

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, MAY 22, 2023 7:00 P.M.  
IN-PERSON AND VIRTUAL**

The May 22, 2023 meeting of the Traffic and Parking Board is being held in person in the City Council Chambers at 301 King Street, Alexandria, VA and electronically. All the members of the Board and staff are participating either in-person or from remote locations through a Zoom meeting. The meeting can be accessed by the public via Zoom through:

Register in advance for this webinar:

[https://zoom.us/webinar/register/WN\\_Wxy7raRqQrCYmKBf2D0oEQ](https://zoom.us/webinar/register/WN_Wxy7raRqQrCYmKBf2D0oEQ)

Or an H.323/SIP room system:

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

Meeting ID: 980 4759 3359

Passcode: 915805

SIP: 980 4759 3359@zoomcrc.com

Passcode: 915805

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 Sheila McGraw at [sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov) no later than 24 hours before the meeting or make public comments through the conference call or in person on the day of the hearing.

For reasonable disability accommodation, contact Sheila McGraw at [sheila.mcgraw@alexandriava.gov](mailto:sheila.mcgraw@alexandriava.gov) or 703.746.4401, Virginia Relay 711.

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TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, MAY 22, 2023 7:00 P.M.  
IN-PERSON AND VIRTUAL**

**D O C K E T**

1. Announcement of deferrals and withdrawals.
2. Approval of the April 24, 2023 Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**  
[This period is restricted to items not listed on the docket]
4. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
  - Duke Street in Motion
  - Potomac Avenue/Glebe Rd Intersection Improvements
  - Potomac Yard New Metro Station Bus Facilities
  - Crossing Issues at Braddock Road & North Hampton Drive
  - Holmes Run Parkway & North Ripley Street Curb Ramps and Trail Access
  - Dockless Corrals Update
  - Residential Pay by Phone and Courthouse Garage Parking Pricing Update
  - Right-of-Way Electric Vehicle Charging Pilots and Initiatives

**CONSENT ITEMS**

5. Parking Space Removal – Mount Vernon Avenue

**PUBLIC HEARING ITEM**

6. Curbside Pick-up and Loading Zone – 100 block of South Payne Street

**INFORMATION ITEM**

7. **STAFF UPDATES**
8. **COMMISSIONER UPDATES**

**Next Meeting: Monday, June 26, 2023**

**CITY OF ALEXANDRIA  
TRAFFIC AND PARKING BOARD PUBLIC HEARING  
MONDAY, APRIL 24, 2023, 7 P.M.  
IN-PERSON AND VIRTUAL MEETING**

**MINUTES**

**BOARD MEMBERS PRESENT:** Chair James Lewis, Vice Chair Ann Tucker, Annie Ebbers, Jason Osborne, Lavonda Bonnard, Casey Kane, and Ashley Mihalik.

**BOARD MEMBERS ABSENT:** None

**STAFF MEMBERS PRESENT:** T&ES – Katye North, Division Chief; Alex Boulden, Civil Engineer III; Sheila McGraw, Principal Planner; Daniel Scolese, Civil Engineer IV; Bryan Hayes, Urban Planner III; Max Devilliers, Urban Planner II; Cuong Nguyen, Civil Engineer I.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the March 27, 2023, Traffic and Parking Board meeting minutes:

**BOARD ACTION:** Ms. Tucker made a motion, seconded by Ms. Ebbers to approve the minutes of the March 27, 2023, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on the bicycle parking near transit project, the dockless mobility program, ‘No Turn on Red’ restrictions along Patrick and Henry Streets, and the new administrative stop sign application process.

Ms. Ebbers requested that Mr. Scolese provide her with the names of the requestors for a stop sign in Del Ray who haven’t recently responded to staff’s outreach. Mr. Kane noted that two intersections that had been discussed at previous Board meetings were not included on the list re-visited requests for stop signs (Wilkes & S Payne and Taney & N Howard). Mr. Scolese noted that those two intersections had not been re-requested since the change in the administrative process so he will discuss next steps with City leadership.

Mr. Kane asked if there is a different process for implementing a dockless mobility slow zone on private streets as opposed to public streets and whether the City could regulate speed limits on private streets. Ms. Tucker asked if dockless mobility companies are evaluated on their performance of retrieving devices and whether the onus to recognize when devices need to be retrieved is on the company or the residents, to which Ms. McGraw replied that the onus is on the company but residents can help to expedite the process by submitting 311 tickets.

4. **PUBLIC DISCUSSION PERIOD:** Susan Schmidt spoke on removing parking at Sanborn Place and Mount Vernon Avenue for visibility and suggested that the scooter corral across the street be moved to that location to prevent drivers from parking in those spaces. Ms. Schmidt also supports any other strategies to calm traffic on Mount Vernon Avenue. Ms. Tucker asked if moving the corral across the street would make conditions dangerous for drivers turning where the corral exists today. Al Havinga agreed with Ms. Schmidt's comments and noted that left turns are prohibited for southbound traffic on Mount Vernon Avenue at Commonwealth Avenue which creates demand for making left turns out of Sanborn Place. Staff is not supportive of removing parking at this intersection because it would require removing at least three spaces which would be too large for an effective scooter corral and would likely encourage speeding due to the wider travel lane as a result of parking removal. Ms. North mentioned that she would check with Complete Streets on additional speed reduction efforts and relevant signage. Ms. North also mentioned that staff would look into removing a parking space at the entrance to Del Ray Tower for visibility improvements. A full redesign of the intersection on the waitlist which is evaluated on a yearly basis according to number of traffic incidents.

Carolyn Griglione spoke on the curb ramps that exist 20 feet from the crosswalk across N Hampton Drive at W Braddock Road without crossing markings that pedestrians sometimes use accidentally. In addition, Ms. Griglione added that the planted median on N Hampton Drive protrudes into the crosswalk at W Braddock Road forcing pedestrians further into the intersection. Mr. Lewis asked if these issues could be resolved during the next paving of N Hampton Drive so Ms. North said she would relay these issues to Complete Streets. Mr. Lewis asked that staff consider doing the same at the false crossing near N Ripley Street and Holmes Run Parkway. Staff will provide the Board with an update once decided.

## CONSENT ITEMS

Ms. Tucker requested to move Item Number 6 to the Public Hearing. Ms. Mihalik seconded the motion, and it was unanimously approved.

9. **ISSUE:** Consideration of a reserved disability parking space at 1210 Queen Street.

**BOARD ACTION:** Mr. Osborne made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES install a reserved disability parking space at 1210 Queen Street. The motion carried unanimously.

## PUBLIC HEARING ITEMS

10. **ISSUE:** Consideration of on-street parking removal on East Uhler Avenue in front of Mount Vernon Community School to daylight a crosswalk. Mr. Hayes presented the item to the Board. Rebecca Kudla spoke on drivers speeding and running stop signs as well as the rising sun blinding drivers on E Uhler Avenue. Ms.

Kudla requested speed bumps and painted ‘STOP’ markings on E Uhler Avenue as well as a stop sign for westbound traffic on E Uhler Avenue and two additional parking spaces removed on the north side of E Uhler Avenue just east of Clyde Avenue. Ms. Kudla also requested that ‘Do Not Block Driveways’ signage be installed on Clyde Avenue and E Uhler Avenue and that the City replace the ‘One Way’ signage as well. Claudia Gallino spoke against the removal of parking spaces but supports all of the other safety measures brought forth by staff and Ms. Kudla. Ms. Gallino asked what other surveys had been conducted since 2017 looking specifically at traffic impacts. Ms. Tucker asked which spaces were originally requested for removal in 2017 and Mr. Hayes responded that they were the two spaces on the south side of E Uhler Avenue between Commonwealth Avenue and Clyde Avenue. Ms. Tucker requested that there be crossing guards on duty during school hours and one-way traffic on Clyde Avenue. Mr. Hayes responded that a meeting held on April 21, 2023, resulted in a permanent crossing guard being assigned to this particular intersection during school hours moving forward. Future paving projects will include painted improvements in the near term while curb extensions will be constructed in future pending grant funding (which will result in a loss of parking). Permanently removing parking as opposed to time-specific parking restrictions will help with traffic flow generally, during and outside school hours. However, the spaces on the north side of E Uhler Avenue just east of Clyde Avenue were not included in the scope of this request for parking removal. Ms. Mihalik asked when parking lanes on Commonwealth Avenue would be fully painted and triangles on the roadway at midblock crosswalks would be installed, to which Mr. Hayes said he would check and follow up once confirmed. Ms. North noted that T&ES Operations could cap the parking lane with additional paint. Ms. Mihalik asked why there aren’t two crosswalks at Clyde Avenue and E Uhler Avenue and Mr. Hayes responded that it is due to the driveway present on the south side of E Uhler Avenue. Ms. Ebbers added that E Uhler Avenue is already one-way east of Mount Vernon Avenue so making these blocks of E Uhler Avenue one-way as well would be logical and would allow for more parking, and Mr. Hayes responded that traffic reconfigurations were not part of the scope of this near-term project. Mr. Osborne requested that staff mark the legal spaces throughout E Uhler Avenue and Clyde Avenue with ‘No Parking Here to Corner’ signage.

**BOARD ACTION:** Ms. Ebbers made a motion, seconded by Ms. Tucker to recommend to the Director of T&ES that the parking spaces as shown in the docket be removed. The motion carried unanimously.

11. **ISSUE:** Consideration of making the Duke Street Pilot Phase II Mitigation permanent, restricting access from West Taylor Run Parkway to the Telegraph Road ramp.

**DISCUSSION:** Mr. Scolese presented the item to the Board. Mr. Osborne asked about what is being voted on at the Board meeting in May to which Mr. Scolese responded “Duke Street in Motion.” Mr. Osborne asked how traffic can be alleviated for drivers backed up on Wheeler Avenue due to the prohibition of left turns onto Duke Street, and Mr. Lewis added that staff should find a way to prevent drivers from the blocking that intersection to alleviate the issue. Mr. Scolese responded that the traffic engineers are

addressing traffic progression through the corridor step by step by ultimately encouraging drivers to primarily use Quaker Lane. Ms. Tucker noted that the traffic signal timing at Duke Street and Cambridge Road is shorter but staff should find a way to increase the number of drivers making it through the intersection in one signal cycle given the hill on Roth Street.

**PUBLIC TESTIMONY:** Leslie Catherwood testified in support of the item but requested additional traffic mitigation efforts of northbound traffic on W Taylor Run Parkway.

**BOARD ACTION:** Ms. Tucker made a motion, seconded by Mr. Osborne to recommend to the Director of T&ES that the Duke Street Pilot Phase II Mitigation be made permanent. The motion carried unanimously.

12. **ISSUE:** Consideration of an updated approval process for curb cut applications and their appeals.

**DISCUSSION:** Mr. Boulden presented the item to the Board. There was no discussion..

**PUBLIC TESTIMONY:** There was no public testimony.

**BOARD ACTION:** Ms. Mihalik made a motion, seconded by Ms. Ebbers to approve an updated approval process for curb cut applications and their appeals. The motion carried unanimously.

## **INFORMATION ITEMS**

13. **STAFF UPDATES:** Prior to the presentation about Duke Street In Motion, Mr. Lewis disclosed his position as Condo Board President of his residential community that is situated on/adjacent to Duke Street and vowed to vote on Duke Street in Motion-related items in a manner that is fair and unbiased. Jen Monaco provided the Board with an update regarding the Duke Street in Motion project. Ms. Monaco noted that she is not aware at this stage of how delays will be impacted on the side streets feeding into Duke Street as a result of these various concepts. Ms. Monaco added that the costs for each concept are just capital costs and include estimated inflation/healthy contingency amounts. Ms. Tucker requested more detailed information before the Board is asked to make endorsements at the Board meeting in May. Staff will discuss internally on how exactly this item will be brought before the Board in May and Ms. Monaco will send all the pertinent information regarding the project to the Board via email separately.
14. **COMMISSIONER UPDATES:** Mr. Kane provided the Board with the following updates:

- Could not attend Transportation Commission meeting therefore no updates from that meeting
- Mr. Lewis heard from the City Manager at an event that the City Manager is interested in technology implementations to benefit traffic infrastructure and move drivers more effectively and efficiently.

## **ADJOURNMENT**

Ms. Tucker moved to adjourn the meeting, seconded by Ms. Ebbers. The motion carried unanimously. The meeting adjourned at 9:30 PM.

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** May 22, 2023

**DOCKET ITEM:** 4

**ISSUE:** Written Staff Updates & Public Hearing Follow-up

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### A. Duke Street in Motion

At its April 2023 meeting, the Traffic & Parking Board received a staff update providing an overview of the Duke Street in Motion project and the concepts under consideration. Staff expressed interest in the Board providing a letter of support to the Advisory Group and Council for a preferred corridor busway concept and curb features to be constructed with Northern Virginia Transportation Authority (NVTA) revenues in the near-term. Staff wishes to clarify that an endorsement of a preferred concept or support for a transitway in general is still welcome. However, Board action will be sought officially as design advances and specific roadway modifications are confirmed. The approval process is outlined below:

1. The Ad Hoc Advisory Group reviews concepts and makes a formal recommendation to Council on a preferred near-term concept plan for a busway and curb features for the corridor. Other Boards and Commission may provide a letter of support or endorsement.
2. Council considers the recommendation and endorses a resolution directing staff to explore advancing the near-term concept plan and associated priorities laid out in the recommendation to the best of their abilities given cost and other feasibility constraints.
3. Staff explores advancing the design and will seek a recommendation to Council and staff by the TPB whenever required by law. Such recommendations include, but are not limited, to any changes that require a roadway to go from 2-way to 1-way, any removal or installation of traffic signals and stop signs, any recommendation on changes to the flow of traffic to accommodate the busway.

Staff will be available at the May Traffic and Parking Board to answer any questions.

Upcoming opportunities to weigh in include the following:



- A public hearing item on Duke Street in Motion will be held at the Transportation Commission on May 17th related to their consideration of a recommendation to the Advisory Group.
- Email correspondence received by May 18th will be shared with the Advisory Group in the advance materials packet and will be posted online.
- There will also be a public hearing at the Council meeting on June 27th.

Public engagement will continue throughout the design phase of the project.

## **B. Potomac Avenue/Glebe Rd Intersection Improvements**

At its June 2022 meeting, the Traffic & Parking Board voted unanimously to support improvements at the intersection of Potomac Avenue & Glebe Road, adjacent to the south entrance to the Potomac Yard Metrorail Station. Improvements include converting one eastbound lane into a bus only lane, restricting right turns on red, providing a median refuge for people crossing Potomac Avenue, and creating a shared mixing zone at the Metrorail pavilion entrance.

Design was completed in late 2022, and staff has been working diligently to implement the project in close coordination with other active projects in the immediate area, including the Potomac Yard Metrorail Station, Potomac Yard redevelopment, and the Ting Citywide Fiber-to-Home project. Most concrete improvements have been completed, and the intersection was recently repaved as part of the Potomac Yard redevelopment project. All remaining critical improvements will be completed before the opening of the Metrorail station, including the bus lane, new signal timing, No Turn on Red restrictions, improved crosswalks, and bicycle ramp. Due to long lead times for materials, renovation of the Potomac Yard Trail adjacent to the station entrance into a shared plaza will be completed this summer.

More information can be found on the project website at

<https://www.alexandriava.gov/transportation-planning/potomac-avenue-and-glebe-road-complete-streets>.

Additionally, the City is partnering with Virginia Tech Transportation Institute to implement the Smart Intersection Phase I Pilot at this intersection. The Virginia Tech Transportation Institute (VTTI) is currently leading a project for the Virginia Transportation Research Council (VTRC), the research arm of the Virginia Department of Transportation (VDOT), to deploy and assess Smart Intersection vendor technologies in the VDOT Northern District. This pilot deploys and validates different vendors technologies at the Potomac Avenue and Glebe Road intersection, an intersection with a high volume of Vulnerable Road Users (VRU) such as pedestrians, cyclist, and vision impaired individuals. These technologies are meant to aid in the understanding the contributing factors of crashes that involve VRUs. The City saw this being a perfect opportunity to create a Smart Mobility Laboratory, an urban living laboratory, near VT's Innovation Campus, to test and better understand transportation-related smart technologies.

## **C. Potomac Yard New Metro Station Bus Facilities**

### *Bus Service*

DASH will be re-routing three routes (Lines 33, 34 and 36A/B) to provide direct connections to the new station. As part of the bus service changes, DASH will also be implementing the realignment of Line 34 in Old Town North that was approved by the DASH Board of Directors in June 2022. This realignment from North Fairfax Street to North Pitt Street required the removal of five (5) parking spaces along North Pitt Street and Pendleton Street, which were approved by the Traffic and Parking Board in July 2022.

### *North Entrance*

City staff, WMATA staff, and representatives for the Potomac Yard development (JBG) are coordinating on safety and access improvements at the north entrance to the Potomac Yard Metrorail Station, at the intersection of the bus loop egress and Potomac Avenue. Since construction is still occurring in the area, the final site conditions cannot be installed at this time. Until then, there will be an interim plaza with temporary asphalt sidewalks to provide an accessible route for pedestrians traveling to and from the station. The interim bus stops and shelters will be replaced with permanent facilities upon completion of the adjacent development sites. The redevelopment timeline is still being determined, but staff assumes the temporary facilities will be in place for at least two years.

The new bus loop on the east side of Potomac Avenue will be open to bus-only traffic, with accessible passenger pads and temporary shelters provided to accommodate DASH passengers. New bus stops and shelters are currently being installed on Potomac Avenue for Metroway, which will not enter the bus loop. Additionally, new traffic signals have been installed at the intersection to facilitate safe access to and from the station for buses, people walking, and people biking. Staff is coordinating with Dominion Energy and JBG to ensure the signal is operational prior to the station opening.

### *South Entrance*

In 2022, the City completed design improvements to the intersection of Potomac Avenue and Glebe Road, at the south entrance to the Potomac Yard Metrorail Station. Improvements included:

- Converting the eastbound curbside lane to a bus-only lane, including a bus signal
- An extended bus passenger pad
- “No Turn on Red” restrictions to increase pedestrian safety
- A new median extension to provide pedestrian refuge on the north side of the intersection
- Installation of pavers on the Potomac Yard Trail in front of the south station entrance to create a plaza-like environment and slow through bicyclists as they traverse the plaza
- Installation of signage and markings on the Potomac Yard Trail to provide advance warning of the shared space to trail users
- A bike-only ramp for access to and from the Potomac Yard Trail and Metro Station

- Bicycle sharrows markings to guide people biking through the intersection
- Reconfigured pedestrian curb ramp to provide better access for people with no or limited vision
- Relocated stop bars to better accommodate turning buses

Implementation of these improvements is underway. The majority of the work is expected to be completed by the time the Potomac Yard Metro Station opens in May, though installation of the pavers on the Potomac Yard Trail and the bike-only ramp may be delayed past the opening date due to long lead times for manufacturing and shipping the pavers.

Of note, implementation of this project is somewhat complex due to coordination required between three separate projects happening at the intersection: the Potomac Yard Metrorail Station Project, the North Potomac Yard infrastructure development, and the Potomac Ave/Glebe Rd Intersection Improvements Project. Staff has been coordinating regularly to ensure efficient and timely delivery of each project.

Additional information, including the final plan set, is available on the project webpage: <https://www.alexandriava.gov/transportation-planning/potomac-avenue-and-glebe-road-complete-streets>

#### **D. Crossing Issues at Braddock Road & North Hampton Drive**

At its April 2023 meeting, the Traffic & Parking Board received public comment expressing concern about (a) midblock curb ramps offset from the signalized intersection, which cause confusion amongst people walking; and (b) the median obstructing the marked crosswalk on the east leg of the intersection. After further review, it appears this has been the case for over 10 years. Staff have authorized the removal of the improperly-placed curb ramps and the modification of the median nose to ensure unobstructed passage through the crosswalk. This work will be completed this summer.

#### **E. Holmes Run Parkway & North Ripley Street Curb Ramps and Trail Access**

At its April 2023 meeting, the Traffic & Parking Board raised an issue concerning a confusing crossing point at the intersection of Holmes Run Parkway and North Ripley Street, on the south side of Holmes Run. Staff investigated this location and found that the source of the confusion is an access point to Holmes Run Trail, which parallels Holmes Run Parkway. The access point on the north side of the intersection is intended to allow cyclists on Holmes Run Parkway to connect from the street to the off-street trail facility. This could create some confusion if people interpret the access point as a receiving ramp for a pedestrian crossing. There is a formal, marked crossing on the south side of the intersection.

Correcting this issue would involve realigning the asphalt trail access point, removing a portion of the wooden guardrail, installing new ADA curb ramps, and painting a marked crosswalk. At this time, these improvements are not currently funded, but T&ES staff will coordinate with the

Department of Recreation, Parks, and Cultural Activities on any future trail crossing improvements at this location.

### F. Dockless Corrals Update

There are currently 32 corrals for dockless vehicles in the City. They are primarily found along the King Street corridor in Old Town and on Mount Vernon Avenue through Del Ray. These corrals serve as convenient and dependable parking options for riders and operators alike. When a dockless company deploys vehicles on a block face that contains a corral, they are required by their permit agreement to utilize the corral space, unless it is already full. Additionally, each operator offers a discount to riders each time a vehicle is parked within one.

The tables below show how often corrals are used in the City as a ride origin, ride destination, and a deployment location for the permitted operators. The data reflects one full calendar year from 5/5/22 – 5/4/23. Two waterfront corrals, located at Cameron Street/Union Street and Prince Street/The Strand, are by far the highest performing locations and are highlighted below.

	<b>Ride Origins</b>	<b>Ride Destinations</b>	<b>Operator Deployments</b>
<b>Citywide</b>	210,060	206,102	73,650
<b>Within a Corral</b>	13,414	8,322	6,856
<b>% Within a Corral</b>	6.4%	4%	9.3%

	<b>Ride Origins</b>	<b>Ride Destinations</b>	<b>Operator Deployments</b>
<b>Cameron/Union</b>	3,044	2,192	1,175
<b>% Corral Parking</b>	22.7%	26.3%	17.1%
<b>% Citywide Parking</b>	1.4%	1.1%	1.6%
<b>Prince/Strand</b>	2,274	1,390	1,306
<b>% Corral Parking</b>	17%	16.7%	19%
<b>% Citywide Parking</b>	1.1%	0.7%	1.8%

The City is looking to expand the number of corrals this summer, especially within designated equity zones with required minimum deployments. The following list of locations are being considered. These locations do not require action from the Traffic and Parking Board.

**Reed/Commonwealth** – On the street, adjacent to an existing Capital Bikeshare station. No parking will need to be removed.

**Reed/Edison** – On a sidewalk, adjacent to an existing Capital Bikeshare station.

**Mt. Vernon Ave/Birchmere** – On the street, adjacent to the entrance to The Birchmere. No more than 10 feet of parking space will need to be used.

**Four Mile Run Park** – Within the park plaza, adjacent to an existing Capital Bikeshare station and traditional bike racks.

**Elbert Triangle Park** – On the street and within a former taxi stand, adjacent to existing traditional bike racks. No parking will need to be removed.

**Duke/Union** – On the street. Five feet of parking space will need to be removed. Existing curbside parking space is too small for two vehicles and larger than necessary for one, which encourages illegal parking.

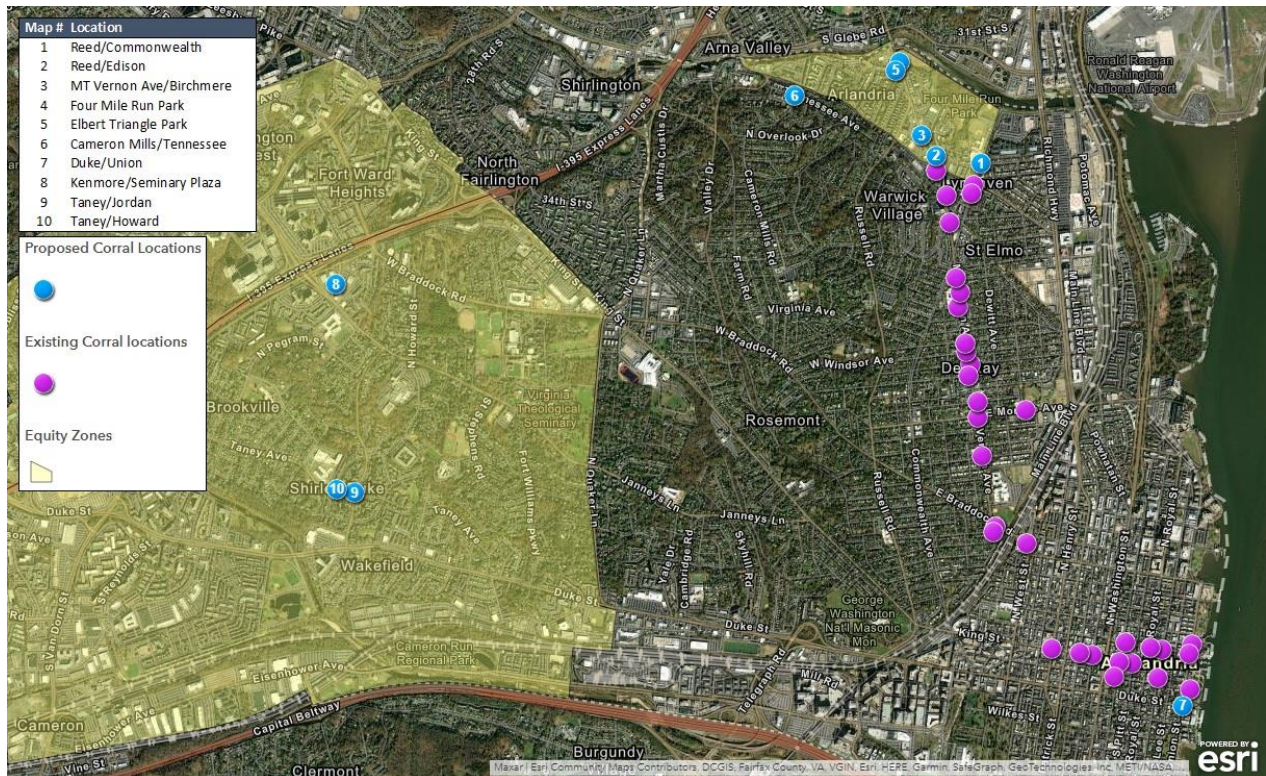
**Kenmore/Seminary Plaza** – On the street, adjacent to an existing Capital Bikeshare station and within a taxi stand. In February 2021, the Traffic and Parking Board approved the removal of three taxi parking spaces (approximately 60 feet) for the bikeshare station, but only approximately 35 feet is being used for the current station size.

**Cameron Mills/Tennessee** – On the street within an existing No Parking area.

**Taney/Jordan** - On the street within an existing No Parking area.

**Taney/Howard** - On the street within an existing No Parking area.

### Map of Proposed Dockless Corral Locations



## **G. Residential Pay By Phone and Courthouse Garage Parking Pricing Update**

In September 2022, changes in pricing were made to some residential pay by phone areas and one of the nearby City garages to see if behavior could be shifted with pricing changes. Below is an update on the results of the pricing changes.

Beginning September 2, 2022, 12 blocks with residential pay by phone restrictions in Old Town increased the hourly rate from \$1.75/hour to \$3/hour for non-residents that choose to park on specific blocks. The rate increased to \$3.00/hour for any vehicles without a district parking permit or a guest permit. Residents and guests with district permits can continue to park without paying the hourly parking rate. This is part of an effort to help residents without off-street parking to find parking availability on the street near their homes through pricing.

In coordination with this increase on residential blocks, the City also reduced the hourly rate at the Courthouse Garage to encourage non-residents to park off-street. Starting on Friday, September 2, 2022, parking rates at the Courthouse Square garage (111 S. Pitt Street) were reduced on weeknights (after 5 PM) and all day on weekends to \$1.00/hour or a maximum of \$5.00 per day from \$2.50/hour.

Prior to the rate increase, average weekday occupancy of paid parkers in the residential pay by phone blocks peaked at 48%. Since the rate increase, average weekday occupancy of paid parkers in the residential pay by phone area peaks at 47%, indicating the pricing is having a modest impact on parker behavior.

Prior to the weeknight rate decrease at Courthouse Square Garage, there were 15 transient parkers entering the garage after 5pm, on average. After the weeknight rate decrease at Courthouse Square Garage, there have been an average of 36 transient parkers entering the garage after 5pm, indicating a strong increase in activity.

Prior to the weekend rate decrease at Courthouse Square Garage, average transient occupancy peaked at 47. After the weekend rate decrease at Courthouse Square Garage, average transient occupancy peaked at 87 parkers, indicating a substantial increase in transient parker activity.

During the same timeframe, we looked at usage data from Market Square garage and N. Union Street garage which did not have changes in pricing during this timeframe. Market Square Garage has seen a slight decrease in average weeknight and weekend parkers. Union Street Garage has seen an increase in weeknight and weekend parkers. The differing trends between the garages makes it unclear what factors are driving transient usage. However, it is clear that performance improved significantly at Courthouse Square Garage, leading to the conclusion that the rate change has been beneficial.

The City is continuing to monitor parking behavior as behavior shifts with the end of the pandemic. Staff will consider additional changes to pricing later this summer and provide the Board with an update prior to implementing.

#### **H. Right-of-Way Electric Vehicle Charging Pilots and Initiatives**

Most electric vehicle (EV) charging occurs overnight at the owner's home. Residents without off-street parking may find the lack of at-home charging a barrier to EV adoption. The City receives regular requests from residents asking about options for on-street home charging. Allowing EV charging in the public right-of-way (ROW) will create opportunities for more residents to charge their EVs at home and will create opportunities for publicly accessible chargers in the ROW, either in residential or commercial areas, incentivizing EV adoption.

The City is exploring a pilot program that would allow right-of-way electric vehicle charging by residents and commercial entities. Under this pilot program, residents would be allowed to cross the sidewalk with a Level 1 charging cord, covered by a highly visible cord ramp to meet Americans with Disabilities Act (ADA) requirements. EV chargers could also be installed curbside under this program, where all conduit would be installed underground and nothing crossing the sidewalk. Examples could include a business owner installing a fast charger on the curb outside of their business for customers to use, or a private entity installing a publicly accessible charger on a residential street. City staff are currently working to finalize the design and approach of this proposed pilot program.

The City has been approached by itselectric, an EV charging company that focuses on installing publicly accessible curbside chargers in residential areas, to conduct a pilot. Itselectric partners with property owners that have the electrical capacity for the installation of a Level 2 charger and offer revenue sharing. Itselectric proposes the installation of 25 Level-2 EV charging stations within three Alexandria neighborhoods. Itselectric is currently conducting pilots in Brooklyn, NY; Detroit, MI; and Washington, DC. The City is currently working with itselectric to identify locations for the pilot, incorporating equity considerations and increasing access to EV charging in neighborhoods where many drivers are reliant on street parking and lack access to a private driveway or garage.

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** May 22, 2023  
**DOCKET ITEM:** 5  
**ISSUE:** Parking Space Removal – Mount Vernon Avenue

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**REQUESTED BY:** Mount Vernon Court Community Association

**LOCATION:** Mount Vernon Avenue closest to the Del Ray Tower complex entry/exit

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES remove one parking space on Mount Vernon Avenue closest to the Del Ray Tower complex entry/exit.

**BACKGROUND:** Leading up to the April 2023 Traffic and Parking Board meeting, City Staff received a letter from the Mount Vernon Court Community Association (Attachment 3) with several requests that were distributed to Traffic and Parking Board members prior to the meeting. At the meeting, two members from the Mount Vernon Court Community Association spoke during the public discussion portion of the meeting echoing the summary of requests in the letter. During the discussion, Ms. North mentioned that staff would look into the request to remove a parking space at the entrance to Del Ray Tower for visibility improvements. The removal of a parking space on Mount Vernon Avenue closest to the Del Ray Tower entrance (attachment 1 and 2) was requested due to a concern for pedestrian safety crossing Mount Vernon Avenue.

This is a mixed-use area with dense residential and commercial uses. This crosswalk connects a large multi-family residential building with ground floor retail, Del Ray Tower, and neighboring residential and commercial buildings. There is currently a no parking sign on this block that limits parking close to the intersection with Sanborn Place. The proposed removal of the parking space would reduce the parking from three to two spaces on this block between Sanborn Place and the entrance/exit to Del Ray Tower.

**DISCUSSION:** The proposed removal of a parking space on Mount Vernon Avenue would daylight the crosswalk. Daylighting makes everyone on the street easier to see at intersections. In this particular case, removing the proposed parking space would provide more visibility for cars approaching the crosswalk from the north to see pedestrians as they begin walking out into the crosswalk from the west side of Mount Vernon Avenue and for cars entering and exiting Del Ray Tower. This allows cars to have a clear view of the intersection and allows them to see if someone is waiting to cross.



There are currently rapid flash beacons installed at this crosswalk that when activated are another measure used to alert approaching cars that a pedestrian is crossing or attempting to cross. Removing the parking space that abuts the crosswalk would further assist in creating more visibility for pedestrians as they use the crosswalk and give them more confidence that cars see them as they enter the crosswalk from the sidewalk.

**OUTREACH:** The letter submitted by the Mount Vernon Court Community Association is included in Attachment 3. Staff notified the Del Ray Civic Association on May 15, 2023 and at the time the docket had been posted had not heard any feedback on this proposal.

# Attachment #1

## Area for Proposed Parking Removal

Ariel View



**Attachment #2**

**Area for Proposed Parking Removal**

Street View



## Attachment #3

### Letter from Mount Vernon Court Community Association

To: Traffic and Parking Board  
Max Devilliers, Mobility Services  
From: Mount Vernon Court Community Association  
Date: December 8, 2022

#### Summary of Requests

- Request 1: Move the current scooter parking space from the east side of Mt. Vernon Avenue (near the Helen and Herbert street intersections) directly across the Avenue to the west side parking spot closest to the sole entry/exit from Sanborn Place. Alternatively, the City could add that additional scooter parking space and retain the current one.
- Request 2: Remove a single parking space on Mt. Vernon Avenue closest to the Del Ray Tower (DRT) complex entry/exit to improve visibility for pedestrian crossings.
- Request 3: Initiate a deeper analysis of traffic mitigation actions at these complicated Mt. Vernon intersections to make these dangerous intersections safer.

We request that the Traffic and Parking Board take the first two actions immediately to improve safety and visibility. The requests recognize the accidents (mostly fender benders) and many near misses that occur at the intersection as well as the desire to avoid inevitable and more serious accidents. That intersection only becomes more dangerous in the winter, when ice and snow further complicate visibility and the ability to safely traverse it. Mt. Vernon Court (MVC) has 30 residences.

The urgency of addressing these situations was discussed at the last meeting of the Mount Vernon Court Community Association (MVCCA) and this document has been circulated to MVCCA residents. The City made a site visit on November 17, 2022.

**Request 1: Move the scooter parking** from the east side of Mt. Vernon Avenue directly across to the west side of the Avenue in the existing parking space closest to Sanborn Place to provide some additional visibility at the convergence of Sanborn Place, Mt. Vernon Avenue, Herbert Street and Helen Street. The existing scooter space on the east side of Mt. Vernon Avenue could revert to a parking space. This change would give motorists exiting from Sanborn Place an additional space without a vehicle blocking visibility to see if traffic is coming south. Because Mt. Vernon Avenue bends, the current sight lines to determine whether traffic is approaching from the north is poor at Sanborn and Mt. Vernon Avenue. If the City would like to keep the current scooter parking on the east side of Mt. Vernon Avenue, it could add another scooter parking space directly across from it on the west side, as described.

- Easy, inexpensive, and non-disruptive first step that would increase visibility for all traffic
- The curve when driving south on Mt. Vernon Avenue between West Glebe to Sanborn Place means less visibility when exiting Sanborn Place than when heading north; traffic heading south often seems to exceed the speed limit; cars from MVC must inch into the intersection to look for oncoming traffic from several directions; a scooter space would be less obstructive than a car, large SUV, or truck parking in the space
- No parking will be lost with this action

- The option to instead add another scooter parking spot could likewise address this issue and also reduce the number of scooters left on both sides of Mt. Vernon Avenue
- Residents who face the new scooter parking space all have parking in their units and in MVC; businesses on the east side of Mt. Vernon Avenue near the intersection have parking lot entrances off Herbert or Helen Streets
- Visibility for Mt. Vernon Avenue north-bound traffic benefits from the bus stop before the three-way intersection convergence; the change would not adversely impact the visibility for traffic entering from those streets when it turns right or left onto Mt. Vernon Avenue
- Visibility for north-bound traffic likely benefits from the crosswalk that has flashing yellow lights (if/when cars stop or slow down); that crosswalk is after the three-way convergence when heading south

We recognize that the Vision Zero Crash Dashboard does not report fatal or serious accidents at this intersection. However, residents of MVC have many stories of accidents and near-misses. To recount an example: "I was coming out of the neighborhood intending to go straight across and was hit by a driver coming from Herbert who was turning left. Both of us were going fairly slow so it only dinged the bumper of my car...but it's a good example of the challenging visibility the intersection presents with Herbert, Sanborn, Mt. Vernon, and Helen streets all coming together at that intersection. The angles and inclines make it all that much more complicated, which is then subsequently compounded by rush hour traffic that's going anywhere from 20-40 mph." And another example: a MVC resident was exiting Sanborn Place across Mt. Vernon and was clipped in her car's back rear. Because she was entering from a "side street," the insurance companies assessed the blame on her and she was responsible for all damages.

**Request 2: Remove one parking space nearest to the entrance/exit from Del Ray Tower (DRT) complex.** The entrance to DRT that is closest to MVC was added as part of the conversion of the former Calvert Apartments to DRT. Today there is space for three cars. The removal of one space will create additional sight lines for cars turning right into the DRT complex.

Pedestrian safety is a concern with the current configuration. Cars turning right into DRT complex immediately cross the sidewalk. Those concerns have been brought into sharper focus as parents of elementary school children are walking their children to their school (or going to nearby parks) while often pushing another child in a stroller. A MVC resident recently observed the low visibility when a cars are parked between the Sanborn Place exit and the driveway to the DRT parking. "Cars turning right into Del Ray Tower parking can't see when people are crossing the driveway. Cars drive [south on] Mount Vernon Avenue faster than some of us can cross (especially those with younger kids). The other day, we saw a kid on a bike almost get hit by a turning car right there."

**Request 3: Deeper analysis of traffic mitigation steps** to consider other ways to mitigate traffic and accident risks from the only entry/exit to Sanborn Place (and could include the nearby egress/ingress from Del Ray Tower). The convergence at this intersection is dangerous. While no fatal accidents have occurred at this intersection yet, addressing this intersection now would seem relevant to achieving the goals of Alexandria's Vision Zero. As noted in Key Finding 4 of the UPDATED CITYWIDE CRASH ANALYSIS FOR VISION ZERO (March 11, 2022): "58% of

KSI crashes occurred at an intersection.” The Mt. Vernon Avenue, Herbert Street, Sanborn Place, Helen Street intersection is complex and often unsafe or dangerous. The west side of Mt. Vernon Avenue before this intersection is mostly residential, the east side has businesses.

Considering all the potential movement in every direction, the challenges for driving out of Sanborn Place to exit safely include not only the inhibited vantage to avoid cars given elevation and angles and the multiple types of travel in both directions from five different road directions, but also the risk that a person jogging, or riding a bike, or riding a scooter and perhaps even walking could be traveling in any one of those directions and not be seen when a driver does conscientious scans and enters the intersection.

We do not have the expertise of the Traffic and Parking Board or Alexandria’s Vision Zero about additional traffic mitigation steps that would not unduly or unnecessarily hinder traffic flow on Mt. Vernon Avenue. Some ideas MVC residents have thought about include:

- A vehicle-activated stop sign on Mt. Vernon, which would not be as restrictive as a static stop sign and only activated, for example, by a speeding car on Mt. Vernon or when a vehicle is detected trying to exit Sanborn Place
- Making Herbert or Helen Street one-way

We urge this deeper review to include the additional impact of the entrance to Del Ray Tower, which is yards from the Sanborn Place intersection, discussed above. DRT residents can speak more directly to their concerns about driver safety, but we see those drivers having to inch out into Mt. Vernon Avenue as well to see oncoming traffic. The entrance adds another traffic flow near and into the intersection from the west side (Sanborn Place side) of Mt. Vernon Avenue. Within the last few months, the police have responded to significant crashes there.

Thank you for your timely consideration of these requests. Please let the MVCCA know if we can provide additional information.

Sincerely,

Steve Harris, MVCCA President

# City of Alexandria, Virginia

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## Traffic and Parking Board

**DATE:** May 22, 2023

**DOCKET ITEM:** 6

**ISSUE:** Curbside Pick-up and Loading Zone – 100 block of South Payne Street

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**REQUESTED BY:** Johnny Nguyen, Business Owner of MidnighTreats (110 S Payne Street)

**LOCATION:** 100 block of South Payne Street

**STAFF RECOMMENDATION:** That the Board recommend the Director of T&ES install ‘Active Loading and Curbside Pickup Only’ signage for the one parking space closest to Commerce Street, in front of 110 South Payne Street.

**BACKGROUND:** In order to support businesses during the COVID-19 pandemic, the City created a temporary program for curbside loading and pick-up/drop-off zones. Due to positive feedback, staff developed signage for permanent curbside pickup and loading zones (Attachment 1). A map depicting the location of each of these zones is included as Attachment 2. The business owner of MidnighTreats, expecting to open in June at 110 South Payne Street, submitted a request (Attachment 3) for a new zone on South Payne Street to accommodate the large number of order pick-ups expected to take place during business hours.

This block is primarily commercial on the ground floor with some homes on the upper floors of the multi-story buildings. The other ground-floor retailers could benefit from the curbside pickup zone as well. The requested zone is on the northbound side of the 100 block of South Payne Street closest to Commerce Street. This parking space is currently metered and restricted to 3-hour parking, 8AM-9PM, Monday-Saturday. See Attachment 4 for more details about the location. The nearest loading zones are at least one block away on South West Street and Fayette Street.

**DISCUSSION:** The proposed signage for these zones aims to clearly identify areas that can be used by food delivery vehicles, taxis, ride hail drivers, valet, and carry-out pickup, as well as general freight loading and unloading. Strategically reallocating valuable curbside space to accommodate the significant increase in pickup and drop-off activity can help to reduce double-parking, prevent the obstruction of bus stops and fire hydrants, and mitigate the prevalence of blocked crosswalks. When reviewing requests for these zones, staff considers the commercial nature of the block and the availability of other loading areas that could serve nearby businesses. In this case, the block has many different commercial businesses that could benefit from a

dedicated zone. By designating the space near the intersection as a curbside pick-up zone, many of the businesses and their patrons will have visible access to the space.

Providing a variety of ways to access businesses also supports the Curb Space Prioritization Framework (see below) and helps to designate areas along the curb that address the needs of the adjacent land uses. Per the Framework, Access for People and Access for Goods are the highest priority for Main Streets. A dedicated space for people and goods to be picked up and dropped off is consistent with the priorities for using the curb.

**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

**OUTREACH:** The request submitted by the business owner of MidnightTreats is included as Attachment 3. Staff notified the Old Town Citizens Association of the request on May 15, 2023 and had not received any feedback prior to the posting of this docket.



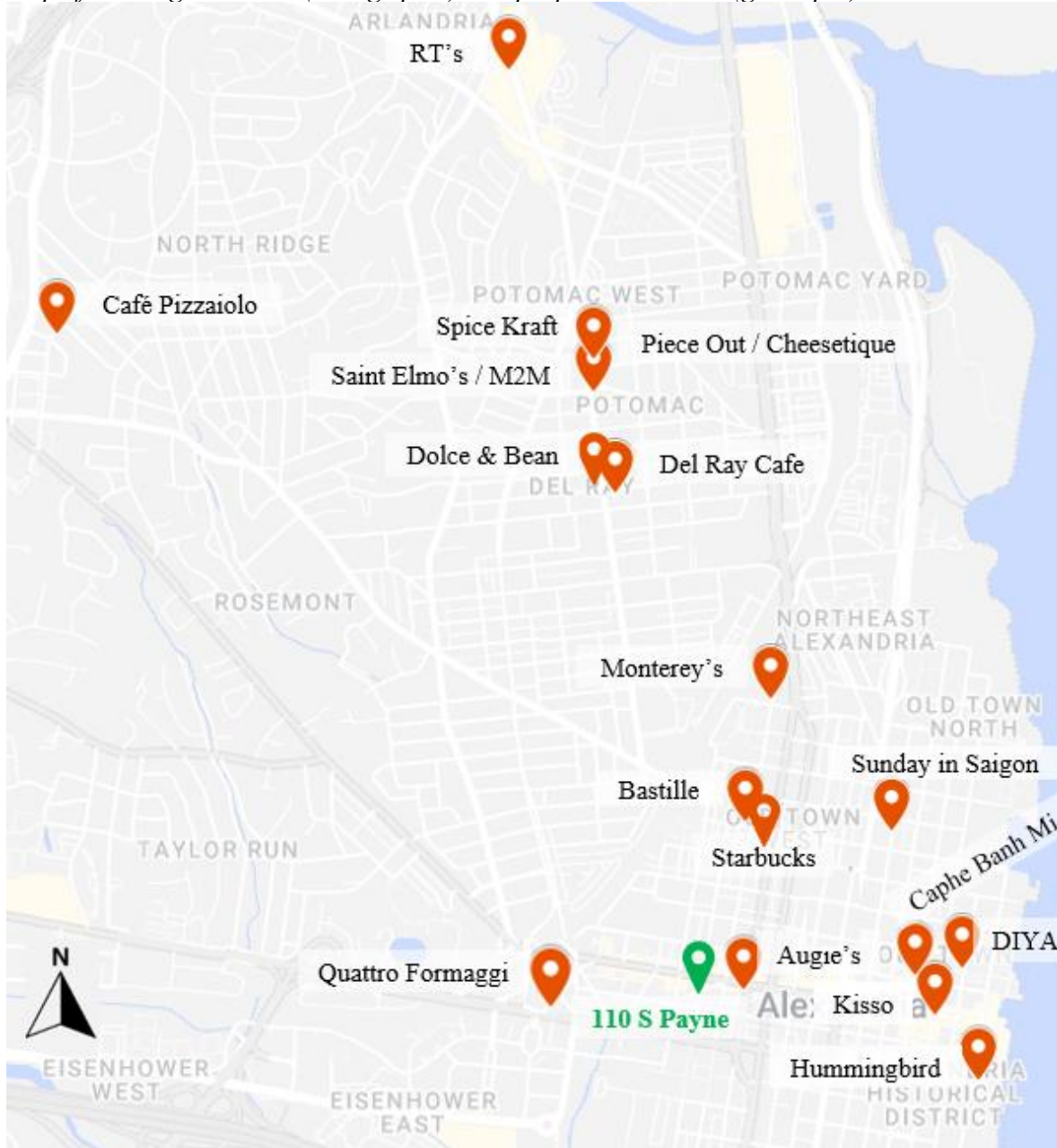
**ATTACHMENT 1:**

*The standard Active Loading and Curbside Pickup Only sign*



**ATTACHMENT 2:**

*Map of existing locations (orange pins) and proposed location (green pin)*



**ATTACHMENT 3:**  
*On-street Parking Modification Request Form*

**ON-STREET PARKING MODIFICATION REQUEST FORM**



Please fill out the first page of this application and return to [max.devilliers@alexandriava.gov](mailto:max.devilliers@alexandriava.gov) or mail to Max Devilliers, 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?):

We are opening our business and plan to do a lot of deliver/carry out. Having 2 spots designated for quick 10-15 minute parking would prevent extra traffic of people circling endlessly.

**Type of On-Street Parking Modification Requested:**

- |   |   |
|---|---|
| <input type="checkbox"/> Loading Zone Removal                 | <input checked="" type="checkbox"/> Loading Zone Addition |
| <input type="checkbox"/> Parking Removal                      | <input type="checkbox"/> No Parking Sign Removal          |
| <input type="checkbox"/> Parking Restriction Change (Non-RPP) |   |
- Proposed restrictions \_\_\_\_\_

**Location:** Directly in front of 110 S Payne St (formerly Fleurir Chocolate)  
(Map or figure may be provided as an attachment)

**Approximate number of spaces affected (assume 20 feet per space):** 2

**Project Champion (Point of Contact) Information:**

Name: Johnny Nguyen

Address: 110 S Payne St Alexandria VA 22314

Email: johnnywin24@gmail.com

Phone Number: 703 774 4543

**Best Way to Contact:**

Email

Phone

**Best Time of Day to Contact:**

Morning

Afternoon

**ATTACHMENT 4: Location**

*StreetView*



110 South Payne Street

*Aerial*

