

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 18, 2023 7:00 P.M.
IN-PERSON AND VIRTUAL**

The September 18, 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_h9DFPLdgSWug-0kxrvQZmw

Or an H.323/SIP room system:

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

Meeting ID: 995 6782 4322

Passcode: 915805

SIP: 995 6782 4322@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 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, SEPTEMBER 18, 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 July 31, 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**
 - Automated Speed Enforcement in School Zones
 - Public Input Opportunities for Corridor Projects
 - Curb Extensions Near Schools
 - Capital Bikeshare Ridership Update
 - Lower King Street Update
 - Zoning for Housing/Housing for All Update
 - Traffic and Parking Board Annual Report

CONSENT ITEMS

5. Residential Permit Parking Restrictions Modification – 400 block of South Royal Street

PUBLIC HEARING ITEM

6. Curbside Pick-up and Loading Zones – 3000 block of Dogue Street
7. Residential Pay by Phone – 300 block of South Fairfax Street

INFORMATION ITEM

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

Next Meeting: Monday, October 23, 2023

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JULY 31, 2023, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Chair James Lewis, Vice Chair Ann Tucker, Annie Ebbers, Lavonda Bonnard (remote), Casey Kane, and Ashley Mihalik.

BOARD MEMBERS ABSENT: Jason Osborne

STAFF MEMBERS PRESENT: T&ES – Katie North, Division Chief; Sheila McGraw, Principal Planner; Dan Scolese, Civil Engineer IV; and Max Devilliers, Urban Planner II.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the June 26, 2023, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to approve the minutes of the June 26, 2023, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - King/Callahan/Russell Intersection Improvements Project
 - Bicycle Parking at Transit Project
 - Capital Bikeshare Station Maps
 - Duke Street In Motion
 - Parking Meter Replacement Project
4. **PUBLIC DISCUSSION PERIOD:** Carolyn Griglione spoke on the stalled crosswalk/median work on North Hampton Street at West Braddock Road. Ms. Griglione met on site with Councilmember Gaskins and again with the City Manager to discuss the delays. Both expressed their disappointment with the delays. Ms. Griglione asked if the City would also do similar work on the median extending into the crosswalk on West Braddock Road. Mr. Scolese stated he would follow up with the team working on this project and update the Board via email. Chair Lewis asked if the City is simply fixing the issue on North Hampton Street due to the complaint from Ms. Griglione or if the City is looking at the entire area holistically for other work that can be included in this project. Mr. Scolese stated that when an issue is raised by a resident to be fixed, the City often focuses on that rather looking at what other issues can be resolved in the vicinity.

BOARD ACTION: None.

CONSENT ITEMS

5. ISSUE: Traffic Control Updates – Mount Vernon Trail between Canal Center Plaza and Madison Street

DISCUSSION: Mr. Scolese presented the item to the Board. Mr. Kane stated that signs should read “Trail Users Do Not Stop” and that the City should add “Trail Crossing” signs as well. Chair Lewis asked what the threshold is for being eligible for a four-way stop. Mr. Scolese responded that many intersections often don’t meet the threshold for a four-way stop, especially intersections with trails like the Mount Vernon Trail. Mr. Kane asked if the bollards on the trail at each intersection will be removed, to which Mr. Scolese responded that he would ask RPCA and follow up after. Ms. Mihalik asked if the City planned on installing signage for trail users, to which Mr. Scolese responded that there were no plans to do so. Ms. Tucker asked if NOTICE was notified of this proposed change, to which Mr. Scolese said no. Ms. Tucker requested that community organizations be notified in the future even if indirectly affected. Chair Lewis asked that City staff share any results found as a result of this change. Mr. Kane asked that City staff now look at other trails intersecting with City-owned streets for similar changes.

PUBLIC TESTIMONY: Mary Harris requested that the Board defer this item to a future meeting until NOTICE learns more about the proposal because NOTICE was not directly notified of this proposal. Zachary DesJardins testified in support and stated that the proposed changes are recommended by the MUTCD.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to approve change the stop signs from the Mount Vernon Trail to the intersecting streets of Canal Center Plaza, Montgomery Street, and Madison Street. The motion carried unanimously.

6. ISSUE: Stop Sign Request and Parking Removal – Braddock Place and North Fayette Street

DISCUSSION: Mr. Scolese presented the item to the Board. Ms. Tucker asked if all the proposed parking space removals were necessary to accomplish the goal of this proposal, to which Mr. Scolese responded yes. Ms. Mihalik asked if the new buildings in the area will have onsite parking, to which Ms. North responded yes due to minimum parking requirements stipulated by the Zoning Ordinance. Chair Lewis .

PUBLIC TESTIMONY: Trevor Stafford-Walter, Adam L., and Veronica Vela all testified in opposition due to concerns about parking availability in the neighborhood and raised the issue of construction workers parking on the street without enforcement.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to approve removing two (2) parking spaces at Braddock Place and North Fayette Street and install an all-way stop at this intersection. The motion carried unanimously.

PUBLIC HEARING ITEMS

7. ISSUE: Mini-roundabout Addition – Hickory Street and Kennedy Street

DISCUSSION: Mr. Scolese presented the item to the Board. Ms. Tucker asked if the mini-roundabout would be accompanied by any raised infrastructure or if it would simply be white paint, to which Mr. Scolese responded that only white paint and zebra/armadillo bike lane dividers would be used, similar to the treatments on Commonwealth Avenue. Mr. Kane requested that the City use this opportunity to implement placemaking in this neighborhood and asked if staff had discussed this project with the Fire Department, to which Mr. Scolese said no. Mr. Kane suggests that the Fire Department contact the Seattle Fire Department if they have any concerns about this project due to the prevalence of mini-roundabouts there. Ms. Tucker requested that staff follow up on results of the project and any feedback from the Fire Department.

PUBLIC TESTIMONY: Molly Sim, resident of Warwick Village, testified in support but voiced concerns about drivers getting stuck in the snow at this intersection and wants staff to analyze if this treatment creates more problems for drivers, especially emergency vehicles. Mr. Scolese noted that the zebra/armadillo bike lane dividers would be installed at least as wide as a plow truck to avoid damage.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Tucker to approve reconfiguring the intersection of Hickory Street and Kennedy Street to a mini-roundabout. The motion carried unanimously.

8. ISSUE: Residential Permit Parking Restrictions – 900 Block of North Fairfax Street, 200 Block of Montgomery Street, 200 Block of Canal Center Plaza

DISCUSSION: Mr. Devilliers presented the item to the Board. Chair Lewis asked that staff clarify what the development condition stated and Ms. North explained that the condition left it up to City staff to determine the best signage for the surrounding blocks and no changes were proposed nor made. Chair Lewis asked if the Department of Code Administration could enforce against the contractors' delays in signage installation, to which Ms. North responded that this is typically reviewed with the Certificate of Occupancy or As-Built inspections. Mr. Kane echoed that contractors should be held accountable for signs that are removed and then not re-installed in a timely manner. Chair Lewis stated that the City could have installed the signage internally and sent Carr Properties the bill associated with the costs of doing so. Ms. Tucker asked about the south side of the 200 block of Montgomery Street, to which Ms. North responded that staff could bring the request for changes to that side of the block at the next meeting as a consent item once the signed petition is received. Chair Lewis asked if residents of both buildings are eligible for Residential Parking Permits, to which Ms. North responded yes because parking availability didn't warrant ineligibility.

PUBLIC TESTIMONY: Meg Smith testified in support of adding District 9 residential permit parking restrictions on both sides of all three blocks given that MetroStage likely

won't open for another 3-5 years. Mary Harris, NOTICE, stated she was notified of the docket item only after the NOTICE meeting occurred so she could not appropriately notify the members. Ms. Harris also noted that parking availability in the neighborhood is decreasing as it continues to grow. Ms. Harris requested that City staff provide at least 30 days of notice in the future.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to approve adding District 9 Residential Parking Permits restrictions on the south side of the 200 block of Canal Center Plaza and the north side of the 200 block of Montgomery Street. The motion carried unanimously.

9. ISSUE: Residential Pay by Phone – 500 Block of South Lee Street

DISCUSSION: Mr. Devilliers presented the item to the Board. Ms. Mihalik asked what the percentage of drivers parked on the block during the parking surveys were found to hold valid District 1 Residential Parking Permits. Mr. Devilliers stated that 73% of parkers had valid permits during the parking survey on July 6th while 69% of parkers had valid permits during the survey on the 7th. Mr. Kane asked if parking is permitted on the east side of the block, to which Mr. Devilliers said no. Chair Lewis asked where the nearest physical meter is located, to which Mr. Devilliers responded the Unit block of Duke Street. Ms. Tucker asked if additional meters were planned as part of the meter upgrade project going on this year, to which Ms. McGraw responded that the scope of that project did not include adding meters to blocks without existing meters, only replacing existing ones. Ms. North added that residents initially didn't support having physical meters on residential blocks although institutions such as churches could request them. Chair Lewis and Ms. Ebbers echoed their support for additional physical meters due to long walking distances between some metered blocks. Ms. North stated that staff could ask RPCA if they were amenable to having a physical meter in Windmill Hill Park.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Tucker made a motion, seconded by Mr. Kane to approve the implementation of residential pay by phone requirement (\$1.75 per hour) on the 500 block of South Lee Street. The motion was supported by six board member with Ms. Mihalik opposing the motion.

INFORMATION ITEMS

10. **STAFF UPDATES:** Ms. McGraw provided the Board with an update regarding the City contracting an external parking enforcement unit to increase enforcement in addition to our internal staff. Ms. North stated that the Police Department is also working on hiring additional crossing guards.
11. **COMMISSIONER UPDATES:** Mr. Kane stated that the Transportation Commission did not meet in July but asked if the City has a contract with a towing company for the

spaces adjacent to the dumpsters in the Foxchase Apartments complex, to which Ms. North responded that staff would need to check and follow up on how that is going.

ADJOURNMENT

Ms. Ebbers moved to adjourn the meeting, seconded by Ms. Mihalik. The motion carried unanimously. The meeting adjourned at 8:45 PM.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 18, 2023

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Automated Speed Enforcement in School Zones

This school year, the City launched its first speed camera program in the following select school zones:

- **Francis Hammond Middle School** (Seminary Road, between Kenmore Avenue and North Jordan Street)
- **John Adams Elementary School and Ferdinand T. Day Elementary School** (North Beauregard Street, between North Highview Lane and Reading Avenue)
- **George Washington Middle School** (Mount Vernon Avenue, between Braddock Road and Luray Avenue)

A multi-departmental staff working group, including staff from the Alexandria Police Department, Alexandria City Public Schools, and the Department of Transportation & Environmental Services, collaborated closely on selecting these locations. Staff selected the locations using a data-driven process that considered factors such as crash history, traffic volumes, vehicle speeds, and age and number of students.

The City performed a warning period from August 21-September 17, and the program goes live and begins issuing paid citations on September 18. The City provided broad messaging to raise public awareness of the new program, including via eNews, social media, ACPS Express, variable message boards, and media engagement.

An initial warning period was conducted in June at the end of the 2022-23 school year. The City issued over 3,500 warning notices during this time.

During the warning period conducted at the start of the 2023-24 school year, staff faced a technical issue resulting in some flashing school zone signs not operating properly during school hours. This was the result of an equipment issue as part of parallel project to upgrade all of the City's flashing school zone signs to current technology. Staff was able to resolve this issue quickly, and speed camera warning notices were not issued to drivers where the flashing school zone sign was not active.

Staff will monitor and evaluate the program over the course of the school year and identify recommendations for modifications or potential expansion of the program, considering funding for additional cameras that was included in the [Fiscal Year 2024 Approved Budget](#).

Additional information is available on the [program webpage](#).

B. Public Input Opportunities for Corridor Projects

The City has initiated a series of corridor projects aimed at improving mobility, access, safety, and comfort for all roadway users. Staff solicited community input between August 28 and September 17 for the following projects:

Eisenhower Avenue Transportation Study

The City is performing a corridor study for Eisenhower Avenue between South Van Dorn Street and Holland Lane, with support from the Virginia Department of Transportation via its Project Pipeline Program. The study will evaluate needs and opportunities for improving safety, mobility, and accessibility along the Eisenhower Avenue corridor.

The study is expected to be completed by summer 2024 and will include recommendations and concept designs for future improvements that can be leveraged for future grant funds to support project implementation. There may also be opportunities to implement short-term or interim improvements in limited cases.

The City gathered initial community feedback between August 28 and September 17 to inform the existing conditions analysis. There will be additional opportunities for public input as the study progresses.

More information is available on the [project webpage](#).

Holland Lane Corridor Improvements

The purpose of this project is to improve mobility, access, and safety for all roadway users of all ages and abilities on Holland Lane between Duke Street and Eisenhower Avenue. The City has heard concerns from residents about pedestrian safety on Holland Lane, and the adopted Alexandria Mobility Plan calls for improved bicycle access on this corridor.

The City held a public comment period from August 28-September 17 to gather input from residents on issues and needs on Holland Lane. Following this initial community comment period, the City will develop design options to improve conditions on the corridor. There will be additional opportunities to provide feedback on the design options. Afterwards, the City will recommend a preferred design option to advance to detailed design. The project is anticipated to be implemented next year when Holland Lane is repaved.

More information is available on the [project webpage](#).

East Abingdon Drive Bike Lanes

The purpose of this project is to make it easier and safer for people to walk and bike on East Abingdon Drive by providing a two-way bike lane on East Abingdon Drive to connect the Mount Vernon Trail. Currently, there is a gap in the Mount Vernon Trail of about 600' in which people biking south must either bike against motor vehicle traffic or share a narrow, unbuffered sidewalk with people walking. The City solicited community feedback on this proposal between August 28 and September 17.

More information is available on the [project webpage](#).

C. Curb Extensions Near Schools

The City is currently developing a grant application to fund the design and installation of curb extensions near schools. These curb extensions will make it easier and safer for students and their families to walk to and from school.

Curb extensions are a recommended safety treatment in the City of Alexandria's Complete Street Design Guidelines and a common safety feature used around the city. They are created by extending the sidewalk at corners or mid-block, thereby shortening the crossing distance, making pedestrians more visible, and slowing turning vehicles at intersections. Curb extensions increase safety, calm traffic, and provide extra space along sidewalks for users and amenities. Curb extensions are particularly valuable near schools where the shortened crossing distance and pedestrian visibility make it easier and safer for families to cross the street.

In 2017, the City conducted Safe Routes to School (SRTS) Walk Audits at 13 elementary and K-8 schools. Recommendations from the Walk Audit reports include curb extensions near multiple schools. To advance implementation of the Walk Audit recommendations, the Curb Extensions Near Schools project will design and implement as many as eight curb extensions near up to four schools.

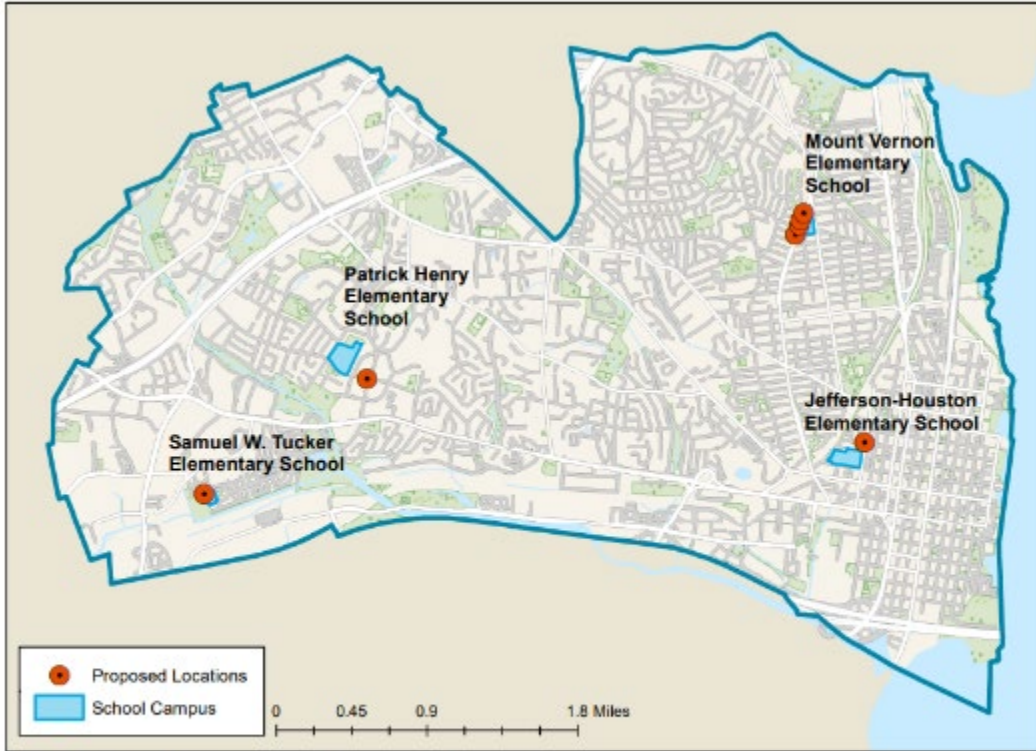
Locations proposed for curb extensions include:

- **Jefferson-Houston PreK-8 IB School:** North West Street & Princess Street
- **Mount Vernon Community School:** Commonwealth Avenue at Uhler Avenue, Mount Ida Avenue, Groves Avenue, and Forrest Avenue
- **Patrick Henry K-8 School:** North Jordan Street & Taney Avenue
- **Samuel Tucker Elementary School:** Mid-block crossing on Cameron Station Blvd

In early August, the City distributed flyers via mail to households located near the proposed curb extensions locations. Additionally, digital copies of the flyers were sent to nearby community associations and the PTA at each school. Flyers provided high-level information about the Curb Extensions Near Schools project, and school specific details about the proposed curb extensions location and concepts. The flyers also included a link to a feedback form where community members were asked for input on the proposed locations and concepts. One-hundred forty comments were submitted during the three-week comment window. Comments will be used to inform the final grant application and subsequent design work if the grant is awarded.

If the grant is awarded, the funding is expected to be available to begin design work in 2024. Construction would likely start in 2025 and conclude in 2026.

More information can be found on the [project webpage](#).



Curb Extensions Near Schools

City of Alexandria, Virginia
Transportation Planning



D. Capital Bikeshare Ridership Update

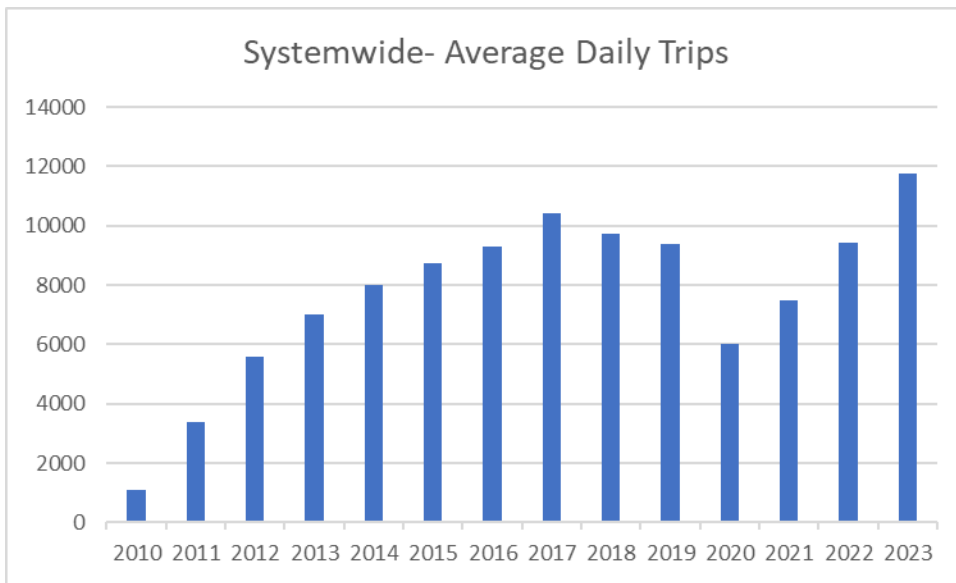
The Capital Bikeshare system has hit record ridership numbers systemwide and in the City of Alexandria in 2023. The Capital Bikeshare system rebounded from the decline in ridership seen during the COVID-19 pandemic. The number of trips taken by bikeshare has grown steadily since 2021. The system as a whole has broken ridership records this year as well as the City of Alexandria hit a new all-time ridership record in July 2023 with 10,652 total trips, averaging 344 trips per day. Four of the highest performing months of all time have been in 2023 so far. Alexandria, and the system as a whole, are both forecasted to break all time ridership numbers in 2023. High ridership has been aided by a new e-bike model that was introduced to the Capital Bikeshare system in March 2023.

Ridership in the City can be viewed through the [Capital Bikeshare Trip Data Dashboard](#). The “Started At” slider may be adjusted to track data within a preferred timeframe.

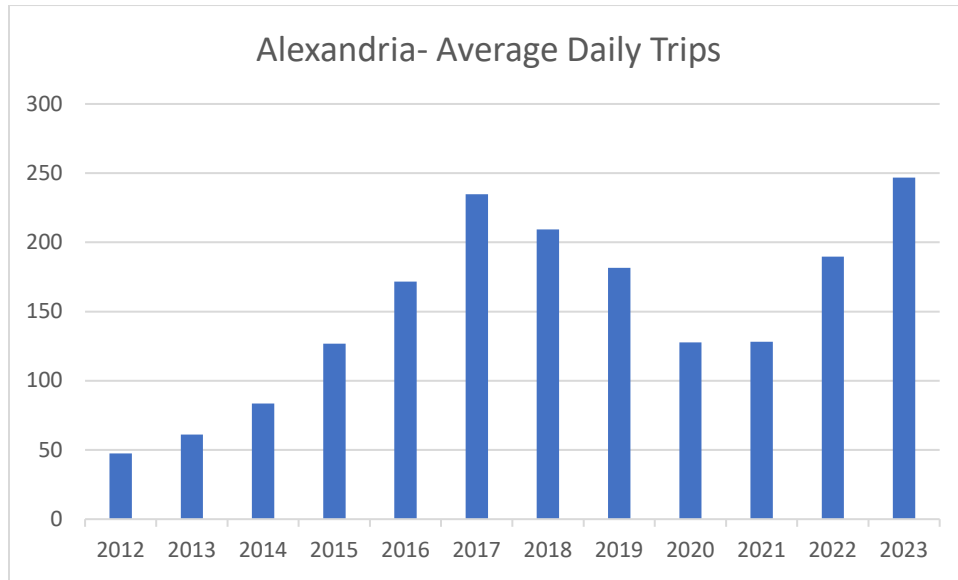
Capital Bikeshare City of Alexandria All Time Top Ridership Months

Alexandria Top Ridership All Time Months		
Month	Average Daily Trips	Total Rides
Jul-2023	343.6	10652
Aug-2023	339.6	10527
Jun-2017	318.6	9559
May-2023	308.0	9547
Jul-2017	304.3	9432
Sept-2017	308.7	9261
Aug-2017	296.0	9176
Jun-2023	304.6	9137
Jul-2022	294.3	9122
Jul-2018	291.1	9025

Capital Bikeshare System Wide Year to Year Average Daily Trip Trends



Capital Bikeshare City of Alexandria Year to Year Average Daily Trip Trends



E. Lower King Street Update

Transportation and Environmental Services (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 group has focused on short term improvements and long-term designs since the area has been pedestrianized. The recent major changes are detailed below. Now that 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

Bollards have been installed that prevent 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



Bollards at King and Union Streets



Crosswalks

New crosswalk designs that encourage pedestrians to use the middle of the pedestrianized area have been installed at King Street and Union Street and King Street and Lee Street.

King Street and Union Street Crosswalk



King Street and Lee Street



Platforms

A uniform parklet platform along the 100 block of King Street that complies with the Alexandria parklet requirements has been installed. The businesses that had previously applied and paid for an outdoor dining encroachment permit are now utilizing the uniform parklet platform. As part of the permit, they must comply with the [Parklet Requirements found online here](#).

Platform



Lighting

Lighting has been added to the trees on the 100 and unit blocks of King Street to activate the pedestrianized space.

Tree lighting on the unit block of King Street



Tree lighting on the One Hundred block of King Street



Dockless Mobility Slow Zone

A dockless mobility slow zone was implemented on the unit block and the 100 block of King Street as part of the Lower King Street Working Group. The dockless mobility slow zone restricted speeds for dockless rental scooters and e-bikes to a max of 8 mph in this area.

Implementing a slow zone in this area aims to reduce riding within the pedestrianized area on the unit block and the 100 block of King Street. A map of the current dockless mobility slow zones, including the slow zone on the unit block and the 100 block of King Street can be found [here](#).

F. Zoning for Housing/Housing for All Update

In 2020, the City began work on the Zoning for Housing/Housing for All initiative. The initiative will amend the Zoning Ordinance with the goal of expanding housing production and affordability and addressing past and current barriers to equitable housing access. This initiative will also focus on how Alexandria can help ensure residual effects of past exclusionary housing provisions are identified and addressed in new policies under Zoning for Housing through the setting of equity goals and metrics for those policies.

On September 5, 2023, the City released the proposed 2023 Zoning for Housing initiatives and draft recommendations. The recommendations included information about the proposed bonus height zoning text amendment, historic development patterns, residential multi-family zone, industrial zone initiative, coordinated development districts, expansion of transit-oriented development, office to residential conversions, townhouse zones, and expanding housing opportunities in single-family zones.

The townhouse zones and expanded housing opportunities in single-family zones recommendations include parking policy recommendations for consideration. The current requirement for single-family detached, two-family and row or townhouse dwellings is two (2.0) spaces per dwelling unit and has not been updated since 1992. The multi-family unit parking requirement, which was updated in 2015, is calculated by considering the number of bedrooms and proximity to transit. Staff recommends revising parking requirements for residential dwellings up to four units throughout the City based on location within or outside the Enhanced Transit Area, or the 1/2-mile transit walkshed based on existing and anticipated mass transit stations and entryways. The enhanced transit area is currently used to determine commercial parking requirements. City staff has proposed two options for revising the minimum parking requirements for new developments up to four units in order to right-size the amount of parking for a project, eliminate the extra cost of unnecessary parking space production, and lower dwelling unit costs. Each reflects the City's goal of multi-modal transportation within the existing and any future planned enhanced transit area.

Option recommended by staff:

- No minimum parking requirements for dwellings up to four units within the enhanced transit area.
- Minimum 0.5 parking spaces per unit for dwellings up to four units beyond the enhanced transit area.

No minimum parking requirements within enhanced transit area	
Number of Units	Minimum Required Number of Parking Spaces
1	0
2	0
3	0
4	0
Minimum 0.5 parking spaces per dwelling units beyond enhanced transit area	
Number of Units	Minimum Required Number of Parking Spaces
1	1
2	1
3	2
4	2

Alternative Option Recommendation:

- Minimum 0.5 parking spaces per dwelling unit for dwellings with up to four units within the enhanced transit area.
- Minimum 1.0 parking spaces per dwelling unit for dwellings with up to four units beyond the enhanced transit area

Minimum 0.5 parking spaces per dwelling unit within enhanced transit area	
Number of Units	Minimum Required Number of Parking Spaces
1	1
2	1
3	2
4	2
Minimum 1 parking space per dwelling unit beyond enhanced transit area	
Number of Units	Minimum Required Number of Parking Spaces
1	1
2	2
3	3
4	4

There are opportunities for community input via an [online feedback form](#) and via in-person meetings that can be found on the project website.

More information can be found at: [Zoning for Housing/Housing for All | City of Alexandria, VA \(alexandriava.gov\)](#)

G. Traffic and Parking Board sub-committee on taxi regulations

The City is required by City Code to evaluate the regulations overseeing the taxi industry. At the November 2022 Traffic and Parking Board meeting, the Board considered the Biennial Review and recommended the City Manager approve the report and implement the recommendations for changes to the maximum age of vehicles and an increase in fares. The City Manager reviewed the Biennial Review and agreed with the Board's recommendation. In order to implement these regulations, an amendment to the City Code was brought before Traffic and Parking Board at the January 2023 Traffic and Parking Board Meeting. At the meeting the Traffic and Parking Board members made several motions including a motion that was passed to establish a sub-committee of Traffic and Parking Board members to review fees of taxis in October 2023. The City Council also asked staff to review further changes to the Code to support this industry, including evaluating elimination of the vehicle age requirement and modifications to the fares.

The Traffic and Parking Board sub-committee on taxi regulations is being established in response to the motion from the traffic and parking board and direction from City Council. Three members of the Traffic and Parking Board volunteered to be part of this sub-committee including Lavonda Bonnard, Annie Ebbers, and James Lewis alongside participants from the Taxi industry. This sub-committee will begin meeting as directed this fall with recommendations for potential Code changes coming back to the full Board and Council early 2024.

H. Traffic and Parking Board Annual Report

Below is the annual report for the activities that occurred with the Traffic and Parking Board during the City's last fiscal year that ran from July 1, 2022 through June 30, 2023. This year, the report was required by the City Clerk by August 31st in order to bring to the Council in September. Staff worked with the Chair to finalize using previous years reports. Staff will add this item to an earlier meeting next year in order to get input from the entire Board. The report can be found on the Traffic and Parking Board website.



Traffic and Parking Board Annual Report July 2022 – June 2023

*The **mission** of the Traffic and Parking Board is to consider matters concerning substantial changes to traffic and on-street parking regulations, and taxicabs prior to action by the Director of TES, the City Manager or City Council. When reviewing these matters, the Board shall prioritize safety of all users when making recommendations. Despite the COVID-19 pandemic, the Traffic and Parking Board was able to continue their duties and held hybrid public meetings where the meetings were held in person in the City Council Chambers at City Hall with electronic access provided to the public. The Traffic and Parking Board membership completed the following activities during its 2023/23 year.*

Membership: During the year, membership included the following individuals:

- Lavonda Bonnard
- Annie Ebbers
- Casey Kane
- James Lewis
- Ashley Mihalik
- Jason Osborne
- Ann Tucker

Leadership: James Lewis served as Chair and Ann Tucker served as Vice-Chair.

City Liaison: Sheila McGraw, Principal Planner with the Mobility Services Division of the Department of Transportation & Environmental Services took over as Staff Liaison in February of 2023. Alex Block, Principal Planner with the Mobility Services Division of the Department of Transportation & Environmental Services acted as the staff liaison to the Traffic and Parking Board previously. Katye North, Division Chief of the Mobility Services Division of the Department of Transportation & Environmental Services served as the Staff Liaison during the interim while the position was being filled.

Meetings: The Board met ten times in the 2022-23 year. The ten meetings from July 2022 to June 2023 were conducted in-person in the Council Chambers at City Hall, with an electronic Zoom option for public participation.

Member Activities: The following Board members participated in these groups:

- Transportation Commission: Casey Kane
- Duke Street in Motion Advisory Group: Casey Kane

Program and/or Legislative Accomplishments: In total, the Board heard 35 public hearing items, not including consent items, this past year. The more significant issues the Board approved and rendered recommendations on are as follows:

- Recommended a proposed ordinance that authorizes the use of speed cameras in school zones and work zones.
- Recommend the permanent closure (pedestrianization) of the Unit Block of King Street and the Northern Portion of the Strand.
- Approved the administrative process for reviewing local on local stop sign requests.
- Recommend the City Council amend the city code to eliminate the age of vehicle requirement for taxis and increase the initial meter charge by \$1.
- Recommended the implementation of a Neighborhood Slow Zone Pilot in the Lynhaven Neighborhood.
- Recommended an updated approval process for curb cut applications and their appeals.
- Recommended the updated Parklet requirements.
- Recommended the installation of No Turn on Red restrictions at 10 intersections with Patrick Street and Henry Street.

Goals for July 2023 – June 2024:

- Establish a sub-committee of Traffic and Parking Board members and Taxi industry members to review fees and other regulations regarding Taxis and recommend changes to the City Council.
- Engage in Vision Zero implementation by providing feedback on related proposals and support staff in implementation.
- Participate in Alexandria Mobility Plan implementation by providing feedback on projects and support staff in implementation.
- Work toward better aligning efforts with the Planning Commission, Transportation Commission and other City Boards and Commissions, including coordination directly with those Boards.
- Continue to consider equity in the Board’s decision-making and ensure the Board is using a consistent approach in recommending changes to City streets.
- Continue to receive regular briefs on the overall transportation goals of the City to enable the Board to contextualize the Board’s work and provide better guidance to the Director.
- Provide feedback to the Council and staff on broader traffic and parking issues, including dockless mobility, Alexandria Mobility Plan, and Duke Street In Motion.

Attachments: None

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 18, 2023

DOCKET ITEM: 5

ISSUE: Residential Permit Parking Restrictions Modification – 400 block of South Royal Street

REQUESTED BY: Residents of the 400 block of South Royal Street

LOCATION: 400 block of South Royal Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES modify the existing residential permit parking restrictions on the 400 block of South Royal Street to 2-hour parking 8AM-11PM Monday-Saturday and 11AM-11PM Sunday.

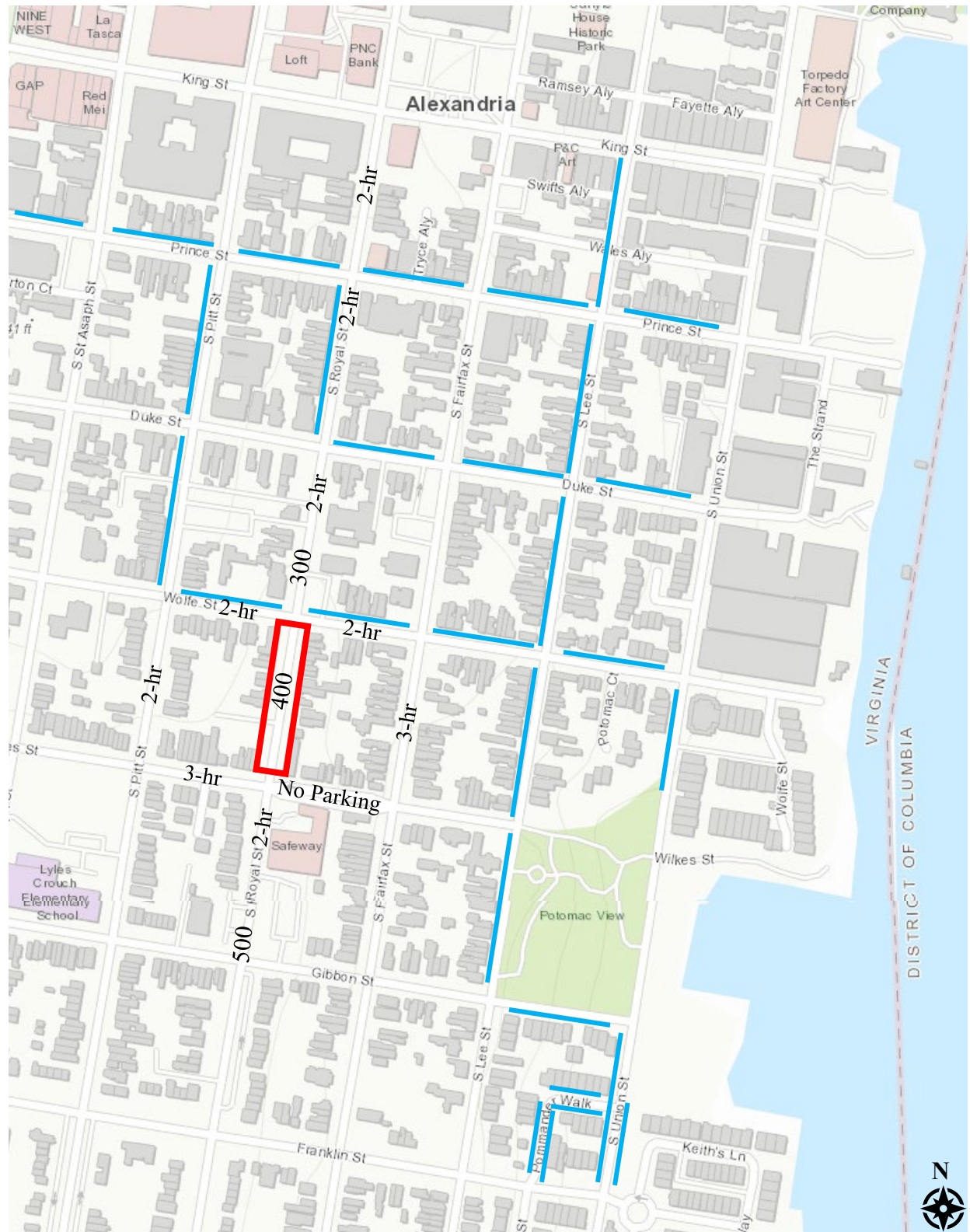
BACKGROUND: Parking on the 400 block of South Royal Street is currently restricted to 3 hours Monday through Friday, 8AM-5PM. Residents of the 400 block of South Royal Street approached City Staff about the general lack of parking availability on their block on weeknights and weekends when parking on the block is unrestricted. Residents of the block first requested to be included in the Residential Pay by Phone program, however, adding metered parking during the existing restricted parking hours would not have had the desired effect on weeknights and weekends when parking on the block is unrestricted and parking demand is high. Residents modified their request to add restrictions on weeknights and weekends.

This block is located between Wolfe and Wilkes Streets and three blocks from the heart of King Street and four blocks from the waterfront. Parking is allowed on both sides of the block, but various curb cuts significantly limit the number of parking spaces on the block itself. There are approximately 28 legal parking spaces and 25 residences on this block. The block is entirely residential. See Attachment 1 for more location information.

DISCUSSION: Staff reviewed the request and found that the requested parking restrictions are in line with the restrictions in the surrounding area. The 300 and 400 blocks of Wolfe Street as well as the 100, 200, 300, and 500 blocks of South Royal Street are all restricted to 2-hour parking. The petition (Attachment 2) was signed by 13 of the 25 residences abutting the block, which meets the requirements per [Sec. 5-8-75 of the City Code](#). There is no survey requirement to modify existing restrictions. The residents request 3-hour parking restrictions, however, City Staff followed up with the residents to see if they were amenable to having 2-hour restrictions instead for consistency and ease of enforcement, to which the residents happily agreed.

OUTREACH: Staff notified the Old Town Civic Association (OTCA) of this petition on September 1, 2023. As of September 11, City Staff had not heard back.


Attachment 1: Location of the 400 Block of South Royal Street (circled in red)



— Posted RPBP Restrictions

Attachment 2

Resident Petition


**Petition for Adding, Modifying, or Removing
Residential Permit Parking Signage in an Existing District**

Block Contact: MARK MORCENFIELD

Address: 416 S ROYAL ST.

Telephone: 214-649-0049 Email: MARKEMORCENFIELD@GMAIL.COM

District: 1

Proposed Change (Select one)

Add new signage Modify existing signage Remove existing signage

Block (e.g. the 100 block of Main Street):
400 S. ROYAL

Current Restrictions (e.g. 2 hours, 8AM-5PM, Monday-Friday):
3 HRS, 8AM - 5 PM, MONDAY - FRIDAY

Proposed Restrictions (Select an option on each line):

Two Hours Three Hours

8AM-5PM 8AM-11PM 8AM-2AM (next day)*

Monday-Friday Monday-Saturday

No Sunday Restrictions Sunday 11AM-11PM Sunday 11AM-2AM (next day)*

*Must receive prior approval by the Director of T&ES per Sec. 5-8-72

Submit Completed Petition to:
Mail: Department of Transportation and Environmental Services
Mobility Services Division - Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314

Email: max.devilliers@alexandriava.gov
Phone: (703) 746-4245

Residents hereby request that the City change the existing signage on the
 OR ROYAL ST (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the
 500 block of Side Street). We propose restrictions for the days and times indicated above. We
 understand that the restrictions will apply to all non-residents of the district, residents will be
 required to pay an annual fee for resident parking stickers for each vehicle, and we will also need
 to obtain guest passes to allow guests/contractors to park on the street beyond the posted
 restrictions.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
HARK + GARR MIDGONFIELD	<i>[Signature]</i>	416 S. ROYAL ST	MARCO MORGENTHAU @gmail.com	8/2/23
Robb Mary Kern	<i>[Signature]</i>	418 S Royal	dabneykern@ gmail.com	8/2/23
Wendy Mueller	<i>[Signature]</i>	414 S Royal	WendyJMueller@ hotmail.com	8-2-23
Joseph J. Sullivan Mary Anne Callahan	<i>[Signature]</i>	411 S Royal St	Joseph Sullivan @hotmail.com	8/3/23
Sean Murphy CAROL STAFFSON RUBEN BRACHAL	<i>[Signature]</i>	410 S. Royal St	Sean Murphy @gmail.com	8/6/23
LAWREN BACCHET NICHOLAS MARANO ELIZABETH MARANO	<i>[Signature]</i>	417 S. Royal	SRMURPHY@gmail .com	8/6/23
Brady Diente	<i>[Signature]</i>	402 1/2 S Royal St	NICHOLAS F. MARANO@gmail.com	8/7/23
Scott McChesney	<i>[Signature]</i>	406 S Royal St	bradleydiente@gmail.com	8/7/23
Moira McConagh Moira McConagh	<i>[Signature]</i>	407 S. Royal St	S.C. McChesney @s-mail.com	8/7/23
Bette Gorman Bette Gorman	<i>[Signature]</i>	411 S Royal St	moiramcconagh@ gmail.com	8/8/23
Mark Allen	<i>[Signature]</i>	412 S. Royal St	Bette@gorman	8/9/23
	<i>[Signature]</i>	415 S. Royal St	markallen@gmail.com	8/17/23

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

City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 18, 2023

DOCKET ITEM: 6

ISSUE: Curbside Pick-up and Loading Zones – 3000 block of Dogue Street

REQUESTED BY: Chuck Froemke, Senior Director of Administration, National Industries for the Blind

LOCATION: 3000 block of Dogue 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 East Glebe Road on the east side of Dogue 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 senior director of administration for the National Industries for the Blind (NIB), located at 3000 Potomac Avenue, submitted a request (Attachment 3) for two new zones on Dogue Street to accommodate the large number of employee drop-offs and pick-ups taking place during office hours.

This block and the immediate vicinity are made up primarily of commercial and office space. The requested zones are on both the northbound and southbound sides of Dogue Street closest to East Glebe Road, which is where GPS directs drivers to end and start rides when ‘National Industries for the Blind’ is inputted as the origin/destination. These parking spaces are currently non-metered and unrestricted. There are currently six 15-minute parking spaces on the 3000 block of Potomac Avenue adjacent to the entrances for the Kaiser Permanente Alexandria Medical Center and the American Physical Therapy Association. The Institute for Defense Analyses is located at 730 East Glebe Road, in the building across Dogue Street from NIB. The South Pavilion of the new Potomac Yard Metrorail Station is located across Potomac Avenue from the NIB main entrance. See Attachment 4 for more details about the location.

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 businesses on the block will benefit from dedicated pickup and drop-off zones, such as visually impaired NIB employees being dropped off and picked up as well as patients visiting Kaiser Permanente. By designating the space near the intersection as a curbside pick-up zone, many of the businesses and their employees/patrons will have visible access to the space. City staff recommends starting with just one curbside pick-up zone on the east side of Dogue Street and evaluating its effectiveness and usefulness. If NIB and City staff determine that the second zone is needed on the west side of Dogue Street, City staff will bring that request before the Board for consideration in the future.

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 Office & Commercial areas. 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
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

Per the vision for the Potomac Yard neighborhood, the City plans to implement metered parking on various streets immediately west of the Potomac Yard Metrorail Station in the future to better manage on-street parking demand and ensure Metrorail users aren't storing their vehicles in the area for long periods. The City Council approved a parking meter zone for the blocks near the Metro station in 2015 and developments on these blocks are required to pay for meters. Some of the blocks have meters already, but now that the Metro is open, staff proposes adding meters to the remainder of the blocks. The Board will be reviewing the locations of these planned meters at an upcoming meeting.

OUTREACH: Staff notified the Potomac Yard Civic Association of the request on August 31, 2023. As of September 11, City Staff had not heard back.

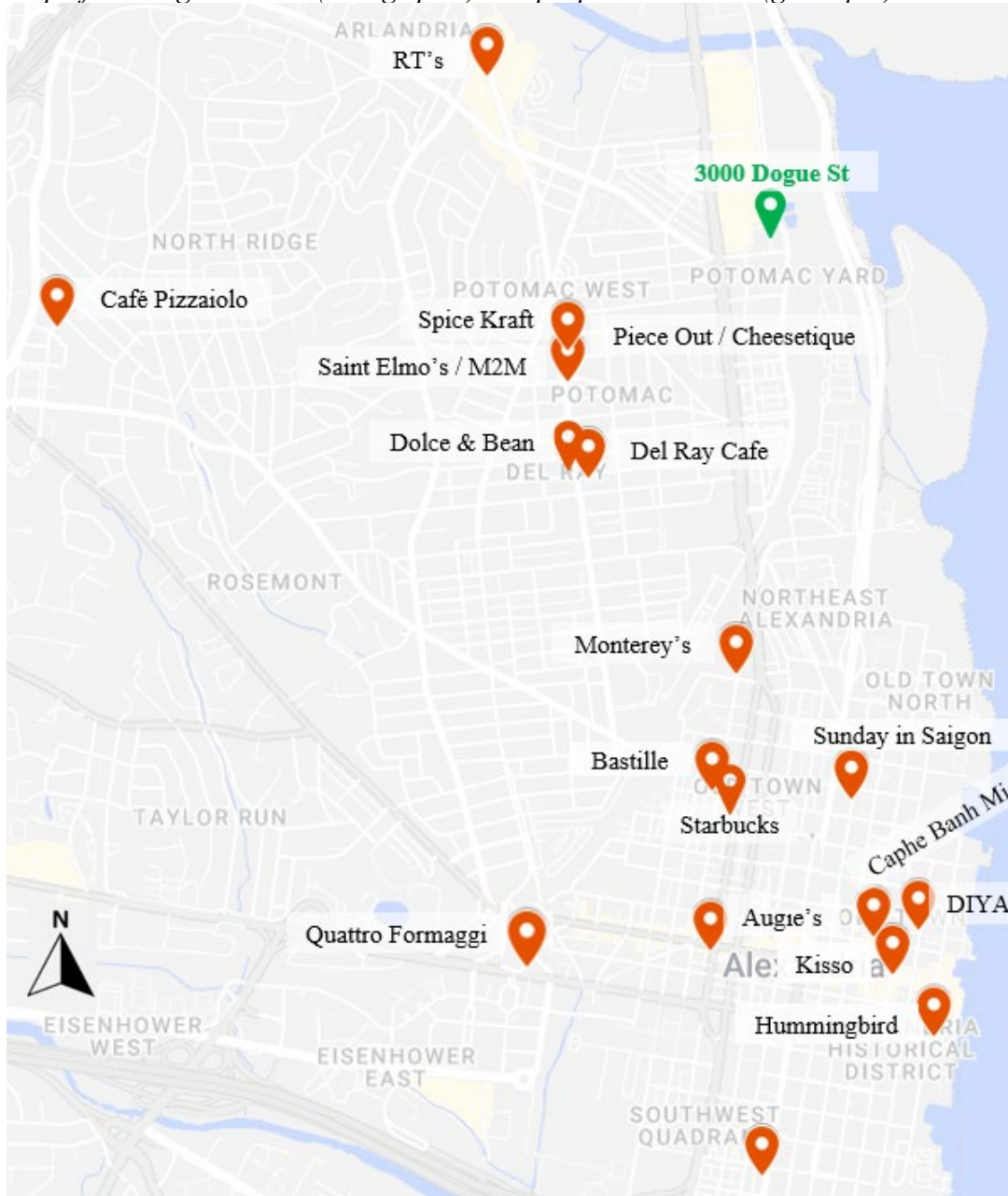
ATTACHMENT 1:

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 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?*): National Industries for the Blind requests the addition of one curbside loading/pickup sign in each direction (two total signs) on Dogue Street in the carved parking spots closest to the Dogue Street and E. Glebe Road intersection. Traffic changes on E. Glebe Road have made pickup/dropoff very dangerous for our employees who are blind and visually impaired, since E. Glebe Road has been reduced from three lanes to two lanes for cars because of the new bus lane that was created.

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 Only for Loading/Pickup for one spot in each direction on Dogue Street

Location: Please see attached map with proposed signs and location
(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: Chuck Froemke, Senior Director, Administration, National Industries for the Blind

Address: 3000 Potomac Avenue, Alexandria, VA 22305

Email: cfroemke@nib.org

Phone Number 03 3 0 05 5

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

ATTACHMENT 4: Locations

StreetView



Northbound Dogue Street

Aerial



City of Alexandria, Virginia

Traffic and Parking Board

DATE: September 18, 2023

DOCKET ITEM: 7

ISSUE: Residential Pay by Phone – 300 block of South Fairfax Street

REQUESTED BY: Residents of the 300 block of South Fairfax Street

LOCATION: 300 block of South Fairfax Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES implement a residential pay by phone requirement (\$1.75 per hour) for the 300 block of South Fairfax Street.

BACKGROUND: The Residential Pay by Phone Program allows residents to request parking restrictions that require non-residents to pay a fee to park. Pay stations are not generally installed on Residential Pay by Phone blocks; instead, signage referring to the available payment methods on these blocks replaces existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block. To be eligible for Residential Pay by Phone signage, a block must meet the parking occupancy threshold, must already have posted parking time restrictions for non-residents, and must be directly adjacent to another pay by phone or metered block.

The residents on the 300 block of South Fairfax Street have submitted a petition requesting these restrictions. This block is located between Duke and Wolfe Streets three blocks from the heart of King Street and two blocks from the waterfront. Parking is only allowed on the east side of the block and is restricted to 2 hours from 8 AM to 2 AM, Monday through Saturday, as well as from 11 AM to 2 AM on Sundays, District 1 permitholders exempt. There are approximately 16 legal parking spaces on this block. The block is residential except for the Old Presbyterian Meeting House and its properties as well as a parking lot owned by St. Mary's on the west side of the block. See Attachment 1 for more location information.

DISCUSSION: Staff reviewed the request per the requirements outlined in the City Code and found it is eligible for the signage. The table below summarizes the block's compliance with the requirements.

Requirement	Compliance
The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.	The 300 block of South Fairfax Street is adjacent to the 200 and 300 blocks of both Duke and Wolfe Street, which all have residential pay by phone parking fees implemented (see Attachment 1).
The area subject to parking fee must already be posted with residential parking restrictions.	Current restrictions (<i>District 1 permit-holders exempt</i>): <ul style="list-style-type: none"> • 2hr 8AM-2AM Mon-Sat • 2hr 11AM-2AM Sun
The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed occupants of more than 50% of the residential properties abutting the block.	The petition submitted was signed by 10 out of the 19 total properties (53%) on the block (see Attachment 2).
The parking occupancy must be 75% or more.	A parking survey was conducted at 4:45 PM on Thursday, August 24, 2023, and staff found that 15 out of 16 parking spaces (94%) were occupied. During the surveys, Staff also observed that 67% of the vehicles parked on this block were occupied by permit-holding residents of District 1.

OUTREACH: Staff notified the Old Town Civic Association (OTCA) of this petition on September 1, 2023. OTCA responded stating they continue to have concerns about the Residential Pay by Phone program.

City staff and a resident of the 300 block of South Fairfax Street reached out to both the Old Presbyterian Meeting House as well as St. Mary’s several times but did not receive any comments about the proposed restrictions.

Attachment 1: Proposed Residential Pay by Phone Block – 300 Block of South Fairfax Street



— Posted RBP Restrictions

Attachment 2

Resident Petition



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

Block Contact: ELLEN RADIGAN
Address: 304 S. FAIRFAX ST.
Telephone: 703-967-9577
Email: RADIGANELLE@GMAIL.COM
Requested Block: 300 SOUTH FAIRFAX ST.

<p>Submit Completed Petition to: Mail: Department of Transportation and Environmental Services Mobility Services Division Attn: Parking Planner 421 King Street, Suite 235 Alexandria, VA 22314</p>	<p>Email: max.devilliers@alexandriava.gov Phone: (703) 746-4245</p>
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We the undersigned residents hereby request that the City add residential pay by phone signage on the 300 Block of S. FAIRFAX Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

	Resident Name (Printed)	Resident Signature	Address	Date
1	ELLEN RADIGAN	<i>Ellen Radigan</i>	304 S. FAIRFAX ST	4/25/23
2	Jordan Skibinski	<i>Jordan</i>	300 S. Fairfax St	4/26/23
	David Hoffman-Ford	<i>Dan</i>	300 S. Fairfax St	04/26/23
3	MARGARET ARNO	<i>Margaret Arno</i>	310 S. FAIRFAX ST	4/27/23
4	DAVID HEIDER	<i>David Heider</i>	302 S. FAIRFAX ST	4/20/23
5	Cynthia Spoehr	<i>CW Spoehr</i>	308 S. Fairfax St	5/1/23
6	Julianne Belevick	<i>J Belevick</i>	312 S. FAIRFAX ST	5/2/23
7	ROBIN GROVER	<i>Robin Grover</i>	306 S. FAIRFAX ST	5/8/23
8	Susan Nelson	<i>Susan Nelson</i>	318 S. FAIRFAX ST	6/12/23
9	ASHLEY CHAMBERLAIN	<i>A Chamberlain</i>	320 S FAIRFAX	6/18/23
10	SARAH LEVESQUE	<i>S Levesque</i>	308 1/2 S. FAIRFAX	6/21/23

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

Staff Only: 19 # Number of Households on the block
10 # Number of Households that signed petition
52% Percentage of Households