

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, MARCH 27, 2023, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Chair James Lewis, Vice Chair Ann Tucker, Annie Ebbers, Jason Osborne, Lavonda Bonnard, Casey Kane, and Ashley Mihalik.

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Katie North, Sheila McGraw, Ryan Knight, Alex Boulden, Alex Carroll, Max Devilliers, and Cuong Nguyen.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the February 27, 2023, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Osborne to approve the minutes of the February 27, 2023, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on Duke Street in Motion, Safe Routes to School walk audits, and follow-up information on the approved reserved disability parking space on the 2800 block of Main Line Boulevard as well as the taxi code changes and fares.
4. **PUBLIC DISCUSSION PERIOD:** Carolyn Griglione spoke about a vehicular crash that occurred on North Ivanhoe Street and how the stories reported by the drivers and Police Department differed significantly from what was recorded on video. Ms. Griglione suggested that cameras be installed at high-crash intersections to better understand the issues with such intersections first-hand. Mr. Osborne asked City staff if there are City-operated cameras for this very purpose and Mr. Knight confirmed there are but the footage cannot be recorded due to cost and the memory space required to do so, however, it's possible that the technology for video storage improves in the future which would allow the City to do so. Ms. Tucker asked if the Board would be required to vote on Duke Street-related proposals at their May 22 meeting and Ms. North responded that it would be an update in May and a vote in June. Mr. Kane thanked staff for their updates and requested that the City can improve its building code standards to meet demand for modified vehicles and Mr. Lewis agreed. Ms. Mihalik requested next steps for the Safe Routes to School program and Ms. Carroll responded that walk audits are being conducted (including in parking lots), City staff is reviewing comments site visit reports, and plan to publish the full report this summer. Mr. Lewis noted that the apartment building parking lot adjacent to Hammond Middle School is often used for pickup and

drop off, so adjacent private properties should also be included. Mr. Lewis stated that, if Duke Street is to be widened for bus priority lanes, then there needs to be a focus on pedestrian facilities and asked if planned headways for the bus corridor had already been established. Mr. Kane responded that there are dedicated pedestrian facilities planned throughout Duke Street with cyclist facilities as a secondary focus. The planners have not yet gotten to the point of headway management for the corridor because it is still undecided whether DASH or WMATA will operate the priority lanes. Mr. Knight added that the primary focus is on reducing bus travel times along the corridor especially relative to private vehicles.

CONSENT ITEMS

ISSUE: Mr. Kane requested to have both consent items removed from consent.

PUBLIC HEARING ITEMS

5. **ISSUE:** Consideration of a reserved disability parking space at 1516 Mt. Eagle Place.

DISCUSSION: Mr. Kane asked how many reserved disability parking spaces are currently in place on Mt. Eagle Place and Mr. Nguyen responded that there are now two because one was recently removed. Ms. Ebbers asked how often these spaces are recertified and Ms. North responded that they are recertified once per year. Resident Ms. North explained the sign was installed prior to the Board's vote because of the urgency of the resident's request and due to the short definitive timeframe for the temporary sign, and Ms. North assured the Board that the sign would be moved to the correct parking space.

PUBLIC TESTIMONY: LaQuita Barnes mentioned that the parking space that was chosen is not the same as the one shown in the docket and that the sign is very high up on the pole.

BOARD ACTION: Mr. Osborne made a motion, seconded by Ms. Bonnard to recommend the Director of T&ES install a reserved disability parking space at 1516 Mt. Eagle Place. The motion carried unanimously.

6. **ISSUE:** Consideration of a right turn lane and elimination of curbside eastbound lane on Sanger Avenue and North Beauregard Street.

DISCUSSION: Mr. Knight and Ms. Carroll presented the item to the Board. Mr. Kane asked how traffic is detected and Mr. Knight responded that signal timing is based upon vehicle detection on Sanger Avenue and the gap time between the drivers that are turning. Mr. Kane requested that a diagonal pedestrian crossing be considered at this intersection due to demand when traffic guards are present and Ms. Carroll responded that some changes to signal timing have already been made but that solution is under consideration, but the West End Transitway project might require that a diagonal

pedestrian crossing at this intersection be removed due to operations. Mr. Kane also requested that City staff consider including bicycle detection and bicycle facilities that cooperate with the rush hour parking restrictions on Sanger Avenue.

PUBLIC TESTIMONY: None.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES convert the curbside eastbound lane on Sanger Avenue at North Beauregard Street to a right turn lane. The motion carried unanimously.

7. **ISSUE:** Consideration of a Neighborhood Slow Zone Pilot in the Lynhaven neighborhood.

DISCUSSION: Ms. Carroll presented the item to the Board. Mr. Osborne asked about the impact of Ting on this project and Ms. Carroll responded that staff has already coordinated with Ting to eliminate any impacts/conflicts. Ms. Tucker asked if the included streets would normally qualify for speed cushions under the current standards and Ms. Carroll responded that they would not but staff will be using this pilot to learn lessons about those standards, among others, and will reevaluate those after 6 months of project completion. Mr. Kane asked why the pilot speed limit is capped at 20mph instead of 18mph or 15mph. Ms. Carroll responded that peer communities and New York City cap slow zones at 20mph and staff want a speed limit that is achievable. Mr. Kane asked if residents would have to wait another three years before the next Neighborhood Slow Zone is implemented and Ms. Carroll responded that this pilot is just one contributing piece informing the overall program so others could be implemented sooner than that. Mr. Kane asked why this pilot did not include Glebe Road and Ms. Carroll responded that there is a stormwater project planned for Glebe Road that will require reconstruction of the roadway so any changes planned for Glebe Road would be made after that project is completed. Mr. Kane asked if “Recommended Speed” or “Stay in your Lane” signs could be installed at each speed cushion, or that raised crosswalks be installed instead of mid-block speed cushions. Ms. Carroll responded that raised crosswalks are much more costly. Mr. Kane asked if gateway signs could include the neighborhood name and Mr. Lewis requested that the Board be notified prior to meetings that the Fire Department approves of such plans. Mr. Lewis also asked why the crosswalk at Reed Avenue and Wilson Avenue is diagonal to which Ms. Carroll responded that it was necessary due to the driveways on the north side of Reed Avenue. Mr. Lewis asked if there are any criteria for future Neighborhood Slow Zones and Ms. Carroll answered that those would be developed by 2024 and that staff would still install the same number of speed cushions even if the speed limit was lowered to 15mph.

PUBLIC TESTIMONY: Steve Walz, President of the Lynhaven Citizens Association, testified in support of the pilot and a 20mph speed limit as opposed to 18mph or 15mph. Mr. Walz also spoke in favor of a four-way stop along Montrose Avenue. Ms. Carroll responded that the City has standards for stop signs because stop signs control traffic, they don't slow traffic, so cushions are better for calming traffic. However, further analysis into this request could be conducted in the future as needed.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES implement the Neighborhood Slow Zone Pilot in the Lynhaven Neighborhood.

8. **ISSUE:** Consideration of a City Code amendment for the Curb Cut Application Process.

DISCUSSION: Alex Boulden presented the item to the Board. Mr. Boulden stated that curb cut appeals could be for both approvals and denials; the goal is to make the process more objective. Transportation Engineering and Transportation Planning consider the transportation network when reviewing curb cut applications. Mr. Lewis, Ms. Tucker, and Mr. Osborne stated that they did not support additional restrictions to residents' ability to appeal a curb cut application. Mr. Kane and Ms. Ebbers felt that curb cut appeals should be handled by a different body because of the Board's purview not encompassing curb cuts in general.

PUBLIC TESTIMONY: Yvonne Callahan, Vice President of the Old Town Citizens Association, testified in opposition to additional restrictions to residents' ability to appeal a curb cut application.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Tucker to defer this item until a future meeting to address the concerns related to the appeal process and allow for more outreach to residents.

INFORMATION ITEMS

9. **STAFF UPDATES:** None.
10. **COMMISSIONER UPDATES:** Mr. Kane provided the Board with the following updates:
- Duke Street Transitway Advisory Group will present their recommendation of alternatives on May 25, 2023, and will share with the Board earlier on
 - The Potomac Yard Metrorail Station access work is expected to be completed by May but there might be a delay
 - Approved low- and no-emission bus procurement
 - Ms. Mihalik reminded the Board that the West Taylor Run meeting on March 29, 2023, will recommend a solution for Phase 2

ADJOURNMENT

Ms. Tucker moved to adjourn the meeting, seconded by Ms. Mihalik. The motion was adopted unanimously. The meeting adjourned at 9:30 PM.