

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JULY 31, 2023 7:00 P.M.
IN-PERSON AND VIRTUAL**

The July 31, 2023 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_JF78x4tnRrqlaY4vh29pQg

Or an H.323/SIP room system:

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

Meeting ID: 953 3503 3070

Passcode: 915805

SIP: 95335033070@zoomcrc.com

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 Sheila McGraw at sheila.mcgraw@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 Sheila McGraw at Sheila.mcgraw@alexandriava.gov or 703.746.4401, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JULY 31, 2023 7:00 P.M.
IN-PERSON AND VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the June 26, 2023 Traffic and Parking Board meeting minutes.
3. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
4. **WRITTEN STAFF UPDATES & PUBLIC HEARING FOLLOW-UP**
 - King/Callahan/Russell Intersection Improvements Project
 - Bicycle Parking at Transit Project
 - Capital Bikeshare Station Map Update
 - Duke Street In Motion Update
 - Parking Meter Replacement Project

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 ITEM

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 ITEM

10. **STAFF UPDATES**
11. **COMMISSIONER UPDATES**

Next Meeting: Monday, September 18, 2023

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

MINUTES

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

BOARD MEMBERS ABSENT: Jason Osborne

STAFF MEMBERS PRESENT: T&ES – Sheila McGraw, Principal Planner; Ryan Knight, Division Chief of Transportation Engineering; and Max Devilliers, Urban Planner II.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the June 26, 2023, Traffic and Parking Board meeting minutes:

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Bonnard to approve the minutes of the May 22, 2023, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - First Contra-Flow Bike Lane on East Glendale Avenue
 - Ms. Tucker asked if staff was planning on adding any other materials such as flex posts to protect the contra-flow bike lane since it will be the first of its kind in Alexandria. Mr. Knight responded that that was not part of the initial plan, but those materials could be added later on. Ms. Mihalik asked what the widths of the various lanes will be and if green paint could be added to the contra-flow bike lane. Mr. Knight responded that the parking lane will be 7 feet wide, the travel lane will be 11 feet wide, and the bike lane will be 6 feet wide. The parking lane will remain on the north side adjacent to the travel lane. Green paint could be added to the bike lane later on if need be. Mr. Lewis noted that brand new concepts such as these should be relayed to the public by including notices in their personal property tax mailings every fall as a way to educate drivers.
 - Dockless Slow Zone Pilot Update
 - Duke Street In Motion Update
 - Lower King Street Working Group Update
 - Franklin Street at South Union Street & West Braddock Road Follow-up

PUBLIC DISCUSSION PERIOD: Carolyn Griglione spoke on the delays at and issues with North Beauregard Street and King Street. Mr. Knight responded to Ms. Griglione's concerns via email prior to the meeting and reiterated that the project is partly delayed by

utility relocation and phasing as well as the adjacent construction/development. Staff is finalizing the design in the next few months and will bring that design before the Traffic and Parking Board for consideration. Construction is planned for Spring 2024 and expected to be complete by summer 2026.

BOARD DISCUSSION: Ms. Tucker asked about the nature of the project, to which Mr. Knight responded that it involves coordinating with Arlington County, widening King Street, new lane configurations and signal poles and sidewalks. Mr. Lewis asked how the Board can be more supportive for this project and others in the future to mitigate delays, to which Mr. Knight responded that staff will approach the Board sooner about these kinds of issues in the future to ask for help as needed.

CONSENT ITEMS

12. ISSUE: Parking Addition – 100 Blocks of North and South Washington Street

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Bonnard to approve adding six on-street parking spaces along the east side of the 100 block of North Washington Street and four on-street parking spaces on the west side of the 100 block of South Washington Street after WMATA collocates the 11Y bus stops with the 10A/B stops. The motion carried unanimously.

PUBLIC HEARING ITEMS

13. ISSUE: Parking Restrictions – 424-428 North Pitt Street

DISCUSSION: Mr. Devilliers presented the item to the Board.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Mihalik made a motion, seconded by Ms. Tucker to approve restrict parking to 3 hours from 8:00 AM to 5:00 PM, Monday through Friday, District 2 permitholders exempt, for the approximately three on-street parking spaces along the west side of North Pitt Street at Oronoco Street. The motion carried unanimously.

14. ISSUE: Lane Modification and Parking Addition – Montgomery Street at North Patrick Street and North Henry Street

DISCUSSION: Mr. Knight presented the item to the Board. Ms. Tucker asked for clarification on when the Samuel Madden project would begin construction, to which Mr. Knight responded June 2025. Ms. Tucker asked if there are leading pedestrian intervals at this intersection, to which Mr. Knight responded there are not, but adding those would still keep this intersection dangerous for pedestrians due to the double left turn lanes. This interim project was precipitated by staff's current focus on T intersections throughout the city because of the elevated danger associated with those. And staff cannot introduce a

protected pedestrian phase at this intersection without having to redo the signals throughout the entire Patrick and Henry Streets corridors and constructing a push button for said phase. Ms. Mihalik asked if the two-way configuration would be better for safety than the one-way, one-lane configuration proposed for the interim, to which Mr. Knight said yes. Ms. Mihalik asked how the number of parking spaces would change over time, to which Mr. Knight explained that this interim project would add approximately eight spaces, but two would be lost when the permanent project is completed, which would be a net gain of six spaces total. Mr. Kane mentioned that residents on North Alfred Street have been concerned with drivers that disobey the stop sign at Montgomery Street and North Alfred Street to make the green light at North Patrick Street and how this interim project might worsen the issue and asked how that could be mitigated. Mr. Knight responded that staff could consider installing signal lights that can only be seen at certain angles so that drivers don't know if it's a green or red light when they are at the stop sign at North Alfred Street. Mr. Kane asked if staff could build raised crosswalks at North Alfred Street, to which Mr. Knight responded that staff would need to consult with DASH, Fire, and Stormwater to see if they would approve. Mr. Lewis asked if only the 1000 block would be converted to two-way traffic in the future or the entire length of Montgomery and Madison Streets, to which Mr. Knight responded that it would be just the 1000 blocks as part of the Samuel Madden project, but some Small Area Plans call for both streets being entirely two-way traffic in the long term.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Mihalik made a motion, seconded by Ms. Bonnard to approve:

1. Eliminate one left turn lane from Montgomery Street to North Henry Street;
 2. Convert shared through and right turn lane on Montgomery Street to a right turn only lane just east of North Patrick Street
 3. Convert one westbound travel lane on Montgomery Street to a bus only lane between North Henry Street and North Patrick Street; and
 4. Add five parking spaces to the north side of the 1000 block of Montgomery Street.
- The motion carried unanimously.

INFORMATION ITEMS

15. **STAFF UPDATES:** Ms. McGraw updated the Board that new Capital Bikeshare maps have been installed at the Braddock Road Metro South and Ballenger Avenue & Dulaney Street Station locations while the remainder of the maps will be updated citywide in the next few weeks. The August Board meeting will be canceled.
16. **COMMISSIONER UPDATES:** Mr. Kane provided the Board with the following updates:
 - The Transportation Commission approved a letter of recommendation for Duke Street in Motion in support of center-running bus lanes throughout the corridor.

- Mr. Lewis mentioned that the taxicab group will meet in the fall and those meetings need to be scheduled.

ADJOURNMENT

Ms. Tucker moved to adjourn the meeting, seconded by Ms. Mihalik. The motion carried unanimously. The meeting adjourned at 7:45 PM.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 31, 2023

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. King/Callahan/Russell Intersection Improvements Project

The City will begin construction this summer on the King/Callahan/Russell Intersection Improvements project. Work is expected to begin in August and conclude in November. The work will be performed during non-peak hours to minimize traffic impacts. During these times, periodic lane closures may be needed, in which case flaggers will be present to direct traffic appropriately. The City is coordinating with project stakeholders to provide advance notification of the construction timeline and any associated impacts.

This project is funded by the Federal Transit Administration to enhance access to transit. Improvements include:

- A new pedestrian crossing of King Street on the west side of the intersection
- Safer, more direct pedestrian crossings across King Street and Callahan Drive
- Removal of the slip ramp to reduce vehicle turning speeds and improve safety
- Removal of the concrete median islands
- Converting the Masonic Temple service road from two-way to one-way southbound
- A leading pedestrian interval (LPI) for all crossings, a safety measure that provides a head-start for people using the crosswalk
- Upgraded sidewalks to provide more space, accessible ramps, and connection to the steps that lead to the Masonic Temple
- Bike lanes on King Street to help people biking safely position themselves and navigate the intersection
- New pedestrian signals where they are currently missing
- Signal timing improvements to minimize delay

The Traffic & Parking Board approved this project in December 2020, and City Council approved it in March 2021. More information is available on the [project webpage](#).

B. Bicycle Parking at Transit

This summer, the City completed the Bicycle Parking at Transit project. The City installed over 100 bike racks accommodating over 200 bicycles citywide near bus stops, libraries, parks, recreation centers, and retail. Several bicycle repair stations have also been installed.

This is a grant project funded by the Virginia Department of Transportation. The goal of the project is to increase the availability of bicycle parking at key locations, thereby enhancing the viability of using a bicycle for transportation. Bike parking is an important component of a multimodal transportation system and provides residents and visitors with a secure and convenient place to store their bike when they reach their destination.

More information on this project and the City's bicycle parking program is available on the [City website](#).

C. Capital Bikeshare Station Map Update

The City has created new Capital Bikeshare station maps based off the updated GO Alex bike maps. The maps showcase station locations, bike lanes, steep inclines, and how to rent a bike. The new Capital Bikeshare station maps will be installed by the first week of August.

Capital Bikeshare Station Map Examples

Market Square / King St & Royal St

1 Get the app
Use the Capital Bikeshare app to find nearby bikes and stations, purchase rides, receive important ride notifications and more.
[GET IT ON](#) [GET IT ON](#)

2 Unlock & ride
Unlock a bike with the Capital Bikeshare app, a Cobi key, or a Cobi lock.

3 Lock & return
Return your bike to any Capital Bikeshare station when you've completed your ride. Push the bike firmly into the dock and wait for the green light to make sure it's locked.
On an e-bike? You can also use the Cobi lock of any bike rack within the service area for an additional parking fee.

Capital Bikeshare for All
Metro DC residents who qualify are eligible to join our Capital Bikeshare for All program at only \$4 per year.
[Learn more and join at capitalbikeshare.com](#)

Find additional Capital Bikeshare station and service area information in the Capital Bikeshare app.

Map Legend

- Bikeshare Stations
- Metro Stations
- CBI Bike Lanes
- Bike Lane
- Shared Lane Markings
- Bike Route
- Keep Right
- Use Caution

Contact Us

capitalbikeshare.com | 877-430-8162 (TDD)

@bikeshare

/capitalbikeshare

/capitalbikeshare

capital bikeshare



D. Duke Street In Motion Update

On June 27th, the City Council endorsed the recommendation of the Duke Street In Motion Advisory Group for Corridor Concept A – Mostly Center Running Bus Lanes and Mixed Traffic and Curb Concept Y for separated bicycle and pedestrian facilities where space allows, mostly on the West End of the corridor and on the service roads between Cambridge and Telegraph, with the recognition that design of the service roads will need to be refined further with the community and in coordination with the Duke Street and West Taylor Run project. In addition, Council endorsed the long-term vision recommended by the Advisory Group that the Duke Street Small Area Plan include center running lanes and fully separated bicycle and pedestrian facilities throughout the corridor. The next steps are to finalize the concept design and survey and begin engineering design before the end of the year. Specifically, staff will work with the community later this summer and early fall to finalize the concept planning for the service roads near Taylor Run Parkway. Throughout design, there will be many opportunities for the community to weigh in. Staff will come to Traffic and Parking Board with any changes (lane

configuration, etc.) needing approval, and City Council will ultimately approve the final design, anticipated in 2024. Staff expects construction to begin in 2026, with operations to begin in 2027.

E. Parking Meter Replacement Project Update

The City is replacing and upgrading parking meters from pay and display to by plate citywide. The meters that are pay and display print out a ticket that is then displayed inside the car by the user. There are currently pay by plate meters in Carlyle and Potomac Yard where the user puts their license plate number into the meter while paying and no ticket is needed. The upgrade of the meters to pay by plate involves replacing parking meters that have reached the end of their useful life and upgrading other meters to the newer pay by plate technology. The new pay by plate meters will be Flowbird CWT meters that are touchscreen. Parking meters in Old Town that were installed over thirteen years ago that have reached the end of their useful life will be replaced and newer meters in other areas of the city will be upgraded with touchscreen doors. Another aspect of the project is reducing the footprint of parking meters from two per block face to one per block face. When the project is complete, there will be one parking meter per block face, or two per block, one on each side of the street. In recent years, there has been a large adoption of people paying for parking on their phones via ParkMobile instead of at the physical meter. We anticipate the use of paying via phone will continue to increase in the coming years. This supports the move to consolidated meters leading to less clutter on the sidewalks. In conjunction with the project, Mobility Services is rolling out a communications plan to share the parking meter changes with users in areas that will be affected.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 31, 2023

DOCKET ITEM: 5

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

REQUESTED BY: Zach DesJardins

LOCATION: Mount Vernon Trail crossings with Canal Center Plaza, Montgomery Street, and Madison Street

STAFF 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.

BACKGROUND: Staff received a request, that can be found in attachment 4, to review the need for stop signs on the Mount Vernon Trail between Canal Center Plaza, Montgomery Street, and Madison Street since trail users felt that the trail is the major intersecting connection at each crossing. The current configuration for each of the crossings is that the trail users must stop for each intersecting roadway.

The Canal Center Plaza intersection with the Mount Vernon Trail is abutted by mostly mix use dense commercial and residential buildings (see attachment 1). This is the most active roadway during the week compared to the other crossings. The Montgomery Street intersection with the Mount Vernon Trail is abutted by mostly residential uses. This roadway primarily serves the Rivergate City Park and the Rivergate Homeowners Association (see attachment 2). The Madison Street intersection with the Mount Vernon Trail abuts the Rivergate Homeowners Association and also serves the Dee Campbell Rowing Center (see attachment 3).

DISCUSSION:

Staff reviewed the recommendation by obtaining new traffic counts to validate volumes and confirm major-minor approaches for the trail crossings. Counts were collected in September 2021. The daily volumes (pedestrians, cyclists, and vehicles) are below.

Volumes are presented as the total volume per day. It should be noted that the volume on Mount Vernon Trail is a non-vehicular trail and does not include vehicles.

Canal Center Plaza and Mt Vernon Trail

- Canal Center Plaza – 900 to 1100
 - 5% of volume are pedestrians or cyclists
- Mt Vernon Trail – 1400 to 2000
 - 45% of volume are pedestrians

○

Montgomery Street and Mt Vernon Trail

- Montgomery Street – 400 to 500
 - 12% of volume are pedestrians or cyclists
- Mt Vernon Trail – 700 to 2200
 - Up to 45% of volume are pedestrians

Madison Street and Mt Vernon Trail

- Madison Street – 500 to 900
 - 10% of volume are pedestrians or cyclists
- Mt Vernon Trail – 1100 to 2400
 - Up to 70% of volume are pedestrian

The high volume range of Mount Vernon Trail will typically occur on the weekend days (Friday-Sunday). Whereas a high volume on a cross-street will typically occur on a weekday (Monday-Thursday). During the weekend, the cross-streets volume composition is 20-30% pedestrians and cyclists. The data shows that Mount Vernon Trail is the majority of the time a major cross-road (see attachment 5).

Staff reviewed the request per the MUTCD (Manual on Uniform Traffic Code Devices) Chapter 2B and found that the trail should be classified as the major intersecting route. Therefore, staff recommends that stop signs be changed between the intersecting roads based on the basis that Mount Vernon Trail is the major-road. This is consistent with MUTCD Chapter 2B Section 06 STOP Sign Applications.

Furthermore, the vehicular volumes on an intersecting road approach (not Mount Vernon Trail) are at most 100-120 vehicles for a peak hour. Therefore, it is expected that drivers may have to wait on average 10 to 20 seconds. It should be noted that the many minor stop-controlled only neighborhood intersections have similar volumes and operate more than acceptably.

In addition to the stop signs, staff will add a supplemental sign warning that “TRAIL DOES NOT STOP.” Staff will also monitor the intersections following implementation for the purposes of enhancing transportation safety, if necessary.

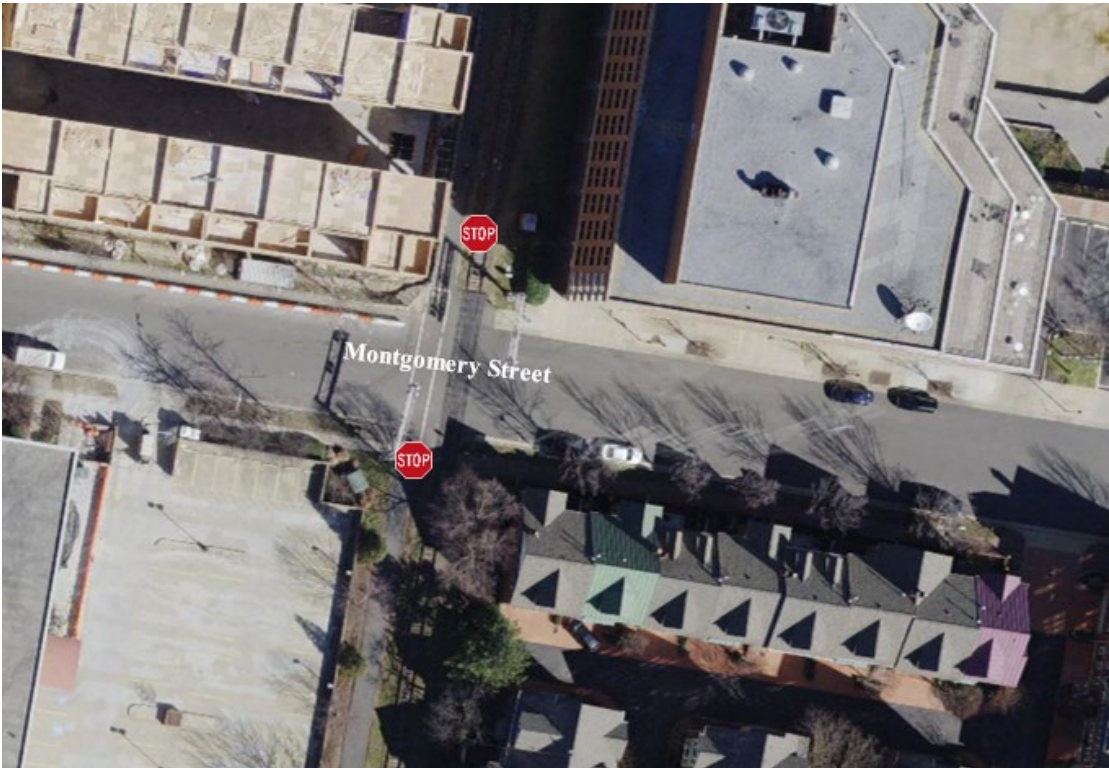
Attachment 6 is a concept of the proposed recommendation.

OUTREACH: Staff notified the Department of Recreation, Parks, and Cultural Activities (RPCA) of the change. Staff also notified the Rivergate Homeowners Association on July 17th, 2023 and will provide the Traffic and Parking Board any responses that are received prior to the Traffic and Parking Board meeting. Staff will notify the nearby communities and roadway users two (2) weeks prior to implementation of the change, if approved. This messaging will be done via informing community leaders, signage, and variable messaging signage.

Attachment 1 – Location: Canal Center Plaza Intersection with Mount Vernon Trail



Attachment 2 – Location: *Montgomery Street Intersection with Mount Vernon Trail*



Attachment 3 – Location: *Madison Street Intersection with Mount Vernon Trail*



Attachment 4 - Stop Sign Request Form

From: Zack Desjardins <ZacharyDesjardins@gmail.com>
Sent: Tuesday, May 26, 2020 8:12 PM
To: Cuong Nguyen <cuong.nguyen@alexandriava.gov>
Subject: [EXTERNAL] Stop sign move request

Hi Cuong,

Please see attached for two requests to move stop signs. Your form is very informative and helpful.

Our region's oldest multiuse trails have stop signs which was a best practice about 30 years ago, the Mt Vernon Trail in Old Town is one example. Now, it is no longer a best practice and none of the city's other trails have stop signs at street crossings. Since there is no legal requirement for a trail user to stop at a trail stop sign, [Section 9B.03](#) says they should not be used. It also has some useful guidance on priority of users and I suspect if you were to do a count, there would be far more trail users than people using Montgomery St or Canal Center Plaza.

Speed should not be the sole factor used to determine priority, as it is sometimes appropriate to give priority to a high-volume shared-use path crossing a low-volume street, or to a regional shared-use path crossing a minor collector street.

I look forward to your response.

Zachary Desjardins

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STOP SIGN REQUEST FORM

Please fill out this application and return to Cuong.Nguyen@alexandriava.gov or mail to Cuong Nguyen, Traffic Engineering, 2900 Business Center Drive, Alexandria, VA 22314

Location:

Reason for the Request:

Project Champion (Point of Contact) Information:

Name:

Address:

Email:

Phone Number:

Best Way to Contact: Email Phone

Best Time of Day to Contact: Morning Afternoon



Revised (7/2019)



STOP SIGN REQUEST FORM

Please fill out this application and return to Cuong.Nguyen@alexandriava.gov or mail to Cuong Nguyen, Traffic Engineering, 2900 Business Center Drive, Alexandria, VA 22314

Location: **Canal Center Plaza & Mt Vernon Trail**

Reason for the Request:

Remove the two trail stop signs on the north side and add them to Canal Center Plaza

Remove the two trail stop signs on the north side and add them to Canal Center Plaza

Remove the two trail stop signs on the north side and add them to Canal Center Plaza

Project Champion (Point of Contact) Information:

Name: **Zachary DesJardins**

Address: **202 Skyhill Rd #1**

Email: **zacharydesjardins@gmail.com**

Phone Number: **703-850-1418**

Best Way to Contact: Email Phone

Best Time of Day to Contact: Morning Afternoon



Revised (7/2019)

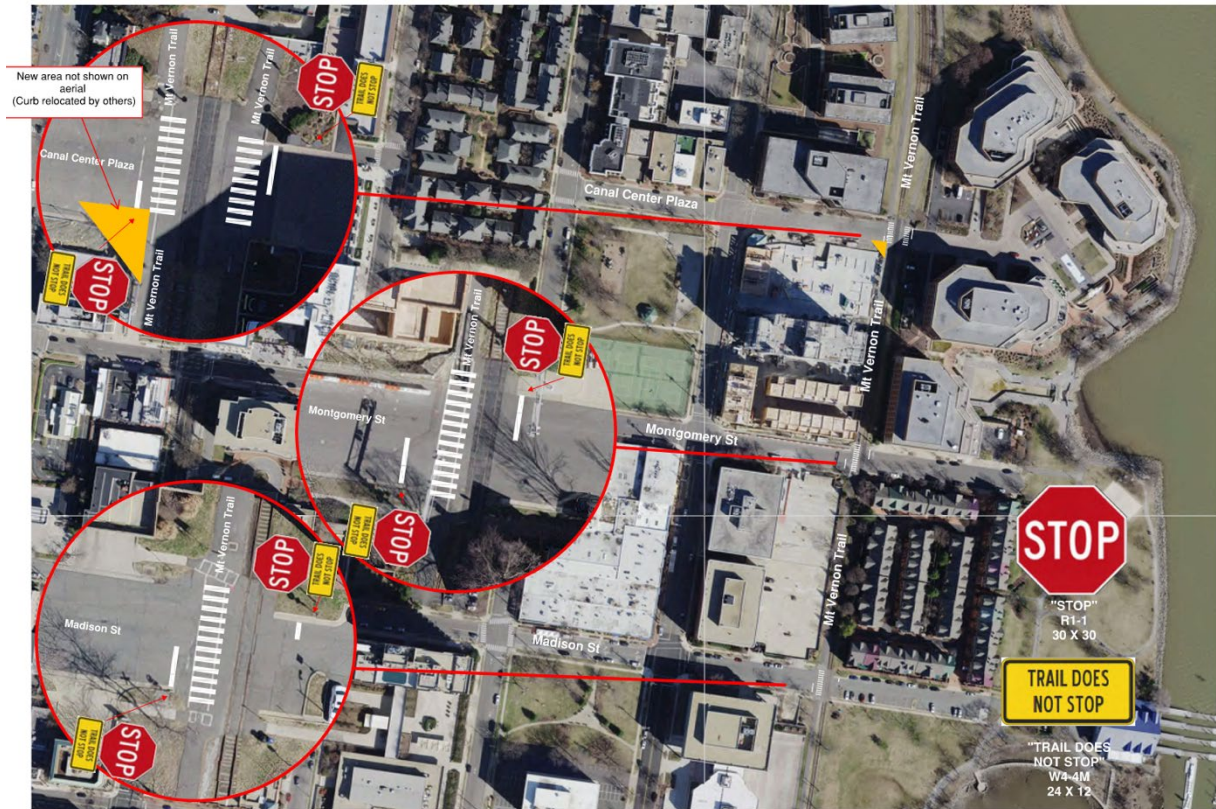
Attachment 5 – Daily Traffic Volumes

Sept 2021								
Weekday		Pedestrian	Bikes	Cars	Total	Ped %	Bike %	P+B%
Mount Vernon Trail	Northbound	349	564		913	38%	62%	100%
	Southbound	301	189		490	61%	39%	100%
	Total	650	753	0	1403	46%	54%	100%
Canal Center Plaza	Eastbound	0	11	522	533	0%	2%	2%
	Westbound	17	10	480	507	3%	2%	5%
	Total	17	21	1002	1040	2%	2%	4%
Weekend		Pedestrian	Bikes	Cars	Total	P+B%	Bike %	P+B%
Mount Vernon Trail	Northbound	363	306		669	54%	46%	100%
	Southbound	436	768		1204	36%	64%	100%
	Total	799	1074	0	1873	43%	57%	100%
Canal Center Plaza	Eastbound	0	224	281	505	0%	44%	44%
	Westbound	45	51	286	382	12%	13%	25%
	Total	45	275	567	887	5%	31%	36%

Sept 2021								
Weekday		Pedestrian	Bikes	Cars	Total	Ped %	Bike %	P+B%
Mount Vernon Trail	Northbound	286	174		460	62%	38%	100%
	Southbound	54	192		246	22%	78%	100%
	Total	340	366	0	706	48%	52%	100%
Montgomery St	Eastbound	0	5	187	192	0%	3%	3%
	Westbound	48	4	219	271	18%	1%	19%
	Total	48	9	406	463	10%	2%	12%
Weekend		Pedestrian	Bikes	Cars	Total	P+B%	Bike %	P+B%
Mount Vernon Trail	Northbound	532	723		1255	42%	58%	100%
	Southbound	139	790		929	15%	85%	100%
	Total	671	1513	0	2184	31%	69%	100%
Montgomery St	Eastbound	0	22	142	164	0%	13%	13%
	Westbound	41	12	152	205	20%	6%	26%
	Total	41	34	294	369	11%	9%	20%

Sept 2021								
Weekday		Pedestrian	Bikes	Cars	Total	Ped %	Bike %	P+B%
Mount Vernon Trail	Northbound	602	169		771	78%	22%	100%
	Southbound	222	122		344	65%	35%	100%
	Total	824	291	0	1115	74%	26%	100%
Madison St	Eastbound	0	25	255	280	0%	9%	9%
	Westbound	29	3	241	273	11%	1%	12%
	Total	29	28	496	553	5%	5%	10%
Weekend		Pedestrian	Bikes	Cars	Total	P+B%	Bike %	P+B%
Mount Vernon Trail	Northbound	1151	639		1790	64%	36%	100%
	Southbound	253	313		566	45%	55%	100%
	Total	1404	952	0	2356	60%	40%	100%
Madison St	Eastbound	0	198	304	502	0%	39%	39%
	Westbound	71	13	282	366	19%	4%	23%
	Total	71	211	586	868	8%	24%	32%

Attachment 6 – Proposed Concept



City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 31, 2023

DOCKET ITEM: 6

ISSUE: Stop Sign Request and Parking Removal – Braddock Place and Fayette Street

REQUESTED BY: Sarah York

LOCATION: Stop Sign Addition and Parking Removal – Braddock Place and Fayette Street

STAFF 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.

BACKGROUND: On January 23, 2023, staff received a request for an all-way stop at the intersection of Braddock Place and Fayette Street (see attachment 4).

The intersection is located near the Metro Braddock Road station. The intersection is located in a mixed-use development with active construction in the northeast corner. On-street parking is also located on all approaches, with the northbound Fayette Street approach having parking almost into the intersection.

DISCUSSION: Staff reviewed the request per the local-and-local stop sign program and found that the intersection of Braddock Place and Fayette Street is eligible for an all-way stop.

Upon review of the intersection staff found that the intersection did meet the local-and-local stop sign program. Notable observations are:

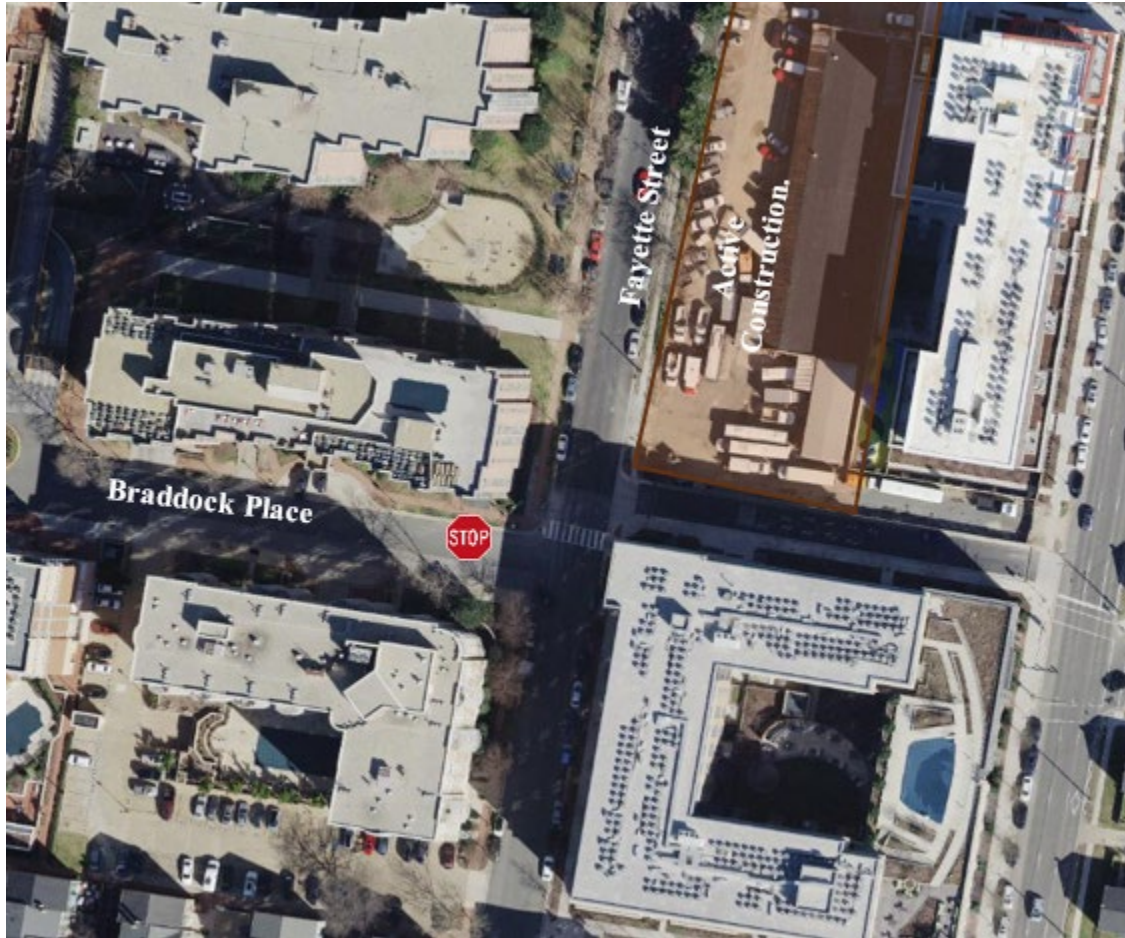
- A reported pedestrian crash on June 21, 2022, occurred on the uncontrolled side of Fayette Street where a crosswalk exists.
- Pedestrians crossing both on the marked and unmarked crosswalk sides of Fayette Street
- The Braddock Place stop sign is obscured by a tree
- Parking does block drivers view when looking south from Braddock Place
- Parking on northbound side of Fayette Street does block both drivers and pedestrians views of each other when crossing Fayette Street
- Parking is occurring beyond the no parking areas
- No curb ramp or marked crosswalk is present on the south side of Fayette Street.

Additionally, based on field observations, staff also recommends installing a crosswalk with curb ramp on the south side Fayette Street. In order to install the crosswalk two parking spaces must be removed. A detailed concept is included in Attachment 3.

OUTREACH: Staff worked with the applicant during the review and the recommendation process that is beyond the typical local-and-local stop sign program. The applicant is satisfied with the recommendation.

Staff will notify roadway users and the community at least two (2) weeks prior to implementation of the recommendation if approved.

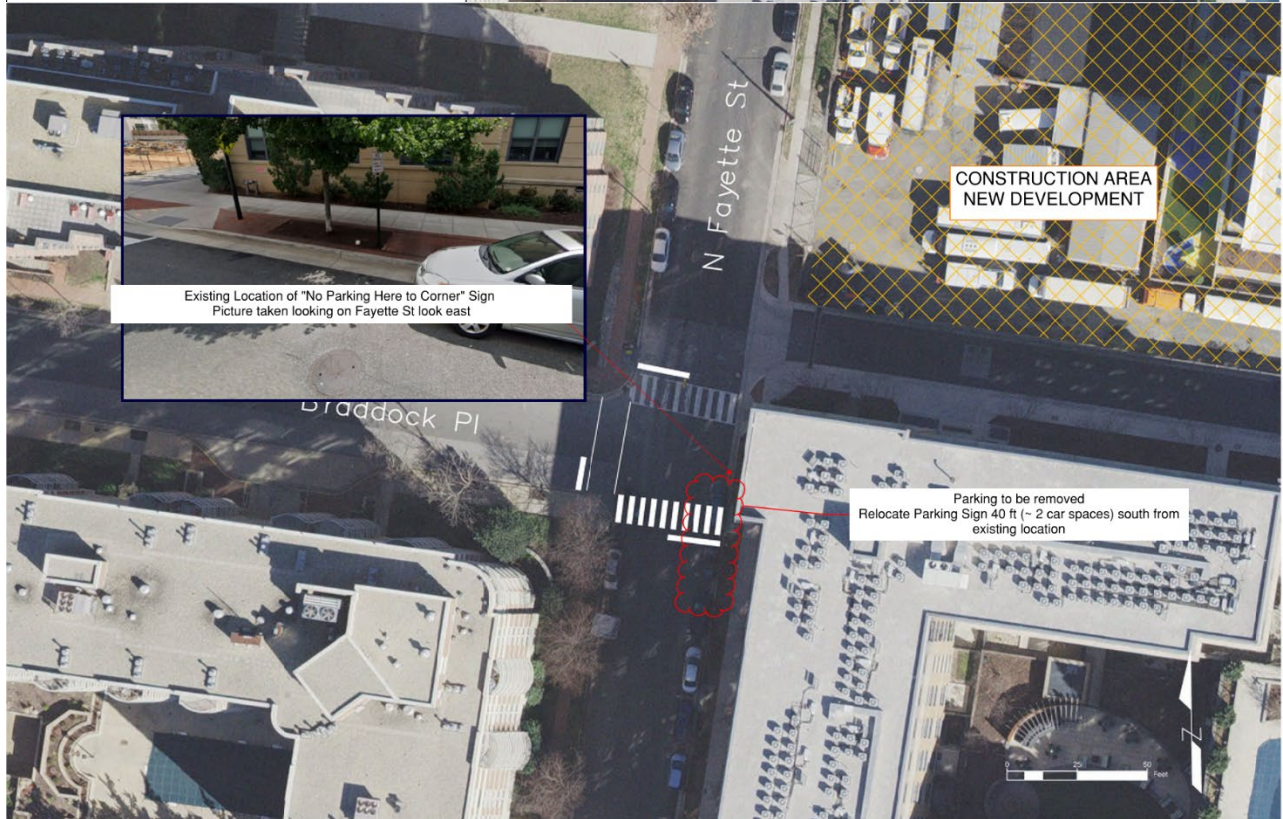
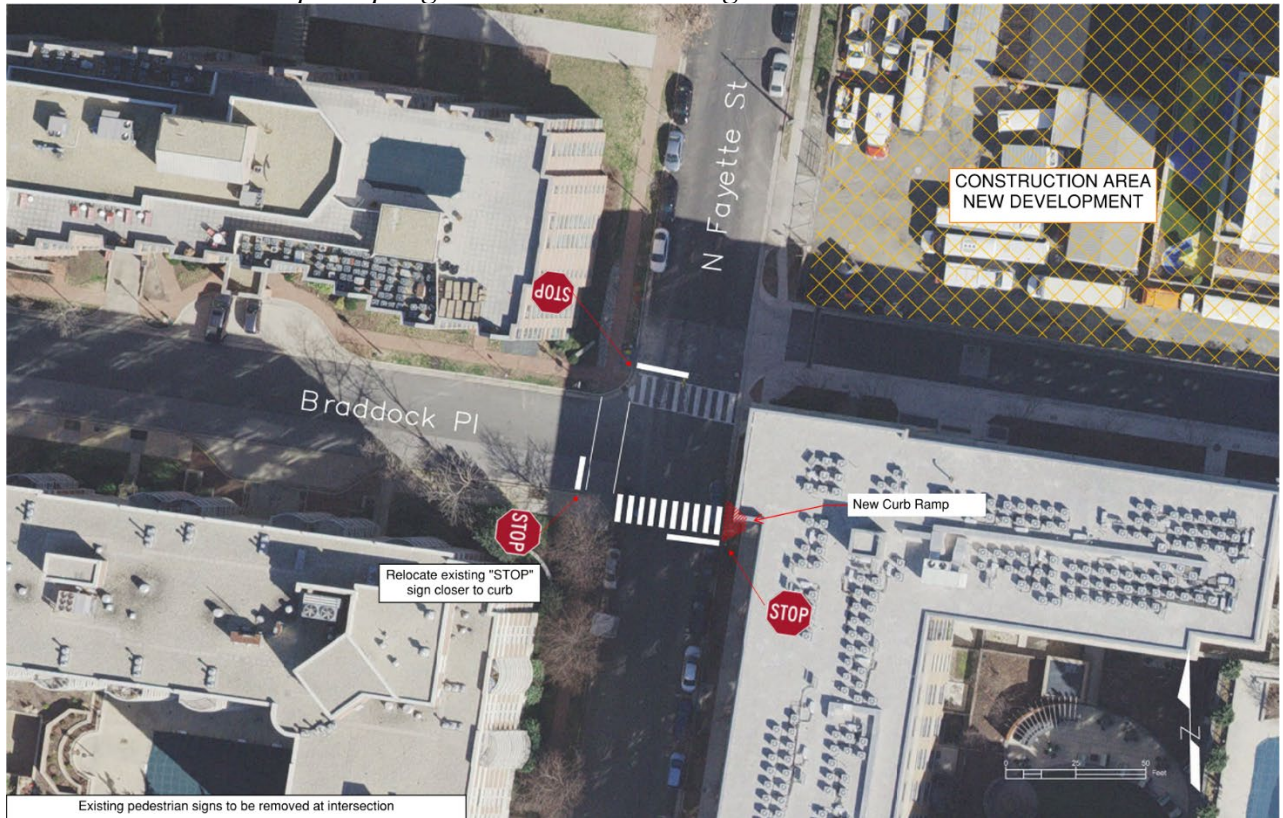
Attachment 1 – Location Braddock Place and Fayette Street



Attachment 2 – Location No Parking Here to Corner



Attachment 3 - Concept Stop Sign Addition and Parking Removal



Attachment 4 - Stop Sign Request Form



STOP SIGN REQUEST FORM

Please fill out this application and return to Cuong.Nguyen@alexandriava.gov or mail to Cuong Nguyen, Traffic Engineering, 2900 Business Center Drive, Alexandria, VA 22314

Location: **Braddock Place and Fayette Intersection**

Reason for the Request:

This intersection needs to be an all way stop for safety reasons. Parked cars block the

view when turning out of Braddock Place and the view when approaching the

intersection. People speed through the crosswalk and there is significant pedestrian traff

Project Champion (Point of Contact) Information:

Name: **Sarah York**

Address: **1201 Braddock PI APT 604 Alexandria VA 22314**

Email: **artemis.esq@gmail.com**

Phone Number: **845-750-3209**

Best Way to Contact: Email Phone

Best Time of Day to Contact: Morning Afternoon



Revised (2/2021)

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 31, 2023

DOCKET ITEM: 7

ISSUE: Mini-roundabout Addition – Hickory Street and Kennedy Street Intersection

REQUESTED BY: Warwick Village Citizens Association

LOCATION: Intersection of Hickory Street and Kennedy Street

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

BACKGROUND: In February 2023 staff received multiple requests for an all-way stop at Hickory Street and Kennedy Street. The requests (attachment 4) outlined multiple concerns such as speeding, need for pedestrians and vehicle safety improvements, and confusion of how to use the intersection. In addition to attending a community meeting on March 20th, 2023, staff also further engaged with the community champion to better understand the request. As a result, the goal of this request is ultimately to improve the safety of the intersection for all users. In addition, staff reviewed the feasibility of an all-way stop, but the community was interested in other solutions that could work as well.

The intersection of Hickory and Kennedy Street is located in the Warwick Village Citizen Associations in Del Ray. The intersection is a two-way minor-stop controlled intersection surround by residential hours and townhomes (see attachments 1 and 2). The intersection also has service roads that feed directly into the intersection. The intersection is also about a quarter mile from the Mount Vernon Community School.

DISCUSSION:

The local-and-local stop sign program eligibility was not proceeded with directly because staff found that further evaluation beyond the scope of that program was required due to:

- Community concerns (or observed issues with the intersection)
- The size of the intersection
- The service road configuration
- Adjacent parking and utilization
- Function of Kennedy Street as it relates to the connectivity of the neighborhood

In April 2023 staff collected the following data:

- Traffic Counts at Hickory Street and Kennedy Street
 - Total entering intersection volume is about 1200-1300 vehicles per day
 - Approx 1000 vehicles per day on Kennedy
 - Approx 200-300 vehicles per day on Hickory St
 - About 20-30 bikes per day
 - Pedestrian counts were focused on school peak hours, but we observed about 30 pedestrians in both the AM and PM school hour times.
 - We did observe crossings throughout the day but it is expected different patterns and pedestrian/bike volumes are occurring during the weekend and summer based on nearby amenities
 - No crashes as of 2018 – March 2023

- Stop Sign Compliance Study at Kennedy and Sycamore since it was an all-way stop and is similar.
 - Overall 32% compliance rate of stopping
 - 10% complete stops
 - 22% California or rolling stop
 - Intersection volume is about 1300-1400 vehicles per day
 - Similar to Hickory/Kennedy with a little more coming off the side streets (Sycamore)
 - No crashes

- Field observations were:
 - A moderate pedestrian presence during the school hours and light-to moderate throughout the day
 - Some drivers did somewhat treat Hickory and Kennedy as an all-way stop by performing rolling stops on Kennedy Street
 - Stopping for pedestrians was mostly observed during school hours at Hickory and Kennedy Street
 - Sight distance is not met for eastbound Kennedy Street due to parking and curve
 - Sight distance is not met for Hickory Street looking in either direction because of parking, service road, and road curves

As part of staff's countermeasure review, the all-way stop, mini-roundabout, curb extensions, enhanced crosswalks and signage, and raised features (such as speed humps) were reviewed. However, based on the poor stop compliance at Kennedy and Sycamore, observed conditions, and geometric features staff recommends a mini-roundabout.

Mini-roundabouts are great countermeasures due to their lower-cost and high-benefit to address multiple issues. The mini-roundabout will help:

- Control the approach and circulation speeds of an intersection since we can implement some vertical features (like modular curbs – similar to what you may find on Commonwealth Ave – black white rubber stops).
 - Our current concept has this to be a 15 MPH approach with a 7-10 MPH interior speed (i.e. left-turns and through when you're in the roundabout).
- Reduced crossing distances for pedestrians across the intersection and service road
- Reduced number of conflict points with vehicles and pedestrians
 - A conventional intersection has 32 conflict points whereas a roundabout has only 8 conflict points

Other tangential benefits are a more understandable intersection, no or minimal impacts to parking, improved circulation from service roads into Kennedy Street, and the possibility of future placemaking through future programming such as the roadway paving program.

A preliminary concept design is included in Attachment 3. Notable features are:

- Enhanced crosswalks with curb extensions
- Gray paint to designate areas between travel lanes and medians
- Raised modular curb in the center island (similar to the ones on Commonwealth Ave)
 - More will be implemented based on further design with a firetruck

A video explaining a general mini-roundabout can be found at https://www.youtube.com/watch?v=fUFmuf_HRDg&list=PLiCpIfP-UWcB9i7kcCrqcrpEnVK3FO4y6&index=6.

OUTREACH: Staff has worked with the community and its champion since receiving the application. Questions from the community and responses can be found in attachment 6.

- Staff attended a March 20th 2023 Warwick Village community association meeting to discuss issues and possible countermeasures
- Staff conducted a field visit with project champion on April 13th, 2023
- June 9th 2023 notification of recommendation with comments
 - General consensus is that the recommendation is satisfactory as of July 3, 2023
 - Comments received can be found with attachments.

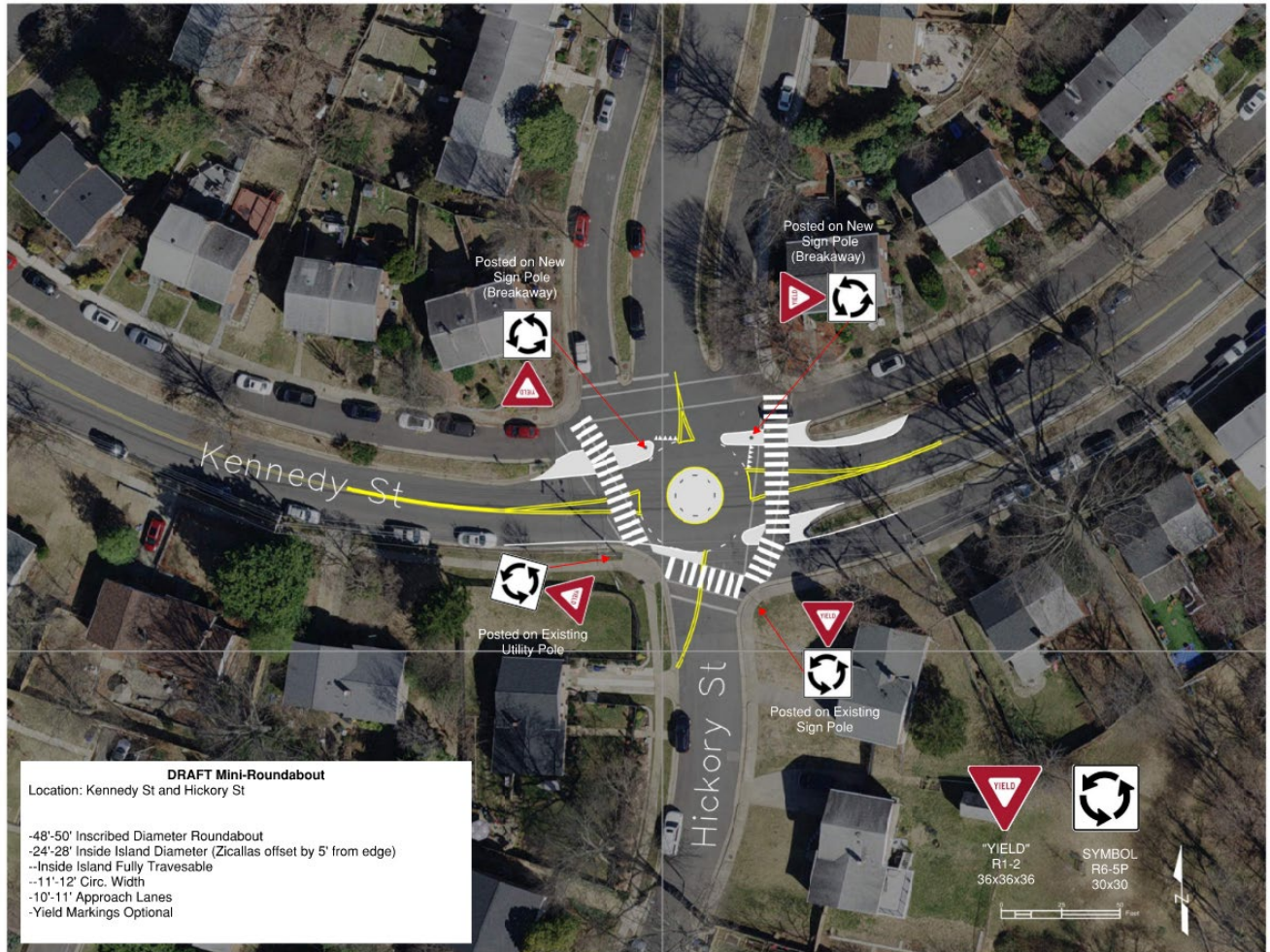
On July 16, 2023 Warwick Village provided support for the mini-roundabout recommendation (see attachment 5).

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.

Attachment 1 - Intersection of Hickory Street and Kennedy Street



Attachment 3 - Concept Design Hickory Street and Kennedy Street Mini-roundabout



Attachment 4 - Stop Sign Requests



STOP SIGN REQUEST FORM

Please fill out this application and return to Cuong.Nguyen@alexandriava.gov or mail to Cuong Nguyen, Traffic Engineering, 2900 Business Center Drive, Alexandria, VA 22314

Location: intersection of Kennedy St. & Hickory St.
Alexandria, VA 22305 (Warwick Village)

Reason for the Request:

Please install a 4-way stop (currently only 2-way stop) at the intersection of Kennedy & Hickory streets. It has a blind corner and is unsafe for traffic entering onto Kennedy Street.

Project Champion (Point of Contact) Information:

Name: Alyssa Masuda

Address: 2938 Hickory St., Alexandria, VA 22305

Email: alyssa.struck@gmail.com

Phone Number: (206) 979-3369

Best Way to Contact:

Email

Phone

Best Time of Day to Contact:

Morning

Afternoon



Revised (2/2021)



STOP SIGN REQUEST FORM

Please fill out this application and return to Cuong.Nguyen@alexandriava.gov or mail to Cuong Nguyen, Traffic Engineering, 2900 Business Center Drive, Alexandria, VA 22314

Location:

Reason for the Request:

Project Champion (Point of Contact) Information:

Name:

Address:

Email:

Phone Number:

Best Way to Contact:

Email

Phone

Best Time of Day to Contact:

Morning

Afternoon



Revised (2/2021)



STOP SIGN REQUEST FORM

Please fill out this application and return to Cuong.Nguyen@alexandriava.gov or mail to Cuong Nguyen, Traffic Engineering, 2900 Business Center Drive, Alexandria, VA 22314

Location: **Kennedy Street at Hickory St**

Reason for the Request:

It is dangerous to cross the intersection on foot or turn from a motor vehicle.

Project Champion (Point of Contact) Information:

Name: **Rebecca Stone Gordon**

Address: **2907 Hickory Street**

Email: **RebeccaGordon@gmail.com**

Phone Number: **703-338-4380**

Best Way to Contact: Email Phone

Best Time of Day to Contact: Morning Afternoon





STOP SIGN REQUEST FORM

Please fill out this application and return to Cuong.Nguyen@alexandriava.gov or mail to Cuong Nguyen, Traffic Engineering, 2900 Business Center Drive, Alexandria, VA 22314

Location: Hickory Street & Kennedy Street

Reason for the Request:

40+ kids on Hickory St. utilize the "crosswalk" across Kennedy St. from Hickory St. to

get to School/Library/etc regularly. The "crosswalk" is poorly marked, and cars fly thru.

Please either put in a stop sign on Kennedy St. or Paint Stripes/Improve the Crosswalk

Project Champion (Point of Contact) Information:

Name: Jeremy Valentiner

Address: 2940 Hickory Street, Alexandria, VA 22305

Email: jeremyvalentiner@gmail.com

Phone Number: 801-580-6527

Best Way to Contact: Email Phone

Best Time of Day to Contact: Morning Afternoon





STOP SIGN REQUEST FORM

Please fill out this application and return to Cuong.Nguyen@alexandriava.gov or mail to Cuong Nguyen, Traffic Engineering, 2900 Business Center Drive, Alexandria, VA 22314

Location: Kennedy St. and Hickory st.

Reason for the Request:

Pedestrian safety at the intersection. All way (4-way)
stop is required for pedestrians to safely cross.

Project Champion (Point of Contact) Information:

Name: Katherine Quinn

Address: 2923 Hickory St., Alexandria, VA 22305

Email: katy.quinn@gmail.com

Phone Number: (253) 678-5289

Best Way to Contact: Email Phone

Best Time of Day to Contact: Morning Afternoon



Revised (2/2021)



STOP SIGN REQUEST FORM

Please fill out this application and return to Cuong.Nguyen@alexandriava.gov or mail to Cuong Nguyen, Traffic Engineering, 2900 Business Center Drive, Alexandria, VA 22314

Location: **intersection of Hickory and Kennedy streets (zip 22305)**

Reason for the Request:

This is nearly the only intersection along Kennedy which does not have an "all way stop"

Hickory street is on the steepest part of the Kennedy hill,where cars tend to speed. With

many pedestrians and existing crosswalks, we need an "all way stop" to ensure safety.

Project Champion (Point of Contact) Information:

Name: **Eileen Mungle**

Address: **2911 Hickory Street, Alexandria, VA 22305**

Email: **eileen.devillier@gmail.com**

Phone Number: **443-803-7684**

Best Way to Contact: Email Phone

Best Time of Day to Contact: Morning Afternoon



Revised (2/2021)



STOP SIGN REQUEST FORM

Please fill out this application and return to Cuong.Nguyen@alexandriava.gov or mail to Cuong Nguyen, Traffic Engineering, 2900 Business Center Drive, Alexandria, VA 22314

Location: **Intersections of Hickory and Kennedy Streets in Del Ray, Alexandria, VA**

Reason for the Request:

Our neighborhood would like to request an all-way stop at this intersection (at the moment there are only stop signs at Hickory, not on the Kennedy sides). Cars speed up and down this hill constantly, ignoring crosswalks and endangering children in the area.

Project Champion (Point of Contact) Information:

Name: **Janna Weinstein**

Address: **81 Kennedy Street, Alexandria VA 22305**

Email: **jannabeth23@yahoo.com**

Phone Number: **415-378-1393**

Best Way to Contact: Email Phone

Best Time of Day to Contact: Morning Afternoon



Revised (2/2021)

Attachment 5: Letter of Support Coming from President of Warwick Village Citizen Association
Re: [EXTERNAL]Hickory and Kennedy Intersection



swotom@aol.com

To Daniel Scolese; Alyssa Masuda
Cc Ryan Knight; Flora Buckalew; Mark Malseed; Alanna Dushok; Alice Falk

Follow up. Start by Monday, July 17, 2023. Due by Monday, July 17, 2023.
You replied to this message on 7/17/2023 7:32 AM.



Sat 7/15/2023 4:33 PM

Hey Alyssa,

I am following up with Mark about any posts on FB, but I am comfortable now with drafting a letter of support from the WVCA. While this may not solve all our problems with the Hickory-Kennedy intersection, I think it will definitely improve safety for both pedestrians and vehicles.

Tom


Attachment 6 - Questions from Community sent via emails

1. One quick question for you: when you say the inner circle is "full traversable", does that mean someone could just drive right over it?
 - a. Great question, we'll have modular mountable 3" curb in the center island so that a passenger car or truck is forced to go around in the circle. If you'd like to see an example of the modular curb, we use them on Commonwealth, they're the black and white items in the gray painted areas. For mini roundabouts, the island must be fully traversable (i.e. no center landscaping) with mountable curbs so that fire trucks or other large vehicle (Trash truck or bus) can make a wider turn, therefore driving over the curb. As a FYI – fire department has OK'ed the concept.
2. Are you able to share your report/the results of your study (e.g., amount of vehicle/pedestrian traffic, vehicle speed, etc.)?
 - a. We'll have something formal after we come to a final recommendation but here is a summary of what we found below at Hickory and Kennedy. Data was collected in April 2023 with observations between March and May 2023.
 - Intersection volume is about 1200-1300 vehicles per day
 - Approx 1000 vehicles per day on Kennedy
 - Approx 200-300 vehicles per day on Hickory St
 - About 20-30 bikes per day
 - Pedestrian counts were focused on school peak hours, but we observed about 30 pedestrians in both the AM and PM school hour times.
 - We did observe crossings throughout the day but it is expected different patterns and pedestrian/bike volumes are occurring during the weekend and summer based on nearby amenities
 - No crashes as of 2018 – March 2022
3. We also observed Kennedy and Sycamore since it was an all-way stop. We wanted to see how that was performing.

- a. Overall 32% compliance rate of stopping
 - i. 10% complete stops
 - ii. 22% California or rolling stop
 - b. Intersection volume is about 1300-1400 vehicles per day
 - i. Similar to Hickory/Kennedy with a little more coming off the side streets (Sycamore)
 - c. No crashes
 - d. Field observations were:
 - i. A moderate pedestrian presence during the school hours and light-to moderate throughout the day
 - ii. Some drivers did somewhat treat Hickory and Kennedy as an all-way stop by performing rolling stops on Kennedy Street
 - iii. Stopping for pedestrians was mostly observed during school hours at Hickory and Kennedy Street
 - iv. Sight distance is not met for eastbound Kennedy Street due to parking and curve
 - v. Sight distance is not met for Hickory street looking in either direction because of parking, service road, and road curves
4. What was the your highest priority in this study (e.g., vehicle efficiency, speed reduction, pedestrian safety, reducing risk of vehicle on vehicle collisions, etc.)?
- a. The original requests came from nearby residents to improve safety for both vehicles and pedestrians. I attended a March 20 2023 community association meeting to discuss in more detail and focus our efforts. As a result our goal has been to ***improve safety by addressing for all users, pedestrians, cyclists and vehicles***. Speed was also brought up as a concern however the speed hump countermeasure were not viewed as a good strategy at that point. Tom and Alyssa who have been involved in this original request.
5. What are is the expected vehicle speed reduction resulting from a mini roundabout in this intersection?
- a. Mini-roundabouts are great to control the approach and circulation speeds of an intersection since we can implement some vertical features (like modular curbs – similar to what you may find on Commonwealth Ave – black white rubber stops). Our current concept has this to be a 15 MPH approach with a 7-10 MPH interior speed (i.e. left-turns and through when you’re in the roundabout).
6. What other options were considered for the intersection other than stop signs and the mini roundabout (were raised sidewalks or speed tables considered)?
- a. Since this is a primary fire route we kept to the stop signs and mini-roundabout. We did consider other stand-alone enhancements to the intersection such as curb extensions, new curb-ramps, high vis crosswalks, and/or signage only. It is important to also mention that speed tables/humps would require us to take a

considerable amount of parking on Kennedy Street regardless of location and we probably could do one at most (away from the intersection).

7. What are, in your view, the pedestrian benefits to a mini roundabout in this intersection both overall and in relation to other options considered?
 - a. Stop signs, speed tables, curb extensions, and markings do have benefits to improving pedestrian safety, however we found based on the data and observations at this intersection that a mini-roundabout would provide the most safe condition. As well, the mini-roundabout incorporates a lot of these concepts due to its design (i.e. curb extensions, high vis markings, approach angles, raised features)
 - b. Mini-roundabouts reduce crossing-distances for pedestrians, force lower speeds, and control of conflict points (or potential areas where crashes can occur). A traditional all-way stop has 32 points whereas a mini-roundabout has 8.

8. What areas of the proposed mini roundabout will be raised and designed not to be driven over by any vehicles? Will there be any bollards or other devices used to protect crossing pedestrians?
 - a. The center of the roundabout will have a raised modular curb (2” to 4” in height) so that a vehicle can’t drive over it. They’re like what is on Commonwealth Ave

 - b. We will also place a few in the gray painted areas closer to Kennedy.
 - c. Bollards cannot be used on public roadways in the direction of travel per federal and state law. Bollards are intended to prevent traffic to go on a road or alley (like what was done recently on King Street near the waterfront)

9. Is the roundabout expected to have room for trees or other ornamentation?
 - a. At this moment we are not proposing any trees, ornamentation, or “placemaking” primarily due to the potential budget and fire access. However, if this is advanced and when Kennedy is up for repaving there may be an opportunity to look into possible placemaking.

10. Would the mini roundabout proposal be improved by other changes to Kennedy and are any other changes being considered?
 - a. The focus of this study was at Kennedy and Hickory Street, however we welcome any other feedback or considerations.

11. Instead of a mini roundabout, what about installation of flashing signs (flashing push button pedestrian crosswalk signs [near 2931 S. Glebe Road at the Giant grocery store complex] and/or flashing speed monitoring signs [North Quaker Lane across from the Virginia Theological Society]?)

- a. The flashing signs for pedestrians or Rapid Flashing Beacons (RFBs) are usually reserved for areas where we have noticed significant pedestrian conflicts and high volumes. As well as there is no feasible alternative to make vehicles slow and intuitively stop for a pedestrian. We also are required to meet a warrant for RFB. However it may also be important to note that the city is reconsidering RFB's in a few locations that may be relevant.
 - i. Staff is working with the Lynnhaven Neighborhood about improving the safety at Glebe Road and Montrose with other treatments (maybe another mini-roundabout).
 - ii. Staff removed the RFB in December 2022 at Janney's and West Taylor Run parkway upon requests from those nearby communities. In that case it was replaced with an all-way stop.
 - b. As for the speed monitoring signs, they are also reserved for collector roadways with heavier volumes. Although effective, they would not necessarily help the safety of the intersection. We believe that the existing configuration of the intersection is why its uncomfortable and challenging to use the intersection, not only speed.
 - c. Overall our challenge for Kennedy St and the intersection comes down to geometry, we want the proposed mini roundabout and its geometry to match the speed limit of the road.
12. Any chance of Kennedy/Landover Streets being labeled a complete street with bumps, bike lanes, and proper crosswalks? (Outside the scope of our original inquiry regarding the Hickory and Kennedy intersection but still somewhat related.)
- a. Complete Streets is the methodology we apply to all projects to make sure features and recommendations meet the characters of nearby land uses. A neighborhood traffic circle/mini roundabout is one of the recommended methods to complement a neighborhood / residential area in the City's Complete Streets Design Guidelines.
 - b. As for speed humps, which can be investigated further, although it probably have some ancillary benefits like speed reduction, it most likely it won't provide a large benefit to the intersection itself. The road is on the emergency services route and off-street parking is largely utilized. This presents substantial challenges for both issues. However, if there is interest in looking at Kennedy and Landover Streets as whole for speed humps – a speed reducer application (return to me and Cuong) will need to be submitted.
 - c. We can look at replacing the crosswalks along Kennedy/Landover especially in the areas where we have observed more pedestrian traffic.
 - d. The 2021 adopted City of Alexandria Mobility Plan <https://www.alexandriava.gov/MobilityPlan> highlights locations for bike and pedestrian mobility. The most recent plan does not recommend dedicated bike lanes.
 - i. Bike lanes also require about 4' min. in width. The most that could be accommodated is a shared lane or sharrow traffic marking in order to maintain parking as it is today.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 31, 2023

DOCKET ITEM: 8

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

REQUESTED BY: Residents of The Venue Condominiums

LOCATION: 200 blocks of Montgomery Street and Canal Center Plaza

STAFF 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

BACKGROUND: The Venue is a condominium and townhome community located primarily on the 900 block of North Fairfax Street in Old Town North made up of 122 condominiums in a 13-story tower, 41 townhomes, and a performing arts space meant to be occupied by Metro Stage in the future. The community was developed by Carr Companies and replaced the former Crowne Plaza Hotel. A standalone retail building at the corner of North Fairfax Street and Canal Center Plaza remains in place and is currently occupied by Perfect Pita. As a result of Perfect Pita and the performing arts venue, the block is a mixed-use block surrounded by other densely occupied mixed-use buildings, offices, and long-standing and brand-new homes. Many development projects in the immediate area are either completed or underway, and some are in the planning stages of development, such as the Montgomery Center which is kitty-corner from The Venue.

The townhomes at The Venue were each built with two-car garages and the 122 condos have access to a garage for residents made up of 160 for-sale parking spaces. The parking restrictions that are in place today along the blocks abutting The Venue precede the development, and DSUP2017-00011 states that “All on-street parking controls and restrictions within the project area shall be determined by the City”, and the developer’s Final Site Plan did not call for any changes to the on-street parking restrictions surrounding The Venue. Parking restrictions signage was removed during construction and Carr Companies’ contractor was significantly delayed in replacing the signage as requested by T&ES on numerous occasions since December 2022. Signage was finally reinstalled the week of May 22, 2023, after some residents had already moved into units at The Venue, and residents were not made aware of the pre-existing on-street parking restrictions during the homebuying process.

There are approximately 22 legal parking spaces on the 900 block of North Fairfax Street, 6 on the north side of the 200 block of Montgomery Street, and 6 on the south side of the 200 block of Canal Center Plaza. Parking is metered on the 900 block of North Fairfax Street and restricted to two hours from 8:00 AM to 9:00 PM, Monday through Saturday. Parking is restricted to two hours on the 200 blocks of Montgomery Street and Canal Center Plaza from 9:00 AM to 5:00 PM, Monday through Saturday. See Attachment 1 for more location information.

DISCUSSION: The residents of The Venue have submitted a petition requesting that District 9 permit holders be exempt from the on-street parking restrictions on the 900 block of North Fairfax Street and the 200 blocks of Montgomery Street and Canal Center Plaza. Staff reviewed the petition per the requirements outlined in the City Code and found it is eligible for the signage. Over 50% of the dwelling units of each block face signed the petition in favor of adding RPP signage. A signature of support from the 801 North condominium community—on the south side of the 200 block of Montgomery Street—was not received given that residents have not yet moved into their homes.

The metered parking on the 900 block of North Fairfax Street and parking restrictions without exemptions on Montgomery Street and Canal Center Plaza are due to the former hotel that preceded The Venue as well as the overall predominance of commercial uses in the immediate area prior to development of The Venue and 801 North. Keeping the metered restrictions in place aligns with the goals of the 2016 Parking Study and 2017 Small Area Plan for Old Town North which identify a meter zone for the area and the need to compel turnover for retail and commercial uses. Therefore, City staff recommend leaving the restrictions on North Fairfax Street unchanged.

However, due to the change in uses to primarily residential on the 200 block of Montgomery Street and the primarily residential uses on the south side of the 200 block of Canal Center Plaza, City staff are supportive of the request to change the restrictions on Montgomery Street and Canal Center Plaza to residential permit parking restrictions..

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.

Attachment 1: Old Town North (The Venue circled in red)



— Metered Parking

Attachment 2 - 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.

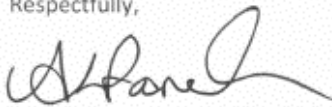
Prior to conversion of this property to purely residential with the exception of the small retail food market Perfect Pita this block held the Crowne Plaza Hotel and was likely a paid parking zone during that time. Now the block is 99+% residential, and the residents already contribute significant funds 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



Petition for Adding, Modifying, or Removing Residential Permit Parking Signage in an Existing District

Block Contact: MANDY PARENTEAU

Address: 925 N. FAIRFAX

Telephone: 703-520-0058 Email: Mandy.parenteau@

District: 9 fsresidential.com

Proposed Change (Select one)

- Add new signage Modify existing signage Remove existing signage

Block (e.g. the 100 block of Main Street):

900 BLOCK OF FAIRFAX, 200 BLOCK OF MONTGOMERY & CANAL CENTER PLZ

Current Restrictions (e.g. 2 hours, 8AM-5PM, Monday-Friday):

ADD DISTRICT 9 OWNERS EXEMPT

Proposed Restrictions (Select an option on each line):

- Two Hours Three Hours DISTRICT 9 OWNERS EXEMPT
 8AM-5PM 8AM-11PM 8AM-2AM (next day)*
 Monday-Friday Monday-Saturday
 No Sunday Restrictions Sunday 11AM-11PM Sunday 11AM-2AM (next day)*

*Must receive prior approval by the Director of T&ES per Sec. 5-8-72

Submit Completed Petition to:	
Mail: Department of Transportation and Environmental Services Mobility Services Division – Parking Planner 421 King Street, Suite 235 Alexandria, VA 22314	Email: max.devilliers@alexandriava.gov Phone: (703) 746-4245

CONDO'S

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number _____ : _____ (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
Meredith DeJona		925 N Fairfax Unit 311		5/31/23
Santiago Reyes		925 N Fairfax Unit 610		5/31/23
Jennifer Jones		925 N Fairfax Unit 103		5/31/23
Margaret Gaffney-Smith		925 N. Fairfax Unit 304	meggy261128@gmail.com	5/31/23
Lon Miller		925 N. Fairfax Unit 508		5/31/23
Amy Kroll		925 N. Fairfax Unit 406		5/31/23
ASIF FAIZ		925 N. Fairfax St Unit 905		5/31/23
Jody Katz		925 N. Fairfax #1207	mariwah@aol.com	5/31/23
Dr. Marina Theodorou		#206	marinatheodorou@gmail.com	5/31/23
Amber Smith		#812		5/31/23
Angeline Cancibello		#302	angelinecancibello@aol.com	5/31/23
Elizabeth Melendez		925 N. Fairfax St. #503		6/1/23
Glean Holt		925 N. Fairfax St #104		6/1/23

Please note signatures from residents who are not the listed owner of the residence.

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number ____: _____ (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
908 GLORIAN FORTUNA		925 N. FAIRFAX STREET ALEXANDRIA, VA 22314	fortunays@gmail.com	6/2/2023
810 BONITA EDWARDS		925 N. Fairfax Alexandria, VA 22314	gobonnie@gmail.com	6/2/2023
502 MARC E. LUTERS		925 N. Fairfax 502, Alexandria, VA	hlutermark@gmail.com	6/2/2023
412 Barbara Dubke		925 N. Fairfax Alexandria VA 22314	barbdubke@gmail.com	6/2/2023
509 LAKELLY		925 N. Fairfax Alex VA 22314	---	6/3/2023
404 Eylul Utlu Eylul Utlu		925 N. Fairfax St Alexandria, VA 22314	---	6/3/23
Yvonne Medina		925 N. FAIRFAX #1204 22314	---	6/3/23
Loretta Comfort		925 N. Fairfax #1001	---	6/4/23
Surraya A. FAIZ		925 N FAIRFAX # 403	---	6/4/2023
Cherie D. Furber		925 N. Fairfax #1108	---	6/6/2023
LANCE VAN ANKEN		925 N. FAIRFAX ST #1208	LELANTOS7@gmail.com	6/6/2023
Thomas Scherban		925 N. Fairfax Apt 1007	---	6/6/23
Math Wilton		925 N. Fairfax 1208	---	6/6/23

Please note signatures from residents who are not the listed owner of the residence.

Tenant
Non-res
owner

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number _____: _____ (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
Kathleen Horn		925 N Fairfax #412		6/8/23
Susan Wain		925 N Fairfax #305		6/7/23
Merry Marcus		925 N Fairfax #1105		6/7/23
John Lower		925 N Fairfax St #410		6/7/23
Megan John		925 N Fairfax St #312		6/9/23
Danielle Ernot		925 N Fairfax St #300		6/9/23
Dennis Matlock		925 N Fairfax #704	dmatlock@gmail.com	6-9-23
Jinesh Akcagat		925 N Fairfax 808	alraaqad.jina@gmail.com	
Kevin Keenan		925 N Fairfax 1102	kkeenan@msp.edu	6/10/23
Sallie O'Connell		925 N Fairfax St #105	soconnell83@gmail.com	6/10/23
Suzanne Augustus		925 N Fairfax St #506		6/10/23
Alan Rosenfeld		925 N Fairfax #710	AOR2627@FLUVO.com	6-13-23

Please note signatures from residents who are not the listed owner of the residence.

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number 9 : 900 Block N. FAIRFAX (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
MICHAEL SPATZ		925 N FAIRFAX #707	michael.spatz@gmail.com	5/31/2023
Abdullah Kaleem		925 N Fairfax #402		5/31/2023
Lauren Stimpert		925 N Fairfax St Apt 205	lauren.stimpert@gmail.com	5/31/2023
Lincoln Mayer		925 N Fairfax St Apt 609		5/31/2023
Douglas Domenech		925 N FAIRFAX APT 605		5/31/2023
DOUG DOMENECH		925 N. FAIRFAX UNIT 202	DougDomenech@gmail.com	5/31/2023
John Galvin		525 N FAIRFAX Unit 401	jmg0354@gmail.com	5/31/2023
Stephanie Buhusien		925 N. FAIRFAX ST. #1103 ALEXANDRIA, VA 22314	StephanieBuhusien@gmail.com	5/31/23
Michel Harri		925 N. Fairfax st. #1006		5/31/23
Nina Prasad		925 N. Fairfax St. #609 Alexandria, VA 22314	nina.prasad@gmail.com	5/31/23
Tara B...		925 N Fairfax St #570	shobk13@yahoo.com	5/31/23
Greg Pennington		925 N. Fairfax #504 Alexandria VA	greg.pennington@no.com	5/31/23
Angelica Escobar		925 N. Fairfax St #406 Alexandria, VA 22314	amescalonad@aol.com	5/31/23

Please note signatures from residents who are not the listed owner of the residence.

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number _____; _____ (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
Barbara Pepe	<i>Barbara Pepe</i>	925 N Fairfax Unit 306		6/1/23
Peter Schelle	<i>P. Schelle</i>	925 N. Fairfax # 901		6/1/23
DON RUFO	<i>DR</i>	925 N FAIRFAX # 303		6/1/23
Ken Kiesner	<i>Ken Kiesner</i>	925 N Fairfax St # 1106		6/1/23
Majide Bahrami	<i>Majide Bahrami</i>	925 N Fairfax St # 703		6/1/23
DIANE E GALVIN	<i>Diane E. Galvin</i>	925 N Fairfax # 401		6/1/23
GREGORY A WILLIAMS	<i>Greg A Williams</i>	925 N. FAIRFAX # 910		4/1/23
Patricia Lynd	<i>Patricia Lynd</i>	925 N. Fairfax # 1003		6/1/23
Lisa Clough	<i>Lisa Clough</i>	985 N. Fairfax # 602		6/1/23
MARJORIE PETERS	<i>Marjorie Peters</i>	925 N. Fairfax # 906		6/1/23
Jessica Ellison	<i>Jessica Ellison</i>	925 N. Fairfax # 1010		6/2/23
Stephen W Sparks	<i>Stephen W Sparks</i>	925 N Fairfax # 912		6/2/23
Gloria J Gelabert	<i>Gloria J Gelabert</i>	925 N. FAIRFAX Apt 310		6/2/23

x 24

Please note signatures from residents who are not the listed owner of the residence.

TOWN HOMES

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number 9: Resident Parking (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
JAMES DOLL		229 MONTGOMERY	Jim_dolle@yahoo.com	8 JUNE 23
ANGEL MANGUM		223 MONTGOMERY	akamangum510@gmail	8 Jun 23
Anil Karmel		215 Montgomery	anil.karmel@yahoo.com	8 June 23
Larry Fitzgerald		211 Montgomery	Larry Fitz 333@yahoo	8 Jun
Gregg Sypeck		207 Montgomery St	sypeck@gmail.com	8 June 23
Matthakam		205 Montgomery		8 Jun 23
Jennifer Chang		935 N Fairfax	jennaylc@gmail.com	8 Jun 23
Rosalyn Porter		204 Canal Center	rsporter66@gmail.com	8/June/23
Lewis Goldston		212 Canal Center Plz	lewisld@ymail.com	6/8/23
Alera Taylor		210 Canal Center Plaza	alera.taylor@hotmail.com	8 June 23
Steve Hancock		218 Canal Center Plaza	stha@stake@gmail.com	8 June 23
Stephen Peitani		235 Montgomery	SVR514@gmail.com	6/9/2023
AKHA PUTTAIAH		201 Montgomery		9 June 23.

Please note signatures from residents who are not the listed owner of the residence.

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number 9: 200 Block Montgomery, 900 Fairfax Block, 200 Block Canal Center Dr. (e.g. the 100 block of Main Street, the 200 block of Main Street, and east the 500 block of Side Street). We propose restrictions for the days and times indicated above. We 200 Canal Ctr Dr. understand that the restrictions will apply to all non-residents of the district, residents will be required to pay an annual fee for resident parking stickers for each vehicle, and we will also need to obtain guest passes to allow guests/contractors to park on the street beyond the posted restrictions.

Resident Name (Printed)	Resident Signature	Address	Email (Optional)	Date
Anne Horner	<i>Anne Horner</i>	221 Montgomery	Annehorner@me.com	06/12/23
FRANKIS ESQUIVEL	<i>Frankis Esquivel</i>	231 Montgomery St	esquivelfoe@gmail.com	6/10/23
DAVID BLAMA	<i>David Blama</i>	200 Canal Center Dr	DBLAMA56@GMAIL.COM	6/13/23
Wesley King	<i>Wesley King</i>	929 N FAIRFAX	csking20@outlook.com	6/13/23
Rehina Liu	<i>Rehina Liu</i>	945 N. Fairfax	Rdhina.liu@gmail.com	06/13/2023
Brad Kersten	<i>Brad Kersten</i>	437 N. Fairfax	Brad.Kersten@gmail.com	6/13/2023
Kristen New	<i>Kristen New</i>	225 Montgomery St	Kristenall823@gmail.com	6/13/2023
Emma Raper	<i>Emma Raper</i>	905 N Fairfax	jadrapert@comcast.net	6/13/23
Lisa Elsay	<i>Lisa Elsay</i>	907 N. Fairfax	LHE0901@gmail.com	6/14/23
Mark Granich	<i>Mark Granich</i>	233 Montgomery	granich@comcast.net	6/15/23
Meg Casey	<i>Meg Casey</i>	947 N. Fairfax	megtcaseye@yahoo.com	6/15/23
Chris Arantz	<i>Chris Arantz</i>	226 Canal Center	caarantz@gmail.com	7/12/23
Lenny Dougherty	<i>Lenny Dougherty</i>	214 Canal Center	lmdougherty@gmail.com	7/12/23

Please note signatures from residents who are not the listed owner of the residence.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: July 24, 2023

DOCKET ITEM: 9

ISSUE: Residential Pay by Phone – 500 block of South Lee Street

REQUESTED BY: Residents of the 500 block of South Lee Street

LOCATION: 500 block of South Lee Street

STAFF 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

BACKGROUND: The Residential Pay by Phone Program allows residents to request parking restrictions that require non-residents to pay a fee to park. Pay stations are not generally installed on Residential Pay by Phone blocks; instead, signage referring to the available payment methods on these blocks replaces existing signage. Consistent with the existing residential permit parking program, residents who wish to add this signage must initiate the request through a petition signed by the residents of the block. To be eligible for Residential Pay by Phone signage, a block must meet the parking occupancy threshold, must already have posted parking time restrictions for non-residents, and must be directly adjacent to another pay by phone block.

The residents on the 500 block of South Lee Street have submitted a petition requesting these restrictions. This block is located between Wilkes and Gibbon Streets and four blocks from the heart of King Street and one block from the waterfront. Parking is only allowed on the west side of the block. There are approximately 15 legal parking spaces on this block. The block is residential except for Windmill Hill Park on the east side of the block. See Attachment 1 for more location information.

DISCUSSION: Staff reviewed the request per the requirements outlined in the City Code and found it is eligible for the signage. The table below summarizes the block's compliance with the requirements.

Requirement	Compliance
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.	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).
The area subject to parking fee must already be posted with residential parking restrictions.	Current restrictions (<i>District 1 permit holders exempt</i>): <ul style="list-style-type: none"> • 3hr 8AM-5PM Mon-Fri
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.	The petition submitted was signed by 7 out of the 12 total households (58%) on the block (see Attachment 2).
The parking occupancy must be 75% or more.	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.

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.

Attachment 1: Proposed Residential Pay by Phone Block – 500 Block of South Lee Street



— Posted RPBP Restrictions

Attachment 2

Resident Petition



Petition for Adding Residential Pay by Phone Signage within a Residential Permit Parking District

Block Contact: ANN (TWIG) MURRAY
Address: 513 S. LEE ST.
Telephone: 571-225-5398
Email: TWIG@TWIGWEB.COM

Requested Block: 500 Block of S. LEE STREET
(parking permitted on one side of street only)

IT IS VERY DIFFICULT FOR RESIDENTS TO PARK ON THIS BLOCK PARTICULARLY ON WEEKENDS. IF AT ALL POSSIBLE, PLEASE DO YOUR SURVEY ON A SATURDAY OR SUNDAY.

THANK YOU.

Submit Completed Petition to:

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

Email: max.devilliers@alexandriava.gov
Phone: (703) 746-4245

signage on the 500 Block of S. Lee Street. We understand that if this signage is posted, any vehicles without the applicable district sticker or guest/visitor pass will be subject to a parking fee to park on the block. We understand that residents will still be required to pay an annual fee for resident parking stickers for each vehicle and that we will also need to obtain guest or visitor passes to allow guests to park on the street.

Resident Name (Printed)	Resident Signature	Address	Date
Ann Murray	<i>Ann Murray</i>	513 S. Lee St	6/10/23
Laura Bennett	<i>Laura Bennett</i>	511 S. Lee St.	6/10/23
Linda Bridgman	LINDA BRIDGMAN	529 S. Lee St.	6/9/23
<i>Brandon</i>	Brandon Dunn	519 S. Lee St.	6/9/23
Suzan Kerr	<i>Suzan Kerr</i>	527 S. Lee St.	6.9.23
Felix Pan Law	<i>Felix Pan Law</i>	527 S. Lee St	6/13/23
CHRISTINE BONDERS	<i>Christine Bonders</i>	509 S. LEE ST	6/14/23

Please note signatures from residents who are not the listed owner of the residence.

Staff Only: _____ Number of Households on the block
 _____ Number of Households that signed petition