

# TRAFFIC & PARKING BOARD PUBLIC HEARING

---

February 27, 2023

City Hall – Alexandria, VA

Hybrid meeting will start at 7:00 PM



# Welcome!

## **Public Hearing:**

Board will receive comments from the public in-person and via Zoom

## **Three Ways to Speak:**

- Via e-mail: signed up in advance
- In-person: use sign-up form at back of the room
- Via Zoom: use 'Raise Hand' feature in Zoom
  - \*9 with phone audio

# Agenda: February 27, 2023

## Welcome & Introductions

1. Deferrals and Withdrawals
2. Approval of Minutes
3. Public Discussion Period
4. Written Staff Updates & Public Hearing Follow-up

## Consent Items:

5. “No turn on Red” (NTOR) restrictions – Patrick & Henry Street Corridor
6. Curbside Pick-up and Loading Zone – 500 block of North Henry Street
7. Residential Permit Parking – 700 Block of Bluemont Avenue
8. Disability Parking – 2800 block of Main Line Boulevard

## Public Hearing Items:

9. Duke Street and West Taylor Run Pilot Extension Request
  10. Right Turn Lane Removal – Enhanced Crosswalk between Hoffman Street & Anchor Street
  11. Residential Permit Parking – Remove Montgomery Center Property
  12. Parklets – Parklet Requirements Update
- ## Information Items:
13. Staff Updates
  14. Commissioner Updates

# Approval of the Minutes

# Public Discussion Period

**This period is restricted to items NOT listed on the docket**

If you would like to speak, please:

- Submit a Public Speaker form (if in person)
- Raise your hand on Zoom (if virtual)

# Written Updates & Public Hearing Follow-Up

# “No turn on red” (NOTR) restrictions – Patrick & Henry Street corridor

---

Agenda Item 5

Presenter: Bryan Hayes



# Background

- Vision Zero Policy
  - Eliminate fatal and severe (KSIs) crashes by 2028
- The Vision Zero Annual Work Plan
  - NTOR restrictions on two corridors with high pedestrian activity
- 2015 - 2022
  - 38 pedestrians were hit by cars at intersections on Patrick and Henry Streets
  - Eight of those crashes resulted in severe injury
- 2016 and 2020
  - 46 pedestrian were hit by cars making right turns
  - Accounting for 16% of all crashes in which a person was killed or seriously injured

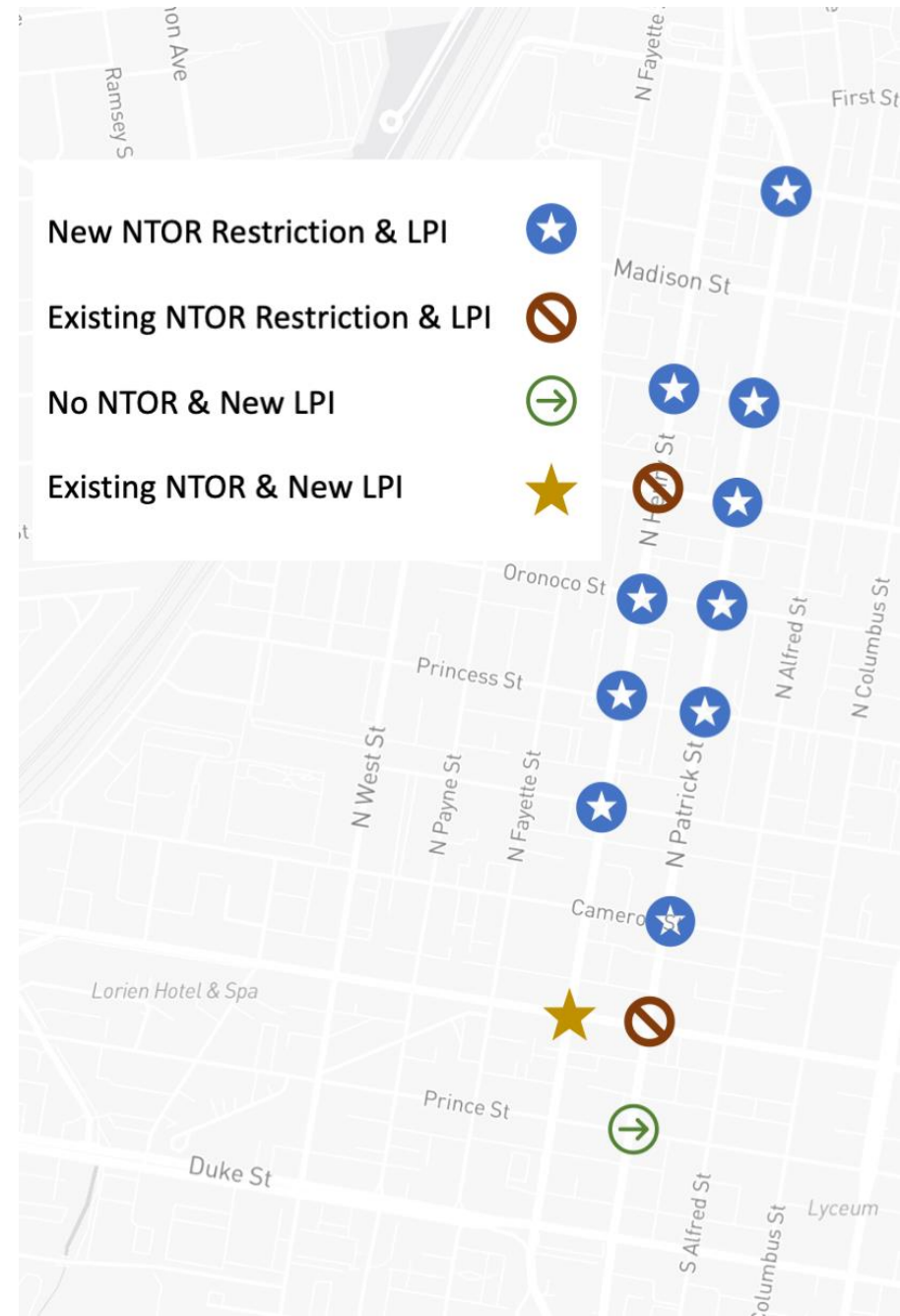


# Discussion – Why NTOR?

- NTOR restrictions are a low-cost safety treatment
  - Reduces collisions between pedestrians and motorists turning right at a red light
  - Drivers turning right on a red light often don't see pedestrians
  - Reduce collisions between through vehicles and turning vehicles
- NTOR restrictions recommended by
  - City's Complete Streets Design Guidelines
  - Federal Highway Administration
- Leading Pedestrian Intervals (LPI)
  - Give pedestrians a head start into the intersection
  - Increase visibility of crossing pedestrians
  - Reduce conflicts between pedestrians and vehicles
- Propose
  - NTOR at select intersections along N Patrick Street and N Henry Street
  - New LPI at the same intersections
  - New LPI at additional intersections

# Locations

1. Montgomery Street turning onto N Patrick Street
2. Wythe Street turning onto N Patrick Street
3. Wythe Street turning onto N Henry Street
4. Pendleton Street turning on N Patrick Street
5. Oronoco Street turning onto N Patrick Street
6. Oronoco Street turning onto N Henry Street
7. Princess Street turning onto N Patrick Street
8. Princess Street turning onto N Henry Street
9. Queen Street turning onto N Henry Street
10. Cameron Street turning on N Patrick Street



# Outreach

- Public comment period
  - December 6, 2022, to February 6, 2023
  - Announced on Vision Zero Website
  - Notice signs posted at impacted intersections
  - Shared via T&ES Twitter and Facebook
- 38 emails received
  - 28 (74%) endorsed proposed NTOR restrictions
  - 6 (16%) opposed to proposed NTOR restrictions
  - 4 (11%) did not clearly endorse or oppose proposed NTOR restrictions, or commented on a different topic

# NOTICE



## Proposed No Turn on Red

The City of Alexandria is addressing safety issues by proposing to implement a “no turn on red” (NTOR) restriction at this intersection.

NTOR restrictions are proposed for the following streets:

- Montgomery Street turning onto N Patrick Street
- Wythe Street turning onto N Patrick Street
- Wythe Street turning onto N Henry Street
- Pendleton Street turning onto N Patrick Street
- Oronoco Street turning onto N Patrick Street
- Oronoco Street turning onto N Henry Street
- Princess Street turning onto N Patrick Street
- Princess Street turning onto N Henry Street
- Queen Street turning onto N Henry Street
- Cameron Street turning onto N Patrick Street

Both Patrick and Henry Streets were identified as high crash corridors in the Vision Zero Action Plan. NTOR strategies have been effective nationwide at reducing crashes, especially ones involving people walking. For more information, visit [alexandriava.gov/VisionZero](http://alexandriava.gov/VisionZero)

The City is accepting public comment on the proposed changes through Monday, February 6, 2023. To submit a comment, please email [Bryan.Hayes@AlexandriaVA.gov](mailto:Bryan.Hayes@AlexandriaVA.gov).

# Comments

## Endorse NTOR Restrictions

- Multiple requests for
  - additional NTOR restrictions along the Patrick & Henry Street Corridors
  - NTOR restrictions elsewhere in the City
- Other requests
  - Additional treatments to slow speeds and improve pedestrian safety
  - Requests for more enforcement

## Oppose NTOR Restrictions

- Individual comments
  - Wide lanes and signal timing promote speeding
  - Concern about pollution
  - Better enforcement is the answer
  - NTOR shouldn't be around the clock

# Recommendation

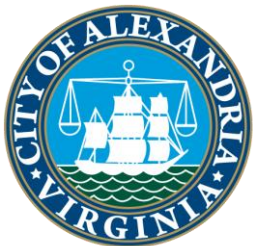
Recommend the Director of T&ES install No Turn on Red restrictions at 10 intersections with Patrick Street and Henry Street

# Curbside Pick-up and Loading Zone – 500 block of North Henry Street

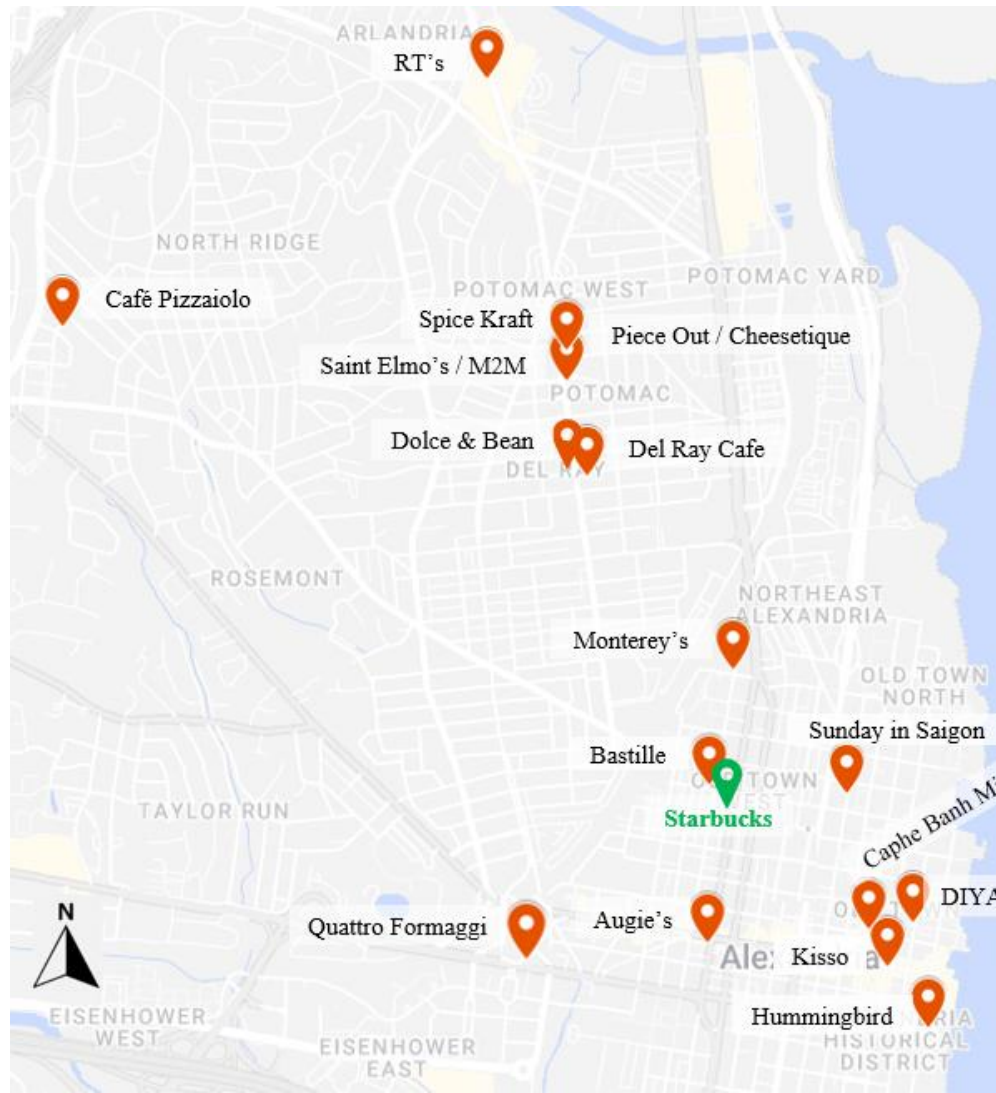
---

Agenda Item 6

Presenter: Max Devilliers



# Map of Active Loading & Curbside Pickup



# Proposed Location – 500 block North Henry Street





## Curb Space Prioritization Framework

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

# Recommendation

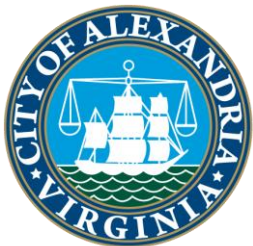
Recommend the Director of T&ES install 'Active Loading and Curbside Pickup Only' signage for the three parking spaces closest to Pendleton Street, in front of 540 North Henry Street

# Residential Permit Parking – 700 Block of Bluemont Avenue

---

Agenda Item 7

Presenter: Max Devilliers



# Location – 700 block of Bluemont Avenue



# Recommendation

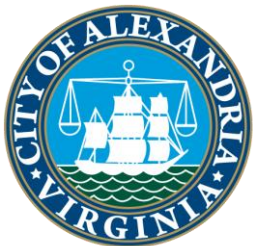
Recommend the Director of T&ES install 2-hour parking restrictions from 8:00 AM to 5:00 PM, Monday through Saturday, Residential Permit Parking (RPP) District 13 permit holders exempt on the 700 block of Bluemont Avenue

# Disability Parking – 2800 block of Main Line Boulevard

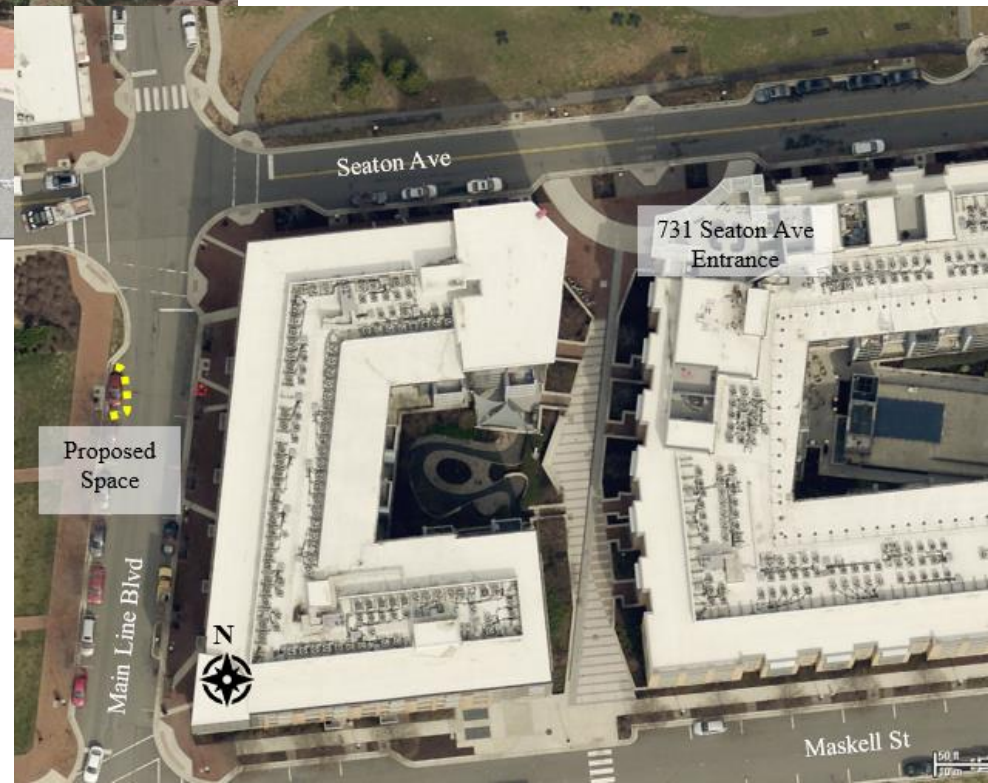
---

Agenda Item 8

Presenter: Max Devilliers



# Location – 2800 Block Main Line Boulevard



# Recommendation

Recommend the Director of T&ES to designate a disability parking space on the 2800 block of Main Line Boulevard at the northwest corner with Seaton Avenue



# Duke Street and West Taylor Run Pilot Extension Request

---

Agenda Item 9

Presenter: Daniel Scolese





# **Duke Street Traffic Mitigation - Phase II Pilot**

**Traffic & Parking Board**

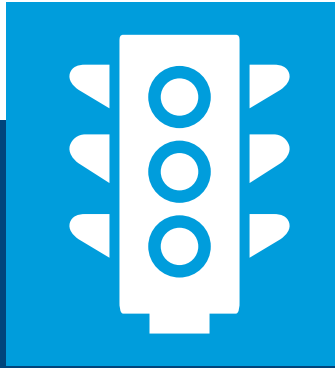
**February 27, 2022**



# Traffic Mitigation Extension

## **Purpose**

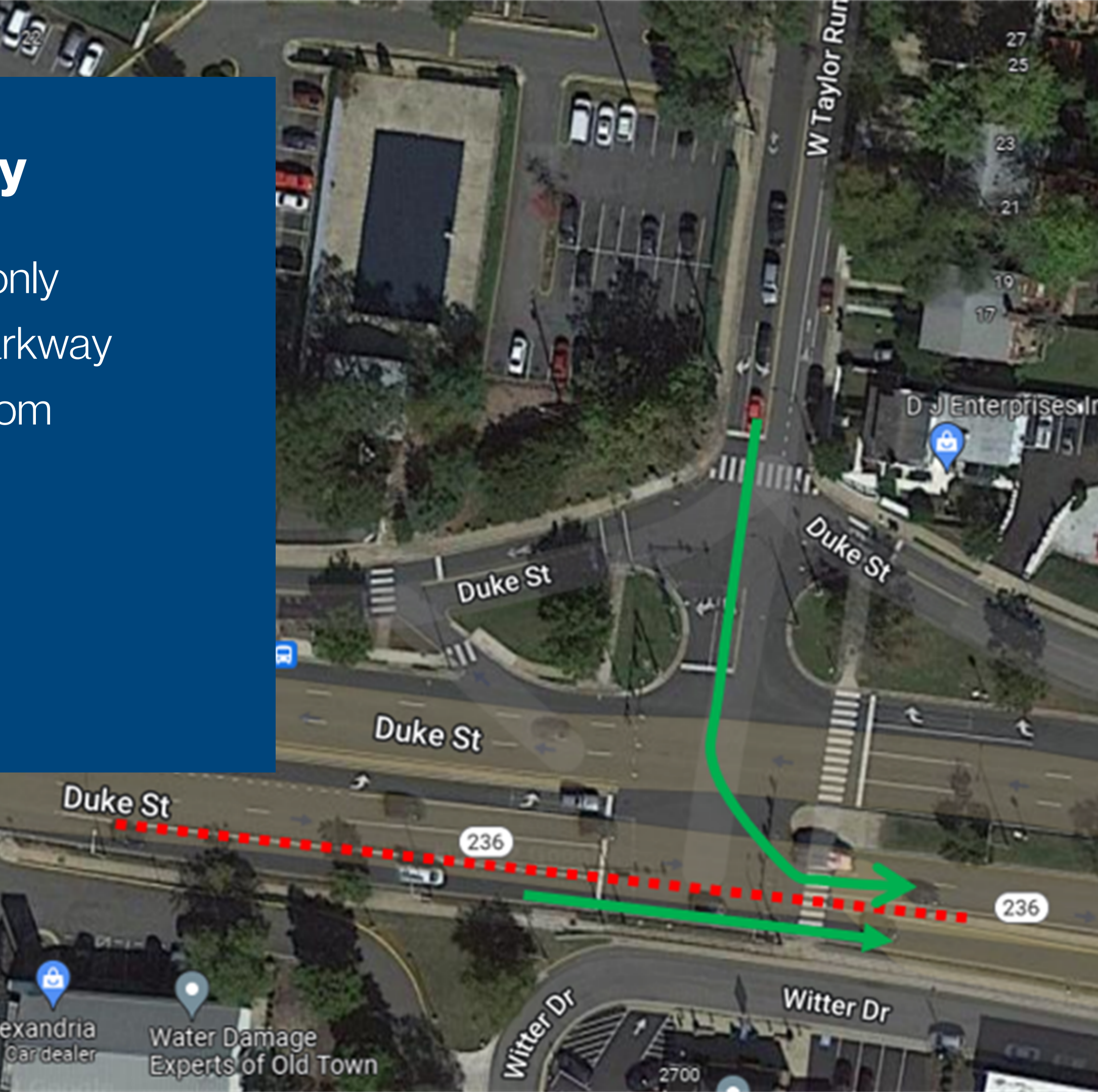
Provide a 2-month extension to allow staff time to collect additional data to best evaluate the set goals and answer community questions about the pilot and a possible permanent extension.



# West Taylor Run Parkway

- Phase I signal timing in **PM Peak Hours** only
- Restrict access from West Taylor Run Parkway directly onto the Telegraph Road ramp from eastbound Duke Street AT ALL TIMES
- Timing: Ongoing to March 31, 2023

# Traffic Mitigation Pilot - Phase II



# Phase II Evaluation



## Nighborhood Streets

GOAL: Minimize impact to neighborhood streets by reducing cut-through traffic by 30% from BEFORE period

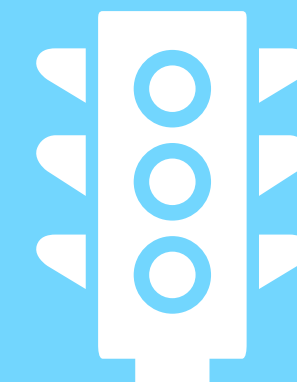


## West Taylor Run

GOAL: Reduce cut-through traffic volumes on West Taylor Run Parkway by 20%



## Duke Street Congestion



GOAL: Improve travel times and reduce vehicles queues on Duke Street

# Challenges

Unavailable Streetlight Data

Community Questions for  
Permanent Extension

**30-day Plan time for  
Equipment Removal**



Additional traffic counts and analysis to  
assess reductions and travel times

Time to research and expand outreach  
Public Meeting March 29 2023

**2-month extension allows ample  
time to complete above tasks and  
inform Board**

# Continual Engagement & Information Sharing



## MARCH

- Addl. Data Collection & analysis
- Community Meeting



## APRIL

- TPB Decision to Extend Permanently or remove



## MAY

Extend & apply additional measures as necessary

**OR**

Remove by May 31



## SUMMER 2023

Intersection Improvement Concept Finalized

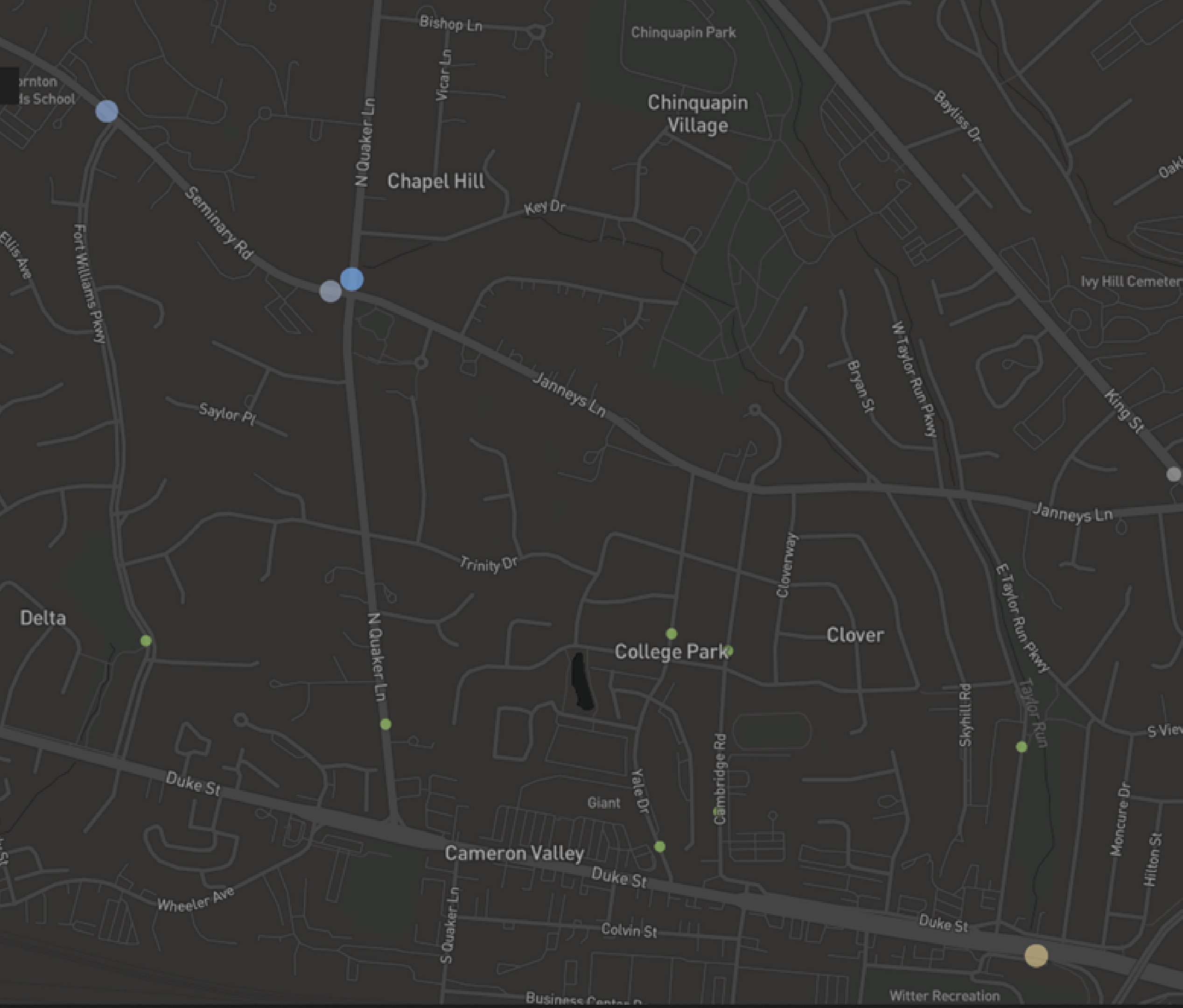
# NEXT STEPS

STAFF RECOMMENDATION

**That the board  
approves the  
traffic  
mitigation pilot  
extension until  
May 2023**







# Contact & Project Information



703-746-4266



[Daniel.Scolese@alexandriava.gov](mailto:Daniel.Scolese@alexandriava.gov)



[www.alexandriava.gov/go/2649](http://www.alexandriava.gov/go/2649)

# Civic Association Support Letter

February 22, 2023

Hillary Orr  
Deputy Director, Transportation  
Department of Transportation and Environmental Services City of Alexandria  
2900 Business Center Drive, Alexandria, VA 22314

**Reference: Duke Street Traffic Pilot**

Dear Ms. Orr,

The neighborhoods immediately adjoined to the area of the Duke Street Traffic Pilot write to request an extension. Our anecdotal experience with the Pilot, thus far, has been extremely positive for our communities. We understand, however, that the information necessary to provide a data-driven evaluation of the Pilot has been impacted by some technical changes limiting the critical collection of street light data. Extending the Pilot would allow additional time to account for the missing data and adhere to the City's commitment to its residents to provide credible data to support any permanent changes to our roads.

Thank you for your continued engagement with us to address these long-standing issues impacting the quality of life for Central Alexandria residents. We continue to be encouraged with the level of engagement, transparency and cooperation exhibited by your office and the Department of Transportation and Environmental Services throughout this Pilot process.

To this end we strongly support an appropriate extension of the Pilot.

Signed,

Lisa Porter, President, Clover College-Park Civic Association  
Craig Moore, President, Taylor Run Civic Association  
Bill Rossello, President, Seminary Hill Civic Association

Copy to:  
James Parajon, Alexandria City Manager  
Yon Lambert, Deputy City Manager  
Daniel Scolese, Civil Engineer, City of Alexandria  
Ryan Knight, Division Chief of Transportation Engineering

# Recommendation

Recommends the approval of a two-month extension of the access restriction from West Taylor Run Parking onto the Telegraph Road entrance from eastbound Duke Street through May 2023

# Right Turn Lane Removal – Enhanced Crosswalk between Hoffman Street & Anchor Street

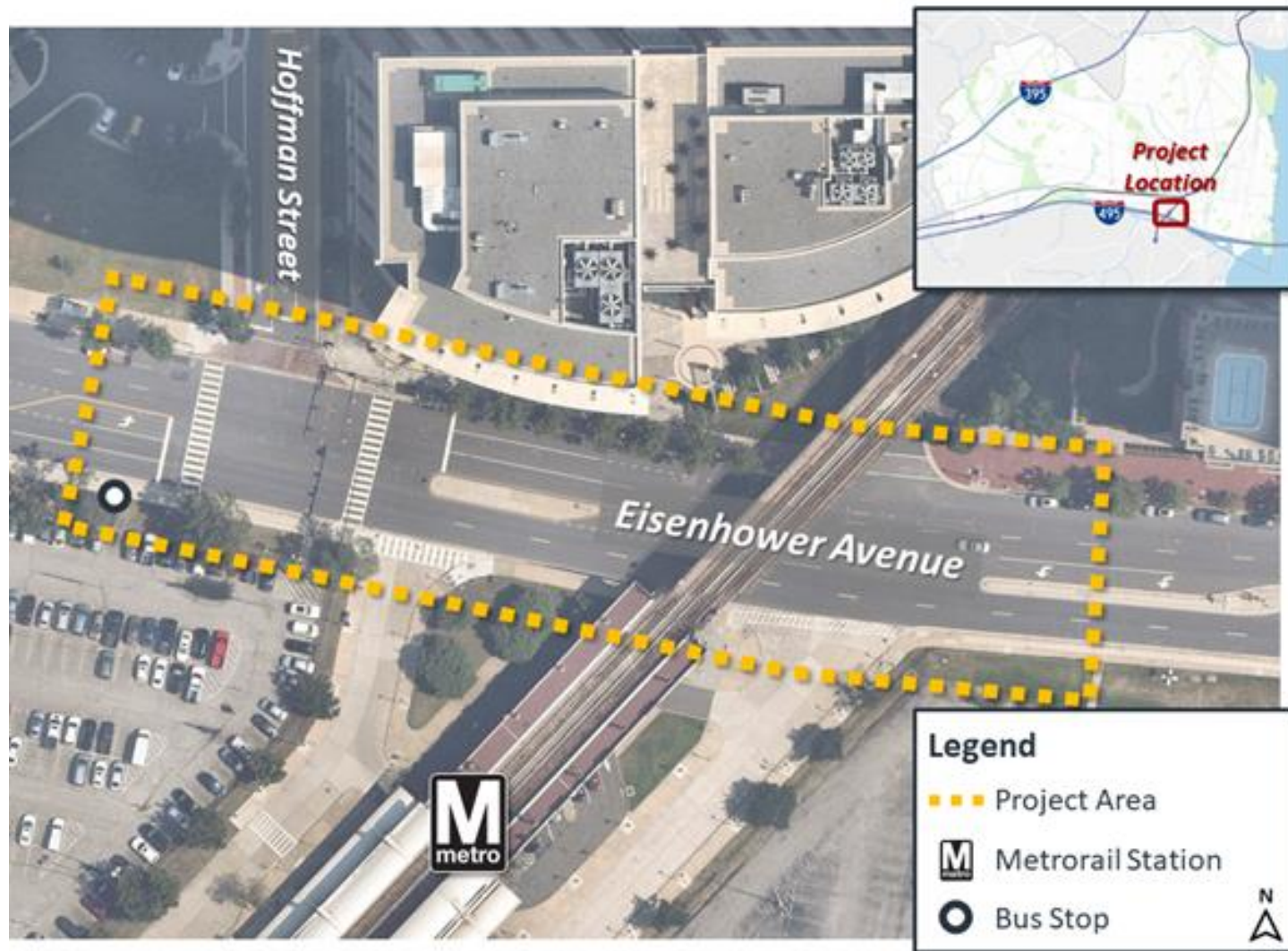
---

Agenda Item 10

Presenter: Murphy Ng



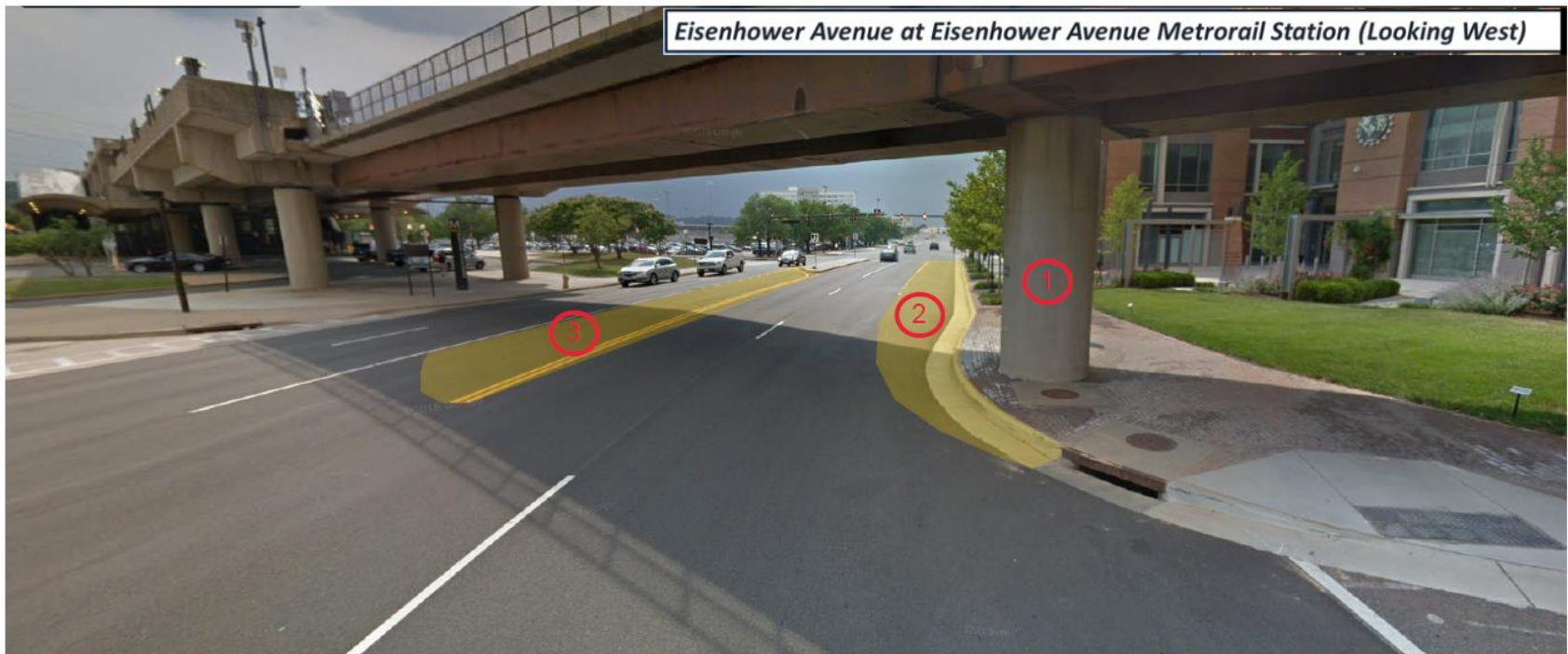
# Location – Eisenhower Avenue between Hoffman Street and Anchor Street



# Background

- Project identified as a high priority improvement in the Eisenhower East Small Area Plan adopted by Alexandria City Council on March 14, 2020.
- Enhanced pedestrian crosswalk was identified as a pedestrian network improvement.
- Plan called for safer bike/pedestrian/park connections that will benefit residents and employees.
- Project area serves as the focal point for the Eisenhower East neighborhood, which is expected to realize the development of (+/-) 20 million square feet of residential and commercial spaces.

# Location – Eisenhower Avenue between Hoffman Street and Anchor Street



- ① Column blocks drivers (traveling westbound) ability to see pedestrians.
- ② Remove right turn lane to accommodate construction of curb extension.
- ③ Remove center pavement to accommodate construction of refuge area for proposed crosswalk.

# Challenges for Pedestrians Today



➤ Long Crossing Distance (6 lane widths)

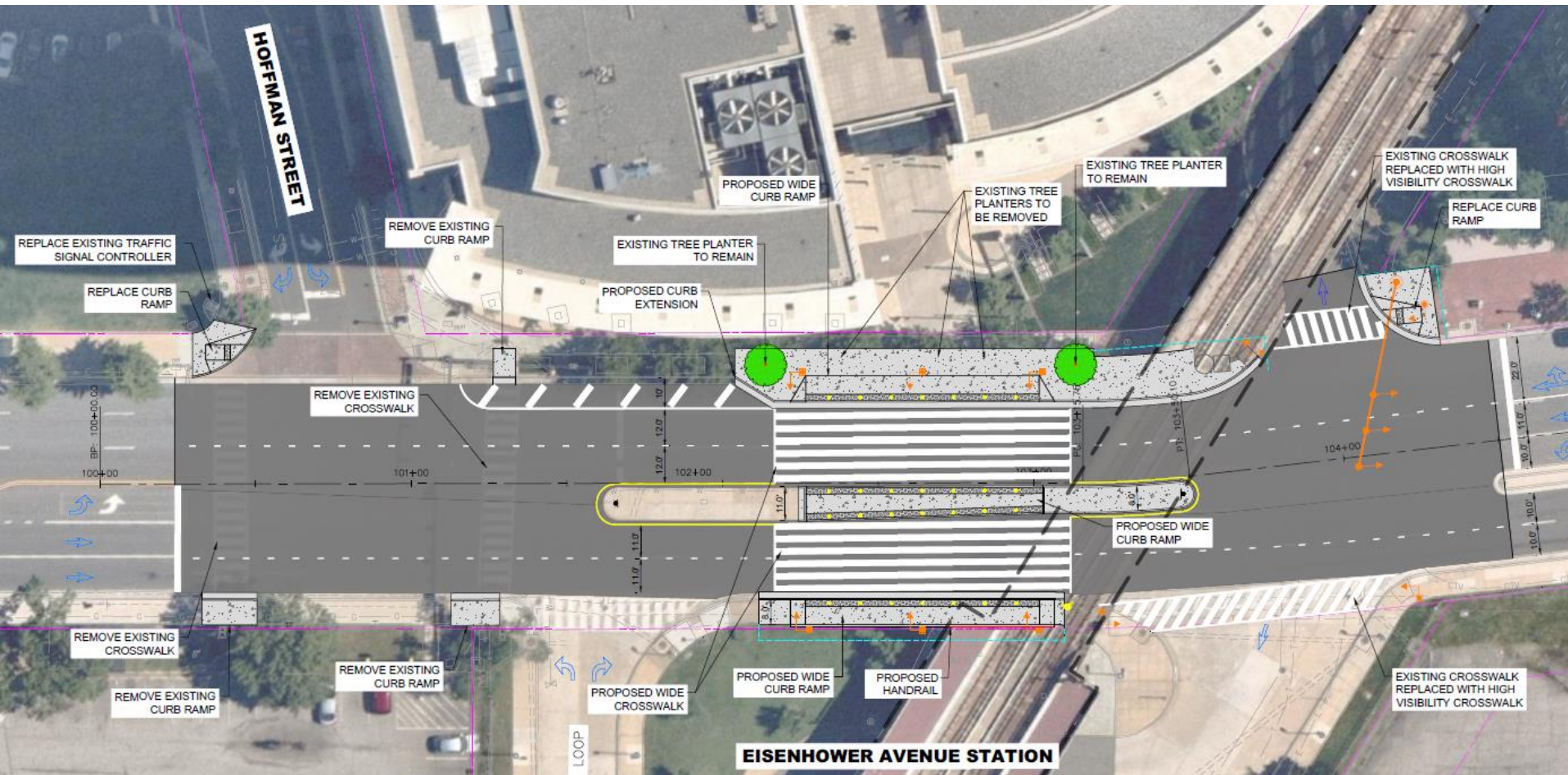
➤ Long wait time for pedestrians unaware that push button activation is required for pedestrian signals to come on



➤ Crosswalk configuration does not accommodate large volume of pedestrians



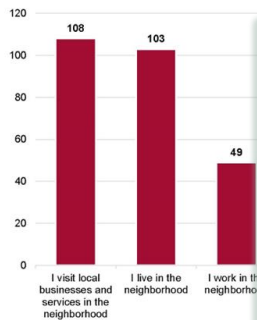
# Proposed Design



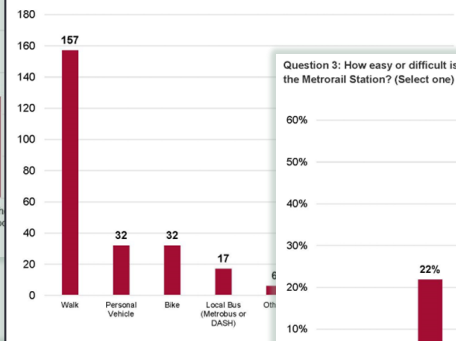
- Crossing distance reduced with removal of the westbound Eisenhower right turn lane to Hoffman Street.
- Dedicated protected pedestrian phase in each signal cycle.
- Center refuge area with bollards will slow approaching vehicles.
- Driver-pedestrian conflicts reduced with removal of existing crosswalks.

# Outreach - Community Feedback

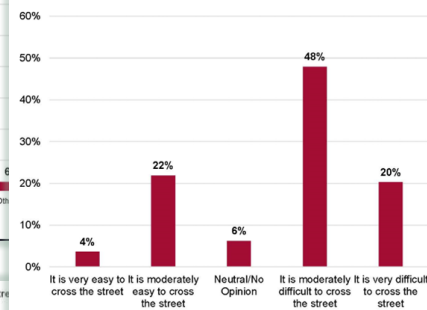
Question 1: What is your relationship with the Eisenhower East neighborhood? (Select all that apply)



Question 2: How do you typically travel to and from the Eisenhower Avenue Metrorail Station? (Select all the apply)



Question 3: How easy or difficult is it for you to cross Eisenhower Avenue to reach the Metrorail Station? (Select one)



Question 6: Please share any additional comments or observations that may be helpful when designing this project.

Question 6 was entirely free-response and yielded a number of comments to take into consideration. While many of these comments mirrored comments noted the following:

- Encouragement to use the sidewalks in front of the National
- Encouragement to keep Vision Zero priorities and principle design process
- Calls for more widespread enforcement of existing and future controls
- Suggestions for traffic calming measures further west on the Metro station area headed east
- Encouragement to place stop bars well in advance of crosswalk not stop right at the marked stop bar
- More walk time and less wait time for pedestrians to cross

Question 5: What features have you seen at other street crossings that you consider at this location?

#### Pedestrian Elements

- Pedestrian refuge islands
- Pedestrian-actuated flashing signs at crosswalks (i.e., RRFBs, HAWK beacons)
- Safety elements (i.e., bollards) for pedestrians
- Leading pedestrian intervals for pedestrians
- Longer pedestrian crossing phases with shorter wait times for pedestrians between phases
- Audible alerts for pedestrian crossing phases (for people with visual impairments)
- Pedestrian-level street lighting
- High-visibility crosswalks

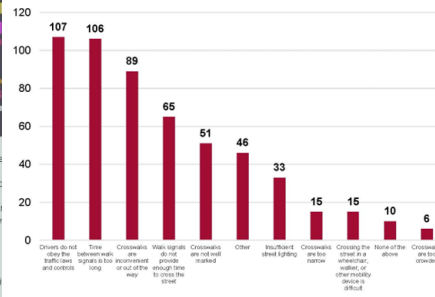
#### Traffic Calming Elements

- Raised medians
- Curb bump-outs at corners/crossing locations
- Reduction in travel lanes
- Raised crosswalk(s) and/or speed humps

#### Other Elements

- No turn on red signage at intersections
- Electronic speed feedback signs
- Fences or other barriers to prevent people from crossing outside of marked crosswalks
- Protected bike lanes
- Elimination of permitted left turn phases
- Red light cameras

Question 4: What are the primary issues with crossing the street at the Eisenhower Avenue Metrorail Station? (Select all that apply)



## ➤ Online Public Feedback Form (192 Respondents)

- Open Period: 4/8/2022 – 5/8/2022

- 68% say it is moderately difficult to cross the street.
- 55% say the wait time is too long.
- 46% say current crosswalks are inconveniently located.
- 33% say that there is not enough time to cross.

## ❖ City Staff conducted meetings with National Science Foundation, WMATA, Hoffman and Rubenstein representatives.

## Recommendation

Recommends the Director of T&ES remove the westbound right turn lane from Eisenhower Avenue to Hoffman Street

# Residential Permit Parking – Remove Montgomery Center Property

---

Agenda Item 11

Presenter: Katye North



# Background





- Code was updated in 2019 to reflect changes developed during the RPP Refresh Project.
- Section 5-8-74(b) allows the Director of T&ES to recommend certain changes to permit parking district map
  - Including the removal of non-residential properties with no residential uses
- Avoids residents of new developments automatically being eligible for permits if sites redevelop

# Existing and Proposed Block

- Block currently has several commercial uses including restaurants, retail, and personal services
- Proposed to be redeveloped into a multi-use site
  - Residential units above retail and an arts use
- If not removed from the boundary, future residents of the proposed redevelopment would be deemed ineligible for RPP permits through DSUP conditions per the Residential Permit Parking for New Development Policy
  - More than 50% of the proposed total occupied ground floor street frontage will be non-residential uses
  - Removing in from boundary in advance is clearer to residents and easier administratively

# Location of Montgomery Center Property



- RPP District Boundary
- Proposed Area to be Removed from RPP District
- Unrestricted Parking
-  1 Hr Restricted Parking
-  2 Hr Restricted Parking
-  3 Hr Restricted Parking
-  Loading Zone
- No Parking

# Recommendation

Recommends the Director of T&ES remove the Montgomery Center property from the Residential Permit Parking (RPP) District 9 Boundary

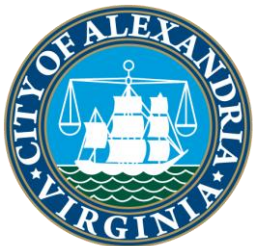


# Parklets – Parklet Requirements Update

---

Agenda Item 12

Presenter: Max Devilliers



# Parklet Requirements Update

- Changing program terminology, from “permanent parklet” to “annual parklet”
- Clarifying language about key dimensions and physical requirements, including reducing the horizontal clearance over the gutter pan from 2 feet to 1 foot
- Clarifications about the required roles and responsibilities of each party
- Updated references to other City policies and documents
- Updated guidance from other City agencies about Code compliance
- An updated process for Parklet Hosts in the case of nonresponsive or new property owners and tenants
- Changed the threshold for Traffic and Parking Board review of a parklet from four or more parklets on a block to “a block face where one or more parklets already occupy a total of at least 80 feet of curb space length”
- No longer requiring inspections by the Departments of Planning & Zoning and Code Administration after permit issuance

# Recommendation

Recommends the approval of the edits to the approved Parklet requirements

# Information Items

**STAFF UPDATES**

**BOARD UPDATES**