

TRAFFIC & PARKING BOARD PUBLIC HEARING

July 31, 2023

City Hall – Alexandria, VA

Hybrid meeting will start at 7:00 PM



Welcome!

Public Hearing:

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

Three Ways to Speak:

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

Agenda: July 31, 2023

Welcome & Introductions

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

Consent Items:

5. Traffic Control Updates – Mount Vernon Trail between Canal Center Plaza and Madison Street
6. Stop Sign Addition and Parking Removal – Braddock Place and Fayette Street

Public Hearing Items:

7. Mini-roundabout Addition – Hickory Street and Kennedy Street Intersection
8. Residential Permit Parking Restrictions– 900 Block of North Fairfax Street, 200 Block of Montgomery Street, 200 Block of Canal Center Plaza
9. Residential Pay by Phone – 500 block of South Lee Street

Information Items:

10. Staff Updates
11. Commissioner Updates

Approval of the Minutes

Public Discussion Period

This period is restricted to items NOT listed on the docket

If you would like to speak, please:

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

Written Updates & Public Hearing Follow-Up

Traffic Control Updates – Mount Vernon Trail between Canal Center Plaza and Madison Street

Agenda Item 5

Presenter: Daniel Scolese



Background & Location

Mount Vernon Trail at:

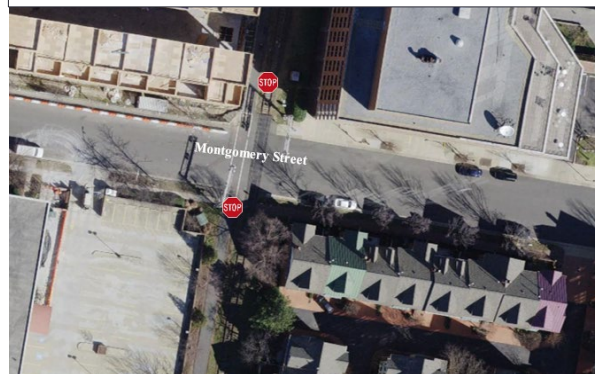
- Canal Center Plaza
 - Montgomery Street
 - Madison Street
-
- Trail at all crossings exceed the volume of intersecting street
 - Trail volume is mostly balanced between Pedestrians and Cyclists
 - One (1) Bike crash reported at Montgomery Street
 - None reported at other crossings since 2018



1. Canal Center Plaza



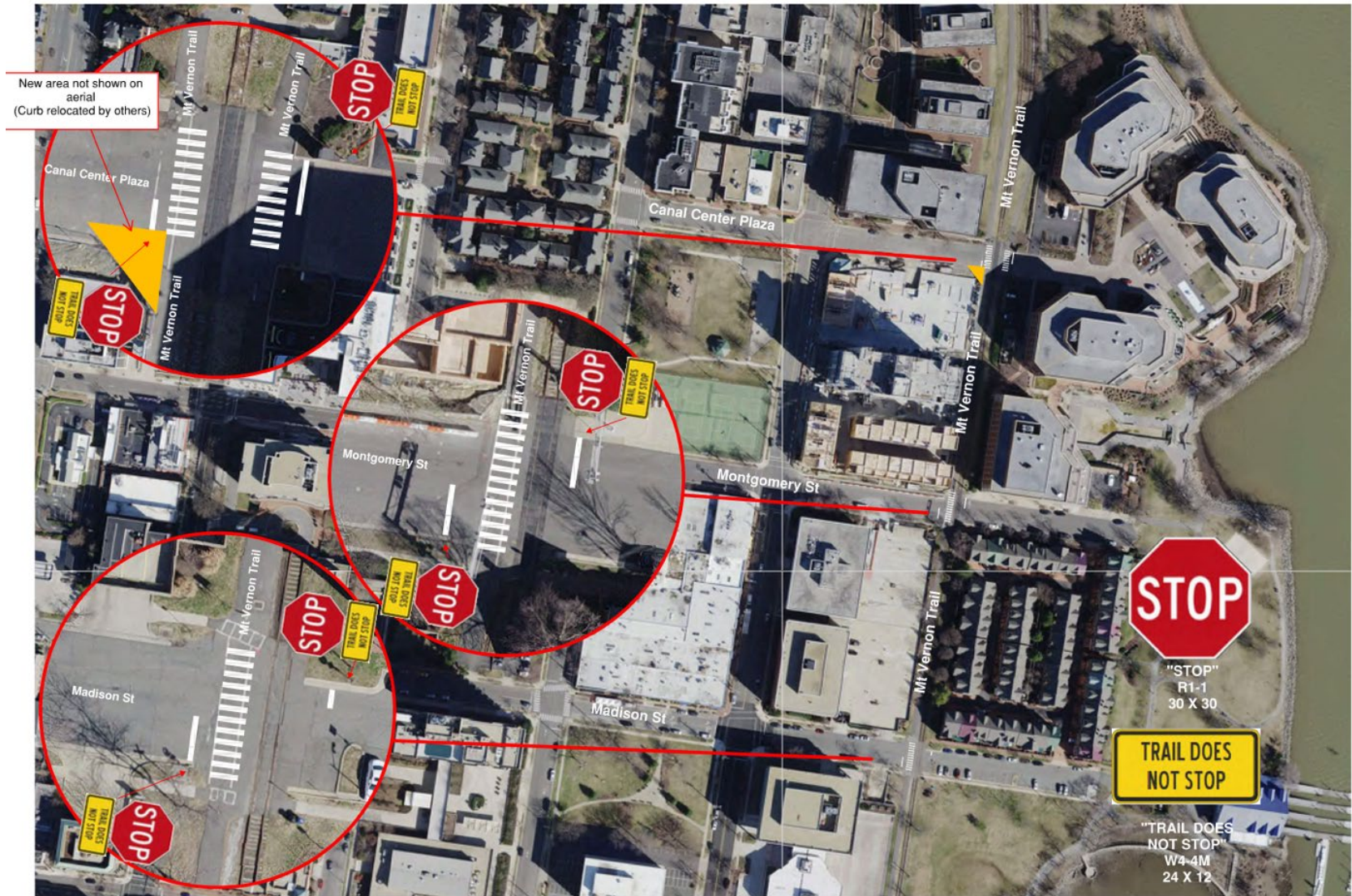
2. Montgomery Street



3. Madison Street



Proposed Concept



Recommendation

That the Board recommend the Director of T&ES to change the stop signs from Mount Vernon Trail to the cross-road at Canal Center Plaza, Montgomery Street and Madison Street.

Stop Sign Request and Parking Removal – Braddock Place and Fayette

Agenda Item 6

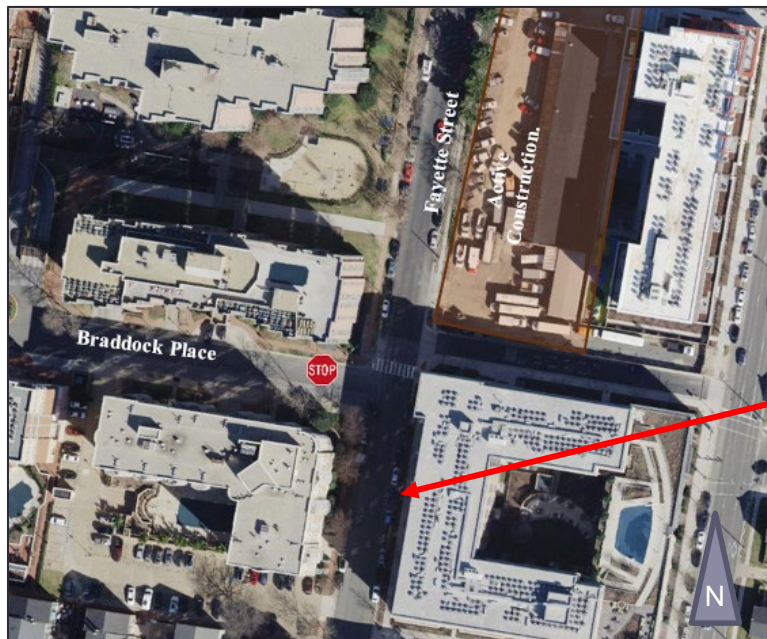
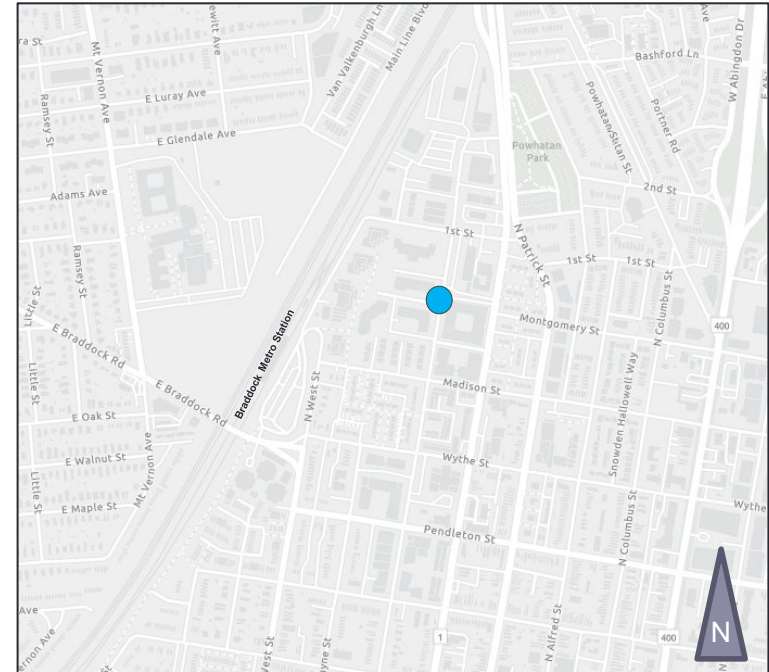
Presenter: Daniel Scolese



Background & Location

Fayette Street at Braddock Place

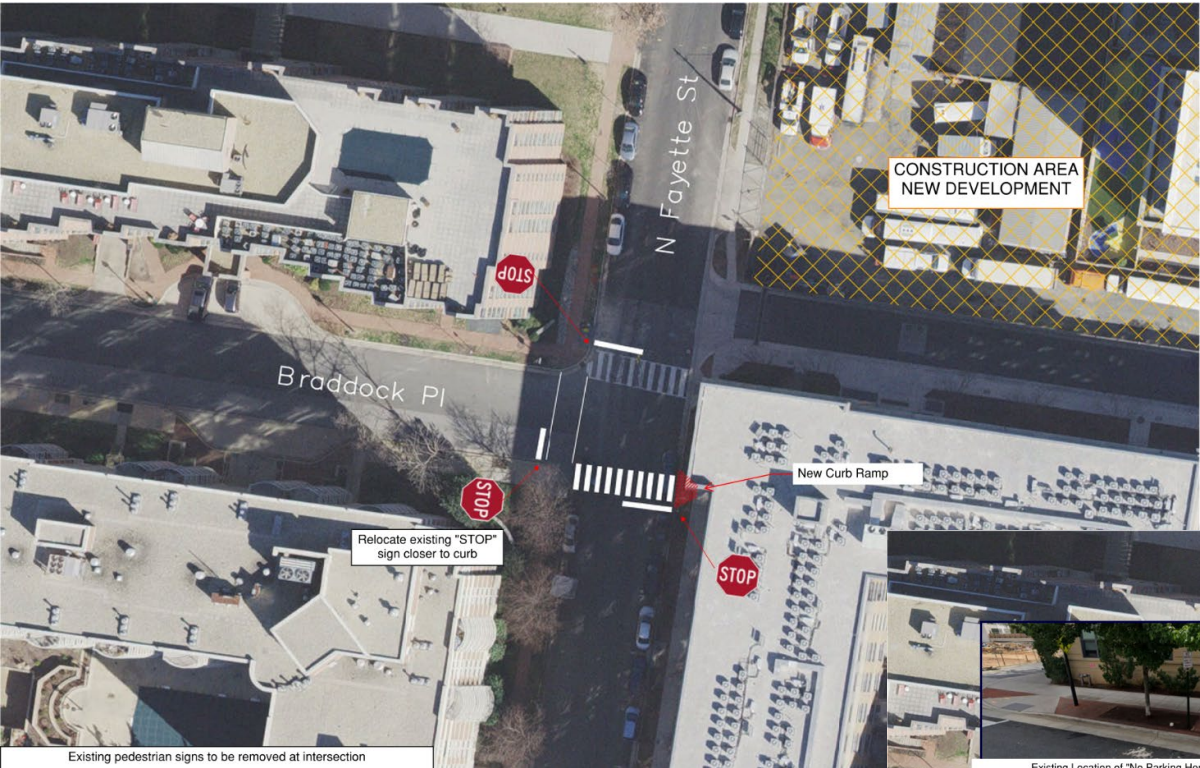
- Meets Local-and-local intersection eligibility
- One (1) pedestrian crash on Fayette St within intersection
- No pedestrian amenities across Fayette Street northbound approach
- Parking obstructs vehicle and pedestrian views



Existing Parking Conditions on Fayette Street

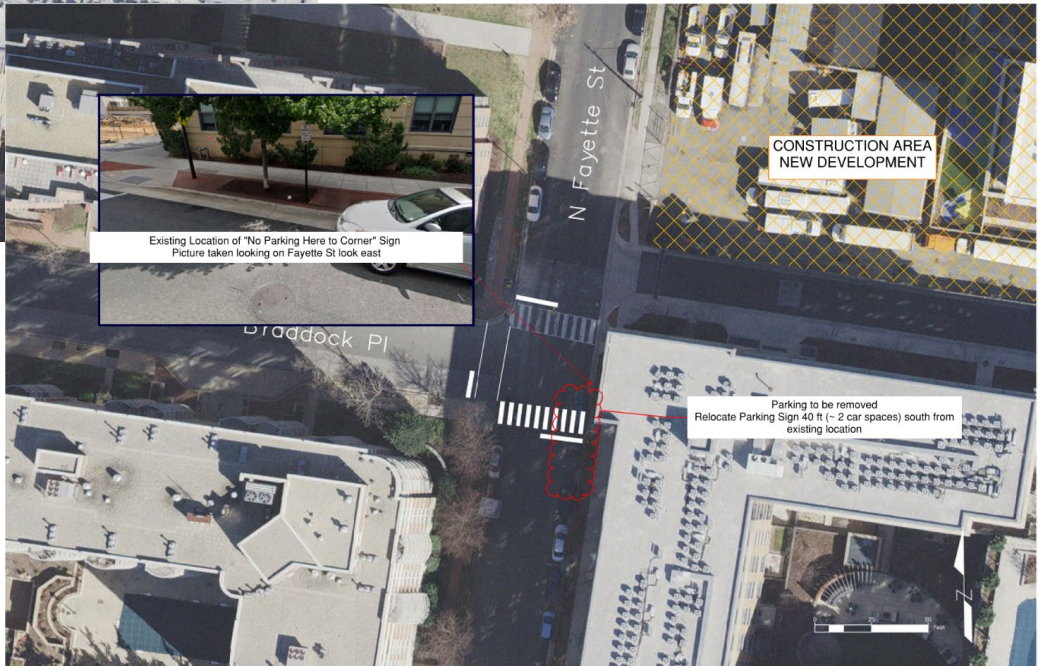


Proposed Concept



Existing pedestrian signs to be removed at intersection

Relocate existing "STOP" sign closer to curb



Existing Location of "No Parking Here to Corner" Sign
Picture taken looking on Fayette St look east

Parking to be removed
Relocate Parking Sign 40 ft (~ 2 car spaces) south from existing location

Outreach

- Notification of proposed parking changes on July 17th 2023
- Applicant notified of local-and-local intersection eligibility and requirement to get community support per Local-and-Local all-way stop intersection guidance on June 8th 2023
- Applicant has coordinated with community
 - Posted proposals to community boards and obtain letter of support

Recommendation

That the Board recommend the Director of T&ES remove two (2) parking spaces at Braddock Place and Fayette Street and install an all-way stop at this intersection.

Mini-roundabout Addition – Hickory Street and Kennedy Street Intersection

Agenda Item 7

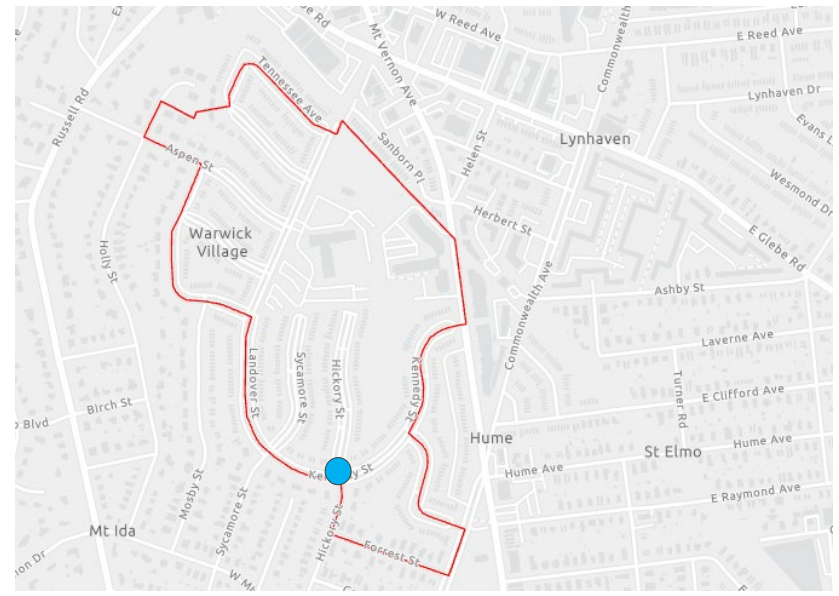
Presenter: Daniel Scolese



Background & Location

Kennedy Street and Hickory Street community request to ***improve safety for all***

- Volumes:
 - Kennedy Street 1000 vehicles per day
 - Hickory Street 300 vehicles per day
 - 20-30 bikes per day
 - ~30 pedestrians during peak hours (typically school hours)
- No crashes since 2018
 - Limited sight distance due to service roads, parking, and size of intersection
 - Traffic mostly stopping for pedestrians



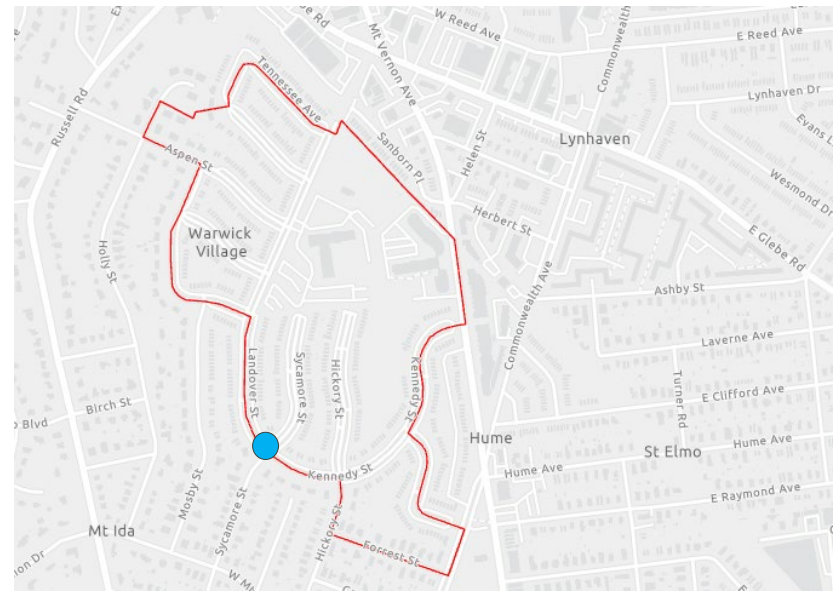
All-way Stop Review

All-way Stop Concerns

- Service road controls and practical location of stop signs/stop bars
- All-way stop compliance due to volumes and existing intersection at Kennedy Street and Sycamore Street

Kennedy Street and Sycamore

- Similar conditions and volumes as Hickory Street
- Overall 32% compliance rate of stopping
 - 10% complete stops
 - 22% California or rolling stop



Countermeasure Review

Enhanced cross-walks

- Improved visibility of pedestrian crossings – up to 40% crash reduction for **pedestrians**
- Limited or no benefit for vehicular and cyclist traffic



Curb-extensions

- Reduced pedestrian crossing distances
- Improved visibility of pedestrian crossings – up to 50% crash reduction for **pedestrians**
- Limited benefit for vehicular traffic – more control over vehicle turning speed



Vertical features including speed humps

- Speed reduction in advance of intersection, possible tangential benefits
- Fire route, major parking impacts, hydrology due to road geometry



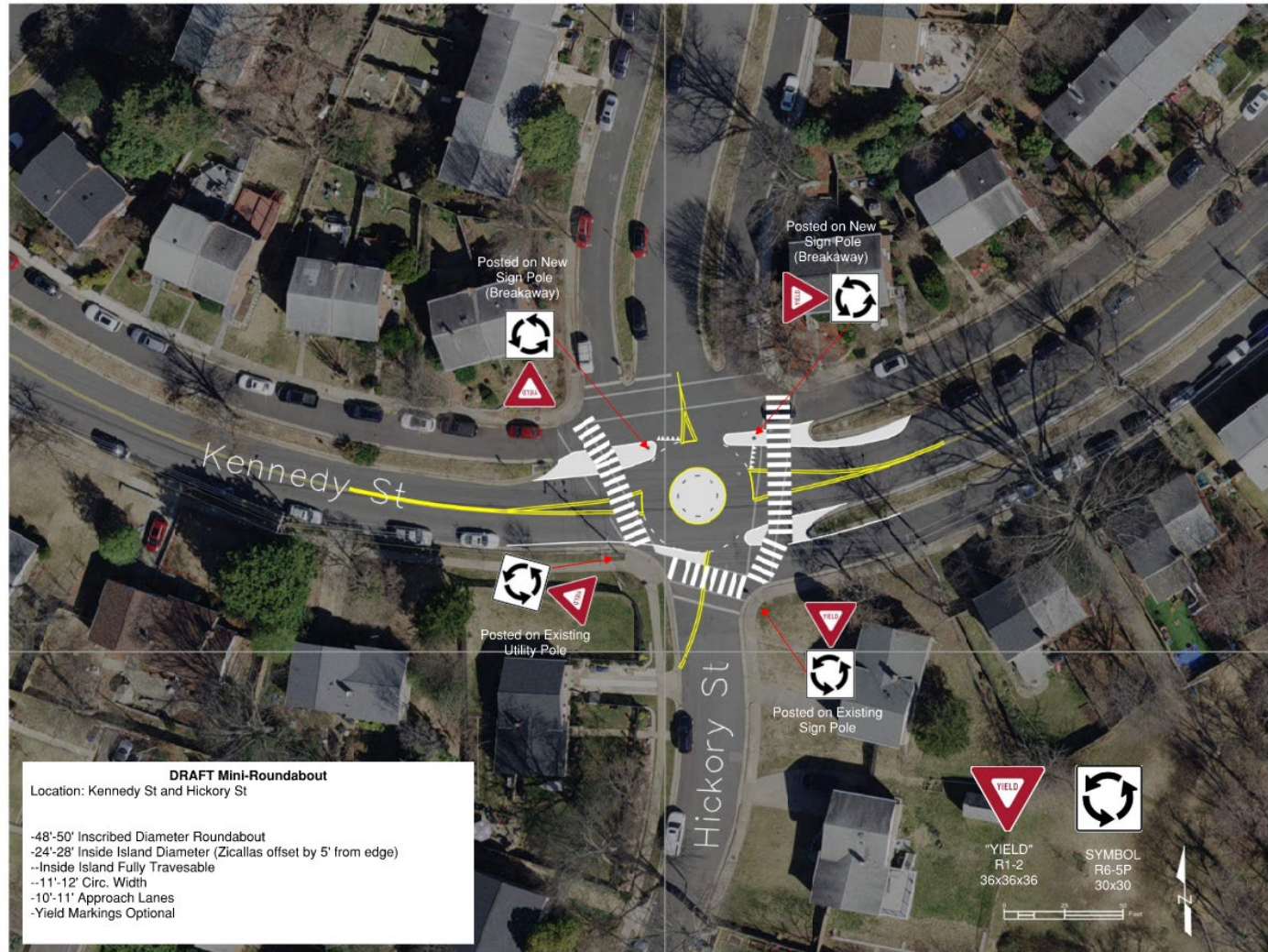
Mini-roundabout

- Includes benefits of all previous countermeasures
- Up to 20% crash reduction for **all** transportation modes
- Geometry controls vehicle speeds
- Improves intersection configuration

Concept Design

Painted Mini-roundabout

- Similar implementation to Commonwealth Avenue
- High-visibility crossings
- Island is traversable by large vehicles and fire
- Modular curbs to maintain passenger vehicle traffic within roundabout lanes
- Possible opportunity for placemaking with future paving projects



Draft Concept – Not to be used for Construction

Outreach

- Attended March 20th 2023 Warwick Village community association meeting to discuss issues and possible countermeasures
- Conducted field visit with project champion on April 13th, 2023
- June 9th 2023 notification of recommendation with comments
- General consensus with proposed recommendation of July 3, 2023
- July 16, 2023 Warwick Village provided support for the mini-roundabout recommendation

Kennedy Street is on a primary fire route. T&ES staff has worked with the Alexandria Fire Department and they are supportive of the concept.

Recommendation

That the Board recommend the Director of T&ES reconfigure the intersection of Hickory Street and Kennedy Street to a mini-roundabout.

Residential Permit Parking Restrictions— 900 Block of North Fairfax Street, 200 Block of Montgomery Street, 200 Block of Canal Center Plaza

Agenda Item 8

Presenter: Max Devilliers



Background & Location



Resident Petition

Venue Townhomes & Condominiums
925 N. Fairfax Street
Alexandria, VA 22314
June 15, 2023

Department of Transportation and Environmental Services
Mobility Services Division – Parking Planner
421 King Street, Suite 235
Alexandria, VA 22314
Attn: Max Devilliers

To the members of the City of Alexandria Traffic and Parking Board,

The attached petitions from the Venue Condominium complex request Residential Permit Parking modifications for the residents of this District 9 community. The request is for the 900 block of North Fairfax Street and the adjoining blocks on First Street (Canal Center Plaza) 200 block to the north and the 200 block of Montgomery Street to the south. The request is similar to other residential zones that have been approved. Our request is for a waiver for residents of District 9 identified by a vehicle sticker for privately owned and registered motor vehicles.

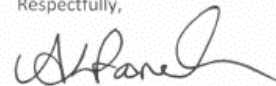
Prior to conversion of this property to purely residential with the exception of the small retail food market Perfect Pita this block held the Crowne Plaza Hotel and was likely a paid parking zone during that time. Now the block is 99+% residential, and the residents already contribute significant funds to the City of Alexandria via Real Estate and Personal Property taxes as well as other City mandated fees.

The attached petitions include 65 signatures from the condominium tower at 925 N. Fairfax St and 24 from the surrounding townhouses. This represents 65% of the total 160 properties, exceeding the 50% requirement for submission to the Board. For additional context, this represents 67% of the non-developer owned units, demonstrating the strong interest in this petition. All signatures have been validated as representing only one per household, and of a residing tenant in any rental units.

We appreciate the efforts of the City government to manage the limited parking availability in many parts of the City to include District 9. We are requesting the City appreciate the need of residents to have convenient parking access to our homes.

Thank you for your consideration of these petitions. If you need additional information, please contact me at mandy.parenteau@fsresidential.com or 703-520-0056.

Respectfully,



Mandy Parenteau, CMCA, AMS
General Manager

Outreach

- Staff notified the Old Town North Community Partnership (OTNCP) and North Old Town Independent Citizens' Association (NOTICE) of this petition on July 12, 2023. As of July 17, 2023, City staff had not heard back.

Recommendation

That the Board recommend the Director of T&ES adds District 9 residential permit parking restrictions (2 hour, 9AM-5PM, Mon-Sat) on the south side of the 200 block of Canal Center Plaza and the north side of the 200 block of Montgomery Street

Residential Pay by Phone – 500 block of South Lee Street

Agenda Item 9

Presenter: Max Devilliers



Residential Pay By Phone Requirements

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 500 block of South Lee Street is adjacent to the 400 block of South Lee Street, which has residential pay by phone parking fees implemented (see Attachment 1).</p>
<p>The area subject to parking fee must already be posted with residential parking restrictions.</p>	<p>Current restrictions (District 1 permit holders exempt):</p> <ul style="list-style-type: none"> • 3hr 8AM-5PM Mon-Fri
<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>The petition submitted was signed by 7 out of the 12 total households (58%) on the block (see Attachment 2).</p>
<p>The parking occupancy must be 75% or more.</p>	<p>Parking surveys were conducted on Thursday, July 6, at 10:00 AM and Friday, July 7, at 4:30 PM and staff found that 11 out of 15 parking spaces (73%) were occupied on July 6, and 16 out of 15 parking spaces (107%) were occupied on July 7.</p>

Outreach

- Staff notified the Department of Recreation, Parks, and Cultural Activities (RPCA) of the requested change due to the proximity to Windmill Hill Park. RPCA is not supportive of this change because of RPCA's interest of keeping parking near public parks free of charge for drivers Staff notified the Old Town Civic Association (OTCA) of this petition on July 10, 2023, who have not provided a response of support or opposition as of July 17, 2023.

Recommendation

That the Board recommend the Director of T&ES implement a residential pay by phone requirement (\$1.75 per hour) for the 500 block of South Lee Street

Information Items

STAFF UPDATES

COMMISSIONER UPDATES