

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

D O C K E T

Members of the Traffic and Parking Board will hold a subcommittee meeting prior to their regular meeting at 6:30 p.m. in the City Council Work Room to discuss the City's review and update of the Residential Permit Parking (RPP) program. At this meeting, the subcommittee will review the City's existing program and discuss topics to include in an upcoming citywide questionnaire that will be used to collect feedback on potential changes that the City will consider through this process. Members of the public are welcome to attend this meeting and more information can be found at www.alexandriava.gov/ParkingStudies.

1. Announcement of deferrals and withdrawals.
2. Approval of the September 24, 2018 Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
4. **POLICE CHIEF**

CONSENT CALENDAR

An item on the consent calendar will be heard only if a Board member, City staff or a member of the public requests it be removed from the consent calendar. Items not removed will be approved or recommended for approval as a group at the beginning of the meeting.

5. **ISSUE:** Consideration of a request to remove 70 feet of parking on the south side of the 600 block of Swan Avenue along the curve.

PUBLIC HEARING

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

7. **ISSUE:** Consideration of a request to provide temporary handicap parking spaces near the King Street Metrorail Station on the following streets:
 1. The westernmost space on the south side of the 1800 block of Diagonal Road.
 2. The southernmost space on the east side of the 200 block of Buchanan Street.

8. **ISSUE:** Consideration of a request to remove approximately 6 parking spaces on Monticello Boulevard.

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

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

11. **ISSUE:** Update on a sidewalk, trail, and ramp improvements at Slaters Lane, George Washington Memorial Parkway, East Abingdon Drive, and West Abingdon Drive.

STAFF REPORTS AND UPDATES

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY SEPTEMBER 24, 2018 7:30 P.M.
301 KING STREET, 2nd FLOOR
ROOM 2000**

M I N U T E S

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

BOARD MEMBERS ABSENT: None.

STAFF MEMBERS PRESENT: Bob Garbacz, Division Chief of Traffic Engineering, Darren Buck Complete Street Program Manager, Katy North, Parking Planner and Cuong Nguyen, Civil Engineer II.

1. Announcement of deferrals and withdrawals: None.

2. Approval of the July 23, 2018 Traffic and Parking Board meeting minutes: Mr. Lewis made a motion, seconded by Mr. Kane to approve the minutes of the July 23, 2018 Traffic and Parking Board meeting. The motion carried unanimously.

3. **PUBLIC COMMENTS:** Ms. Holland spoke about cut-through traffic in the Commonwealth Avenue and W. Linden Street.

Mr. Pakula and Ms. Pakula spoke about not having enough parking enforcement on 600 block of Queen Street.

Mr. Murphy spoke about the limited number of parking space in the Chinquapin circle.

Mr. West spoke about pedestrian crossing issue in the Del Ray area.

Mr. Dodhy Spoke about Uber violating the HOV lanes during rush-hour and the need for more enforcement of the HOV lanes.

PUBLIC HEARING:

4. **ISSUE:** Consideration of a request to establish a 25mph school zone speed limit on North Beauregard Street in front of Ferdinand Day Elementary School for 30 minutes during student arrival and dismissal at the beginning and ending of the school day.

DISCUSSION: Mr. Garbacz introduced the item to the Board. The Board has concern about the location of the proposed northern signs.

PUBLIC TESTIMONY: No one from the public spoke.

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Lewis to approve staff's recommendation and move the northern signs further north to N. Highview Lane. The motion carried unanimously.

5. **ISSUE:** Consideration of a request to prohibit left turns from southbound West Rosemont Avenue and Cedar Street onto King Street between the hours of 4 PM to 6:30 PM, Monday through Friday.

DISCUSSION: Mr. Garbacz presented the item to the Board. He explained the traffic pattern in the area.

PUBLIC TESTIMONY: Ms. Holland and Mr. Beaver spoke in favor of the request.

BOARD ACTION: Mr. Osborne made a motion, seconded by Mr. Kane to approve the request and direct staff to revisit the area after the King, Callahan and Russell project finished. The motion carried unanimously.

6. **ISSUE:** Consideration of staff recommendations on the renewal of existing certificates of public convenience and necessity.

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

PUBLIC TESTIMONY: No one from the public spoke.

7. **ISSUE:** Consideration of staff recommendations on the proposed taxicab fare rate change.

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

PUBLIC TESTIMONY: Mr. Dodhy and Mr. Atayee opposed the proposal to eliminate the suitcase and animal charges and reduce the extra passenger charge from \$1.25 to \$1;00.

8. **ISSUE:** Consideration of staff recommendations on the proposed changes to the fees the City charges to the taxicab industry.

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

PUBLIC TESTIMONY: Mr. Atayee expressed concern that the fees were too high and needed to be reduced.

9. **BUDGET PRIORITY RECOMMENDATIONS:**
Consideration of the City Manager's request for input on budget priorities

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

BOARD ACTION: The Board recommended the following budget priorities:

- Enforcement and enforcement technology
- Parking and wayfinding technologies
- Vision Zero
- Complete Streets
- Sidewalk expansion and repair

STAFF REPORTS AND UPDATES

- Mr. Kane updated the Board about the Shared Mobility Devices pilot.
- Mr. Buck updated the Board about the Seminary Road Complete Street Project
- Ms. North updated the Board about:
 1. Traffic and Parking Board Code
 2. RPP Subcommittee

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 22, 2018

DOCKET ITEM: #5

ISSUE: Consideration of a request to remove 70 feet of parking on south side of the 600 block of Swan Avenue along the curve.

REQUESTED BY: Jenifer Williams, the Assistant Manager of the Fraiser

LOCATION: South side of 600 block of Swann Avenue.

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to remove 70 ft of parking on the south side of the 600 block of Swann Avenue along the curve.

BACKGROUND: Ms. Williams made this request to address perpetual landscape damage done by trucks. The 600 block of Swann Avenue transitions from a non-divided street to a divided street with a 40-foot wide median. As trucks maneuver through the transition, they are off-tracking and the rear wheels are driving over the curb and onto the landscaping.

DISCUSSION: Swann Avenue is 20-foot-wide measured curb-to-curb through the transition area. This width includes a parking lane leaving a 12-foot travel-way. The travel-way is too narrow for larger trucks to maneuver through the transition without off tracking into the median. Swann Avenue is a major connector through Potomac Yard connecting Route 1 to Potomac Avenue. Both the Route 1 and Potomac Avenue intersections with Swann Avenue are signalized. The original request was to replace the parking with a loading zone, however, after further discussions with the Property Manager it was determined that a loading zone should not be installed. There is no real demand for a loading zone because the Fraiser has an off-street loading dock. Furthermore, the roadway geometry in this area is too narrow to support a loading zone.

ATTACHMENT 1: REQUEST

From: Jennifer Williams <Jennifer.Williams@bozzuto.com>
Sent: Thursday, September 27, 2018 1:42 PM
To: Cuong Nguyen <cuong.nguyen@alexandriava.gov>
Cc: Ben Norton <Ben.Norton@bozzuto.com>; Frasier <frasier@bozzuto.com>
Subject: The Frasier Request for "Loading Zone Only" Signs on Swann Avenue

Hi Cuong,

Thank you for taking the time to speak with me earlier today. Per our conversation, I am including our written request below:

We would like for "Loading Zone Only" signs to be added by our main entrance on Swann Avenue, only surrounding the median and before Mainline boulevard. Street parking on Swann Avenue past Mainline boulevard is not a problem. We feel as though it is very hazardous for cars to be parked in this circle area around the median constantly as it makes it more difficult for other vehicles to pass, and for delivery carriers to unload their cargo. Many of our residents have brought this to our attention, and are very frustrated that the street is constantly backed up, making it very difficult for them to travel in their vehicles, get dropped off by taxis/Ubbers, etc.

We feel as though this will not only eliminate hazard, but create a better environment for USPS, FedEx, etc. to complete their work in a timely manner. We greatly appreciate your consideration, and hope that we are able to resolve this for our residents, as well as other travelers in Potomac Yard.

Thank you again for your time!

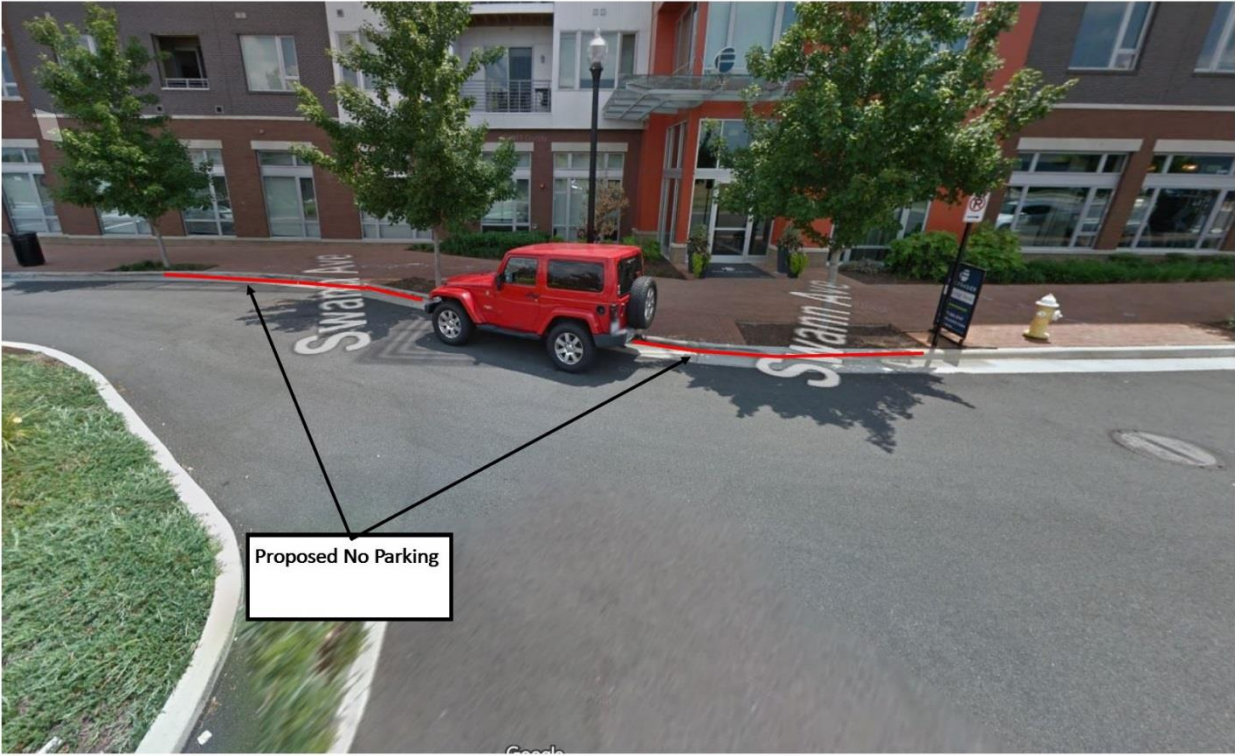
Best Regards,

Jennifer Williams
Assistant Property Manager
The Frasier
Bozzuto Management Company
615 Swann Ave | Alexandria, VA 22301
571.302.4735
www.TheFrasier.com
Facebook | Twitter

ATTACHMENT 2: AERIAL VIEW



ATTACHMENT 3: STREETVIEW



City of Alexandria, Virginia

Traffic and Parking Board

DATE: OCTOBER 22, 2018

DOCKET ITEM: #6

ISSUE: Consideration of a request to remove parking along Patrick Street and Henry Street to facilitate street sweeping as follows:

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

REQUESTED BY: Division Chief of Public Works Services, Mary Martin

LOCATION: 2900 Business Center Drive

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to post parking restrictions for street sweeping on the following streets:

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

BACKGROUND: This item was deferred at the January 2018 Traffic and Parking Board meeting (Attachment 1). The Board believed staff needed to do more outreach for such a large area of impact. Although only one person from the public spoke on the issue, the Board realized that the implications of removing this much parking would be substantial.

DISCUSSION: The Public Works Division (PWS) of the Transportation and Environmental Services Department is requesting two-hour parking restrictions to facilitate street sweeping on Patrick Street and on Henry Street (Attachment 2). This proposal will help the City meet requirements for the Municipal Separate Storm Sewer Systems permit as required by the Virginia Department of Environmental Quality by allowing access to the curb line to remove

debris and trash from the streets prior to entering our storm system and ultimately our waterways.

PWS has also had numerous requests for Street Sweeping on Patrick Street and Henry Street. The current process requires the posting of temporary “No Parking” signs however these signs are often ignored or removed which prevents the street sweeper from accessing the curb line and adequately cleaning the street. This proposal will incorporate Patrick Street and Henry Street into the regular sweeping schedule on Mondays, Tuesdays and Wednesdays in Old Town and will allow our street sweepers to adequately clean the streets.

After receiving feedback in the spring, PWS changed the dates and times of the proposed sweeping to address concerns of local businesses. This change moved the time to earlier in the morning and spread the No Parking to three days instead of two to minimize the daily parking impact to residents and businesses. PWS then contacted the affected Civic Associations along Patrick Street and Henry Street to provide an explanation for the proposal and to provide a list of frequently asked questions (FAQs) regarding the proposal (APPENDIX 3). All feedback received was positive. The PWS website was also updated with information regarding this proposal, the FAQs, and included more detail regarding the street cleaning programs.

OUTREACH: PWS sent three emails to the Civic Associations in the area of North Henry Street and North Patrick Street which included an FAQ list to address concerns previously expressed by local businesses and residents. Staff also provided a separate email address that people could use if they had concerns or questions. The street cleaning website was updated to provide more accurate information on the sweeping program and why streets are swept.

The FAQs were directly sent to several business owners and residents staff had heard from with concerns.

ATTACHMENT 1: January 2018 Minutes (Denial of Request)

ISSUE: Consideration of a request to remove parking for street sweeping at the following locations:

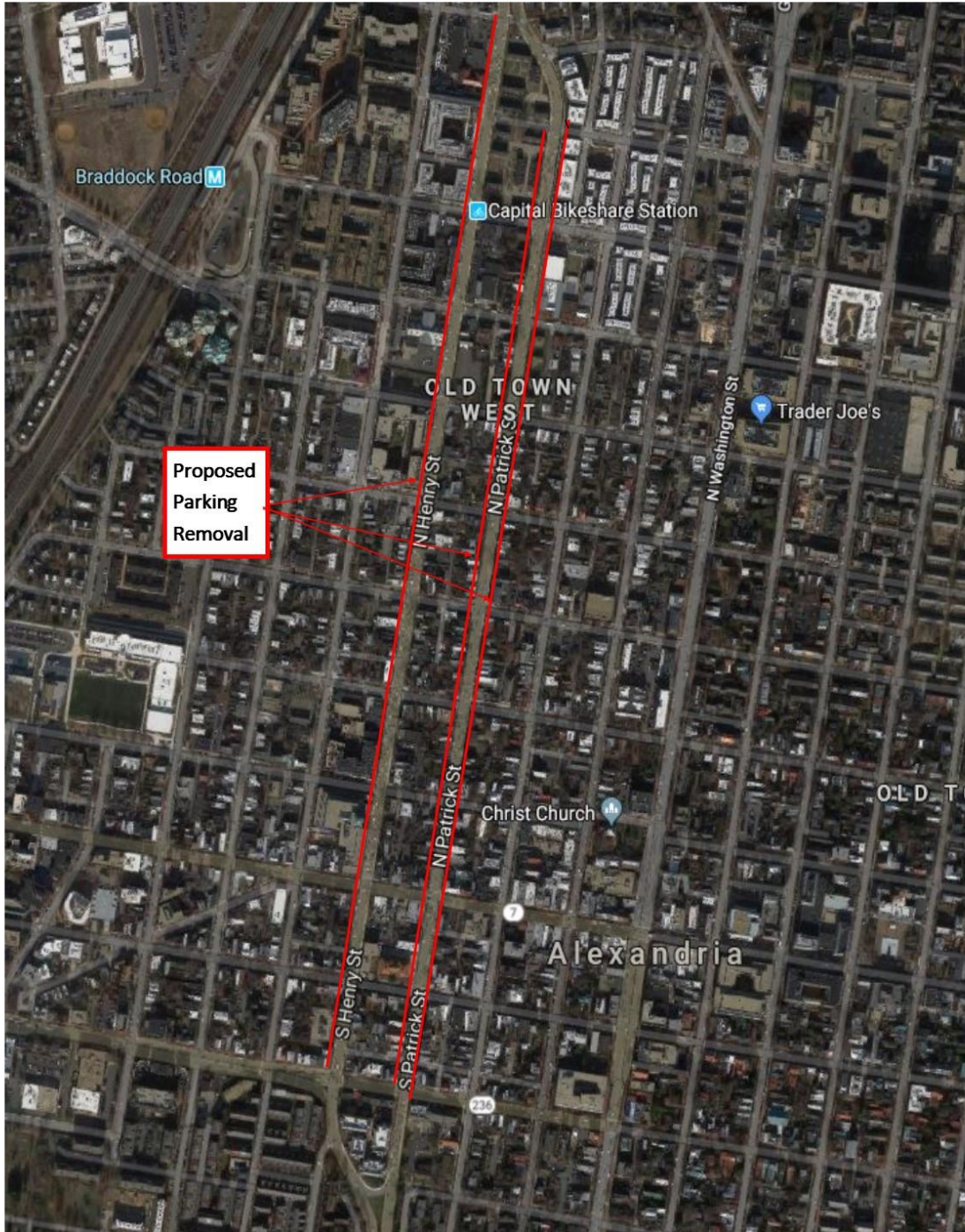
- Monday – Patrick St. northbound from Duke Street to Madison Street (Eastside curb lane) – 10:00am -12:00pm
- Monday – Henry St. southbound from First Street to Duke Street (Westside curb lane) – 10:00am -12:00pm
- Tuesday – Patrick St. northbound from Duke Street to Madison Street (Westside curb lane) – 10:00am -12:00pm

DISCUSSION: Ms. Martin presented the item to the Board and explained the current parking usage on Henry Street and Patrick Street which obstructs the ability of street sweeping vehicles to clean the street. The Board had concern about the parking overflow on side streets and believed the outreach effort was insufficient.

PUBLIC TESTIMONY: Mr. Zane, Mr. Leveys opposed of the request.

BOARD ACTION: Mr. Schuyler made a motion, seconded by Mr. Kane to defer the request due to lack of community outreach. The Board directed staff to do more community outreach and bring the request back next month. The motion carried unanimously.

ATTACHMENT 2: LOCATION (AERIAL)



ATTACHEMENT 3: OUTREACH DOCUMENT

September 24, 2018

City of Alexandria Department of Transportation and Environmental Services- Patrick and Henry Street Sweeping Proposal FAQs

The Public Works Services Division (PWS) of the Department of Transportation and Environmental Services (TES) is proposing to add Patrick and Henry Streets to its list of streets to sign with No Parking and sweep on a weekly basis, except during winter months. PWS plans to present the No Parking for Patrick and Henry Streets to the Traffic and Parking Board at the October 22, 2018 meeting.

Prior to the meeting, PWS wanted to provide more information regarding the street sweeping plans and to address some frequently asked questions (FAQs).

- When will the restrictions occur?
 - 9-11 AM Monday- Patrick Street (east side curb parking)
 - 9-11 AM Tuesday- Henry Street (west side curb parking)
 - 9-11 AM Wednesday- Patrick Street (west side curb parking)
- Why is the No Parking restriction two hours?
 - A two-hour window is required for our sweepers to travel at the appropriate speed to capture as much debris as possible and to cover the required distance.
- Why weekly vs. every other or every third week?
 - A weekly schedule is crucial to keeping the streets clean and to limit confusion among the public. When an alternating schedule is in place, such as every third week, it introduces a source of confusion as to what day allows parking and what day does not allow parking. With a weekly schedule more debris will be removed from our streets and our waterways.
- Why are the No Parking restriction hours from 9 AM – 11 AM?
 - The current HOV restrictions on Patrick and Henry Streets end at 9 AM, allowing our sweepers to begin after rush hour. Additionally, we have several streets in the area that we sweep with various time restrictions from 9 AM to 2 PM. This 9 AM – 11 AM window is in line with our current street sweeping operation.
- Why do you have to sweep the street?
 - Street sweeping helps to beautify our roadways and aids in pollutant removal from our local waterways. The number of lane miles swept each year is reported to the Department of Environmental Quality on an annual basis as part of the City's Municipal Separate Storm Sewer System (MS4) Annual Report.
- Where am I supposed to park?
 - Parking is available on adjacent streets throughout the area. Please be mindful of any posted signs and do not park in a restricted area.

September 24, 2018

- What will happen if I forget to move my car?
 - Vehicles that are left along the No Parking route during the restricted time frame will be ticketed and could be towed. Please make every effort to follow posted signs.

PWS currently sweeps over 4,000 miles of roadway each year and strives to sweep every street in the City 3 times a year. The street sweeping program is crucial to keeping our roadways clean and to removing possible sources of nutrients, sediment, and impacts to Biological and

Chemical Oxygen Demand in order to protect local waterways, the Potomac River and the Chesapeake Bay.

Visit alexandriava.gov/PublicWorks for additional information about the City's street sweeping program. For questions or concerns about street sweeping, please email street.cleaning@alexandriava.gov.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: OCTOBER 22, 2018

DOCKET ITEM #7

ISSUE: Consideration of a request to provide temporary handicap parking spaces near the King Street Metrorail Station on the following streets:

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

REQUESTED BY: Alexandria Commission on Persons with Disabilities

LOCATION: Adjacent to 1800 Diagonal Road; Adjacent to 1739 Cameron Street (Buchanan Street)

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to temporarily add two handicap parking spaces at the following locations to offset the parking loss during King Street Metro construction:

1. Westernmost space on the south side of the 1800 block Diagonal Road
2. Southernmost space on the east side of the 200 block of Buchanan Street

BACKGROUND: The City of Alexandria and Washington Metropolitan Transit Authority (WMATA) are working on a multi-phase project to improve safety, access, and aesthetics at the King Street Metrorail station. The King Street Metrorail Station Access Improvements Project will include additional bus bays, enhanced lighting, upgraded pedestrian walkways, and designated areas for bicycles, taxis, shuttles and carshare vehicles, and other improvements. The project will take approximately two years to complete. Preliminary construction began in August 2018 and the project is anticipated to be completed by summer 2020.

At their June 13, 2018 meeting, the Alexandria Commission on Persons with Disabilities (ACPD) received an overview of the project. At that meeting, the Commission noted their concerns regarding the limited amount of handicap parking spaces that would be available during the construction period. There are currently two handicap parking spaces within the King Street Metrorail Station parking lot that will be removed during construction. Once construction is completed, two spaces will be replaced at the Metro Station.

DISCUSSION: In addition to the two existing handicap parking spaces within the station lot, there are currently three handicap parking spaces near the King Street Metrorail station, including two spaces at Union Station, and one space on the north side of Cameron Street east of Buchanan Street.

At the request of the Commission, Staff identified the following potential locations for additional temporary handicap parking (Attachments 1 and 2), which were presented to ACPD on September 12, 2018:

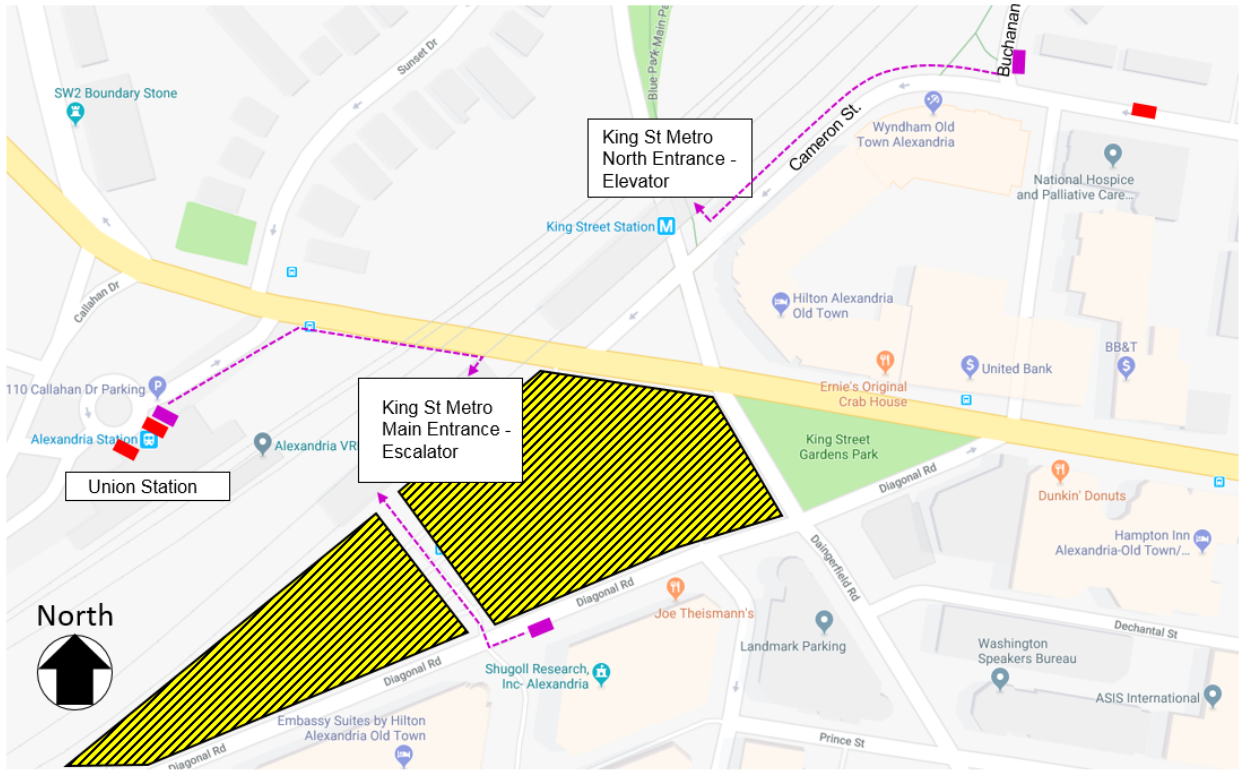
- The south side of, and adjacent to, 1800 Diagonal Road near the mid-block pedestrian crosswalk (currently metered parking); could allow a handicap parker to park for up to 4 hours. This space is approximately 330 feet to the main entrance to the station. During construction, customers can use a temporary path leading from the midblock crosswalk across Diagonal Road to the station entrance.
- The east side of Buchanan Street, immediately north of Cameron Street, adjacent to 1739 Cameron Street (currently 2-hour parking except for vehicles with a District 5 permit); could allow a non-District 5 handicap parker to park for up to 4 hours. This space is approximately 500 feet to the north entrance to the station. Customers would traverse along the sidewalk along the north side of Cameron Street to access the entrance.

ACPD recommended that the City install the one handicap parking space at 1800 Diagonal Road, and the one handicap parking space at Buchanan Street, adjacent Cameron Street (Attachment 3). In addition, ACPD recommended that two additional all-day handicap spaces be added at Union Station, to match the two spaces being removed from the station during construction. Since the two handicap parking spaces at Union Station are not on-street spaces, these do not require approval by the Traffic & Parking Board. However, staff will coordinate with the Department of General Services, who manages the lot, to determine if additional spaces can be converted to handicap spaces.

Staff recommends that the Traffic and Parking Board approve the addition of these two temporary on-street handicap parking spaces (until the completion of the King Street Metrorail Station Access Improvement Project). The spaces will be returned to the previous parking restrictions once the permanent spaces are available at the Metro station, which is anticipated to be Summer 2020. The additional handicap spaces will be extremely helpful for people with disabilities to continue to use the King Street Metro station.

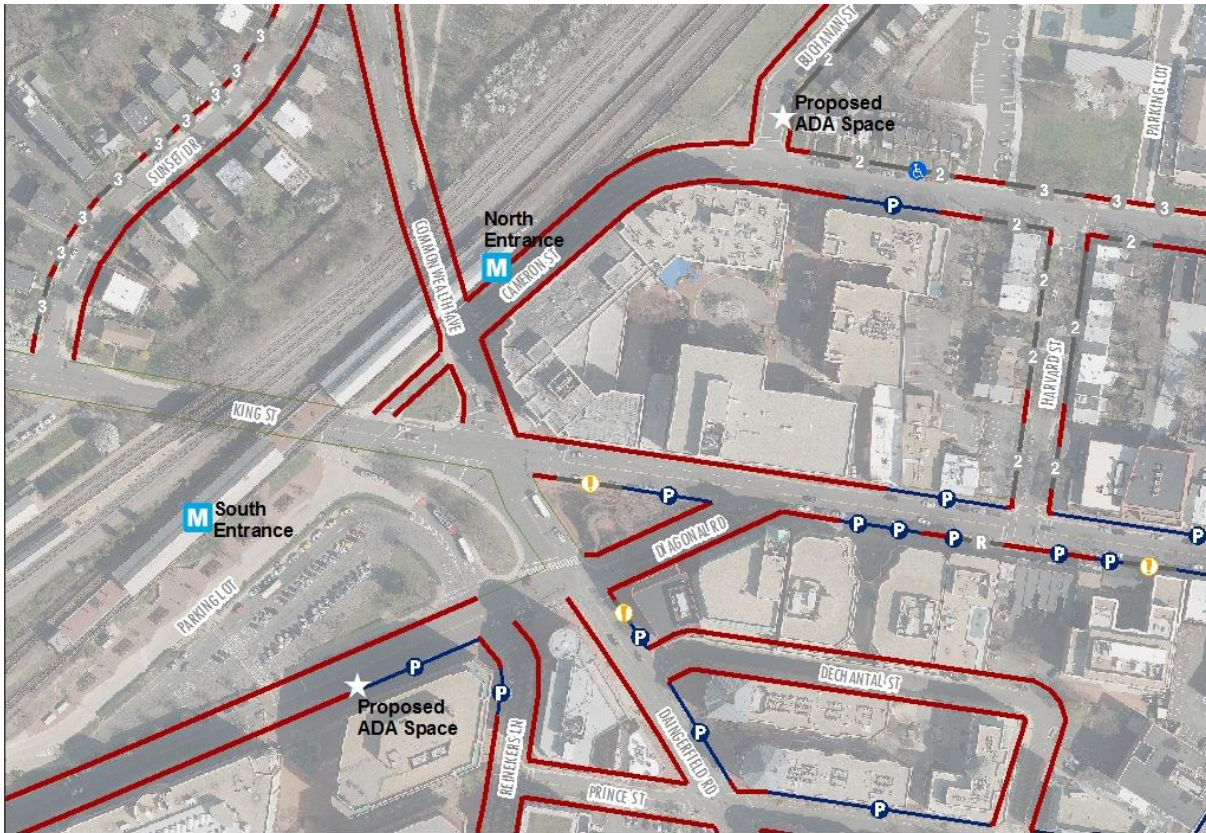
OUTREACH: Staff from the Department of Transportation & Environmental Services (T&ES) provided an overview of the King Street Metro Station Improvement Project to ACPD at their June 13, 2018 meeting, which is open to the public. Staff returned to ACPD to discuss potential temporary handicap space locations at their September 12, 2018 meeting. In addition to meeting with ACPD, staff has also provided updates on the overall project to approximately 20 property owners, civic associations, and business groups. Staff specifically notified Joe Theismans, the Braddock Station Civic Association and the Upper King Street Neighborhood Association about the proposal to temporarily convert spaces to handicap spaces during construction at the Metro station.

ATTACHMENT 1: LOCATION



LEGEND:

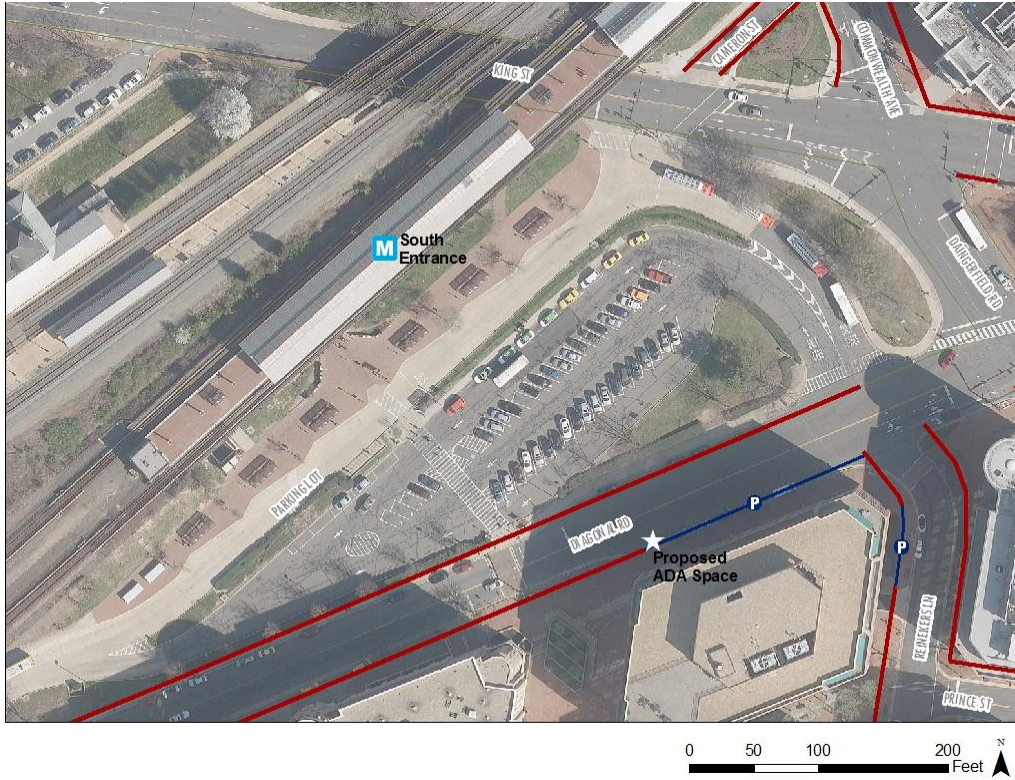
- Existing Handicap parking space
- Proposed temporary Handicap parking space
- - - - -> Route from parking to Metro entrance
- Construction zone



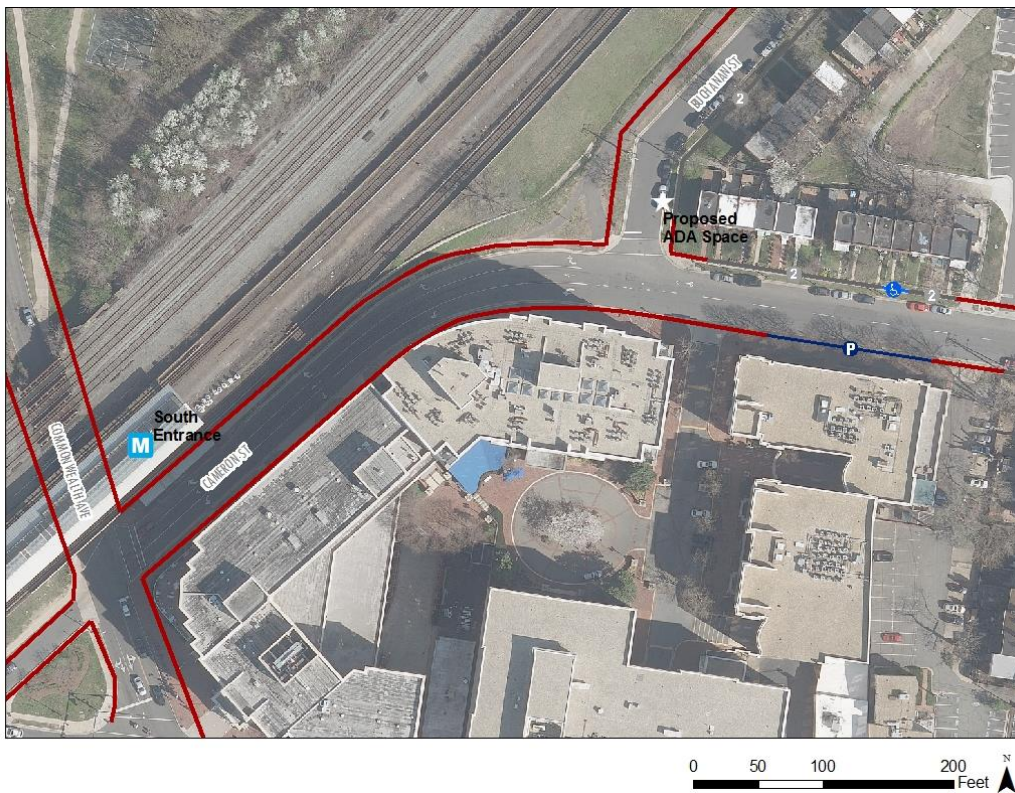
Legend

- No Parking
- P Pay to Park
- ♿ Handicap
- 2 2 Hr Restricted Parking
- 3 3 Hr Restricted Parking
- ! Special Restriction

Proposed Diagonal Road ADA space

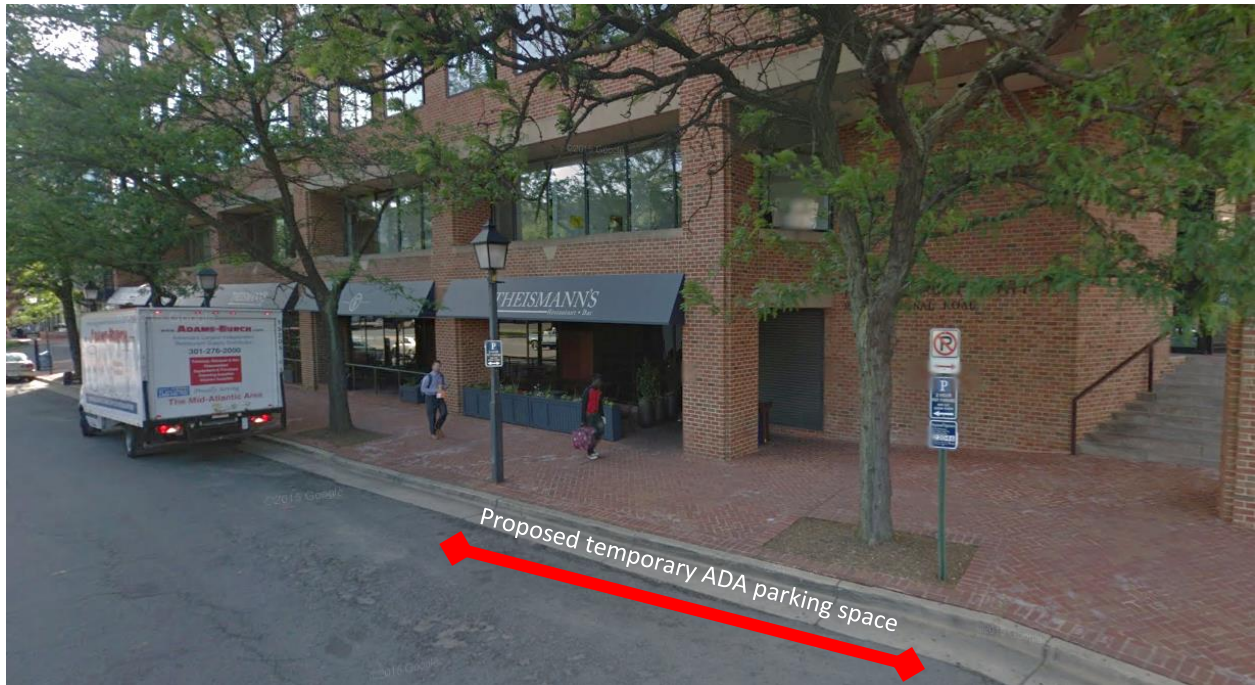


Proposed Buchanan Street ADA Space



ATTACHMENT 2: LOCATION (STREETVIEW)

Proposed Diagonal Road ADA space



Proposed Buchanan Street ADA space



ATTACHMENT 3: REQUEST – MEMORANDUM FROM COMMISSION ON PERSONS WITH DISABILITIES



Alexandria Commission on Persons with Disabilities

Brian Miller, Chair
703-785-9929

Office of Human Rights
123 N. Pruitt Street, Suite 230
Alexandria, Virginia 22314

711 Virginia Relay
703.838.4976 Fax

September 13, 2018

Re: Temporary handicap parking in the vicinity of King Street-Old Town Metrorail Station

Dear Members of the Traffic and Parking Board:

At its June 13, 2018 meeting, staff from the Department of Transportation & Environmental Services (T&ES) provided an overview and impacts of construction of the King St-Old Town Metrorail Station Access improvement project. At that time, the members of the Commission on Persons with Disabilities discussed concern over the loss of two handicap parking spaces that allow all day parking within the parking lot of the station during construction.

At its September 12, 2018 meeting, staff proposed potential locations for temporary handicap parking during construction. The Commission approved a motion to recommend to the Traffic & Parking Board to approve the implementation of the following additional temporary handicap spaces during construction of the King St-Old Town Metrorail Station Access Improvement Project:

- One additional space on the south side of Diagonal Road near the mid block pedestrian crosswalk (Currently metered parking), that would allow a handicap parker to park for up to 4 hours.
- One additional space on the east side of Buchanan Street, immediately north of Cameron Street (currently 2 hour parking except for vehicles with a District 5 permit), that would allow a handicap parker to park for up to 4 hours.

In addition, staff had proposed a potential location of one additional handicap space at Union Station, where there are two existing handicap spaces. The Commission recommended that the City install two additional all-day handicap spaces at Union Station, to match the two spaces being removed from the station during construction. The Commission understands that the approval of these spaces is to be made by the General Services department of the City.

The commission understands that all of these temporary spaces will be removed once the station improvements are completed.

We appreciate your consideration of the Commission's input toward the parking needs of persons with disabilities during construction of the station project.

Sincerely,

Brian R. Miller, Ph.D.
Chair, Alexandria Commission on Persons with Disabilities

cc: Alexandria Commission on Persons with Disabilities

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 22, 2018

DOCKET ITEM: #8

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

REQUESTED BY: T&ES Staff

LOCATION: Monticello Boulevard between Russell Road and Cameron Mills Road

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to remove approximately 6 parking spaces on Monticello Boulevard.

BACKGROUND: Monticello Boulevard consists primarily of single-family homes and includes Westminster Presbyterian Church and Alexandria Fire Station #203. It also is near George Mason Elementary School and Monticello Park. Monticello Boulevard has striped on-street parking and most of the homes have off-street parking. There is a bike lane on both sides of Monticello Boulevard from Cameron Mills Road to approximately Underhill Place. Some residents have expressed concern about speeding traffic, limited visibility at intersections, and difficulty crossing Monticello Boulevard. An aerial view and multiple street views are shown in Attachment 2 and Attachment 3.

DISCUSSION: Several Monticello Boulevard residents contacted T&ES staff and expressed concern about speeding traffic, limited visibility at intersections, and difficulty crossing Monticello Boulevard. A speed study conducted in April 2018 confirmed that Monticello Boulevard met the criteria for speed cushions, with the 85th percentile speed averaging 30 mph. T&ES staff examined the roadway for additional measures to improve visibility, increase safe crossing opportunities and calm traffic.

Staff recommends the following treatments:

- Remove 6 parking spaces on Monticello Boulevard to:
 - Provide for a new crosswalk and curb extensions at Monticello Boulevard and Old Dominion Boulevard
 - Enhance visibility at the intersections of Underhill Place and Argyle Drive
 - Provide for emergency vehicle egress at Monticello Boulevard and Russell Road

- Stripe parking lanes on the north and south sides of Monticello Boulevard to visually narrow the roadway and calm traffic.
- Install crosswalks at the intersection of Monticello and Old Dominion Boulevard and at Monticello and Argyle Drive to increase crossing opportunities
- Install curb extensions at Monticello and Old Dominion Boulevard to reduce pedestrian exposure to traffic, calm traffic, and minimize parking impacts
- Extend the climbing bike lane on the north side of Monticello to Russell Road
- Add a speed feedback sign in the downhill, eastbound direction of Monticello
- Install three speed cushions along Monticello Boulevard

All proposed parking changes and related improvements are shown in Attachment 4.

OUTREACH: Several residents reached out to the City to request traffic calming and crosswalks on Monticello Boulevard in 2018 (Attachment 1). Staff passed out flyers to properties adjacent to the proposed changes and met with residents in August to collect feedback. Staff also attended the North Ridge Citizens Association meeting in September to discuss the project and gather additional feedback from the community. In response to resident comments, staff made several changes to the proposed design. These changes included reducing the proposed impact on parking, changing the location of one of the crosswalks, adding curb extensions to the intersection of Monticello and Old Dominion Blvd., and adjusting the proposed location of the speed feedback sign.

Staff also coordinated with the Alexandria Fire Department (AFD) to ensure emergency response time would not be affected. AFD requested that T&ES remove one parking space at the intersection of Monticello and Russell Rd and leave a portion of the adjacent parking lane unstriped to provide for emergency vehicle egress. AFD also requested that the speed cushions be designed to accommodate emergency vehicles. Both requests were incorporated into the proposed treatments for Monticello Boulevard.

ATTACHMENT 1: REQUESTS

Call.Click.Connect #130748

From: Jim Luo

Date: 10/4/2017

There are no stop signs or crosswalks on the entirety of Monticello Blvd from Cameron Mills to Russell. The street is wide, and enforcement is lacking, so cars often go at great speed. It is also curvy and hard to see. It is close to the elementary school and playground, so lots of kids need to cross Monticello. A stop sign at Old Dominion would be great, but it is only a T intersection and I understand that might be difficult. At least a cross walk should be put in.

Email from Janet King
Spring 2018

How do you plan to reduce the speeding violations, Mike?

I just got home - there was a line of 5 cars sitting at the Monticello-Russell stop sign by the way - at 3:08 - and another car was coming down Monticello. That is a higher volume than when I tend to go out each day - at around 2 or 2:30.

That said - I think my neighbors were thinking of a more permanent fix vs. police officer presence. But maybe you have another strategy?

Thanks,
Janet

Letter from Cassidy Pyke
Date: 4/19/2018

Dear Mr. Lambert,

My name is Cassidy Pyke, and I am writing to you today to shine a light on an issue in my neighborhood. On Monticello Boulevard, right by George Mason Elementary School and my bus stop, cars go really fast down the hill. With cars flying down the road at more than the 25 miles per hour (which is the speed limit), it makes it very hard to cross from one side of the street to the other. This is a problem that has been going on for a few years now. Alexandria has put 'check your speed' markers at the intersection where Monticello and Old Dominion come together, but while those may slow the traffic down a bit, they don't do the job completely and don't help people to actually cross the street. I believe that we can make Monticello safer by putting a crosswalk or a stop sign or both, at the intersection where Monticello connects with Old Dominion. This will make crossing the road much safer and easier for everyone.

I am aware of the City of Alexandria's involvement and commitment in the Zero Vision campaign and action plan (Alexandria.gov). I fully support the Vision Zero goal to eliminate all

traffic deaths and serious traffic related injuries by 2028 (Alexandria.gov). This small step to put a crosswalk or stop sign at this intersection would help contribute to the efforts of the Vision Zero action plan, and possibly even save a life. This issue is becoming an even more important problem to help solve as the number of pedestrian deaths are on the rise (nhtsa.gov). On average, in the next two hours one pedestrian will die from traffic related injuries according to CDC.gov. Also, children are at a very high risk of getting injured, or worse, killed in a traffic crash because of their small size and their inability to judge speeds and distances (CDC.gov). This makes the problem even more urgent because this is a neighborhood where there are a lot of small children trying to cross Monticello to get to school.

Just this small step (making a crosswalk and/ or installing a stop sign) will get Alexandria one step closer to accomplishing their Vision Zero goal {Alexandria.gov}. Just putting simple zebra stripes in at the intersection, Monticello and Old Dominion, would make it easier for children to get to school and to the middle school bus stop that is right at that corner. When I interviewed a few neighbors who live near Monticello Boulevard most of them said that they have a very difficult time crossing Monticello in the middle since there is only a crosswalk at the top and the bottom of Monticello, nearly half a mile apart. They also have informed me that they have repeatedly asked city officials to do something about Monticello, but they have gotten no action.

Some people might say, well Monticello and Old Dominion isn't the busiest intersection, why should we have to put something there? Even though it's not the busiest intersection, it could still steal a life and that is not a risk we should be taking. Putting a crosswalk in at Monticello and Old Dominion would make it easier for people to cross the street in the middle of Monticello, not only at the top and bottom. Other people might say that it would be too expensive. But people are willing to make donations. Crosswalks actually only cost from \$100 - \$5,700 according to pedbikeinfo.org. With a lot of bake sales and many donations, that is an achievable cost. When I interviewed my neighbors, many of them have even said that they would be willing to make donations if it helps Monticello become a safer street.

This may not seem like a big issue, but that is all the more reason to help solve it. If we fix little things just around our community then they will start to add up. And if it isn't that big of an issue, it wouldn't take long to solve. This small step will get Alexandria one little step closer to achieving their Vision Zero goal (Alexandria.gov), and making Alexandria a safer city overall. I may not have the power to fix this but you do. Please help make Monticello safer by putting in a crosswalk and/or a stop sign or something else; just a solution that will make it easier for everyone to cross the street. It could even save a life. This is a problem that can't wait for later, it needs to be addressed and dealt with right now. Thank you for taking time out of your day to read this letter.

Sincerely,
Cassidy Pyke

Call.Click.Connect #144608
From: Chris Pyke
Date: 4/19/2018

I wanted to follow up on Debby Critchley's question regarding the "dark" units on Monticello. How long does this "phase" last? Can you give us more information about the City's strategy? Will you share the speed data collected by the units with us (e.g., average, peak, time of day)? I would like to analyze it myself to look at trends and patterns.

More importantly, as we have previously articulated, this is a road design problem. Have the relevant parties at the City had the opportunity to look at physical changes that might significantly reduce speeds and give drivers turning from Underhill better visibility (e.g., perhaps a parking restriction for on the right side of the road before the Underhill/Monticello intersection)? Can you provide a progress report on these conversations?

Email Correspondence from Mayor Silberberg
Date: 8/22/2018

Hi Chief Brown and Yon,

I just wanted to share a query with you.

Debby Critchley has remarked that there is a great deal of speeding on Monticello.

If you or staff would like to reach out to her, her email is: debbyc2@juno.com .

Yon, she has also raised a question about the need for speed bumps on Monticello. I realize there is a process for consideration of speed bumps.

I will let you and staff take it from here.

Thank you both.

My best,

Allison

ATTACHMENT 2: LOCATION (AERIAL)



ATTACHMENT 3: LOCATION (STREETVIEW)



Monticello Blvd & Argyle Dr looking east toward Russell Rd



Looking west at Old Dominion Blvd



Looking East at Pierpont St

ATTACHMENT 4: DIAGRAM OF IMPROVEMENTS



City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 22, 2018

DOCKET ITEM: #9

ISSUE: Consideration of placing a Certificate of Public Convenience and Necessity on Probationary Status.

REQUESTED BY: Staff

LOCATION: N/A

STAFF RECOMMENDATION: Staff recommends that the Board recommend to the City Manager that a certificate of public convenience and necessity number 140, issued to GoGreen Cab, Inc. be placed on probationary status, subject to the certificate review period, for a period of up to one month for failure to manage and operate the company and fleet in such a manner as to serve the public adequately required by City Code Section 9-12-33(b)(1).

BACKGROUND: On January 1, 2009 GoGreen Cab was approved to commence operations. The Alexandria taxicab industry had too many taxicabs so rather than further increasing the number of cabs, GoGreen was approved contingent on drivers transferring from other companies into GoGreen. No drivers wanted to transfer and a year later the transfer provision was removed so the City Manager gave GoGreen 20 authorizations to start the company. On September 12, 2018, staff drove by the GoGreen office located at 4917 Brenman Park Drive and noticed the office had been vacated. Staff contacted the company and found that they moved out at the end of July and have not yet found another office.

DISCUSSION: Section 9-12-32(d) of the City Code states that each certificate holder shall maintain a business office and required records within the boundaries of the City. GoGreen has no office within the City limits and is therefore out of compliance with the code. Section 9-12-32(b)(2) of the City code requires each certificate holder to provide radio dispatch service at least 16 hours a day, seven days a week. GoGreen is no longer providing radio dispatch service. City staff is recommending that GoGreen Cab be placed on probationary status pursuant to City Code Section 9-12-33. The recommendation is for failure to comply with City Code 9-12-33(b)(1) which states:

- (b) Certificates of public convenience and necessity may be placed on probationary status for a period of 30 to 120 days, or revoked by the city manager for any of the following causes:

(1) failure to manage and operate the company and fleet in such a manner as to serve the public adequately;

The City alleges the following that GoGreen has failed to manage the company and fleet in such a manner as to serve the public adequately.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 22, 2018

DOCKET ITEM: #10

ISSUE: Consideration of a request to modify Residential Permit Parking District 3 as follows:

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

REQUESTED BY: Nancy Meyers, Resident of 800 block of Second Street

LOCATION: 800 and 900 Blocks of Second Street

STAFF RECOMMENDATION: That the Board:

1. Recommend to the City Manager posting two-hour, Monday through Friday, 8:00 AM to 5:00 PM residential restrictions on the north side of the 800 block (odd block face) and the north and south sides of the 900 block of Second Street; and
2. Recommend to the City Council to expand the boundaries of District 3 to include the residential properties on the north side of the 800 block and the north and south sides of the 900 block of Second Street.

BACKGROUND: The 800 and 900 blocks of Second Street are located between Patrick Street (Route 1) and the George Washington Memorial Parkway less than half a mile from the Braddock Road Metro Station and the Metroway Bus Station on First Street. The subject blocks include townhouses with no off-street parking and Alexandria Fire Station 204, located at 900 Second Street. Second Street is located just north of Residential Permit Parking District 3 and has unrestricted on-street parking. On-street parking is available on both sides of the 900 block and on the north side only on the 800 block. See Attachments 1 and 2 for more details.

DISCUSSION: A petition has been submitted by over 50% of the residents of each of the subject block faces (the north side of the 800 block and the north and south sides of the 900 block) on Second Street to expanding the boundary of District 3 to include their block faces

(Attachment 3). These blocks currently fall just north of the boundary for Residential Permit Parking (RPP) District 3. After verifying the validity of the petition, staff surveyed each block to determine if the parking conditions met the criteria established in the City Code to expand the boundary of the parking district (Section 5-8-75).

During a survey on Wednesday, October 3, 2018, staff observed that the number of parked vehicles on each of these blocks exceeded 75% of the available spaces. The number of non-resident vehicles exceeded 25% of the parked vehicles on each block as well. The on-street parking inventory and survey findings by block are shown in **Table 1**.

Table 1: Second Street On-Street Space Inventory

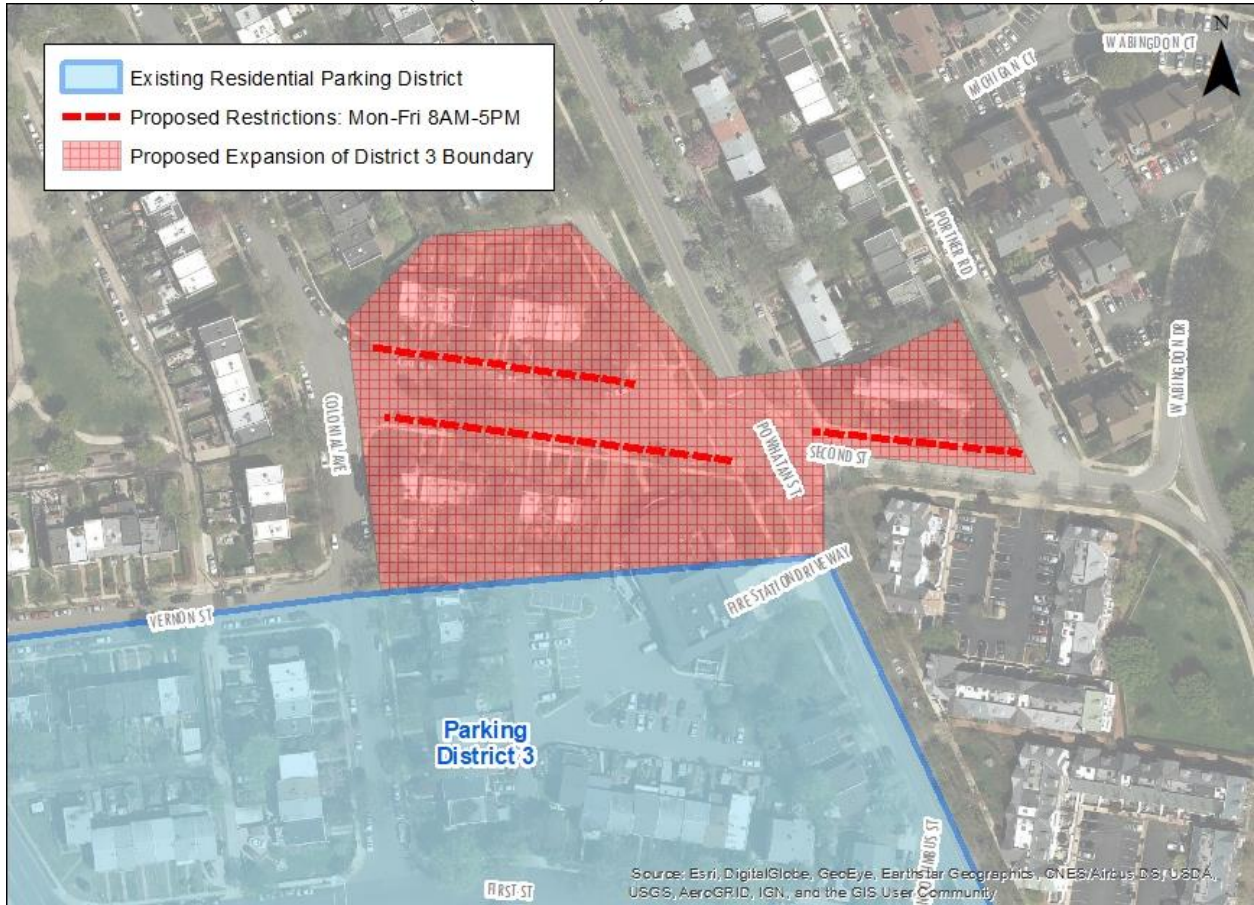
Block	Street Side (even/odd)	Number of Spaces	Number of Vehicles Parked	% occupied	Number of non-resident Vehicles Parked	% non-resident vehicles
800	Odd (North)	7	6	86%	3	50%
900	Even (South)	13	12	92%	5	42%
900	Odd (North)	12	9	75%	3	33%

Residents expressed concerns that on weekdays, many of the on-street parking spaces on the 800 and 900 blocks are occupied by vehicles of nearby office workers and commuters parking to use the Metro or Metroway buses. As these spaces are currently unrestricted, non-resident use of these spaces is legal; however, it presents problems for residents who may need on-street parking near their homes. Since this request involves changes to the existing RPP boundary, the City Council must approve this portion of the request. Staff is supportive of the request to expand the District boundaries and add residential permit parking restrictions to the block faces.

Residents were informed that the City is working on a larger evaluation of Residential Permit Parking policies that will be brought to City Council in Spring 2019, but they wanted to move forward with petitioning for expanding the District 3 boundary to include the subject blocks and posting parking restrictions as soon as possible.

OUTREACH: Staff informed Alexandria Fire Station 204 staff and the Northeast Citizens Association (NECA) of the requested parking restrictions and boundary expansion as well as the relevant public hearings.

ATTACHMENT 1: LOCATION (AERIAL)



ATTACHMENT 2: LOCATION (STREETVIEW)



Looking east on 800 block of Second Street



Looking east on 900 block of Second Street

ATTACHMENT 3: REQUEST



Petition for Creating or Expanding a Residential Permit Parking District

Neighborhood Contact: Nancy Meyers

Address: 803 Second Street

Telephone: 703-299-9887 **Email:** ehomeyers@verizon.net

Proposed Blocks for Inclusion in the New/Expanded District:

Street Name	Block Number	Block Face (Odd/Even)
SECOND STREET	800 (803-811)	ODD - 803-811
SECOND STREET	900 (BOTH - ODD/EVEN)
PLEASE SEE MAP		

Proposed Restrictions (Check an option on each line):

- Two Hours Three Hours
- 8AM-5PM 8AM-9PM 8AM-11PM 8AM-2AM (following day)
- Monday-Friday Monday-Saturday
- No Sunday Restrictions Sunday 11AM-11PM Sunday 11AM-2AM (following day)

Submit Completed Petition to:
 Mail: Department of Transportation and Environmental Services
 Transportation Planning Division
 Attn: Parking Planner
 301 King Street, Room 3600
 Alexandria, VA 22314
 Email: Katy.C.North@alexandriava.gov
 Phone: (703) 746-4139

We the undersigned residents hereby request that the City create a new/expand the existing residential permit parking district on the blocks listed above. We understand that if a district is created/expanded to include our blocks and signs are posted to restrict parking for non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest passes to allow guests to park on the street.

800 and 900 block of Second Street

(South side / North side)

(block #, e.g. 100)

(street name)

(side of block, e.g. even/odd)

Resident Name (Printed)	Resident Signature	Address	Date
Nancy L. Meyers	<i>[Signature]</i>	803 Second Street	28 July 2018
JILL CHRISTMAS	<i>[Signature]</i>	805 Second Street	28 July 2018
Chrissy Reynolds	<i>[Signature]</i>	807 Second Street	29 July 2018
RYAN TAYLOR	<i>[Signature]</i>	809 Second Street	28 July 18
PAUL BARRY	<i>[Signature]</i>	811 Second Street	28 July 18
Anne Van Soest	<i>[Signature]</i>	928 Second St	July 28
JOHN SCALIA	<i>[Signature]</i>	932 Second St.	7/28
MARY J. ROATE	<i>[Signature]</i>	911 " "	7-28
Ann Tipton	<i>[Signature]</i>	914 Second St	7/23/18
Clayton Smith Shannon Smith	<i>[Signature]</i>	922 Second St.	8-4-18
Rebecca Nicka	<i>[Signature]</i>	920 Second St	8-4-18
Kay Blackburne	<i>[Signature]</i>	926 Second St	8-4-18

Please note signatures from residents who are renters.

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

We the undersigned residents hereby request that the City create a new/expand the existing residential permit parking district on the blocks listed above. We understand that if a district is created/expanded to include our blocks and signs are posted to restrict parking for non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest passes to allow guests to park on the street.

_____ block of _____ (_____ side)
 (block #, e.g. 100) (street name) (side of block, e.g. even/odd)

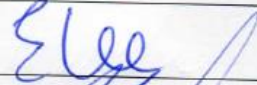

Resident Name (Printed)	Resident Signature	Address	Date
M MILLER	<i>M Miller</i>	930 2nd St	6 th Aug 2018
Jim Johnson	<i>Jim Johnson</i>	916 Second St	18/ Aug 2018
William Muldrow	<i>William Muldrow</i>	905 Second St.	8/18/18
KAREN GRANE	<i>Karen Grane</i>	918 Second St	8-18-2018
JULIE E SWATEK	<i>Julie E Swatek</i>	903 SECOND ST	9-6-18
John P Deerin	<i>J.P. Deerin</i>	909 Second St	9/30/18

Please note signatures from residents who are renters.

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

We the undersigned residents hereby request that the City create a new/expand the existing residential permit parking district on the blocks listed above. We understand that if a district is created/expanded to include our blocks and signs are posted to restrict parking for non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest passes to allow guests to park on the street.

800 (odd 900 odd + even) block of Second St. (_____ side)
 (block #, e.g. 100) (street name) (side of block, e.g. even/odd)

Resident Name (Printed)	Resident Signature	Address	Date
Emily Lee		905 Second Street	10/11/18
Alex Lee		905 2nd St	10/11/18

Please note signatures from residents who are renters.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 22, 2018

DOCKET ITEM: #11

ISSUE: Update on a sidewalk, trail, and ramp improvements at Slaters Lane, George Washington Memorial Parkway, E. Abingdon Drive, and W. Abingdon Drive

REQUESTED BY: T&ES Staff

LOCATION: Intersection of Slaters Lane and E. Abingdon Drive

STAFF RECOMMENDATION: That the Board receive an update and hold a public hearing on the Slaters Lane and Abingdon Drive project.

BACKGROUND: A spur of the Mt. Vernon Trail runs alongside E Abingdon Drive and ends at Slater's Lane. Transportation and Environmental Services T&ES and the Department of Project Implementation (DPI) have been working on a design to widen this substandard width trail section and to upgrade and repair the sidewalks, ramps, and crosswalks at the entire intersection complex of Slaters Lane, E. Abingdon Drive, W. Abingdon Drive, and the George Washington Memorial Parkway. A map of this area is shown in Attachment 1, and a street-level picture of where the trail will be widened is shown in Attachment 2.

This project has been in design for several years, with extensive coordination with the National Park Service on the improvements that would be constructed within their right-of-way. The current plan draft is shown as Attachment 3.

Upgrading ramps on the W. Abingdon Drive side requires disturbing a small amount of private property. To pursue easements or acquisition of this property, T&ES is required to hold a public hearing on this project, which this Traffic and Parking Board docket item is intended to satisfy.

DISCUSSION: Widening this trail section and upgrading the facilities provided to cross east to west across E. Abingdon Drive, W. Abingdon Drive, and the George Washington Memorial Parkway, will greatly enhance connectivity and safety for pedestrians and bicyclists. This connection will only increase in significance with the completion of the Potomac Yards Metro station.

There are two minor traffic changes associated with the project, neither of which have an adverse impact on traffic. The first is that the WMATA 11Y express bus, which runs every 10-15

minutes during peak periods only, would be stopping in the outside traffic lane, instead of the bus pullout area. This will not have a significant impact on traffic but will bring some efficiency to the bus operation. The second change is a new prohibition on right-turns-on-red, from westbound Slaters Lane onto northbound E. Abingdon Drive. This is not an existing high-crash intersection, but existing poor sightlines will be further degraded by the stop-bar being further back from the intersection in the revised design. This will not have a significant impact on traffic.

ATTACHMENT 1: LOCATION (AERIAL)



ATTACHMENT 2: LOCATION (STREET LEVEL)



E Abingdon Drive, looking north. This current sidewalk will be widened into the existing bus pullout area, and the ramp will be upgraded.

ATTACHMENT 3: PLANNED IMPROVEMENTS

