

TRAFFIC & PARKING BOARD PUBLIC HEARING

September 27, 2021



September 27, 2021

- Announcement of deferrals and withdrawals
- Approval of July 26, 2021 Meeting Minutes
- Written Staff Updates
- Public Discussion Period
- Public Hearing Follow Up

Written Staff Updates

- Dockless Mobility and Ad Hoc Scooter Task Force Recommendations
- Capital Bikeshare Expansion

Capital Bikeshare Expansion

Slides to accompany the written staff update

Community Outreach and Traffic & Parking Board Approval Completed in 2017

Station Number	Station Location	Public Parking Removal	Number of Docks	Right-of-Way or Private Property
1	Main Line Blvd & E Glebe Rd (Potomac Yard)	None	19	Public ROW
2	N Pickett St & Holmes Run Pkwy	None	15	Public ROW
3	Potomac Ave & E Reed Ave (Potomac Yard)	None	16	Public ROW
4	Ben Brenman Park Dr & Somerville St* (initial location infeasible – moved to Deer Park & Somerville St)	None	16	Public ROW
5	W Reed Ave & Edison St	None	12	Public ROW
6	Green St & S Washington St	None	15	Public ROW
7	Duke St & Holmes Run Trail* (initial location infeasible - moved to Duke St & Jordan St)	None	16	Public ROW
8	Barrett Branch Library - Columbus St & Queen Street* (initial location infeasible – new location TBD)	TBD	11	Public ROW
9	Braddock Road Metro South* (determined new location closer to station entrance)	None	19	Private Property (WMATA)
26	Eisenhower Ave & Holmes Run Trail* (initial location infeasible – moved to Van Dorn Metro)	None	19	Private Property (WMATA)

Community Outreach and Traffic & Parking Board Approval Completed in October 2020

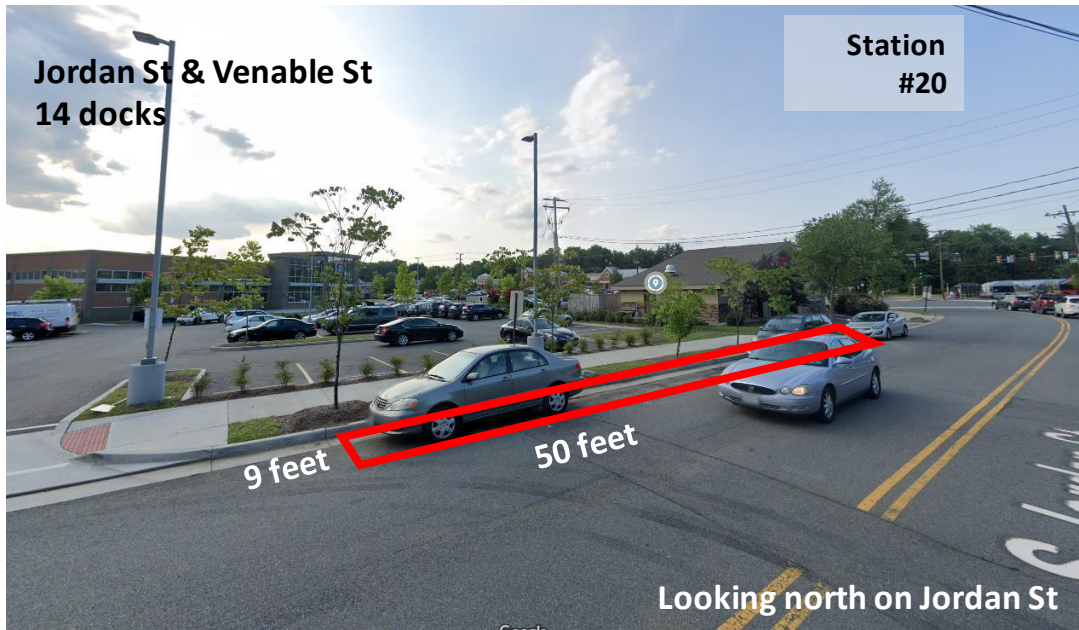
Station Number	Station Location	Public Parking Removal	Number of Docks	Right-of-Way or Private Property
13	King St & Kenwood Ave (TC Williams)	None	16	Public ROW
15	King St & W Braddock Rd (Safeway)	None	15	Public ROW
20	S Jordan St & Holmes Run Pkwy	Yes	14	Public ROW
21	S Pickett St & Shillings St (Modera Tempo)	Yes	15	Public ROW
22	S Reynolds St & Edsall Rd	Yes	15	Public ROW
26	Van Dorn Metro (initial location at Eisenhower & Holmes Run Trail infeasible)	None	19	Private (WMATA) ROW
10	Beatley Library & Duke St* (initial location infeasible – location TBD)	None	13	Public ROW

Changes to Previously Approved Stations

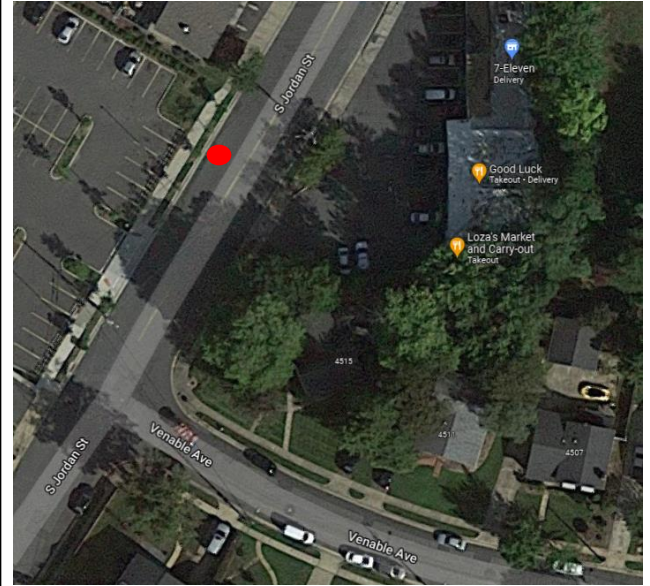
Station Number	Station Location	Public Parking Removal	Number of Docks	Right-of-Way or Private Property
20	Jordan & Venable* (initial location not feasible - moved from Holmes Run Parkway & Jordan St)	No	14	Public ROW

Jordan St & Venable St
14 docks

Station
#20



Vicinity Map:



Notes: : 6' out from curb line, not directly against curb. Traffic & Parking Board approved removal of parking in this curb space in September 2019 and so no additional parking needs to be removed.

Station Size and Configuration: 50' x 9' (14 docks)

Signage Needs: Map to be included; on-street striping needed

metro bike

capital bikeshare



Date Submitted:

Public Discussion Period

Disability Parking Space at 3110 Wellington Rd

Agenda Item 5

Presenter: Mr. Nguyen



Street View



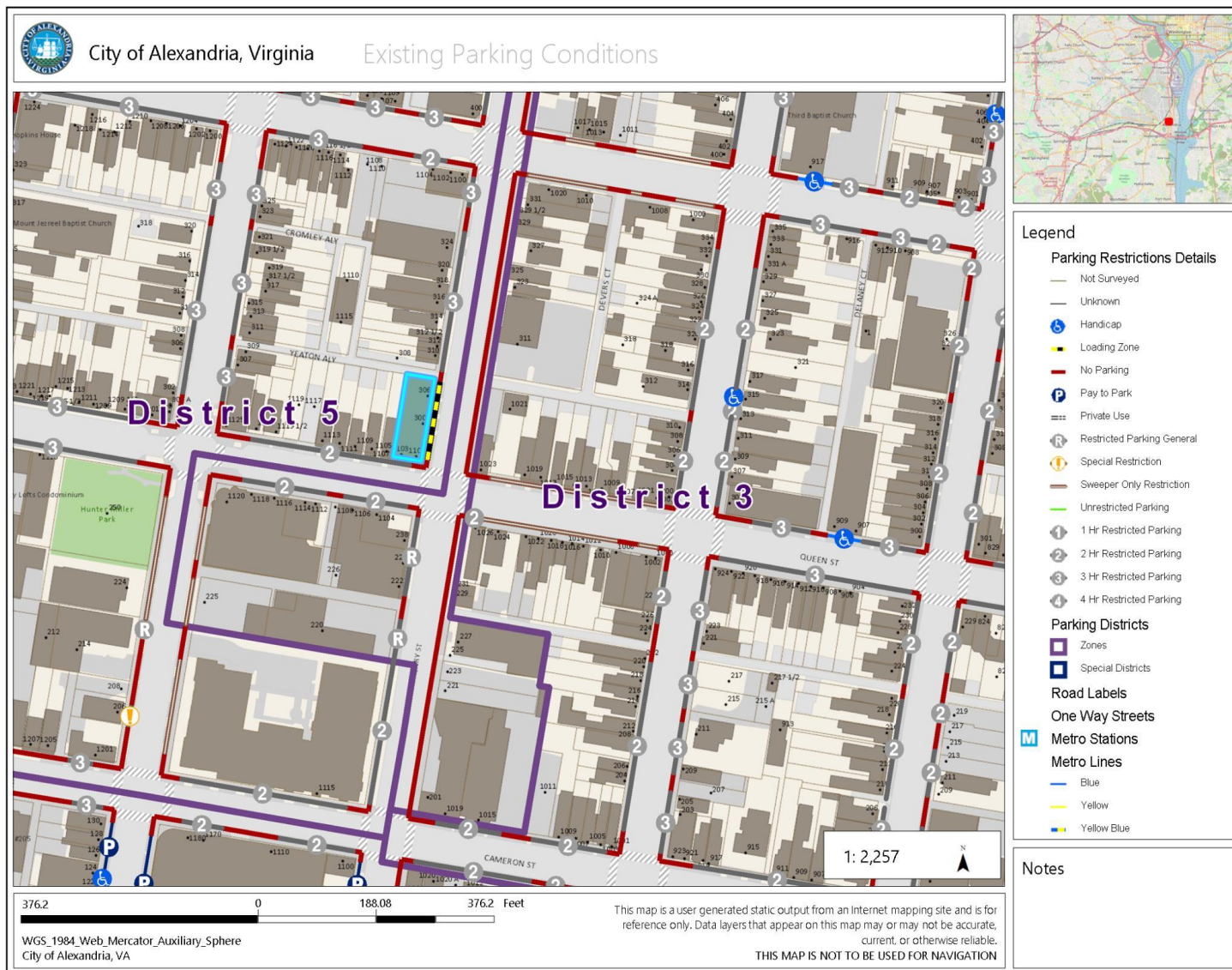
Removal of a Loading Zone at 300 N. Henry

Agenda Item 6

Presenter: Mr. Block



Location



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Street View



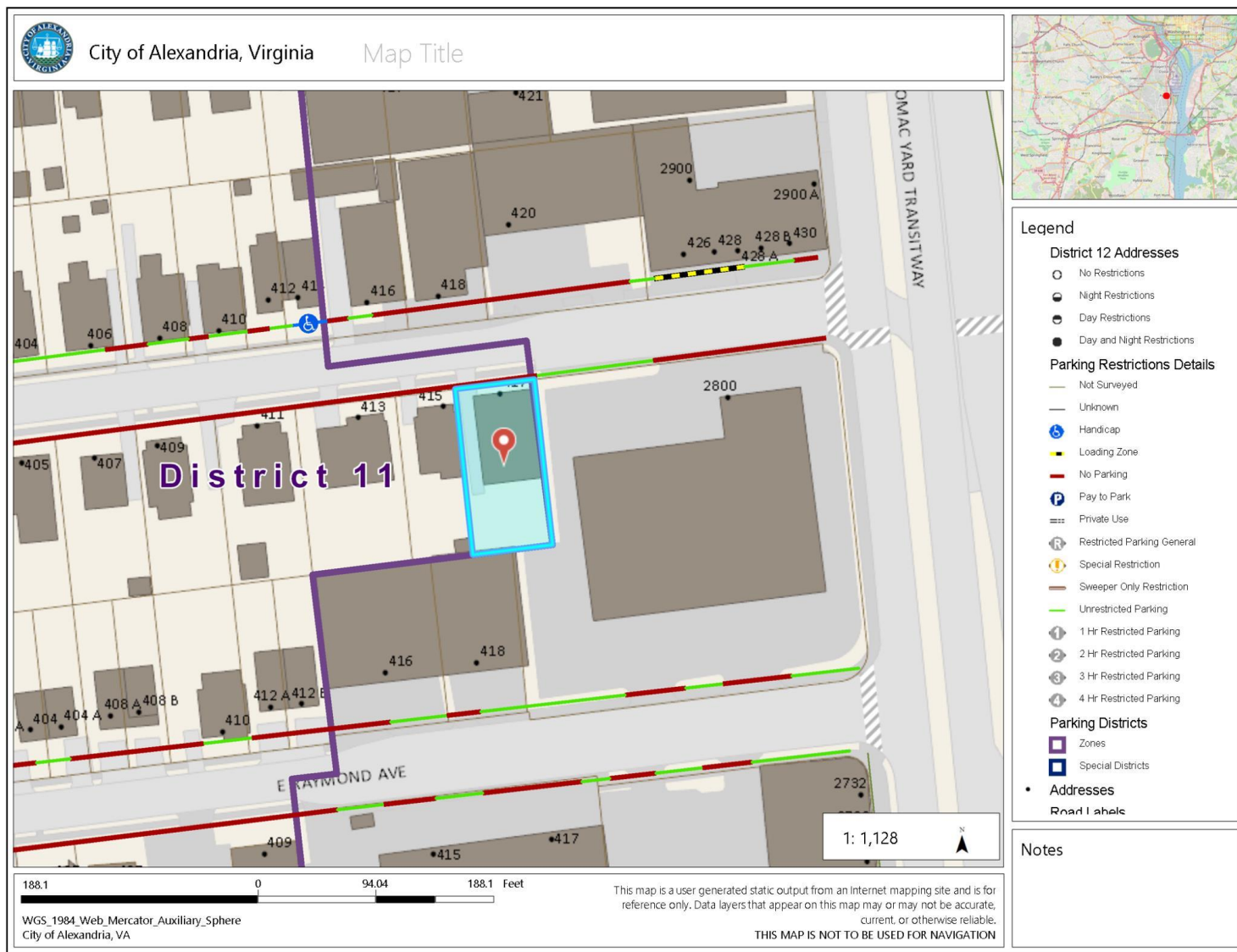
Creation of a Loading Zone for a Childcare Center at 417 Hume Ave.

Agenda Item 7

Presenter: Mr. Block



Location



Street View



Request to Remove Metered Parking on South Peyton St. for a Bikeshare Station

Agenda Item 8

Presenter: Ms. Caudullo



Overview

Review of:

- City of Alexandria bikeshare station siting process
- VDOT approval process
- Timeline of the bikeshare expansion project
- Map of existing bikeshare system and stations funded by VDOT

Station locations that Traffic & Parking Board is considering for approval in September 2021

- 1 bikeshare location on Peyton & King that would remove 2-3 metered parking spaces
- 6 bikeshare station locations that are off-street and would not require parking removal

City of Alexandria Bikeshare Station Siting Process

The City's station siting process requires approval by:

Bikeshare operator

- Stations must be approved by the bikeshare operator to ensure proposed locations meet footprint size requirements, sunlight needs, can safely be rebalanced and maintained, etc.

Internal stakeholders (City Departments)

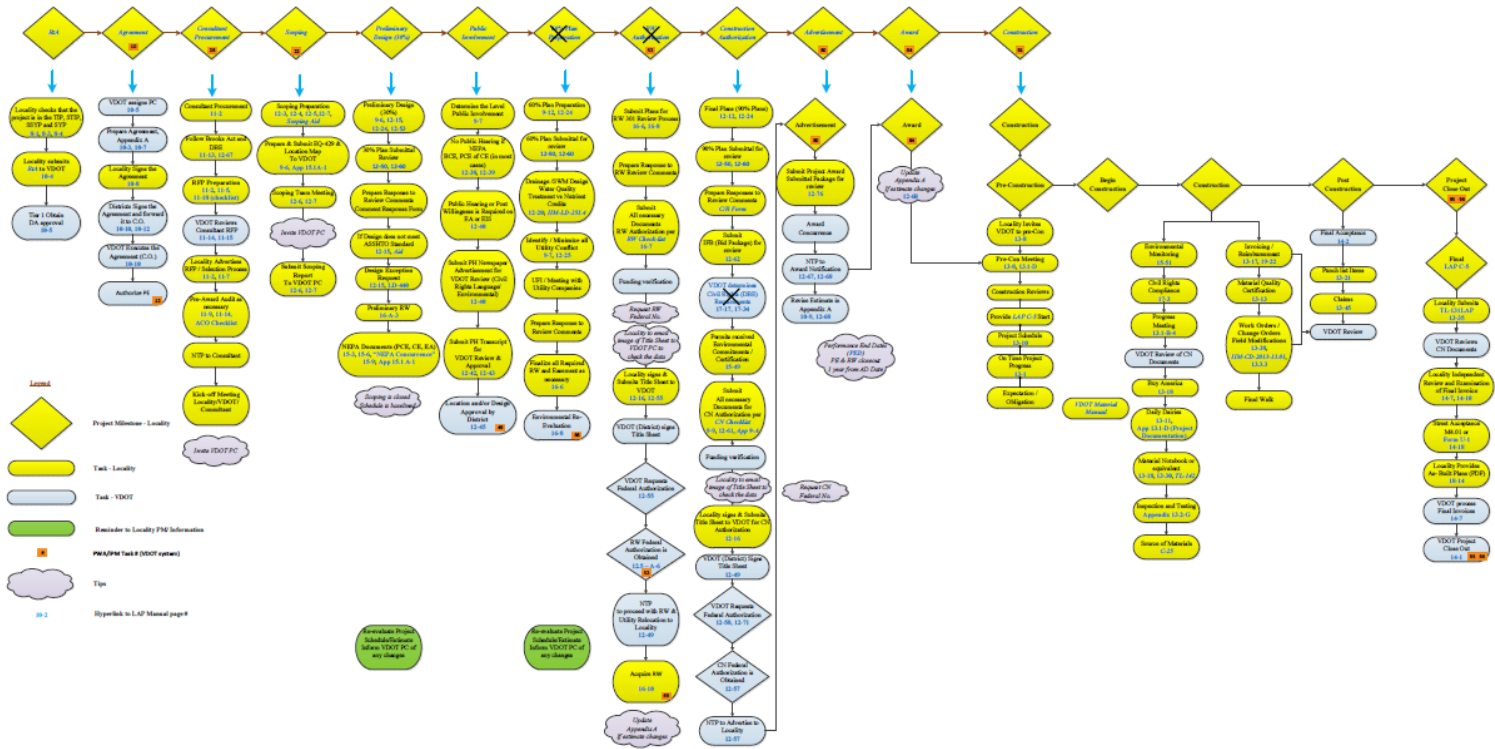
- Stations are reviewed by relevant City departments for impacts to department operations

The community and Traffic & Parking Board

- Stations that require the removal of parking require outreach and approval by TPB
- The City's Bike Ped Plan was developed using public input and outlined a plan for bikeshare expansion

Note: Stations funded by VDOT or new developments require additional approvals.

VDOT Approval Process



Timeline of the Bikeshare Expansion Project

2017

- City receives grant from VDOT to purchase 26 bikeshare stations
- Community outreach and Traffic & Parking Board approval of 10 locations

2020

- City submits 26 locations to VDOT for approval to purchase bikeshare stations
 - Final locations are contingent on approval by the community and T&PB, City departments, and the bikeshare operator
- Community outreach and Traffic & Parking Board approval of 7 locations

Spring 2021

- City receives VDOT approval to purchase 26 bikeshare stations
- Staff determines that 4 locations approved in 2017 and 1 location approved in 2020 are infeasible

Summer 2021

- City departments' review of 19 locations (6 locations approved by T&PB 2017, 6 locations approved by T&PB 2020, and 7 locations that T&PB will consider in September 2021)

September 2021

- Community outreach and Traffic & Parking Board consideration of 7 locations

Fall / Winter 2021

- Pending City departments' review, community outreach and T&PB approval, and the bikeshare operator's schedule, installation of bikeshare stations
- Staff explores locations for final 7 bikeshare stations

Spring 2022

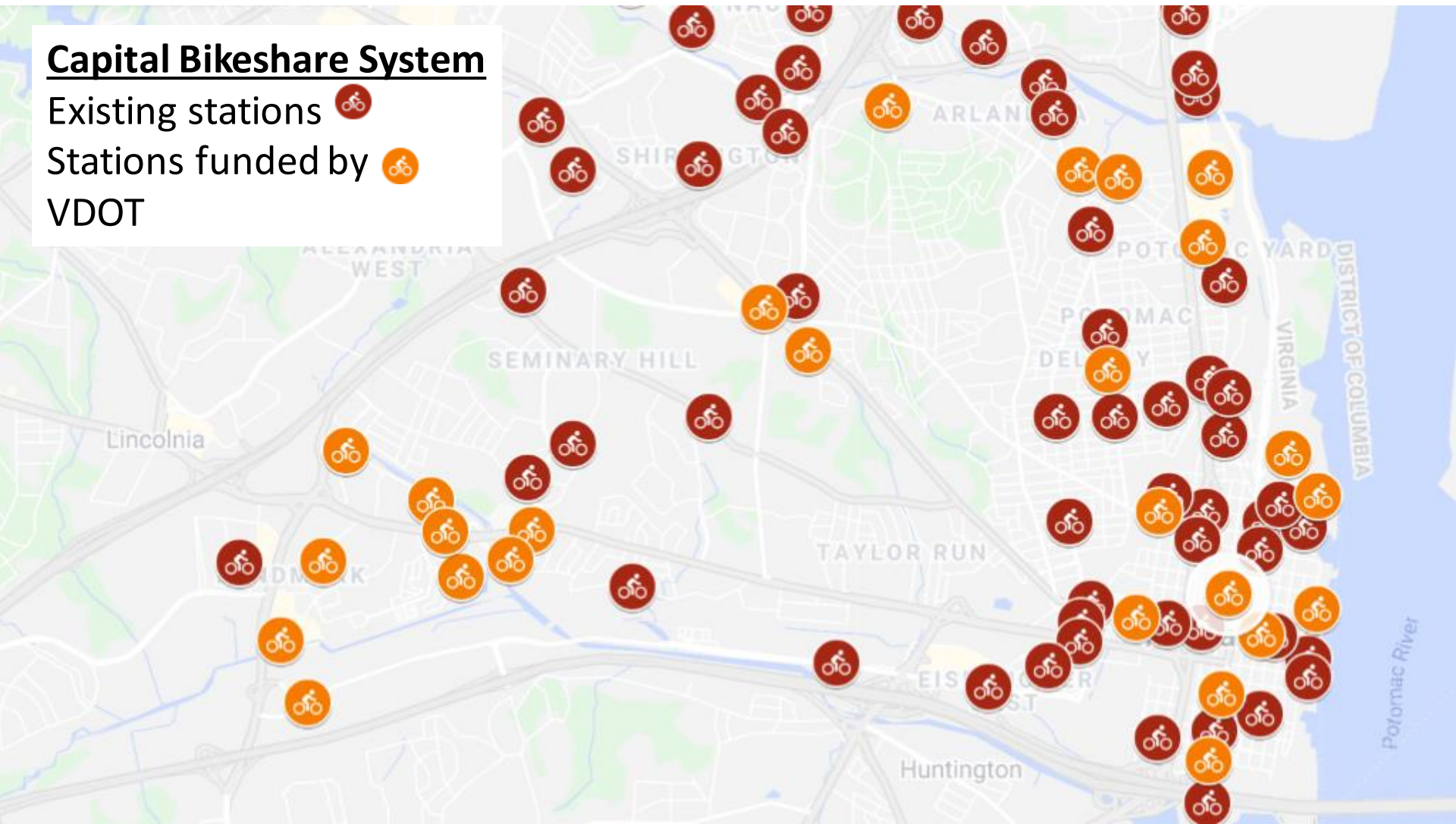
- City departments' review, community outreach and T&PB approval, and the bikeshare operator's review of final 7 bikeshare stations

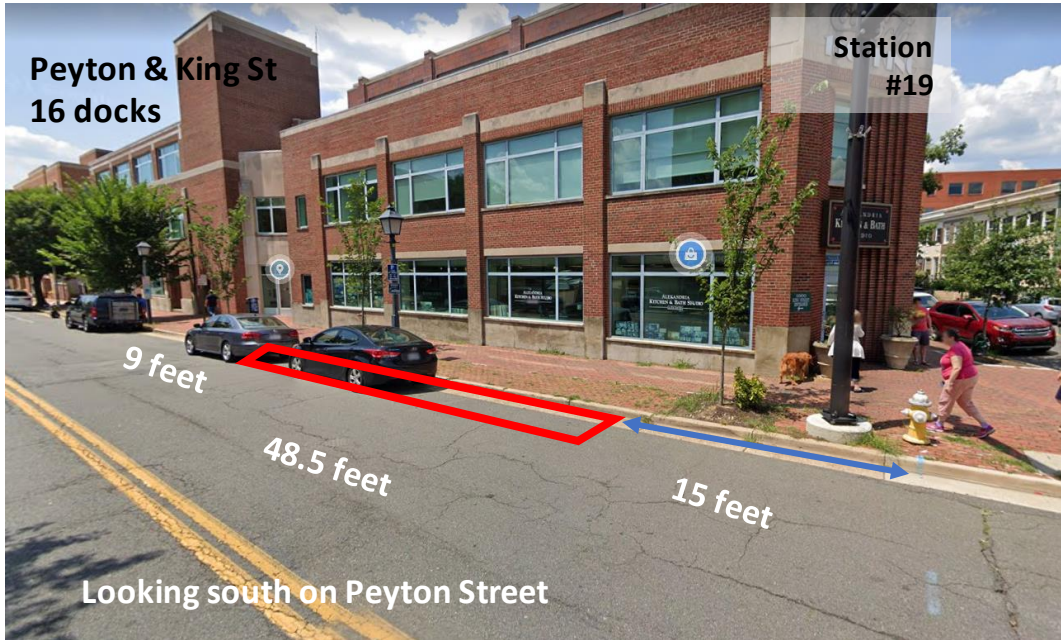
Capital Bikeshare System

Existing stations 

Stations funded by 

VDOT





Vicinity Map:



Notes: 2-3 parking spaces will need to be removed to allow for this on-street location. Station to be located at least 15 feet from the fire hydrant.

Station Size and Configuration: 48.5' x 8.5' (16 docks)

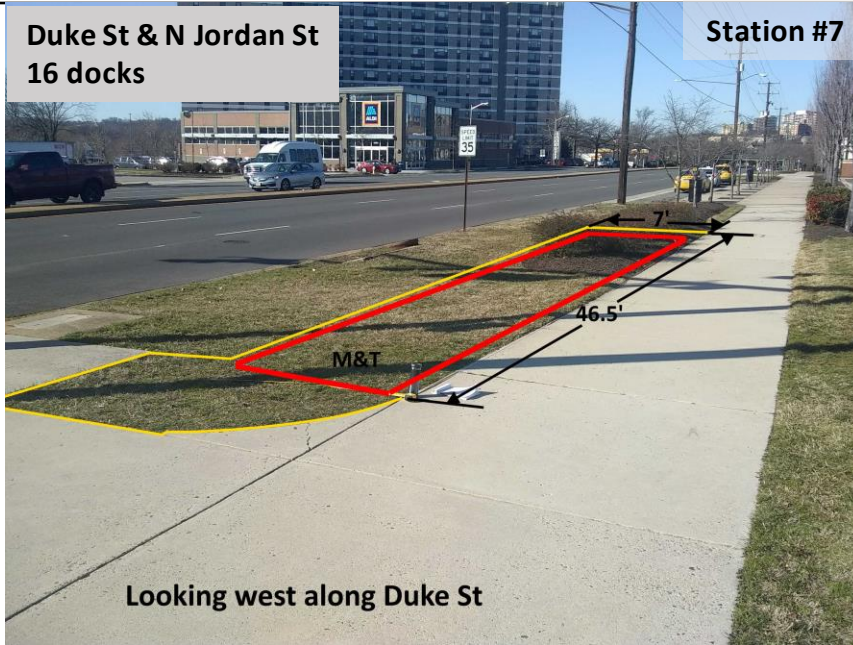
Signage Needs: Map to be included; on-street striping needed



Date Submitted:

Duke St & N Jordan St
16 docks

Station #7



Vicinity Map:



Notes: A nearby location (Duke St & Holmes Run Trail) was previously approved by Traffic & Parking Board in 2017. Complications led to relocating that station here. Concrete pad needed.

Station Size and Configuration: 46.5' x 7' (16 docks)

Signage Needs: Map to be included



Date Submitted: June 16, 2020

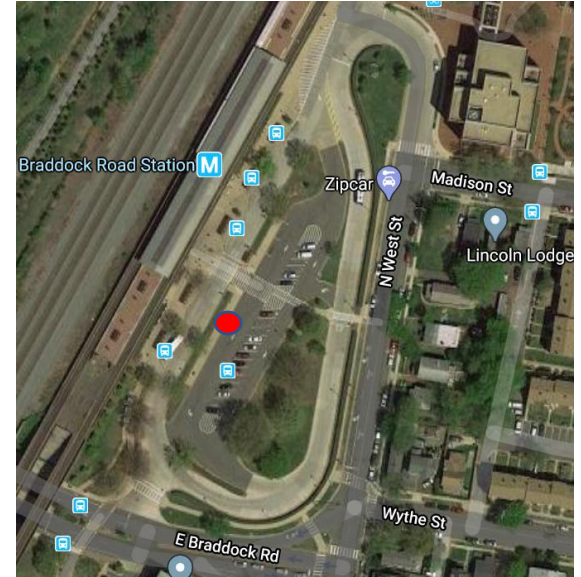
Station #9

**Braddock Rd Metro South
19 docks**



Looking south along Kiss & Ride parking lot

Vicinity Map:



Notes: Site requires a permit from WMATA. Written approval from WMATA received. Staff is in the process of obtaining the official permit.

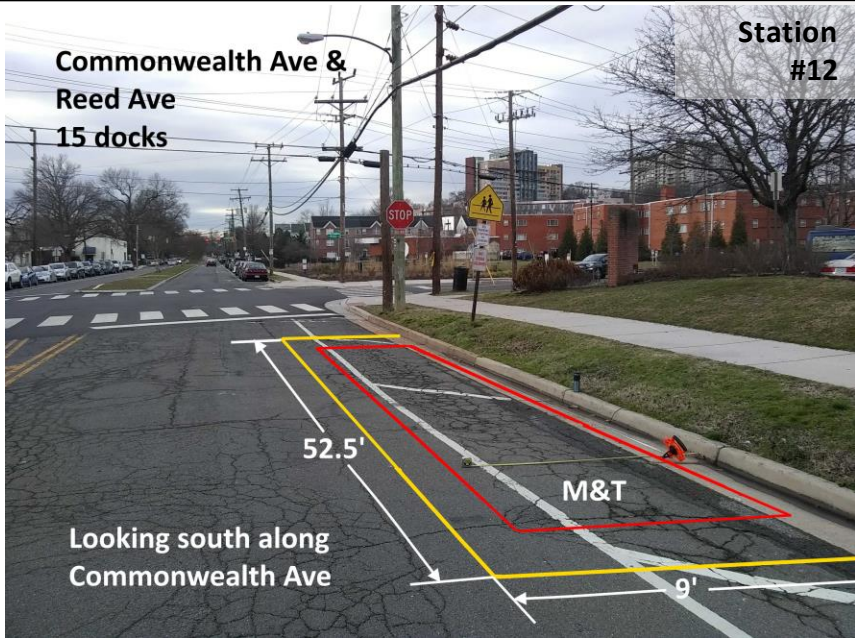
A station at the Braddock Road Metro was previously considered by the Traffic and Parking Board in 2017. The exact location is different than what was proposed in 2017. The concrete pad is larger than the proposed station size as the City may add docks at a later date.

Station Size and Configuration: 52' x 6' (19 docks)

Signage Needs: Map to be included



Date Submitted: June 16, 2020



Vicinity Map:



Notes: To be installed in an existing No Parking area on-street. Lane width is adequate to provide station along the curb.

Station Size and Configuration: 52.5' x 9' (16 docks)

Signage Needs: Map to be included; on-street striping needed



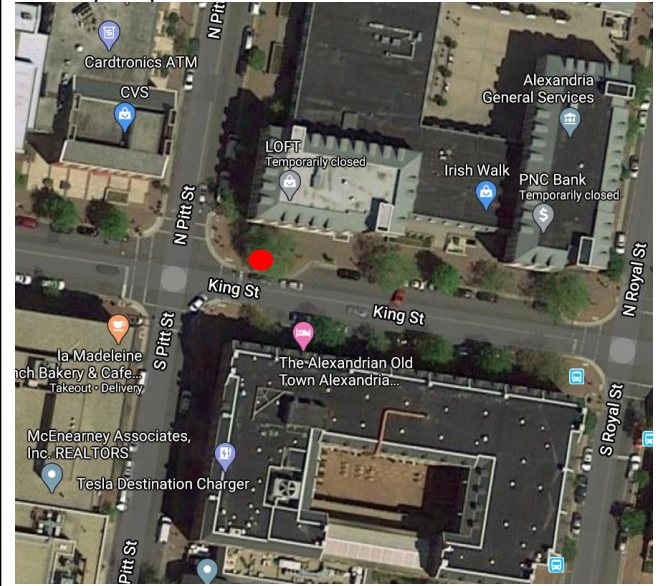
Date Submitted: June 16, 2020

King St & N Pitt St
15 docks

Station
#14



Vicinity Map:



Notes: Trashcan to be relocated.

Station Size and Configuration: 42' x 6' (15 docks)

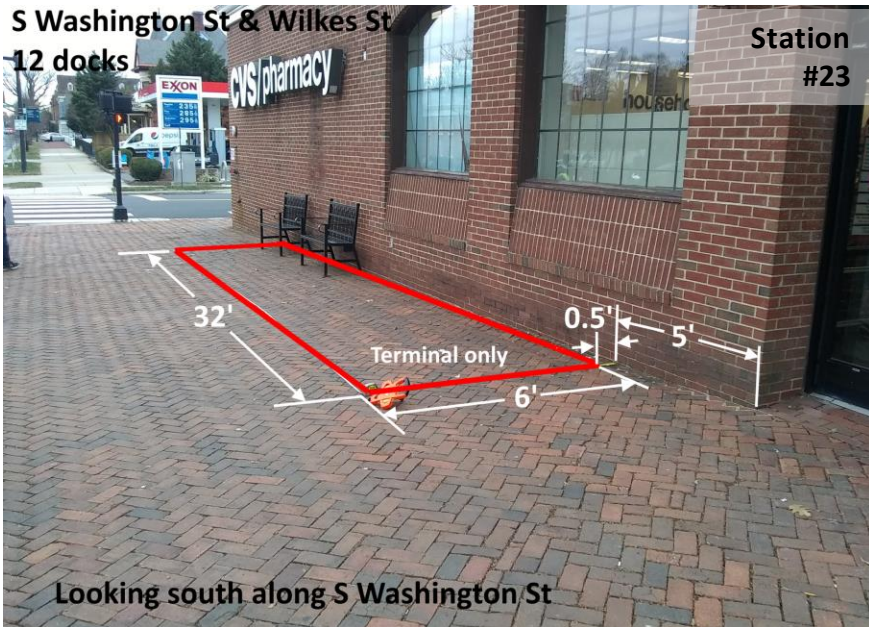
Signage Needs: Map to be included



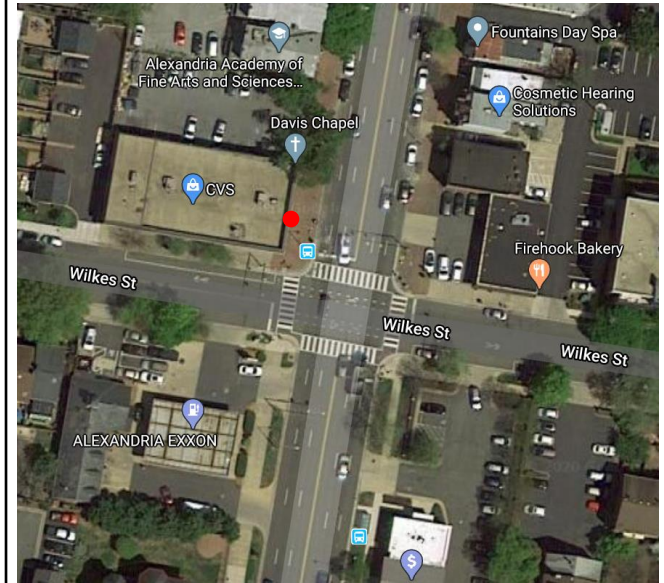
Date Submitted: June 16, 2020

S Washington St & Wilkes St
12 docks

Station
#23



Vicinity Map:



Notes: Benches to be relocated or removed.

Station Size and Configuration: 32' x 6' (12 docks)

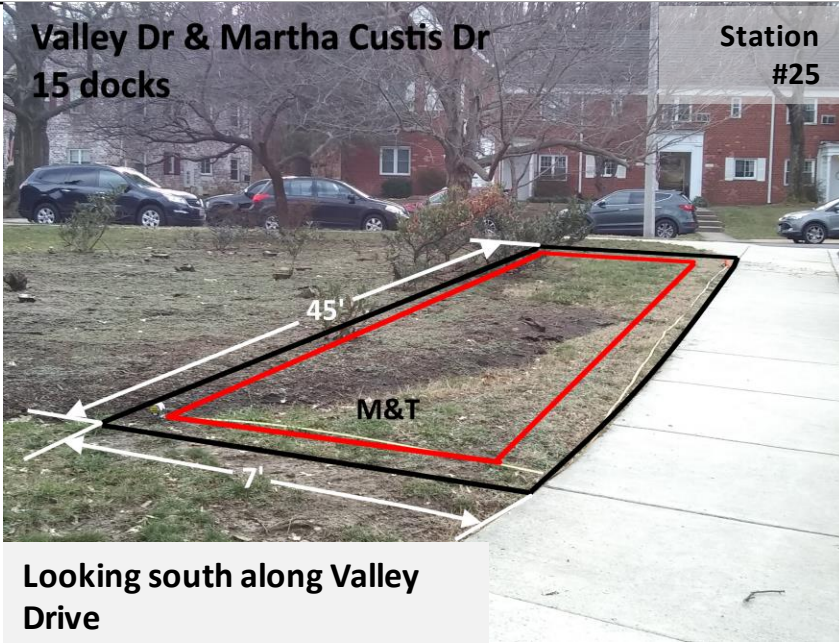
Signage Needs: No map frame



Date Submitted: June 16, 2020

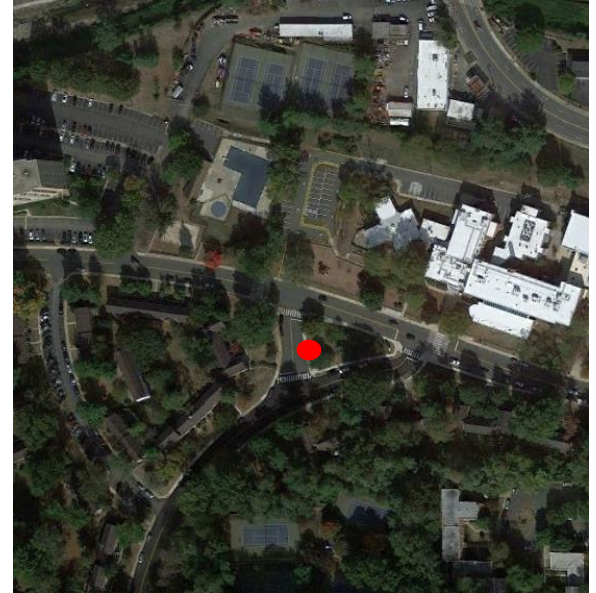
Valley Dr & Martha Custis Dr
15 docks

Station
#25



Looking south along Valley Drive

Vicinity Map:



Notes: Concrete pad needed.

Station Size and Configuration: 45' x 7' (15 docks)

Signage Needs: Map to be included

metro bike

capital bikeshare



Date Submitted: June 16, 2020

Signing approximately 33 parking spaces
No Parking on Mondays, Wednesdays,
and Fridays from 9 a.m. to 5 p.m. along N.
Howard Street, N. Imboden Street, and
Raleigh Avenue for access to the
dumpsters for the Foxchase Apartments.

Agenda Item 9

Presenter: Mr. Block



Location

- 11 dumpster locations in public ROW
- Approximately 3 spaces per location



Existing conditions



Existing conditions



Revised Application

- Applicant has agreement from their trash hauler to narrow the time window for pickups to **8 a.m. to 12 p.m.**
 - Now requesting No Parking, 8 a.m. to 12 p.m., Monday, Wednesday, Friday
 - Previous request: No Parking, 8 a.m. to 5 p.m., Monday, Wednesday, Friday

Enforcement

Alexandria Police Department will enforce officially posted signs like any other parking restriction

- Receive calls for service, requests for enforcement
- Citation, \$40 fine
- Vehicles may receive a 'courtesy tow' to a nearby legal space
- City will impound only for repeat offenders, or if a courtesy tow is not possible.

Request to Recommend that the Council Close the 100 Block of King Street and Remove 25 Parking Spaces

Agenda Item 10

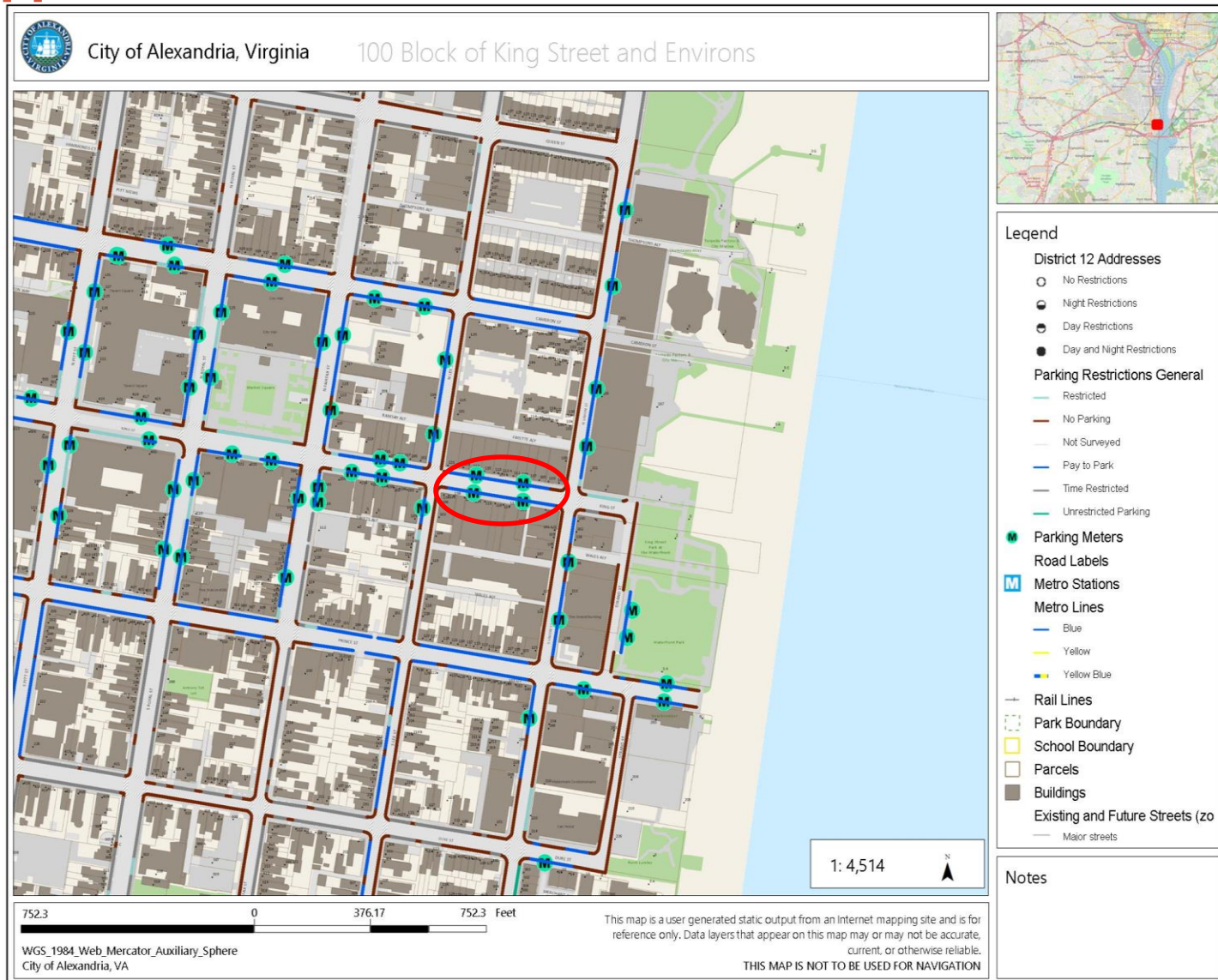
Presenter: Mr. Block



COVID Business Recovery Programs

- Council authorization of temporary programs through April 1, 2022
- Three Programs
 - **100 Block of King Street**
 - **Recommendation to the Council**
 - Parklet Program/Outdoor Dining in On-Street Parking
 - Curbside Pick-up Loading Zones
- Presenting recommendations to Council on October 16

Location



Street View, 2019



Google Streetview, July 2019

Street View, 2020



Photo Credit: Chris Cruz for Visit Alexandria

Transportation Impacts

- Uncertainty about traffic measurement
 - Pandemic impact vs. street closures
 - Detailed evaluation coming in Fall and Spring
- StreetLight Estimates of Traffic Volumes, 2021 vs. 2019
 - 100-600 blocks of Cameron, King, Prince, and Duke Streets all show decreases in average daily volume
 - Increase in evening and weekend traffic
- Parking
 - On-Street transaction volumes in Summer 2021 roughly similar to Summer 2019
 - Substantial increase in daily garage parkers at Market Square and Union Street, thanks to additional capacity
- Transit
 - King Street Trolley resumed service July 5, 2021
 - Terminating at Market Square (corner of Fairfax and King Streets)

Traffic Impacts

- StreetLight Traffic Estimates
- Traffic Volumes, 2021 vs. 2019
 - 100-600 blocks of Cameron, King, Prince, and Duke Streets all show decreases in average daily volume
 - Range from -2.0% to -19.4%
- Trips ending in Old Town Waterfront Zones, 2021 vs. 2019
 - Overall trips to area slightly less than in 2021 but during the late peak (7pm-12am) on Friday-Sunday, trips increased by 16%.

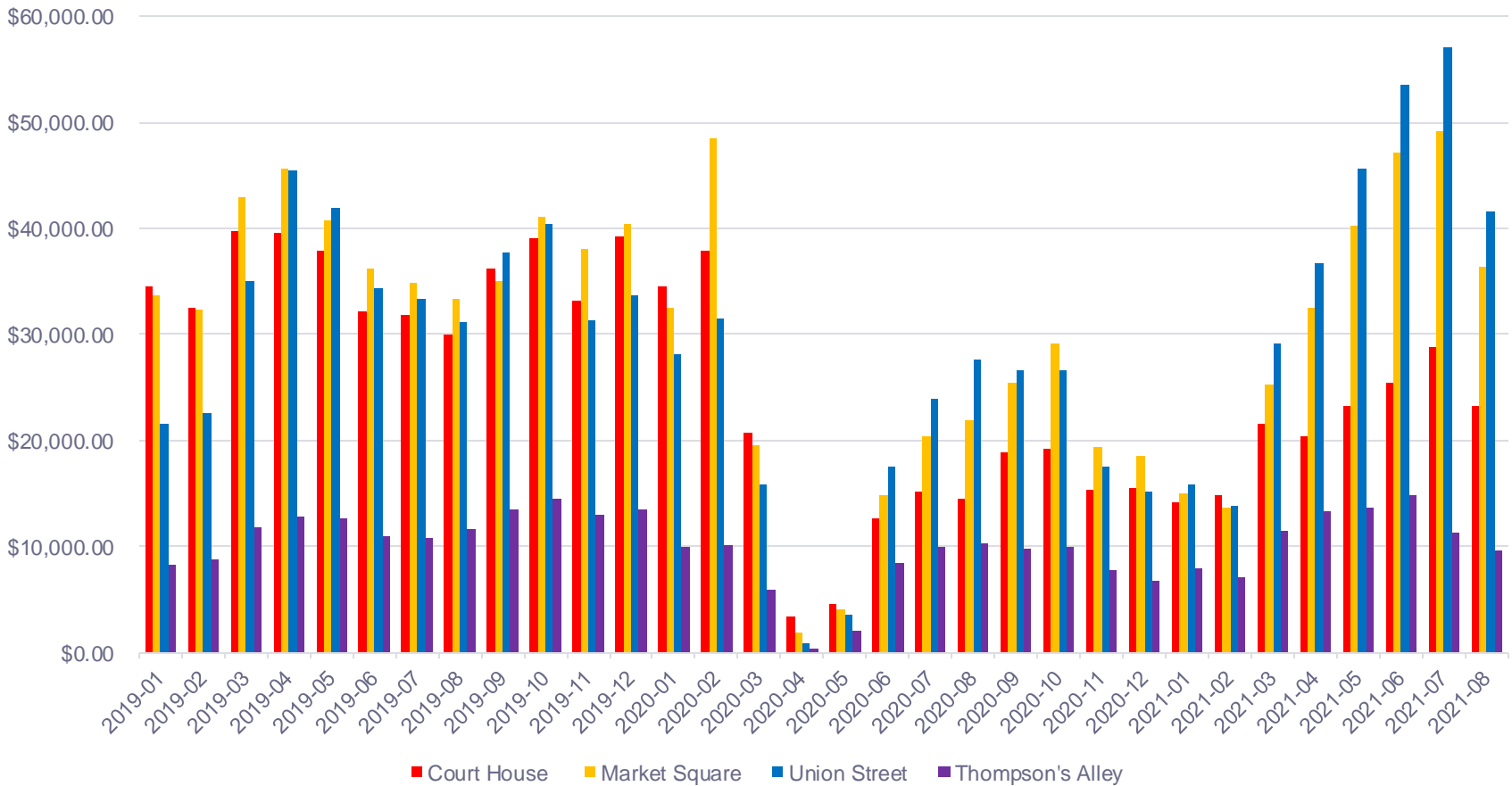
On-Street Parking Trends

On-Street Parking Transactions by Month
Lower King Street Area



Garage Parking Trends

Transient Parking Garage Revenue by Month
Lower King Street Area



Community Feedback

Feedback Form: 2776 responses

- 86% residents, 11% visitors, 3% businesses

Quality of Experience on the 100 Block of King:

- 77% very positive, 11.5% positive

Are you more likely to go to a restaurant with outdoor seating?

- 91% Yes

Would you like to see the program continue (Residents/Visitors)?

- 92% Yes, 5% No

Design Changes



Existing Conditions:

- Restaurant Seating across entire sidewalk

Future: Minimum 5' Sidewalk Zone

- Access to Storefronts
- Legibility for Pedestrians
- Fire Dept Access



Design Changes



Existing Conditions:

- Temporary Barricades

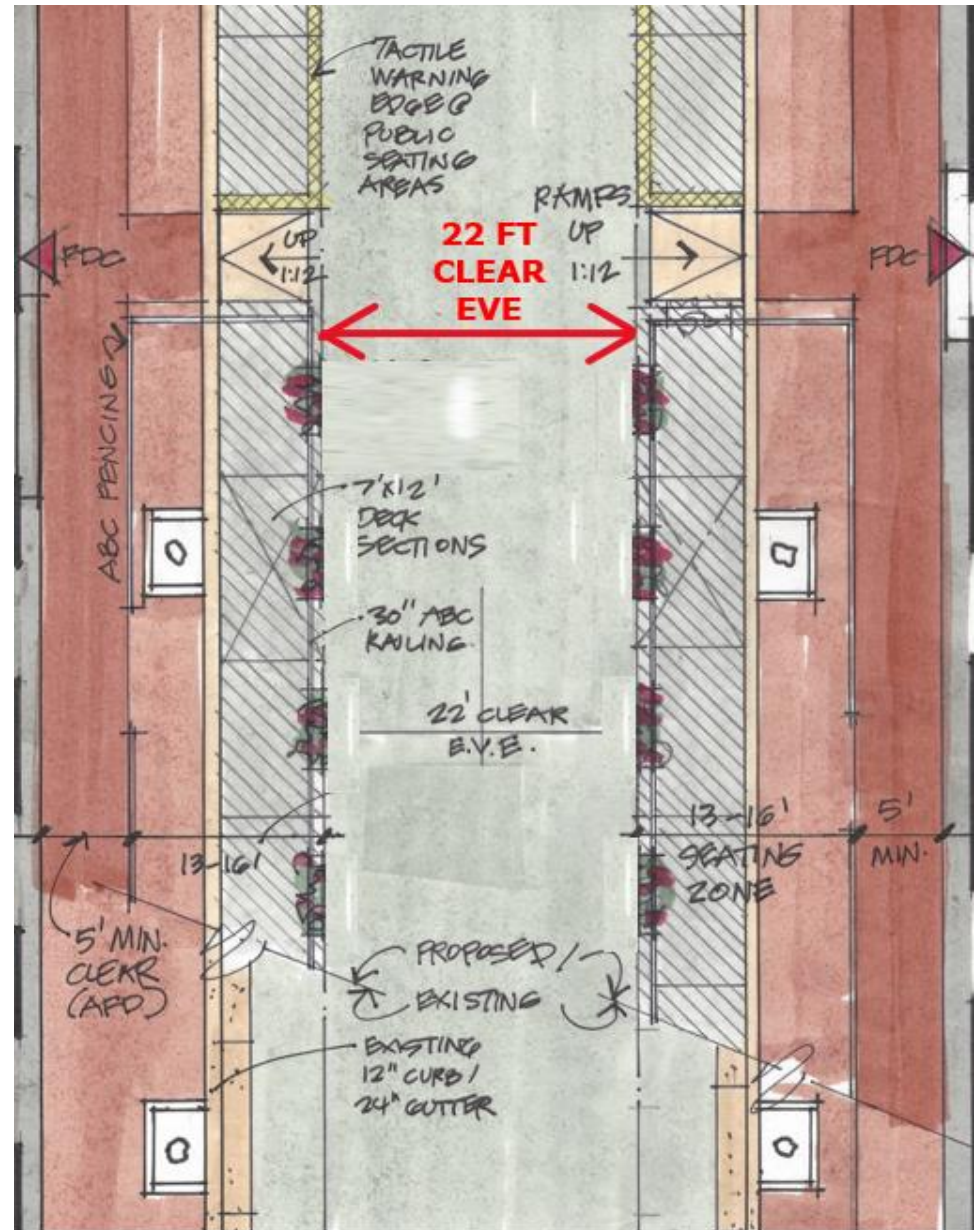


Future Design:

- Improved Barricades, Signage, and Seating Areas

Next Steps

- Recommendation to Council
- Design Changes
 - 5' minimum open sidewalk
 - Improvements to seating areas
- Council allocated \$100,000 of ARPA funds
 - Short term improvements: Barricades, seating, signage, etc.



Design Concept – Subject to Change

Next Steps

Traffic & Parking Board Recommendation to Council:

- Closing the street to traffic
- Removal of ~25 metered parking spaces

Planning Commission:

- Section 9.06 case for permanent closure of 100 block of King Street

Council Actions:

- Ordinance to close the 100 Block of King
- Amend Code 5-2-29 – permitted encroachments
- Amend Zoning Ordinance for outdoor dining and retail sales

Request to Recommend that the Council Adopt a Permanent Parklet Program to Enable Commercial Use and Public Use Parklets

Agenda Item 11

Presenter: Mr. Block



COVID Business Recovery Programs

- Council authorization of temporary programs through April 1, 2022
- Three Programs
 - 100 Block of King Street
 - **Parklet Program/Outdoor Dining in On-Street Parking**
 - **Recommendation to the Council to create a permanent program**
 - Curbside Pick-up Loading Zones
- Presenting recommendations to Council on October 16

Background

- Pilot Parklet program
 - Approved by T&PB in February 2020
 - Public-use parklets
 - Comply with Parklet Guidelines
 - Seasonal installation (Spring to Thanksgiving)
 - Pilot limited to six installations
- COVID-19 Pandemic
 - Temporary expansion of outdoor dining, May 2020
 - Convert parking spaces that meet modified Parklet location criteria

Temporary Program Scope

Does not include:

- Additional sidewalk dining
- Dining in off-street parking lots

Total Applicants:

- 50 businesses
- 117 parking spaces

Current Use:

- ~47 businesses
- ~104 parking spaces



Photo Credit: Chris Cruz for VisitAlexandria

Current Conditions



Temporary parklets:

- *de facto* pilot program
- Simple implementation, materials
- COVID emphasis – social distancing, ventilation



Proposed Program Structure

- Seeking feedback on draft process
- Ongoing internal coordination with City agencies

Proposed Process:

1. Applicants submit a parklet application to the City
2. Staff would review application for both suitability and compliance
3. Applicants will be required to provide notice to nearby stakeholders
4. Applicants sign maintenance agreement, pay fees
5. Annual permit issued

Parklet Guidelines

	Pilot Program	Permanent Proposal
Number	Maximum of 6	No limit
Concentration	Limited number per block	No limit
Use	Public use only	Commercial use allowed
Timeline	Seasonal, Spring- Thanksgiving	Year-round

Additions to Draft Parklet Guidelines:

- Storm inlet clearance
- Proximity to driveways and intersections
- Edge barrier requirement (planters, railings, fences)
- Overhead coverings not allowed (except umbrellas)

Staff Recommendation

- That the Traffic & Parking Board recommend the Council create a permanent parklet program for public use and commercial use parklets
- Provide feedback on the draft Parklet Guidelines

Next Steps

- September 27: T&PB
 - Traffic & Parking Board Recommendation
- October 16: City Council
 - Amend City Code 5-2-29 to list parklets as a permitted encroachment
 - Amend Zoning Ordinance to allow for retail display and sales in parklets, as well as on public sidewalks adjacent to associated businesses
- October 26 or November 9: City Council
 - Council Resolution for fees
- November: T&PB
 - Approve Parklet Guidelines

Consideration of an Endorsement of the Curb Space and Parking Chapter of the Alexandria Mobility Plan

Agenda Item 12

Presenter: Ms. Slesinger

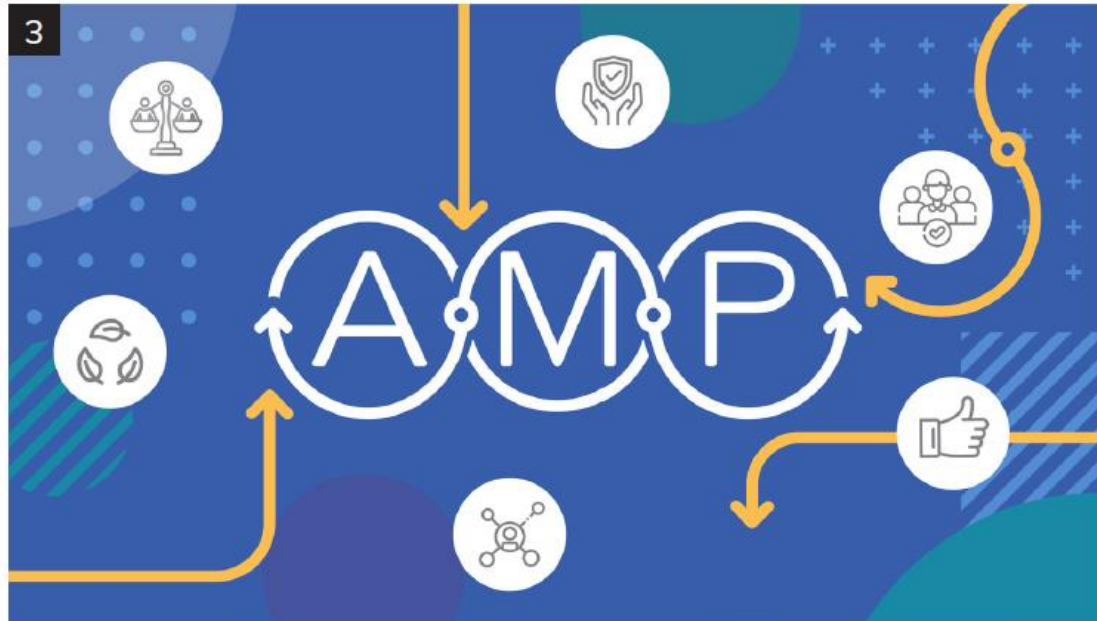


ALEXANDRIA MOBILITY PLAN FINAL PLAN RELEASE

Traffic & Parking Board
September 2021



What is the AMP?



Plan and Chapter Components



Plan Inputs



Planning Process





Curb Space and Parking Strategies

1. Implement a prioritization framework for making changes to curb space
2. Consider pricing, regulation, data, and communications to manage parking availability
3. Reconsider parking requirements in new developments
4. Promote electric vehicle charging opportunities.*



Example Curb Space Framework: Curb Uses

Curb Use Categories

Examples:

City Plan Priorities	Safety improvements, bus lanes, bike lanes, green infrastructure, electric vehicle charging, and other items specifically included in City plans
Access for Goods	Loading zones, deliveries, food pick-up/drop-off
Access for People	Bus stops, pick-up/drop-off, bikeshare stations, scooter corrals
Parking	Metered parking, residential parking, bike parking
Activation	Parklets, in-street dining, public art

Curb Space Framework: Land Uses

Land Use Categories

	Description:	Examples:
Residential	Predominantly residential uses, including detached houses, rowhouses, and apartment buildings	Cameron Station Blvd between Duke St and S. Pickett St Taney Ave between N. Jordan St and Van Dorn St
Main Streets	Mixed-use neighborhoods with office, residential, and retail uses as well as neighborhood retail corridors	Mt Vernon Ave in Del Ray King St in Old Town
Office & Commercial Districts	Areas with predominantly office, retail, and other 'Downtown' functions—often high-density and often including residential towers	Eisenhower Ave between Holland Ln and Telegraph Rd in Carlyle Duke St between Holland Ln and Dulany St
Warehouse and Industrial	Areas with mostly industrial and warehouse uses, including redeveloping areas adding retail uses and residential developments	Wheeler Ave west of S. Early St S. Pickett St west of Van Dorn St

Example Curb Space Framework: Priorities

Curb Space Prioritization Framework

Priority:	Residential	Main Streets	Office & Commercial Districts	Warehouse & Industrial
High  Low	City Plan Priorities			
	Access for People	Access for People	Access for People	Access for Goods
	Parking	Access for Goods	Access for Goods	Access for People
	Access for Goods	Activation	Parking	Parking
	Activation	Parking	Activation	Activation

Not every category applies to every street. Specific context will also be considered, such as the availability of off-street or nearby parking.

Next Steps

Final Plan

- Board and Commission Meetings
- City Council hearing and adoption

Adopted Plan

- Continued engagement with the community, stakeholders, and elected officials
- Identify and pursue funding for projects
- Implement strategies
- Work with our partners
- Track and report on progress
- Adapt based on performance



For more information

- Visit: alexandriava.gov/MobilityPlan
- Email: MobilityPlan@alexandriava.gov

Recommendation

- Endorse the Curb Space and Parking Chapter of the Alexandria Mobility Plan.

Staff Updates

- StreetLight Data
- Creation of an Administrative Process for restaurant delivery and pick-up zones

StreetLight Data

- City access to Vehicle, Truck, Bicycle and Pedestrian data
- Platform to ask mobility questions
- Aggregated data from anonymized location records from smart phones and navigation devices in connected cars and trucks.
 - Adding context from numerous other sources like parcel data and digital road network data.
 - Six week delay due to processing and calibration

StreetLight Data

Types of information

- Volume, speed, travel times
- Turning movements at intersections
- Trips to/from certain areas
- Origin Destination studies
- Home or work-based trips
- Demographic data from trips (income, race, education, etc)

StreetLight Example

Example:

- Issue: complaints about lack of parking
- Trips ending in Old Town Waterfront Zones – 2019 vs. 2021



Key Findings:

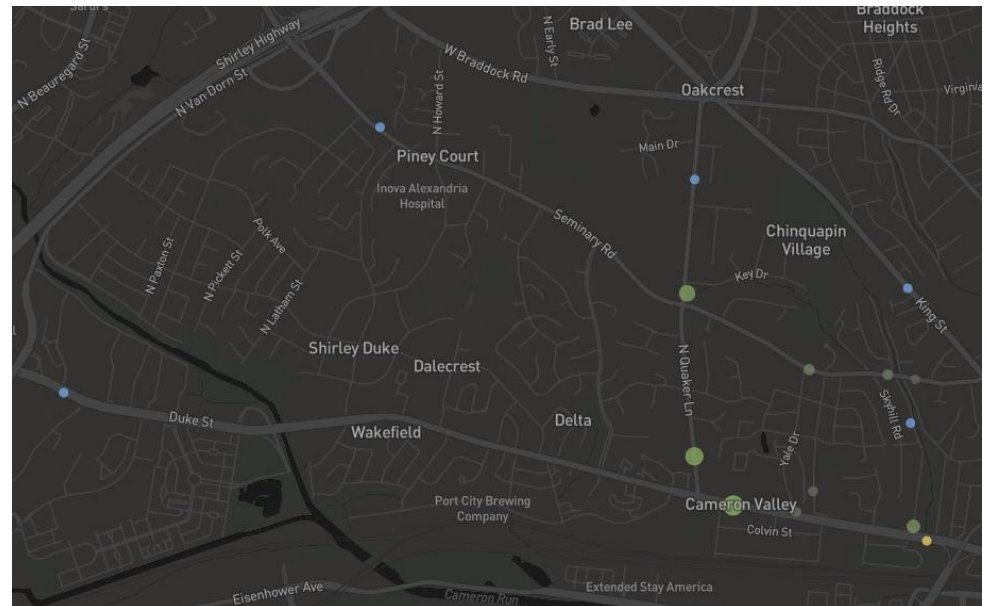
- Overall trips to area slightly less than in 2021 but during the late peak (7pm-12am) on Friday-Sunday, trips increased by 16%.
 - During Late Peak: 68% did not have kids, 55% were not home-based trips, 55% had bachelor's degree or higher, 70% white and 46% > \$100K per year income

StreetLight Example

Example: Cut-through traffic to Telegraph Road

Findings:

- 50% of trips going south on Quaker Lane turned onto Janney's Lane and cut-through neighborhood streets to access Telegraph Road.
- Only 2% of trips ending Telegraph Road Duke Street and



Curbside Pick-up and Drop-off Zones

- COVID Business Recovery Programs
- Three Programs
 - 100 Block of King Street
 - Parklet Program/Outdoor Dining in On-Street Parking
 - **Curbside Pick-up Loading Zones**
 - **Seeking feedback from the Board to develop a new process**
- Changes to curb space are already authorized for the T&PB

Pick-up and Drop-off Issues

- Existing delivery issues:
 - Delivery trucks
 - Parcel delivery
 - Ride-hail for passengers
 - Enforcement
- Ongoing pandemic impacts:
 - Business recovery
 - Continued emphasis on take-out and delivery
- Longer-term trends:
 - Third-party food delivery services (Door Dash, Uber Eats, etc.)
 - Restaurants offering additional services

Goals

- Flexibility
 - Develop an administrative process to change on-street needs near businesses
- Adaptability
 - Respond to changing circumstances
 - Pace of recovery
 - Competing curb uses (parklets, parking, etc.)

Business Feedback

Feedback Form:

- 56% of residents and visitors used curbside loading zones
- Most businesses (60%) did not use a zone
- Of businesses that did have a zone nearby, they favor keeping them by 2:1 margin

Anecdotes:

- Some businesses opted for on-street dining rather than curbside pick-up

Draft Location Criteria

- No more than one loading zone per block face
- Coordination of loading needs among multiple businesses along a block
- Consideration of proximity to other loading zones or off-street loading facilities in the area
- Evaluation in accordance with the draft Curbside Priority Framework

Possible Administrative Procedure

- Seeking feedback on an administrative procedure to implement new loading zones for pick-up and drop-off
- Similar process to parking removal near crosswalks, or near ADA bus stop improvements
- Sample process:
 - Post signs with contact information for 10 business days
 - Notify adjacent businesses and stakeholders
 - Objections?
 - Traffic and Parking Board Public Hearing
 - No objections?
 - Staff implement proposed change