

TRAFFIC & PARKING BOARD PUBLIC HEARING

May 20, 2024

City Hall – Alexandria, VA

Hybrid meeting will start at 7:00 PM



Welcome!

Public Hearing:

Board will receive comments from the public in-person and via Zoom

Three Ways to Speak:

- Via e-mail: signed up in advance
- In-person: use sign-up form at back of the room
- Via Zoom: use 'Raise Hand' feature in Zoom
 - *9 with phone audio

Agenda: May 20, 2024

Welcome & Introductions

1. Deferrals and Withdrawals
2. Approval of Minutes
3. Written Staff Updates & Public Hearing Follow-up
4. Public Discussion Period

Consent Items:

5. Parking removal – 1500 Block of Mount Vernon Avenue

Public Hearing Items:

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

Information Items:

11. Staff Updates
12. Commissioner Updates

Approval of the Minutes

Written Updates & Public Hearing Follow-Up

Public Discussion Period

This period is restricted to items NOT listed on the docket

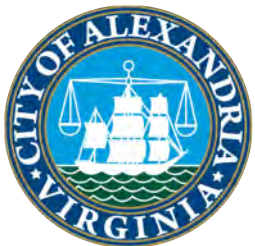
If you would like to speak, please:

- Submit a Public Speaker form (if in person)
- Raise your hand on Zoom (if virtual)

Parking Removal – 1500 Block of Mount Vernon Avenue

Agenda Item 5

Presenter: Sean Martin



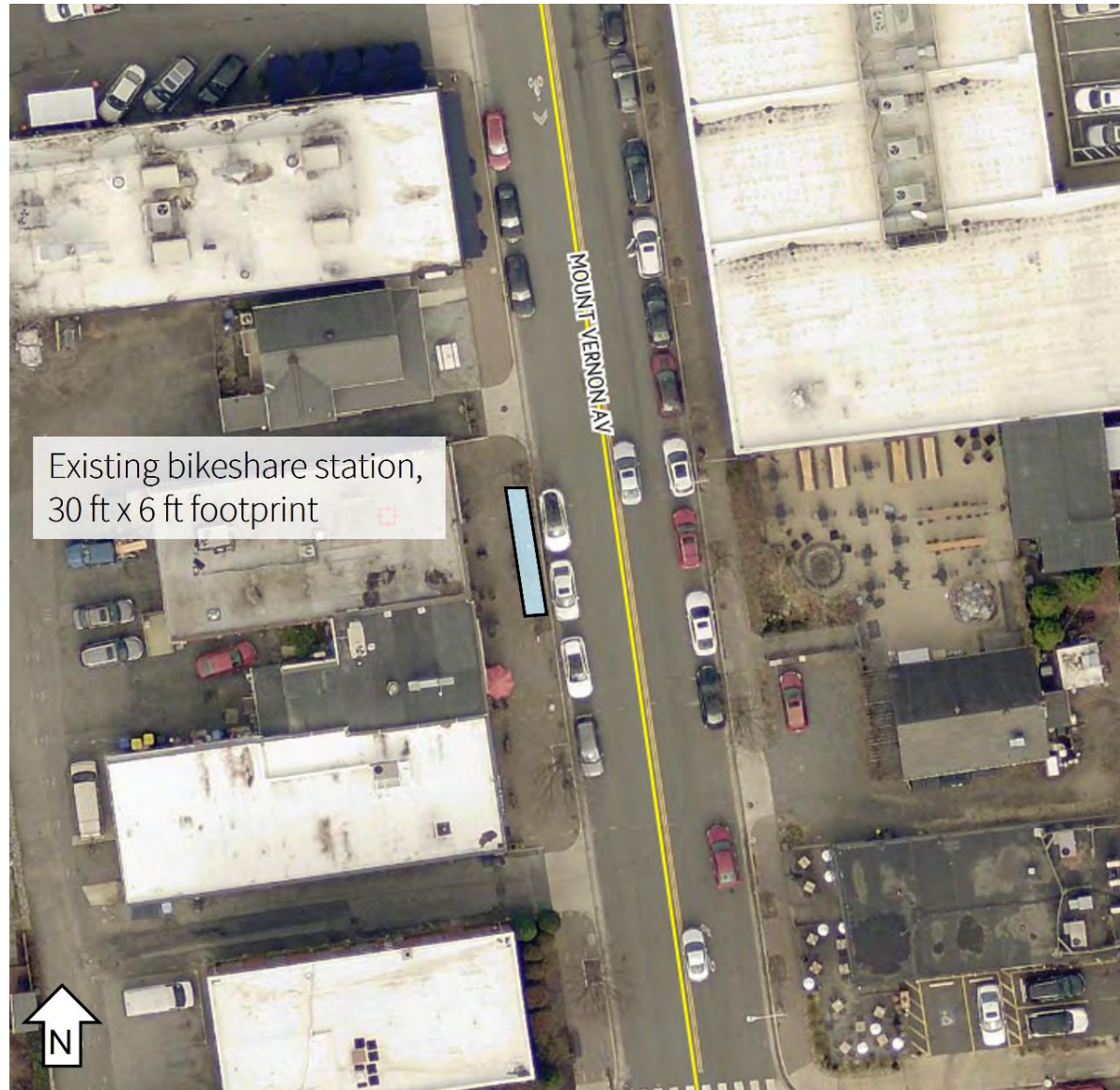
Background & Location

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

What: Remove 1 parking space

Why: To allow for the installation of a Capital Bikeshare station

Current Parking Restrictions: Seven spaces southbound and 10 spaces northbound which have 2-hour restrictions from 9 a.m. to 5 p.m. Monday – Saturday



Existing Conditions

2.8 Required Clearances

Dining furniture, planters, any permitted signage, barriers and the base of barriers must remain outside these areas:



Outdoor dining areas must leave at least five feet of unobstructed pedestrian space, including between the base of barriers. On sidewalks the five-foot passage way must form a continuous linear path in front of the business as illustrated in the example.

Required clearance around fire department connections and fire hydrants

Five-foot sidewalk clearance

A minimum of five feet of unobstructed pedestrian walking space must remain on the sidewalk. Waitstaff must serve patrons within the dining enclosure and not in the pedestrian walk area.

Twenty-two foot emergency vehicle easement (EVE) clearance in roads that have been closed to traffic marked as an EVE.

Three-foot clearance around all fire department connections.

Five-foot clearance around all fire hydrants.

A clear and unobstructed path must be maintained between the street or emergency vehicle easement (Fire Lane) and the primary means of business entry, fire department connections, and fire hydrants.

Where utility meters are on the exterior of a building, no outdoor dining or parklet element/component may be within **two feet of the utility shut-off.**



City of Alexandria



Proposed Concept

Original configuration:

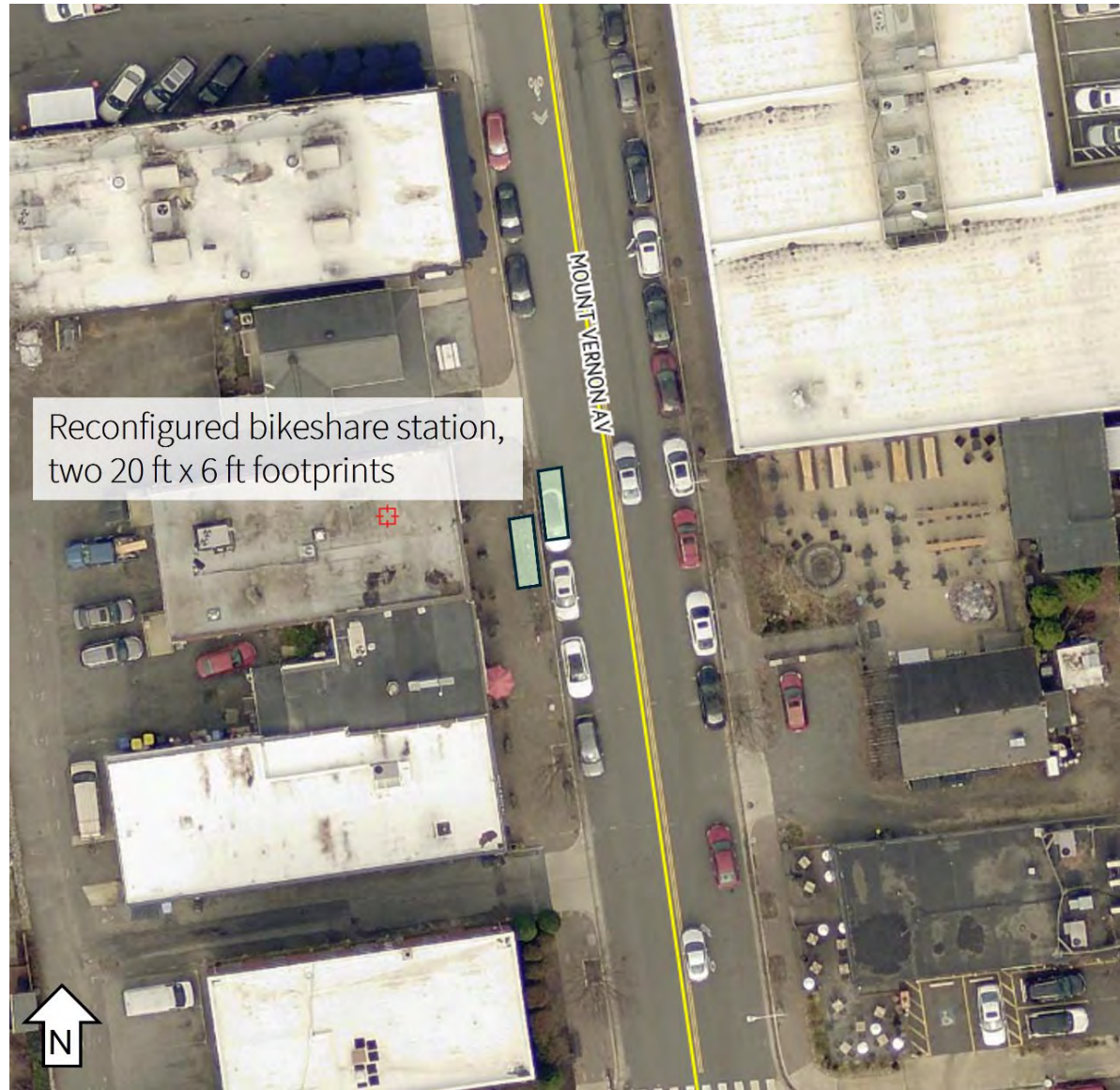
Sidewalk - 11 docks, 1 kiosk (30' x 6')

Street - No presence

Proposed configuration:

Sidewalk - 8 docks (20' x 6')

Street - 8 docks (20' x 6')



Pillar Docks

- Docks operate independently, so they don't have to be directly connected to each other
- New to Capital Bikeshare system
- Currently being piloted in CitiBike (NYC) and Divvy (Chicago)



Background – Curb Space Prioritization Framework

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

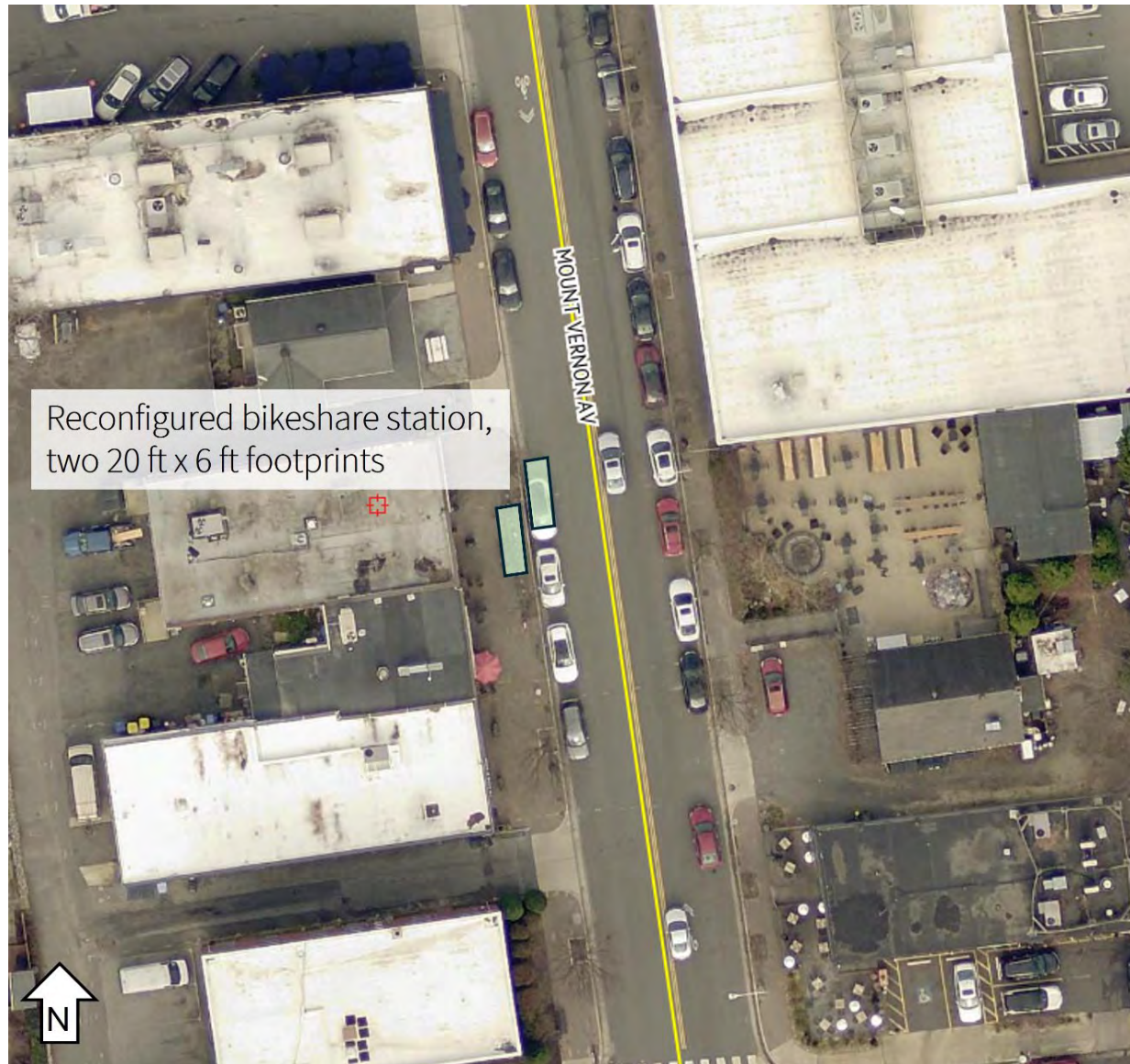
Curb Space Prioritization Framework

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

Alternatives Considered



Proposed Concept



Outreach

- Communicated with adjacent businesses via in-person visits, phone, and email. Two options were shared.
 - Four approve or have no concerns with the proposal
 - Eye2eye
 - Al's Steak House
 - Benny Diforza's
 - Junction Bakery
 - One is against the proposal
 - SomaSou
- The Del Ray Business Association was notified of the proposal and did not share any concerns.
- The Del Ray Citizen's Association Traffic Calming Subcommittee was notified of the proposal, a presentation was given at their meeting on May 15, and have requested the City evaluate other sites for the bikeshare station
- One public comment received is against the proposal

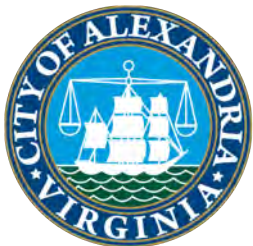
Recommendation

That the Board recommend the Director of T&ES remove one on-street parking space on the 1500 block of Mount Vernon Avenue for a Capital Bikeshare Station

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

Agenda Item 6

Presenter: Daniel Scolese



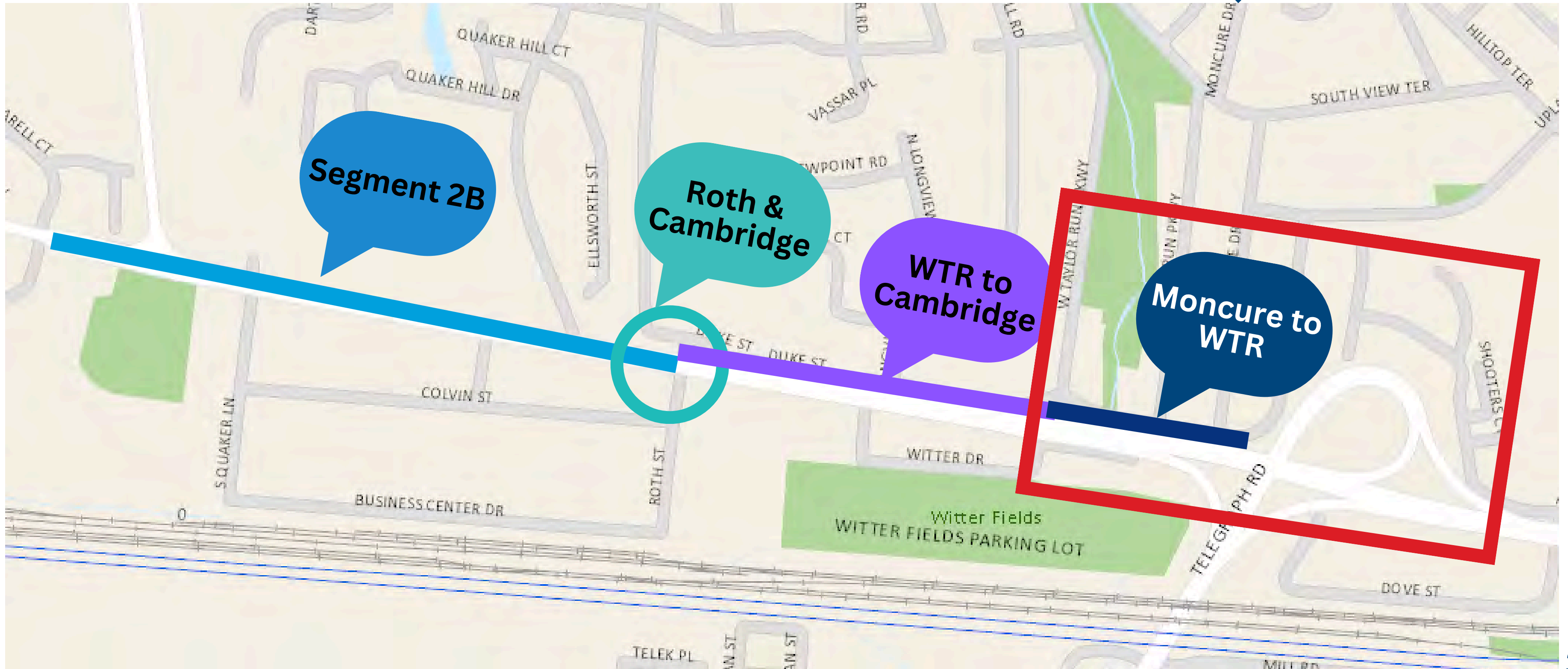


Duke Street and West Taylor Run Intersection Project

Traffic & Parking Board

May 20, 2024

Project Location



DUKE STREET TIMELINE

2017
Central
Alexandria
Traffic Study

2018
Duke Street &
West Taylor
Run Funding
Request

2018 &
2020
Duke Street
Transitway
funded

2021
Duke Street
Community
Visioning

2022
Traffic
Mitigation
Pilots

2023
Council
approval of
Transitway
concept &
Service Road
discussions



Project Schedule Continued



Community Engagement Summary

September 2023- Present

- 3 Civic Association/HOA Meetings
- 1 in-person Community Meeting with 75 attendees
- 400+ responses to online feedback form
- 4 Meetings with Community Leaders
- 3 Written Updates (City Council & Community Newsletters)
- 6 Board & Commission Staff Updates
- 2 City Council Oral Updates
- Numerous phone & email conversations with residents

Duke at West Taylor Run Intersection

Project Goals

The project purpose is focused on enhancing safety and access for people who walk, drive, bike and take transit.



Improve safety for all people at the intersections



Reduce cut-through traffic on neighborhood streets

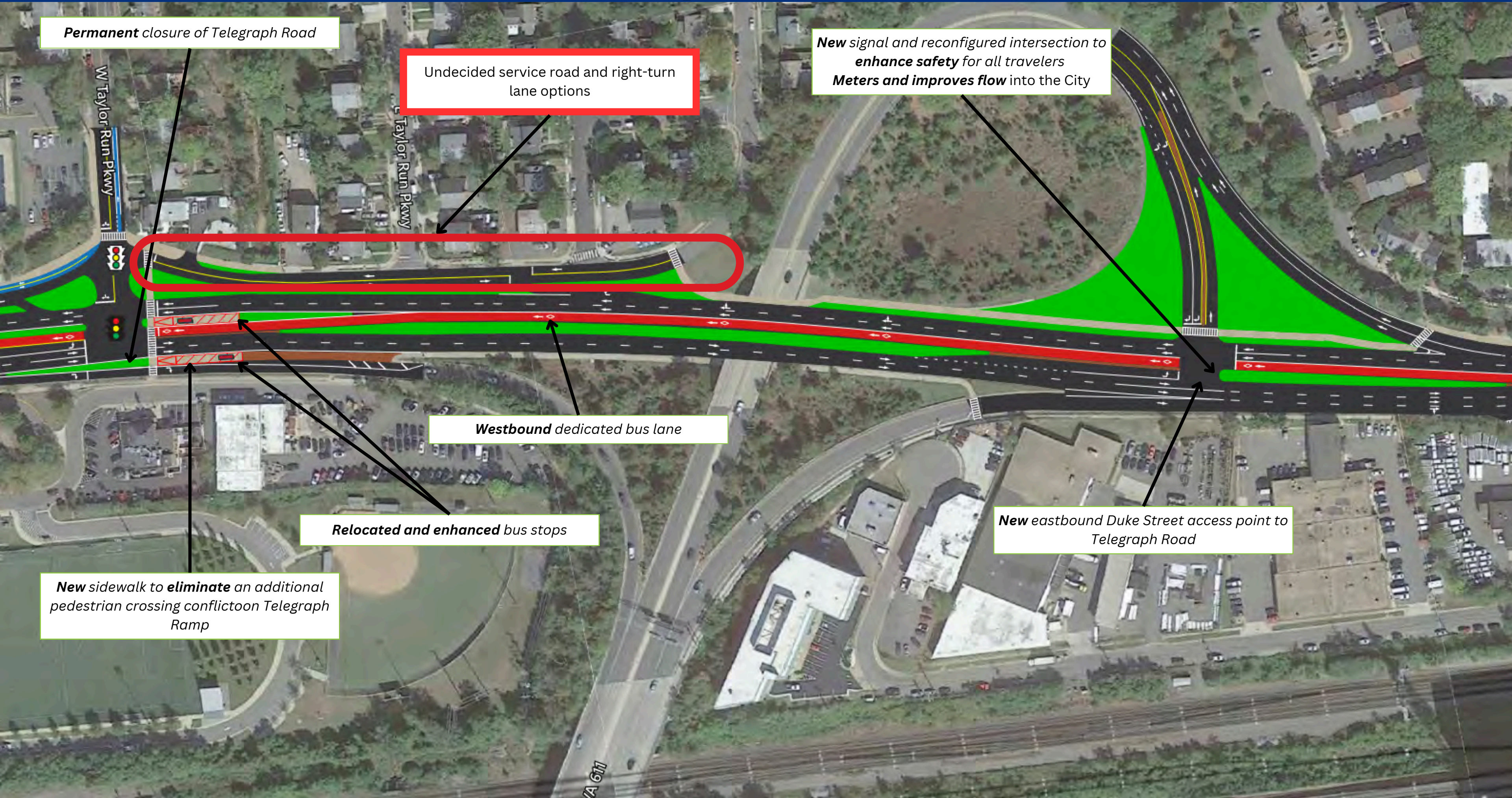


Reduce congestion on Duke Street



Improve the quality of life for residents

Proposed Plan



Permanent closure of Telegraph Road

Undecided service road and right-turn lane options

New signal and reconfigured intersection to **enhance safety** for all travelers **Meters and improves flow** into the City

Westbound dedicated bus lane

Relocated and enhanced bus stops

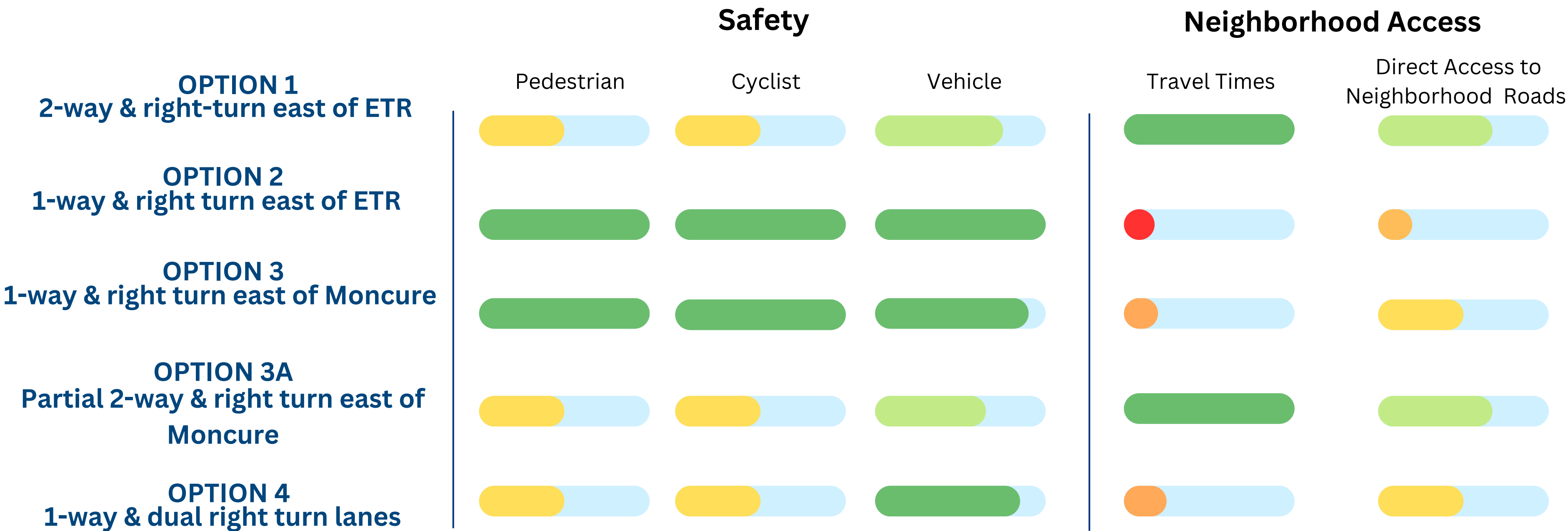
New sidewalk to **eliminate** an additional pedestrian crossing conflict on Telegraph Ramp

New eastbound Duke Street access point to Telegraph Road

IA 611

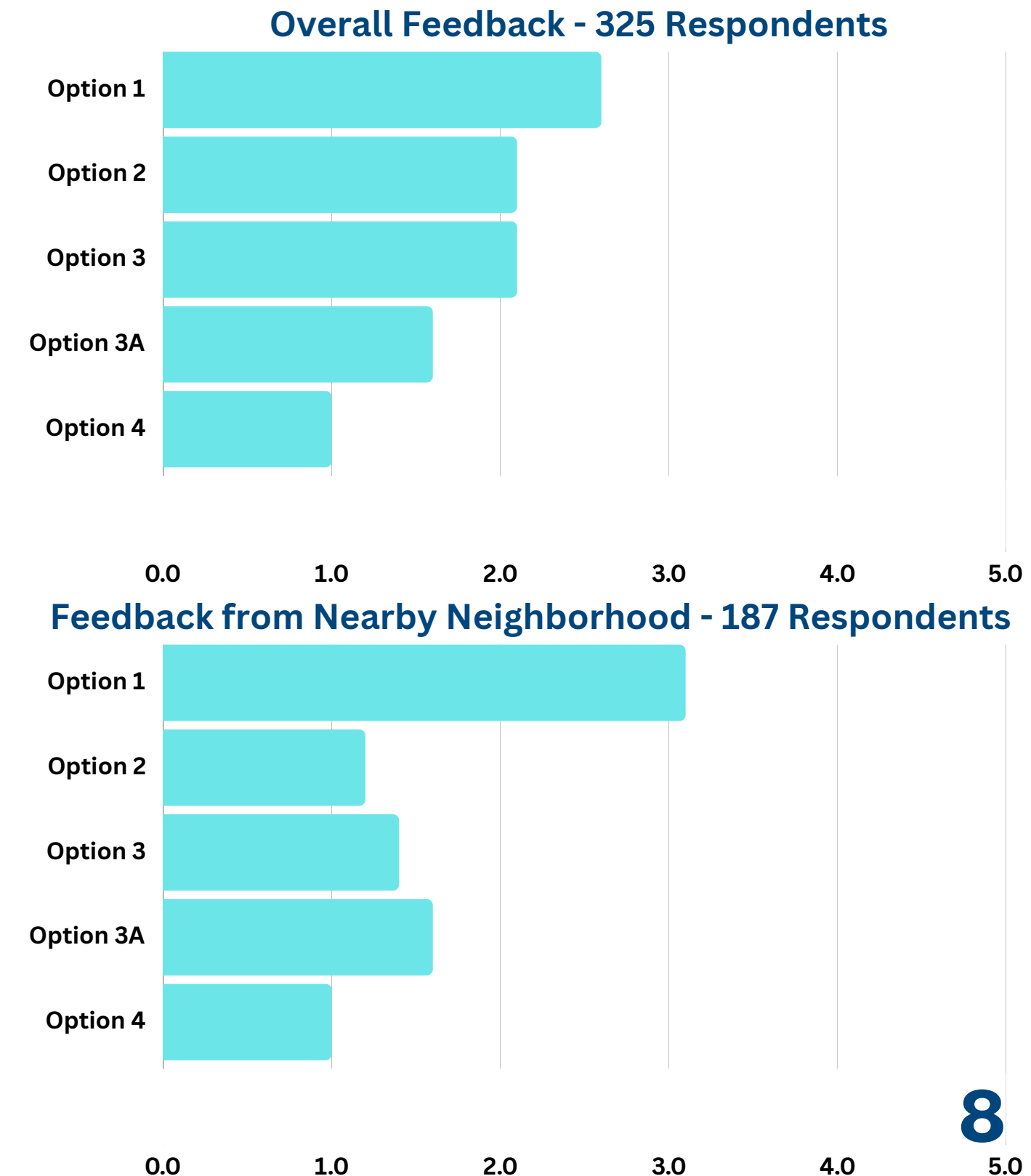
Moncure to West Taylor Run

Service Road and Right-turn Lane Comparision



Moncure to West Taylor Run Service Road

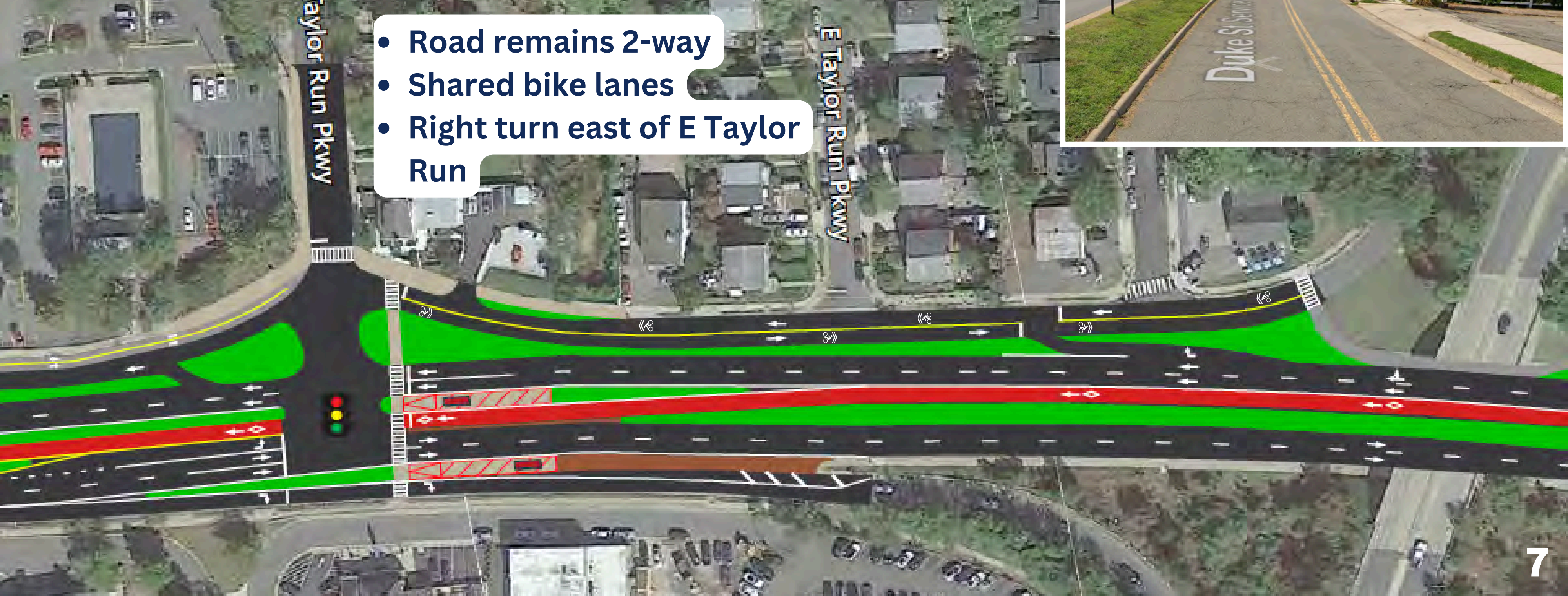
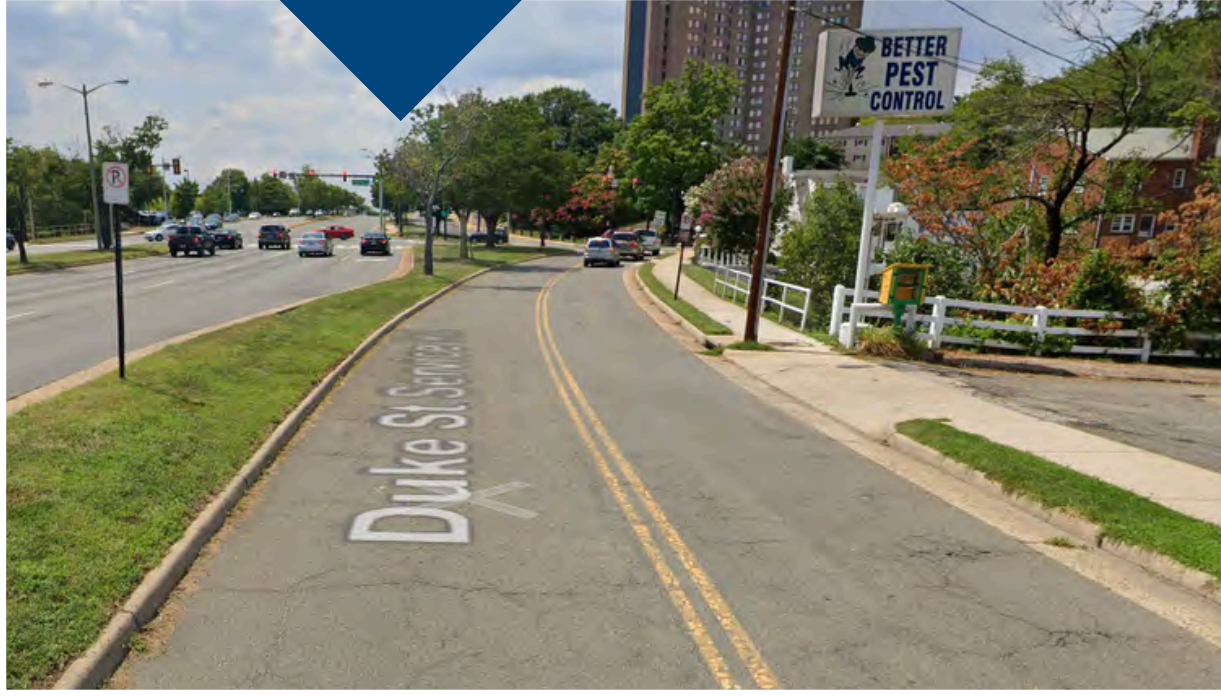
- **Recommendation: Option 1**
 - **General neighborhood support**
 - **Street remains two way**
 - **Low speed street for shared bicycle facilities**
 - **Allows u-turns to get to businesses**
 - **Works well with intersection improvements to decrease delay on Duke Street**



Moncure to West Taylor Run

Recommendation: Option #1

- Road remains 2-way
- Shared bike lanes
- Right turn east of E Taylor Run



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

Information Items

STAFF UPDATES

COMMISSIONER UPDATES

Staff Updates



Eisenhower Avenue Transportation Study



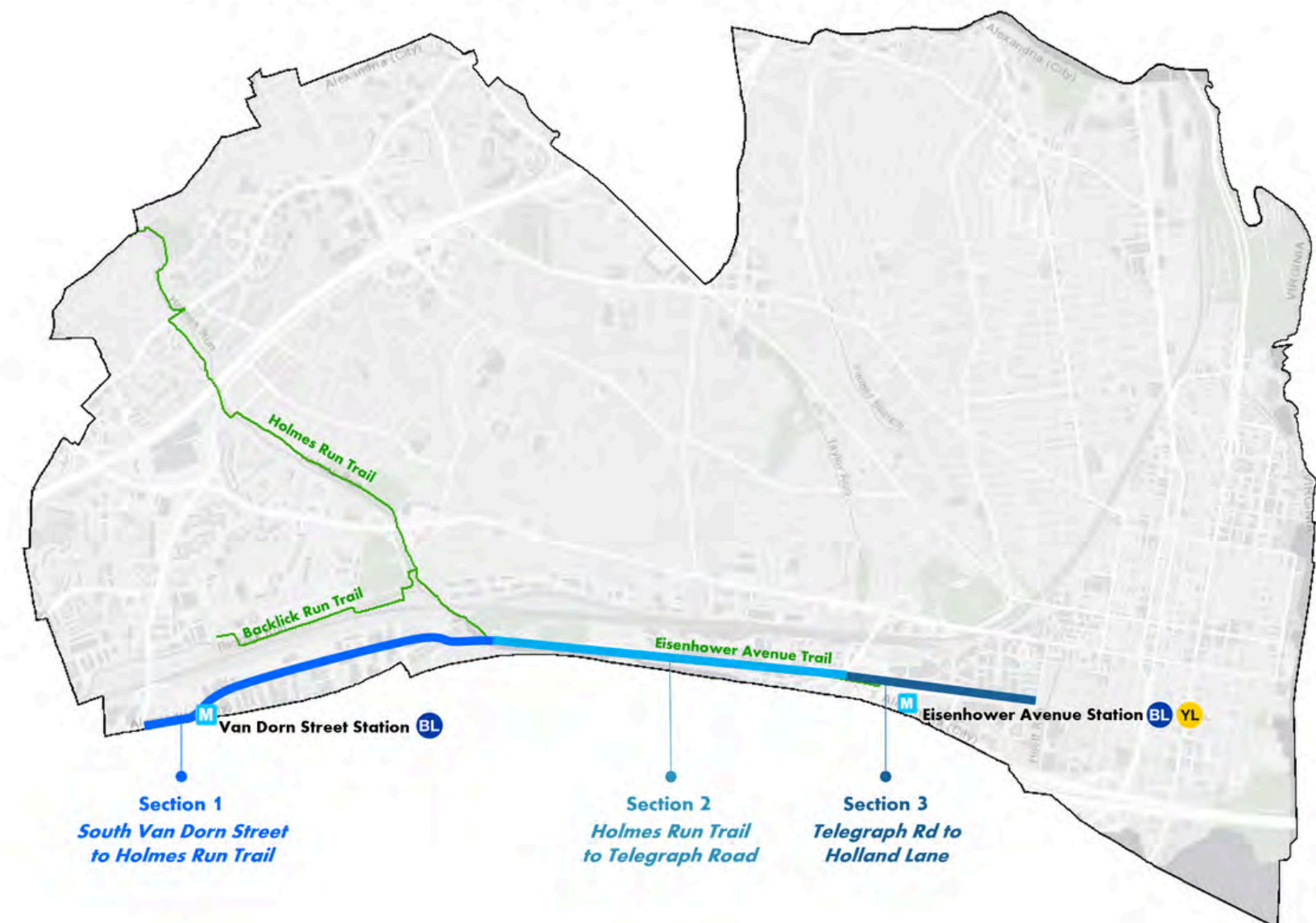
Study Update



Eisenhower Avenue

Evaluate needs and opportunities for mobility, access, and safety improvements on the Eisenhower Avenue corridor.

- Improve safety for all users
- Address connectivity and accessibility
- Support future demand and land uses
- Advance the Small Area Plan



Study Summary

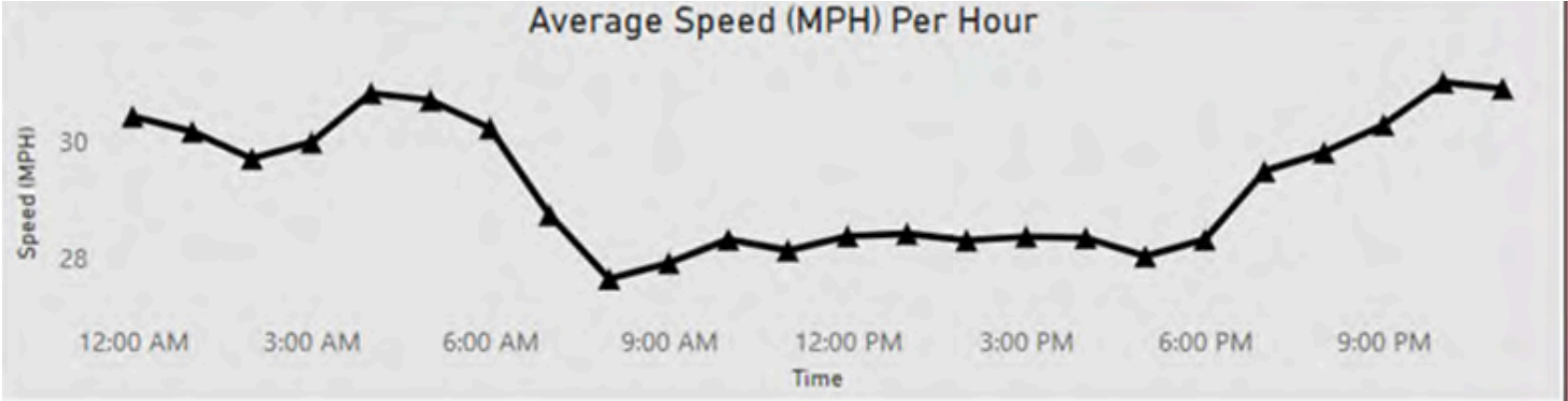
Eisenhower Avenue Transportation Study

Feedback We've Heard

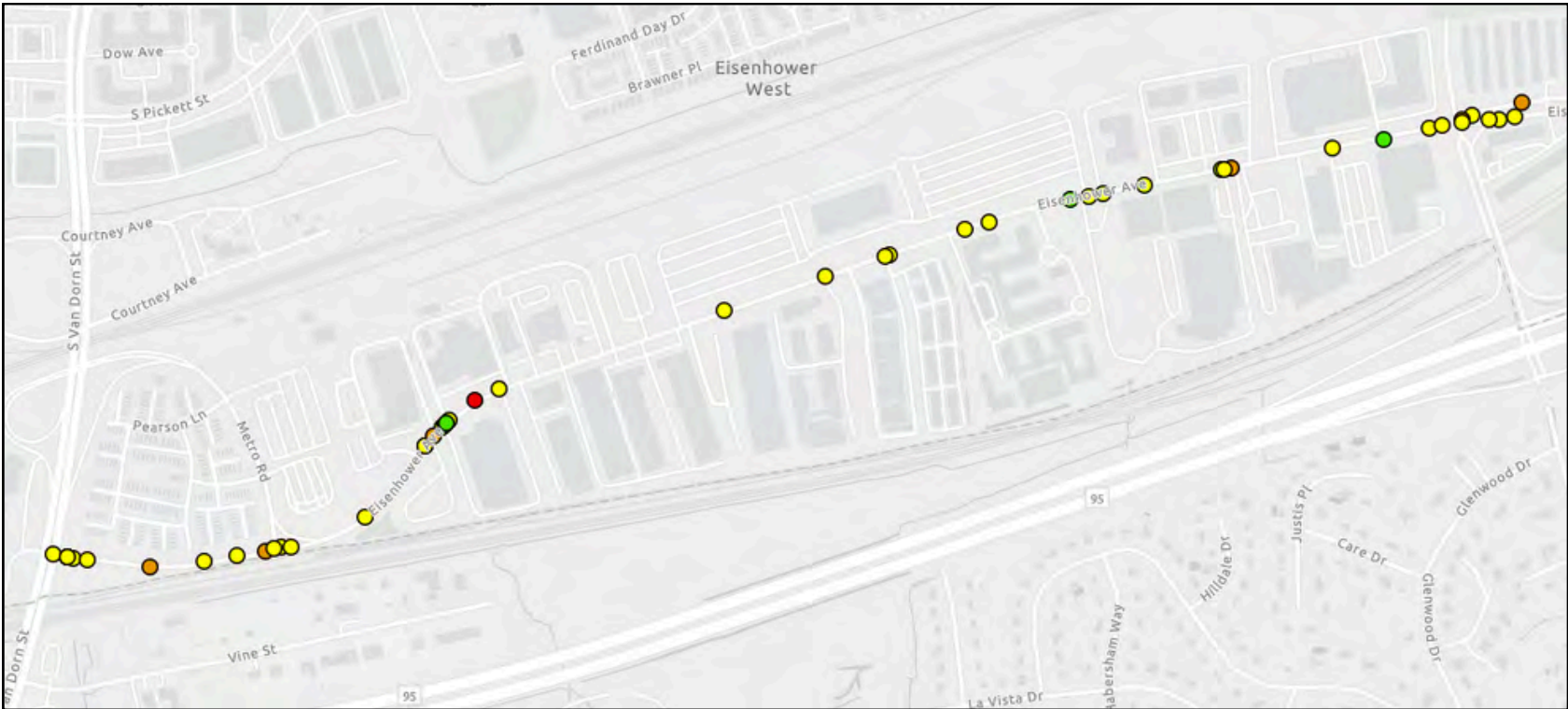
- Speeding Concerns
- Lack of Bike Facilities
- Difficult and in-frequent pedestrian crossings
- Sidewalks are uncomfortable
- Access to Metro is difficult

What We've Found

- Speeding during non-peak hours
- Van Dorn Street/Eisenhower Ave Backups
- Substandard existing walkways and trails
- Severe crashes within the Curve near Van Dorn Metro Station
- Pedestrian crashes primarily focused between Metro Station and Clermont Avenue



Crashes - Eisenhower Avenue to Clermont Avenue



Focus Areas - Section 1: Van Dorn Street to Holmes Run Trail



Enhance safety and reduce speeding



Improve safety, address speeding, and increase access for other modes







Enhance safety and improve congestion




Provide and improve access



Legend

	Safety Need		Operational Need
	Pedestrian Need		
	Cyclist Need		

N


PLAN AREA STREET HIERARCHY

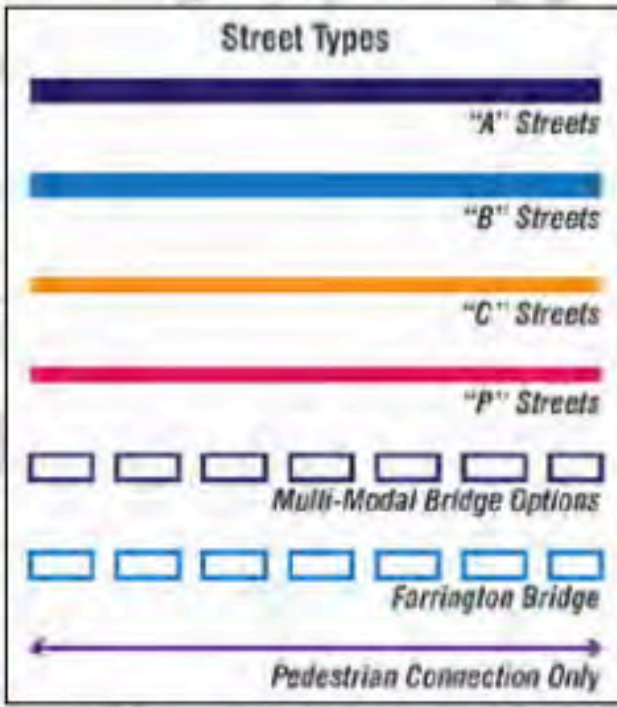
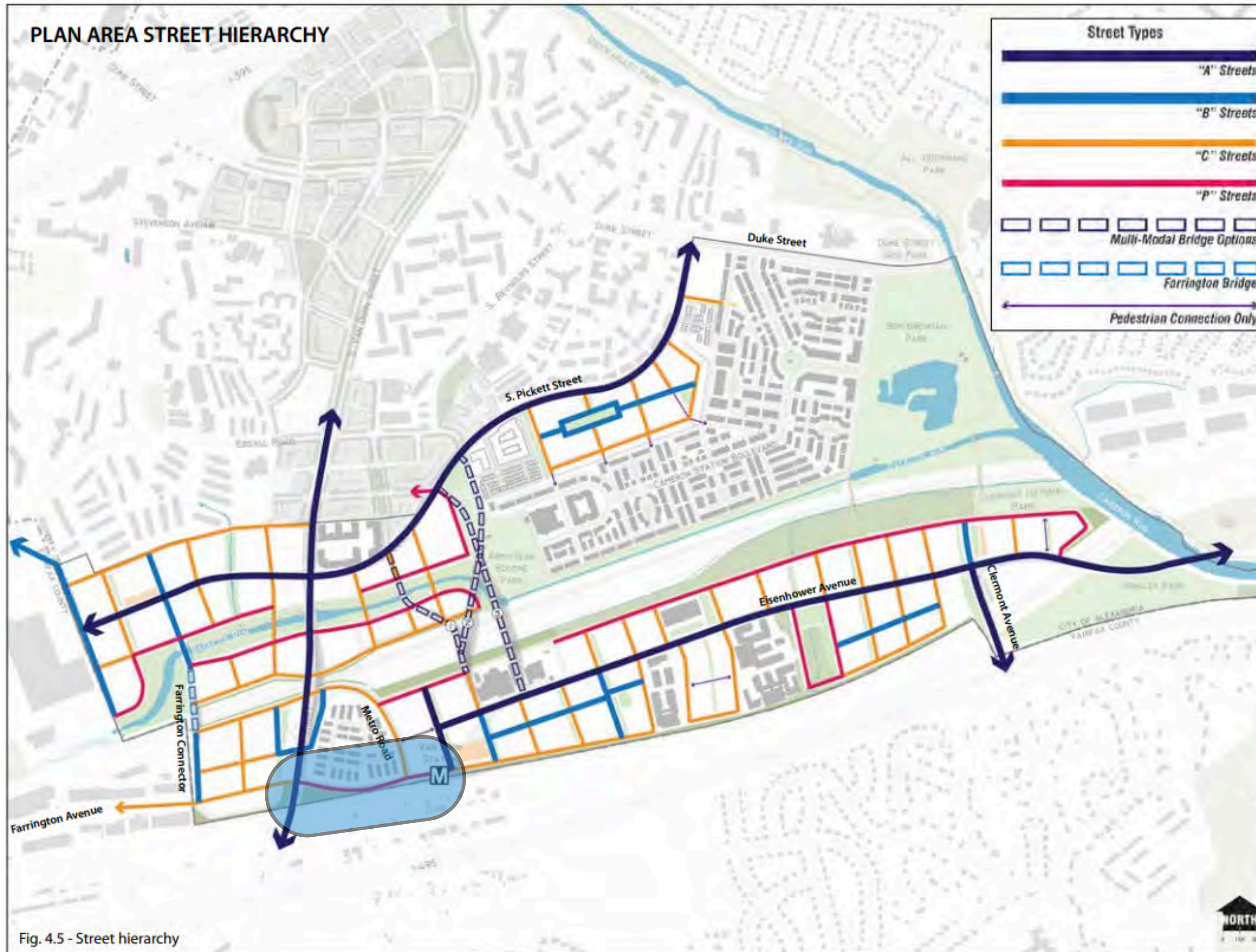


Fig. 4.13 - Cross section through typical "P" street with park frontage

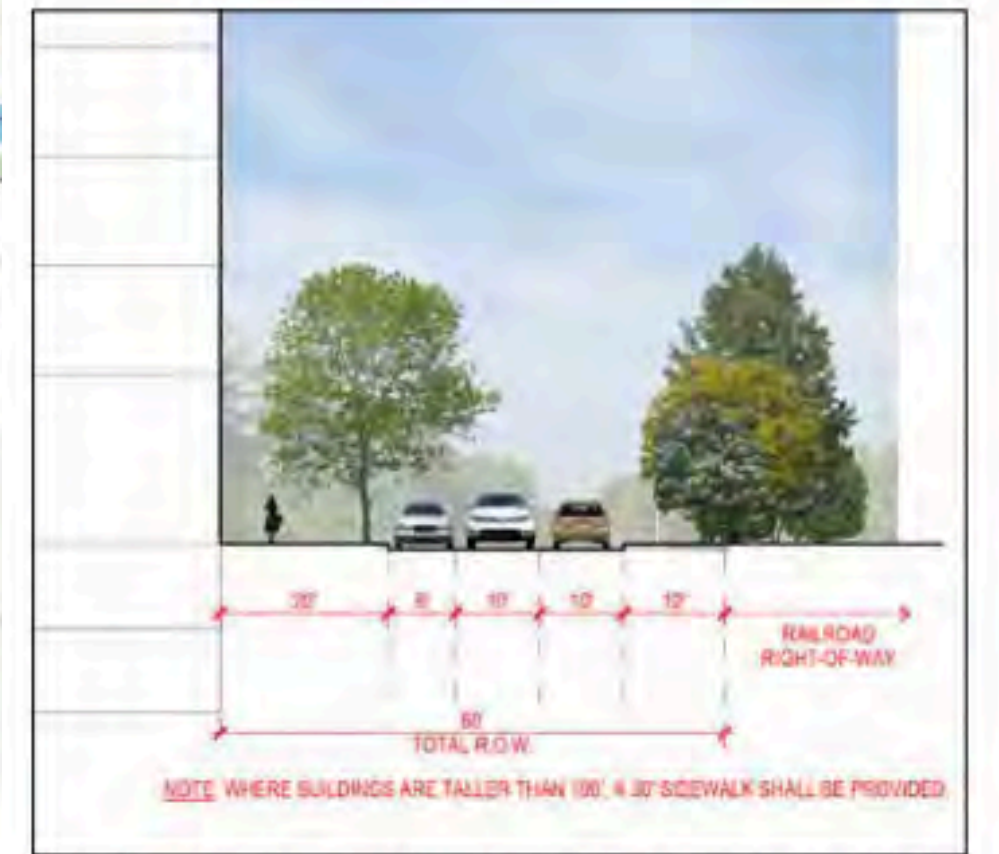


Fig. 4.14 - Cross section through typical "P" street with railway frontage

Fig. 4.5 - Street hierarchy



Preliminary Recommendation - Van Dorn Street & Eisenhower Avenue

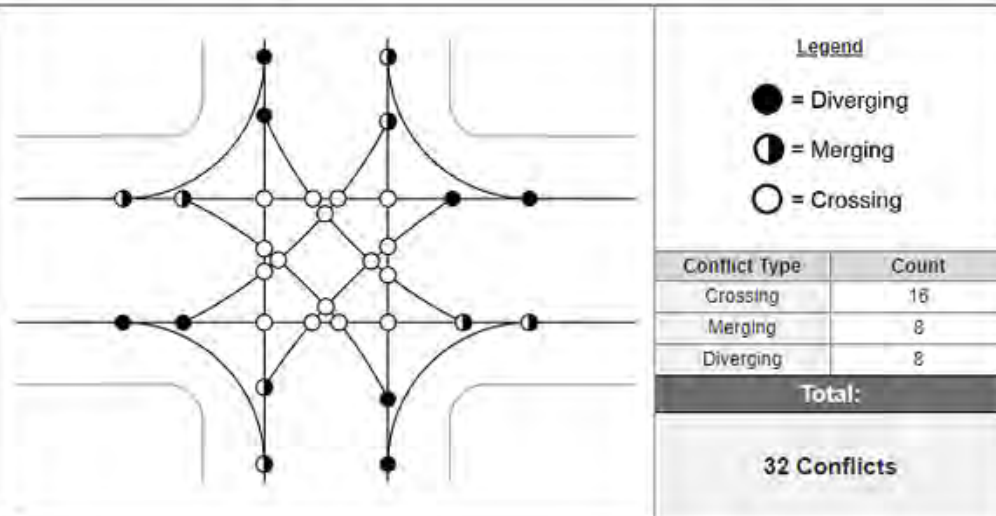
Relocate Left-turns through Metro Road / Van Dorn Street Interchange

- Reduce delay and queueing on Van Dorn Street
- Reduce the number of conflict points on Van Dorn Street
- Improve the pedestrian and cycling infrastructure at the intersections and Eisenhower Avenue
- Install sidewalk along Southside of Eisenhower from Van Dorn Street to Metro Station

Proposed Eisenhower Ave Cross-Section - Van Dorn to Metro






Conflict Point: Potential locations of where vehicle travel paths intersect and a collision risk occurs



Opportunity to re-evaluate cross-section

West End Transitway - New Bus Connection to Van Dorn Street

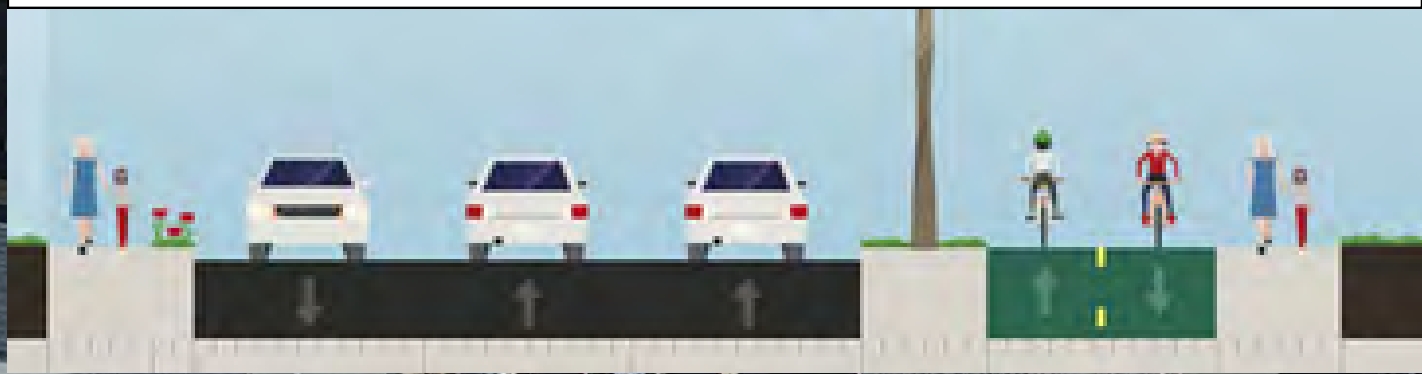



 Relocated left-turn movement(s) from Van Dorn Street through Metro Road

Preliminary Recommendation - Van Dorn Street & Eisenhower Avenue

Conceptual Idea

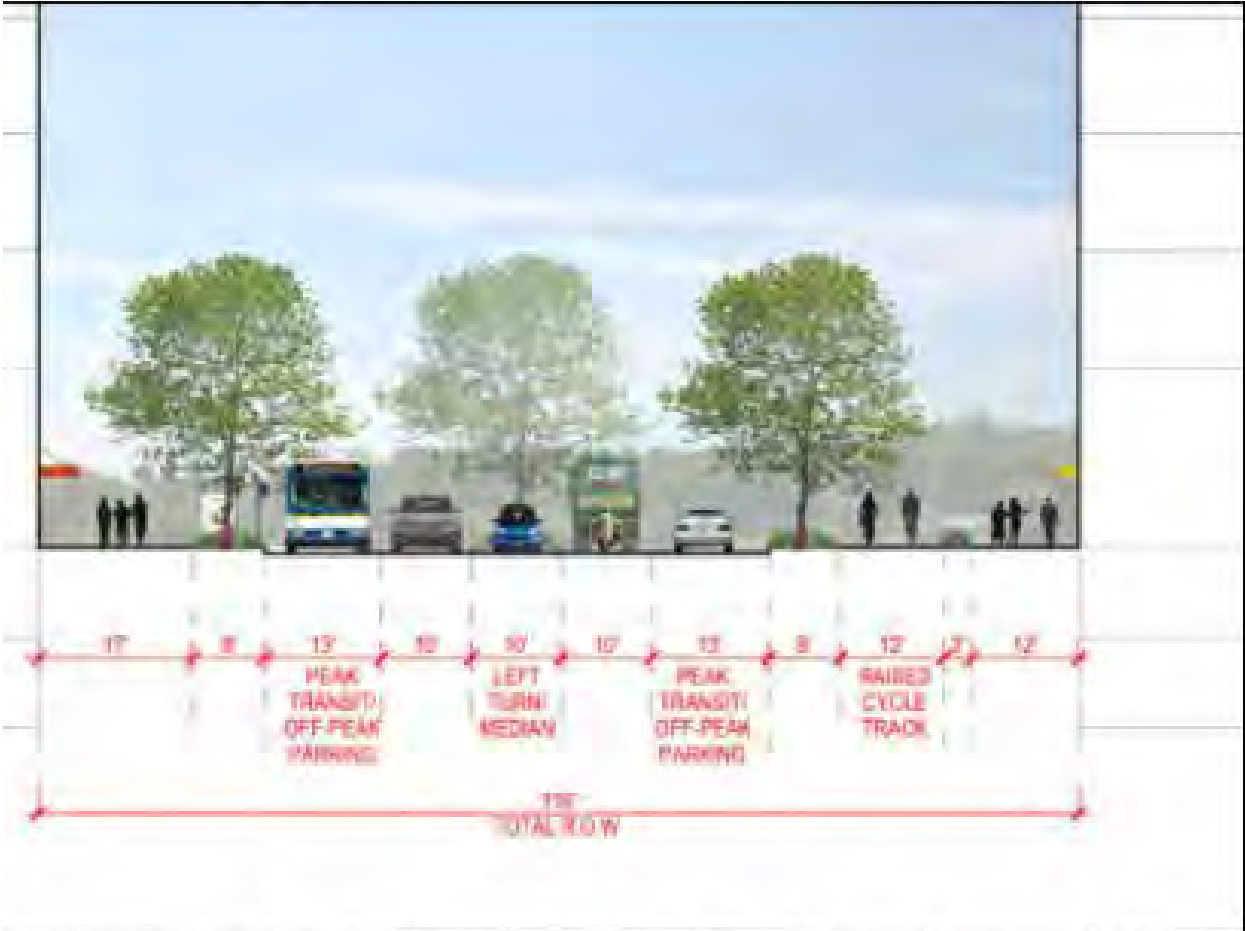
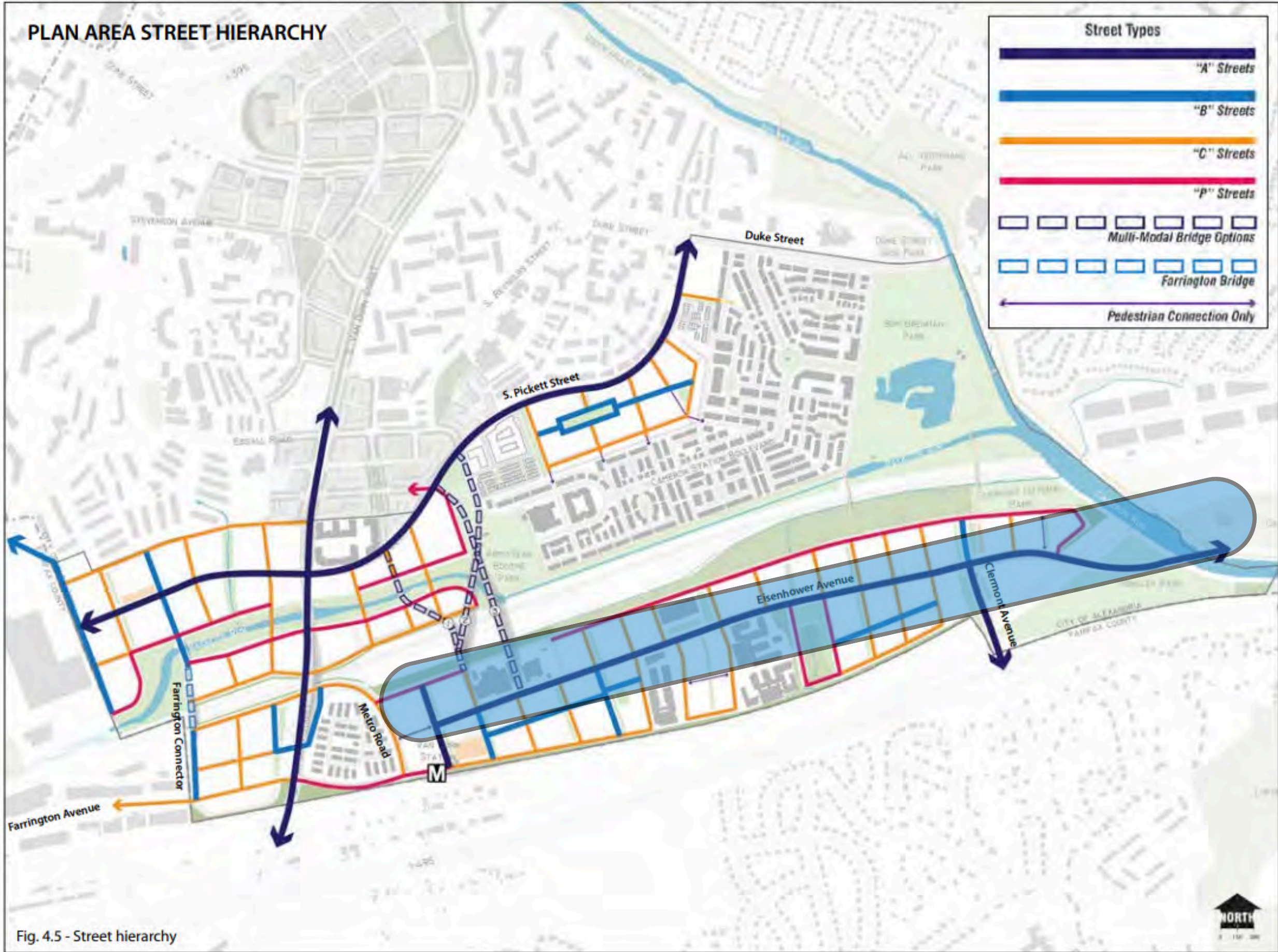


Proposed Cross-Section - Van Dorn to Metro



Raised Cycle-Track

Sidewalk



Metro Road to Holmes Run Trail

Preliminary Recommendation

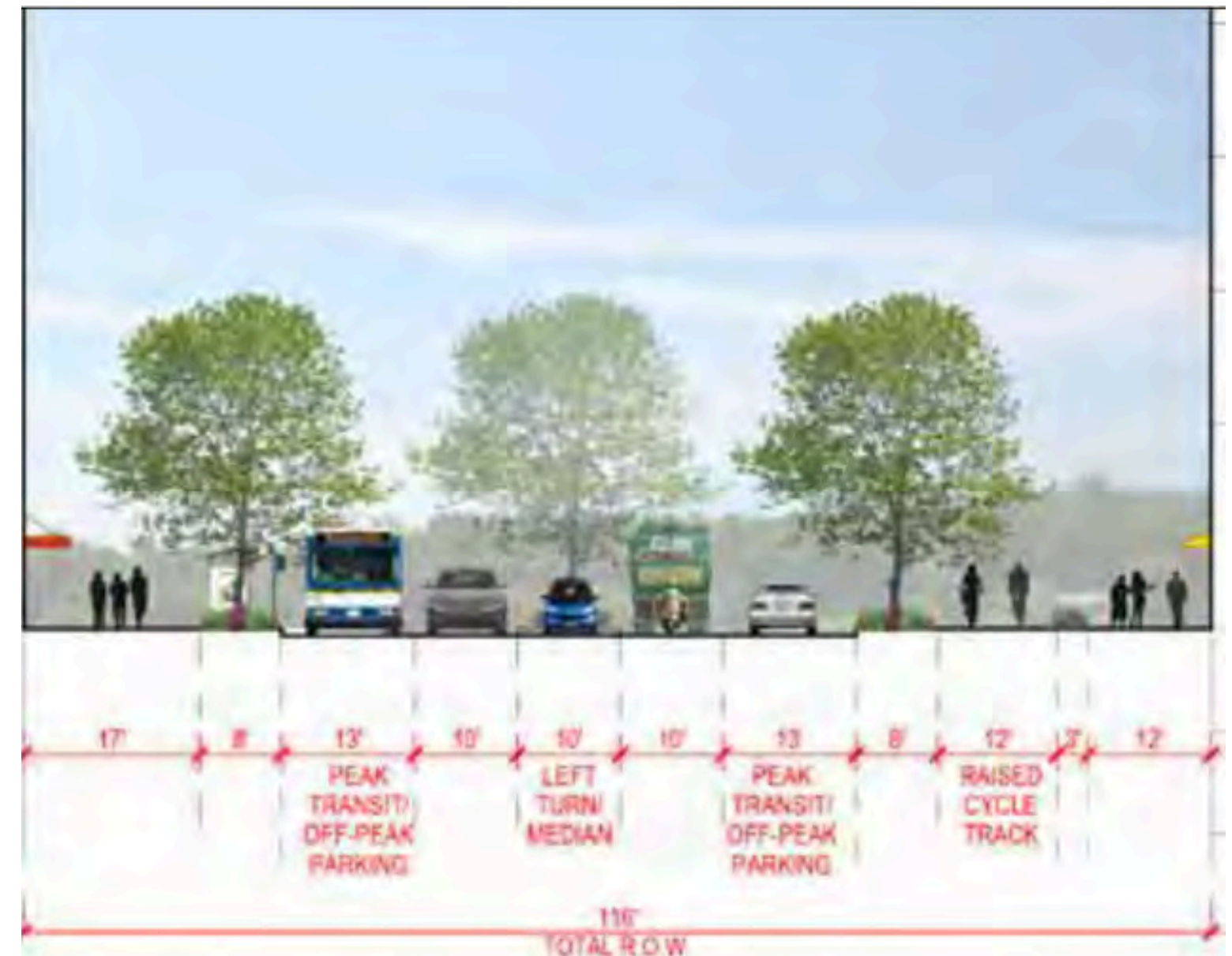
Goals:

- Reduce speeding and vehicle crashes in the segment by introducing geometric elements such as median refuges, reduced lane widths, and amount of vehicular lanes
- Introduce more pedestrian crossings that are safer and more comfortable
- Provide additional space for parking
- Support existing and future multi-modal needs

Elements:

- Additional pedestrian refuge islands with enhance signaged and ADA curb ramps
- Install a continuous cycle-track on the northside that can transition into upcoming and future developments
- Reduce the width of the cross-section by reconfiguring a lane or two lanes
- Enhance existing transit spots

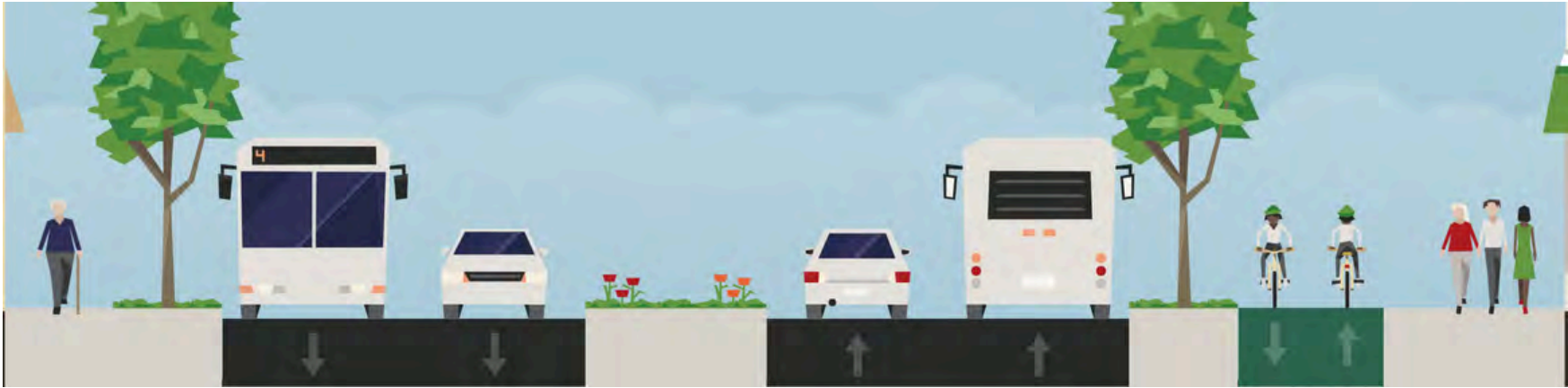
Preferred Cross-Section of Eisenhower West Small Area Plan



See Slide 10 for Cross-section Ideas

Metro Road to Holmes Run Trail

Long-term: Small Area Plan Cross-section

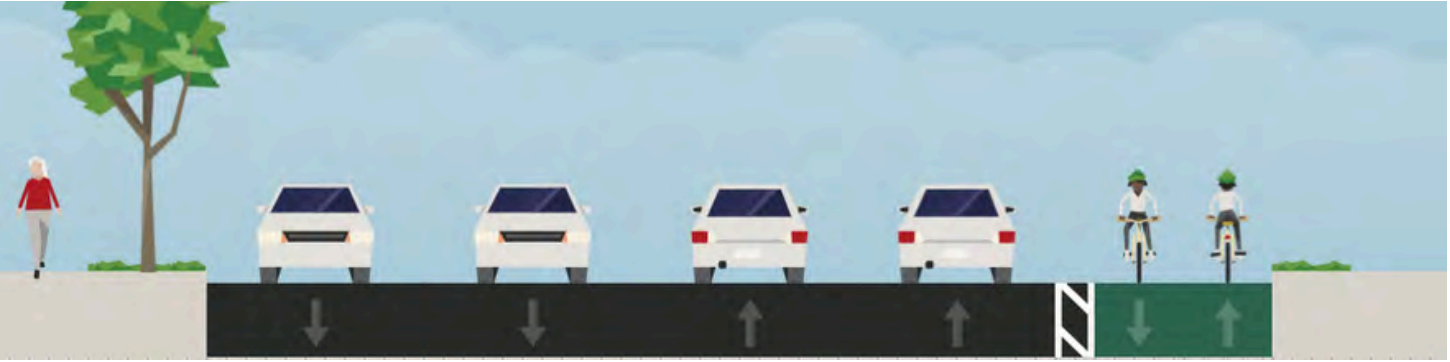


Off-Peak Parking is Considered in Bus Lanes

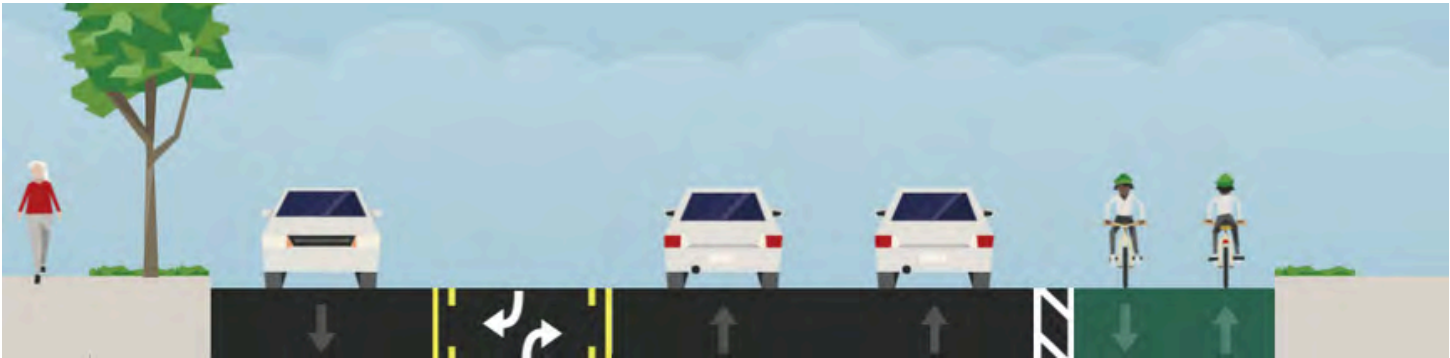
Interim-Term Cross-section Ideas - Cycle Track on North Side



- Two travel lanes (One in each direction) with center turn lane
- Multiple opportunities for pedestrian crossings
- Multiple opportunities for parking



- Four-travel lanes with no center turn lane
- Very limited opportunities for pedestrian crossings
- Parking options are limited to areas where development occurs



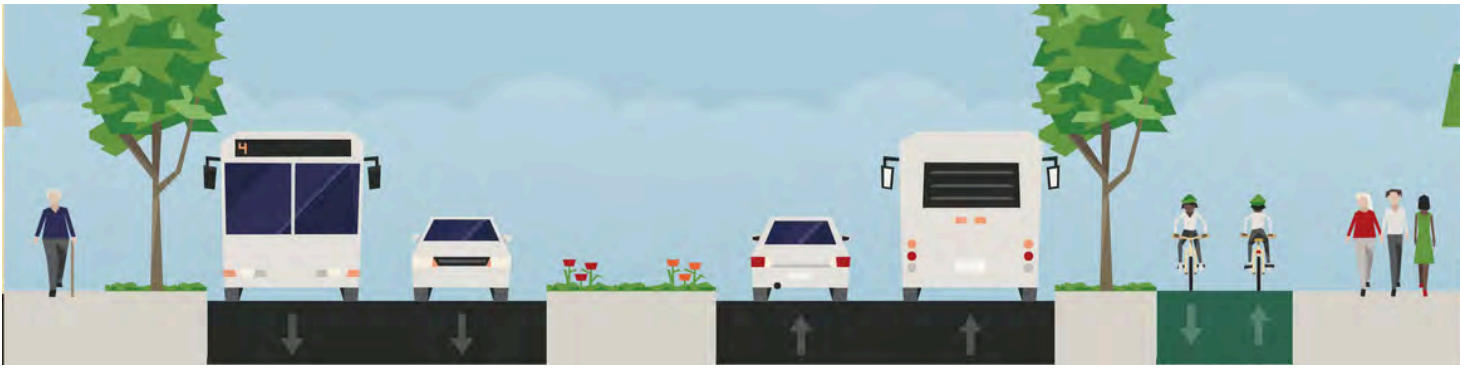
- Two travel lanes westbound (peak direction), one eastbound travel lane, and center turn lane
- Multiple opportunities for pedestrian crossings
- Parking options are limited to areas where development occurs

Metro Road to Holmes Run Trail

Cross-section Transition Plan

Off-Peak Parking is Considered in Bus Lanes

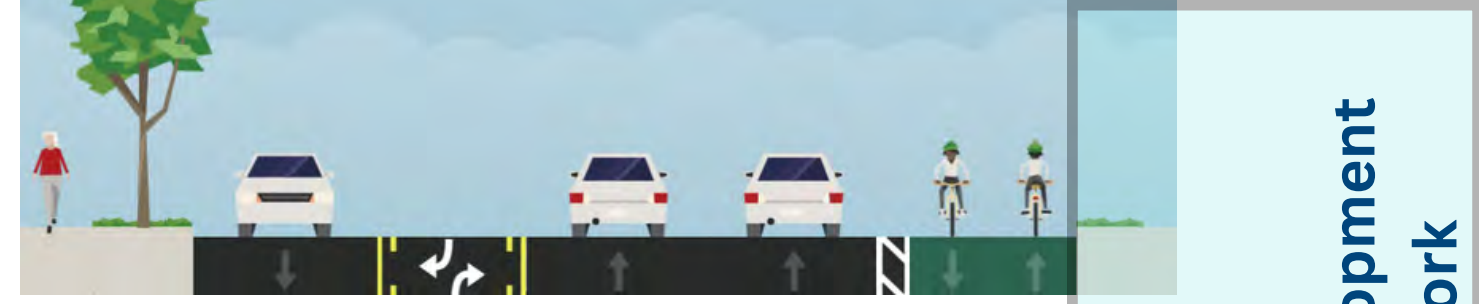
Small Area Plan
(SAP)
Cross-section



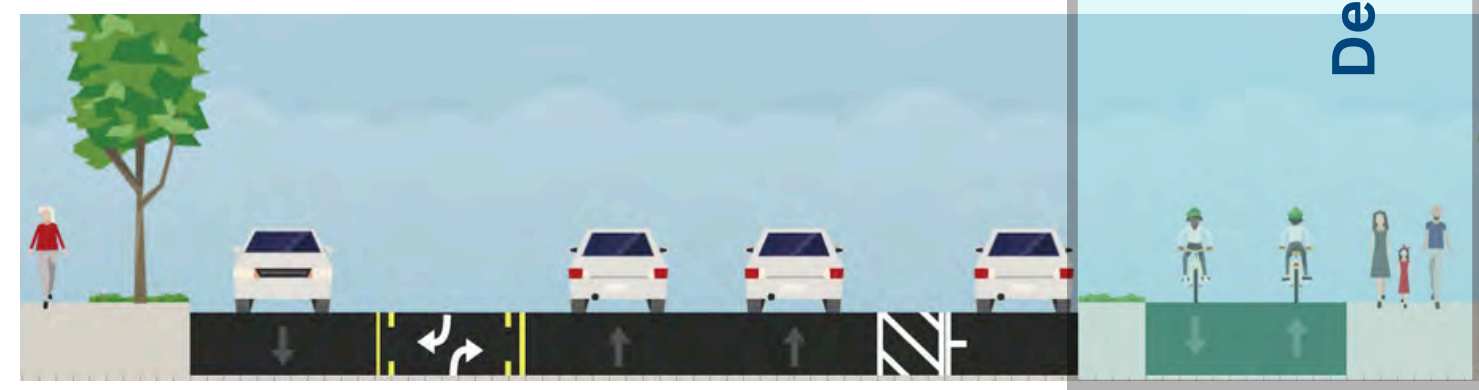
One Lane in Each Direction

Two-Lanes in the Westbound Direction

Interim
Cross-section



with Development
Cross-section



Focus Areas - Section 2: Holmes Run Trail to Telegraph Road



Holmes Run Trail

Duke Street





Cameron Run Regional Park

Eisenhower Avenue


INTERSTATE
495

Address speeding and
increase access for
other modes

Legend

	Safety Need		Operational Need
	Pedestrian Need		
	Cyclist Need		

N



Holmes Run Trail to Telegraph Road

Preliminary Recommendations

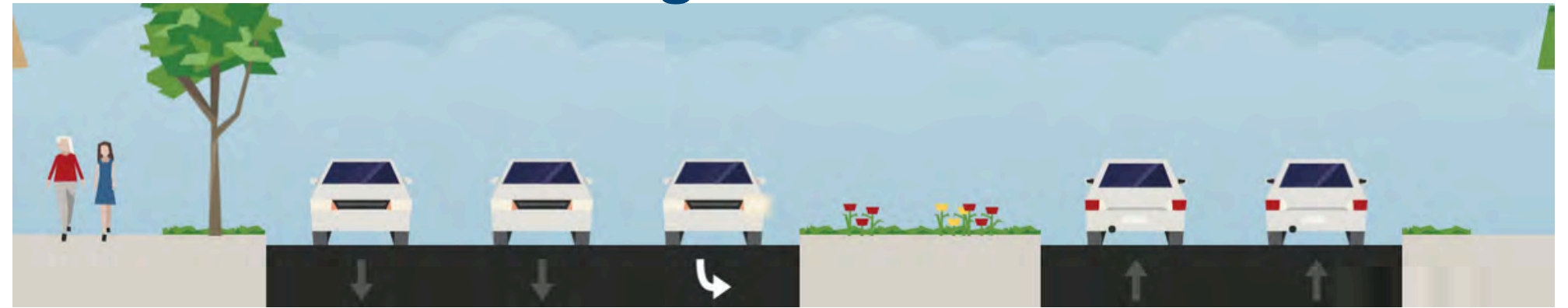
Goals:

- Reduce speeding in the segment by introducing geometric elements such as median refuges, reduced lane widths, and amount of vehicular lanes
- Introduce more pedestrian crossings that are safer and more comfortable
- Preserve green space

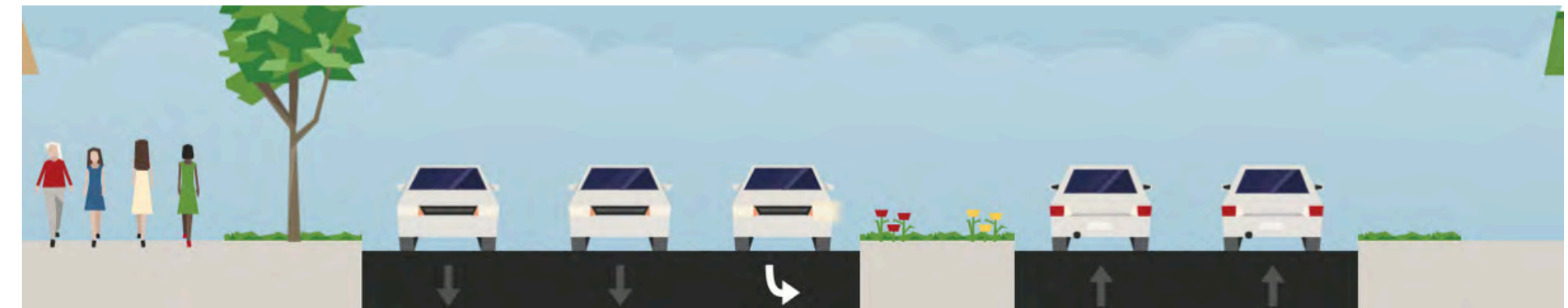
Elements:

- Additional pedestrian refuge islands with enhanced signage and ADA curb ramps
- Improve pedestrian crossings at Cameron Park and Bluestone/WMATA
- Evaluate opportunities for improved and/or expanded trail and bike
- Enhance existing transit spots

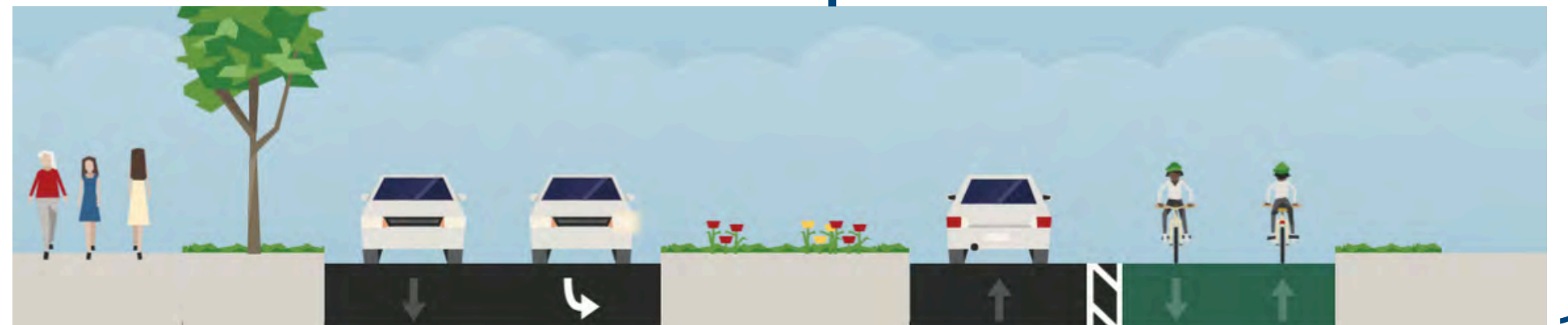
Existing Cross-Section



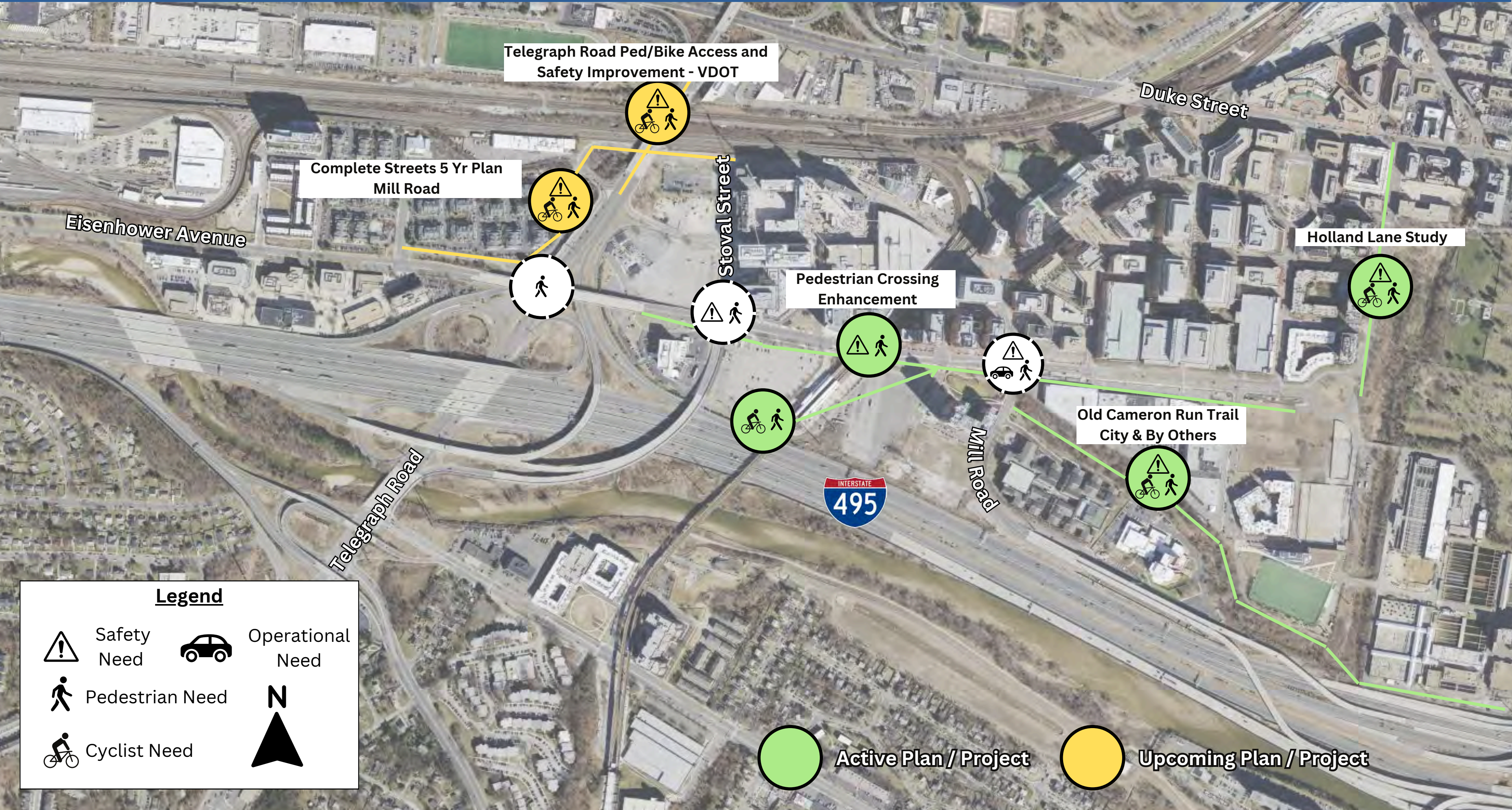
Widen Trail and Sidewalk?



Reclaim Additional Green Space and Bike Facilities?



Focus Areas - Section 3: Telegraph Road to Holland Lane



Legend

	Safety Need		Operational Need
	Pedestrian Need		
	Cyclist Need		

Active Plan / Project **Upcoming Plan / Project**

Eisenhower Avenue Transportation Study

Schedule

Phase 1



Phase 2



Phase 3

Fall 2023

Jan - Feb 2024

Spring 2024

Summer 2024

August 2024

- Community Feedback
- Existing Condition Validation
- Focus Areas

- Engagement
- Community Feedback
- Preliminary Ideas

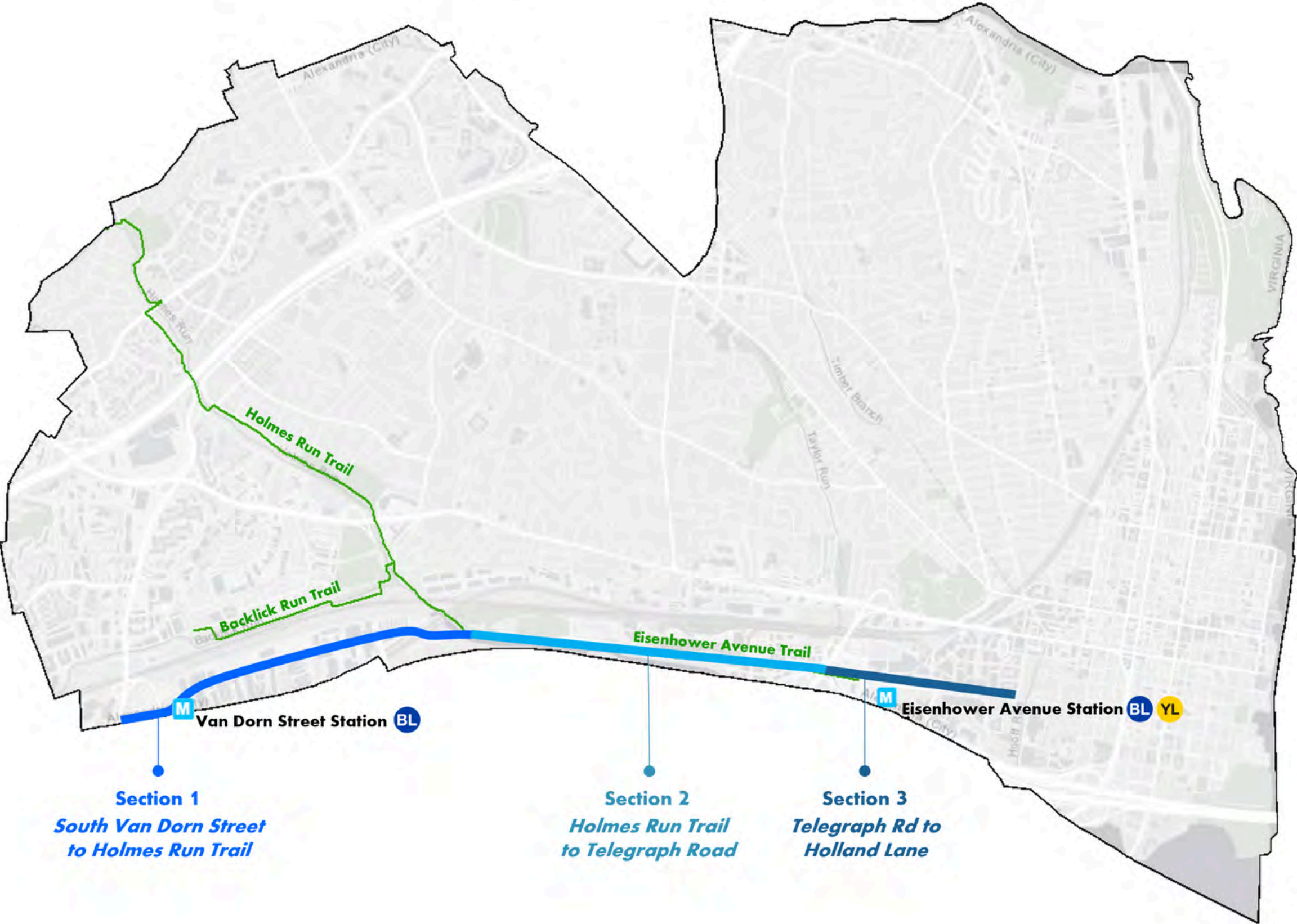
- Continued Engagement
- Identify Preferred Alternatives

- Refinement
- Grant & funding plan development




- Final recommendations
- Grant & funding plan



Eisenhower Avenue Transportation Study Project Area



Contact & Project Information

-  703-746-4266
-  Daniel.Scolese@alexandriava.gov
-  <https://www.alexandriava.gov/tr-transportation-planning/eisenhower-avenue-transportation-study>



Questions?



Potential Daylighting Policy

WHY

- Increased resident concern around daylighting intersections and alignment with Vision Zero goals

WHAT

- Administrative approval to remove 20-40 feet of parking at intersections to increase safety

HOW

- Staff or resident identified

WHERE

- Staff could prioritize:
 - Uncontrolled crossings
 - Locations with crash history or higher crash risk based on engineering judgment
 - Locations near schools or transit

Taxicab Code Update

Raise fares including raise the initial meter charge to \$5.00 and raise the per mile charge to \$2.60 per mile

Maintain vehicle age limit requirements

Maintain current trade dress requirements

Maintain the biennial review of taxicabs

Maintain the dispute resolution process

Maintain the current insurance requirements

Commissioner Updates