

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, FEBRUARY 26, 2024 7:00 P.M.
IN-PERSON AND VIRTUAL**

The February 26, 2024, 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_Zzl8wb7gST2z6bP7erIY_g

Or an H.323/SIP room system:

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

Meeting ID: 977 7596 1552

Passcode: 915805

SIP: 977 7596 1552@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, FEBRUARY 26, 2024 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the January 22, 2024 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**
 - A. First Contra-Flow Bike Lane Installed on East Glendale Avenue
 - B. Dockless Mobility Application Update
 - C. Parking Enforcement Contractor Update

Parking Enforcement Contractor Update PUBLIC HEARING ITEM

5. Parking removal – Utica Avenue and South Ingram Street
6. Pickup and Drop-off Loading Zone – 900 block of North Henry Street
7. Loading Zone – 200 block of South Union Street
8. Pickup and Drop-off Loading Zone Administrative Procedure

INFORMATION ITEM

9. **STAFF UPDATES**
10. **COMMISSIONER UPDATES**

Next Meeting: Monday, March 25, 2024

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JANUARY 22, 2024, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

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

BOARD MEMBERS ABSENT: Jason Osborne.

STAFF MEMBERS PRESENT: T&ES – Hillary Orr, Deputy Director; Katye North, Division Chief; Sheila McGraw, Principal Planner; Dan Scolese, Civil Engineer IV; Alex Carroll, Principal Planner; Max Devilliers, Urban Planner II; and Silas Sullivan, Urban Planner II.

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

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

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - New Crossing at Holmes Run Parkway and North Ripley Street
 - Capital Bikeshare Record Ridership Year 2023
 - King/Callahan/Russell Intersection Improvements Project

Mr. Kane stated that Maintenance of Traffic (MOT) plans should all include a pedestrian accommodation so that the pedestrians are not forced to walk in the travel lane. Mr. Kane also stated that MOT plans are publicly available for development projects prior to construction, but are not publicly available for public realm projects such as this one, yet they should be. Ms. Mihalik asked if the temporary crosswalk at King Street and Sunset Drive can be made permanent given its usage and utility, to which Ms. Carroll responded that Staff intend to make the crosswalk permanent moving forward.

- Parking Enforcement Contractor Update

Ms. Tucker asked at which time most parking restrictions begin, to which Ms. McGraw responded that most begin at 8 a.m. Ms. Tucker raised concerns about the parking enforcement contractors starting work at 7 a.m. given that they are focused primarily on enforcing the posted parking restrictions, and stated that the most issues heard are about midday on weekdays and evenings on weekends. Ms. McGraw responded that this is a pilot program and the Police Department will be refining the contract et cetera based on lessons learned via this pilot.

- City Code Amendment – Residential Parking Permit (RPP) Restrictions for In-home Childcare Providers Update

- Eisenhower Avenue Transportation Study Update
- Dockless Mobility Update
- Pick-up and Drop-off at the Basilica School of Saint Mary Update

4. **PUBLIC DISCUSSION PERIOD:** Marge McNaughton raised concerns about the elimination of a right turn at West Taylor Run and Duke Street because a slip lane would decrease safety and would increase cut-through traffic. Ms. McNaughton also stated that the volume data does not call for a new bike lane; cyclist and pedestrian facilities should be combined into a shared-use path instead of separate facilities. Bob King spoke to thank the Board and City Staff for the expansion of Capital Bikeshare over the years.

BOARD ACTION: None.

CONSENT ITEMS

BOARD ACTION: Ms. Ebbers made a motion to remove both items from consent.

5. **ISSUE:** No Turn on Red Restrictions - Four Intersections Along North Saint Asaph Street

DISCUSSION: Mr. Sullivan presented the item to the Board. Ms. Tucker asked why some or all of these intersections could not be converted to all-way stops, to which Mr. Scolese responded that staff is considering it. Ms. Tucker asked if there is a safety difference between intersections controlled by traffic signals versus by stop signs, to which Mr. Scolese responded that it depends on the intersection, urban landscape, and area density. Chair Lewis added that staff will no longer be installing signage that states that turning at a red light is only prohibited when pedestrians are present due to safety reasons.

PUBLIC TESTIMONY: Dane Lauritzen testified in support due to safety reasons. Josh Barnathan testified in support due to safety reasons.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Bonnard to recommend the Director of T&ES install No Turn On Red restrictions along North Saint Asaph Street at Montgomery, Madison, Wythe, and Pendleton Streets. The motion carried unanimously.

6. **ISSUE:** All-way Stop Addition - Intersection of Commonwealth Avenue and Windsor Avenue

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES approve an all-way stop at the intersection of Commonwealth Avenue and Windsor Avenue. The motion carried unanimously.

PUBLIC HEARING ITEMS

7. ISSUE: No Turn on Red Restrictions - Multiple Intersections Along Duke Street

DISCUSSION: Ms. Carroll presented the item to the Board. Mr. Kane stated that City staff should consider traffic signal timing and traffic volumes on Duke Street at North Ripley Street and North Paxton Street due to congestion on those streets, which will likely be exacerbated by this change. Chair Lewis reiterated that bicycles/cyclists should be detected at these intersections, and also mentioned that many drivers cut through the gas station at the entrance of the Shoppes at Foxchase which should be addressed as well as the traffic flow caused by DaVita at Duke Street and South Pickett Street. Ms. Mihalik asked if the outreach for this proposal was more or less effective than for other proposals along Duke Street and how it differed, to which Ms. Carroll responded that eNews was used specifically for this because the effort spanned multiple areas slightly instead of just one neighborhood.

PUBLIC TESTIMONY: Tom Kopko testified in opposition due to the time that this proposed restriction would add for drivers making turns onto Duke Street given how similar restrictions have affected Cameron Station Boulevard. Mr. Kopko claimed that there is a lack of data to support these proposed changes and suggested that right turns on red be allowed after making a full stop and that signage be installed stating drivers will be fined for related violations.

BOARD ACTION: Ms. Mihalik made a motion, seconded by Ms. Ebbers to recommend installing No Turn On Red restrictions along Duke Street at North Ripley, South Reynolds, North Paxton, and South Pickett Streets, as well as the entrance to the Shoppes at Foxchase. The motion carried unanimously.

INFORMATION ITEMS

8. STAFF UPDATES: Mr. Scolese provided the Board with an update regarding the Manual on Uniform Traffic Control Devices (MUTCD). Ms. Tucker asked if staff can include in docket items moving forward how the recent changes to the MUTCD might have affected the docket item in any way. Mr. Kane asked if any of the experimental projects were included as changes to the MUTCD, to which Ms. Carroll responded that priority sharrows and bike signals were not but will check on advisory bike lanes.

Ms. Orr provided the Board with an update regarding Duke Street at Cambridge Road/Roth Street. Mr. Kane commented that Option 3 prohibits being able to drive straight from Roth Street to Cambridge Road. Ms. Tucker stated that many neighbors are excited about Option 3, and added that the curb cut on Cambridge Road for 7-11 creates gridlock for the intersection when the 7-11 parking lot is full and asked if staff would look into if the curb cut could be closed.

Mr. Scolese provided the Board with an update regarding Duke Street at West Taylor Run. Ms. Mihalik and Mr. Kane raised concerns about high speeds and the resulting conflict between drivers and cyclists at Duke Street and Moncure Drive/Hilton Street. Ms. Tucker asked how cyclists would cross West Taylor Run Parkway. Mr. Kane asked how the proposals for Duke Street at West Taylor Run Parkway would come together with those for Duke Street at Cambridge Road i.e., which two options would produce the best result when combined. Mr. Kane also asked if the City would need to wait a certain number of years to make changes to the proposal given that these projects are funded by VDOT, to which Mr. Scolese responded he would check with VDOT.

9. COMMISSIONER UPDATES:

- Mr. Kane updated the Board that the Eisenhower West Landmark Van Dorn Implementation Advisory Group met to discuss the conversion of the former Victory Center into apartments to complement the surrounding townhouses being built.
- Mr. Kane updated the Board that the Transportation Commission approved grant applications for safety improvements on Seminary Road west of I-395.
- Chair Lewis updated the Board that the Sub-Committee on Taxicab Regulations met on January 22, 2024, and will bring their recommendations for City Council before the Board at the February 26 meeting.
- Chair Lewis updated the Board on it being Mr. Osborne's final term and that Mr. Osborne can no longer serve on the Board due to his work, so his seat will become vacant.
- Ms. Tucker notified the Board that she will be absent for the February 26 meeting.
- Ms. Bonnard notified the Board that she will be absent for the March 25 meeting.

ADJOURNMENT

Ms. Ebbers moved to adjourn the meeting, seconded by Ms. Tucker. The motion carried unanimously. The meeting adjourned at 9:10 PM.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 26, 2024

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

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

The City recently completed the installation of 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 provides easy and safe access for cyclists between Del Ray and the Potomac Yard Trail.

Planning, design, and outreach for the contra-flow bike lane started in the spring of 2023 in response to community feedback and Safe Routes to School Walk Audit observations made at George Washington Middle School (GWMS) earlier that year. In addition to the contra-flow bike lane, the final design included shared-lane markings (sharrows), and new high-visibility crosswalks and ADA ramps.



City staff are currently preparing materials to inform the public about how to safely use this new cycling infrastructure. They are also coordinating with Alexandria City Public Schools and staff at GWMS to ensure that the students who bike to and from school via East Glendale Avenue are doing so safely. Now that it is finished, the contra-flow bike lane on East Glendale Avenue completes a segment of new bicycle infrastructure called for in the Pedestrian and Bicycle chapter of the Alexandria Mobility Plan (2021).

B. Dockless Mobility Application Update

On February 13, the City released an application for the next permit year of the Dockless Mobility program. The permit will run from April 1, 2024 – March 31, 2025. Applicants will be scored based on their compliance and operational data in the City, such as their responsiveness to improper parking reports and equity zone deployments. If an applicant is not currently operating in the city, they will be required to submit similar data from a comparable jurisdiction they do currently operate in, along with a local government contact to verify the data. Staff will notify approved operators in March and provide a written update for the Traffic and Parking Board in April.

The permit application and additional information can be found on the Dockless Mobility webpage: alexandriava.gov/DocklessMobility.

C. Parking Enforcement Contractor Update

The Alexandria Police Department started a pilot parking enforcement program with contractor, Reimagine Parking, at the end of December. The parking enforcement pilot supplements the City's existing parking enforcement officers and provides parking enforcement in Old Town, primarily along and around King Street. The contractors are authorized to issue citations only and do not handle issues of towing, vehicle relocation, or booting. The parking enforcement contractors wear identifiable reflective vests with parking enforcement written on them as can be seen in the photo below. Personnel officially began on Wednesday, December 27, 2023, and conduct parking enforcement during the hours of 7 a.m. - 11 p.m., Monday - Friday. Since the pilot began, more than 50 percent of the parking citations issued have been meter related. In January, 4,000 parking citations were issued through this pilot program.



City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 26, 2024

DOCKET ITEM: 5

ISSUE: Parking removal – Utica Avenue and South Ingram Street

REQUESTED BY: Asa Orrin-Brown

LOCATION: Southeast corner of South Ingram Street at Duke Street
Northeast corner of Utica Avenue at South Ingram Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES remove 30 feet of on-street parking on the north side of Utica Avenue immediately east of South Ingram Street as well as 60 feet of on-street parking on the east side of South Ingram Street immediately south of Duke Street.

BACKGROUND: In January 2024, a resident of South Ingram Street, submitted a 311 request for the removal of on-street parking on Utica Avenue immediately east of South Ingram Street due to obstructed driver sightlines, which creates issues for children and others walking to the bus stop on Duke Street.

Westbound drivers on Utica Avenue climb a hill, which tends to encourage driver acceleration coming up the hill and approaching the intersection. Westbound drivers on Utica Avenue have also been witnessed by residents failing to stop at South Ingram Street as a result of the obstructed view of the stop sign. This is a primarily residential neighborhood south of Duke Street largely with duplexes accompanied by off-street parking for one to two vehicles. Despite the prevalence of off-street parking, many vehicles are parked on the street throughout the neighborhood.

Section 10-4-41 of the City Code prohibits drivers from parking within 20 feet from the intersection of curb lines, however, the gentle curve of the curb in this location enables drivers to park much closer to the intersection than is safe, given the topography and the size and number of vehicles parked in the vicinity.

DISCUSSION: The requestor provided City staff with a completed petition (Attachment 1) for parking removal on Utica Avenue as well as on South Ingram Street at Duke Street due to similar visibility concerns there. The petition was signed by residents from 44 households situated adjacent to these two intersections. Given this in conjunction with the support from neighbors and the topography, staff recommend removing the requested parking spaces on Utica

Avenue and South Ingram Street, plus an additional 30 feet of parking on South Ingram Street due to the proximity of a residential curb cut which will likely get obstructed often if the entirety of the parking north of the curb cut is not removed (Attachment 2).

Removing 90 feet of on-street parking—in addition to the 20 feet that Section 10-4-41 prohibits drivers from parking in at both intersections—to improve sightlines and better prevent crashes would comply with the City’s approved Curb Space Prioritization Framework (Attachment 3) as part of the Alexandria Mobility Plan, which notes safety improvements as an overarching priority for all zones. Additionally, traffic safety is a key priority for the City, as documented in the Alexandria Mobility Plan’s Streets chapter and the Complete Streets Design Guidelines.

Given the specific conditions of the curb and topography and support from the neighborhood, staff is supportive of removing additional parking at this location beyond what is established as a baseline in the City Code.

OUTREACH: Staff notified the Wakefield-Tarleton Civic Association of this request. As of February 14, 2024, staff had not heard back. Staff received a call from a neighborhood resident on February 6, 2024, who opposes the request due to the lack of parking availability.

Attachment 1:

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?*):

The North-East corner of Utica Ave and S Ingram gets blocked by parked cars so that West bound cars on Utica can't see the stop sign or crosswalk. The South-East corner of S Ingram and Duke service road gets blocked by parked cars so that outbound cars from the neighborhood and inbound cars from Duke street barely have room to pass each other. The parked cars also block visibility of the crosswalk. We request a no parking sign at these two locations 30 feet back from the stop bar. 30 feet buffers in front of the stop bars are in line with many jurisdictions, including Arlington and Fairfax County.

Type of On-Street Parking Modification Requested:

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

Location: the North-East corner of Utica and S Ingram and the South-East corner of S Ingram and Duke service rd _____
(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: Asa Orrin-Brown

Address: _12 S Ingram St, Alexandria VA 22304

Email: asaorinbrown@gmail.com

Phone Number: 703-915-5316

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

We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:

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Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Micahi Oppong	Support	1/25/24	20 South Ingram st	Resident	
Jack Neel	SUPPORT	1/25/24	22 S. Ingram	Occupant	
Allen Aksh	Support	1-24-24	24 S. Ingram	Occupant	
Liz Rin	Support	1-25-24	35 Ingram St	Occupant	
James Cho	support	1-25-24	36 Ingram	Resident	
James King	Support	1-25-24	13 Ingram	Resident	
Teresa Colson	support	1-25-24	14 Ingram	owner	
P. Rosby	support	1-25-24	151 Ingle	owner	
Milagros Jean Charles	Support	1-25-24	9 S. Ingram St	owner	
Asa Orrin Brown	Support	1-25-24	12 S. Ingram	owner	
Brianne Orrin Brown	Support	Jan 25 2024	12 S. Ingram	resident	


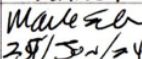
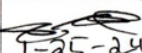
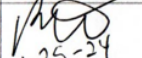
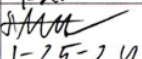
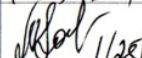
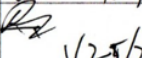
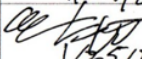
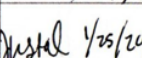
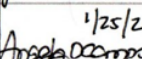
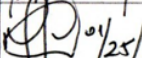
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Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Bob Morrison	support	Bob Morrison 1-25-11	10 S. Ingram	owner	
JOEL THURSTON	SUPPORT	[Signature]	6 S. INGRAM	OWNER	
WILLIAMS DOVOTRA	SUPPORT	[Signature]	4 S. Ingram	OWNER	
Dan Drummond	Support	[Signature]	17 S. Ingram	owner	
Omara Rojas	Support	[Signature]	21 S. Ingram	Owner	
Michael Meador	Support	[Signature]	4313 Vernon	Owner	
Nelida Rojas	Support	[Signature]	25 S. Ingram St Alexandria	occupied resident	
Oscar Marin	Support	[Signature]	25 S. Ingram St	resident	
Tia Dunkley	Support	[Signature] 1/25/11	27 S. Ingram St.	resident	
Florencia Danowich	support	[Signature]	17 S. Ingram St	owner	
Yvette Jiang	Support	[Signature]	126 S. Ingram St.	owner	

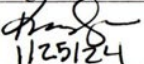
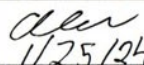
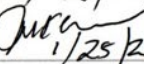
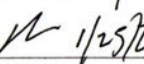
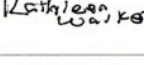
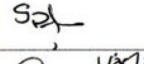
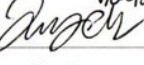
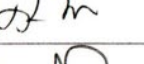

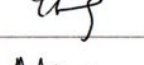
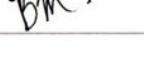
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Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
STEPHEN MCDONALD	SUPPORT	 25 JAN 24	108 S INGRAM	OWNER	STEVENMCS26@GMAIL.COM
Mark Schneider	SUPPORT	 25/Jan/24	117 S INGRAM	OWNER	markschneider@46.com
Laura K. Neck	Support	 1-25-24	110 S Ingram	owner	kymneck@gmail.com
Paul Castro	Support	 1-25-24	120 S Ingram	Owner	CASTRO, PAUL@gmail.com
Nikita Baunkin	Support	 1-25-24	127 S Ingram St	Occupant	nikbaunkin@gmail.com
Natalia Larsen	Support	 1/25/24	124 S Ingram	Occupant	natalarsen@yahoo.com
BRENDA BERTHIAUME	Support	 1/25/24	119 S INGRAM	Occupant	brenda.berthiaume@gmail.com
ALLAN VESTAL	SUPPORT	 1/25/24	121 S INGRAM	OWNER	ALLAN JAMES VESTAL@gmail.com
Jan Vestal	support	 1/25/24	121 S Ingram	OWNER	jenrosevestal@gmail.com
Angela Ocampo	Support	 1/25/24	155 Ingram St Alexandria VA	Owner	apocampo89@gmail.com
Marco Saverio	SUPPORT	 01/25/24	155 JACOB ST ALEXANDRIA VA	OWNER	ARDELAS0822@PAMCO.COM

We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:

The North-East corner of Utica Ave and S Ingram gets blocked by parked cars so that West bound cars on Utica can't see the stop sign or crosswalk. The South-East corner of S Ingram and Duke service road gets blocked by parked cars so that outbound cars from the neighborhood and inbound cars from Duke street barely have room to pass each other. The parked cars also block visibility of the crosswalk. We request a no parking sign at these two locations 30 feet back from the stop bar. 30 feet buffers in front of the stop bars are in line with many jurisdictions, including Arlington and Fairfax County. The impact would be approximately 2 parking spots for the neighborhood.

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Kursten Phelps	Support	 1/25/24	12 S. Ingram Alexandria, VA 22304	owner	Kursten- phelps@gmail.com
Abe BANGURA	Support	 1/25/24	4357 Utica Ave	tenant	
Iza Kamenik	Support	 1/25/24	4337 Utica Ave Alex VA	owner	
Katelyn miller	Support	 1/25/24	4327 Utica	owner	Rubin M. H... Gmail.com
Jessie... Kathleen...	Support	 1/25/24	4329 Utica Ave	owner	rewalker@... mra.com
Susie Davis	Yes	 1/25/24	4323 Utica Ave	owner	owner
James Admirer	Yes	 1/25/24	42 S Ingram	owner	
Kristin Hass	support	 1/25/24	102 S Ingram	owner	
Andrew Pecora	Yes	 1/25/24	102 S Ingram	owner	andrew@ pecorasystems.com
Ellen Z	Yes	 1/25/24	104 >>	owner	Ewdie@Si... Brienna@gmail.com
Brienna McDonald	Yes	 1/25/24	108 S Ingram	owner	Brienna@gmail.com

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Attachment 2: Depiction of locations for proposed parking space removal

Aerial



Google Street View



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: February 26, 2024

DOCKET ITEM: 6

ISSUE: Pickup and Drop-off Loading Zone – 900 block of North Henry Street

REQUESTED BY: Carpenter’s Shelter, 930 North Henry Street

LOCATION: 900 block of North Henry Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install ‘Active Loading and Curbside Pickup Only’ signage for the 80 feet of curb space north of the entrance to 930 North Henry Street.

BACKGROUND: City staff received a 311 ticket in December 2023 stating that vehicles often block the westmost travel lane on the 900 block of North Henry Street because drivers are dropping off or picking up passengers at the Carpenter’s Shelter. Staff reached out to Carpenter’s Shelter to confirm that there is indeed a need for a pickup and drop-off loading zone and, if so, the times of day that the zone would be needed. The HR & Operations Manager of Carpenter’s Shelter confirmed the need and submitted a request (Attachment 1) for a new loading zone in front of the main entrance to accommodate resident and volunteer drop-offs and pickups that occur throughout the day and night. The building’s loading dock entrance as well as its parking garage entrance/exit is located on the 1100 block of First Street. See Attachment 2 for more details about the location.

The requested zone is on the west side of North Henry Street, closest to First Street where Route 1 splits into two separate one-way streets. These parking spaces are currently non-metered and unrestricted, which lends them to being used for long-term parking. The final site plan for 930 North Henry Street did not include stipulations for on-street parking restrictions of any kind on either North Henry Street or First Street. The nearest loading zone is one block away on the 1000 block of North Fayette Street and is heavily used, primarily for pizza pickup and delivery for Monterey’s Pizza. There are no other on-street loading zones nearby. The building’s loading dock entrance as well as its parking garage entrance/exit is located on the 1100 block of First Street. See Attachment 2 for more details about the location.

DISCUSSION: This block and the immediate vicinity are growing quickly into a vibrant mixed-use neighborhood with an increased demand for curbside deliveries, pickups, drop-offs, and loading as the building density increases and the number of surface parking lots wanes. North Henry Street is also a high-traffic corridor and its intersection with First Street and North Patrick

Street is most often busy, so the need for a safe space to pull over and pick up/drop off is paramount. Providing strategic loading zones helps to prevent reduce double-parking and obstruction of travel lanes on this busy street, such as the one located on the 500 block. As such, staff recommends implementing an 80-foot-long pickup and drop-off loading zone from First Street to the entrance of Carpenter’s Shelter to accommodate this demand and be more visible to multiple drivers approaching the destination in a higher-speed environment.

The requested pickup and drop-off loading zone is proposed for North Henry Street to make it more visible to drivers using navigation technology to drop off or pick up passengers at 930 North Henry Street. The residents of The Bloom at Braddock (900 N Henry St) would also benefit from this dedicated zone for their own pickup and drop-off needs. The proposed signage for these zones aims to clearly identify curb space that can be used by food delivery workers, taxi drivers, and rideshare drivers, as well as general freight loading and unloading.

Providing a variety of ways to access buildings 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 priorities for Main Street 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

OUTREACH: Staff notified the Braddock Metro Citizens’ Coalition and the Northeast Citizens Association of this request on February 8, 2024. As of the posting of this docket, City Staff had not received input from either group.

ATTACHMENT 1:

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?*):

Having a place to pull over to let our residents and volunteers in and out of vehicles would be safer and would also prevent the right lane on N Henry from being blocked for others driving down this street.

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 _____

Location: *Right outside our main entrance at 930 N Henry St.*
(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: Mary-Esther Dattatreyan

Address: Carpenter's Shelter, 930 N Henry St.

Email: medattatreyan@carpentersshelter.org

Phone Number: (703) 548-7500, ext 234

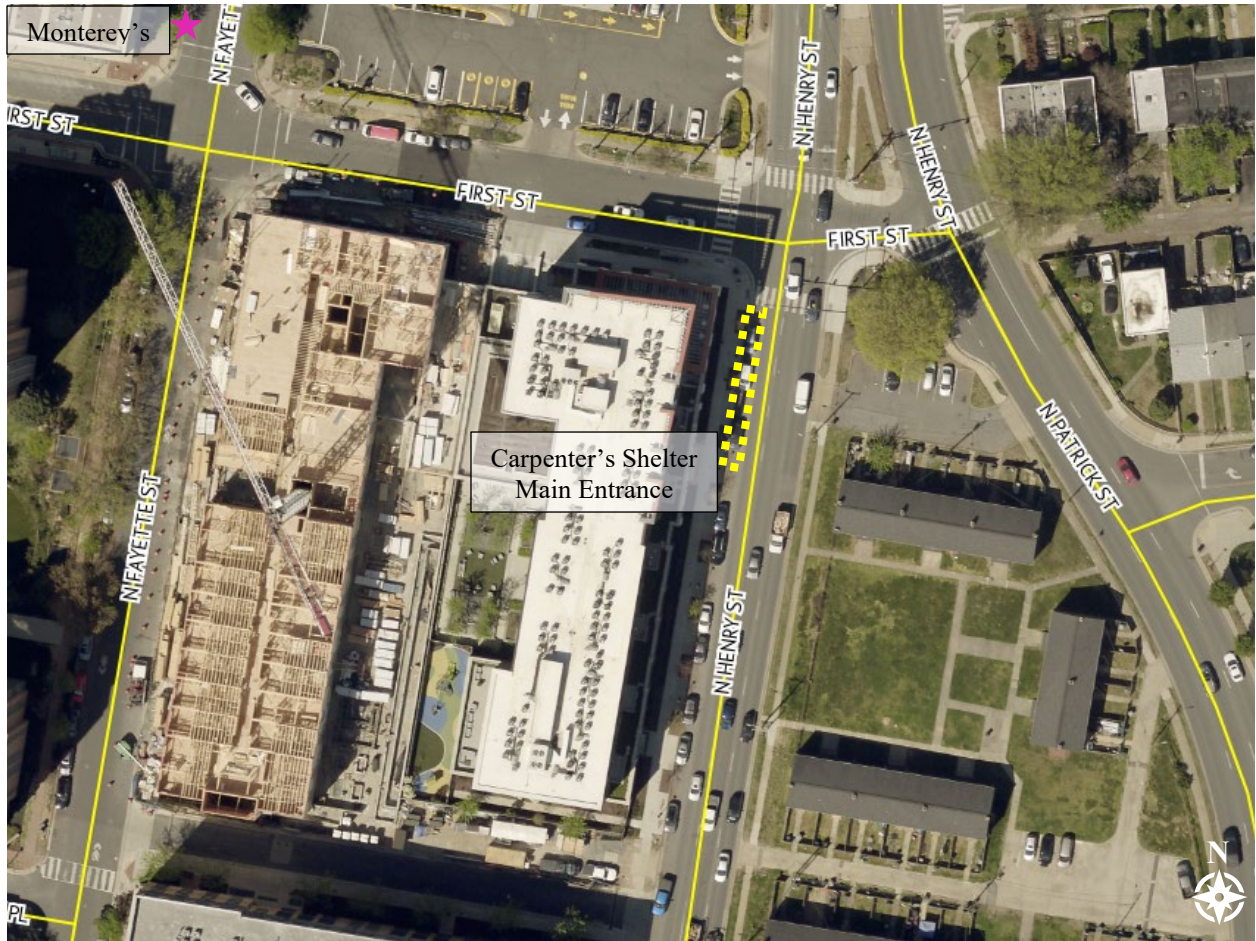
- Best Way to Contact:** Email Phone
- Best Time of Day to Contact:** Morning Afternoon

ATTACHMENT 2: Location
StreetView



Southbound North Henry Street

Aerial



City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 26, 2024
DOCKET ITEM: 7
ISSUE: Loading Zone – 200 block of South Union Street

REQUESTED BY: Nahom Debessay, 215 South Union Street

LOCATION: 200 block of South Union Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install ‘Loading Zone 8 a.m. to 5 p.m. Monday-Friday’ signage for the 54 feet of metered on-street parking in front of 215 South Union Street with administrative approval to convert back to metered parking as is if Parking Enforcement finds the new zone is being used for parking.

BACKGROUND: Café du Soleil, located at 215 South Union Street, submitted a request (Attachment 1) for a new pickup and drop-off zone on South Union Street to accommodate the deliveries made to the various businesses on this block. This curb space was used as a commercial parklet for Café du Soleil for approximately two years.

215 South Union Street is a historic commercial building with no off-street parking containing three separate businesses. The businesses claim that they rely upon goods delivery services from multiple vendors including Amazon, UPS, and FedEx, as well as food delivery services such as Uber Eats, DoorDash, and Grubhub. These businesses have used the privately owned alley to the rear of the building for some loading, but have had issues with residents complaining that the alley is being obstructed, and the businesses are now concerned that the Solo Garage redevelopment will result in increased usage of the alley. The building is situated in between two curb cuts—one for a privately owned parking lot, and the other for the former Solo Parking Garage, which is currently being redeveloped into townhomes. The 200 block of South Union Street is also home to the Hotel Indigo, ground-floor retailers, offices, and residences which could make use of this zone.

These parking spaces are currently metered and restricted to 2-hour parking 8 a.m. to 9 p.m., Monday through Saturday. Parking is also prohibited on the south side of the block except for a loading zone directly in front of the Hotel Indigo, closer to Duke Street. See Attachment 2 for more details about the location.

DISCUSSION: The petition is supported by the three businesses—Café du Soleil, a hair and makeup studio, and a photography studio—occupying 215 South Union Street as well as by the

property owners and manager. Although the applicant requested a pickup/drop-off zone, staff recommend that the zone be a time-delimited loading zone, with the other hours remaining as metered parking. If Alexandria Parking Enforcement reports that this loading zone is being used for long-term parking after signage installation, City staff will survey the zone and return the restrictions to existing conditions given the high demand for parking in this area and existence of loading zones nearby.

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 priorities for Office & Commercial areas as well as Main Streets. A dedicated space for people and goods to be picked up and dropped off is consistent with the priorities for using the curb.


Curb Space Prioritization Framework

Priority:	Residential	Main Streets	Office & Commercial	Warehouse & Industrial
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

OUTREACH: Staff notified the Old Town Citizens Association (OTCA) and Old Town Business Association (OTBA) of this request on February 8, 2024. On February 9, 2024, both OTCA and OTBA emailed staff in response stating their opposition to the request.

ATTACHMENT 1:
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?*):
pickup and loading zone for business ^{residing in} ~~at~~ front
of 215 S. Union Street Alexandria, VA 22314.

Type of On-Street Parking Modification Requested:

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

Proposed restrictions _____

Location: 215 South Union Street Alexandria VA 22314
(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: Nahom Debessay (Cafe du Soleil)

Address: 215 S. Union Street Alexandria VA 22314

Email: cafeduSoleilva@gmail.com

Phone Number: 703-868-6153

Best Way to Contact: Email Phone

Best Time of Day to Contact: Morning Afternoon

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Mobility Services
421 King Street, Suite 235
Alexandria, VA 22314



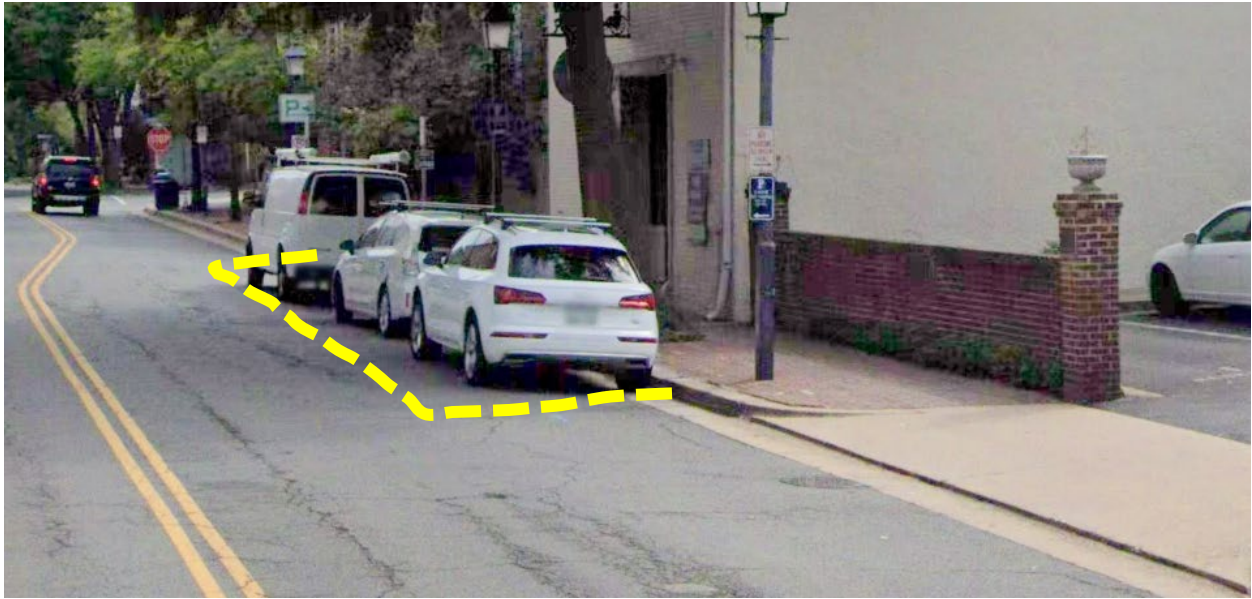
We the undersigned hereby support or oppose (as indicated) the proposed on-street parking change:

(Petition should include signatures from a representative, property owner, occupant, or manager for all properties, homeowners / condo associations, and businesses adjacent to or impacted by the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Keyshawna Clark	Support	<i>[Signature]</i> 12/31/23	Grit Studio Salon Manager	Salon manager	grita.kris.clark.studio@gmail.com
Nahom Delessay	Support	<i>[Signature]</i> 1/10/24	Cafe du Soleil	owner	Cafedusoleilva@gmail.com
Jules Coy	Support	<i>[Signature]</i> 1.11.24	LED Studios	Studio Manager	Jc.ledstudios@gmail.com
Agnes Spicer	Support	<i>[Signature]</i> 11/2/24	5711 Tremont Court	Building Owner	manager@rectorbest.com
Steve Spicer	Support	<i>[Signature]</i> 11/12/24	5731 Worton Rd Rd Aux. VA	Building Owner	stevespicer00@gmail.com
Charlotte Stuart	Support	<i>[Signature]</i> 12/1/24	Rector Best Property Mgmt	Property Mgr	manager@rectorbest.com

ATTACHMENT 2: Locations

StreetView



Southbound South Union Street

Aerial



City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 26, 2024

DOCKET ITEM: 8

ISSUE: Pickup and Drop-off Loading Zone Administrative Procedure

REQUESTED BY: T&ES Staff

STAFF RECOMMENDATION: That the Board approve an administrative procedure to allow the Director of Transportation and Environmental Services to add and remove pickup/drop-off loading zones that meet the approved criteria.

BACKGROUND: Strategically reallocating valuable curbside space to accommodate the significant increase in pickup and drop-off activity in Alexandria can help to reduce double-parking, prevent the obstruction of fire hydrants, and mitigate the prevalence of blocked crosswalks. Providing a variety of ways to access businesses also supports the Curb Space Prioritization Framework and helps to designate areas along the curb that address the needs of the adjacent land uses. Since the pickup/drop-off zones were first created as a way to support businesses during the pandemic and formally approved by the Board in June 2022, the City has received numerous requests for these zones. Once a request is received, staff must bring each one before the Board for consideration.

The new pickup/drop-off loading zones are meant and designed to accommodate the striking increase in curbside rideshare and delivery/take-out business since their inception in the 2010s and their significant growth since the pandemic. Drivers of all vehicles with any purpose can use these zones for quickly loading and unloading passengers and goods at all times of day and night, whereas traditional loading zones are meant to be used primarily by freight trucks to supply goods to street-fronting businesses that have limited to no off-street parking or loading space, usually in the mornings and early afternoons.

Section 5-8-3(h) of the City Code allows the Board to consider processes related to traffic and parking where review and approval are delegated to staff. The Board has previously approved three administrative procedures: the removal of parking at bus stops for ADA compliance, the addition of 'No Turn on Red' signage at intersections for pedestrian safety, and the removal of parking at crosswalks to improve driver sightlines. At the November 2023 Board meeting, staff presented the concept of an administrative procedure to add and remove pickup/drop-off loading zones if certain criteria are met, and the Board provided feedback.

DISCUSSION: In the past, staff have brought pickup/drop-off loading zones before the Board in a piecemeal fashion, however, the demand for pickup and drop-off continues to grow as a result of the increase in food and online shopping deliveries, taxi/rideshare trips, parking-free schools and daycares, and carry-out pickups, as well as general freight loading and unloading. To more efficiently implement pickup/drop-off loading zones in appropriate and desired locations, staff has proposed the follow administrative process. Requests for zones that do not meet this process may be considered through a public hearing before the Board at a regular meeting.

Eligible Locations:

- No off-street parking/loading within 150 feet of the applicant’s front door/entrance
- No other loading zone exists on the same side of the block on which the zone is being requested
- The block on which the zone is being requested is 85% occupied by parked vehicles by any survey
- The block on which the zone is being requested meets one of the following criteria:
 - Features at least one primarily carryout/pickup business
 - Features at least one healthcare or senior citizen-focused business and/or facility
 - Features at least one school and/or daycare (Pickup/Drop-off Plan approved by the Department of Planning & Zoning as well)
 - Features at least one major destination (e.g., performing arts theatre, movie theater)
- If the block does not feature a carryout/pickup business, a senior-citizen-focused business or facility, a school/daycare, or major destination, the block must be occupied by at least five street-fronting businesses

Zone Location and Length

- The proposed zone must be at the start of the block or parking lane
 - Exceptions:
 - Layby (e.g., 730 East Glebe Road)
 - In between two curb cuts (e.g., 205 East Howell Avenue)
- Staff would determine the length of the zone based on:
 - The applicant’s business model and estimated number of trips generated
 - The roadway and block on which the zone is being requested (i.e., average vehicular speed, number of businesses, etc.)
 - The location of the zone (i.e., presence of curb cuts and fire hydrants, and location of the business itself relative to the start or end of the block)
 - The presence of other pickup/drop-off and traditional loading zones nearby

Application Process:

- Applicant completes the PUDO Zone Request Form, which will include signatures of support from all property owners and tenants directly fronted by the requested zone
- Staff will review and notify the applicant of approval or denial per the criteria.
 - If approved, Staff would notify the Board of new zones via written updates
 - If denied, the applicant may request the zone be docketed for a future meeting with the Board.

Annual Recertification:

- Conducted every January; staff will review to determine if the zone is still needed and if modifications should be made
 - Staff are tracking all existing pickup/drop-off loading zones throughout the city and maintaining the contact information of the applicant
 - Original applicant must confirm applicant's business is still open and still in favor of pickup/drop-off zone
 - If the applicant has moved on, staff will contact the new occupant or others on the block
 - Staff will notify past applicants to reapply to recertify their pickup/drop-off loading zone by sending each past applicant the recertification form
 - If no response, staff will post a notice for 5 days noting the zone will be removed
- Staff provide a written update of which pickup/drop-off zones were recertified and which were removed

Zone Removal:

- Administrative approval for removing underutilized pickup/drop-off zones
 - Staff would notify the Board of pickup/drop-off zones being removed via written updates
 - Applicants/other occupants of the block may ask City staff to reconsider their decision to remove the zone, which will be brought before the Board for consideration.
- The zone can be removed by staff if a staff review of the zone finds that the following criteria are met:
 - Annual recertification survey finds that the applicant's business is no longer open or the applicant no longer wants the zone, OR;
 - The zone's utilization data from either staff or other third-party consultant/contractor finds that drivers are using the zone for an average of more than 15 minutes by any survey, AND;
 - Outreach to the businesses on the block about zone removal has been conducted.

This approval will allow staff to expedite implementing new and removing underutilized pickup/drop-off loading zones. This will reduce the amount of time a business must wait until the zone is implemented as well as the amount of time needed to remove the zone if no longer needed.



PICKUP/DROPOFF LOADING ZONE REQUEST PROCESS

Process:

1. Complete and submit Page 1 of the Pickup/Dropoff Loading Zone Request Form with a description of the Project Champion's business model and its pickup/dropoff/loading needs to the Mobility Services Division
2. City staff will review the conditions in the affected area and will work with the Project Champion to refine proposed changes to address the identified issue
3. If a staff-supported solution is determined, the Project Champion must use Page 2 of this application to gather signatures showing support from all property owners and tenants fronted by the requested zone
 - a. Large residential buildings may be represented by the condo association's president or the property manager
 - b. Staff also recommend reaching out to business or citizens associations for the affected area if applicable
4. Once the completed form and signatures are returned to staff, staff will review the request to confirm that it meets the eligibility criteria and how
 - a. If the request does not meet the eligibility criteria for any reason, the Project Champion can request that the issue be docketed for a Public Hearing before the Traffic and Parking Board
 - i. Notification of hearing on the proposed zone will be posted in the affected area
 - ii. The Project Champion is expected to attend the Traffic and Parking Board Public Hearing and provide testimony
5. If the request is approved by staff or the Traffic and Parking Board, staff will communicate to nearby communities of pending parking changes
6. Once nearby communities have had adequate notice, the pickup/dropoff loading zone will be implemented by City staff



PICKUP/DROPOFF LOADING ZONE 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?*):

Are there any of the following on the block that this zone is requested for:

- Primarily carryout/pickup business
- School or daycare
- Healthcare or senior-focused facility
- Pickup/dropoff and/or loading zone(s)
- Major destination (e.g., movie theatre): _____

Location: _____
(Map or figure may be provided as an attachment)

Approximate number of spaces requested (assume 20 feet per space): _____

Project Champion (Point of Contact) Information:

Name: _____

Address: _____

Email: _____

Phone Number: _____

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

