

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JANUARY 22, 2024 7:00 P.M.
IN-PERSON AND VIRTUAL**

The January 22, 2024 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_fLqkRjWkTs6ynD5-AISANg

Or an H.323/SIP room system:

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

Meeting ID: 916 0645 1231

Passcode: 915805

SIP: 916 0645 1231@zoomcrc.com

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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.

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MONDAY, JANUARY 22, 2024 7:00 P.M.
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D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the November 27, 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**
 1. New Crossing at Holmes Run Parkway and North Ripley Street
 2. Capital Bikeshare Record Ridership Year 2023
 3. King/Callahan/Russell Intersection Improvements Project
 4. Parking Enforcement Contractor Update
 5. City Code Amendment – Residential Parking Permit (RPP) Restrictions for In-home Childcare Providers Update
 6. Eisenhower Avenue Transportation Study Update
 7. Dockless Mobility Update
 8. Pick-up and Drop-off at the Basilica School of Saint Mary Update

CONSENT ITEMS

5. No Turn on Red Restrictions - Four Intersections Along North Saint Asaph Street
6. All-way Stop Addition - Intersection of Commonwealth Avenue and Windsor Avenue

PUBLIC HEARING ITEM

7. No Turn on Red Restrictions - Multiple Intersections Along Duke Street

INFORMATION ITEM

8. **STAFF UPDATES**
 - Manual on Uniform Traffic Control Devices (MUTCD) Traffic Updates
 - Duke Street Updates
9. **COMMISSIONER UPDATES**

Next Meeting: Monday, February 26, 2024

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

MINUTES

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Katy North, Division Chief; Sheila McGraw, Principal Planner; Daniel Scolese, Civil Engineer IV; and Max Devilliers, Urban Planner II.

1. Announcement of deferrals and withdrawals: City staff deferred Item 6 “All-Way Stop Sign – Intersection of East Monroe Avenue and Leslie Avenue” until a future meeting.
2. Approval of the October 23, 2023, Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to approve the minutes of the October 23, 2023, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - 311 Process for Connecting with City Services
 - Mr. Kane stated that he has experienced communication issues from 311 ticket respondents citing tickets that are closed prior to task or project completion. Mr. Kane stated that he would provide staff with examples.
 - King/Callahan/Russell Intersection Improvement Project Update
 - Ms. Mihalik asked when the project is estimated to be complete, to which Mr. Scolese responded that he would check and notify the Board.
 - Duke Street Projects
 - Dockless Corrals Installation Update
 - Mr. Kane asked if educational signs about micromobility device parking in corrals will be installed at every corral, to which Ms. McGraw responded that those signs are only being installed wherever signposts are readily available and in close proximity. Mr. Kane stated that the educational sign near the Mount Vernon School needs to be moved closer to its respective corral.
 - Annual Reports and Program Workplans
 - Traffic and Parking Board Schedule for 2024
4. **PUBLIC DISCUSSION PERIOD:** None.

BOARD ACTION: None.

PUBLIC HEARING ITEMS

5. **ISSUE:** All-Way Stop Sign – Cameron Street and North Payne Street

DISCUSSION: This item was removed from consent agenda. Mr. Scolese presented the item to the Board.

PUBLIC TESTIMONY: Dino Drudi testified in support. Mr. Kane asked Mr. Drudi how he notifies his association's members, to which Mr. Drudi responded that his secretary uses email and Twitter.

BOARD ACTION: Ms. Mihalik made a motion, seconded by Ms. Bonnard, to recommend the Director of T&ES install an all-way stop at the intersection of Cameron Street and North Payne Street. The motion carried unanimously.

6. **ISSUE:** Loading Zone – 1100 Block of Oronoco Street

DISCUSSION: Mr. Devilliers presented the item to the Board. Mr. Kane asked if the American Day School has a Special Use Permit requiring that they use off-street facilities to conduct pick-up and drop-off operations, to which Mr. Devilliers said he would check with the Department of Planning & Zoning. Chair Lewis asked if the City had developed a formal shared parking agreement that private property owners could make use of to meet minimum off-street parking requirements, to which Ms. North responded she would check.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Ebbers, to recommend the Director of T&ES install 'Loading Zone 7 to 9 a.m. 4 to 6 p.m. Monday-Friday' signage for the two parking spaces in front of 1108 Oronoco Street and provide City staff with administrative approval to install identical signage for up to four more parking spaces on the 1100 block of Oronoco Street if demand proves to warrant the additional spaces. The motion carried unanimously.

7. **ISSUE:** Curbside Pick-up and Loading Zone – 2100 Block of Mount Vernon Avenue

DISCUSSION: Mr. Devilliers presented the item to the Board. Mr. Kane asked that staff work with the City Arborist to ensure the street trees adjacent to the proposed pickup/dropoff zone is trimmed in such a way to avoid damage from tractor trailers using the zone. Mr. Kane also stated that the zone would be too small for tractor trailers. Ms. Ebbers stated she has witnessed the issues of deliveries in the 7-11 parking lot as well as on East Custis Avenue.

PUBLIC TESTIMONY: None.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Tucker, to recommend the Director of T&ES install ‘Active Loading and Curbside Pickup Only’ signage for the two parking spaces in front of 2104 Mount Vernon Avenue.

INFORMATION ITEMS

8. **STAFF UPDATES:** Ms. McGraw provided the Board with an update regarding the parking enforcement contractor and taxicab subcommittee. Ms. Tucker asked if the parking enforcement contractor would begin working prior to December 24, to which Ms. McGraw responded that that is the plan. Chair Lewis asked for the timeline of the pilot, to which Ms. McGraw responded that she would check and share the updated timeline with the Board. Ms. Mihalik asked who the parking enforcement contractor is, to which Ms. North responded it is Republic Parking.

Mr. Devilliers provided the Board with an update for staff’s intent to request administrative approval from the Board to implement new and remove existing pickup/dropoff zones in the city per staff-proposed and Board-approved criteria. Mr. Kane requested that staff include blocks with one or more senior citizen-focused centers, businesses, and facilities as a criterium for administratively implementing new pickup/dropoff zones. Mr. Kane also asked that West End examples be included in the proposed criteria. Mr. Kane requested that staff conduct outreach prior to the removal of any pickup/dropoff zones, which Ms. Tucker added that targeted enforcement should also be conducted prior to removal to see if that results in the zone being used as intended more often. Mr. Kane also requested that an option to appeal City staff’s decision to remove a zone be included as part of that process. Chair Lewis noted that the current criteria for implementing new pickup/dropoff zones are too restrictive, to which Mr. Devilliers responded that these zones are different from traditional loading zones and should be treated and used as such (i.e., need the correct conditions to operate as a true conveyor belt). Ms. Mihalik asked which sign would be used for these zones, to which Mr. Devilliers responded by showing the Board the mock-up on the presentation. Ms. Mihalik requested that City staff do what they can to ensure drivers using these zones don’t block crosswalks and curb ramps, citing that geofencing could be a useful tool.

9. **COMMISSIONER UPDATES:**

- Ms. Tucker asked for an update on the City Code amendment to allow caregivers to obtain Residential Parking Permits, to which Ms. McGraw responded that the City Code amendment would go before City Council in December.
- Mr. Kane provided the Board with a Smart Mobility Program update, that City Council will be considering a Code amendment that states drivers must stop for pedestrians in the roadway, and that the City Council will explore opportunities for rainbow crosswalks around City Hall with installation occurring in June 2024.

ADJOURNMENT

Ms. Tucker moved to adjourn the meeting, seconded by Ms. Mihalik. The motion carried unanimously. The meeting adjourned at 8:16 PM.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 22, 2024

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

1. New Crossing at Holmes Run Parkway and North Ripley Street

At the April 2023 meeting, Chair Lewis asked staff to consider addressing an incomplete crossing at the intersection of North Ripley Street and Holmes Run Parkway. In response, the City installed a new crosswalk at this intersection. The crosswalk crosses Holmes Run Parkway, providing access to the Holmes Run Trail for people using the sidewalk on the west side of North Ripley Street or who use the eastbound bus stop at the intersection. The high-visibility crosswalk is accompanied by a new ADA compliant ramp that connects directly to the trail. A metal guardrail was extended to the ADA ramp to provide additional protection.

2. Capital Bikeshare Record Ridership Year 2023

The Capital Bikeshare system hit record ridership numbers systemwide and in the City of Alexandria in 2023. The Capital Bikeshare system rebounded from the decline in ridership seen during the COVID-19 pandemic. The number of trips taken by bikeshare has grown steadily since 2021 and 2023 was the highest ridership year for Capital Bikeshare in Alexandria to date. In 2023, 109,487 Capital Bikeshare trips started and/or ended in the City. Additionally, Capital Bikeshare had the highest average number of trips taken per day in 2023 with an average of 300 trips per day.

Capital Bikeshare ridership in the City can be viewed through the [Capital Bikeshare Trip Data Dashboard](#). The “Started At” slider may be adjusted to track data within a preferred timeframe.

3. King/Callahan/Russell Intersection Improvements Project

The City began construction on the King/Callahan/Russell Intersection Improvements Project in Fall 2023. The project involves removing the slip lane from Callahan Drive to King Street and realigning the curb to make it safer for pedestrians. The pedestrian signal on the southwest corner of the intersection was located in the slip lane island, so when the island was removed, the pedestrian signal was also removed.

A temporary pedestrian detour was implemented, since the southern and eastern crosswalks at the intersection are temporarily unavailable while curb and signal work is in progress. However, some residents expressed concerns about the lack of signalized crossing during construction. Staff worked with the contractor to improve the Maintenance of Traffic Plans for future work phases, and the City installed additional detour signage and installed an alternate crossing at King Street & Sunset Drive to enable easier access to Union Station and King Street Metro.

The current pedestrian detour is expected to be in place until late winter. As the project proceeds, additional detours may be required as the area of work changes. The City is working closely with the contractor to reduce disruption to the pedestrian path of travel in future phases of the project. The project is currently on schedule to be completed in May.

Additional information can be found on the [project webpage](#).

4. Parking Enforcement Contractor Update

The Alexandria Police Department began a pilot program at the end of December with a contractor to provide parking enforcement in Old Town, primarily along and around King Street. A third-party vendor has been hired to supplement the City's existing parking enforcement officers. The contractors are authorized to issue citations only and will not handle issues of towing, vehicle relocation, or booting. Personnel will be visible and uniformly dressed, including reflective vests noting they are contractors for the City of Alexandria. The contractors, Reimagine Parking, will also display company-issued identification and a company-branded shirt. Personnel officially began on Wednesday, December 27, 2023, and conduct parking enforcement during the hours of 7 a.m. - 11 p.m., Monday - Friday.

5. City Code Amendment – Residential Parking Permit (RPP) Restrictions for In-home Childcare Providers Update

At the October 2023 Traffic and Parking Board meeting, the Board recommend the City Council amend Section 5-8-77 of the City Code to allow childcare service providers to obtain parking permits as written by City staff with the request that "health care services or childcare services" be modified to "health care services and/or childcare services" throughout. At the City Council meeting on December 16, 2023, City Council passed the amendment for [Residential Parking Permit \(RPP\) Restrictions for In-home Childcare Providers](#) and the program is now in effect. Residents can apply for permits for in-home health care and/or childcare workers providing such services at residences within a permit parking district subject to the following criteria:

- The resident of the home where the in-home childcare and/or health care is being provided must apply for the permit.
- Only one permit for in-home health and/or childcare workers may be issued per year, per residence.
- The permit is valid for up to one year and will expire on October 5, annually.
- A \$150 fee will be charged for the permit, regardless of how many permits have been issued to this address. The fee is equal to the fee charged for a residential parking permit for each additional vehicle beyond a second vehicle.
- The applicant for in-home childcare and/or health care workers must provide a notarized certification that the resident is receiving in-home care at the residence.

- The applicant must provide a copy of the vehicle registration for the initial user of the permit.

6. Eisenhower Avenue Transportation Study Update

The City is beginning the second phase of the Eisenhower Avenue Transportation Study with the Virginia Department of Transportation (VDOT). During the first phase, the City and VDOT solicited feedback on community concerns along this corridor and reviewed traffic conditions, such as safety, volumes, and upcoming developments to help determine focus areas for the project. Phase two will focus on soliciting feedback on some preliminary ideas to improve Eisenhower Avenue.

The key areas focus of emerged from Phase I are:

- Van Dorn Street and Eisenhower Avenue
- Metro Road and Eisenhower Avenue
- Road cross-section between Van Dorn Street and Clermont Avenue on Eisenhower Avenue
- Road cross-section between Clermont Avenue and Telegraph Road
- Transit stop enhancements

For more information about Phase 1 and the focus areas, visit the project [website](#). The project team anticipates kicking off the next round of outreach in early 2024.

7. Dockless Mobility Update

In March, 2023, four dockless mobility companies were approved to deploy scooters and e-bikes in the City for the 2023/2024 permit year: Bird, Lime, Link, and Spin. One of the dockless mobility companies, Link, pulled out of the North American market at the end of 2023 and discontinued operations in the City of Alexandria at that time. As a result, there are currently three dockless mobility companies that were approved for the current permit year that runs from April 1, 2023 through March 31, 2024 that are operating in the city.

While Bird filed for bankruptcy in December, they have told the City they intend to continue operating as normal in Alexandria. No drop off in device numbers or permit compliance performance has been seen so far.

8. Pick-up and Drop-off at the Basilica School of Saint Mary Update

At the September Traffic and Parking Board meeting, residents raised concerns during the public comment period about issues that resulted from the interim pick-up and drop-off plan that was in place during construction at the Basilica School of Saint Mary. Construction has been completed and the permanent pick-up and drop-off plan that was approved with the site plan for the Basilica School of Saint Mary has been implemented. Currently, three off-duty police officers assist with morning drop-off and are stationed at the front of the school, exit, and at the corner of S Royal Street and Green Street. One to two off-duty police officers, depending on availability, assist with the afternoon pick-up stationed at the exit and front walkway. The school has reported that it took a couple weeks for people to adjust to the permanent pick-up and drop-off plan, but now they are seeing more free-flowing traffic.





Drop-off Procedure:

- (1) Police officer lets vehicles enter drop-off area until full and holds queue.
- (2) School staff controls queue on site, lining up cars to drop-off area near gym. Once all staff/teachers have parked, cars are directed to use drive aisles in parking lot (sometime between 7:15 AM and 7:30 AM).
- (3) Students depart cars, no cars move until all students have exited active drop-off area near gym.
- (4) All cars exit through driveway to Green St

Drop-off Routine During Arrival (After 7:30 AM)

Proposed Conditions

- Vehicles actively dropping student(s) off (~20 vehicles)
- Vehicles queued to enter site



1" = 100'

Total amount of cars accommodated south of intersection of S Royal and Green Streets: 79 (49 more than existing)



City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 22, 2024

DOCKET ITEM: 5

ISSUE: No Turn on Red Restrictions - Four Intersections Along North Saint Asaph Street

REQUESTED BY: T&ES Staff

LOCATION: North Saint Asaph Street, between Pendleton Street and Montgomery Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install no turn on red restrictions at the following intersections along North Saint Asaph Street:

- Montgomery Street
- Madison Street
- Wythe Street
- Pendleton Street

BACKGROUND: In 2017, the City adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. The City also employs a safe system approach when planning and engineering for traffic safety, which aligns with the U.S. Department of Transportation's National Roadway Safety Strategy and involves taking preventative action to minimize crashes. To work toward our Vision Zero goal, the City prioritizes safety improvements in areas with higher crash history or crash risk. A resident request for safety improvements at the intersection of North Saint Asaph Street and Pendleton Street was received via Alex311. Upon review of VDOT crash data (Attachment 1) involving pedestrian injuries, staff determined that "No Turn on Red" (NTOR) restrictions at the four subject signalized intersections are needed and will help achieve the City's Vision Zero goal.

North Saint Asaph Street between Pendleton and Montgomery Streets is a mix of residential and commercial uses, including two grocery stores, a hotel, and a few restaurants. There is often heavy foot and cyclist traffic around the Trader Joes and Harris Teeter grocery stores along this corridor. As North Saint Asaph Street is one block off of Washington Street, it is also used as an alternative route when traffic backs up, leading to an increased potential for pedestrian and vehicle conflict points.

DISCUSSION: The City is addressing safety issues by proposing the installation of new “No Turn on Red” (NTOR) restrictions at signalized intersections along the North Saint Asaph Street corridor. Citywide, between 2016 and 2020, there were 46 crashes involving pedestrians in which drivers were making a right turn, accounting for 16% of crashes in which a person was killed or seriously injured. Along North Saint Asaph Street, from Montgomery Street to Pendleton Street, between 2016 and 2022 there were four crashes involving pedestrian injuries. Of these crashes, three (or 75%) involved a pedestrian experiencing a visible injury due to a car collision (see Attachment 1).

NTOR restrictions are a low-cost safety treatment that protects pedestrians by reducing collisions between pedestrians and motorists turning right at a red light. Drivers seeking to turn right on a red light often do not see pedestrians crossing from the right, especially as their attention is focused on finding a gap in traffic moving from the left. By pulling into the crosswalk, these drivers also force pedestrians to make riskier maneuvers when crossing the streets. NTOR restrictions protect pedestrians by limiting these dangerous interactions.

NTOR restrictions also increase safety for people driving by reducing potential collisions between through vehicles and turning vehicles, particularly in busy areas where finding a gap in traffic can be difficult.

Leading Pedestrian Intervals (LPIs) are often paired with NTOR restrictions and give pedestrians a head start into the intersection, further enhancing safety. According to the FHWA, LPIs increase visibility of crossing pedestrians, reduce conflicts between pedestrians and vehicles, increase likelihood of motorists yielding to pedestrians, and enhance safety for pedestrians who may be slower to start into the intersection.

In addition to implementing NTOR restrictions, the City will implement new LPIs at the subject intersections (see Attachment 2).

OUTREACH: The City held a public comment period on the NTOR restrictions from October 30, 2023, through November 17, 2023. Comments were submitted via email (Attachment 3).

The City announced this comment opportunity in several ways:

- Staff posted a notice about NTOR restrictions and announced public comment opportunity on the [Vision Zero website](#).
- Staff posted notice signs at intersections impacted by the proposed NTOR restrictions.
- Staff emailed the following stakeholder groups: North Old Town Independent Citizen’s Association, Old Town North Community Partnership, and Alexandria Families for Safer Streets..

Staff received eight emails during the comment period. Of the feedback received, five (63%) endorsed the proposed changes, two (25%) opposed the NTOR restrictions; and one (13%) did not clearly endorse or oppose the restrictions (Attachment 3).

Attachment 1: – Pedestrian Crash History – N Saint Asaph Street – 2017 to 2023

This attachment shows pedestrian crash data along North Saint Asaph Street, from Montgomery Street to Pendleton Street. This crash data was retrieved from the Virginia Department of Transportation.

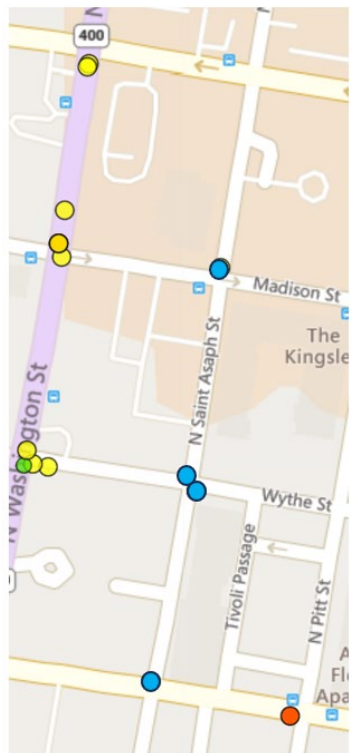
Table – Pedestrian Crash History – N Saint Asaph Street – 2017 to 2023

Year	Crash Type	Pedestrians Killed	Pedestrians Injured
2017	Visible Injury	0	1
2022	Visible Injury Non-visible Injury	0	1 1
2023	Visible Injury	0	1
	Grand Total	0	4

* Note: No pedestrian injury history exists for 2018-2021

Source: vdot.maps.arcgis.com

This image shows the location and extent of the data collected for the previous table. The light blue circles represent the pedestrian crashes that were included in the table. The other circles involve pedestrians but are outside of the North Saint Asaph corridor and were not included in the table. Source: vdot.maps.arcgis.com



Attachment 2: Proposed NTOR Restrictions and LPIs

NO TURN ON RED

Turning onto N Saint Asaph Street

- Pendleton Street
- Wythe Street
- Madison Street
- Montgomery Street

Turning onto Pendleton Street

- N Saint Asaph Street

Turning onto Wythe Street

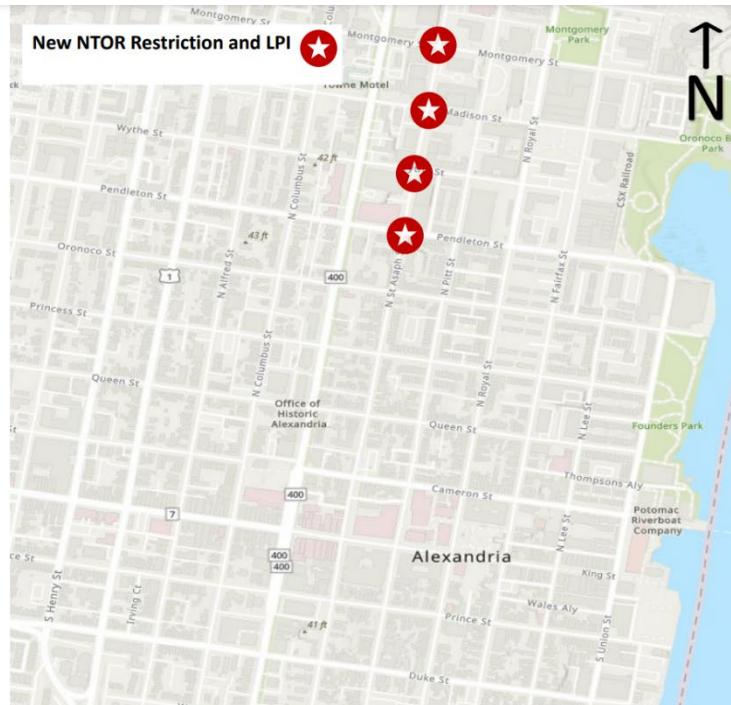
- N Saint Asaph Street

Turning onto Madison Street

- N Saint Asaph Street

Turning onto Montgomery Street

- N Saint Asaph Street



Attachment 3: Public Comments

This attachment compiles comments received during the public comment period for the proposed “no turn on red” (NTOR) restrictions along the North Saint Asaph Street corridor. Eight emails were received.

Date: Tuesday, November 7, 2023

To: silas.sullivan@alexandriava.gov

Subject: [EXTERNAL] Proposed No Turn on Red – St. Asaph

Hello-

I live in the area and saw the signage regarding the proposed no turn on red on St. Asaph. I definitely appreciate the emphasis on public safety in this consideration. That said, this is not the optimal solution. The duration of the signals on this street, specifically at non-peak hours, is excessive. Changing to no turn on red would increase traffic, frustrations and introduce potential road rage which is contrary to your objective. As it is, I avoid driving on St. Asaph almost entirely as it adds previous time to my commutes. Rather, I take Pitt Street, which is alternatively governed exclusively by stop signs. I think this is the best alternative as well for St. Asaph. Having a stop sign at every corner prevents speeding and ensures drivers exercise caution at all times.

Thank you,

Casey Flaherty

Date: Thursday, November 9, 2023

To: silas.sullivan@alexandriava.gov

Subject: [EXTERNAL] No turn on red comment

I would like to express the highest level of disapproval for the proposed no turn on red policies. These policies will inconvenience people all day every day, while providing no benefit whatsoever. By no means should any honest representative of the people allow the activists who want to impose these policies onto the people have their way.

Date: Saturday, November 11, 2023

To: silas.sullivan@alexandriava.gov

Subject: [EXTERNAL] Proposed No Turn on Red

I am writing to support the proposed No Turn on Red at all of the intersections listed on the posted notice in Old Town North. Right turns on red are a frequent conflict that I face when trying to cross the

street at intersections. However, I question whether traffic signals are necessary at these intersections at all. They are poorly timed often resulting in traffic backing up into other intersections and blocking crosswalks, or encouraging drivers to speed to make the next light. Then after the lights, drivers are surprised by the return of stop signs and often run them at speed. I think safety and traffic flow would be improved much more by replacing the lights with 4-way stops.

Either way, this change must be accompanied with increased enforcement. I encounter issues with cars blocking the crosswalk or nearly hitting me at intersections that are already marked with NTOR. Without enforcement this proposal will have no impact on safety.

Date: Saturday, November 11, 2023

To: silas.sullivan@alexandriava.gov

Subject: [EXTERNAL] Support for NTOR on North Saint Asaph

Good afternoon. We support the initiative to make several intersections on North Saint Asaph Street No Turn on Red. As area residents, we think this change would benefit drivers and pedestrians. Thank you for pursuing this and for your other work on the council.

Adlai & Elizabeth Hardin

513 North Saint Asaph Street

Alexandria, VA 22324

646 841 3577

Date: Monday, November 13, 2023

To: silas.sullivan@alexandriava.gov

Subject: [EXTERNAL] NTOR Support – St Asaph St

I'm writing to support the proposed implementation of 'No Turn on Red' at intersections along St Asaph St. These changes will make pedestrian transit safer along an increasingly busy corridor.

As a driver, I have found the new NTOR intersections on the Patrick/Henry corridor to be easy to follow with no inconveniences. As a pedestrian, I feel more confident navigating NTOR intersections.

Thank you for efforts toward making our community safer for all.

Warmly,

Rebekah Young

321 S Pitt St

Alexandria, VA 22314

Date: Wednesday, November 15, 2023

To: silas.sullivan@alexandriava.gov

Subject: [EXTERNAL] NTOR N. Old Town

Good morning Mr. Sullivan,

I support the NTOR proposed for the intersections on and around N. St. Asaph, Montgomery, Madison, Wythe and Pendleton only if they include the caveat for "when pedestrians are present".

Additionally, as part of this initiative, I encourage the City to reconsider the decision not to install stop signs, but to install "yield to pedestrians" signs which are more often than not ignored by motorists, at the intersections of N. Royal and First St. and N. Pitt and First St., where there are awkward traffic patterns and/or a playground.

Thank you for your and the City's attention to these issues.

Respectfully,

Lauren V.T. Irish

Date: Thursday, November 16, 2023

To: silas.sullivan@alexandriava.gov

Subject: [EXTERNAL] No turn on red along N St Asaph street

Sullivan

I would like to support restrictions on right turns on red along st asaph. This is a very pedestrian heavy area. The grocery stores and restaurants all support pedestrian volume. Often in the evening when visibility is reduced there are many of us walkers. Personally I walk west along Pendleton multiple times a day going to Trader Joe's or Mas or to the metro. In that direction the Pendleton traffic comes from behind to turn right on st asaph. That turn is blind for the driver due to parked vehicles and blind to the walker who can't see the traffic behind. Restricting turns on red is a good idea.

Thanks for considering my opinion.

Bill Ziegler

400 Wythe

314-361-1534

Date: Saturday, November 18, 2023

To: silas.sullivan@alexandriava.gov

Subject: [EXTERNAL] Proposed No Turn On Red

Hello,

I saw a flyer posted outside the Harris Teeter on St Asaph and Madison about the proposed no turn on red rule in that area. I would like to express my adamant support. This is an area with high pedestrian traffic and cars frequently make right turns into peds without looking or coming to a complete stop. I support this and any other effort to improve safety for people not in cars.

Thanks,

James Hook

100A East Braddock Rd

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 22, 2024

DOCKET ITEM: 6

ISSUE: All-way Stop Addition - Intersection of Commonwealth Avenue and Windsor Avenue

REQUESTED BY: Tamara Jovovic

LOCATION: Intersection of Commonwealth Avenue and Windsor Avenue

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES approve an all-way stop at the intersection of Commonwealth Avenue and Windsor Avenue.

BACKGROUND: Staff received a request for an all-way stop at the intersection of Commonwealth Avenue and Windsor Avenue (Attachment 1) by the applicant on November 16, 2023 (Attachment 2). The intersection is located in the Del Ray neighborhood area. Commonwealth Avenue is a major collector roadway. Windsor Avenue is a local roadway but operates similarly to a neighborhood collector. Therefore, the local-and-local stop sign program is not applicable for this intersection due to the roadway classifications.

DISCUSSION: Staff intended to review this through the normal Manual on Uniform Traffic Control Devices (MUTCD) Chapter two all-way stop and collect updated data in January 2024. However, due to an increasing trend of angle crashes in November 2023, staff accelerated the timeline of review and used available data including field visit, 2018 volumes (pre-COVID), and crash history. Based on the most recent crash trends in November and December and with the upcoming holidays, staff recommended the Director of T&ES use a 90-day provisional approval to install the all-way stop until this could be brought before the Traffic and Parking Board at the January 2024 meeting. Staff will monitor the intersection and if necessary, will recommend or install future additional improvements.

The following are notable observations:

- The new MUTCD, published on December 19, 2023, now adds additional warrants and measures when considering an all-way stop. At the time of review, the new MUTCD was not yet out, but based on the data this recommendation would be consistent with the recent MUTCD updates.
- Traffic volumes are based on 2018 data and found that the peak hour warrant is met but not the eight-hour warrant
 - It is not expected that new counts would meet the eight-hour warrant

- Since 2018 there have been seven (7) correctable angle crashes.
 - One of the angle crashes (2022) resulted in an injury with a cyclist.
 - Three angle crashes occurred in 2023, two (2) in November 2023 and one (1) in December 2023.
 - The prevailing crash trend is westbound Windsor Avenue with northbound Commonwealth Avenue
- Sight distance is blocked by nearby parked vehicles on Commonwealth Avenue
- Drivers treat the intersection as an all-way. As well, the November and December crash history indicated that drivers thought as such.

OUTREACH: Staff has been in contact with the applicant and the Del Ray Civic Association (DRCA) since receipt of the formal request. Staff notified the applicant, DRCA, and North Ridge Citizens Association of the installation of the all-way stop and staff's upcoming recommendation to Traffic & Parking Board at the January meeting.

During the quick installation, staff coordinated with the neighborhood associations, Alexandria Police Department, and placed message boards on Commonwealth Avenue to notify users of the all-way stop installation in December.

No dissenting correspondence has been received prior to or after the installation of the all-way stop.

Attachment 1 – Project Location



Attachment 2: Stop Sign Request



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: **Commonwealth Av @ intersection w/Windsor Av**

Reason for the Request: There is currently a crosswalk on Commonwealth on one side of the intersection, but no accompanying stop sign. Due to the width of the median and impaired visibility due to the proximity of parking along Commonwealth to the crosswalk and travel lanes, the intersection has become increasingly unsafe for pedestrians, bikers, and turning vehicles. We had two vehicular accidents occur in the span of three hours on 11/4/23.

Also, is a parallel crosswalk on Commonwealth an option? Thank you for considering this request.

Project Champion (Point of Contact) Information:

Name: **Tamara Jovovic**

Address: **11 East Windsor Avenue**

Email: **tamarajovovic@yahoo.com**

Phone Number: **202.360.6831**

Best Way to Contact:

Email

Phone

Best Time of Day to Contact:

Morning

Afternoon



Attachment 3: Public Outreach

From: Daniel Scolese
Sent: Friday, December 8, 2023 12:46 PM
To: DRCA Executive Committee <execboard@delraycitizen.net>; president@delraycitizen.net
Cc: Tamara Jovovic <tamarajovovic@yahoo.com>; Ryan Knight <Ryan.Knight@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; Bob Garbacz <Bob.Garbacz@alexandriava.gov>
Subject: Commonwealth and Windsor Intersection Install Update
Importance: High

Good Morning

We are currently working to have the Commonwealth and Windsor all-way stop installed the week of Dec 11th weather permitting. I am working to post notifications signs too. If there are any changes, I will let you know as soon as possible. Some things to please share:

- There will be some interim parking restrictions on Commonwealth Avenue in the area of Windsor Ave to allow us to install the stop signs and bars
- There will be interruptions in traffic during the installation of the stop signs and stop bars
- New travel patterns take time to adjust, as such please be patient and take your time as some drivers may overlook the newly installed stop signs initially. Do not expect that all drivers will stop and proceed cautiously.
 - We are working APD
 - We will have notification but not everyone catches this
 - We will temporarily flag the signs for visibility
- We will monitor after the installation. I plan to formalize this at the Traffic and Parking Board this January 22
 - If any other adjustments are made we will inform and work with you

Please let me know if you have any questions and I will keep you updated if any changes or updates arise.

Thank you for your patience and help with this effort
Dan

Daniel Scolese, P.E.
Civil Engineer, Transportation Engineering Division
Department of Transportation and
Environmental Services
2900 Business Center Dr.
Alexandria, VA 22314
(O) 703.746.4266
Daniel.scolese@alexandriava.gov

From: Daniel Scolese
Sent: Friday, December 8, 2023 12:47 PM
To: Tack Richardson <tack.richardson@gmail.com>
Cc: Hillary Orr <Hillary.Orr@alexandriava.gov>; Ryan Knight <Ryan.Knight@alexandriava.gov>
Subject: RE: Windsor and Commonwealth Ave

Good Morning Tack

Thanks again for sharing this. I do have an update on when to expect install.

We are currently working to have the Commonwealth and Windsor all-way stop installed the week of Dec 11th weather permitting. I am working to post notifications signs too. If there are any changes, I will let you know as soon as possible. Some things to please share:

- There will be some interim parking restrictions on Commonwealth Avenue in the area of Windsor Ave to allow us to install the stop signs and bars
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 - If any other adjustments are made we will inform and work with you

Please let me know if you have any questions and I will keep you updated if any changes or updates arise.

Thank you for your patience and help with this effort
Dan

Daniel Scolese, P.E.
Civil Engineer, Transportation Engineering Division
Department of Transportation and
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2900 Business Center Dr.
Alexandria, VA 22314
(O) 703.746.4266
Daniel.scolese@alexandriava.gov

City of Alexandria, Virginia

Traffic and Parking Board

DATE: January 22, 2024

DOCKET ITEM: 7

ISSUE: No Turn on Red Restrictions - Multiple Intersections Along Duke Street

REQUESTED BY: T&ES Staff

LOCATION: Duke Street, between North Jordan Street and North Ripley Street

STAFF RECOMMENDATION: That the Board recommend installing No Turn on Red restrictions at the following intersections with Duke Street:

- North Ripley Street
- South Reynolds Street
- North Paxton Street
- South Pickett Street
- Shoppes of Foxchase entrance

BACKGROUND: In 2017, the City of Alexandria adopted the Vision Zero Action Plan to eliminate traffic fatalities and severe injuries. The City also employs a safe system approach when planning and engineering for traffic safety, which aligns with the U.S. Department of Transportation's National Roadway Safety Strategy and involves taking preventative action to minimize crashes.

Each year, the City develops an Annual Vision Zero Work Plan of safety initiatives to be completed during the fiscal year. The Fiscal Year 2024 Vision Zero Work Plan includes "Turn Calming on (1) Corridor" and "Leading Pedestrian Intervals and No Turn on Red Restrictions on (1) Major Corridor". To work toward our Vision Zero goal, the City prioritizes safety improvements in areas with higher crash history or crash risk. Duke Street is one of the City's high-crash corridors, which led to the initiation of the Duke Street Turn Calming Project.

Duke Street is a principal arterial roadway which provides east-west access across the City, linking the West End with Old Town. Between Ripley Street and Jordan Street, the corridor features retail uses, high-density residential development, Beatley Library, and multiple parks (Attachment 1). Duke Street is served by multiple bus lines, including the 30, 32, 21C, 29K, and 29N. Due to the high ridership of this corridor, the City is in the process of designing Bus Rapid Transit for Duke Street.

DISCUSSION:

Based on a citywide crash analysis, 70% of all fatal or severe crashes from 2016 to 2020 occurred on roughly 10% of the City's street network. Duke Street is among that 10% and has been identified as a high-crash corridor. Since 2017, there have been over 150 crashes on Duke Street between Jordan Street and Ripley Street, over a third of which resulted in a fatality or an injury. All 14 crashes involving people walking resulted in injury or death (Attachment 2). The most common factor in these crashes was that a driver was making a left or right turn.

The City developed the Duke Street Turn Calming Project to implement a variety of treatments to mitigate pedestrian crashes on Duke Street. Treatments include:

- “Hardened” centerlines to slow driver turns
- Quick-build curb extensions to slow driver turns
- Leading Pedestrian Intervals (LPIs) to give people walking a head start into the intersection
- No Turn on Red restrictions to support the LPIs and reduce risk of drivers conflicting with people in the crosswalk (note: No Turn on Red restrictions are already in place at Duke Street/Jordan Street and Duke Street/North Pickett Street/Cameron Station Boulevard

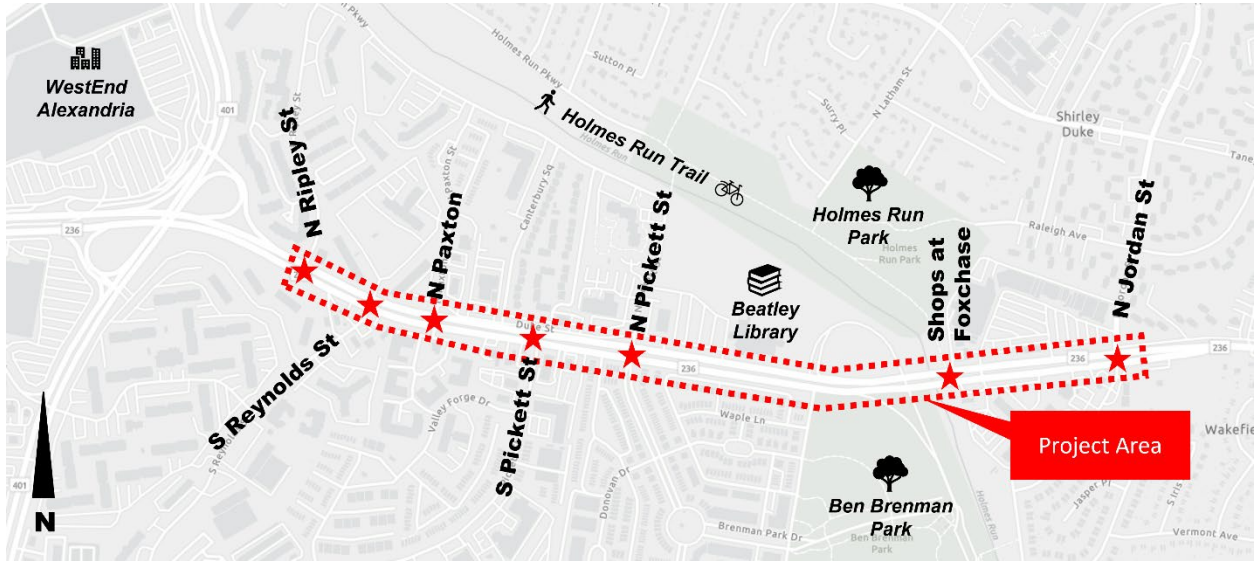
LPIs are classified by the Federal Highway Administration as a proven safety countermeasure that can increase visibility of crossing pedestrians, reduce conflicts between pedestrians and vehicles, increase likelihood of motorists yielding to pedestrians, and enhance safety for pedestrians who may be slower to start into the intersection. The City's Complete Streets Design Guidelines suggest the use of No Turn on Red restrictions when an LPI is present or when there are high volumes of conflicts between people walking and people turning right. No Turn on Red restrictions fall within the purview of the Traffic & Parking Board. Staff is proposing these restrictions at the following intersections:

- North Ripley Street
- South Reynolds Street
- North Paxton Street
- South Pickett Street
- Shoppes of Foxchase entrance

These restrictions in combination with the physical improvements, while primarily intended to improve safety, are expected to have little to no traffic impact during the peak periods along Duke Street.

OUTREACH: The City released an eNews on December 11, 2023 announcing the proposal for No Turn on Reds on Duke Street. Staff have received three comments on the proposals, two of which were supportive, and one that expressed no stance (Attachment 3). These improvements and notice of the Board's hearing were also included in the January 11, 2024 Duke Street Projects Newsletter.

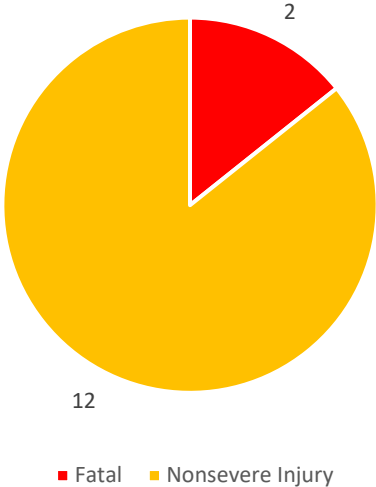
Attachment 1: Project Location



Intersections included in the Duke Street Turn Calming Project.

Attachment 2: Crash Data

Pedestrian Crashes on Duke Street from Ripley Street to Jordan Street, 2017-Current



Attachment 3: Community Comments

From: Ken Notis <civ2kn@gmail.com>
Sent: Wednesday, January 10, 2024 6:29 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]No Turn on Red restrictions on Duke Street

Alex,

Alexandria BPAC supports the proposal to install No Turn on Red restrictions on Duke Street at North Ripley, South Reynolds, North Paxton, South Pickett and at the entrance to Shoppes at Foxchase.

Ken Notis
Chair, Alexandria Bicycle and Pedestrian Advisory Committee

From: Alexandria Carroll
Sent: Friday, December 15, 2023 3:56 PM
To: Erin Winograd <erinwinograd@comcast.net>
Subject: RE: [EXTERNAL]Duke St. NTOR

Hi Erin,

Thanks so much for reaching out. As you likely know, Duke Street is one of the City's high-crash corridors, and as a result, we are prioritizing safety improvements in this area. While the eNews largely emphasizes the No Turn on Reds in relation to the upcoming Traffic & Parking Board Public Hearing, we're proposing multiple treatments to both respond to past crash trends and prevent future high-risk crashes.

Over 100 of the crashes since 2017 have occurred at the intersections you listed below (23, 20, 26, 18, and 15 respectively). There were 5 reported pedestrian crashes at Duke Street/North Ripley Street, 1 at Duke Street/South Reynolds Street, 4 at Duke Street/North Paxton Street, 2 at Duke Street/South Pickett Street, and 0 at Duke Street/Shoppes of Foxchase. There was also 1 at Duke Street/Cameron Station Boulevard, and 1 at Duke Street/South Jordan Street.

Two of the crashes were fatal, and both involved people walking. One was at Duke Street/Cameron Station Boulevard, where a driver struck a person crossing Duke Street. The other was at Duke Street/South Pickett Street, where a driver making a left turn struck a person in the crosswalk. The predominant cause of the crashes involving people walking was a driver not yielding the right-of-way to people in the crosswalk when making a left turn. Other scenarios include a driver striking someone while turning right on red, and a driver striking someone who was crossing without the walk signal.

It is difficult to determine exactly how many crashes could have been prevented with the proposed No Turn on Red restrictions. There are many factors involved in crashes, and it's very difficult to say with certainty that a specific change would have altered the outcome. Additionally, like I mentioned before, the City is proposing multiple treatments along the corridor along with the No Turn on Reds to respond to the crash history, the major risks we've observed in the field, and concerns we've heard from residents.

For example, most of the pedestrian crashes involved drivers making left turns, which is why we're proposing turn calming treatments, protected left turns, and Leading Pedestrian Intervals (LPIs). No Turn on Red restrictions typically accompany LPIs, because without them, the effectiveness of the LPI is diminished. Vehicle-only angle crashes are also a concern because this is a common crash type on Duke Street that also carries a higher risk of injury. Some of these crashes result from a driver being struck by oncoming traffic when making a left turn, being struck while turning right on red, or simply running the red light. Protected left turns and No Turn on Red restrictions can also help with those first two scenarios.

Aside from all of this, I want to emphasize that while observing and understanding crash history is important, it's also critical to think about crash risk and what severe crashes are likely to occur based on roadway geometry, vehicle speed, vehicle volumes, signal timing, and more. We do not want to take a purely reactive approach to improving safety, as part of the Vision Zero approach adopted by the City and by the Federal Highway Administration is that safety is proactive.

I hope this information is helpful. Thanks again for reaching out.

Alex Carroll (she/her)
Complete Streets Program Manager
City of Alexandria, Virginia
Department of Transportation & Environmental Services
alexandriava.gov

From: Erin Winograd <erinwinograd@comcast.net>
Sent: Monday, December 11, 2023 3:48 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Duke St. NTOR

Hi, Alex. The press release for the NTOR proposal includes the following statements:

"Since 2017, there have been over 150 crashes on Duke Street between Jordan Street and Ripley Street, over a third of which resulted in a fatality or an injury. All 14 crashes involving people walking resulted in injury or death."

Would you please provide answers to the following questions?

1) How many of the 150+ crashes occurred at the intersections where NTOR is proposed? Please provide exact numbers for each intersection:

Duke & N. Ripley
Duke & S. Reynolds
Duke & N. Paxton
Duke & S. Pickett
Duke & Shoppes at Foxchase

2) Exactly how many fatalities have occurred on Duke St. since 2017; where exactly did each occur; and what was the cause of each accident (e.g., impaired driving, speeding, pedestrian crossing without the right of way, driver running a red, etc.)?

3) Of the 14 crashes involving pedestrians: how many resulted in a fatality; where exactly did each pedestrian incident occur; and what was the cause of the accident (e.g., impaired driving, speeding, pedestrian crossing without the right of way, driver running a red, etc.)?

4) How many of the 150+ crashes would have been prevented by a No Turn on Red (assuming the NTOR was obeyed)? Please provide the number for each specific intersection / location.

5) How many of the 14 pedestrian incidents would have been prevented by NTOR (assuming NTOR was obeyed)? Please provide the number for each specific intersection / location.

Thanks much for your assistance.

Sincerely,
Erin Winograd

From: Alex Goyette <alexmgoyette@gmail.com>
Sent on: Wednesday, February 15, 2023 3:24:41 PM
To: Alexandria Carroll <Alexandria.Carroll@alexandriava.gov>
Subject: [EXTERNAL]Excited about turn calming at Duke and Jordan

Hi Alex,

I just saw info in the Duke St Projects Newsletter about the project to improve safety at various intersections along Duke St.

My family and I live on S Jordan so I was very excited to see that the Duke/Jordan intersection was included, especially the curb bump out envisioned for the corner near Aldi in the 30% design document. I rarely cross Jordan using the crosswalk here because it's such a long distance between the corners and feels very vulnerable, especially with a kid, so having that distance

shortened a bit is very exciting.

The changes at the entrance to Fox Chase Shopping Center are also very exciting to see, and will make it feel much safer when we walk over to Harris Teeter or Dunkin Donuts - right now we often avoid crossing Duke entirely and instead cross underneath it using Holmes Run Trail, despite that being a longer route.

Your work on this is very much appreciated!

Alex

--

Alex Goyette

AlexMGoyette@gmail.com

S Jordan St