

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, NOVEMBER 15, 2021, 7:00 P.M.
VIRTUAL**

Due to the COVID-19 Pandemic emergency, the November 15, 2021 meeting of the Traffic and Parking Board is being held electronically pursuant to Virginia Code Section 2.2-3708.2(A)(3), the Continuity of Government ordinance adopted by the City Council on June 20, to undertake essential business. All the members of the Board and staff are participating from remote locations through a Zoom meeting. This meeting is being held electronically, unless a determination is made that it is safe enough to be held in person in the City Council Chamber at 301 King Street, Alexandria, VA. Electronic access will be provided in either event. The meeting can be accessed by the public through:

Register in advance for this webinar:

https://zoom.us/webinar/register/WN_Xjpwt910RXy81N2-AKw7aw

Meeting ID: 915 3137 4294

Passcode: 454869

SIP: 91531374294@zoomcrc.com

Passcode: 454869

Call in – **301.715.8592**

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

Public comment will be received at the meeting. The public may submit comments in advance to Alex Block at alex.block@alexandriava.gov no later than 24 hours before the meeting or make public comments through the conference call on the day of the hearing.

For reasonable disability accommodation, contact Jackie Cato at jackie.cato@alexandriava.gov or 703.746.3810, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, NOVEMBER 15, 2021, 7 P.M.
VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of Virtual Meeting Resolution
3. Approval of the October 25, 2021 Traffic and Parking Board meeting minutes.
4. **WRITTEN STAFF UPDATES**
 - None
5. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
6. **PUBLIC HEARING FOLLOW UP**
 - King Street Metro Construction timing

CONSENT ITEMS

7. **ISSUE:** Consideration of a request to add all-way stop at the intersection of Helen Street and Leadbeater Street.
8. **ISSUE:** Modification of Previously Approved Capital Bikeshare Station Location at S. Reynolds and Edsall

PUBLIC HEARING

9. **ISSUE:** Consideration of a request to reduce the posted speed limit on Seminary Road
10. **ISSUE:** Consideration of a request to a left turn restriction out of Yale Drive at the Duke Street intersection by installing a pedestrian refuge island that allows left-in, right-in, and right-out movement.
11. **ISSUE:** Consideration of a recommendation to adopt Parklet Requirements for a Citywide permanent parklet program
12. **STAFF UPDATES:**
 - Duke Street GIS update
 - 2022 Meeting Schedule

City of Alexandria, Virginia

Traffic and Parking Board

DATE: November 15, 2021
DOCKET ITEM: 2
ISSUE: Virtual Meeting Resolution

Resolution Finding Need to Conduct Traffic and Parking Board Meeting Electronically

WHEREAS, on March 12, 2020, Governor Ralph S. Northam issued Executive Order Fifty-One declaring a state of emergency for the Commonwealth of Virginia arising from the novel Coronavirus (COVID-19) pandemic; and

WHEREAS, Executive Order Fifty-One acknowledged the existence of a public health emergency which constitutes a disaster as defined by Virginia Code § 44-146.16 arising from the public health threat presented by a communicable disease anticipated to spread; and

WHEREAS, on March 13, 2020, the President of the United States declared a national emergency, beginning March 1, 2020, in response to the spread of COVID-19; and

WHEREAS, on March 11, 2020, the World Health Organization declared the COVID-19 outbreak a pandemic; and

WHEREAS, on March 14, 2020, effective at 5:00 p.m. and extending through June 10, 2020, at 5:00 p.m., or as may be amended by the City Council, the City Manager, in his capacity as Director of Emergency Management, issued a Declaration of Local Emergency applicable throughout the entire City of Alexandria, Virginia (the “City”), pursuant to authority granted pursuant to City Code Section 4-3-5, Virginia Code Sections 44-146.21 and 15.2-1413, which City Declaration was unanimously consented to the by the City Council on March 14, 2020, pursuant to City Resolution No. 2928, as required by applicable law; on June 9, 2020, the City Manager extended such Declaration of Local Emergency through September 30, 2020 which extension was unanimously consented to by the City Council on June 9, 2020; on September 22, 2020, the City Manager extended such Declaration of Local Emergency through March 31, 2021 which extension was unanimously consented to by the City Council on September 22, 2020; on March 23, 2021, the City Manager extended such Declaration of Local Emergency through September 30, 2021 which extension was unanimously consented to by the City Council on March 23, 2021; (the “City Declaration”); and

WHEREAS, the City Council finds that COVID-19 constitutes a real and substantial threat to public health and safety and constitutes a “disaster” as defined by Virginia Code § 44-146.16 being a “communicable disease of public health threat;” and

WHEREAS, effective July 1, 2021, the Virginia General Assembly adopted and the Governor signed, Code of Virginia amendments (Virginia Acts of Assembly Chapter 490), to Section 2.2-3708.2, that expressly authorizes ”Any public body . . . may meet by electronic communication means without a quorum of the public body physically assembled at one location when the Governor has declared a state of emergency in accordance with § 44-146.17 or the locality in which the public body is located has declared a local state of emergency pursuant to § 44-146.21, provided that (i) the catastrophic nature of the declared emergency makes it impracticable or unsafe to assemble a quorum in a single location and (ii) the purpose of the meeting is to address the emergency provide for the continuity of operations of the public body or the discharge of its lawful purposes, duties, and responsibilities” among other provisions; and

THEREFORE, BE IT RESOLVED, that the Traffic and Parking Board of the City of Alexandria, Virginia, hereby finds that the nature of the declared emergency makes it both impracticable and unsafe for the Traffic and Parking Board to assemble in a single location for its meeting on this date to discuss and transact the business of the City listed on the docket; and

BE IT FINALLY RESOLVED, that the Traffic and Parking Board hereby finds that the items on the docket for this date are statutorily required or necessary to continue operations of the public body and the discharge of its lawful purposes, duties, and responsibilities.

Adopted: November 15, 2021

William Schuyler, Chair
Traffic and Parking Board

ATTEST:

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, OCTOBER 25 2021, 7 P.M.
VIRTUAL MEETING**

MINUTES

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: Yon Lambert, Director of Transportation, Alex Block, Principal Planner, Bob Garbacz, Division Chief of Traffic Engineering, Ryan Knight, Civil Engineering IV, Cuong Nguyen, Civil Engineering III, Hillary Orr, Deputy Director of Transportation, and Alexandria Carroll, Urban Planner III.

1. Announcement of deferrals and withdrawals: None.

2. Virtual Meeting Resolution:

BOARD ACTION: Mr. Lewis made a motion, seconded by Ms. Tucker to approve the virtual meeting. The motion carried unanimously.

3. Approval of the September 27, 2021, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Lewis to approve the minutes of the September 27, 2021, Traffic and Parking Board meeting. The motion carried unanimously.

4. **WRITTEN STAFF UPDATES:**

Duke Street Truck Traffic
FY 2023 Budget Priorities

5. **PUBLIC DISCUSSION PERIOD:** Mr. Jason Roth, Mr. Art Guarinello, and Mr. William Cohen raised concerns about buses idling along Daingerfield Road related to the construction of the King Street Metro Station bus loop. The Board clarified that the approved changes to streets near the station were temporary and only to last as long as the construction period, and requested staff to update the end date for buses parking on Daingerfield Road.

BOARD ACTION: Ms. Tucker moved to get an update on the King Street Metro project timing at the November meeting, seconded by Mr. Kane. The motion carried

unanimously.

Ms. Clare Skarda raised concerns about street classifications changes on Duke Street on the City's Map. The Board requested a detailed briefing on this issue from Staff at a future meeting.

Ms. Elizabeth Maier raised concerns about the traffic at the intersection of Duke Street and Lee Street.

6. PUBLIC HEARING FOLLOW UP

- 100 block of King Street Closure
- Permanent Parklet Program

CONSENT ITEMS

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Kane to remove item 7 off the Consent items list. The motion carried unanimously.

- 7. ISSUE:** Consideration of a request to remove a parking space at the intersection of Helen Street and Leadbeater Street.

DISCUSSION: Mr. Nguyen presented the item to the Board. The Board had questions about the volume data, crash data.

PUBLIC TESTIMONY: Mr. Doug Reese spoke in the favor of the request; and additionally asked the City to install all-way stop at the intersection of Helen Street and Leadbeater Street. Mr. Peter Nguyen opposed the request to remove a parking space at the intersection, but supported an all-way stop sign.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Osborne to approve the request to remove a parking space at the intersection of Leadbeater Street and Helen Street and add all-way stop at the intersection. The motion carried unanimously.

PUBLIC HEARING

- 8. ISSUE:** Consideration of a request to modify parking on Rayburn and Reading Avenues

DISCUSSION: Ms. Carroll presented the item to the Board.

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

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Bonnard to approve the request to modify parking on Rayburn and Reading Avenues. The motion carried unanimously.

9. STAFF UPDATES:

Duke Street Mitigation Pilot: Ms. Orr presented the pilot program to the Board.

Mr. Kane provided update with the Board about the Transportation Commission.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: November 15, 2021
DOCKET ITEM: 6
ISSUE: Public Hearing Follow-up

King Street Metro Construction:

City Staff anticipate construction on the King Street Metro project will wrap up in mid-December. In accordance with the plan approved by the Board, the on-street parking restrictions will revert to their previous use as soon as possible. Any additional changes to on-street parking regulations would require public outreach and Board approval.

Additionally, Staff reached out to liaisons with both DASH and WMATA to reiterate the prohibition on idling.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: November 15, 2021

DOCKET ITEM: 7

ISSUE: Consideration of a request to install all-way stop at the intersection of Leadbeater Street and Helen Street to improve safety.

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

LOCATION: The intersection of Leadbeater Street and Helen Street

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to install all-way stop at the intersection of Leadbeater Street and Helen Street.

BACKGROUND: The request of an all-way stop at the intersection of Helen Street and Leadbeater Street (Attachment 1) was requested by Ms. Brooke Ross. The intersection has low traffic volumes and limited sight distance due to parking too close to the intersection. The intersection includes a two-way stop for traffic on Helen Street. Staff analysis found that the intersection does not meet the warrants for installation of an all-way stop sign. There are four reported angle crashes at the requested intersection within the last five years.

This location was discussed at the Board's October 2021 meeting (Attachment 2). Staff recommended the removal of one parking space to improve sight lines to the intersection. Two public witnesses spoke on the item, both of whom requested the installation of an all-way stop at this intersection.

The Board agreed with the recommended parking removal, and additionally unanimously approved a recommendation to install an all-way stop at this intersection.

DISCUSSION: Staff analysis of an all-way stop at the intersection of Helen Street and Leadbeater Street found that the intersection does not meet the warrants for an all-way stop. However, vehicles turning from Mt. Vernon Avenue tend to speed through the intersection and drivers stopped on Helen Street have limited sight distance. During discussion, the Board expressed concern about the safety at the intersection and requested to install all-way stops at the intersection of Helen Street and Leadbeater Street.

Because this location was docketed only as a parking removal and not for the installation of an all-way stop sign, the issue needs to be re-docketed to incorporate the Board's recommendation.

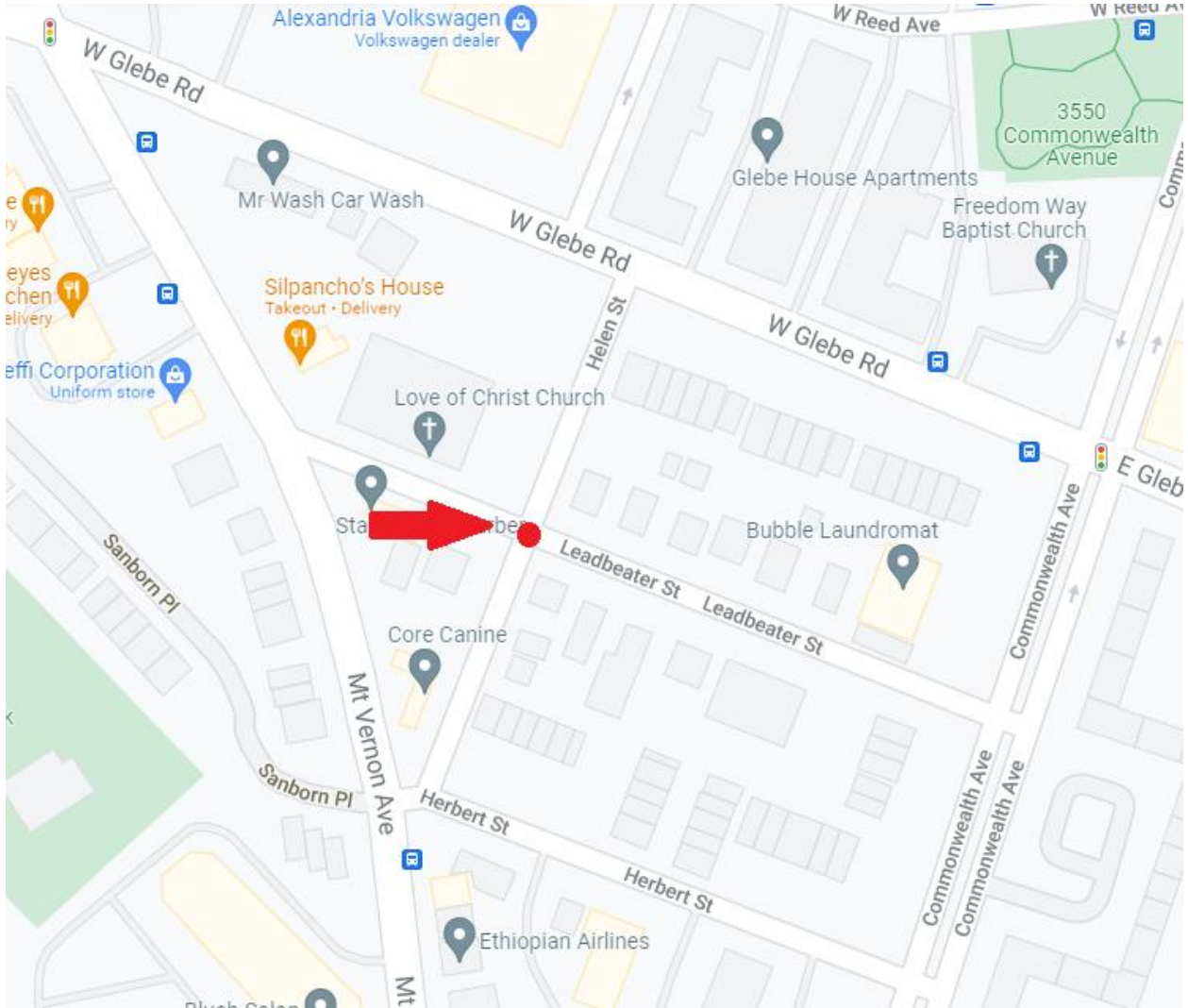
ATTACHMENTS:

Attachment 1: Location

Attachment 2: October 2021 Docket Memo

ATTACHMENT 1:

Location



ATTACHMENT 2:

October 2021 Docket Memo

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 25, 2021
DOCKET ITEM: 6
ISSUE: Consideration of a request to remove a parking space at the intersection of Helen Street and Leadbeater Street

REQUESTED BY: Ms. Brooke Ross

LOCATION: Intersection of Helen Street and Leadbeater Street.

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to remove a parking space at the intersection of Helen Street and Leadbeater Street.

BACKGROUND: The request of an all-way stop at the intersection of Helen Street and Leadbeater Street was requested by Ms. Brooke Ross. The intersection has low traffic volumes and limited sight distance due to parking too close to the intersection. The intersection includes a two-way stop for traffic on Helen Street. Vehicles stopped at the northbound approach have visibility issues due to parked cars along the southwest corner of the intersection. There are four reported angle crashes at the requested intersection within the last five years.

DISCUSSION: Based on a review of the crashes and intersection geometry, staff recommends the removal of 20 feet of parking on the south side of Leadbeater Street, west of Helen Street to provide a better sight distance for northbound traffic.

Staff visited the requested location and observed that cars often parked all the way up to the intersection. The north approach has a limited sight distance due to the geography of the street and parked cars. Residents have made a request for an all-way stop at this intersection for a number of years, but the intersection does not meet the warrants (Attachment 3) for this traffic control treatment. In 2020, the City installed crosswalks at this intersection to improve safety and make the existing stops more visible.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: November 15, 2021

DOCKET ITEM: 8

ISSUE: Modification of Previously Approved Capital Bikeshare Station Location at S. Reynolds and Edsall

REQUESTED BY: T&ES Staff

LOCATION: 200 block of South Reynolds Street

STAFF RECOMMENDATION: The Board make a recommendation to the Director of T&ES to remove parking spaces for the installation of a bikeshare station on the 200 block of South Reynolds Street.

BACKGROUND: In 2017, the City received a grant from Virginia Department of Transportation to purchase and install 26 bikeshare stations. Between 2017 and 2021, Staff continued to work through VDOT's multi-step process to receive approval from VDOT to spend the grant funding. The City was required as part of this process to submit locations for the 26 bikeshare station locations, which staff submitted to VDOT in 2020. Final bikeshare station locations are contingent on approval by the community and Traffic & Parking Board, City departments (such as Fire, Public Works, Stormwater, and more), and the bikeshare operator. In spring 2021, the City completed the VDOT process and received VDOT approval to purchase and install 26 bikeshare stations.

In October 2020, the Board approved several bikeshare station locations, including one on the 200 block of South Reynolds Street. As a part of the internal review by City departments, Staff determined the approved location was inappropriate and identified an alternative location nearby.

DISCUSSION: After internal review, Staff determined that the previously approved location (Attachment 1) would have required an additional parking space to be removed due to its proximity to a storm drain. To minimize parking removal, Staff has identified an alternative location (Attachment 2) that would not require an additional parking space to be removed. An alternative location has been identified for a bikeshare location previously planned for South Reynolds Street at Edsall Road, adjacent to the DASH bus stop and The Summit Apartments at

260 South Reynolds Street. The proposed location is approximately 200 feet south on South Reynolds Street. The modified bikeshare station location would locate the station in-street.

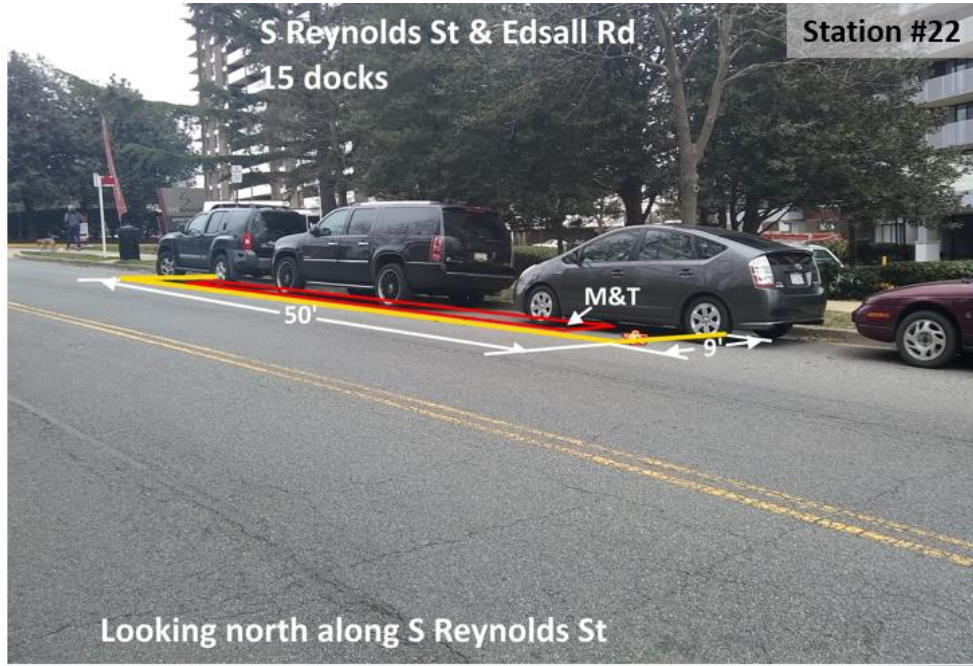
OUTREACH: Staff has reached out to adjacent condominium and apartment building managers to notify them of the proposed change. At the time of publication, they have not indicated any opposition.

ATTACHMENTS:

Attachment 1: Previously approved location

Attachment 2: Proposed location

ATTACHMENT 1:
Previously approved location



ATTACHMENT 2:
Proposed location



City of Alexandria, Virginia

Traffic and Parking Board

DATE: November 15, 2021

DOCKET ITEM: 9

ISSUE: Consideration of a request to reduce the posted speed limit on Seminary Road

REQUESTED BY: T&ES Staff

LOCATION: Seminary Road from I-395 to City Limit

STAFF RECOMMENDATION: That the Board recommend reducing the posted speed limit on Seminary Road between I-395 and the City Limit from 35 to 25 miles per hour.

BACKGROUND: Seminary Road between I-395 and the City Limit is classified as a Minor Arterial roadway by the Virginia Department of Transportation. This street serves moderate trip lengths and provides access to I-395, Northern Virginia Community College, Mark Center, commercial plazas, and residential neighborhoods of varying density.

In 2017, the Alexandria City Council adopted the Vision Zero Action Plan. This plan states that roadway crashes are preventable and establishes a goal to eliminate traffic fatalities and serious injuries by 2028. Among the strategies identified to achieve that goal is to explore a citywide 25 mph speed limit.

DISCUSSION: Crash History on Seminary Road

In support of the City's Vision Zero Action Plan, City staff assessed the crash history of each of all City streets with a speed limit over 35 miles per hour with the intention of identifying the top priority street for a speed limit reduction. Streets that were assessed included Seminary Road, Braddock Road, Eisenhower Avenue, and North Beauregard Street, among others. Staff found that Seminary Road (between Kenmore Avenue and the City Limit) had the highest number of injury crashes per mile per year. (Attachment 1)

Between January 2016 and June 2021, there have been 239 reportable crashes on Seminary Road between I-395 and the City Limit. Of those 239, two involved fatal injuries, eight involved severe injuries, and 59 involved injuries that were not life-threatening. Both fatal crashes

involved people walking on Seminary Road. While not included in this dataset, it is worth noting that a third person was killed in September 2021 while crossing Seminary Road. Of the 239 crashes, 115 were crash types that by their nature present higher risk of severe injury or death (89 angle, 8 head on, 11 fixed object off-road, and 7 pedestrian crashes). (Attachment 2)

Relationship between Speed and Crashes

Vehicle travel speed is widely recognized as one of the most significant factors in the frequency and severity of traffic crashes. According to the National Highway Traffic Safety Administration (NHTSA), higher vehicle speeds correspond with a greater potential for loss of vehicle control, a higher stopping distance required after a driver perceives a danger, and an increased degree of crash severity.¹

Multiple studies have confirmed that as speed increases, so does injury severity. A UK study found that fatality risk in head-on crashes was 3%, 17%, and 60% at 30 mph, 40 mph, and 50 mph velocity change in a crash, respectively. For angle crashes, the estimated fatality risk was 25% for a 30 mph velocity change, and 85% for a 40 mph velocity change.² Additionally, a study published by the AAA Foundation for Traffic Safety found that the average risk of severe injury to a pedestrian increased from 10% at 16 mph, 25% at 23 mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph³.

In 2017, the National Transportation Safety Board published a landmark comprehensive safety study entitled *Reducing Speeding-Related Crashes Involving Passenger Vehicles*, which included the following findings:⁴

- Speed increases the likelihood of serious and fatal crash involvement, although the exact relationship is complex due to many factors.
- Speed increases the injury severity of a crash.
- The safe system approach to setting speed limits in urban areas is an improvement over conventional approaches because it considers the vulnerability of all road users.
- The involvement of speeding passenger vehicles in fatal crashes is underestimated.
- The current level of emphasis on speeding as a national traffic safety issue is lower than warranted and insufficient to achieve the goal of zero traffic fatalities in the United States.

1 National Highway Traffic Safety Administration. *Speeding*. (<https://www.nhtsa.gov/risky-driving/speeding>).

2 Richards, D. C. (2010). Relationship Between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants. Road Safety Web Publication No. 16. London: Transport Research Laboratory.

3 Tefft, B.C. (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

4 National Transportation Safety Board. 2017. *Reducing Speeding-Related Crashes Involving Passenger Vehicles*. Safety Study NTSB/SS-17/01. Washington, DC.

Relationship between Posted Speed Limit and Operating Speed

The traditional method for setting speed limits relies on 85th percentile speeds. In this approach, the behavior of most drivers (85 percent) during free flow conditions is used to reflect what is a fair and reasonable speed. This method relies on the judgment of drivers as they balance travel time and risk. However, this approach generates a number of concerns:⁵

- Drivers may not see or be aware of all roadway conditions and may not adequately consider vulnerable roadway users such as pedestrians and bicyclists
- Drivers are not always reasonable and prudent, or they only consider what is reasonable and prudent for themselves and not for all users of the system
- This approach may lead to “speed creep”, as posted speed limits gradually increase to reflect the 85th percentile speed.
- Most of the early research justifying the use of the 85th percentile speed was conducted on rural roads; therefore, the 85th percentile speed may not be appropriate for urban roads.

More recent guidance emphasizes the Safe System Approach, which focuses on designing and operating a transportation system that maximizes safety and minimizes risk to human life. One common concern related to reducing speed limits to improve safety is that drivers will ignore the speed limits and drive at the speed they feel is appropriate. However, research indicates that operating speeds are higher when the posted speed limits are higher, or lower when the posted speed limits are lower. While several factors influence operating speed, the posted speed limit is one of those factors, so “the number on the sign does matter”.⁶ The City of Seattle, for example, has had success in reducing operating speeds and crashes by reducing posted speed limits. After reducing the posted speed limit at several locations citywide, “**SDOT has found lowering speed limits and increasing sign density alone - absent any marketing campaigns, additional enforcement, retimed signal progressions, or engineering changes to the street geometry – resulted in lower speeds and fewer crashes.**”⁷

Speed Limit Guidance

In October 2021, the Federal Highway Administration (FHWA) updated its list of proven safety countermeasures to include appropriate speed limits for all road users. According to FHWA:

“Speed is an especially important factor on non-limited access roadways where vehicles and vulnerable road users mix. A driver may not see or be aware of the conditions within a corridor, and may drive at a speed that feels reasonable for themselves but may not be for all users of the system, especially vulnerable road users, including children and seniors...States and local jurisdictions should set appropriate speed limits to reduce the

5 National Academies of Sciences, Engineering, and Medicine 2021. Posted Speed Limit Setting Procedure and Tool: User Guide. Washington, DC: The National Academies Press. <https://doi.org/10.17226/26216>.

6 National Academies of Sciences, Engineering, and Medicine 2021. Posted Speed Limit Setting Procedure and Tool: User Guide. Washington, DC: The National Academies Press. <https://doi.org/10.17226/26216>.

7 Seattle Department of Transportation. 2020. *Speed Limit Case Studies*.

https://www.seattle.gov/Documents/Departments/SDOT/VisionZero/SpeedLimit_CaseStudies_Report.pdf.

significant risks drivers impose on others—especially vulnerable road users—and on themselves. Addressing speed is fundamental to the Safe System Approach to making streets safer, and a growing body of research shows that speed limit changes alone can lead to measurable declines in speeds and crashes.”⁸

In July 2020, the National Association of City Transportation Officials (NACTO), published nationwide guidance on setting speed limits in urban areas using a Safe Systems approach to reduce traffic fatalities and serious injuries. For city streets, NACTO recommends a maximum posted speed limit of 35 mph. However, this should be used only sparingly on streets that have well-protected places for people to walk and bike, and streets that are low density with primarily manufacturing and residential uses. For streets like Seminary Road, with density levels ranging from moderate to high, public transit routes, a large number of access points, and moderate activity levels, **the recommended speed limit is 25 mph.**⁹ (Attachment 3)

Speed Limit Study & Recommendation

In 2020, City staff performed a speed limit study for Seminary Road. This engineering study examined the 85th percentile speeds along the corridor and applied a series of speed adjustment factors which could warrant reducing the posted speed limit. These factors include severe crashes, crash history, driveway density, pedestrian/bicycle activity, and narrow buffers. The study recommended that, while 85th percentile speeds are around 39 mph, the driveway density along the corridor and the narrow sidewalk buffers present **warranted a 10 mph reduction in the posted speed limit.** (Attachment 4)

Alexandria Case Studies

In 2016, the City reduced the speed limit on Seminary Road between Quaker Lane and I-395 and on Quaker Lane between Duke Street and King Street. Below are summaries of the findings from each of these changes:

Seminary Road (Quaker Lane to I-395) Speed Limit Reduction:

Data taken before and after the posted speed limit change indicate the following:

- Average speeds declined between 3% and 11%
- 85th percentile speeds declined between 6% and 12%

Crash data also indicate a reduction in average annual crashes (-36%), average annual fatal or severe crashes (-25%), and average annual non-severe injury crashes (-43%). (Attachment 5)

Quaker Lane (Duke Street to King Street) Speed Limit Reduction:

Data taken before and after the posted speed limit change indicate the following:

⁸ Federal Highway Administration. 2021. *Proven Safety Countermeasures: Appropriate Speed Limits for All Road Users*. FHWA Office of Safety.

https://safety.fhwa.dot.gov/provencountermeasures/pdf/PSC_New_App%20Speed%20Limits_508.pdf.

⁹ National Association of City Transportation Officials. 2020. *City Limits: Setting Safe Speed Limits on Urban Streets*. https://nacto.org/wp-content/uploads/2020/07/NACTO_CityLimits_SinglePages.pdf

- Average speeds declined between 8% and 21%
- 85th percentile speeds declined between 14% and 19%

Crash data also indicate a reduction in average annual crashes (-32%), average annual fatal or severe crashes (-25%), and average annual non-severe injury crashes (-32%). (Attachment 5)

OUTREACH: The City reached out to a number of stakeholders to gather input on the proposed speed limit reduction:

Seminary West Civic Association: City staff attended the Seminary West Civic Association's January 2021 meeting to present the idea of reducing the posted speed limit on Seminary Road. The Civic Association Board President Mr. Peter Benavage provided a letter expressing its opposition to the proposed speed limit reduction. (Attachment 6) The primary concerns expressed by the Board were that there is no demonstrated speed-related crash history on the corridor, the number of crashes on the corridor is low, and reducing the speed limit could increase the number of crashes by increasing the range of speeds at which drivers operate their vehicles. The Board also noted that several projects and developments are pending in the area, and any speed limit proposal should wait until the impacts of these projects could be further studied.

Mr. Benevage also suggested that speed radar signs be installed to reduce speeds along the corridor. Staff support this suggestion and intend to install new speed radar signs in early 2022.

Seminary Hill Civic Association

City staff attended the Seminary Hill Association's February 2021 meeting to present the idea of reducing the posted speed limit on Seminary Road. The Association President Ms. Carter Flemming provided a letter expressing its opposition to the speed limit reduction. (Attachment 6) The primary concern was that the residents did not have sufficient time to provide input and hear more about the proposal before it was to be presented to the Traffic & Parking Board at its February 2021 meeting.

Alexandria Police Department

City staff notified the Alexandria Police Department Traffic Safety Section of the proposal to reduce the speed limit on Seminary Road. Lieutenant Jason North expressed support for the City's proposal due to the continuing safety challenges experienced along this corridor. (Attachment 6)

Alexandria Fire Department

City staff notified the Alexandria Fire Department of the proposal to reduce the speed limit on Seminary Road. (Attachment 6)

Alexandria City Public Schools

City staff sought input from Alexandria City Public Schools via email in October 2021. While there are no ACPS schools on Seminary Road between I-395 and the City Limit, many

Hammond Middle School students live along this section of the corridor and are within a one-mile walking distance to the school. Mr. Everette Scott Merriman, Director of Pupil Transportation and Fleet Management, expressed support for the City's proposal to reduce the speed limit on Seminary Road. (Attachment 6)

Northern Virginia Community College

City staff reached out to Steven Patterson, Chief Facilities Officer, and Daniel Dusseau, Head of Public Safety, for Northern Virginia Community College to gather input on the City's proposal. Mr. Patterson expressed that NOVA did not support the change. (Attachment 6)

Fairfax County Department of Transportation

City staff reached out to counterparts with the Fairfax County Department of Transportation, as the proposed speed limit reduction ends at the City/County Line. Fairfax County staff agreed the speed limit was too high along the corridor. (Attachment 6)

Alexandria Families for Safe Streets

City staff notified Alexandria Families for Safe Streets (AFSS), the local chapter of a nationwide transportation safety advocacy group, of the proposal to reduce the speed limit on Seminary Road in October 2021. AFSS expressed support for the City's proposal to improve safety along the corridor. (Attachment 6)

ATTACHMENTS:

Attachment 1: Crash Assessment of High-Speed Roadways in Alexandria

Attachment 2: Seminary Road Crash History

Attachment 3: National Association of City Transportation Officials Speed Limit Recommendations

Attachment 4: Seminary Road Speed Limit Study

Attachment 5: Before/After Analysis of Speed Limit Reduction on Seminary Road between Quaker Lane and I-395 and on Quaker Lane between Duke Street and King Street

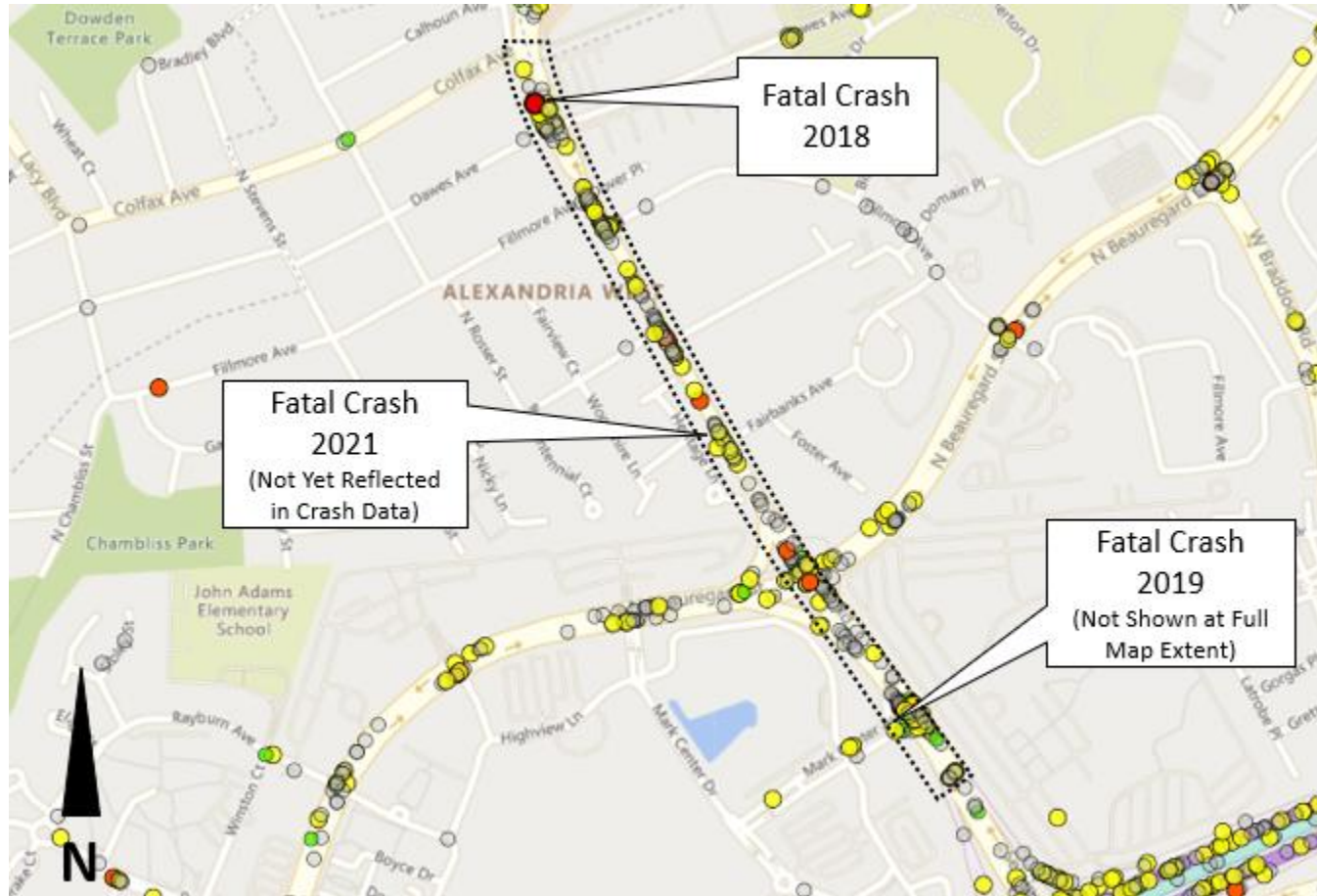
Attachment 6: Stakeholder Correspondence

ATTACHMENT 1:*Crash Assessment of High-Speed Roadways in Alexandria*

Street	From	To	Classification	Segment Length (mi)	Total Crashes (2013-2019)	Fatal or Injury Crashes (2013-2019)	Crashes per Mile	Fatal or Injury Crashes per Mile	Fatal or Injury Crashes per Mile per Year
Seminary Rd	Kenmore	City Line	Minor Arterial	1.1	468	111	425.45455	100.909	16.8182
Duke St	Telegraph	City Line	Principal Arterial	3.81	1282	316	336.48294	82.9396	13.8233
S Pickett St	Duke	Edsall	Major Collector	0.6	147	35	245	58.3333	9.72222
Van Dorn St	Braddock	City Line	Minor Arterial	2.92	623	164	213.35616	56.1644	9.36073
King St	Quaker	City Line	Principal Arterial	1.66	421	80	253.61446	48.1928	8.03213
N Beauregard St	City Line	City Line	Minor Arterial	2.37	443	103	186.91983	43.4599	7.24332
Edsall Rd	Whiting	City Line	Minor Arterial	0.5	62	21	124	42	7
Braddock Rd	King	Beauregard	Minor Arterial	1.7	174	50	102.35294	29.4118	4.90196
Yoakum Pkwy	Edsall	Stevenson	Local	0.36	27	9	75	25	4.16667
Quaker Ln	King	City Line	Minor Arterial	0.9	144	18	160	20	3.33333
Eisenhower Ave	Telegraph	Van Dorn	Minor Arterial	3.21	166	46	51.713396	14.3302	2.38837
S Patrick St	Franklin	City Line	Principal Arterial	0.5	28	6	56	12	2

ATTACHMENT 2:

Seminary Road Crash History (January 2014 – June 2021)



Crash Year	Crash Date	Crash Severity	Collision Type
2016	2/18/2016	A. Severe Injury	12. Ped
2016	1/22/2016	B. Visible Injury	2. Angle
2016	3/23/2016	B. Visible Injury	4. Sideswipe - Same Direction
2016	3/23/2016	B. Visible Injury	16. Other
2016	3/28/2016	B. Visible Injury	2. Angle
2016	4/16/2016	B. Visible Injury	1. Rear End
2016	4/23/2016	B. Visible Injury	3. Head On
2016	5/23/2016	B. Visible Injury	2. Angle
2016	5/24/2016	B. Visible Injury	2. Angle
2016	8/25/2016	B. Visible Injury	9. Fixed Object - Off Road
2016	8/31/2016	B. Visible Injury	3. Head On
2016	9/9/2016	B. Visible Injury	2. Angle
2016	9/16/2016	B. Visible Injury	12. Ped
2016	10/16/2016	B. Visible Injury	1. Rear End
2016	10/22/2016	B. Visible Injury	2. Angle
2016	10/28/2016	B. Visible Injury	2. Angle
2016	11/25/2016	B. Visible Injury	1. Rear End
2016	11/27/2016	B. Visible Injury	2. Angle
2016	12/27/2016	B. Visible Injury	2. Angle
2016	1/9/2016	PDO. Property Damage Only	4. Sideswipe - Same Direction
2016	2/16/2016	PDO. Property Damage Only	1. Rear End
2016	2/17/2016	PDO. Property Damage Only	2. Angle
2016	2/19/2016	PDO. Property Damage Only	2. Angle
2016	2/21/2016	PDO. Property Damage Only	1. Rear End
2016	3/2/2016	PDO. Property Damage Only	2. Angle
2016	3/16/2016	PDO. Property Damage Only	2. Angle
2016	3/24/2016	PDO. Property Damage Only	4. Sideswipe - Same Direction
2016	4/1/2016	PDO. Property Damage Only	4. Sideswipe - Same Direction
2016	4/2/2016	PDO. Property Damage Only	2. Angle
2016	4/2/2016	PDO. Property Damage Only	2. Angle
2016	4/27/2016	PDO. Property Damage Only	2. Angle
2016	5/8/2016	PDO. Property Damage Only	2. Angle
2016	5/19/2016	PDO. Property Damage Only	2. Angle
2016	5/26/2016	PDO. Property Damage Only	1. Rear End
2016	6/16/2016	PDO. Property Damage Only	1. Rear End
2016	6/28/2016	PDO. Property Damage Only	1. Rear End
2016	7/11/2016	PDO. Property Damage Only	1. Rear End
2016	7/22/2016	PDO. Property Damage Only	16. Other
2016	7/24/2016	PDO. Property Damage Only	2. Angle

2016	7/28/2016	PDO. Property Damage Only	2. Angle
2016	8/16/2016	PDO. Property Damage Only	2. Angle
2016	8/28/2016	PDO. Property Damage Only	1. Rear End
2016	9/2/2016	PDO. Property Damage Only	4. Sideswipe - Same Direction
2016	9/7/2016	PDO. Property Damage Only	9. Fixed Object - Off Road
2016	9/27/2016	PDO. Property Damage Only	1. Rear End
2016	9/29/2016	PDO. Property Damage Only	2. Angle
2016	10/10/2016	PDO. Property Damage Only	4. Sideswipe - Same Direction
2016	10/13/2016	PDO. Property Damage Only	1. Rear End
2016	10/17/2016	PDO. Property Damage Only	1. Rear End
2016	11/9/2016	PDO. Property Damage Only	1. Rear End
2016	11/11/2016	PDO. Property Damage Only	9. Fixed Object - Off Road
2016	11/22/2016	PDO. Property Damage Only	3. Head On
2016	12/1/2016	PDO. Property Damage Only	1. Rear End
2016	12/5/2016	PDO. Property Damage Only	4. Sideswipe - Same Direction
2016	12/17/2016	PDO. Property Damage Only	2. Angle
2017	6/25/2017	A. Severe Injury	2. Angle
2017	3/16/2017	B. Visible Injury	2. Angle
2017	3/24/2017	B. Visible Injury	1. Rear End
2017	6/5/2017	B. Visible Injury	2. Angle
2017	8/4/2017	B. Visible Injury	2. Angle
2017	8/21/2017	B. Visible Injury	1. Rear End
2017	1/6/2017	PDO. Property Damage Only	1. Rear End
2017	1/28/2017	PDO. Property Damage Only	3. Head On
2017	2/15/2017	PDO. Property Damage Only	2. Angle
2017	3/1/2017	PDO. Property Damage Only	1. Rear End
2017	3/4/2017	PDO. Property Damage Only	1. Rear End
2017	3/20/2017	PDO. Property Damage Only	1. Rear End
2017	3/25/2017	PDO. Property Damage Only	16. Other
2017	4/1/2017	PDO. Property Damage Only	4. Sideswipe - Same Direction
2017	4/22/2017	PDO. Property Damage Only	2. Angle
2017	4/24/2017	PDO. Property Damage Only	1. Rear End
2017	4/25/2017	PDO. Property Damage Only	1. Rear End
2017	5/8/2017	PDO. Property Damage Only	1. Rear End
2017	5/10/2017	PDO. Property Damage Only	4. Sideswipe - Same Direction
2017	5/17/2017	PDO. Property Damage Only	2. Angle
2017	5/18/2017	PDO. Property Damage Only	1. Rear End
2017	5/25/2017	PDO. Property Damage Only	16. Other
2017	6/4/2017	PDO. Property Damage Only	2. Angle
2017	6/15/2017	PDO. Property Damage Only	4. Sideswipe - Same Direction
2017	6/19/2017	PDO. Property Damage Only	1. Rear End
2017	6/22/2017	PDO. Property Damage Only	1. Rear End

2017	7/5/2017	PDO. Property Damage Only	2. Angle
2017	7/14/2017	PDO. Property Damage Only	2. Angle
2017	7/25/2017	PDO. Property Damage Only	2. Angle
2017	7/25/2017	PDO. Property Damage Only	4. Sideswipe - Same Direction
2017	8/12/2017	PDO. Property Damage Only	1. Rear End
2017	8/14/2017	PDO. Property Damage Only	1. Rear End
2017	8/21/2017	PDO. Property Damage Only	2. Angle
2017	8/23/2017	PDO. Property Damage Only	1. Rear End
2017	8/29/2017	PDO. Property Damage Only	1. Rear End
2017	9/5/2017	PDO. Property Damage Only	2. Angle
2017	9/8/2017	PDO. Property Damage Only	2. Angle
2017	9/13/2017	PDO. Property Damage Only	1. Rear End
2017	9/20/2017	PDO. Property Damage Only	4. Sideswipe - Same Direction
2017	10/2/2017	PDO. Property Damage Only	2. Angle
2017	10/11/2017	PDO. Property Damage Only	1. Rear End
2017	10/18/2017	PDO. Property Damage Only	6. Fixed Object in Road
2017	10/23/2017	PDO. Property Damage Only	2. Angle
2017	10/27/2017	PDO. Property Damage Only	2. Angle
2017	11/15/2017	PDO. Property Damage Only	1. Rear End
2017	11/24/2017	PDO. Property Damage Only	2. Angle
2017	11/24/2017	PDO. Property Damage Only	4. Sideswipe - Same Direction
2017	12/1/2017	PDO. Property Damage Only	2. Angle
2017	12/2/2017	PDO. Property Damage Only	2. Angle
2017	12/4/2017	PDO. Property Damage Only	2. Angle
2017	12/6/2017	PDO. Property Damage Only	2. Angle
2017	12/8/2017	PDO. Property Damage Only	4. Sideswipe - Same Direction
2017	12/12/2017	PDO. Property Damage Only	1. Rear End
2017	12/14/2017	PDO. Property Damage Only	1. Rear End
2018	6/13/2018	A. Severe Injury	2. Angle
2018	10/18/2018	A. Severe Injury	12. Ped
2018	11/1/2018	A. Severe Injury	16. Other
2018	2/9/2018	B. Visible Injury	12. Ped
2018	2/16/2018	B. Visible Injury	1. Rear End
2018	5/8/2018	B. Visible Injury	2. Angle
2018	5/12/2018	B. Visible Injury	1. Rear End
2018	6/21/2018	B. Visible Injury	1. Rear End
2018	7/29/2018	B. Visible Injury	2. Angle
2018	8/3/2018	B. Visible Injury	1. Rear End
2018	8/23/2018	B. Visible Injury	1. Rear End
2018	9/17/2018	B. Visible Injury	1. Rear End
2018	9/28/2018	B. Visible Injury	2. Angle
2018	9/28/2018	B. Visible Injury	2. Angle

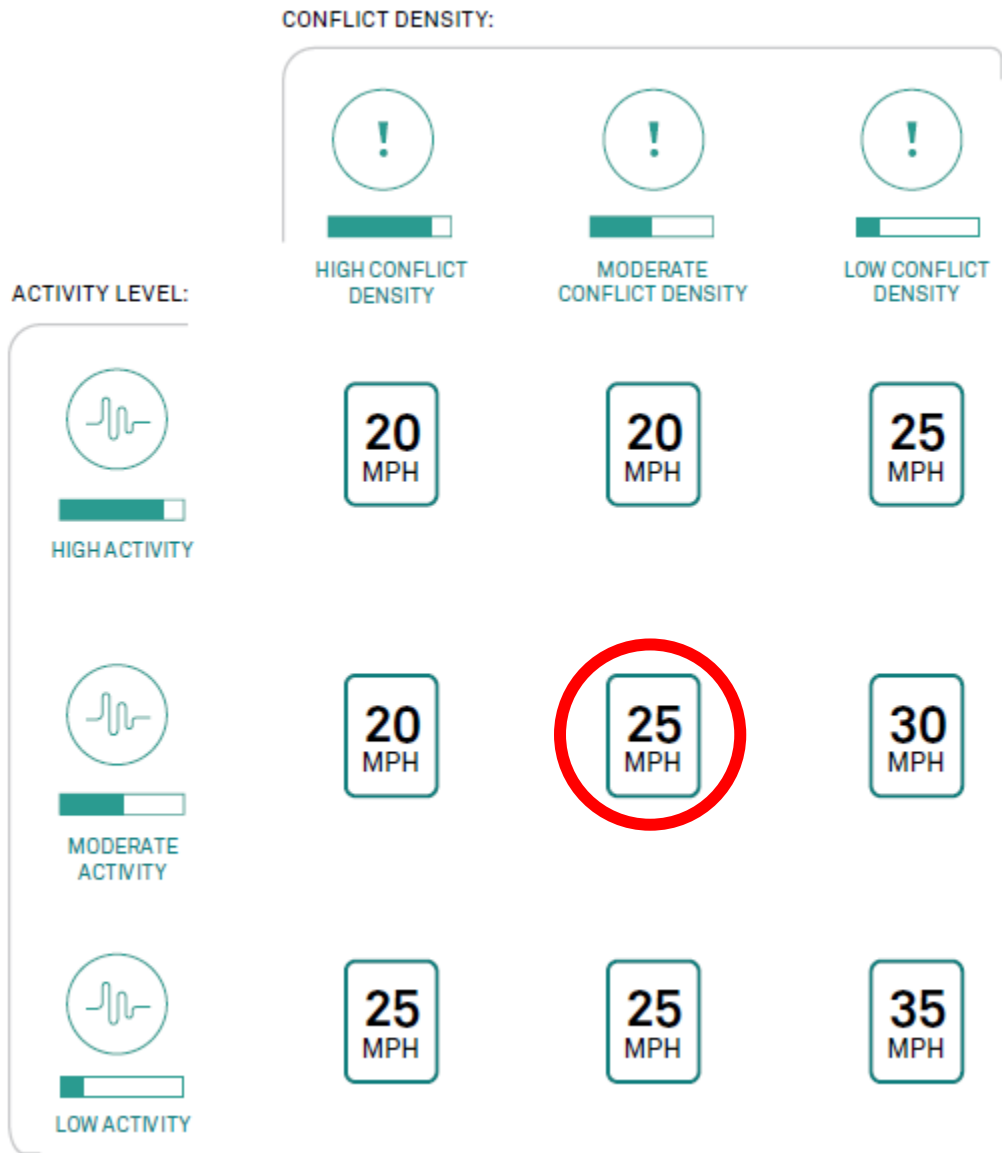
2018	10/17/2018	B. Visible Injury	2. Angle
2018	11/6/2018	B. Visible Injury	2. Angle
2018	12/15/2018	B. Visible Injury	2. Angle
2018	9/10/2018	K. Fatal Injury	12. Ped
2018	1/19/2018	PDO. Property Damage Only	1. Rear End
2018	1/26/2018	PDO. Property Damage Only	2. Angle
2018	2/17/2018	PDO. Property Damage Only	1. Rear End
2018	3/7/2018	PDO. Property Damage Only	1. Rear End
2018	3/8/2018	PDO. Property Damage Only	9. Fixed Object - Off Road
2018	4/10/2018	PDO. Property Damage Only	1. Rear End
2018	4/20/2018	PDO. Property Damage Only	9. Fixed Object - Off Road
2018	5/6/2018	PDO. Property Damage Only	1. Rear End
2018	5/13/2018	PDO. Property Damage Only	1. Rear End
2018	5/14/2018	PDO. Property Damage Only	1. Rear End
2018	5/14/2018	PDO. Property Damage Only	2. Angle
2018	5/25/2018	PDO. Property Damage Only	16. Other
2018	6/10/2018	PDO. Property Damage Only	1. Rear End
2018	7/8/2018	PDO. Property Damage Only	1. Rear End
2018	7/12/2018	PDO. Property Damage Only	2. Angle
2018	9/6/2018	PDO. Property Damage Only	1. Rear End
2018	9/9/2018	PDO. Property Damage Only	5. Sideswipe - Opposite Direction
2018	9/17/2018	PDO. Property Damage Only	1. Rear End
2018	9/30/2018	PDO. Property Damage Only	2. Angle
2018	10/17/2018	PDO. Property Damage Only	2. Angle
2018	10/18/2018	PDO. Property Damage Only	1. Rear End
2018	10/21/2018	PDO. Property Damage Only	2. Angle
2018	12/18/2018	PDO. Property Damage Only	2. Angle
2018	12/20/2018	PDO. Property Damage Only	1. Rear End
2018	12/28/2018	PDO. Property Damage Only	1. Rear End
2018	12/28/2018	PDO. Property Damage Only	4. Sideswipe - Same Direction
2018	12/30/2018	PDO. Property Damage Only	2. Angle
2019	3/23/2019	B. Visible Injury	2. Angle
2019	4/6/2019	B. Visible Injury	2. Angle
2019	4/15/2019	B. Visible Injury	3. Head On
2019	4/15/2019	B. Visible Injury	9. Fixed Object - Off Road
2019	4/19/2019	B. Visible Injury	4. Sideswipe - Same Direction
2019	6/3/2019	B. Visible Injury	2. Angle
2019	7/2/2019	B. Visible Injury	16. Other
2019	7/11/2019	B. Visible Injury	1. Rear End
2019	8/13/2019	B. Visible Injury	1. Rear End
2019	8/27/2019	B. Visible Injury	3. Head On
2019	8/29/2019	B. Visible Injury	2. Angle

2019	9/29/2019	B. Visible Injury	2. Angle
2019	11/1/2019	B. Visible Injury	2. Angle
2019	9/17/2019	C. Nonvisible Injury	16. Other
2019	1/27/2019	K. Fatal Injury	12. Ped
2019	1/11/2019	PDO. Property Damage Only	1. Rear End
2019	1/11/2019	PDO. Property Damage Only	1. Rear End
2019	2/8/2019	PDO. Property Damage Only	2. Angle
2019	2/25/2019	PDO. Property Damage Only	1. Rear End
2019	3/19/2019	PDO. Property Damage Only	1. Rear End
2019	3/19/2019	PDO. Property Damage Only	4. Sideswipe - Same Direction
2019	3/23/2019	PDO. Property Damage Only	1. Rear End
2019	4/3/2019	PDO. Property Damage Only	1. Rear End
2019	4/3/2019	PDO. Property Damage Only	1. Rear End
2019	4/19/2019	PDO. Property Damage Only	2. Angle
2019	4/26/2019	PDO. Property Damage Only	3. Head On
2019	5/23/2019	PDO. Property Damage Only	4. Sideswipe - Same Direction
2019	6/3/2019	PDO. Property Damage Only	4. Sideswipe - Same Direction
2019	6/12/2019	PDO. Property Damage Only	4. Sideswipe - Same Direction
2019	6/19/2019	PDO. Property Damage Only	2. Angle
2019	6/29/2019	PDO. Property Damage Only	2. Angle
2019	6/30/2019	PDO. Property Damage Only	4. Sideswipe - Same Direction
2019	7/11/2019	PDO. Property Damage Only	1. Rear End
2019	8/2/2019	PDO. Property Damage Only	2. Angle
2019	8/19/2019	PDO. Property Damage Only	2. Angle
2019	10/8/2019	PDO. Property Damage Only	2. Angle
2019	10/15/2019	PDO. Property Damage Only	4. Sideswipe - Same Direction
2019	10/22/2019	PDO. Property Damage Only	1. Rear End
2019	11/10/2019	PDO. Property Damage Only	2. Angle
2019	12/1/2019	PDO. Property Damage Only	2. Angle
2020	1/4/2020	A. Severe Injury	1. Rear End
2020	11/4/2020	A. Severe Injury	3. Head On
2020	3/3/2020	B. Visible Injury	1. Rear End
2020	7/25/2020	B. Visible Injury	2. Angle
2020	10/17/2020	B. Visible Injury	1. Rear End
2020	12/20/2020	B. Visible Injury	1. Rear End
2020	1/5/2020	PDO. Property Damage Only	16. Other
2020	1/30/2020	PDO. Property Damage Only	4. Sideswipe - Same Direction
2020	2/3/2020	PDO. Property Damage Only	1. Rear End
2020	2/13/2020	PDO. Property Damage Only	1. Rear End
2020	2/16/2020	PDO. Property Damage Only	1. Rear End
2020	2/18/2020	PDO. Property Damage Only	1. Rear End
2020	4/4/2020	PDO. Property Damage Only	9. Fixed Object - Off Road

2020	4/7/2020	PDO. Property Damage Only	1. Rear End
2020	5/30/2020	PDO. Property Damage Only	1. Rear End
2020	7/3/2020	PDO. Property Damage Only	16. Other
2020	7/7/2020	PDO. Property Damage Only	1. Rear End
2020	7/27/2020	PDO. Property Damage Only	9. Fixed Object - Off Road
2020	8/2/2020	PDO. Property Damage Only	2. Angle
2020	9/5/2020	PDO. Property Damage Only	1. Rear End
2020	9/10/2020	PDO. Property Damage Only	2. Angle
2020	9/20/2020	PDO. Property Damage Only	2. Angle
2020	10/2/2020	PDO. Property Damage Only	2. Angle
2020	10/10/2020	PDO. Property Damage Only	2. Angle
2020	10/29/2020	PDO. Property Damage Only	9. Fixed Object - Off Road
2020	11/5/2020	PDO. Property Damage Only	2. Angle
2020	11/19/2020	PDO. Property Damage Only	2. Angle
2020	12/6/2020	PDO. Property Damage Only	1. Rear End
2020	12/21/2020	PDO. Property Damage Only	1. Rear End
2021	3/13/2021	A. Severe Injury	2. Angle
2021	1/22/2021	B. Visible Injury	9. Fixed Object - Off Road
2021	1/23/2021	B. Visible Injury	12. Ped
2021	4/10/2021	B. Visible Injury	2. Angle
2021	6/12/2021	B. Visible Injury	2. Angle
2021	1/13/2021	PDO. Property Damage Only	1. Rear End
2021	1/27/2021	PDO. Property Damage Only	9. Fixed Object - Off Road
2021	2/3/2021	PDO. Property Damage Only	1. Rear End
2021	3/6/2021	PDO. Property Damage Only	4. Sideswipe - Same Direction
2021	4/7/2021	PDO. Property Damage Only	2. Angle
2021	4/10/2021	PDO. Property Damage Only	1. Rear End
2021	4/20/2021	PDO. Property Damage Only	2. Angle
2021	4/24/2021	PDO. Property Damage Only	16. Other
2021	4/28/2021	PDO. Property Damage Only	6. Fixed Object in Road
2021	5/3/2021	PDO. Property Damage Only	1. Rear End
2021	5/17/2021	PDO. Property Damage Only	3. Head On

ATTACHMENT 3:

National Association of City Transportation Officials Speed Limit Recommendation



Speed Limit Study

5000 – 5500 Seminary Road

December 7, 2020

Findings

This study recommends reducing the Seminary Road speed limit from 35 mph to 25 mph for the 5000 through 5500 blocks. The speed limit on the overpass over I-395 is maintained by VDOT and is not part of this recommendation. Although the 85th percentile speed was measured to be 39 mph, the driveway density and narrow sidewalk buffer warranted a 10-mph reduction from the 85th percentile speed. This recommendation is based on quality-of-life factors. The wide variation in speeds makes it difficult for pedestrians and other roadway users to judge gaps in traffic when crossing or entering Seminary Road. The cause for this variation is, most likely, related to the lack of a left turn lane and the driveway density. Lowering the speed limit could reduce the variation in speed and improve safety for all users while enhancing the livability for the community within the corridor.

Introduction

This engineering study analyzes the speed limit for the 5000 to 5500 blocks of Seminary Road. This study is being conducted as part of the City's Vision Zero initiative to reduce traffic fatalities and serious injuries. The most recent and statistically robust research on speed and crash occurrence indicates that, all other factors being equal, increased speeds increase crash occurrence in an urban environment⁴. The safety gains or losses associated with the change in the speed limit must be examined in the context of maintaining reasonable mobility and what the average motorist deems as reasonable.

Methodology

Methodologies for setting speed limits are typically designed to result in recommended speed limits that:

- Are related to crash severity
- Are related to crash risk
- Provide a reasonable basis for enforcement
- Are fair in the context of traffic law; and
- Are accepted as reasonable by most road users.

For this study, the engineering approach using operating speeds was used. In the Engineering Approach, the 85th percentile speed is adjusted based on speed adjustment factors. Each factor has a range of adjustment that can be applied based on engineering and traffic investigation. The speed adjustment factors used for this study are:

- **Severe Crashes:** A severe crash is a crash that causes a fatality. For a crash to count as severe, the vehicle(s) must have been traveling no more than 10 mph above the posted speed limit and the drivers must have been in a good mental state at the time of the crash. Often severe crashes are chance occurrences so there needs to be an established pattern of at least two crashes in any given year before this factor can be applied.
- **Crash Rate:** The crash rate is the number of crashes compared to the daily traffic volume. Crash rates are also measured by the number of crashes per mile. When the crash rate is 35 percent over the average crash rate for similar roadways, the crash rate speed limit reduction factor can be applied.
- **Driveway Density:** The driveway density speed limit reduction factor would apply if there are over 7 driveways per thousand feet of roadway on a non-local street with an ADT over 6,000 vehicles per day.
- **Pedestrian/Bicycle Activity:** If there is significant pedestrian activity, this factor would apply. This is not quantitative and requires judgement.
- **Narrow Buffers:** When the buffer between the roadway travel-way and sidewalk is less than five feet and the daily traffic volume is 6,000 vehicles per day or greater, this factor would apply. Parking lanes are considered a buffer so this speed reduction factor cannot be applied in cases where a parking lane exists.

Analysis

Speed data was collected on Seminary Road in October 2020. Although this data was collected during the COVID-19 pandemic and traffic patterns were atypical, the speed data is considered reasonable. The results are shown in the table below:

Seminary Road Speed

	Eastbound	Westbound
85 th Percentile Speed	39 mph	38 mph
Average Speed	32 mph	32 mph
10 MPH Pace Speed	27-37 mph	27-37 mph

There is general agreement within the engineering community that the safest conditions occur when all vehicles are traveling at about the same speed. It is also generally accepted that higher speeds result in a great number and greater severity of crashes. A wide variation in speeds makes it difficult for pedestrians and other road users to accurately judge gaps in traffic when crossing or entering the street. The 10-mph pace is the ten mile-per-hour range of speeds containing the greatest number of observed speeds. The 10-mph pace speed is important because it provides a reference for the range of speeds.

A normal speed distribution contains approximately 70 percent of the vehicles within the pace, with approximately 15 percent of the vehicles below and 15 percent above the limits of the pace speed. The upper limit of the 10-mph pace speed is therefore approximately the 85th percentile speed in most cases. On Seminary Road, only 60 percent of the vehicles were traveling within the 10-mph pace. This low number most likely resulted from left turning traffic slowing through traffic because more than 15 percent of the measured speeds were below the 10-mph pace.

The crash history of this section of Seminary Road is comprised of incidents officially reported through the Alexandria Police Department and was collected for a five-year period.

5000 – 5500 blocks of Seminary Road Crash History 2015 to 2020

Type of Crash	Number of Crashes
Total	67
Rear-end	29
Angle	16
Fixed object off Road	5
Sideswipe same direction	10
Pedestrian	3
Head-On	2
Other	2

The highest percentage of crashes were rear-end collisions, which is typical with roadway segments such as Seminary Road³. The crash reports do not mention if speeding was a factor, though this is difficult to identify when officers are not present at the time of the crash.

The reports cited three pedestrian crashes within this segment. The crash that was a fatality occurred at Seminary and Mark Center Avenue.

The 2015 to 2020 Seminary Road crash history was compared to the crash history of other similar roadways during the same time in the table below:

Five Year Crash Rate Comparison

Street	Length (Miles)	ADT	Crashes	Crashes/Mile	Crash/1K ADT
Seminary – Dawes to Beauregard	0.5	40,000	67	136.7	1.7
Seminary – Pickett to Quaker (25 mph)	1.2	17,000	14	11.7	0.8
Janneys – Quaker to King (25 mph)	1.0	7,300	11	11.0	1.5
Jordan – Duke to Seminary (25 mph)	0.7	7,600	12	17.4	1.6
Russell – King to Glebe (25 mph)	2.3	6,500	71	31.4	10.9
Braddock – Kenwood to Russell (25 mph)	1.3	11,000	8	6.4	0.7
Sanger – Van Dorn to Beauregard (25 mph)	0.4	14,000	17	45.9	1.2
N Hampton – Braddock to King (25 mph)	0.4	6,400	3	7.3	0.5
Glebe – Route 1 to Commonwealth	0.4	8,800	12	30.0	1.4
Glebe – Russell to Valley (25 mph)	0.6	15,000	6	9.5	0.4
Beauregard – King to City line (35 mph)	2.2	16,000	36	16.4	2.3
Duke – Lee to City line (25 & 35 mph)	5.5	33,000	395	71.8	12.0
Washington – Thornton to Bashford (25mph)	2.1	32,000	75	35.7	2.3
Route 1 – Franklin to City line (25 mph)	3.0	50,000	506	168.7	10.1
Average				57	4.7

Although the crash rate per 1,000 vehicles is below average, the crash rate per mile of roadway is much higher than average and second only to Duke Street. This means the number of crashes occurring on this section of Seminary Road is much higher than other roadways in the City.

Speed Adjustment Factors were evaluated for Seminary Road as shown below:

- **Fatal Crashes:** There were not enough fatal crashes to warrant lowering the speed limit. The only fatal crash was a pedestrian fatality and speeding did not appear to be an issue.
- **Crash Rate:** The Seminary Road crash rate per 1,000 ADT is too low to justify lowering the speed limit. Seminary Road’s crash rate is 1.7 crashes per 1,000 vehicles per day (VPD) traveling on the roadway. The average crash rate for similar roads is 4.7 crashes per 1,000 VPD.
- **Driveway Density:** Seminary Road is 0.5 miles long, has 19 driveways and, has a daily traffic volume of 40,000 VPD. Reducing the speed limit based on the driveway density is justified. This is further supported by the high number of crashes per mile as compared to similar roadways.
- **Pedestrian/Bicycle Activity:** There is little pedestrian and bicycle activity and that alone does not justify lowering the speed limit, but the fact that it is not comfortable could be why there aren’t people there.
- **Narrow Buffers:** Seminary Road has very narrow buffer space between the sidewalk and the roadway, approximately two feet. Although there is not currently a lot of pedestrian activity, there are several bus stops along Seminary Road. The narrow buffers combined with the bus stops warrant a speed reduction.

Based on all the speed limit reduction factors the recommended speed limit for Seminary Road is shown in the table below:

Speed Reduction Factors Applied

Speed Reduction Factor	Possible Speed Reduction	Recommended Speed Reduction (mph)	Cumulative Speed Reduction (mph)
85 th Percentile Speed			39
Severe Crashes	10% - 20%	0	39
Crash Rate	10% - 20%	0	39
Driveway Density	10% - 20%	8	31
Ped/Bike Activity	10% - 20%	0	31
Narrow Buffers	10% - 20%	6	25
Recommended Speed Limit			25

References

1. Fitzpatrick, K., Carlson, P., Brewer, M., Wooldridge, M., Miaou, S., “Design Speed, Operating Speed, and Posted Speed Practices” NCHRP Report 504, Transportation Research Board of the National Academies (2003)
2. Forbes, G., Gardner, T., McGee, H., Srinivasan, Raghavan., “Methods and Practices for Setting Speed Limits: An Informational Report” FHWA-SA-12-004, Federal Highway Administration, (2012)
3. Lee, S., Llaneras, E., Klauer, S., Sudweeks, J., “Analysis of Rear-End Crashes and Near-Crashes in the 100-car Naturalistic Driving Study to Support Rear-Signaling Countermeasure Development” DOT HS 810 846, National Highway Traffic Safety Administration, (2007)
4. R. Elvik, P. Christensen, and A. Amundsen, “Speed and Road Accidents: An Evaluation of the Power Model,” The Institute of Transport Economics (TOI), TOI Report 740/2004 (December 2004).

ATTACHMENT 5:

Before/After Analysis of Speed Limit Reduction on Seminary Road between Quaker Lane and I-395 and on Quaker Lane between Duke Street and King Street

Seminary Road Vehicle Speeds Before and After Speed Limit Reduction:

Seminary Road Between Quaker Lane and Fort Williams Parkway			
	Before (2015)	After (2016)	% Change
50th Percentile Speed	36.1	31.6	-12%
85th Percentile Speed	41.2	36.7	-11%

Seminary Road Between St Stephens Road and Howard Street			
	Before (2015)	After (2016)	% Change
50th Percentile Speed	34.5	32.5	-6%
85th Percentile Speed	39.6	37.7	-5%

Seminary Road Near North Jordan Street			
	Before (2015)	After (2016)	% Change
50th Percentile Speed	28.4	29.2	3%
85th Percentile Speed	34.8	34.6	-1%

Seminary Road Crashes between I-395 and Quaker Lane Before and After Speed Limit Reduction:

Year	Total Crashes	Fatal Crashes	Severe Injury Crashes	Non-Severe Injury Crashes
2014	25	0	0	9
2015	34	0	2	11
2016	22	0	1	9
2017	21	0	0	7
2018	23	0	2	6
2019	20	0	1	5
2020	14	0	0	5

	Before (2014-15)	After (2017-20)	% Change
Average Annual Crashes	29.5	19.5	-34%
Average Annual Fatal or Severe Injury Crashes	0.5	0.375	-25%
Average Annual Injury Crashes	10	5.75	-43%

Quaker Lane Vehicle Speeds Before and After Speed Limit Reduction:

Quaker Lane between Duke Street and Seminary Road			
	Before (2015)	After (2016)	% Change
50th Percentile Speed	34.6	30.9	-11%
85th Percentile Speed	40.8	36.2	-11%

Quaker Lane between Seminary Road and King Street			
	Before (2015)	After (2016)	% Change
50th Percentile Speed	38.6	29.6	-23%
85th Percentile Speed	43.5	35.2	-19%

Quaker Lane Crashes between Duke Street and King Street Before and After Speed Limit Reduction:

Year	Total Crashes	Fatal Crashes	Severe Injury Crashes	Non-Severe Injury Crashes
2014	27	0	1	5
2015	30	0	1	9
2016	20	0	0	5
2017	23	1	0	4
2018	24	0	2	6
2019	14	0	0	4
2020	17	0	0	5

	Before (2014-15)	After (2017-20)	% Change
Average Annual Crashes	28.5	19.5	-32%
Average Annual Fatal or Severe Injury Crashes	0.5	0.375	-25%
Average Annual Injury Crashes	7	4.75	-32%

ATTACHMENT 6:
Stakeholder Correspondence

SEMINARY WEST CIVIC ASSOCIATION

February 11, 2021

To: Chairman and Members Traffic & Parking Board, City of Alexandria
Subject: Proposed Reduction in Speed Limit on Seminary Road

May it please the Board:

Mr. Robert Garbacz of T&ES spoke to our Association at its last meeting regarding the potential reduction of the speed limit to 25 mph on Seminary West through our neighborhood. Our response was that it did not sound like a good idea, and would do nothing to address the real concerns of transportation safety and efficiency along that segment of this major arterial. We understand now that the T&ES recommendation is to reduce the speed limit as a means to move toward the City's Vision Zero goal.

Our Association strongly opposes this change, for the following reasons:

1. There is no demonstrated speed-related crash experience on this segment of roadway. In other words, "If it ain't broke, don't fix it."
2. Vision Zero may be a worthy goal, but it is illogical to lower the speed limit in the hopes of reducing the severity of crashes when a) there is a low crash experience and b) the crashes are *not* related to speed. Given the low level of enforcement of speed limits, motorists will continue to drive Seminary Road based on what the roadway environment and traffic conditions tell them is a comfortable speed. This has certainly been the case on Seminary east from Jordan to Quaker; but there, no passing is possible. In our stretch of Seminary, the four lanes *do* permit passing, and thus a greater speed differential is to be expected.
3. Speed *differential* is a great concern today, and it will only get worse with a lower speed limit. Transportation safety literature makes it very clear that speed differential, not speed *per se*, **increases** crashes. *The proposed speed reduction would increase speed differential, and therefore crashes. An increase in crashes is not a step toward Vision Zero.*
4. Major changes to the traffic situation on this segment of Seminary Road are coming, namely:
 - A. A potential traffic signal and westbound right-turn lane at Fairbanks Avenue, to serve the new dense development that is under final stages of approval;
 - B. A proposed new entry to a new park, which is part of the plan for that development;
 - C. The complete change-over of the *eight* Skyline Center office buildings from mixed office to residential use, which will undoubtedly change the volume of traffic generated and the direction of peak period travel on Seminary Road, which is the best connection from Skyline to the regional highway system; and

D. The impact that Transit Way Corridor C, and any future changes to the Seminary/Beauregard intersection, will have on this segment of roadway.

Common sense dictates that the speed limit **not** be adjusted *until the City's traffic study is completed and the impacts of these other changes can be properly evaluated and understood*.

As drivers, cyclists and pedestrians, our Association members have lived with the challenges of getting on, off, or across Seminary Road for decades, and the City has done little or nothing to alleviate those challenges. The proposed speed limit reduction not only will do nothing to ameliorate the situation, *it will likely increase the potential for crashes*. We suggest that the City conducts its study, seeking input from the residents, and work *with us* to in developing a plan which *enhances*, rather than *degrades*, the *safety and efficiency* of this critical segment of roadway.

Please reject the lowered speed limit proposal, and request that staff work with the residents to develop real solutions for Seminary Road.

Respectfully,



Peter Benavago

President

Raglan1854@verizon.net

SEMINARY HILL ASSOCIATION, INC.

February 17, 2021

Mr. Bob Garbacz
Division Chief
Traffic Engineering
Transportation and Environmental Services
Alexandria, Virginia 22314

Dear Mr. Garbacz:

Thank you for attending the February 11th meeting of the Seminary Hill Association to discuss the proposal to change the speed limit on Seminary Road from 395 to the city border to the west.

As we indicated to you, we were surprised to learn of this proposed change, as your discussion at our meeting was our first opportunity to know this was being considered. We were further surprised to learn that this proposal is scheduled to go before the Traffic and Parking Board in less than 2 weeks on February 22nd.

We would ask that this proposal be removed from the February 22nd docket in order to allow sufficient time for residents in the affected area to understand the rationale for this decision. As we currently understand it, the stated reason is to have the same 25 mph speed limit for the entire length of Seminary Road, and to align with the goals of Vision Zero. There were, however, no facts presented to us that indicated this change will achieve a reduction in accidents along this specific stretch of roadway.

Since our meeting, we have learned that the Seminary West Civic Association is opposed to this change, and they are the residents most directly impacted by this proposal. While all of us want to take steps to increase safety of all road users, we would like to see facts that indicate that the lowering of the speed limit on this stretch of Seminary Road will achieve that goal. We all recognize that crashes are more severe at higher speeds, but we want to see the data about the crashes in this area and if they were indeed the result of high speed, or are the result of other factors such as the lack of left turn lanes from Beauregard to Dawes Avenue., which causes risky lane changes to avoid back-ups. Lowering the speed limit will not mitigate these road design issues.

Based upon our experience with the road diet imposed on Seminary Road, we question whether the reduction in speed limit here is the first step to altering the entire road configuration of this heavily traveled stretch of road that connects large developments like Skyline to the 395

interchange. As we stated several years ago, SHA does not believe that restricting vehicle travel on major arterial roads like Seminary Road is a valid means to achieve safety. It is important to note that in the time since the imposition of the road diet on Seminary Road, no improvements have been made to the very dangerous stretch of Seminary surrounding Kenmore Avenue and Library Lane. In fact, the painting of inaccurate lane markings as one exits off Kenmore Avenue onto Seminary in front of Hammond Middle School have made a bad situation even worse for motorists and pedestrians. SHA questions why this area of the road is not getting the attention to safety that it desperately needs, while staff focuses on speed limit reductions elsewhere.

Therefore, Seminary Hill Association asks that this proposal be withdrawn from the Traffic and Parking Board's February 22nd docket, and fact-based outreach be presented to the community before this reduction in the speed limit is brought forward for a vote and action by the City Manager. As you indicated at our meeting, we ask that you send this letter to the Traffic and Parking Board. Thank you very much.

Carter Flemming

President, Seminary Hill Association

From: Jason North <Jason.North@alexandriava.gov>
Sent: Friday, October 29, 2021 11:57 AM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: Seminary Road Speed Limit

Ms. Carroll –

Thank you for providing notification that TES is considering a reduction of speed on Seminary Road, west of I395. This is welcome news for me, and I endorse this proposal without reservation.

As I know you are aware, the leadership within the Traffic Safety Section has endorsed lowering the speed on this stretch of roadway for some time. We have found, in our experience, that this roadway is utilized by numerous vehicles, pedestrians, and other bicycle and scooter operators. In my perception, the mixing of multimodal roadway users has its own, unique challenges – but these challenges seem to be compounded with inadequate roadway design, and moreover, vehicle speed. There is little margin for operator error on this roadway, and any mistake, as we have seen, results in a head-on collision with the opposing lane, striking a pedestrian in the crosswalk, or inadvertently driving a vehicle onto the adjacent sidewalk. In my time as the Commander of the Crash Reconstruction Team, I have responded a total of five (5) pedestrian related fatalities – two (2) of which were on Seminary Road, west of I395.

APD's Traffic Safety Section is frequently asked by the community to visit this location to enforce vehicle speed. We have spent considerable time performing education and enforcement efforts – with little success to report. Furthermore, we also perform operations related to pedestrian safety on this roadway. Just recently, the Motors Unit completed an “all hands on deck” education and enforcement campaign at Fairbanks and Seminary. The detail involved a plainclothes officer using the pedestrian crosswalk at Fairbanks and Seminary Road – and those vehicles who failed to stop were subsequently addressed by our team of Motor Officers. In just a couple short hours, their efforts resulted in 55 citations for motorists who failed to stop for our “decoy” pedestrian who was overtly waiting at the crosswalk. As we came to learn from this operation, the expectation is that motorist will not stop for pedestrians who are in the crosswalk.

I am certainly in support of improving the roadway design on Seminary Road – but perhaps moreover, I believe it would be in the best interest of all roadway users to reduce the speed limit on this roadway. I have learned that a decrease in vehicle speed will result in fewer crashes, and further, a reduction in severity of those crashes when they do occur.

Thank you once again for allowing me to share my support for your proposal. I look forward to hearing if this recommendation is supported by the Traffic and Parking Board.

--Jason

Lieutenant Jason North

Alexandria Police Department
3600 Wheeler Avenue Alexandria, VA 22304
Desk: 703-746-6660

From: Hillary Orr <Hillary.Orr@alexandriava.gov>

Sent: Wednesday, October 27, 2021 11:38 AM

To: Corey Smedley <corey.smedley@alexandriava.gov>

Cc: Michael Cross <Michael.Cross@alexandriava.gov>; Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>

Subject: Seminary Road Speed Limit

Hi Chief Smedley,

The City will be proposing to the Traffic and Parking Board on November 15th that the speed limit on Seminary Road west of 395 be reduced to 25mph to the City line. As you know, there was recently a pedestrian fatality along this stretch, and it is one of the City's high crash corridors. As part of the Vision Zero Program, we have committed to evaluate 35mph roadways to determine which ones are priorities for a speed limit reduction. This one has risen to the top. In our Year 4 Vision Zero Priority engineering actions, we have committed to reducing the speed limit on at least one roadway.

I understand that staff will need to work with DEC and AFD to ensure that we have the time to incorporate any changes into your CAD system prior to implementation, should the City Manager decide to reduce the speed limit. We also understand that AFD vehicles operate no more than 10mph over the posted speed limit, and this could impact response times.

Please let me know if you have any comments or concerns with this proposal.

Thank you –

Hillary

Hillary Orr

Deputy Director, Transportation

Department of Transportation & Environmental Services

City of Alexandria

301 King Street, Suite 4100 | Alexandria | VA | 22314

(O) [703.746.4017](tel:703.746.4017) | (C) [703.229.2593](tel:703.229.2593)

Hillary.Orr@AlexandriaVA.gov

From: E. Scott Merriman <everette.merriman@acps.k12.va.us>
Sent: Wednesday, October 27, 2021 1:52 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Cc: Jane E. Davis <jane.davis@acps.k12.va.us>; Kristin M. Donley <kristin.donley@acps.k12.va.us>
Subject: Re: Seminary Road Speed Limit

Hello Alex.

Thank you for sharing this with us! My office fully supports the City's proposal. Will this reduce the speed limit on Seminary to the Fairfax County Line?

Respectfully,

Scott

Everette Scott Merriman

Director of Pupil Transportation and Fleet Management

Alexandria City Public Schools, Virginia

o: (703) 461-4169 x2203

c: (703) 405-2291



From: "Alexandria Carroll" <Alexandria.Carroll@alexandriava.gov>
To: "Jane E. Davis" <jane.davis@acps.k12.va.us>, "Kristin M. Donley" <kristin.donley@acps.k12.va.us>, "Scott Marrison (Schools)" <everette.merriman@acps.k12.va.us>
Sent: Tuesday, October 26, 2021 5:11:07 PM
Subject: Seminary Road Speed Limit

CAUTION: This email was sent from outside of Alexandria City Public Schools. You must exercise caution when opening attachments or clicking links, especially from unknown senders and unexpected messages.

Hi all,

I hope you're having a good week! I wanted to share some news that the **City is going to be proposing reducing the speed limit on Seminary Road** (west of I-395) from 35 to 25 mph to improve safety along the corridor. This is expected to be presented at the next Traffic & Parking Board public hearing on November 22.

My reason for reaching out is to **see whether ACPS would be supportive of this proposal**. Hammond Middle, while already a 25 mph zone, is very near the 35 mph zone, and slowing people down earlier as they approach Hammond from the west could be helpful from a safety standpoint. I think there are also a number of students who live on that section of Seminary who are within walking distance to Hammond.

Let me know if you are free to discuss sometime next week. We could loop in Hammond administrative staff, but I wanted to check with you all first.

Thanks so much!

Alex Carroll

(she/her)

Complete Streets Coordinator

Department of Transportation & Environmental Services

City of Alexandria | 301 King Street Room 3600 | Alexandria, VA 22314

O: (703) 746-4408 | C: (703) 213-8190 | alexandria.carroll@alexandriava.gov

From: Garcia, Michael W <Michael.Garcia3@fairfaxcounty.gov>
Sent: Wednesday, October 27, 2021 4:12 PM
To: Hillary Orr <Hillary.Orr@alexandriava.gov>
Subject: RE: Seminary Speed Limit

Thanks Hillary. I forwarded this to our traffic engineering section. I'll see if they have anything on it. Definitely think the current 35 mph is too high for that stretch of road.

From: Hillary Orr <Hillary.Orr@alexandriava.gov>
Sent: Wednesday, October 27, 2021 3:58 PM
To: Garcia, Michael W <Michael.Garcia3@fairfaxcounty.gov>
Subject: Seminary Speed Limit

Hi Mike –

Hope things are going well over there in the County!

We are looking to lower the speed limit on Seminary Road from 395 to the City line. We recently had a pedestrian fatality here and being one of our Vision Zero high crash corridors, we want to reduce to 25mph. I don't think this impacts anything in Fairfax County, but I wanted to let you know and see if you had any comments or concerns.

Let me know!

Thanks –

Hillary

Hillary Orr

Deputy Director, Transportation
Department of Transportation & Environmental Services

City of Alexandria

301 King Street, Suite 4100 | Alexandria | VA | 22314

(O) [703.746.4017](tel:703.746.4017) | (C) [703.229.2593](tel:703.229.2593)

Hillary.Orr@AlexandriaVA.gov

From: Patterson, Steven M. <spatterson@nvcc.edu>
Sent: Thursday, October 28, 2021 12:54 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>; Dusseau, Daniel <ddusseau@nvcc.edu>
Subject: RE: Seminary Road Speed Limit

Alex,

I am sorry to share that NOVA doesn't support this change.

Steven M. Patterson, PE, CEM, CFM

Chief Facilities Officer
Facilities Management

Annandale / CW Building
8333 Little River Turnpike, CW Building Suite 312, Annandale, VA 22003
703.323.3554 / spatterson@nvcc.edu / nvcc.edu



CONFIDENTIALITY NOTICE: This email message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information or otherwise be protected by law. Any access, use, disclosure or distribution of this email message by anyone other than the intended recipient(s) is unauthorized and prohibited. If you are not an intended recipient (or an agent acting on an intended recipient's behalf), please contact the sender by reply email and immediately destroy all copies of the original message. Virus scanning is recommended on all email attachments.

From: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Sent: Thursday, October 28, 2021 11:21 AM
To: Dusseau, Daniel <ddusseau@nvcc.edu>; Patterson, Steven M. <spatterson@nvcc.edu>
Subject: Seminary Road Speed Limit

ATTENTION: This email originated from outside of Northern Virginia Community College. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, Steven and Daniel!

I received your contact information from Ms. Megan Oleynik, who worked with you all in the past on safety improvements for NVCC students on Dawes Avenue.

I wanted to share some news that **the City of Alexandria is proposing to reduce the posted speed limit on Seminary Road** (between 395 and the Fairfax County Line) from 35 to 25 mph to

improve safety along the corridor. This is expected to be presented at the next Traffic & Parking Board public hearing on November 22.

I am reaching out to **see if NVCC would support this effort**. As you may know, the City has an adopted [Vision Zero Action Plan](#) with the goal of eliminating traffic fatalities and serious injuries by 2028. There have been numerous crashes along this corridor, including one recently where a person died trying to cross the street. We believe that a lower speed limit could have prevented or minimized the severity of these crashes. Given that many students travel along this corridor, they could also stand to benefit from this change.

Let me know if you are free to discuss sometime next week. I look forward to hearing from you.

Thank you!

Alex Carroll

(she/her)

Complete Streets Coordinator

Department of Transportation & Environmental Services

City of Alexandria | 301 King Street Room 3600 | Alexandria, VA 22314

O: (703) 746-4408 | C: (703) 213-8190 | alexandria.carroll@alexandriava.gov



November 8, 2021

Dear Alexandria City Traffic & Parking Board Members:

The purpose of this letter is to express Alexandria Families for Safe Streets' support to reduce the speed limit on Seminary Road, west of I-395 to the City Limit from 35 mph to 25 mph. We, as a pedestrian street safety mission driven organization with ~ 850 members, view speeding as the number one issue imperiling the lives of pedestrians and other vulnerable road users on our streets. The tragic death in Sept 2021 of Mr. Simon Merino when he was walking in the crosswalk at Seminary Road and Fairbanks underscores the dangers for pedestrians trying to traverse Seminary on the western section of the road. Numerous NHTSA and US DOT studies have shown that vehicles traveling at 35 mph or higher and crashing into a pedestrian have a significantly higher chance of killing or seriously injuring that human being. We hope that by reducing the speed limit on the western end of Seminary from 35 mph to 25 mph it will reduce, if not eliminate, further tragedies like what Mr. Merino and his family has had to suffer through.

Thank you for your consideration.

Mike Doyle
Founding Member

Alexandria Families For Safe Streets (AFSS)
Arlington Families for Safe Streets (Arl FSS)
Fairfax Families for Safe Streets (Ffx FSS)
Northern Virginia Families for Safe Streets (NoVA FSS)

Alexandria Families For Safe Streets
211 N. Union Street, Suite 100
Alexandria, VA 22314
Phone: +1 (703) 946-8401
e-mail: mike@novafss.org
www.alxffss.org

City of Alexandria, Virginia

Traffic and Parking Board

DATE: November 15, 2021

DOCKET ITEM: 10

ISSUE: Consideration of a request to a left turn restriction out of Yale Drive at the Duke Street intersection by installing a pedestrian refuge island that allows left-in, right-in, and right-out movement.

REQUESTED BY: T&ES Staff

LOCATION: Yale Drive at the Duke Street intersection.

STAFF RECOMMENDATION: That the Board recommend restricting left turns from Yale Drive onto Duke Street

BACKGROUND: Yale Drive is a two-lane undivided local street with sidewalk on each side and a high visibility crosswalk across Yale Drive at Duke Street. Duke Street is a five-lane undivided principal arterial that consists of two lanes eastbound, two lanes westbound, and a two-way-left turn lane where Yale Drive intersects (Attachment 1). The intersection consists of a stop-control for the Yale Drive approach and two Do Not Block the intersection signs for westbound Duke Street traffic. Currently, all movements are permissible within the intersection.

Yale Drive approaching Duke Street is a long-standing safety concern. Since 2015, there have been 2 reported crashes involving pedestrians and 15 angled crashes within the intersection. The angle crashes occur when one vehicle on one street or approach strikes another vehicle on another street or opposing approach. Several of these angle crashes occurred when drivers turning from Yale Drive conflicted with drivers traveling through Duke Street.

The volume and traveling speeds on Duke Street, as well as the existing lane configuration, make it challenging for drivers turning left onto Duke Street, which leads to more prevalent conflicts between drivers traveling through the intersection. By their nature, angle crashes also present a higher risk of severe injury or death than other types of crashes (e.g. rear-end crashes).

In 2017, the Alexandria City Council adopted the Vision Zero Action Plan with a goal of eliminating traffic fatalities and severe injuries. Vision Zero also espouses a Safe Systems approach, which emphasizes mitigating crash risk and developing a transportation system where when people make mistakes, it does not result in serious injury or death.

DISCUSSION: The intent of the turn restriction is to reduce the number of crashes within the intersection. Restricting left turns removes the conflict between drivers traveling through the intersection on Duke Street and drivers turning left from Yale Drive. This restriction directly targets the root cause of past crashes at this location, some of which have resulted in visible injuries.

In addition, the turn restriction could be a deterrent for regional trips using Yale Drive as a cut-through route. Through previous investigations and analysis, it was determined regional trips use Yale Drive during the PM Peak Period to travel from I-395 to the Telegraph Road interchange to I-495. According to StreetLight Data, approximately 57% of vehicles a day coming from either Janneys Lane or N. Quaker Lane, south of Janneys Lane, turns left on Duke Street using Yale Drive.

Prohibiting this movement would also improve travel flow on Duke Street by reducing the number of interruptions. Through this effort, as well as other efforts along Duke Street including the Duke Street Traffic Mitigation Pilot, drivers will be incentivized to stay on Duke Street and not use local streets for regional trips.

To improve pedestrian accommodations within the intersection, staff proposes to install a pedestrian refuge island (Attachment 2). The proposed pedestrian refuge island not only allows for a safer environment for pedestrians crossing Yale Drive, but also reinforces the proposed turn restriction by providing a physical barrier to prohibit the left-turn movement.

OUTREACH: The City met with Clover College Park Civic Association (CCPCA) on Thursday, October 21 to discuss this proposal. CCPCA had reached out to their membership prior to the meeting with the proposal and did not express significant concerns.

During the meeting, some residents expressed interest in including enhanced measures to improve pedestrian visibility. In response, staff plans to include a pedestrian panel sign in the refuge area that states “Stop for Pedestrians”. In addition, the streetlights along Duke Street, as well as on Yale Drive, are slated to be updated to LED lights, which will make the area more visible.

ATTACHMENTS:

Attachment 1: Aerial Image; Existing and Proposed
Attachment 2: Turning Movements

ATTACHMENT 1: Aerial Image

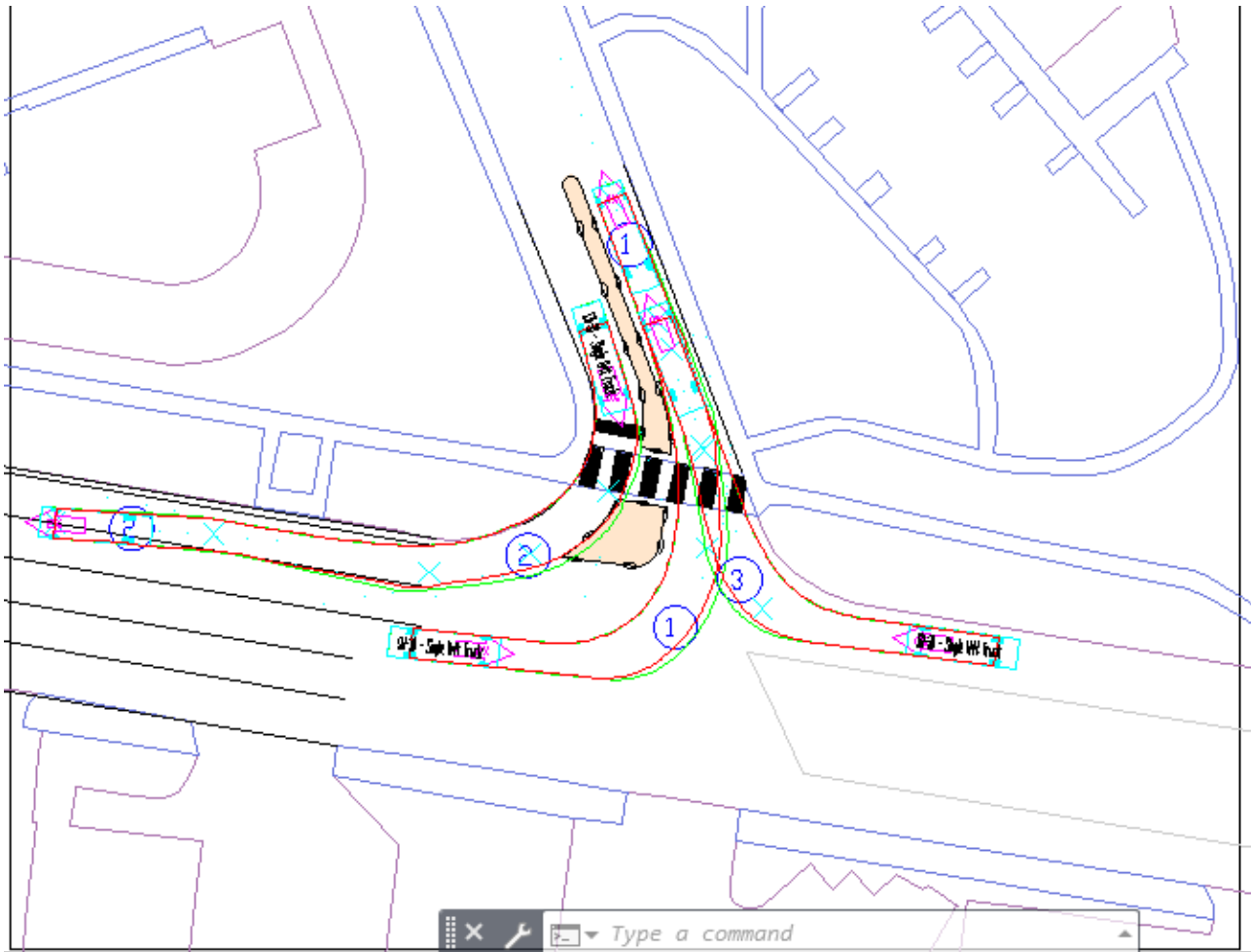
Existing



Proposal:



ATTACHMENT 2: Truck Turning Movement Exhibit



City of Alexandria, Virginia

Traffic and Parking Board

DATE: November 15, 2021

DOCKET ITEM: 11

ISSUE: Consideration of a recommendation to adopt Parklet Requirements for a Citywide permanent parklet program

REQUESTED BY: City Staff

LOCATION: Citywide

STAFF RECOMMENDATION: That the Traffic and Parking Board approve the revised Parklet Requirements.

BACKGROUND: In February 2020, the Board recommended approval of a pilot program for public use parklets, enabling applicants to convert parking spaces into small public parks. The proposed Pilot allowed for a total of six (6) parklets to be installed seasonally, from Spring to Thanksgiving.

As a response to the COVID-19 Pandemic, in May 2020, City staff created a process for the temporary expansion of outdoor dining on sidewalk areas, parking lots, and on-street parking spaces. Guidelines for the location and design of these on-street dining spaces was based on a modified version of the parklet design guidelines.

Throughout the course of the program, there have been 50 applicants for parking spaces outside of the 100 block of King Street, using a maximum of 117 parking spaces. Since the start of the program, several applicants have removed their outdoor dining operations. Currently, approximately 104 parking on-street spaces are approved for use. The temporary program is currently authorized through April 1, 2022.

At the September 2021 meeting, the Board recommended the Council adopt a permanent parklet program for the City. On October 16, the Council adopted an ordinance to add parklets as a permitted encroachment into the right of way, as well as a zoning text amendment to allow for private commercial use of these spaces.

DISCUSSION: Staff are proposing a revised set of Parklet Requirements (Attachment 1) for both public and commercial use parklets. The requirements include location criteria, basic dimensional design requirements, as well as an outline of the process for applying.

Outreach/Application Process: The proposed process for parklet applications includes the following elements:

- **Step 1: Pre-submittal meeting.** Applicants would meet with Staff to review the concept and discuss any specific requirements or conditions for the proposed location.
- **Step 2: Outreach.** The guidelines call for the applicant to obtain permission from property owners and businesses fronting on the subject parking space. Additionally, the applicant must notify all businesses and residents on the block. The City will also post signs at the proposed location for 14 days, requesting comment. If the City receives objection, the concept will be docketed for a public hearing before the Board.
- **Step 3: Application.** Applicants will submit the required documents for departmental review, including T&ES, Fire Department, Code Enforcement, and Planning & Zoning.
- **Step 4: Approval and installation.**
- **Step 5: Annual renewal.**

For outreach, the proposed process mirrors similar processes the Board has developed for removing parking at intersections and for bus stop improvements: the specific location will be posted with information to comment. If there is any opposition, then the item will be docketed for a public hearing before the Traffic & Parking Board.

The document also specifically notes the Board’s purview over “substantial changes to traffic and on-street parking regulations” as the basis for their role in regulating parklets going forward.

Concentration of Parklets: At the September Board meeting, the Board expressed concerns about an excess of parklets on any particular block. Staff have not included any specific limits in these requirements. A numerical limit on the number of parklets or the number of parking spaces used on a particular block would require Staff to adjudicate potentially competing applications on a given street. Instead, the proposed process will allow for any controversial applications to be heard before the Board.

Additionally, staff note that the proposed Parklet Requirements will require a substantial investment from applicants, both to build out the parklet structure as well as to pay any associated fees. Staff anticipate both of these requirements will reduce the overall demand for parklets compared to the current emergency program, which does not charge fees.

Guidelines for Closed Streets: The parklet guidelines will technically apply to all streets, however, the revised guidelines make clear that certain conditions are not applicable on streets closed to traffic (such as the 100 block of King Street). These conditions are identified in the document.

Guidelines for Temporary Parklets: The document also provides for the possibility of temporary parklets, including commercial use parklets, for short-term events such as a weekend or single-day event. Short-term installations will not need to meet all of the same design criteria.

Next Steps: The current pandemic-related emergency authorization for in-street dining will expire on April 1, 2022. Businesses currently participating in the temporary program have expressed a desire to have clarity on future requirements as soon as possible in order to prepare applications during the winter so that they can apply for permits in early 2022.

The Guidelines also reference fees for parklets. These fee levels have not yet been finalized; Staff anticipate that specific fees will be set by a Council resolution.

OUTREACH: Regarding parklets generally, the City created a feedback form to solicit input from residents, businesses, and visitors about the City’s temporary outdoor dining programs, as well as other measures adopted during the pandemic. The form was open from August 3 to September 10, 2021 and received more than 2,700 responses. Among respondents:

- 91% of respondents are more likely to visit a restaurant that has outdoor seating
- 67% of respondents had a positive or very positive experience with outdoor dining in an on-street parking space during the pandemic
- 74% of respondents wanted to see outdoor dining in an on-street parking space continue permanently
- Among business respondents, 66% wanted to see outdoor dining in on-street parking spaces adopted permanently.

Regarding the Parklet Requirements specifically, Staff have circulated the draft requirements to business associations, including the Old Town Business Association and Visit Alexandria. Staff have incorporated feedback from OTBA and others to clarify the different requirements for closed streets, and have also facilitated dialogue between the Fire Department and businesses regarding public safety requirements.

Additionally, the Parklet Requirements were sent to all existing permit holders under the temporary program.

Staff are in the process of sending the Requirements for comment to various civic associations, including the Old Town Civic Association, the Del Ray Citizens Association, Braddock Station Civic Association, NOTICe, and the Carlyle Council.

At the time of publication, Staff had not received comments on the document, but will update the Board on any comments at the public hearing.

ATTACHMENTS:

Attachment 1: City of Alexandria Parklet Requirements

ATTACHMENT 1:
Parklet Requirements

City of Alexandria
Parklet Requirements

Overview

Parklets are an extension of the sidewalk into the parking lane to be used for open space, public seating, or extra space associated with a business, such as a restaurant or a retail establishment. As referenced in Section 5-2-29 of the City Code, parklets are permitted encroachments within the public right of way, subject to compliance with these Parklet Requirements approved by the Traffic and Parking Board.

In general, parklets typically occupy 1-2 parking spaces. More than 2 spaces may be considered on a case-by-case basis with written support from adjacent property owners and businesses and written justification from the applicant outlining the need for a larger parklet. For these purposes, a parking space is 20' long by 7-8' wide, but in no case shall it extend into a vehicular or bicycle travel lane, or into a designated emergency vehicle easement.

Parklets may be used for a private, commercial use if the applicant complies with the requirements of the Zoning Ordinance (specifically Section 7-1500). Otherwise, parklets shall be considered public spaces and open to the public at all times.

Parklets shall be permitted through the process established in these requirements and may be approved for up to one year. Permits may be renewed, subject to continued compliance with the Parklet Requirements and payment of permit fees.

Parklets on streets closed to vehicular traffic are reviewed under these requirements. Closing a street to vehicular traffic requires specific planning and action from the City Council. Specific parklet requirements may not apply on closed streets, or a different standard may apply. These requirements are noted.

The parklet requirements also apply to short-term parklets (parklets in place for less than 7 days). Specific design requirements may not apply for short-term parklets and are noted in the Design Requirements section. This will accommodate short events without requiring a full build-out of a parklet.

The Traffic and Parking Board has reviewed these requirements and approved them on **DATE, 2021**. Changes to these requirements will be considered at a public hearing before the Board.

The Traffic and Parking Board is charged with considering substantial changes to traffic and on-street parking regulations (City Code 5-8-2). The Board's authority is focused on changes to on-

street parking generally, including the location and number of parklets, as well as impacts on other parking nearby.

These requirements have also been coordinated with internal City departments including Fire, T&ES, Police, Planning and Zoning, and Code Administration to ensure coordination and compliance with relevant codes and requirements.

Parklet Locations

Parklets considered under these requirements are permitted in public right-of-way and subject to the following:

Parklets are NOT permitted:

- In dedicated bus lanes (against the curb) or bus stop areas (minimum 50' of curb space before nearest bus stop)
- In dedicated bike lanes
- In Emergency Vehicles Easements
- Where rush hour regulations exist (e.g. Washington Street)
- Within 20 feet of an intersection, unless specific factors related to the surrounding location and design justify approval by the director of T&ES
- Within 10 feet of a curb cut to a driveway, parking lot/garage, or alley, unless approved by the director of T&ES
- Within 20 feet of a storm inlet
- On street curves or hills where horizontal or vertical sight distance is an issue
- Within 15 feet of a fire hydrant
- To obstruct or cover up access to underground public infrastructure or utility such as a manhole, with a semi-permanent structure, such as a parklet deck or planter
- On a street with posted street sweeping restrictions
- On streets with a speed limit of more than 25 mph or with high vehicle traffic volumes (e.g. Patrick and Henry)
- To replace a loading zone, handicap parking, or otherwise designated curbspace unless the space and restrictions are reviewed by the Traffic and Parking Board pursuant to Section 5-8-3(f) and recommended to be changed
- To obstruct existing or planned Capital Bikeshare stations or bike and scooter corrals

Parklets located on streets on the City's [Planned Paving List](#) within the upcoming year will be conditionally approved with a requirement that the parklet host must remove the parklet within 30 days of notice by the City. The City reserves the right to require removal with a shorter notice if emergency conditions warrant removal.

Applicants *may* host a parklet that is on the City's sidewalk improvement plan within the upcoming year, with the understanding that the parklet may be required to close for a short period during sidewalk improvements. In some cases, the parklet may need to be removed completely, and then can be reinstalled. City staff can provide more information on a case-by-case basis.

Each parklet location will be reviewed for potential impacts to fire access. Specific locations may not be approved if the City determines the parklet will obstruct the required turning radius for emergency vehicles.

Design Requirements

Parklets must meet the following design requirements. Exceptions for parklets on streets that are permanently closed and temporary parklets are noted.

Buffer: Maintain a 4 foot buffer from other parking spaces and a 1-2 foot buffer between the parklet and the travel lane (the wider buffer will be required on streets with transit and other locations deemed necessary). Two wheel stops and two flexible posts at minimum (City to provide and install).

- *The buffer is not required for parklet on streets that are permanently closed.*

Edge Barrier: Provide a continuous 3-4 foot high barrier along all sides of the parklet except the side facing the sidewalk to separate parklet users from vehicle traffic. This may include planters, railings, fences, or traffic barricades. The barrier may not be within the required buffer and may not extend into an emergency vehicle easement. The Director of T&ES reserves the right to require additional barriers if determined necessary for specific locations. Where edge barriers obstruct access or egress to the main building entrance or direct access from the street to a Fire Department Connection, the edge barrier must be easily removable by one person.

- *A continuous edge barrier is not required on closed streets. However, other design or licensing criteria may require a barrier, depending on the use of the parklet (e.g. ABC regulations may require a fence around areas where alcohol will be consumed.) In such case, the edge barrier must meet the requirements stated above.*

Accessibility: Conform to ADA standards and requirements and the Uniform Statewide Building Code.

Platform Surface: The top of the parklet must be flush with the curb and seamless connection with no more than a 1/2" gap.

- *Short-term temporary parklets are encouraged, but not required to be flush with the curb.*

Drainage: The parklet should not inhibit the drainage of stormwater runoff. Small channels between the base and the platform must be provided, particularly along the curb, to facilitate drainage. A minimum of 2" of vertical clearance between the pavement/gutter and the bottom of the parklet shall be provided for a minimum of 2 feet from the curb. Additional clearance may be required depending on curb height.

- *Short-term temporary parklets that do not construct a platform and are set up on existing pavement must ensure any barriers or furnishings are outside of the gutter to allow water and debris to flow freely.*

Visibility: Parklet should have vertical elements that make them visible to traffic. Four inch 4-inch wide orange and white retroreflective stripes shall be mounted to the outside of the railing facing oncoming traffic. The structure of the parklet should not greatly obstruct visibility between the sidewalk and the roadway.

- *This requirement may not be required for parklets on streets that are permanently closed.*

Emergency Access: The parklet shall allow for visible and clear access to all building fire department connections and shall not cause any obstruction or interference with the path of egress from the building. The design of the parklet shall ensure a minimum 5-foot wide unobstructed sidewalk clearance is maintained between the front of the building to the beginning of the parklet.

Materials: The parklet shall be assembled with sustainable and durable, weatherproof materials and contain walking/rolling surfaces that are firm, stable, and slip-resistant. Materials must comply with specific design standards established by Planning and Zoning.

Landscaping: Landscaping and greenery is strongly encouraged as part of any parklet design. Applicants should consider how plants will do in specific locations and weather conditions. Watering and maintenance of any landscaping is the responsibilities of the host. Landscape container design and size are subject to design standards established by Planning and Zoning. Landscaping design shall not create a continuous barrier that causes an obstruction to Fire Department access.

Lighting: Low impact lighting may be a part of the parklet design, subject to the design standards established by Planning and Zoning. Lighting should be self-sustaining (battery or solar-operated). Extension cords are not permitted.

Generators or fuel fired appliances: These items are subject to a building permit review and fire prevention permit review by the Department of Code Administration and Fire Department prior to installation.

Electric Heaters: Depending on type or proposed location, may require additional review by the Department of Code Administration and Fire Department.

Awnings and other overhead coverings: No overhead coverings, including temporary tents, are permitted in the design for the parklet except for umbrellas, subject to design standards established by Planning and Zoning.

Signage: For public parklets, signage must be installed in the parklet indicating it is open to the public. For commercial parklets, no signage advertising of the business is permitted.

Removal: Parklets should be designed to be able to be disassembled within 24 hours if necessary, for emergencies or special events. Removal of the parklet is the responsibility of the applicant, as is the disposal or storage of the parklet after removal.

Maintenance Requirements

Parklet hosts are required sign maintenance agreements with the City that outline maintenance responsibilities.

Parklet subsurface and surface elements shall be kept clean and in a state of good repair at all times. This includes, but not limited to, the following:

- Sweep the Parklet surface and the area surrounding the Parklet
- Water and maintain the Parklet's vegetation
- Clean the Parklet platform, seating, and other Parklet elements
- Remove any debris, litter, grime, or graffiti from the Parklet surface and around and under the parklet
- Clean beneath the parklet prior to and after storms to ensure gutters are unobstructed
- Replace any failing Parklet elements or components
- Provide pest control as necessary

Drainage function of the gutter pan area shall be maintained at all times. Violation will cause the termination of a Parklet and removal will be required.

Leaf removal and snow removal in and surrounding the parklet, including the sidewalk, is the responsibility of the Parklet Host.

During storm and snow events, the applicant is encouraged to remove the parklet to prevent damage. The City is not responsible for any damage to the parklet resulting from storm recovery or snow removal operations.

Parklets are subject to temporary removal from time to time for City purposes including, but not limited to, streetscape or other public improvements in the area, public utility repair and replacement, and public safety reasons. The temporary removal will be at the Applicant's expense. Except in emergency situations, the City will provide 30 days notice to removal the parklet. Emergency access may be required with shorter notice depending specific circumstances.

Upon permanent removal of the Parklet, either at the City's direction or expiration of the Parklet permit, the Applicant shall restore the area to its original condition, or a condition approved by the City.

Insurance Requirements

Commercial general liability insurance is required for the duration of the parklet permit. Parklet hosts shall maintain the types of coverages and minimum limits indicated below, unless the City Risk Manager approves a lower amount, in his sole discretion. The required minimum limits may be met by any combination of primary and excess or umbrella policies:

- Commercial General Liability Insurance. \$1,000,000 each occurrence with \$2,000,000 general aggregate covering all premises and operations and including bodily injury, property damage, personal injury, completed operations, contractual liability, independent contractors and products liability.
- Automobile Liability. \$1,000,000 combined single-limit per accident for bodily injury and property damage.
- Workers' Compensation and Employer's Liability. Virginia Statutory Workers' Compensation coverage including Virginia benefits and employer's liability with limits of \$500,000.

The applicant must also cover the City of Alexandria as “primary and non-contributory” additionally insured.

The City of Alexandria should be given at least 30 days advance notice of cancellation of any of the required insurances. Failure to maintain the required insurance coverage shall be deemed a default for purposes of the permit. The City shall have the right, but not the obligation, to remove the parklet at the Permittee’s expense and/or to purchase such insurance at the Permittee’s expense.

Application Process

Step 1: Pre-Submittal Meeting

- Contact T&ES - Mobility Services to discuss proposed location and design concept

Step 2: Outreach:

- Required approvals:
 - If the applicant is not the owner of the building in front of the parklet, the property owner must approve the location of the parklet. If the applicant owns the property, indicate so in the application.
 - If the proposed parklet would be located in parking spaces other than those fronting the applicant's space, letters of support from the businesses, residents, and property owners are required.
- Notification:
 - The Parklet host must provide notice to all businesses, neighborhood organizations, and residents on the block where they are applying to host a parklet.
 - Notification should include (at minimum) a basic design concept, the number of parking spaces or length of curbspace the parklet will occupy, and the applicant's contact information.
 - Applicants must provide the City with a list of the addresses notified and an example notice (City to provide notice template).
- City Notice:
 - City will post a sign for 14 days at the proposed parklet location indicating a parklet is under consideration and inviting public comment. Notice will also be provided online and through the City's eNews.
 - If no concerns are received, the parklet will be approved administratively by staff, subject to these Parklet Requirements, without a public hearing before the Traffic and Parking Board.
 - If concerns are received, Staff will coordinate with the applicant and may require review by the Traffic and Parking Board at a public hearing.

Step 3: Submit Permit Application(s):

- An application for a parklet shall be submitted to the T&ES Permit Office/APEX
- Application requirements:
 - Site plan showing the location of the parklet.
 - Must be to scale with all dimensions provided and existing conditions noted.
 - Example site plan
 - Construction plans showing the design of parklet and how it will be constructed (MOT plans)
 - Depending on design, plan may need to be sealed by a Professional Architect or Professional Engineer licensed in the Commonwealth of Virginia.
 - Depending on design, a building permit may be required.
 - Proof of outreach and notice as required in Step 2

- Certificate of insurance
- Maintenance Agreement
- Commercial use details – supplemental application (only applicable for businesses using the parklet)
-
- Application will be reviewed by the following departments:
 - T&ES – Mobility Services
 - T&ES – DROW
 - T&ES - Operations
 - Fire
 - Code
 - Planning and Zoning
- Review departments will include specific conditions of approval on for the permit.

Step 4: Approval and Installation:

- After all reviewers have approved, T&ES Permit Office issues the permit after all fees have been paid and maintenance agreement is signed by all parties.
- The applicant installs the parklet and calls for an inspection.
 - T&ES C&I will inspect parklets to ensure it is consistent with the location approved in the permit and appropriate buffers and safety features (wheel stops, reflectors, etc.) are installed.
 - P&Z Zoning Inspector will inspect for commercial use aspect in King Street Outdoor Dining area. Zoning Inspectors will review specific complaints related to the commercial use and materials in P&Z design standards for all parklets.
 - Fire Department shall inspect parklets to ensure it does not impeded egress from building and there is adequate fire access to all hydrants and FDCs.
 - Code may require an inspection of the parklet if determined during the review process.

Step 5: Annual Renewal

- The City will send a reminder about permit renewals 30 days prior to the permit expiring. The reminder will note that if the permit is not renewed, the parklet must be removed by the date the permit expires.
- Permits will be approved through March 31st and can be renewed annually. If there are no changes to the design and location, the permit will be renewed upon payment of fees and submission of updated documents (insurance, maintenance agreement, etc.)
 - Note: locations will be reviewed for potential impact from proposed paving in the next year and will be conditioned accordingly if the parklet will need to be removed.

Permit Fees - TBD

Permanent Parklets

Temporary Parklets