

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, JUNE 24, 2024, 7 P.M.
IN-PERSON AND VIRTUAL MEETING**

MINUTES

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: T&ES – Hillary Orr, Deputy Director; Katye North, Division Chief; Ryan Knight, Division Chief; Sheila McGraw, Principal Planner; Sara Brandt-Vorel, Principal Planner; Max Devilliers, Urban Planner III; Bryan Hayes, Urban Planner III; and Sean Martin, Urban Planner II.

1. Announcement of deferrals and withdrawals: None.
2. Approval of the May 20, 2024, Traffic and Parking Board meeting minutes:

BOARD ACTION: Ms. Phelps made a motion, seconded by Ms. Ebbers to approve the minutes of the May 20, 2024, Traffic and Parking Board meeting. The motion carried unanimously.

3. **WRITTEN STAFF UPDATES:** The Board received written staff updates on:
 - Sanger Avenue Interim Improvements
 - Capital Bikeshare Ridership Records Update
 - Yale Drive Public Hearing Follow Up
 - City Council Taxicab Decision
4. **PUBLIC DISCUSSION PERIOD:** None.

BOARD ACTION: None.

CONSENT ITEMS

5. **ISSUE:** Parking Removal - Sanger Avenue as part of the William Ramsay Safe Routes to School Project

DISCUSSION: Ms. Mihalik asked if the parking removal would involve any physical intervention, to which Mr. Hayes responded that flex posts and paint would be used to delineate the ‘No Parking’ zones. Mr. Kane suggested that the some of the parking signs be moved and/or replaced to better discourage illegal/unsafe parking as well.

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES remove three parking spaces on Sanger Avenue. The motion carried unanimously.

6. **ISSUE:** Parking Removal – 1800 block of Potomac Greens Drive for a Capital Bikeshare station

Mr. Kane made a motion, seconded by Ms. Tucker, to remove Item 6 from consent. The motion carried unanimously.

DISCUSSION: Mr. Martin presented the item to the Board. Mr. Kane asked if the park directly adjacent to this location is public and available for anyone to use, to which Mr. Martin said yes. Chair Lewis asked if City staff normally reach out to the Fire Department when siting Capital Bikeshare stations, to which Mr. Martin said yes. Mr. Kane asked what the recommended distance between stations is, to which Mr. Martin responded $\frac{1}{4}$ of a mile, however, the walk from this station to the one at Slaters Lane is $\frac{3}{4}$ of a mile.

PUBLIC TESTIMONY: Amy Tromba testified in opposition to the proposed location of the bikeshare station due to potential congestion generation and prefers that it be installed in the park.

David Dunn testified in opposition.

Dane Lauritzen testified in support.

Nicole Radshaw testified in support.

Zack DesJardins testified in support.

Mimi Joy testified in opposition.

Jack Summe testified in opposition. Mr. Kane asked if parking had previously existed in the location that staff is proposing to install a bikeshare station, to which Mr. Martin responded that, yes, parking existed in that location prior to the construction of the Metrorail Station but was removed for construction access and was meant to become parking again once all construction was complete. Ms. Mihalik asked why drivers must make U-turns in this area, to which Mr. Martin responded that there is no reason they must because there are no one-way streets in Potomac Greens—U-turns are actually illegal in this area.

Haven Campell testified in opposition.

Asa Orrin-Brown testified in support.

Judd Isbell testified in support.

Tom Schneider testified in opposition.

Bryan Pinsky testified in support.

Ms. Tucker asked City staff what percentage of bikeshare stations are located in purely residential neighborhoods, to which Mr. Martin responded that he was not aware of the exact percentage but several are. Ms. Tucker asked if this item was time-sensitive, to which Mr. Martin responded that no VDOT grant-funded bikeshare stations can be installed until all nine have received the necessary approval for their proposed locations. Ms. Ebbers asked how many Metrorail Station entrances are in purely residential areas, to which Mr. Martin said none. Ms. Mihalik asked why the map panel would not be included as part of this proposed station, to which Mr. Martin responded that eliminating the map panel would help to reduce visual clutter and the map panels are not nearly as necessary in areas not frequented by tourists such as this one. Ms. Mihalik asked who the feedback form was sent to, to which Mr. Martin responded that it was sent to residents of Potomac Greens and Old Town Greens. Ms. Phelps asked what the usage is like at the bikeshare stations on the west side of the Metrorail Station, to which Mr. Martin responded that those stations see consistent usage, with the nearest one having the 10th highest ridership since October 2023. Ms. Tucker asked how many docks are located at the bikeshare station, to which Mr. Martin responded that there are 15 docks there but there are back-up bikeshare stations nearby for additional capacity, while the Potomac Greens location would have no back-up option when full or empty. Ms. Mihalik asked if the feedback form included questions about future usage, to which Mr. Martin responded that it did not because City staff was interested primarily in the local concerns of the immediate neighbors. Chair Lewis asked what the results of the feedback form were, to which Mr. Martin responded that City staff received 150 responses, many of which stated their preference for locating the bikeshare station in the park. Chair Lewis asked if RP&CA was consulted about all possible park locations, to which Mr. Martin responded that RP&CA did not want to surrender any amount of open space for bikeshare purposes and that irrigation lines and/or trees would have to be moved/removed to accommodate doing so. Chair Lewis asked if 10 docks would suffice instead of 15, to which Mr. Martin responded that reducing the size of the bikeshare station makes little difference for drivers and parking, but significantly reduces the effectiveness and value of the bikeshare station due to the lack of back-up options nearby. Chair Lewis mentioned that several photos show the need for bike parking at the Metrorail Station, to which Mr. Martin responded that City staff has worked with WMATA several times to address this issue, but a solution has yet to be determined. Chair Lewis asked what the parking restrictions are on this particular block, to which Mr. Martin responded that the restrictions are the same throughout the neighborhood and are 2-hour parking from 8 a.m. to 5 p.m., Monday through Saturday, RPPD 14 permitholders exempt. Mr. Kane asked who is responsible for cleaning around bikeshare stations to which Mr. Martin responded that the City's contractor, Lyft, is responsible per their contract, and neighbors can notify Mr. Martin of issues that he can relay to Lyft to address. Chair Lewis asked if the crosswalk on Potomac Greens Drive can be repainted, to which Ms. Orr responded that it can be.

BOARD ACTION: Ms. Ebbers made a motion, seconded by Ms. Mihalik, to recommend the Director of T&ES remove two (2) on-street parking spaces from the 1800 block of Potomac Greens Drive for a Capital Bikeshare station. The motion carried unanimously.

7. **ISSUE:** Parking Removal - 700 block of Four Mile Road for a Capital Bikeshare station

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES remove two (2) on-street parking spaces from the 700 block of Four Mile Road for a Capital Bikeshare station. The motion carried unanimously.

8. **ISSUE:** Parking removal – South Hudson Street at Vermont Avenue

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES remove 30 feet of on-street parking on both the east and west sides of South Hudson Street immediately north of Vermont Avenue. The motion carried unanimously.

9. **ISSUE:** Parking Restrictions Modification – 317-325 North Columbus Street

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES restrict parking to 2 hours from 8 a.m. to 2 a.m., Monday through Saturday, and 11 a.m. to 2 a.m. on Sundays, District 3 permitholders exempt, for the approximately seven on-street parking spaces along the east side of North Columbus Street immediately south of Princess Street. The motion carried unanimously.

10. **ISSUE:** Parking Restrictions Modification – 400 block of Pendleton Street

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES modify the existing residential permit parking restrictions on the south side of the 400 block of Pendleton Street to 2-hour parking, 8 a.m. to 5 p.m., Monday-Saturday, District 2 permitholders exempt. The motion carried unanimously.

11. **ISSUE:** New Parking Restrictions - 1000 Block of North Fayette Street

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Ebbers to recommend the Director of T&ES add 2-hour parking restrictions, 9 a.m. to 5 p.m. Monday through Saturday, on the west side of the 1000 block of North Fayette Street immediately north of the Loading and Active Curbside Pickup Only zone. The motion carried unanimously.

PUBLIC HEARING ITEMS

12. **ISSUE:** One-way conversion and short-term improvements - King Street between South Taylor Street and Menokin Drive

DISCUSSION: Ms. Brandt-Vorel presented the item to the Board. Mr. Kane asked which jurisdiction owns and controls the traffic signal on South Wakefield Street at King Street, to which Mr. Hayes responded that the City does but staff has coordinated with the County of Arlington on the matter. Mr. Kane asked if the traffic signal can include bicycle detection, to which Mr. Knight responded that the device for detection will be upgraded at some point but it is uncertain when that will be. Mr. Kane asked if the King Street crossing will include a bicycle signal, to which Mr. Knight responded that City staff will consider it. Ms. Mihalik mentioned that the turn onto King Street from South Taylor Street is a tight turn to make, to which Ms. Brandt-Vorel responded that the NTOR proposal is for King Street traffic turning onto South Taylor Street. Chair Lewis asked if City staff plans to conduct an educational campaign on this unique traffic pattern/setup, to which Ms. Brandt-Vorel responded that the construction timeline for this project will provide City staff with plenty of time to conduct outreach and education on this. Chair Lewis noted that the traffic signal timing at Menokin Drive would make this proposed pattern even more frustrating for drivers who have to wait, to which City staff responded that it would be resolved as part of this new traffic pattern. Ms. Phelps asked where the new bus stops would be located, to which Ms. Brandt-Vorel responded that they would be further from the shopping center. Chair Lewis asked if City staff had reached out to the property owner of the shopping center, to which Ms. Brandt-Vorel responded that City staff has been in close contact with the property owner throughout the planning process and has not received any negative feedback or requests related to changes to their property. Ms. Mihalik asked if pedestrians would be accommodated as part of this project, to which Ms. Brandt-Vorel responded that they would, and Mr. Hayes responded that the LPIs would increase when the request button is pushed.

PUBLIC TESTIMONY: Bonnie O'Day testified in support of Option 2.

Jim Durham testified in support of Option 2 despite the fact that his driving route to the shopping center would change as a result of this project. Chair Lewis asked Mr. Durham how it would affect his route, to which Mr. Durham responded that he would simply have to turn onto King Street instead of the service road.

Bryan Pinsky testified in support of Option 2 and requested that the 'NTOR When Pedestrians Are Present' signage on Park Center Drive be changed to simply 'NTOR'.

Nicole Radshaw testified in support of Option 2.

Dane Lauritzen testified in support of Option 2 and requested more mobility improvements and access in the future.

Jonathan Krail testified in support of Option 2.

Asa Orrin-Brown testified in support of Option 2.

Zack DesJardins testified in support of Option 2.

Ken Notis testified in support of Option 2.

Bill Rossello testified in opposition to the project, especially the conversion of the service road, and is concerned about the lack of a no-change option.

Bill Pugh testified in support of Option 2.

Nicole Devore raised concerns about the lack of an option including bike facilities on the north side of King Street instead of the south side and the lack of stormwater management plan details.

David Kaplan testified in support of Option 2.

Laura Harrington requested that the service road remain two-way, particularly between Marlee Way and North Quaker Lane. Chair Lewis asked about plans to address the intersection of King Street and West Braddock Road, to which Ms. Orr responded that there is nothing funded at this time.

Joseph Spytek testified in opposition to the NTOR from South Wakefield Street and requested that the weeds on King Street be addressed for visibility purposes.

Jackie Maffucci raised concerns about the lack of stormwater management plan details and requested that the bike facilities be located on the north side of King Street instead of the south side. Ms. Tucker asked City staff about the stormwater management plan, to which Ms. Brandt-Vorel responded that it is still in the conceptual design phase but that is definitely going to be included as part of this project because it is required, however City staff has nothing substantial to share with the public yet. Ms. Phelps asked if City staff considered the north side of King Street for the bicycle facilities, to which Ms. Brandt-Vorel responded that the right-of-way line is not straight on the north side of King Street which creates issues for facility installation and maintenance in addition to the grading on that side being steep which would be very expensive to address. Furthermore, cyclists want access to the shopping center and bus stops, so bicycle facilities on the north side of King Street would be less valuable to cyclists. Chair Lewis asked if the City could collaborate with the County of Arlington on installation and maintenance, to which Ms. Brandt-Vorel reiterated that the cost of grading would still be prohibitive. Chair Lewis requested a crosswalk at Menokin Drive given the housing near there, to which Ms. Orr responded that one would be installed as it would be required for the relocated bus stop.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Tucker to:

- Recommend the City Council convert a portion of the King Street Access Road from two-way to one-way westbound between South Taylor Street and Menokin Drive
- Recommend the Director of T&ES install two new No Turn on Red restrictions at the intersections of King Street and South Taylor Street and South Wakefield Street; and
- Recommend the Director of T&ES install a new stop sign for the relocation of the right turn lane on King Street into the Bradlee Shopping Center.

The motion carried unanimously.

13. **ISSUE:** One-way conversion and traffic flow changes – Duke Street between West Taylor Run Parkway and Wheeler Avenue

DISCUSSION: Ms. Orr presented the item to the Board. Ms. Tucker asked if drivers would be able to turn right onto Cambridge Road from Duke Street after the slip lane, to which Ms. Orr responded that, technically, they could but it would be unlikely that they do due to the added time it would take relatively. Ms. Tucker raised concerns about driver visibility when using the slip lane from Duke Street, to which Ms. Orr responded that the plans are still in the conceptual phase and that the engineering plans would address any visibility concerns with improved design. Ms. Tucker asked if the trees at Cambridge Road and Duke Street would be saved, which Ms. Orr confirmed they would be. Ms. Tucker asked if the buses would be provided with queue jumping throughout Duke Street, which Ms. Orr confirmed they would but the City would need to signalize those queue jumps. Mr. Kane asked how cyclists would cross east to west, to which Ms. Orr responded that they would need to use the crosswalk in the interim. Mr. Kane asked if cyclists going north on Wheeler Avenue would have to cross Duke Street to access the cycle track, which Ms. Orr confirmed they would. Mr. Kane noted that cyclists who don't cross Duke Street would use the sidewalk on the south side and asked if that sidewalk would be replaced as part of this project given its poor condition, to which Ms. Orr responded that some sidewalks would be replaced, but Ms. Orr couldn't recall exactly which segments would be replaced. Ms. Mihalik asked if the pedestrian push button would be located closer to the curb ramp, which Mr. Knight confirmed it would. Chair Lewis asked if these proposed changes would go into effect after the Duke Street Transitway construction is complete, which Ms. Orr confirmed but that short-term improvements could be implemented where possible beforehand. Due to signal improvement needs, most changes to the intersection with Quaker Lane would need to wait until construction of the Duke Street Transitway is complete.

PUBLIC TESTIMONY: Lori Cooper testified in opposition.

Josephine Liu testified in support of Option 3.

Douglas Peterson testified in opposition. Ms. Tucker asked how Option 3 would affect emergency services' access to the affected streets, to which Ms. Orr responded that the Fire Department is supportive of the service road being one-way because improving delays on Duke Street will improve emergency response. Chair Lewis asked if this project will involve signal optimization, to which Ms. Orr responded that new traffic adaptive signals and fiber connections will enable the City's Traffic Center to better control the signals at this intersection in the future. Emergency vehicle preemption at traffic signals can allow the emergency vehicles through more quickly as well. Mr. Knight noted that the City has back-up batteries and/or generators at various intersections on Duke Street due to its importance to avoid signal outages.

Joshua Wimpey testified in opposition to a one-way service road.

Randy Cole testified in support of Option 3.

James Love testified in support of a partial one-way service road.

Nicole Radshaw testified in support of a one-way service lane.

Dane Lauritzen testified in support of Option 3.

Jonathan Krail testified in support of Option 3.

Colin Brinkman testified in support of a partial one-way service road.

Lisa Porter testified in support of Option 3.

Asa Orrin-Brown testified in support of Option 3.

Nathan McKenzie testified in support of Option 3.

Matthew Kaplan testified in support of a partial one-way service road.

Zack DesJardins testified in support of Option 3.

Ken Notis testified in support of Option 3.

Alison Maltz testified in support of a partial one-way service road.

Rachel Deese testified in support of Option 3.

Kevin O'Brien testified in support of Option 3.

Juliana Von Zumbusch testified in opposition to a one-way service road.

Jonathan Falk testified in opposition to a one-way service road.

Rudolf Rojas testified in support of Option 3.

Betty Guttman testified in opposition to a one-way service road.

Mario Rodriguez testified in support of Option 3 and raised concerns about bus lanes becoming empty and going unused when routes are not in service.

Alex Goyette testified in support of Option 3.

Ms. Tucker asked if City staff has had discussions with Bishop Ireton High School leadership about congestion caused by school drop-off and pick-up and how many right

turns are taken from Duke Street onto Cambridge Road currently on weekday mornings, to which Ms. Orr responded that City staff is in discussions about removing some parking on Cambridge Road to make space for turn lanes but still need to work with residents first, but the City has quite a bit of time to solve that issue before this project will be complete. Ms. Tucker asked if the partial one-way option would involve the installation of bike sharrows, which Ms. Orr confirmed but City staff still needs to determine how cyclists would transition from the cycle track to the sharrows. Ms. Mihalik asked what kind of movements that the partial one-way option would require, to which Ms. Orr responded that it would negate all the benefits of the signal optimization. Mr. Kane asked when this would go into effect, to which Ms. Orr responded that the plan is for it be complete in 2028. Ms. Phelps asked what the benefits would be versus the tradeoffs, to which Ms. Orr responded that Longview Drive residents could turn left onto West Taylor Run Parkway if there is congestion, but they would still need to wait at a red light due to low traffic volumes, so the time savings would be minimal. Mr. Kane asked if there would be enough time for drivers to make two lefts from Duke Street to access the service lane, which Ms. Orr confirmed there would be and that City staff would continue to monitor traffic and tweak signal timing accordingly. Ms. Mihalik asked why the slip lane from Duke Street onto Quaker Lane northbound is not proposed for removal and if pedestrians would need additional protections as a result, to which Ms. Orr responded that, when City staff reaches the engineering design stage, it would be considered. Mr. Knight noted that if the slip lane is kept, pedestrians would continue to have a full red-light phase to cross the slip lane. Chair Lewis asked if westbound service road users would be controlled with a stop sign, which Ms. Orr confirmed they would.

BOARD ACTION: Ms. Tucker made a motion, seconded by Ms. Phelps to:

- Recommend the City Council approve the conversion of the Duke Street Service Road from West Taylor Run Parkway to Cambridge Road from two-way to one-way westbound.
- Recommend the Director of T&ES reconfigure the intersection of Cambridge Road and Duke Street as part of the Duke Street Transitway project.
- Recommend the Director of T&ES create a bus and right only lane for eastbound Duke Street at South Quaker Lane.
- Request City staff discuss with Bishop Ireton High School leadership solutions to resolve congestion caused by pick-up and drop-off.

The motion carried six to one, with Chair Lewis opposed.

INFORMATION ITEMS

14. **STAFF UPDATES:** None.

15. **COMMISSIONER UPDATES:** None.

ADJOURNMENT

Mr. Kane moved to adjourn the meeting, seconded by Ms. Ebbers. The motion carried unanimously. The meeting adjourned at 11:07 PM.