

# TRAFFIC & PARKING BOARD PUBLIC HEARING

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July 22, 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: July 22, 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. 15 MPH School Zone and No Turn on Red Restrictions - Safe Routes to School Improvements Near Saint Rita Catholic School
6. Residential Permit Parking – 1900 Block of Main Line Boulevard

## Public Hearing Items:

7. Lane Removal, Speed Limit Reduction, No Turn on Red Restrictions - Eisenhower Avenue between Van Dorn Street and Holmes Run Trail

8. Lane Removal, Speed Limit Reduction, Parking Removal, No Turn on Red Restrictions - South Pickett Street between Duke Street and Edsall Road

9. Lane Removal, Left-turn Lane Removal, No Turn on Red Restrictions - Holland Lane between Duke Street and Eisenhower Avenue

## Information Items:

14. Staff Updates
  - Neighborhood Transportation Improvement Program Update
  - Traffic and Parking Board Annual Report
15. Commissioner Updates

# Approval of the Minutes

# Written Updates & Public Hearing Follow-Up

# 5. 15 MPH School Zone and No Turn on Red Restrictions - Safe Routes to School Improvements Near Saint Rita Catholic School

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Agenda Item 5

Presenter: Silas Sullivan



# Background & Location



Saint Rita  
School

**Location:** Saint Rita Catholic School

**What:** Implement No Turn on Red safety restrictions and a 15 MPH School Speed Zone

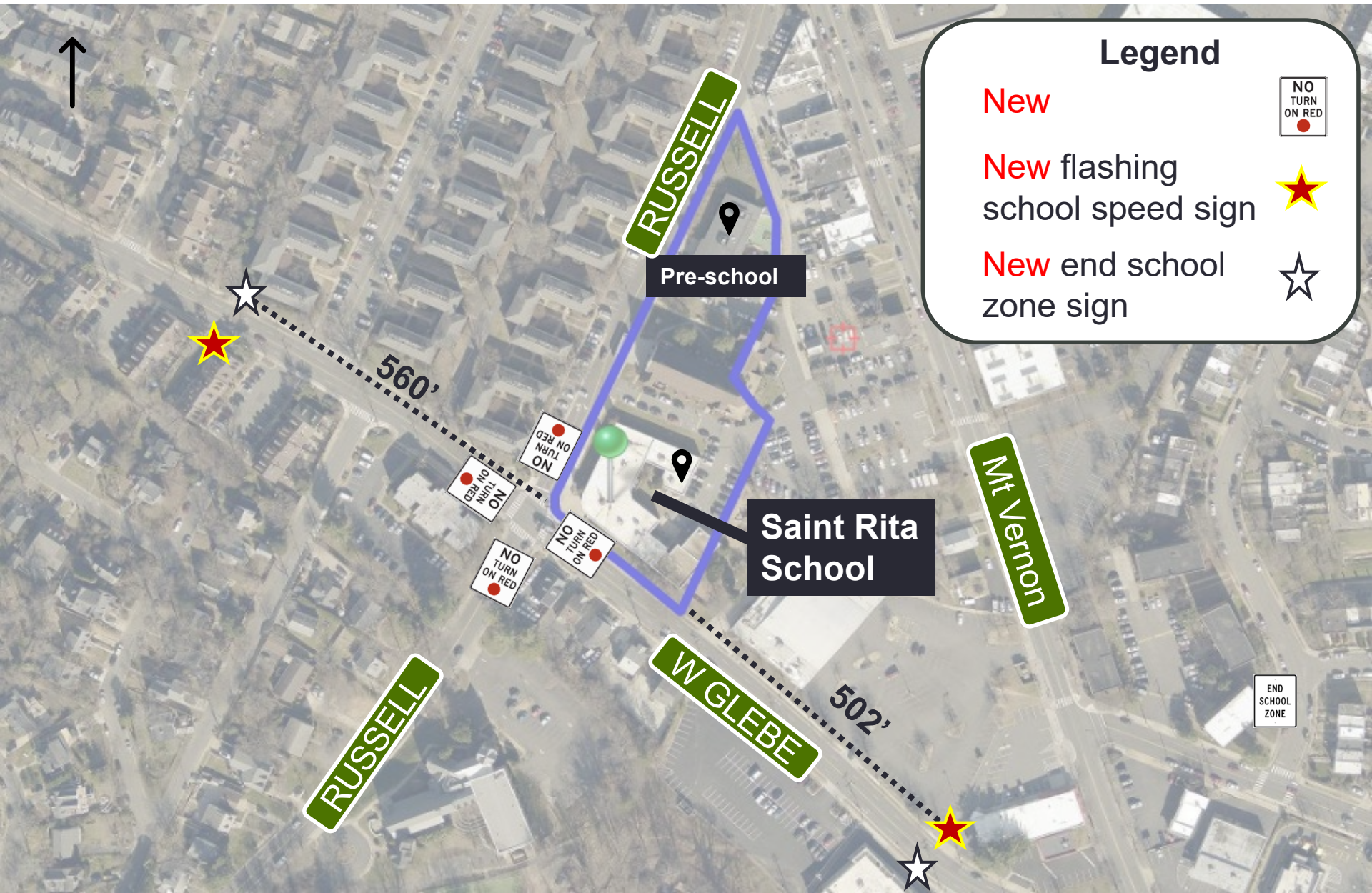
**Why:** Request for safety improvements by PTO, and high crash history

**Corridor Background:** Commercial and residential uses surround intersection, with forthcoming major mixed-use development to east






Streetview

# Proposed Treatment



**Legend**

- New  NO TURN ON RED
- New flashing school speed sign 
- New end school zone sign 

END SCHOOL ZONE



# Outreach

Information shared via:

- ✓ Public notice signs posted near intersection
- ✓ Staff emailed relevant stakeholder groups

## Community Feedback:

- Support for SRTS safety improvements
- Letter of support from Saint Rita School PTO
- Suggestions regarding traffic signal sequencing changes and stop bar distance

# Recommendation

That the Board recommend the Director of T&ES implement SRTS safety improvements, including:

- No Turn on Red restrictions at the intersection of West Glebe Road and Russell Road, and
- 15 MPH School Zone on West Glebe Road.

# 6. Proposed Parking Restrictions – 1900 Block of Main Line Boulevard

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Agenda Item 6

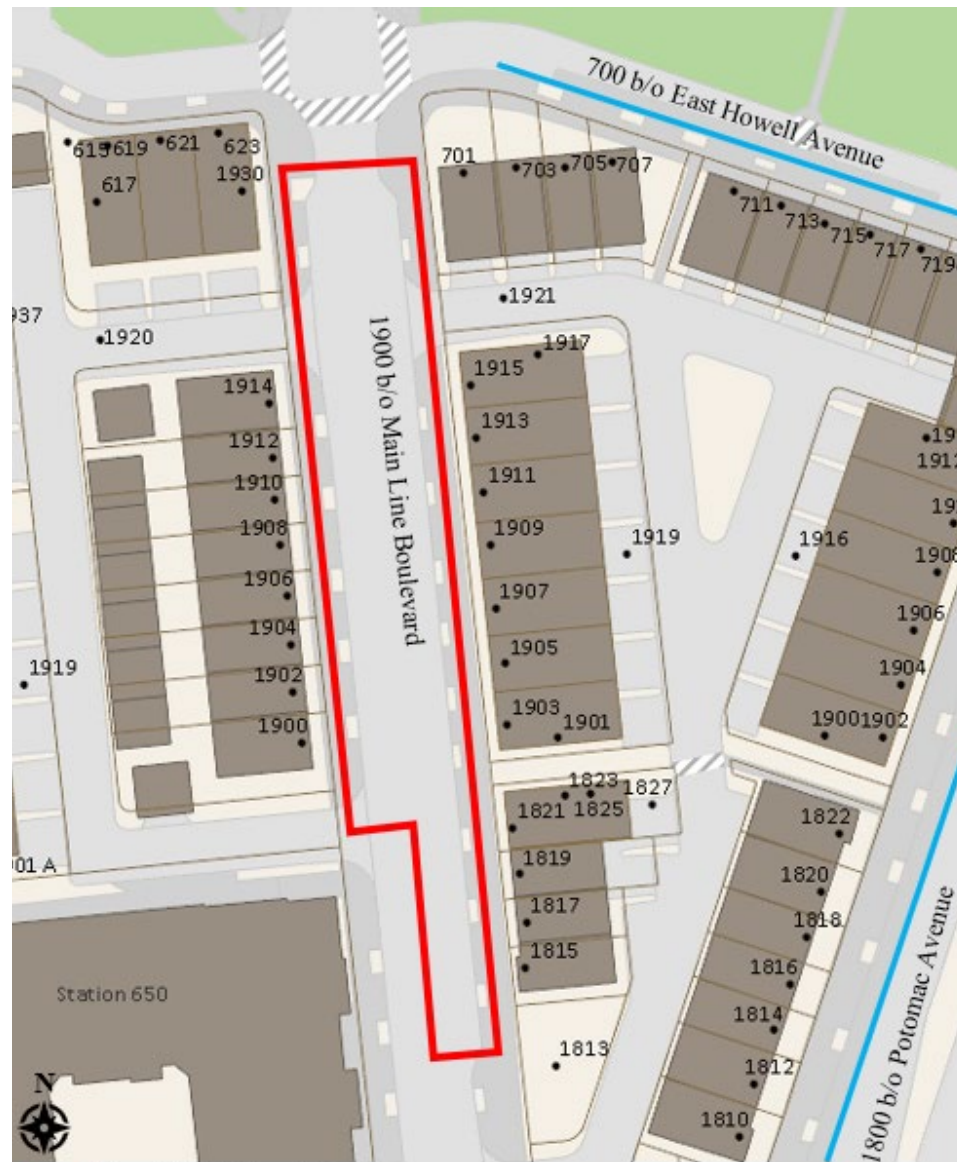
Presenter: Max Devilliers



# Background & Location



# Background & Location



Posted RPP Restrictions

# Outreach

## Information shared via:

- ✓ Two public notice signs posted on the block
- ✓ Staff emailed relevant stakeholder groups
  - ✓ PY HOA
  - ✓ Station 650 Apts)

# Recommendation

That the Board recommend the Director of T&ES install 2-hour parking restrictions from 8:00 a.m. to 5:00 p.m., Monday through Saturday, Residential Permit Parking District (RPPD) 13 permit holders exempt on the 1900 block of Main Line Boulevard

# 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)



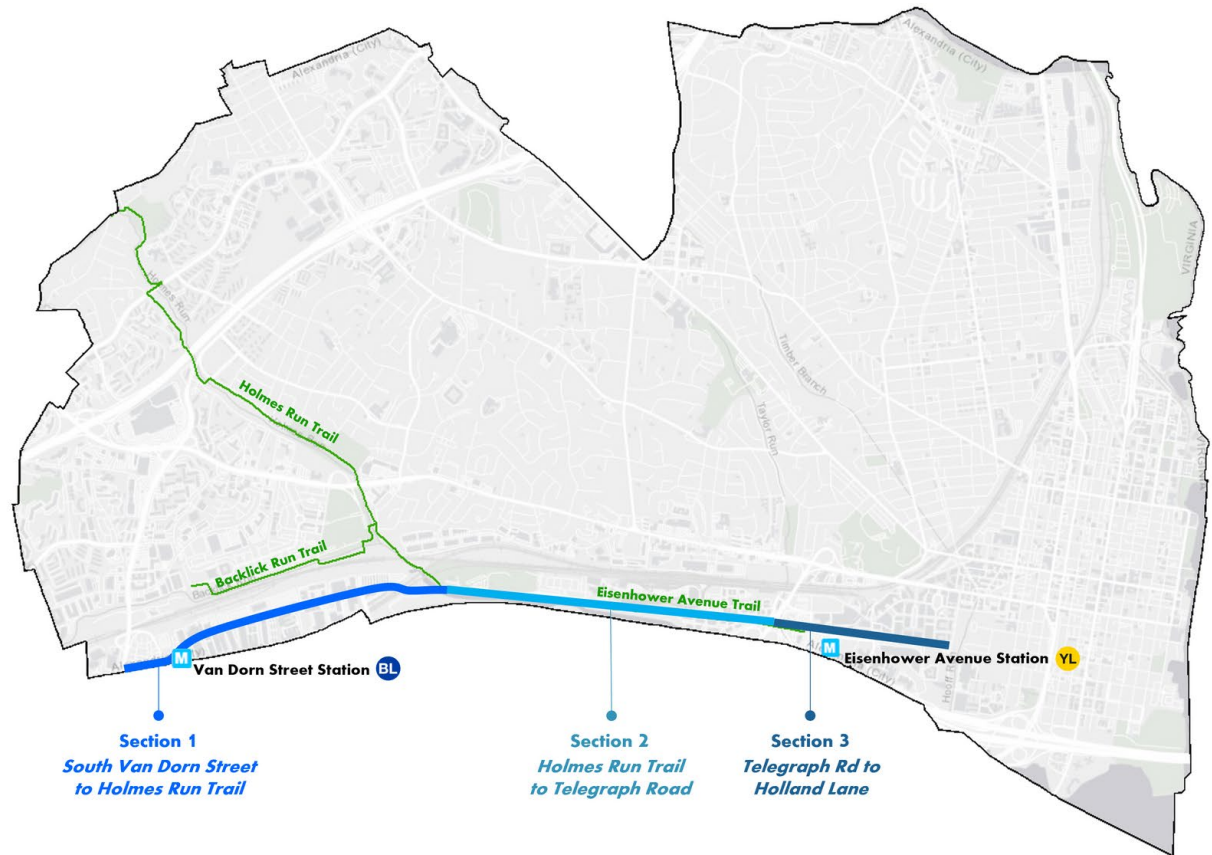


# **Eisenhower Avenue Transportation Study**

Agenda Item: 7  
Presenter: Dan Scolese

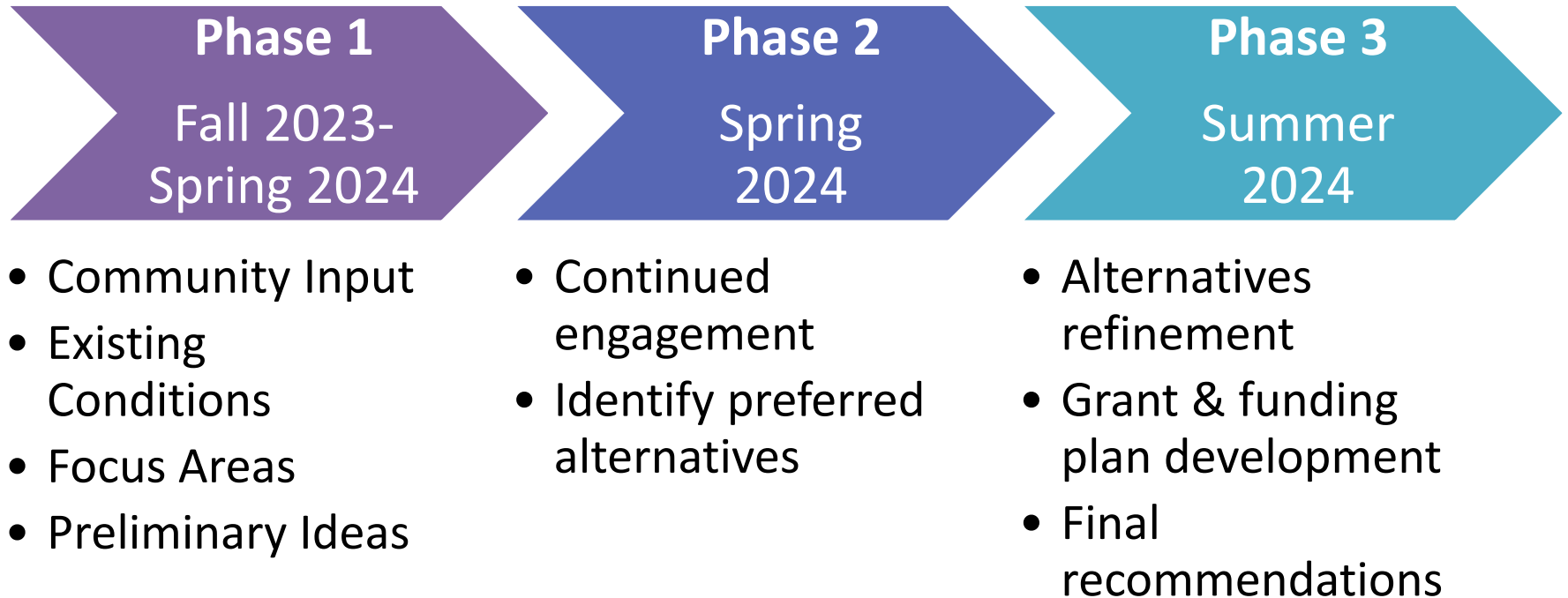
# Project Goals

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



# Eisenhower Avenue Transportation Study

## Study Schedule



# Study Summary

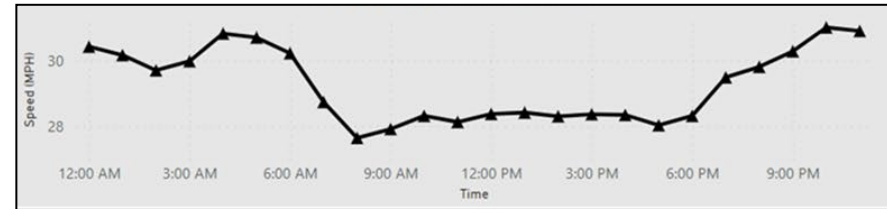
## Feedback We've Heard

- Speeding concerns
- Lack of bike facilities
- Difficult and in-frequent pedestrian crossings
- Sidewalks are uncomfortable
- Access to Metro is difficult

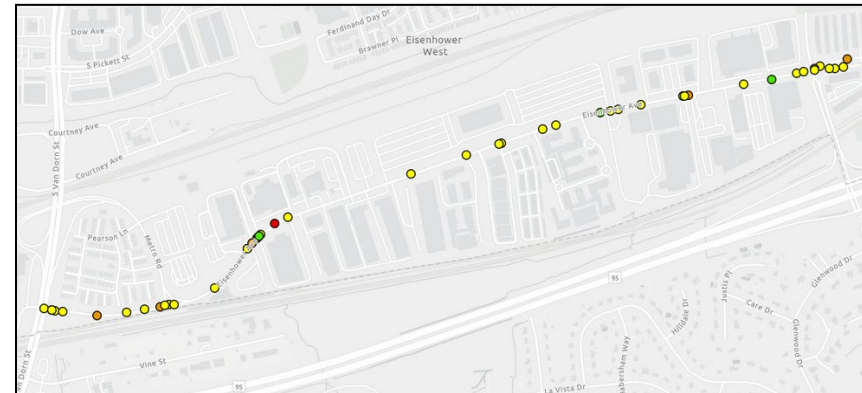
## What We've Found

- 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

Average Speed per Hour



Crashes - Eisenhower Avenue to Clermont Avenue



# Small Area Plan - Eisenhower West

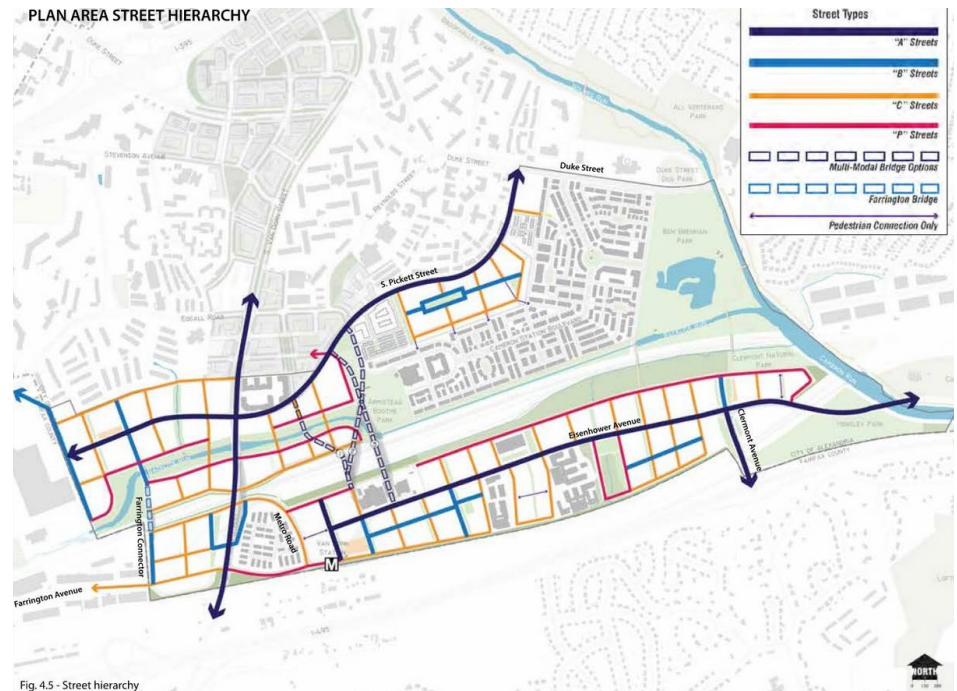
Adopted 2015

## Overview:

- Geographically encompasses Eisenhower Avenue between Van Dorn Street and Cameron Run, S Pickett Street Corridor, and Van Dorn Street between the City Line and S Pickett Street.
- Denser land use with residential and commercial.
- Promotes accessible and vibrant communities

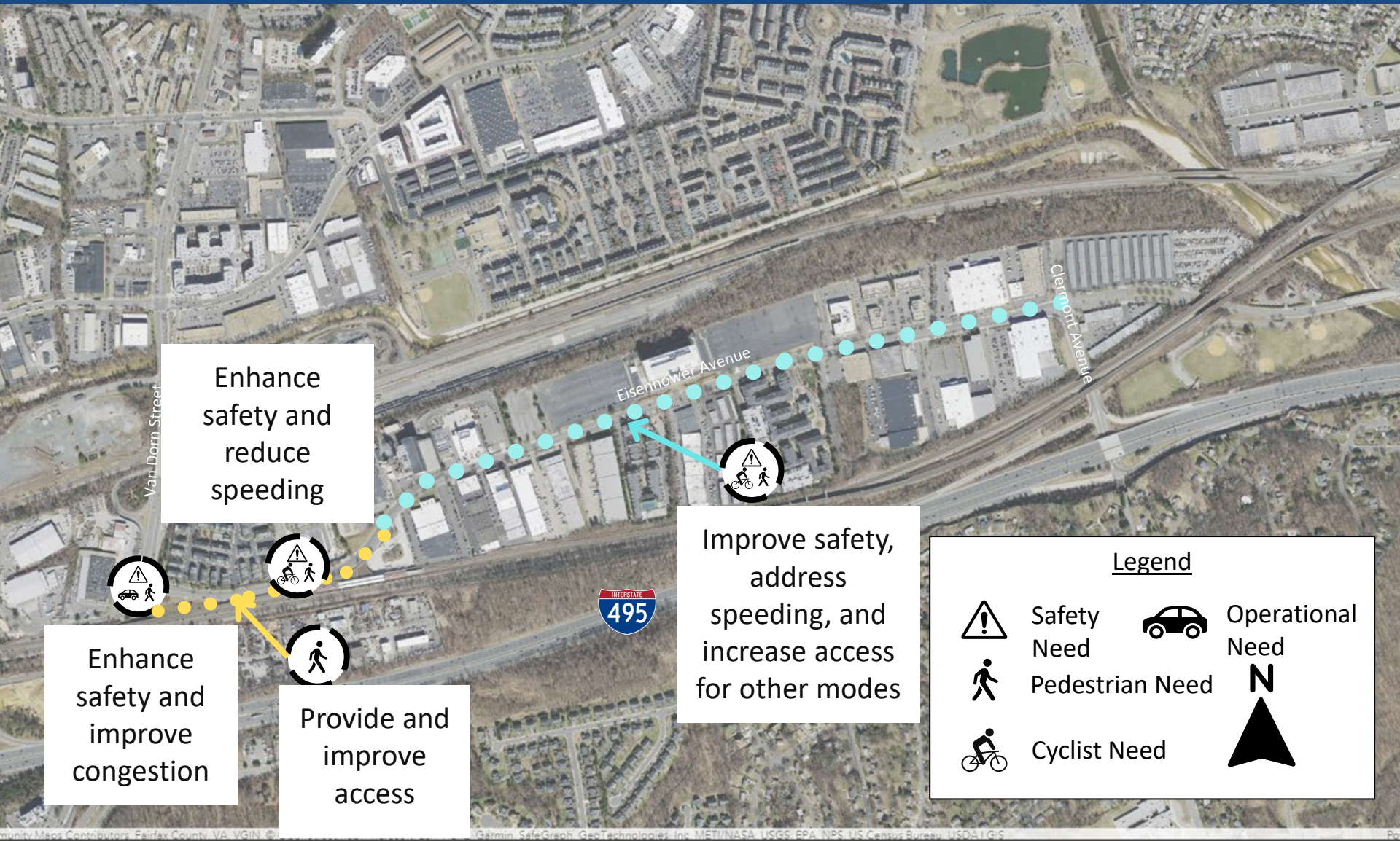
## Transportation Vision:

- Grid-Style Network
- Increase mobility for all by providing a variety of modes of transportation facilities
- Provide accessible, safe and comfortable facilities for pedestrians and cyclists



# Focus Areas - Section 1

## Van Dorn Street to Holmes Run Trail



Enhance safety and reduce speeding

Enhance safety and improve congestion

Provide and improve access

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

### Legend



Safety Need



Pedestrian Need



Cyclist Need



Operational Need



# Existing Conditions

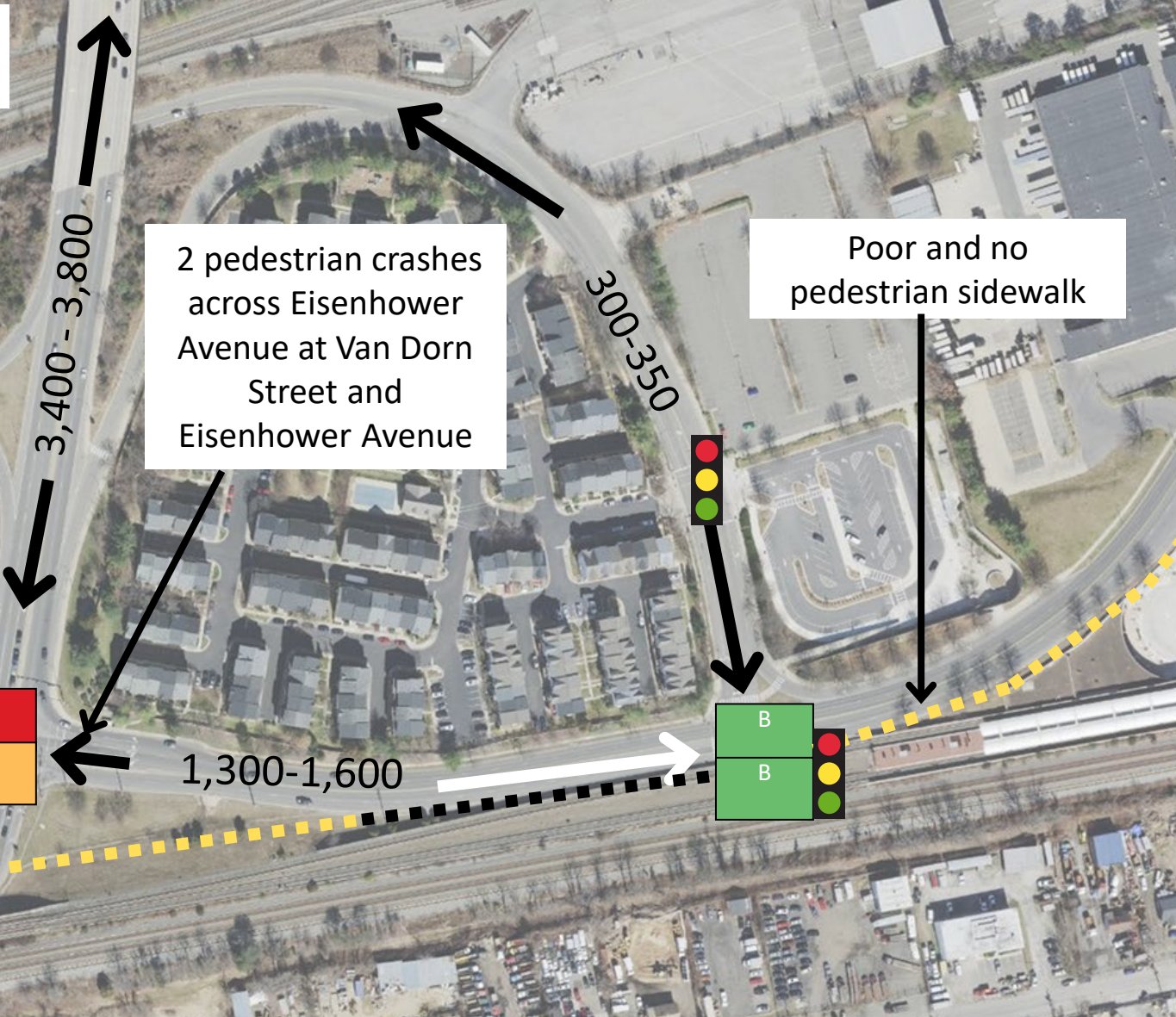
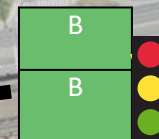
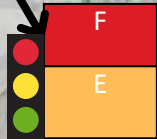
## Van Dorn Street & Eisenhower Avenue

Peak Volumes Shown  
VPH - Vehicles Per Hour

On Average it takes 90  
seconds to 2 min per  
vehicle to travel  
through the intersection

2 pedestrian crashes  
across Eisenhower  
Avenue at Van Dorn  
Street and  
Eisenhower Avenue

Poor and no  
pedestrian sidewalk



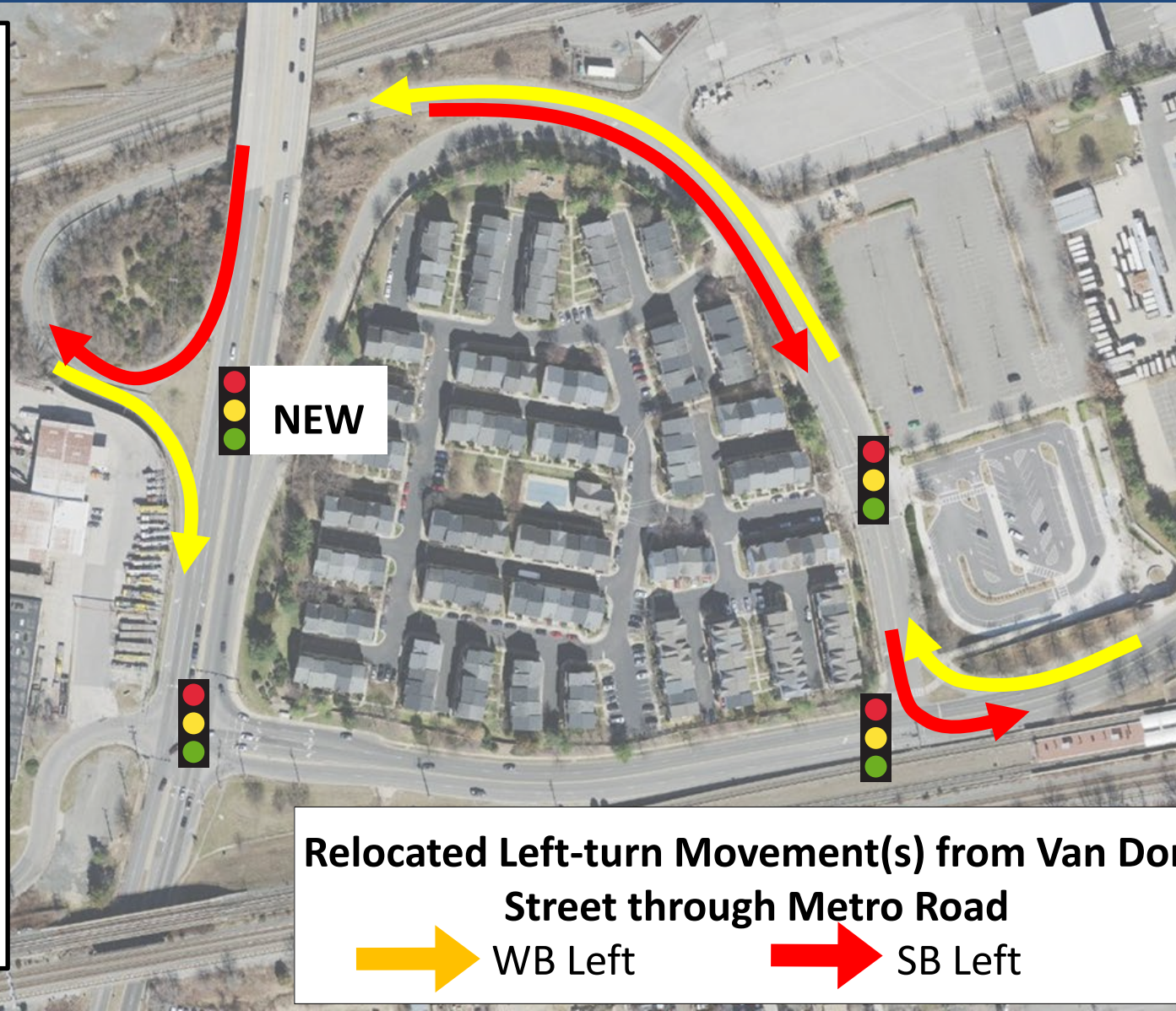
# Preliminary Recommendation

## Van Dorn Street & Eisenhower Avenue

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

- Reduces delay and queueing on Van Dorn Street
- Reduces conflicts on Van Dorn Street
- Improves pedestrian and cycling infrastructure

Install sidewalk along south side of Eisenhower from Van Dorn Street to Metro Station



**Relocated Left-turn Movement(s) from Van Dorn Street through Metro Road**

 WB Left

 SB Left



# Preliminary Recommendation

## Van Dorn Street & Eisenhower Avenue

### Peak Volumes VPH - Vehicles Per Hour

On average it's estimated to take less than 50 seconds per vehicle to travel through the intersection

3,200 - 3,400

+400-600 cars in a peak hour on Metro Road

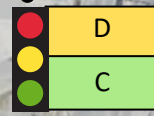
700-1000

Queueing expected between Eisenhower Ave and just north of Summers Grove intersection

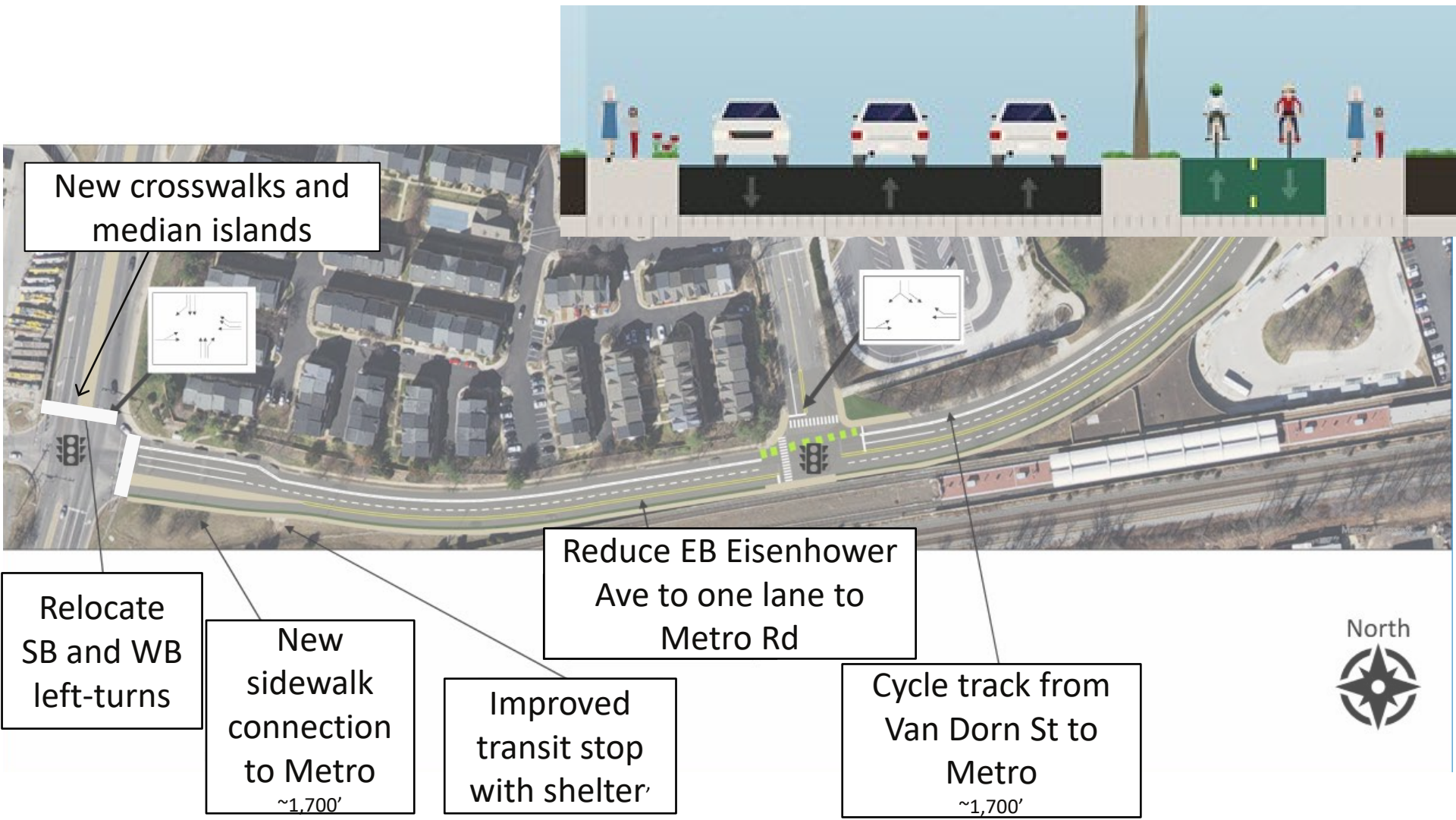
1,100 - 1,300

Metro Road will share capacity with Van Dorn Street intersection

Movement	Existing	Relocated
SB Van Dorn St Left	3-4 min	1-2 min
WB Eisenhower Ave Left	2.5-3 min	<2 min

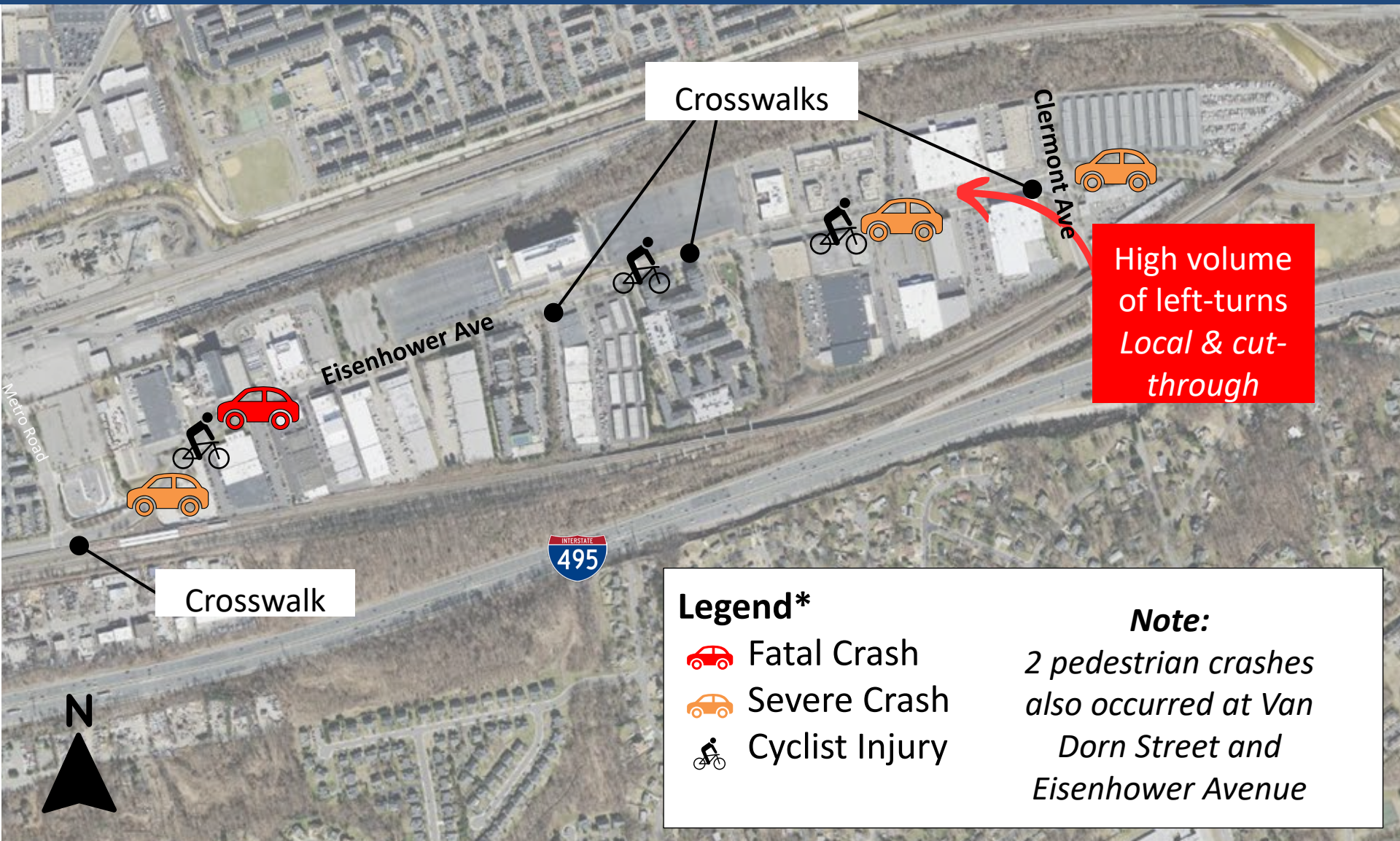


# Proposed Eisenhower Ave Cross-Section Van Dorn St to Metro



# Focus Areas - Section 1

## Van Dorn Street to Holmes Run Trail



# Metro Road to Holmes Run Trail

## Recommendation

### Goals:

- **Advance Small Area Plan Vision**
- Reconfigure roadway to:
  - Reduce speeding
  - Reduce vehicle crashes
  - Provide separated space for roadway users
- Shorter and safer pedestrian crossings
- Potential for more parking
- Support existing and future multi-modal needs

### Elements:

- Improved crossings with:
  - pedestrian refuge islands
  - enhanced signage
  - ADA curb ramps
- Continuous cycle-track on the north side that can transition into upcoming and future developments
- Narrower roadway
- Enhanced transit stops with ADA upgrades & amenities

### Eisenhower West Small Area Plan Preferred Eisenhower Avenue Cross-Section



# Metro Road to Holmes Run Trail

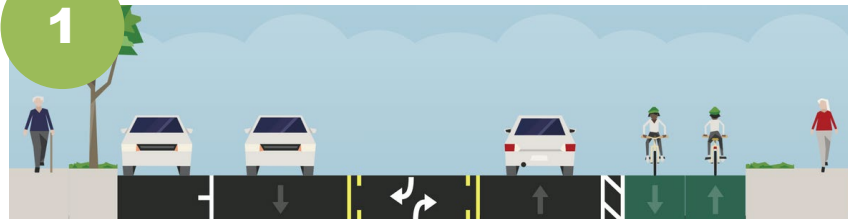


Off-Peak Parking is Considered in Bus Lanes

## Long-Term: Small Area Plan Cross-Section

### Interim-Term: Separated Bike Lanes on North Side

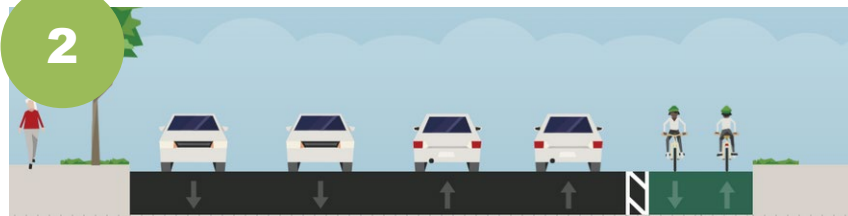
1



#### 5 to 3 Lane Conversion with Center Turn Lane

- Multiple opportunities for safe pedestrian crossings
- Multiple opportunities for parking

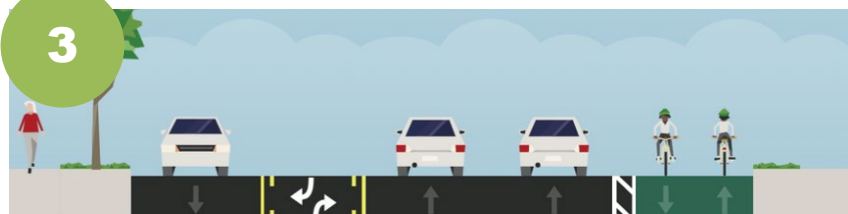
2



#### 5 to 4 Lane Conversion (No Center Turn Lane)

- Very limited opportunities for safe pedestrian crossings
- Parking options are limited to areas where development occurs

3



#### 5 to 4 lane Conversion with Center Turn Lane

- Multiple opportunities for pedestrian crossings, though risk is higher
- Parking options are limited to areas where development occurs

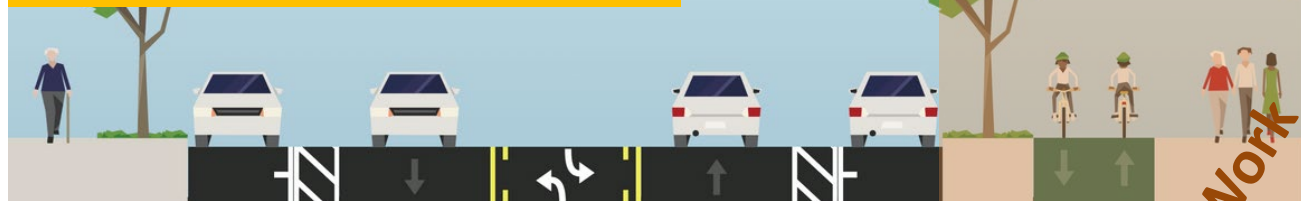
# Metro Road to Holmes Run Trail

Small Area  
Plan  
Adaptability

Interim: Option 1



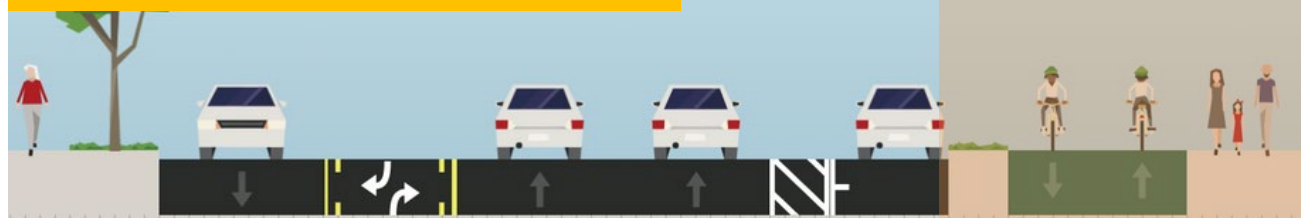
Long-Term: Option 1



Interim: Option 3



Long-Term: Option 3



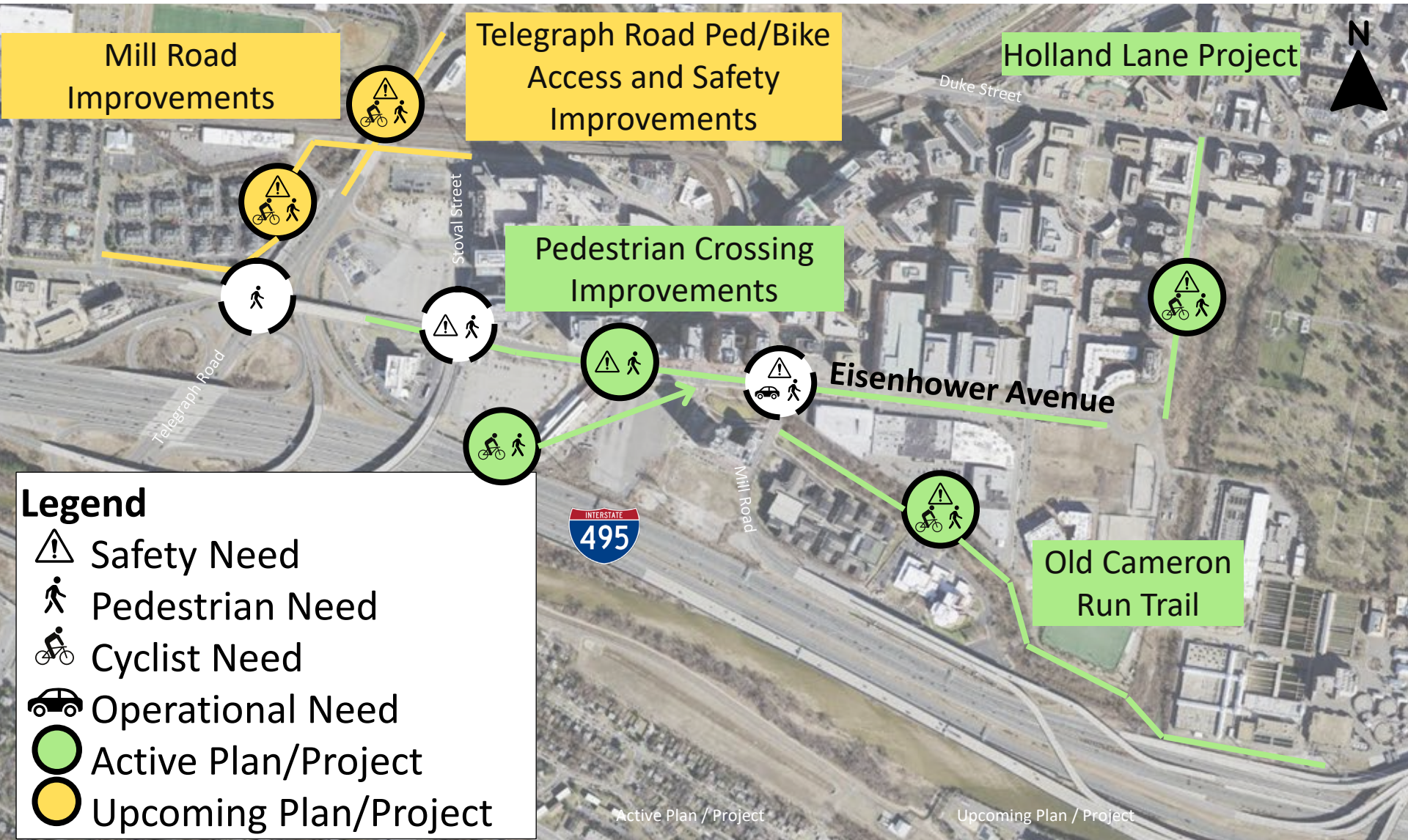
*Development Work*

# Focus Area - Section 2

## Holmes Run Trail to Telegraph Road



# Focus Areas - Section 3: Telegraph Road to Holland Lane





# Recommendation

## 1. That the Board recommend the Director of T&ES:

- Remove the southbound left-turn lane on Van Dorn Street at Eisenhower Avenue
- Remove the westbound left-turn lanes on Eisenhower Avenue at Van Dorn Street
- Remove one eastbound Eisenhower Avenue travel lane between Van Dorn Street and Metro Road
- Remove the westbound Eisenhower Avenue right-turn lane and travel lane between Metro Road and Van Dorn Street Metro
- Remove one general purpose travel lane in each direction between Van Dorn Metro and Holmes Run Trail
- Add up to 200 parking spaces on Eisenhower Avenue between Van Dorn Metro and Holmes Run Trail
- Remove one westbound left-turn lane at the intersection of Eisenhower Avenue and Clermont Connector
- Implement No Turn on Red restrictions for all signalized intersection approaches

## 2. That the Board recommend the City Manager reduce the posted speed limit from 35 MPH to 25 MPH.

# South Pickett Street Corridor Improvements

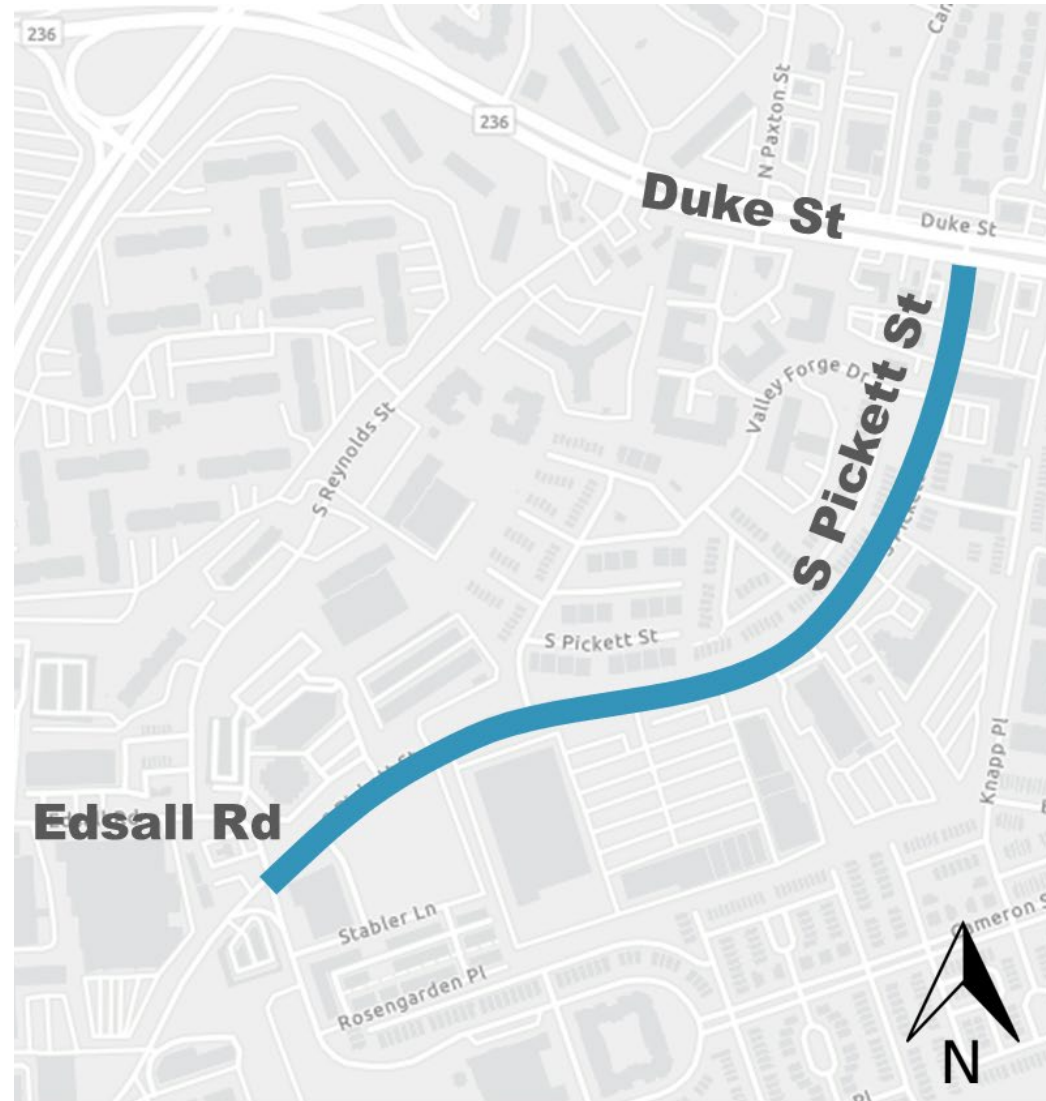
Agenda Item: 8 | Presenter: Alex Carroll



# Project Location

*South Pickett Street,  
between Duke Street and  
Edsall Road*

- Major Collector on the West End
- Access to multiple high-density residential neighborhood, West End Village Shopping Center, former Landmark Mall site, Ben Brenman Park, and more



# Alexandria Mobility Plan

October 2021

“ Prioritize safety:  
Focus on vulnerable  
street user crashes  
to help achieve  
Vision Zero

Improve the [bus] rider  
experience from trip  
planning, to accessing the  
stop, riding the bus, and  
arriving at the destination.

Create a safe, well-  
maintained, and  
comfortable walking  
and bicycling  
environment”

*S Pickett recommended for  
enhanced bicycle facility*



# Eisenhower West Small Area Plan



*Proposed Cross-Section for  
South Pickett Street*



South Pickett Street is an important existing connector from Duke Street through Eisenhower West to Fairfax County. The Plan **requires enhancements to South Pickett Street to become a complete street** that accommodates pedestrians, bicycles, and cars.



# Project Goal

It is easy, safe, and comfortable to travel on South Pickett Street for people who:

- walk
- use wheelchairs, carts, or strollers
- drive
- use transit
- bike or scoot
- are young
- are old
- have a disability

# Context

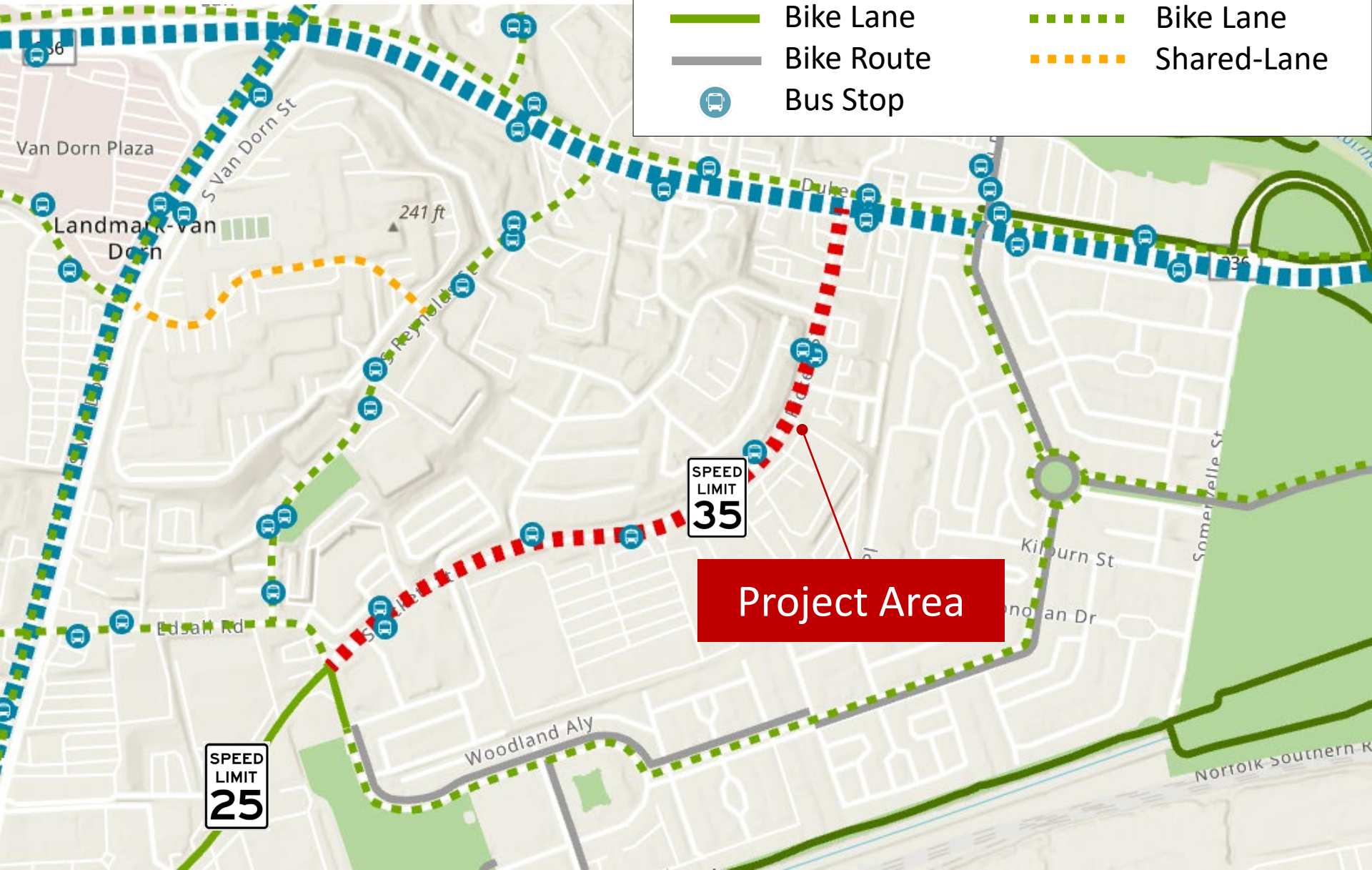
## Legend

*Existing*

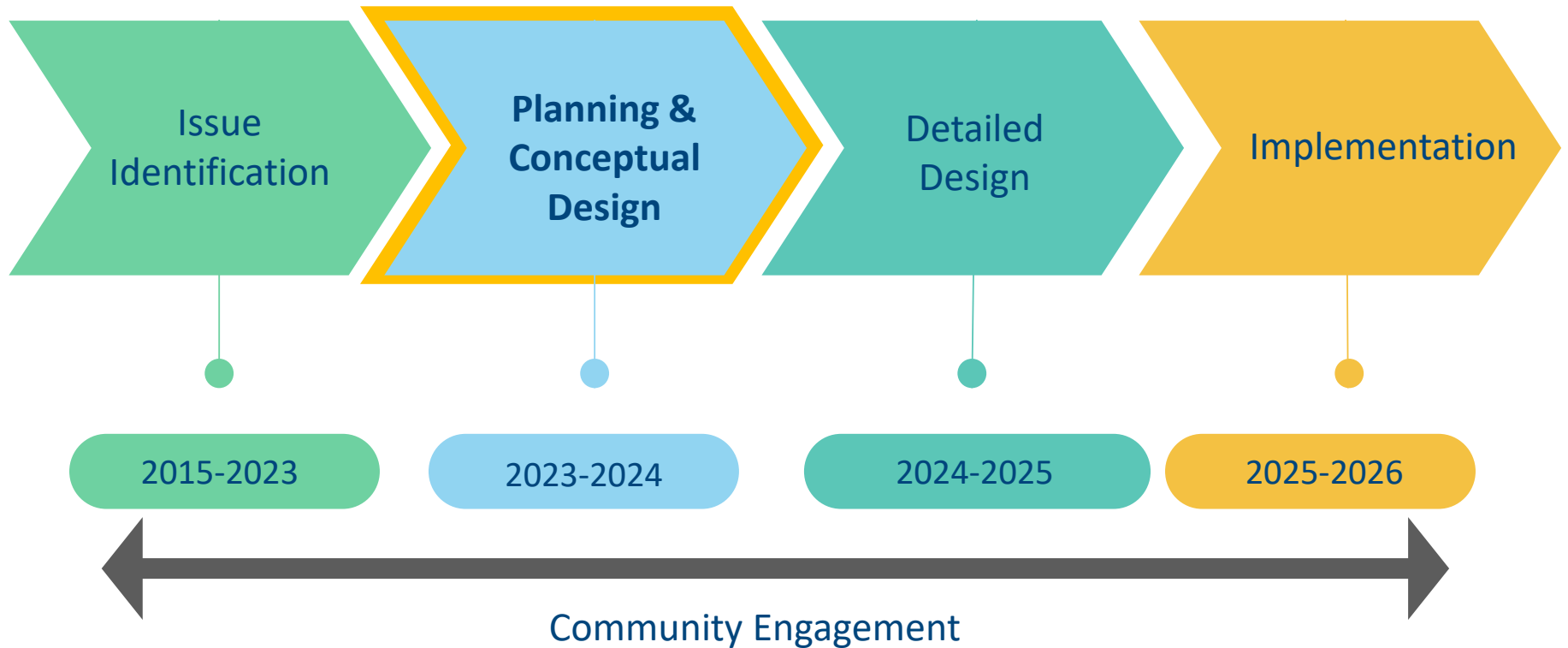
- Multi-Use Trail
- Bike Lane
- Bike Route
- ⊗ Bus Stop

*Planned*

- ■ ■ BRT Route
- ⋯ Bike Lane
- ⋯ Shared-Lane



# Project Timeline





# What We Heard

Here's what 214 residents said about their concerns on South Pickett Street:

**58%** people drive too fast

**43%** lack of crosswalks

**43%** no dedicated bicycle facilities

**33%** it is difficult to cross at signalized intersections

**26%** it is difficult to turn left at unsignalized intersections

**25%** too many traffic delays

# What We Heard



Traffic is fast, crossings feel dangerous, and as a pedestrian I feel like at most an afterthought.

The corridor needs to have 4 full lane available. Adding bike lanes would only provide more challenges for an already congested area.

Why do only cars get a connected travel network? Why not people walking or on bicycles? I'm tired of getting the message that my life does not matter

It should not move to a single lane road. There is enough traffic on it for it to remain double lane on both sides but reduce the speed limit and add crossing areas.

I think a separate bike path would be good, but S. Pickett seems too narrow for even the current car traffic. I frequently have to swerve into another lane to avoid randomly stopped cars, people driving in two lanes, or people disobeying traffic laws.





# Existing Conditions

- Mix of land uses, including high-density residential and commercial
- 35 MPH speed limit
- Limited access management
- DASH 32 route
- Multiple ACPS bus stops
- Generally uncomfortable walking, biking, transit conditions

# Existing Conditions

## Volumes

- 13-15k vehicles per day

## Speed

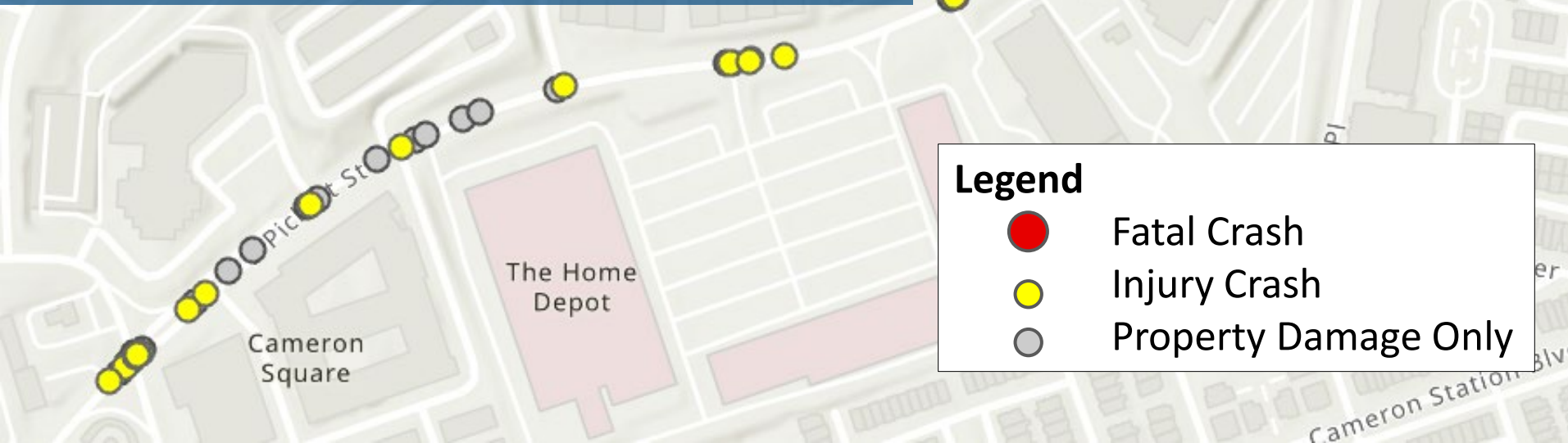
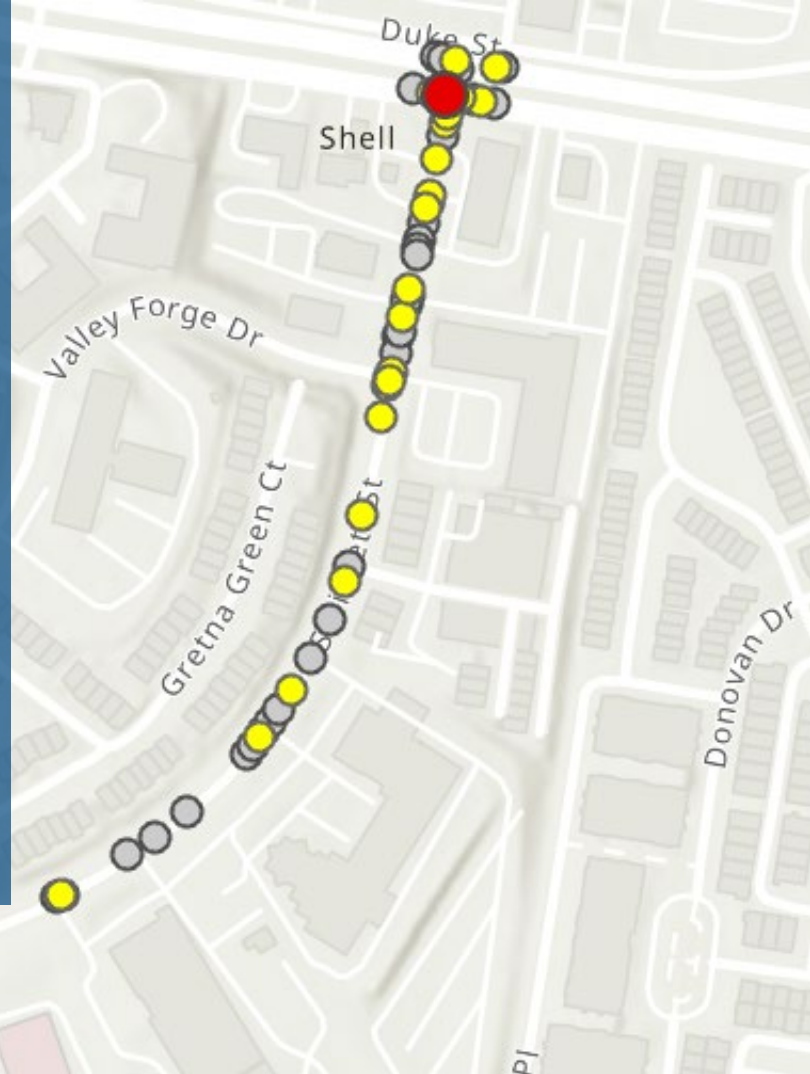
- 85<sup>th</sup> percentile speed: 35-38MPH
- Top speeds: 65-69 MPH

## Crashes

- Over 85 crashes from 2018-22

## Delay

- Delays at both ends of corridor in AM and PM peak periods, though corridor operates under capacity for most of the day



## Legend



Fatal Crash



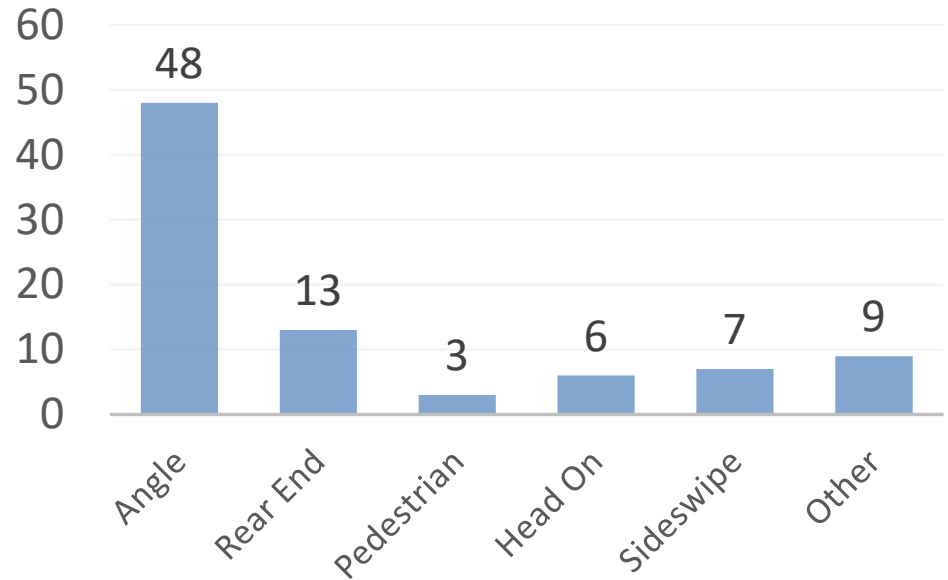
Injury Crash



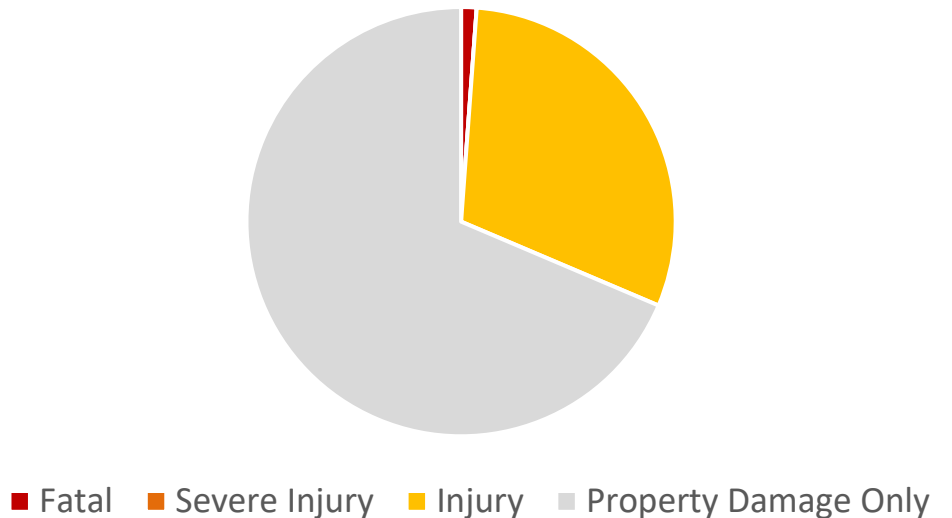
Property Damage Only

# Existing Conditions

## Crashes by Type, 2018-2022



## Crashes by Severity, 2018-2022



# Existing Conditions (No Build)

- Wide roadway encourages higher vehicle speeds
- Limited pedestrian crossing opportunities
- High crash risk for people crossing the street
- Lack of turn lanes makes left-turns to/from Pickett difficult and risky
- No dedicated bicycle lane discourages biking and scooting and creates discomfort for those who do ride
- Underutilized roadway capacity most of the day encourages higher speeds and illegal parking



# Conceptual Design

## Major Intersections

*Pickett Street at Edsall Road*

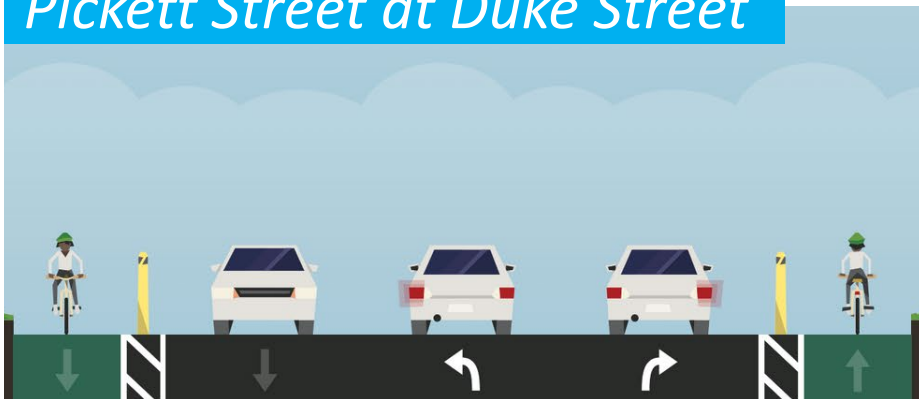


## Midblock

*Pickett Street Midblock*



*Pickett Street at Duke Street*



*Pickett Street Midblock*



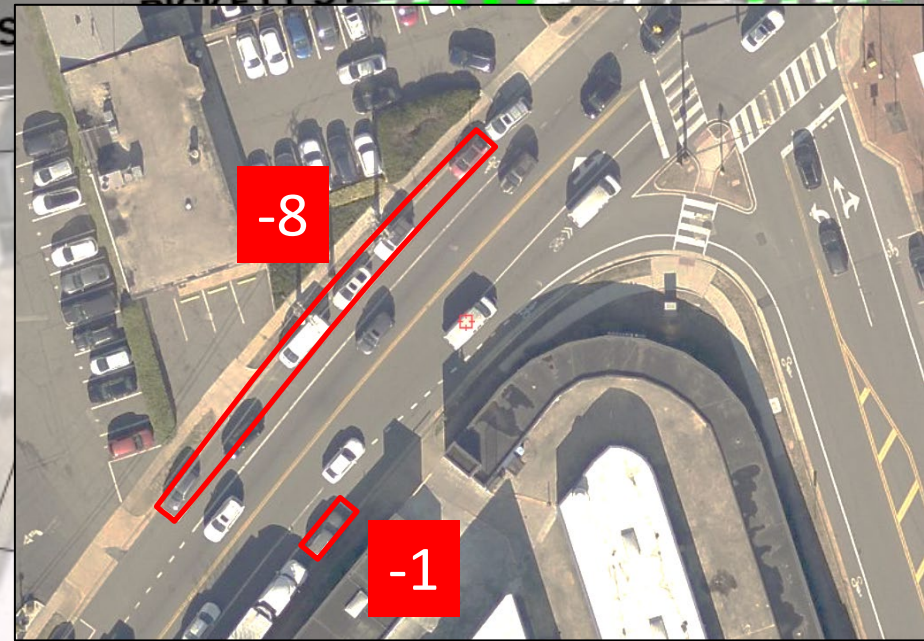
# Turn Lane & Parking Changes

MEET EX. PAVEMENT MARKINGS

ON-STREET PARKING TO BE REMOVED (8 SPACES)

CONFLICT PAVEMENT MARKING (TYP.)

ON-STREET PARKING TO BE REMOVED (1 SPACE)





# Parking

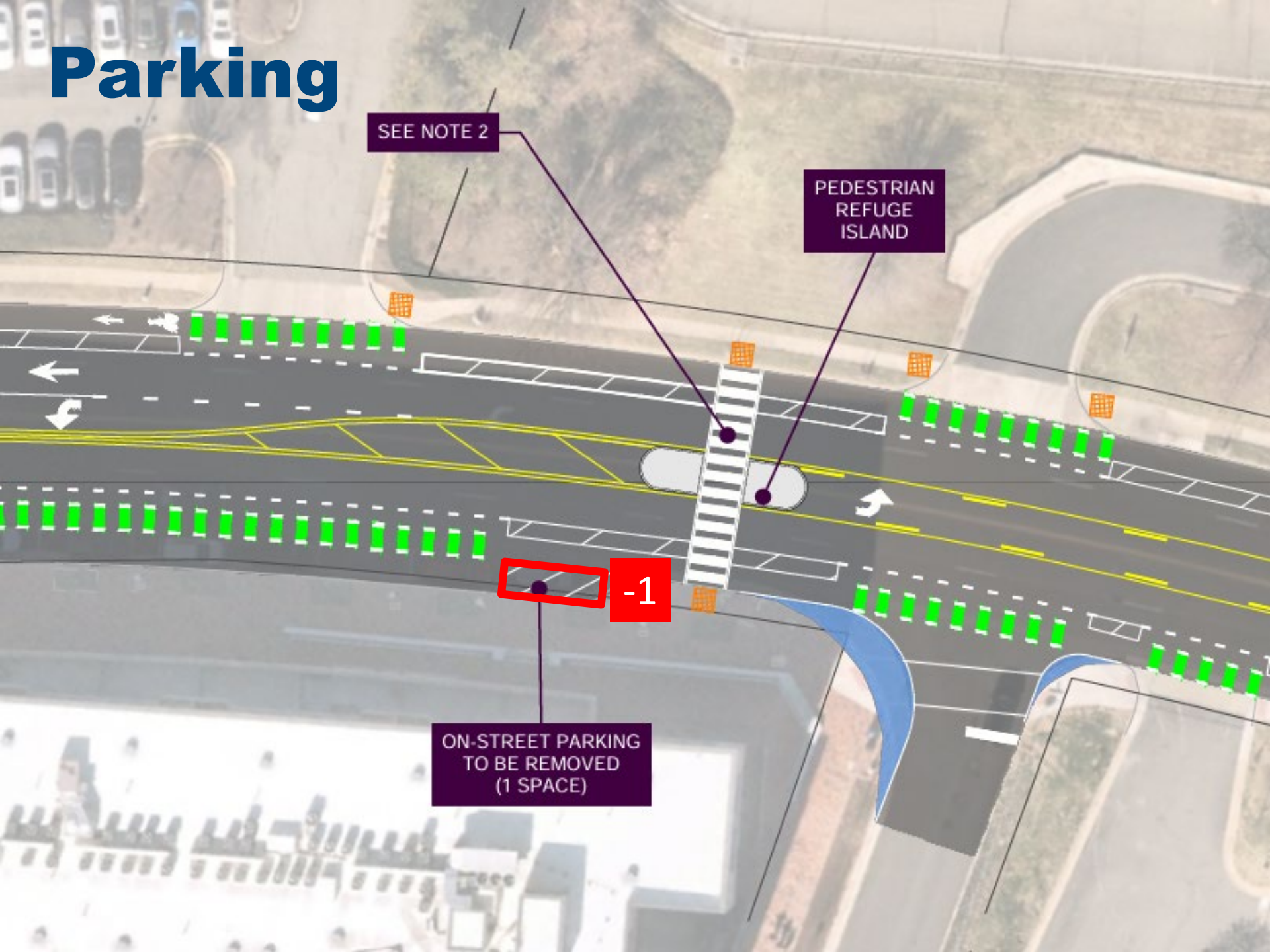
SEE NOTE 2

PEDESTRIAN REFUGE ISLAND



-1

ON-STREET PARKING TO BE REMOVED (1 SPACE)

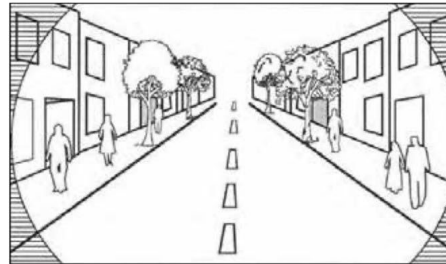


# Speed Limit

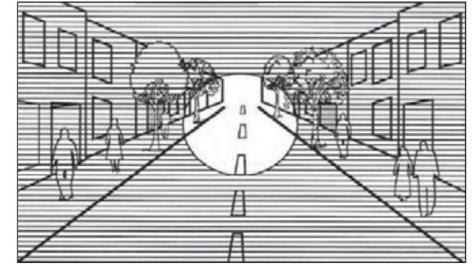


Speed management is one of the most important components of a Safe System Approach to traffic safety, and any effort toward achieving zero fatalities and serious injuries must be centered on keeping speeds at levels that account for human injury tolerance.

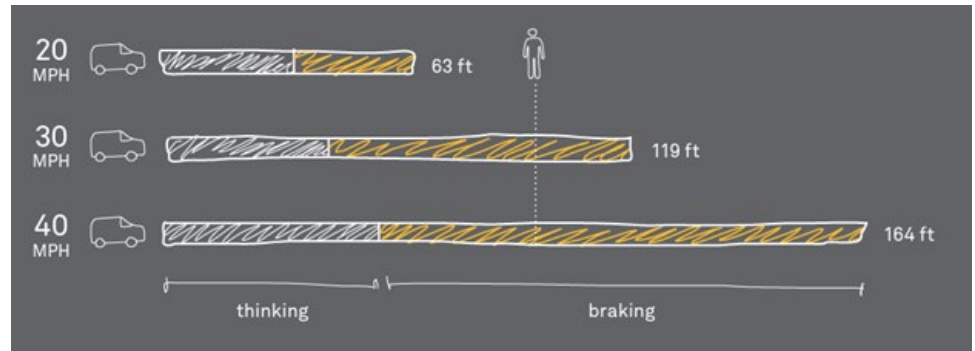
– Federal Highway Administration



Field of vision at 15 MPH



Field of vision at 30 to 40 MPH



HIT BY A VEHICLE TRAVELING AT:  
**23 MPH**  
10% RISK OF DEATH

HIT BY A VEHICLE TRAVELING AT:  
**32 MPH**  
25% RISK OF DEATH

HIT BY A VEHICLE TRAVELING AT:  
**42 MPH**  
50% RISK OF DEATH

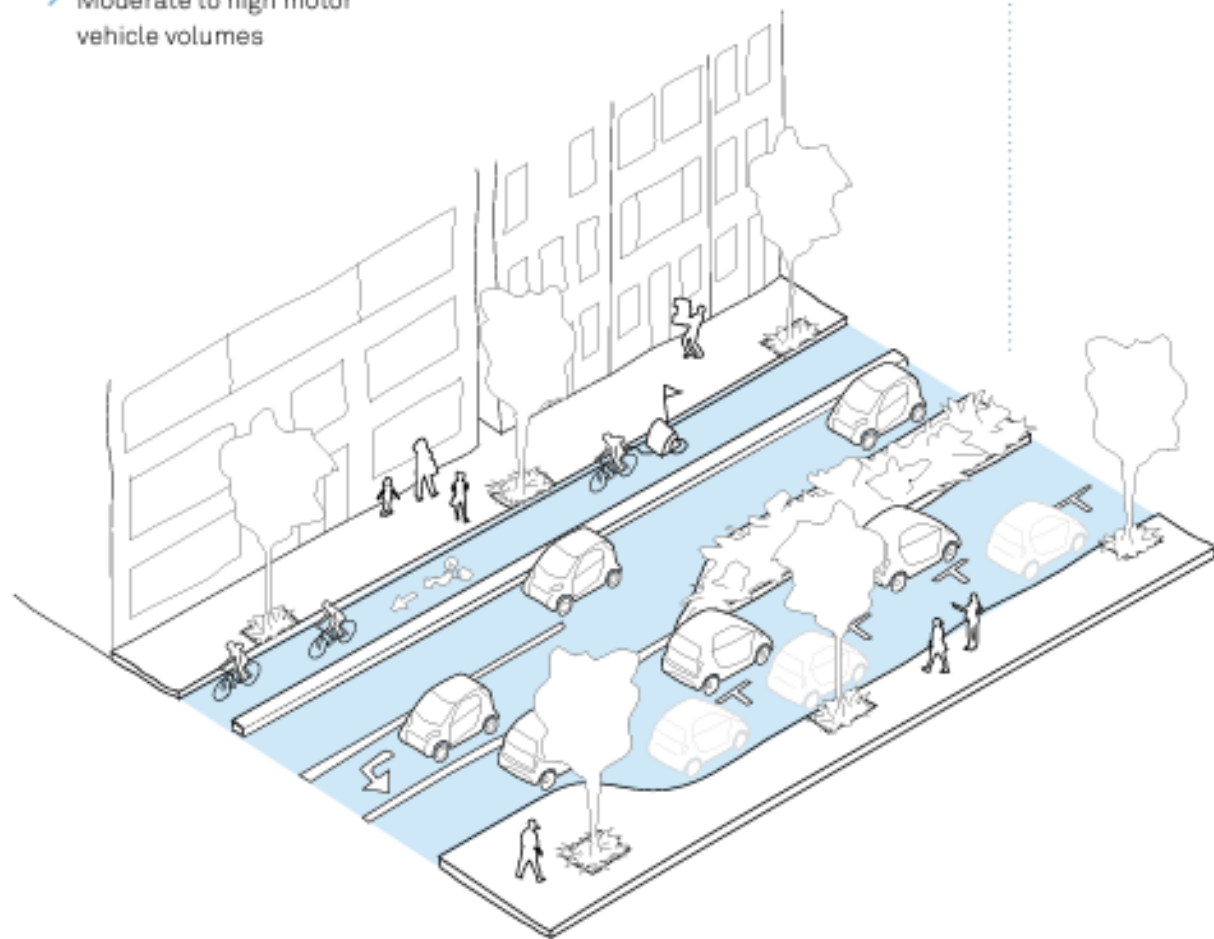
# Speed Limit

## Major streets are often characterized by:

- > Signalized intersections
- > Few, if any, all-way stop intersections
- > At least two formal (marked) motor vehicle traffic lanes, and usually more
- > Frequent transit stops
- > Moderate to high motor vehicle volumes
- > Multi-lane downtown one-way and downtown two-way streets, as well as many neighborhood main streets, multi-way boulevards, and transit boulevards as described in the NACTO *Urban Street Design Guide*

Recommended category speed limit for Major Streets:

**25**  
MPH



# Conceptual Design for a Complete Street



- **Dedicated left-turn lane** reduces angle crash risk for drivers
- **Vehicle capacity preserved** at major intersections
- **Buffer** for on-street parking



- **Only one lane** to cross at a time
- Crossing distance **reduced by over 50%**
- Slower speeds **reduce risk** of severe crashes
- **Sidewalk buffer**



- **Dedicated space** for people biking or scooting
- Slower speeds **reduce risk** of severe crashes



- **Additional crossings** provide safer access to bus stops



- **Slower speeds** improve safety for all users
- Opportunity for **greenery**

# Industry Guidance



## Safe Speed Limits

Reducing speed limits reduces crashes.



## Road Diets

Up to 47% reduction in crashes.



## Pedestrian Refuge Islands

Up to 56% reduction in crashes.



## Leading Pedestrian Intervals

13% reduction in crashes.



## Dedicated Turn Lanes

Up to 48% reduction in crashes.

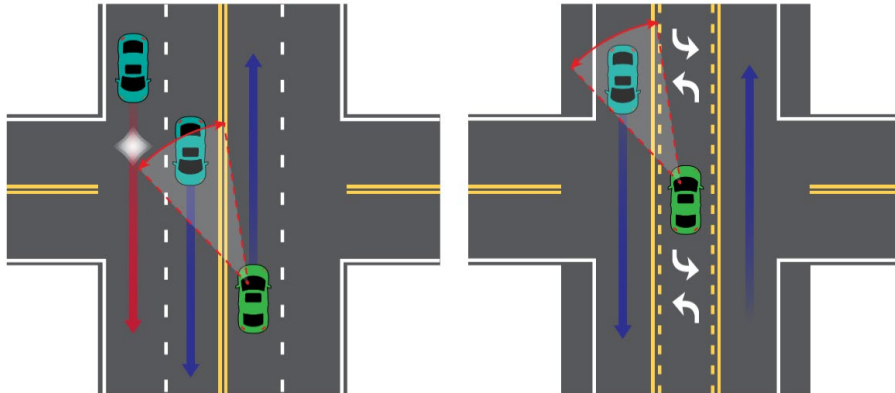


## Bicycle Lanes

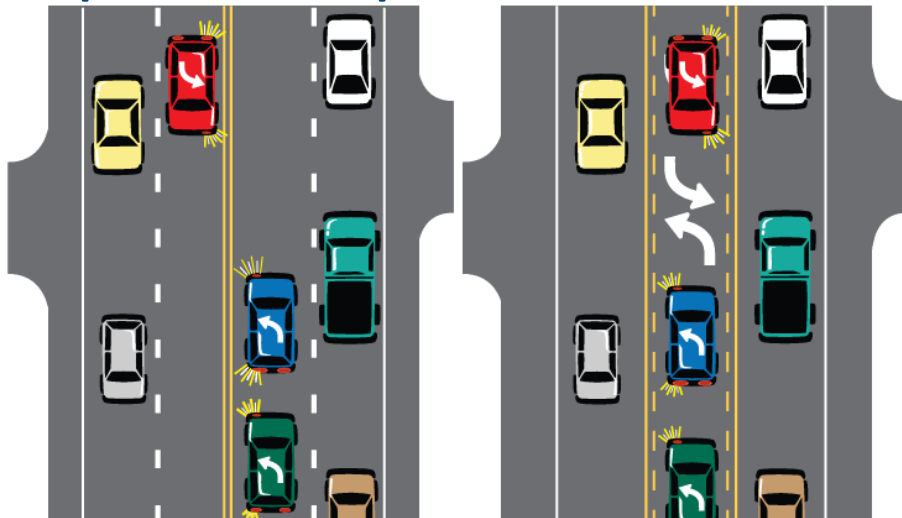
Up to 49% reduction in crashes.

# Road Diet Benefits

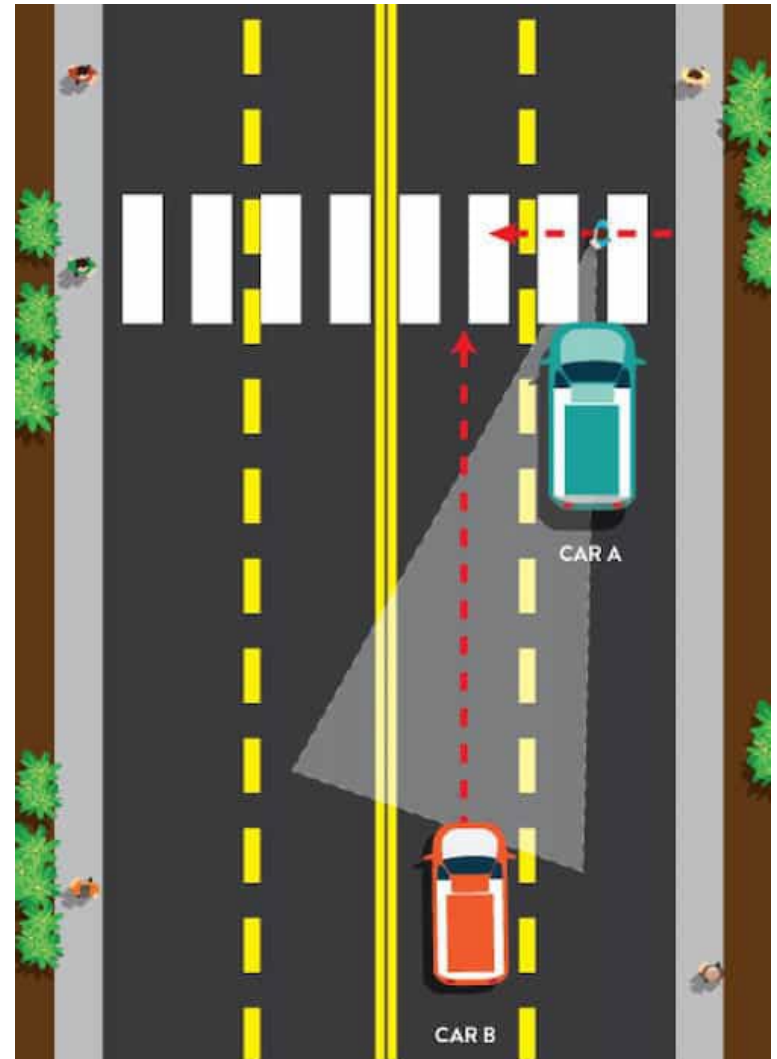
## Mitigating Left-Turn Crashes



## Mitigating Rear-Ends and Sideswipes + Operational Improvements



## Eliminating Multiple-Threat Risk





# South Pickett Street at Home Depot

Vehicle Delay



Eastbound  
+1-2 sec

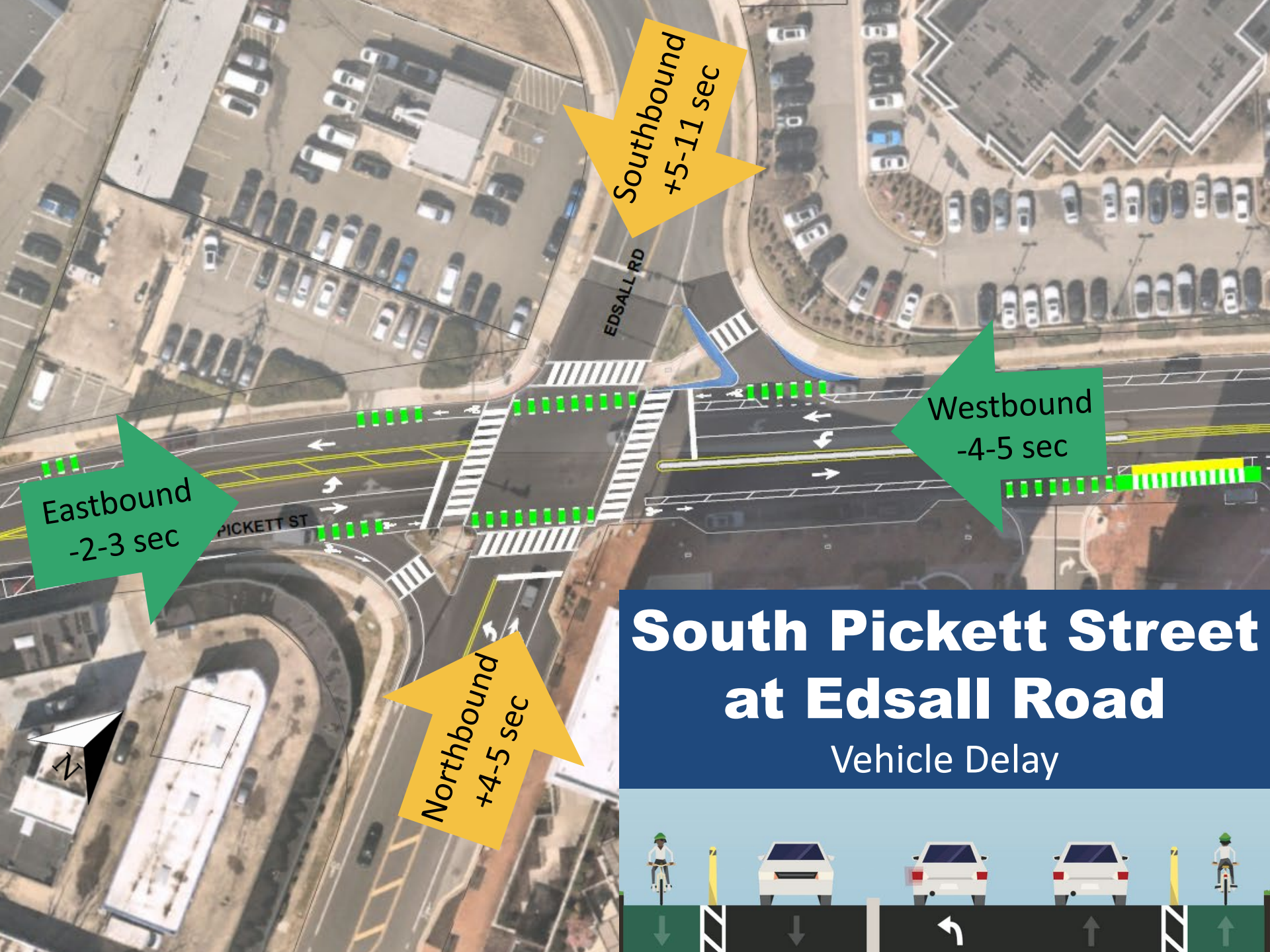
Westbound  
+1-2 sec

Northbound  
+8-9 sec



WEST END VILLAGE  
SHOPPING MALL



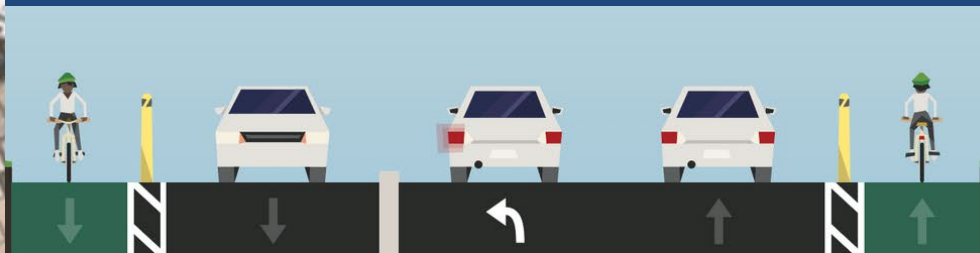


EDSALL RD

PICKETT ST

# South Pickett Street at Edsall Road

Vehicle Delay

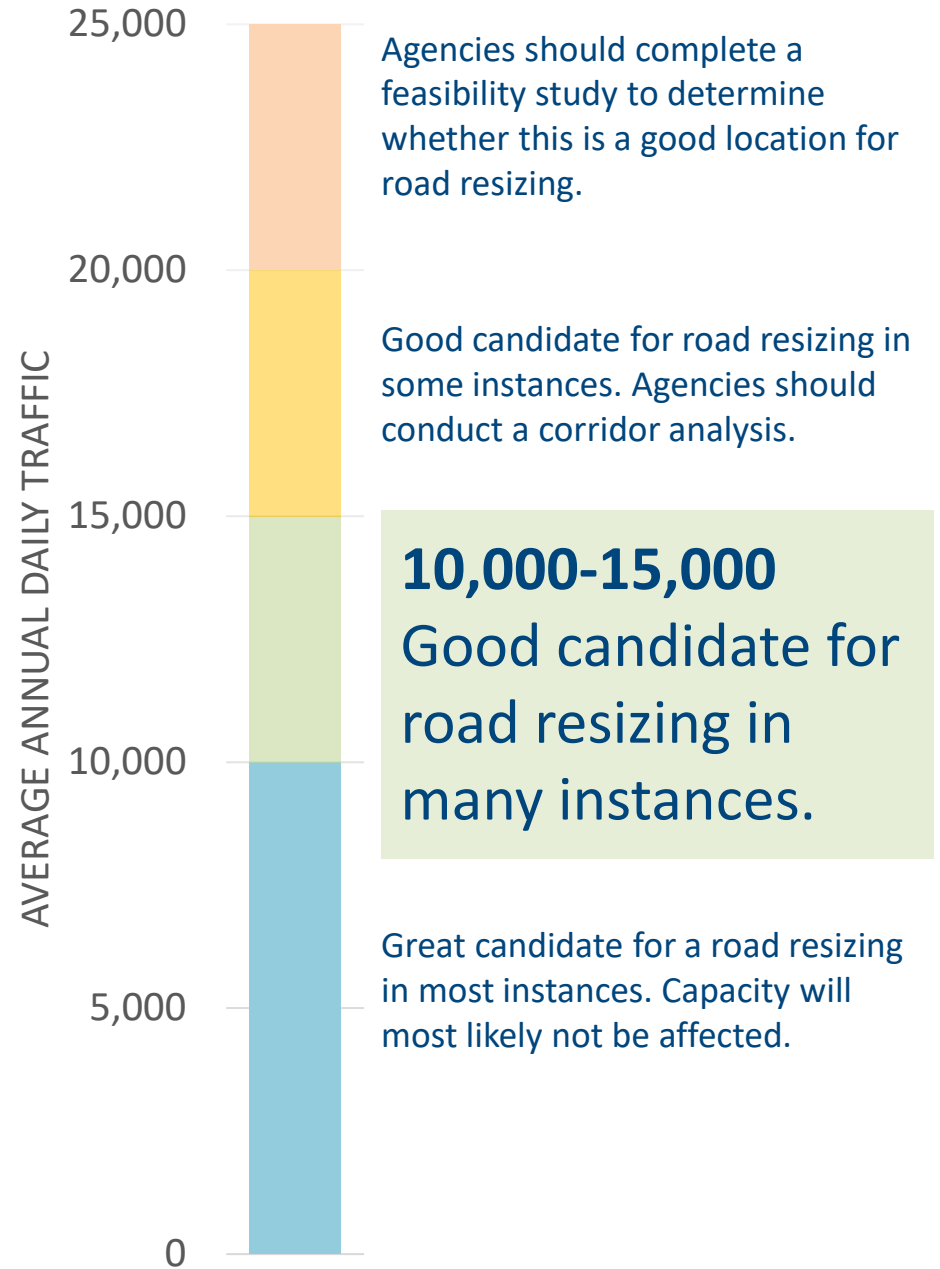


# Traffic Summary

South Pickett Street has 13-15k vehicles per day, similar to King Street and Seminary Road

No Turn on Red restrictions assumed at all three signalized intersections

Project maintains travel times and was found to operate acceptably, even during peak hours



Source: Federal Highway Administration

# Truck Considerations

## Background

- 5% of vehicle traffic on South Pickett, most of which are city delivery trucks
- Large trucks require access to commercial destinations

## Considerations

- On-street car carrier parking is common, despite restrictions
- Maintaining truck access to sites is essential

## Findings

- Car carriers park on-site as a matter of convenience vs. necessity
- Trucks will continue to be able to access sites similar to today



# Community Engagement



StoryMap +  
Feedback Form



eNews



Project Signs



Social Media



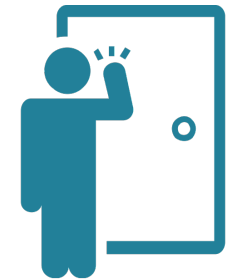
Emails to  
Stakeholders



Phone Calls to  
Stakeholders



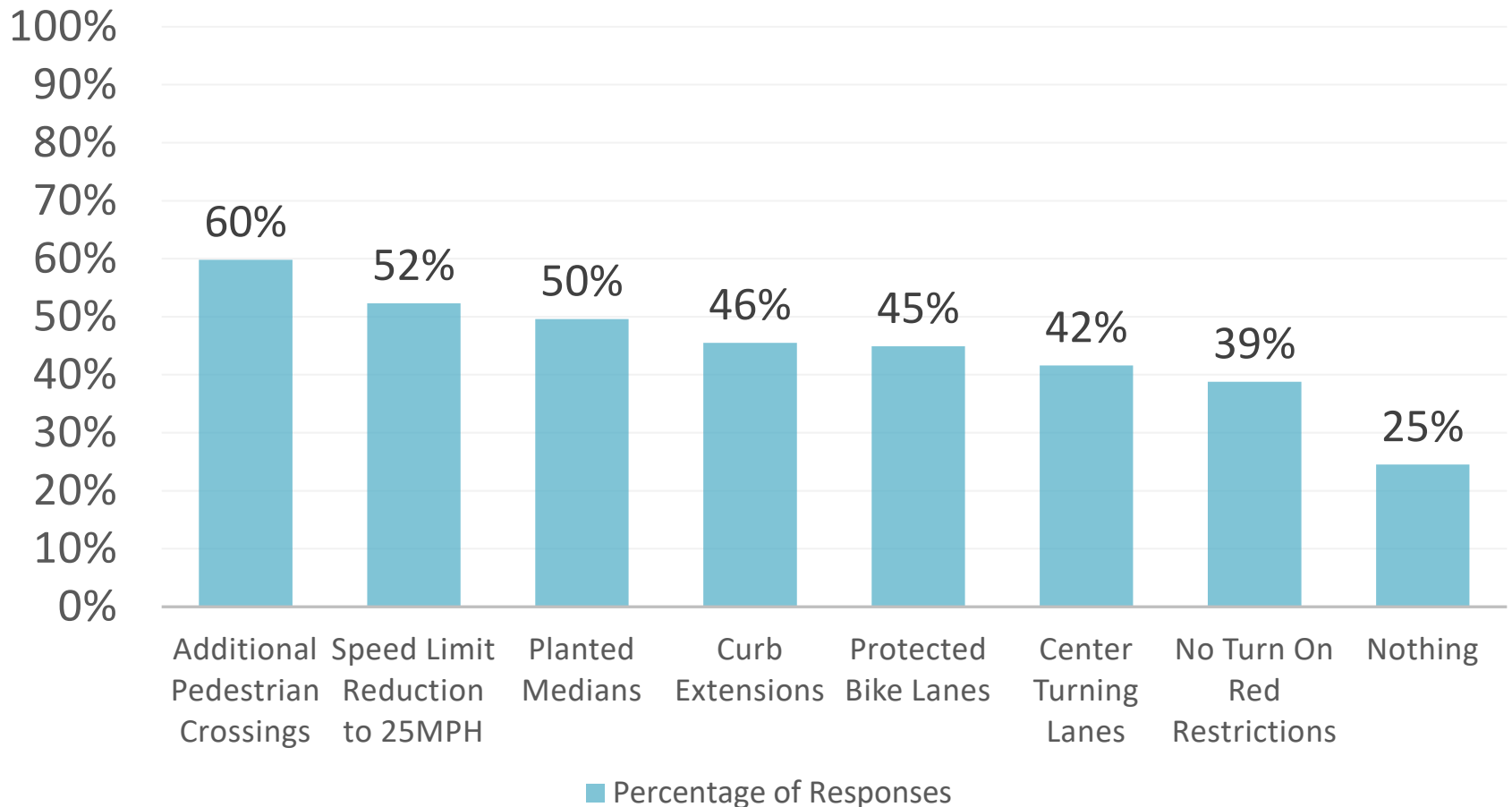
Community  
Meeting +  
Stakeholder  
Meetings



Door to Door  
Engagement

# Community Feedback

## What Do You Like About the Proposed Concept?



# Community Feedback

**68%**

think providing **safe pedestrian crossings** is important or very important

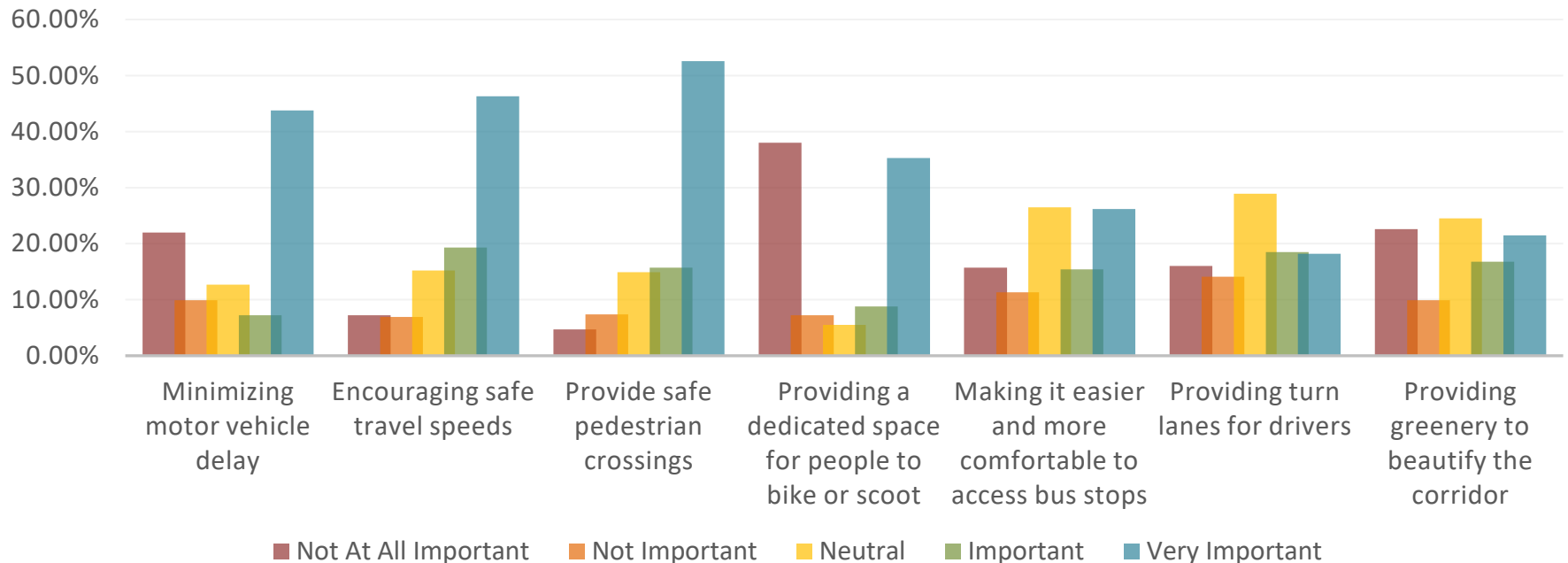
**66%**

think **encouraging safe travel speeds** is important or very important

**51%**

think **minimizing motor vehicle delay** is important or very important

## Feedback on Project Priorities



# Community Feedback

## Community Letters

- + Alexandria City Public Schools
- + Alexandria Police
- + DASH
- + Alexandria Families for Safe Streets
- + Alexandria Bicycle and Pedestrian Advisory Committee
- × Passport Nissan

### Primary concerns include:

- Traffic impacts
- Truck parking and access

# Recommendation

- 1** That the Board recommend the Director of T&ES implement the following changes to improve safety:
  - Remove one general purpose travel lane in each direction
  - Remove up to 10 on-street parking spaces
  - Implement No Turn on Red restrictions for all signalized intersection approaches
- 2** That the Board recommend the City Manager reduce the posted speed limit from 35 MPH to 25 MPH.



# Holland Lane Corridor Improvements

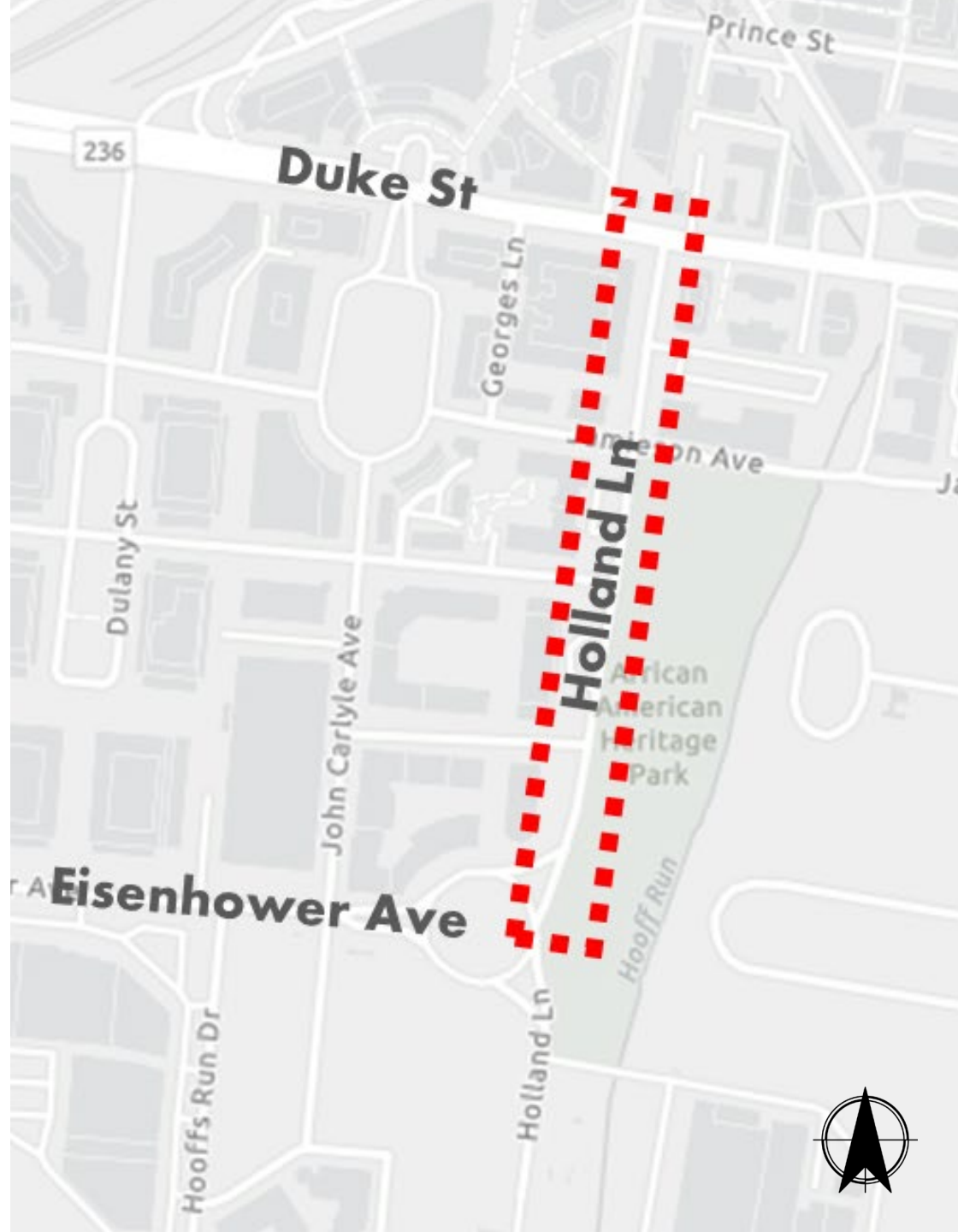
Agenda Item: 9 | Presenter: Alex Carroll



# Project Location

Holland Lane between Duke Street and Eisenhower Avenue

- Minor arterial
- Links Carlyle & Eisenhower East to King Street Metro Area & Old Town
- Access to high-density residential communities, African American Heritage Park, grocery and convenience stores, restaurants, and more



# Alexandria Mobility Plan

October 2021



“

Prioritize safety:  
Focus on vulnerable  
street user crashes  
to help achieve  
Vision Zero

Build out a connected  
bicycle network of both on-  
and off-street facilities to  
benefit cyclists of all ages  
and abilities.

”

Create a safe, well-  
maintained, and  
comfortable walking and  
bicycling environment

*Holland Lane recommended for  
enhanced bicycle facility*

# Eisenhower East Small Area Plan

- Recommended dedicated bicycle facility on Holland Lane

“

*Neighborhood envisioned as “one of the great neighborhoods in the city – walkable, compact, eclectic, inclusive, equitable and diverse, memorable and distinctive, and economically sustainable.”*

*...it is critical that alternate modes of travel be prioritized.*

”

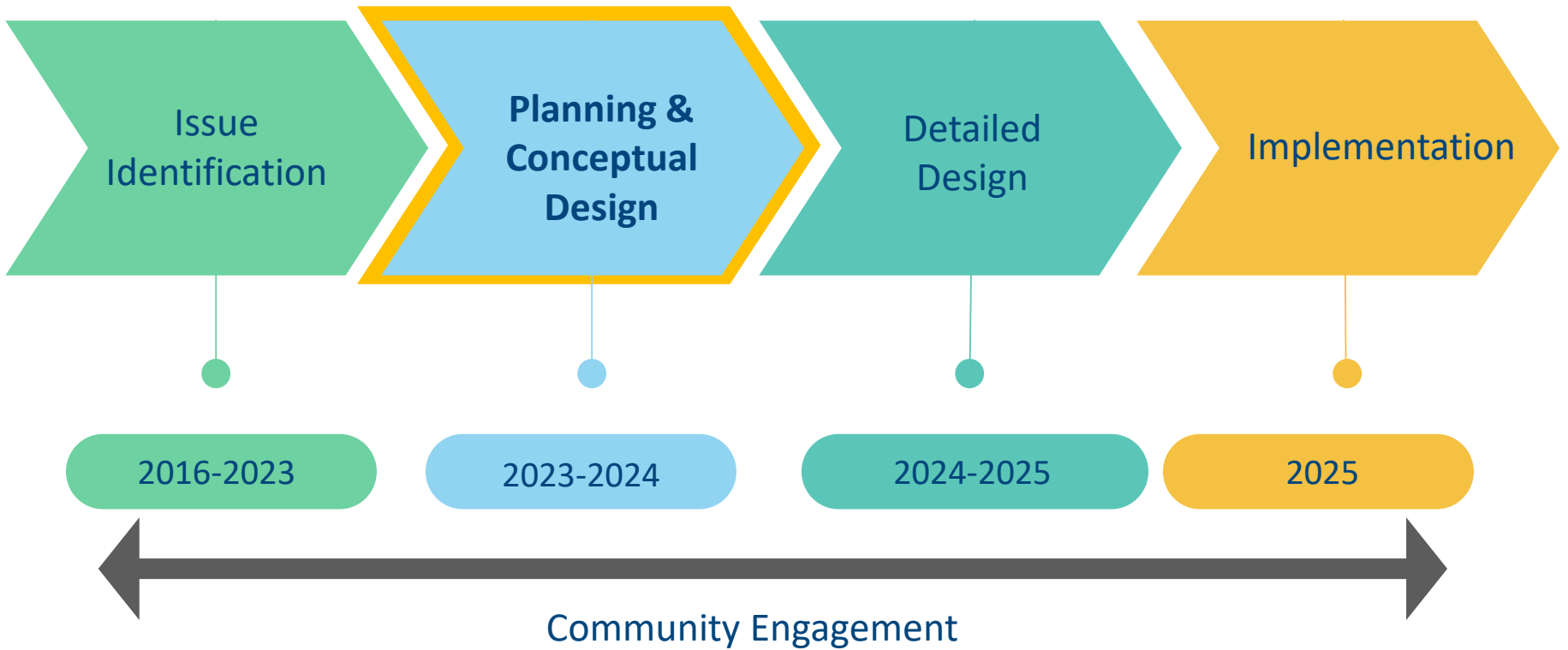
# Complete Streets Policy

“

*If the safety and convenience of users can be improved within the scope of **pavement resurfacing**, restriping, or signalization operations, such projects shall implement Complete Streets infrastructure to increase safety for users.*

”

# Project Timeline



# Project Goal

It is easy, safe, and comfortable to travel on Holland for people who:

- walk
- use wheelchairs, carts, or strollers
- drive
- use transit
- bike or scoot
- are young
- are old
- have a disability

# Context

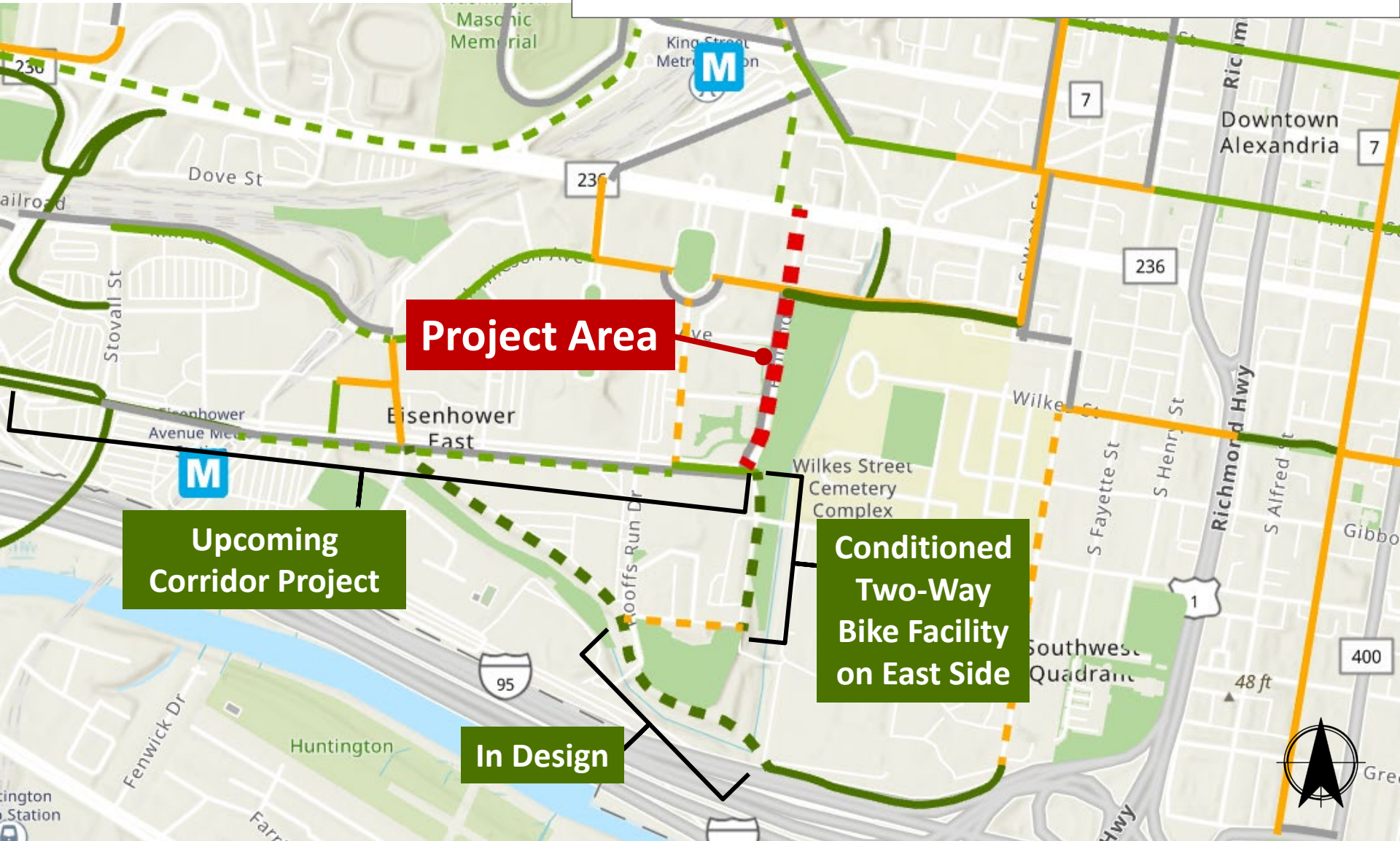
## Legend

*Existing*

- Multi-Use Trail
- Bike Lane
- Shared Lane

*Planned*

- - Multi-Use Trail
- - Bike Lane
- - Shared-Lane



# What We Heard

Here's what 233 residents said about their experience on Holland Lane:

- 65%** people drive too fast
- 60%** it's difficult to cross at unsignalized intersections
- 53%** there are no dedicated bicycle facilities
- 5%** there are too many traffic delays

## Likes:

- Wide sidewalks
- Green space
- Quiet street
- Low traffic
- Connections to other streets
- Proximity to parks and shops

## Dislikes:

- Unsafe traffic speeds
- Illegal parking
- Safety issues at Whole Foods exit
- Lack of bicycle facilities
- Unsafe pedestrian crossings
- Drivers don't stop for peds
- ADA accessibility issues
- Signal timing issues
- Poor pavement condition





# Existing Conditions

- Urban character with high-density residential, commercial, and park/open space
- Wide sidewalks, street trees
- High-risk uncontrolled crossings
- Modal conflicts at signalized intersections
- Moderate biking/scooting despite lack of infrastructure
- Casual curbside parking where not permitted



# Existing Conditions

## Volume

- 7-9k vehicles per day

## Speed

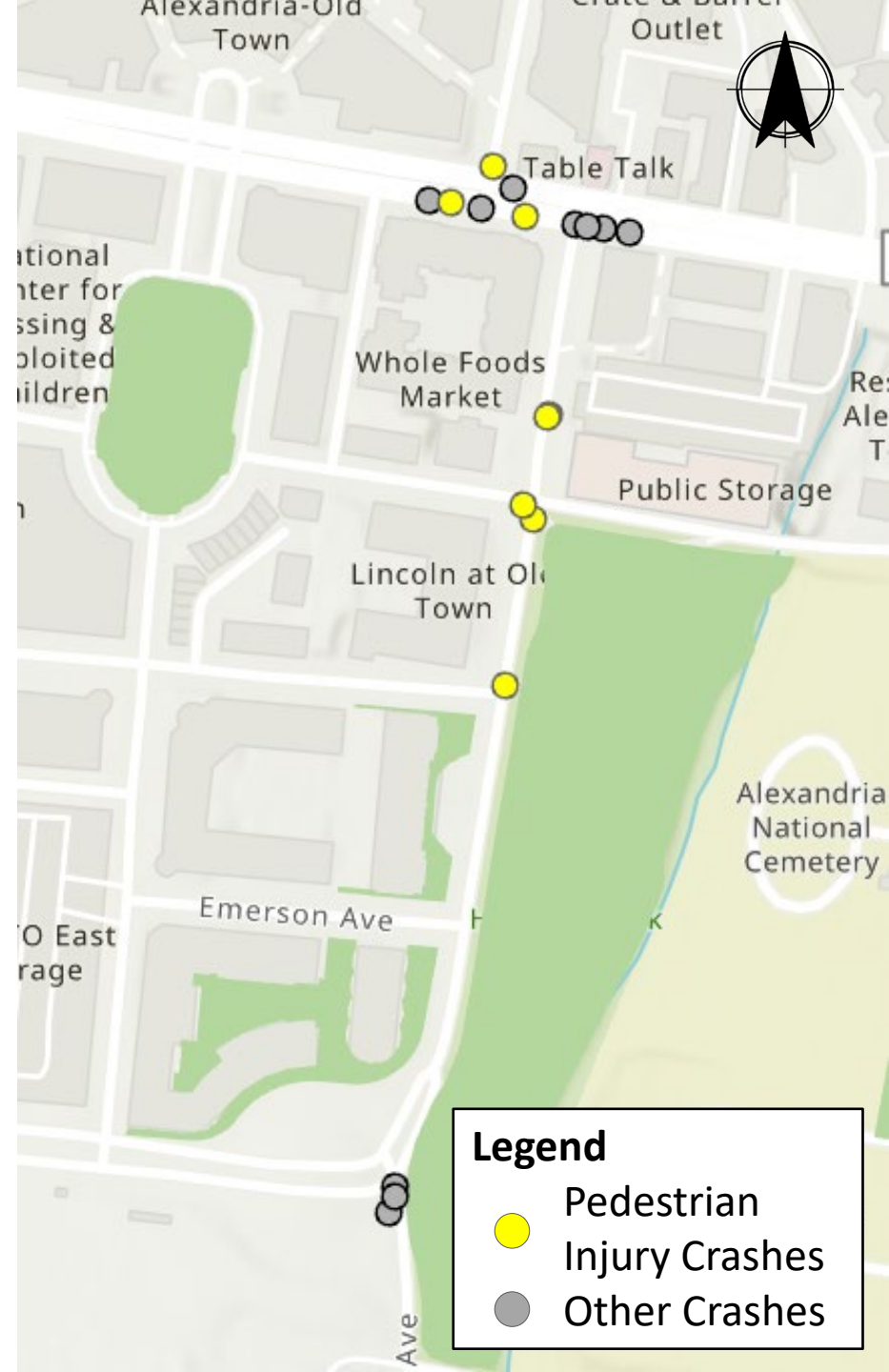
- 25 MPH speed limit
- 85th percentile speed is 28-33 MPH

## Crashes

- 18 crashes 2018-2023
- 8 involved people walking or scooting, all injury crashes

## Vehicle Delay

- Some congestion primarily resulting from Duke Street back-ups
- Excess capacity for most of the day



# Existing Conditions (No Build)

- Wide lanes and roadway encourage unsafe speeds for urban environment
- Limited safe crossing opportunities
- High multiple-threat crash risk for people crossing the street
- Lack of bike facilities forces bikes to share space with motor vehicles or use the sidewalk
- Underutilized roadway capacity most of the day



NB



1



2



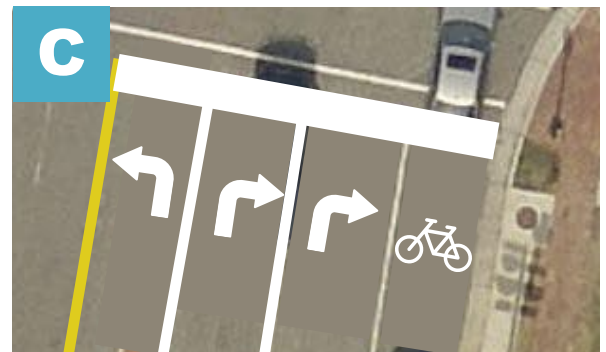
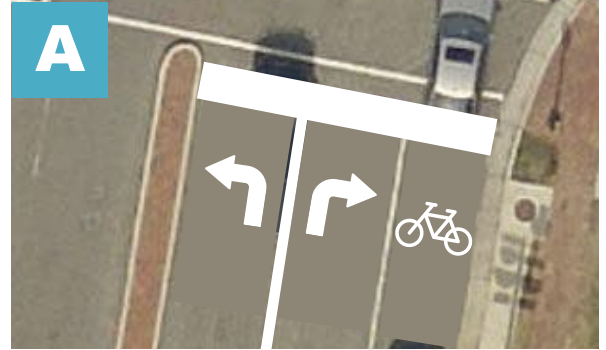
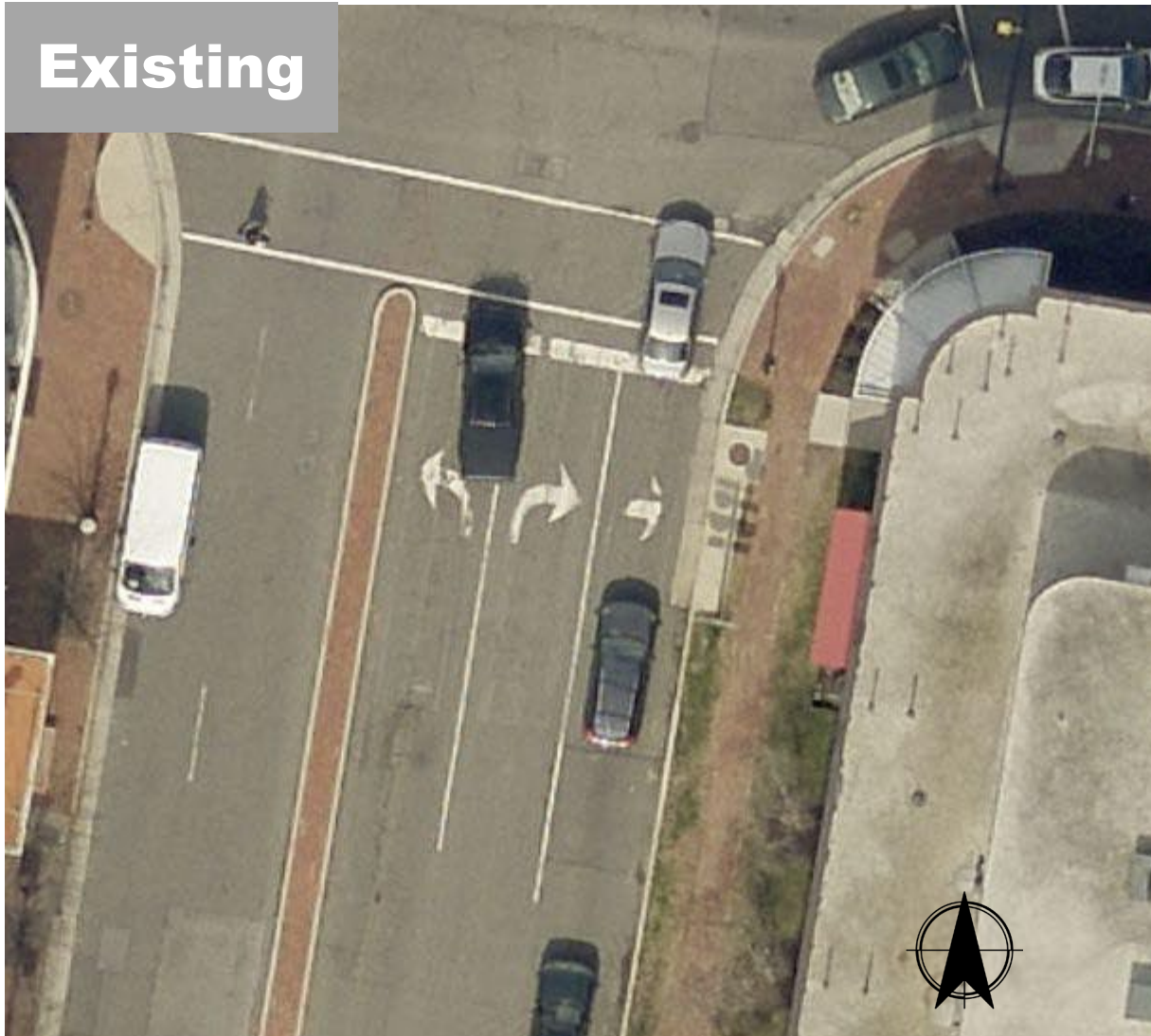
3



Benefits	NB	1	2	3
Slower speeds		✓	✓	✓
Multiple-threat risk eliminated		✓	✓	✓
Median refuge simplifies crossing		✓	✓	✓
Crossing distance reduced by ~50%		✓	✓	✓
Protected bike lanes		✓	✓	✓
Illegal parking prevented near Whole Foods		✓		✓
Seamless transition to future bike infrastructure			✓	✓

# Holland Lane & Duke Street Options

Existing



*Exact design depends on which concept option is selected.*

# Community Engagement



Online Feedback  
Form



eNews



Project Signs



Social Media



Emails to  
Stakeholders



Phone Calls to  
Stakeholders



Community  
Meeting +  
Stakeholder  
Meetings

# Community Feedback

	Avg Rating	Rating Summary	What People Liked	What People Disliked
<b>NB</b>	<b>3.2</b>	<p>50% like 43% dislike 6% neutral 1% don't know</p>	<p>Works fine. Bikes get around fine. Pedestrians access street safely and sufficient room for cars. Eliminating lanes would create more congestion.</p>	<p>I live on Holland Lane and have two kids under 5. It's not safe as is for my family to walk and bike here as is.</p>
<b>1</b>	<b>2.8</b>	<p>43% like 49% dislike 8% neutral &lt;1% don't know</p>	<p>I like that it would slow down traffic, which would discourage utilization of this as a rush hour cut through. Something HAS to be done to prevent whole foods parking.</p>	<p>It is totally unnecessary. I have lived in this area for over 20 years and have never seen any kind of issue with the current configuration, for cars bikes or pedestrians.</p>
<b>2</b>	<b>2.7</b>	<p>39% like 50% dislike 10% neutral 1% don't know</p>	<p>East side has fewer street and driveway crossings for the bike lane, minimizing bike/car conflict.</p>	<p>Until the need for cars is reduced, the reduction in lanes for them to travel in will only increase congestion, pollution, and the potential for road rage.</p>
<b>3</b>	<b>2.6</b>	<p>37% like 57% dislike 5% neutral 1% don't know</p>	<p>Maximizes space for bicyclists and pedestrians. Protects bike lanes from drivers.</p>	<p>Our drivers are distracted enough and now they need to have more worries to look out for?</p>

# Community Feedback

**58%**

think reducing vehicle and pedestrian conflicts is important or very important

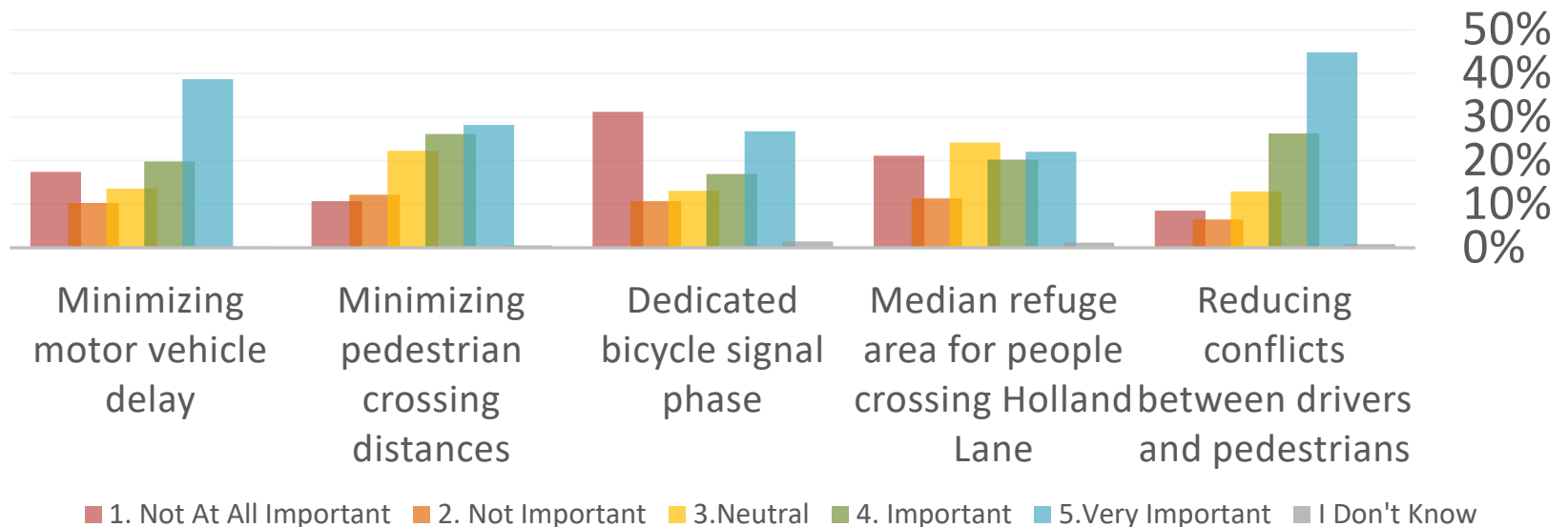
**58%**

think **minimizing vehicle delay** is important or very important

**54%**

think **minimizing crossing distances** is important or very important

## What is most important to you for the intersection of Holland Lane and Duke Street?





# Industry Guidance



## Road Diets

Up to 47%  
reduction  
in crashes.



## Pedestrian Refuge Islands

Up to 56%  
reduction in  
crashes.



## Leading Pedestrian Intervals

13% reduction  
in crashes.

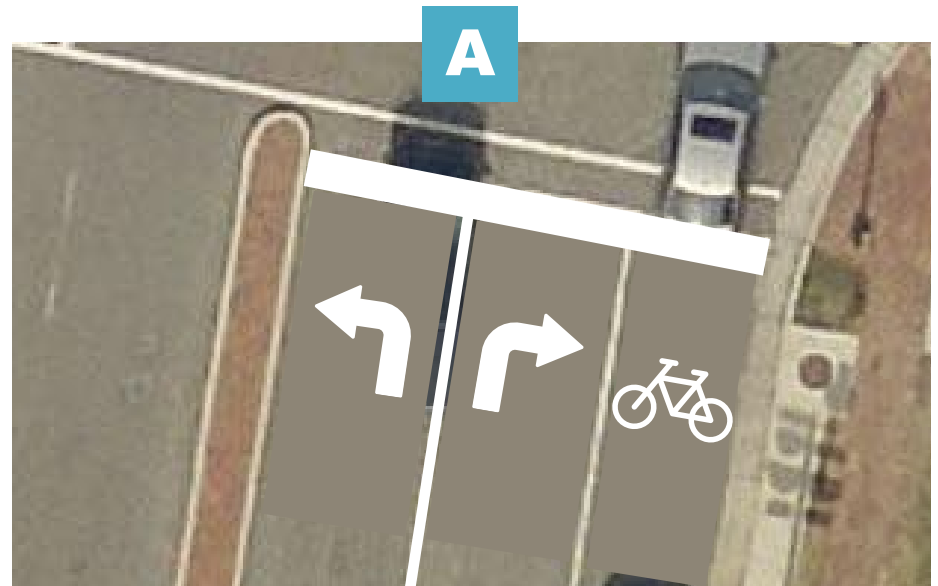
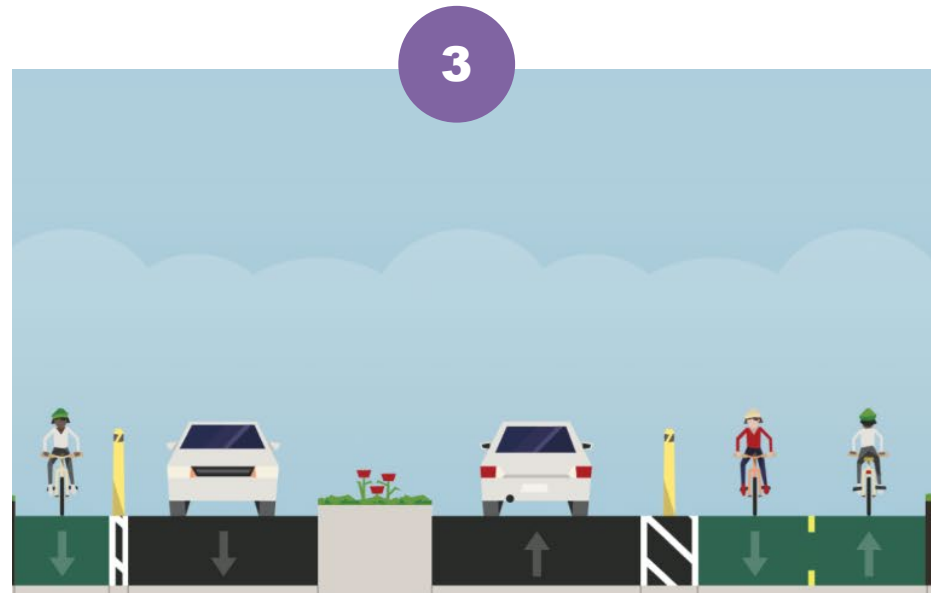


## Bicycle Lanes

Up to 49%  
reduction  
in crashes.

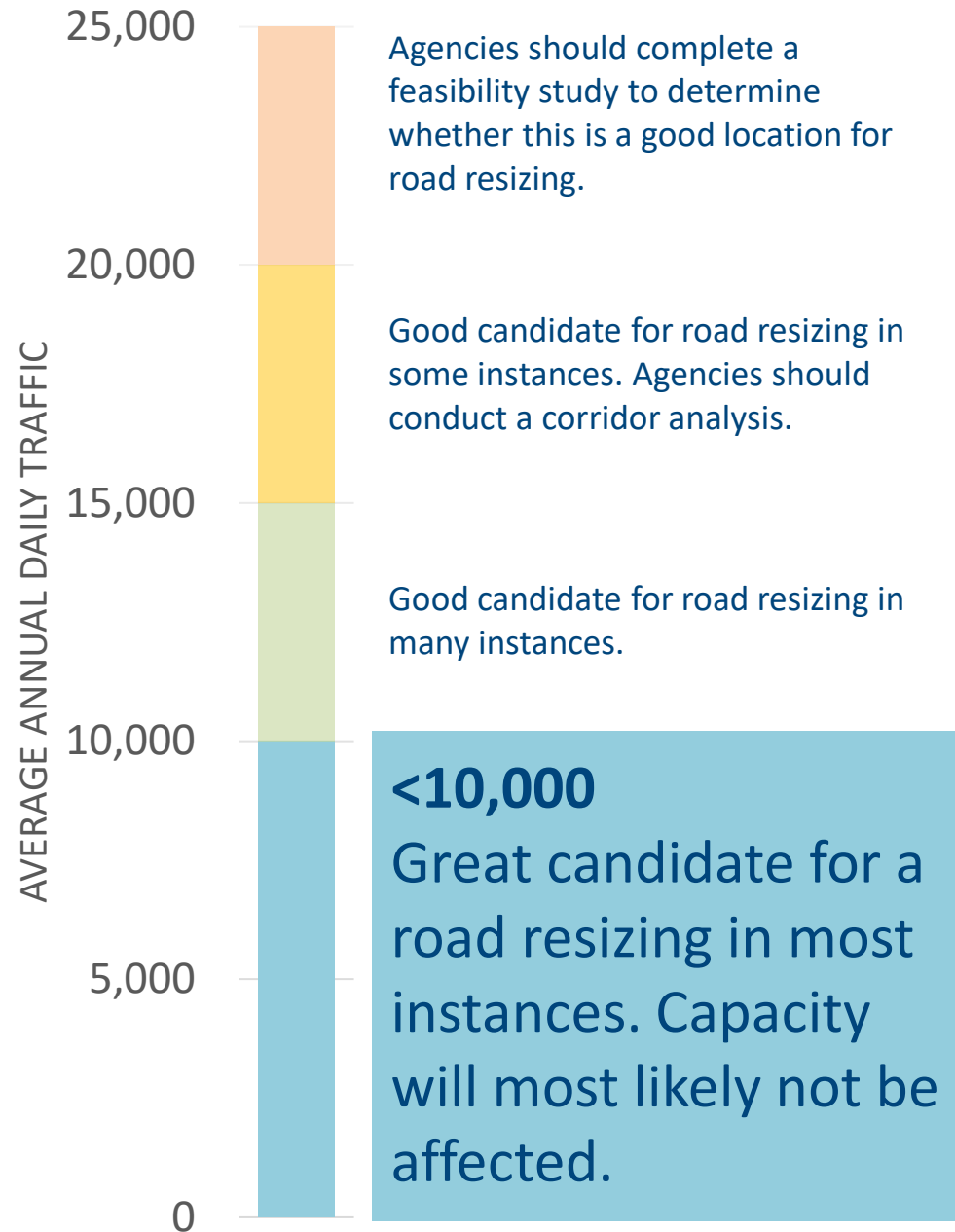
# Preferred Alternative

- ✓ Maximizes safety benefits
- ✓ Minimizes impacts on travel times
- ✓ Provides seamless connection to future facilities while maintaining flexibility



# Traffic Summary

- 7-9k vehicles per day, similar to Russell Road and Commonwealth Avenue
- No Turn on Red restrictions assumed
- Additional queuing expected, but generally maintains delay compared to existing conditions and was found to operate acceptably
- Future signal timing improvements on Duke Street will provide additional benefits to Holland Lane traffic



Source: Federal Highway Administration

# Traffic Analysis

## Preferred Alternative

	Existing	3A
Overall Delay	30.6 (26.3)	38.2 (22.7)

	Existing	3A
Overall Delay	14.9 (15.4)	41.0 (35.3)

	Existing	3A
Overall Delay	4.7 (4.8)	9.4 (11.2)

**Total Overall Delay Change: +38.4 (+22.7)**



# Recommendation

That the Board recommend the Director of T&ES implement the following changes to improve safety:

- Remove one general purpose travel lane in each direction
  - Remove one northbound left-turn lane at the intersection of Holland Lane and Duke Street
- Implement No Turn on Red restrictions for all signalized intersection approaches

# Information Items

**STAFF UPDATES**

**COMMISSIONER UPDATES**

# NEIGHBORHOOD TRANSPORTATION IMPROVEMENTS PROGRAM

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Staff Update

Agenda Item: 10

Presenter: Alex Carroll



# Prior Process



Traffic Calming (i.e.  
Speed Cushion)  
Application



Stop Sign Application

## Issues + Lessons Learned:

- Duplicate applications
- Cart before the horse approach
- Evolving scopes following due diligence
- Volume of requests, rolling application windows, and expectation of staff not sustainable



# New Process: Neighborhood Transportation Improvements Program

Single application for holistic neighborhood improvements

- Spot improvements routed through 311

Identify problems before solutions

Improved webpage and application

Larger toolbox of treatments (subject to applicability and resources)

Annual deadline and evaluation process

Prioritization criteria

# TRAFFIC AND PARKING BOARD ANNUAL REPORT

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Staff Update

Agenda Item: 10

Presenter: Sheila McGraw



**Program and/or Legislative Accomplishments:** In total, the Board reviewed 48 docket items this past year. The more significant issues the Board approved and rendered recommendations on are as follows:

- Recommended design elements for segments of the Duke Street in Motion project including signal changes, traffic flow changes, and one-way conversions.
- Recommend changes to the taxicab regulations to City Council including raising the initial meter charge to \$5.00 and raising the per mile charge to \$2.56 per mile, eliminating the vehicle age requirement, and to remove the City from the dispute resolution process.
- Approved the administrative process for pickup and drop-off loading zone procedure.
- Recommended parking and traffic changes on Mount Vernon Avenue at the intersections of Glebe Road, Russel Road, and Executive Avenue
- Recommended roundabouts at the intersections of Hickory Street and Kennedy Street and the Glebe Road, Montrose Avenue, and Ashby Street Intersection.
- Recommend a City Code Amendment for Residential Parking Permit (RPP) Restrictions for In-home Childcare Providers.
- Recommended changes to traffic patterns to allow for bicycle lanes on East Abingdon Drive.

## **Goals for July 2024 – June 2025:**

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