

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MAY 20, 2024 7:00 P.M.
IN-PERSON AND VIRTUAL**

The May 20, 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_3iBBmk8ETDijdzLSjulWIw

Or an H.323/SIP room system:

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

Meeting ID: 957 8391 3638

Passcode: 915805

SIP: 957 8391 3638@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.

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MONDAY, MAY 20, 2024 7:00 P.M.
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D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the April 29, 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. Old Dominion Boulevard Bicycle Improvements
 - B. South Pickett Street Corridor Improvements Project Update
 - C. Dockless Corrals Update
 - D. Pickup/Dropoff Loading Zones Removals
 - E. Maintenance of Traffic and Design Enforcement Update

CONSENT ITEMS

5. Parking Removal - 1500 block of Mount Vernon Avenue

PUBLIC HEARING ITEM

6. Traffic and Signal Changes - Duke Street and West Taylor Run Parkway Intersection and Duke Street and Telegraph Road Access Ramp

INFORMATION ITEMS

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

Next Meeting: Monday, June 24, 2024

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, APRIL 29, 2024, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

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

BOARD MEMBERS ABSENT: None

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

1. Announcement of deferrals and withdrawals: None.
2. Approval of the March 25, 2024, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Phelps to approve the minutes of the March 25, 2024, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - Smart City Award
 - Mr. Kane congratulated staff.
 - Grant Database
 - Mr. Kane congratulated staff.
 - Pickup/Dropoff Loading Zones Administrative Approval - 540 John Carlyle Street
 - Dockless Mobility 2024-2025 Permit Year Updates
 - Warwick Village Roundabout Update
 - Mr. Kane congratulated staff and is looking forward to the asphalt art project.
 - Parking Enforcement Contractor Update
 - Taxicab Code Update
 - Chair Lewis asked if he needed to attend the City Council meetings, to which Ms. McGraw responded that staff would appreciate that.
4. **PUBLIC DISCUSSION PERIOD:** Margot Kitonis raised concerns about speeding near Macarthur Elementary School and wants automated speed enforcement and flashing lights. Mr. Kane asked if it is possible to install a guardrail at the playground, to which Ms. Kitonis responded that the hill helps protect the playground. Ms. Tucker asked how ‘School Zone’

signage can be installed around Macarthur, to which Ms. Carroll responded that school zones are stipulated by the State, not by the City, and even when designated, signs can only be installed as far as 750 feet from the school, so only on Janneys Lane for Macarthur. Ms. Carroll also added that large flashing signs tend to be undesirable on residential blocks. Ms. Tucker asked if a formal request is needed for this, to which Ms. Carroll responded that the request has been received but the resident can simply submit a 311 request for tracking purposes. Ms. Mihalik asked if everything that was recommended as a result of the Safe Routes to School study had been implemented, to which Ms. Carroll responded that they had not all been implemented, as is the case with all other schools in Alexandria. Ms. Carroll stated she would check if 'School Zone' signs were recommended for Macarthur.

Danny Ciatti spoke in favor of a school zone at St. Rita's, wants leading pedestrian intervals and 'No Turn on Red' restrictions at West Glebe Road and Russell Road, and wants the bus stop to be moved further back.

Audra Belcher asked if a traffic impact study had been conducted yet to see the effects of the King Street at Bradlee project would have on congestion, how many pedestrians/cyclists use the area daily now and after project completion, and how many people in Alexandria walk or cycle in general.

Fran Vogel raised concerns about speeding in Strawberry Hill from Duke Street to Taney Avenue and wants traffic calming measures as soon as possible, not until 2025. Chair Lewis asked if APD had been involved, to which Ms. Carroll responded that APD had used speed trailers and other interim measures. Chair Lewis asked if staff will use the data recorded from speed trailers moving forward, to which Ms. Carroll responded that staff can use that as part of the mix of data used to inform decisions. Mr. Kane asked for an update on the Slow Zone Pilot, to which Ms. Carroll responded that staff had received good feedback thus far.

Carolyn Griglione asked for updates on the intersection of King Street and North Beauregard Street as well as the proposed flexposts on Seminary Road regarding timeline and design and how police officers would pull drivers over. Mr. Scolese responded that VDOT has more questions for City staff, but staff hopes work will begin in one year. Ms. Carroll responded that the flexposts on Seminary Road will alternate with curb bumpers and, if APD needs to pull a driver over, they have agreed to proceed to the next intersecting street to do so. Ms. Griglione also asked if the Board oversees bus stops, to which Chair Lewis responded that the Board is primarily involved with removing parking at bus stops to make them more accessible.

Leanna Saler requested flexposts on East Custis Avenue immediately west of Mount Vernon Avenue to discourage speeding and parking due to increase in traffic on East Custis Avenue, to which Ms. Carroll responded that the resident should submit the request via 311.

Alex Rosenberg requested pedestrian flashing signals at crosswalks at more intersections, especially on Mount Vernon Avenue. Chair Lewis asked if there is a different request process for high-visibility crosswalks, to which Ms. Carroll responded that staff determines what is best for the intersection in question per data. Mr. Rosenberg asked for the varying criteria for each type of crosswalk treatment, to which Ms. Carroll responded she would send to him.

Bill Pugh raised concerns about the VDOT-owned streetlight outages on Seminary Road in front of Southern Towers, to which Mr. Scolese responded that, because they are VDOT-owned, the City can only do so much, but Mr. Scolese will bring this issue up again at his next meeting with VDOT staff.

Sasha Impastato opposes any road diet on South Pickett Street but supports other traffic safety measures, and wants all businesses on South Pickett Street to be engaged on this project.

Amy Tromba is opposed to the installation of a small Capital Bikeshare station near the east entrance to the Potomac Yard Metrorail Station due to traffic- and emergency services-related issues as well as parking removal. Ms. Mihalik asked the resident how a Capital Bikeshare station would worsen traffic, to which Ms. Tromba responded that the station would inhibit drivers' ability to make illegal U-turns in that area. Chair Lewis asked if this installation would come before the Board, to which Ms. McGraw responded that it would.

CONSENT ITEMS

BOARD ACTION: Ms. Tucker moved to remove Items 5 and 6 from consent, seconded by Ms. Mihalik. The motion carried unanimously.

PUBLIC HEARING ITEMS

5. ISSUE: Parking Removal - Intersection of Wheeler Avenue and South Early Street

DISCUSSION: Mr. Sullivan presented the item to the Board. Mr. Kane requested that the debris and vegetation on the south side of Wheeler Avenue east of South Early Street be removed to reveal the parking lane. Mr. Kane also mentioned that the priority for Wheeler Avenue should be to make the bike lanes consistent throughout. Ms. Mihalik asked if there is any data showing that paddle signs at crosswalks discourage speeding, to which Ms. Carroll said that some national data does show that they are effective in this regard.

PUBLIC TESTIMONY: None.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Phelps to recommend the Director of T&ES to remove two (2) parking spaces on Wheeler Avenue, near its intersection with South Early Street. The motion carried unanimously.

6. ISSUE: Parking Removal - Intersection of John Carlyle Street and Emerson Avenue

DISCUSSION: Mr. Scolese presented the item to the Board. Mr. Kane asked how the City will keep drivers from parking in the removed space, to which Mr. Scolese responded he would look into it.

PUBLIC TESTIMONY: John Mickley testified in support of an all-way stop and opposes the staff recommendation as a solution. Morgan Babcock stated that the staff

recommendation is the first step toward a solution, not the end all be all. Chair Lewis asked if the Carlyle Council was open to an all-way stop in the future, to which Ms. Babcock responded that the Council is. Mr. Kane asked about vehicles blocking sightlines on the west side of John Carlyle Street, to which Mr. Scolese responded that that is not the issue there, the structural column is. Ms. Tucker asked by Carlyle Council is opposed to an all-way stop in this location, to which Mr. Scolese said he could not speak for them. Mr. Kane asked if there was any speeding on these two streets, to which Mr. Scolese responded there is none of significance. Ms. Mihalik asked if others could weigh in such as the Patent and Trademark Office or residents, to which Mr. Scolese responded that the streets are owned by the Carlyle Council so the City can only implement what the Council approves.

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Mihalik to recommend the Carlyle Council and the Director of T&ES remove one parking space on John Carlyle Street at Emerson Avenue, and consider an all-way stop in six months. The motion carried unanimously.

7. **ISSUE:** Parking and Traffic Changes - Mount Vernon Avenue at the Intersections of Glebe Road, Russell Road, and Executive Avenue

DISCUSSION: Ms. Carroll presented the item to the Board. With regards to the intersection of Mount Vernon Avenue with Four Mile Road, Mr. Kane noted that the Four Mile Run Trail connects to the northern crosswalk, to which Ms. Carroll responded that there will be a wider curb ramp there for cyclists. Ms. Mihalik asked about buses, to which Ms. Carroll responded that staff is collaborating with WMATA on this and that the yellow car in the mock-up is positioned in error. Ms. Phelps asked if buses would have to pull out of the curbside lane into the travel lane, to which Ms. Carroll responded that staff hopes to install a bus bulb in that location avoid that issue. With regards to the intersection of Mount Vernon Avenue with Executive Avenue, Ms. Tucker asked if drivers in the proposed "parking lot" would have to back out across a crosswalk, to which Ms. Carroll responded they would. With regards to the intersection of Mount Vernon Avenue with West Glebe Road, Ms. Tucker asked what percentage of intersection traffic runs along West Glebe Road, to which Mr. Scolese responded that it is a high percentage. Ms. Tucker asked if large vehicles can make the turns proposed in Option 2, to which Ms. Carroll confirmed they could but the modified roundabout would also have a mountable soft outer edge. Ms. Tucker asked how the modified roundabout could be designed to keep pedestrians from cutting across it, to which Ms. Carroll responded that certain landscaping and/or fencing is required by the ADA. Ms. Phelps asked if cyclists would have to share the single travel lane with drivers, to which Ms. Carroll responded they would. Ms. Mihalik requested the final design include signage et cetera to show drivers, cyclists, and pedestrians who is required to yield and who has priority, to which Ms. Carroll agreed and stated that the design would abide by federal standards. Ms. Tucker asked if the City will need to compensate the property owner for closing the curb cut, to which Ms. Carroll responded that the City would only need to do so if the curb cut was on private property. Chair Lewis asked what infrastructure will be installed, to which Ms. Carroll responded that everything shown in blue would be hardscaped concrete and

everything shown in yellow would be striping. Chair Lewis suggested setting up speed trailers in the area prior to construction to notify drivers of the upcoming changes in speed et cetera. Mr. Kane suggested that staff also consider Mount Vernon Avenue between West Glebe Road and Commonwealth Avenue given the wider roadway width there. Ms. Bonnard asked what survey respondents did not like about the roundabout, to which Ms. Carroll responded that some were concerned that many drivers don't know how to use roundabouts. Ms. Tucker asked about the construction timeline and if any safety measures could be implemented sooner, to which Ms. Carroll responded that the project could take 2-4 years to complete and little could be done prior due to limited public right-of-way in this area. Ms. Mihalik asked if there are any design elements that would help to discourage drivers from using the roundabout as slip lanes and so that they stop at each crosswalk, to which Ms. Carroll confirmed they would address all pedestrian needs at each crosswalk. Chair Lewis asked if St. Rita's supported the proposed loading zone/parking changes on Russell Road, to which Ms. Carroll responded that they do.

PUBLIC TESTIMONY: Rob Brandt testified on behalf of Mr. Wash being largely supportive of Option 2 at West Glebe Road, but wants a dedicated turn lane into Mr. Wash and wants the egress-only curb cut/lane onto West Glebe Road to remain open, to which Ms. Carroll responded it would not be closed. Dave Lauritzen spoke in support of each staff recommendation.

Michael Doyle spoke in support of each staff recommendation, and asked if pedestrian lights were planned for these intersections and if drivers would be able to see them easily, to which Ms. Carroll responded yes. Ken Notis testified in support of all staff recommendations, and wants additional midblock crossings as well as a road diet and bike facilities along Mount Vernon Avenue (e.g., striping to guide cyclists coming off of the Four Mile Run Trail). Bill Pugh testified in support of all staff recommendations.

Alex Rosenberg testified in support of Rob Brandt's comments and asked if other businesses, such as 7-11, would be impacted by turn restrictions, to which Ms. Carroll responded that only LoanMax would have a right-turn only restriction. Mr. Rosenberg asked if there will be additional lighting around the roundabout, to which Ms. Carroll responded yes, and it is required. Mr. Rosenberg asked if there would be a left-turn signal on West Glebe Road to turn onto Mount Vernon Avenue prior to construction, to which Mr. Scolese responded that staff would have to analyze that first and follow up with a determination.

Tom Klancer testified in support of all staff recommendations, and asked if bus stop amenities could be added in front of Popeye's, to which Ms. Carroll responded that that was out of the scope of this project but she will notify WMATA and DASH of this request.

Danny B requested that a left-turn signal onto Mount Vernon Avenue from West Glebe Road be added.

Praveen Kathpal testified in support of all staff recommendations, and wants similar issues addressed at Mount Vernon Avenue and West Reed Avenue. Chair Lewis asked if anything was planned for that intersection, to which Ms. Carroll responded that it was out of the scope of this project but that these other changes would likely make this intersection safer as a result. Ms. Carroll will see if paddle signs could be added to this intersection.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to recommend the Director of T&ES implement the following parking and traffic changes:

- Mount Vernon Avenue and Glebe Road: Option 2, Modified Roundabout
 - Replace the signalized intersection of Mount Vernon Avenue/Glebe Road with a roundabout.
 - Reduce the number of travel lanes to one lane in each direction at the roundabout.
 - Convert the McDonalds exit driveway and the northernmost driveway at 3501 Mount Vernon Avenue to a right-turn-only exit.
 - Close the southernmost driveway at 3501 Mount Vernon Avenue.
- Mount Vernon Avenue and Russell Road: Option 1, Large Curb Extension
 - Remove 12 parking spaces on the west side of Russell Road.
 - Convert the existing on-street parking (approximately 8 spaces) on the west side of Mount Vernon Avenue between Executive Avenue and Russell Road from overnight parking only to unrestricted parking.
 - Add 2 parking spaces on the west side of Russell Road between Mount Vernon Avenue and Glebe Road. Add 7 parking spaces to the east side of Russell Road between Mount Vernon Avenue and Glebe Road, which would be unrestricted from 6 p.m. to 7 a.m. daily, and for loading/unloading only at all other times.
 - Implement No Turn on Red restrictions for all applicable intersection approaches.
- Mount Vernon Avenue and Executive Avenue: Option 1, Curb Extensions
 - Remove 1 parking space on the west side of Executive Avenue.
 - Convert the southbound through-right lane on Mount Vernon Avenue approaching Executive Avenue to a right-turn-only lane.
 - Implement No Turn on Red restrictions for all applicable intersection approaches.
- Mount Vernon Avenue and Four Mile Road: Option 1, Curb Extensions
 - Implement No Turn on Red restrictions for all applicable intersection approaches.

The motion carried unanimously.

8. **ISSUE:** Parking and Traffic Changes - Glebe Road/Montrose Avenue/Ashby Street Intersection and Conversion of Ashby Street to One-Way Westbound

DISCUSSION: Ms. Carroll presented the item to the Board. Ms. Tucker asked if the volume of drivers on Montrose Avenue is similar to that of the volume on Ashby Street, to which Ms. Carroll responded that each street has fewer than 1000 drivers per day, and that the City is not proposing to change the location of the parking lane on either street. Ms. Mihalik suggested that signs about the new traffic/approach be installed on Commonwealth Avenue at Ashby Street. Mr. Kane suggested that staff create a video on how to use a roundabout and asked if Option 1 would reduce speeding on East Glebe Road or not, to which Ms. Carroll responded that Option 1 would not reduce speeding on East Glebe Road. Mr. Kane asked about the curb extensions planned for Ashby Street, to which Ms. Carroll responded that the curb extension would be positioned to address the direction of traffic on Ashby Street. Mr. Kane asked about speed tables on Ashby Street, to which Ms. Carroll responded she would have to evaluate the need. Ms. Ebbers raised concerns with the traffic reversal on Ashby Street due to the new conflicts it would create for cyclists on Commonwealth Avenue, to which Ms. Carroll responded that there would be stop sign for drivers approaching Commonwealth Avenue and that the reversal would likely reduce cut-through traffic slightly. Ms. Tucker asked which of the survey respondents lived on Ashby Street, to which Ms. Carroll responded that staff did not request addresses as part of the survey but it is likely that the respondents are hyperlocal. Ms. Phelps asked if one solution would reduce turn speeds more than the other, to which Ms. Carroll responded that the roundabout would reduce speeds more. Chair Lewis asked if the number of conflicts would be reduced as a result of the reversal on Ashby Street, to which Mr. Scolese responded that the number of conflict points would stay the same. Chair Lewis asked how the Del Ray Citizens Association (DRCA) responded, to which Ms. Carroll responded that the DRCA supports the roundabout but withheld on Ashby Street due to opposition from some residents. Chair Lewis stated that the roundabout would not be in the center of East Glebe Road which would enable speeding westbound and asked if southbound drivers on Montrose Avenue north of the intersection would be visible to drivers westbound on East Glebe Road, to which Ms. Carroll responded they would be, but Mr. Scolese would confirm with an analysis. Chair Lewis asked if there were any concerns with Montrose Avenue having priority over Ashby Street, to which Ms. Carroll responded that a rigorous education campaign would be needed if traffic direction not reversed.

PUBLIC TESTIMONY: Dave Lauritzen testified in support of the staff recommendation.

Christina Lupinsky testified in support of the roundabout but in opposition of the Ashby Street reversal, and lamented the lack of support from Auburn Village for speed tables on Ashby Street.

Leanna Saler testified in support of the roundabout but could not support the Ashby Street reversal given feedback from former DRCA members. Mr. Kane asked if Auburn Village is a member of DRCA, to which Ms. Ebbers responded that Auburn Village is within the boundary of DRCA so individual residents of Auburn Village can join the DRCA if desired.

Jessica Snyder testified in support of the staff recommendation to increase intersection safety.

Bill Maurer testified in support of the staff recommendation, adding that the Ashby Street reversal could be a positive interim measure.

Tom Klancer testified in support of the roundabout but wants more data to confirm that the Ashby Street reversal would improve conditions.

Danny B testified in support of the roundabout, and requested a midblock crosswalk on East Glebe Road between Montrose Avenue and Commonwealth Avenue as well as any measures possible to reduce cut-through traffic on Hume Avenue. Ms. Tucker asked if staff modeled whether cut-through traffic would increase or decrease as a result of either solution, to which Mr. Scolese responded that staff don't have much data to support one or the other, but a left turn from East Glebe Road to access Ashby Street would be more difficult so GPS likely would not suggest that route as often as it does today for drivers on Commonwealth Avenue looking to get to Route 1. Ms. Tucker asked if there were plans to address the turning radius if Ashby Street is not reversed, to which Ms. Carroll responded that staff would look into it.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Mihalik, to recommend the Director of T&ES convert Ashby Street from one-way eastbound to one-way westbound. The motion was rejected, with Ms. Tucker, Ms. Ebbers, Ms. Bonnard, and Ms. Phelps opposed.

Mr. Kane made a motion, seconded by Ms. Mihalik, to recommend the Director of T&ES:

- Remove 4 parking spaces at the intersection of Glebe Road/Montrose Avenue/Ashby Street
- Remove stop signs and install a roundabout at the intersection of Glebe Road/Montrose Avenue/Ashby Street.

The motion carried unanimously.

INFORMATION ITEMS

9. **STAFF UPDATES:** Sara Brandt-Vorel provided the Board with an update regarding the King-Bradlee project. Mr. Kane raised concerns with the additional conflict points resulting from the two-way option. Chair Lewis asked if the number of entrances and exits could be reduced, to which Ms. Brandt-Vorel responded that most of the space is private property therefore there is only so much that the City can do. Ms. Tucker asked if any of the options improve throughput for drivers on the service road, to which Ms. Brandt-Vorel responded that the one-way, one-lane option would. Ms. Tucker asked if there has been any progress on installing a Capital Bikeshare station here, to which Ms. Brandt-Vorel responded that, with more public right-of-way, staff would be better able to install one.

10. **COMMISSIONER UPDATES:** Mr. Kane provided the Board with the following updates:

- Transportation Commission is beginning the process of a long-range plan and will vote on those in the future.

ADJOURNMENT

Ms. Phelps moved to adjourn the meeting, seconded by Ms. Mihalik. The motion carried unanimously. The meeting adjourned at 11:00 p.m.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 20, 2024

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

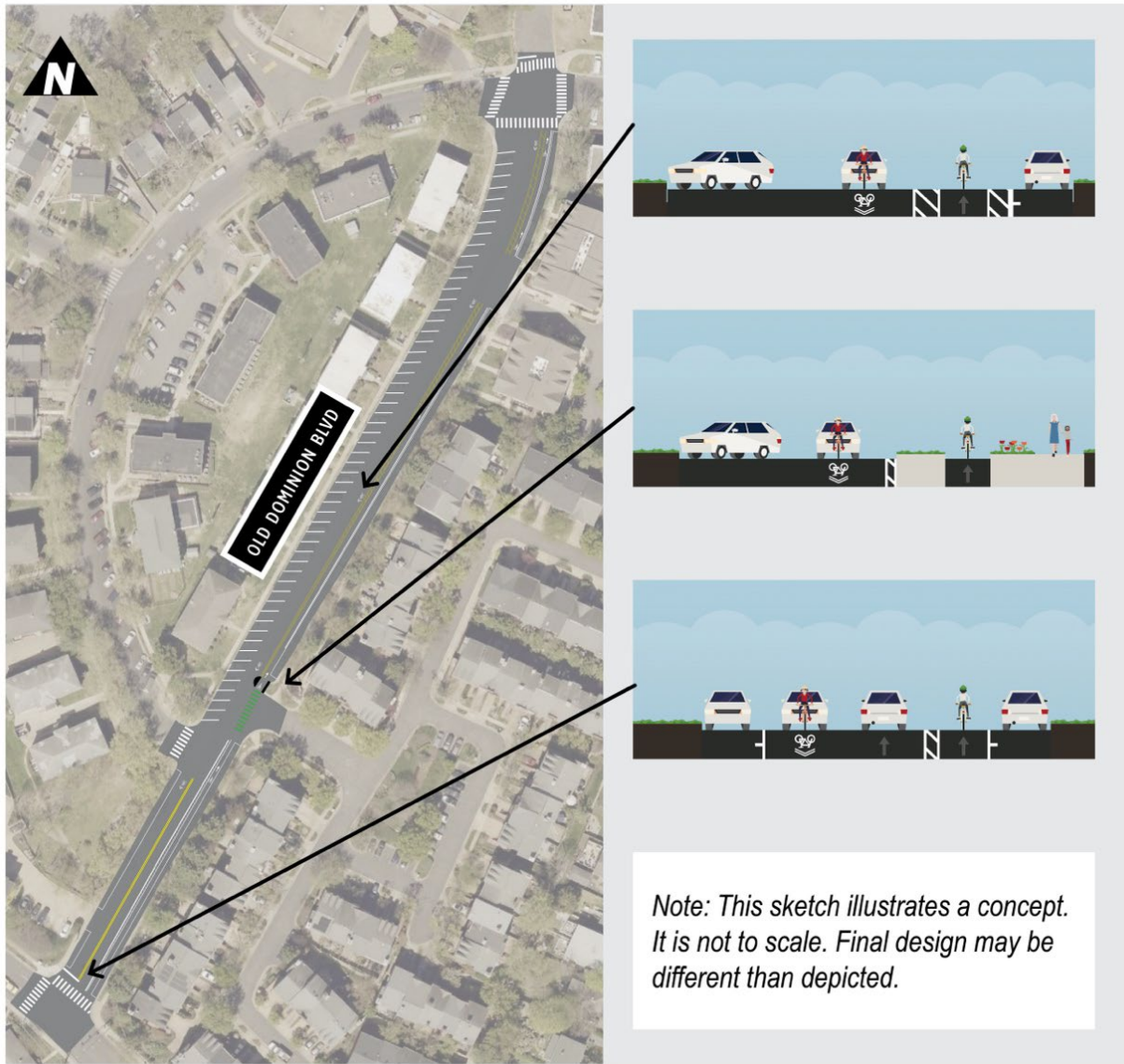
A. Old Dominion Boulevard Bicycle Improvements

The City is making it easier and safer to bike on Old Dominion Boulevard between Four Mile Road and West Glebe Road by installing bike facilities on Old Dominion Boulevard. This segment of Old Dominion was identified for improvements by the Alexandria Mobility Plan and will connect existing bike lanes on Old Dominion Boulevard south of Glebe Road and provide improved access to the region's trail network via Four Mile Road to the Four Mile Run Trail.

Planned improvements include shared-travel lanes with markings (sharrows) for all southbound cyclists and motorists. For northbound cyclists, there will be a bike lane on the two-way segment and a contraflow bike lane on the one-way segment. No parking will be affected by the addition of these improvements.

Staff conducted outreach in March and are proceeding with a design phase.

Additional information can be found on the project webpage: alexandriava.gov/go/5494



B. South Pickett Street Corridor Improvements Project Update

Community engagement on the South Pickett Street project began in late 2023. Staff provided two at-large opportunities for community input via an online, interactive community feedback form and mapping exercise, which was shared broadly via project signs along the corridor, eNews, social media, local news, and direct emails to neighborhood groups.

The most recent feedback form closed on May 5, and staff is now performing more targeted community engagement with key stakeholders along the project corridor, including the business community. Staff has engaged with the West End Business Association, West End Village Shopping Center, Passport Nissan, Mercedes-Benz, Montessori Kids Universe, and Pickett Center. Staff has also met with Cameron Station Civic Association and the Eisenhower

West/Landmark Van Dorn Advisory Group. The project team will continue to engage key stakeholders over the next several weeks.

At this time, the project team has not finalized a date for when a recommendation will be presented to the Traffic & Parking Board for consideration, though this is expected to take place this summer.

The goal of this project is to make it easier, safer, and more comfortable for people of all ages, abilities, and modes to travel on South Pickett Street. Improvements were recommended in both the adopted Alexandria Mobility Plan and the Eisenhower West Small Area Plan.

Additional information, including project background, presentations, concept designs, and meeting materials, can be found on the [project webpage](#).

C. Dockless Corrals Update

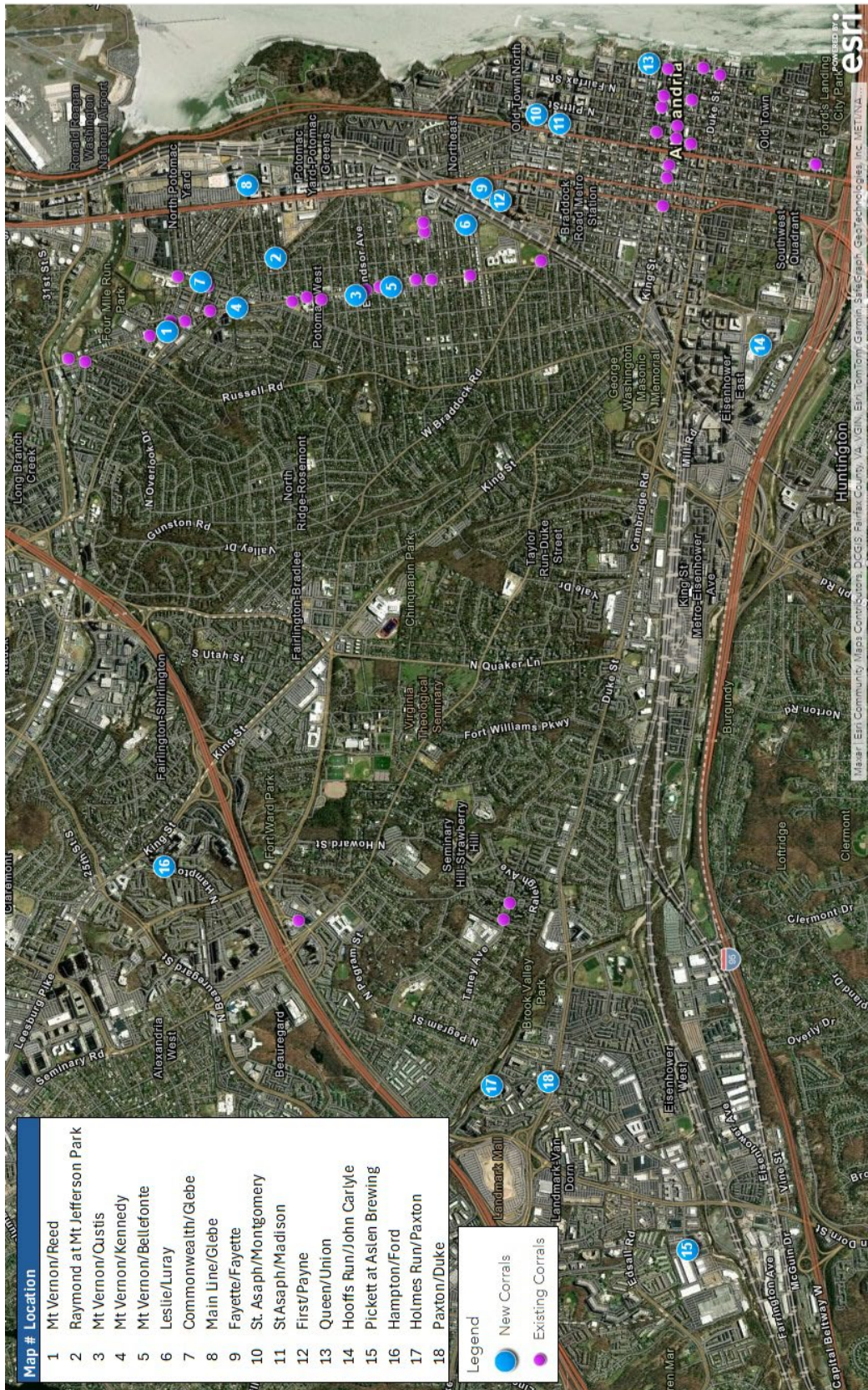
There are 38 corrals for dockless vehicles in the City. Originally, corrals were primarily installed along the King Street corridor in Old Town and on Mount Vernon Avenue through Del Ray. These corrals serve as convenient and dependable parking options for dockless riders and operators alike. When a dockless company deploys vehicles on a block face that contains a corral, they are required by their permit agreement to utilize the space, unless it is already full.

The City is expanding the number of corrals, especially within designated equity zones with required minimum deployments. In some cases, these locations were identified through resident requests for new bike racks or daylighting at intersections, which provided an opportunity to add a corral and improve safety and mobility access. All new corral locations are in existing No Parking zones or remove minimal parking and don't impact the number of available parking spaces. One existing corral at East Bellefonte Avenue and Mount Vernon Avenue will be relocated due to conflicts with cars turning onto the narrow street. The following locations are being considered:

- Mount Vernon Avenue and East Reed Avenue
- East Raymond Avenue at Mount Jefferson Park
- Mount Vernon Avenue and East Custis Avenue
- Mount Vernon Avenue and Kennedy Street
- Mount Vernon Avenue and East Bellefonte Avenue
- Leslie Avenue and East Luray Avenue
- Commonwealth Avenue and East Glebe Road –
- Main Line Boulevard and East Glebe Road
- North Fayette Street and North Fayette Street(at a short spur that connects to Route 1)
- North St. Asaph Street and Montgomery Street
- North St. Asaph Street and Madison Street
- North First Street and North Payne Street
- Queen Street and North Union Street

- Hooffs Run Drive and John Carlyle Street
- South Pickett Street at Aslen Brewing
- North Hampton Drive and Ford Ave
- Holmes Run Parkway and North Paxton Street
- North Paxton Street and Duke Street

Map of New and Existing Corral Locations



D. Pickup/Dropoff Loading Zones Removals

At the February 2024 Traffic and Parking Board meeting, the Board approved an administrative procedure for removing underutilized pickup and drop-off (PUDO) zones per a list of Board approved steps and criteria.

From May to September in 2023, staff conducted surveys of every PUDO zones in the city and found that six zones either correspond with a business that is no longer open or that the zone was either completely unoccupied or occupied for more than an average of 15 minutes (usually the full duration of the survey by one vehicle).

City staff emailed the original requestors for each zone and installed public notice signs adjacent to each PUDO zone that was identified for removal on April 25 which remained in place for 14 calendar days, per the requirements of the administrative procedure. As of May 10, staff had not received complaints nor disapproval, including the businesses that were directly notified of removal. Providing this written update is also a requirement of this approved procedure.

On May 10, 2024, these were the first six PUDO zones to be administratively removed by City staff since the inception of the administrative procedure in February. The ‘Active Loading and Curbside Pickup Only’ signs removed on May 10 were at the following locations:

- 1623 Fern Street
- 2419 Mount Vernon Avenue
- 205 East Howell Avenue
- 682 North Saint Asaph Street
- 218 North Lee Street
- 6 Duke Street

E. Maintenance of Traffic and Design Enforcement Update

At the May 15 Transportation Commission meeting, staff from the T&ES Development and Right of Way branch provided an update and information to the Transportation Commission on Maintenance of Traffic. Traffic and Parking Board members had previously asked about the Maintenance of Traffic during construction. The presentation and video with further details can be found on the Transportation Commission website: [Transportation Commission | City of Alexandria, VA \(alexandriava.gov\)](https://www.alexandriava.gov/transportation-commission).

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 20, 2024

DOCKET ITEM: 5

ISSUE: Parking removal – 1500 block of Mount Vernon Avenue for a Capital Bikeshare station

REQUESTED BY: T&ES Staff

LOCATION: Mount Vernon Avenue, between East Monroe Avenue and East Nelson Avenue

STAFF RECOMMENDATION: That the Board makes a recommendation to the Director of T&ES to remove one (1) on-street parking space from the 1500 block of Mount Vernon Avenue for a Capital Bikeshare station.

BACKGROUND: The Mount Vernon Avenue and East Nelson Avenue Capital Bikeshare station was first installed in August of 2014 and serves as a significant connection to the Braddock Road Metro Station. The station equipment is approaching the end of its useful life and is scheduled for replacement. Due to space constraints, it is one of the smallest bikeshare stations in the City at only 11 docks, but also the 18th most busy out of 62 total stations in the City. From April 1, 2023 – March 31, 2024, there were 1,739 trip starts and 1,595 trip ends associated with this station. Approximately one third of trip starts were to the Braddock Road Metro, which is .7 miles away. This bikeshare station is located on a block with many retail and commercial destinations and a small apartment complex. The surrounding blocks contain a mix of residential and commercial and retail uses. The current station is situated between two tree pits on the sidewalk. The distance between the tree pits currently determines the size and location of the bikeshare station. There are currently four parking spaces on the southbound side of the street, which have 2-hour restrictions from 9 a.m. to 5 p.m. Monday – Saturday.

DISCUSSION: In December 2023, the City was made aware that a new restaurant adjacent to the station, Benny Diforza's, applied for outdoor dining which would conflict with docked bikes at the station and the requirement for 5 feet of clear space for pedestrians. Due to this conflict, the City looked into options for the station. Because the station is located between two tree pits, it could not be moved on the sidewalk. In the interim, in order to avoid the conflict with the outdoor dining permit at Benny Diforza's, the City disabled two of the eleven docks at this station.

In March 2024, the City executed a modification to the bikeshare equipment contract with the bikeshare operations contractor to allow for the purchase of a new bikeshare station dock type which allows for greater flexibility when siting bikeshare stations. The new docks, known as Pillar docks, do not have to be connected in a contiguous line.

City staff evaluated multiple options to replace the aging bikeshare station equipment. Staff considered moving the station to Mount Vernon Avenue and East Luray Avenue, Mount Vernon Avenue and East Mason Avenue, or East Monroe Avenue and Mount Vernon Avenue. These locations conflicted with private property and the owner did not approve of it, would most likely result in a decrease in ridership due to the car-centric local businesses, and would not have adequate solar access to power the station respectively. Staff also considered reducing the existing station footprint and placing additional docks on the south side of the tree pit, but this would cause a conflict with either the sidewalk dining and pedestrian walkway in front of Al's Steak House or with parked cars trying to open their side doors, depending on how close to the curb it was placed.

Utilizing the flexibility that the new pillar docks allow, staff developed two different bikeshare station configuration options on the 1500 block of Mount Vernon Avenue and reached out to the neighboring businesses for feedback by email, phone calls, and/or in-person visits. The first option would require the removal of one parking space and utilize a smaller portion of sidewalk space compared to the existing station. The second option was to place the entire station on the street which would require the removal of two parking spaces.

In order to accommodate the growing rider demand on the station, a need to replace aging equipment, and the space needs of the new outdoor dining space, the City is proposing the following reconfiguration of the existing station by leveraging the flexibility of the new Pillar docks:

- The existing station footprint of 11 docks and one kiosk will be replaced with eight Pillar docks
- Eight additional Pillar docks will be installed on the street directly in front of the existing foot print

The new configuration will result in approximately 10 additional feet of sidewalk space along the curb becoming open, while adding five docks to the overall station. One parking space must be removed on the southbound side of Mount Vernon Avenue in front of Benny Diferza's and SomaSou.

Staff recommends the option that only removes one space as it minimizes the impact to parking on this block while retaining and upgrading a well-used bikeshare station location. The additional docks will provide more reliability for bikeshare riders and help encourage more riders. While one business is opposed to this proposal, the proposed change is an innovative approach that balances the needs of the businesses, pedestrians, drivers, and people using the bikeshare station.

OUTREACH: Staff developed two different bikeshare station configuration options and reached out to the neighboring businesses for feedback by email, phone calls, and/or in-person visits. The following is a summary of responses received by the City:

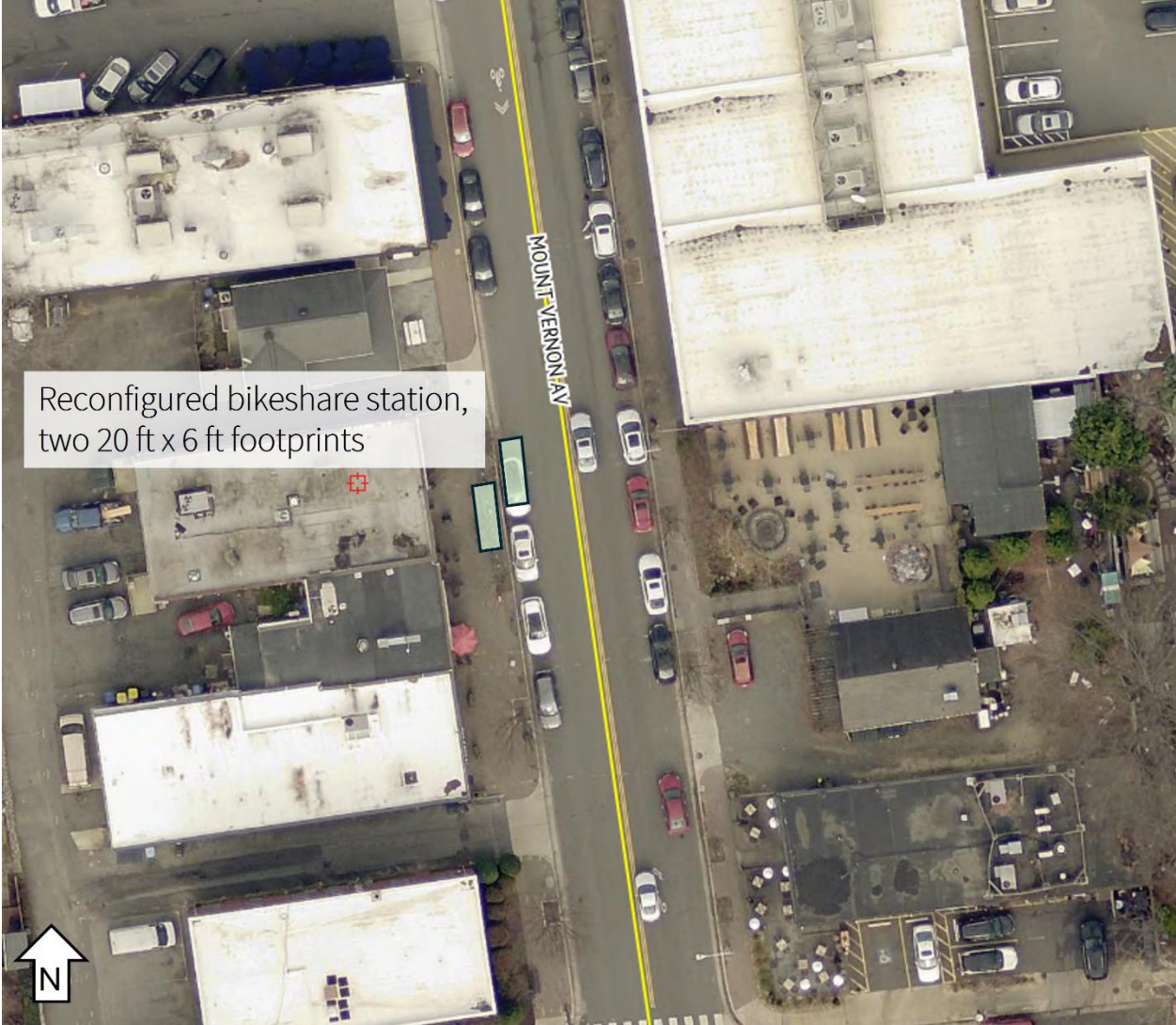
- Benny Diferza's: Supports both options
- Eye2eye: Supports both options
- SomaSou MedSpa: Against both options

Additionally, the Del Ray Business Association was notified of the proposal and the feedback received from the neighboring businesses.

ATTACHMENT 1: LOCATION (AERIAL, EXISTING CONDITIONS)



ATTACHMENT 2: LOCATION (AERIAL, PROPOSED RECONFIGURATION)



ATTACHMENT 3: LOCATION (STREETVIEW, EXISTING STATION)



ATTACHMENT 4: STREETVIEW (EXISTING STATION AND ADJACENT OUTDOOR DINING)



ATTACHMENT 5: LETTER OF SUPPORT

Mary Ann Settlemyre
Benny Diforza's
1504b Mt Vernon Ave
Alexandria, VA 22301
bennydiforzas@gmail.com
(703) 565-6336
04/05/2024

Traffic and Parking Board
City of Alexandria
301 King St
Alexandria, VA, 22314

Dear Traffic and Parking Board Members,

I am writing to express my full support for the proposed relocation of the Capital Bikeshare station currently situated on the sidewalk in front of my restaurant, Benny Diforza's, on Mt Vernon Avenue. Bikeshare is a great way for customers to travel to the restaurant and I am a supporter of the program.

Unfortunately, the current location of the bikeshare station interferes with my ability to fully utilize the restaurant's private outdoor dining space. Relocating the station from the sidewalk to the street would alleviate this issue, ensure there is a clear walkway for pedestrians, and preserve the ability for customers to use the bikeshare system to come to Benny Diforza's.

In conclusion, I believe that moving the Capital Bikeshare station from the sidewalk to the street would be a benefit for Benny Diforza's, its patrons, and the community as a whole. I wholeheartedly endorse this proposal. Thank you for your attention to this matter, and please do not hesitate to contact me if you require any further information.

Sincerely,



Mary Ann Settlemyre
Owner
Benny Diforza's

City of Alexandria, Virginia

Traffic and Parking Board

DATE: May 20, 2024

DOCKET ITEM: 6

ISSUE: Traffic and Signal Changes - Duke Street and West Taylor Run Parkway Service Road and Duke Street and Telegraph Road Access Ramp

REQUESTED BY: T&ES Staff

LOCATION: Duke Street and West Taylor Run Parkway Service Road and Duke Street and Telegraph Road access ramp

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES:

- Relocate the right-turn lane to east of East Taylor Run Parkway on the Duke Street Service Road
- Install a new left-turn lane from eastbound Duke Street to Telegraph Road southbound
- Install a traffic signal at the new eastbound left-turn lane with Telegraph Road ramp

BACKGROUND: The intersection of Duke Street and West Taylor Run Parkway is located near Telegraph Road ramp. It is located near the Taylor Run Civic Association and Clover College Park Citizens Association. West Taylor Run Parkway is major connection for the neighborhoods but is also a cut-through route for traffic traveling through the City. The intersection has numerous safety issues for all users and has been identified in the City's [Vision Zero High Crash locations](#).

As a result of these issues, City staff engaged with the community to develop solutions. Between 2016 and 2018, staff worked with residents as part of the Central Alexandria Traffic Study to mitigate increased traffic, speeding and safety concerns in their neighborhoods. As part of that process, it was recommended to redesign the intersection at Duke Street and West Taylor Run Parkway. The recommendations and Traffic and Parking Board approval can be found in Attachment 2.

As a result of the recommendation from the community, staff applied for a grant to fund the full recommendation for West Taylor Run Parkway along with the new access at Telegraph Road. The grant was awarded in 2018 by the Virginia Department of Transportation (VDOT). In addition, staff advanced some changes to improve the location. The City developed the Duke Street Traffic Mitigation Pilots in 2022 to evaluating interim options to mitigate cut-through and improve Duke Street. The Pilots included multiple outreach opportunities as well as data to help inform the upcoming project at the intersection. A summary of the pilots can be found at

<https://www.alexandriava.gov/transportation-planning/duke-street-traffic-mitigation-pilots>. The results of the pilots informed this project, which included the permanent closure of access to Telegraph Road from West Taylor Run Parkway. During the mitigation pilot and grant application, the City set goals with the community that the pilot and capital project would be focused on improving safety for all, reducing cut-through traffic on neighborhood streets, reduce congestion on Duke Street, and improving resident quality of life.

In 2021, the City launched the Duke Street in Motion project to understand the community's vision for Duke Street and develop concept designs for the Duke Street Transitway. Through that process, this part of the corridor was also discussed. Staff engaged with the community on Taylor Run Intersection Improvement project purpose, service road, and function of Telegraph Road with Duke Street.

DISCUSSION: Staff began working on the Duke Street and West Taylor Run Parkway intersection capital project in August 2022 when the money became available from VDOT. Although concepts were shared back in 2018, the project team focused on re-engaging with the community on the project goals and recommendations. This included the permanent access closure from West Taylor Run Parkway to Telegraph, service road improvements, location of the right-turn lane onto West Taylor Run Parkway, improved pedestrian access between eastbound Duke Street travel lanes and the Ramp, relocation of the bus stops to the intersection, and a new Telegraph Road access point. Initial outreach in [Fall and Winter of 2022](#) focused on the right-turn location and the intersection options at the new Telegraph Road access point with Duke Street westbound. Outreach occurred in tandem with the Duke Street in Motion project, which is funded separately, but highly intertwined with the intersection project.

Initial feedback from the 2022 community outreach led staff in [April 2023](#) to recommend the right-turn location east of East Taylor Run Parkway and a compact design at Telegraph Road. Staff introduced the concept of service road options that were being explored as part of the Duke Street in Motion project. Feedback from the community was negative on the right-turn location and service, but there was support for the [compact intersection](#) and other elements of the West Taylor Run Parkway intersection. As a result, staff worked between Winter 2022 and Summer 2023 to reevaluate the right-turn location and the function of the service road. This included additional reviews of designs to determine constraints, costs, and impacts, as well as data to understand driver behavior trends. Staff developed four alternatives which can be found in attachment 3:

1. Right-turn lane located east of East Taylor Run Parkway with a two-way service road
2. Right-turn lane located east of East Taylor Run Parkway with a one-way service road and cycle facility
3. Short right-turn lane located east of Moncure Drive with a one-way service road and cycle facility
4. A service road with a full right-turn lane west of East Taylor Run and a small slip in east of Moncure Drive. The facility would be one-way with mixed traffic

During the fall and winter of 2023 staff worked directly with the Taylor Run Citizens Association (TRCA) leadership on these alternatives for the right-turn lane and service road. A

modification to option 3 was proposed by TRCA that was included in the upcoming feedback. It was conveyed by TRCA that access and cut-through traffic was a major concern that needed to be mitigated. Follow up correspondence occurred with TRCA leadership and nearby associations such as Longview and Clover College Park Civic Association on the alternatives. In [December 2023](#), staff presented the alternatives to the larger community with a feedback form. Based on over 400 responses, community correspondence and meetings, the results of that effort resulted in most supporting option 1 or option 2. However, based on both feedback from TRCA and analysis of the submitter's location, option 1 was the most supported recommendation by the immediately adjacent community.

Based on the community feedback and project goals, staff recommends:

- Permanently closing access from West Taylor Run Parkway to Telegraph Road
- Bus stop improvements
- Mobility and sidewalk improvements in the signal infrastructure and the construction of a sidewalk between the eastbound Duke Street lanes and Telegraph Road ramp
- Installing the eastbound left-turn lane at the new Telegraph Road access point with Duke Street westbound
- Install the right-turn lane located east of East Taylor Run Parkway with a two-way service road (Option 1).

In addition to subsequent comments from TRCA and feedback, the staff preferred recommendation will also be updated to include:

- Retaining the curb radius between the service road and Duke Street so that a vehicle could make a U-turn towards Moncure Drive. Note that a right-turn lane will not be provided and drivers will be using a shared right-turn lane.
 - The service road and Duke Street will be on concurrent phasing to discourage drivers abusing this access.
- Evaluation of a right-turn restrictions three months after project close-out on East Taylor Run Parkway. Staff will recommend a right-turn restriction should a 30% total increase from baseline traffic conditions occur between pre and post project AND community support from the TRCA leadership at that time.
 - TRCA leadership has requested a right-turn restriction as part of this project
 - 30% total increase from baseline traffic conditions is consistent but less than 10% of what the state considers cut-through traffic.
- Additional traffic calming measures to mitigate speeding concerns on East Taylor Run Parkway to Janney's Lane, separate from the right-turn restriction.

The staff recommendation is based on balancing needs for the community and the project goals to improve safety for all, reduce cut-through traffic, keep Duke Street moving and improving quality of life for residents. Attachment4 shows the staff recommendation.

OUTREACH: The concept designs were developed largely based on past community input received through emails, calls, letters, feedback forms, neighborhood meetings and Alex311. A summary of the community outreach can be found in Attachment 6.

Notable meetings and feedback :Opportunities

- November 11-15, 2022 West Taylor Run Project Overview
 - Attended Duke Street in Motion Project Meeting with Boards
- March 29, 2023 Pilot Phase II Recommendation & Discussion on West Taylor Run Project
- April 17, 2023 Staff Presentation on West Taylor Run Intersection Project
- December 14, 2023 Staff Presentation on West Taylor Run Intersection Project Right-turn Locations and Service Road

Staff will notify community associations, in particular TRCA, of the final recommendations. Staff will continue to reach out during the design and constructions phases for updates and notable dates.

ATTACHMENT 1: PROJECT LOCATION



**ATTACHMENT 2: TRAFFIC AND PARKING BOARD PILOT PHASE II
ENDORSEMENT**

City of Alexandria, Virginia

Traffic and Parking Board

DATE: April 24, 2023
DOCKET ITEM: #7
ISSUE: Intersection Changes – Duke Street and West Taylor Run

REQUESTED BY: T&ES Staff

LOCATION: Intersection of West Taylor Run Parkway, Duke Street and Telegraph Road ramp

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

BACKGROUND: The Duke Street Mitigation Pilots aimed to reduce regional cut-through traffic on neighborhood streets and to shift traffic to major arterials. As part of this, the pilots focused on signal times and access changes. The second phase of the pilot reinstated the signal timing changes from Phase I and restricted access to the Telegraph Road ramp directly from West Taylor Run Parkway. The goals of this phase:

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

By reducing this congestion along Duke Street, using the arterials will be a preferable alternative for cut-through traffic, further reducing traffic on residential streets.

The pilot was originally slated to end on March 31, 2023 but was recommended to extend to May 31, 2023 by the Traffic and Parking Board at the request of City Staff to address data collection and civic associations input to explore the possibility of extending the pilot permanently.

City staff did collect additional data between February and March 2023 and found that all the goals were met.

DISCUSSION: Staff collected multiple traffic counts over the course of the Pilot (August 2022, October 2022, January 2023, February 2023, March 2023). Staff also used traffic counts from 2019 in order to help calculate differences of volumes. In addition to the traffic count data staff used Streetlight 2019 and 2022 sources to help calculate regional cut-through traffic. As part of the cut-through analysis (2019 versus 2023) staff found that:

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

Based on the increase on Quaker Lane and the decreases on the neighborhood roadways cut-through traffic re-directed to Quaker Lane, all traffic cut-through goals have been met.

A notable statistic found that the Telegraph Ramp peak hour volumes met or exceeded pre-COVID volumes (2019). This is important as a probable outcome of this pilot that as access improved to get onto Telegraph Road from Duke Street due to the free-flow lane onto Telegraph Road, it's possible that regional (including local) traffic to get to Telegraph Road from other areas increased due to improved reliability and travel times on Duke Street.

The travel times and congestion goals were measured using INRIX software and qualitative field reviews. INRIX software uses data from commercial and public fleets, as well as connected vehicles to be able to determine travel times, speeds, travel time reliability, and congestion on arterial roadways, such as Duke Street. The data found that travel times on Duke Street eastbound decreased between 5% and 10% during the peak hours but remained relatively the same in the westbound direction of Duke Street. Staff noticed less stop-and-go traffic on eastbound Duke Street, especially during the peak hours. Staff also observed that pedestrian activations can cause the free-flow lane to back-up similar to before but reverts to flowing operations after a cycle or two.

Overall, the pilot successfully met the goals for pilot phase II. Staff presented the outcomes and recommendations to the public on March 29, 2022.

The West Taylor Run Parkway and Duke Street Capital Project is expected to be finalized this spring. A public meeting was held on Monday, April 17th 2023. More information about the capital project will be presented during a future traffic and parking board meeting.

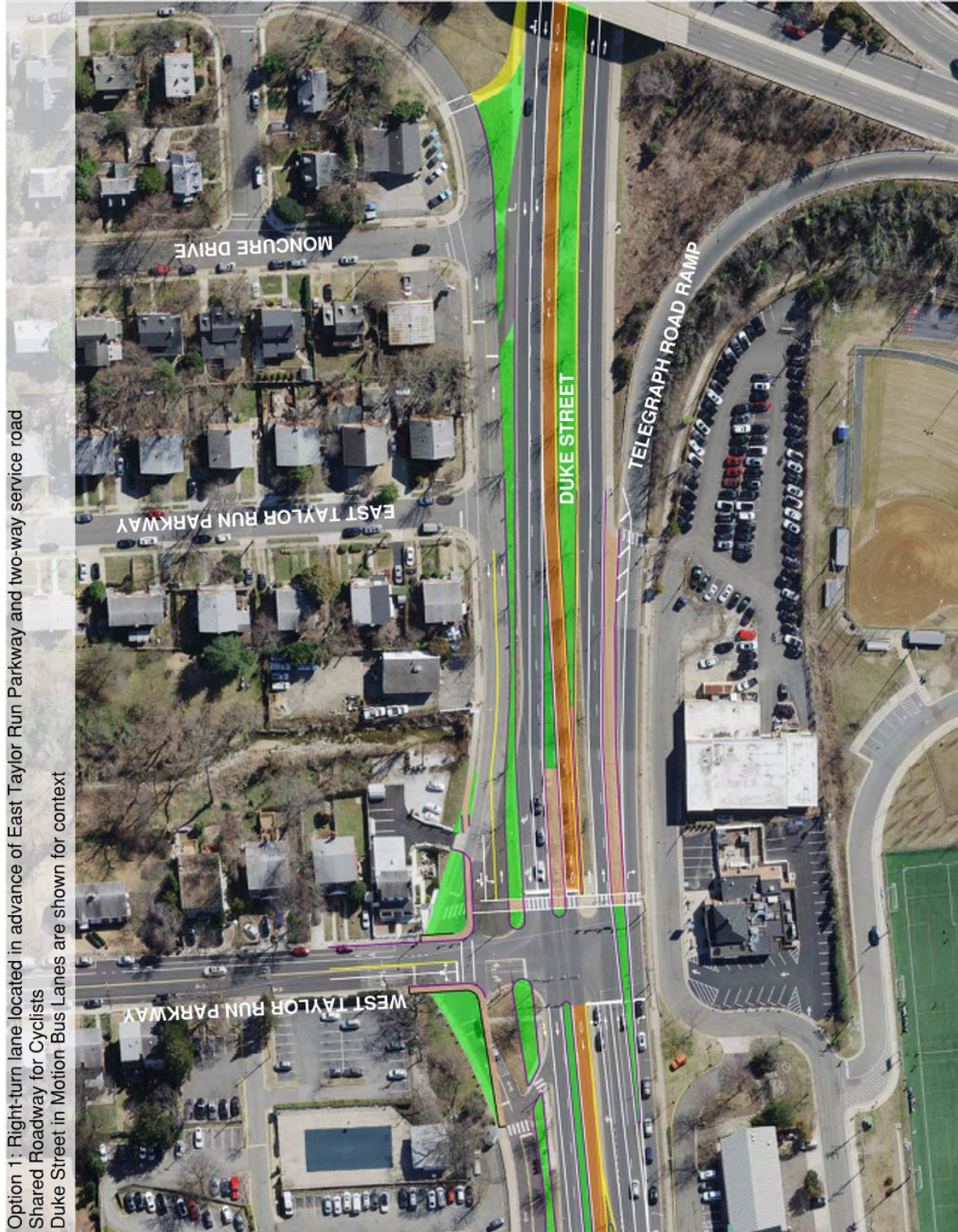
Based on the civic associations support and the supporting data, staff are recommending to extend the pilot permanently until the construction of the West Taylor Run Capital project slated for FY26-27.

OUTREACH:

- Staff met with Traffic and Parking Board on October 25th to present preliminary data about the progress of the pilot and also public input about Quaker Lane and access from the neighborhoods to Telegraph Road.
- Staff met with nearby civic associations about the progress of the pilot and questions about extending the pilot permanently on Feb 13, 2023. At this meeting we heard support from the associations to continue the pilot and feedback about concerns that were similar to the March 29th meeting. (attached civic association letter)
- Staff presented the outcomes and recommendations to the public virtually on March 29, 2022. A recording of the presentation can be found here https://alexandria.granicus.com/ViewPublisher.php?view_id=29&coa_view_id=29&coa_clip_id=5808
- Community and civic association feedback were the following:
 - AM impacts on Duke Street need to be explored
 - Congestion at Duke Street and Quaker Lane intersection
 - Access to Telegraph Road
 - Improved safety using the Dove Street access.
 - Duke Street and Cambridge Road vehicle interactions on the service roads
 - General signal operations at West Taylor Run
 - Focus on other corridors such as King Street and westbound Duke Street
- Staff acknowledges the concerns and will monitor and tweak accordingly. If the board concurs with the recommendation, staff will begin reviewing the above concerns as the pilot infrastructure will become permanent.
- Staff has informed impacted civic associations of the April 2023 Traffic and Parking Board meeting and City Staff's recommendation to make the pilot permanent.

ATTACHMENT 3: CONCEPT DESIGN OPTIONS & ALTERNATIVES PERFORMANCE

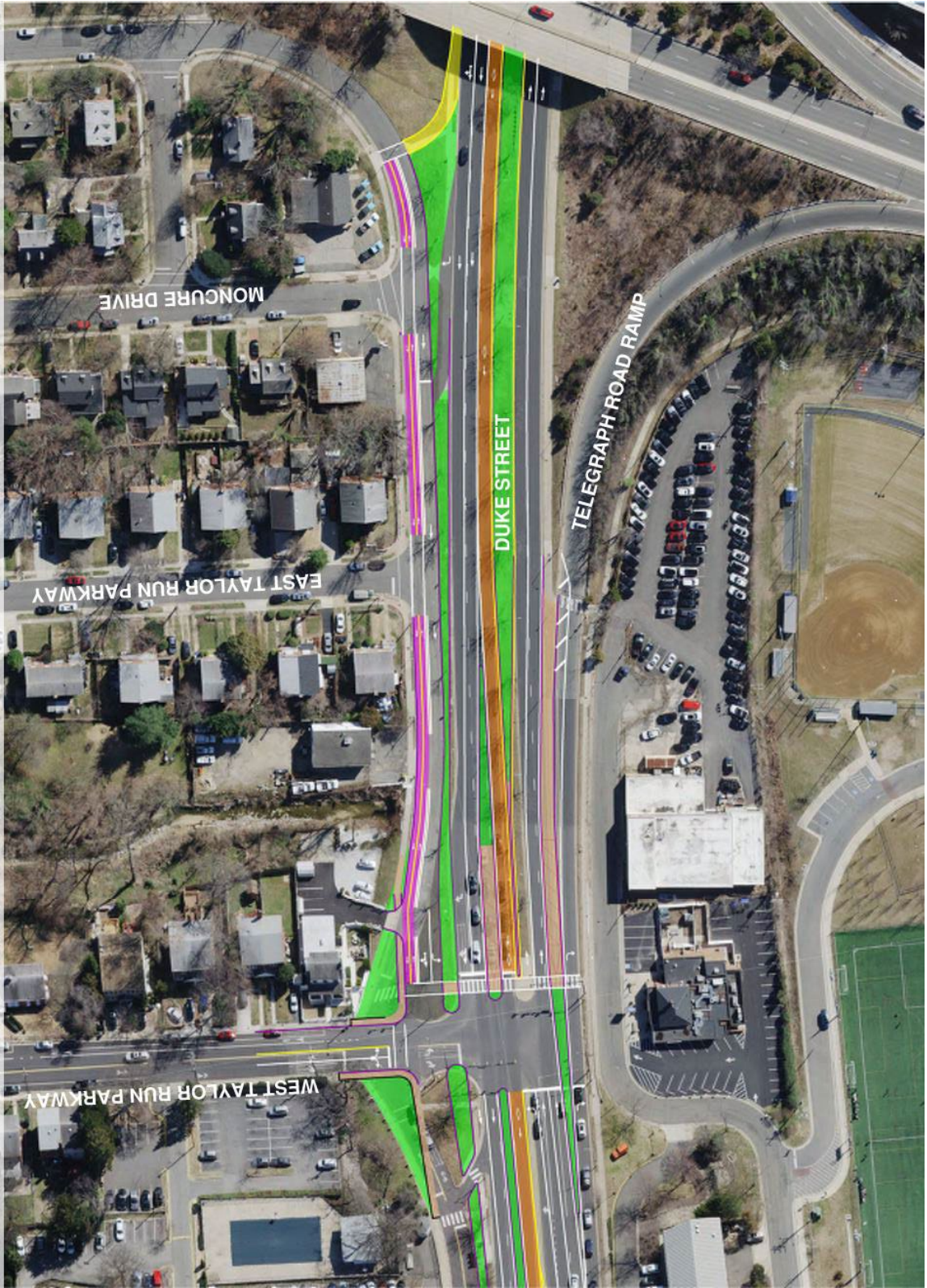
OPTION ONE



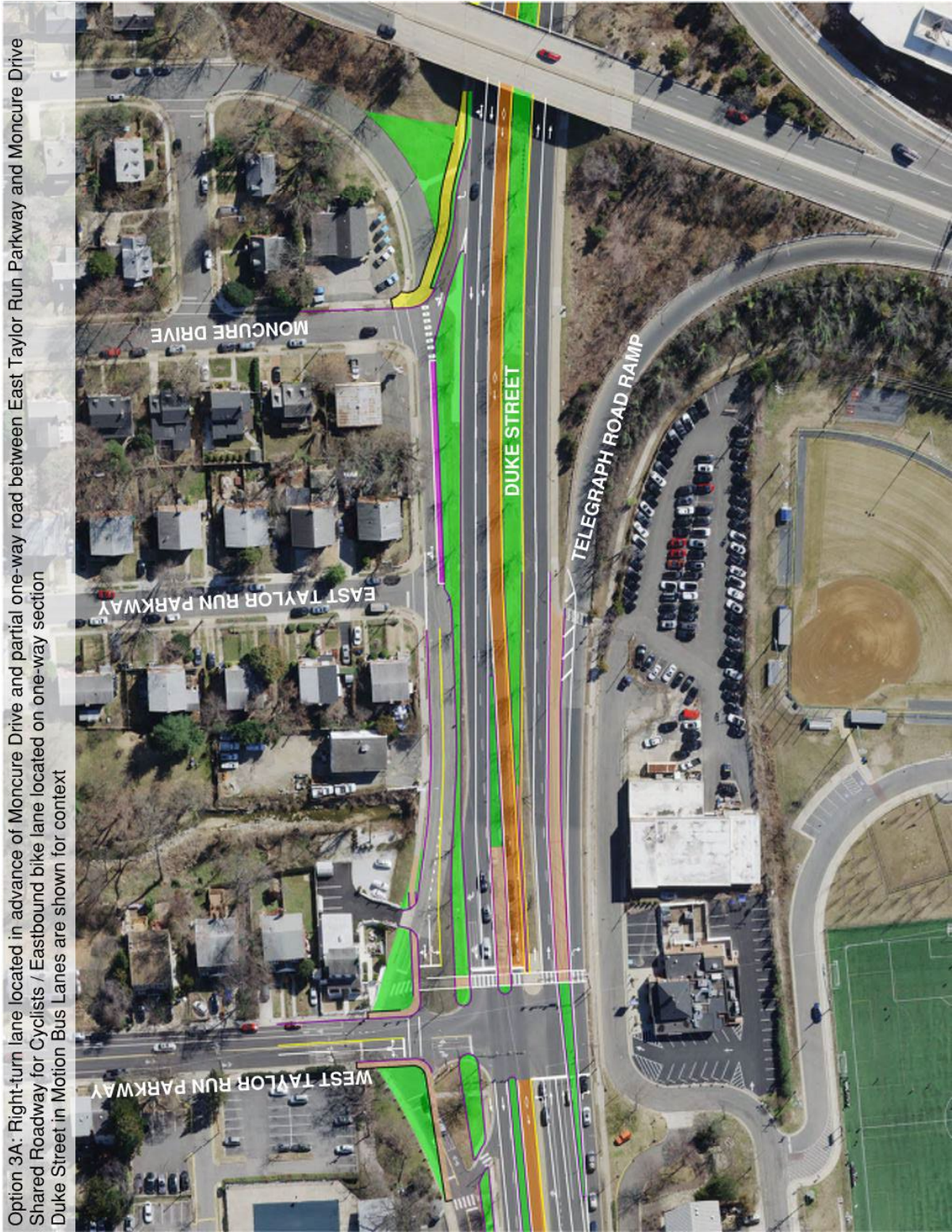
Option 1: Right-turn lane located in advance of East Taylor Run Parkway and two-way service road Shared Roadway for Cyclists Duke Street in Motion Bus Lanes are shown for context

OPTION TWO

Option 2: Right-turn lane located in advance of East Taylor Run Parkway and one-way road towards West Taylor Run Parkway
Two-way Cycle-track
Duke Street in Motion Bus Lanes are shown for context

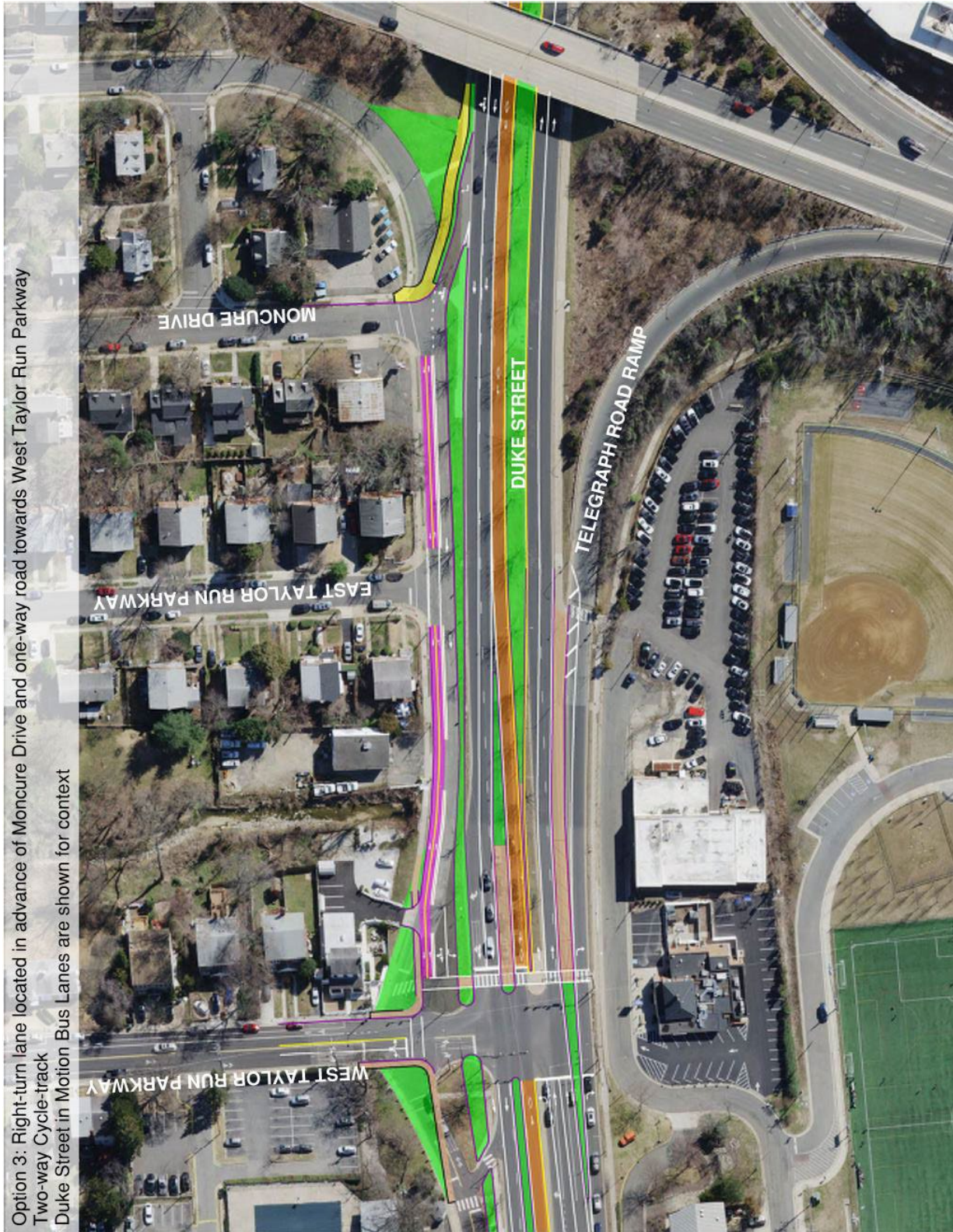


OPTION THREE A



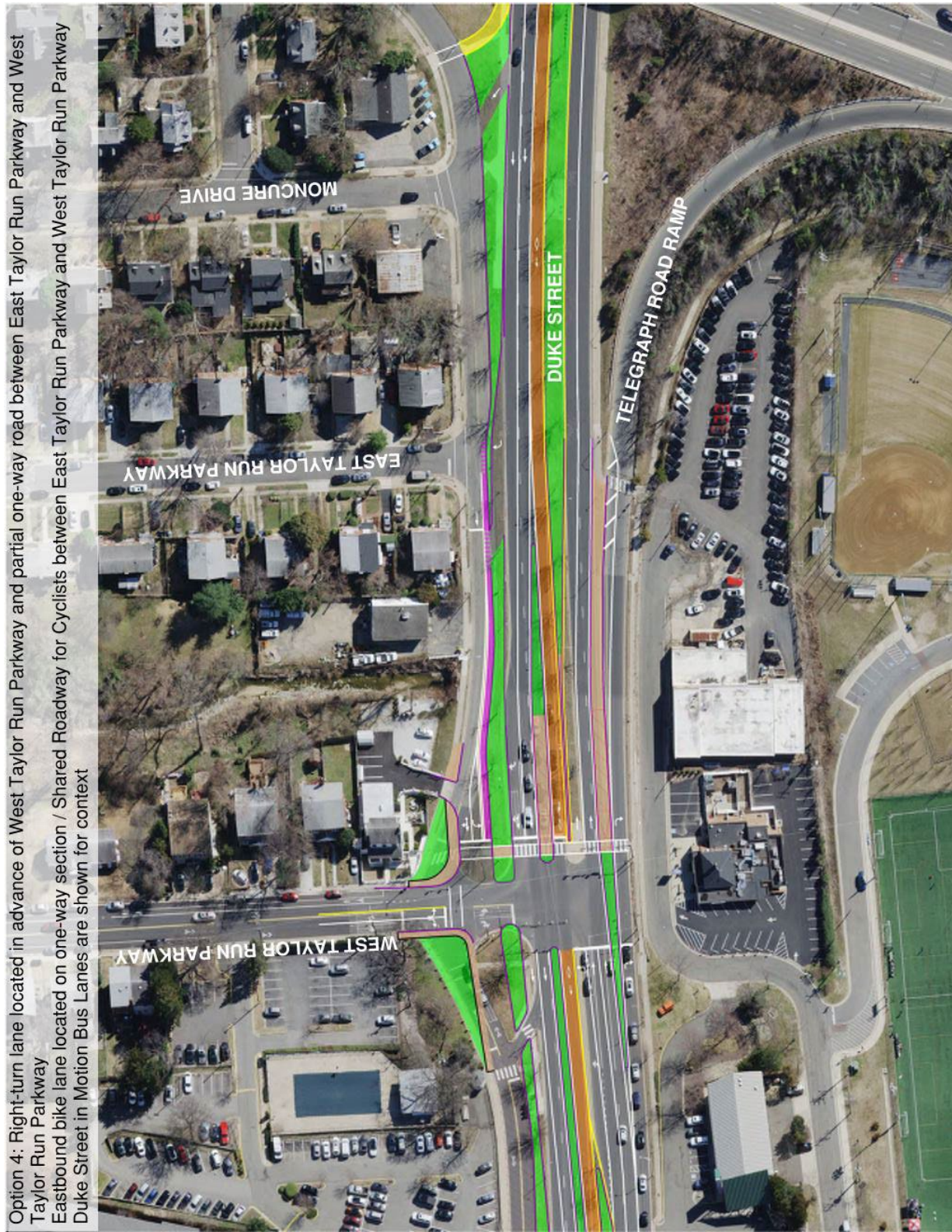
Option 3A: Right-turn lane located in advance of Moncure Drive and partial one-way road between East Taylor Run Parkway and Moncure Drive Shared Roadway for Cyclists / Eastbound bike lane located on one-way section Duke Street in Motion Bus Lanes are shown for context

OPTION THREE



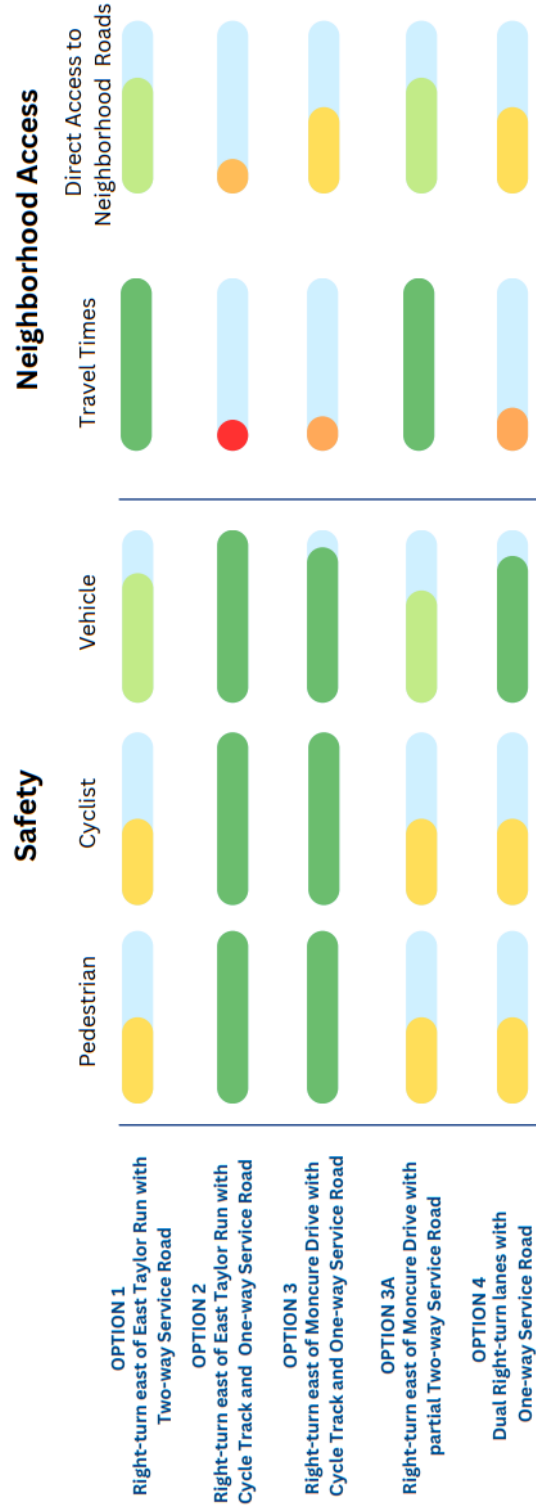
Option 3: Right-turn lane located in advance of Moncure Drive and one-way road towards West Taylor Run Parkway
Two-way Cycle-track
Duke Street in Motion Bus Lanes are shown for context

OPTION FOUR

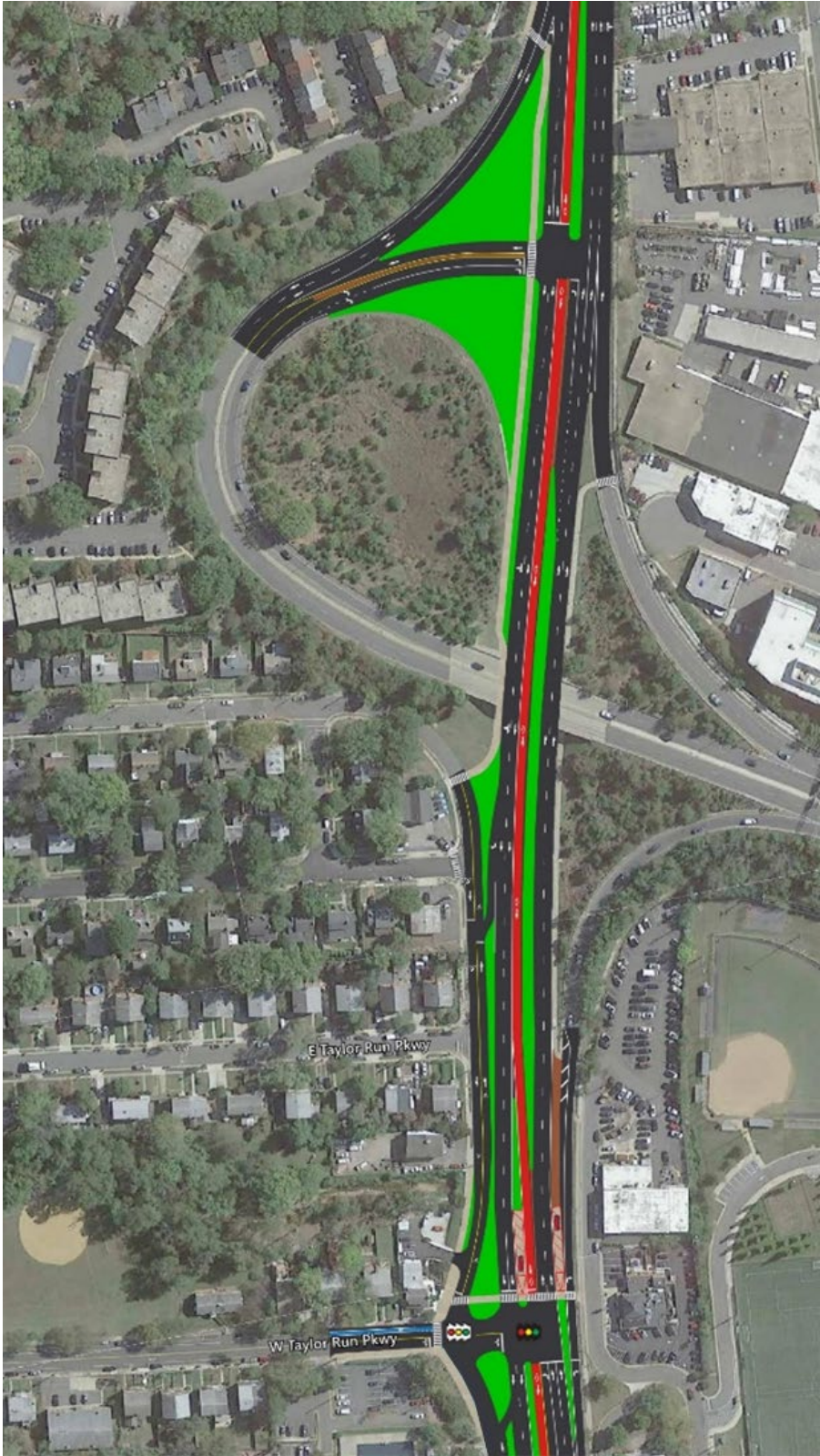


Option 4: Right-turn lane located in advance of West Taylor Run Parkway and partial one-way road between East Taylor Run Parkway and West Taylor Run Parkway
Eastbound bike lane located on one-way section / Shared Roadway for Cyclists between East Taylor Run Parkway and West Taylor Run Parkway
Duke Street in Motion Bus Lanes are shown for context

Duke at West Taylor Run Intersection Service Road and Right-turn Lane Comparison



ATTACHMENT 5: STAFF RECOMMENDATION



ATTACHMENT 6: COMMUNITY FEEDBACK SUMMARY

Community Outreach Log

Project: Duke Street and West Taylor Run Intersection Improvement Project

General Outreach

August 11, 2022 – Pilot Phase II Community Meeting. Covered Pilot Plan and Goals. Included discussion on upcoming West Taylor Run Project

November 11-15, 2022 – West Taylor Run Intersection Project overview and preliminary recommendations of intersection, potential locations of the right-turn lane, and Telegraph Road access point. [Recording](#). [Boards](#) at meeting.

March 29, 2023 – Pilot Phase II Community Meeting for Final Recommendation on Pilot. Included discussion on upcoming West Taylor Run Project

April 17, 2023 – Duke Street and West Taylor Run Intersection Improvement Meeting on staff recommendation for right-turn location, Telegraph Road access point configuration, and design update. Included discussion of how Duke Street in Motion tied into the project and the service road configurations. Result was to re-evaluate the staff recommendation for the right-turn lane and service road configurations. [Presentation](#).

December 14, 2023 – Cambridge Road and Duke Street AND West Taylor Run and Duke Street Intersection Meeting on right-turn location and service road configurations. [Presentation](#) and [recording](#) for West Taylor Run Intersection Improvement can be found here. Feedback form ran from December 14, 2023 to January 19, 2024.

Community Associations

August 10, 2022- Clover College Park Civic Association Pilot Phase II Community Meeting. Covered Pilot Plan and Goals. Included discussion on upcoming West Taylor Run Project

February 13, 2023 – Discussion with Clover College Park Civic Association, Taylor Run Civic Association, Seminary Hill Civic Association leadership on pilot results and project next steps.

May 13, 2023 (Email) – Status update to new Taylor Run Citizens Association leadership on Duke Street and West Taylor Run Intersection Improvement Project.

September 25, 2023 (Email) – Update and to schedule meeting on service road and right-turn lane with Taylor Run Citizens Association leadership

September 28, 2023 – Meeting with Taylor Run Citizens Association leadership on project purpose, status, and new alternatives on right-turn lane and service road.

October 26, 2023 (Email) – Correspondence on alternative option recommendation from Taylor Run Citizens Association leadership regarding service road and right-turn lane location.

November 9, 2023 - Staff attended Clover College Park Civic Association community meeting regarding the service road and both intersections at Cambridge Road and West Taylor Run Parkway. Presentation and answered questions regarding recommendations and alternatives.

November 29, 2023 - Staff attended Longview Residents community meeting regarding the service road and both intersections at Cambridge Road and West Taylor Run Parkway. Presentation and answered questions regarding recommendations and alternatives.

December 1, 2023 (Email) – Correspondence on upcoming winter community meeting and West Taylor Run right-turn lane and service road presentation with Taylor Run Citizens Association leadership

December 11, 2023 – Staff attended Taylor Run Citizens Association community meeting on West Taylor Run Citizens Association right-turn lane and service road. Presentation and answered questions regarding recommendations and alternatives.

December 12-15, 2023 (Email) – Correspondence with Taylor Run Citizens Association leadership on questions and comments regarding the alternatives and recommendations for the right-turn lane and recommendation.

February 7, 2024 (Call & Email) – Discussion of results with Taylor Run Citizens Association leadership and their preferred alternative for right-turn lane and service road.

Email from Taylor Run Citizens Association leadership

“Although some groups not directly affected by the WTR project are pushing Slip Lane option #2, the residents who are directly affected are split in their support of Option 1 and 3A with one board member supporting 4 and no known support for 2 or 3.

The supporters of 3A are primarily people who remember the last traffic nightmare when ETR became a cut-through despite not being designed that way. They have fear of option #1 because it feeds directly from Duke to ETR making it a cut-through again. It seems impossible to believe anyone would choose an option other than ETR. (For example: choosing WTR involves an additional right turn and potentially 2 traffic lights). If Option #1 is chosen we would need immediate traffic calming and a “no through 7-9 AM” at the least would seem mandatory during construction. A member last night expressed grave concern if we waited for some traffic level to kick in to get that sign as those things seem to take a lengthy period of time.”

March 5, 2024 (Email) – Correspondence on next steps and Taylor Run Citizens Association preferred alternative for right-turn lane and service road.

May 10, 2024 (Email & Call) - Correspondence on staff next steps for the right-turn lane and service road with Taylor Run Citizens Association leadership

Boards & Commissions:

July 25, 2022 – Traffic and Parking Board – Recommendation of permanent closure of ramp to Telegraph Road from West Taylor Run, formalize pilot phase II until construction of West Taylor Run Intersection Project. Included discussion on upcoming West Taylor Run Project

January 1, 2024 – Traffic and Parking Board – Updates on the Duke Street project at Cambridge Road Intersection, West Taylor Run Parkway Intersection, and the service roads. Also gave update on feedback received to date.

MAY/JUNE – Traffic and Parking Board – Staff to present staff recommendation on right-turn location and service road.

Individual/Alex311

Over 60 plus 311 tickets responded to regarding the West Taylor Run Project recommendations and pilot since January 2023

Correspondence with active Taylor Run Citizens Association member since October 31, 2023 regarding the right-turn lane and service roads

Correspondence with active members of the Alexandria Bicycle and Pedestrian Advisory Committee since November 7, 2023 regarding the service road

Correspondence with Caribbean Pool Service since April 2023, December 2023, and January 2024 regarding project, service road and right-turn lane location