

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, FEBRUARY 28, 2022 7:00 P.M.
VIRTUAL**

Due to the COVID-19 Pandemic emergency, the February 28, 2022 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, 2020 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_liU_Es-0RZ2yMx_gLjpWmg

Or an H.323/SIP room system:

H.323: 162.255.37.11 (US West) or 162.255.36.11 (US East)

Meeting ID: 976 4730 8137

Passcode: 212554

SIP: 97647308137@zoomcrc.com

Passcode: 212554

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, FEBRUARY 28, 2022 7 P.M.
VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of Virtual Meeting Resolution
3. Approval of the November 15, 2021 Traffic and Parking Board meeting minutes.
4. **WRITTEN STAFF UPDATES**
 - Cedar Street Turn Restrictions
 - Capital Bikeshare
5. **WRITTEN PUBLIC HEARING FOLLOW UP**
 - Right Turn on Red at Seminary Road and St. Stephens Road
6. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]

CONSENT ITEMS

7. **ISSUE:** Consideration of an amendment to the City Code to increase fines for heavy vehicles parked in commercial business areas with multiple open citations
8. **ISSUE:** Consideration of a request to implement the residential pay by phone program on the 300 block of S. Pitt Street.

PUBLIC HEARING

9. **ISSUE:** Consideration of an amendment to the City Code to allow the City Manager to reduce speed limits below 25 miles per hour in business and residence districts
10. **ISSUE:** Consideration of a request to temporarily close the unit block of King Street and the northern portion of the Strand, temporarily remove up to four parking spaces, and temporarily remove motorcoach parking on the unit block of King Street.
11. **ISSUE:** Consideration of a request to revise the No Parking restrictions in Fayette Alley and add curbside loading zones at North and South Union Streets and North and South Lee Streets

- 12. ISSUE:** Consideration of a request to add five on-street parking spaces along the east side of the 500 block of Mount Vernon Avenue

INFORMATION ITEMS

13. STAFF UPDATES

- Pandemic Restaurant/Business Loading Zones

14. COMMISSIONER UPDATES

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 28, 2022
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: February 28, 2022

William Schuyler, Chair
Traffic and Parking Board

ATTEST:

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

M I N U T E S

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: Alex Block, Principal Planner; Ryan Knight, Civil Engineering IV; Cuong Nguyen, Civil Engineering III; Hillary Orr, Deputy Director of Transportation; Katie North, Division Chief of Mobility Services; and Alex Carroll, Urban Planner III.

1. Announcement of deferrals and withdrawals: None.

2. Virtual Meeting Resolution:

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

3. Approval of the October 25, 2021, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Osborne to approve the minutes of the October 25, 2021, Traffic and Parking Board meeting. The motion carried unanimously.

4. **WRITTEN STAFF UPDATES:** None.

5. **PUBLIC DISCUSSION PERIOD:**

Ms. Susan Clark-Sestak requested to modify the No Turn on Red restriction at the intersection of Seminary Road and St. Stephen Road to “No Turn on Red when pedestrians are present.” Chair Schuyler asked Staff to look into the matter.

Mr. Greg Skarda testified about traffic on the 200-600 blocks of Duke Street and asked for them to be designated the same as other streets in the area. Ms. Clare Skarda asked the Board to review a series of maps as well as her proposed remedy to Duke Street traffic.

6. **PUBLIC HEARING FOLLOW UP:** Mr. Block updated the Board on the timing of the construction at the King Street Metro Station and clarified that the curbside changes

related to construction would revert to their previous configuration as soon as construction was complete, which is expected in mid-December.

CONSENT ITEMS

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Kane to approve Items 7 and 8 on the Consent items list. The motion carried unanimously.

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

PUBLIC HEARING

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

DISCUSSION: Ms. Carroll presented the item to the Board. Ms. Tucker asked about complementary measures to the reduced limit; Ms. Carroll noted various plans to add Rectangular Rapid Flashing Beacons, speed feedback signs, as well as a new traffic light at the intersection with Fairbanks Ave. Mr. Kane asked about pedestrian improvements; Ms. Carroll noted the City will pursue ADA upgrades and will evaluate new pedestrian crossings on a case by case basis.

PUBLIC TESTIMONY:

Mr. Mike Doyle, spoke in favor of the change, noting that speed is a major factor in death and severe injury in crashes.

Mr. Oscar Gonzalez spoke in favor, and that this change would demonstrate the City's commitment to safety.

Mr. Jim Durham spoke in favor, with regret that this portion of Seminary Road was not include in an earlier effort to reduce speed limits. Mr. Steve Royster spoke in favor, wanting the West End to live up to the City's vision for safety.

Ms. Victoria Waskowicz spoke in favor, noting that red light running is a problem at Seminary and Echols.

Mr. Nick Kuhn spoke in favor of the request, as well as anything that can be done to improve conditions for bikers and walkers.

Ms. Elizabeth Abbas Dahouk spoke in favor, as she must cross the street twice daily with her children.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Mr. Osborne to approve the request to reduce the posted speed limit on Seminary Road. The motion carried unanimously.

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

DISCUSSION: Mr. Knight presented the item to the Board. Ms. Tucker asked if the crash data suggested left turns from Duke Street were a bigger danger and wondered if a pilot time-based turn restriction might be preferable. Mr. Knight noted that the data is incomplete, but the overall number and type of crashes warrants a larger intervention. Mr. Kane asked about the materials for the pedestrian refuge; Mr. Knight noted that initial plans called for paint and ‘armadillo’ barriers but may consider concrete as well. Mr. Osborne asked if there was enough room to add separate lanes to separate turning movements. Mr. Knight noted that such a design increases points of conflict and the City would not recommend it. Mr. Lewis asked about using bulb-outs to shorten the crossing distance. Mr. Knight noted that bulb outs don’t address the issue with turning movements. Mr. Lewis expressed concern that the Board didn’t have enough time to review complex designs and asked if they could see items like this earlier in the process.

PUBLIC TESTIMONY:

Mr. Roy Byrd, president of the Clover College Park Civic Association spoke in favor of the proposal, noting that this is a blind left turn for drivers exiting Yale Drive, and residents have other options in the area.

Ms. Lisa Porter spoke in favor of the request, noting that drivers behave terribly at this intersection.

BOARD ACTION: Mr. Osborne made a motion, seconded by Ms. Ebbers to approve the request to add a left turn restriction out of Yale Drive at the Duke Street intersection by installing a pedestrian refuge island that allows left-in, right-in, and right-out movement. The motion carried 5-2, with Mr. Lewis and Ms. Tucker opposed.

- 11. ISSUE:** Consideration of a recommendation to adopt Parklet Requirements for a Citywide permanent parklet program.

DISCUSSION: Mr. Block presented the item to the Board. Mr. Kane asked for clarity about outreach to residents including renters, not just property owners. Mr. Block clarified that the outreach requirement included rental tenants. Mr. Schuyler supported the proposed process for Board review but noted that the Board will face the same issues in adjudicating conflicting applicants as Staff would. Ms. Bonnard noted that conflicts may not be an issue since the City is likely to see fewer overall applicants for a permanent program. Mr. Schuyler asked to include a periodic review of these requirements before the Board; Mr. Block agreed.

PUBLIC TESTIMONY:

Mr. Cyrus Coleman, owner of The Wharf restaurant, spoke in favor of the program, but expressed concerns about details for the 100 block of King Street.

Ms. Morgan Babcock, of the Carlyle Council, asked about the impacts to existing parklets installed during the pandemic.

Ms. Charlotte Hall, with the Old Town Business Association spoke in favor of the proposal, thanking the Board for helping businesses survive the pandemic and thrive in recovery, and would like to see support for parklet applicants in the outreach process.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Osborne to approve the Parklet Requirements, with additions to the document to provide for a periodic review before the Board and a new recommendation about concentration of parklets on a single block. The motion carried unanimously.

12. STAFF UPDATES:

- Mr. Knight presented Duke Street GIS update
- Mr. Block presented the 2022 Meeting Schedule

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 28, 2022

DOCKET ITEM: 4

ISSUE: Written Staff Updates

Cedar Street Turn Restriction:

In February 2021, the Traffic and Parking Board voted to restrict left turns from westbound Cedar street onto southbound Russell Road, weekdays from 4 P.M. to 6:30 P.M. The signs were installed on June 17, 2021. During the June 28, 2021 Board meeting, staff informed the Board that the turn restriction were installed but that staff planned to reevaluate the restriction after a comprehensive policy for this type of request was developed. Cedar Street would then be reevaluated in accordance with the new policy.

The intent was to do a comprehensive traffic analysis in Fall 2021, travel conditions were presumed to return to normal or pre-COVID conditions. However, with a city-wide stay at home advisement in response to the most recent surge of COVID cases, the travel conditions would not result in meaningful findings. Therefore, staff has postponed this effort until the surge of COVID cases subsides and travel conditions resemble typical conditions. Staff anticipates the evaluation will take place in fall 2022. In the meantime, the turn restriction on Cedar Street will remain.

Capital Bikeshare:

The City continues to progress with installing stations for the CMAQ-funded expansion of the Capital Bikeshare network. The table below provides an update on station status.

Table 1: *VDOT (CMAQ) Phase 1 bikeshare station installation status*

Station Number	Station Location	Installation
1	S Pickett & Shillings St	Complete
2	S Jordan & Venable Ave	Complete
3	Peyton St & King St	Complete
4	Reed Ave & Edison St	Complete
5	King St & Kenwood Ave	Complete

6	S Washington St & Wilkes St	Complete
7	Main Line Boulevard & E Glebe Rd	Complete
8	Commonwealth Ave & Reed Ave	Complete
9	Duke St & N Jordan St	Complete
10	N Pickett & Holmes Run Parkway	Complete
11	King St & W Braddock Rd	Complete
12	Braddock Road Metro	Complete
13	Van Dorn Metro	Complete
14	S Reynolds & Edsall	Complete
15	King St & N Pitt St	Complete
16	Potomac Ave & Reed Ave	On Hold – Alternative Location Identified
17	Deer Run Ct & Somerville (Ben Brenman Park)	On Hold – Alternative Location Identified

Two locations, Potomac Ave & Reed Ave and Deer Run Ct & Somerville (Ben Brenman Park), are on hold. Potomac Ave & Reed Ave is on hold due to a nearby construction project that would have impacted the station and required its relocation. The initial location for Deer Run Ct & Somerville (Ben Brenman Park) was found to be infeasible due to its negative impacts on other city departments. Staff is working to identify an alternative location nearby.

Due to the timing of the Phase 1 expansion, the two stations initially planned for Potomac Ave & Reed and Deer Run Ct & Somerville (Ben Brenman Park) will be installed in other locations in the City:

- Fayette Street & First Street – approved by City Council as part of the Braddock Gateway project
- Green Street & Washington Street – approved by Traffic & Parking Board in 2017

Both locations are being reviewed by internal City department stakeholders (Stormwater, Public Works, Traffic Engineering, Complete Streets, Planning & Zoning, Fire Department, Police Department, etc.). The Capital Bikeshare operator also must review the locations before the proposed locations are finalized. Pending approval from internal stakeholders and the bikeshare operator, staff expects to install these stations in spring 2022.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 28, 2022

DOCKET ITEM: 5

ISSUE: Written Public Hearing Follow-up

No Right Turn on Red at Seminary Road and St. Stephens Road:

During the November 15, 2021 meeting, Ms. Susan Clark-Sestek spoke during the Public Discussion Period to request a modification to the No Turn on Red restriction within the Seminary Road and St. Stephens Road intersection. The Chair requested staff to review and determine an appropriate approach.

Currently, a No Turn on Red *When Pedestrians are Present* sign exists on the St Stephens approach, but a No Turn on Red sign exists on the Seminary eastbound approach. Transportation Engineering staff evaluated this request and because sight distance is not an issue and a vehicle does not have to encroach into the crosswalk to see oncoming traffic, the existing sign will be replaced with a No Turn on Red *When Pedestrians are Present* sign. The request has been made to the Traffic Operations team, and it is in their work plan.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 28, 2022

DOCKET ITEM: 7

ISSUE: Consideration of an amendment to the City Code to increase fines for heavy vehicles parked in commercial business areas with multiple open citations

REQUESTED BY: T&ES Staff

LOCATION: Citywide commercial business areas

STAFF RECOMMENDATION: That the Board recommend that City Council adopt an ordinance approving escalated fines for heavy vehicles in commercial business areas with unsettled citations.

BACKGROUND: In March 2021, the City Council amended City Code section 10-4-46 to penalize vehicles in excess of 12,000 pounds or lengths of 30 feet for parking more than two hours on public streets adjacent to commercial business areas unless such vehicles are actively engaged in loading or unloading operations. These infractions were added to discourage drivers of heavy vehicles from storing such vehicles on public streets which could lead to blocked sightlines and other related traffic issues. The Traffic & Parking Board recommended the Council adopt the ordinance at the Board's January 2021 meeting.

Since adoption of the ordinance, Police have issued 626 citations for violations of City Code Section 10-4-46. However, nearby residents still complain of frequent violations and that the current enforcement regime is not deterring truck parking.

During their January 11, 2022 meeting, City Council requested that staff develop enforcement options and consider increased fines for violations of the ordinance.

DISCUSSION: The proposed amendment includes escalating fines for violations of the ordinance. For violations of section 10-4-46, "Parking heavy vehicles in commercial business areas," City staff propose applying the following fines:

- \$40 for the first violation,

- \$100 for the second violation if there is an outstanding or otherwise unsettled parking citation, and
- \$250 for the third and any subsequent violation if there are two outstanding or otherwise unsettled parking citations.

The escalating fines will apply to vehicles with outstanding citations, even if those citations are not overdue for payment. Escalating fines for outstanding citations is meant to address the frequent repeat violations of the ordinance. This criterion is easily verified by Parking Enforcement Officers with their handheld devices.

Staff recommend limiting the violations to \$250 to be in relative alignment with other parking fines. Most parking violations include \$40 fines; the highest parking fine is \$200 for parking in violation of High Occupancy Vehicle lanes.

Under City Code [Section 3-2-355](#), the City has the authority to tow or boot vehicles that have three or more outstanding or otherwise unsettled parking citations for violations of provisions of Title 10, Chapter 4. As such, no additional amendments to the City Code are needed to authorize the City to boot vehicles that have been issued citations under Section 10-4-46. To date, Police have not immobilized violators with overdue citations due to a lack of equipment appropriate for larger vehicles.

Both T&ES staff and APD support the proposed change. Increasing fines for repeat offenders will discourage drivers from parking heavy vehicles on public streets and encourage parking in off-street private facilities.

If approved by Council, APD will begin by notifying offenders with a warning of the escalating fines. T&ES will also post temporary signs in areas with frequent violations to inform truckers of the change in fines. After that notification period, Police will begin active enforcement.

OUTREACH: The proposal came about via a request from residents to the City Council. Following direction from the Council, T&ES Staff and the Alexandria Police Department developed an appropriate solution.

ATTACHMENTS:

Attachment 1: Ordinance

ATTACHMENT 1

Ordinance

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Chapter 4 (STOPPING, STANDING AND PARKING) of Title 10 (MOTOR VEHICLES AND TRAFFIC) of the Code of the City of Alexandria, Virginia, 1981, as amended.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Section 10-4-47 of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended by deleting the text shown in strikethrough and adding the text shown in underline as follows:

Sec. 10-4-47 - Penalties for violations of this chapter.

The penalty for violation of provisions regarding parking, standing, or stopping of vehicle in this chapter that are not contested and tendered to the director of finance within 30 days from the date the citation was issued shall be \$40 unless otherwise provided by this section, the city code, state law, or other provisions of law.

The penalties for the below violations that are not contested and tendered to the director of finance within 30 days from the date the citation was issued shall be as follows:

(1) For violations of section 10-4-46, "Parking heavy vehicles in commercial business areas":

(a) \$40 for the first violation,

(b) \$100 for the second violation if there is an outstanding or otherwise unsettled parking citation, and

(c) \$250 for the third and any subsequent violation if there are two outstanding or otherwise unsettled parking citations;

~~(12)~~ The amount set by order of the Supreme Court of Virginia, pursuant to section 16.1-69.40:1 of the Code of Virginia, as amended, for a violation of section 10-4-41, "Parking prohibited at certain locations";

~~(23)~~ The amount set by order of the Supreme Court of Virginia, pursuant to section 16.1-69.40:1 of the Code of Virginia, as amended, for a violation of section 10-4-42, "Parking prohibited near fire hydrant, etc.";

~~(34)~~ \$200 for violations of section 10-4-44, "Parking prohibited in HOV lane".

Section 2. That Chapter 4 as amended pursuant to Section 1 of this ordinance, be, and the same hereby is, reordained as part of the City of Alexandria City Code.

Section 3. That this ordinance shall become effective upon the date and at the time of its final passage.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 28, 2022

DOCKET ITEM: 8

ISSUE: Consideration of a request to implement the residential pay by phone program on the 300 block of S. Pitt Street.

REQUESTED BY: Residents of the 300 block of S. Pitt Street

LOCATION: 300 block of S. Pitt Street

STAFF RECOMMENDATION: The Board recommends the Director of T&ES implement a residential pay by phone fee requirement for the 300 block of S. Pitt Street

BACKGROUND: In November 2016, a pilot program was implemented to allow the City to expand the pay by phone option previously only available on metered blocks to residential blocks. In 2019, City Council approved an ordinance to make the program permanent. Pay stations are not generally installed on Residential Pay by Phone blocks, instead, signage referring to the available payment methods on these blocks replaces existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block.

DISCUSSION: The residents of the 300 block of S. Pitt Street have submitted a petition requesting residential pay by phone signage for their block (Attachment 2). Staff reviewed the request per the requirements outlined in the City Code and found it is eligible for the signage. The table below summarizes the block's compliance with the requirements.

Requirement	Compliance
The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.	The 300 block of S. Pitt Street is adjacent to the 400 block of Wolfe Street, which has residential pay by phone parking fees implemented (See Attachment 1)

Requirement	Compliance
The block must be located within the program area, shown in Attachment 1.	This block is located within the program area.
The area subject to parking fee must already be posted with residential parking restrictions.	The block currently has the following residential parking restrictions: 8AM-2AM Mon-Sat; 11AM Sun-2AM Mon, except for District 1 vehicles
The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed occupants of more than 50% of the residential properties abutting the block.	A petition was submitted that was signed by occupants of 11 out of 15 or 73% of residential properties on the block (see Attachment 2).
The parking occupancy must be 75% or more.	A survey was conducted on Wednesday, February 2, 2022 at 2:40PM and 21 out of 27 (78%) of on-street spaces were occupied.

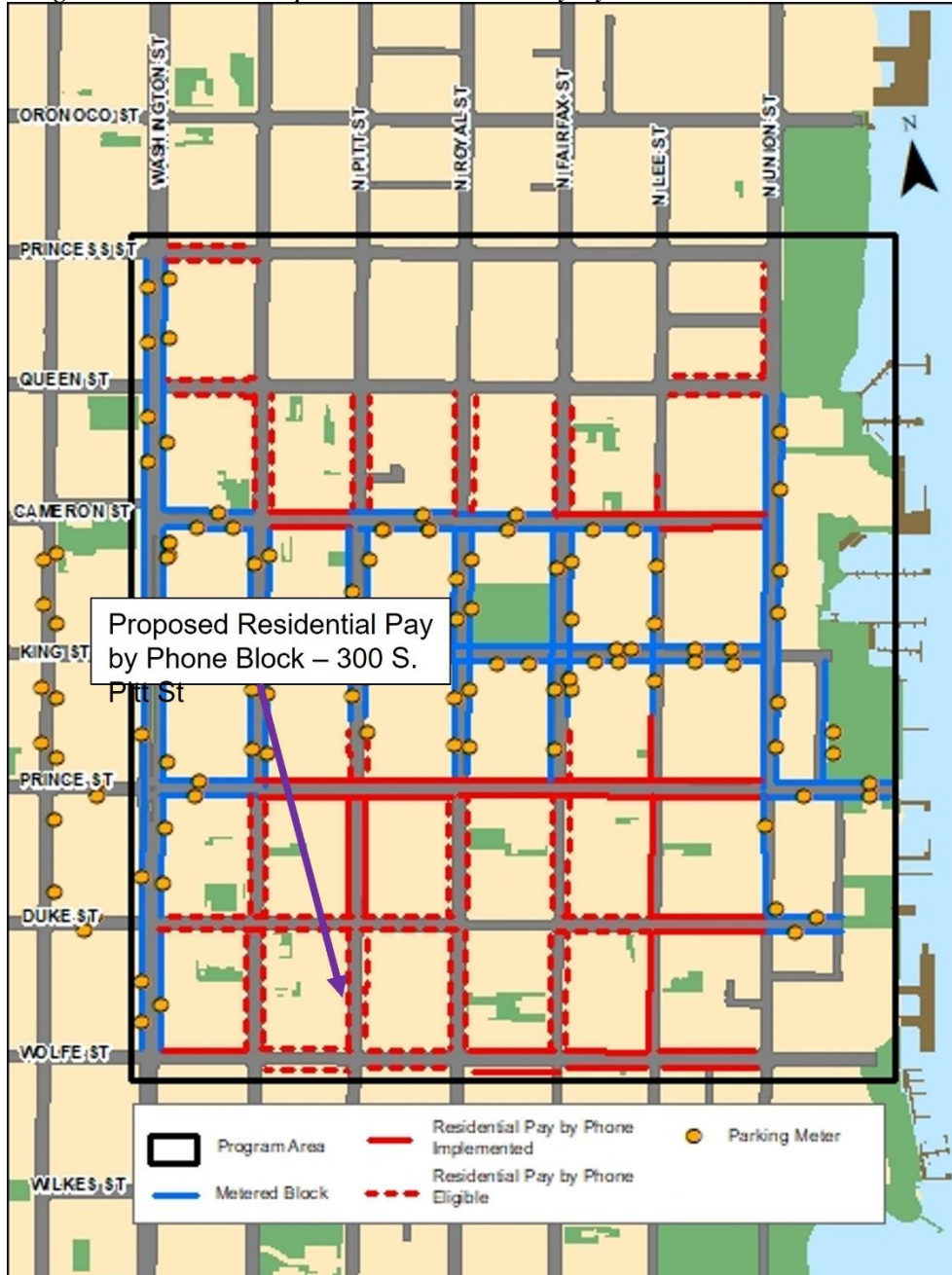
OUTREACH: Staff notified the Old Town Civic Association of this petition by email. They indicated there were no concerns with the request.

ATTACHMENTS:

- Attachment 1: Program Area and Proposed Residential Pay by Phone Block Location
- Attachment 2: Request

ATTACHMENT 1

Program Area and Proposed Residential Pay by Phone Block Location



ATTACHMENT 2
Request



**Petition for Adding Residential Pay by Phone Signage within a
Residential Permit Parking District**

Block Contact: Shannon Watson
Address: 325 S. Pitt Street, Alexandria, VA 22314
Telephone: (703) 628-7739
Email: Shannon-watson@hotmail.com

Requested Block: 300 block of S. Pitt Street

Submit Completed Petition to:

Mail: Department of Transportation and Environmental Services
Mobility Services Division
Attn: Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314

Email:
megan.oleynik@alexandriava.gov
Phone: (703) 746-4034

We the undersigned residents hereby request that the City add residential pay by phone signage on the 300 Block of S Pitt Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Shannon L. Watson <i>(owner)</i>	<i>[Signature]</i>	325 S. Pitt Street	1/14/22
David + Rebekah King <i>(owners)</i>	<i>[Signature]</i> Rebekah Young	321 S Pitt St.	1/14/22
Ann Spennel	Ann Spennel	326 S. Pitt	1/14/22
Rebecca Fields	Rebecca Fields	313 S. Pitt	1/14/22
Connie O'Connell	<i>[Signature]</i>	315 S. Pitt	1/16/22
Michael Morris	<i>[Signature]</i>	311 Pitt. <i>(tenant)</i>	1/16/22
Robert Wood	<i>[Signature]</i>	320 S. Pitt St.	1/16/22
<i>[Signature]</i>	Gabe, Chae	417 W. ³²⁸ Wife / S. Pitt	1/16/22
M D Kebley	<i>[Signature]</i>	314, 316, 318 S Pitt St.	1/17/22
Marissa Spangino <i>(owners)</i>	<i>[Signature]</i>	309 S. Pitt St.	1/18/22
David E. Earnese <i>(owners)</i>	<i>[Signature]</i>	309 S. Pitt St.	1/18/22
E. L. McBrann	<i>[Signature]</i>	²⁷ 372 S. Pitt St	1/19/22
Lou Wilson	<i>[Signature]</i>	317 S Pitt St	1/19/22

Please note signatures from residents who are not the listed owner of the residence.

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

City of Alexandria, Virginia

Traffic & Parking Board

DATE: February 28, 2022

DOCKET ITEM: 9

ISSUE: Consideration of an amendment to the City Code to allow the City Manager to reduce speed limits below 25 miles per hour in business and residence districts

REQUESTED BY: T&ES Staff

LOCATION: Citywide

STAFF RECOMMENDATION: That the Traffic & Parking Board recommend the City Council approve the proposed ordinance (Attachment 1) to authorize the City Manager to reduce posted speed limits to less than 25 miles per hour, but not less than 15 miles per hour on any city street located in a business or residence district.

BACKGROUND: In 2017, the Alexandria City Council adopted a Vision Zero Policy and Action Plan, which sets a goal to eliminate fatal and severe crashes in Alexandria by 2028. Vision Zero recognizes that transportation systems affect human life and that no traffic-related loss of life is acceptable.

The plan includes a multi-pronged approach to traffic safety based on data, engineering, enforcement, and education initiatives. A key strategy recommended in the plan is to “develop a neighborhood slow zone program...to reduce vehicle speeds”, which involves a combination of lower speed limits and traffic calming treatments.

Virginia Code § 46.2-874 states that the maximum speed limit on highways in business and residence districts shall be 25 miles per hour. However, in 2021, the Virginia General Assembly passed H.B. 1903, and Va. Code § 46.2-1300 was amended to include subsection (A)(4) below:

Va. Code § 46.2-1300 [Current Version. Effective July 1, 2021]

(A) – “The governing body of any county, city, or town may by ordinance, or may by ordinance authorize its chief administrative officer to:”

(1) “increase or decrease the speed limit within its boundaries, provided such increase or decrease in speed shall be based upon an engineering and traffic investigation...and such speed area or zone is clearly indicated by markers or signs.”

(4) “Reduce the speed limits to less than 25 miles per hour, but not less than 15 miles per hour on any highway within its boundaries that is located in a business or residence district...[if] such reduced speed limit is indicated by lawfully placed signs.”

DISCUSSION: The City has always had the authority to decrease speed limits, so long as the City fulfilled the statutory requirements set by the Commonwealth. However, the City was restricted to a posted speed limit of no less than 25 miles per hour per the Code of Virginia. The attached ordinance enables the City to exercise the newly granted authority from the Commonwealth to reduce speed limits as low as 15 miles per hour in business or residential districts.

This legislation enables the City to begin piloting “slow zones” in Alexandria, which typically include a combination of lower speed limits and traffic calming treatments such as speed cushions, curb extensions, and signage. Alexandria has committed to making streets safer through its Vision Zero program, which identifies speeding as one of the most pressing community concerns related to safety. Staff will not immediately consider individual requests outside of slow zone areas for speed limit reductions on neighborhood streets to less than 25mph. Should there be an eventual desire to reduce speed limits outside of slow zones, staff will develop a process for identifying which streets would qualify.

With this ordinance, staff would continue to adhere to the requirements set forth in City Code that speed limit changes be preceded by a safety study by Transportation and Environmental Services (T&ES), a recommendation from the Traffic & Parking Board, approval by the City Manager, and the installation of clearly visible speed limit signs.

Amending the City Code to allow the City Manager to reduce speed limits below 25 miles per hour is consistent with a number of adopted City plans and policies, including:

- *Alexandria Strategic Plan.* The Alexandria’s Strategic Plan vision for Alexandria includes multimodal transportation, healthy residents, environmental sustainability, and distinctive and vibrant neighborhoods. The proposed ordinance supports these goals by allowing for slower speed limits in key areas, which can improve traffic safety, make neighborhoods feel more walkable and welcoming, and encourage more people to use low-carbon modes of transportation.
- *Vision Zero Action Plan.* This ordinance would support the Vision Zero Action Plan strategy to develop a neighborhood slow zone program. Neighborhood slow zones, which include reduced speed limits and traffic calming treatments, can help manage speeds in neighborhoods with schools, senior centers, or other uses that draw vulnerable road users (e.g. people walking, especially children and the elderly, who are more at risk of death or severe injury in the event of a crash).
- *Alexandria Mobility Plan.* The Alexandria Mobility Plan includes several policies, strategies, and actions that support reduced speed limits in the City, including “implement[ing] the Vision Zero Action Plan to eliminate traffic fatalities and serious injuries by 2028”, “develop[ing] a comprehensive program to reduce speeding and cut-through traffic on local streets”, and “creat[ing] a safe, well-maintained, and comfortable walking and bicycling environment”.

- *Complete Streets Policy & Design Guidelines.* The City’s Complete Streets Policy directs planners, engineers, and developers to routinely design and operate streets to enable safe access for all users, regardless of age, ability, or mode of transportation. Additionally, the City’s Complete Streets Design Guidelines state that “City streets should operate at speeds that create comfortable environments for pedestrians and bicyclists as well as motor vehicles. Street designs will aim to limit excessive speeding, and design speeds should be appropriate for the street type and context of surrounding land uses... On existing streets with excessive speeds, traffic calming measures will be considered to reduce speeds to improve safety and comfort for all users.”
- *Environmental Action Plan.* The proposed ordinance supports the Environmental Action Plan recommendation to “complete all engineering and education actions outlined in the 2017 Vision Zero Action Plan” by FY 2023. Neighborhood slow zones are one of the engineering actions recommended in the Vision Zero Action Plan.

Staff recommends that the amendment to City Code be effective immediately. The proposed changes will not have any immediate impact on existing posted speed limits..

OUTREACH: Through outreach for the Vision Zero Action Plan and Alexandria Mobility Plan, as well as Alex311, staff has heard from many residents and neighborhood groups across Alexandria that vehicle speeds and cut-through traffic in residential neighborhoods are concerns and that additional City action is desired to mitigate these issues. Staff will work with the community for location specific neighborhood speed reductions.

ATTACHMENTS:

Attachment 1: Ordinance

Attachment 2: Speed & Traffic Safety

ATTACHMENT 1:

Ordinance

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Sections 10-3-30 and 10-3-874 Article B (RECKLESS DRIVING, SPEEDING, ETC.) of Chapter 3 (OPERATION OF VEHICLES) of Title 10 (MOTOR VEHICLES AND TRAFFIC) of the Code of the City of Alexandria, Virginia, 1981, as amended.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Article B of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended by deleting the text shown in strikethrough and adding the text shown in underline as follows:

ARTICLE B – Reckless Driving, Speeding, Etc.

Sec. 10-3-30 – Authority to change speed limits.

- (a) The city manager is authorized to increase or decrease the speed limits on city streets set forth in §§ 46.2-873 through 46.2-875 and 46.2-1300(A)(4) of the Code of Virginia, 1950, as amended, and incorporated by §§ 10-3-873 through 10-3-875 of this code, and to establish differential speeds for daytime and nighttime driving on such streets, provided that any such increase or decrease in speed limit, or differential speed limit, shall be based upon an engineering and traffic investigation by the director of transportation and environmental services.
- (b) The director of transportation and environmental services is authorized to decrease, for a temporary period not to exceed 60 days, without such engineering and traffic investigation, the speed limit on any city street on which work is being done or which work is under construction or repair.
- (c) Any increase or decrease in speed limits established under this section shall be indicated by signs as provided in section 10-2-26 of this code.
- (d) Whenever the speed limit on any city street has been increased or decreased, or a differential speed limit established, and such speed limit is posted as required, there shall be a rebuttable presumption that the change in speed was properly established in accordance with the provisions of this section.

Sec. 10-3-874 – Same – city business and residence districts.

Pursuant to the authority granted by section 46.2-1313 of the Code of Virginia (1950), as amended, section 46.2-874 and 46.2-1300(A)(4) of the Virginia Code, as amended, which relates to the maximum speed limit in city business and residence districts, ~~is~~ are hereby adopted and incorporated in ~~its~~ their entirety into this chapter as if ~~it was~~ fully set forth herein.

Section 2. That Article B as amended pursuant to Section 1 of this ordinance, be, and the same hereby is, reordained as part of the City of Alexandria City Code.

Section 3. That this ordinance shall become effective upon the date and at the time of its final passage.

JUSTIN WILSON
Mayor

ATTACHMENT 2:

Relationship Between Speed and Traffic Safety

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

Pedestrians and bicyclists are particularly vulnerable in the event of a crash, as the human body has physical limits for tolerating crash forces before death or serious injury occurs. A study published by the AAA Foundation for Traffic Safety found that the average risk of severe injury to a pedestrian increased with vehicle speed (from 10% at 16 mph, 25% at 23 mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph).²

In 2017, the National Transportation Safety Board published a landmark comprehensive safety study entitled *Reducing Speeding-Related Crashes Involving Passenger Vehicles*, which included the following findings:³

- Speed increases the likelihood of serious and fatal crash involvement, although the exact relationship is complex due to many factors.
- Speed increases the injury severity of a crash.
- The involvement of speeding passenger vehicles in fatal crashes is underestimated.
- The current level of emphasis on speeding as a national traffic safety issue is lower than warranted and insufficient to achieve the goal of zero traffic fatalities in the United States.

In January 2022, the U.S. Department of Transportation (USDOT) announced a National Roadway Safety Strategy, which highlights speed as a key factor in the nationwide traffic safety crisis. As part of the strategy, USDOT notes that setting appropriate speed limits is essential to improving roadway safety:

“Speed limits frame expectations for drivers and other roadway users, and should be set to provide a safe, consistent, and reasonable speed to protect drivers, other people in motor vehicles, and people walking, biking, and rolling along the roadway. Setting safer speed limits is a critical tool for reducing crashes and injury, and methods for setting speed limits should be customized to the context of the roadway.”⁴

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

² Tefft, B.C. (2011). Impact Speed and a Pedestrian’s Risk of Severe Injury or Death (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

³ National Transportation Safety Board. 2017. Reducing Speeding-Related Crashes Involving Passenger Vehicles. Safety Study NTSB/SS-17/01. Washington, DC.

⁴ U.S. Department of Transportation. 2022. National Roadway Safety Strategy. https://www.transportation.gov/sites/dot.gov/files/2022-01/USDOT_National_Roadway_Safety_Strategy_0.pdf.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 28, 2022

DOCKET ITEM: 10

ISSUE: Consideration of a request to temporarily close the unit block of King Street and the northern portion of the Strand, temporarily remove four parking spaces, and temporarily remove motorcoach parking on the unit block of King Street.

REQUESTED BY: T&ES Staff

LOCATION: Unit block of King Street (between the Strand and Union Street) and the northern portion of the Strand.

STAFF RECOMMENDATION: That the Board approve the request to:

- 1) Allow the temporary closure of the unit block to traffic (except EMS, Fire, APD and City vehicles) for up to between the dates of April 1 and November 20 to conduct a three-month pilot project (Memorial Day Weekend through Labor Day Weekend)
- 2) Temporarily remove up to 4 parking spaces – 2 spaces on King Street and 2 parking spaces on the Strand adjacent to the Old Town Waterfront Park
- 3) Temporarily suspend motor coach parking along the Strand

BACKGROUND: In 2012, the City Council adopted the [Waterfront Small Area Plan](#), which, among many things, recommends closing the unit block and the Strand north of the parking garage entrance to traffic (except EMS, fire, police, etc.) to make a pedestrian plaza. In 2019 the Council directed staff to develop a pilot program to test closing the 100 block of King Street to car traffic following recommendations from the [Lower King Street Multi-modal Feasibility Study](#). In May 2020, the City temporarily closed the 100 block of King Street to vehicular traffic to support the first phase of business recovery from the COVID-19 pandemic. Closing the street enabled businesses to use additional sidewalk space for outdoor dining while meeting public health guidelines for social distancing. As a part of that closure, the City installed temporary pick-up and drop-off zones along the adjacent cross streets (Union St. and Lee St.) to facilitate deliveries to businesses via alleys running parallel to the 100 block of King Street.

As the City began the re-opening process during the COVID-19 pandemic, staff developed a Temporary Outdoor Business permit for restaurant, retail, and fitness businesses to use adjacent parking spaces for conducting business outdoors. Given the concentration of restaurants and pedestrians along the 100 block of King Street, as well as the desire to provide expansive space

for pedestrians to safely maintain distance, staff worked with the business to close the 100 block to all car traffic, which took effect on May 29, 2020.

In September 2021, the Board recommended the Council permanently close the 100 block of King Street to vehicular traffic. The Planning Commission also recommended making the closure permanent. In October 2021, the Council permanently closed the street to traffic.

DISCUSSION: Following the closing of the 100 block of King Street, there has been an observable decline in through traffic on the unit block. This fact, and the popularity of the new Waterfront Park, has led to an increase in pedestrian volume on the Unit block and the Strand. In addition, based on the success of the closure of the 100 block and, staff has received requests from the businesses along the Unit block to assess the feasibility of closing this block as well.

Similar to the closure process of the 100 block, staff is considering a temporary pilot project to close the unit block of King Street and the northern portion of the Strand. The dates of the closure are recommended to be allowed between April 1 and November 20 (consistent with the dates prescribed in the King Street Outdoor Dining regulation), however based on input from the adjacent businesses, the start date of the actual closure will likely be Memorial Day weekend (May 28-30) through Labor Day weekend (September 3-4). The advisory group, made up of staff from various departments, APD, Fire and the Old Town Business Association, will meet regularly to address any concerns that arise. By allowing the closure for six months, this provides flexibility in the implementation and to leave in place while staff assess the program. Following the decision from the Board, staff will bring this to City Council for final approval.

Traffic: The unit block would be closed to all traffic full time. Fire, EMS, APD, and service vehicles would maintain access. Moveable barriers, like those on the 100 block of King Street would be used to block traffic but allow necessary service. Adequate signage, especially at the intersection of Prince Street and the Strand, will be posted to alert drivers that there would be not through traffic allowed.

Parking: There are currently two metered parking spaces on King Street that are proposed to be temporarily removed. In addition, staff is proposing to temporarily eliminate two pull-in metered parking spaces along the Strand that currently serve the Old Town Waterfront Park to allow space for vehicle turnaround. This will also require moving the one handicap parking space to one of the other spaces further south.

Motorcoach parking: There is currently motorcoach parking allowed along the unit block of King Street that would be suspended. Staff would direct motorcoach drivers to park along Market Square. This also occurred during the construction of the Waterfront Park, and staff anticipates no issues. In addition, these spaces have become less useful with the closure of the 100 block.

OUTREACH: To date, staff has assembled an advisory committee made up of representatives of various City departments, APD, Fire, and the Old Town Business Association to discuss the feasibility and potential concerns to resolve. This advisory group, which has already met three times, will continue to meet regularly to discuss necessary modifications and to resolve any

issues. Staff has also met with the Waterfront Commission on February 15, which voted to endorse the project, and communicated these potential changes with the Old Town Civic Association.

Additionally, staff will be collecting feedback during and after the initial pilot period project to gather opinions from the public regarding the closure, and to identify any additional concerns.

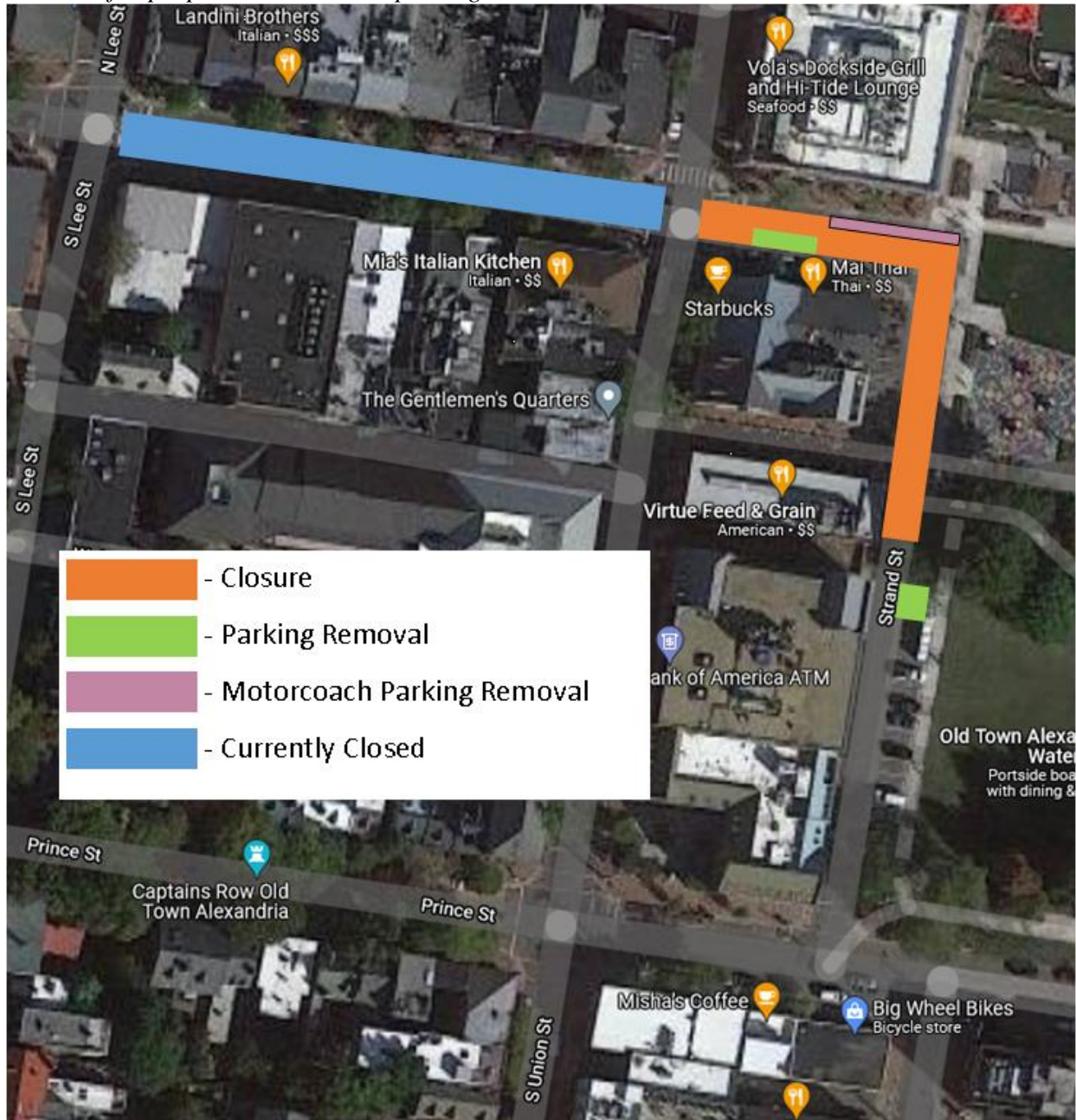
EVALUATION: The pilot program will be evaluated based on input from businesses (e.g. popularity among customers, ease of deliveries), input from stakeholders (online feedback form), and input from City stakeholders (e.g. Public Works, Fire, APD). Additionally, staff will analyze traffic and pedestrian available. In the case that this pilot program is successful based on these criteria, staff will return to the board with further recommendations. If this is not successful, the closure can be terminated at any time.

ATTACHMENT:

Attachment 1: Location for proposed closure and parking reduction

ATTACHMENT 1

Location for proposed closure and parking reduction



City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 28, 2022

DOCKET ITEM: 11

ISSUE: Consideration of a request to revise the No Parking restrictions in Fayette Alley and add curbside loading zones at North and South Union Streets and North and South Lee Streets

REQUESTED BY: T&ES Staff

LOCATION: Fayette Alley (alley north of the 100 block of King Street), the 100 blocks of North and South Union Street, and the 100 blocks of North and South Lee Street.

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES:

1. Revise the No Parking restrictions in Fayette Alley to allow for active loading only;
2. Shift the area for loading from the south side of Fayette Alley to the north side;
3. Permanently adopt on-street loading zones for commercial loading and curbside pickup on the 100 blocks of North and South Union Street and 100 blocks of North and South Lee Street; and
4. Relocate one reserved disabled parking space from the 100 block of North Union Street to the 100 block of South Union Street.

BACKGROUND: In May 2020, the City temporarily closed the 100 block of King Street to vehicular traffic to support the first phase of business recovery from the COVID-19 pandemic. Closing the street enabled businesses to use additional sidewalk space for outdoor dining while meeting public health guidelines for social distancing. As a part of that closure, the City installed temporary pick-up and drop-off zones along the adjacent cross streets (Union St. and Lee St.) to facilitate deliveries to businesses via alleys running parallel to the 100 block of King Street.

In September 2021, the Board recommended the Council permanently close the 100 block of King Street to vehicular traffic. The Planning Commission also recommended making the closure permanent. In October 2021, the Council permanently closed the street to traffic.

Fayette Alley (Attachment 1) runs behind the businesses on the north side of the 100 block of King Street. Posted signs in the alley do not allow for parking at any time, however vehicles frequently park in that space (Attachment 2), and all the businesses use their rear doors for loading.

DISCUSSION: As part of discussions planning for the permanent closure of the 100 block of King Street, Staff held several separate discussions with stakeholders along the 100 block. Businesses sought clarification about the rules for loading and parking in the alley, while the Alexandria Fire Department wanted to ensure alley access was clear during peak occupancy hours for restaurants to facilitate an evacuation or emergency vehicle access in the alley, if necessary.

The stakeholders agreed to propose allowing use of Fayette Alley for active loading and unloading, reflecting the current use of the space. Staff discussed limiting deliveries to certain hours but determined that any such time limits would be impractical to enforce with purveyors. The Alexandria Fire Department requests relocation of the loading activity to the north side of the alley, so that the rear doors of buildings along the south side remain clear to facilitate emergency evacuation, and to provide the Fire Department with clear access to those buildings if King Street is obstructed.

The stakeholders also agreed to request permanent loading and curbside pickup zones along Lee and Union Streets in the same location as the temporary zones created in May 2020. The permanent zones would include new signage to clarify that parking is not allowed and the spaces may be used for active loading and for curbside pickup and drop-off activities.

Additionally, Staff recommend relocating one reserved disabled parking space from the 100 block of N. Union to the currently unused curb space at Union Street and Wales Alley on the 100 block of S. Union. Because Wales Alley was formally closed to vehicular traffic in March of 2021, this space can be repurposed. The existing curb cut provides a ramp for accessing the sidewalk. These changes are summarized in Table 1:

Table 1: Summary of Curb Uses

Location	Previous Use	Current Use	Proposed Use
100 Block N. Lee	4 metered parking spaces	4 curbside pickup spaces	4 loading zone and curbside pickup spaces
100 Block S. Lee	3 metered parking spaces	3 curbside pickup spaces	3 loading zone and curbside pickup spaces
100 Block N. Union	2 metered parking spaces, 1 disabled parking space	2 curbside pickup spaces, 1 disabled parking space	3 loading zone and curbside pickup spaces
100 Block S. Union	3 metered parking spaces	3 curbside pickup spaces	3 loading zone and curbside pickup spaces, 1 disabled parking space

Staff from T&ES Fire, Police, and Planning and Zoning have coordinated and all support the proposed change. Formally allowing limited loading hours will facilitate some current loading practices, ideally removing some pressure for delivery trucks that double-park on Union and Lee streets. If approved, staff will update the signage and Parking Enforcement will begin active enforcement of this area.

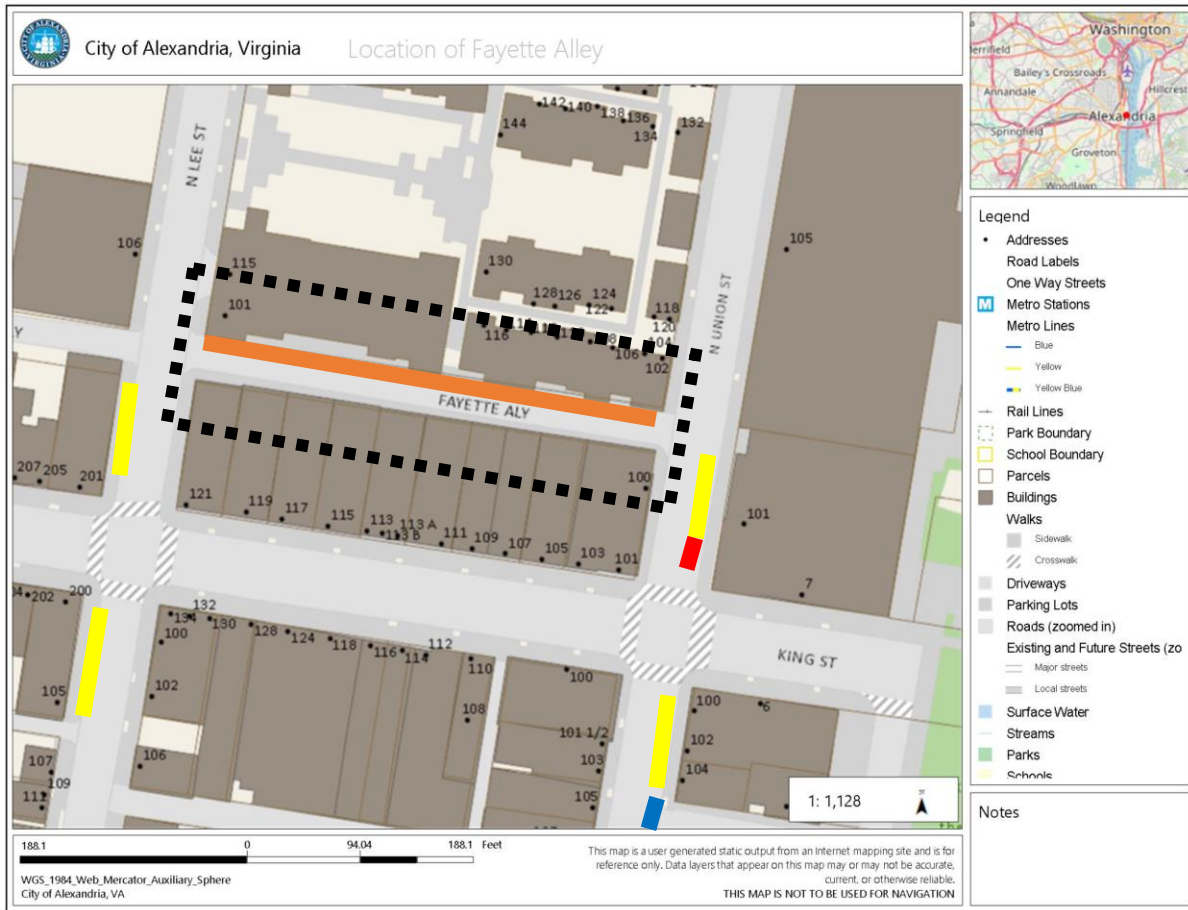
OUTREACH: As part of the City's evaluation of business recovery programs, business respondents to the City's feedback form supported continuation of the curbside loading zone program by a 2:1 margin.

The proposal came about via a discussion among businesses adjacent to Fayette Alley with the Old Town Business Association, the Alexandria Fire Department, the Department of Planning & Zoning, as well as the Department of Transportation & Environmental Services.

Staff reached out to the Old Town Civic Association, which had no objection to the proposal.

ATTACHMENT 1

Location –



Orange: No Parking – Active Loading Only Zone

Yellow: No Parking – Active Loading and Curbside Pickup Only

Red: Disabled Reserved Parking Removed – Replaced by Active Loading and Curbside Pickup Only

Blue: Disabled Reserved Parking Added

ATTACHMENT 2



Image from October 2021; Note signage and parking.

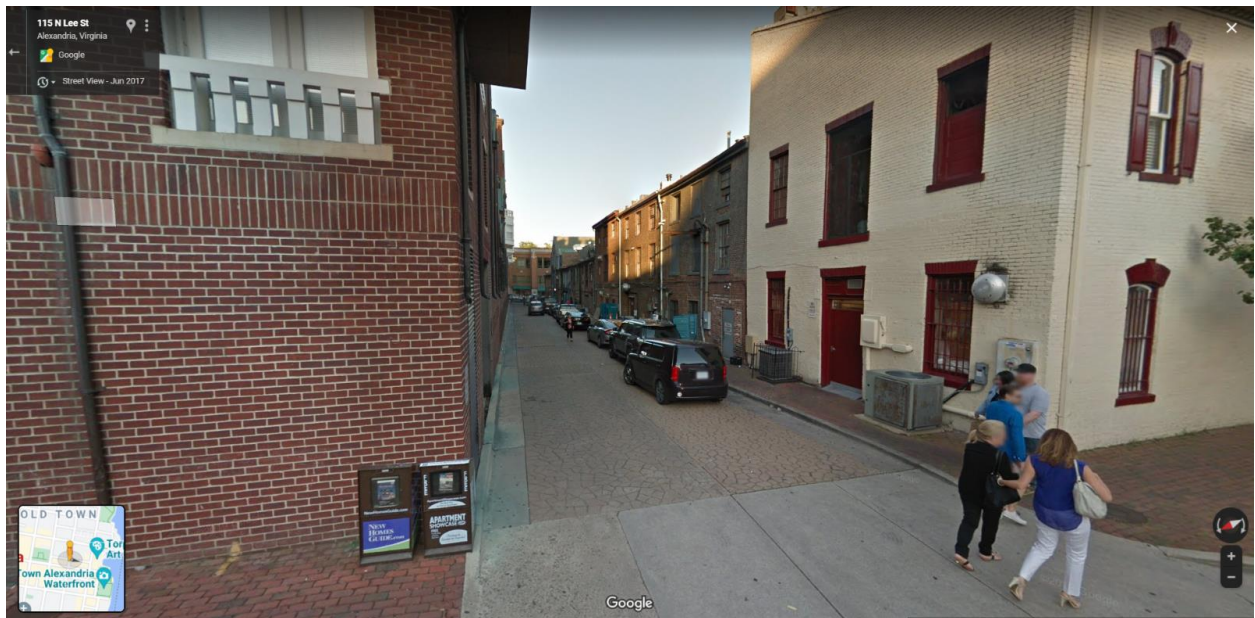


Image from June 2017; note parking along south side of Alley and loading/unloading activity.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 28, 2022

DOCKET ITEM: 12

ISSUE: Consideration of a request to add five on-street parking spaces along the east side of the 500 block of Mount Vernon Avenue

REQUESTED BY: Dina-Maria Deringer

LOCATION: 500 Block of Mount Vernon Avenue

STAFF RECOMMENDATION: That the Board approve the request to allow on-street parking along the east side of the 500 block of Mount Vernon Avenue

BACKGROUND: In November 2021, Dina-Maria Deringer of 121 E Walnut Street submitted a request (Attachment 4) that the City allow on-street parking along the east side of Mount Vernon Avenue between 415 Mount Vernon Avenue and East Braddock Road. The goal of the request is to narrow the travel lanes to discourage vehicular speeding along and onto Mount Vernon Avenue as well as to add additional parking to support nearby businesses and avoid spillover parking on residential streets.

The 500 and 600 blocks of Mount Vernon Avenue currently configured with one lane of traffic in each direction with no on-street parking permitted (Attachment 1). The street is approximately 30 feet wide from curb to curb. Land uses include commercial and retail uses near Braddock Road, including Yates Automotive and the Yates Corner development, while areas further south are residential. The western blocks are located within Residential Permit Parking districts 6 and 7.

DISCUSSION: Internal departmental review by T&ES, and the Alexandria Fire Department concluded there was sufficient street width to add parking along the east side of the 500 block of Mount Vernon Avenue (Attachment 2). The 600 block of Mount Vernon Avenue does not have sufficient space to allow for on-street parking and maintain traffic operations at the intersection with Braddock Road.

The City's Curb Space Prioritization Framework (Attachment 3) provides guidance on relative priorities when changing curb uses. The highest priority in all areas of the City is to implement the City's planning priorities. The most relevant planning priority at this location is traffic safety, as identified in the Complete Streets Design Guidelines and the Vision Zero policy. Adding on-

street parking to the 500 block will visually narrow the street's existing roadway and discourage vehicular speeding.

Because the area includes both 'Residential' and 'Main Streets' land uses, the Framework offers a different set of priorities for both areas. However, allowing parking in this location would not inhibit the access for goods as those needs are already met on site within the Yates Corner development and the residential area across the street will benefit from an increase in parking spaces.

Staff recommend restricting parking in this section to two (2) hours between 8:00 AM to 9:00 PM, Monday through Saturday. These spaces would be outside of any Residential Parking Permit district and adjacent to multiple businesses.

OUTREACH: The proposal came about as a result of an On-Street Parking Modification Request submitted and signed by 22 property and business owners (including Jason Yates, the owner of Yates Corner/Lena's Wood-Fired Pizza & Tap) of adjoining properties. This request led to a discussion among residents of the City, the Alexandria Fire Department, and the Department of Transportation & Environmental Services. City staff reached out to the Rosemont Citizens Association (RCA) with the final proposal on February 7, and the RCA indicated that the final proposal is appropriate.

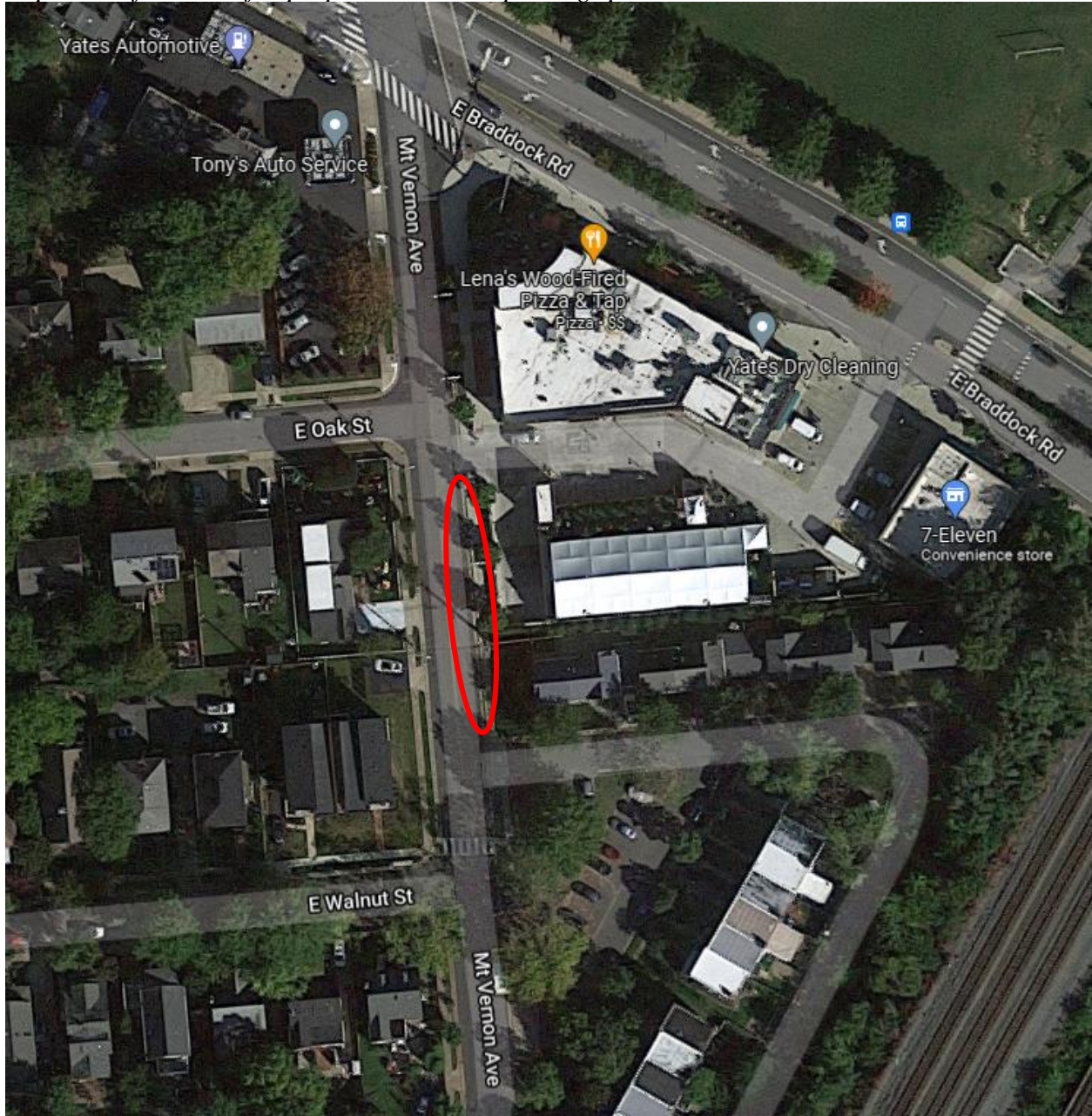
ATTACHMENT 1

500 block of Mount Vernon Avenue facing north



ATTACHMENT 2

Depiction of location for proposed on-street parking spaces



ATTACHMENT 3

Curb Space Prioritization Framework – Alexandria Mobility Plan

Curb Space Prioritization Framework

This framework sets priorities for curb access based on land uses. Land uses are broadly defined into four categories based on the kinds of curbside activity in different parts of the city.

Curb uses are also categorized broadly to enable future mobility options to fit into this framework. For example, previous plans mentioned bus stops, but did not anticipate bikeshare systems, dockless scooters, or ridehail companies like Uber and Lyft.

As part of the Alexandria Mobility Plan, the City has begun the work to realize Strategy 1 and develop a curb space prioritization framework. This framework outlines varying priorities for curb uses in areas of the city, depending on their land use. Staff will use this framework to guide future decisions.

This framework can be applied to existing streets as well as future streets outlined in small area plans.

When evaluating proposals and resident requests that will impact curb space, staff will work through the framework with affected parties to understand the needs and context of the street. This framework helps guide decision-makers when evaluating requests and applications—it is not a proposal for changing the City's streets.

- The specific context for each block matters. If a proposal is not feasible on a given street, this framework would not apply.
- Not every curb use category will apply to every street. For example, low-density residential streets with available curb space will not need large (or any) changes to provide adequate access for people.
- Higher priority uses will not eliminate lower priorities. Providing access for goods, for example, does not mean that all the parking on a street will be eliminated, but instead that a parking space may be considered for removal to introduce improved access for goods.



Land Use Categories

	Description:	Examples:
Residential	Predominantly residential uses, including detached houses, rowhouses, and apartment buildings	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Mt Vernon Ave in Del Ray • King St in Old Town
Office & Commercial	Areas with predominantly office, retail, and other 'Downtown' functions—often high-density and often including residential towers	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Wheeler Ave west of S. Early St • S. Pickett St west of Van Dorn St

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 Prioritization Framework

Priority:	Residential	Main Streets	Office & Commercial	Warehouse & Industrial
1: High	City Plan Priorities			
2	Access for People	Access for People	Access for People	Access for Goods
3	Parking	Access for Goods	Access for Goods	Access for People
4	Access for Goods	Activation	Parking	Parking
5: Low	Activation	Parking	Activation	Activation

ATTACHMENT 4

Request



On-Street Parking Modification Request Form

City of Alexandria, Department of Transportation & Environmental Services
Mobility Services Division | 421 King Street, Suite 235 | Alexandria, VA 22314

Please fill out the first page of this application and return to megan.oleynik@alexandriava.gov or mail to Megan Oleynik, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314. Staff will contact the Project Champion to further refine proposed solution to address the issue that the applicant is trying to address.

Reason for the Request (*What are you trying to solve/address?*):

Please see attachment.

Type of On-Street Parking Modification Requested:

- Loading Zone Removal
 - Loading Zone Addition
 - Parking Removal
 - No Parking Sign Removal
 - Parking Restriction Change (Non-RPP)
- Proposed restrictions _____

Location: East side of Mt. Vernon Ave. between E. Oak and E. Walnut Street. Please see map and attachment.
(Map or figure may be provided as an attachment)

Approximate number of spaces affected (assume 20 feet per space): 4-5

Project Champion (Point of Contact) Information:

Name: Dina-Maria Deringer

Address: 121 East Walnut Street

Email: spats23@gmail.com

Phone Number: 202-494-9354

Best Way to Contact: Email Phone
Best Time of Day to Contact: Morning Afternoon

Although Mount Vernon Avenue south of Braddock Road is designated as a residential street, traffic often travels at a high rate of speed along the segment between East Braddock Road and East Maple Street. This project is intended to slow traffic while simultaneously providing the benefit of additional parking.

It proposes that parking be allowed on the east side of Mount Vernon Avenue between East Oak Street and East Walnut Street (specifically, between the rear entrance to the Yates Corner development and the access road to the 500 block of Mount Vernon Avenue) – approximately 100 feet, or 4-5 parking spaces. This project also intends to enhance and increase the visibility of the nearby pedestrian crosswalk across Mount Vernon Avenue north of East Walnut Street.

This project might also potentially include the restoration of the crosswalk across Mount Vernon Avenue north of East Oak Street, which was removed during the construction of Yates Corner and not restored.

On-Street Parking Modification Request Form – Attachment
Dina-Maria Deringer
121 East Walnut Street
spats23@gmail.com
202-494-9354



On-Street Parking Modification Request Form

City of Alexandria, Department of Transportation & Environmental Services
Mobility Services Division | 421 King Street, Suite 235 | Alexandria, VA 22314

We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:

Where practicable, allow for parking to continue along Mt. Vernon Ave. from midway between E. Maple St. and

E. Walnut St. to Braddock Rd. This will help slow down traffic moving northbound on Mt. Vernon towards Braddock Rd.

(Petition should include signatures from a representative, property owner, occupant, or manager for all properties, homeowners/ condo associations, and businesses adjacent to or impacted by the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address/Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Caitlyn Conner	Support	<i>Caitlyn Conner</i>	435 Mt. Vernon Ave	occupant	cattymconner@gmail.com
Elizabeth Galt	Support	<i>Elizabeth Galt</i> 11/20/21	437 Mt. Vernon Ave.	Owner	angflee@yahoo.com
Dale Madenitz	Support	<i>Dale Madenitz</i>	108 East Walnut St.	Owner	D.MEDENITZ@LOWELLSTREET.COM
Joseph Graymann	Support	<i>Joseph Graymann</i>	19 E Walnut Street	Owner	js233@att.net
Lisa Kohnovitch	Support	<i>Lisa Kohnovitch</i>	18 E Walnut St	Owner	liskohnovitch@gmail.com
Edward Schmitt	Support	<i>Edward Schmitt</i>	116 E Walnut St	Owner	ed.schmitt@tdn.com
Timothy Samuels	SUPPORT	<i>Timothy Samuels</i>	605 MT VERNON	RENTER	samuels11@gmail.com



On-Street Parking Modification Request Form

City of Alexandria, Department of Transportation & Environmental Services
Mobility Services Division | 421 King Street, Suite 235 | Alexandria, VA 22314

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(Petition should include signatures from a representative, property owner, occupant, or manager for all properties, homeowners/ condo associations, and businesses adjacent to or impacted by the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address/Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Virginia Celeste Carter	support	<i>Virginia Celeste Carter</i> 11-7-21	123 E. Walnut St.	owner	vcelestecarter@gmail.com
Lauren Fiora + Andrew Fiora	support	<i>Lauren Fiora</i> 11-7-21	128 E Walnut St	owner	laurenbfiora@gmail.com andrewcfiora@gmail.com
Dina-Marie Deringer	support	<i>Dina-Marie Deringer</i> 11-7-21	121 E Walnut St	owner	spats23@gmail.com
JASON YATES	Support	<i>Jason Yates</i>	515 Mt Vernon	owner	YATES4174@AOL.COM
Jol Silverman	Support	<i>Jol Silverman</i>	323 Oak St	Owner	jolethinslandmont.com
Alison Valtin	Support	<i>Alison Valtin</i> 11/11/21	107 E Walnut	owner	alisonvaltin@gmail.com
Steve Erwin	Support	<i>Steve Erwin</i> 11/11/21	107 E Walnut St	OWNER	serwin@gmail.com



On-Street Parking Modification Request Form

City of Alexandria, Department of Transportation & Environmental Services
Mobility Services Division | 421 King Street, Suite 235 | Alexandria, VA 22314

We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:

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Name (printed)	Support or Oppose Request	Signature/Date	Address/Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Lauren Skladany	Support	11/14/21	29 E Walnut St Alexandria, VA	owner	laurenkskladany@gmail.com
Matthew Skladany	Support	11/14/21	29 E Walnut St Alexandria, VA	owner	mattskladany@evolve.com
Bonnie Littered	Support	11/14/21	112 E Walnut Alex VA	owner	BonnieLittered@gmail.com
DANNON DAREN	support	11/14/21	112 E WALNUT ALEX VA	OWNER	dannon.daren@gmail.com
CASEY EVANS	support	11/14/21	115 E WALNUT ALEX. VA	OWNER	caseydannond@hotmail.com
LEE EVANS	Support		115 E WALNUT ALEX VA	OWNER	le.evans@phico.com
Christine Lewis	support		429 Mount Vernon Alex. VA	owner	clewis235@gmail.com

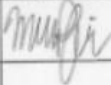


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Name (printed)	Support or Oppose Request	Signature/Date	Address/Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Matthew Pfeiffer	Support!!!	 11/19/21	129 E Walnut	owner	mwp1461@gmail.com



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JASON YATES	Support	<i>J. Yates</i>	317 E. BRADDOCK RD.	OWNER	JYATES4174@AOL.COM
Joey Civali	Support	<i>J. Civali</i>	309 E. Braddock	Occupant	JoeyCivali@gmail.com
Kris Jellesed	Support	<i>K. Jellesed</i>	E. Oak St 308 E. Braddock	Occupant	Jellesedk@gmail.com