

TRAFFIC & PARKING BOARD PUBLIC HEARING

September 26, 2022

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: September 26, 2022

Welcome & Introductions

1. Deferrals and Withdrawals
2. Approval of Minutes
3. Approval of the 2021-2022 Annual Report of the Traffic and Parking Board
4. Written Staff Updates & Public Hearing Follow-up
5. Public Discussion Period

Consent Items:

6. Curbside Pick-up and Loading Zone – 2000 block of Mount Vernon Avenue
7. Residential Permit Parking Signage – 2000 block of Scroggins Road

Public Hearing Items:

8. Stop Sign – Janney's Lane and East/West Taylor Run

9. City Code Amendment - Automated Speed Enforcement
10. Speed Limit Reduction – North Beauregard Street, Braddock Road, North Howard Street, and Seminary Road
11. Residential Pay by Phone Request – 400 block of S. Lee Street, 400 & 600 blocks of S. Union Streets, 100 block of Gibbon, and 100 & 600 blocks of Pommander Walk Street
12. Parklets: More than 3 parklets on a block – 1100 Block of King Street
13. Parklets - 1700 Fern Street (Ramparts Tavern)

Information Items:

12. Staff Updates:
 - Duke Street Transitway
 - Stop Sign Process
 - Legislative Updates
 - FY 2023 Budget Priorities
13. Commissioner Updates

Approval of the Minutes

Approval of the 2021-2022 Annual Report of the Traffic and Parking Board

Written Updates & Public Hearing Follow-Up

Public Discussion Period

This period is restricted to items not listed on the docket

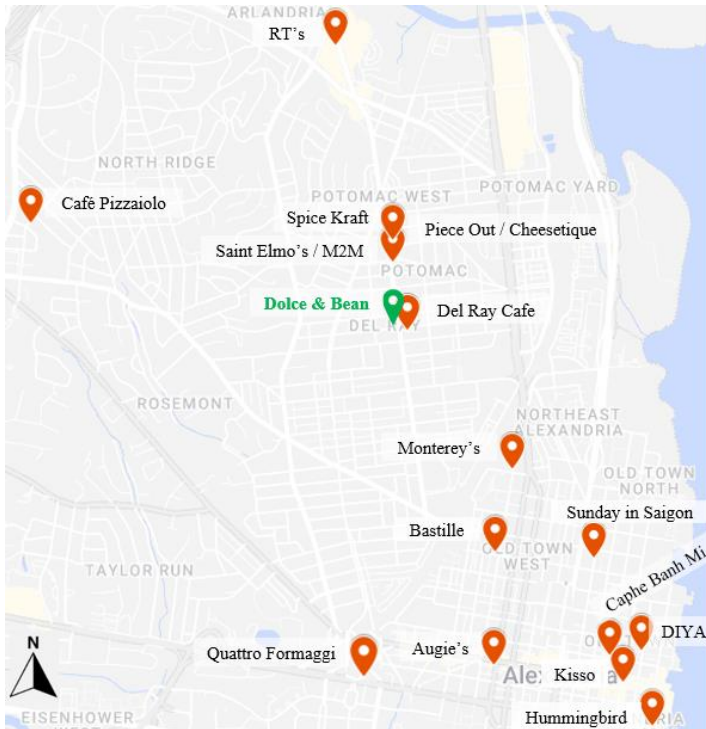
Curbside Pick-up and Loading Zone – 2000 block of Mount Vernon Avenue

Agenda Item 6

Presenter: Mr. Devilliers



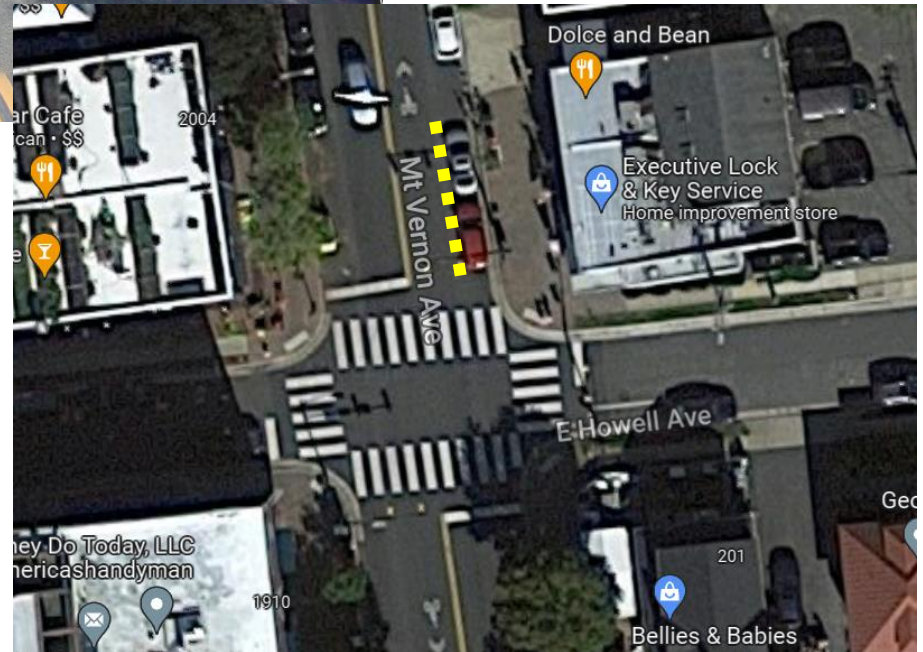
PUDO Zones



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

2003 Mt Vernon Ave



Name (printed)	Support or Oppose Request	Signature/Date	Address/Business/Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Petros	Support	<i>[Signature]</i>	2003A Mt. Vernon Ave.	Occupant	Petros@dolceandbean.com
Shebra-Egnabien	Support	<i>[Signature]</i>	2003B Mt. Vernon Ave.	Occupant	EXCLOCK@aol.com
Don Ripper	Support	<i>[Signature]</i>	2009 Mt Vernon	Occupant	DON@DONRIPPER.COM
Linda Johnson	Support	<i>[Signature]</i>	2003 Mt. Vernon	Occupant	Lindajohnson730@aol.com

Recommendation

Recommend the Director of T&ES install 'Active Loading and Curbside Pickup Only' signage for the two parking spaces between E. Howell Street and a curb cut, near 2003 Mount Vernon Avenue.

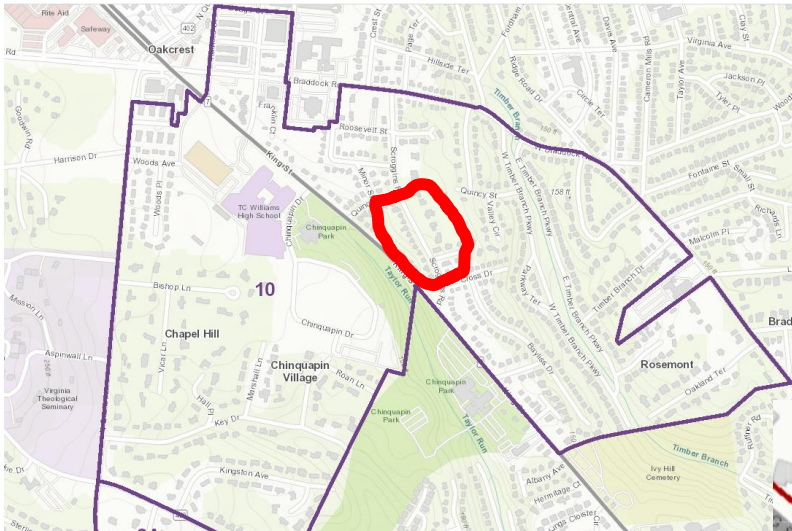
Residential Permit Parking Signage – 2000 block of Scroggins Road

Agenda Item 7

Presenter: Mr. Devilliers



Nearby Restrictions



12 of 15 homes (80%) signed in support
Proposed Restrictions:
 2-HR 8AM-5PM M-F
 (RPPD 10 permitholders exempt)



Recommendation

Recommend the Director of T&ES install signs on Scroggins Road between Lynn Court and Quincy Street with 2-hour parking restrictions from 8 AM to 5 PM, Monday through Friday, Residential Permit Parking (RPP) District 10 permit holders exempt.

All-way Stops – Janney’s Lane and East/West Taylor Run

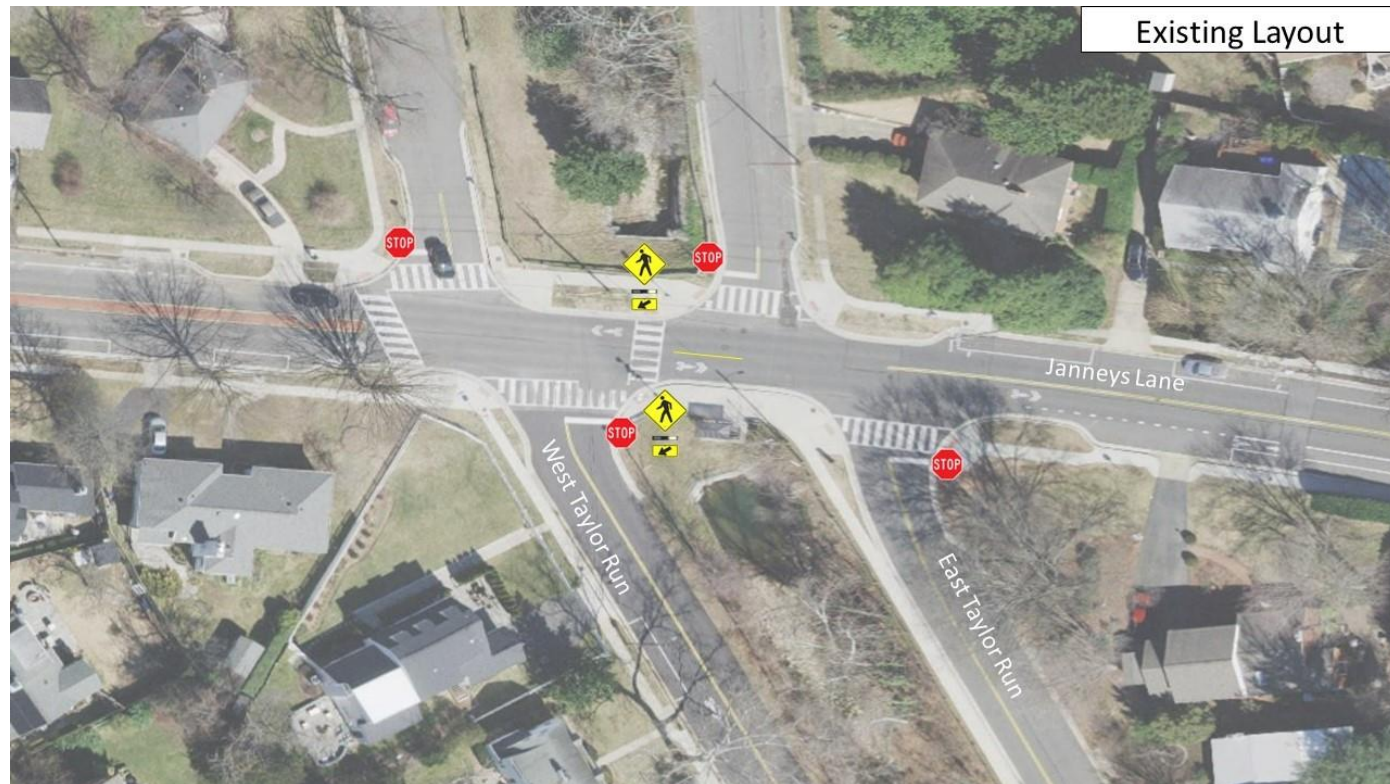
Agenda Item 8

Presenter: Mr. Scolese



Background

- Intersection of Janney's Lane and West/East Taylor Run
- Request to install stop signs on Janney's Lane by Clover College Park Civic Association



Existing Conditions

- Meets volume criteria
- 9 crashes at intersection
- 2015 project installed crosswalks, flashing pedestrian signs, curb extensions and new ramps



Proposed Intersection Control

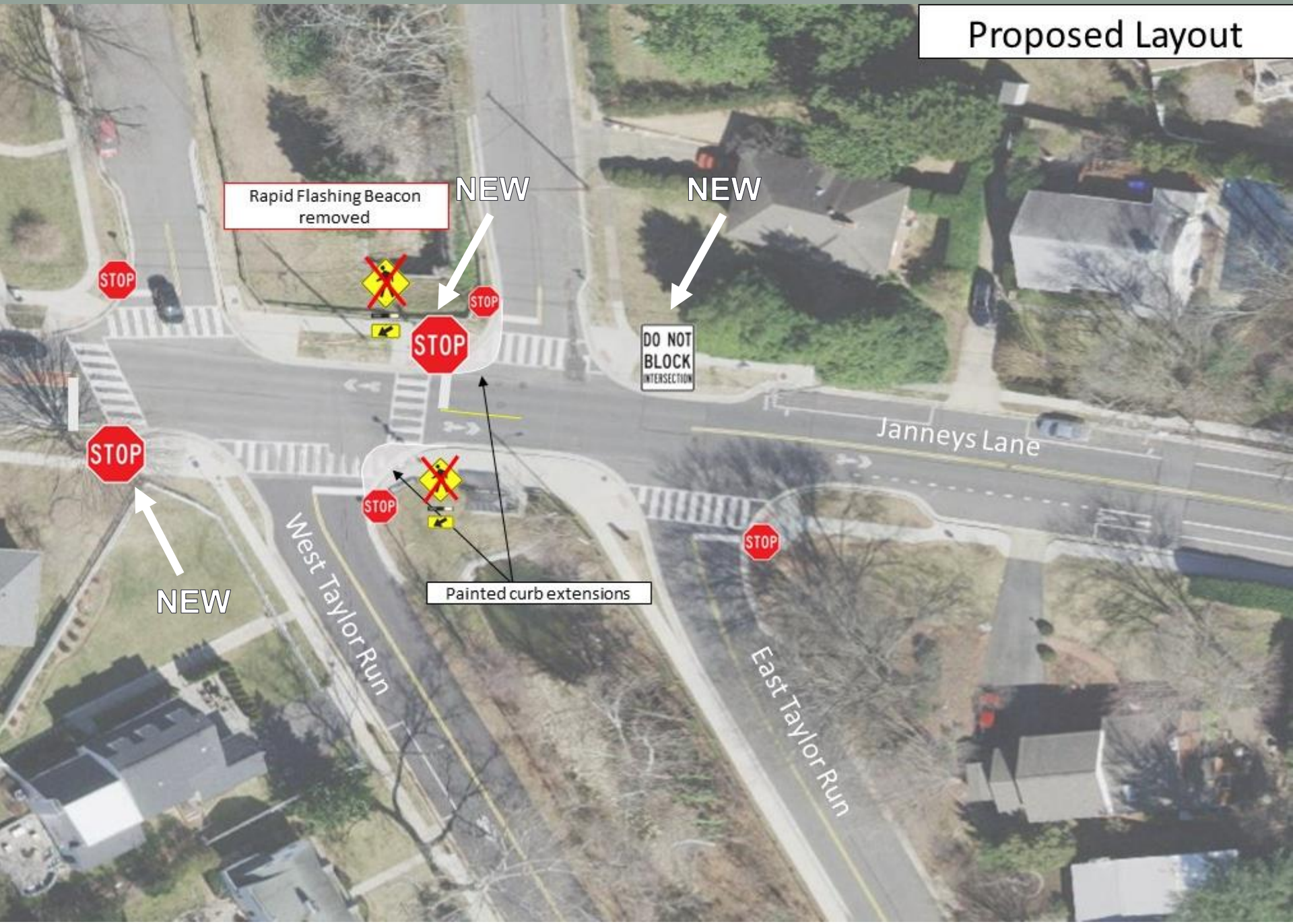
Recommendation

- Install stop signs on Janney's Lane
- Remove the existing flashing pedestrian sign
- Install DO NOT BLOCK INTERSECTION signage for East Taylor Run

Goals

- Control the operational characteristics and left-turning volume
- Enhance safety for pedestrians
- Reduce the number of left-turn crashes

Proposed Layout



Rapid Flashing Beacon removed

NEW

NEW

DO NOT BLOCK INTERSECTION

Janneys Lane

West Taylor Run

East Taylor Run

Painted curb extensions

NEW

STOP

STOP

STOP

STOP

STOP

STOP

Staff Recommendation

That the Board recommend the Director of T&ES install stop signs on Janney's Lane at West Taylor Run Parkway intersection.

City Code Amendment – Automated Speed Enforcement in School Zones and Work Zones

Agenda Item 9

Presenter: Ms. Carroll

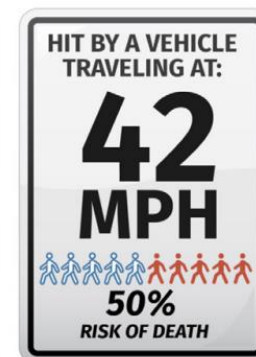
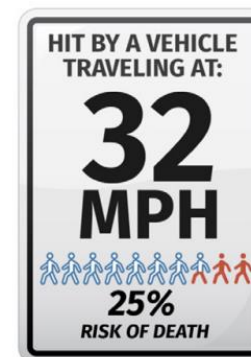
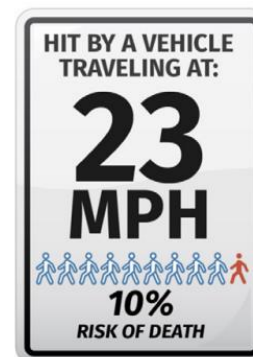


Background

- **Vision Zero Action Plan** and **Alexandria Mobility Plan** recommend speed cameras to increase traffic safety
- USDOT promotes speed cameras as a **proven safety countermeasure**
- **2020 VA law** allows the use of speed cameras in school and work zones
- Many **nearby jurisdictions** have or are pursuing speed cameras
- **FY 2023 Adopted Budget** includes funding for five speed cameras in school zones

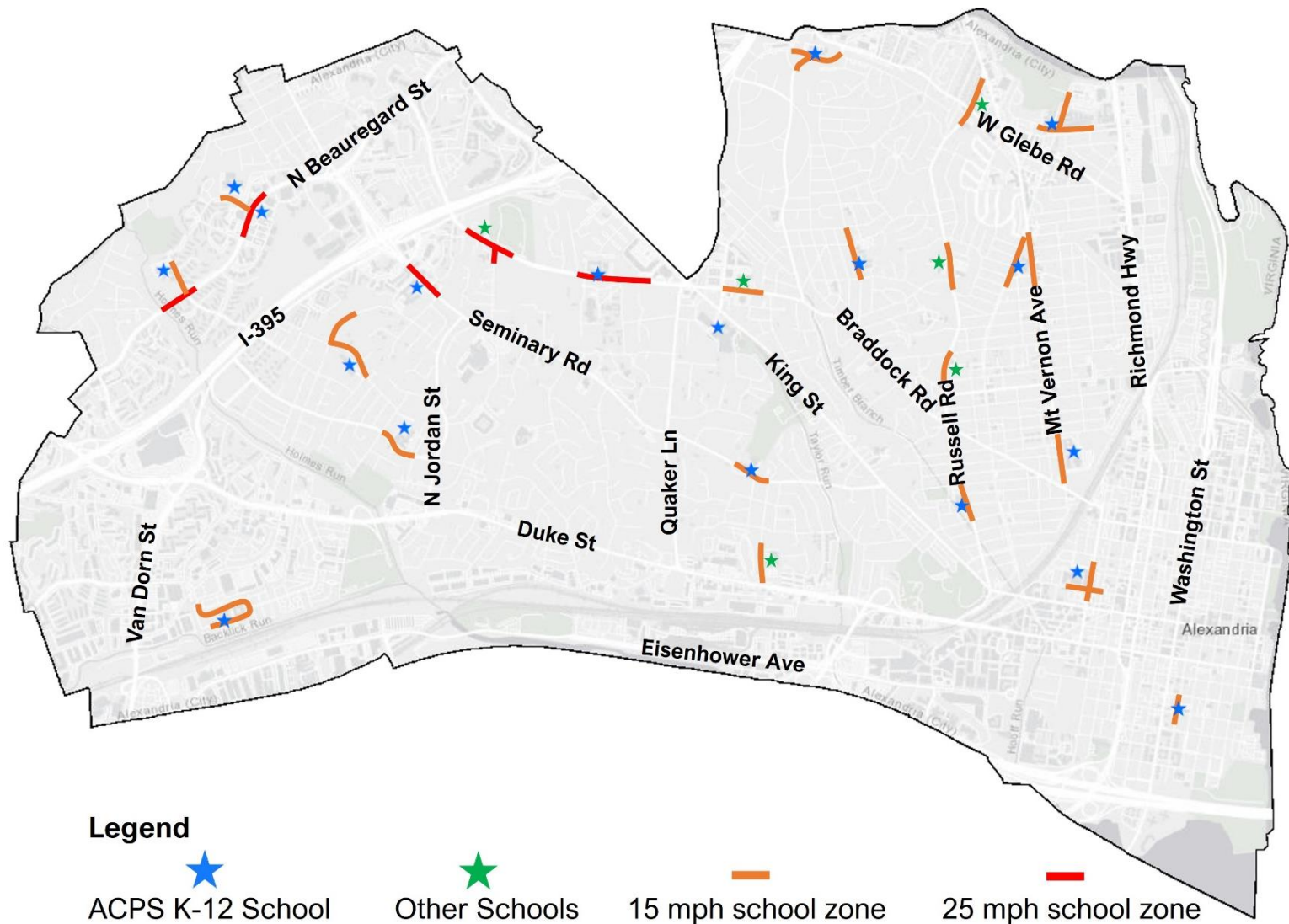
Speed safety cameras (SSCs) are an “effective and reliable technology to supplement more traditional methods of enforcement, engineering measures, and education to alter the social norms of speeding”.

US Department of Transportation



US Department of Transportation

School Zones in Alexandria



Location Selection

Delegated to T&ES

Interdepartmental Staff Working Group

Data-driven selection process

Locations to be announced in Fall

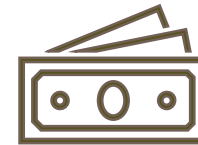
Program Parameters



A sworn police officer must confirm violations



Signs must be clearly posted to alert drivers in advance of a speed camera enforcement zone



Fines may not exceed \$100 per violation

Outreach

- ✓ Alexandria City Public Schools
- ✓ Alexandria Police Department
- ✓ Alexandria Council of PTAs
- ✓ Citywide eNews

32%
of ACPS parents
cited vehicle
speeds as a reason
their child doesn't
walk to/from school.

**Based on a 2022 survey of 272 ACPS parents.*

Recommendation

That the Board recommend the City Council approve the proposed ordinance to authorize the use of speed cameras in school zones and work zones.

Speed Limit Reductions on North Beauregard Street, Braddock Road, North Howard Street, and Seminary Road

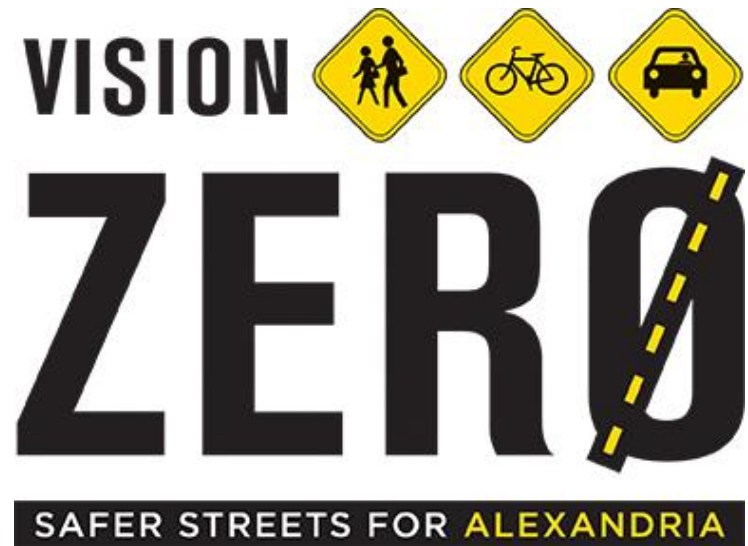
Agenda Item 10

Presenter: Ms. Carroll



Background

- **Vision Zero Action Plan** goal to eliminate fatalities and severe injuries by 2028
- Action item to explore a **citywide 25 mph** speed limit
- Speed widely recognized as a **fundamental factor** in frequency and severity of crashes



Staff Proposal

N Beauregard St

Entire Length

- Reduce the posted speed limit from 35 to 25
- Reduce school zone speed limits from 25 to 15

Braddock Rd

N Beauregard St to Quaker Ln

- Reduce the posted speed limit from 35 to 25
- Reduce school zone speed limits from 25 to 15

N Howard St

*Lynn House Driveway to
Braddock Rd*

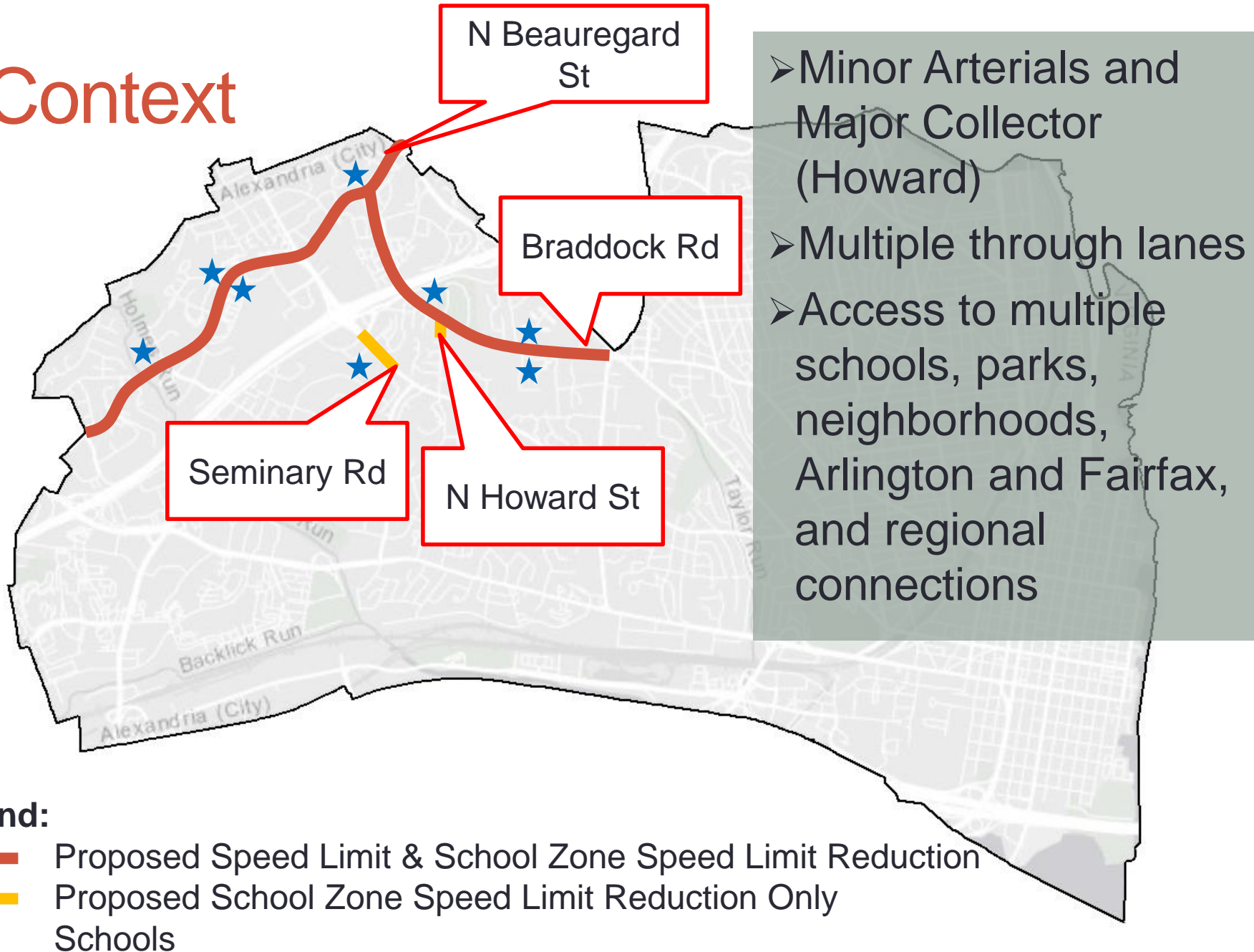
- Reduce the school zone speed limit from 25 to 15

Seminary Rd

Kenmore Ave to N Pickett St

- Reduce the school zone speed limit from 25 to 15

Context



Crash History

From January 2015 to June 2022:

519

TOTAL
CRASHES

20

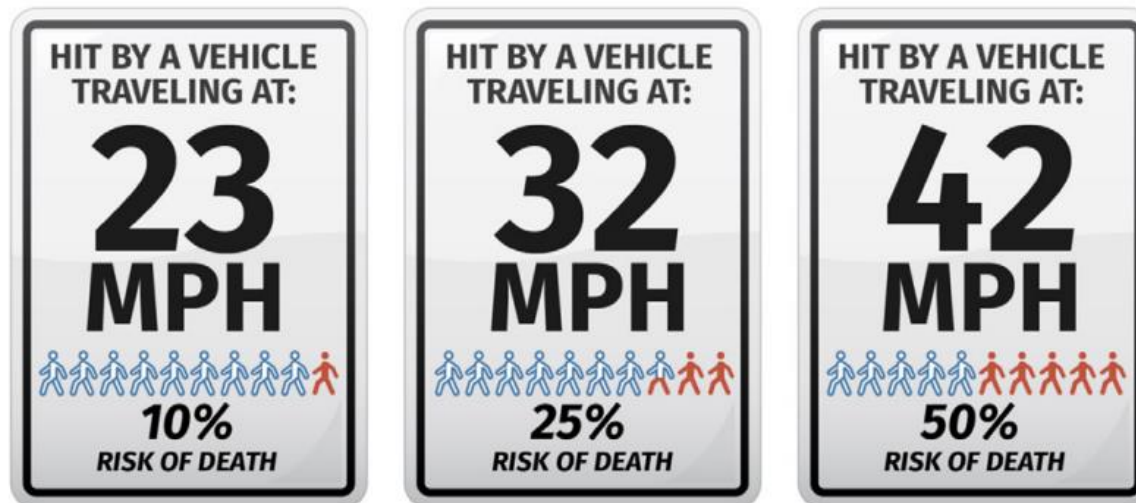
FATAL OR
SEVERE
CRASHES*

258

PEOPLE
INJURED

** An additional fatal crash occurred on N Beauregard St in August 2022.*

Speed & Crash Severity



Higher vehicle speeds correspond with a greater potential for loss of vehicle control, a higher stopping distance required after a driver perceives a danger, and an increased degree of crash severity.

- *National Highway Traffic Safety Association*

Posted Speed & Operating Speed

While many factors influence operating speed, **the number on the sign matters** and has an impact.



“Lowering speed limits and increasing sign density alone ... resulted in lower speeds and fewer crashes.”

- Seattle Department of Transportation

Alexandria Case Studies

Quaker Lane (Duke Street to King Street)

Seminary Road (Quaker Lane to I-395)

↓ 11-23%	50 th Percentile Speed	↓ 6-12%*
↓ 11-19%	85 th Percentile Speed	↓ 1-11%
↓ 32%	Average Annual Crashes	↓ 34%
↓ 25%	Average Annual Fatal or Severe Crashes	↓ 25%
↓ 32%	Average Annual Injury Crashes	↓ 43%

*In one of three locations, average speed increased by 3%.

Speed Limit Guidance

Federal Highway Administration:

- **Speed limit changes alone** can lead to measurable declines in speed and crashes
- States and local jurisdictions should **set appropriate speed limits** to reduce the significant risks drivers impose on others—especially vulnerable road users—and on themselves

National Association of City Transportation Officials:

- “We cannot reduce traffic fatalities on US city streets without **reducing speeds.**”
- Posted speed limits should be based on the level of activity and conflict density

Community Outreach

Direct outreach to:

- ✓ Seminary West Civic Association
- ✓ Seminary Hill Association
- ✓ Southern Towers
- ✓ Alexandria Police Department
- ✓ Alexandria City Public Schools
- ✓ Fairfax County
- ✓ Arlington County
- ✓ Northern Virginia Community College
- ✓ Alexandria Families for Safe Streets

Feedback

- Support from APD, ACPS, and Alexandria Council of PTAs
- No concerns from Arlington County
- Opposition from Stonegate Mews HOA
- No comment from other groups

Staff Recommendation

That the Board recommend that the City Manager:

- Reduce the posted speed limits and school zone speed limits on North Beauregard Street and Braddock Road
- Reduce the school zone speed limit on Seminary Road and North Howard Street

Residential Pay by Phone Request – 400 block of S. Lee Street, 400 & 600 blocks of S. Union Streets, 100 block of Gibbon, and 100 & 600 blocks of Pommander Walk Street

Agenda Item 11

Presenter: Mr. Devilliers



Adjacent Blocks

Requirement	Compliance
<p>The area subject to parking fee must be on a block with existing metered spaces, adjacent to an existing metered block, or adjacent to a block where a residential pay by phone parking fee has also been approved.</p>	<p>The 400 blocks of S. Lee Street and S. Union Street are adjacent to the 100 block of Wolfe Street, which has residential pay by phone parking fees implemented (see Attachment 1). The 100 block of Gibbon, 600 block of S. Union Street, and 100 & 600 block of Pommander Walk Street are considered adjacent to the 400 block of S. Union Street.</p>

Existing Restrictions

Requirement	Compliance
<p>The area subject to parking fee must already be posted with residential parking restrictions.</p>	<p>Current restrictions (<i>District 1 permitholders exempt</i>):</p> <ul style="list-style-type: none"> • 400 b/o S. Lee: 2hr 8AM-11PM Mon-Sat • 400 b/o S. Union: 2hr 8AM-11PM Mon-Sat; 11AM-11PM Sun • 600 b/o S. Union: 2hr 8AM-11PM Mon-Sat; 11AM-11PM Sun • 100 b/o Pommander Walk: 3hr 8AM-11PM Mon-Sat; 11AM-11PM Sun • 600 b/o Pommander Walk: 3hr 8AM-11PM Mon-Sat; 11AM-11PM Sun • 100 b/o Gibbon: 3hr 8AM-11PM Mon-Sat; 11AM-11PM Sun

Support

Requirement	Compliance
<p>The request to add a pay by phone parking fee must be initiated by the residents of the block through a petition signed occupants of more than 50% of the residential properties abutting the block.</p>	<p>Petitions were submitted that were signed by at least 50% of the total residential properties on each block (see Attachment 2).</p>

Surveys

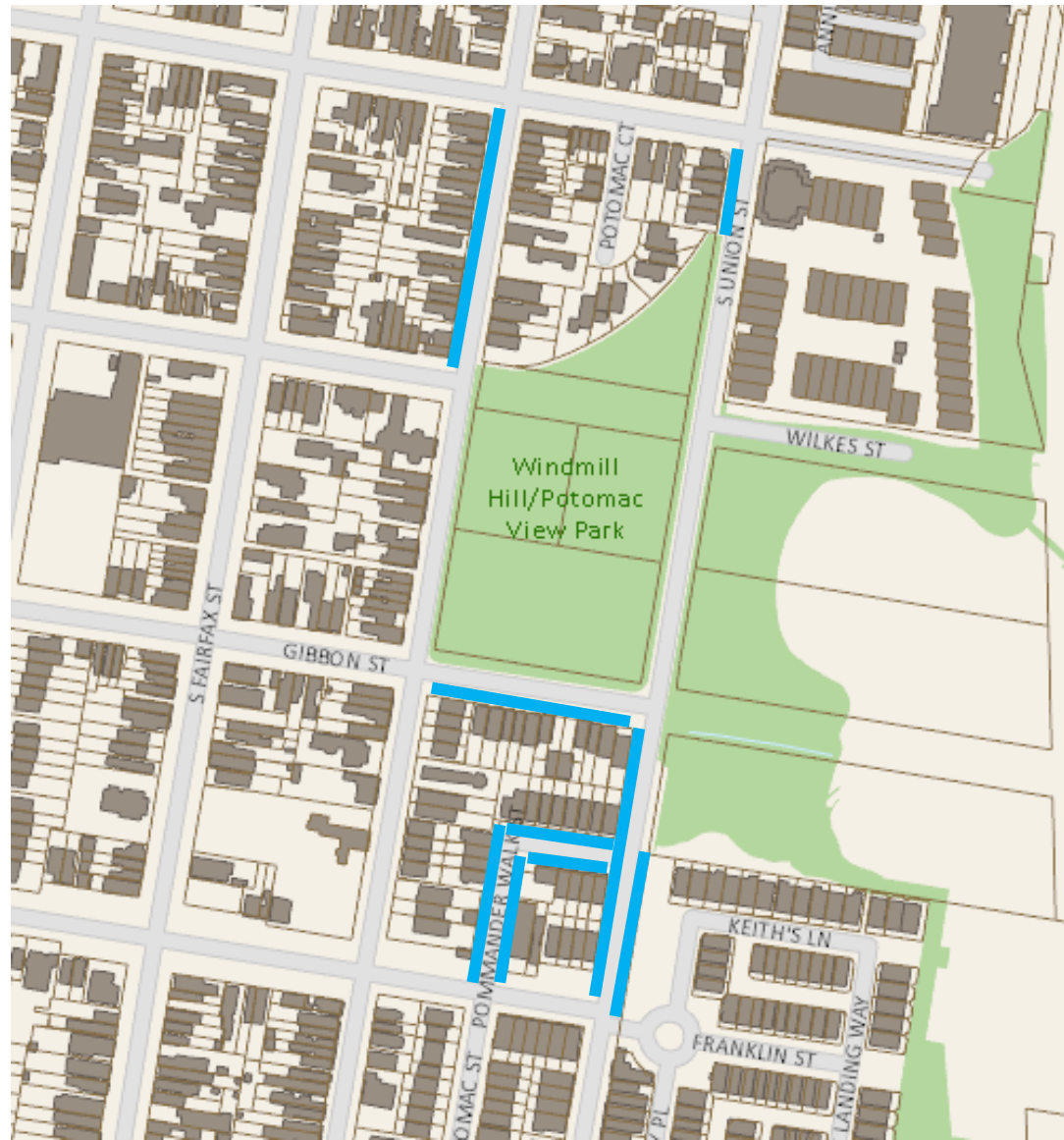
Requirement	Compliance
The parking occupancy must be 75% or more.	Surveys were conducted on Tuesday, September 6, 2022 at 5PM, Tuesday, September 13 at 5PM, and Friday, September 16 at 7PM, and the on-street spaces of each block were at least 75% occupied during at least one of the surveys (see Attachment 3).

Blocks included in RPBP Petition



Proposed RPBP Locations

Residential Pay by Phone is NOT proposed adjacent to park property



■ RPBP

Parking Utilization Results/Analysis

- Tuesday, 9/6/2022 at 5:00 PM:
 - 400 b/o S Union along houses: 5 spaces
 - 4 occupied (0 permits) = 80% occupied
 - 80% of spaces taken by non-residents
 - 400 b/o S Union along park: 12 spaces
 - 11 occupied (3 permits) = 92% occupied
 - 67% of spaces taken by non-residents
 - 500 b/o S Union: 16 spaces
 - 12 occupied (0 permits) = 75% occupied
 - 75% of spaces taken by non-residents
 - 100 b/o Gibbon: 21 spaces (excl. No Parking zone 7am-5pm)
 - 18 occupied (11 permits) = 86% occupied
 - 33% of spaces taken by non-residents
- Tuesday, 9/13/2022 at 5:00 PM:
 - The blocks studied did not meet the parking utilization requirements
- Friday, 9/16/2022 at 7:00 PM:
 - 600 b/o S Union: 26 spaces
 - 23 cars (12 permits) = 88% occupied
 - 46% of spaces taken by non-residents
 - 100 b/o Pommander: 12 spaces (excl. H/C space)
 - 11 cars (10 permits) = 92% occupied
 - 8% of spaces taken by non-residents
 - 600 b/o Pommander: 11 spaces
 - 11 cars (7 permits) = 100% occupied
 - 36% of spaces taken by non-residents
 - 400 b/o S Lee: 19 spaces
 - 19 cars (15 permits) = 100% occupied
 - 21% of spaces taken by non-residents

Recommendation

Recommend the Director of T&ES implement a residential pay by phone requirement for the 400 block of S. Lee Street, 400 block S. Union Street (excluding park frontage), 600 block of S. Union Street (excluding park frontage), 100 and 600 blocks of Pommander Walk Street, and 100 block of Gibbon Street (excluding park frontage)

Parklets: More than 3 parklets on a block – 1100 Block of King Street

Agenda Item 12

Presenter: Mr. Devilliers



Existing/Proposed Conditions

- Between Henry Street and Fayette Street
- 3-hour metered parking on both sides from 8AM-9PM Mon-Sat
- Mostly commercial with a mix of restaurants and retail shops
- The four parklets will use ~5-6 spaces on the south side of the block
- No parklets proposed for the north side
- Total parking spaces remaining:
 - 15 car parking spaces
 - 5 in-street bike racks
 - 2 Pick-up/Drop-off spaces
- One block from the garage on N. Fayette Street

Recommendation

Recommend the Director of T&ES approve four commercial parklets on the 1100 block of King Street beginning October 1, 2022.

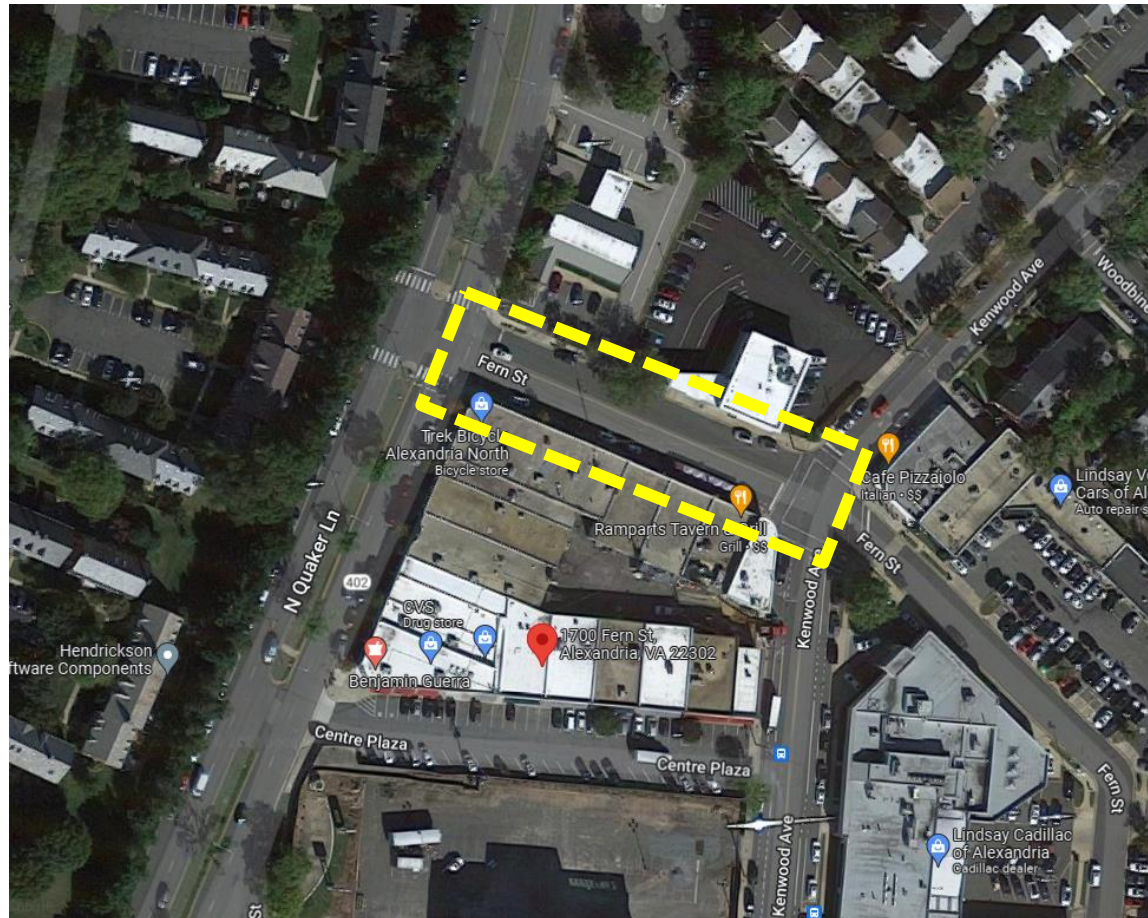
Parklets - 1700 Fern Street (Ramparts Tavern)

Agenda Item 13

Presenter: Mr. Devilliers



Location



Existing Conditions

- Between N Quaker Lane and Kenwood Avenue
- 2-hour parking on both sides from 9AM-5PM Mon-Sat
- Commercial with a mix of restaurants and retail shops
- The parklet uses ~3 parking spaces on the south
- No other parklets are proposed for this block
- Total parking spaces remaining:
 - 14 car parking spaces
 - 5 in-street bike racks for the block
 - These businesses are also served by a small parking lot on the south side of the development with 50+ spaces

Opposition and Support

- Concerns:
 - Tents
 - Parking availability for adjacent merchants
 - Smoking
 - Trash
- Opposition:
 - 1 resident living nearby
 - 2 businesses on the same block
- Support:
 - 132 emails of support received from the public since Sunday, September 25, at 11AM

Recommendation

Recommend the Director of T&ES approve a commercial parklet for Ramparts Tavern on the 1700 block of Fern Street beginning October 1, 2022.

Information Items

STAFF UPDATES

- Duke Street Transitway
- Stop Sign Process
- Legislative Updates
- FY 2023 Budget Priorities



DUKE STREET

IN MOTION

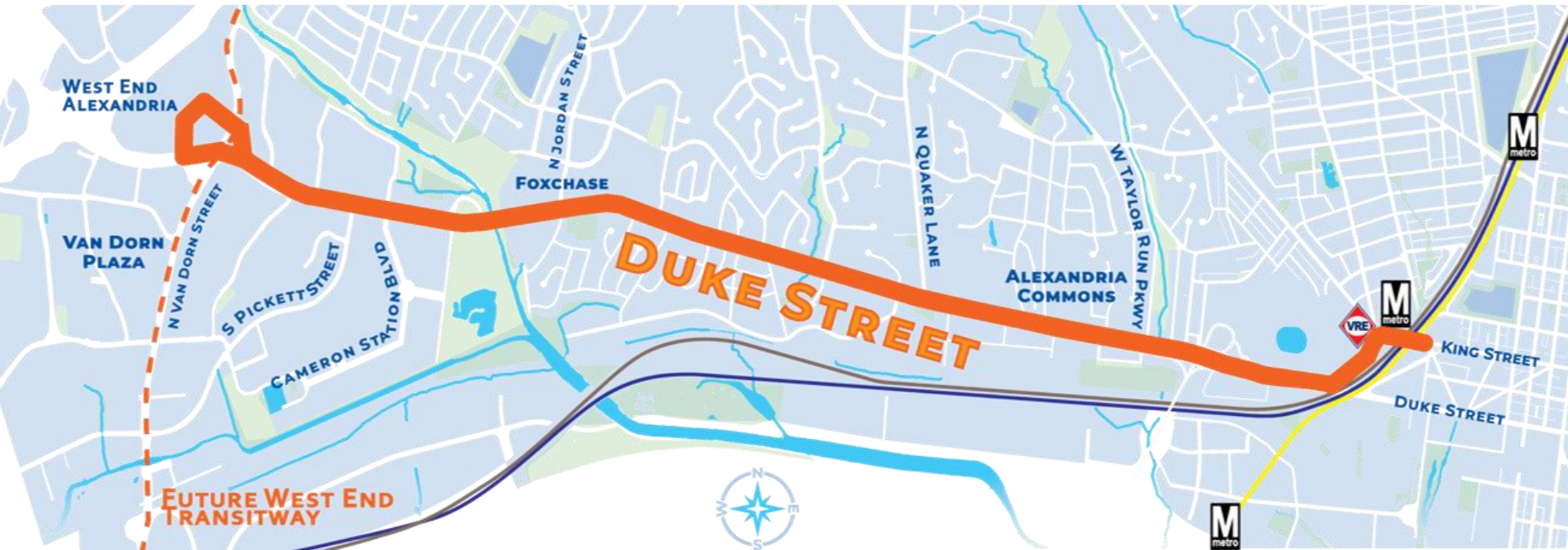
alexandriava.gov/DukeInMotion

\$87M in Northern Virginia Transportation Authority regional revenues are being utilized towards this Duke Street Transitway project.



What is “Duke Street *In Motion*”?

- **Duke Street *IN MOTION*** is a project focused on ensuring that transit improvements in the Duke Street corridor, from Landmark Mall to the King Street Metro Station, provide efficient transportation options that align with all users’ needs, wants, and expectations.



How did we get here?

DUKE STREET *IN MOTION*



2008 Transportation Master Plan identifies Duke Street as one of three high capacity corridors in Alexandria.

2008

2012 Transit Corridors Feasibility Study evaluated transit alternatives for the three high capacity corridors identified in 2008.

2012

Northern Virginia Transportation Authority (NVTA) awards \$12 million for environmental work and design for FY20-22.

2016

NVTA grants \$75 million in the 2020-2025 Six Year Program to help construct the first phase of improvements identified through the Duke Street *In Motion* process.

2020 Alexandria Transit Vision Plan adopted by the DASH board, with Duke Street identified as a key all-day, frequent service transit corridor.

2020

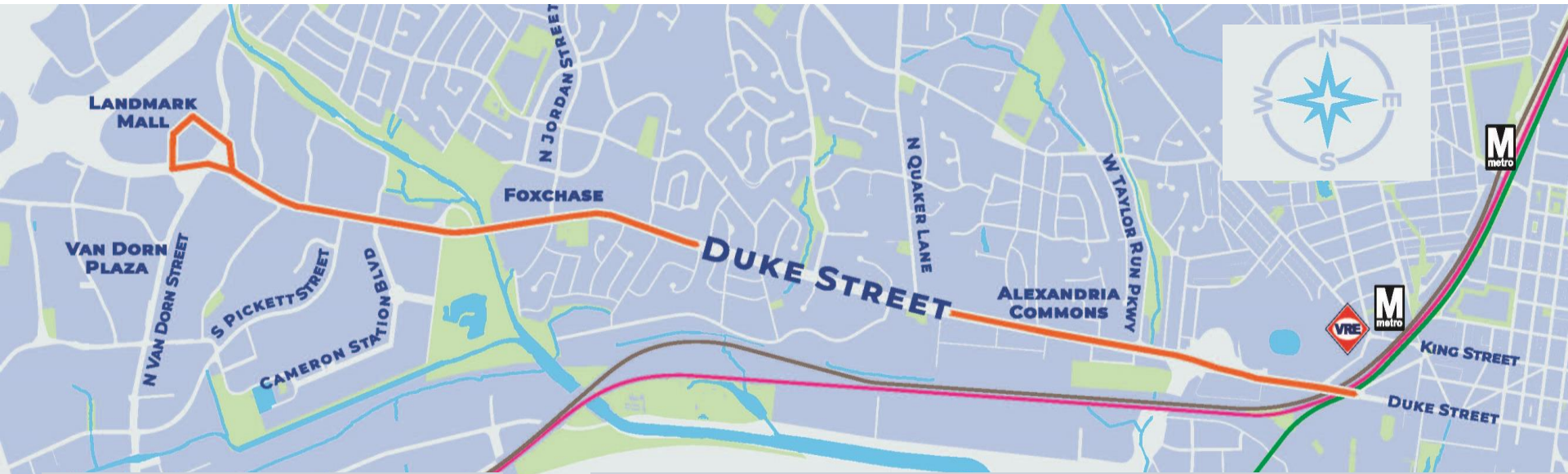
Duke Street *In Motion* kicks off with Community Visioning

2021

Development of Alternatives and final Concept Plan

2022-23

Duke Street in Motion Project Scope



Project Scope Elements:

- Duke Street Corridor
- Bus transit is primary component
- Bike, pedestrian, and vehicular elements may be addressed in relation to transit

Project will Consider:

- Station locations and amenities
- Bus operations planning
- Types of transit lanes
- How to allocate space to people
- Bike lanes, trails, sidewalks, landscaping, utilities
- Signal improvements & coordination with Smart Mobility

Why BRT on Duke Street?

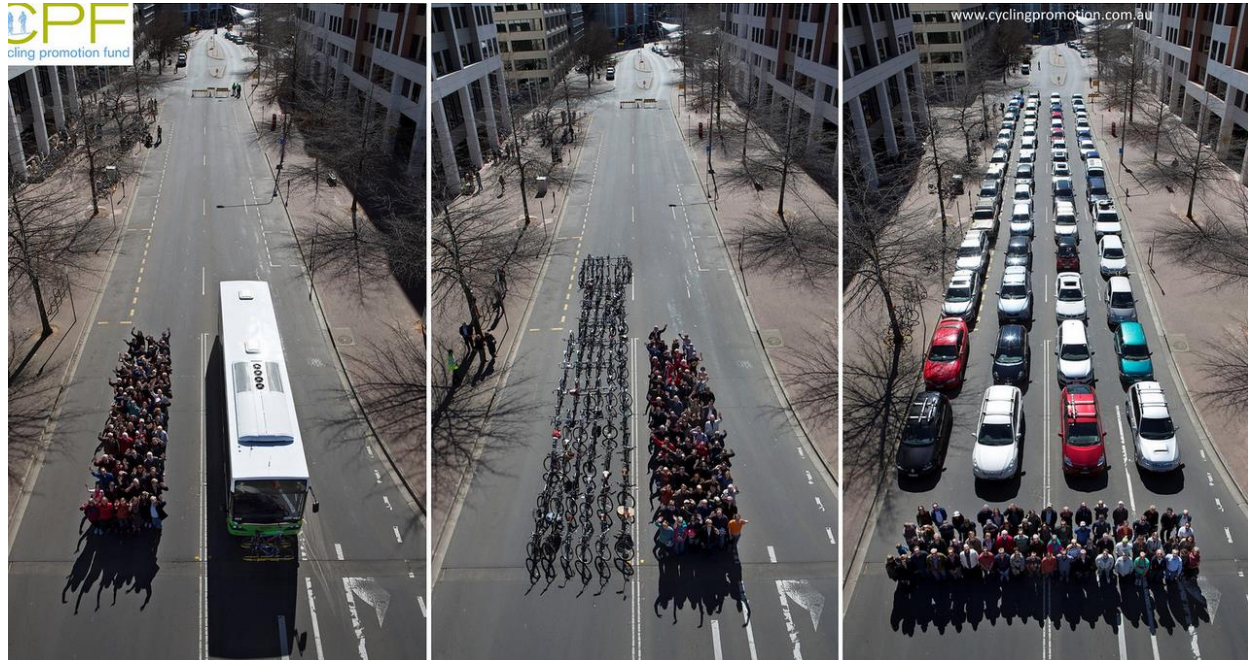
Air quality

Greenhouse gas emissions

Equity

Congestion management

Choices





Phase I Engagement - Visioning

Many people participated!

- **1,785** responses on the feedback form
- **3,587** project handouts distributed
- **6,393** received City T&ES eNews blast
- **95,889** reached on social media
- **22** community pop-up events
- **92** webinar attendees

Engagement Demographics

- **Pop-up events:** Strategically located to reach & collect input from minority, low-income, marginalized non-English speaking community members.
- **Bus-stop chats:** 83% of participants non-white (51% Hispanic, 29% Black, 3% Asian or other).
- **Feedback form:** Responses disproportionately represented affluent and white individuals and homeowners, relative to demographic composition of the corridor's population.



Vision and Guiding Principles



Convenient: Make bus travel more predictable, frequent, and comfortable



Efficient: Improve mobility for all Duke Street travelers



Equitable: Use enhanced bus transit to support equitable access for a diversity of people and places



Safe: Ensure safety and accessibility for those connecting to and riding the bus, as well as other travelers



Vibrant: Create and enhance thriving and future corridor destinations that improve resident quality of life and boost the local economy



Sustainable: Contribute positively to the environment, now and in the future



Phase II Engagement - Concept development

PUBLIC ENGAGEMENT PHASES



We Are Here

Vision and
Guiding
Principles

Design
Elements

Preferred
Alternative

Completed Summer
2021

October 2022

Planned for
Spring 2023

Upcoming Events



Webinar

- Oct 1
- Project website



Pop-up Events

- Throughout October
- 7-10 events



Focus Groups

- 4+ events to target underrepresented groups
- Renters
- Transit riders
- Youth
- Spanish speakers
- Businesses



In-Person Meetings

- Throughout October
- 4 in-person events
- Segment focused
- Open house for entire corridor
- Build your own Duke Street

In-Person Meeting Dates/Locations

October 12	Segment 3 Meeting @ Bishop Ireton School	6:30-8:30 PM
October 17	Segment 2 Meeting @ Bishop Ireton School	6:30-8:30 PM
October 20	Segment 1 Meeting @ Patrick Henry Rec Center	6:30-8:30 PM
October 26	Open House @ Patrick Henry Rec Center	5:30-8:30 PM



Asks

- Participate in October engagement
- Share information with your networks

Questions?

THANK YOU

Contact: Jennifer.Monaco@alexandriava.gov

Multi-Way Stop Sign Administrative Process Proposal

Presenter: Mr. Scolese



Multi-way Stops

Proposal:

- Staff is proposing that the Board provide feedback on an administrative process for approving stop signs at local street intersections
- Current process is based on the MUTCD Multi-way Stop Guidelines which requires high volume and crash volumes

WHY:

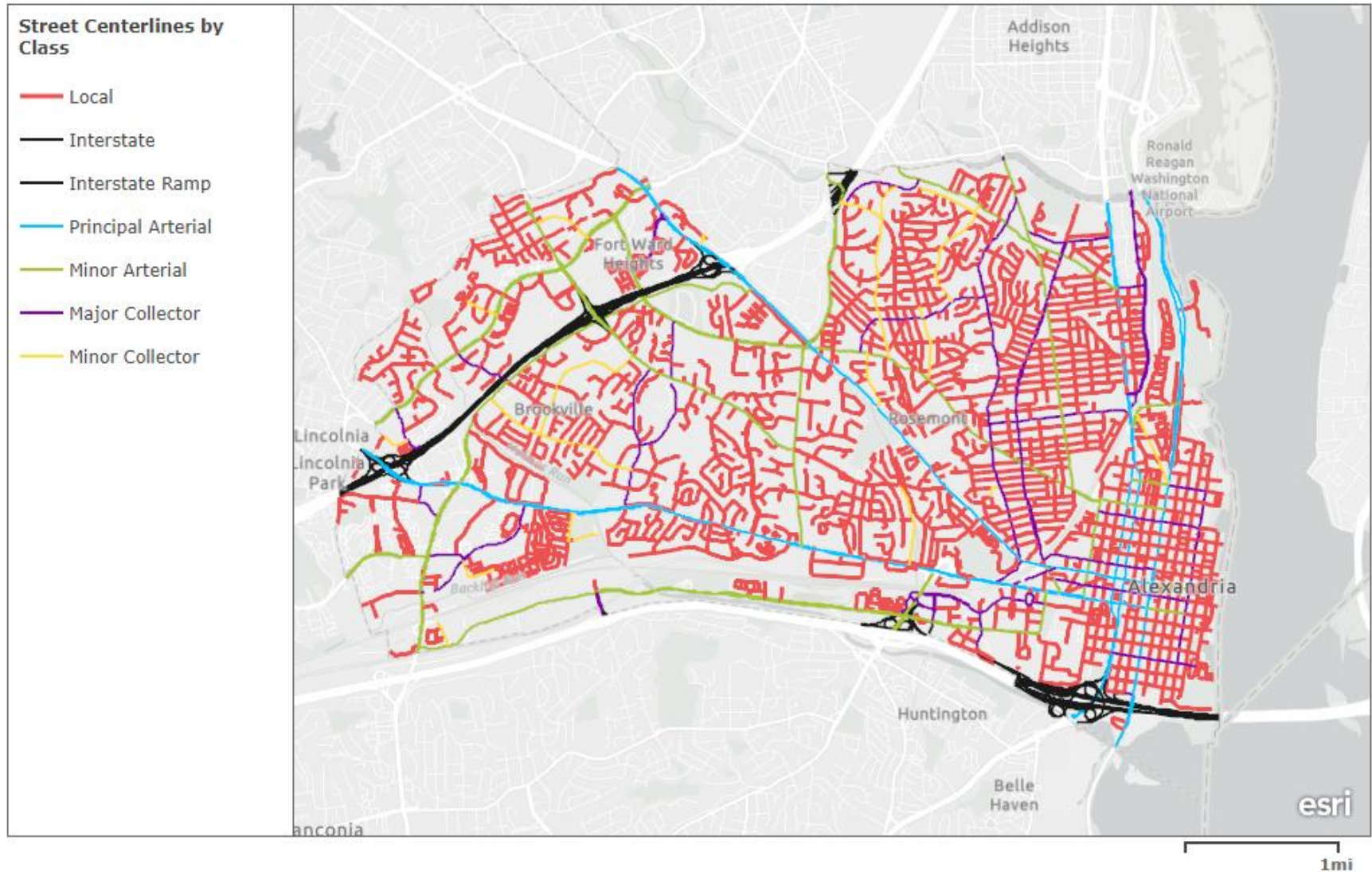
- To be more responsive to resident requests
- To more efficiently evaluate and install stop signs in residential neighborhoods
- To streamline the process for the Traffic and Parking Board by defining criteria by which stop signs would be approved
- Evaluate Multi-stop requests in the context of the City that still meet federal guidelines

Multi-way Stop Process Update

Criteria and Considerations

- **Roadway Classification:** Local and Local intersections
- **Volume:** Daily volume entering the intersection thresholds
- **Safety:** Crash types and cause versus total number and set frequencies
- **Intersection characteristics:** Sight distance standards, ped accommodations, nearby parking
- **Exceptions:** Distance from traffic signals, number of intersecting legs, existing traffic controls

VDOT FHWA Classification Map



Next Steps

- Incorporate feedback and finalize criteria
- TPB to consider administrative process for implementing stop signs on local intersections – October 24th

Questions?

Legislative Updates

- The 2023 Session will be a “short session” scheduled to last 45 days – beginning on January 11, 2023
- Council typically reviews the Legislative Package in November
- Package will be crafted around the six City Council Priorities:
 1. Recover from the COVID-19 Pandemic
 2. Provide Diverse Housing Opportunities
 3. Define Our Community Engagement Approach
 4. Support Youth and Families
 5. Foster Economic Development
 6. Develop a Compensation Philosophy
- Staff is looking at Vision Zero Action Plan
- Board can provide feedback or a letter for consideration – Due September 30

FY 2024 Budget Priorities

- Request from City Manager to provide input on the FY 2024 Budget priorities.
- FY 2023 Feedback from T&PB:
 - Enforcement
 - Parking and Wayfinding Technology
 - Safety – Vision Zero, Complete Streets, Safe Routes to School
 - Sidewalk Repair and Expansion
 - Disabled Pedestrians
 - Staffing levels