

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, OCTOBER 24, 2022 7:00 P.M.
IN-PERSON AND VIRTUAL**

The October 24, 2022 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_0FJnkHVSRKGdnAUjx45pfw

Or an H.323/SIP room system:

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

Webinar ID: 948 6097 0867

Passcode: 915805

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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 Katy North at Katy.North@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 Jackie Cato at jackie.cato@alexandriava.gov or 703.746.3810, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, OCTOBER 24, 2022 7 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the September 26, 2022 Traffic and Parking Board meeting minutes.
3. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - Duke Street and West Taylor Run Capital Project
 - Duke Street Transitway Engagement
 - North Early Street Residential Permit Parking Request
4. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]

CONSENT ITEMS

5. Curbside Pick-up and Loading Zone – 800 block of King Street
6. Parking Restrictions – 600 block of S. Pickett Street (Pickett Street Plaza)

PUBLIC HEARING ITEMS

7. Street Closure – Unit Block of King Street
8. Traffic Change – Duke Street Traffic Mitigation Pilot Program
9. Stop Signs – Administrative Approval Process

INFORMATION ITEMS

10. **STAFF UPDATES**
 - FY 2024 Budget Priorities
 - Update on upcoming change to Curb Cut Process
 - 2023 Meeting Calendar
11. **COMMISSIONER UPDATES**

Next Meeting: Monday, November 14, 2022

[NOTE that this day is earlier in the month than usual]

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 26, 2022, 7 P.M.
VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT:

- Vice Chair Ann Tucker (virtual)
- Lavonda Bonnard
- Annie Ebbers
- Casey Kane
- Ashley Mihalik
- Jason Osborne

BOARD MEMBERS ABSENT: James Lewis

STAFF MEMBERS PRESENT:

- Hillary Orr, Deputy Director, T&ES
- Katye North, Division Chief, T&ES
- Max Devilliers, Urban Planner II, T&ES
- Alexandria Carroll, Principal Planner, T&ES
- Sean Martin, Urban Planner II, T&ES
- Dan Scolese, Civil Engineer IV, T&ES

1. Announcement of deferrals and withdrawals: no deferrals and withdrawals.
2. Approval of the July 25, 2022, Traffic and Parking Board meeting minutes: No comments from the Board.

BOARD ACTION: Mr. Osborne moved approval of the minutes. Mr. Kane seconded the motion, and the minutes were adopted unanimously.

3. Approval of the 2021-2022 Annual Report of the Traffic and Parking Board: Ms. North provide a summary of the suggestions received, including adding “Continue to consider...” for the third bullet related to equity and correcting the years for the Goals to reflect 2022-2023.

BOARD ACTION: Mr. Kane moved approval of the 2021-2022 Annual Report. Ms. Ebbers seconded the motion, and the annual report was approved unanimously.

4. **WRITTEN STAFF UPDATES:** The Board received written staff updates on the Unit Block Extension, Parklet Update, Polk Avenue Sidewalk Appeal and Duke Street Traffic Mitigation. Mr. Kane asked about the status of the Duke Street Traffic Mitigation and Ms. Orr noted that there is not any data yet to share on how the pilot has been working. Mr. Osborne noted his observations about delays at some of the intersections near Witter Fields and that motorcycles can still get through the blocked area to the ramp. Ms. Orr

noted the Board would be reviewing the pilot program at their next meeting.

5. PUBLIC DISCUSSION PERIOD:

Greg Golubin spoke about traffic issues on Scroggins Lane related to the school, the new church, the width of the street, and cut-through traffic.

Mary Kate Sparrow (virtual) spoke about the need for a residential permit parking district for the neighborhood near the new High School and the lack of follow-up from staff. Mr. Kane noted that the Board has asked questions in the past and asked staff for an update. Ms. North noted staff was still working on an answer for this specific neighborhood and would be in touch directly with the resident to follow up.

CONSENT ITEMS

Ms. North noted that there were public speakers signed up for Item Number 7 (Scroggins Road RPP), so this item would be removed from the Consent Agenda. Mr. Kane requested to speak on Item Number 6, so this item was also removed from the Consent Agenda.

There were no remaining items for the consent agenda.

PUBLIC HEARING ITEMS

6. **ISSUE:** Curbside Pick-up and Loading Zone – 2000 block of Mount Vernon Avenue

DISCUSSION: Mr. Kane noted his positive impressions with the new loading signage.

PUBLIC TESTIMONY: No speakers.

BOARD ACTION: Mr. Kane moved to approve the signage, Ms. Ebbers seconded, and the motion was approved unanimously.

7. **ISSUE:** Residential Permit Parking Signage – 2000 block of Scroggins Road

DISCUSSION: Mr. Devilliers presented the item. Mr. Kane asked about the previous requests for RPP signage in this district and Ms. North noted prior to Covid there were a few blocks that requested the signage. Mr. Osborne asked how effective the restrictions have been in preventing students and whether this will push the problem elsewhere. Ms. North noted that the restrictions have been effective, but it may cause the parking issue to move to new blocks. She explained the process for adding restrictions on new blocks must be resident initiated and staff could not proactively add restrictions to a block. Mr. Kane asked about options for coordinating with the school and noted a desire to send a letter to the School Board and City Council regarding the parking issue.

PUBLIC TESTIMONY:

Stephanie Meyer, spoke in support of the petition and noted the reasons for adding restrictions.

Mary Wills, spoke in support of the petition, and noted challenges with students parking too close to her driveway to be able to exit safely.

Greg Golubin, spoke in support of the petition, and noted some of the issues with the school permit process.

Alyssa Hartley, spoke in support of the petition, and noted the challenges with students parking on the street when school is in session.

Betty Livingston, spoke in support of the petition, and noted issues getting out of her driveway when students are parked on the street.

Karla Carroll, spoke in support of the petition, and noted some of the safety issues related to the request.

Richard Long (virtual), spoke against the petition, noting that students should be allowed to park on the street since there are not a lot of other options.

Sean Marietta (virtual), spoke against the petition, noting it would push the problem further down the block and onto other blocks.

Chris Jones (virtual), spoke against the petition, noting the decision should not be made in a vacuum of other options.

James Blakeney (virtual), spoke against the petition, noting the bigger problem was the parking on both sides of the street and suggested looking at eliminating parking on one side of the street.

Stephen Kenny (virtual), spoke in support of the petition, noting his lack of off-street parking and difficulties parking near his home during school hours.

Ed Kabay (virtual), spoke in support of the petition, noting the limited number of spaces and the need to provide parking for residents.

BOARD ACTION: Mr. Kane moved to recommend the Director of T&ES install signage and send a letter to the School Board and City Council encouraging a holistic parking solution, Ms. Ebbers seconded, and the motion was approved unanimously.

Ms. Tucker also requested staff explore other options with the residents for the street including painting parking areas and removing parking on one side of the street.

8. **ISSUE:** Stop Sign – Janney’s Lane and East/West Taylor Run

DISCUSSION: Mr. Scolese provide an overview of the proposal to add stop signs at this intersection. Mr. Kane asked about the use of paint instead of a Do Not Block sign and Mr. Scolese explained there was concern using paint would create confusion about where to stop and the preference is to use a sign to start and modify later if needed. Ms. Tucker asked about the traffic volumes at this location given the changes to the Duke/West Taylor Run intersection and Ms. Orr noted there were some volume reductions and more data would be provided next month. Ms. Tucker asked staff if this section of Janney’s Lane was eligible for speed bumps, but Mr. Scolese stated it did not meet the criteria.

PUBLIC TESTIMONY:

Emily Graves spoke in support of the stop sign and felt it would help with the traffic flow at that location.

Jim Durham spoke in support of the stop sign, noting the improved pedestrian safety from this change and encouraged additional measures, such as a flashing sign to ensure people are aware of the new sign.

James Byrnes from the Clover College Parking Civic Association spoke in support of the stop sign and noted this has been something the association has been sharing with the neighborhood to ensure residents are aware of the proposed change.

Hilary Wanke (virtual) spoke in support of the stop sign and noted that slowing down the traffic at this location will help with pedestrian safety.

Lisa Porter (virtual) spoke in support of the stop sign and noted that she has requested this during a previous meeting after a pedestrian crash had occurred at this location earlier this year.

Zachary DesJardins (virtual) spoke in support of the stop sign and suggested adding some additional signage to ensure people are aware of the new sign.

Craig Stouffer (virtual) spoke in support of the stop sign but expressed some concern about removing the flashing beacon since it has been helpful in allowing pedestrians to cross the street.

Peter Zander (virtual) spoke in general support of the stop sign but also asked if anyone has looked at speed bumps at this location to help slow vehicles down.

BOARD ACTION: Mr. Osborne moved to recommend the Director of T&ES approve adding the stop signs and allowing the Director to make adjustments to mitigate any unforeseen issues related to the new signage with notification to the civic associations, Ms. Ebbers seconded, and the motion was approved unanimously.

9. **ISSUE:** City Code Amendment - Automated Speed Enforcement

DISCUSSION: Ms. Carroll provided an overview of the proposed City Code amendment. Mr. Kane asked about the school zone map and whether the camera would occur at the school zone sign. Ms. Carroll explained that they are still working through the best location to install the cameras. Mr. Kane asked about the inclusion of work zones in the amendment. Ms. Tucker asked about the before and after evaluation plan to determine effectiveness of the cameras.

PUBLIC TESTIMONY:

Jim Durham spoke in support of the amendment and emphasized that reducing speed is one of the most successful ways to mitigate crashes and injuries.

Zachary DesJardins (virtual) spoke in support of the amendment and noted the benefits of improved enforcement from these cameras.

Mike Doyle (virtual) spoke in support of the amendment and noted the importance of slowing speeds around schools.

Erdeniz Bas (virtual) spoke against the amendment because he felt that there was not enough information about different options that had been tried and data explaining why they did not work.

BOARD ACTION: Mr. Kane moved to recommend the City Council approve the City Code amendment and Ms. Mihalik seconded. The motion approved 5-1, with Ms. Bonnard voting against the motion.

10. **ISSUE:** Speed Limit Reduction – North Beauregard Street, Braddock Road, North Howard Street, and Seminary Road

DISCUSSION: Ms. Carroll provided an overview of the proposed speed limit reductions. Mr. Kane asked why King Street did not have a school zone and Ms. Orr noted that this was approved several years earlier but had not been implemented. Mr. Osborne asked about the impacts of a 15-mph speed limit on N. Beauregard near I-395 and Ms. Carroll noted the traffic in this area typically slows down the vehicles and the potential for crashes warrants the lower speeds. Ms. Mihalik thanked staff for the data and supporting documentation that was included for the docket item.

PUBLIC TESTIMONY:

Abdel-Rahman Elnoubi, ACPS School Board member for District C, spoke in support of the speed limit reductions, especially near the many of the schools and noted the improvements to student safety. He noted there are many schools in the West End that will benefit from this.

Jim Durham spoke in support of the speed limit reductions and noted that many parents do not want their children walking to school due to excessive speeds along the routes to schools. He also recommended staff look at speed limit changes on S. Pickett St. from

35-mph to 25-mph, even though it is not within the allowed school zone distance from State code.

Bill Pugh (virtual) spoke in support of the speed limit changes and urged the City to look at the street design as well to ensure vehicles slow down.

Zachary DesJardins (virtual) spoke in support of the speed limit changes noting it will make it safer for pedestrians.

Mike Doyle (virtual) spoke in support of the speed limit reductions noting the significant impacts on pedestrians who are hit by vehicles traveling at even low speeds and the need for lower speeds.

Bonnie Oday (virtual) spoke in support of the speed limit reductions and noted the impacts of speed on she and her husband who are both visually impaired.

BOARD ACTION: Mr. Kane moved to recommend the City Manager approve the speed limit reductions, Ms. Ebbers seconded, and the motion was approved unanimously.

11. **ISSUE:** 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

DISCUSSION: Mr. Devilliers provided an overview of the residential pay by phone request. Ms. Mihalik asked about the notification and outreach that were proposed with the changes to the rates and Ms. North provided an update about signage that was installed and Parkmobile app notifications that were provided. Ms. Mihalik also asked about the hours of restrictions that would be implemented.

PUBLIC TESTIMONY:

Dan Morrison spoke in support of the petition and noted the parking issues he and his neighbors have.

Geoffrey Caldwell spoke in support of the petition and highlighted some of the parking issues related to commercial activity in the waterfront.

Henry Brooks spoke in support of the petition and noted the parking issues on his street.

Steve Milone, president of Old Town Civic Association, noted opposition to the residential pay by phone restrictions being added to the block faces adjacent to the park and general desire to continue to refine the requirements of this program.

Christine Roberts spoke in support of the petition and suggested looking at different hours of restriction around the park.

Lee Dunn spoke in support of the petition and supported some additional parking restrictions around the park.

Mike Jamroz (virtual) spoke in support of the petition but recommended adding parking restrictions around the park since those spaces are often used by non-park users.

Yvonne Callahan (virtual) spoke against adding restrictions around the park and noted that some of the residents who petitioned for these restrictions do not use available off-street parking.

BOARD ACTION: Ms. Ebbers moved recommend the Director of T&ES approve residential pay by phone restrictions on these blocks (excluding the block faces adjacent to the park) and Mr. Osborne seconded. The motion passed 5-1, with Ms. Mihalik voting against the motion.

12. **ISSUE:** Parklets: More than 3 parklets on a block – 1100 Block of King Street

DISCUSSION: Mr. Devilliers provided an overview of the proposed parklets on this block.

PUBLIC TESTIMONY:

Steve Milone spoke in general support but emphasized the need for improved sidewalk clearance to improve pedestrian walkability near parklets.

Charlotte Hall spoke in support of the allowance for more than three parklets on the block, noting the positive impact the parklets have had for this block.

BOARD ACTION: Mr. Osborne moved to recommend approval of more than three parklets on this block, Ms. Ebbers seconded, and the motion was approved unanimously.

13. **ISSUE:** Parklets - 1700 Fern Street (Ramparts Tavern)

DISCUSSION: Mr. Devilliers provided an overview of the proposed parklet and concerns that have been heard. Ms. Ebbers asked about the Parklet Requirements, in particular the requirements related to improved visibility and Mr. Devilliers noted the permanent permit program starting October 1 would address these issues.

PUBLIC TESTIMONY:

Sean Gallagher, representing one of the business owners on the block, spoke in opposition of the parklet noting impacts to other businesses on this block.

Stephan Mann spoke in support of the parklet noting how much the parklet has helped the business during the pandemic and that they have tried to make the parklet look nice.

Susan Woodruff spoke in support of the parklet, noting she has not had any issues with parking the times she has driven to the block and the benefit of having outdoor dining.

Jane Stevens spoke in support of the parklet noting the benefit of having outdoor dining at this restaurant and the limited impact to residential parking.

Steve Swett spoke in support of the parklet noting the positive impact of having a parklet for this business.

Kevin Grenlief spoke in support of the parklet noting the benefit of having a parklet in the neighborhood and the limited parking issues.

Elliot Meier (virtual) spoke in support of the parklet and noted the economic benefit the parklet has had for the business.

BOARD ACTION: Ms. Mihalik moved to recommend the Director of T&ES approve the parklet at this location, Ms. Ebbers seconded, and the motion was approved unanimously.

INFORMATION ITEMS

14. STAFF UPDATES

- Stop Sign Process – Mr. Scolese provided an overview of a proposal to create an administrative process for reviewing Local on Local stop sign requests and asked for feedback from the Board on what should be included. Mr. Kane noted that many of the existing stop signs have been in place for many years and sometimes stop signs are an expedient way to address intersection issues. Ms. Mihalik asked that other solutions be included in discussions about stop signs so residents understand what other options are available. Ms. Tucker noted some confusion in neighborhoods that have some 4-way intersections interspersed with 2-way stops.
- Duke Street Transitway – Ms. Orr provided an overview of the Duke Street in Motion process and noted the upcoming opportunities for public engagement. Mr. Kane noted the importance of the project and that the public needs to be involved in this effort. Mr. Osborne also noted the importance of this topic and asked that more time be set aside in the future for this topic as separate meetings.
- Legislative Updates – Ms. North provided an overview of the upcoming State Legislative process and asked if there was any feedback the Board wanted to provide to the Council. Mr. Kane noted that the Transportation Commission had already provided some feedback to the Legislative Director at their last meeting.
- FY 2023 Budget Priorities – Ms. North provided an overview of the FY 2023 Budget process and asked if the Board had any priorities to share with the Council as part of this process. Since feedback is due in November, Ms. North noted she

would share the previous year's priorities with the Board for further discussion at the next meeting.

15. COMMISSIONER UPDATES

Mr. Kane provided an update on the Transportation Commission meeting noting the presentation from the Legislative Director and endorsement of a grant for the study of a pedestrian improvement across I-395 related to the Landmark Mall development

Mr. Kane also provided an update from the Eisenhower West/Landmark Van Dorn Implementation Group and the new development that is occurring in the planning area.

ADJOURNMENT

Mr. Kane moved to adjourn the meeting; Ms. Tucker seconded. The motion was adopted unanimously. The meeting adjourned at 11:45 PM.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 24, 2022

DOCKET ITEM: 3

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Duke Street and West Taylor Run Capital Project

The City was awarded \$5.7M to fund the Duke Street and W. Taylor Run Parkway Intersection Capital Improvement Project, which aims to improve safety within the intersection and mitigate regional travel onto residential streets. This project includes intersection improvements and a new access to Telegraph Road from Duke Street eastbound.

Currently, the City contracted a consultant to analyze impacts of potential design features to the transportation network and proceed to Final Design of the preferred design alternative. The study is slated to be complete early next year with design efforts to follow. Construction of permanent measures are slated to be complete late 2026.

Public engagement has consisted of staff presentations at various Duke Street Transitway community meetings where we have provided information, addressed community members questions/ concerns, and received feedback. A public meeting on the design concepts will be held on November 15th at 7:00 PM in the Auditorium of Bishop Ireton.

B. Duke Street Transitway Engagement

From October 1 to October 28, the City is hosting a variety of events and activities to share street design concepts for Duke Street and gather input on priorities and tradeoffs. This will be the second community input phase of Duke Street In Motion, following up on last summer's community input on the overall vision and goals for the project. Community input in October will contribute to deciding which elements to advance into further design, analysis, and additional public input as we work to develop a final design recommendation for Duke Street In Motion. More information is available at alexandriava.gov/dukeinmotion.

Segment 3* (Roth Street – King Street Metro Station): [Wednesday, October 12, 6:30 - 8:30 p.m.](#), Bishop Ireton Auditorium

Segment 2* (Jordan Street – Roth Street): [Monday, October 17, 6:30 - 8:30 p.m.](#), Bishop Ireton Auditorium

Segment 1* (West End Alexandria – Jordan Street): [Thursday, October 20, 6:30 - 8:30 p.m.](#), Patrick Henry Rec Center

Corridor-wide Open House (no presentation at this meeting): [Wednesday, October 26, 5:30 - 8:30 p.m.](#) (drop in any time), Patrick Henry Rec Center

C. North Early Street Residential Permit Parking Request

T&ES-Mobility Services staff met with residents on N. Early Street to discuss options related to their request for a new permit parking district in their neighborhood. Staff explained that under the current City Code (Section 5-8-73), the option for a staff-initiated process to create a new district is limited to neighborhoods that (1) are located within one mile of an existing or proposed transit station or ii) have parking issues identified through a parking study conducted by the City. Unfortunately, neither of these options apply to this neighborhood and staff can not initiate the process to create a new parking district.

In order to create a new parking district, the traditional resident-initiated process must be used. This requires residents to submit a petition signed by more than 50% of the residents in the proposed district. Once staff receives and verifies the petition, staff must conduct a survey to determine if more than 75% of the parking spaces are occupied and if 25% of those vehicles are owned by non-residents of the proposed district. Since the neighborhood is unlikely to meet the parking survey requirements at this time, staff recommended the residents wait until the new high school campus opens and then evaluate the need for a parking district. The residents were disappointed they could not proactively address a parking issue they foresee will occur once the new campus opens but understood the limitations with the City Code. They will continue to work with staff on this issue as well as some other neighborhood concerns.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 24, 2022

DOCKET ITEM: 5

ISSUE: Curbside Pick-up and Loading Zone – 800 block of King Street

REQUESTED BY: Jody Manor, Bittersweet Catering

LOCATION: 100 block of North Alfred Street and 800 block of King Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES move the loading zone on the 100 block of N. Alfred Street to the 800 block of King Street once Sweetgreen obtains a Right of Way – Parklet Permit in 2023.

BACKGROUND: The 100 block of N. Alfred Street is a mix of residential and commercial, while the 800 block of King Street is predominantly commercial, home to several businesses, including Sweetgreen, Calico, and Patagonia. Both sides of the 800 block of King Street are restricted to 2-hour metered parking, Monday through Saturday, 8:00 AM to 9:00 PM. The north side also has a scooter corral at the corner with N. Alfred Street and a small loading zone at the corner with N. Columbus Street to serve the existing dry cleaners and restaurants at that end. The south side has a loading zone in front of Random Harvest (814 King Street). The 100 block of N. Alfred Street has the same restrictions but allows for 3-hour parking and has a loading zone on the east side close to King Street that was recently shortened to allow for the continued operation of The Peoples Drug’s parklet at 103 N. Alfred Street.

The owner of Bittersweet Catering and the properties at 823 King Street and 101-103 N Alfred Street inquired City staff about moving the loading zone on the 100 block of N. Alfred Street (shown in Attachment 1) to the 800 block of King Street (shown in Attachment 2) due to noise affecting the adjacent apartments and to allow Sweetgreen to build and operate a parklet at 101 N. Alfred Street in the spring of 2023 (Attachment 3). Separately, in September, City staff received a phone call from a resident of the 100 block of N. Alfred Street raising concerns about the excessive noise from the loading zone on the 100 block of N. Alfred Street.

DISCUSSION: At the Board’s July 25 meeting, the Board approved removing or shortening five loading zones Citywide to allow for eight parklets to continue operating after September 30, 2022. The loading zone on the 100 block of N. Alfred Street was one of those five loading zones, which was shortened to approximately 45 feet to allow The Peoples Drug to continue operating their parklet. City staff met with the Area Leader of Sweetgreen, Guido Van Maanen, on February 25, 2022, to discuss the Parklet Requirements given that Sweetgreen was interested in

the permanent program. On August 19, 2022, Mr. Van Maanen emailed City staff that Sweetgreen is still interested in the permanent parklet program but would not begin the process until spring of 2023. Despite that, Mr. Manor would still like to have the loading zone moved to the 800 block of King Street to improve loading for the businesses in the area.

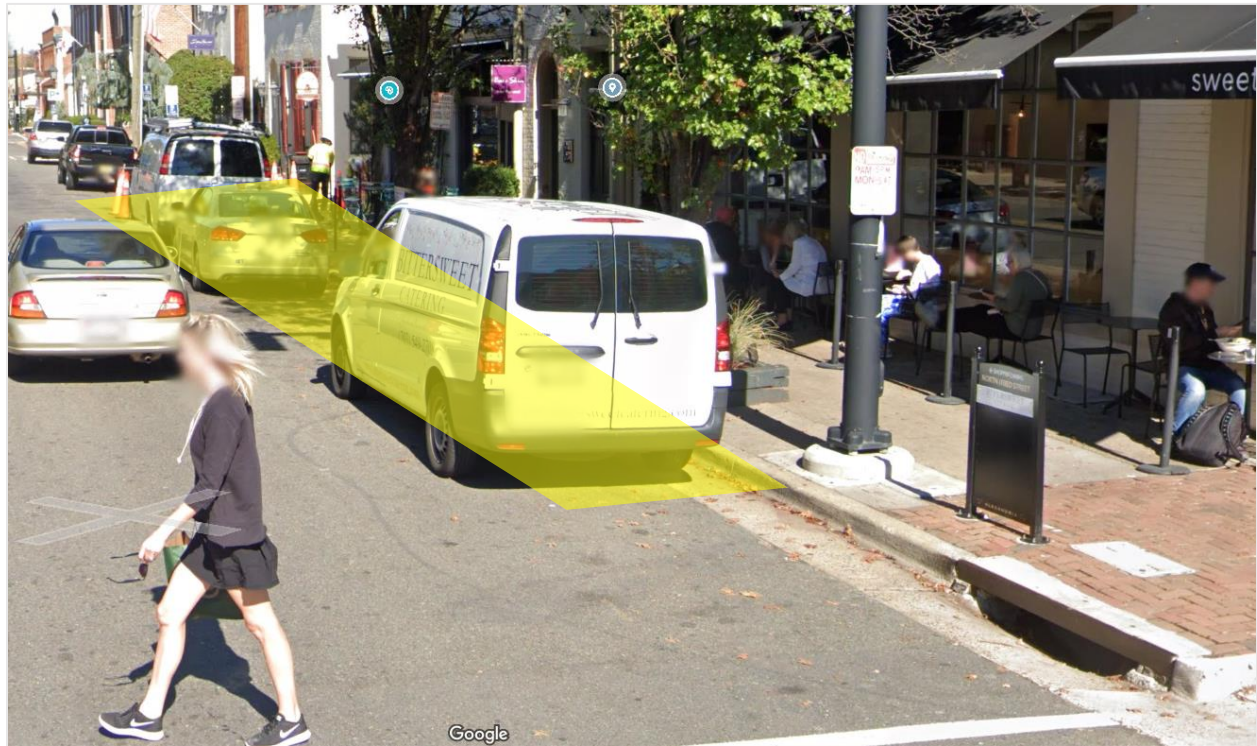
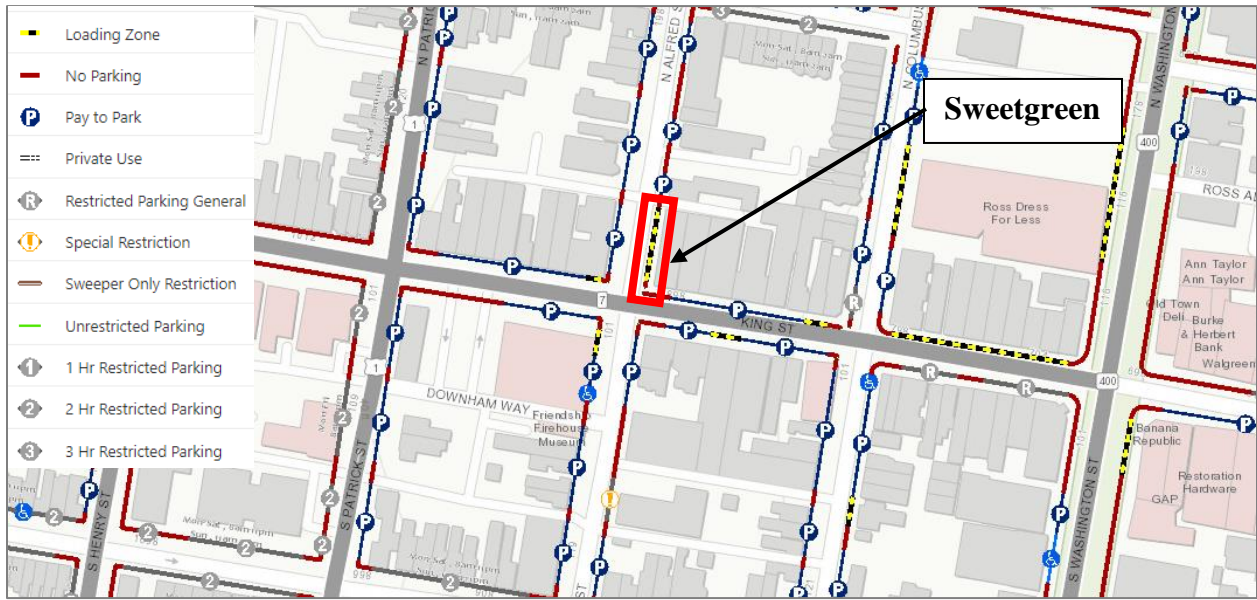
City staff support moving the loading zone to King Street if Sweetgreen is ultimately permitted to build and operate a parklet in that space. Adding a 60-foot-long loading zone would result in the loss of 3 metered parking spaces on the 800 block of King Street (Attachment 2). However, in addition to the benefits of having a parklet in this location for improving the pedestrian experience, City staff believe that moving the loading zone to King Street may improve loading, pickup, and delivery operations for businesses like Sweetgreen, Calico, and Patagonia. Bittersweet Catering has also indicated that they intend to continue using the loading zone if it is moved to the 800 block of King Street. City staff intends to use the new Active Loading and Curbside Pickup Only signage at this new location, if approved, which should help mitigate double parking and blocking of the crosswalk across N. Alfred Street.

If the loading zone is approved at this location, staff also proposes relocating the scooter corral to N. Alfred Street. Since the Parklet Requirements prohibit parklets within 20 feet of an intersection, this area could be used for the corral. Additionally, staff will review the loading zones in the vicinity to identify those that are no longer necessary and will bring a proposal before the Board to remove any unnecessary zones.

OUTREACH: City staff notified the Old Town Civic Association and the Old Town Business Association of this request on October 12, 2022, via email. At the time the docket was finalized, no concerns had been received. Three of the retail tenants in the immediate vicinity of this loading zone signed the petition letter provided by Mr. Manor (Attachment 4).

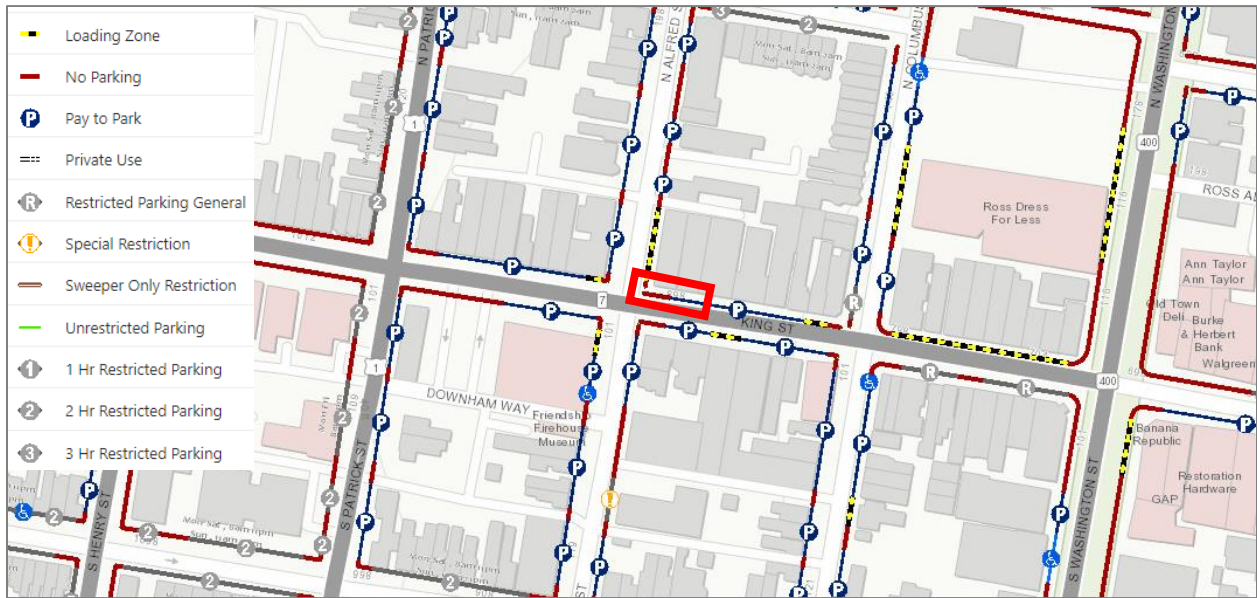
Attachment 1:

Location of Loading Zone (formerly 90 feet, now 45 feet) on 100 Block of N Alfred Street



Attachment 2:

Proposed Location of 60-Foot-Long Loading Zone on 800 Block of King Street




Existing Conditions and Proposed Changes Combined




Attachment 3:

On-Street Modification Request Form provided by Jody Manor

| | | |
|--|---|---|
| ON-STREET PARKING MODIFICATION REQUEST FORM | | |
|  | Please fill out the first page of this application and return to max.devilliers@alexandriava.gov or mail to Max Devilliers, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314. Staff will contact the Project Champion to further refine proposed solution to address the issue that the applicant is trying to address. | |
| | Reason for the Request (<i>What are you trying to solve/address?</i>): | |
| <u>MOVE LOADING ZONE ON N ALFRED ST AROUND CORNER TO KING ST DTO ALLOW SWEETGREEN TO UTILIZE CURRENT LOADING</u> | | |
| <u>ZONE FOR PARKLET PROGRAM, ALSO DUE TO HALF CURRENT NE OCCUPIED BY PEOPLE'S DRUG PARKLET AND</u> | | |
| <u>DELIVERY NOISE ABATEMENT DUE TO RESIDENTIAL UNIT BEDROOMS FACING EXISTING ZONE</u> | | |
| Type of On-Street Parking Modification Requested: | | |
| <input checked="" type="checkbox"/> Loading Zone Removal | <input type="checkbox"/> Loading Zone Addition | |
| <input type="checkbox"/> Parking Removal | <input type="checkbox"/> No Parking Sign Removal | |
| <input type="checkbox"/> Parking Restriction Change (Non-RPP) | | |
| Proposed restrictions _____ | | |
| Location: <u>100 BLOCK N ALFRED ST</u> | | |
| <i>(Map or figure may be provided as an attachment)</i> | | |
| Approximate number of spaces affected (assume 20 feet per space): <u>3 ADDITIONAL</u> | | |
| Project Champion (Point of Contact) Information: | | |
| Name: <u>JODY MANOR</u> | | |
| Address: <u>103 N ALFRED ST</u> | | |
| Email: <u>JODY@BITTERSWEETCATERING.COM</u> | | |
| Phone Number: <u>7039264767</u> | | |
| Best Way to Contact: | <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Phone |
| Best Time of Day to Contact: | <input checked="" type="checkbox"/> Morning | <input checked="" type="checkbox"/> Afternoon |
| Page 2 | Mobility Services 421 King Street, Suite 235 Alexandria, VA 22314 | |

Attachment 4:

Petition Letter and Signatures

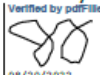


20 August 2022

To whom it may concern:

As the owner of the impacted building at the corner of King & N Alfred Streets, I am strongly in favor of moving the Loading Zone currently located in the 100 block of N Alfred St around the corner to King St. The top floor of my building includes a short-term rental apartment and very early morning deliveries disturb our guests, resulting in bad reviews and diminished revenue. Though counter to City regulations, it is not unusual for delivery trucks to make deliveries much earlier than the permitted start time of 7:00 a.m. I know other businesses in the area support this move, and I'd like to add my voice to the request.

Thank you for your consideration of this matter.

Verified by pdfFiller

08/20/2022
Jody Manor

821 KING STREET SUITE 201 ALEXANDRIA, VA 22314 703 926 4767 eclamgmt@gmail.com



20 August 2022

To whom it may concern:

I am in support of moving the Loading Zone currently located in the 100 block of N Alfred St around the corner to King St. I know other businesses in the area support this move, and I'd like to add my voice to the request.

Thank you



Jody Manor

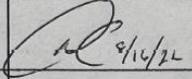
703.926.4767

103 North Alfred Street Alexandria, VA 22314



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

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

| Name (printed) | Support or Oppose Request | Signature/Date | Address/ Business/ Association | Property Affiliation (owner, occupant, manger, etc.) | Email |
|-----------------------|----------------------------------|--|---|---|----------------------------------|
| ROB CSONKA | Support |  8/16/24 | 105 N. Alfred St Alexandria | Director of operations | Rob.oglesby@cityofalexandria.com |
| | | | | | |

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 24, 2022

DOCKET ITEM: 6

ISSUE: Parking Restrictions – 600 block of S. Pickett Street

REQUESTED BY: Moore and Associates, Inc., Property Manager for Pickett Street Plaza

LOCATION: 600 block of South Pickett Street (near Pickett Street Plaza)

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES restrict parking along the public service lane west of the Pickett Street Plaza shopping center (628-684 S. Pickett Street) to 2 hours, 8:00 AM to 9:00 PM, daily.

BACKGROUND: The area around the 600 block of S. Pickett Street is largely commercial and industrial, but residential and mixed-use projects are being developed and the neighborhood is becoming more pedestrian and cyclist friendly. As density and demand for parking increase, the public space that was historically being used as free heavy vehicle storage is now more valuable for other purposes. Hourly parking restrictions have recently been implemented on nearby blocks, such as the 700 and 800 blocks of S. Pickett Street, which are adjacent to Aslin Beer Company. There are also some sections of these blocks where parking is prohibited from midnight to 5:00 AM.

Prior to 2014, parking was prohibited along the service lane adjacent to Pickett Street Plaza per posted signage. However, the sidewalk was widened and the curb extended into the roadway in 2015 which resulted in the creation of an area that could be used for parking. Small box trucks and food trucks are often parked long-term along this service lane.

In early 2022, Moore & Associates, Inc., the property manager for Pickett Street Plaza, emailed City staff to request ‘No Parking’ signs along the service lane (Attachment 1), due to the persistent presence of medium-sized box trucks parked there for long periods, thus impairing visibility of the shops and making it more difficult for delivery trucks to maneuver into the rear alley. Staff updated them about the new escalation of fines for commercial vehicles parked on public streets that was approved by Council in March 2022. Staff felt that this coupled with increased enforcement may discourage drivers from parking commercial trucks in this area without adding signage.

However, these parking spaces are being used by smaller box trucks which are not considered heavy vehicles under the City Code and thus not subject to the increased fines (Section 10-4-46

defines a heavy vehicles as “Vehicles with gross weights in excess of 12,000 pounds or lengths of 30 feet”). Since the new ordinance with escalating fines did not address the parking issue, Moore & Associates reached back out to City staff to request No Parking signage since the box trucks continue to park on the service lane (Attachment 2).

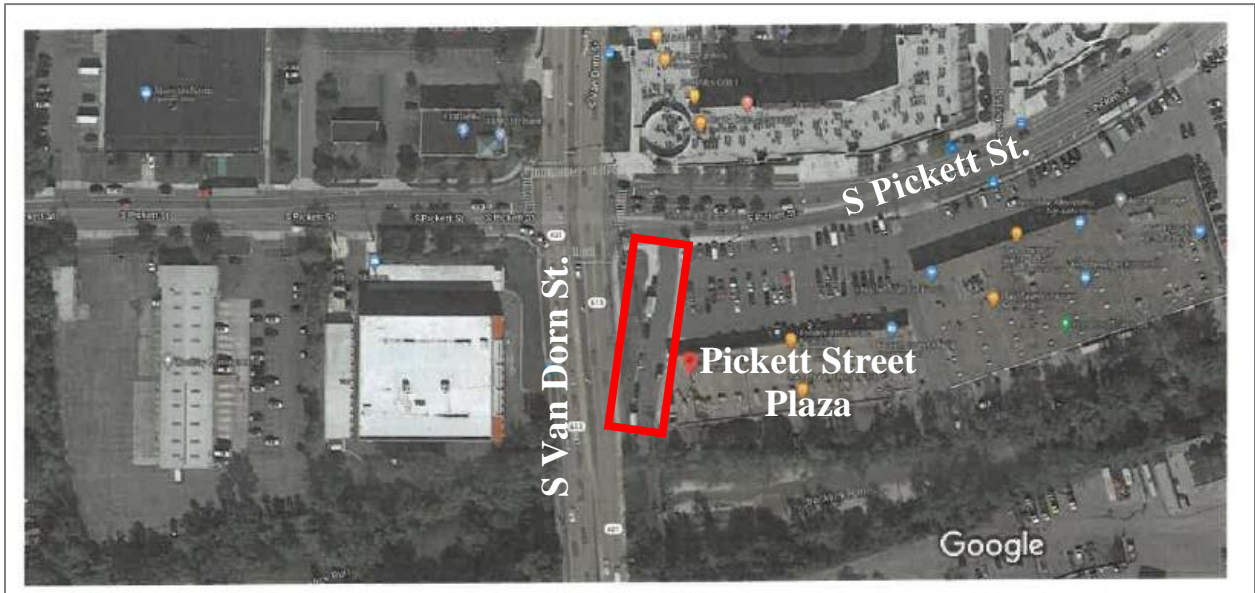
DISCUSSION: City staff support adding posted restrictions to this service lane to improve maneuverability for tractor trailers accessing the rear of Pickett Street Plaza and improve visibility for the shopping center from S. Van Dorn Street. It is also the City’s policy that public streets are not used for long-term storage of privately owned vehicles, and hourly parking restrictions would help to mitigate this behavior.

Parking on the 700 block of South Pickett Street is restricted to 2 hours, 8:00 AM to 9:00 PM daily. Staff is recommending that the Board approve similar signage along this service lane for restriction consistency and ease of enforcement. Moore & Associates supports the 2-hour restrictions but prefers that the restrictions be in place 24 hours per day instead of 8:00 AM to 9:00 PM. Staff is recommending starting with consistent restrictions with the surrounding area and if the issue with overnight parking continues, reviewing the need for additional hours of restriction.

OUTREACH: The majority of the tenants (15 of the 19 retail tenants) at Pickett Street Plaza signed the petition letter provided by Moore & Associates (Attachment 3). On October 14, staff also reached out to the residential building across the street, Modera Tempo, to notify them of this request, but staff did not hear back at the time of the docket posting.

Attachment 1:

Location of Service Lane Adjacent to Pickett Street Plaza



Attachment 2:

On-Street Modification Request Form provided by Moore & Associates

| | | |
|---|---|---|
| ON-STREET PARKING MODIFICATION REQUEST FORM | | |
|  | Please fill out the first page of this application and return to max.devilliers@alexandriava.gov or mail to Max Devilliers, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314. Staff will contact the Project Champion to further refine proposed solution to address the issue that the applicant is trying to address. | |
| | Reason for the Request (<i>What are you trying to solve/address?</i>): | |
| <u>Control parking along the service road at South Van Dom and South Pickett Streets by installing No</u> | | |
| <u>Parking signs that limit the hours of parking. A number of moving vans and food trucks are parking</u> | | |
| <u>in this area 24 hours a day / 7 days a week which takes all parking spaces from retail customers.</u> | | |
| Type of On-Street Parking Modification Requested: | | |
| <input type="checkbox"/> Loading Zone Removal | <input type="checkbox"/> Loading Zone Addition | |
| <input type="checkbox"/> Parking Removal | <input type="checkbox"/> No Parking Sign Removal | |
| <input checked="" type="checkbox"/> Parking Restriction Change (Non-RPP) | | |
| Proposed restrictions <u>No Parking - 2 hour limit</u> | | |
| Location: <u>See attached Google map</u> | | |
| <i>(Map or figure may be provided as an attachment)</i> | | |
| Approximate number of spaces affected (assume 20 feet per space): <u>10</u> | | |
| Project Champion (Point of Contact) Information: | | |
| Name: <u>Paul Beck</u> | | |
| Address: <u>4350 East West Highway, Suite 500, Bethesda, MD 20814</u> | | |
| Email: <u>beckp@mooreassociates.com</u> | | |
| Phone Number: <u>(301) 628-2831</u> | | |
| Best Way to Contact: | <input checked="" type="checkbox"/> Email | <input checked="" type="checkbox"/> Phone |
| Best Time of Day to Contact: | <input checked="" type="checkbox"/> Morning | <input checked="" type="checkbox"/> Afternoon |
| Page 2 | Mobility Services 421 King Street, Suite 235 Alexandria, VA 22314 | |

Attachment 3:

Moore & Associates Petition Letter



July 22, 2022

City of Alexandria
Traffic Division & Engineering
2900-B Business Center Drive
Alexandria, VA 22304

**Re: Request for No Parking Signs along
Service Road at South Pickett & Van Dorn Streets**

Dear Sir/Madam:

This letter is a follow up to our initial letter dated January 20, 2022, requesting the installation of No Parking signs along the service road at South Pickett & Van Dorn Streets. As the owner/manager of Pickett Street Plaza, and on behalf of the retail tenants, we are asking the City of Alexandria Traffic Division to install No Parking signs along the service road indicated in the attached photos.

The continuous use of this service road for parking box trucks, food trucks and other various commercial vehicles not associated with Pickett Street Plaza is detrimental to the businesses associated with the Plaza and detracts from the operation of the Plaza and the retail businesses. These trucks take away from the property's curb appeal, making it harder to lease retail space to prospective tenants. These trucks are not just unsightly, they pose a traffic safety issue by blocking delivery access to the rear alley of the Plaza's retail tenant's businesses.

As noted, the owners of these trucks do not have businesses in the Plaza. They merely use this road for storing their trucks, and when the trucks are being used for their business, they leave their personal vehicles parked throughout the day in these spaces.

The signatures on the following pages are from the retail Tenants at Pickett Street Plaza who request that No Parking Signs be installed and enforcement to occur.

Thank you.

A handwritten signature in blue ink that reads 'P.G. Beck'.

Paul G. Beck
Senior Property Manager
Moore & Associates Inc.

Cc: Pickett Square LLC

Pickett Street Plaza Tenants

Signatures

Alhawi
Cigar Palace LLC
660 S Pickett Street

[Signature]
El Tipico Restaurant
664 S Pickett Street

[Signature]
Big Bite Pizza
666 S Pickett Street

[Signature]
Tsedey Grocery & Grill
668 & 674 S Pickett Street

[Signature]
Landmark Bakery
670 S Pickett Street

[Signature]
BM Boutique
674 & 676 S Pickett Street

[Signature]
Cigar N Vape
678 S Pickett Street

[Signature]
Cricket
680 S Pickett Street

[Signature]
King Pollo Alexandria
682 S Pickett Street

[Signature]
Z. Burger
684 S Pickett Street

Printed Names

Saad ALHAIRG 7/27/22
Print Name date

Dalia Puntos 7/26/22
Print Name date

FASHION ROUSHANGI-C 7-22-22
Print Name date

Asseneum 07/22/22
Print Name date

Rabih Maysaw 7/27/2022
Print Name date

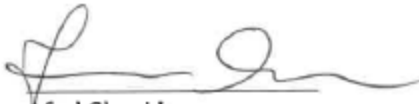
DOMINIC S. FRIMBERG 7/22/2022
Print Name date

[Signature]
Print Name date
Carlos Rivas 07/22/2022
Print Name date

Mikh Oh, 7/22/2022
Print Name date

Payam TABIRIAN 7/26/2022
Print Name date

Pickett Street Plaza Tenants (cont'd)



Afzal Ghani Inc.
640 S Pickett Street

Genevieve Finnan 07/22/22
Print Name date

Get Plated LLC
642 S Pickett Street

Print Name date

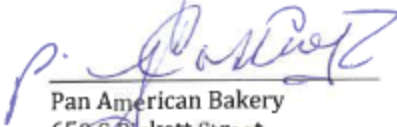


Delcoline Inc.
646 S Pickett Street

RONALD D POLING 7/22/22
Print Name date

Burn Boot Camp
648 S Pickett Street

Print Name date



Pan American Bakery
650 S Pickett Street

Tomas Cossio 07-22-22
Print Name date

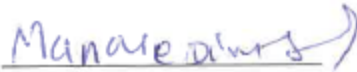


CrossFit Kingstown
652 S Pickett Street

Carrie Satterla 7-27-22
Print Name date


Hashtag DMV LLC
654 S Pickett Street

Print Name date



Nazret Cultural Foods
656 & 644 S Pickett Street

Manar Dinky 07/22/2022
Print Name date



American Service Center
628 - 636 S Pickett Street

J.B Guthrie 7-27-22
Print Name date

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 24, 2022
DOCKET ITEM: 7
ISSUE: Street Closure – Unit Block of King Street

REQUESTED BY: T&ES Staff

LOCATION: Unit block of King Street (between the Strand and Union Street) and the northern portion of the Strand.

STAFF RECOMMENDATION: That the Board recommend the City Council:

- 1) Approve the permanent closure of the unit block to traffic
- 2) Remove up to six parking spaces – two spaces on King Street and up to four parking spaces on the Strand adjacent to the Old Town Waterfront Park
- 3) Eliminate motorcoach parking on King Street

BACKGROUND: In 2012, the City Council adopted the [Waterfront Small Area Plan](#), which, among many things, recommends closing the unit block and the Strand north of the parking garage entrance to traffic (except EMS, fire, police, etc.) to make a pedestrian plaza. In 2019 the Council directed staff to develop a pilot program to test closing the 100 block of King Street to car traffic following recommendations from the [Lower King Street Multi-modal Feasibility Study](#).

As the City began the re-opening process during the COVID-19 pandemic, staff developed a Temporary Outdoor Business permit for restaurant, retail, and fitness businesses to use adjacent parking spaces for conducting business outdoors. Given the concentration of restaurants and pedestrians along the 100 block of King Street, as well as the desire to provide expansive space for pedestrians to safely maintain distance, staff worked with the business to close the 100 block to all car traffic, which took effect on May 29, 2020. Considering the overwhelming support for the temporary closure, the City Council approved permanently closing the block in October 2021.

Following that approval, the Council also asked that staff explore closing the unit block. Staff discussed this proposal with the Traffic and Parking Board in February 2022. After coordinating with internal stakeholders and the Old Town Business Association, the unit block of King Street and a portion of the Strand was closed to vehicles for the summer.

DISCUSSION: The street closure and additional space for pedestrians have been well-received by the community. Over 1,800 responses were provided on a call for feedback about the temporary street closure (Attachment 2). Of resident respondents, 91% had a positive or very positive experience with the pedestrian zone, and 89% of residents responded that they wanted to see the closure continue into the future. In addition, businesses have also expressed support for the closure and recommended maintaining the pedestrian zone. An advisory group made up of staff from various departments, including T&ES, Planning and Zoning, Police, Fire and the Old Town Business Association, also recommended permanently maintaining the pedestrian zone.

Traffic: Prior to the pilot, the one-way traffic along this section was further limited because of the closure on the 100 block.

Parking: Closure of this this segment originally eliminated two on-street metered spaces on King Street, five privately leased spaces, and two metered spaces along Waterfront Park. Through the pilot, two more spaces were eliminated along the waterfront to accommodate parking for Police vehicles. These can be absorbed by the surplus parking in garages. Demand for bicycle parking was high, and during the pilot staff increased the available bicycle parking from ten to twenty spaces. In an additional effort to offset parking concerns of residents and drive visitors to available garages, pay-by-phone rates were increased on nearby blocks and garage rates were reduced at Courthouse Garage.

Motorcoach parking: There was previously motorcoach parking allowed along the unit block of King Street that was suspended. Staff directed motorcoach drivers to park along Market Square, and there have been no reported issues. This parking would be permanently eliminated.

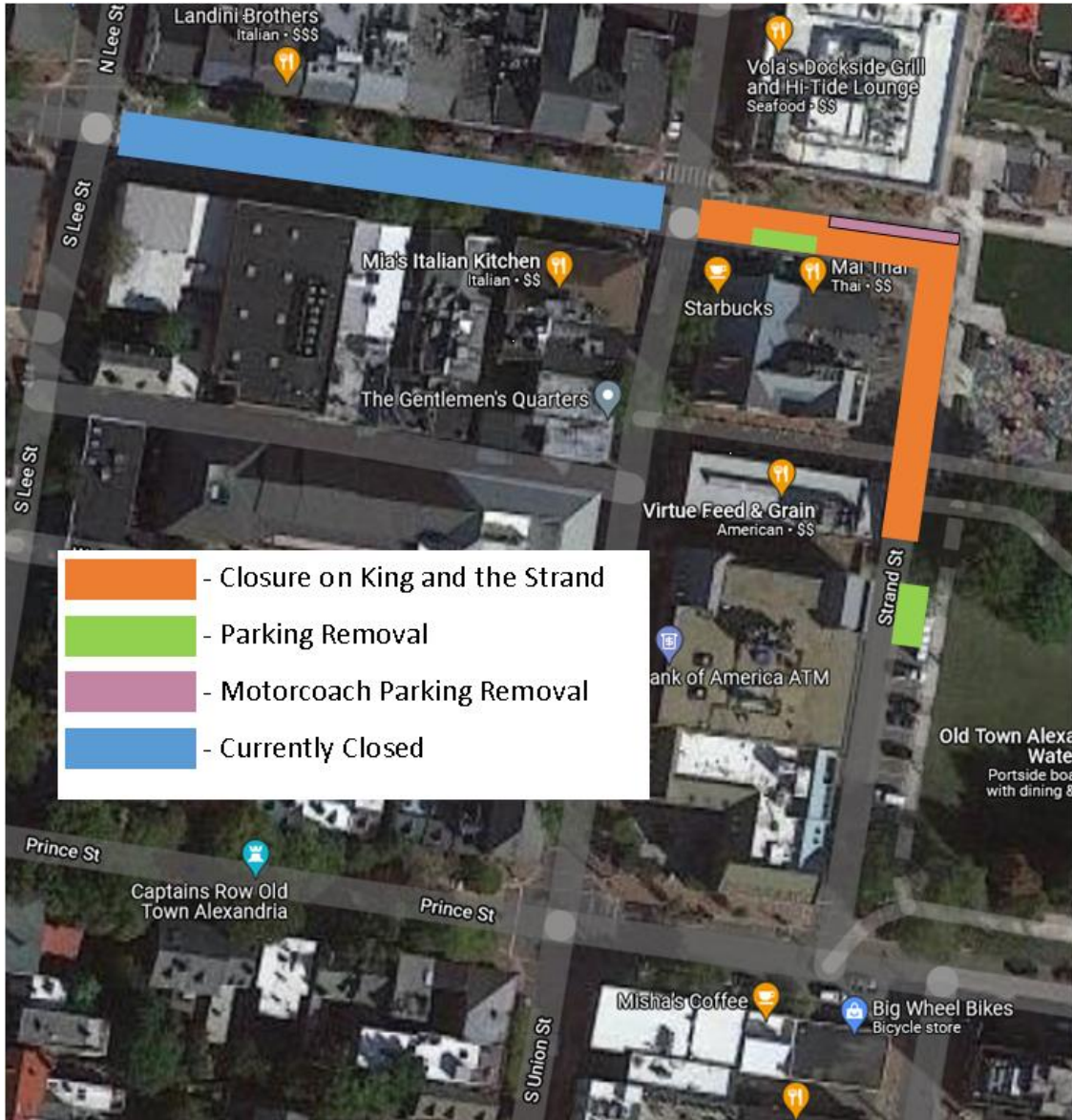
Deliveries and loading/unloading: The Traffic and Parking Board, at its February 28th meeting, approved replacing the parking along the 100 blocks of North and South Union Street with loading zones for deliveries and pick up/drop off zones. Restaurants have reported that has been sufficient, and it will continue.

In terms of next steps, the block will continue using the temporary barricades in the short term, but in the long term the project will also be improved through the Lower King Street CIP project. This will include removable bollards to replace the barricades and also working with the businesses for more permanent investments. Engagement on the future of Lower King Street will be expanded to include the Unit Block and largely occur in FY24.

OUTREACH: The feedback form in Attachment 2 was open for three weeks at the end of August and the beginning of September. In addition, staff have been working closely with the Old Town Business Association. The Waterfront Commission also reviewed this proposal at their meeting on October 18 and voted to support this permanent closure.

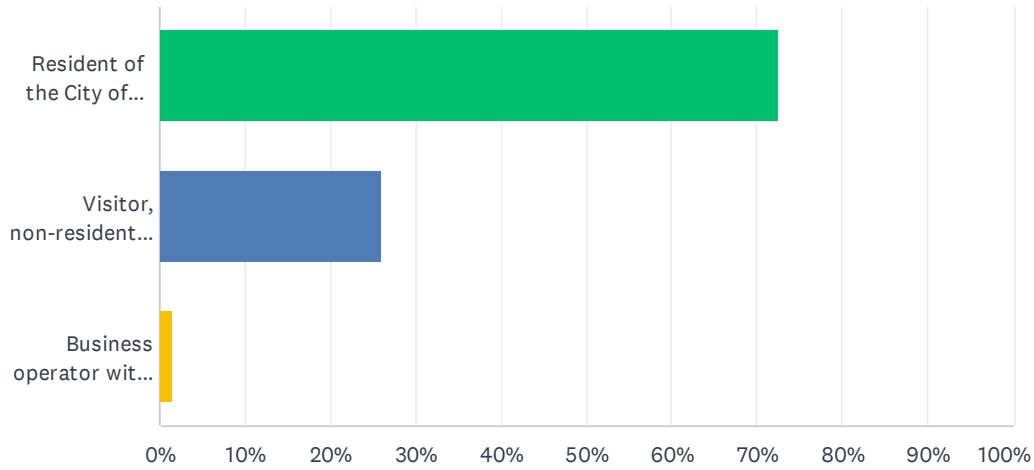
ATTACHMENT 1

Location for proposed closure and parking reduction



Q1 Tell us a little bit about yourself. I am best described as a

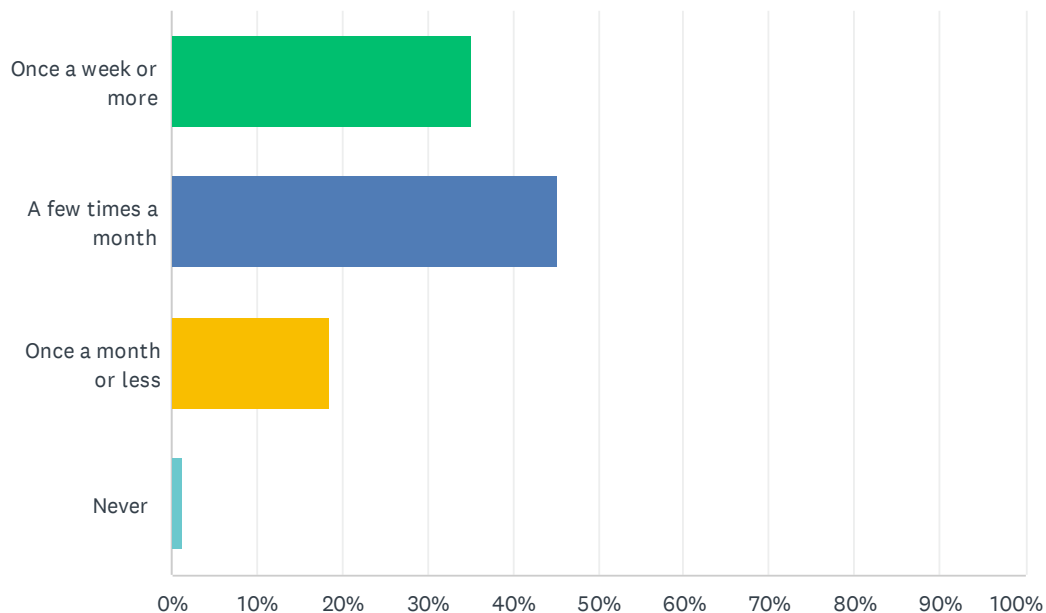
Answered: 1,853 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|--|-----------|--------------|
| Resident of the City of Alexandria | 72.48% | 1,343 |
| Visitor, non-resident, or employee who works in Alexandria | 26.01% | 482 |
| Business operator within the City of Alexandria | 1.51% | 28 |
| TOTAL | | 1,853 |

Q2 Since May 27, 2022, I visited the Unit Block of King Street (between Union Street and the Strand):

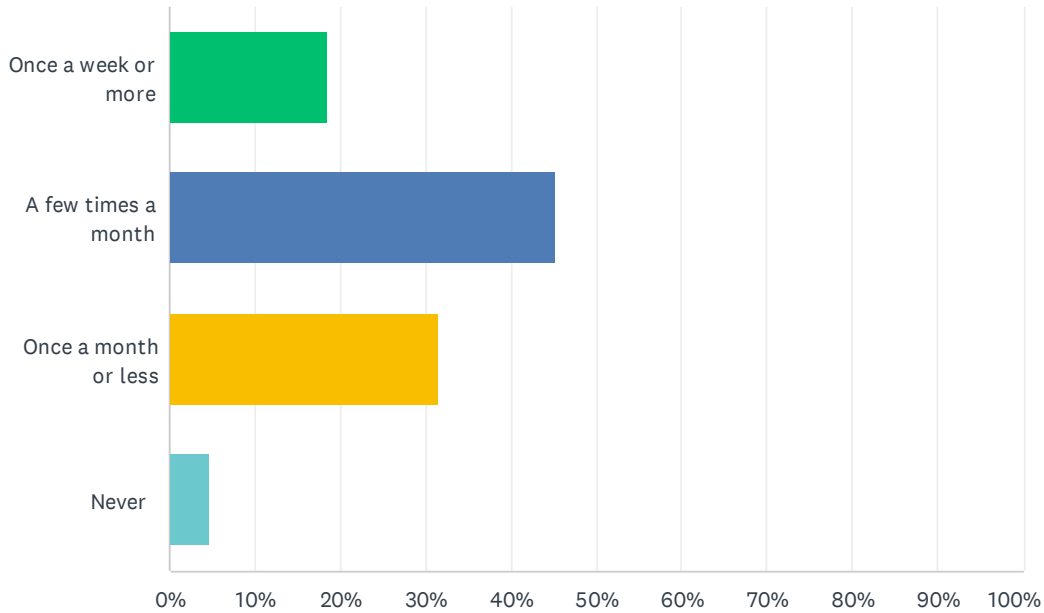
Answered: 1,694 Skipped: 159



| ANSWER CHOICES | RESPONSES | |
|----------------------|-----------|--------------|
| Once a week or more | 35.12% | 595 |
| A few times a month | 45.10% | 764 |
| Once a month or less | 18.54% | 314 |
| Never | 1.24% | 21 |
| TOTAL | | 1,694 |

Q3 Since May 27, 2022, I patronized a business on the Unit block of King Street:

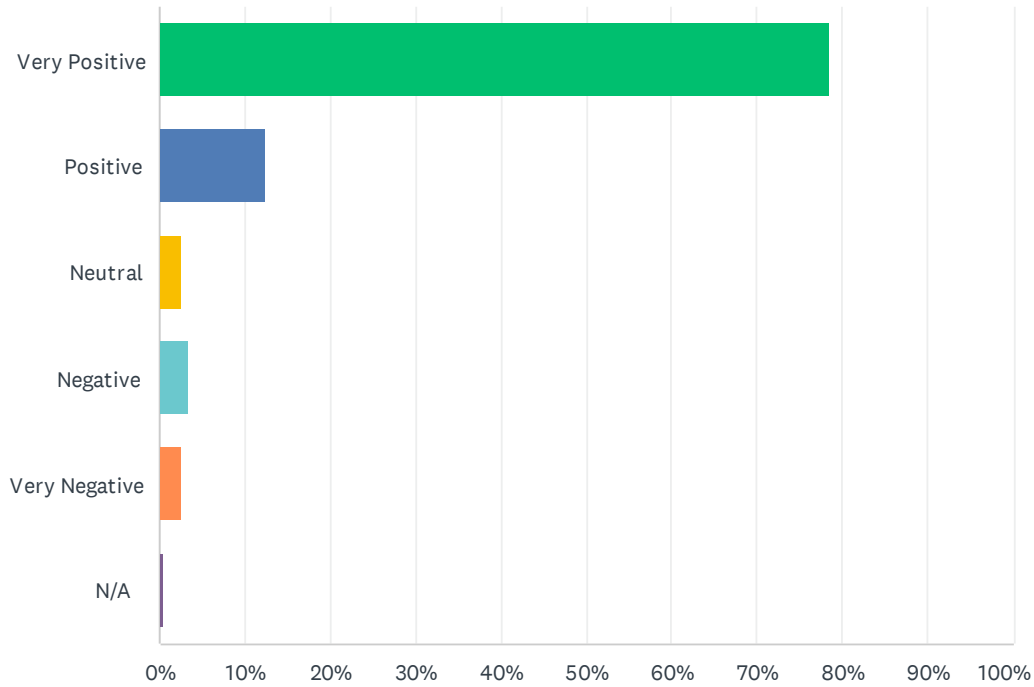
Answered: 1,694 Skipped: 159



| ANSWER CHOICES | RESPONSES | |
|----------------------|-----------|--------------|
| Once a week or more | 18.48% | 313 |
| A few times a month | 45.16% | 765 |
| Once a month or less | 31.64% | 536 |
| Never | 4.72% | 80 |
| TOTAL | | 1,694 |

Q4 Please rate the quality of your experience with the closure of the Unit Block of King Street.

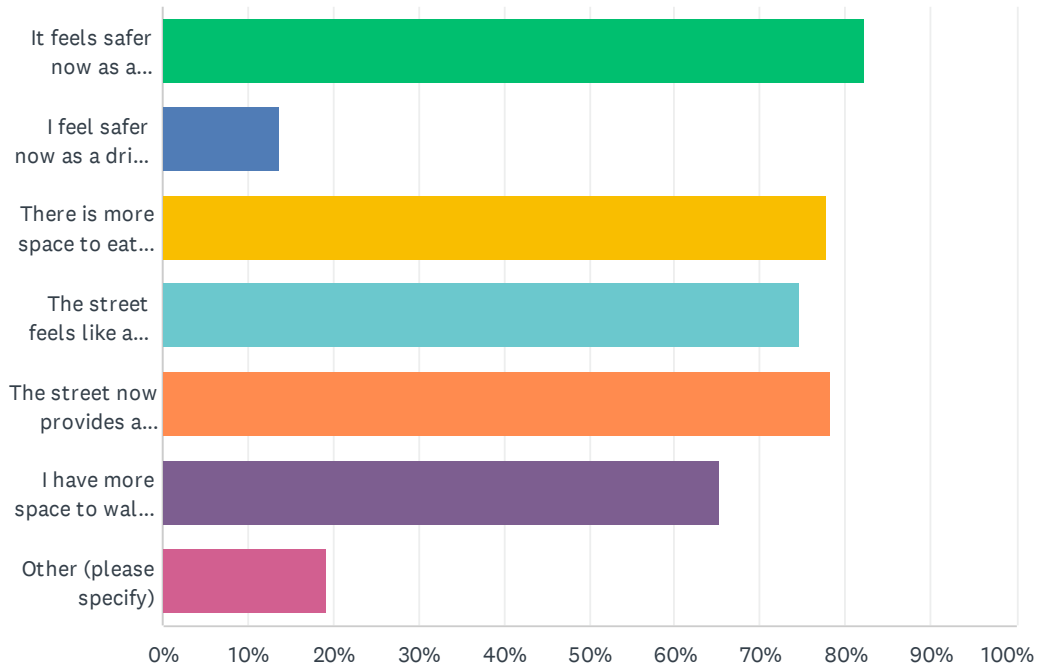
Answered: 1,694 Skipped: 159



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|--------------|
| Very Positive | 78.39% | 1,328 |
| Positive | 12.46% | 211 |
| Neutral | 2.54% | 43 |
| Negative | 3.42% | 58 |
| Very Negative | 2.66% | 45 |
| N/A | 0.53% | 9 |
| TOTAL | | 1,694 |

Q5 What do you like about having this section pedestrianized? (select all that apply)

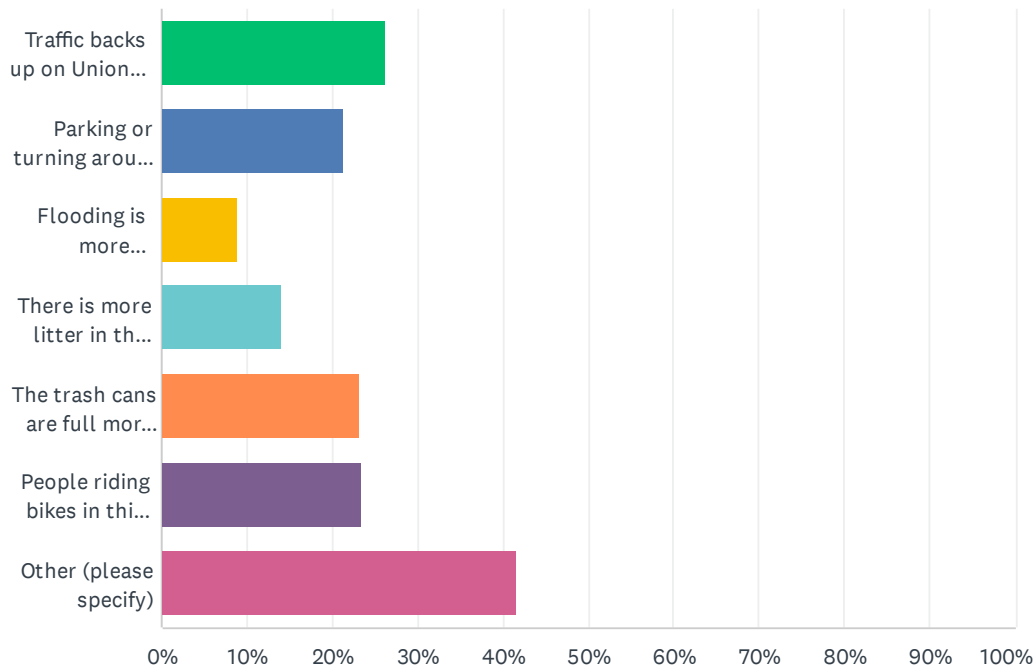
Answered: 1,681 Skipped: 172



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-------|
| It feels safer now as a pedestrian | 82.27% | 1,383 |
| I feel safer now as a driver in the area | 13.68% | 230 |
| There is more space to eat or shop outside | 77.81% | 1,308 |
| The street feels like an extension of the park | 74.60% | 1,254 |
| The street now provides a greater benefit to the people using the public space | 78.23% | 1,315 |
| I have more space to walk or physically distance from others | 65.20% | 1,096 |
| Other (please specify) | 19.16% | 322 |
| Total Respondents: 1,681 | | |

Q6 What challenges have you experienced with this section pedestrianized? (Select all that apply)

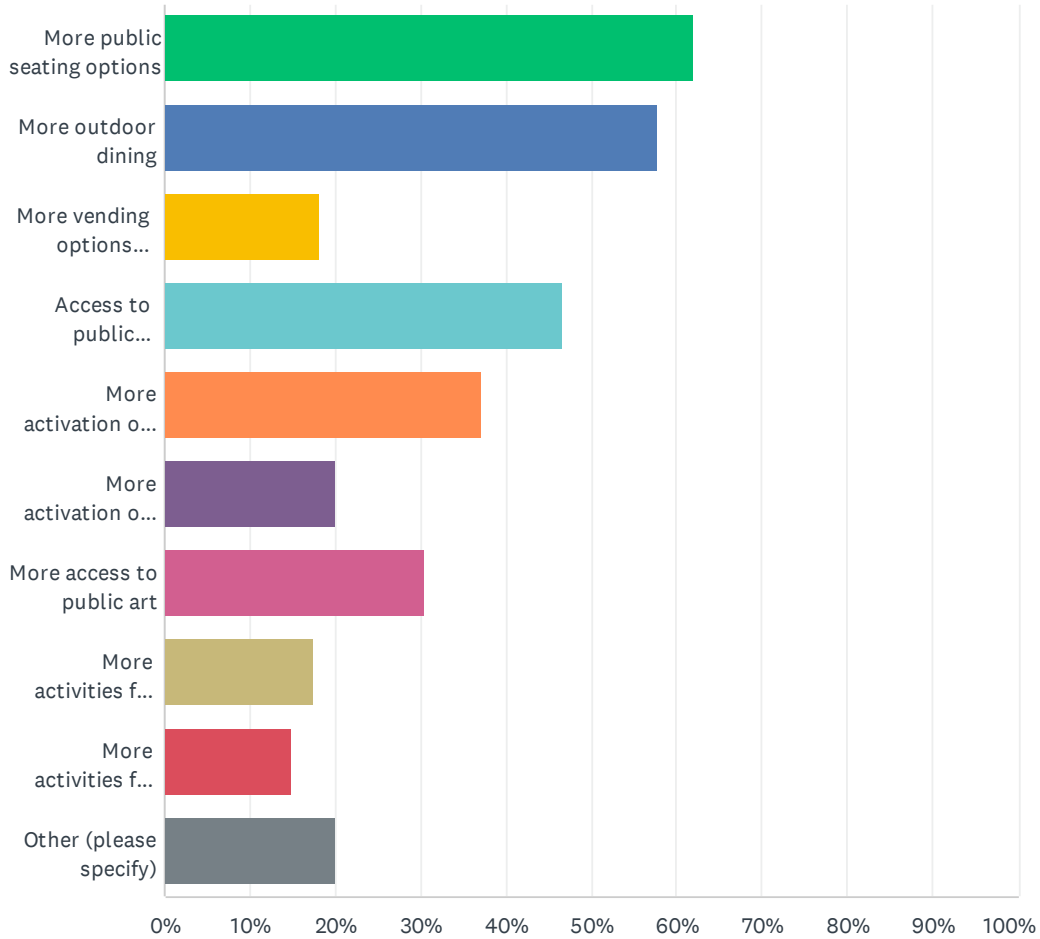
Answered: 1,367 Skipped: 486



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| Traffic backs up on Union Street more than it did before | 26.19% | 358 |
| Parking or turning around on the Strand is more difficult | 21.29% | 291 |
| Flooding is more inconvenient now that it is open to pedestrians | 8.92% | 122 |
| There is more litter in the area than before | 13.97% | 191 |
| The trash cans are full more often than before | 23.34% | 319 |
| People riding bikes in this space create more conflicts than before | 23.48% | 321 |
| Other (please specify) | 41.62% | 569 |
| Total Respondents: 1,367 | | |

Q7 If this section were closed permanently, what are some things you would like to see in this space? (Select up to 5)

Answered: 1,694 Skipped: 159

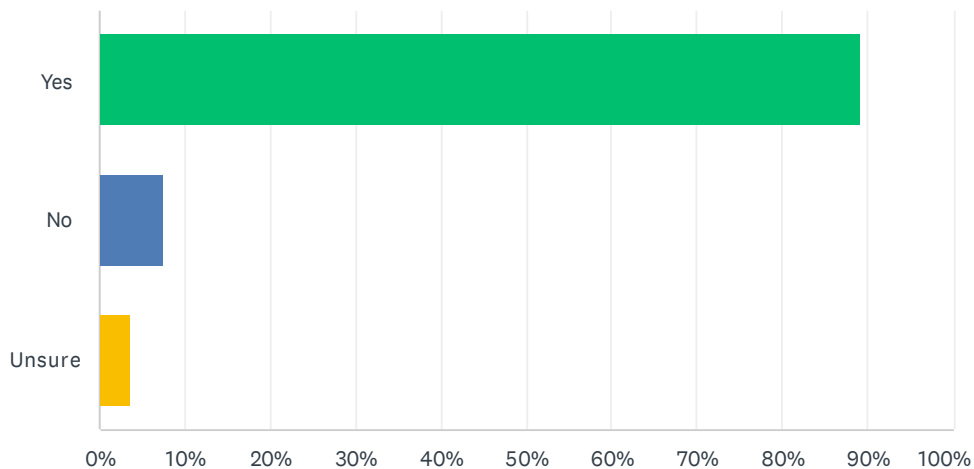


Unit Block of King Street Closure Feedback Form

| ANSWER CHOICES | RESPONSES | |
|---|-----------|-------|
| More public seating options | 62.04% | 1,051 |
| More outdoor dining | 57.85% | 980 |
| More vending options available in the space | 18.12% | 307 |
| Access to public bathrooms | 46.64% | 790 |
| More activation of the space with musicians | 37.19% | 630 |
| More activation of the space with street performers (non-musicians) | 20.07% | 340 |
| More access to public art | 30.58% | 518 |
| More activities for art (street chalk, etc) | 17.47% | 296 |
| More activities for kids | 14.94% | 253 |
| Other (please specify) | 20.07% | 340 |
| Total Respondents: 1,694 | | |

Q8 Would you like to see the closure of the Unit Block of King continue on a permanently?

Answered: 1,694 Skipped: 159



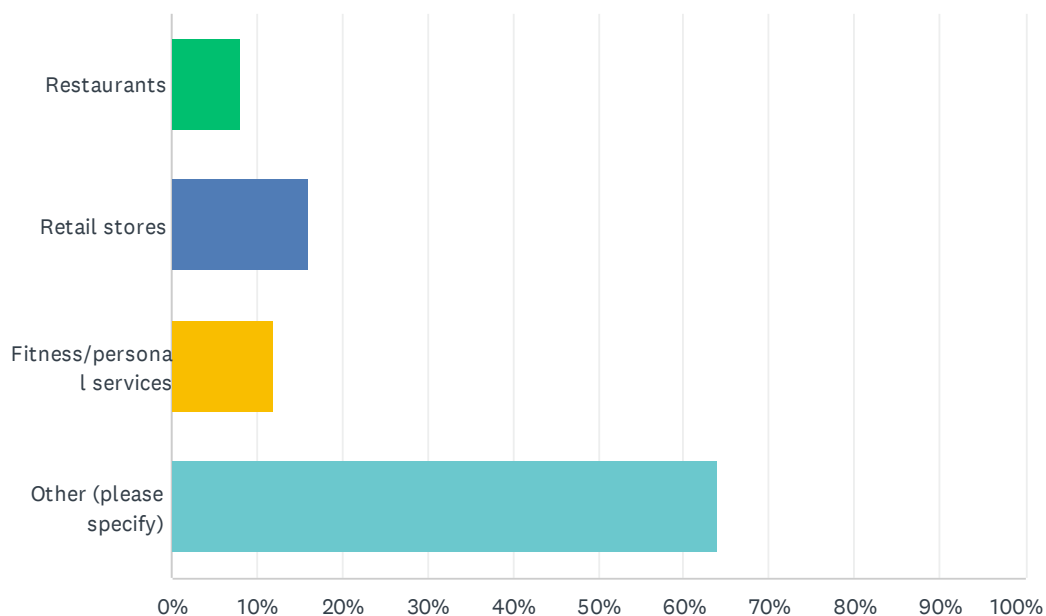
| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|--------------|
| Yes | 89.02% | 1,508 |
| No | 7.44% | 126 |
| Unsure | 3.54% | 60 |
| TOTAL | | 1,694 |

Q9 In a few words, please explain your responses to the question above or provide additional feedback.

Answered: 1,198 Skipped: 655

Q10 I am associated with this type of business:

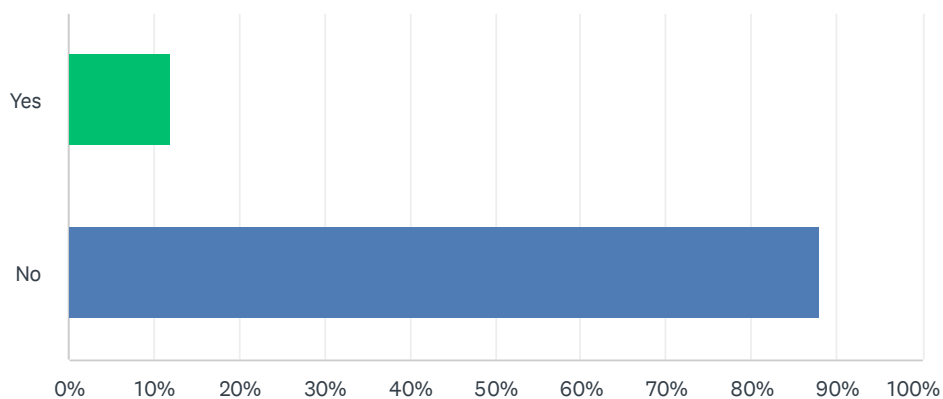
Answered: 25 Skipped: 1,828



| ANSWER CHOICES | RESPONSES |
|---------------------------|-----------|
| Restaurants | 8.00% 2 |
| Retail stores | 16.00% 4 |
| Fitness/personal services | 12.00% 3 |
| Other (please specify) | 64.00% 16 |
| TOTAL | 25 |

Q11 Does your business operate on the Unit Block of King Street?

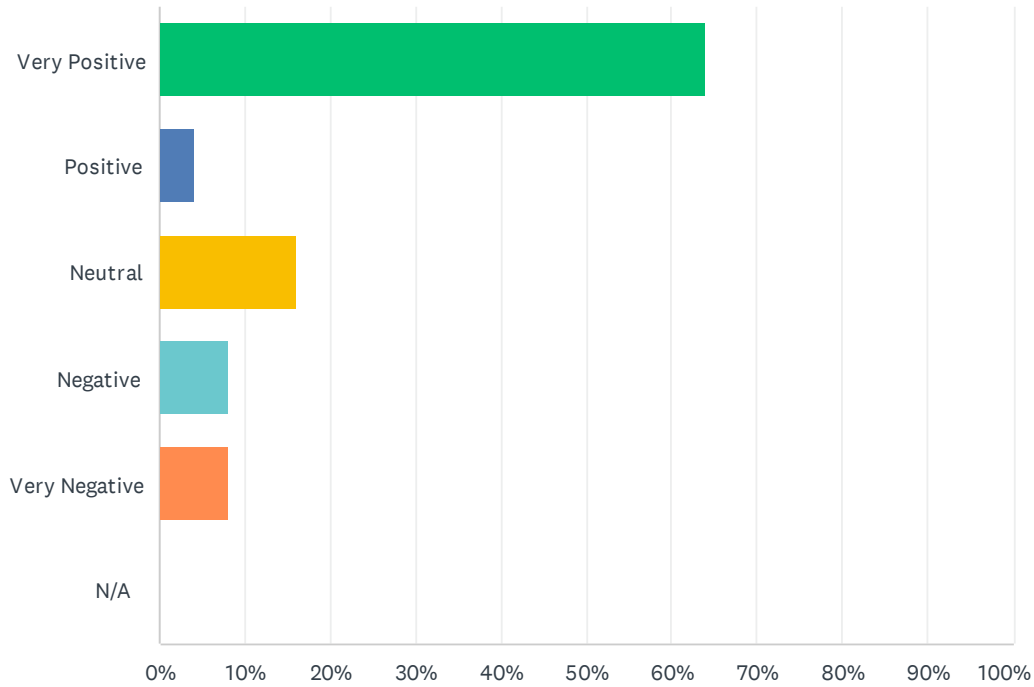
Answered: 25 Skipped: 1,828



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|----|
| Yes | 12.00% | 3 |
| No | 88.00% | 22 |
| TOTAL | | 25 |

Q12 Please rate the quality of your experience with the closure of the Unit Block of King Street.

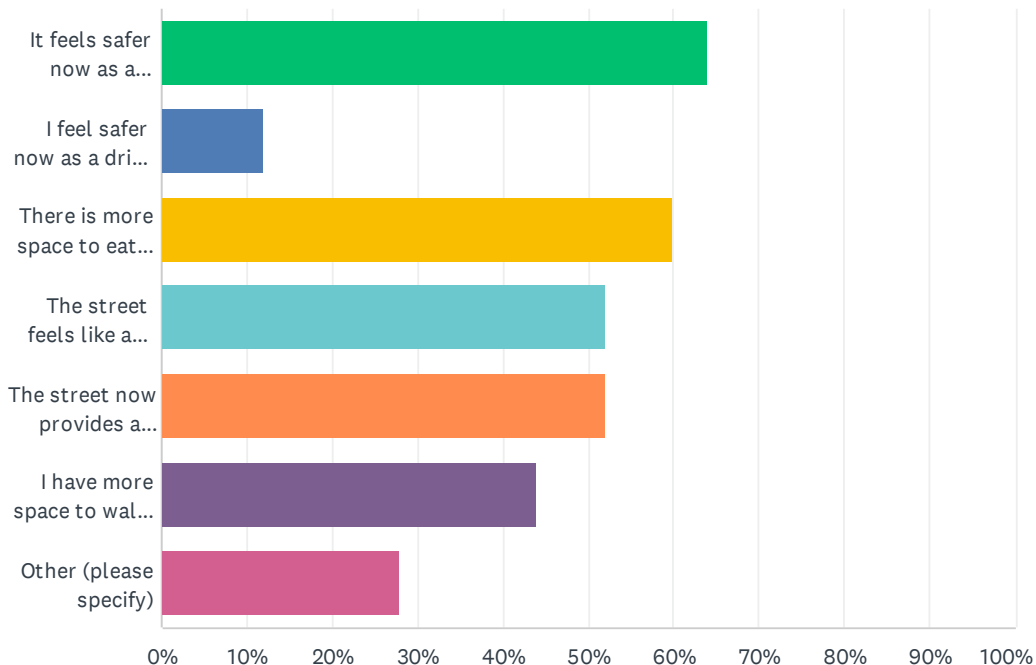
Answered: 25 Skipped: 1,828



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----------|
| Very Positive | 64.00% | 16 |
| Positive | 4.00% | 1 |
| Neutral | 16.00% | 4 |
| Negative | 8.00% | 2 |
| Very Negative | 8.00% | 2 |
| N/A | 0.00% | 0 |
| TOTAL | | 25 |

Q13 What do you like about having this section pedestrianized? (select all that apply)

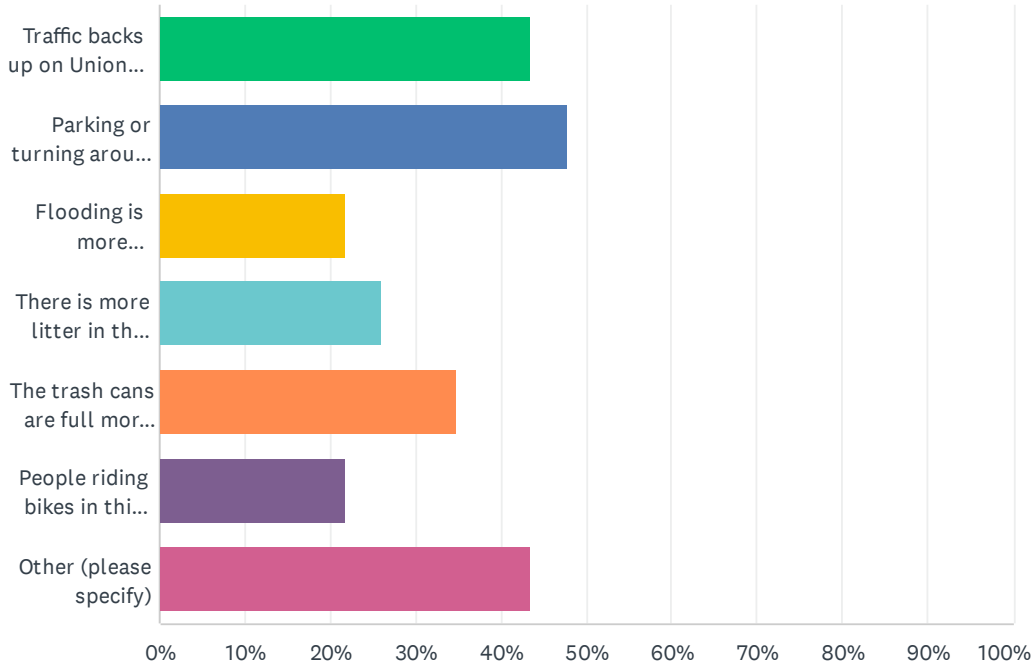
Answered: 25 Skipped: 1,828



| ANSWER CHOICES | RESPONSES | |
|--|-----------|----|
| It feels safer now as a pedestrian | 64.00% | 16 |
| I feel safer now as a driver in the area | 12.00% | 3 |
| There is more space to eat or shop outside | 60.00% | 15 |
| The street feels like an extension of the park | 52.00% | 13 |
| The street now provides a greater benefit to the people using the public space | 52.00% | 13 |
| I have more space to walk or physically distance from others | 44.00% | 11 |
| Other (please specify) | 28.00% | 7 |
| Total Respondents: 25 | | |

Q14 What challenges have you experienced with this section pedestrianized? (Select all that apply)

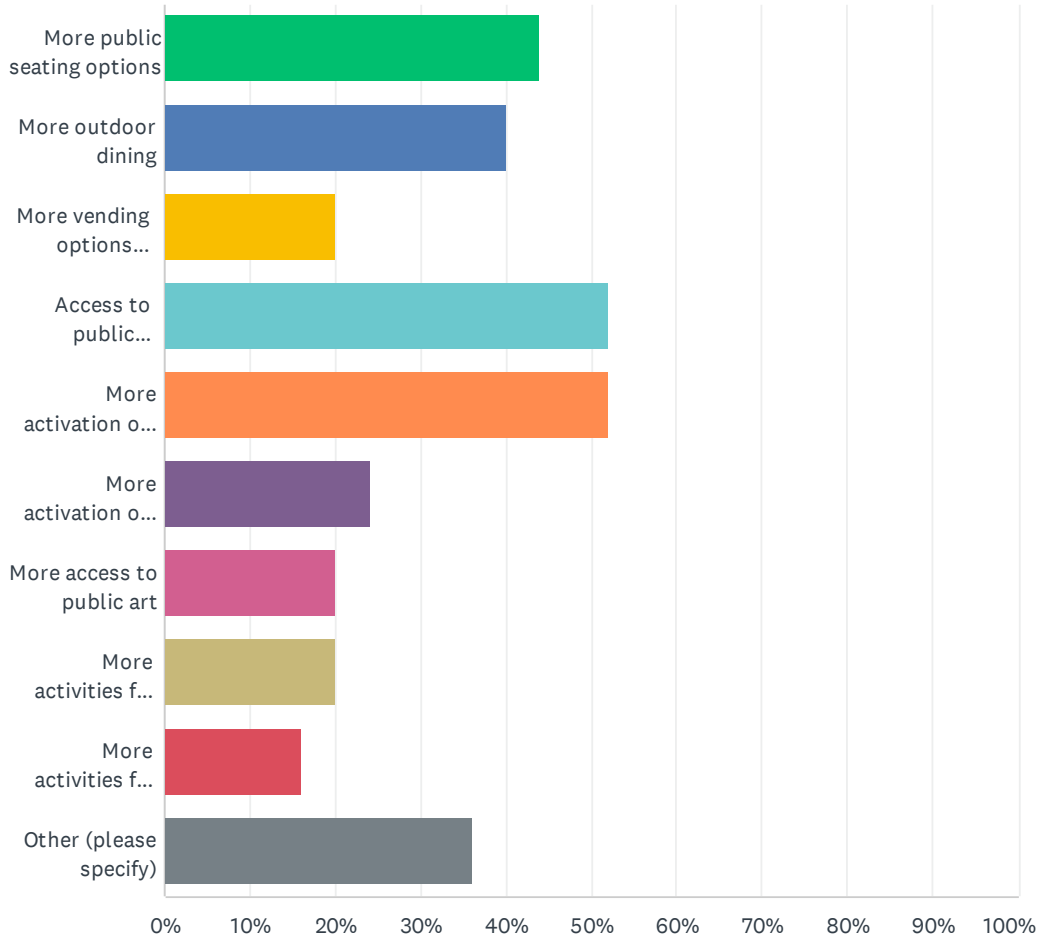
Answered: 23 Skipped: 1,830



| ANSWER CHOICES | RESPONSES | |
|---|-----------|----|
| Traffic backs up on Union Street more than it did before | 43.48% | 10 |
| Parking or turning around on the Strand is more difficult | 47.83% | 11 |
| Flooding is more inconvenient now that it is open to pedestrians | 21.74% | 5 |
| There is more litter in the area than before | 26.09% | 6 |
| The trash cans are full more often than before | 34.78% | 8 |
| People riding bikes in this space create more conflicts than before | 21.74% | 5 |
| Other (please specify) | 43.48% | 10 |
| Total Respondents: 23 | | |

Q15 If this section were closed permanently, what are some things you would like to see in this space? (Select up to 5)

Answered: 25 Skipped: 1,828

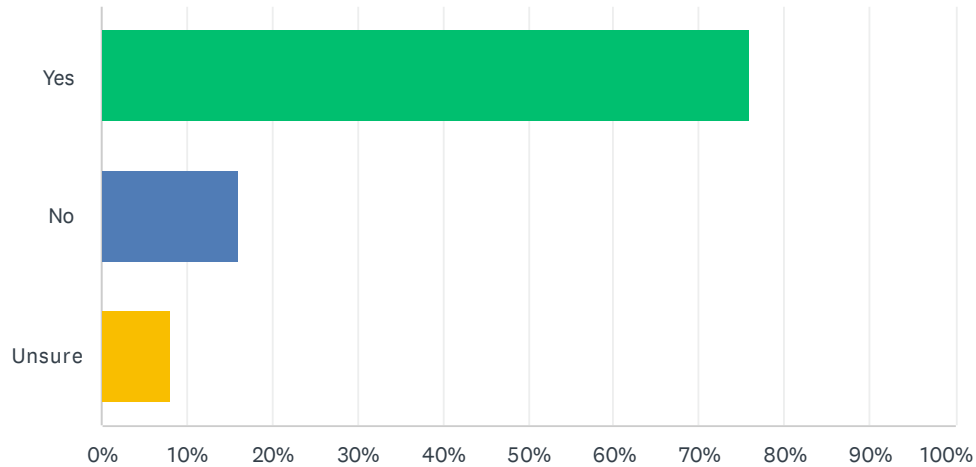


Unit Block of King Street Closure Feedback Form

| ANSWER CHOICES | RESPONSES | |
|---|-----------|----|
| More public seating options | 44.00% | 11 |
| More outdoor dining | 40.00% | 10 |
| More vending options available in the space | 20.00% | 5 |
| Access to public bathrooms | 52.00% | 13 |
| More activation of the space with musicians | 52.00% | 13 |
| More activation of the space with street performers (non-musicians) | 24.00% | 6 |
| More access to public art | 20.00% | 5 |
| More activities for art (street chalk, etc) | 20.00% | 5 |
| More activities for kids | 16.00% | 4 |
| Other (please specify) | 36.00% | 9 |
| Total Respondents: 25 | | |

Q16 Would you like to see the Unit Block of King Street continue be closed permanently to vehicles?

Answered: 25 Skipped: 1,828



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----------|
| Yes | 76.00% | 19 |
| No | 16.00% | 4 |
| Unsure | 8.00% | 2 |
| TOTAL | | 25 |

Q17 In a few words, please explain why you would or would not like to see the continuation of the closure of the Unit Block of King Street or provide additional feedback.

Answered: 23 Skipped: 1,830

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 24, 2022

DOCKET ITEM: 8

ISSUE: Traffic Change – Duke Street Traffic Mitigation Pilot Program

REQUESTED BY: T&ES Staff

LOCATION: Duke Street and West Taylor Run Intersection

STAFF RECOMMENDATION: That the Board recommends the Director of T&ES approve the Duke Street Traffic Mitigation Pilot – Phase II be for the duration of six months, ending March 31, 2023.

BACKGROUND: The City recognizes that traffic congestion is a top concern for residents, which impacts quality of life. With more people working from home, traffic volumes were down substantially over the last year, but they are beginning to return to more normal numbers. Residents have requested the City address these congestion concerns. The City has recently gained access to Streetlight, a platform that helps analyze traffic volumes and patterns. With this new technology, staff is more equipped to experiment with changes to the roadway to understand how people modify their behavior in response to the changes on the street. The City is working through two pilot projects aimed at reducing regional cut-through traffic on neighborhood streets and shifting traffic onto the major arterials. To do this, the City must improve the flow of traffic on the arterials and make those routes faster than cutting through the neighborhoods. Currently, the City has implemented Phase II of the pilot.

The second phase of this pilot reinstates the signal timing changes from Phase I *and* restricts access to the Telegraph Road ramp directly from West Taylor Run Parkway. The details of this pilot were discussed with the community in August 2022. The goals of this phase are to reduce congestion on Duke Street stemming from the backup at the West Taylor Run Parkway signal. The ramp traffic will only have a red light if pedestrians push the button but otherwise will be unrestricted flow. 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.

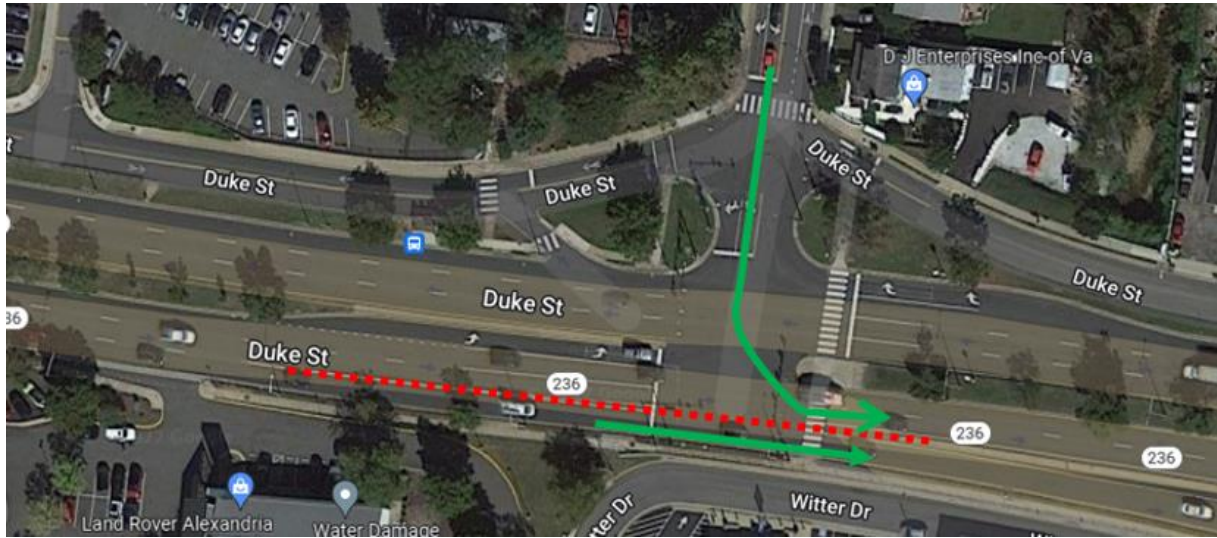
DISCUSSION: Through Streetlight, staff can identify which streets are most being used by regional trips, where the trips are coming from, and compare the before and after data. The more data that is available provides a more accurate information. Due the Metrorail shutdown that began on September 12 and the time it takes people to shift their travel patterns, staff recommends the pilot be extended until March 31, 2023 in order to collect enough representative

data to help inform future decisions. The implementation of this project took substantial effort, and staff would like to get useful data from this effort to inform the larger Duke Street at West Taylor Run and Duke Street Transitway projects. During this project staff are monitoring and evaluation traffic flow on neighborhood streets, along Duke Street, at intersections and along Dove Street.

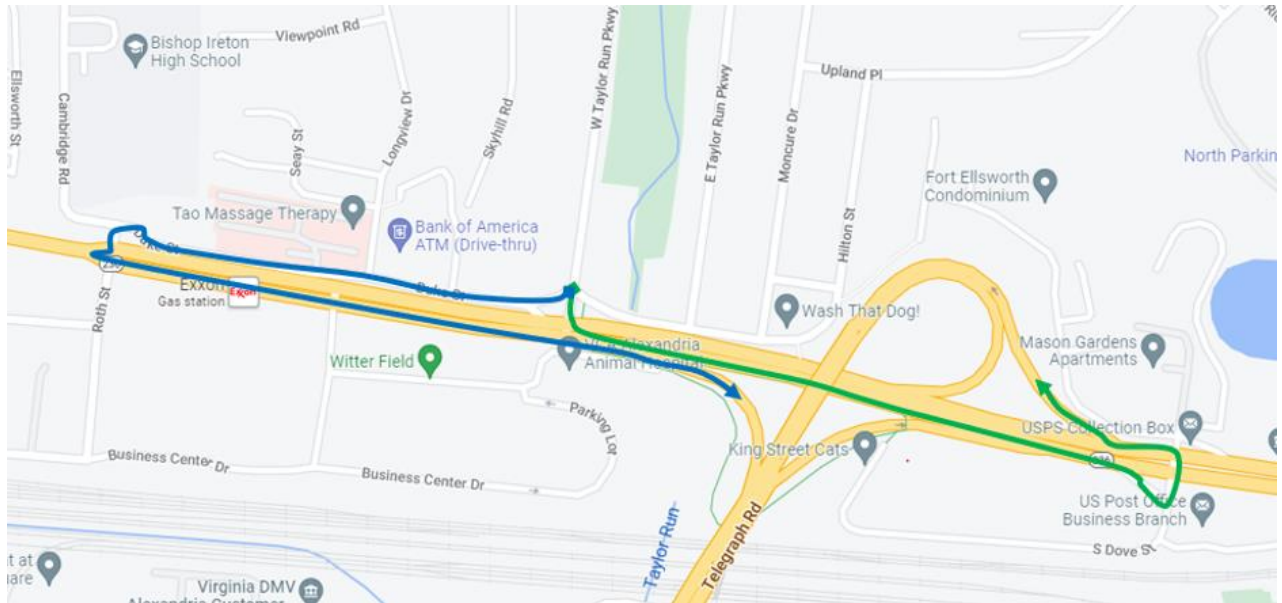
OUTREACH: Staff worked with the community during the summer to inform them of the pilot design. There were two meetings that were open to the public, one hosted by the City, to get input. An online feedback form is currently posted on the [project website](#) to gather input from the residents. Additionally, staff have communicated directly with many residents about this project via email, phone and Alex311 correspondence. Community members have expressed they see more traffic on other neighboring streets, reporting issues with the signal which has been since fixed, and general feedback of their experience during the pilot.

Staff have worked closely with the Clover College Park Civic Association and Seminary Hill Association leadership on this project and have engaged with a number of residents expressing both support and concern for the pilot.

Attachment 1: Duke Street Traffic Mitigation Pilot - Phase II Layout



Attachment 2: Alternative Access to Telegraph Road During Phase II Pilot



City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 24, 2022
DOCKET ITEM: 9
ISSUE: Stop Signs – Administrative Approval Process

REQUESTED BY: T&ES Staff

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board approve the administrative process for reviewing local on local stop sign requests.

BACKGROUND: Currently staff review multi-way stop sign (or four way stops) requests under the criteria set in the MUTCD Multi-way stop warrants. These volume and crash warrants tend to be higher than the majority of roads within the City. Local residential roads do not typically experience high volumes or crash rates within a certain period. However, the City receives many requests from residents about stop signs and staff recognizes the need for greater flexibility in their standards for local streets. Staff are recommending an administrative process to approve stop signs aligns with the optional criteria mentioned in the MUTCD, within the context of the City of Alexandria.

DISCUSSION: Staff recommend the following eligibility criteria for the Local-on-Local roadway multi-way stop requests:

Eligible (Must meet ALL criteria listed):

- Local-on-local roadway intersections as classified by the most current [VDOT's Functional Classification Map](#) AND
 - Roadways approaches are two-lanes only (one-lane in each direction and turn lanes are considered a lane) AND
- Total daily intersection volumes less than 6,000 vehicles per day AND
- The major and minor roadway volume ratio approximately 60:40 AND
- There has been at least one correctable crash within the past five (5) years or:
 - If sight distance standards cannot be met without removing nearby parking spaces, vegetation, structures, or other natural obstacles.

Ineligible if any of the following criteria apply:

- Any street other than a local roadway as classified by the most current VDOT's Functional Classification Map Intersections within the functional area of a signalized intersection
- Intersections with more than four-legs
- Private streets (the City only maintains public streets)
- Intersections immediately adjacent to fire departments or hospital emergency entrances
- Intersections with funded projects or active studies

Additional considerations that can impact eligibility or implementation:

- The location is near a daily pedestrian generator or on a direct route to a daily pedestrian generator, such as school, park, public facility, or transit stop.
- Intersections with turn restrictions
- Emergency vehicle, schools, bus, and truck routes
- Intersections that are planned to be funded or have previous recommendations (previously studied)
- Intersections spaced less than 100' apart
- Intersection proximity to a signalized intersection
- Nearby planned or installed traffic calming measures
- One-way streets
- Crash history exceeding the eligible requirements
- Neighborhood support of project
- Approaching speeds exceeding the speed limit

If appropriate, staff may elect to collect additional data or collect data on adjacent streets depending on circumstances of request and site conditions.

If eligible criteria are met, project champion is required to provide signatures in support of project from 70% of addresses on the adjacent blocks - one per household – in project area identified by City staff. Condominium and apartment buildings incorporating 25 or more households will not be required to get signatures from all the residents, but rather the written support of the stop sign request by the condominium association or property management company, respectively.

Staff recommend that requests to install stop signs on the minor street at three-legged intersections (T-intersections) with "Yield" -control or unsigned minor approaches be approved administratively.

Should the Board approve this process, staff will provide written updates on any locations where stop signs have been administratively approved.

Informational Items:

- FY 2024 Budget Priorities
- Update on upcoming change to Curb Cut Process
- 2023 Meeting Calendar

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 1, 2021

TO: MARK JINKS, CITY MANAGER

FROM: WILLIAM SCHUYLER, CHAIR, TRAFFIC AND PARKING BOARD

SUBJECT: BUDGET PRIORITIES

The Traffic and Parking Board sincerely appreciates your commitment to the City and values your trust in allowing us to provide input on the City's FY 2023 budget priorities. As the Traffic and Parking Board is not a budget-setting Board, we are not fully aware of all the City's budget priorities. However, from our perspective the highest priority services and areas needing additional resources that should be addressed in the FY2023 budget are as follows:

Highest Budget Priorities:

1. **Enforcement**: At almost every Board meeting citizens request additional police enforcement. Enforcement resources are needed for parking, speed control and other regulations. Good enforcement ensures compliance with parking and traffic safety regulations and earns trust from residents about the effectiveness of regulation. Enforcement is also an area where the City is not yet using the full advantages of technology. Additional investments in license plate reader (LPR) technology can dramatically improve the efficiency of the City's parking enforcement officers.
2. **Parking and Wayfinding Technologies**: Alexandria faces challenging parking issues because of the high demand for multiuse parking. The City's on-street parking must accommodate residential, office and visitor parking. Balancing the needs of so many uses is challenging. Investing money in Parking and Wayfinding technologies maximizes the City's limited parking inventory and provides opportunities for more efficient enforcement.
3. **Safety**: Keeping Alexandria's streets and sidewalks safe is an important objective for the Traffic and Parking Board, impacting three of the City's programs in particular:

Focusing the **Vision Zero** program on sound engineering solutions will make the City's streets and sidewalks safer. **Complete Streets** is a good program that is worth

investment. Money invested in the Complete Streets program will help address these concerns, and should also include money for a robust data collection program to better analyze potential projects and the impacts of those projects once complete. As the City's student population and overall population increases more money should be dedicated towards **Safe Routes to School**. More students will be walking to school and those students will face higher traffic volumes as the region's population and traffic increases.

4. **Sidewalk repair and expansion**: The City has made good progress on sidewalk repair, but ongoing maintenance is a never-ending task. Beyond maintenance, there are many missing segments of sidewalks that need to be addressed to ensure continuity. This is an important segment of the transportation system that is often overlooked.
5. **Disabled Pedestrians**: The disabled community faces many challenges. More funding should be available to install accessible pedestrian signals and other improvements to help improve the mobility of disabled persons. These investments will offer a new independence to disabled persons that others take for granted. Money invested in such infrastructure will also help make streets safer for non-disabled pedestrians.

Area Needing Additional Resources:

1. **Staffing Levels**: The Board commends the City for setting ambitious targets for safety, enforcement, and parking management, and recognizes the hard work and dedication of City Staff. However, the Board recommends that the City provide staffing levels for these programs in a sufficient matter to achieve these critical objectives.

**Traffic and Parking Board Schedule
2023**

Fourth Monday of the Month (unless noted*) at 7:00 PM

January 23

February 27

March 27

April 24

May 22

June 26

July 24

August 28

September 18*

October 23

November 27

December 18*

*Date changed to avoid holiday conflicts.