

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JUNE 26, 2023 7:00 P.M.
IN-PERSON AND VIRTUAL**

The June 26, 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_Ck6aZ_zCSImOMULbiieThQ

Or an H.323/SIP room system:

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

Meeting ID: 920 5300 7296

Passcode: 915805

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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 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 or 703.746.4401, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JUNE 26, 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 May 22, 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**
 - First Contra-Flow Bike Lane on East Glendale Avenue
 - Dockless Slow Zone Pilot Update
 - Duke Street In Motion Update
 - Lower King Street Working Group Update
 - Franklin Street at South Union Street & West Braddock Road Follow-up

CONSENT ITEMS

5. Parking Addition - 100 Blocks of North and South Washington Street

PUBLIC HEARING ITEM

6. Parking Restrictions - 424-428 North Pitt Street
7. Lane Modification and Parking Addition - Montgomery Street at North Patrick Street and North Henry Street

INFORMATION ITEM

8. **STAFF UPDATES**
9. **COMMISSIONER UPDATES**

Next Meeting: Monday, July 24, 2023

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MAY 22, 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 – Hillary Orr, Deputy Director; Katye North, Division Chief; Sheila McGraw, Parking and Curbside Manager; Jen Monaco, Transit Programs Manager; Dan Scolese, Civil Engineer; and Max Devilliers, Urban Planner.
Virtual: Sean Martin, T&ES, Shared Mobility Planner

1. Announcement of deferrals and withdrawals: None.
2. Approval of the April 24, 2023, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to approve the minutes of the April 24, 2023, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - 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
4. **PUBLIC DISCUSSION PERIOD:** Prior to the Public Discussion Period, 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. Carter Flemming, Chair of the Alexandria Federation of Civic Associations (AFCA), spoke in opposition to implementing dedicated bus lanes on Duke Street, stating that the ‘Duke Street in Motion’ project is not ready for approval. Roy Byrd also spoke in opposition to implementing dedicated bus lanes on Duke Street. Mr. Kane mentioned that the Transportation Commission met during the week of May 15 to discuss preparing a letter to City Council on ‘Duke Street in Motion’. The Commission is currently waiting on recommendations from the Advisory Group before moving forward. Mr. Kane is supportive of the project and

would like to see it continue to move forward. Ms. Mihalik requested that staff provide a summary of the survey conducted for the project and what has been heard. Ms. Monaco responded that staff has heard varying support depending on the form of engagement and demographics of the respondents. Mr. Lewis asked what coordination has taken place on bus lane enforcement with AFD and APD as well as on connections to other BRT routes being planned in adjacent jurisdictions. Ms. Monaco responded that staff has held interdepartmental meetings with AFD and APD—which both support center-running bus lanes on Duke Street because curb-running lanes are more difficult to enforce and less beneficial to emergency vehicles looking to bypass congestion—and has met with Fairfax County and the Northern Virginia Transportation Authority on BRT corridor implementation analyses. Ms. Monaco will respond to Mr. Lewis’ email of ‘Duke Street in Motion’-related questions on May 23, 2023.

Zach DesJardins relayed an anecdote of a driver disobeying a stop sign on Franklin Street at South Union Street and making the turn onto South Union Street quickly and unsafely. Mr. DesJardins requested that a sign be installed to ensure drivers are parking at least 20 feet from the intersection and 15 feet from the fire hydrant on Franklin to improve safety. Ms. Ebbers asked staff if visibility at this intersection was reviewed and Mr. Scolese stated that the vegetation around the stop sign will need to be investigated, but that a sign prohibiting parking 15 feet from the fire hydrant could be installed after Ms. Mihalik requested that of staff. Mr. Lewis asked if there is a way to ensure that stop signs remain visible at all times, to which Ms. North responded that RPCA tries to maintain all vegetation in the public right of way throughout the city, but 311 requests from residents and businesses help to draw attention to specific problem areas. Mr. Lewis asked staff to follow up in June with a written update of progress at this intersection.

Carolyn Griglione asked how she will be updated on issues that are being handled by City staff and if the new West Braddock Road speed trailer installers check that they are and remain visible. Mr. Lewis responded that staff authorized the removal of the additional crosswalk on North Hampton Street at West Braddock Road for this summer, while Ms. North reiterated that 311 requests should be submitted for vegetation maintenance requests as well as any other requests that the public would like to remain updated on as progress on the task proceeds. Ms. Tucker asked if RPCA can maintain vegetation that is growing on private property, to which Ms. North responded that, yes, RPCA can maintain parts of the vegetation that extend into the public right of way.

Mr. Kane stated his support for the changes on Glebe Road at Potomac Avenue but is concerned with the change in stonework in the Metrorail plaza to differentiate between pedestrian and cyclist spaces—Mr. Kane asked what the next solution would be if this stonework solution fails. Ms. Orr stated that there is no other plan for the plaza at this time but that staff would evaluate the plaza once the project is complete. Mr. Kane asked if there would be opportunities for the public to provide feedback on the Metrorail plaza area, to which Ms. Orr responded that staff will be looking at data instead. Mr. Kane requested that staff talk with the public about the different pedestrian signals. Ms. Mihalik stated that there seems to be conflict at the south entrance where the trail and the construction access road intersect, to which Ms. Orr stated that they would discuss the matter offline to better understand exactly where the issue lies.

Mr. Kane shared his concerns with the cyclist-only access point to the Holmes Run Trail needing signage and a crosswalk. Mr. Scolese responded that he would look into that particular access point and follow up with the Board in the future.

Mr. Lewis asked staff if e-bikes are being parked correctly, to which Ms. McGraw responded that staff continue to monitor improperly parked mobility devices, especially as the number of e-bikes present in the city increases. Ms. McGraw stated that staff can share a map of improperly parked e-bikes with the Board in the future upon request.

Mr. Lewis stated that the pricing changes made in Old Town effectively increased parking demand in the Courthouse Garage, and Ms. McGraw stated that staff would be bringing more information on parking outcomes to the Board in July 2023.

Ms. Mihalik is supportive of the EV charging pilot but shared her concerns with drivers investing significant sums in Level 2 on-street EV charging stations due to the likelihood that the driver would assert that the public parking space is essentially their property. Mr. Lewis stated that staff should share any outcomes of the pilot with the Board.

BOARD ACTION: No votes took place as part of the Public Discussion Period.

CONSENT ITEMS

Ms. Tucker requested to remove Item Number 5 from consent.

10. **ISSUE:** Parking Space Removal – Mount Vernon Avenue

DISCUSSION: Ms. McGraw presented the item to the Board. Mr. Kane asked if delivery vehicles can be booted, to which Ms. North responded that the City cannot boot a vehicle unless it is associated with three outstanding citations. Mr. Kane asked if flexposts can be installed in this parking space moving forward to physically prevent drivers from parking in the space and if the Board can learn from Parking Enforcement where these issues are persisting, to which Ms. North and Ms. Orr confirmed that staff can get block-level data on citations issued but flexposts wouldn't be installed in this particular location.

PUBLIC TESTIMONY: Steve Harris testified asking for mirrors at these two intersections due to visibility concerns and the crash that occurred recently at Mount Vernon Avenue and the DelRay Tower exit. Ms. Ebbers asked if the mirrors seen around the city are private or public property. Mr. Scolese stated that the mirrors are privately owned because the FHWA discourages the use of mirrors due to mirror degradation over time resulting in poorer visibility.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Bonnard to recommend the Director of T&ES remove one parking space on Mount Vernon Avenue closest to the Del Ray Tower entry/exit. The motion carried unanimously.

PUBLIC HEARING ITEMS

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

DISCUSSION: Mr. Devilliers presented the item to the Board. Mr. Lewis asked how effective these new signs are at ensuring drivers are using them specifically for pickup, drop off, and loading only, to which Mr. Devilliers responded that staff are currently evaluating their effectiveness at every location and plan to bring an analysis of said effectiveness before the Board by the end of 2023. The Board also requested that these zones be recertified every year similar to the reserved disability parking spaces. Mr. Lewis asked if staff considers nearby loading zones and to provide more information about the business—such as hours of operation—in the future, to which Mr. Devilliers responded that staff do consider nearby loading zones—as stated in the docket memo—and this has even resulted in the denial of applications where numerous loading zones exist nearby.

PUBLIC TESTIMONY: Yvonne Callahan testified in opposition due to the lack of parking demand in this area on Monday mornings. Ms. Callahan also stated that the loading zone request process should be codified and asked why these new signs are not time-delimited. Ms. Callahan stated that drivers are parking in these active loading zones long term and that businesses should be before said signage is installed. Ms. Tucker asked which other zone has time restrictions, to which Mr. Devilliers responded that the one on the 1200 block of Pendleton Street is. However, upon review of the signage, that is no longer the case. Ms. Bonnard stated her support for the request. Ms. Tucker asked when the business would open, to which Mr. Devilliers responded late June 2023. Steve Milone, President of the Old Town Citizens Association, testified in opposition because Mr. Milone believes staff should wait until the business is open and demonstrates a need for the signage before it is installed. Ms. Mihalik asked who owns the parking lot behind 110 South Payne Street and if the business can use that lot. Staff checked GIS records which show that the parking areas behind 110 South Payne Street are owned by the owners of the properties fronting King Street, so the business owner would need to enter into an agreement with one of those property owners to use those spaces.

BOARD ACTION: Ms. Tucker moved to defer this item until September, seconded by Ms. Ebbers, to which Mr. Kane disagreed due to the need to support new independent businesses from the start. The motion was opposed four to three.

Ms. Mihalik made a motion, seconded by Ms. Bonnard to recommend the Director of T&ES install ‘Active Loading and Curbside Pickup Only’ signage for the one parking space in front of 110 South Payne Street upon the business owner’s receipt of the Certificate of Occupancy. The motion carried four to three.

INFORMATION ITEMS

- 12. STAFF UPDATES:** No staff updates were provided. Ms. Orr stated that the job posting for T&ES Director closed on May 19, 2023, and it would be a few months before a Director is hired.

- 13. COMMISSIONER UPDATES:** Mr. Kane provided the Board with the following updates:
 - Transportation Commission announced that a couple grants were approved for ‘Duke Street in Motion’
 - The Virginia Passenger Rail Authority (VPRA) is drawing designs for rail bridges, particularly discussing the potential of raising the bridge above Commonwealth Avenue
 - Everyone should see the new Potomac Yard Metrorail Station which is now open

ADJOURNMENT

Ms. Ebberts moved to adjourn the meeting, seconded by Ms. Mihalik. The motion carried unanimously. The meeting adjourned at 8:30 PM.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 26, 2023

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. First Contra-Flow Bike Lane on East Glendale Avenue

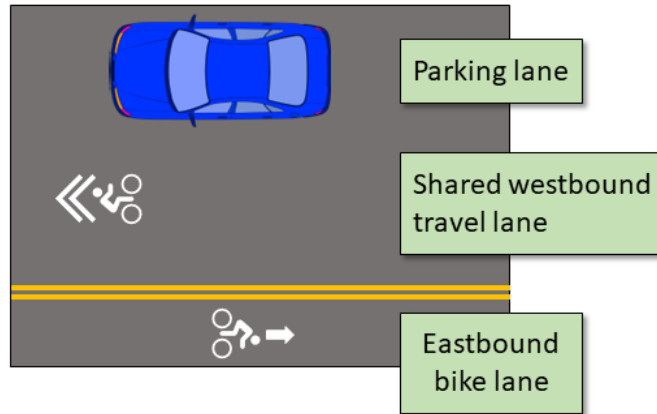
The City plans to install a contra-flow bike lane on East Glendale Avenue between Mount Vernon Avenue and Leslie Avenue. A first for the City, this new contra-flow bike lane will provide access to the Potomac Yard Trail from the west. This improvement responds to an Alex311 case requesting better access to the Potomac Yard Trail via East Glendale Avenue.

According to the City's Complete Streets Design Guidelines, contra-flow bike lanes are installed on one-way streets to provide more convenient or direct connections for bicyclists. Contra-flow bike lanes are often short connecting segments and can only be established where there is adequate roadway width for an exclusive lane.

The Pedestrian and Bicycle chapter of the Alexandria Mobility Plan (2021) includes East Glendale Avenue as a segment planned to receive sharrows. The addition of the contra-flow bike lane enhances the shared lane markings (sharrows) by adding a separate lane for cyclists traveling against traffic.

Located immediately north of George Washington Middle School, the stretch of East Glendale Avenue that will receive the contra-flow lane is wide enough that there will be no impacts to the existing parking on the north side of the street. Sharrows will be added pointing the direction of the one-way travel lane. The contra-flow lane will be separated from the travel lane by parallel yellow striping.

Illustration of a Contra-Flow Bike Lane



The segment of East Glendale Avenue from Leslie Avenue to the Potomac Yard Trail will receive sharrows directing cyclists to the trail.

Staff mailed a flyer to residents describing the planned changes. The flyer was also distributed to the Del Ray Citizens Association.

Work on the contra-flow bike lane and new sharrows will begin after East Glendale Avenue is re-paved this summer.

Contra-Flow Bike Lane on East Glendale Avenue Location and Elements



B. Dockless Slow Zone Pilot Update

The Dockless Mobility Slow Zone Pilot restricts speeds for dockless rental scooters and e-bikes to a max of 8 mph in the Robinson Landing neighborhood and promenade, as seen in Figure 1. This area was selected to run the pilot due to the number of reported conflicts between scooter riders and pedestrians here. Additionally, scooters and bicycles are already prohibited on the promenade and walkway pursuant to posted park regulations.

The community was given the opportunity to offer their feedback through a six-question feedback form made available through the City’s website, eNews release, social media post, and three fliers posted within the zoned area, as well as emails and in-app messaging from each permitted dockless operator. The form was live for the entirety of the pilot from February 21 through May 21. The City received 142 responses. Responses came from a mix of those who have previously used dockless vehicles to those who had not, roughly 60% to 40% respectively.

Figure 1 Map of Dockless Mobility Slow Zone Area



About 48% of responses thought the 8-mph max speed was too slow. Just under 27% declared it was too fast still, with nearly 25% saying it was just right for the area. However, there was a misconception by some respondents over where Slow Zones may be used. Some respondents were concerned with slower speeds being enforced when dockless vehicles are being used in mixed

traffic with automobiles. Slow Zones will only be considered for pedestrian-oriented spaces, not streets with mixed traffic. While there are roads within Robinson Landing, none of them are through streets, so they function more similarly to alleys and are at grade with the sidewalks. Part of the intent of the Slow Zone was to reduce riding within the zoned area to mitigate reported conflicts between scooter riders and pedestrians in the area. Citywide, the max speed is 15 mph for scooters and 20 mph for e-bikes. A slight plurality of responses indicated they were less likely to ride in areas with Slow Zones. A slight majority of responses were in favor of creating additional Slow Zones in areas of high pedestrian activity, with roughly 54% in favor and 46% against overall. The most common suggestions for additional Slow Zones were in Old Town, including the parks along the Potomac River and the 100 and unit blocks of King Street. Many of these areas are currently zoned to prevent rides from starting or ending within them. Other comments include slowing automotive traffic instead of dockless vehicles, slowing dockless vehicles in pedestrian-oriented areas and trails, and that cars were more dangerous than dockless vehicles.

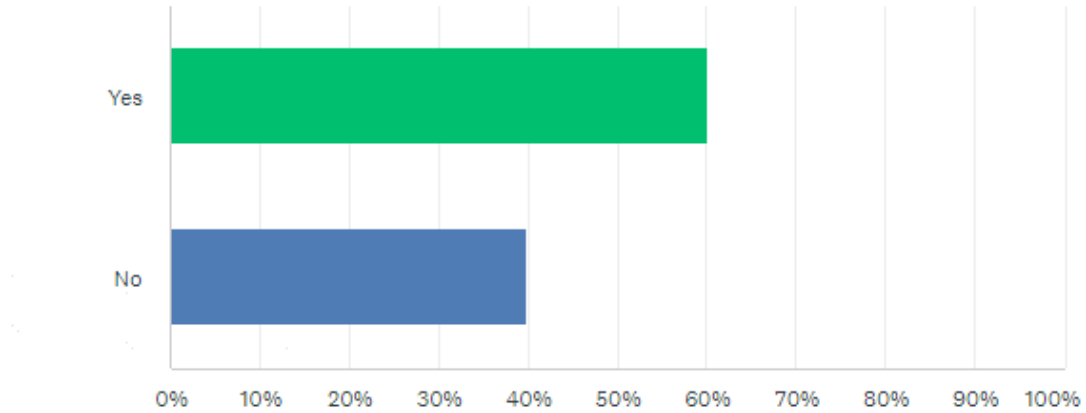
In summary, the majority of those surveyed expressed support for Slow Zones and were in favor of the City creating additional Slow Zones. Additionally, one of the most cited concerns with Slow Zones by detractors was that dockless vehicles ridden alongside automobiles would be slowed down; however, Slow Zones will not be established within mixed traffic roadways. Residents of the Robinson Landing neighborhood reported a decrease in unsafe riding through the area and are also supportive of the Slow Zone. City staff have made the Slow Zone at Robinson Landing permanent and will evaluate select locations in the City where additional Slow Zones may be beneficial without affecting dockless vehicle speeds alongside automotive traffic, such as the pedestrianized blocks of King Street.

Dockless Mobility Slow Zone Pilot Survey Question Responses

Question 1

Have you used dockless e-scooters or e-bikes in Alexandria?

Answered: 138 Skipped: 4

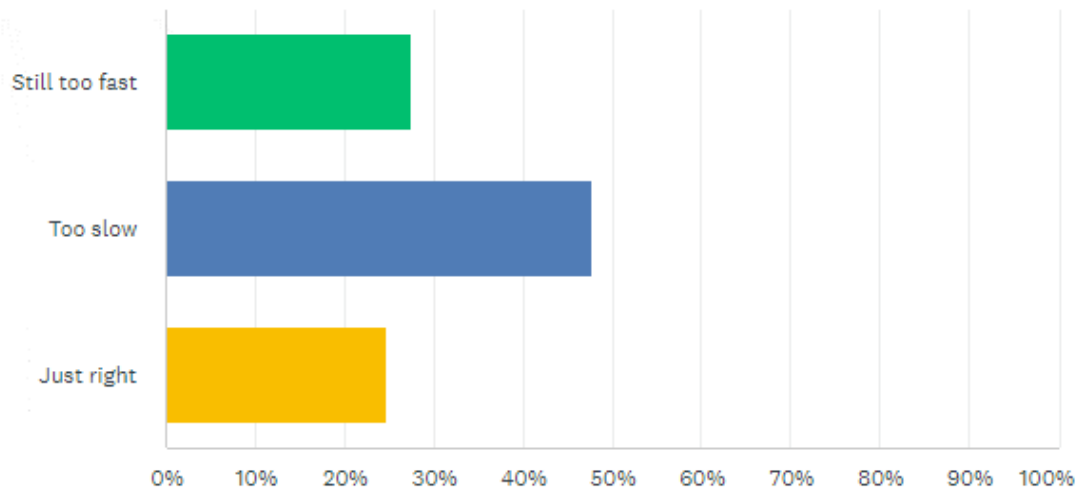


ANSWER CHOICES	RESPONSES	
Yes	60.14%	83
No	39.86%	55
TOTAL		138

Question 2

How do you feel about the 8 miles per hour slow zone in the Robinson Landing neighborhood? For reference, the maximum speed in the rest of the City is 15 mph.

Answered: 138 Skipped: 4

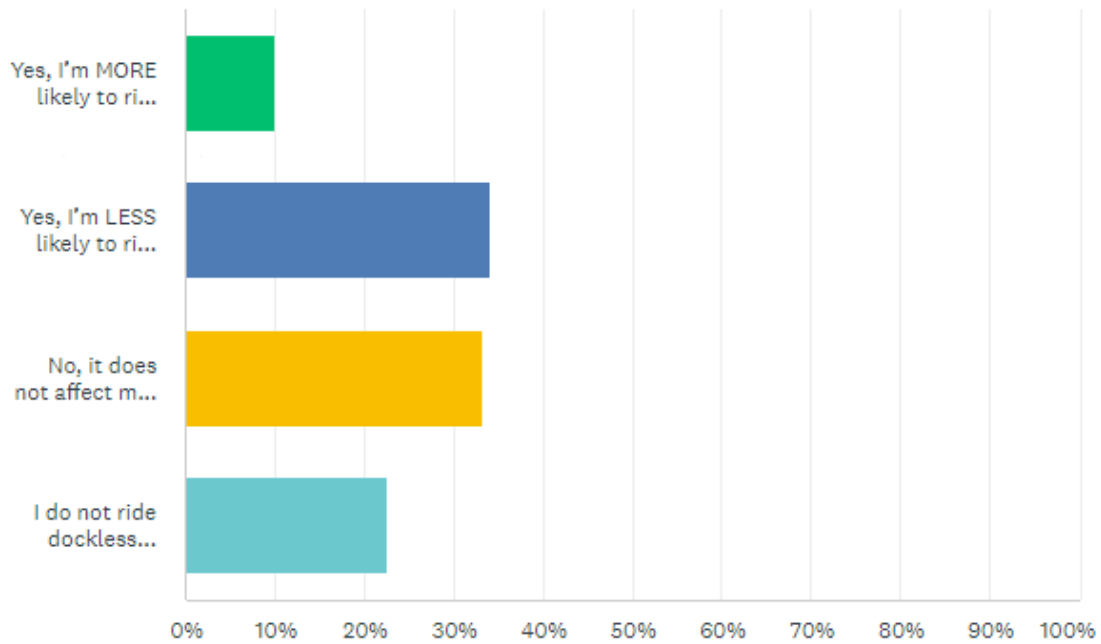


ANSWER CHOICES	RESPONSES	
Still too fast	27.54%	38
Too slow	47.83%	66
Just right	24.64%	34
TOTAL		138

Question 3

Does the slow zone change whether you would ride a dockless e-scooter or e-bike in the zoned area?

Answered: 141 Skipped: 1

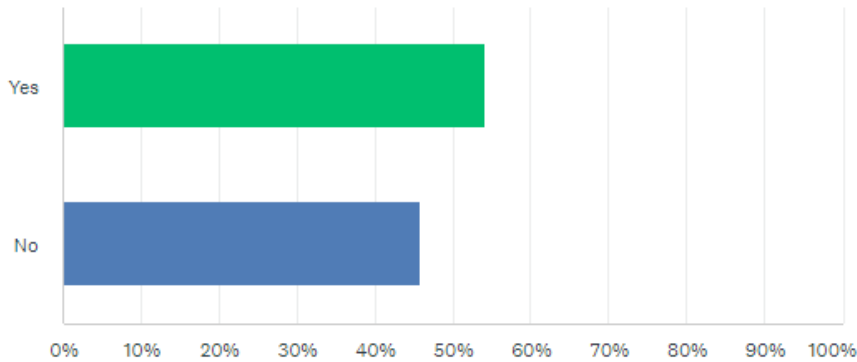


ANSWER CHOICES	RESPONSES	
Yes, I'm MORE likely to ride in a slow zone	9.93%	14
Yes, I'm LESS likely to ride in a slow zone	34.04%	48
No, it does not affect my choice to ride	33.33%	47
I do not ride dockless e-scooters or e-bikes	22.70%	32
TOTAL		141

Question 4

Do you support creating more slow zones in areas with high pedestrian activity?

Answered: 142 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	54.23%	77
No	45.77%	65
TOTAL		142

Question 5

What other areas of the City would you support new slow zones?

Answered: 114 Skipped: 28

Question 6

Do you have any other comments about the slow zone pilot?

Answered: 120 Skipped: 22

C. Duke Street In Motion Update

On May 25th, the Duke Street In Motion Advisory Group endorsed a recommendation to Council for Corridor Concept A – Mostly Center Running Bus Lanes and Mixed Traffic and Curb Concept Y for separated bicycle and pedestrian facilities where space allows, mostly on the West End of the corridor and on the service roads between Cambridge and Telegraph, with the recognition that design of the service roads will need to be refined further with the community and in coordination with the Duke Street and West Taylor Run project. For the long-term, the Advisory Group recommended that the Duke Street Small Area Plan include center running lanes and fully separated bicycle and pedestrian facilities throughout the corridor. the complete text of the recommendation on the following pages, along with reference maps and sample cross sections. Council will be considering the recommendation at its June 27th meeting, which will be included as a public hearing item. The Traffic and Parking Board is anticipated to review the final designs and weigh in on any changes from two way to one way, and any other changes required by the Traffic and Parking Board ordinance, in 2024.

Duke Street Transitway Advisory Group Recommendation

Adopted 5-25-23

The Advisory Group rejects the recommendation from the 2012 Transit Corridors Feasibility Plan for the corridor in favor of the following plan:

The long-term plan for the corridor should include center running bus lanes for the entirety of Duke Street with separate spaces for pedestrians and cyclists. This long-term plan would be partially dependent on redevelopment and available funding and should be assessed further during the Duke Street Small Area Plan process.

In the near-term, the City should work toward this long-term plan as much as possible, when finalizing a design that can be constructed with available funding. To that end, the following busway treatments should be advanced on the Duke Street corridor, along with signal technology improvements, while maintaining two general purpose travel lanes in each direction along the entirety of the corridor:

Segment 1 from Ripley to Jordan should consist of center running bus lanes.

Segment 2a from Jordan to Wheeler should consist of the mixed traffic option.

Segment 2b from Wheeler to Roth should consist of a single direction center running lane

Segment 3 from Roth to Callahan should consist of center running and mixed traffic to optimize busway operations while taking into account space constraints and ramp conflicts.

Station locations should be approximately every 1/4-1/2 miles, taking into account current and potential ridership demand, accessibility, safety, topography, and right of way constraints. These stations should have comfortable waiting environments with shelters and seating, enable safe access, and include technological elements to make the bus easy to use for all users.

The safety of pedestrians should be prioritized along the corridor, which means that continuous, uninterrupted sidewalks should be provided on both sides of the roadway and that the preferred treatment is a 10-foot sidewalk buffered from traffic and separated from other uses. In addition, the corridor should be prioritized for a speed limit reduction, as well as design treatments that encourage safe speeds, such as narrower lane widths when appropriate and intersection treatments. Special intersection treatments to enhance safety should be prioritized at high crash locations and take into consideration roadway usage by all vehicles, including emergency responders and trucks. Potential treatments include:

- Tight corner radii to slow turning vehicles and reduce crossing distances
- Removal or redesign of slip lanes for safer pedestrian crossings
- Pedestrian refuge islands should be provided for safer roadway crossings
- Means to encourage drivers to not block the intersection
- Fully ADA accessible pedestrian signals with leading pedestrian intervals
- Improved crosswalk visibility

People riding bicycles, scooters, and other forms of micro-mobility devices should be accommodated continuously on the north side of the corridor with a separate two-way cycle track for most of Segments 1 and 3: the section from Ripley to Jordan and Roth to the Telegraph ramp, where the right of way is available, as shown in Curb Concept Y.

Understanding that space and budget is limited:

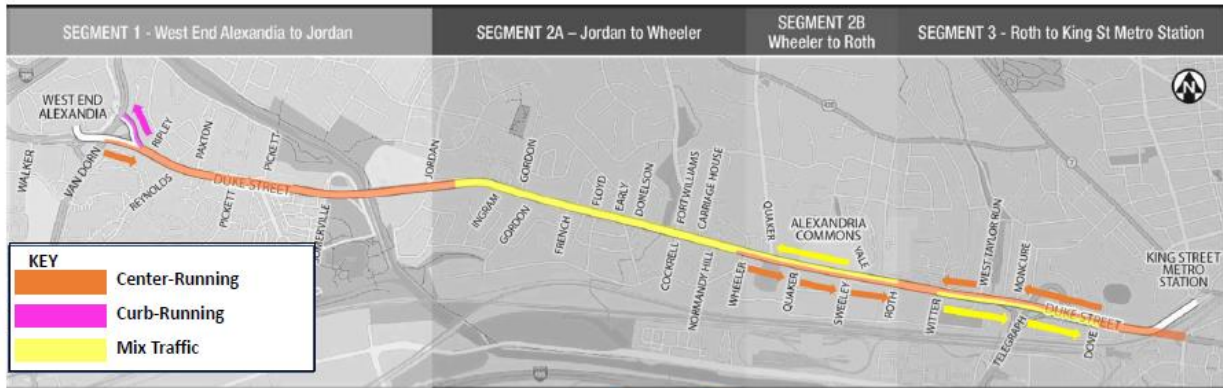
- Segment 2B between Quaker and Roth may be implemented as mixed traffic in the near term as a cost saving measure
- Pedestrians may share space with bicycles and other micro-mobility devices on a shared use path
- There might be sections where pedestrians and bicyclists must share space, and these shared use paths should aim to be at least 10 feet wide with a buffer
- On some service roads, improved bicycle and pedestrian facilities may be accommodated using public street space to allow for separated bicycle and pedestrian facilities, or as a shared slow street, while ensuring access to homes, parking, and green space

If after further design, a continuous bicycle facility is deemed not feasible on the north side of the street due to constrained right of way in short stretches, bicyclists may share the sidewalk, requiring that they yield to pedestrians.

Green space should fit in to the concept in the following manner:

- The design should optimize opportunities for additional green space, stormwater management, tree canopy, and the consideration of undergrounding of utilities, while preserving existing tree canopy wherever possible.

Busway Corridor Concept A: Mostly Center-running & Mixed Traffic



Segment 1:

- Center bus lanes in both directions

Segment 2B:

- Eastbound center bus lane, westbound mixed traffic
- Requires widening

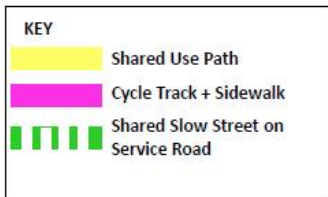
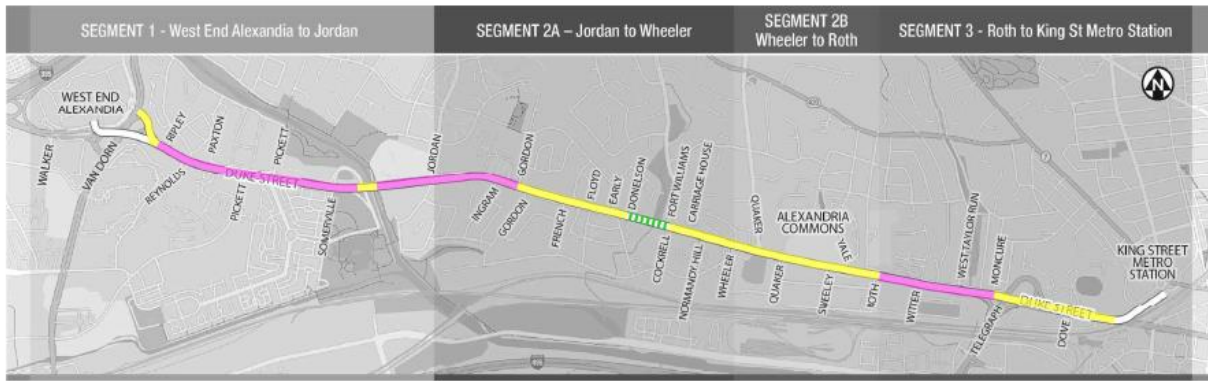
Segment 2A:

- Mixed traffic bus operations
- Avoids residential service roads for busway improvements

Segment 3:

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

Proposed Curb Concept Y (North Side of Duke Street)

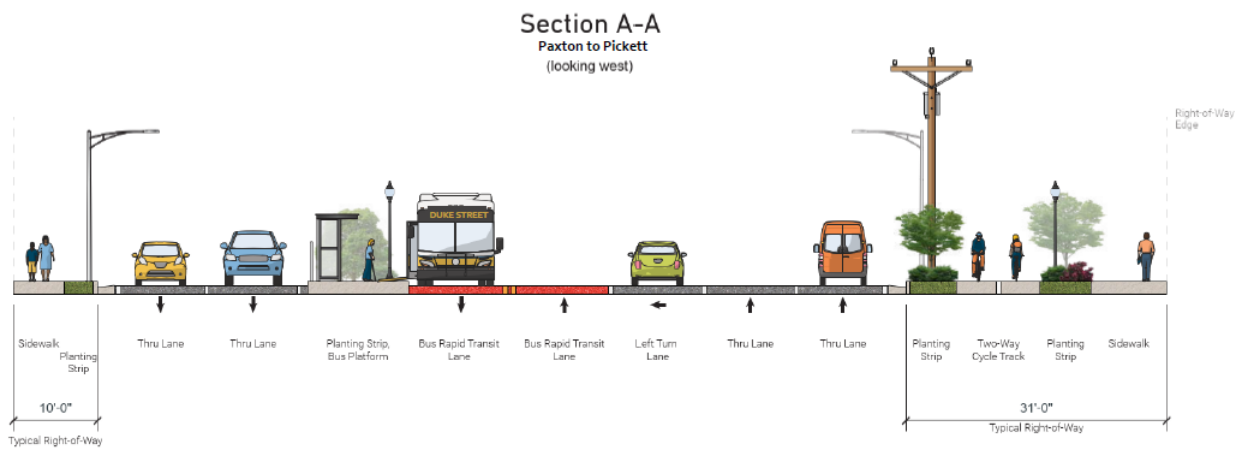


Cycle track locations reduce conflicts between pedestrians and cyclists

Sample Cross Sections

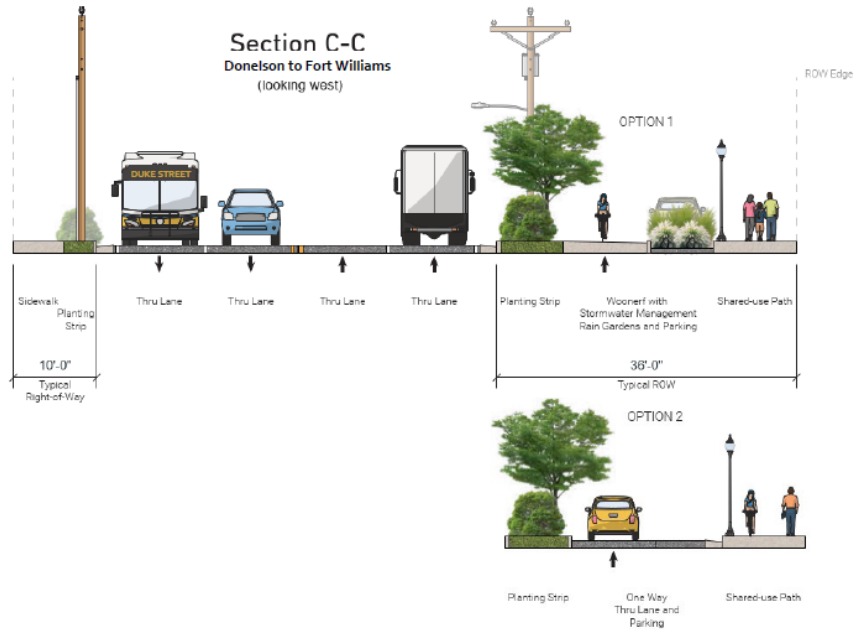
Busway Concept A-Curb Concept Y

Paxton to Pickett

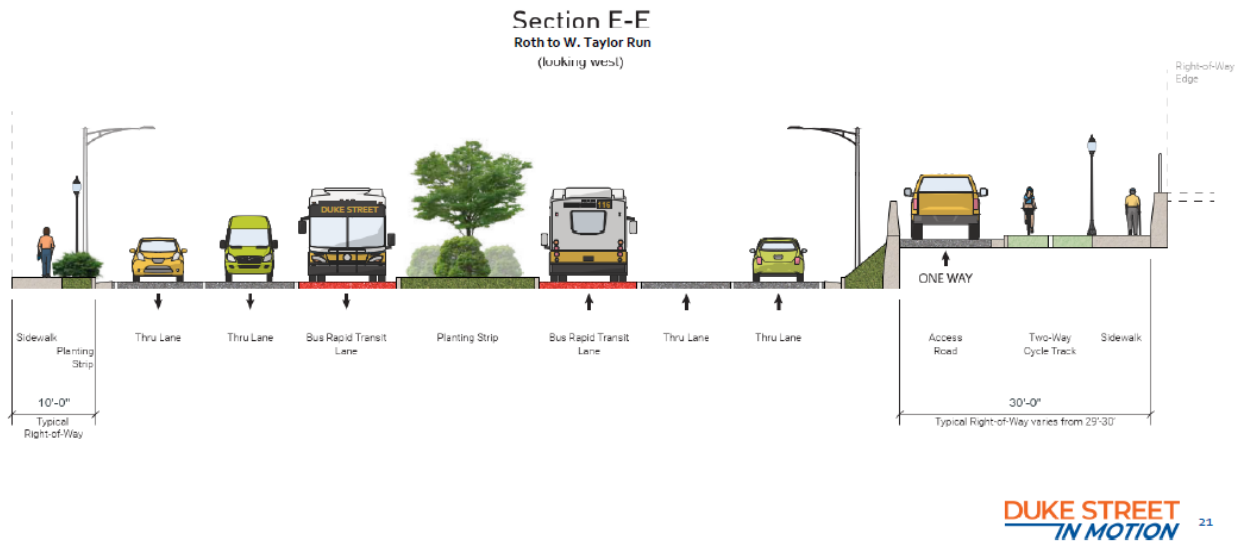


DUKE STREET
IN MOTION 11

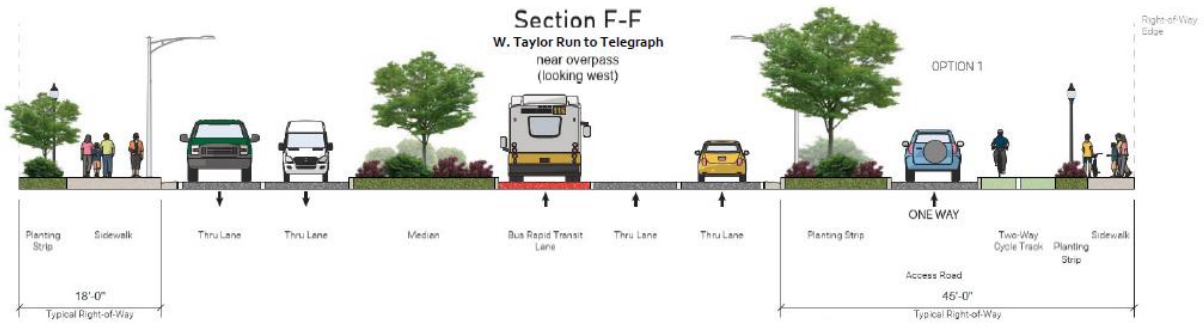
Donelson to Fort Williams



Roth to W. Taylor Run



W. Taylor Run to Telegraph



D. Lower King Street Working Group Update

T&ES has been working with stakeholders from the 100 and unit block of King Street as part of an informal Lower King Street Working Group. The Lower King Street Working Group focuses on planning for changes to the 100 and unit block of King Street, for short-term and long-term designs. The group has been working with T&ES staff on short-term changes that are being implemented now that the area is permanently pedestrianized. The recent major changes are detailed below. Once the short-term changes are in place, the working group will focus on the long-term design for the area that will be implemented with the larger waterfront project.

Bollards

The City recently installed bollards preventing car traffic from entering the 100 block of King Street at the intersection of King and Lee Streets and the intersection of King and Union Streets. Additional bollards will be installed to prevent car traffic from entering the Unit block of King Street later this year. The bollards can be removed if needed for an emergency.

Bollards at King and Lee Streets



Crosswalks

With the installation of the bollards, new crosswalk designs that encourage pedestrians to use the middle of the pedestrianized area were developed. The new crosswalk designs will be installed in the next several weeks.

King Street and Union Street



King Street and Lee Street



Platforms

The working group identified the need for a uniform parklet platforms along the 100 block of King Street that complies with the Alexandria parklet requirements. An example platform has been installed in front of Il Porto restaurant for testing and input from City departments and Lower King Street Working Group members. All parties were satisfied with the example platform. A uniform platform will be installed on both sides of the 100 block in the coming months.

Sample Parklet Platform at Il Porto Ristorante



Lighting

Additional lighting is being added to the trees on the 100 and unit blocks of King Street to activate the pedestrianized space.

E. Franklin Street at South Union Street & West Braddock Road Vegetation

This update is a follow-up from the public hearing comments at the May 22, 2023 Traffic and Parking Board meeting. After a public hearing comment and direction from the board, a “No Parking Here to Corner” sign was installed on the lamppost in front of 102 Franklin Street. Staff also submitted a request with other departments that the vegetation around the stop sign at be cut back as much as possible without harming the tree.

Additionally, staff submitted a request to address another public comment about vegetation growing around the West Braddock Road speed trailers to cut back the vegetation so that they remain visible. Both requests were in progress at the time of publishing the docket.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 26, 2023

DOCKET ITEM: 5

ISSUE: Parking on the 100 Blocks of North and South Washington Street

REQUESTED BY: City Staff

LOCATION: 100 Blocks of North and South Washington Street

STAFF RECOMMENDATION: That the Board recommend that the Director of T&ES add six on-street parking spaces along the east side of the 100 block of North Washington Street and four on-street parking spaces on the west side of the 100 block of South Washington Street after WMATA collocates the 11Y bus stops with the 10A/B stops.

BACKGROUND: In May 2023, the Washington Metropolitan Area Transit Authority (WMATA) announced the return of the 11Y bus route which historically made stops on the far sides of the intersection at King and Washington Streets in each direction, as opposed to the near sides of the intersection as the 10A and 10B bus routes have done and continue to do. After learning about the return of the 11Y bus route, staff coordinated with WMATA to collocate the 11Y stop with the 10A and 10B stops on the near sides of the intersection to allow for the addition of vehicular parking to increase supply and enhance the pedestrian experience in those locations. WMATA agreed that collocating the stops would not create an issue for service but would need to take place during the next data export in mid-September 2023.

Some goals of installing additional parking include traffic calming to reduce speeding, support for nearby businesses, and mitigation of spillover parking on adjacent residential streets. The 100 blocks of Washington Street are currently configured with two lanes of traffic in each direction with on-street parking permitted wherever a bus stop is not present (Attachments 1 and 2).

DISCUSSION: As is the case along the entirety of Washington Street, on-street parking is prohibited in the northbound direction 7AM-9PM, Monday through Friday, and in the southbound direction 4PM-6PM, Monday through Friday. These rush-hour restrictions would remain in place if additional vehicular parking is approved for the 100 blocks of Washington Street. As such, scooter and bike parking cannot be added to either parking lane.

Land use in the area is mixed, with commercial and retail uses on Washington Street and King Street, including Old Town Deli, Sandy Spring Bank, Amber + Slate, Le Refuge, tu-anh, and

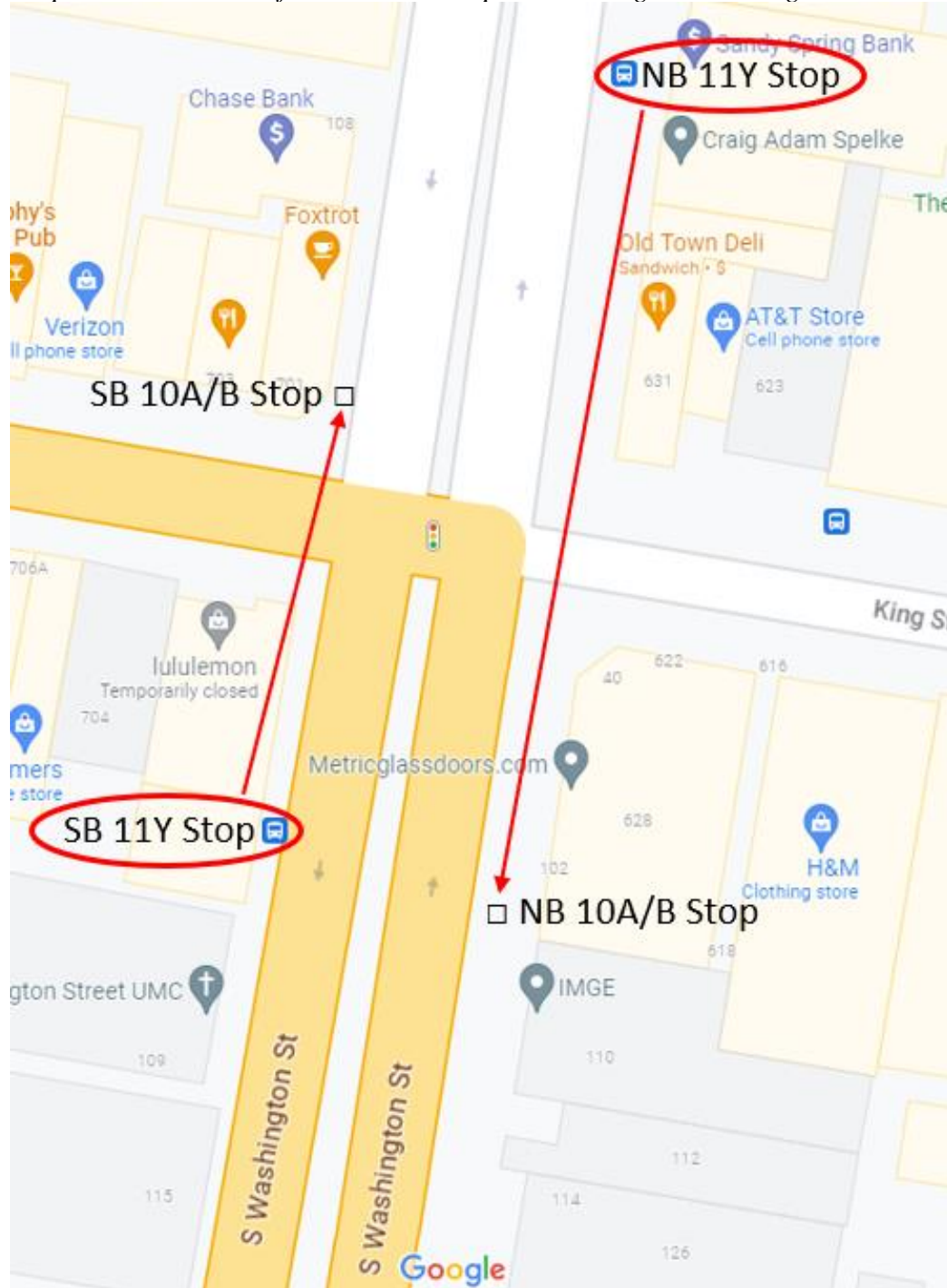
lululemon. The blocks are not located within a Residential Permit Parking District and the additional parking spaces would be metered like the remainder of each of the two blocks.

The City's Curb Space Prioritization Framework (Attachment 3) provides guidance on relative priorities when changing curb uses. However, given the rush-hour restrictions on Washington Street, there are very few options that can be considered for these two blocks of Washington Street. Access for Goods is the 3rd priority in Main Street areas, but those needs are already met with loading zones on Washington Street and King Street nearby.

OUTREACH: City staff notified the Old Town Business Association and Old Town Civic Association on June 13, 2023, about this proposal. Neither Association indicated concern with the proposal as of June 20, 2023.

Attachment 1

Proposed collocation of WMATA bus stops at Washington and King Streets



Attachment 2

Depiction of location for proposed on-street parking spaces



Attachment 3

Curb Space Prioritization Framework – Alexandria Mobility Plan

Land Use Categories

	Description:	Examples:
Residential	Predominantly residential uses, including detached houses, rowhouses, and apartment buildings	<ul style="list-style-type: none"> Cameron Station Blvd between Duke St and S. Pickett St Taney Ave between N. Jordan St and Van Dorn St
Main Streets	Mixed-use neighborhoods with office, residential, and retail uses as well as neighborhood retail corridors	<ul style="list-style-type: none"> Mt Vernon Ave in Del Ray King St in Old Town
Office & Commercial	Areas with predominantly office, retail, and other 'Downtown' functions—often high-density and often including residential towers	<ul style="list-style-type: none"> Eisenhower Ave between Holland Ln and Telegraph Rd in Carlyle Duke St between Holland Ln and Dulany St
Warehouse and Industrial	Areas with mostly industrial and warehouse uses, including redeveloping areas adding retail uses and residential developments	<ul style="list-style-type: none"> Wheeler Ave west of S. Early St S. Pickett St west of Van Dorn St

Curb Use Categories

Examples:

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

Curb Space Prioritization Framework

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

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 26, 2023
DOCKET ITEM: 6
ISSUE: Parking Restrictions – 424-428 North Pitt Street

REQUESTED BY: Carolyn Bannister; 428 North Pitt Street

LOCATION: 424-428 North Pitt Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES restrict parking to 3 hours from 8:00 AM to 5:00 PM, Monday through Friday, District 2 permitholders exempt, for the approximately three on-street parking spaces along the west side of North Pitt Street at Oronoco Street

BACKGROUND: 428 North Pitt Street was recently redeveloped into a home after previously being a take-out restaurant. The existing parking signage in front of 424-428 North Pitt Street restricts parking to 2 hours, 9:00 AM to 5:00 PM, Monday through Friday (permitholders not exempt) and was likely installed to support the take-out business and its customers (Attachment 1).

DISCUSSION: Now that the business no longer exists and the corner is fully residential, the homeowner, Carolyn Bannister, has requested that those three spaces be restricted similar to the remainder of the 400 block of North Pitt Street (Attachment 2). The parking restrictions on the remainder of the 400 block of North Pitt Street are 3-hour parking, 8AM-5PM, Mon-Fri, District 2 permitholders exempt. For consistency and ease of enforcement, Staff recommends that the parking restrictions on the block be consistent.

OUTREACH: City staff notified the Old Town Civic Association via email about this request on June 13, 2023. The Association did not indicate any concerns with the request as of June 20, 2023.

Attachment 1:

Depiction of location for requested parking restrictions outlined in blue



Attachment 2:

Submitted 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 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 built a residence where ~~that~~ there had been a commercial property (Chinese Rest), we were approved for Zone 2 on-street parking. The signs need to be updated for change in use for Zone 2 restrictions.

Type of On-Street Parking Modification Requested:

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

Proposed restrictions 2 hour except Zone 2

we can never find parking because near-by residents who don't purchase Zone 2 stickers take up parking.

Location: Corner of Pitt + Oronoco Sts. (SW corner)
(Map or figure may be provided as an attachment)

Approximate number of spaces affected (assume 20 feet per space): 1 on Oronoco (ind) 3 on N. Pitt

Project Champion (Point of Contact) Information:

Name: Carolyn Bannister

Address: 428 N. Pitt Street

Email: bannistercsm@msa.com

Phone Number: 703-501-8911

Best Way to Contact:

Best Time of Day to Contact:

- Email *or* Phone
- Morning Afternoon

City of Alexandria, Virginia

Traffic and Parking Board

DATE: June 26, 2023

DOCKET ITEM: 7

ISSUE: Lane Modification and Parking Addition – Montgomery Street at North Patrick Street and North Henry Street

REQUESTED BY: City Staff

LOCATION: Montgomery Street at North Patrick Street and North Henry Street

STAFF RECOMMENDATION: That the Board make a recommendation to the Director of T&ES to:

1. Eliminate one left turn lane from Montgomery Street to North Henry Street;
2. Convert shared through and right turn lane on Montgomery Street to a right turn only lane just east of North Patrick Street
3. Convert one westbound travel lane on Montgomery Street to a bus only lane between North Henry Street and North Patrick Street; and
4. Add five parking spaces to the north side of the 1000 block of Montgomery Street.

BACKGROUND: The City Council approved the Samuel Madden Development project in February 2023, which redevelops the two parcels along Montgomery Street and Madison Street, between North Patrick Street and North Henry Street, constructing 532 apartments split between two buildings. As part of the redevelopment, the City Council approved converting the blocks of Madison Street and Montgomery Street fronting the site to two-way operation. Construction completion is slated for Spring 2025. Prior to these changes with the development, staff is looking to improve the pedestrian safety within the Montgomery Street and North Henry Street intersection given the current lane configuration.

DISCUSSION: In an effort to improve pedestrian safety within the North Henry Street and Montgomery Street intersection, the City is proposing reconfiguring Montgomery Street, between North Patrick Street and North Henry Street to include:

- one left turn lane,
- curb extensions on each side of the 1000 block of Montgomery Street,
- on-street parking on both sides of Montgomery Street,
- buffer space between the on-street parking lane and travel lane,
- a bus only lane on the north side, and

- potentially an area for bike or scooter corral.

Additionally, the changes would create a right turn only lane, except for buses, on Montgomery Street just east of North Patrick Street. These changes would remove the pedestrian conflicts with the existing dual left turn lane on Montgomery Street.

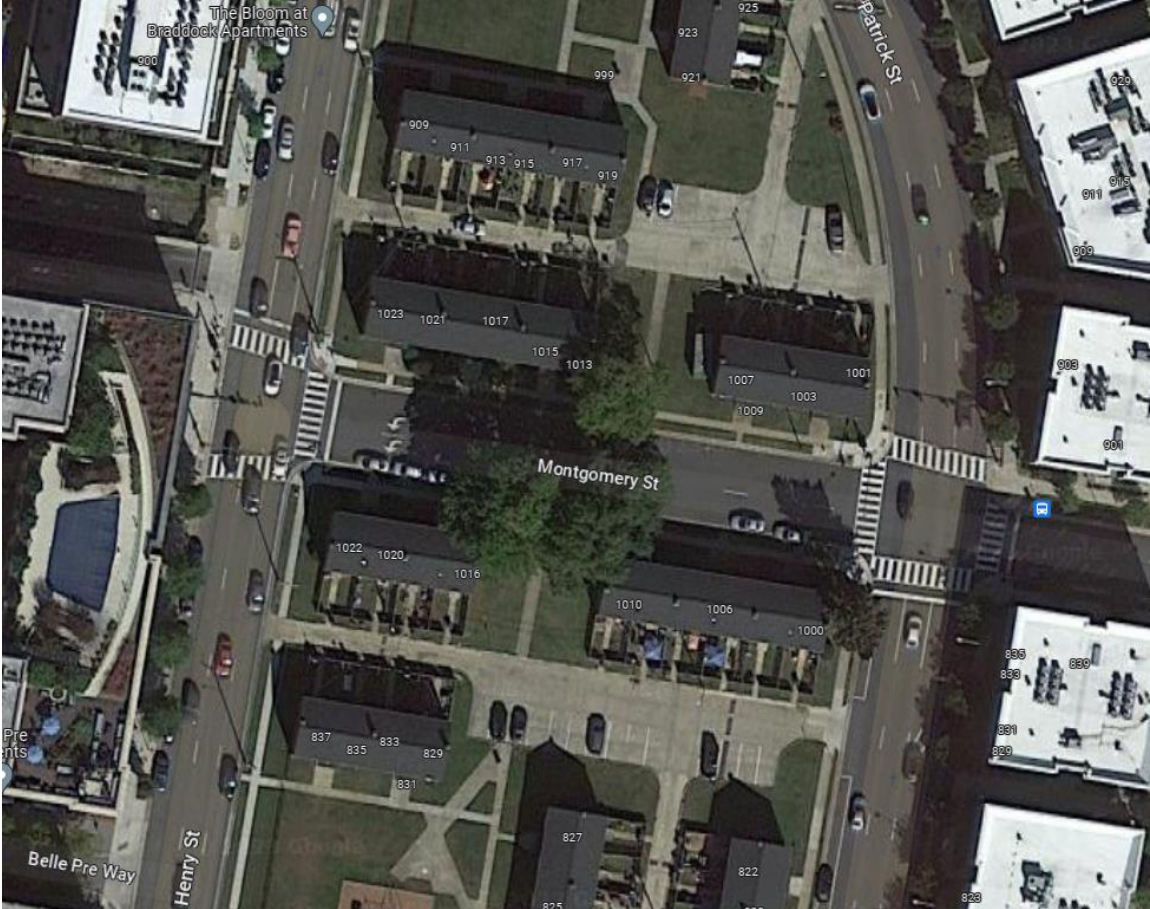
Currently, Montgomery Street, between North Patrick Street and North Henry Street, has two travel lanes, one parking lane on the south side of Montgomery Street, and is approximately 40 FT wide from curb to curb. The North Henry Street and Montgomery Street intersection is a signalized t-intersection with high visibility crosswalks crossing all legs of the intersection with pedestrian signals. The pedestrian walk signal comes up at the same time as the two lanes of Montgomery Street turning onto North Henry Street indicates a green signal. This creates conflicts between the dual left turn lanes and pedestrians crossing the southern crosswalk.

Virginia Department of Transportation (VDOT) standards state that dual left turn lanes shall be considered where peak left-turn movements exceed 350 vehicles per hour and shall require a protected phase. Additionally, the Federal Highway Administration (FHWA) recommends dual left turn lanes not be considered where a high number of vehicle-pedestrian conflicts occur given the limited sight distance a driver has to pedestrians crossing. Recent data collected shows the peak hour volume for vehicles turning is less than 150 vehicles per hour. Additionally, the current signal operation does not include a protected phase for the left turn lanes. Therefore, dual left turn lanes are not advisable at this location and creates safety issues for pedestrians.

Staff recommends implementing the proposed changes to Montgomery Street to provide a safer environment for pedestrians, increase the on-street parking availability, and accommodate multimodal travel through the street segment. These changes would be an interim solution until the permanent conversion of Montgomery Street to two-way is implemented through the Samuel Madden Development project, slated for Spring 2025. The two-way conversion would not only create a safer environment for pedestrians, but include the same multimodal elements as the interim solution.

OUTREACH: Staff reached out to the Braddock Metro Citizens Coalition as well as ARHA with information and the conceptual layout. Staff has not received a response as of the posting date of this docket.

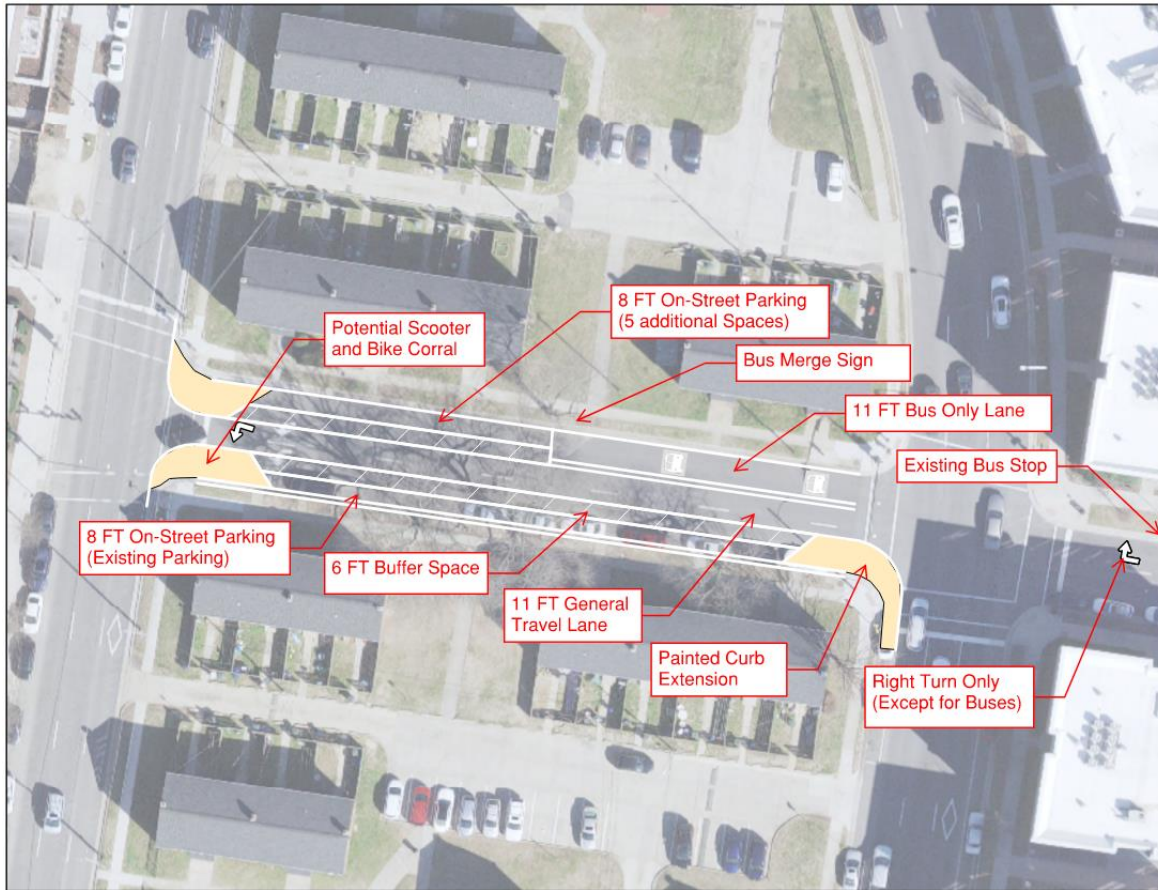
ATTACHMENT 1: LOCATION (AERIAL)



ATTACHMENT 2: LOCATION (STREETVIEW)



ATTACHMENT 3: CONCEPT LAYOUT



ATTACHMENT 4: TWO-WAY CONVERSION PLAN (SAMUEL MADDEN DEVELOPMENT)

