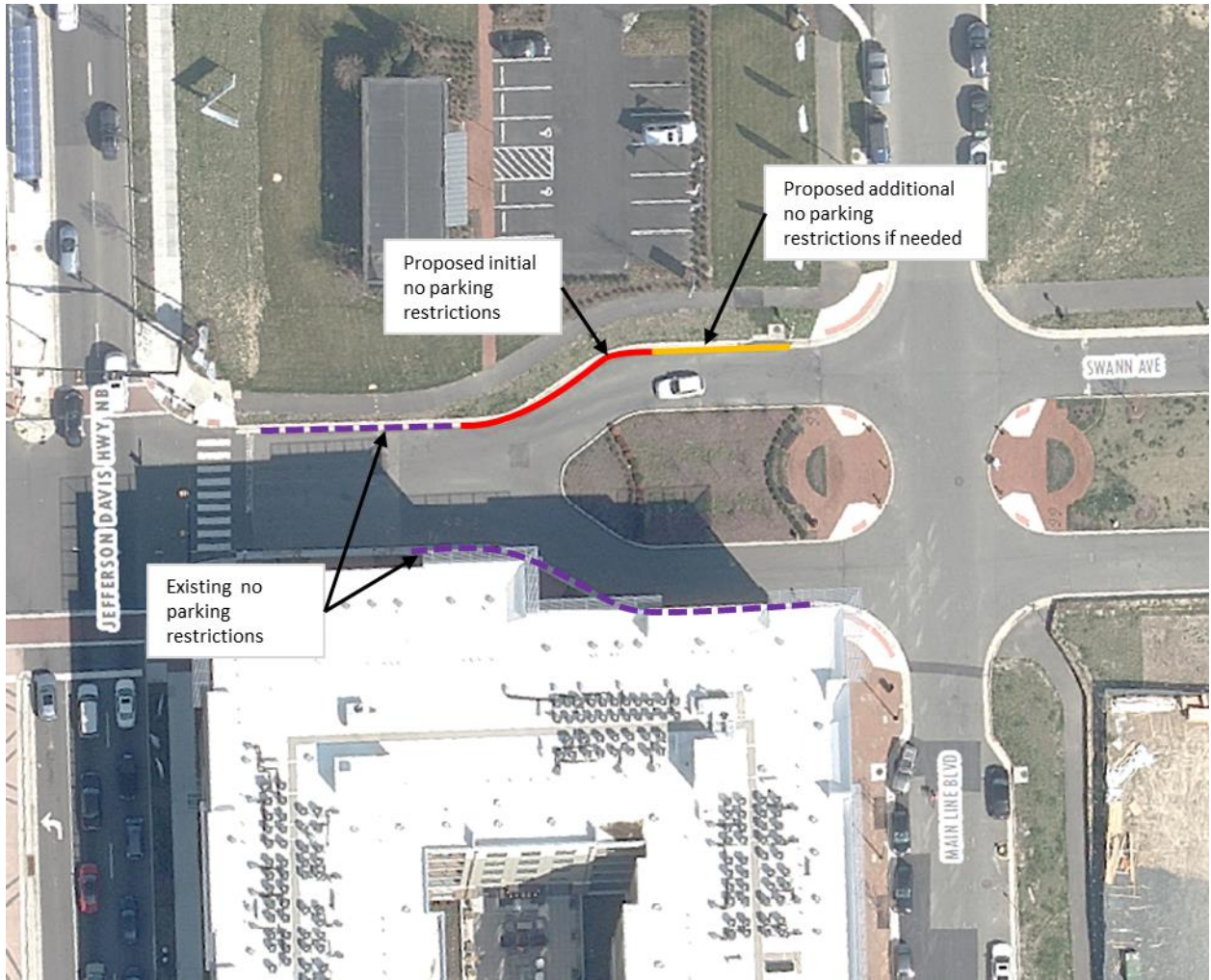


*Proposed Parking Removal E. Howell Ave*



*Proposed Parking Removal E. Custis Ave*





*Proposed Parking Removal Swann Ave*

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** November 26, 2018

**DOCKET ITEM:** #8

**ISSUE:** Consideration of a request to amend the City Code related to Traffic and Parking Board roles and responsibilities and other traffic and parking issues.

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**REQUESTED BY:** City of Alexandria, Department of Transportation and Environmental Services staff

**LOCATION:** Citywide

**STAFF RECOMMENDATION:** That the Board makes a recommendation to the City Council to approve the proposed amendments to the City Code related to Traffic and Parking Board roles and responsibilities and other traffic and parking issues.

**BACKGROUND:** As with other City boards and commissions, the role of the Traffic and Parking Board is outlined in the City Code in Title 5 (Transportation and Environmental Services), Chapter 8 (Parking and Traffic Regulations), and Article A (Traffic and Parking Board). In addition to this article, the Board is also referenced in several other sections of City Code for various action on traffic and parking matters. For the most part, the current language about the Board and their responsibilities has been in place since the 1960s, with a few minor amendments occurring over the years. Staff has worked with the Traffic and Parking Board to identify several sections that should be updated to address new conditions or clarified to improve existing processes. Staff and the Board also used this opportunity to identify other improvements that are related to action by the Board that could be addressed under this amendment.

**DISCUSSION:** This amendment involves several different sections of the City Code. Below is a summary of each section that is proposed to be amended and a discussion about the need for the change. Attachment 1 provides the proposed amendment text with changes shown in strike-through and underline. Attachment 2 provides a summary of the current and proposed review process for each item the Board considers.

*Title 5, Chapter 2, Article B – Parades (Section 5-2-41 through 5-2-51)*

Currently, this article outlines the process for reviewing and approving parades, which includes a review by the Traffic and Parking Board. However, in recent years the Board has not reviewed any requests for parades. Instead these have typically been handled by the Special Events

Committee which is managed by Recreation, Parks and Cultural Activities (RP&CA) staff under the guidance of the Special Events Policy. Since the traffic and parking impacts from parades are temporary, staff recommends updating the Code to remove the Board’s role in parade review. Article B is proposed to be deleted in its entirety and relocated under Title 6 (Parks, Recreation, and Cultural Activities) as a new section that covers all special events, including parades, with review by the Special Events Committee.

*Title 5, Chapter 8, Article A – Traffic and Parking Board*

This article outlines the roles and responsibilities of the Traffic and Parking Board and has remained unchanged since it was originally established in 1963. Staff proposes amendments to this article to organize it similarly to how other boards and commissions are set up in other sections of the City Code. The Board’s duties have been modified to be more specific about the role of the Board in reviewing traffic and parking matters. Additional amendments include adding language that formalizes the Director of Transportation and Environmental Services’ authority to implement changes to traffic controls (e.g. signs, signals, etc.) and outlining the appeal process for changes. Specific details on each section are provided below.

- *Section 5-8-1:* Amendments include clarifying this section as a procedural section with information about elections and meeting frequency and removing out of date or redundant language that is covered by the overall Boards and Commissions section of the City Code.
- *Section 5-8-2:* This section is updated to be specific to the Board’s general purpose and change references to considering “all” traffic and parking matters to “substantial changes”, which is consistent with current practices. Pursuant to the recommendations of the Vision Zero Action Plan, a sentence about safety is suggested as part of the Board’s purpose.
- *Section 5-8-3:* This section has been updated to provide a more specific list of actions that fall under the Board’s review (see text in Attachment 1 under this section for the full list). To ensure all existing duties intended to fall under the Board’s purview are captured in the new text, the table below summarizes the existing duty and authority of the Board as outlined in the current Code language and how the proposed language includes or modifies the existing responsibility of the Board and where appropriate, why it has been eliminated.

<b>Current Code Language in Section 5-8-3</b>	<b>Proposed Language in Section 5-8-3</b>	<b>Modifications</b>
Investigate, study and analyze traffic and parking problems within the city	Updated for specific issues, such as “Consider matters related to ...” or “Makes recommendations related to ...”	New sections list specific issues for the board to investigate, study, and analyze, such as residential and metered parking, or changes to on-street parking and traffic flow.
Receive complaints having to do with traffic and parking matters	“(a) Provide a forum for public comments about parking and traffic issues.”	Changed “complaints” to “comments”

<b>Current Code Language in Section 5-8-3</b>	<b>Proposed Language in Section 5-8-3</b>	<b>Modifications</b>
Devise plans, methods and means to control and relieve parking and traffic congestion	Updated for specific issues, such as “Consider matters related to ...” or “Makes recommendations related to ...”	New sections list specific issues for the board to make recommendations on
Have jurisdiction over taxicabs and buses and their owners and operators as specified in title 9, chapter 12 of this code	“(b) Consider matters related to taxicabs and their owners and operators as specified in Title 9, Chapter 12 of this code.”	Removed reference to jurisdiction of buses since the Board typically doesn’t review issues related to buses.
Control parades within the city	n/a	Removed this duty from the Board’s purview.
Prepare reports on traffic, parking and taxicabs	Updated for specific issues, such as “Consider matters related to ...” or “Makes recommendations related to ...”	New sections list specific issues for the board to take action on. Additionally, other parts of the Code identify when information from the Board is needed, such as during an appeal.
Render advice and make recommendation to the city manager, the city planning commission and, through the city manager, to the city council and other officers and agencies of the city government	“(f) Render advice and make recommendations to the director of T&ES or city manager regarding the following, except where review by a different body may be otherwise provided by law...”; and “(g) Render advice and make recommendations to the Council, who makes the final decision, regarding the following...”	New section makes it clear that the Board does not need to review items that have or will be reviewed by a different body (e.g. Planning Commission). This section also states to whom recommendations are made for specific issues.

- *Section 5-8-5:* This is a new section that establishes the Director’s role and authority in administering changes to traffic controls and parking. It includes a discussion of how the Director considers the Board’s recommendation and a process to follow if he chooses to take action that is different from the Board’s recommendation. This section does not

change any existing authority or process but formalizes existing practice and provides clarity for how the Board's recommendation is considered.

- *Section 5-8-6:* Currently the process to appeal changes to traffic control devices is in Section 10-2-8. Given that this process is related to actions taken by the Traffic and Parking Board, staff recommends moving the language under the Traffic and Parking Board article to clarify the appeals process related to actions they review. New language has been added to specify the timing for submitting an appeal (within 15 days of a recommendation from the Board) and who can request it (a group of 25 property owners or residents who submit a petition). However, the items that can be appealed remain the same as the existing process.

*Title 5, Chapter 8, Article G, Division 1 – Parking Meter Zones (Section 5-8-92 through 5-8-97)*

This division establishes locations, hours, time limits, rates, and payment processes for on-street parking meters. Currently, specific blocks are listed in the City Code, which means the Code must be updated each time meters are proposed on a new block. The proposed changes will streamline the process for adding or removing meter locations using the public process before the Board and removes items that are subject to more frequent change, such as hours, time limits, and rates from the City Code. Specific details on each section are provided below.

- *Section 5-8-92:* This section removes the specific blocks and streets listed by meter zone and instead establishes an official map of all approved meters. The section also includes clarifying language about the process City Council would use to review instances where the City Manager disagrees with the recommendation of the Board related to the approval of new meter location.
- *Section 5-8-93:* This section is updated to eliminate references to parking meter zones and changes the reference to holidays from state to federal. This section also removes the specific meter rates from the Code and instead requires approval of rates and rate changes through a Council resolution (which could include a public hearing).
- *Section 5-8-94, 96, and 97:* Miscellaneous updates to remove references to meter zones and update references to payments through pay by phone.

*Title 5, Chapter 8, Article J – On Street Parking Standards (Section 5-8-160 through 5-8-163)*

This article was added to the City Code in 1987 and was intended to establish guidelines for parking spaces and travel-way dimensions in order to move traffic on public streets. It also added a procedure to enforce these guidelines. However, in reviewing this article as part of the overall City Code update, staff notes that many of these standards are inconsistent with the City's more recently approved Complete Street Design Guidelines, which support designing public streets for all users. In addition, the standards are inconsistent with existing conditions on many streets and a strict enforcement of this section would require wider travel lanes, potentially at the cost of removing a parking lane or moving a curb, and longer parking spaces, which would reduce the number of spaces that can be accommodated on a block face. Staff recommends most of this article be removed and instead be amended to include a reference to the Complete Streets Policy, which was approved by City Council Resolution #2621.

*Title 10, Chapter 2, Article A – Traffic Division (Section 10-2-7 and 102-8)*

These sections outline the specific traffic controls that the City Council is required to approve and a process to appeal changes to traffic controls. Staff recommends that both of these sections

be deleted since they have been incorporated into the article outlining the role and responsibility of the Traffic and Parking Board. Specific details on each section are provided below.

- *Section 10-2-7:* This section lists traffic controls that are required to be approved by the Council but can be deleted in its entirety given that each of these items is addressed elsewhere in the existing City Code and proposed amendments. More explanation on each traffic control is provided below:
  - One-Way Streets – Staff recommends Council retain final approval of changes related to one-way streets. This is included in the issues the Board provides a recommendation to the Council on under proposed Section 5-8-3(g).
  - Parking Meter Zones – Since staff has recommended removal of the specific parking meter zones and list of blocks in the City Code, the Council would no longer need to review this traffic control (see proposed changes to Section 5-8-92). Meter locations would be reviewed by the Board unless the City Manager disagreed with the recommendation and wanted to bring the recommendation before the Council.
  - Traffic Lights – Staff recommends allowing the Board to make recommendations to the Director on decisions related to adding or removal traffic lights.
  - Prohibition on parking on more than one half of any city block, including both sides – Staff recommends allowing the Board to make recommendations to the Director on decisions related to removal of parking since this is consistent with other parking related reviews. This issue is not a common occurrence and it seems unnecessary to require an additional review by the Council.
  - Transit routes –Typically transit routes have not been brought before the Council since the DASH Board of Directors manages these in coordination with the T&ES Department. Staff recommends deleting this from the list of traffic controls the Council must review.
  - Truck routes – The specific locations for truck routes and no through truck streets are listed in Sections 10-1-15 and 10-1-15.1. The City Council is required to approve any additions or deletions to this section as an amendment to the City Code. Proposed Section 5-8-3(g) includes truck routes as an item that the Board reviews and provides a recommendation to the Council, which is the existing practice.
- *Section 10-2-8:* This section explains the process for changing traffic controls established by the Director of T&ES. As discussed above under new section 5-8-6, the substance of this section has been moved to fall within the Traffic and Parking Board sections of the code and the existing section is proposed for deletion.

*Title 10, Chapter 2, Article B – Miscellaneous Regulations (Section 10-2-29) and Chapter 3, Article A – General Provisions (Section 10-3-5)*

These two sections pertain to designating “play streets” and rules for driving on such streets. However, these two sections are the only references to play streets in the Code and it is unclear what is meant by this designation (e.g. are these streets that are closed to through traffic to allow playing on the street or are they streets that slower speeds are needed given play activities nearby). There is no criteria for when such a designation should be made and what restrictions are needed to enforce this designation. Currently, there are no streets in the City designated as play streets. Staff recommends eliminating these sections of the Code and instead developing the



Neighborhood Slow Zone program as called for in the Vision Zero Action Plan to address implementing slower speeds in neighborhoods.

*Title 10, Chapter 4 - Stopping, Standing, and Parking (Sections 10-4-22, 10-4-25, 10-4-41, and 10-4-45)*

- *Section 10-4-22 and 10-4-25:* These sections are updated to reflect other payment options at meters and pay stations besides coins. Additionally, the reference to displaying a receipt has been modified to note this only applies where required, which addresses the new meters that have been installed in Carlyle that do not require display of a receipt because payment is verified through license plates.
- *Section 10-4-41:* Currently, vehicles can park right up to the entrance of an alley. Staff often receives requests, which must go before the Traffic and Parking Board, to increase the no parking area at alleys to improve visibility. Staff recommends amending this section to standardize the no parking area at alley entrances to 5 feet on each side.
- *Section 10-4-45:* Currently, parking in bicycle lanes is prohibited in that “stopping so as to obstruct traffic” (Section Sec. 10-4-4) is prohibited. However, this leads to enforcement misunderstandings because parking in bicycle lanes is not explicitly prohibited in the City Code. “No Parking” signs along bike lanes can also be used as a way to enforce this prohibition when bicycle lanes are located along a curb. This proposed section was modified with language used in Arlington County and would explicitly prohibit parking in bicycle lanes.

Staff acknowledges that this proposed City Code amendment involves several changes across different chapters of the Code. The intent is to provide a thorough review and ensure all Traffic and Parking Board matters were considered and updated as appropriate. The proposed amendment will clarify the roles and responsibilities of the Traffic and Parking Board and formalizes many of the existing processes that are currently in place. In addition, the changes will help streamline the review process for many traffic and parking management items which allows for faster and more efficient implementation.

**OUTREACH:** As this is a technical amendment intended to address procedural issues related to the Traffic and Parking Board, staff worked closely with the Board to ensure relevant issues were addressed. Staff held a work session with the Traffic and Parking Board in April 2018 to discuss the potential changes to the City Code related to the Board’s role and responsibilities and other traffic and parking issues that they address. The work session was open to the public and materials were posted on the Boards website. Additional updates were provided to the Board in the Fall as to the status of the amendment and timing for when it would come before the Board as a docket item.

# ATTACHMENT 1: PROPOSED AMENDMENT TO THE CITY CODE

## TITLE 5 – TRANSPORTATION AND ENVIRONMENTAL SERVICES CHAPTER 2 – STREETS AND SIDEWALKS ARTICLE B – PARADES

### **Sec. 5-2-41 – Permit – required.**

~~It shall be unlawful for any person, company, society, association, organization, lodge, club, gathering or group of any kind to parade or march or to attempt to parade, march or hold a procession or motorcade in or upon any of the streets of the city until such person or group shall have obtained a permit as provided in this article. (Code 1963, Sec. 33-30)~~

### **Sec. 5-2-42 – Same – application.**

~~Each applicant for a permit required by this article shall, in a writing made out in duplicate, file an application with the city manager requesting permission to hold a parade. The application shall be filed at least 15 days prior to the date upon which the parade is to be held. Each application shall also state the name of the person or group holding the parade, the purpose, the number of participants, the number of vehicles and floats, the proposed route, the length of time the parade will take, and such other pertinent data as would assist the city in making plans to conduct the parade. In unusual cases the 15 day period may be waived by the traffic board. (Code 1963, Sec. 33-31)~~

### **Sec. 5-2-43 – Same – reference to traffic and parking board; grant or denial.**

- ~~(a) – Upon receipt of a proper application to hold a parade, the city manager shall refer the application to the traffic and parking board.~~
- ~~(b) – If the applicant's parade meets the requirements set forth in this article, the traffic and parking board shall grant a permit subject to the payment of the permit fee hereinafter required.~~
- ~~(c) – If the applicant's parade does not meet the requirements then the permit shall be denied by the traffic and parking board. (Code 1963, Sec. 33-32)~~

### **Sec. 5-2-44 – Same – fees, etc.**

- ~~(a) – When the traffic and parking board has agreed to grant a parade permit pursuant to this article, the applicant shall pay a permit fee to the office of the city manager, to help cover the expense of regulating the parade, as follows:
  - ~~(1) – Small parades, motorcades, and processions not exceeding 650 feet in length ..... \$ 5.00~~
  - ~~(2) – Parades, motorcades, processions more than 660 feet in length but not exceeding 1,320 feet ..... \$10.00~~
  - ~~(3) – Parades, motorcades, processions exceeding 1,320 feet ..... \$25.00~~
  - ~~(4) – The cost of paying off-duty policemen used in the handling of any parade, motoreade or procession, regardless of length.~~~~
- ~~(b) – The permit fee and the cost for off duty policemen may be waived by the city council. (Code 1963, Sec. 33-33)~~

### **Sec. 5-2-45 – Authority of city manager and police department.**

The city manager and police department of the city are hereby authorized and empowered to take such lawful action as may be necessary to carry out the regulations and requirements of this article, insure an orderly parade or procession, prevent obstruction to and insure the full flow of traffic, and to prevent riots and disorder, and to hire special policemen and employees to aid in these measures. (Code 1963, Sec. 33-34)

**Sec. 5-2-46 – Route, etc.**

No parade shall be held in the city except at a time, place and route designated traffic and parking board. The traffic and parking board, except as provided in this article, is hereby empowered to make such designations, provided such designations are reasonable, will aid in protecting the safety, health and welfare of the inhabitants of the city and will carry out the intent and purpose of this article. (Code 1963, Sec. 33-35)

**Sec. 5-2-47 – Conduct upon approach of emergency vehicles.**

All parades held in the city shall upon the approach of any emergency vehicle break ranks or maneuver so as to allow such vehicle to continue on its way. (Code 1963, Sec. 33-36)

**Sec. 5-2-48 – Riots and mischief.**

No parade which will cause a riot or which threatens tangible public or private mischief shall be held in the city. (Code 1963, Sec. 33-37)

**Sec. 5-2-49 – Obscenity or immorality.**

No obscene or immoral parade shall be held in the city. (Code 1963, Sec. 33-38)

**Sec. 5-2-50 – Litter and refuse.**

No parade in which the participants litter the streets or sidewalks shall be held in the city unless the person or group holding the parade shall insure the city that such littering or refuse caused by the parade shall be cleaned up immediately upon the termination of the parade. (Code 1963, Sec. 33-39)

**Sec. 5-2-51 – Penalty for violation of article.**

Any person violating any provision of this article shall, upon conviction, be punished by a fine of not more than \$300 or imprisonment in the city jail for a period not to exceed 30 days or by both such fine and imprisonment, in the discretion of the court. (Code 1963, Sec. 33-40)

## CHAPTER 8 – PARKING AND TRAFFIC REGULATIONS

### ARTICLE A - TRAFFIC AND PARKING BOARD

#### **Sec. 5-8-1 - Established; composition; procedures, term; compensation; vacancies; chairman.**

- (a)** There is hereby established a traffic and parking board, which shall be composed of seven residents of the city who are not serving on any other official city body except the Alexandria Transportation Safety Commission.
- (b)** ~~The members shall be appointed by the city council for terms of two years; provided, that the initial appointments made under the authority of this section shall be one year terms for four of the members and two year terms for the other three members. Members of the board shall serve without compensation and may be removed by the city council for neglect of duty or malfeasance in office, after written notice and after public hearing. Vacancies on the board shall be filled by council appointment for the balance of the unexpired term.~~
- (c)** The chairman and vice chairman of the board shall be selected by the members of the board.
- (d) The board shall meet monthly, as needed.**

#### **Sec. 5-8-2 - ~~Meeting; consideration of matters concerning traffic, parking and taxicabs.~~ Purpose – Generally.**

The traffic and parking board shall ~~consider~~ ~~meet at least once each month and all~~ matters concerning substantial changes to traffic, and on-street parking regulations, and taxicabs, shall be presented to the board for its consideration prior to action by the director of transportation and environmental services or presentation to the city council. When reviewing these matters, the Board shall prioritize safety of all users when making recommendations.

#### **Sec. 5-8-3 - ~~Duty and authority generally.~~ Functions, Powers, Duties.**

It shall be the duty of the traffic and parking board to ~~;~~ ~~within the limits of the funds at its disposal, investigate, study and analyze traffic and parking problems within the city, receive complaints having to do with traffic and parking matters, devise plans, methods and means to control and relieve parking and traffic congestion, have jurisdiction over taxicabs and buses and their owners and operators as specified in title 9, chapter 12 of this code, control parades within the city, prepare reports on traffic, parking and taxicabs, and render advice and make recommendation to the city manager, the city planning commission and, through the city manager, to the city council and other officers and agencies of the city government.~~

- (a) Provide a forum for public comments about parking and traffic issues.**
- (b) Consider matters related to taxicabs and their owners and operators as specified in Title 9, Chapter 12 of this code.**
- (c) Consider matters related to permit parking districts as specified in Article F of this chapter.**
- (d) Consider matters related to metered parking as specified in Article G of this chapter.**

**(e) Consider appeals of curb cut requests as specified in Section 5-2-14.**

**(f) Render advice and make recommendations to the Director of T&ES or City Manager regarding the following, except where review by a different body may be otherwise provided by law:**

**(1) Changes to one or more on-street parking spaces, including the location and design of parking, general parking restrictions, and restrictions for specific uses. For the purpose of this section, a parking space shall be 20 feet long.**

**(2) Changes to speed limits as specified in Section 10-3-30.**

**(3) Removal or installation of traffic signals and stop signs.**

**(4) Changes to the flow of traffic, including elimination of travel lanes, temporary street closures that are not already reviewed through the special events process or exceed 90 days, and turn restrictions.**

**(5) Other traffic and parking issues that are referred to the Board for review by the director of transportation and environmental services, the city manager, or the council.**

**(g) Render advice and make recommendations to the Council, who makes the final decision, regarding the following:**

**(1) Changes to the city code that pertain to traffic, parking, and taxicab matters.**

**(2) Designation of truck routes and no through truck streets.**

**(3) Converting one-way streets to two-way traffic, or vice versa.**

**(h) Consider general traffic and parking processes where review and approval is delegated to staff.**

**Sec. 5-8-4 - Certain city officials to act in advisory capacity.**

The city manager and any member of his staff whom he designates may sit with the traffic and parking board in an advisory and consulting capacity, but with no right to vote.

**Sec. 5-8-5 - Authority of the Director to Administer this Chapter**

**The director of transportation and environmental services is charged with administering changes to traffic controls and on-street public parking in the city and has the authority to establish rules and regulations to do so. In this administration, the director shall consider the recommendations of the board, where the matter is required to be reviewed by the Board prior to administering a change. In the event the board's recommendation does not fully support the director's proposed action, the director shall notify the board in writing of his decision and reasoning for taking alternative action. This information shall be made available to the public.**

**For items where the board, planning commission, or city council have authority to make the final decision, the director shall adhere to the specific decision and administer the change.**

**Sec. 5-8-6 - Change of controls established by director of transportation and environmental services.**

- (a) Any traffic control device established by the director of transportation and environmental services that has been reviewed by the traffic and parking board at a public hearing may be appealed to the city council by a group who submits a petition signed by at least 25 property owners or residents of the city.**
- (b) An appeal under this section shall be filed with the clerk of city council within 15 days of the board's recommendation to the director or the director's notification to the board of alternative action. The clerk shall schedule the appeal for a public hearing before the city council.**
- (c) The city council shall then have the power to retain, remove, or change any control; provided that the council shall first examine the recommendation from the traffic and parking board, receive a report on the matter from the director of transportation and environmental services, and hold a public hearing in relation thereto.**
- (d) The subject matter of an application to the board for removal or change of a traffic control on which the council has rendered a decision pursuant to this section shall not be considered again by the board for a period of twelve months, unless the new application differs in material respect to the application that was previously considered.**
- (e) For the purpose of this article, traffic control device is defined as a marker, sign, or signal used to inform, guide, or control traffic and parking.**

## ARTICLE G - PARKING METERS

### DIVISION 1 – PARKING METER ZONES

Sec. 5-8-92 - Parking meter zones locations established.

- (a) ~~The following described parts of the streets of the city are hereby established as parking meter zone 1:~~
- ~~(1) both sides of the 100, 200, 300, 400, 500, 600 and 800 blocks of King Street.~~
  - ~~(2) both sides of the 100 block north and the 100 block south of Pitt Street, and Columbus Street.~~
  - ~~(3) both sides of the 100, 200 and 300 blocks of North Washington Street and the 100, 200 and 300 blocks of South Washington Street.~~
  - ~~(4) both sides of the 300, 400 and 600 blocks of Cameron Street, both sides of Cameron Street between Columbus and Alfred Streets, the south side of the 100 and 200 blocks and the north side of the 100 block of Cameron Street.~~
  - ~~(5) both sides of the 600 and 700 blocks of Prince Street, as well as both sides of Prince Street east of Union Street.~~
  - ~~(6) east side of the 200 block of South Columbus Street.~~
  - ~~(7) both sides of the 700 block of Duke Street.~~
  - ~~(8) both sides of the 100 block of South Saint Asaph Street and both sides of the 100 block of North Saint Asaph Street.~~
  - ~~(9) both sides of the 100 block of South Royal Street and both sides of the 100 block of North Royal Street.~~
  - ~~(10) both sides of the 100 block of South Fairfax Street and both sides of the 100 and 900 blocks of North Fairfax Street.~~
  - ~~(11) both sides of the 100 block of North Union Street, the east side of the 100 block of South Union Street, both sides of the 200 block of South Union Street, the east side of the 200 block of North Union Street and the east side of the 500 block of North Union Street.~~
  - ~~(12) west side of the 100 block of North Lee Street and the west side of the 100 block of South Lee Street.~~
  - ~~(13) both sides of the 700 block of Queen Street.~~
  - ~~(14) Reserved.~~
  - ~~(15) Reserved.~~
  - ~~(16) east side of the 100 block of The Strand for a distance of 275 feet north of the north curb line of Prince Street.~~
  - ~~(17) both sides of the 700 and 800 blocks of Princess Street.~~
  - ~~(18) both sides of Duke Street east of Union Street.~~
- (b) ~~The following described parts of the streets of the city are hereby established as parking meter zone 2:~~
- ~~(1) both sides of the 900, 1100, 1200, 1300, 1400, 1500, 1600, 1700, and 1800 blocks of King Street.~~
  - ~~(2) both sides of the 100, 800 and 900 blocks of North Fayette Street. The east side of the 600 and 700 blocks of North Fayette Street. The east side of South Fayette Street for a distance of 120 feet south of the south curb line of King Street and the west side of the~~

~~100 block of South Fayette Street for a distance of 215 feet south of the south curb line of King Street. Both sides of the 100 block of North Payne Street, except the portion between Cameron Street and the alley which is 100 feet north of King Street.~~

~~(3) both sides of the 1400, 1500 and 1600 blocks of Prince Street.~~

~~(4) both sides of the 1100 block of Madison Street.~~

~~(5) the east side of the 100 block of South Payne Street for a distance of 135 feet south of the south curb line of King Street and the west side of the 100 block of South Payne Street for a distance of 75 feet south of the south curb line of King Street.~~

~~(6) west side of the 100 block of North Henry Street and the 100 block of South Henry Street.~~

~~(7) east side of the 100 block of North Patrick Street and the 100 block of South Patrick Street.~~

~~(8) both sides of the 100 block of North Alfred Street and the 100 block of South Alfred Street.~~

~~(9) the east side of the 100 block of North West Street and both sides of the 100 block of South West Street.~~

~~(10) both sides of the 100 and 200 blocks of Reinekers Lane.~~

~~(11) both sides of the 100 and 200 blocks of Daingerfield Road.~~

~~(12) both sides of the 1800 block of Diagonal Road.~~

~~(c) The following described parts of the streets of the city are hereby established as parking meter zone 3:~~

~~(1) both sides of the 300, 400, 500 600, 700 and 800 blocks of John Carlyle Drive.~~

~~(2) both sides of the 300, 400 and 500 blocks of Dulany Street.~~

~~(3) both sides of the 500 and 600 blocks of Elizabeth Lane.~~

~~(4) both sides of the 300 block of Englehardt Lane.~~

~~(5) both sides of the 2100, 2200 and 2300 blocks of Mill Road.~~

~~(6) both sides of the 1400, 1500, 1600, 1700, 1800, 1900, 2000 and 2100 blocks of Jamieson Avenue.~~

~~(7) both sides of the 1800, 1900 and 2000 blocks of Ballenger Avenue.~~

~~(8) both sides of the 1800 block of Emerson Avenue.~~

~~(9) both sides of the 300 block of West Street.~~

~~(10) both sides of the 800 block of Bartholomew Street.~~

~~(11) both sides of the 800 block of Eisenhower Park Drive.~~

~~(12) both sides of the 1800 block of Savoy Street.~~

~~(13) both sides of the 1800 block of Limerick Street.~~

~~(14) the north side of the 2200 and 2300 blocks of Eisenhower Avenue.~~

~~(15) both sides of the 2200 and 2300 block of Doek Lane.~~

~~(16) both sides of the 700 and 800 blocks of Port Street.~~

~~(17) both sides of the 200 block of Swamp Fox Road.~~

~~(18) both sides of the 2400 block of Mandeville Lane.~~

~~(19) south side of the 2400 block Mill Road.~~

~~(d) The following described parts of the streets of the city are hereby established as parking meter zone 4:~~

~~(1) both sides of the 2900 and 3000 blocks of Dogue Street.~~



- ~~(2) both sides of the 2800, 2900, and 3000 blocks of Main Line Boulevard.~~
- ~~(3) both sides of the 700 and 800 blocks of Seaton Avenue.~~
- ~~(4) west side of the 2800, 2900, and 3000 blocks of Potomac Avenue.~~
- ~~(5) both sides of the 600 and 700 blocks of Maskell Street.~~
- ~~(6) both sides of the 600, 700, and 800 blocks of East Glebe Road.~~

~~(e)(a)~~ The number and locations of parking meters ~~in the zones established above~~ shall be determined by the city manager or the manager's designee; ~~provided, that~~ **however** any proposal to locate new or remove existing meters **on public streets or private streets with a public access easement with permission from the owner** shall be submitted by the **city** manager or designee to the traffic and parking board for its review and recommendation. ~~;~~ ~~and provided further, that,~~

~~(b)~~ **In** the event the **city** manager or designee disagrees with the recommendation of the board, the proposal shall be submitted to city council which shall make the final decision on the proposal. **In making its determination, city council shall first examine the recommendation from the traffic and parking board, receive a report on the matter from the director of transportation and environmental services, and hold a public hearing in relation thereto.**

**(c) A map of all approved parking meter locations shall be maintained on file with the director of transportation and environmental services. Existing parking meter locations currently in effect as of the date of passage of the ordinance are hereby adopted as part of the approved meter plan without any further action by the city manager or the traffic and parking board.**

#### **Sec. 5-8-93 - Parking meters; hours and days of operation; maximum time limits; rates.**

(a)(1) The parking meters ~~in zones 1 and 2,~~ established by section 5-8-92 of this code, shall be operated every day of the week except Sundays and ~~legal state~~ **federal** holidays. **The city manager may designate additional days when meters, including specific meters in an identified location, shall not be in operation.**

~~(2)~~ The daily hours of operation and maximum time limit of the meters shall be determined by resolution of the city council; ~~provided, that, within the area bounded on the north by the north side of Princess Street, on the west by a line 10 feet to the east of and running parallel to the east side of Washington Street, on the south by the south side of Wolfe Street and on the east by the Potomac River, meters which permit a maximum of two hours of parking shall be in operation from 8:00 a.m. until 9:00 p.m.~~

~~(2)~~ The parking meters in zones 3 and 4, established by section 5-8-92 of this code shall be operated every day of the week except Sundays and state legal holidays, and the daily hours of operation of the meters shall be determined by resolution of the city council.

(b) The maximum time limit for parking in any space shall be set forth on the meter for that space, and shall not exceed four hours, subject to the provisions of subsection (a) above.

(c) ~~In all parking meter zones, the~~ **parking meter** rate shall be \$1.25 per hour at those meters that are coin only operated until such time as multi-space meters or single space meters that accept credit or debit cards are installed. ~~In all parking meter zones, the rate shall be and \$1.75 per hour at those spaces served by multi-space meters or single space meters that accept credit or debit cards installed before November 13, 2010~~ **shall be set by resolution by city council**. Thereafter, when multi-space meters or single space meters that accept credit or debit cards are installed elsewhere in all parking meter zones, the rate will increase to \$1.75 per hour at those spaces. ~~In all parking meter zones, the~~ applicable rate shall be payable in such increments as provided at the applicable meter or pay station. The rates set forth above do not include any convenience fee that may be charged by the service provider in the event the city implements a "pay by phone" or other technology-based parking payment option.

(d) As used in this article, the phrase parking meter shall be deemed to include a parking pay station for multiple parking spaces, and all provisions applicable to parking meters shall apply to parking pay stations, *mutatis mutandis* **when meters are replaced by parking pay stations**.

#### **Sec. 5-8-94 - City manager to provide for installation and maintenance.**

The city manager, or any officers and employees of the city as he **or she** may select, shall provide for the installation, regulation, control, operation and use of parking meters in the parking meter ~~zones hereby created~~ **locations authorized by this article**, and shall maintain the meters in good workable condition.

#### **Sec. 5-8-95 - Contracts for purchase and repair of meters.**

The city manager is hereby vested with power and authority to enter into a contract in the manner as prescribed by law for the purchase and installation of parking meters, and to provide payment for the meters and installation exclusively from the receipts, funds and revenues obtained by the city from the operation of the parking meters without in anywise personally obligating the city to pay for them from any other source. The city manager is further authorized and empowered to enter into a contract for repairs and any parts of the parking meters as may be necessary to maintain them in good operating condition and to pay for the repairs and parts exclusively from the receipts, funds and revenues received from the operating of the parking meters.

#### **Sec. 5-8-96 - How single space meters to be installed; operation generally.**

(a) The parking meters shall be placed **u**pon the curb alongside of or next to individual parking ~~places~~ **spaces**, which ~~parking places~~ shall be either parallel to or diagonal with the curb ~~and shall be marked with proper lines~~.

(b) Each parking meter shall be so set as to display a signal that the parking space alongside thereof is or is not in use.

(c) Each parking meter shall be so set as to display a signal showing legal parking in the adjoining space, upon the deposit of a coin or coins of the United States or other authorized payment, for a period of time conforming to the parking limits specified in this article.

(d) Each parking meter shall also be so arranged that upon the expiration of the parking limit it will indicate by appropriate signal that the parking period has expired.

(e) ~~In the event the city implements~~ **Meters that are enabled with** a "pay by phone" or other technology-based parking payment option, ~~each parking meter shall also display instructions setting forth the means through which a customer may pay the meter charge through such system~~ **all available systems.**

#### **Sec. 5-8-97 - How parking pay stations (multi-space meters) to be installed; operation generally.**

(a) The parking pay stations shall be placed upon the curb alongside of or next to ~~individual parking places~~ **spaces** within a block, which parking places shall be either parallel to or diagonal with the curb.

(b) Each parking pay station shall print a receipt, **when required to be displayed,** that indicates legal parking in a parking space within the block, upon the deposit of a coin or coins of the United States or other authorized payment, for a period of time conforming to the parking limits specified in this article.

(c) The printed parking pay station receipt will indicate when the parking period expires.

(d) ~~In the event the city implements~~ **Pay stations that are enabled with** a "pay by phone" or other technology-based parking payment option, ~~each parking station shall also display instructions setting forth the means through which a customer may pay the meter charge through such system~~ **all available systems.**

### **ARTICLE J - ON-STREET PARKING STANDARDS**

#### **Sec. 5-8-160 - Purpose and scope of article.**

(a) The purpose of this article is to lessen congestion on, to facilitate the safe and expeditious movement of vehicular traffic along, and to ensure the ability of emergency services vehicle to move without delay on the public streets of the city. ~~To achieve this purpose, the article sets forth standards for the size of parking spaces located on the public streets of the city and for the amount of travel way available to vehicular traffic on such streets. The article also sets forth a procedure for the application of these standards which is designed to ensure that the standards are applied to streets or portions of streets where existing conditions pose a threat to public safety and the general welfare.~~

(b) This article shall apply to all public streets in the city, ~~except such streets or portions thereof located within the R-20, R-12, R-8, R-5 and R-2-5 residence zones.~~

**Sec. 5-8-161 - Standards; enforcement.**

**(a) Standards for street types, sidewalks, roadways, intersections, and curbsides shall comply with the Complete Streets Policy established by Resolution 2621.**

~~(a) The following standards apply to parking spaces located on public streets, to the travel way available to vehicular traffic on public streets and to sidewalks adjacent to public streets:~~

~~(1) Travel way on one way streets, with parallel parking only, shall be a minimum width of 16 feet.~~

~~(2) Travel way on one way streets, with perpendicular parking on either side, shall be a minimum width of 20 feet.~~

~~(3) Travel way on two way streets, with parallel or perpendicular parking, shall be a minimum width of 24 feet.~~

~~(4) Travel way on four lane arterial and/or four lane collector streets, exclusive of parking, shall be a minimum width of 44 feet, except in the Old and Historic District where the travel way shall be a minimum width of 40 feet.~~

~~(5) Perpendicular parking spaces for full size cars shall be a minimum of nine feet wide by 18 feet long.~~

~~(6) Perpendicular parking spaces for compact cars shall be a minimum of eight and one half feet wide by 16 feet long.~~

~~(7) Parallel parking spaces for full size cars shall be a minimum of eight feet wide by 22 feet long.~~

~~(8) Parallel parking spaces for compact cars shall be a minimum of seven (7) feet wide by 20 feet long.~~

~~(9) Sidewalks adjacent to a public street containing perpendicular parking shall be a minimum width of five (5) feet and shall be located in a public easement and/or public right-of-way.~~

~~(10) Sidewalks adjacent to a public street containing parallel parking shall be a minimum width of five (5) feet and in a public easement and/or right of way.~~

(b) The director of transportation and environmental services shall be responsible for enforcing the standards set out in subsection (a).

**~~Sec. 5-8-162 - Review of director's enforcement actions by traffic and parking board and city council.~~**

~~(a) Before taking any action to enforce the standards in section 5-8-161, the director of transportation and environmental services shall propose the action to the traffic and parking board. Upon receipt of a proposed enforcement action, the board shall schedule a public hearing on the proposed action and shall provide notice of the hearing by posting written notice or notices immediately adjacent to the public street or portion thereof affected by the proposed action. After conducting the public hearing, the board shall make a recommendation to the director on the proposed action. Except as provided in subsection (b), the director may then proceed with the proposed action only in accordance with the board's recommendation.~~

~~(b) In the event the board's recommendation does not fully support the director's proposed action, the director may appeal the matter to city council. In the event the board's recommendation supports, in whole or in part, the proposed action, any person who owns or leases property immediately adjacent to the public street or portion thereof affected by the proposed action and who would be aggrieved by the proposed action if it were implemented by the director in accordance with the board's recommendation may appeal the matter to city council. An appeal under this subsection shall be filed with the clerk of city council within 15 days of the board's recommendation. Within 10 days of the filing of an appeal, the board shall forward in writing its recommendation, along with its reasons in support thereof, to the clerk who shall then docket the appeal for the next regularly scheduled public hearing before council. The clerk shall also provide notice of such hearing by causing an advertisement stating the time, date and place of the hearing before council, the name and location of the public street involved and the nature of the hearing to be prepared and published at least seven (7) working days before the hearing in a newspaper of general circulation published in the city. Following the public hearing, council shall approve, reject to modify, in whole or in part, the director's proposed action.~~

~~(c) In reviewing enforcement actions proposed by the director, the traffic and parking board and the city council shall apply the standards in section 5-8-161, unless they determine that a strict application of the standards is not required to protect the public health and safety. In deciding whether a strict application of the standards is required, the board and council shall consider the following factors:~~

- ~~(1) the willingness and ability of the city or a private party to widen, at its or his/her own expense, the affected street or portion thereof so to achieve compliance with the standards in section 5-8-161;~~
- ~~(2) the number and seriousness of traffic accidents on the affected street or portion thereof in the prior five (5) years;~~
- ~~(3) the volume and speed of traffic on the affected street or portion thereof;~~
- ~~(4) the extent to which the parking spaces on the affected street or portion thereof are utilized;~~
- ~~(5) the relationship between the hours of the day the affected street or portion thereof experiences its maximum volume of traffic and the hours of the day the maximum utilization of its parking spaces occurs;~~
- ~~(6) the extent to which the sides of the affected street or portion thereof, although designated for parking, are not actually utilized for parking due, for example, to the presence of driveways and other curb cuts;~~
- ~~(7) the ability of emergency service vehicles to travel on the affected street or portion thereof and the availability of alternative routes for such vehicles;~~
- ~~(8) the need for turning lanes on the affected street or portion thereof; and~~
- ~~(9) the need for on-street parking in the area adjacent to and nearby the affected street or portion thereof.~~

**~~Sec. 5-8-163—Additional perpendicular parking.~~**

~~(a) No perpendicular parking may be established on a public street after April 11, 1987, unless approved by the traffic and parking board or city council, as provided in subsections (b) and (c).~~

~~(b) Any person owning or leasing property adjacent to a public street may apply to the director of transportation and environmental services for the establishment of perpendicular parking on the portion of the street to which his/her property is adjacent. The director shall review the application for perpendicular parking and thereafter make and forward a recommendation to the traffic and parking board. Upon receipt of the application and the director's recommendation, the board shall provide notice of and conduct a public hearing on the application, as provided in section 5-7-162(a), and shall thereafter issue its own recommendation on the application. The director shall then implement the board's recommendation, unless he/she or the applicant appeals the matter to city council within 15 days of the recommendation. The appeal before council shall be conducted in accordance with the procedure in section 5-8-162(b). Following the public hearing on the appeal, council shall approve, reject or modify, in whole or in part, the application for perpendicular parking.~~

~~(c) If the director wishes to establish perpendicular parking on a public street, he/she must submit a proposal for the parking to the traffic and parking board. Upon receipt of the proposal, the board shall provide notice of and conduct a public hearing on the proposal, as provided in section 5-8-162(a), and shall thereafter issue a recommendation on the proposal. The director may then implement the board's recommendation, unless he/she appeals the matter to city council within 15 days of the board's recommendation. The appeal before council shall be conducted in accordance with the procedure in section 5-8-162(b). Following the public hearing on the appeal, council shall approve, reject or modify, in whole or in part, the director's proposal for perpendicular parking.~~

~~(d) In reviewing applications or proposals for perpendicular parking, the traffic and parking board and the city council shall consider the standards in section 5-8-161 and the factors in section 5-8-162(c).~~

## **TITLE 10 – MOTOR VEHICLES AND TRAFFIC**

### **CHAPTER 2 – TRAFFIC REGULATIONS**

#### **ARTICLE A – TRAFFIC DIVISION**

##### **Sec. 10-2-7 – Traffic controls requiring action by city council.**

The following shall be established by the director of transportation and environmental services only when authorized by action of the city council:

- ~~(1) one-way streets;~~
- ~~(2) parking meter zones;~~
- ~~(3) traffic lights;~~
- ~~(4) prohibition of parking on more than one-half of any city block, including both street sides;~~
- ~~(5) transit routes, and~~



~~(6) truck routes.~~

**Sec. 10-2-8 – Change of controls established by director of transportation and environmental services.**

~~Any person desiring to remove or change any control device established by the director of transportation and environmental services shall first apply to the traffic and parking board. After a hearing is had before the board, the board shall forward its recommendation to the city council and such person may apply to the city council for a further hearing. The city council shall have the power to retain, remove or change any control; provided, that the council shall first examine the recommendation from the traffic and parking board, receive a report on the matter from the director of transportation and environmental services and hold a hearing in relation thereto.~~

## **ARTICLE B – MISCELLANEOUS REGULATIONS**

**Sec. 10-2-29 – Designation of play streets.**

~~The city council shall have authority to declare any street or part thereof a play street and to authorize the director of transportation and environmental services to place appropriate signs or devices in the roadway indicating and helping to protect the same.~~

## **CHAPTER 3 – OPERATION OF VEHICLES**

### **ARTICLE A – GENERAL PROVISIONS**

**Sec. 10-3-5 – Driving on play streets.**

~~Whenever signs are erected, pursuant to section 10-2-29 of this code, indicating any street or part thereof as a play street, no person shall drive a vehicle upon any such street or portion thereof except drivers of vehicles having business or whose residences are within the closed area, and then any such driver shall exercise the greatest care in driving upon such street or portion thereof.~~

## **CHAPTER 4 – STOPPING, STANDING, AND PARKING**

**Sec. 10-4-22 - How meter and space to be used; how pay station and space to be used.**

(a) When any vehicle shall be parked in any metered space, in accordance with the provisions of this chapter, the operator of such vehicle shall, upon entering such parking space, immediately ~~deposit or cause to be deposited the proper coin or coins of the United States in the parking meter,~~ **make payment in accordance with one of the authorized methods displayed on the meter or official parking sign,** and when required by directions on a meter, the operator shall also set or cause to be set in operation the timing mechanism on the meter in accordance with directions, and the parking space may then be used by a vehicle during the parking period purchased ~~by the proper coin or coins deposited in~~ accordance with the provisions of this section and this chapter. Any person placing a vehicle

in a parking space adjacent to a meter which indicates that unused time has been left in the meter by the previous occupant of the space shall not be required to ~~deposit a coin~~ **make additional payment** as long as his occupancy of such space does not exceed the indicated unused parking time.

(b) When any vehicle shall be parked in any pay station space, in accordance with the provisions of this chapter, the operator of such vehicle shall, upon entering such parking space, immediately ~~deposit or cause to be deposited the proper coin or coins of the United States or other authorized payment in the parking pay station~~ **make payment in accordance with one of the authorized methods displayed on the meter or official parking sign. The** the operator shall place ~~the a~~ parking pay station receipt, **if required**, in the front window of the vehicle in an unobstructed location or in vehicles with no front window in another conspicuous location, and the parking space may then be used by a vehicle during the parking period purchased ~~by the proper coin or coins or other authorized payment deposited~~ in accordance with the provisions of this section and this chapter.

**Sec. 10-4-25 - Permitting vehicle to remain parked at meter after expiration of time limit; permitting vehicle to remain parked in block with pay station after expiration of time limit.**

(a) It shall be unlawful for any person to permit a vehicle to remain or be placed in any parking space alongside of or next to which any parking meter is placed while the meter is displaying a signal showing that the vehicle shall have been already parked beyond the time for which ~~a coin has been deposited~~ **authorized payment has been made**.

(b) It shall be unlawful for any person to permit a vehicle to remain or be placed in any parking space in the same block as any pay station while the pay station receipt, **when required**, indicates that the vehicle shall have been already parked beyond the time for which ~~a coin or other authorized payment has been~~ **made** deposited.

(c) It shall be unlawful for any person to permit a vehicle to remain or be placed in any parking space with a meter or in the same block as any pay station where the payment has been made through a "pay by phone" or other technology-based parking payment system beyond the time for which authorized payment has been made.

**Sec. 10-4-41 - Parking prohibited at certain locations.**

No person shall park a motor vehicle or permit a motor vehicle to stand, whether attended or unattended, on a street in front of any part of a private driveway, **within 5 feet of any part of an alley**, or, at any intersection of streets, within 20 feet from the intersection of curb lines or, if none, within 15 feet of the intersection of the surfaced portions of the streets.

**Section 10-4-45 – Parking prohibited in bike lanes**

**Where the City has designated a bicycle lane for the exclusive use of bicycles, a motor vehicle may cross a bicycle lane for the purpose of entering or exiting adjacent property, for making a turn, or for the purpose of parking, but no person shall stop, stand or park a motor vehicle in a bicycle lane, nor**



**shall any person drive a motor vehicle in a bicycle lane for a distance of more than one hundred (100) feet.**

**ATTACHMENT 2: CURRENT AND PROPOSED REVIEW PROCESS FOR TRAFFIC AND PARKING BOARD ISSUES**

*Rows that are shaded gray indicate a change to the review process*

Issue Requiring Review by the Board (City Code Section)	Current Review Process			Proposed Review Process
	Board has final approval	Board makes a recommendation to the Director or City Manager	Board makes a recommendation to the City Council	
Curb Cut Appeals (5-2-14)	X			No Change
<b>Parade Routes (5-2-43)</b>	X			Eliminate review from Board's duties and reassign to Special Events Committee
<b>Consideration of All Matters Concerning Traffic and Parking (5-8-2/3)</b>		X <i>(Unless otherwise specified in the Code)</i>		No change to review process but specific duties are proposed under Section 5-8-3 to clarify which traffic and parking matters are reviewed by the Board
Residential Permit Parking – adding, changing, or removing signage (5-8-72/77)		X		No Change
Residential Permit Parking – expanding or creating a new district (5-8-73/75)			X	No Change

Issue Requiring Review by the Board (City Code Section)	Current Review Process			Proposed Review Process
	Board has final approval	Board makes a recommendation to the Director or City Manager	Board makes a recommendation to the City Council	
<b>Parking meters (5-8-92)</b>		X	<p><i>*If the Manager disagrees with the Board's recommendation, the Council can make the final decision.</i></p> <p><i>Additionally, since the blocks are listed in the City Code, the Council reviews new locations through the related City Code amendment.</i></p>	<p>Eliminate the list of metered blocks from the City Code, which eliminates the need for a City Code amendment to add or remove metered blocks.</p> <p>Retain process for Council review if the Manager disagrees with the Board's recommendation.</p>
Metering a city parking lot (5-8-112)			X	No Change
<b>On-street parking standards (5-8-161/162)</b>		X		Eliminate standards and enforcement sections, which includes Board review
Taxicab regulations (9-12-1 through 9-12-144)	X	X		No Changes
Motorcoach – creation of a space or removal (9-12-160/161)		X		No Changes
Food Trucks (9-15-15)			X	No Changes

Issue Requiring Review by the Board (City Code Section)	Current Review Process			Proposed Review Process
	Board has final approval	Board makes a recommendation to the Director or City Manager	Board makes a recommendation to the City Council	
Traffic Controls (10-2-7)				No Changes
(1) One-way streets			X	
(2) Parking meter zones			X	Change to the Board makes a recommendation to the Director
(3) Traffic lights			X	Change to the Board makes a recommendation to the Director
(4) Prohibition of parking on more than one-half block			X	Change to the Board makes a recommendation to the Director
(5) Transit routes			X	Eliminate review from the Board's duties and Council purview and reassign to transit authority
(6) Truck Routes			X	No Changes
Play Street (10-2-29)			X	Eliminate option from the City Code
Speed Limits (10-3-30)		X		No Changes

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** November 26, 2018

**DOCKET ITEM:** #9

**ISSUE:** Consideration of a request to install all-way Stop signs at the intersection of Cameron Mills Road and Monticello Boulevard/Summit Avenue.

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**APPLICANT:** City Staff

**LOCATION:** Intersection of Cameron Mills Road and Monticello Boulevard/Summit Avenue.

**STAFF RECOMMENDATION:** Staff recommends installing ALL-WAY STOP signs at the intersection of Cameron Mills Road and Monticello Boulevard/Summit Avenue.

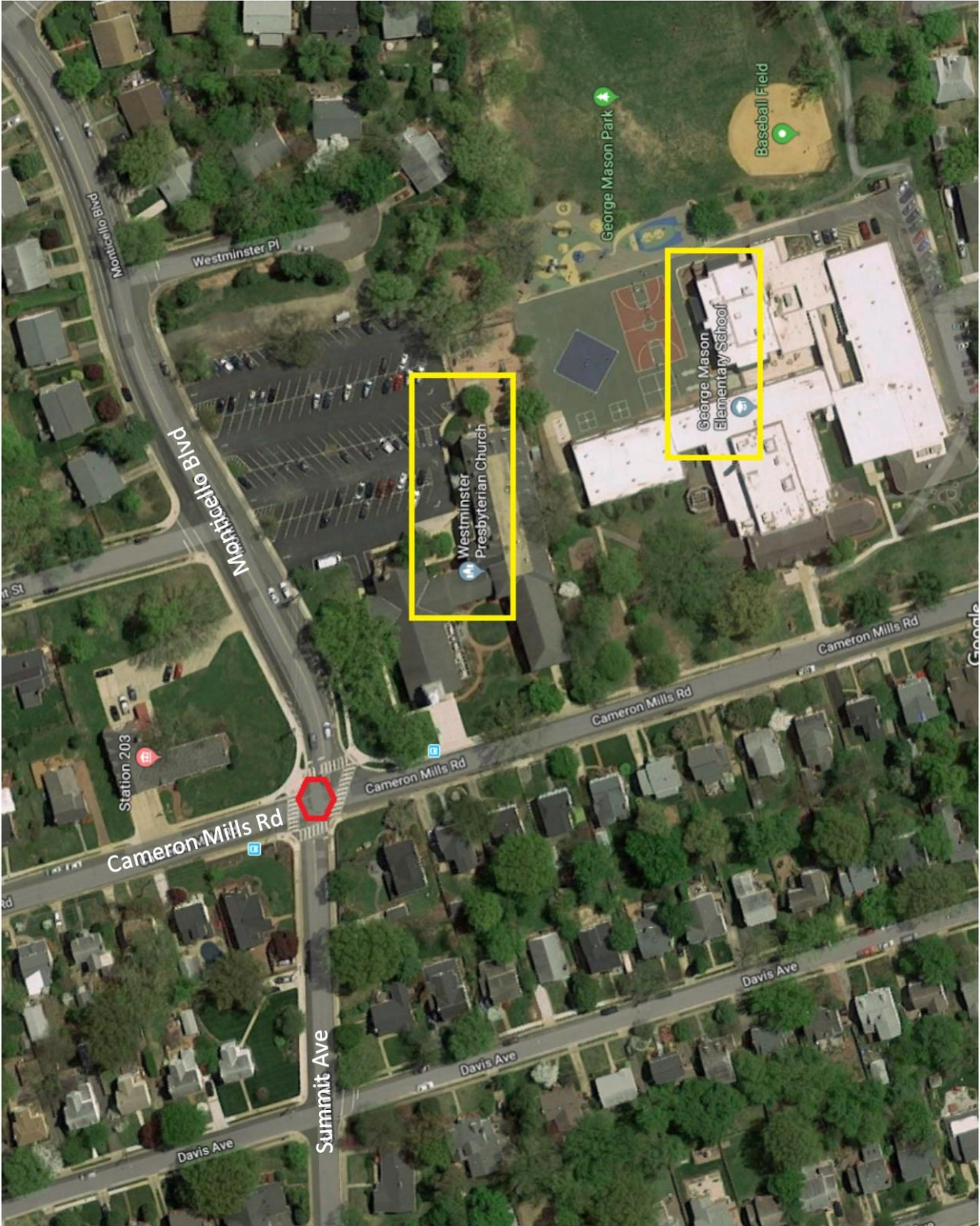
**BACKGROUND:** The intersection of Cameron Mills Road and Monticello Boulevard/Summit Avenue has stop signs for westbound Monticello Boulevard and eastbound Summit Avenue. Cameron Mills Road has no stop signs. The intersection is located adjacent to an elementary school, church and fire station (Attachment 1). Staff has received multiple requests for all-way stop signs over the years, but this intersection never met the Manual on Uniform Traffic Control Devices (MUTCD) warrants. As part of a 2014 Safe Routes to School grant funded project and to address safety concerns, improvements consisting of curb extensions, ADA ramps and high visibility crosswalks were completed at this intersection. During the outreach for this project, the community requested a four-way stop sign at this intersection, but because of concerns from the Fire Department and the fact that the MUTCD criteria were not met, the stop signs were not installed. Recently there was a crash at this intersection involving a school child walking across the street.

**DISCUSSION:** The intersection of Cameron Mills Road and Monticello Boulevard/Summit Avenue is very busy in the mornings because of George Mason Elementary School and commuter traffic. Many students walk to school and must cross this intersection. Crossing is challenging because of the volume of turning traffic resulting from both commuter traffic and the large numbers of parents dropping students off at school. Staff performed a warrant analysis, Attachment 2, and found this intersection does not meet the (MUTCD) requirements for all-way Stop sign installation. Although the warrants were not met, staff believes installing all-way Stop signs is the correct course of action due in large part to the proximity of the intersection to the school. The proposed Stop signs will provide much needed order to this intersection and most importantly, improve safety.

Additionally, staff will be installing the traffic calming improvements along Monticello Boulevard that were presented to the Board in October 2018. During the outreach for this project, many residents requested a four-way stop controlled intersection at this location. The inclusion of this stop sign would further advance safety goals around the school and along this corridor.

Due to the presence of the fire station at this intersection, staff contacted the Fire Department about installing all-way stop signs. The Fire Department is still concerned that traffic queueing behind the new stop signs will impede the egress from the station. The North Ridge Civic Association was notified of this proposal as well as George Mason Elementary School.

**ATTACHMENT 1: OVERHEAD VIEW OF INTERSECTION**



## ATTACHEMENT 2: WARRANT ANALYSIS

### CRITERIA:

#### A. Traffic Signal Justified

Where traffic control signals are justified, the all-way stop control is an interim measure that can be installed quickly control traffic while arrangements are being made for the installation of the traffic signal. This intersection does not meet the warrants for a traffic signal so all-way stop control is not be justified.

#### B. Crash History:

All-way stop controls may be justified if there are five or more reported crashes in a 12-month period that are susceptible to correction by all-way stop controls. This intersection has had three angle crashes within the past five years. This averages less than one crash per year so all-way stop signs are not justified based on the crash experience.

#### C. Minimum Volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour (VPH) for any 8 hours of the average day; and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
3. If the 85<sup>th</sup>-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in items 1 and 2.

The major street at this intersection does not have a high enough traffic volume, 300 VPH, to justify installing all-way stop controls based on the above volume criteria. The highest hourly volume measured for the major approach to this intersection was 288 VPH.

The table below shows the peak eight-hour traffic volumes.

Time	Cameron Mills Volume	Monticello Blvd Volume
7:00 – 8:00	205	38
8:00 – 9:00	276	50
9:00 – 10:00	205	46
10:00 - 11:00	94	93
16:00 - 17:00	160	153
17:00 - 18:00	165	170
18:00 – 19:00	170	211
19:00 – 20:00	288	234



- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition. Reducing the crash and volume requirements to 80 percent still does not justify installing all-way stop control.
- E. The need to control left turn conflicts. Left turn conflicts are not a problem at this intersection so the criterion is not satisfied.
- F. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes. Pedestrian volumes are not high enough at this intersection, so the pedestrian conflict criterion is not satisfied.
- G. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop. The sight distance at this location is adequate so the criterion is not met.
- H. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection. This criterion is not met.

**RECOMMENDATIONS:**

Based on the guidance contained in the MUTCD, all-way stop control is not recommended at this intersection. Despite the results of the warrant analysis, staff recommends installing all-way stop control because of the proximity of this intersection to George Mason Elementary School and the number of young students crossing.



City of Alexandria  
301 King Street

Alexandria, Virginia, United States 22314  
703-746-4087 cuong.nguyen@alexandriava.gov  
"Working Today for a Better Tomorrow"

Count Name: Cameron Mills Road and  
Monticello Blvd  
Site Code:  
Start Date: 01/31/2018  
Page No.: 1

### Turning Movement Data

Start Time	Southbound St					Westbound St					Northbound St					Eastbound St										
	Southbound					Westbound					Northbound					Eastbound										
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total	
6:30 AM	0	0	1	0	0	1	2	2	2	0	0	6	0	3	0	0	0	1	3	0	1	0	0	0	1	11
6:45 AM	1	2	0	0	0	3	0	8	1	0	1	9	2	7	0	0	2	9	0	2	0	0	0	2	23	
Hourly Total	1	2	1	0	0	4	2	10	3	0	1	15	2	10	0	0	3	12	0	3	0	0	0	3	34	
7:00 AM	1	8	6	0	0	15	8	6	2	0	2	16	1	10	2	0	2	13	1	10	0	0	0	0	11	55
7:15 AM	3	14	3	0	0	20	6	17	1	0	3	24	3	18	0	0	1	21	1	29	0	0	0	0	30	95
7:30 AM	1	19	4	0	0	24	4	20	2	0	0	26	10	20	5	0	2	35	2	27	2	0	0	1	31	116
7:45 AM	1	23	7	0	4	31	1	18	2	0	0	43	12	23	11	0	27	46	0	25	0	0	7	25	123	
Hourly Total	6	64	20	0	4	90	19	61	7	0	47	87	26	71	18	0	32	115	4	91	2	0	8	97	389	
8:00 AM	3	21	7	0	1	31	1	26	3	0	20	30	33	46	15	0	29	94	7	33	2	0	3	42	197	
8:15 AM	0	21	11	0	0	32	0	40	2	0	1	42	5	28	2	1	3	36	6	23	1	0	1	30	140	
8:30 AM	1	11	9	0	0	21	5	19	0	0	0	24	3	15	1	0	0	19	5	24	2	0	0	0	31	95
8:45 AM	0	11	11	0	0	22	5	16	1	0	1	22	2	19	0	0	4	21	1	15	2	0	0	0	18	83
Hourly Total	4	64	38	0	1	105	11	101	6	0	22	118	43	108	18	1	36	170	19	95	7	0	4	121	515	
9:00 AM	6	24	14	0	0	44	5	25	10	0	2	40	18	33	2	0	2	53	2	26	7	0	0	35	172	
9:15 AM	2	17	11	0	0	30	6	11	6	0	1	23	3	22	3	0	2	28	5	12	1	0	0	18	99	
9:30 AM	1	6	2	0	0	9	4	10	1	0	2	15	2	9	1	0	3	12	2	9	1	0	0	12	48	
9:45 AM	1	6	1	0	0	8	3	14	3	0	2	20	3	17	1	0	0	21	2	9	1	0	0	12	61	
Hourly Total	10	53	26	0	0	91	18	60	20	0	7	96	26	81	7	0	7	114	11	56	10	0	0	77	380	
10:00 AM	1	10	5	0	0	16	2	15	1	0	0	16	0	8	1	0	0	9	0	5	1	0	0	6	49	
10:15 AM	0	14	4	0	0	18	3	9	3	0	2	15	2	8	1	0	0	11	1	5	2	0	0	8	52	
10:30 AM	0	7	3	0	0	10	0	10	3	0	0	13	2	5	2	0	0	9	2	7	2	0	0	11	43	
10:45 AM	2	6	4	0	2	12	3	8	2	0	2	13	1	5	2	1	0	9	0	8	1	0	1	9	43	
Hourly Total	3	37	16	0	2	56	8	42	9	0	4	59	5	26	6	1	0	38	3	25	6	0	1	34	187	
11:00 AM	2	13	9	0	0	24	0	6	1	0	1	7	2	7	1	0	1	10	3	4	2	0	1	9	50	
11:15 AM	1	8	3	0	0	12	1	9	1	0	3	11	1	6	0	0	2	7	3	7	2	0	0	12	42	
11:30 AM	2	6	6	0	1	16	3	11	1	0	0	15	2	12	0	0	1	14	1	8	1	0	0	10	57	
11:45 AM	3	5	6	0	0	14	3	11	1	0	0	15	5	19	2	0	0	26	3	10	3	0	0	16	71	
Hourly Total	8	34	26	0	1	68	7	37	4	0	4	48	10	44	3	0	4	57	10	29	8	0	1	47	220	
12:00 PM	4	13	9	0	0	26	3	17	8	0	0	28	4	15	1	0	4	20	3	18	4	0	0	25	99	
12:15 PM	1	14	4	0	0	19	4	22	4	0	0	30	4	16	3	0	0	23	2	9	4	0	0	15	87	
12:30 PM	0	9	5	0	0	14	9	7	2	0	0	16	0	15	2	0	0	17	3	10	1	0	0	14	63	
12:45 PM	0	11	3	0	0	14	9	7	4	0	1	20	2	8	0	0	1	10	3	8	0	0	0	11	55	
Hourly Total	5	47	21	0	0	73	25	53	18	0	1	96	10	54	6	0	5	70	11	45	9	0	0	65	304	
1:00 PM	3	13	3	0	1	19	2	10	1	0	2	13	2	10	3	0	1	15	2	9	0	0	0	11	58	
1:15 PM	2	13	3	0	0	18	3	16	2	0	0	23	3	6	0	0	1	9	1	12	1	0	0	14	64	
1:30 PM	1	11	10	0	1	22	4	16	8	0	1	30	10	8	0	0	0	16	1	10	2	0	0	13	83	



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Count Name: Cameron Mills Road and  
Monticello Blvd  
Site Code:  
Start Date: 01/31/2018  
Page No: 4

### Turning Movement Peak Hour Data (7:30 AM)

Start Time	Southbound St					Westbound St					Northbound St					Eastbound St									
	Right	Thru	Left	U-Turn	Peas	App. Total	Right	Thru	Left	U-Turn	Peas	App. Total	Right	Thru	Left	U-Turn	Peas	App. Total	Right	Thru	Left	U-Turn	Peas	App. Total	Int. Total
7:30 AM	1	19	4	0	0	24	4	20	2	0	0	26	10	20	5	0	2	35	2	27	2	0	1	31	116
7:45 AM	1	23	7	0	4	31	1	18	2	0	40	21	12	23	11	0	27	46	0	25	0	0	7	25	123
8:00 AM	3	21	7	0	1	31	1	26	3	0	20	30	33	46	15	0	29	54	7	33	2	0	3	42	197
8:15 AM	0	21	11	0	0	32	0	40	2	0	1	42	5	28	2	1	3	36	6	23	1	0	1	30	140
Total	5	84	29	0	5	118	6	104	9	0	63	119	60	117	33	1	61	211	15	108	5	0	12	128	576
Approach %	4.2	71.2	24.6	0.0	-	-	5.0	87.4	7.6	0.0	-	-	28.4	55.5	15.6	0.5	-	-	11.7	84.4	3.9	0.0	-	-	-
Total %	0.9	14.6	5.0	0.0	-	20.5	1.0	18.1	1.6	0.0	-	20.7	10.4	20.3	5.7	0.2	-	36.6	2.6	18.8	0.9	0.0	-	22.2	-
PHF	0.417	0.913	0.659	0.000	-	0.922	0.375	0.650	0.750	0.000	-	0.708	0.455	0.636	0.550	0.250	-	0.561	0.536	0.818	0.625	0.000	-	0.762	0.731
Lights	4	81	29	0	-	114	6	102	8	0	-	116	58	110	31	1	-	200	15	103	5	0	-	123	553
% Lights	80.0	96.4	100.0	-	-	96.6	100.0	98.1	88.9	-	-	97.5	96.7	94.0	93.9	100.0	-	94.8	100.0	95.4	100.0	-	-	96.1	96.0
Medians	1	3	0	0	-	4	0	2	0	0	-	2	2	7	2	0	-	11	0	5	0	0	-	5	22
% Medians	20.0	3.6	0.0	-	-	3.4	0.0	1.9	0.0	-	-	1.7	3.3	6.0	6.1	0.0	-	5.2	0.0	4.6	0.0	-	-	3.9	3.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	11.1	-	-	0.8	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	1.6	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	63	-	-	-	-	-	60	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	98.4	-	-	-	-	-	100.0	-	-

## Crash List

Date Range: 11/01/2013 To: 11/16/2018

Time range: 0000 to: 2400 (Time range applies to each day in the date range.)

Geography: Intersection - CAMERON MILLS RD AND SUMMIT AVE

Total Crashes: 3

Crash #	Date/Time	Location	Day	Event # 1
Select 15-103345	1/23/2015 9:00:00 AM	CAMERON MILLS RD & SUMMIT AVE	FRI	ANGLE
Select 16-186037	11/22/2016 2:22:00 PM	CAMERON MILLS RD & SUMMIT AVE	TUE	ANGLE
Select 17-213426	12/9/2017 10:59:00 PM	CAMERON MILLS RD & SUMMIT AVE	SAT	ANGLE