

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, FEBRUARY 27, 2023 7:00 P.M.
IN-PERSON AND VIRTUAL**

The February 27, 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_urydZrogRj2VRThD09aEFw

Or an H.323/SIP room system:

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

Meeting ID: 943 1391 8340

Passcode: 915805

SIP: 94313918340@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 Katy North at Katy.North@alexandriava.gov no later than 24 hours before the meeting or make public comments through the conference call or in person on the day of the hearing.

For reasonable disability accommodation, contact Jackie Cato at jackie.cato@alexandriava.gov or 703.746.3810, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, FEBRUARY 27, 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 January 23, 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**
 - Duke Street & Route 1 Intersection Safety Audits
 - Safe Streets & Roads for All (SS4A) Grant
 - King-Callahan-Russell Access to Transit Project Update
 - Oakville Construction Parking
 - Fillmore Ave Parking
 - City Parking Garage Hourly Rate Change

CONSENT ITEMS

5. “No turn on red” (NTOR) restrictions - Patrick & Henry Street corridor
6. Curbside Pick-up and Loading Zone – 500 block of North Henry Street
7. Residential Permit Parking – 700 Block of Bluemont Avenue
8. Disability Parking – 2800 block of Main Line Boulevard

PUBLIC HEARING ITEM

9. Duke Street and West Taylor Run Pilot Extension Request
10. Right Turn Lane Removal – Enhanced Crosswalk between Hoffman Street & Anchor Street
11. Residential Permit Parking – Remove Montgomery Center property
12. Parklets - Parklet Requirements Update

INFORMATION ITEM

13. STAFF UPDATES

14. COMMISSIONER UPDATES

Next Meeting: Monday, March 27, 2023

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JANUARY 23, 2023, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT:

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT:

- Katy North, Division Chief, T&ES
- Sheila McGraw, Principal Planner, T&ES
- Max Devilliers, Urban Planner II, T&ES
- Sgt. Dan Shultz, APD
- Capt. Jamie Bridgeman, APD

1. Announcement of deferrals and withdrawals: None.
2. Approval of the November 14, 2022, Traffic and Parking Board meeting minutes: No comments from the Board.

BOARD ACTION: Annie Ebbers made a motion, seconded by Lavonda Bonnard to approve the minutes of the November 14, 2022, Traffic and Parking Board meeting. The motion carried unanimously.

3. **PUBLIC DISCUSSION PERIOD:**

Calandra Turnbull-Jones (virtual) spoke about parking on Fillmore Ave. where she reported that people are parking beyond the no parking signs causing issues with sightlines. Mr. Lewis asked that staff look at this location and follow up with the resident.

Roy Apseloff (virtual) spoke about construction vehicle and construction worker parking associated with the Oakville project. Ms. North noted that construction related parking is a common issue and that staff will follow up with planning and zoning to send out an inspector. Mr. Lewis asked that Mr. Apseloff submit this via 311 as well for tracking purposes.

4. **WRITTEN STAFF UPDATES:** The Board received written staff updates on Parklets and an update from the Alexandria Police Department on Parking Enforcement from Sgt.

Dan Shultz and Captain Jamie Bridgeman. Sgt. Schultz reported on the 2022 activity of the parking enforcement team and noted that currently of the 22 parking enforcement positions, 13 are filled and that they are experiencing difficulties with hiring and retention. Ms. Bonnard asked how they prioritize their response with limited staff. Sgt. Schultz noted that they prioritize calls for service, 311 requests, and proactive patrol. He noted that when they are fully staffed, they can cover more hot spots across the city. Mr. Kane asked if all parking enforcement officers are equipped with license plate readers. Sgt. Schultz noted that they have two have license plate readers and that they are working with Ms. North on this. Ms. Tucker noted that when she was recently in Amsterdam that there were parking enforcement cars with cameras that issued tickets via mail. Sgt. Schultz noted that we do not currently have the technology to issue tickets via mail. Ms. North noted that they would need to check with the City Attorney if such a practice would be allowable by the state.

CONSENT ITEMS

- 5. ISSUE:** Consideration of installing two-hour parking restrictions from 8:00AM to 5:00PM, Monday through Saturday, Residential Permit Parking (RPP) District 13 permit holders exempt, on the 2100 block of Potomac Avenue.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to approve item 5 on the consent items list. The motion carried unanimously.

PUBLIC HEARING ITEMS

- 6. ISSUE:** Consideration of implementing a Residential Pay by Phone requirement for the 300 block of Duke Street.

DISCUSSION: Max Devilliers presented the item to the Board.

PUBLIC TESTIMONY: Residents, Erril De Montille, testified in favor of City staff's recommendation, relaying that parking is impossible.

Resident, Candace Clary, testified in favor of City staff's recommendation, stating that it is very difficult to park on or near that block.

Dennis Kelly, representing the Basilica of St. Mary's, testified in opposition, stating that it would impose a burden on the way the basilica operates. Ms. Bonnard asked what the burden was and Mr. Kelly stated that the residences where priests live have visitors and contractors. Ms. Bonnard asked Ms. North if there is a process for visitors and contractors and Ms. North relayed that there are multiple ways for accommodating including installing a meter, scratch off tickets, and other methods.

Resident, Charlie Murray, testified in opposition, stating that he is worried people will park on his parking pad and that his children will have to pay to park when visiting.

BOARD ACTION: Mr. Osborne made a motion, seconded by Ms. Tucker to approve the item. The motion carried 5-2, with Mr. Lewis, Ms. Tucker, Ms. Ebbers, Mr. Cane, and Mr. Osborne in favor and Ms. Bonnard and Ms. Mihalik opposed.

- 7. ISSUE:** Consideration of a City Code Amendment for taxis that would eliminate the age of vehicle requirement and increase the initial meter charge from its current rate of \$3.00 to \$3.50

DISCUSSION: Ms. North presented the item to the Board.

PUBLIC TESTIMONY: Ken Bynum, the lawyer representing union cab, testified in favor of eliminating the age of vehicle requirement for taxis and increasing the initial meter charge. Mr. Bynum noted that its not just the price of gas that is high, but they can't compete with the dynamic charging or rideshare, so he asked the board to consider an increase to the per mileage charge rate.

Taxi Driver, Muhyidin Mohammed, testified in favor of eliminating the age of vehicle requirement for taxis and increasing the initial meter charge. Mr. Mohammed noted that the price of gas goes up and down, but the cost of labor continues to increase and asked the board to consider an increase to the per mileage charge rate.

Taxi Driver, Daniel Woldegiorgis, testified in favor of eliminating the age of vehicle requirement for taxis and increasing the initial meter charge. Mr. Woldegiorgis relayed that overall costs of operating and living have increased and also asked the board to consider an increase to the per mileage charge rate.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to recommend the City Council amend the city code to eliminate the age of vehicle requirement for taxis. The motion carried unanimously. Ms. Ebbers made a motion, seconded by Mr. Kane to recommend the City Council amend the City Code to increase the initial meter charge from its current rate of \$3.00 to \$4.00 for taxis and request the City Manager approve a \$0.50 fuel surcharge when the current one expires in March. The motion carried unanimously. Mr. Kane made a motion, seconded by Ms. Ebbers to establish a sub-committee of Traffic and Parking Board members to review fees of taxis in October 2023. The motion carried unanimously.

INFORMATION ITEMS

- 8. STAFF UPDATES:** Ms. North provided the Board with an update regarding staffing and introduced the new principal planner, Ms. McGraw and informed the board that the Yon Lambert had been promoted from Transportation & Environmental Services Director to Deputy City Manager and Tarrence Moorer is the Interim Transportation & Environmental Services Director.
- 9. COMMISSIONER UPDATES:** Mr. Kane provided the Board with the following updates:

- City is considering no turn on reds at nine intersections
- The Complete Streets and Vision Zero websites have been updated
- Duke Street in Motion meeting occurred

ADJOURNMENT

Ms. Ebbers moved to adjourn the meeting; Ms. Mihalik seconded. The motion was adopted unanimously. The meeting adjourned at 8:50 PM.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 27, 2023

DOCKET ITEM: 4

ISSUE: Written Staff Updates & Public Hearing Follow-up

A. Duke Street & Route 1 Intersection Safety Audits

In spring 2022, the City submitted an application to the Metropolitan Washington Council of Governments (MWCOG) Regional Roadway Safety Program (RRSP) to perform safety audits at the intersections of Duke Street & South Henry Street, and Duke Street & South Patrick Street. The RRSP provides short-term consultant assistance for planning and preliminary design projects that improve traffic safety. This project is included in the [Fiscal Year 2023 Vision Zero Work Plan](#).

This project was awarded in summer 2022 and kicked off in the fall. The City is in the process of soliciting public feedback on safety challenges or concerns at these two intersections. An online feedback form is available on the [project webpage](#), with comments being accepted through February 28. Staff will also be performing site visits to evaluate mobility, access, and safety features at each intersection.

Following the community engagement period and site audits, staff will work with the consulting firm to review the community comments, site features, and intersection data, and develop conceptual design options to improve safety. At the conclusion of the project (summer 2023), staff will recommend preferred design treatments for each intersection, which are expected to be implemented through a future project.

B. Safe Streets & Roads for All (SS4A) Grant

In 2022, the City submitted a grant application to the Safe Streets and Roads for All Program to perform safety audits and develop conceptual design alternatives at seven high-crash intersections around the City. Last month, the City was informed that the application was selected for award.

SS4A is a new program created by the Bipartisan Infrastructure Law that funds projects that prevent roadway deaths and severe injuries. Staff will be working with USDOT in the coming months to execute the grant agreement, establish expectations for project administration, and begin the project. Staff will provide updates at key milestones to the Traffic & Parking Board as appropriate.

C. King-Callahan-Russell Access to Transit Project Update

At the November 2022 Traffic & Parking Board meeting, staff provided a written update on the status of the King/Callahan/Russell intersection project, specifically regarding ongoing coordination and project timelines.

This month, the City advertised the Invitation to Bid for construction of this project. Bids are due March 10, 2023. City staff and the selected contractors will work together to keep the community informed of the project timeline, temporary construction impacts, and other important aspects of the project.

The King/Callahan/Russell intersection project is a grant-funded project that will provide mobility, safety, and access improvements for people walking, biking and driving through this intersection. More information is available on the [project webpage](#).

D. Oakville Construction Parking

At the January 2023 Traffic & Parking Board meeting, resident, Roy Apsehoff (virtual) spoke about construction vehicle and construction worker parking associated with the Oakville project. Ms. North noted that construction related parking is a common issue and that staff will follow up with Planning and Zoning to send out an inspector. Mr. Lewis asked that Mr. Apsehoff submit this via 311 as well for tracking purposes.

Staff followed up with Planning and Zoning about the construction worker parking associated with the Oakville project. Planning and Zoning is working with the developer on this issue.

E. Fillmore Avenue Parking

At the January 2023 Traffic & Parking Board meeting, resident, Calandra Turnbull-Jones (virtual) spoke about parking on Fillmore Avenue. where she reported that people are parking beyond the no parking signs. Mr. Lewis asked that staff look at this location and follow up with the resident.

Staff followed up with Ms. Turnbull-Jones about her comment at the January 2023 Traffic & Parking Board meeting. A new no parking sign has since been installed on the north side of Fillmore Avenue close to Bisdorf Drive. Ms. Turnbull-Jones was encouraged to continue to report cars parked in the no parking areas to 311 and the police non-emergency line.

F. City Parking Garage Hourly Rate Change

In February, the City upgraded equipment in three parking garages (Market Square, Courthouse, and North Union Street) to improve payment options, validations, and data collection. New pay on foot stations will be added that accept cash, but do not accept coins. Since these new pay on foot stations do not accept coins, the parking pricing is being updated to reflect flat dollar amounts. The only change is to the per hour rate which will go from \$2.50 per hour to \$2.00 per hour. The current and new rates are reflected below.

Current rates:

- \$2.50 per hour
- \$10.00 daily maximum
- \$5.00 evening & weekend maximum

The new rates at Market Square and North Union Street:

- \$2.00 per hour
- \$10.00 daily maximum
- \$5.00 evening & weekend maximum

The new rates at Courthouse:

- \$2.00 per hour prior to 5 PM on weekdays
- \$1.00 per hour after 5 PM and all day weekends (changed September 2022)
- \$10.00 daily maximum
- \$5.00 evening & weekend maximum

In June 2022, the City Council approved a resolution allowing staff to administratively change hourly pricing in garages up to \$5/hour, with notice to the Traffic and Parking Board. Rates were changed at the Courthouse garage in September 2022 and staff is evaluating the impact of those changes. More details about garage pricing and garage occupancies will be provided to the Board at a future meeting.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 27, 2023

DOCKET ITEM: 5

ISSUE: “No turn on red” (NTOR) restrictions – Patrick & Henry Street corridor

REQUESTED BY: T&ES Staff

LOCATION:

1. Montgomery Street turning onto N Patrick Street
2. Wythe Street turning onto N Patrick Street
3. Wythe Street turning onto N Henry Street
4. Pendleton Street turning on N Patrick Street
5. Oronoco Street turning onto N Patrick Street
6. Oronoco Street turning onto N Henry Street
7. Princess Street turning onto N Patrick Street
8. Princess Street turning onto N Henry Street
9. Queen Street turning onto N Henry Street
10. Cameron Street turning on N Patrick Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install No Turn on Red restrictions at 10 intersections with Patrick Street and Henry Street.

BACKGROUND: Patrick Street and Henry Street are classified as Other Principle Arterial roadways by the Virginia Department of Transportation. These streets server short and inter-city trips. As part of US Route 1, Patrick and Henry Streets connect with Arlington County and the District in to the north and points south, including Old Town, on the way through Richmond and beyond. Between Wilkes Street and First Street, these streets are one-way with Patrick Street serving northbound traffic and Henry Street serving southbound traffic. The streets are primarily lined with residences and neighborhood focused businesses.

In 2017, City Council adopted a Vision Zero Policy and Action Plan with the goal of eliminating fatal and severe crashes by 2028. As part of the Vision Zero Annual Work Plan, the City committed to implementing no turn on red restrictions on two major corridors with high pedestrian activity.

DISCUSSION: The City is addressing safety issues by proposing installation of new “No Turn on Red” (NTOR) restrictions on select streets turning onto Patrick Street and Henry Street. Both streets were identified as high-crash corridors in the Vision Zero Action Plan and the High-Injury Network Map. These are corridors that have high concentrations of crashes in which people were killed or seriously injured. Along Patrick & Henry Streets between 2015 and 2022 there were no pedestrian deaths, but there were 38 pedestrians hit by cars (Attachment 1). All these crashes occurred at intersections. Eight of these crashes, or 21%, were severe, meaning injuries include severe lacerations, broken bones, crush injuries, burns, unconsciousness, or paralysis.

In Alexandria, 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 injured¹.

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.

The City’s Complete Streets Guidelines² and the Federal Highway Administration³ recommends NTOR restrictions at locations, like the Patrick and Henry Street corridors, with high-pedestrian volumes and places where children regularly cross the street.

FHWA notes that, “one significant concern that comes up when RTOR is prohibited is that this may lead to higher RTOG (right turn on green) conflicts when there are concurrent signals.” To mitigate this, FHWA recommends pairing NTOR signs with Leading Pedestrian Intervals (LPI). The City’s Complete Streets Design Guidelines call for LPIs to be installed at intersections with high volumes of pedestrians and conflicting turning vehicles⁴.

LPIs increase the effect effectiveness of NTOR restrictions because they give pedestrians a head start into the intersection, further enhancing safety. According to the FHWA⁵, 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.

¹ alexandriava.gov/sites/default/files/2022-11/Full%20Crash%20Data%20Analysis%20Report%202022.pdf#page=51

² [Complete Streets Design Guidelines \(page 5-31\): media.alexandriava.gov/docs-archives/localmotion/info/gettingaround/alexandria-complete-streets-design-guidelines.pdf#page=134](https://media.alexandriava.gov/docs-archives/localmotion/info/gettingaround/alexandria-complete-streets-design-guidelines.pdf#page=134)

³ safety.fhwa.dot.gov/saferjourney1/library/countermeasures/44.htm

⁴ [Complete Street Design Guidelines \(page 5-30\): media.alexandriava.gov/docs-archives/localmotion/info/gettingaround/alexandria-complete-streets-design-guidelines.pdf#page=133](https://media.alexandriava.gov/docs-archives/localmotion/info/gettingaround/alexandria-complete-streets-design-guidelines.pdf#page=133)

⁵ highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval

In addition to implementing NTOR restrictions, the City will implement new LPIs at the following locations:

Patrick Street

- Montgomery Street
- Wythe Street
- Pendleton Street
- Oronoco Street
- Princess Street
- Cameron Street
- Prince Street
- Franklin Street

Henry Street

- Wythe Street
- Oronoco Street
- Princess Street
- Queen Street
- King Street

There are already several NTOR restrictions and LPIs along the Patrick and Henry Street corridors. These include:

- Pendleton Street turning onto N Henry Street, with LPI
- King Street turning onto N Henry Street, with LPI
- King Street turning onto N Patrick Street, with LPI
- Wilkes Street turning on N Patrick Street, with LPI
- Gibbon Street turning onto N Patrick Street, with LPI

The full list and map of existing and proposed NTOR restrictions and LPIs can be found in Attachment 2.

OUTREACH: The City held a public comment period on the NTOR restrictions from December 6, 2022, through February 6, 2023. Comments were submitted via email.

The City announced this comment opportunity several ways:

- A notice was posted about proposed NTOR restrictions and announced public comment opportunity on the [Vision Zero website](#).
- Notice signs were posted at intersections impacted by the proposed NTOR restrictions.
- An email was sent to the following civic and homeowner associations that represent residents along the impacted corridors: Braddock Metro Citizen's Coalition, West Old Town Citizens Association, and Old Town Civic Association.
- The public comment opportunity was posted to Transportation & Environmental Services Twitter and Facebook accounts.

Staff received 38 emails during the comment period. Of the feedback received, 28 (74%) endorsed the proposed changes; 6 (16%) opposed the NTOR restrictions; and 4 (11%) did not clearly endorse or oppose the restrictions or commented on a different topic.

The full text of all submitted comments is available in Attachment 3.

Attachment 1 – Pedestrian Crash History – Patrick & Henry Streets – 2015 to 2022

This attachment shows pedestrian crash data along the Patrick & Henry Street corridors. The crash data for Seminary Road was retrieved from the Virginia Department of Motor Vehicles, which compiles crashes reported to law enforcement in the Commonwealth. Crash data was collected along Patrick and Henry Streets starting from First Street in the North to Franklin Street in the south.

NOTE: Fatal injury crashes are those in which the injury results in death within 30 days after the crash. Severe injury crashes include those with severe lacerations, broken bones, crush injuries, burns, unconsciousness, or paralysis. Visible injuries are observed at the time of crash but are less serious than severe injuries. Property Damage crashes are those in which there is no apparent injury and the crash resulted in damage of \$1,500 or more.⁶

⁶ Virginia Department of Transportation (VDOT) Crash Data Manual (2017):

virginiadot.org/business/VDOT_Crash_Data_Manual_Nov2017.pdf d

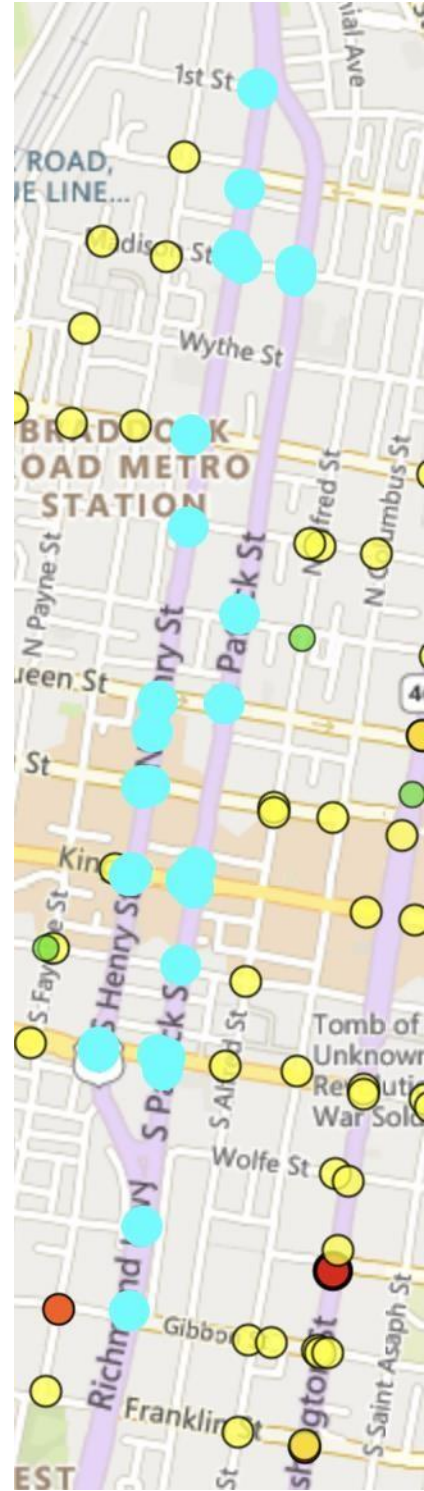
Table: Pedestrian Crash History – Patrick & Henry Streets – 2015 to 2022

Pedestrians			
Year	Crash Type	Killed	Pedestrians Injured
2015	Visible Injury	0	7
	Nonvisible Injury	0	1
	Severe Injury	0	2
2016			
	Visible Injury	0	5
2017	Severe Injury	0	2
	Visible Injury	0	2
	Nonvisible Injury	0	1
2018	Visible Injury	0	1
2019			
	Severe Injury	0	1
	Visible Injury	0	2
2020	Severe Injury	0	2
	Visible Injury	0	3
	Nonvisible Injury	0	2
2021	Visible Injury	0	4
2022	Severe Injury	0	1
	Visible Injury	0	2
Grand Total		0	38

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 did not involve pedestrians and were not included in the table.

Source: vdot.maps.arcgis.com



Attachment 2 – Existing and Proposed NTOR Restrictions and LPIs

This attachment a table and a map that both show the location of existing and proposed No Turn On Red (NTOR) restrictions and Leading Pedestrian Intervals (LPI).

STREET	INTERSECTION	NEW NTOR	EXISTING NTOR	NEW LPI	EXISTING LPI
Montgomery St	N Patrick St	X		X	
Wythe St	N Patrick St	X		X	
Wythe St	N Henry St	X		X	
Pendleton St	N Patrick St	X		X	
Pendleton St	N Henry St		X		X
Oronoco St	N Patrick St	X		X	
Oronoco St	N Henry St	X		X	
Princess St	N Patrick St	X		X	
Princess St	N Henry St	X		X	
Queen St	N Henry St	X		X	
Cameron St	N Patrick St	X		X	
King St	N Patrick St		X		X
King St	N Henry St		X	X	
Prince St	N Patrick St			X	
Wilkes St	N Patrick St		X		X

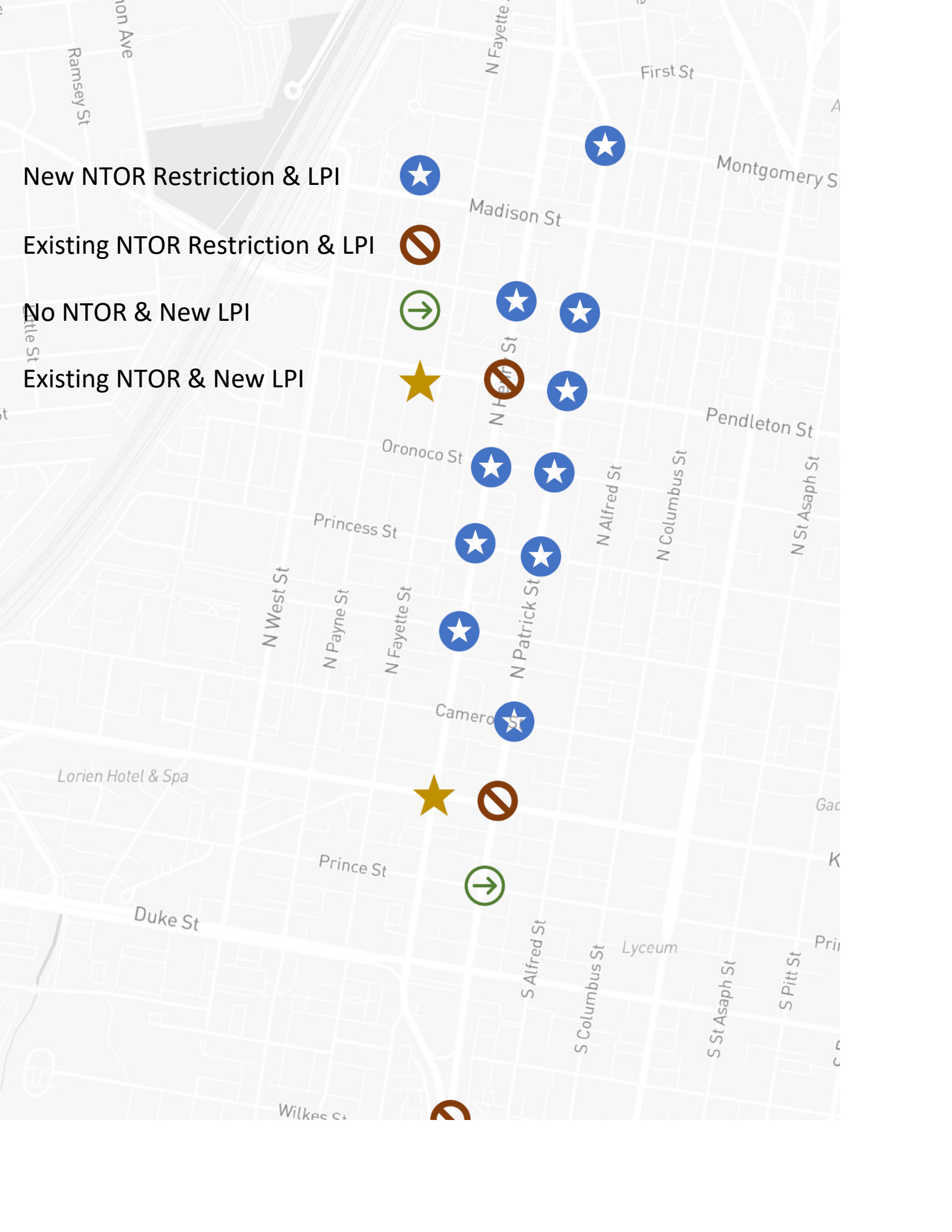
Gibbon St	N Patrick St	X	X
Franklin St	N Patrick St		X

New NTOR Restriction & LPI

Existing NTOR Restriction & LPI

No NTOR & New LPI

Existing NTOR & New LPI



Attachment 3 – Public Comment

This attachment compiles comments received during the public comment period for the proposed “no turn on red” (NTOR) restrictions for intersections along the Patrick and Henry Streets corridor. One letter and 37 emails were received.

Knox, Justin A LCDR USN (USA) <justin.a.knox6.mil@us.navy.mil>
Thursday, January 5, 2023 at 8:47 AM
Bryan.hayes@alexandriaVA.gov <Bryan.hayes@alexandriaVA.gov>
[EXTERNAL]Proposed No Turn on Red (NTOR)

ALCON:

I purchased my home and have lived at the intersection of North Patrick and Oronoco Street since 2019 and I disagree with this proposal. In the time since moving here I have witnessed and personally pulled two separate individuals from overturned vehicles due to accidents (one of which totaled my personal vehicle). I have also see countless "hit-and-runs", removing multiple parked cars' side mirrors, as well as personally being hit by an oncoming vehicle's side mirror while getting into my car. Because of the aforementioned experience, I believe I have a very reliable understanding on the matter pertaining to the safety concerns. Although I concur that Patrick Street is a "high crash corridor" I do not agree that NTOR strategies will correct this issue. All of the issues I've observed and continue to see are due to the width of the lanes and the light timing on the street (specifically on North Patrick). Due to the timing of the lights, drivers are quasi-encouraged to exceed the speed limit in order to reach every intersection with a green light. This also tends to encourage reckless weaving through vehicles in order to meet the same ends. I am also an avid runner, dog walker, and am a consistent pedestrian on these streets (walking and /or running every day of the week for 1 hour or more) . I have no issues regarding my safety as a pedestrian and do not see how NTOR would improve this. I believe that the addition of NTOR would encourage additional speeding to reach lights in time and more aggressive driving throughout the city to circumnavigate the new obstacles (NTOR signs). I am 100% against the NTOR initiative.

If you have any questions or wish to reach out please see my Desk Phone (available 0700-1600 M-F) or my Mobile Phone (available all other times). Thank you for your time, I hope to hear from you.

Very Respectfully,

LCDR Justin "Jay" Knox, SC, USN
OPNAV N4L2: Naval Distribution

2000 Navy Pentagon, RM 2E258

Washington, D.C. 20350-2000

Desk: (703) 695-4719

Mobile: (703) 966-6770

NIPR: justin.a.knox6.mil@us.navy.mil

SIPR: justin.a.knox1@navy.smil.mil

Karen Toth <karen.toth@gmail.com>
Thursday, January 5, 2023 at 12:59 PM
Bryan Hayes <bryan.hayes@alexandriava.gov>
[EXTERNAL]new "no turn on red" restrictions

YES! YES to all of these! The 3 seconds a car can save turning right on red doesn't balance out the major issues they cause for pedestrians.

My only issue is that you're not currently considering adding more intersections to the list. In particular, Daingerfeld turning onto Duke is an intersection where, as a pedestrian, I have been almost hit numerous times and had my passage across the street in the crosswalk with the walk signal completely blocked by a car looking for an opportunity to turn right on red even more often. That intersection is part of my normal commute, and it's a rare day when I can get across there without any issues.

I have a car, so these are not the rantings of a car-hating person, but also usually travel on foot around Old Town; by far the worst thing about my commute from home to the office for the 15 years I've lived here is the amount of effort I have to put into avoiding being killed by drivers when I just want to cross the street in the crosswalk with the signal.

Apologies for derailing the comments on the proposed new restrictions. I have strong feelings about NTOR and wish it were implemented (and enforced!!!) at more intersections; would it perhaps be simplest to just have it be in place across all of Old Town?

Many thanks,
Karen Toth

PS - While I'm at it, the NTOR signage at Cameron and West is not great. The sign on Cameron is well before the intersection and cannot be seen by the first car stopped at the line.

Erin Meter <emmeter@gmail.com>
Thursday, January 5, 2023 at 2:36 PM

Bryan Hayes <bryan.hayes@alexandriava.gov>
[EXTERNAL]Feedback on NTOR proposal

Hi Mr. Hayes,

I wanted to provide my feedback on the NTOR proposals for Henry and Patrick. As background, we live near the intersections of Pendleton and Oronocco and Patrick/Henry Streets. I cross those streets regularly as a pedestrian, often with my 2 children in a stroller.

I am fully supportive of these changes, and also hope leading pedestrian intervals are added. I believe there is one on Pendleton/Henry at least, and I have found that intersection to feel safer than others. Cars in Old Town often do not look before turning right or left onto these busy streets, so the addition of the NTOR and leading pedestrian intervals will be beneficial to my family's safety.

At this time, I avoid crossing those streets in the dark with my children because of fears about how drivers will behave, which cuts off large segments of the neighborhood for walking in the evening. Changes like the ones proposed will hopefully make the roads feel safer, and drivers pay more attention.

Thank you!

Best,

Erin Meter

544 N West St, Alexandria, VA 22314.

Matthew Larson <mdl Larson45@gmail.com>
Thursday, January 5, 2023 at 2:56 PM
Bryan Hayes <bryan.hayes@alexandriava.gov>
[EXTERNAL]NTOR Changes

Hi Bryan,

Writing in to voice my enthusiastic support for the proposed “No Turn on Red” changes that were recently announced. I ride my bike often for transportation and have been nearly hit by a car on Wythe multiple times this past year. NTOR is a commonsense approach to pedestrian

safety and one that I take very personally. Please see that these changes are implemented quickly, thank you!

Warmly,
Matt Larson
Alexandria Resident

From: Marjorie Colletta <mcolletta@mac.com>
Date: Thursday, January 5, 2023 at 3:23 PM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: re: Vision Zero

Hi,
I'm wondering why not at King street also?
Thanks so much,
Marge

From: Rachel Ponce <rachelponce@yahoo.com>
Date: Thursday, January 5, 2023 at 3:23 PM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: re: Vision Zero

Your proposed no right turn on red restrictions are a great idea!

Sent from my iPhone

Keith Matthews <matthews.ke@gmail.com>
Thursday, January 5, 2023 at 3:30 PM
Bryan Hayes <bryan.hayes@alexandriava.gov>
[EXTERNAL]Right Turn on Red

Count me against all the proposed prohibitions for turning red on right onto Patrick or Henry streets. I can't remember any injuries to pedestrians in the last couple of years that would be prevented from these prohibitions. Patrick and Henry Streets are major thoroughfares with plenty of traffic so that cars will be careful looking before they make a turn on a red light.

Also, these prohibitions will create more pollution since cars will be idling more by having to stop and wait for the light to change.

Respectfully submitted,

Keith Matthews
703 W. Abingdon
Ct.

Alexandria, VA

From: Doug Redman <dprsox@aol.com>
Date: Thursday, January 5, 2023 at 3:49 PM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: [EXTERNAL]Right Turns on Red

Bryan,

Fully support the prohibition on right turns on red at the proposed intersections. However, in my experience, having lived in Old for 30 years, another very pedestrian/vehicle dangerous intersection is at **King & Washington**. I would propose banning right turns on red there. Could also use some red light cameras there as cars continually blow through lights as pedestrians are beginning to cross. If the decision is not to put in cameras, at least do some periodic enforcement. I cross there multiple times a day and it is a mess. Thanks.

Doug Redman
407 N. Saint Asaph

From:

Date:

To:

Alex Goyette <alexmgoyette@gmail.com>

Thursday, January 5, 2023 at 4:28 PM

Bryan Hayes <bryan.hayes@alexandriava.gov>

Subject: [EXTERNAL]Support for "No Right on Red"

Hi Bryan,

I was excited to read [AlxNow's article today](#) about the city's plan to ban "right on red" at several intersections in Old Town and Parker Gray. I fully support this - these are some of the most walkable neighborhoods we have and pedestrians safety should take priority.

I'd love to see right on red prohibitions expanded further throughout the city as well, especially along the Duke Street corridor where my family lives.

Thank you,

Alex

--

Alex Goyette

AlexMGoyette@gmail.com

S Jordan St

Louise Watts <louisewatts@gmail.com>

Thursday, January 5, 2023 at 4:30 PM

Bryan Hayes <bryan.hayes@alexandriava.gov>

re: Vision Zero

I'm sure you've got the data to make the right call on this. What i don't understand is why delivery vehicles are allowed to stop and deliver from the middle of the street all across Old Town.

From:

Date:

To:

Subject:

Even if car ownership drops, delivery, service vehicles, emergency vehicles and bus traffic will continue to rise. As will scooter and bicycle traffic, and pedestrians in the crosswalks.

The three or four years of actual construction that begins this spring will create problems of its own. Vehicles belonging to construction workers, construction deliveries, service vehicles and road closures will dramatically exacerbate the problem. (You are aware, there are construction workers that live in their vehicles so the vehicles are there round the clock?)

What problem? Specifically, drivers break the law, and zip around the delivery vehicle- even if they have zero visibility to the cross walk or on coming traffic. This is the norm. Someone who attempts to wait for the vehicle to clear will usually be honked at.

The City has successful tools; underground delivery spaces a mandate for reserved delivery spaces (e.g the Alexan) and I'm sure those will continue to be brought to bear.

However, the situation is already serious! The next 36 or 48 months could become a a nightmare.

I'm ranting a bit. I apologize. Is there anything you could share that would reassure me that the situation and impending factors are well understood, accurately projected and modeled and solutions are baked into the Old Town North Small Area Plan?

For instance, is there a master schedule to control for concurrent demolition and building? Can developers contribute appropriately to offset cost for better traffic enforcement, (not too mention sanitation, public transport, emergency services etc.)

I do not want to make work for anyone. Nor do I want to waste time venting at some public hearing. But development in OTN feels like it's about to spin be out of control.

Any comments or advice?

Sincerely appreciate your time and efforts.

Louise Watts

400 Madison Street

From:
Date:
To:
Subject:

Alison Sigethy <asigethy@icloud.com>
Thursday, January 5, 2023 at 4:48 PM
Bryan Hayes <bryan.hayes@alexandriava.gov>
[EXTERNAL]No turn on red

I am beyond happy to see the city finally extending no turn on red. It is a cheap and easy way to make walk-in and riding in the city safer. HOWEVER, the current proposal leaves out one of the worst intersections in the city: Prince and Henry. I know it's outside Parker-Gray, but please add that intersection to the plan. This intersection is especially treacherous, since there is a well used bike lane on Prince.

From: Marilyn Weissman <mww Weissman2323@gmail.com>
Date: Friday, January 6, 2023 at 9:20 AM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: re: Vision Zero

I think this is a great idea. Anything that will potentially decrease crashes is a good thing. There are certain to be drivers who complain that it will slow them down, but so be it. I believe enforcement at these intersections will be crucial.

Thank you for your time -
Marilyn Weissman 400
Madison St.

From: alcox@comcast.net <alcox@comcast.net>
Date: Friday, January 6, 2023 at 9:30 AM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Cc: Al Cox <alcox@comcast.net>
Subject: re: Vision Zero

Bryan:

From:

Date:

To:

Subject:

While I do **not** support a citywide ban on Right on Red but, as a pedestrian and bicyclist, I do believe that the southbound N Washington at Cameron turn and the southbound N Columbus at Cameron intersections are confusing for both motorists and pedestrians and right on red should be prohibited at these locations.

Thank you,

Al Cox, FAIA
311 N Alfred
St.

Alexandria, VA 22314

202-531-7955

danandpeter <danandpeter@verizon.net> Friday,
January 6, 2023 at 9:43 AM
Bryan Hayes <bryan.hayes@alexandriava.gov>
re: Vision Zero

Good morning, Mr. Hayes,

I am a residential if Alexandria and a frequent pedestrian and support the proposal to prohibit right turns on red traffic signals at the identified intersections with Patrick and Henry Streets in Old Town. I wonder if this is also being considered (or previously adopted) for the intersections with King Street.

Very beat wishes, and Happy New Year,

Peter

Peter Henry

415 Mount Vernon Ave

From:
Date:
To:
Subject:

From: ivyeliz@comcast.net <ivyeliz@comcast.net>
Date: Friday, January 6, 2023 at 9:50 AM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: re: Vision Zero

Good morning Bryan

In response to today's article in Alexandria Living that you are seeking comments on the No Right on Red initiative, I have a question and a concern.

I live on the 1100 block of Prince Street. Our eastern corner is S. Henry. It has been an intersection of wrecks, building and car sideswipes, and on December 15 a pedestrian was struck. (And I will NOTE... the article about the pedestrian incorrectly identified it as the 100 block of N. Henry. This incorrect attribution has been an issue residents of this block have been trying to get resolved for almost a year – after noting when submitting a 311 ticket the response had my address as the 1100 block of Princess and N. Henry – if your office can fix that – it would be progress – but I digress)

The question is – why are the NO Right on Red only being considered for the north sides of Henry and Patrick? As I noted, the south end of Henry and Patrick – especially our corner with drivers rushing to get on the entrance to the beltway – is a nightmare from about 3:00pm to 7:00pm. It is similar at Duke and Henry. I can only assume some limitation on zipping thru lights would be helpful to minimize the dangers and concerns.

Thank you in advance for your consideration of my question.

Ivy Whitlatch

Jl <cblough08@gmail.com>
Friday, January 6, 2023 at 12:11 PM
Bryan Hayes <bryan.hayes@alexandriava.gov>

From:

Date:

To:

Subject:

[EXTERNAL]NTOR Changes Support

I strongly support the proposed NTOR changes as long overdue steps to progress our Vision Zero Goals, and I hope that the City considers more streets to add to the policy, such as Washington St/King St and Washington St/Slaters Ln.

-Chris B 1602 W Abingdon Dr, Alexandria VA 22314

From: Jared Linck <jared.linck@gmail.com>

Date: Friday, January 6, 2023 at 12:16 PM

To: Bryan Hayes <bryan.hayes@alexandriava.gov>

Subject: [EXTERNAL]Strong support for "no turn on red" proposal

Hi Bryan,

I am writing to voice my strong support for the proposal to implement "no turn on red" restrictions on Henry and Patrick Streets in Old Town. This proposal can save lives and improve safety on our congested streets. During my 10+ years as a pedestrian who crossed Patrick and Henry daily, I have personally been nearly struck at least 10 times by a vehicle attempting to turn right on red while I was legally crossing in the crosswalk. This proposal provides a concrete, actionable solution that can reduce traffic injuries and fatalities.

Thank you for accepting my strong support for this proposal.

Thank you,

Jared Linck

904 Mount Vernon Avenue

From:

Date:

To:

Subject:

Hannah Town <phtown@protonmail.com>

Friday, January 6, 2023 at 2:22 PM

Bryan Hayes <bryan.hayes@alexandriava.gov>

[EXTERNAL]Right-on-red elimination

Mr Hayes,

I am writing to make a public comment on the proposed plan to ban right turns on red lights at certain intersections. I wholeheartedly support the measure.

The right on red was introduced during the energy crisis of the 1970s as a way to save fuel, but the idle efficiency of modern cars means it produces essentially nil fuel savings in the twenty-first century. While the merits of the idea at the time of its original implementation are debatable, recent studies have consistently shown that it creates a danger to motorists and pedestrians and provides no meaningful benefit in terms of fuel consumption or traffic flow. In fact I believe the proposed changes don't go far enough. Any intersection busy enough to require stoplights is too busy to allow right turns on red lights, and so I believe Alexandria should follow the example of DC (and most countries around the world) in eliminating the practice altogether.

I also believe that the benefits to road safety that come with eliminating this dangerous practice--while certainly real and important--are not the only benefits that can be expected. The fact that cars can come from almost any direction at any time in our intersections and crosswalks adds a level of stress and an impression of unsafety that are detrimental to residents' quality of life, to visitors' perception of the city, and to the city's economy. Alexandria's government should be trying to cultivate an impression that the city is a safe place for people of all ages to live, work, and visit; it's short-sighted to compromise that in favor of a few seconds saved waiting at red lights. Other jurisdictions in the area have already shown a commitment to road safety that attracts residents and visitors, and Alexandria risks falling behind economically if it does not follow suit.

-Hannah Town

From: jeanne o'toole <jeanneotoole@gmail.com>

Date: Friday, January 6, 2023 at 4:20 PM

To: Bryan Hayes <bryan.hayes@alexandriava.gov>

Subject: re: Vision Zero

[You don't often get email from jeanneotoole@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Totally concur as an Alexandria pedestrian. Please also consider red light cameras at these intersections. You can count the number of cars running red lights with no regard.

From:
Date:
To:
Subject:

Jacquelyn Kittredge <healthitgirl@gmail.com>
Friday, January 6, 2023 at 5:25 PM
Bryan Hayes <bryan.hayes@alexandriava.gov>
[EXTERNAL]No Turn On Red

Dear Mr. Hayes,

I strongly support any efforts by the City of Alexandria to enact "No Right Turn on Red" at any and all intersections - including those on Patrick and Henry Streets.

I live and work in Alexandria and I walk to work.

My commute is for the most part enjoyable, as I see children, neighbors, and their dogs walking in the neighborhood.

By far, the most stressful part of my day is when I come to the corner of Russell Road and Braddock Road. I travel north on Russell in the morning, and even though there is a "No Turn on Red" sign at this intersection, inattentive drivers blow through this red light on a regular basis.

I love my commute, but I don't want to die simply because I walk to work.

Thank you for your consideration,

Jacquelyn Kittredge

From: Jarrett Ray <jarrettray@gmail.com>
Date: Friday, January 6, 2023 at 9:19 PM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: re: Vision Zero

Hello - As a parent whose children attend American Day School and St. Mary's in Old Town, I completely OPPOSE the new Right on Red restrictions.

From:
Date:
To:
Subject:

You're simply making our roads less driver friendly. Vision Zero is a silly goal. There will always be danger while driving. If there are bad drivers, then hire more police to ticket offenders.

Thank you,
Jarrett Ray

Andrea Grenadier <algrenadier@earthlink.net>
Saturday, January 7, 2023 at 10:06 AM
Bryan Hayes <bryan.hayes@alexandriava.gov>
[EXTERNAL]Vision Zero and NTOR restrictions

Dear Mr. Hayes:

Thank you for opening up this issue to public comments. As a non-driver and Old Town pedestrian who logs many miles on my hometown streets, I would be deeply grateful for no-turn-on-red at Vision Zero's proposed intersections, which is finally being considered for our most treacherous intersections.

I have stood on the corner of King and N. Patrick and King and N. Henry countless times, as cars speed through the light once it has already turned red. Every time, I have had to tell other pedestrians, especially tourists, to stay on the sidewalk until the cars finish violating traffic laws to speed through the intersection. Most of the time, they ignore me or don't hear me, and proceed to cross, at their own peril. For pedestrians, the walk light duration is shortened by all cars going through the red light, leaving the pedestrian about 10 seconds to cross the street. On busy weekends, the duration can be as short at 8 seconds. This is unacceptable and needs to change, for the safety of the community.

Thanks so much for giving citizens the opportunity to respond to this issue.

From:
Date:
To:
Subject:
All best,

Andrea Grenadier

1600 Prince Street, #511

Alexandria, VA 22314
703.624.4557 (c)
algrenadier@earthlink.net

From: Daniel Pereira <danxpereira@gmail.com>
Date: Saturday, January 7, 2023 at 10:07 AM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: [EXTERNAL]NTOR on Patrick and Henry

Dear Mr. Hayes,

I live on Alfred between Princess and Oronoco and fully support NTOR restrictions on both streets. As a driver, if there are no cars behind me, I already wait until a green light because it's so difficult to see oncoming traffic because of parked cars blocking the view. As a pedestrian I have had several close calls crossing on Patrick and Henry with cars turning on red. Making the turn as a driver takes too much attention to also be paying attention to pedestrians in your peripheral vision.

Thanks for considering this,

Daniel

From: Corinne Porter <corinne.l.porter@gmail.com>
Date: Saturday, January 7, 2023 at 1:53 PM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: [EXTERNAL]Princess Street red light proposal

Hello Bryan,

I am city resident residing at 320 N Henry Street writing to express my support for making the Princess and N Henry street intersection no right on red for turns from Princess Street. I'd also like to request that the city invest in speed and stop sign enforcement on N Fayette, N Payne and Cameron Streets. The intersection of Cameron and N Fayette is particularly dangerous. I witness cars on Cameron blow through that stop sign multiple times a week and have been almost hit as a pedestrian and driver crossing on Fayette. It's honestly only a matter of time before someone is seriously hurt or worse at that intersection.

Thank you for your time and effort working to make our city safer for everyone.

Sincerely,

Corinne Porter

Ryan Taugher <ryan.taugher@gmail.com>
Saturday, January 7, 2023 at 2:15 PM
Bryan Hayes <bryan.hayes@alexandriava.gov>
[EXTERNAL]Proposed NTOR On N Henry and N Patrick

Bryan-

I wanted to contact you to express my strong support for all the proposed NTOR for both N Henry Street and N Patrick Streets.

As a resident who lives in N Henry Street, I am often confronted with drivers not watching for pedestrians, especially while walking my dog. In the dark or when trying to merge into a gap of traffic, drivers can miss seeing pedestrians, and even other cars. This is not theoretical - I've had many close calls myself, and witnessed many more.

As an example of how dangerous this situation is, as you might already know, this past summer there was a major crash when a car tried to merge from Princess Street onto N Henry Street. I've attached a photo of the crash, which gives you a sense of how fast drivers are going through this stretch of Old Town.

In addition to strongly supporting all the proposed NTOR restrictions, I wanted to request you consider add speed management measures for N Henry Street. Drivers routinely drive well in excess of the speed limit, with racing, red light running, and cars blocking the crosswalk frequent occurrences. While the NTOR measures are badly needed, I would recommend looking at what can be done to improve overall speed compliance on N Henry Street too.

In addition, drivers on Cameron Street, especially at the intersection with N Fayette can be inattentive to pedestrians, and observance of stop signs there, and elsewhere on N Fayette Street is also bad. Anything you can do to improve enforcement of those intersection's traffic controls and improve visibility of pedestrian crossings would be much appreciated too.

Thanks for all your efforts to eliminate pedestrian deaths and injuries in Old Town. Having had many close calls at these intersections, I really appreciate your work to support our community.

If you have any questions or there is anything else I can do to support your efforts, please don't hesitate to let me know.

Thanks,

Ryan

Paul <paulwhtaylor@yahoo.com>

Sunday, January 8, 2023 at 8:45 AM

Bryan Hayes <bryan.hayes@alexandriava.gov>

Subject: re: Vision Zero

[You don't often get email from paulwhtaylor@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Brian:

I saw in a recent news report that the City of Alexandria is considering additional “ no right turn on red” restrictions in Old Town. I would be in favor of a blanket ban for the whole of Old Town, but since that is not being considered, the problem for pedestrians in what is a popular walking district, is the major commuting thoroughfares of Route 1 in both directions and also Washington Street. Prince and Duke Streets at Route 1 are obvious misses where there have been many near misses and at least a couple of hits for pedestrians. Drivers ignore the law which says no right turn on red when pedestrians are present. They look left to see if there is through traffic before making a right turn but don't look right at the crossing. Additionally I would like the City to look at the stop lights on Washington. Since I live on the south side, southbound Washington at Gibbon is problematic and I'm sure there are issues with some north side intersections.

Other junctions that deserves consideration would on Jamieson at West and Jamieson northbound at Holland. Jamieson is a popular cut through in “rush hour” where every second apparently counts for commuters.

I am glad to see the City starting to address this fundamental safety issue. Too many drivers think a red light turn is a slow and go opportunity and not a concession from the 1973 oil embargo crisis.

Paul Taylor

428 S Fayette Street

Alexandria

703 350 8872

Sent from my iPhone

From:

Date:

To:

Lizzi Alarcon <lizzialarcon@gmail.com>

Monday, January 9, 2023 at 11:42 AM

Bryan Hayes <bryan.hayes@alexandriava.gov>

Subject: [EXTERNAL]Public Comment - No Right Turn on Red

Hi Mr. Hayes,

I am a resident of Alexandria's 22304 zipcode along Duke Street, and I just wanted to give my and my partner's support for No Turn on Red for Patrick and Henry Street. We are big supporters of the Vision Zero project, and look forward to these changes being implemented for the safety of pedestrians. Just from personal experience, we've been at the front end of a car that was too busy looking for oncoming traffic to notice us, so we'd love to see this change go into effect.

Thank you for your time, and happy New Year.

Best Regards,

Lizzi Alarcon

From:

Date:

To:

Philip Ewing <philip.ewing@gmail.com>

Wednesday, January 11, 2023 at 11:28 AM

Bryan Hayes <bryan.hayes@alexandriava.gov>

Subject: [EXTERNAL]Supporting NTOR along North Henry Street

Dear Mr Hayes --

I saw your post at the corner of Oronoco Street and North Henry; I am writing to support the proposed No Turn On Red restrictions the city is contemplating for Henry Street through portions of Old Town. Please implement them soon and well.

My name is Phil Ewing; my family and I live on North West Street. We are frequent walkers throughout Old Town. We walk my daughter to and from school every day; we walk to her play dates around the neighborhood; we walk to the Metro; we walk to run errands; we walk for exercise. We walk almost everywhere when we can and we deeply value our pedestrian lifestyle in Alexandria. My hope is that new No Turn On Red impositions might not only reduce accidents for cars but those involving pedestrians, too.

I'd urge the city not only to impose these changes but also post highly visible, ideally illuminated No Turn On Red signs or signals as part of this process. One of our challenges in Old Town is that when stop signs and other markers are posted on the sidewalk corners of intersections, sometimes drivers miss them. One of our nearby corners, for example, between North West and Pendleton Streets, has a No

Turn On Red restriction. But half of drivers just ignore it. I'd like to believe that's because the sign is out of their eyeline as they look toward the traffic signals in the intersection. A brighter, bolder sign, or new signals -- for example, a red light with a "No" light -- would give them no excuse.

Thank you for soliciting public input on these changes and I hope you and the city are able to make them and improve safety for everyone.

Phil

From:

Date:

To:

Emily Larson <erlarson20@gmail.com>

Monday, January 23, 2023 at 11:31 AM

Bryan Hayes <bryan.hayes@alexandriava.gov>

[EXTERNAL]proposed NTOR changes

[You don't often get email from erlarson20@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hi Bryan - I just wanted to send you a note expressing my support for NTOR changes. I'm expecting our first child here in a few months and my husband and I are daydreaming about taking her on stroller and bike rides all over Alexandria. These NTOR changes will make me feel much safer in the Old Town area, and I'll be much more willing to get out of the house if I feel like there's a few more (very practical) protections for pedestrians, moms and babies alike :)

thank you, and have a nice week.

Emily

From: Nicole Radshaw <nicole.radshaw@gmail.com>

Date: Tuesday, January 24, 2023 at 11:13 AM

To: Bryan Hayes <bryan.hayes@alexandriava.gov>

Subject: [EXTERNAL]Right turn on Red

Dear Mr. Hayes,

I am writing in support of the 'No Right Turn on Red' changes to be made at intersections along Patrick and Henry Streets. In general, I support 'No Right Turn on Red' all over the city.

Drivers of cars are prioritized over pedestrians. When crossing at an intersection, a pedestrian should not be in fear of a car making a right hand turn. From anecdotal observations, few cars are even stopping at the red light before the turn right. No Right Turn on Red has been instituted on Taney Avenue turning on to Van Dorn. While drivers, including me, may have to sit and wait a few seconds more, it has been an easy adjustment and makes the driver more aware of their surroundings.

From:

Date:

To:

Not only would this increase safety and decrease crashes for pedestrians, but it would also benefit bicyclists and even cars!

I encourage the city to look at more intersections and establish more Vision Zero policies to facilitate and grow safe streets for people.

Thank you,

Nicole Radshaw

5340 Thayer Avenue

Alexandria, VA 22304

John Corbin <johncorbin22@yahoo.com>

Friday, January 27, 2023 at 12:21 PM

Bryan Hayes <bryan.hayes@alexandriava.gov>

Cc: John Corbin <johncorbin22@yahoo.com>

Subject: [EXTERNAL]Public Comment - N. Patrick St. No Turn on Red

Hi,

I believe having a no turn on red restriction on N. Patrick St. is a great idea for pedestrian safety. However, there are much larger safety issues plaguing N. Patrick St.; namely, the rampant and excessive speeding over the 25 mph speed limit. I currently work from home with my office window look out over N. Patrick St. (between Princess St. and Oronoco St.) which means I'm watching traffic flow across area in question all day. Through my observations, it has become apparent that almost all cars and, more importantly, construction trucks typically drive in the 40+ mph range. As I'm sure you know, 30 mph is an inflection point from where a pedestrian accident goes from resulting in severe injury to resulting death. It is common to see crashes on this section of road and, with homes being less than 20 ft. from the speeding traffic, there have also been a number of vehicles crashing into historic, residential homes.

In addition to no-turn-on-red restrictions, I'd recommend considering the following options for increasing pedestrian safety on N. Patrick St. and the Old Town area in general:

From:

Date:

To:

- Limit truck speeds to 15 mph.
- Reconfigure the traffic lights so that red and green lights are staggered (at least from 10:00pm-7:00am). The current light configuration exacerbates the speeding problem by providing a clear green-way for vehicles to speed through Old Town. I've witnessed cars race through each successive light on N. Patrick St. knowing that the next light is perfectly timed to turn green just as the speeding cars approach. Staggering light colors and/or the timing of the lights will remedy this issue.
- Provide electronic speed monitor displays similar to those found on King St.
- Repurpose the HOV lane, which is sparsely used, into a two-way bike lane that connects King St. to the Potomac Yard trail, thus giving residents in the new Potomac Yard residential buildings along N. Patrick St. (as well as the intersecting Del Ray neighborhood) with an alternative, nonvehicular access to the heart of Old Town. It's common knowledge that vehicles will drive as fast as they feel is safe. On N. Patrick St. the street is too wide and, thus, gives drivers the illusion of safety that causes them to speed excessively. This speeding, in turn, increases the hazard level of pedestrians and residents along the side of the road. By creating a bike lane, N. Patrick St. will become narrower - which will force cars to slow down to account for the narrower road - and, thus, increase road and sidewalk safety for the entire community.

I'd be happy to discuss these concerns further or assist in implementing these additional safety recommendations. Feel free to contact me.

Thanks,

John

Adam T <actampio@gmail.com>

Tuesday, January 31, 2023 at 5:20 PM

Bryan Hayes <bryan.hayes@alexandriava.gov>

[EXTERNAL]No Turn On Red treatment comments

Dear Mr. Hayes,

As a daily user of public transit and a frequent pedestrian, I strongly support the implementation of the "No Turn on Red" treatment at the respective intersections along Patrick and Henry Streets. Despite having had only a few close calls with cars in the past, I believe that this number should be zero, and that any measures taken to improve pedestrian safety are crucial.

From:

Date:

To:

I appreciate the efforts that Alexandria is making to enhance pedestrian safety and I would like to express my gratitude for this initiative. However, I have one concern regarding the enforcement of this rule. I kindly request that you consider incorporating cameras or sensors to help enforce the "No Turn on Red" rule and ensure that drivers follow the laws.

Thank you for your attention to this matter. I look forward to the continued improvement of pedestrian safety in Alexandria.

Thank you for reading my comments,
Adam

From: Russ Adams <russadams3008@gmail.com>

Date: Tuesday, January 31, 2023 at 5:31 PM

To: Bryan Hayes <bryan.hayes@alexandriava.gov>

Subject: [EXTERNAL]No turn on red

Signs should be posted at a standard location and should include a standard symbol that can be understood by non-English speakers.



Barb DeMerse <demerseb@gmail.com>
Tuesday, January 31, 2023 at 2:14 PM
Bryan Hayes <bryan.hayes@alexandriava.gov>
[EXTERNAL]No turn on red

While there may be some intersections where “no right turn on red” is indicated to ensure pedestrian safety, I strongly object to no turn on red at all intersections. Idling vehicles burn costly fuel and contribute to air pollution, including carbon dioxide - a greenhouse gas.

Sent from my iPhone

From: Barb DeMerse <demerseb@gmail.com>
Date: Tuesday, January 31, 2023 at 5:43 PM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: Re: [EXTERNAL]No turn on red

Thanks for responding, Bryan. While I don't oppose them, I don't believe I have enough specific information to support them.

From: hmayer414@gmail.com <hmayer414@gmail.com>
Date: Tuesday, January 31, 2023 at 8:02 PM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: [EXTERNAL]No turn on red

Hi Mr. Hayes!

I saw on Twitter that you are collecting comments regarding the City's “No Turn on Red” proposal. I cross Patrick and Henry Streets on a daily basis to drop off and pick my kids up from school. On a near daily basis I see cars whipping around these turns without looking for pedestrians, stopping in the middle of crosswalks (if at all), and edging out into crosswalks to see if they can make a turn. People are often very kind once they notice us, but the existence of pedestrian traffic is clearly an afterthought for many drivers in this area. I am honestly just tired of constantly being on heightened alert for the dangers cars present to my tiny children, not to mention myself. I am in favor of the No Turn on Red proposal because I think it will guide drivers into making better decisions for everyone in the community.

Thank you for your work on this effort!

Best,

Helen Clark

City of Alexandria resident

Sent from my iPhone

David Malitz <malitzd@gmail.com>
Sunday, February 5, 2023 at 11:06 AM
Bryan Hayes <bryan.hayes@alexandriava.gov>
[EXTERNAL]Vision Zero

Hi Mr. Hayes, my name is David Malitz and I'm an Alexandria resident who lives in an apartment building right off of N Henry Street. I am strongly in support of limiting right turns on red lights. There have been so many times when my girlfriend and I have been walking our dog and cars barge into the crosswalk making it difficult/dangerous to pass, and I see it happen with families and strollers all the time as well. We moved to Old Town within the past year and one of the primary reasons was because of its walkability, which we truly love. Limiting right turns (which would make drivers wait, approximately 2030 seconds, at most) would make things so safer and highlight one of the best qualities of the area.

Thank you for your time and consideration.

David Malitz

From: Roy <rsglnnmr@gmail.com>
Date: Sunday, February 5, 2023 at 2:46 PM
To: Bryan Hayes <bryan.hayes@alexandriava.gov>
Subject: [EXTERNAL]Right Turn on Red Public Comment

Bryan, my wife and I have lived at 929 Oronoco St, on the corner of Patrick and Oronoco streets, for 11 years. From this spot we have witnessed a number of wrecks each year, none of which was the result of a right turn on red. However, we've seen plenty of people turn the wrong way on the one-way Patrick, run red lights, and simply drive into the parked cars on Patrick Street

(which is why we never park there). The real problem is distracted driving, not right turns on red. People drive significantly worse since the pandemic, on their phones, swaying within their lanes, driving too slow or too fast, and in general ignoring everything but themselves. Stricter police enforcement of distracted driving laws is what is required for this problem.

Prohibiting right turns on red strikes me as ineffective overregulation which will not solve any of the reckless driving problems affecting Alexandria. The good drivers will obey the signs, the bad ones will not. My hope is that this plan will not be implemented.

Roy Apseloff
929 Oronoco
St.
703-967-3119

Trevor Smith <tbiziers@gmail.com>
Sunday, February 5, 2023 at 2:55 PM
Bryan Hayes <bryan.hayes@alexandriava.gov>
[EXTERNAL]Potential No Turn on Red Signs

Hi Bryan,

My name is Trevor Smith and I live at 1210 Queen St. I am writing to ask you all to reconsider adding the NTOR restrictions to Queen St and our neighboring streets. In my experience Henry St is either incredibly busy, for example during rush hour, in which case it's impossible to turn on red, or it's very empty, for example from 11pm on most nights, at which point it's incredibly easy to turn on red. It would be very inconvenient to have to sit at the light late at night and wait for it to turn green despite the fact that there are no cars on Henry St. So while I get the potential safety benefits during rush hour, I hope the City will consider making the NTOR restrictions time sensitive so residents of this area can turn on red during slow hours. Thanks for your time and consideration of this comment.

Best,
Trevor

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 27, 2023

DOCKET ITEM: 6

ISSUE: Curbside Pick-up and Loading Zone – 500 block of North Henry Street

REQUESTED BY: Whitney Shepard, General Manager of The Henry (525 N Fayette St)

LOCATION: 500 block of North Henry Street

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install ‘Active Loading and Curbside Pickup Only’ signage for the three parking spaces closest to Pendleton Street, in front of 540 North Henry Street.

BACKGROUND: In order to support businesses during the COVID-19 pandemic, the City created a temporary program for curbside loading and pick-up/drop-off zones. Due to positive feedback, staff developed signage for permanent curbside pickup and loading zones (Attachment 1). A map depicting the location of each of these zones is included as Attachment 2. The general manager of The Henry Condominiums submitted a request (Attachment 3) for a new zone on North Henry Street to accommodate the large number of order pick-ups taking place at Starbucks at 540 North Henry Street, particularly in the mornings. Drivers often temporarily park in front of the bus stop, fire hydrant, and parking garage curb cut on Pendleton Street to run into Starbucks to pick orders up.

This block is primarily commercial on the ground floor with homes on the upper floors. The other ground-floor retailers could benefit from the curbside pickup zone as well. The requested zone is on the southbound side of the 500 block of North Henry Street closest to Pendleton Street. These three parking spaces are currently restricted to 2-hour parking, 8AM-5PM, Monday-Saturday. See Attachment 4 for more details about the location. Other nearby zones are located on the 1200 block of Pendleton Street in front of Bastille Restaurant and further north on North Fayette Street on the 1000 block in front of Monterey’s Pizza.

DISCUSSION: The proposed signage for these zones aims to clearly identify areas that can be used by food delivery vehicles, taxis, ride hail drivers, valet, and carry-out pickup, as well as general freight loading and unloading. Strategically reallocating valuable curbside space to accommodate the significant increase in pickup and drop-off activity can help to reduce double-parking, prevent the obstruction of bus stops and fire hydrants, and mitigate the prevalence of blocked crosswalks. When reviewing requests for these zones, staff considers the commercial nature of the block and the availability of other loading areas that could serve nearby businesses.

In this case, the block has many different commercial businesses that could benefit from a dedicated zone. The Henry (525 N Fayette Street) does have a loading area for deliveries as well as resident/retail parking spaces in the interior alley and parking garage, respectively, however, those spaces are meant for larger delivery vehicles and longer-term patrons, respectively, whereas the proposed pickup/dropoff spaces on North Henry Street would be meant for quick order pickups made in smaller vehicles that are currently being parked illegally on Pendleton Street. By designating three spaces near the intersection as a curbside pick-up zone, many of the businesses and their patrons will have visible access to the space.

Providing a variety of ways to access businesses also supports the Curb Space Prioritization Framework (see below) and helps to designate areas along the curb that address the needs of the adjacent land uses. North Henry Street is steadily becoming a Main Street, especially in this immediate vicinity. Per the Framework, Access for People and Access for Goods are the highest priority for Main Streets. A dedicated space for people and goods to be picked up and dropped off is consistent with the priorities for using the curb.

Curb Space Prioritization Framework

Priority:	Residential	Main Streets	Office & Commercial	Warehouse & Industrial
1: High	City Plan priorities			
2	Access for People	Access for People	Access for People	Access for Goods
3	Parking	Access for Goods	Access for Goods	Access for People
4	Access for Goods	Activation	Parking	Parking
5: Low	Activation	Parking	Activation	Activation

OUTREACH: Attachment shows signatures of support for this request from many of the residents in this building. In addition to the outreach the business conducted prior to submitting the request, Staff notified the Braddock Metro Citizens’ Coalition and the West Old Town Citizens Association of the request on February 10, 2023. On February 13, 2023, City Staff received an email from a member of the West Old Town Citizens’ Association asking if The Henry could instead convert some spaces in the interior alley to pickup/drop-off and which business these proposed spaces were meant to serve. City staff and The Henry responded to the member stating that the spaces in the interior alley and the parking garage are intended for use by longer-term parkers whereas the proposed pickup/drop-off spaces on North Henry Street would be intended for use by quick pickups and drop-offs, particularly to serve Starbucks customers that are currently obstructing a fire hydrant, a bus stop, and the entrance to the interior alley/parking garage on Pendleton Street.

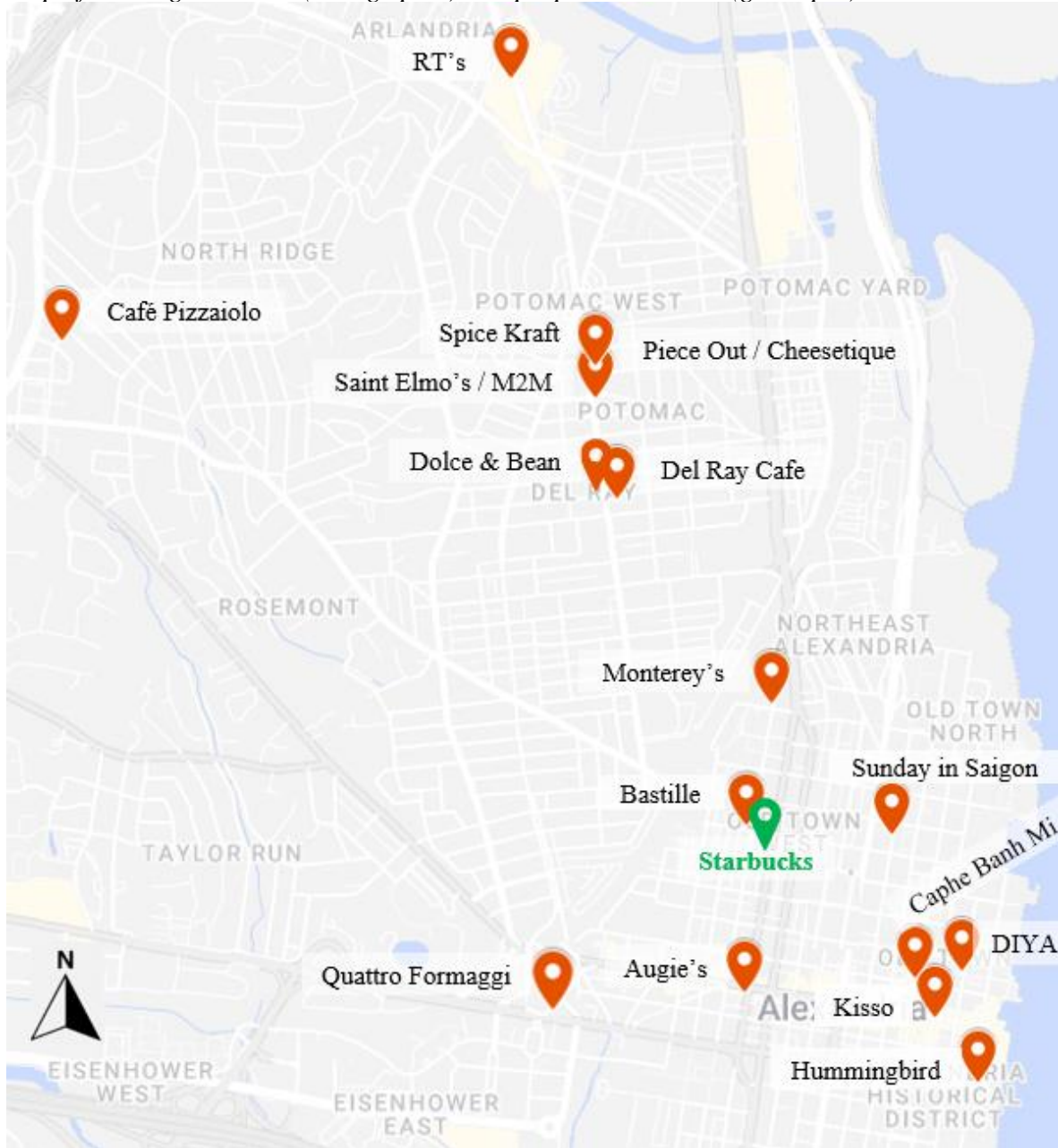
ATTACHMENT 1:

The standard Active Loading and Curbside Pickup Only sign



ATTACHMENT 2:

Map of existing locations (orange pins) and proposed location (green pin)



ATTACHMENT 3:
On-street Parking Modification Request Form

ON-STREET PARKING MODIFICATION REQUEST FORM



Please fill out the first page of this application and return to max.devilliers@alexandriava.gov or mail to Max Devilliers, Mobility Services, 421 King Street, Suite 235, Alexandria, VA 22314. Staff will contact the Project Champion to further refine proposed solution to address the issue that the applicant is trying to address.

Reason for the Request (*What are you trying to solve/address?*):

Excessive illegal parking to access Starbucks. Delivery trucks cannot park on street and use fire lane. Requesting loading zone to keep fire hydrant and fire lane clear.

Type of On-Street Parking Modification Requested:

- Loading Zone Removal
 - Loading Zone Addition
 - Parking Removal
 - No Parking Sign Removal
 - Parking Restriction Change (Non-RPP)
- Proposed restrictions _____

Location: See area in red on attached map, Pendleton Street on building side only.
(Map or figure may be provided as an attachment)

Approximate number of spaces affected (assume 20 feet per space): 5

Project Champion (Point of Contact) Information:

Name: Whitney Shepard

Address: 525 N Fayette Street Alexandria, VA 22314

Email: thehenrygeneralmanager@gmail.com

Phone Number: 703-739-0038

Best Way to Contact:

- Email
- Phone

Best Time of Day to Contact:

- Morning
- Afternoon



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

Locking zone from 8 AM - 1 PM on Pendleton Street (building side only up to
alley entrance)

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

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Whitney Shepard	Support	<i>Whitney Shepard</i> 12/9/22	525 N Fayette Street, Henry Condos	Property Manager	mshepard@henrycondos.com
JAY PATEL	SUPPORT	<i>JAY PATEL</i> 12/9/2022	525 N FAYETTE ST, CONDO		Patel, 276@gmail.com
Adam Toren	Support	<i>Adam Toren</i> 12/9/22	525 N. Fayette St. Condos	Resident	adam.torene@gmail.com
Katherine toren	support	<i>Katherine Toren</i> 12/9/22	525 N FAYETTE CONDO	Resident	ktradtke@gmail.com
Nicholas Stergamos	Support	<i>Nicholas Stergamos</i> 12/09/2022	525 N Fayette St., Condo	Resident	stergamos@protonmail.com
Chris Pabette	Support	<i>Chris Pabette</i> 12/9/2022	1111 Oronoco St #333 2234 Alexandria, VA	Resident	Chrispal@aol.com
ANGELA RUSSELL	Support	<i>Angela Russell</i>	1111 Oronoco St #131	Resident / owner	angela.russell@netscape.net
VICTORIA ALMQUIST	Support	<i>Victoria Almquist</i> 12/9	1111 Oronoco #127	owner Resident	valmquist@comcast.net
SARA ACCARU	Support	<i>Sara Accaru</i> 12/9/2022	525 N. Fayette St #301	owner occupant	SARA.ACCARU@GMAIL.COM
DUDLEY USTON	SUPPORT	<i>Dudley Uston</i>	1111 Oronoco St #536	owner	DUDLEY206@VERIZON.NET
Colette Price	Support	<i>Colette Price</i> 12/9/2022	1111 Oronoco St #538	owner	coletteprice100@gmail.com



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

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

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
G. Schauben	Support	12/9	525 N. Fayette #302	The Henry	gretchen.c.schauben@gmail.com
Thomas Reinert	Support	12/9	1111 ORANGE #130	The Henry	t.reinert10@gmail.com
Charles Stinger	Support	12/9	525 N Fayette #305	Henry	Charles.Stinger@gmail.com
Beth Anderson	Support	12/9	1111 ORANGE #334	owner @ The Henry	bethanderson@gmail.com
Amber Tucker	Support	12/9	525 N Fayette #218	The Henry	amber.tucker83@yahoo.com
Margaret Feightner	Support	12/9	1111 ORANGE Unit 434	The Henry	mfeightner@gmail.com
Sean Ford	Support	12/9	525 N Fayette Unit 622	The owner Henry	seanfords@gmail.com
Melissa Warnke	Support	12/9	525 N Fayette Unit 310	owner @ The Henry	melissa.warnke@gmail.com
Jacqueline Huelbig	Support	12/9/22	1111 ORANGE Unit 435	owner	Jackie.Huelbig@gmail.com
Michael Kapp	Support	12/9	525 N. Fayette #1616	owner	smichaelkapp@gmail.com
Camelia Adriana Peck	Support	12/9	525 N. Fayette #220	Owner	cambastar@yahoo.com



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

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

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Gabrielle Dimacapi	Support	12/10/2022	525 N Fayette St Unit 522	Occupant	gabry.dimacapi@gmail.com
Michelle Engel	Support	12/10/22	1111 ORONO CO #130	owner	hi.michelle.engel@gmail.com
Vik Sinha	SUPPORT	12/12/22	1111 ORONO CO # 474	OWNER	B
Robert Carr	Support	12/12/22	1111 ORONO CO #129	owner	emad.carr@gmail.com
Sherman Edward	S-support.	12/12/22	1111 ORONO CO # 129	owner.	Edward.sherman@yahoo.com
Margaret Schmelz	Support	12/12/22	1111 ORONO CO # 128	owner	orie@aol.com
Mary Ann Greco	Support	12/12/22	1111 ORONO CO # 222	owner	ma.greco1@me.com
Sharon Eldridge	Support	12/12/22	" Fayette St. #117	occupant	sharon.eldridge@gmail.com
Chauk Chan	SUPPORT	12/12/22	# 122	owner	chkechan@gmail.com
Jason Porter	Support	12/12/2022	# 325	owner	Porter325@gmail.com
Susan Gans	Support	12/13/2022	# 222	owner	SueGans@MAC.com



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

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

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Philip Gottfried	Support	12/10/2022	525 N. Fayette St, the Condo	Owner	Pgottfried@gmail.com
Robert Carr	Support	12/10/2022	1111 Orange #29, 916F	owner	e-mail robcar@gmail.com
SHEEMAN Edmundo	SUPPORT	12/10/2022	1111 ORANGE ST UNIT 129	OWNER OCCUPANT	Edmundo.SHEEMAN@yahoo.com
Jane Keshnover	Support	12/11/2022	525 N. Fayette St Unit 501	owner	jkesnover@gmail.com
Velmarie Adame	Support	12/11/22	Unit 218	OCCUPANT	Velmarie.adame@gmail.com
GOEB maccoomb	support	12/11/22	UNIT 509	owner	6mccok@gmail.com
Matthew Stefanski	support	12/11/22	# 914	owner & occupant	stefanski.mthw@gmail.com
NAVSEER DHALWAL	Support	12/11/22	Unit 423	Owner	navseer.dhalwal15@gmail.com
PASQUALE VITTORI	Support	12/11/22	Unit 337	Owner	pasquale.vittori@hotmail.com
Francis Rentes	Support	12/11/2022	Unit 327	Owner	Francis.rentes@gmail.com
Linke Fermandes	Support	12/11/2022	unit 416	owner	linke.lee@gmail.com



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

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

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Ellen Johnston	Support	<i>[Signature]</i> 12/9/22	525 N Fayette St Condo	owner	ellenjohnston@gmail.com
Raquel Marquez	Support	<i>[Signature]</i> 12/9/22	525 Fayette West Condo	owner	pmarquez218@gmail.com
CAROLE KURFELS	SUPPORT	<i>[Signature]</i> 12-9-2022	1111 ORANGE ST CONDO	owner	ckurfels@gmail.com
William Kurfels	Support	<i>[Signature]</i> 12-9-2022	1111 Orange St Condo	owner	bkurfels@gmail.com
Richard Schmely	Support	<i>[Signature]</i> 12/9/22	1111 Orange St Condo	owner	rich.schmely@gmail.com
Janel George	Support	<i>[Signature]</i> 12/9/22	525 N Fayette Condo	owner	janel.george@gmail.com
R. Padden	Support	<i>[Signature]</i> 12/9/22	1111 Orange St #532	owner	rpadden@gmail.com
Gregory Gaff	Support	12/9/22	525 N Fayette St #304 Alexandria VA 22314	occupant	gggaff@gmail.com
Aditi Palli	Support	12/11/22	1111 Orange St Condo	owner	Aditi.Palli@gmail.com
Stephanie Gottfried	Support	12/10/22	525 N Fayette St Condo	owner	sgottfried48@gmail.com
Victoria Howe	Support	12/10/22	525 N Fayette	occupant	victoriahowe@gmail.com



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

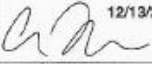
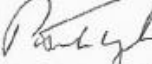
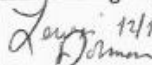

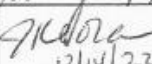
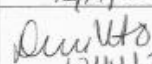
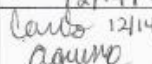
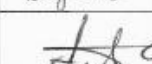


(Petition should include signatures from a representative, property owner, occupant, or manager for all properties, homeowners / condo associations, and businesses adjacent to or impacted by the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Karen Servida	Support	<i>Karen Servida</i> 12/14/22	525 N. Fayette St.	owner of unit	Keserve@yahoo.com
Jennifer Dorning	Support	<i>Jennifer Dorning</i> 12/10/22	1111 Oronoco St	owner	jdorning@gmail.com
JEANNE TOYH	SUPPORT	<i>Jeanne Toyh</i> 12/10/22	525 N Fayette Unit 602	OWNER	JEANNE_TOYH@GMAIL.COM
Yasmin Morgan	Support	<i>Yasmin Morgan</i> 12/10/22	525 N. Fayette	Occupant	ym82188@gmail
LYNNE MAYO	Support	<i>Lynne Mayo</i>	525 N FAYETTE #312	Occupant	lynnemayo2231@gmail.com
Sarah Lynch	Support	<i>Sarah Lynch</i>	1111 Oronoco St	owner	Sarahellenlynch@gmail.com
Mark Selbach	Support	<i>Mark Selbach</i> 12/10/22	525 N. Fayette #414	owner	Markselbach@gmail.com
Barbara Salcido	Support	<i>Barbara Salcido</i>	525 N Fayette #415	owner	barbara.trujillo@verizon.net
Philip Buffum	SUPPORT	<i>Philip Buffum</i> 12/10/22	1111 Oronoco St Unit 324	occupant	psbuffum@gmail.com
PAULAD. LEVINE	Support	<i>Paula Levine</i> 12/10/22	1111 Oronoco St Unit 230	owner	paula123@aol.com
PHILIP OLLARAWY	SUPPORT	<i>Philip Ollarawy</i> 12/10/2022	1111 Oronoco St UNIT 534	OWNER	6EOPH775@YAHOO.COM



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

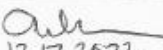

(Petition should include signatures from a representative, property owner, occupant, or manager for all properties, homeowners' / condo associations, and businesses adjacent to or impacted by the proposed on-street parking modification. Additional signatures may be gathered to show support.)

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
Andrea Frome	support	 12/13/2022	The Henry Condominiums	resident / unit owner	petition@drefro.me
PATRICK MURPHY	Support		THE HENRY	owner	patrickdettorre@gmail.com
Lewis Dorman	support	 12/13/22	Henry	owner	Lewis.Dorman@gmail.com
Nora Yoon	support	 12/14/22	The Henry	owner	nora.yoon@outlook.com
William Hazzard	Support	 12/14/22	The Henry	owner	whazzard@hotmail.com
Jennifer Keola	Support	 12/14/22	The Henry	other	jkeola2003@yahoo.com
Derise Verdesoto	support	 12/14/22	The Henry	owner	deriseverdesoto@gmail.com
Carlos Aguirre	Support	 12/14/22	The Henry	owner	cmaguirre@gmail.com
Maid brig	Cleaning				
NANCY STON	SUPPORT	 12/15/22	THE HENRY	owner	nancyd4ward@gmail.com
Amvika Patel	support	 12/15/22	The Henry	owner	apatel53@gmail.com



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

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

Name (printed)	Support or Oppose Request	Signature/Date	Address/ Business/ Association	Property Affiliation (owner, occupant, manger, etc.)	Email
ANH TRAN	SUPPORT	 12.17.2022	505 N Fayette #311	OWNER	ANHTRAN11 @GMAIL.COM
EDWARDS	SUPPORT	 12.17.2022	1111 Orange Street #126	OWNER	JENNIFERFLAYSALE @YAHOO.COM
SOLOMON					

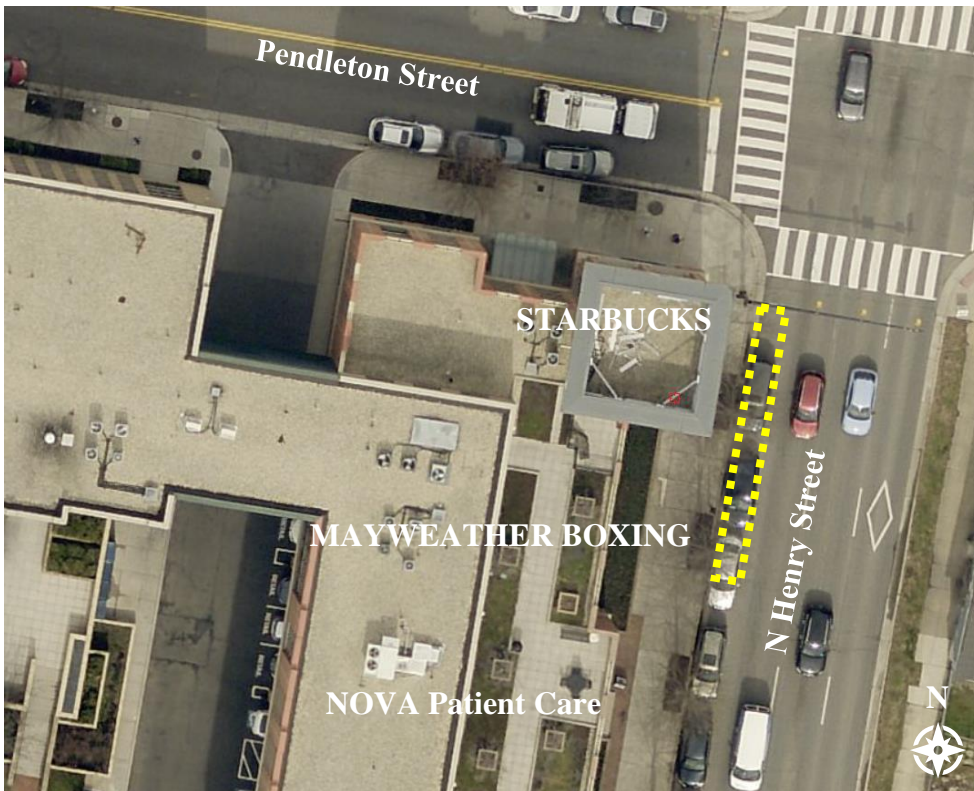
ATTACHMENT 4: Location

StreetView



North Henry Street looking South

Aerial



City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 27, 2023

DOCKET ITEM: 7

ISSUE: Residential Permit Parking – 700 Block of Bluemont Avenue

REQUESTED BY: Residents of the 700 block of Bluemont Avenue

LOCATION: 700 block of Bluemont Avenue (Residential Permit Parking District 13)

STAFF RECOMMENDATION: That the Board recommend the Director of T&ES install 2-hour parking restrictions from 8:00 AM to 5:00 PM, Monday through Saturday, Residential Permit Parking (RPP) District 13 permit holders exempt on the 700 block of Bluemont Avenue.

BACKGROUND: In 2021, the Board reviewed the creation of RPP District 13 for the Potomac Yard neighborhood which was later approved by the City Council. Following the district creation, residents submitted petitions for installing signage on their blocks, which were approved by the Traffic and Parking Board in July 2022. A total of 16 blocks were approved for restrictions from 8:00 AM to 5:00 PM, Monday through Saturday. However, City staff did not receive a complete petition from residents of the 700 block of Bluemont Avenue until recently.

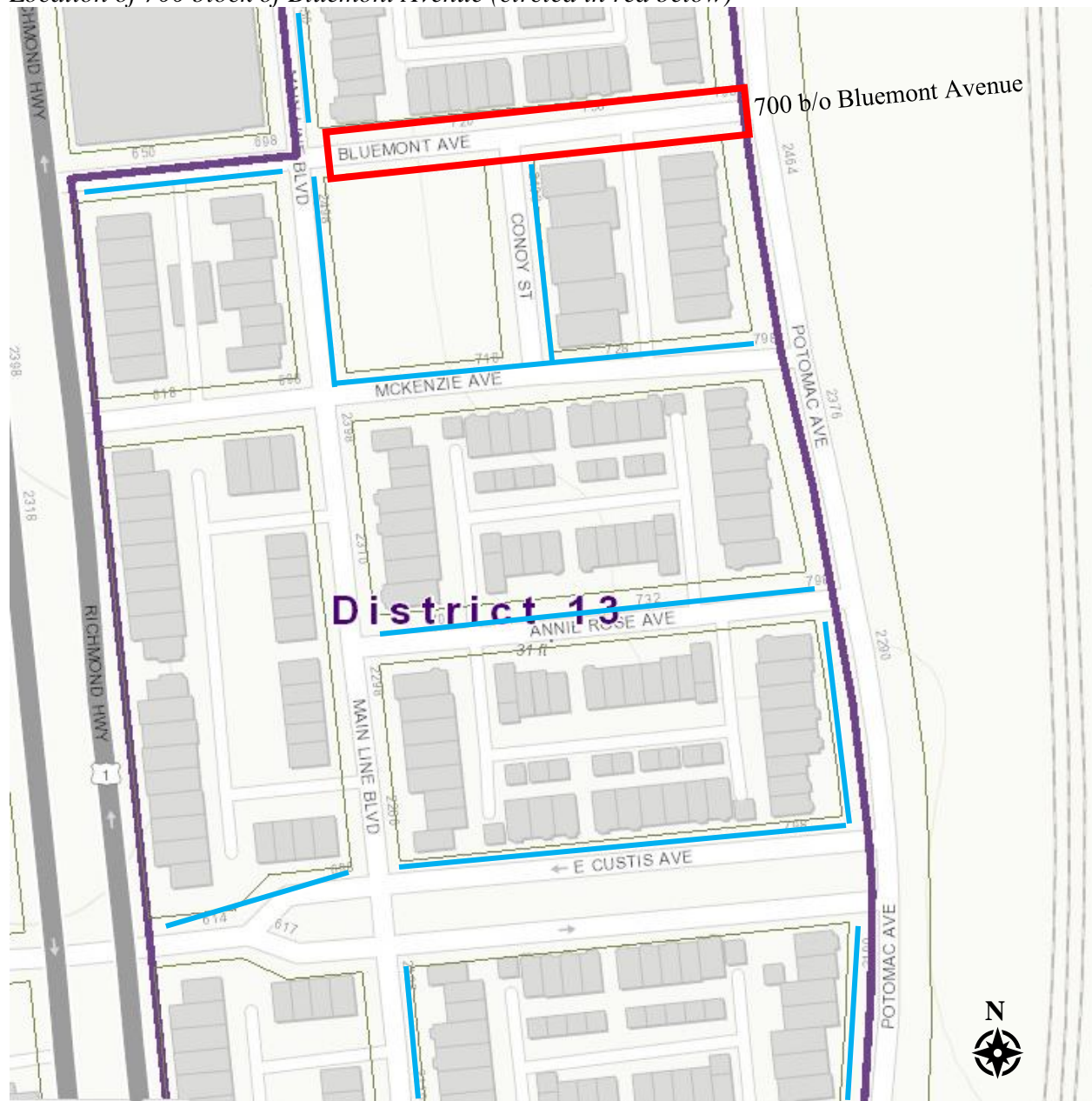
The 700 block of Bluemont Avenue has 14 parking spaces, all on the north side of the street, and is located between Main Line Boulevard and Potomac Avenue, across from Conoy Park. The abutting blocks of Conoy Street, 600 block of Bluemont Avenue, and Main Line Boulevard already have posted Residential Permit Parking restrictions. The location of the 700 block of Bluemont Avenue is shown in Attachment 1.

DISCUSSION: In order to add signage within an existing District, Section 5-8-75 of the Code requires a petition be submitted by more than 50% of the residents on the block. The requestor garnered signatures from 10 out of 16 households on this block (Attachment 2). The requested signage is consistent with the signage posted on adjacent blocks in this district.

OUTREACH: Staff notified the Potomac Yard Homeowners Association of this petition on February 10, 2023. The HOA indicated that they would not take an official position on the signage for each block in Potomac Yard. Rather, they would leave it up to each block to obtain the required number of signatures and demonstrate a majority want the restrictions on their block.

Attachment 1:

Location of 700 block of Bluemont Avenue (circled in red below)



- Posted RPP Restrictions
- RPP District Boundary

Attachment 2:
Residents' Petition



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

Block Contact: Matthew Leon
Address: 712 Bluemont Ave
Telephone: 520 269 1819 Email: Matthew.Leon@alexandriava.gov
District: 13

Proposed Change (Select one)

- Add new signage Modify existing signage Remove existing signage

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

700 block of Bluemont Ave

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

None present

Proposed Restrictions (Select an option on each line):

- Two Hours Three Hours
 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: mgx.devilliers@alexandriava.gov
Phone: (703) 746-4245

We the undersigned residents hereby request that the City change the existing signage on the following blocks within residential permit parking district number 15 : 700 block of Bluemont Ave (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
Stephanie Sargeant		71 Bluemont Ave Alexandria, VA 22301		12/2/22 <small>Not owner</small>
John Malhotra		714 Bluemont Ave		12/2/22
Matthew Leon		712 Bluemont Ave Alexandria, VA 22301	matthew.leon001@gmail.com	12/2/22
Ku Anant		710 Bluemont Ave		12/5/22 <small>Not owner</small>
Paul Stilp		728 Bluemont Ave		12/10/22
Christina Kimpf		737 Bluemont Ave		12/10/22
ERICO ESTEVES		724 Bluemont Ave		12/10/22
Hebert Goussin		722 Bluemont Ave		12/10/22
Skolene Andersen		724 Bluemont Ave	cmu.sanders@gmail.com	1/15/23
Tom White		730 Bluemont Ave	thomaswhite1@gmail.com	1/15/23

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

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 27, 2023

DOCKET ITEM: 8

ISSUE: Disability Parking – 2800 block of Main Line Boulevard

REQUESTED BY: Hester Smith-Riggins, resident of 731 Seaton Avenue

LOCATION: 2800 block of Main Line Boulevard

STAFF RECOMMENDATION: That the Board make a recommendation to the Director of T&ES to designate a disability parking space on the 2800 block of Main Line Boulevard at the northwest corner with Seaton Avenue.

BACKGROUND: Ms. Smith-Riggins submitted an application (Attachment 1) for a disability parking space at 731 Seaton Avenue (the Avalon Potomac Yard) via the administrative process covered under section 5-8-117 of the City Code. Due to her modified vehicle’s inability to physically enter the building’s parking garage, she is unable to park in the garage at her building (see Attachment 2 for correspondence with the property manager). However, since this is a multifamily building, she is not eligible to be considered under the administrative process and must request approval through the Traffic and Parking Board process.

The 700 block of Seaton Avenue is a public street with parallel parking along both sides. The parking on the south side is metered, while the parking on the north side is not metered nor restricted, but is likely to be disrupted/unusable once the adjacent lot is redeveloped. Parking on both sides of Maskell Street—the public street bordering the building to the south—is metered, and the south side parking lane is likely to also be disrupted/unusable once that adjacent lot is redeveloped. The block of Main Line Boulevard bordering the building to the east has metered parking on its east side while the west side adjacent to the Fire Station is unrestricted. Parking is prohibited on the block of Potomac Avenue bordering the building to the west.

Except for the space proposed by staff and confirmed by the applicant, all of the aforementioned parking lanes abut tree boxes and street furniture which pose an issue for a driver with disabilities exiting their vehicle.

DISCUSSION: Section 5-8-117 sets out the procedure for establishing reserved disability parking spaces in “single family, two-family, and townhouse residential areas.” Land uses along the 700 block of Seaton Avenue are exclusively multifamily residential buildings, meaning the

administrative process from Section 5-8-117 does not apply and the proposed change must be reviewed by the Traffic and Parking Board.

Based on the application, Ms. Smith-Riggins meets all of the other requirements in Section 5-8-117 for a reserved disability parking space. Due to the aforementioned future development and existing tree boxes/street furniture, there is only one ideal space in the immediate vicinity for reserved disability parking, on the west side of Main Line Boulevard at the corner with Seaton Avenue. The proposed space is about 300 feet away from the entrance of the applicant's residential building. The proposed location for the disability parking space can be seen in Attachments 3 and 4. If approved, City staff will move the public litter can shown in Attachment 3.

City staff confirmed that the applicant is aware that the on-street disability space will not be reserved for the applicant and may become metered in the future due to its proximity to the new Potomac Yard Metrorail Station.

OUTREACH: As noted in Attachment 2, the property manager for the Avalon is supportive of this on-street disability space. Staff notified the Alexandria Fire Department as well as the Potomac Yard Civic Association of this request on February 10, 2023. The Civic Association has not responded as of the publishing of this docket.

Attachment 1:
Staff Review of Resident's Application

**CITY OF ALEXANDRIA
TRANSPORTATION & ENVIRONMENTAL SERVICES
STAFF REVIEW OF A DISABILITY PARKING SPACE APPLICATION**

Applicant Name: Hester Smith-Riggins
Address: 731 Seaton Ave, unit 429 Alexandria VA 22305
Date Application Received: 01/20/2023

Application Requirements per City Code 5-8-117:

(Field Staff – check appropriate box for #1, #5, and #7)

(Office Staff – check appropriate box for #2, #3, #4 and #6)

1. Off-street parking exists at this location: Yes; No
2. Applicant has a valid Virginia DMV disabled parking license plate or placard: x Yes; No
3. Applicant resides at the address in front of which the space is requested: Yes; No
4. Applicant's vehicle is registered to the requested address: X Yes; No
5. Legal parking is available in front of the applicant's address: Yes; No
6. Medical certification received: x Yes; No
7. Disability parking space already exists on this block face: Yes; No

Applicant Is Applying For A Waiver (If Yes, Check Waiver Type) Yes; No:

- Block Face Limit
- Legal Parking Space Not Available on Applicant's Side of the Street


Please provide the Permit Office with the following information by: _____

(Date)

1. Picture of the applicant's residence showing the location of the requested disability parking space.
2. A picture of any existing (or previously existing) off-street parking space located on the property of the applicant.
3. A picture and a notation on the attached aerial photograph showing the exact location of any existing on-street parking space **on the same side of the block** as the disability space requested in the application.
4. Pictures and notations on the attached aerial photograph associated with the request(s) for a waiver.

Field Staff Recommendation:

- Recommend approval because all requirements are met.
- Recommend denial for requirements that are not met, as indicated in Application Requirements shown above.

Signature: 
Print: RYAN KNIGHT
Date: 2/7/2023

Attachment 2:

Letter of Support from Avalon Potomac Yard Management



February 3, 2023

Dear Max Devilliers,

We are writing to express our support for a disability parking space on the public street adjacent to the apartment building for Hester Riggins.

Hester had originally requested that we modify our garage entrance, so that her modified vehicle would not scrape against the road when entering the garage due to the severity in the slope of the entrance. The request was sent to our legal team, but the request was denied. We do not offer any other parking besides the spaces located in the garage, so Hester has been parking on the street, which does not currently offer any disability parking spaces.

Please reach out to us with any questions you may have.

Sincerely,

Ronald F. Roma III
Community Manager

Avalon Potomac Yard
Email: avalonpotomacyard@avalonbay.com

AVALON
AVALONCOMMUNITIES.COM

Attachment 3:

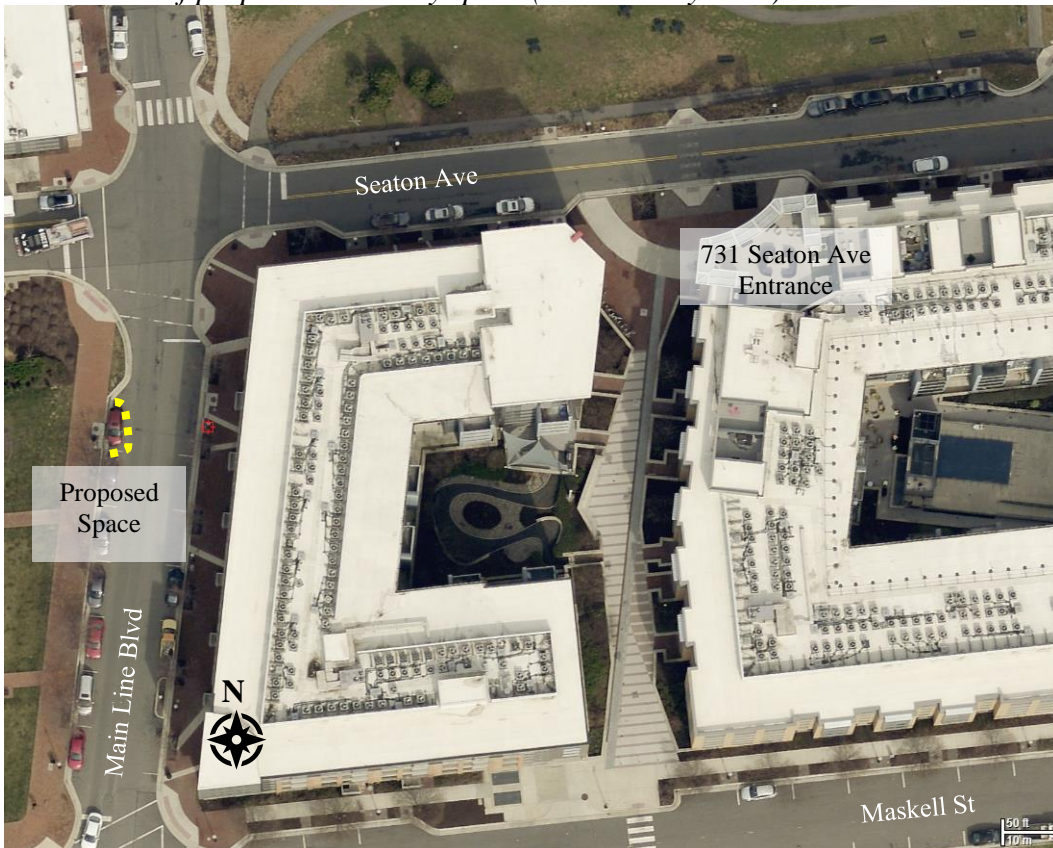
Google Street View of proposed disability space (outlined in yellow)



Main Line Boulevard looking south

Attachment 4:

Aerial View of proposed disability space (outlined in yellow)



City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 27, 2023

DOCKET ITEM: 9

ISSUE: Duke Street and West Taylor Run Parkway Pilot Extension Request

REQUESTED BY: T&ES Staff

LOCATION: Duke Street at West Taylor Run Parkway

STAFF RECOMMENDATION: That the Board approves a two month extension of the access restriction from West Taylor Run Parking onto the Telegraph Road entrance from eastbound Duke Street through May 2023.

BACKGROUND: The City implemented phase II of the Duke Street mitigation pilot in September 2022 to evaluate the impacts and benefits of limiting access to Telegraph Road from West Taylor Run Parkway. The City also extended the amount of green signal time on Duke Street to improve flow and discourage cut-through on local streets during the weekday PM peak period (4PM to 7PM). In November 2022, the Board approved the access restriction from West Taylor Run portion of this pilot through March 31, 2023.

The West Taylor Run project and Telegraph Road access project is funded and slated to be constructed around 2025/2026 which will make the pilot measures permanent and:

- Improve pedestrian and cycling access and safety
- Improve access to Telegraph Road for local roadways
- Provide congestion relief for Telegraph Road access from Duke Street

DISCUSSION: The Pilot was intended to be assessed based on data from the Streetlight Data platform, which enabled staff to evaluate cut-through data on neighborhood streets. Pilot phase I successfully used this information, however, pilot phase II has not been able to use the platform due to changes and unfulfilled timelines by the vendor. Therefore, staff has been reliant on other accepted data sources, that can measure similar outcomes. However, staff believes the data will be even more reliable if there is more time need more time to validate and confirm trends to measure goals presented to the community. The extension will also provide time for additional community engagement and more resident feedback on the project.

Staff has continued to engage with the community and hear both concerns and support for the project. Concerns that have been brought up and require staff to work out more details over the two-month extension could be:

- Cambridge Service Road Interactions
- Quaker Lane congestion
- Accessing Telegraph Road for local residents within the impacted communities

The two-month extension will allow staff more time to collect data, such as hard counts from video or tubes, field observations, and additional analyses that could have been more accessible from Streetlight. As well, staff can follow up on questions with interim concerns and solutions between now and time of construction.

In addition, removing the equipment does take approximately 30 days of planning and work to return operations to prior to the pilot. As well, behavior changes are also be expected by drivers to know that the continuous right-turn has been removed and cut-through on local streets is highly discouraged. As such, staff wants to build in enough time for the Board to make a decision on the pilot and still provide ample time to remove the restrictions, should that be the favor of the Board.

Staff plans to bring this matter back to the board in April 2023 for a decision on the access restriction. While the larger project does include making this restriction permanent, the question for the Board will be if it remains closed while the project is in design and construction over the next few years.

OUTREACH:

Staff engaged with community associate leaders on Monday, February 13, 2022. Community leaders present were from:

- Taylor Run Civic Association
- Clover-College Park Civic Association
- Seminary Hill Association

This group of individuals all supported the extension of the pilot so staff could have more time to engage with the community and provide updated data. A community meeting will be held in March to get larger community feedback on the pilot. Staff is also planning to have an additional meeting in April to discuss the larger capital project and how that ties in with the Duke Street Transitway work.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 27, 2023

DOCKET ITEM: 10

ISSUE: Right Turn Lane Removal – Enhanced Crosswalk between Hoffman Street & Anchor Street

REQUESTED BY: T&ES and DPI

LOCATION: Eisenhower Avenue between Hoffman Street and Anchor Street

STAFF RECOMMENDATION: That the Board recommends the Director of T&ES remove the westbound right turn lane from Eisenhower Avenue to Hoffman Street.

BACKGROUND: The enhanced crosswalk was identified as a high priority improvement in the Eisenhower East Small Area Plan adopted by Alexandria City Council on March 14, 2020 (See attachment 1 for location). This Plan makes recommendations to enhance movement in the Eisenhower East neighborhood and beyond to and from the metro station to create meaningful pedestrian and bike connectivity.

Eisenhower Avenue, across from the Eisenhower Avenue Metrorail Station, experiences high pedestrian activity due to high-density residential developments north of the station, staff and visitors of the National Science Foundation (NSF), the U.S. Patent and Trademark Office, and WMATA's Alexandria Yard Maintenance Facility. Pedestrian traffic will continue to increase as the mixed-use additions to Hoffman Town Center and other planned developments are completed.

DISCUSSION: The existing conditions present several challenges for pedestrians crossing Eisenhower Avenue at the project location. The existing crosswalks at Hoffman Street requires pedestrians to travel across six lanes. The pedestrian signals only activate when pedestrians push the signal button which can result in long wait times for pedestrians who are unaware that they need to activate the signal. The existing 10-foot wide crosswalk configuration does not accommodate large volumes of pedestrians.

Staff recommends the removal of the right turn lane to implement the enhanced crosswalk to address these existing safety concerns. The enhanced crosswalk will provide:

- A high visibility, centralized, wide crossing area.
- Dedicated protected pedestrian phase in each signal cycle, eliminating the need for activation.

- A center refuge area with bollards which will serve as a traffic calming device to slow approaching vehicles.
- Shorter crossing distance for pedestrians with the removal of the right turn lane.

To implement the enhanced crosswalk design, the removal of the westbound Eisenhower right turn lane to Hoffman Street and construction of a refuge area will be required (see attachment 2 and attachment 3). The right turn lane experiences a low volume of turning vehicles and currently serves as an illegal short-term parking and unloading area. The removal of the right turn lane allows for the construction of the curb extension which will provide greater visibility for pedestrians crossing. Furthermore, the existing crosswalks at Hoffman Street will be removed to reduce the amount of driver-pedestrian conflicts. Staff will adjust signal timing once the enhanced crosswalk is implemented as field conditions warrant.

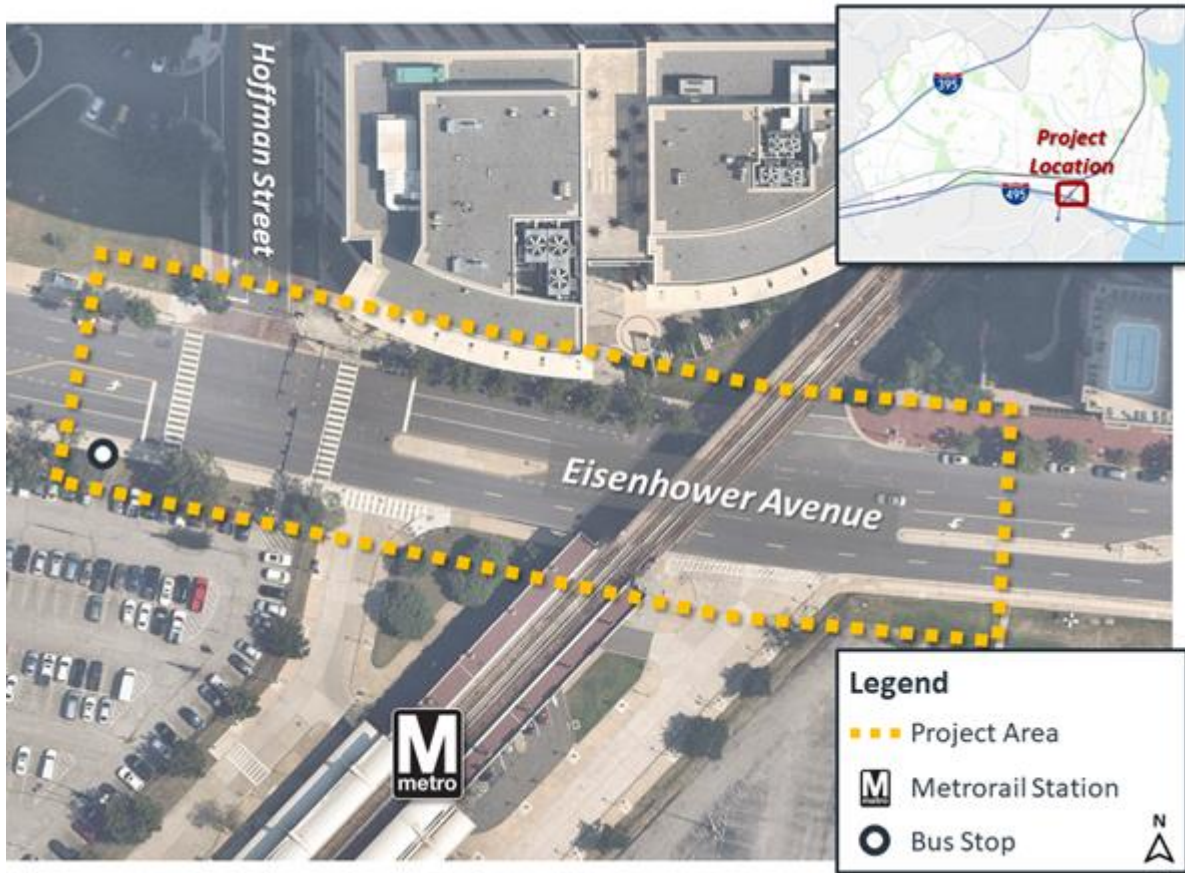
OUTREACH:

Throughout 2022, Staff engaged with key stakeholders, including NSF, WMATA, Rubenstein and Hoffman representatives, to understand concerns with the project location. During the month of April (4/8/2022-5/8/2022), an online feedback form provided an opportunity for the larger community to provide input. The input is summarized in Attachment 4. Overall responses concurred that the key issues were:

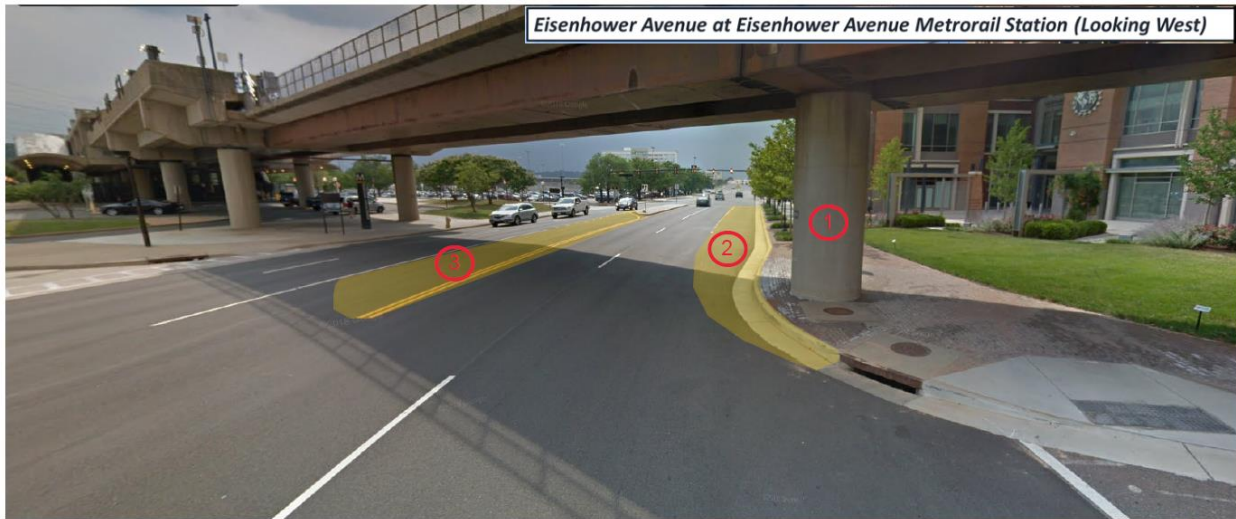
- Pedestrians experience moderate difficulty crossing the street.
- Wait time is too long.
- Existing crosswalks are inconveniently located.
- There is not enough time to cross.

Staff did not receive any objections to the removal of the right turn lane. Stakeholders noted the removal of the right turn lane would eliminate the illegal parking and unloading in front of 2415 Eisenhower Avenue (NSF). Right turn movement can be supported by the proposed through-right lane configuration.

ATTACHMENT 1: PROJECT LOCATION (AERIAL)



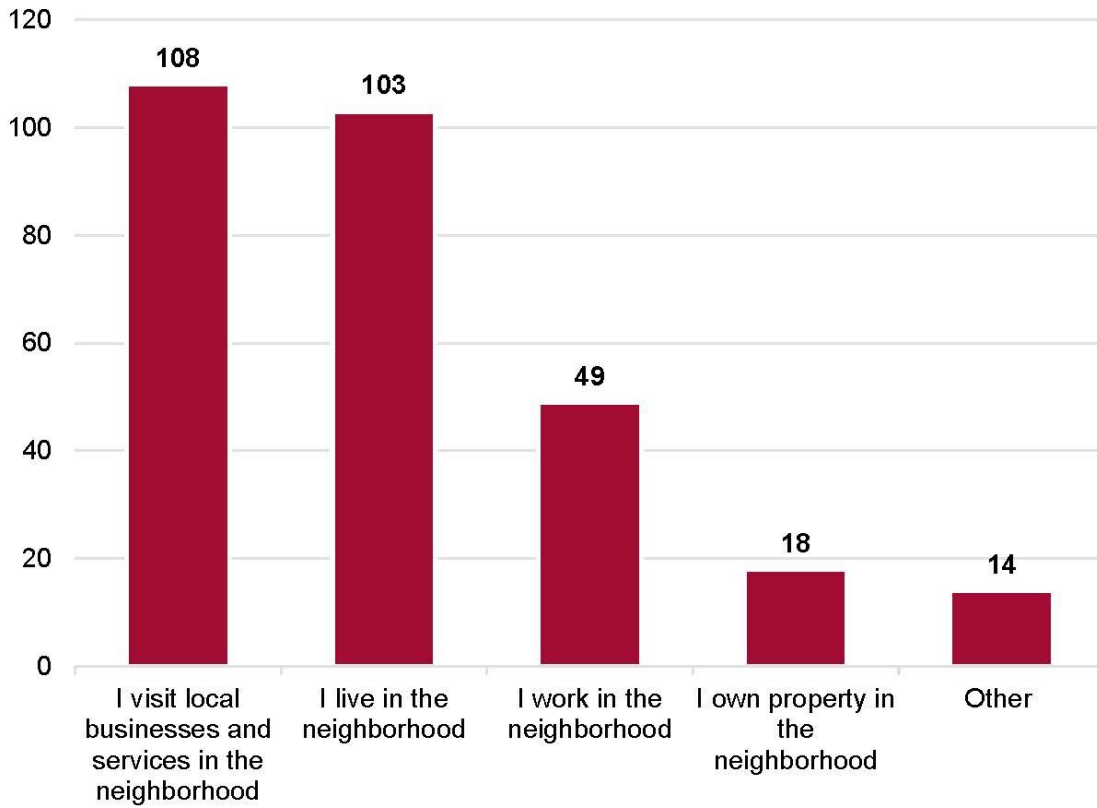
ATTACHMENT 3: PROJECT LOCATION (STREETVIEW)



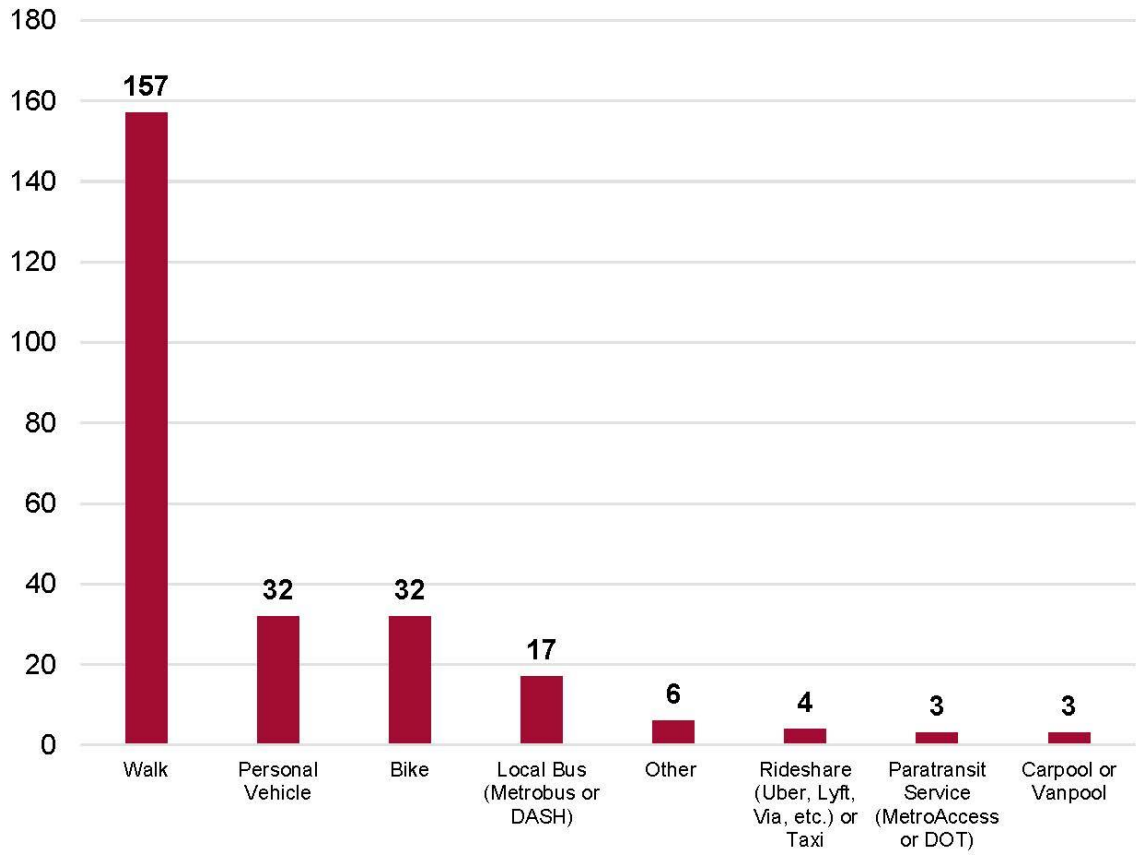
- ① Column blocks drivers (traveling westbound) ability to see pedestrians.
- ② Remove right turn lane to accommodate construction of curb extension.
- ③ Remove center pavement to accommodate construction of refuge area for proposed crosswalk.

ATTACHMENT 4: Online Public Feedback Form Results

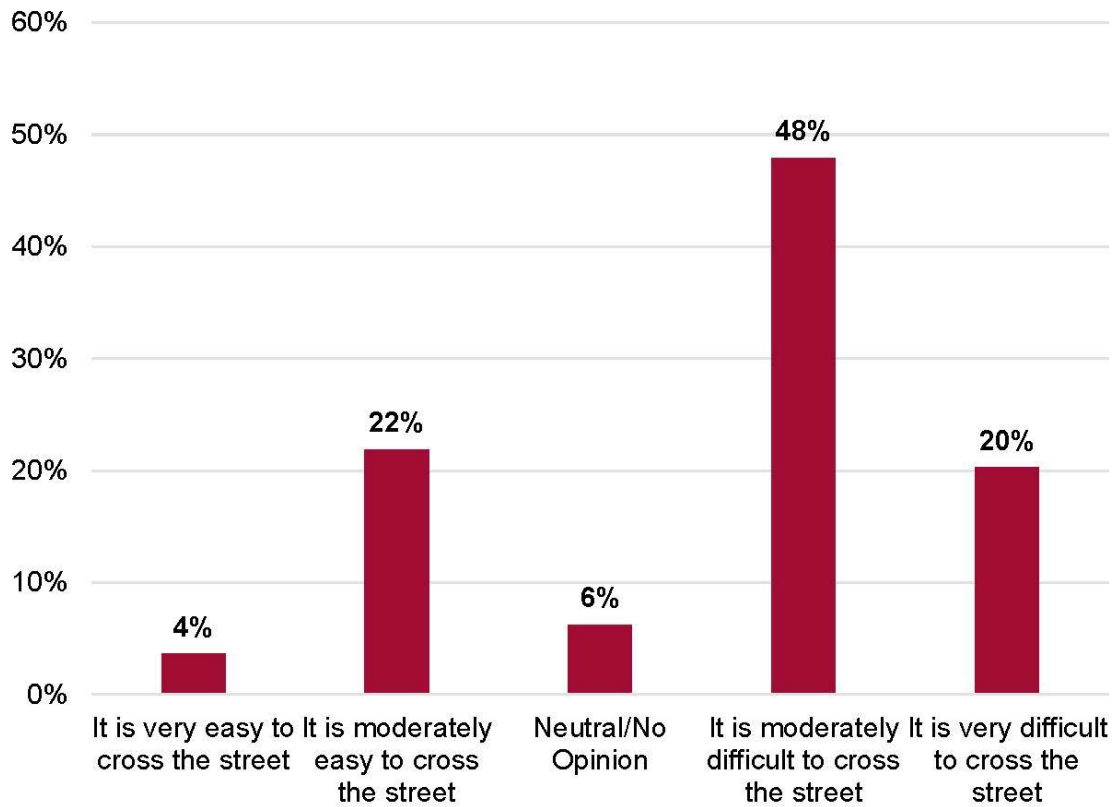
Question 1: What is your relationship with the Eisenhower East neighborhood?
(Select all that apply)



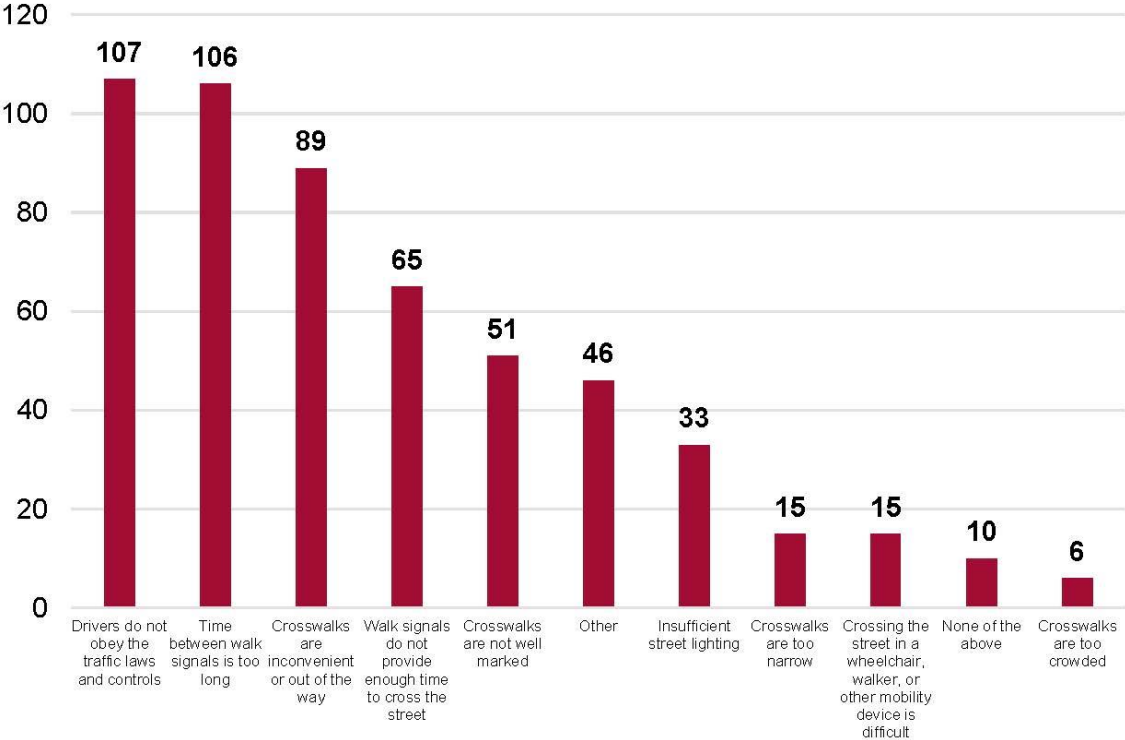
Question 2: How do you typically travel to and from the Eisenhower Avenue Metrorail Station? (Select all the apply)



Question 3: How easy or difficult is it for you to cross Eisenhower Avenue to reach the Metrorail Station? (Select one)



Question 4: What are the primary issues with crossing the street at the Eisenhower Avenue Metrorail Station? (Select all that apply)



Question 5: What features have you seen at other street crossings the City should consider at this location?

Pedestrian Elements

- Pedestrian refuge islands
- Pedestrian-actuated flashing signs at crosswalks (i.e., RRFBs, HAWK beacons)
- Safety elements (i.e., bollards) for pedestrians
- Leading pedestrian intervals
- Longer pedestrian crossing phases with shorter wait times for pedestrians between phases
- Audible alerts for pedestrian crossing phases (for people with visual impairments)
- Pedestrian-level street lighting
- High-visibility crosswalks



Traffic Calming Elements

- Raised medians
- Curb bump-outs at corners/crossing locations
- Reduction in travel lanes
- Raised crosswalk(s) and/or speed humps

Other Elements

- No turn on red signage at intersections
- Electronic speed feedback signs
- Fences or other barriers in a raised median to prevent people from crossing outside of marked crosswalks
- Protected bike lanes
- Elimination of permissive left turn phases
- Red light cameras

Out-of-Scope Elements

- Pedestrian bridges and/or tunnels

Question 6: Please share any additional comments or observations that may be helpful when designing this project.

Question 6 was entirely free-response and yielded a number of additional comments for the City to take into consideration. While many of these comments mirrored those from Question 5, additional comments noted the following:

- Encouragement to use the sidewalks in front of the National Science Foundation as a model for other new or refurbished crosswalks in the neighborhood
- Encouragement to keep Vision Zero priorities and principles at the forefront of this project and its design process
- Calls for more widespread enforcement of existing and future signed regulations and traffic controls
- Suggestions for traffic calming measures further west on Eisenhower Avenue to signal to drivers that they are entering a more pedestrian-oriented and developed area as they approach the Metro station area headed east
- Encouragement to place stop bars well in advance of crosswalks to account for drivers that do not stop right at the marked stop bar
- More walk time and less wait time for pedestrians to cross.

Traffic and Parking Board

DATE: February 27, 2023

DOCKET ITEM: 11

ISSUE: Consideration of a recommendation to update the Residential Permit Parking (RPP) District 9 Boundary to remove the Montgomery Center property.

REQUESTED BY: Transportation and Environmental Services (T&ES) staff

LOCATION: Between N. Fairfax Street and N. Royal Street to the east and west and Madison Street and Montgomery Street to the south and north

STAFF RECOMMENDATION: That the Board approve the recommended Residential Permit Parking (RPP) District 9 Boundary update for the Director of Transportation Environmental Services (T&ES) to remove the Montgomery Center property.

BACKGROUND: Permit parking districts are outlined in the City Code in Title 5 (Transportation and Environmental Services), Chapter 8 (Parking and Traffic Regulations), and Article F (Permit Parking Districts). The Code was updated in 2019 to reflect changes developed during the RPP Refresh Project.

Among the changes to Code in 2019, language was added to [Section 5-8-74\(b\)](#) to allow the Director of T&ES to recommend certain changes to permit parking district map to Traffic and Parking Board, including the removal of non-residential properties with no residential uses from the existing permit parking boundary.

When non-residential properties are removed, it avoids residents of new developments automatically being eligible for permits if sites redevelop. If a property is not included in the district, residents of new developments on redeveloped sites would not be eligible for permits upon project completion but could petition to expand the district to be included as is the typical process allowed in code.

DISCUSSION: Staff are recommending an update to RPP District 9 in North Old Town to remove the Montgomery Center property which includes the entire block between N. Fairfax Street and N. Royal Street to the east and west and Madison Street and Montgomery Street to the south and north. The area proposed to be removed would extend to the center line on each road bordering the property.

This block currently contains several commercial uses including restaurants, retail, and personal services. It does not currently include any residences. The on-street parking around the block is unrestricted on the west and south block faces, and general (non-RPP) two-hour parking on the east and north. There are several loading zones around the block as well.

The block is proposed to be redeveloped into a multi-use site which will include residential units above retail and an arts use. Even if not removed from the boundary, the future residents of the proposed redevelopment would be ineligible for RPP permits per the approved 2017 [Residential Permit Parking for New Development Policy](#) because more than 50% of the proposed total occupied ground floor street frontage will be non-residential uses. To avoid confusion about resident permit eligibility and for ease of permit administration, staff are proposing to use the process outlined in code to remove the property from RPP District 9 ahead of redevelopment approval.

Attachment 1:

Location of Montgomery Center Property Proposed to be removed from RPP District 9



— RPP District Boundary

— Proposed Area to be Removed from RPP District

— Unrestricted Parking

① 1 Hr Restricted Parking

② 2 Hr Restricted Parking

③ 3 Hr Restricted Parking

— Loading Zone

— No Parking

City of Alexandria, Virginia

Traffic and Parking Board

DATE: February 27, 2023
DOCKET ITEM: 12
ISSUE: Parklets – Update to Parklet Requirements

REQUESTED BY: T&ES Staff

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board approve the edits to the approved Parklet Requirements.

BACKGROUND: The City Council approved a permanent parklet program at their October 16, 2021, meeting which allows for both public and commercial parklets. Parklets are authorized as permitted encroachments into public space. Per the City Code Section 5-2-29(j), parklets must comply with the City’s Parklet Requirements, approved by the Traffic and Parking Board in November 2021 and updated in April 2022. This document includes details about:

- Location requirements
- Design requirements
- Maintenance requirements
- Insurance requirements
- Required outreach and approvals process
- Fees

The City Council is charged with setting fees for parklets and adopted parklet fees in March 2022.

DISCUSSION: Since February 23, 2022, City staff have met with over 40 businesses to help them understand the Parklet Requirements (Attachment 1), walk them through the process for obtaining a parklet permit, and answer questions they may have. Location-specific challenges and confusion about the wording within the Parklet Requirements led to frequently asked questions that could be easily addressed with the edits to the Parklet Requirements as written.

These amendments include:

- Changing program terminology, from “permanent parklet” to “annual parklet”

- Clarifying language about key dimensions and physical requirements, including reducing the horizontal clearance over the gutter pan from 2 feet to 1 foot
- Clarifications about the required roles and responsibilities of each party
- Updated references to other City policies and documents
- Updated guidance from other City agencies about Code compliance
- An updated process for Parklet Hosts in the case of nonresponsive or new property owners and tenants
- Changed the threshold for Traffic and Parking Board review of a parklet from four or more parklets on a block to “a block face where one or more parklets already occupy a total of at least 80 feet of curb space length”
- No longer requiring inspections by the Departments of Planning & Zoning and Code Administration after permit issuance

Amending the Parklet Requirements will help business owners better understand what is required of them to obtain a parklet permit and will likely encourage more business owners to invest in commercial and/or public parklets if the process is less confusing as a result of these changes.

No substantive changes to the Parklet Requirements—beyond those listed above—are proposed at this time.

OUTREACH: This update to the Parklet Requirements resulted from lessons learned during the permit application process as well as numerous meetings with business owners. The intent from City staff is to clarify the Parklet Requirements to reduce confusion moving forward. To answer certain questions, and interdepartmental coordination team included City staff from T&ES, Planning & Zoning, Police, Fire, and Code Administration coordinated. Staff worked with the Old Town Business Association, Carlyle Council, and several active parklet operators to confirm that the proposed updates are clear and logical from their perspectives. The questions raised during the meetings with these stakeholders were addressed with additional clarifications which are included in this round of proposed updates.

Attachment 1:

Tracked changes made to the Parklet Requirements; Additions are underlined, deletions are ~~struckthrough~~.



City of Alexandria

Parklet Requirements

Approved by the Traffic & Parking Board on November 15, 2021

Updated and approved by the Traffic & Parking Board on April 25, 2022

Overview

Parklets are an extension of the sidewalk into the parking lane to be used for open space, public seating, or extra space associated with a business, such as a restaurant or a retail establishment. As referenced in [Section 5-2-29 of the City Code](#), parklets are permitted encroachments within the public right of way, subject to compliance with these Parklet Requirements approved by the Traffic and Parking Board. [Parklets shall not be installed/set up prior to receiving a Right of Way – Parklet Permit from the Department of Transportation & Environmental Services.](#)

~~In general, parklets are typically 20 to 30 feet long and 6 feet wide, occupy 1 to 2 parking spaces. More than 2 spaces may be considered on a case-by-case basis with written support from adjacent property owners and businesses, and written justification from the applicant outlining the need for a larger parklet. For these purposes, a parking space is 20 feet long by 7 to 8 feet wide, and but in no case shall a parklet extend into a vehicular or bicycle travel lane, or into a designated emergency vehicle easement.~~

Parklets may be used for a private commercial use if the ~~applicant~~ [Parklet Host](#) complies with the requirements of the Zoning Ordinance (specifically Section 7-1500). [Commercial parklets must be in operation during all hours that the associated business is in operation, however, retailers have the option to remove merchandise from the parklet during inclement weather.](#) Otherwise, parklets shall be considered public spaces and open to the public at all times. [The different types of permitted parklets are defined in the following section.](#)

Parklets shall be permitted through the process established in these requirements and may be approved for up to one year. Permits may be renewed, subject to continued compliance with the Parklet Requirements and payment of permit fees.

~~Parklets on streets closed to vehicular traffic are reviewed under these requirements. Closing a street to vehicular traffic requires specific planning and action from the City Council. Specific parklet requirements may not apply on streets permanently closed to traffic streets (e.g., the Unit~~

and 100 blocks of King Street), or a different standard may apply. These ~~requirements-exceptions~~ are noted in italics under the associated requirement.

Short-term Parklets: *The parklet requirements also apply to short-term parklets (parklets in place for less than 7 days). Specific design requirements may not apply for short-term parklets and are noted in the Design Requirements section. This will accommodate short events without requiring a full build-out of a parklet.*

The Traffic and Parking Board has reviewed these requirements and approved them on November 15, 2021. Removal of parking to accommodate parklets that meet these requirements will be approved administratively by staff. After receiving extensive feedback at numerous meetings with business owners in the spring of 2022, City staff developed several proposed updates to these Parklet Requirements which were reviewed and approved by the Traffic and Parking Board on April 25, 2022. Furthermore, the City will review these requirements at least once every two years, and report back on the program to the Board. Any changes to these requirements will be considered at a public hearing before the Board.

~~The Traffic and Parking Board is charged with considering substantial changes to traffic and on-street parking regulations (City Code 5-8-2). The Board's authority is focused on changes to on-street parking generally, including the location and number of parklets, as well as impacts on other parking nearby.~~

These requirements have also been coordinated with internal City departments including Fire, T&ES, Police, Planning and Zoning, and Code Administration to ensure coordination and compliance with relevant codes and requirements.

Types of Parklets

Parklets can be public (open to the public at all times) or commercial (used for a private business). The City of Alexandria currently permits three kinds of parklets:

Annual Commercial Parklet

- Can be in place permanently but must be removed as needed
- Annual cost relative to parklet length and location
- Anything that the business is permitted to sell can be sold in the parklet
- Must meet the Parklet Requirements

Short-Term Commercial Parklet

- Cannot be in place for longer than 6 days
- Annual cost is \$100 plus \$30-40 daily per occupied parking space
- Anything that the business is permitted to sell can be sold in the parklet
- Does not require a full build-out of a platform

Annual Public Parklet

- Can be in place permanently but must be removed as needed
- Annual cost relative to parklet length but more affordable than a commercial parklet
- Nothing can be sold in the parklet
- Must advertise it as open to the public at all times
- Must meet the Parklet Requirements

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Parklet Locations

~~Parklets considered under these requirements are permitted in the public right-of-way and subject to the following:~~

Parklets are NOT permitted:

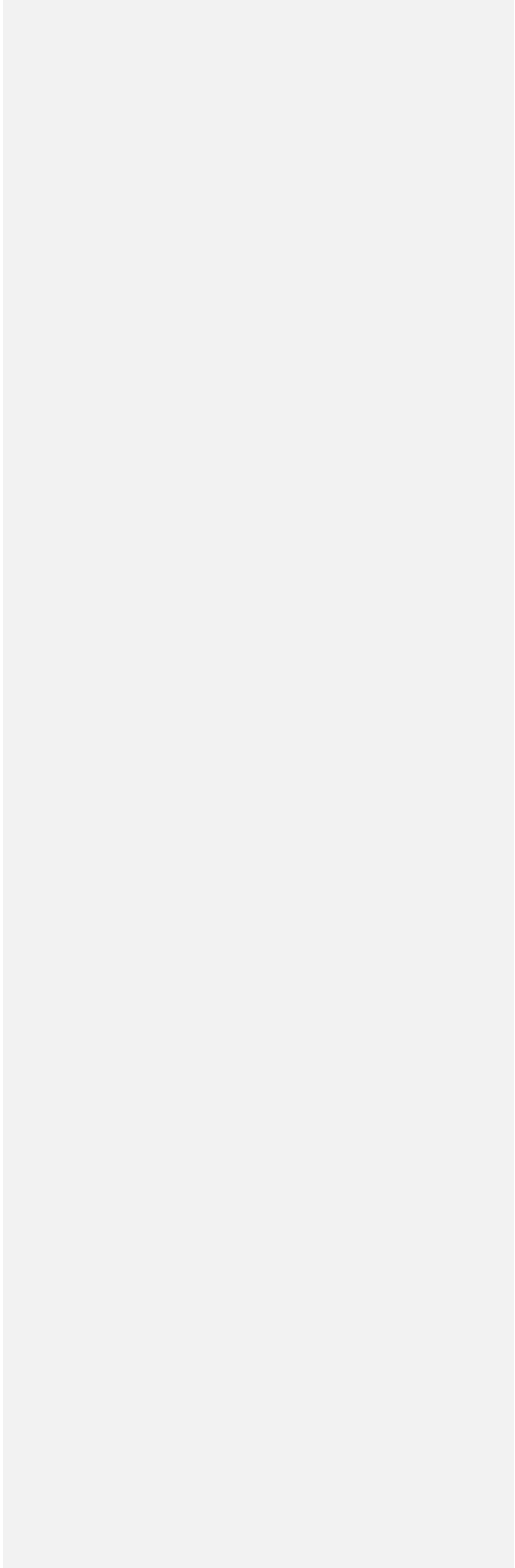
- In dedicated bus lanes (against the curb) or bus stop areas (minimum 50 feet of curb space before the nearest bus stop sign, unless there is a curb extension for the bus stop)
 - The Parklet Host may request a written exemption from City staff for this specific requirement if warranted due to extenuating circumstances
- In dedicated bike lanes
- In Emergency Vehicles Easements
- Where rush hour regulations exist (e.g., Washington Street)
- Within 20 feet of an intersection, unless specific factors related to the surrounding location and design justify approval by the director of T&ES
- Within 10 feet of a curb cut to a driveway, parking lot/garage, or alley, unless approved by the director of T&ES
- Within 20 feet of a storm inlet (also known as a storm drain)
- On street curves or hills where horizontal or vertical sight distance is an issue
- Within 5 feet of a fire hydrant
- To obstruct or cover up access to underground public infrastructure or utility, such as a manhole, with a ~~semi-permanent structure such as a parklet~~ platform or planter
- On a street with posted street sweeping restrictions
- On streets with a speed limit of more than 25 mph or with high vehicular traffic volumes (e.g., Patrick and Henry Streets)
- To replace a loading zone, handicap parking, or otherwise designated curbspace unless the space and restrictions are reviewed by the Traffic and Parking Board pursuant to Section 5-8-3(f) and recommended to be changed
- To obstruct existing or planned Capital Bikeshare stations or bike and scooter corrals

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Parklets located on streets on the City's [Planned Paving List](#) within the upcoming year will be conditionally approved with a requirement that the parklet host must remove the parklet within 30 days of notice by the City. The City reserves the right to require removal with a shorter notice if emergency conditions warrant removal.

~~Applicants Parklet Hosts~~ may ~~host-operate~~ a parklet that is on the City's sidewalk improvement plan within the upcoming year, with the understanding that the parklet may be required to close for a short period during sidewalk improvements. In some cases, the parklet may need to be removed completely, and then can be reinstalled. City staff can provide more information on a case-by-case basis.

Each parklet location will be reviewed for potential impacts to fire access. Specific locations may not be approved or design adjustments may be required if the City determines the parklet will obstruct the required turning radius for emergency vehicles and access to FDCs.



Design Requirements

Parklets must meet the following design requirements. Exceptions for parklets on streets that are permanently closed to traffic and temporary-short-term parklets are noted in italics.

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PLATFORM

Platform Surface: All annual parklets are required to be situated atop a platform placed on the street.

- The top of the parklet platform must be flush with the curb to provide seamless connection with no more than a 0.5-inch gap.
- Conform to Accessible and Usable Building and Facilities (ICC/ANSI A117.1) and Virginia Construction Code.
- *Short-term Parklets are not required to have a platform.*

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Parklet Width: Parklets shall not exceed 6 feet total in width (extending from the curb) to accommodate a buffer between the parklet and the travel lane.

- The Parklet Host may request a written exemption from City staff for a wider parklet on blocks without mass transit, with lower traffic volumes and speeds, wider travel lanes, or permanently closed to vehicular traffic.

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Barrier: Provide a continuous 3- to 4-foot-high railing/barrier (measured from the top of the platform) along all sides of the parklet except the side facing the sidewalk. This may include freestanding planters, freestanding railings, or other freestanding barricades.

- Barriers must be at least 50% "open" per the Planning & Zoning Department's outdoor dining requirements—please refer to the City of Alexandria's Outdoor Dining Design Guidelines for additional barrier design requirements.
- Heavy barrier elements such as planters shall not be situated in the direct path from the street to the main door/egress.
- The barrier may not be within the buffer—nor less than two feet from the curb if the barrier is placed on the street as opposed to the platform—and may not extend into an emergency vehicle easement.
- The Director of T&ES reserves the right to require additional barriers if determined necessary for specific locations.
- Barriers must be freestanding and easily removable by one person without tools.
- A continuous barrier for the parklet is not required on streets permanently closed to traffic unless necessary to comply with another regulation, such as ABC regulations related to serving alcohol.

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Drainage: A minimum of 6 inches of vertical clearance between the pavement and the bottom of the parklet surface shall be provided for a minimum of 1 foot from the curb along the entire length of the parklet.

- The Parklet Host may request a written exemption from City staff for these specific requirements if warranted due to curb and/or roadway conditions.
- Short-term temporary parklets that do not construct a platform and are set up on existing pavement must ensure any barriers or furnishings are outside of the gutter pan to allow water and debris to flow freely.

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Materials: The parklet platform shall be assembled with sustainable and durable weatherproof materials and contain walking/rolling surfaces that are firm, stable, and slip-resistant. Materials must comply with specific design standards established in the City of Alexandria's Outdoor Dining Design Guidelines.

Removal: Parklets must be disassembled within 24 hours in the case of an emergency request by the City or a utility company. Removal of the parklet is the responsibility of the Parklet Host, as is the disposal or storage of the parklet once removed.

Freestanding: Parklet platforms must be entirely freestanding.

- Dining furniture, planters, and barriers are prohibited from being fixed to the parklet platform.

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- Parklet platforms are prohibited from being fixed to public infrastructure, such as the curb/sidewalk or the street.
- It is prohibited to make alterations to public property without the appropriate City-issued permit.

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SAFETY

Buffers between Parklets and Parking/Loading spaces: Parklets must maintain a 4-foot buffer between the parklet barrier and any ~~from~~ other parking/loading spaces.

- Any 4-foot buffers must be counted toward the total length of the parklet which will increase the cost of the annual parklet permit fee accordingly for the Parklet Host.
- A 4-foot buffer is not required wherever parking/loading is prohibited nor between abutting parklets.
- Parklet Hosts will not be charged additional for any Alexandria Fire Department-mandated egress zones (e.g., between two parklets).
- The City will provide and install two wheel stops and two flexible posts at minimum. Wheel stops can be bolted into the asphalt if requested but must be 4 feet from the platform's edge on either end of the parklet to do so.
- The buffer is not required for parklets on streets that are permanently closed to traffic ~~or~~ for Short-term Parklets.

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Visibility: Parklet should have vertical elements that make them visible to traffic. 4-inch-wide orange and white retroreflective stripes shall be mounted to the outside of the railing/barrier facing oncoming traffic. The ~~structure of the~~ parklet should not greatly obstruct visibility between the sidewalk and the roadway.

- This requirement may not be required for parklets on streets ~~that are~~ permanently closed to traffic.

Emergency Access: ~~The parklet shall allow for visible and clear access to all building fire department connections (FDCs) and shall not cause any obstruction or interference with the path of egress from the building.~~ Parklet furniture must be arranged to allow for a clear path from the street to any fire department connections (FDCs) located on the façade of the building. Heavy parklet furnishings such as umbrella bases and planters shall not be situated in the direct path between the street and any main door/egress point. The design of the parklet shall ensure a minimum 5-foot-wide continuous and unobstructed ~~sidewalk clearance~~ path on the sidewalk is maintained.

- Parklets on streets permanently closed to traffic shall not be situated in the direct path between the street and the FDC.

FURNITURE

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Tables and Chairs: For commercial parklets, refer to the City of Alexandria's Outdoor Dining Design Guidelines for permissible tables and chairs.

- The tables and chairs shall be made of sustainable and durable weatherproof materials. These materials must comply with specific design standards established in the City of Alexandria’s Outdoor Dining Design Guidelines.
- Per Section 603.6 of the Virginia Existing Building Code (VEBC), restaurants may not add outdoor seats in excess of 20% of the total indoor occupant load without providing additional lavatories.
- Tables and chairs must remain set up (i.e., not stacked) or brought indoors when the parklet is not in operation. Tables and chairs can be locked to one another or other objects if remaining set up in the parklet when not in use.

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Landscaping: ~~Landscaping and greenery are strongly encouraged as part of any parklet design.~~ Applicants/Parklet Hosts should consider how plants will do in specific locations and weather conditions. Watering and maintenance of any landscape are the responsibilities of the host. Landscape container or planter design and size are subject to design standards established in the City of Alexandria’s [Outdoor Dining Design Guidelines](#) and cannot be bolted to the parklet platform or street/sidewalk. Landscaping design shall not create a continuous barrier that causes an obstruction to Fire Department access.

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Lighting: ~~Parklets shall only have~~ Low-impact lighting that is either battery- or solar-operated. may be a part of the parklet design. Lighting should be self-sustaining (battery or solar-operated).

- Extension cords are not permitted anywhere in/on the parklet, and electrical work in the public right of way shall not be permitted.
- Electricity may not be drawn from the public streetlights. Any legal electrical work carried out for the parklet would require the applicant to obtain an Electrical Permit through APEX.
- Lighting affixed to poles higher than the 4-foot-high railing/barrier may require additional review.

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Signage: For commercial parklets, no signage or branding is permitted.

- For public parklets, signage must be installed in the parklet indicating it is open to the public and signage may state that the parklet is sponsored by the Parklet Host.

Freestanding: All furnishings must be entirely freestanding.

- Dining furniture, planters, and barriers are prohibited from being fixed to one another or the parklet platform.
- Dining furniture, planters, and barriers are prohibited from being fixed to public infrastructure—such as the curb/sidewalk or the street—or trees.
- It is prohibited to make alterations to public property without the appropriate City-issued permit.

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WEATHER PROTECTION

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~~Generators and fuel-fired appliances~~**Heaters:** These items require a Fire Prevention Permit issued by the Fire Department prior to use. ~~These items are subject to a building permit review and fire prevention permit review by the Department of Code Administration and Fire Department prior to installation.~~

~~Electric~~**Heaters:** These items require an Electrical Permit issued by the Department of Code Administration prior to use and must be UL listed and rated for outdoor use. ~~Depending on the type or proposed location, these may require additional review by the Department of Code Administration and Fire Department.~~ Fans and heaters affixed to poles higher than the 4-foot-high railing/barrier may require additional review.

~~Awnings and other~~**Overhead eCoverings:** No overhead coverings, including tents (permanent or temporary), are permitted in/on the ~~design for the~~ parklet except for umbrellas, subject to design standards established in the City of Alexandria's [Outdoor Dining Design Guidelines](#).

- ~~Umbrellas must be cranked down and secured with a bungee cord at close of business every day and in anticipation of storms/high winds.~~
- ~~Umbrella bases shall not be situated in the direct path between the street and any FDCs or main doors/egress points.~~
- ~~No umbrella canopy or any other parklet furnishings shall extend outside of the designated parklet area, including into the street or five-foot-wide clear path on the sidewalk.~~

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Maintenance Requirements

Parklet ~~Hosts~~ are required to sign a ~~Maintenance Agreement~~ with the City that outlines maintenance responsibilities. ~~This form~~[A template of this agreement can be found here and key responsibilities are summarized below.](#) ~~Violations of this requirement will result in the termination of a parklet permit and removal by the host will be required.~~

Parklet subsurface and surface elements shall be kept clean and in a state of good repair at all times. This includes, but is not limited to, the following:

- Sweep the parklet surface and the area surrounding the parklet
- Water and maintain the parklet's vegetation
- Clean the parklet platform, seating, and other parklet elements
- Remove any debris, litter, grime, or graffiti from the parklet surface and around the parklet
- Clean out the gutter area prior to and after storms to ensure gutters are unobstructed
- Replace any failing parklet elements or components
- Provide pest control as necessary

Drainage function of the gutter pan area (the two feet of roadway along the curb) shall be maintained at all times. ~~Violations of this requirement will result in the termination of a parklet permit and removal by the host will be required.~~

Leaf removal and snow removal in and surrounding the parklet, including the sidewalk, is the responsibility of the parklet host.

The City is not responsible for any damage to the parklet resulting from storm recovery or snow removal operations.

Parklets ~~are may be~~ subject to temporary removal ~~from time to time~~ for City purposes including, but not limited to, streetscape or other public improvements in the area, public utility repair and replacement, and public safety reasons. The temporary removal will be at the ~~applicant's~~[Parklet Host's](#) expense. Except in emergency situations, the City will provide 30 days of notice to remove the parklet. Emergency access may be required with shorter notice depending upon specific circumstances.

Upon permanent removal of the parklet, either at the City's direction or expiration of the parklet permit, the ~~applicant~~[Parklet Host](#) shall restore the area to its original condition, or a condition approved by the City.

Insurance Requirements

Commercial general liability insurance is required for the duration of the parklet permit. Parklet hosts shall maintain the types of coverages and minimum limits indicated below, unless the City Risk Manager approves a lower amount, in his sole discretion. approval of a permitThe required minimum limits may be met by any combination of primary and excess or umbrella policies:

- Commercial General liability Insurance. \$1,000,000 each occurrence coverage with \$2,000,000 general aggregate covering all premises and operations and including bodily injury, property damage, personal injury, completed operations, contractual liability, independent contractors, and products liability.
- Automobile Liability.
 - If any vehicles are associated with the business, the Parklet Host must prove \$1,000,000 combined single limit coverage per accident for bodily injury and property damage.
 - Workers' Compensation and Employer's Liability. Virginia Statutory Workers' Compensation coverage including Virginia benefits and employer's liability with limits of \$500,000.

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The Parklet Host must also cover the City of Alexandria as "primary and non-contributory" additionally insured.

The City of Alexandria should be given at least 30 days advance notice of cancellation of any of the required insurances. Failure to maintain the required insurance coverage shall be deemed a default for purposes of the permit. The City shall have the right, but not the obligation, to remove the parklet at the Permittee's expense and/or to purchase such insurance at the Permittee's expense.

The Parklet Host shall be required to maintain, in force, insurance as described below and approved by the City for the duration of the Permit, which limits may be satisfied (in whole or in part) with an excess/umbrella policy. Proof of acceptable insurance shall be required prior to approval of a permit. The Parklet Host shall provide a complete copy of any policy including any endorsements and related documents via PDF, if requested. The Parklet Host's Insurance Coverage shall:

- Be an occurrence-based policy
- Be primary and non-contributory for any claims related to this Permit
 - Claims Made policies are not acceptable
- Be acceptable to the City and placed with companies that have an A.M. Best minimum Rating of A, Class VII or better
 - Insurers must also be authorized to do business under the laws of the Commonwealth of Virginia
- Not be changed or canceled unless the insured and the City of Alexandria is notified in writing at least 30 days prior

- The City shall have the right, but not the obligation, to remove the parklet at the Permittee’s expense and/or to purchase such insurance at the Permittee’s expense

The required minimum limits may be met by any combination of primary and excess or umbrella policies as follows:

- Commercial General Liability Insurance
 - Coverage with limits no less than:
 - \$2,000,000.00 Annual Aggregate
 - \$1,000,000.00 per Occurrence
 - \$1,000,000.00 Products and Completed Operations
 - \$1,000,000.00 Personal and Advertising Injury
 - The Certificate of Insurance should explicitly state that the “The City of Alexandria is an additional insured with respect to general liability.”
- Automobile Liability
 - Comprehensive automobile liability insurance in the amount of no less than \$1,000,000 per accident for each owned, non-owned, and hired vehicle that is used in any way to complete the Work¹, as required under the laws of the Commonwealth of Virginia, whether the vehicle is registered in Virginia or not.
- Workers’ Compensation and Employer’s Liability
 - If the business employs at least three employees, Statutory Limits of Workers’ Compensation Insurance is required under the laws of the Commonwealth of Virginia, and Employer’s Liability Insurance with limits of at least \$1,000,000 per accident for Bodily Injury by Accident and Bodily Injury by Disease.

¹ Any task conducted for the benefit of the business while operating the vehicle.

Required Documents for Permit Application

For examples of how each of these documents should be completed prior to being submitted, please see our [simple slideshow](#) [Parklet Permit Guide](#) with sample photos and images here.

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- Site Plan
 - Shows the location of the parklet from an aerial point of view
 - Provides a plan showing the parklet area, ~~but not the sidewalk dining, if applicable~~. All drawings must be to-scale and must include the following:
 - Business name and address
 - ~~Your building's façade~~ [The extent of your building frontage](#) and immediately adjacent businesses (property lines must be shown)
 - Location of any Fire Department Connections (FDC) on building face/façade
 - Sidewalk width (building face to curb edge)
 - ~~Location of barriers~~
 - Sidewalk elements (i.e., tree wells, lamp posts, fire hydrants, signs, parking meters, light poles, trash receptacles, and any other streetscape element)
 - Relevant measurements (parklet length and width)
 - Proposed configuration/locations of any tables, chairs, planters, and/or umbrellas
 - [Location of barriers](#)
 - Location of designated handicapped accessible seating area (for restaurants only)
- Design Plan
 - Shows the design of the parklet—and the materials it will be constructed with—from a pedestrian's point of view and includes: ~~(including Maintenance of Traffic [MOT] plans)~~
 - ~~Depending on design, the plan may need to be sealed by a Professional Architect or Professional Engineer licensed in the Commonwealth of Virginia~~
 - ~~Depending on design, a building permit may be required~~
 - Relevant measurements (parklet height; curb height; barrier and/or planter height, length, and width)
 - Photos (or manufacturer's specification sheets) and dimensions of any proposed furniture, including tables, umbrellas, chairs, planters, barriers, rope
- Proof of Outreach and Notice
 - Letter(s) of Support
 - If [any part of the parklet \(including the required buffer\)](#) is ~~at all~~ located in front of any properties not occupied by the ~~applicant~~ [Parklet Host](#), Letters of Support from the businesses, residents, and/or property owners of said properties are required.

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- If the ~~applicant~~ **Parklet Host** is not the owner of the building that the parklet is in front of, the property owner must provide a Letter of Support for the parklet. If the ~~applicant~~ **Parklet Host** owns the property, indicate so in the application.
 - For a Letter of Support template to use, click [here](#).
- Public Notice
 - Fill out the Parklet Notice template [here](#) and submit to the following stakeholders:
 - The presiding neighborhood organization (contact list provided online or ask Max Devilliers)
 - All businesses and residents on the block where the parklet is located
- Certificate of Insurance
 - For an example of a valid Certificate of Insurance for operating a parklet, click [here](#).
- Maintenance Agreement
 - Fill out the Maintenance Agreement [here](#).
- Commercial Use Details (Supplemental Application)
 - NOTE: Only applicable for commercial parklets
 - Fill out this Supplemental Application [here](#).

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Application Process

Step 1: Pre-Submittal Meeting

- Contact Max Devilliers (max.devilliers@alexandriava.gov) in T&ES – Mobility Services to discuss proposed location and design concept

Step 2: Outreach

- Required approvals:
 - If the ~~applicant~~ Parklet Host is not the owner of the building that the parklet is in front of, the property owner must ~~approve~~ provide a Letter of Support for the location of the parklet. If the ~~applicant~~ Parklet Host owns the property, indicate so in the application.
 - If any part of the parklet is ~~at all~~ located in front of any properties not occupied by the ~~applicant~~ Parklet Host, ~~4~~ letters of Support from the businesses, residents, and/or property owners of said ~~building~~ property(ies) are required.
 - If the Parklet Host can prove that they made a written request to the property owner and/or occupant of a property to be fronted by the parklet and the owner/occupant did not respond within 10 business days, the City will consider the duty fulfilled and void the need this requirement satisfied
 - If a property fronted by the parklet is vacated and the subsequent property owner/occupant opposes the parklet, the parklet shall not be shortened/removed until the following renewal period (i.e., October 1)
- Notification:
 - The parklet host must provide notice to all businesses, neighborhood organizations, and residents on the block where they are applying to host a parklet.
 - ~~Notification should include (at minimum) a basic design concept, the number of parking spaces or length of curbspace the parklet will occupy, and the applicant's contact information.~~
 - ~~Applicants~~ Parklet Hosts must provide the City with a list of the addresses notified and an example notice (City to provide notice template).
- City Notice:
 - The City will post a sign for 14 days at the proposed parklet location indicating a parklet is under consideration and inviting public comment. Notice will also be provided online and through the City's eNews.
 - If no concerns are received, the parklet will be approved administratively by staff, subject to these Parklet Requirements, ~~without a public hearing before the Traffic and Parking Board.~~
 - If concerns are received, the City will coordinate with the ~~applicant~~ Parklet Host to address issues, and may require review by the Traffic and Parking Board at a public hearing.

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- If a ~~parklet is proposed to be located on a blockface where one or more parklets already occupy a total of at least 80 feet of curbspace length~~~~proposed parklet is located on a block with three or more existing parklets~~, the application will be reviewed by the Traffic and Parking Board at a regular monthly meeting.

Step 3: Submit Documents into APEX

- An application for a parklet shall be submitted to the T&ES Permit Office/APEX and must include all of the Required Documents listed on Pages 12-13:
 - ~~Site Plan showing the location of the parklet~~
 - ~~Must be to scale with all dimensions provided and existing conditions noted~~ ← Formatted
 - ~~Design Plan showing the design of parklet and how it will be constructed (including Maintenance of Traffic [MOT] plans)~~
 - ~~Depending on design, the plan may need to be sealed by a Professional Architect or Professional Engineer licensed in the Commonwealth of Virginia~~ ← Formatted
 - ~~Depending on design, a building permit may be required~~
 - Proof of Outreach and Notice ~~as required in Step 2~~
 - Certificate of Insurance
 - Maintenance Agreement
 - Commercial Use Details (Supplemental Application)
 - ~~Only applicable for commercial parklets~~

NOTE: Reviewing departments will include specific conditions of approval for the permit, ~~but parklets do not require Traffic & Parking Board review and approval (unless proposed for a block where parklets already occupy a total of at least 60 feet of curbspace length)~~. The application will be reviewed by the following departments:

- T&ES – Mobility Services
- T&ES – DROW
- T&ES – Operations
- Fire
- Code Administration
- Planning and Zoning

Step 4: Approval and Installation

- After all ~~reviewers reviewing departments~~ have approved ~~the application, the T&ES Permit Office will issue the permit after~~, all fees have been paid, and the maintenance agreement is signed by all parties, ~~the T&ES Permit Office will issue the permit~~
- Once the ~~applicant~~ Parklet Host installs the parklet, the ~~applicant~~ Parklet Host must call the City for an inspection.
 - T&ES Construction & Inspection will inspect the parklet to ensure it is consistent with the location approved in the permit and that appropriate buffers and safety features (wheel stops, reflectors, etc.) are installed.
 - ~~The P&Z Zoning Inspector will inspect for the commercial use aspect in the King Street Outdoor Dining area. Zoning Inspectors will review specific complaints~~

~~related to the commercial use and materials in P&Z design standards for all parklets.~~

- The Fire Department shall inspect the parklet to ensure it does not impede egress from buildings and there is adequate fire access to all hydrants and FDCs.
- ~~Code Administration may require an inspection of the parklet if determined during the review process.~~

Step 5: Annual Renewal

- The City will send a reminder about permit renewals 30 days prior to the permit expiring. The reminder will note that, if the permit is not renewed, the parklet must be removed by the date the permit expires.
- Permits will be approved through September 30th and can be renewed annually. If there are no changes to the design and location, the permit will be renewed upon payment of fees and submission of updated documents (insurance, maintenance agreement, [letters of support](#), etc.).
 - Note: Locations will be reviewed for potential impact from proposed paving in the next year and will be conditioned accordingly if the parklet will need to be removed.

Permit Fees

Parklet permit fees were approved by the City Council on March 8, 2022, ~~and will~~ be effective starting October 1, 2022. Permit fees for the first year will be 50% of the approved fee for any permit issued and valid between October 1, 2022, and September 30, 2023. The final resolution on parklet permit fees can be found online [here](#).

Permit fees for parklets shall be based on the length of curbspace that the parklet occupies, [including the required buffer area](#), and will be assessed as follows:

- ~~Permanent Annual~~ parklets that are open to the public at all times: \$15 per linear foot
 - ~~This may be an option for retailers! If interested, reach out to Maxime Devilliers (Max.Devilliers@alexandriava.gov)~~
- ~~Permanent Annual~~ parklets in which a commercial business operates:
 - Within the King Street Retail Strategy area: \$150 per linear foot
 - Within an Equity Emphasis Area (as defined by MWCOG): \$50 per linear foot
 - All other areas: \$100 per linear foot
- Short-term (i.e., in place for less than 7 days) parklets in which a commercial business operates:
 - ~~Initial Annual~~ review of plans and location: \$100
 - Temporary Reserved Parking signage: ~~\$30 per day per non-metered parking space (i.e., 20 feet in length); \$40 per day per metered parking space~~ ~~Dependent upon the number of days the parklet will be in place and whether the space is metered or not~~