

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, OCTOBER 25, 2021, 7:00 P.M.
VIRTUAL**

Due to the COVID-19 Pandemic emergency, the October 25, 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_jRHYOxkbQR-T07SOTkclsw

Meeting ID: 964 0578 4561

Passcode: 307793

SIP: 96405784561@zoomcrc.com

Passcode: 307793

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, OCTOBER 25, 2021, 7 P.M.
VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Virtual Meeting Resolution
3. Approval of the September 27, 2021 Traffic and Parking Board meeting minutes.
4. **WRITTEN STAFF UPDATES**
 - Duke Street Truck Traffic
 - FY 2023 Budget Priorities
5. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
6. **PUBLIC HEARING FOLLOW UP**
 - 100 block of King Street Closure
 - Permanent Parklet Program

CONSENT ITEMS

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

PUBLIC HEARING

8. **ISSUE:** Consideration of a request to modify parking on Rayburn and Reading Avenues
9. **STAFF UPDATES:**
 - Duke Street Traffic Mitigation Pilot

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 27, 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: October 25, 2021

William Schuyler, Chair
Traffic and Parking Board

ATTEST:

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 27, 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: 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, Katye North, Division of Mobility Services, Victoria Caudullo, Urban Planner III, and Jennifer Slesinger, Principal Planner.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the July 26, 2021 Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Kane to approve the minutes of the July 26, 2021, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:**
 - a. Dockless Mobility and Ad Hoc Scooter Task Force Recommendations
 - b. Capital Bikeshare Expansion
4. **PUBLIC DISCUSSION PERIOD:** Ms. Alexander had concern about parking issue on N Washington in front of her clinic. She also raised concerns about parking enforcement.

CONSENT ITEMS

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

5. **ISSUE:** Consideration of a request to designate a disability parking space at 3110 Wellington Rd.
6. **ISSUE:** Consideration of a request to remove a loading zone at 300 N. Henry St and replace with 2 Hour parking.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to approve item number 5 and 6 off the Consent items list. The motion carried unanimously.

PUBLIC HEARING

7. **ISSUE:** Consideration of a request to convert two unrestricted parking spaces into a loading zone near 417 Hume Ave for a childcare center

DISCUSSION: Mr. Block presented the item to the Board. The Board wanted to make sure the certificate of occupancy to be issued for the childcare center before installing signage, so that the loading zone signs were not prematurely installed. Mr. Kane noted the contradiction that administrative Special Use Permits for businesses such as a childcare center are predicated on action from the Board.

PUBLIC TESTIMONY: Ms. Harris and Mr. Martin spoke in favor of the request. Mr. Blum spoke against the request and in favor of a delay to holistically consider safety on the block.

BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Osborne to approve the request for of a request to convert two unrestricted parking spaces into a loading zone near 417 Hume Ave for a childcare center with conditions which are the occupancy permit has to be obtained before any signage installation; the applicant need to have to have community engagement about safety measure. The motion carried unanimously.

8. **ISSUE:** Consideration of a request to remove metered parking spaces on South Peyton Street to install a bikeshare station

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

PUBLIC TESTIMONY: Mr. Paul spoke in favor of this request.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to approve a request to remove metered parking spaces on South Peyton Street to install a bikeshare station. The motion carried unanimously.

9. **ISSUE:** Consideration of a request to update private signage with official City signage for approximately 33 parking spaces signed No Parking on Mondays, Wednesdays, and Fridays from 8 a.m. to 12 p.m. along N. Howard Street, N. Imboden Street, and Raleigh Avenue for access to the dumpsters for the Foxchase apartments.

DISCUSSION: Mr. Block presented the item to the Board.

PUBLIC TESTIMONY: Mr. Dwyer, the applicant came to speak on this item.

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Lewis approve a request to update private signage with official City signage for approximately 33 parking spaces signed No Parking on Mondays, Wednesdays, and Fridays from 8 a.m. to 12 p.m. along N. Howard Street, N. Imboden Street, and Raleigh Avenue for access to the dumpsters for the Foxchase apartments. The motion carried unanimously.

10. **ISSUE:** Consideration of a request to recommend that the Council close the 100 block of King St and remove 25 parking spaces.

DISCUSSION: Mr. Block and Ms. North presented the item to the Board. Mr. Osbourne endorsed the street closure and asked about any future expansion to neighboring blocks. Mr. Schuyler noted the need to maintain access for persons with disabilities and asked about fees for businesses using the space. Ms. North noted that the businesses would pay fees which the Council would set via resolution.

PUBLIC TESTIMONY: Mr. Paul spoke in favor of this request.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to recommend that the Council close the 100 block of King St and remove 25 parking spaces. The motion carried unanimously.

11. **ISSUE:** Consideration of a recommendation that the Council Adopt a Permanent Parklet Program to Enable Commercial Use and Public Use Parklets.

DISCUSSION: Mr. Block presented the item to the Board, noting that the proposed program is an evolution of a previous pilot program and a transition from the temporary Pandemic programs for outdoor dining, and that following the creation of a program, Staff would bring design guidelines back to the Board for their approval. The Board had concerns about the number of parklet spaces on one block, the permanent design guidelines, and drainage issues. The Board also provided feedback to Staff regarding the process for approving parklet locations and ensuring the community is informed of applications.

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

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to recommend that the Council Adopt a Permanent Parklet Program to Enable Commercial Use and Public Use Parklets. The motion carried unanimously.

12. **ISSUE:** Consideration of an endorsement of the Curb Space and Parking chapter of the Alexandria Mobility Plan

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

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

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Bonnard to endorse the Curb Space and Parking chapter of the Alexandria Mobility Plan. The motion carried unanimously.

13. **STAFF UPDATES:**

- Staff update on StreetLight Data
- Update on creation of an administrative process for pick-up and drop-off zones for restaurant delivery and pickup.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 27, 2021
DOCKET ITEM: 4
ISSUE: Written Staff Updates

DUKE STREET TRUCK TRAFFIC: The City has move forward with the Duke Street Truck Traffic Investigation. The investigation will include a street characteristic assessment, traffic volume and traveling speeds data collection, truck percentage assessment and crash history along the 100 block to 600 block of Prince Street, Duke Street, Wolfe Street and Wilkes Street. With this analysis, we are looking to not only assess the traffic characteristics of Duke Street but compare the results with adjacent streets as well.

The City installed traffic data collection devices on each block of each street. Although we have limited devices, we plan to schedule the installation of the devices on the same block of each street during the same week. For example, a device will be placed on the 500 block of Prince Street, Duke Street, Wolfe Street, and Wilkes Street all within the same week. In addition, we will use the new StreetLight platform available to city staff that allows us to use historical trip information based off of GPS data in mobile devices and vehicles. We will use this historical information and compare with the new data collected.

The City started the data collection the first week of October. Staff plans to summarize our findings in a report slated to be complete within Spring 2022. Once complete, we will present our findings to the community and bring forward to the Board.

FY 2023 BUDGET PRIORITIES: The City Manager is seeking feedback from City boards, committees, and commissions to inform the development of the FY 2023 budget. The Manager would like specific feedback about the Board’s highest priorities, as well as areas where additional resources are needed. The Manager’s focus areas are on **smart, equitable, and green** progress in 2023.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 27, 2021
DOCKET ITEM: 5
ISSUE: Public Hearing Follow-up

100 BLOCK OF KING STREET: On October 16, 2021, the City Council approved the permanent closure of the 100 block of King Street to vehicular traffic. Staff will continue to work with stakeholders along the 100 Block to develop a specific plan for near-term improvements to the barricades, seating areas, and signage on the 100 block.

During discussion, the Council noted several potential ideas to mitigate any parking and traffic impacts and expressed a desire to discuss at a future legislative meeting.

PARKLETS: On October 16, 2021, the City Council approved the creation of a permanent program for public use and commercial use parklets on City streets. Both the Council and Planning Commission offered feedback about the Parklet Program as well as the Draft Parklet Guidelines.

Staff anticipate bringing an updated version of the Parklet Guidelines to the Board at the November meeting.

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.

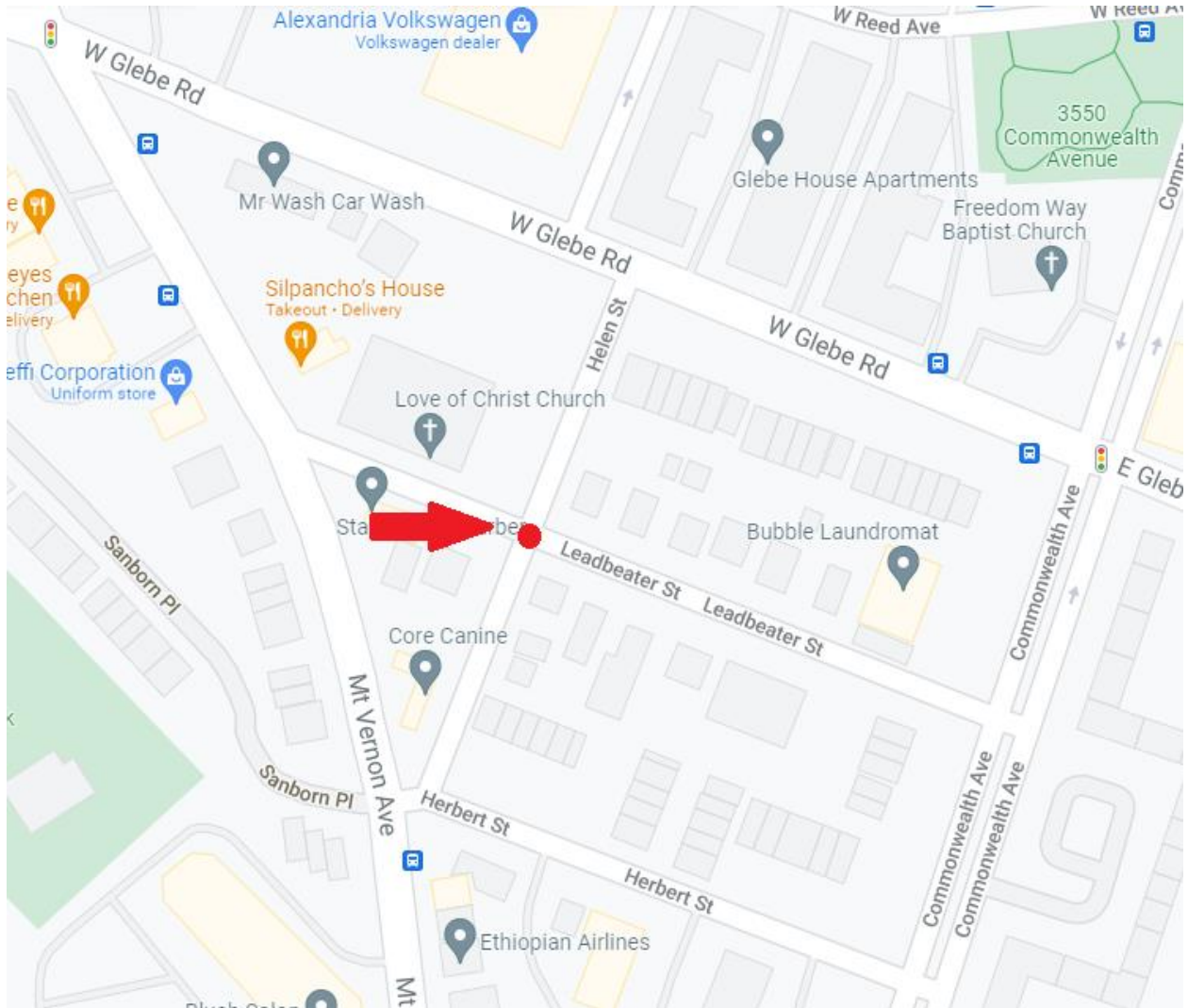
STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to remove a parking space at the intersection of Helen Street and Leadbeater Street.

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.

ATTACHMENT 1: Location



ATTACHMENT 2: Streetview from Northbound traffic



ATTACHMENT 3: Data report



City of Alexandria
301 King Street

Alexandria, Virginia, United States 22314
703-745-4037 www.alexandria.gov
"Working Today for a Better Tomorrow"

Count Name: Leadbeater Street and Helen
Street Sep 2021
Site Code:
Start Date: 09/16/2021
Page No: 1

Turning Movement Data

Start Time	Helen St SB Southbound					Leadbeater St WB Westbound					Helen St NB Northbound					Leadbeater St EB Eastbound					Incl. Total	
	Right	Thru	Left	U-Turn	Feeds	Right	Thru	Left	U-Turn	Feeds	Right	Thru	Left	U-Turn	Feeds	Right	Thru	Left	U-Turn	Feeds		APP. Total
6:30 AM	0	5	1	0	0	0	3	1	0	0	0	4	0	4	0	0	1	1	0	0	4	2
6:45 AM	3	2	1	0	0	1	1	0	0	2	2	3	4	0	0	0	1	0	0	1	4	13
Hourly Total	3	7	2	0	0	1	4	1	0	2	6	3	5	0	0	1	3	0	0	1	8	26
7:00 AM	1	0	0	0	0	1	0	0	0	2	1	1	6	0	0	1	7	0	1	0	9	10
7:15 AM	1	0	0	0	0	1	0	2	0	0	4	4	3	2	0	0	9	0	4	1	0	19
7:30 AM	0	1	0	1	0	2	0	0	0	1	7	4	3	0	0	1	7	0	1	1	0	18
7:45 AM	1	3	1	0	0	2	0	0	0	3	1	4	0	0	1	5	0	2	1	0	1	17
Hourly Total	3	4	1	2	0	10	0	12	3	0	18	10	10	2	0	3	20	0	6	3	0	54
8:00 AM	3	5	1	1	0	12	0	3	0	0	3	1	3	1	0	4	5	1	4	2	0	27
8:15 AM	4	6	0	0	0	10	0	4	0	1	4	1	5	0	0	6	2	2	0	0	0	24
8:30 AM	3	0	0	0	0	3	0	3	0	0	2	3	3	0	0	0	5	0	4	2	0	17
8:45 AM	11	4	0	0	1	16	0	3	0	0	2	3	4	0	0	0	7	0	0	0	1	26
Hourly Total	23	15	1	2	1	41	0	13	0	5	13	7	15	1	0	4	23	3	10	4	0	84
9:00 AM	8	6	0	0	0	14	0	5	0	1	5	0	5	2	0	1	7	0	3	4	0	33
9:15 AM	8	4	0	0	0	12	1	1	0	0	1	2	2	0	0	0	4	0	5	2	0	25
9:30 AM	4	1	0	0	1	5	0	1	0	0	1	0	2	0	0	0	2	1	7	2	0	16
9:45 AM	5	0	0	0	0	5	1	1	0	0	2	0	0	1	0	0	1	0	0	3	0	11
Hourly Total	25	11	0	0	1	36	2	8	0	5	10	2	9	3	0	1	14	1	15	11	0	67
10:00 AM	5	2	0	0	0	7	0	3	0	0	1	3	0	3	1	0	4	0	2	4	0	20
10:15 AM	9	3	1	1	1	14	0	2	0	0	2	0	3	0	0	3	1	4	0	0	0	24
Hourly Total	14	5	1	1	1	21	0	5	0	1	5	0	6	1	0	0	7	1	6	4	0	44
2:00 PM	5	2	1	0	0	8	0	4	0	0	4	0	4	3	0	0	7	0	6	0	1	27
2:15 PM	7	5	0	0	1	12	0	5	0	1	5	0	4	1	0	0	5	0	1	4	0	37
2:30 PM	2	5	1	0	0	8	0	2	1	0	0	3	0	4	1	0	0	5	1	4	0	23
2:45 PM	8	5	0	0	0	13	0	4	0	0	4	0	6	0	1	0	7	0	3	3	1	34
Hourly Total	22	20	2	0	1	44	0	15	1	0	16	0	18	5	1	0	24	1	16	8	1	111
3:00 PM	5	6	1	0	0	12	0	6	1	0	0	7	1	6	0	0	7	0	1	2	0	33
3:15 PM	0	6	1	0	0	7	1	2	0	0	0	3	0	5	1	0	1	6	0	4	2	22
3:30 PM	3	2	0	0	0	7	0	4	0	0	0	4	0	2	0	0	1	2	0	1	0	17
3:45 PM	5	2	0	0	1	7	1	3	2	0	1	6	1	7	1	0	0	5	1	6	0	29
Hourly Total	13	16	4	0	1	33	2	15	3	0	1	20	2	20	2	0	2	24	1	14	5	67
4:00 PM	3	5	1	0	0	13	0	1	1	0	5	2	0	1	0	0	1	0	3	4	0	23
4:15 PM	3	5	0	0	0	9	0	9	0	0	1	9	2	6	2	0	0	10	0	5	1	35

4:30 PM	1	4	1	0	0	6	0	4	0	0	1	4	1	4	0	0	0	2	5	0	4	2	0	2	6	21	
4:45 PM	3	6	1	0	0	10	0	4	0	0	1	4	1	1	0	0	3	2	0	7	7	0	0	14	30		
Hourly Total	10	25	3	0	0	30	0	18	1	0	0	19	4	11	3	0	5	18	0	19	14	1	2	34	108		
5:00 PM	2	2	0	0	0	4	0	4	0	0	0	4	1	1	1	0	1	3	2	3	2	0	0	7	18		
5:15 PM	3	9	0	0	0	12	0	3	1	0	0	4	0	6	0	0	0	6	3	4	2	1	0	10	32		
5:30 PM	2	5	0	0	0	7	0	3	1	0	0	4	0	4	0	0	1	4	0	3	3	0	0	6	21		
5:45 PM	6	5	0	0	0	11	0	4	0	0	0	4	1	4	0	0	0	5	0	7	1	0	0	8	28		
Hourly Total	13	21	0	0	0	34	0	14	2	0	0	16	2	15	1	0	3	18	5	17	8	1	0	31	99		
6:00 PM	1	2	0	0	0	3	1	5	2	0	0	6	2	2	0	0	0	4	1	5	4	0	0	10	25		
6:15 PM	5	4	0	0	0	9	0	2	0	0	0	2	0	4	2	0	0	6	0	4	5	0	0	9	26		
6:30 PM	2	4	0	0	0	6	0	0	0	0	0	0	0	3	0	0	0	3	1	6	1	0	0	8	17		
6:45 PM	3	1	0	0	0	4	0	4	2	0	0	6	0	1	1	0	0	2	0	1	3	0	0	4	16		
Hourly Total	11	11	0	0	0	22	1	11	4	0	0	16	2	10	3	0	0	15	2	16	13	0	0	31	84		
Grand Total	137	136	14	5	5	291	6	115	15	0	20	136	32	125	21	1	10	179	14	123	72	3	15	212	810		
Approach %	47.1	48.4	4.8	1.7	-	-	4.4	54.6	11.0	0.0	-	-	17.8	68.8	11.7	0.6	-	-	6.6	50.0	34.0	1.4	-	-	-		
Total %	18.7	18.5	1.7	0.6	-	26.6	0.7	14.1	1.8	0.0	-	16.6	3.9	15.3	2.6	0.1	-	21.9	1.7	15.0	8.8	0.4	-	25.9	-		
Lights	136	136	14	5	-	290	6	111	13	0	-	130	32	121	21	1	-	175	13	116	70	3	-	202	787		
% Lights	89.3	100.0	100.0	100.0	-	99.7	100.0	96.5	86.7	-	-	92.6	100.0	96.8	100.0	100.0	-	97.8	82.9	84.3	87.2	100.0	-	92.3	97.4		
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	0	-	0	1	
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	0.9	0.0	-	-	0.7	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1	
Trucks	1	0	0	0	-	1	0	2	2	0	-	4	0	4	0	0	-	4	1	4	2	0	-	7	16		
% Trucks	0.7	0.0	0.0	0.0	-	0.3	0.0	1.7	13.3	-	-	2.9	0.0	3.2	0.0	0.0	-	2.2	7.1	3.3	2.6	0.0	-	3.3	2.0		
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	3	0	0	-	3	4		
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.9	0.0	-	-	0.7	0.0	0.0	0.0	0.0	-	0.0	0.0	2.4	0.0	0.0	-	1.4	0.5		
Bicycles on Commute	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	
% Bicycles on Commute	-	-	-	-	0.0	-	-	-	-	7.7	-	-	-	-	-	11.1	-	-	-	-	-	-	-	-	-	-	
PeDESTRIAN	-	-	-	-	5	-	-	-	-	-	24	-	-	-	-	-	16	-	-	-	-	-	-	-	-	-	
% PeDESTRIAN	-	-	-	-	100.0	-	-	-	-	82.3	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 25, 2021

DOCKET ITEM: 7

ISSUE: Consideration of a request to modify on-street parking on Rayburn Avenue and Reading Avenue for safety improvements and install a Capital Bikeshare station

REQUESTED BY: T&ES Staff

LOCATION: Rayburn Avenue and Reading Avenue

STAFF RECOMMENDATION: That the Board recommend parking changes on Rayburn Avenue and Reading Avenue, with a net loss of four, for pedestrian safety and access improvements.

BACKGROUND: Rayburn Avenue and Reading Avenue are a local street and minor collector street, respectively, which connect to North Beauregard Street. These roadways provide access to John Adams Elementary School, a multifamily residential neighborhood, parks, an office complex, and a shopping center.

In 2017, the City conducted a Safe Routes to School Walk Audit for John Adams Elementary School. The [final report](#) included a number of recommendations to improve safety and comfort for schoolchildren and families on Rayburn Avenue and Reading Avenue. These recommendations include adding new crosswalks, upgrading existing crosswalks to high-visibility markings, adding and upgrading curb ramps, and installing median refuge areas to improve residents' ability to cross Rayburn and Reading Avenues.

In 2020, City staff initiated the Rayburn-Reading Complete Streets project to implement the John Adams Safe Routes to School recommendations. After conducting some initial community outreach via an annual repaving survey, the following project objectives were identified:

- Make crossing the street safer and more convenient
- Implement Safe Routes to School and Transportation Master Plan recommendations
- Improve safety around John Adams Elementary, especially for children
- Add and improve curb ramps for people using strollers or wheelchairs
- Fill sidewalk gaps, where feasible
- Balance safety and access improvements with residents' parking needs

Additionally, the City is expanding its Capital Bikeshare program and identifying station locations on the West End to enhance the equity of the system and serve more residents.

DISCUSSION: Rayburn and Reading Avenues are both two-lane roads with on-street parking on both sides. However, many intersections lack marked crosswalks at legal crossings. To facilitate pedestrian access and safety along the corridor, staff worked with an engineering consultant to design new crosswalks, curb ramps, sidewalks, and median refuge areas throughout the corridor. Together, these treatments can improve pedestrian safety, access, and comfort by:

- Providing clear crossing points that are easily seen by people driving
- Shortening crossing distances for pedestrians
- Enhancing access for people using wheelchairs, strollers, bikes, and other wheeled devices
- Allowing people walking to cross only one vehicle lane at a time

At certain locations, these safety treatments impact parking. In total, approximately nine on-street parking spaces are proposed to be removed (Attachment 1). In some locations, DASH bus stops were removed as part of the September rollout of the new DASH bus network. This provided an opportunity to propose adding some parking spaces without compromising pedestrian safety. In total, approximately five parking spaces are proposed to be added. The total proposed reduction in parking related to the pedestrian safety treatments amount to approximately four spaces across the entire ½ mile project area. It is worth noting that in addition to on-street parking, several off-street parking lots and service roads with on-street parking are also available throughout the neighborhood to meet parking demand.

Additionally, the Bike Ped Plan (2016) calls for a bikeshare station to be located in this project area. Staff identified a possible location for a bikeshare station that would not require the removal of parking, due to its location in an existing No Parking zone (Attachment 1) on Reading Avenue. The station will help improve mobility for people biking and encourage the use of healthy, sustainable forms of transportation.

OUTREACH: The proposed project plans are informed by a number of recent community outreach efforts, which are briefly summarized below:

- *John Adams Elementary ACPS Parent Travel Survey (Winter 2020):* In January 2020, Alexandria City Public Schools surveyed parents of John Adams schoolchildren about how they get to and from school. Of 19 respondents, six reported that their child walks to or from school. In the survey, parents shared their concerns with children walking or biking to school. Some of the roadway-related concerns included the amount of traffic along the route and safety of intersections and crossings.
- *Repaving Feedback Form (Spring 2020):* In early 2020, the City of Alexandria Department of Transportation & Environmental Services issued an online feedback form to the community to gather input on existing issues and desired improvements to the street. Staff received 34 responses related to Rayburn and Reading Avenues. Issues that were shared by residents include, but are not limited to:

- Difficulty crossing the street
 - Safety concerns near John Adams School entrance
 - Poor pavement condition
 - Unpredictable driving behaviors, such as unlawful U-turns
 - Parking issues, included limited parking availability
- *Draft Design Plans Feedback Form (Spring 2021):* In early 2021, the City shared the proposed project plans with the community and requested feedback. Multilingual informational project flyers were sent directly to all residents. Staff received 10 responses to the feedback form. Of the 10 respondents, nine said new crosswalks would be beneficial to the neighborhood. When asked to respond to the statement “It is worth removing some parking spaces to add new crosswalks”, six agreed, two disagreed or strongly disagreed, and two did not know. When asked to respond to the statement “This project can help improve safety for students and families”, nine agreed or strongly agreed, and one was neutral.

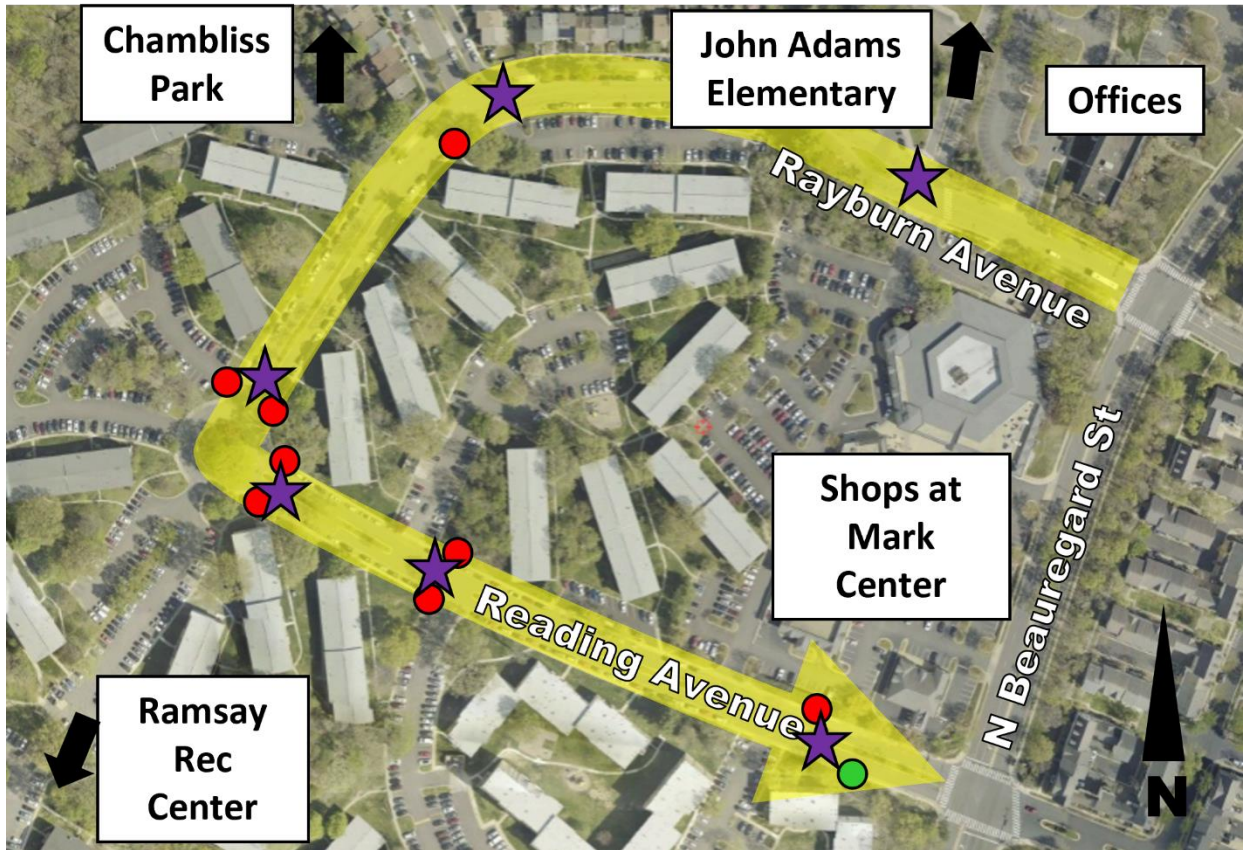
Some of the respondents provided narrative comments supporting the project, and two residents expressed some concern about parking changes. At this phase of the project, staff had recommended a net reduction of nine parking spaces throughout the project area. Staff attempted to respond to this concern by proposing an addition of four parking spaces where a bus stop was removed as part of the new DASH network. The current plans proposed a net reduction of four parking spaces across the project area.

- *Input from Property Owner and Apartment Manager (Spring/Summer 2021):* In Spring and Summer 2021, staff reached out to both the property owner’s representative and the apartment manager to seek comments on the proposed design plans. Staff received no comments.

ATTACHMENTS:

Attachment 1: Parking Impacts Exhibit

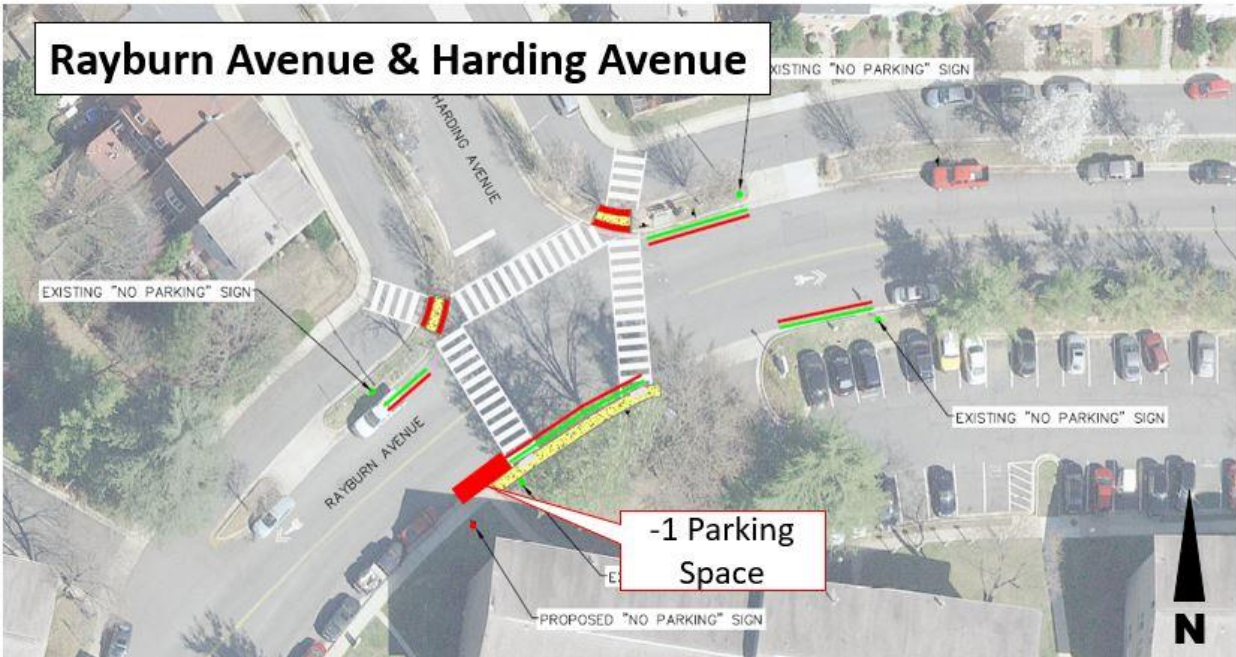
ATTACHMENT 1: Parking Impacts Exhibit



Map Legend:

-  Project Area
-  Parking Removed
-  Parking Added
-  New Crosswalks

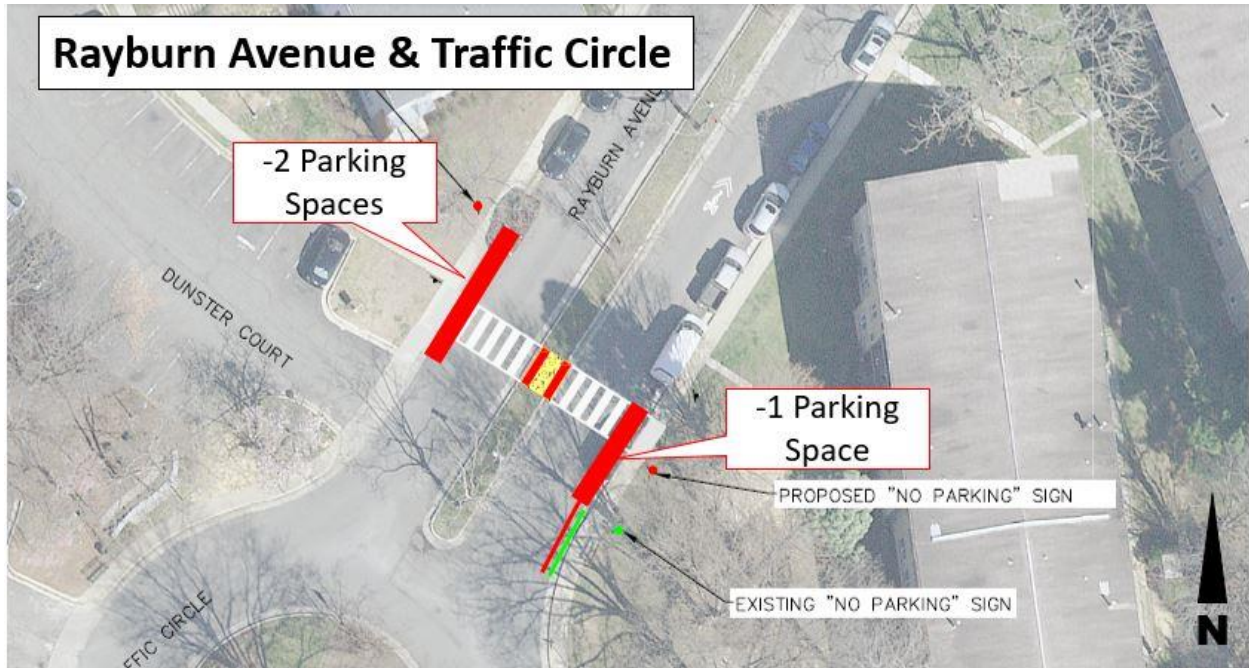
Map of new crossings and parking changes on Rayburn and Reading Avenues.



Legend

- Existing No Parking
- Proposed No Parking
- Parking Removed

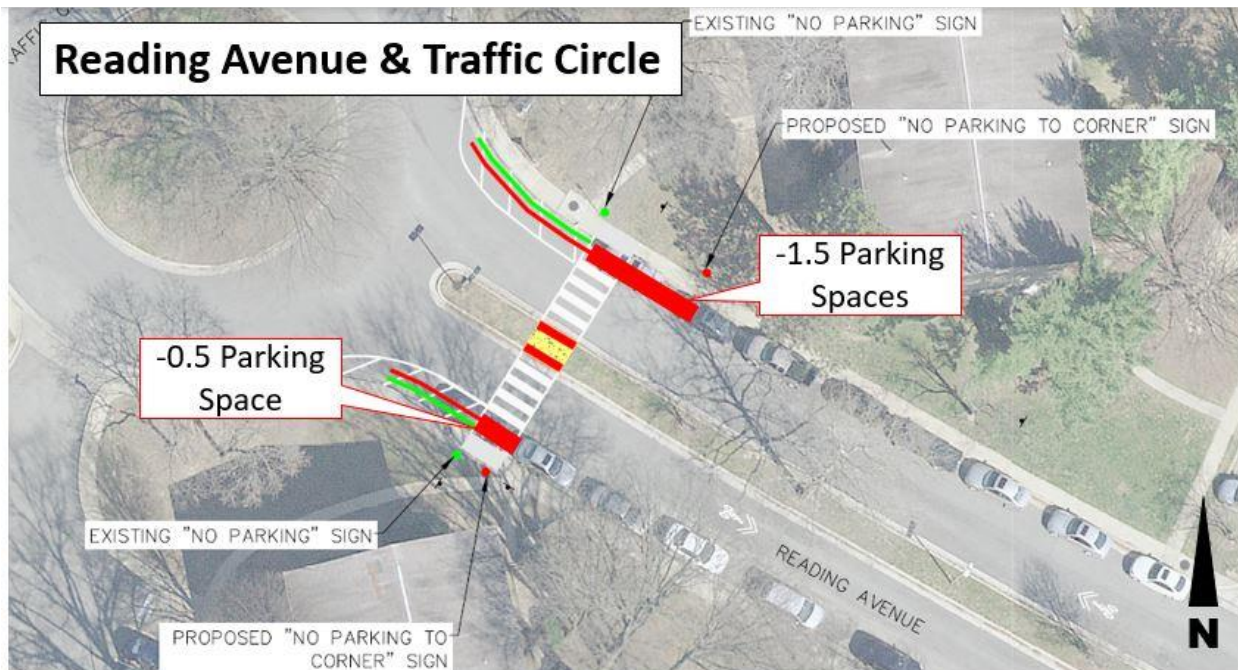
Parking changes at the intersection of Rayburn Avenue and Harding Avenue. In the existing condition, there are basic crosswalk markings on the north and west legs of the intersection only, and the sidewalk does not continue through the intersection. There is currently no ADA-accessible way to cross the street at this location. The illustrated improvements would provide additional clear, accessible crossing points for people walking and increase visibility of pedestrians.



Legend

- Existing No Parking
- Proposed No Parking
- Parking Removed

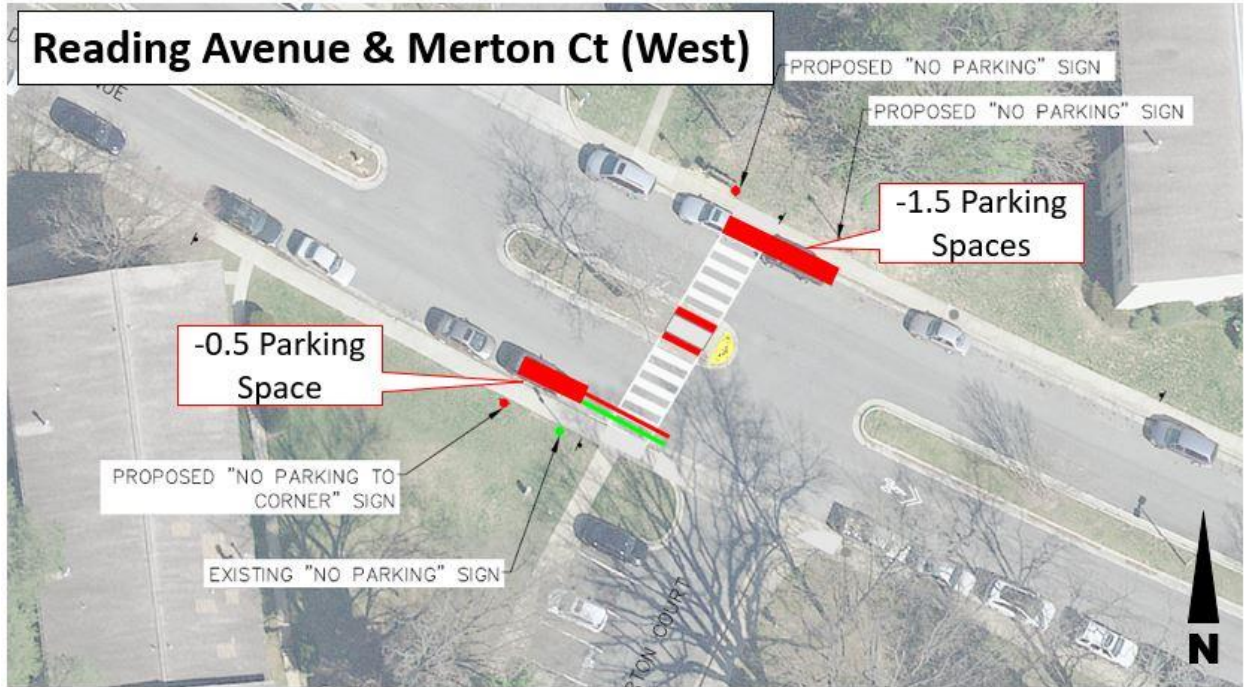
Parking changes at the intersection of Rayburn Avenue and Dunster Court, near the traffic circle. Residents cross at this location to get to John Adams Elementary School and other nearby destinations, but there is currently no marked crosswalk and no ADA accessible features. The illustrated improvements would provide a clear, ADA-accessible crossing point for neighborhood residents and improve visibility of this legal crosswalk.



Legend

- Existing No Parking
- Proposed No Parking
- Parking Removed

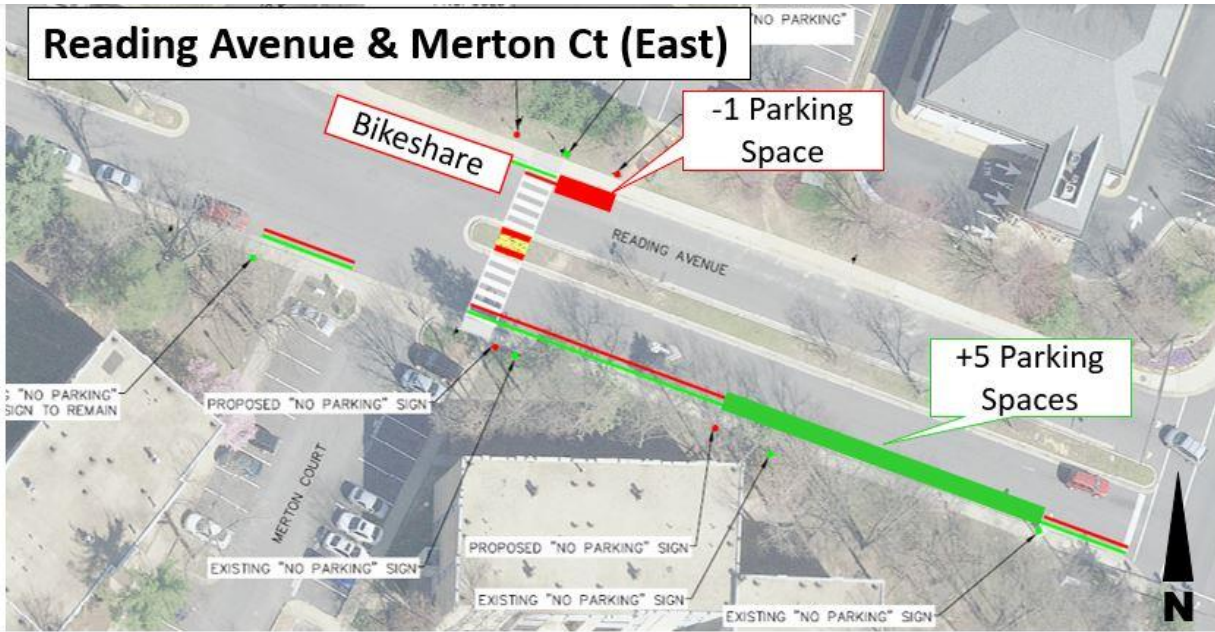
Parking changes at the intersection of Reading Avenue and Merton Court (West). In the existing condition, no marked crosswalk exists, and there are no ADA-accessible features. The illustrated improvements would provide a clear, ADA-accessible crossing point for neighborhood residents and improve visibility of this legal crosswalk.



Legend

- Existing No Parking
- Proposed No Parking
- Parking Removed

Parking changes at the intersection of Reading Avenue and Merton Court (West). In the existing condition, no marked crosswalk exists, and there are no ADA-accessible features. The illustrated improvements would provide a clear, ADA-accessible crossing point for neighborhood residents and improve visibility of this legal crosswalk.



Legend

— Existing No Parking	— Proposed No Parking	— Parking Removed	— Parking Added
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Parking changes at the intersection of Reading Avenue and Merton Court (East). In the existing condition, no marked crosswalk exists, and there are no ADA-accessible features. However, this is a key connection for people to access the Shops at Mark Center. The illustrated improvements would provide a clear, ADA-accessible crossing point for neighborhood residents and improve visibility of this legal crosswalk. At this location, a DASH bus stop was removed, which allows for the addition of five parking spaces to offset parking losses and calm traffic along the roadway. A new Capital Bikeshare station is also proposed in an existing No Parking zone.