

TRAFFIC & PARKING BOARD PUBLIC HEARING

April 24, 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: April 24, 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. Disability Parking – 1210 Queen Street
6. On-Street Parking Removal – Daylighting Crosswalks at Mount Vernon Community School on East Uhler and Clyde Avenue

Public Hearing Items:

7. Intersection Changes – Duke Street and West Taylor Run
8. City Code Amendment – Curb Cuts

Information Items:

9. Staff Updates
 - Duke Street In Motion
10. 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

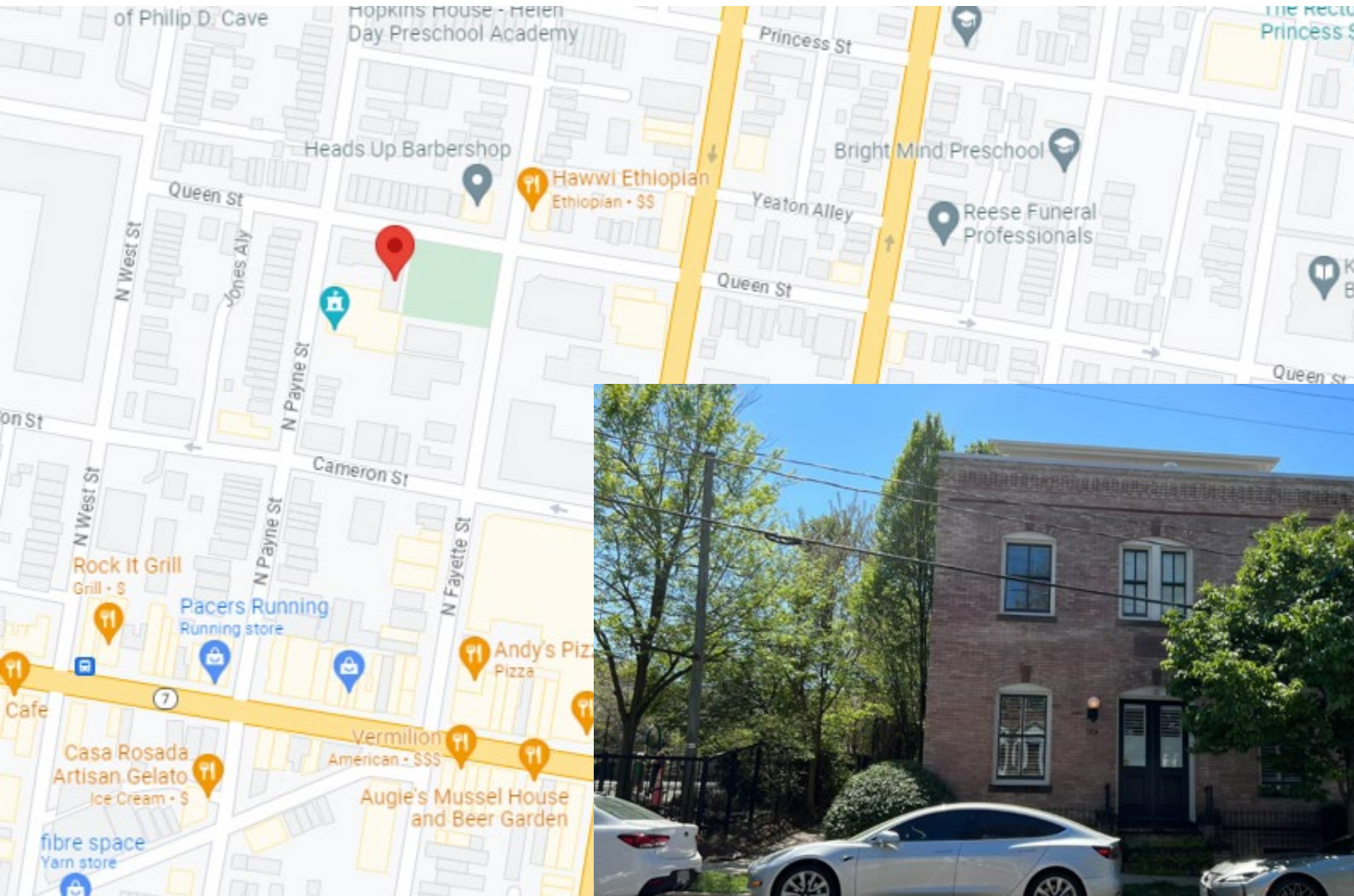
Disability Parking – 1210 Queen Street

Agenda Item 5

Presenter: Sheila McGraw



Background & Location



HOA Support Letter

Cromley Lofts Condominium HOA

April 19, 2023

Ms. Sheila McGaw, AICP
Curbside and Parking Program Manager
Transportation and Environmental Services
City of Alexandria

Re: Disability Parking Space Application 1210 Queen St, Alexandria, VA 22314

Dear Ms. McGaw,

The Cromley Lofts Condominium HOA supports Ms. Gallo's application for a disability parking space in front of the Cromley Lofts Condominium located at 1210 Queen St. in Alexandria.

Please let us know if you need any additional information.

Very Respectfully,
Dominique Fernandez
President, Cromley Lofts Condominium Home Owners Association

Cc: Chris Gallegos, HOA Treasurer
Trevor Smith, HOA Secretary
Donna Gallo & William Schultheis – Unit #4

Recommendation

That the Board recommend that the Director of T&ES designate a disability parking space at 1210 Queen Street.

On-Street Parking Removal – Daylighting Crosswalks at Mount Vernon Community School on East Uhler and Clyde Avenue

Agenda Item 6

Presenter: Bryan Hayes



Background & Location

- Safe Routes to School Walk Audit (2017)
- Several recommendations for the intersection of E Uhler Ave and Clyde Ave
- Pedestrian hit by car walking to school on March 29, 2023



Discussion: School drop-off and pick-up

Drop-off at Mount Vernon Community School occurs on Clyde Avenue between the James M. Duncan Branch Library and the school.

To access the designated drop-off area, all drivers need to take E Uhler Avenue, whether they are driving from Commonwealth Avenue or from Mount Vernon Avenue.

After drop-off, cars continue north on Clyde Avenue before continuing onto Commonwealth Avenue.



Discussion: Proposed parking removal



Improve visibility of people walking in the crosswalk by removing five parking spaces at the intersection of East Uhler Avenue and Clyde Avenue.

Outreach & Response

- Public Comment: April 6-13, 2023
- Staff met with MVCS principal and PTA
- Flyer distributed to neighboring houses
- Notice sent to Del Ray Citizens Association

Feedback from the community generally supported making the intersection safer, but also expressed concern for parking loss.



April 13, 2023

Bryan Hayes
 Complete Streets Coordinator
 Department of Transportation & Environmental Services
 City of Alexandria
 301 King Street Room 3600
 Alexandria, VA 22314

Dear Mr. Hayes,

On behalf of the Mount Vernon Community School (MVCS) PTA, we support proposals to ensure the safety of all individuals traveling to and from MVCS. This is a critical issue for our school which has had at least 3 incidents during drop-off this school year, including a teacher/parent being struck by a vehicle on March 29, 2023.

While we appreciate and support initiatives to improve the well-documented travel route safety issues, we believe the solution currently under consideration by the Traffic and Parking Board is an inadequate and incomplete solution to the ongoing safety issues at MVCS.

The MVCS PTA wishes to formally register our option on the current proposal to remove five (5) parking spaces at the East Uhler and Clyde Avenue intersection as part of the Safe Route to School program as **NEUTRAL**. We believe that any action should be taken in a coordinated manner between Alexandria Transportation & Environmental Services (TES), Alexandria City Police Department (ACPD), and Alexandria City Public Schools (ACPS). The current proposal, while a step in the right direction, is not the solution to our problem.

As you are aware this is an issue about which we have repeatedly contacted city leadership and we continue to see zero coordination between ACPS, ACPD, and TES.

In an effort to ensure that a comprehensive, workable, and reasonable solution is achieved, we implore the TES, the Alexandria Police Department and ACPS to work together in designing and implementing a single plan for making the MVCS drop off safer.

View on Removal of Parking Spaces

- The removal of the proposed spaces appears to be an enforcement of existing city requirements related to the distance between a stop sign, crosswalk, or intersection and where a car is allowed to park.

Recommendation

That the Board recommend that the Director of T&ES remove five parking spaces adjacent to the Mount Vernon Community School and James M. Duncan Branch Library at the intersection of East Uhler Avenue and Clyde Avenue

Intersection Changes – Duke Street and West Taylor Run

Agenda Item 7

Presenter: Daniel Scolese



Project Goals

- Reduce West Taylor Run Parkway traffic further than that of phase I
- Continued reduction of neighborhood cut-through traffic
- Reduce congestion on eastbound Duke Street stemming from the backup at the West Taylor Run Parkway signal

Project Results

- Quaker Lane volume increased by 39%
- West Taylor Run Parkway decreased by 54%
- Cambridge Road decreased by 48%
- Yale Drive decreased by 76%
- Fort Williams Parkway decreased by 47%

Recommendation

That the Board recommend that the Director of T&ES that the Duke Street Pilot Phase II Mitigation be made permanent, restricting access from West Taylor Run Parkway to the Telegraph Road ramp

Code Amendment – Curb Cuts

Agenda Item 8

Presenter: Alex Boulden



Goals of Proposed Code Modifications

- Streamline the review process while ensuring city standards are met
- Delegates the approval authority to Director of T&ES or any designated agent. Authority currently resides with the City Managers Office.

Recommendation

That the Board endorses the proposed changes to simplify and streamline the Curb Cut approval process and in considering future appeals the board will make determinations based on safety, traffic, and parking related factors.

Information Items

STAFF UPDATES

- **Duke Street in Motion**

COMMISSIONER UPDATES

DUKE STREET *IN MOTION*

Community Outreach Presentation

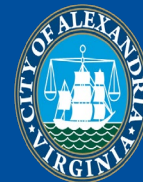
Traffic and Parking Board

April 24, 2023

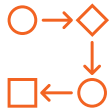


alexandriava.gov/DukeInMotion

This project is funded with Northern Virginia Transportation Authority (NVTA) regional revenues.



Welcome!



Duke Street *in Motion* overview



Concept Overview & Comparison



Next Steps & How to Be Involved

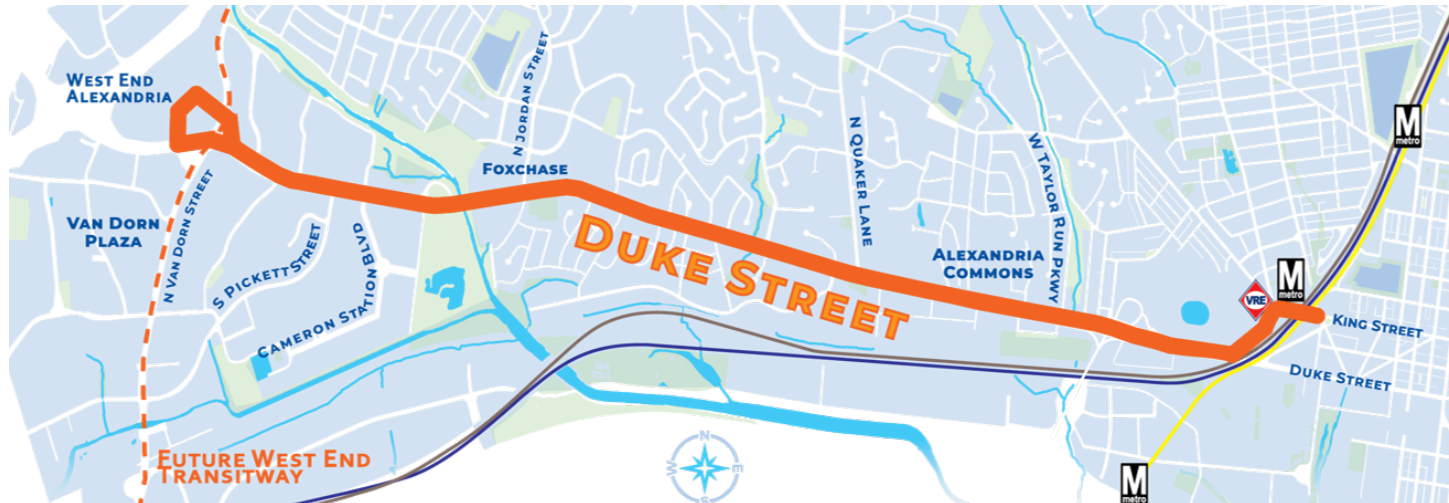




Project Overview

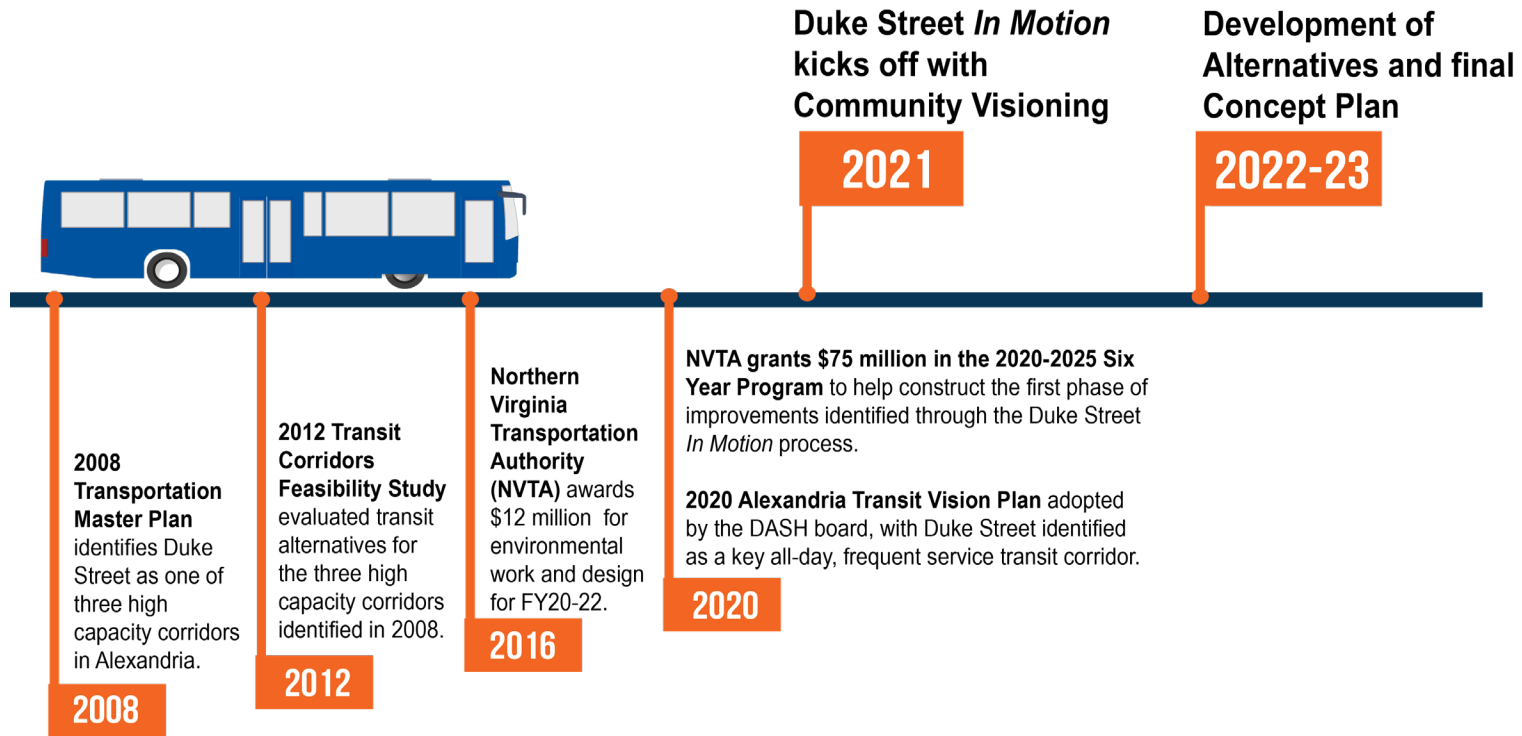
What is “Duke Street *In Motion*”?

Duke Street *IN MOTION* is a project focused on ensuring that transit improvements in the Duke Street corridor, from Landmark Mall to the King Street Metro Station, provide efficient transportation options that align with all users’ needs, wants, and expectations.



Project Purpose & Background

- Pursue high-capacity transit to achieve City sustainability and equity goals
- Reconsider concept plans in context of 2021 community visioning



Key Stats



14
buses per hour



~2,700 daily
bus boardings
(July 2022)



5
Equity Emphasis
Areas



22,600 –
36,300 cars
per day (May
2022)



67% DASH 30
Bus peak period
on-time
performance






Project Vision

This project will provide an **efficient and desirable bus rapid transit (BRT) option** along Duke Street **by improving the transit experience** for current and potential riders.

With multimodal enhancements to the corridor, Duke Street will become a **safe, efficient, and desirable community connector** for people riding the **bus, walking, biking, and driving.**

Project Guiding Principles

Project Guiding Principles

	Convenient	Make bus travel more predictable, frequent, and comfortable
	Efficient	Improve mobility for all Duke Street travelers
	Equitable	Use enhanced bus transit to support equitable access for a diversity of people and places
	Safe	Ensure safety and accessibility for those connecting to and riding the bus, as well as other travelers
	Vibrant	Create and enhance thriving and future corridor destinations that improve resident quality of life and boost the local economy
	Sustainable	Contribute positively to the environment, now and in the future

Engagement Phases



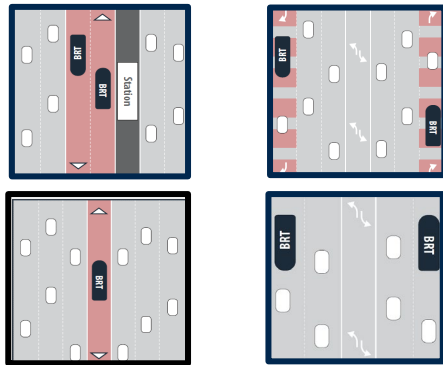


Concept Overview & Comparison

Street Design Concepts

Busway *and* Curb Features

Step 1: Busway



Step 2: Curb features



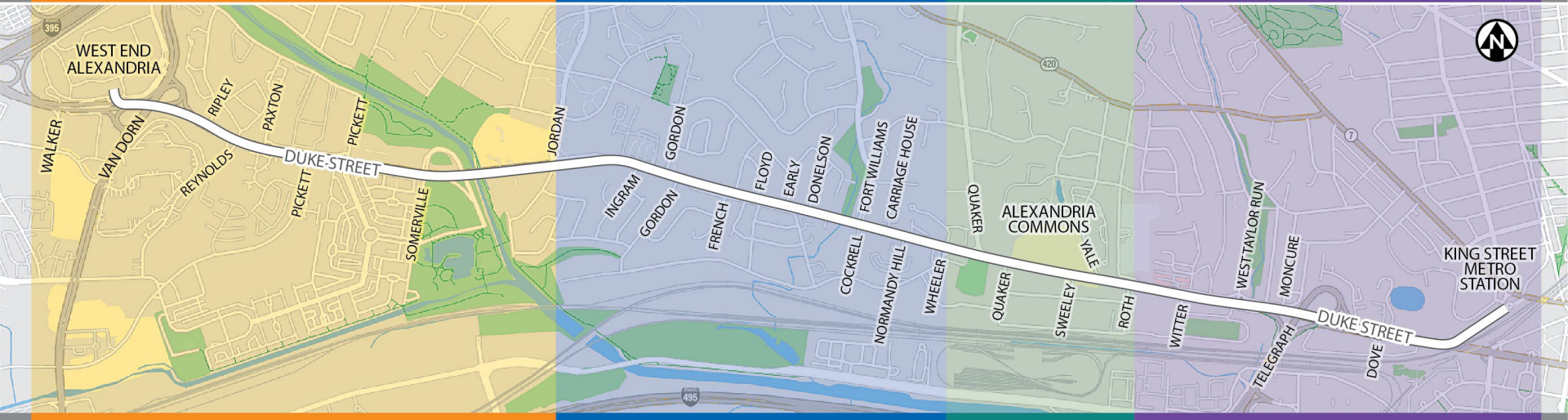
Duke Street Corridor Segments

SEGMENT 1 - West End Alexandria to Jordan

SEGMENT 2A - Jordan to Wheeler

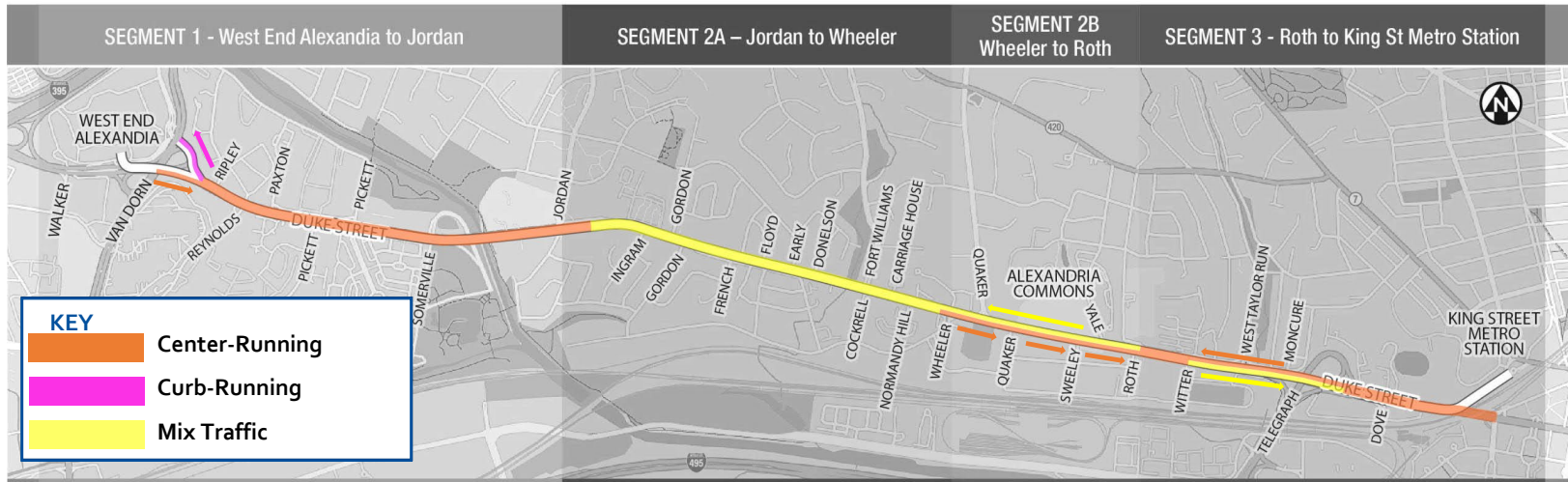
SEGMENT 2B
Wheeler to Roth

SEGMENT 3 - Roth to King St Metro Station



Corridor Concept A

Mostly Center-running & Mixed Traffic



•Segment 1:

- Center bus lanes in both directions
- Utilize available roadway space for busway improvements

•Segment 2A:

- Mixed traffic bus operations in both directions
- Avoid residential service roads with busway improvements

•Segment 2B:

- Eastbound center bus lane, westbound mixed traffic
- Goal was to avoid Telegraph Road congestion

•Segment 3:

- Eastbound mixed traffic through Telegraph Road to balance traffic and bus operations
- Westbound center bus lane

Corridor Concept B

Mostly Curb-running & Mixed Traffic



•Segment 1:

- Curb bus lanes in both directions
- Utilize available roadway space for busway improvements

•Segment 2A:

- Mixed traffic bus operations in both directions

•Segment 2B:

- Mixed traffic bus operations in both directions
- Avoid significant impacts at Alexandria Commons

•Segment 3:

- Eastbound mixed traffic, westbound curb lane through Telegraph Road interchange
- Center bus lanes east of Telegraph to King Street

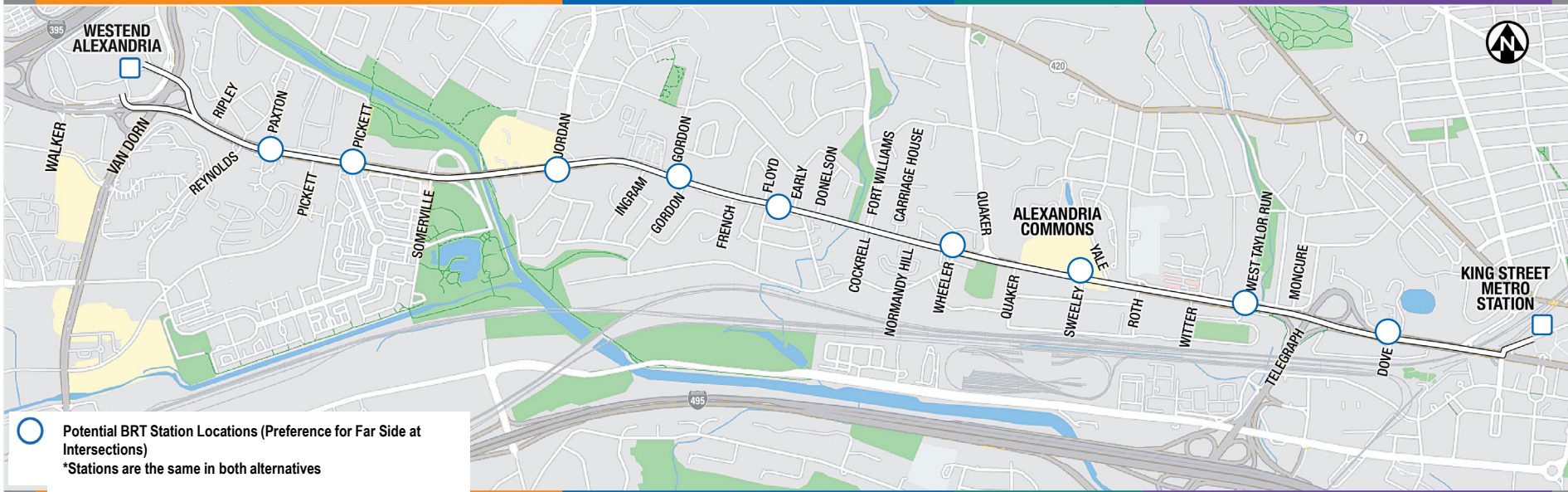
Corridor Stations

SEGMENT 1 - Landmark Mall to Jordan

SEGMENT 2A – Jordan to Wheeler

SEGMENT 2B
Wheeler to Roth

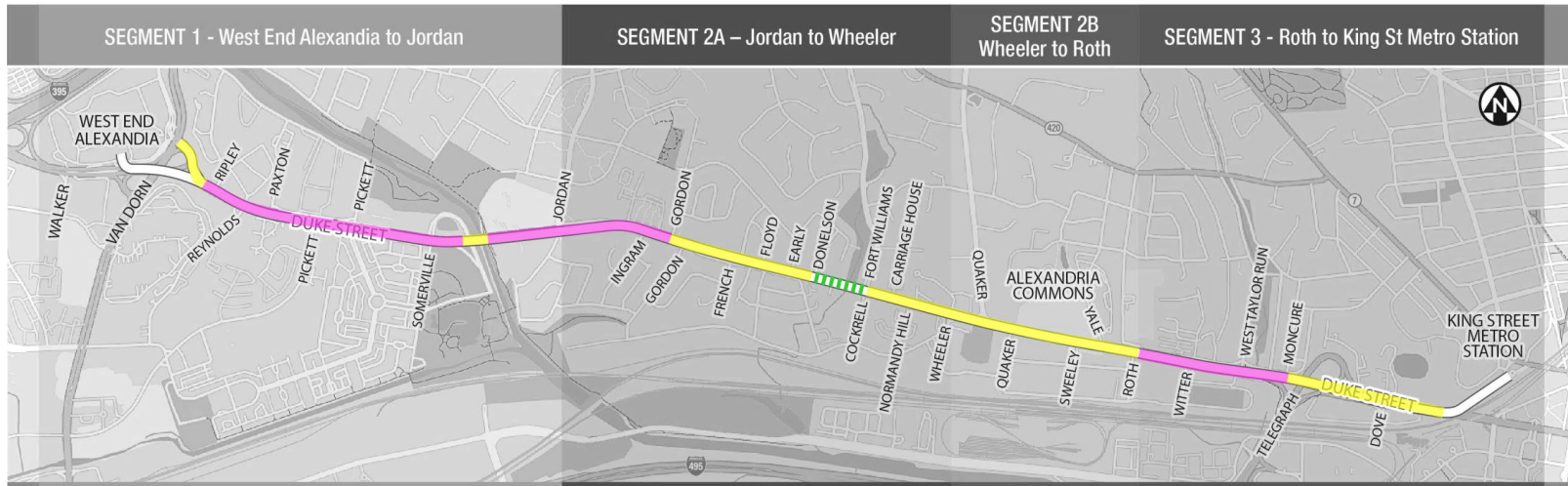
SEGMENT 3 - Roth to King St Metro Station






- Balance space constraints, activity centers, and convenient bus stop spacing
- Maximum spacing 0.5 miles, minimum spacing 0.25 miles, average spacing 0.4 miles
- .4 miles ~ 4 min maximum walk time to a stop if already on Duke Street

Proposed Curb Concept Y

(North Side of Duke Street)



KEY

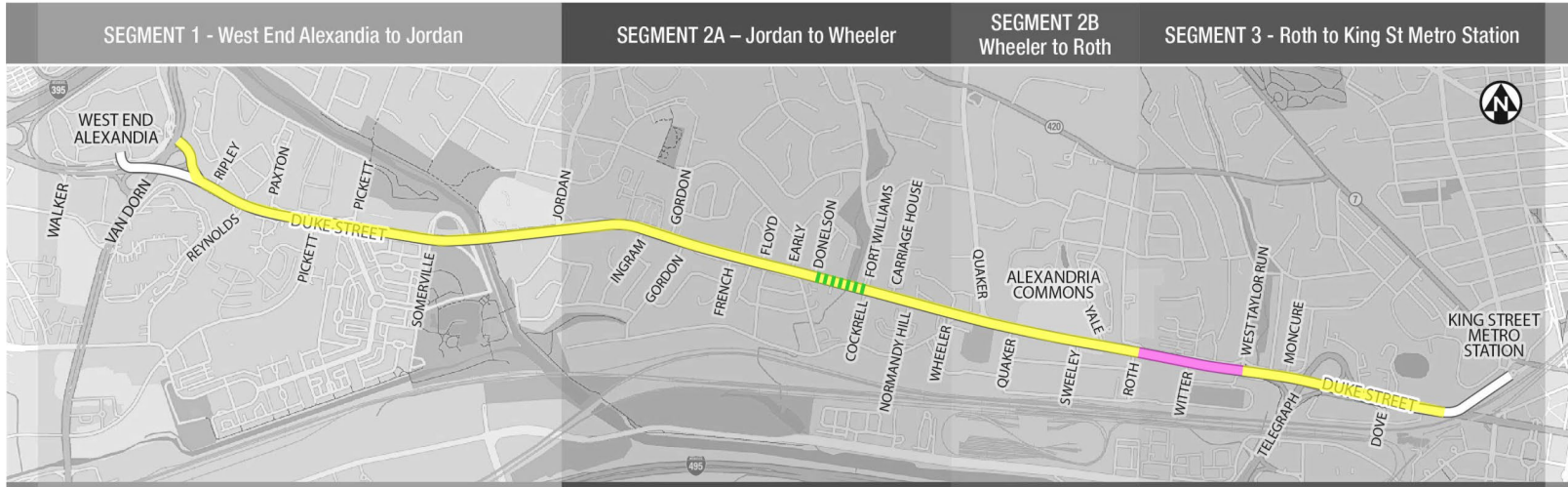
-  Shared Use Path
-  Cycle Track + Sidewalk
-  Potential Woonerf (shared street) Location on Service Road



Cycle track locations reduce conflicts between pedestrians and cyclists

Proposed Curb Concept Z

(North Side of Duke Street)



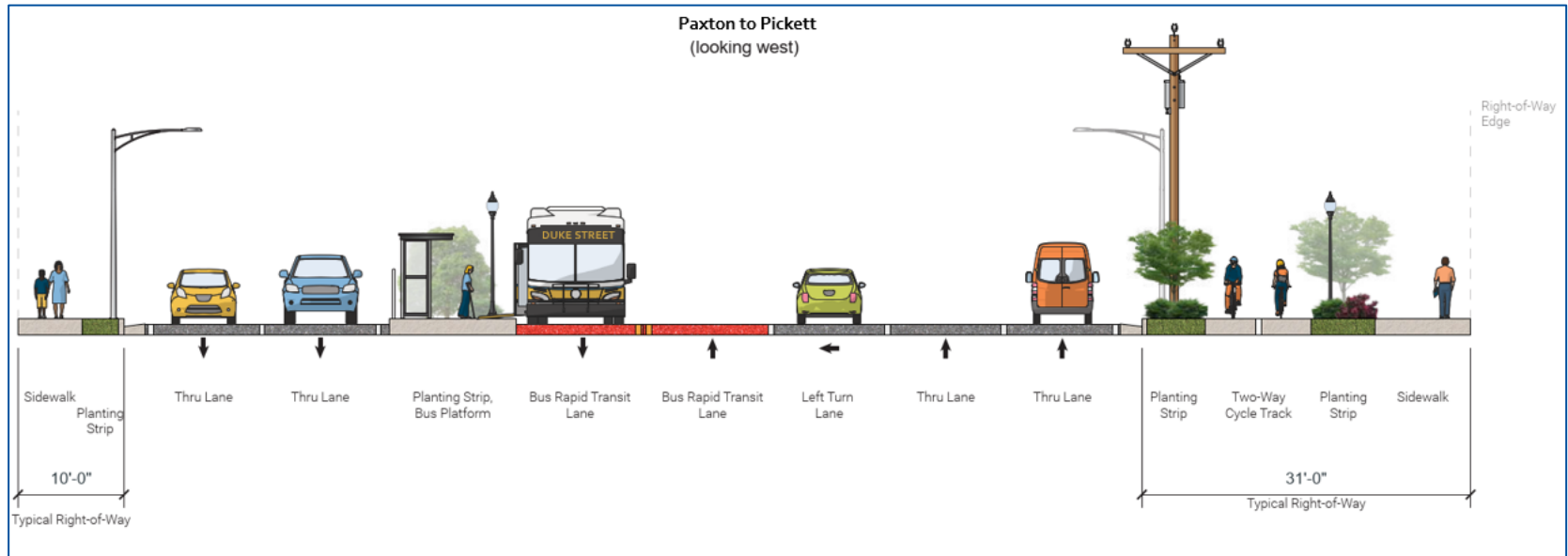
KEY

- Shared Use Path
- Cycle Track + Sidewalk
- Potential Woonerf (shared street) Location on Service Road



More shared use path provides a greater opportunity to add green space

Sample Cross Section



Guiding Principles Comparative Metrics



Convenient

- ✓ Transit Reliability
- ✓ Station Experience
- ✓ Transit Frequency



Equitable

- ✓ Serving needs
- ✓ ADA Access
- ✓ Access time



Vibrant

- ✓ Access to Services / Jobs / Recreation / Future Development



Sustainable

- ✓ Alternative Modes / Travel options



Efficient

- ✓ Bus Travel Time
- ✓ Car Travel Time



Safe

- ✓ Pedestrian Safety
- ✓ Bicycle Safety
- ✓ Intersection Safety



Impacts

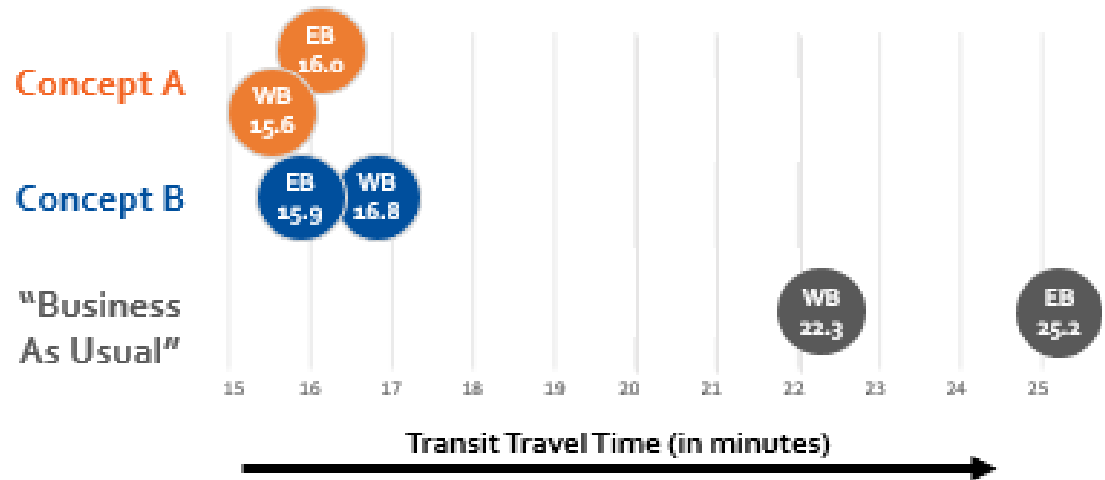
- Impact to ROW
- Project Costs



Efficient



PM Peak Bus Travel Time



Compared to Business as Usual

- Both concepts significantly improve bus travel times in the afternoon/evening rush hour
 - Afternoon/evening rush hour was determined to be the most challenging hour of the day based on initial traffic and bus data
 - Concept A improves a little more than Concept B, on average



Efficient



PM Peak Vehicular Travel Time

Concept A



Concept B



"Business As Usual"

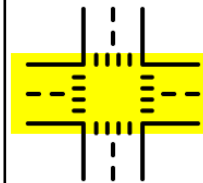


12 13 14 15 16 17 18 19 20 21 22

Vehicle Travel Time (in minutes)

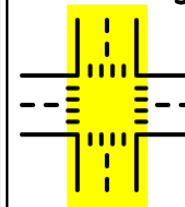


Duke Street Delay



Delay decreases with increased green time

Side Street Delay



Delay increases with bus and Duke Street priority



Safe



Pedestrian Safety

Concept A

28 refuge islands
25 Protected Lefts

Concept B

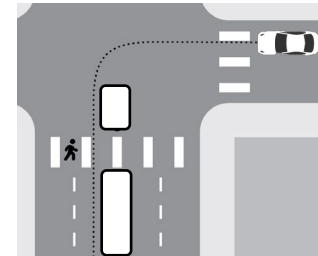
10 refuge islands
4 Protected Lefts



Pedestrian Refuges

46%-56% reduction in
pedestrian crashes

FHWA



Protected Lefts and Calming

Up to 18% reduction in
pedestrian crashes

VDOT

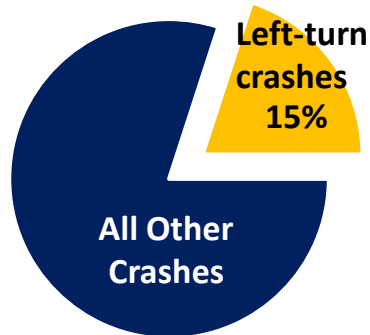


Safe



Intersection Safety

Duke Street Crashes



Concept A



70% Left-turn crash reduction



Concept B



10% Left-turn crash reduction



Protected left turns (which require a green arrow) reduce left-turn or angle crashes by 99%

NCHRP Report 617



Impacts



Right of Way

(Number of parcels potentially touched)

Concept A

10-19 Parcels

Concept B

12-21 Parcels

- Between Quaker and Roth is the area of most significant right-of-way impact in Concept A
- Survey will be completed as design advances, so impacts will be refined
- Curb feature impacts are being assessed and are similar for both concepts, outside of the Quaker to Roth area
- Continued planning and design will work to minimize needs



Impacts



Cost

(Based on initial conceptual estimates and contingencies)

Concept A

\$90-100M

Concept B

\$70-80M

- While the initial cost estimate shows that either concept is close to target budget of \$85M, Concept A included more "nice to have" curb features
- Includes healthy contingency amounts
- Opportunities to blend elements from either concept to hit target budget
- Costs will refine as more design information, utility information, and survey information becomes available

Guiding Principles Comparative Metrics



Convenient

- ✓ Transit Reliability
- ✓ Station Experience
- ✓ Transit Frequency



Equitable

- ✓ Serving needs
- ✓ ADA Access
- ✓ Access time



Vibrant

- ✓ Access to Services / Jobs / Recreation / Future Development



Sustainable

- ✓ Alternative Modes / Travel options



Efficient

- ✓ Bus Travel Time
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Safe

- ✓ Pedestrian Safety
- ✓ Bicycle Safety
- ✓ Intersection Safety



Impacts

- Impact to ROW
- Project Costs



Next Steps & How to Be Involved

Upcoming Engagement & Key Meetings

April 13-30:
Engagement period activities

April - June:
Boards & Commissions

May 25:
Presentation of feedback
AG endorses a preferred
concept

June 27:
Public hearing &
Council vote on the
near and long term
concept

Engagement Period Activities



Website

- Meeting Materials
- FAQs
- Feedback form



Pop-up Events & On-bus Chats

- Throughout April



Hello Duke Street

- Gathering input via text message
- Signage along Duke Street at bus stops and other community hubs



In-Person Meeting

- Bishop Ireton (Cafeteria)
- 5-7:30 pm: Open House
- 7:30 pm: Open Comment period
- Open house continues until 8:30 pm

In-Person Meeting

April 20	Event @ Bishop Ireton School	5-8:30 PM
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Provide Input Through April 30



Feedback Form available at:
alexandriava.gov/DukeInMotion



Attend in-person meeting and speak with staff



Email: Jen Monaco: jennifer.monaco@alexandriava.gov

Get Updates: Sign up for [Duke Street Projects eNews](#)



Thank you!

alexandriava.gov/DukeInMotion